

2018 SRTC Call for Projects Application



PROJECT TITLE: North Bank Trail Study

AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest): n/a

REQUESTED SRTC REGIONAL FUNDS (STBG, CMAQ or STBG Set-Aside): \$166,250

GENERAL PROJECT INFORMATION

Agency or Organization	City of Spokane	Phone Number	509-625-6419
Contact Person	Brandon Blankenagel bblankenagel@spokanecity.org	Email Address	

Project Information

Project Location

Along the north bank of the Spokane River between Summit Blvd/Lincoln Street and the intersection of Mallon Avenue/Howard Street.

Urbanized Area Urban Small Rural

Federal Functional Classification

n/a

Project Description

Project scope (include termini and length)

This project will evaluate routing options to provide a shared-use pathway along the north bank of the river. The west end will be the intersection of Summit Blvd/Lincoln Street/Post Street Bridge and the east will be the intersection of Mallon Avenue/Howard Street.

Existing and proposed conditions

Existing: There is no pathway from the Post Street Bridge to the intersection of Broadway/Post. Lincoln Street and Broadway Avenue are used as bicycle and pedestrian routes. Continuing eastward from Post Street there is a pathway running along the condos that turns north and T's into Mallon Avenue across from the Spokane Arena. Walkers and cyclists must use Mallon Avenue lanes and sidewalk from this point to reach Howard Street. The north bank pathway starts at Howard Street.

Proposed: The project will evaluate options to take the trail under the new Post Street Bridge, then follow the edge of the river until it meets the existing pathway at Broadway/Post. The study will also look at options to improve the route between Broadway/Post and Mallon Avenue/Howard Street. This could be in the form of a wider sidewalk, cycle track or other options that may develop through the study.

Project purpose and outcomes

To provide improved pathway connections within and around Riverfront Park and the Centennial Trail.

The project sponsor must indicate that the project, once completed, will be maintained for the life of the project.

Please describe the plan, cycle, funding source and enforcement mechanisms (i.e. snow removal policy) to maintain this project for year-round/four-season use.

City street maintenance is conducted by policy and season as appropriate. Winter snow removal is conducted first on arterial streets and hills, and secondarily on non-arterial streets. Spring and summer sweeping is conducted first on arterial streets, second to non-arterial streets, and will be repeated as time within the season allows. Fall leaf pick-up is conducted once annually, again with arterial streets first.

Sidewalk maintenance, by code, is the responsibility of adjacent property owners. Trails are not maintained, except through Riverfront Park.

Project Delivery Tools

- The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

Attachments

- Vicinity map
- Typical Cross Sections (if changed from Eligibility Worksheet)
- Cost Estimate
- Project Endorsement form

Cost Information (in addition to the Cost Estimate)

Cost estimate notes (optional, if additional information is needed)

City of Spokane projects are eligible for programmatic match, which applies only to STBG grants. Programmatic match is implemented by using STBG dollars as required match, thus STBG grant awards are at 100%. Accounting of the use of programmatic match funds is kept through a ledger, reported quarterly to WSDOT.

Describe the commitment of secured matching funds or other funds and the status of obtaining any unsecured funds.

Note: matching funds must be available at the time of fund obligation.

The City of Spokane has obligated Arterial Street Funds for the purpose of matching grant funds for this project, as needed.

Please indicate if there are any circumstances that could delay the obligation of funds.

Project delivery will follow the schedule determined upon award. Unforeseen need to adjust project delivery timeframes could arise if key development is undertaken adjacent to the project corridor.

1. ECONOMIC VITALITY – 50 POINTS

Employment and Destination Accessibility

1a (15). To be scored internally by SRTC staff with the maps referenced in the table below

Project Score	Category	Criteria and Requirements
15	Provides a critical connection within or between two or more core areas. (see employment core map)	Maximizing or increasing system capacity. Increasing the efficiency of one or more modes. Reducing congestion.
10	Serves a regionally significant employment center (see employment density map)	Improving or enhancing the movement of workers. Providing new access to jobs. Improving or enhancing the movement of freight and services.

5	Serves a regionally significant transportation center (e.g. - park and rides, transit centers, etc.)	Improving access to terminals (air, transit, or multimodal)
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1b (5). Please describe if the project serves other critical regional public facilities with significant activity (e.g. - Riverside State Park, Joe Albi Stadium, Avista Stadium/Fairgrounds, etc.) (High-Medium-Low)

This project will be in the heart of downtown which sees significant pedestrian and bicycle traffic. The pathway would connect directly to the Centennial Trail, Riverfront Park, the Flour Mill, the Spokane Arena and the proposed Spokane Regional Sportsplex.

