



Spokane Plan Commission Agenda

April 13, 2016

2:00 PM to 5:00 PM

City Council Chambers

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each Citizens are invited to address the Plan Commission on any topic not on the agenda

Commission Briefing Session:

2:00 - 2:15	1) Approve March 23, 2016 Meeting Minutes	
	2) City Council/Community Assembly Liaison Reports	
	3) President Report	Dennis Dellwo
	4) Transportation Subcommittee Report	John Dietzman
	5) Secretary Report	Lisa Key

Workshops:

2:15 - 2:45	1) 6 Year Transportation Program Update-Consistency Review	Brandon Blankenagel
2:45 - 3:05	2) Citywide Capital Improvement Program	Katherine Miller
3:05 - 3:25	3) Definition of Family Code Amendment	Kevin Freibott

Board Business:

3:25 - 3:45 1) Open Public Meeting Act Training

Hearing:

4:00 – 4:30 1) Building Code Changes Dave Kokot

Adjournment:

1) Next Plan Commission meeting will be on April 27, 2016

The password for City of Spokane Guest Wireless access has been changed:

Username: COS Guest

Password:

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs, and services for persons with disabilities. The Council Chambers and the Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., are both wheelchair accessible. The Council Briefing Center is equipped with an audio loop system for persons with hearing loss. The Council Chambers currently has an infrared system and headsets may be checked out by contacting the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Chris Cavanaugh at (509) 625-6383, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or ccavanaugh@spokanecity.org. Persons who are deaf or hard of hearing may contact Ms. Cavanaugh at (509) 625-6383 through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

**STREET PROGRAM
CONSISTENCY SHEET
New Projects Added to Six-Year
Program (2017-2022)**

TR:	1.1 Transportation Priorities	2.1 Physical Features	2.2 TDM Strategies	2.3 Pedestrian/Bicycle Coordination	2.4 Parking Requirements	2.5 Parking Facility Design	2.6 Viable Walking Alternative	2.7 Safe Sidewalks	2.8 Sidewalk Repair and Replacement	2.9 Crosswalks	2.10 Pedestrian Linkages Across Barriers	2.11 Pedestrian Access on Bridges	2.12 Pedestrian Access to Schools	2.13 Viable Bicycling	2.14 Bikeways	2.15 Bicycles on Streets	2.16 Bicycle Lanes and Paths	2.17 Facilities to Support Bicycling	2.18 Viable Transit	2.19 Service and Facility Support	2.20 Transit Shelters and Other Features	2.21 Transit Level of Service (LOS)	2.22 High Capacity Mass Transit	3.1 Transportation and Development Patterns	3.2 Reduced Distances to Neighborhood Services	3.3 Walking and Bicycling-Oriented Neighborhood Centers	3.4 Increased Residential Densities	3.5 Healthy Commercial Centers	3.6 Use of Design	4.1 Street Design and Traffic Flow	4.2 Self-Enforcing Street Design	4.3 Narrow Streets	4.4 Arterial Location and design	4.5 External Connections	4.6 Internal Connections	4.7 Holistic Plans	4.8 Freight and Commercial Goods	4.9 Downtown Accessibility	4.10 Downtown Street Network	4.11 Consistency of Rules	4.12 Law Enforcement	4.13 Traffic Signals	4.14 Signs					
Cincinnati Greenway	X	X	X	X	X	X	X	X	X			X	X	X	X	X						X	X		X		X	X		X				X						X				X				
Sunset Highway Bike Path	X	X	X	X			X	X		X			X	X	X	X			X	X	X								X	X	X			X			X					X				X		
Bike Share Feasibility Study	X	X	X	X										X		X		X	X		X				X	X	X	X												X					X			
Fish Lake Trail Connection Study	X	X	X	X	X	X	X	X		X	X	X		X	X		X	X								X														X						X		
Regal, Bemiss, Shaw Ped Safety	X	X	X	X		X	X	X	X	X	X		X												X		X			X	X	X	X									X				X		
Ridgeview Elementary Ped Safety	X	X	X	X		X	X	X	X	X	X		X													X		X		X	X	X	X										X				X	
Sprague Ave., Cedar St to Division St	X	X	X	X	X	X	X	X	X	X			X	X	X	X	X		X	X	X				X	X		X	X	X	X					X			X	X	X	X			X	X		
1st Ave, Maple St to Bernard St	X	X	X	X	X	X	X	X	X	X			X	X	X	X				X					X	X	X		X	X										X	X	X			X	X		
Riverside Ave, Maple St to Monroe St	X	X	X	X	X	X	X	X	X	X			X	X		X	X			X					X	X	X		X	X										X	X	X			X	X		
Napa St, Sprague Ave to 2nd Ave	X				X	X	X		X	X			X												X		X		X	X	X						X									X		
Maple St, Riverside Ave to Pacific Ave	X			X			X	X	X	X				X			X												X	X	X																X	
4th Ave, Sunset Hwy to Maple St	X							X	X	X	X				X	X														X	X	X										X				X	X	
Fort George Wright, Government Way to River	X	X	X	X			X	X	X	X	X	X	X	X		X			X	X	X				X	X	X		X	X	X	X				X	X	X	X				X			X	X	
Main Avenue, Bernard to Pine	X	X	X	X	X	X	X	X		X	X				X	X									X	X	X		X	X	X	X	X					X			X	X	X					X

