


1. SAFETY PROJECT: DIVISION STREET/SPRAGUE AVENUE

Need/Purpose
The intersection of Division Street/Sprague Avenue has limited sight distance for eastbound left turns onto Division Street due to the columns of the railroad viaduct.

Background Data
<ul style="list-style-type: none"> ▪ This intersection has the highest collision rate within the study area (1.82 collisions per million entering vehicles) ▪ Left turns are restricted; however, traffic counts indicate that movement is still made

Description of Improvement
This project includes the installation of additional signing and turn restriction enforcement for eastbound left turns to mitigate the high frequency of right angle collisions.

Project Area


Cross-section Detail or Photo

Preliminary Cost Estimate
\$5,000

Priority
High

Alternatives/Additional Notes

2. SAFETY PROJECT: MAPLE STREET/2ND AVENUE

Need/Purpose
The intersection of Maple Street/2 nd Avenue is the first signalized intersection located on the south end of the Maple Street bridge. Vehicles have limited sight distance due to the columns of the railroad viaduct and there have been motor vehicle/pedestrian collisions reported at the intersection.

Background Data
<ul style="list-style-type: none"> The collision rate was the third highest within the study area (1.62 collisions per million entering vehicles) There were 3 motor vehicle/pedestrian collisions reported for the three year analysis time period

Description of Improvement
Install advance signing for vehicles originating from the Maple Street bridge warning drivers of the downstream traffic signal. This location was also identified as a pilot project for the installation of pedestrian count down timers.

Project Area
<p>The map shows a street grid with Maple St on the left and Cedar St on the right. Horizontal streets from top to bottom are 2ND AV, 3RD AV, and 4TH AV. A diagonal line representing the BNSF RR runs from the top left towards the center. Highway 90 is shown as a thick line with a shield icon, crossing the horizontal streets. A north arrow is located at the bottom center.</p>

Cross-section Detail or Photo

Preliminary Cost Estimate
\$5,000

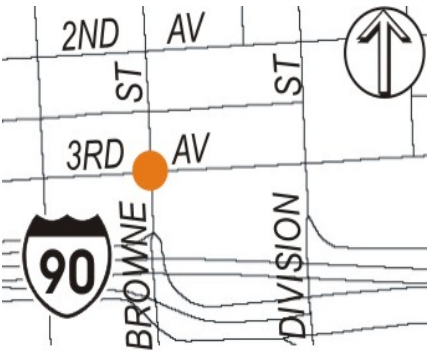
Priority
High

Alternatives/Additional Notes
The cost of pedestrian count down timers is approximately \$3,000 per intersection, with the additional element of the cost estimate for the design and construction of advance warning signs.

3. SAFETY PROJECT: BROWNE STREET/3RD AVENUE

Need/Purpose	Background Data
<p>The intersection of Browne Street/3rd Avenue serves as the southbound access to I-90 and to the South Hill. The intersection has three different destinations, including I-90 and experiences congestion and queuing during the AM and PM peak hours. The congestion and queuing contribute to weaving and lane maneuvers that impact operations. There were a significant percentage of rear end collisions that were reported.</p>	<ul style="list-style-type: none"> The collision rate was the second highest in the study area (1.80 collisions per million entering vehicles)

Description of Improvement
<p>Install improved trailblazing signing for access to I-90 in advance of the signal so drivers can move in to the appropriate lane in advance of the signal. Coordinated signal timings along Browne Street could also reduce the potential for collisions at the intersection by reducing congestion and queuing impacts.</p>

Project Area	Cross-section Detail or Photo
	

Preliminary Cost Estimate	Priority
<p>\$10,000</p>	<p>High</p>

Alternatives/Additional Notes
<p>The cost estimate includes the engineering design and construction of new I-90 trailblazing signs. The coordinated signal timing is currently underway and funded and will be completed in the fall of 2008.</p>

4. SAFETY PROJECT: SPRAGUE AVENUE/BERNARD STREET

Need/Purpose

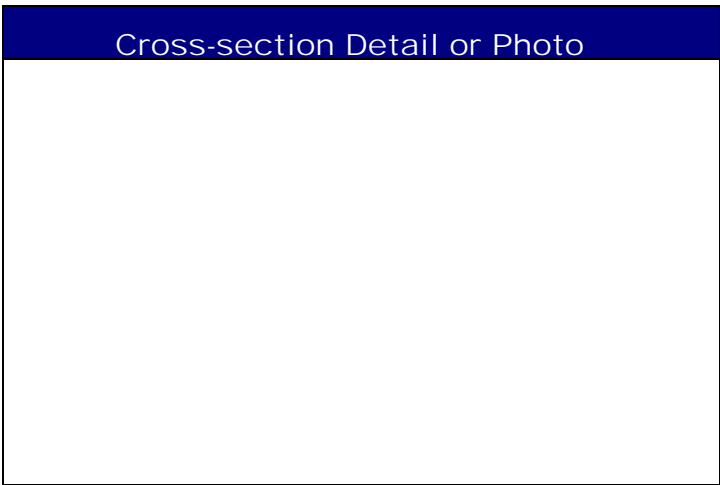
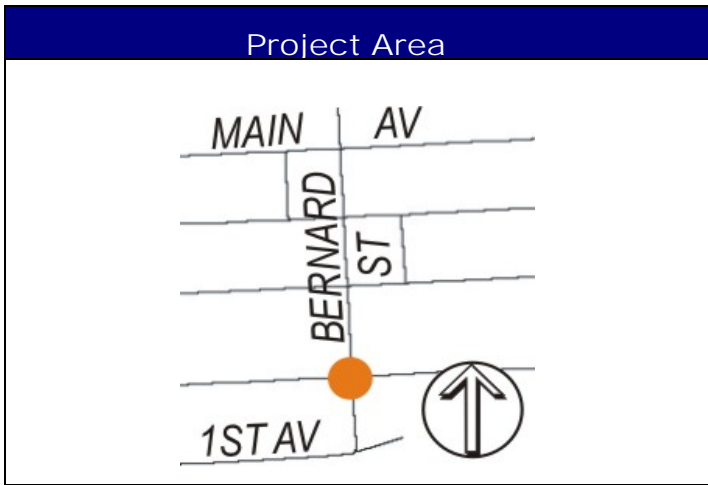
At the intersection of Sprague Avenue/Bernard Street the northbound leg is a one-way roadway with exclusive right and left turn lanes. Sprague Avenue is one-way westbound on the west leg of the intersection and transitions to two-way on the east side of the intersection. The intersection had a collision rate over 1.0 collisions per million entering vehicles and reported collisions with motor vehicles and bicyclists/pedestrians. Exclusive northbound left and right turn lanes may contribute to the likelihood of motor vehicles not yielding to bicyclists/pedestrians.

