
Chestnut St and Elm St Neighborhood Greenway Study

Open House #2

May 25, 2022



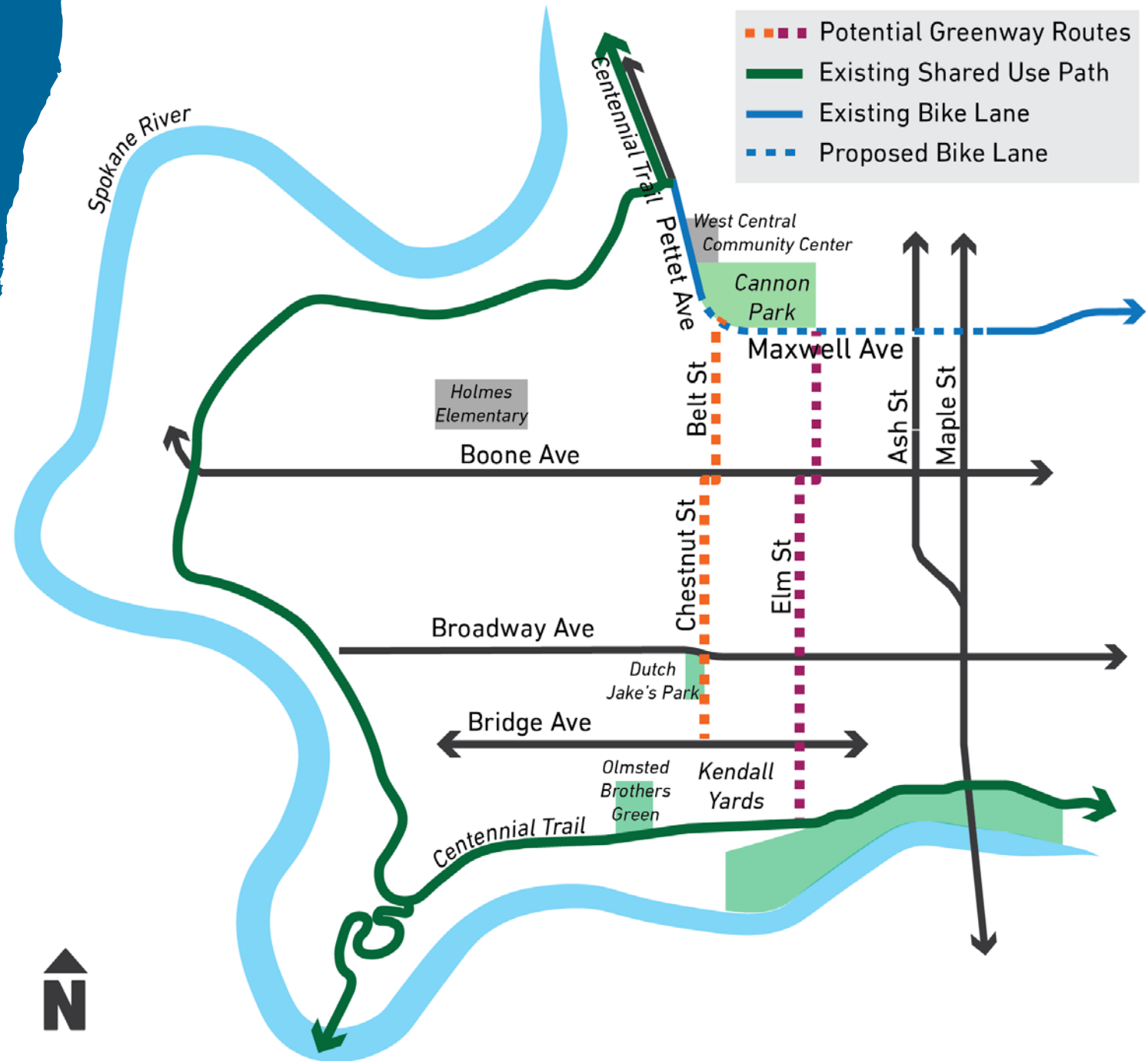
Context

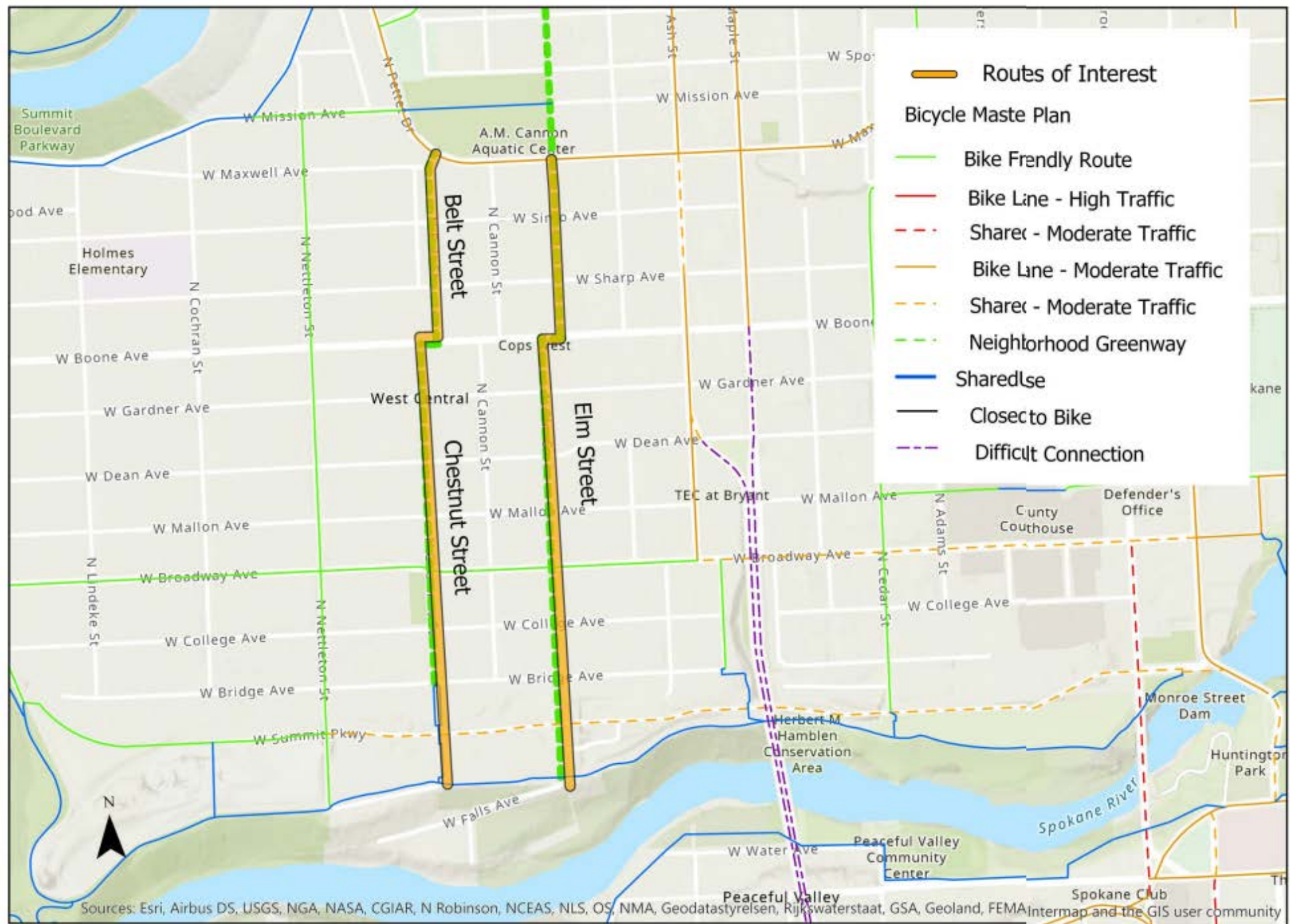
Project Area, Background, and Goals

01

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?

