N Monroe Advisory Board Meeting #7
6 October, 2016

Advisory Board: Ed Ardis, Brianna Musser, Dale Westhaver, EJ Iannelli, Megan Kennedy, Mike Trautman, Christ Bornhoft, Mike Wallace, Jill Leonetti

Public: Lori Keegan, Patrick Keegan, Dave Richardson, Bill Mullins, Keith Cummings, Steven Hopkins, Paul Kropp, Katy Azar, Denis Koch. Brian Schaeffer, Gary Hustad, Bryce Morrison, Jay Cousins, Melody Ardiss, Wes Marburger, Gary Jarvis, Mike D'Esterre

Introductions

Fire Department Report- Brian Schaeffer

- Spokane Fire Department (SFD) has been involved since the beginning
- Focus has been on pedestrian islands
    - Working on right-sizing fire apparatus
    - Have 4 new apparatus with shorter wheelbase and/or better turning radius
- Questions from Board
    - What is your perspective from 5 to 3 lanes?
        - As long as there are locations that allow SFD to go around people, they will be comfortable
    - What is your perspective on Monroe now?
        - No access challenges now
        - Fire department recognizes that the community needs change and works with community
    - Will a 3 lane corridor change response routes?
        - No. The computer always picks the closest company and closest path for response
    - How will these proposed changes on Monroe change travel time?
        - May impact response time but will not affect ability to respond appropriately.
    - Would it benefit the fire department to take out the pedestrian islands?
        - It is easier to navigate through a corridor with less physical barriers. This project proposes a few islands throughout the corridor however, not the entire length off the corridor
    - What are the performance metrics and what would SFD do if this project impacts them?
        - Volume increase
        - Emergency Medical call- within 8 min/30 sec 90% of the time
        - Structure Fire- 16 FFs within 11 min 90% of the time
        - National standards for progressive cities are about half of Spokane's, but Spokane is based off of its capacity
    - Is the closest fire station to this corridor on Wellesley?

        - No, Station 3 on Maple and Indiana
        - It's always about who is closest
    - Would zero pedestrian islands make you most comfortable?
        - While it's easier to navigate a corridor with less physical barriers, this project has only a few pedestrian islands throughout the length of the project. We will work with planning to ensure the project works for SFD and response time
    - Could Fire control the HAWK light?
        - Most likely, but we will need to do some follow up with Engineering and Traffic
    - How do you know which equipment to send? (Staff)
        - Everybody's house has a response plan for various incident up to 3 alarms
        - We enable the people with as much technology as we can
    - Can you clarify on the medians? It's not that you are against medians but rather you need them to work for you? (Staff)
        - Correct, see Main Street (everything was placed with fire response in mind)
            - From the businesses perspective they wanted traffic calming and accommodations for pedestrians
            - There have been no challenges with the new ladder truck
            - Collaboration is better than just saying no
            - Right-sizing response to fit the changing needs of the city

Emergency Management Operations Group - Keith Cummings

- Evacuations
- How do we move people in large quantities in a short period of time?
- Mass evacuation plan is in its infancy
- Board Questions
    - Additional information will be available by what time?
        - Monroe is planned as one of the mass evacuation routes
        - We are in early planning stages and can provide more details as plans develop
    - How will the 3 lane Monroe impact a mass evacuation plan?
        - Location dependent
        - All lanes could be used on Monroe as northbound lanes during an evacuation.
    - Just to clarify, you don't suggest we design our streets for mass evacuation? (Staff)
        - Correct, a capacity for mass evacuation does not inform our street design
    - Is AMR affiliated with you?
        - No, they are affiliated with SFD
        - Operation on Foothills
    - Are police activities in regards to travel along Monroe similar to that of SFD?
        - Yes, but impact is far more on the fire department
    - Does a 3-lane Monroe impact police response?
        - Unlike the Fire Department, where a computer picks a response truck from a fixed location (based on a fire station location) Police response based on

available SPD car based on patrol. A three lane configuration will not impact the ability for SPD to response to incidents.

