

GRAND BLVD

Transportation and Land Use Study

Review

Develop

Evaluate

Study

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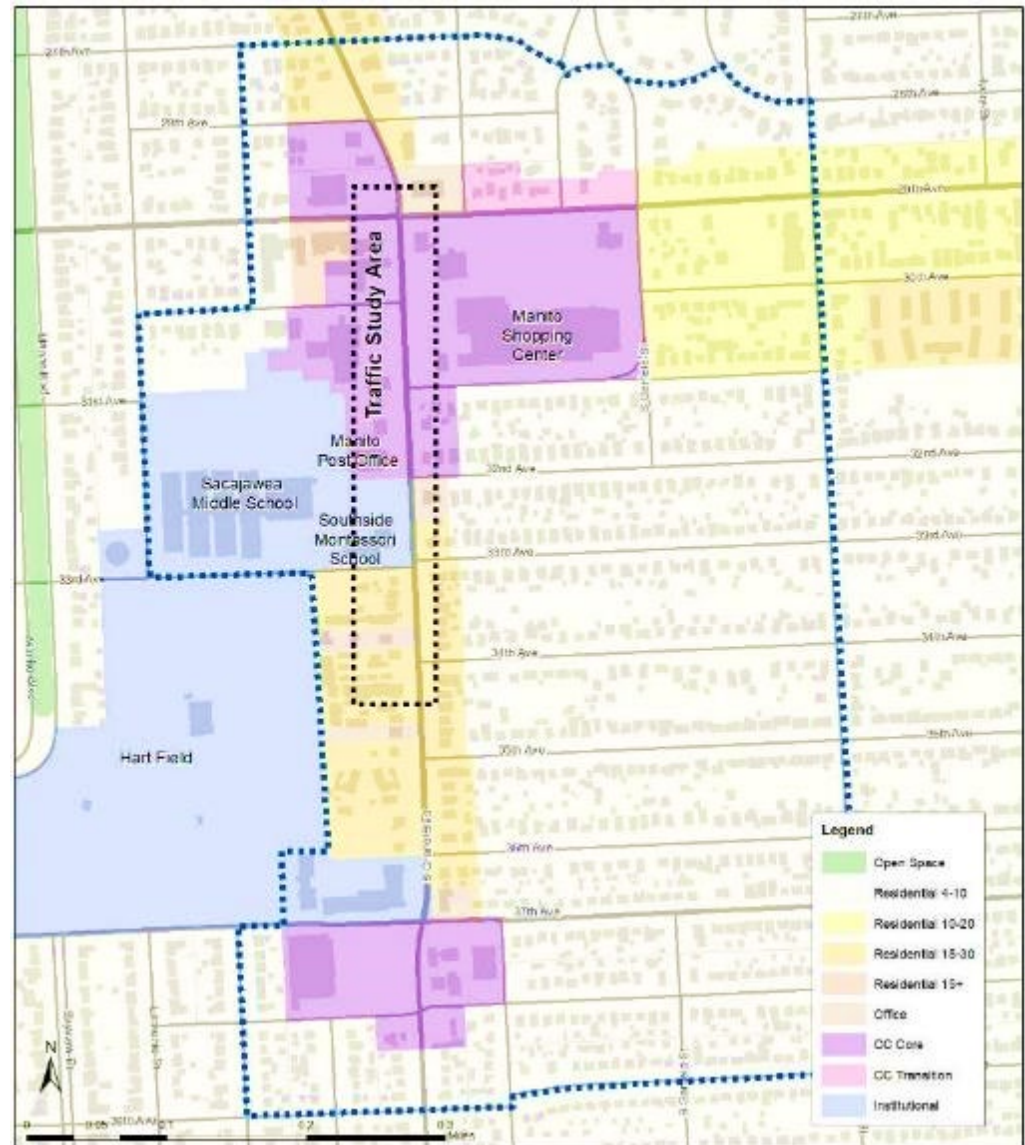
Plan Commission Hearing July 8, 2020



Project Area Boundaries

Grand Boulevard Studies

- Transportation analysis focused on core of the business district on Grand between 29th and 34th Avenues
- Land use analysis sub-area bounded by 27th Avenue, 39th Avenue, Latawah, and Arthur Streets



Introduction

Grand Boulevard is a key north-south arterial for the City of Spokane through the South Hill neighborhoods. The Grand Boulevard corridor study was commissioned to understand existing issues for pedestrians, bicyclists, and vehicles, develop potential streetscape improvements, and identify economic opportunities and zoning needs.

