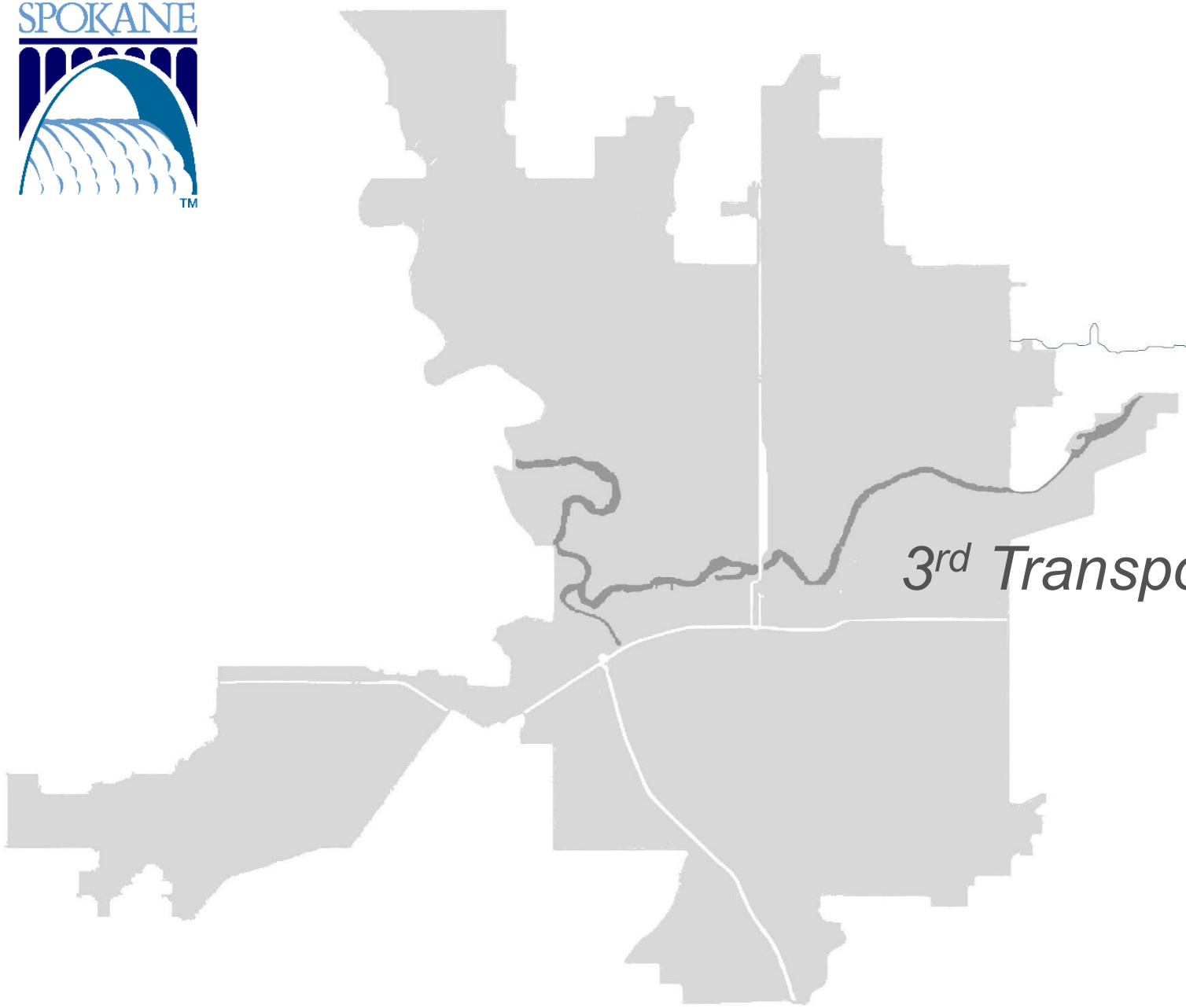


Grand Blvd Restriping

3rd Transportation Commission Briefing

February 18, 2026

Background & Scope

- Repaving project on Grand Blvd scheduled for 2027
- No change to curb lines
- Opportunity to address community concerns with safety along Grand and particularly around Manito Park
- Restripe discussed in 2024 Citywide Traffic Calming report

Striping Options

- Existing: Grand Blvd is 4 lanes (two 10 ft lanes in each direction) with no center turn lane

- Option 1: Restripe Grand as 3 lanes (one 11 ft lane in each direction and one 12 ft center turn lane, non-bikeable shoulder for snow and strategic curb bumpouts) *no bike lanes*

- Option 2: Restripe Grand as 4 lanes (one 10 ft lane northbound [downhill], two 10 ft lanes southbound [uphill], and one 10 ft center turn lane) *no bike lanes*

Jan 27th Public Meeting

- Discussed restriping options to crowd of around 75+ people
- Answered questions and collected comments (stats below are for comments received by 2026-02-17)
  - Public response via written and email comments was mostly in favor of road diet “Option 1” (1 lane in each direction w/ center turn lane)
  - 57% preferred either road diet option*, 30% preferred the existing configuration, and 13% of comments expressed a preference for more safety improvements without regard to existing vs. road diet options
  - Consistent support for better pedestrian/bike crossing options, even among those who supported keeping 2 lanes in each direction on Grand

*Of the people who supported a road diet, 85% favored Option 1 and 15% favored Option 2

Recurring Themes

- Speed Enforcement
- Pedestrian Safety
- Congestion
- Bike Facilities
- Preservation/Maintenance

Option 1: One uphill lane, one downhill lane, center turn lane, non-bikeable shoulder for snow

