

Spenard Road Redesign Task Force

The Future Spenard Road

(v.9.16.11: With edited changes proposed by Task Force members.)

SECTION 1 of 3

All agree that there should be a project to enhance safety and accessibility for Spenard Road. Redesign **priorities** are:

- Neighborhood to remain unique, diverse and have a neighborhood feel encouraging interaction of businesses, neighbors and customers;
- Where businesses are a shopping, entertainment & recreation destination;
- Businesses are viable, local, grassroots, and diverse;
- Pedestrians have easy access to businesses, feel safe, and are a safe distance from vehicle traffic;
- Pedestrians, bicyclists and other non-motorized modes of transportation have reasonable access and accommodations;
- Speed limit will be lowered to 25 miles per hour on the project (between 30th Avenue and Hillcrest Drive);
- Two timed/count down, on demand crosswalks across Spenard Road be installed between 27th and Fireweed Lane (exact locations TBD);
- A crosswalk with timed “walk/don’t walk” lights be installed at Fireweed Lane crossing Spenard Road on the north side of the intersection.
- Crosswalks be painted on the south and west sides of the intersection of Spenard Road and Hillcrest Drive.
- A “pork chop” vs. median be placed at Photo Avenue allowing northbound turns onto Spenard Road from Photo Avenue and preventing eastbound turns from Spenard Road onto Photo Avenue;
- DOT building at Benson be removed;

- Back-in diagonal parking appears viable and should be encouraged with the consent of affected property owners.
- Snow cleared from road and sidewalks ASAP and hauled away, not using sidewalks for storage.

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SECTION 2 of 3

Some “**would likes**” for Spenard Road’s redesign include:

- Is visually appealing, has a well planned and maintained landscaping with flowers
- Move sidewalks closer to stores on store-side of parking so cars don’t drive across sidewalks *if* liabilities and responsibilities do not change for businesses and businesses have reasonable control over adjacent parking spaces.
- Raised tabletops intersections at 25th, 26th & 27th Ave and at mid block crossings.
- Repaint turn arrow on Spenard Road onto Hillcrest going to West High School
- Maps for visitors “You are Here”
- 27th Avenue: Two options:
 - 1) Align the eastern side of 27th Avenue to match up with the western side of 27th Avenue or
 - 2) In lieu of aligning the eastern side of 27th Avenue to match up with the western side of 27th Avenue, install a “pork chop” and signage on the western side of 27th Avenue allowing westbound turns onto western 27th from northbound and southbound Spenard Road, southbound turns onto Spenard Road from western 27th and preventing cross Spenard Road transit from the western side of 27th Avenue to the eastern side of 27th Avenue and visa versa. This option provides for more public parking in the Qwik Tow lot.
- Right turn only off northbound Spenard Road onto eastbound 29th Avenue with a “pork chop” preventing

southbound turns from the same eastern side of 29th Avenue onto Spenard Road.

- 8 foot island south past 29th Avenue on Spenard Road
- Short median with landing from Benson past 29th Avenue is good
- Cross Walk across Photo Avenue (running north/south)
- More parking mandated by MOA for Bear Tooth
- 27th Avenue straightened
- A bus mini-depot in Quick Tow lot if it would fit. And/or as much public parking as possible in this same lot.

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SECTION 3 of 3

All agree on **questions** that need answers about Spenard Road's redesign include:

- Is back-in diagonal parking legal? Can businesses limit it to their customers? Does code need to be rewritten or is it covered now?
- Can business-parking credits be used if public parking lots are close by? How close would they need to be? Does code need to be rewritten?
- Are there potential incentives for private development of parking facilities that would be available to the public?
- Can pull-in/out bus stop be placed on west side adjacent to Play It Again Sports (moved north to the next corner from Bear Tooth/Plato's/Brown Jug current stop)? That is what the task force desires.
- Is a median between Northern Lights and Benson necessary?
- Could a turn in lane be added on the west side into REI and move sidewalk into parking lot right of way? Could REI Northern Lights driveway be eliminated, management thoughts first?
- What ADA requirements will apply to new sidewalks on Spenard Road?

Regarding Three vs. Four lanes: We all agree that we have been unable to agree on either three or four lanes for Spenard Road. Preferences for either three or four lanes were low on the prioritization/visioning exercise done by the Task Force: An expressed preference for four lanes received only two votes; an expressed preference for three lanes received only one vote.