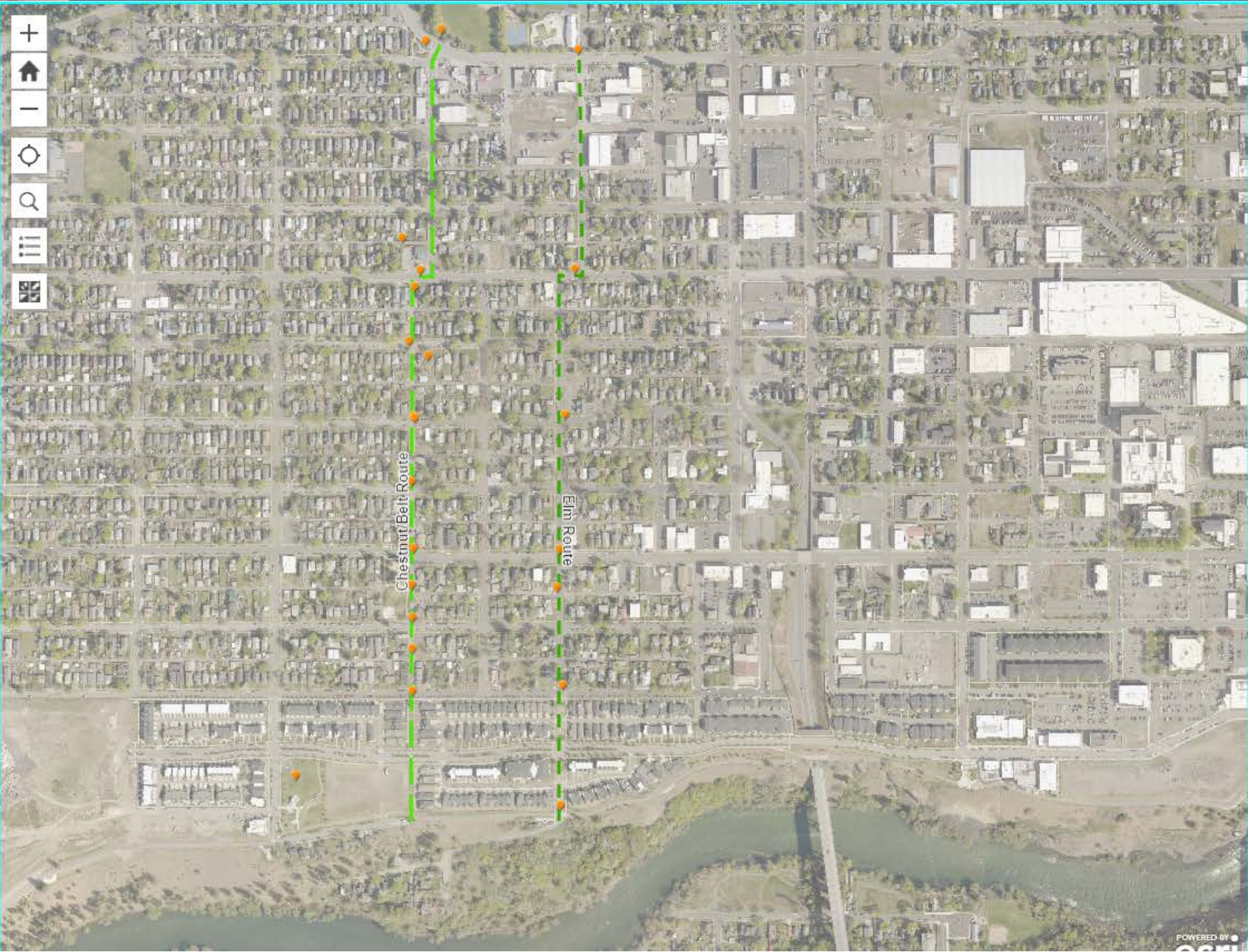
Go to menti.com and
use the code 5339 2941

Feedback

02

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





[Click to Submit a Comment](#)

[+ Submit Comment](#)

Aesthetics, public art, or vegetation	4♥
Traffic Calming	4♥
Traffic Calming	3♥
Wayfinding signs and markings	2♥
Crossing Improvement	2♥
Aesthetics, public art, or vegetation	2♥
Aesthetics, public art, or vegetation	2♥
Aesthetics, public art, or vegetation	2♥
Crossing Improvement	1♥
Crossing Improvement	1♥
Aesthetics, public art, or vegetation	1♥
Crossing Improvement	1♥
Traffic Calming	1♥
Aesthetics, public art, or vegetation	1♥

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]”

Nuts & Bolts

What is a Neighborhood Greenway?

03

What is a Neighborhood Greenway?



Design Guidance

Route Planning

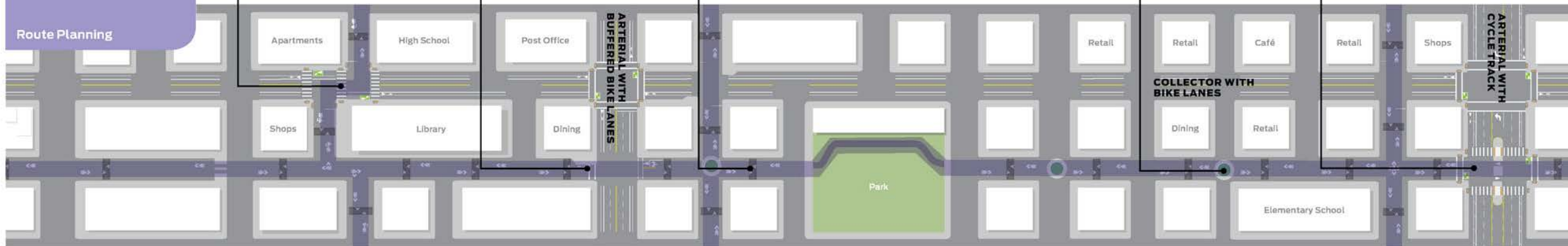
6 Offset intersection treatments shall be implemented to be obvious and maximize comfort for the bicyclist along the route.

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

2 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.