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

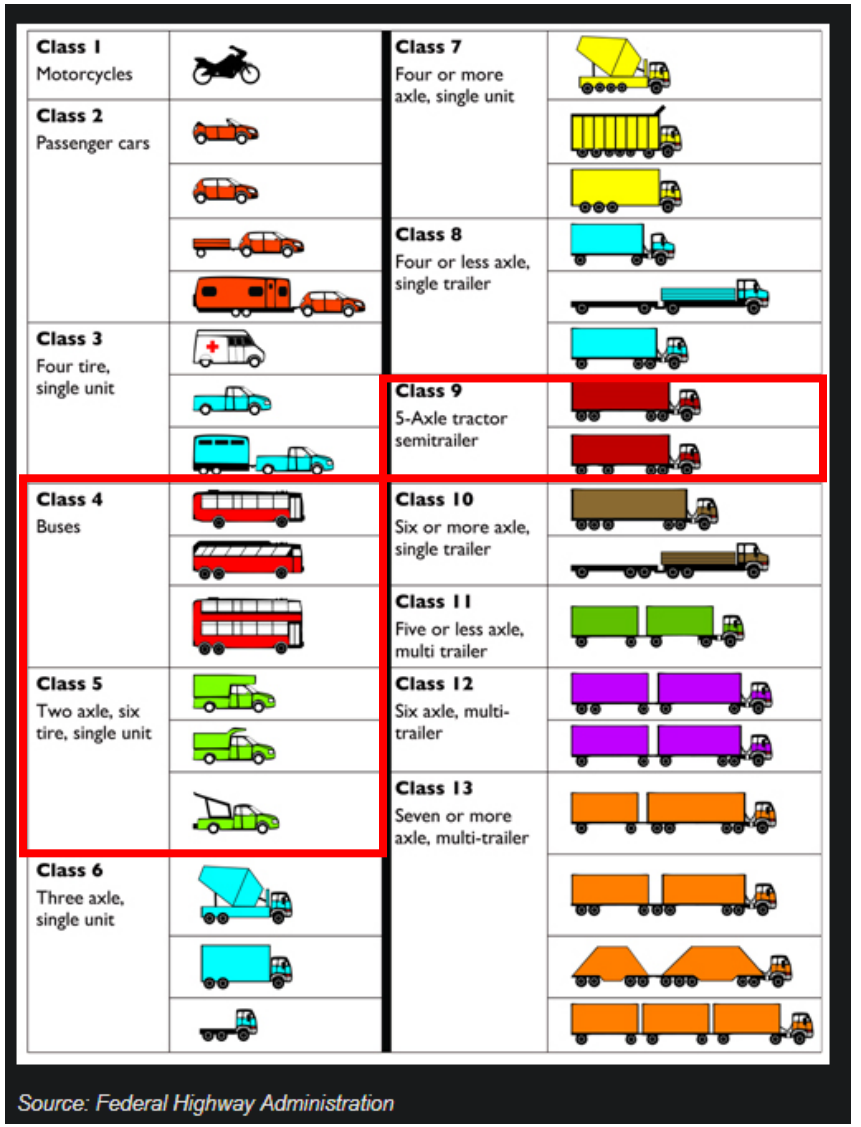
Volumes and grade

- Daily traffic = 14,000 – 15,000 veh/day;
- PM Peak Hour = 4:00-5:00 PM
- 12% trucks (includes buses, UPS box trucks)
- Posted Speed = 30 mph, except:
  - 20 mph park zone from 16th to 21st Ave
  - 20 mph school zone from 13th to 16th Ave
- Average slope = 2.3%, Max slope = 5.8%

Typical Large Vehicle Classification for Grand Blvd

13 ft 4 in (approx.)

35 ft 10 in (approx.)

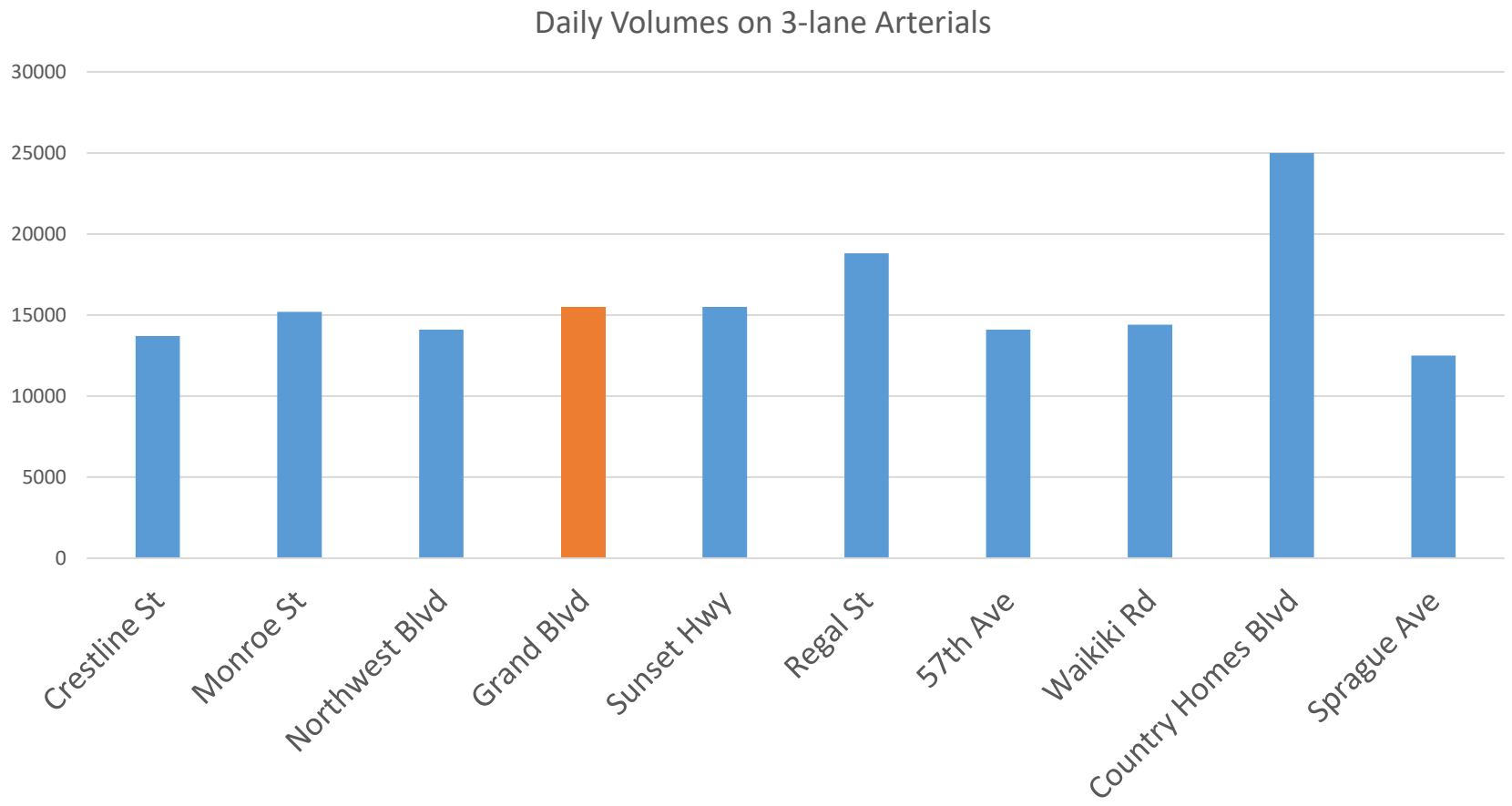


Speed Data

- 85th Percentile Speed
  (85% of drivers are at or below this speed)

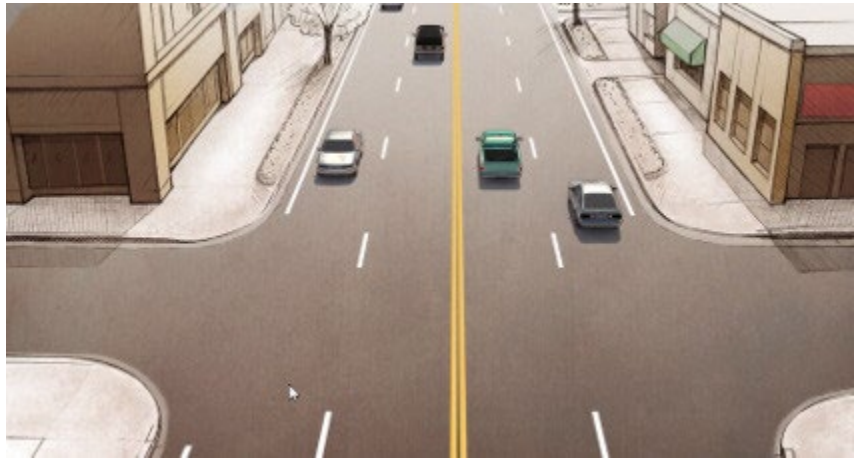
Location	Speed Limit	85th percentile speed
16th Ave	30 mph or 20 when flashing	35 mph
20th Ave	20 mph	29 mph
26th Ave	30 mph	37 mph

Volume Comparison to Grand Blvd.



