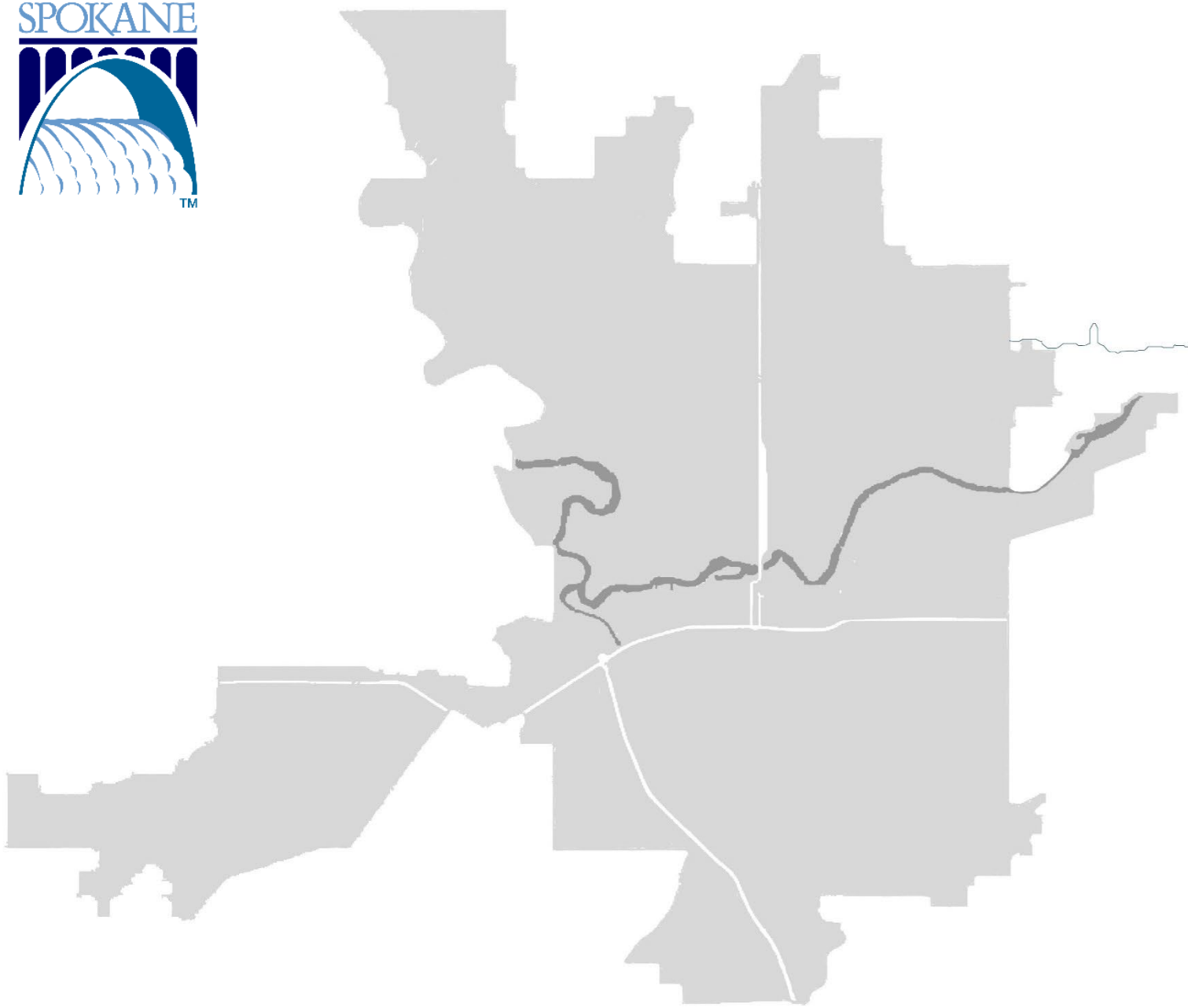


Grand Blvd Restriping

Public meeting

January 27, 2026

Purpose of Tonight's Meeting

- Discuss restriping options
- Answer questions
- Collect hand-written comments
- Or email to transportationcommission@spokanecity.org

Restripe action will be on the agenda for Transportation Commission at City Hall (or Teams) on Feb 18th from 4pm-6pm

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) *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*

