

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

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)

Planning Documents Reviewed (2017)

- 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

LINK Spokane Project Selection Criteria

Evaluation Categories

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

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

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



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



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



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

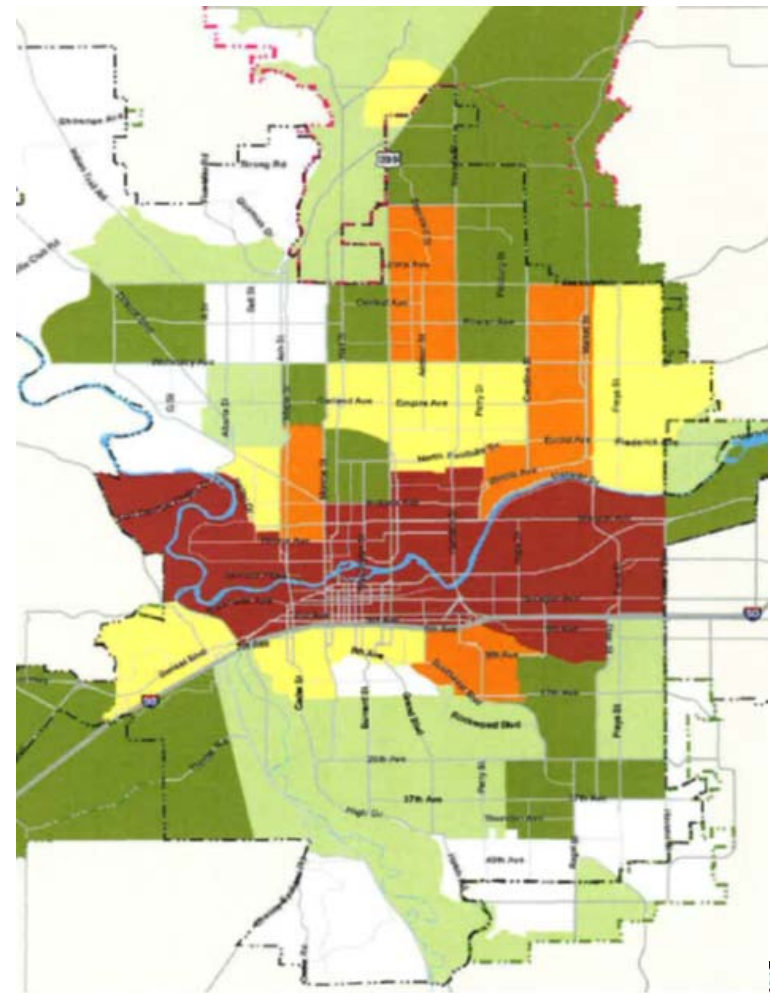
5 pts – downtown core



Access to daily needs

Disadvantaged Accessibility

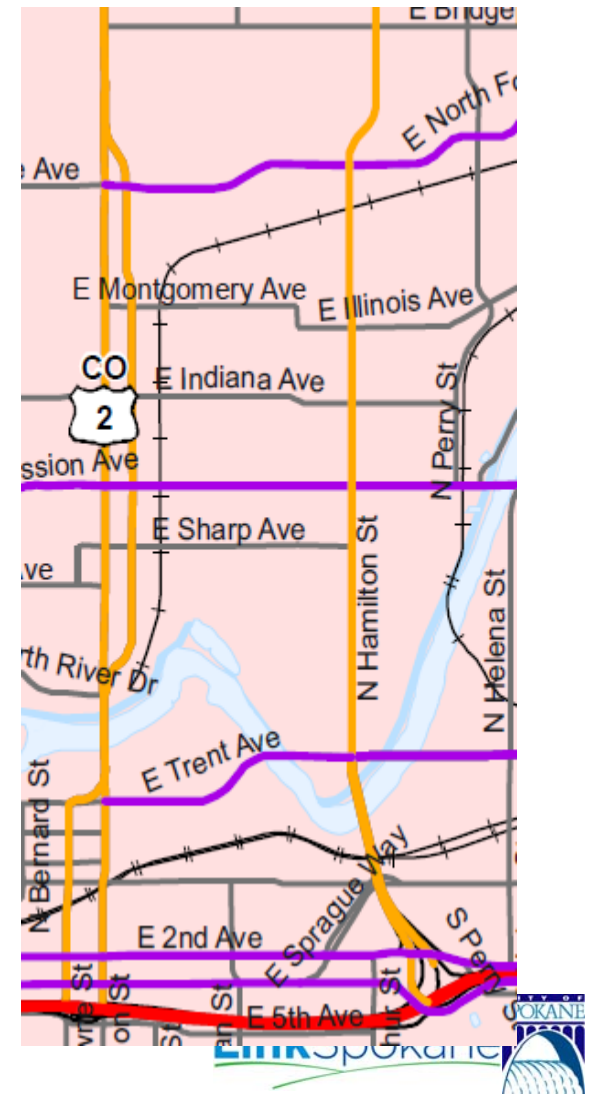
0 pts	-	0% - 6.92%
1 pts	-	6.93% - 11.43%
2 pts	-	11.43% - 19.36%
3 pts	-	19.37% - 26.4%
4 pts	-	26.45% - 32.9%
5 pts	-	32.91%