Wayfinding



Bicycle Boulevards

Bicycle Boulevard Signs and Pavement Markings - Decision Sign



Volume Management



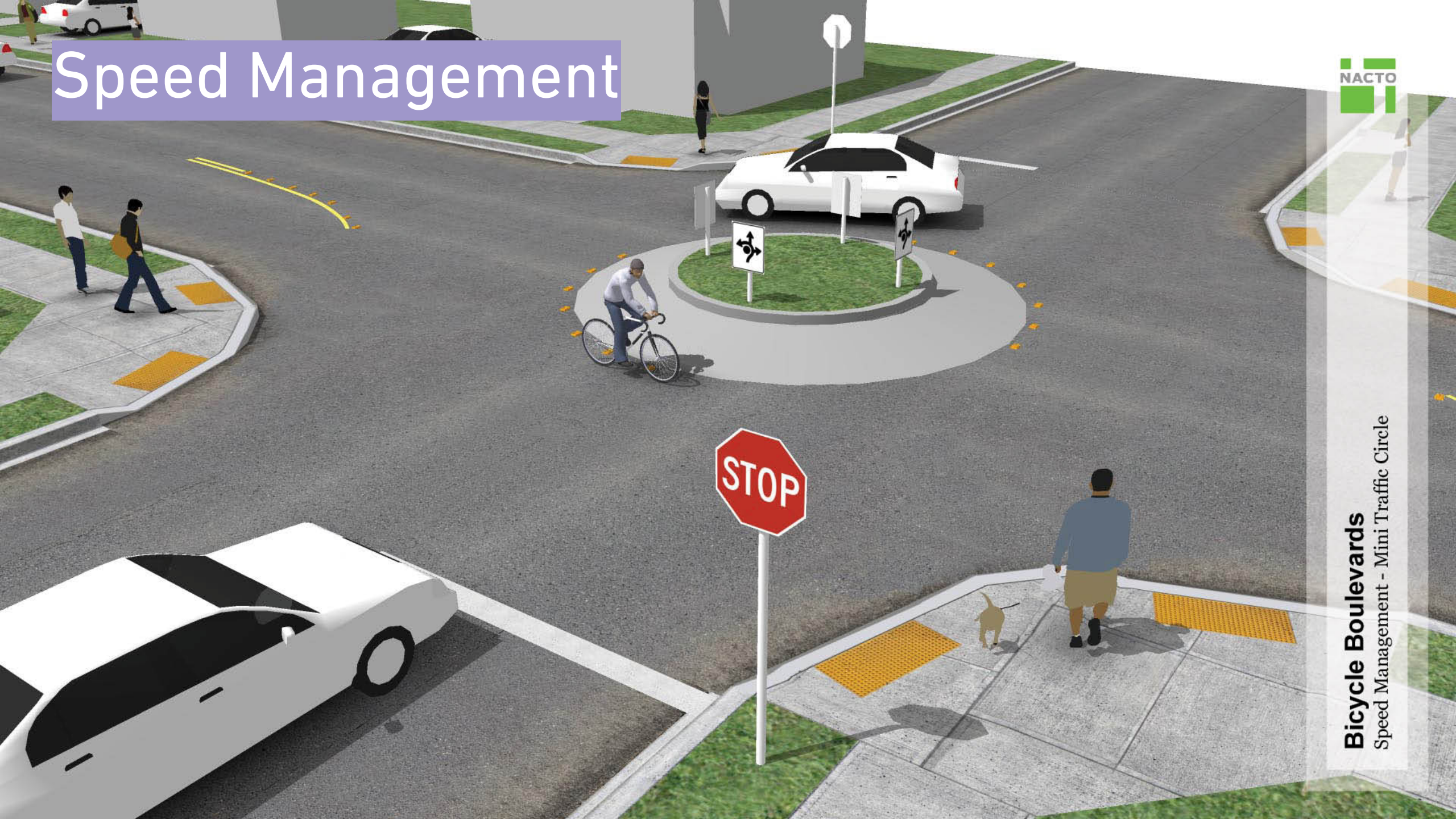
Bicycle Boulevards
Volume Management - Regulatory Closure

Speed Management



Bicycle Boulevards
Speed Management - Curb Extension

Speed Management

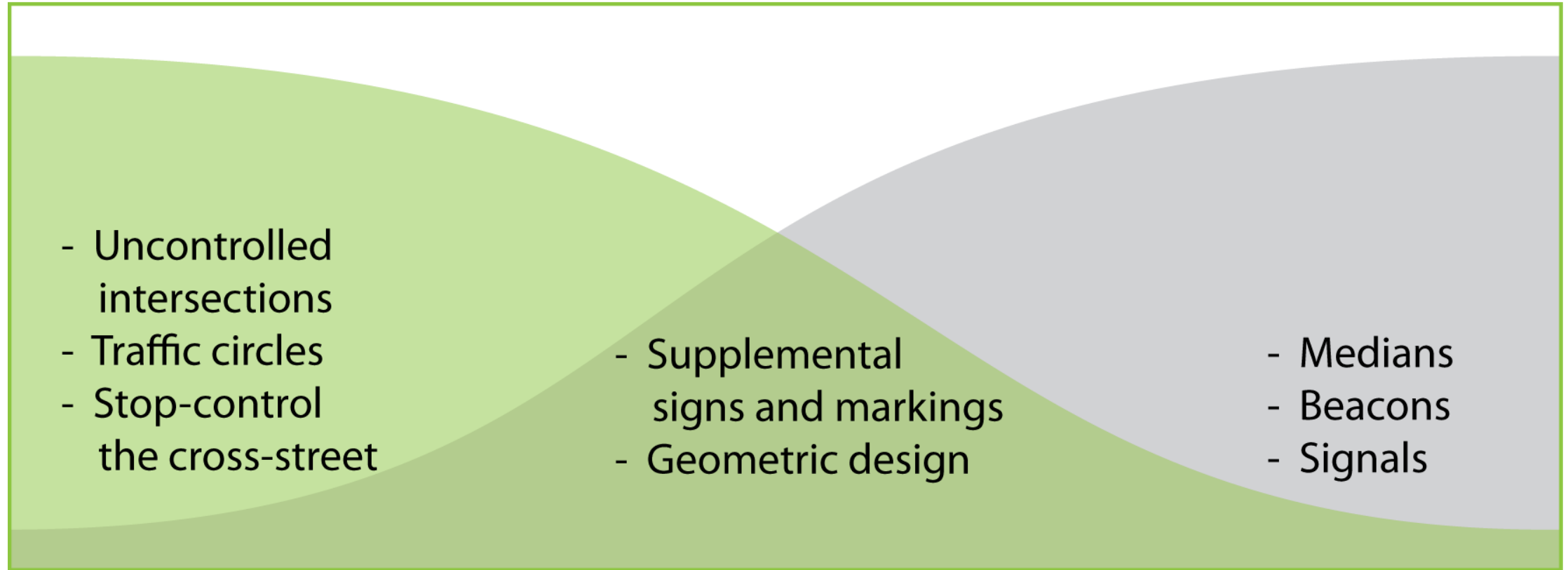


Bicycle Boulevards
Speed Management - Mini Traffic Circle

Intersection Crossings

Minimize Delay

Maximize Safety



Increasing Cross Street Complexity

Increasing speed, volume, number of lanes and decreasing number of crossing gaps.