Background Data

- The collision rate is 1.09 collisions per million entering vehicles

Description of Improvement

Provide additional signing for the exclusive southbound right turn lane and re-stripe the south leg of the intersection to remove the shared through right movement and avoid the “right hook” for bicyclists. The modified northbound cross-section includes exclusive left, thru and right lanes.



Preliminary Cost Estimate

\$5,000

Priority

High

Alternatives/Additional Notes


Additional signal modifications may be required to accommodate the modified south leg of the intersection which would increase the cost of this project.

5. SAFETY PROJECT: HOWARD STREET/RIVERSIDE AVENUE

Need/Purpose
Howard Street and Riverside Avenue are both two-way streets. The intersections had a large percentage of right angle collisions and collisions involving motor vehicles and pedestrians/bicyclists. Downtown intersections with two-way roadways experience more collisions than one-way intersections due to the number of potential conflict points with motor vehicles and pedestrians/bicyclists.

Background Data
<ul style="list-style-type: none"> ▪ The collision rate is 1.30 collisions per million entering vehicles ▪ 56% of the collisions were right angle collisions

Description of Improvement
The conversion of Riverside Avenue to a one-way street (as part of the Main Avenue/Riverside Avenue couplet).

Project Area


Cross-section Detail or Photo

Preliminary Cost Estimate
See circulation improvement cost

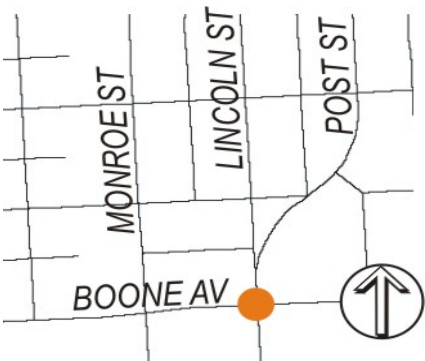
Priority
Low

Alternatives/Additional Notes

6. SAFETY PROJECT: LINCOLN STREET/BOONE AVENUE

Need/Purpose	Background Data
<p>The intersection at Lincoln Street/Boone Avenue experienced a high collision rate over the analysis time period. Lincoln Street has a four-lane cross section with permitted left turns in both directions. Boone Avenue is a five lane roadway with exclusive left turn lanes and permitted left turns.</p>	<ul style="list-style-type: none"> ▪ The collision rate is 1.37 collisions per million entering vehicles ▪ 70% of the collisions were right angle collisions

Description of Improvement
<p>Narrow Lincoln Street to 3-lane cross section with a northbound left turn lane; consider protected phasing as peak hour vehicle volumes increase.</p>

Project Area	Cross-section Detail or Photo
	

Preliminary Cost Estimate	Priority
<p>See circulation improvement cost</p>	<p>High</p>

Alternatives/Additional Notes
<p>The conversion of Lincoln Street to a 3-lane cross-section would occur with the recommended changes to Monroe Street. Other potential improvements to the physical or operational characteristics of the traffic signal should be evaluated to determine if the traffic signal head location, visibility of the signal and clearance times are adequate for the intersection.</p>

7. SAFETY PROJECT: RUBY STREET/MISSION AVENUE

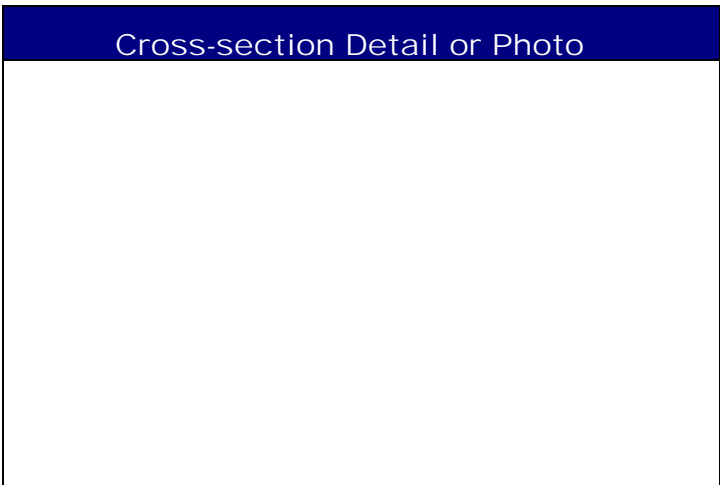
Need/Purpose

Ruby Street is a four lane, one-way northbound roadway. Mission Avenue is a four lane roadway. The intersection had a high collision rate over the analysis time period, with a significant percentage of right angle collisions. Under the existing traffic signal configurations, all left turns are permitted. There is also a driveway located about 40 feet north of the intersection which contributes to the potential for collisions at the intersection.

