Shaping Spokane

2017 Update to the
Comprehensive Plan

Chapter 4

Transportation Chapter
(LINK Spokane)

DRAFT v2

January 19, 2017

CONTENTS

4.1 INTRODUCTION

2017 Transportation Chapter Update

The last major update of the City's long range / 20 year transportation plan occurred as part of the development of the 2001 Comprehensive Plan. The first steps of the 2017 update were to review the adopted plan and the implementation of strategies it recommended over the past 16 years. Overall, the theme of the transportation plan has largely stayed the same.

Items that were the focus of the 2017 update include:

- Recognition and incorporation of new plans and studies completed since 2001. A full list of these plans and studies is found in Volume V.
    - Pedestrian Master Plan adopted in November of 2015.
    - The Bicycle Master Plan last adopted in 2008 and amended in 2015 is updated with new bicycle facility classifications and an updated bike facility map.
- Review of available funding sources, land development, land use changes, and circumstances that determine if new changes in the transportation system are needed or warranted, and to what extent could be afforded.
    - Updated and prioritized the 20-year transportation capital project lists.
    - Created an open and transparent project prioritization tool to assist in capital programing based upon the goals of this chapter and the rest of the Comprehensive Plan.
    - Incorporated the resources provided by the vote of the public from a new twenty-year property tax levy for Improved and Integrated Streets approved in November of 2014.
- Further detailed ongoing efforts for developing a multi-modal transportation system.
- Inclusion of a system that outlines the steps for integrating transportation planning with other utility needs within the right of way. This integrated infrastructure planning process is branded as "LINK Spokane" and incorporates the goals of the 2014 Integrated Clean Water Plan.
- The framework and guidance for the update to the City's Street Design Standards.

Despite the many updates to the 2001 Transportation Chapter, it continues to be relevant today as part of the 2017 Comprehensive Plan, "Shaping Spokane."

Regional Context

While this plan focuses on the city's transportation system, Spokane's regional setting is important. Spokane is the state's second largest city, and is the financial, cultural, and retail center for the "Inland Northwest", a large area of Washington, Idaho, and western Montana. In addition, Spokane is only 92 miles south of the US-Canada border (Map TR 1). Given this strategic location, transportation conditions in Spokane are strongly influenced by forces beyond the City's control.

Institutional Coordination

Planning and operating the transportation systems of Spokane is not an insular task. Instead, there are many entities involved in the planning for the region's and the area around the City's future including the Washington State Department of Transportation, Spokane Transit Authority, the City of Millwood, the City of Airway Heights, the City of Spokane Valley, Spokane International Airport, Spokane County and the Spokane Regional Transportation Council. With continued growth expected throughout the region, these agencies must collaborate effectively to maximize investment efficiencies and identify solutions beyond what the City of Spokane can accomplish alone to meet the transportation needs of residents and employees in the region.

Transportation: Shaping Spokane's Future

In planning for Spokane's transportation future, citizens discussed the many components of Spokane's transportation system, including driving, bicycling, walking and taking the bus. Citizens also recognized that transportation has key relationships to other planning topics such as land use, urban design, neighborhood character, and social health. They acknowledged that transportation needs to be viewed not just as a way for people to move about the city but also as something that shapes the city and the lives of its residents.

This transportation plan is planning for Spokane's future—not just for the people or conditions of today but for those 20 years in the future. The plan considers the changing demographics, transportation needs and desires, and lifestyles expected in future years. It recognizes the need to look to the future and not limit the flexibility of tomorrow's transportation options by what is done today.

Key Themes

The key themes expressed by the citizenry in 2001 were not very different from what was heard by participants during this update. Key themes from the 2001 Transportation Chapter:

- Citizens want viable transportation choices.
- Transportation has a key relationship to community quality of life.
- Transportation and land use are closely connected.
- The true costs of driving are complex and high.
- Design is important to transportation.

Several themes emerged during the update to the transportation chapter and the updated Vision, Values, Policies, and Actions. The key themes from this update that closely align with the 2001 plan include:

Making Spokane a City of Transportation Choices

- Provide viable transportation choices
- Continue creating active transportation infrastructure (Bicycle and Pedestrian)
- Recognize that the car will remain the primary mode of transportation

Health and Safety

- Promote health through transportation choices
- Leverage investments to enhance public safety and promote positive health outcomes
- Right size appropriate streets to enhance safety
- Build active transportation choices back into our daily lives

Livable Streets

- Match street design to the adjacent land use
- Enhance neighborhood livability and mobility
- Livable streets are:
    - Safe and convenient for all users
    - Economically active in centers and along corridors
    - Designed for live, work, play
    - Multi-purpose and multi-functional

The following additional themes from this update begin to set a slightly different direction than the 2001 plan.

Integration – Maximize Public Benefits / Fiscal Responsibility

- Leverage transportation investments to meet multiple objectives (e.g. new stormwater systems combined with transportation projects, permeable bike lanes, separated sidewalks, improvements in Combined Sewer Overflow systems)
- Improve the movement of goods
- Lower maintenance costs

- Support economic development efforts and foster vibrant business districts
- Save households $ (i.e. the "green" dividend)

Fix it First

- Maintain our existing transportation assets and continue to address the maintenance backlog
- Enhance and optimize existing infrastructure

Balanced Transportation Approach

In order to achieve a vision that lives within a future with limited funds for transportation, this plan outlines an approach to creating a balanced transportation system that accommodates many needed uses of the area within the right of way. One question that the Link Spokane process seeks to address going forward is how an integrated infrastructure approach can be used to build, maintain or repurpose our streets to achieve a balanced multi-modal approach while addressing other needs of the space within the right of way. While the automobile will continue to be an essential part of the transportation system in the Spokane region, the City is examining opportunities to include other uses and users of the streets in their design – ensuring the size and design of the street is sized appropriately to the surrounding land use and transportation context. As Figure TR 1 below illustrates, the City is moving away from the more conventional approach to transportation planning and towards a more comprehensive approach that considers the multiple desires and outcomes expected of a modern transportation system.

Mobility choice improves our health and connections to our neighbors, promotes economic prosperity through connecting people to goods, services, and jobs, and serves as the backbone for vibrant communities. This balanced approach can safely move all users of the transportation system, while demonstrating fiscally responsible use of resources and adding lasting value to Spokane's neighborhoods, adjacent land uses and open spaces, and the broader transportation system.

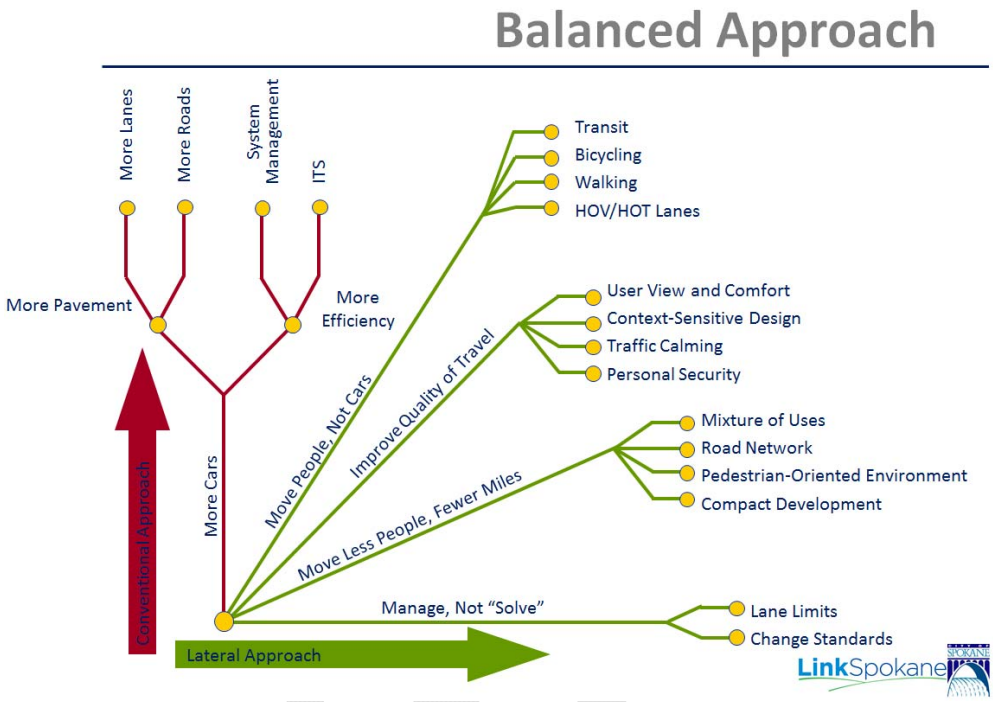


Figure TR 1. A Balanced Approach to Transportation Planning

City Building Context: Neighborhoods, Centers, and Corridors

Community context is a critical component in determining how to select transportation initiatives. Future growth will continue to occur in areas with vacant land and within concentrated areas in neighborhood centers, district centers, employment centers and corridors designated on the land use plan map. While this growth occurs in centers and corridors, established single-family residential neighborhoods will remain largely unchanged. The following contextual components were significant in the development of a policy and implementation framework for Spokane to use moving forward.

Interrelationship of Transportation and Land Use

In addition to transportation, land use policies and development patterns play a critical role in shaping cities. Land use patterns and how they interact with transportation infrastructure have significant influence on travel behaviors. For example, a compact neighborhood in which daily needs are met in a close proximity is conducive to walking or transit use, while neighborhoods where destinations are spread out typically result in a reliance on driving. As such, it is important that land

use and transportation policies and decisions are developed in a mutually supportive fashion.

To realize its transportation goals, Spokane must take advantage of opportunities for development in walkable areas that are currently well-served by transit, such as within and around downtown, where commuting via alternative modes of transportation is a reasonable and attractive option. In addition, locating new housing and employment opportunities in areas near diverse transportation options will help to facilitate alternative transportation use. This will continue to be a challenge as current projections show residential growth being spread throughout the urban area (Map TR 2).

As Spokane grows (Map TR 3), the transportation system will face increased demand. In many areas of the City there are limited opportunities to expand vehicular right of way without significant disruption and cost. As such, strategic investments must be made to serve a growing population and employee base, while maintaining the quality of life sought out by residents.

LINK Spokane / Integrated Infrastructure Planning

Spokane was incorporated in 1881 and there is infrastructure that is nearing the end of its life. This includes:

- Streets, Water, Sewer, Storm water, Sewer Overflow; and
- Public and Private Utilities

The presence of inadequate services may hinder redevelopment in parts of the city. This is where an integrated approach to infrastructure comes in. An integrated streets approach considers:

- Pavement condition
- Multi-modal transportation components—bike lanes, pedestrian improvements,
- Mass transit
- Public & private utility infrastructure
- Economic Development opportunities
- Storm water management to get to a Cleaner River Faster
    - Prioritize work that has a greater impact on pollutants.
    - Where possible remove pollutants closest to the source
    - Implementation of cost-effective & innovative technologies

- Right-size planned projects and existing facilities to reduce carrying costs and requiring "green" technologies and new stormwater solutions be included.
- Holistic integration with other critical infrastructure.
- Solve multiple problems.
- Better streets, new water mains, better parks…

Infrastructure Planning Context

In the recent past, the City had followed a fairly linear process in striving to maintain consistency from Vision to Project Implementation (Figure TR 2).

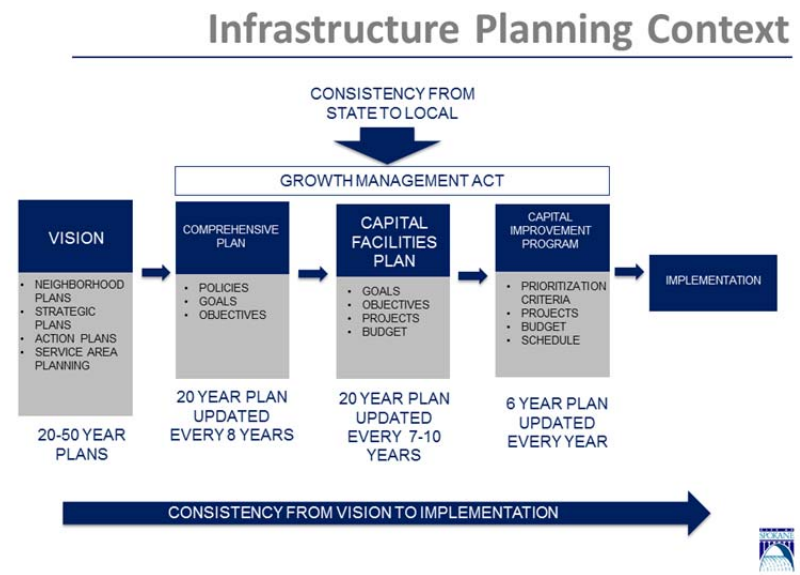


Figure TR 2. Infrastructure Planning Context

However, the question remains, as shown in Figure TR 3, can we, as a city, deliver infrastructure in a more integrated manner? This question leads directly to the development of a stronger integration framework.

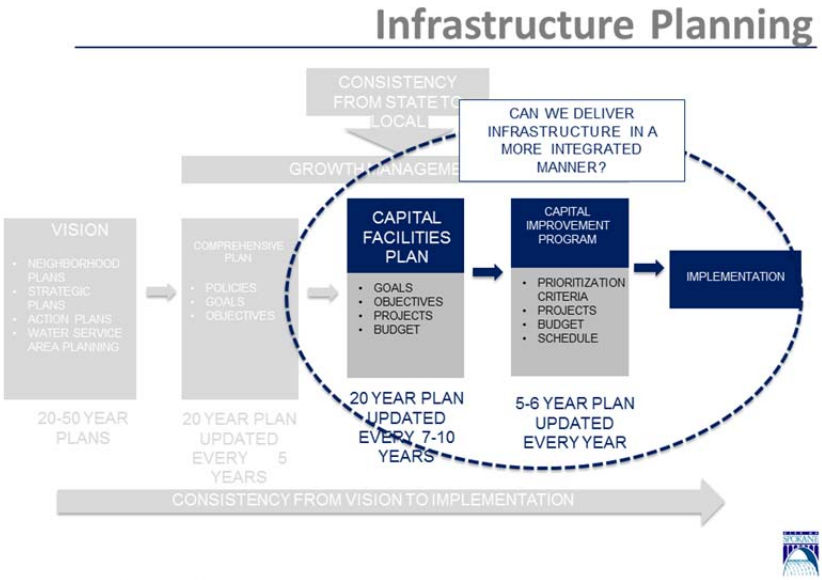


Figure TR 3. Integrated Infrastructure Delivery

Integration Framework

The City of Spokane is in the process of refining its approach to transportation and utility infrastructure planning and management to ensure compliance with state and local laws while improving fiscal accountability and maintaining a high-level of service for customers. Spokane's future investments support the goals of the Comprehensive Plan and ensure that the Land Use plan for the City can be implemented to support the desired growth and development goals.

Integration sits at the center of the City's approach to infrastructure projects. This is a holistic approach to public works projects that considers how the City can accomplish multiple objectives within a single project.

But what does that really mean?

Consider Figure TR 4, a three-dimensional view of the street. Included in that view are those traditional surface transportation pieces like sidewalks, bike lanes, and vehicle travel lanes. But that view also includes below-ground connectivity for utilities — everything from water, sewage, and stormwater management to natural gas, electricity, and telecommunications.

Integration of work doesn't stop with our streets. The City has used this approach to design wastewater and stormwater improvements that address several pollutants at once and also leave the area better than it was before the project. In Underhill Park, the City built a 1.5 million-gallon underground storage tank to tackle overflows to the River from combined wastewater and stormwater sewers. When the project was complete, the area had a new parking lot and improved grassy fields for the neighborhood. The project helped to meet a regulatory requirement while also creating a neighborhood benefit. To accommodate these approaches, the City organized its finances differently too, with the City's utilities also contributing towards street work to minimize disruption and to ensure a quality protective "lid" to below ground infrastructure. Integration really is about working together to get better outcomes at a better price.

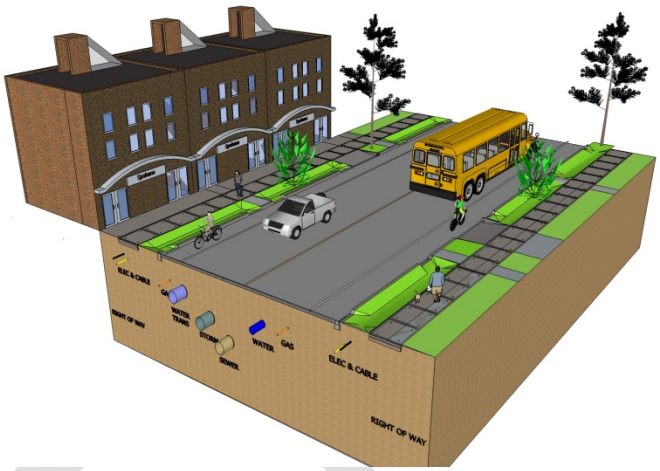


Figure TR 4. Three-Dimensional View of the Street

Under an integrated approach, the City considers all the work that needs to be done along a street—above and below ground—and works to integrate all needs into a single project that is more efficient and affordable and best serves the surrounding land uses.

Opportunity for Innovation

Much of the structure for the Integrated Framework identified is just good infrastructure planning – clearly linking community vision with a process to help realize it. Four innovations stand out as a way for Spokane to innovate above and beyond the status quo including:

1. Annual City Infrastructure Budget (i.e., "live within your means") – Set an annual infrastructure budget, with predictable annual increases, and deliver projects on budget.
2. Leveraging Infrastructure Funding – Leverage multiple funding sources to deliver projects in an economically efficient fashion.
3. Integrated Infrastructure Planning (Figure TR 5) – Utilize an integrated infrastructure strategy to prioritize projects based on budget and community goals as well as identify opportunities for integrated delivery.

4. Integrated Project Delivery – Significant cost savings can be realized by a more coordinated and integrated delivery approach for projects with similar characteristics (i.e., geography).

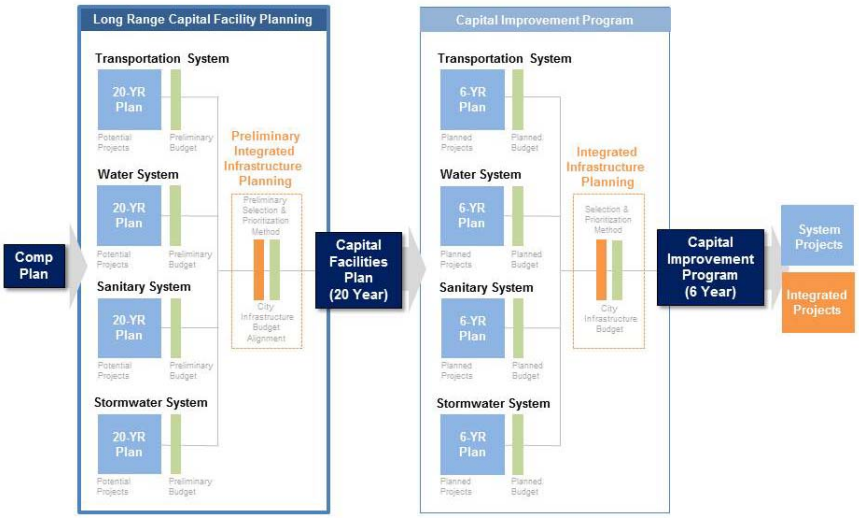


Figure TR 5. Integrated Infrastructure Planning

Done well, these innovations allow Spokane to more cost effectively achieve capital facility plan objectives while providing more predicable infrastructure investments – all benefiting the City's ability to achieve the desired vision of its Comprehensive Plan.

4.2 VISION AND VALUES

VISION

Spokane will have a well-maintained multi-modal transportation system that provides safe and efficient mobility for all, supports economic and community vitality, and promotes a healthy, livable community.

VALUES

The things that are important to Spokane's future include:

Well-maintained multi-modal transportation system

- Year-round accessibility for all people and goods
- Inclusivity
- Diversity

Safe and efficient mobility for all

- Safety, including protecting vulnerable users
- Individual Time
- Enhancing personal choice

Economic and community vitality

- Economic Vitality
- Protecting personal rights
- Equitable
- Technological innovation

A healthy, livable community

- Environmental Justice
- Environmental Conservation
- Enhancing the quality of life
- Sustainable
- Stewardship

4.3 GOALS, POLICIES, AND ACTIONS

GOALS

NOTE: Goals are designated A through G and Policies are designated as TR 1 through TR 23 for convenience in referencing, but not to reflect any priority. All the goals B through G contribute toward meeting Goal A: "Promote a Sense of Place", and often the Policies contribute toward meeting more than one goal.

Figure TR 6. City of Spokane Transportation Chapter Goals

TR GOAL A: PROMOTE A SENSE OF PLACE

Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

INTENT

The term "sense of place" is often used to describe the prevailing character or atmosphere of an individuals' relationship with a place. It describes those qualities and characteristics that make a place special or unique, and that makes people feel

connected to a location. The cultural identity and heritage of a place, through the degree to which it contains visual reminders of its past through preservation, can also help to create a sense of place.

Transportation systems can facilitate a good sense of place by including design features that are sensitive to the context of the place and are tied to surrounding land uses with appropriate streetscape features and elements that meet local community expectations. Unique design features have the ability to set a street or segment of a street apart, helping to create an environment creating a seed-bed for economic vitality and innovation. Application of place-making design elements should be used in connection with planned land uses and in coordination with stakeholders.

TR GOAL B: PROVIDE TRANSPORTATION CHOICES

Meet the city's mobility needs by providing facilities for transportation options - including walking, bicycling, public transportation, private vehicles, and other choices.

INTENT

The objective is to support the desires of the community to have transportation options by providing options for commuting, recreation and short trips using transit and active modes like walking and biking, as well as other choices such as rideshare, carpooling, taxi/lift services, and private vehicles. Traditional transportation activities focus on the design and construction of facilities–yet travel behavior and mode choice are determined by a broader set of factors, and an efficient multi-modal system accommodates the needs for the safe and efficient movement of all people. Effective transportation system management measures should be utilized to support safe and efficient travel for all users.

TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS

Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.

INTENT

Land use type, mix, intensity, and distribution - as a result of on-going development of the City - greatly influences travel choices and decisions on connectivity, placement and investments of transportation facilities. Harmonize the key

relationship between the places where people live, work, learn, access essential services, play, and shop and their need to have access to these places. Transportation investments should help drive economic development, energize activity centers, provide greater food security for residents, and produce quality places/neighborhoods/communities that retain value through time. Creating prosperous and walkable neighborhoods that offer opportunities for people to meet and connect means thinking of streets as people places as much as vehicle spaces.

Spokane recognizes that transportation needs and travel choices may change over time as new alternatives become available. Other modes become viable when land uses are planned in a way that connects to multiple travel options and the distance between daily needs are closer. Coordinating appropriate transportation options and land uses is important. Transportation facilities should be maintained and improved in a manner that equitably serves Spokane

TR GOAL D: PROMOTE ECONOMIC OPPORTUNITY

Implement projects that support and facilitate economic vitality and opportunity in support of the City's land use plan objectives.

INTENT

The City acknowledges that goods movement is critical to Spokane's economic vitality and well-being. An efficient multi-modal system accommodates the needs for the safe and efficient movement of people and goods on every level – from major industrial areas, to identified centers and corridors, to key neighborhood economic centers.

TR GOAL E: RESPECT NATURAL & COMMUNITY ASSETS

Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.

INTENT

Transportation facilities and infrastructure inherently affect the natural environment and character of neighborhoods, business districts, parks, and other community amenities. As such, Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards and desires.

The city looks to improve livability in residential settings by protecting communities and neighborhoods by encouraging context-appropriate landscaping and beautification of transportation facilities, and improving health and safety for all.

TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY

Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

INTENT

Promote healthy communities in Spokane by implementing a transportation system that provides for the ability to reduce auto mode share, increases the number of active travelers and transit riders of all ages and abilities, and improves safety in all neighborhoods. Work with the Spokane Regional Health District and other agencies to promote active lifestyles through educational and encouragement programs and safe and accessible routes for active travelers of all ages and abilities in all neighborhoods. Consider the needs of all roadway users when applying traffic-calming measures. Implementing safety efforts should be done in a comprehensive manner to safeguard against shifting traffic problems from one neighborhood to another.

Spokane will seek to improve safety through the use of supporting federal and state programs, documents, and policies such as: FHWA Towards Zero Deaths (TZD), the FHWA Highway Safety Improvement Program (HSIP), and Washington State Department of Transportation's (WSDOT) Target Zero: Strategic Highway Safety Plan.

Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards. An environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

TR GOAL G: MAXIMIZE PUBLIC BENEFITS AND FISCAL RESPONSIBILITY WITH INTEGRATION

Design and maintain a fiscally accountable, environmentally responsible, and socially equitable transportation system that serves its users through coordinated planning and budgeting with other partners and utilities.

INTENT

The City of Spokane recognizes that transportation has a major effect on the environment and that environmental and fiscal stewardship must be a central focus in establishing and maintaining a transportation system that serves both today's users and future generations.

The 2014 Street Levy identified several key elements:

- Street repair needs are perpetual and ongoing investment is critical to maintain our system
- City will prioritize projects using an integrated approach that considers all needs in the right of way
- City will use a pay-as-you-go approach in maintaining streets

"The City will focus these dollars on improvements on arterials, including both complete rehabilitation of streets and maintenance work, and will use an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits."

The intent is to upgrade the arterial roadway system to an average of "good" condition and maintain them there throughout the 20 years. Work would include everything from major reconstruction to sealing cracks. Other dollars, including those generated through the vehicle license tab fee, would be dedicated to repairs on residential and other non-arterial streets.

Spokane will emphasize investments for context-sensitive roadway projects – maintenance, preservation, right-sizing - equitably across the City by seeking funding from a variety of sources and pursuing opportunities for system maintenance revenue for arterials, residential streets, and sidewalks. In addition, the City will remain good stewards of the transportation system by seeking out ways to use cost saving strategies and efficiencies for the best use of the available funds.

POLICIES AND ACTIONS

TR 1 Transportation Network For All Users

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

Key Actions

- The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.
- Make transportation decisions based upon the adopted policies, plans, design standards and guidelines, taking into consideration seasonal needs of users, system wide integration, and impacts on the relevant transportation planning decisions of neighboring jurisdictions.
- Utilize relevant performance measures to track the City's progress in developing the transportation network for all users.
- Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of, transportation planning, programming, and implementation.
    - Address the community's desire for a high level of accommodation for persons with disabilities by using the applicable and context sensitive local, state, or federal design standards in all projects within the city's right-of-way.
    - Reference the City's ADA Transition Plan, pedestrian plan and bicycle plan with a new focus on broader user group.

TR 2 Transportation Supporting Land Use

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

Key Actions

- Establish and maintain Street Design Standards and Guidelines reflecting best practices to implement designs that effectively support multi-modal transportation while supporting local context and existing and planned land uses.
- Develop transportation decisions, strategies and investments in coordination with land use goals that support the Land Use Plan and Center and Corridor strategy.
- Require a transportation plan (which includes connectivity and circulation) as part of any subdivision, PUD, institutional master plan, or other major land use decision – Conduct transportation plans when needed for larger developments or other land uses of appropriate size.

TR 3 Transportation Level-Of-Service (LOS)

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

The City of Spokane's transportation level of service standards differ between (1) areas targeted for growth and where transportation mode choices are available and (2) areas not targeted for growth and that have fewer transportation mode choices. These level of service standards apply to all modes—vehicle, transit, bicycle, and pedestrian. In order to encourage development where it is desired, reduced level of service for vehicles is permitted in center and corridor areas where growth is being encouraged and where adequate choice of non-private vehicle transportation modes (such as transit, pedestrian) exist. Reducing level of service in these areas has several benefits. First, lowering the vehicle level of service in these areas reduces the cost of the infrastructure required to serve these areas and allows higher density development without costly mitigation measures. Another benefit is that it will lower vehicle speeds, which is compatible with the concept of these focused growth areas. In addition, higher availability of non-private vehicle modes of transportation in these areas is expected to balance overall transportation needs.

Key Actions

- Maintain and refine processes to ensure that future developments contribute to mitigation of impacts on local roadway demand.

- Ensure that transportation networks adequately serve existing and projected growth by performing periodic review and monitoring. If adequate service levels are not maintained, pursue improvements to the transportation systems and impact mitigation where appropriate.
- Incorporate Travel Demand Management strategies into mitigation alternatives in order to maintain acceptable level of services and maximize transportation resources.
- Measure throughput in terms of number of people passing through an intersection, not vehicles.

TR 4 Transportation Demand Management Strategies (TDM)

Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system.

Key Actions

- Implement the City's and County's Commute Trip Reduction Plan and explore expansion of reduction plans such as the Growth and Transportation Efficiency Centers (GTEC) plan.
- Partner with the Spokane Regional Health District (SRHD) to continue (and explore expansion of) programs such as the Walk.Bike.Bus program and pursue funding for additional programs on which to collaborate.
- Develop partnerships to provide commercial districts with maps identifying multi-modal travel options (transit lines, bike routes, etc).
- Partner with public (SRTC) and private sector partners to collect and monitor travel pattern data, assess TDM effectiveness and track changes in commute patterns.
- Coordinate closely with major employers and Spokane County Commute Trip Reduction Program to identify and implement effective TDM measures including incentives for non-SOV commute trips.
- Incorporate TDM strategies and context sensitive solutions in development projects that impact the City's right-of-way. Design-based TDM measures may include:
    - Ensuring designs reflect the adopted pedestrian and bicycle plans
    - Ensuring adequate pedestrian, bicycle and transit facilities are addressed in any current codes as well as any anticipated requirements above and beyond the master plan
    - Providing bikeshare/carshare facilities on site for use by the public

  - Orienting development to the street and allowing for a clear path from the front door to pedestrian and transit facilities
  - Managing parking in a way that reflects the surrounding land uses and available transit services
  - Participation in neighborhood programs/promotions
  - Develop partnerships to provide innovative access to information
- Encourage developers who are seeking LEED certification to pursue all points available related to alternative transportation credits.
- Encourage the expansion of carshare programs in high-density residential areas.
- Encourage the development and expansion of a bikeshare system.
- Encourage transportation alternatives through events such as Walk to School Day, or Bike to Work Day.

TR 5 Active Transportation

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

Key Actions

- Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.
- The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- Implement a network of low-volume, bike-friendly routes throughout the city.
- Support the development of a bike-share program within the city core.
- Seek grant funding for projects and programs such as Safe Routes to School and other active transportation initiatives.
- Utilize the Bicycle Plan and the Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:
  - Provide safe, attractive, convenient and quality pedestrian and bicycle linkages to transit stops and stations
  - Provide safe, attractive, convenient and quality pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.
  - Provide safe, attractive, convenient and quality pedestrian and bicycle facilities and an aesthetically pleasing environment on bridges.

  - Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking and riding environment for children.
  - Enhance the pedestrian, bicycle and transit environment along routes to desirable destinations for seniors.
  - Enhance the pedestrian, bicycle and transit environment along routes in communities with a high percentage of underserved populations.
  - Provide safe bicycle and pedestrian access to city parks from surrounding neighborhoods
- Provide viable facilities for active transportation modes as alternatives to driving
  - Ensure gaps in the bicycle network are identified and prioritized to complete and expand the connected bicycle network
  - Ensure sidewalk gaps are not present and 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.
  - Use pedestrian safety strategies on high bicycle and pedestrian traffic corridors
  - Establish and maintain crosswalks at key locations for bicyclists and pedestrians
- Provide secure parking for bicyclists at key destinations (i.e. downtown, identified Centers and Corridors, schools and universities, community centers, key transit locations) and ensure future developments include bicycle parking on site that adheres to City-established design and siting standards.
- Work with local and regional partners to implement the "Spokane County Wayfinding and Gateway Feature Placement & Design Plan"
- Coordinate with other departments and partner agencies to combine related projects for the purpose of cost-sharing.

TR 6 Commercial Center Access

Improve multi-modal transportation options to and within districts, neighborhood mini-centers, activity centers, corridors, and downtown.

Key Actions

- Maintain Street Design Standards and Guidelines to support pedestrian activity and pedestrian-supportive amenities such as shade trees, multi-modal design, street furniture, and other similar amenities.

- Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow within designated Centers and Corridors while ensuring designs correspond to and support local context
- Designate neighborhood greenways and low-volume bicycle routes that parallel major arterials through designated Centers and Corridors.
- Establish and maintain bicycle parking guidelines and standards for Centers and Corridors to provide sufficient and appropriate short- and long-term bicycle parking
- Provide transit supportive features (e.g. sidewalks, curb ramps, bus benches, etc.) in support with STA

TR 7 Neighborhood Access

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

Key Actions

- Increase connectivity by providing walking and biking pathways where roadways do not connect.
- Ensure future connectivity to adjacent vacant parcels.
- Work with STA to increase neighborhood accessibility to transit through bus stop siting and bus stop design

TR 8 Moving Freight

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

Key Actions

- Designate truck freight routes through the city that provide appropriate access without compromising neighborhood safety and livability.
- Periodically work with commercial freight mapping services to update their truck route information.
- Provide an easy to find freight map on the City's website.
- Explore establishing delivery time designations/restrictions in specified areas

- Support intermodal freight transfer facilities (land to air, rail to roadway, interstate trucking to local delivery)

TR 9 Promote Economic Opportunity

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

Key Actions

- Ensure street designs support business activity-and thus jobs creation-to ensure that travelers feel comfortable to stop and shop.
- Coordinate closely with STA and area colleges and universities to provide convenient, cost-efficient transit service for students.
- Use new technology when feasible to increase efficiency in all transportation modes, such as:
    - intelligent feedback to users
    - dynamic traffic signals
    - priority bus routes and signaling
    - information sharing about capacity
- Coordinate closely with STA to identify opportunities for service improvements
- Coordinate with Visit Spokane and other relevant groups to support and promote bicycle tourism in the city and region.
- Partner with business entities and organizations to educate them and their members on the economic benefits of transit and active transportation oriented development
- Implement the city's bicycle master plan for improved city-wide mobility

TR 10 Transportation System Efficiency & Innovation

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

Key Actions

- Develop Access Management Strategies for arterials
- Place signals at consistent spacing and time traffic control to ensure coordinated, smooth, and safe movement of all roadway users
- Implement Intelligent Transportation System (ITS) improvements as identified by the Spokane Regional Transportation Management Center (SRTMC)

- Work with WSDOT to implement TDM, ITS, and transportation system management strategies developed through the Corridor Sketch Initiative (CSI)

TR 11 Transit Operational Efficiency

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

Key Actions

- Work with STA on transit system improvements, prioritizing improvements along the designated High Performance Transit Network and coordinating pedestrian and bicycle facilities around designated transit stops and stations.
- Reference STA's stop design manual for the design of all transit stops
- Provide appropriate right-of-way, paving and wiring for High Performance Transit Network improvements
- Prohibit parking within bus stop zones
- Prioritize STA fixed routes in city's snow removal planning and operations

TR 12 Prioritize & Integrate Investments

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

Key Actions

- Maintain and update as needed the metrics tied to the long range transportation prioritization matrix used to help determine transportation system capital investments
- Link transportation investments with investments made under the Integrated Clean Water Plan to manage stormwater and wastewater
- Utilize a least-cost planning approach in prioritizing and integrating the City's investments in infrastructure

TR 13 Infrastructure Design

Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide

signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.

