2014 Pedestrian and Bicycle Program
Grant Application Form

Washington State Department of Transportation

Project Title	**City/County**
North Monroe St. Road Diet	City of Spokane
Project Location	**Date**
N Monroe: Indiana to Kiernan	6/5/2014 Revised Application***
State Legislative District #: 3rd	**Congressional District #: 5th**

Lead Agency and Project Manager

Lead Agency Name: City of Spokane
Project Manager: Brandon Blankenagel
Title: Senior Engineer – Integrated Capital Mngmt.
Address: 808 W Spokane Falls Blvd.
Spokane, WA 99201

Phone: 509-625-6419
Fax: 509-625-6822
E-mail: bblankenagel@spokanecity.org

Grant Request and Total Project Cost:

Engineering/Infrastructure	$ 4,073,036
Total Grant Request	$ 1,950,000
Match/In-kind	$ 150,000
Total Project Cost	$ 4,100,036

☐ Check if this project is "Design/Scoping" only.

Project Description (Describe the project specifically, be sure to include the project limits, connections, safety elements, etc.)

****A few changes have been inserted below, as requested by WSDOT for better clarity.*

The project will change North Monroe Street from 5 lanes to 3 lanes. Projects limits are from just north of Indiana Avenue to the top of the hill near Kiernan Street. Striping improvements will start at those points. Changes to sidewalk will be in the 13-blocks between Knox and Cora.

The existing inset parking areas will be filled in to provide a wider sidewalk, street furniture, and stormwater facilities. The curb lanes north and southbound will be converted to a mix of on-street parking and curb extensions for crosswalks. The remaining section will provide one travel lane in each direction with a center turn lane. The center turn lane will be interspersed with medians at select intersection to improve the pedestrian crossings.

Additional improvements will include construction of ADA-compliant ramps at intersections, installation of pedestrian lighting, crosswalk enhancements, trees and landscaping in the stormwater facilities, bicycle racks and corrals, and transit shelters with benches.

The existing traffic signal at Monroe/Montgomery is no longer warranted for traffic movements. It will be removed as part of the project. Granted that warrants are met, this signal will be replaced with a HAWK beacon to facilitate pedestrian crossings. This will be examined further through the design process and discussions with the neighborhood.

****These grant funds would be utilized for the widening of sidewalk and placement of curb extensions, including the re-striping of the roadway the length of the project as envisioned here-in.*

Recent Progress (Describe any efforts or portions of the project that have been completed or are underway)

The West Quadrant Tax Increment Finance District was approved by Council Ordinance C34032 in May of 2007. This revenue tool was implemented for the purpose of improving the business districts in the northwest area of Spokane. One of the target projects listed in this ordinance concerns the Monroe Corridor from Boone Avenue to Cora Avenue.

The Emerson-Garfield Neighborhood has spent the last several months engaged in a consultant-led neighborhood planning process. Their draft plan includes a concept to downsize Monroe Street, improve the crosswalks with medians and bumpouts, widen sidewalks, install pedestrian lighting, improve stormwater facilities, and add transit amenities.

The neighborhood received a draft of the plan at their 4/9/2014 meeting. A second meeting was held on 4/17/2014 to discuss the plan directly with business owners on the corridor.

PROJECT SCHEDULE AND COST SUMMARY SECTION

Project Element	**Scheduled**	**Amount (grant amount only)**
Project Development	June / 2015	0
Project Definition (agreement signed)	Aug / 2015	0
Begin PE	Aug / 2015	146,000
NEPA/SEPA Kickoff	Sep / 2015	7,000
Environmental Docs Approved	Apr / 2016	0
ROW Started	Dec / 2015	27,000
ROW Complete (certification)	Jul / 2016	0
Geometric/30% Design Complete	Mar / 2016	0
Contract Advertised	Dec / 2017	42,000
Contract Awarded	Apr / 2017	1,728,000
Open to Public (operationally complete)	Oct / 2017	

Project Cost Summary Note applicable grant costs	**Dollars in thousands**	**Percent of Total**
Project Development	**$0**	**0%**
Engineering:		
Preliminary Engineering	**$551**	**13.4%**
Right-of-Way	**$27**	**0.7%**
Construction	**$3,522**	**85.9%**
Operations/Services	**$0**	**0%**
Total Grant Request:	**$1,950**	**47.6%**
Match Amount (if applicable):	**$150**	**3.7%**
Total Project Cost:	**$4,100**	**100%**

2015-17 Cash Flow (expenditures billed to WSDOT):

