

Chestnut - Elm Greenway Study

Online Public Meeting
Monday September 20, 2021

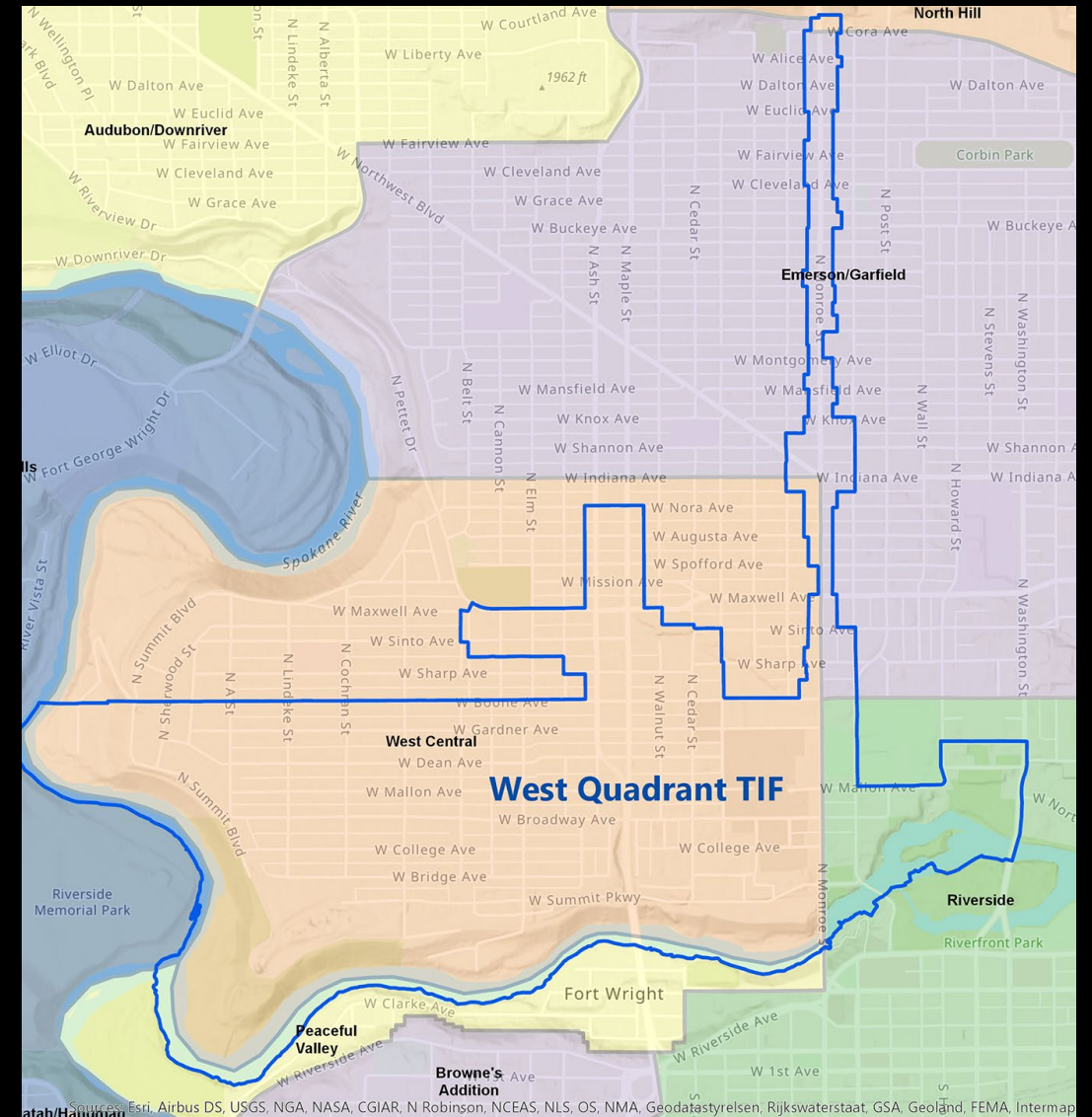


Chestnut / Elm Neighborhood Greenway Study - Project Area





Chestnut
Street Today



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

