



Spokane Falls Boulevard Rebuild Survey Results Summary

Aug. 5 – Sept. 13, 2024

The initial **public survey** was designed to assess the community's priority **outcomes** for surface improvements to inform the development of rebuild alternatives. The survey consisted of three questions, namely:

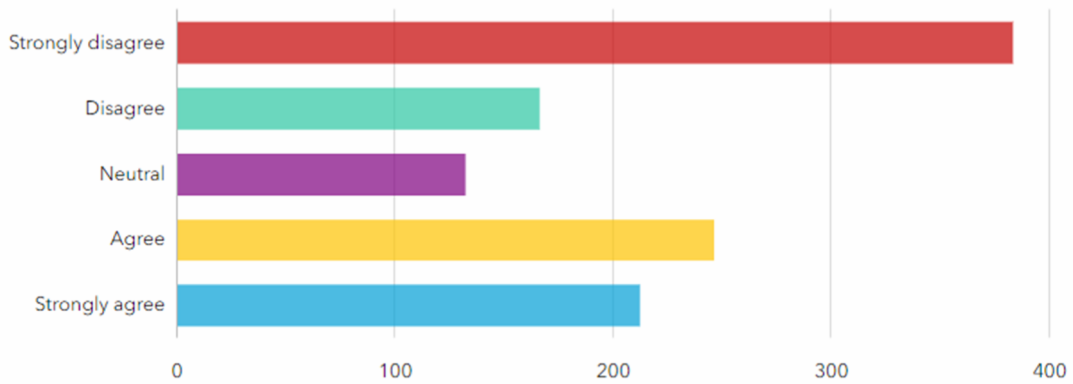
- **Do you support reconfiguring Spokane Falls Boulevard** from and one-way to a two-way roadway from Washington St. to Division St.?
- **Prioritize surface improvements** (i.e., Pedestrian Safety and Accessibility Improvements, Beautification Opportunities, Bike Lanes, On-street Parking, and Maximizing Number of Vehicle Lanes) from most to least important.
- Do you have any **areas of concern or specific suggestions** within the project area to highlight for the planning team?

We received the following responses:



Do you support reconfiguring Spokane Falls Boulevard from a one-way to a two-way roadway from Washington St. to Division St.?

Question 1 Column **Bar** Pie Map



[Hide table](#)

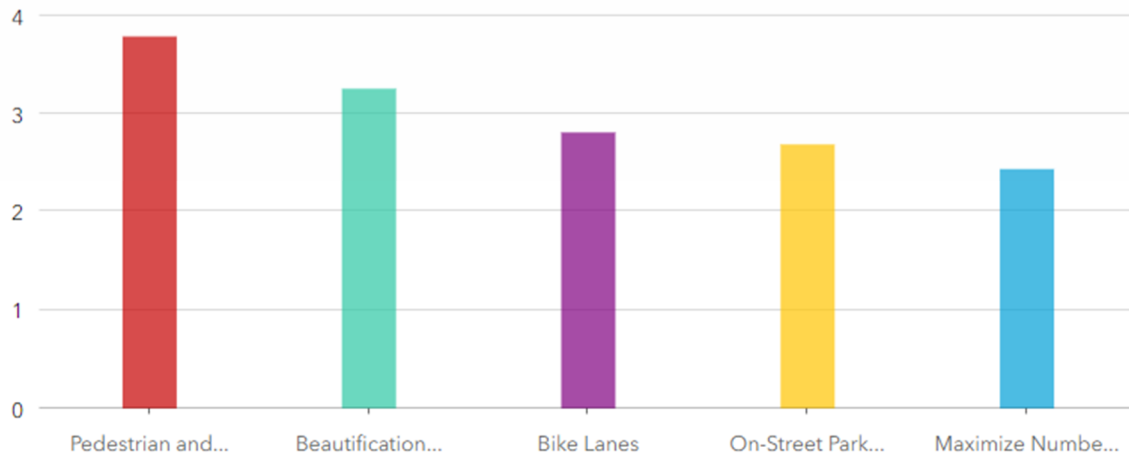
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Answers	Count	Percentage
Strongly disagree	383	32.99%
Disagree	166	14.3%
Neutral	132	11.37%
Agree	246	21.19%
Strongly agree	212	18.26%

Answered: 1,139 Skipped: 22

Prioritize surface improvements (i.e., Pedestrian Safety and Accessibility Improvements, Beautification Opportunities, Bike Lanes, On-street Parking, and Maximizing Number of Vehicle Lanes) from most to least important.

Question 2 Column Bar



Rank	Answers	1	2	3	4	5	Average score
1	Pedestrian and Accessibility Improvements	33.75% 382	30.65% 347	19.43% 220	13.34% 151	2.83% 32	3.79
2	Beautification (e.g., additional trees, planters, benches, etc.)	19.08% 216	21.2% 240	34.98% 396	16.08% 182	8.66% 98	3.26
3	Bike Lanes	16.61% 188	18.46% 209	22.61% 256	14.4% 163	27.92% 316	2.81
4	On-Street Parking	10.6% 120	19.88% 225	14.93% 169	37.37% 423	17.23% 195	2.69
5	Maximize Number of Vehicle Lanes	19.96% 226	9.81% 111	8.04% 91	18.82% 213	43.37% 491	2.44

Answered: 1,132 Skipped: 29

Do you have any areas of concern or specific suggestions within the project area to highlight for the planning team?