Major Street Crossings



Bicycle Boulevards
Major Street Crossings - Median Refuge Island

Offset Intersections



Bicycle Boulevards
Offset Intersections - Bike Lane Connection



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

04

Chestnut Street, Belt Street, & Elm Street



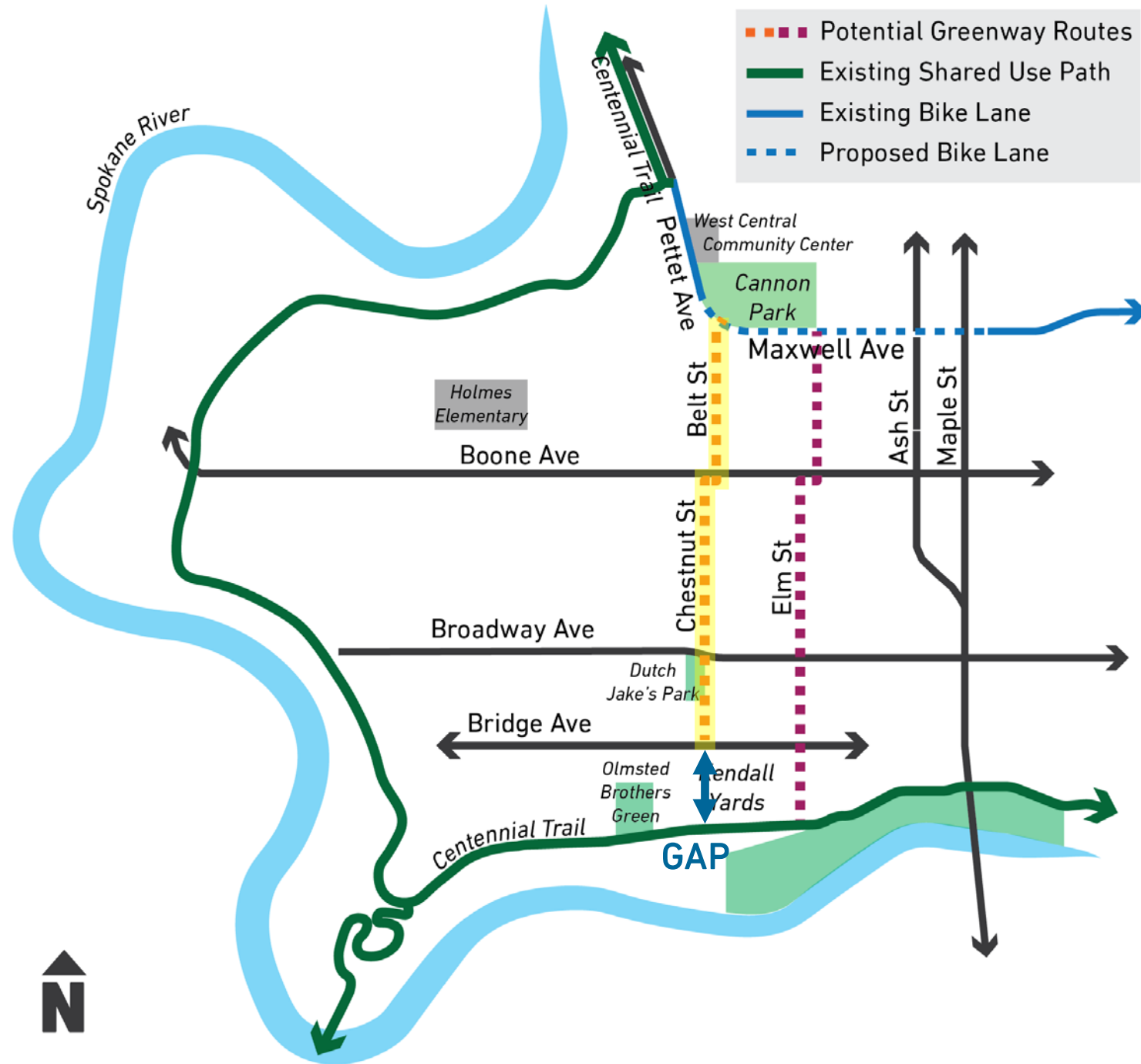


20'

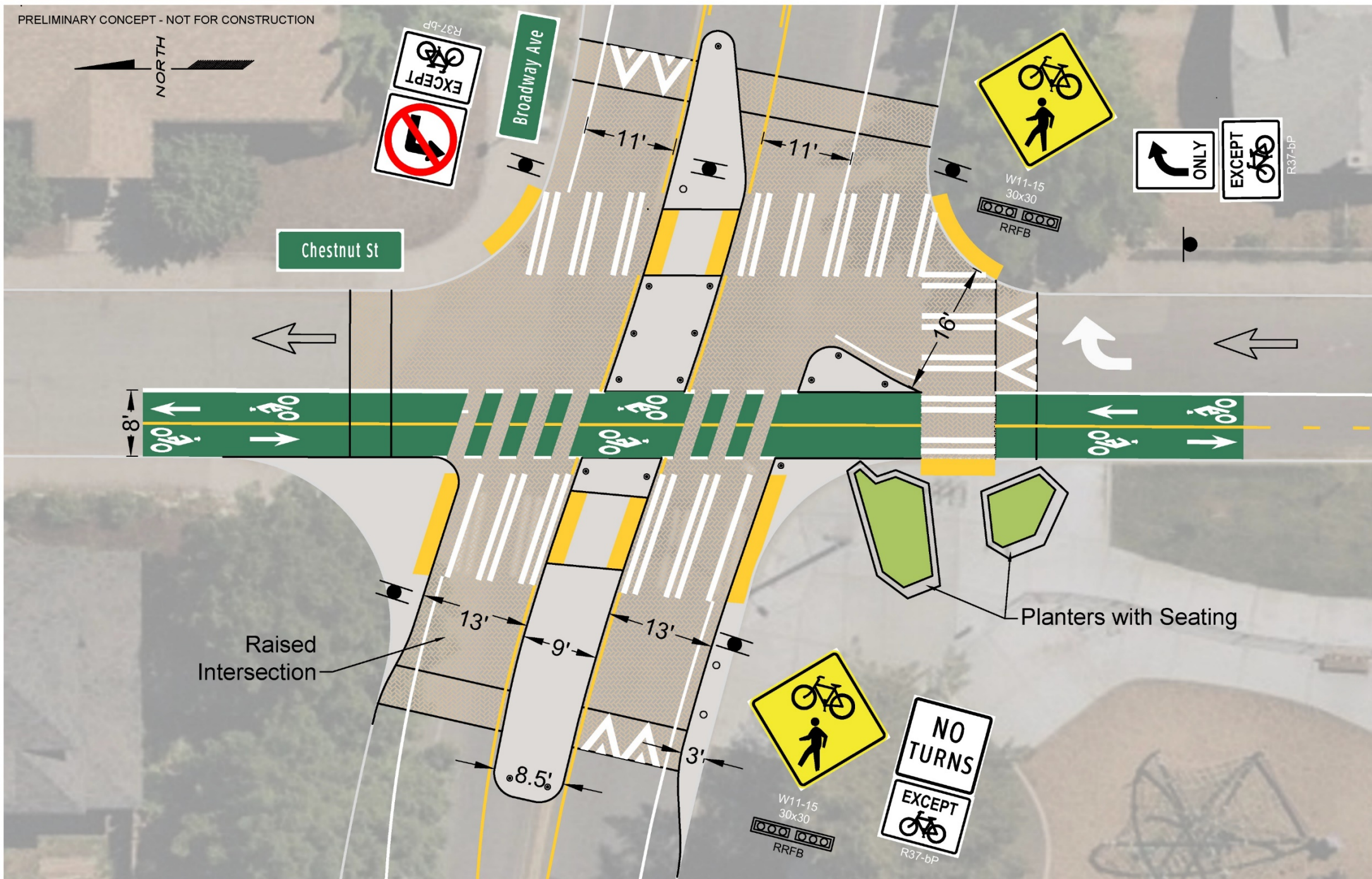
Average Daily Traffic, 6am-8pm

Chestnut Street

Bicycles	Pedestrians	Cars & Motorcycles	Trucks & Buses
33	95	296	28









31'