Primer on “TWLTL”s

- TWLTL = **T**wo-**W**ay **L**eft **T**urn **L**ane, or simply “center turn lane”
- Easier access to homes, schools, businesses, parks, etc
- Improves walkability with fewer lanes for pedestrians to cross
- Can improve emergency response times emergency vehicles can use TWLTL for faster response



4-lane road (2 lanes per direction) without “TWLTL”

3-lane road (1 lane per direction) with “TWLTL”

Source: Iowa DOT

https://iowadot.gov/modes-travel/roads-highways/highway-safety-features/4-3-lane-conversion

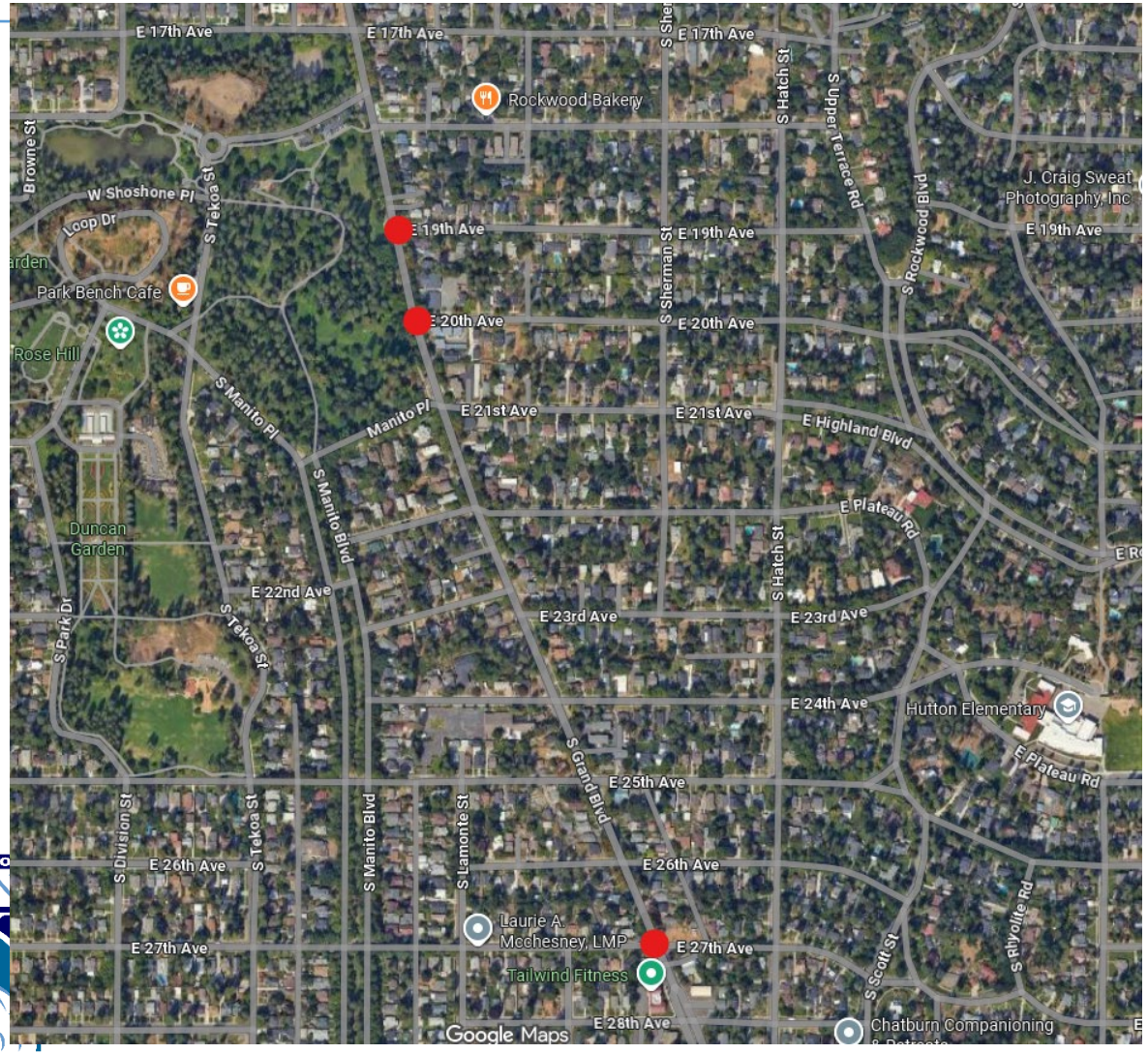
Examples of TWLTL Refuge Islands

Northwest Blvd @ Milton St

Sprague Ave @ Lee St

Includes an “RRFB” (Rectangular Rapid Flashing Beacon) that activates yellow flashers to alert drivers that a pedestrian is going to cross