Key Actions

- Require that Urban Context streets be designed to provide a pleasant environment for walking and other uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures as appropriate; wayfinding signage; integrated transit shelters; public art; and other amenities.
- Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow, reduce the need for street expansions, and make roadways safe for all road users, while ensuring designs correspond with local context
- Collaborate with key local and regional agencies to plan the locations of arterials, ensuring compatibility with and satisfy the needs of existing and future land uses

TR 14 TRAFFIC CALMING

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

Key Actions

- Work with neighborhood councils and other interested and concerned groups to identify, assess, and respond to unique traffic issues and needs
- Maintain and improve the neighborhood traffic calming program
- Explore implementing 20 mph residential speed limit standards
- Implement / review adopted neighborhood plans

TR 15 Activation

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

Key Actions

- Maintain ability for businesses to utilize excess sidewalk capacity for seating as long as an accessible walk route is provided and the sidewalk's use and design is in conformance with the neighborhood plan.
- Encourage local organizations to develop fun and engaging programming in the community

TR 16 RIGHT-OF-WAY MAINTENANCE

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

Key Actions

- Continue to maintain and improve as needed a process for identifying and prioritizing maintenance needs to keep the arterial roadway system at an average of a "good" condition
- Develop and maintain a process for keeping priority (arterial, plus other priority streets) streets and sidewalks clear of debris (including snow) and well maintained for the benefit of pedestrians, bicyclists, and drivers
- Develop a strategy to identify and address general right-of-way maintenance, including noxious weed control and removal
- Develop and institute a process for identifying and repairing broken and uneven sidewalks in conjunction with the responsible adjacent land owner
- Increase the understanding and awareness of whose responsibility it is to maintain pedestrian buffer strips, sidewalks, medians, traffic circles and other streetscape right of way elements to improve the maintenance of these elements
- Develop public outreach strategies to educate business owners about the benefits of maintaining sidewalks
- Develop partnerships to assist neighborhoods facilitate snow removal and other right-of-way maintenance needs

TR 17 Paving Existing Unpaved Streets

Identify and prioritize resources for paving existing dirt and gravel streets and alleyways

Key Actions

- Collaborate with local and regional agencies and citizens to prioritize roadways and alleyways to be paved
- Work with City Council to revisit the threshold required to form a Local Improvement District to fund new paving

TR 18 Parking

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

Key Actions

- Conduct outreach to businesses to educate them on the benefits of a smart parking management approach.
- Implement specific area parking studies such as the Downtown Parking study and the U-District Parking Study.
- Provide the option of reducing parking supply for development that is designed close to transit and in a manner that supports transit.
- Develop a system for reducing on-site parking requirements, whereby developers can instead adopt TDM practices such as subsidized transit passes for residents or employees, provision of bicycle parking, or other Commute Trip Reduction practices.
- Require that bicycle parking and bicycle corrals are designed and sited according to the City-specified standards as illustrated in the City of Spokane Bicycle Parking Application.
- Review parking minimums to ensure they are not resulting in a disconnect in the amount of parking provided.
- Consider parking maximum policies to limit how much parking is developed.
- Enforce on-street parking in areas where there are spill over parking from neighboring development to ensure that driveways are not blocked.
- Develop shared parking strategies to explore:
    - Where parking is already overprovided, new businesses do not need to create additional supply, but rather can share existing supply.
    - Ways to incentivize integrated parking.

- Ways to incentivize collaboration among private businesses to co-share parking, particularly in neighborhood districts.
- The development of preferred parking districts in areas where on-street parking is difficult for residents to ensure residents are given priority. Charge for parking of non-residents that do not have a parking permit.

TR 19 Plan Collaboratively

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

Key Actions

- Coordinate with SRTC and neighboring jurisdictions on transportation planning, projects and policies to ensure efficient, multi-modal transportation of people and goods between communities regionally
- Coordinate the setting and maintaining of transportation level of service standards with other agencies and private providers of transportation to ensure coordination and consistency when possible
- Coordinate with WSDOT in areas where Highways of Statewide Significance intersect/impact the local roadway network
- Use the adopted Countywide Planning Policies (CWPP) as additional guidance for transportation planning
- Protect the operations of Fairchild Air Force Base, Spokane International Airport and Felts Field with compatible land use regulations and ensure planning is coordinated and consistent with the airfields' respective Master Plans
- Share information between transportation entities on a regular basis and during appropriate phases of projects and comprehensive plan updates and amendments
- Coordinate with Spokane Transit Authority to ensure and support an efficient transit system

TR 20 Bicycle/Pedestrian Coordination

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

Key Actions

- Coordinate City of Spokane departments and other agencies to efficiently provide transportation alternatives and facilitate the accomplishment of the City's transportation priorities
- Incorporate bicycle/pedestrian facilities as early as possible into development and roadway plans to reduce costs and take advantage of cooperative opportunities
- Seek funding sources for active transportation projects
- Maintain Street Design Standards and Guidelines to ensure that public and private developments meet a variety of transportation needs. Refer to national references (such as NACTO) for facilities design when updating the standards and guidelines.
- Develop transportation-related educational programs for both non-motorized and motorized transportation users
- Consistently update and implement the pedestrian and bicycle master plans for active transportation users

TR 21 Safe & Healthy Community Education & Promotion Campaigns

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

Key Actions

- Develop educational campaigns that promote alternatives to driving alone for the purpose of reducing environmental impacts travel costs.
- Develop partnerships with local agencies to implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other. Campaigns should focus on maintaining safe speeds, practicing safe behaviors on the road, and calling attention to vulnerability of some road users
- Develop partnerships to educate residents on the economic and health benefits of active transportation.

- Provide education on the transportation needs of the entire community, the benefits of transportation alternatives, and the rights and responsibilities of sharing the road

TR 22 Law Enforcement & Emergency Management

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

Key Actions

- Develop partnerships with local fire departments, law enforcement, and emergency management providers to incorporate quantitative based targeted decision-making with the purpose of refocusing and reprioritizing efforts towards the greatest need between commercial motor vehicle (CMV) enforcement, traffic patrols, and education.
- Work with local and regional partners and emergency management providers to maintain reliable mobility and access for emergency management needs.
- Identify locations for targeted enforcement efforts throughout the City in partnership with the Police Department, City Council, and Community Assembly
- Work with the Police Department to integrate greater understanding and enforcement of pedestrian and bicycle regulations into officers' regular duties and activities.
- Educate residents on their rights and responsibilities as roadway users, regardless of mode choice.
- Develop a red light and speed enforcement placement model to ensure that the city's automated enforcement program does everything it can to protect Spokane residents.

TR 23 Effective and Enhanced Public Outreach

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

Key Actions

- Develop community engagement plans for projects to ensure an opportunity is provided for all potentially impacted parties to make concerns known.
- Provide multiple opportunities for stakeholders to provide input on projects (before they are planned, while they are being planned and before construction).
- When significant changes or impacts are anticipated as a result from a proposed project, a community advisory group may be established to ensure representative stakeholders have a role in mitigating impacts.

4.4 MODAL ELEMENTS

The Transportation Element of the Spokane Comprehensive Plan integrates all transportation modes to ensure Spokane is a place that provides residents with multiple travel options. This chapter reviews high level concepts that impact the use of various transportation modes, and reviews the multiple networks – existing and planned – that utilize the roadway system simultaneously.

CENTERS AND CORRIDORS

To establish active destination centers and lively corridors that bring together residents of Spokane via multiple modes of transportation, a few key objectives must be considered. Density, transit access, and walkability are important factors to introduce alternative modes of transportation, encourage development fitting for Spokane's character, and facilitate economic development in these identified areas.

Density

The quantity of people concentrated in an area has a significant impact on the levels of activity and liveliness of an area. Centers where people can "live, work and play," are often successful due to the density that accompanies these spaces. While not all neighborhoods must be dense, specific centers and corridors, such as downtown Spokane, could benefit from increasing the number of residents and destinations. Infill development in these areas should be encouraged as much as possible. By adding residences to already active areas where jobs and recreational opportunities are located, Spokane can encourage the use of alternative modes of transportation such as walking, bicycling, and transit.

Transit

Facilitating transit access has the significant potential for helping large volumes of people to reach their destinations without a car, especially when linking neighborhood communities to major destinations. Increasing transit services, frequency, and reducing fares are key tools that can improve ridership, but these are typically costly capital investments. However, there are also minor improvements that can be made to improve transit. Bus shelters and real-time information availability are noted as the most desired non-capital improvements that can be used to improve ridership. These improvements focus on the ridership experience, by providing riders with a comfortable place to wait, as well as with information to allow people to make the most of their time.

Walkability

Establishing a well-connected pedestrian network of sidewalks and recreational paths is essential for creating a lively environment. In neighborhoods, pedestrian networks

connect people to residences, schools, and local retail destinations without being forced to walk along the street. Such networks are critical for the success of activity centers and active corridors as they allow for high levels of pedestrian traffic to remain safe while soliciting local businesses and completing shorter trips.

Along some corridors, vehicle speed, sidewalk conditions, and lack of crossing opportunities create a barrier to walkability. In these cases, traffic calming and sidewalk improvements are necessary tools to activate pedestrian space.

DEMAND-SIDE APPROACHES

TDM measures help to increase efficiency within the transportation system by collectively working to change how, when, where, and why people travel. Supporting alternative modes - cycling, walking, transit, and carpooling - gives employees, residents, and visitor's incentives to reduce reliance on the single-occupant vehicles. TDM approaches can be an important, cost-effective solution to overall transportation challenges, both reducing vehicular impact and parking demand, while improving the accessibility and success of a new development. A successful TDM approach typically includes a variety of strategies. These strategies work together to achieve a more sustainable transportation system by making the most of the existing infrastructure.

Incorporating TDM strategies in a new development serves not only to make better use of transportation infrastructure, but also to reduce the demand for new roadway capacity. It can also result in better place-making and community building; TDM can help make developments and neighborhoods more attractive places to live, work, and visit. Workplaces and developments that have a vested interest in making places more accessible to employees and residents often emerge as vibrant, walkable neighborhoods with desirable amenities.

Many of the transportation demand management strategies listed below have synergistic effects (i.e., a combination of strategies will be more effective together than individually). Results, such as mode split changes or reductions in traffic or parking demand, vary depending not only on the context, but also on how strategies are implemented in relation to one another.

The City should continue to improve upon TDM strategies that are already being used in the region and continue to explore implementation of other TDM strategies covered in Volume V. TDM strategies appendix.

PEDESTRIAN NETWORK

Pedestrian Priority Zones

The Pedestrian Master Plan establishes Pedestrian Priority Zones to guide investments to areas with the greatest potential to support walking access to destinations such as employment, schools, parks, and transit stops. Priority zones were identified using an analysis of pedestrian demand and deficiency. Identification of these zones will help the City target investments in pedestrian infrastructure such as sidewalks, curb ramps, and pedestrian crossings.

Walking is the most fundamental transportation choice -- the starting place for all journeys, even as people walk to their cars, transit, or bicycle to move between the places they visit throughout the day. Due to the importance of walking and the fact that nearly all Spokane residents walk at some point the importance of focusing on and improving the walking environment has been a focus of the transportation update effort that culminated in the 2015 Pedestrian Plan.

Like many cities, Spokane had spent a majority of its attention over the last 60 years on planning and design solutions that focused on improving motor vehicle access and mobility. Street and intersection designs have come to accommodate higher motor vehicle speeds and traffic volumes that tried to limited delay. Furthermore, the probability of choosing transit or walking as a primary mode is reduced by missing or deteriorated sidewalks, a lack of high quality crossings on higher speed and volume streets such as arterial streets, and long trip distances along curvilinear streets.

The City created and adopted the Pedestrian Plan in 2015 to ensure that the pedestrian realm of a multi-modal transportation system was addressed as the City continues to pursue implementation of its Complete Streets ordinance.

The pedestrian plan vision and goals are included here to ensure that they are integrated into the overall transportation chapter. These goals are also used to guide the content of the street design standards. These pedestrian plan and pedestrian needs are further criteria used when prioritizing capital projects and ranking these priorities in the 20 year capital project list.

Pedestrian Master Plan Goals

Five goals guide the continued enhancement of the pedestrian environment in Spokane.

- **Goal 1 Well Connected and Complete Pedestrian Network** - Provide a connected, equitable and complete pedestrian network within and between centers and corridors and Pedestrian Priority Zones that includes sidewalks, connections to trails, and other pedestrian facilities, while striving to provide barrier-free mobility for all populations.

- **Goal 2 Maintenance and Repair of Pedestrian Facilities** - Provide maintenance for and improve the state of repair of existing pedestrian facilities.
- **Goal 3 Year-Round Accessibility** - Address the impacts of snow, ice, flooding, debris, vegetation and other weather and seasonal conditions that impact the year-round usability of pedestrian facilities.
- **Goal 4 Safe and Inviting Pedestrian Settings** - Create a safe, walkable city that encourages pedestrian activity and economic vitality by providing safe, secure, and attractive pedestrian facilities and surroundings.
- **Goal 5 Education** - Educate citizens, community groups, business associations, government agency staff, and developers on the safety, health, and civic benefits of a walkable community.

Project Identification/Pedestrian Improvement Methodology

The Pedestrian Priority Zones (Map TR 4) provide guidance for identifying high priority areas for future pedestrian improvements. The Pedestrian Priority Zones were identified using the pedestrian needs analysis. The Pedestrian Needs Analysis compares pedestrian demand indicators with existing pedestrian infrastructure, and is used to compare different locations to help make data-driven decisions that are equitable and fair. This is only one tool to assist with prioritizing locations for pedestrian projects; it should not be used as the sole determinant for making decisions. An integrated approach that includes availability and stipulations of funding, community support, and cost sharing opportunities with other planned projects will be considered in the decision making process. Pedestrian projects and other street projects are identified in the Six-Year Comprehensive Street Program which is updated annually.

Adopted Pedestrian Master Plan – Ordinance C35315

The adopted City of Spokane Pedestrian Master Plan was adopted by City Council on November 2, 2015. The document includes the following sections:

- Existing guiding documents
- Best practices for pedestrian-friendly design
- Pedestrian Needs Analysis
- Crash Analysis
- Programmatic Recommendations
- Project Identification / Pedestrian Improvement Methodology
- Potential Funding Sources

Americans with Disabilities Act (ADA) Transition Plan

The Americans with Disabilities Act Self Evaluation Update and Transition Plan Update establishes the City of Spokane's ongoing commitment to provision of equal access to all of its public programs, services, and activities for citizens with disabilities. In order to develop this plan, the City of Spokane completed a comprehensive evaluation of its facilities and programs to determine what barriers might exist for individuals with disabilities. This Update will be used to help guide future planning and implementation of necessary accessibility improvements. The City will update the plan every five years, and the plan is available on the City's website here: https://my.spokanecity.org/accessibility/

BICYCLE NETWORK

The Spokane Bicycle Master Plan creates a vision for enhancing bicycling opportunities for all residents of Spokane. Its goals are to establish actions intended to make Spokane a more bicycle-friendly city. Communities that embrace active living principles provide healthy environments for its citizenry and are more economically vital.

Riding a bicycle is the most efficient form of personal transport. The city recognizes this, and recent planning efforts have focused on finding a way to make cycling safe, accessible, convenient, and attractive.

Spokane is working towards a bicycle network that meets all of these requirements while continuing to accommodate a variety of transportation options. With the vision of creating such a system, citizens, city staff and community leaders created the Master Bike Plan, a living document that will provide guidance and serve as a reference as this vision becomes reality.

Bicycle Master Plan Policies

The following policies provide a path for the Bike Master Plan to benefit the community as a whole:

- **BMP 1:** Continually increase the bicycle mode share for all trips.
- **BMP 2:** Complete and maintain connected bikeways that provide safe transportation for Spokane cyclists throughout the City.
- **BMP 3:** Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities.
- **BMP 4:** Increase bicycling by educating people using all transportation modes about the benefits of bicycling to the entire community.. Enhance the

safety of people riding bicycles through effective law enforcement, education and detailed crash analysis.

- **BMP 5:** Develop a collaborative program between a variety of city departments and agencies and several outside organizations to secure funding and implement the Bike Master Plan through capital project delivery as well as community planning processes.

2017 Bike Master Plan Update

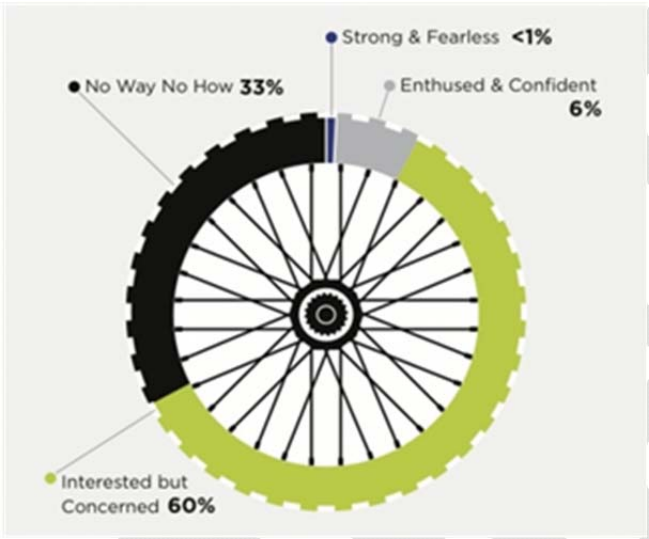


Figure TR X. Categories of Bicyclists

The update to the Bike Master Plan is designed around a bicycle network that is more appealing to the "interested but concerned" category as the target market for increasing cycling for transportation. The type of facilities to support the "interested but concerned" riders are typically in lower traffic speed environments, and where the separation between bicycles and motor vehicles can be increased, such as in buffered bicycle lanes on arterials, cycle tracks, neighborhood greenways, or on lower-speed, non-arterial streets.

Through research done by the City of Portland in 2005, four categories were proposed to help identify and understand the needs of cyclists and non-cyclists. The "Four Types of Transportation Cyclists" categorizes cyclists based on the conditions in which they are willing to ride a bicycle:

- **Strong & Fearless:** Representing the smallest portion of the population, this group is willing to ride on roads regardless of the speed and volume of traffic or the facilities provided.
- **Enthused & Confident:** Representing a larger portion of the population than the Strong & Fearless category, this group is comfortable riding in the road next to cars, but appreciates designated bicycle facilities.
- **Interested but Concerned:** Representing the largest segment of the population. This group likes to ride bicycles, but do not ride regularly due to safety concerns. They

generally will not ride on higher volume and higher speed roads such as arterials without facilities that buffer them from automobile traffic. These riders perceive traffic, safety, and other issues as significant barriers to bicycling.

- **No Way No How:** This category typically represents about a third of the population. This group does not bicycle due to a lack of interest or ability.

Bikeway Network Definition

Implementation of this Plan will establish roughly a 300-mile network of bikeways throughout the city of Spokane. This Bikeway Network is composed of all of the locations throughout the city where specific improvements have either already been made or are proposed in the future to accommodate bicycles.

Almost all Bikeway Network segments will have some type of visible cue (i.e. a bike lane, a bike route sign, a pavement marking, a trail, etc.) to indicate that accommodations have been made for bicyclists. While the network will provide primary routes for bicycling, it is important to note that, by law, bicyclists are permitted to use all roadways in Spokane (except limited access freeways or where bicycles are otherwise prohibited). Therefore, the Bikeway Network will serve as a core system of major routes that can be used to safely access all parts of the city and other parts of the transportation system.

Table TR 1 identifies the type of bicycle facilities identified in the Bicycle Master Plan.

TABLE TR 1 – BICYCLE FACILITY CLASSIFICATIONS

Class	Description
Shared Roadway	A Shared Roadway designation is typically found on important roadways where bicycle lanes may not be feasible. The High and Moderate designation provides an indication of the level of traffic and/or conflict the cyclist can expect to experience.
Bike Lane (High or Moderate Traffic)	A bike lane is identified by on-street striping. Buffered bike lanes are also included in this category. The High and Moderate designation provides an indication of the level of traffic and/or conflict the cyclist can expect to experience. The actual design will depend on the roadway width and traffic conditions. A 5 foot bike lane with a 2 foot buffer is preferred.
Neighborhood Greenways	Neighborhood Greenways are low-volume and low-speed streets that have been optimized for bicycle and pedestrian travel. Neighborhood Greenway treatments can be applied at several different intensities, which should be identified in detail during project design.
Bike-Friendly Routes	A bike-friendly route is a low-volume route marked by bicycle signage and/or the use of shared lane markings. These routes are attractive to beginning and intermediate level riders.
Shared Use or Multi-Use Path	A shared use or multiuse path is an off-street facility designed for certain non-motorized uses. These paths have a minimum width of ten feet to accommodate two-way traffic. These paths are often identified by signs and barriers preventing auto-traffic from using the path

Spokane's Bikeway Network

Map TR 5 shows the future bikeway network along with proposed facility types.

Shared Use Paths

Spokane features five major transportation pathways or trails that are shared by pedestrians and bicyclists. These are the Children of the Sun, Ben Burr, Fish Lake, Spokane Valley-Millwood, and Centennial trails. These facilities serve both a recreational and transportation function for pedestrians and bicyclists.

Children of the Sun

The Children of the Sun trail is the pedestrian and bicycle trail provided through the North Spokane Corridor that will connect neighborhoods along the corridor to other

trails along the route. This trail will connect neighborhoods to other major trails including the Centennial Trail, Tuffy's Trail in the Chief Gary Park neighborhood, the Ben Burr Trail, and the eventual Spokane Valley-Millwood Trail. The facility may also provide connections from the Ben Burr Trail to the west to the east along the I-90 corridor, connecting to new pedestrian and bicycle bridges over I-90.

Ben Burr Trail

The one-mile Ben Burr Trail connects Liberty and Underhill Parks in East Central Spokane. It follows the path of an old railway line. The trail features a pedestrian/bicycle bridge spanning Altamont Street, which was a project financed through federal Community Development funds. Future expansion may include a link into Underhill Park to the south and a link to the Health Sciences Campus and the Centennial Trail to the north.

Fish Lake Trail

The Spokane Parks and Recreation Department owns a railroad right-of-way between the City of Spokane and Fish Lake. The Fish Lake Trail leaves West Spokane (southeast corner of Government Way and Sunset Highway) and runs south through open forest to reach Queen Lucas Lake, which is 1.5 miles north of the trail's ultimate planned destination, Fish Lake Regional Park. The remaining 2.5 miles of the trail will cross active railroad tracks and connect to Fish Lake Park and Cheney's trail. A safe way to get people across the tracks is needed. Most likely bridges will be the safest solution, although expensive at a cost of approximately $6 million. Upon completion of this gap, two bridges over active rail lines will join this trail to 3.5 paved miles of the Columbia Plateau Trail, serving as a corridor for commuting and recreation between Spokane and the college town of Cheney.

Spokane Valley-Millwood Trail

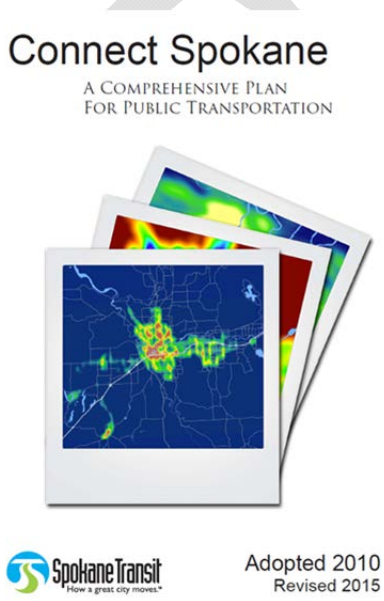
The Spokane Valley-Millwood trail will connect on both ends to the Centennial Trail, providing a loop and access for residents of Spokane and Spokane Valley to the non-motorized network of trails in Spokane. The trail will use the abandoned Great Northern Railway right-of-way that is now owned by Spokane County and run adjacent to active freight tracks. A great example of an urban pathway, the project will connect to schools, parks, business districts, transit facilities, neighborhoods, Spokane Community College, and a regional mall. Currently used by walkers, joggers, and mountain bikers, the project will provide a paved trail with adjacent soft surface area for walking and running.

Centennial Trail

The 39-mile Centennial Trail parallels the Spokane River from Nine Mile to the Idaho border. The trail continues in Idaho through Post Falls and Coeur d'Alene. Currently, the trail has several gaps within the city of Spokane. Gaps include:

- Mission Avenue - Crossing Mission Avenue and continuing east on Upriver Drive is a safety challenge requiring special design attention. Mission Avenue is a major east/west four-lane arterial over the Spokane River. From Mission Park, Centennial Trail users are faced with BNSF railroad track crossing, a challenging pedestrian crossing and a tight right turn to deteriorating sidewalks next to congested west-bound traffic to reach Upriver Drive.
- Summit Blvd to Pettet Drive – Currently an on-street segment, this segment will ultimately connect to the shared-use path along Pettet Drive constructed in 2016.
    - Future alignment plans called for the construction of a high-deck bridge over the Spokane River from to the property formerly owned by the Sisters of the Holy Names. This would remove much of the on-street section of the Centennial Trail next to Summit Blvd and Pettet Drive.

TRANSIT NETWORK



The Spokane Transit Authority (STA) is the Spokane region's municipal corporation set up to provide public transportation services within the Spokane County Public Transportation Benefit Area. STA's latest long range Comprehensive Plan titled "Connect Spokane" originally adopted in 2010 was developed after extensive public feedback and in cooperation with the jurisdictions STA serves.

STA's ongoing shorter term planning process called STA Moving Forward is a 10-year planning effort that outlines the High Performance Transit network and the next phase of the transit system implementation strategy of Connect Spokane.

Based on years of input from citizens and technical preparation, STA's plan aims to largely maintain the existing transit system while adding more resources where needed to improve service levels throughout the region. With more jobs and people on the way, the community

has consistently told Spokane Transit that it is ready to continue building the transit network to support a growing population and economy.

Every major planning document in the Spokane region calls for improvements in transit services to support development and enhance transportation options. The Metropolitan Transportation Plan, Horizon 2040, explicitly calls for many of the projects contained in the STA Moving Forward Implementation Plan. The City of Spokane's Comprehensive Plan calls for more transit to support the Centers and Corridors focused land use plan. STA has coordinated closely with the City to develop an improvement plan that aligns with the City's land use and transportation goals.

By adding transit service where it is needed, constructing park and ride lots, and enhancing the speed and reliability of transit service, this plan is estimated to increase ridership of STA's fixed route system by more than 3.3 million rides a year by 2024, more than a 30% increase over today.

The STA Moving Forward plan proposes the implementation of two full High Performance Transit lines, improved night and weekend service, service expansion to new areas, new commuter service, new or expanded park and rides/transit centers, new shelters and passenger amenities among other improvements. Spokane Transit has taken steps to improve the quality of service by investing in real-time vehicle tracking technologies to help customers make better travel decisions, preserving the quality and cleanliness of its fleet and facilities and making incremental improvements within the financial means currently anticipated.

Spokane Transit is proposing to maintain and expand the regional transit system by adding more transit routes and service and improving fixed route bus, paratransit and vanpool services. This new service will result in increased ridership and economic vitality for the region.

High Performance Transit Network

The High Performance Transit Network (HPTN) (Map TR 6) is a network of corridors providing all-day, two-way, reliable, and frequent service which offers competitive speeds to the private automobile and features improved amenities for passengers. The HPTN defines a system of corridors for heightened and long-term operating and capital investments.

High Performance Transit Principles

1. Pedestrian Support. More than any other service type, HPT extends the range of the pedestrian.
2. Ubiquity. HPT service should attempt to serve the greatest number of people possible and the greatest number of destinations possible.
3. Activity Centers HPT should connect the region's cities and centers of population and jobs as much as possible.
4. System Effectiveness. The HPTN should improve the effectiveness of the transportation system.
5. Appropriate Scale. The HPTN should be fiscally responsible and scaled appropriately to the region's current and long-term needs given competing demands for scarce public resources.
6. Mode Neutrality. Service quality, not mode technology, is the defining feature of HPT.
7. Permanence. HPT features permanence of investments.
8. Integration. HPT should integrate and provide connections with other modes and transport services.
9. Competitive. HPT should make desired connections better than competing modes whenever possible.

High Performance Transit Corridors

Map TR 6 identifies the proposed routes of the High Performance Transit Network as of 2016. Short descriptions of some of the corridors are found below.

Cheney Corridor

Implementation of High Performance Transit between Cheney and Downtown Spokane will enhance service on the West Plains by improving the frequency, hours of service, passenger amenities and the operation of an enhanced bus along the path of current Route 66 Cheney. Additionally, the West Plains Transit Center would be constructed and existing Route 62 Medical Lake would be modified to serve the Transit Center, creating all-day connections between Cheney, Airway Heights and Medical Lake without having to go to Downtown Spokane.

Central City Line

The creation of the Central City line will move more people without more cars, help grow the Central City economy and optimize financial investments in Central City infrastructure. Running from Browne's Addition through Downtown Spokane and Gonzaga University to Spokane Community College, the Central City line will provide frequent service, expand the hours of service, provide improved passenger amenities and operate with electrically powered buses. This line will allow more transit options

throughout the region for people who don't need to travel through downtown to reach their destination. Additionally, the Central City Line will change transit operations at the downtown Plaza. The line will not dwell for five minutes at the Plaza, like most routes do today, but load passengers and continue on. Operating the line with high frequency enables an enhanced network where fewer routes travel downtown and dwell at the Plaza. The adopted route is shown in Map TR 7.

High Performance Transit Corridors in Transition

North Monroe-South Regal Line

This line would be created by piecing together some of Spokane Transit's most successful routes to create a line that directly connects north and south Spokane. Supporting several planned and existing transit and pedestrian oriented places, this line would feature frequent service, expanded hours and improved passenger amenities. As this line develops, or as grant funding becomes available, this line will be eligible for full High Performance Transit enhancements.

North Division Line

The enhancement of existing Route 25 Division would add needed capacity by increasing the size of the buses and improve reliability of the route. The busiest route in the system would also see some interim passenger amenity improvements until a study regarding how full High Performance Transit would be implemented on Division is complete. In the interim, Route 25 will shift away from laying over at the Plaza, improving reliability and enhancing transit operations at the Plaza.

FREIGHT NETWORK

One of the objectives of the Freight Element (as identified in the Washington State Freight Mobility Plan) is the development of an urban goods movement system that supports jobs, the economy, and clean air for all; and provides goods delivery to residents and businesses. Map TR 8 identifies the primary routes used by freight and estimated total tonnage along those routes in 2015 (http://www.wsdot.wa.gov/Freight/FGTS/)

Arterial Network

The City of Spokane has identified a Heavy Haul Arterial Network (Map TR 9) to support commerce and freight and goods movement within and trough the City. These arterial routes require roadway designs in line with the function of carrying the highest volumes of truck traffic. In addition, the Spokane Municipal Code provides a map of truck routes throughout the City to guide trucks for local delivery. This network establishes corridors within the City's transportation network to support freight and goods movement through the City and to areas supporting industrial

uses, warehousing and trucking operations. The needs of vehicles supporting local goods delivery will be balanced with the context of the areas to be served.

The state highways and local arterials supporting the industrial areas and freight related business often have design needs that are different that areas serving non-industrial or trucking uses.

The arterial network serving current and future industrial uses and zoned industrial areas will see upgrades or brand new facilities as needed in areas such as "The Yard" in the Hillyard neighborhood and expansion of the arterial network serving the West Plains. The industrial corridor along the Trent Ave. corridor in the eastern portion of the City has been served by major reconstruction of the Freya Street corridor and the Havana Street Bridge over regional rail. Future facility improvements will continue to increase the network connectivity in this heavy industrial area.

Recent and current arterial projects specifically serving freight include facilities such as:

- Havana Street Bridge connection from Broadway to Trent.
- Martin Luther King, Jr Road - wide load detour route from Trent to Riverside.
- Washington State Department of Transportation projects:
    - North Spokane Corridor
    - Highway 2
    - US 195 Safety Improvements
    - Trent Bridge replacement

North Spokane Corridor

The North Spokane Corridor (NSC) is a multi-modal freeway and pedestrian/bicycle corridor that will bring US-395 through metropolitan Spokane to I-90. The vehicular portion of this major infrastructure project will provide an alternative route for freight and vehicles using local arterials travelling North and South through Spokane.

The bulk of the remaining design on the project will occur from 2017 through 2023 with the facilities construction being completed within the Washington State 2027-2029 biennium, according to the state adopted budget plan.

This project improves mobility by allowing motorists and freight to move north and south through metropolitan Spokane, from I-90 to US 395 at Wandermere. Once complete, the NSC will decrease travel time, fuel usage, and congestion, while improving safety by reducing collisions on local arterials.

When fully complete, the North Spokane Corridor is slated to be a 60-mile per hour, 10.5 mile-long north/south limited access facility; that connects to I-90 on the south end (just west of the existing Thor/Freya Interchange) and connects to existing US 2 (at Farwell Road) and US 395 (at Wandermere) on the north end.

Interchanges are located along the corridor from south to north, at: Interstate 90, Trent Avenue (SR 290), Wellesley Avenue, Francis/Freya Street, Parksmith Drive, US 2, and US 395 at Wandermere.

Bridge Inventory

The City's bridge inventory is maintained as prescribed by the US Department of Transportation, Federal Highway Administration (FHWA). The FHWA establishes the standards for bridge inspection and maintains the National Bridge Inventory (NBI), a database of all the bridges in the Country. All bridges are inspected on a regular schedule, which is typically once every two years and the information is forwarded on to the FHWA.

The City Street Department inspects and maintains the City's 66 bridges, which includes 43 vehicular and 23 pedestrian facilities. The records of the inspections, maintenance activities, load limits and any design plans are filed in the Bridge Office. Map TR 10 identifies the location of all bridges within the City of Spokane.

Rail Network

Freight rail service is provided by the Burlington Northern Santa Fe Railroad (BNSF) and the Union Pacific Railroad (UP). Combined, the two railroads operate close to 100 trains per day in and through Spokane. BNSF traffic is generally oriented east/west between Seattle, Tacoma, and Portland, with destinations in the Midwest, South, and Southeast. BNSF has a Spokane Intermodal Facility located just south of E Trent Ave off of North Fancher Road. The Everett to Spokane line, which passes through the Cascade Tunnel under Stevens Pass, is BNSF's primary route for intermodal traffic.

UP operates trains through Spokane with traffic generally oriented north/south, to and from Canada. Map TR 5, "Regional Freight and Goods, Airports, and Railroads," shows the location of railroad lines, as well as regional freight and goods routes and airports.

Factors that could significantly affect future rail volumes include:

- **New bulk exports.** The most significant near-term development facing Washington's rail system is the introduction of additional coal traffic that would be exported from the Pacific Northwest to Asia. The source of this coal

would be the Powder River Basin, which now has an excess of production capacity following declines in domestic demand.

- **Shifting modal economics between rail and truck.** The modal economics of ground transportation are in flux. Some developments will tend to increase the relative mode share of rail, while other developments will tend to decrease the relative share of rail.
- **Fluctuating fuel costs and potential conversion to alternative sources of energy.** Presently, fuel comprises more than 20 percent of rail operating costs and more than 40 percent of motor carrier costs, making transportation costs very sensitive to fuel prices. The advent of low cost natural gas offers a potential savings on an equivalent energy basis of as much as 70 percent. For example, rapidly falling costs of liquefied natural gas, which is now approximately one-third the cost of diesel fuel, have encouraged a new look at using this fuel for powering trains. In 2013 BNSF reported that it will begin testing a small number of locomotives using LNG. While the incentive to convert is strong at present, technological hurdles for both railroads and long-haul truckers are substantial.

Air Network

Air cargo consists of both air freight, which includes all non-mail items shipped in the belly of passenger planes and on planes dedicated to freight, and air mail. Air freight makes up approximately 90 percent of total air cargo volume in Washington.

The Spokane International Airport (GEG or "the Airport") is the second busiest airport in the State of Washington in terms of passenger and cargo service. GEG is designated as a primary commercial service airport by the Federal Aviation Administration (FAA) because more than .05% of the total U.S. passengers board flights at the Airport. In addition to the many buildings and systems in place to support the passenger and cargo service, airport facilities support general aviation, and military activity. The Airport manages a nearby business and industrial park which supports airport-compatible development. Fairchild Air Force Base (FAFB), home of the 92nd Air Refueling Wing, is located four miles to the west.

The Airport is located in an area often referred to as the West Plains within Spokane County. The Airport is located within a large area of industrial zoned lands that the region in focusing on expansion of aerospace, logistic warehousing, and other manufacturing and industrial uses.

GEG serves scheduled and charter commercial passenger airlines, scheduled and charter commercial freight airlines, military users, and general aviation. The Airport

offers non-stop service to destinations across the Western, Midwestern, and Central United States, and onward connections to the rest of the country and the world.

Service Area

The extent of the Airport's service area, the area from which it draws users, varies by user type. General aviation and military users have more options within the region than scheduled commercial airlines. The service area for scheduled commercial airline service is known as the catchment area. Other airports in the region do not have passenger terminals or associated facilities. As a result, the catchment area includes eastern Washington, northern Idaho, western Montana, and southern British Columbia, Canada. The service area for corporate and business users is large on account of GEG's runway length, instrument approach procedures, and proximity to population centers. For light general aviation, the service area is smaller as a result of competition from smaller general aviation airports such as Felts Field that are specifically tailored to general aviation users.

Roadway Access Considerations

GEG is connected to its service area via interstate, U.S., and state highways, including Interstate 90 and U.S. Highway 2. Major roadways tying into the system of highways include Airport Drive, Flint Road, Spotted Road and Geiger Boulevard. Primary access into and out of the Airport's Business Park area is provided by Flightline Boulevard, Pilot Drive, and Spotted Road.

