

HIGH DRIVE FAQ SHEET

Rev. 10/2013

The planned High Drive Street project is an integrated capital improvement project that will begin early spring, 2014. The project includes new paving, sidewalks, bike lanes, water main replacement, and systems to manage stormwater on site and reduce overflows to the River from the combined sewer overflow in the area.

BACKGROUND

The High Drive Street project was part of the original 2004 Street Bond program. The original scope was to replace the asphalt with new asphalt. Now we are in a much different scope that approaches projects holistically. Curbs, sidewalks, bike lanes, storm drainage improvements, sanitary system improvements, a water main replacement, and CSO tanks have all been added to make this truly an integrated project.

In developing the design, it became apparent that there are two clearly defined segments to this project. Segment one is along the bluff from 29th to Manito Boulevard. Segment two is from Manito Boulevard to Hatch.

Due to the size of this project, final design will be finished by mid February with construction beginning in early spring.

NEIGHBORHOOD RESPONSE

The City held a meeting with neighbors who live near or adjacent to the project. About 45 people completed comment sheets, and this is an overview of those comments:

- Parking should be allowed at specific and strategic locations along High Drive but not everywhere.
- Sidewalks should be located only on one side of the street. (There are no sidewalks there now.)
- Design elements to calm traffic should be included.
- Bike lanes should be included on both sides of the street.
- Large trucks should be rerouted around High Drive.
- Roundabouts should be included at key locations.

FREQUENTLY ASKED QUESTIONS

- **How will parking be addressed?**

Because of the variety and seemingly opposite ends of the spectrum in regards to the parking option, parking will not be everywhere. It will however be provided at determined locations throughout the project where needed.

- **What is the plan for sidewalks?**

As with parking, the sidewalk topic had responses all over the board. They ranged from no sidewalks to yes on both sides to not in front of my house. Understanding and listening, the conclusion is sidewalks on one side.

- **Is there a plan to protect landscaping?**

Of course there was huge concern about landscaping. Option 4 will make every attempt to preserve existing landscaping where possible. There should be great relief at the effort being made to make this happen.

- **What will happen when my sprinklers are disturbed and/or broken?**

The City will repair any sprinkler systems that are disturbed during the construction process. Sprinklers will be extended into the pedestrian buffer strip from Skyview Blvd. to Grand Blvd.

- **What is the plan for Bike Lanes?**

There was overwhelming response and consensus to bike lanes on each side of the Street.

- **What will be done to address traffic calming?**

Traffic calming will occur as a result of the narrowing of the road with bike lanes on both sides of the road, parking and sidewalks. A great example of this is Bernard Street. Striping was put into place to narrow the road and subsequently, traffic slowed down. Several residents requested the speed limit of 30 MPH . . . the existing speed limit existing today, is 30 MPH.

- **Will you keep the Segment One Bluff Side as a natural pedestrian area?**

There were many concerns about soft trail and the natural feel of this section of High Drive. Option 4 will address these concerns, follow funding guidelines, and keep the bluff pedestrian and bike friendly. Parking will be available, plentiful and non intrusive.

- **Why are large trucks allowed on High Drive but not on Rockwood Boulevard?**

There seems to be a misnomer surrounding this topic. Large trucks are allowed on both Rockwood Boulevard and High Drive.

- **Are roundabouts being considered for this project?**

Three locations were suggested for roundabouts

1. Grand Boulevard and High Drive
2. Manito Boulevard and High Drive
3. 29th Avenue and High Drive

Currently, there is no funding for roundabouts in this project. However, the intersection of 29th and High Drive is being studied for roundabout applicability.

Roundabouts in the other two suggested areas would possibly require considerable amounts of Right of Way to make the area large enough to accommodate a roundabout.

- **What is being considered for the High Drive and Hatch Intersection?**

The City is exploring the alternative designs for this intersection to address pedestrian safety and slowing down cars.

PROJECT TIMELINE:

- Final design completion – February 2014
- Construction will be completed in phases beginning early spring 2014 through fall 2014.

For more information call:

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For updates throughout the project visit:

<http://beta.spokanecity.org/blog/2013/10/14/input-sought-on-high-drive-improvements/>

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. Individuals requesting reasonable accommodations or further information may contact Gita George-Hatcher 48 hours before the meeting date at (509) 625-7083, 808 W. Spokane Falls Blvd., Spokane WA, 99201, or ggeorge-hatcher@spokanecity.org. Persons who are deaf or hard of hearing may contact Ms. George-Hatcher at (509) 625-7083 through the Washington Relay Service at 7-1-1.