

STREET PROGRAM RECONCILIATION SHEET

(Comparing 2016-21 against 2015-20 6yr. Program)

New Projects Added to Six-Year Program (2016-2021)

Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement
<i>Safety Program; Federal HSIP Grant 2017-2018</i>	Maxwell-Mission Avenue Lane Reduction, Maple St to Washington St	This project will restripe a 4-lane road to 2 lanes with a TWLTL. Bike lanes and/or wide lanes will be added for the entire length of the project. The TWLTL may be left out in a couple of blocks where on-street parking is needed and road width is insufficient for both.	This project is intended to calm traffic and improve safety for pedestrians and cyclist by reducing road and lane width, and installing bike lanes as proposed on the regional master bike plan.
<i>Safety Program; Federal HSIP Grant 2017-2018</i>	Crestline Street Lane Reduction, Euclid Ave to Francis Ave.	This project will restripe a 4-lane road to 2 lanes with a TWLTL. Bike lanes will be added for the entire length of the project.	This project is intended to calm traffic and improve safety for pedestrians and cyclist by reducing road and lane width, and installing bike lanes as proposed on the regional master bike plan.
<i>Safety Program; Federal HSIP Grant State Ped Bike Safety Grant 2017-2018</i>	Monroe Street Lane Reduction and Hardscape, Indiana Ave to Kiernan Ave	This project will change North Monroe Street from 5 lanes to 3 lanes. The restriping will start just north of Indiana and continue to the top of the hill near Kiernan Street. Hardscape improvements such as wider sidewalk, street furniture, stormwater facilities, curb extensions, medians, and a HAWK signal will be confined to the 13-block area between Knox and Cora. Pedestrian lighting will be installed along the south half of the corridor.	This project is intended to calm traffic and improve safety for pedestrians and cyclist by reducing road and lane width and providing a wider sidewalk.
<i>Capital Improvements; Stormwater and Integrated Utility Funds 2016</i>	Sharp Avenue Pervious Asphalt Pilot Project, Pearl St. to Hamilton St.	A low impact development stormwater project will be constructed in Sharp Avenue to determine viability of permeable pavements within the traveled lanes. The project will also include bioretention swale, street trees, and standard pavement. Curb extensions will also be installed.	This project will reduce the amount of pollutants going into the Spokane River. Transportation elements include the installation of curb extensions and the transition from present striping to the proposed alignment.
<i>Capital Improvements; TBD Program and Integrated Utility Funds 2015</i>	1st Ave, Erie St to Altamont St.	This is a residential grind and overlay pavement preservation project. The work will include minor subgrade repair, crack sealing, modifying ADA ramps, striping (as necessary) and traffic control. This project will also include a sewer line replacement in the street from Napa to Crestline.	This section of road is deteriorating and needs repair. This street is also within the "Target Improvement Area".
<i>Capital Improvements; CDBG, Utility Match, and Wastewater Funds 2015</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>Capital Improvements; Levy 2015-2016</i>	Indiana Ave, Division St to Perry St.	Complete full-depth replacement of approximately 3,200 feet of roadway incorporating stormwater swales between existing sidewalk and curb and a 2-lane travel way with parking and bike lanes on each side of street. Swale areas will be constructed between existing mature trees.	This section of road is deteriorating and needs repair. This is also a collector street to the Avista campus and experiences a significant level of truck traffic. Trolley rails will be removed as well, MS4 flows will be reduced by incorporating swales.
<i>Capital Improvements; Levy 2015-2016</i>	Rowan Ave, Driscoll St to Monroe St	Complete full depth replacement for 5,000 feet of roadway. Repurpose roadway width with two 11-foot travel lanes and buffered bicycle lanes from Driscoll to F St. and two 11.5'-foot travel lanes and standard 6' bike lanes from F St to Alberta St. Remove parking from each side of the street and install appropriate bike lane and "No Parking" signage. This will also include large bioretention swales on the east side of Driscoll Blvd between Crown Pl and Sanson Ave. to collect the stormwater runoff on Rowan.	This section of road is deteriorating and needs repair. Reduction of MS4 stormwater flow will be achieved through bypass to swales.
<i>Capital Improvements; Federal STP with PM 2017</i>	Sunset Blvd from Lindeke St to Royal St	This preservation project will replace the surface of 1.3 miles of Sunset Boulevard between Lindeke Street and Royal Street. The project will also improve the modal service by incorporating a bicycle and pedestrian pathway and improving transit accessibility. Presently, this corridor offers virtually no facilities for bicycle and pedestrian travel.	This section of road is deteriorating and needs repair. There is a significant need and demand for pedestrian and bicycle facilities.
<i>Capital Improvements; Levy 2017</i>	TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd	Complete a full depth roadway replacement for 4900 feet of roadway from TJ Meenach Bridge to Northwest Blvd. including on and off Ramps on TJ Meenach Bridge. Bike lanes will be added and will also include minor ADA Ramp replacement.	This section of road is deteriorating and needs repair. Sewer pipe routing will be updated and improved. River access will also be improved.
<i>Capital Improvements; Levy 2016</i>	Five Mile Road, Lincoln Road to Strong Road	Complete a full depth roadway replacement for 4600 feet of roadway from Lincoln Rd to Strong Rd. Place missing sidewalk and update existing ADA Ramps. Install bike lanes and build a roundabout at Strong and 5-mile road.	This section of road is deteriorating and needs repair.
<i>Capital Improvements; Federal STP and Levy 2015 & 2017</i>	Ray St, 29th to 17th and Ray-Thor 17th Ave to 3rd Ave. ET AL	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.