Airport management has identified three concerns pertaining to existing and future vehicle access and circulation. The first concern is that peak traffic volumes on eastbound U.S. Highway 2 cause delays to left-turning traffic at the Flint Road and Spotted Road intersections. Vehicle accidents along U.S. Highway 2 at Flint Road have elevated the safety concerns in this area. The second concern is that Geiger and Flightline Boulevards routinely experience congestion associated with heavy truck traffic. The third concern is that development of the planned new runway at the Airport could result in the need to realign roadways that provide access to GEG, which could influence terminal building development.

Summary of Major Improvements

Major landside improvement projects at GEG are expected to occur during the long-term, and several street access projects are being conducted by other organizations. Airport-specific landside improvement projects include the following.

By 2020:

- Construct a separate commercial vehicle pick-up and drop-off lane, improve signage access road signage, and street side and median landscaping.
- Relocate and expand the parking garage office.
- Relocate 280 rental car spaces to Parking Garage One.
- Construct access and internal roadways within the Airport Business Park.
- Continued safety improvements and project support on surface roads.

By 2030:

- Construct additional surface parking as needed between inbound and outbound Airport Drive.

Beyond 2030:

- Realign Hayford Road to accommodate new runway.
- Combine inbound and outbound Airport Drive at Spotted Road; and construct an overpass.
- Realign Airport Drive to access new midfield terminal, provide additional infill space for parking, improve terminal complex circulation.
- Preserve a corridor to connect new midfield terminal with potential regional high performance transit.

AUTO NETWORK

The city's street network has tremendous influence on the livability, economic health and quality of life on the overall city as well as its neighborhoods. For example, citizens' concerns regarding the impacts of transportation on neighborhoods and the need for viable transportation choices are often related to the design and development of the street network.

Spokane's street system in large portions of the City is largely built out and further network development is often constrained by topography, natural features, and existing mature development. The primary emphasis for the managing the automobile modal element is to operate the system as safely and efficiently as possible. A limited number of intersection improvements are planned to increase efficiency, remove bottlenecks, and address multi-modal congestion at these locations. Intersection operational improvements are designed to balance traffic flow with impacts to the other modes. These projects generally include additional left- or right-turn lanes along with raised crossings and refuge islands to improve safety for pedestrians. Traffic flow improvements also include the installation of new signals and improved signal timing and coordination with other traffic control.

Street Network Classification

The City of Spokane's street network consists of the arterial system and local access streets. Arterial streets are designed to serve two primary functions: provide access to the land uses adjacent to the street and to provide mobility through the City. Local access streets primary role is to provide access to land and adjacent land uses such as residential or commercial uses, in lieu of mobility.

Arterial Classification

Arterial streets (TR Map 12) are classified into categories according to the function they are intended to perform. Arterial classification is based on the degree to which the arterial is to provide either mobility or access to land. For example, some arterials should be designed and constructed for the primary purpose of moving traffic with little or no access to adjacent land. The primary purpose of other arterials is to provide more access to adjacent land with less mobility as a result.

Table TR 2 identifies the various roadway classes and descriptions for Spokane, as defined by the FHWA[1].

TABLE TR 2 – ARTERIAL STREET CLASSIFICATIONS

Class	Description
Urban Principal Arterial	Principal arterials are designed to permit relatively unimpeded traffic flow between major traffic generators, such as downtown, major shopping centers, and major employment districts. They serve the longest trip demands within the urban area.
Urban Minor Arterial	Minor arterials are designed to provide less mobility than principal arterials and greater access to adjacent properties. They should be moderate speed facilities that collect and distribute traffic from principal arterials to collector arterials and residential access streets.
Urban Major Collector	Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas. Penetrate residential neighborhoods, often for significant distances.
Urban Minor Collector	Serve both land access and traffic circulation in lower density residential and commercial/industrial areas. Penetrate residential neighborhoods, often only for a short distance.
Urban Local Access	The primary function of local access streets is to provide access to adjacent property.

The cities arterial street map is shown in Map TR 12. Upon adoption of the Transportation Plan the changes on this map are forwarded to WSDOT for approval at the state level. The city intends to have its own arterial street map be the same at the one adopted at the state level. Any variation between the two may be due to a difference in traffic volume, where a street may be treated as a collector by the city but there is insufficient traffic for it to meet the standards for a collector at the state level.

[1] US Department of Transportation, Federal Highway Administration. "Highway Functional Classification Concepts, Criteria and Procedures". (2013)

The actual design of the street is determined by two primary factors: context and street type. In terms of context, for example, sidewalks must be wider on downtown streets to accommodate higher pedestrian volumes. In terms of street type, bicycle facilities on arterial roads in any context require physical separation of vehicles for safety and comfort. The street typologies are used throughout the street standards to define characteristics for Spokane's streets.

Additional information on street design guidelines can be found in the city's adopted Street Design Standards.

State Highways and Highways of Statewide Significance

State Highways, which are owned by the State and managed by WSDOT, greatly influence regional traffic patterns and adjacent land uses. These highways connect communities to one another throughout the Inland Northwest. To serve traffic at higher speeds and meet mobility and safety goals, access to limited access corridors is restricted and regulated in accordance with RCW 47.05. The State Highways that are within or adjacent to Spokane are designated as part of the Highways of Statewide Significance (HSS) (Map TR 11). In addition, the State identifies highways that are part of the Washington State Freight and Goods Transportation System (RCW 47.06A.020).

HSS include interstate highways and other State routes needed to connect major communities in the State. The State uses the designation to allocate and direct funding. The HSS system was mandated by the 1998 legislature through enactment of House Bill 1487 and codified into RCW 47.06.140.

When these highways enter the city of Spokane, it is expected that some of the mobility benefits (higher speeds, fewer cross-streets, signals) found outside the city limits will be traded for greater access opportunities (additional cross-streets, business frontage access, etc).

WSDOT Corridor Sketch Initiative

The Corridor Sketch Initiative is a new way for the Washington State Department of Transportation to work jointly with partners to capture and document consistent baseline information about each transportation corridor around the state in order to inform future investment decisions. A corridor sketch will contain information that describes the characteristics of each corridor, its current and future function, as well as its performance expectations. The corridor sketches will ultimately identify cost-effective strategies for future consideration. A corridor sketch is not a substitute for detailed planning and analysis, nor is it a list of investments or projects. The Corridor Sketch Initiative provides an opportunity for enhanced collaboration with WSDOT's

partners to achieve a common understanding and to develop a set of strategies for all state highways.

Forecasts & Growth

The Growth Management Act (GMA) requires that this plan support the land uses envisioned in the Comprehensive Plan (RCW 36.70A.070(6)(a)(i), RCW 36.70A.070(6)(a)(iii)(E), WAC 365-196-430(2)(f).) The land uses have been incorporated into the regional travel demand model that is maintained by the Spokane Regional Transportation Council. The model provides a traffic forecast that is typically 20-25 years into the future, depending on the horizon year selected by the region. At this time the model forecasts traffic in 2040.

The traffic forecasts have been compared against existing volumes in select parts of the city to see where capacity failures may occur. This analysis is done at the intersection level in order to match with the city's level of service standards. This analysis resulted in the list of capacity-oriented projects that are funded through the Transportation Impact Fee program. The projects include construction of new arterials, signals, roundabouts and intersection turn lanes. The impact fee projects are summarized in Volume V.

Level-of-Service Standards

Transportation Level of Service (LOS) standards for arterial streets are a required element of city Comprehensive Plans. They are discussed in RCW 36.70A.070 and in further detail in the city's adopted *Transportation Concurrency Level of Service Standards* Administrative Policy and Procedure.

For vehicles, LOS is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, as defined in the TRB Highway Capacity Manual. The City of Spokane requires analysis of control delay for each movement at two-way stop unsignalized intersections and aggregated average control delay for signalized intersections and all-way stop intersections. This measure is then equated to a letter value, LOS A through LOS F. With the exception noted in the concurrency section, this standard applies to both the AM and PM peak hours.

Non-Motorized LOS

The City has adopted a level-of-service for non-motorized facilities based on a percent of network completed. This level-of-service standard is used for concurrency purposes only.

Concurrency

Concurrency was established as part of the 1990 Growth Management Act and is addressed in WAC 365-196-840. The purpose of concurrency is to assure that those public facilities and services necessary to support development are adequate to serve that development at the time it is available for occupancy and use, without decreasing service levels below locally established minimum standards.

This section is intended to provide a brief overview of the city's transportation concurrency system. The city has a separate adopted *Transportation Concurrency Level of Service Standards* Administrative Policy and Procedure that describes the transportation concurrency system in detail.

The City's concurrency system has historically focused solely on vehicular traffic. But it is now being expanded to include non-motorized transportation modes and corresponding improvement projects. This is encouraged by state regulations such as RCW 36.70A.108 and WAC 365-196-840(4)(b).

Vehicle Policy

Concurrency applies to all of service apply to the city-owned arterials shown on Map TR 13, with the exception of the HSS routes (Map TR 12). Per RCW 37.70A.070 (6)(C) HSS routes are not subject to concurrency.

LOS for vehicular concurrency purposes will be evaluated during the PM peak hour of traffic. This does not preclude the City from requesting analysis of other time periods for purposes of safety, operational or SEPA concerns.

For locations where an adequate LOS cannot be maintained with development, the City has historically used intersection improvement or capacity adding projects to meet concurrency. However, there are other options allowed under WAC 365-196-840(6)(i). The City intends to expand the use of transportation strategies to mitigate development which may include increased public transportation service, ride sharing programs, demand management or other strategies as approved by the City.

Non-Motorized Policy

The department shall perform a concurrency test for non-motorized transportation on an annual basis at the end of construction season.

The pedestrian policy will be based on miles of sidewalk completion each year. The city will set a target for total mileage and also for high priority sidewalk added per year. High priority sidewalk will be sidewalk built within those areas defined in the city's pedestrian plan.

The bicycle policy will be based on percentage of bicycle network completion each year. Map TR 5 shows the city's bicycle plan. The city will set a target for annual percentage completed of this future bicycle network and evaluate whether that target is being met.

Pavement Management

Spokane has approximately 2098 lane miles of paved streets. Arterial streets account for approximately 760 of the total lane miles. The Street Department manages its pavements by regularly assessing their condition and performing routine maintenance as far as budget constraints will allow. City streets are visually inspected to document their existing condition. After roads are inspected, a condition index is calculated from 0-100. Generally, streets rated 70-100 are considered "Good." One of our goals is to keep "good" streets in "good" condition. When roads begin to fail, they fail quickly and the costs to repair them increases dramatically. While it might be tempting to fix all "failed" streets first, it would be so expensive no money would be left for preventive maintenance or rehabilitation of "fair" to "good" streets.

Condition of Street

The City of Spokane uses a scoring system to indicate the conditions of street pavement. The Pavement Condition Index (PCI) categories include:

- Excellent: 85-100
- Very Good: 70-84
- Good: 55-69
- Fair: 40-54
- Poor: 25-39
- Very Poor: 10-24
- Failed: 0-9

4.5 IMPLEMENTATION

20 Year Transportation Project Lists

One of the major goals of the transportation plan is to create a prioritized project list that guides transportation system investments and timing of projects over the life of the plan. The project lists include subjects for future study, arterial reconstruction, arterial maintenance, pedestrian, bicycle, trail, and projects that change capacity for all modes including those that are coordinated with future transit system investments.

Transportation system project lists were prioritized based upon a scoring matrix tool that uses the following six transportation plan goals as the major Evaluation Categories. The source of the projects within the plan included:

- The projects listed in the previous version of the transportation chapter of the Comprehensive Plan
- Adopted Neighborhood and Sub-Area Plans
- The Downtown Plan & the U-District Plan
- The Spokane Regional Transportation Council – Horizon 2040
    - Transportation Plans for jurisdictions surrounding the City
    - Spokane Airports Master Plan
- Spokane Transit Authority – Connect Spokane & Stay Moving Forward
    - High Performance Transit Network / Central City Line
- City Bicycle and Pedestrian Plan
    - Spokane Area Safe Routes to School
- City Transportation Impact Fee Project List
- Joint West Plains Transportation Study
- WSDOT Plans and Projects
    - North Spokane Corridor, Route Development Plans, Washington Transportation Plan
- Current Arterial Pavement Conditions and Utility Conditions

20 Year Integrated Project Funding Strategy

When forecast availability of funding is available to include new projects within the annually updated 6 Year Capital Program, the highest priority projects are reviewed to determine which projects are the best fit for the overall program. Projects that rank high in the possibility of integration with other public utility needs and that do not conflict with the constructability of the other projects already in the 6 Year Capital Program are reviewed for inclusion by the Plan Commission and for final action annually by the City Council. Projects are evaluated to ensure that their possible

construction effects are not geographically concentrated within any one area of the City.

All of the sources of funding are covered in detail in the 6 Year Capital Street Program. Major new sources of funding to implement the Transportation Plan come from the integrated strategy which is summarized below:

Integrated Clean Water Plan / Clean River Initiatives (Combined Sewer Overflow)

The Integrated Clean Water Plan allows the City to meet its regulatory requirements related to water quality in the Spokane River and Lake Spokane. The City is subject to regulatory requirements across its range of stormwater, CSO, and municipal wastewater treatment services. All these requirements come from the Clean Water Act and are regulated through a National Pollutant Discharge Elimination System (NPDES) permit for CSOs and municipal wastewater treatment, existing and potential future total maximum daily load (TMDL) limits, and the Eastern Washington Phase II NPDES Municipal Stormwater Permit.

The Integrated Clean Water Plan specifies that as part of the City's long term effort to reduce pollution to the rivers, stormwater removal systems (Green Infrastructure) are to be incorporated into street projects. This helps to reduce the amount of stormwater in the Combined Sewer Overflow system and reduces the amount of water to be treated at water reclamation facilities or that flows straight to a river. These projects use different technologies and often involve using street right of way for either storage facilities or piping to move water from a source to a treatment facility. This combination of treatment techniques achieves greater pollution reduction than would have been possible if these water investments were implemented just to meet regulatory requirements. When these projects are coordinated and integrated with transportation projects the public is able to have multiple system improvements while disrupting the local area only once.

The project prioritization matrix methodology includes project integration criteria and seeks to achieve and maximize several community benefits with every project. Benefits emphasized in the Clean Water Plan include environmental outcomes, community benefits such as improved streets, parks, and natural areas, economic development potential, operations and maintenance considerations, and life-cycle costs.

Maintenance and street sweeping can also reduce stormwater pollution. Each year, thousands of cubic yards of material are collected from the streets and prevented from entering the stormwater and combined sewer systems.

Examples of projects incorporating or testing new Green Infrastructure / Storm Water systems include:

- Havana Street Rebuild including stormwater improvements and dedicated bicycle lanes using permeable pavement.
- 37th Avenue Stormwater Pipe Upsizing
- Crestline Complete Street Construction

2014 Street Levy

In November of 2014, the citizens of Spokane approved a 20-year levy lid lift as outlined in City Resolution "RES 2014-0085" for improved and integrated streets. This new levy replaced the 2004 10-Year Street Bond with a longer term funding source.

This pay-as-you go source recognized that street repair needs are perpetual and ongoing investment was critical to maintain the system. The Levy specified that the City would prioritize projects using an integrated approach that considers all needs in the right of way including transportation and utility needs. Levy dollars are to be focused on improvements to the arterials system including both complete rehabilitation of streets and maintenance work.

2014 Water and Sewer System Utility Contribution

The City is leveraging the dollars from the 2014 Street Levy with matching funds from the other City utilities and state and federal sources for a total annual investment of around $20 million a year into our arterial system.

The City is approaching its work in the right of way in an "integrated" fashion, considering all uses of the street right of way with each project. The effort focuses on incorporating public and private utility work, stormwater management, economic development opportunities, and facilities to support multiple modes of transportation from vehicles to bikes and pedestrians to mass transit and freight mobility. To

support that integrated approach, the City has committed an annual $5 million investment in maintaining the condition of the street from the City's utilities, which use City right-of-way to serve customers.

Financial Outlook Projection

The transportation system Capital financial outlook was based on a look at 18-20 years (depending on data availability) of the City of Spokane historical finances. Existing funding sources included:

- Transportation Improvement Board (TIB)
- Freight Mobility Strategic Improvement Board (FMSIB)
- Highway Safety Improvement Program (HSIP)
- Safe Routes to School (SRTS) and Bike/Ped
- Spokane Regional Transportation Council (STRC)
- Real Estate Excise Tax (REET)
- Paths & Trails

New sources for the next 20-years include the previously mentioned Street levy and the sewer system utility contribution.

Tables TR 3 and TR 4 identify the projected high and low ends of expected revenue (TR 3) and projected project costs. As the plan is implemented these estimates will guide future decision making during project scoping and selection.

TABLE TR 3 – PROJECTED REVENUE

Revenue Source	Low	High
Local Funds (Levy, Utility, REET)	$265,000,000	$275,000,000
Grant Funds	$50,000,000	$70,000,000
TOTAL	**$315,000,000**	**$345,000,000**

TABLE TR 4 – PROJECTED PROJECT COSTS		
Revenue Source	**Low**	**High**
Integrated	$270,000,000	$350,000,000
Other Capital (bridges, stand-alone bike/ped projects, capacity (impact fee) projects	$85,000,000	$125,000,000
TOTAL	**$355,000,000**	**$475,000,000**

20 Year Project Prioritization

The 20 Year transportation project lists were prioritized based upon a scoring matrix tool that uses the following six transportation plan goals as the major Evaluation Categories. Within each evaluation category measurable criteria are used to score how well each project fits the criteria. Each measurable criteria column is then added to give a total project score. The higher the total score of the project the higher priority the project has in the 20 Year Transportation Plan. Details on the project list prioritization process are found in Volume V and include the scoring criteria, ~~and~~ rankings, and planning-level cost estimates. Condensed versions of those tables can be found below in Tables TR 5 – TR 8.

Transportation Goals Used as Evaluation Categories

In developing the prioritization matrix, the City settled on using and expanding on the goals established for this transportation chapter update.

- Transportation Choices
- Access to Daily Needs
- Economic Opportunity
- Natural & Community Assets
- Enhance Public Health & Safety
- Fiscal Responsibility

Project Categories

Within the prioritization matrix, projects are organized as follows:

- 20-Year Arterial Strategy
  - ~~Complete~~ Integrated Street Rebuilds (Table TR 5)
    - Projects typically include full depth reconstruction, integration of storm water, water, and sewer repair and or replacement. Addition of or repair of all transportation modes are included in the scope of these projects, including incorporating transit.
    - Roadways of Significance are also ranked for priority
  - Maintenance / Overlays
    - These projects are part of the 20-Year Arterial Strategy to keep the "Good" streets in good condition and manage the poor streets until they can be fully rebuilt.
  - ~~Non-Motorized projects~~Active Transportation Projects (Table TR 6)
    - Pedestrian, bicycle, and trails that are part of the transportation system
  - Capacity Improvement Project List (Table TR 7)
    - Motorized capacity projects including new roadway segments to improve connectivity, intersection modifications including new signals and Intelligent Transportation Systems (ITS) to move goods and people more efficiently.
  - Bridges (TR 8)
    - Bridges provide key surface links between downtown and the surrounding area, supporting the City's ability to maintain and build upon its economic strength.

20-Year Arterial Strategy

The 20-year Arterial Strategy includes the following implementation approaches tied to the Transportation Plan goals:

- Maintenance / Overlays
- Complete Street Rebuilds
    - Roadways of Significance
- Everything has its Place

Complete Integrated Street Rebuilds (High Priority Projects)

Rebuilding streets in an integrated fashion including Green Infrastructure and adding multi-modal transportation modes as outlined in the Transportation Plan. The prioritization matrix process provides the majority of the guidance on how these streets are selected into the 6 Year Capital Street Program. The goal of these projects is to:

- Do all the work that's needed when you rebuild – ensure that all infrastructure is prepared for the next 20 years
- Include underground utilities
  - Water & sewer
  - Electric & natural gas
  - Communications & data including telephony, cable
- Manage stormwater
- Bike Facilities as called for in the Master Bike Plan (MBP)
- Pedestrian needs
- Transit system improvements

TABLE TR 5 – INTEGRATED STREET REBUILDS

ID	Project Name	Project Location	Project Description
1	Main Avenue	Monroe to Wall	Full depth reconstruction, SW repair, structural sidewalk mitigation, stripe bike lanes, redo lighting (parking funds)
2	Sprague	Howard to Browne	Full depth reconstruction, SW repair, structural sidewalk, stripe bike lanes, redo lighting (parking funds)
3	Spokane Falls Blvd.	Post to Division	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)
4	1st Ave	Wall to Bernard	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)
5	27th Avenue	SE Blvd to Ray	Full depth reconstruction, SW repair
6	Howard Street	SFB to Riverside	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)
7	Howard Street	Sprague to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)
8	Washington	SFB to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)

TABLE TR 5 – INTEGRATED STREET REBUILDS			
ID	Project Name	Project Location	Project Description
9	Main Avenue	Cedar to Monroe	Full depth reconstruction, SW repair, structural sidewalk
10	Maxwell	Maple to Monroe	Full depth reconstruction, SW repair
11	4th Avenue	Jefferson to Division	Full depth reconstruction, SW repair
12	Mallon	Monroe to Howard	Full depth reconstruction, SW repair
13	Monroe	Maxwell to Indiana	Full depth reconstruction, SW repair
14	Post St.	Main to 3rd	Full depth reconstruction, SW repair, structural sidewalk, redo lighting
15	Belt	Garland to Rowan	Full depth reconstruction, new sidewalk, SW repair, crosswalks, bike lane
16	Stevens	SFB to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting
17	Cedar	11th to 15th	Full depth reconstruction, SW repair, bike lane
18	Broadway Avenue	Cedar to Post	Full depth reconstruction, SW repair
19	Riverside Ave	Hemlock to Maple	Full depth reconstruction, SW repair
20	Cowley St.	4th to Rockwood	Full depth reconstruction, SW repair, add sidewalk
21	Summit Blvd - Mission	A St. to Pettit	Full depth reconstruction, SW repair
22	Boone	Maple to Monroe	Full depth reconstruction, SW repair
23	Howard Street	Mallon to Maxwell	Full depth reconstruction, SW repair
24	Indiana Avenue	Ash to Monroe	Full depth reconstruction, SW repair, bike lanes
25	Wellesley	Division to Nevada	Full depth reconstruction, SW repair
26	Boone	Summit Blvd to Ash	Full depth reconstruction, SW repair
27	Maple-Walnut	5th to 11th	Full depth reconstruction, SW repair
28	Rowan	Division to Nevada	Full depth reconstruction, SW repair
29	SE Blvd	29th to 31st	Full depth reconstruction, SW repair
30	Monroe	Garland to Wellesley	Full depth reconstruction, SW repair
31	Havana	Broadway to Sprague	Full depth reconstruction, SW repair

TABLE TR 5 – INTEGRATED STREET REBUILDS			
ID	Project Name	Project Location	Project Description
32	Freya (Phase 1)	Wellesley to Francis	Full depth reconstruction, SW repair
33	Rowan	Crestline to Market	Full depth reconstruction, SW repair
34	17th Avenue	Grand to Upper Terrace	Full depth reconstruction, SW repair
35	Boone	Washington to Division	Full depth reconstruction, SW repair
36	Howard Street	Maxwell to Buckeye	Full depth reconstruction, SW repair
37	Havana	3rd to Hartson	Full depth reconstruction, SW repair
38	Nevada	Magnesium to Holland	Full depth reconstruction, SW repair
39	Havana	Sprague to 3rd	Full depth reconstruction, SW repair
40	14th Avenue	Bernard to Grand	Full depth reconstruction, SW repair
41	Frederick	Freya to Havana	Full depth reconstruction, SW repair
42	Bernard - Ben Garrett - Grove	9th to 14th	Full depth reconstruction, SW repair
43	Freya paving	37th to 42nd	Full depth reconstruction, SW repair
44	Hartson	Freya to Havana	Full depth reconstruction, SW repair
45	Wellesley	Crestline to Haven	Full depth reconstruction, SW repair
46	Freya paving	17th to 29th	Full depth reconstruction, SW repair
47	Wellesley	Driscoll to A St.	Full depth reconstruction, SW repair
48	Freya	Upriver to Euclid	Full depth reconstruction, SW repair
49	Sharp-Atlantic	Boone to Pearl	Full depth reconstruction, SW repair
50	Empire / Garland	Crestline to Market	Full depth reconstruction, SW repair
51	Summit Blvd	Boone to Broadway	Full depth reconstruction, SW repair
52	Rowan	Assembly to Driscoll	Full depth reconstruction, SW repair
53	Cedar - High Drive	15th to 29th	Full depth reconstruction, SW repair
54	Central Ave	Wall to Division	Full depth reconstruction, SW repair
55	Summit Blvd	A St. to Boone	Full depth reconstruction, SW repair
56	14th Avenue	Monroe to Grand	Full depth reconstruction, SW repair

TABLE TR 5 – INTEGRATED STREET REBUILDS			
ID	Project Name	Project Location	Project Description
57	Freya	Wellesley to Euclid	Full depth reconstruction, SW repair
58	Indiana Avenue	Monroe to Division	Full depth reconstruction, SW repair
59	Bernard	29th to High Drive	Full depth reconstruction, SW repair
60	Sunset Blvd	Hwy 2 to Rustle	Full depth reconstruction, SW repair
61	14th Avenue	Cedar to Monroe	Full depth reconstruction, SW repair
62	Illinois	Perry to Market	Full depth reconstruction, SW repair
63	Lincoln	Division to Nevada	Full depth reconstruction, SW repair
64	Belt	NW Blvd to Montgomery	Full depth reconstruction, SW repair
65	25th Avenue	Bernard to Grand	Full depth reconstruction, SW repair
66	Empire	Nevada to Crestline	Full depth reconstruction, SW repair
67	Milton-14th	16th to Lindeke	Full depth reconstruction, SW repair
68	Rockwood Blvd	Grand to Cowley	Full depth reconstruction, SW repair
69	Wellesley	Nevada to Crestline	Full depth reconstruction, SW repair
70	Rowan	Nevada to Crestline	Full depth reconstruction, SW repair
71	6th-7th Avenue	Inland Empire to Walnut St.	Full depth reconstruction, SW repair
72	Perry	Wellesley to Euclid	Full depth reconstruction, SW repair
73	Empire	Division to Nevada	Full depth reconstruction, SW repair
74	Wellesley	Freya to Havana	Full depth reconstruction, SW repair
75	Strong Road	Five Mile to Cedar	Full depth reconstruction, SW repair
76	Cozza Drive	Division to Nevada	Full depth reconstruction, SW repair
77	Lindeke Street - 16th	Sunset Blvd to 195	Full depth reconstruction, SW repair
78	Qualchan Dr	Cheney Spokane to 195	Full depth reconstruction, SW repair
79	Rustle-Garden Springs	Sunset to City limits (near Assembly)	Full depth reconstruction, SW repair

Roadways of Significance

Projects that the City designates as a "Roadway of Significance" are arterials with a unique economic opportunity within a Council identified area target for economic growth. These projects are allowed to be placed within the 6-year street program to begin seeking funding and eventual construction, even though they may not be identified as next in line in the City's 20-year capital project list based upon the ranking criteria used. The expectation is that there will be very few projects that will be promoted over the projects that rank higher according to the criteria used to develop the prioritized 20-year capital project list. Resources dedicated towards "Roadways of Significance" are by necessity no longer available for other priority projects within the six-year program.

A Roadway of Significance will be pursued recognizing that it will likely be an incremental improvement towards an eventual complete street. The first stage of the project will typically address only the most pressing transportation elements first with other integrated elements added over time. These projects recognize unique circumstances where a project is desired to fulfil a shorter term community objective.

In summary "Roadways of Significance" projects and designations:

- Provide or support a special economic development opportunity
- Are located in a Council-defined areas targeted for economic growth
- Will be the least-used approach to having project promoted to the 6-Year Street Program
- Provide features that may only be the minimum work needed to serve the near term need
- Recognizes that this designation will slow the completion of a project that was deemed a higher priority following the goals of the transportation plan
- Council must approve the promoting the project over other projects that ranked higher on the 20 Year Transportation Capital project list

Maintenance

As a part of the adoption of the Street Levy the goal was to bring the system wide average pavement condition to a "Good" condition. This recognized that while some of the system would be improved to an "Excellent" condition after a full rebuild other parts of the system would need to be maintained without either needing or being able to be fully rebuilt within the next 20 years. This would include grind/overlay projects, pothole and sub-grade repair, skin patching, utility cut patching, and crack sealing to prolong street pavement life.

Keep the "good" streets "good"

- This is MOST important
- Invest in streets to keep them from deteriorating to the point of rapid decline
- Select streets based on prescribed schedule & visual inspection
- Increase dollars spent in this area over time

Keep "poor" streets together until they can be rebuilt

- Road condition is priority
- Improve the ride until it can be rebuilt
- Mostly grind and overlay work
- Include 1-2 projects each year

Selecting grind and overlay to manage poor streets, reviewing:

- Pavement condition
- Traffic volumes
- Pedestrian demand and bike facilities
- Location in a Center or Corridor or Target Area
- Location on a bus route
- Completion of a larger corridor
- Geographic diversity

~~Non-Motorized~~Active Transportation Projects

With a move towards more integrated project delivery, many of the planned ~~non-motorized~~ active transportation projects will be implemented along with street rebuilds and annual maintenance activities. However, there will always be some stand-alone ~~non-motorized~~ active transportation projects that are a priority for the city and its residents, such as the recently completed Ben Burr Trail. For those projects, a portion of the federal funding received, along with grant funding, will be used to complete these projects.

TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS

ID	Project Name	Project Location
1	Downtown Bike Share Program	Downtown & U District
2	Thornton Murphy Park pathway and crossing improvement	Ray/23rd to 27th/Fiske

TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS		
ID	Project Name	Project Location
3	Hillyard / NSC Pedestrian Bridge Study	NSC
4	Southeast Sports Complex pathway	Regal to Altamont
5	Centennial Trail - Boone to Petit Drive	Connect from Boone to Petit Drive
6	Downtown Structural Sidewalk Repair	various locations downtown
7	Ben Burr under SFB Bridge	Builds the Ben Burr connection underneath the SFB Bridge
8	Centennial Trail to Fish Lake Connection	Connect from Sandifur Memorial Bridge to the Fish Lake Trailhead
9	Centennial Trail / Mission Ave ped bridge	Make Crossing Improvements at Mission Ave
10	Spokane Valley/Millwood Trail	Western leg from Greene St. to Felts Field
11	Everett Street Greenway	Division to Market
12	Elm Street Greenway	Summit Parkway to NW Blvd
13	Canon Pool Area - sidewalk infill	Elm, Sinto, Oak, Cannon as needed
14	N Monroe area sidewalk infill	gaps on Madison, Euclid
15	Fort George Wright sidewalk	south side from River Ridge Blvd to SFCC entrance
16	Stairway Repair and Replacement	various locations
17	N Hillyard Area - sidewalk infill	Haven, Bismarck, Regal, as needed

TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS		
ID	Project Name	Project Location
18	S Hillyard Area - sidewalk infill	Haven west side, Rich, Regal
19	East Sprague area sidewalk infill	gaps on Helena, Madelia,
20	34th-35th Avenue Greenway	Arthur to Regal
21	Indian Trail pathway	Lowell to Kathleen
22	US 2 - Shared Use Path - Spotted to frontage road	North Side of US 2 b/w Sunset Frontage Rd and Spotted Rd
23	US 2 - Shared Use Path - Assembly to frontage road	Sunset Blvd Corridor between Assembly and the west end of Sunset Frontage Rd.
24	Division sidewalk Weile to Lincoln	gaps on eastside of Division from Weile to Cozza
25	North River Drive sidewalk	Construct sidewalk on the south side of North River Drive
26	Cook Street Greenway	SE Blvd to 49th
27	US 2 - Shared Use Path - Spotted to Flint	North Side of US 2 b/w Spotted Rd and Flint Rd.
28	US 2 - Shared Use Path - Flint to Hazelwood	North side of US 2 b/w Flint and Hazelwood
29	Division sidewalk Cozza to Lincoln	gaps on west side of Division from Cozza to Lincoln
30	Division sidewalk Rhoades to Houston	gaps on westside of Division from Rhoades to Houston
31	33rd Avenue Greenway	High Drive to Arthur
32	East Central Comm Center area - sidewalk infill	Lee, Stone, Cook, Napa

TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS		
ID	Project Name	Project Location
33	North Hill (Garland) sidewalk infill	Lincoln, Rockwell, Lacrosse, longfellow
34	Arthur Street Greenway	-
35	21st Avenue Greenway	Cedar to Rockwood Blvd.
36	Havana sidewalk	gaps from Havana to 3rd
37	Ferris/Adams/Palouse Hwy Student Trail	Along Freya crossover ROW, connecting south to Palouse Highway
38	Holy Family Area - sidewalk infill	Central, Standard, as needed
39	Belt St sidewalk	east side Wellesley to Longfellow
40	US 195 Shared Use Path	Spokane-Cheney commercial area to Meadowlane
41	Trolley Trail acquisition and improvement	Complete the Trolley Trail from the northern terminus of the publicly owned trail (running from Assembly northeast for 1.5 miles) to Milton Street
42	17th Avenue Greenway	Cedar to Rockwood Blvd
43	Hartson Ave sidewalk infill	gaps from Regal to Freya
44	Rowan Ave sidewalk	north side Napa to Crestline
45	Greene/Upriver area - sidewalk infill	west of Greene, Jackson, Market, Carlisle
46	Alberta St. sidewalk	east side gaps from Wellesley to Francis
47	Francis sidewalk gaps	Sutherlin to Winston (both sides)

TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS		
ID	Project Name	Project Location
48	Alberta-Cochran sidewalk	infill from NW Blvd to Gordon
49	Driscoll Blvd sidewalk	Alberta to Garland
50	Alberta St. Sidewalk	east side from Driscoll to Longfellow
51	Perry St. sidewalk	east side Bridgeport to Empire
52	Cliff Dr sidewalk	gaps from Bernard to Grand
53	Alberta St.sidewalk	west side from Driscoll to Garland
54	Perry St. sidewalk	east side Empire to Wellesley
55	Helena St. sidewalk	both sides Rowan to Olympic
56	Fish Lake Trail Gap I	Sandifur Bridge to Fish Lake Trailhead
57	Fish Lake Trail Gap II	Queen Lucas Lake to Fish Lake Regional Park

~~Transportation Impact Fee~~Capacity Improvement ~~List~~ Project List~~s~~

The GMA authorizes impact fees for adding needed capacity for streets and roads. The fees must be based on, and used for, specific improvement projects in the Transportation Plan. The projects must be "system improvements" that provides additional system capacity service and benefits to the community, and not "project improvements" that provide service and benefits only to the individual development.

TABLE TR 7 – CAPACITY IMPROVEMENT PROJECT LIST

Region	Project Name	Project Location
D	5th Ave / Sherman St	Intersection - Install new traffic signal
D	Trent / Hamilton intersection	modifications due to new traffic patterns with NSC
D	Downtown Bike Share	Paid bike share program
D	D Bicycle Improvements	stripe bike facilities on arterials
D	D Pedestrian Improvements	install pedestrian facilities on arterials
D	Ash Street 2-way from Broadway to Dean	Convert Ash Street to a 2-way street to allow access to Maple Street Bridge SB.
NW	Assembly St / Francis Ave (SR291)	Intersection - Construct Roundabout
NW	Indian Trail Rd - Kathleen to Barnes	Widening - Construct to 5-lane section
NW	Francis/Alberta	modify NB and SB lanes to allow protected phasing
NW	Francis/Maple	add WBR lane
NW	NW Bicycle Improvements	stripe bike facilities on arterials
NW	NW Pedestrian Improvements	install pedestrian facilities on arterials
S	29th Ave / Freya St	Stripe EBL and WBL turn lanes, and widen for NB and SB left turn lane. Keep 4-way stop.
S	29th Ave TWLTL	between Martin and Strong
S	37th Ave / Freya st	Construct traffic signal

TABLE TR 7 – CAPACITY IMPROVEMENT PROJECT LIST		
Region	Project Name	Project Location
S	37th Ave / Ray St	Construct traffic signal and WBR channelization
S	Ray-Freya Crossover	Segment - construct road project
S	44th Ave from Crestline to Altamont	new collector road section
S	44th/Regal	Widen northbound approach to 2 lanes
S	Freya / Palouse Hwy	roundabout (or turn lanes)
S	S Bicycle Improvements	stripe bike facilities on arterials
S	S Pedestrian Improvements	install pedestrian facilities on arterials
NE	Lincoln Rd / Nevada St	Intersection Improvements - Construct separate eastbound and westbound left-turn lanes; include west leg widening and construction of 5-lane east of Nevada 1000'
NE	Hamilton St Corridor - Desmet Ave to Foothills Ave	Segment Improvements - Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing. New signal at Desmet.
NE	Mission/Havana	signal
NE	Nevada / Magnesium	left turn phasing, additional lanes
NE	Greene/Ermina	New signal to accommodate SCC access for transit and future NSC (mostly funded by STA)
NE	NE Bicycle Improvements	stripe bike facilities on arterials
NE	NE Pedestrian Improvements	install pedestrian facilities on arterials
W	US 2 / Deer Heights Signal	new signal
W	21st Avenue: Deer Heights to Flint/Granite	segment - construct new 3-lane arterial
W	Deer Heights Road: south end to 18th/21st	segment - construct new 2-lane arterial

TABLE TR 7 – CAPACITY IMPROVEMENT PROJECT LIST		
Region	Project Name	Project Location
W	12th Avenue: Deer Heights to Flint/Granite	segment - construct new 2-lane arterial
W	US 2 Bike Path	bike path from Deer Heights to Sunset Hill
W	W Bicycle Improvements	stripe bike facilities on arterials
W	W Pedestrian Improvements	install pedestrian facilities on arterials

Bridges

The Spokane River has served as an industrious focal point for hundreds of years. Because the river and Spokane Falls drew people to gather at its banks, bridges became requisite and have played a major role in Spokane's economic vitality for over 100 years. Freight transfer into and through Spokane is facilitated by six key bridges. These bridges provide key surface links between downtown, the heart of our economic engine, and the surrounding area. All bridges listed in Table TR 8 are showing their age, portions of some of these bridges have deteriorated to the point that the City of Spokane has had to restrict traffic to maintain safety standards.