Date		Planned
9/15	$	0
12/15	$	46,000
3/16	$	7,000
6/16	$	27,000
9/16	$	70,000
12/16	$	71,000
3/17	$	0
6/17	$	300,000
Total 15-17	**$**	**521,000**
Est. Re-appropriation	$	0
Future Biennium	$	1,429,000
TOTAL	$	1,950,000

Additional Comments Regarding Budget and Milestones:

Due to the full project size and scope, phasing may be required. We propose to dedicate the requested funds to a portion or phase of this project. This project portion will depend on what other funds can be gathered within the timeframe leading up to design. In the event other sources are not committed, these funds would be able to independently build either a segment of the project with all features proposed herein, or an individual component such as widening sidewalk the full length of the limits.

****In the event additional funds are not procured, these funds along with the dedicated match funds, would independently construct the sidewalk widening and curb extensions, as well as re-striping the roadway as envisioned here-in.*

Match funds come from the West Quadrant Tax Increment Finance revenue. Match and additional grant funds will be distributed on a percent-basis through all phases of the project.

ROW acquisition for this project will be minimal, if needed at all.

Target Location Details Section

Current Conditions. Describe the current conditions (e.g., existing roadway conditions, speed, risk factors).

Monroe Street is a Principal Arterial carrying approximately 19,000 vehicles per day. The project will impact a mile long segment with 5 lanes in a 50' cross section and 7' parking inset into the sidewalk periodically. The sidewalk is 4' in areas with parking and widens to 11' at the corners. The area has multiple painted and signed crosswalks and one traffic signal. None of the curb ramps on this corridor meet ADA standards.

Spokane Transit Authority runs two routes along Monroe with 417 average weekday boardings and 390 weekday alightings at the five stops within the project area. Only one of the bus stops has a shelter, and the others have no amenities. The stop near Monroe/Montgomery, serving the Institute for Extended Learning, is one of the busiest on the STA system.

Monroe Street forms the backbone of the Emerson-Garfield Neighborhood's Business District. It is home to over 80 small businesses and many of them rely on the on-street parking for their customers. There are a couple of multi-story apartment buildings and an adult educational center.

The posted speed limit is 30 mph, but a 2013 study measured the 85th %-tile speed at 36 mph.

Target Location Details Section (Continued)

Distance from major housing, commercial attraction, transit station or other bicycle or pedestrian generator.

Distance (miles) **on corridor**

Comments:

The entire corridor is a commercial attractor, transit, and non-motorized generator.

__ Nationally designated Main Street Community

X National Main Street Affiliate

X National Historic District *(1/5 mile east of project – Corbin Park District)*

Operating speed (85th percentile):

36 MPH

Posted Travel Speed

30 MPH

Prior traffic collisions involving bicyclist/pedestrian at project site within past three years. (Please indicate number of crashes and severity):

	Number	Severity
At the project site	**2 (3 killed)**	**Fatal**
	4	**Evident**
	2	**Possible**
Other bike/pedestrian collisions within 1 mile that would be addressed by the project.	**0**	n/a

Signalized Intersection Spacing or Distance to Alternate Crossing Facility.

Distance (feet) **varies**

Comments:

There is one signalized crosswalk located at Monroe/Montgomery. It is ¼ from the south end of the project and ¾ mile from the north end. All other crosswalks on the corridor are uncontrolled.

Width of Roadway

Number of Lanes (include turn lanes) **5**

Comments:

Two 10-foot lanes in each direction with center turn lane.

Existing Traffic Volumes.

Volume (Average Daily Traffic) **18,600**

Number of people biking/walking **450**

Comments:

Walking/biking based on 14-hour ped count at Monroe/Montgomery. ADT from 2013.

Describe "Complete Streets" type policies, ordinances, standards, and practices in place to help ensure project success.

The City of Spokane passed a Complete Streets resolution in 2010 (#2010-0018), with the purpose of encouraging healthy, active living, reducing traffic congestion and fossil fuel use, and improving the safety and quality of life for residents by providing safe, convenient and comfortable routes for walking, bicycling and public transportation. The resolution also identifies street users as people of all ages and abilities.

The Complete Streets policies are further codified in the City's Comprehensive Plan, adopted in 2001.
Policy TR 1.1- Make transportation decisions based on upon prioritizing the needs of people as follows:

- *Design transportation systems that protect and serve the pedestrian first.*

- *Next, consider the needs of those who use public transportation and non-motorized transportation modes.*
- *Then consider the needs of automobile users after the two groups above.*

Policy TR 2.1 – *Incorporate site design and other physical features into developments that encourage alternatives to driving.*

Policy TR 2.3 – *Provide adequate City staff dedicated to pedestrian/bicycle planning and coordination to ensure that projects are developed that meets the safety, access, and transportation needs of pedestrians, bicyclists, and other non-motorized transportation users.*

Policy TR 2.6 – *Promote and provide for walking as a viable alternative to driving*.

