

CITY OF SPOKANE



2012 – 2017 SIX YEAR COMPREHENSIVE STREET PROGRAM



TABLE OF CONTENTS

I. INTRODUCTION	iii
Resolutions	vii
Environmental Evaluation	xi
Acronymsxii
II. FINANCIAL INFORMATION	1
Funding Sources	2
Financial Summary	5
III. STREET MAINTENANCE	7
Traffic Operations Improvements	8
IV. SAFETY PROGRAM	11
V. BRIDGE REHABILITATION PROGRAM	15
VI. CAPITAL IMPROVEMENT PROGRAM	19
General Capital Street Program	20
Congestion Improvements	23
Arterial Improvements	31
VII. SIX-YEAR PEDESTRIAN & BIKEWAYS PROGRAM	37
Pedestrian and Bikeway Projects	40
VIII. NEIGHBORHOOD PROGRAM	45
Neighborhood Improvement Areas	47
IX. IMPACT FEE PROGRAM	49
X. PAVEMENT MAINTENANCE PROGRAM	53
XI. UNFUNDED PROJECTS	69

**CITY OF SPOKANE
MAYOR AND COUNCIL MEMBERS**

**Mary Verner, Mayor
Joe Shogan, Council President
Bob Apple
Jon Snyder
Nancy McLaughlin
Amber Waldref
Steve Corker
Richard Rush**

**CITY OF SPOKANE
PLAN COMMISSION MEMBERS**

**Karen Byrd, President
Robert Mansfield, Vice President
Asher Ernst
John Fisher
Michael Ekins
Gail Prosser
Stan Stirling
Kerry Brooks
Rod Butler
Dennis Dellwo**

**Amber Waldref, City Council Liaison
Kaye Straight, Community Assembly Liaison**

**DIRECTOR of ENGINEERING SERVICES
P. Mike Taylor, P.E.**

CAPITAL PROGRAMS AND G.I.S

PROGRAM MANAGER -	John Mercer
SENIOR ENGINEER -	Katherine E. Miller, P.E.
TECHNICAL STAFF -	Richard McDermott

DATE PRINTED: 07-25-11

INTRODUCTION

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

In 1990, the State of Washington enacted the Growth Management Act (GMA) that established rules for communities (such as the City of Spokane) to accomplish community planning. The City's most recent planning effort, the 2000 Comprehensive Plan, (adopted in 2001) complies with the GMA rules and consists of goals, policies, maps, illustrations, and implementation strategies that state how the City should grow physically, socially, and economically. The City's planning effort is termed "comprehensive" because it identifies the community's long-range plans for growth. The 2000 Comprehensive Plan consists of over thirty official documents that encompass all aspects of city activities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Six-year Comprehensive Sewer, Water and Street Programs. The City of Spokane prepares and publishes the Six-Year Capital Improvement Programs (CIPs) annually for street, water and sewer projects. These programs are termed the Six-Year Comprehensive Sewer Program; Six-Year Comprehensive Water Program; and the Six-Year Comprehensive Street Program. These programs provide a blueprint for improving the City's sewer, water and transportation infrastructure in a rational, coordinated, cost-effective manner. The Six-Year Comprehensive Programs are prepared in support of the City's overall planning efforts:

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

The purpose of the Six-year Programs. The Six-Year Comprehensive Utility Programs are used for five distinct purposes:

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

New projects. New projects are added annually to the Six-Year Comprehensive Sewer, Water and Street Programs, and completed (or cancelled) projects are removed from the programs. Proposed new projects must be “needs-driven” to be considered for inclusion in the programs, and new projects can originate from one or more of the following sources:

- Utility maintenance and operations staff identify infrastructure needing immediate replacement or upgrade based on observed conditions.
- Adopted facility and management plans list projects needed for continued system operation.
- Other City projects (such as street or bridge work) create an opportunity for cost-effective upgrades or facility replacements.
- Planning documents, such as the City Comprehensive Plan, provide guidance on expansion and growth related projects.
- Regulatory agencies (such as the Washington Department of Ecology and the Department of Health) have ordered improvements to the infrastructure system for public health and safety.

The six-year program annual process. Updating the Six-Year Comprehensive Programs is an annual activity that begins immediately after the most recent plan is adopted. A summary of the processes is provided below:

Sewer and water programs.

January-May: Capital Programs solicits input from various City and agency sources.

June-July: A rough draft of the Program is prepared and then reviewed with City staff.

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

September-October: The working draft is presented to the Public Works Committee. The draft is then presented to the Plan Commission where the new program elements are critically reviewed for consistency with the city’s overall Comprehensive Plan. Lastly, the final draft is then prepared and presented at a Plan Commission public hearing.

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

Street program. Unlike the sewer and water programs, the six-year capital street program is required by State law to be completed by June 30 of each year:

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

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

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

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

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

RESOLUTION 2011-0047

WHEREAS, pursuant to the requirements of RCW 35.77.010, Laws of the State of Washington, the City of Spokane has prepared a revised and extended Six-Year Comprehensive Street Program for the ensuing six years, 2012 through 2017; and

WHEREAS, the Spokane City Plan Commission, on May 25, 2011, following a public hearing, found the 2012-2017 Six-Year Comprehensive Street Program to be in full conformance with the City's Comprehensive Plan; and

WHEREAS, the City of Spokane utilizes state and federal grants and low-interest loans as appropriate to supplement its financial resources and such anticipated funding is incorporated in the Six-Year Comprehensive Street Program, 2012-2017;

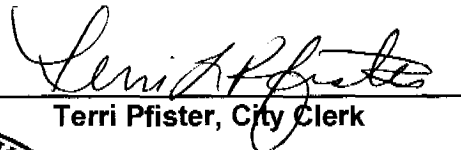
WHEREAS, pursuant to the above law, the City Council of the City of Spokane, being the legislative body of the City held a public hearing on the Six-Year Comprehensive Street Program at 6:00 p.m., at City Hall in Spokane, Washington on the 27th day of June, 2011.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spokane that the revised and extended Six-Year Comprehensive Street Program 2012 through 2017 is hereby adopted; and,

BE IT FURTHER RESOLVED, that a copy of the revised and extended Six-Year Comprehensive Street Program for the six years 2012 through 2017, together with a copy of this resolution, be filed with the Secretary, Washington State Department of Transportation.

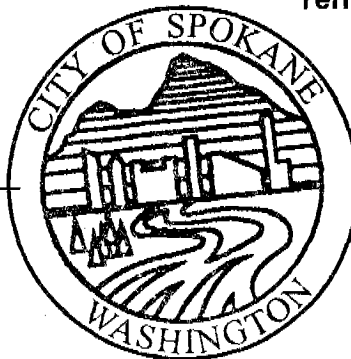
BE IT FURTHER RESOLVED, that City staff be authorized to apply for state and federal grants and low-interest loans in support of projects as identified in the Six-Year Comprehensive Street Program, 2012-2017;

Adopted this 27th day of June, 2011.


Terri Pfister, City Clerk

Approved as to Form:


Assistant City Attorney





CITY PLAN COMMISSION
808 W. SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3329
(509) 625-6060
FAX (509) 625-6013

CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS ON THE 2012-2017 SIX YEAR STREET PROGRAM

A Recommendation of the City Plan Commission certifying that the 2012-2017 Six Year Street Program is in conformance with the City of Spokane's Comprehensive Plan.

FINDINGS OF FACT:

A. In May 2001, the City of Spokane adopted its Comprehensive Plan under the Growth Management Act (Chapter 36.70A RCW or "GMA").

B. The City's Comprehensive Plan is required to be consistent with the GMA.

C. The GMA requires that the City's annual Six Year Street Program shall be in conformance with the City's Comprehensive Plan.

D. The 2012-2017 Six Year Street Program identifies capital project activity which has implications on the growth of the community.

E. The City Plan Commission held a workshop on April 27, 2011, and also held a public hearing on May 25, 2011, to obtain public comments on the 2012-2017 Six Year Street Program.

F. The City Council must receive a recommendation from the City Plan Commission to certify that the 2012-2017 Six Year Street Program is in conformance with the City's Comprehensive Plan in effect on the day of certification.

G. The proposed projects to be added are supported by Comprehensive Plan policy TR 2.3, Pedestrian/Bicycle Coordination.

H. The proposed projects to be added are supported by Comprehensive Plan policy TR 4.13, Traffic Signals.

I. The proposed projects to be added are supported by Comprehensive Plan policy TR 4.9, Downtown Accessibility.

ACTION: Motion to accept the staff's Findings of Fact A through F. Motion to accept the Plan Commissions amendments to Findings of Fact G through I.

CONCLUSIONS:

A. The 2012-2017 Six Year Street Program has been prepared in full consideration of the City's Comprehensive Plan.

B. The Spokane City Plan Commission concludes that the 2012-2017 Six Year Street Program is in full compliance with the existing Spokane Comprehensive Plan as required by RCW 36.70A and RCW 35.77.010, as well as the Arterial Street Plan.

ACTION: Motion to accept conclusions A and B by staff as conclusions of the Plan Commission.

RECOMMENDATION:

A. By a vote of 8 to 0 , the Plan Commission recommends the approval of the 2012-2017 Six-Year Comprehensive Street Program by the City Council.



**Karen Byrd, President
Spokane Plan Commission**

ENVIRONMENTAL EVALUATION

Each project in this program has been evaluated for its environmental impacts, and an appropriate environmental classification has been given each item.

The initial environmental assessment was made on the effect of the project to the local area and to the general public, taking into account such considerations as right of way acquisition, effect of clearing and grading, changes in natural drainage and possible disruptions to neighborhoods. Proposed projects have been indicated as having a “Not significant” environmental effect (designated by “CE” or “NS”) or of requiring additional study (marked “ES” or “EA”). These projects for which additional study is indicated will be reviewed with particular attention to the sensitive areas at the time of preliminary design. At that time, a further declaration may be made before proceeding with the project.

For projects requiring an environmental impact statement, a formal inter-disciplinary team will be appointed. A hearing or advertising for hearing interest is required along with a community involvement plan.

Items with state or local funds are classified in accordance with the SEPA Guidelines.

A “CE”, Categorically Exempt, indicates that the proposal is not environmentally sensitive and no further action need be taken.

An “NS”, Non-Significant, indicates the proposal will not have a significant adverse effect upon the quality of the environment, and an environmental-impact statement and a public hearing are not required. No further environmental documentation is required.

An “EA”, Environmental Assessment, indicates that the proposal may or may not have a significant adverse effect on the quality of the environment and that further environmental investigation is needed. An “ES”, Environmental Significant, indicates the proposal will have a significant adverse effect upon the quality of the environment. It is expected that additional documents will be needed that address environmental impacts.

DECLARATION OF NON-SIGNIFICANCE

This program has been determined not to have a significant adverse impact upon the environment. An environmental impact statement is not required under RCW43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file.

ACRONYMS

ARRA	American Recovery and Reinvestment Act
CDBG	Community Development Block Grant
CDF	Community Development Funds
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CSAC	Citizens Street Advisory Commision
CTP	Centennial Trails Program
Fed Appr.	Federal Appropriation funds.
FMSIB	Freight Mobility Strategic Investment Board
FTA	Federal Transportation Administration
HSIP	Highway Safety Improvement Programs
GF	City of Spokane General Fund
ISTEA	Intermodal Surface Transportation Efficiency Act
Impact Fee	Funding source developed according to RCW 82.02.050
LID	Local Improvement District
MtgnFee	Private Funds (From development mitigation) SEPA based
Paths/Trails	Paths and Trails Reserve
ProgMatch	Programmatic Match, Additional STP funds.
PWTF	Public Works Trust Fund
RCO	Recreation and Conservation Office
REET	Second 1/4% Real Estate Excise Tax
RET	First 1/4% Real Estate Tax (Helps fund street maintenance work)
SAS	State Arterial Street Fund (City share of the State Motor Fuel Tax)
SEC 5307	Federal Transportation Administration Funds
SRHD	Spokane Regional Health District
SRTC	Spokane Regional Transportation Council
State Dscrt.	State Discretionary (earmark) funds.
SMFT	State Motor fuel Tax
STA	Spokane Transit Authority. Cooperative project funds.
STP	Surface Transportation Program
STP-BRM	Highway Bridge Replacement and Rehabilitation
STP-ENH	Surface Transportation Enhancement Funds
STP-HES	Surface Transportation Safety Funds
STP-STWD	Surface Transportation Statewide Competitive Funds
STP-U	Surface Transportation Urban Area Funds
TCSP	Transportation, Community, and System Preservation program
TIB	Transportation Improvement Board
UAP	Urban Arterial Program

ACRONYMS(Continued)

UDRA Fund	University District Revitalization Area Fund
UCP	Urban Corridor Program
USP	Urban Sidewalk Program
WSDOT	Washington State Department of Transportation

SIX YEAR PROGRAM NUMBERING CONVENTION

Program ID#'s will be of the form, **PYYENNN**, where

- P** = **T** for Transportation Program
- YY** = the last two digits of the year the project enters the program
- E** = Program Element. There are six elements in the program. They are

Operations and Maintenance.....	M
Hazard elimination projects (safety).....	H
Bridge projects (new and rehab).....	B
Congestion improvement projects	C
Arterial development projects.....	A
Pedestrian and bikeway facilities development	P
Neighborhood Improvement Program.....	N

- NNN** = a three digit sequential ID number. This number will begin at zero for any new projects entering a 6 – year program, for any particular program element. The number will always include any leading zeroes.

Example: **T10H001** would represent the first (**001**) new project in the **H**azard elimination element of the 20**10** **T**ransportation program.

FINANCIAL INFORMATION



FUNDING SOURCES

Several funding sources are available for financing the projects identified in this Six-Year Program. The “Funding Sources” column, in the project description, lists the funding sources anticipated for each project. Potential local, State, and Federal funding sources are summarized below.

LOCAL -

Local project funds are derived from a number of sources. A major fund source for the construction of new residential streets and alleys is the use of Local Improvement District (LID) bonds. These bonds are financed through direct property assessment. General obligation bonds financed through property tax (GO bonds) are also used to fund specific projects.

Projects that are sponsored with Bond revenue will be tracked using the following system in order to track the particular year the bond was approved.

Funding Code

yyyy Bond yyyy = bond issue date

Example: 2004Bond

Currently an Impact Fee revenue source is being structured to meet the concurrency requirements established by the City’s Comprehensive Plan. Impact fees will be tracked by indicating the year they will expire and the service area of the City in which they will be applied. This will help guarantee that the funds are being spent within the time established under the rules of GMA for growth related projects.

Funding Code

yyyyQImpact yyyy = impact fee expiration year (add 5 to year collected)
Q = one of the five service areas of the City for which the impact fee was collected.
Service Area 1 Northeast, Service Area 2 Northwest, Service Area 3 Southwest, Service Area 4 Southeast, Service Area 5 Downtown.

Example: 20091Impact (Collected in year 2004)

State Arterial Street Fund:

This funding is received by the City through its share of the state motor fuel tax. Of the total received, a portion supports the maintenance of city streets. This portion of the fuel tax is called the Street Maintenance Fund. Street maintenance includes street cleaning, leaf pickup, snow plowing and street repair (potholes, cracks, patching). For 2011 the projected total to be received from the State Arterial Street Fund is \$2,321,000 for the purpose of Street Maintenance.

STATE -

Urban Arterial Program (UAP)

This source of funding is supported by the sale of state bonds. The purpose of this statewide program is to address congestion problems within urban areas. To provide funds for debt service on the bonds, 7.12 percent of the state collected fuel tax revenue is reserved.

The Urban Arterial Program is administered by the State Transportation Improvement Board (TIB), which distributes funds to five regions - based on population, vehicle travel, and needs. To utilize this program the City must provide minimum matching funds, which are currently set at 20 percent. Funding availability is dependent on a statewide/regional competitive application process reviewed and approved by the TIB.

Urban Sidewalk Program (USP)

This source of funding is supported by 5% of the U.A.P. and U.C.P. funds. The purpose of this program is to enhance and promote pedestrian mobility and safety as a viable transportation choice by providing funding for pedestrian projects that provide access and address system continuity and connectivity of pedestrian facilities. City matching funds of 20 percent are needed. Funding availability is dependent on a regional competitive application process reviewed and approved by the TIB.

Urban Corridor Program (UCP)

This source of funds is supported by an increase in the gas tax that was approved by the Legislature in 1990. The purpose of this funding account was to address community growth-related projects. Matching funds would come from developers, other agencies, transit, or private individuals and groups. The Urban Corridor Program is also administered by the Transportation Improvement Board. Funding availability is dependent on a statewide/regional competitive application process reviewed and approved by the TIB.

