



## Bicycle Advisory Board

Tuesday May 17, 2021 – 6:00 PM to 7:30 PM



**HYBRID – TELECONFERENCE AND IN-PERSON**

### IN-PERSON LOCATION:

City Council Briefing Center, Spokane City Hall - Basement  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201

Staff Liaisons: Colin Quinn-Hurst (509) 625-6804 [cquinnhurst@spokanecity.org](mailto:cquinnhurst@spokanecity.org)  
Inga Note (509) 625-6331 [inote@spokanecity.org](mailto:inote@spokanecity.org)

### Board Briefing Session:

- 6:00 – 6:20
- 1) [Approve April 19 2022 Minutes](#)
  - 2) Liaison Reports
  - 3) Chair Report
  - 4) Staff Report

### Workshops:

- 6:20 – 7:30
- 1) [2023-2028 Six-Year Comprehensive Streets Program](#)
    - Kevin Picanco, Senior Engineer, Integrated Capital Management
  - 2) [Construction Detours Project](#)
    - Colin Quinn-Hurst, Assistant Planner, Planning Services

**Next BAB meeting is scheduled for Tuesday, June 21, 2022 at 6pm**

## Microsoft Teams meeting

**Join on your computer or mobile app**

[Click here to join the meeting](#)

**Join with a video conferencing device**

[cityofspokane@m.webex.com](mailto:cityofspokane@m.webex.com)

Video Conference ID: 115 343 360 5

[Alternate VTC instructions](#)

**Or call in (audio only)**

[+1 323-618-1887](tel:+13236181887), 885422582# United States, Los Angeles

Phone Conference ID: 885 422 582#

[Find a local number](#) | [Reset PIN](#)

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# Bicycle Advisory Board - Minutes

**April 19, 2022**

City Council Briefing Center

Meeting Minutes: Meeting called to order at 6:00 PM by Grant Shipley

## Attendance:

- *Board Members Present:* Pablo Monsivais, Rhonda Young, Taylor Stevens, Lauren Pangborn, Christina Ramirez, Aren Murcar, Satish Shrestha, Michelle Sidles
- *Board Members Not Present:* Grant Shipley (Chair), Charlie Greenwood,
- *Quorum Present:* yes
- *Staff Members Present:* Colin Quinn-Hurst, Inga Note,

## Public Comment:

Jeff Sevela reported concerns about Government Way restriping to include bike lanes and planned detours for the TJ Meenach Drive project affecting bicycle traffic on Downriver Drive.

## Briefing Session:

Minutes from the November 16, 2021 meeting approved unanimously.

### **1. Liaison Report -**

- Rhonda Young reported that the Plan Commission Transportation Subcommittee reviewed the six-year streets program and shared use pathways during the April meeting.

### **2. Chair Report -**

- none

### **3. Staff Report -**

- none

## Workshops:

### **1. 2022 Bicycle/Pedestrian Grant Applications**

- Presentation provided by Inga Note, Sr. Transportation Planning Engineer, Integrated Capital Management
- Questions asked and answered
- Discussion ensued

### **2. 2022 Projects Overview**

- Presentation provided by Colin Quinn-Hurst, Assistant Planner, Planning Services
- Questions asked and answered
- Discussion ensued

### **3. Bicycle Master Plan Amendments**

- Presentation provided by Colin Quinn-Hurst, Assistant Planner
- Questions asked and answered
- Discussion ensued

**Meeting Adjourned at 7:34 PM**

Next Bicycle Advisory Board Meeting scheduled for Tuesday, May 17, 2022

*Note: Minutes are summarized by staff. A recording of the meeting is on file with Planning Services.*

# EXCERPT for BICYCLE ADVISORY BOARD

May 2022 Meeting Agenda

Full Program Here:

<https://my.spokanecity.org/projects/six-year-comprehensive-street-program-2023-2028/>

CITY OF SPOKANE



## 2023-2028 Six Year Comprehensive Street Program

## **City of Spokane Mayor and City Council Members**

Nadine Woodward - **Mayor**  
Breean Beggs - **Council President At Large**  
Jonathan Bingle - Council Member District 1  
Michael Cathcart - Council Member District 1  
Betsy Wilkerson - Council Member District 2  
Lori Kinnear - Council Member District 2  
Zach Zappone - Council Member District 3  
Karen Stratton - Council Member District 3

## **City of Spokane Plan Commission Members**

**Todd Beyreuther - President**  
**Greg Francis - Vice President**  
Michael Baker – Member  
Jesse Bank – Member  
Carole Shook – Member  
Tim Williams - Member  
Clifford Winger – Member  
Kris Neely - Member  
Ryan Patterson - Member  
Lori Kinnear - **City Council Liaison**

## **Integrated Capital Management**

Katherine E. Miller, P.E. – Director  
Marcia Davis, P.E. – Principal Engineer  
Kevin Picanco, P.E. – Senior Engineer

Date Printed: 4-29-22

# **INTRODUCTION**

**The City of Spokane Comprehensive Plan.** The City's first planning activities in the early 1900s were centered on parks and transportation. From these beginnings, planning in Spokane has continued to grow in significance and usefulness. In 1968, the City adopted its first land use plan as one element of the Comprehensive Plan. The 1968 Land Use Plan was updated in 1983. Over the years, topics in the Comprehensive Plan have expanded to include parks and open spaces, bikeways, water and wastewater facilities, shorelines, and individual neighborhoods.

In 1990, the State of Washington enacted the Growth Management Act (GMA) that established rules for communities (such as the City of Spokane) to accomplish community planning. The City conducted a thorough planning effort to create the 2000 Comprehensive Plan, (adopted in 2001) which complies with the GMA rules and consists of goals, policies, maps, illustrations, and implementation strategies that guide how the City should grow physically, socially, and economically. The 2000 Comprehensive Plan consists of over 30 official documents that encompass all aspects of city activities. A major update, completed and adopted in 2017, included a full revision of the transportation chapter.

