

### 3. PEDESTRIAN IMPROVEMENT: DIVISION STREET/SPOKANE FALLS BOULEVARD

#### Need/Purpose

Division Street is a one-way, three lane, northbound facility. High traffic volumes and a wide existing cross-section affect pedestrian crossings at this signalized intersection. Also, the existing striping around the island and the left turn pocket contributes to the driver perception that the turn is protected.

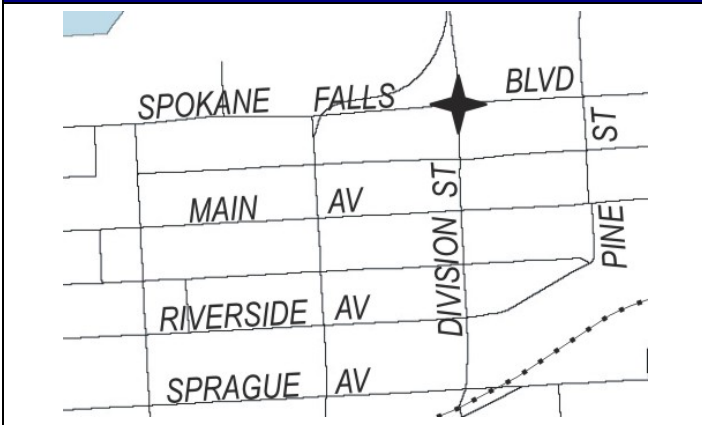
#### Background Data

- Division Street is classified as an urban principal arterial
- Division Street is designated as a freight route 12 foot lanes (minimum) are required
- Posted speed limit is 30 mph

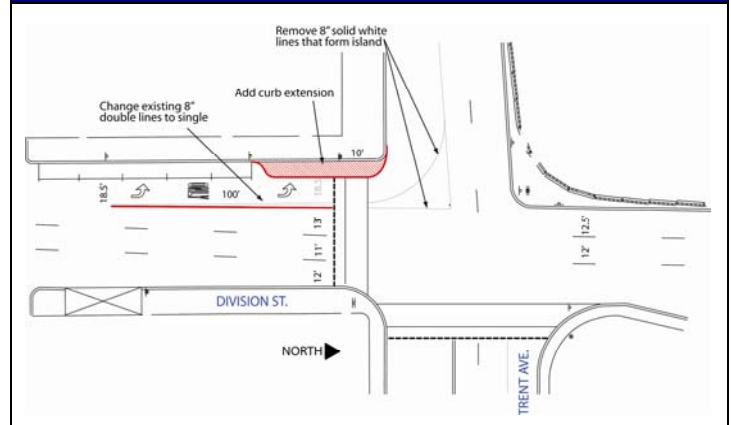
#### Description of Improvement

This project includes the construction of a curb extension on the southwest corner of Division Street. The improvement also includes modifications to the striping for the left turn on Division Street and the corresponding receiving lane on Spokane Falls Boulevard. The existing striping around the island and for the left turn pocket should be removed and replaced with a single 8" white line. This may contribute to slower vehicle speeds for this unprotected turn onto Spokane Falls Boulevard.

#### Project Area



#### Cross-section Detail or Photo



#### Preliminary Cost Estimate

\$21,400

#### Priority

High

#### Alternatives/Additional Notes

Curb extensions can affect the City's snow removal and street maintenance efforts. To minimize these impacts, curb extensions should be constructed to the City's design standard/recommendation.

The cost estimate includes the construction of a curb extension and striping modifications for Division Street, the island, and the receiving lane on Spokane Falls Boulevard.

#### 4. PEDESTRIAN IMPROVEMENT: DIVISION STREET/MAIN AVENUE

Need/Purpose	Background Data
<p>Division Street is a one-way, three lane, northbound facility. Main Avenue is a one-way three lane, eastbound facility. High traffic volumes and a wide existing cross-section affect pedestrian crossings at this signalized intersection. Speed surveys were also conducted immediately north of the intersection; the 85<sup>th</sup> percentile speeds were 5 mph over the posted speed limit with approximately 7% of vehicles traveling over 10 mph over the posted speed limit.</p>	<ul style="list-style-type: none"> <li>Division Street is classified as an urban principal arterial</li> <li>Division Street is designated as a freight route 12 foot lanes (minimum) are required</li> <li>Posted speed limit is 30 mph</li> <li>Division Street does not have existing or proposed on-street bike lanes</li> </ul>