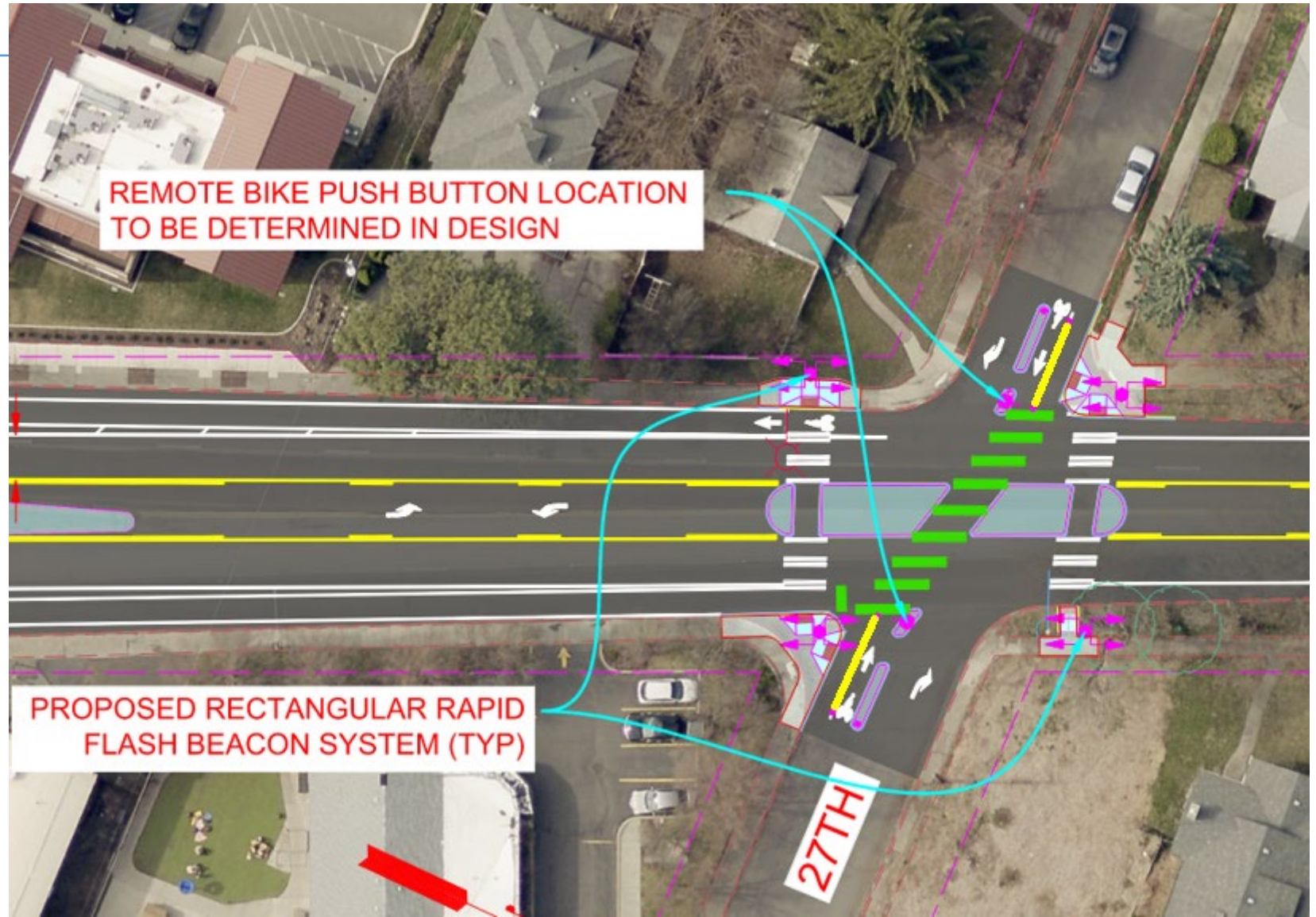
Likely locations of Refuge Islands



- 19th Ave
- 20th Ave
- 21st - Manito
- 27th Ave

- Adding a TWLTL allows for placement of “refuge islands” that provide better separation of pedestrians from motor vehicle traffic

Refuge island example @ 27th Ave

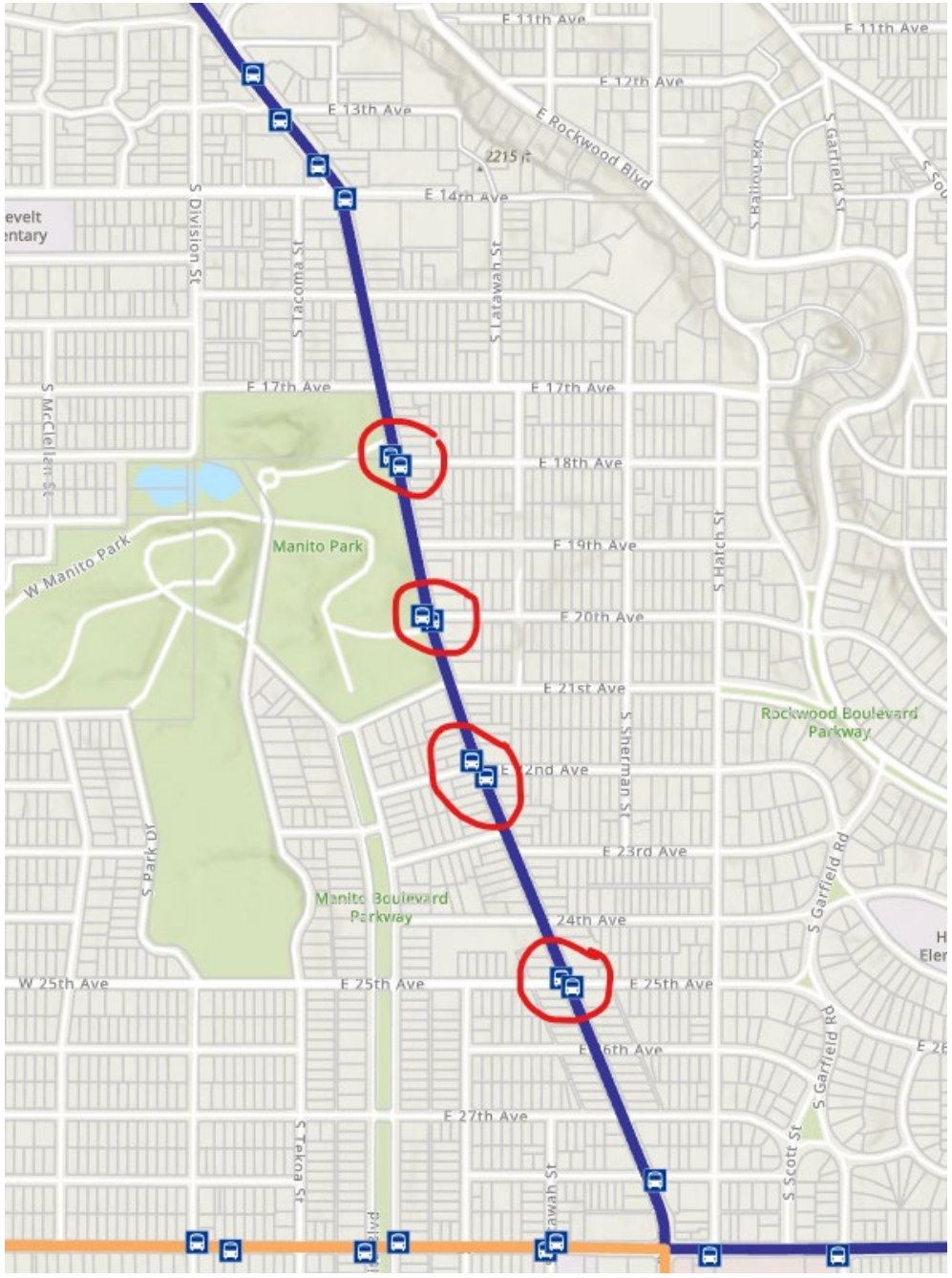


Solid Waste Comments

- 27th Ave for one block on either side of Grand will need to switch to manual collection of garbage, recycling, organic waste if access is restricted at 27th & Grand
- Grand Blvd will remain as automated collection
- Under either road diet option, Solid Waste will continue its current process of circling the blocks along Grand, only collecting one block on Grand at a time before turning off onto a side street, minimizing time behind stopped solid waste vehicles

STA Route Details

- STA Route 4
- 15-min frequency
- 3-lane, both directions would be stopped during STA bus loading and unloading
- 4-lane, the downhill direction would be stopped during STA bus loading and unloading