FEDERAL –

On August 10, 2005, the President signed into law the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion to be spent over a five year period years 2005-2009. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped this Nation's changing transportation needs. SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. Additional information can be found on the Internet at <http://www.fhwa.dot.gov/safetealu/index.htm>.

PUBLIC WORKS TRUST FUND:

The Public Works Trust Fund is a program featuring low-interest state loans to eligible local governments. It was established by the legislature in 1985 to provide a dependable, long-term source of funds for the repair and reconstruction of local public works systems. The fund is designed around a number of new concepts, which distinguish it from existing grant programs. These include an emphasis on local effort as well as project need in the loan application process, the provision of loans rather than grants, and a solid commitment to increasing local capital planning capacity.

The Public Works Trust Fund will make low-interest loans for the repair, replacement, rehabilitation, reconstruction, or improvement of eligible public works systems to meet current standards and to adequately serve the needs of existing population. It is not designed to finance growth-related public works project expenditures. Eligible project categories include street and road, bridge, domestic water, storm sewer, and sanitary sewer system projects located in the public right-of-way. Approved Public Works Trust Fund-assisted projects must be completed within 24 months of the date of approval. The interest rate will be a function of the percent of local funds (State Arterial Street Funds) committed to a project for which Trust Fund financing assistance is being sought. The current relationship of loan interest rate to the level of local participation in a project is as follows:

Interest Rate	2%	1%	0.5%
Participation	5%	10%	15%

The loan term for all projects will be equal to the expected useful life of the improvements up to a maximum of 20 years. Loans for engineering studies may not exceed five years. A Public Works Trust Fund loan currently cannot exceed \$10,000,000 per biennium for jurisdictions with populations over 100,000.

The Public Works Board rates all project applications and prepares a prioritized list of qualifying projects to become part of an appropriation bill to be reviewed by the Legislature. The Legislature then has the authority to remove projects from the list, but cannot add projects. Once the Legislature has approved the appropriation measure the bill is forwarded to the Governor for signature.

Six-Year Program Financial Summary

(Costs in \$1,000s)

<u>OPERATING REVENUES & EXPENSES*</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Local Funds Allocation During the Year:	1,431	1,413	1,413	1,513	1,513	1,513
Expenses: Loan Repayment	(257)	(217)	(118)	(118)	(117)	(117)
NET OPERATING REVENUE	\$1,174	\$1,196	\$1,295	\$1,395	\$1,396	\$1,396
<u>AVAILABLE FOR CAPITAL</u>						
Estimated Cash Balance as of Jan 1st	5,882	4,330	4,123	5,242	5,658	6,366
Grant and Loan Proceeds	11,515	7,894	1,507	12,534	0	0
	\$17,396	\$12,224	\$5,630	\$17,776	\$5,658	\$6,366
AVAILABLE FOR 6-YR PROGRAM	\$18,570	\$13,420	\$6,925	\$19,171	\$7,054	\$7,763
<u>SIX-YEAR CAPITAL PROGRAM</u>						
Safety Program	1,084	0	0	0	0	0
Bridge Rehabilitation Program	1,661	0	459	8,945	0	0
General Capital Street Program	857	873	640	659	678	697
Congestion Improvements	4,454	8,008	574	0	0	0
Arterial Improvements	4,338	0	0	72	0	0
Pedestrian/Bikeways Program	1,846	416	10	3,837	10	10
Neighborhood Improvement Program	0	0	0	0	0	0
6-YEAR STREET PROGRAM	\$14,240	\$9,297	\$1,683	\$13,513	\$688	\$707
CASH BALANCE: Dec 31st	\$4,330	\$4,123	\$5,242	\$5,658	\$6,366	\$7,056

PATHS AND TRAILS RESERVE*						
Net Funds Available during the year:						
Estimated balance of funds as of Jan 1	161,599	145,090	128,581	131,581	134,581	137,581
Paths/Trails allocation during the year:	13,000	13,000	13,000	13,000	13,000	13,000
Total:	174,599	158,090	141,581	144,581	147,581	150,581
Estimated expenditures during the year:						
	29,509	29,509	10,000	10,000	10,000	10,000
Balance of Paths/Trail Funds as of Dec 31:	\$145,090	\$128,581	\$131,581	\$134,581	\$137,581	\$140,581

STREET OPERATIONS AND MAINTENANCE



Six Year Comprehensive Street Program

ID#	Project Name and Description	Public Works # Functional Classification Length (mi.) Environmental Classification	Design/ Admin.	Rights- of-Way in thousands of dollars	Construc- tion	Total Costs
SEE PAGE 53 FOR PAVEMENT MAINTENANCE PROGRAM DETAILS						
T00M001	General Resurfacing Rehabilitate existing roadways Funding source comes from the first 1/4% of the Real Estate Excise Tax.	N/A P,M,C N/A CE	\$0	\$0	\$0	\$11,240
.....						
T00M002	Street Lighting Used for the maintenance and operation of street lights. Funding source comes from the first 1/4% of the Real Estate Excise Tax.	N/A N/A N/A CE	\$0	\$0	\$0	\$11
.....						
T06M001	10 Year Street Bond See www.spokanestreets.org for further details, including links to the latest annual report as well as various maps, articles, and documents.	N/A N/A N/A NS				
.....						

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2012	2013	2014	2015	2016	2017
--------------------	------	------	------	------	------	------

in thousands of dollars

RET,SAS	\$1,881	\$1,841	\$1,840	\$1,911	\$1,919	\$1,847
---------	---------	---------	---------	---------	---------	---------

RET,SAS	\$1,739	\$1,791	\$1,845	\$1,900	\$1,957	\$2,016
---------	---------	---------	---------	---------	---------	---------

Environmental Classifications
ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Traffic Operations and Maintenance Projects Summary

in thousands of dollars

<i>FundSource</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>
RET,SAS	\$3,620	\$3,632	\$3,685	\$3,811	\$3,876	\$3,863
<i>Total:</i>	\$3,620	\$3,632	\$3,685	\$3,811	\$3,876	\$3,863

SAFETY PROGRAM



Six Year Comprehensive Street Program

ID#	Project Name and Description	Public Works # Functional Classification Length (mi.) Environmental Classification	Design/ Admin.	Rights- of-Way	Construc- tion	Total Costs
				in thousands of dollars		
T10H001	Hamilton Street Overpass Safety Project	2010051	\$0	\$0	\$0	\$1,008
	Pedestrian bike bridge across hamilton street on the Gonzaga campus.(Will coordinate with Gonzaga to identify the costs under each phase.)	N/A 0.2miles CE				
T10H002	43rd & Hatch to Perry & 57th	2008112	\$0	\$0	\$762	\$762
	Bike Lanes. Pavement and curb where needed. Turn lane on 57th from Perry to Hatch. Full reconstruction from Perry & 57th to Hatch and 54th.	P 1.08 TBD				

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2012	2013	2014	2015	2016	2017
-----------------	------	------	------	------	------	------

in thousands of dollars

TCSP	\$919	\$0	\$0	\$0	\$0	\$0
Private	\$89	\$0	\$0	\$0	\$0	\$0

ARRA	\$24	\$0	\$0	\$0	\$0	\$0
2004Bond	\$51	\$0	\$0	\$0	\$0	\$0
REET	\$1	\$0	\$0	\$0	\$0	\$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Safety Improvement Projects Summary

in thousands of dollars

<i>FundSource</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>
2004Bond	\$51	\$0	\$0	\$0	\$0	\$0
ARRA	\$24	\$0	\$0	\$0	\$0	\$0
Private	\$89	\$0	\$0	\$0	\$0	\$0
REET	\$1	\$0	\$0	\$0	\$0	\$0
TCSP	\$919	\$0	\$0	\$0	\$0	\$0
<i>Total:</i>	\$1,084	\$0	\$0	\$0	\$0	\$0

BRIDGE-REHABILITATION PROGRAM



Six Year Comprehensive Street Program

ID#	Project Name and Description	Public Works # Functional Classification Length (mi.) Environmental Classification	Design/ Admin.	Rights- of-Way in thousands of dollars	Construc- tion	Total Costs
T00B011	Post Street Pedestrian/Utility Bridge Remove existing vehicle bridge and replace with utility/pedestrian structure at the same location.South approach improvements to include a new parking layout. This bridge will provide a bicycle and pedestrian connection to the Centennial Trail.	2001041 P 0.1 CE	\$1,012	\$100	\$8,945	\$10,057
T04B001	Havana Street - BNSF Crossing This project will construct a railroad overpass on Havana St. North of Broadway.(Other funding sources include BNSF which is providing \$1,071,464 in funding and Federal discretionary funds of \$992,000). See T06A004.	2004062 M 0.1 CE	\$1,375	\$8,479	\$13,466	\$23,321
T06B001	Latah Creek Bridge Study Structural & functional study of current conditions of Bridge & approaches including assessing ability to handle a future light rail route as well as assessing pedestrian and bike needs.\$88,000 of this project was saved by leveraging local funds.	2006164 P N/A NS	\$650	\$0	\$0	\$650

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2012	2013	2014	2015	2016	2017
-----------------	------	------	------	------	------	------

in thousands of dollars

Fed Discret.	\$0	\$0	\$0	\$1,372	\$0	\$0
STP-ENH	\$0	\$0	\$0	(\$1,000)	\$0	\$0
REET	\$0	\$0	\$118	\$300	\$0	\$0
Other	\$0	\$0	(\$341)	(\$6,273)	\$0	\$0
.....						
STP-U	\$129	\$0	\$0	\$0	\$0	\$0
FMSIB	\$211	\$0	\$0	\$0	\$0	\$0
UAP	\$198	\$0	\$0	\$0	\$0	\$0
REET	\$682	\$0	\$0	\$0	\$0	\$0
SMFT	\$118	\$0	\$0	\$0	\$0	\$0
.....						
STP	\$324	\$0	\$0	\$0	\$0	\$0
.....						

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

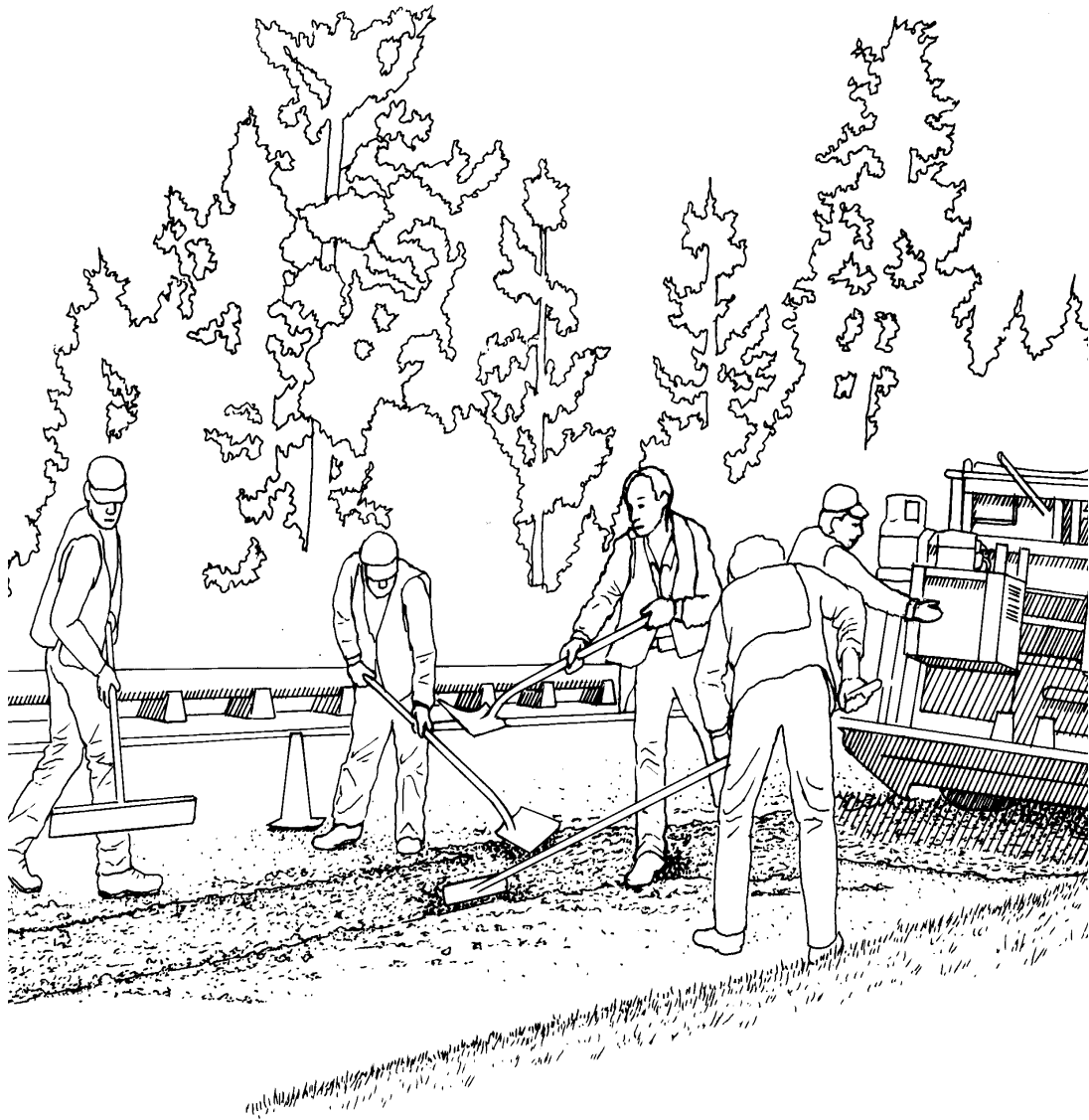
Bridge Rehabilitation Projects Summary

in thousands of dollars

<i>FundSource</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>
Fed Discret.	\$0	\$0	\$0	\$1,372	\$0	\$0
FMSIB	\$211	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$341	\$6,273	\$0	\$0
REET	\$682	\$0	\$118	\$300	\$0	\$0
SMFT	\$118	\$0	\$0	\$0	\$0	\$0
STP	\$324	\$0	\$0	\$0	\$0	\$0
STP-ENH	\$0	\$0	\$0	\$1,000	\$0	\$0
STP-U	\$129	\$0	\$0	\$0	\$0	\$0
UAP	\$198	\$0	\$0	\$0	\$0	\$0
<i>Total:</i>	\$1,661	\$0	\$459	\$8,945	\$0	\$0

CAPITAL IMPROVEMENT PROGRAM

General Capital Street Program



Six Year Comprehensive Street Program

ID#	Project Name and Description	Public Works # Functional Classification Length (mi.) Environmental Classification	Design/ Admin.	Rights- of-Way in thousands of dollars	Construc- tion	Total Costs
T00G002	General Engineering - Street Expenditures for design, right-of-way acquisition and construction management costs that are not covered by grants.	N/A N/A N/A CE	\$0	\$0	\$0	\$3,664
T00G004	Minor Construction Assistance Expenditure for construction to assist in unforeseen, minor funding gaps on City related transportation projects.	N/A N/A N/A CE	\$0	\$0	\$240	\$240
T11G001	Transportation Stratregic Plan Update Update of Chapter 4 of the City of Spokane's Comprehensive Plan. Project to include support for both the development of the Pedestrian Plan & updates to the Bike Plan.	TBD CE	\$500	\$0	\$0	\$500

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2012	2013	2014	2015	2016	2017
--------------------	------	------	------	------	------	------

in thousands of dollars

REET	\$567	\$583	\$600	\$619	\$638	\$657
REET	\$40	\$40	\$40	\$40	\$40	\$40
REET	\$250	\$250	\$0	\$0	\$0	\$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

General Capital Street Projects Summary

in thousands of dollars

<i>FundSource</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>
REET	\$857	\$873	\$640	\$659	\$678	\$697
<i>Total:</i>	\$857	\$873	\$640	\$659	\$678	\$697