- Background Data**
- The collision rate is 1.37 collisions per million entering vehicles
 - 75% of the collisions were right angle collisions
 - All of the left turns are permitted left turns.

Description of Improvement

Relocate the driveway that is located 40 feet north of the intersection. Improve physical characteristics of traffic signals for better driver visibility. Evaluate traffic signal head locations and clearance times.



Preliminary Cost Estimate

\$10,000

Priority

Medium

Alternatives/Additional Notes

Other potential improvements to the physical or operational characteristics of the traffic signal should be evaluated to determine if the traffic signal head location, visibility of the signal and clearance times are adequate for the intersection.

8. SAFETY PROJECT: MAIN AVENUE/PINE STREET

Need/Purpose	Background Data
<p>The intersection at Main Avenue/Pine Street is an unsignalized intersection on the west end of the Riverpoint campus. The eastbound left movement is a free movement, while the other approaches are controlled by a stop sign. The unconventional alignment and approach movements contribute to collisions at this intersection.</p>	<ul style="list-style-type: none"> The collision rate is 1.03 collisions per million entering vehicles

Description of Improvement
<p>Realign unsignalized intersection to coincide with the Riverside Avenue extension project. Based on the projected volumes, a northbound/southbound stop control should be installed with the modified lane geometry for the intersection.</p>

Project Area	Cross-section Detail or Photo

Preliminary Cost Estimate	Priority
City funds	Medium

Alternatives/Additional Notes
<p>The Riverside Avenue extension west of Division Street is currently under design. The recommended alignment of the Riverside Avenue extension modifies several intersections in the vicinity and traffic volumes are projected to increase at the intersection of Main Avenue/Pine Street.</p>

9. SAFETY PROJECT: ACCESS MANAGEMENT

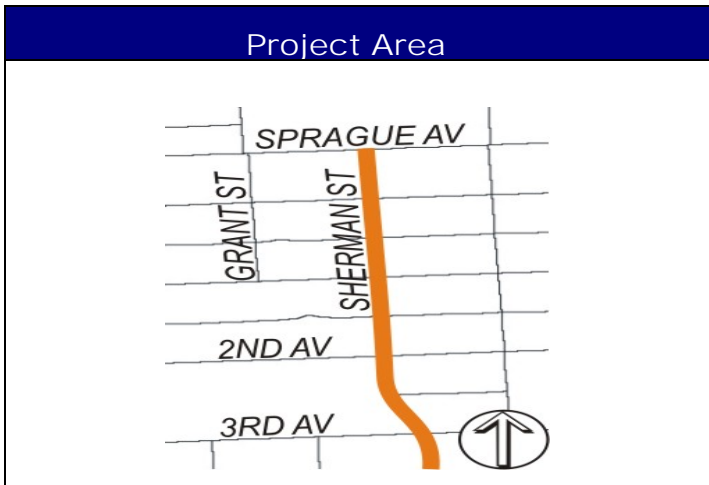
Need/Purpose

Mission Avenue (between Division and Hamilton Street) and Sherman Street (between 3rd Avenue and Sprague Avenue) have several driveways and driveways located in close proximity to intersections (less than 100 feet) which contribute to motor vehicle and pedestrian conflicts and collisions.

Background Data

Description of Improvement

Coordinate driveway consolidation with new development and redevelopment to minimize the number of conflicts along Mission Avenue and on Sherman Street between 3rd Avenue and Sprague Avenue.



Cross-section Detail or Photo

Preliminary Cost Estimate

TBD

Priority

Medium

Alternatives/Additional Notes


Access management policies have been identified and recommended in the motor vehicle chapter of the report. These policies should be further developed, adopted and enforced to limit driveways within 100 feet of intersections.

10. FREEWAY OPERATIONAL PROJECT: I-90 STUDY

Need/Purpose
<p>Interstate-90 extends through the study area. Typical interstate freeways have interchange spacing of about two miles for optimal performance. In downtown, there are four interchanges between US 195 and Hamilton Street in approximately 3 miles located at Walnut/Maple Street, Division Street/Browne Street, Lincoln Street/Monroe Street, Jefferson Street and Hamilton Street.</p>

Background Data
<ul style="list-style-type: none"> ▪ Existing average daily traffic (ADT) volumes on I-90 are approximately 100,000 ▪ The majority of intersections that are failing or near failing during the peak hours are located at or near the I-90 ramps

Description of Improvement
<p>Coordinate efforts with WSDOT to conduct a study to consolidate I-90 ramps throughout downtown.</p>