CITY OF SPOKANE

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

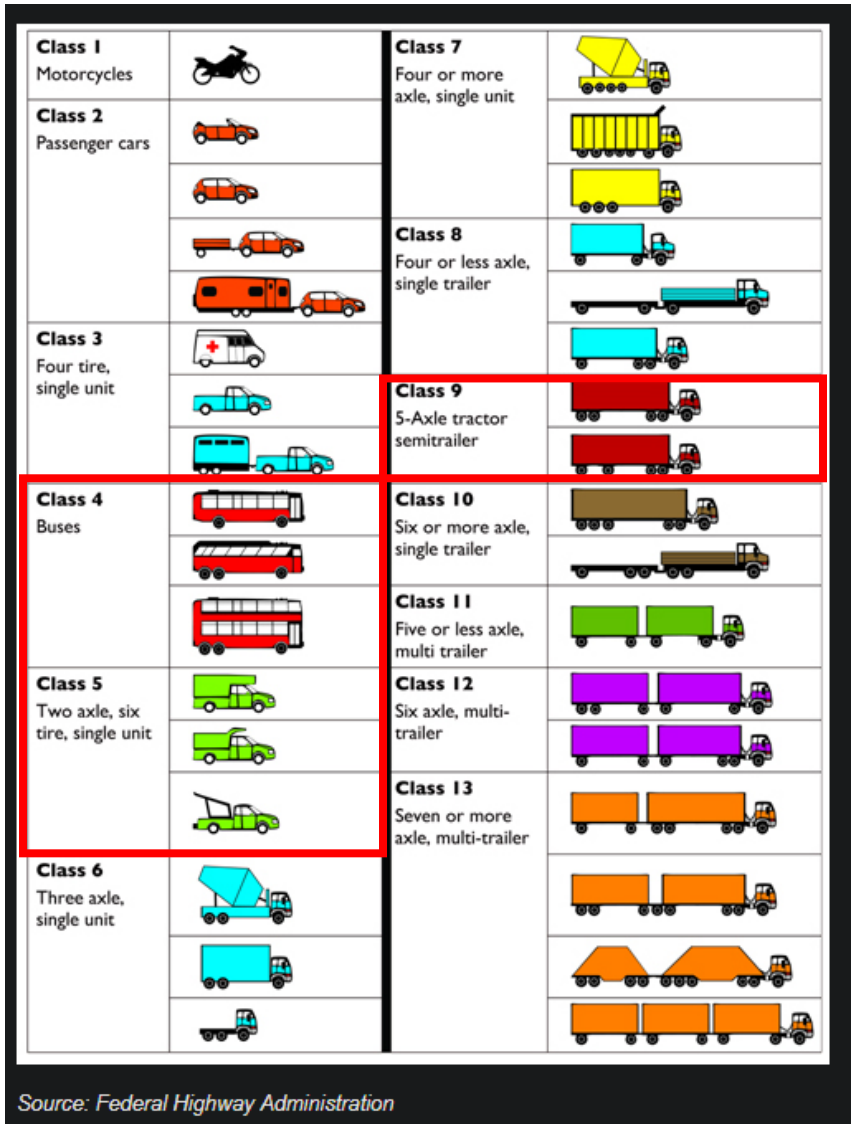
Volumes and grade

- 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.)

