

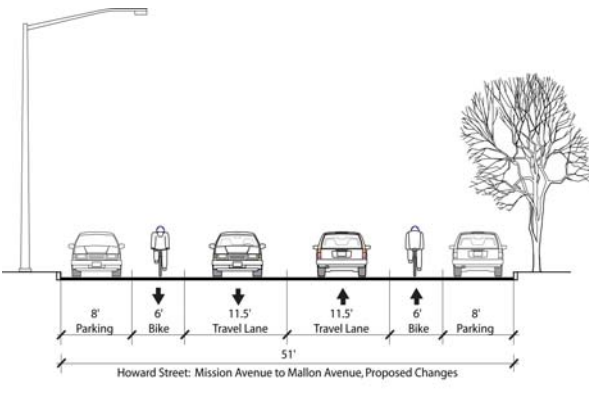
1. BIKE LANES: HOWARD STREET (MALLON AVENUE TO MAXWELL AVENUE)

Need/Purpose
Howard Street currently functions as a primary bicycle route into and out of downtown. The bicycle route is classified as a signed/shared facility with no exclusive right-of-way dedicated to bicycle travel. Bicycle mobility and safety could be enhanced along this corridor by providing on-street bike lanes and creating a multi-modal street.

Background Data
<ul style="list-style-type: none"> Existing bicycle volumes are in the top 5 bicycle activity locations within the study area for the AM and PM peak hour Howard Street can accommodate the proposed bike lanes without additional roadway widening Howard Street is classified as an urban collector On-street parking is currently not permitted Forecast volumes indicate a 2-lane roadway is adequate for capacity in the future year (2030)

Description of Improvement
This project would re-stripe the existing four-lane cross-section of Howard Street to include two eleven foot travel lanes and two six foot bike lanes. The new cross-section could also permit eight foot on-street parking lanes on both sides of the street. The bike lanes would connect to the existing multi-use path that crosses through Riverfront Park and tie into the proposed downtown bicycle loop. The project would extend 0.4 miles in length and add approximately 0.8 miles of new bike lanes.

Project Area


Cross-section Detail or Photo
 <p style="text-align: center;">Howard Street: Mission Avenue to Mallon Avenue, Proposed Changes</p>

Preliminary Cost Estimate
\$17,700

Priority
Medium

Alternatives/Additional Notes
Howard Street is a good candidate for a north-south connection route due to the relatively low motor vehicle volumes (compared to other north-south arterials) and the ability to connect to existing bike lanes through Riverfront Park over the Spokane River. Additionally, Howard Street is already used as a bicycle route so bicyclists are familiar with the connection and the route provides access to the Spokane Arena, Riverfront Park, and retail areas. The northbound bike lane starts at Mallon Avenue. The southbound bike lane would terminate south of Cataldo Avenue to allow bicycles to merge with low volume traffic prior to turning left onto the Centennial Trail. The cost estimate for this project includes the removal of the existing striping, striping the bike lanes and pavement markings with durastripe thermoplastic, and the installation of bicycle route signs.

2. BICYCLE LANE RETROFIT: SPOKANE FALLS BOULEVARD (RIVERPOINT BLVD WEST AND EAST)

Need/Purpose

Spokane Falls Boulevard east of Division is a four-lane facility. The roadway bisects the Riverpoint Campus and functions as a shared bicycle facility connecting Riverpoint Campus to the downtown central core. The Riverside Avenue extension, currently under design, offers a parallel facility that would accommodate a large percentage of vehicles currently using Spokane Falls Boulevard.

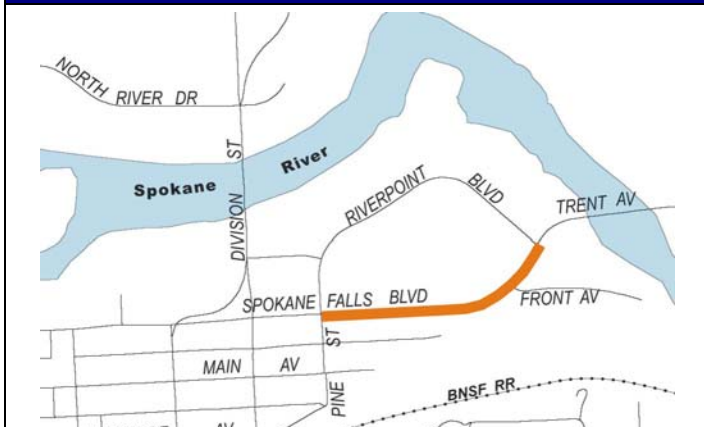
Background Data

- High bicycle volumes on this roadway segment associated with Riverpoint campus
- No additional right-of-way or roadway widening is needed to construct bike lanes
- Forecast volumes indicate a 2-lane roadway is adequate for capacity in the future year (2030)
- On-street parking is not permitted
- Spokane Falls Boulevard is classified as an urban principal arterial

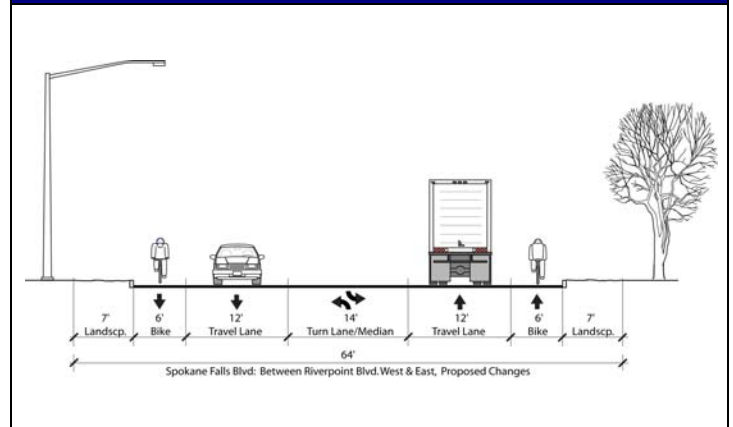
Description of Improvement

This project would modify the existing four-lane cross-section. Modifications include: dropping one travel lane in each direction, constructing wider landscape curb strips on the outside of travel lanes, and re-striping to include six foot bike lanes. The project is approximately 0.31 miles in length and would add 0.62 miles of bike lanes.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$575,000

Priority

Medium

Alternatives/Additional Notes

This section of the bicycle network would join the bike lane project on Riverpoint Boulevard (east) and provide a connection to the Centennial Trail via a proposed multi-use path, the Convention Center and retail areas. The existing and forecasted volumes were evaluated to determine the feasibility of reducing the number of travel lanes. In 2030, the Riverside Avenue extension project is likely to be completed and would significantly reduce the traffic volumes on this road segment and may eliminate the need for left turn lanes.

The cost estimate for this project includes the removal of the existing striping and construction of the landscape strip modifications, striping bike lanes and bicycle pavement markings with durastripe thermoplastic, and the installation of bicycle route signage signs.

3. BICYCLE LANES: SHERMAN STREET (SPRAGUE AVENUE TO 5TH AVENUE)

Need/Purpose

Sherman Street is a four-lane facility that is not identified as an existing bicycle way. There is a lack of existing bicycle connectivity on the east side of Division Street, specifically connecting Riverpoint Campus to the area south of the freeway. Bicycle mobility and safety could be enhanced along this corridor by providing on-street bike lanes.