CAPITAL IMPROVEMENT PROGRAM

Congestion Improvements



Six Year Comprehensive Street Program

ID#	Project Name and Description	Public Works # Functional Classification Length (mi.) Environmental Classification	Design/ Admin.	Rights- of-Way	Construc- tion	Total Costs
				in thousands of dollars		
T04C001	Riverside Drive - Phase One Construct a new principal arterial extending Riverside Avenue East from Division tying into Trent Avenue at Sherman Street. Includes 5 ft. bike lanes and separated sidewalks. WSU have donated ROW equating to approximately \$1.5 million to this project.	2004047 P .5 EA	\$331	\$613	\$4,984	\$5,929
T04C023	Riverside Drive - Phase II & III Design and construct an extension of future Riverside Drive beginning at Sherman Street and running easterly to Trent Avenue at Perry Street. Project to include 5ft. bike lanes and separated sidewalks.	2005264 P 0.7 EA	\$202	\$3,285	\$4,764	\$8,250
T05C003	Division Street I.T.S. River to North City Limits Install Fiber Optic Comm, Infrastructure and ITS devices on Divison St from the Spokane River to the North City Limits. Status: Construction in 2010, 10% funds shown in 2011 will cover final costs.	2005037 6.3 CE	\$245	\$0	\$982	\$1,227
T05C004	Maple/Ash Streets I.T.S. River to North City Limits Install Fiber Optic Comm. Infrastructure and ITS devices Maple\Ash from Spokane River to North City Limits (Conduit placed in 3 phases. Status: Phase 3 (NW Blvd. to River) 2010-11 Construction.	2005038 P 4.3 CE	\$101	\$0	\$2,751	\$2,852
T05C005	3rd Avenue I.T.S. Division Street to the Sunset Blvd Install Fiber Optic Comm. Infrastructure and install ITS devices on third from Division to Sunset Blvd. Status: Construction in 2010, 10% Funds shown in 2011 will cover final costs.	2005039 P 1.3 CE	\$100	\$0	\$1,987	\$2,087

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2012	2013	2014	2015	2016	2017
-----------------	------	------	------	------	------	------

in thousands of dollars

Fed Discret.	\$164	\$0	\$0	\$0	\$0	\$0
UAP	\$195	\$0	\$0	\$0	\$0	\$0
REET	\$35	\$0	\$0	\$0	\$0	\$0
StateDiscret	\$89	\$0	\$0	\$0		\$0

Fed Appr.	\$843	\$1,885	\$0	\$0	\$0	\$0
State Discret.	\$733	\$406	\$0	\$0	\$0	\$0
UAP	\$0	(\$2,277)	\$0	\$0	\$0	\$0
REET	\$0	\$0	\$476	\$0		\$0

CMAQ	\$92	\$0	\$0	\$0	\$0	\$0
REET	\$14	\$0	\$0	\$0	\$0	\$0

CMAQ	\$545	\$61	\$0	\$0	\$0	\$0
REET	\$85	\$9	\$0	\$0	\$0	\$0

CMAQ	\$460	\$43	\$0	\$0	\$0	\$0
REET	\$72	\$7	\$0	\$0	\$0	\$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Six Year Comprehensive Street Program

ID#	Project Name and Description	Public Works # Functional Classification Length (mi.) Environmental Classification	Design/ Admin.	Rights- of-Way	Construc- tion	Total Costs
in thousands of dollars						
T07C003	Division Street D.M.S.- River to North City Limits Dynamic Message Sign purchase & installation. Status:Construction in 2010, funds shown in 2011 will cover final costs.	2006243 P 6.0 CE	\$100	\$0	\$1,577	\$1,677
T07C004	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.	2006244 P 4.2 CE	\$100	\$0	\$0	\$100
T08C001	Streetcar Feasibility Study STA is overseeing Phase 2 which will complete the Downtown Transit Alternative Analysis.	2007106 P N/A CE	\$544	\$0	\$0	\$544
T10C008	Francis Avenue, Division to East City Limits ITS Install Intelligent Transportation System to include fiber optic communication infrastructure & installation of I.T.S. devices.	2011076 P CE	\$234	\$100	\$2,338	\$2,672
T10C009	Adaptive Signal System, Division St. from Bridgeport to "Y". Install Adaptive Signal Control system that includes upgrade to fiber optic cable and integrates CCTV cameras along with DMS technology to provide a real-time interactive traffic control system.	2011075 P CE	\$78	\$0	\$777	\$855

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2012	2013	2014	2015	2016	2017
--------------------	------	------	------	------	------	------

in thousands of dollars

CMAQ	\$779	\$87	\$0	\$0	\$0	\$0
REET	\$122	\$14	\$0	\$0	\$0	\$0

CMAQ	\$0	\$0	\$85	\$0	\$0	\$0
REET	\$0	\$0	\$13	\$0	\$0	\$0

FTA	\$46	\$0	\$0	\$0	\$0	\$0
-----	------	-----	-----	-----	-----	-----

CMAQ	\$0	\$2,121	\$0	\$0	\$0	\$0
REET	\$0	\$331	\$0	\$0	\$0	\$0

CMAQ	\$74	\$665	\$0	\$0	\$0	\$0
REET	\$12	\$104	\$0	\$0	\$0	\$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Six Year Comprehensive Street Program

ID#	Project Name and Description	Public Works # Functional Classification Length (mi.) Environmental Classification	Design/ Admin.	Rights- of-Way	Construc- tion	Total Costs
in thousands of dollars						
T11C001	29th - Bernard to Grand ITS	TBD	\$14	\$0	\$141	\$155
	Install communication infrastructure to include conduit and 3 count stations.	CE				

.....

Functional Classifications
P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road
Projects in Bold Type are located in Centers and Corridors
(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2012	2013	2014	2015	2016	2017
--------------------	------	------	------	------	------	------

in thousands of dollars

CMAQ	\$122	\$0	\$0	\$0	\$0	\$0
REET	\$19	\$0	\$0	\$0	\$0	\$0

.....

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

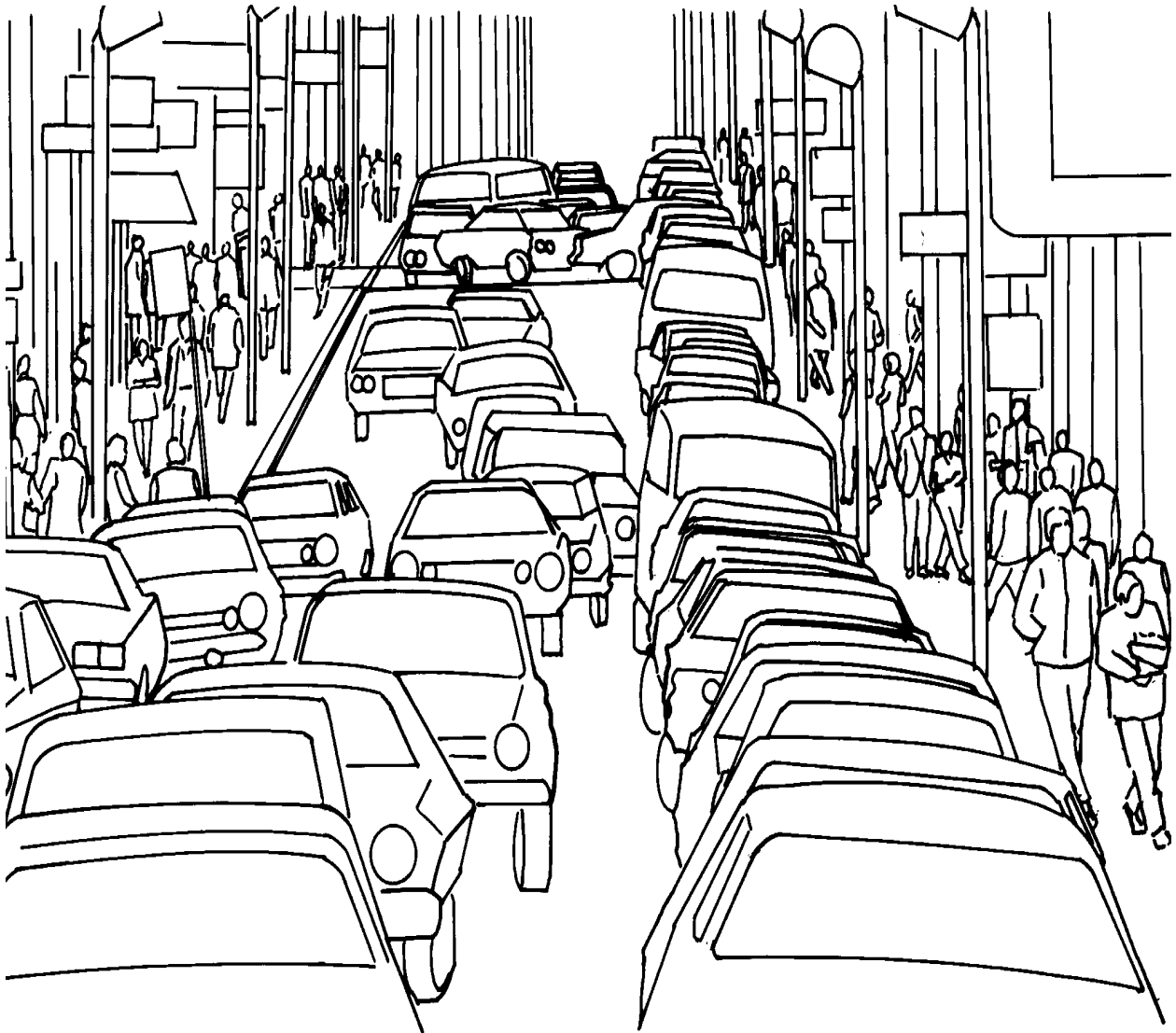
Congestion Improvements Summary

in thousands of dollars

<i>FundSource</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>
CMAQ	\$2,071	\$2,976	\$85	\$0	\$0	\$0
Fed Appr.	\$843	\$1,885	\$0	\$0	\$0	\$0
Fed Discret.	\$164	\$0	\$0	\$0	\$0	\$0
FTA	\$46	\$0	\$0	\$0	\$0	\$0
REET	\$358	\$465	\$490	\$0	\$0	\$0
State Discret.	\$733	\$406	\$0	\$0	\$0	\$0
StateDiscret	\$89	\$0	\$0	\$0		\$0
UAP	\$195	\$2,277	\$0	\$0	\$0	\$0
<i>Total:</i>	\$4,500	\$8,008	\$574	\$0	\$0	\$0

CAPITAL IMPROVEMENT PROGRAM

Arterial Improvements



Six Year Comprehensive Street Program

ID#	Project Name and Description	Public Works # Functional Classification Length (mi.) Environmental Classification	Design/ Admin.	Rights- of-Way	Construc- tion	Total Costs
				in thousands of dollars		
T00A011	Northwest Spokane Transportation Study Identify future local transportation infrastructure needs in the northwest portion of the city and adjacent county in coordination with the requirements of the Nine Mile Corridor study. SRTC will oversee the study process with the City & Citizen Input.	N/A P,M,C N/A EA	\$75	\$0	\$0	\$75
T06A001	Francis Avenue Freya to Bigelow Gulch Connector N\S Corridor to Bigelow Upgrade. County contribution of approximately \$391,000 reflects in kind work completed in 2009.	2006117 P 0.51 CE	\$353	\$400	\$2,861	\$3,614
T06A004	Havana Street Study - Trent to Mission Avenue Link Study Study establishment of a link to Mission Avenue after construction of the new bridge. To include modifications of Trent and Mission I/S. See T04B001	2006166 P,M N/A CE	\$74	\$0	\$0	\$74
T06A017	Spokane Falls Boulevard Enhancement Project Street enhancements from Division St. to Sherman Ave. The enhancements will be scoped with input from the University District stakeholders. Project likely to include pedestrian buffers, room for cyclists & traffic along with traffic calming measures.	2005263 P 1.0 CE	\$60	\$0	\$950	\$1,010
T09A002	Francis and Addison Concrete Intersection Replace existing intersection with concrete, including turn signal onto Francis. This project is fully designed and ready for construction.	2010164 P CE	\$19	\$0	\$783	\$802

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding
Sources

2012 2013 2014 2015 2016 2017

in thousands of dollars

REET	\$25	\$0	\$0	\$0	\$0	\$0
Other	\$50	\$0	\$0	\$0	\$0	\$0
UAP	\$989	\$0	\$0	\$0	\$0	\$0
REET	\$442	\$0	\$0	\$0	\$0	\$0
STP-U	\$0	\$0	\$0	\$62	\$0	\$0
REET	\$0	\$0	\$0	\$10	\$0	\$0
Fed Discret.	\$700	\$0	\$0	\$0	\$0	\$0
WSDOT	\$250	\$0	\$0	\$0	\$0	\$0
UAP	\$626	\$0	\$0	\$0	\$0	\$0
REET	\$157	\$0	\$0	\$0	\$0	\$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Six Year Comprehensive Street Program

ID#	Project Name and Description	Public Works # Functional Classification Length (mi.) Environmental Classification	Design/ Admin.	Rights- of-Way	Construc- tion	Total Costs
				in thousands of dollars		
T10A004	37th Avenue from Regal to East City Limits Design & ROW of roadway to current City of Spokane standards. Project includes separate sidewalks and bike lanes. Construction will happen after funding is secured. \$135,000 saved by leveraging local funds	2006167 M 1.34 TBD	\$400	\$600	\$0	\$1,000
T11A001	37th and Grand Intersection. Install a signal at the intersection as well as other possible traffic improvements. School District 81 have contributed \$30,000 towards the design of this project.	2011043 P I/S CE	\$50	\$0	\$300	\$350

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2012	2013	2014	2015	2016	2017
--------------------	------	------	------	------	------	------

in thousands of dollars

STP-U	\$800	\$0	\$0	\$0	\$0	\$0
-------	-------	-----	-----	-----	-----	-----

STA	\$127	\$0	\$0	\$0	\$0	\$0
Other	(\$141)	\$0	\$0	\$0	\$0	\$0
REET	\$32	\$0	\$0	\$0	\$0	\$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Arterial Improvements Summary

in thousands of dollars

<i>FundSource</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>
Fed Discret.	\$700	\$0	\$0	\$0	\$0	\$0
Other	\$191	\$0	\$0	\$0	\$0	\$0
REET	\$655	\$0	\$0	\$10	\$0	\$0
STA	\$127	\$0	\$0	\$0	\$0	\$0
STP-U	\$800	\$0	\$0	\$62	\$0	\$0
UAP	\$1,615	\$0	\$0	\$0	\$0	\$0
WSDOT	\$250	\$0	\$0	\$0	\$0	\$0
<i>Total:</i>	\$4,338	\$0	\$0	\$72	\$0	\$0

SIX – YEAR PEDESTRIAN & BIKEWAYS PROGRAM

2012 through 2017

PEDESTRIAN PROGRAM

On February 14th 2011, City Council adopted Ordinance No. C34690 establishing the allocation of 10% of the Transportation Benefit District (TBD) revenue generated to implement the Pedestrian Program of the City of Spokane's 2012-2017 Six-Year Comprehensive Street Program. The funding will remain in place for six years beginning in 2012. The funds collected under the TBD will not begin until September of 2011 and the revenue estimated for the retrofitting program by the end of 2011 is approximately \$80,000. Because this is a new revenue source it will take approximately a year from the collection date to begin to build a significant funding source. In the meantime, the City is currently pursuing developing a Pedestrian Master Plan. The Pedestrian Master Plan will help identify the pedestrian facilities that would ultimately be funded with TBD revenue under this Pedestrian & Bikeways section of the Program. Once pedestrian projects are identified and TBD funds are available, this section of the Program will start to be populated with TBD funded pedestrian projects.

BIKEWAYS PROGRAM

The Bikeways Program implements the long range goals of the City's Bikeway's Plan.

The Bikeways Plan is a long range plan that was first adopted as the "Bike Routes Plan" by the City Council on October 12, 1976. In 1980 the City Plan Commission and City Council respectively adopted a Bikeway Plan as a part of the Comprehensive Plan for the City of Spokane. An updated version of the 1980 Plan was adopted by the City Plan Commission on March 11, 1987, and subsequently by the City Council on February 15, 1988. In 1996 the City adopted Bikeway Plan the Spokane Regional Transportation Council created in 1993. This Plan outlined, policies, design standards, education needs, funding, and implementation for the plan.

On February 17, 1992, an ordinance establishing a Bicycle Advisory Board (BAB) was approved by the City Council. This Board is charged with the duties of providing advice and direction to the City Council and all departments and offices of the City on matters relating to bicycling and to raise public awareness of bicycling issues.

With the adoption of the 2001 Comprehensive Plan, all previously adopted Bike Plans were rescinded with the intent to, "...undertake additional planning for non-motorized travel to address more specifically the needs of bicyclists and pedestrians." The last update to the Comprehensive Plan prior to the most current, went into effect on January 17, 2007 and specifically added a statement that, "Future planning should include an integrated Master Bike Plan that defines the goals and design elements for bicycling facilities in the City." Revisions to the Bike Master Plan began in early 2008. This work culminated in an amendment to the Comprehensive Plan which was adopted

on June 8th 2009. Implementation of bike facilities, based on the new Master Bike Plan, will continue as funding becomes available.

