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1. INTRODUCTION

The Mead-Mt. Spokane Transportation Area Plan provides a long-range vision for the future transportation network in this area of unincorporated Spokane County. This Plan was led by Spokane County in a collaborative effort with the Washington State Department of Transportation (WSDOT).

The primary outcomes of this plan include a prioritized list of capital improvement projects, recommended policies and future studies aimed at improving traffic safety, street connectivity, driveway access and multimodal mobility for all users of the transportation system through the year 2040. This Plan serves as a resource to Spokane County, WSDOT, Spokane Regional Transportation Council (SRTC), Spokane Transit Authority (STA), the public, and development community on how the transportation network will improve and change over time. This Plan will also be incorporated into Spokane County’s Capital Facilities Improvement Plan, Arterial Road Plan and future updates to the Comprehensive Plan.

Study Area

The study area is mapped in Figure 1 and includes about a nine square mile area around US 2 and SR 206 in unincorporated Spokane County between the communities of Mead and Colbert. The study area is bounded by Farwell Road on the south, Shady Slope Road on the west, Greenbluff Road on the north, and Bruce Road on the east.
**Why Now?**

Spokane County recognizes that the area around US 2 within the study area is poised for increased development, traffic growth and demand for more multimodal travel (walking, bicycling, transit) in the near future. Several factors will likely contribute to this growth, including the addition of new sewer lines to the area (as part of the Mead-Mt. Spokane Pump Station and Pipeline Project), future completion of the North Spokane Corridor (Future US 395), the amount of developable land available, market pressure for new commercial and residential development, continued regional population and employment growth, and increased recreational trips.

WSDOT previously completed a *US 2 Corridor Study: Deer Road to Elk-Chattaroy Road* in 2016, focused primarily on the US 2 corridor through the area. The Mead-Mt. Spokane Transportation Area Plan builds off of that project by more holistically incorporating both the State and County road network and multimodal transportation facilities in the area and evaluating future land use. This Plan was also developed using community visioning and polling and included a land use market analysis, traffic forecasts and operations analysis, crash analysis, and multimodal transportation network assessment. By completing this Plan before growth occurs and by working closely with the community to understand the issues, desires and vision, the County and other transportation agencies will be able to more effectively shape future desired growth patterns and support near-term and long-term transportation priorities.
2. EXISTING CONDITIONS

Land Use & Zoning
The study area is in a largely rural part of the Spokane Region, but includes two distinctive land use types, one characterized as more suburban in nature and the other more rural. The suburban development type includes a combination of several single family residential subdivisions as well as a commercial area adjacent to US 2 extending from just south of Mt. Spokane Park Road (SR 206) to Day Mt. Spokane Road. The commercial area and residential subdivisions fall outside of the Spokane urban growth area (UGA), and instead are within a zone designated as a Limited Area of More Intense Rural Development (LAMIRD), see Figure 2. Existing zoning within the LAMIRD allows for uses and densities that are more suburban and urban in nature. Most of the areas within the LAMIRD zoned for single-family residential have been developed. However, much of the land area within the LAMIRD zoned for commercial or industrial uses are currently undeveloped, in part because sewer historically has not been available. Outside of the LAMIRD, land uses and zoning are generally dedicated to traditional rural and agricultural uses as well as conservation areas.

Roadway Network & Traffic
The existing roadway network and street classification is mapped in Figure 3. WSDOT owns and operates three highways in the study area: US 2, SR 206, and future US 395. The latter, which is the northern section of the North Spokane Corridor, is a six-lane freeway that will eventually connect south to I-90 near downtown Spokane (that project is currently slated for completion by 2030).

US 2 is five-lane highway that serves as the primary north-south connector through the area. US 2 is an important part of the state highway system and is a part of the national highway network (connecting both coasts), thus serving as a key artery for regional traffic. However, due to the existing land uses and local street network, most of the area’s local traffic must also use US 2. Most of the commercial land uses in the study area are centered around this highway with access directly off US 2.

Figure 3 also illustrates a somewhat fragmented arterial and collector road network outside of the state highways (US 2 and SR 206). The other north-south roads in the area are maintained by Spokane County and are either non-continuous through the area or not well connected to other streets, meaning most of the north-south local traffic is forced to use US 2. Given that most of the developable land is also close to US 2, the limited connectivity will likely cause future traffic congestion and safety issues as new growth occurs.
Spokane County Roadway Classifications

- Proposed or projected; private; non-county system road
- Rural Local Access; Urban Local Access
- Rural Minor Collector

County Street Classifications

- Rural Major Collector; Urban Major Collector
- Urban Minor Arterial
- Urban Principal Arterial

Figure 3
Observed Traffic Speed on US 2

Traffic speed data collected on US 2 in the winter of 2019 shows that between SR 206 and Day Mt. Spokane Road about 58% of traffic was exceeding the posted speed of 45 mph, with 12% of traffic traveling greater than 5 mph over the posted speed. Between Day Mt. Spokane Road and Greenbluff road about 93% of traffic was exceeding the posted speed of 45 mph, with 65% traveling greater than 5 mph over the posted speed. Note: the posted speed in the southbound direction changes from 60 mph to 45 mph about halfway between Greenbluff Road and Day Mt. Spokane Road, around where the speed data was collected.
US 2 Driveway Access Deeds

The segment of US 2 through the study area is considered a modified access control highway. Driveway access to parcels off this segment of US 2 was deeded as part of a previously established agreement, with the specific location of driveways (both existing and future) already identified. While the deeds limit the ability for WSDOT to mandate consolidation of driveways in the future, the designation also means no new driveways will be granted beyond those already deeded. WSDOT also controls the median and thus has the ability to restrict left-turn movements at driveways as needed to improve safety and traffic operations. See appendix for a map of deeded access on US 2.

Level of Service

Spokane County uses level of service (LOS) to describe and evaluate traffic operations at intersections. Levels range from LOS A to LOS F, which encompass a range of congestion types from uninterrupted traffic (LOS A) to exceeding motor vehicle capacity (LOS F) and are based on the Highway Capacity Manual. The LOS standards used by Spokane County are:

- LOS D for signalized intersections
- LOS E for unsignalized intersections

WSDOT also uses LOS thresholds for state highways. The LOS standard for state highways in Urban Areas (including the study area) is LOS D at signalized intersections and LOS E at unsignalized intersections. Within the study area this would apply to all intersections along US 2, SR 206 and Future US 395 (North Spokane Corridor). For intersections with roundabouts WSDOT uses volume-to-capacity (v/c) ratio as the measure of effectiveness instead of LOS. The v/c threshold WSDOT applies to roundabouts is 0.85-0.90.