Importantly, the GMA includes two provisions to ensure that the City follows Comprehensive Plan directives:

- The City must regulate land use and development consistent with the plan; the zoning code, subdivision code, environmental ordinances, and the building code must follow the plan's intent.
- The City must make capital budget decisions and capital project investments in conformance with the plan.

These two GMA rules give the new Comprehensive Plan a much-higher level of importance in managing and guiding the city's growth and development than previous editions of the plan.

**Capital facilities planning.** As defined in the Comprehensive Plan, Capital facilities and utilities are services and facilities that support the physical development and growth of the city. Section 1.1 of the Comprehensive Plan states that the "...city must make capital budget decisions and capital project investments in conformance with the plan." Further, it states, "In addition to ongoing needs for repair and maintenance, these lists of capital facilities include the immediate improvements necessary to support growth, in conformance with the Comprehensive Plan." The Comprehensive Plan, then, strives to contain and manage sprawl, and it encourages investment in infrastructure in support of managed growth areas including focusing high-intensity growth in specified Centers and Corridors and infill development in other areas of the City.

Section 5.3 of the Comprehensive Plan lists certain themes – "Visions and Values" – that Spokane citizen volunteers identified as being important in relation to Spokane's current and future growth. The capital facilities and utilities (CFU) "Vision" states:

- Public facilities and utilities will be provided concurrently with a growing population to meet the safety, utility, transportation, educational, and cultural needs of residents.

The "Values" related to sewer, water and transportation include:

- Ensuring good parks, schools, libraries, and streets in the neighborhoods.
- Providing services and facilities as growth occurs.

**Goals and policies.** Section 5.4 of the Comprehensive Plan addresses certain goals and policies for indicating desired directions, accomplishments, or aims in relation to the growth and development of Spokane. An important, but subtle, provision is included in CFU 1.2, Operational Efficiency. This powerful provision requires “...the development of capital improvement projects that either improve the city’s operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities.”

The concept of increasing the use of existing facilities implies – requires – a more dense development pattern, and not the physical extension of services to more consumers. Simply stated, maximizing the utilization of existing facilities reduces future capital costs by eliminating or delaying the need to expand the system in response to internal perimeter growth or external sprawl, and lowers the unit cost of service delivery by distributing capital and certain operational costs over a larger customer base.

Full realization of the CFU 1.2 goal, however, is akin to considering the “chicken or the egg” paradox. Obviously, the cost “savings” cannot be realized unless a more dense development pattern occurs. However, the mere existence of the infrastructure cannot of itself assure denser development without additional incentives: (1) proper or encouraging zoning/land use designation, (2) the shaping of corporate perception, (3) other stimuli. For this reason, the sewer and water utilities have included a provision in their budgets to eliminate the general facilities charge (GFC) for all areas within the state-designated Community Empowerment Zone. This provides a financial stimulus for developing/redeveloping within currently underutilized areas within the city.

In order to fully comply with the Comprehensive Plan, capital sewer, water, and street facilities planning must acknowledge and address at least four simultaneous goals:

1. Adequate infrastructure for infill development must be provided.
2. Facilities must be constructed within the Urban Growth Area (UGA), and also not to the detriment or in lieu of other development that is supportive of and necessary for designated Centers and Corridors.
3. Existing facilities and infrastructure must be maintained and upgraded as needed.
4. Facilities must be consistent with strategic system planning (50 to 100 years).

Occasionally for certain projects, the goals appear to be inconsistent or conflicting, particularly goals #2 and #4 – those dealing with the UGA and strategic planning. For example, assume a water tank project is proposed to be constructed in the next 6 years in a location not only outside the city limits, but also outside the Comprehensive Plan’s UGA. On the surface, the proposal to construct this water tank, together with its requisite transmission main system connection, appears to promote development outside the UGA, which would be a clear contravention of the Comprehensive Plan. This project though is necessary to provide hydraulic consistency (relatively uniform water pressure) throughout the designated hydraulic zone, and the selected tank site meets the necessary engineering criteria under Section 5.13 of the Comprehensive Plan.

Consistency of the water tank project is assured by the policies of CFU 3.6, which direct the City to apply strict limitations for allowing service connections outside the UGA. Specifically, “Any mains that are subsequently extended outside the city’s UGA for the overall operational benefit of the City of Spokane’s utility system shall be for transmission purposes only, with no connections allowed within that portion of the city’s utility service area that is outside the UGA.”

**The Six-year Comprehensive Sewer, Water and Street Programs.** The City of Spokane prepares and publishes a Six-Year Capital Improvement Program (CIPs) annually for all of its capital investments,

including sections for street, water and sewer projects as part of its annual budget process. Additionally, the City adopts its 6-year Street Program separately in July of each year to meet state deadlines. . These capital plans provide a blueprint for improving the City's sewer, water and transportation infrastructure in a rational, coordinated, cost-effective manner. These plans are prepared in support of the City's overall planning efforts:

- The City Sewer and Water (Utility) departments plan over a 20-year financial period, and 6-year capital plans for the utility services are designed to be consistent with each department's twenty-year financial plan.
- The City Comprehensive Plan uses a mandated 20-year planning period for growth, development and expansion, and the Six-Year Comprehensive Sewer, Water and Street Plans are reviewed annually for compliance with the City's overall Comprehensive Plan.
- In addition to the City Comprehensive Plan's 20-year planning horizon, each utility designates a strategic planning period of 50-100 years for major infrastructure elements, and the capital planning supports this strategic planning. In fact, some of the city's existing utility infrastructure is more than 100 years old. As materials improve, even longer useful life spans may be expected.