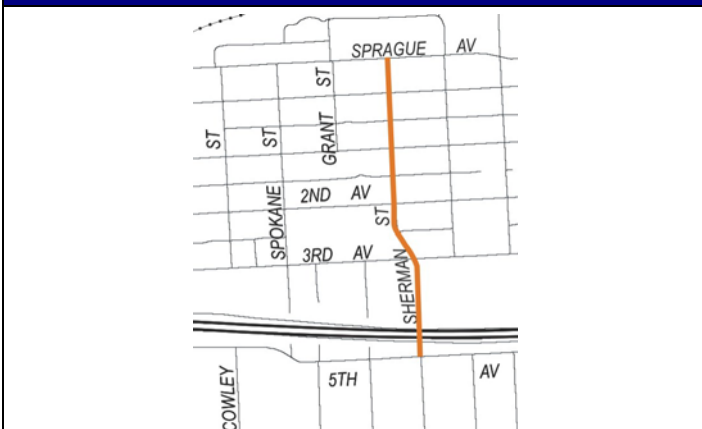
Background Data

- No additional right-of-way is needed to construct new bike lanes
- On-street parking is not permitted between 2nd Avenue and 5th Avenue
- Sherman Street is classified as an urban minor arterial
- Forecast volumes indicate a 2-lane roadway is adequate for capacity in the future year (2030)

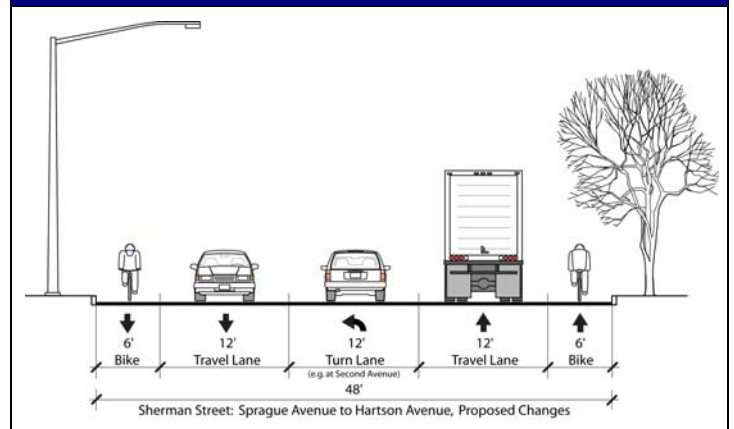
Description of Improvement

This project would modify the existing four-lane cross-section by removing one travel lane in each direction and restriping the roadway to include six foot bike lanes on both sides of the street. The project is approximately 0.66 miles in length and would add 1.30 miles of bike lanes.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$24,000

Priority

High

Alternatives/Additional Notes

The overall connectivity for bike lanes on Sherman Street is dependent on the construction of the Sherman Street crossing over the railroad viaduct and the ability to tie into other proposed bike lanes near Riverpoint Campus. The existing and forecasted volumes were evaluated to determine the feasibility of reducing the number of travel lanes on the roadway segment. The cost estimate for this project includes the removal of the existing striping, striping the bike lanes and pavement markings with durastripe thermoplastic and the installation of bicycle route designation signs.

4. BIKE LANES: RIVERSIDE AVENUE (MAPLE STREET TO MONROE STREET)

Need/Purpose

Riverside Avenue between Monroe Street and Maple Street is currently a shared lane bicycle facility and serves as a connection into and out of downtown.

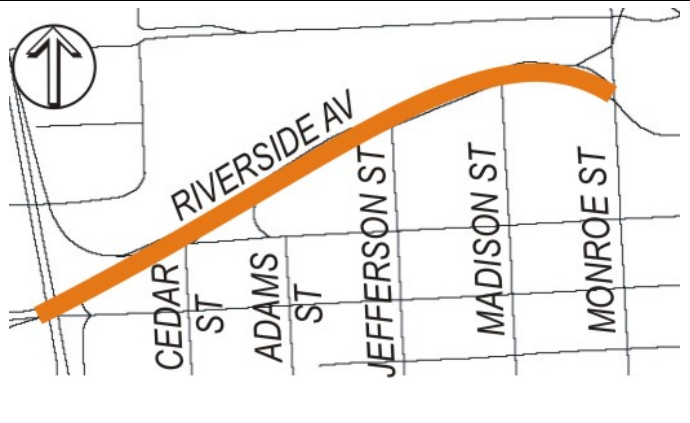
Background Data

- No additional right-of-way is needed to construct bike lanes
- On-street parking is present on both sides of the street
- Riverside Avenue is classified as an urban collector

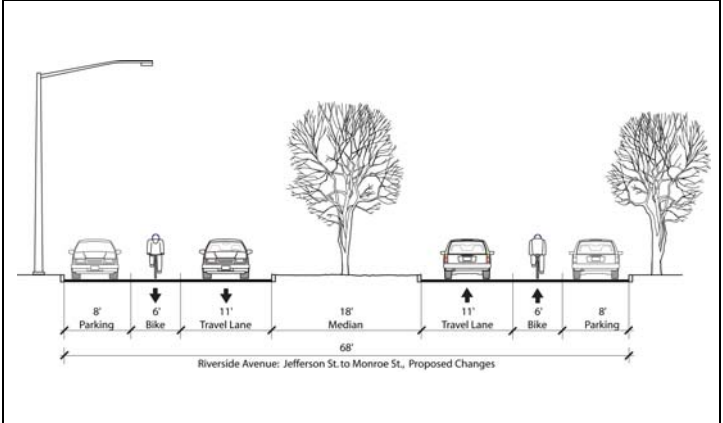
Description of Improvement

This project would add six foot bike lanes eastbound and westbound to the existing two-lane roadway. The project would retain the existing on-street parking on both sides of the street as well as the median that runs from Monroe Street to Cedar Street. The project is approximately 0.45 miles in length and would add 0.90 miles of new bike lanes.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$34,300

Priority

High

Alternatives/Additional Notes

This segment is an integral piece of the bicycle loop network for downtown. The functionality of the complete bicycle loop serving downtown is dependent on the construction on all of the roadway segments. This project is designated as a high priority project due to the high benefit-to-cost relationship. The project would require minimal effort to construct since no additional right-of-way or roadway modifications are necessary. The cost estimate includes striping the bike lanes and pavement marking with durastripe thermoplastic and the installation of bicycle route signage.

5. BIKE LANES: JEFFERSON STREET (RIVERSIDE AVENUE TO 4TH AVENUE)

Need/Purpose

Jefferson Street is a two-lane facility with on-street parking on both sides of the street. It is identified as a suggested commuter and recreational route and existing bicycle volumes indicate that it is a commonly used bicycle route. Relatively low traffic volumes and available right-of-way make this a good option for a bicycle route connection.