Existing LOS was analyzed on weekday morning and afternoon peak hours at seventeen intersections in the study area (base on traffic counts collected in 2019 or calibrated to 2019 levels). The results, mapped in Figure 4, show that most locations in 2019 operate at acceptable levels of service, with minimal delays to motorists.

<table>
<thead>
<tr>
<th>Level of Service Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Free-flowing conditions.</td>
</tr>
<tr>
<td>B Stable operating conditions.</td>
</tr>
<tr>
<td>C Stable operating conditions, but with some impact.</td>
</tr>
<tr>
<td>D High density of motorists, but stable flow.</td>
</tr>
<tr>
<td>E Near-capacity, with speeds reduced.</td>
</tr>
<tr>
<td>F Over-capacity conditions with long delays.</td>
</tr>
</tbody>
</table>
Level of Service at Intersections
A: Free-flowing conditions
B: Stable operating conditions
C: Stable operating conditions, some impact
D: High-density of motorists, but stable flow
E: Near capacity, reduced speeds
F: Over capacity

Label: AM Peak LOS/PM Peak LOS

Existing Peak Hour Intersection Level of Service
Traffic Safety Analysis

Analysis of five years of crash data from 2014-2018 was performed for the WSDOT highways and County roads within the study area. Crash data was provided by WSDOT from State Patrol and County police reports. Crashes were organized into three different categories: minor and possible injury crashes, severe injury and fatal crashes, and crashes involving a bicycle or pedestrian.

Figure 5. Summary of 2014-2018 traffic crashes by severity in the study area

<table>
<thead>
<tr>
<th>Total Crashes</th>
<th>Minor and Possible Injury Crashes</th>
<th>Severe Injury and Fatal Crashes</th>
<th>Crashes Involving a Bicyclist or Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>340</td>
<td>142</td>
<td>10</td>
<td>1</td>
</tr>
</tbody>
</table>

Figure 5 shows that in five years of crash data there were a total of 340 crashes within the study area. Of these, 142 resulted in minor injury or possible injury, ten resulted in severe injury or death, one involved a bicycle and zero involved a pedestrian. The majority of the injury crashes in the study area occurred along US 2, including 113 (of the 142) minor injury crashes and five (of the ten) severe injury/fatal crashes.

Crashes were additionally organized by study area intersection (17 in total – see Figure 6) and road segment (for mid-block, minor street and driveway related crashes). For each intersection or road segment, trends of specific crash types were identified, with specific attention paid to crash types identified by WSDOT’s Target Zero approach or that are most likely to result in a serious injury and may be correctable by a proven countermeasure. This analysis identified six intersections and three road segments, all along US 2, where specific crash types may be preventable by a countermeasure. These locations (identified for potential safety improvements) are mapped in Figure 7 and are listed below. See appendix for crash data analysis.

Locations Identified for Potential Future Safety Improvements

<table>
<thead>
<tr>
<th>Intersections</th>
<th>Street Segments</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 2 &amp; Farwell Road</td>
<td>US 2 – Deer Road to Mt. Spokane Park Drive (SR 206)</td>
</tr>
<tr>
<td>US 2 &amp; Mt. Spokane Park Drive (SR 206)</td>
<td>US 2 – Mt. Spokane Park Drive (SR 206) to Lane Park Road</td>
</tr>
<tr>
<td>US 2 &amp; Walker Avenue</td>
<td>US 2 – Moody Road to Day Mt. Spokane Road</td>
</tr>
<tr>
<td>US 2 &amp; Lane Park Road</td>
<td></td>
</tr>
<tr>
<td>US 2 &amp; Day Mt. Spokane Road</td>
<td></td>
</tr>
<tr>
<td>US 2 &amp; Greenbluff Road</td>
<td></td>
</tr>
</tbody>
</table>
It should be noted that some of the crash data includes crashes that occurred prior to safety improvements made by WSDOT in 2017 on US 2 between Mt. Spokane Park Drive (SR 206) and Day Mt. Spokane Road. Because there was only one year of crash data available post improvements, it was too small of a sample size to reasonably draw conclusions about the effectiveness of the new safety improvements. Additional crash analysis along this segment of US 2 should be performed in the future once sufficient data exists to draw conclusions as to the effectiveness of the safety improvements made in 2017 and to determine additional safety improvements beyond those recommended in this Plan.

Pedestrian Infrastructure

Figure 8 illustrates the existing sidewalks and marked pedestrian crossings within the study area. The sidewalk network is fairly fragmented as most streets do not have sidewalks. Those that do include a mix of buffered and attached sidewalks and are mostly along streets that have recently been reconstructed or are near one of the four schools in the study area. As part of Phase 1 safety improvements which emerged from the US 2 Corridor Study: Deer Road to Elk-Chatteroy Road, WSDOT added a five-foot attached sidewalk along the west side of US 2 and part of the east side between Day Mt. Spokane Road and Mt. Spokane Park Drive (SR 206) in 2017. In discussions with WSDOT staff, the agency would have preferred to build a buffered sidewalk, but there were budget and right-of-way limitations when the 2017 project was implemented.

North of Farwell Road there are two signalized pedestrian crossings on US 2, at the intersections with Day Mt. Spokane Road and Mt. Spokane Park Drive (SR 206), which are about one mile apart. Within the commercial area between these two locations (which are dominated by retail and fast food uses), a pedestrian could have to travel up to a mile out of their way to find a signalized crossing.

There is a marked pedestrian crossing with a rapid rectangular flashing beacon along Day Mt. Spokane Road adjacent to Mountainside Middle School. Additionally, there are several marked uncontrolled crossings around Meadow Ridge Elementary School (along Freya Road, Moody Road and Day Mt. Spokane Road) as well as along Greenbluff Road in front of Colbert Elementary School.
Informal “Desire” Paths

Pedestrians will typically take the path of least resistance, which is often the shortest path, whether there is a formal walkway or not. Informal paths are created when people walk along the same route over and over in places where there is demand for people to walk (often because it's the shortest or only feasible route) and no formal walkway exists. These paths, sometimes called “desire paths,” represent routes where pedestrian demand exists and a more formal, accessible walkway should be considered.

Several informal paths in the area were identified and are highlighted here.