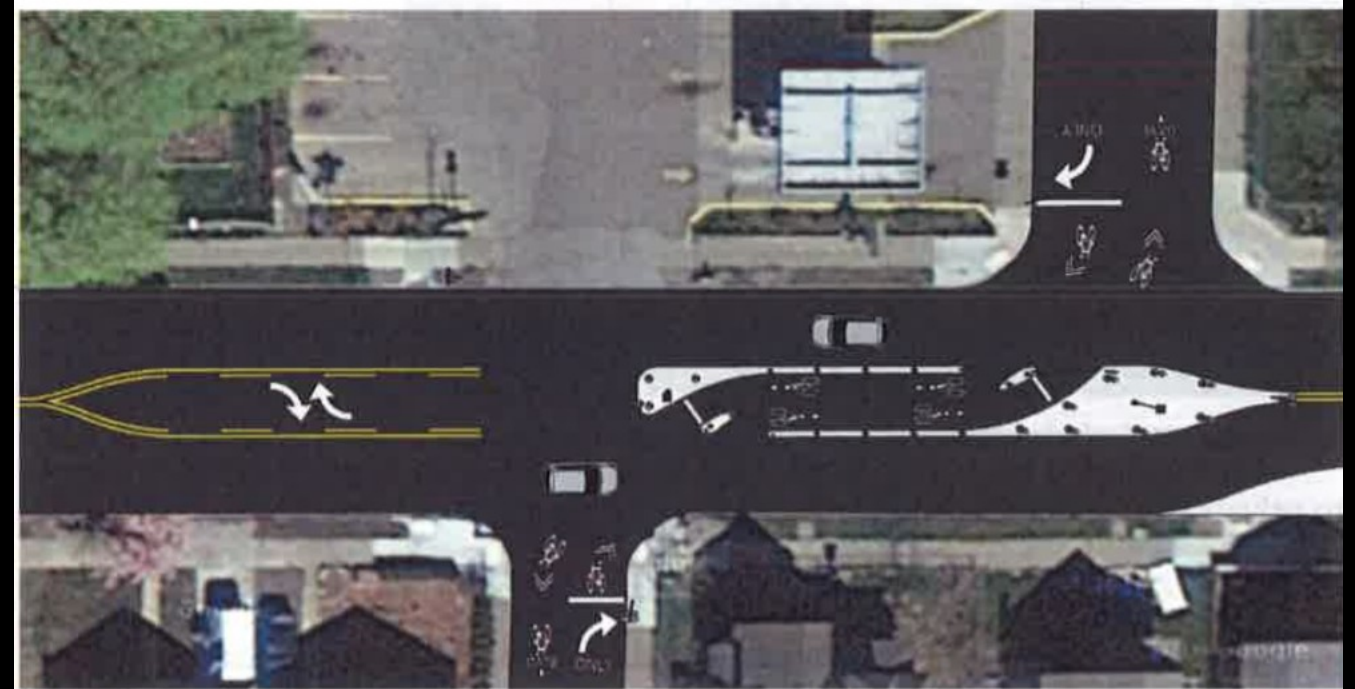


Figure D9 – Top view of a potential re-engineered intersection at N Chestnut St, W Boone Ave, and N Belt St. the route through the protected center median left turn lanes, which are for exclusive use by cyclists.

