The following boards were generated to help facilitate a visioning workshop held in Spokane on June 22\textsuperscript{nd} and 23\textsuperscript{rd}, 2016.

Included are four boards of inspirational images that give examples from other cities, a catalogue of existing street typologies, a menu of inspirational street typologies, and a series of site analysis diagrams.
CITY LIFE

ARCHITECTURAL CHARACTER

ACTIVITIES

CULTURE
NATURE

BLUE-GREEN WAYS

POCKET PARK
Paley Park, NY

ROOF TOP AGRICULTURE
Brooklyn, NY

PUBLIC LAWN
Central Park NYC, NY

URBAN FRUIT TREE
Portland, OR

URBAN P-PATCH
Seattle, WA

URBAN AGRICULTURE

KAYAK BOAT LAUNCH
Newburgh, NY

DAYLIGHT STREAM
Dockside Green, Victoria, Canada

WILDLIFE CORRIDOR
Netherlands

GREEN STREET
Concept Image

DAYLIGHT STREAM
Stockholm, Sweden

DAYLIGHT STREAM + GREEN STREET
Concept Image

URBAN BEEKEEPING
New York City, NY

STREAM + PARK
Cheonggyecheon Streem, Soul, South Korea

PARKS

NATURE

BLUE-GREEN WAYS

POCKET PARK
Paley Park, NY

ROOF TOP AGRICULTURE
Brooklyn, NY

PUBLIC LAWN
Central Park NYC, NY

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PARKS
EXISTING CONDITIONS

MAIN AVENUE

MLK JR BLVD/ E SPOKANE BLVD

SHERMAN/SPRAGUE STREET

2ND/3RD STREET

PACIFIC STREET

SHERMAN STREET

MLK BLVD

SPRAGUE STREET
- Travel lanes narrowed to 10 ft for cycle track
- Intersections designed to regulate left turns
- Speed limit 30
- Avg daily traffic 30,000 (didn’t change)
- Retail sales increased after cycle track
- Car travel times decreased; maintained same number of through lanes; added left turn lanes
- Peak hour trips shortened 6 seconds

Transit/Multi-modal arterial

- Two lanes of traffic replaced with parallel parking; intersections designed to regulate left turns
- Speed limit 30
- Avg daily traffic 30,000 (didn’t change)
- Retail sales increased after cycle track
- Car travel times decreased; maintained same number of through lanes; added left turn lanes
- Peak hour trips shortened 6 seconds
- Bikes are good for business
- Safer streets for everyone; crashes decline

Boulevard/Major arterial

- Plaza and hardscape reinforce zone for people
- Interim parking for dining, cafe, retail stops
- Interim load/unload zones for delivery
- Park-like space with landscaping, hardscape at humane scale

Plaza-scape/boulevard

- One travel lane converted to buffered bike lane
- Speed limit 25, reduced to 20
- Avg daily traffic 8,000 (didn’t change)
- Provides cyclists with safe, calm link to rivers

City/neighborhood street

- Extension of parks, green corridors
- A no-car zone, a place for people, wildlife, nature
- Provide habitat and connection to nature
- Daylight stormwater/streams

Green corridor