Average Daily Traffic, 6am-8pm

Belt Street

Bicycles	Pedestrians	Cars & Motorcycles	Trucks & Buses
64	83	1527	226

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

NORTH

BONG'S
GROCERY & DELI

Boone Ave

Chestnut St

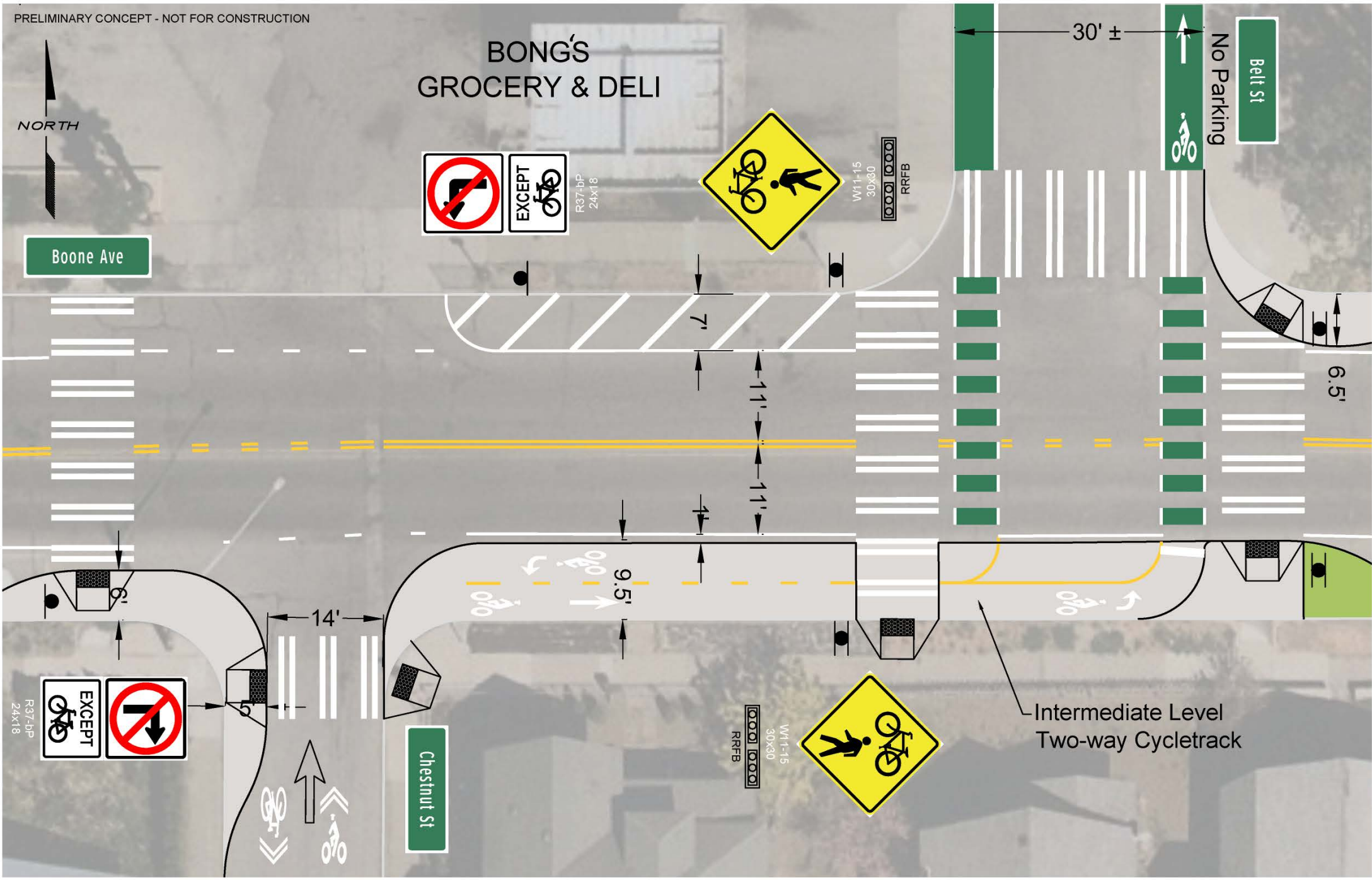
No Parking

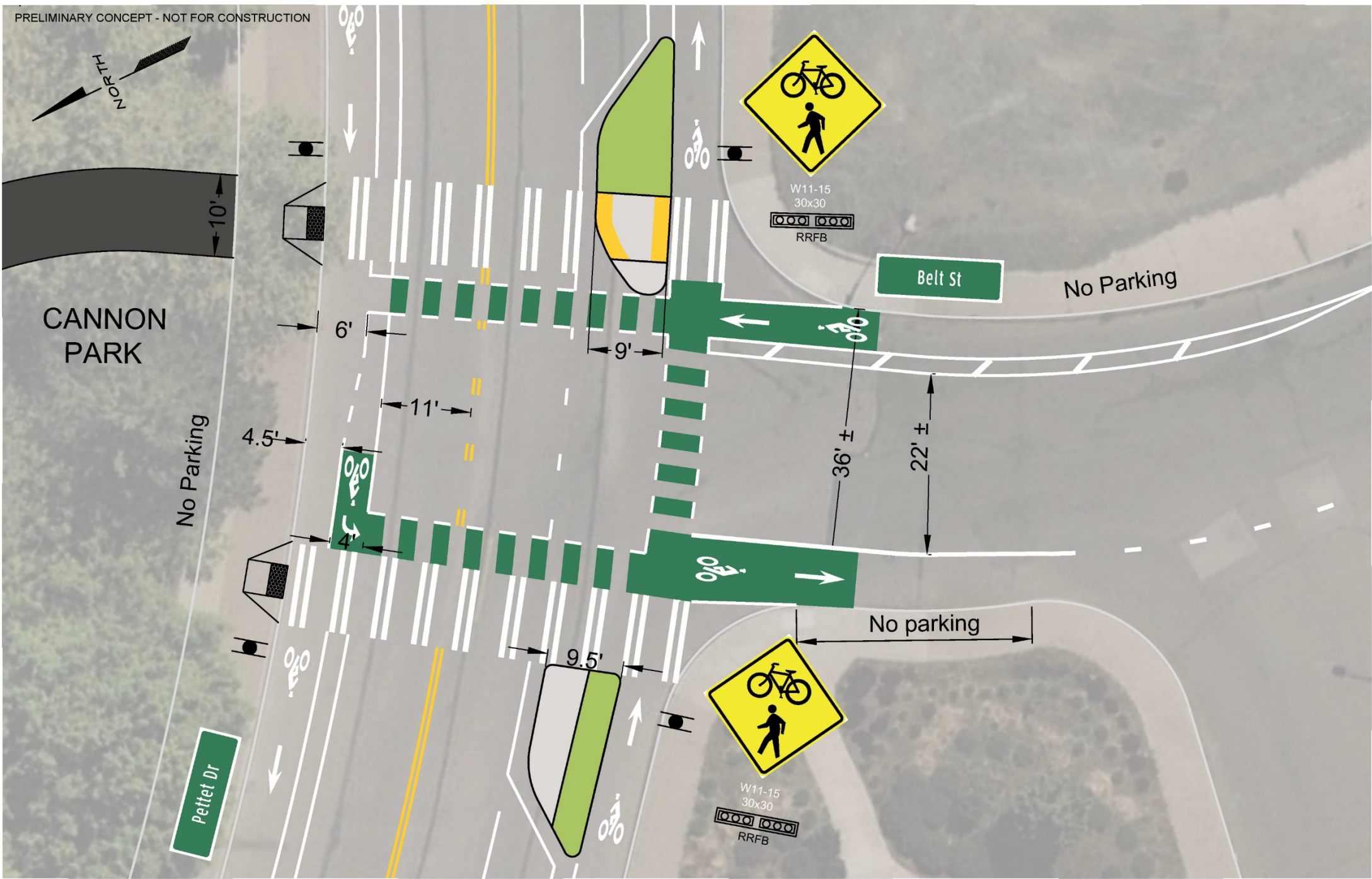
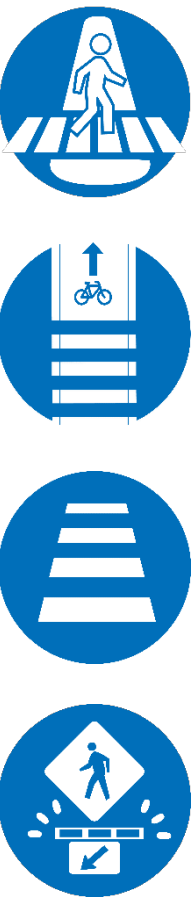
Belt St