Policy TR 2.7 – *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.*

Policy TR 2.10 – *Provide pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.*

Policy TR 2.12 – Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking environment for children.

Policy TR 2.13 – Promote and provide for bicycling as a viable alternative to driving.

Policy TR 3.2 – Provide a variety of services within neighborhoods that are convenient to and meet the needs of neighborhood residents, decreasing the need for driving.

Policy TR 3.3 – Incorporate physical features in neighborhood centers to promote walking, bicycling, and other non-motorized modes of transportation to and within the centers, reducing the need for driving.

Policy TR 4.2 – Design streets to discourage drivers from speeding and increase the safety of pedestrians, bicyclists, other drivers and every person and animal in the city.

PROJECT DESCRIPTION SECTION

Project Impact: How will the project meet the four goals?

(a) Promoting healthy communities that support walking, bicycling and using public transportation.

Walking: The project will rebuild much of the sidewalk and widen it in areas where parking insets are removed. ADA compliant ramps will be installed at every intersection and midblock crosswalk. Crosswalks will be enhanced with medians, bump-outs, lighting, and warning devices as applicable to each location.

Bicycling: Monroe will not be restriped with bike lanes since it is designated as a marked shared roadway on the city's bicycle plan. Post Street and Howard Street parallel Monroe and offer lower volume alternatives for bicycle commuters. However, bicycle racks and/or corrals will be added along Monroe Street to encourage cycle use for local neighborhood trips.

Transit: Spokane Transit Authority intends to provide 10-15 minute service on the Monroe routes as it implements its High Performance Transit Network. Stops would be enhanced with shelters, benches and displays showing real-time arrival information. This project will prepare areas for such amenities.

(b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate.

This project will significantly improve the safety of the corridor. The change from 5 lanes to 3 will slow traffic speeds. Reconstructed sidewalks will generally be 8' or wider, with either a parking lane or planted swale to provide a buffer

from traffic. Trees will be planted where appropriate. By eliminating the extra travel lanes the crosswalks should no longer experience multiple-threat type collisions, which were the cause of several of the injury accidents listed on this application. Where appropriate, the turns will be restricted to provide medians for pedestrians to use while crossing the street. Through most of the corridor however, the turn lane will be left in place to provide business access. Other streetscape features will be explored such as benches, bicycle corrals, bicycle racks, and transit shelters.

One of the fatal collisions, a mother and child, was the result of crossing the street mid-block at dusk. We expect that the installation of pedestrian lighting, slowing of traffic speeds, removal of one lane of traffic, and enhanced crosswalks will eliminate this type of collision in the future.

(c) Protecting the environment and reducing congestion by providing safe alternatives to single occupancy driving.

The project will make North Monroe safer and friendlier to walkers and bikers. As an old streetcar neighborhood, this area is a prime location for redevelopment, infill, and re-use of existing building stock. A good example is Spokane Community College's Institute for Extended Learning located in an old grocery store building at Monroe/Montgomery. The Emerson-Garfield Neighborhood has made significant efforts to improve the health of its residents by offering community gardens and even running a weekly farmer's market at a church.

Approximately 90% of the properties fronting Monroe are zoned for Centers and Corridors (CC2) which allows buildings up to 55 feet in height (4-5 stories). Allowable uses include residential, commercial, retail, eating and drinking establishments, professional and medical offices, education, social services, and religious institutions. The code also allows bonus densities for providing streetscape features, sidewalk canopies, exterior public spaces, public art, a minimum percentage of residential units, and building to the street. The existing businesses on the corridor are an excellent example of those typical to an urban village such as: restaurants, coffee shops, taverns, antique stores, laundromat, medical clinic, the educational hub at the Institute for Extended Learning, banks, the Christ Kitchen job-training facility, daycare, auto repair, bakery outlet, florist, photography studio, dry cleaner and professional offices. The neighborhood surrounding the corridor is mostly single-family residential, with some areas of residential two-family and multifamily.

One additional environmental benefit of this project will be the construction of rain gardens. Spokane is reducing untreated stormwater flows entering the Spokane River, both through the construction of large stormwater holding tanks to meter the flow, and also through the reduction of impervious surfaces on public rights-of-way. The installation of planted swales on Monroe Street will reduce the amount of stormwater entering the system.