**STREET PROGRAM
CONSISTENCY SHEET
New Projects Added to Six-Year
Program (2017-2022)**

TR:	4.15 Lighting	4.16 Safety Campaigns	4.17 Street Maintenance	4.18 Sidewalk Maintenance	4.19 Awareness of ROW Streetscape Elements	4.20 Design and Maintenance of ROW Streetscape Ele	4.21 Maintenance Responsibility for ROW Streetscape	4.22 Awareness of Maintenance Responsibility for ROW	4.23 Transportation LOS	4.24 Transportation LOS Coordination and Consistency	4.25 Pedestrian Access to Parks	5.1 Neighborhoods for Pedestrians	5.2 Neighborhood Transportation Options	5.3 Neighborhood Traffic Issues	5.4 Traffic Calming Measures	5.5 Arterials and Neighborhoods	5.6 Neighborhood Traffic Speed	5.7 Neighborhood Parking	6.1 Pollution	6.2 Land Respect	6.3 Transportation Alternatives and the Environment	6.4 Street Cleaning	6.5 Traffic Congestion	6.6 Vehicle-Related Air Pollution	6.7 Street Paving	6.8 City Hall Goes Green	7.1 Character and Pride	7.2 Street Life	7.3 Street Trees	7.4 Pedestrian Buffer Strips	7.5 Building Setbacks	7.6 Sidewalk Use	8.1 Plan Collaboratively	8.2 Efficient Regional Transportation	8.3 Countywide Planning Policies	8.4 Airfields	8.5 Sharing Information	9.1 Cost Information for Citizens	9.2 Environmental Impact Information	9.3 Dedicated Funds for Retrofitting	10.1 Planning Integration	10.2 Innovation to Meet Spirit	10.3 Education										
Cincinnati Greenway	X		X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X		X					X	X		X	X							X	X		X	X			X									
Sunset Highway Bike Path			X			X			X	X	X				X	X			X	X	X						X		X	X									X	X		X	X										
Bike Share Feasibility Study					X								X						X		X					X	X	X	X											X	X		X	X			X						
Fish Lake Trail Connection Study					X						X		X						X	X	X						X													X	X		X	X			X						
Regal, Bemiss, Shaw Ped Safety		X		X	X	X	X				X		X	X	X		X		X		X						X													X	X		X	X			X						
Ridgeview Elementary Ped Safety		X		X	X	X	X				X		X	X	X		X		X		X						X														X	X		X	X			X					
Sprague Ave., Cedar St to Division St	X		X	X	X	X	X			X	X	X	X	X	X			X	X		X		X	X		X	X	X	X	X												X			X	X							
1st Ave, Maple St to Bernard St	X		X	X	X	X	X	X	X			X	X		X		X		X		X	X	X	X		X	X	X	X														X	X									
Riverside Ave, Maple St to Monroe St	X		X	X	X	X	X	X	X			X	X		X		X		X		X	X	X	X		X	X	X																	X	X							
Napa St, Sprague Ave to 2nd Ave	X		X	X								X		X	X		X	X	X		X						X																		X	X							
Maple St, Riverside Ave to Pacific Ave			X	X	X	X	X					X	X	X	X		X		X		X	X					X		X	X																X	X						
4th Ave, Sunset Hwy to Maple St	X		X	X		X	X	X			X	X	X	X	X		X		X		X	X						X		X	X																X	X					
Fort George Wright, Government Way to River			X	X		X	X	X			X	X	X	X		X	X		X		X						X		X	X																		X	X				
Main Avenue, Bernard to Pine	X				X	X	X	X	X						X	X			X	X	X	X	X				X	X	X	X	X																		X	X			

Streets/Pedestrian and Bikeways

Cincinnati Greenway

STR-2016-12

Executive Summary

Perform Greenway street enhancements to include construction of new sidewalks where none exist, update ADA compliance, provide distinctive Greenway information/directional signage, provide marked separate/shared bike lanes, modify traffic signage and install traffic calming elements.

Project Justification

This project will be Spokane's first Greenway street, intended to promote healthy and safe non-motorized transportation options to access a variety of key destination points. This greenway corridor was selected and prioritized by a citizen advisory committee brought together specifically for that purpose in 2012.

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

Project meets 53 out of 85 goals within chapter 4 of the Comprehensive Plan.

Location

Other Location

Cincinnati Street from Spokane Falls Blvd to Euclid Ave

Project Status

Active

Project number: 2016081

Design: 2018; Construction: 2019

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

Cincinnati Greenway

STR-2016-12

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$606,500	\$0	\$0	\$0	\$0	\$606,500	\$606,500
Design	\$15,000	\$60,000	\$25,000	\$0	\$0	\$0	\$0	\$85,000	\$100,000
Total	\$15,000	\$60,000	\$631,500	\$0	\$0	\$0	\$0	\$691,500	\$706,500

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
CMAQ	Federal	Funded	\$5,000	\$20,000	\$0	\$445,000	\$0	\$0	\$0	\$470,000
REET	Local	Funded	\$10,000	\$40,000	\$0	\$186,500	\$0	\$0	\$0	\$236,500
Total			\$15,000	\$60,000	\$0	\$631,500	\$0	\$0	\$0	\$706,500

*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

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

Sunset Highway Bike Path - Royal to Deer Heights - Design

STR-2016-13

Executive Summary

The 3.2-mile project will improve the ped/bike connections along Sunset Hwy. Project will connect to a year-2018 bicycle lane project at Royal St., and continue west as a bike lane and shared-use path. Strategic sidewalk segments will provide transit stops locations and pedestrian street crossings.

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 regional bike network.

