

Transportation Commission

Hearing 6-year Street Program Update 2027-2032 April 15, 2026

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Director
Integrated Capital Management



Today's Discussion

- Program Overview / Process / Schedule
- Completed Projects
- New Projects Added to the Program

- *Requested Action Today:*
 - Recommendation to Plan Commission regarding New Projects Comprehensive Plan Consistency

- Existing Projects Advancing
- Next Steps



Schedule / Next Steps

- Feb 9 – City Council – PIES Kick-off
- Mar 18 - Transportation Commission – Kick-off
- Mar 25 – Plan Commission – Kick-off & Workshop
- **April 15 – Transportation Comm. Hearing - Consistency Review**
- April 22 – Plan Comm. Comp Plan Consistency Review & Hearing
- May 11 – City Council - PIES - Draft Program
- June 15 – City Council Hearing & Program Adoption
- Early July – Submit Adopted program to WSDOT and SRTC



Role of the 6-year Streets Program



- Mandatory annual update. Approved program required by State law by July 1st
- New projects and project updates, remove completed projects

Completed Projects – Remove from Program

- 3rd Ave: Stevens-Division G&O
- 29th Ave-Market-Monroe G&O
- Arterial Pedestrian Hybrid Beacons
- Maple/Walnut G&O
- Sprague and Alki/Broadway G&O
- Sunset Highway Path: Spotted-Royal
- US 195/Meadowlane J-turn
- Wellesley Ave: Maple-Division Chip Seal
- Wellesley: Freya-Havana



Completed Projects Cont.

- Greene - Freya - Havana Bridge Deck Rehabs
- 29th / Washington / Monroe / Lincoln
- Aubrey L. White Parkway, Downriver to Treatment Plant
- Washington: 9th-3rd G&O
- Myrtle St: Wellesley-Rowan and Rowan: Sycamore-Myrtle
- Rowan at Maple & Ash Traffic Signals
- High Visibility Crosswalks
- Spokane School Walk Routes



Existing Projects Advancing

Grant Funded – Recent Grant Awards

- Latah Bridge Rehabilitation (Design only)
- Division BRT Active Transportation
- Fish Lake Trail - Centennial Trail Connection Phase 2
 - \$9.6M in grant funding for the above projects

Local Funding

- 27 x 2027 Bike Network



New Projects Summary

- 11 New Projects
 - 8 - Grant funded
 - 3 – Locally Funded
 - 1 – Traffic Impact Fee Program project
 - \$26.5M total project costs
- \$15M in grant funding
- Most new projects slated for 2027 or 2028 construction

New Projects

Near Term – Grant Funded

- Monroe St. Bridge Rehab (Unfunded - pursuing grants)
- 29th Ave: High Dr. to Grand & Sprague: Cook to Freya G&O
- Ash/Maple: Bridge to NW Blvd. & Monroe-Boone to NW Blvd G&O
- Alberta St: Gordon to Longfellow Sidewalk
- Centennial Trail Study - Upriver Dr: Center St to Boulder Beach
- Mission Ave: Napa to Greene G&O
- Crestline St: Illinois to Francis Chip Seal (Tentative pending SRTC approval)
- Riverside Ave: 1st Ave-Sprague Ave. Bridge Decks Rehab

Near Term – Local Funding

- Driscoll: Garland-Rowan Chip Seal
- Grand Blvd: 14th Ave -29th Ave. G&O (includes striping reconfig & ped Xings)
- Nevada/Magnesium Intersection Improvements (Impact Fee)



Monroe St Bridge Deck Rehab

- Total project cost: \$4.3M
- Pursuing grant funding
- Construction start: 2028 (tentative)



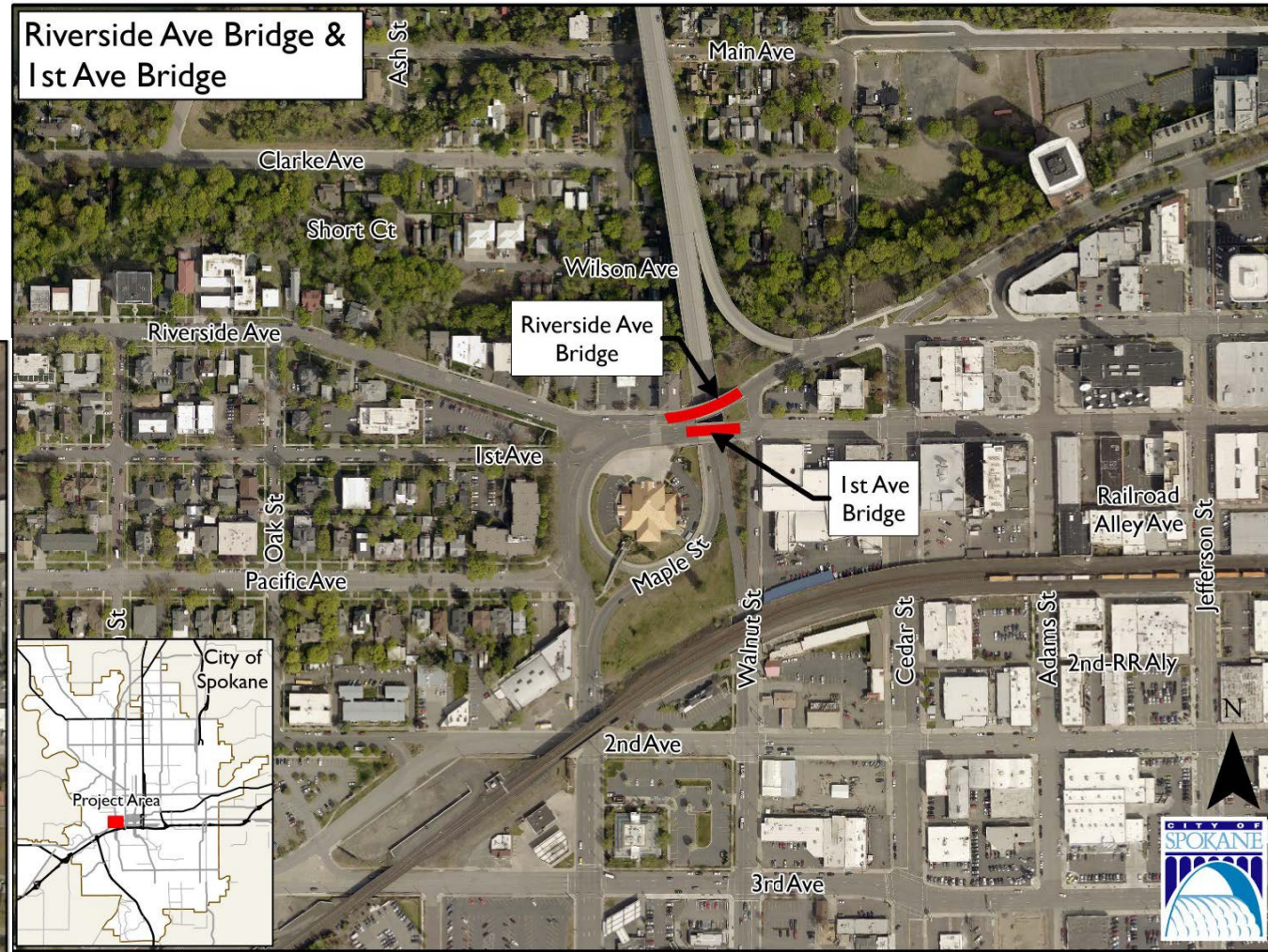
Riverside Ave: 1st Ave-Sprague Ave. Bridge Decks Rehab