Background Data

- Existing cross-section is wide enough to accommodate new cross-section layout; no additional right-of-way is needed
- On-street parking is permitted on both sides of the street

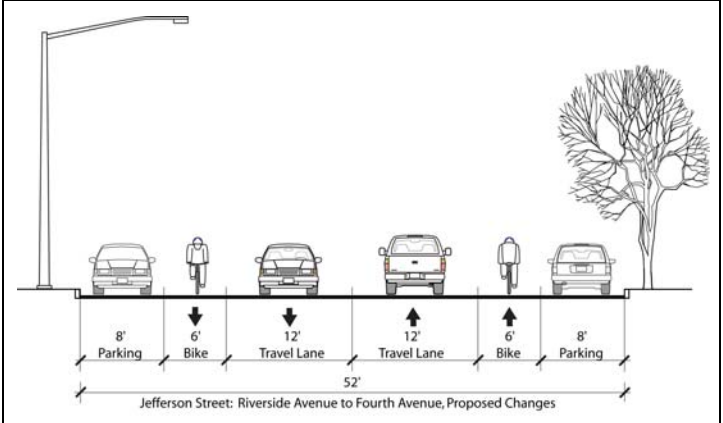
Description of Improvement

This project would add six foot bike lanes northbound and southbound to the existing two-lane roadway. The project would retain the existing on-street parking on both sides of the street. The project is approximately 0.40 miles in length and would add 0.79 miles of new bike lanes.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$17,200

Priority

High

Alternatives/Additional Notes

The north/south connection on Jefferson Street would connect to proposed bike lanes into downtown on 1st Avenue (eastbound) and out of downtown on 2nd Avenue (westbound). Cedar Street was also evaluated as a potential north/south component of the bicycle loop. Cedar Street would not provide a direct connection from Riverside Avenue to destinations south of the freeway and is farther from the downtown core. Even though there is available right-of-way on Cedar Street, Jefferson Street is a better option for connectivity and mobility (it does not have angled parking, it better penetrates the medical complex and goes under I-90). This segment is an integral piece of the bicycle loop network for downtown. The functionality of the complete bicycle loop serving downtown is dependent on the construction on all of the roadway segments. The cost estimate includes striping the bike lanes and pavement marking with durastripe thermoplastic and the installation of bicycle route signage.

6. BIKE LANES: HOWARD STREET (SPOKANE FALLS BOULEVARD TO 4TH AVENUE)

Need/Purpose

Howard Street south of Riverfront Park is a two-lane facility with on-street parking on both sides of the street. It is currently a signed, shared bicycle facility and existing bicycle volumes indicate that it is a commonly used bicycle route. Relatively low traffic volumes and available right-of-way make this a good choice for a bicycle route connection.

Background Data

- Existing cross-section is wide enough to accommodate new cross-section layout; no additional right-of-way is needed
- Howard Street is classified as an urban collector
- On-street parking is permitted on both sides of the street

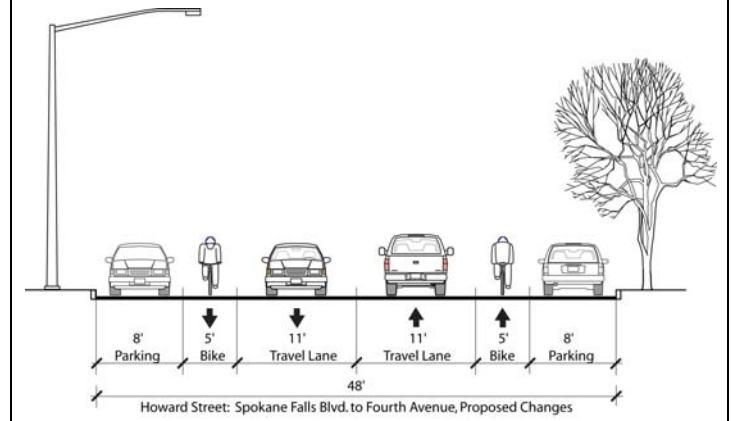
Description of Improvement

This project would re-stripe the existing two-lane roadway to include six foot bike lanes. The project would retain the existing on-street parking on both sides of the street. The project is approximately 0.53 miles in length and would add 1.05 miles of new bike lanes.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$21,800

Priority

High

Alternatives/Additional Notes

This project has been designated as a high priority project due to the high cost-to-benefit relationship since it links more (5) activity centers in downtown than any of the proposed bicycle connections. No additional right-of-way or roadway modifications are required to complete this project. This segment is an integral piece of the bicycle loop network for downtown. The functionality of the complete bicycle loop serving downtown is dependent on the construction on all of the roadway segments. The cost estimate includes striping the bike lanes and pavement marking with durastripe thermoplastic and the installation of bicycle route signage.

7. BIKE LANES: HOWARD STREET AT RIVERFRONT PARK FOUNTAIN (SPOKANE FALLS BOULEVARD TO SPOKANE RIVER)

Need/Purpose

Howard Street is the primary through bicycle connection that extends across the study area from Mission Avenue to the area south of the freeway. Howard Street is closed to motor-vehicle travel through Riverfront Park, but has some existing bicycle trails that connect the area north and south of the Park. A 75 foot diameter fountain is aligned directly north of Howard Street at the entrance to Riverfront Park and requires some special striping and way-finding to the existing trails.

Background Data

- Howard Street is classified as an urban collector
- The area around the fountain has pedestrian and bicycle users-providing bicycle striping could help eliminate pedestrian/bicycle conflicts and increase awareness for all users

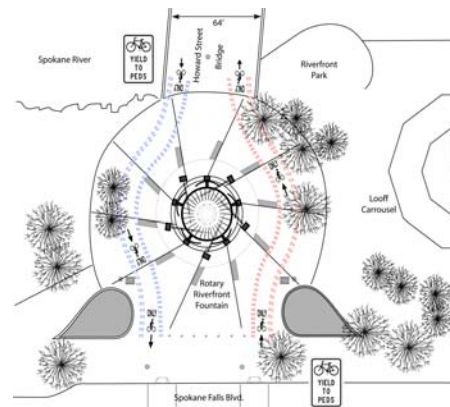
Description of Improvement

This project would stripe the area around the circumference of the fountain to provide six foot bike lanes. Special striping should be used to maintain the aesthetics of the park environment. The project is approximately 175 feet in length and would add 350 feet of new bike lanes. The recently approved MUTCD shared route markings could be utilized around the fountain.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$8,000

Priority

Medium

Alternatives/Additional Notes

This project is important to connectivity and through bicycle travel on Howard Street. The existing ballards that are located at the entrance of Riverfront Park (north of Spokane Falls Boulevard) may also need to be re-aligned to support the through movement of bicycles exiting Howard Street and entering the park. The bike lane connection would tie into the existing multi-use path that extends through Riverfront Park.

8. BIKE LANES: 4TH AVENUE (JEFFERSON STREET TO LINCOLN STREET)

Need/Purpose

Fourth Avenue is an eastbound one-way street between Jefferson Street and Lincoln Street. There are two travel lanes that occupy approximately 30 feet of streetscape. On-street parking is not permitted along this segment.

Background Data

- A 6 foot landscape strip and cinder block wall separate the public parking lot from the sidewalk on the north side of the street
- The existing right-of-way is not adequate to accommodate bike lanes for segments of the this section
- Fourth Avenue is a signed/shared bicycle facility

Description of Improvement

The existing cross-section would be re-stripped to include a six foot bike lane for eastbound travel. The area on the north side of Fourth Avenue would need to be reconstructed and would require encroachment into the parking lot (approximately six feet) between Jefferson Street and Lincoln Street to accommodate a six foot westbound bike lane. The westbound bike lane would be constructed off-street between the sidewalk and the parking lot. The project is approximately 0.22 miles in length and would add 0.45 miles of new bike lanes.