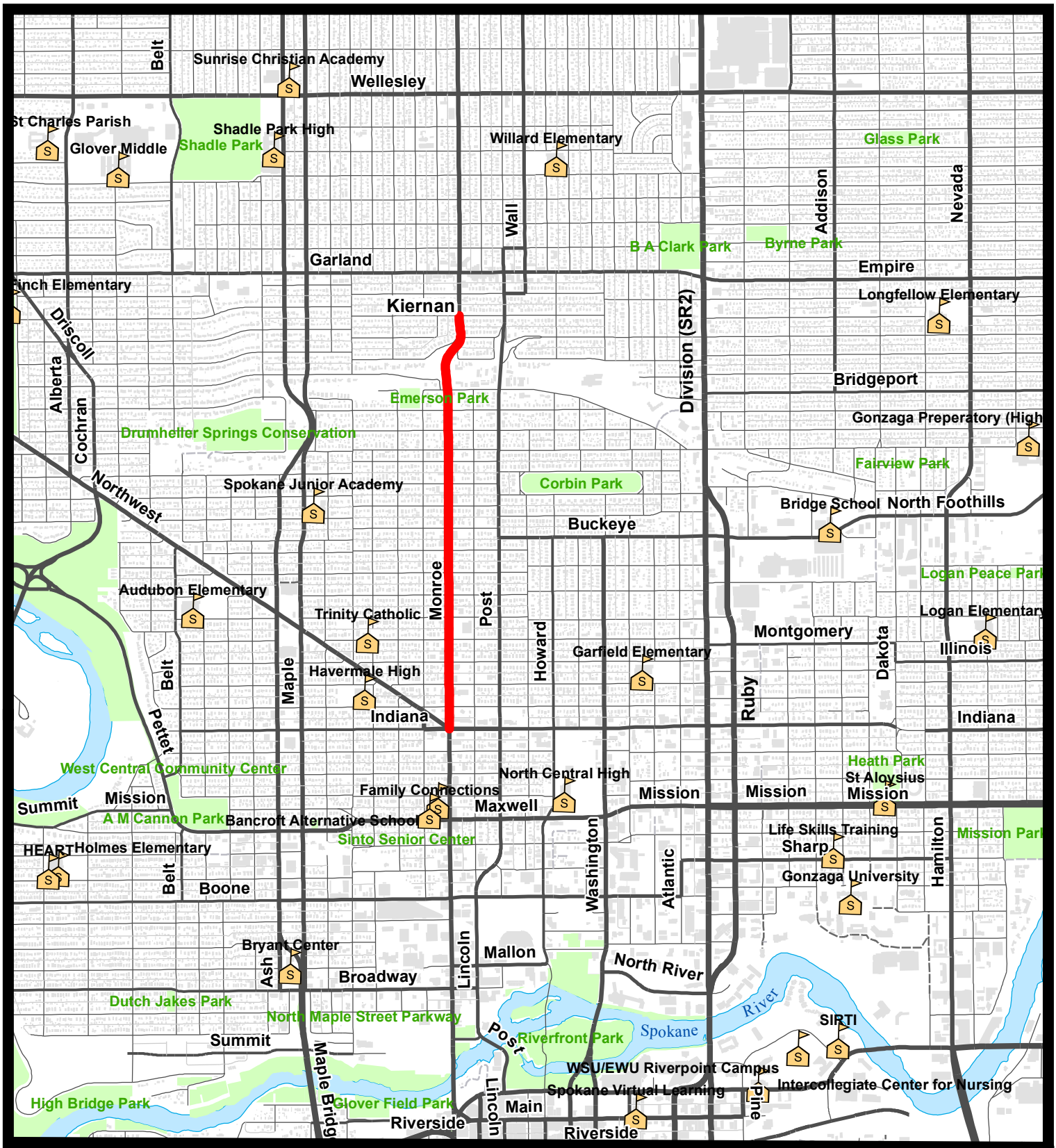
(d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.

For the last few months the city has been working with the Emerson-Garfield Neighborhood on a Neighborhood Action Plan. Public workshops were held on 10/10/13 and 11/14/13. An open house specifically tailored towards the business owners was held on 4/22/14. The purpose of this meeting was to discuss the recommended changes to Monroe Street. Another public open house is scheduled for 6/12/14 to provide an opportunity for residents to view the final draft of the plan.