Description of Improvement
<p>This project includes the construction of curb extensions on all four corners of the intersection. These extensions will reduce the pedestrian crossing distance on Main Avenue and Division Street and should be built to adopted curb extension standards. All of the existing lane configurations, signing and striping will remain unchanged.</p>

Project Area	Cross-section Detail or Photo

Preliminary Cost Estimate	Priority
\$130,000	High

Alternatives/Additional Notes
<p>Curb extensions also provide the opportunity to incorporate streetscape elements, such as planters or trees to enhance the aesthetics along the corridor. Common streetscape elements should be planned and incorporated along Division Street.</p> <p>Curb extensions can affect the City’s snow removal and street maintenance efforts. To minimize these impacts, curb extensions should be constructed to the City’s design standard/recommendation. The cost estimate for this project includes the construction of four curb extensions, as well as the optional streetscape elements.</p>

5. PEDESTRIAN IMPROVEMENTS: DIVISION STREET BETWEEN SPRAGUE AVENUE AND RIVERSIDE AVENUE (MAIN/RIVERSIDE COUPLET CIRCULATION OPTION ONLY)

**Need/Purpose**

Division Street is a northbound one-way facility, with a four-lane cross section. Sprague Avenue at Division Street is a two-way roadway. The two western most travel lanes on Division Street south of Sprague Avenue are separated by a small median; one lane is a through travel lane and one is an exclusive left turn lane. Under the existing crossing alignment, pedestrians on the northeast corner are positioned out of the line of sight for motor vehicles traveling westbound on Sprague Avenue.

**Background Data**

- Division Street is classified as an urban principal arterial
- Division Street is designated as a freight route 12 foot lanes (minimum) are required
- Posted speed limit is 30 mph
- Division Street does not have existing or proposed on-street bike lanes

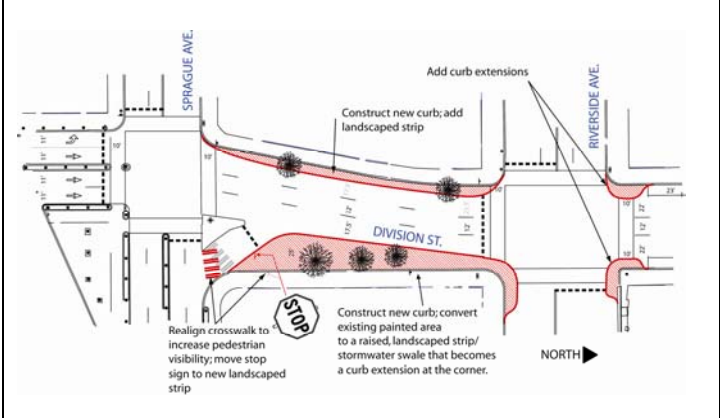
**Description of Improvement**

This project includes the addition of landscaped median strips on both sides of Division Street between Sprague Avenue and Riverside Avenue. The pedestrian crossing on the east leg of the intersection will be modified to reduce the crossing distance and the crosswalk and stop bar will be re-stripped. The curb ramp to the existing sidewalk will also need to be modified to accommodate the new crosswalk connection location. Curb extensions will be constructed on the northwest, northeast and southeast corner of the intersection to reduce the crossing distance for pedestrians on Division Street and Riverside Avenue.

**Project Area**



**Cross-section Detail or Photo**



**Preliminary Cost Estimate**

\$130,000

**Priority**

Medium

**Alternatives/Additional Notes**

Curb extensions also provide the opportunity to incorporate streetscape elements, such as planters or trees to enhance the aesthetics along the corridor. Common streetscape elements should be planned and incorporated along Division Street. Curb extensions can affect the City’s snow removal and street maintenance efforts. To minimize these impacts, curb extensions should be constructed to the City’s design standard/recommendation. The cost estimate will include the construction of curb extensions at the intersections, signing and striping modifications, and the landscape medians between Sprague Avenue and Riverside Avenue.