FUNDING:

LOCAL –

10% of the Transportation Benefit District (TBD) revenue will be allocated to pedestrian projects identified in the Pedestrian Master Plan. These funds will be used whenever possible as match towards both Federal and State funding opportunities.

Greater Spokane Community Foundation:

An organization that proposes to help in the financing of a City bikeways network. Funds are limited at this time.

STATE –

Paths and Trails Reserve:

A portion of the State gasoline tax revenue which, by Washington State Law, is returned to local government to be used for the development and maintenance of paths and trails. One half of one percent (0.5%) of the tax is returned to the City. Presently the City receives approximately \$14,500 per year from this funding source. Both pedestrian and bike facilities can utilize these funds, however historically these funds have been extremely limited.

State Arterial Street Funds:

State Arterial Street Funds may be obtained for both pedestrian and bikeway facilities as long as the facility is a component part of a street improvement project and available for funding.

State Transportation Improvement Board (TIB) Funds:

A sidewalk program is included in TIB's funding program. Historically these funds have been limited to projects under \$250,000 and TIB will not participate in any needed right-of-way costs.

FEDERAL -

Community Development Block Grant Program:

This funding comes from the Housing and Community Development Act of 1974 and authorizes the Department of Housing and Urban Development to distribute funds to local governments for the purpose of improving their community. Funds for pedestrian and bicycle facilities are included.

Federal Arterial Street Funds:

The same is true here as for the State funds.

Six Year Comprehensive Street Program

ID#	Project Name and Description	Public Works # Functional Classification Length (mi.) Environmental Classification	Design/ Admin.	Rights- of-Way	Construc- tion	Total Costs
in thousands of dollars						
T00P026	Bike Route Signing and Striping	N/A	\$0	\$0	\$50	\$50
	Striping and conversion of signs to MUTCD standards.	N/A N/A CE				
T07P010	Division Street Gateway Improvements	2010050	\$825	\$0	\$0	\$825
	Significant aesthetic and functional pedestrian & safety improvements to Division St. from I-90 off-ramp to Sharp Avenue. Initial phase includes definition, development & partial design.	P 1.1miles CE				
T09P002	Fish Lake Trail - Phase 3	2010048	\$208	\$0	\$3,827	\$4,035
	The final project , from Scribner Road to Fish Lake, to construct a multi use path ultimately linking Spokane to Fish Lake. This segment includes two crossings of active railroad lines.	A 2.6 CE				
T09P005	Historic Iron Bridge	2009066	\$160	\$0	\$1,027	\$1,187
	Rehabilitation of the old railroad bridge, east of Broadway and Springfield, for use as a trail. Status: Scheduled for 2011 construction, Funds shown in 2012 will cover final costs.	A N/A CE				
T09P006	U.District Pedestrian & Bicycle Bridge Study	2009105	\$445	\$0	\$0	\$445
	Pedestrian bridge to connect East Sprague Business District to the University District	N/A TBD CE				

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2012	2013	2014	2015	2016	2017
-----------------	------	------	------	------	------	------

in thousands of dollars

Paths/Trails	\$10	\$10	\$10	\$10	\$10	\$10
UDRA Fund	\$412	\$0	\$0	\$0	\$0	\$0
TCSP	\$0	\$0	\$0	\$1,637	\$0	\$0
Private	\$0	\$0	\$0	(\$400)	\$0	\$0
Other	\$0	\$0	\$0	(\$1,790)	\$0	\$0
STP-ENH	\$120	\$0	\$0	\$0	\$0	\$0
RCO	\$57	\$0	\$0	\$0	\$0	\$0
CDBG	\$20	\$0	\$0	\$0	\$0	\$0
TCSP	\$24	\$0	\$0	\$0	\$0	\$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Six Year Comprehensive Street Program

ID#	Project Name and Description	Public Works # Functional Classification Length (mi.) Environmental Classification	Design/ Admin.	Rights- of-Way	Construc- tion	Total Costs
in thousands of dollars						
T10P022	Ben-Burr Trail Connection to the Centennial Trail Multi-use trail covering 4 sections. Underhill Park to Liberty Park, Planned bike facility on 5th ave. to Liberty Park, Liberty Park to Erie/Riverside Dr. Extension & Centennial Bridge at Gonzaga to old Brown Bldg. Supply property. Design & ROW only.	2010091 A 2.23 CE	\$110	\$355	\$0	\$465
T10P023	Centennial Trail Gap (Bridge avenue to Boone & Summit) Design of a trail on the old railroad grade beginning at approximately Bridge Avenue and ending at the interesection of Boone and Summit. \$ 7,425 saved by leveraging local funds.	2010092 A 0.59 CE	\$55	\$0	\$0	\$55
T10P025	Centennial Trail - Mission Avenue Crossing Study to determine elimination of at grade crossing of the Centennial Trail at Mission Avenue.	2010148 P CE	\$250	\$0	\$250	\$250
T11P001	Downtown Bicycle Network Completion Completion of a comprehensive bicycle network concentrating on the downtown are as recommended by a recent study. Funding at 80/20 CMAQ.	TBD CE	\$82	\$0	\$815	\$896

Functional Classifications

P - Principal Arterial M - Minor Arterial C - Collector Arterial A - Access Road

Projects in Bold Type are located in Centers and Corridors

(...) Numbers in parentheses indicate Unsecured Funding

Funding Sources	2012	2013	2014	2015	2016	2017
-----------------	------	------	------	------	------	------

in thousands of dollars

STP-U	\$29	\$20	\$0	\$0	\$0	\$0
STP-ENH	\$100	\$0	\$0	\$0	\$0	\$0
CMAQ	\$125	\$125	\$0	\$0	\$0	\$0
Paths/Trails	\$20	\$20	\$0	\$0	\$0	\$0
STP-U	\$25	\$0	\$0	\$0	\$0	\$0
STP-U	\$188	\$63	\$0	\$0	\$0	\$0
CMAQ	\$573	\$143	\$0	\$0	\$0	\$0
REET	\$143	\$36	\$0	\$0	\$0	\$0

Environmental Classifications

ES - Environmentally Significant NS - Non Significant CE - Categorically Excluded/Exempt EA - Environmental Assessment

Pedestrian and Bikeway Facilities Summary

in thousands of dollars

<i>FundSource</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>
CDBG	\$20	\$0	\$0	\$0	\$0	\$0
CMAQ	\$698	\$268	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$1,790	\$0	\$0
Paths/Trails	\$30	\$30	\$10	\$10	\$10	\$10
Private	\$0	\$0	\$0	\$400	\$0	\$0
RCO	\$57	\$0	\$0	\$0	\$0	\$0
REET	\$143	\$36	\$0	\$0	\$0	\$0
STP-ENH	\$220	\$0	\$0	\$0	\$0	\$0
STP-U	\$241	\$83	\$0	\$0	\$0	\$0
TCSP	\$24	\$0	\$0	\$1,637	\$0	\$0
UDRA Fund	\$412	\$0	\$0	\$0	\$0	\$0
<i>Total:</i>	\$1,846	\$416	\$10	\$3,837	\$10	\$10

NEIGHBORHOOD PROGRAM

The City of Spokane, Business and Development Services Department focuses (B&DS) on economic development activities guided by Comprehensive Plan policies, such as Centers and Corridors and/or the Office of the Mayor. Often these activities include multimodal transportation related projects.

The City of Spokane's Comprehensive Plan was adopted by the City Council on May 21, 2001. The overall transportation goal for the City is to "*Develop and implement a transportation system and a healthy balance of transportation choices that improve the mobility and quality of life of all residents.*" The plan recognizes how individual design features, such as pedestrian buffer strips, influence the availability, appeal, and use of transportation choices along with providing a catalyst for private investment and development. **Multimodal transportation projects are implementing these comprehensive plan policies:**

CHAPTER 4.6 STREET STANDARDS: Implementing the Standards

The process for how these proposed street standards will be implemented; including how development projects will be reviewed to ensure compliance with the standards will be determined and specified at a later phase of plan development. The following discussion is intended to identify key issues about implementation and to provide a framework for that later work. The intent of the city is to use a multidisciplinary city staff team in its process for applying street standards to specific projects. This multidisciplinary staff review team will provide input into the design process, beginning as early as possible in the review process and continuing as needed until construction is completed. While this narrative outlines key issues about the process, the exact review process for any project will depend to some extent on the nature of the project. For example, the review process for projects that meet the street standards outright will be different from projects that involve a deviation from the standards. (For an explanation of the reasoning behind allowing deviations, see policy TR 10.2, "Innovation to Meet Spirit.")

DESIGN/PRESERVATION POLICY 1.3 Urban Trees and Landscape Areas

Maintain, improve, and increase the amount of landscaped area in the urban environment and, at a minimum, replace any tree that needs to be removed from publicly owned property.

NEIGHBORHOOD POLICY 4.12 Pedestrian Buffer Strips

Require that sidewalks be separated from the street by a pedestrian buffer strip on all new or redeveloped streets to provide a safe place to walk.

TRANSPORTATION POLICY 2.7 Safe Sidewalks

Provide for safe pedestrian circulation within the city; wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.

TRANSPORTATION POLICY 7.4 Pedestrian Buffer Strips

Develop pedestrian buffer strips in a way that is appropriate to the surrounding area and desired outcomes.

TRANSPORTATION POLICY 7.3 Street Trees

Plant street trees wherever possible to enhance the transportation environment.

NATURAL ENVIRONMENT POLICY 12.1 Street Trees

Plant trees along all streets.

FUNDING:

LOCAL:

With the City's assistance in implementation and grant pursuit, B&DS has leveraged private, neighborhood community development, or federal funds as a match for the design and construction of specific capital improvement projects. Currently, the City will have funding generated by the TIF districts and the red-light camera for future project. Potential sources of additional funds have been identified in the program and when additional City funding becomes available there will be a larger pool from which to leverage funds and/or to implement neighborhood and targeted area projects.

NEIGHBORHOOD IMPROVEMENT PROGRAM

COMMUNITY DEVELOPMENT BLOCK GRANT

PAVING PROGRAM

2012 CONSTRUCTION

14 th Ave. & 15 th Ave. from Chestnut St. to Inland Empire Way	\$90,000	2004 Bond
	\$90,000	CDBG
	\$90,000	LID Assessment
Rowan, Freya to Myrtle; Sanson, Freya to Sycamore; Sycamore, Everett to Nebraska.	\$350,000	2004 Bond
	\$350,000	CDBG
	\$350,000	LID Assessment
Howard St. from Joseph Ave. to Columbia Ave.	\$40,000	2004 Bond
	\$80,000	LID Assessment
Oak St. from Inland Empire Way to 28 th Ave.	\$266,000	2004 Bond
	\$91,000	CDBG
	\$177,000	LID Assessment

2013 CONSTRUCTION

Florida, Queen to Rowan.	\$170,667	2004 Bond
	\$170,667	CDBG
	\$170,667	LID Assessment

SIX – YEAR TRANSPORTATION IMPACT FEE PROGRAM

Planning Horizon - 2010 through 2025

TRANSPORTATION IMPACT FEE PROGRAM

On November 17, 2008, City Council adopted Ordinance No. C34305 establishing a transportation impact fee by adopting Chapter 17D.030 to Title 17 of the Spokane Municipal Code. The Ordinance was conditioned upon: (1) Completion of a Transportation Baseline Study; (2) An adjusted impact fee rate schedule to reflect the projects identified by the Transportation Baseline Study; and (3) Adoption of permanent funding mechanism to supplement the City's ability to eliminate existing transportation deficiencies.

The final amended Impact Fee ordinance was passed on Feb 10, 2011 by City Council and implemented on March 12, 2011.

Adopted in 1990 the Washington legislature passed the Growth Management Act (GMA). One of GMA's primary goals required cities to provide adequate public facilities and services concurrent with development. The statute authorizing impact fees under GMA is [RCW 82.02.050](#), which provides as follows:

Counties, cities and towns that are required or choose to plan under RCW 36.70A.040 are authorized to impose impact fees on development activity as part of the financing for public facilities, provided that the financing for system improvements to serve new developments must provide for a balance between impact fees and other sources of public funds and cannot rely solely on impact fees.

The purpose of Impact Fees is to ensure that adequate transportation facilities are available to serve new growth; promote orderly growth and development; require new growth and development to pay a proportionate share of the cost of new facilities needed to serve new growth. Impact fees help pay for transportation system improvements that provide service to the community at large in addition to mitigating direct impacts of new development.

In addition, Washington cities have a variety of other options available for imposing traffic impact fees on new development. The following statutes provide the authorization to impose traffic impact fees: Subdivision Exactions – Ch. 58.17 RCW; State Environmental Policy Act (Mitigation Measures)-Ch. 43.21C RCW; Voluntary Agreements-RCW 82.02.020; Transportation Benefit District Act-RCW 35.21.225 and Ch. 36.73 RCW; Local Transportation Act-Ch. 39.92 RCW; and Growth Management Act-Ch. 82.02 RCW.

Because this is a new revenue source, it will take approximately a year from the collection date to begin to build a significant funding source. In the meantime the City will be seeking additional funds from local, State and Federal sources since Impact Fees, in accordance with RCW 82.02.050, cannot pay for 100% of the project costs. Impact Fee related projects will be placed in the Program once funding has been obtained. It is expected that next year's Program (2013-2018) will include projects that are funded with Impact Fees. The list of Impact Fee Projects below indicates generally what timeframe the projects are intended to be constructed within, funding dependent.

PROJECTS WITH ASSOCIATED IMPACT FEES

Project Name	Description	Estimated Cost	Region	Project Source		Bicycle Facilities	Approx. Build Timeline		
				6-Year Plan	Baseline Project		5-year	10-year	15-year
8th Avenue/McClellan Street	Re-Stripe intersection to accommodate a westbound thru-left and thru-right lane configuration	\$61,000	DTWN		X	No Bike Fac			
Post Street Corridor Project	Preliminary design and engineering for Post Street Corridor from the Spokane Falls to Buckeye	\$0	DTWN	X					
Mallon Avenue/Monroe Street Intersection Improvement**	Provide eastbound and westbound protected/permitted phasing and upgrade signal equipment to accommodate vehicle detection and intersection coordination.	\$350,000	DTWN		X	No Bike Fac			
Broadway Avenue/Monroe Street Intersection Improvement**	Provide eastbound and westbound protected/permitted phasing and upgrade signal equipment to accommodate vehicle detection and intersection coordination.	\$350,000	DTWN		X				
5th Avenue/Sherman Street Intersection	Install new traffic signal.	\$350,000	DTWN	X		Bike Lanes on 4th & Sherman, Shared Rdwy on 5th			
Spokane Falls Boulevard/Division Street (US 2, US 395) Intersection Improvement	N/A	N/A	DTWN		X				
3rd Avenue/Lincoln Street Intersection Improvement	N/A	N/A	DTWN		X				
2nd Avenue/Monroe Street Intersection Improvement	Provide for separate westbound left-turn lanes and left-thru lane.	\$549,000	DTWN		X	No Bike Fac			
Cedar Road/Country Homes Boulevard Intersection	Install new traffic signal.	\$650,000	NW	X		Bike Lanes on Country Homes			
NW Boulevard/Monroe Street Intersection Improvement**	Provide new traffic signal equipment to provide traffic signal detection and coordination.	\$350,000	NW		X	Bike Lanes on NW Blvd.			
Boone Avenue/Monroe Street Intersection Improvement**	Provide eastbound and westbound protected/permitted phasing and upgrade signal equipment to accommodate vehicle detection and intersection coordination.	\$350,000	NW		X	No Bike Fac			
Assembly Street/Francis Avenue Intersection	Construct Roundabout	\$1,800,000	NW	X		Bike Lane on Assembly, Driscoll, & 9 Mile			
Wellesley/Driscoll Intersection	Construct Roundabout	\$1,591,000	NW	X		Bike Lane on Driscoll, No Bike Fac. On Wellesley			
Northwest Boulevard/Maple Street - Ash Street Intersection Improvement	Re-Stripe the northbound through lane at the NW Blvd/Maple St to accommodate a dedicated left- and thru-left lane configuration (3- NB thru lanes). Adjust signal timing to accommodate split phasing for the northbound thru movement.	\$750,000	NW		X	Shared Rdwy on Maple/Ash, Bike Lane on NW			
Boone/Maple-Ash Intersection Improvement	Construct northbound left and right-turn lanes. Install westbound right-turn lanes. Includes modification to traffic signal equipment.	\$500,000	NW		X	Shared Rdwy Maple/Ash, Boone No Bike Fac.			
Assembly/Wellesley Intersection	Construct Roundabout	\$1,061,000	NW	X		Assembly Bike Lane, Wellesley No Bike Fac.			
North Indian Trail Road Widening Project - Barnes South to Kathleen	Widen North Indian Trail Road with 2 thru lanes each direction and a Two Way Center Turn Lane	\$3,000,000	NW	X		Bike Lane - N. Indian Trail Rd.			
SR 291/Rifle Club Intersection	Install new traffic signal.	\$350,000	NW	X		Bike Lane @ 9Mile			