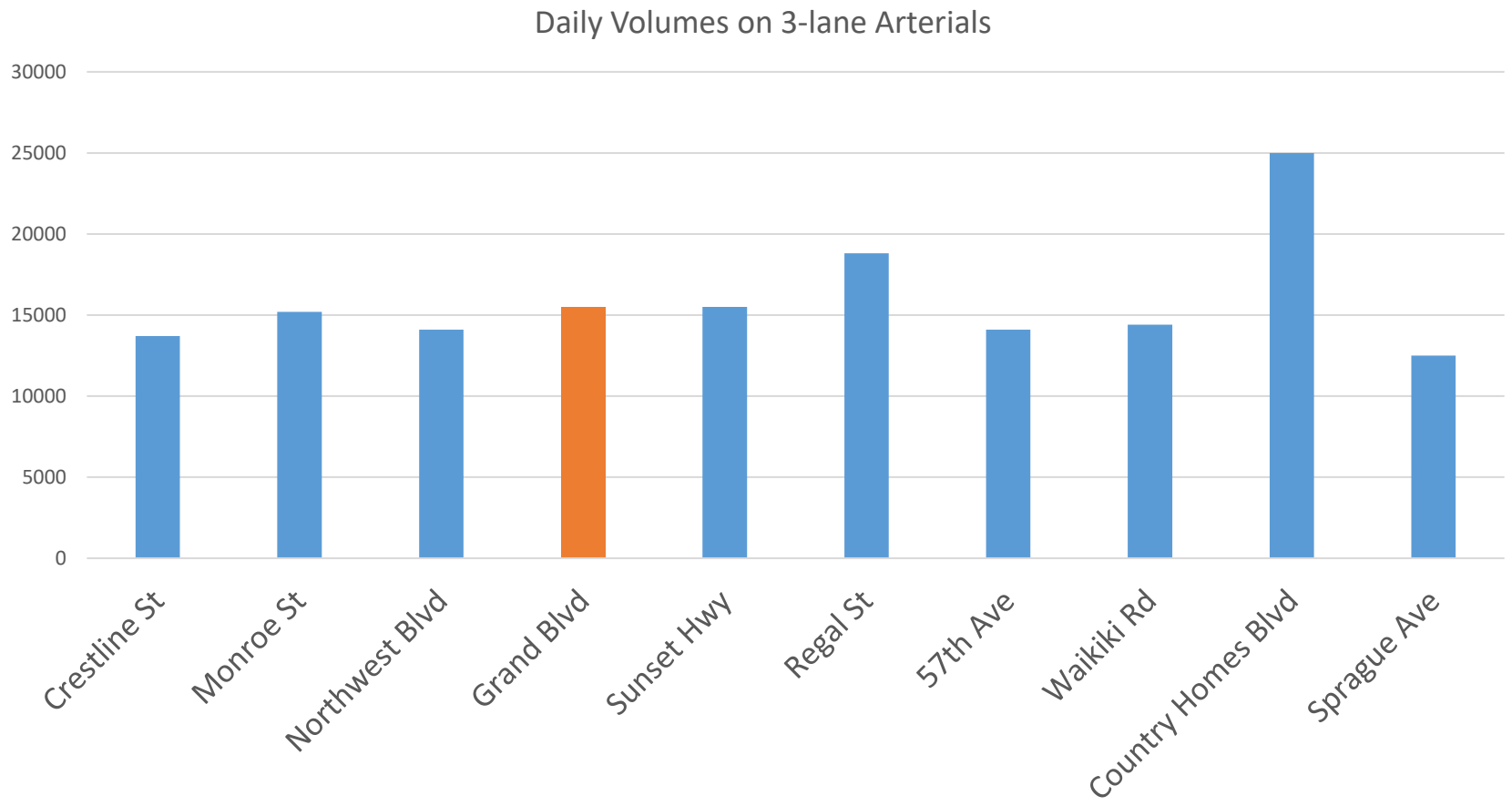


Speed Data

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

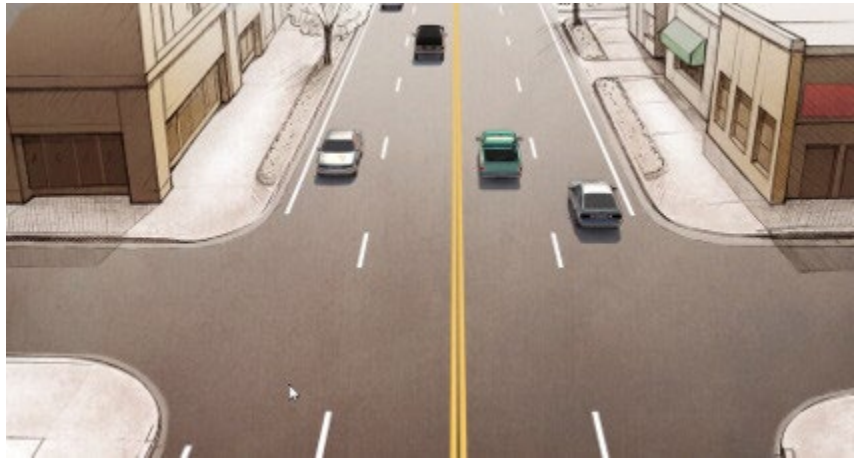
Location	Speed Limit	85th percentile speed
16th Ave	30 mph or 20 when flashing	35 mph
20th Ave	20 mph	29 mph
26th Ave	30 mph	37 mph

Volume Comparison to Grand Blvd.

