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Five Mile Prairie - Neighborhood Plan for Bicycle and Pedestrian Improvements

Introduction & Background

In 2009, the City of Spokane launched a new approach to neighborhood planning, allocating project funding in collaboration with the Planning Services Department, Community Assembly Neighborhood Planning Action Committee (CA-NPAC), and the Office of Neighborhood Services.

A key part of the new approach tasks neighborhood stakeholders in identifying neighborhood issues and challenges, seeking similar issues citywide, and working with the City in developing and sharing viable solutions. Approximately \$21,000 was allocated to each city neighborhood to aid planning work.

Consistent with the new process, the Five Mile Prairie stakeholder group met to identify a number of neighborhood-specific issues. One of these recognized a lack of a safe, connected pedestrian and bicycle transportation network within the neighborhood. Accordingly, the neighborhood assigned a portion of their planning funds to hire Spokane planning consultant Studio Cascade to assist in designing and carrying out a process to explore and address neighborhood pedestrian and bicycle safety/connectivity concerns.

This report summarizes both the planning process and the outcomes of the Five Mile Prairie work, including proposed amendments to the City of Spokane's adopted Comprehensive Plan. While



Figure 1-A: Five Mile Road. (Image source: Studio Cascade, Inc.)

potential amendment descriptions are provided here, specific, detailed analysis of each are not, as the neighborhood feels existing comprehensive plan policy already supports the recommended amendments. As such, the following pages provide summary listings of comprehensive plan policies supporting the proposed amendments.

As a result of this planning effort, the Five Mile Prairie proposes the City amend the following to achieve its pedestrian and bicycle safety/connectivity concerns:

- *The Regional Pedestrian Network Map*
- *The Planned Bikeway Network Map*
- *The Six-year Comprehensive Street Program and/or the Individual 20-year Transportation Capital Improvement Program*

Although the proposed amendments may be consistent with existing Comprehensive Plan policy, a detailed engineering analysis is still required to determine the feasibility of each proposed project.

The Planning Process

In June 2010, Studio Cascade Inc., a Spokane-based planning consultancy, was hired by the City of Spokane, on behalf of Five Mile Prairie Neighborhood, to help its stakeholders group create and facilitate a public participation process to:

- *Inventory existing pedestrian and bicycle conditions*
- *Identify safety and connectivity improvements*
- *Prioritize those improvements*
- *Identify potential amendments to the City Pedestrian Network map, the Planned Bikeway map, and the Capital Improvement and/or Capital Facilities Plan*

Beyond the considerable volunteer time contributed by neighborhood residents and leaders, funds to carry the work forward came from a portion of the approximately \$21,000 planning grant provided to Five Mile by the City of Spokane.

Time and funding constraints demanded the process be designed and executed as efficiently as possible, using consultant expertise to complement local knowledge in assessing existing conditions, establishing goals, and evaluating outcomes. Two major steps in the process were:

Baseline & Walkability Audit

The first step in the process was to gather baseline Geographic Information Systems (GIS) information from the City of Spokane and construct an existing conditions map. This information was then used to build a framework for a "Walkability Audit," an exercise engaging neighborhood residents in developing an inventory of Five Mile's non-automotive transportation network and identifying improvement opportunities. On August 14, 2010, a group of about 25 volunteers forming 11 teams took part in the audit - walking and evaluating every roadway within the City-bounded portion of the neighborhood.

Figure 1-B: The Five Mile Prairie Walkability Audit, based on similar work conducted by the National Center of Smart Growth at the University of Maryland, inventoried existing pedestrian and bicycle-related facilities. (Image source: Studio Cascade, Inc.)



Figure 1-C: Recent improvements to Five Mile Road include a marked bike lane, proceeding from Ash to Lincoln Streets. (Image source: Studio Cascade, Inc.)

The audit was inspired by and developed from a similar exercise performed by the National Center of Smart Growth at the University of Maryland, the "Pedestrian Environment Data Scan." Five Mile's audit consisted of two parts: audit protocol and an audit worksheet. Audit protocols provided background and directions for the survey questions, while the worksheet helped participants inventory the existing network and identify improvement opportunities. A copy of protocol and the worksheet used are attached as Appendix A.