The Emerson-Garfield Neighborhood has many historical elements including a Carnegie Library (North Monroe Branch), and the 72-home Corbin Park Historic District. This project will help to preserve and enhance the historical character by returning the neighborhood to a walkable community.

Project is listed in Local TIP: _X_ Yes ____ No Project is listed in an Adopted Plan: _X_ Yes ___ No (*In a draft plan)*	ADA Transition Plan: ____ Yes _**X**_ No Plan: West Quadrant Tax Increment Finance District Date Adopted: May 14, 2007 Plan: Emerson-Garfield Neighborhood Action Plan Date Adopted: completed May 2014, adoption in process

APPLICATION CONCURRENCE	
Transportation Agency Engineer, Traffic Engineer, or Director – Infrastructure Approving Authority	
Name: Mike Taylor Title: City Engineer Address: 808 W. Spokane Falls Blvd, Spokane, WA 99201 Email: pmtaylor@spokanecity.org Phone: 509-625-6307 **Signature**	Date 5-9-14
WSDOT Official (if project is on a State Highway)	
Name: Title: Address: Email: Phone:	Date



Road Diet, Monroe St, Indiana to Kiernan

Ped/Bike Safety 2014

Printed by: srmckee
Print date: 4/24/2014

Legend

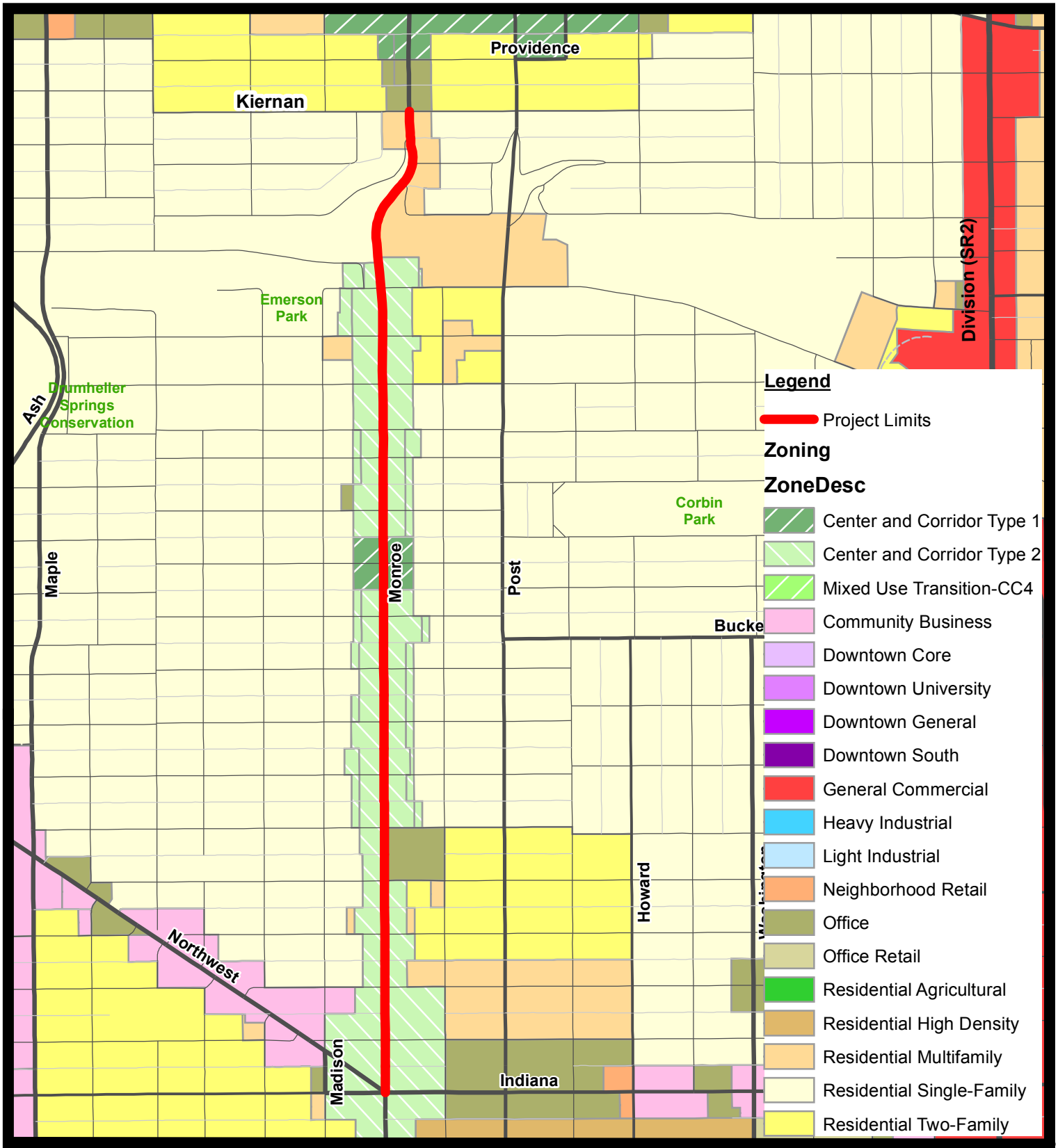
- Project Limits
- Public School
- City Park

