West Plains Subarea/Capital Facilities Planning

Additional funding provided by
a grant through the
WA Department of Commerce

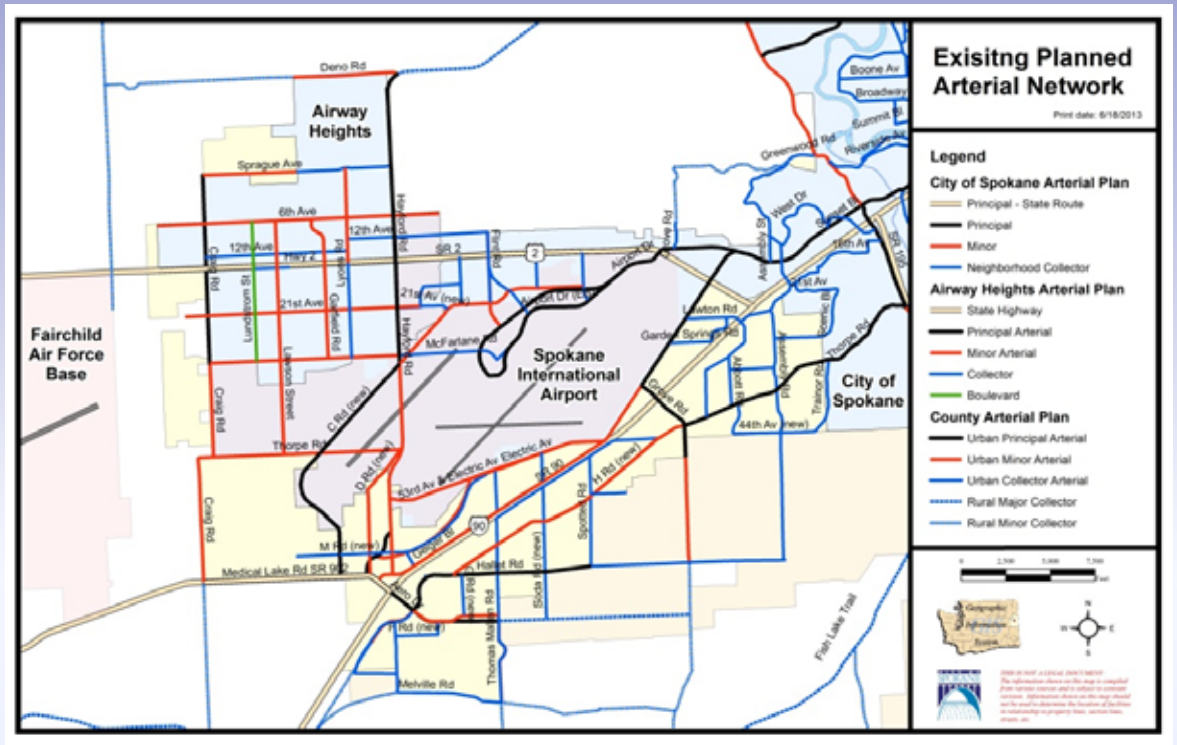
West Plains Subarea Planning Process

- Purpose / Scope of Project
- Current Conditions
  - Identified Issues
  - Anticipated Future
- Process to Date
- Next Steps

Project Purpose

- Identify Capital Facility Needs in West Plains
  - West Plains Annexations: Jan 1, 2012
  - AIR Spokane / Project Pegasus – 737 MAX program
  - Coordination
- Better Prepare Area to Secure Scarce Funding
- Plan for Dedication of Needed Right-of-Way
- Prioritize Improvements

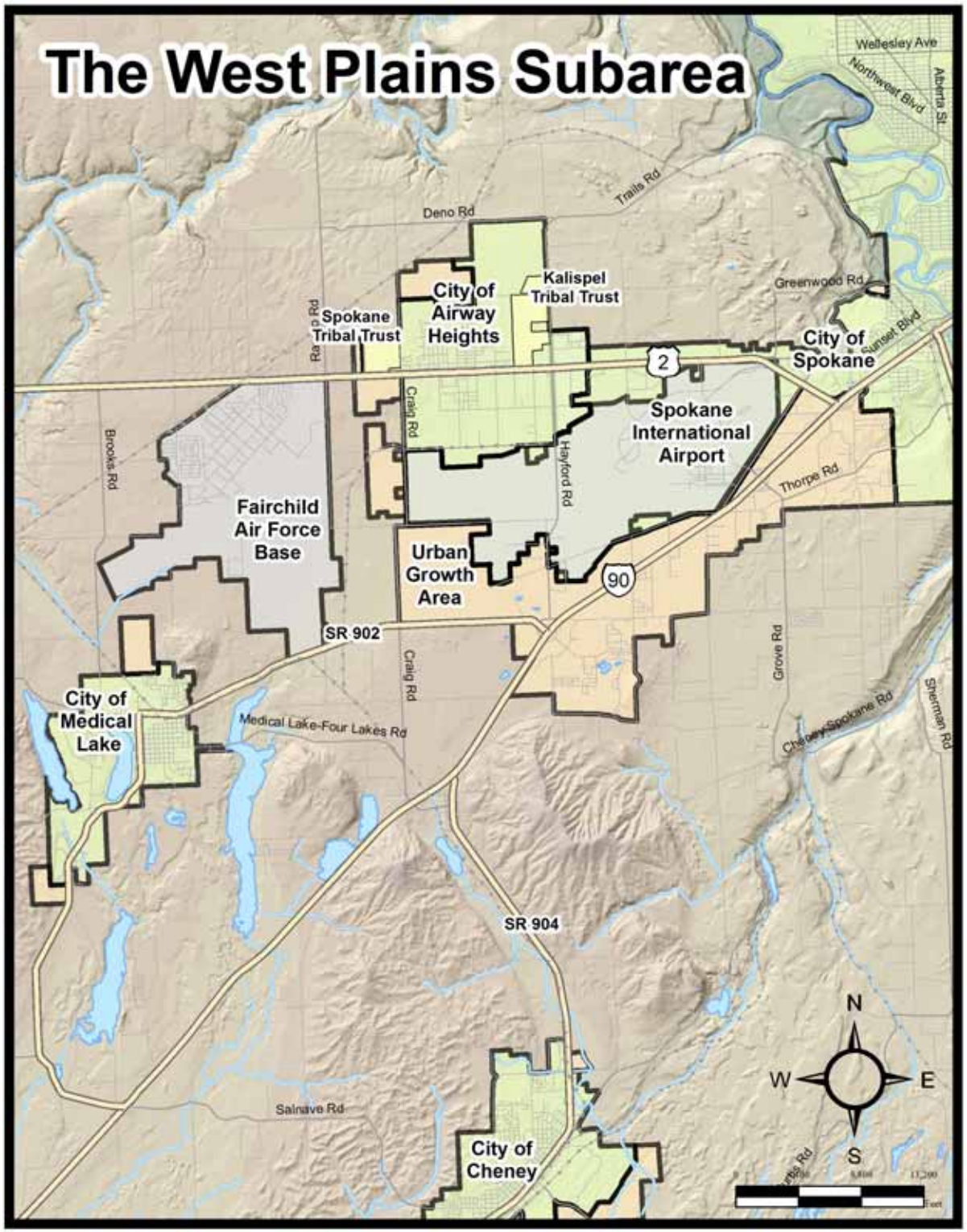
Project Scope



- Updated Coordinated Arterial Plan
  - Major highways
  - Arterial streets
  - Non-motorized routes
  - Truck routes
  - Character
- Inter-Area Connections
  - Airway Heights – Cheney - Medical Lake
- Pathways

Previous Work

- 1980: West Plains Water and Sewer Plan (COS)
- 2003: SR 904 Cheney-Four Lakes Route Development Plan (WSDOT)
- 2010: US 2 Route Development Plan (WSDOT)
- 2011: West Plains-SIA Transportation Study (SRTC)