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

This project meets 41 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Sunset Highway between Royal Street and Deer Hieghts

Project Status

Active

Project number: 2016087 Design 2017

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

Sunset Highway Bike Path - Royal to Deer Heights - Design

STR-2016-13

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,104,869	\$0	\$1,104,869	\$1,104,869
Design	\$0	\$0	\$0	\$0	\$441,631	\$0	\$0	\$441,631	\$441,631
Land purchase	\$0	\$0	\$0	\$0	\$163,500	\$0	\$0	\$163,500	\$163,500
Total	\$0	\$0	\$0	\$0	\$605,131	\$1,104,869	\$0	\$1,710,000	\$1,710,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
CMAQ	Local	Identified	\$0	\$0	\$0	\$0	\$163,500	\$1,104,869	\$0	\$1,621,674
REET	Local	Funded	\$0	\$0	\$0	\$0	\$88,326	\$0	\$0	\$88,326
Total			\$0	\$0	\$0	\$0	\$605,131	\$1,104,869	\$0	\$1,710,000

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Streets/Pedestrian and Bikeways

Bike Share Feasibility Study

STR-2016-14

Executive Summary

This project will complete the preliminary engineering phase of a paid bike-share program for the City of Spokane. The scope of work will include a feasibility study with a forecast for user demand, financial assessment, risk analysis, operating model and recommendation of how to proceed.

Project Justification

The project will make bicycle riding more accessible to residents, workers, students, and visitors in the city core. The bike-share stations will be located at several key destinations including Riverfront Park, STA Plaza, the downtown library, the U-District, etc, within a 2-mile radius.

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

This project meets 31 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

N/A - project study only

Project Status

Active

Project number: 2016088

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

Bike Share Feasibility Study

STR-2016-14

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Design	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000	\$80,000
Total	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000	\$80,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
CMAQ	Federal	Funded	\$0	\$0	\$53,200	\$0	\$0	\$0	\$0	\$53,200
REET	Local	Funded	\$0	\$0	\$26,800	\$0	\$0	\$0	\$0	\$26,800
Total			\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000

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Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

Fish Lake Trail to Centennial Trail Connection

STR-2016-22

Executive Summary

Design study to determine best route option for the Fish Lake trail extension.

Project Justification

Study to review various trail routes and determine best option for project design and construction. 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:

This project meets 35 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

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

Project Status

Active

Project number: 2016089

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

Fish Lake Trail to Centennial Trail Connection

STR-2016-22

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Planning	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$250,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
CMAQ	Federal	Funded	\$0	\$0	\$0	\$166,250	\$0	\$0	\$0	\$166,250
REET	Local	Funded	\$0	\$0	\$0	\$83,750	\$0	\$0	\$0	\$83,750
Total			\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000

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Streets/Safety

Regal, Bemiss, Shaw Pedestrian Safety

STR-2016-8

Executive Summary

Sidewalk and bumpout construction within the vicinity of two elementary schools and one middle school. The project will support safe walking routes and improve separation of vehicle traffic from pedestrian traffic. Also included are similar facilities to improve crossings near the community center

Project Justification

This project will construct sidewalk where none exist to provide a safe walking route for elementary school children to and from their schools. In addition, curb bumpouts will be constructed to enhance safety by shortening street crossing distances and providing a traffic calming effect on drivers in those school zones.

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

This project meets 38 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Various sidewalk locations near Regal Elementary, Shaw Elementary, and Bemiss Elementary.

Project Status

Active

Project number: 2015116
Spring of 2017.

Project design Spring of 2016, construction in Fall of 2016 or

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Safety

Regal, Bemiss, Shaw Pedestrian Safety

STR-2016-8

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$693,175	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$703,175
Design	\$56,254	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,254
Total	\$749,429	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$759,429

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
REET	Local	Funded	\$72,500	\$0	\$0	\$0	\$0	\$0	\$0	\$72,500
SRTS	Federal	Funded	\$549,513	\$10,000	\$0	\$0	\$0	\$0	\$0	\$559,513
TBD	Local	Funded	\$91,000	\$0	\$0	\$0	\$0	\$0	\$0	\$91,000
Traffic Calming	Local	Funded	\$36,416	\$0	\$0	\$0	\$0	\$0	\$0	\$36,416
Total			\$749,429	\$10,000	\$0	\$0	\$0	\$0	\$0	\$759,429

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

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Safety

Ridgeview Elementary Pedestrian Safety

STR-2016-23

Executive Summary

Construct new sidewalk to facilitate pedestrian travel to and from Ridgeview Elementary School.

Project Justification

Currently there is no sidewalk along this project's proposed routes, which are primary school pedestrian routes. This project will provide the needed safe sidewalks.

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

This project meets 38 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Joseph Avenue from Belt Street to Ash Street; Everett Avenue from Belt Street to Monroe Street.

Project Status

Active

Project number: 2013160
2016.