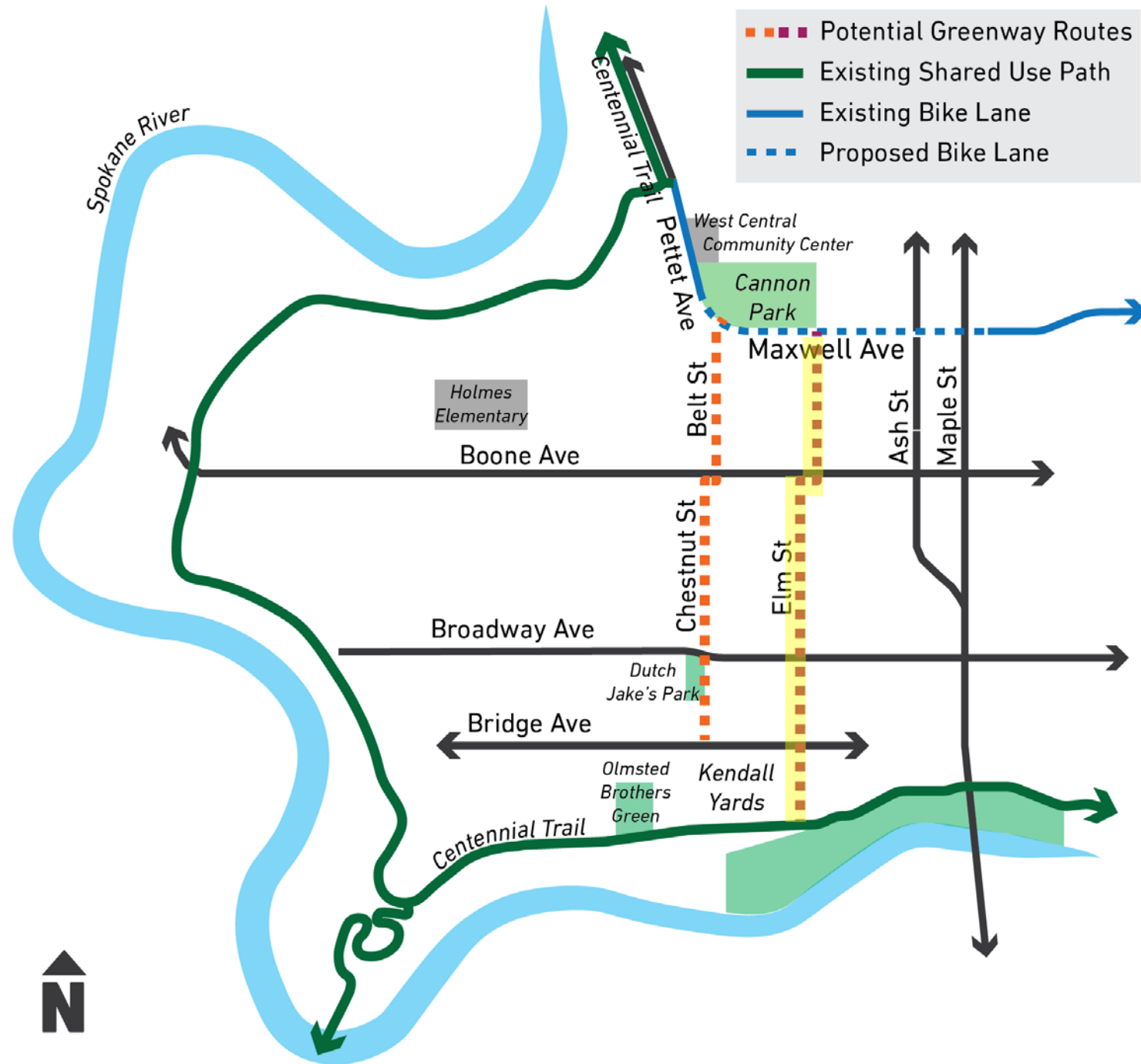
30' ±

6.5'

Intermediate Level
Two-way Cycletrack









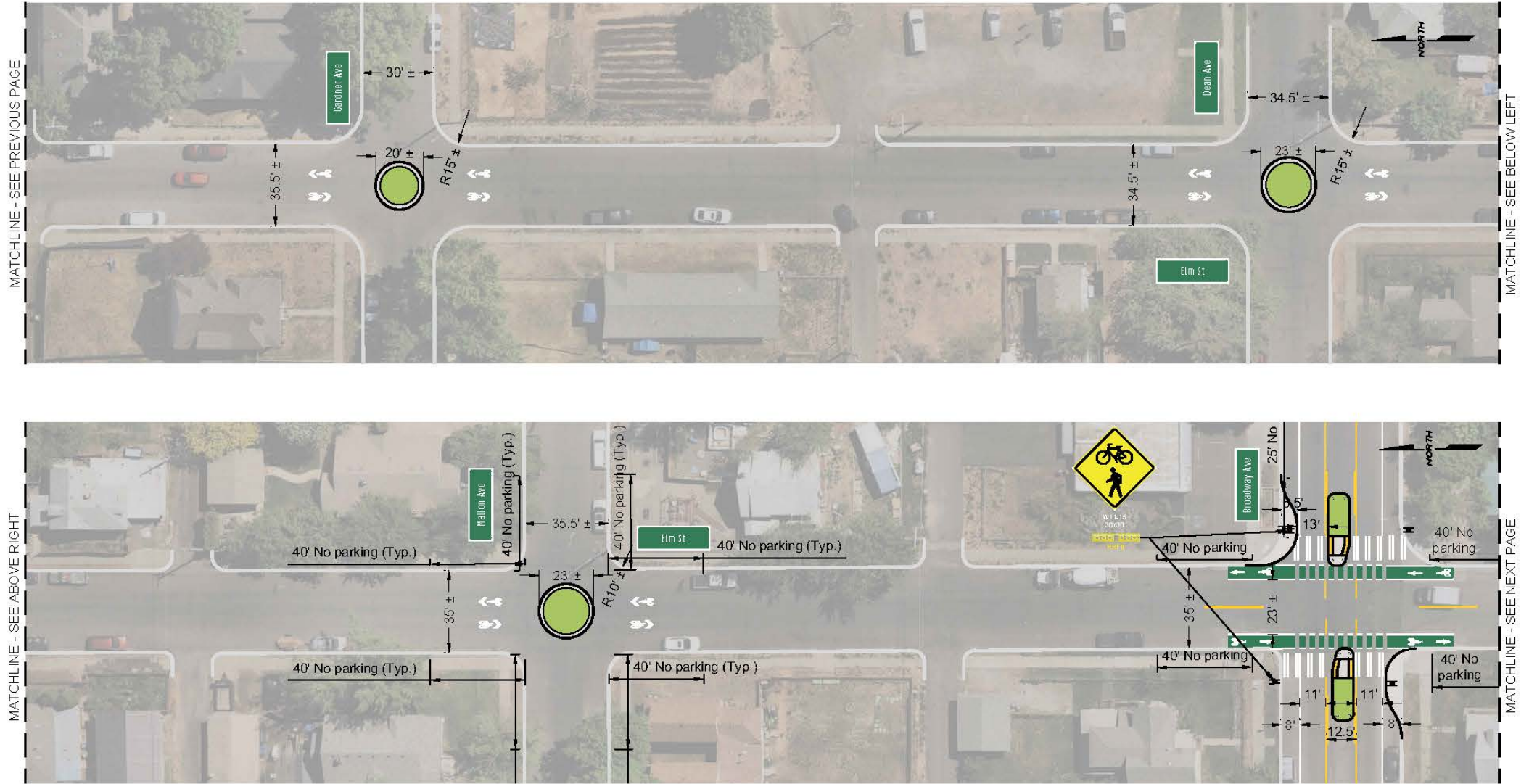
Elm Street

Average Daily Traffic, 6am-8pm

	Bicycles	Pedestrians	Cars & Motorcycles	Trucks & Buses
Broadway to Boone	48	84	501	35
Boone to Maxwell	30	25	265	20



