



Grand Blvd Restriping

Transportation Commission Presentation

October 15, 2025

Project

- Existing: Grand Blvd is 4 lanes (2 auto lanes in each direction) with no center turn lane
- Proposed Option 1: Restripe Grand as 3 lanes (one 11 ft auto lane in each direction and one 12 ft center turn lane)
- Proposed Option 2: Restripe Grand as 4 lanes (one 10 ft auto lane northbound [downhill], two 10 ft auto lanes southbound [uphill], and one 10 ft center turn lane)

Option 1: One uphill auto lane, one downhill auto lane, center turn lane



Option 2: Two uphill auto lanes, one downhill auto lane, center turn lane





160 in. (approx.)



430 in. (approx.)



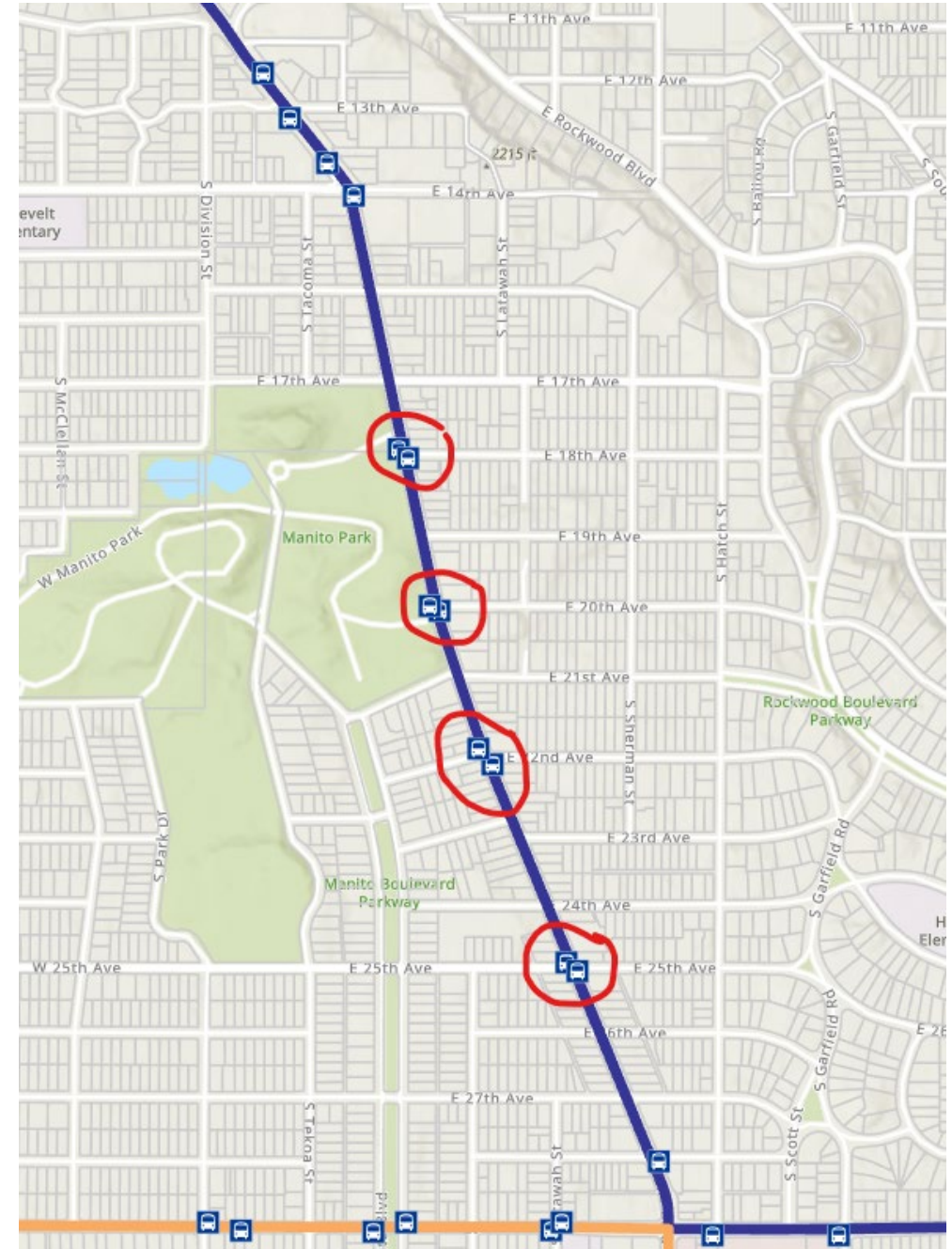
Typical Large Vehicle Classification for Grand Blvd

Class 1 Motorcycles		Class 7 Four or more axle, single unit	
Class 2 Passenger cars			
		Class 8 Four or less axle, single trailer	
Class 3 Four tire, single unit			
		Class 9 5-Axle tractor semitrailer	
Class 4 Buses		Class 10 Six or more axle, single trailer	
		Class 11 Five or less axle, multi trailer	
Class 5 Two axle, six tire, single unit		Class 12 Six axle, multi-trailer	
		Class 13 Seven or more axle, multi-trailer	
Class 6 Three axle, single unit			

Source: Federal Highway Administration

STA Route Details

- STA Route 4
- 15-min frequency
- Under Option 1, both directions would be stopped during STA bus loading and unloading
- Under Option 2, the downhill direction would be stopped during STA bus loading and unloading



Crosswalk Improvements

- 27th @ Grand:
 - Existing configuration of Grand Blvd (two lanes in both directions) -> **PHB recommended**
 - Restriping Grand Blvd to 3 lanes (one lane in each direction with a center turn lane) w/ or w/o pedestrian refuge -> **RRFB recommended**
 - Restriping Grand Blvd to 4 lanes (two lanes uphill, one lane downhill, and center turn lane) w/ pedestrian refuge -> **RRFB recommended**
 - Restriping Grand Blvd to 4 lanes (two lanes uphill, one lane downhill, and center turn lane) w/o pedestrian refuge -> **PHB recommended**

Corridor Travel Times

PM Peak Hour (16:00 – 17:00) corridor travel times between 14th and 29th Ave

Configuration	NB (s) - downhill	SB (s) - uphill
Existing (two NB, two SB)	144.5	156.7
Option 1 (one NB, one SB)*	174.5	214.4
Option 2 (one NB, two SB)**	174.7	156.5

*Includes a bus dwelling time of 40 seconds at each of the three STA stops along both the downhill and uphill direction, every 15 minutes

**Includes a bus dwelling time of 40 seconds at each of the three STA stops along the downhill direction only, every 15 minutes

Discussion

Any questions, concerns, or ideas?