**The purpose of the Six-year Capital Plans.** The Six-Year Capital Plans for the utilities are used for five distinct purposes:

1. The City Utilities are "enterprise" activities that are managed similarly to many successful businesses. A utility builds, operates and maintains infrastructure (pipes, buildings, pumps, etc.) to provide a service to customers, and the fees charged to customers fund the utility activities, so that no City taxes are used to pay for utility operations. In order to operate a utility efficiently, the infrastructure must be constructed and maintained in an orderly, rational manner, and the Six-Year CIPs provide the planning structure that supports efficient system improvements.
2. The 20-year utility financial planning periods and the six-year capital plans are directly related and attempt to promote a predictable and even cash flow for the Utilities. By matching improvement projects with cash flow and revenues, peak capital spending can be minimized; projects can be spread out to minimize costly short-term borrowing; and large fee increases can be avoided.
3. Grants and low interest loans are available from federal and state agencies for utility infrastructure improvements. These agencies require that projects proposed for funding are part of an approved capital improvement program..
4. All infrastructure capital plans are closely coordinated with each other. This coordination allows efficient installation of utility improvements in conjunction with street projects and prevents costly multiple construction projects in the same area. In addition, the plans are shared with Spokane County and state agencies to ensure that other public projects are consistent with City projects.
5. The capital plans are used by the public. These programs contain information that supports redevelopment, private construction projects, and other City economic activities.

**New projects.** New projects are added annually to the Six-Year Sewer, Water and Street Programs, and completed (or cancelled) projects are removed from the programs. Proposed new projects must be "needs-driven" to be considered for inclusion in the programs. For street projects, considerations include the following goals from chapter 4 of the Comprehensive Plan:

- **Promote a Sense of Place** - Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

- **Provide Transportation Choices** - Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices
- **Accommodate Access to Daily Needs and Priority Destinations** - Promote land use patterns that include transportation facilities and other urban features that advance Spokane’s quality of life.
- **Promote Economic Opportunity** - Implement projects that support and facilitate economic vitality and opportunity in support of the City’s land use plan objectives
- **Respect Natural & Community Assets** - Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment
- **Enhance Public Health & Safety** - Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers particularly the most vulnerable users.

A citizen oversight committee was formed in 2015 to drive the selection of new street projects based on a 20-year Street Levy, which was approved by City voters in November 2014. A Transportation Subcommittee of the City’s Plan Commission (PCTS) was created and worked through a process of project selection in which the above criteria, as well as existing physical conditions of arterial streets, were weighed against land-use designations that suggest economic potential and against opportunities for cost savings through integrating with utility needs and potential grants. A resulting project scoring matrix became a “first-cut” tool for prioritization of capital street projects. Through this tool, street projects are selected from the highest priority rankings.

The matrix was never expected to be a perfect tool for determining the priorities. Because of this, an additional method for justifying moving a low-scoring project into the program was developed. Such projects would be determined to be “Roadways of Significance”. The method is used in rare circumstances to elevate the prioritization of an arterial roadway based on heightened economic activity or economic potential that aligns with City Council-adopted Target Investment Areas or similar designations. Roadways of Significance must still be presented and accepted through the PCTS and City Council as part of the proposed annual update to the Six-Year Comprehensive Street Program.

**The six-year capital program annual process.** Updating the City’s Six-Year Capital Improvement Program is an annual activity that begins immediately after the most recent plan is adopted. A summary of the processes is provided below:

**Streets Program.** The six-year capital street program is required by State law to be completed by June 30 of each year:

**July-December:** Capital Programs solicits input from various City and agency sources.

**January - February:** A rough draft of the Program is prepared and then reviewed with City staff.

**February-April:** A working draft is prepared; the environmental process is started (SEPA checklist); and the draft is coordinated with the proposed utility budget.

**April-May:** The working draft is presented to the Public Infrastructure, Environment & Sustainability (PIES) Committee. The draft is then presented to the Plan Commission where the new program elements are critically reviewed for consistency with the city’s overall Comprehensive Plan. Lastly, the final draft is then prepared and presented at a Plan Commission public hearing.

**June:** The pre-publication draft along with the Plan Commission’s recommendation is presented to the City Council for acceptance.



## **ACRONYMS**

<b>ALEA</b>	Aquatic Lands Enhancement Account
<b>BOND</b>	2004 Street Bond
<b>BNSF</b>	Burlington Northern Sante Fe Railroad
<b>CDBG</b>	Community Development Block Grant
<b>CIP</b>	Capital Improvement Program
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program
<b>DSP</b>	Downtown Spokane Partnership
<b>Fed Disc</b>	Federal Appropriation funds
<b>FMSIB</b>	Freight Mobility Strategic Investment Board
<b>FTA</b>	Federal Transportation Administration
<b>HIP</b>	Highway Infrastructure Program
<b>HPP</b>	High Priority Projects
<b>HSIP</b>	Highway Safety Improvement Programs
<b>Impact Fee</b>	Funding source developed according to RCW 82.02.050
<b>Integrated</b>	Integrated Utility Fund
<b>LEAP WA</b>	Legislative Evaluation and Accountability Program for Washington State
<b>LEVY</b>	Street and utility levy program fund
<b>Levy Match</b>	Place-holder for grants anticipated to fulfill the street and utility levy program
<b>MVA</b>	Motor Vehicle Administration
<b>Other</b>	Place-holder for grants anticipated for partially funded projects
<b>Paths/Trails</b>	Paths and Trails Reserve
<b>PDA</b>	Public Development Authority
<b>Ped/Bike</b>	Washington State Pedestrian and Bicycle Safety Program
<b>PEIP</b>	Parking Environment Improvement Program
<b>ProgMatch</b>	Programmatic Match (Additional STP funds)
<b>PWTF</b>	Public Works Trust Fund
<b>RCO</b>	Recreation and Conservation Office
<b>RedLight</b>	Funds collected through red light camera program
<b>REET</b>	Second 1/4% Real Estate Excise Tax
<b>RET</b>	First 1/4% Real Estate Tax (Helps fund street maintenance work)
<b>SAS</b>	State Arterial Street Fund (City share of the State Motor Fuel Tax)
<b>SEC 112</b>	Federal Discretionary Funds
<b>SRHD</b>	Spokane Regional Health District
<b>SRTC</b>	Spokane Regional Transportation Council
<b>SRTS</b>	Safe Routes to Schools