H:\V\0000\070165_P_Spokane Greenway\PRODUCTION\CAD\2022-03-29 Spokane Greenway Concepts.dwg
3/30/2022



MATCHLINE - SEE PREVIOUS PAGE

MATCHLINE - SEE BELOW/LEFT

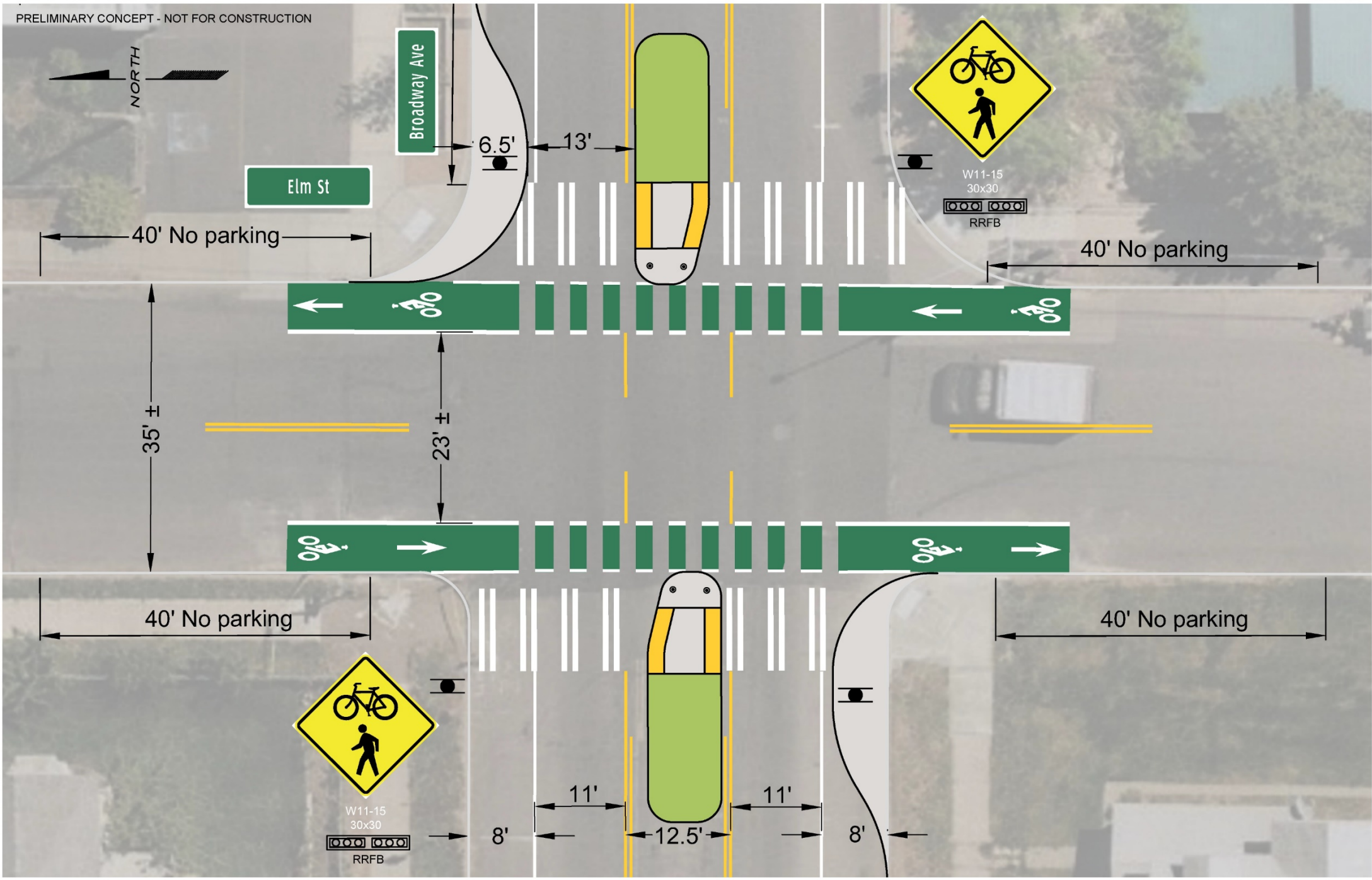
MATCHLINE - SEE ABOVE RIGHT

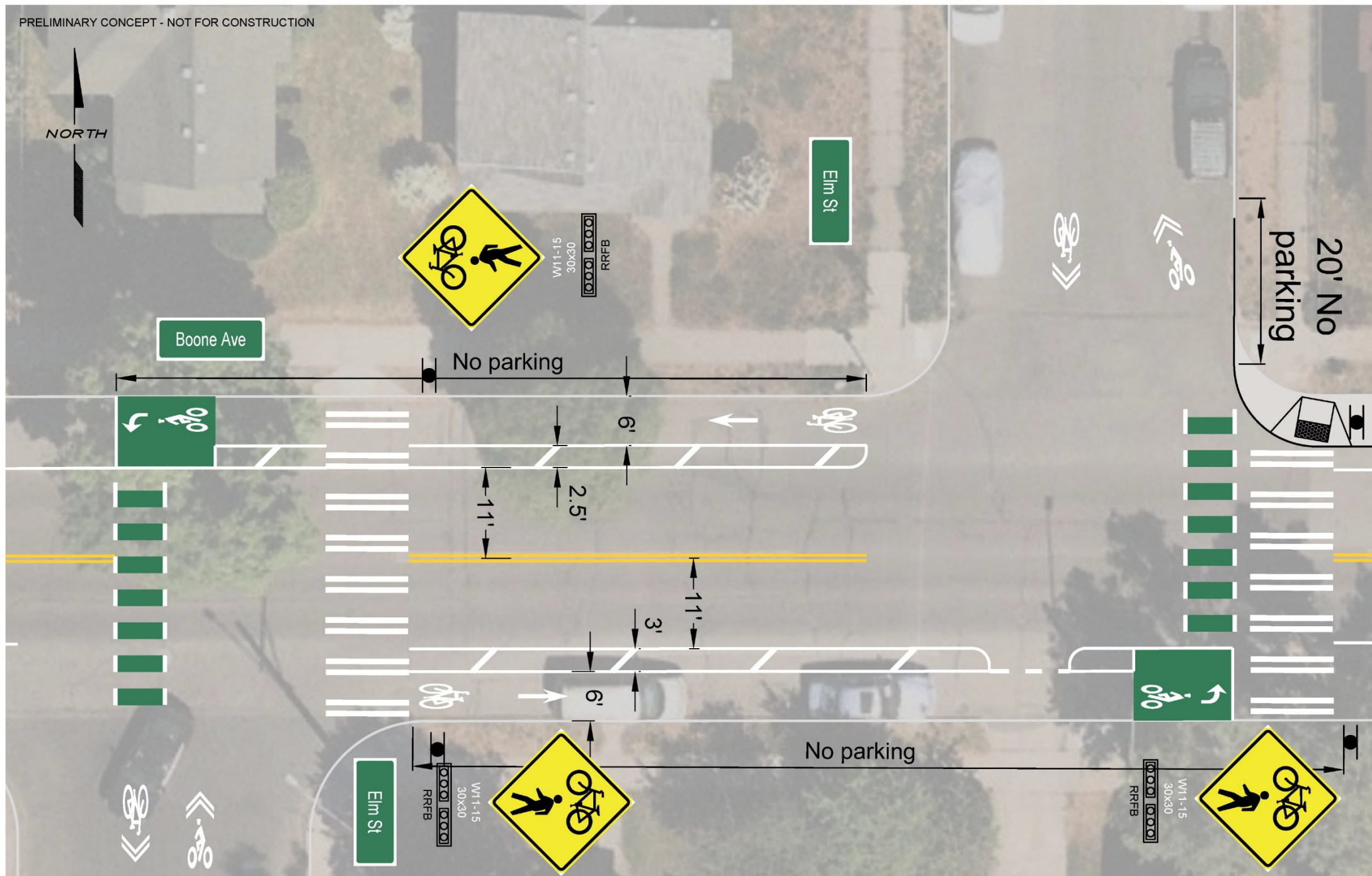
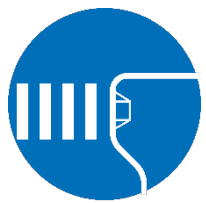
MATCHLINE - SEE NEXT PAGE

