

CITY OF SPOKANE VALLEY

Request for Council Action

Meeting Date: September 1, 2026

Department Director Approval: ☐

Check all that apply: ☐ consent ☐ old business ☐ new business ☐ public hearing
☐ information ☒ admin. report ☐ pending legislation ☐ executive session

AGENDA ITEM TITLE: Active Transportation Plan Round Table Discussion

GOVERNING LEGISLATION: RCW 36.70A.070

PREVIOUS COUNCIL ACTION TAKEN:

February 18, 2025 – City Council approved the City Manager to enter into an agreement to receive grant funds from the Washington State Department of Transportation's (WSDOT) Active Transportation Assistance Program for the development of an Active Transportation Plan.

July 21, 2026 – City Council heard an administrative report on the Active Transportation Plan

August 18, 2026 – City Council had a public hearing on the Active Transportation Plan. One written public comment was received from Central Valley School District.

BACKGROUND:

The Active Transportation Plan (ATP) is intended to be a council-adopted, policy-level document aimed at the following:

- Improving transportation safety
- Increasing competitiveness for grant funds
- Satisfying the Comprehensive Plan's requirement for a Multi-Modal Level of Service

The attached draft ATP was developed and supported by an exhaustive process that is compiled into the ATP's appendices: the Existing Conditions Assessment, the Community Engagement Summary, the Needs Assessment and Network Development Memorandum, and the Project Sheet Packet.

The attached draft ATP and draft resolution are the same as presented to council at the July 21 administrative report and the August 18 public hearing. One written comment was received at the August 18 public hearing.

This round table discussion offers City Council the opportunity to work through and discuss the draft ATP and to provide input of its desired policies within the ATP. Staff will seek input on any modifications that may be necessary for Council to develop its desired policies within the ATP for improving transportation safety, including pedestrian and bicycle safety, within Spokane Valley.

Staff intend to incorporate comments and return to City Council with potential updates to the draft ATP for City Council consideration and for the future potential plan adoption.

OPTIONS: Discussion.

RECOMMENDED ACTION OR MOTION: Discussion.

BUDGET/FINANCIAL IMPACTS: None.

STAFF CONTACT: Adam Jackson, Engineering Manager
Jerremy Clark, Engineering Manager

ATTACHMENTS:

PowerPoint

Draft Resolution 26-011

Draft Active Transportation Plan and supporting documents

Written Comment received for August 18 Public Hearing

DRAFT

**CITY OF SPOKANE VALLEY
SPOKANE COUNTY, WASHINGTON
RESOLUTION NO. 26-011**

**A RESOLUTION OF THE CITY OF SPOKANE VALLEY, SPOKANE COUNTY,
ADOPTING AN ACTIVE TRANSPORTATION PLAN**

WHEREAS, the City Council recognizes that improving walking and bicycling infrastructure in the City of Spokane Valley supports its adopted Comprehensive Plan Goals to ensure that the transportation system and investments in transportation infrastructure are designed to improve quality of life, support economic development, strive to reduce the number of serious injury/fatality collisions to zero, and maintain and enhance a comprehensive multimodal transportation system that promotes, supports, and improves the safe, efficient, and reliable movement of people, vehicles, and goods; and

WHEREAS, the City is required by Washington’s Growth Management Act to adopt updates to the City’s Comprehensive Plan by the end of year 2026; and

WHEREAS, development of an Active Transportation Plan supports development of required updates to the transportation element of the Comprehensive Plan, including the multi-modal level of service; and

WHEREAS, adoption of an Active Transportation Plan will place the City in a better position to compete with other agencies for funding, such as the Safe Routes to School Program and the Pedestrian-Bicycle Program, that fund active transportation elements; and

WHEREAS, on September 15, 2025, the Washington State Department of Transportation (“WSDOT”) and the City entered into Local Programs State Funding Agreement No. LA11247 whereby WSDOT committed to providing the City with funding in the amount of one-hundred-eighty-thousand dollars (\$180,000) to develop and adopt an Active Transportation Plan; and

WHEREAS, the City retained Kimley-Horn and Associates, Inc. (“Consultant”) to assist the City’s Public Works Department staff to develop an Active Transportation Plan for the City; and

WHEREAS, City staff, working with the Consultant, has completed development of an Active Transportation Plan for Council’s adoption consideration, which is attached hereto as Attachment A;

NOW, THEREFORE, be it resolved by the City Council of the City of Spokane Valley, Spokane County, Washington as follows:

Section 1: Recitals Incorporated. The statements in the above recitals are incorporated herein by this reference.

Section 2: Findings of Fact Reaffirmed. The City Council adopts the City of Spokane Valley Active Transportation Plan attached hereto at Attachment A.

Section 3: Effective Date. This Resolution shall be effective upon adoption.

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DRAFT

Passed by the City Council this ____ day of _____, 2026.

CITY OF SPOKANE VALLEY

Laura Padden, Mayor

ATTEST:

Approved as to form:

Marci Patterson, City Clerk

Office of the City Attorney



Spokane Valley Active Transportation Plan

Spokane Valley City Council Presentation

Round Table - Study Session

September 1, 2026





City Council Involvement to Date

February 18, 2025

Council approved staff to contract with WSDOT for development of the Active Transportation Plan (ATP)

August 18, 2026

Public Hearing for the draft ATP hosted at City Council. One written comment was received.

July 21, 2026

Staff report sharing the first draft ATP with City Council

September 1, 2026

City Council round table discussion with staff to discuss the ATP.



Purpose

1. Improve Transportation Safety
2. Increase grant competitiveness
3. Satisfy Comprehensive Plan requirement for Multi-Modal Level of Service (MMLOS)





ATP Chapters

1. Introduction
2. Existing Conditions
3. Community Engagement
4. Network Development
5. Policy Recommendations
6. Funding and Implementation



SVATP Vision Statement & Goals



Improve Safety for
People Walking,
Biking, and Rolling



Close Key
Network Gaps



Use Data and
Community Input
to Guide Decisions



Improve Access to
Everyday
Destinations



Integrate
Walking, Biking,
and Transit

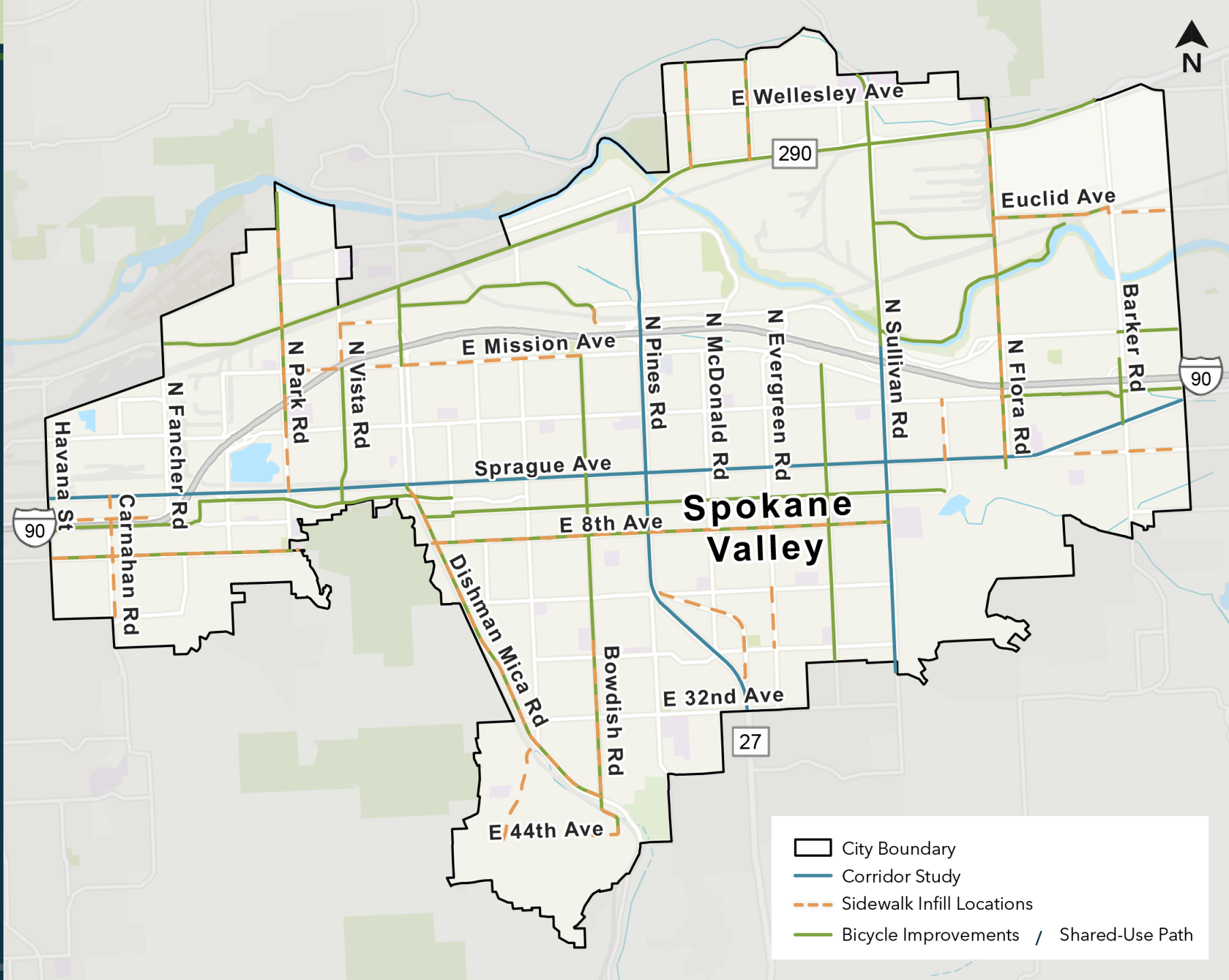


Deliver Implementable
and Maintainable
Improvements

“We envision a Spokane Valley where people of all ages and abilities can walk, bike, and roll using safe, connected routes to reach everyday destinations.”



Proposed Active Transportation Improvements and Studies





Proposed Policy and Funding

Engineering



- Planning and Project Coordination
- Low-Cost Treatments
- Traffic Calming Program
- Access Management
- Design Guidance
- Transit Stops
- Wayfinding
- Maintenance

Education



- Safety Education
- E-bike Education
- Community Rides

Encouragement



- Safe Routes to School (SRTS) Program
- Safe Routes for Seniors
- Awareness Campaigns

Enforcement



- Targeted Enforcement
- Officer Training
- E-bike Policy

Evaluation



- Before-and-After Evaluation
- Bicycle and Pedestrian Crashes
- Bicycle and Pedestrian Inventory
- Bicycle and Pedestrian Counts

Local Programs



- General Fund Revenues
- Development Impacts
- Real Estate Excise Tax Revenues

State Programs



- Pedestrian and Bicyclist Program
- Transportation Improvement Board (TIB)
- E-Bike Lending Library and Ownership Grant Program
- Sandy Williams Connecting Communities Grant Program
- Safe Routes to School (SRTS)

Federal Programs



- Carbon Reduction Program (CRP)
- Highway Safety Improvement Program (HSIP)
- Better Utilizing Investments to Leverage Development (BUILD) Grant Program
- Surface Transportation Block Grant (STBG)
- Community Development Block Grant (CDBG) Program
- Recreational Trails Program
- Safe Streets and Roads for All (SS4A) Grant Program (if continued)



Thank you!

Q&A

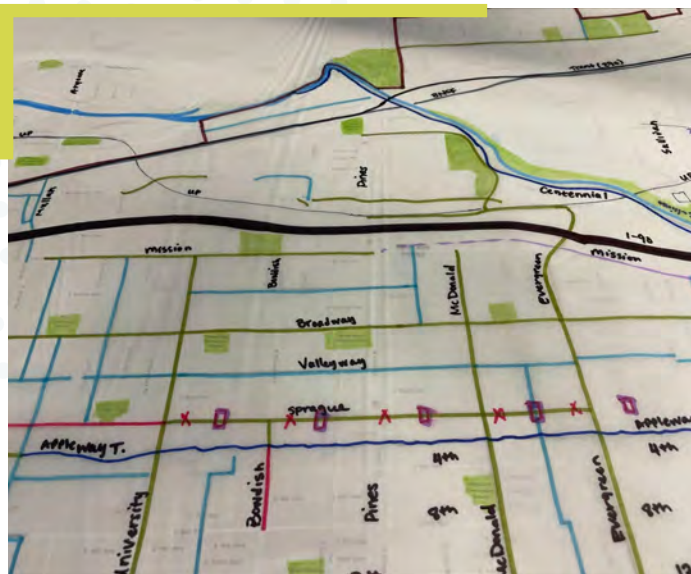


SPOKANE VALLEY

Active Transportation Plan



July 2026



Spokane Valley Active Transportation Plan (SVATP)

Prepared for:



City of Spokane Valley
10210 East Sprague Avenue
Spokane Valley, WA 99206

Prepared by:



Kimley-Horn and Associates, Inc.
601 W 1st Ave
Suite 700
Spokane, WA 99201

July 2026

Statutory Notice

23 U.S.C. § 407: US Code - Section 407: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway- highway crossings, pursuant to sections 130, 144 and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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List of Available Supporting Documents

Existing Conditions Assessment
Community Engagement Summary
Needs Assessment and Network Development Memorandum
Project Sheet Packet

1. Introduction

The City of Spokane Valley, Washington, is in eastern Spokane County, east of City of Spokane and near the Idaho-Washington border. The City has a population of approximately 110,200 residents and covers about 37.7 square miles.

In February 2025, Spokane Valley City Council accepted an invitation from the Washington State Department of Transportation (WSDOT) to receive funds for the development of an Active Transportation Plan (ATP) that better positions the City to compete for active transportation funding programs. As a result, the Spokane Valley Active Transportation Plan (SVATP) was created. The SVATP represents the City's vision for a citywide bicycle and pedestrian network, identification gaps in the current system, and prioritizes potential improvements for multimodal transportation.



1.1. Report Organization

The ATP contains the following chapters:

1

Introduction – Introduces the ATP and provides background information

2

Existing Conditions – Summarizes the existing active transportation network

3

Community Engagement – Summarizes public engagement efforts and key takeaways

4

Active Transportation Network Development– Describes the development of the active transportation network and the recommended active transportation improvements

5

Policy Recommendations – Summarizes the plan's supporting policy strategies

6

Funding and Implementation – Summarizes anticipated project costs, identifies potential funding sources, and outlines long-term implementation strategies to advance active transportation recommendations over time





1.2. What is an Active Transportation Plan?

An Active Transportation Plan (ATP) provides a comprehensive set of projects, programs, and policies aimed at increasing the proportion of trips made by active modes of transportation, primarily bicycles and pedestrians. An ATP focuses on enhancing mobility and safety by expanding and improving infrastructure, while also advancing statewide goals related to public health, community needs, and environmental protection.

What is active transportation? – non-motorized transportation powered by human energy, ranging from walking and biking, to scootering, skating, using a wheelchair, and other means of transportation

Recommendations within an ATP are developed based on an existing conditions analysis of current biking and walking conditions, evaluation of planned pedestrian and bicycle projects and programs, and input from community members. The projects recommended within an ATP can be incorporated into a City's Capital Improvement Program (CIP) and implemented using a variety of funding sources.

1.3. Purpose and Need

The SVATP was initiated by the City of Spokane Valley and funded through a WSDOT Climate Commitment Act (CCA) grant. In addition to identifying active transportation improvements, this planning effort established the City's Multimodal Level of Service (MMLOS) framework to support the Transportation Element of the Comprehensive Plan and satisfy updated requirements under Washington's Growth Management Act. The ATP focuses on improving walking, rolling, and bicycling across the community. Active transportation includes non-motorized transportation powered by human energy, ranging from walking and biking to scootering, skating, using a wheelchair, and other means of transportation.

1.4. Vision and Goals

“We envision a Spokane Valley where people of all ages and abilities can walk, bike, and roll using safe, connected routes to reach everyday destinations.”

The SVATP vision and goals were developed through an iterative process that combined technical analysis, stakeholder input, and public feedback. The project team first reviewed safety analysis findings, existing conditions, and transportation needs throughout Spokane Valley to identify key priorities and develop an initial vision statement and set of goals. The stakeholder team then reviewed the draft vision and goals and provided feedback that shaped the language and direction to better reflect stakeholder values, priorities, and aspirations for the future of walking, biking, and rolling in Spokane Valley.

The revised vision and goals were subsequently shared with the public through the engagement process. Community members were asked, “To what extent does the following vision statement reflect the future you would like to see for Spokane Valley?” and were invited to provide additional thoughts through open-ended responses. The project team reviewed feedback received from stakeholders and community members and refined the vision and goals to reflect the themes, ideas, and priorities identified throughout the planning process. The resulting vision and goals represent a shared direction for improving safety, accessibility, and connectivity and provide a framework for the recommendations developed as part of the SVATP.





Goal 1:

Improve safety for people walking, biking, and rolling

Focus on reducing the risk of serious injuries by addressing locations and conditions where safety concerns are greatest.

- Identify corridors, intersections, and crossings with elevated safety risk for people walking and biking.
- Address roadway characteristics such as traffic speeds, volumes, and crossing distances that contribute to safety concerns.
- Prioritize improvements that reduce conflict and improve visibility and predictability.



Goal 2:

Identify and close key network gaps

Create a more complete and connected active transportation system by addressing missing or disconnected infrastructure.

- Identify gaps in sidewalks, bicycle facilities, and trail connections that limit safe and comfortable travel.
- Improve continuity along key corridors and between neighborhoods and destinations.
- Reduce barriers that discourage walking and biking, including busy roadways and difficult crossings.



Goal 3:

Use data and community input to guide decision-making

Apply a consistent, transparent approach to evaluating conditions and prioritizing improvements.

- Use crash data, roadway characteristics, land use, and comfort-based analysis to evaluate conditions citywide.
- Incorporate stakeholder and community input to reflect real-world experience and concerns.
- Apply consistent criteria to identify and compare needs across Spokane Valley.



Goal 4:

Support safe and practical travel to everyday destinations

Active transportation system supports daily travel needs, not just recreation.

- Improve access to schools, parks, transit stops, employment areas, and commercial destinations.
- Support safer routes for children, teens, and families traveling to school and activities.
- Improve comfort and reliability along routes commonly used for daily trips.



Goal 5:

Integrate active transportation with the broader transportation system

Strengthen connections between walking, biking, transit, and the roadway network.

- Improve first- and last-mile connections to transit services.
- Coordinate active transportation improvements with roadway projects and land use planning.
- Support multimodal travel options that reduce reliance on single-occupancy vehicle trips.



Goal 6:

Deliver implementable and maintainable improvements

Plan results in projects the City can realistically fund, build, and maintain.

- Identify improvements that are feasible to implement within existing right-of-way where possible.
- Consider long-term operations and maintenance when prioritizing projects.
- Develop a prioritization framework that supports capital planning and funding applications.

1.5. City Actions to Date

The City has demonstrated an ongoing commitment to active transportation through projects and policies that improve safety, accessibility, and connectivity for people walking, biking, and rolling. The SVATP recommendations build on these existing efforts by identifying opportunities to close network gaps, strengthening connections to key destinations, and supporting safer, more comfortable crossings and facilities for users of all ages and abilities. Existing active transportation policies are outlined in the **Existing Conditions Assessment**. Current and previous efforts include:

Complete Streets Policy Adoption (Ord. 21-012)

Appleway Trail Shared Use Path

Arterial Mid-Block Crossing Improvements

Speed Limit Evaluation & Reductions

Development-Related Requirements for Sidewalk Infill

Designing for Safer Speeds

Implementing Traffic Calming Strategies

1.6. ATP Process

SVATP development includes a literature review of the City's local and regional planning documents, analysis of the City's existing active transportation conditions, community engagement, and stakeholder and agency coordination. Building on these steps, the report recommends strategies to enhance active transportation and presents a list of projects aligned with community needs, City goals, and grant objectives. The development of the ATP process is summarized in **Figure 1**.

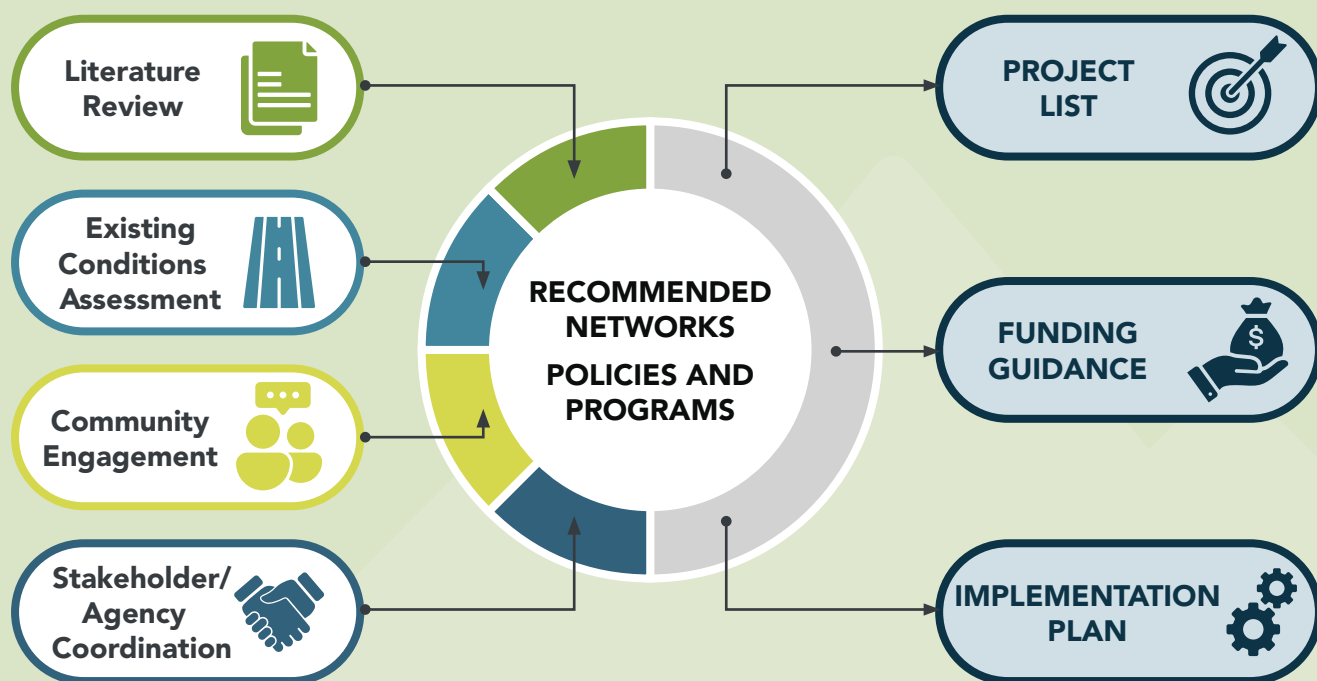


Figure 1. SVATP Development Process

2. Existing Conditions

This section summarizes the City's current active transportation system, including the built environment, demographic characteristics, land use patterns, and existing bicycle and pedestrian infrastructure. It identifies how people travel today, where barriers exist, and where opportunities may support future improvements. Additional detail on the data sources, methods, and full analysis is provided in the **Existing Conditions Assessment** which includes:

Literature Review

Programs and Policy Review

Current Infrastructure Inventory

Current Use Patterns

Level of Traffic Stress Analysis

Active Transportation Crash History

Demographic Analysis

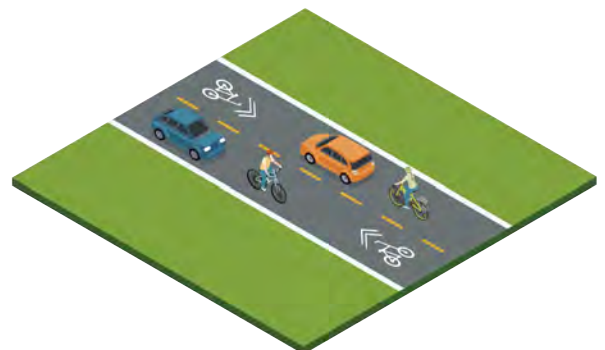
The City's current active transportation network includes:



15 miles
of shared-use paths

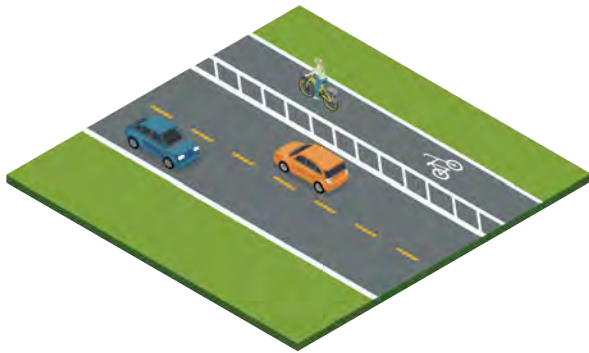


41 miles
of on-street bicycle lanes



49 miles
of shared bicycle lanes

Figure 2. Spokane Valley Current
Active Transportation Network



6 miles
of buffered bike lanes



119 miles
of sidewalk



53 miles
of separated sidewalk



2.1. Existing Bicycle Network

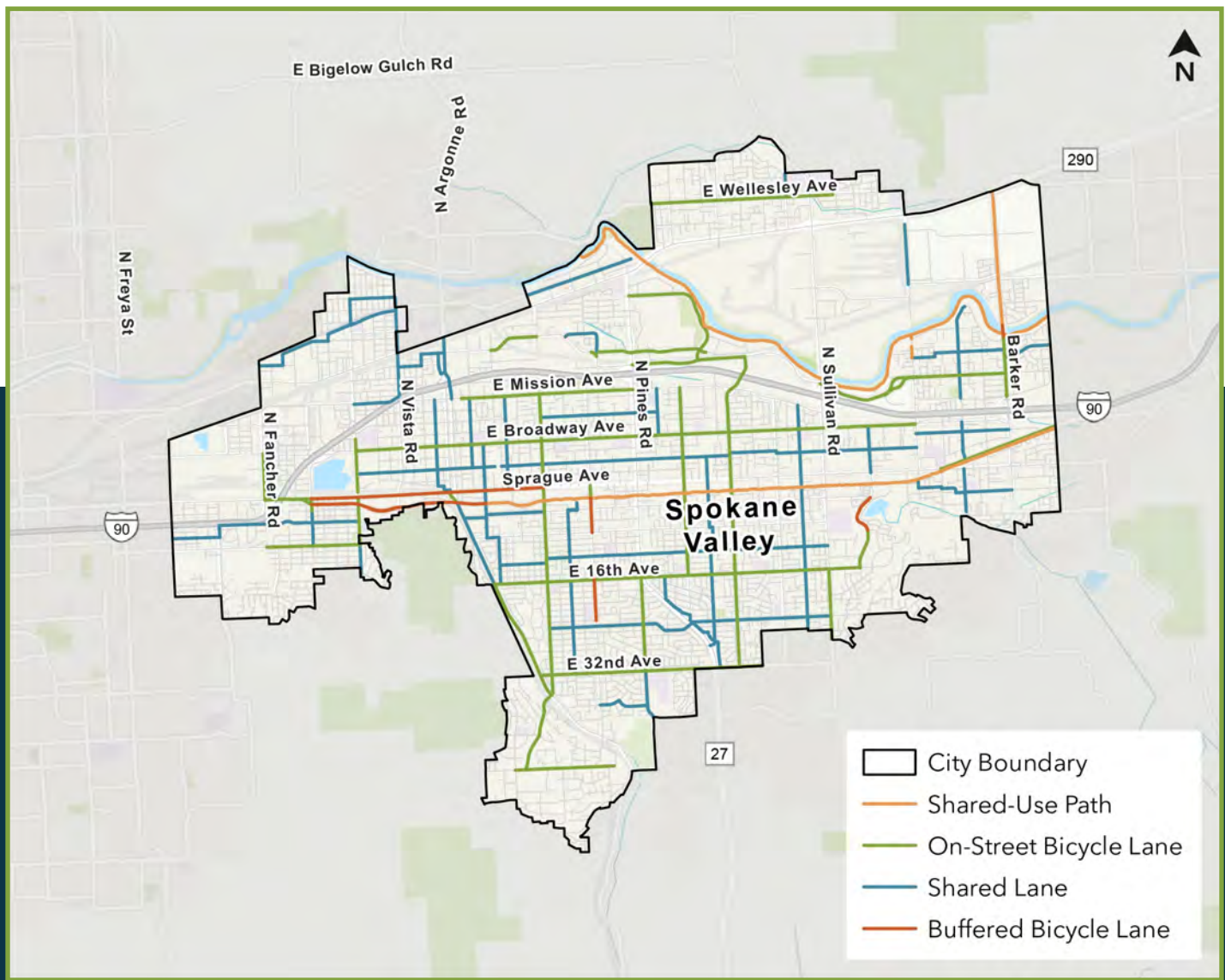
Spokane Valley's existing bicycle network includes approximately 110 miles of bicycle facilities. Bicycle networks are defined by four types: shared-use path, on-street bicycle lane, shared lane, and buffered bicycle lane.

A summary of the existing bicycle network is provided in **Table 1**, and a map of the existing bicycle network in Spokane Valley is shown in **Figure 3**. For the purposes of this report, roadway segments identified as having bicycle facilities may have improvements on one or both sides of the roadway.

Table 1. Summary of Existing Bicycle Infrastructure

Bicycle Classification	Miles of Facility	% of Total
Shared-Use Path	14.7	13.2%
On-Street Bicycle Lane	40.9	38.9%
Shared Lane	48.5	42.7%
Buffered Bicycle Lane	5.8	5.2%
TOTAL	109.9	100%

Figure 3. Existing Bicycle Infrastructure Map



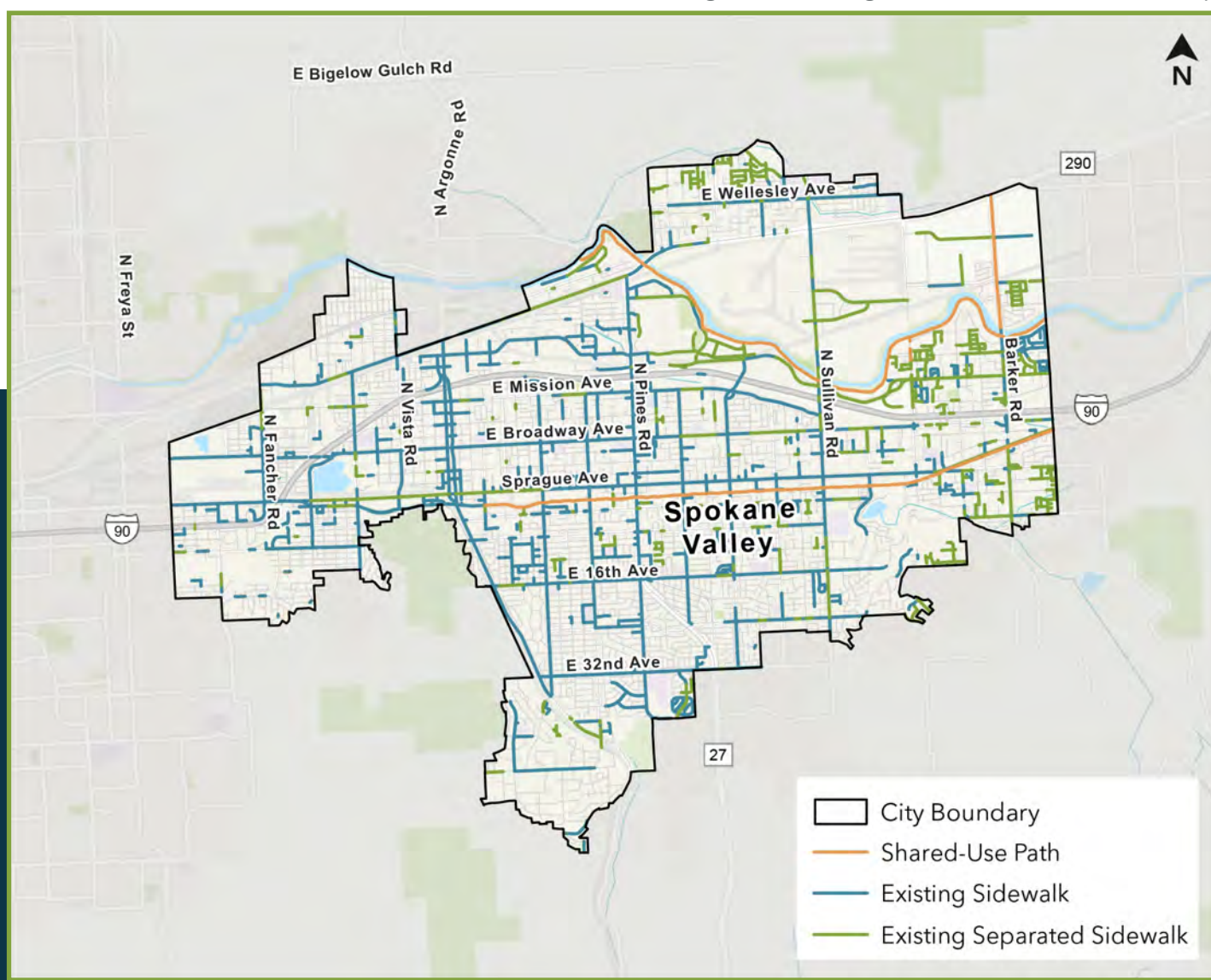
2.2. Existing Pedestrian Network

Spokane Valley's existing pedestrian infrastructure includes approximately 186 miles of pedestrian facilities. This network is defined by sidewalks and shared-use paths. A summary of the existing bicycle network is provided in **Table 2**, and a map of the existing bicycle network in Spokane Valley is shown in **Figure 4**. For the purposes of this report, roadway segments identified as having pedestrian facilities may have improvements on one or both sides of the roadway. Where multiple bicycle or pedestrian facility types are present along a segment, mapping reflects the highest level or most protective facility.

Table 2. Summary of Existing Pedestrian Infrastructure

Pedestrian Classification	Miles of Facility	% of Total
Shared-Use Path	14.7	7.9%
Existing Sidewalk	119.0	63.9%
Existing Separated Sidewalk	52.5	28.2%
TOTAL	186.2	100%

Figure 4. Existing Pedestrian Infrastructure Map



2.3. Level of Traffic Stress

The Washington State Department of Transportation (WSDOT) uses Level of Traffic Stress (LTS) to rate pedestrian and bicycle infrastructure. LTS compares the relative quality of active transportation facilities across locations and helps quantify active transportation user comfort across the network.

WSDOT defines the LTS ranking system where Level 1 represents safe and comfortable conditions for all users, while Level 4 represents stressful conditions that many people will not or cannot use. WSDOT's LTS rankings are informed by the Safe System Approach such that the probability of a serious injury or fatality is decreased in the event of a crash. WSDOT's target LTS levels are Level 1 and Level 2 for all roadways.

Benefits from a lower LTS include:

Potential for greater systemic safety

Providing facilities usually considered suitable for all ages and abilities with fully accessible features

Encouraging more people to shift from automobiles to active travel and transit

Supporting lower cost travel options

Supporting environment, health, and community goals

A review of LTS in Spokane Valley is described in the **Existing Conditions Assessment**. Bicycle and Pedestrian LTS results are shown in **Figure 5** and **Figure 6**.

For this SVATP analysis, LTS scores reflect bicycle and pedestrian facilities on one or both sides of a roadway segment. Where multiple facility types exist along the same segment, the highest-comfort or most protective facility is used to assign the LTS score.

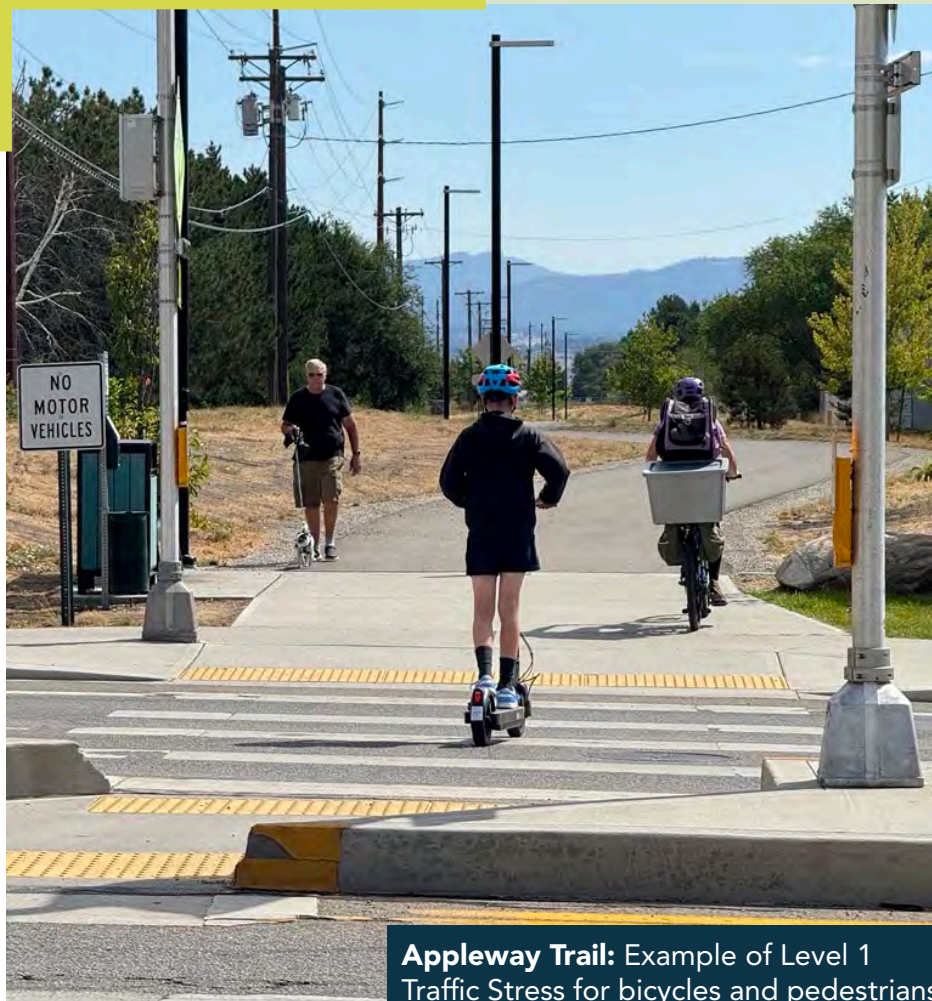
Level of traffic stress for bicycles and pedestrians is calculated by evaluation the following metrics:

Posted Speed

Number of Travel Lanes

Existing Active Transportation Facility type

Vehicle Volumes



Appleway Trail: Example of Level 1 Traffic Stress for bicycles and pedestrians



Sullivan Road: Example of Level 4 Traffic Stress for bicycles and pedestrians

Figure 5. Bicycle LTS Map

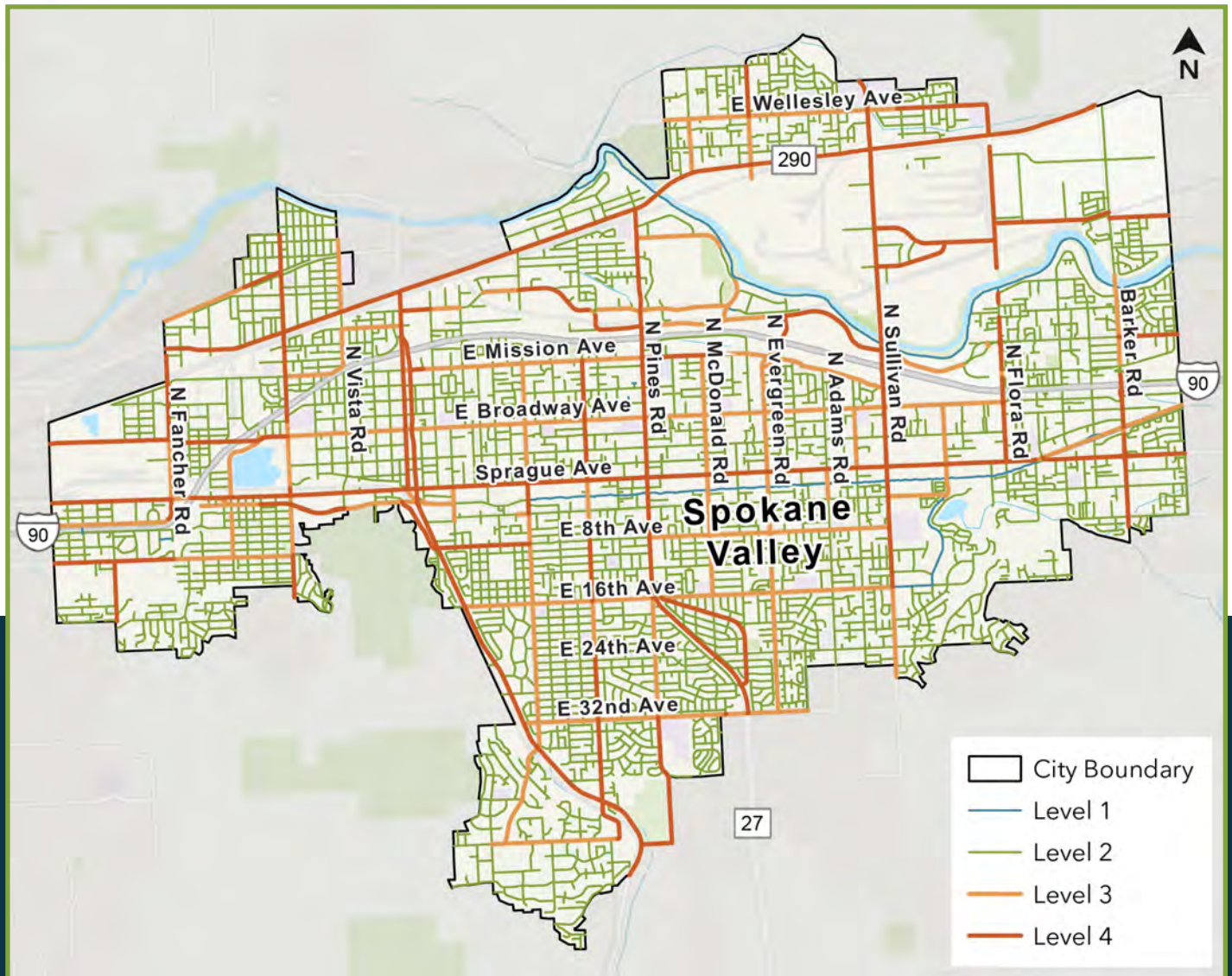
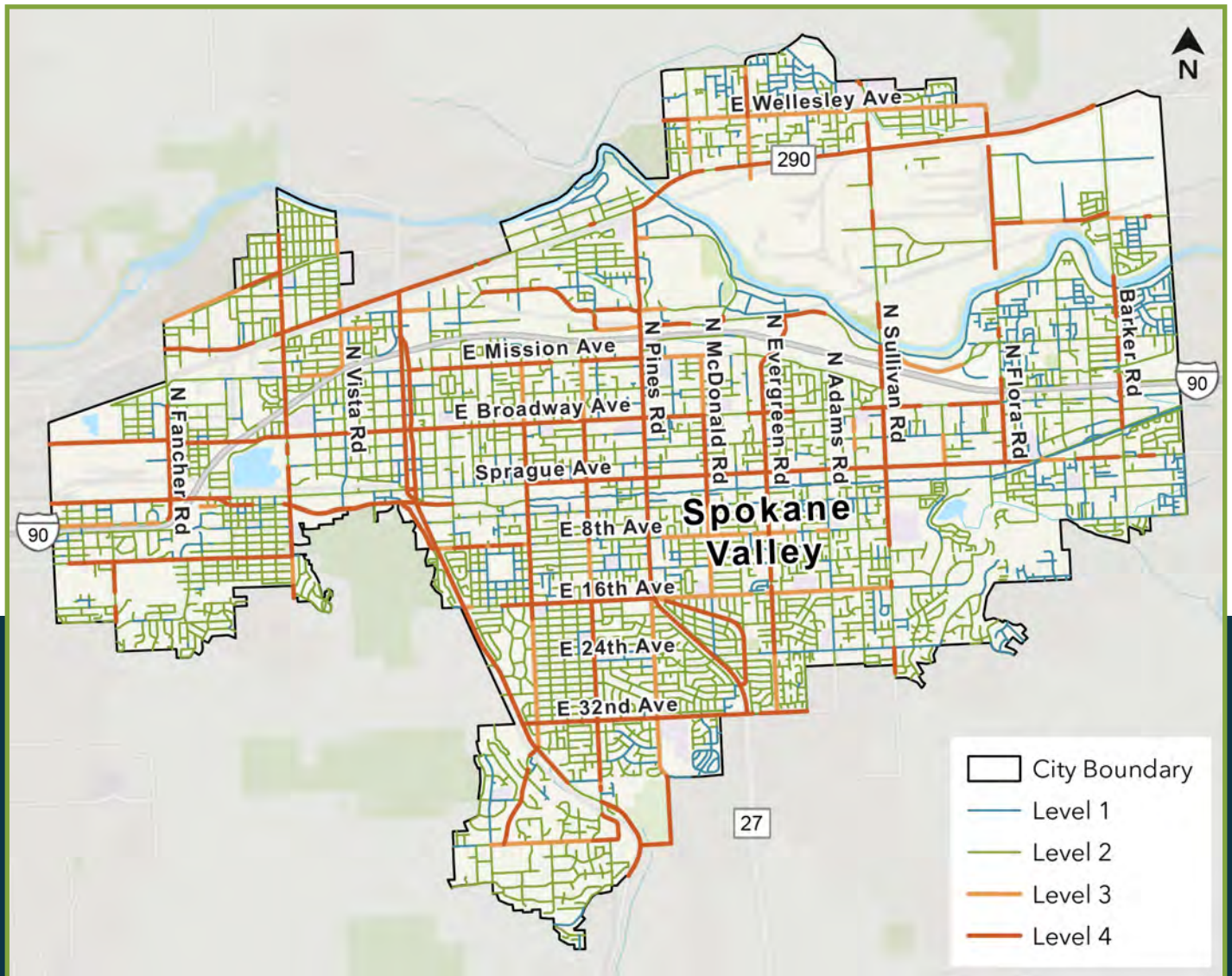


Figure 6. Pedestrian LTS Map



3. Community Engagement

Data helps identify active transportation needs but does not capture the full picture. Community engagement fills this gap by capturing the day-to-day experiences of people using Spokane Valley's active transportation system. These insights lead to more effective and inclusive safety improvements tailored to community needs.

A detailed summary of community engagement events and responses can be found in the **Community Engagement Summary**.

3.1. Community Engagement Goals



Inform the community about the goals of the SVATP and the need for active transportation projects and programs through outreach, printed materials, and an online interactive tool.



Provide opportunities for community feedback to better understand local challenges and positive active transportation experiences.



Communicate SVATP updates as the plan is developed.



November 2025 – May 2026: Online Interactive Website and Survey



December 2025: Pop-up Event #1 – Winter Market



December 2025: Stakeholder Meeting #1



January 2026: Postcards to Neighborhoods



February 2026: Pop-Up Event #2 – Community Conversations



March 2026: Stakeholder Meeting #2



May 2026: Pop-Up Event #3 – Community Conversations



June 2026: Stakeholder Meeting #3

3.2. Stakeholder Team

The stakeholder team established a shared language and unified approach to SVATP development. The team convened three times to review analysis results and help shape solutions. This team played a key role in identifying and prioritizing focus areas essential to a successful plan. The stakeholder team helped spread community engagement outreach news and flyers.

The following organizations were invited to be part of the stakeholder team:

- City of Spokane Valley Public Works
- City of Spokane Valley Communications
- Central Valley School District
- Friends of the Centennial Trail
- Spokane Regional Health District
- Spokane Sheriff Department
- Spokane Transit Authority
- Spokane Valley East Valley School District
- Spokane Valley Senior Citizens Association
- Washington State Department of Transportation

The stakeholder meetings covered the following topics:

Meeting #1 – Vision/Goals and Existing Conditions

Meeting #2 – Community Engagement and Proposed Bicycle and Pedestrian Network

Meeting #3 – Draft Active Transportation Plan and Proposed Projects

3.3. Online Mapping Tool and Survey

An interactive map and survey were posted on the City's website and promoted at community events.

There were 98 comments received on the interactive map during the comment period which are summarized in **Table 3**. Of the 98 comments, safety challenge or concern for people biking had the most number of comments.

The optional survey stayed open throughout the engagement process. The survey gave community members an opportunity to identify transportation barriers, suggest improvements, and provide basic demographic information.

A total of 138 responses were received during the survey period. In the survey, respondents were asked to share their desired improvements for Spokane Valley. The top three identified were:

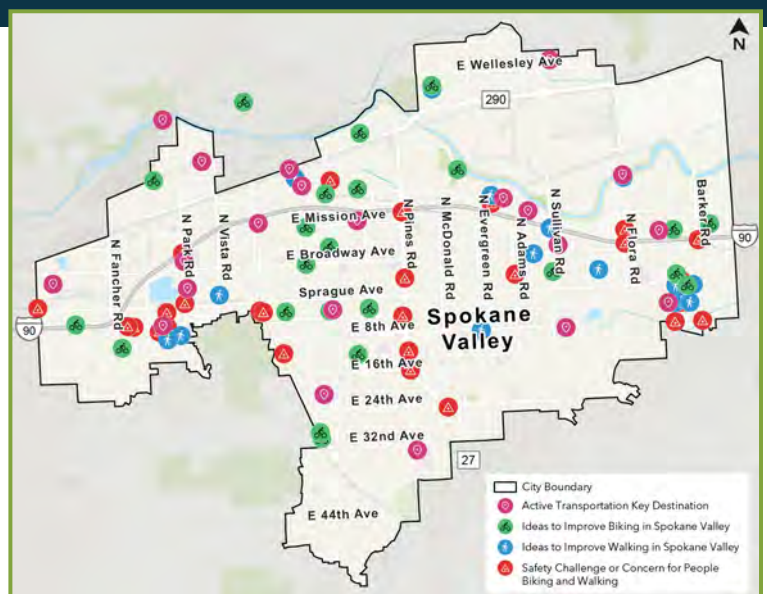


Table 3. Summary of Map Comments

Comment Category	# of Comments
Active Transportation Key Destination	23
Ideas to Improve Biking	23
Ideas to Improve Walking	19
Safety Challenge or Concern	33
TOTAL	98

4. Active Transportation Network Development

The proposed active transportation network was developed through a data-driven process informed by community engagement and stakeholder input. This approach helped the project team to identify areas of greatest need and translate those into targeted infrastructure recommendations that improve safety and access to key destinations.

The following sections describe the needs assessment, which highlights areas with elevated demand for active transportation investment, and the corresponding project recommendations. A detailed description of the network development methodology is provided in the **Needs Assessment and Network Development Memorandum**.

4.1. Needs Assessment

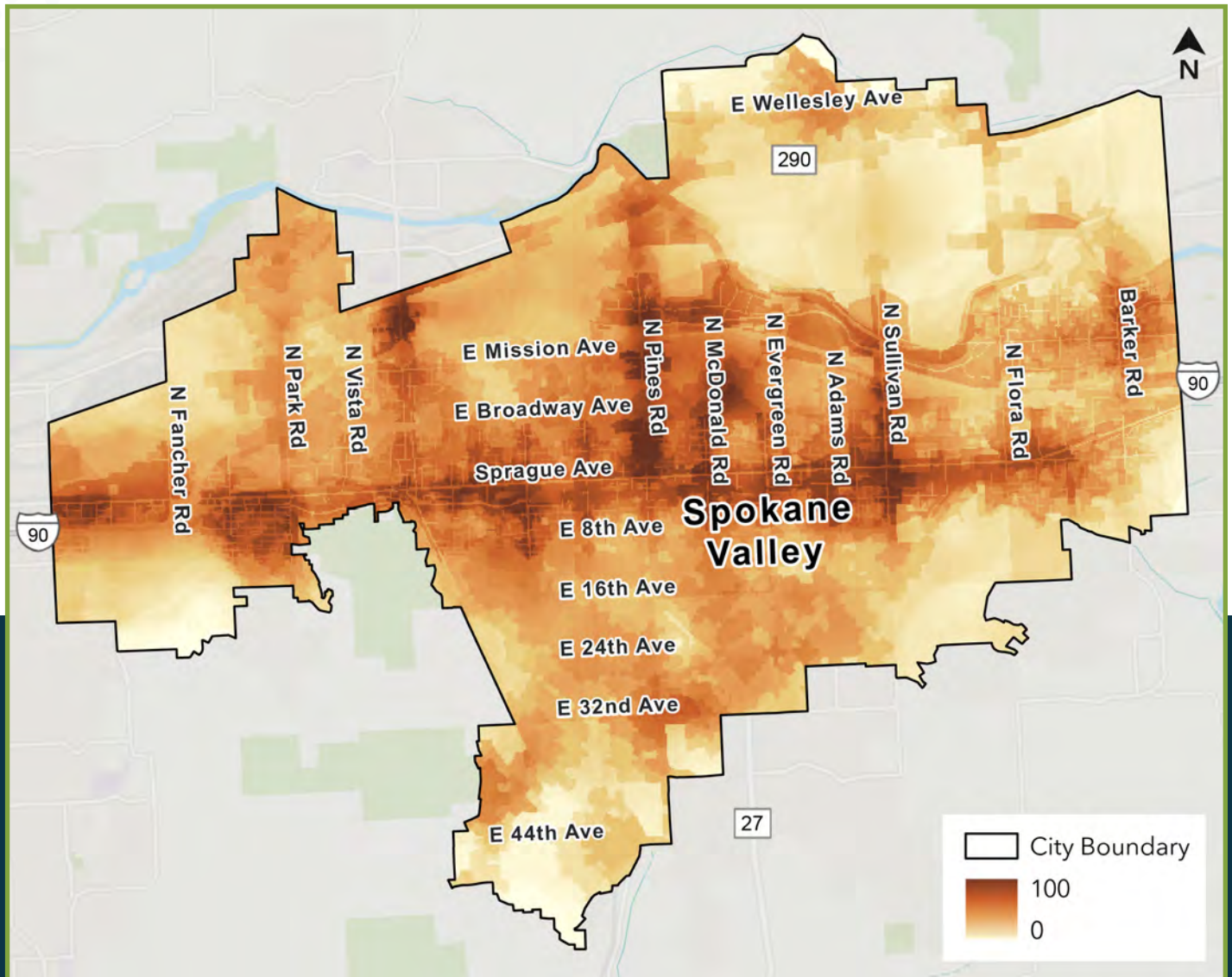
The team applied a data-driven, multi-criteria scoring method to translate existing-conditions into a composite, map-based needs assessment that aligns with typical funding program priorities. Each data layer was scored on a 0 to 10 scale. All factors were scored 0 to 10 so they can be compared and combined without implying that any single metric is more important than another. The scored criteria layers were then normalized to a 0 to 100 scale, with 100 representing the highest concentration of needs based on the evaluated criteria. The metrics used to establish the needs assessment are summarized in **Table 4**, and the resulting map is shown in **Figure 7**. This map informed the initial network buildout and guided identification of high-need corridors and targeted spot improvements.

The team then refined the proposed network through field review, community engagement feedback, and work sessions with City staff to account for planned and programmed improvements, and implementation considerations. The proposed projects were ranked based on the needs assessment scoring.

Goal	Metric
 CONNECTIVITY	Population Density
	Young Population Density (15 Years or Younger)
	Older Population Density (60 Years or Older)
	Access to Transit
	Access to Parks
	Access to Schools
	Zero-Vehicle Households
	Demographic Needs
 SAFETY	Crash Frequency
 HEALTH AND RECREATION	Bicycle Activity
	Pedestrian Activity
 ECONOMIC DEVELOPMENT	Employment Density

Table 4. Needs Assessment Scoring Metrics

Figure 7. Composite Needs Assessment Score Map





4.2. Project Development

To clearly organize the recommendations, the project list is separated into three categories: corridor studies, sidewalk infill projects, and bicycle and shared-use path projects. The following sections describe each category and include maps to illustrate the recommended improvements.

Corridor Studies

- Conduct corridor studies and Road Safety Audits on high-stress, high-need corridors to identify active transportation improvements.

Sidewalk Infill

- Construct missing sidewalk segments to close gaps, improve connectivity, and enhance pedestrian safety and accessibility.

Bicycle Improvements and Shared-Use Paths

- Add new bicycle facilities and upgrade existing corridors to reduce stress, close network gaps, and improve connectivity to key destinations.
- Expand and connect shared-use path facilities to strengthen access between community destinations including schools, transit stops, and parks.

Additional detail on project development and needs scoring is provided in the **Needs Assessment and Network Development Memorandum**. Project sheets were prepared for each of the recommended bicycle and shared-use path projects. These project sheets include introductory information, project description, project length, ridership estimates, and the needs assessment score. Project sheets can be reviewed in the **Project Sheet Packet**.

4.2.1 Corridor Study Projects

The City identified three corridors for further study based on their high needs assessment scores and consistent feedback received during public engagement. These corridors were frequently identified as locations where pedestrians and bicyclists experience discomfort or safety concerns. **Table 5** presents the recommended corridor studies and **Figure 8** displays the locations.

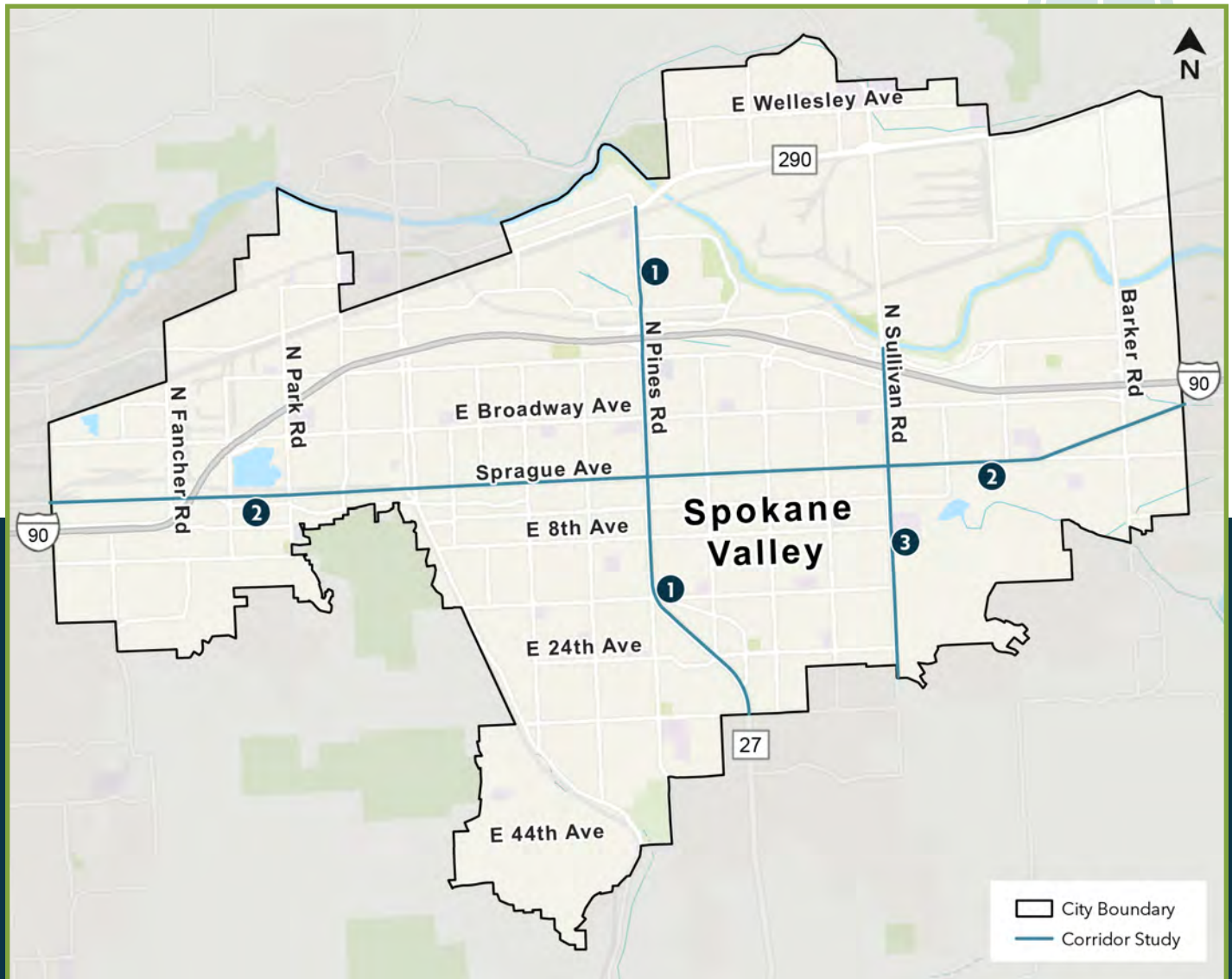
Table 5. Corridor Study Projects

#	Name	Start	End	Length in Miles	Needs Score
1	Pines Road Corridor Study	32nd Avenue	Trent Avenue	4.6	75
2	Sprague Avenue Corridor Study	Havana Street	East City Limit	9.5	75
3	Sullivan Road Corridor Study	South City Limit	Indiana Avenue	2.8	71





Figure 8. Locations of Corridor Study Projects



4.2.2. Sidewalk Infill Projects

Pedestrian network recommendations focus on improving safety, connectivity, comfort, and accessibility for people walking throughout the City. Sidewalk infill and closing pedestrian network gaps create a more complete and usable system for daily travel, recreational activity, and access to schools, services, and other key destinations, particularly for residents who rely on walking as a primary mode of transportation.

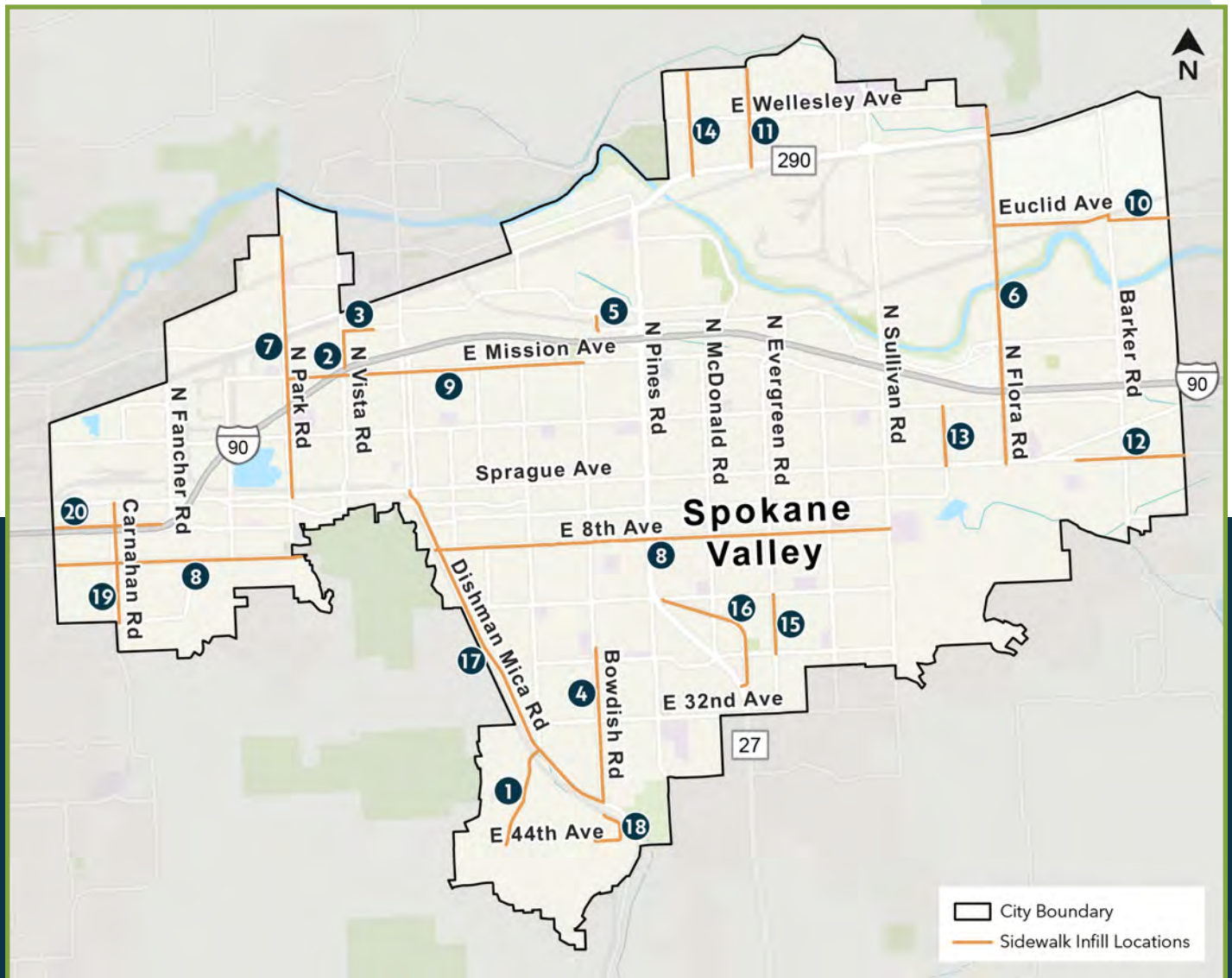
Sidewalk infill projects were identified based on their needs assessment scores and existing LTS of 3 or 4. These locations do not necessarily represent areas without sidewalks, but rather segments where improvements are needed to enhance connectivity and accessibility. **Table 6** presents the recommended sidewalk infill projects **Figure 9** displays the locations.

Table 6. Sidewalk Infill Projects

#	Name	Start	End	Length in Miles	Needs Score
1	Schafer Road	44th Avenue	Dishman Mica Road	0.9	74
2	Vista Road	Mission Avenue	Knox Avenue	0.3	74
3	Knox Avenue	Vista Road	Sargeant Road	0.3	74
4	Bowdish Road	Dishman Mica Road	22nd Avenue	1.3	71
5	Montgomery Drive	Indiana Avenue	Mansfield Avenue	0.1	71
6	Flora Road	Sprague Avenue	Wellesley Avenue	3.2	70
7	Park Road	Sprague Avenue	North City Limit	2.2	67
8	8th Avenue	Havana Street	Sullivan Road	5.9	66
9	Mission Avenue	Park Road	Bowdish Road	2.5	66
10	Euclid Avenue	Flora Road	East City Limit	1.5	62
11	Evergreen Road	Trent Avenue	Sanson Avenue	0.8	62
12	Sprague Avenue	Arties Lane	East City Limit	0.9	61
13	Conklin Road	Sprague Avenue	Broadway Avenue	0.5	59
14	McDonald Road	Trent Avenue	Sanson Avenue	0.9	59
15	Evergreen Road	24th Avenue	16th Avenue	0.5	58
16	Saltese Road/Blake Road	SR 27	16th Avenue	1.3	57
17	Dishman Mica Road	Bowdish Road	Sprague Avenue	3.2	50
18	Sands Road/44th Avenue	Bowdish Road	Bowdish Road	0.5	47
19	Carnahan Road	South City Limit	Sprague Avenue	1.0	43
20	3rd Avenue	Havana Street	Howe Road	0.9	42



Figure 9. Locations of Sidewalk Infill Projects



4.2.3. Bicycle and Shared-Use Path Projects

Bicycle and shared-use path network recommendations were developed to support a connected network that enhances regionally accessible shared-use paths, improves connections between regional pathways, and expands local routes that connect residents to these larger facilities and destinations throughout the City.

Bicycle and shared-use path projects were identified based on their needs assessment scores. These projects improve network connectivity and access to key destinations through new and enhanced bicycle and shared-use path facilities. **Table 7** presents the recommended bicycle and shared-use path projects **Figure 10** displays the locations.