Project to be designed in Spring 2016. Constructions in Fall of

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Safety

Ridgeview Elementary Pedestrian Safety

STR-2016-23

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$743,895	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$753,895
Design	\$60,312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,312
Land purchase	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
Total	\$819,207	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$829,207

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
REET	Local	Funded	\$26,000	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000
SRTS	Federal	Funded	\$793,207	\$10,000	\$0	\$0	\$0	\$0	\$0	\$803,207
Total			\$819,207	\$10,000	\$0	\$0	\$0	\$0	\$0	\$829,207

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

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Streets/Capital Improvements

Sprague Avenue, Cedar St to Browne St

STR-2016-24

Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike lanes, upgrade lighting. Project will also replace waterline, and perform CSO 24 work.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

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

This project meets 59 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Sprague Avenue from Cedar Street to Browne Street

Project Status

Active

Project number: 2016090

Design: 2020; Construction: 2021

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements

Sprague Avenue, Cedar St to Browne St

STR-2016-24

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$6,020,000	\$0	\$6,020,000	\$6,020,000
Design	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$500,000
Total	\$0	\$0	\$0	\$0	\$500,000	\$6,020,000	\$0	\$6,520,000	\$6,520,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$300,000	\$5,220,000	\$0	\$5,520,000
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$100,000	\$400,000	\$0	\$500,000
Utility	Local	Funded	\$0	\$0	\$0	\$0	\$100,000	\$400,000	\$0	\$500,000
Total			\$0	\$0	\$0	\$0	\$500,000	\$6,020,000	\$0	\$6,520,000

*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

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

1st Avenue, Maple St to Bernard St

STR-2016-25

Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike lanes, and upgrade lighting. Project will be integrated with utility work to include replacement of water distribution main from Madison to Howard Streets.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

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

This project meets 51 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

First Avenue between Maple Street and Bernard Street.

Project Status

Active

Project number:2016091

Design 2019; Construction 2020

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements

1st Avenue, Maple St to Bernard St

STR-2016-25

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$5,570,000	\$0	\$0	\$5,570,000	\$5,570,000
Design	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$500,000
Total	\$0	\$0	\$0	\$500,000	\$5,570,000	\$0	\$0	\$6,070,000	\$6,070,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Funded	\$0	\$0	\$0	\$400,000	\$5,070,000	\$0	\$0	\$5,470,000
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000
Utility	Local	Funded	\$0	\$0	\$0	\$50,000	\$250,000	\$0	\$0	\$300,000
Total			\$0	\$0	\$0	\$450,000	\$5,620,000	\$0	\$0	\$6,070,000

*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

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Riverside Avenue, Maple St to Monroe St

STR-2016-27

Executive Summary

Construct full depth roadway, repair sidewalk, and upgrade lighting. Project will also include replacement of water line, and perform CSO facility installation from Jefferson to Monroe Streets.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

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

This project meets 51 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Riverside Avenue between Maple Street and Monroe Street

Project Status

Active

Project number: 2016092

Design: 2021; Construction: 2022

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements

Riverside Avenue, Maple St to Monroe St

STR-2016-27

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$2,500,000
Design	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$0	\$250,000	\$2,500,000	\$2,750,000	\$2,750,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$225,000	\$2,100,000	\$2,325,000
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Utility	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$25,000	\$300,000	\$325,000
Total			\$0	\$0	\$0	\$0	\$0	\$250,000	\$2,500,000	\$2,750,000

*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

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Napa Street, Sprague Ave to 2nd Ave

STR-2016-28

Executive Summary

Construct full depth roadway, and repair sidewalks. This project will also replace distribution main and provide for stormwater separation.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

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

This project meets 27 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Napa Street between Sprague Avenue and 2nd Avenue

Project Status

Active

Project number: 2016093

Design: 2021; Construction: 2022

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements

Napa Street, Sprague Ave to 2nd Ave

STR-2016-28

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$3,870,000	\$3,870,000	\$3,870,000
Design	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$400,000
Total	\$0	\$0	\$0	\$0	\$0	\$400,000	\$3,870,000	\$4,270,000	\$4,270,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Identified	\$0	\$0	\$0	\$0	\$0	\$325,000	\$3,170,000	\$3,495,000
Utility	Local	Identified	\$0	\$0	\$0	\$0	\$0	\$75,000	\$700,000	\$775,000
Total			\$0	\$0	\$0	\$0	\$0	\$400,000	\$3,870,000	\$4,270,000

*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

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Maple Street, Riverside Ave to Pacific Ave

STR-2016-29

Executive Summary

Construct full depth roadway, and repair sidewalk. Project will also replace water distribution main.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

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

This project meets 33 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Maple Street between Riverside Avenue and Pacific Avenue

Project Status

Active

Project number: 2016094

Design:2019;Construction:2020

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements

Maple Street, Riverside Ave to Pacific Ave

STR-2016-29

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$570,000	\$0	\$0	\$570,000	\$570,000
Design	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$80,000	\$80,000
Total	\$0	\$0	\$0	\$80,000	\$570,000	\$0	\$0	\$650,000	\$650,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Funded	\$0	\$0	\$0	\$60,000	\$540,000	\$0	\$0	\$600,000
Utility	Local	Funded	\$0	\$0	\$0	\$20,000	\$30,000	\$0	\$0	\$50,000
Total			\$0	\$0	\$0	\$80,000	\$570,000	\$0	\$0	\$650,000

*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

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

4th Avenue, Sunset Hwy to Maple St

STR-2016-30

Executive Summary

Construct full depth roadway, repair sidewalk. This project will also replace a segment of the water distribution main, and provide for stormwater separation.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

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

This project meets 34 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

4th Avenue between Sunset Hwy and Maple Street

Project Status

Active

Project number: 2016095

Design: 2021; Construction: 2022

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements

4th Avenue, Sunset Hwy to Maple St

STR-2016-30

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$1,030,000	\$1,030,000	\$1,030,000
Design	\$0	\$0	\$0	\$0	\$0	\$143,000	\$0	\$143,000	\$143,000
Total	\$0	\$0	\$0	\$0	\$0	\$143,000	\$1,030,000	\$1,173,000	\$1,173,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$100,000	\$620,000	\$720,000
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$220,000	\$220,000
Utility	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$43,000	\$190,000	\$233,000
Total			\$0	\$0	\$0	\$0	\$0	\$143,000	\$1,030,000	\$1,173,000