Results from completed audit worksheets (about 330) were coded and entered in spreadsheet format. This data was then used to create a GIS layer showing conditions and identified bike/ped improvements. Five Mile's data provides the neighborhood - and the City - with important information on conditions as well as locally-recognized list of improvements or actions to enhance the safety and connectivity of the Five Mile Prairie pedestrian and bicycle network.

Priorities Workshop

The next step in the process was to help residents prioritize the number of opportunities identified in the walkability audit. On October 16th, 2010, a three-hour workshop was held at the Old Five Mile School House. The meeting began with a review of existing conditions including two maps - a "pedestrian opportunities" map and a "bicycle opportunities" map. Each of these maps included a scoring matrix to assist residents in evaluating each opportunity using a consistent criteria set. Participants were tasked with discussing and verifying audit-identified opportunities, as well as new or previously unidentified opportunities. A copy of these maps and evaluation criteria is attached as Appendix B.

The end result of the Priorities Workshop - based on the exercise and on verbal consensus among participants - was a series of "priority projects" that seemed to most enhance the safety and connectivity of the neighborhood for pedestrians and cyclists. Consultants later transferred these to new maps (Figures 1-E and 1-F) with descriptive text (Table 1-1), for further investigation and implementation by the City.



Figure 1-C: The "Priorities Workshop" reflected on conditions and opportunities data developed in the earlier walkability audit. (Image source: Studio Cascade, Inc.)

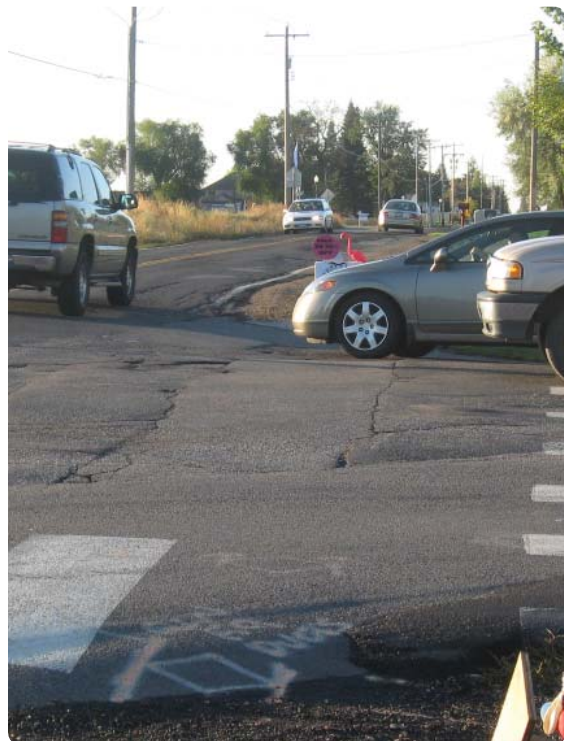


Figure 1-D: Intersection and pedestrian improvements were identified as a high priority for the neighborhood. (Image source: Studio Cascade, Inc.)

Proposed Comprehensive Plan Amendments

As described earlier, one purpose of the Five Mile planning process was to review, identify and update, if necessary, the City of Spokane's Comprehensive Plan regarding the neighborhood pedestrian and bicycle network. As a result, the neighborhood has recommended the City of Spokane consider amendments to its Planned Bikeway map and its Capital Improvement and/or Capital Facilities Plan.

The City of Spokane is currently updating its Pedestrian Plan. Therefore, the neighborhood submits the recommendations for considered inclusion in the updated Pedestrian Master Plan and Integrated ADA Transition Plan.