- Along the north side Mt. Spokane Park Drive (SR 206) between Lowe Road and Fairview Road
- Between Lowe Road and Mt. Spokane Park Drive (SR 206) across the railroad tracks
- Between Beverly Road and the railroad tracks along US 2
Existing Sidewalks and Pedestrian Crossings
Bicycle Network

Figure 9 illustrates the existing bicycle network in the area. Most of the bike facilities in the area are designated shared roads along local streets, arterial roads and state highways. As part of Phase 1 safety improvements that emerged from the US 2 Corridor Study: Deer Road to Elk-Chattaroy Road, WSDOT added a buffered bike lane along US 2 from Day Mt. Spokane Road to Mt. Spokane Park Drive (SR 206) in 2017 (and as part of that project reduced the posted speed from 55 to 45 mph). Five-foot bike lanes (4 feet from the gutter pan joint) exist along portions of Day-Mt. Spokane Road (with a posted speed of 45 mph) and Farwell Road (with posted speed of 35 mph). The Children of the Sun Trail is a paved multiuse trail that runs parallel to the North Spokane Corridor (future US 395) with access points at Farwell Road and Shady Slope Road. However, there are no separated bicycle facilities (bike lanes or trails) connecting the Children of the Sun Trail with the core commercial and residential areas north of Mt. Spokane Park Drive (SR 206).

Transit Service

Spokane Transit Authority, the Spokane regional transit provider, does not currently provide transit service to the study area. The closest transit stop is the Hastings Park-and-Ride near Division Road and Hastings Road, about 1.5 miles west of the study area. That stop is served by routes 25 and 124. The southwest portion of the study area falls within the STA service boundary, roughly south of Deer Road and west of the BNSF railroad.

As part of the SRTC Horizon 2040 Plan, STA will be exploring opportunities to provide transit to Mead, at the south end of the study area. The 2040 Plan identifies potential frequent service along US 2 south of Farwell Road, express service along Farwell Road east of US 395 and south along the North Spokane Corridor and a new park-and-ride near the future US 395 and Farwell Road intersection (see Figure 10). A new park-and-ride (and service extension) to Mead is not currently funded as part of the 10-year plan.
Figure 9

Existing Bicycle Facilities

Bicycle Infrastructure Type
- Bike Lane
- Commuter/Recreation Route
- Shared Use Path
- Shared Roadway
Figure 10. Horizon 2040 Transit Priority (High Performance Transit) Network

Existing Projects, Plans & Policies

Previously established or ongoing plans, projects and policy documents relevant to this Plan are listed below. Relevant aspects of these documents were incorporated into this Transportation Area Plan. In addition, it is recommended that future updates of these larger regional plans and overarching policy documents should incorporate the outcomes presenting in this Plan.

Mead-Mt. Spokane Pump Station and Pipeline Project (Ongoing)
As of publication, Spokane County is currently in the process of implementing Phase 1 (of five total planned phases) of this project to bring sewer to area. Sewer service will allow more of the commercial and industrial zoned land to be developed within the study area.
Spokane County Standards for Road and Sewer Construction (2018)
This document provides guidance and standards to developers and agency staff on street design in various contexts, including sidewalks and bike facilities, as well as traffic impact studies.

Horizon 2040 Plan (2018)
The Horizon 2040 Plan is the long range transportation plan for the Spokane Region, led by SRTC, and updated in 2018. Key relevant elements of the Horizon 2040 Plan include completion of the North Spokane Corridor by 2030 and extension of transit service to the southwest portion of the study area (see Transit Service). The Plan also identifies regional bike facilities in the study area along Farwell Road, Market Street, US 2 north of SR 206, and Mt Spokane Park Drive (SR 206).

Spokane County Comprehensive Plan (2017)
The Comprehensive Plan provides a high-level vision and guidance on future land use, zoning, urban design, street design and character of the area. The Mead-Mt. Spokane Transportation Area Plan should be incorporated into future updates to the Comprehensive Plan.

Connect Spokane (2017)
Connect Spokane: A Comprehensive Plan for Public Transportation is Spokane Transit’s plan that sets forth a vision and policy framework, guiding decisions made by STA’s Board of Directors, its staff and partnering agencies that will further Spokane Transit’s mission and vision for at least the next 30 years. The plan identifies the potential siting of a Park and Ride in Mead, at the south end of the study area.

US 2 Corridor Study: Deer Road to Elk-Chattaroy Road (2016)
For this study, WSDOT used analysis of crash trends and community input to identify countermeasures with the greatest potential to reduce serious and fatal injuries on US 2 between Deer Road an Elk-Chattaroy Road. Phase 1 of the project was implemented in 2017 and included low-cost improvements to the section from Day Mt. Spokane Road to Mt. Spokane Park Drive (SR 206). This included the addition of buffered bike lanes, attached sidewalks, flashing advance signal warning signs, chicanes, left turn access restrictions, formalized two stage left-turn lanes and reduction in posted speed from 55 mph to 40 mph. Phase 2 is an unfunded list of potential long-term improvements to be addressed as development occurs. Preliminary concepts include increasing connectivity of the parallel local street network, additional access management strategies, separate bike and pedestrian facilities, and roundabouts at SR 206, Lane Park and Day Mt. Spokane Drive, and at SR 206 & Chris Court. The Mead-Mt. Spokane Transportation Area Plan builds off of the US 2 Corridor Study to provide a more holistic long-range transportation plan for the area.

Spokane County Regional Trail Plan (2014)
The Regional Trail Plan identified the rail corridor through the area as a potential future rail-to-trail.
3. 2040 CONDITIONS

Between now and 2040, the area around US 2 within the study area is poised for significant change. The addition of new sewer lines to the area combined with pent up demand for development will likely result in increased near-term development around US 2. The completion of the North-Spokane Corridor is likely to further increase development demand given the ease of access that corridor will provide to Downtown Spokane and the rest of the Spokane Region. Additionally, regional through traffic along US 2 is also expected to continue to grow. These changes are anticipated to increase traffic as well as pedestrian and bicycle activity, magnifying existing traffic safety concerns on US 2, SR 206 and the County road network.

Land Use Market Analysis

The current version of the 2040 SRTC travel demand model (last updated in 2017) was used to develop traffic forecasts for this Plan. However, the model does not factor in more recent changes to the area (such as impending implementation of the sewer line and current market conditions) that are likely to impact development potential. In order to more accurately forecast future traffic and multimodal travel demand, a land use market analysis was performed. The market analysis considers existing zoning, developable land, capital facilities plans and market conditions to project the amount of development by different land use types likely to occur in the study area through 2030 and 2040.

Results of the market analysis are quantified in Figure 11 and show that the study area may see over 1 million square feet of new development between now and 2040 (even with no changes to zoning or land use regulation). This includes a combination of single-family and multi-family residential, retail, office and industrial uses. The majority of the development is expected to occur on underutilized parcels close to US 2 between Day Mt. Spokane Road and Deer Road as shown in Figure 12. A complete description of the market analysis methodology and findings is available is appendix.