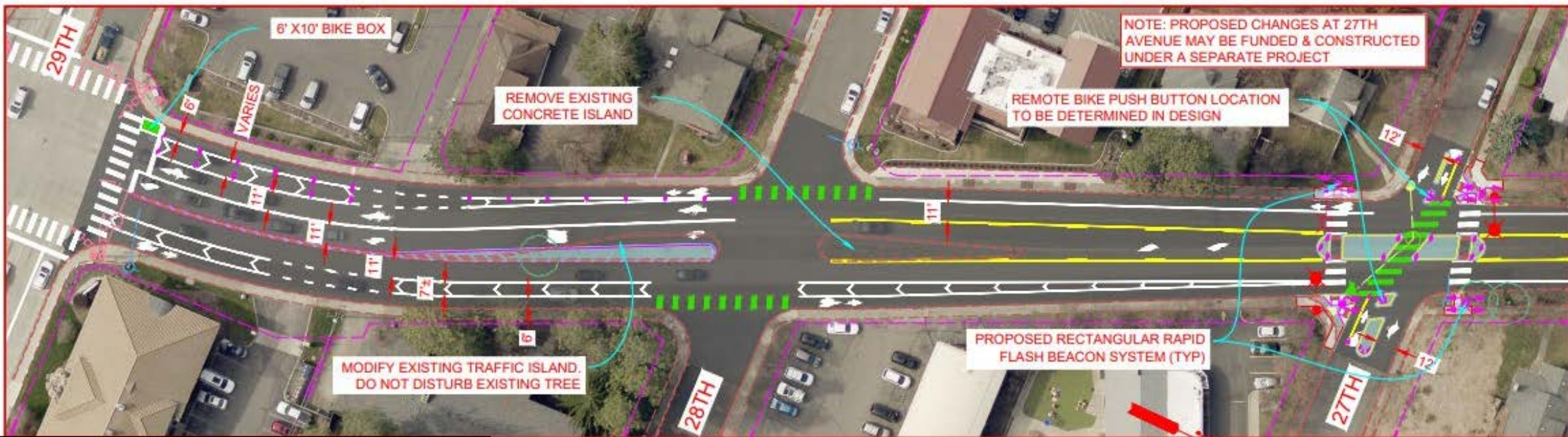
- Total project cost: \$1.6M
- Grant funding: \$1.425M
 - Local Bridge Program (federal)
- Construction start: 2028 (tentative)

