



Transportation Commission Agenda

Regular Meeting
Wednesday, June 18, 2025
4:00 PM

Hybrid – City Hall, Council Chambers / Microsoft Teams
808 W Main Ave., Spokane, WA 99201

Virtual Meeting Link - See Below for Information

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each | Citizens are invited to address the Transportation Commission on any topic not on the agenda.

Board Briefing Session:

4:00 – 4:20	<ol style="list-style-type: none">1. Roll Call2. Approve 5/21/2025 meeting minutes3. President Report4. Secretary Report5. Approval of current agenda	Planning Staff All Grant Shipley Jon Snyder All
-------------	---	---

Workshops:

4:20 – 4:40	1. Sharp Avenue Permeable Pavement	Mark Papich
4:40 – 5:00	2. TBD Residential Streets 2026 Project List	Trey George
5:00 – 5:25	3. 2025 Adaptive Projects & Safe Streets for Spokane Project List	Inga Note
5:25 – 5:40	4. Bicycle Master Plan Amendment	Colin Quinn-Hurst
5:40 – 6:00	5. Introduction to Street and Public Right-of-Way Vacation Request Process	Eldon Brown

* Items denoted with an asterisk may include final action taken by the Commission. Written public comments will be accepted at eratranscom@spokanecity.org on these items up to one hour prior to the start of the meeting. Verbal testimony may also be accepted during the meeting.

Adjournment: The next regularly scheduled TC meeting on Wednesday, July 16, 2025, is going to be a Special Meeting.

AMERICANS WITH DISABILITIES ACT (ADA): The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Spokane City Council Chamber in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) at the City Cable 5 Production Booth located on the First Floor of the Municipal Building, directly above the Chase Gallery or through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Risk Management at 509.625.6221, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or m1owmaster@spokanecity.org. Persons who are deaf or hard of hearing may contact Risk Management through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Transportation Commission

Upcoming Agenda Items (All items are subject to change)

July 16, Transportation Commission (120 minutes available) SPECIAL MEETING		
Workshop		
Time	Item	Presenter
4:00 – 4:05	Meeting Briefing (Roll Call Only)	Transportation Commission
4:05 – 6:00	Probable Mobile Meeting	

August 20, Transportation Commission (120 minutes available) Hybrid		
Workshop		
Time	Item	Presenter
4:00 – 4:20	Meeting Briefing	Transportation Commission
4:20 – 4:50	ADA Transition Plan Update	Jerrall Haynes
4:50 – 5:10	Annual Transportation Commission report	Jon Snyder
5:10 - TBD	TBD	
Hearing Items		
TBD (30 min)	TBD Residential Streets 2026 Project List	Jon Snyder

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Risk Management at 509.625.6221, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or mlowmaster@spokanecity.org. Persons who are deaf or hard of hearing may contact Risk Management through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Spokane Transportation Commission - Draft Minutes

Wednesday, May 21, 2025

Hybrid Meeting in City Hall Council Chambers & Microsoft Teams Teleconference

Meeting Minutes: Transportation Commission Workshop called to order at 4:00 pm by President Grant Shipley

Public Comment: Citizens are invited to address the Transportation Commission on any topic not on the agenda. 3 Minutes each.

- Jim Simon, Logan Neighborhood Resident

Liaison Comments: None

Attendance for Plan Commission Workshop:

- Board Members Present: Grant Shipley, Rhonda Young, Raychel Callary, Joni Harris, Kaylee Jackman, Lauren Pangborn, Mike Bjordahl, Dylan Jouliot
- Board Members Not Present: None
- Non-Voting Members Present: SRTC, NEPDA, Community Assembly, Plan Commission
- Non-Voting Members Not present: STA, WSDOT, SRHD, PBIA East Sprague, DSP/Downtown PBIA, U District, S3R3, SPS
- *Quorum Present:* Yes
- Staff Members Present: Angie McCall, Emily King, Jon Snyder, Clint Harris, Chris Cafaro, Abbey Martin, Kevin Picanco, Spencer Gardner, Marlene Feist, Brian Brisendine, Tim Fischer, Inga Note, Jesten Ray, Luis Garcia, Sarah Sirott, Marcia Davis, Brian Brisendine

Minutes: Minutes from 3/19/2025 and the combined Plan Commission and Transportation Commission minutes from 4/09/25 were approved unanimously.

Briefing Session:

- **Commission President Report - Grant Shipley**
 - Grant shared that today will mark the first item that the Transportation Commission will be voting on to recommend to City Council.
- **Secretary Report - Jon Snyder**
 - Jon had a couple things to discuss:
 - He wanted to welcome everyone to the new location (Council Chambers). He stated that they will be using this room for the rest of this year except for July as there is a scheduling conflict during that month. He is thinking of having the July meeting be a tour of some sort with more details to come at the June meeting.
 - The last moment of the legislative session was yesterday when the governor finished signing all of the remaining bills including the transportation budget. He dispersed recap paper copies to the commissioners of all of the budget line items and policy items that went through or failed from that session.

Current Agenda: The current agenda was approved unanimously.

Workshop(s):

- Official Vote for Transportation Commission Location
Motion:
I [Mike Bjordahl] move to change the location of the Transportation Commission to City Hall, Council Chambers. Seconded by Dylan Jouliot.
Motion passes unanimously: 8-0-0.
- Transit Development Plan Update
 - Presentation provided by Madeline Arredondo, (STA).
 - Questions asked and answered by Madeline Arredondo and Tia Limon (STA).
 - Discussion ensued.
- TBD (Transportation Benefit District) Annual Report
 - Presentation provided by Abbey Martin.
 - Questions asked and answered.
 - Discussion ensued.
- TBD 2026 Project Process
 - Presentation provided by Clint Harris & Chris Cafaro.
 - Questions asked and answered.
 - Discussion ensued.
- Parking Services Plan and Programs
 - Presentation provided by Luis Garcia.
 - Questions asked and answered.
 - Discussion ensued.

Hearing(s):

- Complete Streets Ordinance – Recommendation
 - Presentation provided by Jon Snyder.
 - Questions asked and answered.
 - Discussion ensued.
 - Public Testimony:
 - Paul Kropp**Motions:**
 - *I [Lauren Pangborn] move to amend section 8.A.3 with when future development is in the process of permitting or has been permitted for development within the next six years. Seconded by Joni Harris.*
 - **Amendment passes unanimously, 8-0-0.**
 - *I [Lauren Pangborn] move to progress this forward as amended. Seconded by Dylan Jouliot.*
 - **Motion passes 8-0-1.**

Meeting Adjourned at 6:22 PM.

The next regularly scheduled Transportation Commission meeting is scheduled for June 18, 2025.

BRIEFING PAPER: Sharp Avenue Permeable Pavement Update
City of Spokane
Transportation Commission
6/18/2025

Subject:

Sharp Avenue was reconstructed in 2018 as a pilot project with updated bicycle and pedestrian amenities and permeable pavements for stormwater management. We now have nearly 7 years of data on how well the facility is functioning.

Background:

The project was largely funded through a stormwater grant from the Department of Ecology to evaluate the functionality of permeable pavements for stormwater treatment in arterials. Different combinations of pervious concrete and porous asphalt were used, and water quality sampling stations were installed in two locations. Bicycle and pedestrian improvements were also included with the project. The road section was changed from 4 travel lanes with no bike lanes to 2 travel lanes with bike lanes in both directions. The City began monitoring the project in 2019 for water quality and durability (PCI Scores).

Relationship to Plans/Actions:

N/A

Timeline/ Further Action:

This is for information purposes only, no further action requested.



Sharp Avenue Permeable Pavement Project

Transportation Commission

July 18, 2025



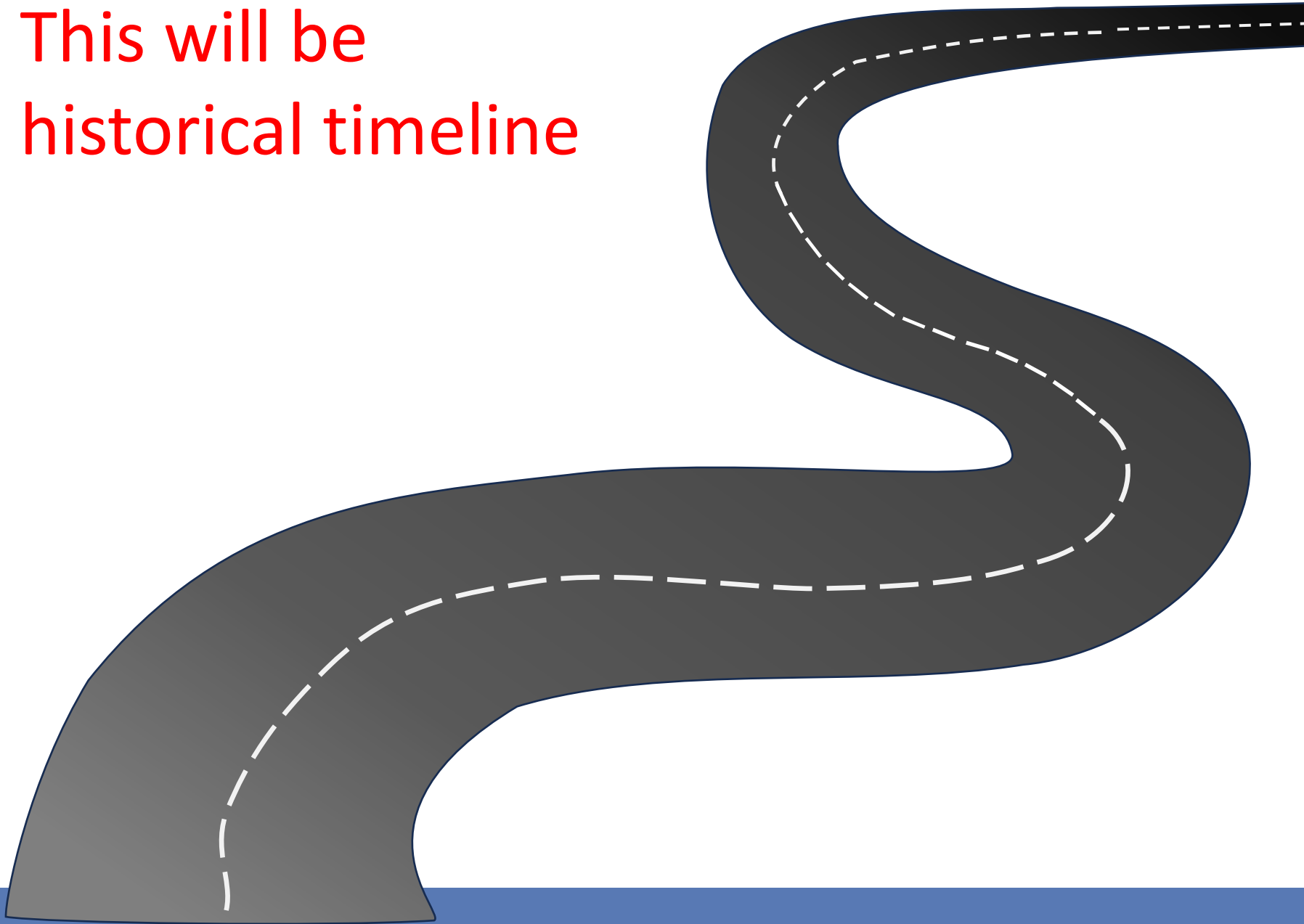
Overview

- Refresher information
- Pavement Condition Index
- Pavement maintenance
- Infiltration data
- Percent pollutant removal
- Summary

