

Lincoln Heights Neighborhood Council

Traffic Calming Draft Meeting Minutes

2/16/22 5:30 pm

Zoom

### **Attendance**

Present – William Bidowski, Theresa Bidowski, Casey Kuehn, Eric Hatton, Adam Miles, Richard Sola, Diane Shuman, Adam Gleason, Buz Hollingsworth, Laura Carey, Patrick McKann, Diane Birginal, Annie Deasy

Guest Speakers - Breean Beggs, Annica Eagle

Board Present – Carol Tomsic, Marilyn Lloyd, Sally Phillips

### **Welcome**

Chair, Carol Tomsic welcomed everyone to the meeting. She gave an update on what's known about the upcoming traffic calming program/workshops:

The city is in the process of looking for a single engineer consulting firm that will work closely with the Pomegranate Institute at nine workshops and nine follow-up workshops.

There will be three workshops per district, but each neighborhood will have their own facilitator, (table-grouping).

Past neighborhood traffic calming program projects and traffic concerns from a community log will be added to printed materials prior to the workshops, although the logistics are not known at this time.

ICM is Integrated Capital Management. ICM basically do es the scoping, schedule, and budget for city projects. But, for the traffic calming ICM will hire an engineer consulting firm. ICM will oversee their work.

A Spokane Traffic Calming Program Convening Group is in the process of being formed. The purpose of the Convening Group is to bring together a diverse group of 30-40 established and emerging community leaders to actively engage the community, not decision-making.

### **Breean Beggs, City Council President**

Breean gave an update on the Cycle 9/2019 neighborhood traffic calming projects. He said with the old program, we applied and then two years later the projects were built. Due to the pandemic, it was longer, so the 2019 projects will be scheduled for construction this summer/fall. The Cycle 10/2020 neighborhood traffic calming projects are close to being finalized and we should know which projects are going to be funded in about one month. Breean said with the previous traffic calming program we could only request projects less than \$50 thousand dollars or small projects. He said a good example was Grand Thorpe neighborhood applying for sidewalks. He said with the new program we can request bigger projects and projects across other neighborhoods such as Greenways. He said there will be a four-year project list that can be updated throughout the four years. Breean said the program will emphasis problems and not

solutions so we can focus on the problems and safety and then the problems can be solved by the engineering firm hired by the city. The final list will allow the city to complete as many projects as they can. When we get close to the end of four years, we will repeat the process. Breean said the Pomegranate Institute will not work directly with the residents but rather train others/city staff and provide technical advice for the big meetings. The new process will have a broader audience. He said the ‘convening group’ will help with outreach and work with elementary schools. Breean said there is not a date for the meetings. He said the engineering firm will specialize in traffic calming solutions. He said the new program will leverage resources across the goals. A good example is the city will replace all the requested missing sidewalks in an area at the same time as it will be cheaper per block. He said we could petition the city council for changes after the recommendations are made. City Council plans to allocate several million dollars and ICM will pick projects from the list. Breean said the city would like to add traffic cameras on the South Hill in hospital and park zones. Approval to do this must come from the Washington State legislature (HB 1915).

There were questions and answers. Safety upgrades can avoid exposing the city to financial loss and can put projects higher up an engineer list. A speed hump pilot in Rockwood was discussed and we can include speed humps in proposals. Traffic camera limitations were discussed.

### **Annica Eagle, Office of Neighborhood Support**

Annica presented on the Mobile Speed Feedback report for the mobile speed signs placed in our neighborhood in 2021. The program allowed each neighborhood to have signs at three locations for 2 weeks at a time and auxiliary location if available. Our neighborhood had five signs placed. Annica reminded us that it is important to remember to place this year’s signs in the public right of way and that the signs require sunlight because they have solar panels. We also need to consider the traffic speed in placement if cars are normally slowing down. Our 2021 signs were placed at 2001 E 18<sup>th</sup>, near S Martin St, capturing eastbound traffic, Woodfern and S Altamont, capturing eastbound traffic, 1508 E 34<sup>th</sup> Ave, near Perry, capturing westbound traffic, Woodfern and N Altamont, capturing eastbound traffic, and 3142 E 33<sup>rd</sup>, near Ray St, capturing westbound traffic. Annica presented the speed statistics (posted speed, average speed, 85<sup>th</sup> percentile and number of vehicles tracked) at each of the mobile sign placement sites. She defined the 85<sup>th</sup> percentile speed statistic as the center part of a bell-curve with high/low speeds and ideal driving conditions.

- 2001 E 18<sup>th</sup> – posted 25 mph, average speed 15 mph, 85<sup>th</sup> percentile 21 mph, # of vehicles tracked 1,043.
- Woodfern/S Altamont – posted 25 mph, average speed 19 mph, 85<sup>th</sup> percentile 26 mph, # of vehicles tracked 5,361.
- 1508 E 34<sup>th</sup> – posted speed 25, average speed 22, 85<sup>th</sup> percentile 30 mph, # of vehicles tracked 6,291.
- Woodfern/S Altamont – posted speed 25 mph, average speed 20 mph, 85<sup>th</sup> percentile 26 mph, # of vehicles tracked 11,998.
- 3142 E 33<sup>rd</sup> – posted speed 25 mph, average speed 14 mph, 85<sup>th</sup> percentile 22 mph, # of vehicles tracked 10,535.

There were questions and answers. The high number of vehicles tracked on the residential streets was discussed as each sign counted traffic one-way and for only two weeks. Speed signs are not as accurate as they need to be due to large traffic volume, shadow vehicles (two cars counted as one car) and higher speeds, but they can help bolster traffic calming applications. The 'educate, engineer and enforcement' rule on speeding was discussed. The use of 85<sup>th</sup> percentile data was discussed.

### **Roundtable**

There was no time for roundtable. Attendees were told to contact us with any traffic concerns.

Meeting Adjourned at 7:09 pm

Next meeting TBA