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

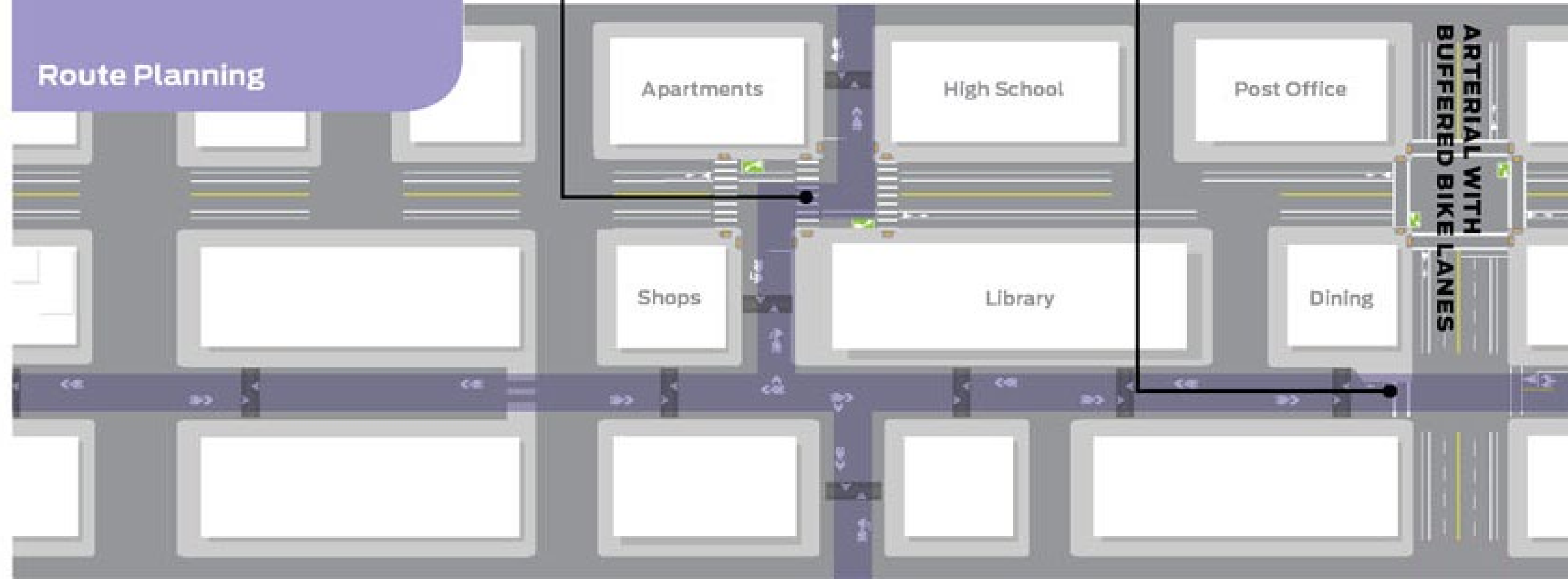
Route Planning

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.