- Is there data on how many police responses go down Monroe?
  - Data would be skewed because of the location of police head quarters
- Does this mean you would choose another route?
  - Police would use the best route available to respond to a call. With a 3 lane Monroe patrol could use the center lane.
- Can you speak to community safety benefits of pedestrian-friendly street improvements?
  - The bumpouts are safer for the pedestrians
  - Crime Prevention through Environmental Design CPTED
  - Lighting places can have a large impact, see East Sprague
- Does reduction of speed impact pedestrian safety?
  - Reduced speeds reduces injury and increases survivability
- Has Monroe been a speed trap?
  - We enforce speed based on collision data and citizen complaint
- Data on vehicles not stopping for pedestrians?
- Data on effectiveness of cameras?
  - Clear correlation between enforcement and collision reduction
- Effectiveness on strobe lights in school zones or Hillyard?
  - There is a complete difference in driving behavior b/w Sharpe and Mission because of the pedestrian lights on Sharp

- There is a lot of potential in this area

N. Monroe Project Origins and Timeline (Staff Presentation)
Link to Presentation: https://static.spokanecity.org/documents/projects/north-monroe-corridor-project-2018/presentations/north-monroe-street-project-2016-10-06.pdf

Link to Timeline: https://static.spokanecity.org/documents/projects/north-monroe-corridor-project-2018/presentations/north-monroe-project-timeline-2016-10-06.pdf

Discussion and Questions based on Timeline Staff presented:

- Is the posted speed limit 30 mph on Monroe?
  - Yes and the average speed is 36 mph
- Businesses were surveyed as part of this process and checked the following elements for Monroe improvements on the survey:
  - Landscape, cross walks, lighting, planted boulevard , parking, new sidewalks, right-sizing of Monroe Street (split 50/50)
- Question: Was the three lane plan adopted by July 9, 2014?

    - The broad concept of needed pedestrian improvements was approved by Plan Commission on July 9, 2014. The plan, including a 3 lane design was presented to City Council (July 21 & 28, 2014).
    - EJ: We looked at all the factors, and a 3 lane N. Monroe came about organically with much deliberation
- First thing we look at is accident data when applying for safety grants
    - State looks for "highest and best use"
    - Monroe has inconsistent turn-lane width
    - Sidewalk standards and street trees are requirements of center and corridor zoning
- Neighborhood plan called for
    - Center turn lane with rain garden
    - Better crossings
    - Streetlights and landscapes
- We picked a 3 lane section because it answered all the safety questions
- We did look at the Blvd idea
    - What makes Monroe different is the short blocks, alleys, and driveways
        - The center median would create a conflict
- Grind and overlay
    - After a full reconstruction, the street is good for 10-15 years requiring only minimal maintenance
- Want to make the merge safe
    - Likely merge b/w Shannon and Mansfield
    - Want to keep the two climbing lanes up the hill
    - One wide lane down the hill to prevent a sliding car from taking out another lane of traffic
- Other Discussion:
    - The City informed the neighborhood that neighborhood plans would need further analysis before a project could be developed for construction based off ideas in the broad neighborhood plan. Was there such analysis done for this project?
        - The City always warns neighborhoods when they conduct planning that most neighborhood plans are conceptual and further analysis is needed to convert conceptual ideas into buildable plans. For many neighborhoods there is a gap in many years between the completion of a conceptual neighborhood plan and when funding is available to build a project. In the case of Emerson/Garfield, there was an opportunity to apply for funding for the project (The North Monroe Corridor Project) when the plan was nearly completed. The City Staff conducted the traffic analysis for the safety grant and the City's Traffic Engineer concluded a 3-lane section provided the most safety benefit. The City also assessed the concept of a continuous boulevard at the same time and while the 3 lane was justified the continuous boulevard was not feasible from a traffic perspective. So we had a neighborhood plan that indicated a 3 lane section and

a boulevard was desired and a traffic analysis that confirmed a 3 lane section was justified from a safety perspective and the planted boulevard was not. This is a good example of where we start with the desired elements from the neighborhood plan and then apply Traffic analysis to confirm which elements would move forward.

Board Questions:

- It's an $8.5 million project with $5 million grant. If the grant goes away, does the $3.5 million go away?
    - Difficult to answer because we would have to go back to a subcommittee and rescore the project, the process starts to unravel really quickly
- Was there ever anything done as far as a pedestrian traffic study? Is there a place where most pedestrian cross as of today?
    - Yes, the problem is right now pedestrians still cross at their own risk
    - Lines up with STA bus stops
- Were there other 3-lane streets considered?
    - Yes, see link to staff presentation above
- Next Steps
    - Bring back visuals
    - Public outreach
- Is it clear what the neighborhood council proposed as a concept; is that what the City used for the grant application?
    - We took the concept, did modeling, and provided the analysis as part of the grant application
    - Through the public process we reached the 3-lane concept
    - Currently, Monroe is only 75ft, and a 5 lane road needs 100ft, Monroe is grandfathered in. In terms of today's standards, you cannot fit a 5 lane road in into the current available right-of-way.