1c (5). Please describe if the project serves an area that is targeted for planned future growth or revitalization. (include local planning documentation as well as targeted investment details, if applicable) (High-Medium-Low)

The area around downtown allows for significant density in development. There are several planned construction projects in the immediate vicinity of this pathway. These include the Spokane Regional Sportsplex, the renovated Wonderbread Bakery, further development of Kendall Yards near Monroe Street, and The Falls Towers.

1d (5). Does the project have another connection to economic vitality that is not captured by, or in addition to, access to activity centers (Questions 1a,1b,1c) or freight use (Question 1f)? Please explain. (High-Medium-Low)

The pathway would provide a connection between the Spokane Arena and Sportsplex and shopping and dining opportunities in the surrounding area. It will also provide an additional trail route for walking, biking and running events.

Existing Development (Internal Use Only)

1e (10). Is the project located within an area of significant existing employment density?

To be scored internally by SRTC staff with 2015 ESD information

High – 10 points

Medium – 5 points

Low – 1 points

Freight Network (Internal Use Only)

1f (10). Is this project located on a FGTS classified T1, T2, T3 route, or on WSDOT's Truck Freight Economic Corridor?

To be scored internally by SRTC staff using the FGTS and WSDOT Truck Freight Economic Corridor Maps

T1 - 10 points

T2 – 6 points

T3 – 4 points

Otherwise included in WSDOT's TFEC - 2 points

2. COOPERATION AND LEADERSHIP – 50 POINTS

Local Planning Alignment

2a (15). How is this project consistent with your Comprehensive Plan and is it included in your Capital Improvement Program? (please provide the excerpt or citation)

The project is consistent with several Comprehensive Plan Policies including TR 1- Transportation Network For All Users, TR 5 - Active Transportation, and TR 7 - Neighborhood Access.

Agency Coordination

2b (20). Does the project concept advance the goals of more than one jurisdiction and/or agency (including public/private partnerships)? If so, please describe:

Yes this project will enhance the goals of both public and private development along the North Bank of the Spokane River. The proposed Sportsplex is a joint venture between the Public Facilities District and the Spokane Sports Commission. The pathway will allow for it to be better connected to downtown and other attractions on the north side of the river. The Falls mixed-use development has already been through the Shoreline Conditional Use Process and is conditioned to provide public access to the river via this pathway and adjacent plaza. This will work in the best interest of both the developer and the public.

From the transportation perspective this project will connect with STA's Monroe Street HPTN route and advance the goals of that system.

Public Involvement

2c (15). Please describe the extent to which the project has been reviewed by the public. **3 points/checkbox (15 point max)**

- Public meetings
- Workshops/Open houses
- Planning study
- Environmental review
- Legislative actions
- Other (please explain) The project is discussed in the Shoreline Conditional Use Permit that was issued in October 2017 for The Falls development project (old YWCA site).

3. STEWARDSHIP – 50 POINTS

Environmental Mitigations

3a (10). Does the project improve the environment or minimize the environmental impact of the facility above and beyond current design standards? **2 points/checkbox (10 point max)**

- Green infrastructure (e.g. rain gardens, swales)
- Drought tolerant vegetation
- Air quality benefit
- Decrease in impervious area
- Use of recycled materials
- Flood damage mitigation
- Stream or wetland restoration
- LED lighting
- Other (please explain)

Ability to Advance

3b (15). Status of the project (check all that apply):

- Environmental documentation (NEPA) is complete – 5 points
- Right-of-way acquisition is complete or not needed – 5 points
- Design is 30% or more complete – 5 points

Funding

3c (10). Has the project received partial federal funding through SRTC in the past?

Yes No

3d (15). Does this project have additional local/state match funds above the required 13.5%? If so, please describe:
The City is willing to provide additional match in order to deliver this project.

10% over required local/state match – 10 points

20% over required local/state match – 15 points

4. SYSTEMS OPERATIONS, MAINTENANCE AND PRESERVATION – 50 POINTS

Regional Priority Networks

4a (5). How does this project support the NHS system?

