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## Co-Designing Safety Improvements in a Disadvantaged Neighborhood

Wende Wilber, PTP – Senior Principal Planner  
Anthony Davies, PE – Associate Engineer



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## LEARNING OBJECTIVES

**Objective 1** - Discuss how a community-led co-design process can succeed through agency and consultant partnership.

**Objective 2** - Evaluate how Tax Increment Finance funds can be leveraged in conjunction with other funding sources.

**Objective 3** - Identify how to evaluate and prioritize projects to achieve the maximum community benefit.



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### West Central Infrastructure Project

- Project Parameters
- History of West Central
- Neighborhood Participation
- Defining and Prioritizing Projects
- Assessing the Economic Contribution
- Concept Designs
- Success breeds Success



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### Project Parameters



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### Who is the Project Manager


#### The Neighborhood








Project Management Team



Technical Advisory Committee



Public Advisory Committee



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### Project Parameters

- Develop conceptual designs to slow traffic and improve pedestrian and bicycle connectivity and safety
- Stay in right-of-way
- Understand economic impacts
- Leverage Tax Increment Financing and other funding
- Engage with the neighborhood



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### History of West Central



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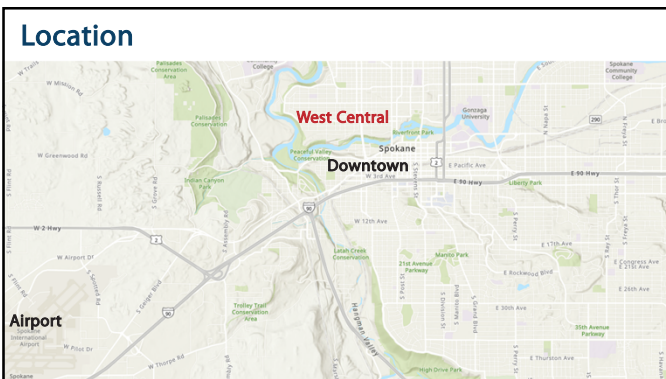
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### Location



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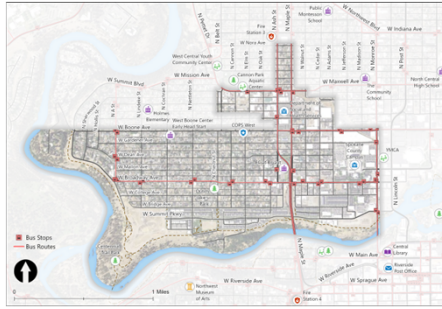
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## Context

- Grid layout
- Centennial Trail runs along the west and south
- Bisected by two north/south arterials
- Served by transit
- Home to County Courthouse/Campus



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## A Rich History

- Home to Natatorium park from 1887 to 1968
- Trolley lines were laid to connect the park with the rest Spokane
- Street cars stopped in 1936
- One of the largest historic districts in Washington: 76% of the houses were built between 1900 and 1912
- Doyles has been serving ice cream since 1939
- Finish Line for Bloomsday



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- 1880 through the early 1970s the area was a rail yard
- Today, Kendall Yards is a 78-acre planned community



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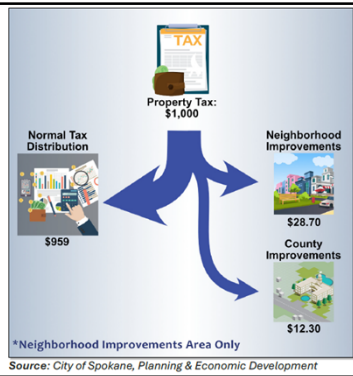
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## The West Quadrant Tax Increment Finance District

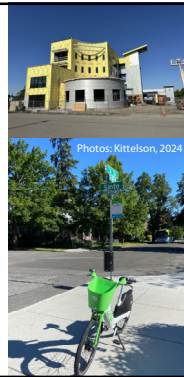
- Public Improvements
- Affordable Housing



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## Transitioning to Today

- About 9,500 people
- Median Income
  - 2012 - \$36,626
  - 2022 - \$96,007 (50% above city average)
- Renters
  - 2012 - 48%
  - 2022 - 35%
- Violent crime is up 17.14% and property crime is up 22.19%
- Gentrification is happening



Source: ACS 5-Year Estimates Detailed Tables, Table B25140, DP04, S1903 1. Adjusted for inflation, 2022 dollars. 2. Spokane County Census Tract 22

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## Neighborhood Participation



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## Go To The People

- Neighborhood Walk
- Clean Up Day
- El Mercadito
- Neighbor Day
- Porchfest
- News Articles
- Neighborhood Champions
- West Central Neighborhood Council
- Neighborhood Advisory Council



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## Defining and Prioritizing Projects



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## Transportation Issues

- Increased traffic from new development
- Uncontrolled intersections and failure to yield
- Speeding
- Sight distances
  - Vegetation
  - Parked Cars
- Crashes



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## Transportation Issues: Pedestrians and Cyclists

- Discontinuous and damaged sidewalks, lack of ADA ramps
- Lack of enhanced crossings at high volume crossings
- Off-set intersections
- No bike lanes or routes
- High transit ridership
- Increased activity with new development

Compounded with large number of  
uncontrolled intersections



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## Landscaping

- Narrow landscaping strips don't meet code
- Adjacent owners responsible for maintenance
- Potential loss of mature vegetation
  - Siberian Elm
  - Norway Maple
  - Red Maple
  - Black Locust
- Known "heat island"
- Poor maintenance