Project Area


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

Preliminary Cost Estimate
<p>\$1,000,000</p>

Priority
<p>Medium</p>

Alternatives/Additional Notes
<p>In the interim, improvements such as Incident Management, Intelligent Transportation System (ITS), ramp metering and Transportation Demand Management strategies should be pursued to help alleviate the existing and projected congestion on Interstate 90 through Downtown. The City should support WSDOT in these efforts.</p>

13. OPERATIONAL / CAPACITY PROJECT: RIVERSIDE AVENUE/DIVISION STREET

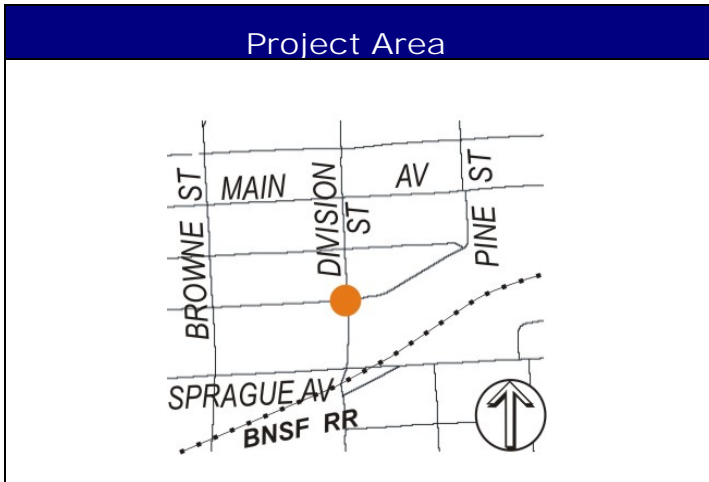
Need/Purpose

The intersection of Riverside Avenue/Division Street is located approximately 200 feet north of the intersection at Division Street/Sprague Avenue. Limited vehicle storage space and queuing impacts intersection operations. Under future year (2030) conditions the intersection operates with a v/c ratio over 1.0 and experiences queuing which blocks the upstream signal at Sprague Avenue.

Background Data

Description of Improvement

This project converts the existing circulation to a clockwise Main Avenue/Riverside Avenue couplet between Monroe Street and Pine Street. The recommended couplet option would mitigate this intersection and allow pedestrian improvements (such as curb extensions to shorten the crossing distances).



Cross-section Detail or Photo

Preliminary Cost Estimate

See circulation option cost

Priority

Low

Alternatives/Additional Notes

All mitigations along Division Street require approval by WSDOT.

14. OPERATIONAL / CAPACITY PROJECT: MISSIONS AVENUE/HAMILTON STREET

Need/Purpose

The intersection at Mission Avenue/Hamilton Street exhibits 95th percentile queues that exceed the available storage and available capacity for the existing and future conditions.

Background Data

- The signal currently operates with permitted left turn phasing in the northbound and southbound directions
- Preliminary protected-phasing warrants were met at this intersection for projected 2030 volumes

Description of Improvement

This project includes intersection modifications to the traffic signal to provide permitted-protected left turn phasing (northbound and southbound directions).

Project Area



Cross-section Detail or Photo

Preliminary Cost Estimate

\$5,000

Priority

Low

Alternatives/Additional Notes

The cost estimate for this project assumes there will be no additional changes to the lane geometry or striping at the intersection since there are already northbound and southbound exclusive left turn pockets.

15. OPERATIONAL / CAPACITY PROJECT: TRENT AVENUE/HAMILTON STREET

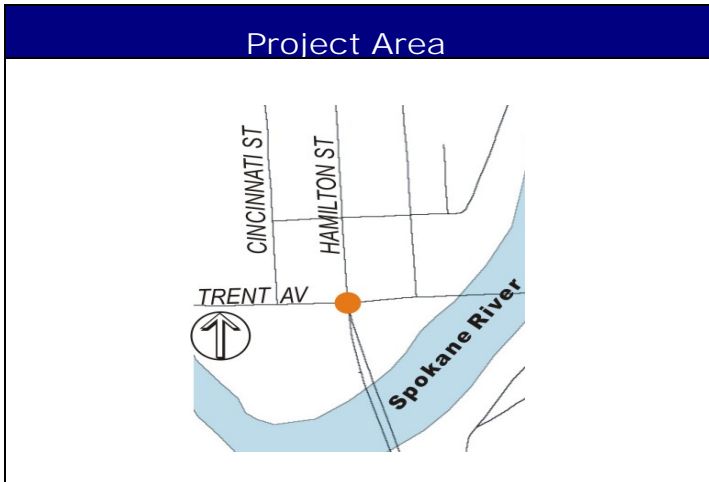
Need/Purpose

The intersection at Trent Avenue/Hamilton Street has been identified by several previous studies as having capacity and queuing deficiencies under existing and future conditions. Two planned improvement projects that were included in the future year analysis improved the performance of the intersection, but even with the assumption of the North Spokane Corridor and Riverside Avenue extension, the intersection continues to operate below jurisdictional standards.

Background Data

Description of Improvement

This project includes modifying the eastbound and southbound legs of the intersection. The eastbound leg would be re-striped to include two eastbound left turn lanes, one through lane and an exclusive right turn lane. An additional southbound right turn lane would also be constructed. The westbound and northbound legs of the intersection would remain unchanged.



Cross-section Detail or Photo

Preliminary Cost Estimate

\$750,000

Priority

Medium

Alternatives/Additional Notes

Re-striping along could not address both turn lane needs to mitigate the operations at the intersection. Right of way would need to be acquired to construct the southbound right turn lane. The cost estimate for this project does not include this right-of-way acquisition.