Project Area



Cross-section Detail or Photo

Preliminary Cost Estimate

\$290,000

Priority

Medium

Alternatives/Additional Notes

The section of this roadway that is one-way (eastbound) requires special attention to the placement of the westbound bike lane to avoid conflicts with oncoming vehicles and bicyclists. The westbound bike lane would be placed behind the existing cinder block wall that would likely be pushed back into the parking lot on the north side of the street to facilitate construction. The cost estimate for this project includes the modifications to the cinder block wall, encroachment into the public parking lot, striping bike lanes and bicycle pavement markings with durastripe thermoplastic and the installation of bicycle route signage.

9. BIKE LANES: 4TH AVENUE (LINCOLN STREET TO MCCLELLAN STREET)

Need/Purpose
<p>Fourth Avenue provides an east-west route on the southern edge of downtown that directly accesses downtown and provides connections to the hospital, high school, multi-use trails and connects the proposed bicycle loop. The segment between Lincoln Street and McClellan Street has a two-way cross-section and on-street parking on both sides of Fourth Avenue.</p>

Background Data
<ul style="list-style-type: none"> ▪ Fourth Avenue between Lincoln Street and Howard Street has a cross-section of 40 feet from curb to curb ▪ Fourth Avenue between Howard Street and McClellan Street has a cross-section of 50 feet from curb to curb ▪ Fourth Avenue is classified as an urban minor arterial ▪ Fourth Avenue is a signed/shared bicycle facility

Description of Improvement

This project includes re-striping the existing cross-section between Howard Street and McClellan Street to include two six foot bike lanes. On-street parking would be retained on both sides of the street for this segment. Between Lincoln Street and Howard Street, parking would be removed on one side of the street and the section would be re-striping to include one five foot bike lane and one six foot bike lane adjacent to the on-street parking. The project is approximately 0.28 miles in length and would add 0.57 miles of new bike lanes.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$11,100

Priority

Medium

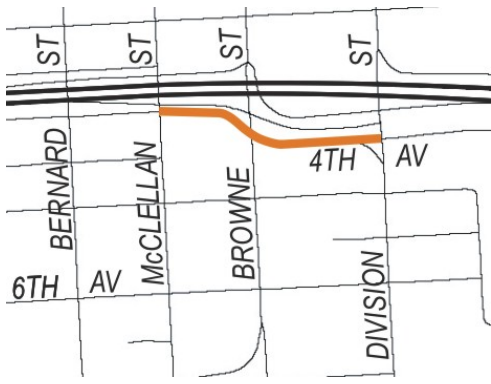
Alternatives/Additional Notes

The cost estimate includes striping the bike lanes and pavement markings with durastripe thermoplastic and the installation of bicycle route signage along this segment.

10. BIKE LANES: 4TH AVENUE (MCCELLELLAN STREET TO DIVISION STREET)

Need/Purpose	Background Data
<p>Fourth Avenue provides an east-west route on the southern edge of downtown that directly accesses downtown and provides connections to the hospital, high school, multi-use trails and connects the proposed bicycle loop. Fourth Avenue between McClellan Street and Division Street has a one-way eastbound cross-section with on-street parking on both sides of the street.</p>	<ul style="list-style-type: none"> ▪ Fourth Avenue has an existing cross-section of 30 feet between McClellan Street and Browne Street ▪ Fourth Avenue is classified as an urban minor arterial ▪ Fourth Avenue is a signed/shared bicycle facility

Description of Improvement
<p>Between McClellan Street and Brown Street, a six foot bike lane on the south side of the street would be striped; encroachment into the existing right-of-way (approximately four feet) would be required on the south side of the street and the alignment would need to be shifted (approximately five feet) to accommodate the eastbound bike lane and retain on-street parking. For bicycles traveling westbound, a six foot bike lane north of the sidewalk would be constructed. The existing six foot sidewalk would be retained. Between Brown Street and Division Street, the project includes the re-striping of a six foot eastbound bike lane within the existing cross-section; to the north of Fourth Avenue a twelve foot multi-use trail would be constructed to accommodate westbound bicycles and pedestrians. The project is approximately 0.18 miles in length and would add 0.36 miles of new bike lanes.</p>

Project Area	Cross-section Detail or Photo
 <p>The map shows a street grid with 4th Avenue running east-west. Vertical streets shown include Bernard St, McClellan St, Browne St, and Division St. Horizontal streets shown include 6th AV and 4th AV. A red line highlights the project segment of 4th Avenue between McClellan St and Division St.</p>	<p>Blank space for cross-section detail or photo.</p>

Preliminary Cost Estimate	Priority
<p>\$271,000</p>	<p>Medium</p>

Alternatives/Additional Notes
<p>The section of this roadway that is one-way (eastbound) requires special attention to the placement of the westbound bike lane to avoid conflicts with oncoming vehicles and bicyclists. The westbound bike lane would be located off the street on the north side of the street between McClellan Street and Brown Street to prevent potential conflicts with opposite direction motor vehicles. Specific adjustments at the signalized crossing within this segment would also be required, including signage that requires bicyclists to yield at the crossing, and signal timing adjustments that provide an advanced pedestrian phase.</p>

11. BIKE LANES: 4TH AVENUE (DIVISION STREET TO COWLEY STREET)

Need/Purpose

Fourth Avenue provides an east-west route on the southern edge of downtown that directly accesses downtown and provides connections to the hospital, high school, multi-use trails and connects the proposed bicycle loop.

Background Data

- Fourth Avenue is classified as an urban minor arterial
- Fourth Avenue is a signed/shared bicycle facility
- On-street parking is not permitted on this segment of Fourth Avenue

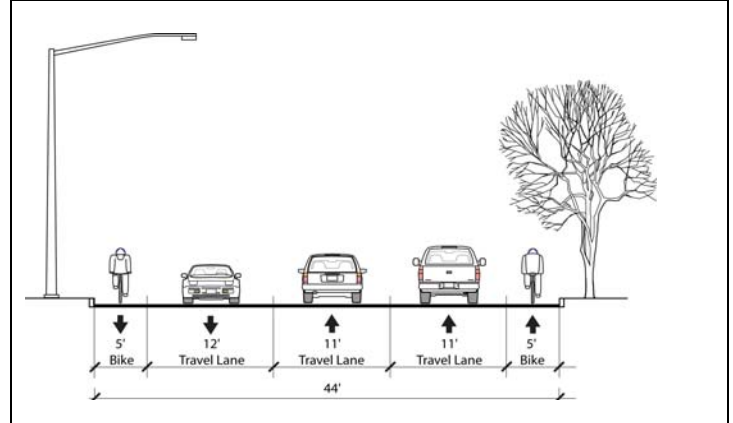
Description of Improvement

Between Division Street and Cowley Street, five foot bike lanes would be striped on both sides of the street within the existing cross-section. The project is approximately 0.13 miles in length and would add 0.26 miles of new bike lanes.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$8,600

Priority

Medium

Alternatives/Additional Notes

This project would require minimal effort to construct since no additional right-of-way or roadway modifications are necessary. The cost estimate includes striping the bike lanes and pavement marking with durastripe thermoplastic and the installation of bicycle route signage.