Figure 11. Projected land use growth between now and 2040

<table>
<thead>
<tr>
<th>Use</th>
<th>Acres</th>
<th>Development Square Feet</th>
<th>Number of Units</th>
<th>Estimated number of jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family</td>
<td>19.6</td>
<td>189,362</td>
<td>135</td>
<td>n/a</td>
</tr>
<tr>
<td>Multifamily</td>
<td>22.7</td>
<td>306,318</td>
<td>306</td>
<td>6</td>
</tr>
<tr>
<td>Retail</td>
<td>42.5</td>
<td>277,550</td>
<td>n/a</td>
<td>617</td>
</tr>
<tr>
<td>Industrial</td>
<td>26.0</td>
<td>85,102</td>
<td>n/a</td>
<td>142</td>
</tr>
<tr>
<td>Office</td>
<td>8.4</td>
<td>68,984</td>
<td>n/a</td>
<td>197</td>
</tr>
<tr>
<td>Storage</td>
<td>9.9</td>
<td>64,799</td>
<td>n/a</td>
<td>4</td>
</tr>
<tr>
<td>Warehouse</td>
<td>17.0</td>
<td>55,534</td>
<td>n/a</td>
<td>28</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>146.2</strong></td>
<td><strong>1,047,650</strong></td>
<td><strong>442</strong></td>
<td><strong>994</strong></td>
</tr>
</tbody>
</table>
Figure 12. Projected land use growth by 2040
Travel Forecast

Land use forecasts derived from the land use market analysis were used to update the SRTC 2040 travel demand model. The morning and afternoon peak-hour compound annual traffic growth rates along major road segments within the study area were pulled from the travel demand model (using the difference between the 2015 and 2040 models). These rates were applied to existing (2019) observed traffic counts at the 17 study area intersections to develop traffic forecasts. A complete description of the methods and assumptions used to develop traffic forecasts is available in the appendix.

Using this methodology and land use assumptions described earlier, traffic along US 2 south of SR 206 is expected to grow about 1.9%-2.1% annually in the peak hour. North of SR 206, traffic is forecast to grow about 0.6%-1.1% annually. Along SR 206, traffic is forecast to grow between 0.1% and 1.8% depending on the segment and time of day, with higher growth rates forecast closer to US 2 and in the afternoon peak. Traffic on Day Mt. Spokane is expected to grow between 1.0-4.0% annually depending on the segment and time of day. Traffic forecasts also show little to no growth along Market Street and Bruce Road south of SR 206, as some traffic on those streets is expected to shift to US 2 with the completion of the North Spokane Corridor.

In addition to growth in traffic, the addition of so much residential and commercial development within close proximity of each other and near to the already established single-family residential neighborhoods will generate increased demand for walking and biking trips in the study area. This is because, with the new development, there would greater opportunity for short trips to stores, restaurants and employment opportunities for new and existing residents. There will also likely be a significant increase in demand to cross US 2 by foot, bicycle or vehicle as residents attempt to access services on both sides of the highway. With the addition of nearly 1,000 new employees to the area over the next 20 years and given the probability of new multifamily housing, there is also likely to be an increased demand for transit, which is currently not provided to the area but could be accessed from the proposed park-and-ride near Farwell Road and US 395.

Future Level of Service

Assuming no improvements or changes to the local street network, 2040 level of service (LOS) was analyzed on weekday morning and afternoon peak hours at seventeen intersections in the study area. The results, mapped in Figure 13, show that several intersections along US 2 are expected to exceed WSDOT’s LOS D threshold for signalized intersections and LOS E threshold for unsignalized intersections. Depending on where development occurs and which streets are used to access that development, the Yale Road/SR 206 intersection may also exceed LOS D.
Future Peak Hour Intersection Level of Service

Label: AM Peak LOS/PM Peak LOS

Level of Service at Intersections
A: Free-flowing conditions
B: Stable operating conditions
C: Stable operating conditions, some impact
D: High-density of motorists, but stable flow
E: Near capacity, reduced speeds
F: Over capacity
4. COMMUNITY VISION

Given the major changes to land use anticipated in the future, understanding the community’s vision of how to support growth with new transportation infrastructure was a critical component of this plan. Community input was gathered through online polling, in-person public workshops, orientation interviews, and a technical advisory committee. The community was asked to provide perspective on current transportation issues, priorities for future investment, and desired future outcomes to inform Plan recommendations and priorities.

Advertising Public Workshops

Several methods were used to get the word out about public workshops in the two weeks prior to each meeting. Strategies included posting flyers at businesses in the study area, use of local media outlets, newsfeeds on the Spokane County website and the project website, contacting stakeholders and agency representatives, as well as through the use of variable message boards along US 2 and signs on major County Roads throughout the study area.

Community Feedback

Visioning Workshop (March 2019)
Over 80 people attended the first public workshop in March 2019 to learn about the project and provide input on current transportation issues, priorities, and a conceptual vision for future land use and transportation network. Participants were split into small groups and asked to help develop a topical, long-term vision for the transportation environment in the study area. They then used these findings to evaluate two differing growth scenarios.

Project Evaluation Workshop (May 2019)
About 55 people attended a second workshop in May 2019 to learn about draft recommendations based largely on the outcomes of the first workshop. Participants divided in to small groups and through an exercise identified which projects and elements they view as most valuable to achieving the community’s vision and most urgent to implement.
Online Questionnaire
Nearly 80 respondents participated in an online questionnaire and mapping exercise where participants could identify preference for several concepts important to County transportation design and policy, such as street connectivity, land use design, bike and pedestrian options and transit service. A map was also provided online for participants to drop a pin on locations of concern and provide a brief explanation.

What the Community Expressed about Future Land Use and Transportation
Opinions varied in regard to the priorities and design that the future transportation network should take. A few topical areas drew general consensus, while the community was more divided or neutral on others.

The following provides a high-level summary of the community’s preference and vision for transportation in the area based on the outcomes of the workshop and online survey:

- **More Walkways and Bikeways** – Providing more options for walking and biking had the strongest and most consistent support of all the elements surveyed.

- **Mixed Support for Transit** – The community was fairly divided on bringing transit to the area, with some offering strong support and others viewing it as less important or desired.

- **Improve North-South Alternative Connections** – While opinions on general street connectivity varied, there was relatively strong support for providing alternative north-south street connections beyond US 2, and for access to local businesses and improving circulation through the area.

- **Grow Toward a Walkable Village Hub** – When presented with two scenarios for how transportation can support future growth, there was a strong preference for a walkable environment scenario, with more local-serving businesses, increased street connectivity, and slower traffic. Many also recognized the importance of maintaining US 2 as a facility for moving regional traffic.

- **Address SR 206/Market Street Intersection** – There was a consistent theme in comments received that this intersection does not function well, resulting in unsafe and undesirable driving behavior as drivers attempt to make a northbound left.