TABLE TR 8 – BRIDGE PROJECT LIST	
Project Name	**Year Built**
Post Street Bridge	1917
Latah Bridge	1913
Mission Street Bridge	1909
Greene Street Bridge	1955
Hatch Bridge	1919

20-Year Residential Strategy

Non-Arterial Street Maintenance

Non-Arterial streets traditionally have fewer maintenance and new construction funds available than Arterial streets. Federal and State funding sources are normally not available, leaving the local community as the sole source for maintenance or rebuilding local streets. The City Council formed a local Transportation Benefit District (TBD) to generate revenue for the repair and maintenance of non-arterial streets.

The TBD governing board (currently the City Council) established a Citizen's Transportation Advisory Board (CTAB) as per resolution "RES 2010-0002". The TBD Board recognized that successful implementation of the City's TBD required transparency and accountability regarding the revenue generated by the vehicle tab fee as well as the projects on which these funds are spent. The volunteer citizens of the CTAB are responsible for the review of transportation projects under consideration for TBD funding and make recommendations to the TBD governing board.

4.6 FUTURE CONDITIONS

In addition to the proposed projects and policies presented in this plan, there are several noteworthy technological, demographic, and societal changes that are anticipated to have significant impacts on the future of transportation systems. This section reviews some of these trends and tries to provide insight on how these may change transportation needs in the future.

Technological

Ride Sourcing

Transportation network companies (TNC) are providing ride sourcing options with apps such as Uber and Lyft, which have introduced a new dynamic to the transportation system. They provide a quick and relatively affordable alternative for completing short trips, adding another tool to facilitate alternatives to car ownership.

TNC's have seen rapid growth, increasing operations by 360% from 2013-2014, and are expected to continue in an upwards trajectory[2].

Impacts of Autonomous Vehicles

In recent years, the anticipation and questions around autonomous vehicles have intensified. As transportation technology continues to rapidly evolve, major benefits such as improved safety, increased mobility, and maximized efficiency are on the horizon. However, autonomous vehicles will bring several challenges for jurisdictions as technology integrates with existing infrastructure and human drivers.

Though it is expected that safety will be improved as a result of automation limiting accidents, it will take decades for roadways to become fully automated, potentially resulting in friction between autonomous and human drivers in the near future. In addition, there are concerns of negative impacts autonomous vehicles may have on VMT and emission levels as a result of empty cars travelling to cheaper parking areas away from the owners' destination, which would also add to local congestion. As technology has the potential to increase the capacity of existing roadways and intersections through more efficient signal timing and tighter vehicle spacing, reducing congestion concerns, it may encourage individuals to utilize their own vehicles more often and as an alternative to transit services. Planning ahead and implementing policies to curtail VMT in the presence of autonomous vehicles can

[2] SOURCE: Reuters // Uber, Lyft, Sidecar sites, compiled by http://quoted.thezebra.com/

prevent such concerns from materializing. Potential system features that could be set up to prevent increases in VMT include the following:

- Pay per mile
- Facilitating and encouraging the sharing economy
- Establish autonomous vehicles as support for transit and active modes, not a replacement
- Ensure high quality transit is available, especially along major corridors, as quality will be more important than ever to encourage ridership

In addition, though automation will bring many benefits assuming negative impacts are curtailed, it may not bring the same level of benefits related to improved public health, economic development, and quality of life, as seen with active transportation. Modal balance of the transportation system will be as important in the future as it is today for residents.

Parking is another key component of the transportation system that is likely to be impacted as autonomous vehicles emerge. A system of shared autonomous vehicles could reduce, or perhaps even eliminate, the need for parking. This presents tremendous opportunity, because of the significant amount of land underutilized by being dedicated to parking, which negatively impacts walkability and the overall vibrancy of an area. If predictions of lowered parking demands materialize, cities and developers could rapidly eliminate or reduce the amount of parking in projects, opening the door to projects that bring along the benefits of density, availability of more affordable housing, and walkability. With technology expected to evolve to complete autonomous capability in the next decade, and 100% autonomous penetration as soon as 2045, cities like Spokane may consider creating dramatically less parking for the future, especially when considering the long term costs and life span of parking structures[3].

As these technologies begin to emerge, Spokane should not only update infrastructure technologies to maximize capacity and safety of the network, but also look ahead to address potential challenges of managing new technologies as they may impact VMT levels and other travel patterns.

[3] Morgan Stanley. (2013). "Autonomous Cars: Self-Driving the New Auto Industry Paradigm." Retrieved from: http://orfe.princeton.edu/~alaink/SmartDrivingCars/PDFs/Nov2013MORGAN-STANLEY-BLUE-PAPER-AUTONOMOUS-CARS%EF%BC%9A-SELF-DRIVING-THE-NEW-AUTO-INDUSTRY-PARADIGM.pdf

Economic

Expected Increases in Delivery Freight

Shoppers are making fewer trips to stores, instead opting to shop from their keyboard. The digital footprint will continue to grow, and more goods are likely to come directly to residences. This may result in an increased number of delivery vehicles making their way into urban neighborhoods.

Role of the Sharing Economy

Technology has enabled the growth of the sharing economy. There are mobile applications that enable ride sourcing as previously described, short term car rentals such as ZipCar, and temporary home or auto sharing opportunities such as Airbnb and Turo. These new markets provide alternatives to traditional auto ownership and may result in changes to transportation behaviors.

Demographics[4]

People Driving Less Overall

VMT per capita is not increasing like it has in the past, suggesting that people are more open to alternatives to driving in congested conditions than before. While lower gas prices and a rebounding economy led to an uptick in total vehicle miles traveled (VMT) in 2015, vehicle miles traveled per capita rose at a slower rate than total driving, and remains over 6% off its 2004 high.

Younger Generations Are Driving Less

Younger age groups are exhibiting strong preferences for alternative modes and methods of transportation, suggesting that vehicle ownership and driving trends may not stay as it has been in the past. Millennials are more likely than previous generations to use transit, walk, and bike, and less likely to drive.

Decreased Licensing Rates

Younger generations are waiting longer to obtain drivers licenses. This trend showcases that driving is not as important to young people today as it was in the past. Between 1998 and 2008, the proportion of teenagers with a license dropped by 28%. In addition, only 79% of individuals between the ages of 20-24 had a driver's license in 2011, compared to 92% of individuals within that same age group in 1983.

[4] SOURCES: http://www.nielsen.com/us/en/insights/news/2014/millennials-prefer-cities-to-suburbs-subways-to-driveways.html // http://gizmodo.com/millennials-will-live-in-cities-unlike-anything-weve-se-1716074100 // : http://usa.streetsblog. org/2014/09/02/behind-fhwas-dubious-vmt-announcement-and-call-for-highway-investment/ // : https://www.washingtonpost.com/news/wonk/wp/2014/10/14/the-many-reasons-millennials-are-shunning-cars/

Renewed Desire to Live in Urban Areas

With today's technology, millennials have grown accustomed to having the world at their fingertips. As cities resurface as centers of economic energy and vitality, millennials are opting to live in urban areas over the suburbs of rural communities, with 62% of millennials indicating they prefer to live in the type of mixed-use communities found in urban centers, where they can be close to shops, restaurants, and employers. Millennials are currently living in urban areas at a higher rate than any other generation. As a result, for the first time since the 1920's, growth in U.S. cities outpaces growth outside of them.

Demand for Transit is Up

Nationwide, transit ridership has increased consistently since 2010. Though this may be tied to the Great Recession, other trends suggest that younger generations are actively relying on alternatives to driving.

More Single Households

Younger generations are waiting longer than before to get married and have children. This means that housing preferences and travel patterns observed in family households are not emerging as strongly as before.

Regional Map

Map TR1

Canada

Vancouver
Victoria
Bellingham
Seattle
Olympia
Portland
Wenatchee
Yakima
Richland
Pendleton
Castlegar
Spokane
Coeur d'Alene
Pullman
Kalispell
Missoula

90
5
2

Legend

- Major Cities
- Airports

Roadways

- Interstate
- Highways
- Major Rail Lines
- Rivers

0 12.5 25 50 75 100
Miles

Source: GIS
Date: 09/2016

N
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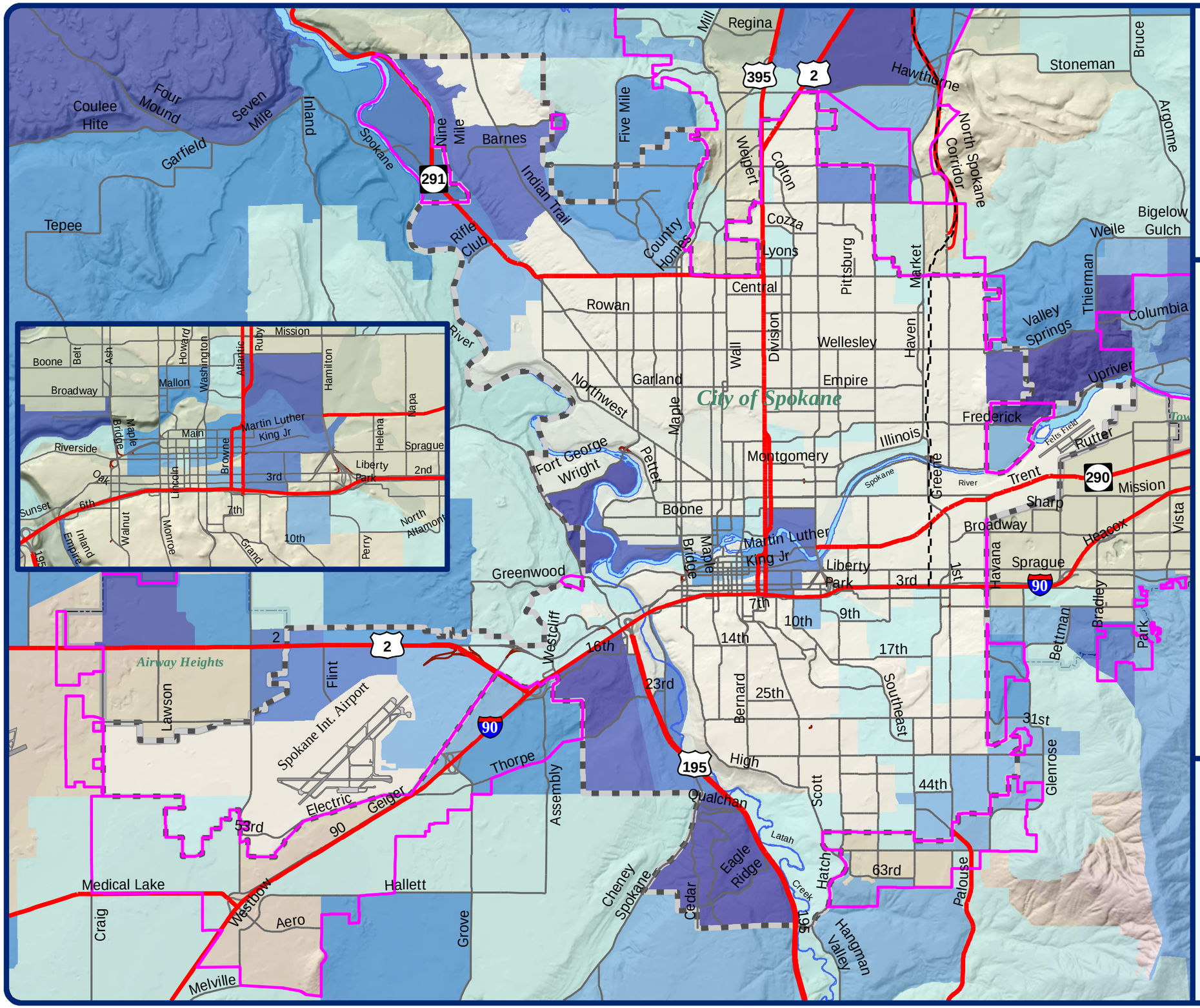
Housing Unit Density Change

Map TR 2



Legend

Housing Unit Density (2010-2040)

Higher

Lower

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North Spokane Corridor

1 0.5 0 1 2 Miles

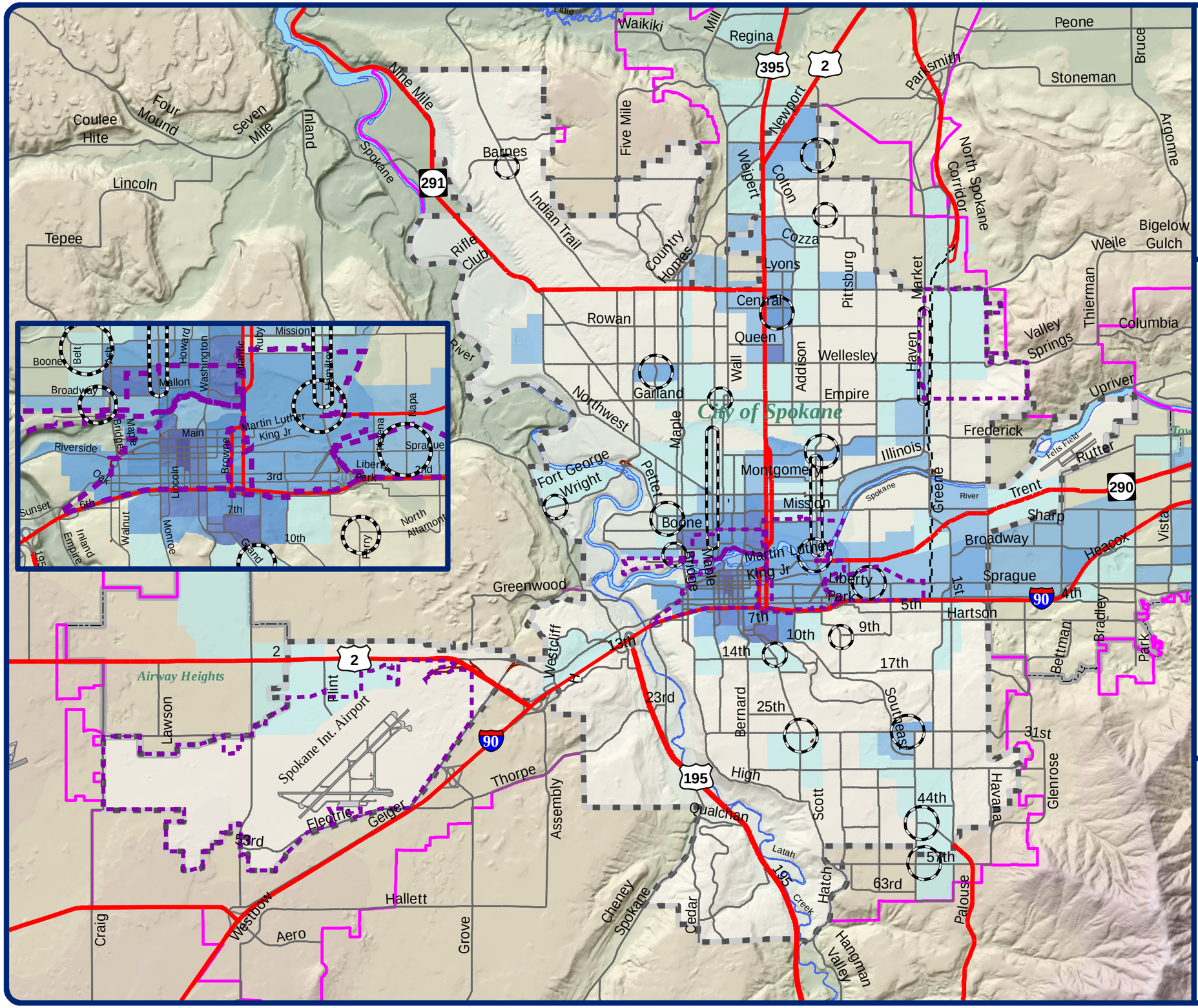
Source: GIS
Date: 09/2016

N W E S

CITY OF SPOKANE

Employment Density Change

Map TR 3



Legend

Employment Density (2010-2040)

Higher

Lower

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North Spokane Corridor
- Centers & Corridors
- Targeted Growth Areas

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

N W E S

CITY OF SPOKANE

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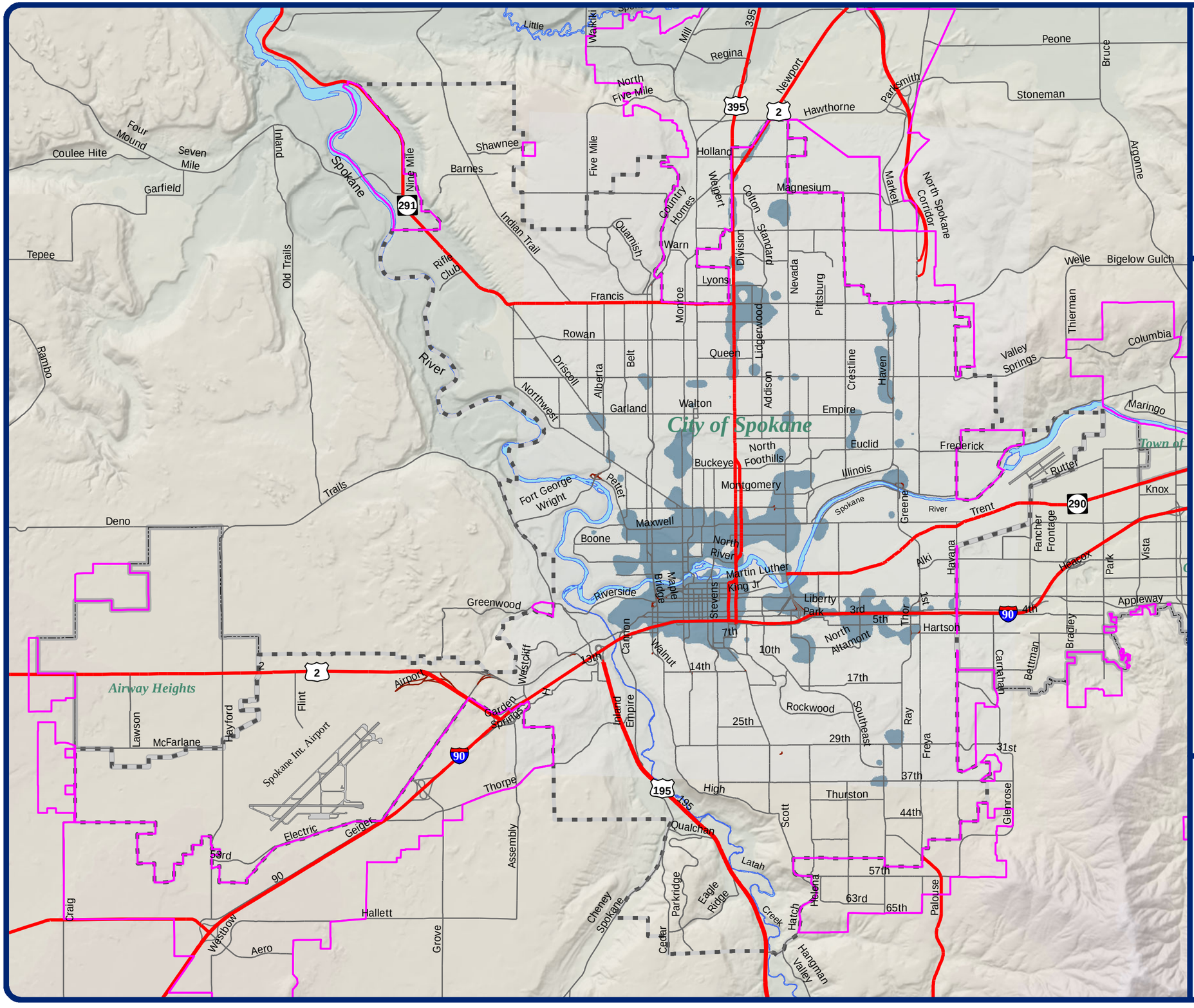
Composite Needs Map: Pedestrian Priority Zones

Map TR 4



Legend

Pedestrian Priority Zone

- Highest Priority Zone
- Lowest Priority Zone

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North/ South Corridor

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

N W E S

CITY OF SPOKANE

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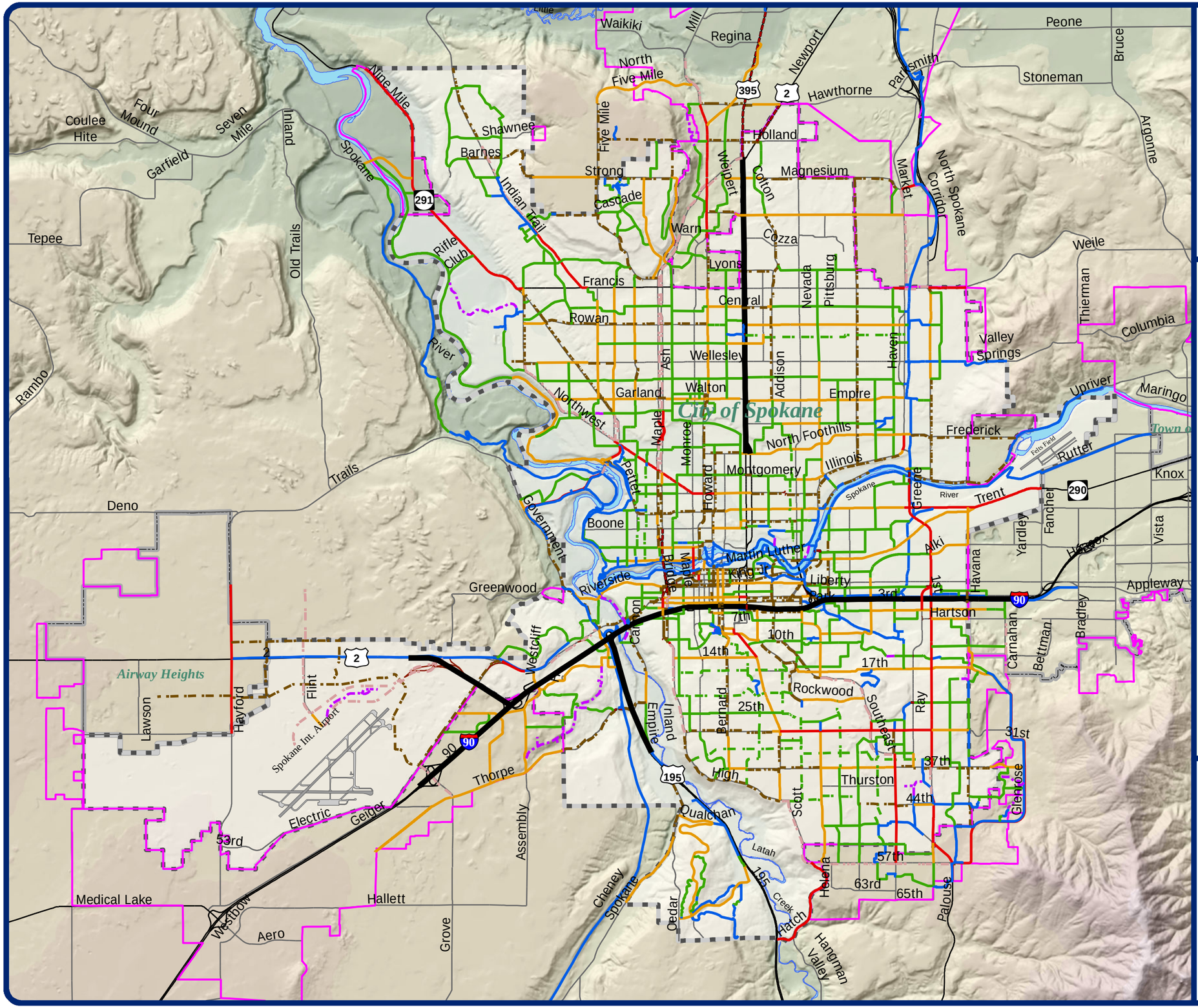
Proposed Bike Network Map

Map TR 5



Source: GIS
Date: 09/2016

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STA: High Performance Transit Network

Map TR 6

Service Type	Speed	Access	Frequency	Purpose
Green Lines	Lower	Higher	6-15 minutes	Support spontaneous travel, short trips and provide quick, easy access to other service types.
Red Lines	Moderate	Moderate	10-15 minutes	Offer direct service to major destinations within a metropolitan area.
Blue Lines	Higher	Limited	15-30 minutes	Cover long distances quickly to connect major regional destinations.

Legend

High Performance Transit Network

- Blue Lines
- Red Lines
- Green Lines

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North/ South Corridor
- Centers & Corridors

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

N W E S

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Central City Line Route

Map TR 7

Legend

Central City Line

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North/ South Corridor

0.25 0.125 0 0.25 0.5 Miles

N W E S

Source: GIS
Date: 09/2016

CITY OF SPOKANE

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Logan
University District
Chief Garry Park
Browne's Addition
Downtown
Spokane Community College
Spokane River
North River
Heath Park
Mission Park
Chief Garry Park
Riverfront Park
CDA Park
Liberty Park
Liberty Park
Driscoll
Cochran
T J Meenach
Northwest
Pettet
Belt
Madison
Post
Buckeye
Addison
Bridgeport
Nevada
395
Wolverton
Perry
Crestline
Euclid
Market
Frederick
North Foothills
Montgomery
Dakota
Illinois
North Center
Upriver
Carlisle Access
Ermina
Greene
Mission
Ruby
Howard
Indiana
Hamilton
Maxwell
Sharp
Atlantic
Boone
Monroe
Washington
Mallon
Broadway
Summit
Maple
Bridge
Main
Martin Luther King Jr
1st
Lincoln
Wall
Browne
Sherman
Sprague Access
2nd Access
3rd
4th
90
Arthur
Helena
Napa
Trent
Freya
Alki
Altamont
5th
Hartson
Thor
Ray
Oak
Freeway
Sunset
Cannon
6th
Walnut
Stevens
7th
8th
Cowley
Newark
9th
10th
Rockwood
Conklin
Southeast
17th
Grand
Bernard
Cedar
14th
16th
Lindeke
195
Inland Empire
Garfield
Elm

Freight & Goods Tonnage Volume

Map TR 8

Legend

Freight and Goods Transportation

- T-1: more than 10 million tons per year
- T-2: 4 million to 10 million tons per year
- T-3: 300,000 to 4 million tons per year
- T-4: 100,000 to 300,000 tons per year
- T-5: at least 20,000 tons in 60 days and less than 100,000 tons per year

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

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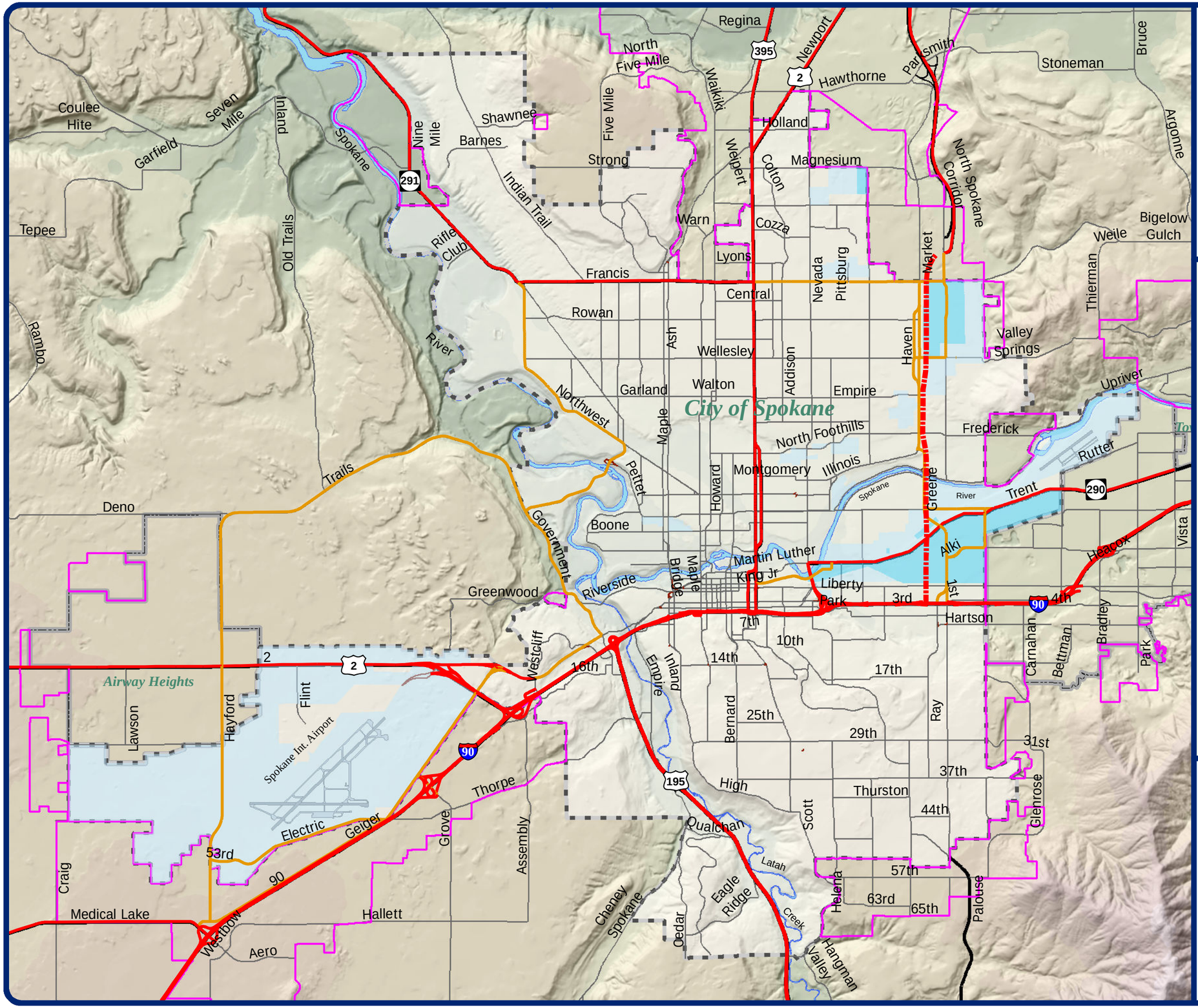
Heavy Haul Network

Map TR 9



Legend

Heavy Haul Routes

- Heavy Haul
- State Route
- Future NSC/395

City Zoning

- Heavy Industrial
- Light Industrial

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North/ South Corridor

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

N W E S

CITY OF SPOKANE

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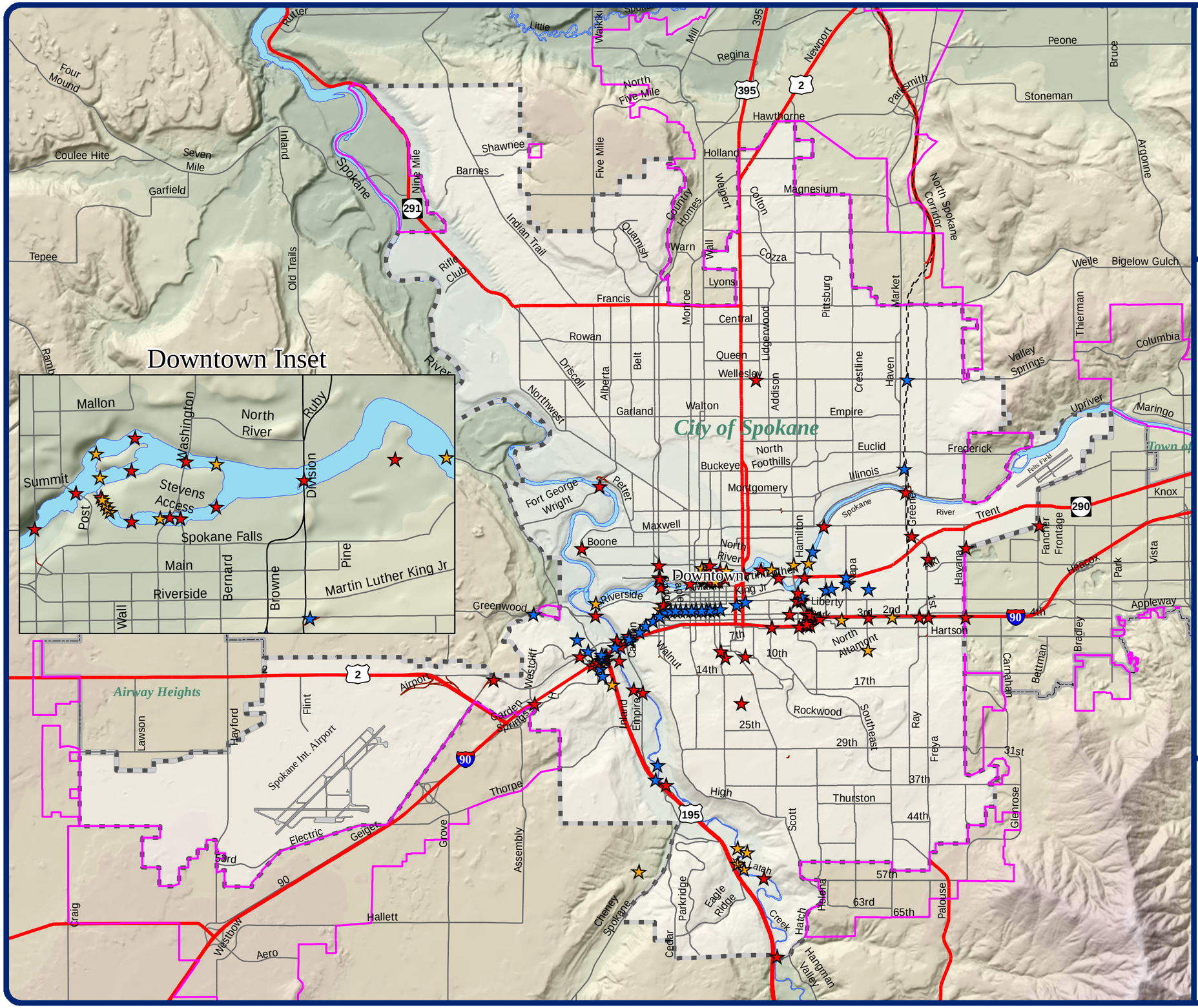
Bridge Inventory Map