### **ACRONYMS (Continued)**

<b>SMFT</b>	State Motor fuel Tax
<b>STA</b>	Spokane Transit Authority (Cooperative project funds)
<b>STP</b>	Surface Transportation Program (federal)
<b>STBG</b>	Surface Transportation Block Grant program (federal replacement of STP)
<b>TAP</b>	Transportation Alternatives Program (federal)
<b>TBD</b>	Transportation Benefit District (sidewalk portion)
<b>TBD Street</b>	Transportation Benefit District (street maintenance portion)
<b>TCSP</b>	Transportation, Community, and System Preservation program
<b>TIB</b>	Transportation Improvement Board
<b>UDRA</b>	University District Revitalization Area
<b>Utility</b>	Utility Revenue
<b>WQTIF</b>	West Quadrant Tax Increment Finance
<b>WSDOT</b>	Washington State Department of Transportation
<b>WWRP</b>	Washington Wildlife and Recreation Program

CITY OF SPOKANE



## Pedestrian & Bikeways Program

# Street, Pedestrian and Bikeways Funding Summary

(in thousands of dollars)

Fund Source	2023	2024	2025	2026	2027	2028
CMAQ	\$359	\$92	\$65	\$0	\$0	\$0
Grant	\$0	\$148	\$625	\$4,783	\$3,927	\$0
HSIP	\$1,290	\$173	\$0	\$0	\$0	\$0
Levy	\$0	\$0	\$0	\$0	\$0	\$0
Parks Grant	\$0	\$50	\$650	\$5,400	\$0	\$0
Paths and Trails	\$46	\$0	\$0	\$0	\$0	\$0
Ped-Bike Safety	\$1,080	\$0	\$0	\$0	\$0	\$0
PEIP	\$125	\$125	\$125	\$125	\$125	\$125
RCO	\$0	\$500	\$0	\$0	\$0	\$0
Redlight	\$0	\$0	\$0	\$0	\$300	\$610
REET	\$607	\$1,685	\$1,223	\$1,464	\$996	\$10
SIUE-River	\$170	\$530	\$0	\$0	\$0	\$0
SRTS	\$1,579	\$31	\$0	\$0	\$0	\$0
STA	\$10	\$1	\$0	\$0	\$0	\$0
TAP	\$544	\$31	\$0	\$0	\$0	\$0
TBD	\$304	\$20	\$0	\$0	\$0	\$0
TIB	\$197	\$0	\$0	\$0	\$0	\$0
WSDOT	\$100	\$280	\$3,100	\$2,620	\$0	\$0
Total	\$6,411	\$3,666	\$5,788	\$14,392	\$5,348	\$745

## Bemiss Elementary Walk Route

## Executive Summary

## Project Justification

*This project meets the following comprehensive plan goals and/or policies:*

## Liberty Ave. Lee St. to Cook St. Crestline St. at Courtland

Design: 2022; Construction: 2023

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

## 95

Street/Pedestrian and Bikeways

Bemiss Elementary Walk Route

STR-2022-7

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$774,000	\$0	\$0	\$0	\$0	\$0	\$774,000	\$774,000
Design	\$0	\$71,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,000
Land purchase	\$0	\$11,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000
Total	\$0	\$82,000	\$774,000	\$0	\$0	\$0	\$0	\$0	\$774,000	\$856,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$22,000	\$116,000	\$0	\$0	\$0	\$0	\$0	\$116,000	\$138,000
SRTS	State	Funded	\$0	\$60,000	\$658,000	\$0	\$0	\$0	\$0	\$0	\$658,000	\$718,000
Total			\$0	\$82,000	\$774,000	\$0	\$0	\$0	\$0	\$0	\$774,000	\$856,000

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project

**Executive Summary**

Striping and conversion of signs to Manual on Uniform Traffic Control Devices (MUTCD) standards.

**Project Justification**

Bicycle lane signing and striping standards have changed. This project is intended to bring our bicycle lanes up to MUTCD standards throughout the city.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goal B. Provide Transportation Choices by improving the bicycle network.

**Location**

Other Location

City-wide.

**Project Status**

Active

This is an ongoing project that is accomplished during every construction season as need arises.

**External Factors**

**Maintenance**

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Pedestrian and Bikeways

**Bike Route Signing and Striping**

STR-2012-63

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000
Total	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000
Total			\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000

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  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project



Street/Pedestrian and Bikeways

Boone Ave. Protected Bike Lanes - Howard to Ruby

STR-2021-3

Executive Summary

Study to consider alternatives for implementing protected bike lanes.

Project Justification

Provide a lower stress bike route.

*This project meets the following comprehensive plan goals and/or policies:*

TR B- Provide Transportation Choices, encourages biking by improving bike facilities. TR F- Enhance Public Health and Safety, project improves bike safety.

Location

Other Location

Boone Ave., Howard St. to Atlantic St.; Atlantic St., Boone to Sharp; Sharp Ave., Atlantic to Ruby.

Project Status

Active

Project Number: 2021069 - Design and construction pending outcome of planning work and securing funding.

External Factors

Securing funding.

Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Boone Ave. Protected Bike Lanes - Howard to Ruby

STR-2021-3

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$50,000	\$25,000	\$0	\$0	\$0	\$0	\$75,000	\$75,000
Total	\$0	\$0	\$50,000	\$25,000	\$0	\$0	\$0	\$0	\$75,000	\$75,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$0	\$50,000	\$25,000	\$0	\$0	\$0	\$0	\$75,000	\$75,000
Total			\$0	\$0	\$50,000	\$25,000	\$0	\$0	\$0	\$0	\$75,000	\$75,000

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Executive Summary

This project will make a safety improvement where the Centennial Trail crosses Mission Avenue by providing grade separation. This project will implement the recommendations of the feasibility study to bridge over Mission Avenue and tunnel under the railroad tracks to the south of Mission Ave.