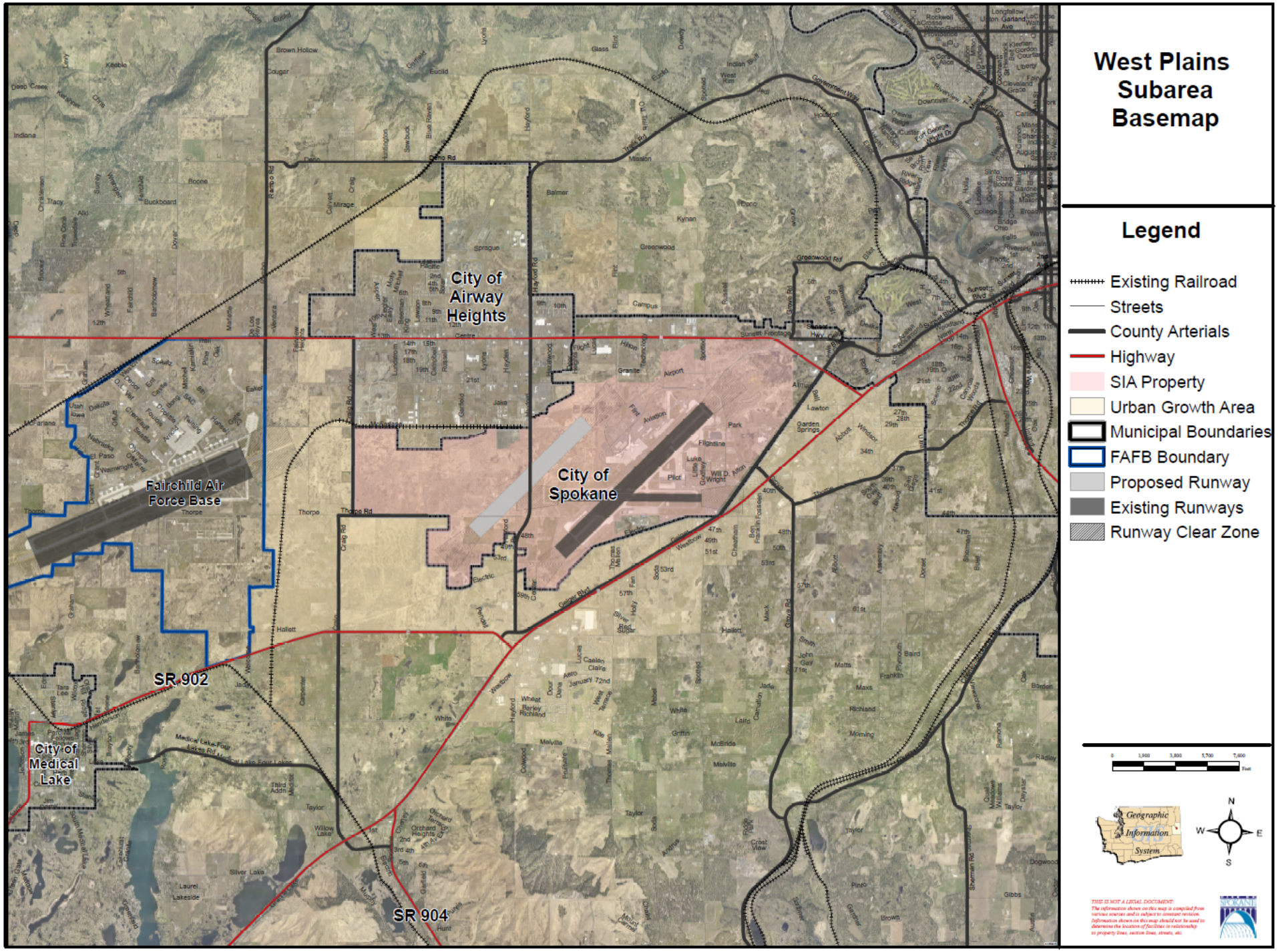


The Area

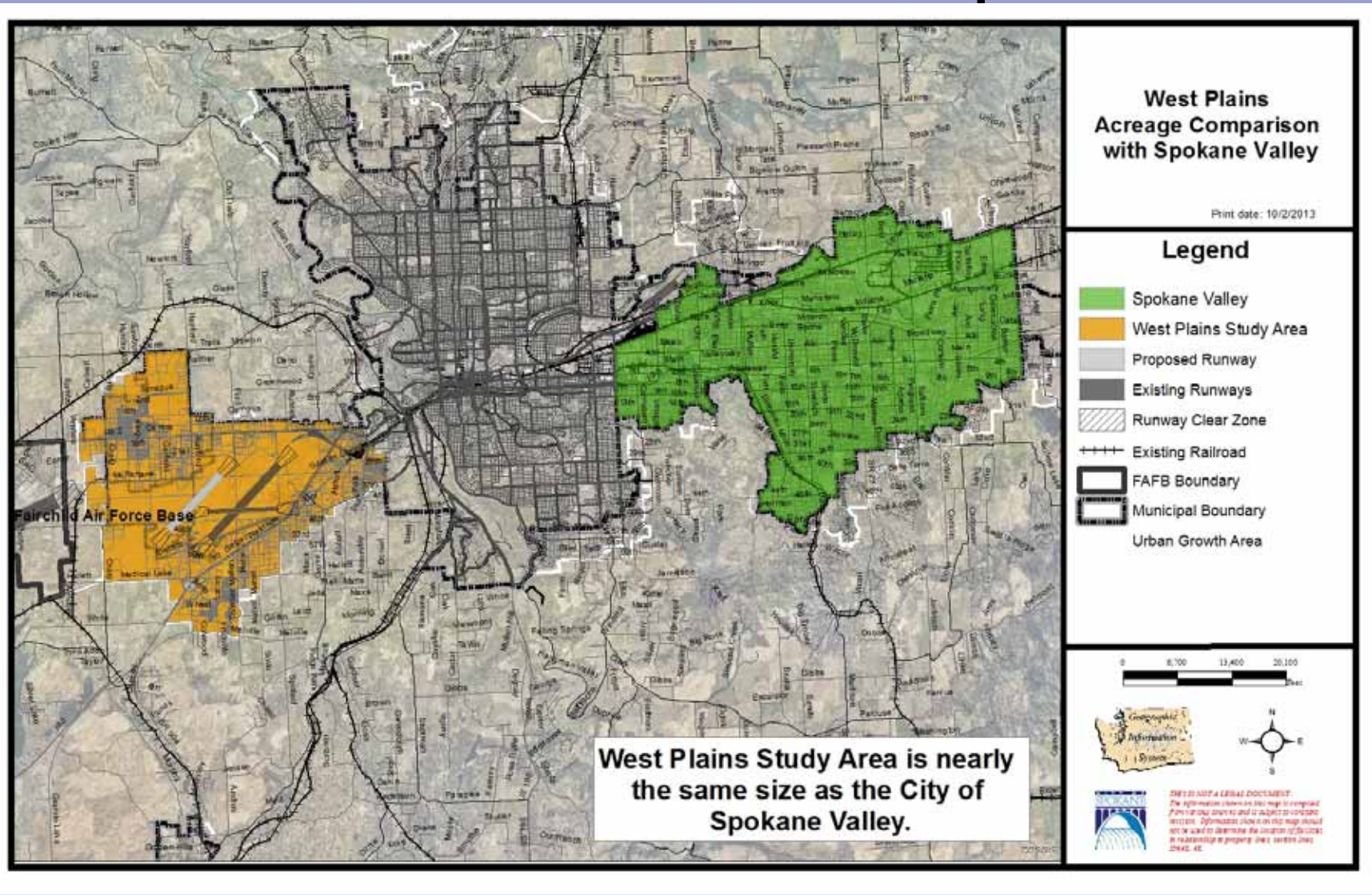
Multiple Interest Groups

- Spokane County
- Fairchild
- SIA
- WSDOT
- City of Spokane
- City of Airway Heights
- City of Medical Lake
- City of Cheney
- Spokane Tribe
- Kalispel Tribe
- STA
- SRTC

West Plains Subarea



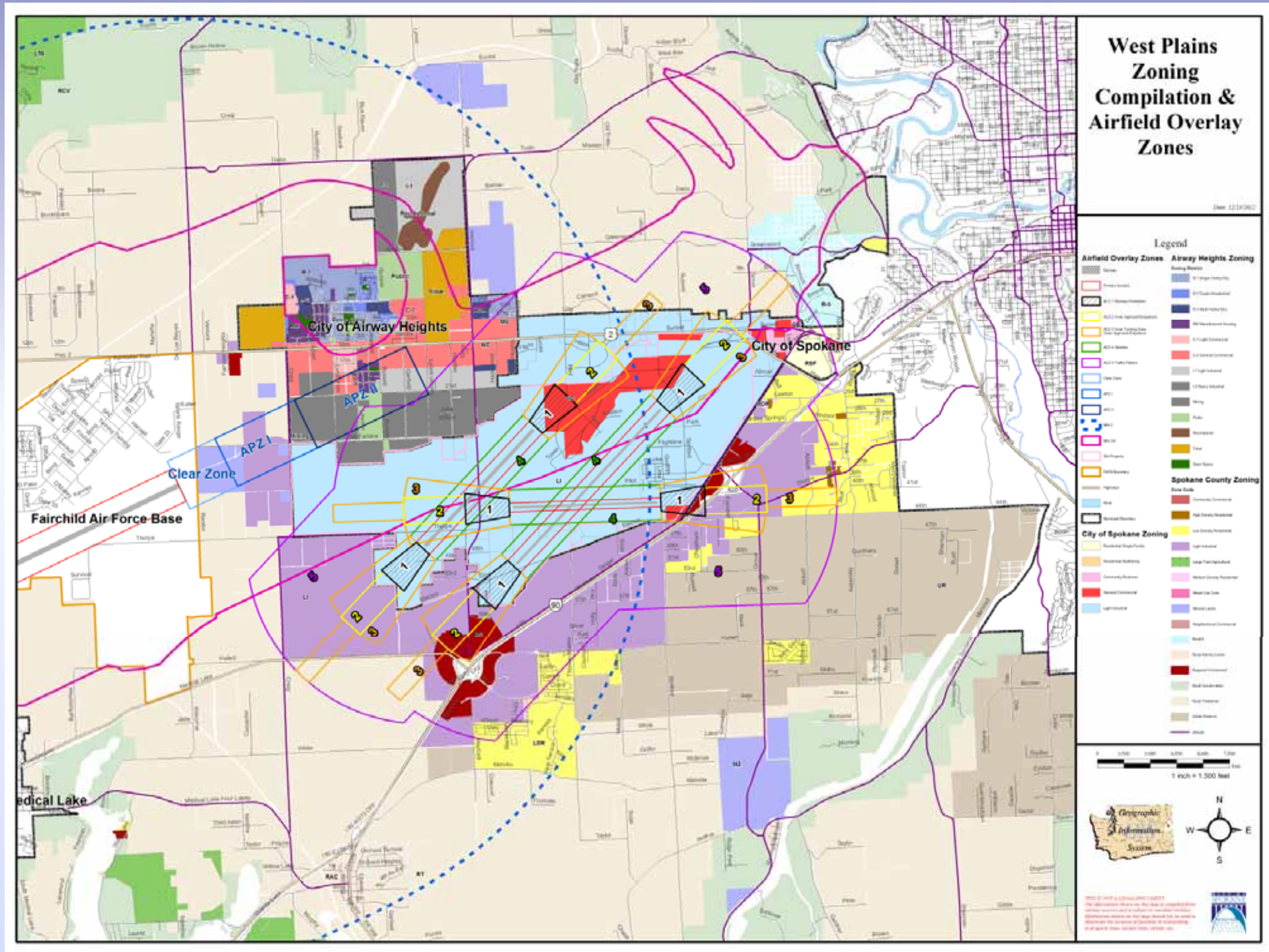
West Plains Size Comparison



West Plains UGA Acreage = 22,900
Square Miles = 35.5 sq. miles
(7.5 sq. miles owned by SIA)