Table 7. Bicycle and Shared Used Path Projects

#	Name	Start	End	Length in Miles	Needs Score
1	4th Avenue Bicycle Boulevard Improvements	Dishman Mica Road	Conklin Road	4.7	87
2	Dishman Mica Trail	44th Avenue	Sprague Avenue	3.6	87
3	Argonne Shared-Use Path	Havana Street	Trent Avenue	0.7	86
4	Montgomery Drive Bicycle Lane Improvements	Argonne Road	Indiana Avenue	1.8	78
5	Trent Railroad Trail	Fancher Road	Barker Road	8.2	78
6	Sullivan Shared-Use Path	Indiana Avenue	E Bigelow Gulch Road/North City Limit	2.3	72
7	Bowdish Bicycle Lane	Dishman Mica Road	Mission Avenue	3.7	71
8	8th Bicycle Lane	Havana Street	Sullivan Road	6.9	70
9	Appleway Trail Extension	Koren Road	Farr Road/Appleway Trail	3.5	70
10	Flora Road Shared-Use Path	Appleway Trail	Wellesley Avenue	3.1	70
11	Adams Road Bicycle Boulevard Improvements	South City Limit	Mission Avenue	2.5	68
12	Barker Road Bicycle Improvements	Appleway Trail	Boone Avenue	0.5	68
13	Broadway Bike Lane	Flora Road	East City Boundary	1.6	67
14	Vista Bicycle Improvements	Appleway Trail	Mission Avenue	1.1	66
15	McDonald Road Bicycle Lane	Trent Avenue	Wellesley Avenue	0.9	63
16	Mission Bicycle Lane Improvements	Barker Road	East City Boundary	0.5	63
17	Park Road Bicycle Lane	Broadway Avenue	Riverway Avenue	2.0	63
18	Evergreen Road Bicycle Improvements	Trent Avenue	Sanson Avenue	0.8	62
19	Euclid Avenue Bicycle Lane	Sullivan Road	Barker Road	2.2	61
20	River Loop/Riverview Trail	Sullivan Road	Flora Park	2.1	55



Figure 10. Locations of Bicycle and Shared-Use Path Projects

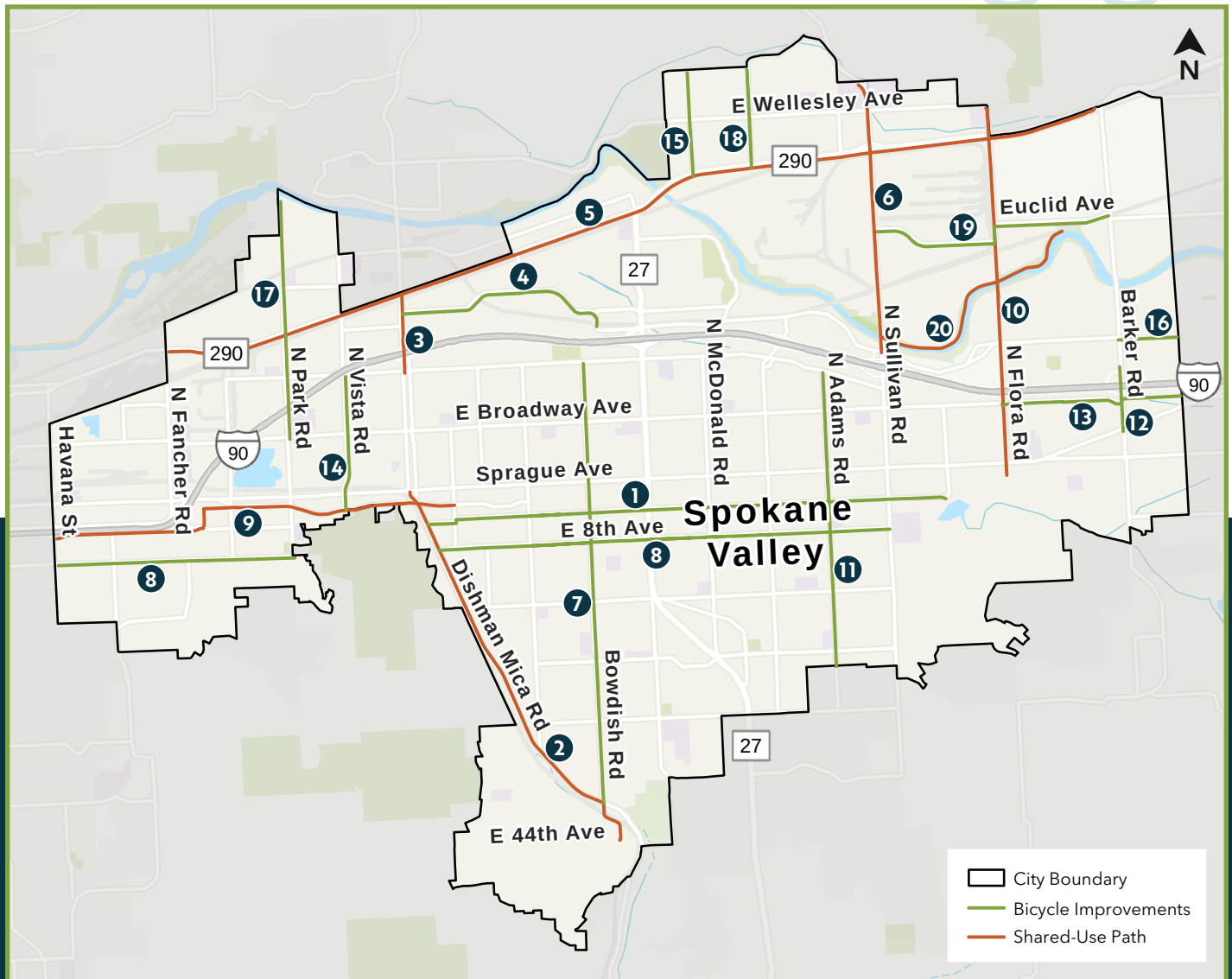


Figure 11. Locations of Bicycle, Shared-Use Path, Sidewalk Infill, and Corridor Study Projects

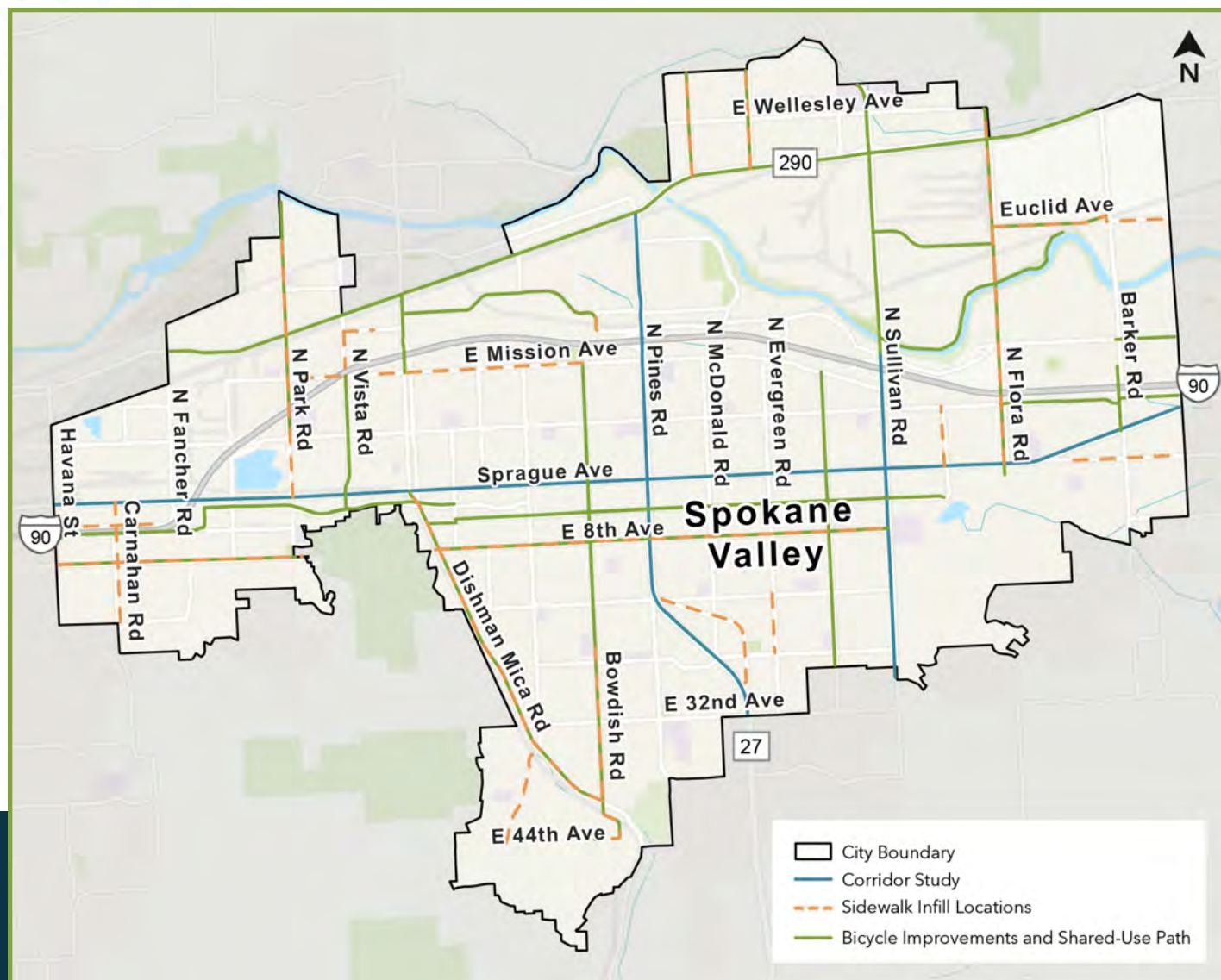


Figure 11 illustrates the overlap between the recommended bicycle, shared-use path, and sidewalk infill projects. The City may prioritize locations where multiple project types overlap to maximize connectivity, accessibility, and safety benefits. Project implementation may vary based on available right-of-way and environmental considerations. Further consideration is required for the incremental delivery of any of the identified projects. Unit cost identified in **Table 8** may be used to estimate the associated cost with the phased implementation.

4.2.4. Traffic Calming Strategies

Safe speeds are important to help protect the most vulnerable users of the road: pedestrians and bicyclists. Speed management can be achieved through educational, enforcement, and engineering strategies that encourage motorists to drive at lower speeds. Community engagement responses also indicated that lower vehicle speeds would make people more likely to walk, bike, and use the active transportation network throughout Spokane Valley.

Traffic calming strategies include:



Neighborhood Traffic Circles – Improve traffic flow and intersection safety while enhancing pedestrian and bicyclist accessibility. These treatments encourage drivers to slow down by reducing turning radii, narrowing travel lanes, and introducing horizontal deflection, which lowers the risk of high-speed collisions.



Chicanes – Use alternating curb extensions or edge islands to create an S-shaped travel path. By shifting roadway alignment horizontally, chicanes require drivers to remain attentive and discourage speeding.



Speed Feedback Signs – Display real time vehicle speeds to drivers and encourage voluntary speed reduction, particularly near schools and in residential areas.



Curb Extensions – Shorten pedestrian crossing distances, improve visibility between drivers and pedestrians, and help calm traffic by visually narrowing the roadway.



5. Policy Recommendations

Policy recommendations include engineering, education, encouragement, enforcement, and evaluation-focused strategies that support implementation of active transportation infrastructure.

5.1. Engineering



Currently, the City's engineering efforts related to active transportation focus on maintaining existing infrastructure, responding to citizen requests, and delivering grant-funded projects. This ATP identifies opportunities to build on these practices by formalizing policies, expanding proactive safety analysis, and integrating active transportation considerations into routine engineering activities. Key priorities include:

- **Planning and Project Coordination** – Incorporate the responsibilities of an active transportation coordinator within existing Engineering and Public Works roles for consistency in how pedestrian and bicycle needs are evaluated and implemented.
- **Low-Cost Treatments** – Prioritize use of low-cost safety treatments such as high-visibility crosswalks, curb extensions in school zone, and near community generators.
- **Traffic Calming Program** – Apply traffic calming strategies on corridors with documented speeding or safety concerns, using context-sensitive measures appropriate for Spokane Valley's street widths, land uses, and emergency access needs. These measures may be implemented on a project-by-project basis as part of roadway improvements or safety-driven requests reviewed by Engineering or Public Works staff. Traffic Calming strategies are further outlined in **Section 4.2.3**.
- **Access Management** – Integrate access management strategies during roadway improvement projects to reduce conflicts between vehicles, pedestrians, and bicyclists, particularly along key corridors and near activity centers. This may include driveway consolidation, improved crossing design, and clearer delineation of travel movements.
- **Complete Streets Policy** – Implement context-appropriate treatments consistent with the City's adopted Complete Streets Policy.
- **Transit Stops** – Coordinate with transit and community services staff to evaluate pedestrian and bicycle access to transit stops, including sidewalks, curb ramps, shelters and crossings near stops to support safer and more accessible first- and last-mile connections.
- **Wayfinding** – Develop a wayfinding program that helps residents and visitors navigate the bicycle and pedestrian network to easily reach key destinations.
- **Maintenance** – Maintain sidewalks, crossings, bicycle lanes, shared-use paths, and related signage and striping to keep the active transportation network safe, visible, and comfortable for everyday use.

5.2. Education



Education efforts are most effective when targeted and paired with infrastructure investments. Key actions include:

- **Safety Education** – Support grant funded, community based pedestrian and bicycle safety education by partnering with schools to deliver family-friendly programming focused on school, recreational, and urban areas.
- **E-bike Education** – Implement practical e-bike education efforts focused on safe operation, appropriate speeds, and interaction with pedestrians and vehicles, particularly for youth and recreational riders, delivered through community events, school-adjacent outreach, or coordination with Bicycle safety programs.
- **Community Rides** – Partner with community organizations and encourage community educational rides that promote the safe navigation of the active transportation network.

5.3. Encouragement



Encouragement strategies should focus on pilot programs and low-cost initiatives that reinforce infrastructure improvements. Key actions include:

- **Safe Routes to School (SRTS) Program** – A key takeaway from the SVATP community engagement process was the desire for more SRTS related projects. Routine updates to the City's SRTS program will help the City and school partners identify new barriers, respond to emerging safety issues, keep improvements aligned with current needs, and strengthen future grant applications.
- **Safe Routes for Seniors** - Develop and program with projects near senior centers where needs are greatest. This program should be updated regularly to reflect changing travel patterns, roadway conditions, and surrounding land uses.
- **Awareness Campaigns** – Use simple awareness campaigns (e.g., “Share the Road” or “Eyes Up”) to promote safer modes of active transportation travel.

5.4. Enforcement



Strategic, location-specific enforcement can reinforce safety improvements without requiring new programs. Key actions include:

- **Targeted Enforcement** – Coordinate targeted enforcement in school zones and other high pedestrian activity areas during peak travel periods.
- **Officer Training** – Support officer training related to pedestrian, bicycle, and e-bike safety, consistent with state law.
- **E-bike Policy** – Develop and apply e-bike regulations consistent with State law, focusing enforcement efforts on unsafe behaviors such as excessive speed, improper e-bike use on sidewalks or shared facilities, and noncompliance in school and activity areas.

5.5. Evaluation



Evaluation strategies support long-term accountability and improve competitiveness for future grant funding. Key actions include:

- **Before-and-After Evaluation** – Use before-and-after data for select projects to document changes in safety conditions, user behavior, or operational performance following implementation.
- **Bicycle and Pedestrian Inventory** – Maintain an inventory of pedestrian and bicycle facilities to identify gaps and maintenance needs.
- **Bicycle and Pedestrian Crashes** – Conduct periodic review of pedestrian- and bicycle-involved collision patterns, including location type and severity, to help identify locations with recurring safety issues.
- **Bicycle and Pedestrian Counts** – Strengthen data-driven decision-making through regular review of pedestrian and bicycle counts.



6. Funding and Implementation

This chapter summarizes anticipated project costs and potential funding sources to advance active transportation projects. In addition, suggestions are provided to help inform the public about progress toward SVATP implementation. The SVATP acknowledges that shared-use paths, bicycle lanes, sidewalks, and similar facilities can be delivered through a variety of implementation approaches.

6.1. Project Cost

Planning-level cost estimates were developed to help the City understand the relative scale of investment needed to implement the recommended active transportation improvements. These estimates are based on available data from recently constructed projects of similar scope and are intended for high-level planning and funding strategy purposes only. Actual construction costs are expected to vary based on final project scope, site conditions and constraints, project schedule, and economic conditions at the time of design and construction.

Cost opinions were developed on a “per-mile basis” for linear improvements and “intersection or each” for localized improvements. The cost opinions per mile include design, construction, and contingency in 2026 dollars. Projects that require significant right-of-way acquisitions, easements, utility relocations, permitting, or landscape restoration will be higher than the costs provided below. Construction costs should be escalated to account for inflation at the time the project is seeking funding or the time of construction. With construction costs changing over time, accurate cost estimating will play a key role in securing sufficient funding for the effective implementation.

Table 8 summarizes present-day (2026) planning-level unit costs by improvement type, consistent with the latest construction costs for similar project types in the region. These unit costs were applied to recommended projects to develop planning-level cost estimates by project.

Table 8. Planning Level Cost Estimates

Improvement Type	Units	Planning Level Cost Per Unit	Assumptions
New Sidewalk	Mile	\$3,500,000	Assumes 6' sidewalk with curb and gutter; new curb ramps every 300', minor grading.
Shared-Use Path	Mile	\$ 5,500,000	Assumes 12' path, new curb ramps every 300', minor grading.
Buffered Bicycle Lane - One-Way (Soft Infrastructure)	Mile	\$925,000	Assumes flexible delineators, zebra bumps, or other similar device; includes slurry seal, bicycle lane striping, conflict markings, signage, minor loop adjustments, and minor traffic signal modifications.
Buffered Bicycle Lane - Two-Way (Soft Infrastructure)	Mile	\$1,730,000	Assumes flexible delineators, zebra bumps, or other similar device; includes slurry seal, bicycle lane striping, conflict markings, signage, minor loop adjustments, and minor traffic signal modifications.
On-Street Conventional Bicycle Lanes	Mile	\$490,000	Includes slurry seal, bicycle lane striping, signage, and minor loop adjustments. Does not include other traffic signal modifications.
Shared Lane Bicycle Route	Mile	\$415,000	Assumes approximately 22 thermoplastic sharrow pavement markings per mile and 8 signs per mile.
Bicycle Signal	Intersection	\$50,000	Assumes signals for two approaches of an existing signalized intersection. Includes detection, signing/striping, conduit, and equipment. Does not include signal modifications or other upgrades.
Roundabout	Intersection	\$3,000,000	-
Neighborhood Traffic Circle	Intersection	\$50,000	-
Mid-Block Crossing with RRFB	Each	\$250,000	Assumes crosswalk, curb ramps, RRFB system, and refuge median island.
Mid-Block Crossing with PHB	Each	\$500,000	Assumes crosswalk, curb ramps, two overhead mast arms with PHB system, and refuge median island.
Curb Extension	Each	\$30,000	Assumes typical 30' radii corner.
Bicycle Rack	Each	\$4,000	-

6.2. Funding

Implementation of the SVATP will occur incrementally through a combination of local, state, and federal funding programs and sources. Key funding sources that may be applicable to ATP projects in Spokane Valley include:

6.2.1. Local Programs



- **General Fund Revenues** – Provides flexible local funding that may be used to support active transportation planning, design, local match requirements, small-scale improvements, and ongoing maintenance activities.
- **Real Estate Excise Tax Revenues** – Supports eligible capital projects and limited maintenance activities funded through local real estate transactions. These revenues can help improvements when projects are included in the City's capital planning process.
- **Impact Fees** – Provides local funding to help pay for transportation system improvements needed to serve new developments.
- **Development Impacts** – Provides opportunities to advance active transportation improvements through frontage improvements, mitigation measures, or conditions of development approval.

6.2.2. State Programs



- **Pedestrian and Bicyclist Program** – Provides funding to improve pedestrian and bicyclist safety and mobility and to increase active transportation trips.
- **Sandy Williams Connecting Communities Grant Program** – Supports planning, design, and construction projects that improve walking, bicycling, and rolling connectivity along and across current and former state highways, with priority given to communities most affected by transportation barriers and environmental health disparities.
- **Transportation Improvement Board (TIB)** – Supports projects that reduce transportation-related emissions, including mode shift strategies including active transportation and Complete Streets programs.
- **Safe Routes to School (SRTS)** – Provides funding to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding from this program is for projects within two miles of primary, middle and high schools (K-12).
- **E-Bike Lending Library and Ownership Grant Program** – Provides funding to help more people use e-bikes. Organizations receiving this grant can set up or continue administering e-bike libraries which provide a cost-free opportunity for people to try riding and integrating e-bikes into their lifestyles for a fixed period of time.

6.2.3. Federal Programs



- **Carbon Reduction Program (CRP)** – Supports projects that reduce transportation-related emissions, including mode shift strategies
- **Surface Transportation Block Grant (STBG)** – Flexible funding for roadway, bridge, transit, and bike/ped improvements on Federal-Aid eligible routes, local match required.
- **Safe Streets and Roads for All (SS4A) Grant Program (if continued)** – Provides funding for safety planning and capital implementation focused on reducing traffic fatalities and serious injuries.
- **Highway Safety Improvement Program (HSIP)** – Supports infrastructure improvements addressing documented safety concerns.
- **Community Development Block Grant (CDBG) Program** – May support projects that benefit low- and moderate-income residents with public facilities and infrastructure.
- **Better Utilizing Investments to Leverage Development (BUILD) Grant Program** – Funds transportation projects that improve safety, accessibility, environmental sustainability, and quality of life. Eligible uses include complete streets and bicycle and pedestrian improvements.
- **Recreational Trails Program** – Provides federal funding for the construction, restoration, and educational promotion of motorized, non-motorized, and diverse-use trails and trailside facilities, Program is administered by the Federal Highway Administration.

The City should actively monitor grant application cycles, assess the eligibility of each funding source against projects, and strategically select projects and programs to pursue for grant funding.

Additionally, pairing infrastructure project grant applications with complementary non-infrastructure programs is important in achieving the full implementation of the Active Transportation Plan.

6.3. Maintenance Program

Ongoing maintenance is critical for pedestrian and bicycle facilities to remain safe, functional, and comfortable over time. Public input from comparable communities consistently shows that debris in bicycle lanes, cracked sidewalks, faded striping, and overgrown vegetation are among the primary factors that discourage walking and bicycling. Protecting capital investments through regular maintenance is therefore essential to the long term success of the SVATP.

Active transportation maintenance should be closely integrated into existing Public Works and street operations rather than treated as a stand alone program. Activities such as debris removal from bicycle lanes and sidewalks, minor pavement repairs, vegetation management, and repainting of worn crosswalks and striping should be incorporated into routine street sweeping, sidewalk repair, and resurfacing efforts. Coordinating maintenance needs with scheduled pavement projects and restriping provides a cost effective way to address deficiencies while minimizing disruption and staff burden.

To support efficient implementation, the City should prioritize maintenance on high use routes, particularly those serving schools, parks, commercial areas, and key community destinations. Planning level cost assumptions typically estimate annual maintenance needs at up to 5–10 percent of capital costs for infrastructure projects, recognizing that actual costs will vary by facility type and condition. Establishing clear responsibility, integrating maintenance into existing programs, and periodically reviewing corridors with active transportation needs will help keep walking and bicycling facilities in Spokane Valley resilient and usable.

When feasible, the City should also coordinate its resurfacing program with the Active Transportation Plan's recommended projects to improve efficiency and support timely implementation.

Successful implementation of the ATP will require a coordinated strategy that combines capital project delivery, grant funding, policy development, and ongoing community engagement.

6.4. Progress Reporting

A plan may be developed to monitor and evaluate the success of the ATP. This could include periodically reviewing performance indicators such as transportation modes, safety outcomes, and community feedback, while using the findings to guide updates and improvements to the Plan.

6.5. Engagement and Communication

The City may consider developing an engagement and communication plan to outline strategies for working with outreach professionals to keep the community updated on the ATP and its implementation progress. This plan could utilize established communication platforms, such as public meetings, social media, and newsletters, to actively engage residents and highlight the benefits of active transportation and the progress being made.





SPOKANE VALLEY

Active Transportation Plan

Existing Conditions Assessment

February 2026





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List of Acronyms

ACS	American Community Survey
ADT	Average Daily Traffic
ATP	Active Transportation Plan
CIP	Capital Improvement Plan
DOH	Department of Health
EHD	Environmental Health Disparities
LRSP	Local Road Safety Plan
LTS	Level of Traffic Stress
SVI	Social Vulnerability Index
SWCCP	Sandy Williams Connecting Communities Program
TIP	Transportation Improvement Plan
WSDOT	Washington State Department of Transportation



1. Introduction

The Spokane Valley Active Transportation Plan (ATP) is a City-initiated effort led by the City of Spokane Valley and funded through a Washington State Department of Transportation (WSDOT) grant supported by the Climate Commitment Act (CCA). The ATP focuses on improving walking, rolling, and bicycling across the community. Active transportation includes human-powered travel such as walking, bicycling, use of mobility devices, and other non-motorized modes that support safe and convenient local access.

This Existing Conditions Report establishes the technical foundation for the ATP by documenting the City's current active transportation system, including the built environment, demographic characteristics, land use patterns, and existing bicycle and pedestrian infrastructure. The analysis identifies how people travel today, where gaps and barriers exist, and where opportunities can support future improvements.

Findings from this report will guide development of the project recommendations and implementation strategies. The completed ATP will serve as a long-range blueprint for building a safe, connected, and accessible network for people of all ages and abilities to reach destinations throughout Spokane Valley.

1.1. Document Organization

- **Section 1. Introduction** - Introduces the ATP and provides background information
- **Section 2. Literature Review** - Summarizes existing City plans
- **Section 3. Programs and Policy Review** - Summarizes existing City policies
- **Section 4. Current Infrastructure Inventory** - Describes the City's current transportation infrastructure
- **Section 5. Current Use Patterns** - Describes the City's current transportation use patterns
- **Section 6. Level of Traffic Stress** - Describes Level of Traffic Stress in the City
- **Section 7. Crash History** - Summarizes the City's most recent five-year active transportation crashes
- **Section 8. Demographic Analysis** - Summarizes the City's demographics
- **Section 9. Next Steps** - Concludes the document and provides next steps
- **Appendices**



2. Literature Review

This section summarizes local and regional planning documents reviewed for their strategies, policies and potential impacts on bicycle and pedestrian infrastructure within the City and region. Summarized plans are listed below in order by year of adoption:

Spokane Valley Comprehensive Plan - 2016

This comprehensive plan guides the City's growth through 2037. The plan focuses on goals and policies across economic development, land use, transportation, housing, capital facilities, utilities, parks and recreation, and natural resources. The City is currently developing an updated comprehensive plan outlining the community's long-term vision for how the City is going to grow and flourish through 2046. It is the intent that this plan is adopted by reference into the 2026 Comprehensive Plan update.

Spokane Valley Parks and Recreation Master Plan - 2019

This plan outlines the City's commitment to creating parks and recreational spaces that are diverse, well-balanced, and easy for everyone to access. The City is currently developing an updated Parks and Recreation Master Plan to reflect changes in the community since the 2019 plan's adoption. It is the intent that this plan is adopted by reference into the 2026 Parks and Recreation Plan update.

Housing Action Plan - 2020

This plan defines strategies and implementation actions aimed at promoting housing diversity, affordability, and access to opportunities for residents across all income levels.

City of Spokane Valley ADA Self Evaluation and Transition Plan - 2024

The evaluation was developed to document the results of the City's review to determine if there are any barriers to people with disabilities posed by existing policies, procedures, or facilities, and provides documentation of areas where the City has gone above standards.

Spokane Regional Transportation Council Regional Safety Action Plan - 2024

This plan was developed to identify measures for reducing roadway fatalities and serious injury crashes for all modes of transportation within Spokane County. The plan includes a goal of reducing fatal and serious injury crashes by 50% by the year 2030.

Spokane Transit Authority Strategic Plan - 2024

This plan outlines STA's vision and mission to connect everyone to opportunity through safe, inclusive, convenient, and efficient public transportation services to Spokane area communities.

Spokane Transit Authority Transit Development Plan - 2025

This plan contains the six-year plan, service improvement program, and capital improvement program. The plan also includes existing performance measures and operating and financial projections.

City of Spokane Valley Local Road Safety Plan 2026

This plan identified crash patterns, roadway characteristics, and user behaviors across all modes, including motor vehicle, bicycle, and pedestrian crashes, resulting in a prioritized list of safety projects for implementation. The LRSP provides a systemwide foundation for understanding crash trends in Spokane Valley, including those affecting people walking and biking, which are also explored through the Active Transportation Plan.



Six-Year Transportation Improvement Plan - 2026 - 2031

The City of Spokane Valley's six-year transportation improvement plan (TIP) outlines projects and programs that benefit the transportation system and promote public safety and efficient vehicle movements.

3. Programs and Policy Review

This section identifies existing education, encouragement, enforcement programs, policies, and ordinances relevant to active transportation in the City. Information was acquired from the City website, review of City and regional plans, and interviews conducted with the City's Public Works Department. Strategies for program and policy updates will be included in the final ATP report.

3.1. Programs

The development of this Existing Conditions report did not identify any active transportation programs that focus on education, encouragement, or enforcement.

3.2. Policy

Ordinance 11-014 Bicycle and Pedestrian Program - 2011

This ordinance, dated September 2011, adopted a bicycle and pedestrian element into the comprehensive plan. This ordinance includes a goal for Spokane Valley to become a bicycle and pedestrian friendly City, and for bicycling and walking to be safe and convenient forms of transportation and recreation.

Resolution 16-010 Adopting a Greenhouse Gas Emissions Reduction Policy - 2016

This resolution, dated August 2016, encourages efforts to implement programs and policies that promote recycling, green space preservation, clean air, reduce energy bills, traffic congestion, and the need for imported oil.

Ordinance 21-012 Complete Streets - 2021

This ordinance, dated September 2021, adopts a Complete Streets Policy, implementing a Complete Streets approach to planning and design of City projects.

Ordinance 25-010 Commute Trip Reduction - 2025

This ordinance, dated May 2025, complies with requirements of chapter 70A.15 RCW regarding reduction of commuter trips to improve transportation system efficiency, conserve energy, and improve air quality.

Street Standards - 2025

The Spokane Valley Street standards are the minimum standards necessary for design and construction of all street-related and some onsite improvements in the City. These standards apply to all capital and development projects within the City and, to the extent allowed by law, to those projects outside of City limits that impact City infrastructure or transportation systems.



4. Current Infrastructure Inventory

This section provides an overview of the existing transportation network in the City of Spokane Valley, including roadways, bicycle facilities, pedestrian infrastructure, and transit services. Understanding these conditions helps to assess the extent, connectivity, and general distribution of roadway, bicycle, pedestrian, and transit facilities within City limits.

4.1. Existing Roadway Network

Within the incorporated limits of the City of Spokane Valley, the roadway network includes approximately 469 centerline miles. This does not include private roads and driveways, Interstate 90 (I-90), and I-90 ramps. The primary regional transportation corridor, I-90, traverses the City west-to-east, serving both local and through traffic. State Route 290 (SR 290) and State Route 27 (SR 27) enhance regional access and facilitate the movement of people and goods throughout Spokane Valley and the greater region. A summary of the existing roadway network classification is provided in **Table 1**, and a map of the existing roadway network is shown in **Figure 1**. A map of the existing speed limits is shown in **Figure 2**.

Table 1. Summary of Existing Roadway Classification

Roadway Classification	Miles of Facility	% of Total
Highway	12.8	3%
Principal Arterial (Major)	28.4	6%
Minor Arterial	60.9	13%
Collector	33.5	7%
Local	333.5	71%
TOTAL	469	100%

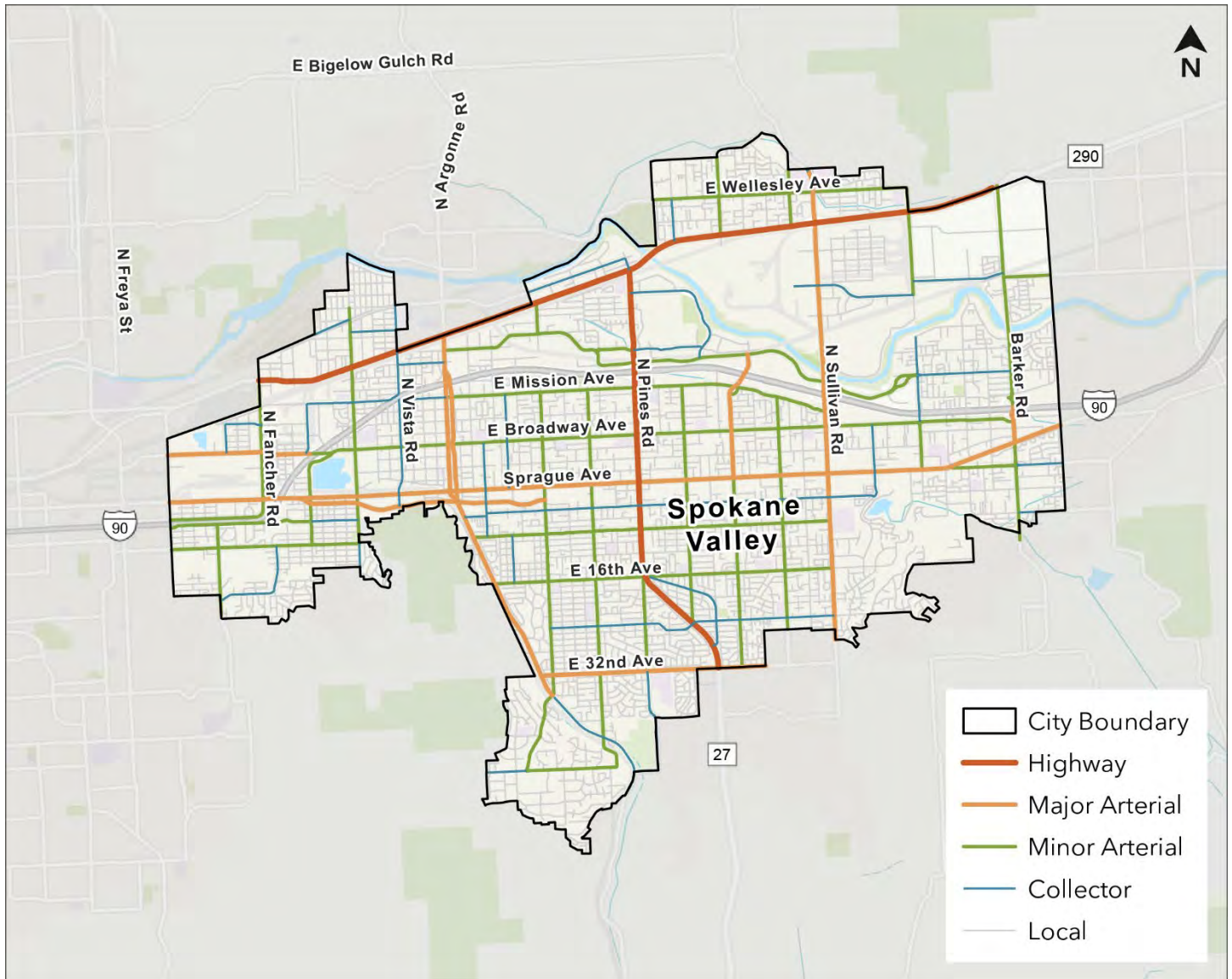


Figure 1. Map of Existing Roadway Network

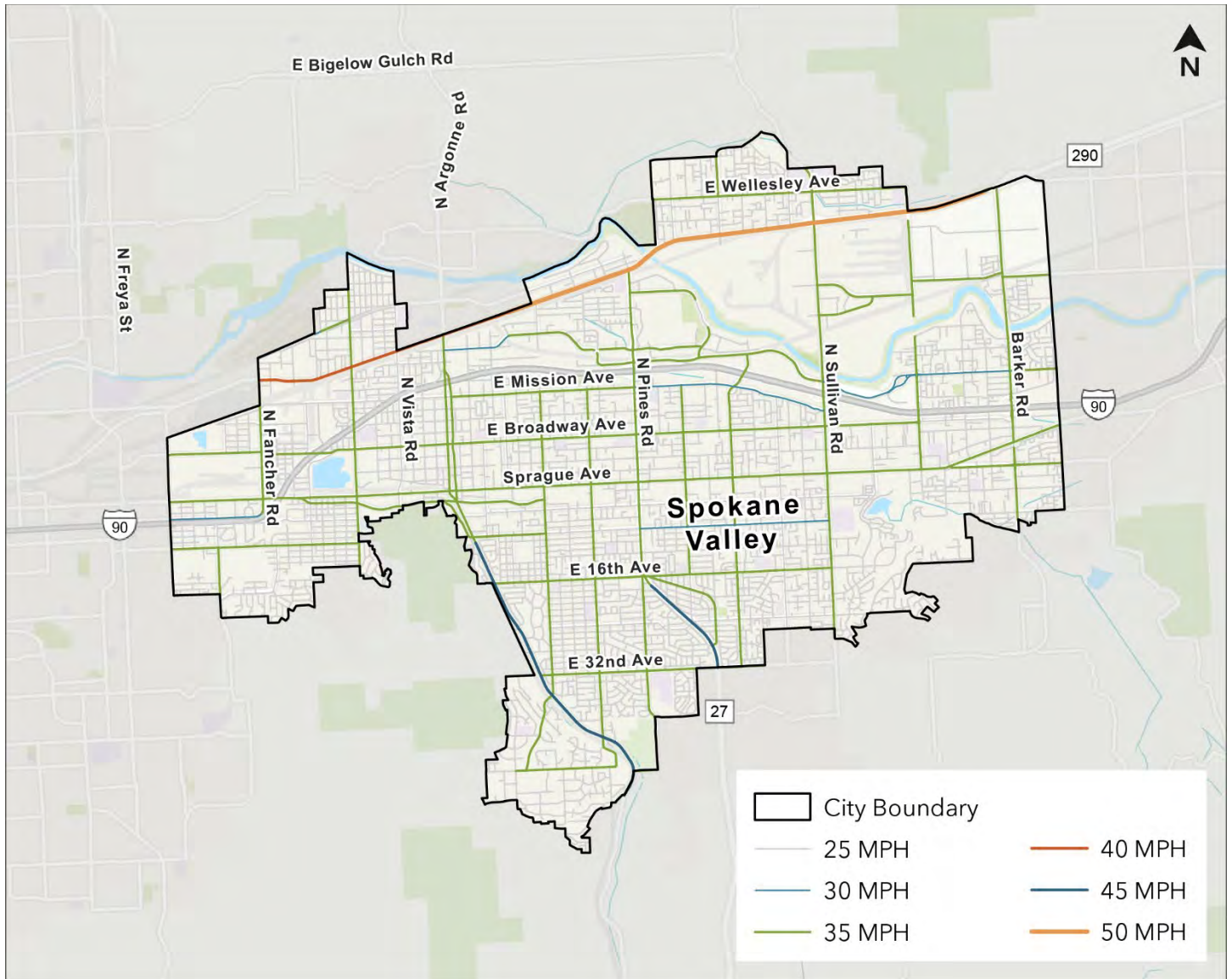


Figure 2. Map of Roadway Speed Limits



4.2. Existing Bicycle Network

Spokane Valley's existing bicycle network includes approximately 110 miles of bicycle facilities. Bicycle networks are defined by four types: shared-use path, on-street bicycle lane, shared lane, and buffered bike lane. A summary of the existing bicycle network is provided in **Table 2**, and a map of the existing bicycle network in Spokane Valley is shown in **Figure 3**. For the purposes of this report, street segments with bicycle facilities may have facilities on only one or on both sides of the roadway.

Table 2. Summary of Existing Bicycle Infrastructure

Bicycle Classification	Miles of Facility	% of Total
Shared Use-Path	14.7	13.2%
On-Street Bicycle Lane	40.9	38.9%
Shared Lane	48.5	42.7%
Buffered Bike Lane	5.8	5.2%
TOTAL	109.9	100%

4.2.1. Shared-Use Paths

The City of Spokane Valley has approximately 14.7 miles of shared-use paths. These shared-use paths accommodate both bicyclists and pedestrians and are fully separated from vehicle traffic, with limited number of interactions to roadway crossings.

Most of the shared-use path mileage within the City come from the Centennial Trail and Appleway Trail. The Centennial Trail, shown to the right, stretches along the Spokane River, extending from the City's northern boundary near the junction of SR 290 and I-90 eastward. The Appleway Trail is constructed on the former Milwaukee Railroad right-of-way and parallels the Sprague Avenue corridor from South Dishman Mica Road to the eastern City boundary. 5.0 miles of the Appleway Trail is a paved, shared-use path, and 1.3 miles of the Appleway Trail is a natural unpaved path.



Centennial Trail Shared-Use Path

4.2.2. On-Street Bicycle Lanes

The City currently has approximately 40.9 miles of striped on-street bike lanes, most of which are located along principal and minor arterial streets.

These corridors offer direct travel routes and help bridge barriers such as freeways, the river, and rail lines, improving connectivity between neighborhoods. However, because they are also high-volume, higher-speed roadways, people biking are often positioned immediately adjacent to fast-moving traffic.



4.2.3. Shared Lanes

There are approximately 48.5 miles of shared lanes and bicycle friendly roads in the City. These shared lanes are typically identified by markers in the road called “sharrows” which allows both vehicles and bicycles to share a travel lane.

The City’s shared lane network includes several designated “bike friendly routes,” which are low-volume, low-speed streets where bicyclists feel more comfortable sharing the roadway. Even so, shared lanes do not provide physical separation from vehicles. People bicycling must operate in mixed traffic, which may feel less comfortable, particularly for recreational riders, families, or those less experienced riding alongside vehicles.

4.2.4. Buffered Bike Lane

There are approximately 5.8 miles of buffered bike lane in the City. Buffered bike lanes, also known as cycle tracks or protected bike lanes, offer a physical or painted separation between bicyclist and vehicles. A photo of the buffered bike lane on Sprague Avenue is shown in the photo to the right.



Sprague Avenue Buffered Bike Lane

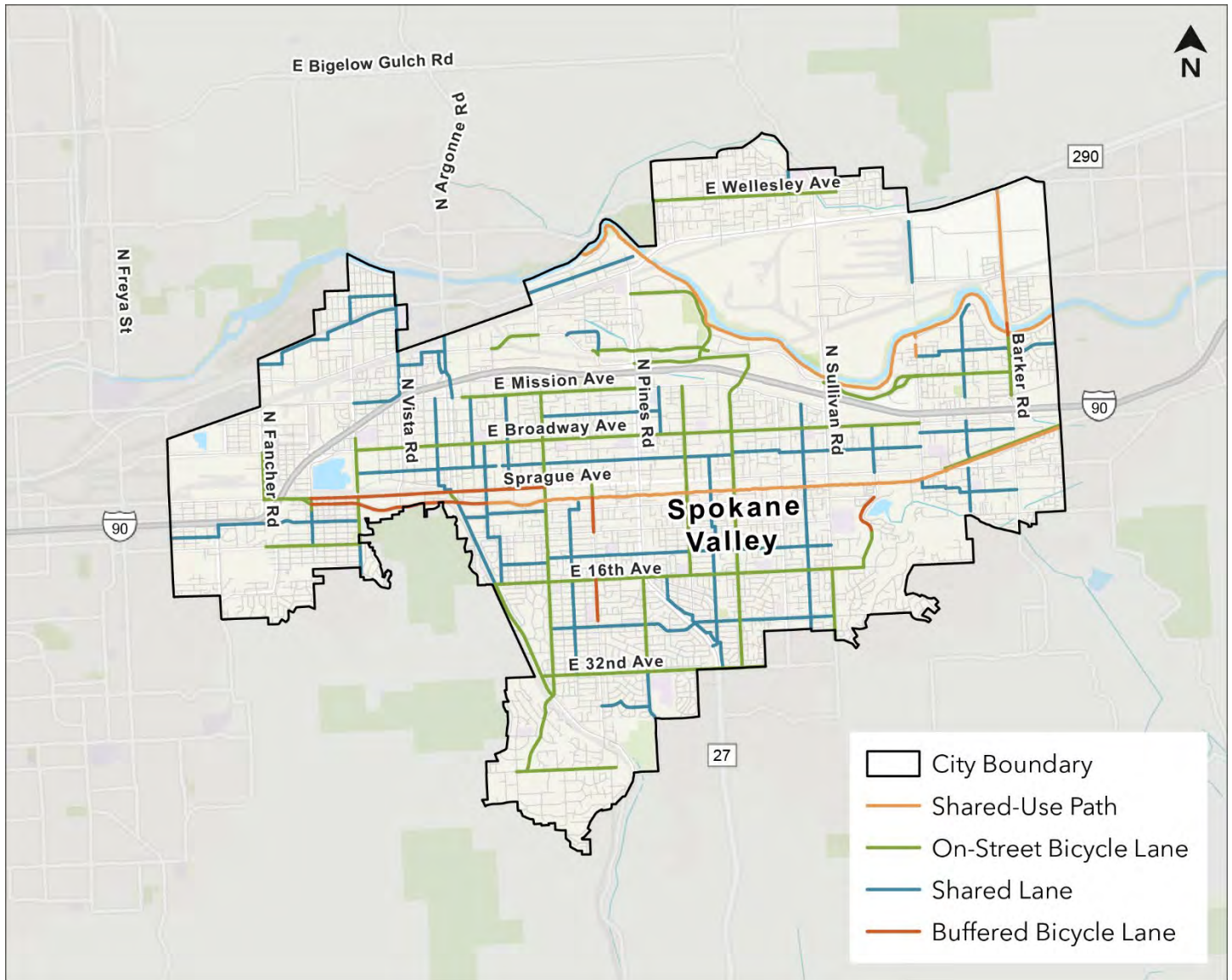


Figure 3. Map of Existing Bicycle Network



4.3. Existing Pedestrian Network

Spokane Valley's existing pedestrian infrastructure includes approximately 186 miles of pedestrian facilities. This network is defined by sidewalks and shared-use paths. A summary of the existing bicycle network is in provided in **Table 3**, and a map of the existing bicycle network in Spokane Valley is shown in **Figure 4**. For the purposes of this report, roadway segments identified as having pedestrian facilities may include improvements on one or both sides of the roadway. Where multiple bicycle or pedestrian facility types are present along a segment, mapping reflects the highest level or most protective facility.

Table 3. Summary of Existing Pedestrian Infrastructure

Bicycle Classification	Miles of Facility	% of Total
Shared-Use Path	14.7	7.9%
Existing Sidewalk	119.0	63.9%
Existing Separated Sidewalk	52.5	28.2%
TOTAL	186.2	100%

4.3.1. Sidewalks

The City of Spokane Valley has approximately 186 miles of sidewalk, of which 119 miles is adjacent sidewalk and approximately 53 miles is separated sidewalk. Sidewalk widths range from less than five feet to more than eight feet. The existing sidewalk network is primarily located along arterials and highways but is not consistently present on collector streets and local access streets. While many newer developments include sidewalks, more established neighborhoods often have limited sidewalk infrastructure.

4.3.2. Shared-Use Paths

As listed in the existing bicycle facility section above, the City of Spokane Valley has approximately 15 miles of shared-use paths. These shared-use paths accommodate both bicyclists and pedestrians and are separated from vehicle traffic, with limited number of interactions to roadway crossings.



4.3.3. Crossings

Marked crosswalks are typically provided at signalized intersections; however, they are not always present on every leg. Along arterial roadways, signalized crossing opportunities are often spaced at intervals of one-half mile or greater.

To enhance crossing safety at select locations, the City has installed treatments such as pedestrian hybrid beacons (PHBs) and rectangular rapid flashing beacons (RRFBs), both of which are designed to increase driver awareness and improve visibility of pedestrians crossing the street. A map of marked pedestrian crossings is shown in **Figure 5**.



Sprague Avenue Crosswalk with Pedestrian Hybrid Beacon

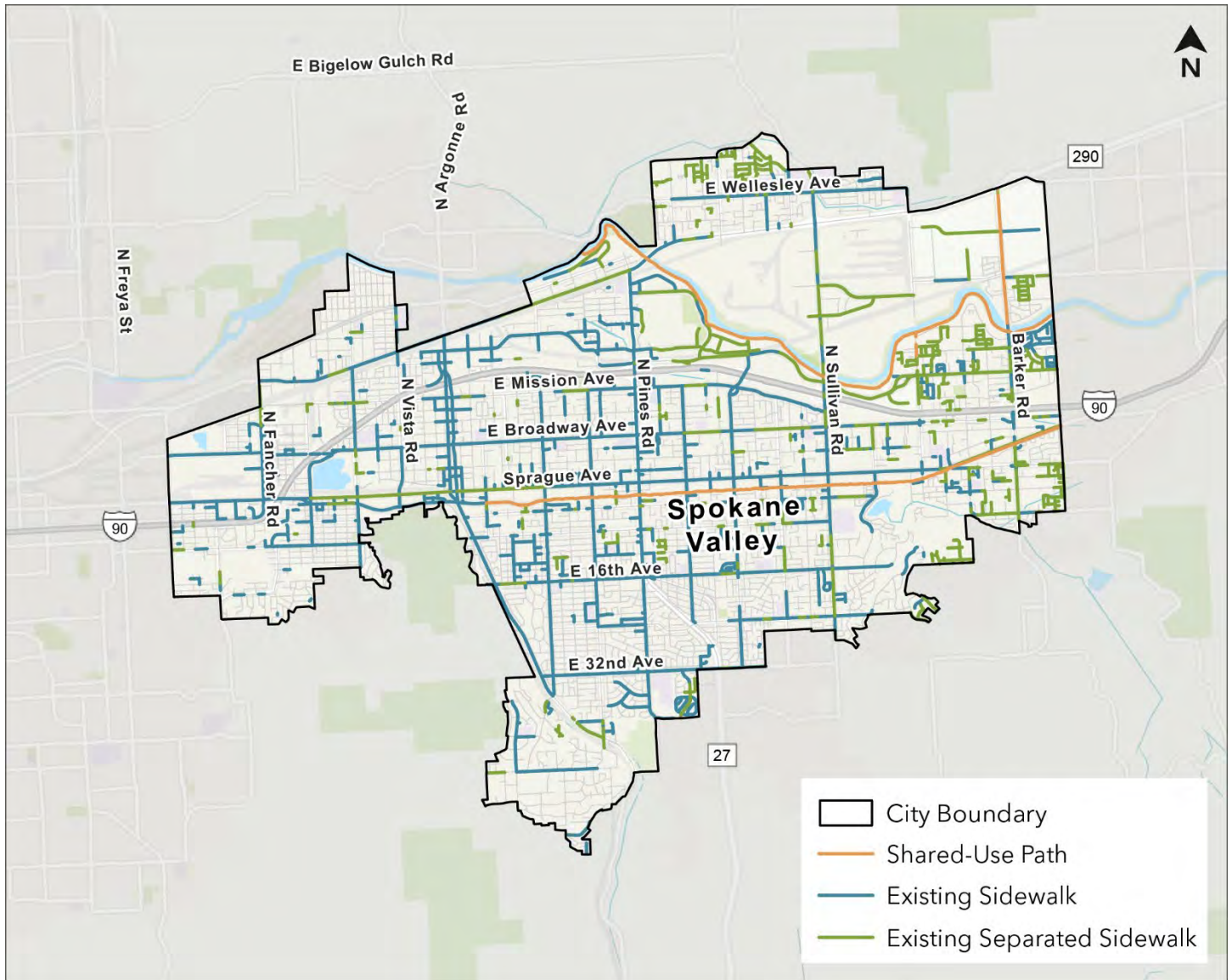


Figure 4. Map of Existing Pedestrian Network

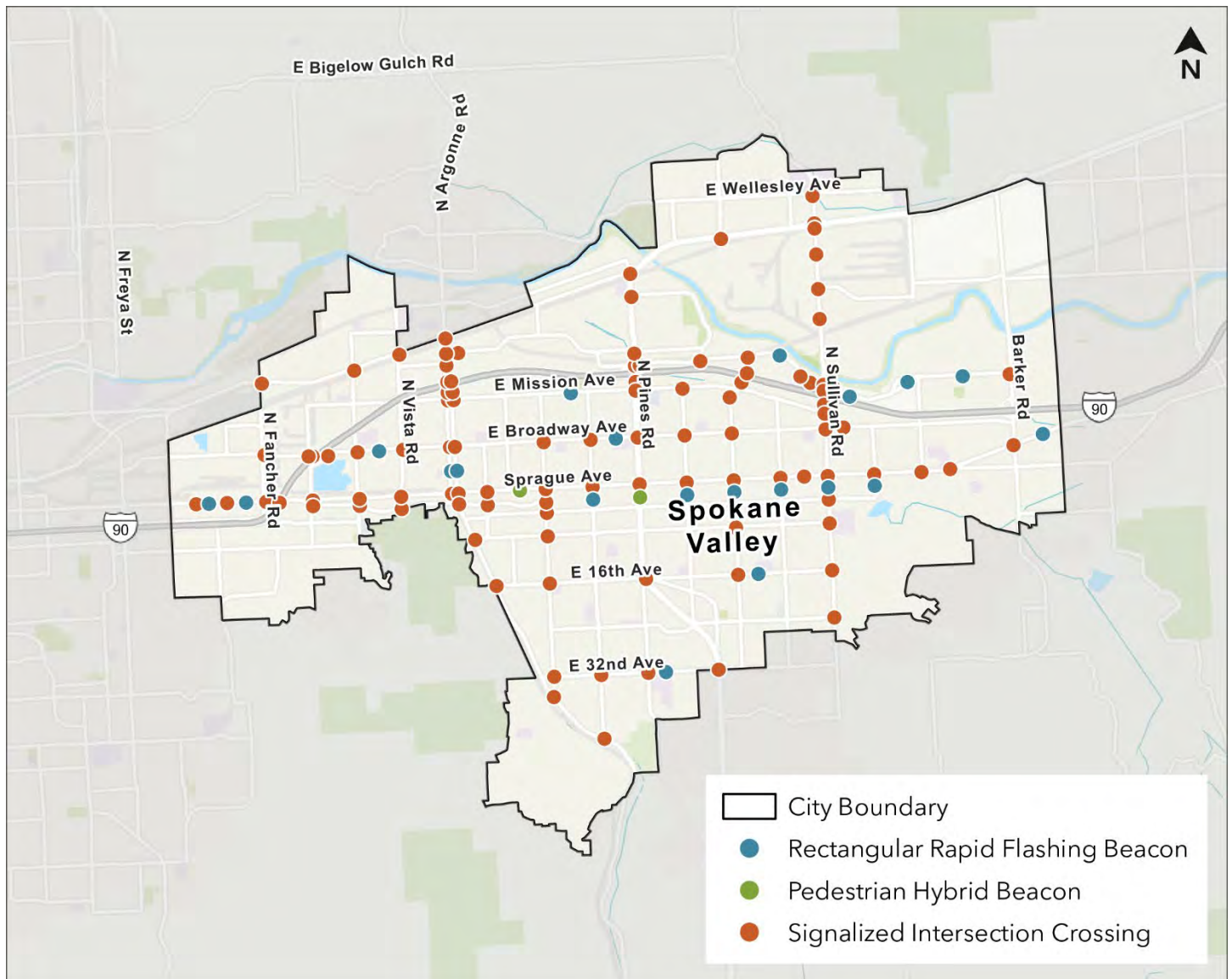


Figure 5. Map of Marked Pedestrian Crossing Locations



4.4. Existing Transit Service

Transit service in Spokane Valley is provided by the Spokane Transit Authority. The network includes high-speed regional bus routes that use freeways with limited stops, regular routes on surface streets with weekday service every 15 to 60 minutes, and frequent routes offering 15-minute service on weekdays and 15 to 60 minutes on weekends.

Spokane Valley has two main transit centers, the Mirabeau Transit Center and the Valley Transit Center. Additionally, there are no park-and-ride facilities within City limits. **Figure 6** shows the existing transit network.

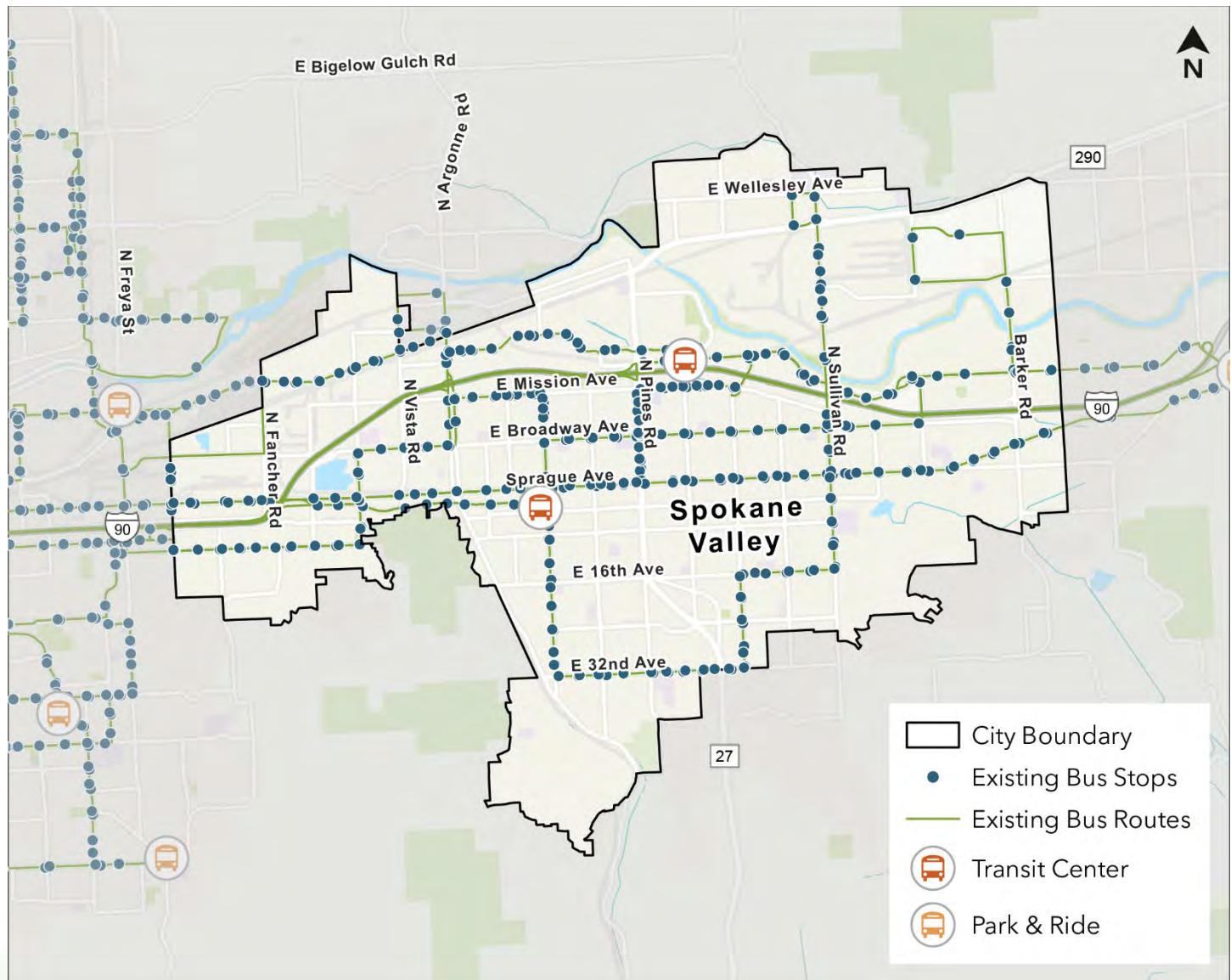


Figure 6. Map of Existing Transit Service



5. Current Use Patterns

This section summarizes how the City's roadway and active transportation networks are currently utilized. This includes vehicular traffic volumes, bicycle activity, and pedestrian activity. Understanding current levels of multi-modal activity provides context for how the transportation system is used today and will help to prioritize active transportation infrastructure. This analysis excludes activity on I-90.

5.1. Bicycle Activity

Anonymized cellular device data was acquired from Replica and used to generate a heat map of current levels of bicycle activity across the Spokane Valley, shown in **Figure 7**. Bicycle activity is generally highest along the Sprague Avenue commercial area where there are shops, markets, and businesses. Corridors with elevated bicycle activity include SR 27 (north of Sprague Ave), Bowdish Road, and the Appleway Trail, which align with the existing bicycle facilities. The map also shows bicycle activity occurring on corridors without mapped bicycle facilities, reflecting locations where riders are traveling in the absence of dedicated infrastructure.

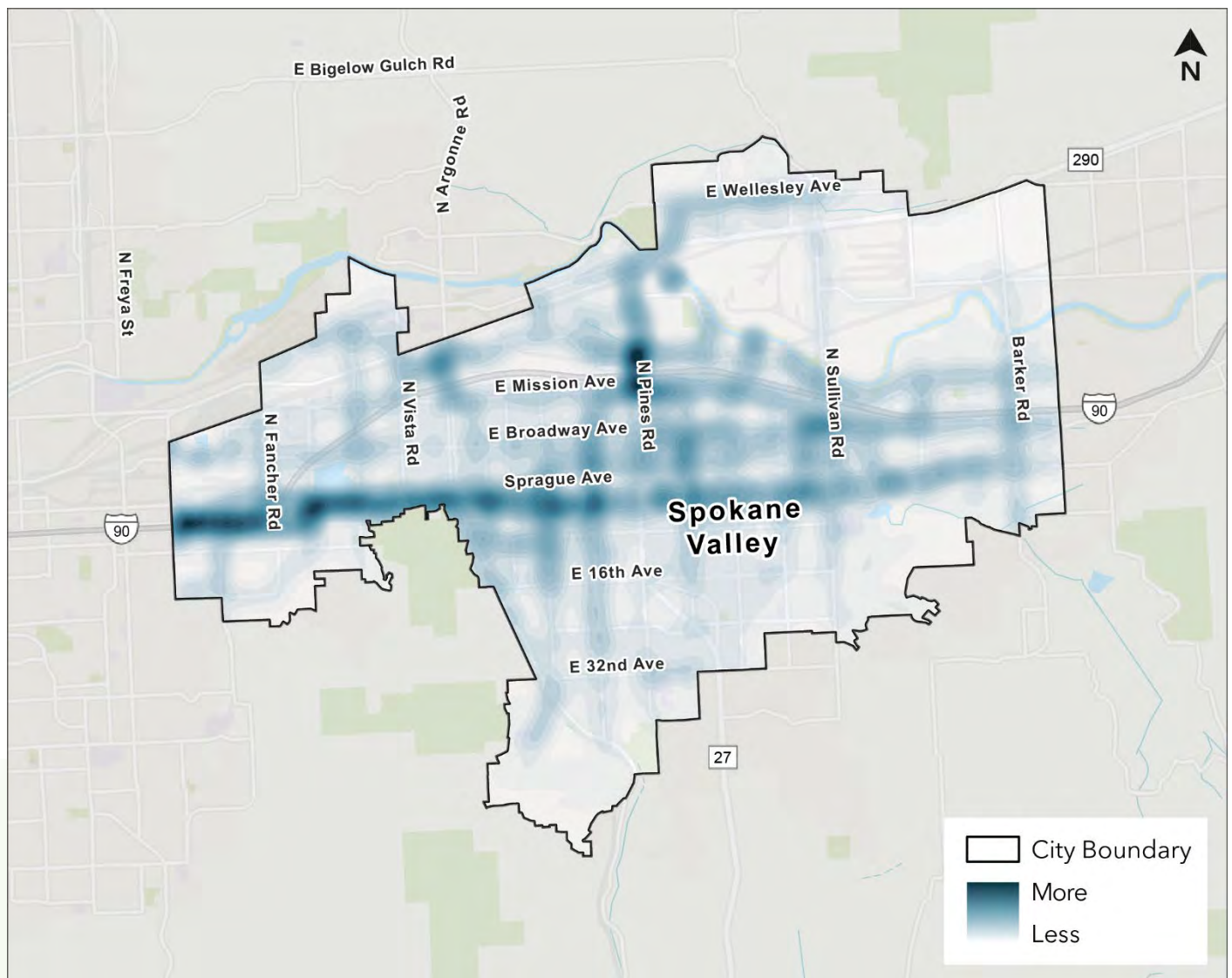


Figure 7. Map of Current Bicycle Activity



5.2. Pedestrian Activity

Utilizing anonymized cellular device data acquired from Replica, a heat map of current levels of pedestrian activity is shown in **Figure 8**. The highest levels of pedestrian activity are observed along SR 27 north of Sprague Avenue, North Sullivan Road, and at commercial shopping centers located at intersections throughout the City. These shopping centers include Spokane Valley Mall on East Indiana Avenue and the Millwood Shopping Centers on Argonne Road. Pedestrian activity is generally concentrated along corridors where sidewalks are present.

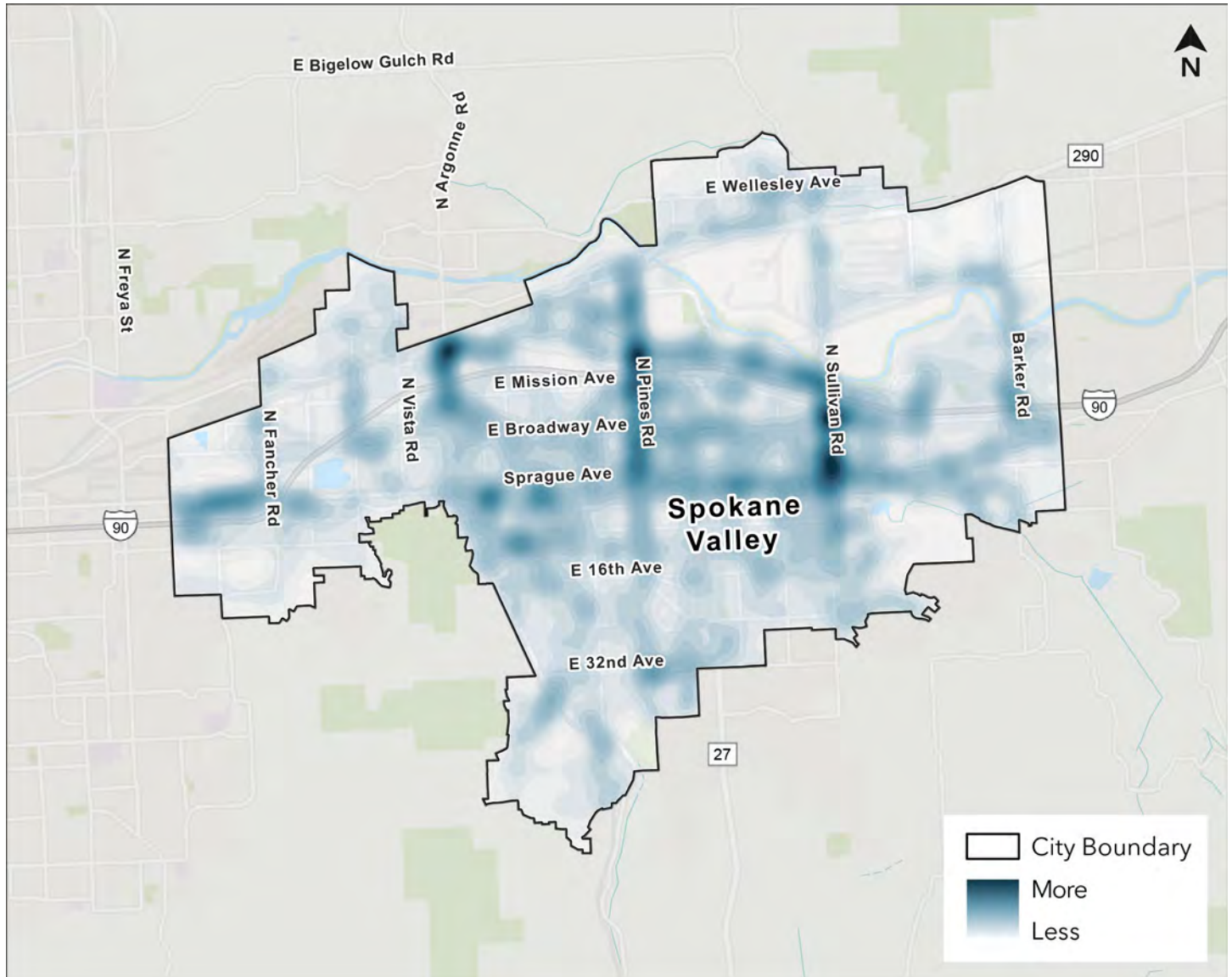


Figure 8. Map of Current Pedestrian Activity



5.3. Vehicle Volume

Vehicle data collected by Spokane Valley was supplemented with Replica data for local roads. Vehicle activity in Spokane Valley is concentrated along major highways and arterial roadways.

Figure 9 shows a heat map of the Average Daily Vehicle Traffic (ADT) volumes along the City's roadways. The largest volumes in Spokane Valley occur along E Sprague Avenue, SR 27, SR 290, Argonne Road, and Sullivan Road.

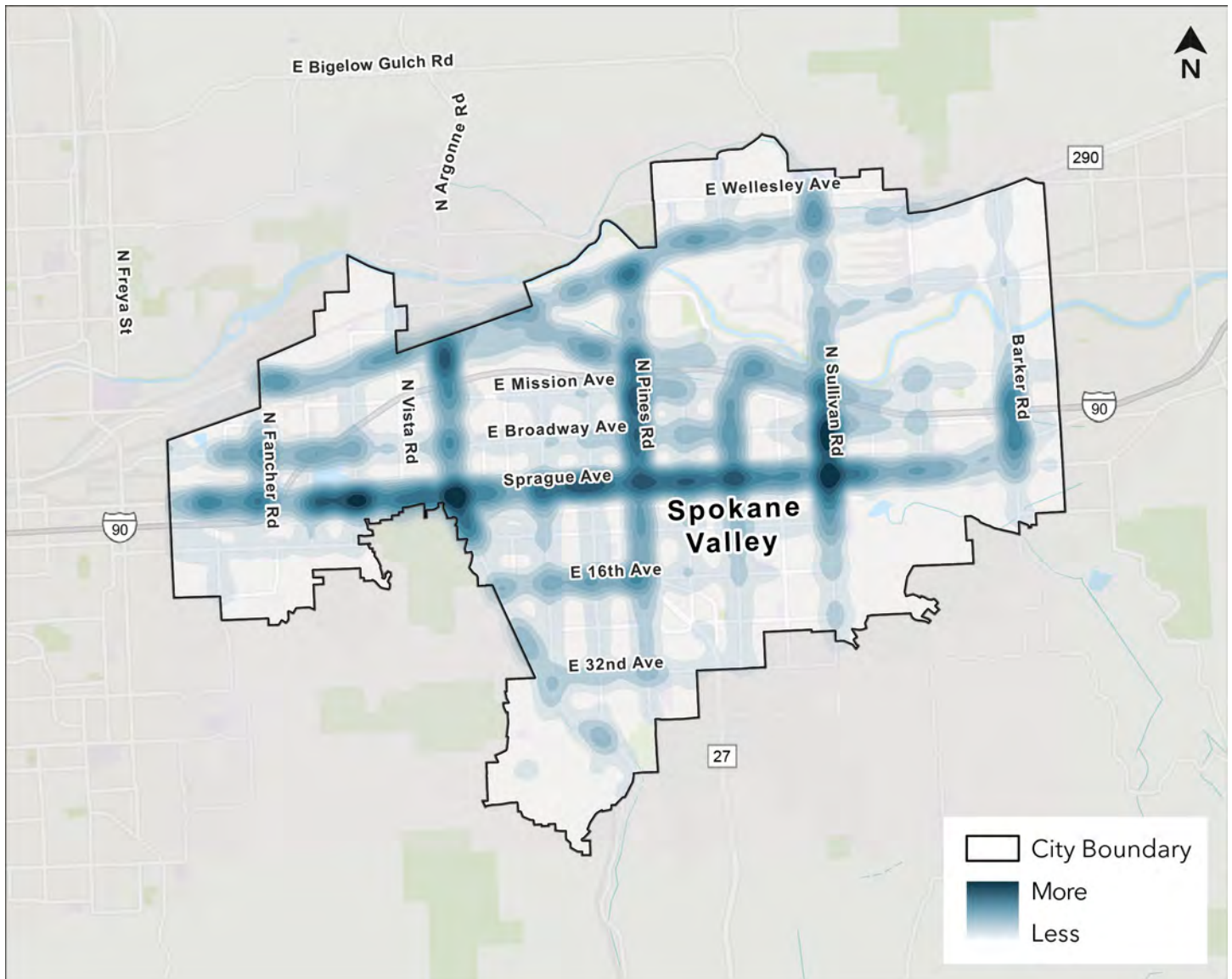


Figure 9. Map of Vehicle Average Daily Traffic



5.4. Zoning

City zoning influences where people live, work, shop, and recreate, and therefore where walking and bicycling trips are likely to occur. The distribution of residential areas, commercial centers, public facilities, parks, and recreational destinations provides important context for understanding travel demand across the City. A connected active transportation network enables residents to reach commercial areas, public facilities, parks, and other destinations within their neighborhoods and throughout the City by walking or bicycling. **Figure 10** shows the zoning map of Spokane Valley.