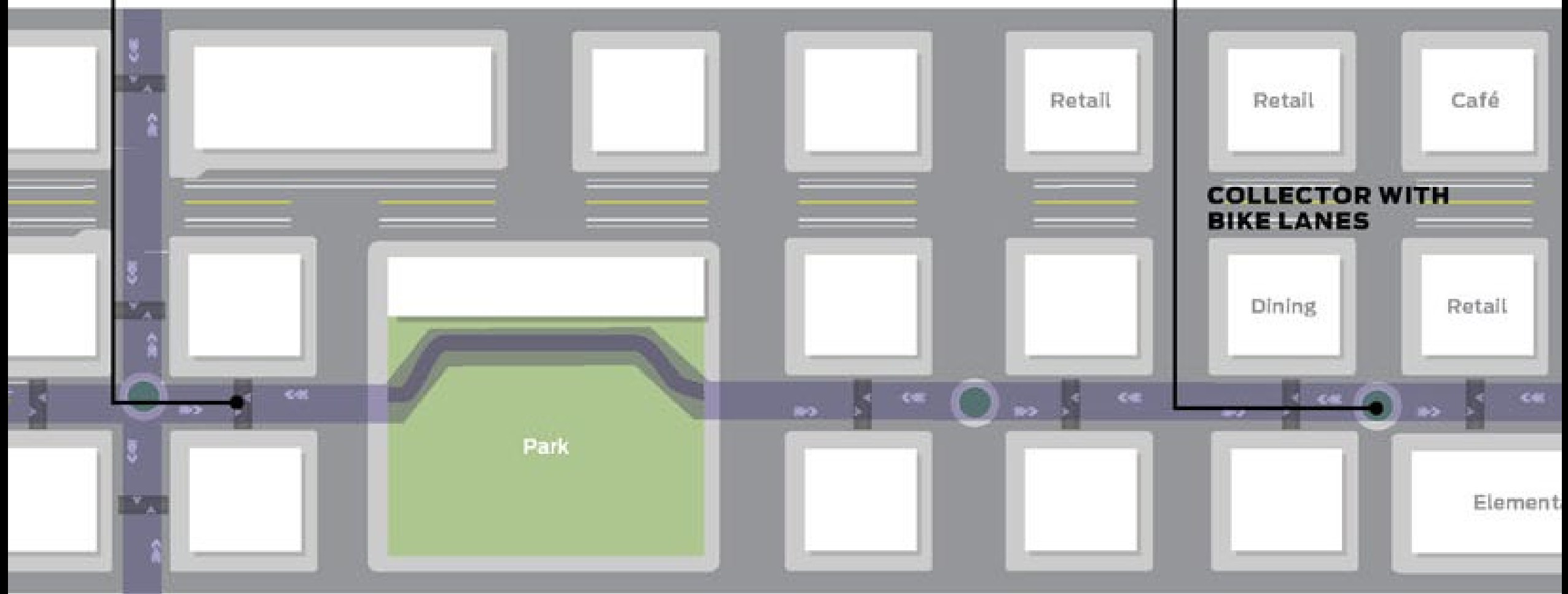


2

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.

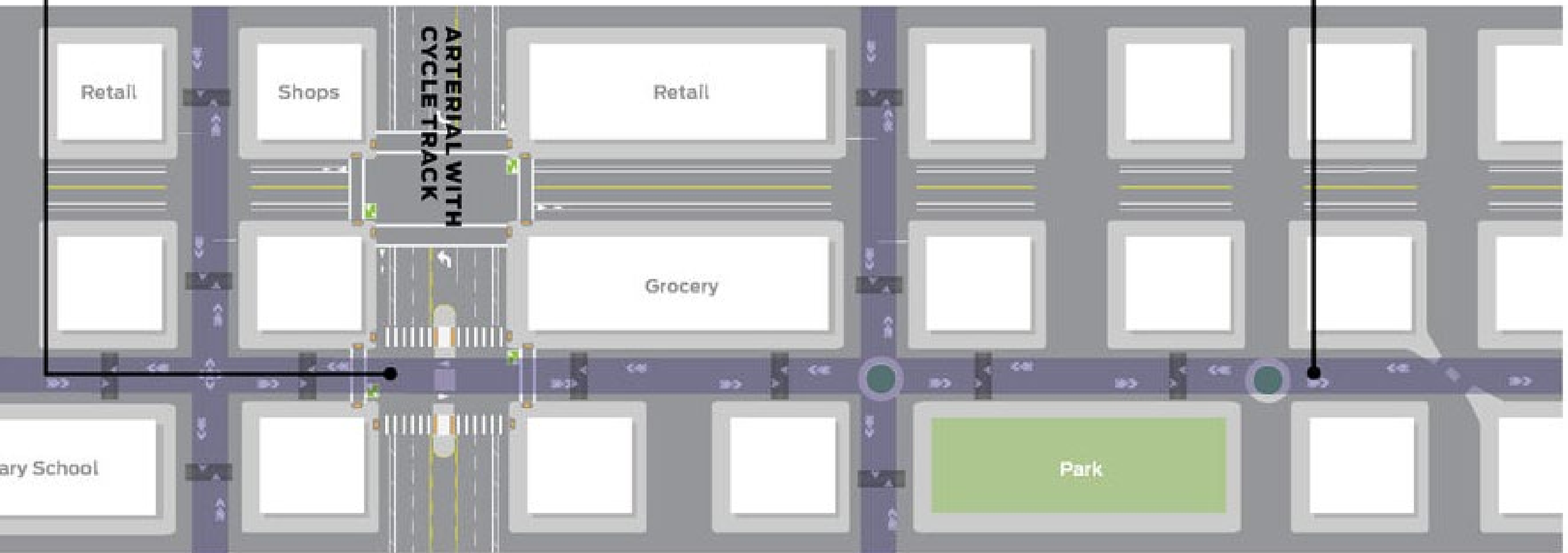


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Major street crossing treatments shall be implemented to maximize bicyclist safety and comfort at crossings.