Spokane Valley Acreage = 24,350
Square Miles = 38 sq. miles

Land Use Plans



Identified Issues

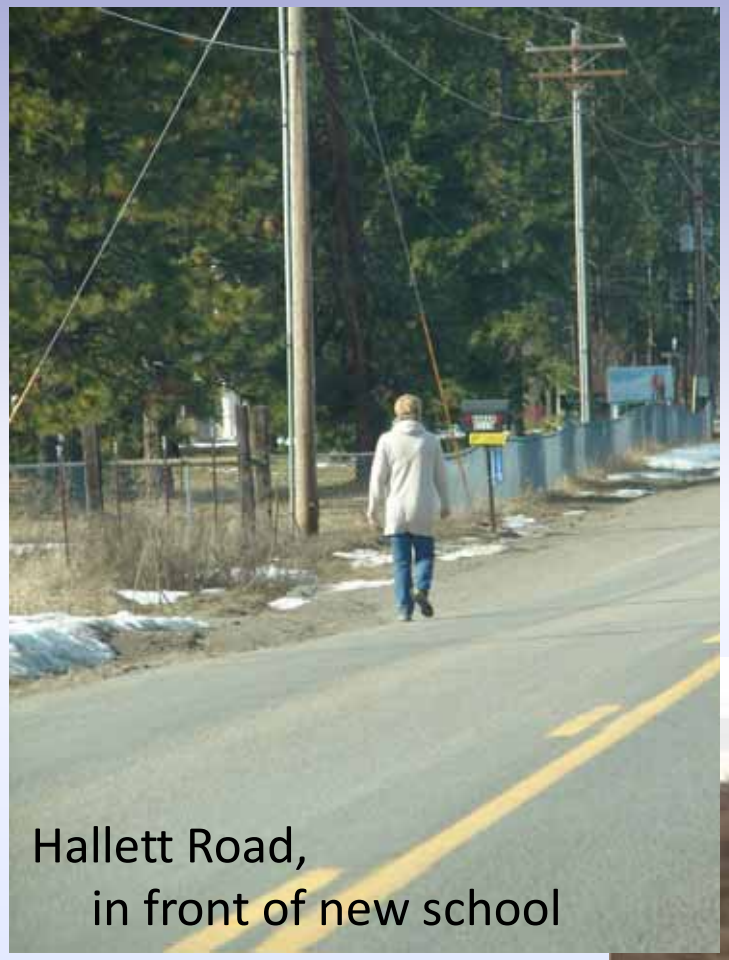
- Stormwater Management
- Water and Sewer Connections
- Transportation

  -Connectivity

  -Safety

  -Capacity

Existing Conditions

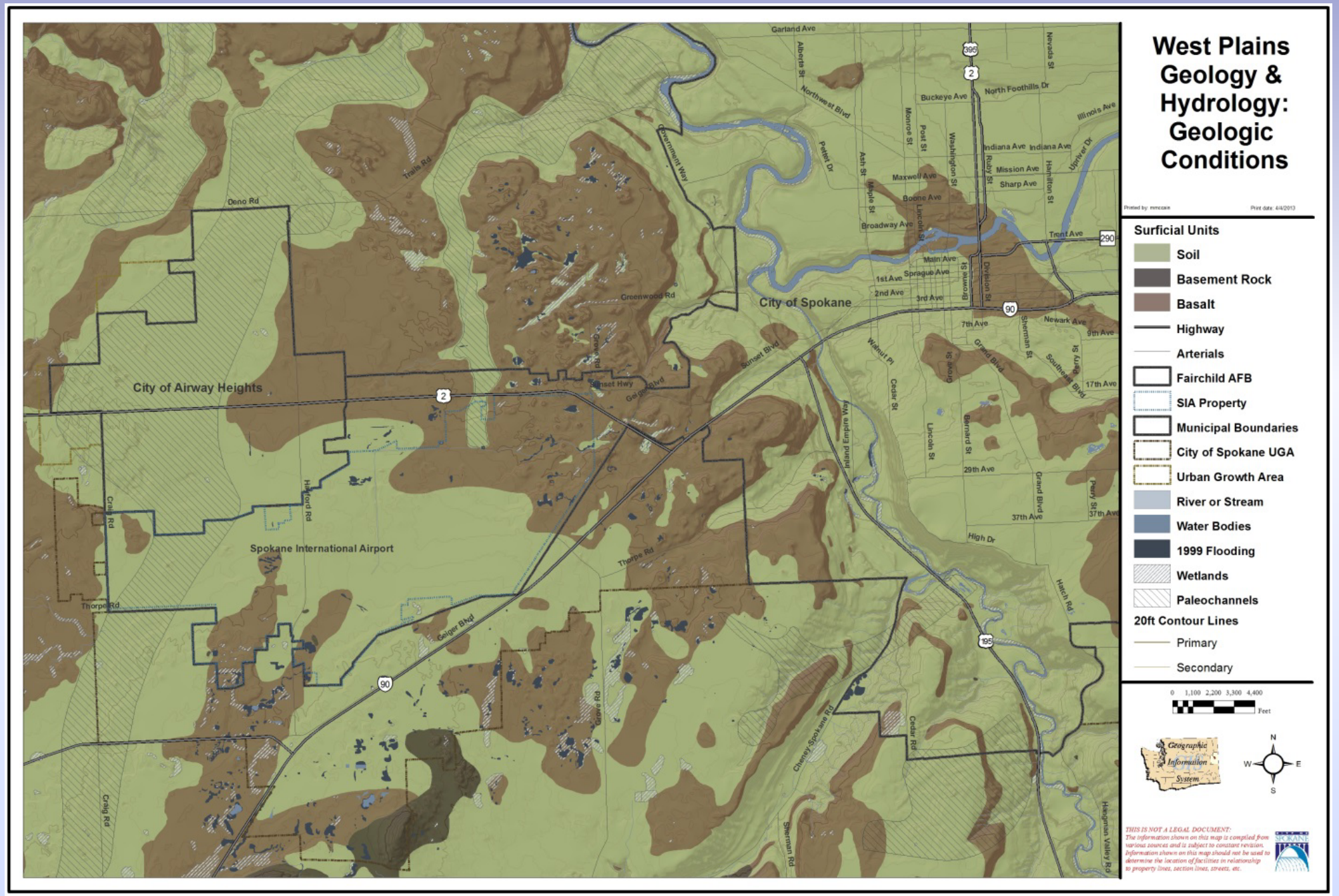


Hallett Road,
in front of new school

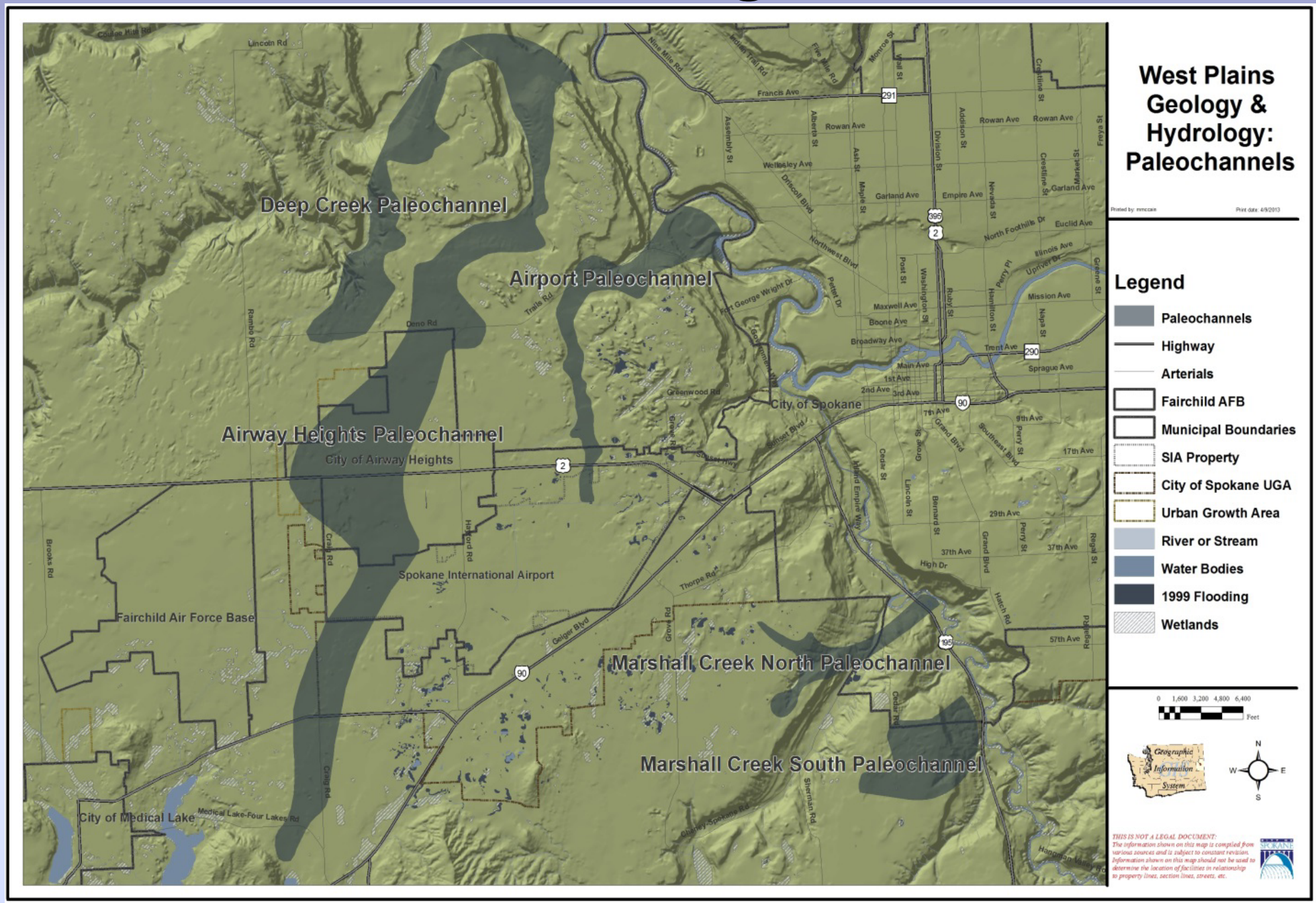
Shopping carts at bus stop at Hayford and US 2

