



MEMORANDUM

To: City of Spokane Staff

From: Nelson\Nygaard Consulting Associates Inc.

Date: November 14, 2013

Subject: Transportation Tour Participant Post-tour Debrief, November 5 & 6, 2013

Introduction

This memorandum presents the collected participant feedback from the transportation tours conducted in the City of Spokane on November 5 and 6, 2013. A total of three tours visited a variety of locations throughout the City. Each tour focused on transportation current conditions, projects, challenges, and opportunities in each of the three districts of the city: northeast (District 1), south (District 2), and northwest (District 3). Tour routes brought participants to a variety of sites that exemplify the mixture of transportation infrastructure and land uses found throughout the city. Each tour included a diversity of stakeholder who shared their personal and professional opinions.

After each tour a participatory debrief was conducted where participants were asked to identify locations on maps with successful projects and places where improvements are needed. Additionally, participants filled out forms that prompted them to comment on what is being done well, what can be improved, and what investment priorities were identified. The findings of these mapping sessions and the comment forms are found below:

Key:

- **Bold text** means the comment was made by numerous people; parenthetical number (#) represents the number of participants that lodged similar comments.

Transportation Tour, Council District 1, Northeast

General Observations

- Need to do a better job of integrating pedestrian and transit infrastructure into the transportation system
- Priority for investments should be higher density and higher traffic locations
- A need to continue examining the 1990s paradigm that SOV is the ultimate mode of transportation
- “Spokane is on the verge of making strides toward connectivity and integration of land use and transportation. Policy needs to be in place for this to be successful”

Site Analysis

What is being done well?

- Road diets throughout the city
- **U District Redevelopment (2)**
- **Various pilot projects that try new and innovative projects on small scale: Market Street (2), Hamilton Project, Addison Project**
- Reaching out and listening to the needs of neighborhoods. Outreach to stakeholders
- Transit is making improvements
- Thinking Big- Spokane is worth it!
- Hillyard Neighborhood renovations: impressive streetscape and storefront improvements

What can be improved?

- Safety: traffic is too fast, too many arterials have excess lanes, environment around schools doesn't seem safe for walking
- Speed: slow down traffic on Division, Nevada, Hamilton
- Curtail sprawl and incentivize urban development
- The City needs a Pedestrian Plan
- City staff coordination of bike lanes and following the Bike Master Plan
- **Pedestrian connectivity and connections to transit (2)**
- **Need more road diets (2)**
- Fewer one way streets
- Improved N/S corridors that take traffic off local streets
- Public awareness of multimodal options
- Environmental & health impacts of mode diversification
- Use of Tax Increment Financing
- **Better inter-agency/inter-organizational communications/collaborations (2)**
- Intersection at Freya and Francis; northbound right turn lane is needed
- Public transit needs to be time competitive with driving a car
- Public transportation for students: from WSU-Spokane campus to the Hospital District because demand is already present because of the many healthcare students.
- Student access to downtown. It is close to campuses, needs to be better connected

Opportunities

What are your investment priorities?

- Division Street Gateway Corridor
- U-District Bike/Pedestrian Bridge
- Modern Electric Trolley
- Safety
- Provide facilities that are equitable for a citizens to use any mode of transportation

- Economic Development
- Remove couplets and one-way streets downtown
- Promote the use of ADA “directional” curb ramps
- Inner-city revitalization
- Form-based code
- Reduced parking requirements
- Reduce sprawl
- Mixed use and compact development built up to the street

Transportation Tour, Council District 2, South

General Observations

- “It’s great to see how many different things are going on, but how do we citizens get more input in the process or give acknowledged feedback?” “Our current comp Plan has a vision for a great city, but in my experience, that vision is not backed up by city codes and regulations.”

Site Analysis

What is being done well?

- The extension of Spokane Fall & MLK, Jr. Blvd. through the U-District
- **“Perry St. is an excellent model; let us reproduce this on Grand Blvd.” “9th & Perry: thanks for emphasizing how long it took to revitalize the area.” (6)**
- **Lincoln St. water catchment (4)**
- Providing infrastructure support (sidewalks, bumpouts, lighting, etc.) for neighborhood business districts (Perry St., Garland, Hillyard)
- A start on new sidewalks
- Kendall Yards: easy walkability, mixed use, great demonstration project, “extremely attractive.”
- Compact development
- Transit service
- **Ground/Stormwater treatments (2)**
- ITS works well
- **Road diets (2)**
- Cycletracks should be incorporated into road diet designs
- Conversion of one-way to two-way streets
- Restriping along Sprague (Sherman & Altamont)
- “Offering opportunities for public to make input”
- **Increase in bike routes and compatibility of autos and bikes; some bike lanes work (2)**

- Increasing capital development in the planning stage
- SRTC input in planning
- **Crestline project (4): “Crestline water project and the totally integrated approach. (And yes, I still want my grass replaced in the spring.)**
- Hazel Creek Stormwater
- Recent efforts to maximize ROI by aligning projects (sticker placed by 44th & Regal)
- Pushing forward with innovative LID and green designs (sticker placed at 44th & Altamont)

What can be improved?