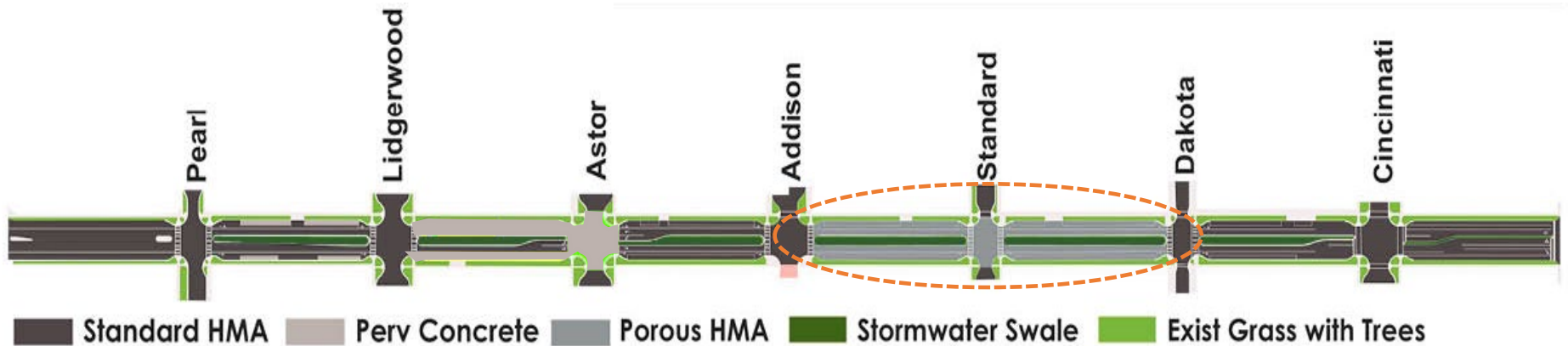
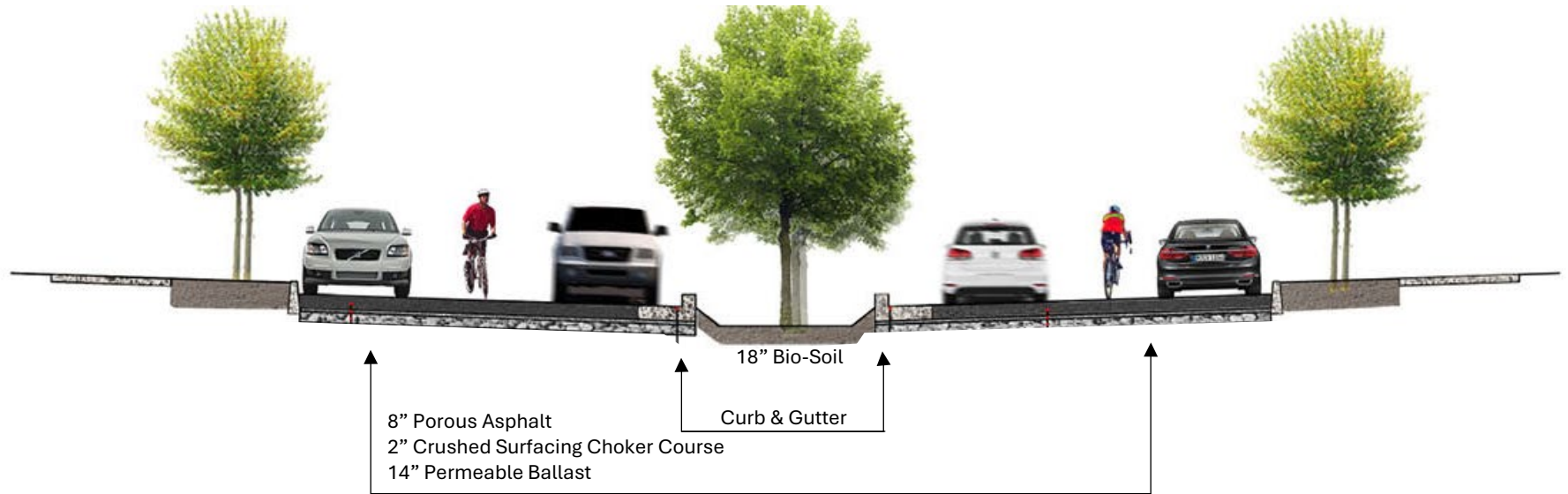
Refresher Information

- Porous asphalt and pervious concrete installed in vehicle, bike, and parking lanes
- Median swales constructed as redundancy for the permeable pavements
- Site infiltration rates and soil properties were ideal
- Gonzaga performs green area maintenance
- Ecology funded Sharp Ave pavements as a pilot project to develop information

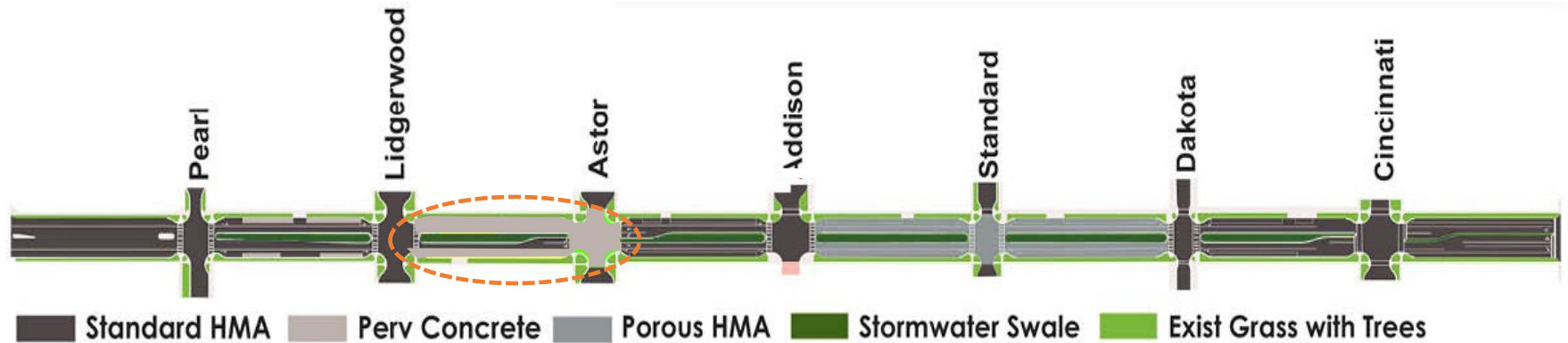
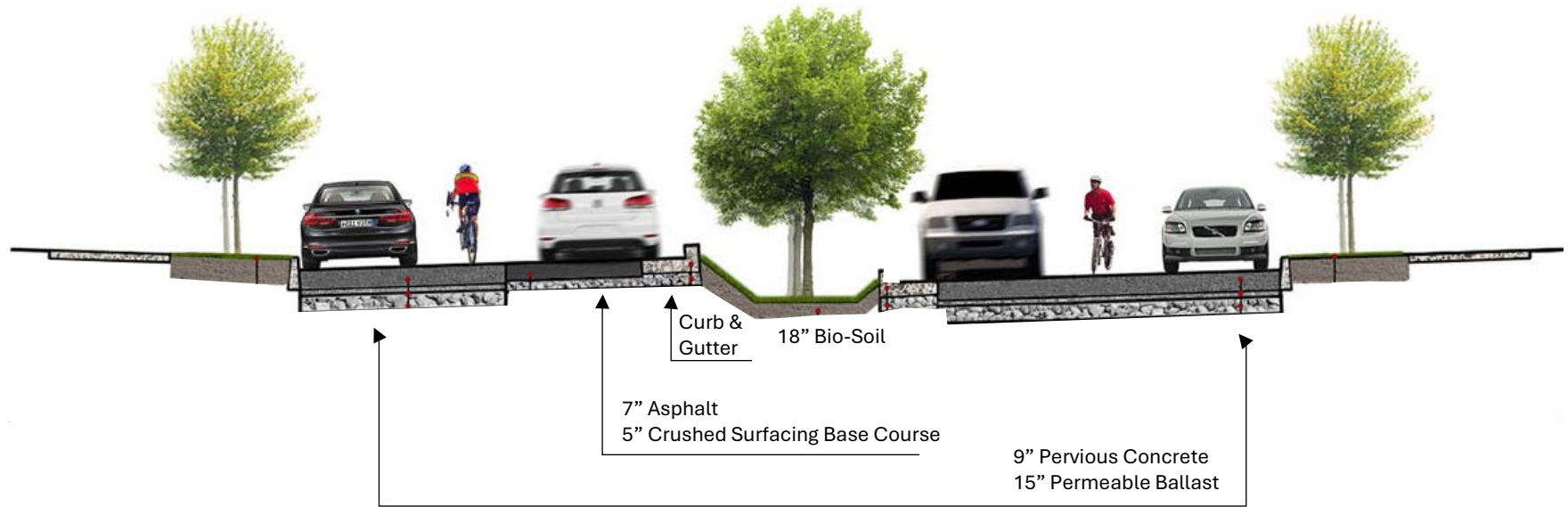
This will be
historical timeline



Porous Asphalt Cross Section



Pervious Concrete Cross Section



Pavement Condition Index*

The time for PCI to land in the 80s for typical asphalt will be added

Pavement	Comments	Apr-19	Oct-20	Oct-21	Nov-22	Oct-23	Oct-24
Pervious Concrete (EB Parking)	Edge Cracking	100	100	100	100	100	98
Pervious Concrete (WB Lane & Parking)	2 Linear Cracks	98	98	96	90	84	84
Pervious Concrete (Intersection)	6 Light Linear Cracks 3 Light Patches 10 Medium Scaling	100	100	100	95	89	89
Porous Asphalt (WB Lane)	Light Rutting	100	82	82	79	79	79
Porous Asphalt (EB Lane)	Light Rutting	100	82	82	79	79	81
Asphalt (Lanes & Intersections)	--	100	100	100	100	100	100

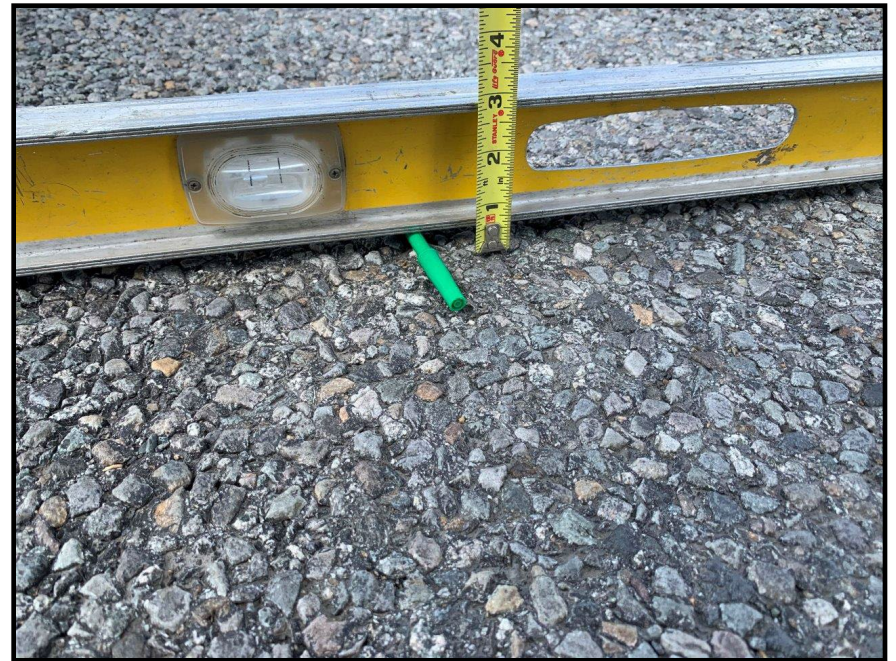
* PCI is the numerical index (0-100) used to indicate the general condition of a pavement section.