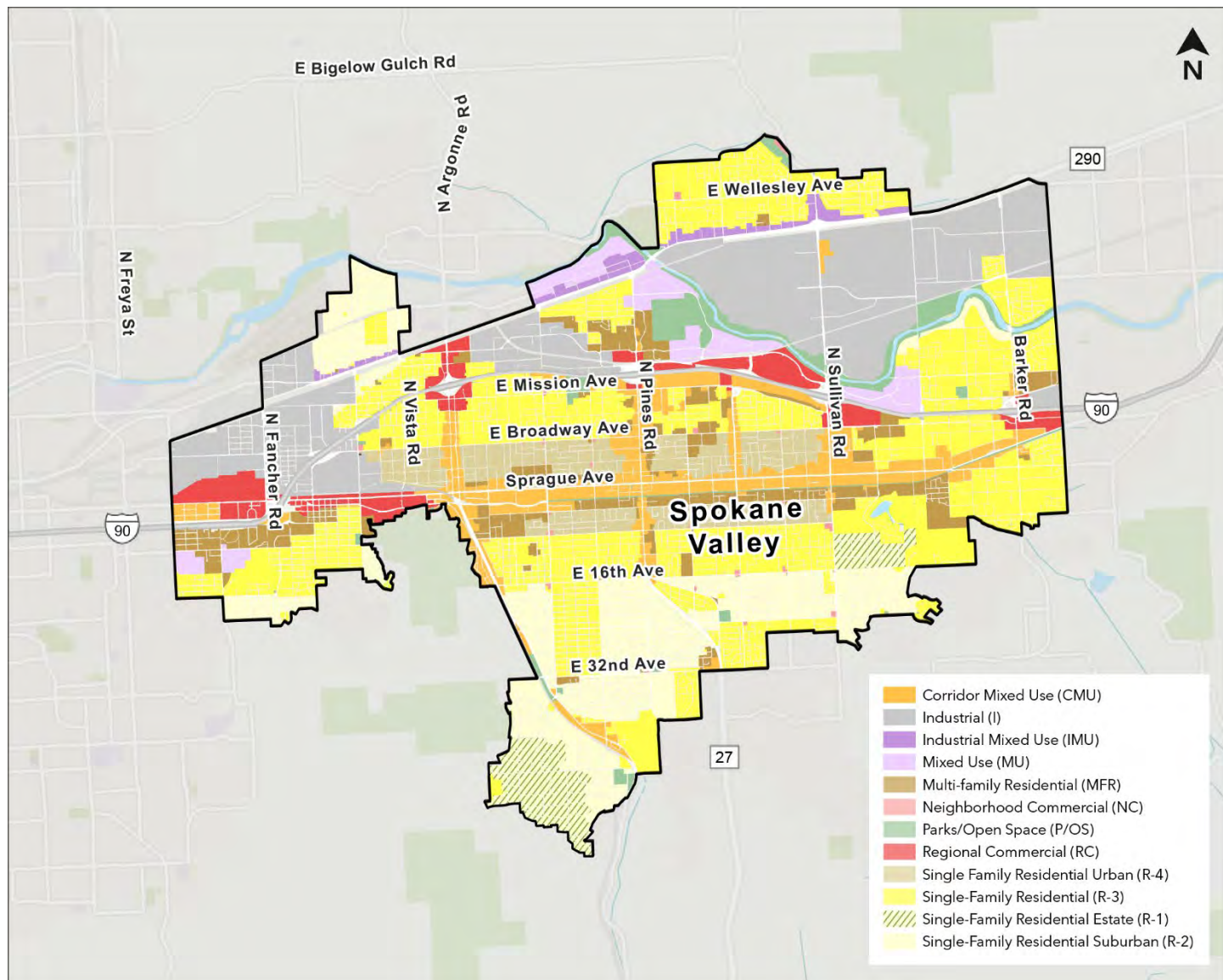


Figure 10. Map of Zoning



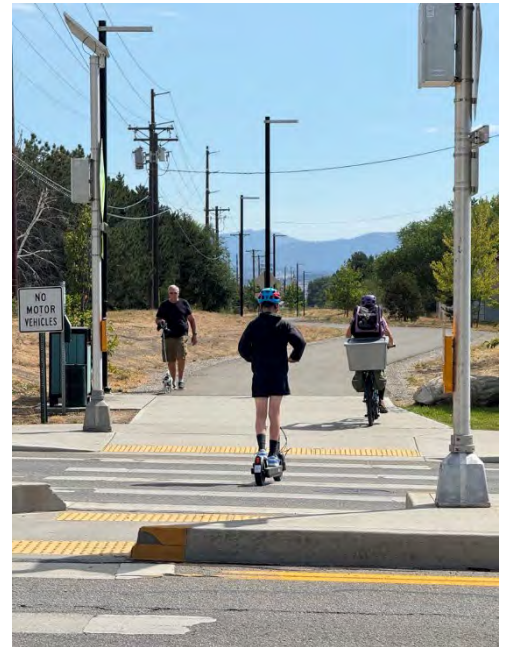
6. Level of Traffic Stress

The Washington State Department of Transportation (WSDOT) adopted Level of Traffic Stress (LTS) as a tool for rating the performance of pedestrian and bicycle infrastructure. LTS is a performance metric that compares the relative quality of active transportation facilities at different locations and helps identify the quality and usability of the network for active transportation users. For this analysis, LTS scores are based on bicycle and pedestrian facilities that may be present on either one side or both sides of a roadway segment. Where multiple facility types exist along the same segment, the highest-comfort or most protective facility is used to assign the LTS score.

WSDOT defines the LTS ranking system where Level 1 represents safe and comfortable conditions for all users, while Level 4 represents stressful conditions that many people will not or cannot use. WSDOT's LTS rankings are informed by the Safe System Approach such that the probability of a serious injury or fatality is decreased in the event of a crash. WSDOT's target LTS levels are Level 1 and Level 2 for all roadways.

Benefits from a lower LTS include:

- The potential for greater systemic safety
- Providing facilities usually considered suitable for all ages and abilities with fully accessible features
- Encouraging more people to shift from automobiles to active travel and transit
- Supporting lower cost travel options
- Supporting environment, health, and equity goals



Appleway Trail: Example of Level 1 Traffic Stress for bicycles and pedestrians



Sullivan Road: Example of Level 4 Traffic Stress for bicycles and pedestrians



6.1. Bicycle LTS

Bicycle LTS was calculated for the existing bicycle facilities in Spokane Valley. The LTS procedures that are outlined in Chapter 1520 (bicycles) of the September 2024 edition of the WSDOT Design Manual were used to determine the bicycle LTS in Spokane Valley. The score considered lane configuration, AADT, target speed, and existing bicycle facility type.

The results of the bicycle LTS analysis are shown in **Figure 11**. Approximately 52 miles of the network are classified as LTS 3 and 60 miles as LTS 4, indicating generally higher-stress riding conditions across much of the City. These scores are largely due to higher traffic volumes and speeds combined with limited or no physical separation from vehicles. In contrast, local access roads, despite lacking bicycle facilities, are classified as LTS 2 due to lower traffic speeds and volumes. All highways and most principal and minor arterials fall within LTS 3 or 4. Appleway Boulevard between University and Farr Roads, and Barker Road between the Spokane River and Trent Avenue, are the only arterials with an LTS better than 3 due to the presence of shared use paths. Each of these roads has an LTS 2.

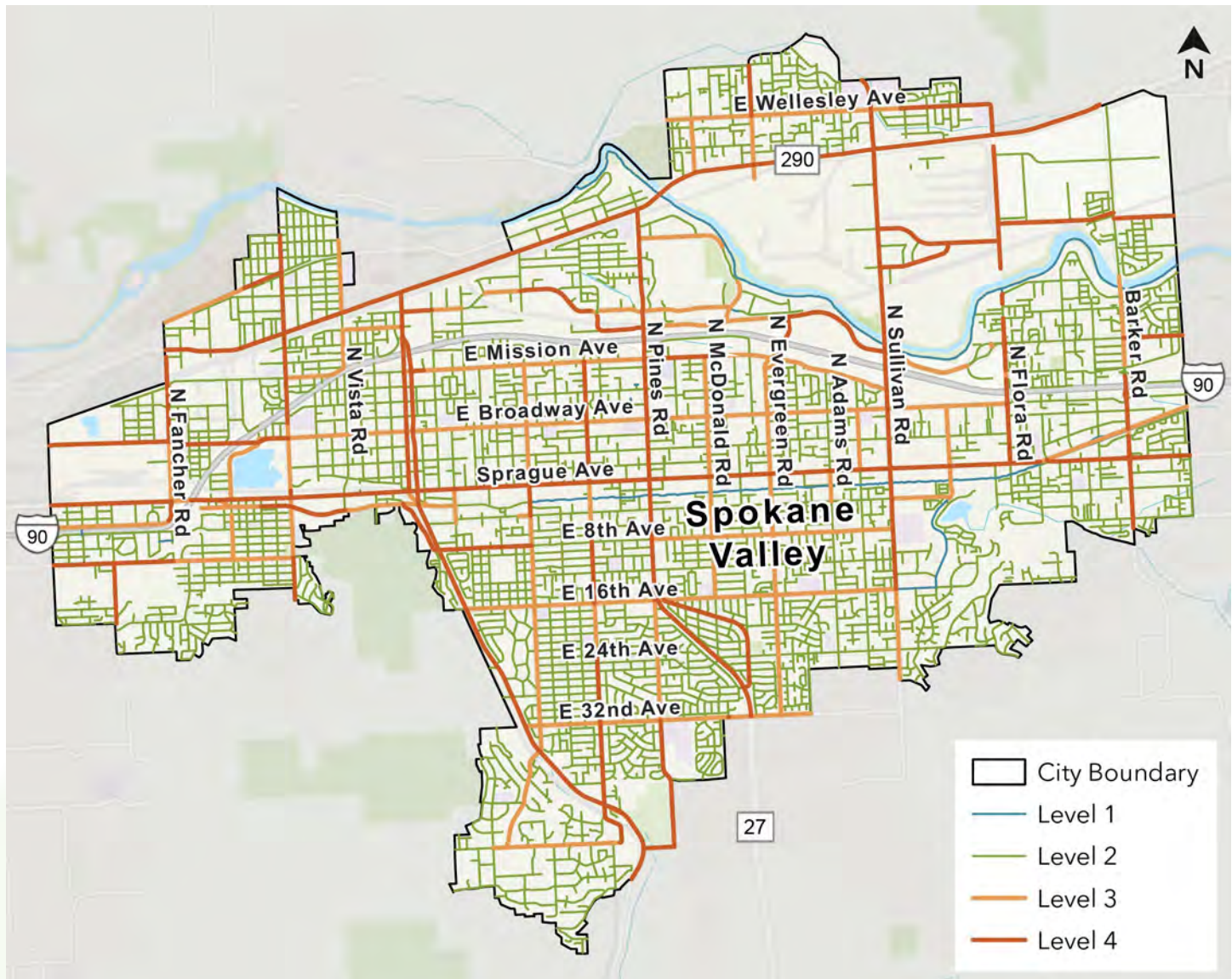


Figure 11. Maps of Bicycle LTS



6.2. Pedestrian LTS

LTS was calculated for the existing pedestrian facilities in Spokane Valley. LTS procedures that are outlined in Chapter 1510 (pedestrians) of the September 2024 edition of the WSDOT Design Manual were used to determine the pedestrian LTS in Spokane Valley. The score considered lane configuration, AADT, target speed, and existing pedestrian facility type.

The results of the pedestrian LTS analysis are shown in **Figure 12**. Approximately 20 miles of the network are classified as LTS 3 and 65 miles as LTS 4, indicating that many roadways present moderate- to high-stress conditions for pedestrians. Nearly all highways, principal arterials, and minor arterials are classified as LTS 3 or 4, even where pedestrian facilities are present. In contrast, many low-volume local access roads, despite lacking pedestrian facilities, are classified as LTS 2 due to lower traffic speeds and volumes.

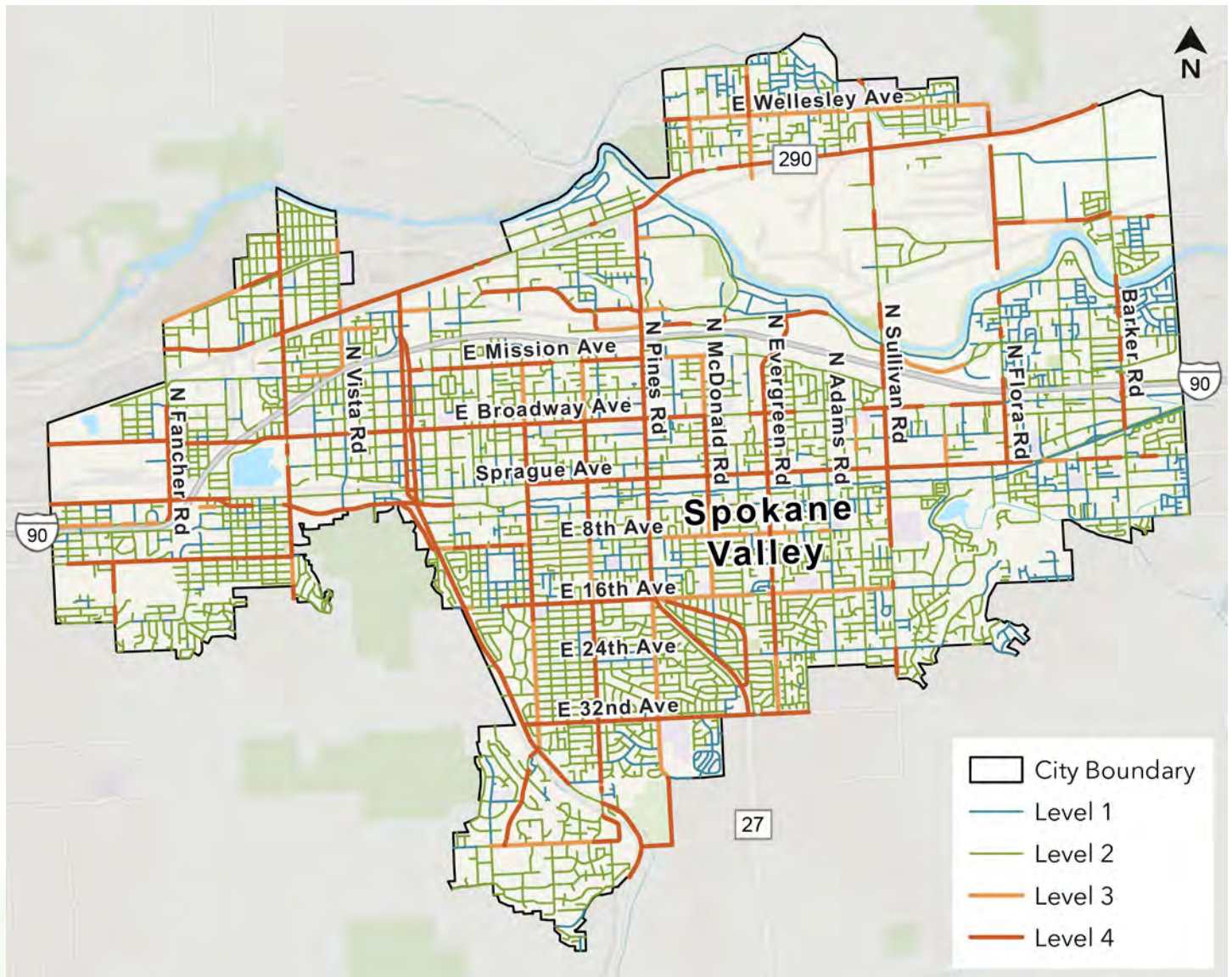


Figure 12. Maps of Pedestrian LTS



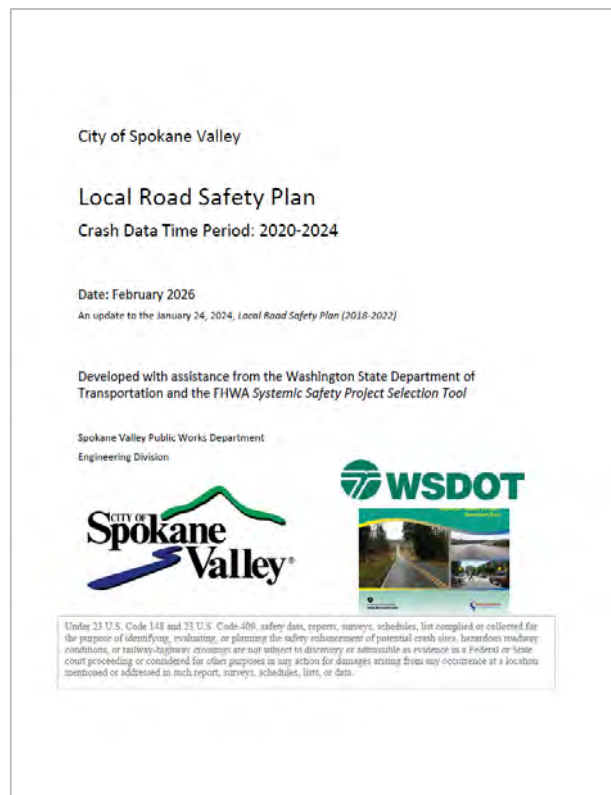
7. Active Transportation Crash History

Active transportation crashes, which include bicycle crashes and pedestrian crashes, were reviewed for the most recent complete five-year period, 2020 to 2024. This database includes crash events reported by law enforcement via the Police Traffic Collision Report form and those reported by involved parties in a collision report to the Department of Licensing. Washington State Department of Transportation collects these reports to maintain crash data for the state, and information reported is included in this analysis.

The City maintains a Local Road Safety Plan (LRSP) that comprehensively reviews all crash types occurring within its boundaries, identifying the most prominent and severe crash types and outlining mitigation strategies to reduce both the frequency and severity of crashes. The LRSP reports crashes involving pedestrians and cyclists consistently rank among the top crash types for the City. While the LRSP addresses all crash types, this memorandum focuses on active transportation crashes within the City.

A total of 186 active transportation crashes, of all severity types, were recorded in Spokane Valley from 2020-2024. Of the 186 active transportation crashes, there were 11 fatal crashes and 38 serious injury crashes. 72 were bicycle crashes and 114 were pedestrian crashes. Many of these crashes occurred on highways and principal arterials.

Figure 13 shows the locations of the active transportation crashes that occurred in Spokane Valley during the five-year period.



Spokane Valley's 2026 Local Road Safety Plan

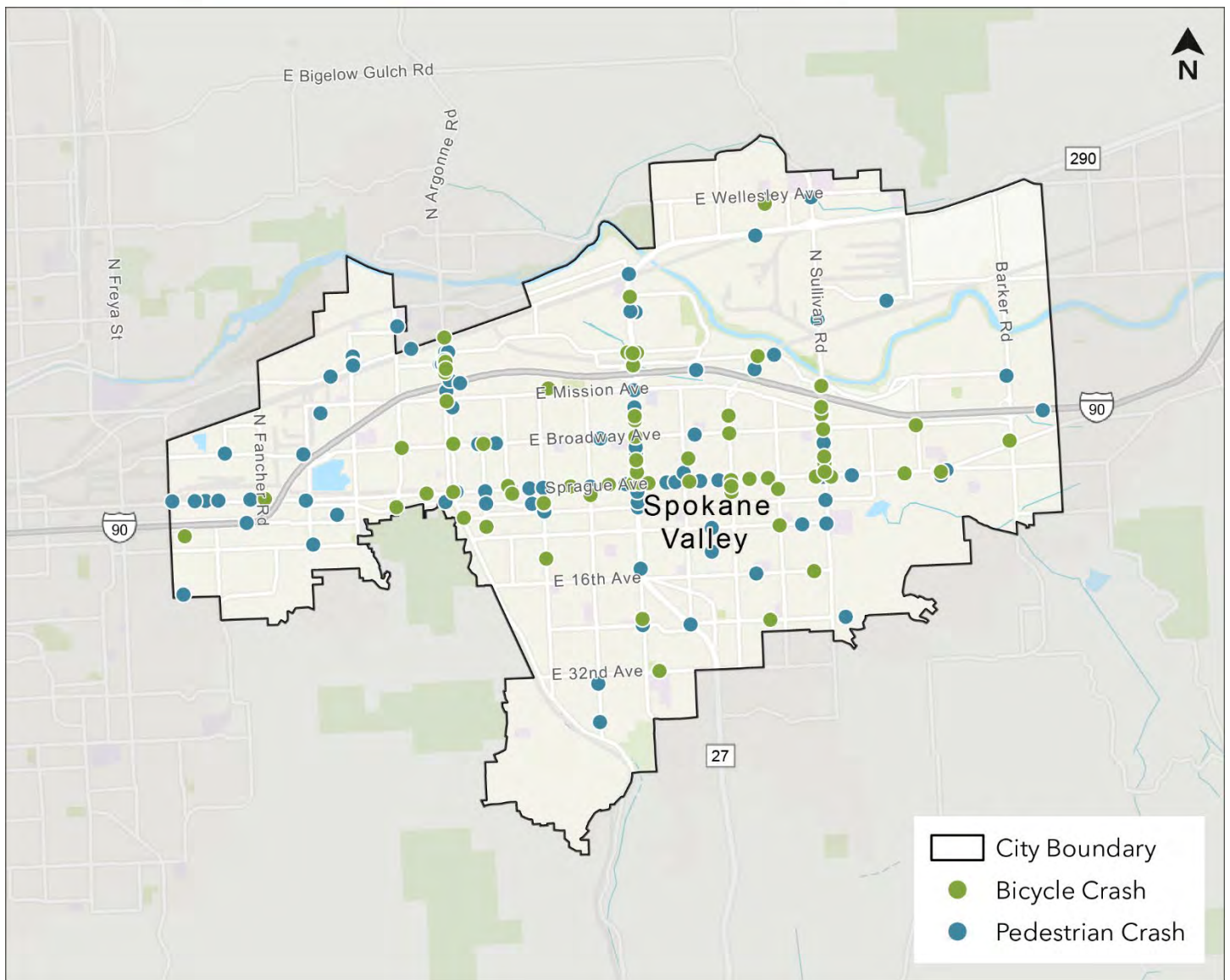


Figure 13. Map of Active Transportation Crashes



Figure 14 shows yearly trends in active transportation crashes. Between 2020 and 2022, crashes had steadily declined, but in 2023, they peaked at 47, the highest in the five-year period, before experiencing a modest drop in 2024.

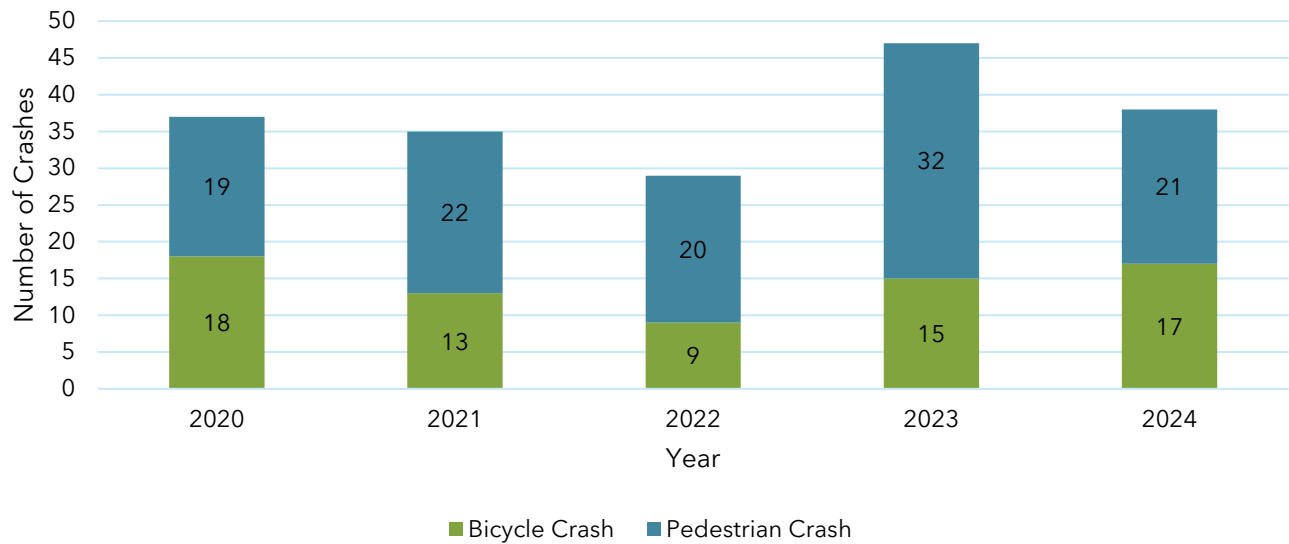


Figure 14. Number of Active Transportation Crashes per Year

Figure 15 shows the quantity and distribution of active transportation crashes by severity. 11 crashes (6%) resulted in a fatality, 38 crashes (20%) resulted in suspected serious injury, 95 crashes (51%) resulted in suspected minor injury, 36 crashes (19%) resulted in possible injury, and 6 crashes (3%) resulted in no apparent injury.

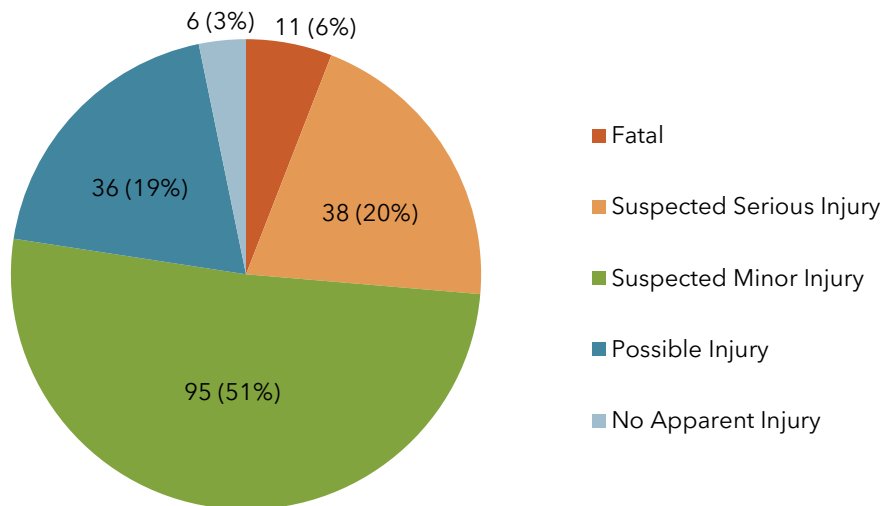


Figure 15. Severity of Active Transportation Crashes



Figure 16 illustrates the hourly distribution of active transportation crashes in Spokane Valley. The data shows that these crashes are most prevalent during the afternoon and early evening, between 2:00 PM and 6:00 PM. This timeframe corresponds to the PM peak period, when roadway activity increases due to school dismissals, workday conclusions, and overall higher traffic volumes.

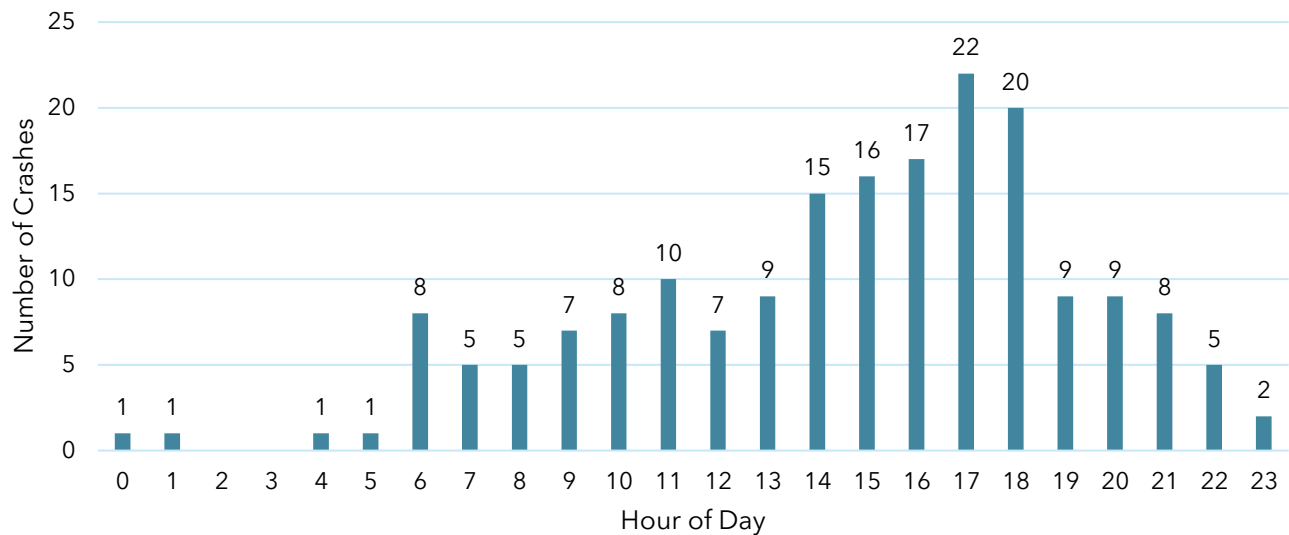


Figure 16. Active Transportation Crashes by Hour of Day



7.1. Bicycle Crashes

Between 2020 and 2024, there were 72 bicycle crashes in Spokane Valley. Of these, one resulted in a fatality, while 13 resulted in suspected serious injuries. **Figure 17** shows the location of bicycle crashes of all severity types.

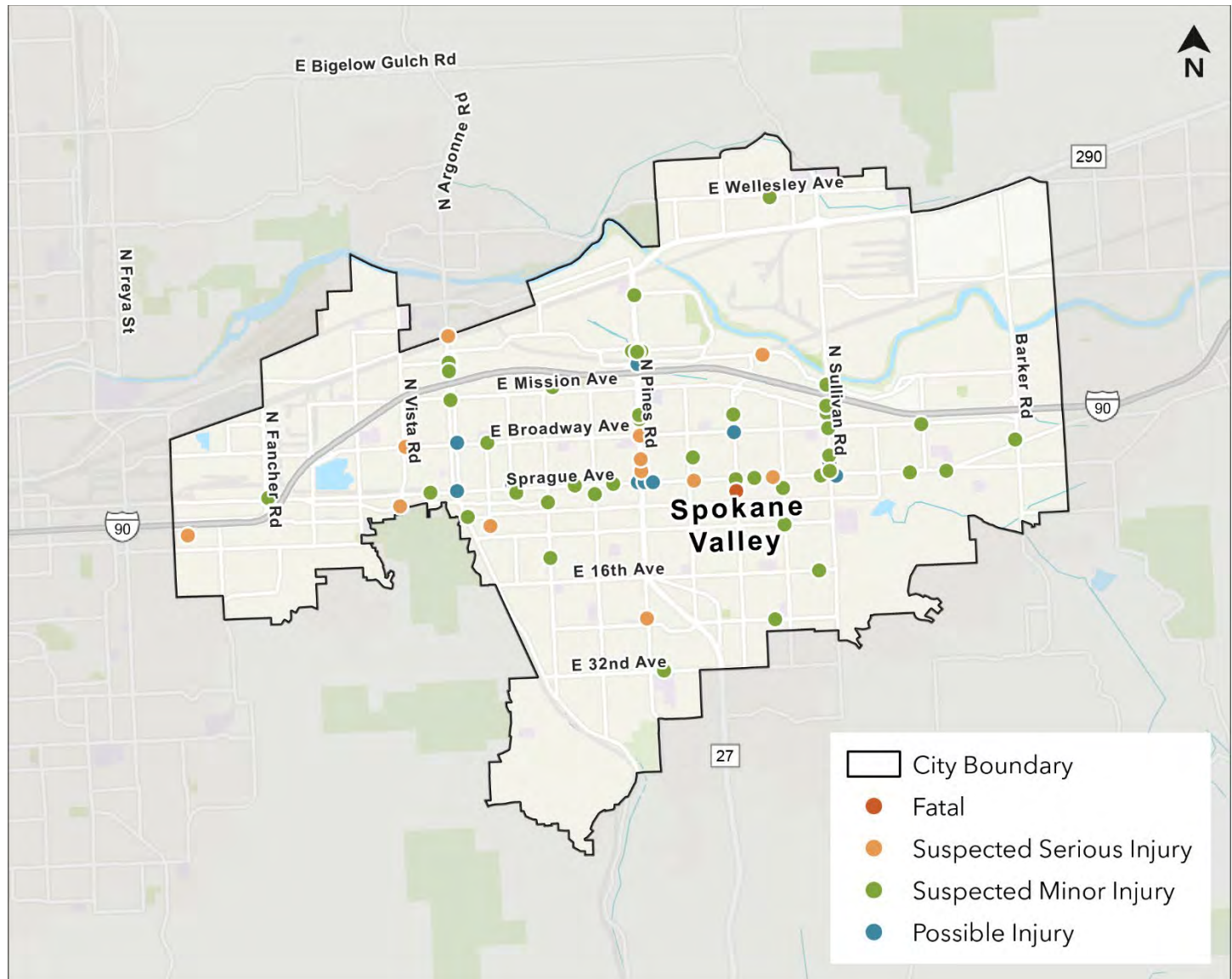


Figure 17. Map of Bicycle Fatal and Serious Injury Crashes



Figure 18 shows the quantity and distribution of bicycle crashes by severity. 1 crash (1%) resulted in fatality, 13 crashes (18%) resulted in suspected serious injury, 45 crashes (63%) resulted in suspected minor injury, 13 crashes (18%) resulted in possible injury, and no crashes (0%) resulted in no apparent injury.

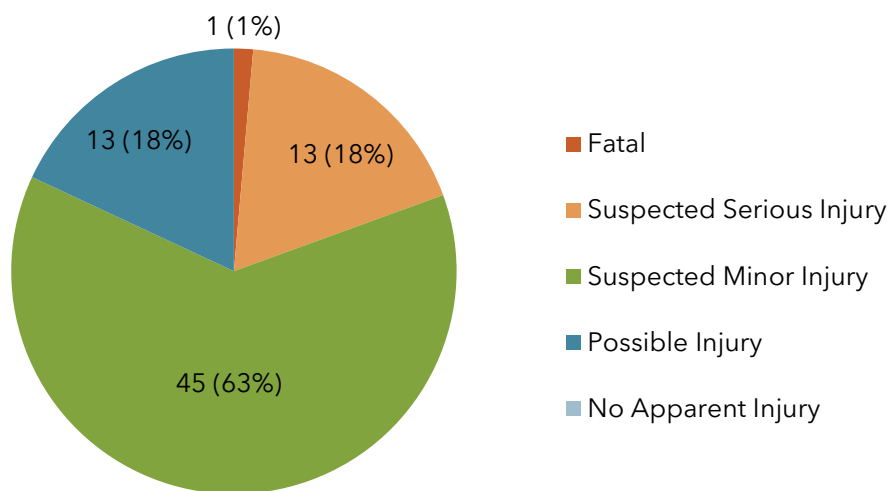


Figure 18. Severity of Bicycle Crashes

Figure 19 illustrates the hourly distribution of fatal and serious injury bicycle crashes in Spokane Valley. The data shows that most of the crashes occurred during the afternoon and early evening

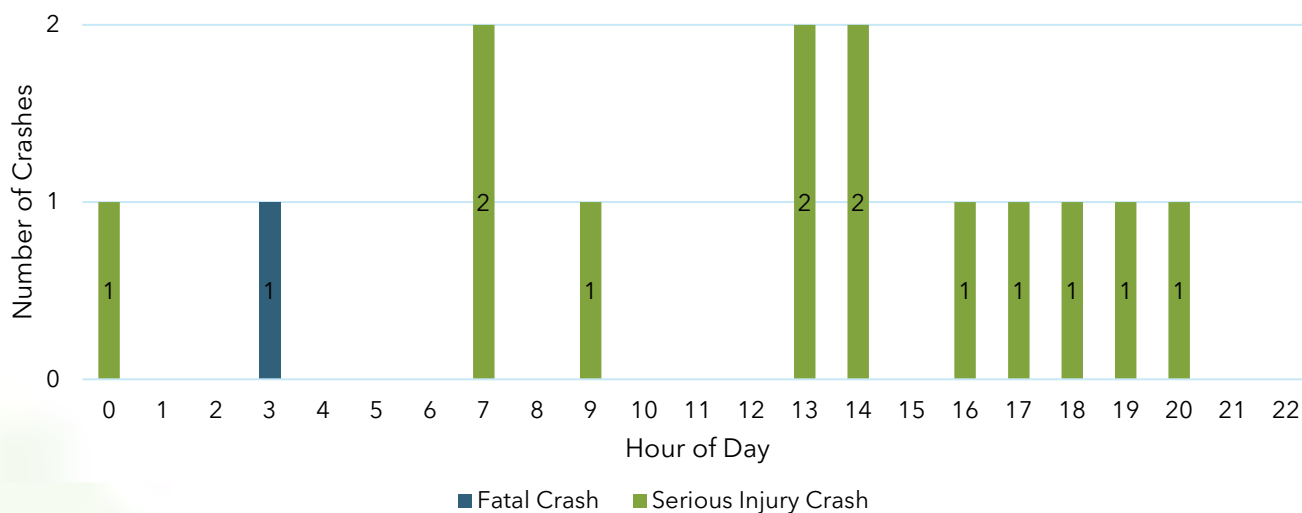


Figure 19. Fatal and Serious Injury Bicycle Crashes by Hour of Day



Figure 20 illustrates the lighting condition distribution of fatal and serious injury bicycle crashes in Spokane Valley. The data shows most crashes occurred during daylight, followed by dark conditions with street lights present and on.

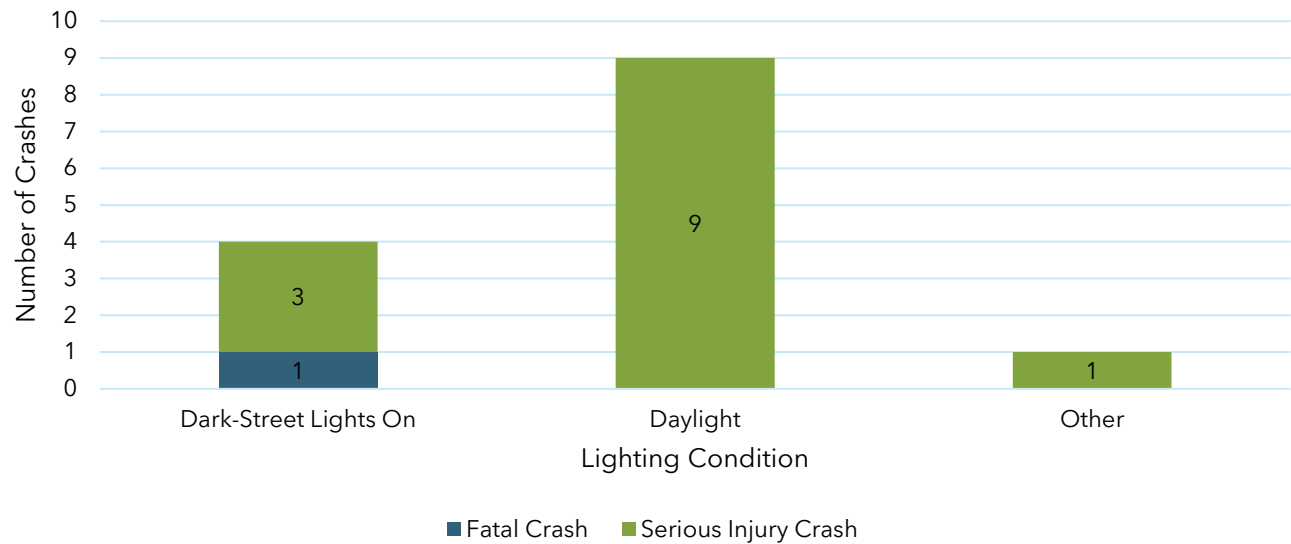


Figure 20. Fatal and Serious Injury Bicycle Crashes by Lighting Condition

Figure 21 illustrates the relationship of intersections for fatal and serious injury bicycle crashes in Spokane Valley. The data shows that most crashes occur at an intersection and is related to the characteristics of the intersection, followed by crashes that occurred at a driveway.

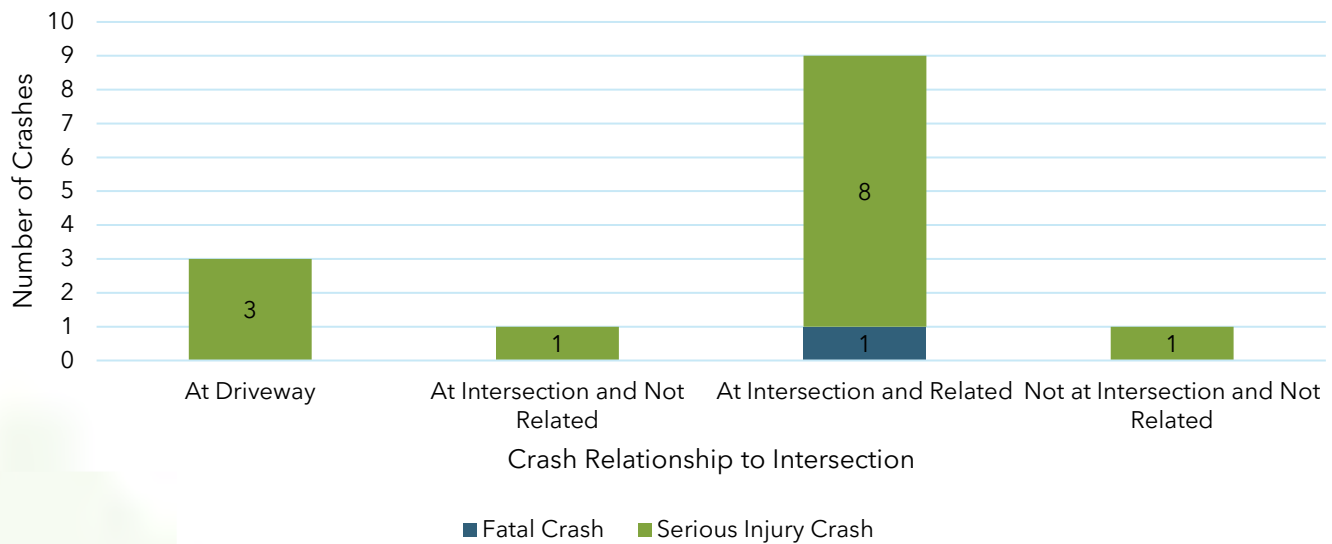


Figure 21. Fatal and Serious Injury Bicycle Crashes by Relationship to Intersection



7.2. Pedestrian Crashes

Between 2020 and 2024, there were 114 pedestrian crashes in Spokane Valley. Of these, 10 resulted in fatalities, while 25 led to suspected serious injuries. **Figure 22** shows the location of pedestrian crashes of all severity types. Fatal or serious injury pedestrian crashes occurred most frequently on highways and arterial roadways.

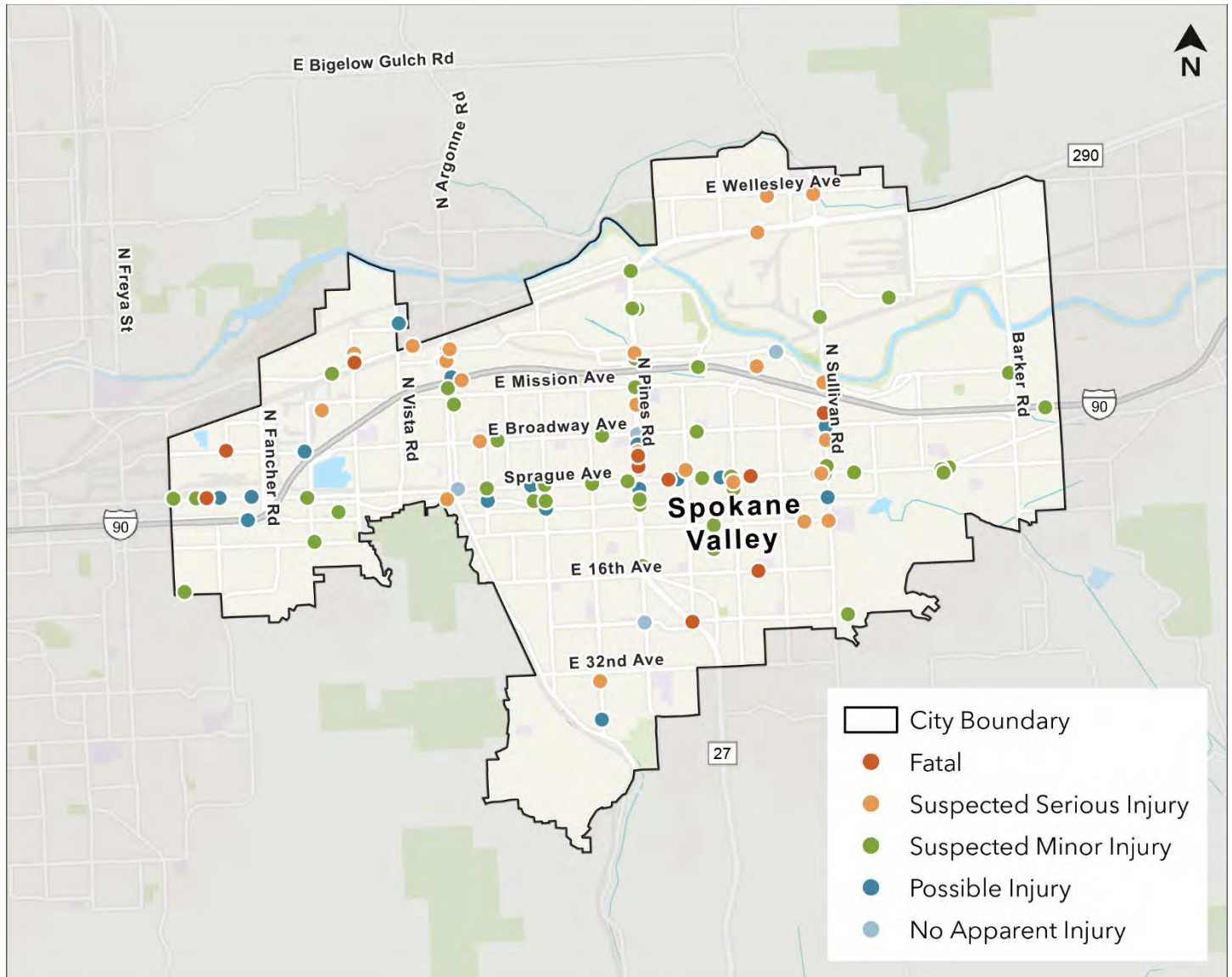


Figure 22. Map of Pedestrian Fatal and Serious Injury Crashes



Figure 23 shows the quantity and distribution of pedestrian crashes by severity. 10 crashes (9%) resulted in a fatality, 25 crashes (22%) resulted in suspected serious injury, 50 crashes (44%) resulted in suspected minor injury, 23 crashes (20%) resulted in possible injury, and six crashes (5%) resulted in no apparent injury.

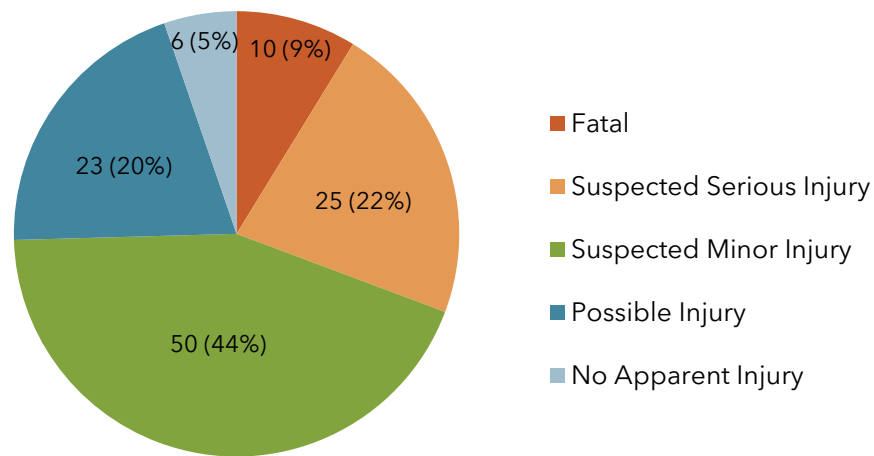


Figure 23. Severity of Pedestrian Crashes

Figure 24 illustrates the hourly distribution of fatal and serious injury pedestrian crashes in Spokane Valley. The data shows that these crashes are most prevalent during early evening and night, between 4:00 PM and 11:00 PM.

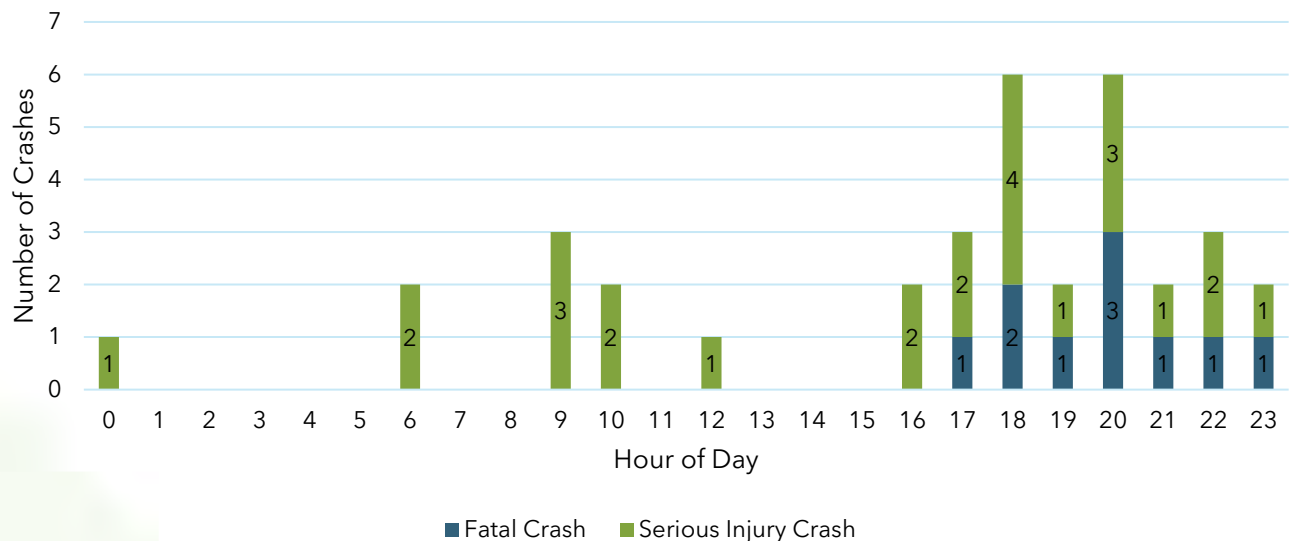


Figure 24. Fatal and Serious Injury Pedestrian Crashes by Hour of Day



Figure 25 illustrates the lighting condition distribution of fatal and serious injury pedestrian crashes in Spokane Valley. The data shows that most crashes occurred during dark conditions with street lights present and on, followed by daylight conditions.

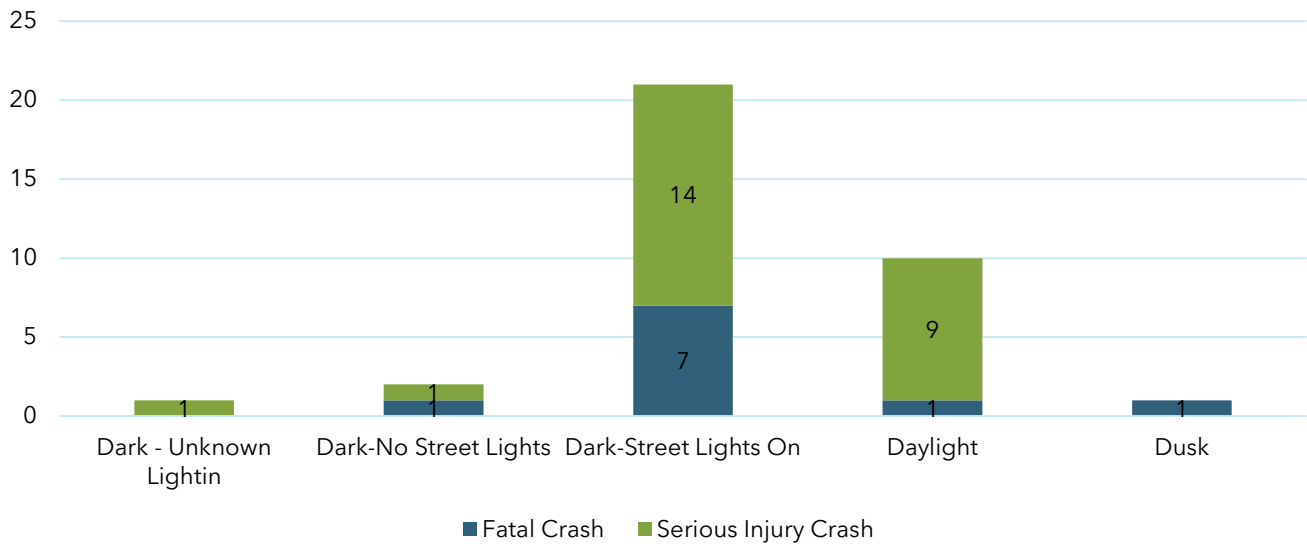


Figure 25. Fatal and Serious Injury Pedestrian Crashes by Lighting Condition

Figure 26 illustrates the relationship to intersection of fatal and serious injury pedestrian crashes in Spokane Valley. The data shows that most crashes occur not at an intersection and not related to the characteristics of an intersection. The second highest are crashes that do occur at an intersection.

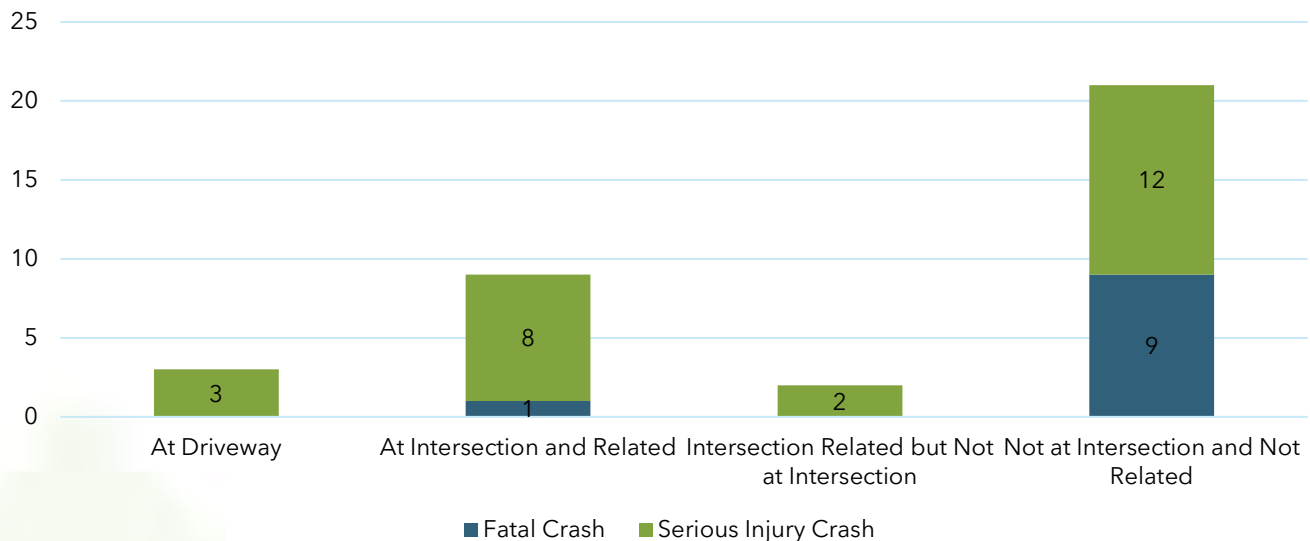


Figure 26. Fatal and Serious Injury Pedestrian Crashes by Location



8. Demographic Analysis

The City's demographic characteristics, including areas with higher concentrations of historically underserved and disadvantaged populations, provide added context for transportation planning and future project development. Considering disparities in safety and access helps support more accessible and inclusive improvements.

People who rely on walking, biking, or transit, including households with limited transportation options, older adults, and individuals with disabilities, often depend on a well-connected network to reach daily destinations. Improving connectivity within the active transportation network will enhance mobility and safety throughout Spokane Valley.

This demographic analysis includes a review of the American Community Survey's (ACS) 2023 five-year estimate, Washington State Department of Health, and the Washington State Sandy Williams Connecting Communities Map. The Sandy Williams map provides demographic analysis, integrating data from both ACS and state health sources to generate a comprehensive needs score. The Sandy Williams map is utilized as a primary reference in subsequent analyses due to its availability of data at the block group level.

8.1. City of Spokane Valley Demographics

According to 2025 estimates from the Washington State Office of Financial Management, the City of Spokane Valley is home to approximately 110,200 residents.

8.1.1. Data Overview

City of Spokane Valley demographic data was obtained from the ACS 2023 five-year estimates. Demographic characteristics were summarized using all census tracts that intersect the City boundary; a total of 28 tracts were included in this analysis. Because census tract boundaries do not align exactly with City limits and some tracts extend beyond Spokane Valley, certain demographic totals reported in tables may exceed the City's incorporated population. The sections below summarize demographic characteristics across these included tracts.

8.1.2. Race and Ethnicity

The largest race and ethnicity group in Spokane Valley racially identifies as white alone at 83.5% followed by Hispanic or Latino (of any race) at 7.0%. The race and ethnicity demographics are summarized in **Table 4**, and **Figure 27** shows race and ethnicity groups by the percentage for each census tract.



Table 4. Summary of Racial Identification

Race and Ethnicity	Number of people	Percent of Total Population
White alone	113,813	83.5%
Hispanic or Latino (of any race)	9,553	7.0%
Two or More Races	7,168	5.3%
Asian alone	2,393	1.8%
Black or African American alone	1,432	1.1%
Native Hawaiian and Other Pacific Islander alone	752	0.6%
American Indian and Alaska Native alone	700	0.5%
Some Other Race alone	540	0.4%

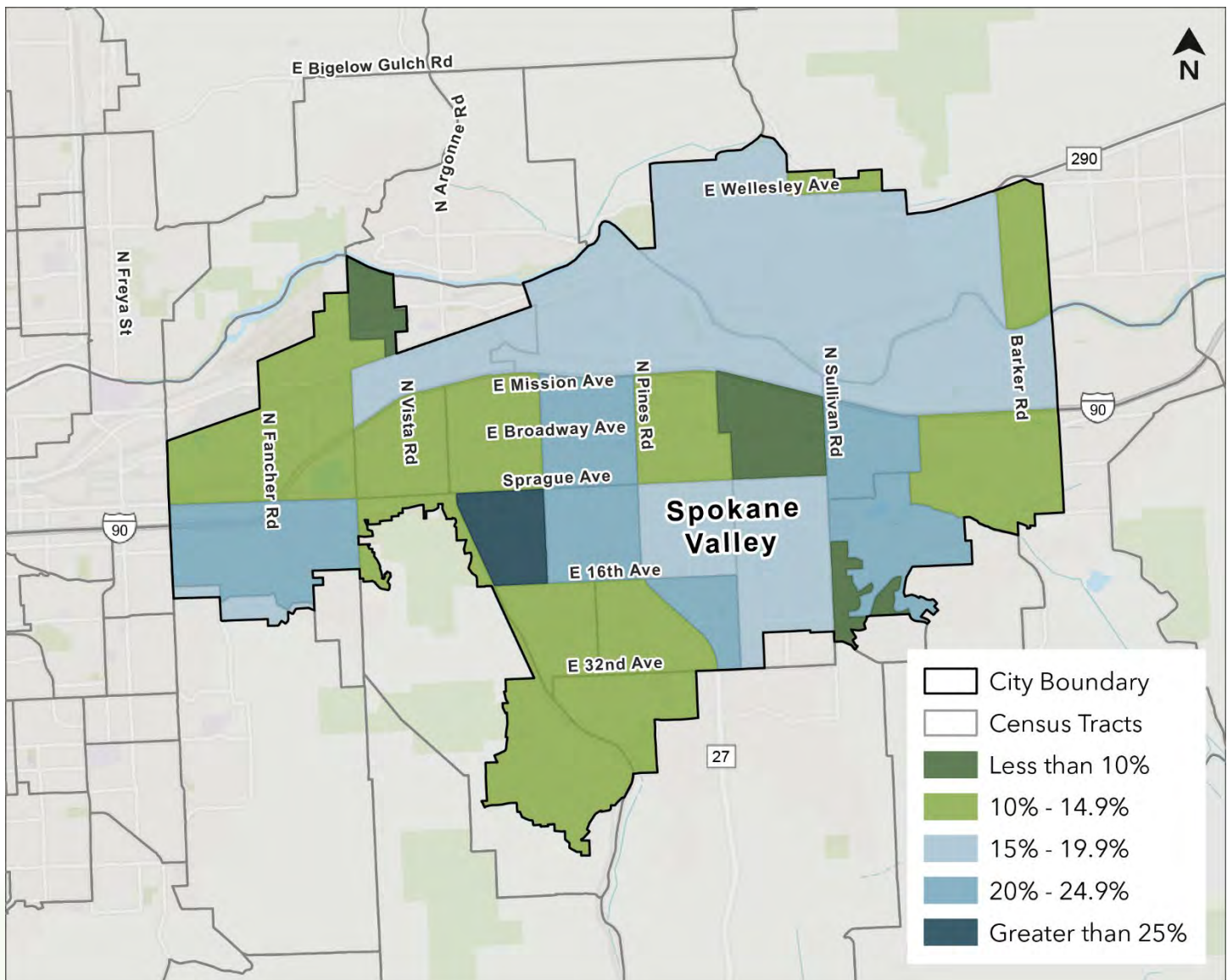


Figure 27. Map of Percentage of Non-White Population per Census Tract



8.1.3. Age

The largest age group in Spokane Valley is less than 15 years, followed by greater than 65. **Table 5** summarizes population by age range and **Figure 28** displays the largest age group for each census tract.

Table 5. Summary of Population Ages

Age (Years)	Number of people	Percent of Total Population
Less than 15	25,692	18.8%
15-24	14,720	10.8%
25-34	20,282	14.9%
35-44	17,858	13.1%
45-54	15,788	11.6%
55-64	17,619	12.9%
Greater than 65	24,392	17.9%

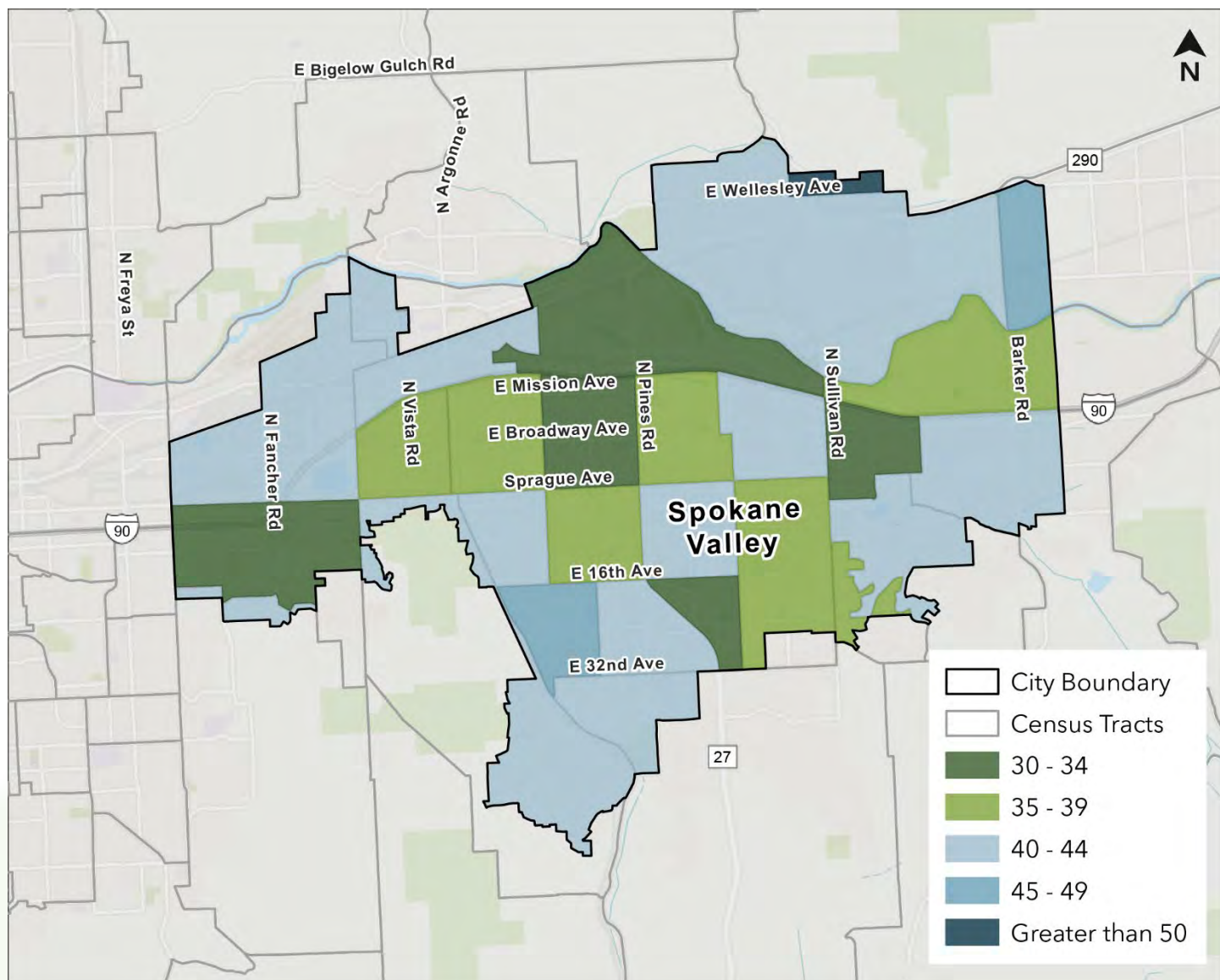


Figure 28. Map of Median Age by Census Tract



8.1.4. Household Income

The median household income in Spokane Valley is \$74,787 compared to \$94,605 for Washington state.

Table 6 summarizes household incomes by income ranges, and **Figure 29** shows the median income by census tract.