Please describe:

Many of the downtown streets are on the NHS inventory. This project will support that system by further enhancing the walking and biking opportunities in the area so that new development projects are not automatically adding traffic to the NHS.

4b (5). Does the project improve bicycle facilities that are on or directly connect to the regional priority bicycle network?

Yes No

If yes, please describe:

The Centennial Trail and Howard Street (bike lanes and pathway) are on the regional priority bicycle network. This pathway would make a new connection between these facilities on the north side of the river.

4c (5). Does the project improve transit access and/or amenities on the High Performance Transit Network?

Yes No

If yes, please describe:

The project will provide improved access to the Monroe Street HPTN route.

4d (10). Does the project improve pavement condition on the NHS or improve a bridge on the NHS that is in poor condition? (Additional pavement and bridge condition information will be asked in the STBG supplemental application).

Yes No

Congestion

4e (15). Does the project address congestion in any of the following areas?

Tier 1 CMP Corridor – 15 points

Tier 2 CMP Corridor – 10 points

Other Roadway Bottleneck (as defined in the [CMP report](#)) – 5 points

Please describe current congested conditions and the future projected levels of congestion after project implementation.

Explain the methodology used.

N/A

4f (10). If indicated in the question above, does this CMP project utilize the following CMP strategies?

- Travel Demand Management – 10 points
- Operational Improvements – 6 points
- Capacity Improvement Strategies – 3 points

5. SAFETY AND SECURITY – 50 POINTS

Addresses Existing Safety Concern

5a (25 point max). Enter crash history based on previous 5 years of available crash data* (2012-2016):

Date	Crash Type	Applicable Countermeasure implemented by project
	No correctable collisions	

**to add additional rows, press tab key*

- Crashes with fatalities 10 points/each
- Crashes with injuries 5 points/each
- Property damage only incidences 1 points/each

5b (25). Please describe the components of the project that benefit safety, regardless of crash history? (High-Medium-Low)

The most important safety benefit of this project is the provision of a separated bicycle and pedestrian facility from the roadway. There is currently no bike lane on Lincoln Street between Summit Parkway and Broadway Avenue, and the hill creates a substantial speed differential between cyclists and drivers. The pathway would provide an alternative route for cyclists going between the Centennial Trail at Post Street Bridge and the Spokane Arena and other attractions nearby. The pathway will include lighting in some areas which will further enhance the safety of the new route.

6. QUALITY OF LIFE AND MOBILITY – 50 POINTS

6a (5). Do you have an adopted Complete Streets Policy? Yes No

If yes, how does this project comply with your Complete Streets Policy? (5)

This project complies by providing a new facility for active modes of transportation that will be accessible to all ages and abilities.

If no, how does this project comply with SRTC's Safe & Complete Streets Policy? (3)

N/A

Bicycle and Pedestrian Improvements

6b (10). Will the project enhance pedestrian transportation/mobility? (Check all that apply – 10 point max)

- Add new sidewalks (6)
- Median Refuge (3)

- Both sides of street (1)
- Minimum 5-foot width (1)
- Completes gap (1)
- Ext. of sidewalk network (1)
- Vegetated / protected buffer (1)
- Upgrade to existing sidewalk (6)
 - Greater width (1)
 - Add vegetated / protected buffer (1)
 - Removes barriers (1)
 - Repairs heaves (1)
- Separated shared use path
 - 10-foot min. width, not including shoulders (8)
 - 12-foot or greater in width, not including shoulders (9)
- Widen roadway shoulders in rural context (6-foot min. width)(5)
- Other (please explain) (2)
- Marked Crosswalk (3)
- Crossing Enhancement (e.g. HAWK beacon, Countdown signal) (3)
- Education (2)
- Wayfinding (2)
- Enforcement (2)
- Data Collection (2)
- ADA enhancements (e.g. curb ramp upgrades) (2)

6c (10). Will the project enhance bicycle transportation? (Check all that apply – **10 point max**)

- Add new striped bike lanes (6)
 - Minimum 5-foot width (2)
 - Completes gap (2)
 - Ext. of bike lane network (2)
- Upgrade to existing striped bike lanes (6)
 - Greater width (1)
 - Add protected buffer (2)
 - Surface repair (1)
- Separated shared use path
 - 10-foot min. width, not including shoulders (8)
 - 12-foot or greater in width, not including shoulders (9)
- Widen roadway shoulders in rural context (6-foot min. width) (5)
- Bike Boulevard/Neighborhood Greenway (4)
- Crossing/Intersection Enhancement (HAWK beacon, Signal detection/actuation, Bike box, etc.) (3)
- Other (please explain) (2)
- Bike Parking (2)
- Bike Lockers (2)
- Pavement Markings (2)
- Education (2)
- Wayfinding (2)
- Enforcement (2)
- Data Collection (2)

6d (5). The project is located within an area of significant existing population.