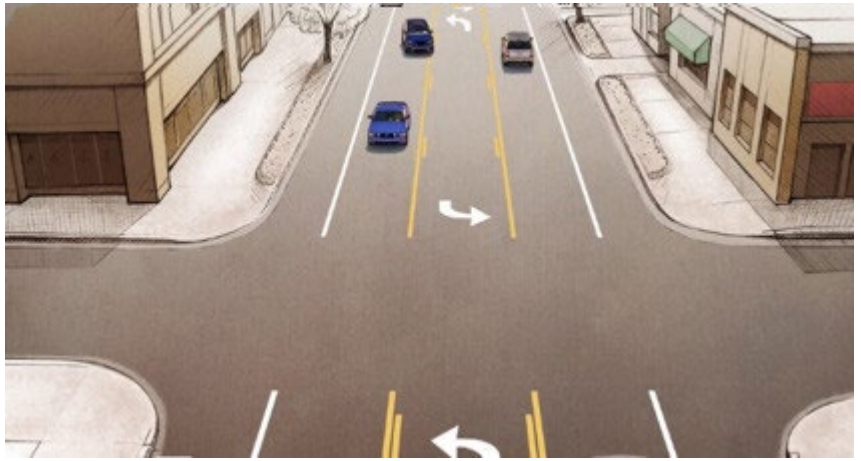


Primer on “TWLTL”s

- 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

4-lane to 3-lane w/ TWLTL conversion example

Crestline St @ Gordon Ave

Before: 4 lanes, no TWLTL

Crestline St @ Gordon Ave

After: 3 lanes, w/ TWLTL

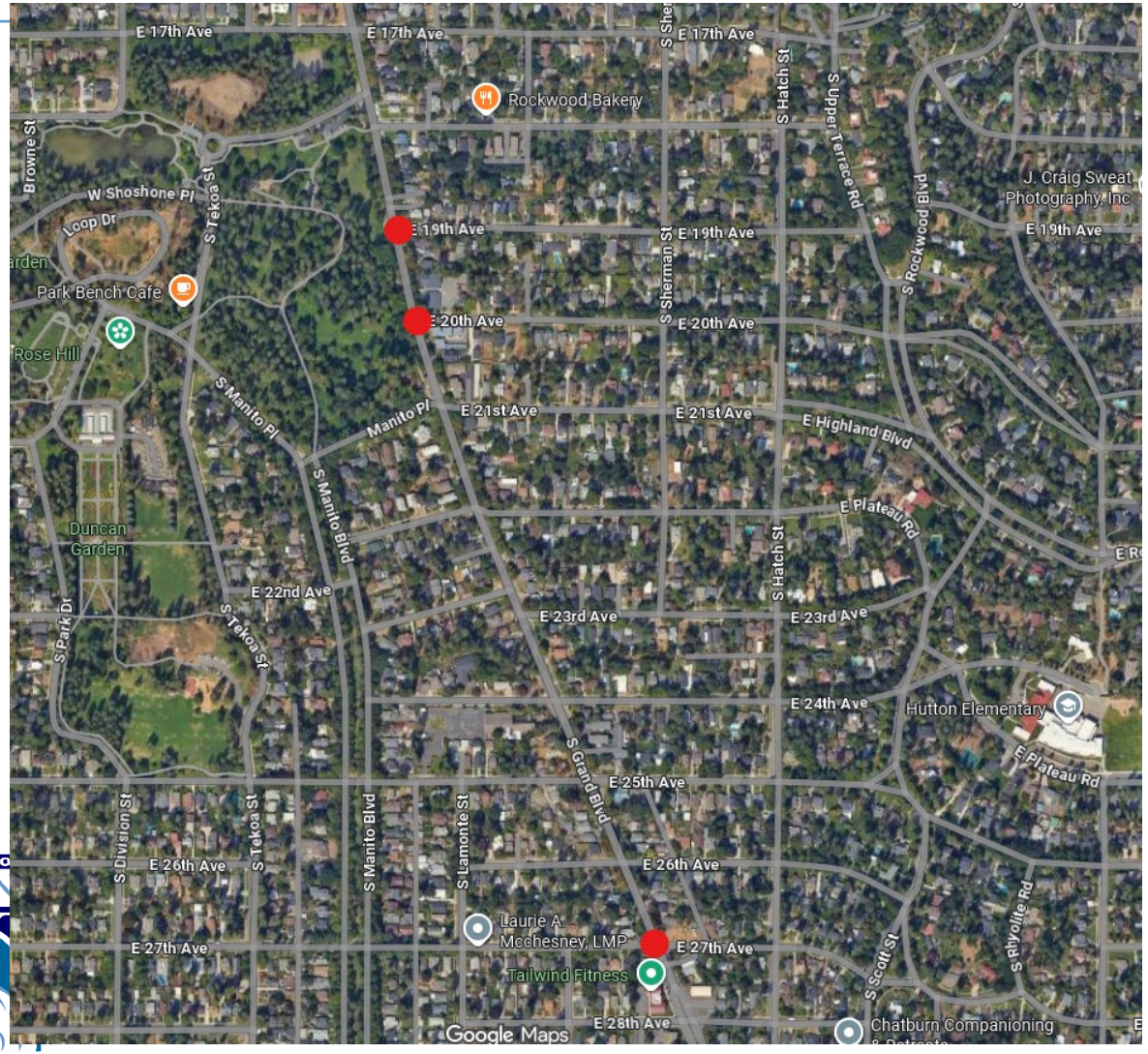
Examples of TWLTL Refuge Islands

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