The recommended modifications should be made after the Riverside Avenue extension is constructed to Trent Avenue.

16. OPERATIONAL / CAPACITY PROJECT: MAPLE STREET/5TH AVENUE

Need/Purpose

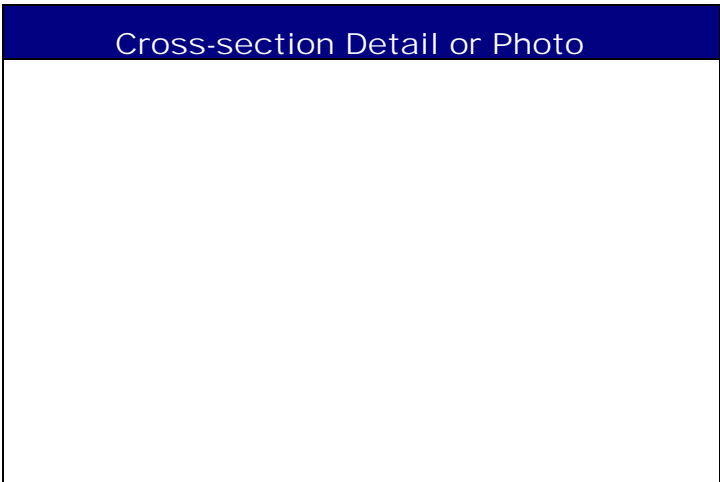
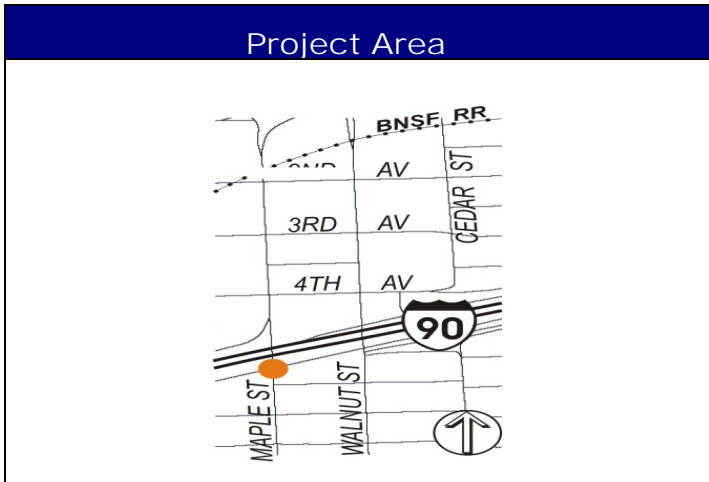
The eastbound off-ramp/5th Avenue intersection west of Maple Street exhibits queuing that impacts intersection operations. Vehicles destined for Walnut Street northbound and the eastbound on-ramp to I-90 currently use three westbound left turn lanes and two through lanes.

Background Data

- Other recent planning studies have also identified this intersection to have existing and future deficiencies

Description of Improvement

This project includes re-striping the lane configuration within the existing cross-section to include one eastbound left lane, one shared eastbound left and through and one through lane. This project also includes the installation of additional freeway signs to reduce the impacts of lane imbalance on the western approach of the intersection.



Preliminary Cost Estimate

\$250,000

Priority

High

Alternatives/Additional Notes

The project can be constructed within the existing curb lines. No additional right-of-way is needed for this project. The project requires coordination between the City and WSDOT.

17. OPERATIONAL / CAPACITY PROJECT: BROWNE STREET/3RD AVENUE

Need/Purpose

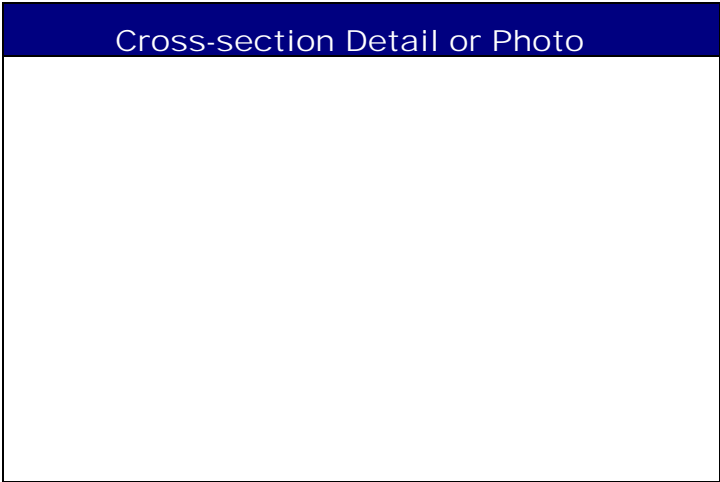
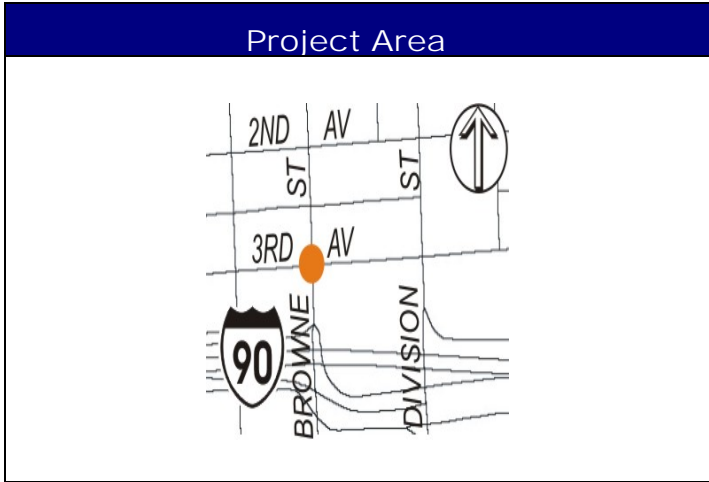
Browne Street is a southbound, four-lane facility serving I-90 and the South Hill. Third Avenue is an eastbound, four-lane facility, one-way roadway that extends through downtown and runs parallel to I-90. The intersection at Browne Street/3rd Avenue has existing and future capacity and queuing deficiencies that can partially be attributed to the demand to access the I-90 ramps.

