

Spokane Greenways

Pilot project candidates:

Manito Blvd./Downtown Greenway (District 2)

Cincinnati St. Greenway (District 1)

Walton Ave. Greenway (District 3)

Everett Ave. Greenway (phase 1-District 1, phase 2-District 3)



BRIEFING PAPER
Planning, Community, & Economic Development Committee
December 3, 2012

Subject

Spokane Greenway Pilot Project

Background

Earlier this year, Spokane City Council Members Mike Allen and Jon Synder initiated the process of identifying and potentially improving an existing Spokane street/corridor as a “Greenway” pilot project. The ultimate goal is to make beneficial physical enhancements to a worthy first candidate to hi-light and encourage safe and convenient movement and travel by a variety of users (pedestrians, bicyclists, motorists, etc.) on a local, low-volume street/corridor with significant existing and future connections and destinations.

To accomplish this effort, a Stakeholders Committee was formed and City Staff was utilized to:

1. Develop a list of potential project streets/corridors (22 were initially suggested).
2. Score and prioritize potential projects with Greenway criteria.
3. From the scoring, select one project candidate within each Council District.
4. Develop a 1st phase segment, recommended specific physical enhancements, and preliminary cost estimates of the candidate projects.

The items above have been completed presently, with four recommended Greenway pilot project candidates:

- Manito Blvd./Downtown Greenway (District 2)
- Cincinnati St. Greenway (District 1)
- Walton Ave. Greenway (District 3)
- Everett St. Greenway (phase 1-District 1, phase 2-District 3)

Impact

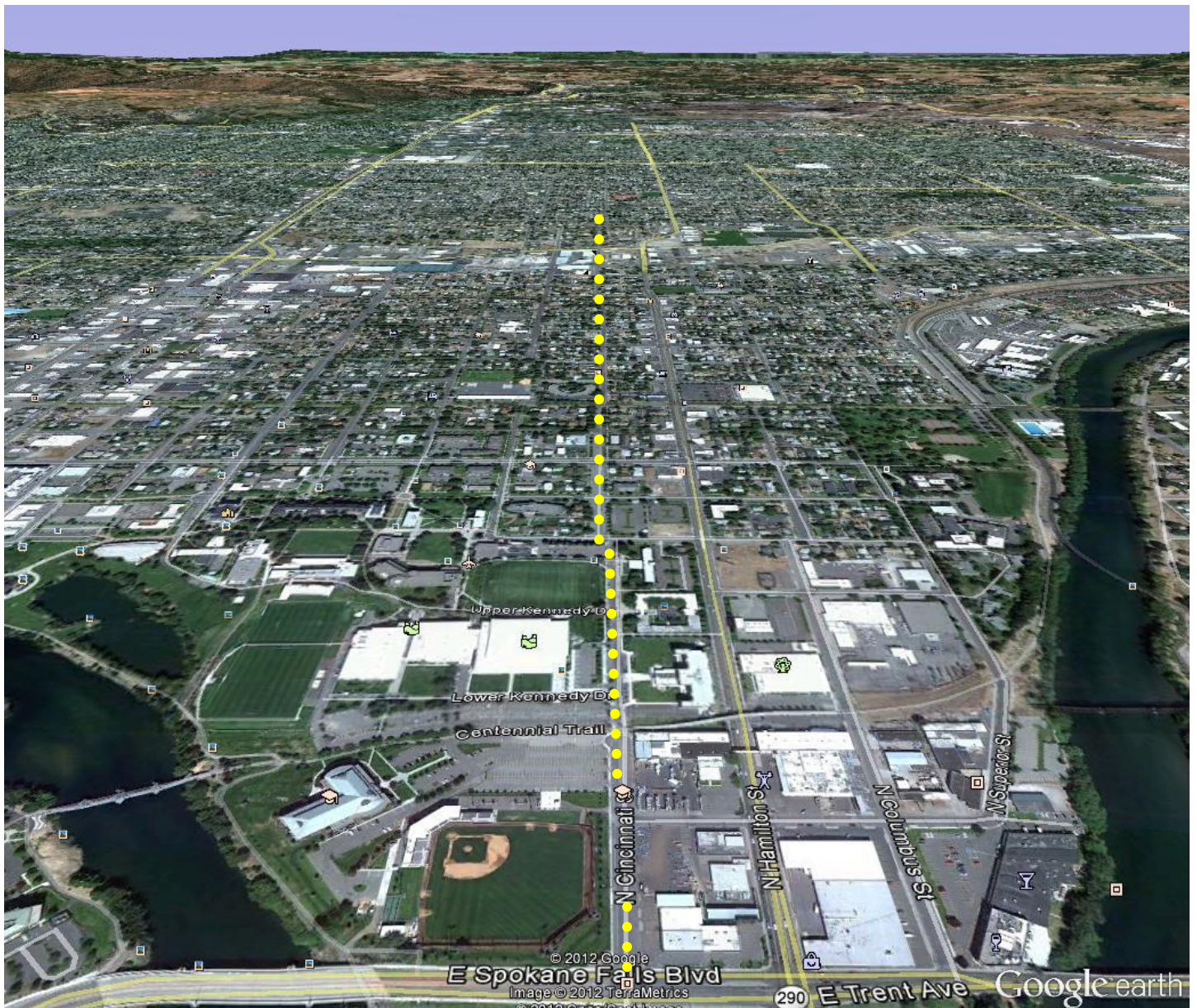
Continuation of Greenway Pilot Project.