Project Justification

This existing at-grade crossing is presently complex and risky with the volume of vehicles, bicyclists, and pedestrians and the non-intuitive nature of the crossing. The actual crossing location is often confused with the railroad tracks. Separation of pedestrian facilities from the traveled way is important to comfort and safety.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals E. Respect natural & Community Assets and F. Enhance Public Health & Safety by improving upon the existing trail and providing safety enhancements that apply to all transportation modes.

Location

Other Location

Centennial Trail at Mission Ave, through Mission Park next to BNSF R/R tracks across Mission and East toward Upriver Drive

Project Status

Active

Project number: 2016141

External Factors

Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Centennial Trail, Mission Ave Gap Phase 2

STR-2016-77

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$320,000	\$620,000	\$620,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$290,000	\$290,000	\$290,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$610,000	\$910,000	\$910,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Redlight	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$610,000	\$910,000	\$910,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$610,000	\$910,000	\$910,000

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project

## Cook St. Greenway - Illinois to Francis

Street/Pedestrian and Bikeways

Cook St. Greenway - Illinois to Francis

STR-2022-17

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$2,100,000	\$0	\$0	\$2,100,000	\$2,100,000
Design	\$0	\$0	\$75,000	\$75,000	\$50,000	\$0	\$0	\$0	\$200,000	\$200,000
Land purchase	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$10,000	\$10,000
Total	\$0	\$0	\$75,000	\$75,000	\$60,000	\$2,100,000	\$0	\$0	\$2,310,000	\$2,310,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$0	\$35,000	\$35,000	\$20,000	\$20,000	\$0	\$0	\$110,000	\$110,000
WSDOT	State	Funded	\$0	\$0	\$40,000	\$40,000	\$40,000	\$2,080,000	\$0	\$0	\$2,200,000	\$2,200,000
Total			\$0	\$0	\$75,000	\$75,000	\$60,000	\$2,100,000	\$0	\$0	\$2,310,000	\$2,310,000

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project

## Division Street Pedestrian Hybrid Beacons

Street/Pedestrian and Bikeways

Division Street Pedestrian Hybrid Beacons

STR-2021-4

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$1,300,000	\$178,200	\$0	\$0	\$0	\$0	\$1,478,200	\$1,478,200
Design	\$21,170	\$171,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$192,570
Land purchase	\$0	\$43,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,600
Total	\$21,170	\$215,000	\$1,300,000	\$178,200	\$0	\$0	\$0	\$0	\$1,478,200	\$1,714,370

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
HSIP	Federal	Funded	\$11,562	\$200,000	\$1,290,000	\$173,200	\$0	\$0	\$0	\$0	\$1,463,200	\$1,674,762
Levy	Local	Funded	\$9,608	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,608
REET	Local	Funded	\$0	\$0	\$10,000	\$5,000	\$0	\$0	\$0	\$0	\$15,000	\$15,000
Total			\$21,170	\$215,000	\$1,300,000	\$178,200	\$0	\$0	\$0	\$0	\$1,478,200	\$1,714,370

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project



## Driscoll - Alberta - Cochran Sidewalk + Finch Elem SRTS

## Executive Summary

## Project Justification

*This project meets the following comprehensive plan goals and/or policies:*

## Location

Driscoll Blvd. from Alberta to Garland. Alberta and Cochran from Northwest Blvd. to Driscoll. NW Blvd. at Milton St.

## Project Status

Project Number: 2021070

Design underway 2022. Construction in 2023.

## External Factors

## Maintenance

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

Street/Pedestrian and Bikeways

Driscoll - Alberta - Cochran Sidewalk + Finch Elem SRTS

STR-2021-5

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$1,783,602	\$100,000	\$0	\$0	\$0	\$0	\$1,883,602	\$1,883,602
Design	\$0	\$213,058	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$213,058
Land purchase	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000
Total	\$0	\$293,058	\$1,783,602	\$100,000	\$0	\$0	\$0	\$0	\$1,883,602	\$2,176,660

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
CMAQ	Federal	Funded	\$0	\$0	\$318,525	\$17,000	\$0	\$0	\$0	\$0	\$335,525	\$335,525
SRTS	State	Funded	\$0	\$55,433	\$606,490	\$31,000	\$0	\$0	\$0	\$0	\$637,490	\$692,923
STA	Identified	Unfunded	\$0	\$1,000	\$10,000	\$1,000	\$0	\$0	\$0	\$0	\$11,000	\$12,000
TAP	Federal	Funded	\$0	\$130,000	\$544,200	\$31,000	\$0	\$0	\$0	\$0	\$575,200	\$705,200
TBD	Local	Funded	\$0	\$106,625	\$304,387	\$20,000	\$0	\$0	\$0	\$0	\$324,387	\$431,012
Total			\$0	\$293,058	\$1,783,602	\$100,000	\$0	\$0	\$0	\$0	\$1,883,602	\$2,176,660

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project



Street/Pedestrian and Bikeways

Fish Lake Trail - Phase 3b

STR-2012-68

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$5,400,000	\$0	\$0	\$5,400,000	\$5,400,000
Design	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000	\$400,000
Land purchase	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$250,000
Planning	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$0	\$50,000	\$650,000	\$5,400,000	\$0	\$0	\$6,100,000	\$6,100,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Parks Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$50,000	\$650,000	\$5,400,000	\$0	\$0	\$6,100,000	\$6,100,000
Total			\$0	\$0	\$0	\$50,000	\$650,000	\$5,400,000	\$0	\$0	\$6,100,000	\$6,100,000

\*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Street/Pedestrian and Bikeways

Fish Lake Trail to Centennial Trail Connection

STR-2016-22

Executive Summary

The design study identified a preferred route for connecting the existing Fish Lake Trail to the Centennial Trail at the Sandifur Bridge. Phase 1 of construction includes a shared path route from Milton/Lindeke, north along Government Way and entering People's Park plus a connection at Thorpe Rd.