Background Data

- Existing on-street parking on Browne Street impacts intersection operations and contributes to lane imbalance

Description of Improvement

This project includes short and long term improvements. The first phase includes the implementation of coordinated signal timing and the removal of existing on-street parking on Browne Street to reduce the impacts of lane imbalance. These improvements improve the operations; however, to mitigate the intersection to jurisdictional standards, additional turn lane capacity improvements are needed, including the construction of an eastbound right turn lane or a southbound left turn lane. To construct turn lanes, right-of-way is needed and would be both difficult and expensive to acquire.



Preliminary Cost Estimate

City Funds-in progress

Priority

High


Alternatives/Additional Notes

19. CIRCULATION PROJECT: MONROE STREET (MAIN AVENUE-RIVERSIDE AVENUE)

Need/Purpose
The intersection at the south end of the Monroe Street bridge has several characteristics that impact the operations and pedestrian crossing. The skewed intersection geometry and five approach legs make the intersection challenging to navigate through, especially for unfamiliar drivers.

Background Data
<ul style="list-style-type: none"> ▪ The extension of Monroe Street to two-way operations to Riverside Avenue reduces the out of direction travel for STA buses ▪ This project coincides with the existing circulation alternative

Description of Improvement
<p>This project includes the extension of Monroe Street as a two-way roadway south to Riverside Avenue. This project modifies the intersection geometry at Monroe Street/Riverside Avenue, Monroe Street/Main Avenue and closes the segment of roadway that connects Main Avenue to Spokane Falls Boulevard. Key elements of the mitigation include:</p> <ul style="list-style-type: none"> ▪ Constructing a westbound right turn lane at Main Avenue/Monroe Street ▪ Constructing a westbound right turn lane at Riverside Avenue/Monroe Street ▪ Re-striping Monroe Street north of Riverside Avenue to accommodate one northbound lane and bicycle lanes ▪ Removing the north signal at Spokane Falls Boulevard/Main Avenue

Project Area


Cross-section Detail or Photo

Preliminary Cost Estimate
\$600,000

Priority
Medium

Alternatives/Additional Notes
<p>This configuration operates acceptable with the projected 2030 volumes. The critical movement; however is the westbound left turn at Main Avenue/Monroe street. If the volume exceeds the projected volumes by 25% (above approximately 100 vehicles during the PM peak hour) the intersection fails operationally and would require additional mitigation. This should be considered as redevelopment in the area occurs and the demand for the movement increases. The cost estimate does not include right-of-way acquisition.</p>

20. CIRCULATION PROJECT: RIVERSIDE AVENUE EXTENSION

Need/Purpose

The Riverside Avenue extension is currently being designed by the City as an important multi-modal connection between downtown, Riverpoint campus and destinations to the west. Two different alignments were evaluated for an east/west connection through the Riverpoint Campus-Main Avenue and Riverside Avenue. This plan honors the input provided by WSU to locate the roadway along Riverside Avenue.

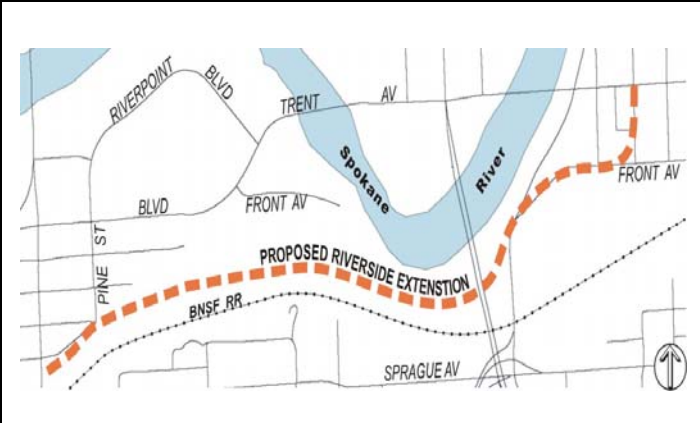
Background Data

- Future (2030) forecast volumes indicate a 3-lane access controlled facility is adequate for operations

Description of Improvement

This project is currently under design and extends Riverside Avenue east of Division Street to Trent Avenue. The project includes the construction of a 3-lane, multi-modal, access controlled street with a landscaped median, wide sidewalks and bicycle lanes. The landscaped median is a placeholder for right-of-way that can be used for future transit service (light rail tracks).