Scored internally by SRTC staff by population density based on US Census blocks:

- High – 5 points
- Medium – 3 points
- Low – 1 point

Transit Access

6e (10). Will the project enhance public transportation and/or amenities? (Check all that apply and note if you have multiples of any of the transit elements – **10 point max**)

- | | |
|--|--|
| <input type="checkbox"/> Bus stop shelter/screening (3) | <input type="checkbox"/> Enhanced pedestrian crossing near bus stop (3) |
| <input type="checkbox"/> Bus stop lighting/infrastructure (2) | <input type="checkbox"/> Improved rider access/connectivity to transit (3) |
| <input type="checkbox"/> Bench (2) | <input type="checkbox"/> New transit vehicles (4 per vehicle) |
| <input type="checkbox"/> Concrete pad/foundation for bus stop or bench (2) | <input type="checkbox"/> School bus operational improvement (2) |
| <input type="checkbox"/> Real time information sign (2) | <input type="checkbox"/> Education (2) |
| <input type="checkbox"/> Signal priority for transit vehicles (2) | |
| <input type="checkbox"/> Bus bay/pull-out (2) | |
| <input type="checkbox"/> Boarding bulb stop (2) | |
| <input type="checkbox"/> Park & Ride (4) | |
| <input type="checkbox"/> Improved transit service (e.g. higher frequency, longer operating hours, greater capacity, new route) (5) | |
| <input type="checkbox"/> Other (please explain) (2) | |

Transportation Choices




6f (5). How does the project support health-promoting transportation options for people of all abilities and ages (walking, biking, transit, safe routes to school, etc.)? If so, please describe.

Yes the pathway will be open to users of all ages and abilities for walking, running and cycling.

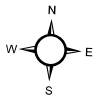
6g (5). Does the project include design elements that contribute to quality place making? If so, please check all that apply. **(5 point max)**

- | | |
|---|---|
| <input checked="" type="checkbox"/> Pedestrian lighting (1) | <input type="checkbox"/> Unusual or unique surfaces (pavers or stamped) (2) |
| <input type="checkbox"/> Traffic calming measures (2) | <input type="checkbox"/> Raised or uniquely treated crosswalks (2) |
| <input checked="" type="checkbox"/> Landscaping, pots/planters, tree grates (1) | <input type="checkbox"/> Garbage/recycling receptacles (1) |
| <input type="checkbox"/> Other design elements, please describe (1) | <input type="checkbox"/> Bollards (1) |