*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

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Fort George Wright, Government Way to River

STR-2016-31

Executive Summary

Construct full depth roadway and repair sidewalk. Project will also replace the water distribution main, and provide stormwater separation.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

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

This project meets 49 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Fort George Wright between Government Way and the Spokane River

Project Status

Active

Project number: 2016096

Design: 2020; Construction: 2021

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements

Fort George Wright, Government Way to River

STR-2016-31

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$3,540,000	\$0	\$3,540,000	\$3,540,000
Design	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000	\$300,000
Total	\$0	\$0	\$0	\$0	\$300,000	\$3,540,000	\$0	\$3,840,000	\$3,840,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$200,000	\$3,390,000	\$0	\$3,590,000
Utility	Local	Funded	\$0	\$0	\$0	\$0	\$50,000	\$200,000	\$0	\$250,000
Total			\$0	\$0	\$0	\$0	\$250,000	\$3,590,000	\$0	\$3,840,000

*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

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

2016-2017 ADA Ramp Replacement Project

STR-2015-164

Executive Summary

A two year ADA ramp placement project to construct missing ramps within the Downtown and Council District areas. Initial locations for 2016. 2017 projects will be identified by 2016 utilizing a similar process of working with Council members and the Pedestrian Master Plan to identify project locations. The intent is to balance the work within the Downtown area and the Council Districts.

Project Justification

ADA compliance is a federal mandate.

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

This project meets 23 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Various locations in the Downtown Core and all three council districts

Project Status

Active

Project number: 2015115 CN to begin in 2016

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

2016-2017 ADA Ramp Replacement Project

STR-2015-164

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$360,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000	\$720,000
Design	\$108,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,000
Land purchase	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,000
Total	\$540,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000	\$900,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
BOND	Local	Funded	\$540,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$900,000
Total			\$540,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$900,000

*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

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Main Avenue, Bernard to Pine - Parking Pilot

STR-2016-32

Executive Summary

Lane reconfiguration of Main Avenue to accommodate diagonal parking in the center of the street between Browne and Division streets. Re-striping of lanes extends to Bernard and Pine streets. Project also includes installation of pedestrian crossing mid-block between Browne and Division.

Project Justification

The project is meant to increase parking capacity in the vicinity of Main Ave at Division St. This is a pilot to test the use of center parking, in an effort to improve economic opportunity in the project vicinity.

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

This project meets 49 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Main Avenue from Bernard Street to Pine Street

Project Status

Active

Project is under design for construction in 2016

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements

Main Avenue, Bernard to Pine - Parking Pilot

STR-2016-32

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$140,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000
Design	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
Total	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
PEIP	Local	Funded	\$90,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Private	Private	Funded	\$55,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$60,000
Total			\$145,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$160,000

*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

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

STREET PROGRAM RECONCILIATION SHEET

(Comparing 2017-22 against 2016-21 6yr. Program)

New Projects Added to Six-Year Program (2017-2022)

Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement
<i>Pedestrian & Bikeways (CMAQ Grant & TBD Funds) 2018</i>	Cincinnati Greenway, Spokane Falls Blvd to Euclid Ave	This project will incorporate Greenway street enhancement concepts. The project limits encompass 1.7 miles within the Cincinnati Street Right-of-Way.	This project is intended to create an environment that encourages non-motorized modes of transportation and provide a more tranquil alternative to the heavily utilized Hamilton Street corridor, running one block to the east of Cincinnati. By focusing on non-motorized modes of transportation
<i>Pedestrian & Bikeways (CMAQ Grant) Design Only 2021</i>	Sunset Highway Bike Path - Royal to Deer Height (Design Only)	This 3.2-mile project will improve the bicycle and pedestrian connections along Sunset Highway. Bicycle lanes that will be incorporated to the east of Royal Street in 2018, will be continued to the west, and will be merged into one shared-use path. The pathway will serve as a pedestrian and bicycle connection along this busy stretch of roadway. Strategic sidewalk segments will be placed to support transit stop locations. Also, strategic pedestrian crossings will be incorporated by providing directional refuge islands.	This project will provide a direct bicycle connection to businesses along US 2. The generators on the corridor include restaurants, hotels, a casino, a nearby university, airport, and recreational activities. The project will also create a complete bicycle connection to downtown Spokane and the regional bike network, providing commute and recreational opportunities that do not exist presently
<i>Pedestrian & Bikeways (CMAQ Grant) Study Only 2018</i>	Bike Share Feasibility Study	This project will complete the preliminary engineering phase of a paid bike-share program for the City of Spokane. The scope of work will include a feasibility study with a forecast of user demand, financial assessment, risk analysis, operating model and recommendations of how the City should proceed towards implementation.	The project will make bicycle riding more accessible to residents, workers, students and visitors in the city core. The bikeshare stations will be located at several key destinations including Riverfront Park, STA Plaza, the downtown library, the U-District, etc. within a 2-mile radius.
<i>Pedestrian & Bikeways (Transportation Alternatives Grant) Study Only 2019</i>	Fish Lake Trail Connection Study	Design a connection from the Fish Lake Trailhead at Milton/Lindeke to the Centennial Trail via Sandifur Bridge. This project will study route options for a multi-use path between these endpoints and then design the preferred option. The preferred route will include an enhanced trail crossing in the vicinity of Riverside Avenue/Clarke Avenue and a short connection through People's Park to the Sandifur Bridge.	The purpose of this project is to design a connection from the Fish Lake Trailhead at Milton/Lindeke to the Centennial Trail via Sandifur Bridge.
<i>Safety Program (Safe Routes to School Grant) 2016</i>	Regal, Bemiss, Shaw Pedestrian Safety	This project will provide and/or improve pedestrian facilities along the primary walking routes for the three schools, Regal Elementary, Bemiss Elementary and Shaw Middle School. Improvements include sidewalk infill, bumpouts, and crosswalk improvements.	To provide a safe route for students and faculty for traveling to and from Regal, Bemiss, and Shaw Schools.
<i>Safety Program (Safe Routes to School Grant) 2016</i>	Ridgeview Elementary Pedestrian Safety	This project will provide and/or improve pedestrian facilities along the primary walking routes for Ridgeview Elementary School. Improvements include sidewalk infill, bumpouts, and crosswalk improvements.	To provide a safe route for students and faculty for traveling to and from Ridgeview Elementary School
<i>Capital Improvements (Levy, Utility, Parking Funds) 2021</i>	Sprague Ave, Cedar St to Browne St.	Construct full depth roadway, repair sidewalk (Including vaults), stripe bike lanes, upgrade lighting. This project is integrated with waterline replacement and with some CSO work.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.
<i>Capital Improvements (Levy, Utility, Parking Funds) 2020</i>	1st Ave, Maple St to Bernard St.	Construct full depth roadway, reappear sidewalk, stripe bike lanes, upgrade lighting, and replace water distribution main from Madison to Howard Streets.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.
<i>Capital Improvements (Levy, Utility, Parking Funds) 2022</i>	Riverside Ave, Maple St to Monroe St.	Construct full depth roadway, repair sidewalk, upgrade lighting, replace water line, and there is CSO work from Jefferson St to Monroe St.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.
<i>Capital Improvements (Levy and Utility Funds) 2022</i>	Napa St, Sprague Ave to 2nd Ave.	Construct full depth roadway, repair sidewalk, upgrade lighting, replace distribution main and provide storm water separation.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.
<i>Capital Improvements (Levy and Utility Funds) 2020</i>	Maple St, Riverside Ave to Pacific Ave.	Construct full depth roadway, repair sidewalk, and replace distribution main.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.
<i>Capital Improvements (Levy and Utility Funds) 2022</i>	4th Ave, Sunset Hwy to Maple St.	Construct full depth roadway, repair sidewalk, replace distribution main and storm water separation.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.
<i>Capital Improvements (Levy and Utility Funds) 2021</i>	Fort George Wright, Government Way to River	Construct full depth roadway, repair sidewalk, replace distribution main and storm water separation.	This section of roadway and infrastructure is deteriorating and is in need of repair. This selection was prioritized via the evaluation matrix tool, as recommended by the Transportation Subcommittee of the Plan Commission.
<i>Capital Improvements (Parking and Private Funds) 2016</i>	Main Ave, Bernard to Pine	Pilot project to implement diagonal parking in the center of the roadway.	This project will reconfigure Main Avenue in the vicinity of Browne and Division streets to offer additional downtown parking.

Projects Completed and Removed from Six-Year Program

Section	Project Name	Project Description	Purpose Statement
<i>Bond Gap Project</i>	25th Ave from Southeast Blvd to 230' East of Lacey St.	This reconstruction project will involve rebuilding the full depth roadway section for this section of roadway. ADA curb ramps will be installed where necessary. This project also includes integrated stormwater improvements. A private developer will install sidewalk on the south side of 25th Ave where missing (Approx. 1000 LF)	This section of road is deteriorating and needs repair.
<i>Capital Improvements</i>	Adaptive Signal System, Division St. from Bridgeport to 'Y'	Install Adaptive Signal Control system that includes upgrade to fiber optic cable and integrates CCTB cameras along with DMS technology to provide a real-time interactive traffic control system.	Difficult re-timing due to aging communication system and frequently fluctuating traffic levels. Lack of ITS on the corridor compounds the issue.
<i>Capital Improvements</i>	Erie St, from Martin Luther King Junior Way to 1st Ave.	Pave the unpaved portion of Erie St. from where the pavement ends on 1st Ave to where the pavement will be tying into Erie from Martin Luther King Junior Way. To include Sprague way to where the pavement currently ends. ADA curb ramps are included.	This is intended to be an alternate route between Martin Luther King Junior Way and Sprague Ave. This section of road is currently unpaved and will expect a significant increase in daily traffic upon completion of the MLKJ Way project.
<i>Bond Project</i>	High Drive from Scott to 29th Ave	This project bond project will reconstruct the roadway and rebuild pavement to updated standards	This section of road is deteriorating and needs repair.
<i>Pedestrian & Bikeways</i>	High Drive Pedestrian and Bicycle Linkage	This project will provide travel lane width reduction and removal of on-street parking to construct bicycle and pedestrian facilities on High Drive from Hatch Rd to 29th Ave.	Improve the safety of pedestrians and cyclist traveling on High Drive between Hatch Rd. and 29th Ave and will also connect to the bicycle lanes currently terminating at High drive and 29th Ave.
<i>Capital Improvements</i>	I-90 Division Street Gateway Enhancement Project	Design and construct aesthetic and functional streetscape improvements including: landscaping, irrigation, walls, fencing/screening, traffic barriers, original art or sculpted art elements, and misc. hardscape features.	This project is meant to create an inviting "front door" to the city. The design is based on direction established in the draft I-90 Architectural Master Plan, which describes the desired architectural and landscape character for the I-90 corridor and exit areas. The Spokane River is identified as the theme for this gateway corridor.
<i>Bond GAP Project</i>	Mission EB from Hamilton St. to Perry St.	This reconstruction project will involve rebuilding the full depth roadway section for this section of roadway. ADA curb ramps will be installed where necessary.	This section of road is deteriorating and needs repair.
<i>Capital Improvements</i>	Ray St, 29th to 17th	Apply preservation treatments that may consist of crack sealing, grind and overlay, or other pavement rejuvenation techniques. Upgrades to ADA curb ramps and minor curb and sidewalk repairs are anticipated.	This section of road is deteriorating and needs repair.