12. BIKE LANES: 4TH AVENUE/5TH AVENUE (COWLEY STREET TO SHERMAN STREET)

Need/Purpose

Fourth Avenue transitions to Fifth Avenue east of Cowley Street. The roadway section between Cowley Street and Arthur Street has a two-lane cross-section with on-street parking on both sides of the street.

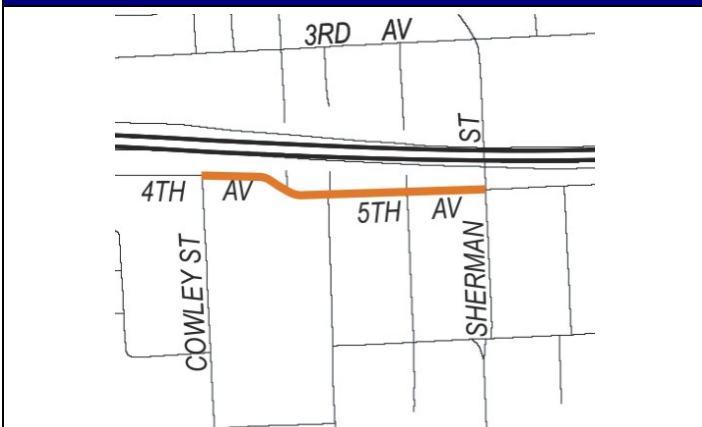
Background Data

- Parking demand is relatively low for this area and the removal of parking on one side of the street would have only minimal impacts to the adjacent land uses
- Fourth Avenue is classified as an urban minor arterial

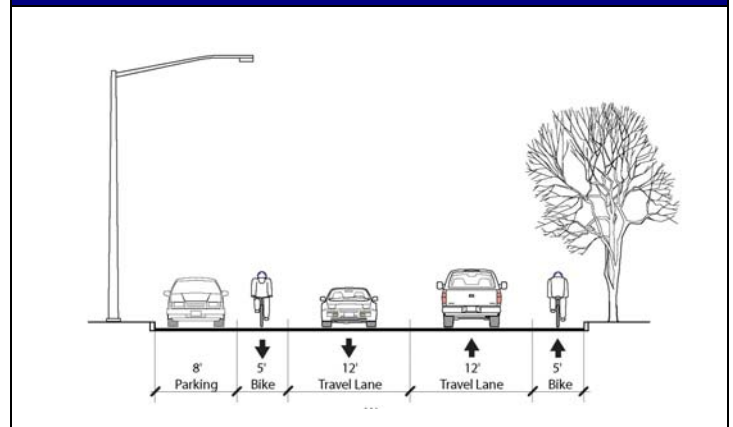
Description of Improvement

This project would re-stripe the existing cross-section to include six foot bike lanes on both sides of the street. To accommodate the bike lanes within the existing right-of-way, parking on the north side of Fifth Avenue would be removed. The project is approximately 0.24 miles in length and would add 0.47 miles of new bike lanes.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$12,300

Priority

Medium

Alternatives/Additional Notes

Parking would be retained on the south side of the street for the entire length of the roadway section and would be adequate to serve the adjacent properties. The on-street bike lanes would complete the east-west connection south of the freeway and would join other bicycle route connections on Sherman Street and Arthur Street.

13. MULTI-USE BRIDGE: SHERMAN STREET RAIL ROAD CROSSING

Need/Purpose

The area to the south of the Riverpoint campus between Division Street and Sheridan Street and north of the railroad tracks 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.

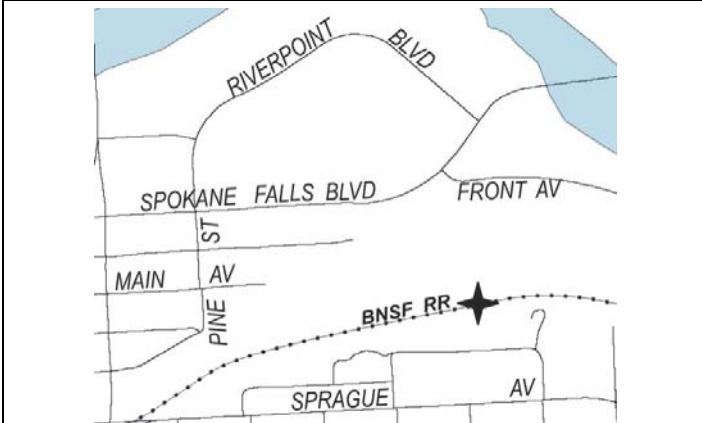
Background Data

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

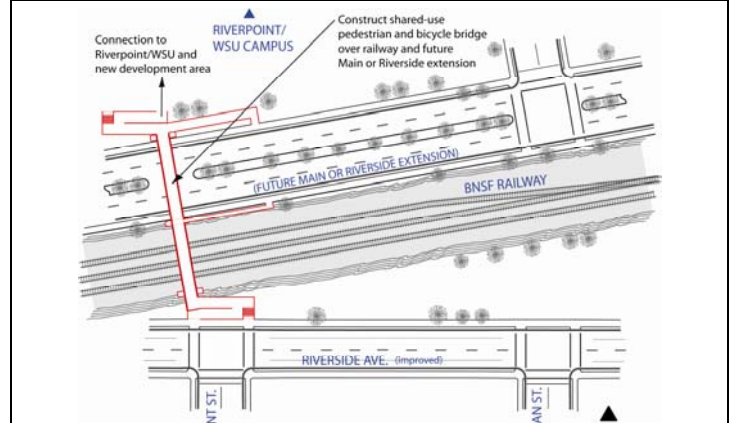
Description of Improvement

The railroad over crossing is a critical bicycle and pedestrian connection over the railroad viaduct. The crossing structure would be approximately 23 feet above the railroad line and span approximately 225 feet. The exact location of the crossing has not been determined, but would 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

Medium

Alternatives/Additional Notes

The cost estimate does not include any costs for property acquisition or encroachment into right-of-way. This project is also identified in the pedestrian improvement plan as a shared bicycle/pedestrian facility