Table 6. Summary of Household Income

Household Income	Number of households	Percent of Households
Less than \$25,000	7,077	13%
\$25,000 to \$49,999	9,430	17%
\$50,000 to \$74,999	9,849	18%
\$75,000 to \$99,999	7,904	15%
\$100,000 to \$149,999	10,384	19%
Greater than \$150,000	9,311	18%

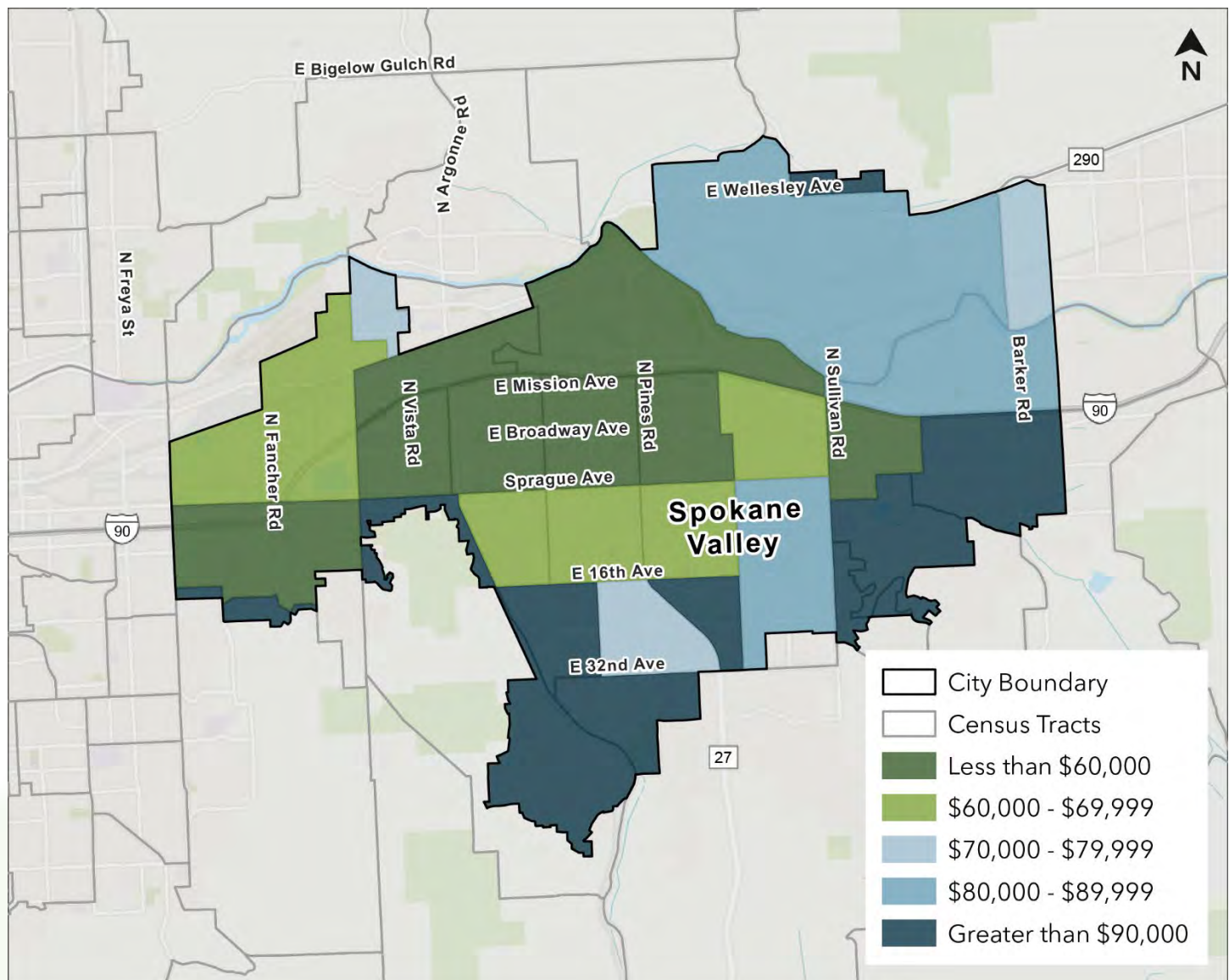


Figure 29. Map of Median Income per Census Tract



8.1.5. Disabilities

Approximately 31.3% of the population in Spokane Valley reports a disability, as summarized in **Table 7**. **Figure 30** shows the percentage of population reported to have a disability by census tract.

Table 7. Summary of Spokane Valley population with a Reported Disability

Disability Type	Number of people	Percent of Total Population
Hearing	7,429	5%
Vision	3,916	3%
Cognitive	9,522	7%
Ambulatory	9,880	7%
Self-Care	4,079	3%
Independent Living	7,841	6%

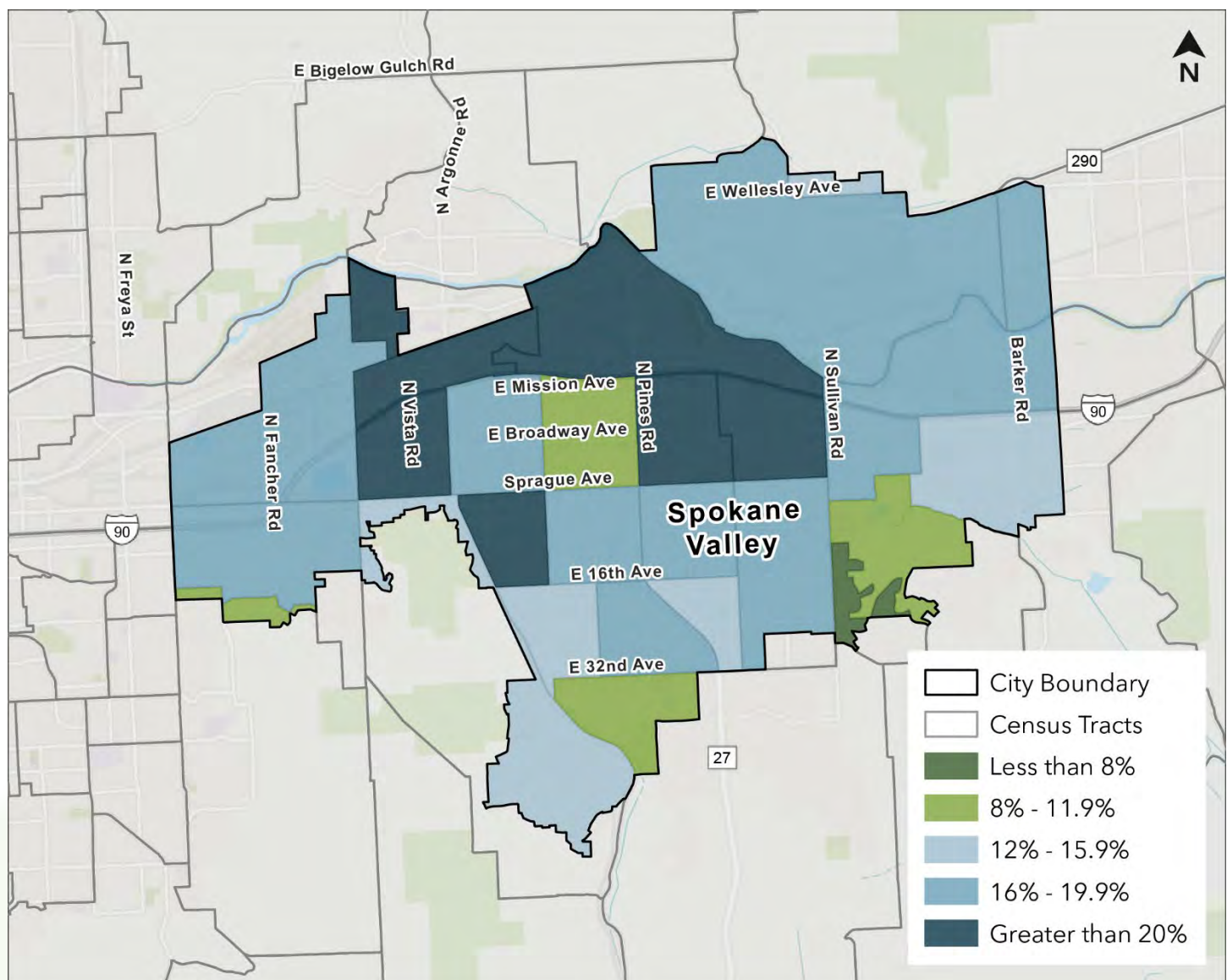


Figure 30. Map of Population with a Disability per Census Tract



8.1.6. Household Vehicles

Household vehicle ownership is shown in **Table 8**. Homes with two vehicles make up 39% of households. **Figure 31** shows average number of vehicles owned by households in each census tract.

Table 8. Summary of Spokane Valley Household Vehicle Ownership

Household Vehicles	Number of Households	Percent of Households
No Vehicle	3,056	5.66%
1 Vehicle	14,461	26.81%
2 Vehicles	20,933	38.80%
3 Vehicles	9,535	17.67%
4 Vehicles	4,118	7.63%
5 or More Vehicles	1,844	3.42%

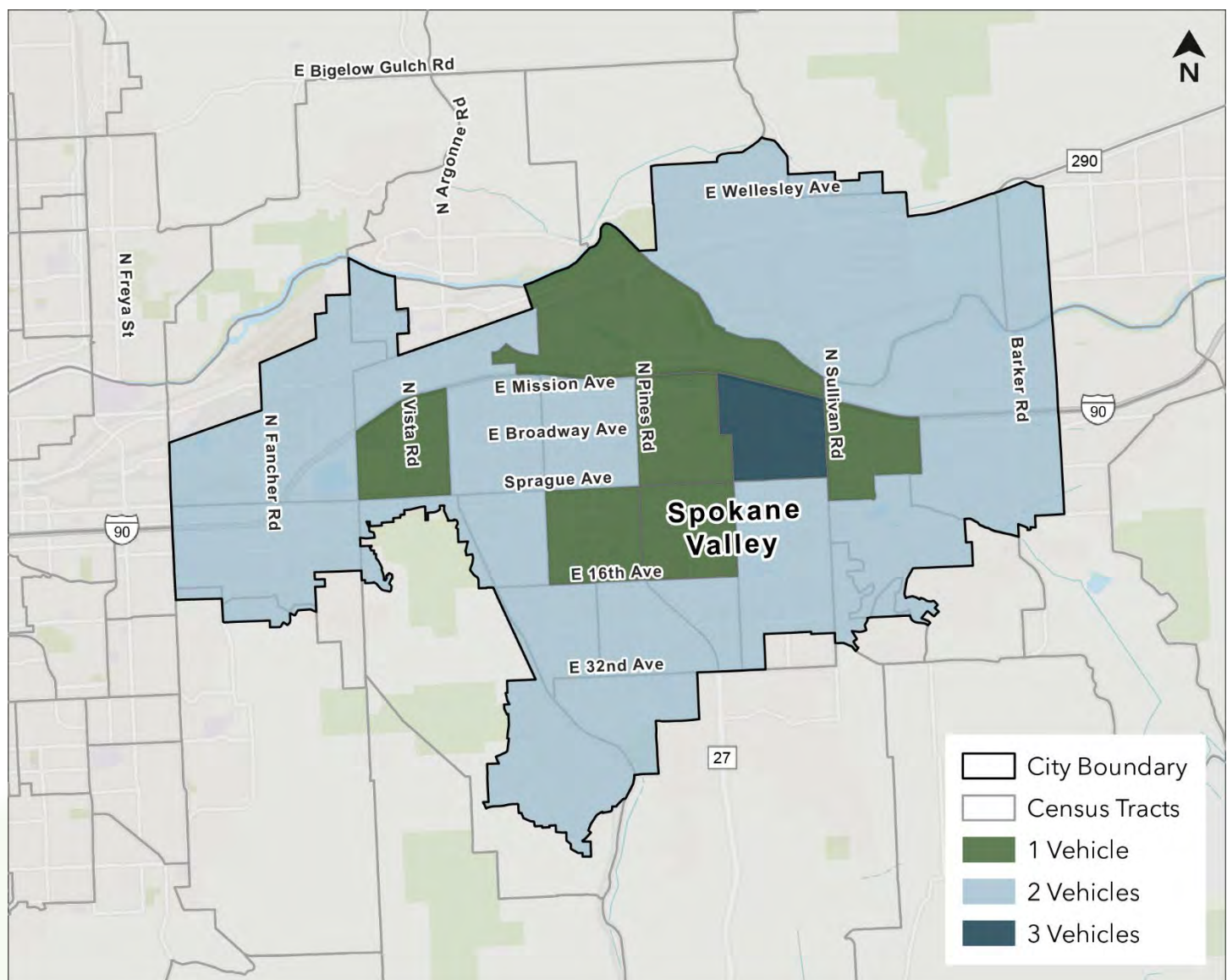


Figure 31. Map of Household Vehicles by Census Tract



8.1.7. Means of Transportation

Nearly 96% of people use a personal vehicle for their daily commute in Spokane Valley, as summarized in **Table 9. Figure 32** shows non-vehicle commuters' percentage by census tract.

Table 9. Summary of Spokane Valley Commuter Means of Transportation

Means of Transportation	Number of Commuters	Percent of Commuters
Public Transportation (excluding taxicab)	753	1.37%
Taxicab	45	0.08%
Motorcycle	46	0.08%
Bicycle	82	0.15%
Walk	763	1.39%
Other Means	588	1.07%

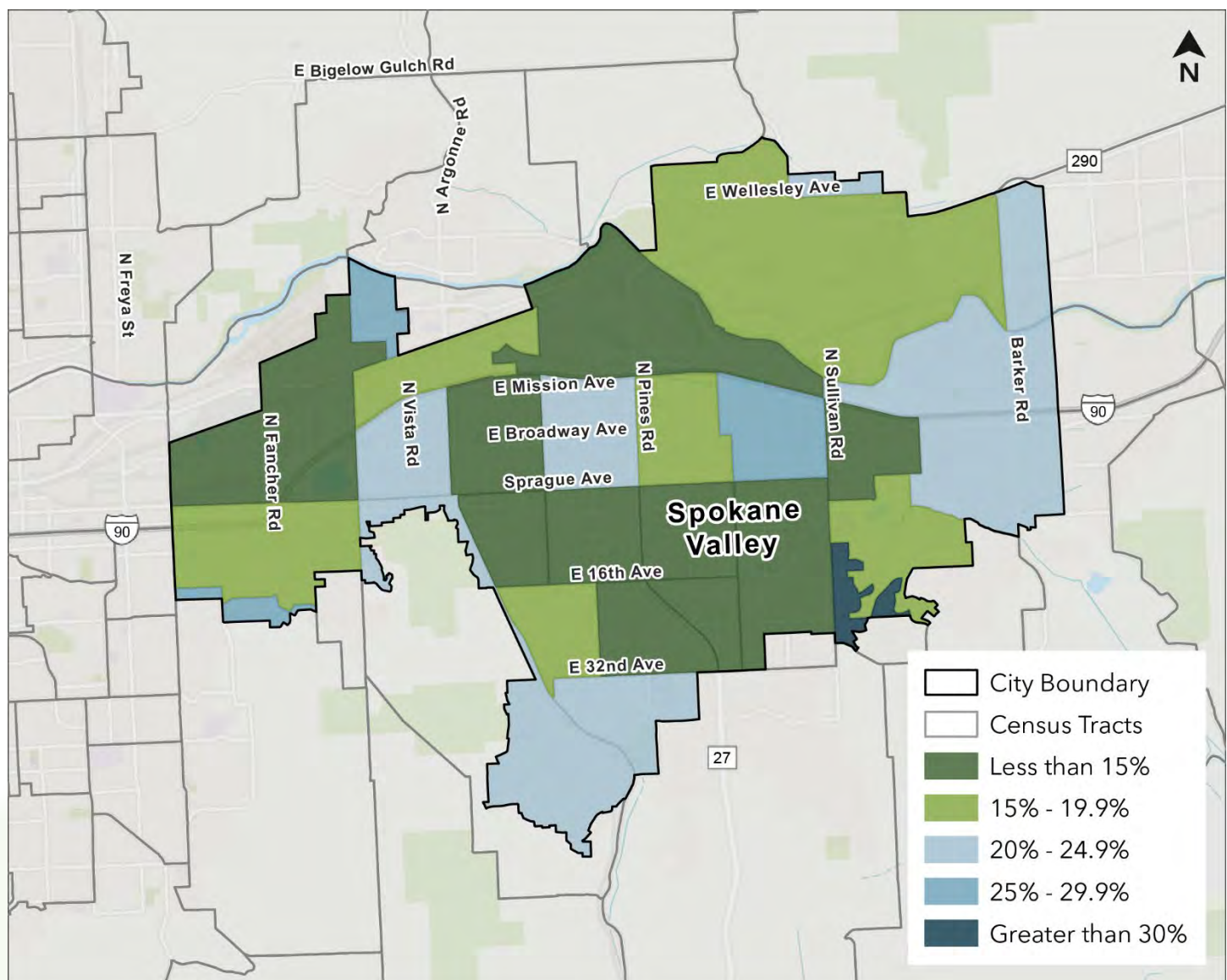


Figure 32. Map of Non-Vehicle Commuters Percentage by Census Tract



8.2. Washington State Department of Health

The Washington State Department of Health (DOH) developed the Environmental Health Disparities (EHD) Maps to compare communities across the state. A ten (10) represents populations in census tracts with the most health disparities. A one (1) represents populations with lower health disparities.

8.2.1. Environmental Health Disparities

The Environmental Health Disparities map provides a cumulative environmental health impact score for each census tract. The score reflects factors such as environmental exposure, environmental conditions, socioeconomic characteristics, and sensitive populations, all of which influence vulnerability to environmental pollution. **Figure 33** shows the Environmental Health Disparities index in Spokane Valley by census tract.

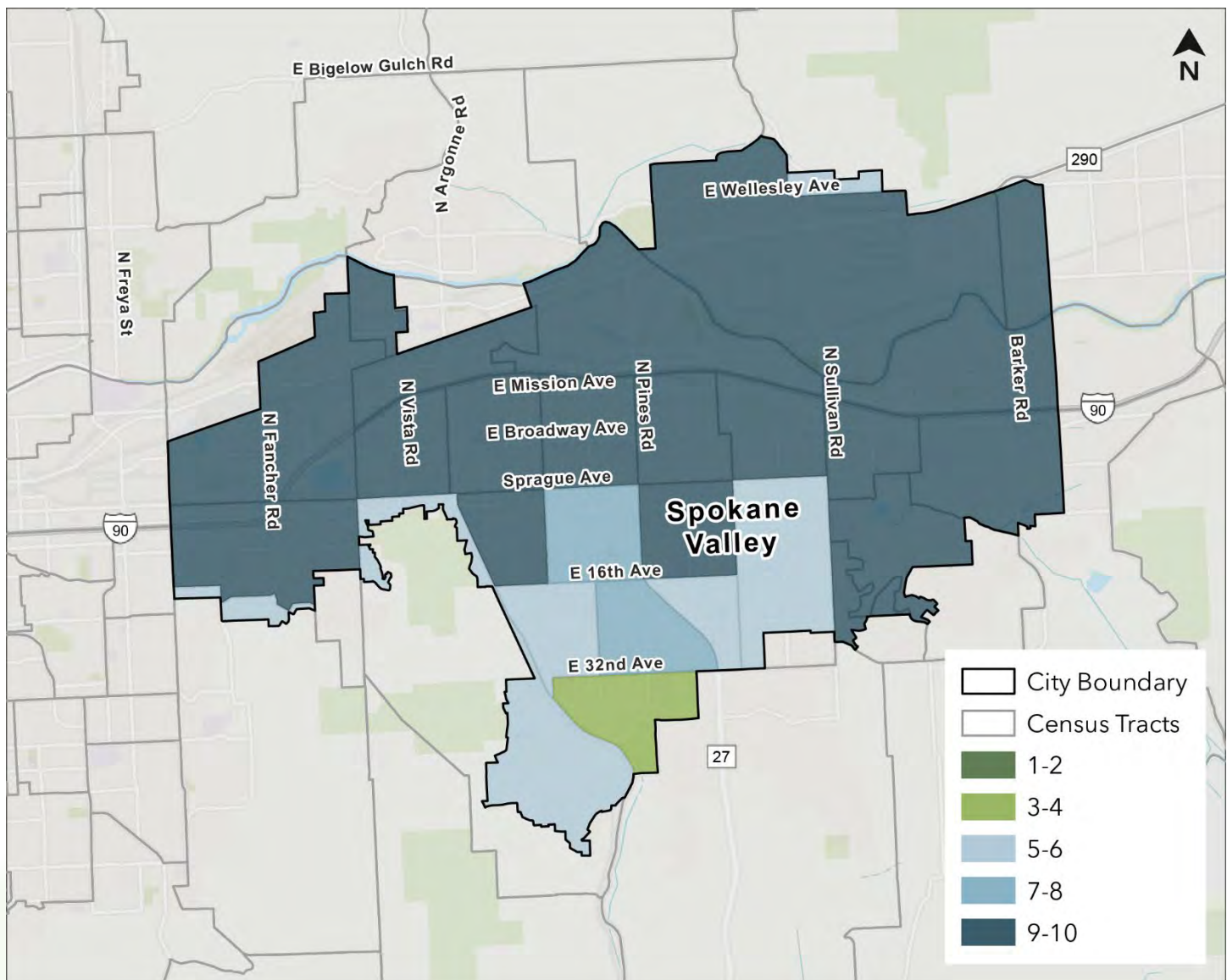


Figure 33. Map of Environmental Health Disparities by Census Tract



8.2.2. Health Disparities

The Health Disparities map compares health and social factors that contribute to disparities in a community, which include social and economic determinants and poor health outcomes. **Figure 34** shows the Health Disparities index by census tract.

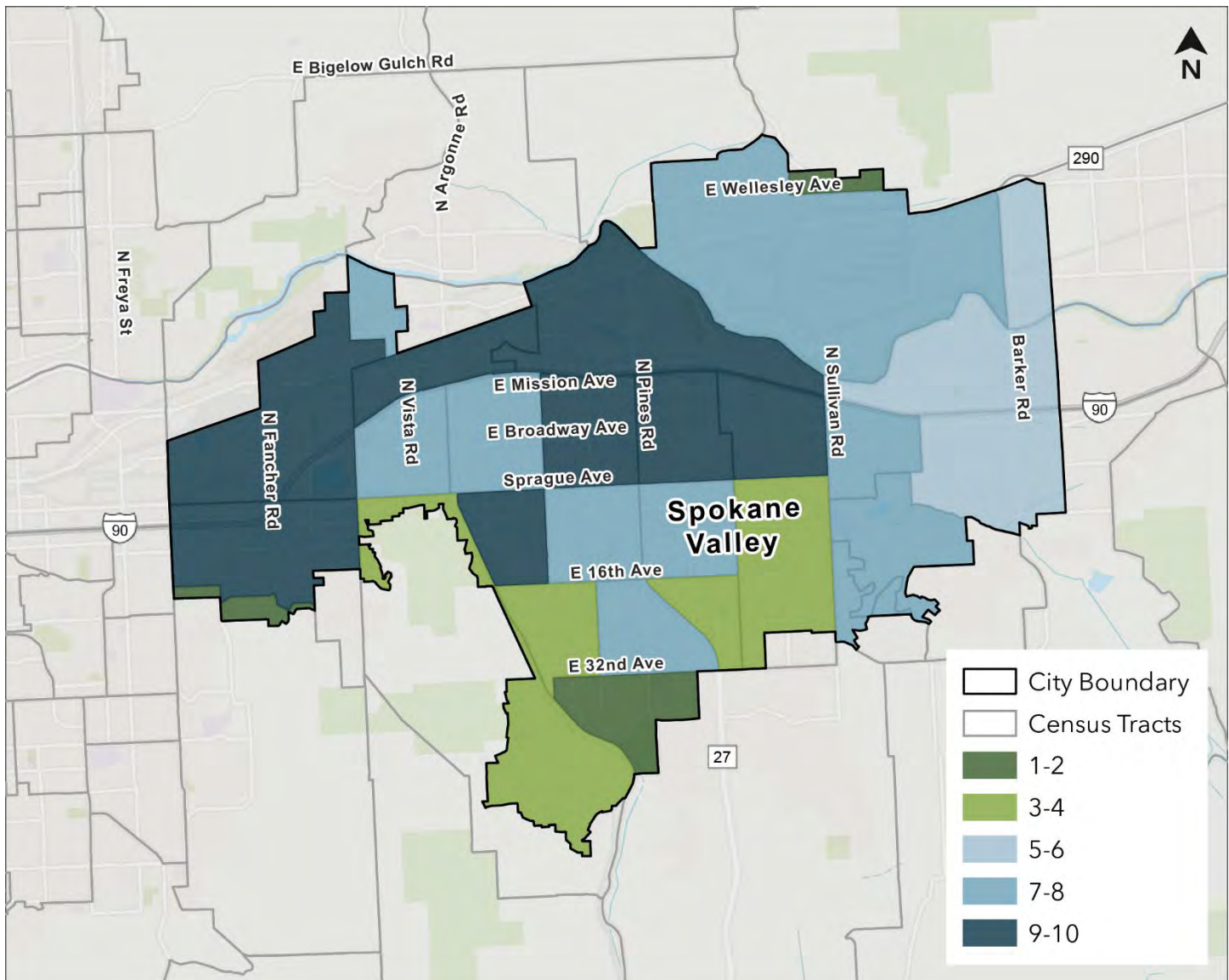


Figure 34. Map of Health Disparities by Census Tract



8.2.3. Social Vulnerability Index

The Social Vulnerability Index (SVI) map is based on factors developed by the Centers for Disease Control and Prevention. The SVI helps identify how communities can be reached equitably and supports allocation decisions when resources are limited. The Washington State Department of Environmental Health measures SVI based on household composition and disability, housing type and transportation, race, ethnicity, language and socioeconomic determinants. **Figure 35** below shows the SVI index in Spokane Valley by census Tract.

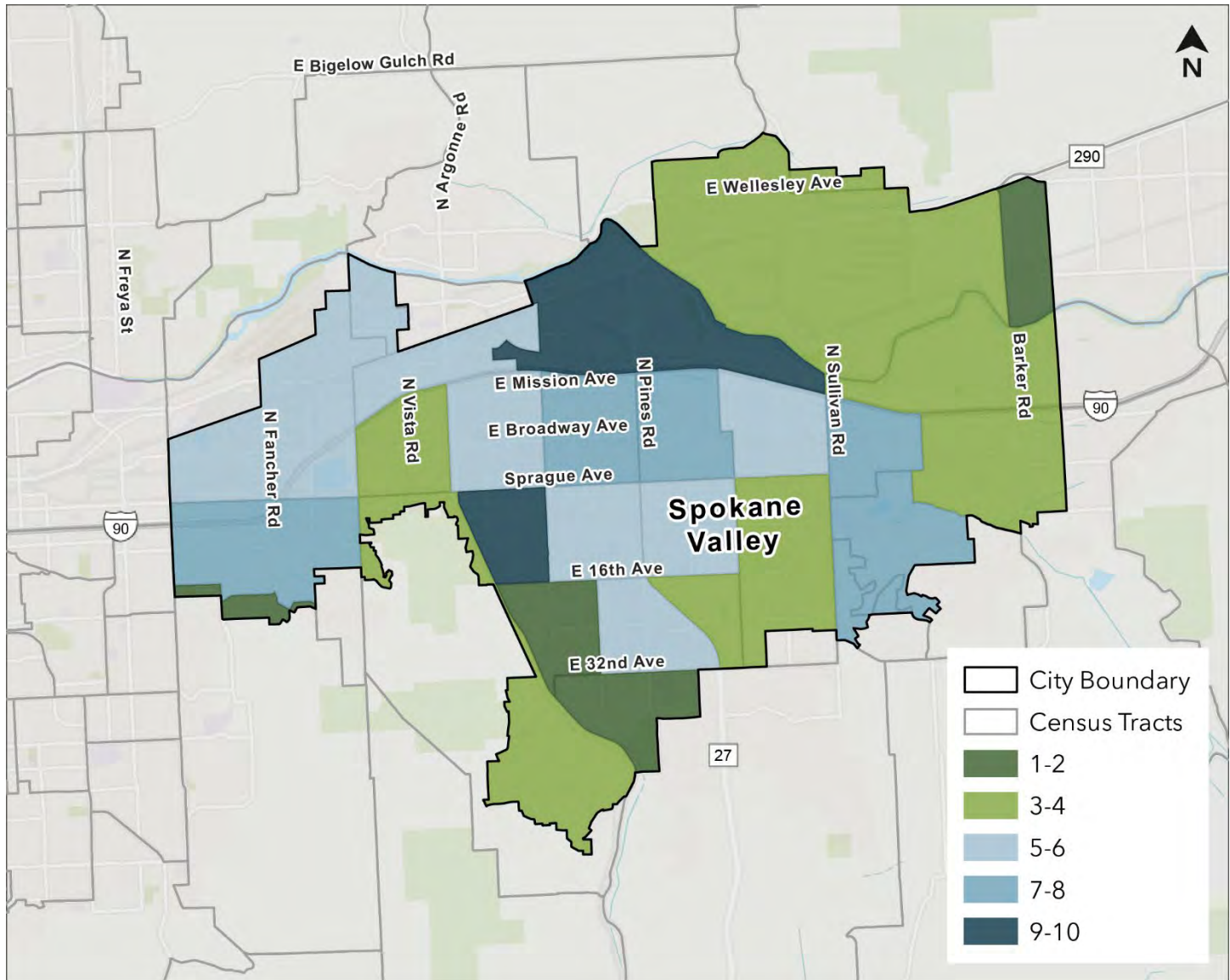


Figure 35. Map of Social Vulnerability Index by Census Tract



8.3. Washington State Sandy Williams Connecting Communities

The Washington State Legislature established the Sandy Williams Connecting Communities Program (SWCCP) to improve active transportation connectivity along and across state highways. The program focuses on communities experiencing the largest barriers to opportunity and environmental health disparities.

8.3.1. Sandy Williams Index Scores

The SWCCP developed an index score and map, illustrated in **Figure 36**, to show the degree of a community's need related to transportation, health, economics, family and community, and environmental justice. The analysis identifies areas where improved connectivity can address gaps in access. Enhancing the active transportation network will help respond to these needs and improve overall system performance in Spokane Valley.

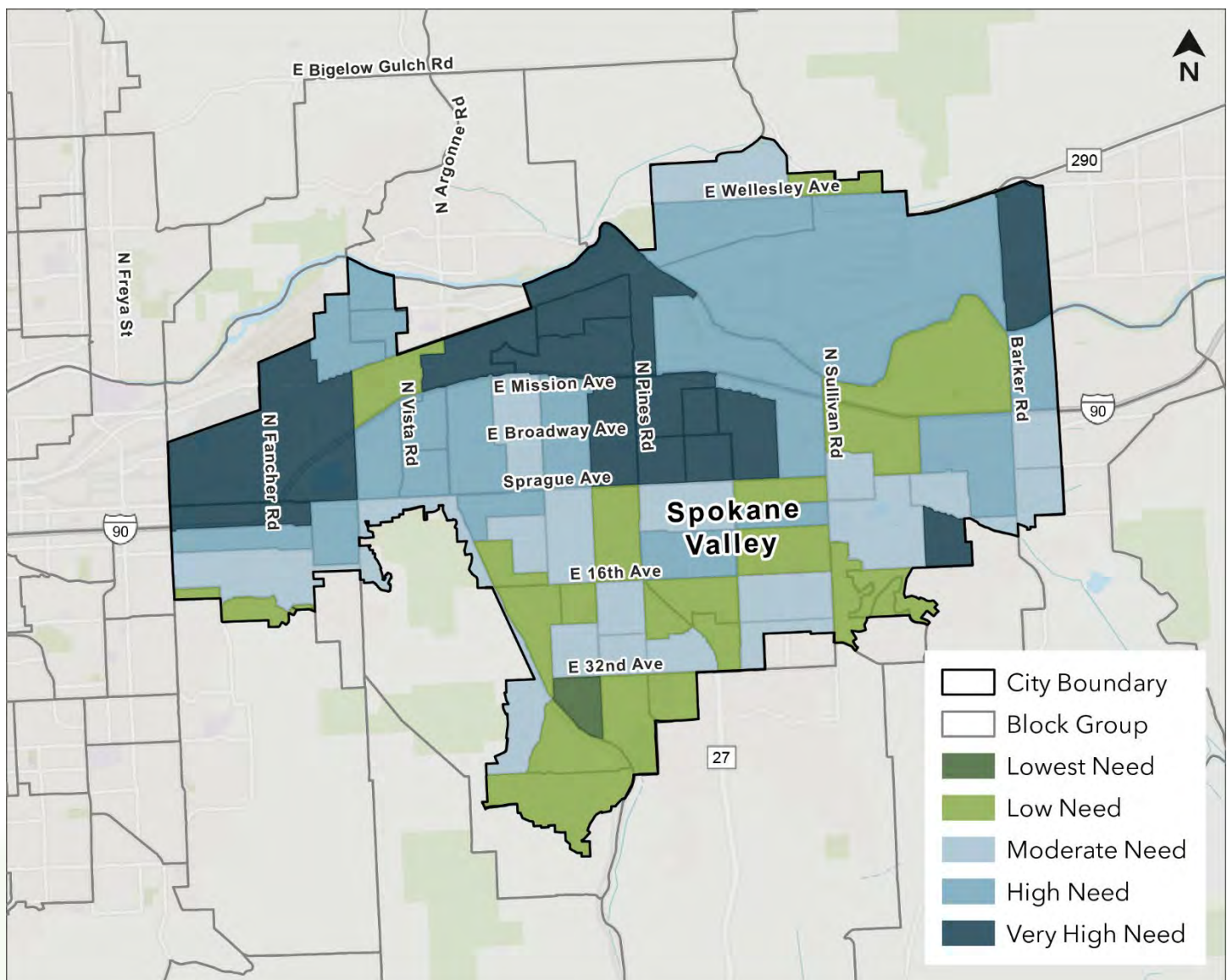


Figure 36. Map of Block Groups Ranked by Needs



9. Next Steps

Understanding existing conditions in the active transportation network is essential for guiding its future development.

The next step in the ATP development will include a gap analysis to identify potential opportunities for improvement within the bicycle and pedestrian network while considering community values and industry standards. This analysis will also highlight key destinations so the developed active transportation network effectively serves the community.

Community engagement plays an important role in shaping the active transportation network. Involving residents provides insight into daily travel experiences, patterns, and needs that may not be fully reflected in available data sources. To support broad participation, two community pop-up events were conducted, along with online engagement tools including a public survey and interactive mapping. These engagement opportunities allowed residents to identify travel routes, note locations of concern, and share ideas for improving walking and bicycling conditions across the City.

Feedback gathered through these efforts will be reviewed and incorporated into subsequent phases of network planning. Based on information from the existing conditions report, network connectivity review, and community engagement, potential improvements to bicycle and pedestrian facilities will be identified and a prioritized list of implementation projects developed. Planning-level cost estimates for high-priority projects will be prepared to inform the City's capital improvement planning and future funding applications.



SPOKANE VALLEY

Active Transportation Plan

Community Engagement Summary

May 2025





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1. Community Engagement Overview

The City of Spokane Valley is leading the development of the Spokane Valley Active Transportation Plan (SVATP) to improve safety, accessibility and connectivity for all active transportation users. The SVATP will define a vision for a citywide bicycle and pedestrian system, identify gaps in the existing system, and prioritize improvements to enhance multimodal transportation options.

Data helps identify active transportation needs but does not capture the full picture. Community engagement fills this gap by capturing the day-to-day experiences of people using Spokane Valley's active transportation system. This broader insight leads to more effective and inclusive safety improvements tailored to community needs.

This memorandum summarizes the community engagement activities completed for the SVATP.

1.1. Community Engagement Goals

- Inform the community about the goals of the SVATP and the need for active transportation projects and programs through outreach, printed materials, and an online interactive tool.
- Provide opportunities for community feedback to better understand local challenges and positive active transportation experiences.
- Communicate SVATP updates as the plan is developed.

1.2. Community Engagement Activities

The timeline below illustrates each public engagement event conducted throughout the project process.



1.2.1. Online Engagement Tools

An interactive map and survey were posted on the city's website and promoted at community events. Community members could identify transportation barriers and suggest improvements. The survey stayed open throughout the engagement process.

The project team review website comments during project meetings to help inform recommended projects, policies, and programs.



1.2.2. Pop-Up Events

The project team hosted three pop-up events during development of the SVATP. The events informed and educated the community about the SVATP and created opportunities for dialogue about active transportation challenges and opportunities. The team also gathered public input on draft concepts, plans, and programs.

1.2.3. Stakeholder Team

The stakeholder team established a shared language and unified approach to plan development. This team convened three times to review analysis results and help shape solutions. This team played a key role in identifying and prioritizing focus areas essential to a successful plan.

The stakeholder team helped spread community engagement outreach news and flyers.



The following organizations were invited to be part of the stakeholder team:

- City of Spokane Valley Public Works
- City of Spokane Valley Communications
- Central Valley School District
- Friends of the Centennial Trail
- Spokane Regional Health District
- Spokane Sherrif Department
- Spokane Transit Authority
- Spokane Valley East Valley School District
- Spokane Valley Senior Citizens Association
- Washington State Department of Transportation

The stakeholder meetings covered the following topics:

- Meeting #1 - Vision/Goals and Existing Conditions
- Meeting #2 - Community Engagement and Proposed Bicycle and Pedestrian Network
- Meeting #3 - Draft Active Transportation Plan and Proposed Projects

2. Online Interactive Comment Map

The online engagement tool included an interactive comment map and an optional supplemental survey. The tool was posted to the city project website in November 2025 and remained open through May 2026. A full list of responses is found in **Attachment A**.

The interactive comment map allowed residents to identify challenges or concerns for people walking and biking, suggest improvements, and highlight key active transportation key destinations. Respondents could submit comment in four categories. The comment categories, number of comments received, and maps are summarized in **Table 1**.



Table 1. Interactive Comment Map Categories and Responses

Comment Category	Number of Comments
Active Transportation Key Destination	23
Ideas to Improve Biking	23
Ideas to Improve Walking	19
Safety Challenge or Concern for People Biking and Walking	33

There were 98 comments received during the comment period. Of the 98 comments, safety challenge or concern for people biking and walking (34%) had the most number of comments. The online engagement tool map is shown in **Figure 1**. A summary of the comments from each comment category is in the sections below.

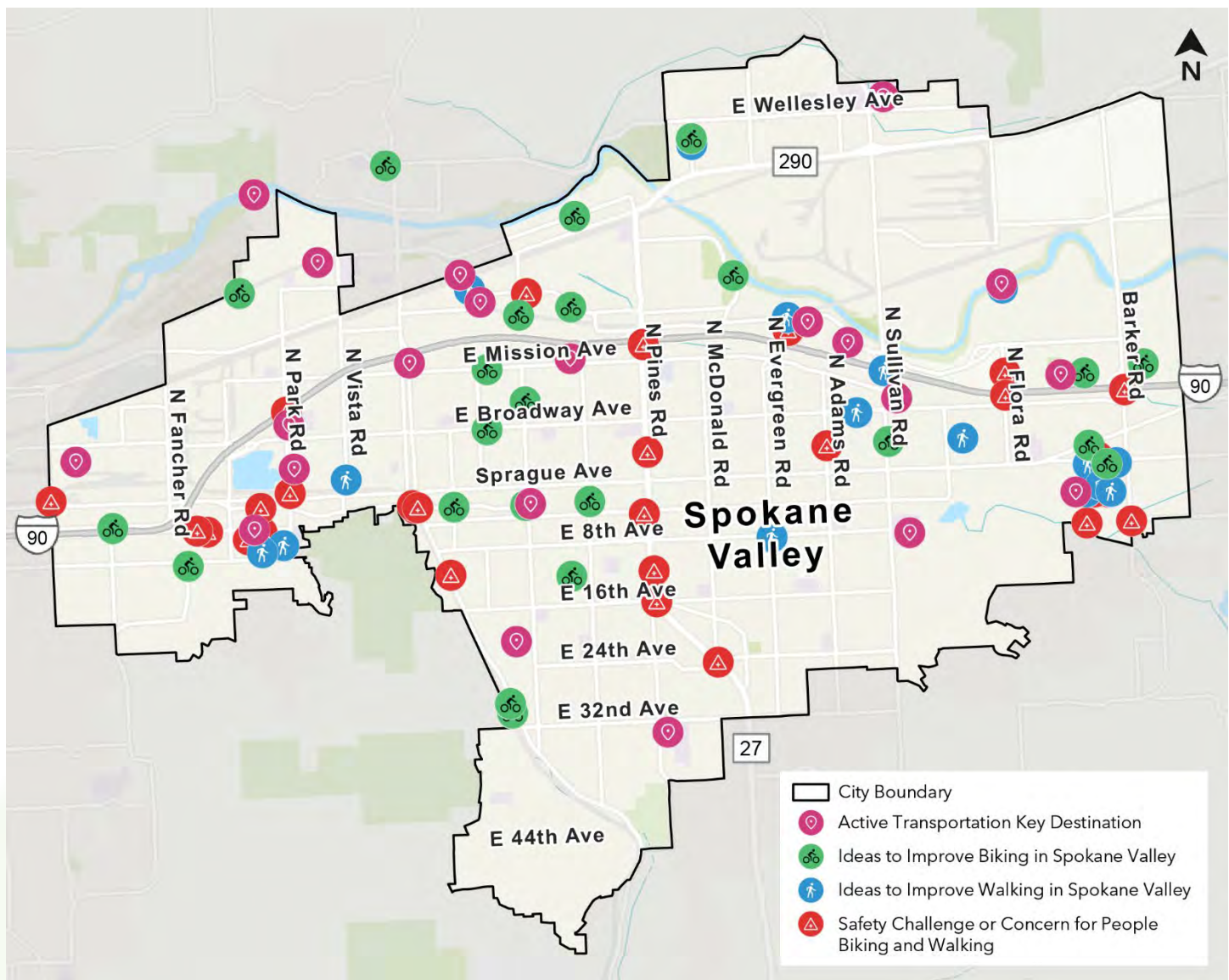


Figure 1. Interactive Comment Map Results



2.1. Active Transportation Key Destinations

Active transportation key destinations accounted for approximately 24% of the comments left on the interactive comment map. The bold text below identifies the key theme, followed by examples that illustrate each theme.

- **Trail connections:** Extend the Millwood Trail from Trent Avenue to Mirabeau Parkway and from Vista Road to Fancher Road, connect to the Centennial Trail and Liberty Lake, and add a shared-use path on Boone Avenue.
- **Bridge and crossing needs:** A pedestrian and bicycle bridge is needed across the river between Greene Street to Argonne Road and a pedestrian bridge to North Flora Road and the Centennial Trail.
- **Schools as destinations:** School students walk and bike to school at multiple locations, Ruben Trejo School is an important walking and biking destination, and children regularly use school grounds.
- **Parks and recreation:** Key destinations include Mission Park and Splash Down Waterpark, Valleyway Park, and the fairgrounds.
- **Transit access:** There is poor transportation access to CenterPlace, the Senior Center, and the YMCA and said bus stops need to be located closer to these destinations.
- **Commercial areas:** There are important businesses along Sullivan Road, the Indiana Avenue area is too car-centric, and improvements are needed to the Argonne Road overpass.

2.2. Ideas to Improve Biking

Ideas to improve biking accounted for approximately 24% of the comments left on the interactive comment map. The bold text below identifies the key theme, followed by examples that illustrate each theme.

- **Trail extensions:** Extend the Appleway Trail to Park Road, extend the Millwood Trail, build a trail to Liberty Lake, and connect to Dishman Hills trailheads.
- **Bike lane improvements:** Paint missing bike lanes on streets such as Montgomery Avenue, add green striping at conflict points, and provide buffers for bike lanes.
- **Bike infrastructure:** Add bike parking at Centennial Trail trailheads, create raised pedestrian and bicycle paths, and add a median cut for Appleway Trail access.
- **Bicycle boulevards:** Convert the 12th Avenue route into a bicycle boulevard and use Empire Avenue as a low-traffic route for a bicycle boulevard.
- **Shared-use paths:** Reuse excess right-of-way or shoulder space for shared-use paths, develop paths along railroad right-of-way, and create paths along Dishman-Mica Road.
- **Crosswalks for cyclists:** Add crosswalks at Valleyway Avenue for people biking.



2.3. Ideas to Improve Walking

Ideas to improve walking accounted for approximately 19% of the comments left on the interactive comment map. The bold text below identifies the key theme, followed by examples that illustrate each theme.

- **Sidewalk construction:** Add sidewalks on McDonald Road, 6th Avenue, 4th Street, and 8th Avenue, and provide continuous sidewalks to Greenacres Elementary.
- **Wheelchair accessibility:** Improve older sidewalks, including along Vista Road, by adding wheelchair ramps.
- **Pedestrian crossings:** Add a pedestrian and bicycle crossing over the railroad and install pedestrian signals near schools for children.
- **Bridge improvements:** Design bridges to accommodate all modes and provide wider shared-use paths for pedestrians.
- **Connectivity:** Connect sidewalks to roundabouts and provide clear, continuous walking routes along 30 mph roads.
- **Lighting:** Add lighting in parks and along dark walking routes.
- **Bus route access:** Add a bus route on Evergreen Road north of 16th Avenue.

2.4. Safety Challenges or Concerns for People Biking and Walking

Safety concerns for people walking and biking accounted for approximately 34% of the total comments left on the interactive comment map. The bold text below identifies the key theme, followed by examples that illustrate each theme.

- **Dangerous intersections and crossings:** I-90 bridge at Barker Road, the Dishman Mica Road crossing, confusing intersections at Pines, and the school crossing at 12th Avenue and Pines Road.
- **Missing or disappearing bike lanes:** Bike lanes often end abruptly, force unsafe transitions between travel lanes, and create visibility issues at conflict points.
- **Poor lighting and visibility:** Dark stretches along 4th Avenue, overpasses that are difficult to see at night, and inadequate lighting near schools.
- **Railroad crossings:** Rough pavement and a lack of separated space for pedestrians at Union Pacific Railroad underpasses.
- **School zone safety:** Children cannot safely walk or bike to school because of heavy traffic, distracted drivers, and a lack of nearby crosswalks.
- **Unsafe bridges and overpasses:** Some bridges and overpasses do not provide adequate space for people walking or biking.



2.5. Key Takeaways

Key themes and takeaways from comments on the online engagement tool are summarized below. Overall, residents emphasized a need for a safer, more connected active transportation network that better serves daily travel, school access, recreation, and transit connections.

2.5.1. Crossing Infrastructure Needs

Residents consistently identified missing sidewalks and unsafe crossings as the most urgent barriers to walking and biking. These concerns were noted near schools, along corridors used by children and other vulnerable users, and at intersections where current designs make it difficult to cross safely.

2.5.2. Network Connectivity

Comments showed strong support for expanding and connecting the city's trail system, completing missing links, and improving bicycle facilities throughout the city. Residents asked for continuous routes with clearer markings, safer transitions, and better separation from vehicle traffic so people can bike more comfortably for both commuting and recreation.

2.5.3. Barriers and Safety Conditions

Participants noted that incomplete or poorly marked bike lanes, along with bridges and overpasses that do not safely accommodate all users, create barriers in the active transportation network.



3. Online Survey

The online engagement tool included an optional survey and an interactive comment map. The tool was posted to the city project website in November 2025 and remained open through May 2026.

The survey gave community members an opportunity to identify transportation barriers, suggest improvements, and provide basic demographic information.

A total of 138 responses were received during the survey period. Respondents could skip questions if needed. A summary of the responses to each question is provided in the sections below.

3.1. Respondent Profile and Background

The survey included several questions to understand respondent demographics and their relationship to Spokane Valley. This information provides context for interpreting survey responses and assessing how well feedback reflects the broader community.

What best describes your connection to Spokane Valley?

Respondents were asked to describe their connection to Spokane Valley (e.g., living, working, shopping, or commuting in the city). This question helps identify whether the feedback reflects residents, visitors, or other user groups and provides context for travel behaviors and priorities.

All 138 respondents answered the question. Respondents could check all the options that applied to them. Over 80% of respondents live in Spokane Valley and almost 70% of respondents shop, dine, or recreate in Spokane Valley.

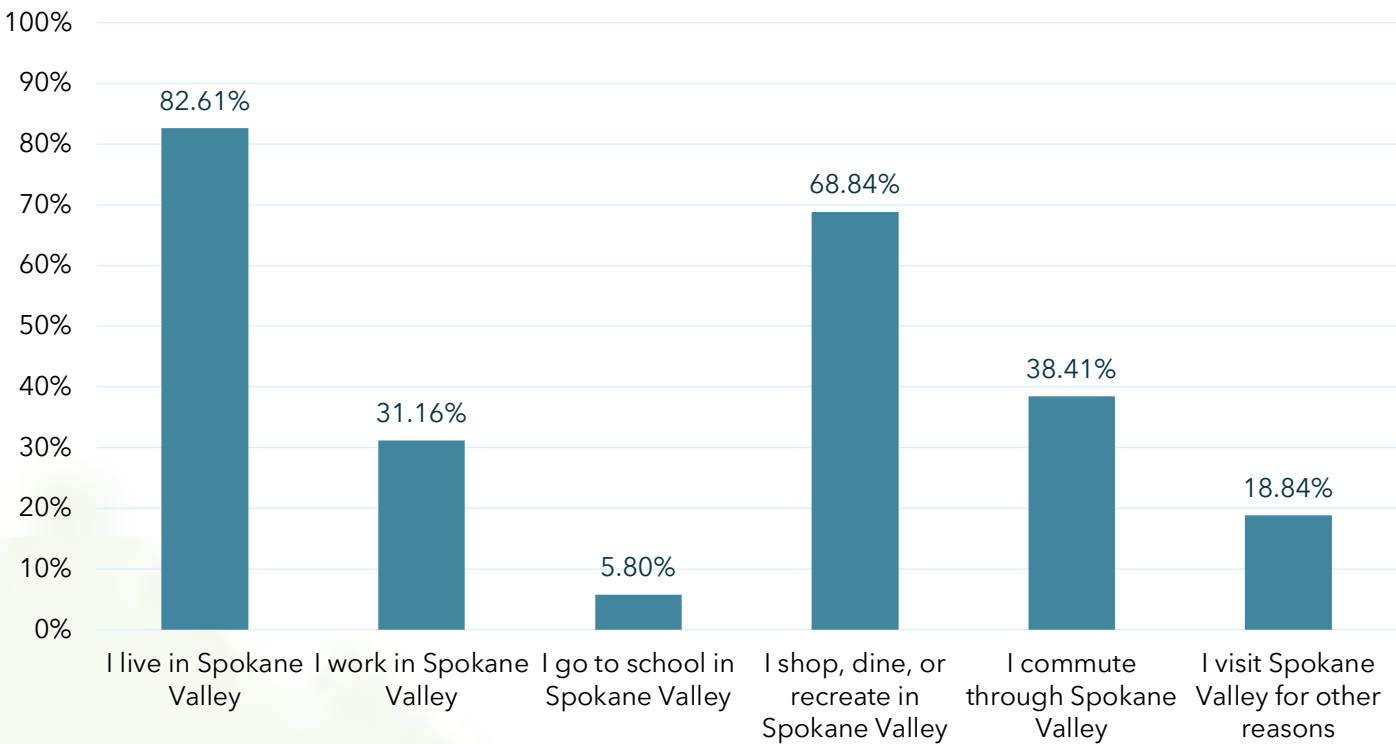


Figure 2. Connection to Spokane Valley



What is your age range?

Respondents were asked to identify their age range to understand how perspectives may differ across age groups. This information helps evaluate the needs of populations with varying mobility preferences and safety concerns.

A total of 137 respondents answered the question, and one respondent skipped the question. Approximately 3% of respondents selected the option not to answer. Nearly 25% of respondents were ages 35-44, followed by those age 65-74 at just over 20% of respondents. Residents aged 45-54 and 55-64 were also well represented with about 18% and 20% respectively.

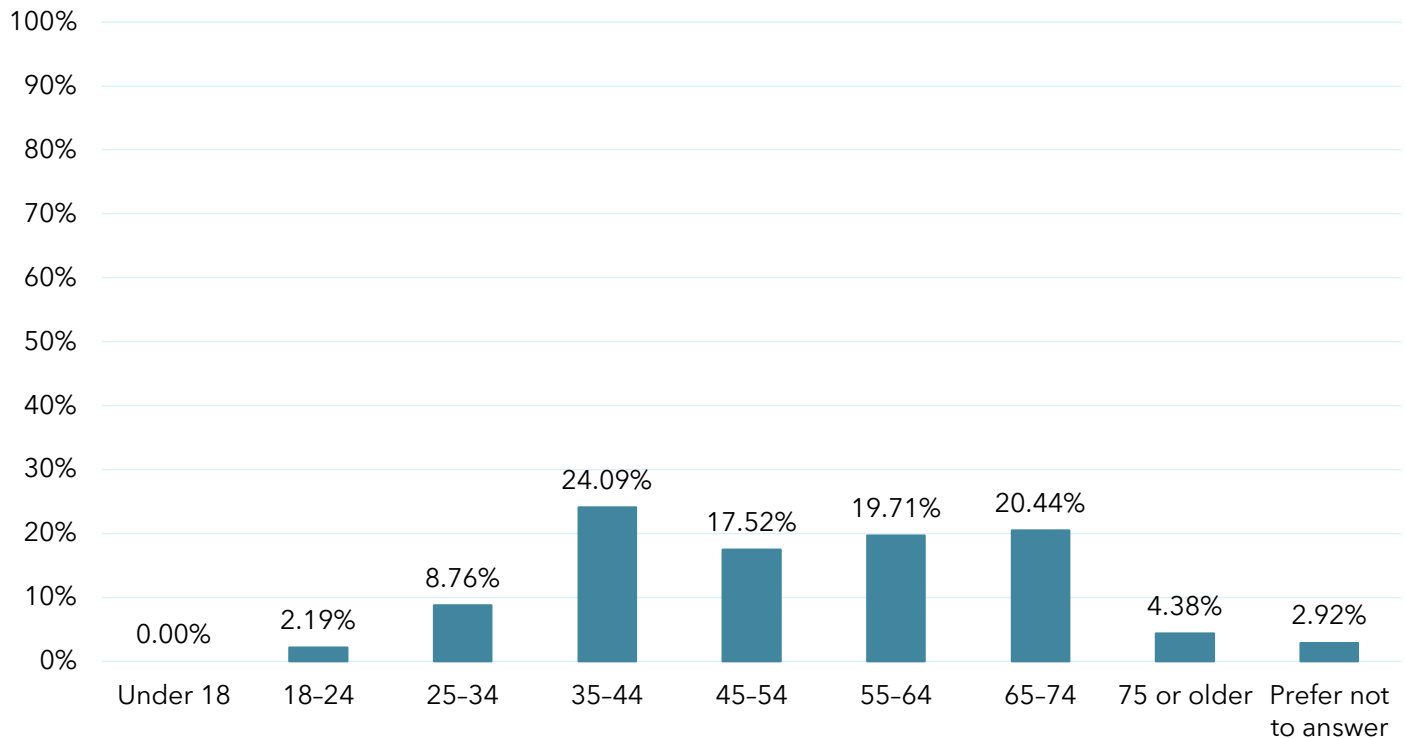


Figure 3. Age Range



Do you rely on a mobility device or other assistance when traveling?

Respondents were asked whether they rely on a mobility device or other assistance when traveling. This question helps identify accessibility needs and provides that recommendations consider people of all abilities.

A total of 137 respondents answered this question, with one respondent skipping it. Approximately 5% preferred not to answer. About 93% of respondents do not rely on a mobility device or other assistance while traveling and the remaining 2% of respondents do.

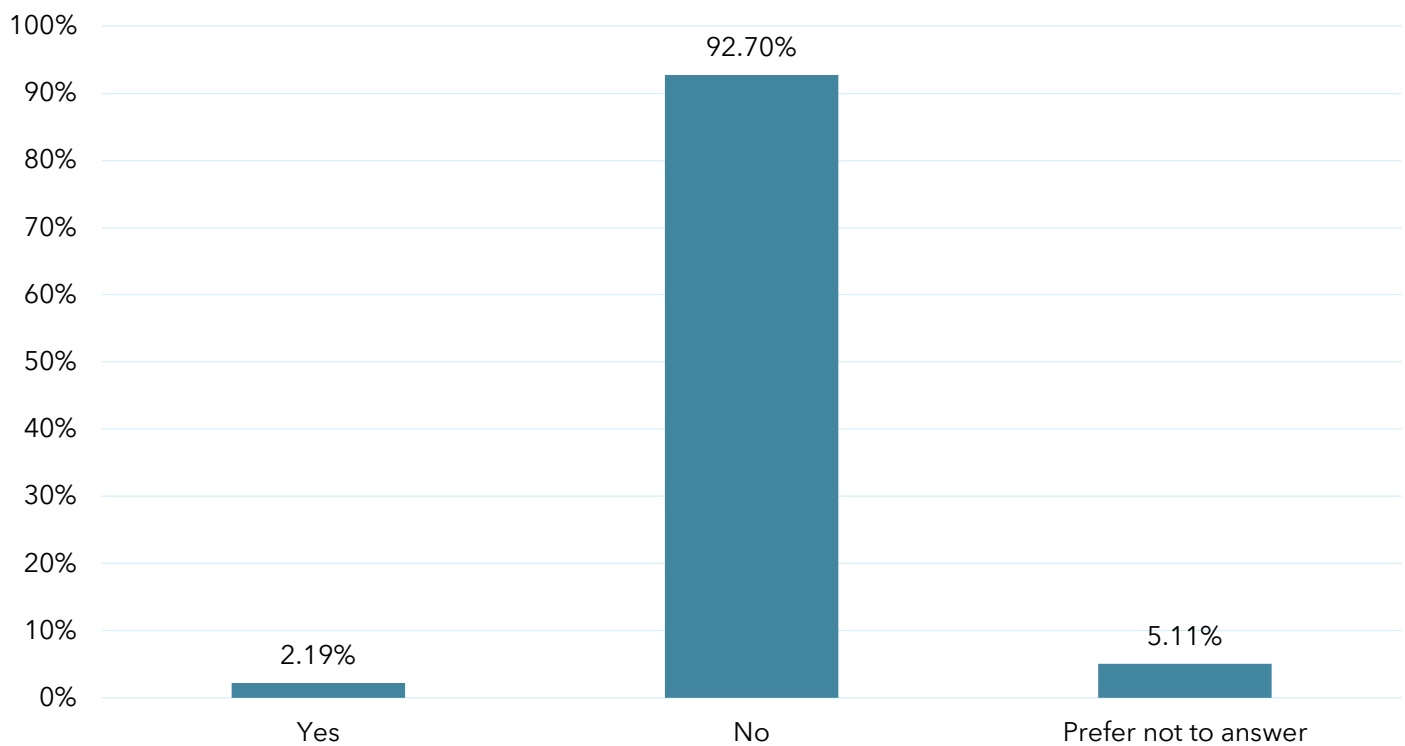


Figure 4. Reliance on a Mobility Device or Other Assistance When Traveling



3.2. Current Travel Behavior

Questions related to travel behavior were included to establish a baseline understanding of how respondents currently travel and where walking and biking trips occur.

Which mode of transportation do you use most often for your typical trips?

Respondents identified the mode of transportation they use most often for typical trips. This information helps assess the relative use of different travel modes and provides context for evaluating opportunities to increase walking and biking.

All 138 respondents answered this question. Most respondents, about 80%, typically drive a personal vehicle. Over 8% of respondents ride a bicycle, about 5% ride public transit, and 2% walk. Over 3% of respondents chose the option “Other” and typically gave an answer that was a combination of the given options.

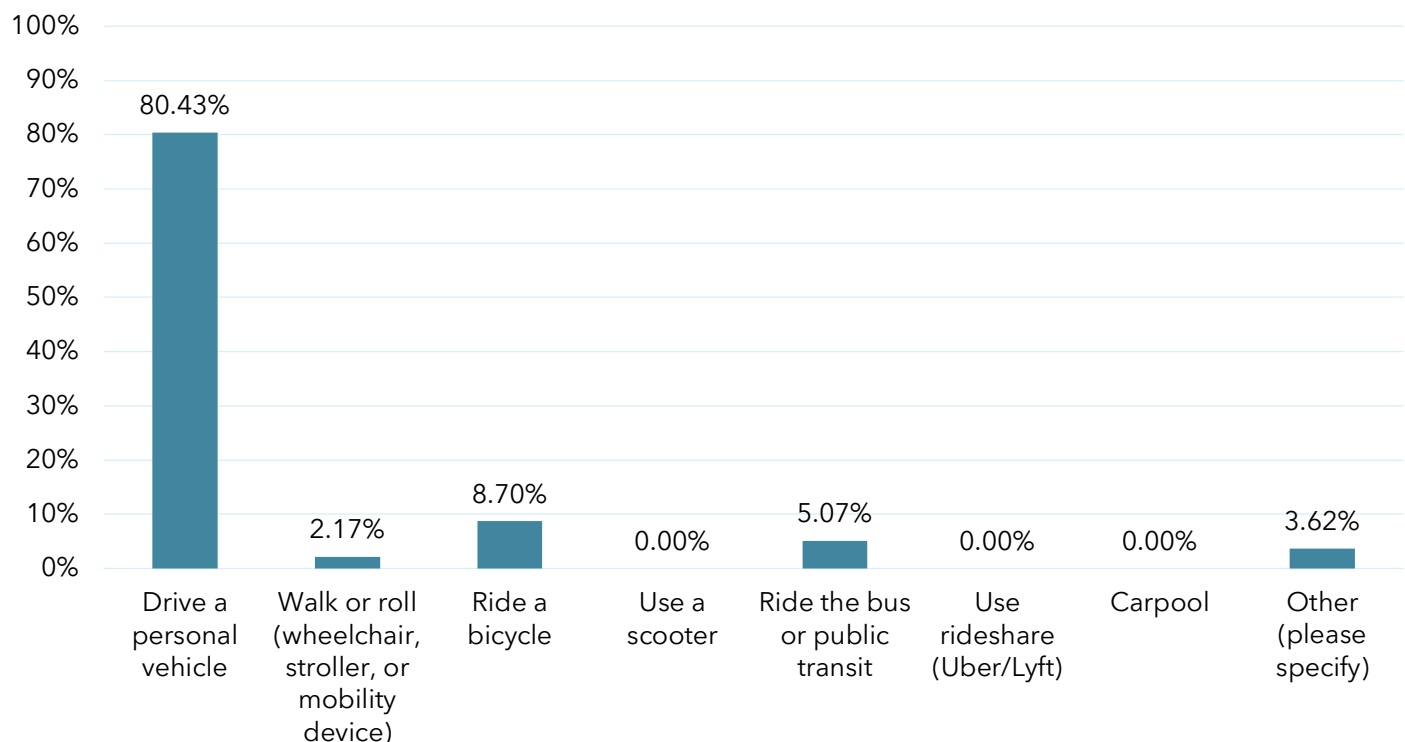


Figure 5. Typical Mode of Transportation



Where do you currently travel when walking or biking in Spokane Valley?

Respondents were asked to describe where they currently walk or bike within Spokane Valley. Open-ended responses help identify commonly used routes, destinations, and activity patterns.

A total of 123 respondents answered this question, with 15 respondents skipping it. About 40% of responses mention walking and biking on trails in the area. Just under 30% of responses name specific corridors such as Sprague Avenue, Sullivan Road, Pines Road, Barker Road, and Trent Road. About a quarter of responses state that they walk or bike on local streets within a short radius of their home. About 23% of responses name the Centennial Trail and about 20% suggest parks and park adjacent travel.

Other themes that are repeated in the responses include shopping and errands, schools, recreation and exercise, Appleway Trail, and outside Spokane Valley. A small number of comments note biking or walking to work, the library or post office, to transit, or going to the hospital. Very few responses also say that they don't currently walk or bike anywhere.

Many responses identified multiple destinations. Response categories are not mutually exclusive, and percentages shown below sum to more than 100%.

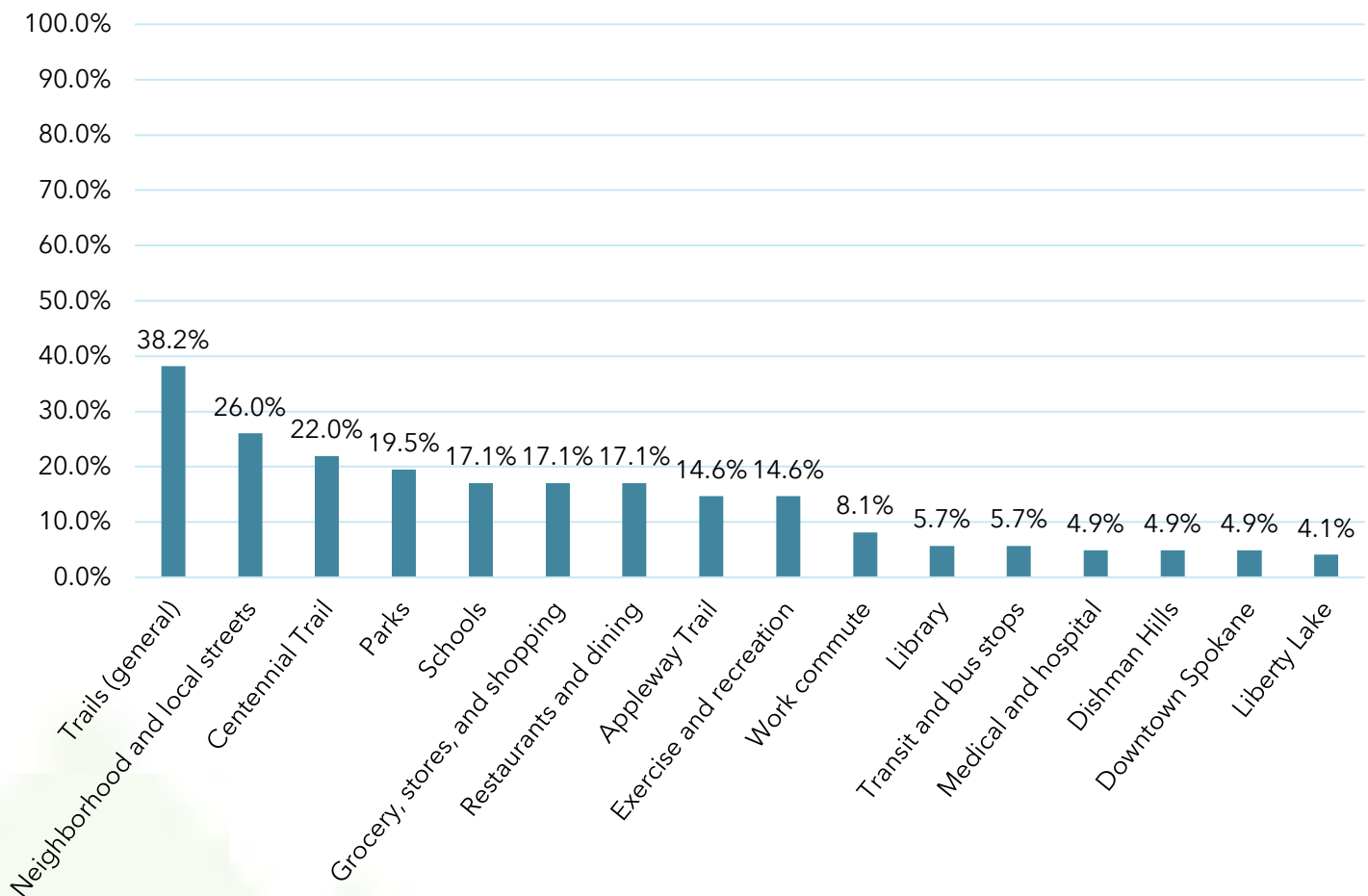


Figure 6. Active Transportation Destinations



3.3. Safety Perception and Barriers

The survey included questions on safety perception and current barriers that limit using active transportation in Spokane Valley. Understanding perceived safety and barriers is critical to identify conditions that discourage active transportation and prioritize improvements

How safe do you currently feel walking or biking in Spokane Valley?

Respondents rated how safe they feel walking or biking in Spokane Valley. This question provides insight into user comfort and helps identify if current conditions support or discourage active transportation.

All 138 respondents answered this question. Over 40% of respondents said that they feel somewhat safe walking or biking in Spokane Valley and just under 30% said they feel somewhat unsafe. Another 20% said they feel very unsafe walking or biking and about 8% said they feel very safe. About 2% of respondents stated that they do not walk or bike.

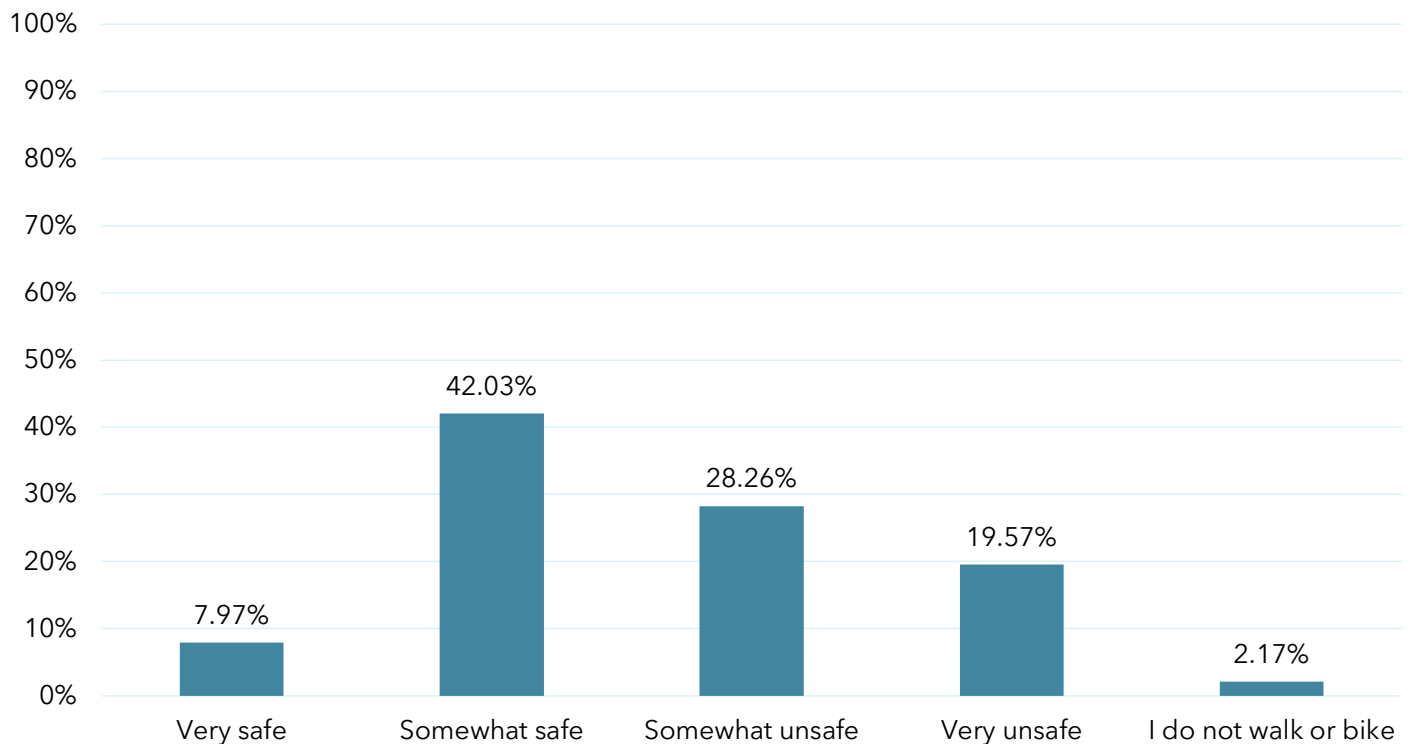


Figure 7. Safety Perception of Walking or Biking in Spokane Valley



What are the biggest barriers that limit walking or biking in Spokane Valley?