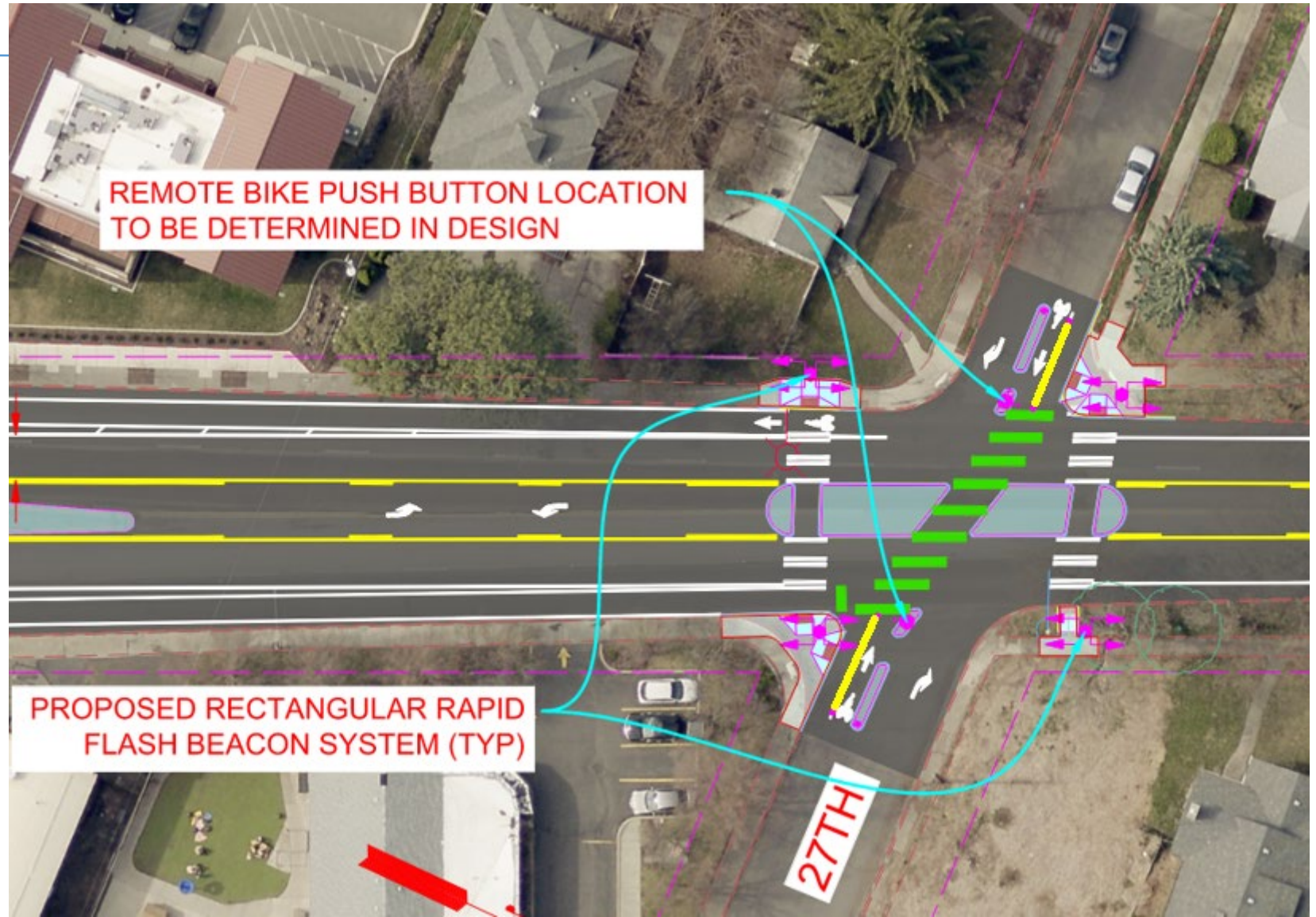
Likely locations of Refuge Islands



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

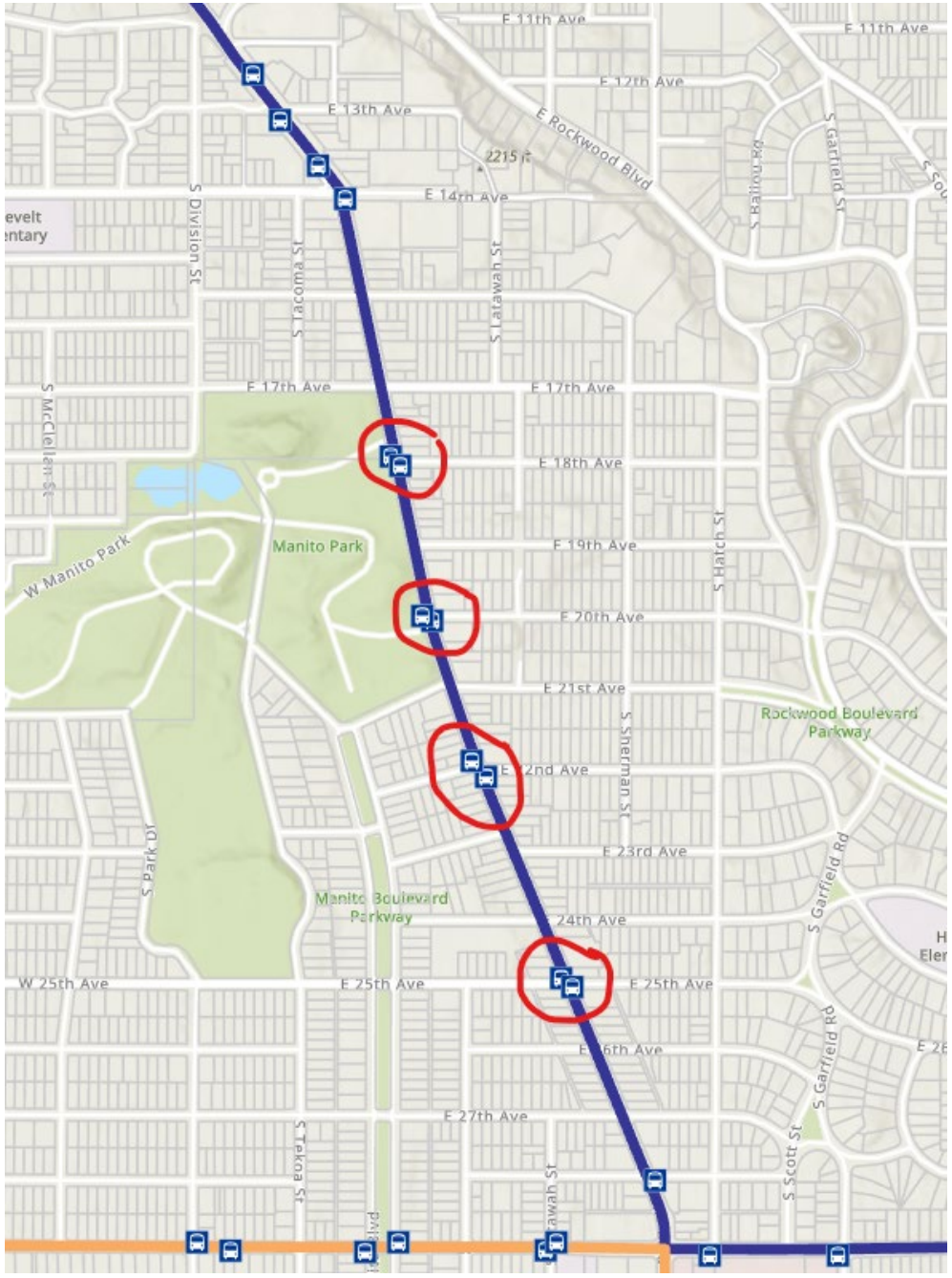
- Adding a TWLTL allows for placement of “refuge islands” that provide better separation of pedestrians from motor vehicle traffic

Refuge island example @ 27th Ave



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.

