

# Connector – Fish Lake Trail to Centennial Trail

July 8, 2020 – Zoom Web Conference

## AGENDA

**3:30** Welcome – **Nathan** thanks everyone for making time to attend. Looking for feedback and opinions from attendees.

**3:34** Introductions – **Brandon**

Brandon Blankenagel - KPFF	Kai Huschke – Chair of Latah Hangman Neighborhood Council
Jim O’Hare – President of Spokane Bicycle Club	Nick Hamad – City of Spokane Parks & Rec
Bill Forman – Peaceful Valley Neighborhood Council	Pat Sloan – KPFF
Karen Carlberg – Chair of West Hills Neighborhood Council	Nathan Anunson – City of Spokane Integrated Capital Management
Dan Schaffer – Involved with Fish Lake Trail since the 1990s	Colin Quinhurst – City of Spokane Pedestrian & Bicycle Planning
Grant Shipley – Chair of Bicycle Advisory Board	Kevin Picanco – City of Spokane Integrated Capital Management
Loreen McFaul – Executive Director of the Friends of Centennial Trail	Brandon Gonzales – Alta
Diana Dupuis – Area Manager for Inland NW Area of WA State Parks	Steve Durrant – Alta
Lunell Haught – Inland NW Trails Coalition	

**3:41** Review Agenda – **Brandon**

**3:42** Schedule and Process for PAC – **Brandon** defines what is happening with PAC and public realm. There will be another PAC meeting in early September and a third in December; time between PAC meetings will be working out alignment details. Public meetings will be in between PAC meetings to involve everyone. Meeting 1 look at goals, objectives, opportunities, issues. Meeting 2 will share progress and dive into alignment of alternatives. Meeting 3 will share and discuss solutions summaries and evaluations results.

**3:46** Background Project Information

- Project Basis (Connecting two points) – **Steve** Our study area is connection area in between FLT and Centennial Trail (orange dotted line on slide).

- **Group Values Discussion** – **Brandon** asks the group what their top priority values are for this Trail Connection. Responses are as follows:
  - Jim – Connectivity with existing trails, state park trails, and planned trails; family-friendly
  - Bill – Connection between trails, a footpath/nature trail
  - Karen – Accessibility to broadest range of public (older cyclists and people who can't do steep slopes); minimize slope to the extent possible
  - Dan – Avoid using streets/roads for trail connector, minimize contact with auto traffic
  - Grant – Accessibility; take advantage of views
  - Loreen – Trail away from traffic; wayfinding
  - Diana – Safety aspect
  - Lunelle – User experience, does not want to see lighting on trail, good shade
  - Kai – Avoid streets/roadways
  - Nick Hamad – Keep it a park-like trail; Highlight High Bridge if possible
  - Pat – User experience
  - Nathan – Natural elements capitalized on/user experience
  - Colin – Connectivity between neighborhoods
  - Kevin – Connectivity and access; user experience
- **Alignment Ideas** – **Steve** discusses the 3 alignments: red, blue, and green.
  - **Red** – Goes across north part of High Bridge Park and connects to Government Way, then follows Government way down to FLT; has most easily navigated slope; discussion to potentially reallocate Government Way from 4 lanes to 3 lanes to allow more room and safety for cyclists; there is a proposed crossing at curve on Riverside Avenue, would need some kind of traffic calming measure (Grant confirms traffic speeds are a problem here).
  - **Blue** - Crosses existing Marne Bridge on Riverside Ave and goes through High Bridge Park on existing roadways, goes underneath Sunset Blvd Bridge, then goes up really steep switchbacks to get up to FLT trailhead.
  - **Green** - Stays on eastside of Latah Creek on existing utility bench all the way down to S. 11<sup>th</sup> Ave Bridge, then climbs up an embankment to interstate bridge; switchback after Interstate Bridge allows for easier navigation than Blue switchback; close to the creek for so long, so need to consider environmental impact.
  - Karen – Government Way is the biggest complaint in regards to roads; traffic volume and speed. In favor of reducing number of lanes.
  - Jim - Are Blue and Green are more nature-oriented than Red alternatives, Steve confirms this is the case

- Kai – Is green route overlaid on existing gravel path to Latah Creek. Steve confirms, presumes it would be paved.
- Lunelle wants to make sure native/tribal sites in area are accounted for, Steve confirms we have a cultural resources specialist on the team
- Looking at Thorpe Road connection area so neighborhoods in that vicinity have access to the trail as well
- **Group Connections Discussion – Brandon** advises it is important to make neighborhood connections. Which ones are important for trail to make? This will guide which alignment is selected. Are there other elements that are good to be connected to?
  - Jim – A lot of cyclists make their own connections from neighborhoods
  - Bill – Connections to nature trail/footpath through People’s Park and Vinegar Flats
  - Karen – New Susie Stevens Trail from arboretum connecting to FLT on Southside. For people on East Side, a lot access thru Gov’t Way, which can be dangerous
  - Dan – Trolley Trail north toward Milton Ave.
  - Grant – Better connects for Grandview-Thorpe and Vinegar Flats neighborhood
  - Kai – In/around where Yokes Grocery Store is
  - Nick – Connection to water access near Latah-Hangman park; if alignment goes through Highbridge Park, look for potential amenities like restroom, picnic area
  - Nathan – Connections with parks in the area
  - Colin – Acknowledge where people in neighborhoods along selected alignment will access the trail

**4:38** Evaluation Criteria – **Brandon** explains how the Data matrix scores the different criteria; looking for input from the group to fill in during 2<sup>nd</sup> PAC meeting; which of the matrix criteria is everyone’s top priority?

- **Group Preferences Discussion – Brandon**
  - Jim – Scenic Views, Traffic Stress, Distance, Grade, Interpretive Opportunities in that order
  - Bill – Traffic Stress
  - Karen – Grade
  - Dan – Traffic stress
  - Grant – Scenic Views
  - Loreen – Traffic Stress
  - Diana – Traffic Stress
  - Lunelle – Traffic Stress

- Kai – Traffic Stress
- Nick – Scenic Views
- Nathan – Traffic Stress
- Colin – Traffic Stress
- Keven – Traffic Stress
- Inga – Traffic Stress

**4:50** Next Steps (continued feedback methods) – **Brandon**

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