Respondents identified the primary barriers that limit their ability or willingness to walk or bike. Responses to this question highlight key challenges, such as infrastructure gaps, safety concerns, or connectivity issues that should be addressed in the plan.

All 138 respondents answered this question. About 64% identified a lack of sidewalks as the primary barrier. Dangerous crossings and high traffic speeds are the next most common barriers, each cited by 50% of responses. Other barriers included gaps in bike routes and poor lighting, while personal safety concerns and long distances between destinations were noted by 20-30% of respondents.

About 20% of respondents also chose "Other" and provided specific comments. These comments primarily focused on high traffic volumes and speeds as well as inattentive drivers. Several respondents identified accessibility gaps in sidewalk routes and difficult or unsafe crossings (including rail crossings). Other recurring themes included weather maintenance, separation from traffic, and personal safety concerns.

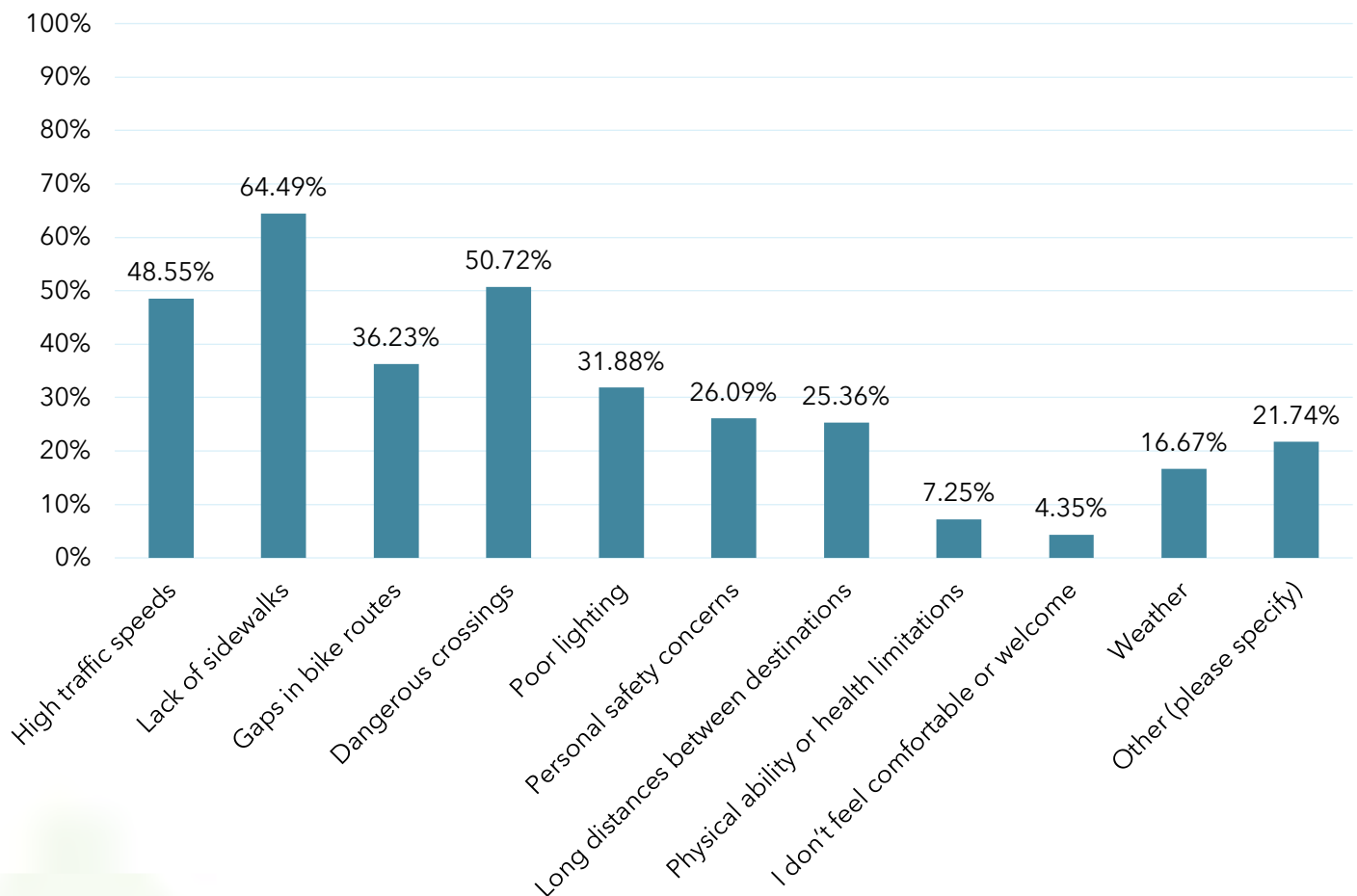


Figure 8. Barriers That Limit Walking or Biking in Spokane Valley



3.4. Community Priorities and Desired Improvements

These questions were designed to understand community priorities and identify improvements that would most effectively support walking, biking, and rolling.

What should Spokane Valley prioritize most over the next 20 years?

Respondents ranked transportation priorities for the next 20 years. This information helps guide policy direction and investment decision by aligning recommendations with community values.

A total of 136 respondents answered this question, with two respondents skipping it. The rankings provided by the respondents were averaged with the higher score on the graph indicating a higher priority for the respondents. The highest priorities are to prevent serious injuries and fatalities, followed by safer routes for children and teens. Better walking access to daily needs is also a high priority, as well as more connected bike facilities.

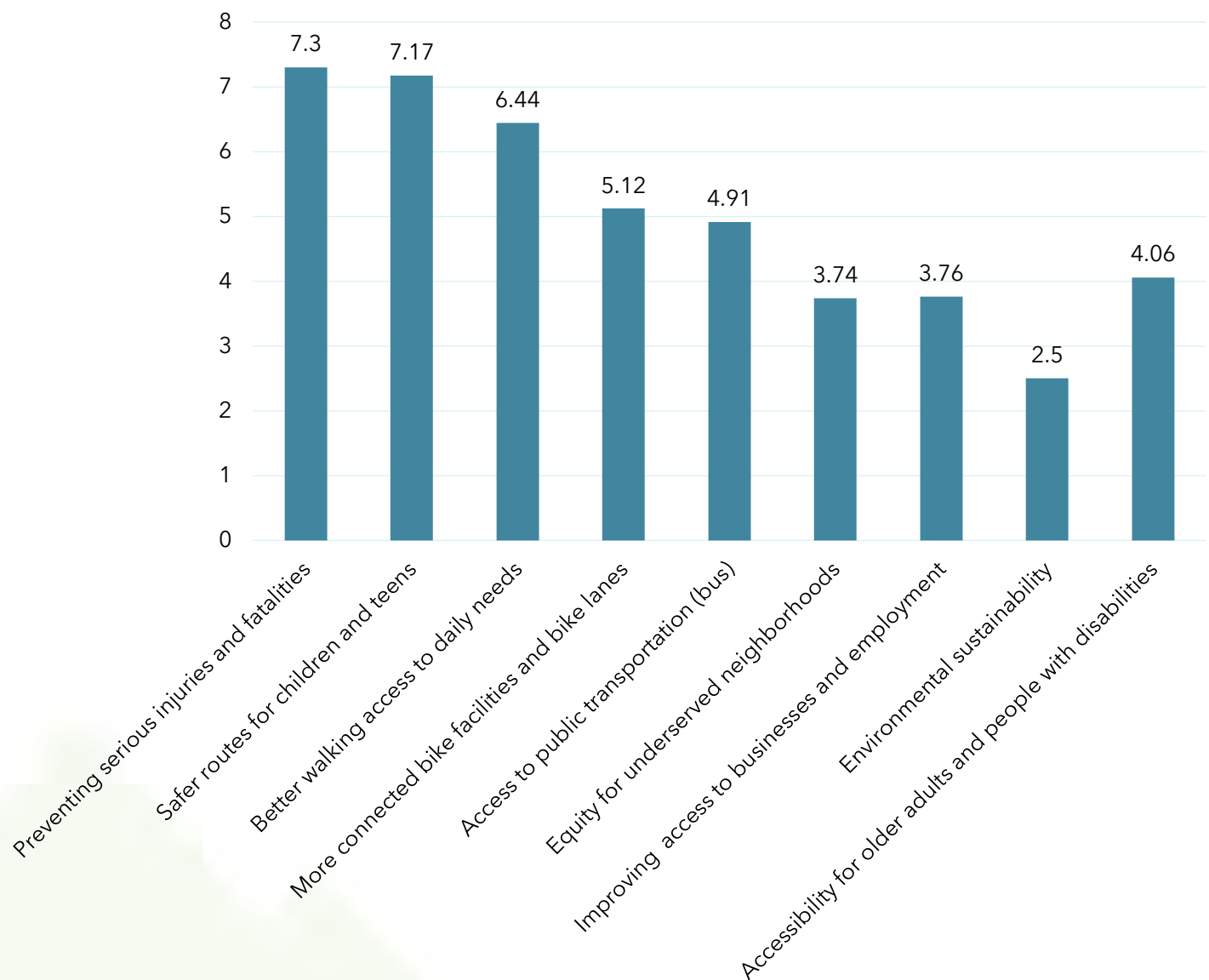


Figure 9. Spokane Valley Priorities for the Next 20 Years



Which improvements would most improve your ability or willingness to walk, bike, or roll?

Respondents selected improvements that would increase their ability or willingness to walk, bike, or roll. These responses provide direct input on the types of infrastructure and programs most likely to support mode shift.

A total of 137 respondents answered this question, with one respondent skipping it. The most frequently selected improvement was to provide continuous sidewalks, identified by approximately 70% of respondents. Safer crossings were also a high priority, selected by over 60% of respondents. Improvements identified by more than 40% of respondents included better lighting, separated bike lanes, and traffic calming measures. Additionally, approximately 35% of respondents indicated that slower vehicle speeds would improve their ability or willingness to use active transportation.

About 10% of respondents selected the "Other" option. Common themes that were indicated by this selection include the maintenance and cleanliness of the facilities, driver behavior and traffic enforcement, crossing design, and trail management, including the regulation of e-motorbikes. A small subset of responses also noted opposition to more bike lanes or traffic calming.

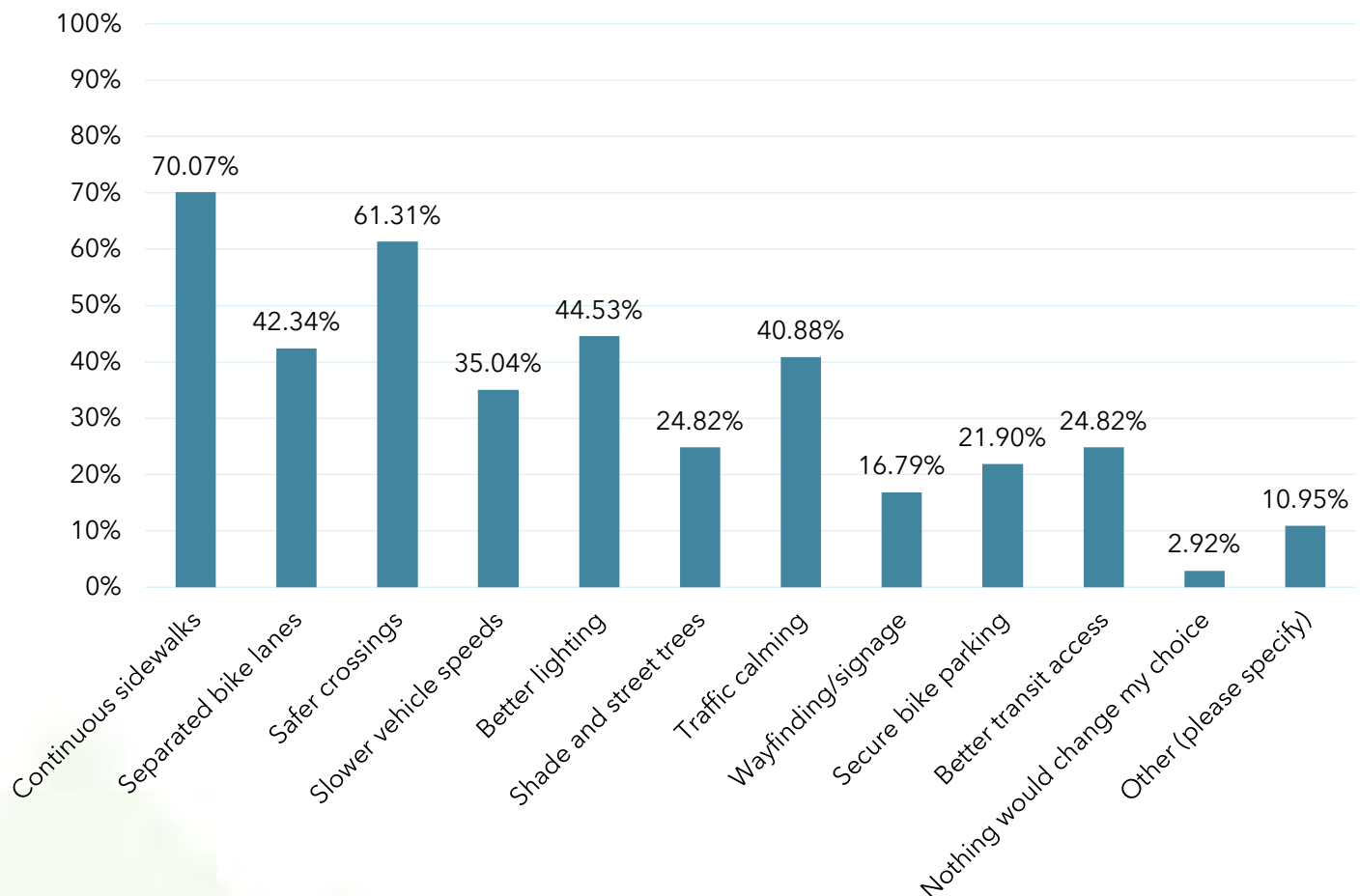


Figure 10. Improvements That Would Improve Ability or Willingness to Walk, Bike, or Roll



What would make walking or biking your top choice for more trips in Spokane Valley?

Respondents described additional changes that would make walking or biking their preferred choice for more trips. These responses provide qualitative insight into user needs and preferences.

A total of 112 respondents answered this question, with 26 respondents skipping it. Several key themes were seen in the open-ended responses. About 29% of respondents commented on the need for more continuous sidewalks and a safer pedestrian space, often tied to children walking to school. About 28% of respondents commented on the need for protected or separated bike lanes and dedicated bike trails to create a more connected network. 27% of the respondents mentioned better safety and an additional 27% mentioned traffic.

Several respondents also commented that nothing would change their choice, they either prefer driving or they think walking and biking is not practical in Spokane Valley's current layout. Other themes seen in several comments include vehicle speeds and enforcement, the need for better lighting and visibility, distance and walkability, safer crossings, infrastructure maintenance, and personal safety concerns.

Many responses identified multiple destinations. Response categories are not mutually exclusive and percentages shown below sum to more than 100%.

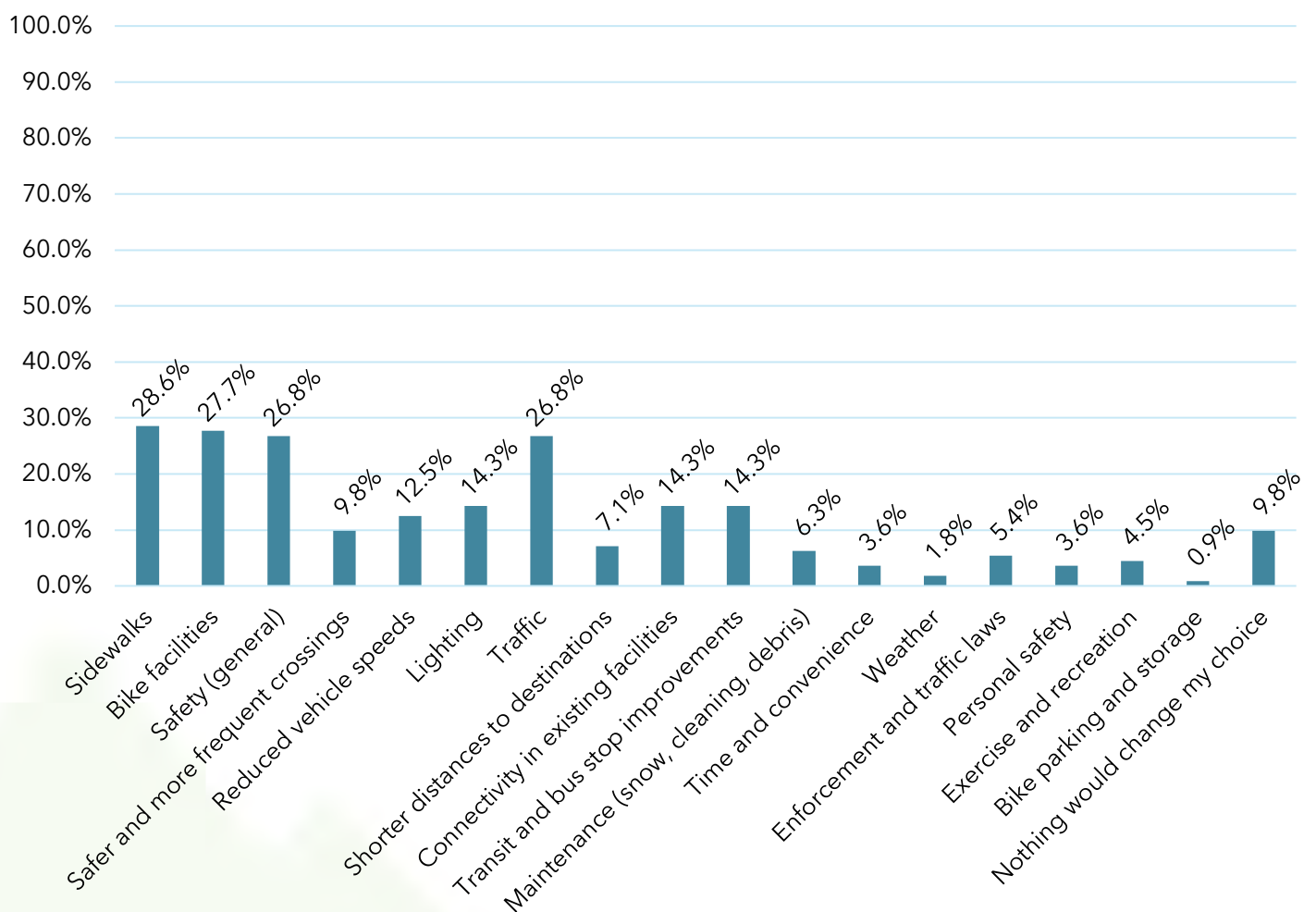


Figure 11. Options to Make Active Transportation a Top Travel Choice



What destinations are most important to safely reach without driving?

Respondents identified destinations they would like to access safely without driving. This information helps prioritize connection within the active transportation network.

A total of 136 respondents answered this question, with two respondents skipping it. Schools and parks and trails were identified by over 65% of respondents as high priority destinations to reach without driving. Shops and grocery stores were also highlighted by about 53% of respondents, with transit stops being the next highest priority for about 42% of respondents.

About 8% of respondents used the "Other" option to identify alternative destinations that were considered important to reach safely without driving. The most common places that were mentioned in these responses include the library, post office and mailbox, recreation, and neighborhood locations.

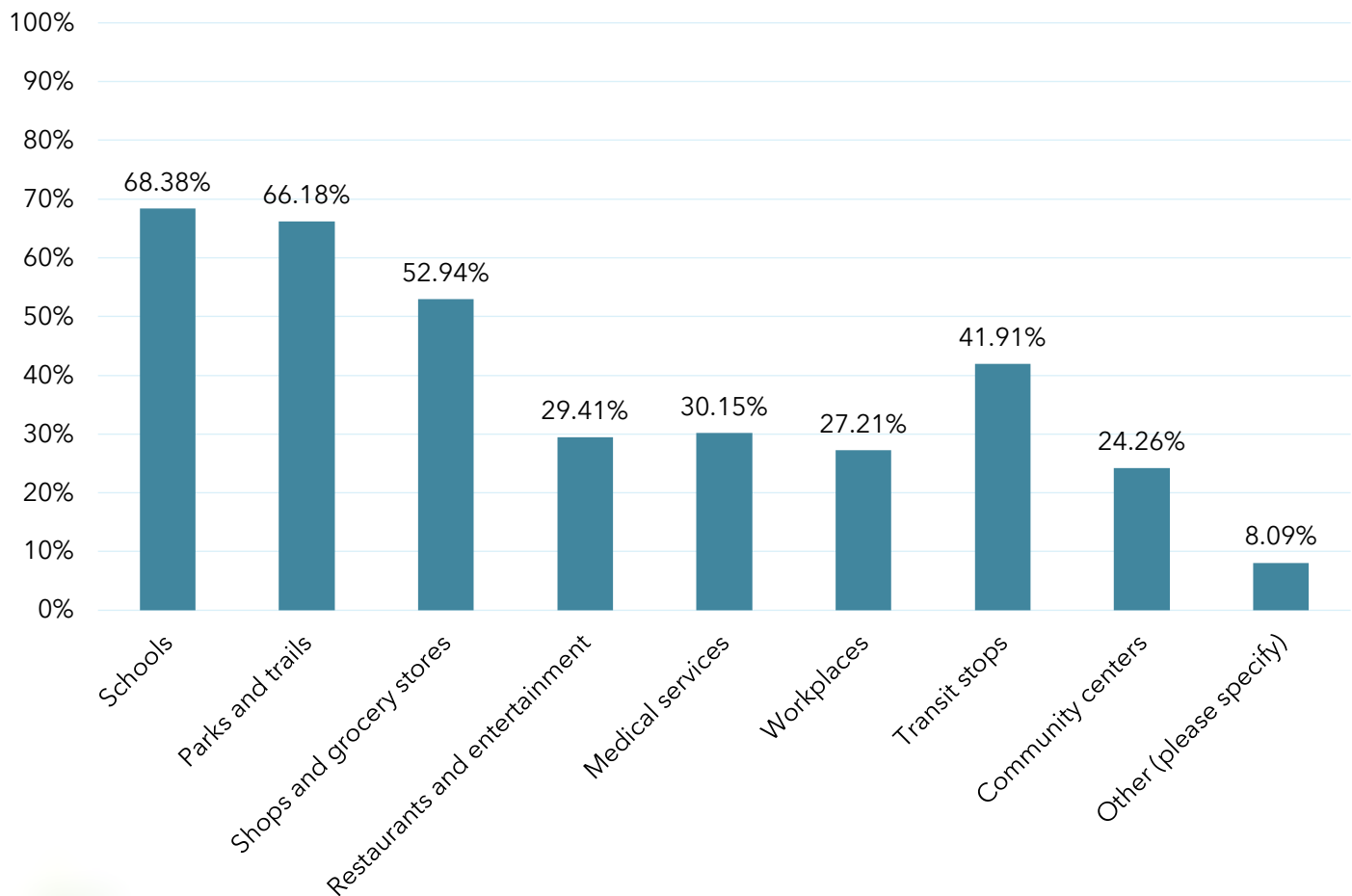


Figure 12. Important Destinations to Reach Safely Without Driving



3.5. Vision for the Future

Vision-related questions were included in the survey to confirm alignment between community preferences and the project's guiding vision statement.

Which statement best reflects your vision for Spokane Valley's transportation future?

Respondents ranked statements in order of importance from one to five describing Spokane Valley's transportation future. This question helps identify preferred outcomes and community values.

A total of 128 respondents answered this question, with 10 respondents skipping it. The rankings for each statement were averaged to create a score for each statement with the higher scores being more important to respondents. Most respondents identified improving safety in the most dangerous locations first as the most important statement. The next highest priority was creating a network for walking and biking across the city followed by making walking and biking realistic options for everyday trips.

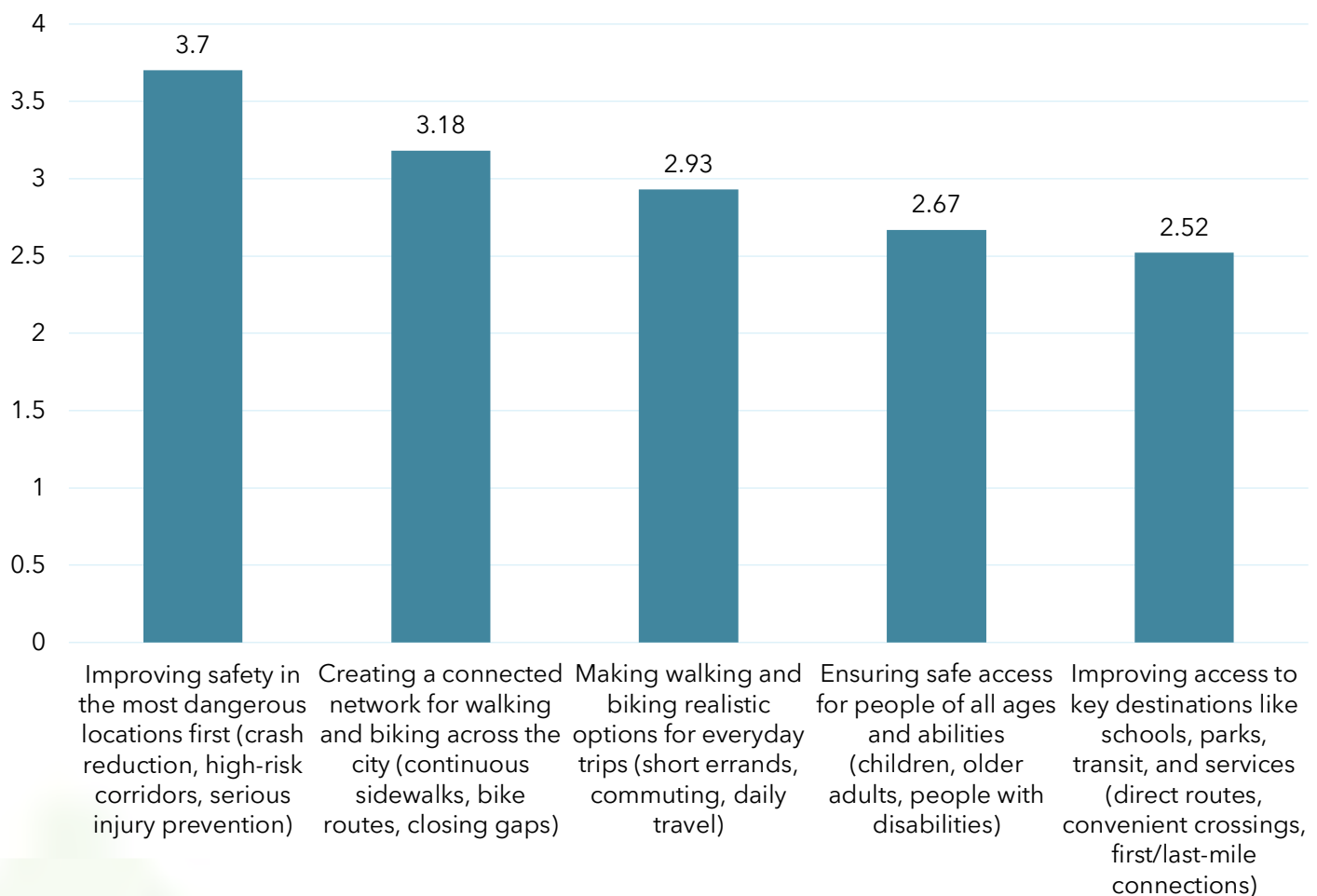


Figure 13. Statements That Reflect Vision for Spokane Valley's Transportation Future



To what extent does the following vision statement reflect the future you would like to see for Spokane Valley? "We envision a Spokane Valley where people of all ages and abilities can walk, bike, and roll using safe, connected routes to reach everyday destinations."

Respondents evaluated how well the proposed vision reflects their desired future. This provides validation of the project vision and identifies areas for refinement.

A total of 46 respondents answered this question, with 92 skipping it. Over 60% of the respondents agreed that the vision statement strongly reflects their vision for Spokane Valley and over 30% agreed that it somewhat reflects their vision. About 2% of respondents were unsure and 2% stated that the vision statement does not fully reflect their vision.

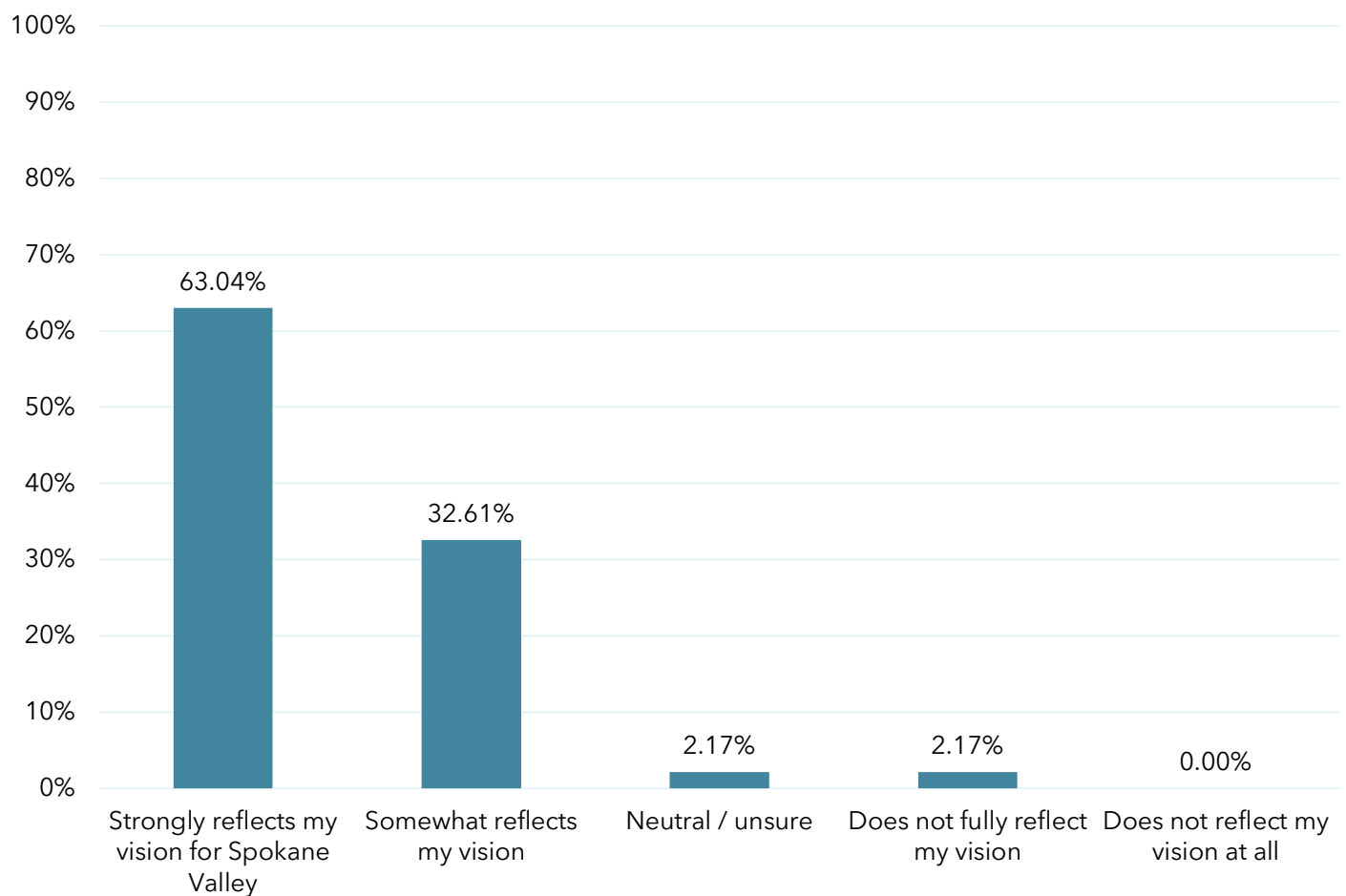


Figure 14. Reflection of Given Vision Statement of the Future You Would Like to See



Is there anything missing from this vision statement that you believe is important for the future of walking, biking, and rolling in Spokane Valley?

Respondents were asked if anything is missing from the vision statement. Open-ended feedback helps reflect the vision of the community and its priorities.

A total of 14 respondents answered this question, with 124 skipping it. About 50% of respondents stated that nothing was missing from the vision and offered support. About 16% of respondents suggested adding safe routes to schools. Other comments related to sidewalks and lighting, getting support from Councilmembers, and the role of developers in building and upgrading facilities.

3.6. Project Updates and Continued Engagement

The survey concluded with an opportunity for respondents to opt in to receive project updates, supporting ongoing communication and engagement. A total of 71 respondents answered this question and provided contact information to be provided updates.

3.7. Key Takeaways

The following key themes and takeaways from the online survey are summarized below. Overall, respondents emphasized the need for a safer, more connected active transportation network that supports everyday travel, improves access to key destinations, and reduces reliance on driving.

3.7.1. Infrastructure and Safety Needs

Survey responses consistently highlighted missing sidewalks, unsafe crossings, and high traffic speeds as primary barriers to walking and biking. Respondents indicated that continuous sidewalks, safer crossings, and better lighting are important improvements needed to create a safer and more accessible system, particularly along busy corridors and near schools.

3.7.2. Network Connectivity and Access to Destinations

Respondents expressed strong support for a more connected network of sidewalks, trails, and bike facilities that links neighborhoods to key destinations. Schools, parks and trails, shops, and transit stops were identified as important places to reach safely without driving, reinforcing the need for direct and continuous connections.

3.7.3. Travel Behavior and Mode Shift Potential

Most respondents currently rely on personal vehicles for daily trips, reflecting existing barriers to active transportation. However, survey results indicate that targeted improvements, such as safer infrastructure, safer speeds, and better connectivity, could support increased walking and biking for short trips and everyday travel.

3.7.4. Community Priorities

Respondents prioritized preventing serious injuries and fatalities, followed by safer routes for children and improved access to daily needs. These priorities highlight strong community support for investments focused on safety and making walking and biking more accessible for people of all ages and abilities.



4. Stakeholder Engagement

The stakeholder team collaborated closely throughout to establish a shared understanding and a unified approach to developing the plan. This team convened three times to review technical analysis, discuss community engagement findings, and help refine and shape solutions. Through these discussions, stakeholders provided valuable input that helped guide decision-making, ensuring that key focus areas were thoughtfully identified and prioritized. Their involvement helped shape a more comprehensive and responsive plan that reflects a broad range of perspectives and addresses the diverse needs of the community.

4.1. Meeting #1 – Vision/Goals and Existing Conditions

This stakeholder meeting introduced the SVATP and initiated engagement with the stakeholder group by outlining the project's purpose, process, and initial analysis, while gathering early input to help shape its direction. Discussion focused on reviewing existing conditions, explaining the planning process, and engaging participants in defining a shared vision and goals through guided questions about future conditions, key considerations, and measures of success.

Stakeholder feedback emphasized the importance of improving connectivity and expanding the 10-minute walk shed, reducing gaps between destinations, and creating a complete system that supports walking and biking for all users. Participants highlighted the need for a range of safer facility types, including protected bike lanes and improved sidewalks, as well as solutions to address major barriers such as crossing I-90 and safety concerns near schools.

Additional input underscored the importance of designing a system that accounts for local climate conditions and supports year-round usability, including maintenance needs such as snow removal. Stakeholders also noted that projects should be feasible, cost-effective, durable, and maintainable, and should be supported by complementary policy changes.

4.2. Meeting #2 – Community Engagement and Proposed Bicycle and Pedestrian Network

This stakeholder meeting focused on reviewing community engagement findings, validating the project vision and goals, and advancing development of the bicycle and pedestrian network. The session served as a collaborative checkpoint to confirm overall direction, incorporate stakeholder input, and prepare for the next phase of plan development.

The project team shared results from early community engagement, including outreach events, surveys, and the interactive comment map, which highlighted key concerns and priorities of the community. The draft vision statement was reviewed to assess how well it reflected community input, and the proposed plan goals were discussed and refined through priority setting exercises, identification of gaps, and consideration of tradeoffs in investment decisions.

Discussion also addressed project prioritization and network development, including the criteria that would guide these efforts, such as safety data, demand, demographics, and infrastructure conditions. The meeting concluded with a clear set of next steps, including finalizing the vision and goals, refining the proposed network, developing prioritized project lists, and continuing stakeholder and community engagement.



4.3. Meeting #3 – Draft Active Transportation Plan and Proposed Projects

This stakeholder meeting focused on reviewing and discussing the draft Active Transportation Plan report, as well as the proposed bicycle and pedestrian project list. This session provided an opportunity to gather final input from stakeholders and confirm key components before concluding the planning process.

The project team presented an overview of the draft plan, including the vision, goals, and engagement outcomes that informed its development. Stakeholders reviewed the data-driven approach used to identify priority corridors to highlight areas of highest need. Feedback was provided on mapping and visualization, as well as on the draft network, including regional trail connections, parallel neighborhood routes, and sidewalk infill priorities.

Discussion also focused on policy recommendations and implementation considerations, including maintenance of bike facilities, coordination with schools, and the role of education and encouragement strategies such as Safe Routes to School and e-bike awareness. Stakeholders emphasized the importance of traffic calming, improved wayfinding, and aligning recommendations with existing policies and studies. The meeting concluded with a review of next steps, including distributing the draft plan for final stakeholder review and incorporating feedback prior to plan adoption.

5. Conclusion

The community engagement completed for the SVATP highlights a clear and consistent message from residents, stakeholders, and community participants: people want a transportation system that is safer, more connected, and more accessible for walking, biking, and rolling.

Feedback gathered through the online comment map, survey, pop-up events, and stakeholder meetings identified recurring priorities including continuous sidewalks, safe crossings, improved lighting, additional and improved bicycle connections, and better access to schools, parks, transit, and everyday destinations. Stakeholder engagement reinforced these themes. Stakeholders also highlighted the need for practical, implementable solutions that consider long-term maintenance and the feasibility of projects. Together, with existing conditions data, these results provide an important local perspective on where existing conditions are working well and where improvements are most needed.

This input helped guide the development of recommendations, policies, and priority projects that reflect community needs and support the city's long-term vision for active transportation. By combining public feedback with technical analysis, the City of Spokane Valley can advance a plan that responds to current barriers while creating more comfortable and practical travel options for people of all ages and abilities. Continued engagement and coordination with community partners will remain important as the city moves from planning to implementation.

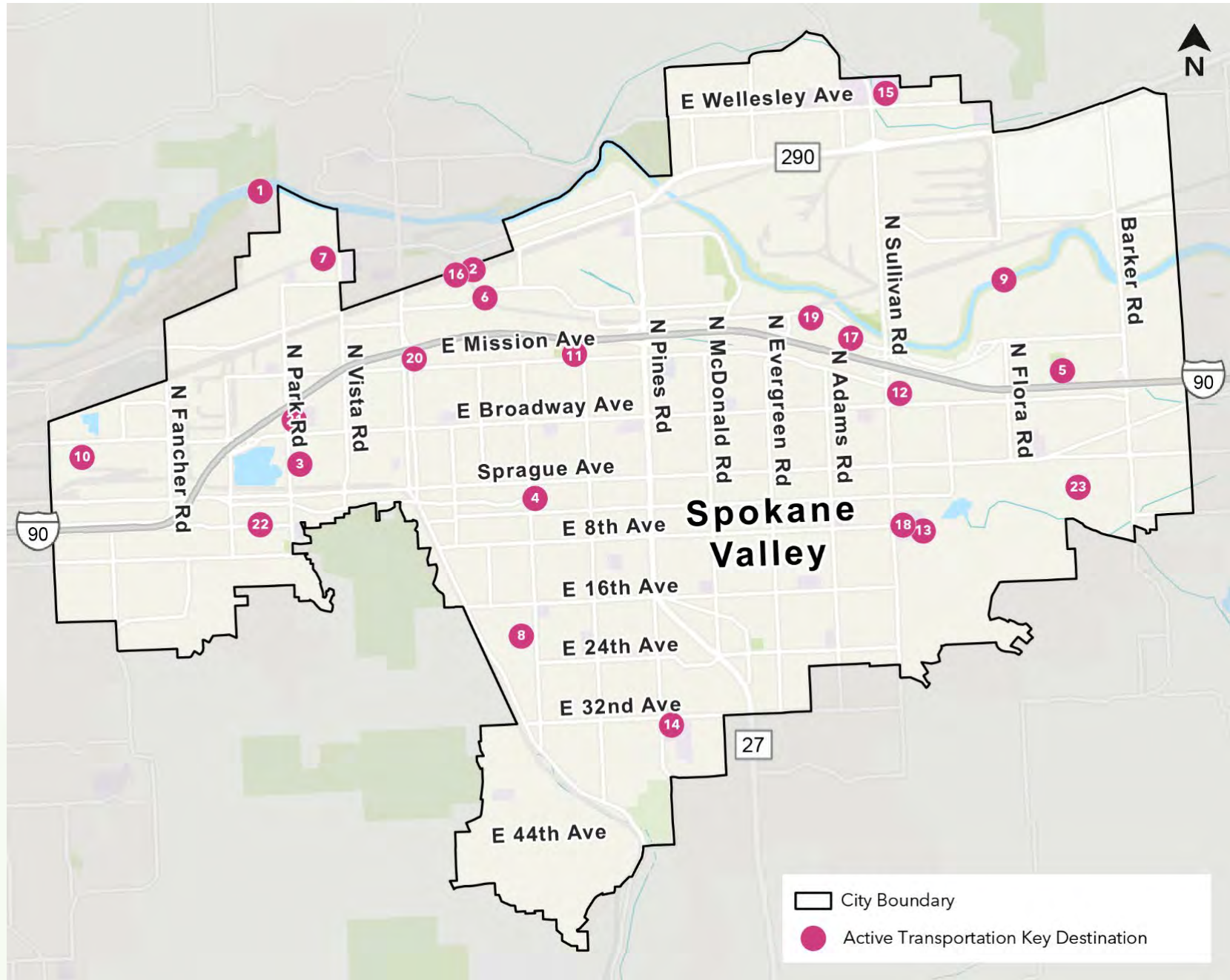


Attachment A.

Interactive Comment Map Responses



Comment Category	No.	Comment
 Active Transportation Key Destination	1	Ped/bike bridge across river. No crossing between Greene & Argonne, a long distance on bike or foot.
	2	Provide connection/continuation of Millwood trail @ RR underpass
	3	Valleyway Park-Mullan is already signed as bike route
	4	Recent Appleway trail additions are nice, good job. Need some type of resident-only card access for restrooms due to vandalism.
	5	Excess ROW along Boone Avenue could be made into a shared use path. Could also connect to Centennial Trail and Liberty Lake along the same County ROW.
	6	The Millwood trail should be extended from Trent to Mirabeau area where it can tie in to Centennial Trail.
	7	The Millwood Trail should be extended from Vista to Fancher
	8	Public transportation service between dishman mica and university 24th-8th avenues.
	9	Build a pedestrian bridge between Centennial Trail and North Flora for easy access to new cross country track. Would benefit citizens and visitors staying in nearby hotels.
	10	The fair grounds are highly inaccessible due to poor sidewalks along Broadway, high traffic volumes on Sprague, and zero bike infrastructure on both.
	11	Many people walk and bike to mission park and splash down water park
	12	Businesses along Sullivan
	13	Central Valley HS students walk and bike to school.
	14	University HS students walk and bike to school
	15	East Valley HS students walk and bike to school
	16	Even just clearing a path through the railroad schist by Montgomery and opening the fence wider under Trent would be a huge improvement.
	17	There is poor transportation to CenterPlace, Spokane Valley Senior Center & YMCA on Discovery Place. The Spokane Transit stop is at least 3 blocks away and difficult in hot/cold/snow/ice for people to navigate, need to have a turn around stop by Center Place. I am a volunteer at the Spokane Valley Senior Center and both Spokane Transit and the Spokane Regional Transportation Council have contacted us for input. Hope you are coordinating with both entities. Freya Fuller Coutts SVSC board member
	18	This facility is separated from all of its customers (students) by a large road and fences. It should be easily access from the neighbor hood where the customers can walk or bike without having to go around all the fences or cross a major road. Many of the places along Sullivan to access the school do not have connected sidewalks or safe walking/biking areas.
	19	This whole area on both sides of Indiana Ave from Pines to Flora are way to car centric. You should be able to park your car or get off a bus anywhere in this area and be able to easily walk to other areas. Right now even if you have to go a short distance to another area you would have to get in your car and move it to another place. Getting to another place if you came by bus is almost impossible.
	20	Improve Argonne overpass/bridges for walking and biking
	21	Key destination - Centennial Middle School
	22	Ruben Trejo Dual Language public school is a key walking/biking location
	23	Children going to school and using the school grounds to play after hours at all hours of the day.

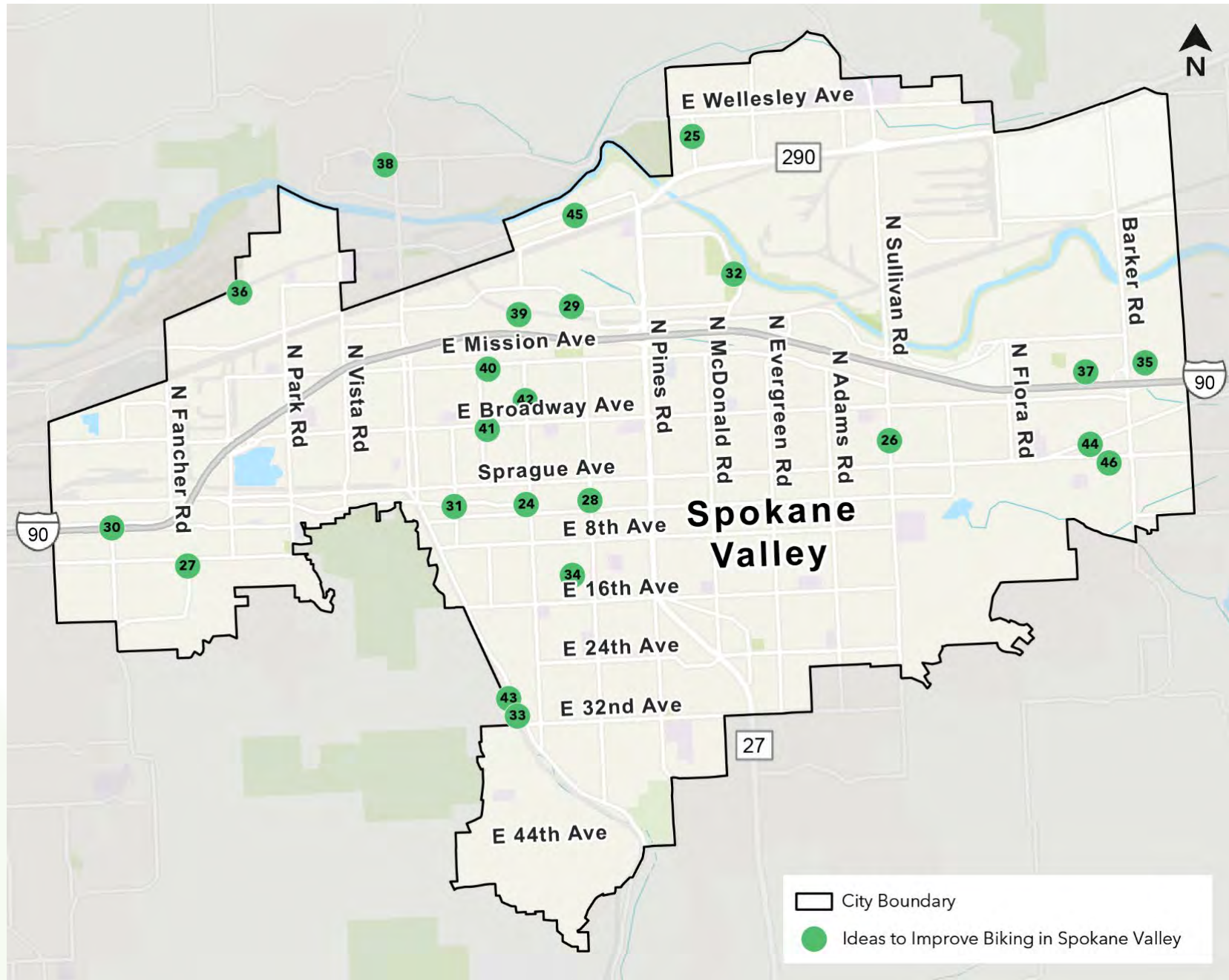




Ideas to Improve Biking in Spokane Valley

Comment Category	No.	Comment
Ideas to Improve Biking in Spokane Valley	24	Provide a cut in the concrete median of Appleway to allow bikes to continue east on to Appleway Trail. Awkward to have to transition to sidewalk and use two crosswalks.
	25	McDonald needs a sidewalk between Wellesley and Trent
	26	Consider a crosswalk at Valleyway for bikers and people walking
	27	Dickey St/Bettman Rd needs a sidewalk. Many young kids walk to and wait for the bus and people speed.
	28	Bowdish or Evergreen or any quieter streets in the vicinity would be great for a raised ped/ bike path that increases accessibility to appleway trail. Could even extend to Ponderosa and connect to the Phillips Creek Trailhead
	29	Paint missing bike lane section along Montgomery between Wilbur and Jackson. Lane width is already sufficient, just needs paint.
	30	Reuse excess shoulder width of 3rd from Sprague to Havana for a shared use path to connect to future I-90/NSC shared use paths.
	31	Extend Appleway Trail to Park rd to get past this section that has a lot of traffic traveling very fast.
	32	Add bike parking stands at all Centennial trailheads. At best there may be a wood fence that feels like it can be disassembled by hand.
	33	Develop plan to provide biking/pedestrian infrastructure along the RR ROW if possible. Connect up to Dishman-Mica.
	34	This bike route along 12th and then north to 4th avenue is great. Could be better if it became a bicycle boulevard giving cyclists the right of way and requiring cars to stop.
	35	Build the trail shown on the bike plan to connect through this neighborhood to Liberty Lake.
	36	The City of Spokane will be building the Millwood Trail from the Children of the Sun to Fancher. Need a connection from Fancher to Millwood's section.
	37	Potential shared pathway/multi-use trail corridor
	38	Keep improving Upriver Dr. as regional walk/bike connector between Boulder Beach to the west and Donkey Island Trailhead to the east
	39	Extend Millwood Trail
	40	Keep improving Mission as a priority bike route --- consider reallocating space from Center Turn Lane to buffers for bike lanes
	41	Keep improving Broadway as a priority bike route --- consider reallocating space from Center Turn Lane to buffers for bike lanes
	42	Keep improving University Rd as a priority bike route --- consider reallocating space from Center Turn Lane to buffers for bike lanes
	43	Possible Shared-Use Pathway along Dishman-Mica Road for access to Dishman Hills trailheads, schools and neighborhoods
	44	Potential to add painted buffers to bike lanes to improve separation from high-speed/high-volume traffic
	45	Empire is a nice low-traffic route for walking/biking parallel to Trent Ave, could be turned into a nice bicycle boulevard/neighborhood greenway
	46	No bike lane on Sprague west of Barker

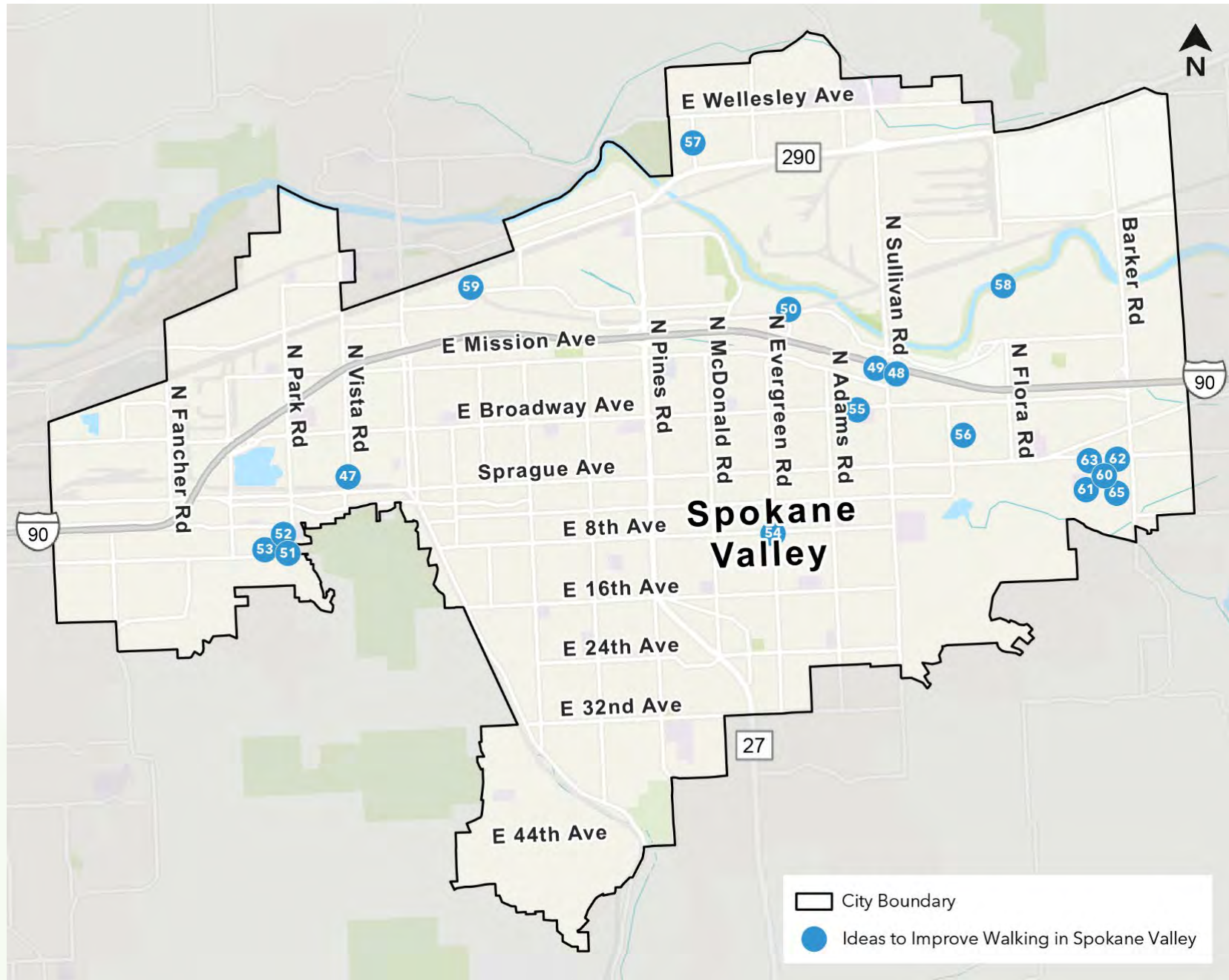






Ideas to Improve Walking in Spokane Valley

Comment Category	No.	Comment
	47	Old sidewalks have no wheelchair ramps- Vista Rd
	48	A person walking north from Mission to the Centennial Trail has to make 7 crossings! Two of which are high traffic, high speed slip lanes, one a frequent right-on-red turn, and two are long crossings across 7+ lanes of traffic. Moving pedestrians to the west side of the bridge allows for a wider shared use path using the unused excess space and reduces the danger and number of crossings
	49	As a city divided by a highway, railway, and a river, bridges especially should be designed to accommodate all modes of transportation.
	50	Add a pedestrian/cyclist crossing over railroad to connect new business/hotel area with the mall and bus stop.
	51	Sidewalks on 6th Ave from Coleman to park rd. Park needs lighting as well
	52	Need sidewalks , as there is a daycare and a school. There's bus stops on 8th Ave and appleyway and Sprague
	53	There are no sidewalks to safely travel there are bus stops and City park
	54	Have clear paths or connected sidewalks so you can walk down 30 MPH roads like 8th Ave without having to walk onto the roadway. Also, add a bus route on Evergreen north of 16th Ave.
	55	Pedestrian signal for kids to use when crossing guard isn't present.
	56	Sidewalk down the whole street. There are lots of people walking but cars speed here alot
	57	Sidewalk is needed on McDonald between Trent and Wellesley.
	58	Potential pedestrian bridge location on Flora Road crossing Spokane River
	59	Extend Millwood Trail
	60	Needs a continuous sidewalk along 4th street to the Greenacres Elementary for safety of school children.
	61	Sidewalk for children to walk to school. This has been addressed for years but no progress. Current sidewalk does not even make it to the schools property line
	62	Connect Sidewalks to round about
	63	Connect Sidewalks Sprague Ave
	64	Connect sidewalks 4th
	65	Narrow roads do not support safe foot traffic

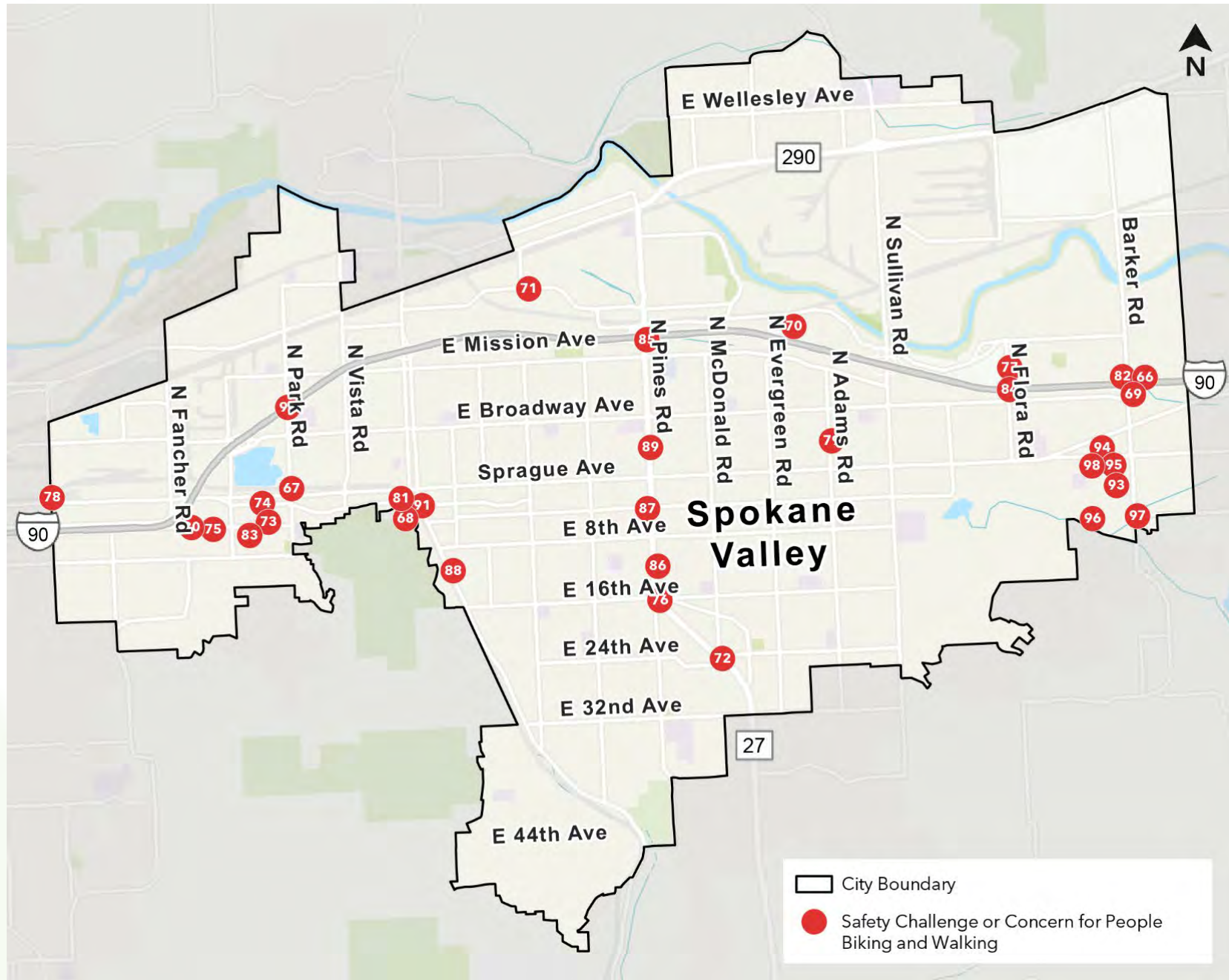




Comment Category	No.	Comment
 Safety Challenge or Concern for People Biking and Walking	66	I-90 bridge @ Barker Rd. Extremely dangerous to pedestrians and bicyclist.
	67	Park Road UPRR underpass provides no space for those walking and biking separated from car traffic. A path on one side of the street may be feasible due to the lack of space.
	68	Bike lane is not very visible as it crosses over the right turn lane. This is a high conflict point with many vehicles turning right on to Dishman Mica. Suggest adding green semi-permanent striping (similar to what is used at Sprague and Herald) to make this conflict point more apparent and visible to car traffic.
	69	I feel the biking and pedestrian concerns extend further south all the way to the city boundaries at 8th Ave. as well. It has become ever increasingly difficult to enter onto barker safely.
	70	Southbound bike lane transitions from curb to between travel lanes at a dangerous spot. Vehicles are traveling at max speed and cyclists are traveling uphill. Bike lane should run along the curb until just before the light at I-90 entrance.
	71	Eastbound bike lane and shoulder suddenly disappears for a few hundred feet.
	72	Unsafe to cross over the hwy on foot or on bike
	73	Sidewalks are needed. There's a daycare and a school. There are best stops on eighth and apple way and Sprague
	74	There are 4 lanes of traffic on each one way and there is no crosswalks.
	75	There are no sidewalks , and it is very dark along this stretch of fourth avenue, they're apartments, and there are more apartments going up. Safe travel Per pedestrians and bikers is important
	76	This intersection is notoriously confusing for drivers which leads to safety concerns for bikers and pedestrians.
	77	Missing sidewalks for pedestrians. Disappearing shoulder forcing cyclists into traffic while going uphill. I've also seen quite a few people crossing at Boone, so a marked crossing wouldn't hurt.
	78	Missing sidewalk and rough pavement crossing railroads.
	79	Walking/biking is not safe in Adam's between Sprague and Broadway.
	80	Lack of sidewalk, bike lane, lighting along 4th makes riding/walking less safe. This is the best rout connecting Spokane and Spokane Valley, so many bikes trying to traverse the city use this route.
	81	Probably the most dangerous portion of morning commute from Spokane to Spokane Valley. Drivers going fast and wanting to turn south down Dishman Mica shoot past me as I try to follow the current bike lane across several lanes of traffic before coming to the light. Especially in the spring/fall when sun is just coming up and is directly in the eyes of drivers who are headed east.
	82	I wish there was a separated path to downtown Spokane on the South side of I-90. I currently take Broadway from McDonald all the way to Alki, then that route to Napa thru the old Playfair Park industrial area to Napa then work my way over to the Iron Bridge.
	83	There are tons of unsecured intersections in this neighborhood paired with a lack of side walks have brought a lot of concern between myself and my neighbors.
	84	No space for bikes or pedestrians when crossing the overpass. Very difficult to see at night
	85	Crossing over SR 27 and I 90 is a nightmare on a bike



Comment Category	No.	Comment
 Safety Challenge or Concern for People Biking and Walking	86	School kids and adults trying to cross 12th and pines taking kids to school
	87	New building being put in blocks view of south by traffic on Pines at 4th Avenue. It's being build to close to the corner
	88	Telephone pole hazard. Poles sit directly in the middle of a bike path. https://maps.app.goo.gl/uj5JBaRfR84t9i7M9
	89	Key crossing location for walking/biking near SR 27 at Valleyway Avenue
	90	Consider protected/separated bike facilities --- possible reallocation of space from Two-way Center Turn Lane to buffers or protective barriers for the bike lanes
	91	Very challenging intersection, location with a lot of walking/biking use and future appleyway trail connection
	92	No safe sidewalks for kids walking to school. Heavy traffic of distracted drivers during school drop off and pick up. Poor lighting. Poor regulation of speed. Unsafe crossings near school.
	93	There are no sidewalks on either side of the road for children and families to safely walk to school.
	94	Road is used as a detour during barker construction projects. Needs sidewalks and widening.
	95	Greenacres is used as a detour when the roundabout is closed. This road needs widening and sidewalks as children have to walk to school from the subdivisions.
	96	Request for crosswalk for children walking to school or the park on 8th Avenue
	97	Cannot safely cross the street - no crosswalk or safety lights at the intersection of Barker Road and 8th Avenue
	98	Children cannot safely walk or bike to and from school. Their safety is being compromised.





SPOKANE VALLEY

Active Transportation Plan

Needs Assessment and Network Development Memorandum

April 2026





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1. Introduction

This methodology report documents the needs assessment and network development a process used to develop the proposed Active Transportation Network for Spokane Valley. The project team used an approach to establish a connection between the plan goals and performance measures and the resulting needs assessment outcomes, providing a transparent and defensible framework for directing future investments.

The proposed network supports the project vision:

"We envision a Spokane Valley where people of all ages and abilities can walk, bike, and roll using safe, connected routes to reach everyday destinations."

The proposed network also advances the following project goals:

- Improve safety for people walking, biking, and rolling
- Address key opportunities for improvement
- Use data and community input to guide decisions
- Improve access to everyday destinations
- Integrate walking, biking, and transit
- Deliver implementable and maintainable improvements

2. Methodology

The proposed active transportation network was developed through an iterative process that combined data-driven analysis with public and stakeholder input. The project team used this approach to identify a list of projects that reflect community needs, safety concerns, and improve access to everyday destinations. The methodology was developed to link the plan's goals and performance measures to provide a transparent and defensible framework for directing future investments.

The team first applied a data-driven, multi-criteria needs based scoring method to translate existing-conditions into a composite, map-based needs score. The composite results informed the initial network buildout and supported identification of a transportation network with targeted spot improvements. The team then refined the proposed network through field review, community engagement feedback, and mapping activity working session with City staff to account for local context, planned and programmed improvements, and implementation considerations.



3. Needs Assessment Scoring

A data-driven, GIS-based needs score criteria was developed to translate existing-conditions data into a composite, map-based needs score. The following steps provide an overview of the process used to develop the needs score criteria and convert these into a map for creating the proposed active transportation network.

Step 1: Develop the Needs Score Criteria and Map

A scoring criterion was developed to show the existing-conditions data into a consistent, map-based “needs score” to help inform where the active transportation network should be built. Using GIS, each data layer was scored on a 0 to 10 scale. All factors were scored 0 to 10 so they can be compared and combined without implying that any single metric is more important than another. The needs score was informed by the following existing-conditions factors in **Table 1** below.

The scored criteria layers were integrated to produce a composite needs score index. Composite values were then normalized to a 0 to 100 scale, with 100 representing the highest concentration of evaluated criteria. The resulting needs score map is shown in **Figure 1**. The composite scores were then spatially joined to the roadway network to assign a score to each road segment, as shown in **Figure 2**.



Table 1. Needs Scoring

Goal	Metric	Max Points	Scoring
Connectivity	Population Density	10	Score assigned proportionally based on a normalized distribution of population in Spokane Valley. Locations with higher population concentrations receive higher scores.
	Young Population Density (15 Years or Younger)	10	Score assigned proportionally based on a normalized distribution of the 15 or younger population in Spokane Valley. Locations with higher 15 or younger population concentrations receive higher scores.
	Older Population Density (60 Years or Older)	10	Score assigned proportionally based on a normalized distribution of the 60+ population in Spokane Valley. Locations with higher 60+ population concentrations receive higher scores.
	Access to Transit	10	Scores assigned based on a ¼ mile or ½ mile from a Spokane Transit Authority bus stop or transit center. Locations beyond this distance receive zero points.
	Access to Parks	10	Scores assigned based on a ¼ mile or ½ mile from a park. Locations beyond this distance receive zero points.
	Access to Schools	10	Scores assigned based on a ¼ mile or ½ mile from a school. Locations beyond this distance receive zero points.
	Zero-Household Vehicles	10	Score assigned proportionally based on a normalized distribution of zero-household vehicles in Spokane Valley. Locations with higher concentrations of zero-household vehicles receive higher scores.
	Demographic Needs	10	Scores are assigned based on the 1-10 scoring criteria from the Washington State Connecting Communities Sandy Williams Program demographic needs analysis.
Safety	Crash Frequency	10	Frequency of bicycle and pedestrian-involved crashes in past 5 years. Crashes are weighted by severity (fatal crashes receive highest weighting). Locations with more severe crashes receive higher scores.
Health and Recreation	Bicycle Activity	10	Score assigned proportionally based on a normalized distribution of bicycle miles traveled. Locations with higher observed bicycle activity receive higher scores.
	Pedestrian Activity	10	Score assigned proportionally based on a normalized distribution of pedestrian miles traveled. Locations with higher observed pedestrian activity receive higher scores.
Economic Development	Employment Density	10	Score assigned proportionally based on a normalized distribution of employment density. Locations with higher job density receive higher scores.