PROJECTS WITH ASSOCIATED IMPACT FEES (Continued)

Project Name	Description	Estimated Cost	Region	Project Source		Bicycle Facilities	Approx. Build Timeline		
				6-Year Plan	Baseline Project		5-year	10-year	15-year
Regal/Palouse Intersection	Construct new traffic signal or roundabout.	\$550,000	STH	X		No Bike Fac			
14th/Bernard Intersection	Intersection Improvement Project	\$0	STH	X					
29th/Freya Intersection***	Intersection Improvement Project	\$0***	STH	X		Shared Rdwy @ Freya			
29th Ave Improvement Project	Construct TWLTL from east of Pittsburg to Southeast Blvd.	\$2,925,000	STH	X		No Bike Fac			
37th/Freya Intersection***	Intersection Improvement Project	\$0***	STH	X		Bike Lanes on 37th, Shared Rdwy @ Freya			
37th/Perry Intersection	Realign Intersection	\$796,000	STH	X		Bike Lanes on 37th, No Bike Fac @ Perry			
37th Ave Roadway Project	Widen 37th Ave to 3-lanes and upgrade to arterial standards from Regal Street to Freya Street.	\$4,585,000	STH	X		Bike Lanes on 37th			
Regal/Freya Connection	Provide connectivity project to link Regal and Freya on 44th Avenue or 42nd Avenue alignment.	\$2,016,000	STH	X		Bike Lanes on Freya, No Bike Fac. along 44th			
Southeast Blvd/Rockwood	Construct Traffic Signal	\$350,000	STH	X		Bike Lanes on SE and Rockwood			
Sunset/Assembly Intersection	Capacity Improvement	\$5,354,000	STH	X					
Crestline/Rowan Intersection	Realign intersection and install traffic signal.	\$1,454,000	NE	X		Marked/Share d Rdwy on Crestline & Rowan			
Havana Street Overpass Project	Construct a grade separation for Havan Street over the UP railroad tracks.	\$2,750,000	NE	X		No Bike Fac			
Lincoln Road	Construct new 5-lane cross-section roadway from Nevada to Crestline Street	\$1,970,000	NE	X		No Bike Fac on Lincoln, Bike Lane on Crestline			
Perry/Wellesley Intersection	Realign intersection and install traffic signal.	\$1,454,000	NE	X		No Bike Fac			
Lincoln/Nevada Intersection Improvements	Construct separate eastbound and westbound left-turn lanes. Includes widening the west leg of Lincoln Avenue and constructing 5-lane cross section on Lincoln Avenue east of Nevada for approximately 1000 Feet.	\$1,400,000	NE	X	X	No Bike Fac			
North Foothills Boulevard/Ruby-Division Street Intersections	Construct traffic signal modification for dual eastbound and westbound left-turn lanes (side-by-side). Split signal phasing.	\$550,000	NE		X	Bike Lanes on Buckeye, Shared Rdwy on N. Foothills, No Bike Fac on Div or Ruby			
Francis Avenue/Nevada Street Intersection Improvement	Construct dual eastbound and westbound left-turn-lanes.	\$830,000	NE		X	No Bike Fac			
Sprague Avenue/Freya Street Intersection Improvement	Construct dual eastbound and westbound left-turn-lanes.	\$823,000	NE	X	X	No Bike Fac on Sprague, Shared Rdwy on Freya			
Wellesley/Freya Intersection	Construct Signal or Roundabout	\$562,000	NE	X		Bike Lanes on Freya & Wellesley			
Hamilton Street Corridor Enhancement Project	Construct traffic signal modification to accommodate protected or protected/permitted signal phasing.	\$2,800,000	NE	X	X	No Bike Fac on Hamilton, Shared Rdwy on Mission, Bike Lanes on Sharp			

**CITY OF SPOKANE
PUBLIC WORKS &
UTILITIES DIVISION
STREET DEPARTMENT**



**6-YEAR
PAVEMENT MAINTENANCE
PROGRAM**

**CITY OF SPOKANE
PUBLIC WORKS AND UTILITIES DIVISION
STREET DEPARTMENT**

**6-YEAR
PAVEMENT MAINTENANCE PROGRAM
2012 to 2017**

Background:

The City of Spokane's Street Department is responsible for Bridge Maintenance and Inspections, Signal and Lighting Maintenance and Enhancements, Signs and Markings Maintenance, Parking Enforcement, and Street Maintenance. Within the Street Maintenance Program, the major elements are Leaf Pick-Up, Snow Removal, Street Sweeping, Street Grading, Weed Control, and Pavement Maintenance and Repair.

This 6-year program addresses Pavement Maintenance and is intended to be a dynamic, "living" document. Each spring the Street Department will evaluate the roadway conditions and adjust the program as necessary.

There are eight components in maintaining the City's 727 lane miles of arterial streets and 1,418 lane miles of residential streets, for a citywide total of 2,145 lane miles of streets:

Pothole Repair, Sub-Grade Repair, Street Grading, Crack Sealing, Skin Patching, Thick Overlay, Grind/Overlay, Utility Cut Patching.

Work Summary:

Pothole Repair: Potholes are especially prevalent in cities that experience winter weather patterns consisting of many freeze-thaw cycles, and the Street Maintenance Section repairs thousands of potholes every year. The potholes are formed when moisture seeps into cracks in the surface of a road and freezes, causing the water to expand. When the ice thaws, that space is left empty, and frequent or heavy traffic over the crack causes the asphalt to break and fail. The work of the City's pothole repair program is to fill pavement potholes with specialized Cold Mix Asphalt during the winter months and a permanent Hot Mix Asphalt in the summer months. Potholes are classified by depth or severity of hole, and the goal is to patch the most intrusive potholes first.

Sub-grade Repair: The goal of the sub-grade repair program is to repair areas of roadway where both the pavement and the sub-grade have failed. This work requires the asphalt and failed sub-grade to be removed. The depth of the repair depends on the depth of the failed sub-grade, with the average depth of repair twelve inches.

Street Grading: All improved gravel roads are inspected a minimum of two times per year and graded as needed.

Crack Sealing: Between 150,000 and 250,000 linear feet of crack sealant is placed each year. Crack sealant is a specialized hot tar material that forms to the crack and seals it off. Sealing the cracks prevents moisture intrusion into the pavement, helping to prevent potholes from forming.

Skin Patching: The Street Department currently installs approximately four lane miles of skin patching per year. Skin patching adds one inch of asphalt on top of existing pavement, and is a temporary method of improving the surface of an extremely deteriorated or rutted street when there is no funding for a complete repair. Skin patching will last approximately two to three years before the cracks in the original pavement propagate back to the surface.

Thick Overlay: The Street Department currently performs approximately two lane miles of thick overlay per year. This process involves raising all utility manholes and installing 2-3 inches of asphalt overlay. This type of maintenance activity is normally implemented where there are no curbs or sidewalks.

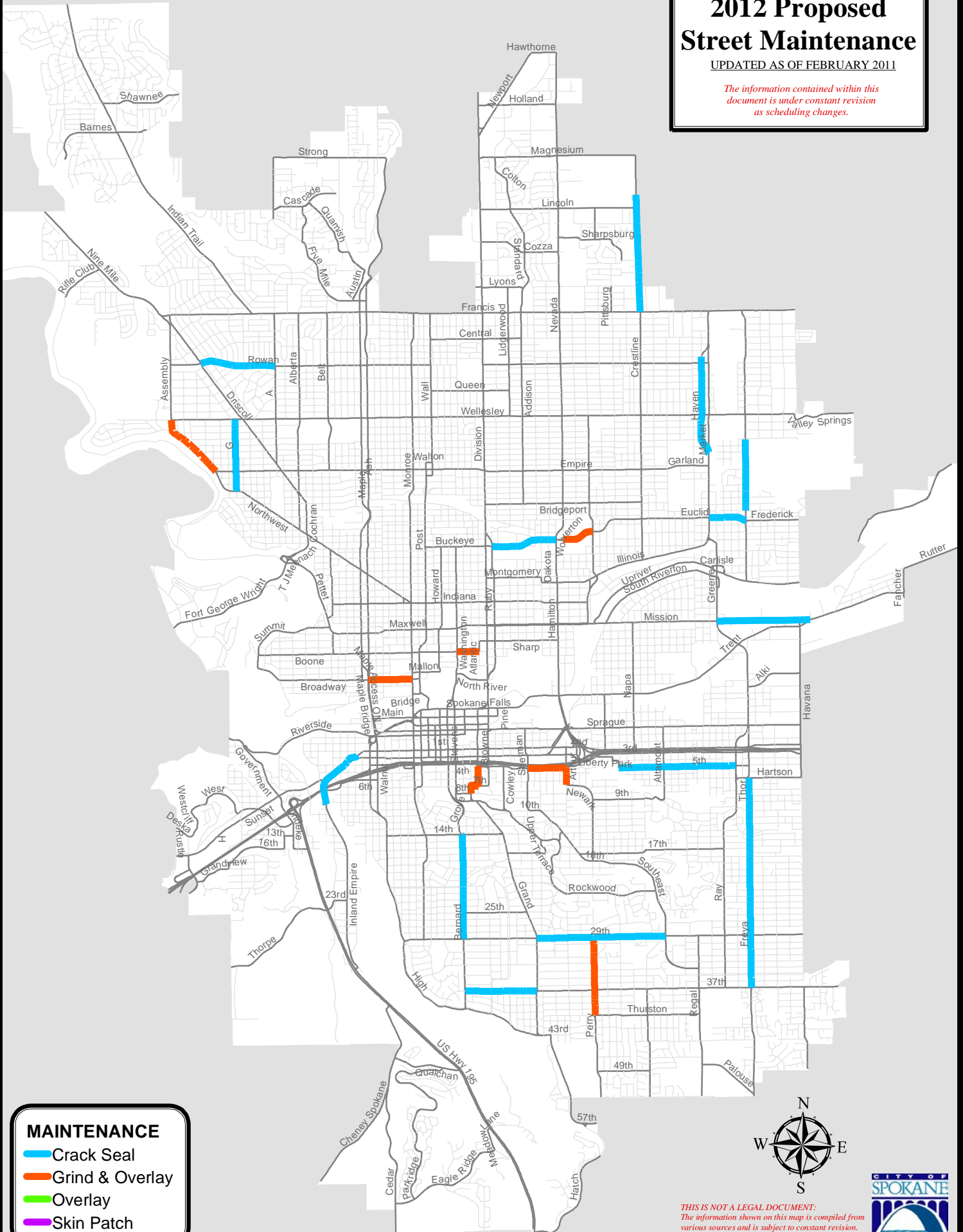
Grind/Overlay: The Department currently performs approximately six lane miles of grind and overlay per year. One goal is to increase this quantity to 8-to-10 lane miles per year. This process involves milling out 2-to-4 inches of asphalt to remove the failed pavement section and installing a new pavement section. Typically, this is appropriate only when the sub-base is structurally sound. The process creates a pavement section that will last 7-to-10 years, depending upon the volume of traffic. To improve the life of the overlay, crack sealant is applied along the joint between the old and the new pavement.

Utility Cut Patching: The Street Department places the final asphalt pavement patch around any City utility work performed in the roadway. The work includes removing any temporary pavement patch, grading the sub-grade and placing the final pavement patch.

2012 Proposed Street Maintenance

UPDATED AS OF FEBRUARY 2011

The information contained within this document is under constant revision as scheduling changes.



MAINTENANCE

- Crack Seal
- Grind & Overlay
- Overlay
- Skin Patch

Printed: 2/11/2011



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.



2012 MAINTENANCE

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Area</u>	<u>Cost</u>
<u>CRACK SEAL</u>						
29TH AV	GRAND BL	SOUTHEAST BL	1.17	5-4	32875	\$26,073
37TH AV	BERNARD ST	GRAND BL	0.68	2	16062	\$12,739
5TH AV	PITTSBURG ST	THOR ST	1.13	2	25113	\$19,917
BERNARD ST	29TH AV	14TH AV	1.00	2	24138	\$19,144
CRESTLINE ST	FRANCIS AV	BROOKLYN AV	1.10	2	28190	\$22,358
EUCLID AV	MARKET ST	FREYA ST	0.35	4-5	12947	\$10,268
FREYA ST	37TH AV	HARTSON AV	2.01	2	37745	\$29,936
FREYA ST	LIBERTY AV	RICH AV	0.68	2	13159	\$10,436
G ST	NORTHWEST BL	WELLESELY AV	0.69	2	15034	\$11,924
HAVEN ST	RICH AV	NEBRASKA AV	0.91	2	18459	\$14,640
INLAND EMPIRE/SUNSET	9TH AV	OAK ST	0.56	2-4	15094	\$11,971
MISSION AV	GREENE ST	TRENT AV	0.86	4-5	29245	\$23,194
NORTH FOOTHILL DR	RUBY ST	HAMILTON ST	0.59	4	15258	\$12,101
ROWAN AV	DRISCOLL BL	A ST	0.72	2	16113	\$12,779
Total						\$237,480

<u>GRIND & OVERLAY</u>						
5TH AV	SHERMAN ST	ARTHUR ST	0.37	2	5389	\$127,663
ARTHUR ST	NEWARK AV	BRIDGE END (S)	0.17	2	3033	\$71,860
BOONE AV	WASHINGTON ST	ATLANTIC ST	0.21	4-5	7224	\$171,142
BROADWAY	MAPLE ST	MONROE ST	0.42	2	5905	\$139,889
BROWNE/MCCLELLAN	8TH AV	4TH AV	0.33	2-3	7714	\$182,745
NORTH FOOTHILL DR	HAMILTON ST	PERRY ST	0.34	4	8702	\$206,156
NORTHWEST BL	OLYMPIC AV	GARLAND AV	0.83	2	15994	\$378,893
PERRY ST	THURSTON AV	29TH AV	0.75	2-3	15423	\$365,379
Total						\$1,643,725

GRAND TOTAL: \$1,881,206

Crack Sealing

A specialized hot tar material that forms to the crack and seals it off. Prevents moisture intrusion into the pavement and potholes.

Grind & Overlay

Involves milling out 2-4 inches of asphalt to remove the failed pavement section and installing a new section.

Thick Overlay

Involves raising all utility manholes and installing 2-3 inches of asphalt overlay. Done in areas with no curbs or sidewalks.

