

## Overview:

The current use of the Spokane Intermodal Center is home to a number of amenities that include heavy rail, passenger rail, and greyhound bus systems. Due to a number of convenience factors, the station has been severely underutilized, as the recent drop in oil prices has caused a drastic increase in personal automobile use. As these limited natural resources continue to decrease, prices will skyrocket and force users to become more conscientious about how they travel, resulting in the popular mass transit systems of old.

## Context Map



In order to support increased public transportation it is essential to provide the proper infrastructure to accommodate more responsible forms of transit. The underlying goal is to make the station more accessible and efficient for pedestrians and bicyclists to get to, from, and around the area. Another major focus aims at bridging the gap between the University District and downtown.

The site is approximately two square blocks in size and is located on Sprague Avenue between

Washington Street and Browne Street. The following is a list of opportunities and constraints of the site:

### Opportunities:

- Centralized location (downtown)
- Heavy population base
- Heavy commercial use
- Little vegetative elements

### Constraints:

- Very urban
- Lots of hardscape features (buildings, concrete, etc.)
  - Limited views
- Limited parking opportunities
- Little open space/softscape features

Pedestrian circulation is the driving force of this project, therefore it was essential to collect the following data:

- Walkability analysis at site from 5 and 10 minutes out
  - Currently, it takes an average of 6 minutes to get to the main entrance of the station from the south side of the railroad tracks
- Land use map
  - Identify existing land uses to determine if they are sufficient and provide future users with what they need
- Vehicular Circulation Analysis
  - Directions of one and two-way traffic
  - Places of potentially dangerous pedestrian ground crossings such as Division St.