- Division corridor: “do we really want to slow this traffic? Why?”
- Better integration of bike/pedestrian plans
- Better connected routes, N&S
- Road narrowing needed on S Monroe and S Lincoln from 7th to 15th to allow angled parking and landscape/stormwater
- Transit access 14th connecting parks, businesses, and schools
- Need pedestrian-like trail off cliff down to 7th Ave near Barnard area of South Hill.
- For increased business vitality, Grand Blvd between 12th and 14th needs good urban design
- Cleanliness along freeway and railroad overpasses.
- “Consider right-sizing (generally narrower) streets when doing maintenance and construction (ex.: Bernard from 29th to High Drive).”
- Connection to Lincoln Heights from the south and west for pedestrians and bicyclists
- Connection between downtown and lower south hill from pedestrians and bicyclists
- Roundabout at 29th & High Drive
- Roundabout at Grand & High Drive
- Poor road surfaces
- Use of innovative, multimodal road designs (roundabouts, traffic calming features, etc.)
- Professed transportation hierarchy (1. Pedestrians, 2. Bicyclists, 3. Transit, 4. Drivers...) is ignored: “when push comes to shove, autos still get most consideration in development”
- Need to truly use neighborhood plans in actual planning
- Increase infill/ discourage sprawl
- Truck/freight routes too narrow
- Need better education of public on transportation revenue and costs (2)
- Data collection on bike lane use and collisions; connectivity of bike lanes throughout the network (2)
- Bike/Ped facilities and projects need to be regarded with the same seriousness as vehicle projects
- **Pedestrian network connectivity (3)**
- Need a non-motorized connection from Southeast Blvd extension to the west

- Main St. needs to be turned into a two-way street
- Need more small neighborhood grocery stores
- **Involvement of neighborhoods at the first stages of project development is needed; Better public involvement is needed/ better transparency is needed (5)**
- Need to look for local funding sources instead of federal money with “strings attached”
- Need to protect viewsapes and corridors along the Spokane River

Opportunities

What are your investment priorities?

- Deal with unfinished streets
- “Complete the grid of streets in our neighborhoods”
- Grand Blvd. Development
- **Pedestrian connectivity and facilities; sidewalk infill (3)**
- Transit availability
- Integrated bicycle network
- Mitigate harsh pedestrian environment
- **Street maintenance and preservation (2)**
- Traffic calming
- EV Charging stations
- Reduce stormwater costs by eliminating unnecessary paved areas
- Low cost neighborhood greenways
- Improvements to the Ben-Burr Trail’s connectivity to Centennial Trail.
- “Sidewalks, sidewalks, sidewalks (you get the point)”

Transportation Tour, Council District 3, Northwest

General Observations

- “The terrain and geography in the area is a constraint that we as a community should plan and develop around. People want to live on the ridge/butte, but how do you provide infrastructure services?”
- “Overall, so much potential and the staff seem knowledgeable to undertake the challenge of solving some issues.”
- “I think the City is moving beyond the ‘car first, car only’ mentality and is on the right track to promote multimodal and lower overall cost.”

Site Analysis

What is being done well?

- Broadway and Market Street redevelopment: promoted traffic calming and safer roadway

- Bike lanes; some bike lanes have been done well (2)
- Road Diets
- Idea of integrating sewer, water, and transportation (2)
- **“Kendall Yards... amazing!”; “Bicycle-friendly integration in Kendall Yards”;**
“Kendall Yards Master Plan is a great example of a fully integrated neighborhood.” (3)
- “Development in downtown core of Spokane has transformed the heartbeat of our community, so well done.”
- The drainage project on Broadway

What can be improved?

- **“Monroe!! Not safe for really anyone – driver or pedestrians” “All of Monroe” (3)**
- The Strong Rd connection is not a good idea. “Projects should be chosen with criteria of level of impact, economics, analysis, health, etc.”
- Division (downtown): Ruby should be more safe for bicyclists and pedestrians (2)
- Sidewalks: more, better, smarter
- Need for form based code
- Improve street lighting (suggestion to use color corrected LEDs)
- Nevada is a very dangerous roadway for drivers and pedestrians
- “Consider ‘pocket commercial’ in residential areas (e.g. 5-Mile) to promote 20 minute neighborhoods”
- Need a N/S bike boulevard/ belt (sticker placed at Rowan)
- Stormwater run-off (low-impact, eco-friendly) (sticker placed at NW Blvd and Cedar)
- Buffers between traffic, bicycles and pedestrians (sticker places at Maple and Cleveland)
- Public transit shelters (sticker placed at Lincoln and Knox)
- More and better bicycle lanes (sticker placed at Francis and Jefferson)
- Off-street parking in commercial areas
- Complete bicycle network; no gaps
- Dedicated freight corridors, coordinated with freight companies
- Need a bicycle route on Elm Street south of Northwest Blvd all the way to Centennial Trail in Kendall Yards
- Bus stops need to be pedestrian accessible

Opportunities

What are your investment priorities?

- Take a holistic cost-effective forward-thinking approach
- Prevent collisions
- Promote health and safety

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City of Spokane

- Economic development
- Transportation equity
- Invest in transportation infrastructure that has a cost benefit
- Be proactive in encouraging development
- More multimodal road diets (4 to 3 lane conversions; list: Crestline, Monroe, Wall, Waikiki, Wellesley, Boone)
- 20 minute neighborhoods- commercial zoning in neighborhoods
- N/S connections to Centennial Trail
- More traffic calming and lower speed limits
- Roundabouts
- Separated walking, running and bike routes
- “Bicycle Boulevards” east and west of Monroe with “local only traffic”
- HAWK lights and other pedestrian safety improvements at crossings along Highway 2/
Division