Chestnut - Elm
Greenway Study

Online Public Meeting
Monday September 20, 2021
Background

West Quadrant

Tax Increment Finance District

Future Projects:

• Infrastructure and Streetscape Improvements on Elm, Cannon, and Chestnut

• Three blocks: Bridge to Dean
Background

EWU Urban Planning Project
• 2016 Student Project
• Chestnut Corridor Plan
• Appendix to Dutch Jake’s Park Plan

Evaluated Design options:
• Neighborhood Greenway treatments
• Safety improvements
• Separated bikeways
Background – 2016 EWU Project

Figure D7 – A diagram showing the three potential vehicle-cyclist conflict points.

Figure D9 – Top view of a potential re-engineered intersection at N Chestnut St, W Boone Ave, and N Belt St. The route through the protected center median left turn lanes, which are for exclusive use by cyclists.
Background

• 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
  • This study evaluates both corridors to determine the appropriate Neighborhood Greenway alignment, in consultation with neighborhood stakeholders
Neighborhood Greenway / Bicycle-Boulevard

Definition

• Streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority.

• Use signs, pavement markings, and speed/volume management measures to discourage through trips by motor vehicles, AND

• Create safe and convenient bicycle crossings of busy arterial streets

- NACTO Urban Bikeway Design Guide
Design Guidance

Route Planning

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

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.
Major street crossing treatments shall be implemented to maximize bicyclist safety and comfort at crossings.
Route Planning Criteria

- Connectivity
- Legibility
- Speeds
- Volumes
- Emergency Vehicle Routes
- Intersection Crossings
Connectivity / Legibility

Example: Park and Green Space Connectivity
Connectivity / Legibility

Example: Green Space Connection to Centennial Trail
Connectivity / Legibility

Example: Green Space Connection to Centennial Trail
Treatments

- Legibility
- Speeds
- Volumes
- Intersections
- Legibility

### 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.
Speed Management
Volume Management
Minor Street Crossing Treatments
Major Street Crossing Treatments
Legibility
## Timeline

### Duration

~ 7 MONTHS

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Project Site:

Chestnut and Elm Neighborhood Greenway Study
https://my.spokanecity.org/projects/chestnut-elm-neighborhood-greenway-study/