A complete summary of the public outreach efforts and outcomes can be found in the appendix.

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Projects with the Strongest Community Support
(May 2019 Project Evaluation Workshop)

- Improve Market Street to SR 206 Connection
- US 2/Lane Park Road full access improvements and pedestrian crossing
- Pedestrian/Bicycle bridge at Yale Road over the railroad tracks
Orientation Interviews

Orientation interviews were completed with representatives of various organizations, as well as business and land owners, representing a variety of interests from the area. Interviews revealed important topics and issues to consider as part of this plan. Interviews were conducted with representatives of the fire department, sheriff’s department, school district, retail businesses, land owners, neighborhood groups, developers, commercial real estate industry, the airport, County staff and advocacy groups. A complete summary of the interview findings are provided in the appendix. A high-level summary of key themes that emerged from the interviews are provided below. Much of the conversations revolved around US 2.

- There are multiple opportunities for increased development once the sewer project is complete.
- Most interviewees (particularly business owners) favor introducing transit to the area.
- Traffic speed on US 2 is of concern (particularly at night and during bad weather) and the challenges it creates for drivers making left turns as well as pedestrians. Some agreed that speeds have slowed some since improvements were made in 2017.
- US 2 acts as a barrier for pedestrians and motor vehicle traffic accessing local businesses.
- Few people walk or bike due to the speed of traffic, limited crossings on US 2, and lack of connections.
- Appreciation for the quiet, suburban quality, and economic diversity in the area.
- Desire for better highway access management on US 2 to improve safety, regional traffic flow, and predictability in how to access businesses.
- The Market Street/SR 206 operates poorly and is viewed as a safety concern (as drivers often cut through the Yoke’s parking lot and make U-turns on SR 206) and will get worse with development if not addressed.

Technical Advisory Committee

A technical advisory committee (TAC) was established for this project. The TAC provided guidance and oversight during plan development. Representative Spokane County departments and other regional agencies of the technical advisory committee included:

- Spokane County Traffic/Transportation Planning
- Spokane County Building & Planning
- Spokane County Environmental Services
- Washington State Department of Transportation (WSDOT)
- Spokane Regional Transportation Council (SRTC)
- Spokane Transit Authority (STA)
4. 2040 PLAN

The 2040 Plan summarizes the recommended improvements to the transportation system to be implemented to the Mead-Mt. Spokane Area over the next 20 years. The Plan includes a list of capital improvement projects, planning & engineering studies and policy recommendations. These are aimed at achieving the community’s vision and are in alignment with priorities established by Spokane County, WSDOT, SRTC and STA. Plan elements are intended to:

- Increase street connectivity
- Improve multimodal mobility for all users, including people walking, biking, driving and using transit as well as for both local and regional trips
- Improve safety by reducing the likelihood of severe injury and fatal crashes
- Support the community’s vision for land use growth that encourages locally-oriented businesses in a well-connected, walkable neighborhood setting.

The future transportation network will result in a more-connected local street network, providing alternatives to US 2 for local trips. It will allow for more trips to be made by walking and biking, and provide safer crossings of US 2. It will result in a connected local bike network tied to regional bike facilities and that is more accessible to a greater spectrum of users and skill levels. It will support the possibility of future transit service to the area. It will reduce turning movement conflicts along US 2, thus increasing safety, while maintaining adequate levels of service for regional traffic. It will also help support an increase in convenient neighborhood access to new development along walkable, low-speed streets, while limiting conflict with regional, pass-through traffic.

List of Capital Improvement Projects & Studies

Twenty-seven capital improvement projects and studies are identified as part of this plan to be implemented between now and 2040. These projects are listed in Figure 14, which also indicates the lead entity (Spokane County, WSDOT, STA, developer) and primary focus of the project (street connection, bike and pedestrian improvement, transit improvement, safety improvement or LOS improvement). A map of the projects is also provided in Figure 15, organized by project type. Project descriptions may be found beginning on page 30.
Figure 14. Project List

<table>
<thead>
<tr>
<th>Project</th>
<th>Spokane County</th>
<th>WSDOT</th>
<th>STA</th>
<th>Developer</th>
<th>Street Connection</th>
<th>Bicycle &amp; Pedestrian</th>
<th>Transit</th>
<th>Safety Improvement</th>
<th>LOS Improvement</th>
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<td>13. Enhanced Safety &amp; LOS Improvements at US 2/Farwell Road Intersection</td>
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<td>23. US 2 Signalized Pedestrian Crossings Spaced About a Quarter Mile from Lane Park Road</td>
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<td>25. Mt. Spokane Park Drive Bicycle &amp; Pedestrian Improvements</td>
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Recommended Projects

- New Local Street
- New Collector Street
- Street Improvement
- Intersection Improvement
- Pedestrian Crossing Improvement
- Bicycle Connection Study
- Transit Study
- Transit Project
Project Descriptions

A general description of each project mapped in Figure 15 is provided below.

1. **Freya Street Connection (Lane Park Road to Deer Road)**
   Construct a new collector street along the alignment of Freya Street from Lane Park Road to Deer Road with bicycle lanes (or parallel multiuse trail) and sidewalks on the east side (if the airport redevelops sidewalks would be constructed by developers on the west side). Implement turn pockets at major intersections or driveways. The Freya Street connection between Deer Road and Highland Road (see Project #2) will be needed in order to convert the US 2/Deer Road intersection into right-in-right-out only as part of Project #11.

2. **Highland Road Connection**
   Construct a new collector street along the alignment of Highland Road from US 2 to connect with the future Freya Street connection. The street should be constructed with bicycle lanes (or parallel multiuse trail) and sidewalks on both sides. This street should have a two-way left turn lane or turn pockets at major driveways.

3. **Yale Road Bicycle/Pedestrian Bicycle Pedestrian Bridge Connection**
   Construct a pedestrian and bicycle-only bridge over the BNSF railroad tracks to connect the two sides of Yale Road. This project may be implemented in two phases: a study to determine the location, preliminary design and feasibility, followed by final design and construction. This bridge should be constructed along an alignment that could allow a future parallel full street connection to be built as described in related Project 4.

4. **Yale Road Street Connection Feasibility Study**
   Conduct a study to determine the feasibility, impacts and benefits of constructing a bridge over the BNSF railroad tracks to connect Yale Road on either side of the tracks. If built, the bridge would be constructed parallel to the planned bicycle/pedestrian-only bridge described in Project 3.