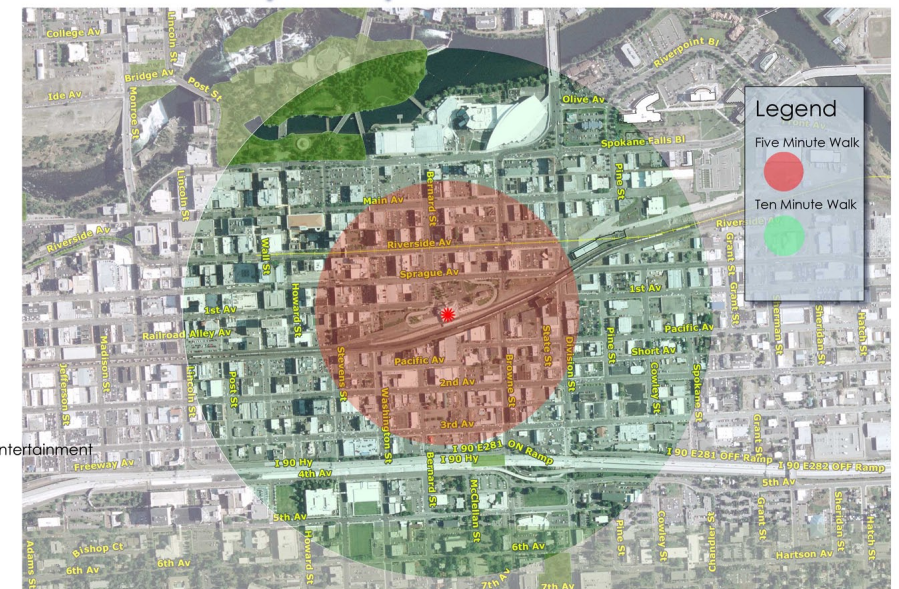
## Vehicular Circulation Diagram



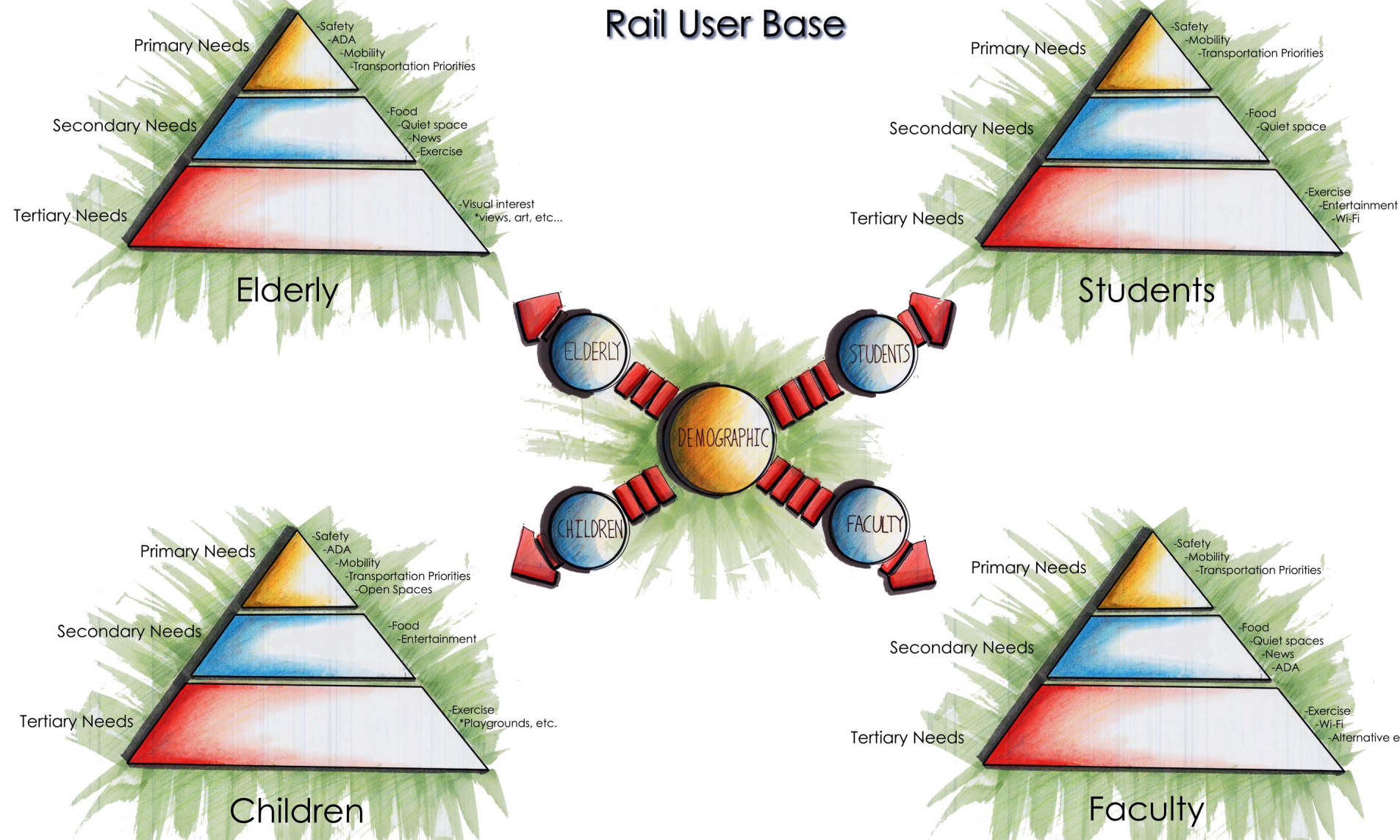
## Land Use Map



## Walkability Map

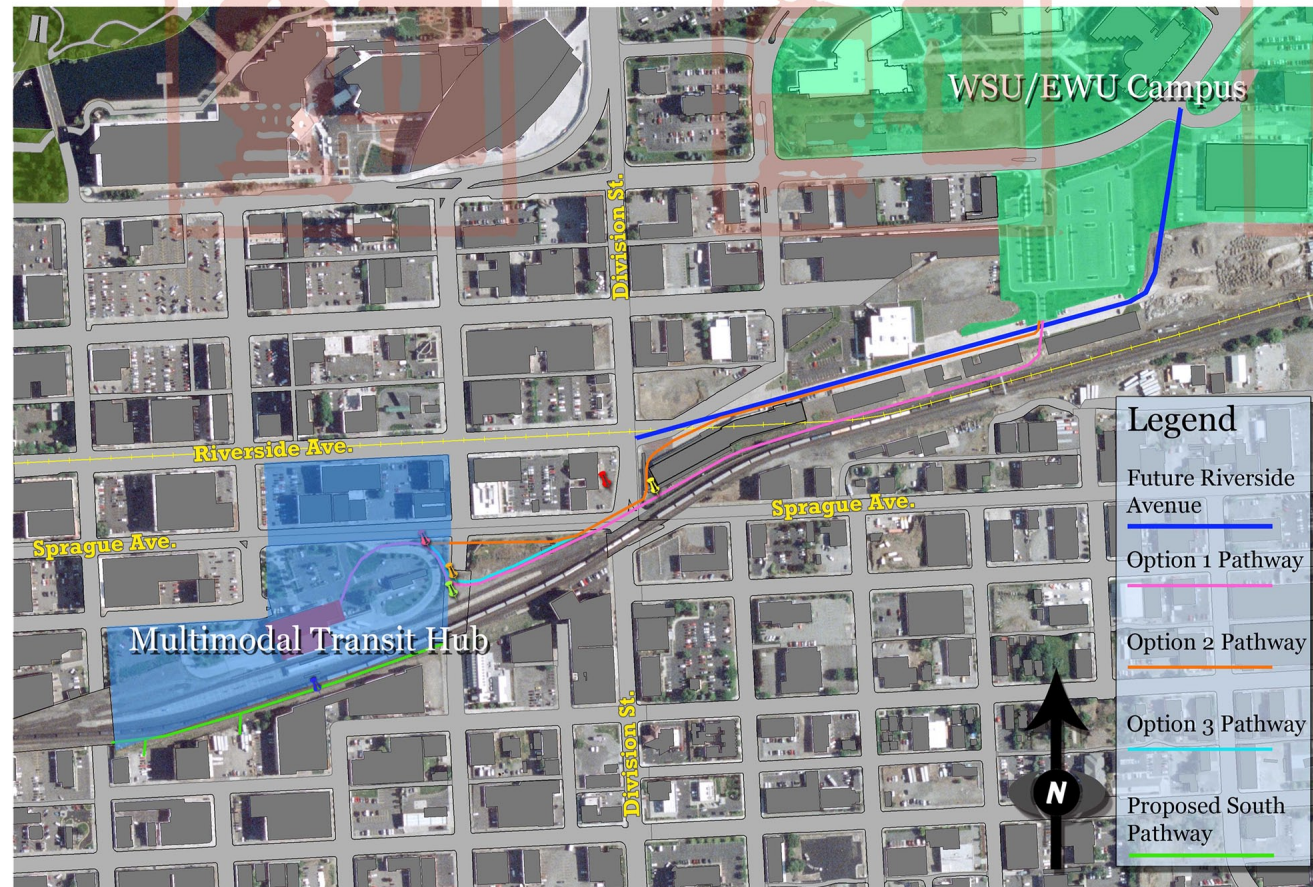


## Rail User Base





## Pathway Master Plan



### Overview:

The City of Spokane, once the site of the World Expo of 1974 was an icon for new and innovative ideas. These new and innovative ideas got Spokane a lot of attention on the world stage. One of those new ideas was an improved transportation infrastructure that provided a balance between freight rail lines and streets for personal automobile use. Today, with global warming at the forefront of world issues and the city's efforts to reduce our dependency on fossil fuels, a new opportunity has arisen for Spokane to serve as an international icon to new more responsible ideas.

Currently, downtown Spokane houses a transportation hub that serves the needs of citizens traveling around the Pacific Northwest region, by means of Amtrak trains and Greyhound buses. The missing link in this transportation hub is a more localized transportation system that responds to city and suburban residents and businesses' needs. The proposed system will consist of two networks: a bi-regional network which connects Spokane's outlying cities, and a local network that supports travel throughout the city. Introducing this fully-functional transit system will require a transit hub that interlinks the two networks and their tributary forms of transit, e.g. heavy rail, light rail, bicycle, walking, and automobile. The new multimodal transit hub and its surroundings is the focus of our project.