Sprague Ave Bridge



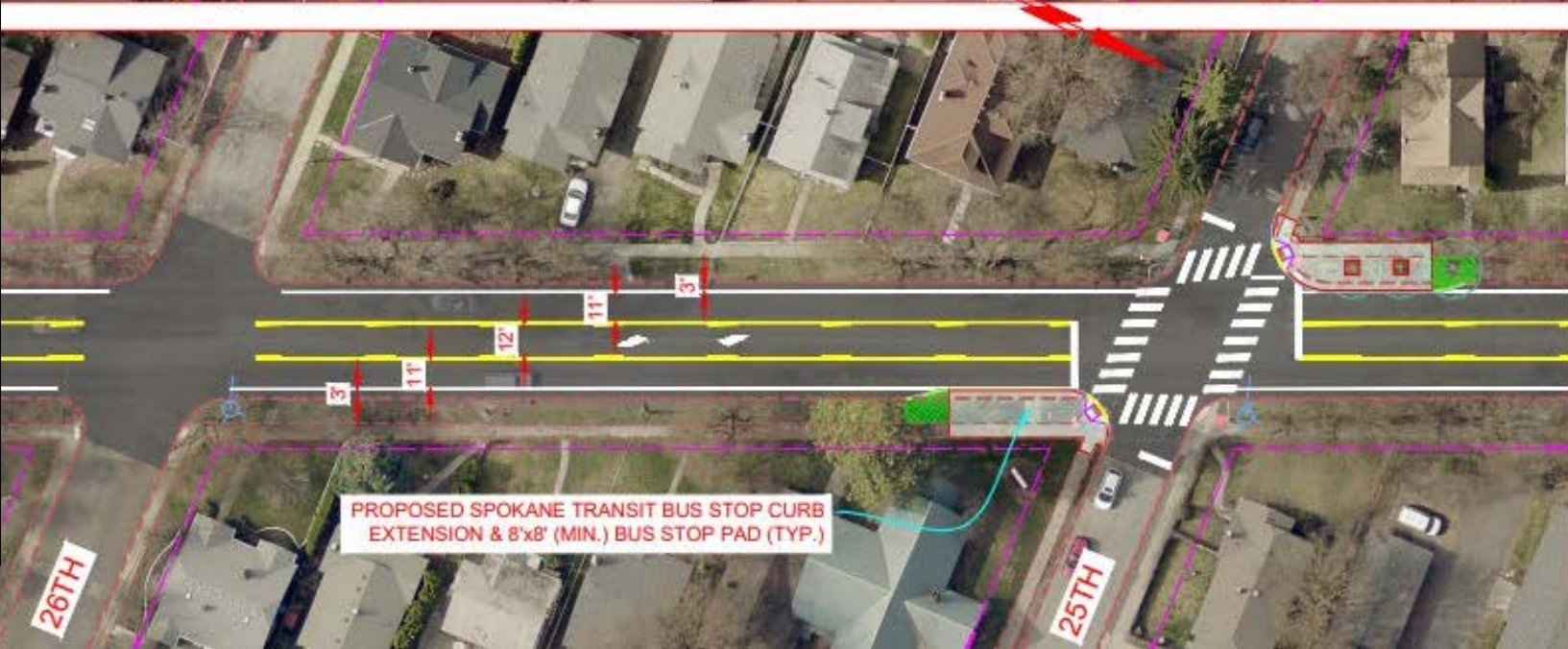
Riverside Ave Bridge & 1st Ave Bridge





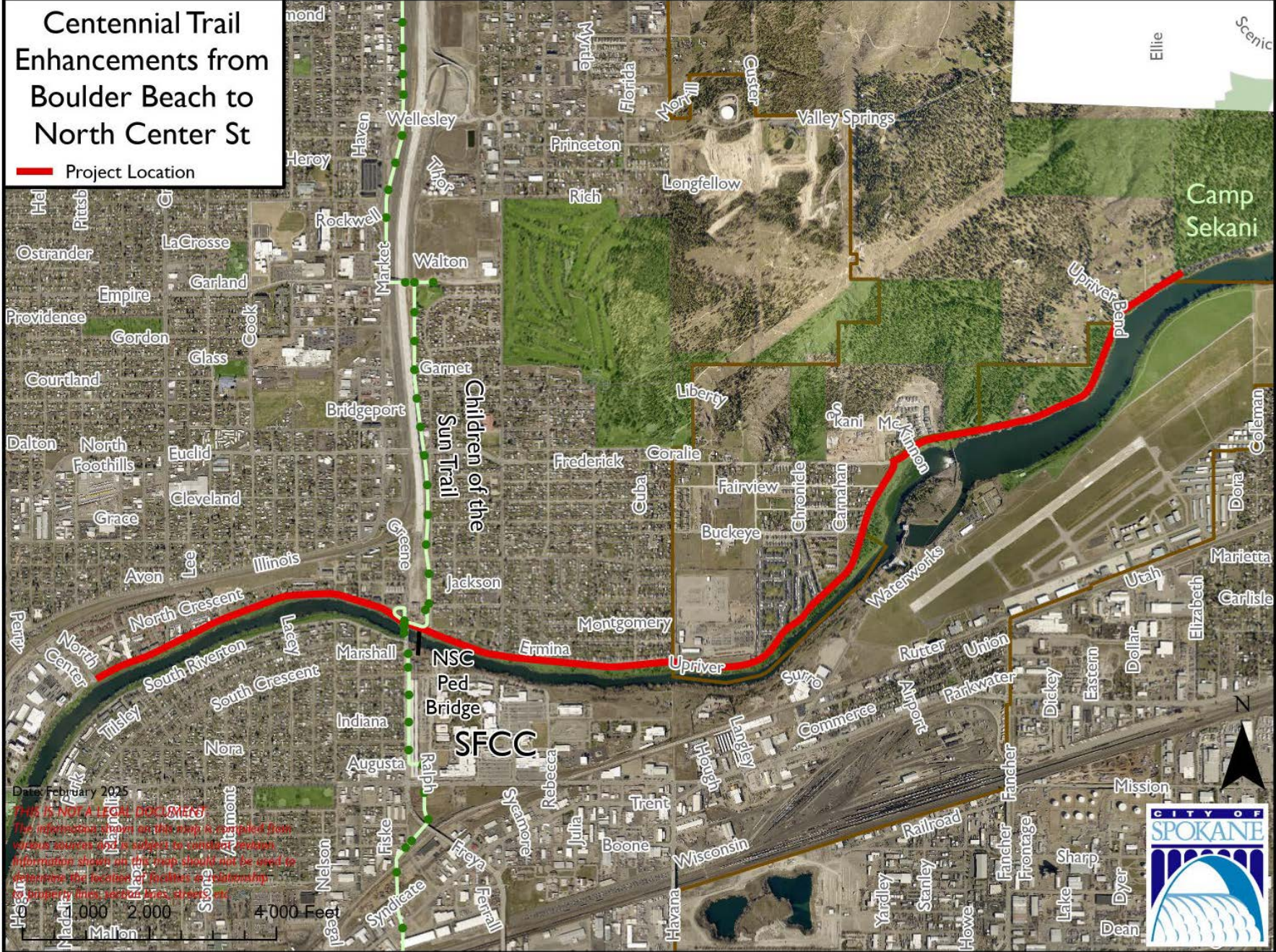
Grand Blvd G&O & Restripe - 13th Ave. to 29th Ave.