Location

0 970 1,940 2,910 Feet

Geographic Information System

N
W E
S



Zoning Map

Road Diet, Monroe St, Indiana to Kiernan

Ped/Bike Safety 2014

Printed by: srmckee
Print date: 5/8/2014

Location

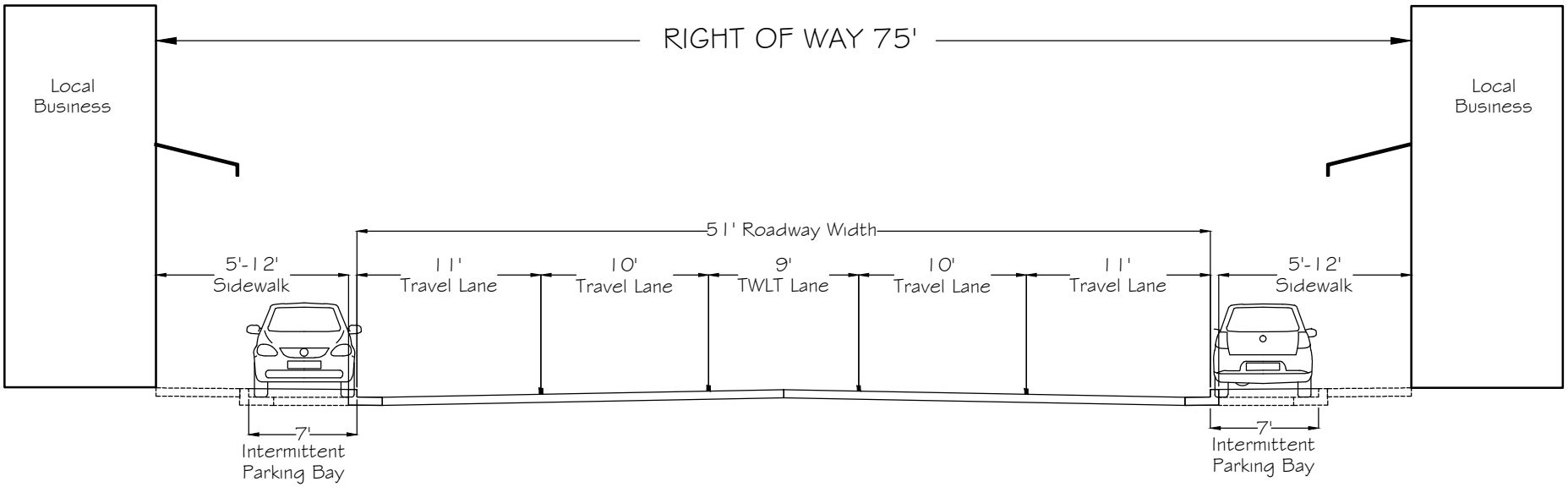
0 410 820 1,230
Feet

Geographic Information System

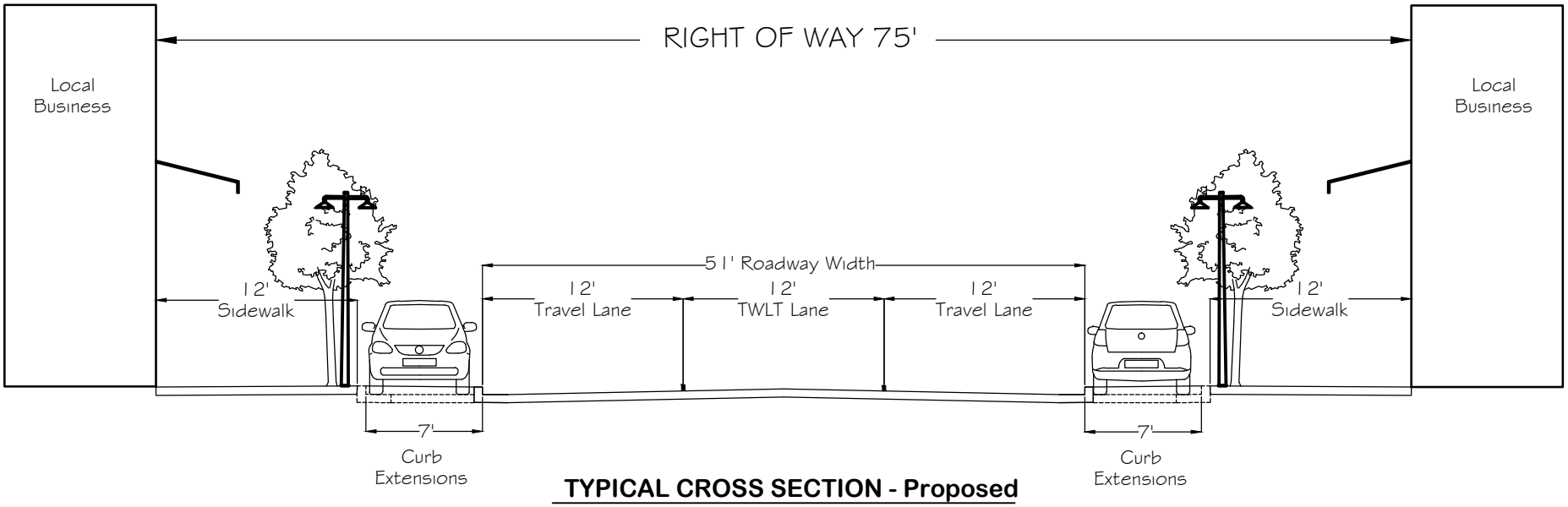
N
W E
S

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 to property lines, section lines, streets, etc.