PCI Survey Observations

There is a 30% chance that I've requested the stormwater inspectors will get current pics, maybe.



Linear Cracks



Light Rutting

Maintenance Equipment

- Equipment specific to permeable pavements needed to remove sediment from pore spaces
- Municipal Cleaning Vehicle (MCV)
 - Similar equipment used on Navy aircraft carriers for spill mitigation
 - High Pressure Water System
 - 9.5 GPM @ 5800 PSI
 - Vacuum System
 - 1000+ CFM
 - Water Tanks
 - 2x 200 Gallons

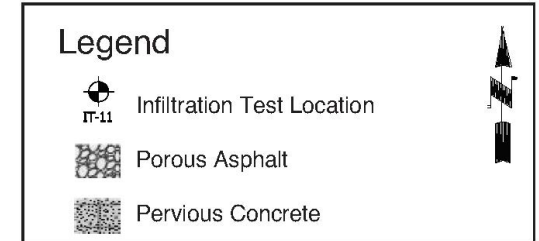
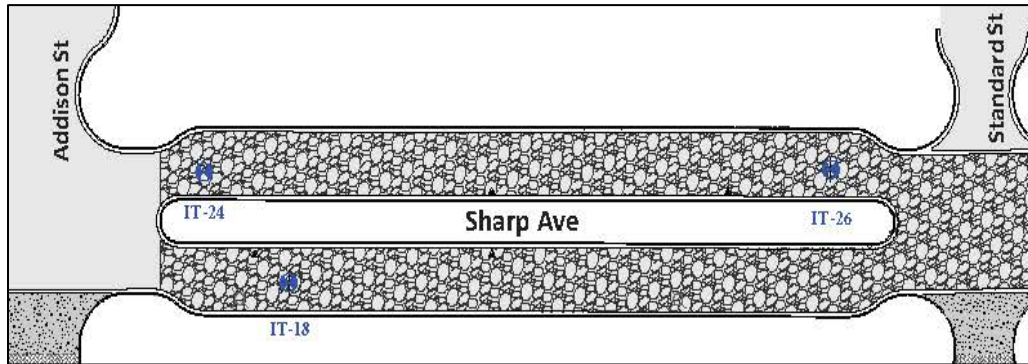


Triverus Maintenance Contract

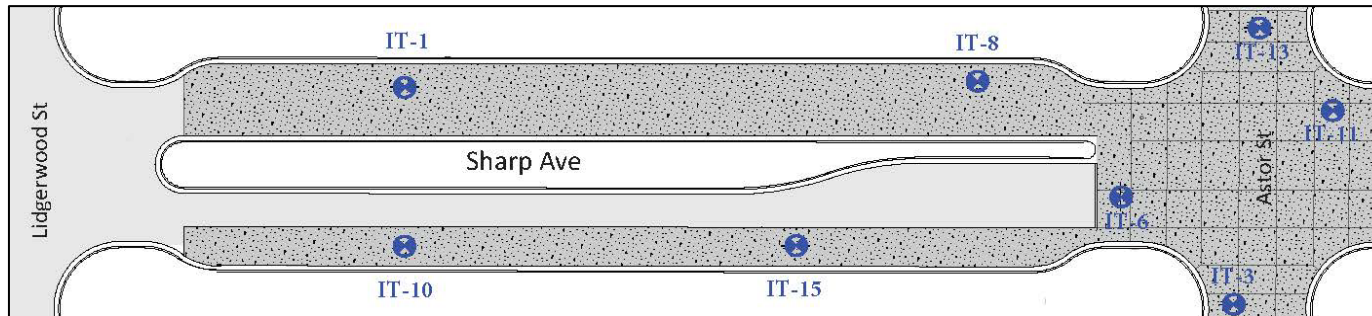
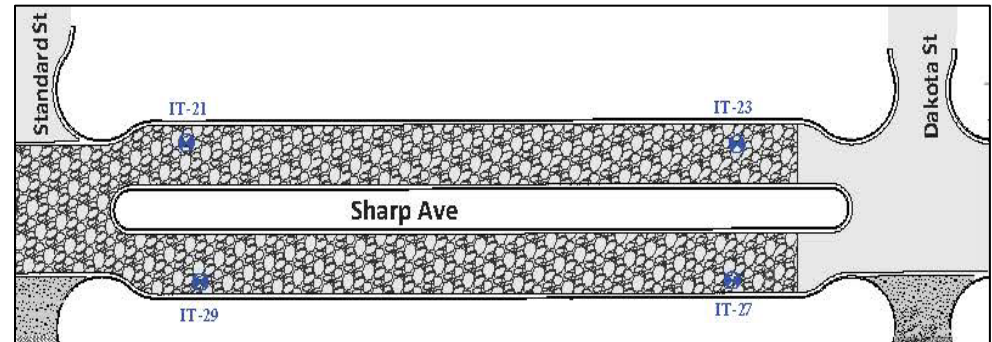
- Performance Based Contract
 - 5 day estimate for ~49,000 sq ft
 - 100 in/hr passing infiltration criteria
- Wastewater Management support
 - Restricted parking
 - Provided water
 - Recovered Street Wastes
 - Performed infiltration tests
- Results
 - Cleaning rate ≈ 1000 sqft/hr
 - Cleaning cost $\approx \$0.60/\text{sqft}$