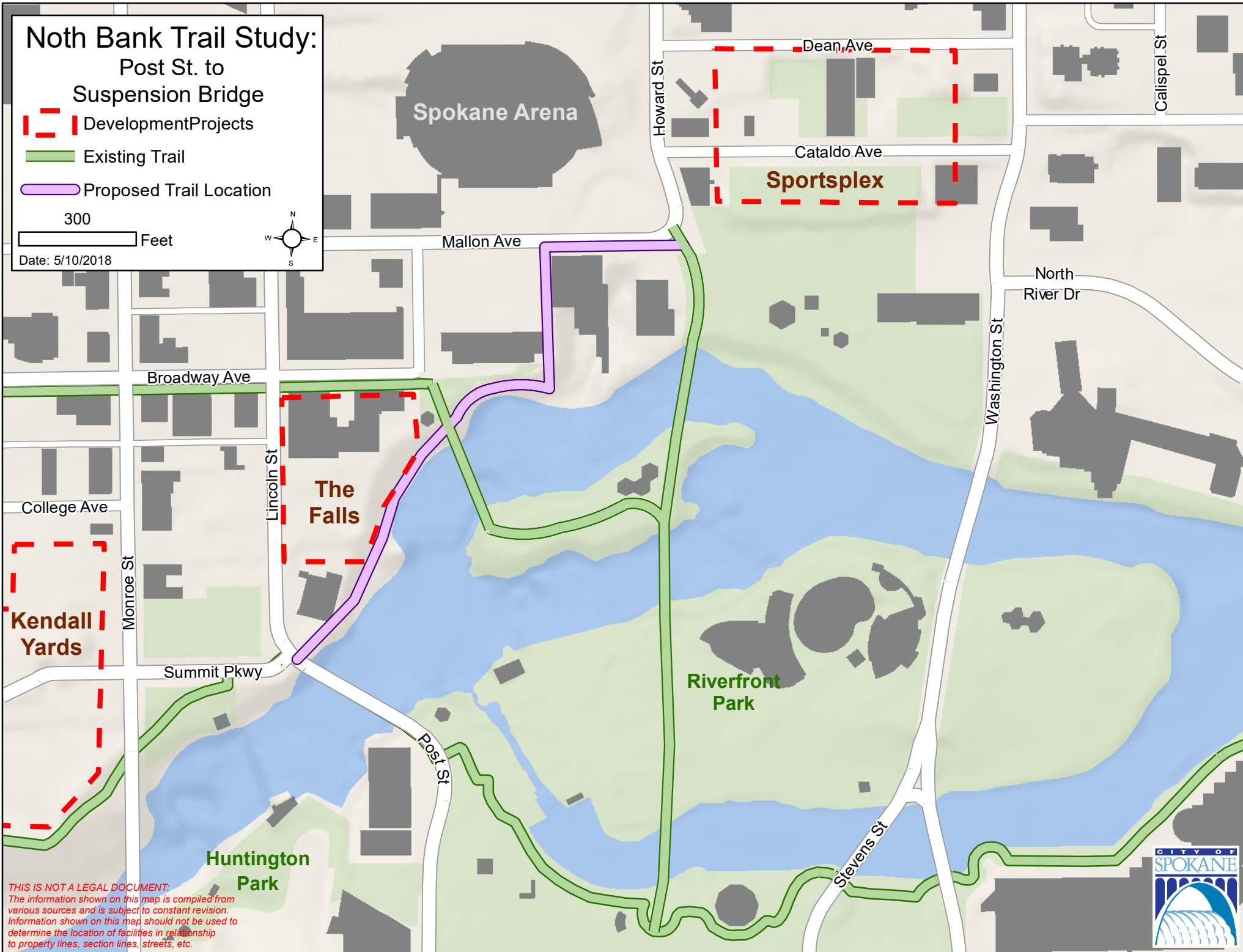
Noth Bank Trail Study: Post St. to Suspension Bridge