5. **Day Mt. Spokane Road Safety and Multimodal Improvements**
   Within the existing curb-to-curb width, restripe the four-lane segment of Day Mt. Spokane Road east of US 2 to three lanes with wider buffered bicycle lanes (including one travel lane in each direction and a center-turn lane). Construct a pedestrian refuge median at the marked crosswalk adjacent to Patricia Drive (in front of Mountainside Middle School). Consider reducing the posted speed from 45 mph to 35 mph. This project would be implemented in conjunction with a related stormwater project.

6. **Study bicycle connection along Market Street and Center Road**
   Conduct a study to provide a separate bicycle connection from Mt. Spokane Park Drive (SR 206) to Farwell Road and Children of the Sun Trail via bicycle lanes or a parallel multiuse trail. The bicycle
connection would likely follow Market Street south of SR 206. Study should also consider the feasibility of constructing a multiuse trail to connect Center Road to the Children of the Sun Trail including paving the segment of Center Road east of Oak Street. This would provide a lower stress bicycle connection from Children of the Sun Trail to Market Street than the alternative along Farwell Road. The bicycle connection along Center Road could be a shared facility, because it is a low volume, low speed facility.

7. **Market Street to SR 206 Connection**
   Study potential to reroute Market Street to connect into Mt. Spokane Park Drive (SR 206) east of the Yoke’s Fresh Market. A roundabout is recommended at the new intersection to allow for safe full access of pedestrian, bicycle and motor vehicle traffic. Consider realigning Chris Court to the northern leg of this intersection (see Project 23). This project may be implemented in phases. The first possible phase consists of an alternative analysis to determine the best solution to improve the connection from Market Street with US 2. The second phase will consist of construction of the preferred alternative.

8. **Mt. Spokane Park Drive Multiuse Trail**
   Construct a new multiuse trail on the north side of Mt. Spokane Park Drive (SR 206) from US 2 to Fairview Drive to meet existing bicycle and pedestrian demand between Mt. Spokane High School, nearby residential subdivisions and commercial development around US 2.

9. **Lowe Road to Mt. Spokane Park Drive Multiuse Trail Connection**
   Construct a new multiuse trail along existing County and WSDOT right-of-way between Lowe Road (just south of Peone Pines Drive) and Mt. Spokane Park Drive (SR 206) just west of the railroad crossing. This connection will provide a more direct bicycle and pedestrian connection between the existing residential subdivision and commercial development west of the railroad along a currently unestablished route already being used by pedestrians. As a first phase of this project WSDOT and the County will work to secure the property along the trail alignment in anticipation of future construction.

10. **US 2/Lane Park Road Intersection Full Access Improvements & Pedestrian Crossing**
    As a condition of future development, the US 2/Lane Park Road intersection will be improved to provide full access for all vehicle movements as well as marked pedestrian crossings. This intersection will be implemented with a roundabout configuration, which is consistent with the conclusions of the WSDOT *US 2 Corridor Study* completed in 2016.

11. **US 2 Median South of SR 206 (Barrier to Prevent Left Turns)**
    In order to improve traffic safety, extend the median and barrier along US 2 south from Mt. Spokane Park Drive (SR 206) intersection to the existing barrier north of the US 395 intersection to prevent all left-turn movements along this stretch of US 2. This will effectively convert Deer Road
and other driveways on this stretch of US 2 from full access to allow right-in-right-out only movements. Note: restrictions to Deer Road cannot occur until the Freya Street Connection (Project 1) and Highland Road Connection (Project 2) are completed, which will provide alternative access. As additional development occurs along US 2, turn restrictions will be required along US 2 driveways.

12. Additional US 2 Left Turn Restrictions from SR 206 to Day Mt Spokane Road
In order to improve safety and future level of service, continue improvements initiated by WSDOT in 2017 along US 2 to restrict additional left-turn movements at uncontrolled intersections and driveways, particularly at locations with a high injury crash rate, between Day Mt. Spokane Road and Mt. Spokane Park Drive (SR 206). As new development occurs along US 2, turn restrictions may be required along US 2 and full access will be provided by developers via parallel local and collector streets.

13. Enhanced safety & level of service improvements at US 2/Farwell Road Intersection
Implement safety improvements at the US 2/Farwell Road intersection to counter injury crash history, notably to reduce the likelihood of rear-end and failure-to-yield crashes. Additionally, as a condition of future development this intersection will be included as part of transportation impact analysis and improvements may be needed to address future traffic growth to maintain acceptable levels of service. Preliminary analysis shows a second northbound-left turn lane and a separate southbound right turn lane may be needed depending on the intensity of future development.

14. Enhanced safety & level of service improvements at US 2/SR 206 Intersection
Implement safety improvements to counter injury crash history, notably to reduce the likelihood of higher speed rear-end crashes at the US 2/Mt. Spokane Park Drive (SR 206) intersection. Additionally, as a condition of future development this intersection will be included as part of transportation impact analysis and improvements may be needed to address future traffic growth to maintain acceptable levels of service. Preliminary analysis shows a second northbound-left turn lane and a separate eastbound right turn lane may be needed depending on the intensity of future development.

15. Enhanced safety improvements at US 2/Day Mt. Spokane Road Intersection
Implement safety improvements to counter injury crash history, notably to reduce the likelihood of higher speed rear-end crashes and failure to yield crashes at the US 2/Day Mt Spokane Road Intersection.

16. Enhanced safety improvements at US 2/Greenbluff Road Intersection
Implement safety improvements to counter injury crash history, notably to reduce the likelihood of failure to yield crashes at the US 2/Greenbluff Road Intersection. Providing a refuge lane to
formalize a two-stage left-turn for vehicles making a westbound left from Greenbluff Road to US 2 should be considered as a possible countermeasure.

17. Explore Further a Park-and-Ride in the Study Area
Explore the viability of and construct a new park-and-ride in the study area. Previous evaluations identified a location near the future US 395 and Farwell Road intersection. This project would occur concurrent with transit service being extended to this location as identified in the Horizon 2040 Plan and Connect Spokane Plan. The park-and-ride would likely serve as the route’s terminus.

18. Evaluate Extension of Transit Service to LAMIRD
As part of the next long-term Transit Plan update, STA and Spokane County will evaluate the potential to extend transit service to the LAMIRD. Preliminary concept identified Farwell Road and Market Street as well as Freya Street and Lane Park Road as a possible alignment for future transit extension to the LAMIRD. The study should examine the possibility of on-demand, mobility-as-a-service and other emerging options in addition to traditional fixed-route transit.

19. Yale Road Reconstruction as a Collector Street with Sidewalks and Bike Lanes
As a condition of future development, pave and upgrade Yale Road from Lane Park Road to Mt. Spokane Park Drive (SR 206) to include curb, gutter, sidewalk and separate bicycle facilities (either bike lanes or a multiuse path).