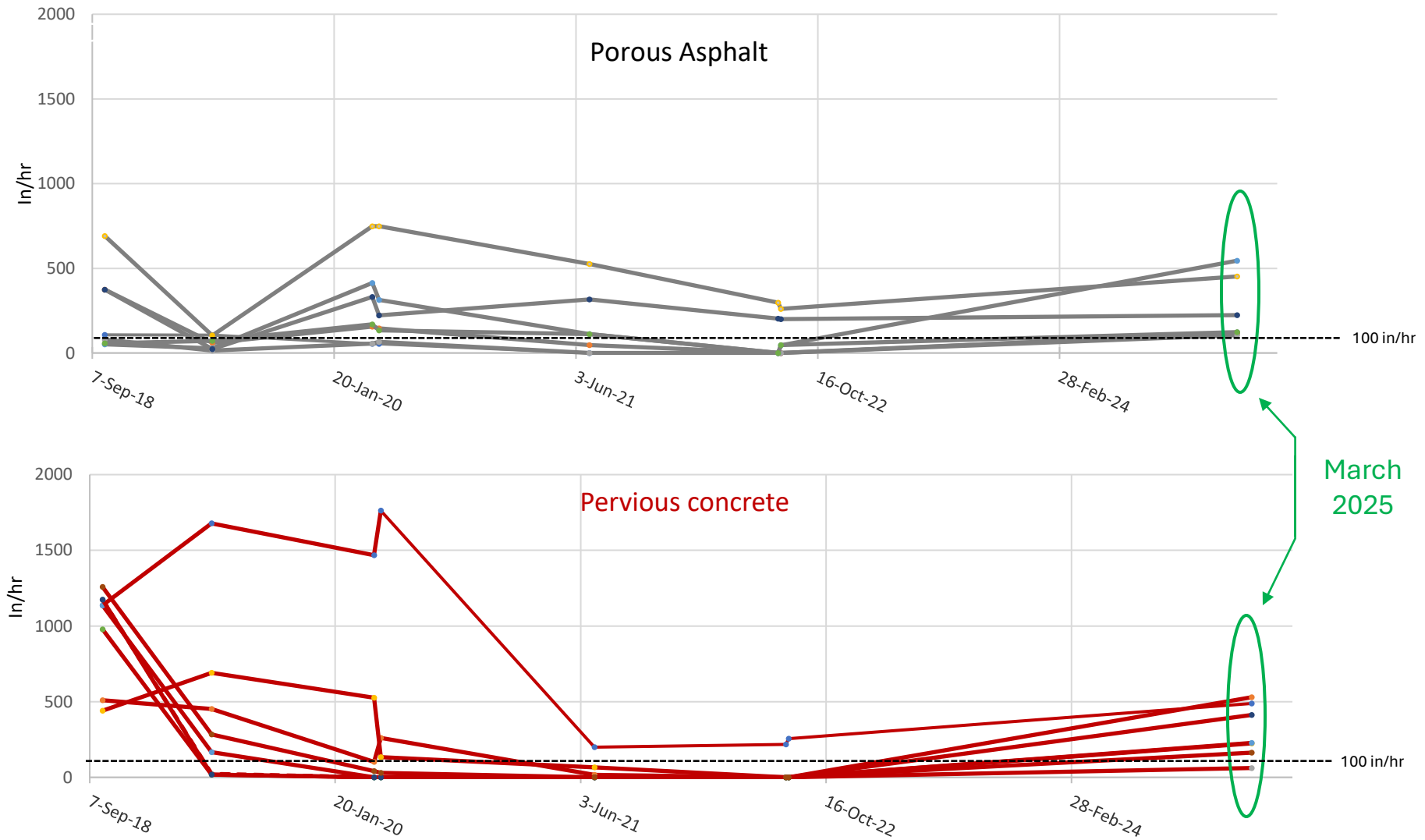
Infiltration Test Locations



New slide



Infiltration Rates



Pollutant Removal Efficiencies

	DRO	ORO	Total P	TSS	As	Cd	Ca	Cr	Cu	Pb	Mg	Zn
Pervious Concrete	0.07	-0.12	0.84	0.52	-11.88	0.66	0.64	-8.38	-0.74	0.27	0.62	0.94
	-1.50	-1.27	0.50	-0.96	-13.59	0.65	0.70	-8.45	-1.49	-1.55	0.56	0.31
	--	--	--	--	-6.30	0.99	0.10	-0.54	0.28	0.79	0.90	0.97
	-1.09	0.18	0.68	0.78	-1.87	0.85	-3.77	-2.13	-3.20	0.87	1.00	0.98
	0.23	0.58	0.71	0.80	-1.04	0.57	0.71	0.08	0.44	0.74	0.80	0.78
	0.07	0.68	0.57	0.87	-2.96	0.79	-0.07	-0.69	0.41	0.74	0.64	0.95
	-0.02	0.37	0.47	0.48	-2.60	0.40	0.16	-0.84	-0.05	0.42	0.42	0.83
	-0.09	0.56	0.68	0.72	-3.46	0.14	0.63	-1.20	-0.19	0.57	0.52	0.89
	0.27	0.70	0.91	0.98	-3.23	0.82	0.34	-2.97	0.37	0.97	0.02	0.98
	0.21	0.37	0.82	0.71	-4.70	0.75	0.60	-1.01	0.15	0.53	0.55	0.94
	0.67	0.09	0.88	0.97	-4.82	0.06	-1.13	-3.22	0.25	0.96	-0.05	0.97
	0.57	0.02	0.22	0.86	-5.57	0.75	0.50	-9.56	-1.31	0.84	-0.17	0.92
	--	--	-0.62	0.89	-13.32	-4.29	0.19	-10.36	-0.99	0.85	-0.81	0.88
	-0.11	0.84	0.93	0.81	-0.90	0.71	-2.26	0.10	0.61	0.90	0.44	0.96
	-0.04	-0.03	0.45	0.90	-6.23	-0.75	0.10	-4.53	-0.34	0.65	-0.68	0.81
Porous Asphalt	0.17	0.58	0.86	0.10	-6.14	0.66	-0.83	-7.15	0.01	0.95	-2.42	0.99
	-0.25	0.53	0.74	0.71	-6.71	0.91	-0.53	-9.26	-0.14	0.71	-2.15	0.96
	--	--	--	--	-3.00	0.99	-1.52	0.13	0.72	0.72	-0.06	0.94
	0.08	0.05	0.48	0.82	-3.76	0.66	-2.11	-5.54	0.23	0.71	0.21	0.98
	0.62	-0.05	0.81	0.47	-5.53	0.81	-0.37	-4.87	-0.36	0.41	-0.56	0.97
	0.15	0.71	0.28	0.97	-4.54	0.70	-3.63	-0.62	0.14	0.89	-1.89	0.94
	-0.48	-0.17	-0.29	0.38	-4.18	-2.60	-0.88	-0.43	-0.31	0.39	-1.27	0.70
	-0.31	-0.04	0.59	0.24	-3.10	-0.14	0.28	-0.68	-0.52	0.30	-0.42	0.74
	-0.61	-0.30	0.61	0.57	-8.13	-0.05	-0.10	-0.23	-0.98	0.17	-0.83	0.78
	0.67	0.09	0.64	0.86	-7.25	0.32	-2.56	-0.86	0.12	0.85	-3.47	0.93
	0.52	-0.05	-2.30	-1.44	-5.45	0.65	0.16	-1.77	-1.75	0.55	-1.96	0.83
	-0.13	-0.16	0.48	0.42	-8.74	-1.88	-0.01	-1.48	-0.97	-0.33	-1.59	0.59

Sharp Avenue Project Summary

- Permeable pavements can effectively manage stormwater
 - Inherently plug with sediment
 - Requires active maintenance with specialized equipment
- Treats stormwater effectively for some pollutants
 - TSS
 - Phosphorous
 - Lead
 - Zinc
- Permeable pavement durability challenged on arterials
 - Varies by pavement type and application
 - Some words about typical asphalt PCI
 - Viable in parking lanes, parking lots, and bike lanes (or similar)
- Permeable pavement viable in lower traffic areas
 - Varies by pavement type and application
 - Parking lanes, parking lots, and bike lanes (or similar)

Questions



Enter New Project																				
Year in this Column For Calculation	Previous Year	CDist	ProjType	ProjName	AreaYd	SegMi	LnMi	AVG PCI	AVG Age	Matrix	\$/yd	Cost	Year	Project Budget	North East Cost	South Cost	North West Cost	Infill Sidewalk	Total	Over/Under
2026	2026	1 - NE	Chip	Cincinnati/Dalton Et Al	18,960	1.08	2.15	73.1	42.5	2.7	\$18.00	\$341,280	2026	\$3,200,000	\$685,520	\$746,028	\$908,928	\$1,000,000	\$3,340,476	(\$140,476)
	2026	1 - NE	Grind	Ash - 5th to 3rd	2,080	0.14	0.27	33.5	80.6	8.2	\$78.00	\$162,240	2027	\$3,059,524	\$688,307	\$768,040	\$531,787	\$1,000,000	\$2,988,133	\$71,391
	2026	1 - NE	Grind	Astor - Indiana to Montgomery	9,036	0.23	0.45	40.7	77.6	7.3	\$78.00	\$704,843	2028	\$3,271,391	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,271,391
	2026	1 - NE	Grind	Astor - Montgomery to Jackson	5,303	0.17	0.35	34.5	63.8	7.2	\$78.00	\$413,608	2029	\$5,471,391	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$4,471,391
	2026	1 - NE	Grind	Sanson - Addison to Cincinnati	4,393	0.25	0.50	14.5	66.0	9.3	\$78.00	\$342,680	2030	\$7,671,391	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$6,671,391
2026	2026	2 - S	Chip	Moran View Et Al	25,196	1.19	2.39	56.7	27.0	3.8	\$18.00	\$453,528	2031	\$9,871,391	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$8,871,391
	2026	2 - S	Grind	6th - Cedar to Monroe	4,645	0.28	0.55	29.0	95.9	9.4	\$78.00	\$362,310	Totals:		\$1,373,827	\$1,514,068	\$1,440,715			
2026	2026	2 - S	Grind	27th from Jefferson to Lincoln	3,750	0.21	0.43	43.7	77.6	7.0	\$78.00	\$292,500			32%	35%	33%			
2026	2026	2 - S	Grind	27th from Lincoln to Bernard	6,707	0.38	0.76	53.5	60.0	5.1	\$78.00	\$523,120								
2026	2026	3 - NW	Chip	Deschutes from Tucannon to Excel Et Al	50,496	2.39	4.78	82.2	28.9	1.2	\$18.00	\$908,928								
2027	2026	3 - NW	Grind	Sinto - Oak to Maple	4,640	0.14	0.27	43.5	50.7	5.7	\$78.00	\$361,920								
2027	2027	1 - NE	Grind	Addison - Euclid to Bridgeport	2,780	0.16	0.32	30.7	65.3	8.0	\$78.00	\$216,840								
2027	2027	1 - NE	Grind	Lidgerwood - Sharp to Mission	6,044	0.15	0.30	36.0	73.4	7.6	\$78.00	\$471,467								
	2027	1 - NE	Grind	Dalton - Nevada to Morton	2,233	0.13	0.25	39.0	76.0	7.4	\$78.00	\$174,200	2026	\$3,200,000						
2026	2027	1 - NE	Grind	Rockwell - Crestline to Cook	4,413	0.25	0.50	32.0	57.9	7.2	\$78.00	\$344,240	2027	\$3,200,000						
	2027	2 - S	Chip	9th Av from Cannon to Maple Et Al	23,680	1.20	2.41	78.8	42.3	3.3	\$18.00	\$426,236	2028	\$3,200,000						
2027	2027	2 - S	Grind	Tacoma - 17th to 14th	3,250	0.18	0.37	26.5	83.2	9.0	\$78.00	\$253,500	2029	\$3,200,000						
	2027	2 - S	Grind	Ivory - Rockwood Pine to Rockwood	2,477	0.14	0.28	23.0	62.5	8.3	\$78.00	\$193,180	2030	\$3,200,000						
2027	2027	2 - S	Grind	11th - Southeast to Arthur	3,267	0.19	0.37	27.0	58.0	7.7	\$78.00	\$254,800	2031	\$3,200,000						
2027	2027	3 - NW	Grind	Holyoke - Taft to Indian Trail	2,178	0.09	0.19	29.0	63.8	7.8	\$78.00	\$169,867								
	2027	3 - NW	Grind	Central - Flemming to A	9,959	0.49	0.97	34.1	67.4	7.5	\$78.00	\$776,837								
2027	2027	3 - NW	Grind	Cedar - Broadway to Boone	5,947	0.25	0.51	33.3	63.8	7.4	\$78.00	\$463,840								
	2028	1 - NE	Chip	Napa - Rowan to Francis	43,871	2.45	4.91	64.5	52.0	4.6	\$18.00	\$789,680								
2027	2028	1 - NE	Grind	Pacific - Washington to Division	8,620	0.32	0.63	39.0	86.5	7.9	\$78.00	\$672,360								
	2028	1 - NE	Grind	Cataldo - Hogan to Napa	6,167	0.35	0.70	39.4	71.8	7.1	\$78.00	\$481,000								
2027	2028	2 - S	Chip	30th to 33rd from Freya to Havana	44,275	2.14	4.27	65.5	32.6	3.5	\$18.00	\$796,944								
	2028	3 - NW	Grind	Hoffman - Rustle to G	7,580	0.43	0.86	25.0	70.5	8.5	\$78.00	\$591,240								
2027	2028	3 - NW	Grind	Queen - Assembly to Driscoll	8,671	0.48	0.96	27.4	67.7	8.1	\$78.00	\$676,303								
	2028	3 - NW	Grind	Carlisle/Jackson - Hemlock to Belt	5,922	0.31	0.62	31.8	73.4	8.0	\$78.00	\$461,933								
2029	1 - NE	Chip	Courtland/Thor Et Al	32,895	1.67	3.34	68.2	43.9	3.9	\$18.00	\$592,112									
	2029	1 - NE	Grind	Gordon - Crestline to Cook	5,172	0.25	0.50	34.5	76.3	7.9	\$78.00	\$403,433								
2029	1 - NE	Grind	Hoffman - Division to Addison	6,567	0.37	0.75	33.0	72.7	7.8	\$78.00	\$512,200									
	2029	2 - S	Chip	35th from Freya to Havana Et Al	44,922	2.52	4.03	82.8	32.2	1.9	\$18.00	\$808,600								
2027	2029	2 - S	Grind	Rebecca - 4th to Hartson	3,330	0.19	0.38	23.0	83.0	9.4	\$78.00	\$259,740								
	2029	3 - NW	Chip	Waverly - Post to Division	54,743	2.88	5.76	61.4	53.9	4.2	\$18.00	\$985,378								
	2029	3 - NW	Grind	Milton - Garland to Lacrosse	2,627	0.15	0.30	18.3	79.8	9.7	\$78.00	\$204,880								
														*Note: Enter expected Yearly funding into Yellow column						