BRIEFING PAPER
Plan Commission Transportation Subcommittee
Integrated Capital Management
April 13, 2016

Subject

2017 - 2022 Six-year Comprehensive Street Program Proposed Arterial Additions

Background

In support of the State Growth Management Act and the City of Spokane's Comprehensive Plan, the City must maintain 6-year capital financing plans for certain providers of public facilities and services. Accordingly, the City must maintain a 6-year capital financing plan for its capital street program. Pursuant to RCW 35.77.010 the capital street program must be adopted before July 1 of each year, and filed with the Secretary of Transportation not later than 30 days after adoption. To determine the plan's consistency with the Comprehensive Plan, it is scrutinized by the City Plan Commission. The Commission then makes a recommendation to the City Council as to the plan's consistency with the Comprehensive Plan, and the City Council then accepts or modifies the plan accordingly.

Each new project to the 6-Year Program is assessed for compliance with the Comprehensive Plan by verifying fulfillment of the Transportation goals and policies (TR's). Staff have prepared a draft assessment, and seek input on this assessment from the PCTS.

Impact

In order to comply with the provisions of the Growth Management Act and RCW 35.77.010, and for the City of Spokane to qualify for grant and low interest loan funds, it is required that the City maintain a 6-Year Capital Improvement plan for its capital street program.

Action

This Consistency Review Workshop with the Plan Commission is meant to assure compliance with the Comprehensive Plan for all new projects brought into the 6-Year Street Program this year. A Plan Commission Hearing will be requested for May 11, 2016 in order to validate this workshop effort and make a formal recommendation to the City Council.



2017 – 2022 Citywide Capital Improvement Program Overview

April 13, 2016



Purpose

City of Spokane's Comprehensive Plan

- Provides the overall plan of City development
- Establishes the framework for all other planning activities and documents

By law, decision-makers and managers in city government must follow the direction of the Comprehensive Plan.



It's the Law

GMA Requirements for Capital Facilities & Utilities Planning ([RCW 36.70A.070](#))

Capital facilities & utilities are two of the required elements of a comprehensive plan under the GMA

- An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities.
- A forecast of the future needs for such capital facilities.
- The proposed locations and capacities of expanded or new capital facilities.
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.

