Chestnut St and Elm St
Neighborhood Greenway Study

Open House #2
May 25, 2022
Context

Project Area, Background, and Goals
Project Area

- West Central neighborhood
- Total length: approx. 0.7 miles
- Connecting the Centennial Trail to A.M. Cannon Park and the West Central Community Center
- Existing and proposed bike lanes along Maxwell Ave
Background

- West Quadrant Tax Increment Finance District
- EWU Urban Planning Project
  - 2016 Student Project
  - Chestnut Corridor Plan
  - Appendix to Dutch Jake’s Park Plan
- 2019 Traffic Calming Program Application
  - West Central Neighborhood Council requested improvements to Chestnut Street to reduce through-traffic and improve the bicycle route
  - $40,000 allocated to study the corridor and select treatments
  - Chestnut/Belt Street and parallel route on Elm Street identified in Bicycle Master Plan

Figure D12 – Map depicting the Neighborhood Greenway Alternative. (see also Figure D8)
Question One

Where do you call home?

Go to menti.com and use the code 5339 2941
Feedback

Who we spoke to and what we learned from the first phase of public and stakeholder engagement
Who we heard from:

- West Central Neighborhood Council
- REACH West Central
- Kendall Yards HOA
- Friends of the Centennial Trail
- Other neighborhood residents

What we heard:

- “Would like to see the greenway crossing narrow the street width [on Belt St at Maxwell Ave] with curb extensions.”
- “Consider removing car traffic entirely from Chestnut, except for residential access and access to alleyways for residents.”
- “Would like to see the greenway route extend through the Bong’s parking lot along the previous Chestnut right-of-way/alleyway, rather than going on Belt.”
- “Existing pedestrian median [on Maxwell Ave at Elm St] doesn’t seem to help a lot for people walking and bicycling, would like to see a more robust improvement.”
- “Need to improve crossing treatments at Broadway if Elm was selected.”
- “Improve visibility, slow down crossing traffic on Broadway [at Chestnut]”
What is a Neighborhood Greenway?
What is a Neighborhood Greenway?

Design Guidance

Route Planning

1. Offset intersection treatments shall be implemented to be obvious and maximize comfort for the bicyclist along the route.

2. Reduce motor vehicle volumes to or below 1,500 or 3,000 vpd, depending on the roadway characteristics.

3. Reduce 85th percentile motor vehicle speeds to or below 25 mph (20 mph preferred).

4. Minor street crossing treatments shall be implemented to minimize bicyclist delay along the route.

5. Major street crossing treatments shall be implemented to maximize bicyclist safety and comfort at crossings.
Volume Management

What is a Neighborhood Greenway?
Speed Management
What is a Neighborhood Greenway?

Speed Management
Intersection Crossings

Minimize Delay
- Uncontrolled intersections
- Traffic circles
- Stop-control the cross-street

Maximize Safety
- Supplemental signs and markings
- Geometric design
- Medians
- Beacons
- Signals

Increasing Cross Street Complexity
Increasing speed, volume, number of lanes and decreasing number of crossing gaps.
What is a Neighborhood Greenway?

Major Street Crossings
Offset Intersections
Question Two

What improvements would make you feel safer biking on Chestnut or Elm?

Go to menti.com and use the code 5339 2941
Existing Conditions + Proposed Design

Chestnut Street, Belt Street, & Elm Street
Average Daily Traffic, 6am-8pm

<table>
<thead>
<tr>
<th></th>
<th>Bicycles</th>
<th>Pedestrians</th>
<th>Cars &amp; Motorcycles</th>
<th>Trucks &amp; Buses</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>33</td>
<td>95</td>
<td>296</td>
<td>28</td>
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</tbody>
</table>
Belt Street

Average Daily Traffic, 6am-8pm

<table>
<thead>
<tr>
<th></th>
<th>Bicycles</th>
<th>Pedestrians</th>
<th>Cars &amp; Motorcycles</th>
<th>Trucks &amp; Buses</th>
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<tbody>
<tr>
<td></td>
<td>64</td>
<td>83</td>
<td>1527</td>
<td>226</td>
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Elm Street

Average Daily Traffic, 6am-8pm

<table>
<thead>
<tr>
<th></th>
<th>Bicycles</th>
<th>Pedestrians</th>
<th>Cars &amp; Motorcycles</th>
<th>Trucks &amp; Buses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broadway to Boone</td>
<td>48</td>
<td>84</td>
<td>501</td>
<td>35</td>
</tr>
<tr>
<td>Boone to Maxwell</td>
<td>30</td>
<td>25</td>
<td>265</td>
<td>20</td>
</tr>
</tbody>
</table>
Question Three

Based on what you’ve heard so far, which corridor would make a better neighborhood greenway route? Why do you think so?

Go to menti.com and use the code 5339 2941
Route Evaluation

Considerations for final route selection
What we have heard about the two route options:

<table>
<thead>
<tr>
<th>Chestnut St / Belt St</th>
<th>Elm St</th>
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</thead>
<tbody>
<tr>
<td>“Pedestrians and Cyclists needs solutions on Chestnut”</td>
<td>“Elm Street is more appropriate for people bicycling and the greenway should be put on Elm as it already connects directly with the Centennial Trail”</td>
</tr>
<tr>
<td>“Chestnut would be safest if turned into a true greenway with one-way for traffic”</td>
<td>“Elm is a better option because it connects directly with the Centennial Trail here and is wider, allowing more space for bikes and cars to share the road”</td>
</tr>
<tr>
<td>“This project should focus on creating a greenbelt/linear park on Chestnut”</td>
<td>“Elm is already fine for biking and doesn’t need much improvement, would rather see improvements on Chestnut”</td>
</tr>
</tbody>
</table>
## Traffic & Design Considerations

<table>
<thead>
<tr>
<th>Chestnut St / Belt St</th>
<th>Elm St</th>
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</thead>
<tbody>
<tr>
<td>» Lower traffic volumes and speeds than Elm St on southern section</td>
<td>» Lower traffic volumes and speeds than Belt St on northern section</td>
</tr>
<tr>
<td>» Matches the original traffic calming request</td>
<td>» Already connects to Centennial Trail to the south</td>
</tr>
<tr>
<td>» Would require parking removal for bike lanes on Belt St</td>
<td>» Parking loss near intersections for traffic circles</td>
</tr>
<tr>
<td>» Would require additional new trail or diversion to Elm St to connect to Centennial Trail to the south</td>
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</table>
Next Steps

- Conduct additional parking survey
- Collect and review public feedback
- Make a final route recommendation

Thank you!

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