TYPICAL CROSS SECTION - Existing

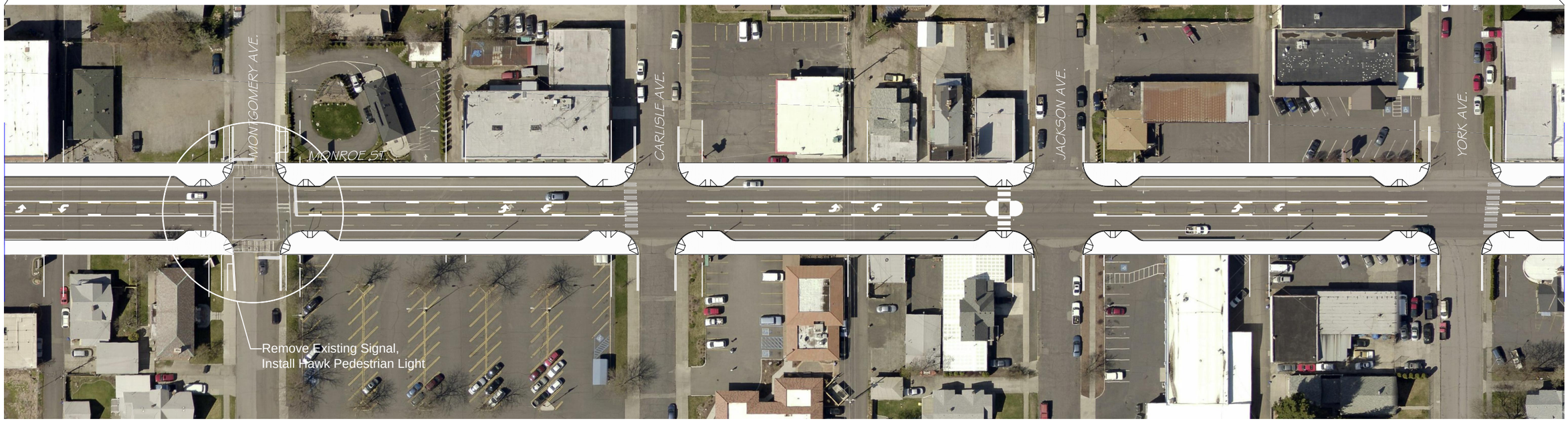


TYPICAL CROSS SECTION - Proposed

MATCH LINE "A"
THIS SHEET

MATCH LINE "A"
THIS SHEET

MATCH LINE "B"
SEE SHEET 2



1/3

BY	REVISIONS	DATE	PROJ.	RECORD DRAWING	ACCEPT
JAG	UPDATE SAS	11/04			

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
456-8000
CALL TWO BUSINESS DAYS BEFORE YOU DIG