<p><i>Capital Improvements Federal STP with PM 2017</i></p>	<p>Division St, 3rd Ave to Spokane Falls Blvd</p>	<p>The project will include narrowing the travel lanes, changing the merge area between 4th and 2nd to streamline traffic flow, curb extensions and directional ADA ramps at intersections for shorter pedestrian crossings, on-street parking improvements, traffic signal adjustments, installation of pedestrian lighting, streetscape and landscape improvements, and widening of sidewalk in some areas.</p>	<p>Investments in the Division corridor will enhance accessibility between city and regional centers. The project will improve transportation quality and efficiency. This project has been included in several downtown focused investment studies. This project is a result of the "Division Gateway Improvements" study.</p>
<p><i>Capital Improvements Federal STP with PM 2017</i></p>	<p>Mission Ave, Division St to Hamilton St.</p>	<p>This preservation project will replace the surface of 0.6 Mi of Mission Avenue and improve modal service by upgrading ADA ramps, concrete landing at transit stops, improved median pass-throughs. Asphalt in planter strips will be replaced with vegetation.</p>	<p>This section of road is deteriorating and needs repair.</p>
<p><i>Pedestrian & Bikeways Levy 2016</i></p>	<p>South Gorge Trail, Sandifur Bridge to Glover Field</p>	<p>This project includes approximately 6,935 lineal feet of mixed use trail along the Spokane River and through the Peaceful Valley neighborhood. The trail is a mixture of a 10 ft wide paved asphalt or concrete path. The project will begin at the south end of the Sandifur Bridge and ultimately end near Hunnington park, however, this project will terminate near Glover Field, with a trail connection to the widened Sidewalk along Main Ave.</p>	<p>This project is part of a mitigation for the tribes and Peaceful Valley neighborhoods in relation to the CSO tanks being built in and near the Peaceful Valley neighborhood.</p>
<p><i>Pedestrian & Bikeways Federal STP with PM 2017</i></p>	<p>Centennial Trail, Mission Ave Gap Phase 1</p>	<p>This project will make a safety improvement where the Centennial Trail crosses Mission Avenue. The length of improvement is approximately 1000 feet. This project will remove the easterly portion of the Mission Park parking lot and then extend the lot to the south. The double parking lot driveways will be combined into one at the center of the intersection. The removed parking area will be used to push the trail away from the BNSF ROW and provide a landscape buffer from the parking lot. At the crosswalk location the islands will be enlarged, the ramps widened to trail width, and the crosswalk rebuilt in colored/textured concrete. Countdown pedestrian heads will be added to the traffic signal and pushbuttons upgraded to ADA standards. The sidewalk on the north side will be rebuilt as a separated 12' path with a colored/textured concrete crosswalk at Mission/Upriver Drive. The adjacent sidewalk on the south side of Mission Avenue will also be replaced with separated 6' sidewalk between the railroad crossing and the bridge.</p>	<p>This existing at-grade crossing is presently dangerous because of the volume of vehicles, bicyclists, and pedestrians and the physical complexities 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.</p>
<p><i>Bond Gap Project 2017</i></p>	<p>25th Ave from Southeast Blvd to 230' East of Lacey St.</p>	<p>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)</p>	<p>This section of road is deteriorating and needs repair.</p>