14. BIKE LANES: SHARP AVENUE (RUBY STREET TO SUPERIOR STREET)

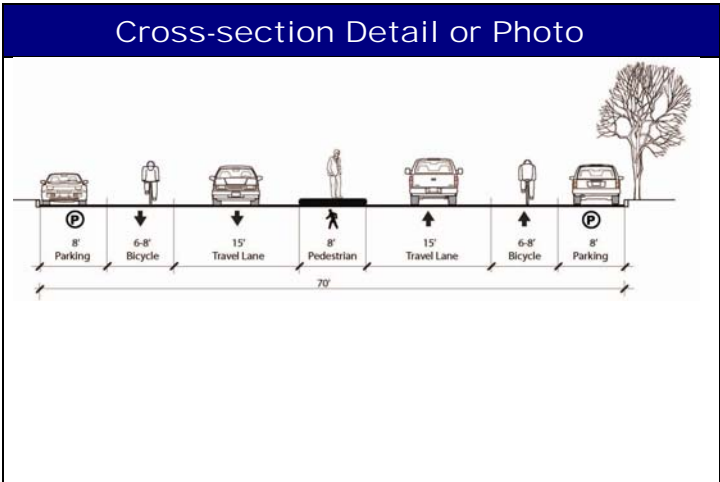
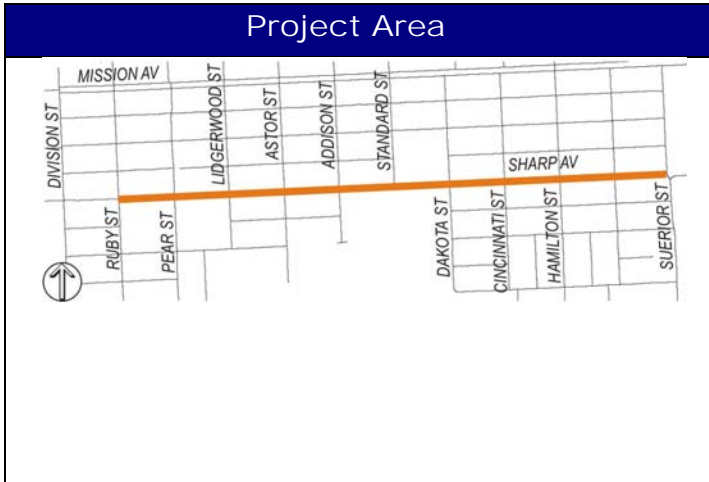
Need/Purpose

Sharp Avenue is currently a four-lane facility. Due to the proximity to Gonzaga University, pedestrian crossing volumes are high along several unsignalized intersections on Sharp Avenue, including: Astor Street, Standard Street, Dakota Street, and Addison Street. Bicycle volumes are also high along this street. Modifications to Sharp Avenue are needed to accommodate pedestrians, enhance pedestrian crossing safety and provide bicycle facilities while balancing motor vehicle travel.

- Background Data**
- Sharp Avenue is classified as an urban minor arterial
 - Forecast volumes indicate a three-lane roadway would be adequate for capacity in the future year (2030)

Description of Improvement

This project would re-stripe the roadway to include bike lanes between Ruby Street and Superior Street. The existing four-lane cross-section would be reduced to a three-lane cross-section between Pearl Street and Cincinnati Street. The existing median islands would be retained except for a few select locations where a center left turn lane is warranted. This project is approximately 0.81 miles in length for a total of 1.63 additional miles of bike lanes.



Preliminary Cost Estimate

\$75,000

Priority

Medium

Alternatives/Additional Notes

West of Ruby Street, the bike lanes would terminate and connect to a shared bicycle/motor vehicle facility on Boone Avenue between Division Street and Howard Street. East of Superior Street, the bike lanes would transition to a multi-use path along the south side of Mission Park providing a connection to the Centennial Trail.

The re-stripe project could be phased along with a future overlay of Sharp Avenue to streamline the efforts, maximize the benefit and minimize the cost.

The cost estimate does not include pedestrian enhancements on Sharp Avenue such as curb extension or crossing markings.

15. BICYCLE CONNECTION: MISSION PARK TRAIL (SUPERIOR STREET TO CENTENNIAL TRAIL)

Need/Purpose

Bicycle facilities connecting to Gonzaga University are needed to promote bicycle use to and from the campus. Sharp Avenue is planned for future bike lanes (project 14). An improved connection to the Centennial Trail is needed from the campus.

Background Data

- Mission Park is located east of Superior Street between Mission Avenue and Sharp Avenue
-

Description of Improvement

This project will improve the existing off-street multi-use path located along the south side of Mission Park. The improvements will include a transition between the Sharp Avenue bike lanes and the path, path signage, pavement markings and necessary path surface upgrades. The path will connect the planned bike lanes on Sharp Avenue (Ruby Street to Superior Street) to the Centennial Trail. The multi-use path is approximately 700 feet in length and will provide facilities for pedestrian and bicycle use.

Project Area



Cross-section Detail or Photo

Preliminary Cost Estimate

\$55,000

Priority

High

Alternatives/Additional Notes

The transition between the Sharp Avenue bike lanes and the path within the park may require a reconfiguration of the southwest corner of the park. This may impact the layout of the parking lot area. No additional right of way will be needed.

16. MULTI-USE TRAIL: IRON BRIDGE TRAIL

Need/Purpose

The Centennial Trail is a major trail facility that extends throughout the study area. The trail continues north on the west side of the Spokane River; however, constructing a short trail segment between the Iron Bridge would provide an additional opportunity to cross the river and connect to other proposed bicycle facilities in the vicinity on Superior Street and a multi-use trail east of the river.

Background Data

Description of Improvement

This project would construct a trail connection between the Centennial Trail and Trent Avenue on the east side of the Spokane River. The existing Iron Bridge would be converted to a bicycle and pedestrian crossing over the Spokane River.

Project Area



Cross-section Detail or Photo



Conceptual drawing of Iron Bridge Trail

Source: www.metrospokane.com

Preliminary Cost Estimate

\$100,000

Priority

Medium

Alternatives/Additional Notes

The project ties into a future facility with bike lanes (Riverside Extension) and a proposed multi-use trail on the east side of the river.

The cost estimate does not assume right-of-way acquisition.

17. MULTI-USE TRAIL: SPOKANE RIVER TRAIL

Need/Purpose

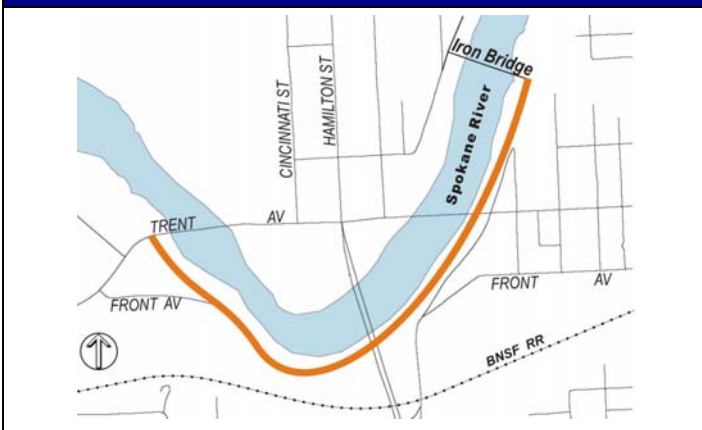
The Centennial Trail is a major trail facility that extends throughout the study area. The Centennial trail generally runs south of the river and then crosses over near the Gonzaga Campus. There is a need to connect WSU Riverpoint campus to destinations the east and to the Iron Bridge for pedestrians and bicyclists.

Background Data

Description of Improvement

This project would construct a multi-use trail extension from the Centennial Trail east of Trent Avenue along the south bank of the Spokane River connecting with the east end of the Iron Bridge. The trail would be 12-feet wide and paved with asphalt. This project would be approximately 0.59 in length and add 0.59 miles of bike lanes.

Project Area



Cross-section Detail or Photo



Centennial Trail along the Spokane River

Preliminary Cost Estimate

\$245,000

Priority

Low

Alternatives/Additional Notes

The cost estimate includes the cost of construction and signing, but does not include right-of-way acquisition.