20. Freya Street Connection (Moody Road to Lane Park Road)
As a condition of future development, a new collector street will be constructed along the Freya Street alignment between Moody Road and Lane Park Road. The street will be constructed with sidewalks and separate bicycle facilities (either bike lanes or a multiuse trail). This project, along with the Freya Street project to the south (Project 1), will provide a continuous parallel north-south connection on the east side of US 2 between Deer Road and Mt. Spokane Park Drive.

21. Medina Lane or Neptune Road Commercial Access Connection (Day Mt Spokane to Highland Rd)
As a condition of future development, a new collector street will be constructed roughly along the alignment of the existing Medina Lane, Neptune Road or Old Boston Road between Day Mt. Spokane Road and Highland Road. This street should be constructed to follow the new sewer line, would include sidewalks on both sides and provide local circulation and access to future commercial development on the west side of US 2.

22. Chris Court to Black Road Connection
As a condition of future development, a new collector street will be constructed roughly along the alignment of the existing Black Road to connect Lane Park Road with Mt. Spokane Park Drive (SR
206) on the east side of US 2. This street would include sidewalks on both sides and provide local circulation and access to future commercial development on the east side of US 2. This road should connect to the extent possible with the realigned Market Street at the future Mt. Spokane Park Drive (SR 206) intersection (see Project 8).

23. US 2 Enhanced Pedestrian Crossings Spaced About a Quarter Mile from Lane Park Road
A pedestrian crossing analysis will be required for all new developments along US 2 to identify potential increased crossing demand across. As the land around US 2 between Day Mt. Spokane Road and Mt. Spokane Park Drive (SR 206) builds out and pedestrian demand increases, additional enhanced pedestrian crossings will be constructed on US 2 north and south of the Lane Park Road intersection as a condition of future development. These would be constructed following the improvements of the US 2/Lane Park Road intersection (see Project 12) and would effectively result in quarter mile spacing of controlled pedestrian crossings along US 2 between Day Mt. Spokane Road and Mt. Spokane Park Drive (SR 206). Feasibility studies and coordination with WSDOT will be required to select the appropriate pedestrian crossing infrastructure.

24. US 2 Buffered Sidewalks
As a condition of future development, buffered sidewalks will be constructed on both sides of US 2 within the LAMIRD. The existing sidewalks constructed along US 2 in 2017 were implemented as an interim measure (due mostly to right-of-way and funding constraints) until a complete buffered sidewalk network could be completed in the future as development occurs.

25. Mt. Spokane Park Drive Bicycle & Pedestrian Improvements
As a condition of future development, buffered sidewalks and bicycle lanes (or a parallel multiuse trail) will be provided on both sides of Mt. Spokane Park Drive (SR 206) between US 2 the railroad tracks east of Yale Road to accommodate future multimodal traffic. See related Project #26.

26. Mt. Spokane Park Drive Capacity and Operations Improvements
As a condition of future development, transportation impact analysis associated with development in this area should address capacity and operations along Mt. Spokane Park Drive (SR 206) between Chris Court and the railroad tracks. Depending on the intensity of development the TIA may conclude it necessary for the developer to widen Mt. Spokane Park Drive and/or implement intersection improvements at the intersection with Yale Road.

27. Day Mt. Spokane Road/Bruce Road Intersection Operations and Safety Improvements
Improvements will be implemented at this intersection to address sight distance concerns and traffic operations from future growth. The specific improvement will be determined as part of project development and may include converting this intersection to a roundabout.
Street Design Policies

Several street design policies specific to the LAMIRD and urban growth areas of the study area are recommended to support increased multimodal mobility options and comfort for people walking and biking. It is recommended to incorporate these policies into future updates of the *Spokane County Standards for Road and Sewer Construction*.

1. Landsapped buffered sidewalks on both sides of all new streets within the LAMIRD
2. Landsapped buffered sidewalks provided by and developers along property frontage as parcels redevelop in LAMIRD with landscaping to be maintained by property owners.
3. Bicycle lanes or a parallel multiuse trail on all collector and arterial streets in urbanized area
   a. Recommend bicycle lane width of 6 feet to curbface, with at least 4 feet from the curb joint (current standard only requires 4 feet from joint)
   b. Recommend a buffered bicycle lane wherever possible and on all streets with a posted speed of >35 mph
   c. Consider a protected bicycle facility (such as a separate multiuse trail) to allow for use by a wider range of skill levels
4. Arterial, collector and commercial access local streets designed to accommodate transit (appropriate pavement structure, adequate space along sidewalks for bus stop and wheelchair ramps/lifts)

Future Bike Network

Implementation of the projects and policies identified in this Plan will result in a more complete bicycle network that is connected into the regional system and that is accessible to users with a wider range of skill levels. A map of the future bike network is provided in Figure 16. Some key changes from the existing bike network include: realigning the north-south bike route from US 2 to Yale Road and Freya Street, providing wider buffered bike lanes on Day Mt. Spokane Road, completing the multiuse trail on the north side of SR 206 from Mt. Spokane High School to US 2 and connecting the area to the Children of the Sun Trail via a yet to be determined separated bicycle facility (bike lanes or a trail).

Future Transit Service

This plan supports STA’s current plan to extend transit service to the south end of the Study Area by 2040. In addition, STA and Spokane County will evaluate the potential to extend transit service to the LAMIRD. Extension of transit service will be dependent on future funding, as well as the extent, type and intensity of development in the area. Preliminary conceptual analysis identified Farwell Road and Market Street as a possible alignment for future transit extension to the LAMIRD, as well as Freya Road to Lane Park Road depending on future development patterns.
Figure 16

Proposed Bicycle Network

- **Other Shared Road or Shoulder**
- **Unpaved Road**
- **Bike Lane or Multiuse Path**
- **Bicycle Connection Study**
5. IMPLEMENTATION

Spokane County, in partnership with WSDOT and STA, will work toward gradually implementing this plan over the next 20 years with a goal to complete all projects by the year 2040. The pace of implementation will be dependent in large part on funding, as well as when, where and how the area develops, which will be driven in large part by the private sector.

Project Prioritization

In order to guide implementation and priorities, all 24 projects identified in this plan have been grouped into five different time frames as illustrated in Figure 17.