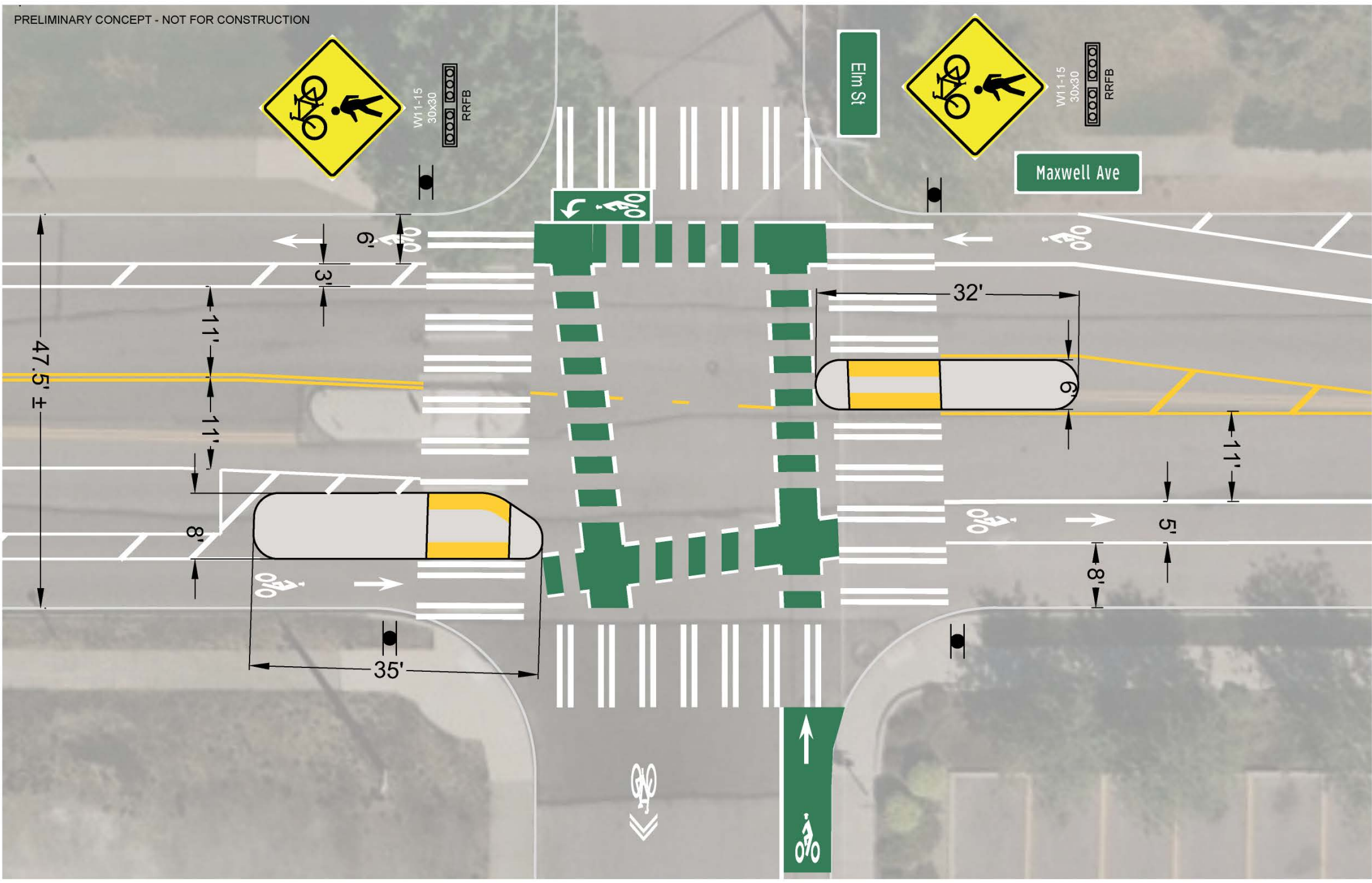
THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

TOOLE
DESIGN
Draft Conceptual Plan
Elm St: Gardner Ave to Broadway
Spokane Greenway
3/30/22

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION







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

05

Considerations for final route selection



What we have heard about the two route options:

Chestnut St / Belt St

Elm St



"Pedestrians and Cyclists needs solutions on Chestnut"

"Chestnut would be safest if turned into a true greenway with one-way for traffic"

"This project should focus on creating a greenbelt/linear park on Chestnut"

"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"

"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"



"Elm is already fine for biking and doesn't need much improvement, would rather see improvements on Chestnut"

Traffic & Design Considerations

Chestnut St / Belt St

Elm St



- » Lower traffic volumes and speeds than Elm St on southern section
- » Matches the original traffic calming request

- » Lower traffic volumes and speeds than Belt St on northern section
- » Already connects to Centennial Trail to the south



- » Would require parking removal for bike lanes on Belt St
- » Would require additional new trail or diversion to Elm St to connect to Centennial Trail to the south

- » Parking loss near intersections for traffic circles

Next Steps



Conduct additional
parking survey



Collect and review
public feedback



Make a final route
recommendation

Thank you!

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West Central Greenway Survey

1. Introduction

Through the 2019 Traffic Calming program the West requested improvements to Chestnut Street to red the route for bicycle travel. The City's Bicycle Map Belt Street and Elm Street as bicycle routes come Cannon Park and the West Central Community Center parallel and have different characteristics regarding street parking, connectivity within the street grid improvements. In order to target improvements to travel, the City approved \$40,000 to fund a study determine which one is better suited for a future.

A Neighborhood Greenway is a type of bicycle neighborhood street. Sometimes known as a "B" enhances arterial crossings and wayfinding clear all ages and abilities, while adding traffic calming travel by motorists.

Any projects selected through this process will be added to the 20-year street projects list. Eventual construction work could be funded from a variety of sources, including local funds and state or federal grants.

This is the second round of public outreach on this project. The City and a consultant have developed bicycle improvement concepts for each corridor. Please answer the following questions so we can learn about your preferences for the study area.

Study Area



Survey & Feedback Map on
Project Webpage:
[https://my.spokanecity.org/
projects/chestnut-elm-
neighborhood-greenway-study/](https://my.spokanecity.org/projects/chestnut-elm-neighborhood-greenway-study/)