S Hayford Road

Stormwater


West Plains Geology & Hydrology: Geologic Conditions
Surficial Units
Soil
Basement Rock
Basalt
Highway
Arterials
Fairchild AFB
SIA Property
Municipal Boundaries
City of Spokane UGA
Urban Growth Area
River or Stream
Water Bodies
1999 Flooding
Wetlands
Paleochannels
20ft Contour Lines
Primary
Secondary
0 1,100 2,200 3,300 4,400
Feet
Geographic Information System
N
W
E
S
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.
City of Spokane
City of Airway Heights
Spokane International Airport
Garland Ave
Buckeye Ave
North Foothills Dr
Indiana Ave
Mission Ave
Sharp Ave
Maxwell Ave
Boone Ave
Broadway Ave
Trent Ave
Main Ave
Sprague Ave
1st Ave
2nd Ave
3rd Ave
7th Ave
9th Ave
17th Ave
29th Ave
37th Ave
High Dr
Hatch Rd
Deno Rd
Trails Rd
Greenwood Rd
Sunset Blvd
Sunset Hwy
Geiger Blvd
Craig Rd
Hayford Rd
Thorpe Rd
Grove Rd
Cheney-Spokane Rd
Cedar Rd
Sherman Rd
Hangman Valley Rd
Government Way
Northwest Blvd
Alberta St
Ash St
Maple St
Lincoln St
Monroe St
Post St
Washington St
Ruby St
Hamilton St
Division St
Browne St
Sherman St
Grand Blvd
Perry St
Walnut St
Cedar St
Lincoln St
Bernard St
Inland Empire Way
Nevada St
Illinois Ave
Upriver Dr
Newark Ave
Southeast Blvd
Pettet Dr
90
2
290
395
195

Drainage


West Plains Geology & Hydrology: Paleochannels
Deep Creek Paleochannel
Airport Paleochannel
Airway Heights Paleochannel
Marshall Creek North Paleochannel
Marshall Creek South Paleochannel
City of Spokane
City of Airway Heights
Spokane International Airport
Fairchild Air Force Base
City of Medical Lake
Legend
Paleochannels
Highway
Arterials
Fairchild AFB
Municipal Boundaries
SIA Property
City of Spokane UGA
Urban Growth Area
River or Stream
Water Bodies
1999 Flooding
Wetlands
0 1,600 3,200 4,800 6,400
Feet
Geographic Information System
N
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E
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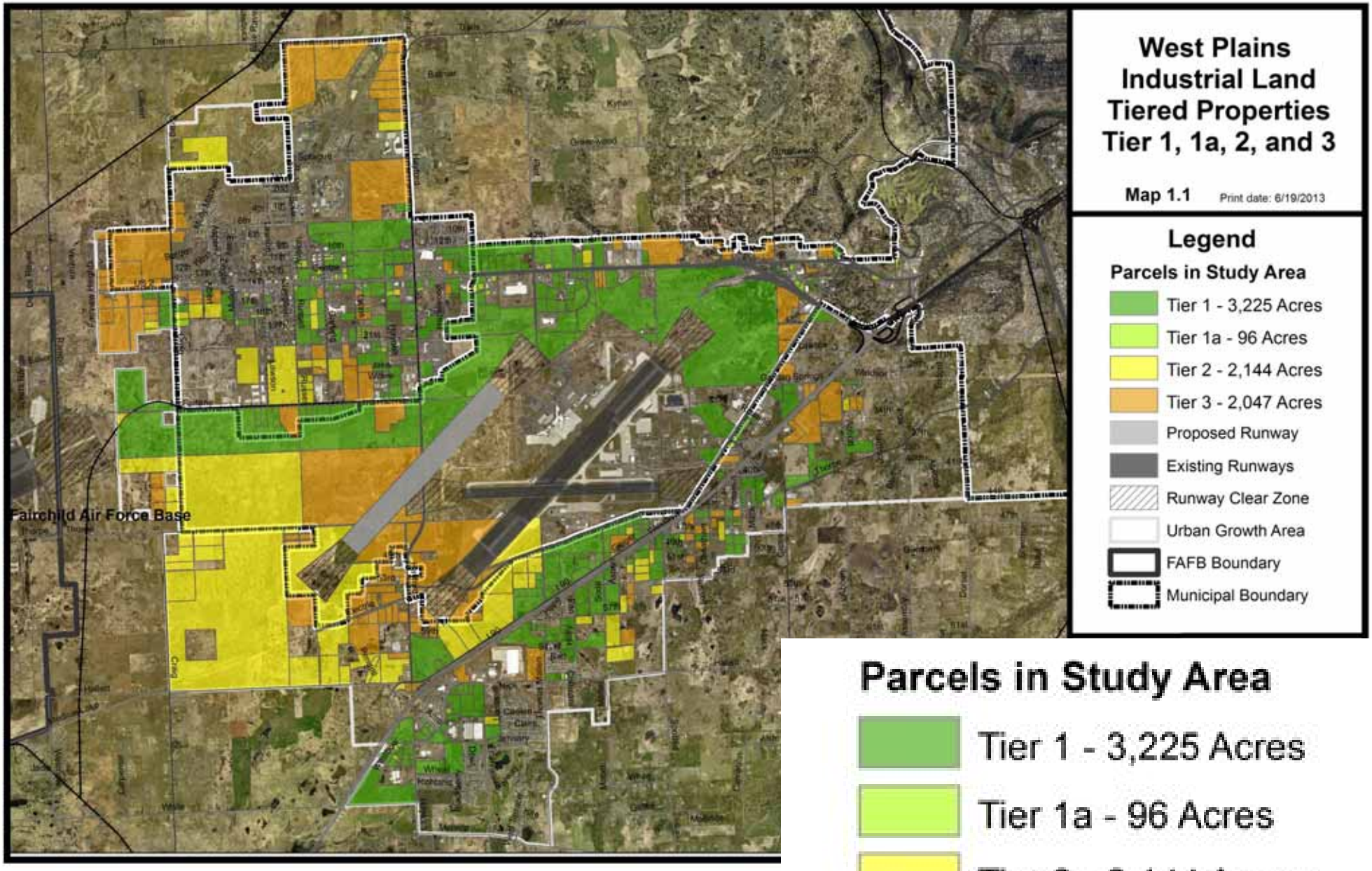