Project Area



Cross-section Detail or Photo

Preliminary Cost Estimate

City Funds

Priority

High

Alternatives/Additional Notes

Providing an access controlled facility allows more capacity and reduces the need for a five lane cross-section. Access along the roadway would be provided at Pine Street, Sherman Street, Erie Street, and Trent Avenue.

22. CIRCULATION PROJECT: MONROE STREET

Need/Purpose

The Monroe Street corridor was assessed for operational performance due to the proximity to the planned Kendall Yards development. Three key elements emerged from the assessment:

- Need for adequate left turn lane width on Monroe street between the river and Boone Avenue
- Need for safe left turn storage on Monroe Street north of the river
- Need for connectivity between Lincoln Street and Monroe Street

Background Data

- The existing cross-section of Monroe Street is 51 feet, with a center left turn lane that is 8 feet wide
- On-street parking is present on both sides of the street

Description of Improvement

This project includes cross-section modifications to coincide with the planned Kendall Yards Development on the west side of Monroe Street. The recommended improvement includes widening Monroe Street to a 54 foot, 5-lane cross section with a 10 foot center left turn lane. To achieve this cross-section the on-street parking on both sides of the street would be removed and replaced on the adjacent side streets.

Project Area



Cross-section Detail or Photo

Preliminary Cost Estimate

\$580,000

Priority

High

Alternatives/Additional Notes

The first phase of construction would include widening of the roadway segment between the Monroe Street Bridge and Boone Avenue.



23. CIRCULATION PROJECT: LINCOLN STREET

Need/Purpose

Lincoln Street is an existing four-lane parallel facility to Monroe Street. Previous studies have identified the need for the Lincoln Street crossover or couplet configuration for adequate operations. Other options were evaluated on Monroe Street and Lincoln Street to provide adequate capacity north of the river for existing and future conditions.

Background Data

- The existing cross-section on Lincoln Street north of the river varies from a four-lanes to five-lane cross-section
- Forecast volumes indicate that a lane cross-section is adequate for future demand (2030)
- There is no existing on-street parking on Lincoln Street

Description of Improvement

This project would be constructed along with the circulation improvement on Monroe Street. As part of this circulation improvement, Lincoln Street would be re-stripped to a 3-lane cross section with parallel parking on both sides of the street to replace the lost parking spaces on Monroe Street. A left turn pocket should be constructed at Boone Avenue to accommodate projected left turn volumes.

Project Area



Cross-section Detail or Photo

Preliminary Cost Estimate

\$15,000

Priority

High

Alternatives/Additional Notes


No additional right-of-way is needed for this project.

The cost estimate includes re-stripping and additional signage along Lincoln Street. The first phase of this project includes the segment between Bridge Avenue and Boone Avenue.

24. CIRCULATION PROJECT: LINCOLN STREET/WEST SHARP AVENUE

Need/Purpose	Background Data
<p>Lincoln Street, north of Boone Avenue transitions to Post Street via a one-way northbound roadway. The southbound roadway transition from Post Street to Lincoln Street is on Sharp Avenue. To improve the connection for vehicles traveling northbound and support the demand for increased vehicle volumes on Lincoln Street the existing intersection configuration north of Boone Avenue should be modified.</p>	

Description of Improvement
<p>This project includes the construction of a 150 foot diameter roundabout to facilitate the cross over from Lincoln Street to Post Street. To construct the roundabout, the west approach on Sharp Avenue should be converted to a westbound, one-way roadway westbound.</p>

Project Area	Cross-section Detail or Photo
	

Preliminary Cost Estimate	Priority
<p>\$500,000</p>	<p>Medium</p>

Alternatives/Additional Notes
<p>The cost estimate does not include right-of-way acquisition. Based on preliminary estimates, the roundabout could be situated such that there would only be minimal encroachment into the existing right-of-way.</p>

25. + 26. CIRCULATION PROJECT: 1ST AVENUE (MAPLE STREET TO DIVISION STREET) AND SPRAGUE AVENUE (RIVERSIDE AVENUE TO DIVISION STREET)

Need/Purpose

Background Data

The combination of one-way streets and two-way streets in the downtown core contributes to a perceived lack of circulation choices that can be challenging to navigate, especially for unfamiliar drivers. The Downtown Spokane Partnership (DSP) plan identified the conversion of 1st Avenue and Sprague Avenue to two-way streets.

- Different cross-section options were evaluated for the two-way streets, including one lane in each direction with angle parking on one side, two lanes in one direction and one lane in the opposite direction, or one lane in each direction with parallel parking and bicycle lanes

Description of Improvement

This project includes the conversion of 1st Avenue and Sprague Avenue to two-way streets to improve access to local businesses downtown and minimize out-of-direction motor vehicle travel.

Project Area

Cross-section Detail or Photo



Preliminary Cost Estimate

Priority

\$1,600,000 / \$1,700,000
Total: \$3,300,000

Low

Alternatives/Additional Notes

Both roadway conversion projects can be accommodated within the existing cross-sections, no additional right-of-way is needed. The cost estimates includes additional traffic signal heads and signing and striping modifications. Modifications to the traffic signal operations are also needed to accommodate the additional phases required for two-way roadways. The conversion of the these two streets as stand alone projects were evaluated across several modes and from a traffic operational standpoint this conversion generally degrade the overall network performance of the Downtown, based on overall delay, total number of stops, greenhouse gas emissions and vehicle miles traveled. Additional mitigation is needed to improve the performance to equal or better than the existing circulation option.