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

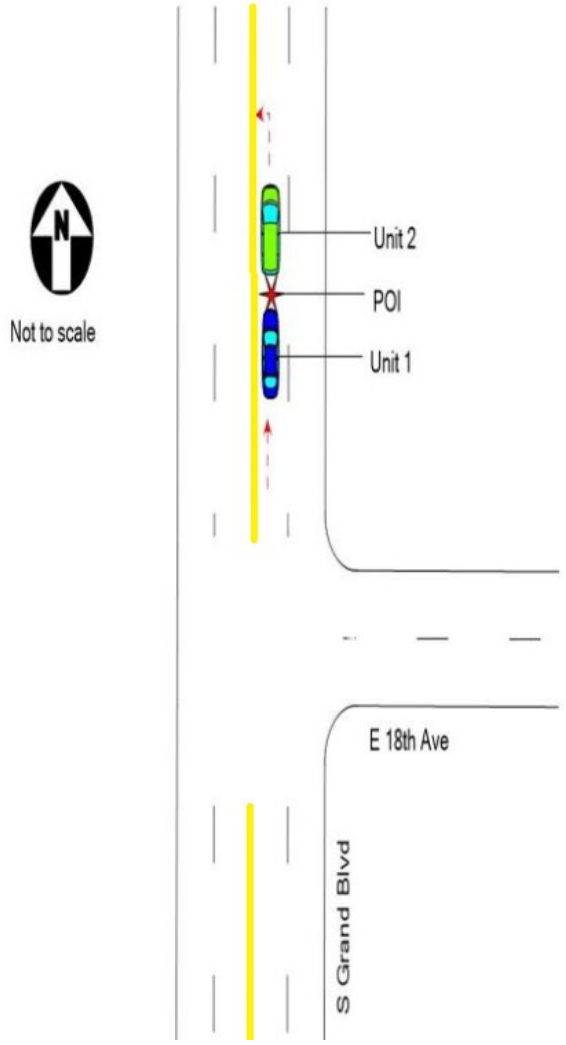
- Out of 42 **reported** crashes from 2020 through 2024:
  - 10 are correctable with the 3-lane option (24% crash reduction, based on reported crashes)
  - 8 are correctable with either the 3- or 4-lane option (19% crash reduction, based on reported crashes)