HORIZONTAL 1"=40'
VERTICAL NA
SCALE

BAR IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DATE
DRAWN
CHECKED
APPROVED

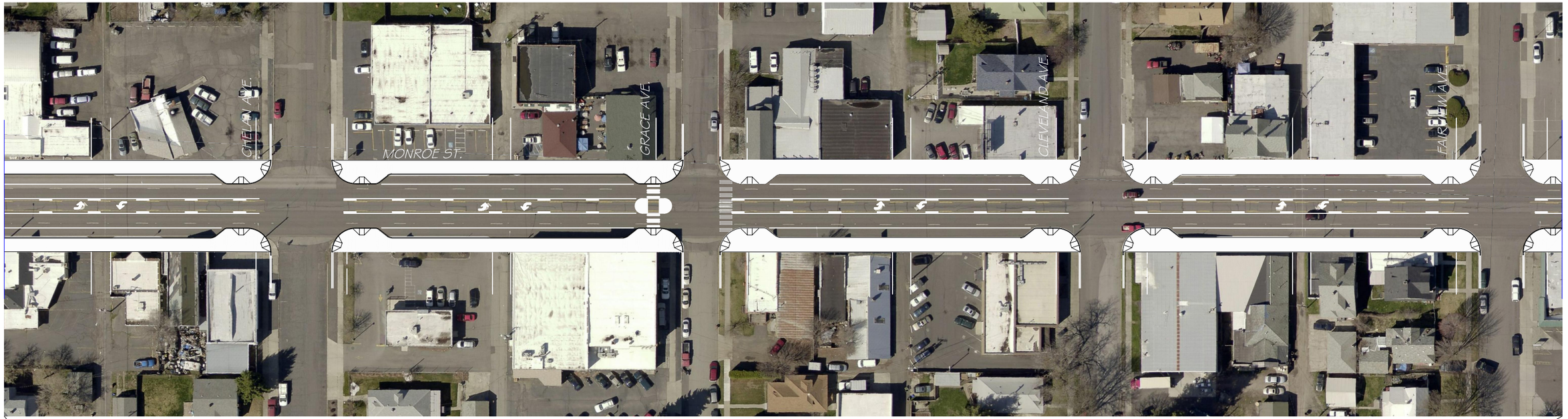
SPOKANE

CITY OF SPOKANE, WASHINGTON
STREET DEPARTMENT
TRAFFIC OPERATIONS
901 N NELSON
SPOKANE, WASHINGTON 99202-3769
(509) 232-8800

Monroe Street Road Diet
Monroe Street
Indiana Ave. to Kiernan Ave.

TYPE OF IMPROVEMENT:

PROJECT NUMBER	PLAN NUMBER



MATCH LINE "B"
SEE SHEET 1

MATCH LINE "C"
THIS SHEET

MATCH LINE "C"
THIS SHEET

MATCH LINE "D"
SEE SHEET 3

BY	REVISIONS	DATE	PROJ.	RECORD DRAWING	ACCEPT
JAG	UPDATE SHS	11/04			

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
456-8000
CALL TWO BUSINESS DAYS BEFORE YOU DIG

HORIZONTAL 1"=40'
VERTICAL NA
SCALE

BAR IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DATE
DRAWN
CHECKED
APPROVED

SPOKANE

CITY OF SPOKANE, WASHINGTON
STREET DEPARTMENT
TRAFFIC OPERATIONS
901 N NELSON
SPOKANE, WASHINGTON 99202-3769
(509) 232-8800

Monroe Street Road Diet
Monroe Street
Indiana Ave. to Kelman Ave.

TYPE OF IMPROVEMENT:

PROJECT NUMBER	PLAN NUMBER

MATCH LINE "C"
SEE SHEET 2

3/3

BY	REVISIONS	DATE	PROJ.	RECORD DRAWING	ACCEPT
JAG	UPDATE 545	11/04			

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
456-8000
CALL TWO BUSINESS DAYS BEFORE YOU DIG

HORIZONTAL 1"=40'
VERTICAL NA
SCALE

BAR IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DATE
DRAWN
CHECKED
APPROVED

SPOKANE

CITY OF SPOKANE, WASHINGTON
STREET DEPARTMENT
TRAFFIC OPERATIONS
901 N NELSON
SPOKANE, WASHINGTON 99202-3769
(509) 232-8800

Monroe Street Road Diet
Monroe Street
Indiana Ave. to Kiernan Ave.

TYPE OF IMPROVEMENT:
PROJECT NUMBER
PLAN NUMBER