Action

For discussion, support.

Funding

To be determined, preliminary target budget of \$500,000 used for pilot project.



Cincinnati Street Greenway, Phase I

North ↑





Cincinnati Greenway (Phase I, Spokane Falls Blvd. to Euclid Ave.)

1.7 miles

Proposed Enhancements and Cost Estimate 10/25/12

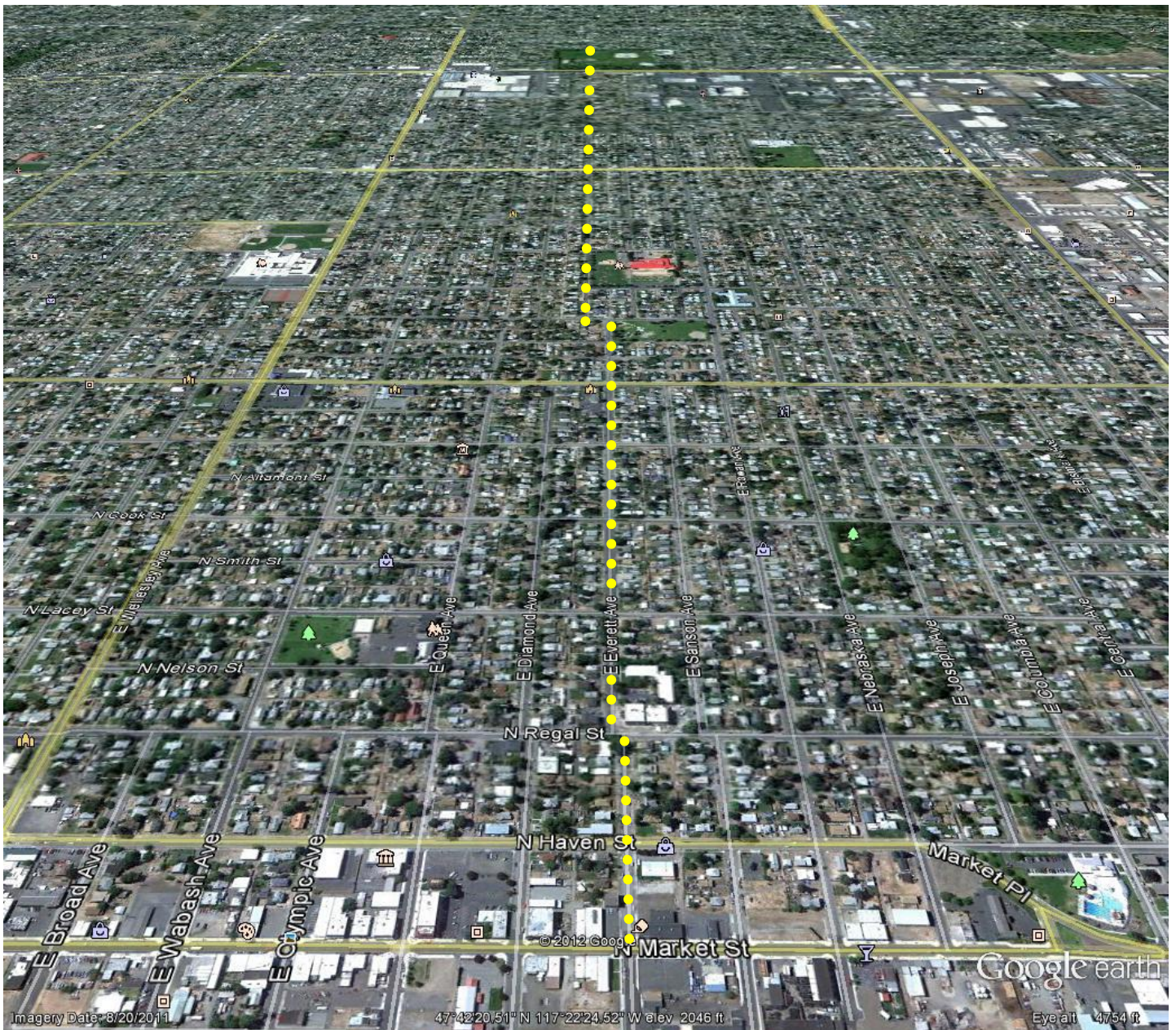
(Costs include design, engineering, construction, and management)