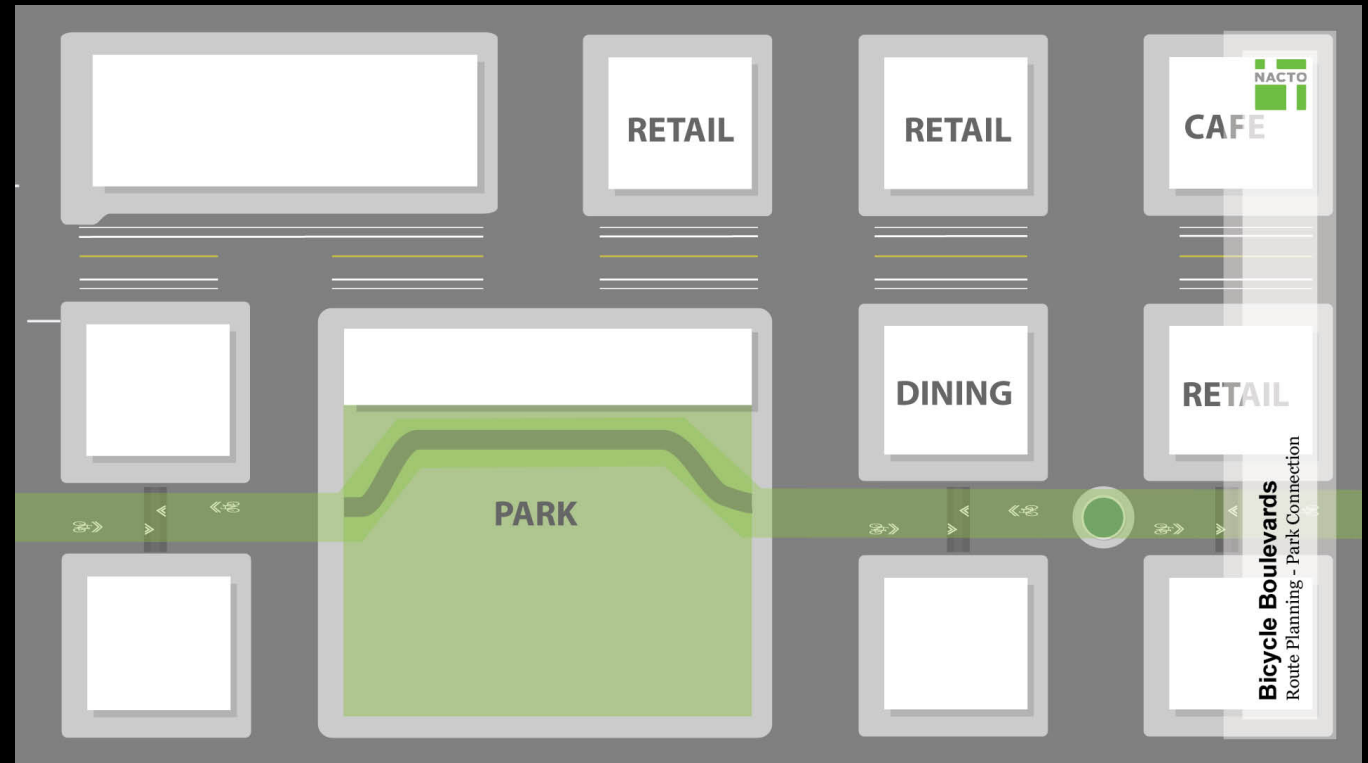
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Pavement marking