Map TR 10



Legend

Bridge Type

- Vehicular Bridge
- Pedestrian Bridge
- Railroad Bridge

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North/ South Corridor

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

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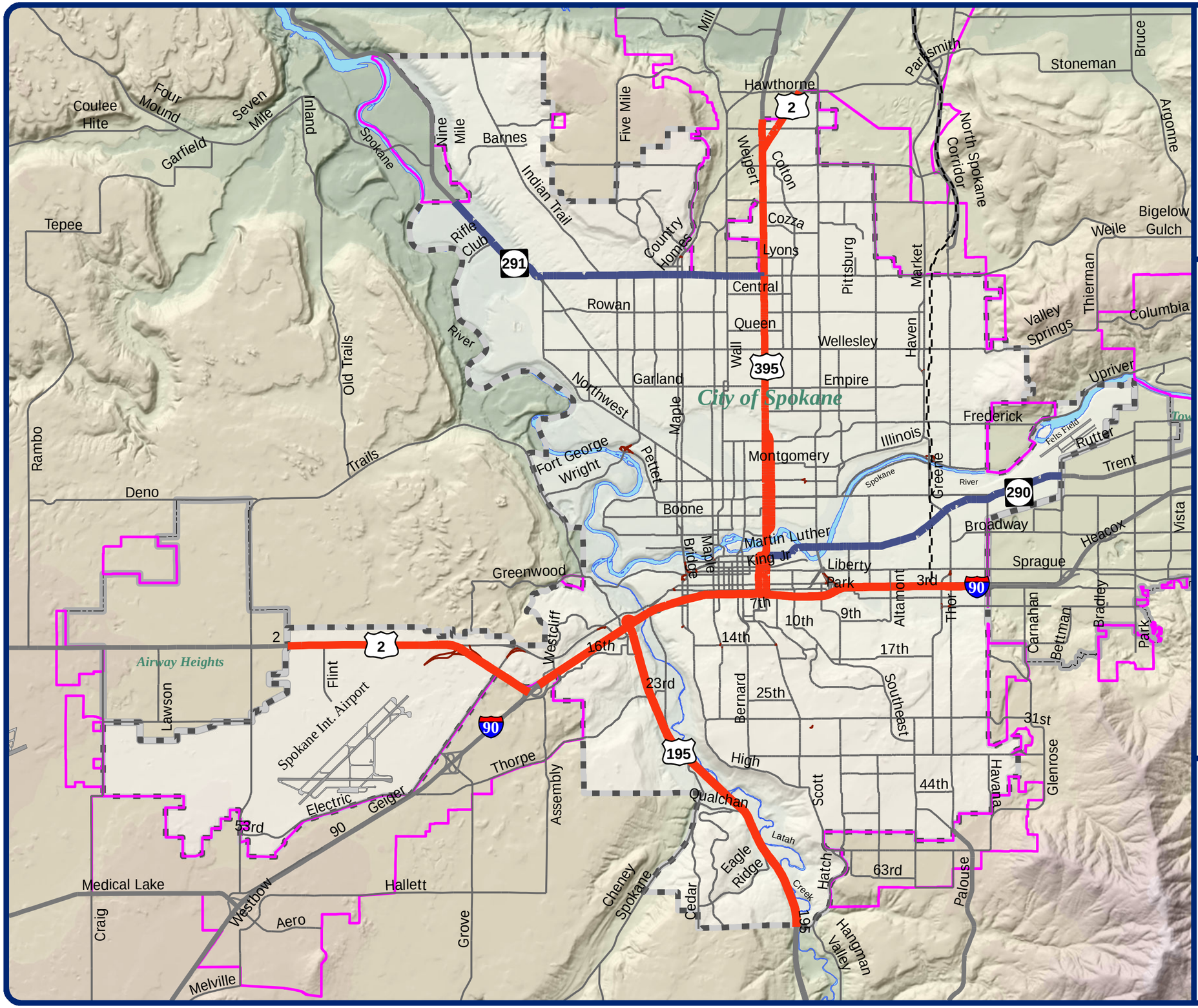
State Owned Facilities

Map TR 11



Legend

- Highways of Statewide Significance
- Other State Highways

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North/ South Corridor

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

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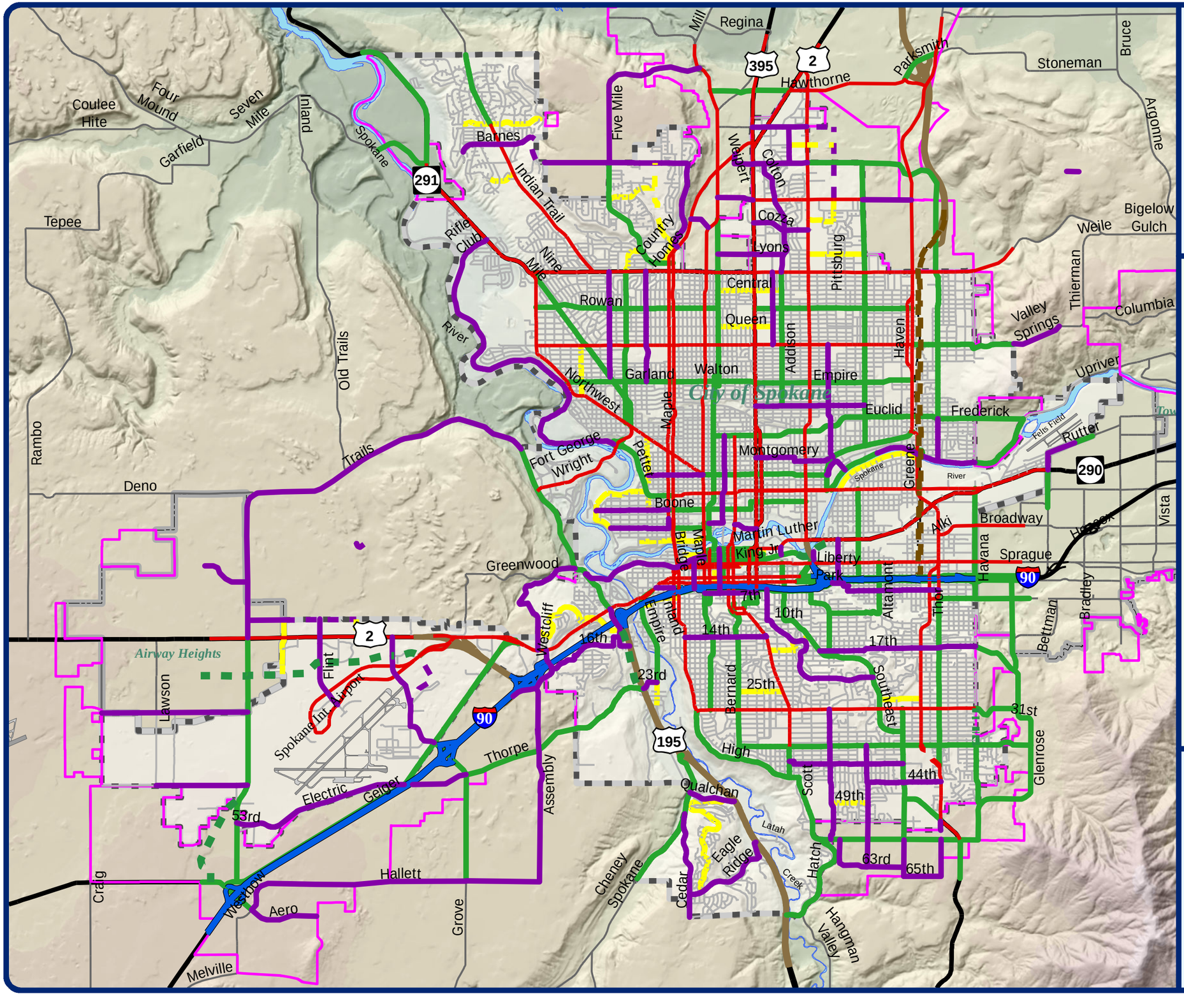
Proposed Arterial Network Map

Map TR 12



Legend

Arterial Network

- Proposed Urban Minor Collector
- Proposed Urban Major Collector
- Proposed Urban Minor Arterial
- Proposed Urban Principal Arterial
- Proposed Urban Freeways and Expressways
- Urban Local Access
- Urban Minor Collector
- Urban Major Collector
- Urban Minor Arterial
- Urban Principal Arterial
- Urban Other Freeways and Expressways
- Urban Interstate

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

N W E S

CITY OF SPOKANE

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Transportation Chapter Policy Advisory Group Membership List

		Business/Position
Callary	Raychel	Lilac Services for the Blind
Carroll	Tom	Catholic Charities
Cathcart	Michael	Homebuilders - Director of Government Affairs
Clements	Sara	Hospitals - Providence
Darlene	Deanne	Centennial Real Estate Investments
Dewey	Heleen	Spokane Regional Health District
Dice	Sarah	Greater Spokane Incorporated - Economic Development
Dietzman	John	Planning Commission
Ewers	Matt	Inland Empire Distribution Services Inc.
Francis	Greg	Rockwood CA Dist 2 CA Plan Commission Rep
Haught	Lunell	Gonzaga
Hawkins	Dallas	Public Works Committee
Hill	Latisha	Avista
Hoffman	Carlie	Emerson/Garfield CA District 3 (N Monroe) and PeTT Rep (Pedestrian, Transportation, & Traffic Comm)
Jackson	Joe	West Plains Chamber of Commerce
Jones	Margaret	College of Nursing, WSU
Joplin	Amber	Access for All Spokane
Kay	Char	WSDOT
Kehr	Garry	Bicycle Advisory Board
Kelley	Bill	EWU
Key	Lisa	City of Spokane Planning Director
Kilday	Cheryl	Visit Spokane
Klitzky	Kitty	Futurewise
Kropp	Paul	Neighborhood Alliance/SRTC TAC
Mansfield	Mark	U-District Development
Mansfield	Amanda	SRTC
McFaul	Loreen	Friends of the Centennial Trail
McIntyre	Jamie	Aging and Long Term Care Eastern Washington
Mclellan	Rhonda	Spokane Schools
Minder Jones	Margaret	Land Use Committee
Otterstrom	Karl	STA
Prosser	Gail	Planning Commission
Reynolds	Dave	The Arc of Spokane
Richard	Mark	Downtown Spokane Partnership
Schad	Jon	WSU Spokane
Schoelen	Lena	Dept of Services for the Blind
Scranton	Steve	Washington Trust Bank
Stewart	Cheryl	Associated General Contractors
Tolley	Luke	Hillyard Comm Assem Dist 1 (N/S Corridor Econ Devel)
Tortorelli	Joe	Spokane Area Good Roads Association
Warrington	Steven	Centennial Real Estate Investments
Weinand	Kathleen	STA

Planning Documents Reviewed (2017)

City of Spokane Plans/Studies

- The City of Spokane's Comprehensive Plan
- Spokane Master Bike Plan
- The Downtown Plan: Fast Forward Spokane (2008)
- University District / Downtown Spokane Transportation Improvement Study (2009)
- Downtown Parking Study (2005 & 2010 reports)
- University District Strategic Master Plan (2004)
- University District Parking Study (2007)
- Division Street Gateway Study (2015)
- Pedestrian Plan (2015)
- Davenport Arts and Entertainment District Plan (2002)
- West Plains Transportation Subarea Plan (2014)
- ADA Transition Plan (2015)
- Growth and Transportation Efficiency Center Plan (GTEC) (2008)

Neighborhood Plans

- Browne's Addition: Master Plan for Coeur d'Alene Park - Spokane Park Board Approval
- East Central: City Council resolution number: RES 2006-0032
- Emerson-Garfield: City Council resolution number: RES 2014-0086
- Five Mile: City Council resolution number: RES 2012-0007
- Grandview/Thorpe: City Council resolution number: underway
- Logan: City Council resolution number: RES 2006-0069
- Logan Neighborhood Identity Plan and Model Form-Based Code for Hamilton Corridor: RES 2014-0053
- Nevada Lidgerwood: City Council resolution number: RES 2012-0009
- North Hill: City Council resolution number: underway
- Peaceful Valley: City Council resolution number : underway
- Southgate: City Council resolution number: RES 2012-0008
- South Hill Coalition: City Council resolution number: RES 2014-0067
- West Central: City Council resolution number: RES 2013-0012

Spokane Regional Transportation Council (SRTC)

- SRTC HORIZON 2040: The Metropolitan Transportation Plan
- Spokane Unified Regional Transportation Vision and Implementation Strategy (2011)
- Spokane Regional Transportation Council (SRTC) 2011-2035 Metropolitan Transportation Plan
- Regional Commute Trip Reduction Plan Update (2015)
- Spokane Regional Commute Trip Reduction Plan (2008)

- Spokane Region ITS Systems Plan (2013)
- Spokane Regional Pedestrian Plan (2009)
- Spokane Regional Bike Plan (2008)

Spokane Transit Authority (STA)

- STA Moving Forward (2016)
- Connect Spokane (2015)
- Transit Development Plan (2016)
- Central City Line Strategic Overlay Plan (2016)
- Ft. George Wright Drive Station and Corridor Plan (2016) – move to neighborhood section?

Washington State Department of Transportation (WSDOT)

- WSDOT North Spokane Corridor Project (underway)
- WSDOT – Washington Transportation Plan (WTP 2035)
- WSDOT 2007-2026 Washington Transportation Plan (2006)

MISC

- 2016 to 2024 6 Year Capital Improvement Program
- Previous "Unfunded" Capital Projects List
- City Transportation Funding History: Capital and Maintenance
- Health District Assessment of Spokane's Street Design Standards
- Impact Fee Ordinance and projects
- City draft policy on pedestrian crossings? – Crosswalk Ordinance?
- Residential Traffic Calming Guide
- City Unified Development Code
- Street Design Standards
- Spokane Riverpoint Campus Academic & Master Plan Update (2009)

Matrix Scoring Summary

LinkSpokane

CITY OF SPOKANE

LINK Spokane
Project Selection Criteria

Evaluation Categories

- Transportation Choices
- Access to Daily Needs
- Economic Opportunity
- Natural & Neighborhood Assets
- Enhance Public Health & Safety
- Fiscal Responsibility

LinkSpokane

Sources for Project List

- Existing Comprehensive Plan
- Neighborhood Plans
- Downtown Plan & U-District Plan
- Bicycle and Pedestrian Plan
- Existing Impact Fee List
- West Plains Transportation Study
- Arterial and Utility Conditions

LinkSpokane

Matrix Types

- Reconstruction
  - Projects of Significance
- Maintenance / Overlays
- Non-Motorized
- Transportation Impact Fee List

Transportation Choices

Person Capacity

1 pt - < 5k ADT

2 pts – < 5k ADT + HPTN *or* 5k-10k ADT

3 pts – 5k-10k ADT + HPTN *or* 10k-20k ADT

4 pts – 10k-20k ADT + HPTN *or* > 20k ADT

5 pts – > 20k ADT+ HPTN

LinkSpokane

Transportation Choices

Network Connectivity

0 pts - none

2 pt – adds one mode

3 pts – adds two modes

4 pts – adds three modes

5 pts – adds four modes

3 pts - trails

5 pts – MLK extension

LinkSpokane

Access to daily needs

Neighborhood Accessibility

1 pts – score 1-5

2 pts – score 6 -10

3 pts – score 11 - 15

4 pts – score 16-20

5 pts – score 21-25

LinkSpokane

Access to daily needs

Regional Accessibility

0 pts - none

2 pt – 1-2 destinations near project limits

3 pts – 3-4 destinations near project limits

4 pts – 5-6 destinations near project limits

5 pts – downtown core

LinkSpokane

Access to daily needs

Disadvantaged Accessibility

0 pts - 0% - 6.92%

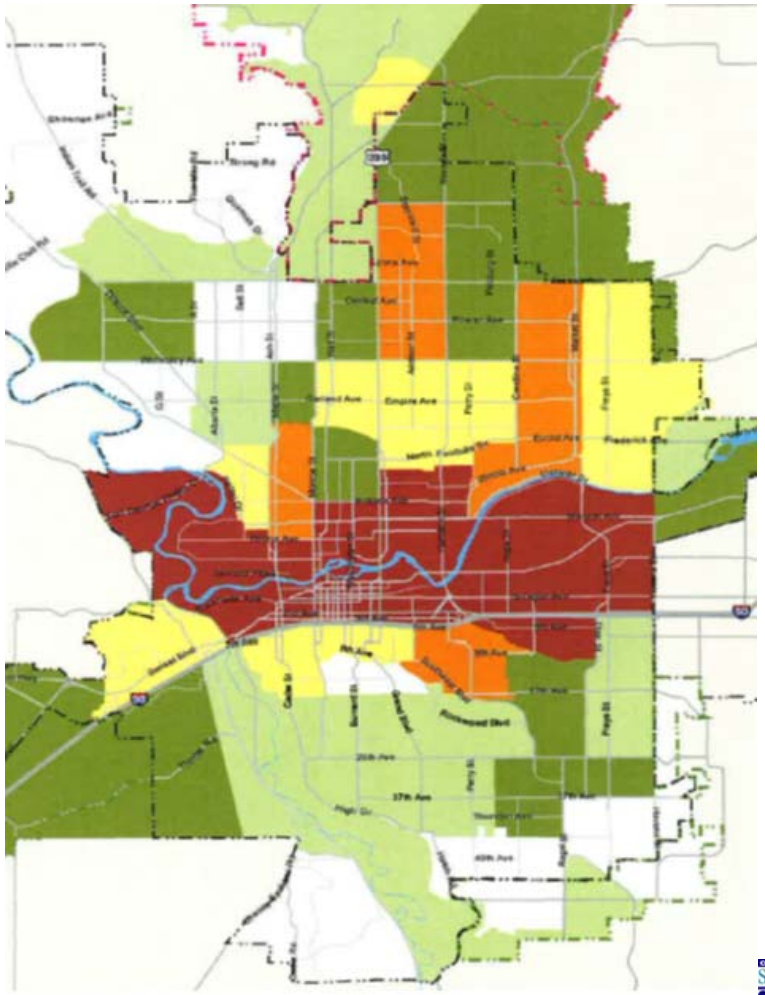
1 pts – 6.93% - 11.43%

2 pts – 11.43% - 19.36%

3 pts – 19.37% - 26.4%

4 pts – 26.45% - 32.9%

5 pts – 32.91%



LINKSpokane

CITY OF SPOKANE

Economic Opportunity

Freight & Goods Movement

0 pts - not classified

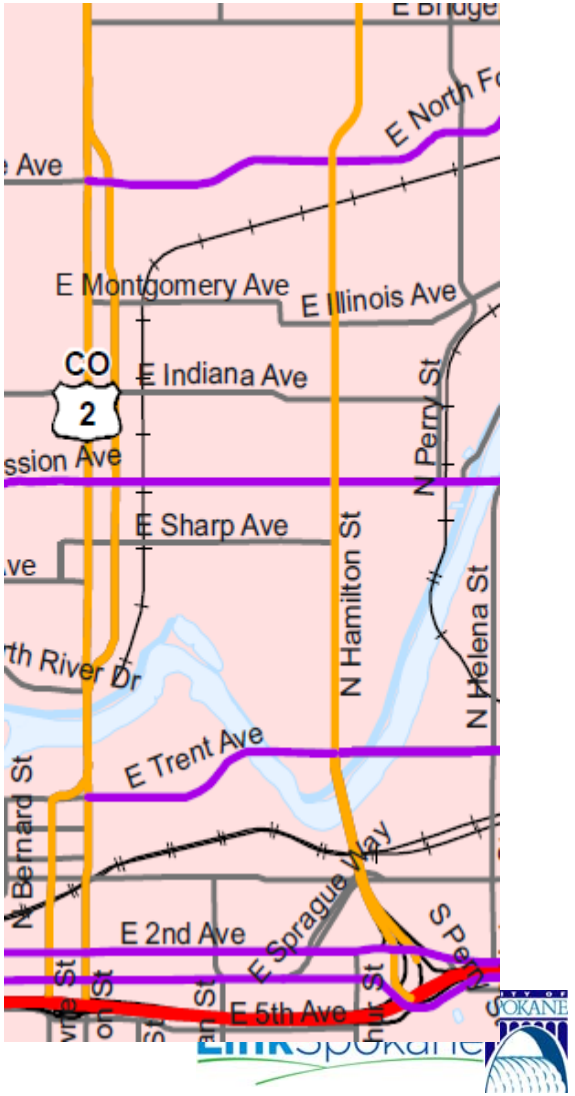
1 pt – T5 (20-100 tons)

2 pts - T4 (100-300 tons)

3 pts - T3 (300-4,000 tons)

4 pts - T2 (4,000-10,000 tons)

5 pts - T1 (over 10,000 tons)



Economic Opportunity

Development/Redevelopment Potential

0 pts - none

1 pt – within ½ mile

3 pts – within ¼ mile

5 pts – within project limits

Target Areas

Centers and Corridors

The YARD

LinkSpokane

Natural & Neighborhood Assets

Air Quality

0 pts - adds VMT

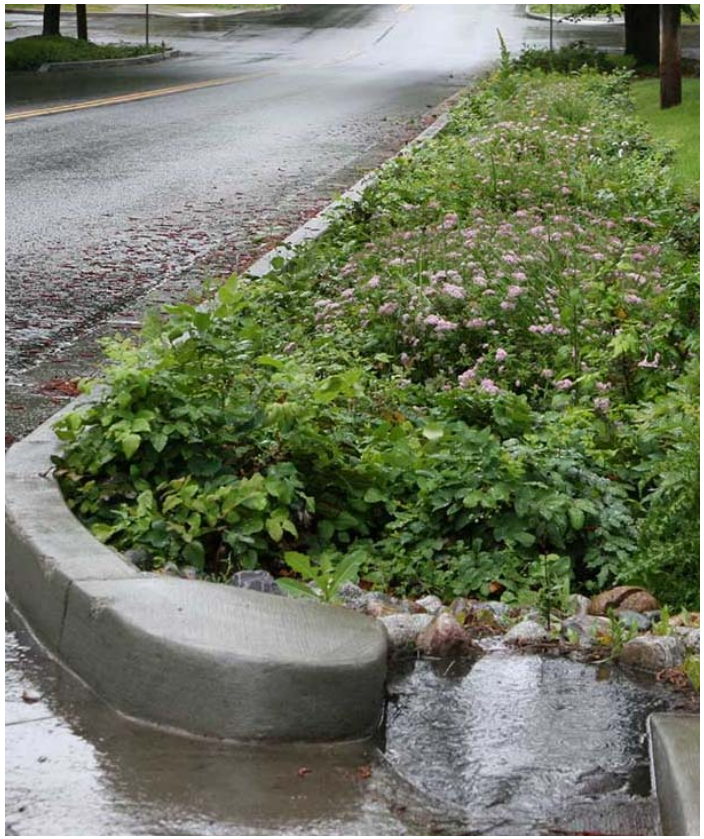
2 pt – neutral

3 pts – decreases idling

5 pts – reduces VMT

Natural & Neighborhood Assets

Water Quality



0 pts - negative

2 pts - neutral

5 pts – includes new or updated stormwater facilities

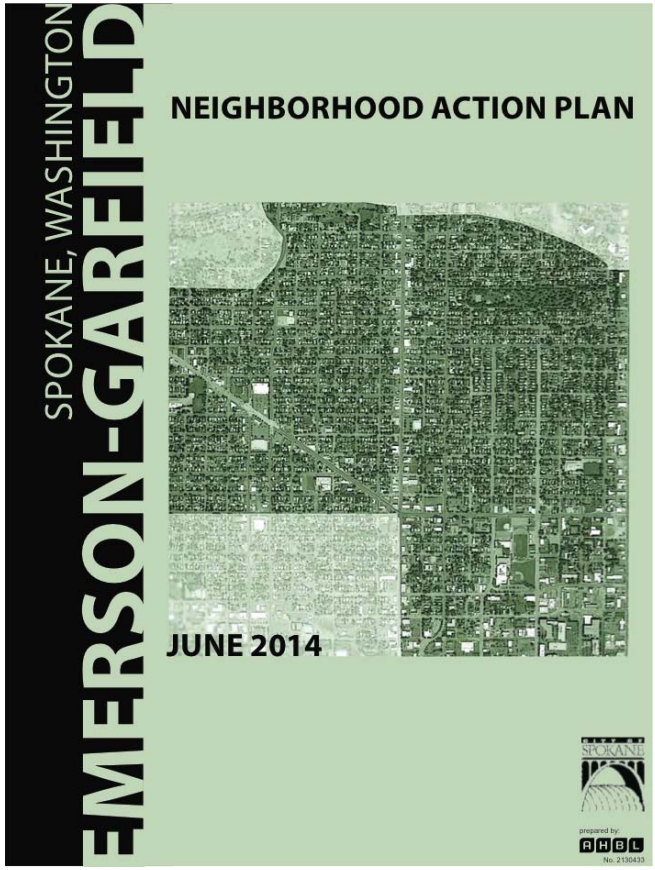
Natural & Neighborhood Assets

Neighborhood/District Impact

0 pts -
not in neighborhood plan

2 pt – consistent with plan concepts

5 pts – project listed in neighborhood plan



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Enhance Public Health & Safety

Vehicle Safety

0 pts - none

3 pts – clear safety benefit

5 pts – corrects documented collision pattern

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Enhance Public Health & Safety

Bike Safety

0 pts - none

2 pts – signing, marking

3 pts – bike lane

4 pts – buffered lane, greenway, controlled xing

5 pts - separated path, grade separated xing

LinkSpokane

Enhance Public Health & Safety

Pedestrian Priority Area

0 pts – none

2 pts – vicinity of ped priority area

5 pts – in ped priority area

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Enhance Public Health & Safety

Pedestrian Safety

0 pts - none
2 pt – sidewalk ramps or leveling
3 pts – adds sidewalk or crosswalk
4 pts – adds controlled crossing
5 pts – adds separated path or xing

Spokane

Fiscal Responsibility

CSO Integration

0 pts - none

1 pts – Low Priority

3 pts – Medium Priority

5 pts – High Priority

LinkSpokane

Fiscal Responsibility

Water Integration

0 pts - none

1 pts – 1995 – present

2 pts – 1975 - 1994

3 pts – 1956 - 1974

4 pts – 1931-1955

5 pts – 1850-1930

LinkSpokane

Fiscal Responsibility

Maintenance and Facility Condition

0 pts - PCI 80-100

2 pts – PCI 60-80

3 pts – PCI 40-60

4 pts – PCI 20-40

5 pts – PCI 0-20

Fiscal Responsibility

Leveraged Financing

0 pts - limited

1 pt – grant eligible

2 pts – on impact fee list

4 pts – <50% funded

5 pts - >50% funded

(excludes levy funds)

LinkSpokane

Capital Project Evaluation Matrix

					Provide Transportation Choices						Access to Daily Needs and Regional Destinations							Promote Economic Opportunity						Respect Natural and Neighborhood Assets						Enhance Public Health and Safety												Maximize Public Benefits and Fiscal Responsibility with Integration													
ID	Project Name	Project Location	Project Description	Integration	Person Capacity		Network Connectivity		Score	Neighborhood Accessibility		Regional Accessibility		Disadvantaged Accessibility		Score	Freight/ Goods movement		Development & Redevelopment Potential		Score	Air Quality		Water Quality		Neighborhood/District Impact		Score	Vehicle Safety		Bike Safety		Ped Plan Priority Area		Ped Safety		Score	CSO Integration		Water Integration		Maint and Facility Condition		Leveraged Financing (excludes levy)		Score	Total Score	Total Estimated Planning Cost with Inflation
1	Main Avenue	Monroe to Wall	Full depth reconstruction, SW repair, structural sidewalk mitigation, stripe bike lanes, redo lighting (parking funds)	replace CI distribution main, storm separation	5k-10k ADT	2	Adds 1 mode	2	4	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Project listed in plan	5	6	None	0	buffered lane, greenway,	4	In Ped Priority Zone	5	add sw and/or xwalk	3	6	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	**36.5**	$ 2,380,000
2	Sprague	Howard to Browne	Full depth reconstruction, SW repair, structural sidewalk, stripe bike lanes, redo lighting (parking funds)	replace waterline	10k-20k ADT	3	Adds 1 mode	2	5	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	**35.0**	$ 4,200,000
3	Spokane Falls Blvd.	Post to Division	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace waterline	5k-10k ADT + HPTN	3	None	0	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Consistent with plan concepts	2	6	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Low	1	1850-1930	5	PCI 60-80	2	grant eligible	1	5	**33.5**	$ 5,180,000
4	1st Ave	Wall to Bernard	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace CI distribution main (Madison to Howard), storm separation?	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	**33.0**	$ 2,660,000
5	27th Avenue	SE Blvd to Ray	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 2 modes	3	4	score 6-10	2	none	0	11.43%-19.36%	2	3	T5	1	adjacent	5	6	Decreases ic	3	New or updated facilities	5	Project listed in plan	5	9	None	0	bike lane	3	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	High	5	1956-1974	3	PCI 0-20	5	grant eligible	1	7	**32.3**	$ 2,100,000
6	Howard Street	SFB to Riverside	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	storm separation?	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	**31.2**	$ 1,260,000
7	Howard Street	Sprague to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace CI distribution main (1st to 4th), storm separation?	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	**31.2**	$ 2,940,000
8	Washington	SFB to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace CI distribution main (SFB to 3rd), storm separation?	10k-20k ADT	3	None	0	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	**30.7**	$ 4,900,000
9	Main Avenue	Cedar to Monroe	Full depth reconstruction, SW repair, structural sidewalk	CSO separation work (2017)	< 5k ADT	1	None	0	1	score 11-15	3	downtown core	5	32.91% +	5	9	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1931-1955	4	PCI 40-60	3	limited	0	6	**30.2**	$ 1,960,000
10	Maxwell	Maple to Monroe	Full depth reconstruction, SW repair	replace CI distribution main from Adams To Monroe	5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T3	3	within 1/4 mile	3	6	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 20-40	4	limited	0	6	**29.7**	$ 1,960,000
11	4th Avenue	Jefferson to Division	Full depth reconstruction, SW repair	replace CI distribution main, storm separation?	< 5k ADT	1	None	0	1	score 1-5	1	downtown core	5	19.37%-26.4%	3	6	T5	1	adjacent	5	6	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	**28.7**	$ 3,360,000
12	Mallon	Monroe to Howard	Full depth reconstruction, SW repair	replace CI distribution main, possible storm separation	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	3-4 destinations near project limits	3	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 40-60	3	limited	0	4	**28.3**	$ 1,120,000
13	Monroe	Maxwell to Indiana	Full depth reconstruction, SW repair	replace CI transmission main, storm separation?	10k-20k ADT + HPTN	4	None	0	4	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 80-100	0	grant eligible	1	5	**28.3**	$ 10,500,000
14	Post St.	Main to 3rd	Full depth reconstruction, SW repair, structural sidewalk, redo lighting	replace CI transmission main, storm separation?	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1850-1930	5	PCI 60-80	2	limited	0	6	**28.2**	$ 3,360,000
15	Belt	Garland to Rowan	Full depth reconstruction, new sidewalk, SW repair, crosswalks, bike lane	storm separation	5k-10k ADT	2	Adds 2 modes	3	5	score 11-15	3	1-2 destinations near project limits	2	6.93%-11.43%	1	4	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	Medium	3	1931-1955	4	PCI 60-80	2	limited	0	5	**27.2**	$ 3,360,000
16	Stevens	SFB to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting	replace waterline (SFB to Main)	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0		None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1931-1955	4	PCI 60-80	2	grant eligible	1	5	**25.5**	$ 4,760,000

Capital Project Evaluation Matrix

					Provide Transportation Choices						Access to Daily Needs and Regional Destinations							Promote Economic Opportunity							Respect Natural and Neighborhood Assets							Enhance Public Health and Safety									Maximize Public Benefits and Fiscal Responsibility with Integration										
ID	Project Name	Project Location	Project Description	Integration	Person Capacity		Network Connectivity		Score	Neighborhood Accessibility		Regional Accessibility		Disadvantaged Accessibility		Score	Freight/ Goods movement		Development & Redevelopment Potential		Score	Air Quality		Water Quality		Neighborhood/District Impact		Score	Vehicle Safety		Bike Safety		Ped Plan Priority Area		Ped Safety		Score	CSO Integration		Water Integration		Maint and Facility Condition		Leveraged Financing (excludes levy)		Score	Total Score	Total Estimated Planning Cost with Inflation
17	Cedar	11th to 15th	Full depth reconstruction, SW repair, bike lane	replace waterline (14th - 15th), CSO work	10k-20k ADT	3	Adds 1 mode	2	5	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	vicinity of Ped Priority Zone	2	sw ramps or repair	2	4	High	5	1931-1955	4	PCI 60-80	2	grant eligible	1	6	**24.8**	$ 980,000
18	Broadway Avenue	Cedar to Post	Full depth reconstruction, SW repair	replace waterline , CSO work	< 5k ADT	1	None	0	1	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	**24.7**	$ 1,960,000
19	Riverside Ave	Hemlock to Maple	Full depth reconstruction, SW repair	replace waterline	< 5k ADT	1	None	0	1	score 1-5	1	downtown core	5	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	**24.5**	$ 1,400,000
20	Cowley St.	4th to Rockwood	Full depth reconstruction, SW repair, add sidewalk	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	1-2 destinations near project limits	2	19.37%-26.4%	3	5	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	Medium	3	1850-1930	5	PCI 40-60	3	limited	0	6	**24.3**	$ 1,680,000
21	Summit Blvd - Mission	A St. to Pettit	Full depth reconstrction, SW repair	replace waterline (A to Lindeke)	< 5k ADT	1	None	0	1	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	High	5	1931-1955	4	PCI 40-60	3	limited	0	6	**24.3**	$ 1,540,000
22	Boone	Maple to Monroe	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 80-100	0	limited	0	4	**23.8**	$ 1,820,000
23	Howard Street	Mallon to Maxwell	Full depth reconstruction, SW repair	replace waterline	< 5k ADT	1	None	0	1	score 6-10	2	3-4 destinations near project limits	3	32.91% +	5	7	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	**23.8**	$ 1,820,000
24	Indiana Avenue	Ash to Monroe	Full depth reconstruction, SW repair, bike lanes	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	none	0	32.91% +	5	5	T4	2	within 1/2 mile	1	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	none	0	sw ramps or repair	2	3	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	**23.8**	$ 2,240,000
25	Wellesley	Division to Nevada	Full depth reconstruction, SW repair	replace waterline as needed?	10k-20k ADT + HPTN	4	None	0	4	score 1-5	1	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T3	3	within 1/4 mile	3	6	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority Zone	2	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	grant eligible	1	5	**23.8**	$ 4,200,000
26	Boone	Summit Blvd to Ash	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 6-10	2	none	0	32.91% +	5	5	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1850-1930	5	PCI 40-60	3	limited	0	7	**23.3**	$ 3,640,000
27	Maple-Walnut	5th to 11th	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	Adds 1 mode	2	5	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	vicinity of Ped Priority Zone	2	sw ramps or repair	2	4	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	**23.3**	$ 1,540,000
28	Rowan	Division to Nevada	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 6-10	2	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1850-1930	5	PCI 20-40	4	limited	0	5	**22.5**	$ 2,380,000
29	SE Blvd	29th to 31st	Full depth reconstruction, SW repair		10k-20k ADT + HPTN	4	None	0	4	score 6-10	2	none	0	11.43%-19.36%	2	3	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	sw ramps or repair	2	3	None	0	1975-1994	2	PCI 20-40	4	grant eligible	1	4	**22.3**	$ 560,000
30	Monroe	Garland to Wellesley	Full depth reconstruction, SW repair	some utility work	10k-20k ADT + HPTN	4	None	0	4	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	none	0	vicinity of Ped Priority Zone	2	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	grant eligible	1	5	**22.2**	$ 1,960,000
31	Havana	Broadway to Sprague	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T2	4	None	0	4	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	add sw and/or xwalk	3	2	High	5	1995-present	1	PCI 40-60	3	grant eligible	1	5	**21.8**	$ 2,100,000
32	Freya (Phase 1)	Wellesley to Francis	Full depth reconstruction, SW repair		5k-10k ADT	2	None	0	2	score 1-5	1	1-2 destinations near project limits	2	19.37%-26.4%	3	4	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Project listed in plan	5	6	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 40-60	3	limited	0	3	**21.0**	$ 2,380,000
33	Rowan	Crestline to Market	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	26.45%-32.9%	4	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	**21.0**	$ 2,100,000
34	17th Avenue	Grand to Upper Terrace	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3	T5	1	within 1/2 mile	1	2	No change	2	Neutral	2	Not in plan	0	3	None	0	buffered lane, greenway,	4	none	0	add sw and/or xwalk	3	4	High	5	1850-1930	5	PCI 20-40	4	limited	0	7	**20.8**	$ 840,000
35	Boone	Washington to Division	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	**20.7**	$ 1,400,000

