



Spokane Falls Boulevard Rebuild Planning Study



1/12/26 – PIES Update



**Spokane Falls
BOULEVARD**

What Is This Project?

PURPOSE

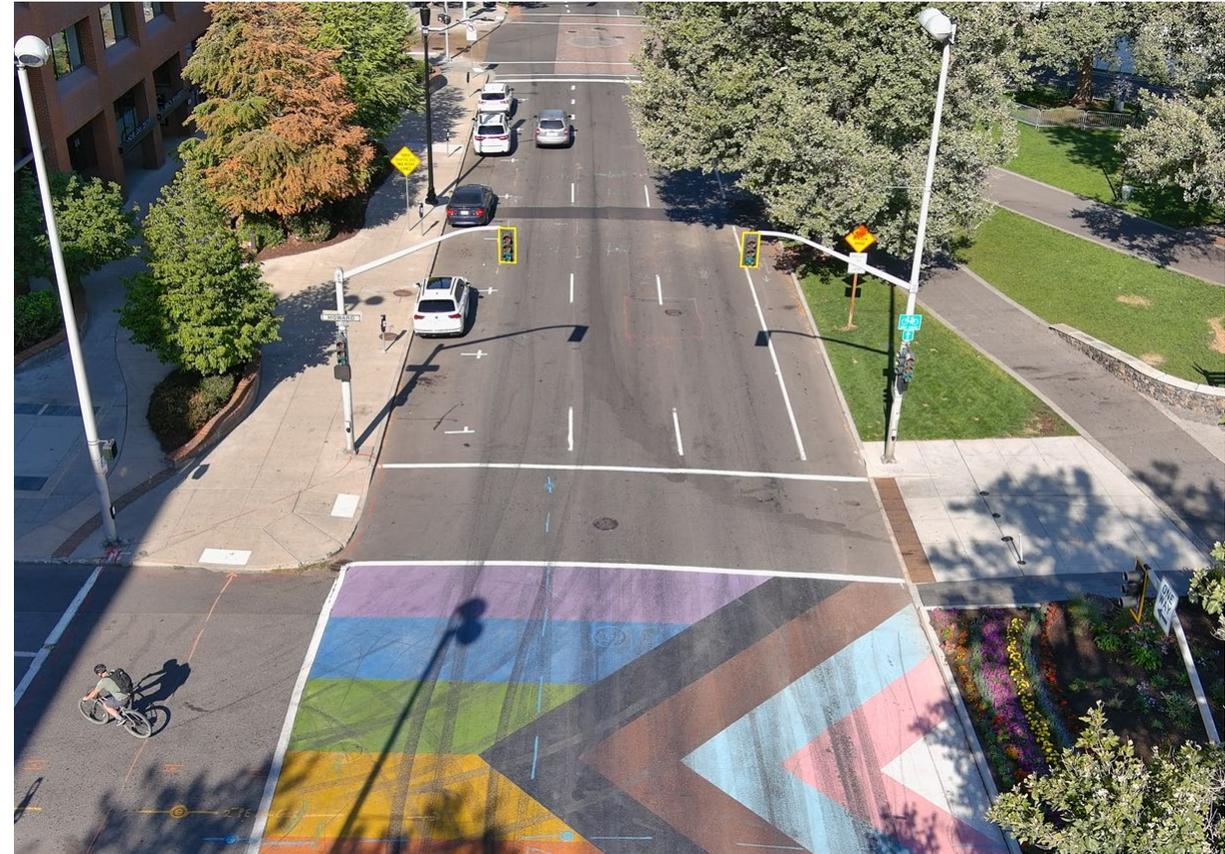
- This is a **planning study** to select a street reconstruction configuration for Spokane Falls Blvd.

IMPACTED AREA

- Downtown core **between Lincoln St. and Division St.**

PROJECT DRIVER

- Project is driven by **urgent need to replace** aging street and utility systems.