- Total project cost: \$2.5M
- Funding: local funding
- Construction start: 2027



Centennial Trail Study

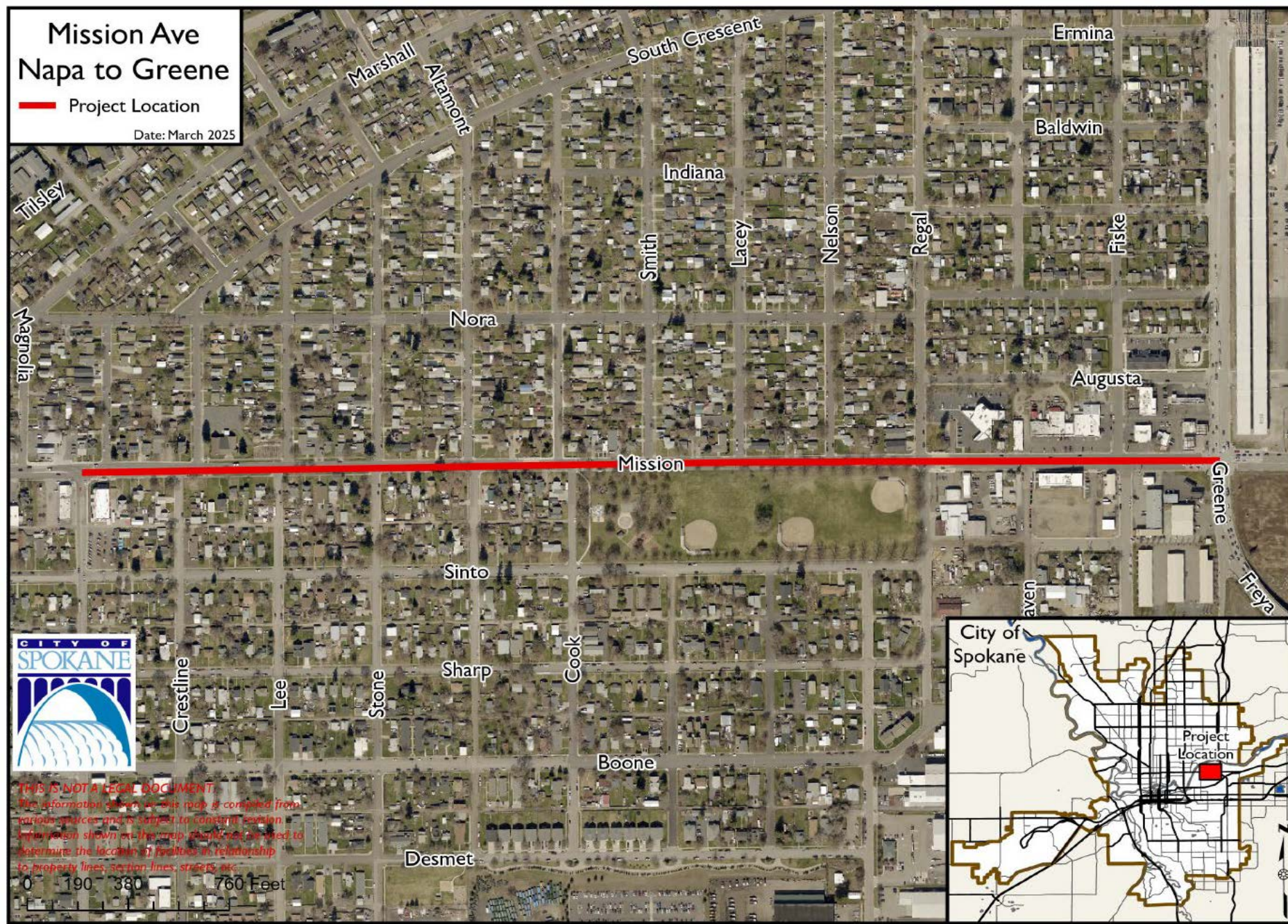
- Total project cost: \$400k
- Grant funding: \$266k
 - STBG Set Aside (SRTC - federal)
- Collaboration with the County
- Complete: 2028



Mission Ave Napa to Greene

Project Location

Date: March 2025



Mission: Napa to Greene G&O

- Total project cost: \$1.53M
- Grant funding: \$1.15M
 - Surface Transportation Block Grant- Fed (SRTC)
- Construction start: 2028