1. Needed sidewalks: \$158,000
2. ADA compliant curb ramps where needed: \$61,000
3. Distinctive Greenway signage along corridor: \$40,000
4. Bicycle lanes, signage, Sharrow markings (Trent to Sharp): \$44,000
5. Bicycle symbol on pavement within shared travel lanes re-enforcing bicycle route and increased number of bicyclists (average every 500 ft. both sides): \$10,000
6. Signed and marked pedestrian crosswalks at arterial street crossings (Sharp, Mission, Indiana, North Foothills): \$30,000
7. Add street trees in void areas (80 trees with irrigation): \$74,000.

Total: \$417,000

Additions/Options:

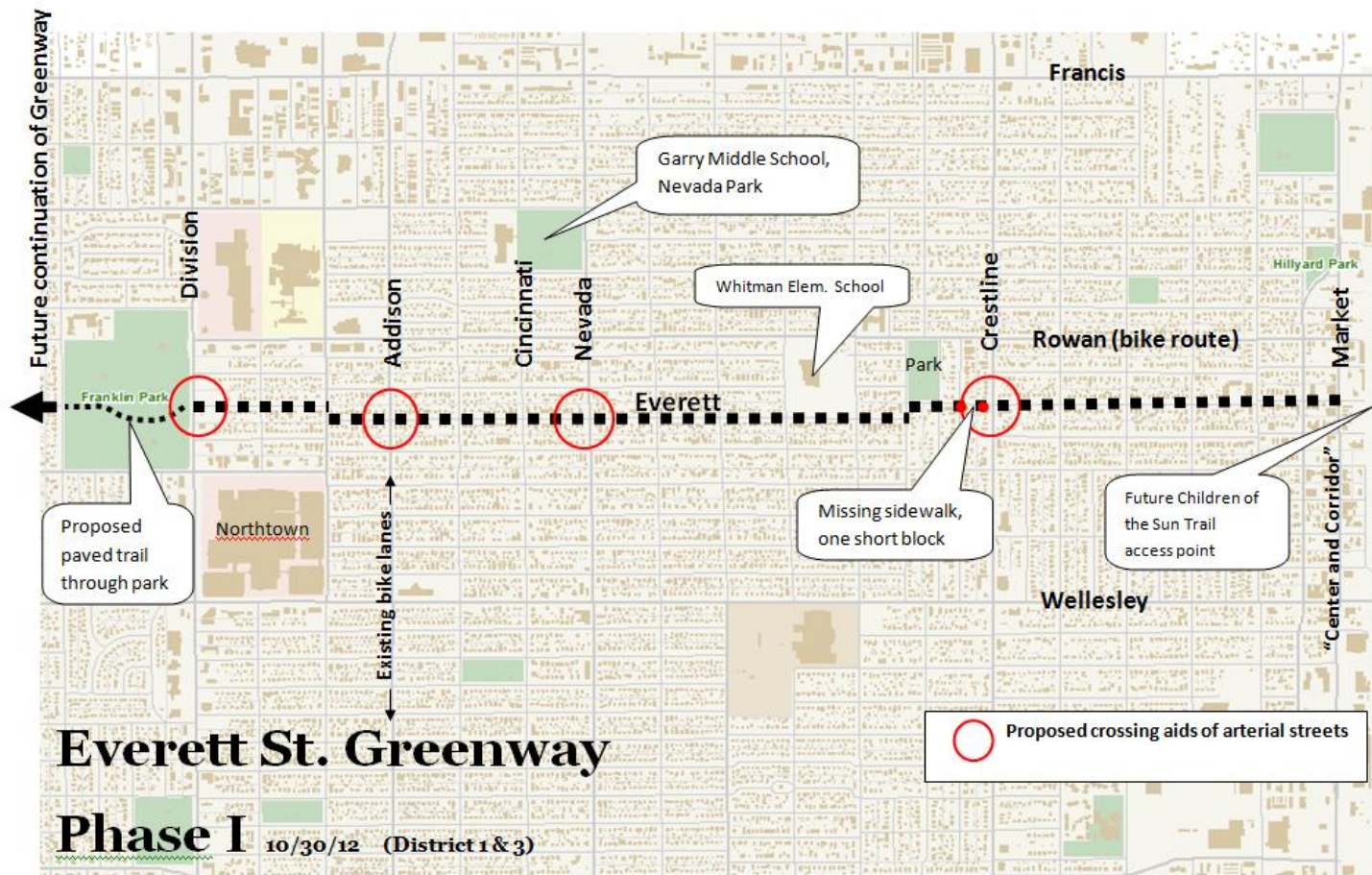
- A. Upgrade pedestrian crosswalks at Sharp, Mission, Indiana, and North Foothills with Active Warning Beacons, or HAWK Signals as needed with increased number of pedestrians and bicyclists (\$100,000-\$150,000 per intersection).
 - Sharp: ADT 7,300, 4 travel lanes presently
 - Mission: ADT 18,000, 4 travel lanes
 - Indiana: ADT 9,200, 4 travel lanes
 - North Foothills: ADT 15,700, 4 travel lanes



Everett Street Greenway, Phase I

North ➡





Everett Greenway (Phase I, Market St. through Franklin Park)