\$5,540,000			https://cosgisweb1.spokanecity.org/portal/apps/instant/minimalist/index.html?appid=c6e4b39324df43f1917806df256e0098																https://data-srtc.hub.arcgis.com/apps/faf7		
Ranking Criteria																					
Project Name/Location	East-West Street	North-South Street	Ped-Bike Crash History		Crossing Width		Illumination		# of lanes		Transit Route with Nearby Stop		Ped Generators?		Identified in Prior Planning Work?		Importance of crossing		% of Disabled Residents?		Total Score
			weight	2	weight	1	weight	1	weight	1	weight	1	weight	1	weight	1	weight	1	weight	1	
Unsignalized Locations																					
Sunset/Cannon	Sunset	Cannon	fatal+ others	5	51'-60'	2.5	-standard mid-block crossv	4	4 travel lanes	3	BRT/Cityline	4	mixed-use edge of downtown	3	-	0	olated by RR, highw	1	18-24%	4	31.5
4th/Sunset	4th	Sunset	2+ serious + others	4	81'-90'	5	unsig - 2-3 corners	2	3 travel lanes	2	B - 2+ routes	2	mixed-use edge of downtown	3	Bike Plan	1	ested by multiple pi	3	18-24%	4	30
Howard / Parkade Plaza-alley midblock	Parkade Plaza	Howard	-	0	41'-50'	2	-standard mid-block crossv	4	2 travel lanes	1	Plaza	5	Downtown core	5	Downtown Plan	2	ested by multiple pi	3	24-40%	5	27
Spokane Falls Blvd/ Riverpoint-Ben Burr Trail	Spokane Falls	Riverpoint	-	0	71'-80'	4	-standard mid-block crossv	4	2+TWLTL	1.5	BRT/Cityline	4	Regional Trails	4	Bike Plan	1	regional trail	2	24-40%	5	25.5
Riverpoint/ orange parking lot entrance	Riverpoint	Orange Pa	1 serious injury	2.5	61'-70'	3	unsig - 1 corner	3	2+TWLTL	1.5	BRT/Cityline	4	U-District	4	-	0	-	0	24-40%	5	25.5
4th/Lincoln	4th	Lincoln	1 fatal	4.5	31'-40'	1	unsig - 2-3 corners	2	2 travel lanes	1	B - 1 route	1	Medical	4	Bike Plan	1	requested by multiple pi	3	18-24%	4	25
Hamilton/Jackson	Hamilton	Jackson	1 serious injury	2.5	51'-60'	2.5	unsig - 1 corner	3	4 travel lanes	3	F	3	K-12 School	4	Bike Plan	1	-	0	12-18%	3	24.5
Mission/Regal	Mission	Regal	1 serious injury	2.5	51'-60'	2.5	unsig - 1 corner	3	4 travel lanes	3	BRT/Cityline	4	Park access	3	-	0	-	0	18-24%	4	24.5
Spokane Falls Blvd / Pine Street	Spokane Falls	Pine Street	1 minor injury	1.5	51'-60'	2.5	unsig - 1 corner	3	2+TWLTL	1.5	BRT/Cityline	4	U-District	4	Bike Plan	1	-	0	24-40%	5	24
Indiana/Cincinnati	Indiana	Cincinnati	1 fatal	4.5	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	B - 1 route	1	Gonzaga District	4	Bike Plan	1	-	0	12-18%	3	24
2nd/Cowley	2nd	Cowley	rious + minor/poss	3	51'-60'	2.5	unsig - 2-3 corners	2	3 travel lanes	2	B - 2+ routes	2	mixed-use edge of downtown	3	Bike Plan	1	-	0	24-40%	5	23.5
Washington / Joe Albi Way	Washington	Joe Albi W	1 minor injury	1.5	51'-60'	2.5	unsig - 1 corner	3	4 travel lanes	3	B - 2+ routes	2	na, Podium, Stadium, Courtho	4	-	0	-	0	24-40%	5	22.5
Broadway/Madison	Broadway	Madison	-	0	51'-60'	2.5	unsig - 2-3 corners	2	2+TWLTL	1.5	F	3	na, Podium, Stadium, Courtho	4	Bike Plan	1	ested by multiple pi	3	24-40%	5	22
Hamilton/Springfield	Hamilton	Springfield	1 minor injury	1.5	51'-60'	2.5	unsig - 1 corner	3	4+TWLTL	2.5	BRT/Cityline	4	Gonzaga District	4	-	0	-	0	12-18%	3	22
Broadway/Maple (south)	Broadway	Maple (sou	1 minor injury	1.5	51'-60'	2.5	unsig - 1 corner	3	2+TWLTL	1.5	F	3	mixed-use edge of downtown	3	Bike Plan	1	-	0	24-40%	5	22
Boone/Atlantic	Boone	Atlantic	1 possible injury	0.5	81'-90'	5	unsig - 2-3 corners	2	2+TWLTL	1.5	F	3	mixed-use edge of downtown	3	Bike Plan	1	-	0	24-40%	5	21.5
Monroe/Spofford	Spofford	Monroe	1 minor injury	1.5	41'-50'	2	unsig - 1 corner	3	4+TWLTL	2.5	F	3	Mixed-use edge of downtown	3	-	0	-	0	18-40%	4.5	21
Boone/Stevens	Boone	Stevens	-	0	51'-60'	2.5	unsig - 1 corner	3	4+TWLTL	2.5	F	3	na, Podium, Stadium, Courtho	4	Bike Plan	1	-	0	24-40%	5	21
5th/Monroe	5th	Monroe	rious + minor/poss	3	<30'	0	unsig - 2-3 corners	2	2 travel lanes	1	B - 1 route	1	Medical	4	-	0	ested by multiple pi	3	18-24%	4	21
4th/Jefferson	4th	Jefferson	2+ minor injuries	2	61'-70'	3	unsig - 1 corner	3	2 travel lanes	1	B - 2+ routes	2	mixed-use edge of downtown	3	Bike Plan	1	-	0	18-24%	4	21
Centennial Trail / Columbus	Centennial Tr	Columbus	-	0	31'-40'	1	dark mid-block crosswalk	5	2 travel lanes	1	BRT/Cityline	4	Gonzaga District	4	Bike Plan	1	regional trail	2	12-18%	3	21
5th/Sherman	5th	Sherman	1 serious injury	2.5	51'-60'	2.5	unsig - 1 corner	3	2+TWLTL	1.5	-	0	Medical	4	Bike Plan	1	-	0	18-24%	4	21
Spofford/Howard	Spofford	Howard	1 minor injury	1.5	51'-60'	2.5	sig - 1 corner	3	2+TWLTL	1.5	-	0	K-12 School	4	Bike Plan	1	most direct route	1	24-40%	5	21
5th/Washington	5th	Washingto	-	0	51'-60'	2.5	unsig - 1 corner	3	4 travel lanes	3	F	3	K-12 School	4	Bike Plan	1	-	0	18-24%	4	20.5
Boone/Calispel	Boone	Calispel	-	0	51'-60'	2.5	unsig - 1 corner	3	4 travel lanes	3	F	3	mixed-use edge of downtown	3	Bike Plan	1	-	0	24-40%	5	20.5
Sharp/Atlantic	Sharp	Atlantic	-	0	51'-60'	2.5	unsig - 2-3 corners	2	4 travel lanes	3	F	3	na, Podium, Stadium, Courtho	4	Bike Plan	1	-	0	24-40%	5	20.5
5th/Stevens	5th	Stevens	-	0	51'-60'	2.5	unsig - 1 corner	3	4 travel lanes	3	F	3	K-12 School	4	Bike Plan	1	-	0	18-24%	4	20.5
5th / Washington	5th	Washingto	-	0	51'-60'	2.5	unsig - 1 corner	3	4 travel lanes	3	F	3	K-12 School	4	Bike Plan	1	-	0	18-24%	4	20.5
Broadway/Chestnut	Broadway	Chestnut	-	0	41'-50'	2	unsig - 1 corner	3	2+TWLTL	1.5	F	3	Park access	3	Bike Plan	1	ested by multiple pi	3	18-24%	4	20.5
Riverpoint / crosswalk near Phase 1 classroom buildi	Riverpoint	Crosswalk	-	0	61'-70'	3	dark mid-block crosswalk	5	2+TWLTL	1.5	-	0	U-District	4	Bike Plan	1	most direct route	1	24-40%	5	20.5
Riverpoint/Spokane Falls Blvd (east)	Riverpoint	Spokane Fi	-	0	61'-70'	3	unsig - 1 corner	3	2 travel lanes	1	BRT/Cityline	4	U-District	4	-	0	-	0	24-40%	5	20
4th/Cowley	4th	Cowley	1 minor injury	1.5	41'-50'	2	unsig - 1 corner	3	3 travel lanes	2	B - 1 route	1	Medical	4	Bike Plan	1	-	0	18-24%	4	20
Broadway/Adams	Broadway	Adams	-	0	51'-60'	2.5	unsig - 1 corner	3	2+TWLTL	1.5	F	3	na, Podium, Stadium, Courtho	4	Bike Plan	1	-	0	24-40%	5	20
Boone/Post	Boone	Post	-	0	51'-60'	2.5	unsig - 1 corner	3	4+TWLTL	2.5	B - 2+ routes	2	na, Podium, Stadium, Courtho	4	Bike Plan	1	-	0	24-40%	5	20
13th/Southeast	13th	Southeast	-	0	71'-80'	4	unsig - 1 corner	3	2 travel lanes	1	-	0	K-12 School	4	Bike Plan	1	ested by multiple pi	3	18-24%	4	20
1st/Madison	1st	Madison	-	0	51'-60'	2.5	unsig - all corners	1	3 travel lanes	2	BRT/Cityline	4	West Downtown	4	Bike Plan	1	-	0	24-40%	5	19.5
16th/Southeast	16th	Southeast	-	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	B - 1 route	1	K-12 School	4	Bike Plan	1	ested by multiple pi	3	18-24%	4	19.5