- Near-Term
- Mid-Term
- Long-Term
- Upon Development
- Ongoing Safety (monitoring)

Prioritization was based on community input, agency priorities, project complexity, and in some cases the logical order required for implementation. Exact timing of implementation will depend on funding for some projects and when development occurs for others. It should also be recognized that priorities may shift over time, and other changes may occur that cause projects identified in this plan as Mid-Term and Long-Term to either be implemented earlier or later than currently planned. Lastly, for several of the safety improvement projects along US 2, the efficacy of these projects will be evaluated again in 2023 based on five years of crash data following the interim safety improvements made by WSDOT in 2017.
### Project Prioritization

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<tr>
<th>Near Term</th>
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<th>Long Term</th>
<th>Upon Development</th>
<th>Ongoing Safety (monitoring)</th>
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<tr>
<td><strong>3a.</strong> Yale Road Bicycle/Pedestrian Bridge Connection Study &amp; Design</td>
<td><strong>3b.</strong> Yale Road Bicycle/Pedestrian Bridge Connection Construction</td>
<td><strong>4.</strong> Yale Road Street Connection Study</td>
<td><strong>1.</strong> Freya Street Connection (Lane Park Road to Deer Road)</td>
<td><strong>13.</strong> Enhanced Safety &amp; LOS Improvements at US 2/Farwell Intersection</td>
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<td><strong>5.</strong> Day Mt. Spokane Safety and Multimodal Improvements</td>
<td><strong>7a.</strong> Market Street to SR 206 Connection Alternatives Analysis &amp; Design combined with Market Street &amp; Center Road Bicycle Connection Study to Children of the Sun Trail</td>
<td><strong>6b.</strong> Market Street &amp; Center Road Bicycle Connection Study to Children of the Sun Trail Implementation</td>
<td><strong>2.</strong> Highland Road Connection</td>
<td><strong>14.</strong> Enhanced Safety &amp; LOS Improvements at US 2/SR 206 Intersection</td>
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<td><strong>6a/7a.</strong> Market Street to SR 206 Connection</td>
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<td></td>
<td><strong>23.</strong> US 2 Signalized Pedestrian Crossings Spaced About a Quarter Mile from Lane Park Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>24.</strong> US 2 Buffered Sidewalks</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>25.</strong> Mt. Spokane Park Drive Bicycle &amp; Pedestrian Improvements</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>26.</strong> Mt. Spokane Park Drive Capacity and Operations Improvements</td>
<td></td>
</tr>
</tbody>
</table>
Project Cost Estimates

Planning-level costs (in Year 2019 dollars) were estimated for select projects. These are shown in Figure 18. Estimates include 30% contingency. These costs are meant to provide high-level guidance as the County seeks funding for projects. More accurate cost estimates will be determined as a part of project development for each project. Cost estimates for projects not on this list will be estimated as part of future studies or will be implemented by developers. More detailed information regarding cost estimates can be found in the appendix.

Figure 18. Planning-level project cost estimates for select projects (in thousands of 2019 dollars).

<table>
<thead>
<tr>
<th>Project Name &amp; Number</th>
<th>Design Cost</th>
<th>Right-of-Way Cost</th>
<th>Const. Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Freya Street Connection (Lane Park Road to Deer Road)</td>
<td>$690K</td>
<td>$340K</td>
<td>$4,530K</td>
<td>$5,530K</td>
</tr>
<tr>
<td>2. Highland Road Connection</td>
<td>$150K</td>
<td>$9K</td>
<td>$852K</td>
<td>$1,090K</td>
</tr>
<tr>
<td>3. Yale Road Bicycle/Pedestrian Bridge Connection</td>
<td>$140K</td>
<td>$20K</td>
<td>$600K</td>
<td>$760K</td>
</tr>
<tr>
<td>5. Day Mt. Spokane Road Safety &amp; Multimodal Improvements</td>
<td>$40K</td>
<td>$10K</td>
<td>$240K</td>
<td>$290K</td>
</tr>
<tr>
<td>6. Market Street &amp; Center Road Bicycle Connection Study</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$200K</td>
</tr>
<tr>
<td>8. Mt. Spokane Park Drive Multiuse Trail</td>
<td>$130K</td>
<td>$20K</td>
<td>$940K</td>
<td>$1,090K</td>
</tr>
<tr>
<td>10. US 2/Lane Park Road Full Intersection Access Improvements &amp; Pedestrian Crossing</td>
<td>$320K</td>
<td>$150K</td>
<td>$1,300K</td>
<td>$1,770K</td>
</tr>
<tr>
<td>13. Enhanced Safety &amp; LOS Improvements at US 2/Farewell Road Intersection</td>
<td>$300K</td>
<td>$0K</td>
<td>$1,700K</td>
<td>$2,000K</td>
</tr>
<tr>
<td>14. Enhanced Safety &amp; LOS Improvements at US 2/SR 206 Intersection</td>
<td>$280K</td>
<td>$60K</td>
<td>$1,660K</td>
<td>$2,000K</td>
</tr>
<tr>
<td>15. Enhanced Safety Improvements at US 2/ Day Mt. Spokane Road Intersection</td>
<td>not avail.</td>
<td>not avail.</td>
<td>not avail.</td>
<td>$4,070K</td>
</tr>
<tr>
<td>16. Enhanced Safety Improvements at US 2/ Greenbluff Road Intersection</td>
<td>$210K</td>
<td>$0K</td>
<td>$1,370</td>
<td>$1,580K</td>
</tr>
<tr>
<td>23. US 2 Enhanced Pedestrian Crossings</td>
<td>$30K</td>
<td>$0K</td>
<td>$130K</td>
<td>$160K</td>
</tr>
<tr>
<td>27. Day Mt. Spokane Road/Brace Road Intersection Operations &amp; Safety Improvements</td>
<td>$300K</td>
<td>$170K</td>
<td>$1,690K</td>
<td>$2,160K</td>
</tr>
</tbody>
</table>

1. About half the total cost of this project is for LOS improvements and half is for safety improvements.
3. This cost is per pedestrian crossing. Up to two pedestrian crossings may be included as part of this project.
Next Steps

Recommendations and outcomes of this Plan should be incorporated into future updates to the following plans, tools and documents:

- Spokane Comprehensive Plan
- Spokane County Standards for Road and Sewer Construction
- Spokane County Capital Facilities Plan
- WSDOT Capital Improvement Plan
- SRTC Horizon 2040 Plan
- SRTC 2040 Travel Demand Model
- Connect Spokane (STA Long-Range Transit Plan)

Based on findings of the land use market analysis and the feedback received from the community, it is recommended that the County explore the potential for developing a sub-area plan for this region. A sub-area plan will allow the County to better define and manage how land develops in the study area, align development with the community’s vision, and better ensure the implementation of the transportation improvements recommended in this plan. A sub-area plan also allows for additional funding opportunities for the transportation infrastructure identified in this Plan. Currently, all planned improvements would need to compete with other County transportation projects for grants, gas tax funds, WSDOT funding, private development frontage improvements, and other sources. Sub-area plans have the potential for other types of funding, such as a transportation benefit district, or coordinated traffic impact mitigation funding.