Project Justification

This route will complete the connection between the existing Fish Lake Trail terminus and the Centennial Trail.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals B. Provide Transportation Choices and E. Respect natural & Community Assets by connecting regional shared-use trails to extend these backbone active transport providers and maximize the utility of these existing community assets.

Location

Other Location

Fish Lake Trailhead at Milton/Lindeke to Centennial Trail via Sandifur Bridge.

Project Status

Active

Project number: 2016089 Alternative alignment study completed in 2022. Phase 1  
Construction included in budget. Phase 2 costs not shown.

External Factors

Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Fish Lake Trail to Centennial Trail Connection

STR-2016-22

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$1,773,000	\$0	\$3,773,000	\$3,773,000
Design	\$0	\$0	\$0	\$128,000	\$400,000	\$0	\$0	\$0	\$528,000	\$528,000
Land purchase	\$0	\$0	\$0	\$0	\$65,000	\$0	\$0	\$0	\$65,000	\$65,000
Planning	\$292,538	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$392,538
Total	\$292,538	\$100,000	\$0	\$128,000	\$465,000	\$2,000,000	\$1,773,000	\$0	\$4,366,000	\$4,758,538

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$100,000	\$370,000	\$1,600,000	\$1,415,000	\$0	\$3,485,000	\$3,485,000
Levy	Local	Funded	\$128,018	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$178,018
REET	Local	Funded	\$0	\$50,000	\$0	\$28,000	\$95,000	\$400,000	\$358,000	\$0	\$881,000	\$931,000
TAP	Federal	Funded	\$164,520	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,520
Total			\$292,538	\$100,000	\$0	\$128,000	\$465,000	\$2,000,000	\$1,773,000	\$0	\$4,366,000	\$4,758,538

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project

## Greene-Carlisle PHB and Sidewalk

## Executive Summary

## Project Justification

*This project meets the following comprehensive plan goals and/or policies:*

Greene St. at Carlisle and Carlisle, Greene to Freya.

Design: 2022; Construction: 2023

Coordination with WSDOT NSC construction.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

## 113

Street/Pedestrian and Bikeways

Greene-Carlisle PHB and Sidewalk

STR-2022-5

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$91,800	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,291,800
Design	\$0	\$129,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,200
Land purchase	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Total	\$0	\$231,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,431,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Ped-Bike Safety	State	Funded	\$0	\$198,900	\$1,080,000	\$0	\$0	\$0	\$0	\$0	\$1,080,000	\$1,278,900
REET	Local	Funded	\$0	\$32,100	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000	\$152,100
Total			\$0	\$231,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,431,000

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project



## Haven St. Sidewalk - Rockwell to Heroy

## Executive Summary

## Project Justification

*This project meets the following comprehensive plan goals and/or policies:*

## Location

West side of Haven St. from Rockwell to Heroy

## Project Status

Project Number: 2022066

Start underway in 2022; Construction: 2023

## External Factors

## Maintenance

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

Street/Pedestrian and Bikeways

Haven St. Sidewalk - Rockwell to Heroy

STR-2022-2

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$270,000	\$0	\$0	\$0	\$0	\$0	\$270,000	\$270,000
Design	\$0	\$15,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$30,000
Total	\$0	\$15,000	\$285,000	\$0	\$0	\$0	\$0	\$0	\$285,000	\$300,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$4,683	\$88,000	\$0	\$0	\$0	\$0	\$0	\$88,000	\$92,683
TIB	State	Funded	\$0	\$10,317	\$197,000	\$0	\$0	\$0	\$0	\$0	\$197,000	\$207,317
Total			\$0	\$15,000	\$285,000	\$0	\$0	\$0	\$0	\$0	\$285,000	\$300,000

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Executive Summary

Study defined route from Spokane Community College to Felts Field along the Spokane River with connections to the future Children of the Sun Trail and Tuffy's Trail. Design & construction costs shown for Phase 1 work (SCC to Waterworks St.). Future Phase 2: Waterworks to Felts Field (Fancher Rd.).

Project Justification

The city is committed to connecting the trail system and providing multimodal transportation throughout the region.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals A. Promote a Sense of Place and E. Respect natural & Community Assets by developing a trail connection between neighborhoods that this area can take pride in and adopt more fully into their transportation network.

Location

Other Location  
From Spokane Community College near Riverton Ave. to Felts Field at Fancher Rd.

Project Status

Active  
Project number: 2014059 Study complete. Applying for grant funding for final design and construction. Project must advance to the next phase (ROW) with Local Agency Agreement by September 30, 2025.

External Factors

Environmental permitting and ROW acquisition.

Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Millwood Trail, from SCC to Felts Field

STR-2014-29

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,740,000	\$0	\$2,740,000	\$2,740,000
Design	\$0	\$0	\$0	\$60,000	\$100,000	\$200,000	\$0	\$0	\$360,000	\$360,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$60,000	\$60,000
Planning	\$144,340	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$144,340
Total	\$144,340	\$0	\$0	\$60,000	\$100,000	\$260,000	\$2,740,000	\$0	\$3,160,000	\$3,304,340

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
CMAQ	Federal	Funded	\$117,058	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,058
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$48,000	\$80,000	\$208,000	\$2,192,000	\$0	\$2,528,000	\$2,528,000
Levy	Local	Funded	\$27,282	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,282
REET	Local	Funded	\$0	\$0	\$0	\$12,000	\$20,000	\$52,000	\$548,000	\$0	\$632,000	\$632,000
Total			\$144,340	\$0	\$0	\$60,000	\$100,000	\$260,000	\$2,740,000	\$0	\$3,160,000	\$3,304,340

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Street/Pedestrian and Bikeways

Nevada-Joseph Ped Hybrid Beacon

STR-2022-6

Executive Summary

Install a Pedestrian Hybrid Beacon (PHB) and pedestrian crossing improvements.