10. SHERMAN STREET OVERCROSSING

**Need/Purpose**

The Smart Growth area includes land to the south of the Riverpoint campus between Division Street and Sheridan Street and north of the railroad tracks. This area is targeted for mixed-use/campus redevelopment. A critical element of the redevelopment is multi-modal (i.e. pedestrian and bicycle) access to the smart growth area, with connections to the Riverpoint campus.

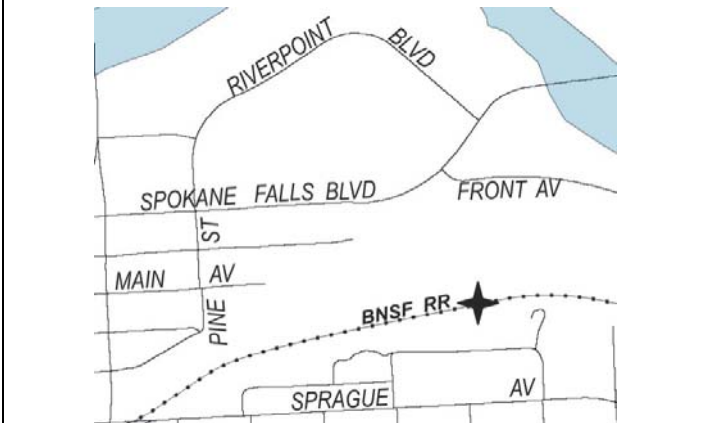
**Background Data**

- Design details are dependent on the decision for the east/west extension of Riverside Avenue

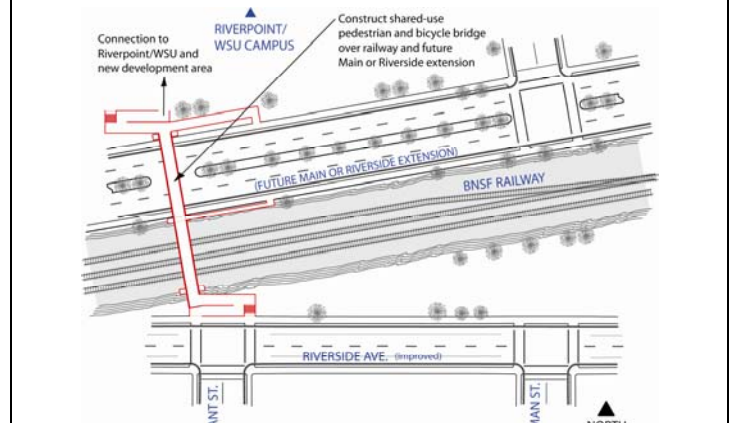
**Description of Improvement**

The railroad over crossing is a critical bicycle and pedestrian connection over the railroad viaduct. The crossing structure will be approximately 23 feet above the railroad line and span approximately 225. The exact location of the crossing has not been determined, but will tie into the smart growth area at or near Sherman Street.

**Project Area**



**Cross-section Detail or Photo**



**Preliminary Cost Estimate**

\$4,200,000

**Priority**

Low

**Alternatives/Additional Notes**

The cost estimate does not include any costs for property acquisition or encroachment into right-of-way.