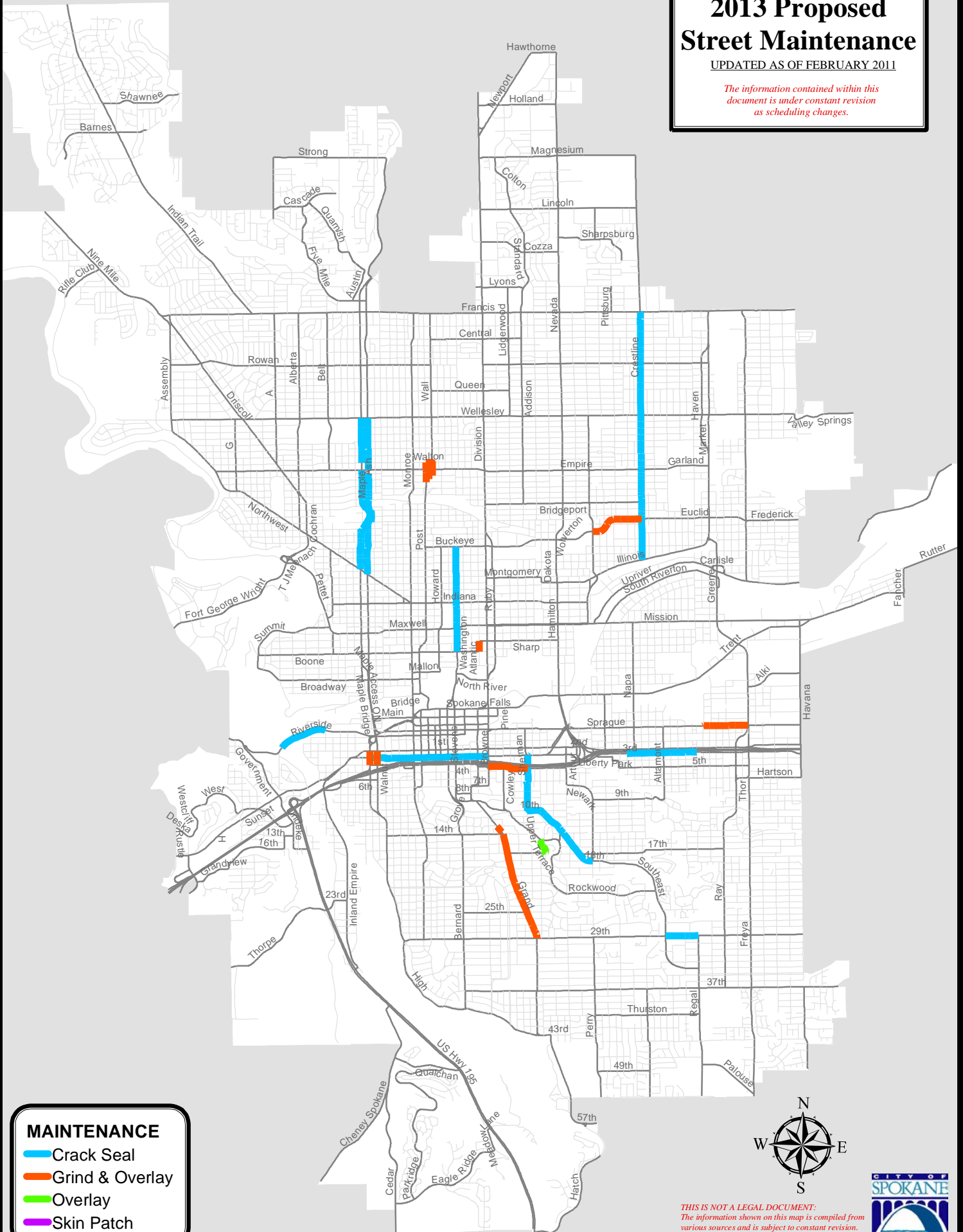
Skin Patching

Adds one inch of asphalt on top of existing pavement. Temporary method of improving street life by 2 or 3 years.

2013 Proposed Street Maintenance

UPDATED AS OF FEBRUARY 2011

The information contained within this document is under constant revision as scheduling changes.



MAINTENANCE

- Crack Seal
- Grind & Overlay
- Overlay
- Skin Patch



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.

2013 MAINTENANCE

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Area</u>	<u>Cost</u>
----------------------	--------------------	------------------	----------------------	---------------------	--------------------	--------------------

CRACK SEAL

29TH AV	SOUTHEAST BL	REGAL ST	0.29	4-5	8075	\$6,596
3RD AV	MAPLE ST	DIVISION ST	1.13	3-4	33853	\$27,654
3RD AV	MAGNOLIA ST	REGAL ST	0.67	2	15716	\$12,838
ASH ST	NORTHWEST BL	WELLESLEY AV	1.41	2	29716	\$24,275
CRESTLINE ST	ILLINOIS AV	WELLESELY AV	1.39	2-5	39056	\$31,905
CRESTLINE ST	WELLESLEY AV	FRANCIS AV	0.96	4-5	27414	\$22,395
MAPLE ST	NORTHWEST BL	WELLESLEY	1.54	2-3	30517	\$24,929
RIVERSIDE AV	CLARK AV	HEMLOCK ST	0.47	2	6600	\$5,391
SOUTHEAST/SHERMAN	PERRY ST	3RD AV	1.34	2-4	33654	\$27,492
WASHINGTON ST	BOONE AV	BUCKEYE AV	1.01	4-5	29684	\$24,249
Total						\$207,723

GRIND & OVERLAY

4TH/5TH	DIVISION ST	SHERMAN ST	0.38	2-3	9398	\$229,323
ATLANTIC ST	BOONE AV	SHARP AV	0.10	3	2978	\$72,660
GRAND BL	29TH AV	14TH AV	1.03	2	12091	\$295,032
MAPLE ST	4TH AV	2ND AV	0.13	4	4033	\$98,416
NORTH FOOTHILL DR	PERRY ST	CRESTLINE ST	0.52	4	13435	\$327,815
POST/WALL	PROVIDENCE AV	WALTON AV	0.44	2	8054	\$196,512
SPRAGUE AV	HAVEN ST	FREYA ST	0.44	4	11880	\$289,880
WALNUT ST	4TH AV	2ND AV	0.13	3-4	3753	\$91,584
Total						\$1,601,223

OVERLAY

UPPER TERRACE RD	17TH AV	ROCKWOOD BL	0.16	2	2093	\$32,197
Total						\$32,197

GRAND TOTAL: \$1,841,142

Crack Sealing

A specialized hot tar material that forms to the crack and seals it off. Prevents moisture intrusion into the pavement and potholes.

Grind & Overlay

Involves milling out 2-4 inches of asphalt to remove the failed pavement section and installing a new section.

Thick Overlay

Involves raising all utility manholes and installing 2-3 inches of asphalt overlay. Done in areas with no curbs or sidewalks.

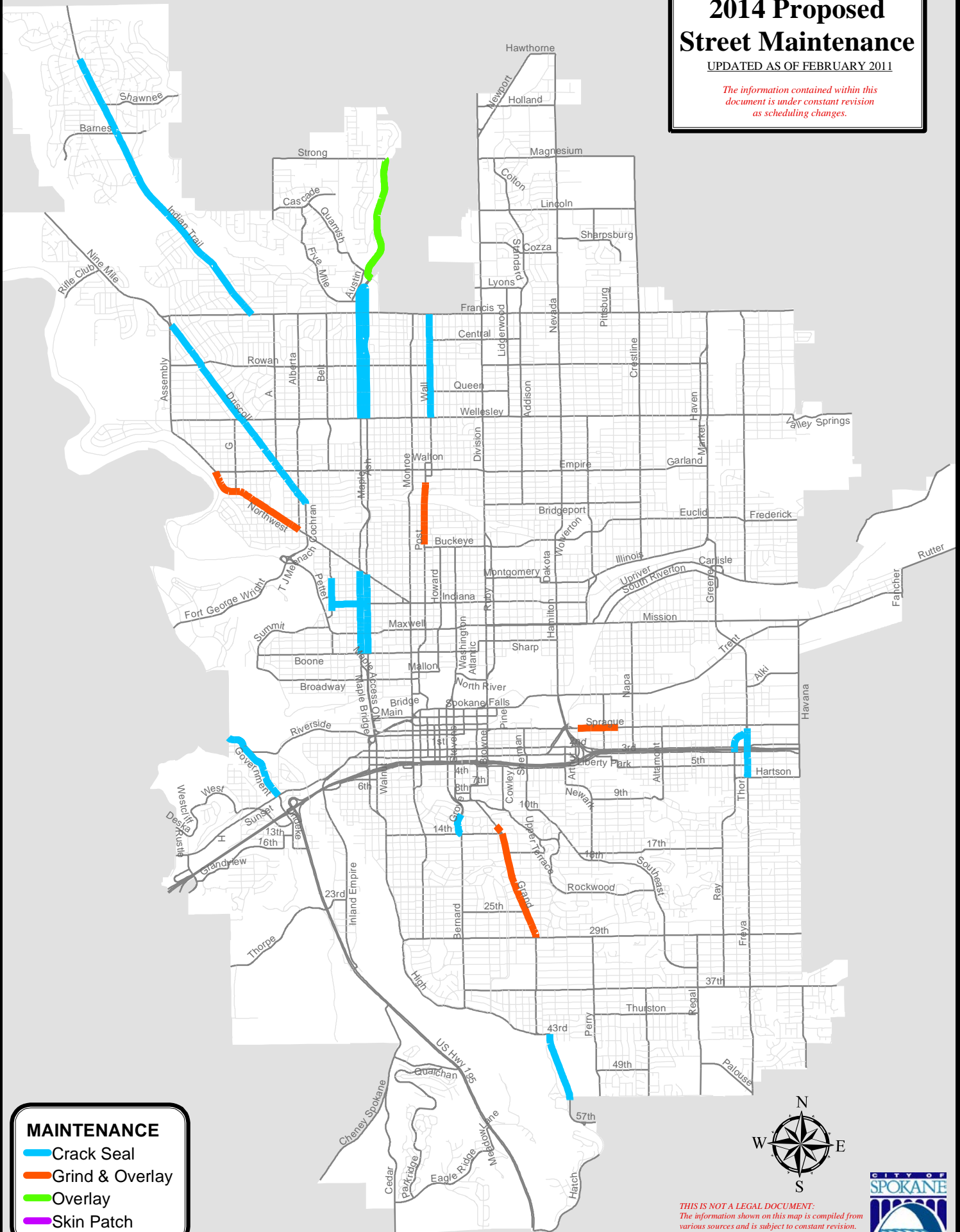
Skin Patching

Adds one inch of asphalt on top of existing pavement. Temporary method of improving street life by 2 or 3 years.

2014 Proposed Street Maintenance

UPDATED AS OF FEBRUARY 2011

The information contained within this document is under constant revision as scheduling changes.



MAINTENANCE

- █ Crack Seal
- █ Grind & Overlay
- █ Overlay
- █ Skin Patch

Printed: 2/11/2011



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.

2014 MAINTENANCE

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Area</u>	<u>Cost</u>
---------------	-------------	-----------	---------------	--------------	-------------	-------------

CRACK SEAL

ASH ST	BOONE AV	NORTHWEST BL	0.75	3	17905	\$15,065
ASH ST	WELLESLEY AV	COUNTRY HOMES	1.22	2-4	29005	\$24,405
BELT ST	NORA AV	MONTGOMERY AV (E)	0.31	2	5517	\$4,642
DRISCOLL BL	COURTLAND AV	ASSEMBLY ST	2.20	2-3	63551	\$53,472
FREYA ST	HARTSON AV	SPRAGUE AV	0.49	3-5	12218	\$10,280
GOVERNMENT WY	SUNSET BL	GREENWOOD RD	0.78	4	20123	\$16,931
GROVE ST	14TH AV	SUMNER AV	0.21	4	6401	\$5,386
HATCH RD	54TH AV	43RD AV	0.67	2	14331	\$12,058
INDIAN TRAIL RD	FRANCIS AV	RIDGECREST DR	2.99	3-4	78830	\$66,327
INDIANA AV	BELT ST	MAPLE ST	0.34	2	10200	\$8,582
MAPLE ST	BOONE AV	NORTHWEST BL	0.72	3-4	17293	\$14,551
MAPLE ST	WELLESLEY AV	COUNTRY HOMES BL	1.22	2-3	24986	\$21,023
THOR ST	3RD AV	1ST AV	0.22	3	6080	\$5,116
WALL ST	WELLESLEY AV	FRANCIS AV	0.96	2	16873	\$14,197
Total						\$272,035

GRIND & OVERLAY

GRAND BL	29TH AV	14TH AV	1.03	2	12091	\$303,883
NORTHWEST BL	GARLAND AV	ALBERTA ST	1.09	3-4	20238	\$508,630
SPRAGUE AV	IVORY ST	PITTSBURG ST	0.39	4	9632	\$242,078
POST ST	GRACE AV	KIERNAN AV	0.60	2	10030	\$252,087
Total						\$1,306,678

OVERLAY

CEDAR RD	COUNTRY HOMES BL	STRONG RD	1.22	2	16522	\$261,778
Total						\$261,778

GRAND TOTAL: \$1,840,492

Crack Sealing

A specialized hot tar material that forms to the crack and seals it off. Prevents moisture intrusion into the pavement and potholes.

Grind & Overlay

Involves milling out 2-4 inches of asphalt to remove the failed pavement section and installing a new section.

Thick Overlay

Involves raising all utility manholes and installing 2-3 inches of asphalt overlay. Done in areas with no curbs or sidewalks.

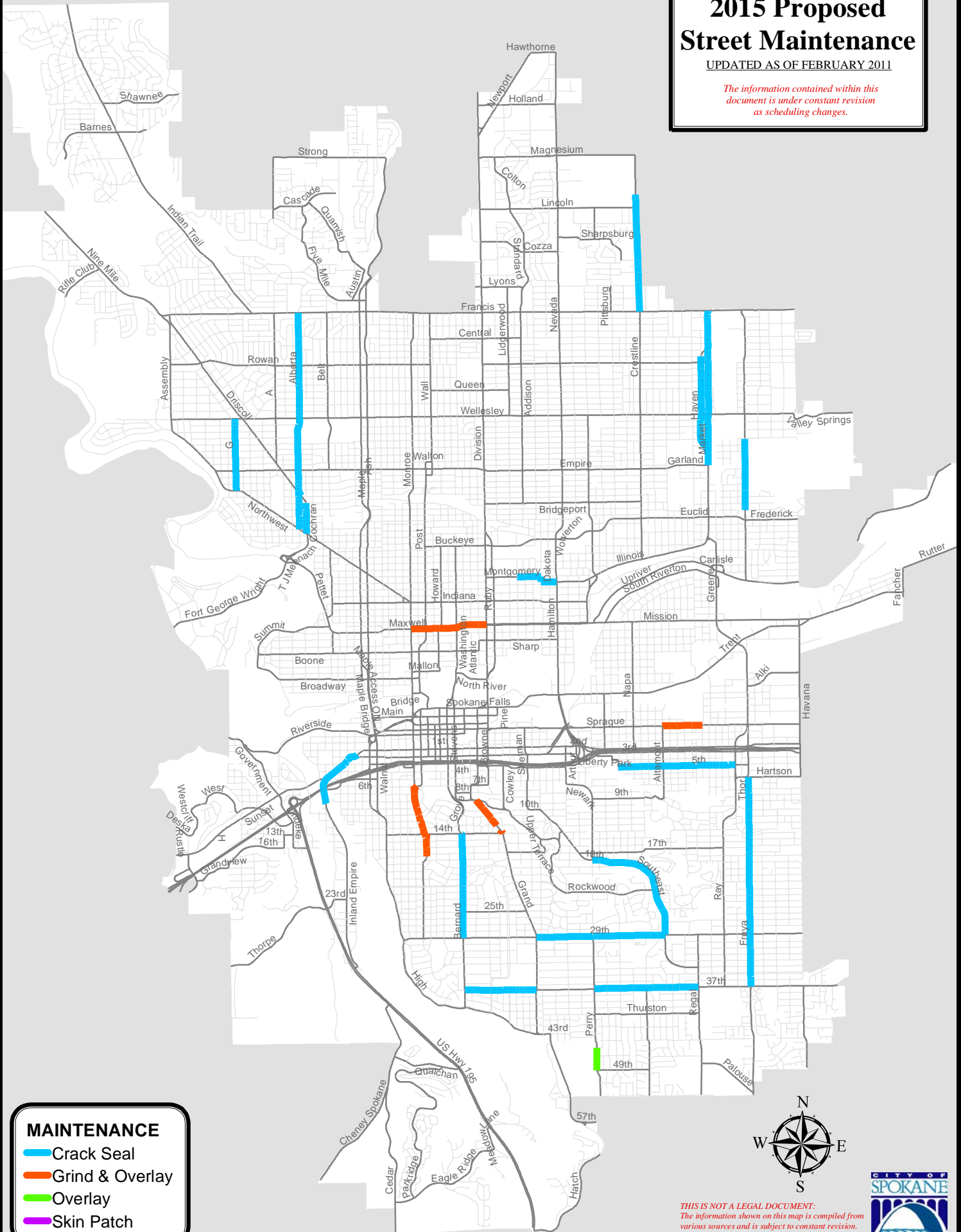
Skin Patching

Adds one inch of asphalt on top of existing pavement. Temporary method of improving street life by 2 or 3 years.

2015 Proposed Street Maintenance

UPDATED AS OF FEBRUARY 2011

The information contained within this document is under constant revision as scheduling changes.