Background

Grand Boulevard Transportation and Land Use Study launched September 2019.

- October 21-22 workshop and community meeting
- Walking tour of transportation area
- Online Survey – 475 responses
- February 27 2020 open house
- Comstock, Rockwood, and Manito-Cannon Hill Neighborhood Councils support the study



Elements of the studies included:

- **REVIEW:** Traffic patterns and safety on Grand Boulevard
- **DEVELOP:** Understanding of bicycle and pedestrian needs
- **EVALUATE:** Concepts of lane reduction, bike lanes, wider sidewalks, and green infrastructure. Analyze current land use and market data
- **STUDY:** Land use boundaries with Comprehensive Plan goals in mind

Safety and Streetscape Improvements

- Critical concern: safety, especially for school children and senior residents
- Desire for traffic calming/design/pedestrian amenities
- Desires and concerns about streetscape and features that better define Grand Boulevard neighborhoods beyond Manito Park



Grand Boulevard Study Goals

Comprehensive Plan – *Shaping Spokane*

Chapter 3 Land Use

1.1 Neighborhoods

1.2 Districts

1.3 Single-family residential areas

1.4 Higher density residential uses

Chapter 4 Transportation

TR Goals A-G; Sense of place, transportation choices, accommodate access to daily goods and priority destinations, promote economic opportunity, respect natural and community environments, public health and safety, and maximize public benefits and fiscal responsibility with integration.

Connectivity and Livability Plan –South Hill Coalition

Greenway connections, crossing improvements, more walkable centers attractive to reinvestment.

Comstock Neighborhood Council Traffic Calming

Safety for all users of all ability

RELEVANT COMPREHENSIVE PLAN GOALS:

GOAL 1: ACTIVE DOWNTOWN LINKAGES



- Develop greenways
- Create additional bike routes to close network gaps
- Extend biking and walking trips with safe and convenient access to transit

GOAL 2: COMPLETE NEIGHBORHOODS



- Improve east-west access
- Where business centers are being developed, encourage multimodal access from all directions by planning for street and path connectivity
- Explore opportunities to enhance arterials. Examples include addition of bike lanes, bulbouts, raised crossings, planted medians, bus shelters, street furnishings, trash cans, bike racks, etc.

GOAL 3: CRIME PREVENTION



- Install appropriate lighting
- Encourage foot traffic in public places. Add paths, landscaping, community gardens and activity spaces.

GOAL 4: TRAFFIC SAFETY



- Work with the City to address level of service and traffic flows in order to review speed limits on arterials to improve pedestrian and bicycle safety and reduce noise.

Snapshot: Online Survey – Dec. to Jan. 31, 2020

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Project Survey Results

Q3. What are the most important **assets** that the Grand Boulevard planning area currently offers?



Restaurants



Business and Services



Shopping



Schools



Historic Neighborhoods

Q4. What are the pressing **issues** in the Grand Boulevard Planning Area?



Routes for pedestrians and cyclists



Traffic speed and volume



Building character or design



Access to goods and services



Public safety

Q5. What **new assets** would you like to see in the Grand Boulevard Planning Area?



Bikes/bikeability/walkability



Green space



Restaurants



Diversity of businesses and services



Arts and culture offerings

Q7. **Where** are you going as you travel this part of Grand Boulevard?



Shopping



Restaurants or entertainment venues



Locations outside this planning area



Exercise



Parks

Q8. What types of **changes** would make you more likely to **walk or bike** within the traffic study area?