11. PEDESTRIAN IMPROVEMENT: MONROE STREET/RIVERSIDE AVENUE

**Need/Purpose**

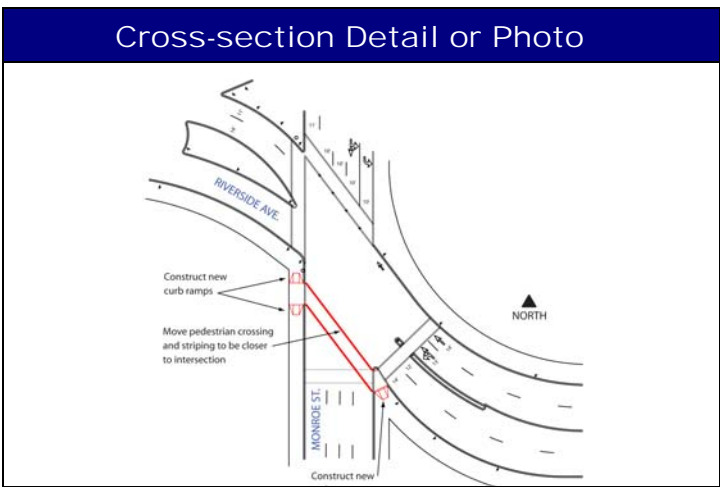
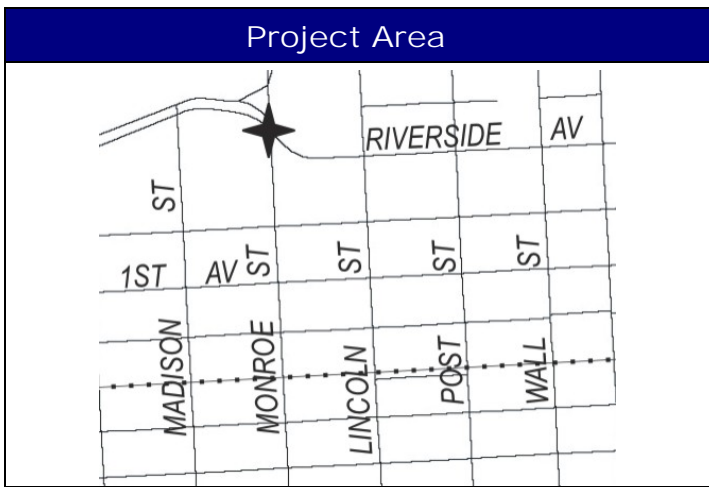
The skewed geometry at Monroe Street/Riverside Avenue contributes to pedestrian crossing issues at this intersection. The pedestrian crosswalk on the south leg of the intersection is 100 feet south of Riverside Avenue. Pedestrians crossing on the south leg of Monroe street have conflicts with eastbound traffic on Riverside turning southbound onto Monroe.

**Background Data**

- Monroe Street is classified as an urban principal arterial

**Description of Improvement**

The south pedestrian crossing will be re-striped to realign the crossing with Riverside Avenue. The new crossing alignment will also require reconstruction of the southeast corner of sidewalk and may require the relocation of existing signs located on the east side of the intersection.



**Preliminary Cost Estimate**

\$12,400

**Priority**

Medium

**Alternatives/Additional Notes**

In addition to the pedestrian crossing improvement, signal timing adjustments may also be needed to accommodate pedestrians at this intersection.


The cost estimate for this crossing enhancement includes striping and signing modifications of the pedestrian crossing and modifications to the existing curb and signing on southeast corner of the intersection.

12. PEDESTRIAN IMPROVEMENT: POST STREET BRIDGE IMPROVEMENTS

Need/Purpose
<p>The Post Street Bridge currently functions as a shared facility, for motor vehicles, pedestrians, and bicycles. The bridge serves as an important pedestrian connection from the downtown core to the Spokane Arena, north of the Spokane River.</p>

Background Data
<ul style="list-style-type: none"> <li>▪ Average daily traffic volumes on the Post Street Bridge are approximately 4,800 vehicles per day</li> <li>▪ PM peak hour data was collected for pedestrian and bicycle activity on the Post Street Bridge. The two-way pedestrian volumes were 180; the two-way bicycle volumes were 18.</li> </ul>

Description of Improvement
<p>This project designates the Post Street Bridge as an exclusive pedestrian/bicycle facility. Pedestrian improvements to the bridge include the removal of the existing bollards and widening of the existing pedestrian and bicycle facilities.</p>

Project Area


Cross-section Detail or Photo
Empty space for cross-section detail or photo

Preliminary Cost Estimate
\$9,800,000

Priority
High (in progress)

Alternatives/Additional Notes
Empty space for alternatives/notes

14. PEDESTRIAN IMPROVEMENT: MAPLE STREET BRIDGE

Need/Purpose
<p>The Maple Street Bridge is the one of the four major river crossings within the study area that connects Interstate 90 with areas north of the Spokane River. The existing sidewalk network on this roadway/bridge segment is partially complete. Critical segments of sidewalks are missing and inhibit the connectivity of the pedestrian system in this area.</p>

Background Data
<ul style="list-style-type: none"> <li>Project has been identified in the Comprehensive Plan/ Transportation Capital Facilities Program</li> </ul>