Project Justification

Improve safety of school and pedestrian crossing adjacent to the existing park and middle school.

*This project meets the following comprehensive plan goals and/or policies:*

Location

Other Location

Nevada Street at Joseph Ave.

Project Status

Active

Project #: 2021085

Design underway in 2022; Construction 2023

External Factors

Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Nevada-Joseph Ped Hybrid Beacon

STR-2022-6

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$91,900	\$370,000	\$0	\$0	\$0	\$0	\$0	\$370,000	\$461,900
Design	\$0	\$66,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,300
Land purchase	\$0	\$42,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,400
Total	\$0	\$200,600	\$370,000	\$0	\$0	\$0	\$0	\$0	\$370,000	\$570,600

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$30,200	\$55,500	\$0	\$0	\$0	\$0	\$0	\$55,500	\$85,700
SRTS	State	Funded	\$0	\$170,400	\$314,500	\$0	\$0	\$0	\$0	\$0	\$314,500	\$484,900
Total			\$0	\$200,600	\$370,000	\$0	\$0	\$0	\$0	\$0	\$370,000	\$570,600

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project

## Pacific Ave. Greenway - Howard to Sherman

Street/Pedestrian and Bikeways

Pacific Ave. Greenway - Howard to Sherman

STR-2022-16

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$4,000,000	\$779,000	\$0	\$0	\$4,779,000	\$4,779,000
Design	\$0	\$0	\$80,000	\$320,000	\$78,000	\$0	\$0	\$0	\$478,000	\$478,000
Total	\$0	\$0	\$80,000	\$320,000	\$4,078,000	\$779,000	\$0	\$0	\$5,257,000	\$5,257,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$0	\$20,000	\$80,000	\$1,018,000	\$239,000	\$0	\$0	\$1,357,000	\$1,357,000
WSDOT	State	Funded	\$0	\$0	\$60,000	\$240,000	\$3,060,000	\$540,000	\$0	\$0	\$3,900,000	\$3,900,000
Total			\$0	\$0	\$80,000	\$320,000	\$4,078,000	\$779,000	\$0	\$0	\$5,257,000	\$5,257,000

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project



## Pacific Ave. Greenway Study - Sherman to Ben Burr Trail

Street/Pedestrian and Bikeways

Pacific Ave. Greenway Study - Sherman to Ben Burr Trail

STR-2022-9

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Planning	\$0	\$12,000	\$138,000	\$0	\$0	\$0	\$0	\$0	\$138,000	\$150,000
Total	\$0	\$12,000	\$138,000	\$0	\$0	\$0	\$0	\$0	\$138,000	\$150,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Paths and Trails	Local	Funded	\$0	\$4,000	\$46,000	\$0	\$0	\$0	\$0	\$0	\$46,000	\$50,000
REET	Local	Funded	\$0	\$8,000	\$92,000	\$0	\$0	\$0	\$0	\$0	\$92,000	\$100,000
Total			\$0	\$12,000	\$138,000	\$0	\$0	\$0	\$0	\$0	\$138,000	\$150,000

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
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Street/Pedestrian and Bikeways

Parking Environment Improvement Program (PEIP)

STR-2016-71

Executive Summary

Improve the parking environment in the downtown core by installing street furniture, way-finding, trees, lighting and electrical, tree grates, and by placing new sidewalk or replacing poor sidewalk. This funding program will also update downtown gateways and incorporate the 'Spokane Cultural Trail'.

Project Justification

Parking revenue will improve the atmosphere of downtown. Thus inviting more use and improving the downtown core of Spokane.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goal E. Respect natural & Community Assets by developing the parking and pedestrian connection to businesses downtown.

Location

Other Location

Downtown Core.

Project Status

Active

This program conducts downtown beautification, participates in downtown core projects to extend goals of the Parking Advisory Committee (PAC), and directly funds special projects approved by the PAC. The first project, the Maple/Ash Gateway will be constructed with a Spokane Investment Pool (SIP) loan which PEIP funds will pay back until 2023 at a rate of \$125,000 per year.

External Factors

Guidance through the Parking Advisory Committee.

Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Parking Environment Improvement Program (PEIP)

STR-2016-71

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000
Total	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
PEIP	Local	Funded	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000
Total			\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000

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Executive Summary

Trail connection along the rim of the south bank of the Spokane River that continues the South Gorge Trail under the Monroe Street Bridge to connect up to the plaza atop Combined Sewer Overflow (CSO) 26.

Project Justification

This will fill one of the final gaps for the Spokane River Gorge loop trail.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals A. Promote a Sense of Place, B. Provide Transportation Choices and E. Respect natural & Community Assets by connecting regional shared-use trails to expand the trail network and maximize the utility of these existing community assets.

Location

Other Location

North side of the Spokane Club between Main Avenue and the CSO 26 Plaza.

Project Status

Active

Project number: 2018097

Pre-design and feasibility analysis in 2021/22, Construction in 2024 or later pending securing funding.

External Factors

An easement will be required to cross the Spokane Club property along the river bank.

Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

South Gorge Trail Connection - Main Ave to CSO 26

STR-2018-20

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
Design	\$0	\$30,000	\$170,000	\$0	\$0	\$0	\$0	\$0	\$170,000	\$200,000
Planning	\$30,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Total	\$30,000	\$50,000	\$170,000	\$2,500,000	\$0	\$0	\$0	\$0	\$2,670,000	\$2,750,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
RCO	Identified	Unfunded	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$500,000
REET	Local	Funded	\$0	\$0	\$0	\$1,470,000	\$0	\$0	\$0	\$0	\$1,470,000	\$1,470,000
SIUE-River	Local	Funded	\$30,000	\$50,000	\$170,000	\$530,000	\$0	\$0	\$0	\$0	\$700,000	\$780,000
Total			\$30,000	\$50,000	\$170,000	\$2,500,000	\$0	\$0	\$0	\$0	\$2,670,000	\$2,750,000

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Street/Pedestrian and Bikeways

Sunset Highway Bike Path - Royal to Deer Heights

STR-2016-13

Executive Summary

Construct 3.2-mile pedestrian/bike path along Sunset Hwy, Royal St. to Deer Heights. Connect to a bicycle facility project at Royal St. and continue west as a shared-use path. Storm water and wetland mitigation needed east end of project. Phase 1 construction: Royal St. to Spotted Rd.