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



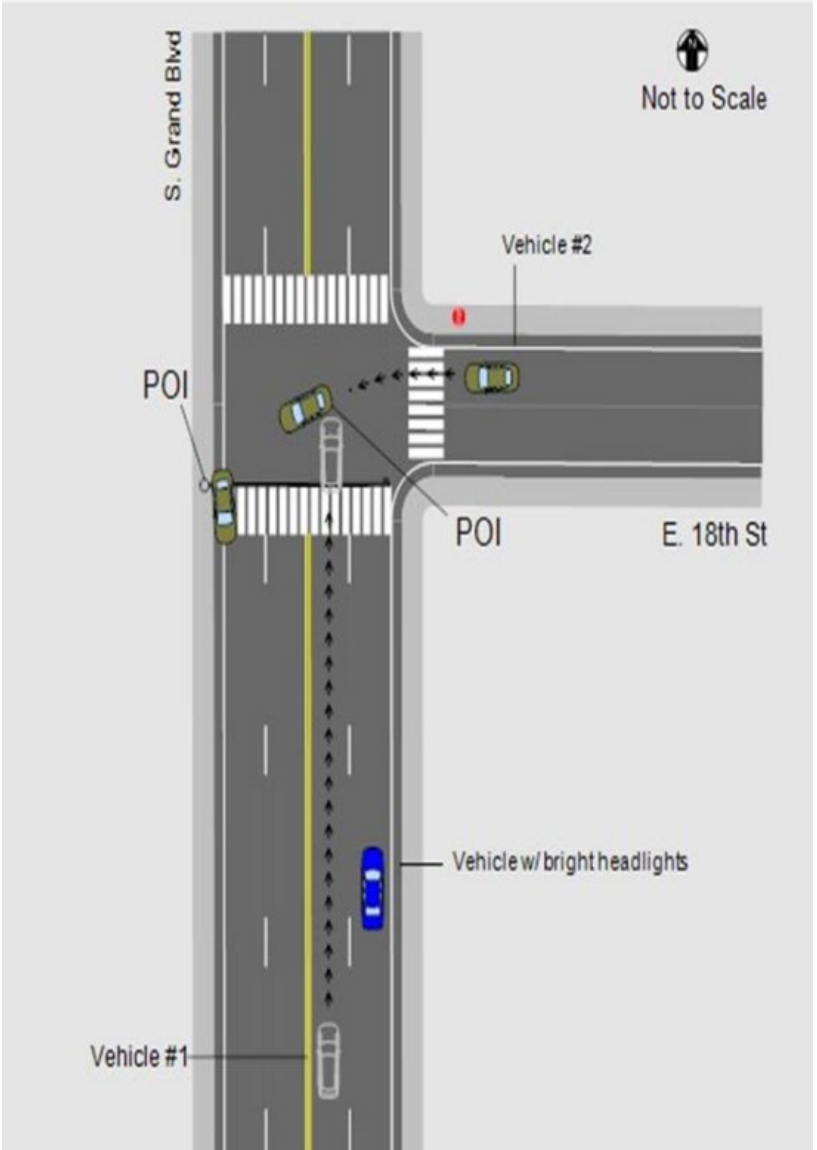
Examples of Correctable Crashes

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

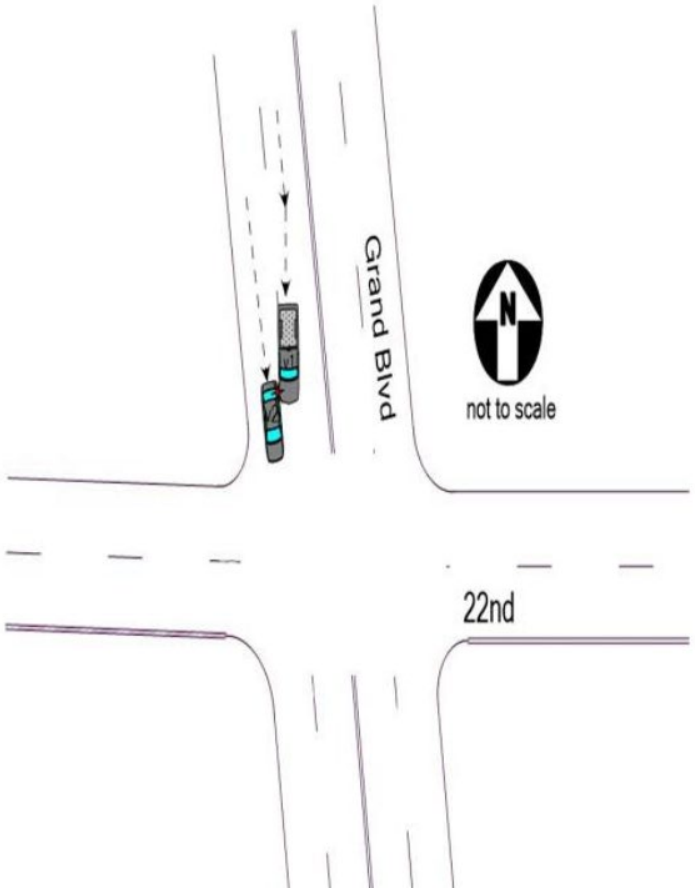


Examples of Correctable Crashes

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.