Projects Completed and Removed from Six-Year Program (2015-2020)			
Section	Project Name	Project Description	Purpose Statement
<i>Safety Program</i>	Downtown Pedestrian Countdown Timer Signal Modifications	This project will install Pedestrian Countdown Timers in the core of downtown (46 signalized, high pedestrian volume intersections) from Monroe St. to Division St and 3rd Ave to Spokane Falls Blvd.	WSDOT identified intersections and corridors known to have elevated rates of serious injury/fatality vehicle-pedestrian/bicycle accidents. The purpose of this project is to decrease accidents in these areas.
<i>Safety Program</i>	Heat Applied Thermoplastic Pedestrian Crosswalk Markings	This project would replace painted pedestrian crosswalk markings with heat-applied thermoplastic markings at 72 pedestrian crossing locations. The four corridors include: 1. Market/Greene (Illinois to Empire), 2. Northwest/Indiana (Maple to Hamilton), 3. Ash (Gardner to Five Mile Rd.), 4. Maple St., Mallon Ave., Walnut Pl., Cedar St. (19th Ave. to Northwest Blvd.)	WSDOT identified intersections and corridors known to have elevated rates of serious injury/fatality vehicle-pedestrian/bicycle accidents. The purpose of this project is to decrease accidents in these areas.
<i>Safety Program</i>	Flint Rd. and Sunset Hwy (US Hwy 2) Traffic Signal	This project will install a traffic signal at Flint Rd and US 2. Pavement width will be added to incorporate deceleration lanes, left turn lanes, and transit facilities will be provided as part of the intersection signalization.	The purpose of this project is to improve overall safety and the level of service of the intersection.
<i>Safety Program</i>	Hamblen Elementary School Sidewalk Project.	Construction of sidewalk sections to complete primary walking routes to include ADA compliant curb ramps at intersections near Hamblen Elementary School, by filling gaps where presently no sidewalk exists on either side of the street.	To provide a safe route for students and faculty for traveling to and from Hamblen Elementary School.
<i>Safety Program</i>	Westview Elementary School Sidewalk Project.	Construction of sidewalk sections to complete primary walking routes to include ADA compliant curb ramps at intersections near Westview Elementary School, by filling gaps where presently no sidewalk exists. Curbs on the west side of Bismark will be moved 5-8 ft and street will be narrowed which will also aid in traffic calming.	To provide a safe route for students and faculty for traveling to and from Westview Elementary School.
<i>Bond GAP Project</i>	Monroe/Lincoln from 17th Ave to 8th Ave	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.	This section of road is deteriorating and needs repair.
<i>Bond GAP Project</i>	Addison from Columbia to 525' north of Dalke.	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.
<i>Bond GAP Project</i>	Arthur St. from I-90 to 2nd Ave.	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 Curb ramp replacement in various locations and sidewalk installation on Arthur St for the 'Connect to Transit'.	This section of road is deteriorating and needs repair.
<i>Bond GAP Project</i>	Calispel from Wellesley Ave to Queen Ave	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>Bond GAP Project</i>	Francis Ave, from Division St to Market St.	Reconstruct Roadway from curb to curb and replace curbing where necessary.	This section of road is deteriorating and needs repair.
<i>Capital Improvements</i>	Grand/McClellan from 14th Ave to 8th Ave.	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.	The purpose of this project is to extend the life of this segmen of Grand Boulevard/McClellan Street corridor.
<i>Capital Improvements</i>	3rd Ave I.T.S. Division St. to Sunset Blvd.	Install fiber optic communication infrastructure and I.T.S devices in 3rd Ave from Division St. to Sunset Blvd.	This project gives City of Spokane and the SRTMC the equipment and infrastructure to better manage the region's traffic on the existing transportation system.
<i>Capital Improvements</i>	Division Street D.M.S. River to North City Limits	Dynamic Message Sign purchase & installation	Division St handles roughly 50,000 vehicles per day. The installation of DMS signs will provide the city of Spokane and the SRTMC the equipment to better manage the region's traffic on the existing transportation system for local and regional needs.
<i>Capital Improvements</i>	Division St. I.T.S. River to North City Limits	Install fiber optic communication infrastructure and I.T.S devices in Division St from Spokane River to North City Limits.	This project gives City of Spokane and the SRTMC the equipment and infrastructure to better manage the region's traffic on the existing transportation system.
<i>Capital Improvements</i>	Francis Ave, Division St. to ECL ITS	Install conduit and fiber optic cable the entire length of the project to upgrade six existing signals to a closed loop system; Install count stations between the signalized intersections and CCTV cameras at each signalized intersection; Install 2 Dynamic message signs.	There are no ITS devices currently along this corridor and communication to existing signals is currently through twisted pair cable. Modem inefficiencies and cable beaks have resulted in unreliable communication.
<i>Capital Improvements</i>	Francis Avenue I.T.S.- Division St. to West City Limits	Intelligent Transportation System to include fiber optic communication infrastructure & installation of I.T.S. devices. DESIGN ONLY.	Currently there are no ITS devices along this corridor. This project will give the city of Spokane and the SRTMC the equipment and infrastructure to better manage the region's traffic on the existing transportation system.

