

Monroe Street Project, Advisory Board Meeting

Traffic and Street Operations

25 August 2016

Attendees

Board: Megan Kennedy, Ed Ardiss, Mike Wallace, Dale Westhaver, Chris Bornhoft, EJ Iannelli, Brianna Musser, Jill Leonetti

Public: Cal Brown, Gary Jarvis, William Mullins, Jay Cousins, Steven Hopkins, Bryce Morrison, Troy Varness, Jim Orcutt, Melody Ardiss, Katy Azar, Bob Kenney, Manny Azar

Meeting Framework

- Board Members were invited to participate and ask questions during the presentation. The Public was asked to write down input on a comment card and hold comments until the end of the meeting.

Surviving Construction Meetings

- Survey passed around to gather information on potential dates and times

Defining Focus Areas

Each board member in attendance was asked to provide comment on current focus area designations

- Megan Kennedy: Makes sense to focus on areas with businesses, the current areas are closely aligned, but top of the hill could be identified as a zone as well
- Ed Ardiss: The two zones make the most sense to me, several auto-centric businesses up north may need increased car access, trees every 25 feet may not be best for auto business
- Mike Wallace: Locations are good, maybe look more towards gateways, it's just a matter of getting people comfortable with project, there needs to be something that says you are now in a unique location
- Dale Westhaver: Likes the idea, maybe smaller or more of them, the street tree concepts should go away
- Chris Bornhoft: Focus areas should be on gateways, we should go to businesses along the corridor, a not necessarily classic "gateway", but rather infrastructure that leads to a feeling of "arrival."
- EJ Iannelli: New smaller focus areas so we can design around businesses that don't want to be a part of it, the antique stores around the north end lends themselves to browsing may benefit from increased walkability, center the adult learning center building in a focus area, Monroe is regarded as a barrier to getting to the farmer market
- Brianna Musser: Continue discussion on the gateway, would like to see more scattered focus areas rather than two large ones, would be beneficial to talk to more businesses, some auto businesses are located in-between businesses that would not benefit from pedestrian improvements/amenities.
- Jill Leonetti: The business owners need to be asked what they would like to see

Traffic and Street Operations

- **Traffic Analysis Process and Assumptions**
 - 2011 Traffic data used
 - Analysis focused on PM peak hour analysis

- Peak hour typically from 5-6PM
- Northbound is critical movement
- **Traffic Volume Reduction/Shift**
 - Reduction in volume of 15%, or 235 cars, during PM peak hour
 - Where do they go?
 - 40% (95 cars) to Division
 - 25% (55) Maple/Ash
 - 25% (55) to Post
 - 10% (30) to local routes
 - When traffic volume is lower (i.e. outside of the peak hour), N. Monroe will experience a much small or negligible reduction in traffic.
- **Level of Service (LOS)**
 - LOS graded from A to F based upon average signaled intersection wait time.
 - Grade of A indicates little wait, signal may be unnecessary
 - Grades of B/C is common
 - LOS both on N Monroe and on surrounding roads would be largely unchanged by the project
 - Monroe/Indiana
 - Now: C
 - After project (Predicted): C
 - Monroe/Montgomery
 - Now: A
 - After project: N/A (Pedestrian Focused)
 - Monroe/Garland
 - Now: C
 - After project (Predicted): C
- **Northbound Queuing at Indiana during PM Peak Hour**
 - Queue Length
 - At 5 Lanes: 370 ft.
 - At 3 Lanes (Predicted): 600 ft.
 - Time to Clear Queue
 - At 5 lanes: 36 sec
 - At 3 Lanes (Predicted): 58 sec
- **Travel Time**
 - 5 Lane
 - Northbound: 3.33 Min/200 Sec
 - Southbound: 4.5 Min/270 Sec
 - 3 Lane (Predicted)
 - Northbound: 3.33 Min/200 Sec
 - Southbound: 4.6 Min/280 Sec
 - Questions:
 - How do the buses factor in?
 - Surprising, is this “believable”?
 - HAWK (High-Intensity activated crosswalk beacon) signal at Indiana/Montgomery communicates with other signals on traffic flow
- **Pedestrian Data Counts (Max/Min/Avg)**
 - Monroe/Dalton
 - Monroe: 98/21/53

- Dalton: 21/7/14
 - Monroe/Carlisle
 - Monroe: 69/36/49
 - Carlisle: 11/2/7
- **Emergency Vehicle Response**
 - City staff spoke with Capt. Keith Cummings of SPD; part of Capt. Cumming's responsibilities is SPD's Traffic Unit
 - Staff reviewed the same info with Capt. Cummings as was presented at today's meeting. Based on this, Capt. Cummings did not have a concern related to police response times as a result of reconfiguration of Monroe
 - Capt. Cummings also has been working with the Department of Emergency Management on large-scale evacuation plans in case of a major emergency, particularly in downtown Spokane. Staff will provide updated traffic capacity numbers to him to assist him with that planning.
 - Staff was scheduled to meet with Assistant Fire Chief Brian Schaeffer on Monday morning, but the fires that broke out on Sunday ultimately interfered with that meeting. Staff will reschedule. In particular, we want to know about specific needs to ensure that the larger fire trucks can maneuver through this area.
 - Lane width improvement
 - 11 ft. lanes allow for space to pull over
 - Emergency evacuation
 - More to come from Fire Department and AMR
- **Deliveries and Garbage Pick-Up**
 - Deliveries
 - Pedestrian Islands don't take length of block
 - Center lane for deliveries, like is done currently, but with reduced crossing distance between delivery vehicle and sidewalk
 - Garbage Pick-up
 - There are no issues because pickup is in alley, parking lot, or side streets
- **Snow removals**
 - Now: snow is plowed to curb
 - Future: snow will remain plowed to street
 - Wider sidewalk provides better storage space

Questions/Comments

- What other options were discussed on snow removal? We cannot put snow in the center as several businesses need the center turn lane.
- The rumor is that the street will be closed curb to curb for 9 months. Clarification?
 - It is a rumor, the City will be working with the business owners to identify their needs and priorities that will inform the construction staging
 - The 2018 construction kickoff gives the City time to work with businesses
 - Still in the information gathering stage
- If you have new businesses, how will they impact traffic flow?
 - The concept is that we will try to funnel pedestrians to safer locations
 - Having more pedestrians is a good thing for the district

- Skipper's employees rely on STA
- Can STA be removed from the corridor?
- When discussing street trees, consider businesses on both sides of the street when considering tree locations
- Where will the merge be after Indiana?
- Monroe now has a business association