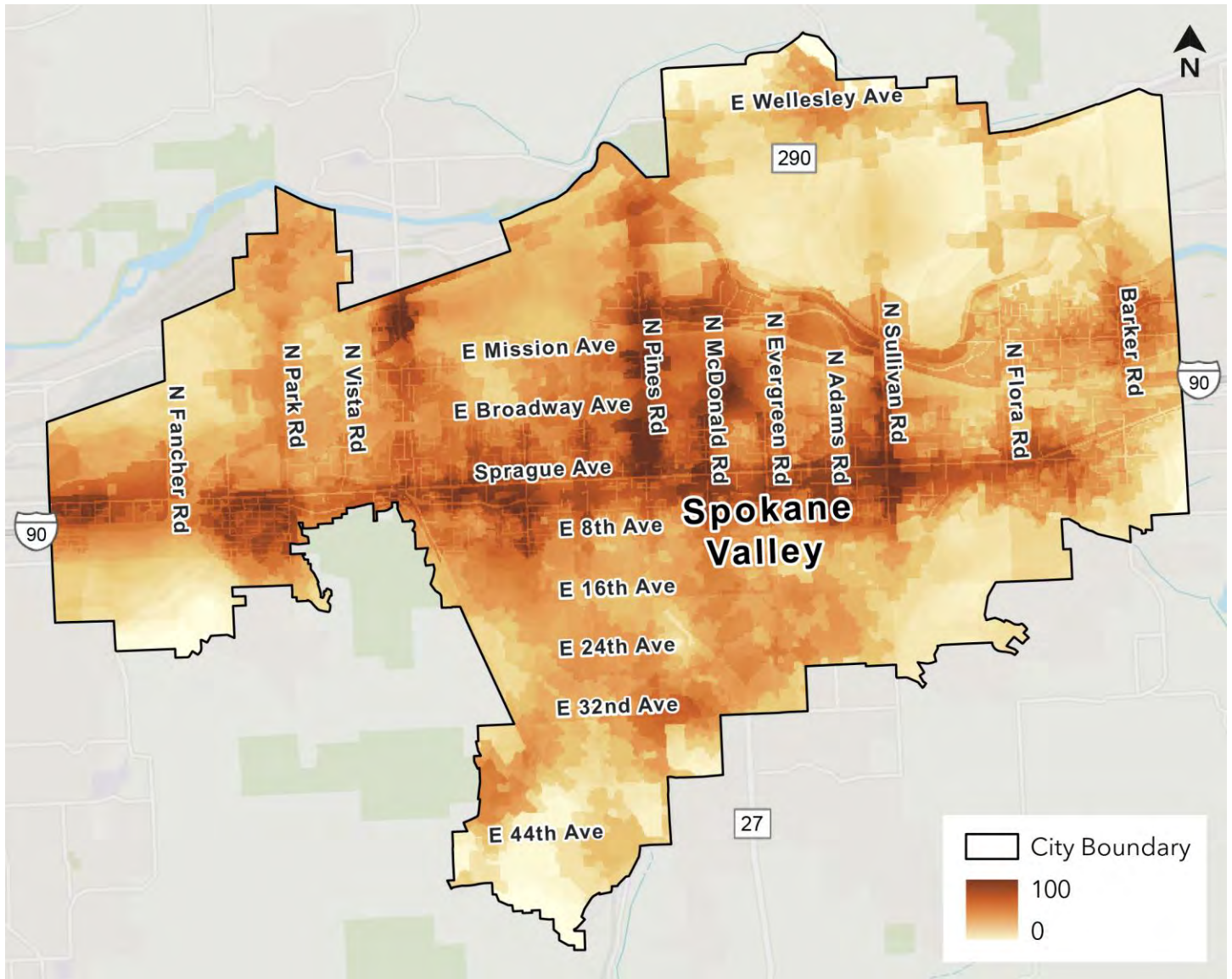


Figure 1. Composite Needs Score Map

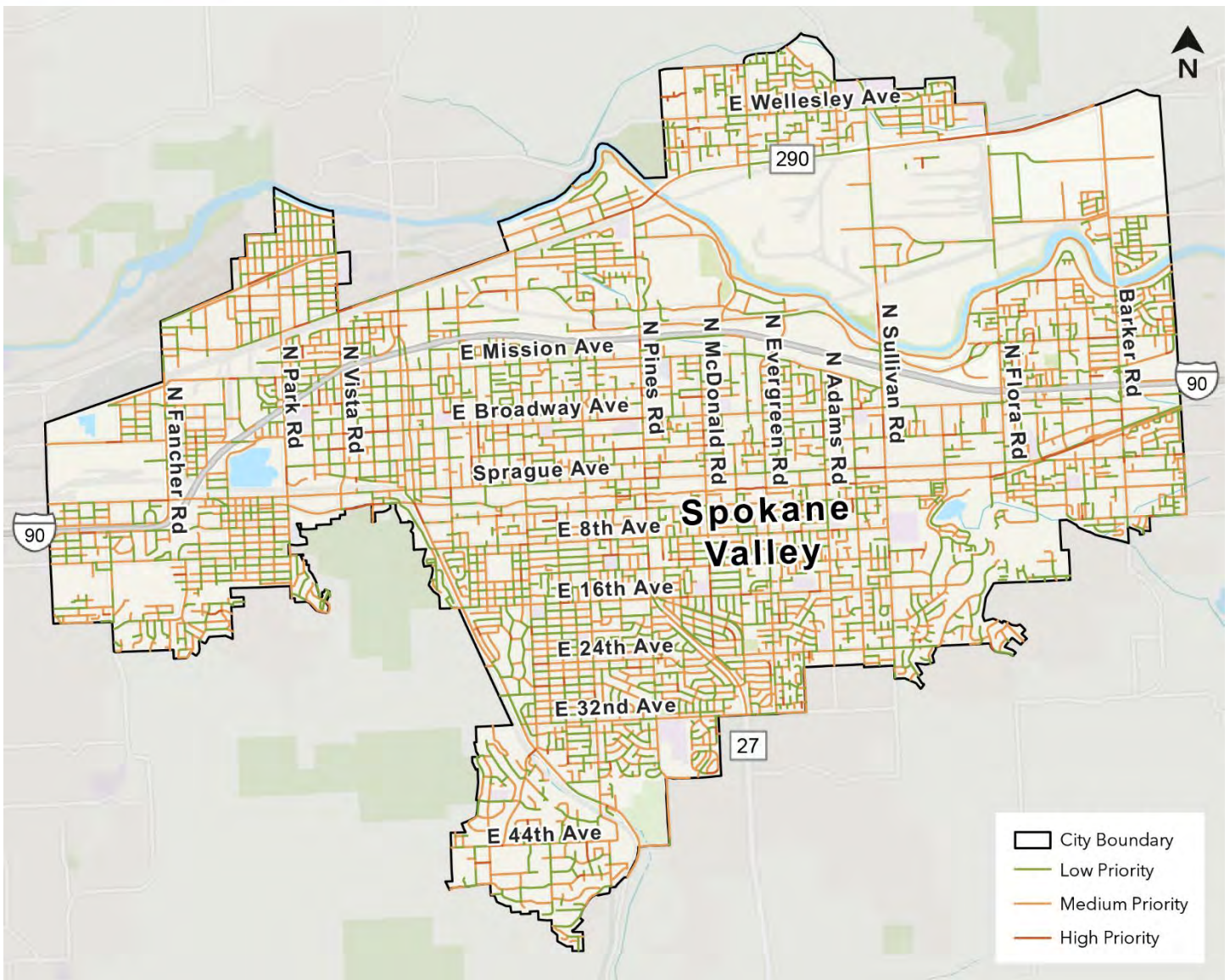


Figure 2. Needs Score Network



Step 2: Add Level of Traffic Stress to Needs Scores

After the composite needs score was developed, Level of Traffic Stress (LTS) for bicycles and pedestrians was added to differentiate locations that may already be comfortable for most users from locations where there are more opportunities for improvement. The LTS analysis for bicycles and pedestrians was completed as part of the Existing Conditions Assessment; additional detail on methods and inputs is provided in that report. Because LTS is mode-specific, separate scores were developed for bicycling and for walking, which helps evaluate the two modes' needs in more detailed and distinct ways.

Bicycle Adjustments

To better evaluate needs specific to bicycle travel, the needs score was adjusted using the existing LTS conditions results. This approach helped account for where bicycling conditions may already be more comfortable and where greater need for improvement remains. The scoring changes applied are summarized in **Table 2** below and the adjusted scoring map is shown in **Figure 3** below.

Table 2. Bicycle Adjusted Needs Scoring

Facility Type	LTS Condition	Score Adjustment
Shared-Use Path	LTS 1-4	75% reduction
On-Street Bicycle Lane	LTS 1-2	75% reduction
	LTS 3	50% reduction
	LTS 4	25% reduction
Shared Lane	LTS 1-2	50% reduction
	LTS 3-4	0% reduction (score remains unchanged)
Buffered Bike Lane	LTS 1-4	50% reduction

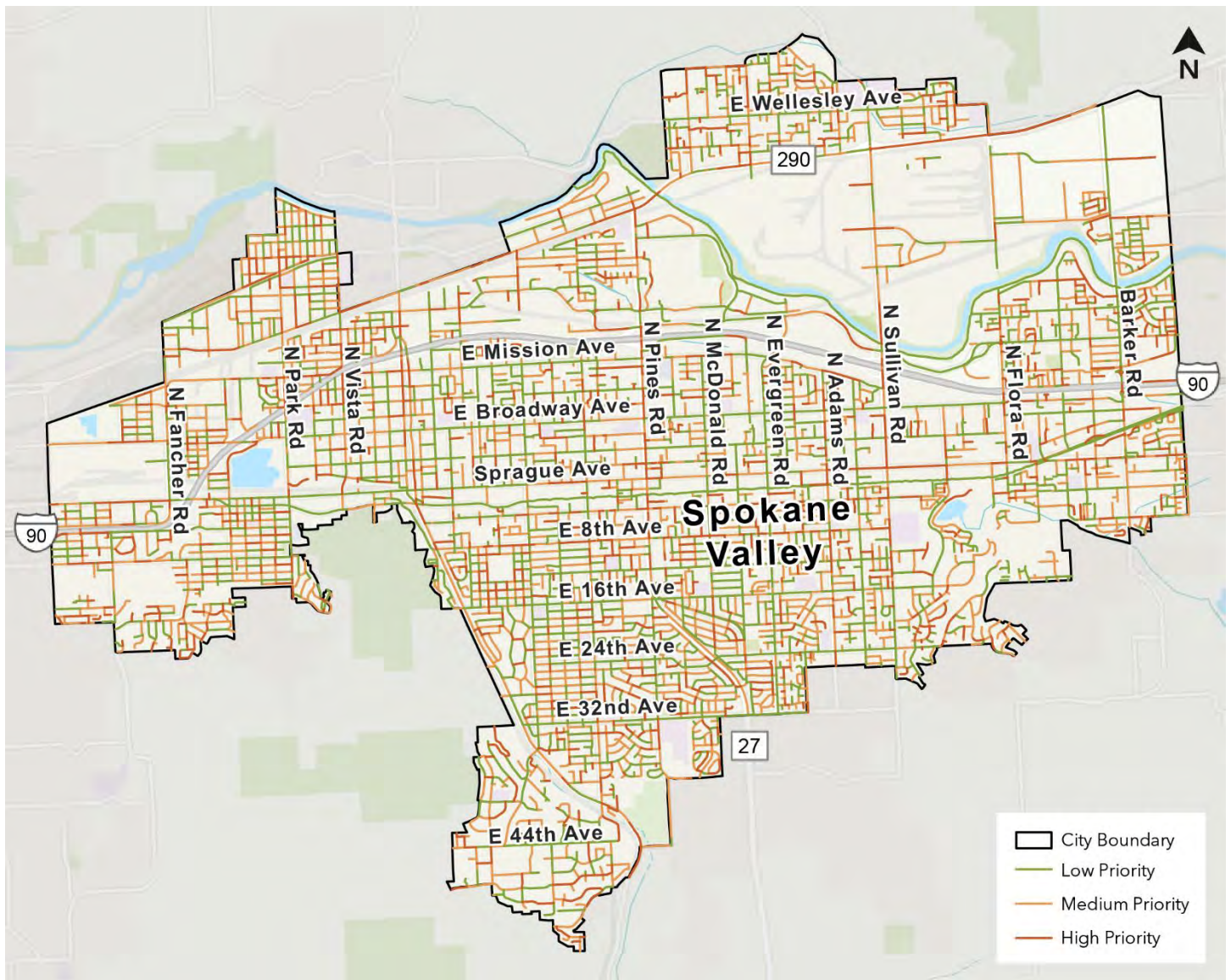


Figure 3. Bicycle Needs Scores Network



Pedestrian Adjustments

To better evaluate needs specific to pedestrian travel, the needs score was adjusted using the existing Level of Traffic Stress (LTS) conditions results. This approach helped account for where walking conditions may already be more comfortable and where greater need for improvement remains. The scoring changes applied are summarized in **Table 3** below, and the adjusted scoring map is shown in **Figure 4** below.

Table 3. Pedestrian Adjusted Needs Scoring

Existing Facility Type	LTS Condition	Score Adjustment
Shared-Use Path	All	75% reduction
Sidewalk greater than 8'	All	75% reduction
Sidewalk 5' to 7.5'	All	50% reduction
Sidewalk less than 5'	LTS 3-4	0% reduction (score remains unchanged)
	LTS 1-2	50% reduction
No Dedicated Pedestrian Facility	LTS 3-4	0% reduction (score remains unchanged)
	LTS 1-2	50% reduction

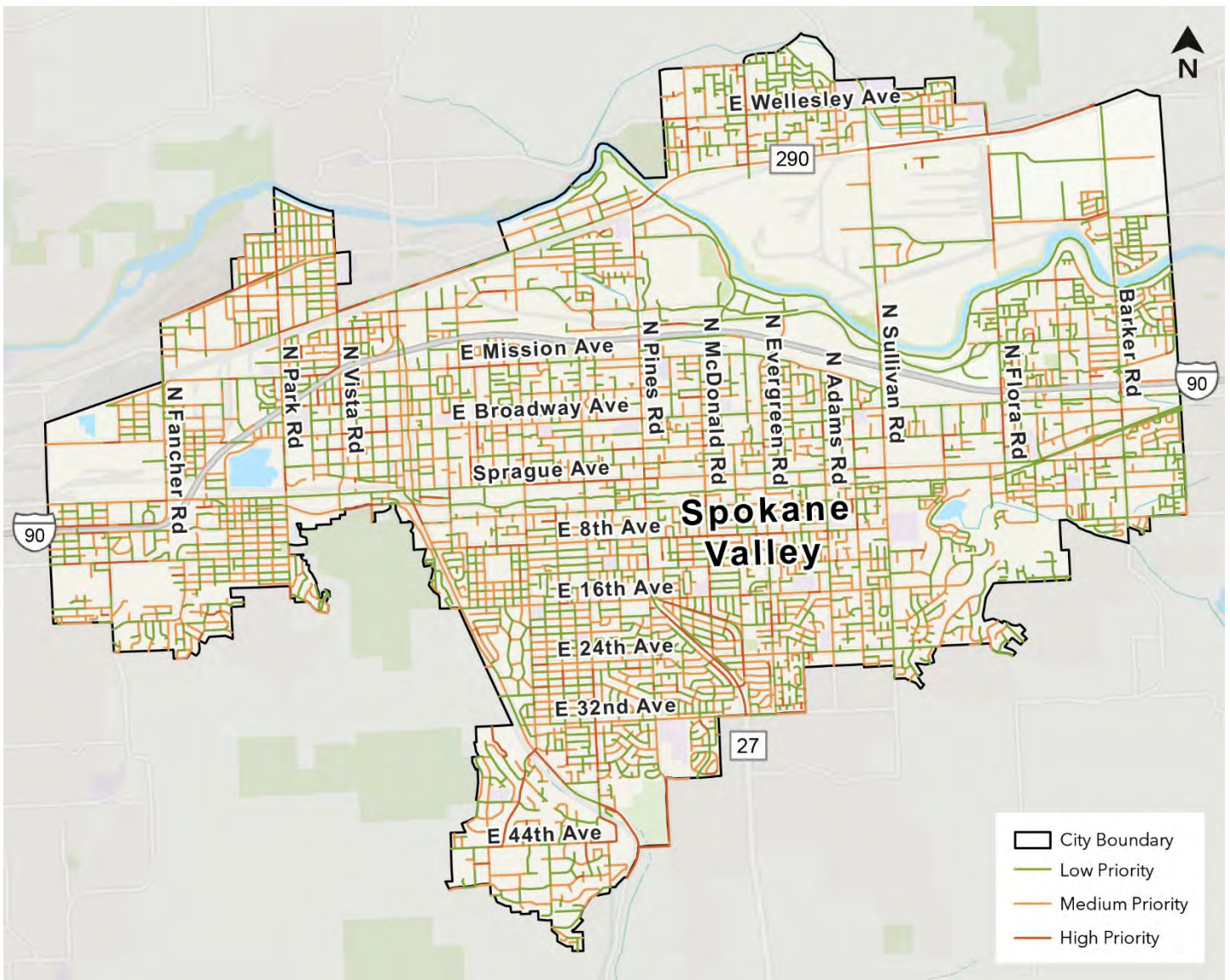


Figure 4. Pedestrian Needs Scores Network



4. Project Team Workshop

4.1. Field Review

The consultant team conducted a field review across Spokane Valley to document existing conditions and evaluate how current facilities function within the broader active transportation network.

The needs assessment map was used to guide where additional on-the-ground review was needed. The team also reviewed locations identified through community engagement input in the field to verify reported issues and desired connections.

The consultant team defined adjustments to the initial proposed network after conducting the field review.



4.2. Mapping Activity

The Project Team, composed of the consultant team and City staff, convened for a mapping activity working session to review the proposed active transportation network and confirm the corridors and targeted spot improvements identified through the data-driven needs scoring and field review.

During the session, the project team reviewed the proposed active transportation network for alignment with project vision and goals. The network was adjusted where needed to improve network connectivity, close key gaps, and reduce conflicts, while avoiding duplication with planned and programmed improvements. Following the mapping activity working session, the active transportation network was updated to present at an additional community engagement pop-up event.

4.3. Community Engagement Factors

During online engagement and pop-up events 1 and #2, that the top three identified improvements from the community were preventing fatal and serious injury crashes, providing safe routes for children and teens, and improving walking access to daily destinations.

Pop-up event #3, Community Conversations, was a community engagement event that was conducted to gather input on the proposed project list and confirm how the recommended improvements reflected community needs. The project team displayed the proposed list of projects at the event and invited participants to review the network, identify remaining gaps, and provide additional recommendations.



5. Project Selection

Using the methodology framework described above, proposed active transportation improvement projects were evaluated and selected for implementation consideration. The resulting projects reflect community input, plan goals, and performance measures. To clearly organize the recommendations, the project list is separated into three categories:

- Corridor Studies
- Sidewalk Infill Projects
- Bicycle and shared-use path projects.

The following sections describe each category and include maps to illustrate the recommended improvements.

5.1. Corridor Studies

The City identified three corridors for further study based on their high needs assessment scores and consistent feedback received during public engagement. These corridors were frequently identified as locations where pedestrians and bicyclists experience discomfort or safety concerns. Table 4. Corridor Study Projects **Table 4** presents the recommended corridor studies and **Figure 5** displays the locations.

Table 4. Corridor Study Projects

Project Number	Name	Start	End	Length (Miles)	Needs Score
1	Pines Road Corridor Study	32nd Avenue	Trent Avenue	4.6	75
2	Sprague Avenue Corridor Study	Havana Street	East City Limit	9.5	75
3	Sullivan Road Corridor Study	South City Limit	Indiana Avenue	2.8	71



Figure 5. Locations of Corridor Study Projects



5.2. Sidewalk Infill Recommendations

The pedestrian network recommendations focus on improving safety, connectivity, comfort, and accessibility for people walking in the City. Sidewalks and crossings play a critical role in supporting daily travel, recreational activity, and access to schools and services, particularly for residents who rely on walking as a primary mode of transportation. The recommended network prioritizes closing sidewalk gaps and creating inviting walking environments that support everyday trips and leisure walking.

The pedestrian network emphasizes the importance of sidewalk infills to address missing and discontinuous sidewalks throughout the city. As shown in **Figure 6**, gaps in the sidewalk network create barriers to safe and comfortable walking to everyday destinations.

Figure 6 shows all the locations where sidewalk needs to be infilled **Figure 7** shows the locations where sidewalk needs to be infilled layered with school zones at a quarter mile and half mile when traveling on the existing roadway network. **Figure 8** shows the locations where sidewalk needs to be infilled layered with park zones at a quarter mile and half mile when traveling on the existing roadway network. **Figure 9** shows the locations where sidewalk needs to be infilled layered with transit zones at a quarter mile and half mile when traveling on the existing roadway network.

The selected sidewalk infill locations were chosen based on needs scores, LTS scores of 3 and 4, and proximity to schools, parks, and transit. **Table 5** presents the recommended corridor studies and **Figure 10** displays the locations.

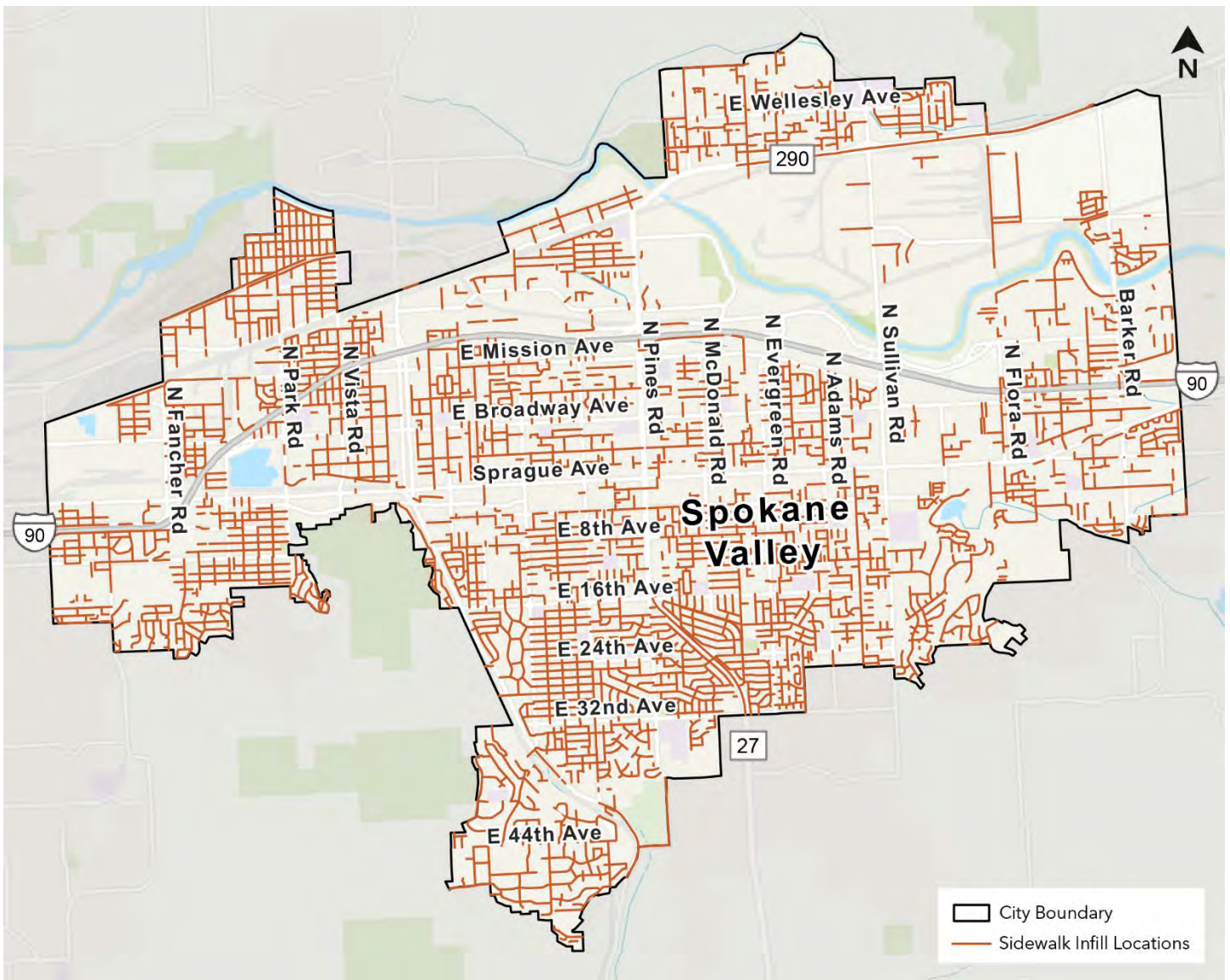


Figure 6. All Sidewalk Infill Locations

Figure 7. Sidewalk Infill Projects with School Zones

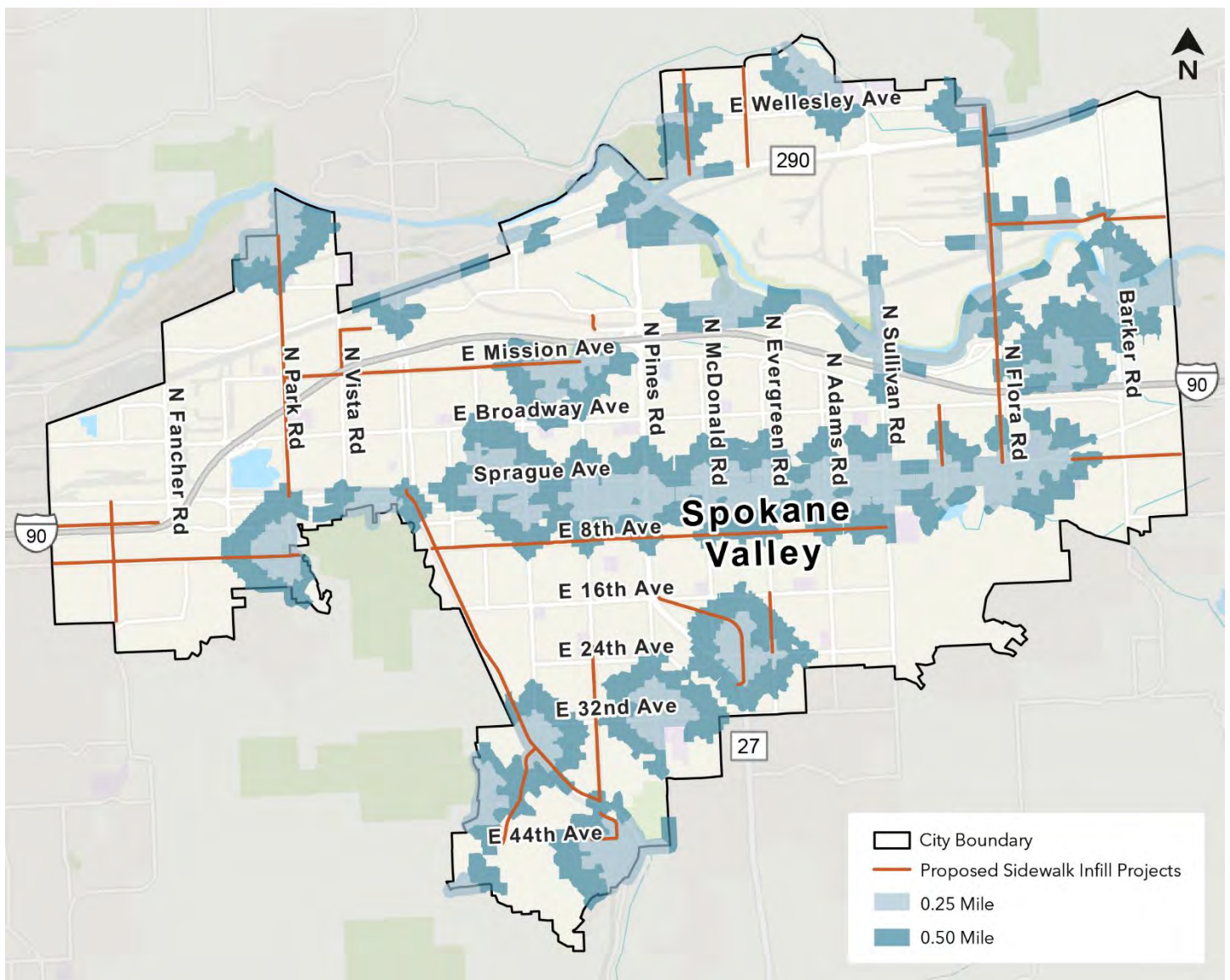


Figure 8. Sidewalk Infill Projects with Park Zones

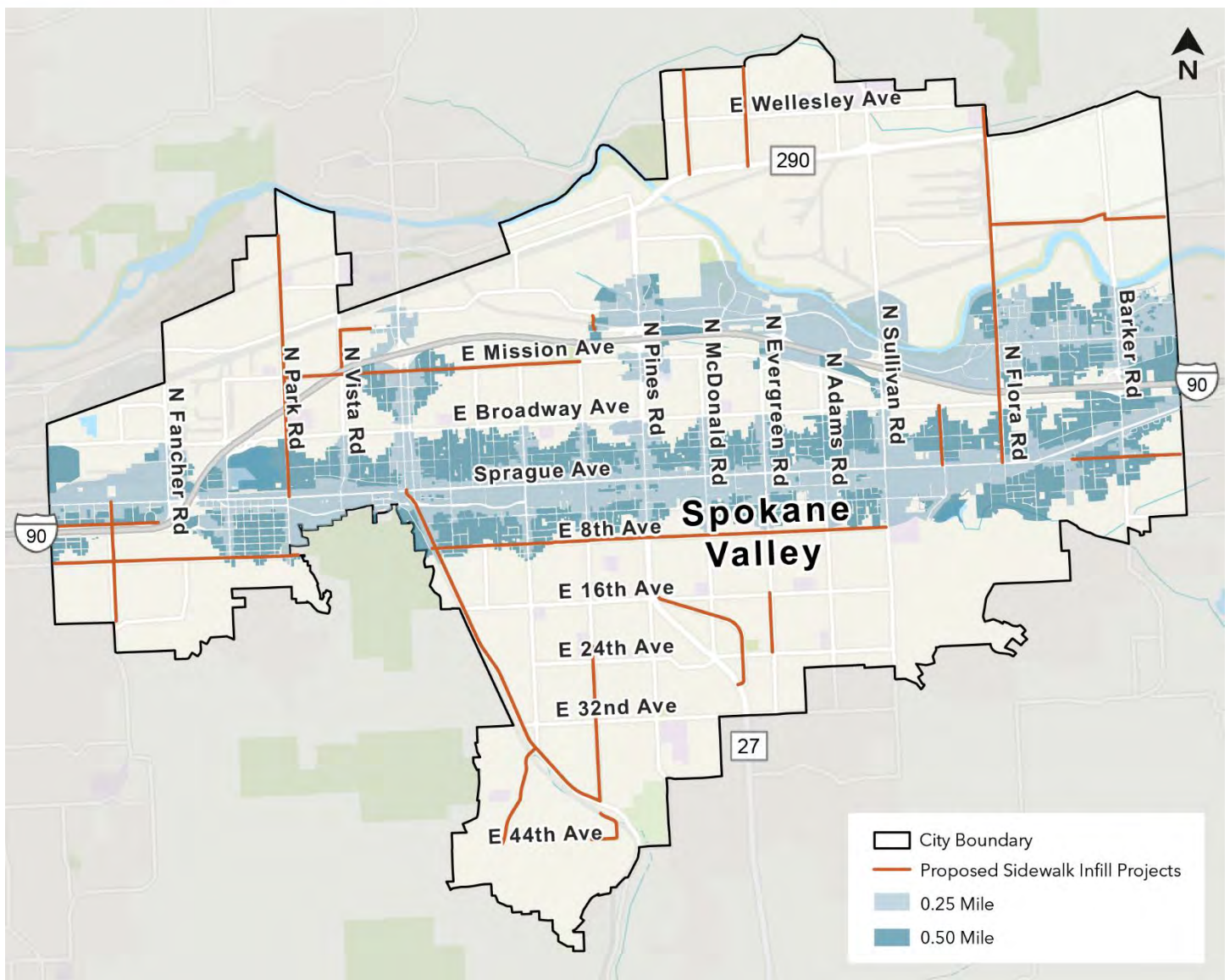


Figure 9. Sidewalk Infill Projects with Transit Zones



Table 5. Sidewalk Infill Projects

Project Number	Name	Start	End	Length (Miles)	Needs Score
1	Schafer Road	44th Avenue	Dishman Mica Road	0.9	74
2	Vista Road	Mission Avenue	Knox Avenue	0.3	74
3	Knox Avenue	Vista Road	Sargeant Road	0.3	74
4	Bowdish Road	Dishman Mica Road	22nd Avenue	1.3	71
5	Montgomery Drive	Indiana Avenue	Mansfield Avenue	0.1	71
6	Flora Road	Sprague Avenue	Wellesley Avenue	3.2	70
7	Park Road	Sprague Avenue	North City Limit	2.2	67
8	8th Avenue	Havana Street	Sullivan Road	5.9	66
9	Mission Avenue	Park Road	Bowdish Road	2.5	66
10	Euclid Avenue	Flora Road	East City Limit	1.5	62
11	Evergreen Road	Trent Avenue	Sanson Avenue	0.8	62
12	Sprague Avenue	Arties Lane	East City Limit	0.9	61
13	Conklin Road	Sprague Avenue	Broadway Avenue	0.5	59
14	McDonald Road	Trent Avenue	Sanson Avenue	0.9	59
15	Evergreen Road	24th Avenue	16th Avenue	0.5	58
16	Saltese Road/Blake Road	SR 27	16th Avenue	1.3	57
17	Dishman Mica Road	Bowdish Road	Sprague Avenue	3.2	50
18	Sands Road/44th Avenue	Bowdish Road	Bowdish Road	0.5	47
19	Carnahan Road	South City Limit	Sprague Avenue	1	43
20	3rd Avenue	Havana Street	Howe Road	0.9	42

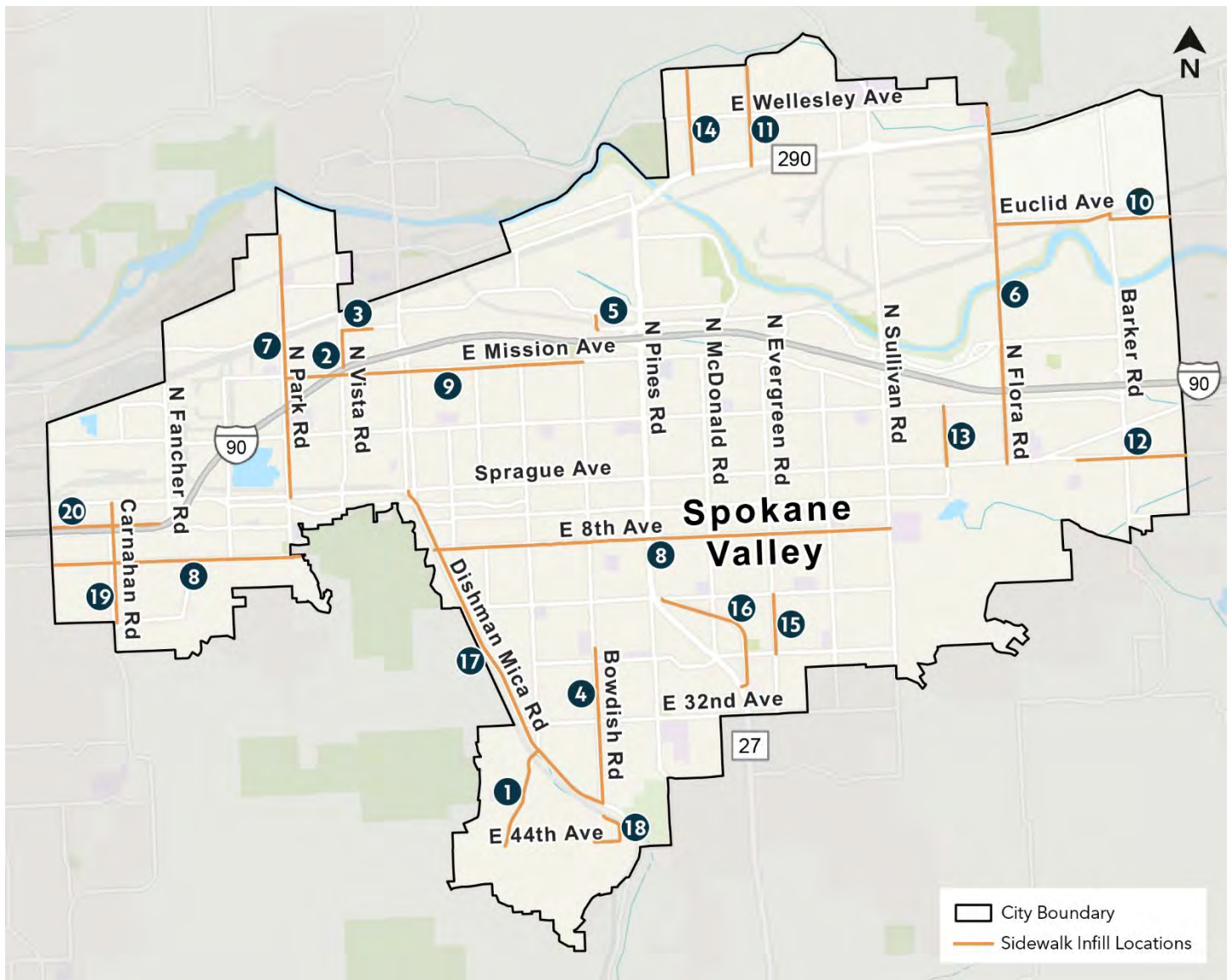


Figure 10. Locations of Pedestrian Sidewalk Infill Projects



5.3. Bicycle and Shared-Use Path Projects

Bicycle and shared-use path network recommendations were developed to support a connected network that enhances regionally accessible shared-use paths, improves connections between regional pathways, and expands local routes that connect residents to these larger facilities and destinations throughout the City. Recommendations are organized into two implementation categories:

- **Bicycle Improvements:** Add new bicycle facilities and upgrade existing corridors to reduce stress, close network gaps, and improve connectivity to key destinations.
- **Shared-Use Paths:** Expand and connect shared-use path facilities to strengthen access between major destinations and improve connectivity.

Figure 11 shows the locations where recommended projects are made, layered with school zones at a quarter mile and half mile when traveling on the existing roadway network. **Figure 8** shows the locations where recommended projects are made layered with park zones at a quarter mile and half mile when traveling on the existing roadway network. **Figure 9** shows the locations where recommended projects are made layered with transit zones at a quarter mile and half mile when traveling on the existing roadway network. The project team developed the project list based on needs scores and proximity to schools, parks, and transit. **Table 6** presents the recommended corridor studies and **Figure 14** displays the locations.

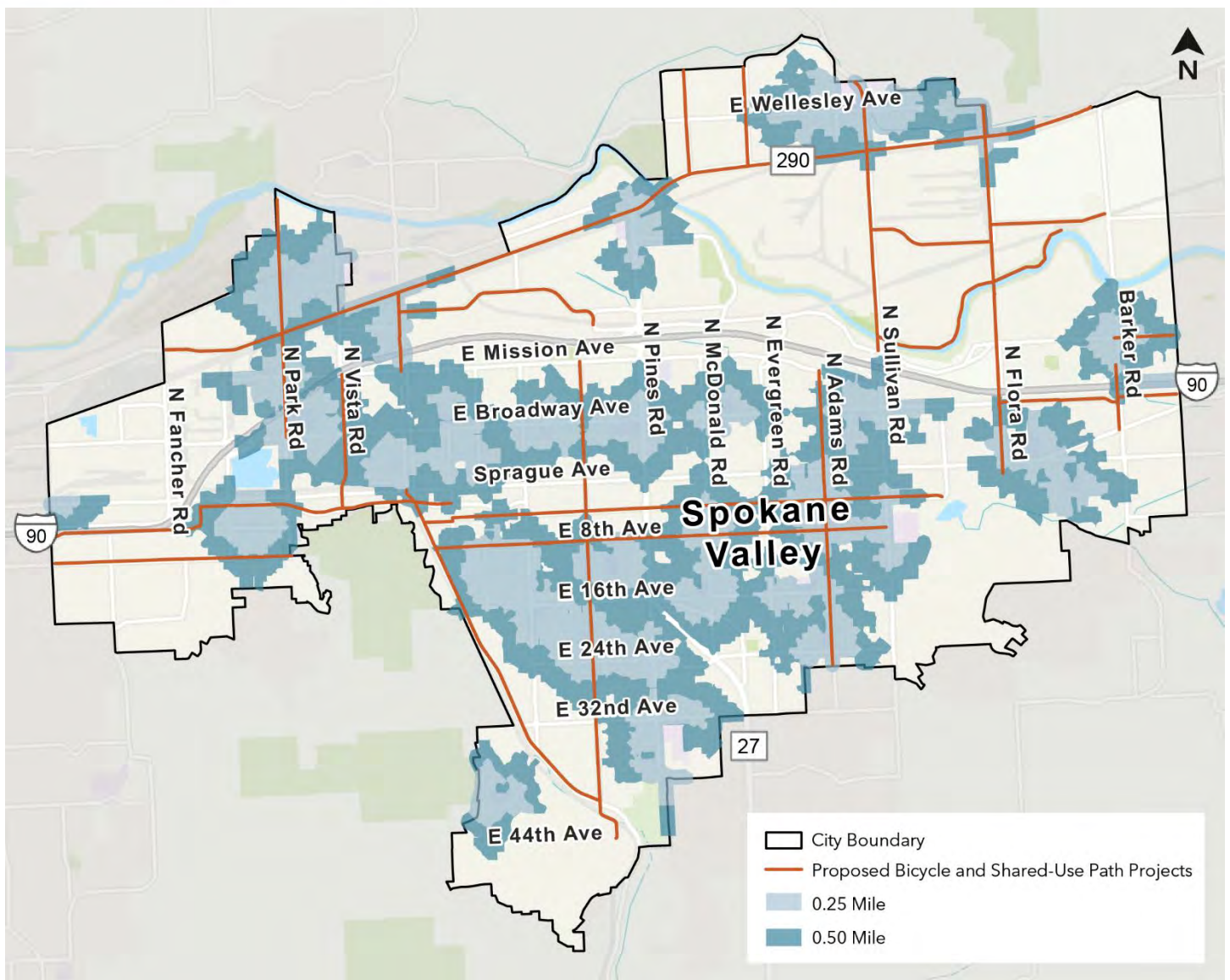


Figure 11. Bicycle and Shared-Use Path Projects with School Zones

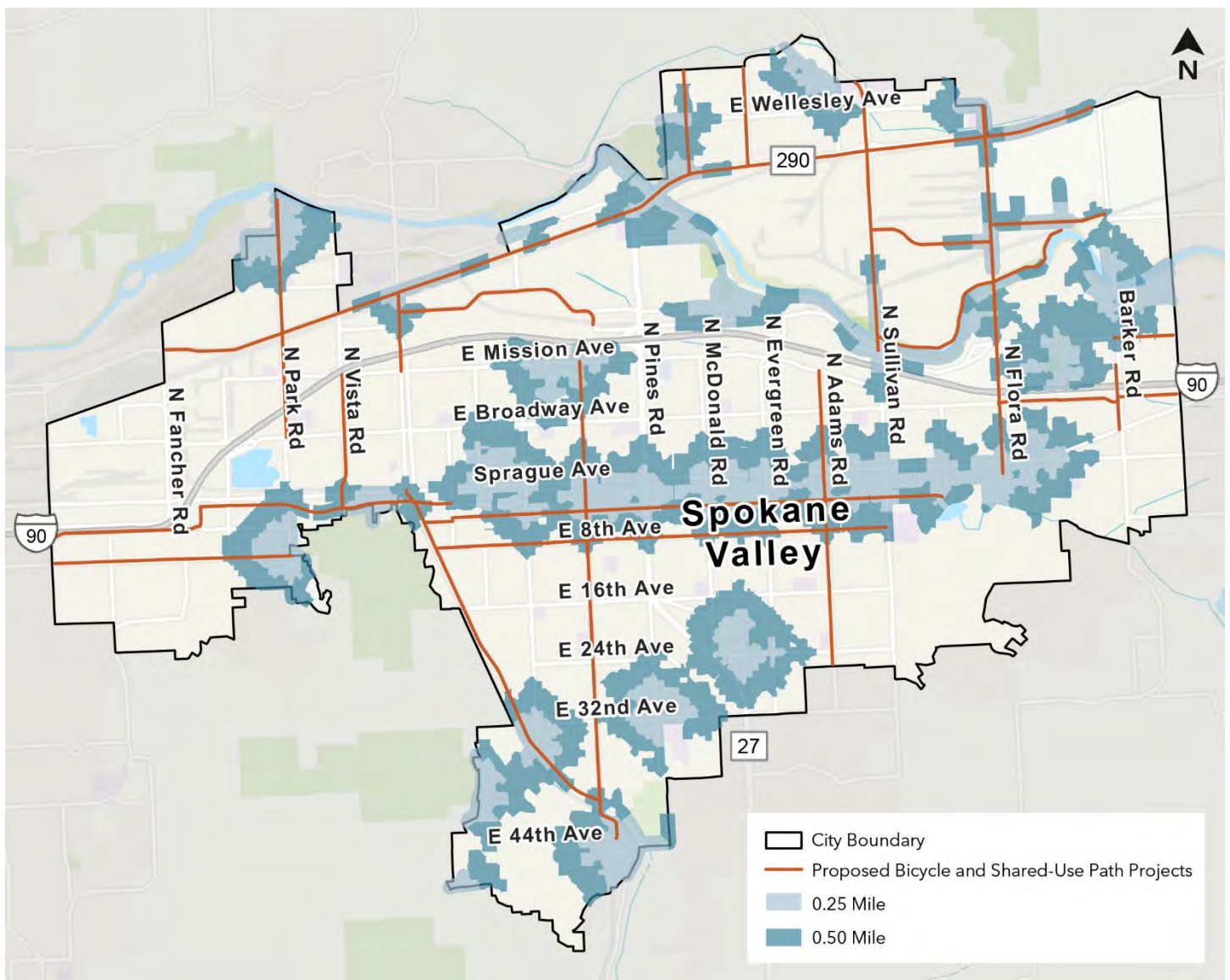


Figure 12. Bicycle and Shared-Use Path Projects with Park Zones

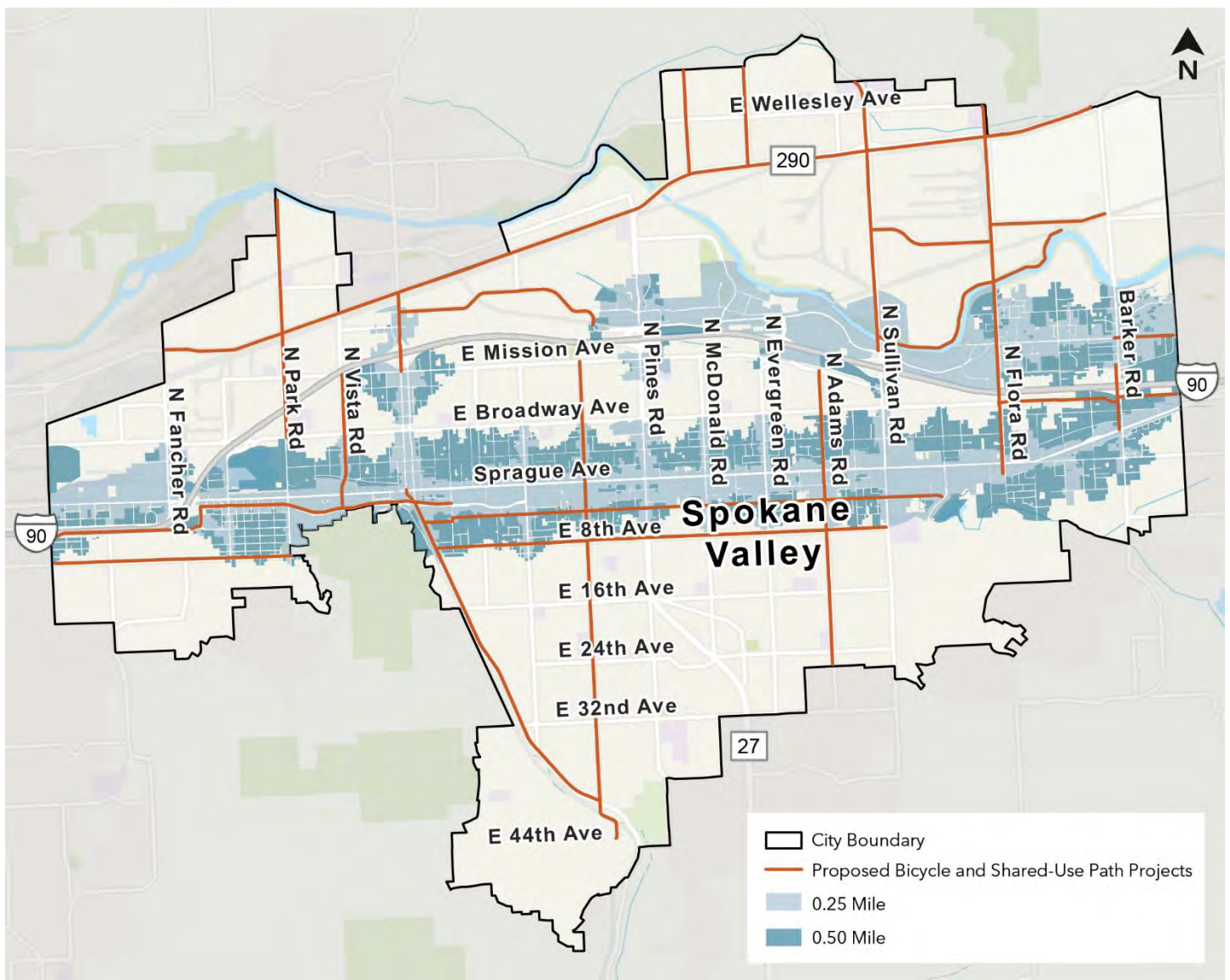


Figure 13. Bicycle and Shared-Use Path Projects with Transit Zones



Table 6. Bicycle and Shared-Use Path Projects

Project Number	Name	Start	End	Length (Miles)	Needs Score
1	4th Avenue Bicycle Boulevard Improvements	Dishman Mica Road	Conklin Road	4.7	87
2	Dishman Mica Trail	44th Avenue	Sprague Avenue	3.6	87
3	Argonne Shared-Use Path	Havana Street	Trent Avenue	0.7	86
4	Montgomery Drive Bicycle Lane Improvements	Argonne Road	Indiana Avenue	1.8	78
5	Trent Railroad Trail	N Fancher Road	Barker Road	8.2	78
6	Sullivan Shared-Use Path	E Indiana Avenue	E Bigelow Gulch Road/North City Limit	2.3	72
7	Bowdish Bicycle Lane	Dishman Mica Road	Mission Avenue	3.7	71
8	8th Bicycle Lane	Havana Street	Sullivan Road	6.9	70
9	Appleway Trail Extension	Koren Road	Farr Road/Appleway Trail	3.5	70
10	Flora Road Shared-Use Path	Appleway Trail	Wellesley Avenue	3.1	70
11	Adams Road Bicycle Boulevard Improvements	South City Limit	Mission Avenue	2.5	68
12	Barker Road Bicycle Improvements	Appleway Trail	Boone Avenue	0.5	68
13	Broadway Bike Lane	Flora Road	East City Boundary	1.6	67
14	Vista Bicycle Improvements	Appleway Trail	Mission Avenue	1.1	66
15	McDonald Road Bicycle Lane	Trent Avenue	Wellesley Avenue	0.9	63
16	Mission Bicycle Lane Improvements	Barker Road	East City Boundary	0.5	63
17	Park Road Bicycle Lane	Broadway Avenue	Riverway Avenue	2.0	63
18	Evergreen Road Bicycle Improvements	Trent Avenue	Sanson Avenue	0.8	62
19	Euclid Avenue Bicycle Lane	Sullivan Road	Barker Road	2.2	61
20	River Loop/Riverview Trail	Sullivan Road	Flora Park	2.1	55



Figure 14. Locations of Bicycle and Shared-Use Path Projects



SPOKANE VALLEY

Active Transportation Plan

Project Sheet Packet

July 2026





Corridor Study Project Sheets

1 Pines Corridor Study

A corridor study is recommended along Pines Road between 32nd Avenue and Trent Avenue to evaluate pedestrian and bicycle needs along this major north-south corridor. The study would assess appropriate facility types, crossing improvements, and connections, including evaluation of the University overpass, to identify low-stress options that better serve people walking and biking along and across the corridor.

Start: 32nd Avenue
End: Trent Avenue
Project Length in Miles: 4.6

Engineering Countermeasures



Corridor Study



School Zone

Yes



Park Zone

Yes



Transit Zone

Yes

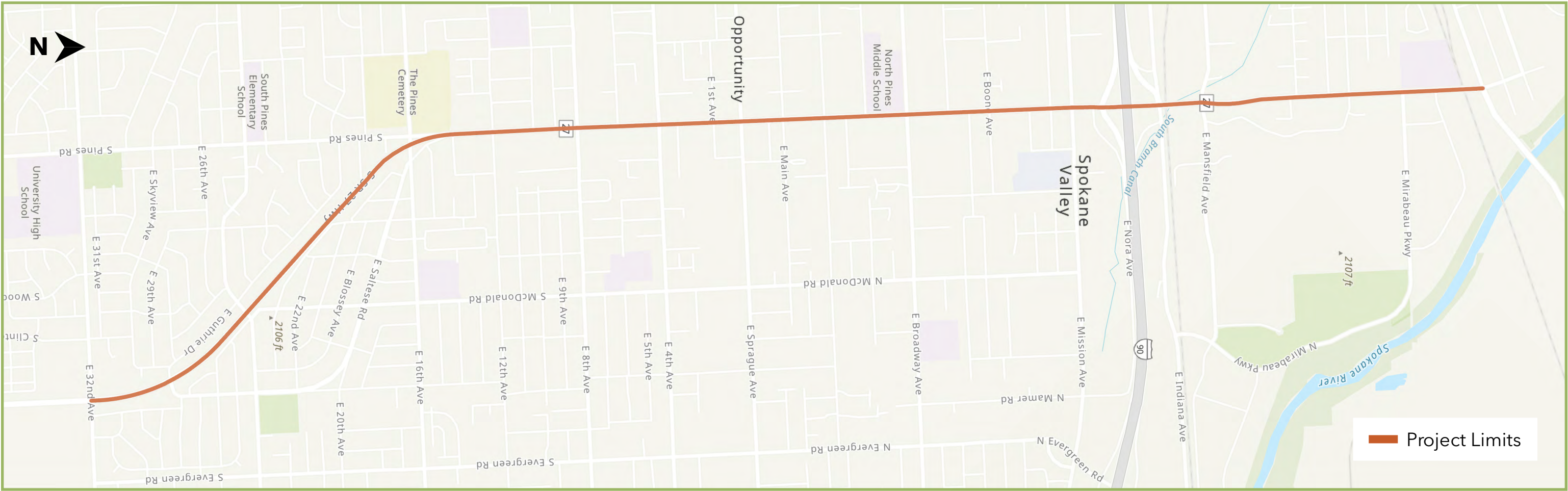
Prioritization Score

75

Improvement



Corridor Study



2 Sprague Avenue Corridor Study

A corridor study is recommended along Sprague Avenue to further evaluate the pedestrian and bicycle needs of this key east-west corridor. Given the parallel Appleway Trail to the south and the Valleyway Bicycle Boulevard to the north, the study should focus on identifying mid-block connections to the Appleway Trail and north-south side-street routes to the Valleyway Bicycle Boulevard, providing safe and convenient access between Sprague and these existing low-stress facilities. The study would help confirm appropriate facility types, crossing improvements, and connections needed to better serve people walking and biking along and across the corridor.

Start: Havana Street

End: East City Limit

Project Length in Miles: 9.5

Engineering Countermeasures



Corridor Study



School Zone

Yes



Park Zone

Yes



Transit Zone

Yes

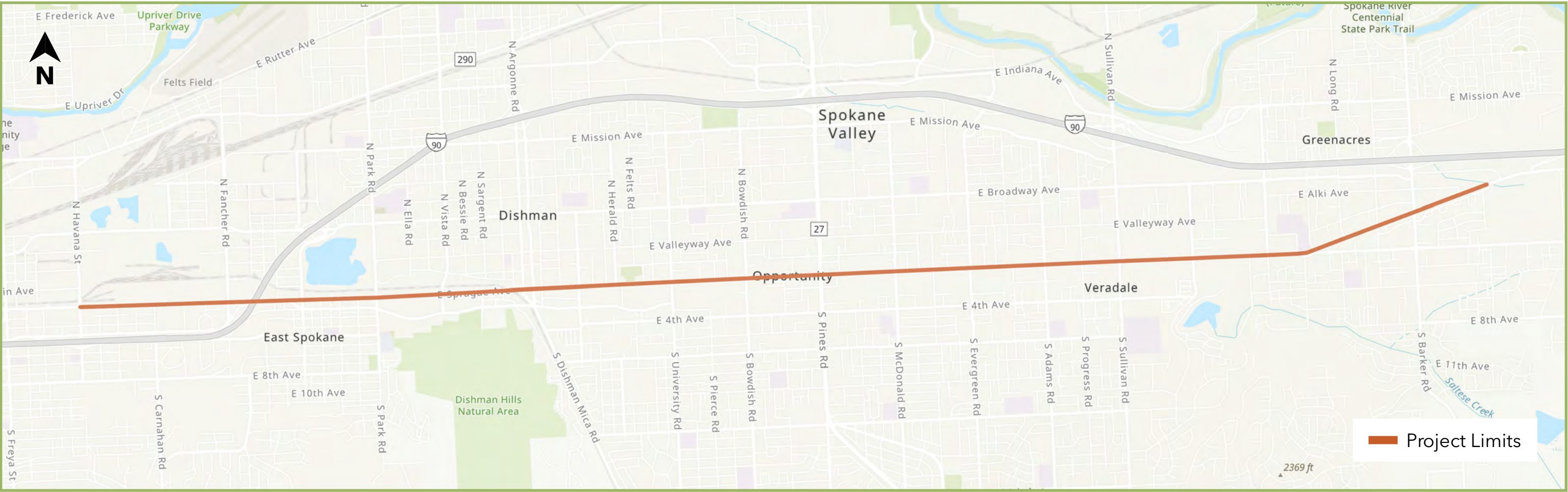
Prioritization Score

75

Improvement



Corridor Study



3 Sullivan Corridor Study

A corridor study is recommended along Sullivan Road between Saltese Road/ City Boundary and E Indiana Avenue to evaluate pedestrian and bicycle needs along this key north-south corridor. Given varying conditions along the corridor, the study would assess appropriate facility types for each segment, crossing improvements, and connections needed to deliver a low-stress (LTS 1–2) option that better serves people walking and biking along and across the corridor.