Parcels in Study Area

Tier 1 - 3,225 Acres

Tier 1a - 96 Acres

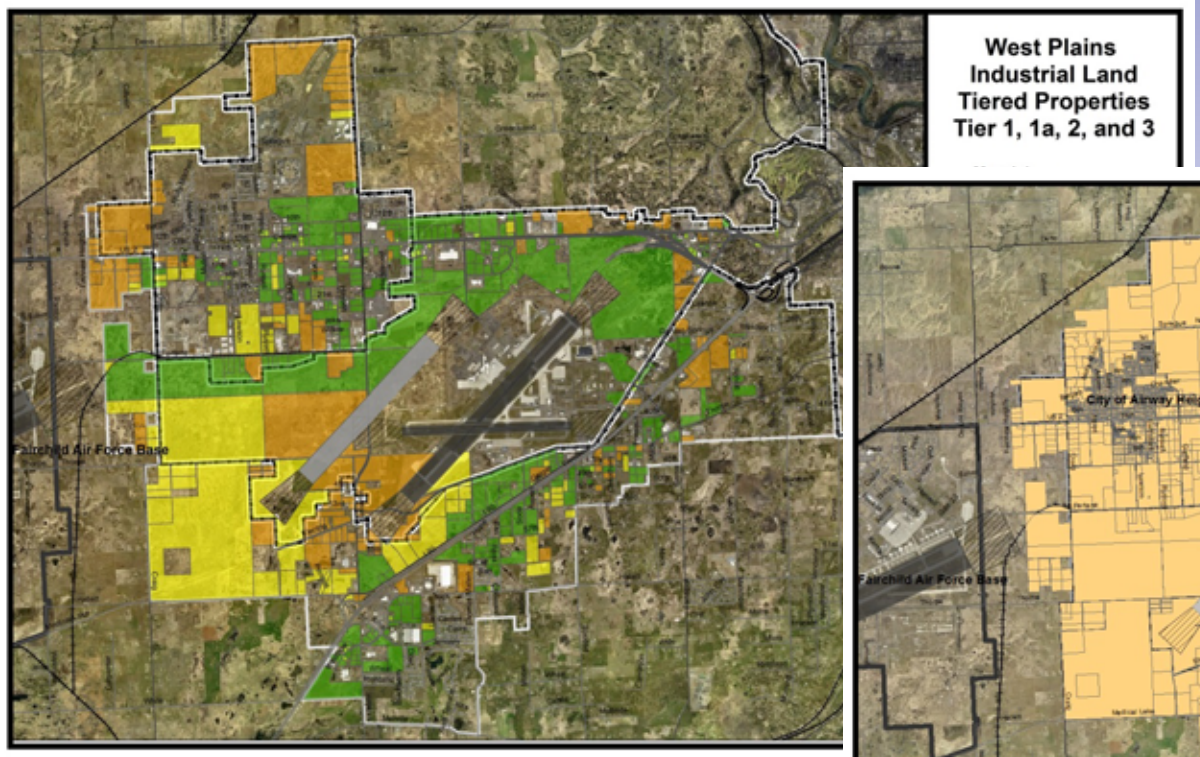
Tier 2 - 2,144 Acres

Tier 3 - 2,047 Acres

Industrial Land Survey

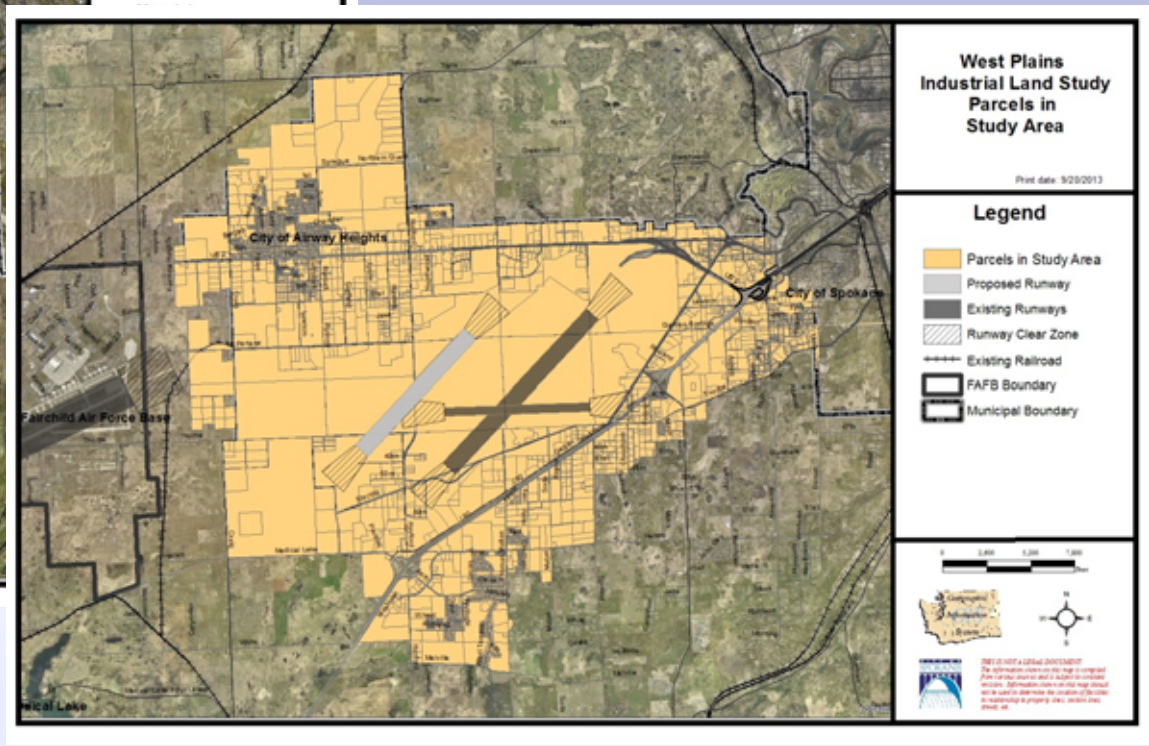
Available Infrastructure

Industrial Land Impact



Acreage of Industrial/Commercial = 13,700
Square Miles = 21.5 sq. miles

<u>Airport Ownership</u>:
4,700 Acres
7.4 sq. miles

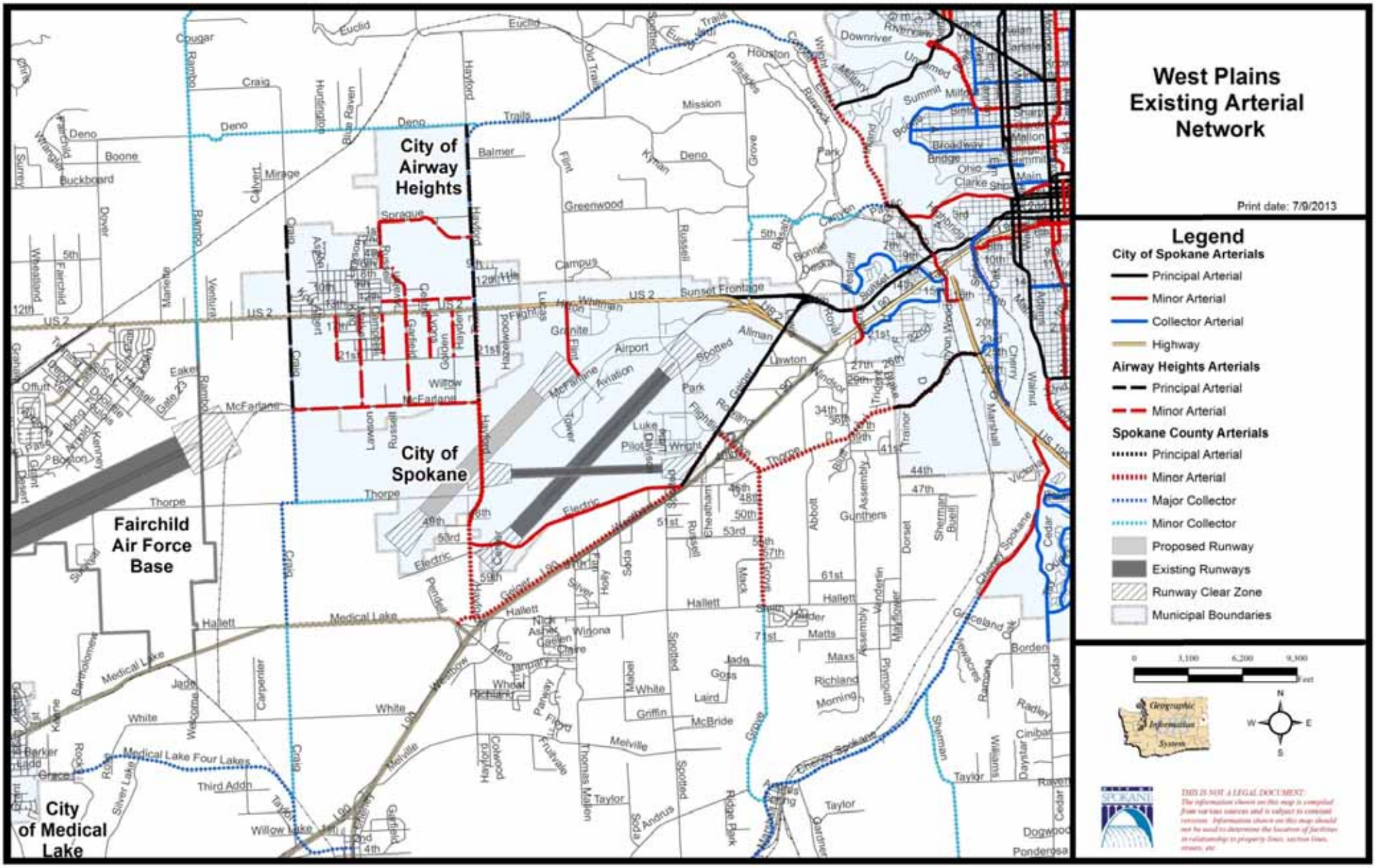


Total Acreage of Study Area = 22,900