Crossing improvements



Sidewalk improvements



Landscaping, including vegetation



Bicycle Lanes



Slower traffic

Darken color indicates higher response rate



All details on the survey responses will be available on the website below the first week of March.
<https://parksandpeople.org/grandblvd-transportation-and-land-use-study/>

GRAND BLVD

Transportation and Land Use Study



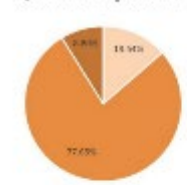
Project Survey Results

Q1. Where do you live?



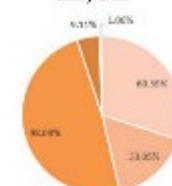
Inside the Grand Boulevard Planning Area
 Outside the Grand Boulevard Planning Area
 Outside the City of Portland

Q2. Where do you work?



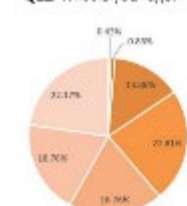
Inside the Grand Boulevard Planning Area
 Outside the Grand Boulevard Planning Area
 Outside the City of Portland

Q6. How do you travel within the study area?



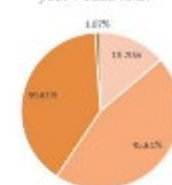
Walk
 Bike
 Drive
 Public transit
 Other

Q22. What is your age?



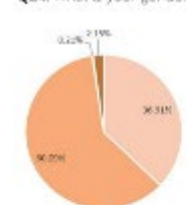
18-24
 25-34
 35-44
 45-54
 55-64
 65+

Q23. How many people are in your household?



1-2
 3-4
 5-6
 7 or more

Q24. What is your gender?



Male
 Female
 Other

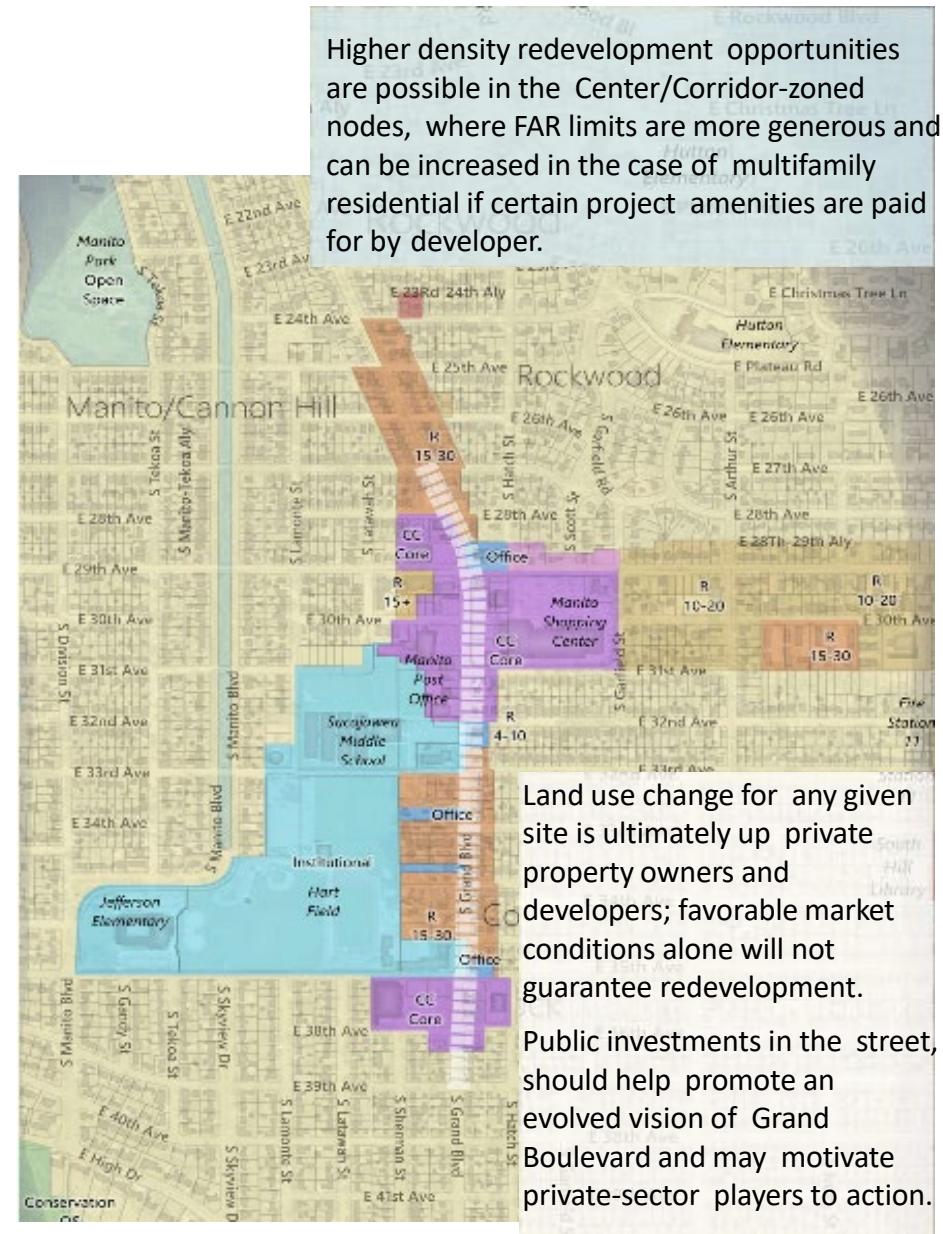
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Community Meetings