There were a lot of suggestions provided by the community as part of the survey. **The most common theme in the open-response answers is dichotomy: some people welcome the change, while others reject it.** For example, people are either for adding more active transit options, or they want the improvements to only focus on vehicles.

The City's planning team **observed a handful of sub-themes within the responses**, and some examples of actual comments* are included for each sub-theme.

Congestion and traffic flow issues

A large proportion of responses expressed concern that two-way travel would increase congestion in the area, leading to more back-ups on Division. Similarly, numerous respondents felt that having such a small segment of road be two-way would create confusion. Some respondents did however express their approval of the two-way concept and wanted it spread throughout all of downtown. A sizeable chunk thought the two-way concept should be extended further than currently planned, generally "further west."

"Because the convention center was located where it is, this intersection is always going to be a challenge. Will a two-way make it even more confusing and jammed up? Danger to pedestrians here and at Browne and Main is extreme and should receive significant attention in design."

"I'd love to see more streets in downtown configured for two way-traffic to create calmer, slower traffic and more accessibility to businesses. I'd love to see this two way configuration for all of Spokane Falls Blvd."

"Spokane falls is way to wide and people drive way to fast right next to some of our most popular pedestrian and bike areas. We should narrow Spokane falls to one lane in one direction and make everything else for bikes, pedestrians, outdoor seating etc."

*Comment examples have been copy/pasted as written; no edits were made to the original responses.

Safety for vehicles, pedestrians, and bikes

Responses that expressed safety concerns were largely focused on confusion since the current configuration is one-way. Respondents largely thought that one-way traffic is safer for pedestrians and bicyclists. Others, particularly those attending events at the Convention Center and First Interstate Center for the Arts, requested improvements like a skybridge or tunnel to connect the south and north sides of the street.

“The intersection at Browne and Spokane Falls Blvd is awkward and confusing. When the lights are out, this is a very hazardous intersection to navigate.”

“The intersection by River Park Square, City Hall and the skating ribbon often feels unsafe when crossing on foot with my kids, slowing traffic may help or doing other streetscape improvements.”

“The vehicle speeds crossing Spokane Falls Blvd here are outrageous. Please make design changes that will encourage drivers to slow down.”

“More pedestrian space and protected bike lanes would be great here and all over the city, but I also hope there can be traffic calming measures to make it safe to cross the street and overall just a safe place for people instead of prioritizing speed and efficiency for cars.”

*Comment examples have been copy/pasted as written; no edits were made to the original responses.

Active transit (bike and pedestrian)

The greatest dichotomy amongst responses concerned pedestrian access. People either thought bikes/pedestrians should not be prioritized, however, many more were supportive of increasing pedestrian access and safety.

“The entrance to Riverfront Park at Howard needs to be prioritized for Peds and Bikes. Rethink the height restriction of the two parking lots on SFB across from the Park. These should be developed with an emphasis on integrating with a reconfigured SFB.”

“I’m excited to see the surface changes and it’s good to know the underlying utilities are getting improved. I live off Washington st and frequently walk through the park and cross this street. I look forward to this because a safer and more pedestrian friendly street.”

“It would be much easier to support downtown businesses if I could safely get there, but the intersections are treacherous for walking and there is nowhere safe to park a bike.”

*Comment examples have been copy/pasted as written; no edits were made to the original responses.



Maintain the status-quo

“If it isn’t broke, don’t fix it” was mentioned numerous times. Many respondents thought this was a waste of money or that the proposed changes would create too much confusion.

“Why not just leave the streets alone. Instead of doing this type of work why not just repave them.”

“Do not change anything.”

“Please just leave it the way it is, it’s fine. If it isn’t broke, don’t fix it.”

*Comment examples have been copy/pasted as written; no edits were made to the original responses.

Transform Spokane Falls Boulevard

Conversely, other respondents felt strongly that this is a once in a lifetime opportunity to transform the corridor and that Spokane Falls Boulevard as we know it should be reimagined.

“Think big, think bold, think about the future. Turn Spokane Falls into a connector between downtown and the park instead of a barrier between downtown and the park.”

“Community gathering spaces are lacking in Spokane. Look at what Walla Walla downtown has done, and they now have several areas with trees and greenery, tons of tables and hang out areas which increases business and food.”

“Spokane is behind the curve when it comes to infrastructure for anything other than cars. This is an amazing opportunity to further beautify the area along Riverfront Park and make it more inviting for cyclists and pedestrians to travel to/through downtown. The Inlander recently published an article about the positive impacts other cities have experienced when developing infrastructure along bike/pedestrian pathways and the reconstruction of Spokane Falls Boulevard could be one of those projects that creates a real change in our city.”

“Take Spokane to the next level and make either this road, or another one downtown, like Pearl St in Boulder, CO. Downtown is for PEOPLE not cars. It would be amazing for the businesses as well. This project is a step in the right direction but if the city wanted to actually be forward thinking they’d invest in pedestrian travel ways. Think off all the shops and vendors you could have lined up. It’d be amazing. Re-designing things while keeping it car centric isn’t going to fix anything.”

*Comment examples have been copy/pasted as written; no edits were made to the original responses.

To answer some of these frequently raised questions and concerns, the planning team developed a FAQ.