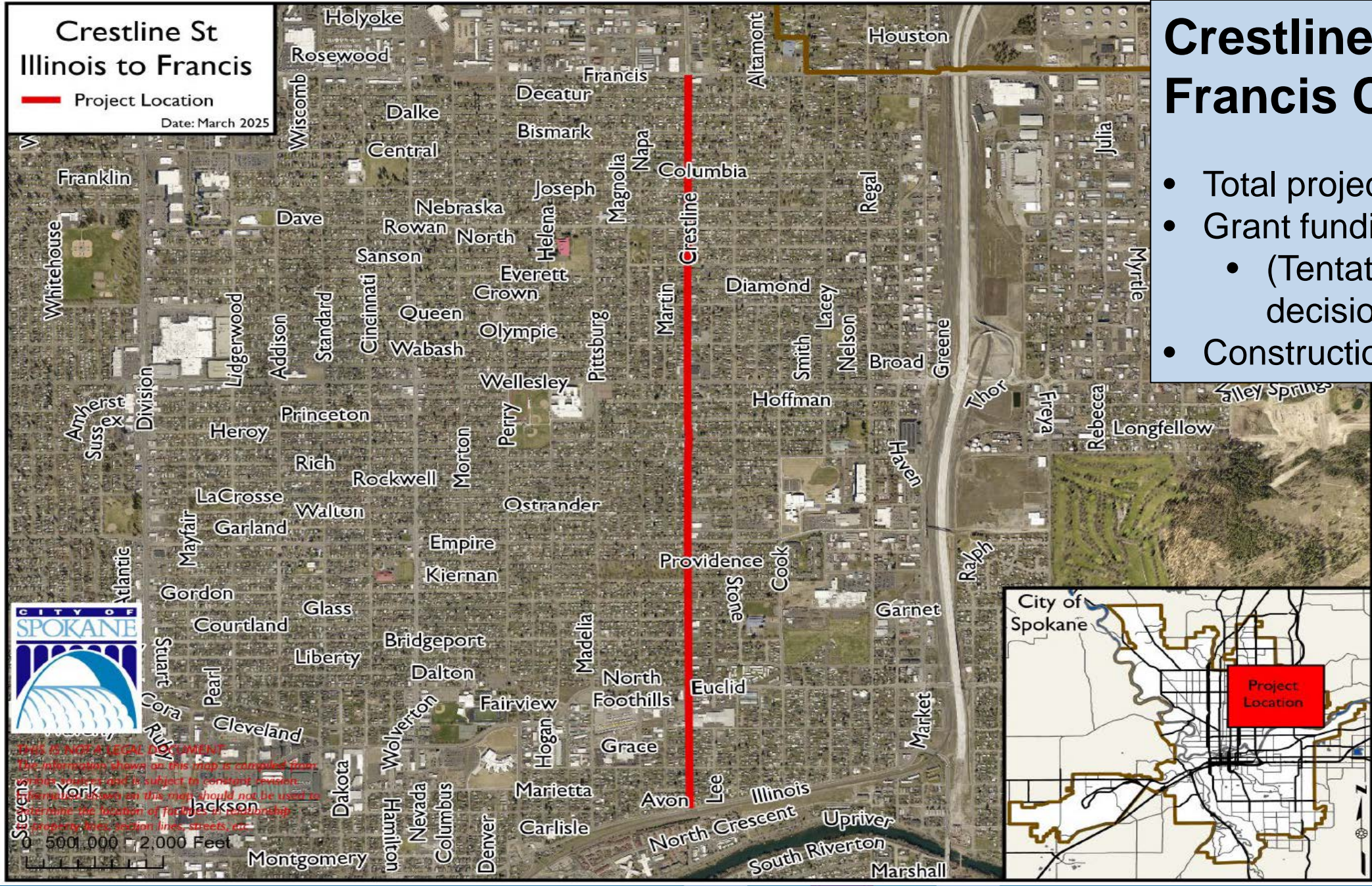
THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

Crestline St Illinois to Francis

Project Location
Date: March 2025

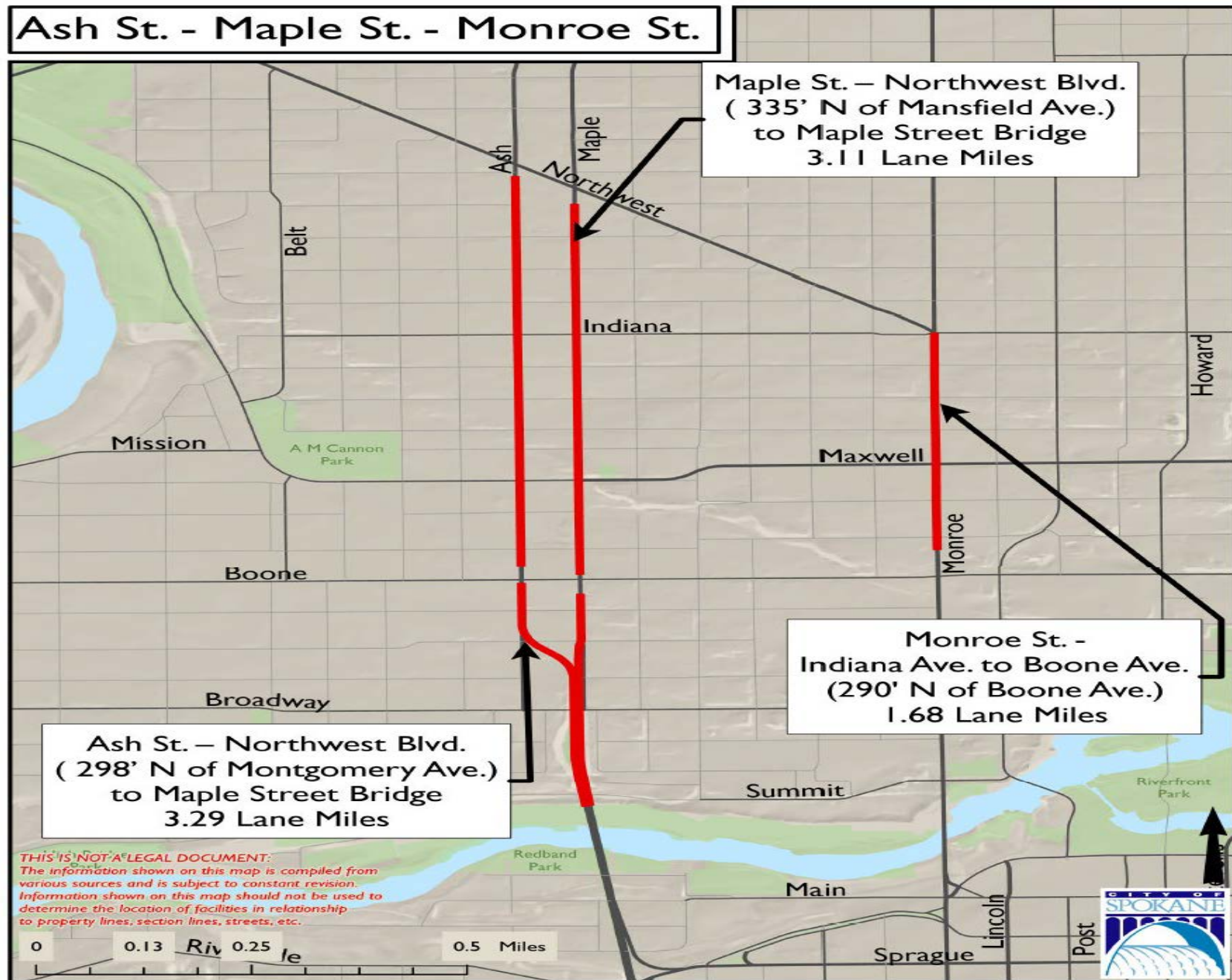
Crestline: Illinois to Francis Chip Seal