Description of Improvement
<p>This project includes the construction of sidewalks to fill in the existing gaps in the pedestrian network between Maple/Walnut Street and Ash Street/Maple Street. All new facilities will be constructed to design standards adopted by the City of Spokane.</p>

Project Area

Cross-section Detail or Photo

Preliminary Cost Estimate
\$310,000

Priority
High

Alternatives/Additional Notes
<p>The cost estimates, project details and limits have been identified and outlined in the Comprehensive Plan. Funding sources have already been identified for these projects identified in the Transportation Capital Facilities Program.</p>

15. PEDESTRIAN IMPROVEMENT: DOWNTOWN/I-90 PATHWAY

**Need/Purpose**

The proposed multi-use pathway is located north of Interstate 90. The purpose of this project is to complete the existing pedestrian and bicycle network and to provide connections to surrounding pedestrian destinations (i.e. employment, schools, shopping).

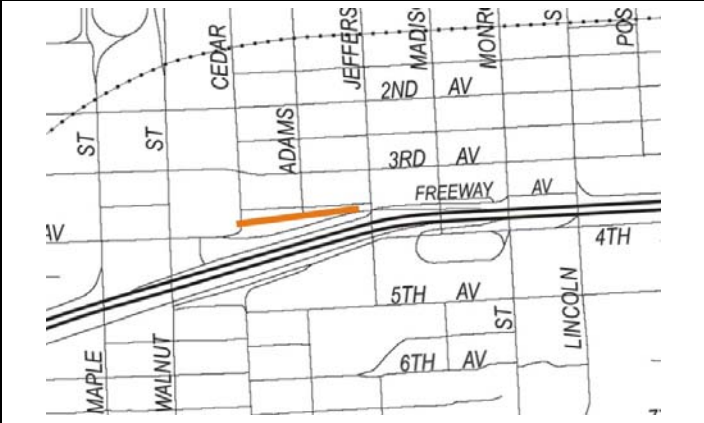
**Background Data**

- Project has been identified in the Comprehensive Plan/Transportation Capital Facilities Program

**Description of Improvement**

This project includes the construction of an off-street multi-use path north of Interstate 90 between Cedar Street and Jefferson Street. The multi-use path is approximately 700 feet in length and 12 feet wide and will provide facilities for pedestrian and bicycle use.

**Project Area**



**Cross-section Detail or Photo**



**Preliminary Cost Estimate**

\$85,000

**Priority**

Medium

**Alternatives/Additional Notes**

The cost estimates, project details and limits have been identified and outlined in the Comprehensive Plan. Funding sources have already been identified for these projects identified in the Transportation Capital Facilities Program.

16. PEDESTRIAN IMPROVEMENT: FOURTH AVENUE SIDEWALK WIDENING

Need/Purpose
<p>Fourth Avenue is located on the southern edge of Downtown, south of Interstate 90. Pedestrian facilities on this street directly access Downtown and provide connections to the Hospital, High School, and multi-use trails. The existing segment of this sidewalk does not meet design standards and needs to be upgraded to serve pedestrian needs.</p>

Background Data
<ul style="list-style-type: none"> <li>▪ Project has been identified in the Comprehensive Plan/Transportation Capital Facilities Program</li> <li>▪ 4<sup>th</sup> Avenue is classified as an urban principal arterial</li> </ul>

Description of Improvement
<p>This project includes the widening of the existing sidewalk on 4<sup>th</sup> Avenue between McClellan Street and Cowley Street. All new facilities shall be constructed to design standards adopted by the City of Spokane.</p>

Project Area


Cross-section Detail or Photo
Empty space for cross-section detail or photo

Preliminary Cost Estimate
\$230,000

Priority
Low

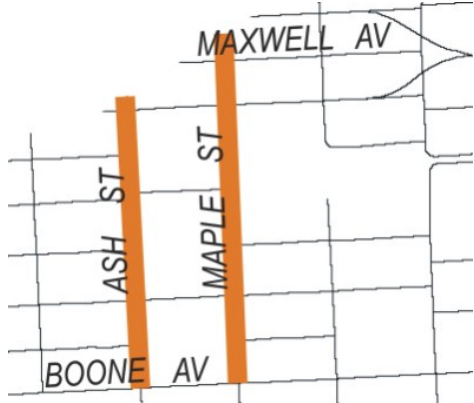
Alternatives/Additional Notes
<p>The cost estimates, project details and limits have been identified and outlined in the Comprehensive Plan. Proposed improvements in the Bicycle Chapter of this plan coincide with this pedestrian improvement projects. Project details may need to be modified to reflect the proposed bicycle improvement projects. Funding sources have already been identified for these projects identified in the Transportation Capital Facilities Program.</p>