2.5 miles

Proposed Enhancements and Cost Estimate 10/25/12

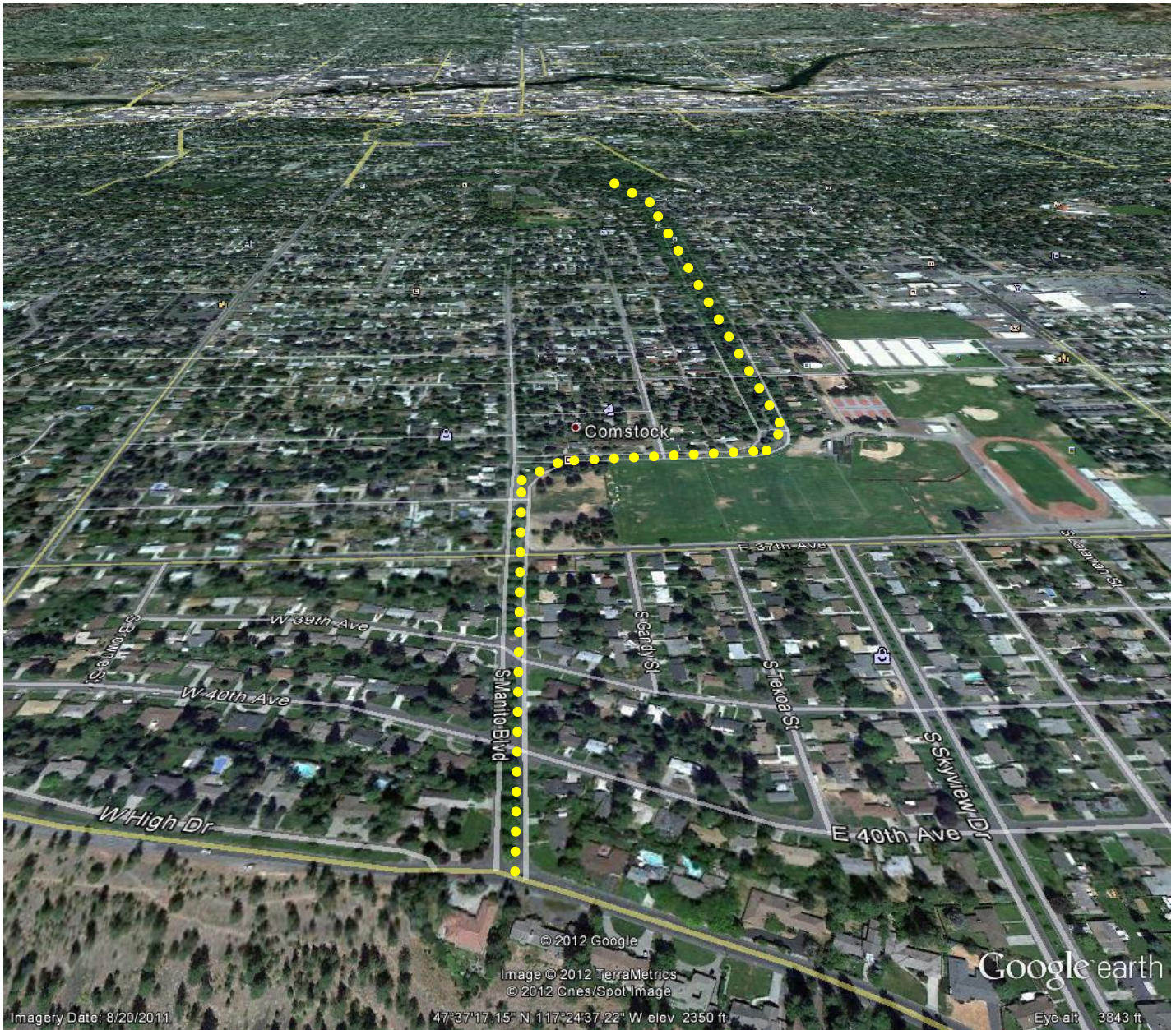
(Costs include design, engineering, construction, and management)

1. Needed sidewalks: \$42,000
2. ADA compliant curb ramps where needed: \$68,000
3. Distinctive Greenway signage along corridor: \$41,000
4. Bicycle symbol on pavement within shared travel lanes re-enforcing bicycle route and increased number of bicyclists (average every 500 ft. both sides): \$16,000
5. 12 ft. wide paved trail through Franklin Park, additional trees, bench: \$80,000
6. Signed and marked pedestrian crosswalks at arterial street crossings (Crestline, Nevada, Addison): \$16,000 note: crossing at Division previously funded
7. Improve existing poor sidewalk buffer strips (5.5 ft. average width) with linear parkway enhancements adding turfgrass or xeroscape landscaping, street trees, and irrigation: \$747,000 for total length. Make sure long-term landscape maintenance program is in place by citizen or neighborhood group.