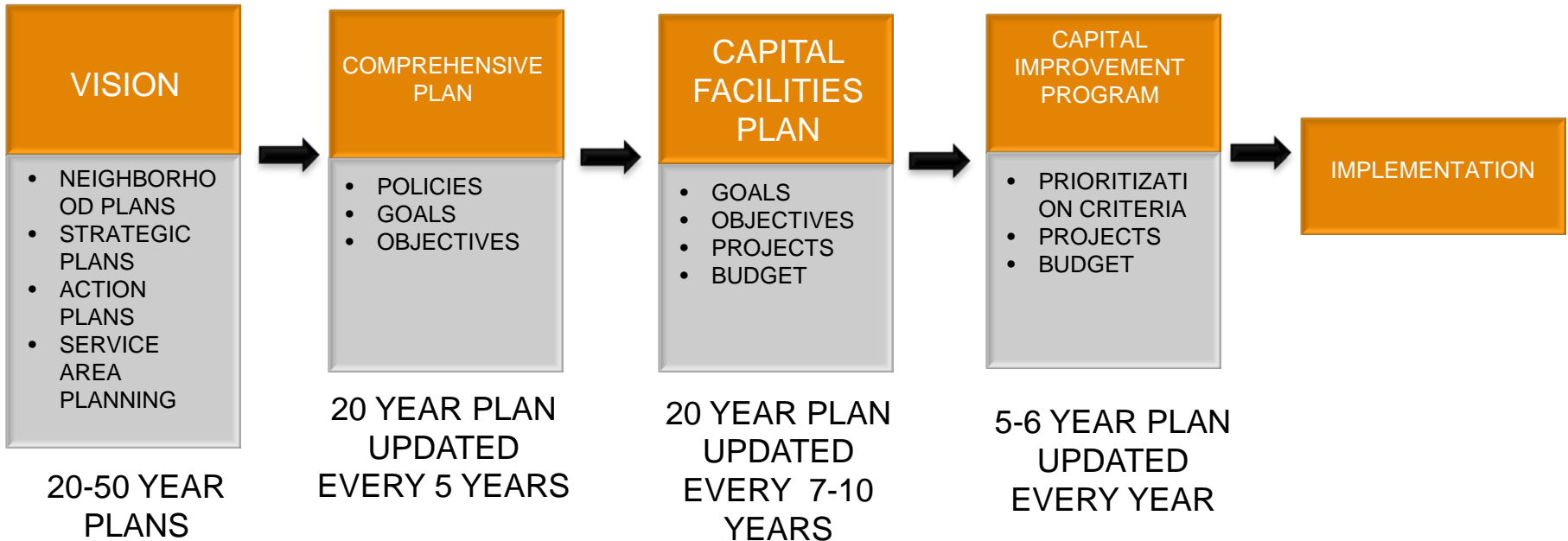


INFRASTRUCTURE PLANNING

CONSISTENCY
FROM STATE TO



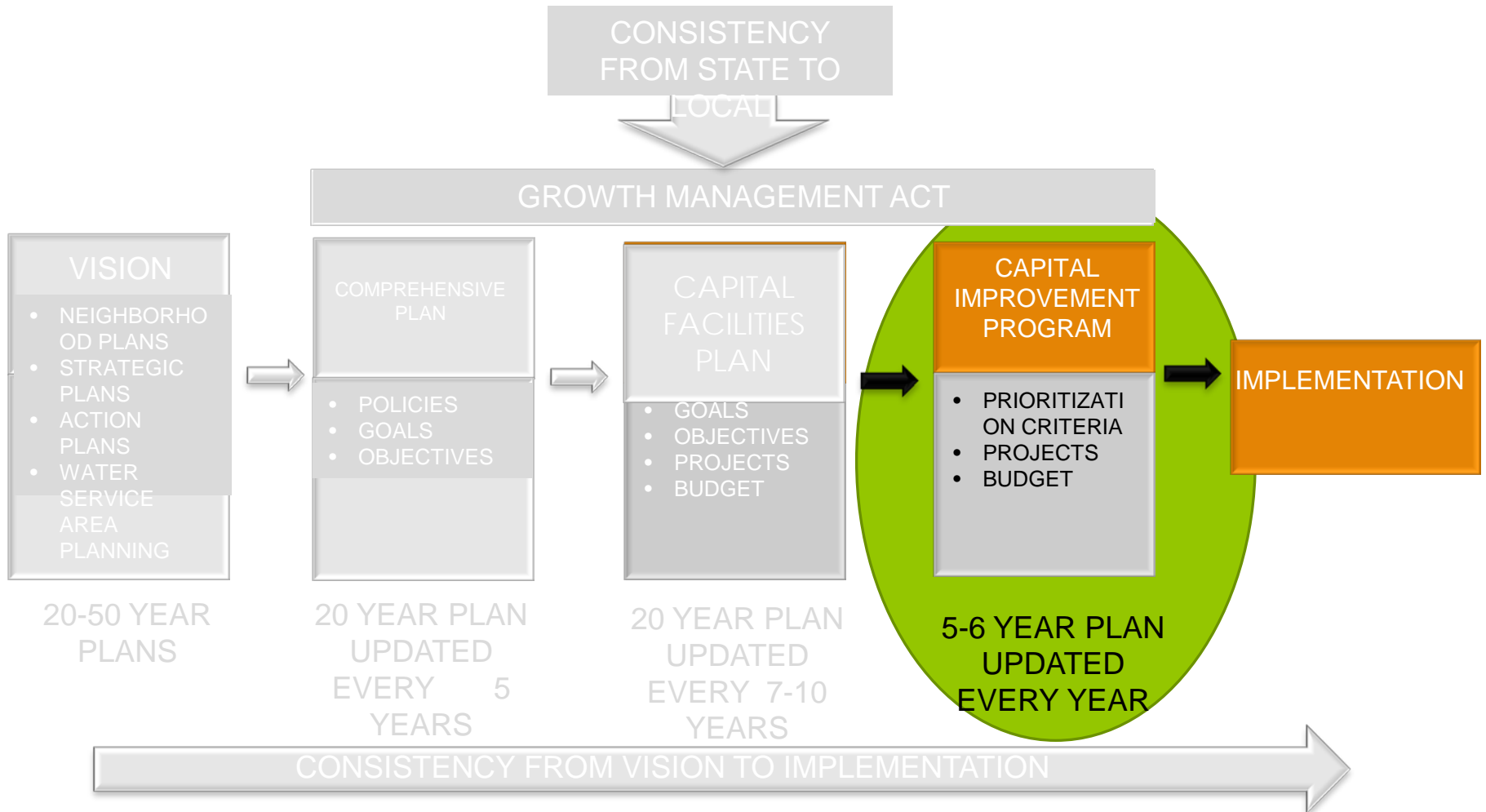
GROWTH MANAGEMENT ACT



CONSISTENCY FROM VISION TO IMPLEMENTATION



INFRASTRUCTURE PLANNING





Citywide Six Year Capital Improvement Program

Annual Adoption Ordinance 7.17.010

- The City Council shall adopt on an annual basis a Citywide Six-Year Capital Improvement Program

Process

- Developed by City staff
- *New Projects* **Reviewed** by the City Plan Commission **for Consistency with the City's Comprehensive Plan**
- Presented to the City Council for approval



What's New?

- **Citywide Capital Improvement Program is now being managed by the Budget Office**
 - The Budget Office will be managing the overall Citywide CIP process and related budget deadlines.
 - Integrated Capital Department will continue to work on the Capital Projects for the Public Works area.



2017-2022 Citywide CIP Schedule



- April - June City Departments submit projects
- June - July City Administration reviews and develops a Draft Program
- Aug - Oct Public Meetings throughout the City by Mayor & his Cabinet
- Aug - Oct Plan Commission Consistency Review Workshops, Hearing & Recommendation
- Nov 14th City Council Approval



Questions?

Content Available on SharePoint:

[Budget/2017 Budget Files/Citywide CIP 2017-2022](#)