Market Analysis

- The Land Use market analysis was requested by Council in 2017, with the intent of a close look at current policy setting density and intensity of uses in the Grand District Center.
- Analysis evaluates the area's redevelopment potential in context of Comprehensive Plan goals.
- Report documents favorable market conditions, ample residential and retail demand to support infill development in the Study Area.
- Existing land use policy appears to be well-suited to accommodate desirable development forms.



Strategic Conclusions, Considerations - Highlights

- Existing zoning is relatively generous in terms of densities, suggesting local policy is not a significant constraint to redevelopment
- Vacant land limited, indicating developers rely mainly on unsubsidized profit calculus to drive land assembly or scrape/rebuild decisions
- Incentives plus infrastructure development can be a strong motivating signal for redevelopment
- Strive to increase residential density to gradually improve the suburban auto-oriented development pattern; help define the street edge and forge walk/bike connections

Complete Streets

What Are Complete Streets?

The Grand Boulevard Study identifies complete street elements that can be added both in the short and long term to meet corridor goals. Complete streets accommodate all modes of transportation by planning, designing, and building facilities for walking, biking, transit riding, and driving trips.



GATHERING SPACES

Parks, plazas and courtyards create destinations along the street. These become opportunities for organized events, space to celebrate nature and culture.

CROSSING VISIBILITY

Clearly marked crossings create a safe and comfortable environment for people crossing the street by foot, bike and wheelchair.

BICYCLE ACCOMMODATIONS

Bicycle facilities offer separation from vehicular traffic for cyclists. These can include multi-use paths, on-street buffered and protected bike lanes. A complete street will accommodate a wide range of ages and abilities.

EFFICIENCY

Roadway design and operations should allow people to travel reliably and understand how to safely and efficiently move by bus or motor vehicle.

TRANSIT

A complete street considers every passenger's trip from start to finish. Transit stops should provide shelter, seating, wayfinding and transit information.

WALKING

A complete street should provide a high quality environment where people are safe walking and have natural features and great destinations that make people walk.