Project Justification

This project will provide a direct bicycle connection to businesses along US 2. Generators on the corridor include restaurants, hotels, a casino, a nearby university, airport and recreational activities. The project will also create a complete bike connection to downtown Spokane and the regional bike network.

*This project meets the following comprehensive plan goals and/or policies:*

Meets TR Goals B. Provide Transportation Choices and F. Enhance Public Health & Safety by creating a safe opportunity to use this highway corridor by foot or bike.

Location

Other Location

Sunset Highway between Royal Street and Deer Heights. Phase 1 Construction: Royal St. to Spotted Rd.

Project Status

Active

Project number: 2016087 Preliminary design underway. Seeking grant funding for final design and construction. Likely phased project, Phase 1 construction: Spotted Rd. to Royal.

External Factors

Planned construction of Capital Project on Sunset Highway within this project's limits.

Maintenance

*Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.*

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Sunset Highway Bike Path - Royal to Deer Heights

STR-2016-13

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$3,718,000	\$400,000	\$0	\$4,118,000	\$4,118,000
Design	\$101,283	\$200,000	\$50,000	\$95,000	\$100,000	\$0	\$0	\$0	\$245,000	\$546,283
Land purchase	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$200,000
Total	\$101,283	\$200,000	\$50,000	\$95,000	\$300,000	\$3,718,000	\$400,000	\$0	\$4,563,000	\$4,864,283

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
CMAQ	Federal	Funded	\$12,760	\$160,000	\$40,000	\$75,000	\$65,000	\$0	\$0	\$0	\$180,000	\$352,760
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$175,000	\$2,975,000	\$320,000	\$0	\$3,470,000	\$3,470,000
Levy	Local	Funded	\$88,523	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,523
REET	Local	Funded	\$0	\$0	\$10,000	\$20,000	\$60,000	\$743,000	\$80,000	\$0	\$913,000	\$913,000
Total			\$101,283	\$200,000	\$50,000	\$95,000	\$300,000	\$3,718,000	\$400,000	\$0	\$4,563,000	\$4,864,283

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Construction on Bicycle Routes Guide - DRAFT

- Steps
- 1

Identify Existing Bike Facilities
- 2

Field Review and Context
- 3

Choose a Temporary Measure

Temporary Measures for Construction on Bicycle Routes

Temporary Measure				
Location Requirements		Description and Implementation Considerations		
Highest Preference	Bicycle Provision	<div><div></div>Used on any type of bicycle facility</div> <div><div></div>Consider where parking or a vehicle lane can be used to make space for a bicycle provision</div>	<div><div></div>Delineators or barricades are used to create a temporary bike lane</div> <div><div></div>A lane closure sign should be used where bicycle traffic shifts from the existing bicycle facility into the bicycle provision</div> <div><div></div>A "Bike Lane Closed Ahead" sign should be placed in advance of the bicycle provision</div>	
	Bicycle Lane Closed - Share the Road	<div><div></div>Used on painted lanes</div> <div><div></div>Used when bicycle provision cannot be maintained</div>	<div><div></div>A shared-lane sign should be placed in advance of the lane closure</div> <div><div></div>A “Bike Lane Closed Ahead” sign should be placed in advance of the shared-lane sign</div>	
	Single Lane Alternating Bicycle Traffic	<div><div></div>Used on two-way bike routes</div> <div><div></div>Used when road width is sufficient to maintain a one-way bicycle provision but not sufficient to maintain a two-way bicycle provision</div>	<div><div></div>Requires the development of two Traffic Control Plans for either side of the two-way bicycle provision</div> <div><div></div>If a directional closure is used for vehicles and Single Lane Alternating Bicycle Traffic is used for bicycles, "single lane traffic" signage should not be used to warn bicycles to avoid confusion between modes</div>	
	Bicycle Route Close - Dismount and Walk	<div><div></div>Used on any type of bicycle facility</div> <div><div></div>Bike volumes low to medium</div> <div><div></div>Used when road width is not sufficient to maintain cyclists through the work zone</div> <div><div></div>Used when a sidewalk or path is present with relatively low pedestrian volumes</div>	<div><div></div>Request updated traffic volume data review from City of Spokane Public Works staff</div> <div><div></div>"Bicycle Detour" and "Lane Closed" signs are required</div> <div><div></div>A "Bicycle Lane Closed Ahead" sign should be placed in advance of the closure and a "Bicycle Lane Closed" sign should be placed at the closure</div> <div><div></div>Temporary fixed-in-place ramps with a tactile surface on either side of the construction zone should be used to minimize the length cyclists will be on the sidewalk</div>	Review with City of Spokane Public Works staff regarding current traffic counts
Lowest Preference	Bicycle Detour Routes	<div><div></div>Used on any type of bicycle facility</div> <div><div></div>Used when the road width is not sufficient to maintain cyclists through the work zone</div> <div><div></div>Used where bike volumes are high and walking bikes on sidewalks is not practical</div>	<div><div></div>Bicycle detour routes should be reviewed by City of Spokane Public Works</div> <div><div></div>"Bicycle Detour" signs and "Lane Closed" signs are required</div> <div><div></div>Whenever possible, restore a Bike Provision on the roadway at the end of the work day and cover detour signage at the decision point</div> <div><div></div>Detours in which cyclists have to make left turns or cross arterial roadways without a signal or push-button crosswalk should be minimized</div>	