- Total project cost: \$2.68M
- Grant funding: \$1.35M
 - (Tentative, pending SRTC decision)
- Construction start: 2027/28



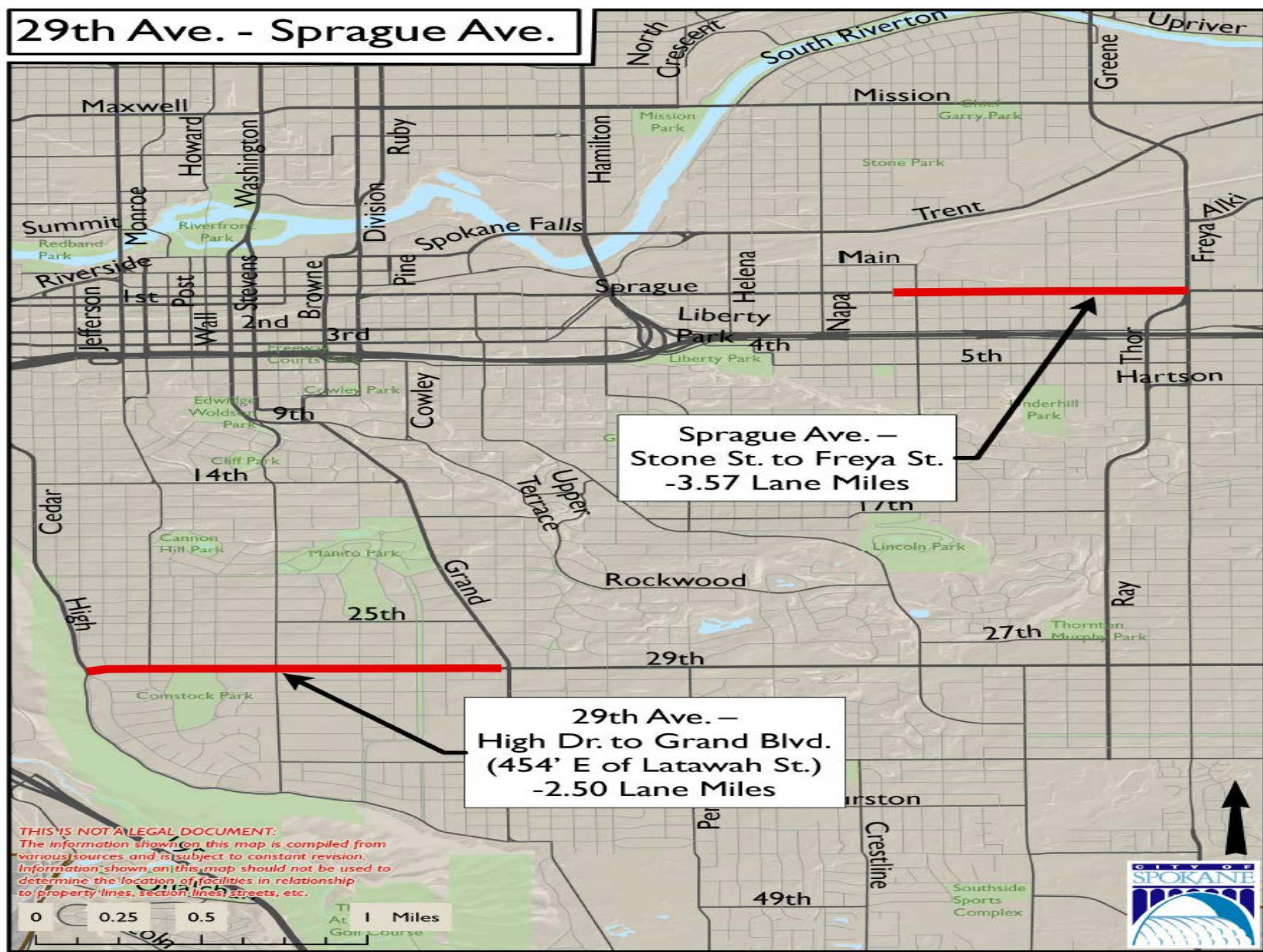
Ash/Maple/Monroe G&Os

- Total project cost: \$6.97M
- Grant funding: \$5.92M
 - (NHS Asset Management - federal)
- Construction start: 2028