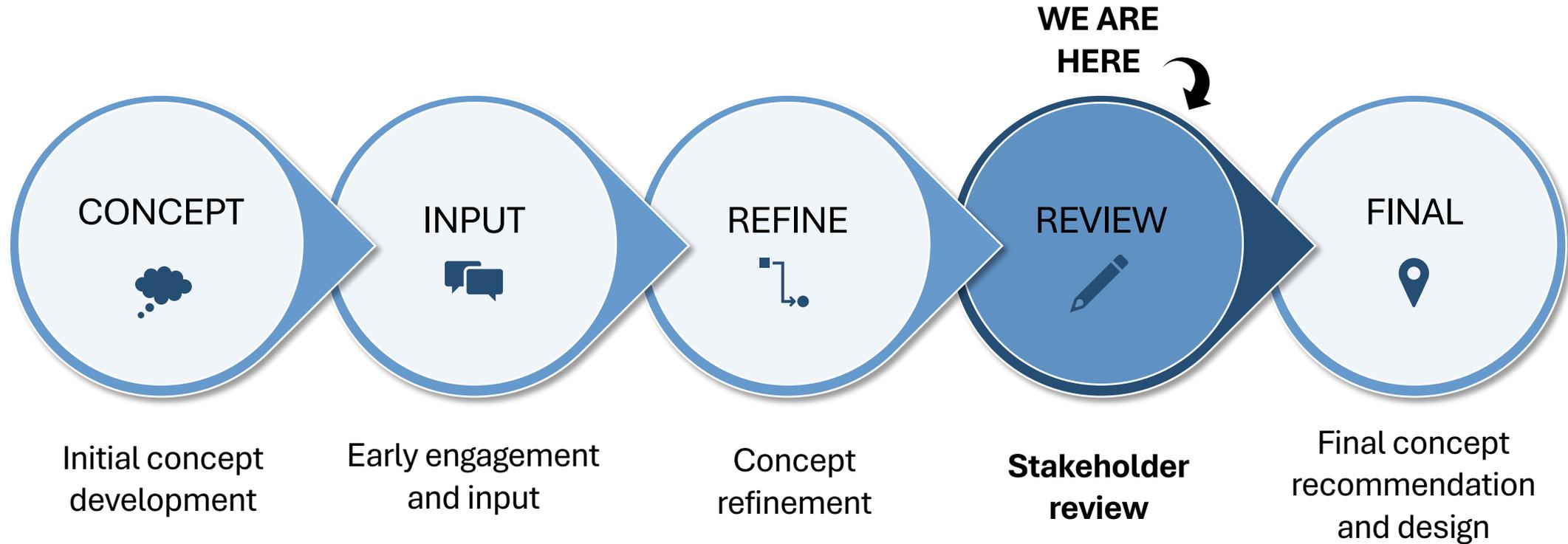
Project Area



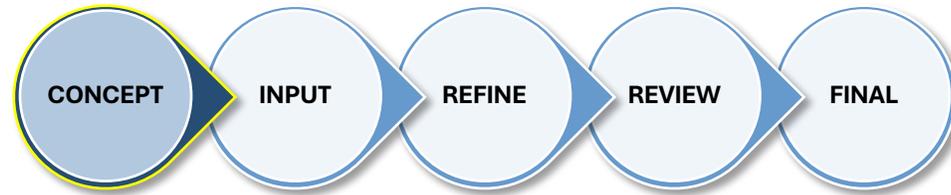
Project Area



Planning Process Overview



Initial CONCEPT Development



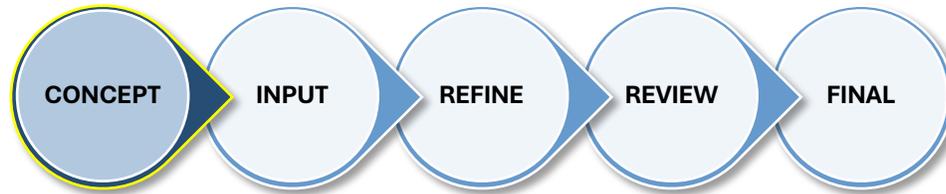
Initial Brainstorming by ICM

**Traffic
Modeling**

Interdepartmental Coordination and Feedback

Streets	Wastewater Management (Sewer and Stormwater)
Planning	IT
Parks and Recreation	Parking Enforcement
Water	Fire