17. PEDESTRIAN IMPROVEMENT: ASH STREET/MAPLE STREET SIDEWALK INFILL

Need/Purpose
Ash Street/Maple Street is a couplet north of the Spokane River. The existing sidewalk network on Ash Street and Maple Street is partially complete. Critical segments of the sidewalks along this roadway are missing and inhibit the connectivity of the pedestrian system in this area.

Background Data
<ul style="list-style-type: none"> <li>▪ Project has been identified in the Comprehensive Plan/Transportation Capital Facilities Program</li> <li>▪ Ash Street and Maple Street are classified as urban principal arterials</li> </ul>

Description of Improvement
This project includes the construction of new sidewalks to fill in gaps in the existing pedestrian network on Ash Street and Maple Street from Boone Avenue to Maxwell Avenue. All new facilities will be constructed to design standards adopted by the City of Spokane.

Project Area
 <p>The map shows a street grid with two vertical streets, Ash St and Maple St, highlighted in orange. Two horizontal streets, Boone Av and Maxwell Av, are also labeled. The project area is the segment between Boone Av and Maxwell Av on both Ash St and Maple St.</p>

Cross-section Detail or Photo

Preliminary Cost Estimate
\$560,000

Priority
High

Alternatives/Additional Notes
The project cost estimates, project details and limits have been identified and outlined in the Comprehensive Plan. The project identified in the Comprehensive Plan extends far beyond the limits of the study area. For the purpose of this pedestrian plan, only the segment of the project contained within the University District/Downtown area will be included. The cost estimates have been modified from the original cost outlined in the Comprehensive Plan. Funding sources have already been identified for these projects identified in the Transportation Capital Facilities Program.

18. PEDESTRIAN IMPROVEMENT: MALLON AVENUE SIDEWALK INFILL

Need/Purpose
Mallon Avenue is located north of the Spokane River. The existing sidewalk network on Mallon Avenue is partially complete. Missing sidewalk segments near the Spokane Arena between Monroe Street and Lincoln Street inhibit the connectivity of the pedestrian system.

Background Data
<ul style="list-style-type: none"> <li>Project has been identified in the Comprehensive Plan/Transportation Capital Facilities Program</li> </ul>

Description of Improvement
This project includes the construction of new sidewalks to fill in gaps in the existing sidewalk network on Mallon Avenue, between Monroe Street and Lincoln Street. All new facilities will be constructed to design standards adopted by the City of Spokane.

Project Area


Cross-section Detail or Photo

Preliminary Cost Estimate
\$21,500

Priority
High

Alternatives/Additional Notes
The cost estimates, project details and limits have been identified and outlined in the Comprehensive Plan. Funding sources have already been identified for these projects identified in the Transportation Capital Facilities Program.

19. PEDESTRIAN IMPROVEMENT: 5<sup>TH</sup> AVENUE/4<sup>TH</sup> AVENUE SIDEWALK INFILL

**Need/Purpose**

The existing sidewalk network on 5<sup>th</sup> Avenue and 4<sup>th</sup> Avenue is partially complete. Critical segments of sidewalks are missing and inhibit the connectivity of the pedestrian system.

**Background Data**

- Project has been identified in the Comprehensive Plan/Transportation Capital Facilities Program
- 5<sup>th</sup> Avenue is classified as an urban minor arterial
- 4<sup>th</sup> Avenue is classified as an urban minor arterial

**Description of Improvement**

This project includes the construction of new sidewalks to fill in gaps in the existing sidewalk network on 5<sup>th</sup> Avenue and 4<sup>th</sup> Avenue, between Maple Street and Lincoln Street. All new facilities will be constructed to design standards adopted by the City of Spokane.