Square Miles = 35.5 sq. miles

Employment potential = additional 93,000 employees

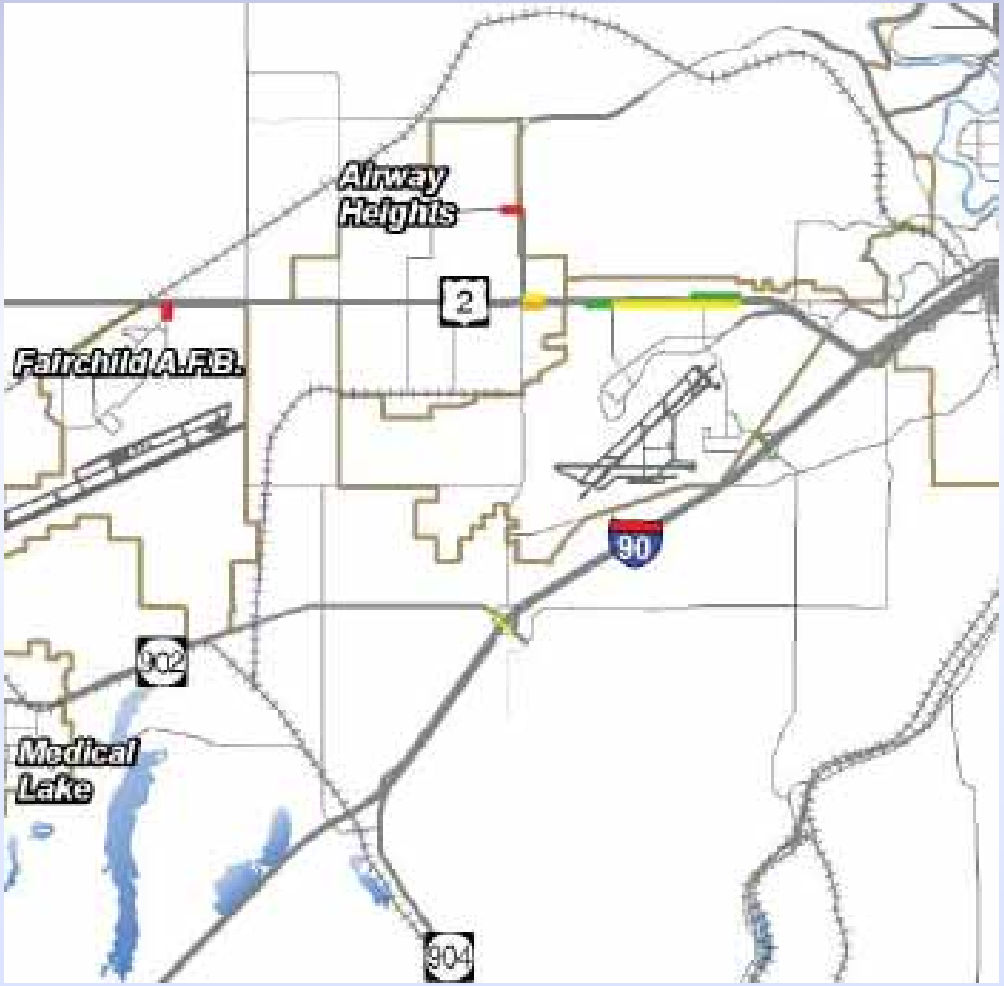
Transportation

Existing Arterial Network



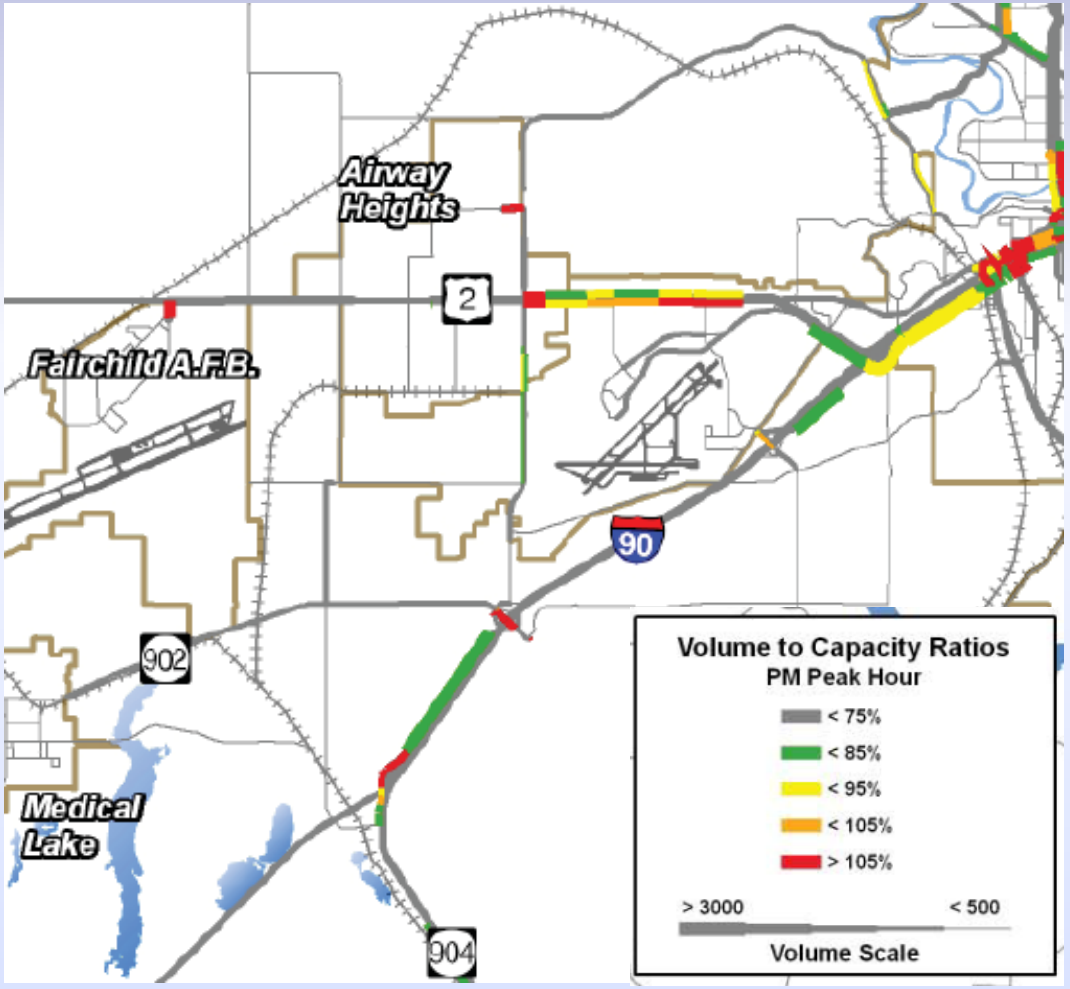
Traffic Forecast

2010 Traffic Volumes



Spokane Regional Transportation Council

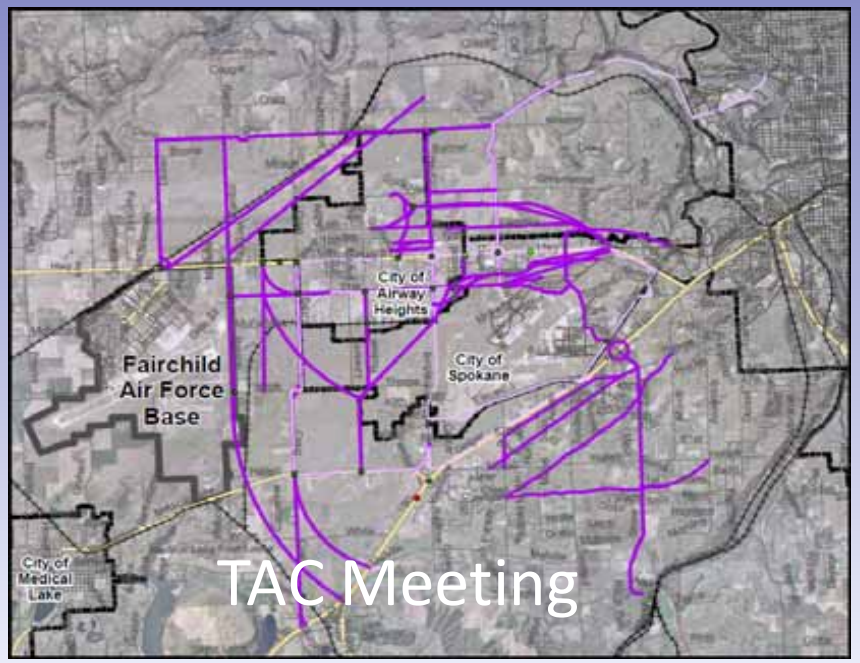
Modeled 2040 Traffic Volumes



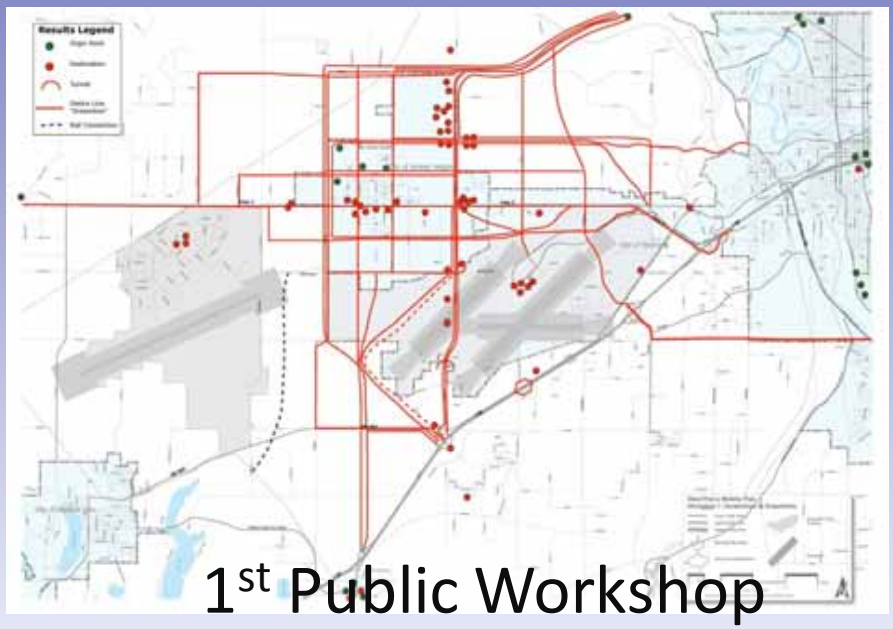
SRTC Model assumes growth above OFM median