Pedestrian and Bicycle Facility Maps

In order to conform to the existing comprehensive plan, two maps were developed by consultants. The first, included here as Figure 1-E, is intended to provide direction to the City of Spokane in updating its Pedestrian Master Plan. Because the map completed by the neighborhood is more detailed than the City's regional pedestrian scale map, the City

Table 1-1: *Capital Improvements for Pedestrian and Bicycle Facilities for Five Mile Prairie Neighborhood*

Project Number	Project Type and Street	From	To
1	Sidewalk; Five Mile Road	Lincoln Road	Strong Road
2	Sidewalk; Strong Road	Cedar Road	Five Mile Road
3	Pedestrian Crossing	Strong Road	Five Mile
4	Pedestrian Crossing	Strong Road	Nettleton Road
5	Pedestrian Crossing	Five Mile Road	Lincoln Road
6	Pedestrian Path; Sky View Park	Heath Avenue	Strong Road
7	Shared Pathway; Trinity Avenue	E Street	F Street
8	Shared Pathway; Austin Road	Strong Road	Five Mile Road
9	Shared Pathway; Austin Ravine Conservation Area	Austin Road	North Quamish Drive
10	Shared Pathway; West Stratton Avenue	North Quamish Drive	Stratton Avenue
11	Shared Roadway; Panorama Drive	Strong Road	Cedar Road
12	Shared Pathway; Lincoln Road/Hiawatha Drive	Warren Lane	Hiawatha Road
13	Bike Lane; Strong Road	Five Mile Road	Cedar Road
14	Bike Lane; Lincoln Road	Five Mile Road	Hiawatha Drive
15	Bike Lane; Five Mile Road	Lincoln Road	Strong Road
16	Bike Lane; Johannsen Road	Cedar Road	Five Mile
17	Shared Roadway; Cedar Road	Strong Road	Johannsen Road
18	Shared Roadway; St. Thomas More Way	Five Mile Road	Quamish Drive
19	Shared Roadway; Kammi Avenue	Alberta Street	Quamish Drive
20	Shared Roadway; Quamish Drive	St. Thomas More Way	Austin Road
21	Shared Roadway; Cascade Way	Five Mile Road	Austin Road

may consider adopting the map as a supplement or addendum to its existing Map TR1.

The second map, provided as Figure 1-F, is intended to provide direction to the City of Spokane regarding bicycle facilities in the Five Mile Prairie neighborhood. This map identifies neighborhood priorities for such facilities within the neighborhood. Spokane may consider adopting this map as a supplement or addendum to the Planned Bikeway Network Map TR2.

Capital Improvement and/or Capital Facilities Plan

Each of the maps discussed above include a graphic representation of capital improvement projects within the neighborhood. The maps also include conceptual ideas and routes for bike and pedestrian traffic. The list, provided as Table 1-1 below, includes those projects the neighborhood would like the City to consider as potential capital improvements. The neighborhood also asks the City to consider amending either or both the Six-year Comprehensive Street Program or the 20-year Transportation Capital Improvement Plan to include the listed projects.

pathways requiring the City to create standards for non-permanent walkways along corridors like Austin Road. Others require further initiative from the neighborhood council, such as sharing the mapped walking or biking routes with their constituents.

Additionally, the neighborhood identified Potential Study Areas. These locations identified in Appendix C, show areas of undeveloped private property that has the potential to increase connectivity within the neighborhood. By identifying these areas as Potential Study Areas, the neighborhood hopes to inform decision-makers of the potential these areas have in increasing connectivity in the neighborhood as they develop. The inclusion of those areas on the map does not condition private development to implement this plan.

Consistency with Other Planning Efforts

This pedestrian and bicycle neighborhood planning process was designed and completed with other state and city-wide planning objectives and requirements including the Growth Management Act, the City's Comprehensive Plan, the Bike Master Plan as well as the City-approved process for neighborhood planning.

Additionally, the Five Mile Prairie neighborhood is currently undergoing a parallel planning process for County portions of the neighborhood. Planning efforts and projects between the city and county sides of the neighborhood have been coordinated from the beginning of the project and the County projects will be adopted under a separate County led process.