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## Utilities

- Sanitary Sewer – Early 1900's
- Storm Sewer – Catch basins and infiltration drywells at intersections
- Water – Late 1800's
- Power/Communications
  - Mostly aerial in older areas
  - Buried in newer developments



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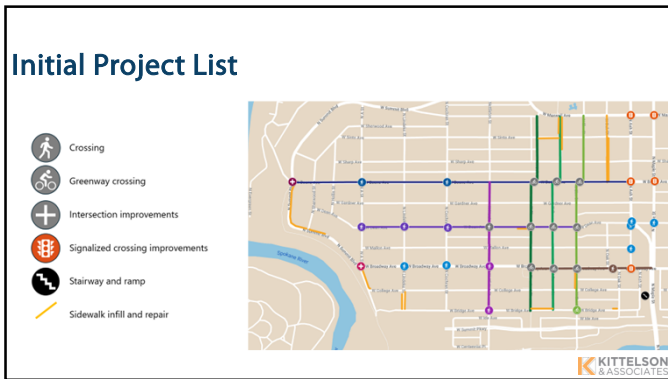
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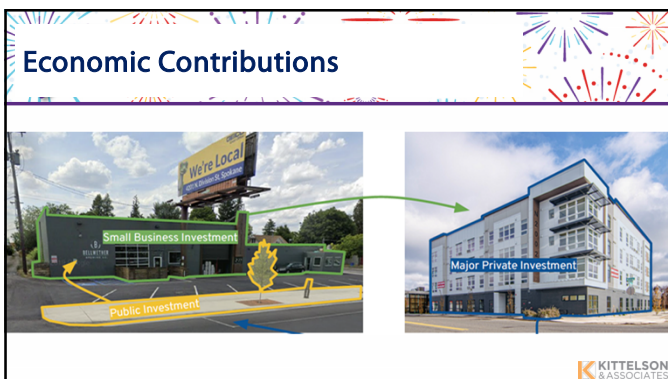
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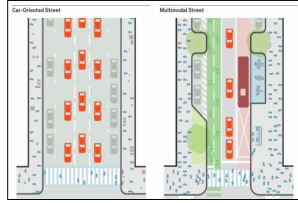
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## Economic Benefits of Multimodal Infrastructure

- A lane re-allocation alone does not have any measurable negative impact on sales tax revenue or property value
  - When combined with high quality transit, a 1% increase in bikeability (bike score), yields between a 0.4 - 1.2% increase in property values
- Traffic calming measures (lead to increases in property values



KITTELSON & ASSOCIATES

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## The Business Case for Multimodal Investments

While automobile drivers spend more per trip, bicyclists, transit users and pedestrians spend more on average at restaurants, bars, and convenience stores per month than those who drive



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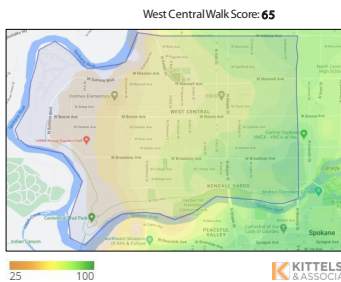
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## Walkability: Infrastructure + Destinations

- A 1 point increase in walk score equates to a .5% increase in property values (Cortright, 2009).
- With a score of 65, West Central has a lot of potential upside



KITTELSON & ASSOCIATES

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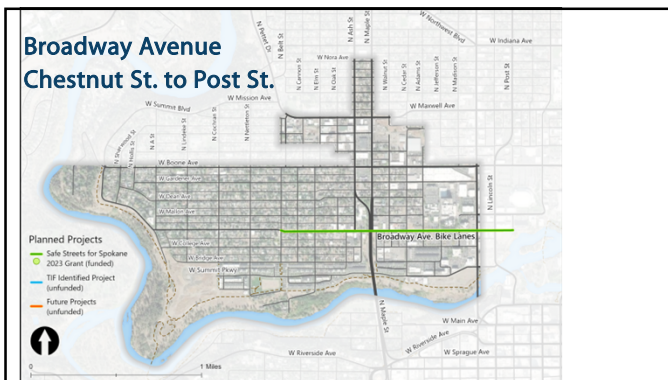
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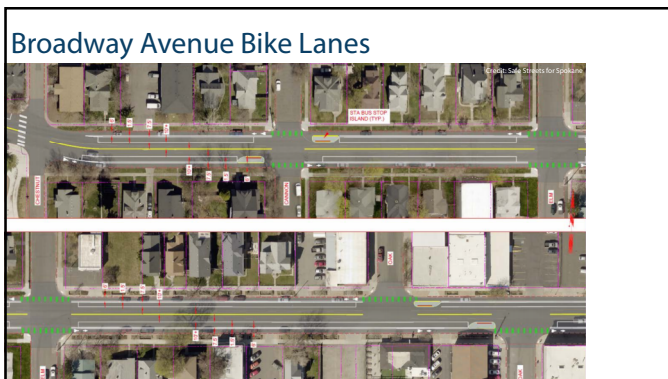
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### Successes

- 10 to 12 projects taken to 30% design
- New bike racks
- Temporary installations
- First project moving to full design
- TIF money used as match for Safe Streets For All Grant funding
- Trust being rebuilt



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