Outreach

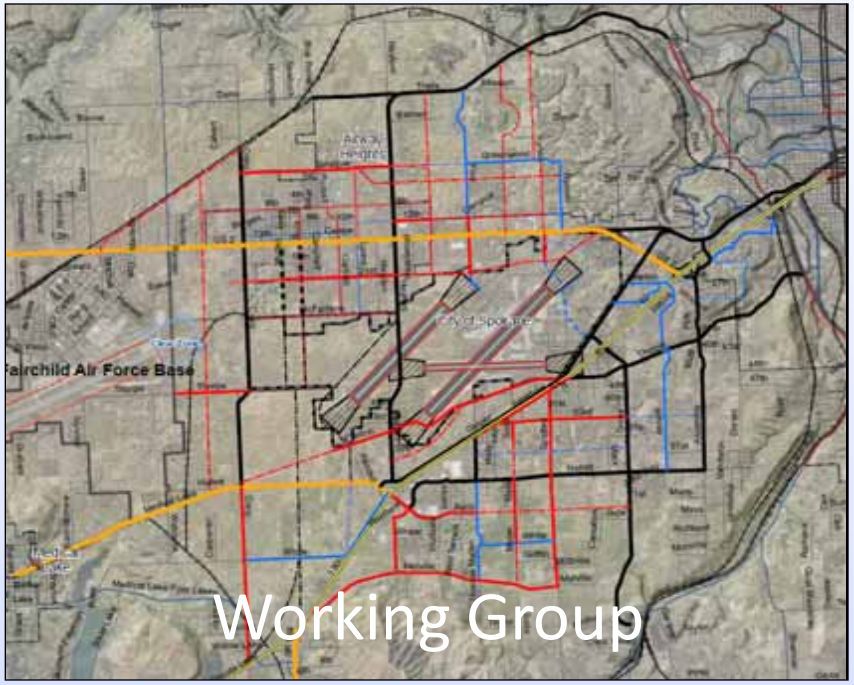
- Six TAC Meetings, Dec ‘12- Sept ‘13
- Two Public Workshops, March and May