27. CIRCULATION PROJECT: WALL STREET (SPOKANE FALLS BOULEVARD TO 3RD AVENUE)

Need/Purpose

The Downtown Spokane Partnership (DSP) plan identified the conversion of Wall Street to a two-way street. Wall Street is a low volume, one-way street and is currently the only local north/south street within the Downtown grid that is still a one-way street. The conversion of Wall Street to a two-way street would improve the connectivity and access in the vicinity. The segment of Wall Street is closed to motor vehicles between Spokane Falls Boulevard and Main Avenue.

Background Data

- Wall Street has an average daily traffic volume of 1100 vehicles under existing conditions
- Wall Street is classified as an urban collector

Description of Improvement

This project includes the conversion of Wall Street to a two-way roadway and re-opening the street to motor vehicles from Spokane Falls Boulevard to Main Avenue to provide a local connection from 3rd Street north to Spokane Falls Boulevard for motor vehicles.

Project Area



Cross-section Detail or Photo

Preliminary Cost Estimate

\$1,000,000

Priority

Low

Alternatives/Additional Notes

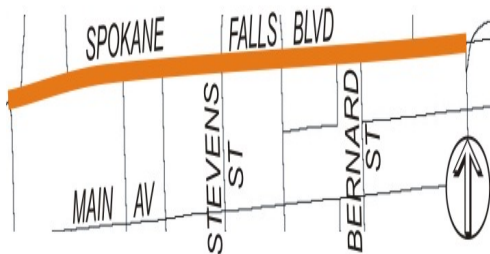
The cost estimates includes additional traffic signal heads and signing and striping modifications. Modifications to the traffic signal operations are also needed to accommodate the additional phases required for two-way roadways. No additional right of way if required for this circulation improvement.

28. CIRCULATION PROJECT: SPOKANE FALLS BLVD (LINCOLN STREET TO BROWNE STREET)

Need/Purpose
Spokane Falls Boulevard is a one-way westbound roadway that borders Riverfront Park. Today, it functions as an arterial roadway and carries approximately 8,000 vehicles per day. If other circulation options were pursued (such as the Main Avenue/Riverside Avenue couplet), the classification of Spokane Falls Boulevard could be reduced to a local street and converted to two-way travel to provide access to businesses and provide two-way bicycle lanes.

Background Data
<ul style="list-style-type: none"> ▪ Spokane Falls Boulevard is classified as an urban principal arterial ▪ Spokane Falls Boulevard has an average daily traffic (ADT) volume of 8,000 ▪ There is no existing on-street parking

Description of Improvement
This project includes the conversion of Spokane Falls Boulevard to a two-way street. This project should only be pursued in coordination with the Main Avenue/Riverside Avenue couplet circulation option, since reducing the capacity on Spokane Falls Boulevard requires volume shifts to adjacent facilities.

Project Area


Cross-section Detail or Photo

Preliminary Cost Estimate
\$1,400,000

Priority
Low

Alternatives/Additional Notes
<p>The cost estimates includes additional traffic signal heads and signing and striping modifications.</p> <p>This circulation option also simplifies the intersection at Main Avenue/Monroe Street by eliminating the Spokane Falls Boulevard approach. Additional modifications would also be required to the parking garage entrances to Riverpark Square to allow access from both directions.</p>

29. CIRCULATION PROJECT: RIVERSIDE AVENUE (PINE STREET TO MONROE STREET)

Need/Purpose

If the DSP concept (1st Avenue, Sprague Avenue, Wall Street) one-way to two-way conversions are pursued-additional mitigation is required to improve overall network performance back to the same levels of the existing circulation. Two different options were evaluated (including a clockwise and counterclockwise couplet option of Main/Riverside). The clockwise couplet that retains Main Avenue as a one-way eastbound facility and converts Riverside Avenue to a one-way westbound facility had the best performance (as compared to the existing circulation).

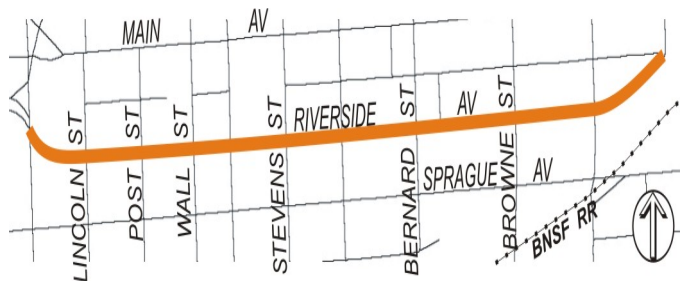
Background Data

- The clockwise Main Avenue/Riverside Avenue couplet configuration reduces greenhouse gas emissions and vehicle miles traveled as compared to the existing circulation

Description of Improvement

This project includes the conversion of Riverside Avenue to a one-way street between Monroe Street and Pine Street. The recommended circulation option includes the conversion of Sprague Avenue, 1st Avenue and Wall Street along with the Clockwise Main Avenue/Riverside Avenue couplet that includes the conversion of Riverside Avenue to a one-way street.

Project Area



Cross-section Detail or Photo

Preliminary Cost Estimate

\$2,000,000

Priority

Low

Alternatives/Additional Notes

The improvement project can be constructed within the existing cross-section and does not require additional right-of-way. The cost estimate includes sign modifications, removal of the existing striping and re-striping for the new one-way cross-section on Riverside Avenue. Main Avenue would retain its existing configuration.