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

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

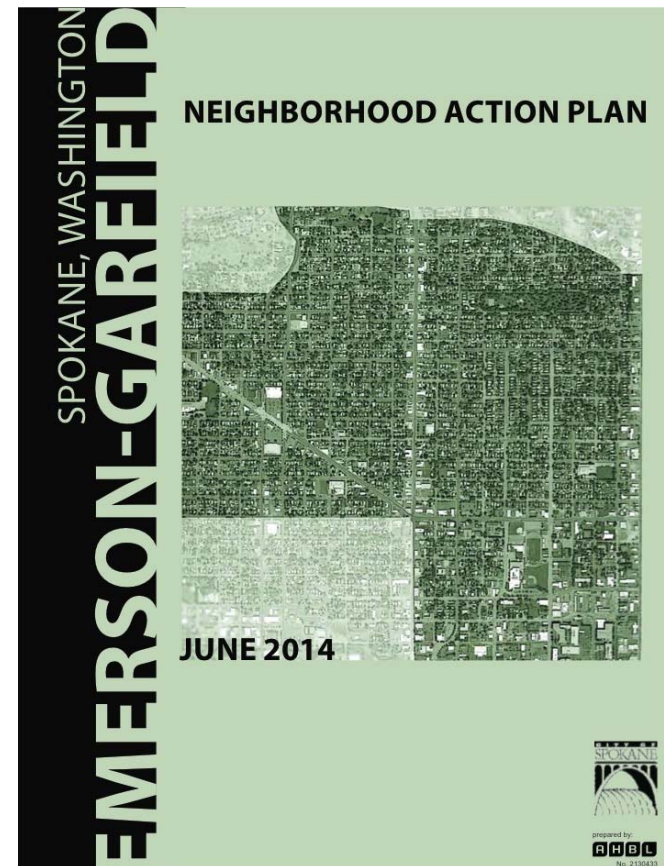
5 pts – includes new or updated stormwater facilities



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



Enhance Public Health & Safety

Vehicle Safety

0 pts - none

3 pts – clear safety benefit

5 pts – corrects documented collision pattern



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



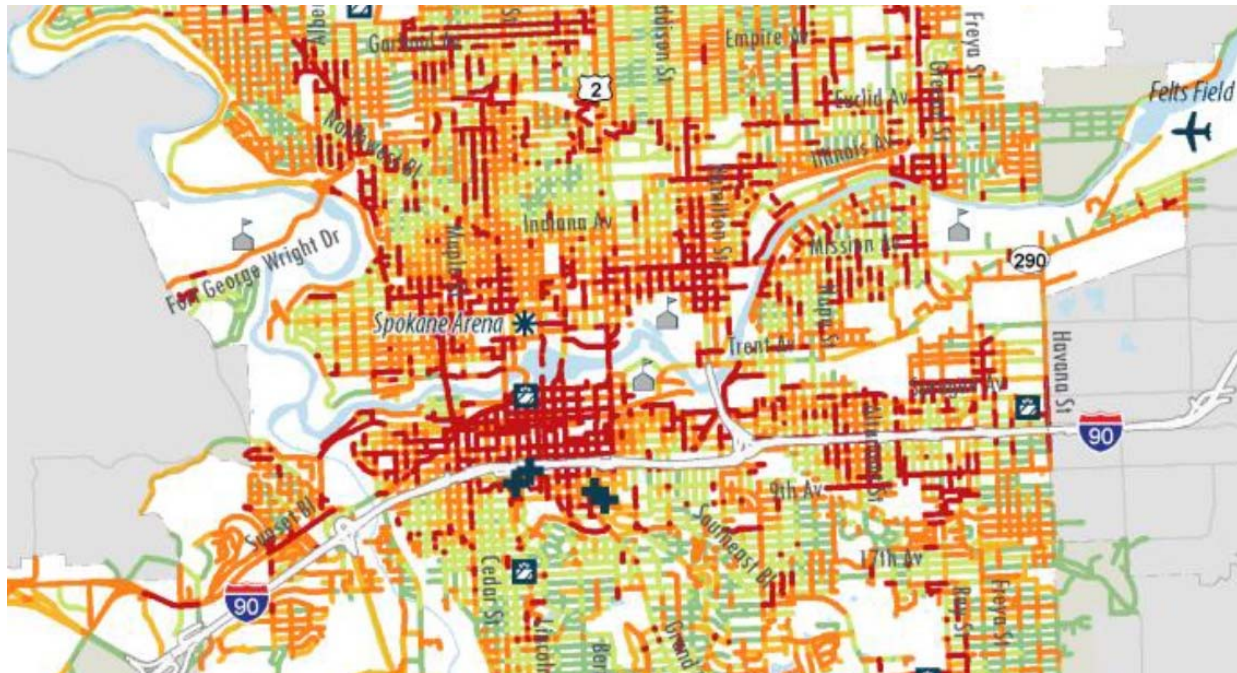
Enhance Public Health & Safety

Pedestrian Priority Area

0 pts – none

2 pts – vicinity of ped priority area

5 pts – in ped priority area



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



Fiscal Responsibility

CSO Integration

- 0 pts - none
- 1 pts – Low Priority
- 3 pts – Medium Priority
- 5 pts – High Priority



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



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)



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 id	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	\$
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 reconstruction, 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, m	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								Total Estimated Planning Cost with Inflation									
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							
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

Arterial Street Maintenance List

	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

Arterial Street Maintenance List

	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

Arterial Street Maintenance List

	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

Arterial Street Maintenance List

	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 - Media - 4th	Perry to Pittsburg	\$220,000

Arterial Street Maintenance List

	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

Arterial Street Maintenance List

	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