Project Name/Location	East-West Street	North-South Street	Ped-Bike Crash History		Crossing Width		Illumination		# of lanes		Transit Route with Nearby Stop		Ped Generators?		Identified in Prior Planning Work?	Importance of crossing		% of Disabled Residents?		Total Score	
Boone/Cedar	Boone	Cedar	-	0	51'-60'	2.5	unsig - 1 corner	3	4 travel lanes	3	B - 2+ routes	2	mixed-use edge of downtown	3	Bike Plan	1	-	0	24-40%	5	19.5
Broadway/Oak (north)	Broadway	Oak (north	-	0	51'-60'	2.5	dark mid-block crosswalk	5	2+TWLTL	1.5	F	3	Neighborhood center	3	-	0	-	0	18-24%	4	19
Broadway/Cedar	Broadway	Cedar	-	0	51'-60'	2.5	unsig - 1 corner	3	2+TWLTL	1.5	F	3	mixed-use edge of downtown	3	Bike Plan	1	-	0	24-40%	5	19
Montgomery/Lidgerwood	Montgomery	Lidgerwoo	1 minor injury	1.5	61'-70'	3	unsig - 1 corner	3	2 travel lanes	1	F	3	mid-level residential	2	Bike Plan	1	-	0	12-18%	3	19
Riverside/Madison	Riverside	Madison	-	0	61'-70'	3	standard mid-block	1	2 travel lanes	1	BRT/Cityline	4	West Downtown	4	Bike Plan	1	-	0	24-40%	5	19
1st/Haven	1st	Haven	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	F	3	K-12 School	4	27x27	1	-	0	24-40%	5	19
Centennial Trail / Superior	Centennial Tr	Superior	-	0	61'-70'	3	dark mid-block crosswalk	5	2 travel lanes	1	-	0	Gonzaga District	4	Bike Plan	1	regional trail	2	12-18%	3	19
1st/ Sherman	1st	Sherman	-	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	F	3	mixed-use edge of downtown	3	Bike Plan	1	-	0	24-40%	5	18.5
Boone/Walnut	Boone	Walnut	-	0	51'-60'	2.5	unsig - 1 corner	3	4 travel lanes	3	B - 2+ routes	2	mixed-use edge of downtown	3	-	0	-	0	24-40%	5	18.5
5th/Lincoln	5th	Lincoln	1 possible injury	0.5	41'-50'	2	unsig - 2-3 corners	2	2+TWLTL	1.5	B - 1 route	1	Medical	4	-	requested by multiple p	3	18-24%	4	18.5	
Pettit Drive/Centennial Trail Crossing	Pettit Drive	Centennial	-	0	31'-40'	1	unsig - 1 corner	3	2+TWLTL	1.5	F	3	Regional Trails	4	Bike Plan	1	regional trail	2	12-18%	3	18.5
Main/Cedar	Main	Cedar	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	F	3	Park access	3	Bike Plan	1	olated by topograpl	1	18-40%	4.5	18.5
6th/Division	6th	Division	-	0	61'-70'	3	unsig - 1 corner	3	4 travel lanes	3	B - 1 route	1	mixed-use edge of downtown	3	Bike Plan	1	-	0	18-24%	4	18
Howard/Sinto	Sinto	Howard	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	F	3	Mixed-use edge of downtown	3	Bike Plan	1	-	0	24-40%	5	18
Monroe/Nora	Monroe	Nora	-	0	61'-70'	3	unsig - 1 corner	3	4+TWLTL	2.5	F	3	mid-level residential	2	-	0	-	0	18-40%	4.5	18
Broadway/Elm	Broadway	Elm	-	0	51'-60'	2.5	unsig - 1 corner	3	2+TWLTL	1.5	F	3	Neighborhood center	3	27x27	1	-	0	18-24%	4	18
Broadway/Walnut (north and south)	Broadway	Walnut (nc	-	0	51'-60'	2.5	unsig - 2-3 corners	2	2+TWLTL	1.5	F	3	mixed-use edge of downtown	3	Bike Plan	1	-	0	24-40%	5	18
Boone/Adams	Boone	Adams	-	0	51'-60'	2.5	unsig - 2-3 corners	2	4 travel lanes	3	B - 2+ routes	2	Mixed-use edge of downtown	3	-	0	most direct route	1	18-40%	4.5	18
Mallon/Adams	Mallon	Adams	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	F	3	na, Podium, Stadium, Courtho	4	-	0	-	0	24-40%	5	18
Monroe/Augusta	Monroe	Augusta	-	0	51'-60'	2.5	unsig - 1 corner	3	4+TWLTL	2.5	F	3	mid-level residential	2	-	0	-	0	18-40%	4.5	17.5
3rd/Adams	3rd	Adams	-	0	51'-60'	2.5	unsig - 2-3 corners	2	3 travel lanes	2	B - 2+ routes	2	West Downtown	4	-	0	-	0	24-40%	5	17.5
2nd/Adams	2nd	Adams	-	0	51'-60'	2.5	unsig - 2-3 corners	2	3 travel lanes	2	B - 2+ routes	2	West Downtown	4	-	0	-	0	24-40%	5	17.5
3rd/Cowley (FUNDED)	3rd	Cowley	-	0	51'-60'	2.5	standard mid-block	1	3 travel lanes	2	B - 2+ routes	2	Neighborhood center	3	Bike Plan	1	most direct route	1	24-40%	5	17.5
Newark-Perry/Laura	Newark-Perry	Laura	-	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	B - 2+ routes	2	Park access	3	Bike Plan	1	most direct route	1	18-24%	4	17.5
1st/Fiske	1st	Fiske	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	K-12 School	4	-	0	regional trail	2	24-40%	5	17
Pacific/Haven	Pacific	Haven	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	K-12 School	4	-	0	regional trail	2	24-40%	5	17
Centennial-Iron Bridge / Superior	Centennial - I	Superior	-	0	31'-40'	1	dark mid-block crosswalk	5	2 travel lanes	1	-	0	Gonzaga District	4	Bike Plan	1	regional trail	2	12-18%	3	17
Boone/Belt-Chestnut (FUNDED?)	Boone	Belt-Chest	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	Neighborhood center	3	Bike Plan	1	ested by multiple p	3	18-24%	4	17
2nd/Madison	2nd	Madison	-	0	51'-60'	2.5	unsig - all corners	1	3 travel lanes	2	B - 2+ routes	2	West Downtown	4	-	0	-	0	24-40%	5	16.5
Altamont/Riverside	Altamont	Riverside	-	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	F	3	Low-density residential	1	Bike Plan	1	-	0	24-40%	5	16.5
Boone/Walnut	Boone	Walnut	-	0	41'-50'	2	unsig - 1 corner	3	4 travel lanes	3	B - 2+ routes	2	mid-level residential	2	-	0	-	0	18-40%	4.5	16.5
2nd/McClellan	2nd	McClellan	-	0	51'-60'	2.5	unsig - 2-3 corners	2	3 travel lanes	2	B - 2+ routes	2	mixed-use edge of downtown	3	-	0	-	0	24-40%	5	16.5
MLK / Iron Bridge Way	MLK	Iron Bridge	-	0	41'-50'	2	unsig - 1 corner	3	2+TWLTL	1.5	B - 1 route	1	mixed-use edge of downtown	3	Bike Plan	1	-	0	24-40%	5	16.5
Boone/Normandie	Boone	Normandie	-	0	61'-70'	3	unsig - 1 corner	3	2 travel lanes	1	-	0	mixed-use edge of downtown	3	Bike Plan	1	-	0	24-40%	5	16
Broadway/Nettleton	Broadway	Nettleton	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	F	3	Neighborhood center	3	-	0	-	0	18-24%	4	16
Pacific/Lacey	Pacific	Lacey	-	0	61'-70'	3	unsig - 1 corner	3	2 travel lanes	1	-	0	K-12 School	4	-	0	-	0	24-40%	5	16
Pacific/Nelson	Pacific	Nelson	-	0	31'-40'	1	dark mid-block crosswalk	5	2 travel lanes	1	-	0	K-12 School	4	-	0	-	0	24-40%	5	16
17th/Perry	17th	Perry	1 minor injury	1.5	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	B - 1 route	1	mid-level residential	2	-	0	-	0	18-24%	4	16
5th/Division	5th	Division	-	0	51'-60'	2.5	unsig - 1 corner	3	3 travel lanes	2	B - 1 route	1	mixed-use edge of downtown	3	-	0	-	0	18-24%	4	15.5
5th/McClellan	5th	McClellan	no injury/PDO	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	B - 1 route	1	Medical	4	-	0	-	0	18-24%	4	15.5
Mallon/Ash	Mallon	Ash	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	K-12 School	4	Bike Plan	1	-	0	18-40%	4.5	15.5
Gardner/Adams	Gardner	Adams	-	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	-	0	na, Podium, Stadium, Courtho	4	-	0	-	0	24-40%	5	15.5
Boone/Cedar	Boone	Cedar	-	0	51'-60'	2.5	unsig - 1 corner	3	4 travel lanes	3	-	0	Low-density residential	1	Bike Plan	1	-	0	24-40%	5	15.5
5th/Grant	5th	Grant	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	Medical	4	Bike Plan	1	-	0	18-24%	4	15
5th/Conklin	5th	Conklin	-	0	41'-50'	2	-standard mid-block crossv	4	2 travel lanes	1	B - 2+ routes	2	Low-density residential	1	Bike Plan	1	-	0	18-24%	4	15
Helena/Front	Helena	Front	-	0	61'-70'	3	unsig - 1 corner	3	2 travel lanes	1	B - 1 route	1	Low-density residential	1	Bike Plan	1	-	0	24-40%	5	15