### Intent

The hub accommodates of multiple forms of transportation including heavy rail, light rail, and bus. As emphasis on the personal automobile continues to decline, this facility will support increased demand for responsible transportation alternatives. This facility will encourage pedestrian and bicycle traffic to the station by offering incentives such as free personal storage.

### Pedestrian Corridors

In order to support pedestrian and bicycle transportation, it will be important to incorporate a safer way for these types of circulation. Currently, there are many major streets around the proposed transit hub site, which make it difficult for people to travel to and from the station. The proposed hub area aims to connect the University District to the multimodal station in a safe and efficient manner via pedestrian corridors that eliminate interference with vehicular traffic.

### Pros & Cons

#### Pros

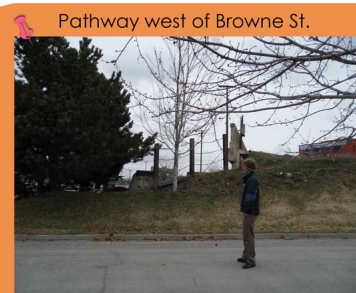
- Option 1**
- Existing corridor, separates vehicular and pedestrian traffic, easily visible from the train, most direct
- Option 2**
- Further from railroad tracks (feels safer, less noise, not owned by the railroad), no alley, keeps pedestrians off of Division St, people more apt to engage businesses in the vicinity
- Option 3**
- Separates vehicular and pedestrian traffic, further from railroad tracks (feels safer, less noise, not owned by the railroad), no alley