18. BIKE LANES AND ROUTE: CINCINNATI STREET (SHARP AVENUE TO TRENT AVENUE)

Need/Purpose

The proposed bike lanes on Sharp Avenue help facilitate bicycle movement in the vicinity of Gonzaga University. To maintain connectivity to the Centennial Trail and the campus, there needs to be north-south route on a lower volume facility to accommodate bike lanes.

Background Data

- Cincinnati Street is classified as a local roadway
- On-street parking would be retained along the entire project section

Description of Improvement

This project would add bike lane striping and bike route designation along Cincinnati Street. The existing cross-section would remain the same along the entire project length. From Sharp Avenue to Desmet Avenue, bike lanes would be striped. From Desmet Avenue to Centennial Trail, the roadway would be designated a bike route with added signage. From Centennial Trail to Trent Avenue, bike lanes would be striped. The existing on-street parking along the entire length of the project would be retained. The length would be approximately 0.50 miles in length, for a total of 1.0 mile of additional bike facilities.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$40,000

Priority

Medium

Alternatives/Additional Notes

No additional right-of-way is required to construct the bike lanes.

19. BIKE LANES: STEVENS STREET (SOUTH OF I-90 TO 9TH AVENUE)

Need/Purpose

Stevens Street, south of I-90, is a four lane facility that connects downtown to the South hill. Bicycles traveling southbound experience grades that make sharing the road with motor vehicles more challenging. An uphill bike lane would provide a separate space for bicycles to travel and provide a buffer space between bicycles and motor vehicles.

Background Data

- Stevens Street is classified as a principal arterial
- On-street parking is present on both sides of the street

Description of Improvement

This project would construct a southbound bike lane on Stevens Street from south of I-90 to 9th Avenue. To maintain four though lanes of traffic, on-street parking would be eliminated to accommodate the bike lane. The length of this project would be approximately 0.36 miles for a total of 0.36 additional miles of bike lanes.

Project Area



Cross-section Detail or Photo

Preliminary Cost Estimate

\$15,000

Priority

Low

Alternatives/Additional Notes

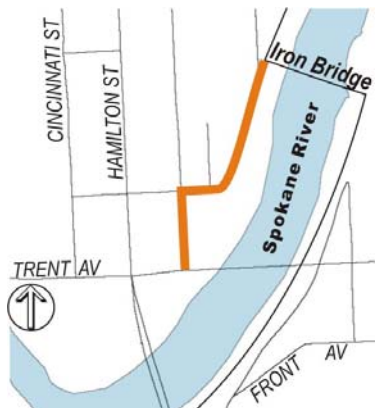
No additional right-of-way is required to construct the bike lanes.

20. BIKE LANES: SUPERIOR STREET (IRON BRIDGE TO TRENT AVENUE)

Need/Purpose
Bicycle facilities to Gonzaga University are needed to promote bicycle use to and from the campus and other destinations north of the river. The proposed shared route designation for bicycles on Superior Street connects to the Iron Bridge and the Centennial Trail; an additional connection is also needed to Trent Avenue east of Hamilton Street.

Background Data
<ul style="list-style-type: none"> ▪ Superior Street is not classified as an arterial roadway and has relatively low volumes ▪ Superior Street has on-street parking on both sides of the street south of the Iron Bridge.

Description of Improvement
This project would designate Superior Street, Springfield Avenue and Columbus Street between the Iron Bridge and Trent Avenue as a shared bike facility. The existing 2-lane cross-section would be maintained as well as existing on-street parking. Bike marking and bike route signs would be installed along the roadway.

Project Area


Cross-section Detail or Photo

Preliminary Cost Estimate
\$25,500

Priority
Low

Alternatives/Additional Notes
No additional right-of-way is required to construct the bike lanes. This project is a continuation of project 20 (the shared bicycle route on Superior Street). The shared bicycle facility continues on Trent Avenue eastbound and westbound.

21. BICYCLE CONNECTION: RIVERPOINT BOULEVARD (TRENT AVENUE TO CENTENNIAL TRAIL)

Need/Purpose

The Riverpoint campus is located south of the Centennial Trail and North of Spokane Falls Boulevard. There is a need for a campus connection to the Centennial Trail, which is commonly used as both a commuter route and recreational route east of downtown.

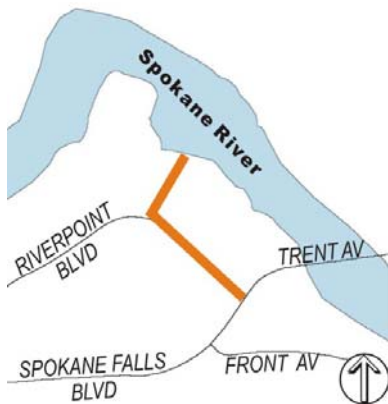
Background Data

- Riverpoint Boulevard is a low volume road under existing and future conditions and a shared facility is an appropriate bicycle connection for this location

Description of Improvement

This project would connect bike access from Centennial Trail to Riverpoint Boulevard, and then include signing for a shared facility bike lane on Riverpoint Boulevard to Trent Avenue. The cross-section on Riverpoint Boulevard would be maintained. The approximate length of this project would be 0.19 miles for a total of 0.38 additional miles of bike facilities.

Project Area



Cross-section Detail or Photo

Preliminary Cost Estimate

\$5,000

Priority

Medium

Alternatives/Additional Notes

Bike lanes are proposed on Spokane Falls Boulevard (after the completion of the Riverside Avenue extension) and also on the Riverside Avenue extension. This connection serves campus users as well as those destined for the Centennial Trail.

22. MULTI-USE TRAIL: (OAK STREET TO HOWARD STREET)

Need/Purpose
<p>The Centennial Trail terminates east of Monroe Street. The planned Kendall Yards development would increase pedestrian and bicycle travel in the vicinity north of the river and west of Monroe Street. There is a need to provide an additional pedestrian/bicycle connection between the existing trail system and destinations to the west of downtown for recreational and commuter bicyclists.</p>

Background Data
Empty content

Description of Improvement
<p>This project would include an asphalt paved, 12-foot wide trail that connects on the north side of the Spokane River from Oak Street to Howard Street. The purpose of this trail would be to connect to the existing Centennial Trail. The project is approximately 1.04 miles in length for an additional 1.04 miles of bike trails.</p>

Project Area

Cross-section Detail or Photo
Empty content

Preliminary Cost Estimate
\$435,000

Priority
Low

Alternatives/Additional Notes
<p>The cost estimate does not include right of way acquisition.</p>

23. BIKE LANE: MAIN STREET (MONROE STREET TO PINE STREET)

Need/Purpose

Main Avenue is a four lane, eastbound one-way roadway that connects through downtown. Providing an eastbound bicycle connection is a critical element of the bike lane downtown loop framework to provide convenient access into and through downtown, the transit center and employment generators.