Other Outcomes

Some results of the process are outside of the scope of work for which the consultant was hired, for example, alternative routes or shared

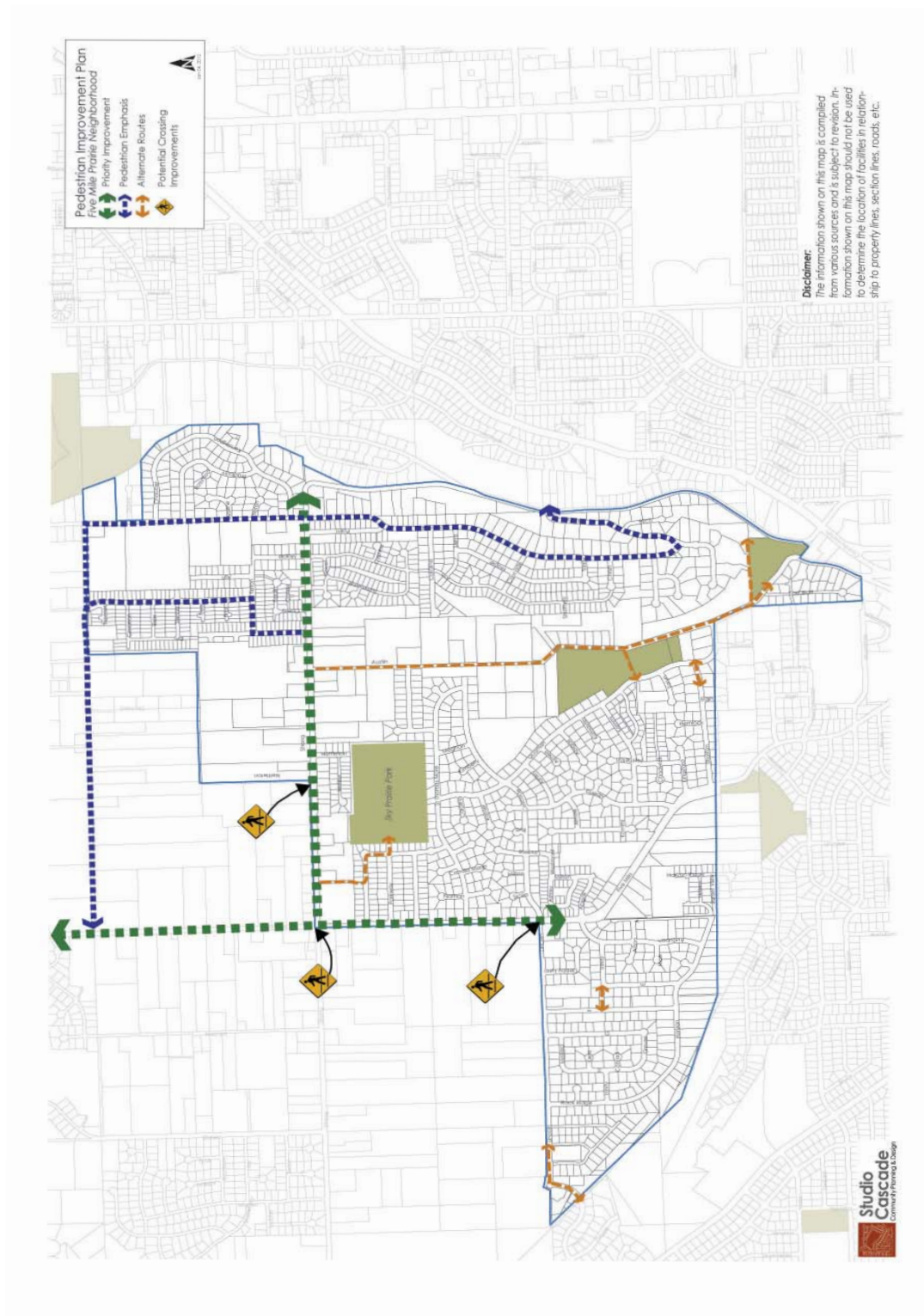