Project Name/Location	East-West Street	North-South Street	Ped-Bike Crash History		Crossing Width	Illumination		# of lanes	Transit Route with Nearby Stop		Ped Generators?	Identified in Prior Planning Work?		Importance of crossing		% of Disabled Residents?		Total Score			
Broadway/Cochran	Broadway	Cochran	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	F	3	mid-level residential	2	-	0	-	0	18-24%	4	15
4th/Ash	4th	Ash	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	B - 2+ routes	2	West Downtown	4	-	0	-	0	18-24%	4	15
Riverside/Elm	Riverside	Elm	-	0	41'-50'	2	-standard mid-block crossv	4	2 travel lanes	1	F	3	mid-level residential	2	-	0	-	0	12-18%	3	15
Helena / RR viaduct (north of Riverside)	Helena	Rr Viaduct	1 minor injury	1.5	41'-50'	2	unsig - all corners	1	2 travel lanes	1	-	0	Low-density residential	1	Bike Plan	1	olated by RR, highw	1	24-40%	5	15
5th/Hatch	5th	Hatch	-	0	41'-50'	2	dark mid-block crosswalk	5	2 travel lanes	1	-	0	Low-density residential	1	Bike Plan	1	olated by RR, highw	1	18-24%	4	15
Gardner/Cedar	Gardner	Cedar	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	na, Podium, Stadium, Courtho	4	-	0	-	0	24-40%	5	15
1st/Regal	1st	Regal	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	-	0	K-12 School	4	-	0	most direct route	1	24-40%	5	15
Summit/Broadway	Summit	Broadway	-	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	F	3	Low-density residential	1	-	0	-	0	18-24%	4	14.5
Boone/Napa	Boone	Napa	-	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	B - 1 route	1	Neighborhood center	3	-	0	-	0	18-24%	4	14.5
Boone/Cochran	Boone	Cochran	-	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	-	0	K-12 School	4	-	0	-	0	18-24%	4	14.5
5th/Chandler	5th	Chandler	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	Medical	4	-	0	-	0	18-24%	4	14
Boone/Elm	Boone	Elm	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	Neighborhood center	3	27x27	1	-	0	18-24%	4	14
Boone/A	Boone	A	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	F	3	Low-density residential	1	-	0	-	0	18-24%	4	14
Broadway/A	Broadway	A	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	F	3	mid-level residential	2	-	0	-	0	18-24%	4	14
Newark-Perry/Denver	Newark-Perry	Denver	-	0	61'-70'	3	unsig - 1 corner	3	2 travel lanes	1	-	0	Neighborhood center	3	-	0	-	0	18-24%	4	14
10th-Sumner / Rockwood (FUNDED)	10th	Rockwood	-	0	61'-70'	3	unsig - 1 corner	3	2 travel lanes	1	-	0	mid-level residential	2	Bike Plan	1	-	0	18-24%	4	14
Pacific/Regal	Pacific	Regal	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	-	0	K-12 School	4	-	0	-	0	24-40%	5	14
Mallon/Chestnut	Mallon	Chestnut	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	-	0	mid-level residential	2	-	0	ested by multiple pi	3	18-24%	4	14
Helena/Pacific (east)	Helena	Pacific (east)	-	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	-	0	Low-density residential	1	Bike Plan	1	-	0	24-40%	5	13.5
Napa/Springfield	Napa	Springfield	-	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	B - 1 route	1	Low-density residential	1	-	0	-	0	24-40%	5	13.5
Boone/Summit	Boone	Summit	-	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	-	0	mid-level residential	2	Bike Plan	1	-	0	18-24%	4	13.5
Napa/Main	Napa	Main	-	0	41'-50'	2	unsig - 1 corner	3	2+TWLTL	1.5	-	0	Low-density residential	1	-	0	olated by RR, highw	1	24-40%	5	13.5
5th/Adams	5th	Adams	-	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	B - 1 route	1	mixed-use edge of downtown	3	-	0	olated by topograp	1	6-12%	2	13.5
10th/Arthur (south)	10th	Arthur	-	0	31'-40'	1	unsig - 2-3 corners	2	2 travel lanes	1	-	0	K-12 School	4	Bike Plan	1	-	0	18-24%	4	13
10th/Arthur (north)	10th	Arthur	-	0	31'-40'	1	unsig - 2-3 corners	2	2 travel lanes	1	-	0	K-12 School	4	Bike Plan	1	-	0	18-24%	4	13
Montgomery/Astor	Montgomery	Astor	-	0	61'-70'	3	unsig - 1 corner	3	2 travel lanes	1	-	0	mid-level residential	2	Bike Plan	1	-	0	12-18%	3	13
17th/Cedar	17th	Cedar	-	0	81'-90'	5	unsig - 1 corner	3	2 travel lanes	1	-	0	Low-density residential	1	Bike Plan	1	-	0	6-12%	2	13
Summit/College	College	Summit	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	F	3	Low-density residential	1	-	0	-	0	18-24%	4	13
17th/Southeast	17th	Southeast	-	0	61'-70'	3	unsig - 1 corner	3	2 travel lanes	1	-	0	mid-level residential	2	Bike Plan	1	-	0	12-18%	3	13
18th/Perry	18th	Perry	-	0	51'-60'	2.5	unsig - 1 corner	3	2+TWLTL	1.5	-	0	mid-level residential	2	Bike Plan	1	-	0	12-18%	3	13
Nettleton /Gardner	Nettleton	Gardner	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	Neighborhood center	3	-	0	-	0	18-24%	4	13
11th/Sherman	11th	Sherman	-	0	41'-50'	2	-standard mid-block crossv	4	2 travel lanes	1	-	0	mid-level residential	2	-	0	-	0	18-24%	4	13
Gardner/Walnut	Gardner	Walnut	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	-	0	mixed-use edge of downtown	3	-	0	-	0	24-40%	5	13
5th/Scott	5th	Scott	-	0	31'-40'	1	-standard mid-block crossv	4	2 travel lanes	1	-	0	Low-density residential	1	Bike Plan	1	olated by RR, highw	1	18-24%	4	13
5th/Garfield	5th	Garfield	-	0	31'-40'	1	-standard mid-block crossv	4	2 travel lanes	1	-	0	Low-density residential	1	Bike Plan	1	olated by RR, highw	1	18-24%	4	13
Napa/Pacific	Napa	Pacific	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	Low-density residential	1	-	0	olated by RR, highw	1	24-40%	5	13
7th/Altamont	7th	Altamont	-	0	51'-60'	2.5	unsig - 1 corner	3	2 travel lanes	1	-	0	Low-density residential	1	Bike Plan	1	-	0	18-24%	4	12.5
9th/Monroe	9th	Monroe	-	0	41'-50'	2	unsig - 2-3 corners	2	2+TWLTL	1.5	-	0	Neighborhood center	3	-	0	most direct route	1	12-18%	3	12.5
11th/Arthur	11th	Arthur	-	0	31'-40'	1	unsig - 2-3 corners	2	2 travel lanes	1	-	0	Park access	3	Bike Plan	1	-	0	18-24%	4	12
Gardner/Nettleton	Gardner	Nettleton	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	mid-level residential	2	-	0	-	0	18-24%	4	12
11th/Walnut	11th	Walnut	-	0	51'-60'	2.5	unsig - 2-3 corners	2	2+TWLTL	1.5	B - 1 route	1	mid-level residential	2	Bike Plan	1	-	0	6-12%	2	12
Bridge/Cochran (and heaved sidewalk to the east)	bridge	Cochran	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	mid-level residential	2	-	0	-	0	18-24%	4	12
Summit/Sherwood	Summit	Sherwood	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	Low-density residential	1	Bike Plan	1	-	0	18-24%	4	12
Summit/Lindeke	Summit	Lindeke	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	-	0	Low-density residential	1	Bike Plan	1	-	0	18-24%	4	11
5th/Jefferson	5th	Jefferson	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	B - 1 route	1	Mixed-use edge of downtown	3	-	0	-	0	6-12%	2	11
16th/Cedar	16th	Cedar	-	0	61'-70'	3	unsig - 1 corner	3	2 travel lanes	1	-	0	Low-density residential	1	Bike Plan	1	-	0	6-12%	2	11

Project Name/Location	East-West Street	North-South Street	Ped-Bike Crash History	Crossing Width	Illumination	# of lanes	Transit Route with Nearby Stop	Ped Generators?	Identified in Prior Planning Work?	Importance of crossing	% of Disabled Residents?	Total Score									
Cincinnati/Marietta (and north on Cincinnati)	Cincinnati	Marietta (W)	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	Low-density residential	1	Bike Plan	1	-	0	12-18%	3	11
7th/Monroe	7th	Monroe	1 possible injury	0.5	31'-40'	1	unsig - 2-3 corners	2	2 travel lanes	1	-	0	mid-level residential	2	-	0	-	0	12-18%	3	10
14th/ash	14th	Ash	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	-	0	Park access	3	-	0	-	0	6-12%	2	10
6th/Oak	6th	Oak	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	-	0	mid-level residential	2	-	0	-	0	6-12%	2	9
6th/Ash	6th	Ash	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	-	0	mid-level residential	2	-	0	-	0	6-12%	2	9
15th/Ash	15th	Ash	-	0	31'-40'	1	-standard mid-block crossv	4	2 travel lanes	1	-	0	Low-density residential	1	-	0	-	0	6-12%	2	9
14th/Maple	14th	Maple	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	-	0	Low-density residential	1	-	0	-	0	6-12%	2	9
6th/Elm	6th	Elm	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	-	0	Low-density residential	1	-	0	-	0	6-12%	2	8
13th/Ash	13th	Ash	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	-	0	Low-density residential	1	-	0	-	0	6-12%	2	8
14th/Walnut	14th	Walnut	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	-	0	Low-density residential	1	-	0	-	0	6-12%	2	8
				0		0		0			#N/A		0		0		0		0		#N/A
				0		0		0			#N/A		0		0		0		0		#N/A
				0		0		0			#N/A		0		0		0		0		#N/A
				0		0		0			#N/A		0		0		0		0		#N/A

BRIEFING PAPER
Spokane Transportation Commission
Bicycle Master Plan - Amendments
June 18, 2025

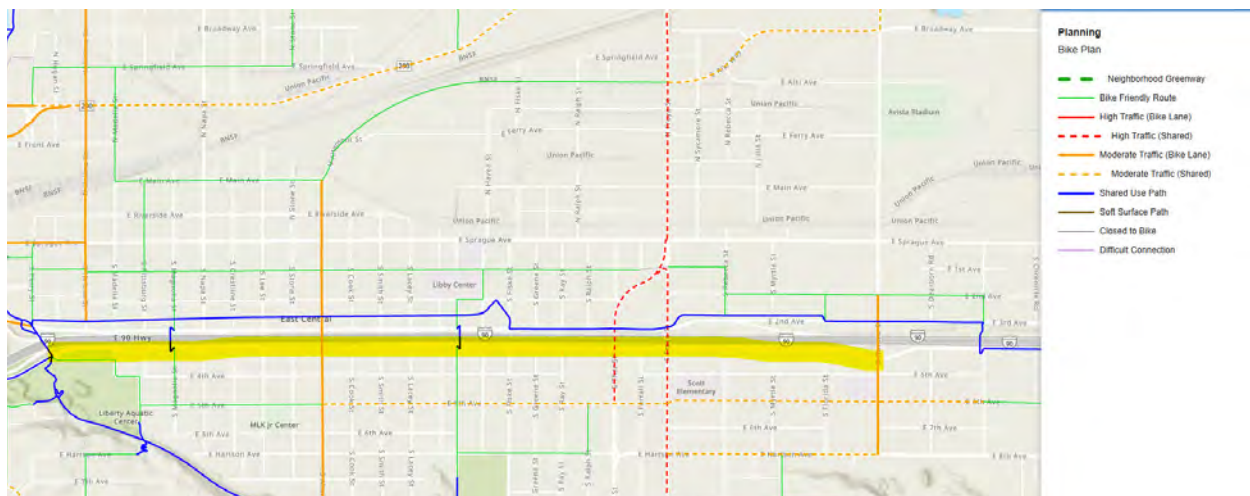
SUBJECT: The annual Comprehensive Plan Amendment process provides opportunities to make adjustments to planning-level maps included in the City’s Comprehensive Plan, such as Map TR 5: Proposed Bike Network Map in [Chapter 4: Transportation](#). These changes can also be made out-of-cycle depending on the urgency of proposed adjustments. Changes can include:

- Changing proposed route types
- Adding new segments to the Bikeway Network
- Rerouting or removing outdated segments

With upcoming major public investments, such as the North Spokane Corridor connection to Interstate 90, upcoming changes in the transportation network have brought forth considerations for timely amendments to the Bicycle Master Plan and map TR5. Such changes include adjusting route types on Altamont Avenue, 3rd Avenue, 1st Avenue and Pacific Avenue adjacent to the North Spokane Corridor.

BACKGROUND: Amendments to Map TR5 have been made several times since adoption of the current Bicycle Master Plan in 2017, amounting to over 40 changes in that timespan. These changes have addressed changes in development patterns, evolving design and planning best practices, and new major public investments in infrastructure and facilities.

With major transportation infrastructure investments in the final stages of design, several timely adjustments to Map TR 5 have come to the forefront, including the addition of a shared-use path along 3rd Avenue from Perry Street to Havana Street and related connections into the adjoining neighborhood street and active transportation networks.