Corridor Travel Times

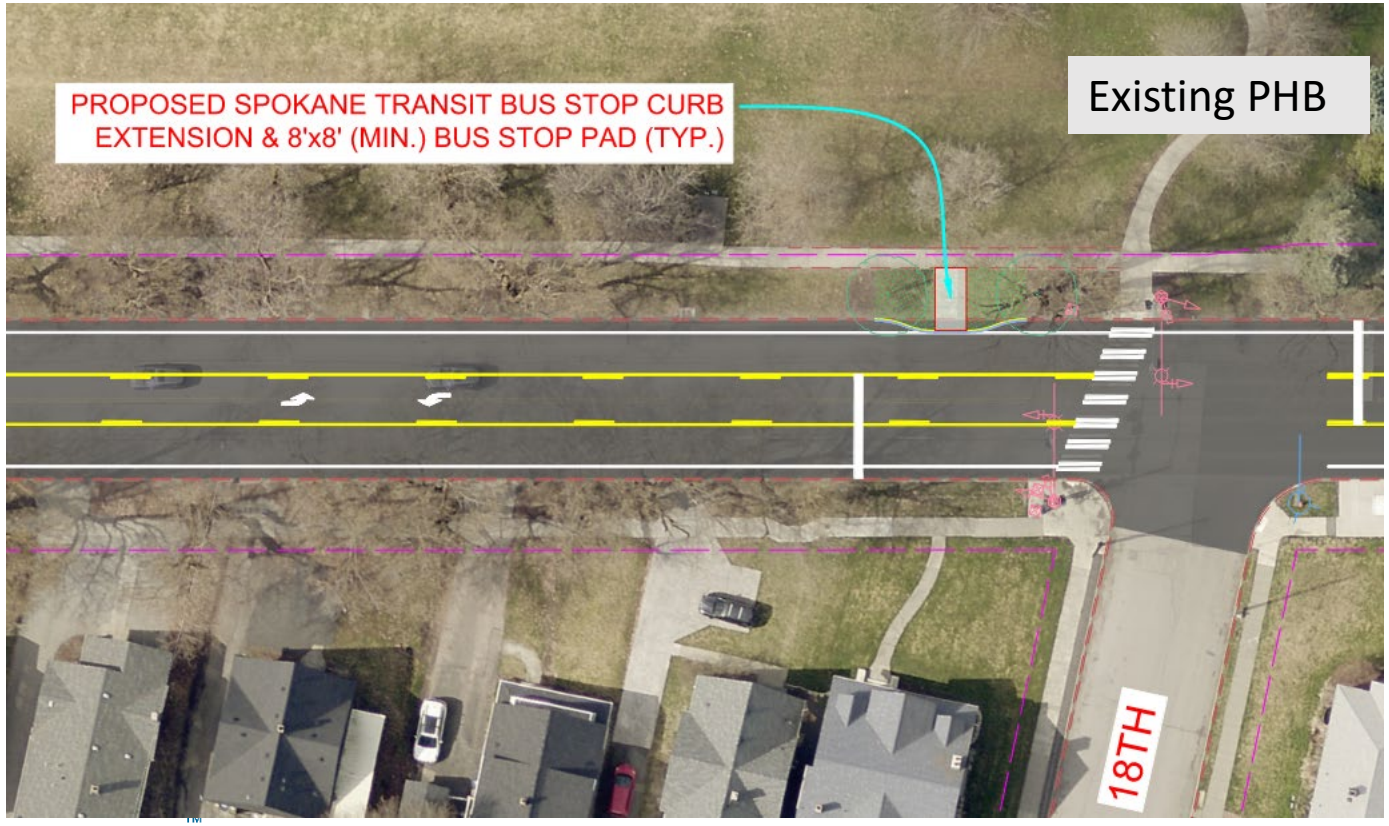
PM Peak Hour (4:00 – 5:00 PM) corridor travel times between 14th and 29th Ave

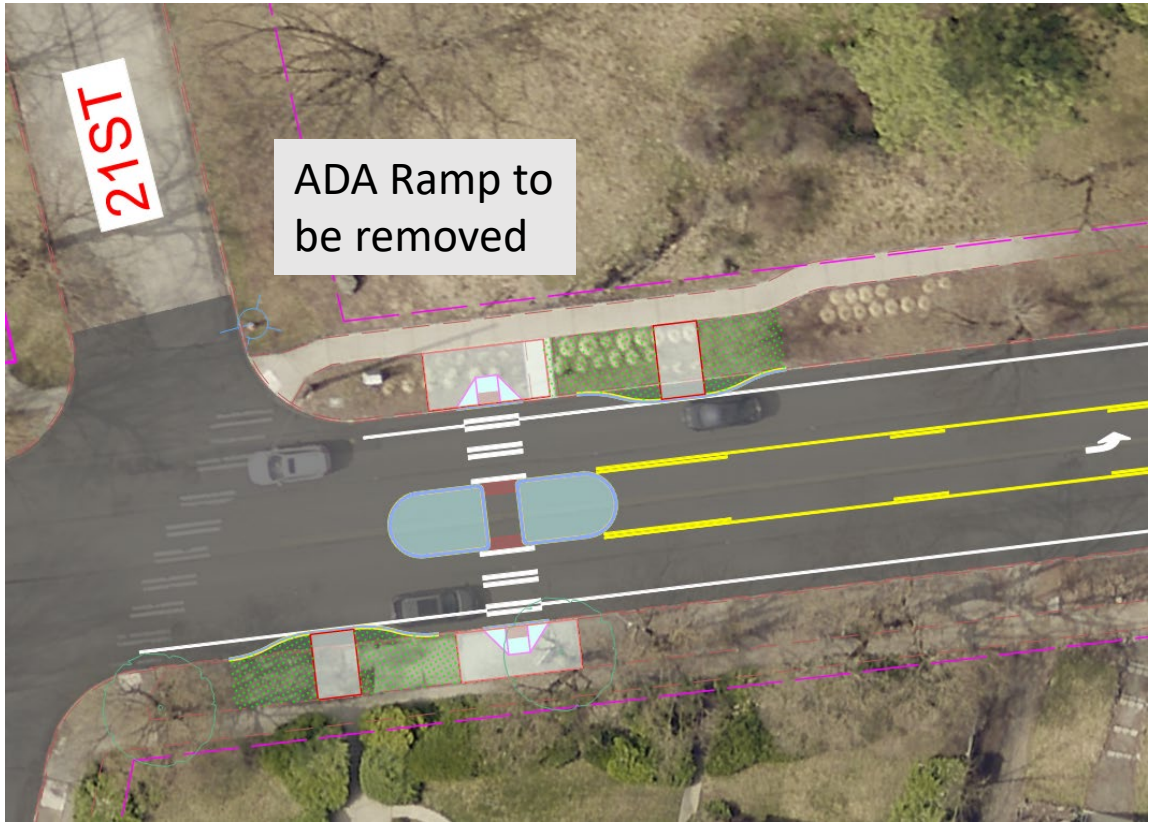
Configuration	NB (s) – downhill	SB (s) - uphill
Existing (two NB, two SB)	144.5	156.7
Option 1 (one NB, one SB)	174.5 **increase of 30 sec**	214.4 **increase of 58 sec**
Option 2 (one NB, two SB)	174.7 **increase of 30 sec**	156.5 no change

These travel times include delays caused by buses stopped in the travel lane.