Figure 1-E: Pedestrian-related improvements. Five Mile Prairie

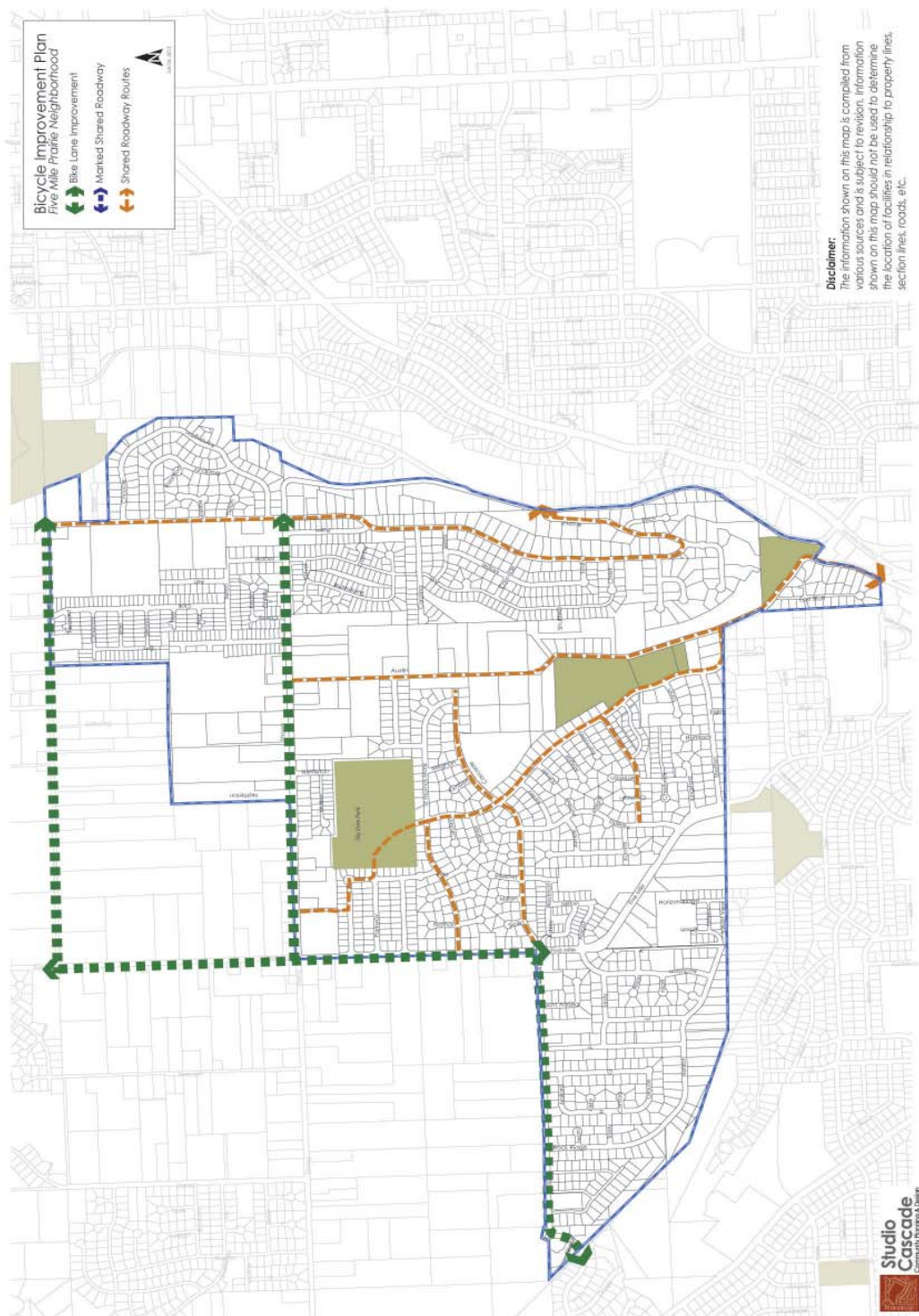


Figure 1-F: Bicycle related improvements, Five Mile Prairie

Appendix A:

Audit Worksheet & Protocol

Five Mile Prairie Walkability Audit Worksheet

Date: _____ Segment Area: _____ Segment Number: _____

A. Environment

1. Activity

Is the road busy? ☐

Is it noisy? ☐

Is the air quality bad? ☐

2. Uses in segment

Single-family detached ☐

Institutional ☐

Vacant/Undeveloped ☐

Recreation ☐

3. Slope

Flat ☐

Slight Hill ☐

Steep Hill ☐

B. Road Attributes

1. Road condition

Poor (many bumps/cracks/holes) ☐

Fair (some bumps/cracks/holes) ☐

Good (few bumps/cracks/holes) ☐

Under Repair/Construction ☐

Dirt or gravel roadway ☐

2. Access

Does a gated road enter the segment? ☐

Is the segment gated? ☐

3. Number of lanes

Minimum # lanes to cross ☐

Maximum # lanes to cross ☐

Are the lanes painted? ☐

4. On-street parking

Is it permitted? ☐

Is it used? ☐

Is there width available for parking? ☐

5. Traffic control devices

Stop sign ☐

Yield sign ☐

None ☐

Other (note on back) ☐

6. Driver behavior

Drove too fast ☐

Exited driveways without looking ☐

Did not yield to pedestrians ☐

7. Crossing Aids

Crosswalk ☐

Pedestrian signal ☐

Median/traffic island ☐

Flashing warning light ☐

None ☐

Other (note on back) ☐

C. Pedestrian Facilities

1. Types of pedestrian facility

Footpath ☐

Paved trail access ☐

Sidewalk ☐

Pedestrian path ☐

Paved shoulder ☐

Unpaved shoulder ☐

2. Path material (if applicable)

Asphalt ☐

Concrete ☐

Paving stones or bricks ☐

Gravel ☐

Dirt or Sand ☐

3. Path condition (if applicable)

Poor (many bumps/cracks/holes) ☐

Fair (some bumps/cracks/holes) ☐

Good (few bumps/cracks/holes) ☐

Under Repair/Construction ☐

4. Path distance from curb (if applicable)

At edge ☐

Separate but less than 5 feet ☐

Separate and greater than 5 feet ☐

5. Buffers between road and path

Fence ☐

Trees ☐

Hedges ☐

Landscape ☐

Grass ☐

6. Sidewalk/ path width

Less than 4 feet ☐

4 feet or greater ☐

7. Sidewalk continuity

Sidewalk continues (indicated any breaks on the map) ☐

Please return this worksheet to the Schoolhouse by 11:30 am.

If you would like to include photos or drawings with your audit, please send images to Chaz Bates at cbates@studiocascade.com. Be sure to include the focus and place of the photo, for example, "the intersection of Quamish and Cascade could use a crosswalk" or "the buffer along St Thomas More make me feel safe".

D. Walking/Cycling Environment

1. Road/path lighting

Road-oriented lighting ☐

Pedestrian-scale lighting ☐

None ☐

2. Wayfinding

Street signs (private = v or public = p) ☐

Other ☐

None ☐

3. Street trees (indicate location with a dot on map)

60' spacing or less ☐

Greater than 60' spacing ☐

Irregular ☐

None ☐

4. Bicycle facilities

Bike Lane ☐

Shared Use/Multiuse Path ☐

Marked/Shared Roadway ☐

None ☐

E. Subjective Assessment

Enter 1 (yes), 2 (maybe), or 3 (no)

Segment is attractive for walking ☐

Segment is attractive for cycling ☐

Segment feels safe for walking ☐

Segment feels safe for cycling ☐

Segment feels dangerous for walking ☐

Segment feels dangerous for cycling ☐

F. Opportunities

On segment map please indicate the following opportunities (check box if added)