Summary Final Draft Study - Traffic

Long-Term Vision



1 ACCESS RESTRICTIONS	POTENTIAL SHORT-TERM IMPROVEMENTS	2 POTENTIAL 32ND AVE INTERSECTION EXTENSION WEST	3 ENHANCED GREENWAY CROSSING	POTENTIAL LONG-TERM IMPROVEMENTS NORTH OF 33RD AVE	POTENTIAL IMPROVEMENTS SOUTH OF 33RD AVE
<p>PEDICULAR SAFETY ISLAND</p> <p>RAISED MEDIAN AID</p>	<p>Improve safety and bikeability with expanded bike lanes and enhanced pedestrian crossings. Reduce vehicle traffic to two through lanes and one center turn lane. Consider open street space, add bike planters, bike parking, and other pedestrian amenities.</p> <p>DIFFERENT BIKING LANE</p> <p>BIKE PLANTERS</p> <p>BIKE STORAGE</p> <p>TRAFFIC CALMING</p>	<p>Possible intersection extension west and revised parking area to be coordinated with potential future revisions to Sackville campus.</p> <p>ENHANCED PEDESTRIAN CROSSINGS</p> <p>RAPID FLASH SIGAL (RFS)</p>	<p>CYCLIST ACTIVATED RAPID FLASH SIGAL (RFS)</p>	<p>Improve safety and bikeability with address of sidewalks, landscape buffers, consolidated driveways, pedestrian-scale lighting and other pedestrian amenities. Add stormwater planters where feasible.</p> <p>SEATING AMENITIES</p> <p>LIGHTING</p> <p>GREENWELL LIGHTS</p> <p>WIDE ROWING</p>	<p>Improve safety and bikeability with expanded bike lanes. Reduce vehicle traffic to two through lanes and one center turn lane median. Enhance existing curb as is, preserving mature trees.</p> <p>TRAFFIC CALMING</p> <p>BIKED BIKING LANE</p>

MAP LEGEND

- Parcel Lines
- Street
- Sidewalk
- Landscape Buffer

- Tree (New Planting)
- Tree (Existing)
- Stormwater Planting
- Potential Median Aid

- Lighting (Pedestrian + Street)
- Crosswalk
- Enhanced Pedestrian Crossing (RFS)

- Enhanced Bike Crossing (RFS)
- Separated Bike Lane
- Shared Greenway
- Transit Stop

- Typical Street Improvements, 26th-32nd (see pg 28)
- Street Improvements Adjacent to Recent Development (see pg 28)
- Street Improvements Adjacent to Potential Future Development (see pg 29)
- Typical Street Improvements, 33rd-37th (see pg 29)

0 20 40 60 80 100m

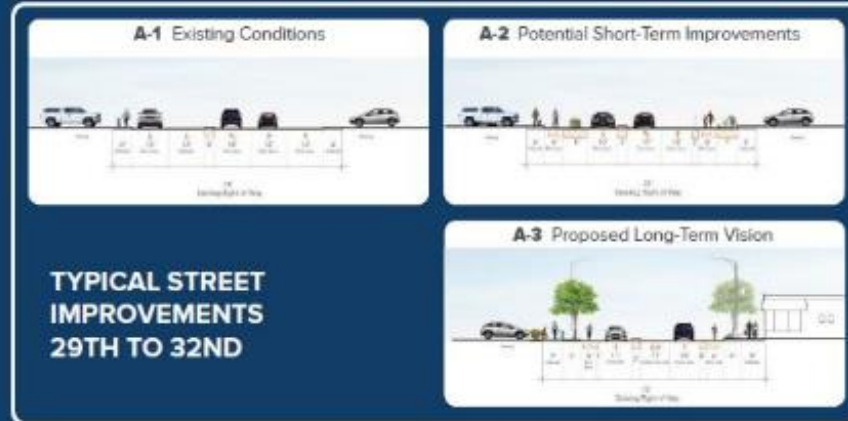
Long-Term Vision for Grand Boulevard in the Center

- **One northbound and one southbound travel lane with center turn lane**
- **Enhanced pedestrian crossings with flashing beacons at 30th Avenue, 32nd Avenue and 33rd Avenue, restricting vehicle turn movements at 30th Avenue.**
- **Continuous bike lanes, plus a buffer when space is available**
- **Landscape area to separate sidewalks from traffic lanes**
- **Driveway relocation and consolidation as opportunities arise**

Intersection Highlights – future Sacajawea Junior High



Street Sections - Phasing



A SECTIONS



B SECTIONS

Stay Involved!



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