Start: South City Limit
End: Indiana Avenue
Project Length in Miles: 2.8

Engineering Countermeasures

**Corridor Study**

**School Zone**
Yes

**Park Zone**
Yes

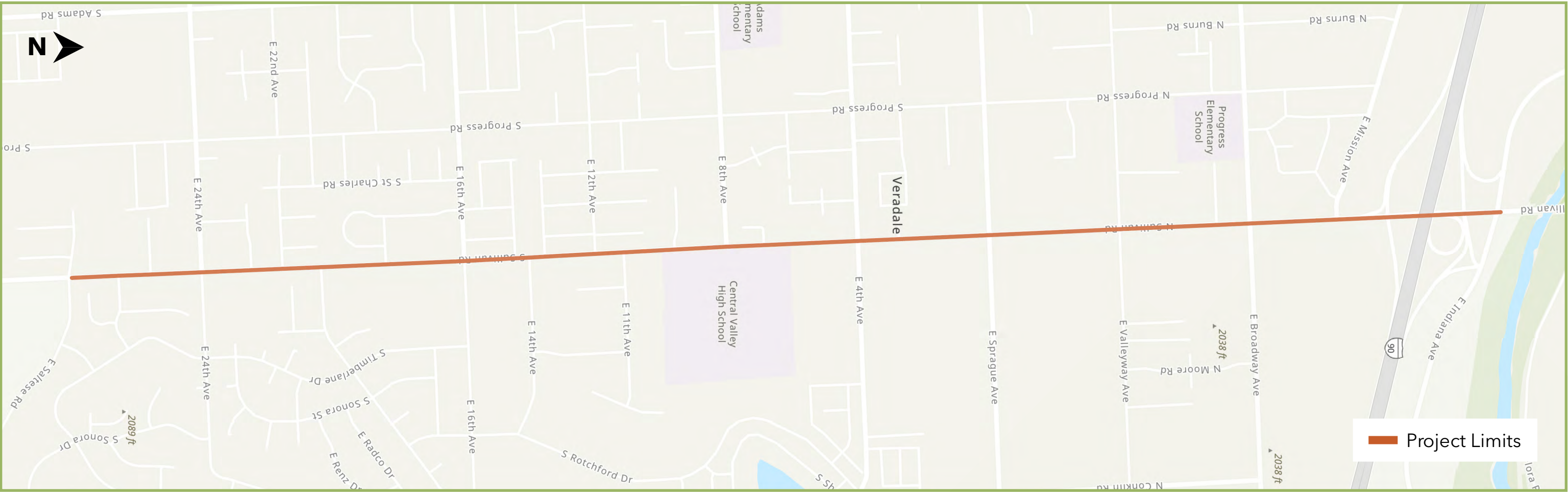
**Transit Zone**
Yes

Prioritization Score

71

Improvement

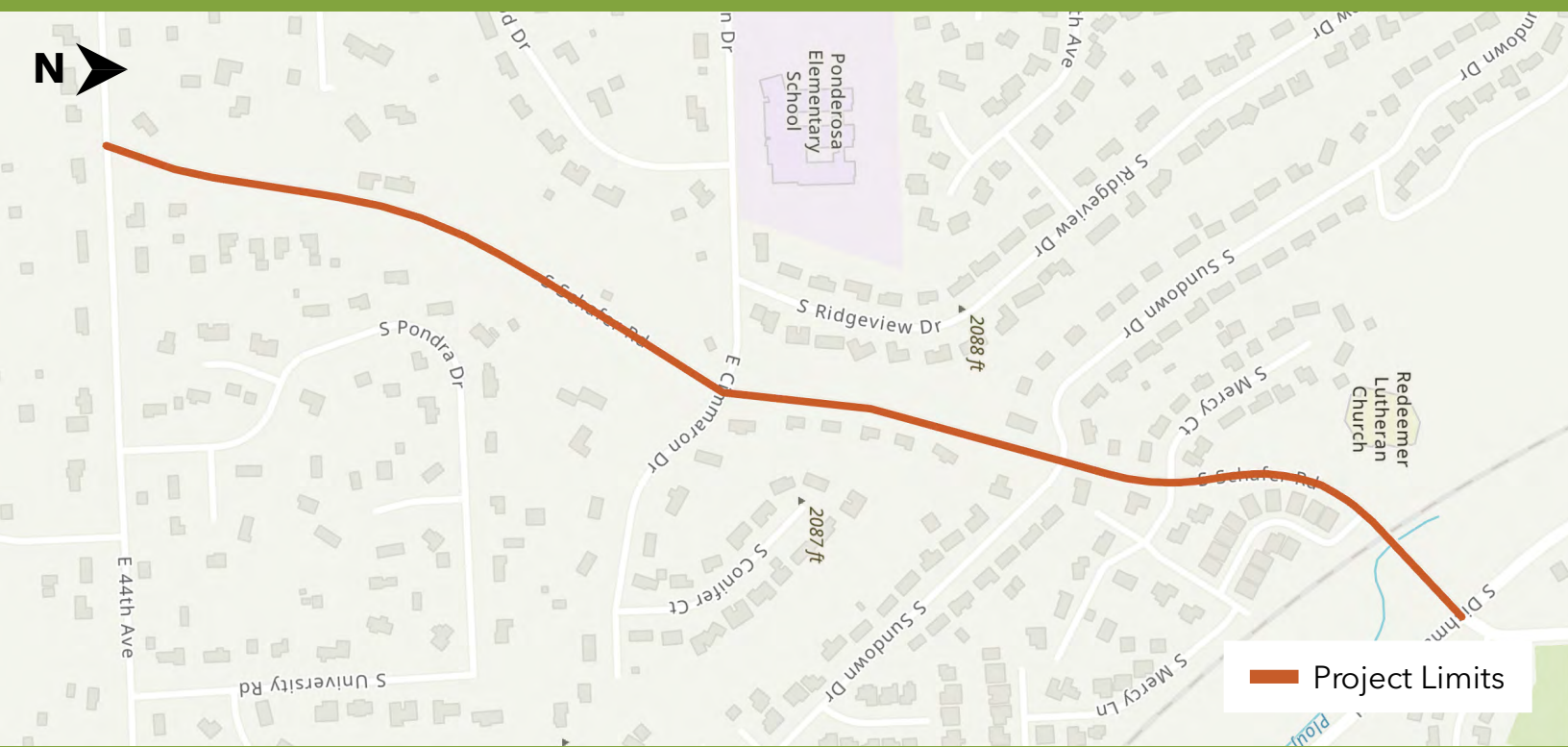

Corridor Study





Sidewalk Infill Project Sheets

1 Schafer Road



Start: 44th Avenue

End: Dishman Mica Road

Project Length in Miles: 0.9

Prioritization Score

74

Improvement



Sidewalk Infill



School Zone

Yes



Park Zone

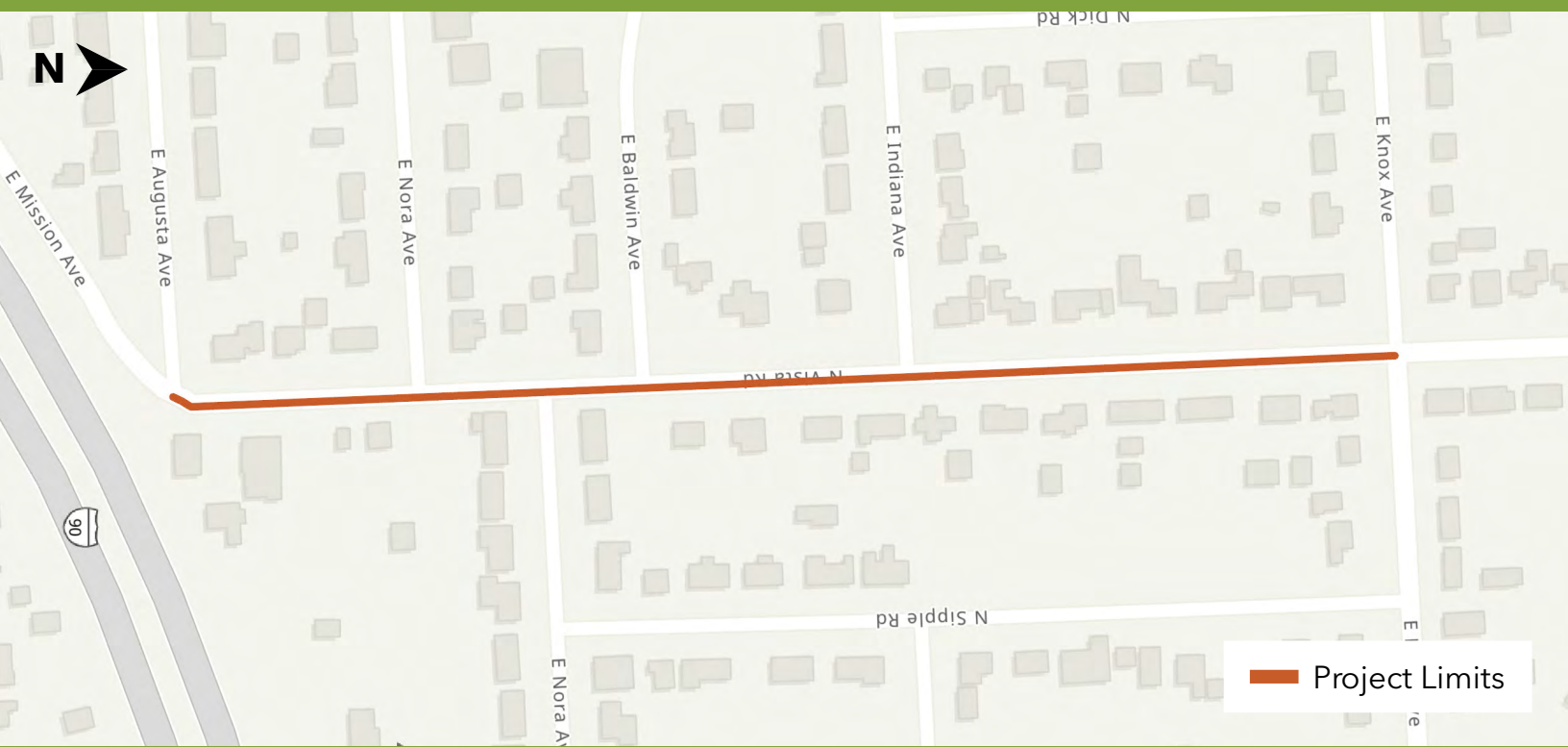
Yes



Transit Zone

No

2 Vista Road



Start: Mission Avenue

End: Knox Avenue

Project Length in Miles: 0.3

Prioritization Score

74

Improvement



Sidewalk Infill



School Zone

No



Park Zone

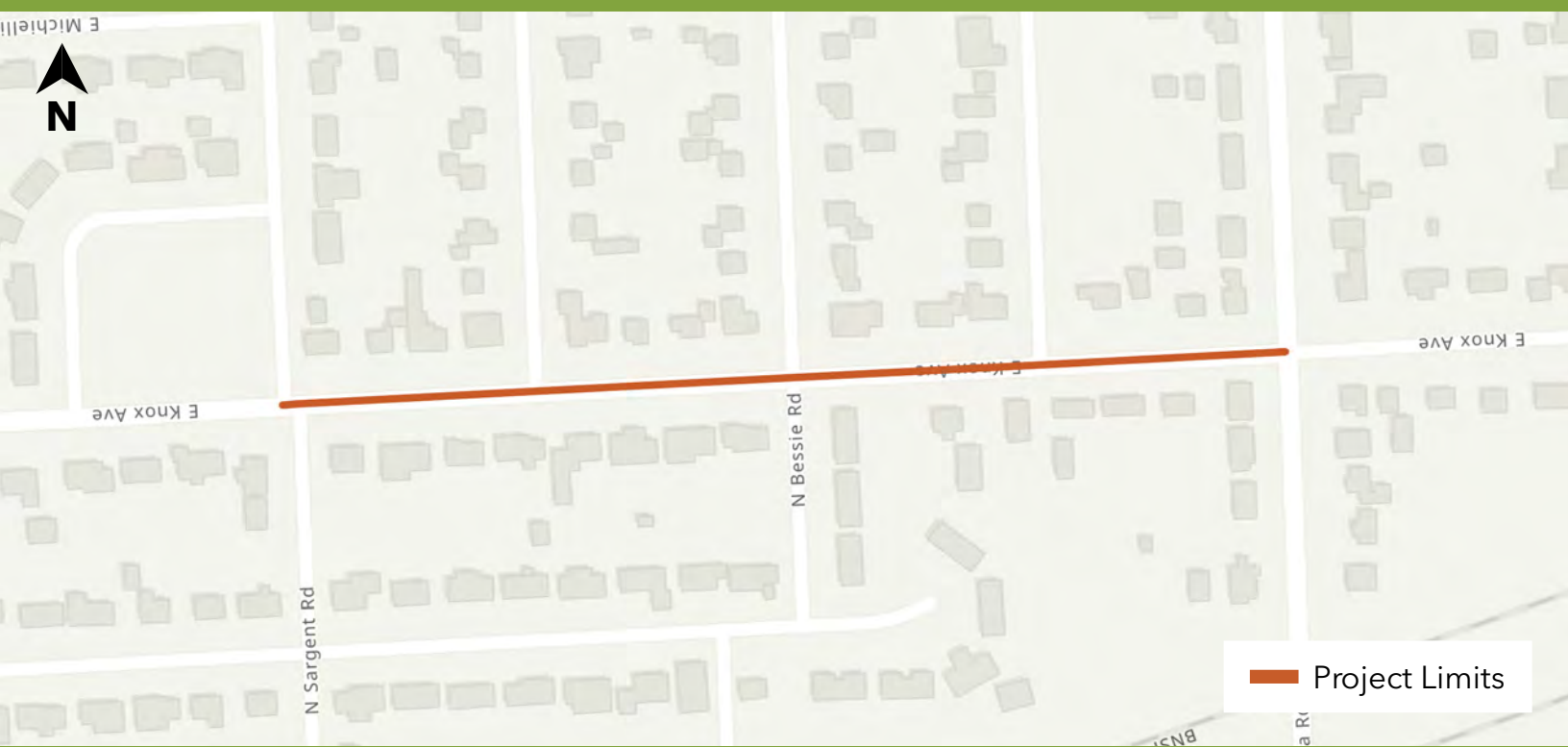
No



Transit Zone

No

3 Knox Avenue



Start: Vista Road

End: Sargeant Road

Project Length in Miles: 0.3

Prioritization Score

74

Improvement



Sidewalk Infill



School Zone

Yes



Park Zone

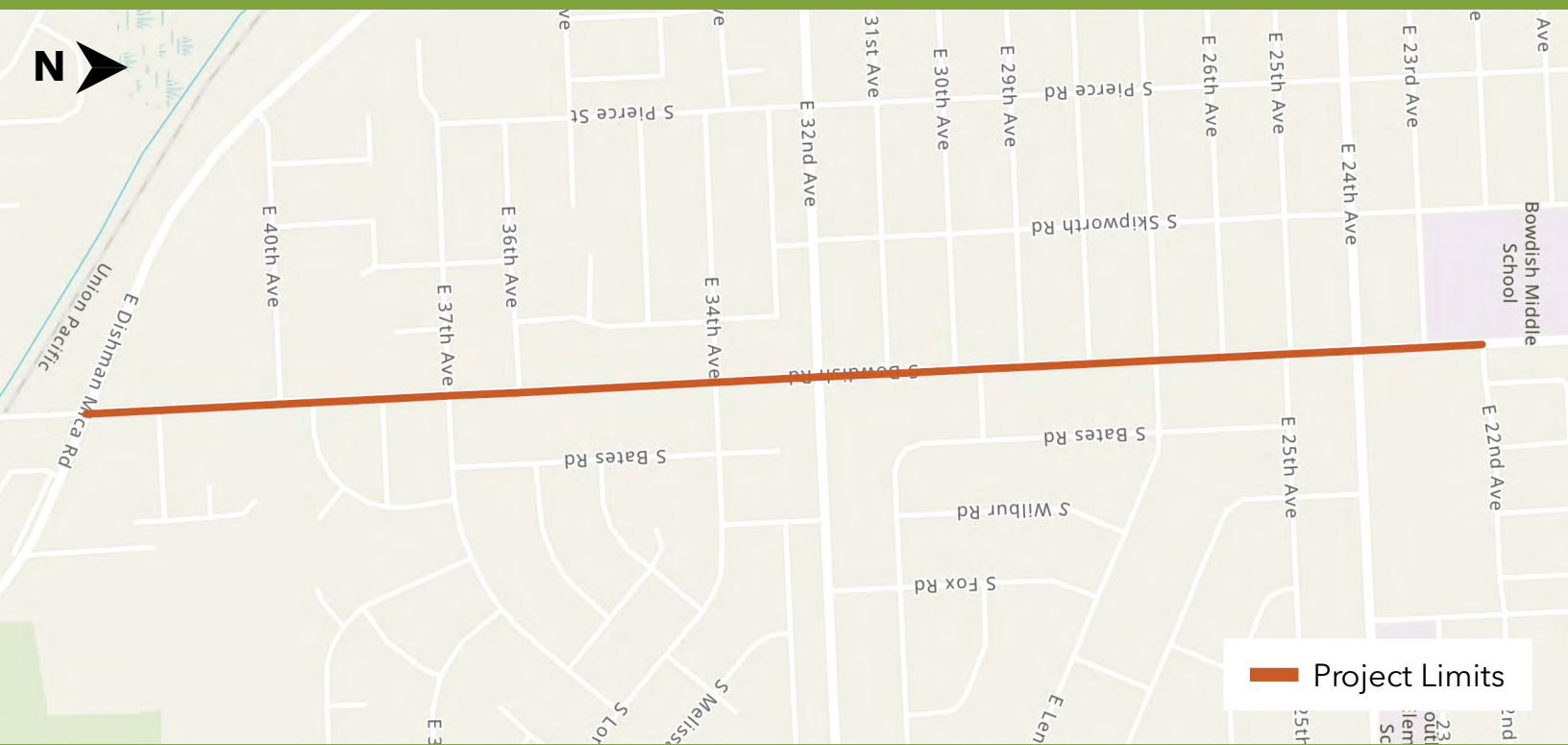
No



Transit Zone

Yes

4 Bowdish Road



Start: Dishman Mica Road

End: 22nd Avenue

Project Length in Miles: 1.3

Prioritization Score

71

Improvement



Sidewalk Infill



School Zone

Yes



Park Zone

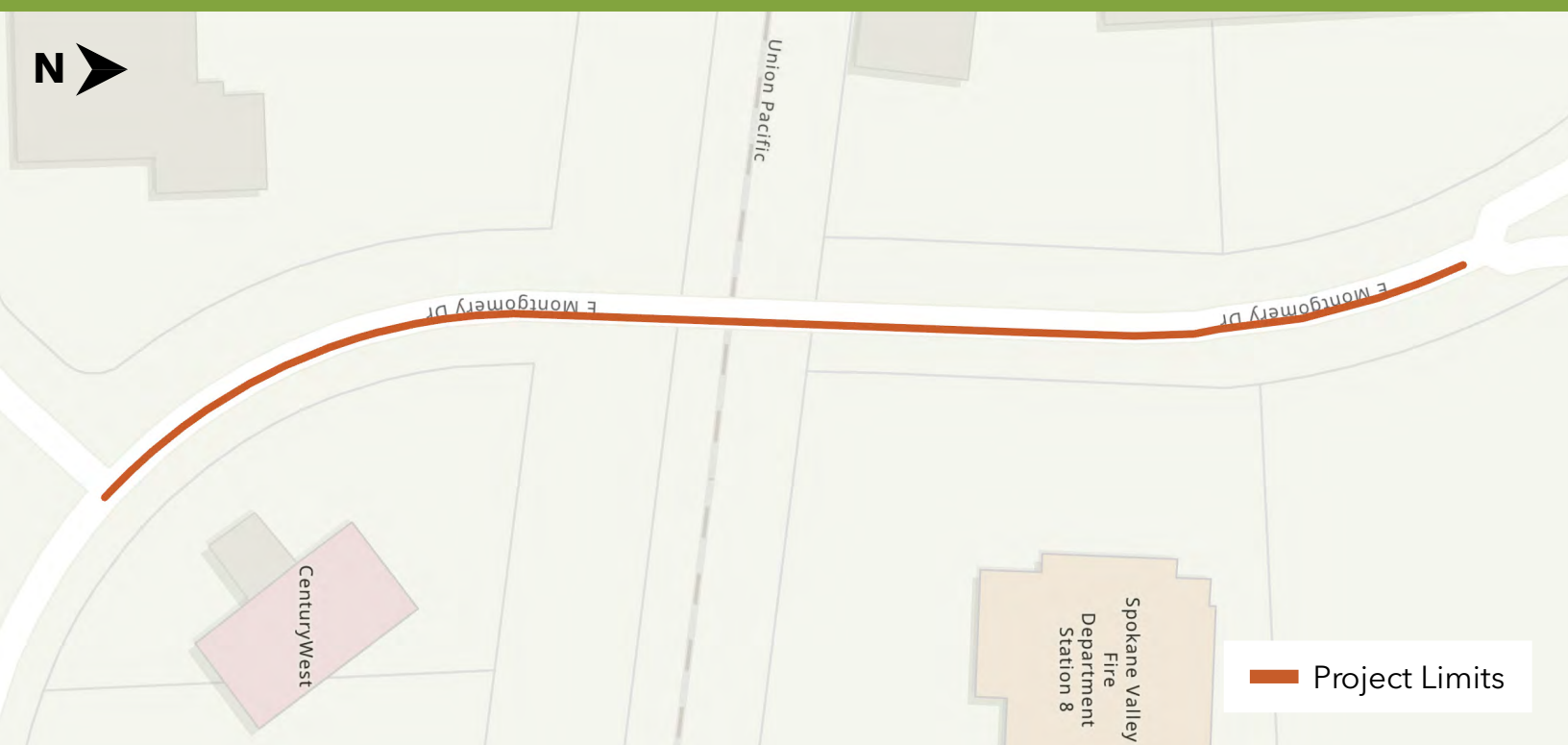
No



Transit Zone

No

5 Montgomery Drive



Start: Indiana Avenue

End: Mansfield Avenue

Project Length in Miles: 0.1

Prioritization Score

71

Improvement



Sidewalk Infill



School Zone

No



Park Zone

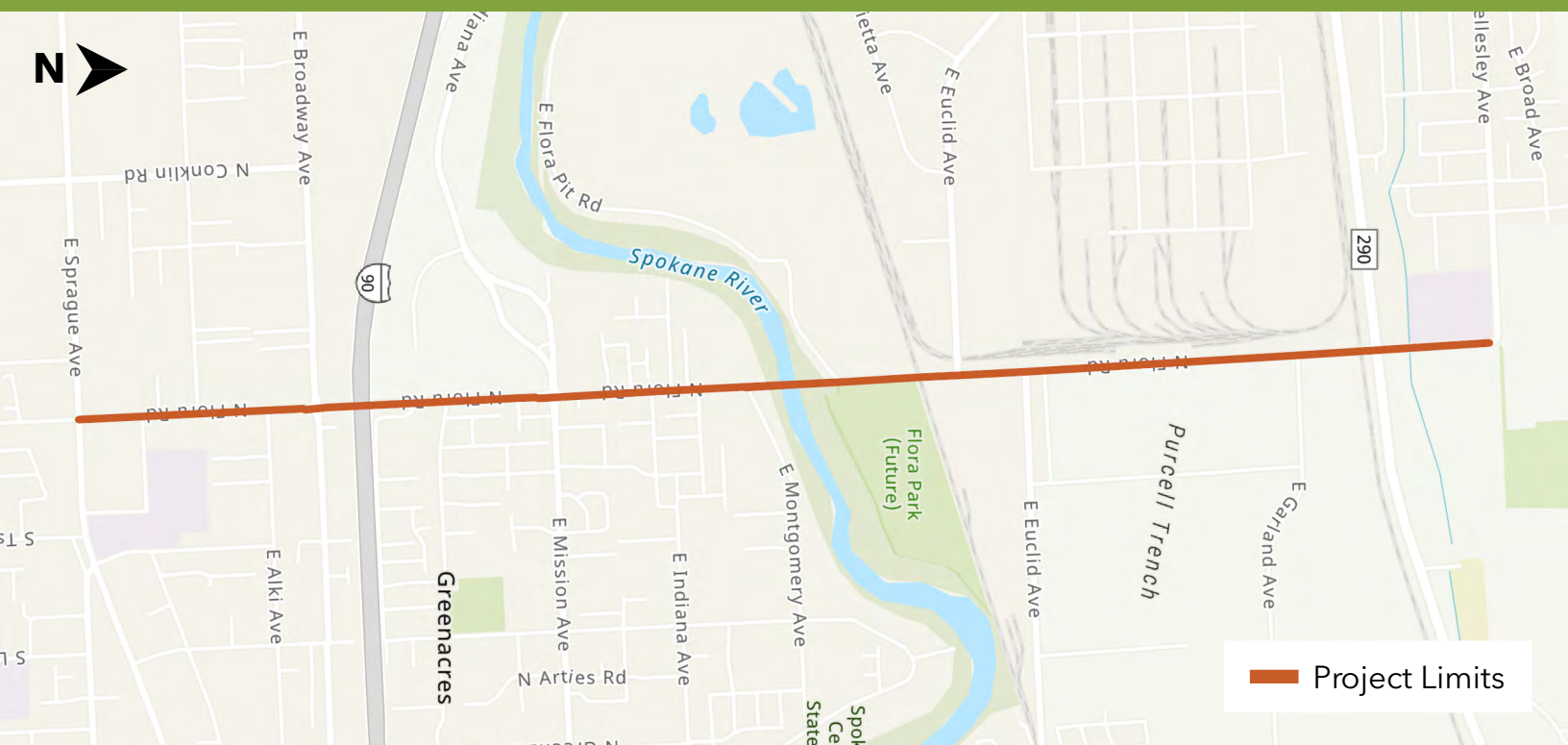
No



Transit Zone

Yes

6 Flora Road



Start: Sprague Avenue

End: Wellesley Avenue

Project Length in Miles: 3.2

Prioritization Score

70

Improvement



Sidewalk Infill



School Zone

Yes



Park Zone

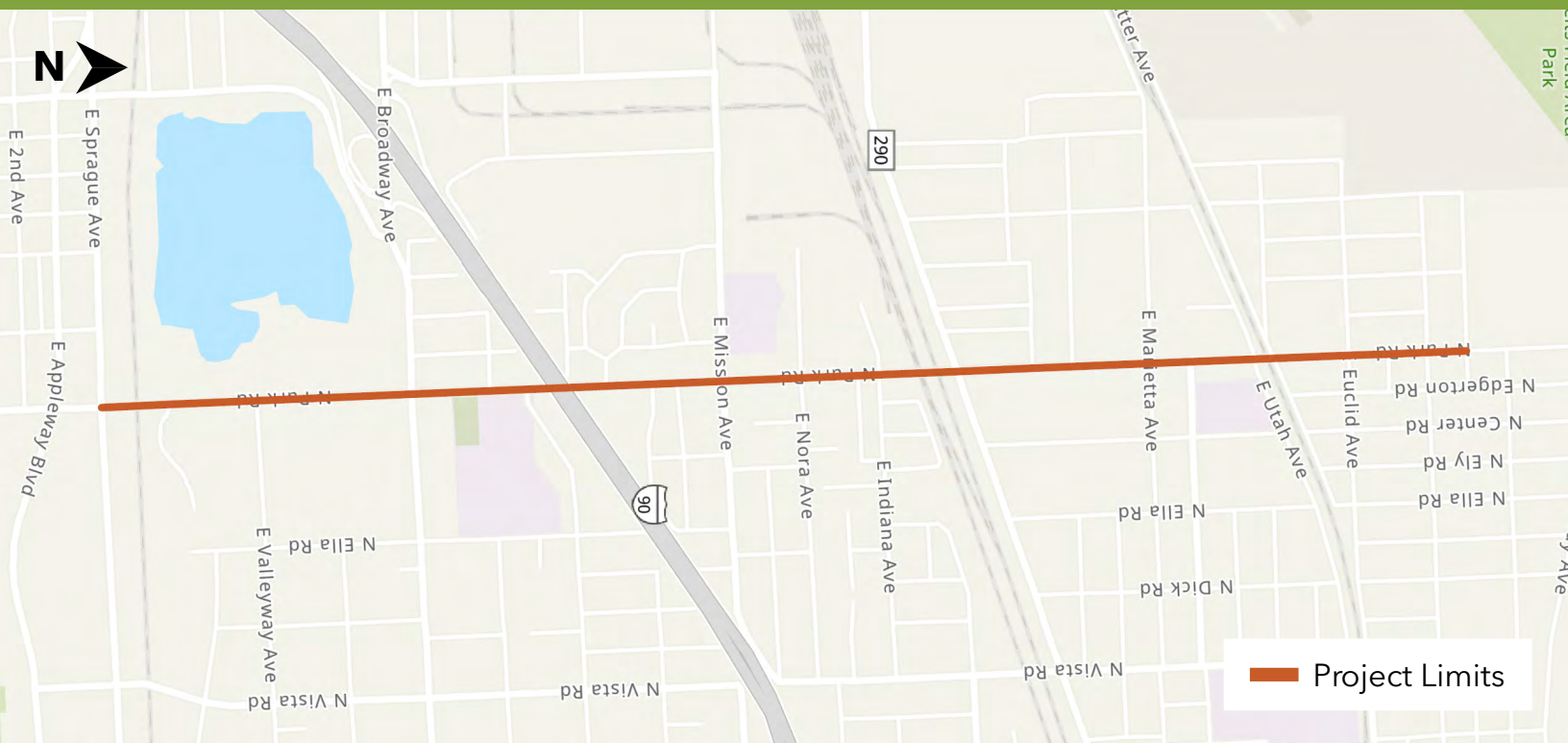
Yes



Transit Zone

Yes

7 Park Road



Start: Sprague Avenue

End: North City Limit

Project Length in Miles: 2.2

Prioritization Score

67

Improvement



Sidewalk Infill



School Zone

Yes



Park Zone

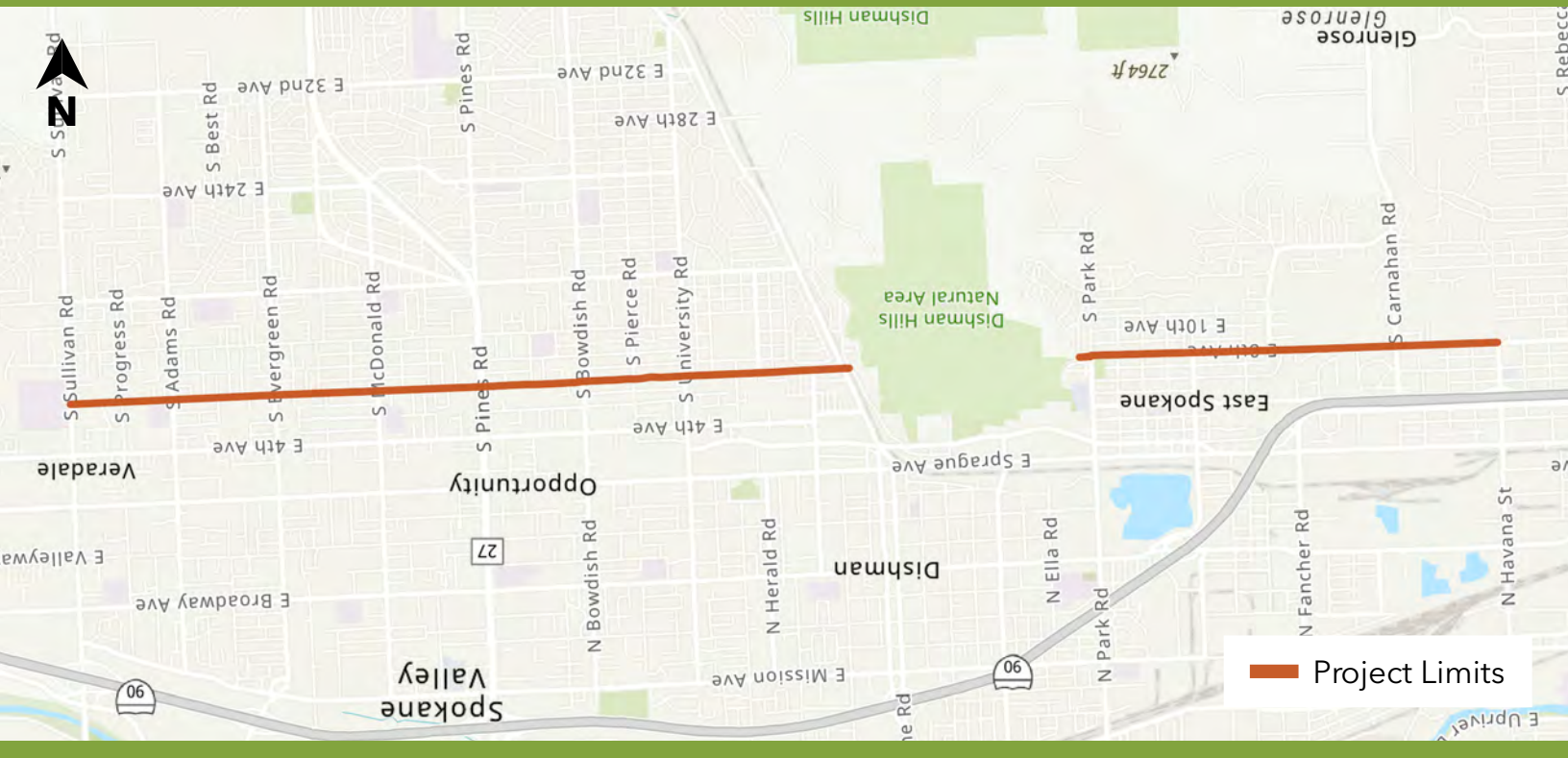
Yes



Transit Zone

Yes

8 8th Avenue



Start: Havana Street

End: Sullivan Road

Project Length in Miles: 5.9

Prioritization Score

66

Improvement



Sidewalk Infill



School Zone

Yes



Park Zone

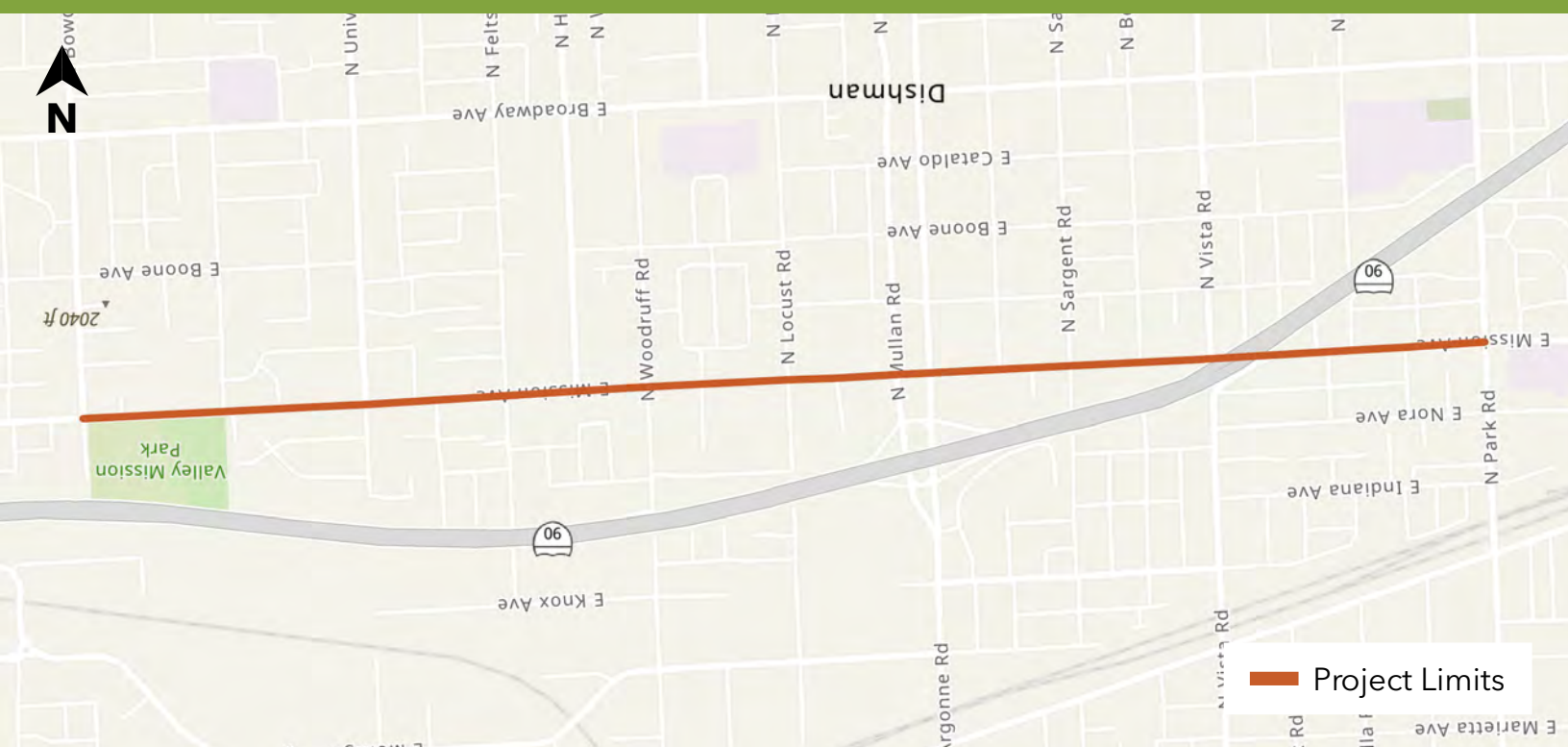
Yes



Transit Zone

Yes

9 Mission Avenue



Start: Park Road

End: Bowdish Road

Project Length in Miles: 2.5

Prioritization Score

66

Improvement



Sidewalk Infill



School Zone

Yes



Park Zone

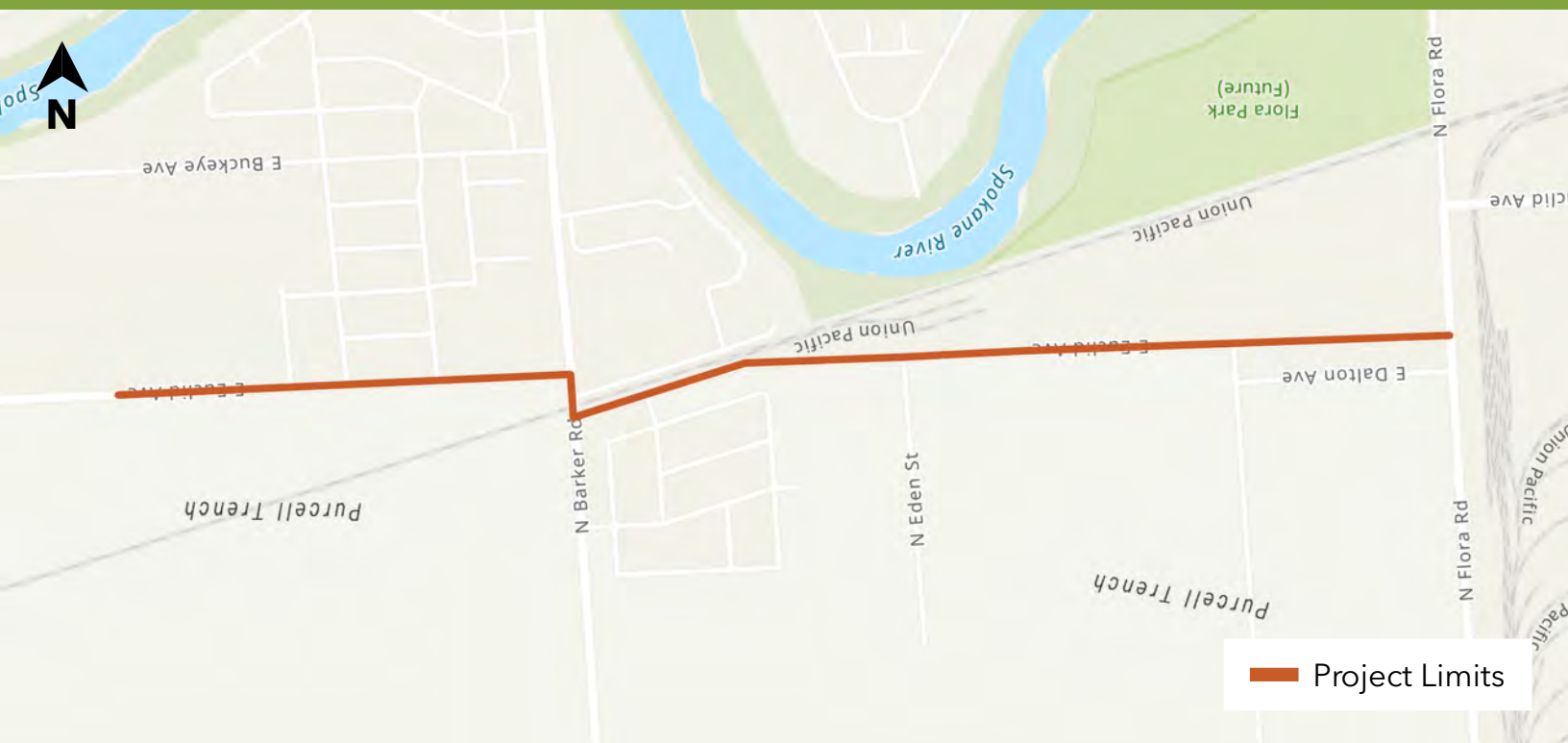
Yes



Transit Zone

Yes

10 Euclid Avenue



Start: Flora Road

End: East City Limit

Project Length in Miles: 1.5

Prioritization Score

62

Improvement



Sidewalk Infill



School Zone

No



Park Zone

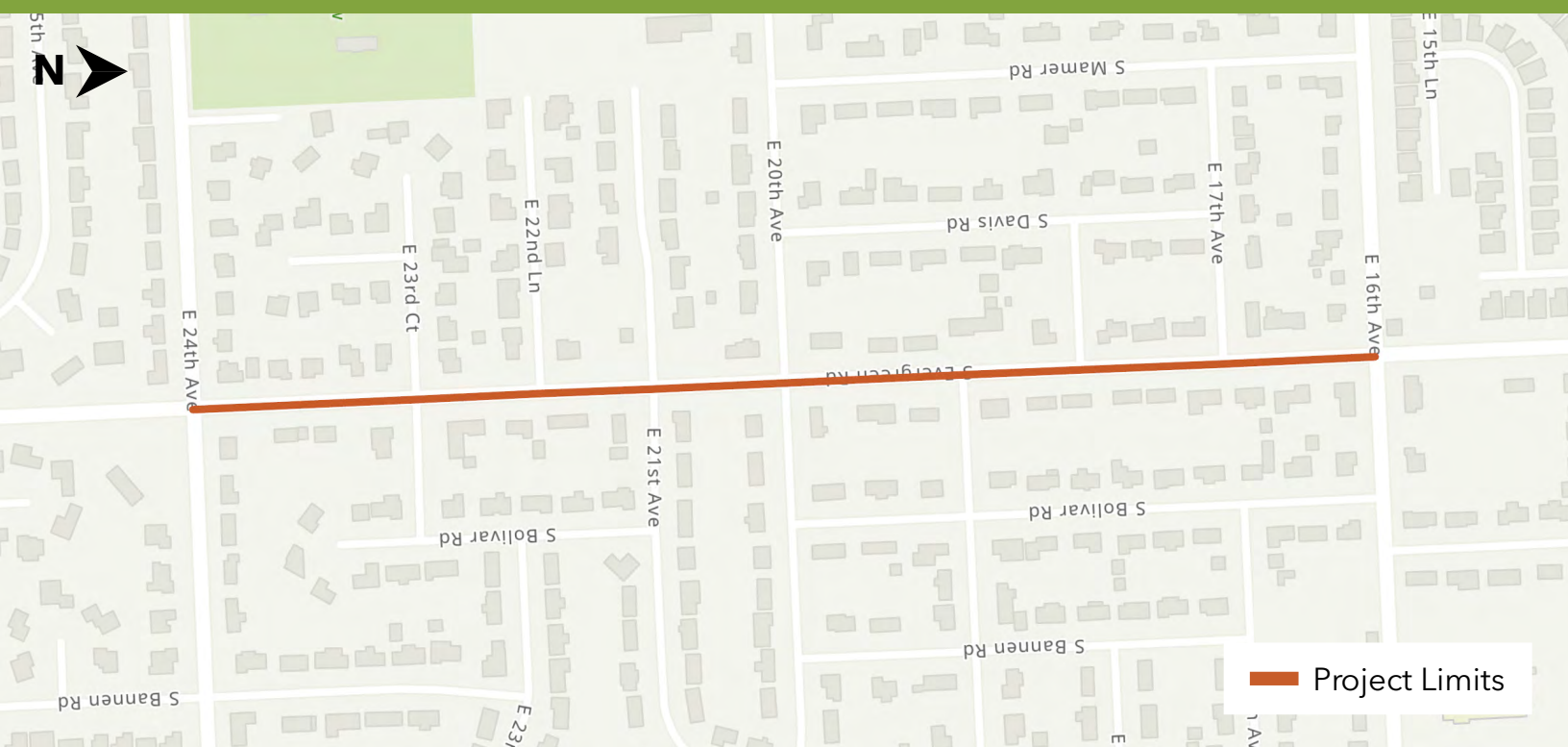
Yes



Transit Zone

No

11 Evergreen Road



Start: Trent Avenue

End: Sanson Avenue

Project Length in Miles: 0.8

Prioritization Score

62

Improvement



Sidewalk Infill



School Zone

No



Park Zone

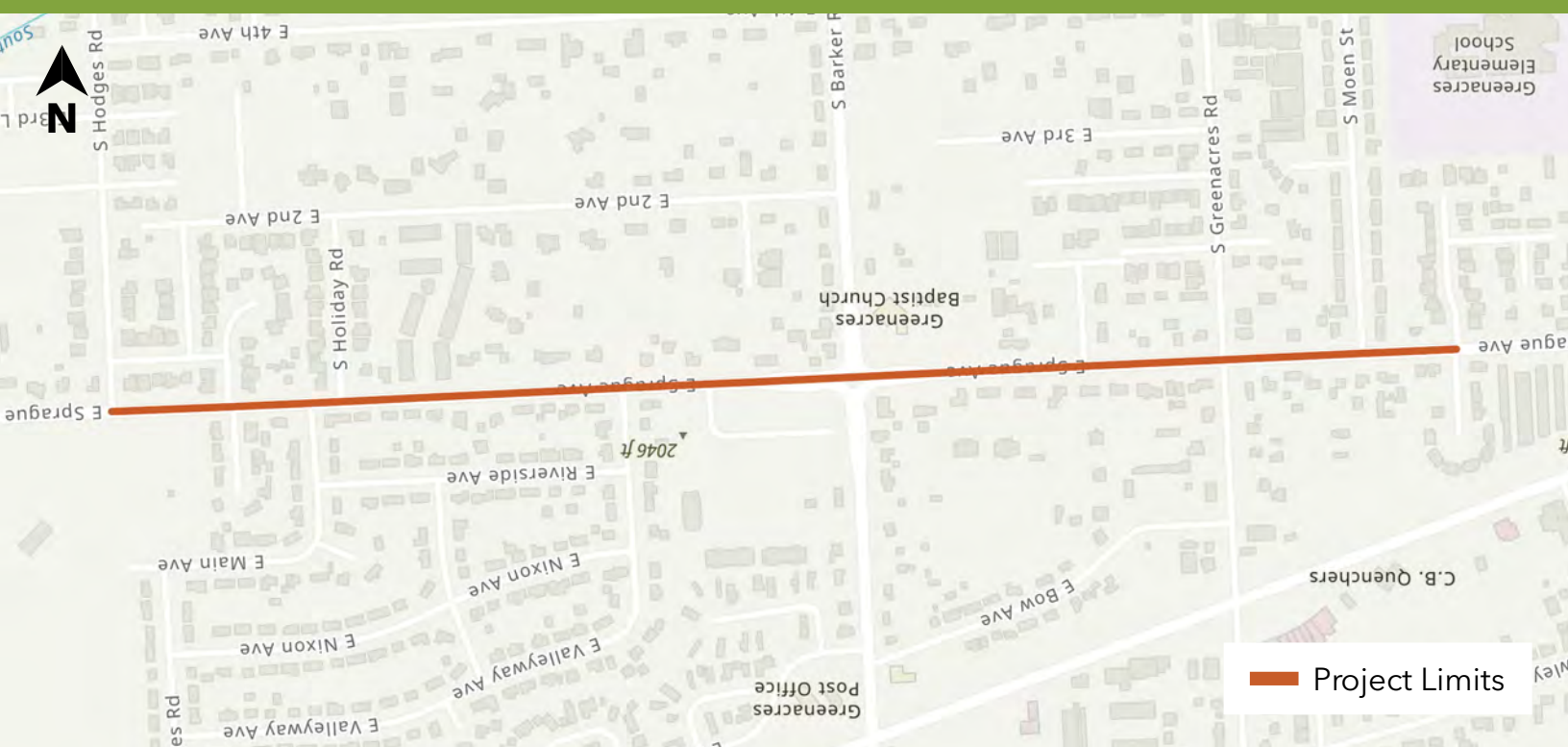
No



Transit Zone

No

12 Sprague Avenue



Start: Arties Lane

End: East City Limit

Project Length in Miles: 0.9

Prioritization Score

61

Improvement



Sidewalk Infill



School Zone

Yes



Park Zone

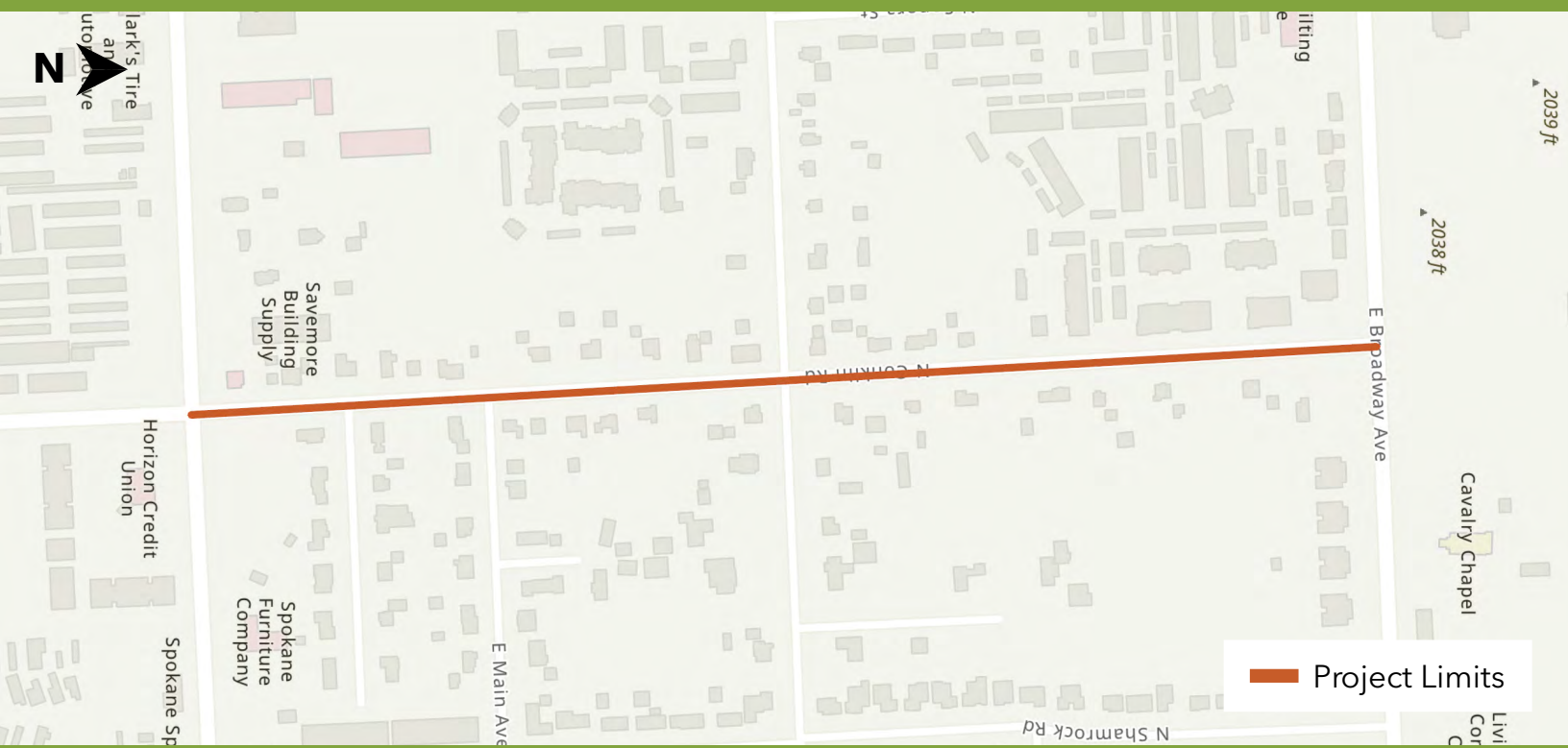
No



Transit Zone

Yes

13 Conklin Road



Start: Sprague Avenue

End: Broadway Avenue

Project Length in Miles: 0.5

Prioritization Score

59

Improvement



Sidewalk Infill



School Zone

Yes



Park Zone

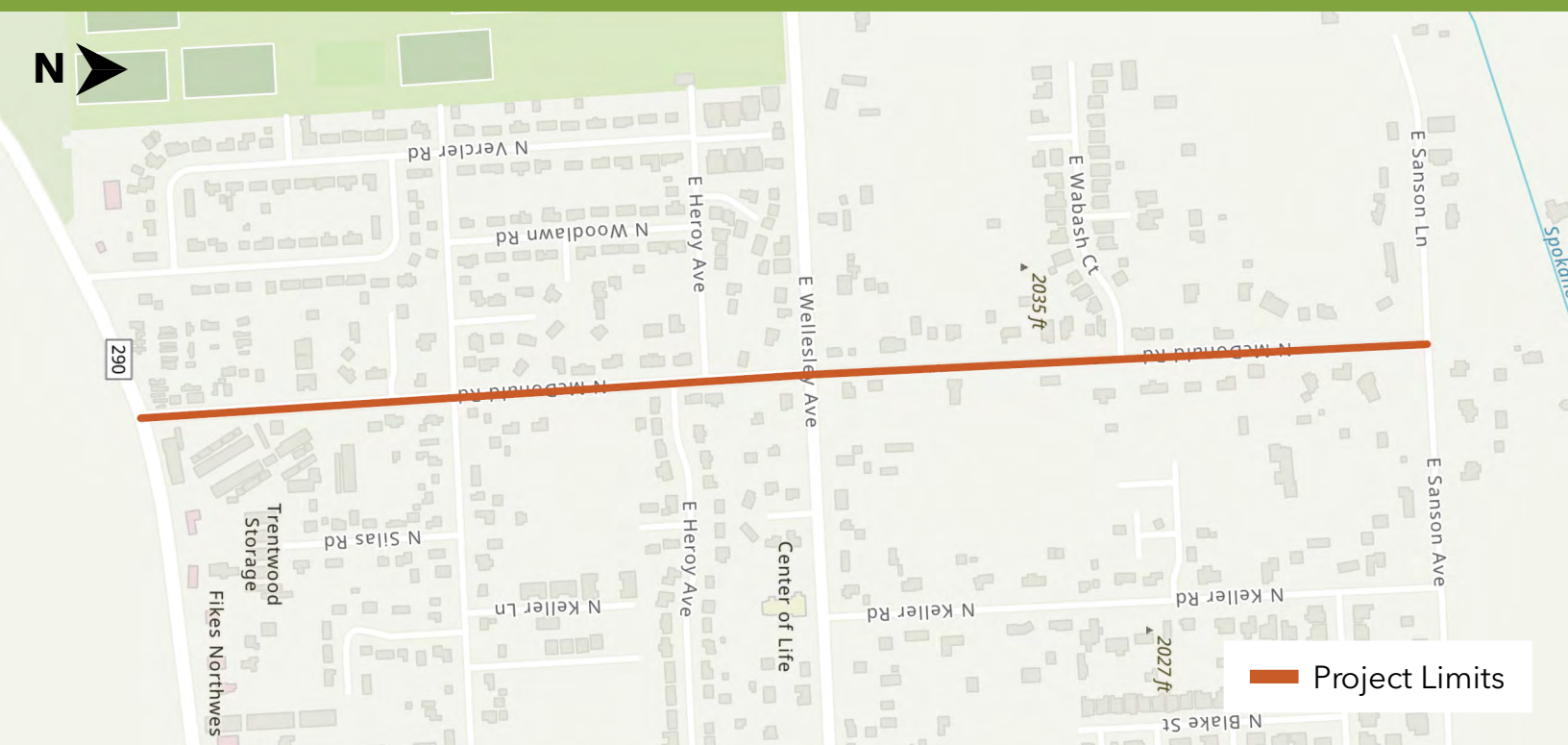
Yes



Transit Zone

Yes

14 McDonald Road



Start: Trent Avenue

End: Sanson Avenue

Project Length in Miles: 0.9

Prioritization Score

59

Improvement



Sidewalk Infill



School Zone

No



Park Zone

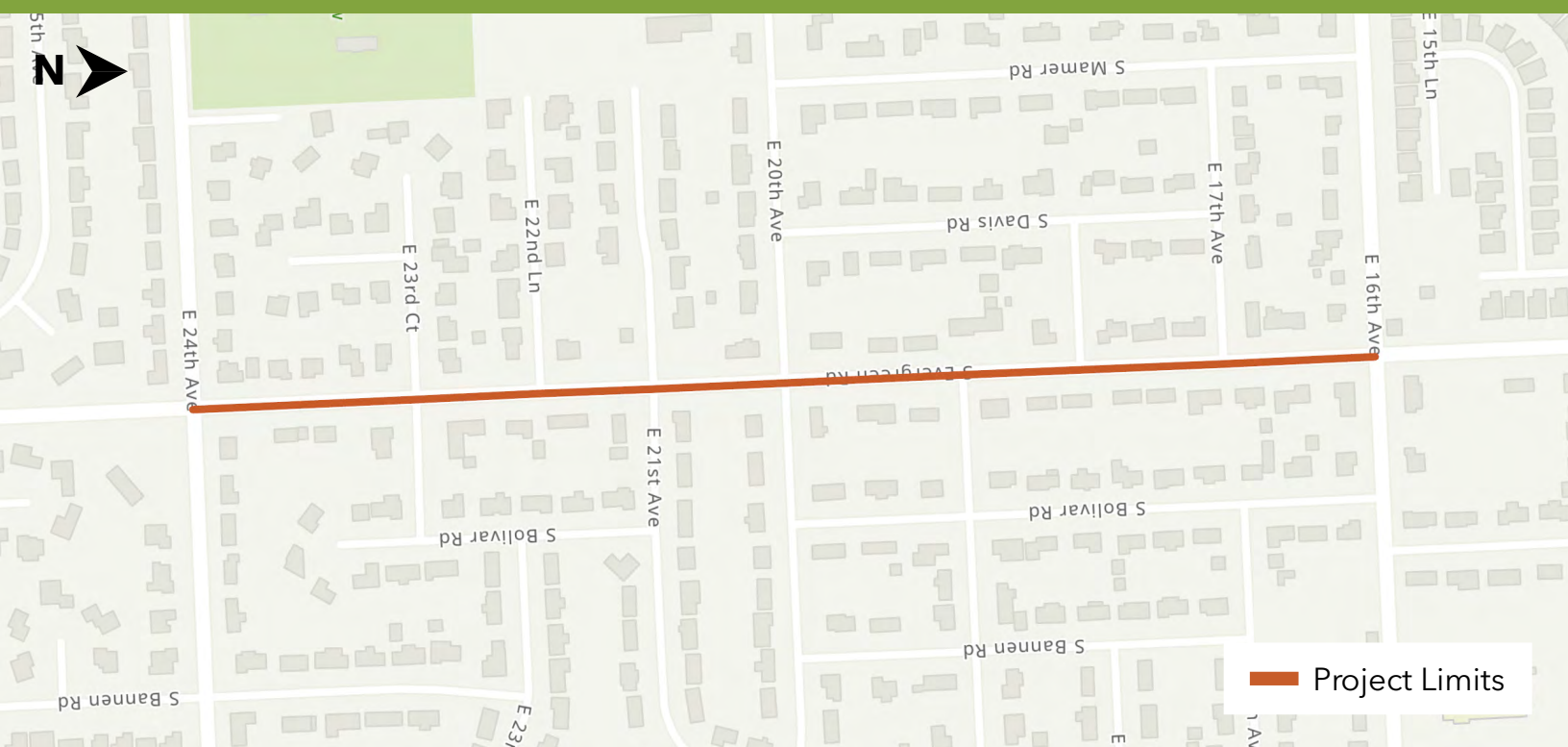
Yes



Transit Zone

No

15 Evergreen Road



Start: 24th Avenue

End: 16th Avenue

Project Length in Miles: 0.5

Prioritization Score

58

Improvement



Sidewalk Infill



School Zone

Yes



Park Zone

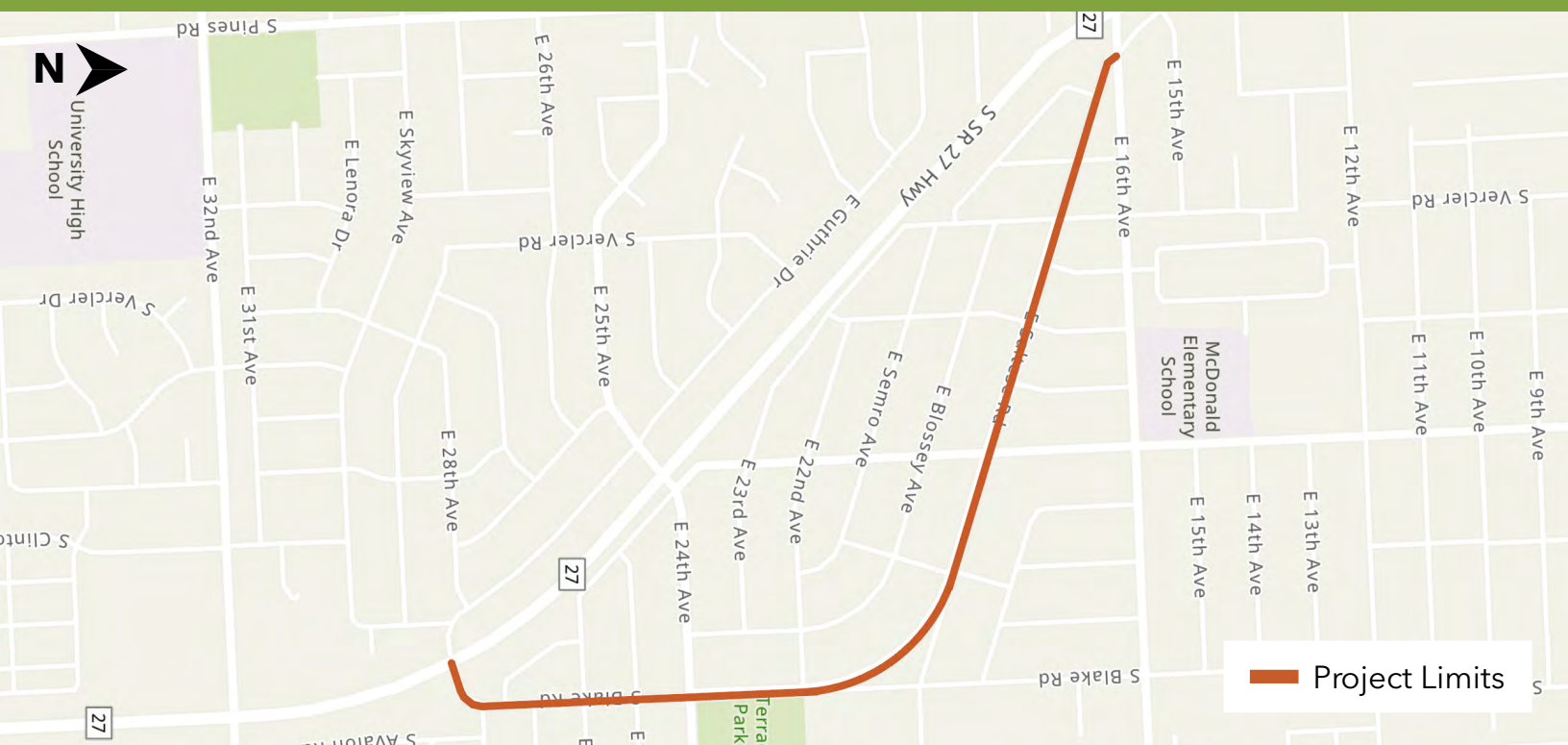
Yes



Transit Zone

No

16 Saltese Road/Blake Road



Start: SR 27

End: 16th Avenue

Project Length in Miles: 1.3

Prioritization Score

57

Improvement



Sidewalk Infill



School Zone

Yes



Park Zone

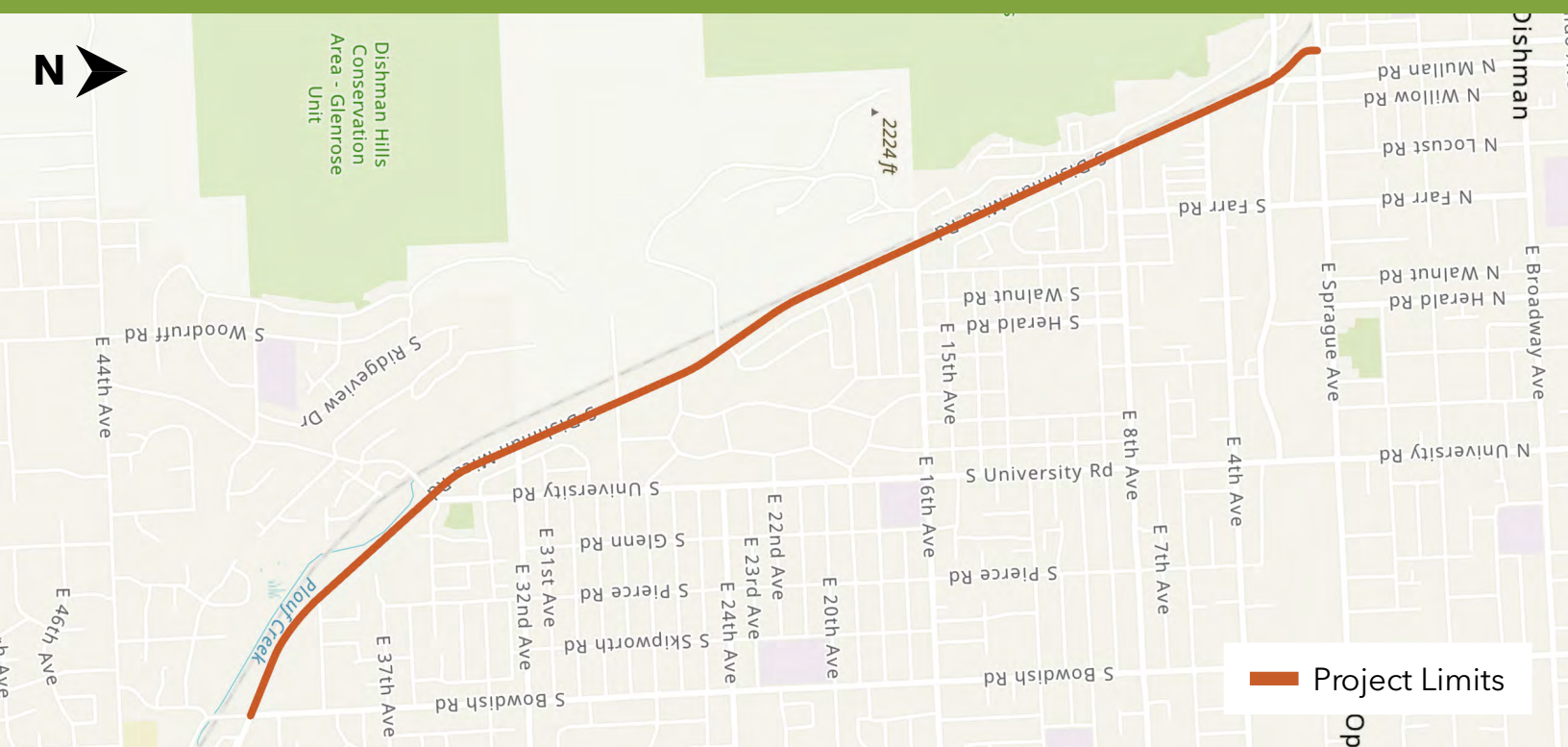
Yes



Transit Zone

No

17 Dishman Mica Road



Start: Bowdish Road

End: Sprague Avenue

Project Length in Miles: 3.2

Prioritization Score

50

Improvement



Sidewalk Infill



School Zone

Yes



Park Zone

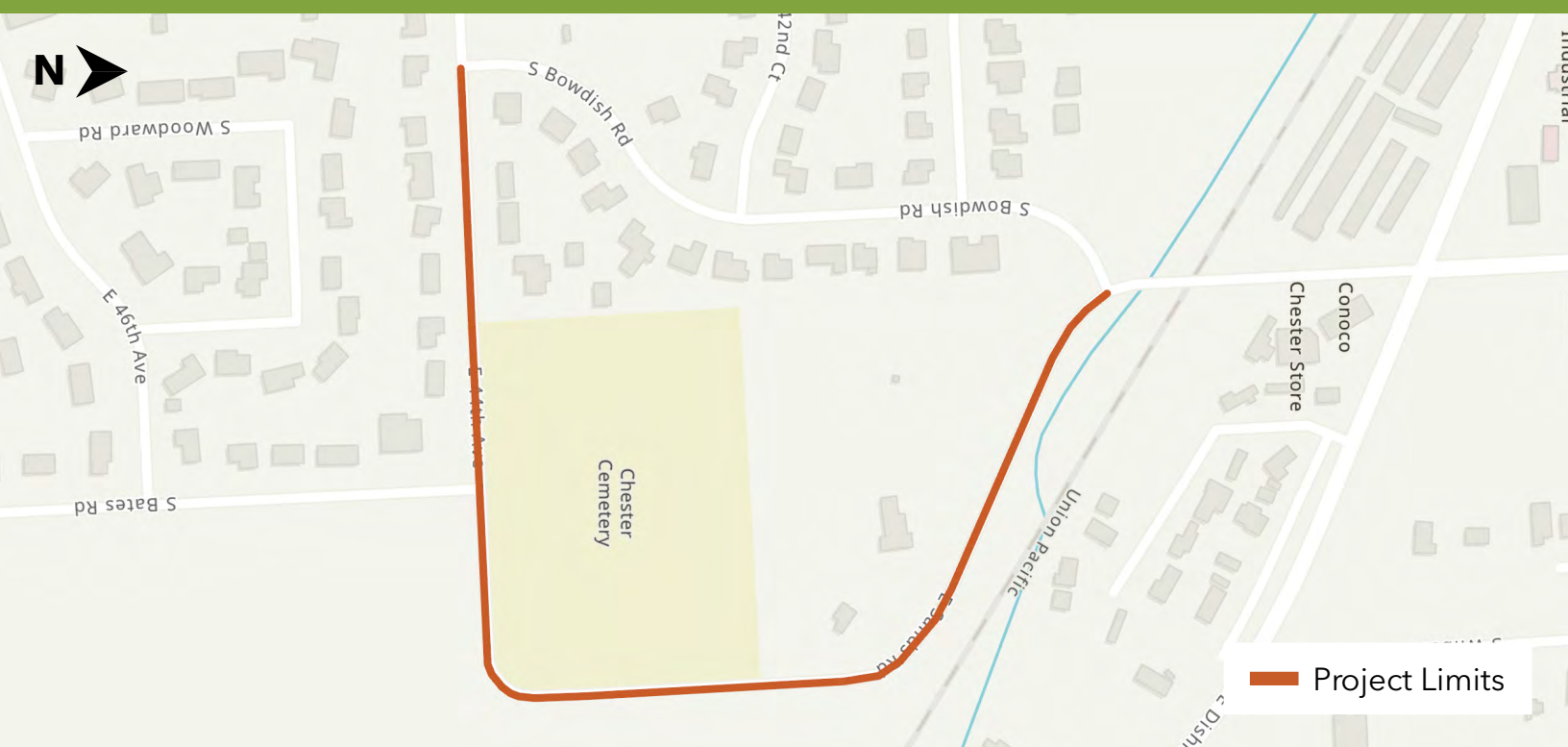
Yes



Transit Zone

Yes

18 Sands Road/44th Avenue



Start: Bowdish Road

End: Bowdish Road

Project Length in Miles: 0.5

Prioritization Score

47

Improvement



Sidewalk Infill



School Zone

No



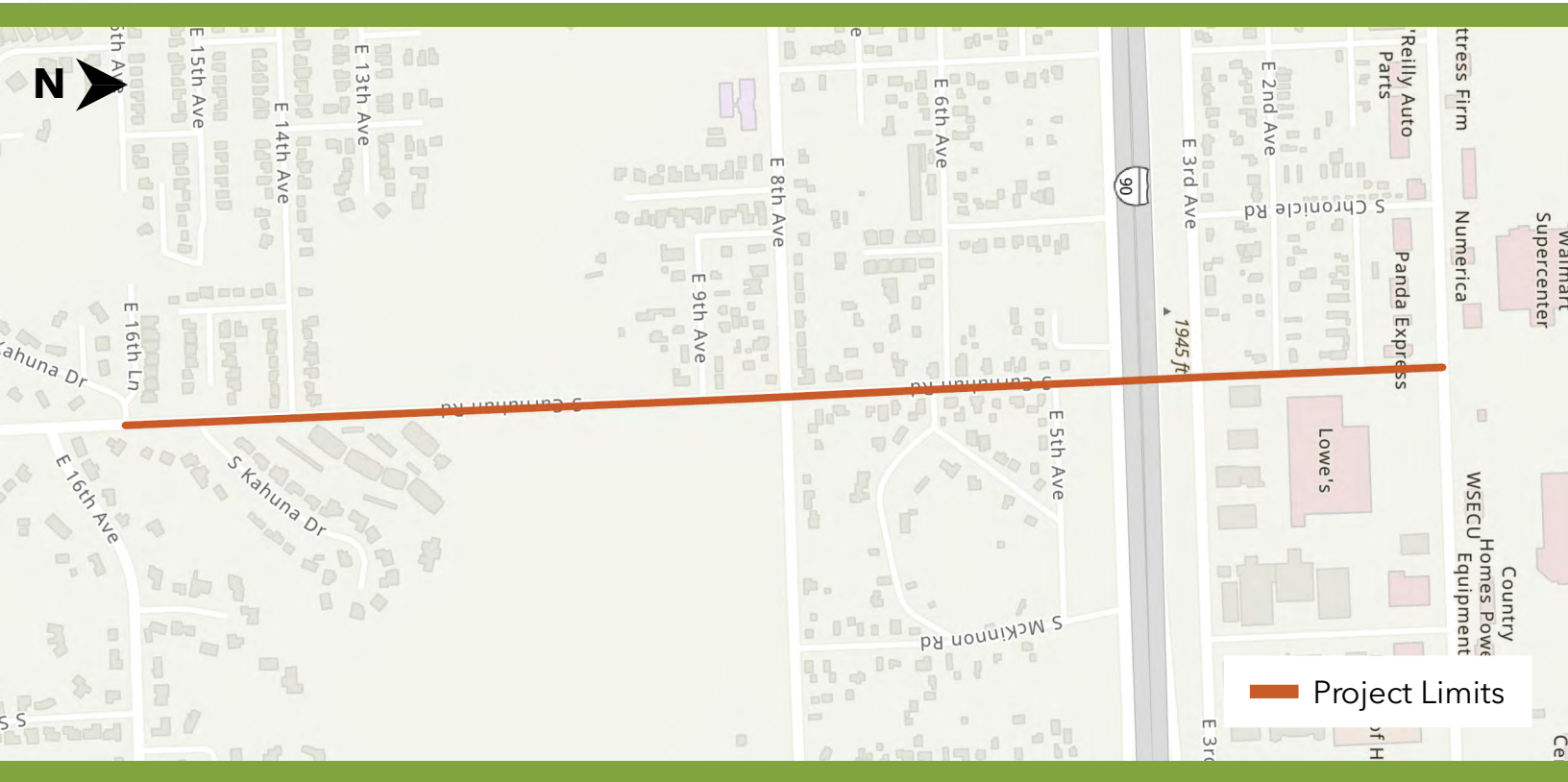
Park Zone

Yes



Transit Zone

No



Project Length in Miles: 1.0

Improvement



Sidewalk Infill



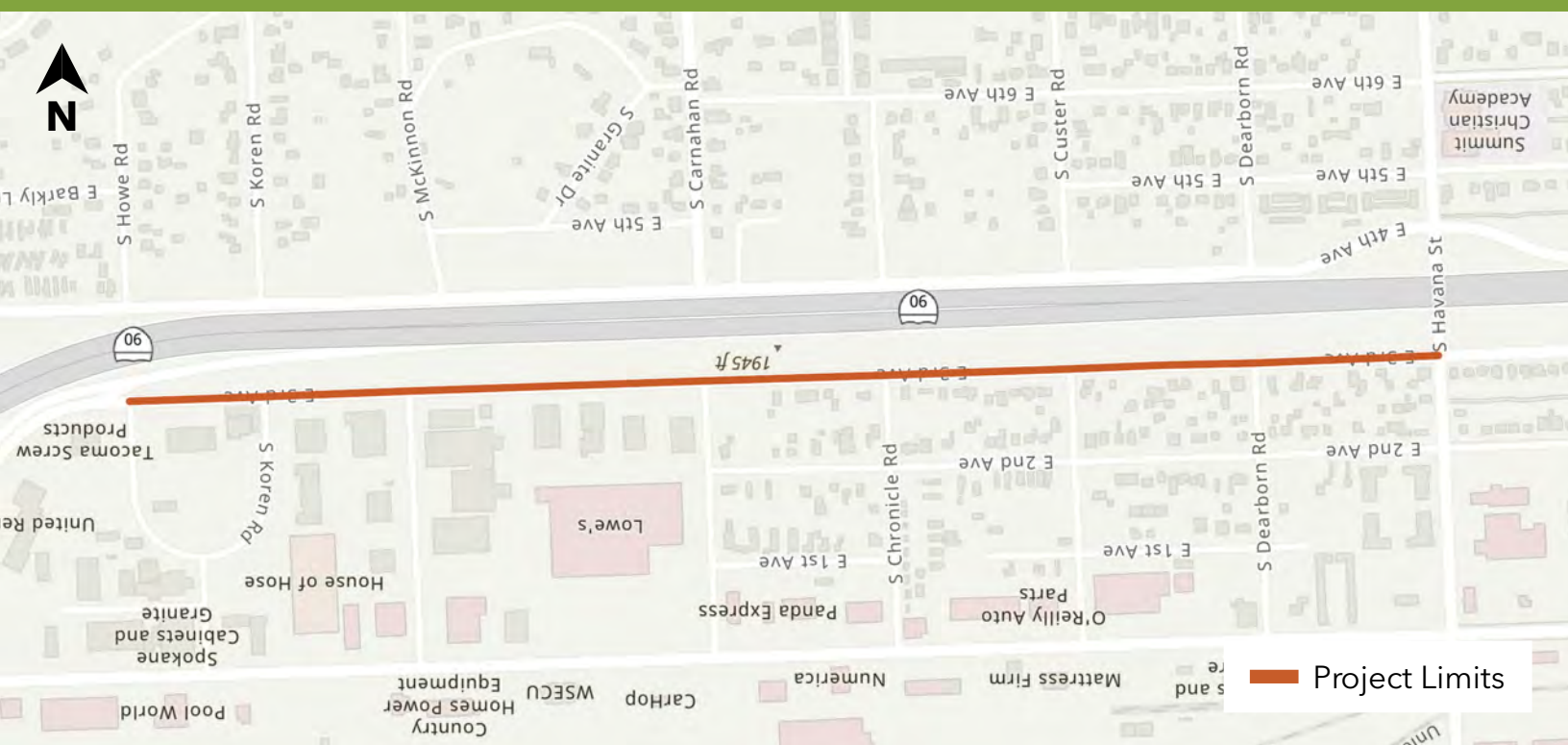
Park Zone



Transit Zone

Yes

20 3rd Avenue



Start: Havana Street

End: Howe Road

Project Length in Miles: 0.9

Prioritization Score

42

Improvement



Sidewalk Infill



School Zone

No



Park Zone

No



Transit Zone

Yes



Bicycle and Shared-Use Path Project Sheets

1 4th Avenue Bicycle Boulevard Improvements

This project would improve 4th Avenue between Dishman Mica Road and Conklin Road with bicycle improvements. Recommended treatments would include wayfinding, striping, and crossing improvements to close a gap in the city’s existing low-stress neighborhood route bicycle network, providing a comfortable east-west connection for people biking through the central part of the city.