-  Development Projects
-  Existing Trail
-  Proposed Trail Location

300
Feet

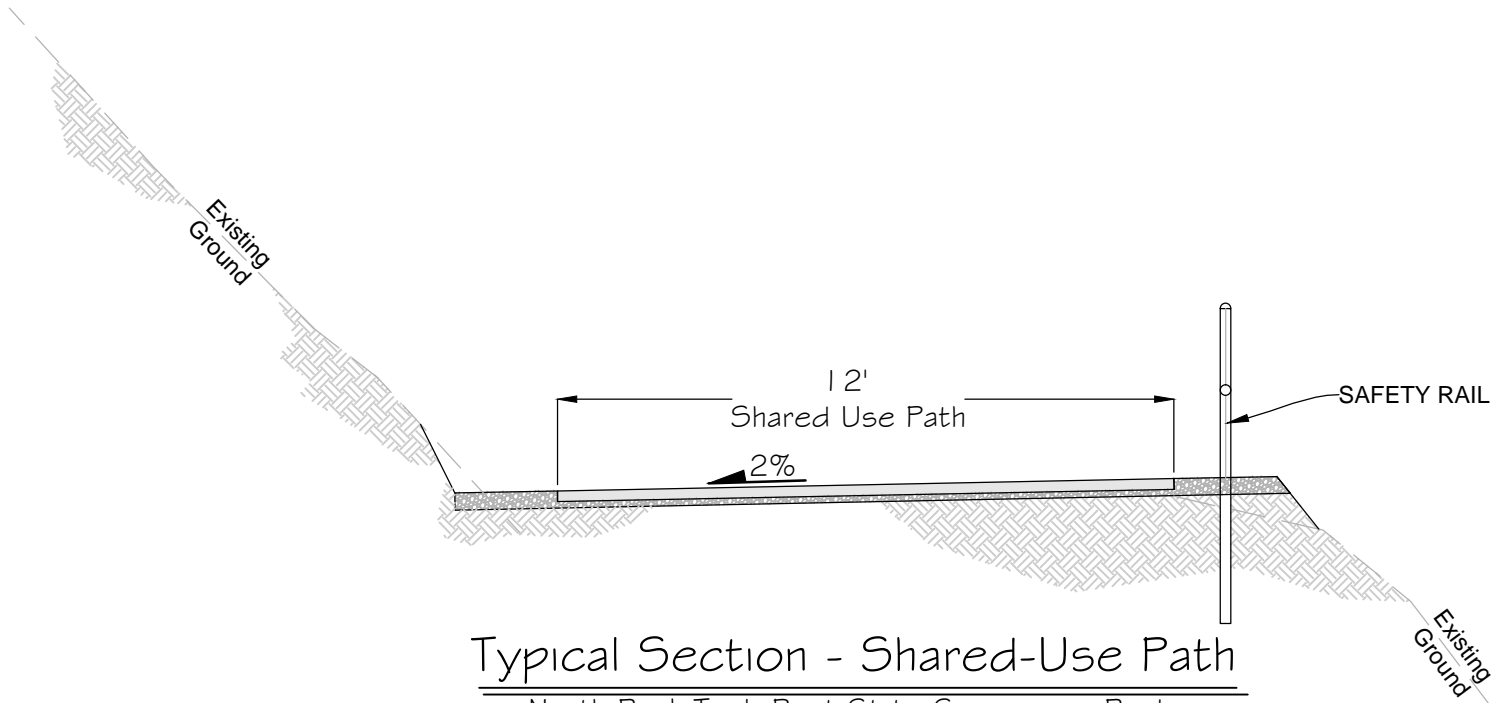


Date: 5/10/2018

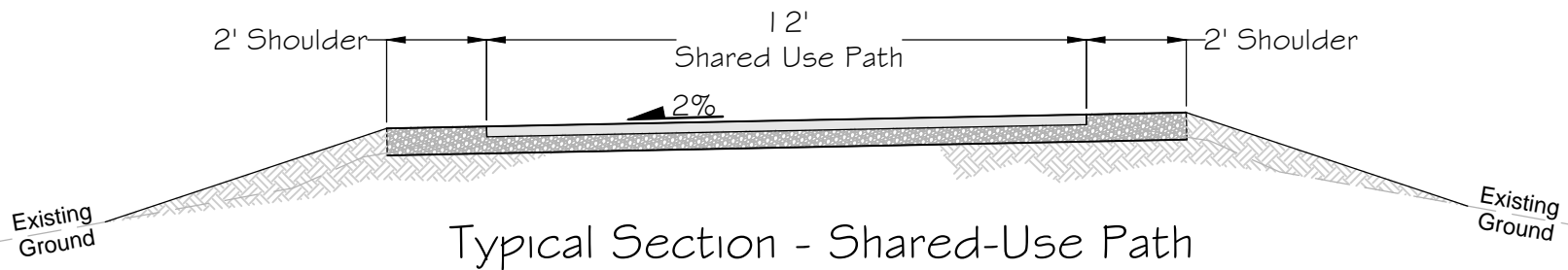


THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relation to property lines, section lines, streets, etc.





Typical Section - Shared-Use Path
 North Bank Trail, Post St to Suspension Bridge



Typical Section - Shared-Use Path
 North Bank Trail, Post St to Suspension Bridge

2018 SRTC Call for Projects



Local Agency Project Endorsement

PROJECT TITLE: North Bank Trail STUDY

The attached project application reflects established local funding priorities consistent with the adopted local plans and/or programs.

The project described is financially feasible; local match revenue identified on the project application is available and will be committed to the project if it receives the requested grant.


Costs identified in the application represent accurate planning level estimates needed to accomplish the work described herein. As stated in policy 6.1 of the 2018 TIP Guidebook, any cost overruns are the responsibility of the project sponsor.

The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

The use of federal funds for this project entails administrative and project compliance for which the project sponsor will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization. This document must be signed by a person in a position or a representative of a governing body that has the authority to make decisions for the entire organization. It is up to the applicant to determine the appropriate representative to sign this endorsement.

Scott Simmons - Public Works Director
Name and Title of Designated Representative



Signature of Designated Representative

5-11-2018
Date