Curb Extensions at STA stops

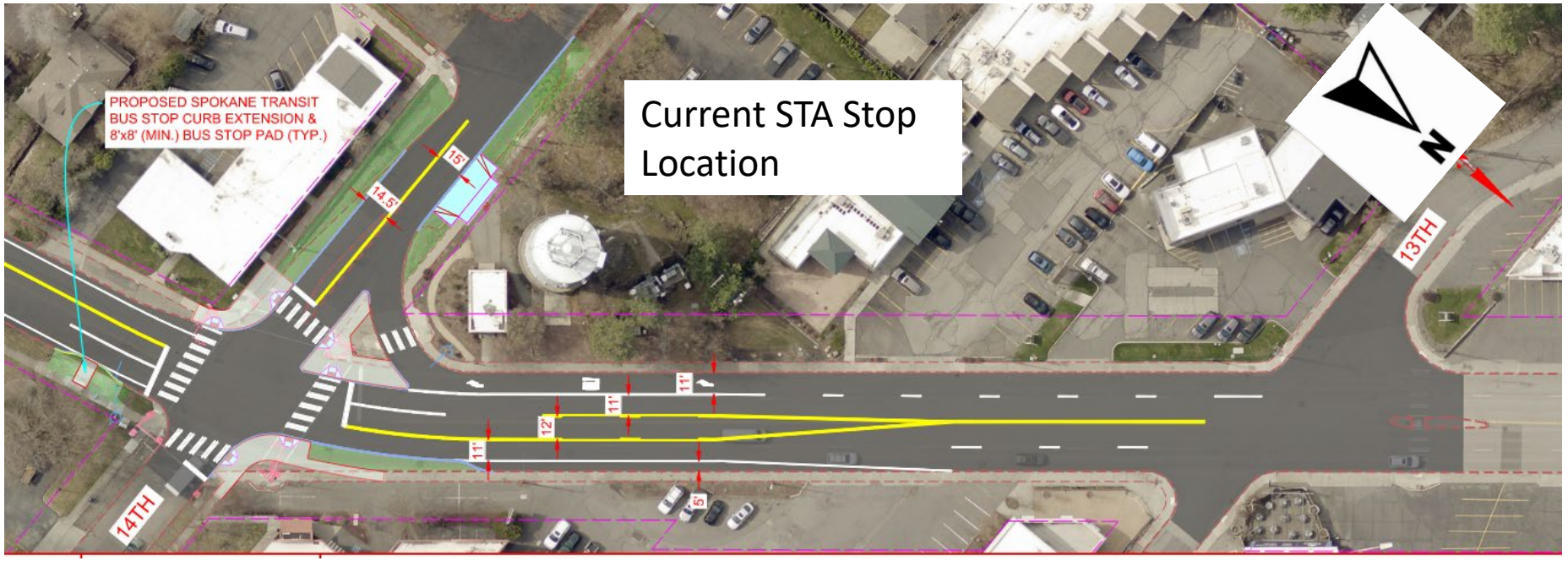
- Under 3-lane option we can add curb extensions into the 3 ft shoulder area at all the STA stops along Grand





STA Stop @ 14th Ave SB

- Under 3-lane option this STA stop will need to be relocated
- Relocating south of the intersection keeps STA drivers from having to pull out into traffic from a stop, while relocating north keeps stop closer to nearby shops



Signals at 14th and 25th Ave

- Upgrading the signals at 14th or 25th Ave to add protected lefts may cost $200k-400k each (new signal standards would be needed - new mast arms and base, APS push buttons, new conduit, etc)

Safety Considerations

- U.S. Pedestrian fatalities down 4.3% in 2024 (most recent year available)

… but that only tells part of the story.

Safety Considerations

… from Smart Growth America in 2023:

- **"Pedestrian fatalities are up again, the highest levels we've seen in 40 years—and a nearly 70 percent increase since 2011.**
  In 2022, 7522 pedestrians were struck and killed by cars. This is roughly the equivalent of:
- The population of a small town, say Buena Vista, Colorado.
- The student population of Gonzaga University.
- More than three Boeing 737s falling from the sky every month for a year."

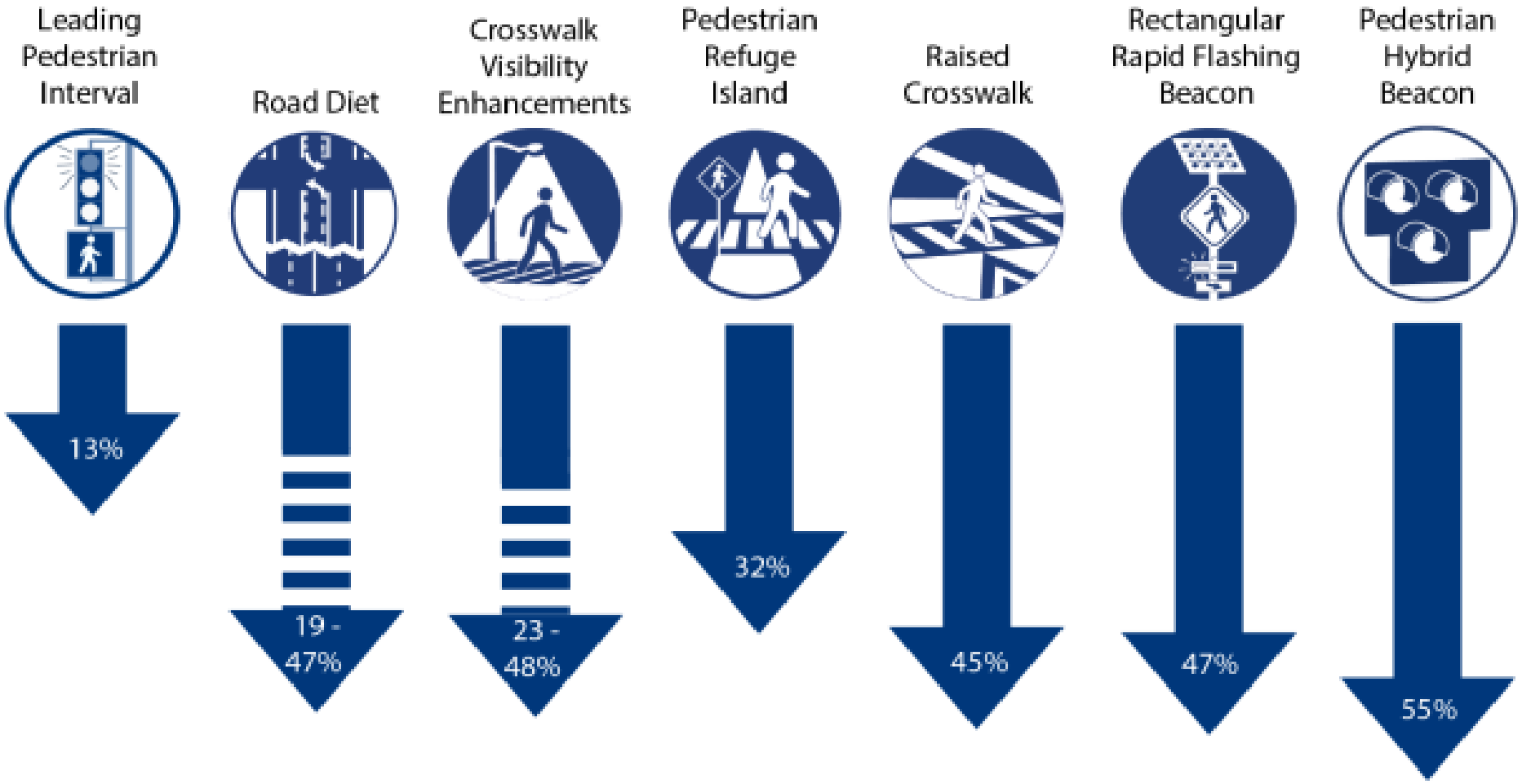
Safety Considerations

In Spokane in 2025 there were 9 pedestrian fatalities.

- This is part of a 10-year upward trend.
- As recently as 2016 we had a year with no pedestrian fatalities.
- With infrastructure improvements and speed management, cities see measurable success and progress.

Pedestrian Countermeasures:

Figure 12A-5.01: Crash Reduction Factors for Pedestrian Safety Measures



Source: Based on FHWA STEP Countermeasure Tech Sheets

Shortening Crossing distance:

Both 4-lane and 3-lane reallocation add turn lane that can accommodate as pedestrian refuge. 3-lane design shortens crossing distance by additional 8 feet.

