

Spokane South Hill Coalition

Connectivity and Livability Strategic Plan

Potential Project Toolkit

Potential Arterial Streetscape Improvements



LANDSCAPE PLANTERS
Streetside planters provide a needed buffer between pedestrians on the sidewalk and arterial street traffic. Street trees can be incorporated within the planter system.



PEDESTRIAN LIGHTING
Pedestrian-scaled lighting along arterial streets increases the perception of safety and encourages use of the street after dark. Like other street furniture, lighting also alerts drivers to the presence of pedestrians in an area.



SIDEWALK IMPROVEMENTS
Widened sidewalks help pedestrians feel less exposed to vehicular traffic, revitalize commercial corridors by encouraging pedestrian use, and improve overall street safety.



FURNISHINGS ZONE
The street furnishings zone should include a range of elements to make the street more livable, vibrant and inviting to pedestrians. Elements such as benches and seating, bicycle racks/corrals, bollards, kiosks, public art, signage, transit shelters and waste bins are found in the furnishings zone. Elements should be located at predictable places such as at corner locations on short blocks, and at mid-block locations on longer blocks.



PARKLETS
Reconfiguration of several parking spaces into dedicated pedestrian gathering spaces can offer respite and diversity of seating along South Hill's busier arterial streets.



LANDSCAPED MEDIANS & PEDESTRIAN REFUGE ISLANDS
Medians planted with drought-tolerant perennial species and street trees collect and store stormwater, provide mid-block crossing refuge for pedestrians, humanize the scale of a wide street, encourage vehicles to use appropriate speeds, reduce the urban heat island effect, and beautify the streetscape environment.

Potential Intersection Improvements



FLAG CROSSWALK
The addition of orange or yellow flags at marked crosswalks helps pedestrians gain the attention of drivers.



RECTANGULAR RAPID FLASHING BEACON (RRFB)
These pedestrian-initiated signals can enhance safety by reducing conflicts between vehicles and pedestrians at unsignalized intersections and mid-block crossings. Design can include bulbouts to improve visibility of pedestrians.



PEDESTRIAN REFUGE ISLAND
Refuge islands provide pedestrians a safe area to stop before finishing crossing a road. They also reduce the average crossing time and make drivers more aware of pedestrians. The refuge area can include planting materials, signage, and lighting.



BULB-OUT CROSSWALK
Bulb-outs, also known as curb extensions, enhance pedestrian safety by increasing pedestrian visibility, shortening crossing distances, slowing turning vehicles, and visually narrowing the roadway.

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Potential Greenway Elements



STORMWATER FACILITIES
Swales and rain gardens are landscaped areas that collect stormwater and filter it as it flows through plants and soil. Native plantings used in them also function as urban habitat for birds and insects.



SIGNAGE
Directional signage along urban greenways can aid pedestrian navigation through neighborhoods and districts.



INTERSECTION TREATMENT
Neighborhood intersections with high pedestrian volumes can benefit from bold interventions like on-pavement mural paintings to slow vehicle and bicycle traffic through the area, while adding visual interest and identity.



STREET TREES
The pedestrian experience along urban greenways is vastly improved under the shade and shelter of deciduous street trees. Street tree presence also slows vehicle traffic to appropriate speeds.



INTERPRETATION
Special signage helps educate and engage passersby on the benefits and features of urban greenways.



SHARROWS
Painted 'sharrows' - or shared lane pavement markings - are bicycle symbols that are placed in the roadway lane indicating that motorists should expect to share the lane with bicycles and vice-versa.

Potential Greenway Elements (con't)



BIKE CUT-THROUGHS
Bikeways through neighborhood streets can diverge from vehicle routes to make more direct connections for bicyclists.



TRAFFIC CIRCLES
Residential traffic circles require approaching traffic to enter at a slow speed and yield to any vehicle (including bicyclists) already in the circle. The raised circle should be planted with drought tolerant species.



SHARED USE PATH
Off road gravel paths can be designed to meet accessibility requirements and provide a safe and comfortable surface for use by runners, walkers, bicyclists and others.

Potential Bike Route Elements



SHARROWS
Painted 'sharrows' - or shared lane pavement markings - are bicycle symbols that are placed in the roadway lane indicating that motorists should expect to share the lane with bicycles and vice-versa.



RESIDENTIAL BIKE LANES
Bike lanes through residential areas should connect to "sharrow" routes that have less vehicular traffic.



BIKER ACTIVATED SIGNAL
These signals are located curbside for easy access to bicyclists. They can be used at street crossings that lack traffic signals.

ADVISORY BIKE LANES
Advisory bike lanes give bicyclists space to ride, but are also available to turning or passing cars. They are used on low-volume, narrow streets.

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Potential Ped/Bike Linkage



PAVED PATH LINK

Multi-use trail segments provide pedestrian and bicycle connections through unimproved right-of-ways, alleys, etc.



PATHWAY LIGHTING

Pathway lighting should be considered for safety and visibility purposes along new pathway links.



STAIR WITH BIKE RUNNEL

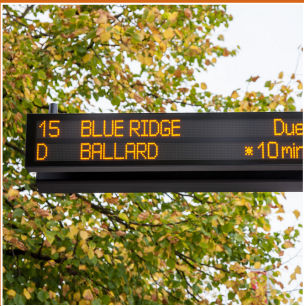
Stairs within South Hill's pedestrian network should be designed with features that facilitate easier bicycle handling. A bike runnel is a track on a staircase that allows you to roll your bicycle up with you as you walk.

Potential Transit Amenities



DISTINCTIVE SHELTERS

Shelters with distinct branding and design can protect transit customers from the elements, communicate an improved level of transit service along the corridor, enhance the built environment, and act as an impetus for other public and private investments nearby.



REAL-TIME INFO SIGNS

Real-time arrival information, accessible through a website, smart phone, telephone, or signs at a bus stop, can help travelers make informed travel decisions and alleviate some of the stress about worrying when the bus is going to arrive.



OFF-BOARD FARE KIOSKS

Off-board fare collection enables all-door boarding, speeds up the boarding and alighting process and saves valuable time for all passengers aboard.