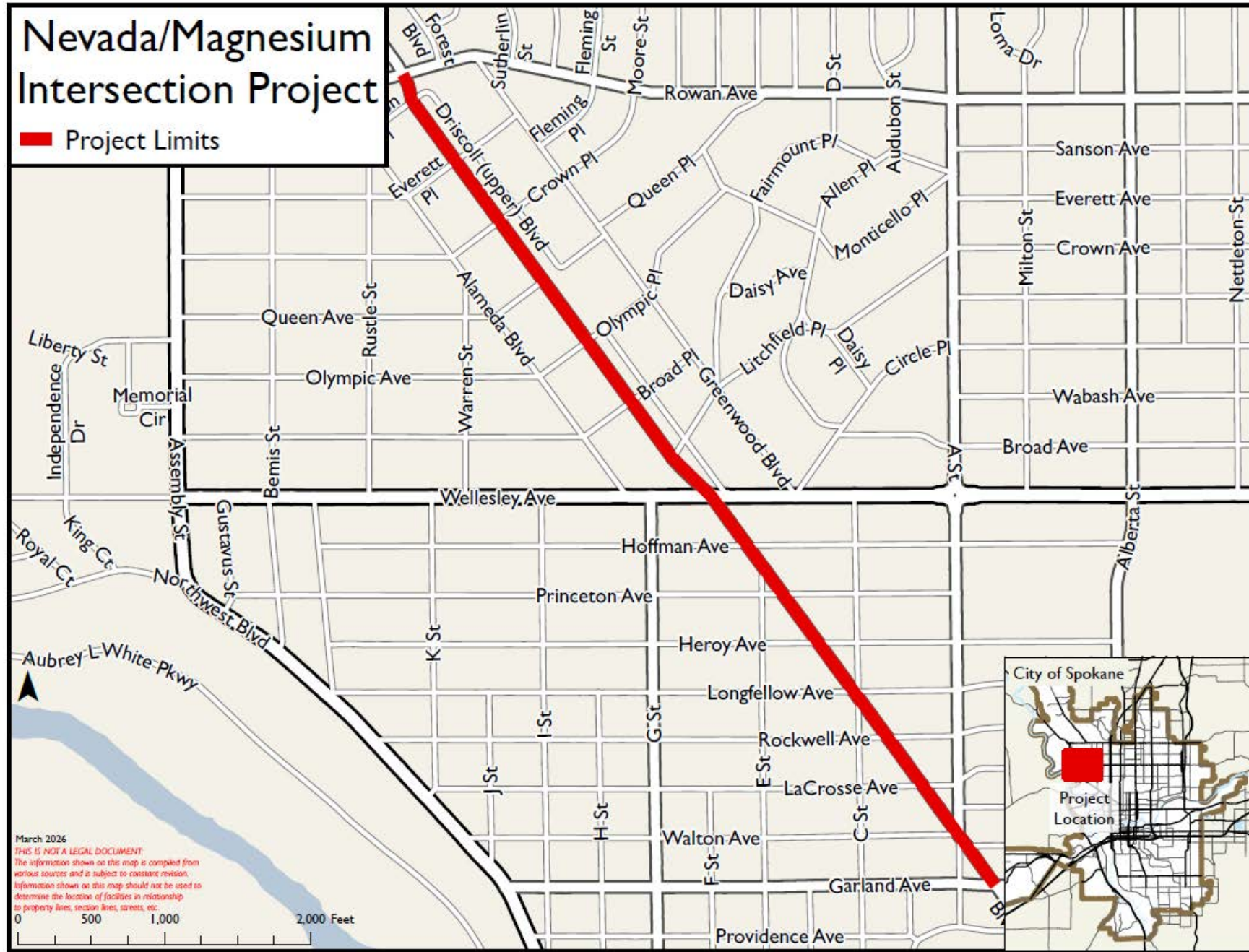
29th Ave / Sprague G&Os

- Total project cost: \$5.12M
- Grant funding: \$4.36M
 - (NHS Asset Management – federal)
- Construction start: 2028