2015 MAINTENANCE

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Area</u>	<u>Cost</u>
<u>CRACK SEAL</u>						
29TH AV	GRAND BL	SOUTHEAST BL	1.17	5-4	32875	\$28,491
37TH AV	PERRY ST	REGAL ST	0.98	2	19203	\$16,642
37TH AV	BERNARD ST	GRAND BL	0.68	2	16062	\$13,920
5TH AV	PITTSBURG ST	THOR ST	1.13	2	25113	\$21,764
ALBERTA ST	NORTHWEST BL	FRANCIS AV	2.07	2-3	45083	\$39,071
BERNARD ST	29TH AV	14TH AV	1.00	2	24138	\$20,919
COCHRAN ST	NORTHWEST BL	COURTLAND AV	0.30	2	6218	\$5,389
CRESTLINE ST	FRANCIS AV	BROOKLYN AV	1.10	2	28190	\$24,431
FREYA ST	37TH AV	HARTSON AV	2.01	2	37745	\$32,711
FREYA ST	LIBERTY AV	RICH AV	0.68	2	13159	\$11,404
G ST	NORTHWEST BL	WELLESELY AV	0.69	2	15034	\$13,029
HAVEN ST	RICH AV	NEBRASKA AV	0.91	2	18459	\$15,997
ILLINOIS/MONTGOMERY	ASTOR ST	HAMILTON ST	0.44	2	11547	\$10,007
INLAND EMPIRE/SUNSET	9TH AV	OAK ST	0.56	2-4	15094	\$13,081
MARKET ST	GARLAND AV	FRANCIS AV	1.48	2-5	40028	\$34,690
SOUTHEAST BL	29TH AV	PERRY ST	1.17	2	27347	\$23,700
Total						\$325,246

<u>GRIND & OVERLAY</u>						
GRAND BL	14TH AV	9TH AV	0.40	4	10485	\$271,422
LINCOLN/MONROE	17TH AV	7TH AV	0.68	2-4	17595	\$455,479
MAXWELL/MISSION	MONROE ST	DIVISION ST	0.73	4	20870	\$540,250
SPRAGUE AV	ALTAMONT ST	HAVEN ST	0.39	4	9565	\$247,615
Total						\$1,514,766

<u>OVERLAY</u>						
PERRY ST	49TH AV	45TH AV	0.21	2	4363	\$71,209
Total						\$71,209

GRAND TOTAL: \$1,911,221

Crack Sealing

A specialized hot tar material that forms to the crack and seals it off. Prevents moisture intrusion into the pavement and potholes.

Grind & Overlay

Involves milling out 2-4 inches of asphalt to remove the failed pavement section and installing a new section.

Thick Overlay

Involves raising all utility manholes and installing 2-3 inches of asphalt overlay. Done in areas with no curbs or sidewalks.

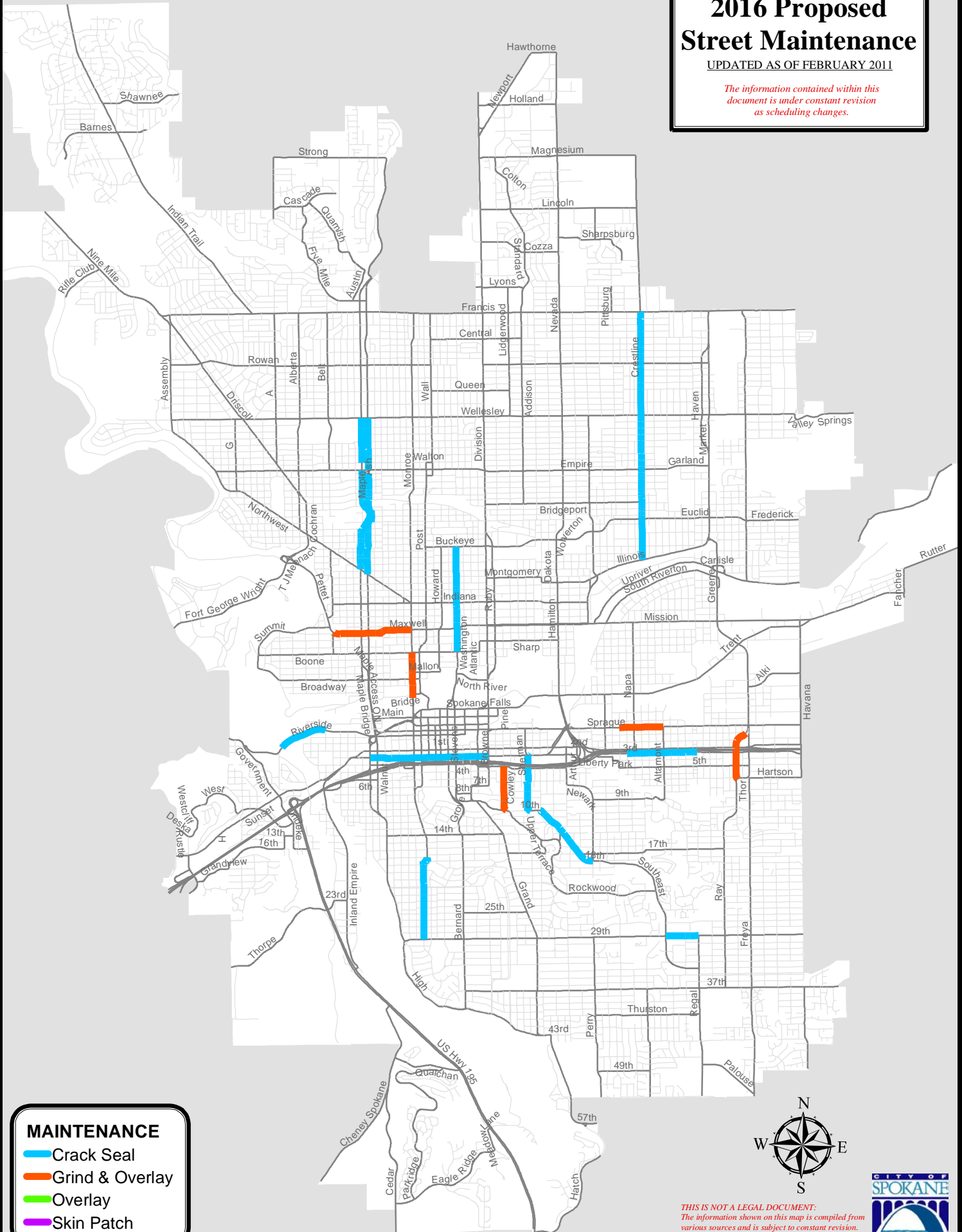
Skin Patching

Adds one inch of asphalt on top of existing pavement. Temporary method of improving street life by 2 or 3 years.

2016 Proposed Street Maintenance

UPDATED AS OF FEBRUARY 2011

The information contained within this document is under constant revision as scheduling changes.



MAINTENANCE

- Crack Seal
- Grind & Overlay
- Overlay
- Skin Patch

Printed: 2/11/2011



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.



2016 MAINTENANCE

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Area</u>	<u>Cost</u>
---------------	-------------	-----------	---------------	--------------	-------------	-------------

CRACK SEAL

29TH AV	SOUTHEAST BL	REGAL ST	0.29	4-5	8075	\$7,208
3RD AV	MAPLE ST	DIVISION ST	1.13	3-4	33853	\$30,218
3RD AV	MAGNOLIA ST	REGAL ST	0.67	2	15716	\$14,028
ASH ST	NORTHWEST BL	WELLESLEY AV	1.41	2	29716	\$26,526
CRESTLINE ST	ILLINOIS AV	WELLESELY AV	1.39	2-5	39056	\$34,863
CRESTLINE ST	WELLESLEY AV	FRANCIS AV	0.96	4-5	27414	\$24,471
LINCOLN ST	29TH AV	17TH AV	0.78	2	20650	\$18,433
MAPLE ST	NORTHWEST BL	WELLESLEY	1.54	2-3	30517	\$27,241
RIVERSIDE AV	CLARK AV	HEMLOCK ST	0.47	2	6600	\$5,891
SOUTHEAST/SHERMAN	PERRY ST	3RD AV	1.34	2-4	33654	\$30,041
WASHINGTON ST	BOONE AV	BUCKEYE AV	1.01	4-5	29684	\$26,497
Total						\$245,418

GRIND & OVERLAY

COWLEY ST	ROCKWOOD BL	4TH AV	0.42	2	7477	\$199,353
MAXWELL AV	BELT ST	MONROE ST	0.76	2-4	21873	\$583,215
MONROE ST	MONROE BRIDGE	BOONE AV	0.42	4	10054	\$268,076
SPRAGUE AV	PITTSBURG ST	ALTAMONT ST	0.42	4	10360	\$276,232
THOR ST	HARTSON AV	1ST AV	0.47	3-4	12997	\$346,552
Total						\$1,673,427

GRAND TOTAL: \$1,918,845

Crack Sealing

A specialized hot tar material that forms to the crack and seals it off. Prevents moisture intrusion into the pavement and potholes.

Grind & Overlay

Involves milling out 2-4 inches of asphalt to remove the failed pavement section and installing a new section.

Thick Overlay

Involves raising all utility manholes and installing 2-3 inches of asphalt overlay. Done in areas with no curbs or sidewalks.

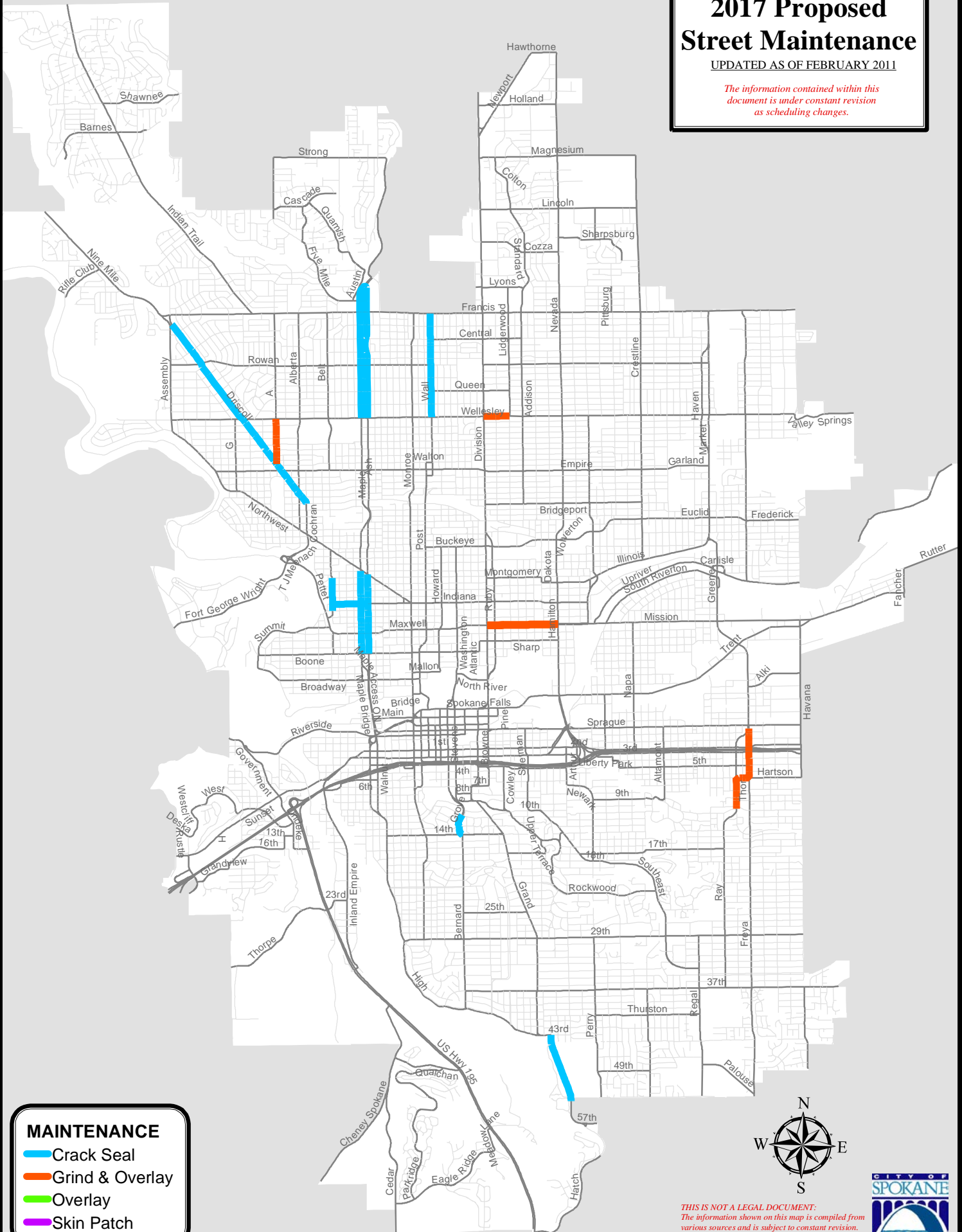
Skin Patching

Adds one inch of asphalt on top of existing pavement. Temporary method of improving street life by 2 or 3 years.

2017 Proposed Street Maintenance

UPDATED AS OF FEBRUARY 2011

The information contained within this document is under constant revision as scheduling changes.



2017 MAINTENANCE

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Lanes</u>	<u>Area</u>	<u>Cost</u>
---------------	-------------	-----------	---------------	--------------	-------------	-------------

CRACK SEAL

ASH ST	BOONE AV	NORTHWEST BL	0.75	3	17905	\$16,462
ASH ST	WELLESLEY AV	COUNTRY HOMES	1.22	2-4	29005	\$26,668
BELT ST	NORA AV	MONTGOMERY AV (E)	0.31	2	5517	\$5,072
DRISCOLL BL	COURTLAND AV	ASSEMBLY ST	2.20	2-3	63551	\$58,430
GROVE ST	14TH AV	SUMNER AV	0.21	4	6401	\$5,885
HATCH RD	54TH AV	43RD AV	0.67	2	14331	\$13,176
INDIANA AV	BELT ST	MAPLE ST	0.34	2	10200	\$9,378
MAPLE ST	BOONE AV	NORTHWEST BL	0.72	3-4	17293	\$15,900
MAPLE ST	WELLESLEY AV	COUNTRY HOMES BL	1.22	2-3	24986	\$22,973
WALL ST	WELLESLEY AV	FRANCIS AV	0.96	2	16873	\$15,514
Total						\$189,458

GRIND & OVERLAY

A ST	DRISCOLL BL	WELLESELY AV	0.44	2	6131	\$168,368
FREYA/HARTSON	THOR ST	SPRAGUE AV	0.63	2-4	15455	\$424,447
MISSION AV	DIVISION ST	HAMILTON ST	0.68	2	19171	\$526,488
THOR ST	11TH AV	HARTSON AV	0.30	4	8341	\$229,080
WELLESLEY AV	DIVISION ST	LIDGERWOOD ST	0.25	5-6	11275	\$309,657
Total						\$1,658,039

GRAND TOTAL: \$1,847,497

Crack Sealing

A specialized hot tar material that forms to the crack and seals it off. Prevents moisture intrusion into the pavement and potholes.

Grind & Overlay

Involves milling out 2-4 inches of asphalt to remove the failed pavement section and installing a new section.

Thick Overlay

Involves raising all utility manholes and installing 2-3 inches of asphalt overlay. Done in areas with no curbs or sidewalks.

Skin Patching

Adds one inch of asphalt on top of existing pavement. Temporary method of improving street life by 2 or 3 years.