Background Data

- The Centennial Trail is a parallel bicycle facility, but serves as a recreational and commuter facility and can be challenging for bicyclists to navigate during special events and during the summer months when there is significant pedestrian volumes
- Forecast volumes indicate a 3-lane roadway is adequate for capacity in the future year (2030)

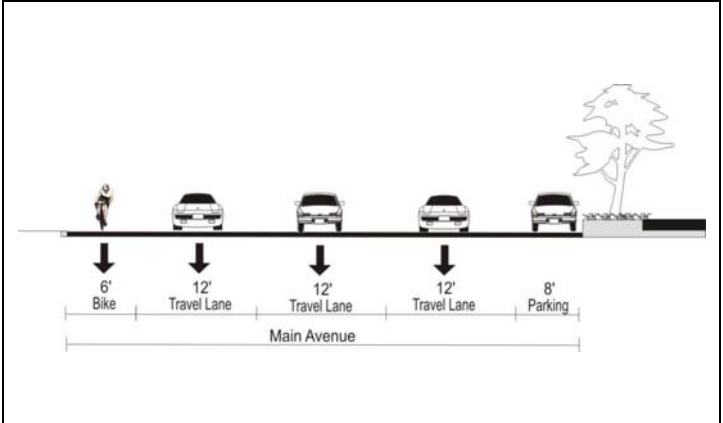
Description of Improvement

This project includes striping a 6-foot bike lane in the eastbound direction from Lincoln Street to Pine Street. The on-street parking would be maintained, however one vehicle lane would be dropped to accommodate the bike lane. A shared bicycle route would be designated from Monroe Street to Lincoln Street. The project would add approximately 0.8 miles of bike lane.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$25,000

Priority

Medium

Alternatives/Additional Notes

To the west of Monroe Street, two other westbound connection options include the proposed bike lanes on Riverside Avenue or along a shared bicycle route on Main Street to High Bridge Park. East of Division Street, the bike lane would tie into Spokane Falls Boulevard via Pine Street or the proposed Riverside Avenue extension.

24. BIKE LANE: SPOKANE FALLS BOULEVARD (MONROE STREET TO PINE STREET)

Need/Purpose

Spokane Falls Boulevard is a three lane, eastbound one-way roadway that connects through downtown. Providing a westbound bicycle connection is a critical element of the bike lane downtown loop framework to provide convenient access into and through downtown, the transit center and employment generators.

Background Data

- The Centennial Trail is a parallel bicycle facility, but serves as a recreational and commuter facility and can be challenging for bicyclists to navigate during special events and during the summer months when there is significant pedestrian volumes
- Forecast volumes indicate a 2-lane roadway is adequate for capacity in the future year (2030)

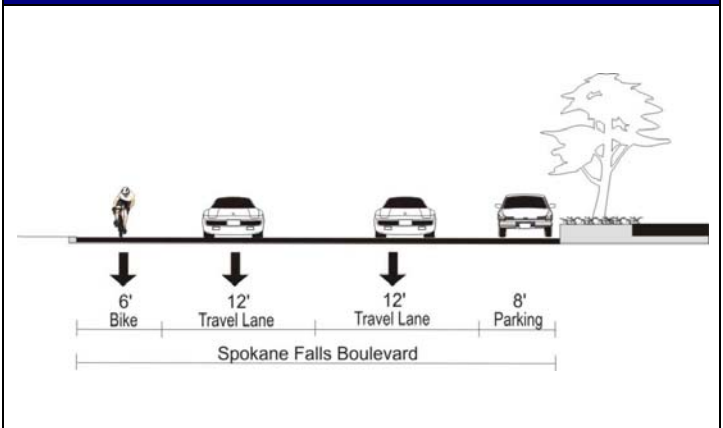
Description of Improvement

This project includes striping a 6 foot bike lane in the westbound direction along the north curb from Pine Street to Monroe Street. The on-street parking along the south curb would be maintained, however one vehicle lane would be dropped to accommodate the bike lane. This project would result in a two-lane cross-section. The project would add approximately 0.8 miles of bike lane.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$40,000

Priority

Medium

Alternatives/Additional Notes

Future options for one-way and two-way street conversions (i.e. the Main Avenue/Riverside Avenue couplet) would not change the recommended location for bike lanes. Other roadway modifications that are recommended along Spokane Falls Boulevard (such as curb extensions at Spokane Falls Boulevard/Division Street or the motor vehicle reconfiguration at Spokane Falls Boulevard/Main Avenue/Monroe Street) could coincide with this project.



25. BIKE LANES: WEST IDE AVE AND OHIO AVE (MONROE STREET TO RIVERSIDE STATE PARK)

Need/Purpose

The planned Kendall Yards development would increase pedestrian and bicycle travel in the vicinity north of the river and west of Monroe Street. Bicycle connectivity is limited in this area; a bicycle connection to the Centennial Trail and the proposed Howard Street bike lanes could help facilitate bicycle travel for commuters and recreational users.

Background Data

Description of Improvement

This project would construct on-street, 6 foot bike lanes along West Ide Avenue and Ohio Avenue from Monroe Street to Maple Street. The approximate project length is 0.5 miles for a total of 1.0 miles of additional bike lanes.

Project Area



Cross-section Detail or Photo

Preliminary Cost Estimate

\$30,000

Priority

Medium

Alternatives/Additional Notes

To the west, this connection would connect to the proposed Centennial Trail extension (project 22) or continue on a shared facility to Riverside State Park.

The project should coincide with the roadway reconstruction of West Ide Avenue that is planned with the Kendall Yards Development.

26. BICYCLE CONNECTION: BOONE AVENUE AND SHARP AVENUE (HOWARD ST TO RUBY ST)

Need/Purpose
<p>There is a need for an east-west bicycle facility connecting the planned Sharp Avenue bike lanes and the planned Howard Street bike lanes. This project would provide a bicycle connection between the Gonzaga University campus, the Spokane Arena area and downtown.</p>

Background Data
<ul style="list-style-type: none"> ▪ Sharp Avenue (west of Division Street) and Atlantic Street are low volume roadways under existing and future conditions and a shared facility is an appropriate bicycle connection for this location ▪ Boone Avenue would require the existing four lane cross-section to accommodate future traffic demands, therefore the roadway cannot be narrowed to three lanes to accommodate bike lanes ▪ No changes to the existing cross-sections would be needed to create the shared route connection

Description of Improvement
<p>This project would connect planned bike lanes on Sharp Avenue and Howard Street. The project would provide signing for a shared bike facility. The proposed bicycle connection would follow Sharp Avenue (Ruby Street to Atlantic Street), Atlantic Street (Sharp Avenue to Boone Avenue) and Boone Avenue (Atlantic Street to Howard Street). The cross-section on Sharp Avenue, Atlantic Street and Boone Avenue would be maintained.</p>

Project Area


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

Preliminary Cost Estimate
<p>\$35,000</p>

Priority
<p>Medium</p>

Alternatives/Additional Notes
Empty space for alternatives and additional notes



27. BICYCLE CONNECTION: MAXWELL AVENUE (HOWARD STREET TO MAPLE STREET)

Need/Purpose

There is a need for an east-west bicycle facility connecting the planned Howard Street bike lanes to destinations to the west.

Background Data

- Maxwell Avenue west of Howard Street has moderate volumes under existing and future conditions and a shared facility is an appropriate bicycle connection for this location
- No changes to the existing cross-sections would be needed to create the shared route connection

Description of Improvement

This project would connect planned bike lanes on Howard Street to Maple Street. The project would provide signing for a shared bike facility. The cross-section on Maxwell Avenue would be maintained.

Project Area



Cross-section Detail or Photo



Preliminary Cost Estimate

\$35,000

Priority

Low

Alternatives/Additional Notes