<i>Capital Improvements</i>	High Drive & 29th Ave Congestion Mitigation Study	Evaluate the feasibility of constructing a single lane roundabout or other Congestion mitigation improvements at the intersection of High Dr. & 29th Ave. Conduct a comprehensive Traffic analysis, complete the public involvement process, and design the preferred mitigation.	The purpose of this project is to increase the level of service and reduce congestion at the intersection of High Drive and 29th Ave.
<i>Capital Improvements</i>	Maple/Ash I.T.S. River to North City Limits	Install fiber optic communication infrastructure and I.T.S devices in Maple/Ash from Spokane River to North City Limits.	This project gives City of Spokane and the SRTMC the equipment and infrastructure to better manage the region's traffic on the existing transportation system.
<i>Pedestrian & Bikeways</i>	Centennial Trail, Mission Ave Gap Study	This project will provide a feasibility study for an improved crossing for pedestrians and bicyclists at Mission Avenue in central Spokane. This existing at-grade crossing is presently dangerous because of the volume of vehicles, bicyclists, and pedestrians (Centennial Trail connection) and the physical complexities of the crossing (i.e. railroad crossing also, shift in Centennial Trail alignment, adjacent Spokane River, adjacent public swimming pool). The project is to study and develop improved crossing alternatives, including a recommended alternative. The completed study will then be used for the detailed design of the selected alternative. The Friends of the Centennial Trail hired a consultant to access all remaining trail "gap" projects. Their preliminary conclusion included a possible shared-use tunnel as well as other feasible options of providing a recommended solution based on technical realities and public input.	This existing at-grade crossing is presently dangerous because of the volume of vehicles, bicyclists, and pedestrians and the physical complexities 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.
<i>Pedestrian & Bikeways</i>	Connect to Transit, Hardscape Improvements	The proposed project will complete a sidewalk gap on Arthur from 2nd to 3rd Avenues as well as improve curb ramps and install bus landing pads on select bus routes within the City of Spokane to include the TBD (Transportation Benefit District) top priority curb ramps.	The proposed project will improve access to transit for disabled, elderly and low-income residents within the project vicinity. Included in this project are the Transportation Benefit District (TBD) curb ramps to fill the requirements of the TBD sidewalk program, which conduct sidewalk infill and ADA compliance requirements.
<i>Pedestrian & Bikeways</i>	Division St Gateway Improvements	Construct street-scape improvements as well as motor transportation improvements throughout the corridor to provide not only "entrance" statements into the downtown, but strong linkages that provide east-west access between Downtown and the University District.	This project was a study intended to find ways to beautify the entrance to downtown for visitors and to provide a strong east-west access between downtown and the university district.
<i>Impact Fee Projects</i>	Country Homes Blvd. & Cedar Rd. Traffic Signal	Design & construct a traffic signal at the intersection of Country Homes Blvd & Cedar Rd.	To improve the level of service and safety at Country Homes & Cedar road intersection. The design is being paid for by impact fee funds, construction money will be pursued through grant applications.
<i>Impact Fee Projects</i>	Regal/Palouse Intersection Improvements	Construct new traffic signal or roundabout at the intersection of Regal St and Palouse Hwy.	The purpose of this project is to improve the level of service and safety at the Regal/Palouse intersection.
<i>Impact Fee Projects</i>	North Indian Trail Road, Kathleen St to Barnes Rd.	Widen North Indian Trail Rd. with 2 thru lanes each direction and a two way left turn lane.	This is an impact fee project intended for congestion mitigation.
<i>Bridge-Rehabilitation Program</i>	Riverfront Park Bridges Inspection	This project will provide "arm's length" inspections of nine bridges in Riverfront Park.	The inspections will serve to provide sufficient information to the City Bridge Department that they can analyze the current and future needs for bridge maintenance and/or repair.
<i>Neighborhood</i>	Rowan Ave Sidewalk (Transportation Benefit District)	Install standard sidewalk on both sides of Rowan Ave from Belt St to Monroe St to complete the walking route.	To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.