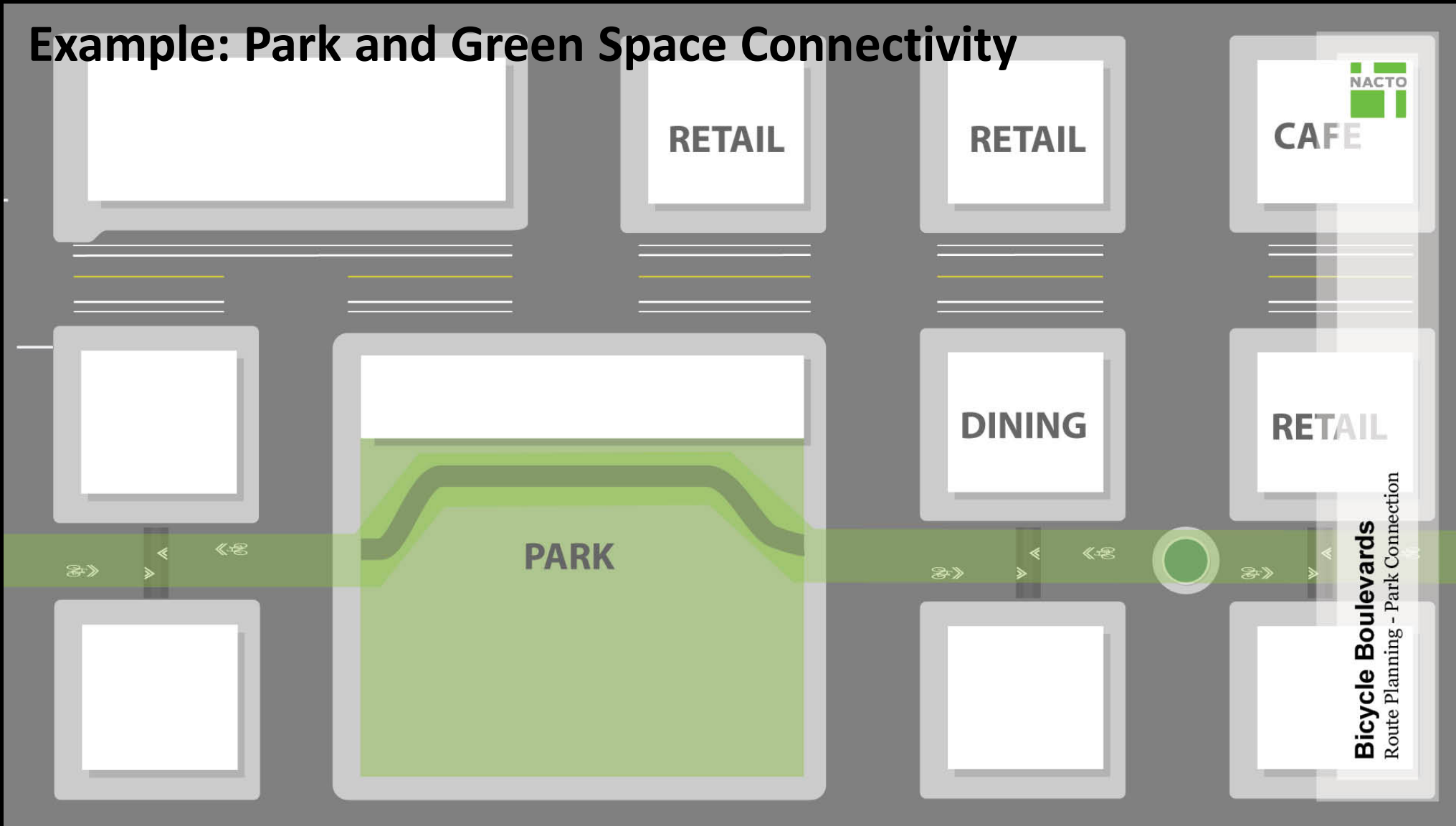
Route Planning Criteria

- 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

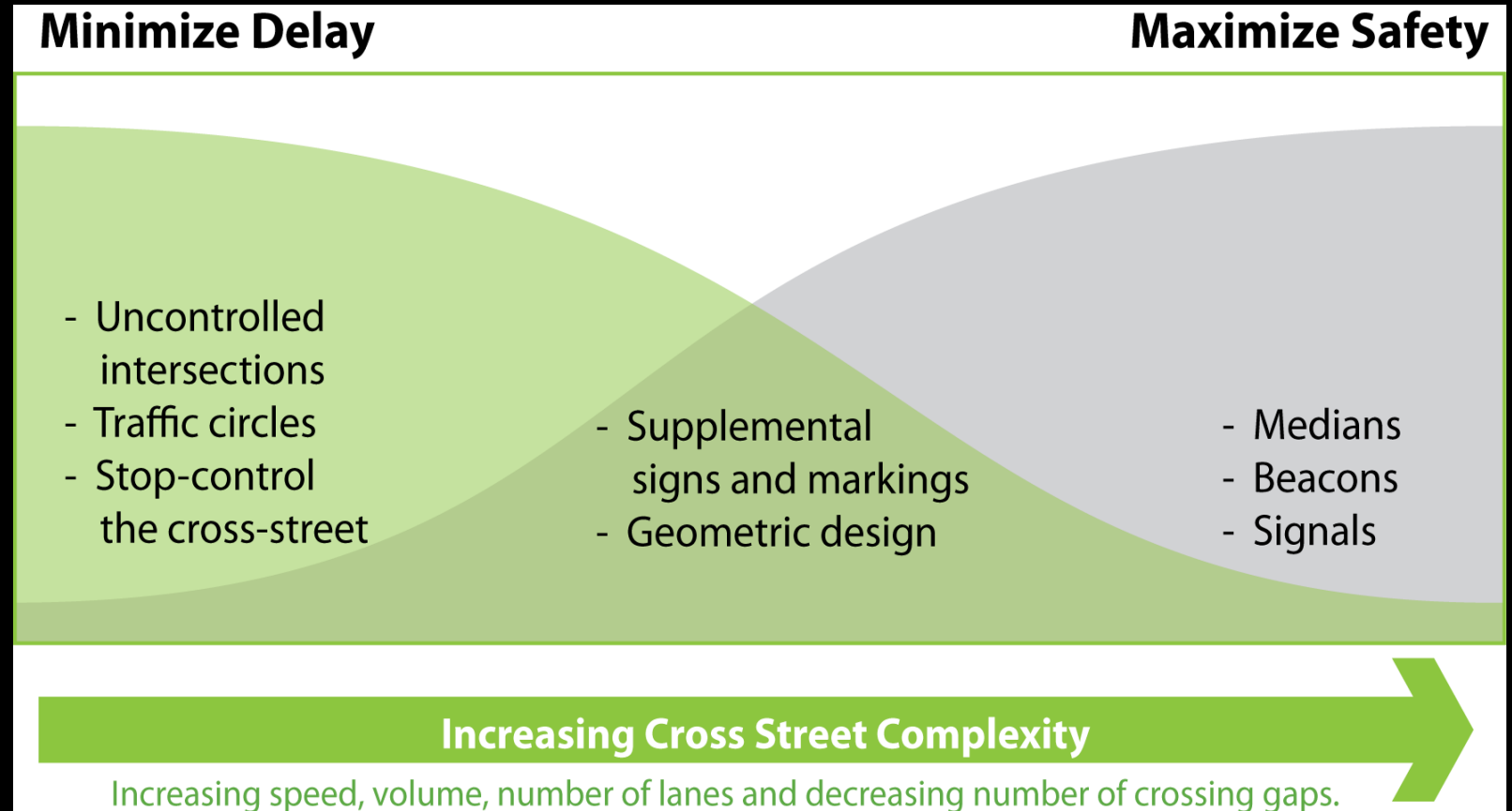
Connectivity / Legibility



Example: Green Space Connection to Centennial Trail

Treatments

- Legibility
- Speeds
- Volumes
- Intersections
- Legibility



Speed Management



Volume Management



Minor Street Crossing Treatments



Major Street Crossing Treatments



Legibility



Timeline

Duration ~ 7 MONTHS

Task	Timeframe
Kick-Off	June-July 2021
Existing Condition Review <ul style="list-style-type: none">- Basemap Creation- Roadway Data collection and analysis- Assessment and Report	Summer/Fall 2021
Conceptual Design	Fall/Winter 2021
Technical Memorandum	Winter 2021
Stakeholder Coordination <ul style="list-style-type: none">- Phase 1: Existing Conditions- Phase 2: Technical Memorandum	Throughout

Project Site:

Chestnut and Elm Neighborhood Greenway Study

<https://my.spokanecity.org/projects/chestnut-elm-neighborhood-greenway-study/>