Total: \$1,010,000 (*\$747,000 for landscaping*)

Additions/Options:

- A. Add storm-water detention capability within buffer strips in association with Cochran Basin storm-water storage needs. (variable cost based on design)
- B. Upgrade pedestrian crosswalks at Crestline, Nevada, Addison, and Division with Active Warning Beacons, or HAWK Signals as needed with increasing number of pedestrians and bicyclists (\$100,000-\$150,000 per intersection).
 - Crestline: ADT 14,800, 4 travel lanes presently
 - Nevada: ADT 20,100, 4 travel lanes
 - Addison: ADT 7,200, 2 travel lanes
 - Division: ADT 46,700, 6 travel lanes



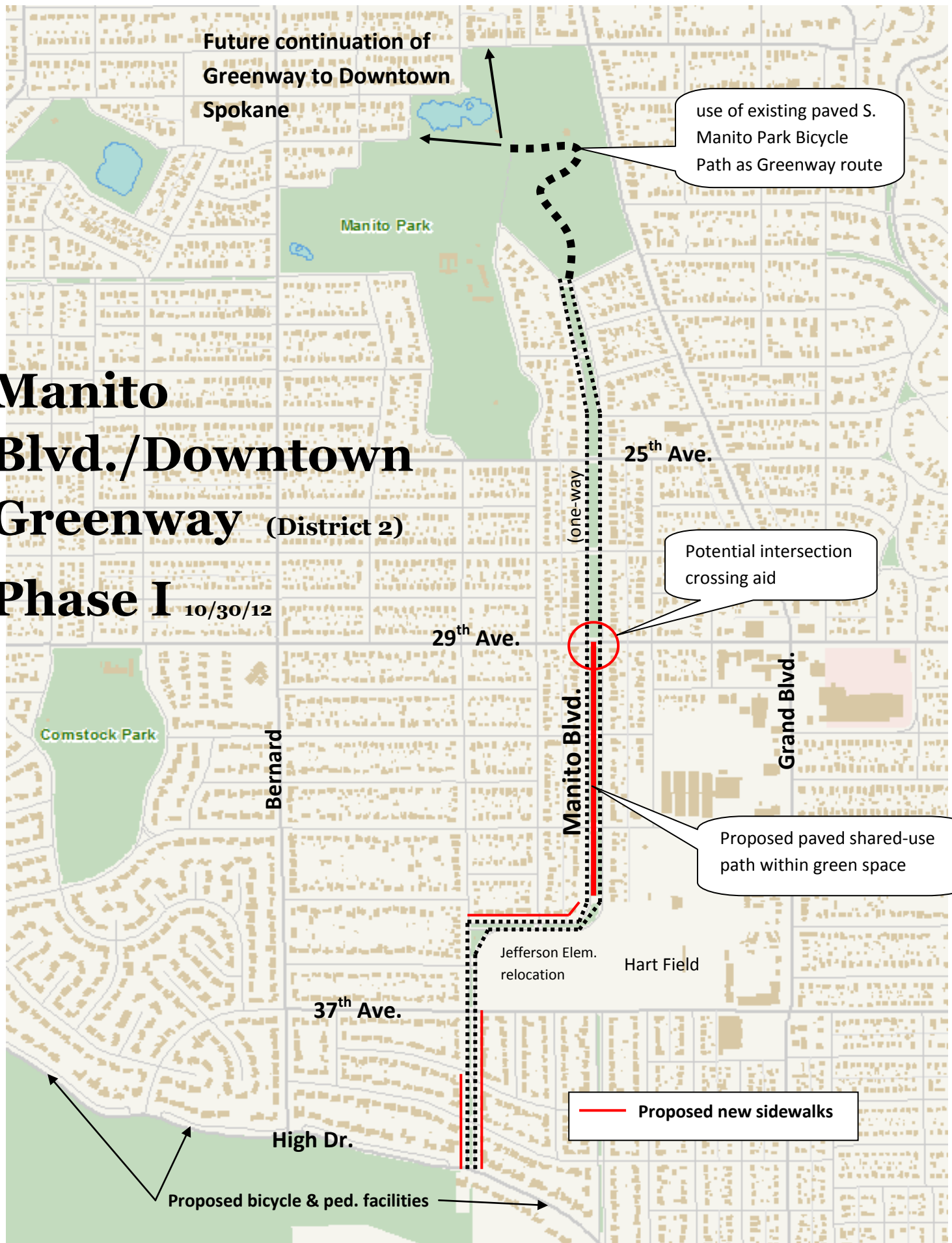
Manito Blvd./Downtown Greenway, Phase I

North ↑



Manito Blvd./Downtown Greenway (District 2) Phase I

10/30/12



Manito Blvd/Downtown Greenway (Phase I, High Dr. to Manito Park)

1.5 miles

Proposed Enhancements and Cost Estimate 9/27/12

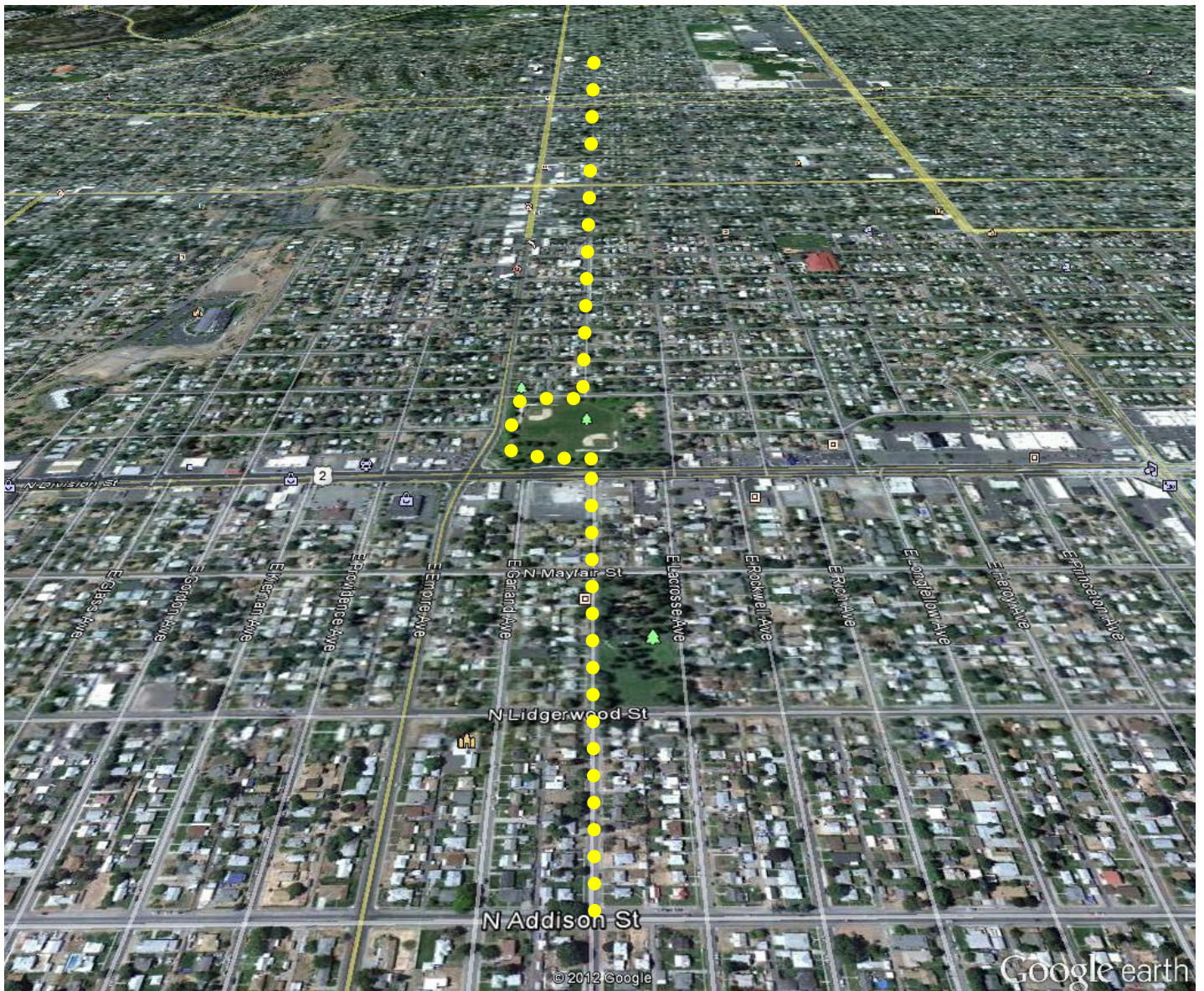
(Costs include design, engineering, construction, and management)