**Project Area**



**Cross-section Detail or Photo**



**Preliminary Cost Estimate**

\$97,000

**Priority**

High

**Alternatives/Additional Notes**

The cost estimates, project details and limits have been identified and outlined in the Comprehensive Plan. Funding sources have already been identified for these projects identified in the Transportation Capital Facilities Program.

20. PEDESTRIAN IMPROVEMENT: INSTALL PEDESTRIAN COUNTDOWN TIMERS

**Need/Purpose**

Intersections with high pedestrian volumes and conflicting vehicle volumes are good candidates for pedestrian countdown timers. Wide crossings, school zones are areas and crossing with high numbers of senior citizens are also good candidates. Six intersections have been identified for a pilot project with pedestrian countdown timers:

- Maple Street/2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Avenues
- Walnut Street/2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Avenues

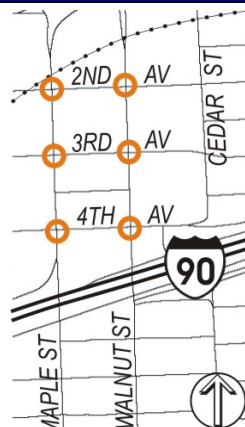
**Background Data**

- Based on collision data analyzed between 2003-2006-both Maple Street/2<sup>nd</sup> Avenue and Maple Street/4<sup>th</sup> Avenue had pedestrian/motor vehicle

**Description of Improvement**

This project recommends a pilot area of six intersections for installing pedestrian countdown timers. By installing pedestrian countdown times pedestrians can make a more informed decision as to whether there is adequate time to cross before the traffic signal changes.

**Project Area**



**Cross-section Detail or Photo**



**Preliminary Cost Estimate**

\$3000 per intersection

**Priority**

High

**Alternatives/Additional Notes**

The notice of proposed amendment (NPA) for the *Manual of Uniform Traffic Control Devices (MUTCD)* calls for all pedestrian signal indications to include count down indications. The MUTCD would provide a 10 year compliance period if adopted. Following this pilot project (within 3 years) other applications throughout the study area would be appropriate and should be pursued

21. PEDESTRIAN IMPROVEMENT: CENTENNIAL TRAIL WAY FINDING

**Need/Purpose**

A system of connected trails can help encourage walking/bicycling as a viable mode of travel. Using signs to help indicate direction, key destinations and mile-points enhance the trail environment for all users.

**Background Data**

**Description of Improvement**

This project includes the installation of additional signing and information boards regarding the Centennial Trail and connections to other pedestrian walkways and/or bicycle lanes.

**Project Area**



**Cross-section Detail or Photo**

**Preliminary Cost Estimate**

\$50,000

**Priority**

Medium

**Alternatives/Additional Notes**

The cost estimate for this project includes design and installation of several signs that could be implemented. A phased implementation plan could be useful to determine high priority locations for the guide signs and way finding installation.

23. PEDESTRIAN IMPROVEMENT: SKYWALK WAYFINDING

**Need/Purpose**

Several skywalks downtown provide an interconnected pedestrian facility between retail, office, and the transit facility. The downtown skywalks that link parking or transit to retail are most high used, especially during the cold weather months and holiday shopping season. Improvements to the skywalk system, such as wayfinding, overall system maps and brochures with hours of operation and other details are needed to enhance the system and provide convenient access for users, especially for visitors.

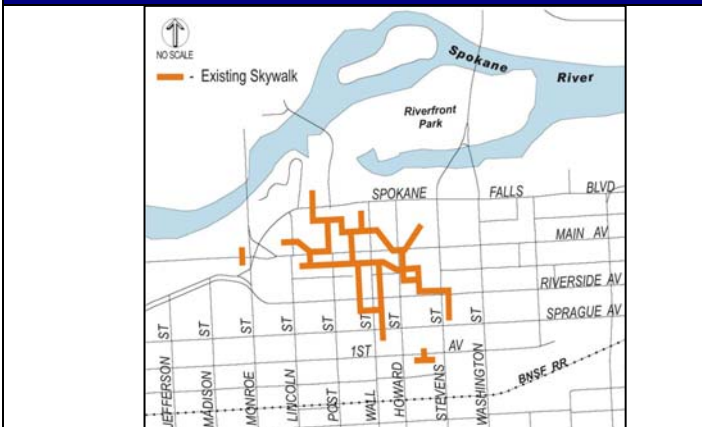
**Background Data**

- Skywalks are generally 16 feet in width
- Skywalks have adequate capacity to serve the existing demand (based on holiday counts during the midday and pm peak hours)

**Description of Improvement**

This project includes coordination with the Downtown Spokane Partnership (DSP) to develop and implement more way finding signing and create brochures with overall system maps and hours of operation mapping for the skywalk system in Downtown Spokane.