Driscoll - Garland to Rowan Chip Seal

- Total project cost: \$500k
- Funding: local funding
- Construction start: 2027

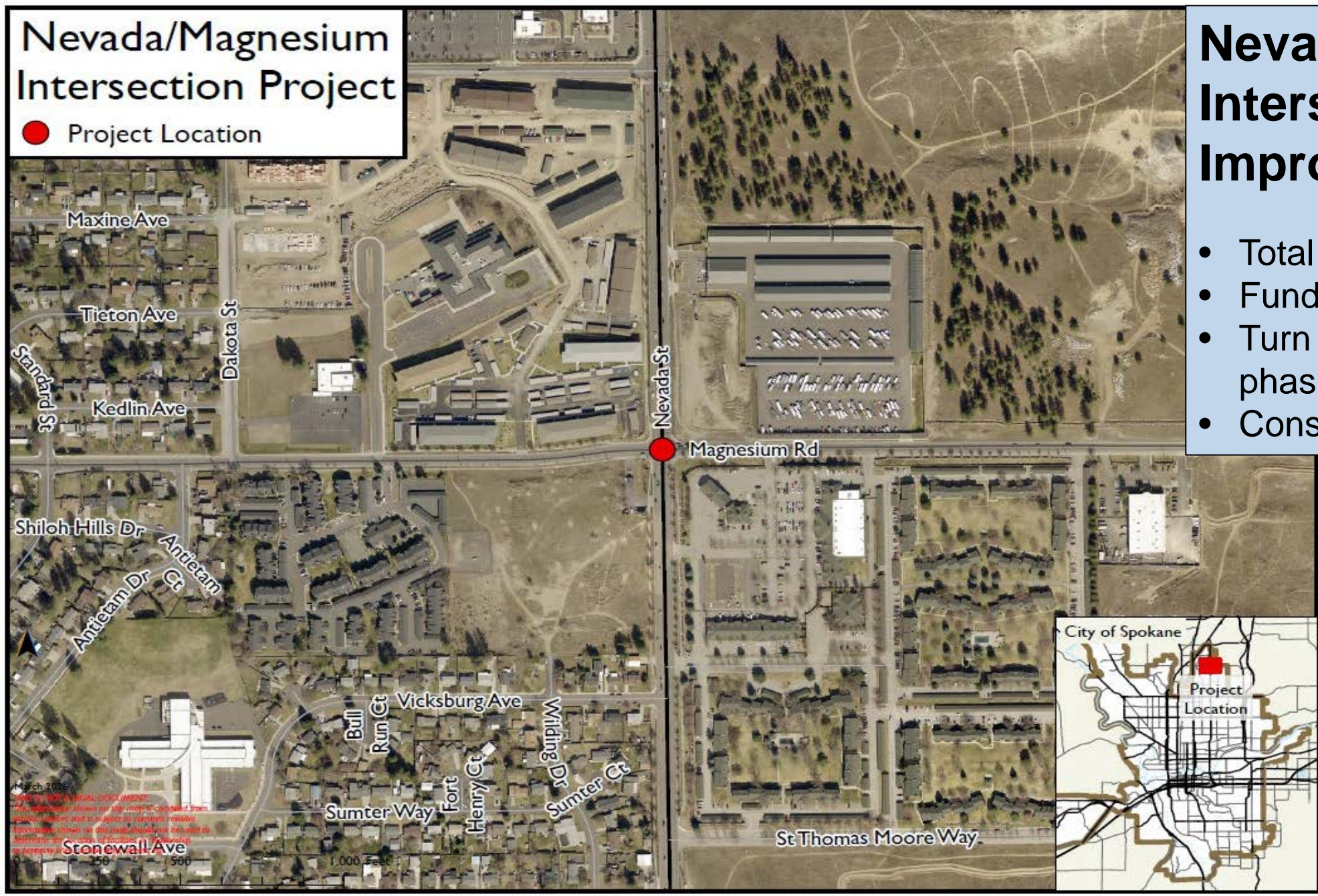


Nevada/Magnesium Intersection Project

● Project Location

Nevada/Magnesium Intersection Improvements

- Total project cost: \$1.1M
- Funding: Impact Fees
- Turn movement and signal phasing modifications
- Construction start: 2028



**STREET PROGRAM
RECONCILIATION SHEET
New Projects Added to Six-Year
Program (2027-2032)**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Comprehensive Plan Chapter 4 Policies TR:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Transportation Network for All Users	Transportation Supporting Land Use	Transportation Level of Service	Transportation Demand Management Strategies	Active Transportation	Commercial Center Access	Neighborhood Access	Moving Freight	Promote Economic Opportunity	Transportation System Efficiency & Innovation	Transit Operational Efficiency	Prioritize and Integrate Investments	Infrastructure Design	Traffic Calming	Activation	Right-Of-Way Maintenance	Paving Existing Unpaved Streets	Parking	Plan Collaboratively	Bicyclist/Pedestrian Coordination	Safe & Healthy Community, Education & Promotion	Law Enforcement & Emergency Management	Effective and Enhanced Public Outreach
Monroe St. Bridge Rehab						X	X	X		X						X			X				X
Riverside-1st Ave.-Sprague Bridge Decks Rehab						X	X	X		X						X			X				X
Grand Blvd. - 13th to 29th G&O	X	X			X	X	X	X		X			X	X	X	X			X	X			X
Centennial Trail Study	X			X	X					X			X	X	X				X	X			X
Alberta - Gordon to Longfellow Sidewalk	X			X	X					X				X	X				X	X			X
Mission - Napa to Greene G&O	X	X			X	X	X	X		X						X			X	X			X
Crestline St. - Illinois to Francis Chip Seal	X	X			X	X	X	X		X						X			X	X			X
Ash/Maple/Monroe G&O	X	X			X	X	X	X		X						X			X	X			X
29th Ave./Sprague G&O	X	X			X	X	X	X		X						X			X	X			X
Driscoll - Garland to Wellesley Chip Seal	X	X			X	X	X	X		X						X			X	X			X
Nevada / Magnesium Intersection Improvements	X	X	X				X	X	X	X			X	X	X				X	X			X



TR 1 Transportation Network For All Users

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

TR 2 Transportation Supporting Land Use

Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

TR 8 Moving Freight

Identify a freight network that respects needs of businesses as well as neighborhoods. Maintain an appropriate arterial system map that designates a freight network that enhances freight mobility and operational efficiencies, and increases the city's economic health. The needs for delivery and collection of goods at businesses by truck should be incorporated into the freight network, and the national trend of increased deliveries to residences anticipated.

TR 10 Transportation System Efficiency & Innovation

Develop and manage the transportation system to function as efficiently as possible while exploring innovative opportunities and technologies.

TR 11 Transit Operational Efficiency

Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements, such as shelters, lighting, and schedule information. Assist in implementing the STA Comprehensive Plan.

TR 12 Prioritize & Integrate Investments

Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan.

TR 3 Transportation Level-Of-Service (LOS)

Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.

TR 4 Transportation Demand Management Strategies (TDM)

Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system to reduce demand for auto travel.

TR 5 Active Transportation

Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.

TR 7 Neighborhood Access

Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

TR 9 Promote Economic Opportunity

Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city's designated growth areas, develop "Great Streets" that enhance commerce and attract jobs.

TR 13 Infrastructure Design

Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.



TR 14 Traffic Calming

Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

TR 16 Right-of-Way Maintenance

Keep facilities within the public rights-of-way well-maintained and clean year-round for the benefit of all while focusing on complete rehabilitation of streets on arterials, and maintenance work on both residential and arterial streets, using an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.

TR 18 Parking

Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

TR 19 Plan Collaboratively

Work with partner agencies to achieve a regional transportation plan that meets the goals and requirements of the Growth Management Act (GMA) but also reflects the visions and values of the City of Spokane.

TR 21 Safe & Healthy Community Education & Promotion Campaigns

Promote healthy communities by providing a transportation system that protects and improves environmental quality and partner with other agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.

TR 15 Activation

Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.

TR 17 Paving Existing Unpaved Streets

Identify and prioritize resources for paving existing dirt and gravel streets and alleyways to reduce air pollution and prioritize infill and economic development.

TR 20 Bicycle/Pedestrian Coordination

Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

TR 22 Law Enforcement & Emergency Management

Partner with other agencies to bolster enforcement efforts to protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs.

TR 23 Effective and Enhanced Public Outreach

Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. These effects are to be mitigated as possible in collaboration with stakeholders.



Confirm Comprehensive Plan consistency and recommend to Plan Commission :

2027 – 2032 Six-Year Comprehensive Street Program

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Thank you

Questions/Comments:

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ICM Website

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