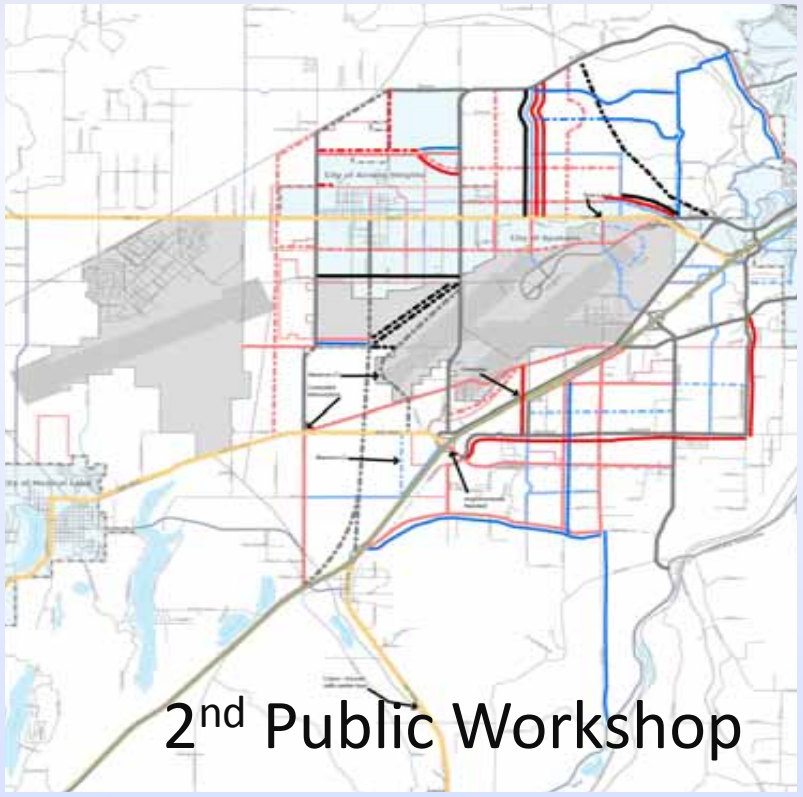
TAC Meeting



1st Public Workshop



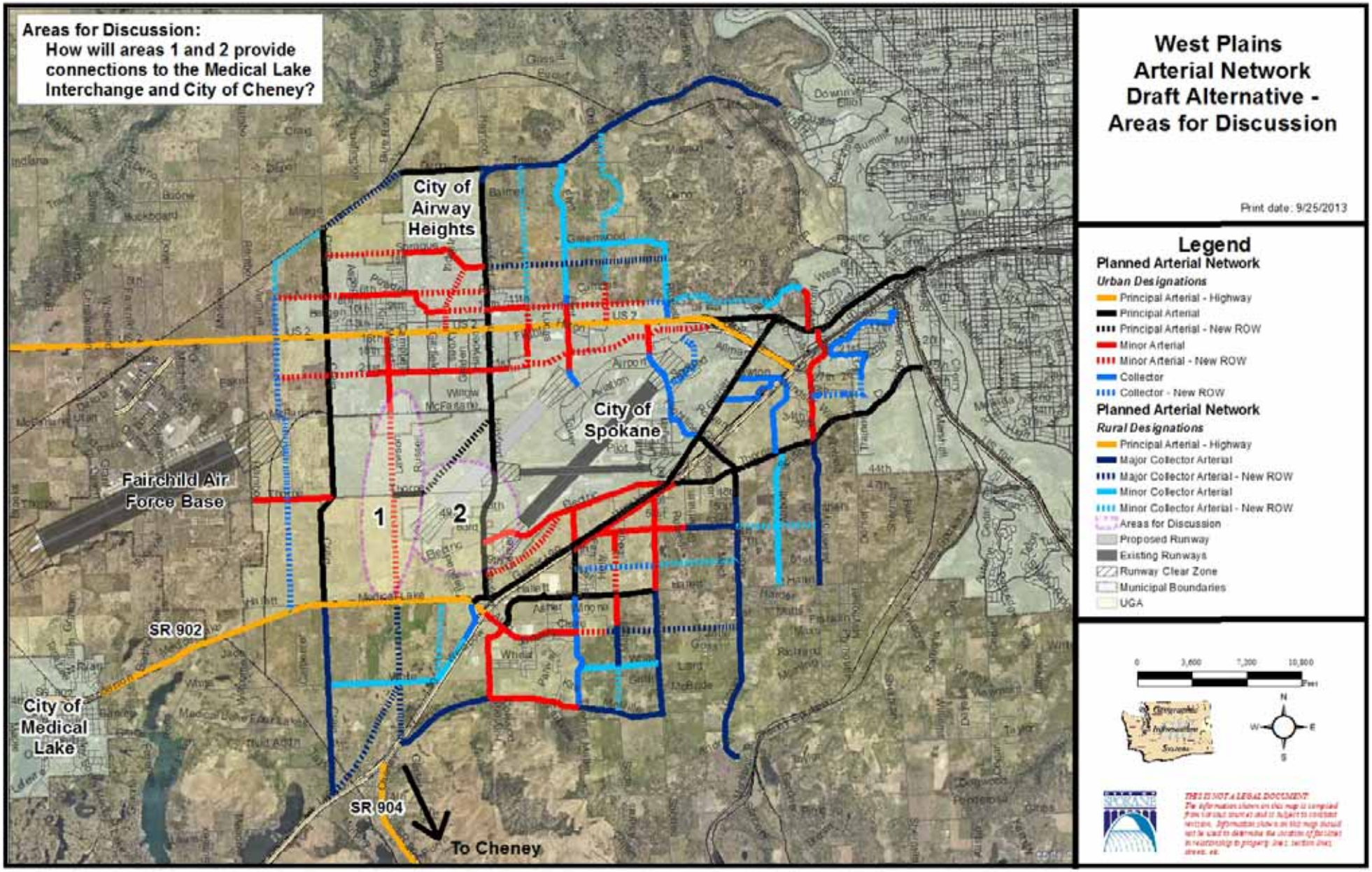
Working Group



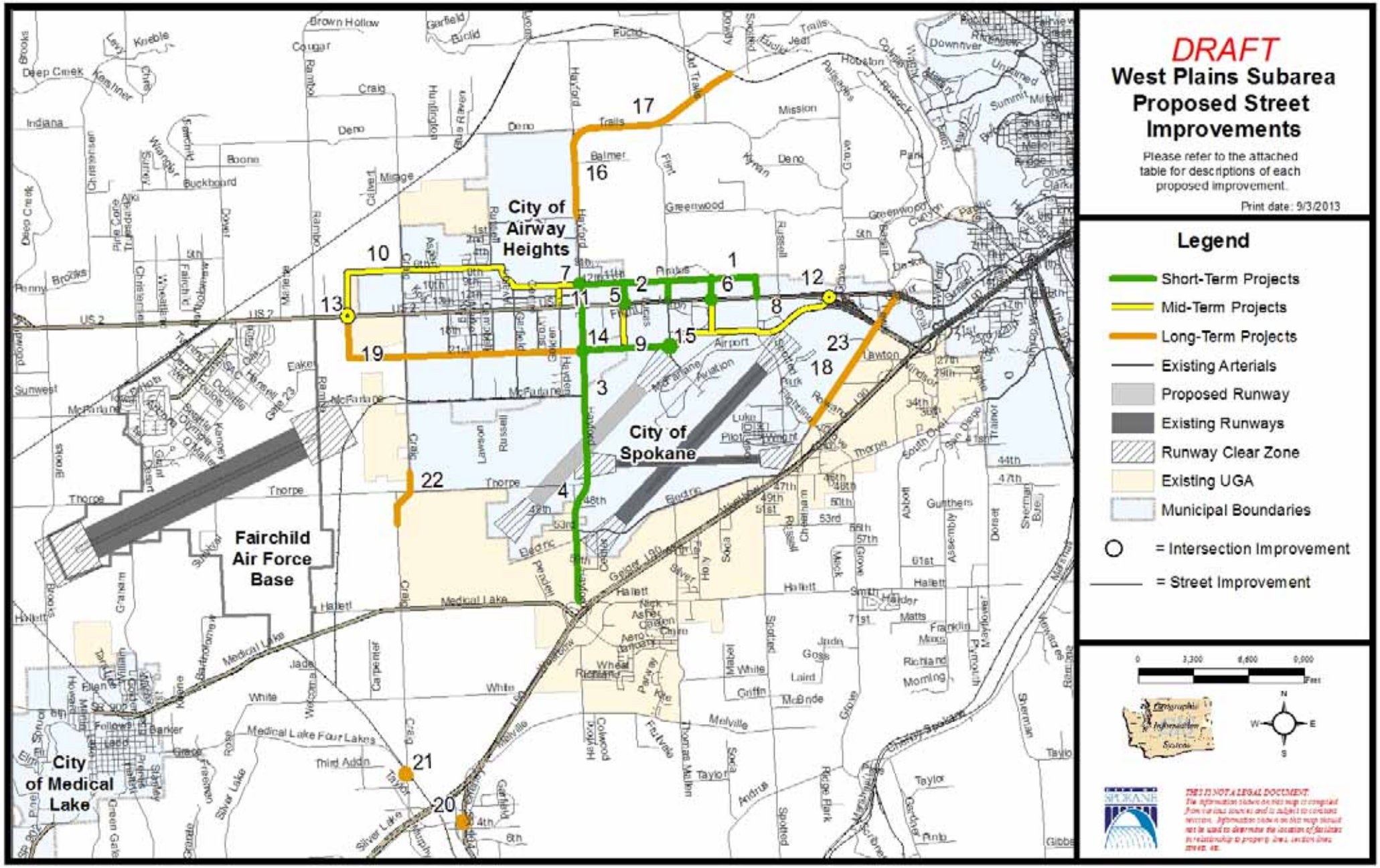
2nd Public Workshop

Draft Arterial Network Plan Progression

Current Draft Arterial Network



West Plains - Proposed Improvements



	Timeframe	Base Year Budget	Future Year Budget
Shorter Range Projects			
1. SR 2 Congestion Relief Phase 1 - 6th/12th Alignment East (SR 2 Spotted to Hayford North)	Short	$7,214,365	$8,729,381
2. SR 2 Congestion Relief Phase 1 - Deer Heights, Campus, Flint Rd Extensions	Short	$3,261,286	$3,946,156
3. Hayford Road Priority 1 - Three Lanes (SR 2 to McFarlane)	Short	$3,067,919	$3,712,182
4. Hayford Road Priority 2 - Widened Two Lanes (McFarlane to SR 902)	Short	$4,302,191	$5,205,652
5. Highway Traffic Signal or Intersection Improvements - SR 2/Deer Heights	Short	$800,000	$975,000
6. Highway Traffic Signal or Intersection Improvements - SR 2/Campus Road	Short	$800,000	$975,000
7. Arterial Traffic Signal or Intersection Improvements - Hayford Road/6th/12th Intersection	Short	$450,000	$550,000
Total Short-Term TIP		**$19,895,761**	**$24,093,371**
Short to Medium Term Projects			
8. SR 2 Congestion Relief Phase 2 - 18th/21st Alignment (SR 2 to Hayford South)	Medium	$8,666,502	$11,786,443
9. SR 2 Congestion Relief Phase 2 - Deer Heights & New Rd Extensions	Short	$1,760,284	$2,393,986
10. SR 2 Congestion Relief Phase 3 - 6th/12th Alignment West (Fairview Heights to Hayford North)	Medium	$12,074,544	$16,421,380
11. SR 2 Congestion Relief Phase 3 - Hayden Road Extension	Short	$1,091,694	$1,484,704
12. Highway Traffic Signal or Intersection Improvements - SR 2/Sunset Highway Connector	Medium	$800,000	$1,100,000
13. Highway Traffic Signal or Intersection Improvements - SR 2/Fairview Heights	Medium	$800,000	$1,100,000
14. Arterial Traffic Signal or Intersection Improvements - Hayford Road/18th/21st Intersection	Short	$450,000	$600,000
15. Arterial Traffic Signal or Intersection Improvements - Hayford Road/Flint Road	Short	$450,000	$600,000
Total Short to Medium TIP		**$26,093,023**	**$35,486,512**

Proposed Street Improvement Costs

Example: 21st Avenue, new construction

	Construction Year	Base Year Budget	Future Year Budget
Year 2025 Projects			
8. SR 2 Congestion Relief Phase 2 - 18th/21st Alignment (SR 2 to Hayford South)	2025	$8,666,502	$11,786,443

	Construction Year	Base Year Budget	Future Year Budget
Year 2040 Projects			
19. SR 2 Congestion Relief Phase 4 - 8th/21st Alignment West (SR 2 to Hayford South)	2040	$5,178,022	$9,372,220

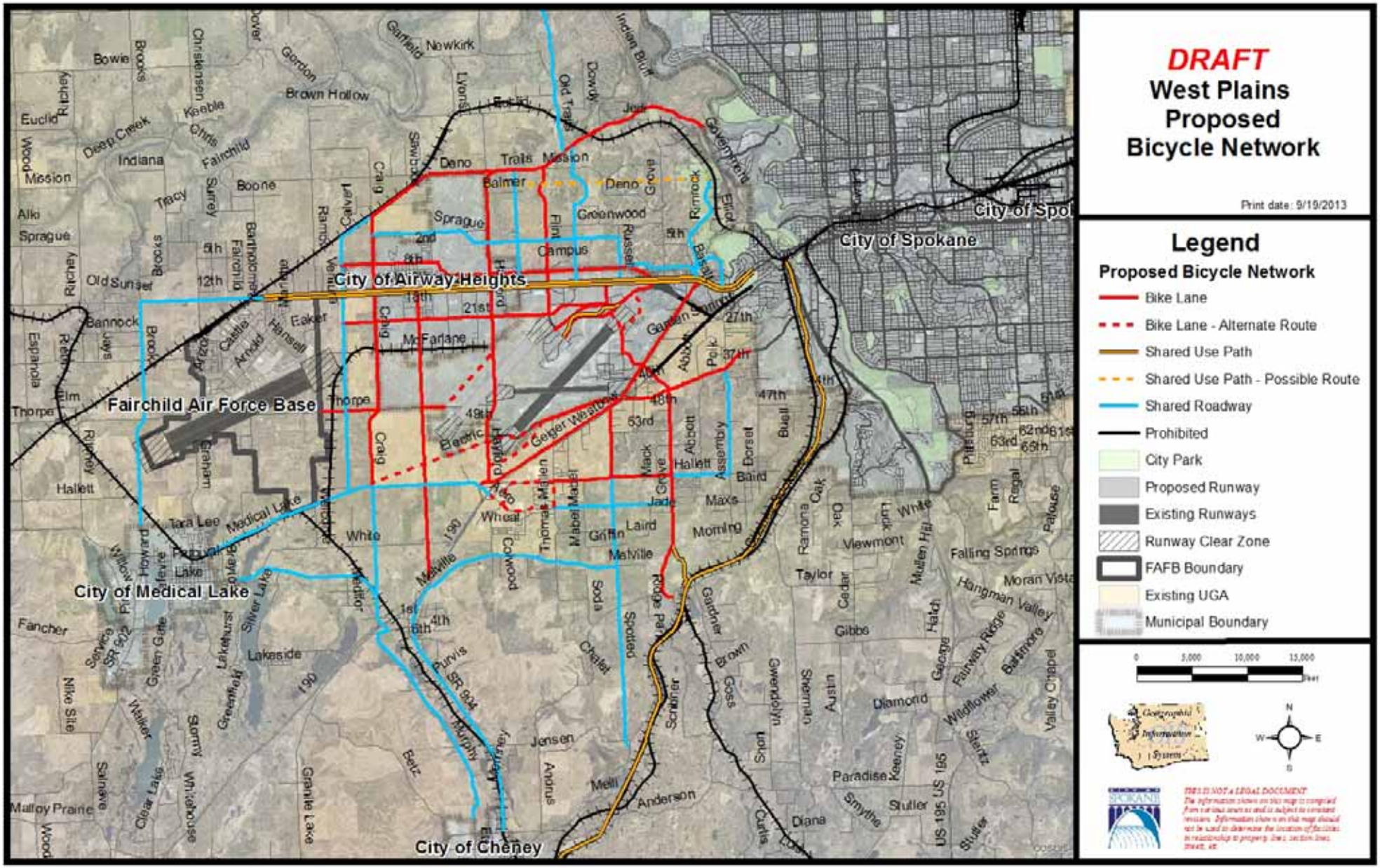
Short Term Project Cost: 2020

	Base Year Budget	Future Year Budget
Total TIP Year 2020	*$29,462,263*	*$37,079,814*

Total Projected Cost of All Recommended Projects: 2040

Total West Plains Recommended Capacity Projects Through Year 2040 - Project Budgets	**$68,335,566**	**$96,555,433**

Draft Bicycle Network



Next Steps

- Encourage Plan Recognition by other Jurisdictions
  - Resolution?
- Pursue Bicycle Network Plan
- Highway 2 Character
- Public Review
  - Public Open House
  - Present to Plan Commissions
- Pursue Coordinated West Plains Impact Fee?
- Including Plan in City's Transportation Chapter Update

Continued Work

Ongoing Coordination with

- Water
- Sewer
- Power
- Recreation
- Parks
- Telecommunications