**Project Area**



**Cross-section Detail or Photo**



**Preliminary Cost Estimate**

\$25,000

**Priority**

Low

**Alternatives/Additional Notes**



24. PEDESTRIAN IMPROVEMENT: HAMILTON PEDESTRIAN GRADE CROSSING

**Need/Purpose**

Historically, there has been little campus activity on the east side of Hamilton Street. However, as the Gonzaga University campus expands that is changing. The existing roadway environment on Hamilton Street has high volumes of motor vehicles, specifically during the peak periods, which contributes to a difficult crossing environment for bicycles and pedestrians.

**Background Data**

- Hamilton Street was identified as a pedestrian crossing barrier by stakeholders
- Existing average daily traffic volumes on Hamilton Street (between Trent Avenue and Mission Avenue) are approximately 36,000 vehicles per day.
- Hamilton Street is classified as an urban principal arterial

**Description of Improvement**

This project includes a bridge over Hamilton street for pedestrian and bike use only. A pedestrian overcrossing at Desmet Avenue on the south side of the street is preferred to limit potential impacts to adjacent property access and optimize the pedestrian crossing spacing on Hamilton Street. The bridge would be approximately 25 feet wide, 80 feet long with 200 foot ramps on either side. Clearance over Hamilton Street would be approximately 14.5 feet.

**Project Area**



**Cross-section Detail or Photo**



**Preliminary Cost Estimate**

\$2,200,000

**Priority**

Low

**Alternatives/Additional Notes**

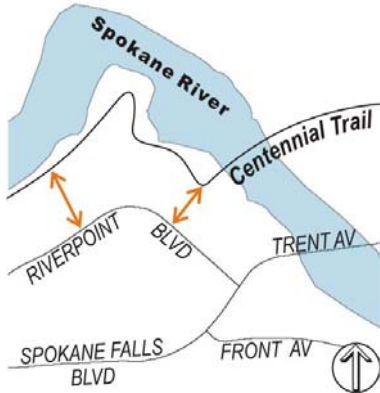
A pedestrian overcrossing is recommended across Hamilton Street to improve the pedestrian crossing environment without impacting operations on Hamilton Street.  
The cost estimate for this project includes engineering design and construction, but does not include right of way acquisition.

25. PEDESTRIAN IMPROVEMENT: RIVERPOINT CAMPUS LINKS TO CENTENNIAL TRAIL

Need/Purpose
<p>The Centennial Trail is a multi-use trail that extends throughout the study area and serves bicycle and pedestrian users. The Centennial trail is located south of the Spokane River near the Riverpoint campus, but is not connected into the campus. Providing convenient access between the campus and the Centennial trail is important to provide options and encourage pedestrian and bicycle travel.</p>

Background Data

Description of Improvement
<p>This project includes constructing multi-use trails that connect the Centennial Trail to Riverpoint Boulevard. The multi-use trails should be a minimum of 12 feet in width to accommodate both pedestrians and bicycles. The exact locations have not been determined and will depend on right-of-way availability to determine the number and location of the trail connections.</p>

Project Area
 <p>The map shows the Spokane River at the top. Below it, the Centennial Trail runs east-west. Riverpoint Blvd runs north-south, crossing the trail. Spokane Falls Blvd runs east-west below Riverpoint Blvd. Front Av runs north-south, crossing Spokane Falls Blvd. Trent Av runs east-west, crossing Front Av. A north arrow is located at the bottom right of the map.</p>

Cross-section Detail or Photo

Preliminary Cost Estimate
<p>\$90,000</p>

Priority
<p>Low</p>

Alternatives/Additional Notes
<p>The cost estimate includes engineering design and construction of two multi-use trails and related signing and striping, but does not include right-of-way acquisition. Possible funding partnerships with Riverpoint Campus should be pursued.</p>