Start: Dishman Mica Road
End: Conklin Road
Project Length in Miles: 4.7

Engineering Countermeasures

 **Wayfinding**

 **Striping**

 **Crossing Improvements**

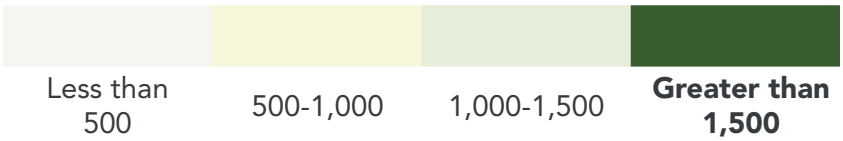
 **Traffic Calming**

 **School Zone**
Yes

 **Park Zone**
Yes

 **Transit Zone**
Yes

Daily Ridership Estimate

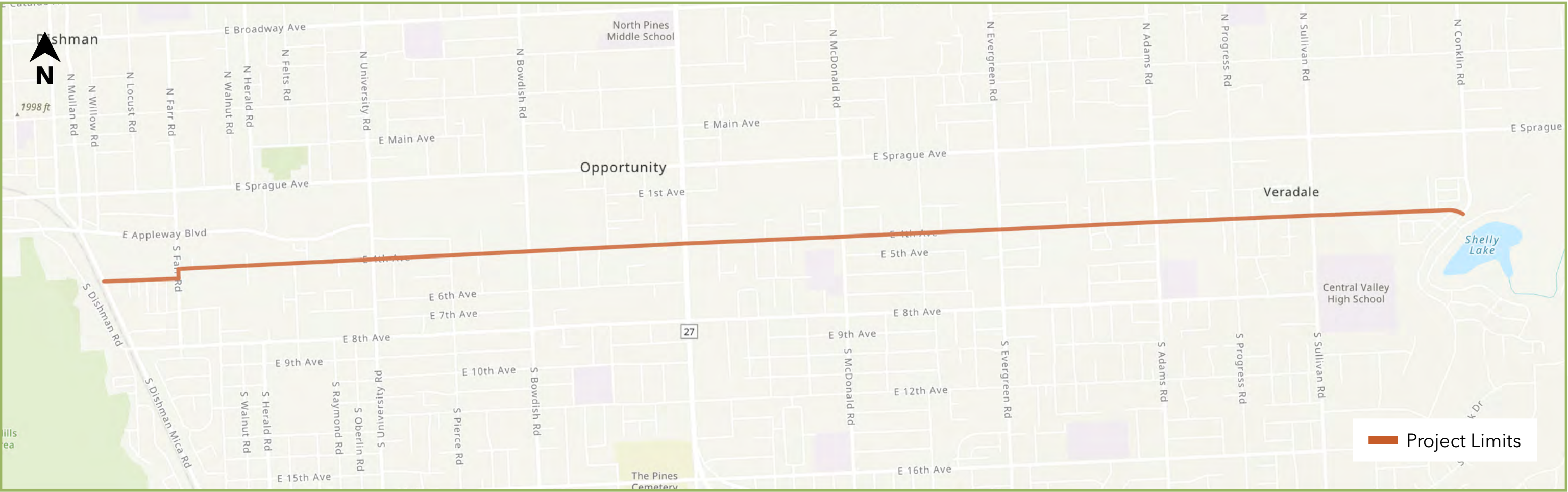


Prioritization Score

87

Improvement


Bicycle



2 Dishman Mica Trail

This project would develop the Dishman Mica Trail, a shared-use path along Dishman Mica Road between Sprague Avenue and 44th Avenue. Considered a South Valley regional trail, it would provide a separated, off-street connection linking Dishman Hills and the Appleway Trail to points south, serving people walking and biking.

Start: Sprague Avenue

End: 44th Avenue

Project Length in Miles: 3.6

Engineering Countermeasures



Separated Shared-Use Path



Crossing Improvements



Wayfinding



School Zone

No



Park Zone

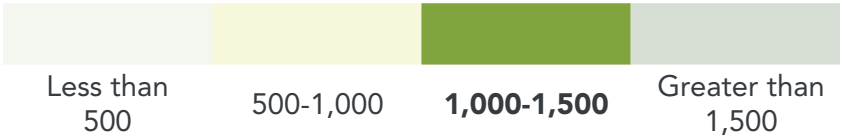
No



Transit Zone

Yes

Daily Ridership Estimate



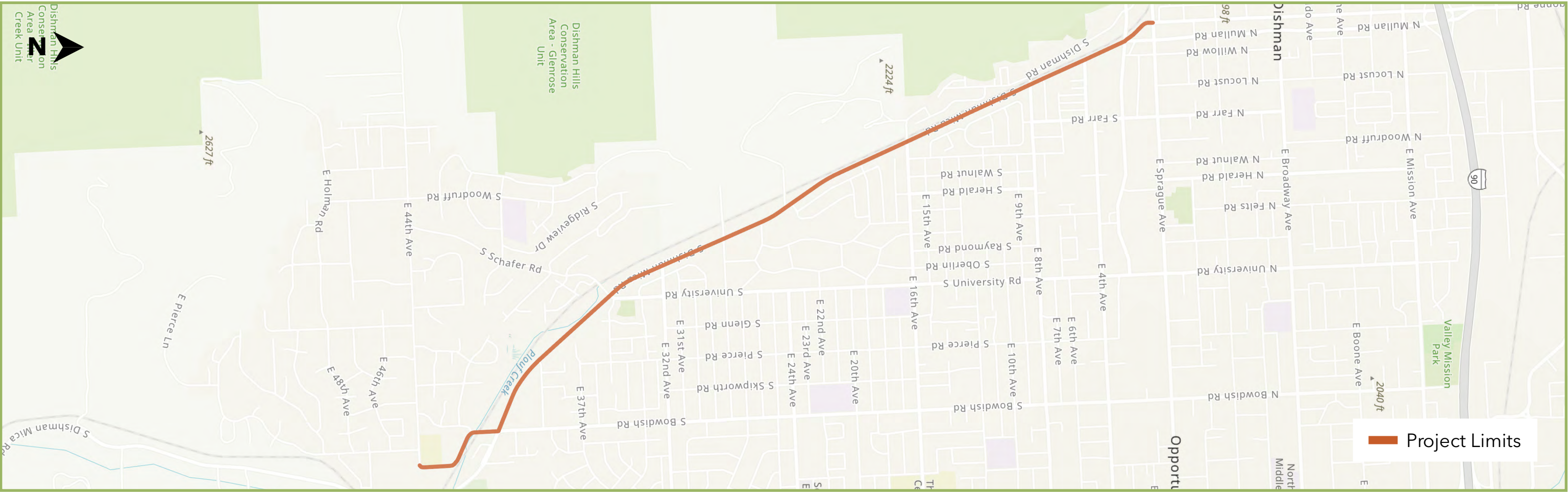
Prioritization Score



Improvement



Shared-Use Path



3 Argonne Shared Use Path

This project would develop a shared-use path along the Argonne Road corridor between Havana Street and Trent Avenue, providing a separated, off-street facility for people walking and biking. The recommendation would retain flexibility on the final facility type while delivering a low-stress (LTS 1-2) connection along this corridor.

Start: Havana Street

End: Trent Avenue

Project Length in Miles: 0.7

Engineering Countermeasures



Separated Shared-Use Path



Crossing Improvements



Wayfinding



School Zone

Yes



Park Zone

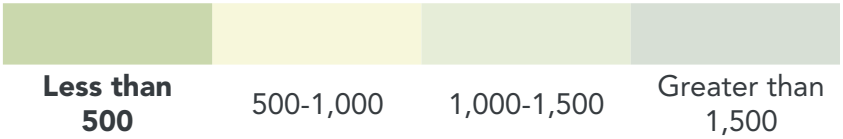
Yes



Transit Zone

Yes

Daily Ridership Estimate



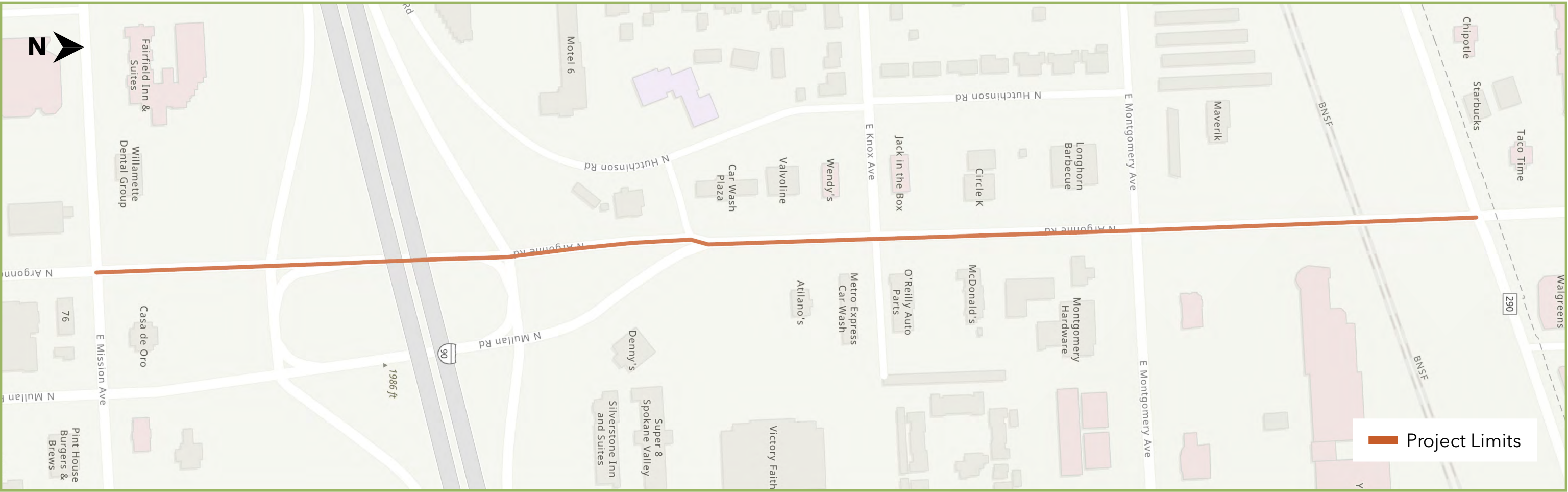
Prioritization Score

86

Improvement



Shared-Use Path



4 Montgomery Drive Bicycle Lane Improvements

This project would provide bicycle improvements along Montgomery Drive between Argonne Road and Indiana Avenue, completing patchy existing facilities and filling gaps where none exist today. Given the corridor’s speed limit, a low-stress treatment, potentially phased and informed by a speed study, would be recommended to deliver a comfortable facility for people biking.

Start: Argonne Road
End: Indiana Avenue
Project Length in Miles: 1.8

Engineering Countermeasures

 **Wayfinding**

 **Crossing Improvements**

 **Striping**

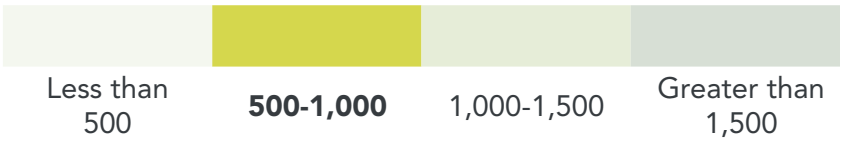
 **Traffic Calming**

 **School Zone**
Yes

 **Park Zone**
No

 **Transit Zone**
Yes

Daily Ridership Estimate

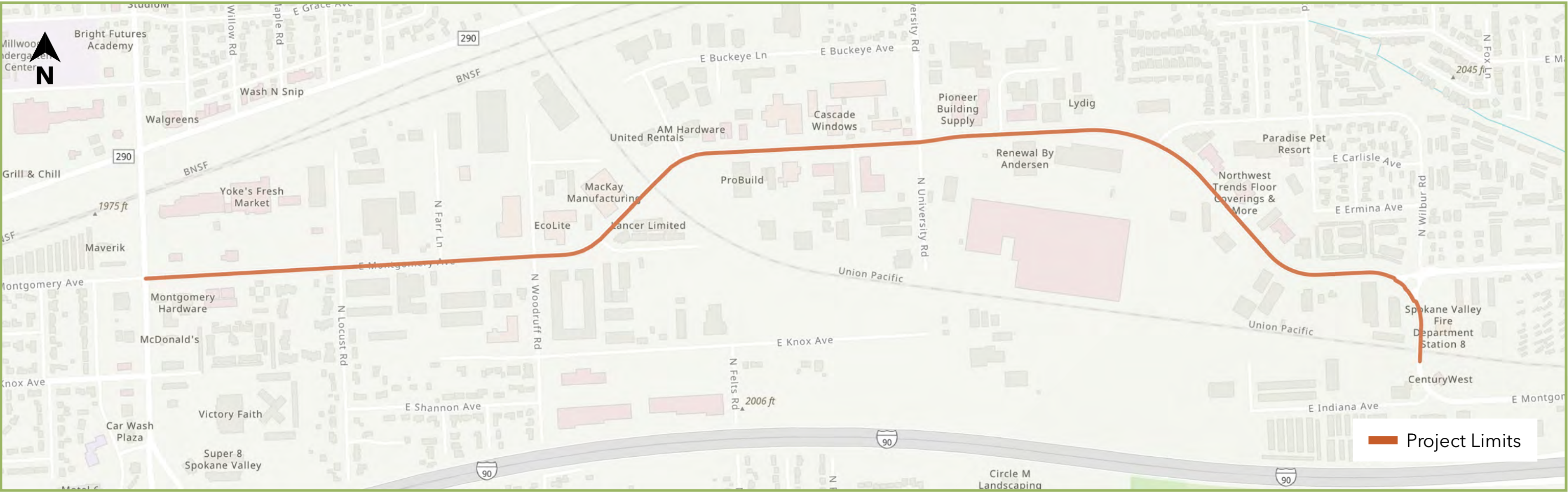


Prioritization Score

78

Improvement


Bicycle



5 Trent Railroad Trail

This project would develop the Trent Railroad Trail, a regional shared-use path running south of Trent Avenue/SR 290 between N Fancher Road and Barker Road, within the road and railroad right-of-way. The trail would provide a separated, off-street facility for people walking and biking and should include mid-block, protected crossings of SR 290 to maintain a safe, low-stress route.

Start: N Fancher Road

End: Barker Road

Project Length in Miles: 8.2

Engineering Countermeasures



Separated Shared-Use Path



Crossing Improvements



Wayfinding



School Zone

Yes



Park Zone

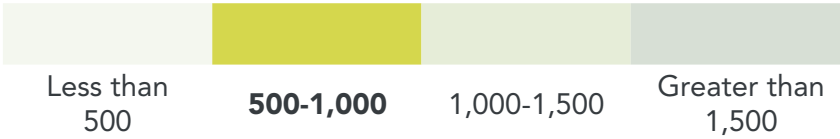
Yes



Transit Zone

No

Daily Ridership Estimate



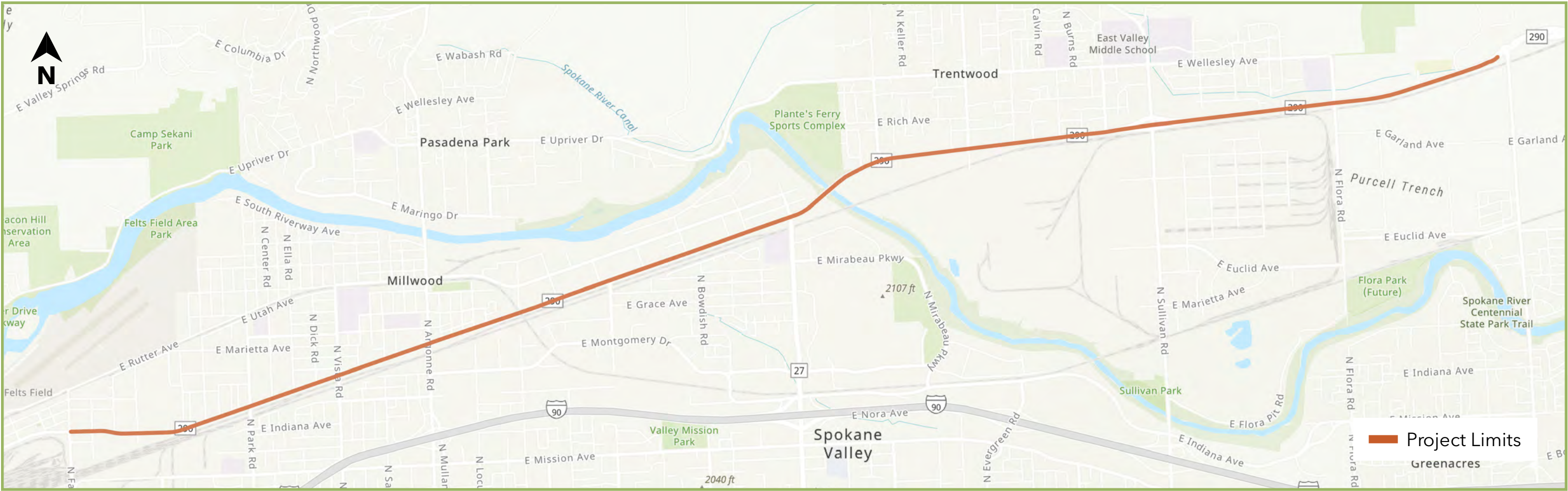
Prioritization Score



Improvement



Shared-Use Path



6 Sullivan Shared-Use Path

This project would develop a separated bicycle and pedestrian facility along the Sullivan Road corridor between the Saltese Road and E Bigelow Road city boundaries. Given varying conditions along the corridor, a study would be recommended to confirm the most appropriate facility type for each segment while delivering a low-stress (LTS 1–2) connection along this key north-south corridor. In the short term, enhanced neighborhood routes along Progress and Adams will serve as low-stress parallel routes to reach destinations along Sullivan.

Start: E Indiana Avenue
End: E Bigelow Gulch Road/City Boundary
Project Length in Miles: 2.3

Engineering Countermeasures

**Separated Shared-Use Path**

**Crossing Improvements**

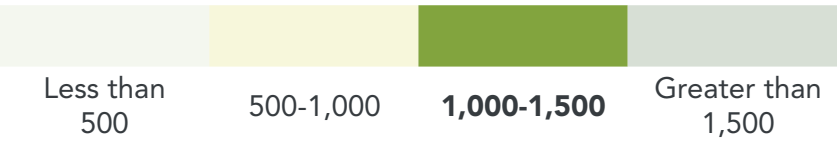
**Wayfinding**

**School Zone**
Yes

**Park Zone**
Yes

**Transit Zone**
Yes

Daily Ridership Estimate

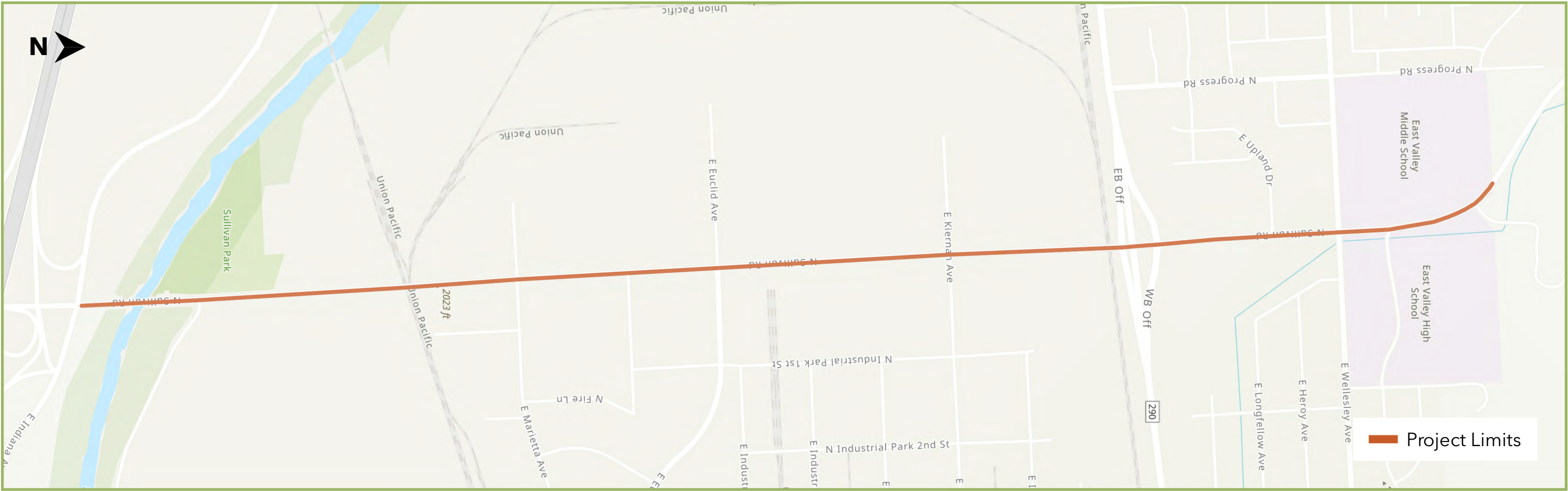


Prioritization Score

Improvement



Shared-Use Path



7 Bowdish Bicycle Lane

This project would provide bicycle improvements along Bowdish Road between Dishman Mica Road and Mission Avenue. Currently a high-stress (LTS 4) corridor, the improvements would separate people biking from vehicle traffic and fill gaps to create a continuous, comfortable, lower-stress north-south route.

Start: Dishman Mica Road

End: Mission Avenue

Project Length in Miles: 3.7

Engineering Countermeasures



Wayfinding



Crossing Improvements



Striping



Traffic Calming



School Zone

Yes



Park Zone

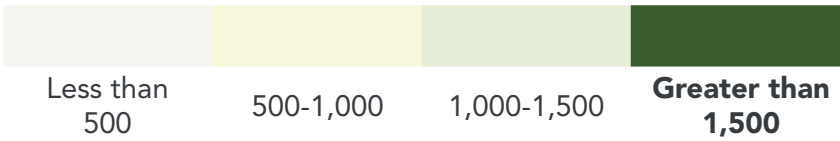
Yes



Transit Zone

Yes

Daily Ridership Estimate



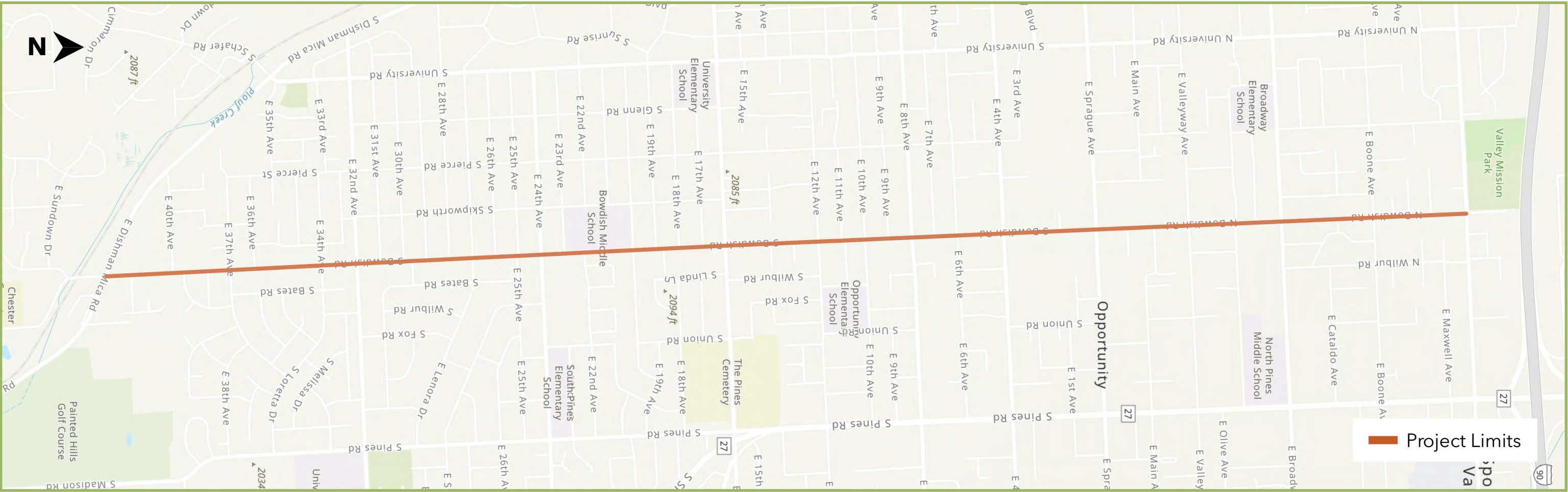
Prioritization Score



Improvement



Bicycle



8th Bicycle Lane

This project would provide bicycle improvements along 8th Avenue between Havana Street and Sullivan Road. The improvements would deliver a continuous, lower-stress east-west bicycle connection, closing gaps and linking neighborhoods, schools, and destinations across the southern part of the city.

Start: Havana Street
End: Sullivan Road
Project Length in Miles: 6.9

Engineering Countermeasures



Wayfinding



Crossing Improvements



Striping



Traffic Calming



School Zone

Yes



Park Zone

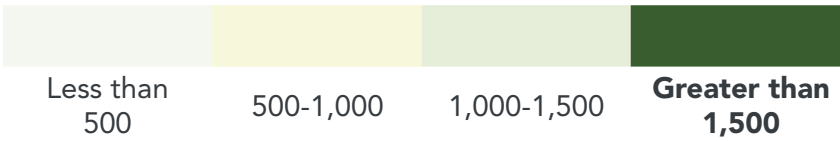
Yes



Transit Zone

Yes

Daily Ridership Estimate



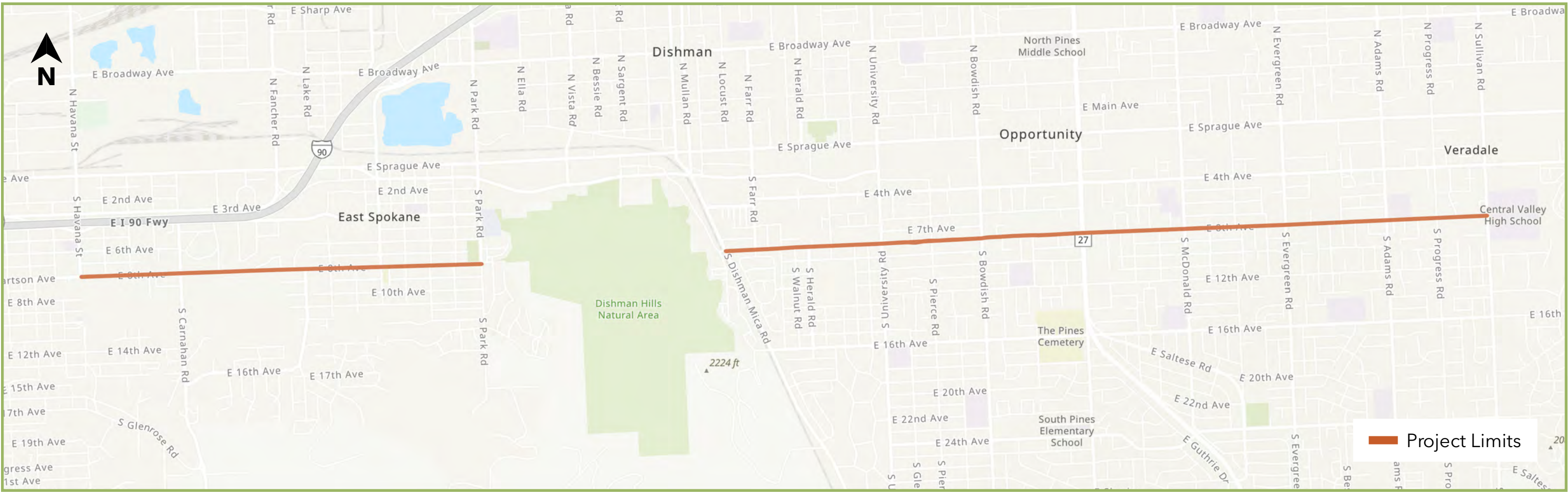
Prioritization Score



Improvement



Bicycle



9 Appleway Trail Extension

This project would extend the Appleway Trail, a shared-use path, between Koren Road and Farr Road, continuing the region’s existing shared-use path. The extension would provide a separated, low-stress facility for people walking and biking and should be shown connecting through to Havana, coordinating with WSDOT’s planned segment from Havana to Koren.

Start: Koren Road
End: Farr Road/Appleway Trail
Project Length in Miles: 3.5

Engineering Countermeasures

**Separated Shared-Use Path**

**Crossing Improvements**

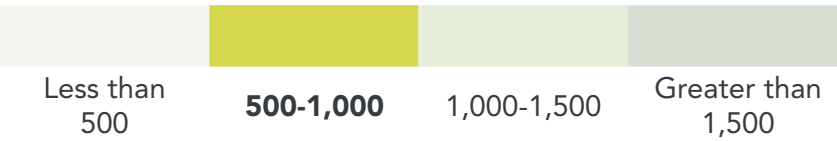
**Wayfinding**

**School Zone**
Yes

**Park Zone**
Yes

**Transit Zone**
Yes

Daily Ridership Estimate

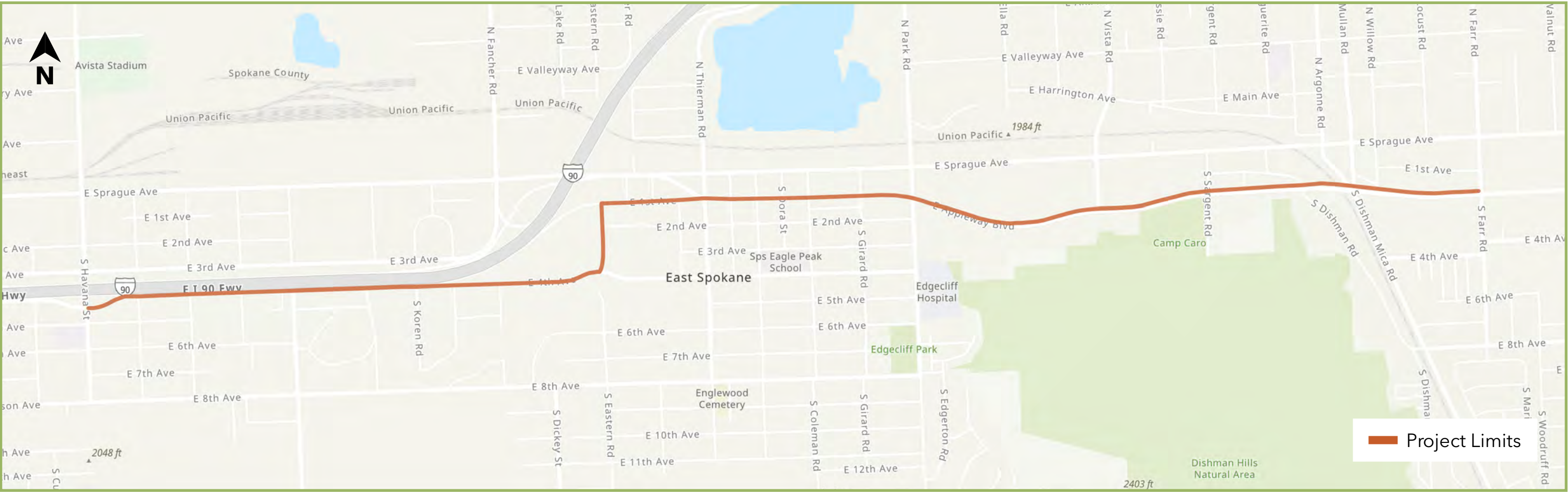


Prioritization Score

Improvement

**70**


Shared-Use Path



10 Flora Road Shared Use Path

This project would develop the Flora Road shared-use path between the Appleway Trail and Wellesley Avenue, providing a separated, off-street regional connection for people walking and biking. This project would include a bicycle and pedestrian river crossing. The path is envisioned as a regional trail link between the Appleway Trail, Centennial Trail, and the future Trent Trail.

Start: Appleway Trail
End: Wellesley Avenue
Project Length in Miles: 3.1

Engineering Countermeasures

**Separated Shared-Use Path**

**Crossing Improvements**

**Wayfinding**

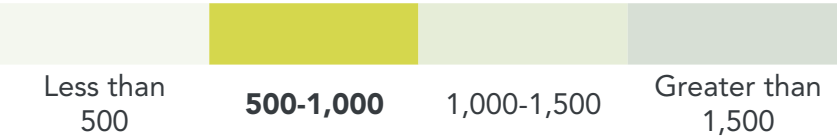
**Spokane River Bicycle/Pedestrian Bridge**

**School Zone**
Yes

**Park Zone**
Yes

**Transit Zone**
Yes

Daily Ridership Estimate

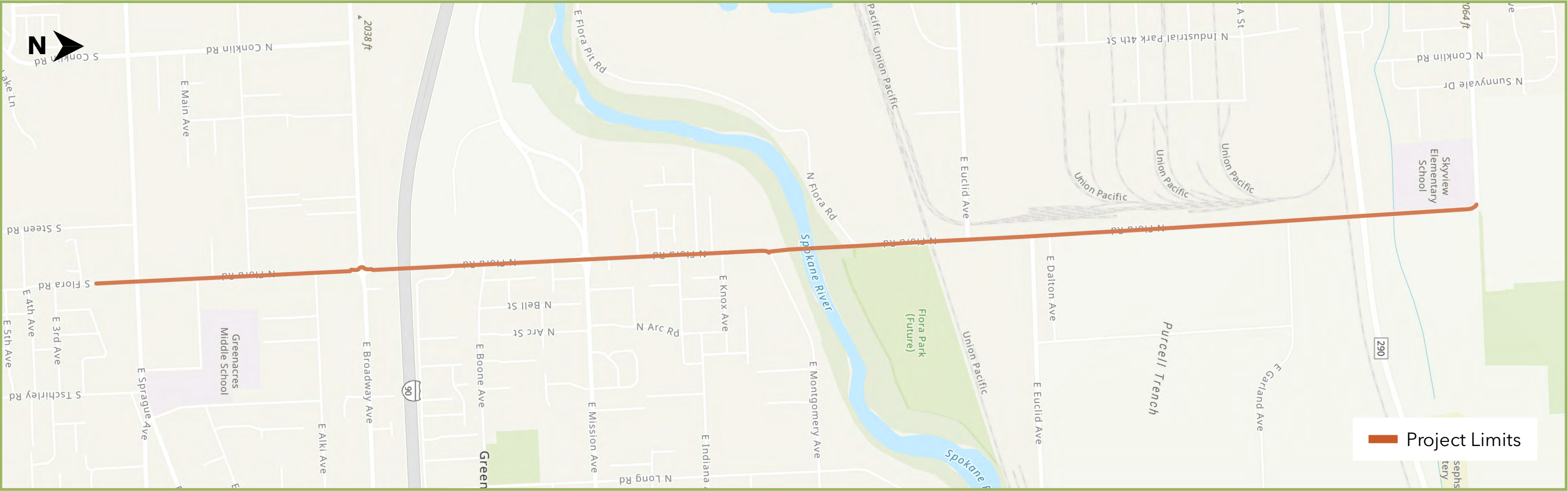


Prioritization Score

Improvement

**70**


Shared-Use Path



11 Adams Road Bicycle Boulevard Improvements

This project would improve bicycle facilities along Adams Road between the city limit and Mission Avenue as a neighborhood route, using wayfinding, striping and traffic calming to create a comfortable, low-stress north-south route. Bicycle improvements on Adams would serve as a parallel road to Sullivan Road where there are many key destinations.

Start: South City Limit
End: Mission Avenue
Project Length in Miles: 2.5

Engineering Countermeasures



Wayfinding



Crossing Improvements



Striping



Traffic Calming



School Zone

Yes



Park Zone

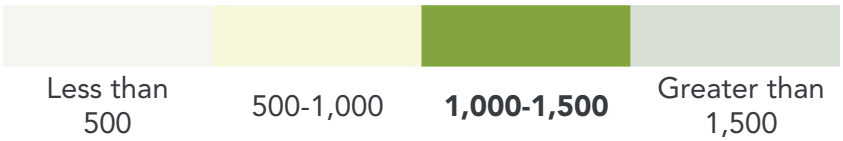
Yes



Transit Zone

Yes

Daily Ridership Estimate



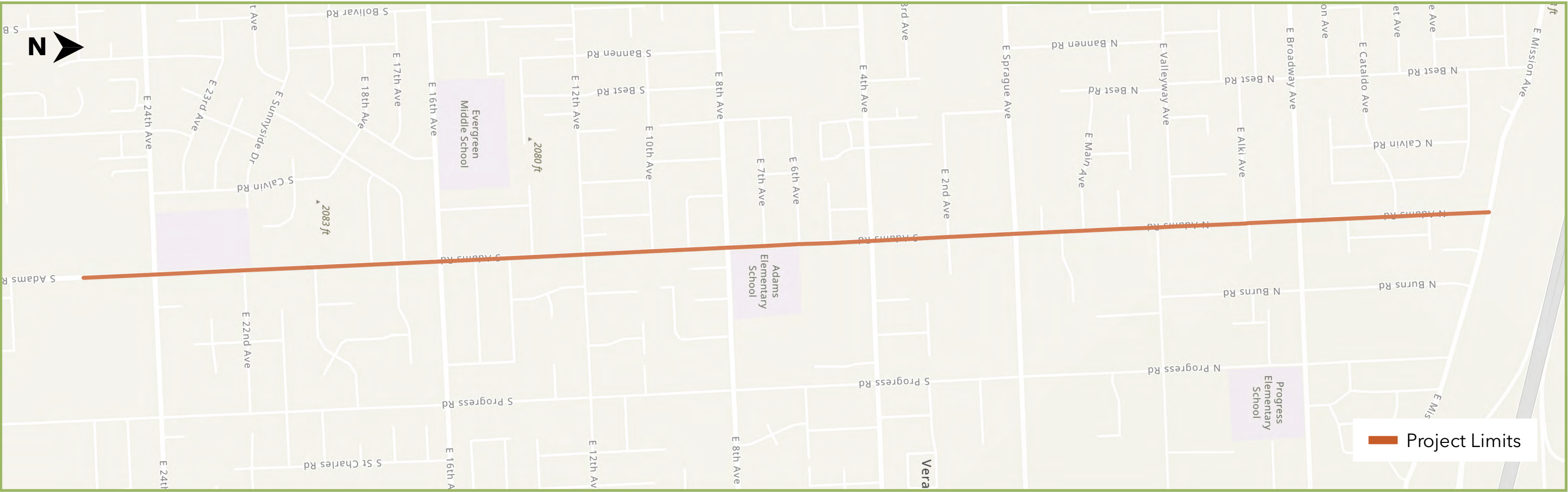
Prioritization Score



Improvement



Bicycle



13 Broadway Bike Lane

This project would provide bicycle improvements along Broadway Avenue between Flora Road and the city boundary. Identified in the Comprehensive Plan, the improvements would provide a continuous east-west bicycle connection for people biking along this arterial corridor.

Start: Flora Road

End: East City Boundary

Project Length in Miles: 1.6

Engineering Countermeasures



Wayfinding



Traffic Calming



Striping



School Zone

Yes



Park Zone

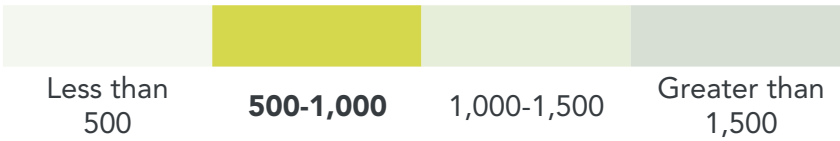
No



Transit Zone

Yes

Daily Ridership Estimate



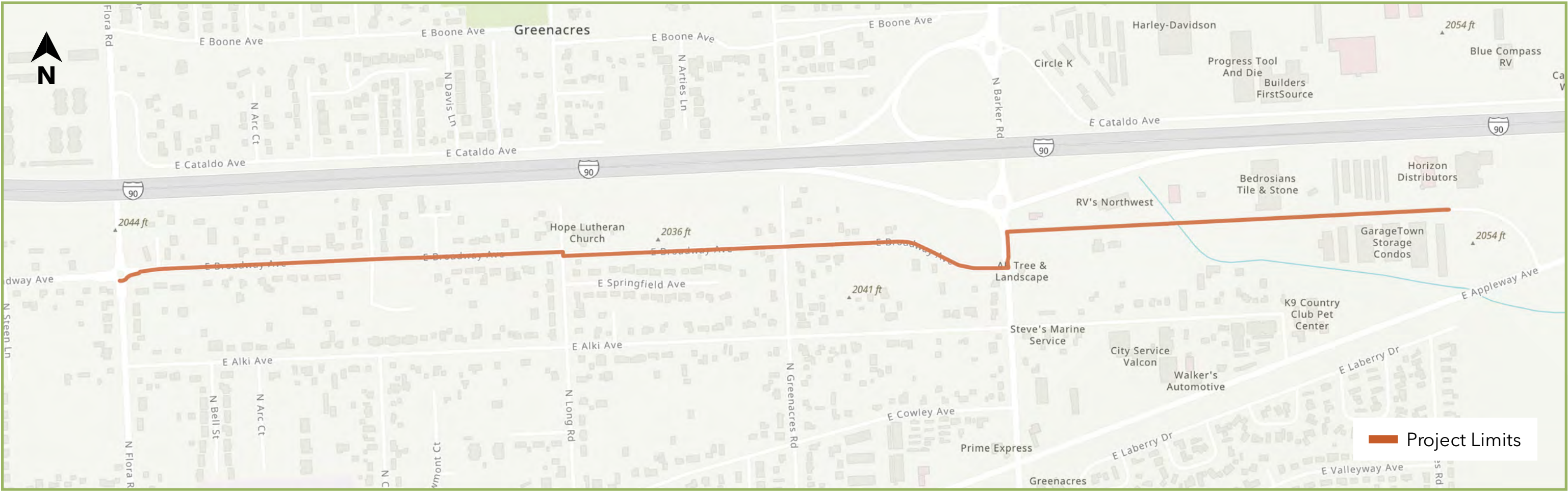
Prioritization Score



Improvement



Bicycle



14 Vista Bicycle Improvements

This project would improve Vista Road between the Appleway Trail and Mission Avenue as a low-stress bicycle facility. Identified in the Comprehensive Plan, the route would help people biking navigate the Dishman/Appleway/Sprague/Argonne/Mullan area and provide a west-side north-south connection up to Mission and toward the Argonne I-90 interchange.

Start: Appleway Trail
End: Mission Avenue
Project Length in Miles: 1.1

Engineering Countermeasures


Wayfinding


Crossing Improvements


Striping

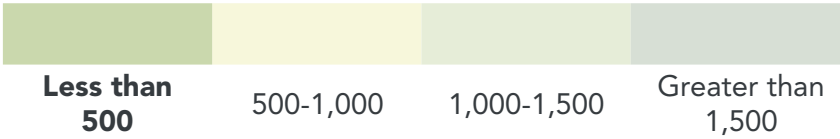

Traffic Calming


School Zone
No


Park Zone
No


Transit Zone
Yes

Daily Ridership Estimate

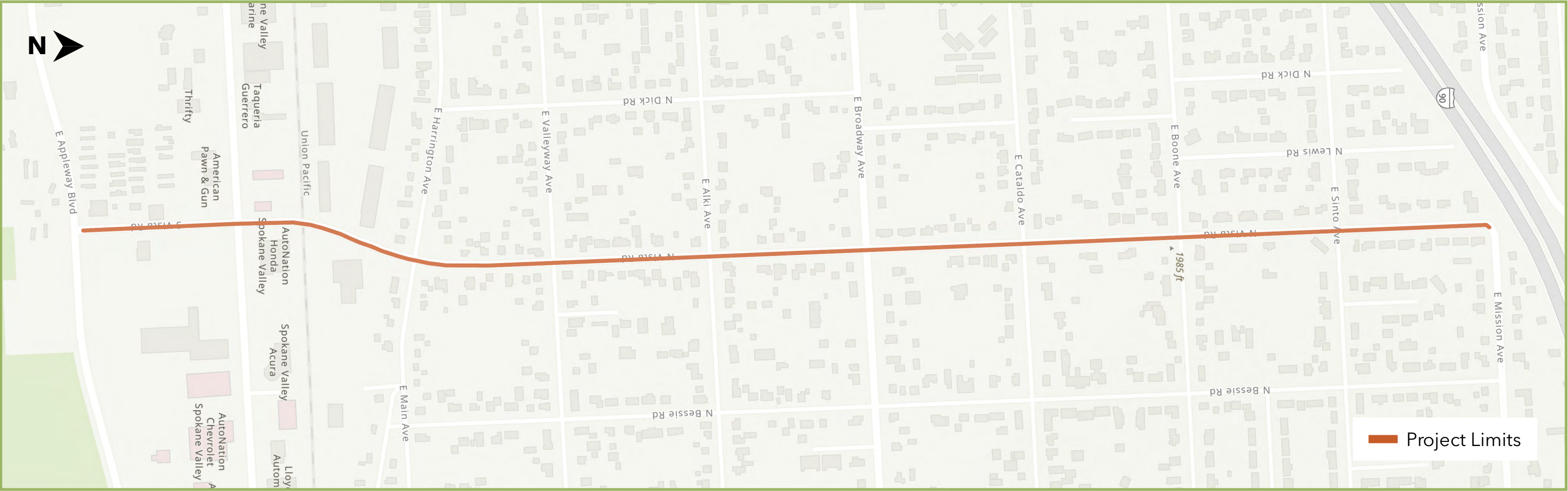


Prioritization ScoreImprovement

66



Bicycle



15 McDonald Road Bicycle Lane

This project would provide bicycle improvements along McDonald Road between the future Trent Trail and Wellesley Avenue. With the corridor’s 25 mph speed limit, a low-stress facility could be achieved, providing a comfortable north-south connection for people biking.

Start: Trent Avenue

End: Wellesley Avenue

Project Length in Miles: 0.9

Engineering Countermeasures



Wayfinding



Traffic Calming



Striping



School Zone

No



Park Zone

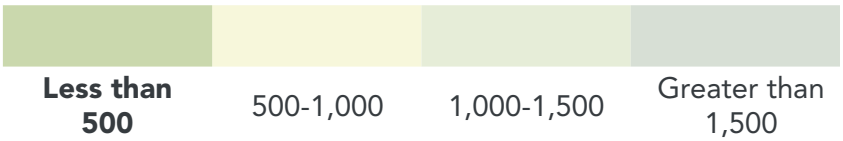
Yes



Transit Zone

No

Daily Ridership Estimate



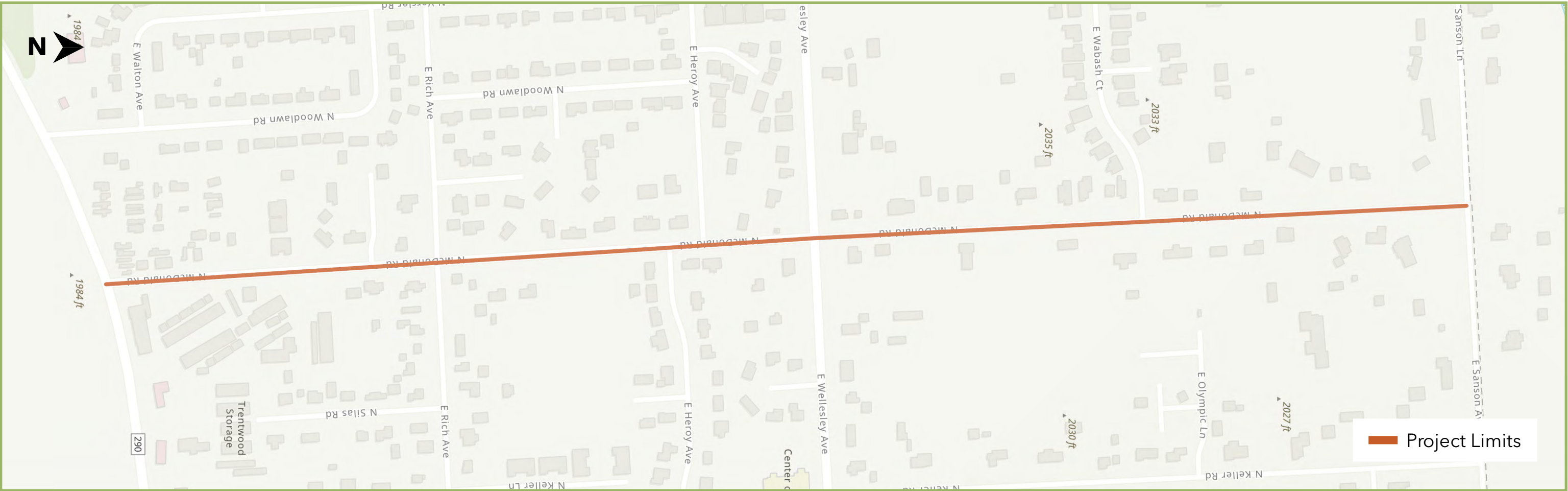
Prioritization Score



Improvement



Bicycle



16 Mission Bicycle Lane Improvements

This project would provide bicycle improvements along Mission Avenue between Barker Road and the city boundary. Because of the corridor's speed limit, a low-stress treatment would be recommended to reach an LTS 2 facility and provide consistency with the bicycle facilities west of Barker Road.

Start: Barker Road
End: East City Boundary
Project Length in Miles: 0.5

Engineering Countermeasures

 **Wayfinding**

 **Striping**

 **Crossing Improvements**

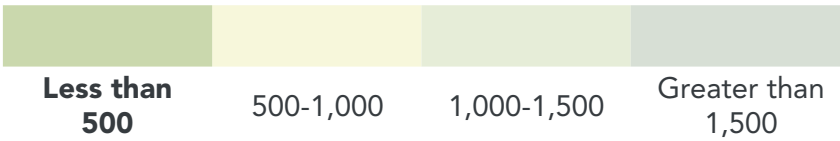
 **Traffic Calming**

 **School Zone**
Yes

 **Park Zone**
No

 **Transit Zone**
Yes

Daily Ridership Estimate

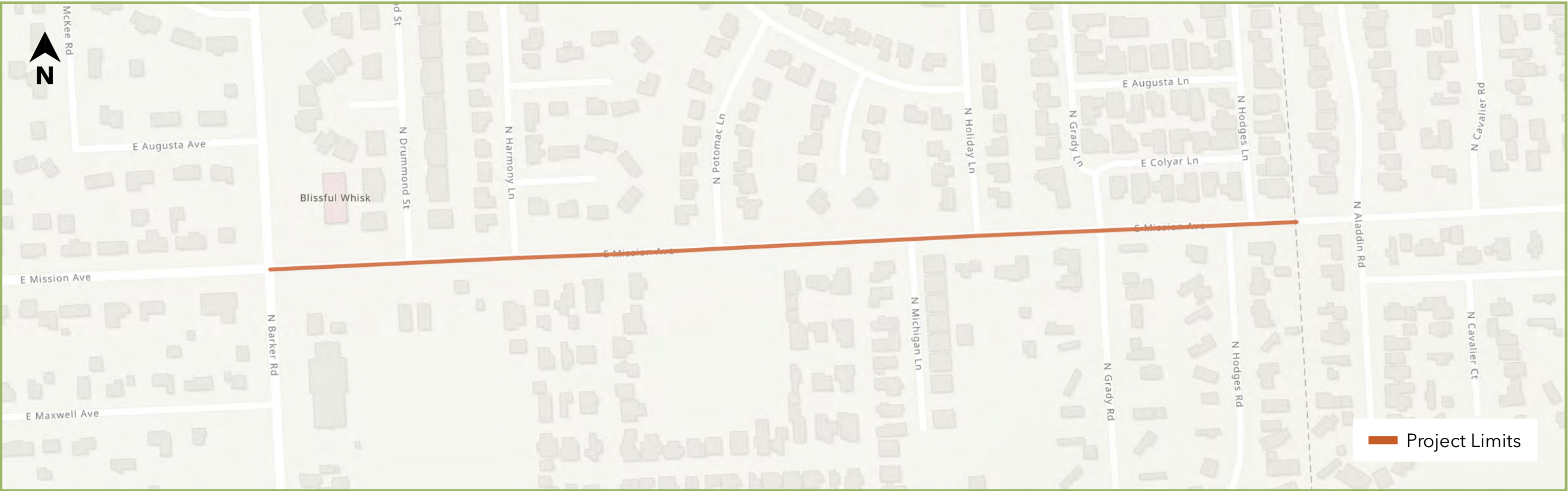


Prioritization Score

63

Improvement


Bicycle



17 Park Road Bicycle Lane

This project would provide bicycle improvements along Park Road between Broadway Avenue and Riverway Avenue. Currently a high-stress (LTS 4) corridor, the improvements would separate people biking from traffic to create a more comfortable, lower-stress north-south connection.

Start: Broadway Avenue
End: Riverway Avenue
Project Length in Miles: 2.0

Engineering Countermeasures



Wayfinding



Crossing Improvements



Striping



Traffic Calming



School Zone

Yes



Park Zone

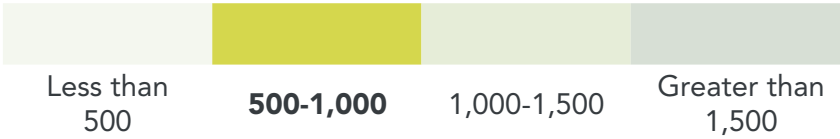
Yes



Transit Zone

No

Daily Ridership Estimate



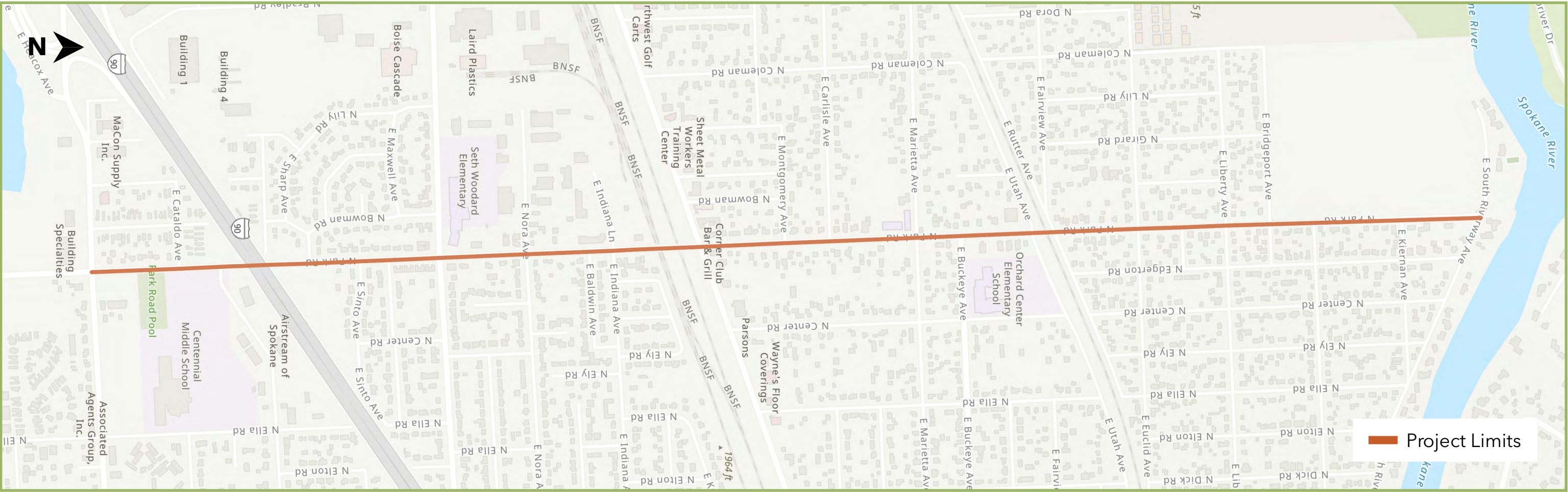
Prioritization Score



Improvement



Bicycle



18 Evergreen Road Bicycle Improvements

This project would provide bicycle improvements along Evergreen Road between Trent Avenue and Sanson Avenue. The improvements would separate people biking from vehicle traffic, providing a comfortable, lower-stress north-south connection in the area.

Start: Trent Avenue
End: Sanson Avenue
Project Length in Miles: 0.8

Engineering Countermeasures



Wayfinding



Crossing Improvements



Striping



Traffic Calming



School Zone

No



Park Zone

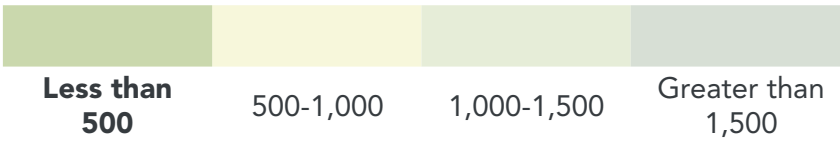
No



Transit Zone

No

Daily Ridership Estimate



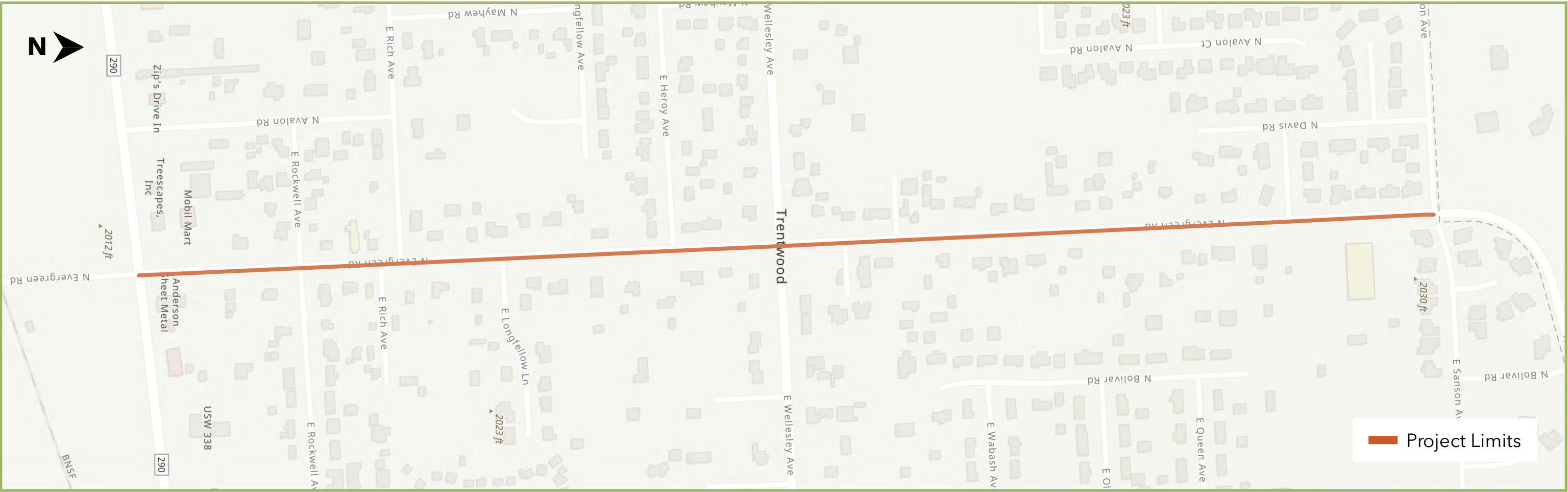
Prioritization Score



Improvement



Bicycle



19 Euclid Avenue Bicycle Lane

This project would complete a low-stress bicycle and pedestrian connection along Euclid Avenue between Sullivan Road and Flora Road, with particular attention to the rail crossing and the segment west toward Sullivan. Wayfinding signage would be included to provide a continuous, comfortable connection for people walking and biking, consistent with the Comprehensive Plan.

Start: Sullivan Road

End: Barker Road

Project Length in Miles: 2.2

Engineering Countermeasures



Wayfinding



Striping



Crossing Improvements



Traffic Calming



School Zone

No



Park Zone

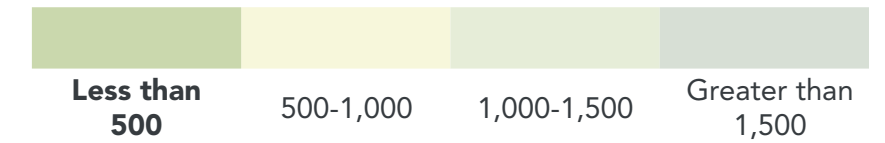
Yes



Transit Zone

No

Daily Ridership Estimate



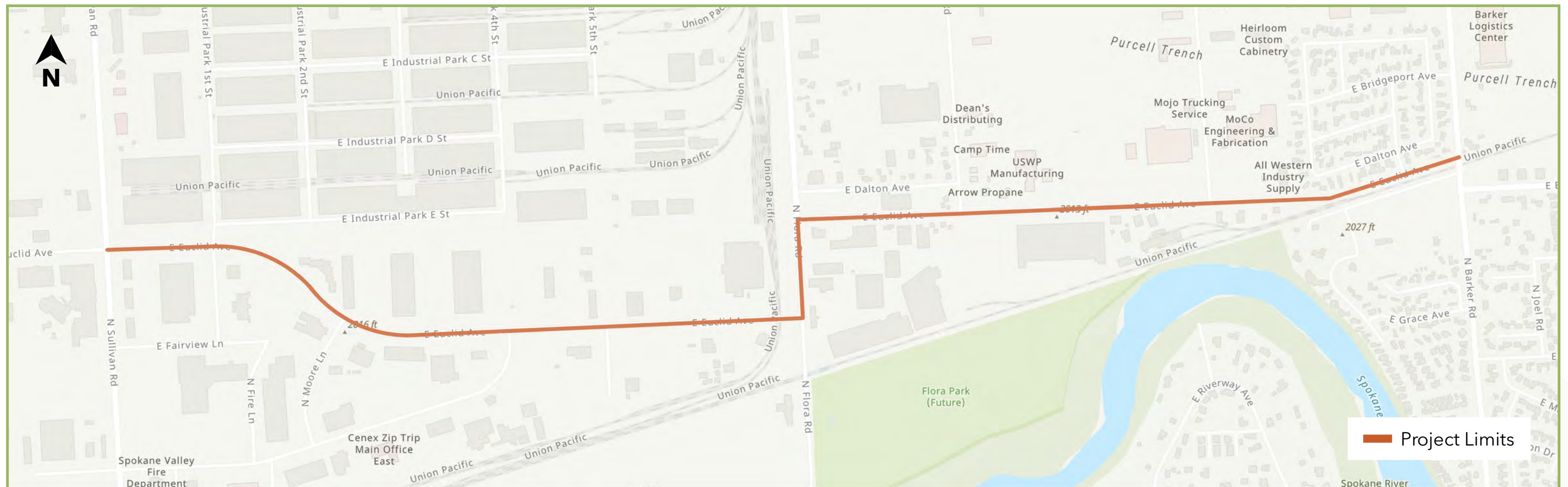
Prioritization Score

61

Improvement



Bicycle



20 River Loop/Riverview Trail

This project would provide a shared use path along Flora Pit Road on the north side of the Spokane River to provide access from Flora Park to Sullivan Park. Wayfinding improvements would be included. The off-street trail would provide a scenic, low-stress connection for people walking and biking along the river corridor.

Start: Sullivan Road
End: Flora Park
Project Length in Miles: 2.1

Engineering Countermeasures

**Separated Shared-Use Path**

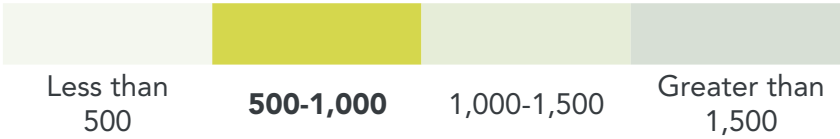
**Wayfinding**

**School Zone**
No

**Park Zone**
Yes

**Transit Zone**
Yes

Daily Ridership Estimate



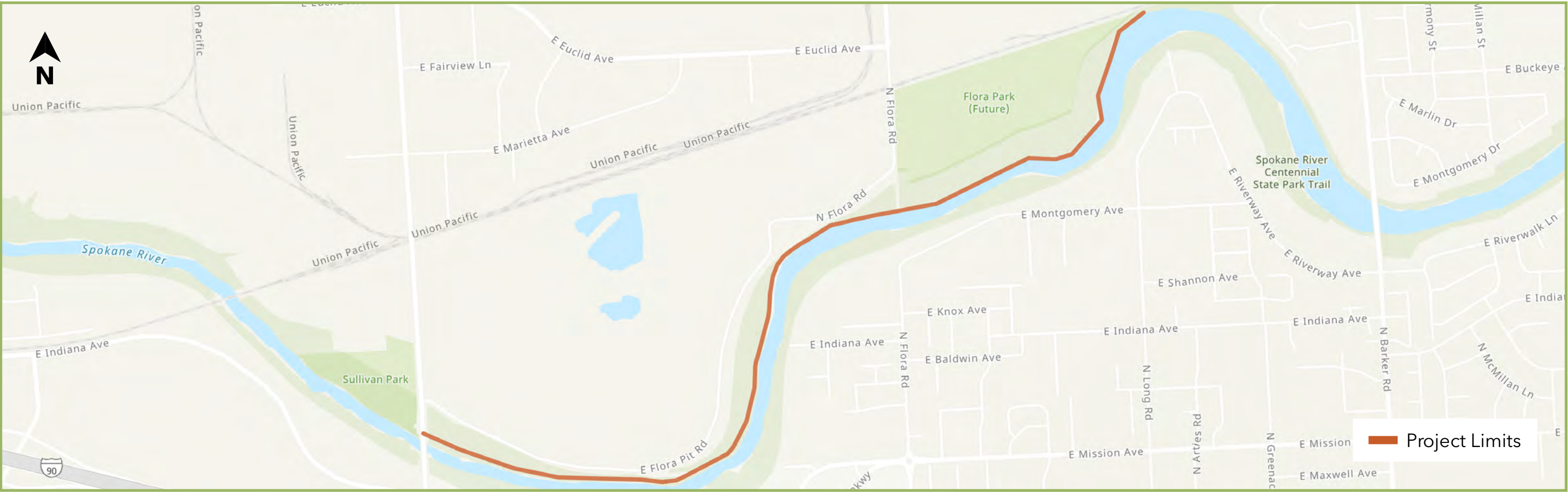
Prioritization Score



Improvement



Shared-Use Path





August 18, 2026

Spokane Valley City Council
Spokane Valley City Hall
10210 E. Sprague Avenue
Spokane Valley, WA 99206

Re: Support for the Draft Spokane Valley Active Transportation Plan

Dear Mayor Padden and Members of the Spokane Valley City Council:

On behalf of Central Valley School District, I am writing in support of the draft Spokane Valley Active Transportation Plan and its vision for improving safety, accessibility, and connectivity for people walking, bicycling, and rolling throughout our community.

The condition and availability of pedestrian and bicycle facilities directly affect our students, families, and employees. Each school day, students travel through neighborhoods and across busy streets to reach schools, bus stops, parks, libraries, and other community destinations. Missing sidewalks, incomplete bicycle routes, difficult crossings, limited lighting, and other gaps in the transportation network can discourage walking and bicycling and create safety concerns for students and families.

Current facilities do not consistently meet the needs of all users. These challenges can be especially significant for younger students, individuals with disabilities, and families who do not have reliable access to a vehicle. A transportation system should allow people of different ages and abilities to travel safely and independently throughout the community.

The Active Transportation Plan is an important step toward addressing these needs. A more complete network of sidewalks, accessible curb ramps, protected bicycle facilities, enhanced crossings, appropriate lighting, and connections to public transportation would provide meaningful benefits to the students and families served by Central Valley School District.

The plan supports several priorities shared by the district, including:

- Improving safety for students traveling to and from school;
- Connecting neighborhoods with schools, parks, transit stops, and community services;
- Supporting individuals with disabilities and people with limited transportation options;
- Encouraging physical activity, independence, and healthy lifestyles;
- Reducing traffic congestion around schools; and
- Providing more equitable access to educational and community opportunities.

We encourage the City Council to make implementation of the Active Transportation Plan a high priority. As projects are evaluated, we ask the City to give particular consideration to improvements near schools, school walking routes, bus stops, parks, and locations with documented safety concerns or missing infrastructure. Closing critical gaps in these areas can provide immediate and lasting benefits.

Continued coordination between the City, Central Valley School District, public transportation providers, law enforcement, families, and community organizations will be essential. Working together will help ensure that future projects reflect actual travel patterns and respond to the safety and accessibility needs of students and families.

Central Valley School District appreciates the City's leadership in developing its first Active Transportation Plan. We support the plan and encourage the City Council to advance investments that create a safer, more accessible, and better-connected Spokane Valley.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jay Rowell', with a long horizontal flourish extending to the right.

Jay Rowell
Director of Special Projects
Central Valley School District