UNFUNDED PROJECTS

<i>Project Name</i>	<i>Project Description</i>	<i>Project Cost</i>
14th Avenue - Cedar to Lincoln	Full depth reconstruction from Cedar to Lincoln. Intersection improvements at Lincoln, Bernard & Grand.	\$2,006,000
16th Avenue and Lindeke Street from US 195 to I-90	Alignment and street widening.	\$540,000
1st Avenue Maple to Browne	Circulation Improvements including conversion to two-way traffic as recommended in 2009 Study.	\$1,696,000
21st Avenue and Scenic Blvd. - Grandview to City Limits	New Route	\$1,069,000
2nd Avenue Streetscape & Bike Facility - Browne to Perry	Sidewalk repair, ped crossings, pavement treatments, lights, bump-outs, trees and ped enhancements. Design & construction.	\$1,500,000
37th Avenue, Regal Street to Custer Street.(City Limits.)	Construct roadway to current City of Spokane standards, project includes separate sidewalks and bike lanes.	\$2,500,000
3rd Avenue Streetscape. West of Browne to I90 on ramp	Sidewalk repair, ped crossings, pavement treatments, lights, bump-outs, trees and ped enhancements. Design & construction.	\$1,500,000
4th - Cowley to Sherman	Add bike lanes. (Removes parking)	\$12,300
4th - Division to Cowley	Add bike lanes.	\$8,600
4th - Howard to McClellan	Add bike lanes.	\$8,000
4th - McClellan to Division	Add bike lanes. (Street adjustments, ROW)	\$271,000
4th Avenue - McClellan Street to Browne Street.	Widen to meet standards	\$746,000

<i>Project Name</i>	<i>Project Description</i>	<i>Project Cost</i>
4th Avenue - McClellan to Cowley.	Widen sidewalks to meet City design standards.	\$230,000
4th Avenue from Maple Street to Walnut Street	Reconstruct using portland cement concrete pavement.	\$450,000
5 Mile Road from Lincoln Road to Strong Road	Reconstruct and improve an existing arterial.	\$2,575,000
53rd & Regal	Intersection Improvements including Peak-Hour-Protection.	\$281,000
5th and 4th from Maple to Lincoln	Sidewalk infill.	\$97,000
A Road (new) - C Road (new) to Sunset Highway	New Route	\$526,000
Alberta & Driscoll Intersection	Study.	\$103,000
Alberta & Rowan Intersection	Study to determine Roundabout or Signal	\$103,000
Alki Avenue from Fiske Street to Ralph Street	Freight and mobility improvements (An extension of Broadway Realignment)	\$675,000
Assembly & Francis (SR 291) Grade Separation	Intersection grade separation	\$2,250,000
Assembly Road, et. al. - Thorpe Road to Sunset Blvd.	Capacity Improvements	\$5,354,000
Austin Road from Five Mile Road to Quamish Drive	Improve arterial.	\$1,912,000

<i>Project Name</i>	<i>Project Description</i>	<i>Project Cost</i>
Austin Road from Quamish Drive to Strong Road	Improve arterial.	\$1,912,000
Barnes Road from James Court to Strong Road	Design and construct new arterial to current design standards. This project is a joint venture involving the City of Spokane, Spokane County and developers in the area.	\$1,000,000
Barnes Road from Nine Mile Road to Indian Trail Road	Design and construct new and existing arterial to current design standards.	\$3,880,000
Ben Burr - Connection to Centennial Trail, West of Erie &	New shared pathway.	\$258,000
Ben Burr - Erie & Riverside Extension , East to Centennial Trail	New Shared Pathway.	\$325,000
Ben Burr Trail from Liberty Park to Riverside Drive.	Develop trail and pedestrian bikeway.(To coincide with the construction of Riverside Drive Phase II). This is the first segment of a trail that will eventually connect to the Centennial Trail.	\$265,000
Ben Burr Trail from Underhill Park to Liberty Park	New Shared Pathway	\$621,000
Bicycle Boulevard	Identified in City of Spokane Draft Bike Plan.	\$1,030,000
Bridge Avenue - Monroe/Lincoln Connector	Design of Lincoln/Monroe Connector per the Monroe Corridor Study.This project is on hold waiting the outcome of the Northbank Study.	\$2,145,235
Bridge Street - Monroe to Post	Streetscape improvements including enhancements, lighting and street furniture.	\$300,000
Cedar Road from Strong Road to Country Homes Boulevard	Improve arterial.	\$2,451,000
Cedar Road Realignment from Cheney-Spokane Road to Eagle	Connect existing arterial to SR 195.	\$1,854,000

<i>Project Name</i>	<i>Project Description</i>	<i>Project Cost</i>
Cedar Street & Walnut Place - 14th Ave. to 10th ave. (excl. I/S)	Widen to meet standards	\$366,000
Centennial Trail Boone&Summit to TJMeenach bridge & SFCC	This recreational trail is a co-operative project with the Spokane Parks Department. and includes a crossing over the Spokane river. Further study will define crossing cost estimates.	\$10,800,000
Centennial Trail Extension under Trent/Hamilton Street Bridge.	Design and construction of trail loop on north river bank.	\$1,000,000
Centennial Trail Gap (Bridge avenue. To Boone & Summit)	Construction of a trail on the old railroad grade beginning at approximately Bridge Avenue and ending at the interesection of Boone and Summit.	\$600,000
Centennial Trail Wayfinding	Signs to point to connections with the trail.	\$75,000
Central Business District Crosswalks	Replace painted crosswalks with permanent (epoxy) crosswalks in CBD.	\$112,000
Cheney-Spokane Rd. realignment - 16th Ave. to Shopping Center	Improve arterial capacity including modifying alignment. Joint project with D.O.T.	\$4,774,000
Cheney-Spokane Road from Qualchan Drive to Shopping Center	Improve arterial on a modified alignment.	\$899,000
Cheney-Spokane Road Realignment from the West City Limits to	Improve arterial.	\$4,610,000
City of Spokane Sidewalk Infill Program	\$500,000 per year for Ten Years.	\$5,000,000
City-wide Capacity Baseline	\$150,000 per year.	\$150,000
City-wide Signal Timing Update	\$85,000 per year.	\$85,000

<i>Project Name</i>	<i>Project Description</i>	<i>Project Cost</i>
Crestline Street from 53rd Avenue to 37th Avenue	Full rebuild.	\$4,244,000
Crestline Street from Lincoln Road to Magnesium Road	Improve arterial capacity.	\$3,070,000
Crestline/Illinois Guardrail	Construct guardrail.	\$96,000
Dakota Street from Jay Avenue to Maxine Avenue	New connecting roadway, significant height difference .	\$1,236,000
Division Intersections at Spokane Falls Boulevard and Main	Curb extensions for safety and enhancement.	\$151,000
Division St. Corridor River to Cleveland (Curb Ramps)	Curb ramp modification & installation.	\$247,000
Division St. Corridor River to Cleveland (Sidewalks)	Sidewalk infill as per recent study.	\$130,000
Division St. Corridor River to North City Limits	Pedestrian safety education.	\$155,000
Division Street and Sprague	Crosswalk enhancement and median enlargement.	\$130,000
Division Street from Cascade Way to Hoerner	Construct sidewalk improvements.	\$112,000
Division Street Gateway Construction	This project will be constructed based on scoping and design, currently underway. Cost : To Be Determined.	\$4,000,000
Downtown/SR 90 Pathway - Cedar to Jefferson	New Shared Pathway. Included in DKS downtown study.	\$84,000

<i>Project Name</i>	<i>Project Description</i>	<i>Project Cost</i>
Eagle Ridge Boulevard from Cedar Rd.to Meadow Lane Rd.	Re-alignment, connecting existing arterial to State Route 195.	\$3,970,000
East Sprague Corridor Revitalization	Downtown to Freya. Community Development Block Grant funds currently total \$48,948 . An additional \$20,000 in July 09 ,m,m,m,m,would become match for the \$500,000 estimated costs for	\$7,725,000
Eighteenth Avenue & Freya Street Intersection	Radius Improvements.	\$34,000
Elm, Cannon & Chestnut - Bridge to Dean.	Traffic calming Improvements.	\$900,000
Empire & Nevada	Turn signal onto Nevada	\$338,000
Fish Lake/Centennial connecting trail	Connect the North end of the Fish Lake Trail with the Centennial Trail via High Bridge Park.	\$927,000
Fiske Street Bridge	Replace bridge.	\$15,914,000
Fiske Street from Sprague Avenue to Trent Avenue	Reconstruct and improve an existing street to arterial standards.	\$1,125,000
Francis Avenue I.T.S. - Division St. to West city Limits.	Install Intelligent Transportation System to include fiber optic communication infrastructure & installation of I.T.S. devices.	\$2,433,000
Frederick Avenue - Freya Street to Havana Street	Widen to meet standards to include sidewalks.	\$1,422,000
Freya Street from South City Limits to 44th Avenue	Reconstruct the roadway, widen - if required.	\$2,508,000
Freya Street North bank of Spokane River to Francis.	Capacity Improvements	\$7,957,000

<i>Project Name</i>	<i>Project Description</i>	<i>Project Cost</i>
Grant Street Streetscape	Sidewalk repair, ped crossings, pavement treatments, lights, bump-outs, trees and ped enhancements. Design & construction.	\$750,000
Hamilton and Cincinnati - North edge of Trent to Sharp.	Capacity and Bike/Ped improvements, study and design.	\$125,000
Hatch Rd. & 43rd to Perry & 57th	Install sidewalks, bike lanes and drainage facilities.	\$2,060,000
Hatch Road from 57th to Hangman Bridge	Road improvements based on study-includes bike and ped. facilities.	\$12,051,000
Havana Street 37th to 29th	New Route. Upgrade to City Standards.	\$1,435,000
Havana Street from 37th Avenue to Glenrose Road	Improve arterial.	\$1,344,000
High Drive - 29th Ave. to Lamont Street	Widen to meet standards	\$842,000
Howard Street Bridge	Paint (Blue) bridge.	\$1,500,000
Interstate 90 East Bound Off-Ramp @ Maple	Adjust signal timing. Add left turn lane 5th Maple to Walnut and left-turn lane on Southbound Maple @ 5th.(Project associated with Kendal Yards Development.)	\$212,000
Interstate 90 East Bound On-Ramp @ Monroe	Adjust signal timing.(Project associated with Kendal Yards Development.)	\$54,000
Interstate 90 West Bound Off-Ramp @ Walnut	Adjust signal timing, change lane configuration @ Walnut/2nd and install queue detectors on ramp.(Project associated with Kendal Yards Development.)	\$318,000
Latah Creek Bridge (Sunset Highway).	Rehab/Reconstruct bridge with provisions for light rail.	\$20,242,000

<i>Project Name</i>	<i>Project Description</i>	<i>Project Cost</i>
Latah Valley Arterial et. al.- Cheney Spokane Road to 13th	New Route	\$9,257,000
Lidgerwood Pedestrian Enhancements (Queen to Rowan)	Streetscape study design and construction. Final project costs will be defined during the design process. (Current project cost shown is an estimate only.)	\$1,545,000
Lincoln & Monroe Streets. Monroe St. Bridge to 3rd Avenue	Streetscape enhancement & roadway reconstruction.	\$4,481,000
Lincoln Road from the City Limits West of Five Mile Prairie East to	Improve arterial.	\$2,362,000
Lincoln Street from Boone to Bridge	Circulation Improvements including re-striping to a 3-lane section as recommended in 2009 Study.	\$25,000
Lincoln Way - Anton Court to Eagle Ridge Blvd.	New Route	\$1,564,000
Lyons, Crestline to Nevada	Full build & re-build between Napa & Crestline. Including a roudabout at Crestline.	\$2,334,000
Magnesium & Crestline Intersection	Roundabout.	\$1,061,000
Magnesium Road from Nevada Street to Crestline Street	Improve arterial.	\$1,912,000
Main - Monroe to Pine	Add bike lanes. (Removes one travel lane)	\$25,000
Main Ave. Streetscape/Pedestrian Crossing Improvements Study	Pedestrian Improvements along Main Avenue from Riverpoint Campus into Downtown Spokane including crossing at Division St. and Main Ave.	\$212,000
Maple and Ash - Broadway to Nora	Sidewalks, bump-outs, tees, crosswalk treatments, benches and bus shelters.	\$1,800,000

<i>Project Name</i>	<i>Project Description</i>	<i>Project Cost</i>
Maple Street Bridge	Completing sidewalk gaps. Maple and Walnut to Ash and Maple.	\$310,000
Market/Wellesley & Haven/Wellesley Intersections	Safety improvements.(Monitor for N/S Coridor to address this project)	\$494,000
Mission Avenue & Upriver Drive Intersection	Review traffic circulation and prepare a design report.	\$84,000
Mission Avenue Napa to Hamilton.	Full Reconstruction.	\$2,575,000
Mission Street Bridge	The Mission Street Bridge is functionally obsolete and is in need of replacement.	\$15,450,000
Monroe Corridor Revitalization (Northwest Boulevard to Cora.)	Implementing Streetscape Improvements based upon the design.	\$6,180,000
Monroe Street - Spokane River to Northwest Blvd.	To include increasing travel lane and turning lane widths, along with streetscape improvements including grind and overlay.	\$3,000,000
Monroe to Cedar - Broadway to Mallon	Sreetscape improvements, including trees, crosswalk treatments, street furniture, lighting, bicycle & ped improvements and underground utilities.	\$1,800,000
Monroe/Main/Riverside Intersection	Crossing and signal timing modification.	\$12,400
Nelson/Regal from Trent Avenue to Desmet Avenue	This project will reconstruct and widen Nelson/Regal between Trent and Desmet on a modified alignment. Sidewalk will be constructed in areas where missing. See project T00C018.	\$690,000
Nettleton - Ohio Avenue to Bridge Avenue	New Route	\$269,000
North Foothills Dr. and Euclid Avenue - Crestline to Market.	Widen to meet standards	\$2,358,000

<i>Project Name</i>	<i>Project Description</i>	<i>Project Cost</i>
North River Drive from Maple Street to Mission Avenue	Develop bicycle path/lane. Project is an integral part of the North River Drive project.	\$70,000
Northwest Blvd./Alberta/Cochran Phase I	Intersection/operation improvements Phase 1 of 2.	\$562,000
Northwest Blvd./Alberta/Cochran Phase II	Intersection Rebuild Phase 2 of 2.	\$1,125,000
Pacific Avenue Streetscape	Sidewalk repair, ped crossings, pavement treatments, lights, bump-outs, trees and ped enhancements. Design & construction.	\$2,250,000
Post Street Buckeye to Spokane River.	Corridor Study.	\$200,000
Post Street Railroad Underpass Between 1st and 2nd Avenues	Lower grade of the street.	\$1,247,000
Qualchan Drive from Lincoln Boulevard to Cheney-Spokane Road	Improve arterial.	\$658,000
Quamish and Alberta - Five Mile Road to Cascade Way	New Route	\$564,000
Ray St./Freya St. Crossover from 44th Avenue to 35th Avenue	Design and build a new Principal Arterial roadway to City Standards that will connect Freya North of 42nd Ave. to Ray St. North of 37th. Ave. Project to incorporate bike lanes and separated sidewalks.	\$4,056,000
Regal Street & Trent Avenue Intersection	Modify intersection (including signalization) as necessary to accommodate traffic from City's planned Operations Complex. (see project T04A001)	\$584,000
Riverpoint Campus links to Centennial Trail	Construct multi-use trail connections to Centennial Trail.	\$90,000
Riverpointe Boulevard - Trent avenue	Bicycle route connection.	\$5,000

<i>Project Name</i>	<i>Project Description</i>	<i>Project Cost</i>
Riverside - Maple to Jefferson	Add bike lanes.	\$20,000
Riverside Extension Phase 3	Connections to Sprague & 1st. Design and construction.	\$2,300,000
Rowan Avenue from Perry Street to Crestline Street	Construct sidewalk improvements	\$213,000
Rutter Ave./Fancher Way	Local freight and mobility improvements to the roadway.	\$899,000
Sherman - Sprague to 5th	Add bike lanes. (Removes one travel lane)	\$24,000
Sinto - Chestnut to Maple	Streetscape enhancements including sidewalks, bump-outs, trees and corsswalk treatments.	\$1,500,000
Skywalk Wayfinding	Signs to Skywalk.(Coordinate with Downtown Spokane Partnership).	\$25,000
South Perry Revitalization Phase3	Pedestrian enhancements.	\$309,000
South Riverton from Regal Street to Haven Street	Construct sidewalk improvements.	\$180,000
Spokane Falls Boulevard	Add bike lanes. (Removes one travel lane)	\$30,000
Sprague from Maple to Browne	Circulation Improvements including conversion to two-way traffic as recommended in 2009 Study.	\$1,802,000
St. Thomas More Way - Nevada to Crestline	New Route	\$1,074,000

<i>Project Name</i>	<i>Project Description</i>	<i>Project Cost</i>
Stevens Street Railroad Underpass Between 1st and 2nd Avenues	Study to determine potential alternatives.	\$100,000
Strong Road Five Mile to Cedar	Three lane section built to City of Spokane specifications.	\$7,000,000
Sundance Drive - Barnes Road to vic. Shawnee Drive	New Route	\$433,000
Sunset Blvd / Assembly / Burch	Signal Installation and road re-alignment	\$1,000,000
Thorpe Road from the City Limits to BNSF Tunnel	Improve existing arterial to current design standards and connect to future Wash. DOT improvements (Design only).	\$7,265,000
Thorpe Road Railroad Tunnel	Remove an abandoned U.P.R.R. tunnel and rebuild B.N.R.R. tunnel to standard arterial width.	\$1,125,000
Thurston Avenue & Perry Street Intersection	Radius Improvements.	\$141,000
Trainor Road - City Limits/44th (new) to Thorpe Road	New Route	\$903,000
Wall Street from Spokane Falls Boulevard to 3rd.	Circulation Improvements including conversion to two-way traffic and re-opening Wall between Spokane Falls & Main, as recommended in 2009 Study.	\$1,060,000
Wellesley and Monroe Intersection.	Replace existing intersection with concrete. This project is fully designed and ready for construction.	\$1,000,000
Wellesley Avenue from Freya Street to East City Limits.	Improve arterial to current standards.	\$4,774,000
West Broadway Streetscape Phase 2	Extending West Broadway improvements	\$530,000