Graphic: Area of Interest – 3rd Avenue from Perry Street to Havana Street

NEXT STEPS: Depending on feedback from the Transportation Commission and the Bicycle Advisory Board, the Planning Services Department may consider proposing timely out-of-cycle amendments to Map TR 5 to inform ongoing planning and design of 3rd Avenue from Perry Street to Havana Street.

Proposed Bike Network Map

Map TR 5

Future_Bike_Network

- Closed to Bikes
- - - Difficult Connection
- . - . High Traffic (Bike Lane)
- High Traffic (Shared)
- . - . Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Bike Friendly Route
- . - . Neighborhood Greenway
- Shared Use Path
- . - . Soft Surface Path

Base Map Layers

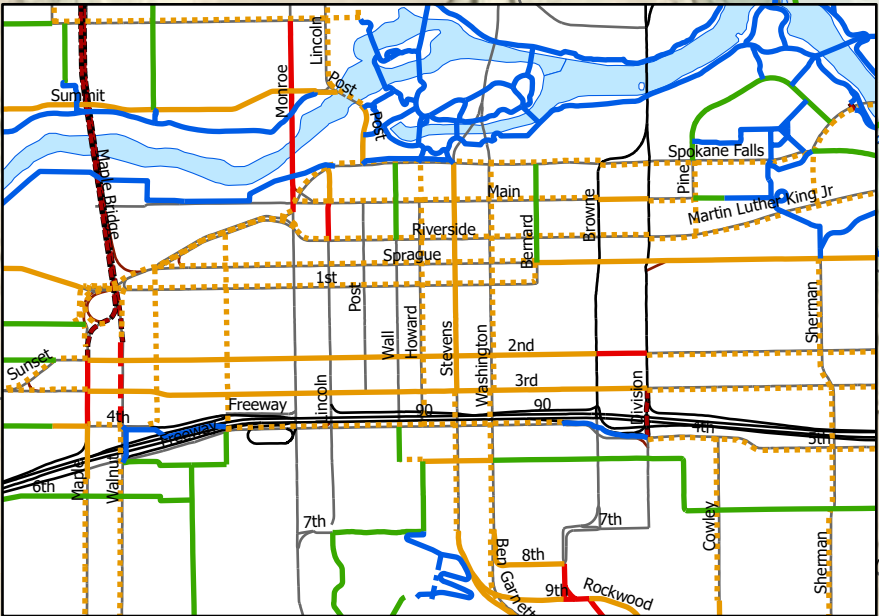
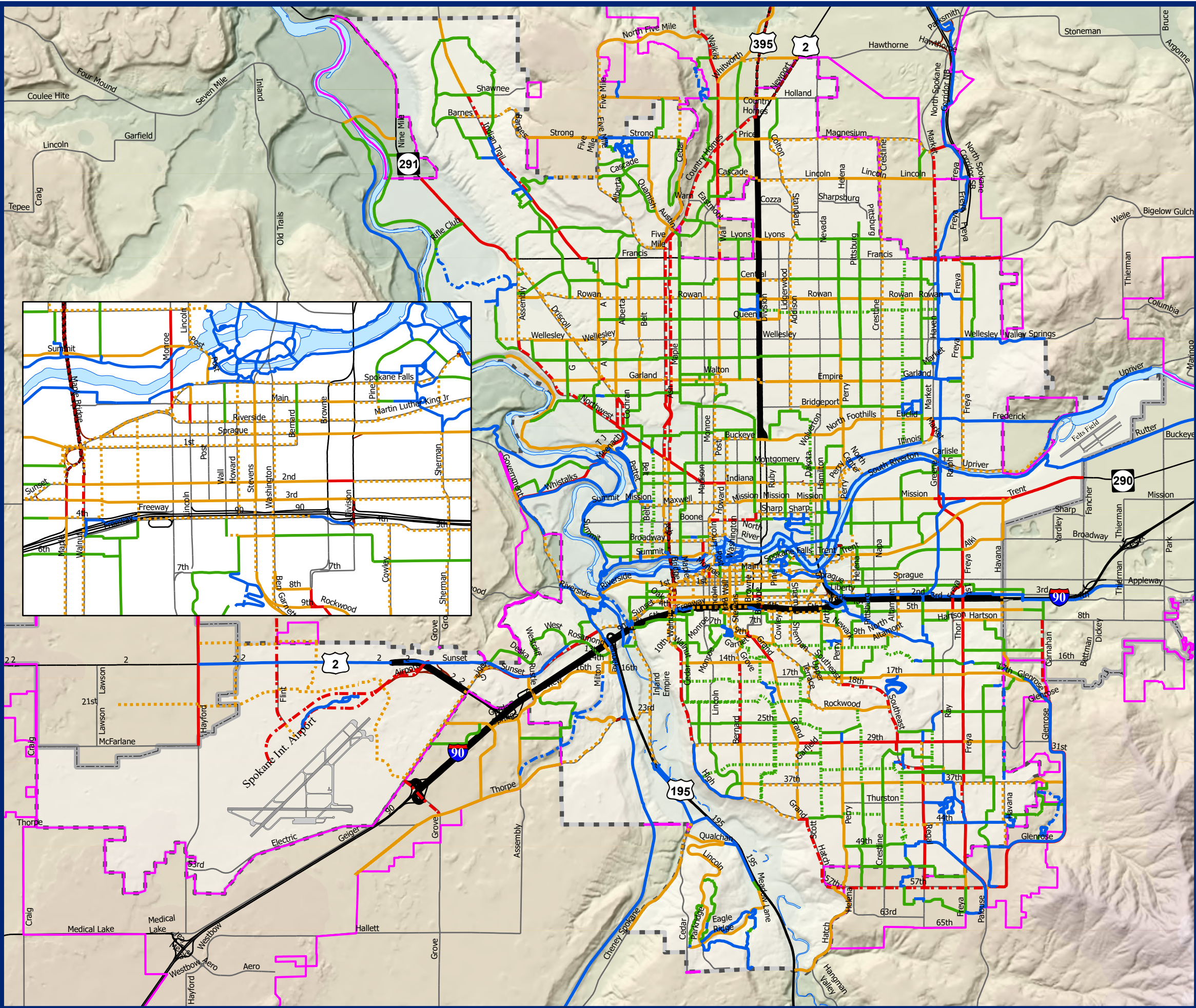
- County Adopted Urban Growth Area
- Municipal Boundary
- Rivers
- State Routes
- Arterials
- Future North/South Corridor



Source: GIS
Date: 01/2023



THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship property lines, section lines, roads, etc.





Vacating Streets, Alleys and Other Public Right-of-Ways

Rev.20250114

For both residential and commercial property owners, vacating an unused or unneeded street, alley or other public right-of-way can be a valuable option. If your property is adjacent to an unused street, you might consider a street vacation.

The below list of required items can be submitted in person on the 3rd floor of City Hall or can be mailed to the address listed at the bottom of this page.

(Applications must be for the entire block. Appropriate justification must be submitted with this application in order to deviate from this standard.)

☐ Completed Vacation Application

The vacation application must be filled out and signed by the adjacent land owners.

☐ Application Fee

A link to pay the application fee will be provided after all the checklist items are received.

☐ Site Plan

A dimensioned site plan showing the conceptual layout of the vacated right-of-way after it has been vacated and developed. If the right-of-way is to remain the same after being vacated please indicate this on the site plan. If the vacation area abuts other right-of-ways, the site plan must show how the vacated right-of-way will be closed and how it will interact with the remaining right-of-way.

☐ Written Narrative

A written narrative describing the purpose or reason for the proposed right-of-way vacation, a description of what is proposed for the vacated area, and a description of how the vacation is a benefit to the public.

☐ Responses to the Below Questions

- Is the right-of-way no longer required for public use or access?
- How will the use of the right-of-way change after it becomes private property.
- Will the vacation result in any parcel of land being denied sole access to a public right-of-way?
- Are there any utilities in the right-of-way and if so do you plan to relocate them? If the utilities are not relocated, the City will retain no-build easements in the final vacation ordinance for the surveyors.

1. The Application

An application requesting the vacation of a street, alley or other public right-of-way should be filed with the City of Spokane, Development Services Center on the Third Floor of City Hall (see application on back). The Development Services Center may be contacted at 509-625-6300.

The application must be signed by the property owners representing at least 66 2/3% of the frontage bordering the right-of-way to be vacated. However, we recommend that you obtain 100% of the bordering property owners' signatures.

2. Proposal Review

When the application is filed, the Development Services Center will review the vacation proposal and verify ownership. Copies of the application will be sent to all concerned City departments and private utilities requesting comments.

3. Public Hearing

After all comments are received and reviewed the Spokane City Council will set a date for a public hearing on the vacation request and notify property owners by mail. The applicant will need to post notices on the site of the proposed vacation.

Prior to the hearing, the Development Services Center will make a recommendation as to the vacation's feasibility to the City Council. The recommendation will include the specific requirements of the vacation, such as drainage, street closure and necessary easements.

The property owner is responsible for paying for the expense of closing the right-of-way. The cost may include removal and replacement of concrete, asphalt, and other items.

4. Payment for Land

Payment for vacated land falls into two categories: for right-of-way that was dedicated less than 25 years ago, the City of Spokane charges one-half the assessed value; for right-of-way that was dedicated more than 25 years ago, the full assessed value will be charged. The value will be based on the unimproved land value of the adjoining property(s), as determined by the Spokane County Assessor's Office.

5. City Council Action

If the City Council approves the vacation application at the public hearing, the Development Services Center will submit an ordinance to the Council for approval which outlines the terms and conditions of the vacation. The ordinance may retain easements for the construction, repair, and maintenance of public and private utilities and services.

When the applicant completes all conditions, final reading of the ordinance will be made.

The City does not determine ownership of the vacated area. It is determined by the original platting of the right-of-way. Typically this would mean that the property would go one-half to the adjoining properties on each side of the vacated area.

This process will take three to six months, possibly more, depending on the circumstances.

Date _____

I hereby make application for the vacation of _____

from _____ to _____.

The reasons for the vacation are:

Public benefits to be derived from the vacation are:

**Property
Owner 1**

Parcel Number _____

Proponent's (Record Owner's) Signature _____

Print Name _____

Email _____ Phone Number _____

Office Use Lot _____ Block _____ Addition _____

**Property
Owner 2**

Parcel Number _____

Proponent's (Record Owner's) Signature _____

Print Name _____

Email _____ Phone Number _____

Office Use Lot _____ Block _____ Addition _____

**Property
Owner 3**

Parcel Number _____

Proponent's (Record Owner's) Signature _____

Print Name _____

Email _____ Phone Number _____

Office Use Lot _____ Block _____ Addition _____

**Property
Owner 4**

Parcel Number _____

Proponent's (Record Owner's) Signature _____

Print Name _____

Email _____ Phone Number _____

Office Use Lot _____ Block _____ Addition _____

Return completed application to:

Development Services Center | 808 West Spokane Falls Boulevard, Spokane, WA 99201-3336
my.spokanecity.org | Phone: 509.625.6300