Capital Project Evaluation Matrix

					Provide Transportation Choices									Access to Daily Needs and Regional Destinations									Promote Economic Opportunity							Respect Natural and Neighborhood Assets							Enhance Public Health and Safety										Maximize Public Benefits and Fiscal Responsibility with Integration											
ID	Project Name	Project Location	Project Description	Integration	Person Capacity		Network Connectivity		Score	Neighborhood Accessibility		Regional Accessibility		Disadvantaged Accessibility		Score	Freight/ Goods movement		Development & Redevelopment Potential		Score	Air Quality		Water Quality		Neighborhood/District Impact		Score	Vehicle Safety		Bike Safety		Ped Plan Priority Area		Ped Safety		Score	CSO Integration		Water Integration		Maint and Facility Condition		Leveraged Financing (excludes levy)		Score	Total Score	Total Estimated Planning Cost with Inflation
36	Howard Street	Maxwell to Buckeye	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 1-5	1	1-2 destinations near project limits	2	32.91% +	5	5	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	sw ramps or repair	2	3	None	0	1850-1930	5	PCI 40-60	3	limited	0	4	20.5	$ 3,640,000
37	Havana	3rd to Hartson	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 2 modes	3	5	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	add sw and/or xwalk	3	3	High	5	1995-present	1	PCI 20-40	4	limited	0	5	20.3	$ 980,000
38	Nevada	Magnesium to Holland	Full depth reconstruction, SW repair		>20k ADT	4	None	0	4	score 1-5	1	none	0	19.37%-26.4%	3	3	T2	4	None	0	4	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	None	0	1975-1994	2	PCI 20-40	4	grant eligible	1	4	20.3	$ 3,080,000
39	Havana	Sprague to 3rd	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	none	0	11.43%-19.36%	2	2	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	High	5	1995-present	1	PCI 40-60	3	limited	0	5	20.2	$ 1,260,000
40	14th Avenue	Bernard to Grand	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 6-10	2	none	0	0%-6.92%	0	1	T5	1	adjacent	5	6	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1931-1955	4	PCI 20-40	4	grant eligible	1	7	20.0	$ 700,000
41	Frederick	Freya to Havana	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	Adds 2 modes	3	5	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	add sw and/or xwalk	3	3	None	0	1931-1955	4	PCI 40-60	3	limited	0	4	19.8	$ 1,540,000
42	Bernard - Ben Garrett - Grove	9th to 14th	Full depth reconstruction, SW repair	some utility work	10k-20k ADT	3	None	0	3	score 6-10	2	none	0	6.93%-11.43%	1	2	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	High	5	1931-1955	4	PCI 60-80	2	grant eligible	1	6	19.7	$ 1,960,000
43	Freya paving	37th to 42nd	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4	none	0	1-2 destinations near project limits	2	6.93%-11.43%	1	2	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	sw ramps or repair	2	3	High	5	1975-1994	2	PCI 40-60	3	grant eligible	1	6	19.7	$ 1,540,000
44	Hartson	Freya to Havana	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	32.91% +	5	4	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	High	5	1956-1974	3	PCI 40-60	3	limited	0	6	19.7	$ 1,960,000
45	Wellesley	Crestline to Haven	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3	score 6-10	2	none	0	26.45%-32.9%	4	4	T3	3	within 1/2 mile	1	4	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority Zone	2	sw ramps or repair	2	2	None	0	1850-1930	5	PCI 60-80	2	grant eligible	1	4	19.7	$ 2,660,000
46	Freya paving	17th to 29th	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T3	3	within 1/2 mile	1	4	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 60-80	2	grant eligible	1	7	19.5	$ 2,240,000
47	Wellesley	Driscoll to A St.	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	none	0	sw ramps or repair	2	3	None	0	1995-present	1	PCI 40-60	3	grant eligible	1	3	19.3	$ 980,000
48	Freya	Upriver to Euclid	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	Adds 2 modes	3	5	none	0	none	0	19.37%-26.4%	3	2	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority Zone	2	sw ramps or repair	2	4	None	0	1931-1955	4	PCI 40-60	3	grant eligible	1	4	19.2	$ 2,380,000
49	Sharp-Atlantic	Boone to Pearl	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, n	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	19.2	$ 1,680,000
50	Empire / Garland	Crestline to Market	Full depth reconstruction, SW repair		5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	None	0	1956-1974	3	PCI 40-60	3	limited	0	3	19.0	$ 2,520,000
51	Summit Blvd	Boone to Broadway	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 1-5	1	1-2 destinations near project limits	2	32.91% +	5	5	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 60-80	2	limited	0	6	19.0	$ 1,120,000
52	Rowan	Assembly to Driscoll	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	none	0	11.43%-19.36%	2	3	T4	2	None	0	2	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	grant eligible	1	5	18.8	$ 980,000
53	Cedar - High Drive	15th to 29th	Full depth reconstruction, SW repair	some utility work	10k-20k ADT	3	None	0	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	sw ramps or repair	2	3	High	5	1931-1955	4	PCI 60-80	2	grant eligible	1	6	18.5	$ 4,200,000
54	Central Ave	Wall to Division	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	none	0	19.37%-26.4%	3	3	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	None	0	1931-1955	4	PCI 60-80	2	limited	0	3	18.5	$ 1,540,000
55	Summit Blvd	A St. to Boone	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 1-5	1	1-2 destinations near project limits	2	32.91% +	5	5	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1931-1955	4	PCI 60-80	2	limited	0	6	18.5	$ 1,120,000
56	14th Avenue	Monroe to Grand	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 6-10	2	1-2 destinations near project limits	2	0%-6.92%	0	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 80-100	0	limited	0	5	18.3	$ 2,100,000
57	Freya	Wellesley to Euclid	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 2 modes	3	5	none	0	none	0	19.37%-26.4%	3	2	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	add sw and/or xwalk	3	3	None	0	1995-present	1	PCI 40-60	3	grant eligible	1	3	18.2	$ 2,940,000

Capital Project Evaluation Matrix

					Provide Transportation Choices								Access to Daily Needs and Regional Destinations								Promote Economic Opportunity								Respect Natural and Neighborhood Assets								Enhance Public Health and Safety										Maximize Public Benefits and Fiscal Responsibility with Integration											
ID	Project Name	Project Location	Project Description	Integration	Person Capacity		Network Connectivity		Score	Neighborhood Accessibility		Regional Accessibility		Disadvantaged Accessibility		Score	Freight/ Goods movement		Development & Redevelopment Potential		Score	Air Quality		Water Quality		Neighborhood/District Impact		Score	Vehicle Safety		Bike Safety		Ped Plan Priority Area		Ped Safety		Score	CSO Integration		Water Integration		Maint and Facility Condition		Leveraged Financing (excludes levy)		Score	Total Score	Total Estimated Planning Cost with Inflation
58	Indiana Avenue	Monroe to Division	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3	score 6-10	2	none	0	26.45%-32.9%	4	4	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority Zone	2	sw ramps or repair	2	2	None	0	1850-1930	5	PCI 20-40	4	grant eligible	1	5	**17.7**	$ 3,920,000
59	Bernard	29th to High Drive	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	High	5	1956-1974	3	PCI 40-60	3	grant eligible	1	6	**17.5**	$ 2,380,000
60	Sunset Blvd	Hwy 2 to Rustle	Full depth reconstruction, SW repair		5k-10k ADT + HPTN	3	Adds 1 mode	2	5	score 1-5	1	1-2 destinations near project limits	2	11.43%-19.36%	2	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Consistent with plan concepts	2		Clear safety benefit	3	bike lane	3	none	0	sw ramps or repair	2	4	None	0	None	0	PCI 40-60	3	grant eligible	1	2	**17.3**	$ 8,820,000
61	14th Avenue	Cedar to Monroe	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 20-40	4	limited	0	7	**17.3**	$ 700,000
62	Illinois	Perry to Market	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority Zone	2	sw ramps or repair	2	4	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	**17.3**	$ 5,320,000
63	Lincoln	Division to Nevada	Full depth reconstruction, SW repair		5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1975-1994	2	PCI 20-40	4	limited	0	3	**17.3**	$ 3,220,000
64	Belt	NW Blvd to Montgomery	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 6-10	2	none	0	19.37%-26.4%	3	3	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	Low	1	1931-1955	4	PCI 40-60	3	limited	0	4	**17.0**	$ 840,000
65	25th Avenue	Bernard to Grand	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3	T5	1	within 1/2 mile	1	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1931-1955	4	PCI 20-40	4	limited	0	7	**16.8**	$ 1,400,000
66	Empire	Nevada to Crestline	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	None	0	1931-1955	4	PCI 40-60	3	limited	0	4	**16.8**	$ 2,940,000
67	Milton-14th	16th to Lindeke	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T5	1	None	0	1	No change	2	Neutral	2	Project listed in plan	5	6	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1956-1974	3	PCI 40-60	3	limited	0	3	**16.8**	$ 560,000
68	Rockwood Blvd	Grand to Cowley	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T5	1	within 1/2 mile	1	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	Medium	3	1956-1974	3	PCI 20-40	4	limited	0	5	**16.8**	$ 1,400,000
69	Wellesley	Nevada to Crestline	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	**16.8**	$ 3,220,000
70	Rowan	Nevada to Crestline	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	none	0	11.43%-19.36%	2	2	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1850-1930	5	PCI 80-100	0	limited	0	3	**16.7**	$ 3,080,000
71	6th-7th Avenue	Inland Empire to Walnut St.	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/2 mile	1	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 60-80	2	limited	0	3	**16.3**	$ 1,680,000
72	Perry	Wellesley to Euclid	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	11.43%-19.36%	2	2	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1850-1930	5	PCI 40-60	3	limited	0	4	**16.2**	$ 2,940,000
73	Empire	Division to Nevada	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	None	0	1931-1955	4	PCI 40-60	3	limited	0	4	**15.8**	$ 2,940,000
74	Wellesley	Freya to Havana	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	none	0	none	0	19.37%-26.4%	3	2	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 20-40	4	grant eligible	1	4	**15.7**	$ 980,000
75	Strong Road	Five Mile to Cedar	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 2 modes	3	4	none	0	none	0	0%-6.92%	0	0	T5	1	None	0	1	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	none	0	add sw and/or xwalk	3	3	None	0	1975-1994	2	PCI 20-40	4	grant eligible	1	4	**15.5**	$ 2,660,000
76	Cozza Drive	Division to Nevada	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	score 1-5	1	none	0	26.45%-32.9%	4	3	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 20-40	4	limited	0	4	**14.5**	$ 3,500,000
77	Lindeke Street - 16th	Sunset Blvd to 195	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	limited	0	4	**14.0**	$ 2,380,000
78	Qualchan Dr	Cheney Spokane to 195	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4	none	0	none	0	0%-6.92%	0	0	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1975-1994	2	PCI 40-60	3	grant eligible	1	3	**13.2**	$ 1,540,000
79	Rustle-Garden Springs	Sunset to City limits (near Assembly)	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	score 1-5	1	none	0	11.43%-19.36%	2	2	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	none	0	1	None	0	1956-1974	3	PCI 20-40	4	limited	0	4	**11.2**	$ 840,000

	Project Name	Project Location		Planning-Level Cost Estimates
1	27th	SE Blvd to Ray		$770,000
2	29th Ave	Freya to Havana		$550,000
3	2nd Avenue	Thor to fiske		$330,000
4	Conklin St. - 17th Ave	SE Blvd to Rockwood		$220,000
5	17th Ave	SE Blvd to Ray		$1,320,000
6	23rd Avenue - Thorpe Rd	195 to Inland Empire Way		$220,000
7	3rd Avenue	Arthur to Magnolia		$660,000
8	49th Ave	Perry to Crestline		$550,000
9	Addison	Wellesley to Rowan		$660,000
10	Belt	Maxwell to Boone		$220,000
11	Carlisle / Ralph	Upriver to Upriver		$330,000
12	Garland	Washington to Division		$220,000
13	Grandview Avenue	Garden Springs to 17th		$550,000
14	Indiana / North Center Street	Perry to Upriver Dr		$110,000
15	Wellesley	Freya - Havana		$330,000
16	13th-Rosamund	Lindeke to West Drive		$1,760,000
17	17th Ave	Ray to Havana		$770,000
18	2nd Ave	Freya to Havana		$660,000
19	2nd Avenue	Fiske to Arthur		$1,760,000
20	A Street	Driscoll to Francis		$1,650,000
21	Addison	Bridgeport to Wellesley		$1,210,000
22	Colton	Standard to Magnesium		$220,000
23	Garland	NW Blvd to Ash		$1,760,000
24	Hawthorne	Division to Nevada		$550,000
25	Hayford Road	48th to McFarlane		$1,100,000
26	Helena St	Trent to 2nd		$1,760,000
27	Holland	Division to Nevada		$3,300,000
28	Lidgerwood	Lyons to Francis		$330,000
29	Lincoln	Nevada to Crestline		$990,000
30	Lincoln / Post	river to Mission		$880,000
31	Lincoln	Main to SFB		$110,000
32	Lyons	Division (Atlantic) to Lidgerwood		$440,000
33	Magnesium	Nevada to Crestline		$660,000
34	Montgomery	Division to Astor		$440,000
35	Napa	Sprague to Trent		$330,000
36	Nevada	Lincoln to Magnesium		$990,000
37	Nevada	Francis to Lincoln		$1,980,000
38	North River Dr.	Washington to Division		$440,000
39	Pacific Park Dr	Indian Trail to Pamela		$440,000
40	Perry St.	Wellesley to Empire		$550,000
41	Pittsburg	Lyons to Francis		$330,000

	Project Name	Project Location		Planning-Level Cost Estimates
42	Queen Ave	Wall to Lidgerwood		$990,000
43	Sharp	Division to Pearl		$330,000
44	Shawnee	Indian Trail to Sundance Dr		$550,000
45	Thor	Sprague - 3rd		$330,000
46	Valley Springs Road	Havana to city limits		$440,000
47	16th	17th to Milton		$440,000
48	29th Ave	Grand to SE Blvd		$1,760,000
49	3rd Avenue	Freya to Havana		$550,000
50	44th Ave	Crestline to Ray		$880,000
51	5th Ave	Monroe to Division		$990,000
52	8th/Stevens/Washington	McClellan to 3rd		$1,430,000
53	Altamont	Hartson - 9th		$220,000
54	Ash Street	Broadway to turnaround		$220,000
55	Assembly	Wellesley to Rowan		$770,000
56	Aubrey White Pkwy	Rifle Club Rd to Downriver Dr		$2,420,000
57	Belt	Rowan to Francis		$550,000
58	Belt	Francis to 5-Mile		$220,000
59	Bernard	SFB to 1st		$440,000
60	Broadway	Summit Blvd to Cedar		$1,430,000
61	Cedar Road	Cheney-Spokane to city limits		$990,000
62	Central Avenue	Division to Lidgerwood		$330,000
63	Downriver Dr	Aubrey White Pkwy to Pettet Dr		$880,000
64	Eagle Ridge	Meadow Lane to Cedar		$1,650,000
65	Flint Rd	Hwy 2 to airport drive		$1,760,000
66	Freya	Sprague - Hartson		$660,000
67	Garland	Ash to Washington		$1,100,000
68	Geiger Blvd	Hwy 2 to Assembly		$2,310,000
69	Geiger Blvd	Assembly to Electric Ave		$880,000
70	Hamilton	Trent to Ermina		$1,870,000
71	Inland Empire Way	23rd to 9th		$11,220,000
72	Inland Empire Way	23rd to 195		$770,000
73	Lidgerwood	Wellesley to Rowan		$660,000
74	Magnesium	Division to Nevada		$990,000
75	Mission	Division to Hamilton		$550,000
76	Monroe	Wellesley to Francis		$1,430,000
77	Monroe	Spokane River to Maxwell		$1,100,000
78	Napa	Trent to Mission		$660,000
79	Nevada	Holland to Hawthorne		$3,300,000
80	NW Blvd	Maple to Lincoln		$1,210,000
81	Perry St.	Empire to Foothills		$660,000
82	Post St.	Cleveland to Garland		$880,000
83	Shawnee	Indian Trail to east end		$990,000

	Project Name	Project Location		Planning-Level Cost Estimates
84	Sherman	Sprague to 3rd		$440,000
85	Thorpe Road	RR tunnel to 195		$110,000
86	Upriver	Mission to Greene		$1,760,000
87	Wall STreet	Garland to Princeton		$330,000
88	29th Ave	High to Bernard		$770,000
89	29th Ave	Bernard to Grand		$1,100,000
90	29th Ave	SE Blvd to Freya		$1,210,000
91	2nd Ave	Thor to Freya		$110,000
92	2nd Ave	Division to Arthur		$1,210,000
93	2nd Ave	Sunset to Division		$1,980,000
94	37th Ave	Perry to Regal		$880,000
95	37th Ave	Grand to Perry		$550,000
96	37th Ave	Bernard to Grand		$880,000
97	37th Avenue	Regal to E city limits		$1,540,000
98	3rd Ave	Division to Arthur		$1,100,000
99	3rd Avenue	Magnolia to Altamont		$440,000
100	3rd Avenue	Altamont to Freya		$990,000
101	44th Ave	Ray to Freya		$220,000
102	4th-5th	Division to Arthur		$990,000
103	5-mile Road	Austin to Lincoln		$1,870,000
104	5-mile Road	Austin to Maple		$220,000
105	5th Ave	Ray to Freya		$330,000
106	5th Ave	Pittsburg to Ray		$1,210,000
107	9th Ave	Perry to Altamont		$550,000
108	Addison	Rowan to Columbia		$220,000
109	Addison	Columbia to Francis		$440,000
110	Addison-Standard	Francis to Colton		$1,870,000
111	Alberta	Cascade Way to 5-Mile		$330,000
112	Alberta/Cochran	NW to Francis		$2,750,000
113	Arthur St.	I-90 to 2nd Ave		$220,000
114	Arthur st.	I-90 to Newark (Perry)		$330,000
115	Ash/Maple	NW to Wellesley		$3,190,000
116	Ash/Maple	Wellesley to Country Homes		$2,970,000
117	Ash-Maple	Bridge to NW Blvd		$2,200,000
118	Barnes Road	west end to Phoebe		$1,430,000
119	Belt	Nora to Montgomery		$330,000
120	Bernard	29th to 14th		$1,320,000
121	Boone	Monroe to Washington		$880,000
122	Bridgeport	Division to Crestline		$1,650,000
123	Broadway - Alki Avenue	Freya to Havana		$1,320,000
124	Browne - 7th - McClellan	3rd to 9th		$660,000
125	Buckeye	Post to Division		$880,000
126	Cedar Road	Country Homes to Strong		$880,000
127	Cheney-Spokane	195 to city limits		$1,980,000
128	Crestline	Wellesley to Francis		$1,540,000

	Project Name	Project Location		Planning-Level Cost Estimates
129	Crestline	Illinois to Wellesley		$2,200,000
130	Crestline	Francis to Lincoln		$1,430,000
131	Crestline	Lincoln to Magnesium		$440,000
132	Crestline	44th to 53rd		$440,000
133	Crestline	44th to Thurston		$330,000
134	Crestline	Thurston to 37th		$330,000
135	Crestline	37th to Thurston		$330,000
136	Division	3rd to 7th		$440,000
137	Driscoll	Assembly to Wellesley		$1,870,000
138	Driscoll	Wellesley to Alberta		$1,430,000
139	Electric Ave	west city limits to Geiger		$2,200,000
140	Euclid	Crestline to Market		$880,000
141	Foothills	Division to Crestline		$550,000
142	Francis	Crestline to Market		$990,000
143	Francis	Freya to city limits		$1,100,000
144	Francis	Division to Crestline		$2,310,000
145	Freya	42nd to Palouse Highway		$550,000
146	G Street	NW to Wellesley		$880,000
147	Grand	43rd to 29th		$1,320,000
148	Grand Blvd	14th to 29th		$1,430,000
149	Grand Blvd/McClellan	14th to 18th		$0
150	Grand Blvd-9th	McClellan to 14th		$660,000
151	Greene	Market to Mission		$1,430,000
152	Greene-Freya	Mission to Sprague		$2,200,000
153	Grove	14th to Sumner		$330,000
154	Gvmt Way	Hartson to Greenwood		$880,000
155	Gvmt Way	Sunset to Hartson		$220,000
156	Hamilton	Ermina to Foothills		$880,000
157	Hatch Road (phase 1)	Highland Park Drive to 57th		$660,000
158	Hatch	57th to 43rd		$770,000
159	Havana St	Broadway to Mission		$440,000
160	Havana St	37th to Glenrose		$770,000
161	Haven	Market to Market		$1,320,000
162	Helena Street	Lincoln to Sharpsburg		$880,000
163	High Drive	29th to Scott		$2,090,000
164	High Drive	Bernard to Grand		$880,000
165	Illinois	Hamilton to Perry		$990,000
166	Indiana	Dakota to Perry		$770,000
167	Indiana	Division to Dakota		$880,000
168	Indiana	Belt to Ash		$550,000
169	Inland Empire Way - Sunset Blvd.	9th to 2nd		$880,000
170	Jefferson St	Riverside to 4th		$660,000
171	Liberty Park Place - Medlia - 4th	Perry to Pittsburg		$220,000

	Project Name	Project Location		Planning-Level Cost Estimates
172	Lidgerwood	Rowan to Francis		$660,000
173	Lincoln	29th to 14th		$1,100,000
174	Lyons	Lidgerwood to Addison		$220,000
175	Maple-Walnut	5th to river		$1,540,000
176	Market	Garland to Francis		$2,200,000
177	Market	Greene to Empire		$1,430,000
178	Mission	Hamilton to Greene		$1,870,000
179	Mission Ave	Washington to Division		$440,000
180	MLK	Division to Sherman		$660,000
181	MLK (2017 build)	Sherman to Trent		$0
182	Monroe-Lincoln	8th to 17th		$660,000
183	Monroe-Lincoln	2nd to 8th		$990,000
184	Monroe-Lincoln	Main to 2nd		$990,000
185	Montgomery/Illinois	Astor to Hamilton		$660,000
186	Nevada	Broad to Decatur		$1,210,000
187	Nevada	Foothills to Broad		$1,650,000
188	NW Blvd	Alberta to Ash		$1,540,000
189	NW Blvd	C Street to Lindeke		$660,000
190	NW Blvd	Wellesley to Audbon		$1,980,000
191	Parkidge - Lincoln Way	Qualchan to Eagle Ridge		$2,970,000
192	Perry St	Mission to Illinois		$660,000
193	Perry St	45th to Thurston		$330,000
194	Perry St.	29th to Thurston		$880,000
195	Perry St.	45th to 53rd		$770,000
196	Perry ST.	Arthur to SE Blvd.		$1,320,000
197	Pittsburg	4th to 5th		$110,000
198	Post St.	Maxwell to Cleveland		$1,430,000
199	Ray ST	37th to 29th		$770,000
200	Ray Street	29th to 17th		$1,320,000
201	Regal St	Palouse Hwy to 55th		$660,000
202	Regal St	39th to Palouse Highway		$990,000
203	Rifle Club Road	west end to 9-Mile Road		$550,000
204	Riverside	Clarke to Hemlock		$330,000
205	Riverside	Gvmt Way to Clark		$440,000
206	Rockwood	Cowley to Southeast		$2,640,000
207	Rowan	Driscoll to Alberta		$1,100,000
208	Rowan	Alberta to Wall		$1,430,000
209	S. Riverton	Lacey to Ermina		$550,000
210	S. Riverton	Mission to Lacey		$990,000
211	SE Blvd	29th to perry		$1,540,000
212	SE/Sherman	Perry to 3rd		$1,760,000
213	Sharpsburg	Nevada to Pittsburg		$660,000
214	Sherman	MLK - SFB		$220,000
215	Spokane Falls Blvd	Division to Hamilton		$1,320,000
216	Sprague	Hatch to Helena		$990,000

	Project Name	Project Location		Planning-Level Cost Estimates
217	Sprague	Helena to Stone		$880,000
218	Sprague	Stone to Freya		$1,430,000
219	Sprague	Freya to Havana		$990,000
220	Stevens	4th to 9th		$550,000
221	Summit Parkway	College to Monroe		$2,420,000
222	Summit Parkway (Bridge)	Monroe to Lincoln		$110,000
223	Thurston	Hatch to Perry		$440,000
224	Thurston	Perry to Crestline		$550,000
225	Upper Terrace	17th to Rockwood		$110,000
226	Upriver	Greene to city limits		$2,860,000
227	Wall Street	SFB to 4th		$660,000
228	Wall Street	4th to 5th		$110,000
229	Wall Street	Princeton to Francis		$990,000
230	Washington	Boone to Buckeye		$1,650,000
231	Washington St	4th to 9th		$440,000
232	Wellesley	Assembly to C Street		$1,100,000
233	Wellesley	A to Ash		$1,100,000
234	Wellesley	Maple to Divison		$1,650,000
235	West Drive - Westcliff - Deska	Rosamund to Assembly		$990,000
236	3rd Avenue	Sunset - Division		$2,090,000
237	Francis	Market - Freya		$440,000

2017 Capacity Improvement Project List

Project	Description	Estimated Cost	Region
5th Ave / Sherman St	Intersection - Install new traffic signal	**$700,000**	D
Trent / Hamilton intersection	modifications due to new traffic patterns with NSC	**$1,000,000**	D
Downtown Bike Share	Paid bike share program	**$200,000**	D
D Bicycle Improvements	stripe bike facilities on arterials	**$500,000**	D
D Pedestrian Improvements	install pedestrian facilities on arterials	**$250,000**	D
Ash Street 2-way from Broadway to Dean	Convert Ash Street to a 2-way street to allow access to Maple Street Bridge SB.	**$250,000**	D
Assembly St / Francis Ave (SR291)	Intersection - Construct Roundabout	**$3,000,000**	NW
Indian Trail Rd - Kathleen to Barnes	Widening - Construct to 5-lane section	**$4,100,000**	NW
Francis/Alberta	modify NB and SB lanes to allow protected phasing	**$500,000**	NW
Francis/Maple	add WBR lane	**$500,000**	NW
NW Bicycle Improvements	stripe bike facilities on arterials	**$250,000**	NW
NW Pedestrian Improvements	install pedestrian facilities on arterials	**$250,000**	NW
29th Ave / Freya St	Stripe EBL and WBL turn lanes, and widen for NB and SB left turn lane. Keep 4-way stop.	**$1,500,000**	S
29th Ave TWLTL	between Martin and Strong	**$300,000**	S
37th Ave / Freya st	Construct traffic signal	**$250,000**	S
37th Ave / Ray St	Construct traffic signal and WBR channelization	**$250,000**	S
Ray-Freya Crossover	Segment - construct road project	**$4,056,000**	S
44th Ave from Crestline to Altamont	new collector road section	**$500,000**	S
44th/Regal	Widen northbound approach to 2 lanes	**$150,000**	S
Freya / Palouse Hwy	roundabout (or turn lanes)	**$1,000,000**	S
S Bicycle Improvements	stripe bike facilities on arterials	**$250,000**	S
S Pedestrian Improvements	install pedestrian facilities on arterials	**$250,000**	S
Lincoln Rd / Nevada St	Intersection Improvements - Construct separate eastbound and westbound left-turn lanes; include west leg widening and construction of 5-lane east of Nevada 1000'	**$1,000,000**	NE
Hamilton St Corridor - Desmet Ave to Foothills Ave	Segment Improvements - Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing. New signal at Desmet.	**$0**	NE
Mission/Havana	signal	**$800,000**	NE
Nevada / Magnesium	left turn phasing, additional lanes	**$1,000,000**	NE
Greene/Ermina	New signal to accommodate SCC access for transit and future NSC (mostly funded by STA)	**$200,000**	NE
NE Bicycle Improvements	stripe bike facilities on arterials	**$250,000**	NE
NE Pedestrian Improvements	install pedestrian facilities on arterials	**$250,000**	NE
US 2 / Deer Heights Signal	new signal	**$1,200,000**	W
21st Avenue: Deer Heights to Flint/Granite	segment - construct new 3-lane arterial	**$2,583,000**	W
Deer Heights Road: south end to 18th/21st	segment - construct new 2-lane arterial	**$610,000**	W
12th Avenue: Deer Heights to Flint/Granite	segment - construct new 2-lane arterial	**$1,865,000**	W
US 2 Bike Path	bike path from Deer Heights to Sunset Hill	**$0**	W
W Bicycle Improvements	stripe bike facilities on arterials	**$100,000**	W
W Pedestrian Improvements	install pedestrian facilities on arterials	**$100,000**	W

Total Downtown =	$2,650,000
Total Northwest =	$8,600,000
Total South =	$8,506,000
Total Northeast =	$3,500,000
West Plains =	$6,458,000
Grand Total =	***$29,714,000***

SPOKANE BICYCLE MASTER PLAN

DRAFT – JANUARY 2017

CONTENTS

EXECUTIVE SUMMARY

The Spokane Master Bicycle Plan creates a vision for enhancing bicycling opportunities for all residents of Spokane. Its policies and actions are intended to make Spokane a more bicycle-friendly city. Communities that embrace active living principles provide healthy environments for its citizenry and are more economically vital.

Although Spokane has performed bicycle facility planning for more than thirty years, the current Bicycle Facilities Network is disconnected and signed bicycle routes are sporadic. There are numerous barriers (hills, high traffic volume streets, the Spokane River, etc.) that make cycling difficult and inconvenient. Additionally, end-of-trip facilities such as bicycle parking and lockers are inadequate. This plan proposes to address these issues by creating a bicycle network that guides cyclists of all ages and abilities safely throughout Spokane and its unique geography. Importantly, the Spokane Master Bicycle Plan includes recommendations and actions that will ensure that bicycling becomes a more viable alternative mode of transportation for all.

Research has consistently shown that enhanced bicycle facilities provide safe options for those individuals who may not bicycle regularly. Therefore, Spokane supports bicycling because it is a cost-effective mode of transportation that promotes health, the environment, and community development.

This commitment to improving bicycle transportation includes facility maintenance, devotion of adequate staff resources to implementing the Plan, and providing sustained funding for projects and programs.

Vision

Riding a bicycle is a comfortable and integral part of daily life in Spokane for people of all ages and abilities.

Objective and Policies

Objective

The objective of the Bicycle Master Plan is to meet and support the goals established in the Transportation Chapter, shown below.

Policies

The policies in this section support all of the goals in the Transportation Chapter while maintaining a focus on the needs of bicyclists within the City of Spokane.

Policy: BMP 1: Continually increase the bicycle mode share for all trips.

Policy: BMP 2: Complete and maintain connected bikeways that provide safe transportation for Spokane cyclists throughout the City.

Policy BMP 3: Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities.

Policy BMP 4: Increase bicycling by educating people using all transportation modes about the benefits of bicycling to the entire community. Enhance the safety of people riding bicycles through effective law enforcement, education and detailed crash analysis.

Policy BMP 5: Develop a collaborative program between a variety of city departments and agencies and several outside organizations to secure funding and implement the Bike Master Plan through capital project delivery as well as community planning processes.

Spokane's Bicycle Master Plan uses these policies to establish a broad vision for cycling in Spokane. Implementing this plan will be a challenge. However, if the enormous public support for this plan is any indication, the citizens of Spokane are ready to move towards more sustainable transportation options.

INTRODUCTION

We have reached a point where working towards creating attractive, sustainable communities is an essential part of maintaining our quality of life. Transportation networks are an important part of this sustainability and developing a system that relies less on unsustainable motorized modes of transport and more on sustainable non-motorized transportation, is crucial. Riding a bicycle is the most efficient form of personal transport. The city recognizes this fact and recent planning efforts have focused on finding a way to make cycling, "safe, accessible, convenient, and attractive." (*Spokane Comprehensive Plan Ch. 4, p*. 7) Spokane is in need of a bicycle network that meets all of these requirements while continuing to accommodate a variety of transportation options. With the vision of creating such a system, citizens, city staff and community leaders created this Bicycle Master Plan, a living document that will provide guidance and serve as a reference as this vision becomes reality.

Currently, there are over 1000 miles of paved streets within the city limits of Spokane; less than 300 miles of those streets are designated as bicycle facilities. Although these lanes provide a starting point for a bicycle network, many are disconnected and not adequately maintained. According to the 2010 census, Spokane has a higher percentage of cyclists than the national average, but there is still room for a significant improvement. 0.9 % of working-age people in Spokane chose to ride their bicycles over other modes of transportation as a means of transportation to work.

Over the next twenty years, we would like to see 5% of all trips in Spokane taken on a bicycle. Fortunately, a number of recent studies have shown that the addition of bicycle facilities and an enhancement of existing facilities can substantially increase the number of riders. If Spokane implements the recommendations contained in this Plan, the results will positively affect the city's economy, transportation systems, environment and health of its citizens.

HISTORY

The City's initial *Bikeways Plan* was adopted by the City Council in October, 1976 and integrated into the Comprehensive Plan in 1980. The 1980 plan was minimally updated in 1987. In 1996, the City Council adopted the *Spokane Regional Pedestrian/Bikeway Plan* that was prepared by the Spokane Regional Transportation Council. This detailed plan outlined a regional network of trails and other related recommendations. In 2001, Spokane adopted a comprehensive plan with updated bicycle-related policies and goals. The adoption also included a revised map of Spokane's planned regional bikeway network. This marks the most recent occasion of significant changes to Spokane's bikeway network and bicycle related policies.

In 2006, the Bicycle Advisory Board (BAB) encouraged the Spokane City Council to adopt an amendment to the City of Spokane's Comprehensive Plan that would require the City of Spokane to adopt a Master Bike Plan. The BAB requested the plan be integrated into the comprehensive plan. On January 17, 2007, Spokane's City Council adopted a comprehensive plan amendment that included language supporting this request. Shortly thereafter, city staff was assigned to begin work on the plan.

After conducting an extensive public process, on June 8, 2009, the Spokane City Council passed an ordinance adopting an emergency amendment to the City of Spokane Comprehensive Plan including amendments to Chapter 4 Transportation, and adopted a Bike Master Plan including changes to the text of the Transportation Chapter of the Comprehensive Plan and a new planned bikeway network map (map TR 2). The bicycle plan was updated again in 2015.

2017 BICYCLE MASTER PLAN UPDATE

This 2017 update of the 2009 Bicycle Master Plan reflects changes made to the system since 2009. This update reflects the current state of bicycle system planning and facility design. Implementing bicycle systems and facility design is evolving quickly across the country as efforts to create safe and attractive systems for a wider range of cyclists has resulted in ever changing strategies and techniques to facilitate the implementation.

The Spokane Bicycle Master Plan is incorporated into the Spokane Comprehensive Plan. The purpose of the Bicycle Master Plan is to improve the environment for bicycling and provide more opportunities for multimodal transportation. The plan focuses on developing a connected bikeway network and support facilities.

The Spokane Bicycle Master Plan contains a list of specific actions that delineate activities or programs to be undertaken by the city or other appropriate agencies to assure successful implementation. In summary these include: Continued institutional commitments to improving bicycle transportation; devote adequate staff resources to implementing the Plan; provide sustained funding for projects and programs; and learn from implementing projects and adjust approaches as necessary.

Bicycle Master Plan Part 1 contains citywide bicycling policies and action items that will be used to encourage construction of bicycle projects, support facilities, maintenance, education, funding, evaluation, coordination and other critical issues.

Bicycle Master Plan Part 2 contains facility identification and definitions, and the Existing and Future Bikeway Network maps.

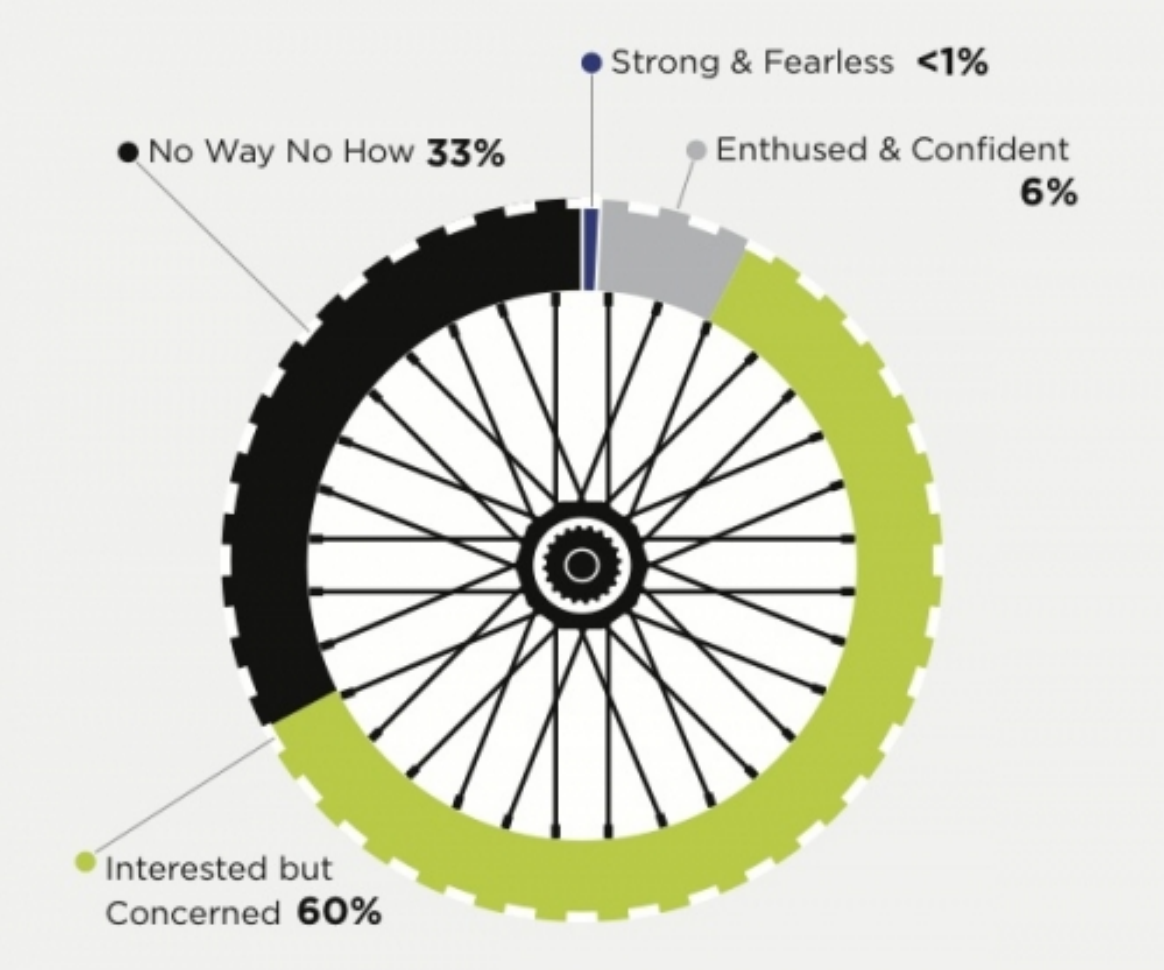
Bicycle Master Plan Purpose

This update to the Master Bicycle Plan is designed around a bicycle network that is more appealing to the "interested but concerned" category as the target market for increasing cycling for transportation. The type of facilities to support the "interested but concerned" riders are typically in lower traffic speed environments, and where the separation between bicycles and motor vehicles can be increased, such as in buffered bicycle lanes on arterials, cycle tracks, neighborhood greenways, or on lower-speed, non-arterial streets.