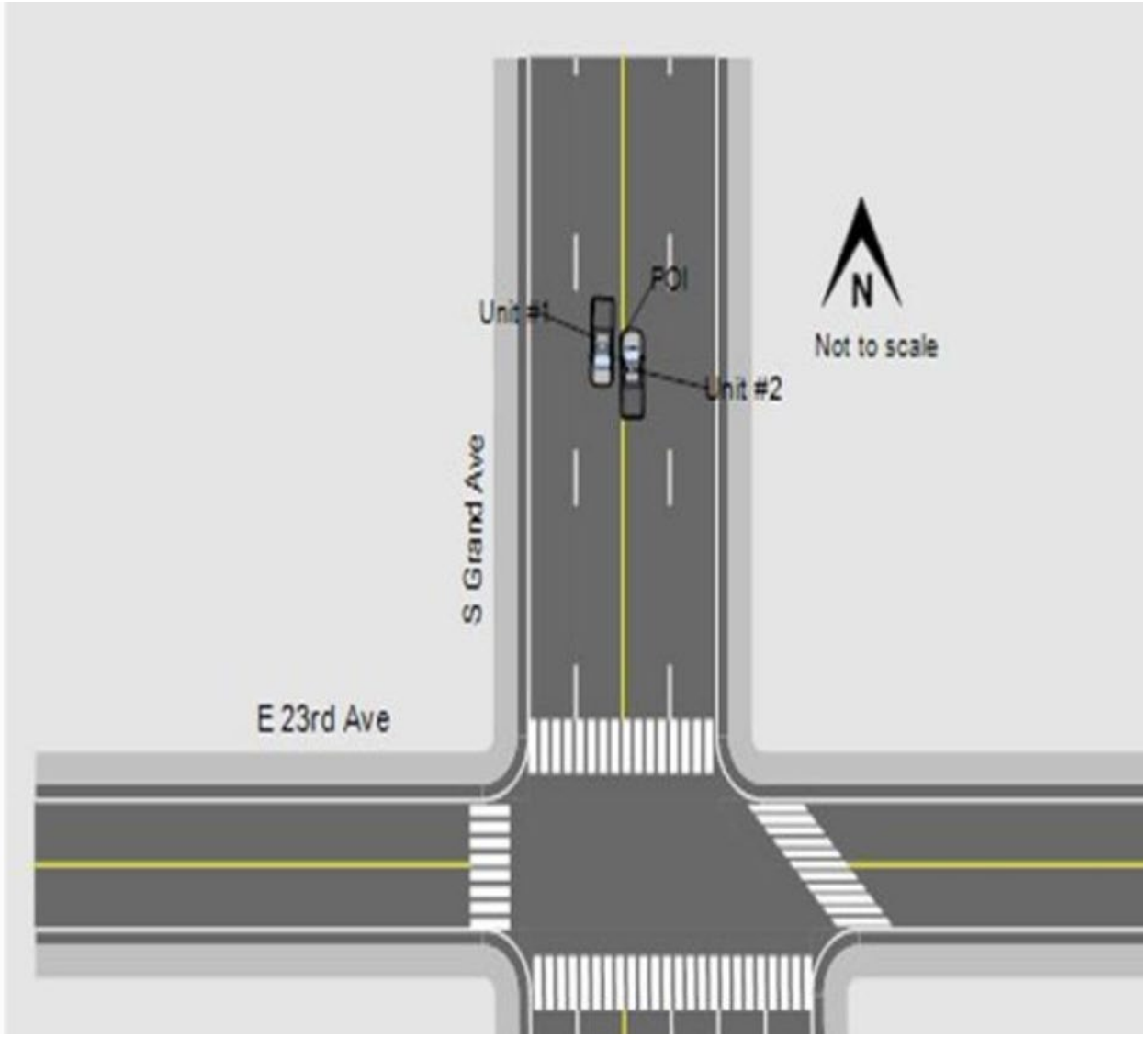


Examples of Correctable Crashes

2024-05-31 at 09:36

Sideswipe-Opposite Direction

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



Pros & Cons

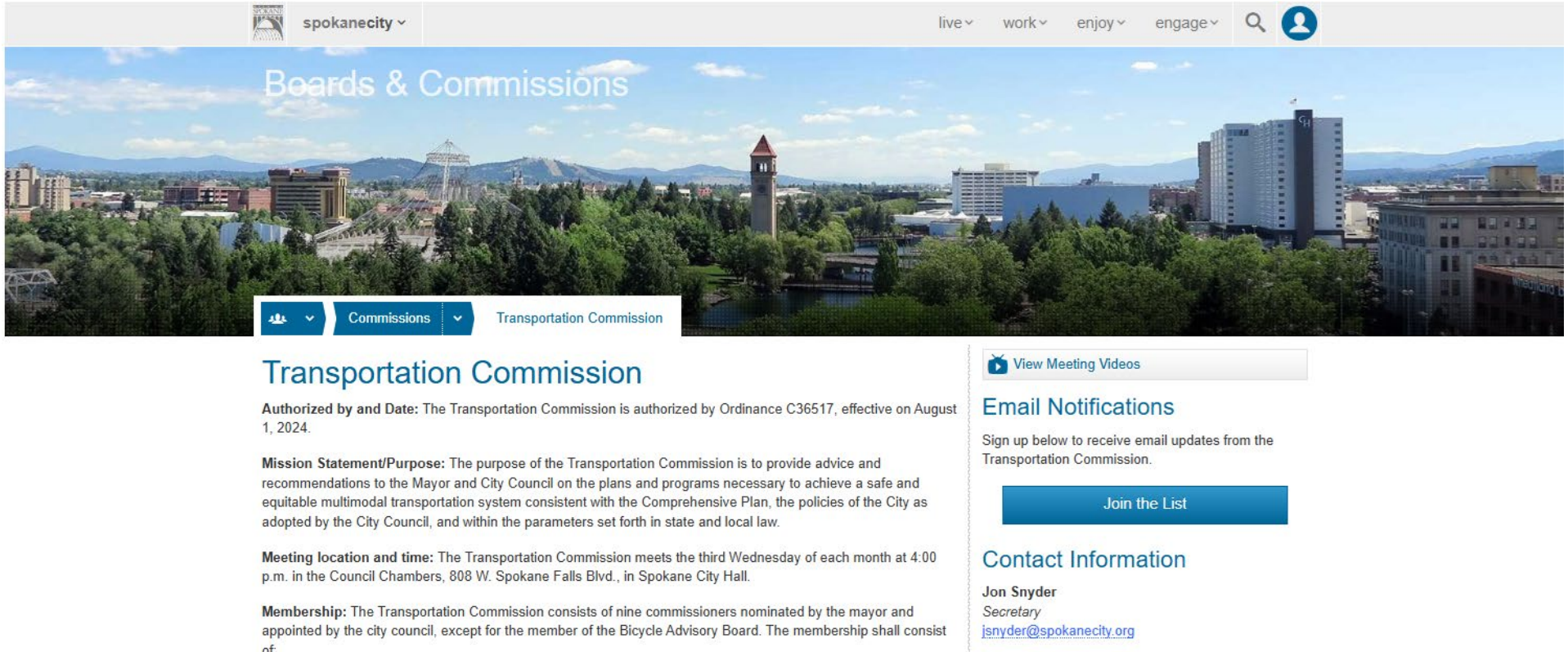
	Pros	Cons
Option 1 (one lane uphill, one lane downhill, one center turn lane)	• Safest option for pedestrians • Provides center turn lane (safety benefit for vehicles) • Crossing treatments less expensive for 3- vs 4-lane crossings	• Results in 1-min increase in travel time for vehicles and STA buses • 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

Decision Points

- Transportation Commission will make its decision using the following criteria:
  - Safety
  - Emergency Response
  - Travel Time
  - Transit Access
  - others may be added…..

Next Steps

- Compile comments
- Hearing at Transportation Commission on Feb 18th , 4-6 PM



How to Comment

- Written comments tonight.
- Email to transportationcommission@spokanecity.org
- In-person or via Microsoft Teams at the Transportation Commission meetings
  - Will be on the agenda for Transportation Commission at City Hall on Feb 18th from 4pm-6pm (hearing usually starts after 5 pm)

Further Questions

Contact:
Inga Note inote@spokanecity.org, or
Brian Brisendine bbrisendine@spokanecity.org

https://my.spokanecity.org/projects/grand-blvd-restriping-from-14th-ave-to-29th-ave/