Initial **CONCEPT** Development



Department Coordination Summary: **Utility** Impacts

Water

- **Existing:** 12 to 16-in cast iron (installed 1901)
- **Proposed:** replace and upsize

Wastewater

- **Existing:** 54-in (brick?) interceptor (installed 1945) and 10 to 12-in vitrified clay service line (installed 1897)
- **Proposed:** rehab/reinforce interceptor, replace service line

Stormwater

- **Existing:** curb inlets to CSO system
- **Proposed:** stormwater separation and treatment, wherever practical

Comms/Avista

- To be determined

Initial **CONCEPT** Development



Riverfront Park Coordinated **Frontage** Improvements

Spokane Falls Blvd. **rebuild will incorporate Riverfront Park frontage** improvements (separated shared use path) for block between Washington St. and Stevens St.

Coordinated with Riverfront Park Master Plan (2014) and Parks Master Plan (2022).



Early Engagement and INPUT



Stakeholder Open House:

- Summer 2024
- Attendees provided with link to request one-on-one audience with the City's project team*

General Public Online Survey:

- August/September 2024
- >1200 responses

Meetings with:

- Spokane Public Facilities District (x2)
- Downtown Spokane Partnership
- WSDOT
- Spokane Regional Transportation Council (SRTC)
- Spokane Transit Authority (STA)
- Davenport Grand Hotel
- Centennial Properties (Riverpark Square)*
- Bennett Block*
- US Foods/Sysco

Early Engagement and INPUT



What We've Heard

Strong support for pedestrian and cycling infrastructure

Desire for beautification and placemaking

Safety and accessibility are top priorities

Parking and vehicle flow still matter

Homelessness and social concerns noted

Creativity and community vibrancy is encouraged

Question:

"Please prioritize the following surface improvements from most (1) to least (5) important."

Results

Pedestrian and Accessibility Improvements

Beautification (additional trees, planters, benches, etc)

Bike Lanes

On Street Parking

Maximum Number of Vehicle Lanes

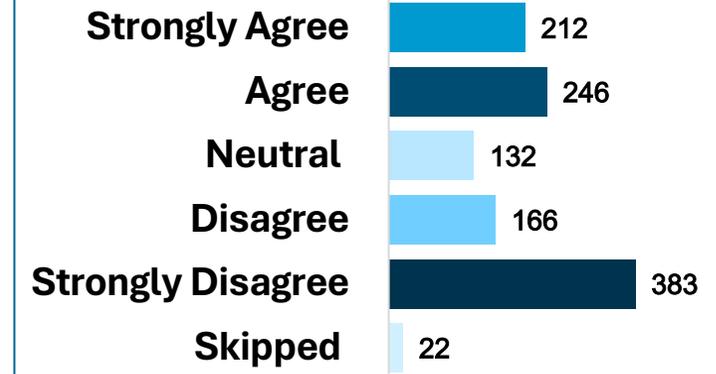
MOST Important



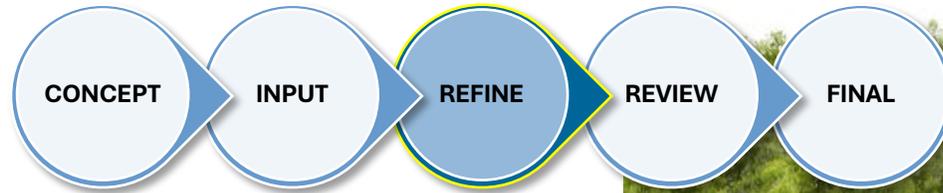
Least Important

Question:

"...do you support reconfiguring Spokane Falls Blvd from a one-way to two-way roadway from Washington to Division St?"