1. Needed sidewalks: \$103,000
2. ADA compliant curb ramps where needed: \$105,000
3. Bicycle symbol on pavement within shared travel lanes re-enforcing bicycle route and increased number of bicyclists (average every 500 ft. both sides): \$9,000
4. 10 ft. wide paved asphalt trail in center of Manito Blvd. open space where sidewalks do not exist (29th Ave. to Hart Field) including 3 benches : \$117,000
5. Signed and marked pedestrian crosswalks at arterial street crossings (37th Ave, 29th Ave): \$13,000. Both crosswalks may be funded with other sources.
6. Street trees, sod, irrigation within void sidewalk buffer strips: \$60,000
7. Distinctive Greenway signage along corridor: \$34,000

Total: \$441,000

Additions/Options:

- A. Upgrade pedestrian crosswalk at 29th with Active Warning Beacons, or HAWK Signals as needed with increased number of pedestrians and bicyclists (\$100,000-\$150,000 per intersection). Note this addition may be funded with traffic calming funds.
29th : ADT 13,000 2 travel lanes, left turn lane, bike lanes
- B. Option: At southern end, route greenway through Hart sports fields (Spokane Public Schools) & Latawah St. instead of Manito Blvd. This route will likely cost more because no sidewalks presently exist adjacent to Latawah St. and some improvements will be needed through Hart Field.



Walton Ave. Greenway, Phase I

North →





Walton Ave. Greenway (Phase I, Addison to Belt)

1.8 miles

Proposed Enhancements and Cost Estimate 11/13/12

(Costs include design, engineering, construction, and management)

1. Add sidewalks to complete on one side of the street : \$238,000
(add sidewalks on both sides: \$477,000)
2. ADA compliant curb ramps where needed on one side only: \$41,000
(add curb ramps on both sides: \$84,000)
3. Distinctive Greenway signage along corridor: \$48,000
4. Bicycle symbol on pavement within shared travel lanes re-enforcing bicycle route and increased number of bicyclists (average every 500 ft. both sides): \$13,000
5. Widening of paved trail through B.A. Clark Park and new bench: \$31,000
6. Signed and marked pedestrian crosswalks at arterial street crossings (Wall, Post, Monroe, Maple, Ash): \$24,000 note: crossing at Division previously funded
7. 50 Street trees added in void areas: \$36,000

Total: \$431,000 (sidewalks on one side)

\$713,000 (sidewalks on both sides)

Additions/Options:

- A. Upgrade pedestrian crosswalks at Division, Monroe, Maple, Ash with Active Warning Beacons, or HAWK Signals as needed with increasing number of pedestrians and bicyclists (\$100,000-\$150,000 per intersection).
 - Division: ADT 46,600, 6 travel lanes
 - Monroe: ADT 17,300, 4 travel lanes
 - Maple (one way): ADT 14,300, 2 travel lanes
 - Ash (one way): ADT 13,000, 2 travel lanes