With dashed line indicate potential new sidewalk/path ☐

With solid line indicate potential new bike lanes ☐

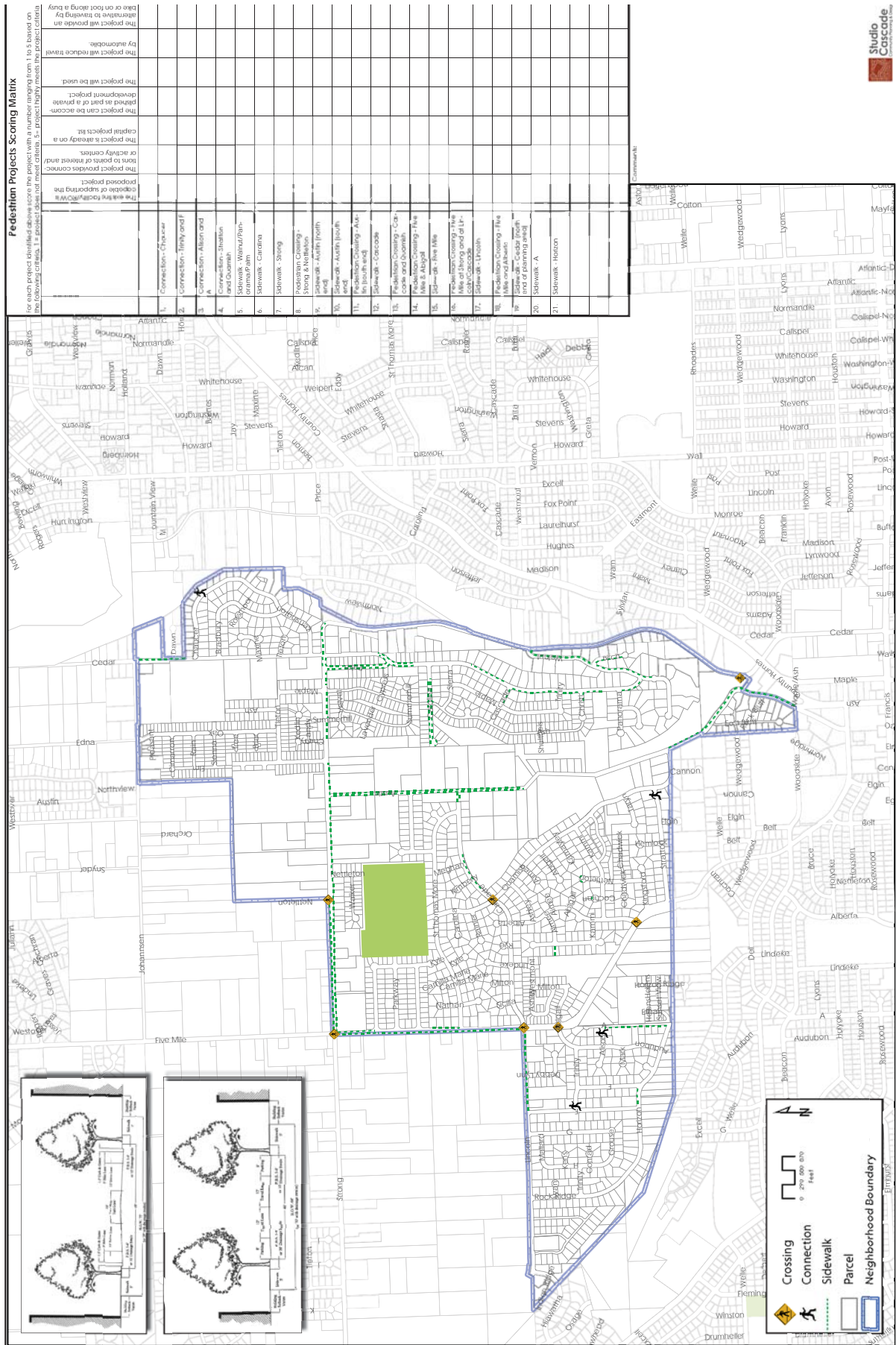
With a circle indicate from potential new crossing aids ☐

With an "X" indicate sidewalks in need of repair ☐

Note other areas of opportunity and describe. ☐

Appendix B:

Priority Workshop Maps

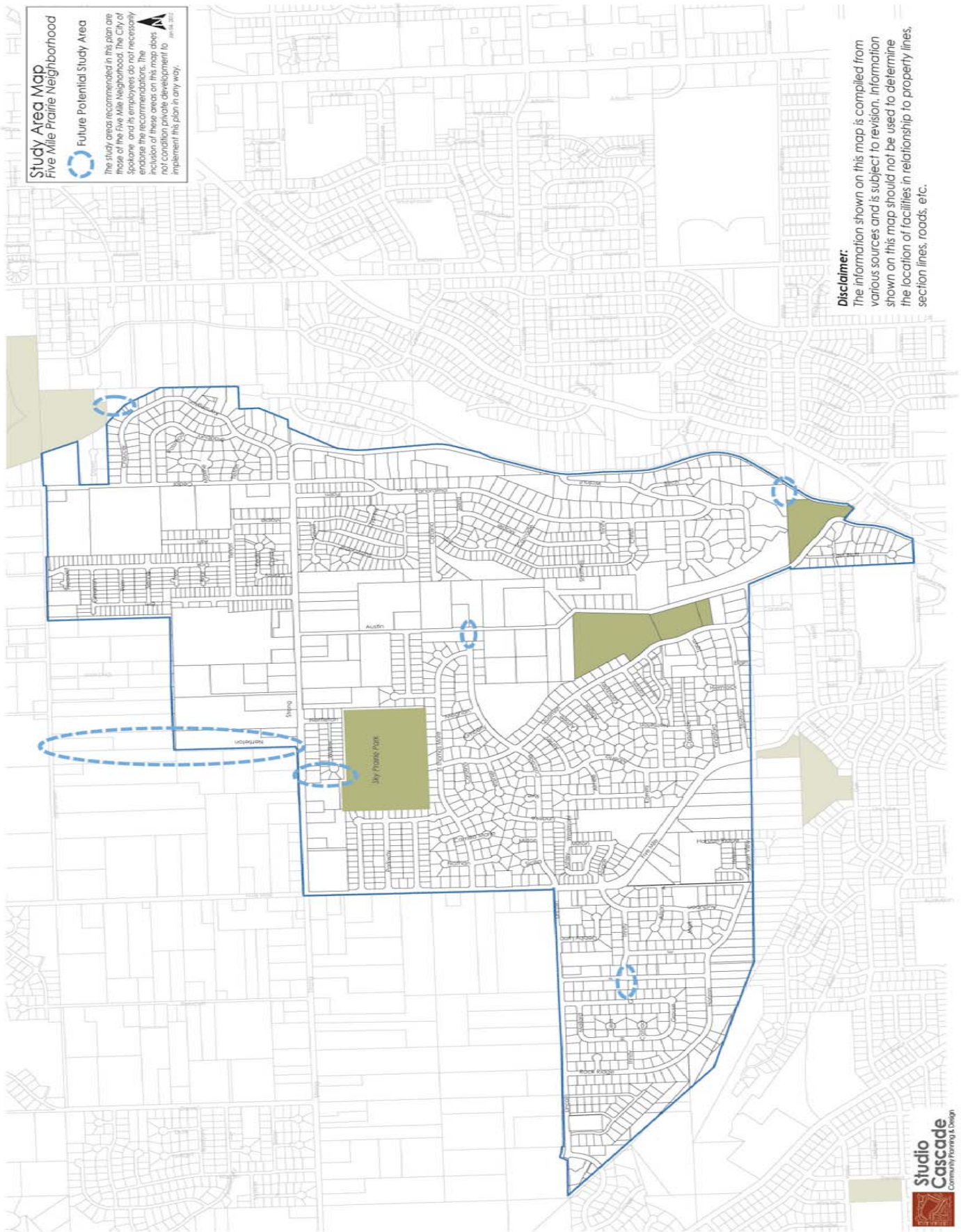


Appendix C:

Potential Future Study Areas

Potential Pedestrian and Bicycle Facilities Study Areas for the Five Mile Prairie Neighborhood

Project Number	Project Type and Street	From	To
1	Pedestrian Path; Sky Prairie Park	North side of Sky Prairie Park	Strong Road
2	Pedestrian Path; to Conservation Futures Property	Chaucer Avenue	Conservation area
3	Shared Pathway; Trinity Avenue	F Street	G Street
4	Shared Pathway; Cascade Way	Austin Road	St Thomas More Way
5	Shared Pathway; Nettleton	Strong	Johannsen
6	Marked Shared Roadway; Cascade Way	St. Thomas More Way	North Quamish Road



Study Area Map
Five Mile Prairie Neighborhood



Future Potential Study Area
The study areas recommended in this plan are those of the Five Mile Neighborhood. The City of Spokane and its employees do not necessarily endorse the recommendations. The inclusion of these areas on this map does not condition private development to implement this plan in any way.



Disclaimer:
The information shown on this map is compiled from various sources and is subject to revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, roads, etc.