Concept **REFINEMENT**



Project to include several foundational elements :

Upgraded lighting and signals

Safer crosswalks and traffic calming features, such as curb bump-outs

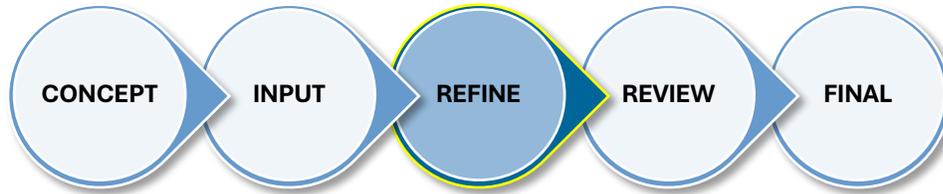
A protected bike lane

A continued separated shared-use path along Riverfront Park

Utility improvements (Water, Sewer, Storm)



Simplifying Alternatives



Decision A: **How many travel lanes** between Post St and Washington St?

Originally: Four configurations for Decision A



FEEDBACK AND INPUT



Now: Two Configurations

Internal Core Team: ICM
+
Technical Team: City Department Leads

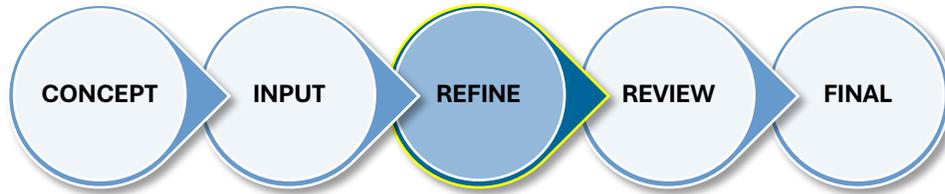
Decision B: Should the segment between Washington St and Division St **remain one-way travel or converted to two-way travel?**

Originally: Three configurations for Decision B



Now: Two Configurations

Decision A: How Many Travel Lanes?



Decision A impacts the segment between **Post St.** and **Washington St.**



3 TRAVEL LANES

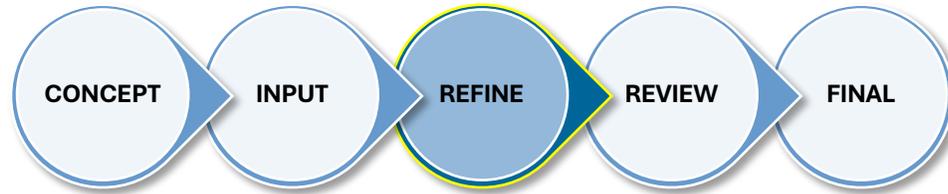
TWO CONCEPTS:



2 TRAVEL LANES WITH PED/BIKE FOCUS



Decision A Impacts: Hoopfest



Fewer Lanes = Less Space For Temporary Hoopfest Courts

- Proposal: removable protective barrier
- Examples – removable curbing or planter boxes