Pedestrian benefits on 3-lane design:

- More consistent and predictable traffic flow (a benefit for people walking and driving)
  - In surveys, travelers value **predictability** over inconsistent **high-speed vs. slow-speed** variable traffic patterns
  - **Three-lane** cross-sections frequently support more consistent traffic speeds and flow.
- Fewer complete blockages from crashes (travel time vs. injury crash cost)
- Fewer issues with turning cars blocking moving traffic, forcing abrupt and dangerous lane changes
- More compliance with speed limits. The “pace car” effect: the prudent driver sets the speed.
- Shortened crossing w/ one travel lane crossed at a time—removes multiple threat danger.

Crash History

Date	Time	Sunrise	Sunset	Correctable w/ 3-lane	Correctable w/ 4-lane
2021-04-06	19:54	06:17	19:27	Yes	Yes
2021-04-12	12:39	06:05	19:35	Yes	Yes
2021-05-02	04:01	05:30	20:03	Yes	No
2021-06-24	08:43	04:52	20:51	Yes	No
2021-07-12	20:38	05:04	20:45	Yes	Yes
2021-10-29	12:20	07:29	17:36	Yes	Yes
2021-12-15	18:27	07:31	15:58	Yes	Yes
2023-08-02	17:20	05:28	20:22	Yes	Yes
2024-01-03	16:40	07:38	16:10	Yes	Yes
2024-05-31	09:36	04:56	20:39	Yes	Yes

- Out of 42 **reported** crashes from 2020 through 2024:
  - 10 are correctable with the 3-lane option (24% crash reduction, based on reported crashes)
  - 8 are correctable with either the 3- or 4-lane option (19% crash reduction, based on reported crashes)

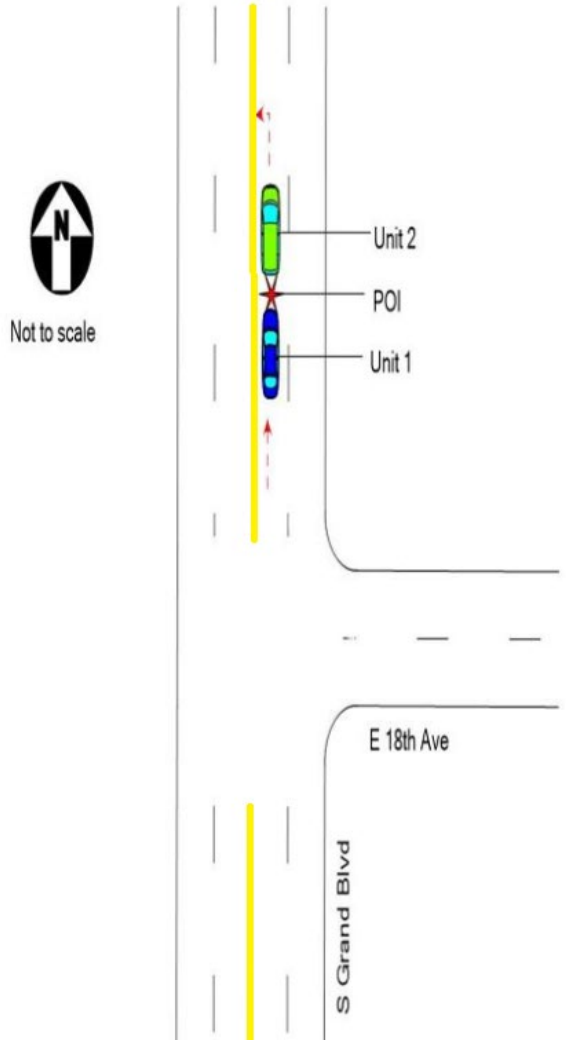
CITY OF SPOKANE

Examples of Correctable Crashes

2021-07-12 at 20:38

Rear end collision

Correctable with both configurations since center turn lane would allow for traffic turning off Grand Blvd to get out of the travel lanes



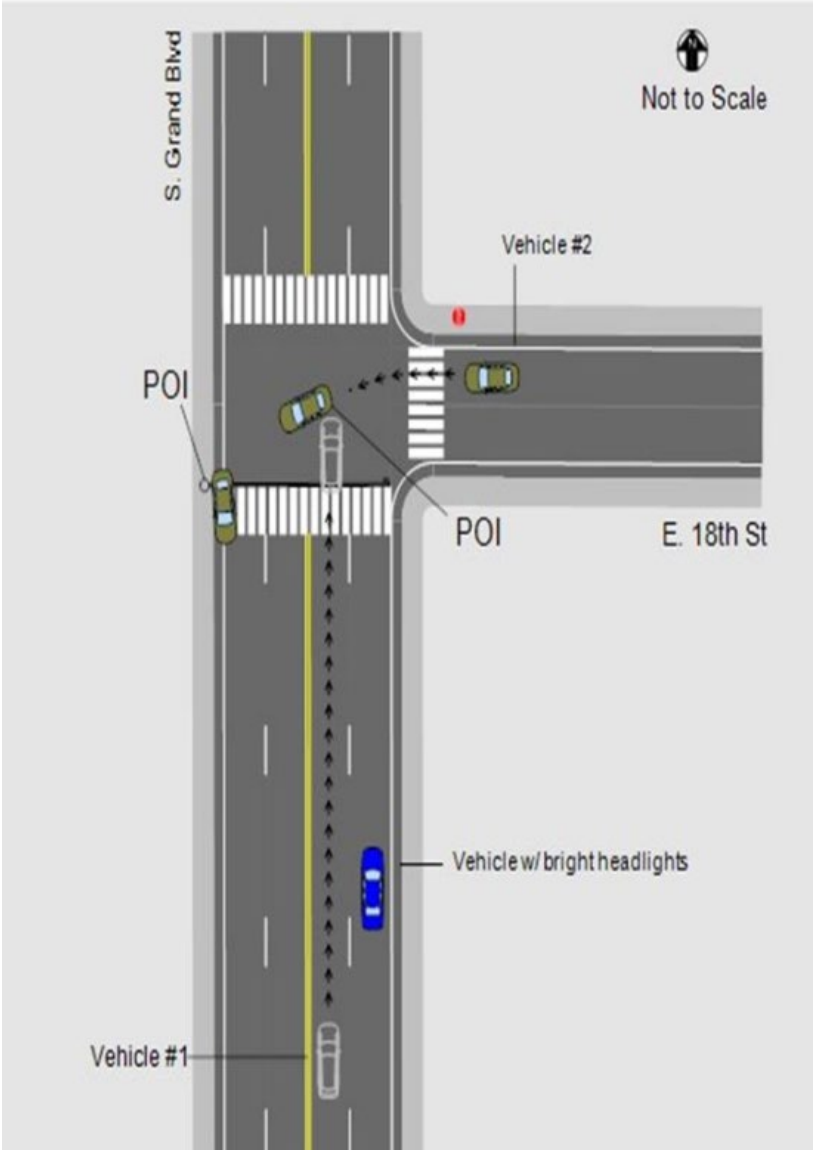
Examples of Correctable Crashes

2024-01-03 at 16:40

Angle collision

Correctable with both configurations since we would be removing a northbound travel lane from both options

Not all types of angle collisions are correctable with the restriping, but this is an example of one that would be correctable