Through research done by the City of Portland in 2005, four categories were proposed to help identify and understand the needs of cyclists and non-cyclists. The "*Four Types of Transportation Cyclists*" categorizes cyclists based on the conditions in which they are willing to ride a bicycle:

- Strong & Fearless: Representing the smallest portion of the population, this group is willing to ride on roads regardless of the speed and volume of traffic or the facilities provided.
- Enthused & Confident: Representing a larger portion of the population than the Strong & Fearless category, this group is comfortable riding in the road next to cars, but appreciates designated bicycle facilities.
- Interested but Concerned: Representing the largest segment of the population. This group likes to ride bicycles, but do not ride regularly due to safety concerns. They generally will not ride on higher volume and higher speed roads such as arterials without facilities that buffer them from automobile traffic. These riders perceive traffic, safety, and other issues as significant barriers to bicycling.
- No Way No How: This category typically represents about a third of the population. This group does not bicycle due to a lack of interest or ability.

Figure 1. The Four Types of Transportation Cyclists



BICYCLE MASTER PLAN: PART 1 - CITYWIDE BICYCLING VISION, POLICIES AND ACTIONS

VISION STATEMENT

Riding a bicycle is a comfortable and integral part of daily life in Spokane for people of all ages and abilities.

POLICIES / ACTIONS

Policy BMP1: Continually increase the bicycle mode share for all trips.

Actions

Action 1.1: Use the performance goals, measurements and targets identified in Table 1.

Table 1. Bicycle Master Plan Performance Measures

Goal	Performance Measure	Baseline Measurement	Performance Target
Increase bicycle trips year after year	Number of bicyclists counted at locations throughout Spokane	2016 citywide counts and daily counts at permanent counter locations, using first year installation as baseline	Quadruple ridership between 2016 and 2036
Increase bicycle share of commute trips	Commute mode share	2010-2014 American Community Survey 0.9%	Triple commute mode share between 2016 and 2036

Action 1.2: Encourage and support land uses that make bicycling more attractive than driving for trips of 3 miles or less.

Policy BMP 2: Complete and maintain connected bikeways that provide safe transportation for Spokane cyclists throughout the City.

Actions

Action 2.1: Design bicycle facilities and the network for all ages and abilities to attract the "interested but concerned" riders. This category represents the largest segment of the community.

The following is a list of general implementation and design measures that will need to be made by the city to support Action 2.1:

- Provide a high degree of separation between people riding bicycles and people driving cars on high traffic streets
- Incorporate separated bicycle facilities where potential users will be of a variety of ages and

abilities

- Consider a variety of methods to reduce speed differential between motorists and bicyclists where separated bicycle facilities are not possible
- Develop a system of Neighborhood Greenways on low volume and low speed streets, utilizing context appropriate design and traffic calming techniques
- Design bicycle facilities with safety and comfort as basic requirements to attract riders of all ages and abilities

Action 2.2: *Continually monitor best practices in bicycle facility design and update the City's design guidance as necessary to reflect current best practices. National best practice guides such as the NACTO Urban Bikeway Design Guide should be used as reference guides for bicycle system planning and facility design.*

Action 2.3: Provide bicycle facilities on designated arterial streets.

Spokane's arterial streets offer the most direct routes to workplaces, shopping areas, schools, transit park-and-ride lots, and other destinations. A lack of a bicycle network and facilities on critical portions of the city's arterial street system prevents more people from making trips by bicycle and makes conditions less comfortable for bicyclists. This plan allows for flexibility in the implementation of the network to take advantage of opportunities to improve upon what is shown the Planned Bicycle Facility Map when the opportunity arises.

Action 2.4: Complete the Bikeway Network.

Continue to allocate funds and seek additional funding to complete the bicycle network and finish 100% of the bicycle network by 2037. Continue to meet the bicycle level-of-service standards established in the transportation element of the Comprehensive Plan.

The Bikeway Network provides a backbone of high-quality bicycle facilities to connect to high priority destinations within the city. These facilities include protected bike lanes, bike lanes, on-street markings, signed routes, neighborhood greenways, or pathways. Select bicycle facility types that provide increasing separation on higher speed and volume roads, where feasible. Important pathway projects include completing the Centennial Trail missing links, the Ben Burr Trail, Fish Lake Trail, and connections to other trails within the greater Spokane area.

Tools for completing the bikeway network include:

- Right size roadways or reduce lane widths to accommodate bicycle facilities on streets with excessive capacity
- Reviewing on-street parking utilization rates to determine the best use of the public right-of-way

Action 2.5: Improve bicycle safety and access at arterial roadway crossings.

Improvements are needed at arterial roadway crossings in the Bikeway Network to provide bicyclists

with continuous, safe routes between destinations. Spokane has a number of streets that carry high-speed and high-volume traffic (e.g. Francis, Monroe, Maple/Ash, Wellesley and 29th Ave). Many other arterial streets are also challenging to cross, particularly during peak travel periods. In order to make it possible for bicyclists to travel throughout the city, there needs to be opportunities to cross major streets without disrupting the traffic flow of these important corridors.

Recommended improvements include treatments such as traffic signals, median crossing islands, curb extensions combined with signs, and/or markings. These crossings must also be safe and accessible for pedestrians. While the recommended Bikeway Network map identifies many critical needs, it does not represent a complete inventory of the city's intersections. The city should evaluate the Bikeway Network for other potential bicycle crossing improvements. The first priority will be to improve intersections where existing bicycle facilities cross arterial roadways. Other key crossings should be considered as each new segment of the Bikeway Network is implemented. In addition, all future roadway improvement projects should address bicycle crossing needs as a routine part of the design process when feasible.

Action 2.6: Make key operational improvements to complete connections in the Bikeway Network.

There are many spot locations in the Bikeway Network where bicycle access should be improved by making changes to roadway operations. The following is a list of general operational improvements that will need to be made by the city to complete bicycle connections:

- Provide bicycle turn pockets at key intersections. Left-turn pockets allow bicyclists to wait in a designated space for a gap in traffic before turning left. These pockets are particularly beneficial on roadways with relatively high traffic volumes and significant bicycle turning movements. Locations with raised medians may provide good opportunities to add pockets.
- Traffic signal timing should consider all modes including bicycling. Therefore, all traffic signals should facilitate safe bicycle crossings. This includes providing a minimum green time and a minimum yellow time to ensure that bicyclists are able to clear intersections, per the AASHTO *Guide for the Development of Bicycle Facilities* (1999 or latest edition). Explore new technologies to detect bicyclists at traffic signals. In the future, explore new detection technologies such as infrared or video sensors that can tell the difference between bicycles and motor vehicles. This can help improve bicycle detection at actuated signalized intersections and make it possible to detect bicyclists at pedestrian crosswalk signals.
- Explore innovative designs for bicycles at intersections. This includes modifying pedestrian crosswalk signals to have separate push-buttons or sensors to detect bicyclists, pedestrians, and motor vehicles. This allows the traffic signal to stop arterial traffic for a shorter amount of time for bicyclist crossings than for pedestrian crossings. Separate crossing signals are provided for bicycles and pedestrians at these intersections. The City of Tucson, AZ has successfully used this signal design. Bicycle boxes should also be considered at signalized locations with high numbers of left turning bicyclists. The design of all types of traffic signals should not confuse pedestrians and should comply with the Americans with Disabilities Act.
- Improve bicycle accommodations on bridges. Bicycle accommodations on bridges need to be

improved as well as on their approaches and access ramps. In the short-term, bicycle access should be improved using signage, marking, maintenance, and other spot improvements. In the long-term, as bridges are repaired or replaced, they should be studied to determine the demand for bicycle facilities. If needed, the bridge project should include new facilities or retrofitted with facilities that provide appropriate bicycle access (e.g., bicycle lanes or wide sidewalks - minimum 10 feet wide). Bridges are critical for providing bicycle connectivity throughout Spokane.

- Additional locations for pedestrian pathways with bicycles permitted (e.g., potential pathways through parks, bike channel improvements to stairs).

Action 2.7: Provide wayfinding guidance through the Bikeway Network.

Wayfinding signs and pavement markings should be provided to help bicyclists navigate through the Bikeway Network. The city should begin by signing the regional trail routes, then work on the entire system within close proximity to downtown, and slowly expand outwards. There are a number of locations in the city where it may be necessary to use non-arterial streets, alleys, or sidewalks to connect between existing or proposed bicycle facilities. While many of these complicated connections are shown on the Bikeway Network Map, there are currently no signs or markings along the actual connection to facilitate wayfinding. The city should install a combination of signs and markings to guide bicyclists through these connections.

Action 2.8: Explore a paid bike share program.

Many cities with size comparable to Spokane are investing in paid bike sharing programs. These systems provide an alternative travel method to driving or taking transit for short-distance trips (2 miles or less). The City would first need to prepare a feasibility study and financial plan for such a system. Studies have shown that having more cyclists on the road is a big factor in driver awareness of cyclists, with a positive correlation to safety. A paid bike share program would be one method of increasing the overall number of cyclists.

Action 2.9: Improve the quality and quantity of bicycle facility maintenance.

Bicycle facility maintenance will be improved by establishing clear maintenance responsibilities and by involving the public in identifying maintenance needs. Maintenance agreements between city agencies should be negotiated to take advantage of the strengths of each agency. In addition, there are also opportunities to utilize volunteers to assist with some maintenance tasks. These actions will improve the efficiency and quality of bicycle maintenance in the city.

- Encourage bicycle organizations and other community groups to assist with minor maintenance activities. The city will work with bicycle organizations, community groups, civic organizations, and businesses to provide periodic upkeep along trail corridors. This will help improve bicycle facility safety, reduce maintenance costs, and build goodwill with neighborhood residents.
- Continue to respond to citizen complaints and maintenance requests. Use these requests to make short term improvements and to set maintenance priorities.
- Educate roadway maintenance crews on the impact to the bicycle facility of abrupt transitions

from new to old surfacing material on street resurfacings and chip sealing and the impact of on the usability of adjacent bicycle facilities.

- Consider different types of weather and road conditions when developing and maintaining bicycle facilities. Weather and seasonal issues will be considered in the development and maintenance of bicycle facilities within reasonable limits. For example, slip-resistance will be a factor considered in the selection of pavement markings for bicycle facilities. Also on-street bicycle facilities and off-street paths should be swept more frequently to ensure the safety of cyclists. Drainage will also be addressed in the design of all roadways and paths. Snow removal and storage is an important consideration especially on more urban corridors.
- Ensure all bicycle legends and markings, including shared lane markings (sharrows), are included in the city's street maintenance program. Coordinate new installations while securing maintenance funds.

Action 2.10: Prioritize bicycle facility development to maximize the use and safety benefits of these investments.

Bicycle improvements will often occur as a result of other project investments, such as the reconstruction or repaving of an arterial street as provided by the Street Levy. Other active transportation projects may be the result of specific funding opportunities and/or how well a particular project scores against others in a competitive process. While pursuing those opportunities, improvements will be considered on those facilities that serve high volumes of users, improve safety, are cost-effective, and improve geographic equity.

Policy BMP 3: Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities.

Actions

Action 3.1: Require compliance with the City of Spokane Bicycle Parking Design Guidelines

Working with Planning and Business Development, ensure that any bicycle parking installed in the city follows the City of Spokane Bicycle Parking Design Guidelines with respect to both rack type as well as placement in relation to buildings and other obstacles so that the bicycle racks/lockers/corrals are usable by all bicyclists.

Action 3.2: Improve bicycle storage facilities at transit facilities.

Partner with STA to identify and provide bicycle parking improvements at transit facilities including park and ride lots. This includes providing bicycle racks and lockers and reserving adequate space during transit station construction to provide future bicycle racks and lockers. The following actions are recommended:

- Provide sufficient space for bicycle storage at transit stations and multimodal hubs.

- Provide sufficient space for bicycle storage at future transit stations and park and ride lots. As transit systems develop in the future, bicycle parking demand should be evaluated to determine the amount of space that is needed for bicycle racks and lockers. Space for bicycle parking should be included in station designs from the onset of a project.
- Work with the Spokane Transit Authority (STA) to develop a safe bicycle storage facility at the downtown transit center. By funding and promoting a staffed bicycle facility at the downtown transit center, Spokane will be showing support for bicycling as a viable form of transportation. This facility will provide a safe place for commuters to store their bicycle. In addition to parking, this facility could provide resources for bicycle repair, maps and other information.

Action 3.3: Increase the availability of bicycle parking throughout the city.

Secure bicycle parking (short-term: appropriate style bike rack, long-term: covered in access restricted location) located in close proximity to building entrances and transit entry points is essential in order to accommodate bicycling. Secure bicycle parking helps to reduce the risk of bicycle damage and/or theft. Update the bicycle parking requirements for new developments in Spokane as necessary.

- Establish a proactive bicycle rack installation program. A proactive bicycle rack installation program should be established to provide additional bicycle parking in urban areas, particularly on commercial and high-density residential blocks. Schools, libraries, and community centers should also be targeted for bicycle rack installation. It will be important to work closely with adjacent property owners to make sure that racks are properly located and do not interfere with loading zones and other business related activities.
- Strengthen city code to ensure properly-installed bicycle racks and lockers are a part of new developments.
- Consider installing covered, on-demand, longer-term bicycle parking. The City of Spokane will work with local agencies and the Spokane Parks and Recreation Department to examine the possibility of installing covered, on-demand, longer-term bicycle parking. Unlike locker facilities, this type of bicycle parking facility also has the advantages of not needing to be rented, not requiring keys, and not being a potential receptacle for trash. Certain types of covered, on-demand bicycle parking facilities can be locked with a padlock provided by the bicyclist.
- Provide incentives for operators of private parking facilities to add secure, high quality bike parking. It will be important for the city and transit agencies to maintain bicycle racks and lockers and use enforcement to deter misuse of these facilities. Abandoned bikes and locks can make existing racks unusable. Other racks can be obstructed by planters, news boxes and other street furniture.
- Develop standard plans and policy for bike corrals. Bike corrals provide a high-capacity option for bicycle parking by replacing one vehicular parking space with up to 24 bicycle parking spaces. Bicycle corrals may also be located in unused/underutilized areas of the street, although they are better utilized when placed directly in front of a business. This option keeps the sidewalk clear for pedestrian use.
- Pursue dedicated funding for bicycle parking

Action 3.4: Encourage office development and redevelopment projects to include shower and locker facilities.

The city should amend its development ordinance to strengthen existing requirements for shower and locker facilities based on employment densities. For employees who are considering bicycling to work, such facilities make it possible to shower and change into work clothes after the commute.

Policy BMP 4: Increase bicycling by educating people using all transportation modes about the benefits of bicycling. Enhance the safety of people riding bicycles through effective law enforcement, education and detailed crash analysis.

Actions

Action 4.1: Educate Spokane's transportation system users about all bicycle facilities, including new elements. Additionally, perform community-wide efforts to increase public awareness of the rights and responsibilities of cyclists on the road.

The city will provide Spokane residents with information about the purpose of new bicycle facility treatments (e.g., neighborhood greenways, shared lane markings, etc.) and safe behaviors for using these facilities. The city will work with the Spokane Police Department (SPD) to educate users about the new facilities, including the following strategies:

- Develop web pages and disseminate information about each treatment.
- Install temporary orange warning flags, or signage at locations where new facilities are installed, where appropriate.
- Increase police patrols for a period of time as roadway users adjust their behavior after a new facility is installed.

Action 4.2: Promote bicycle education and encouragement in Spokane through city actions and through partnerships with community organizations, school, and private businesses.

It's not just enough to develop a program or build a facility – the city must develop appropriate promotional events and materials to let the residents and employees of Spokane know about their travel options. Examples include:

- Work with the Spokane Bicycle Club, Washington Bikes and others to disseminate information regarding bicycling programs and tours in and around Spokane.
- Designate bicycle friendly districts and local service bikeways to encourage bicycling
- Promote business based bicycling programs and incentives
- Participate in Bike to Work Day and other bike events and contests to promote bicycling
- Participate in Sunday Parkways or other Open Streets type events regularly
- Support an individualized marketing campaign to people receptive to replacing automobile trips with bicycling

Action 4.3: Increase enforcement of bicyclist and motorist behavior to reduce bicycle and motor vehicle crashes.

The City of Spokane will work with the Spokane Police Department (SPD) to enforce laws that reduce bicycle/motor vehicle crashes and increase mutual respect between all roadway users. This enforcement program will take a balanced approach to improving behaviors of both bicyclists and motorists.

Motorist behaviors that will be targeted include:

- Turning left and right in front of bicyclists.
- Passing too close to bicyclists.
- Parking in bicycle lanes.
- Opening doors of parked vehicles in front of bicyclists.
- Rolling through stop signs or disobeying traffic signals.
- Harassment or assault of bicyclists.

Bicyclist behaviors that will be targeted include:

- Riding the wrong way on a street.
- Riding with no lights at night.
- Riding recklessly near pedestrians on sidewalks.
- Disobeying traffic laws.

Bicyclist safety is a shared responsibility between all roadway users. Enforcement priorities should be established through a collaborative process involving the Bicycle Advisory Board and the Spokane Police Department.

Action 4.4: Support efforts to obtain funding for bicycle education and enforcement programs.

Efforts might include working with partner agencies in establishing a mini-grant program to support community bicycle related encouragement efforts

Action 4.5: Work with local and regional partners, and private corporations, to develop incentive programs to encourage bicycling and other non-single occupancy vehicle use.

Work with the Spokane County Commute Trip Reduction program (http://www.mycommute.org/) to promote and further develop incentives promoting bicycling as an active form of transportation. Types of incentives identified include:

- Including bicycle incentives in travel demand management programs
- Creating incentives to promote active transportation to employment centers, commercial districts, transit, schools, public institutions and recreational destinations
- Providing incentives for bicycle use and incorporate bicycle travel in all reimbursable travel expenses

Policy BMP 5: Develop a collaborative program between a variety of city departments and agencies and outside organizations to implement the Bike Master Plan through capital project delivery as well as community planning processes.

Implementation of this Plan will be a collaborative effort between a variety of city departments, agencies and outside organizations. Bicycle and pedestrian coordination efforts will ensure that the Plan recommendations are implemented as a part of these departments regular work. The Street Department will provide technical expertise on issues related to bicycling and ensure that implementation of the Plan moves forward.

Key departments within the city for planning and implementing bicycle improvements include:

- Street Department
- Integrated Capital Management
- Planning and Development Services
- Police Department

Progress on implementing the Plan will be monitored on an annual basis, and every transportation project offers an opportunity to implement a piece of this Master Bike Plan.

Therefore, institutionalizing bicycle improvements will be essential for successful implementation of this Plan. As stated in Action item 5.1, bicyclists' needs should be considered in the planning, design, construction, and maintenance of all transportation projects in the city.

Actions

Action 5.1: Provide bicycle facilities as a part of all transportation planning and capital projects to all possible extents.

Incorporate requirements for bicycle facilities in the city Engineering Standards Manual, standard specifications, and standard plans.

- Actively seek opportunities to provide protected bicycle lanes, bicycle lanes, shared lane markings, and other on-road bicycle facilities as a part of repaving projects. (This includes roadways in the Comprehensive Plan Planned Bikeway Network as well as viable alternatives to the routes proposed, if necessary.)
- Provide higher quality facilities (i.e. add a buffered bike lane instead of a bike lane) than the Planned Bikeway Network calls for when the opportunity exists.
- Develop trails in conjunction with the installation of underground cable, water, sewer, electrical, and other public or private efforts that utilize or create linear corridors. If possible, develop new trails along these utility corridors.
- Continue to develop trails in railroad corridors no longer needed for railroad purposes. Where appropriate, develop trails adjacent to rails.

- Leverage other types of projects that could potentially include bicycle facilities.
- Integrate bicycle planning into neighborhood and commercial planning efforts
- Encourage and support the transformation of auto-oriented commercial areas into compact mixed-use centers that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity.
- Fix potholes, surface hazards, sight distance obstructions, and other maintenance problems on a regular basis.

Action 5.2: Dedicate funding for bicycle project planning and implementation using a portion of currently available transportation dollars to implement the bicycle network.

Action 5.3: A Bicycle Program should provide the necessary staff expertise and commitment to implement the Bikeway Network within 20 years.

Action 5.4: Continue to make minor improvements for bicycling.

Spokane should continue to make the following types of improvements:

- Surface improvements (patch potholes, fill seams between concrete panels in the street, replace drain grates, etc.).
- Signing and striping (bicycle lane striping and stenciling, motor vehicle warning signs at trail crossings, etc.).
- Access improvements (adjust electronic detection for bicyclists at traffic signals, traffic island modification, etc.).
- Bicycle rack installation in public rights-of-way (sidewalks, parking spaces, etc).
- Other low cost bicycle improvements as appropriate.

Action 5.5: Continue to receive regular input and guidance from the Bicycle Advisory Board.

The Bicycle Advisory Board should continue to provide regular input and guidance regarding bicycle issues. This will include monitoring the progress of implementation. Work with the Bicycle Advisory Board to develop and distribute an annual report card describing progress on Master Bike Plan implementation and key performance measures such as system mileage and use.

Action 5.6: Provide bicycle planning and facility design training for appropriate project-level staff and consultants, and encourage staff from other agencies to attend.

Staff and consultants working on projects that affect bicycle access, directly or indirectly, should be strongly encouraged to attend training sessions on bicycle planning and facility design.

Action 5.7: All divisions of the City of Spokane should consult the Bike Master Plan when working on projects.

All divisions should consult this Plan to ensure that the recommended facilities and maintenance practices are implemented in accordance with this Plan. For roadway repaving and reconstruction

projects, the Bike Master Plan recommendation represents the best option. As conditions change, better alternatives to the proposed bicycle network may form. Further study, additional public involvement and consultation with the Bicycle Advisory Board may ultimately result in an even better strategy to provide bicycle access.

Action 5.8: Integrate the recommendations of the Bike Master Plan into other city ordinances, plans, and guidelines.

This action includes, but is not exclusive, to the following actions:

- Require compliance with bike plan policies and standards for new development
- Review and strengthen subdivision ordinances to ensure a connected street network
- Require long-term parking, bike rooms, showers or other amenities in large commercial and residential projects
- Require bicycle parking to be located close to building entrances and no further away than the closest car parking space
- Disconnect the amount of bicycle parking from the amount of car parking, particularly in downtown and designated centers and corridors

Action 5.9: Coordinate within the city and between the agencies and organizations where necessary to implement the Master Bike Plan.

Action 5.10: Update the Bike Master Plan on a regular basis.

Action 5.11: Develop, implement, and enforce a written bicycle access policy and guidance for use at public and private construction projects that impact the public right-of-way

POTENTIAL FUNDING SOURCES

The Bicycle Master Plan should be used as a guide to identify bicycle improvement projects and decide which to fund. The evaluation of bicycle improvement needs should be considered as a part of all projects when city controlled sources of funding are eligible.

Investment Approach

Other top cycling cities have shown that a broad-based approach to bicycle investment that funds bicycle infrastructure, marketing, education, maintenance, and transit access improvements can simultaneously realize marked increases in bicycle use and bicycling safety. A balanced investment approach will be important.

Spokane should employ a funding allocation strategy that is flexible and allows for opportunistic spending. The funding approach should be multi-pronged, covering investments not just in constructing new bicycle facilities, but also in offering bicycle parking, encouraging people to use facilities and bicycles in general, educating people about the rules of the road, maintaining bicycle facilities, and tracking the success of bicycle projects and programs. Several examples of funding sources are listed within the Transportation Chapter and many of the sources are available for financing bicycle improvement projects. A few newer funding sources that could be used for bicycle facilities are listed below.

Local

Transportation Impact Fees

The city intends to expand the Transportation Impact Fee program to allow use of the funds on infill type bicycle and pedestrian projects. Bicycle project funding will be set aside in each of the districts.

Automated Traffic Safety Cameras funding allocation

On September 30, 2013 the City Council passed Resolution No. 2013-0070 related to allocation of funds from infractions issued with automated traffic safety cameras. Among the items to be allocated funding, the resolution provides a flexible matching fund for neighborhood traffic calming projects, neighborhood business districts, streetscape improvement or community development projects related to public safety.

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 $14,000 per year from this funding source. Both pedestrian and bike facilities can utilize these funds, however historically these funds have been extremely limited.

Federal

The Federal Fixing America's Surface Transportation (FAST) Act was signed into law in 2015. The FAST Act is a five-year bill that will slightly increase funding and slightly change some policy. The biggest change is that it will create long-term certainty for states, local governments and transportation stakeholders.

Surface Transportation Block Grant (STBG) Program

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

TAP funding was set at 2% of all the core highway programs and yielded approximately $820 million in FY 2015. Funding levels in the new STBG Set-aside Program are set at $835 million for FY2016 and FY2017, rising to $850 million in FY2018-FY2020. Within that, funding for the Recreational Trails Program is preserved at the 2009 level and is effectively a set-aside of the STBG.

TIFIA and TIGER

In 1998, Congress created the Transportation Infrastructure Finance and Innovation Act (TIFIA) to provide credit assistance to large-scale surface transportation projects. The threshold for project eligibility was set at a minimum cost of $50 million ($25 million for rural infrastructure projects). The FAST Act lowers this threshold to $10 million for projects involving local governments, and allows the bundling of projects to meet this lower threshold. This should make it easier for active transportation projects to use these credit and innovative financing mechanisms. The Transportation Investment Generating Economic Recovery (TIGER) grant program was created in 2009 and has included many bicycling and walking projects and programs in the seven rounds of funding awarded since then. While the program is administered by the US Department of Transportation, funding is provided by an annual appropriation rather than a periodic transportation bill such as the FAST Act.

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. The Community Development Block Grant (CDBG) program primarily addresses capital construction needs in low-to-moderate income neighborhoods. Funds for pedestrian and bicycle facilities are included.

Congestion Management Air Quality

CMAQ funding has been available to the Spokane region for several years. It can be used on projects that reduce vehicular travel and therefore reduce emissions. A certain percentage of the regional funding is typically set aside for bicycle and pedestrian projects. In recent years that funding has been allocated to a neighborhood greenway and a shared-use path.

Other Sources

Another potential resource is the partnering with other agencies, foundations and the private sector for future awareness and education campaigns. The City should continue partnering with other agencies like the Spokane Regional Health District that have a considerable interest in improving bicyclist safety. Strengthening these partnerships and forming new ones will provide additional opportunities to increase awareness of active transportation safety issues.

BICYCLE MASTER PLAN PART 2 – BIKEWAY NETWORK FACILITY DEFINITIONS AND MAPS

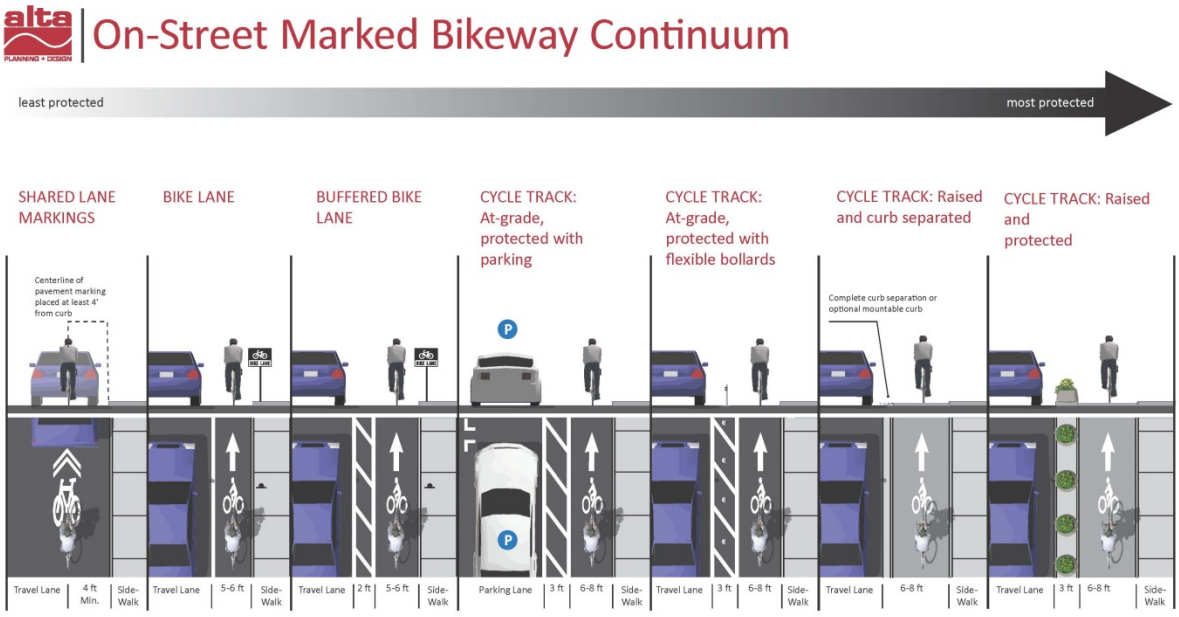
Providing a network of bicycle facilities throughout Spokane is fundamental to achieving the goals of this Plan. Additional bike lanes, roadway crossing improvements, multi-use trails, and other facilities are needed in order to encourage more Spokane residents to bicycle.

BIKEWAY NETWORK DEFINITION

Implementation of this Plan will establish roughly a 400 -mile network of bikeways throughout the city of Spokane. This Bikeway Network is composed of all of the locations throughout the city where specific improvements have either already been made or are proposed in the future to accommodate bicycles.

Almost all Bikeway Network segments will have some type of visible cue (i.e. a bike lane, a bike route sign, a pavement marking, a trail, etc.) to indicate that accommodations have been made for bicyclists. While the network will provide primary routes for bicycling, it is important to note that, by law, bicyclists are permitted to use *all* roadways in Spokane (except limited access freeways or where bicycles are otherwise prohibited). Therefore, the Bikeway Network will serve as a core system of major routes that can be used to safely access all parts of the city and other parts of the transportation system.

Figure 1. On-Street Marked Bikeway Continuum

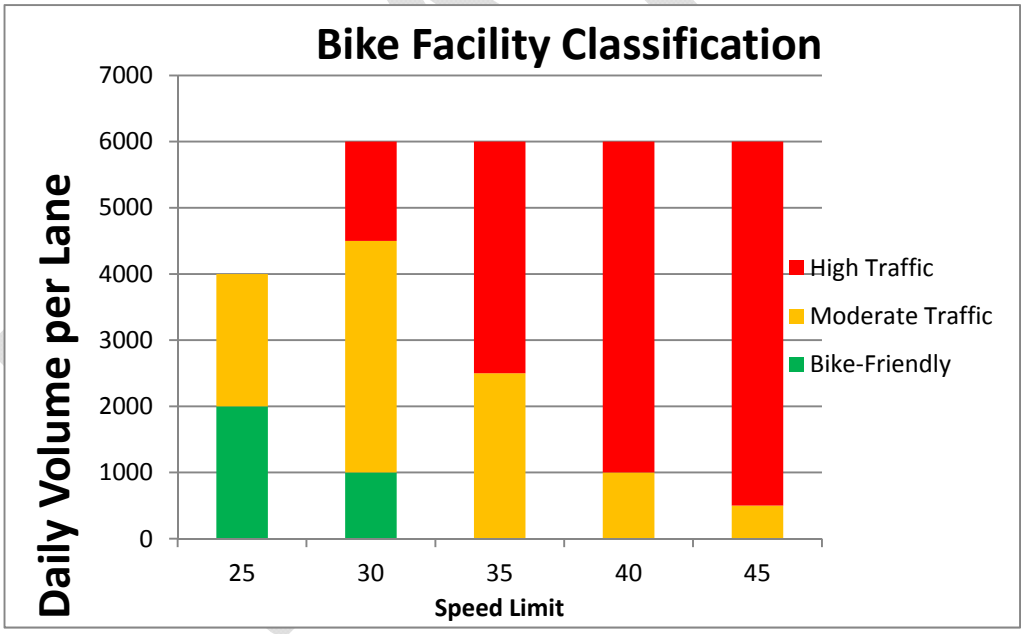


With this update the city has changed the bikeway classifications. The goal of this change is to provide better information to users of the bike routes while moving facility design to the right on the continuum in Figure 1 whenever possible. The classification system now factors in the traffic volume on each facility. The new classifications are listed below and are summarized in greater detail in the following pages:

- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Bike Friendly Route
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path

Figure 2 provides a matrix of daily traffic volumes that can be expected with each bike facility classification.

Figure 2. Bike Route Classification based on traffic volume and speed



High or Moderate Traffic (Shared):

A Shared Roadway designation is typically found on important roadways where bicycle lanes may not be feasible. The High and Moderate designation provides an indication of the level of traffic and/or conflict the cyclist can expect to experience. See figure 1 above for Bike Route Classification based on traffic volume and speed. A Shared Roadway may use on-street markings and signs to alert motorists and cyclists to the designation. Shared Lane Markings (aka Sharrows) are used to remind all roadway users that bicyclists may be present and are allowed to use the full lane while directing cyclists out of the "door zone". In cases of steep terrain, a "climbing lane" should be used on the uphill side of the roadway and sharrows should be used to guide cyclists in the downhill lane.

Figure 3. Examples of Shared Roadway treatments

High or Moderate Traffic (Bike Lane):

A bike lane is identified by on-street striping. Buffered bike lanes and cycle tracks are also included in this category. The High and Moderate designation provides an indication of the level of traffic and/or conflict the cyclist can expect to experience. The actual design will depend on the roadway width and traffic conditions. A 5 foot bike lane with a 3 foot buffer is preferred. As an alternative, a bike lane width of 6 feet is desirable. An on-street marking of a bicyclist and/or street signs identifying the bike lane may accompany the striping.

High traffic bike lane

- A collector, minor, or principal arterial
- Traffic lanes are striped
- Higher volume and/or speed as shown in Figure 2.
- Greater chance of conflicts between cyclists and vehicular traffic
- Attractive to advanced cyclists comfortable with taking the lane, or those who can keep up with traffic

Moderate traffic bike lane

- Typically a collector, minor, or principal arterial, but may include some local streets
- Centerline and/or traffic lanes are striped
- Attractive to advanced and intermediate level riders - including typical commuter cyclists
- Any facility that doesn't fit the High traffic route or Bike-Friendly categories

Figure 4. Examples of potential bike lane designs

Cycle Tracks

A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. Cycle tracks have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed cycle tracks are located to the curb-side of the parking (in contrast to bike lanes).

Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color/texture separates the cycle track from the sidewalk. If at street level, they can be separated from motor traffic by raised medians, on-street parking, or bollards. These design features do raise different considerations – such as driveway conflicts, driver expectations, and maintenance issues that need to be addressed. By separating cyclists from motor traffic, cycle tracks can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.

