

**Logan Neighborhood Planning Stakeholder Meeting Notes**  
**Plant Services Building at Gonzaga University**  
**May 31, 2012**  
**6:30-8pm**

**Attendees:** Ken Wenham, Ken Sammons, Raymond Wright (city traffic engineering), Paul Kropp, Chris Kelly, Amber Waldref, Karen Byrd

Nikole Porter-city neighborhood planner (unable to make meeting)

Meeting notes from May 2nd reviewed without changes

**Update from Ray Wright regarding signal improvements planned for Hamilton intersections:** Dedicated left turn lanes along the Hamilton corridor are included in the 6-yr Capital Facilities Street Program. So far \$78K has been collected from a TIF (tax increment financing). The project will require \$2.8 million. Ray is in charge of design work along with planning. If protected turns were implemented at only one intersection along the corridor it would negatively impact the rest of the corridor. Discussion with stakeholders regarding how a TIF is to be used for capacity improvements which means more than cars but currently there aren't clear ways to quantify improvement of bike/ped traffic, leaving no option to use the TIF for these purposes. Altered signal timing at rush hour (4-6pm) will be required as a result of the protected left turn lanes. There will be a need for more space for cars to line up to turn as well. The stakeholders are not fans of increasing the turn lane lines or queues to meet only a 2 hour rush hour need. The question was asked by a stakeholder about using adaptive technology rather than expanding the queues. Ray said that the queues may be able to be modified but will have to be expanded to some degree. If trees need to be removed at intersections to provide more queuing space, then mitigation will likely occur by adding trees somewhere else along the corridor. The Congestion Mitigation and Air Quality Improvement Program or CMAQ provides funding for signal improvements such as these and may become available for this project. If this project qualified, the money would become available later this year. Ray noted challenges of narrow sidewalks and limited right of way at the Mission intersection. He mentioned that the Foothills & Hamilton intersection has more room for streetscape improvements due to city owned property at that location.

**Stakeholder discussions followed:**

- There is a need to review the Sharp intersection near Hamilton and clarify current plans. There was a question as to how many lanes are planned at the east portion of the intersection approaching Hamilton.
- The starting point for the central city circulator hasn't been set in stone and it would make sense to consider Cincinnati & Mission Ave connection as the starting point rather than the Cincinnati & Sharp connection. Amber will talk to Karl Otterstrom from STA regarding this issue.

- Ken Wenham mentioned again that the alleys along Hamilton are prime areas for pedestrian improvements (between Clark's cleaners and Ionic & south near Gonzaga housing). He also reiterated the solar panel technology for cross walks. Ray will check into this technology. Ken asked Ray if solar panels could be used for signals and Ray said not at this time.
- Amber suggested some ideas for streetscape improvements, including; identifying the neighborhood with their design, possibly installing historic signals, be welcoming for pedestrians, addition of trees on corners, bus stops with amenities, & signage.
- Handout was e-mailed to Karen from Nikole on the day before the meeting regarding proposed options for our planning efforts:  
I have attached the four options that were proposed (Option A to D) for moving forward. The consensus of the stakeholder group is to consider Option C and add STA connections to Step 2. Further discussion needs to occur and questions need to be answered related to who might be hired as a consultant, information about form based codes, and what kind of product might result. Further discussion of these proposed options will take place at our next meeting scheduled on **Wednesday, June 27th, from 6:30-8pm at the Plant Services Building on Gonzaga campus.**
- The stakeholders suggested an open house in September at the regularly scheduled LNO (Logan Neighborhood Organization) meeting on the third Tuesday at 6:30pm to present an array of streetscape/pedestrian/bike options considering safety and aesthetics possibly enlisting the help of EWU interdisciplinary design team.

Meeting adjourned at 8pm