Removable Curbing



Planter Boxes

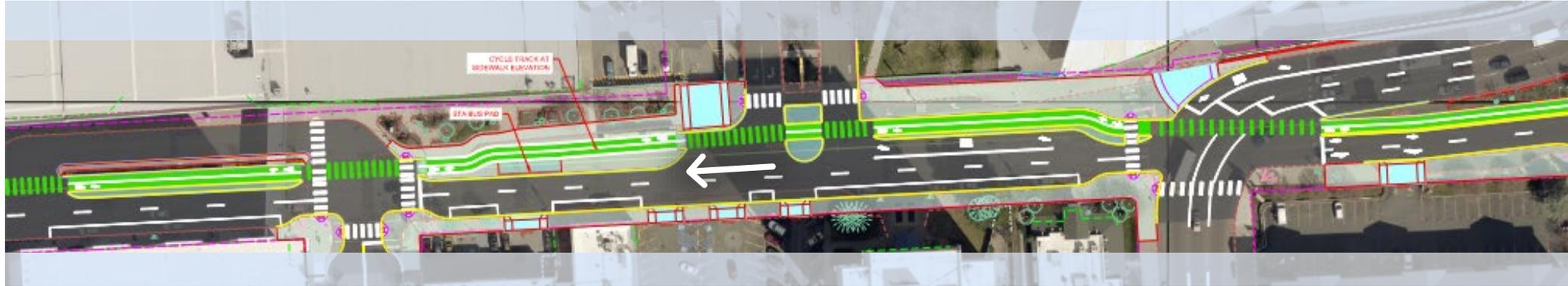


Decision B: One-way or Two-way?

Decision B impacts the segment between
Washington St. and **Division St.**

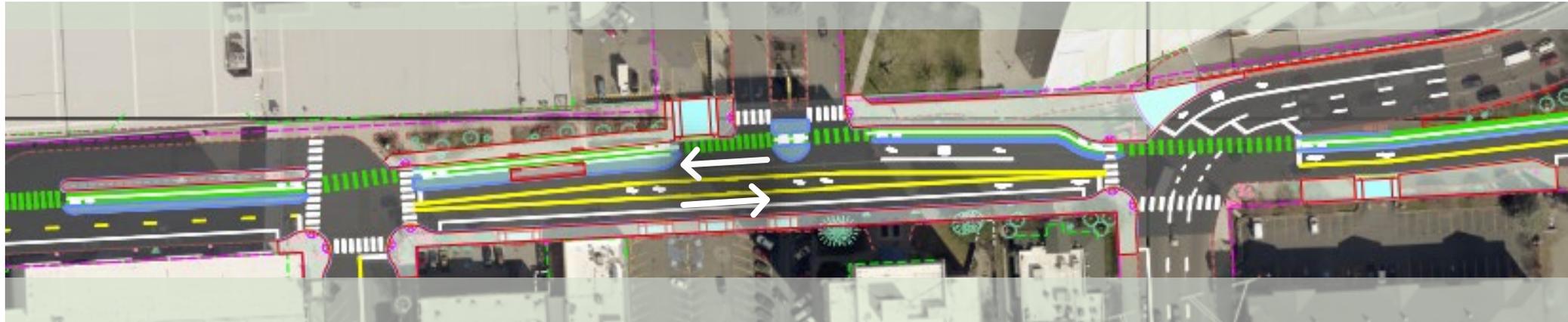


KEEP
ONE-WAY



TWO
CONCEPTS:

FULL TWO-WAY
CONVERSION



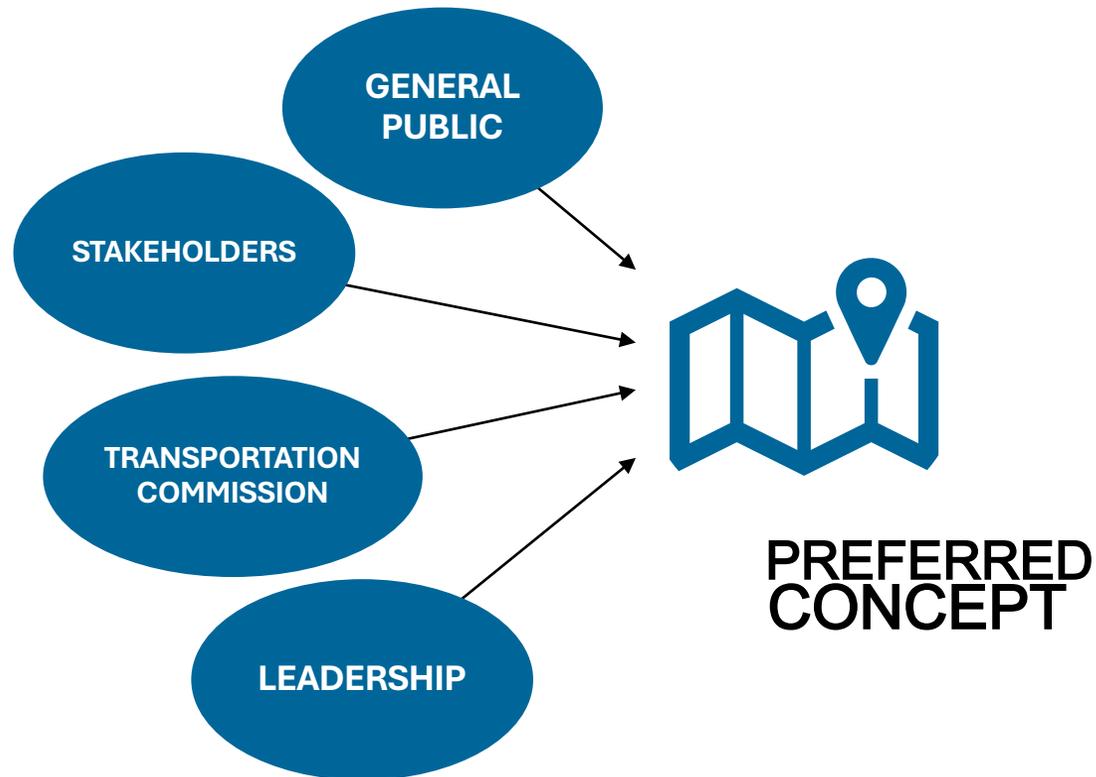
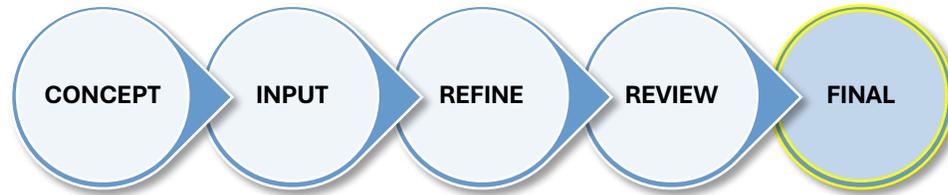
Stakeholder Review



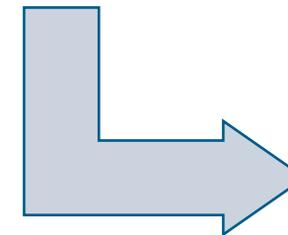
Stakeholder Review Schedule

Activity	Targeted Audience	Status
1: Internal Technical Working Session	ICM, Parks and Rec, Water Dept., WWM, Streets, IT, Parking Enforcement, Fire Dept.	✓
2: Businesses, Property Owners, Downtown Agencies	DSP, PFD, Event Coordinators (Hoopfest) Impacted Property Owners	✓
3: Legislative Check-ins	PIES Subcommittee Bicycle Advisory Board Transportation Commission	✓
4: Public Open House / Survey	Community-wide	

Final Concept Recommendation and Design



DESIGN PHASE
to begin in 2026



**CONSTRUCTION
PHASE** targeted
for 2028 start

Why Now?

History - Downtown Construction Projects



- Have completed several downtown street projects in last 10 years
 - Lincoln / Monroe couplet
 - Division St.
 - Riverside Ave.
 - Washington / Stevens
- Spokane Falls identified as priority integrated street rebuild project since 2017 Comprehensive Plan
 - Plan Commission and Plan Commission Transportation Subcommittee process
 - Ranked #3 of 79
 - Top ranked project currently



Construction Schedule and Phasing

- Construction scheduling and phasing will be coordinated during Design
 - Significant coordination with impacted property owners anticipated to minimize construction impacts (e.g., maintaining public access)
- Additional stakeholder coordination/communication anticipated during Construction to provide real-time project updates
- Most likely constructed in phases/segments over two construction seasons



Questions?

[Spokane Falls Boulevard Planning Study - City of Spokane, Washington \(spokanecity.org\)](https://spokanecity.org)

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Spokane Falls
BOULEVARD