Figure 5. Examples of potential cycle track designs

Bike Friendly Routes:

A bike-friendly route is a low-volume route marked by bicycle signage and/or the use of shared lane markings. These routes are attractive to beginning and intermediate level riders. Other features include:

- Primarily local streets with a few collector arterials
- No centerline stripe except in CBD
- Cyclists can comfortably ride mixed with traffic - bike lane not needed, but a few have them such as in the CBD.
- Low vehicle volumes, low vehicle speeds
- Posted speed 30 mph and less than 1,000 volume (ADT) per lane
- Posted speed 25 mph and less than 2,000 volume (ADT) per lane

Figure 6. Bike Friendly Route

Neighborhood Greenways:

Neighborhood Greenways are low-volume and low-speed streets that have been optimized for bicycle and pedestrian travel. Neighborhood Greenway treatments can be applied at several different intensities, which should be identified in detail during project design. Wayfinding signs, pavement markings, traffic calming and intersection treatments are potential elements of these facilities. Neighborhood Greenways are designed to attract bicyclists of all ages and abilities, especially those in the Interested but Concerned category. The design of the neighborhood greenway is flexible and will be tailored to meet the specific needs of the roadway. Below are examples of possible neighborhood greenway treatments.

Figure 7. Examples of Neighborhood Greenway treatments

Shared Use or Multiuse Path:

A shared use or multiuse path is an off-street facility designed for certain non-motorized uses. These paths have a minimum width of ten feet to accommodate two-way traffic. These paths are often identified by signs and barriers preventing auto-traffic from using the path. Examples include the Centennial Trail and the Fish Lake Trail.

Figure 8. Shared Use Paths

Soft Surface Path:

A soft surface path is an off-street facility allowing non-motorized uses. These paths are unpaved and have a minimum width of 5 feet. Surfacing may be gravel or dirt. They often form a key connection in the bicycle network and may be designated for paving in the future.

Figure 9. Soft Surface Path

State of the Practice:

The City of Spokane endorsed the NACTO (National Association of City Transportation Officials) Urban Street Design Guide and Urban Bikeway Design Guide in November 2014. In an overview, the NACTO Urban Bikeway Design Guide states: "The purpose of the NACTO Urban Bikeway Design Guide (part of the Cities for Cycling initiative) is to provide cities with state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists.

The NACTO Urban Bikeway Design Guide is based on the experience of the best cycling cities in the world. The designs in this document were developed by cities for cities, since unique urban streets require innovative solutions. Most of these treatments are not directly referenced in the current version of the AASHTO Guide to Bikeway Facilities, although they are virtually all (with two exceptions) permitted under the Manual on Uniform Traffic Control Devices (MUTCD). The Federal Highway Administration has posted information regarding MUTCD approval status of all of the bicycle related treatments in this guide and in August 2013 issued a memorandum officially supporting use of the document. All of the NACTO Urban Bikeway Design Guide treatments are in use internationally and in many cities around the US."

Examples of bike facilities / techniques found in the NACTO guide that may be implemented in Spokane are provided below. There are numerous other suggested designs.

Colored Bicycle Facilities:

Colored pavement within a bicycle lane increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists in conflict areas and in areas with pressure for illegal parking. Colored pavement can be utilized either as a corridor treatment along the length of a bike lane or cycle track, or as a spot treatment, such as a bike box, conflict area, or intersection crossing marking. Color can be applied along the entire length of bike lane or cycle track to increase the overall visibility of the facility. Consistent application of color across a bikeway corridor is important to promote clear understanding for all users.

Intersection Crossing Markings:

Intersection crossing markings indicate the intended path of bicyclists. They guide bicyclists on a safe and direct path through intersections, including driveways and ramps. They provide a clear boundary between the paths of through bicyclists and either through or crossing motor vehicles in the adjacent lane.

Bike Box at Intersection:

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

Protected Intersections:

A protected intersection is an at-grade road junction in which cyclists and pedestrians are separated from cars. Vehicles turning right (in countries driving on the right, or left in countries driving on the left) are separated by a car length from crossing cyclists and pedestrians, providing increased reaction times and visibility. Drivers looking to turn right have better visibility to cyclists and pedestrians as they can look to the side for conflicts instead of over their shoulders.

BIKEWAY NETWORK MAPS

Spokane's bicycle facilities network includes protected bicycle lanes, bike lanes, shared-use paths, neighborhood greenways, shared roadways, and bike-friendly routes. The development of bicycle facilities is expected to take place over the course of the next 20 years. A number of unforeseen circumstances may affect the way that Spokane's bike network will develop. The Bicycle Facility Network Development Maps are not intended to define a specific time frame for the development of bike facilities within the city. These maps represent how the network may develop over time recognizing that the network cannot be created immediately. If an opportunity to develop any of the facilities on the map arises, that opportunity should be pursued.

Existing Bikeway Network Map

Map BMP 1 shows all of the existing bicycle facilities in Spokane at the time of the adoption of the Bike Master Plan.

Future Bikeway Network Map

Map BMP 2 (Map TR 5) shows all the proposed bicycle facilities for the City.

FURTHER EVALUATION OF BICYCLE FACILITY RECOMMENDATIONS

The projects that are shown on the maps will require additional evaluation during the implementation process to determine if there are other factors that may either help or hinder their development.

Additional traffic analysis will be needed in some cases to determine the optimum design for specific locations and transportation capacity impacts, with the understanding that the network is a flexible tool that can and should be modified as circumstances dictate. Like other public projects, neighborhood involvement will also be an important part of the evaluation process. Some locations shown on the map may be determined, after more detailed analysis, to require different or more costly improvements and, therefore, may become longer-term projects. However, for every project, the first assumption will be that the bicycle facilities, as shown in the Bicycle Master Plan, will be implemented. If the city decides not to proceed with implementing the Bicycle Master Plan recommendation on a particular roadway an explanation shall be provided to clarify why it is not implementing a recommendation in the Plan.

Level of Service: Intersections

Map TR

Legend

Level Of Service - Intersections

- LOS D – WSDOT HSS route (concurrency exempt)
- LOS D - WSDOT non-HSS route
- LOS E – City arterial
- LOS F – City arterial

Proposed Arterial Designation

- Proposed Urban Minor Collector
- Proposed Urban Major Collector
- Proposed Urban Minor Arterial
- Proposed Urban Principal Arterial
- Proposed Urban Freeways and Expressways
- Urban Minor Collector
- Urban Major Collector
- Urban Minor Arterial
- Urban Principal Arterial
- Urban Other Freeways and Expressways
- Urban Interstate

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

N W E S

CITY OF SPOKANE

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 property lines, section lines, roads, etc.

Designated Truck Routes

Map TR

Legend

Street

- Closed to Trucks
- Truck Routes

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North Spokane Corridor
- Centers & Corridors
- Targeted Growth Areas

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

N W E S

CITY OF SPOKANE

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 property lines, section lines, roads, etc.

City of Spokane
Airway Heights
Spokane Int. Airport
Waikiki
Regina
Peone
Stoneman
Bruce
Argonne
Parksmith
Newport
Nine Mile
Four Mound
Coulee Hite
Seven Mile
Inland
Spokane
Lincoln
Tepee
Barnes
Five Mile
Indian Trail
Rifle Club
Country Homes
Weipert
Colton
Cozza
Lyons
Central
Pittsburg
Market
North Spokane Corridor
Bigelow Gulch
Weile
Thierman
Valley Springs
Columbia
Rowan
Queen
Wellesley
Haven
Addison
Wall
Garland
Empire
Upriver
Northwest
Maple
Fort George Wright
Pettet
Frederick
Illinois
Rutter
Felts Field
Montgomery
Mission
Spokane River
Greene
Trent
Sharp
Broadway
Heacox
Vista
Boone
Martin Luther King Jr
Liberty Park
Sprague
Hartson
Greenwood
Westcliff
2nd
3rd
4th
5th
7th
9th
10th
13th
14th
17th
23rd
25th
31st
44th
57th
63rd
Bernard
Southeast
Bettman
Bradley
Park
Glenrose
Havana
Scott
Hatch
Palouse
Flint
Lawson
Thorpe
Electric
Geiger
Assembly
High
Qualchan
Latah Creek
Cheney Spokane
Cedar
Hangman Valley
Hallett
Aero
Grove
Craig
Westbow
53rd
Riverside
Sunset
Boone
Broadway
Mallon
Howard
Washington
Atlantic
Ruby
Mission
Hamilton
Napa
Sprague
Helena
Browne
Lincoln
Monroe
Walnut
Ash
Belt
Maple
Bridge
Oak
Main
Martin Luther King Jr
Liberty Park
2nd
3rd
6th
7th
10th
Grand
Perry
North Altamont
Inland Empire
195
90
395
2
291
290

Proposed Changes to Spokane Truck Route Map with LINK Transportation Chapter Update

Truck Routes

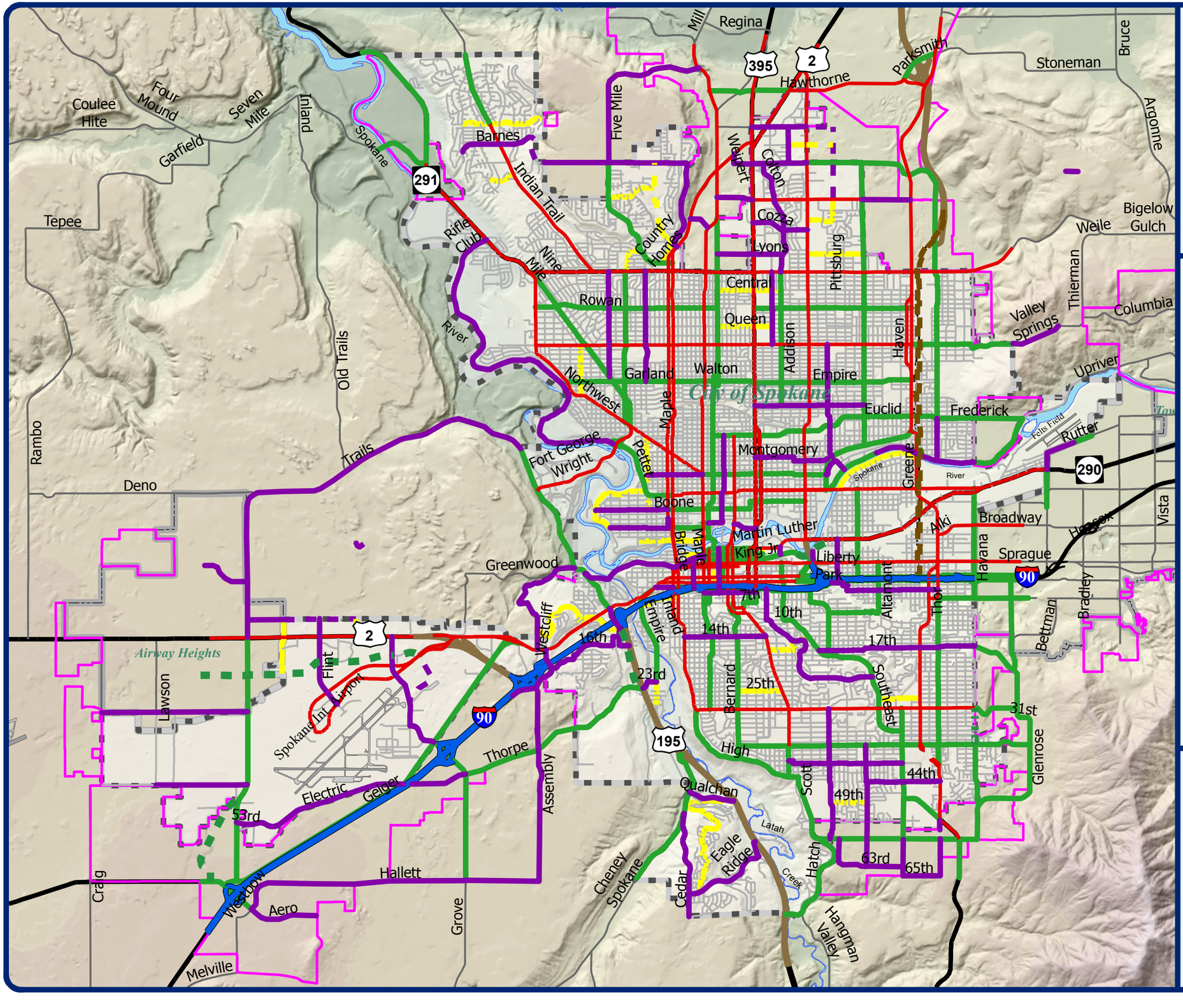
Roadway	Segment	SMC 12.08.020	SRTC Regional Freight Priority Map	Streets Semi-Tractor Trailer Map	Proposed Designation	Reason for Change	FGTS Rating	Street Dept Comments
Altamont	Mallon to Desmet	Truck Route	-	Truck Route	-	was established for lumber mill, not needed now	n/a	
Crestline	Trent to Mallon	Truck Route	-	Truck Route	-	was established for lumber mill, not needed now	n/a	
Desmet	Altamont to Nelson	Truck Route	-	Truck Route	-	was established for lumber mill, not needed now	n/a	
Electric Ave	Geiger to Hayford	-	-	-	**Truck Route**	industrial area		
Freya Street	Market to Wellesley	-	Truck Route	Truck Route	**Truck Route**	industrial area, proximity to NSC	T-3	
Geiger Blvd	Sunset to Electric Ave	-	Truck Route	-	**Truck Route**	future business park, airport freight	T-2	
Hamilton St	Trent to Foothills	-	Truck Route	-	**Truck Route**	carries freight, no height or bridge restrictions	T-2	Centers and corridors / GU campus
Hatch Road	57th to US 195	-	Truck Route	-	**Truck Route**	carries freight, major connection	T-2	light trucks allowed on bridge
Havana	Mission to Sprague	-	-	-	**Truck Route**	new bridge over RR tracks	T-2	
Hayford Road	city limits to city limits	-	-	-	**Truck Route**	used by freight between I-90 and Airway Heights-Fairchild	T-3	
Helena	Sprague to Trent	-	-	-	**Truck Route**	frequently used truck route between Sprague and Trent	n/a	
Madelia	Sprague to Trent	-	-	-	**Truck Route**	Has the highest clearance in the area between Sprague and Trent, requested by truck drivers	n/a	
Mallon	Crestline to Altamont	Truck Route	-	Truck Route	-	was established for lumber mill, not needed now	n/a	
MLK Extension	Division to Trent	-	-	-	**Truck Route**	new route with no height restrictions	n/a	
Nevada	Foothills to US 2	-	Truck Route	-	**Truck Route**	carries a lot of freight	T-2	
Regal Street	Palouse Hwy to 57th	-	-	-	**Truck Route**	carries a lot of freight	T-2	
Riverside	Stevens to Division	-	-	-	**Truck Route**	connects with MLK extension - how far into downtown should it go?	n/a	
Spokane-Cheney Road	city limits to US 195	-	-	-	**Truck Route**	good route for freight between Cheney and Spokane - maybe?	T-3	

No Truck Zones

Roadway	Segment	SMC 12.08.010	Posted in Field?		Proposed Designation	Reason for Change		Street Dept Comments
High Drive	29th to Grand	-	yes?		-	Not needed since construction is over.		Should remove signs since they aren't enforceable.
Upriver Drive	Ralph to Havana and City Limits to Buckeye	No Trucks	yes		**No Trucks**			
Brownes Addition area	multiple streets	No Trucks	yes		-	already regulated by SMC 12.08.030		
Upriver area	multiple streets	No Trucks	yes		-	already regulated by SMC 12.08.030		

Proposed Arterial Network Map

Map TR 12



Legend

Arterial Network

- Proposed Urban Minor Collector
- Proposed Urban Major Collector
- Proposed Urban Minor Arterial
- Proposed Urban Principal Arterial
- Proposed Urban Freeways and Expressways
- Urban Local Access
- Urban Minor Collector
- Urban Major Collector
- Urban Minor Arterial
- Urban Principal Arterial
- Urban Other Freeways and Expressways
- Urban Interstate

Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

N W E S

CITY OF SPOKANE

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 property lines, section lines, roads, etc.

Proposed Changes to Spokane Arterial Street Map with LINK Transportation Chapter Update

Roadway	Segment	Current Comp Plan Map	SMC 12.08.040	WSDOT Classification	Proposed Classification	Reason for Change	ADT	SRTC Comments	Street Dept Comments	Immediate Traffic Control Changes Needed?
4th Avenue	Sunset Blvd to Maple	Urban Minor Arterial	local	local	Urban Major Collector	volume	n/a			Add stop signs at Oak and Ash (yield now)
5th Avenue	Monroe to Division	local	local	local	Urban Major Collector	high volume, bus route, stop and signal	3,000-5,000		keep 4-way stops for now	none
12th Avenue	Deer Heights to Flint Road	n/a	n/a	n/a	(P) Urban Major Collector	annexation, follow West Plains transportation				n/a
14th-Conklin	Rockwood to Southeast	Urban Collector	Urban Collector	Urban Collector	Urban Minor Collector	short distance, low volume				none
17th Avenue	16th Ave to D Street	Urban Collector	local	local	local	no stop signs or striping			no stop signs or striping	none
17th Avenue	Grand to Upper Terrace	Urban Collector	Urban Collector	Urban Collector	Urban Minor Collector	short distance, low volume				none
17th AVenue	SE Blvd to Ray	Urban Collector	Urban Minor Arterial	Urban Collector	Urban Major Collector					none
17th Avenue	Ray to Freya	local	local	Urban Collector	Urban Major Collector					remove arterial ends signs
17th Avenue	Freya to Glenrose	local	local	Urban Minor Arterial	Urban Major Collector			get county concurrence		add stop signs
18th-21st Avenue	Deer Heights to Spotted Road	Urban Minor Arterial	n/a	n/a	(P) Urban Minor Arterial	annexation, follow West Plains transportation				n/a
25th Avenue	Bernard to Grand	Urban Collector	Urban Collector	Urban Collector	Urban Minor Collector	short distance, low volume				none
27th Avenue	Southeast Blvd to Ray	local	local	local	Urban Minor Collector		3,000	minor collector	Good option recognizing volumes and land use	Add stop signs at side streets
31st Avenue	Crestline to SE Blvd	n/a	n/a	n/a	(P) Urban Major Collector	will connect Crestline to SE Blvd				none
43rd Avenue	Scott to Perry	local	local	local	local	discuss - no stop signs			good connection but neighborhood opposition?	none
44th Avenue	Crestline to Cook	Urban Collector	local	local	(P) Urban Major Collector	volume, signal access	n/a	exchange for 49th?		add stop signs once street is fully paved
44th Avenue	Cook to Regal	Urban Collector	local	local	Urban Major Collector	volume, signal access	n/a	exchange for 49th?		add end arterial sign at Cook
44th Avenue	Regal to Freya	local	local	Urban Collector	Urban Major Collector					none
49th Avenue	Perry to Regal (or Crestline?)	Urban Collector	Urban Collector	Urban Collector	Urban Minor Collector	change to Perry to Crestline only, has stop		Maintain Perry to Crestline	Will development need an arterial?	none - has stop signs
195 frontage	Lindeke to Thorpe	Urban Principal Arterial	n/a	n/a	(P) Urban Minor Arterial				Does it match long range plans?	none
195 frontage	Thorpe to Spokane-Cheney	Urban Minor Arterial	n/a	n/a	n/a	remove				none
Airport Drive	airport loop (except section listed below)	Urban Principal Arterial	n/a	Urban Principal Arterial	Urban Principal Arterial	annexation		WB from Sunset Hwy is	Airport-owned Road	PRIVATE
Airport Drive WB	US 2 to Flightline	Urban Principal Arterial	n/a	Urban Minor Arterial	Urban Principal Arterial	make consistent			Airport-owned Road	PRIVATE
Alberta	Francis to Woodside	local	local	local	Urban Minor Collector	volumes, connects to signal, no stop signs,	2,500		signalized, high volume	Add stop signs at side streets
Altamont Blvd	9th Avenue to Mount Vernon	local	local	Urban Collector	local	no stop signs, low vol, downgrade	n/a	agree with change	Volumes/function? Connections? Through neighborhood.	none
Altamont Street	Sprague to Main	local	local	local	local				no plan to make this an arterial with connection to Playfair	none
Assembly	Sunset Hwy to city limts	Urban Collector	local	Urban Collector	Urban Major Collector	has stop signs and striping				none
Austin Road	Five Mile Road to Quamish	Urban Collector	local	local	Urban Minor Collector	has stop signs and striping			striped, stop signs	none
Austin Road	Quamish to Strong Road	Urban Collector	local	local	(P) Urban Minor Collector				Volumes? Function?	n/a
Barnes Road	Indian Trail to Strong Road	Urban Minor Arterial	Urban Collector	(P) Urban Collector	Urban Major Collector				upgrade to minor?	none

Roadway	Segment	Current Comp Plan Map	SMC 12.08.040	WSDOT Classification	Proposed Classification	Reason for Change	ADT	SRTC Comments	Street Dept Comments	Immediate Traffic Control Changes Needed?
Barnes Road	Indian Trail to Sundance	Urban Minor Arterial	Urban Collector / local	Urban Collector	**Urban Major Collector**	striped, stop signs				none
Barnes Road	Sundance to SR 291	Urban Minor Arterial	Urban Collector / local	local	**local**				stop sign at the end of cul-de-sac is for private road	none
Belt Street	Francis to 5-Mile	local	local	Urban Collector	**local**	incline, sight distance, no signal	700		has a grade issue near 5-mile road	none
Bernard ST	SFB to 1st	Urban Collector	Urban Collector	Urban Collector	**Urban Minor Collector**	short connection, low volume				none
Boone Avenue	Napa to Ralph/Greene	Urban Collector	local	local	**local**	functions as a collector but would need stop				none
Campus Drive - Road	12th to US 2	n/a	n/a	n/a	**(P) Urban Minor Collector**	low volume, short segment, will connect				none
Cascade Way	Five Mile to Austin	Urban Collector	Urban Collector	local	**Urban Minor Collector**	has stop signs	300	Potential for collector with	Volumes? Function? Connections?	none
Cascade Way	city limits to Division	Urban Collector	local	Urban Collector	**Urban Major Collector**					none
Cedar Street	Broadway to Summit pky	local	local	local	**Urban Minor Collector**	gateway to Kendall Yards				**switch stop signs at College Ave**
N Cedar Road	Strong to Country Homes	Urban Minor Arterial	Urban Minor Arterial	Urban Collector	**Urban Major Collector**			Is a Major Collector	because of 5-mile? Keep due to signal	none
S Cedar Road	Spokane-Cheney to CL	Urban Collector	Urban Collector	local	**Urban Major Collector**	volume	2,600	Cedar, Eagle Ridge and		none
N Center (Indiana)	Perry to Upriver	local	local	local	**Urban Major Collector**	crosses railroad tracks and makes a connection	n/a	describe connection		none
Central Avenue	Wall to Addison	Urban Collector	Urban Collector	Urban Collector	**Urban Minor Collector**	low volume, short arterial				none
Colton St	Hoerner to Magnesium	local	local	local	**Urban Minor Collector**	volumes, signal at end, stop signs				none
Comanche Drive	Sundance to Indian Trail	local	local	Urban Collector	**local**	no stop signs	n/a	local		none
Crestline Street	34th to 37th	local	local	Urban Collector	**Urban Major Collector**	no stop signs	2,100	local	plan for future connection with 31st to SE Blvd	**add stop signs at 36th, 35th and 34th and End Arterial signage**
Crestline Street	34th to 31st	local	local	local	**(P) Urban Major Collector**	no stop signs		local	maybe into Martin with a signal at 29th	none
D Street	17th to 21st	Urban Major Collector	local	n/a	**local**	no stop sign			make a collector due to connections and routing	none
Dakota St	Holland to Jay	local	local	Urban Collector	**Urban Minor Collector**	has stop signs, striping				none
Dakota St	Jay to Magnesium	local	local	Urban Collector	**(P) Urban Minor Collector**	currently dirt and blocked with guardrail				none
Deer Heights Road	12th Avenue to 18th-21st	Urban Major Collector	n/a	n/a	**Urban Minor Collector**	annexation, short distance	n/a			none
Deska - West - Rosamund - 13th	Assembly to Lindeke	Urban Collector	Urban Collector	Urban Collector	**Urban Minor Collector**	low volume, few through trips				none
Eagle Ridge Blvd	Cedar to Meadowlane	Urban Minor Arterial	Urban Collector	local	**Urban Major Collector**	volume, has stop signs	4,000	Cedar, Eagle Ridge and		none
Erie Street	Sprague Way to MLK	local	local	local	**Urban Major Collector**		n/a	Would connect two		none
Electric Ave	Hayford to Geiger	Urban Minor Arterial	n/a	Urban Collector	**Urban Major Collector**	annexation				none
Fancher Way	Trent to Rutter Avenue	Urban Minor Arterial	Urban Minor Arterial	Urban Collector	**Urban Major Collector**					none
Flightline Blvd	Spotted Road to Geiger	local	n/a	local	**Urban Major Collector**	high volume, freight route		Works with Spotted Road	Airport supports the change	**PRIVATE**
Flint Road	12th to US 2	Urban Collector	n/a	local	**(P) Urban Major Collector**	annexation		Minor Collector or		none
Flint Road	US 2 to Airport Drive	Urban Collector	n/a	Urban Collector	**Urban Major Collector**	annexation			Granite to Airport Dr is airport-owned	none / PRIVATE
Flint Road	Airport Drive WB to Airport Drive EB	local	n/a	Urban Collector	**Urban Major Collector**				Airport-owned Road	**PRIVATE**

Roadway	Segment	Current Comp Plan Map	SMC 12.08.040	WSDOT Classification	Proposed Classification	Reason for Change	ADT	SRTC Comments	Street Dept Comments	Immediate Traffic Control Changes Needed?
Freya Street	37th to Hartson	Urban Collector	Urban Collector	Urban Minor Arterial	**Urban Minor Arterial**					none
Freya Street	Palouse Hwy to 55th	Urban Collector	n/a	local	**Urban Major Collector**	annexation, has stop signs		55th to 57th is a county road		none
S Geiger Blvd	Electric Ave to Sunset Hwy	Urban Principal Arterial	n/a	Urban Minor Arterial	**Urban Minor Arterial**	annexation				none
Government Way	Sunset to Greenwood	Urban Minor Arterial	Urban Principal Arterial	Urban Minor Arterial	**Urban Minor Arterial**					none
Havana Street	29th to Congress (or Dearborn)	Urban Collector	local	local	**(P) Urban Major Collector**	plan for future development in the area	n/a		need to talk to County about Dearborn connection	none
Havana Street	37th to 29th	local	local	(P) Urban Minor Arterial	**(P) Urban Minor Arterial**		n/a			none
Hawthorne Road	US 2 to Nevada	Urban Principal Arterial	Urban Minor Arterial	Urban Principal Arterial	**Urban Principal Arterial**					none
Hayford Road	49th To Electric Ave	Urban Principal Arterial	n/a	Urban Minor Arterial	**Urban Minor Arterial**	annexation - one segment in city limits		county road?		none
Helena Street	Magnesium to Lincoln	n/a	n/a	n/a	**(P) Urban Major Collector**	future grid system				none
Helena Street	Lincoln Rd to Sharpsburg	Urban Collector	Urban Collector	local	**Urban Minor Collector**	has stop signs	900		natural connection into neighborhood, make a collector	none
Helena Street	Trent to Mission	Urban Collector	local	Urban Collector	**local**	not used as a collector	n/a	downgrade to local	intersection at Mission has bad sight distance and turn	none
Hoerner Dr	Colton to Holland	local	local	local	**Urban Minor Collector**	has stop signs, striping, signal				none
Howard Street	Mallon to Boone	Urban Collector	Urban Collector	local	**Urban Major Collector**	connectivity, striped, has stop signs	n/a			none
Inland Empire Way	23rd to Oak	Urban Collector	Urban Collector	Urban Minor Arterial	**Urban Minor Collector**	makes a dead-end now, downgrade	700	suggest local		none
Jay Street	Colton to Nevada	local / Urban Collector	local	local	**Urban Minor Collector**	striped, stop signs	4,700			none
Jefferson Street	Riverside to Freeway Ave	local	local	local	**Urban Major Collector**	connects to I-90 and several arterials	2,000	agree with change		none
S Lincoln Blvd - Lincoln Way	Qualchan Drive to Parkridge	Urban Collector	Urban Collector	local	**Urban Minor Collector**	striped, stop signs	600	Qualchan, Lincoln Way,	make a collector due to connections and volumes, stop	none
Lindeke	Sunset Blvd to 16th	Urban Principal Arterial	Urban Minor Arterial	Urban Collector	**Urban Major Collector**					none
Lyons	Division to Atlantic	Urban Collector	local	Urban Collector	**Urban Major Collector**	signsl, striping				none
Lyons	Nevada to Crestline	Urban Collector	local	local	**Urban Minor Collector**	volumes for collector, stop signs, signal	2,703	potential	suggest upgrading to collector due to connection from crestline to	**add some stop signs**
Main Avenue	Cedar to Monroe	Urban Collector	Urban Collector	local	**Urban Minor Collector**	striped	1,800			none
Main Avenue	Monroe to Pine	Urban Principal Arterial	Urban Principal Arterial	Urban Principal Arterial	**Urban Minor Arterial**	PCTS agrees with downgrade	700-5,000	couplet with Spokane Falls -	downgrade due to Riverside extension and shifting of traffic	none
Mallon Ave	Lincoln to Howard	Urban Collector	Urban Minor Arterial	local	**Urban Major Collector**	connectivity	2,500	potential with Howard		none
Meadowlane Rd.	195 to Eagle Ridge Blvd	Urban Minor Arterial	Urban Collector	local	**Urban Major Collector**	volume	4,000	see S. Cedar comment		none
Mt. Vernon	S Altamont Blvd to 17th	local	local	Urban Collector	**local**	low volume, narrow street, no stops	2,000	local	could be collector if 27th became a minor arterial	none
MLK Boulevard	Division to SR 290	Urban Minor Arterial	n/a	local	**Urban Minor Arterial**	new arterial connection		Division to Sherman is a		none
Navaho Avenue	Indian Trail to Fleetwood	Urban Collector	local	local	**local**	low volume, residential, no stop signs				none
Nelson -Regal Street	Boone to Trent	Urban Collector	local	local	**local**				long term could be a collector due to operations complex traffic	none
Pacific Ave	Spruce to Maple	local	local	local	**local**	has been discussed as a collector before , has	1,200-2,000	local		none
Pacific Park	Valerie to Indian Trail	Urban Collector	local	Urban Collector	**Urban Minor Collector**	has stop signs, signal				none

Roadway	Segment	Current Comp Plan Map	SMC 12.08.040	WSDOT Classification	Proposed Classification	Reason for Change	ADT	SRTC Comments	Street Dept Comments	Immediate Traffic Control Changes Needed?
Palouse Highway	Regal to Freya	Urban Collector	Urban Minor Arterial	Urban Minor Arterial	**Urban Minor Arterial**					none
Pamela Street	Barnes Road to Pacific Park	Urban Collector	local	Urban Collector	**local**	no stop signs, suggest downgrade	n/a	agree with change	connects Barnes to Pacific Park	none
Parkridge Blvd	S Lincoln Way to Eagle Ridge	Urban Collector	Urban Collector	local	**Urban Minor Collector**	functions as a collector through neighborhood	500-900	Qualchan, Lincoln Way,		none
Perry Street	29th to 37th	Urban Minor Arterial	Urban Minor Arterial	Urban Collector	**Urban Major Collector**			agree with change	volume and function?	none
Perry Street	Wellesley to Francis	local	local	Urban Collector	**local**	no stop signs	n/a	Maintain as is and add		none
Pine Street	Spokane Falls to MLK	Jrban Principal Arterial / loca	ban Principal Arterial / lo	local	**Urban Minor Collector**	connectivity	1,200	agree with change		none
Pittsburg	Sharpsburg to Francis	Urban Collector	Urban Collector	local	**local**	residential street	1,700			**remove stop signs for local downgrade**
Post Street	3rd to Main	Urban Collector	Urban Minor Arterial	Urban Collector	**Urban Major Collector**	only runs 5 blocks				none
Qualchan Drive	Cheney-Spokane to 195	Urban Collector	Urban Collector	local	**Urban Major Collector**	striped, connects arterial with 195	2,000	Qualchan, Lincoln Way,		none
Quamish Drive	Austin to Cascade Way	local	Urban Collector	local	**local**	has stop signs	470			none - keep stop signs until Austin Road is paved, then remove them.
Queen	Wall to Lidgerwood	Urban Collector	Urban Collector	Urban Collector	**Urban Minor Collector**	low volume, short arterial				none
Ralph Street	Boone to Trent	Urban Collector	local	local	**local**	wait to see what happens with NSC	n/a		could be a collector if it stays signalized with NSC	none
Ray-Freya crossover	37th to Thurston	Urban Principal Arterial	n/a	(P) Urban Principal Arterial	**(P) Urban Principal Arterial**					none
Riverside	Monroe to Government Way	Urban Major Collector	Urban Minor Arterial	Urban Collector	**Urban Major Collector**				should it be upgraded to minor to match downtown?	none
Rowan Avenue	Assembly to Wall	Urban Minor Arterial	Urban Minor Arterial	Urban Collector	**Urban Major Collector**					none
Rutter Avenue	Fancher Way to city limits	Urban Minor Arterial	local	Urban Collector	**Urban Major Collector**					none
Sharpsburg Avenue	Nevada to Helena	Urban Collector	Urban Collector	local	**Urban Minor Collector**	has stop signs	1,500			**add end arterial sign**
Shawnee Avenue	Sundance to Indian Trail	Urban Collector	local	Urban Collector	**Urban Minor Collector**					none
Shawnee Avenue	Indian Trail to Weber	Urban Collector	Urban Collector	Urban Collector	**Urban Minor Collector**					none
Sherman Street	Spokane Falls to MLK	n/a	local	local	**Urban Major Collector**	connects two arterials	4,000	with completion of		none
South Riverton	Mission to Greene	Urban Collector	Urban Collector	Urban Collector	**Urban Minor Collector**	low volume, limited connectivity				none
Spokane Falls Blvd	Monroe to Division	Urban Principal Arterial	Urban Principal Arterial	Urban Principal Arterial	**Urban Minor Arterial**	traffic shift to Riverside, pairs with Main for	7,500	couplet with Main -	downgrade due to Riverside extension and shifting of traffic	none
Spotted Road	US 2 to Airport Dr	Urban Collector	n/a	Urban Collector	**Urban Major Collector**	annexation				none
Spotted Road	Airport Drive to Flightline	local	n/a	local	**Urban Major Collector**	high volume, freight route		Works with Flightline	Airport supports the change	**PRIVATE**
Strong Road	5 Mile Road to Cedar Road	Urban Minor Arterial	Urban Minor Arterial	Urban Collector	**Urban Major Collector**	Collector designation matches Cedar and				none
Strong Road	Indian Trail to water tower	Urban Collector	local	Urban Collector	**local**		100	agree with local		none
Summit Parkway	Nettleton to Monroe	Urban Collector	n/a	local	**Urban Minor Collector**	Will not make a continuous connection	n/a	Will this continue to	keep collector status	none
Sundance Drive	Shawnee to Iroquois Dr.	Urban Collector	local	Urban Collector	**local**	no stop signs or striping				none
Thorpe Road	City Limit to 195	Urban Principal Arterial	Urban Principal Arterial	Urban Minor Arterial	**Urban Minor Arterial**					none
Thurston Avenue	Grand to Perry	local	local	Urban Collector	**Urban Major Collector**	good through connection			43rd would be another option	**add stop signs at side streets**

Roadway	Segment	Current Comp Plan Map	SMC 12.08.040	WSDOT Classification	Proposed Classification	Reason for Change	ADT	SRTC Comments	Street Dept Comments	Immediate Traffic Control Changes Needed?
Trainor Road	Thorpe to 41st	Urban Collector	local	local	**local**					none
Upper Terrace	Rockwood to 17th	Urban Collector	Urban Collector	Urban Collector	**Urban Minor Collector**	short distance, low volume				none
Wall Street	3rd to 5th	local	local	local	**Urban Major Collector**	extend Collector south to 5th		Works with suggested 5th		none
Wall Street	SFB to 3rd	Urban Collector	Urban Minor Arterial	Urban Collector	**Urban Major Collector**					none
Woodridge Drive	Shawnee to Bedford	Urban Collector	local	Urban Collector	**local**	no stop signs, low vol, downgrade				none
Woodside Ave	Alberta to Five Mile	local	local	local	**Urban Minor Collector**	well-used connection between Francis and			Alberta/Woodside will soon have a traffic circle	**add stop signs at side streets**