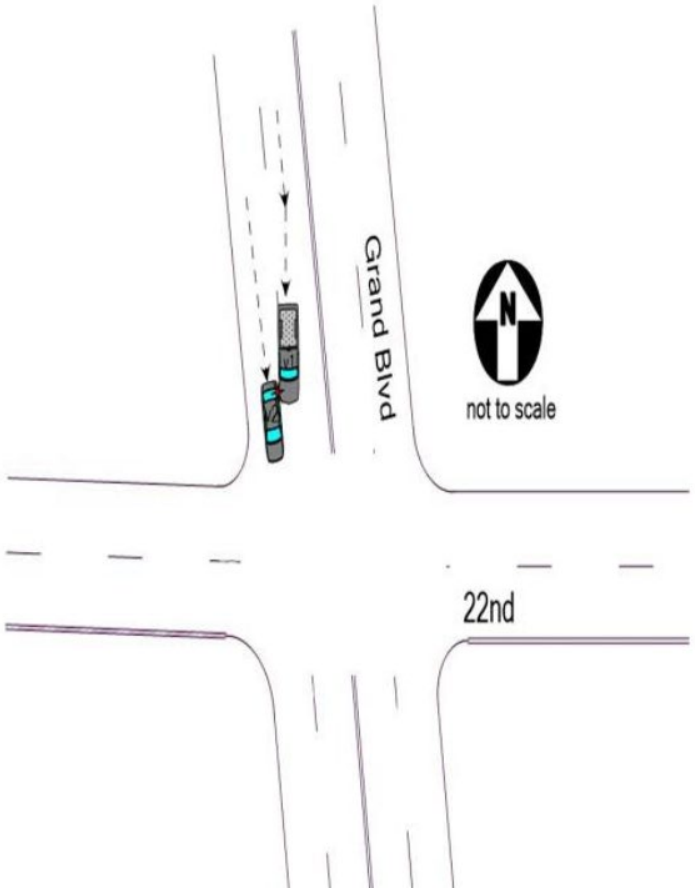


Examples of Correctable Crashes

2021-06-24 at 08:43

Sideswipe-Same Direction

Correctable with 3-lane but not the 4-lane configuration since only the 3-lane configuration would eliminate one of the southbound lanes.

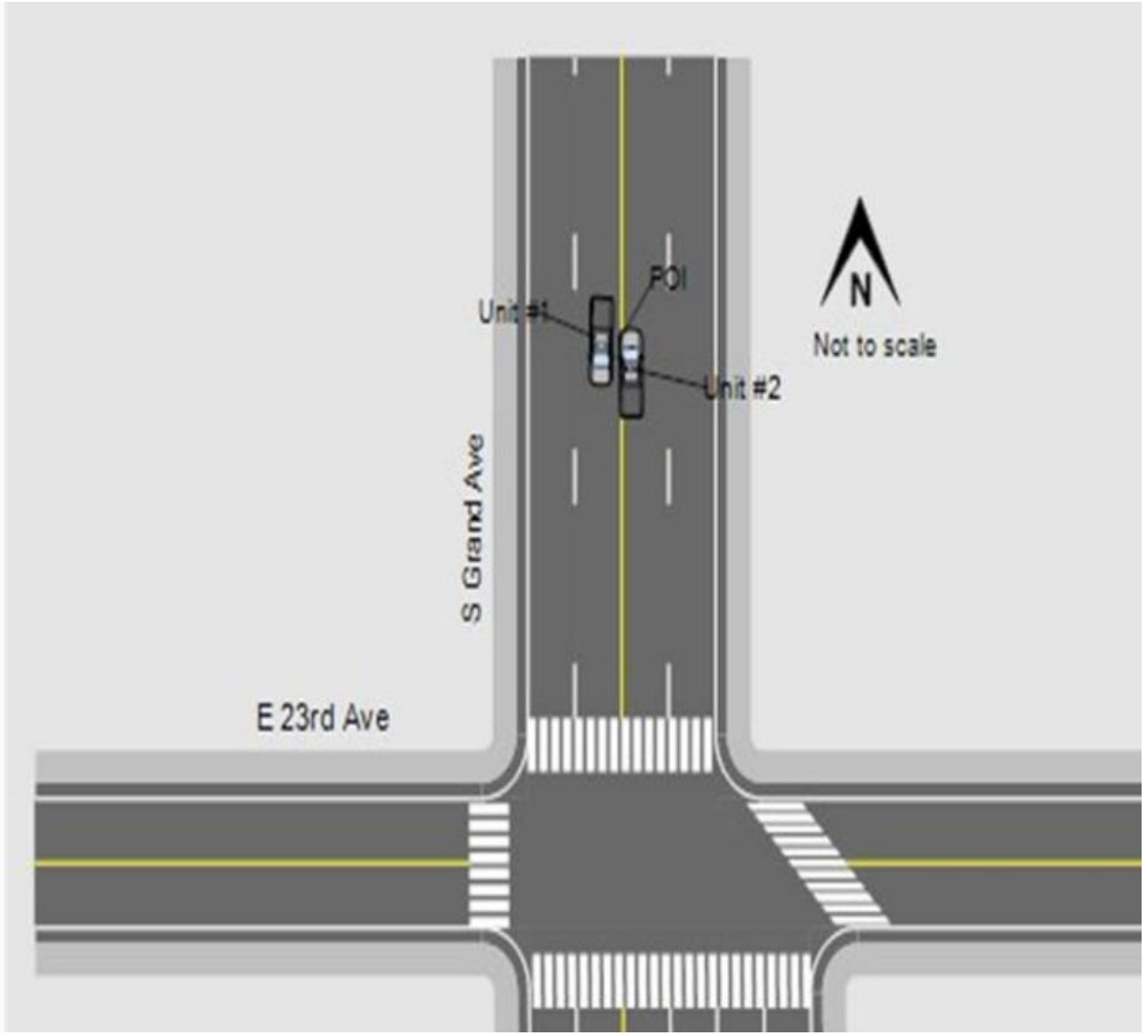


Examples of Correctable Crashes

2024-05-31 at 09:36

Sideswipe-Opposite Direction

Correctable with both options due to the center turn lane providing extra separation



Pros & Cons

	Pros	Cons
Option 1 (one lane uphill, one lane downhill, one center turn lane)	• Safest option for pedestrians • Provides center turn lane (safety benefit for vehicles) • Crossing treatments less expensive for 3- vs 4-lane crossings	• Results in 1-min increase in travel time for vehicles and STA buses • No way for uphill traffic to pass slower moving freight vehicles • STA buses cannot be passed when making stops in either direction
Option 2 (two lanes uphill, one lane downhill, one center turn lane)	• Maintains existing travel time for NB (uphill) direction • Provides center turn lane (safety benefit for vehicles) • Uphill traffic has a second lane to pass slower moving freight and buses	• Not as safe for pedestrians crossing Grand vs Option 1 • STA buses cannot be passed for the SB (downhill) direction • Travel time is higher for downhill direction, same as Option 1
Existing (two lanes uphill, two lanes downhill)	• No travel time changes • Able to pass slower moving/stopped traffic in both directions	• Least safe option for both pedestrians and people in motor vehicles • Passing movements around left turning traffic involves passing on the right

Next Steps

- Public testimony tonight
- Vote on resolutions after public testimony tonight, or for next month's meeting