



# WSDOT SELECTS COMMUNITY PREFERRED ALTERNATIVES FOR I-90/NORTH SPOKANE CORRIDOR CONNECTION

Throughout the last several months the Washington State Department of Transportation (WSDOT) has shared two alternatives for the North Spokane Corridor (NSC) connection to I-90 and sought community input on which alternative the department should move forward with, and whether to maintain a westbound off-ramp from I-90 to Altamont Street.

Two design alternatives were presented to the community with the requirements that I-90 must operate at, or better, than it would without the NSC connection and that the solutions considered would provide reasonable access, minimize conflict points, and improve safety.

WSDOT embarked on an ambitious engagement effort to both increase understanding of the two proposed alternatives and bring community voices into the decision-making process. This engagement included 14 community presentations, an online survey which collected over 1,100 responses, a mailer sent to over 7,000 neighborhood residents and businesses, an online engagement effort, and a community workshop attended by over 100 individuals. The online engagement efforts were accomplished in collaboration with agency partners at the City of Spokane, City of Spokane Valley, Spokane Transit Authority, and the Spokane Regional Transportation Council (SRTC).

**After reviewing the survey results and public comments received throughout the community engagement work, WSDOT is excited to announce that Alternative 1 has been selected as the preferred design option to take to construction, and a westbound off-ramp from I-90 to Altamont Street will be maintained.**

Survey results indicated just over 66% of all respondents preferred Alternative 1 while neighborhood residents preferred Alternative 1 at just over 68%. Approximately 72% found it at least somewhat important to maintain an off-ramp from westbound I-90 to Altamont Street. Survey respondents shared their views that Alternative 1 provided greater surplus land opportunities and pedestrian bridge opportunities while also lowering costs and lessening neighborhood traffic.

- “The extra cost for Alternative 2 is just too much money.”
- “Please make this safer and increase access for pedestrians, cyclists.”
- “I would like to see as much green space preserved as possible.”
- “People who live in East Central want Alternative 1.”
- “I prioritize minimizing disturbances to the community and reducing the complexity of the road geometry in the limited space between the NSC and Hamilton interchanges to improve safety for through traffic on 90 and avoid freight traffic on neighborhood roads.”

WSDOT appreciates the time and effort of the community in providing this valuable input. A rendering of Alternative 1 is on display at the Carl Maxey Center, the MLK Center at East Central Community Center, and the Liberty Park library.



### Next steps for community engagement

WSDOT will be convening a south collaboration team this summer ahead of additional Children of the Sun Trail and Placemaking efforts that are expected to begin later this fall.

### To learn more about the North Spokane Corridor project and to stay connected visit us online at:

- Interactive Project Storymaps: [www.NSCplace.com](http://www.NSCplace.com)
- Facebook: [www.facebook.com/NSCplace](http://www.facebook.com/NSCplace)
- Project website: [www.wsdot.wa.gov/construction-planning/major-projects/north-spokane-corridor](http://www.wsdot.wa.gov/construction-planning/major-projects/north-spokane-corridor)

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### To join the conversation and future engagement opportunities:

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