#### Cons

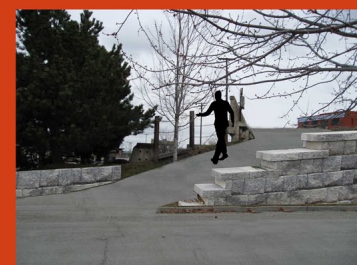
- Option 1**
- Creates an alley (feels unsafe), noise from train, owned by BNSF
- Option 2**
- Closer to vehicular traffic, ground crossing at Browne St, less direct, closer to vehicular traffic
- Option 3**
- Less direct, closer to new riverside



Pedestrian Tunnel Under Tracks



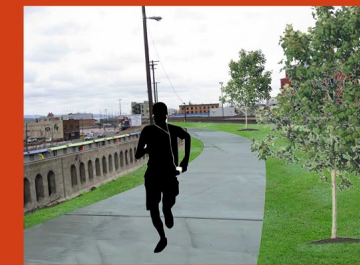
Pathway west of Browne St.



Overpass on Division St.



Overpass on Browne St. view #1



Overpass on Browne St. view



Corridor East of Division St.





## Future Land Use Plan



Existing green spaces around the multimodal station are uninviting and don't engage the users very well. Elimination of a portion of the parking lot and replacing it with native vegetation, a lawn, and a pedestrian path, will encourage people to use the space when waiting for transit departures. It will also be a relaxing place to gather for those who use the coffee shop and the other amenities offered across the street.

One of these amenities is a full-sized bike shop. This also includes a covered bicycle storage area for users who commute to the station via bike. In order to promote this more responsible form of transit, incentives will be offered to allow commuters to use this secure storage space free of charge.



View from Pedestrian Pathway Near Sprague Ave. Looking Northwest Towards Bicycle Shop



Current View Looking Towards the Station



View looking Toward the Station with Proposed Increase in Green Space



Current View Looking Away from the Station



View looking Away from the Station with Proposed Increase in Green Space



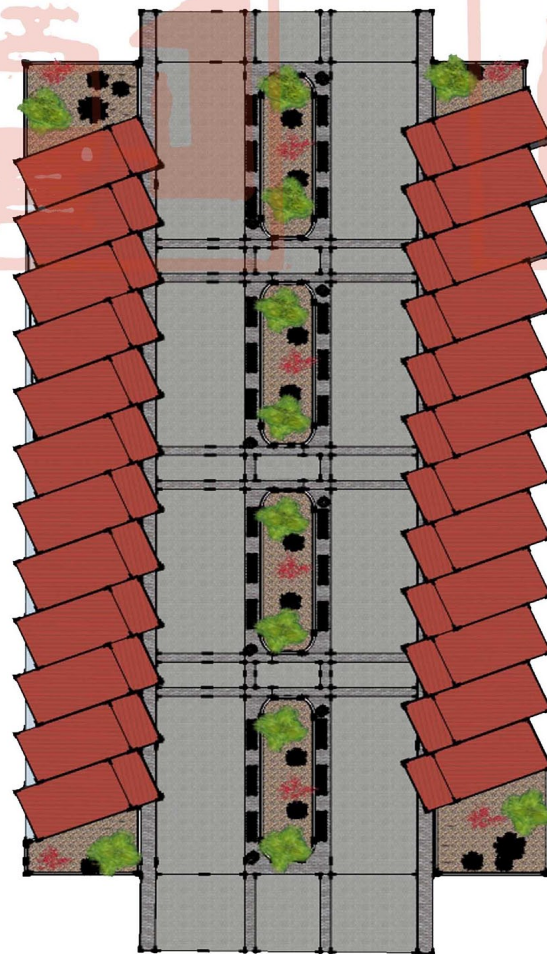
## Farmer's Market

The farmer's market is a major feature of the design. It serves not only to train station patrons but to the entire populace of Spokane. This space is located across the multimodal station between Sprague and Riverside Avenue.

The farmers market is meant to encourage pedestrian engagement to the area. By replacing what is now a parking lot with this market, emphasis is taken off of the automobile and placed on the pedestrian. It gives people the opportunity to purchase locally grown goods and engage the community in a unique and safe environment.

One of the unique features of this farmers market is how the farmer actually sells the goods. The market consists of angled covered stalls that the farmers can pull their vehicles into and sell directly from the back of their trucks. The stalls are oriented at thirty degrees so they are easy to access and promote smooth pedestrian flow. Being set at this angle allows a person to only see what is being sold if they are walking in a particular direction. This helps control movement through the site and limits congestion due to cross traffic.

Another unique feature of the market is its storm water management system. The central pedestrian pathways are sloped toward the center where there are bio-swales that collect the storm water and allow for on-site infiltration. Similarly, there are bio-swales at each end of the rows of stalls that will serve to collect the run-off from the roofs of the stalls.



Buying and selling at the Farmer's Market



A safe place for social interaction



The Farmer's Market gives a sense of identity in the community