City of Spokane: Delivering Results on Transportation
September 21, 2021
Washington Transportation Commission
New Challenges, Old Infrastructure

• Howard Street grind & overlay
Long-term Commitment

• Spokane is taking a 20-year approach to improving transportation

• Built around:
  • Local Funding base
  • Supplemented with federal & state support
  • Relies on Integration
  • Delivers Multi-Modal

• Let’s take a look.
### Spokane’s Street System

<table>
<thead>
<tr>
<th>Type</th>
<th>Arterials</th>
<th>Residuals &amp; Other Non-Arterials</th>
<th>Total Systemwide</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center-line miles</td>
<td>266</td>
<td>728</td>
<td>994</td>
</tr>
<tr>
<td>Lane miles</td>
<td>758</td>
<td>1,449</td>
<td>2,207</td>
</tr>
<tr>
<td>Miles traveled</td>
<td>&gt;90%</td>
<td>&lt;10%</td>
<td>100%</td>
</tr>
</tbody>
</table>
Community Support

- Strong citizen support:
  - 20-year Levy for Improved and Integrated Streets
    - 77.6% “yes” votes
- Provides local funding base for arterials.
- TBD provides that base for residential.
- Match with:
  - Federal & state grants
  - Utility dollars – Integration
Streets Funding Strategy with Levy

Commit to improving overall street system

- **Arterial Focus:** More than 90% of miles traveled
- **Upgrade:** Arterials through Rehab or Maintenance over 20 years
- **Integrate:** Multi modal, utilities, stormwater
- **Residential Strategy:** Double investment in residential streets with other funds, incl. Transportation Benefit District, maintenance $
20-Year Goal:
Improved Arterial System for All

20-Year Arterial Street Strategy

Maintenance
Keep the Good Streets Good & Manage Poor Streets

Integrated Streets
Full Rebuilds based on Matrix
How do we prioritize projects?

- Created a matrix for major capital projects & slimmed down version for maintenance work.
- Based on Comp Plan goals
- Maintain what we have: Current pavement conditions
- Ensure safety: For all users
- Multi-modal transportation components: Bike lanes, pedestrian improvements, mass transit, freight mobility, ADA
- Integrate with utilities: Stormwater management, public & private utility infrastructure
- Economic Development opportunities
Basic costs:
$300-550/sq yard for reconstruction
$65/sq yard for grind & overlay
$18/sq yard for chip seal
First Five Years of the Program

Spent to Date (2015 through 2019)

$99,240,203
Total Spent

The total spent figure is made up of the 6-Year Street Program spending as well as annual Street Department maintenance costs.

Street Program Project Costs (Year Completed)

Arterial Maintenance Spend by Year
### Geographic Distribution

#### Street Maint Yearly Cost

<table>
<thead>
<tr>
<th>Year</th>
<th>Budget</th>
<th>Planned</th>
<th>Remaining</th>
<th>1 - NE</th>
<th>2 - S</th>
<th>3 - NW</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>$5,000,000</td>
<td>$4,999,035</td>
<td>$965</td>
<td>$1,112,564</td>
<td>$1,067,404</td>
<td>$1,254,347</td>
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<tr>
<td>2023</td>
<td>$5,000,000</td>
<td>$4,976,961</td>
<td>$23,039</td>
<td>$1,115,523</td>
<td>$1,177,705</td>
<td>$1,143,716</td>
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<tr>
<td>2024</td>
<td>$5,000,000</td>
<td>$5,043,760</td>
<td>-$43,760</td>
<td>$1,234,517</td>
<td>$1,237,563</td>
<td>$1,027,646</td>
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<tr>
<td>2025</td>
<td>$5,000,000</td>
<td>$4,978,321</td>
<td>$21,679</td>
<td>$1,154,920</td>
<td>$1,244,037</td>
<td>$1,047,632</td>
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<tr>
<td>2026</td>
<td>$5,000,000</td>
<td>$4,979,176</td>
<td>$20,824</td>
<td>$1,251,277</td>
<td>$949,346</td>
<td>$1,218,846</td>
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<tr>
<td>2027</td>
<td>$5,000,000</td>
<td>$4,959,048</td>
<td>$40,952</td>
<td>$1,097,152</td>
<td>$1,206,623</td>
<td>$1,125,724</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>$5,868,803</strong></td>
<td><strong>$5,676,054</strong></td>
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- **% of Total $:** 34% 33% 33%
- **AVG PCI:** 81.5 81.9 82.3
- **Miles:** 261.1 253.2 221.7
- **% of Total Arterial Ln Mi:** 35% 34% 30%
- **VMT:** 940,490 749,399 796,080
- **% of Arterial VMT:** 38% 30% 32%

#### 2022-2027 Maint. Project Ln Mi:
- **% per District:** 30.4 33.6 33.3

#### 2022-2027 CIP Project Ln Mi:
- **% per District:** 13.0 17.7 21.3

#### 2022-2027 CIP Project Ln Mi:
- **% per District:** 25% 34% 41%
Full Rebuild
Lincoln/ Monroe
downtown
2-inch Grind & Overlay on Thor between Sprague & Second
Driving Lane Grind & Overlay on North Freya near Esmeralda Golf Course
Thin Overlay work on Sunset Blvd/Driving Lanes only
Curb to Curb Chip Seal
Post Street – Maxwell to Cleveland
Chip Seal on Upriver from Greene to Center/Driving Lanes Only
Patch Repairs

Crack Sealing

Pothole Repairs
Aiding the Economy

- Grants don’t always arrive timely.
- $10 million in additional Street Repair added
  - Work done in 2020 and 2021
  - Doubled the miles of maintenance work in arterials
  - G&O, Chip Seal
  - Add’l work contracted to the private sector
Award-winning work

State & National Project of the Year – APWA!

State Support was critical!
Post Street Bridge

Replacing a 100+ year old bridge!

State Support, again, is critical
Multi-Modal Emphasis

• Last 10 years:
  • Added 67 miles of bikeways to City network
  • Total miles = 100
  • On track to achieve 220 miles by 2037
  • Adding both bike lanes & multiuse trail
  • Also working to complete pedestrian plan
More Projects, More Support

State/Federal Grants totaling $21 million for new work:

Local Bridge Program (Fed Funding – WSDOT administered)
- Maple St. Bridge – Bridge Deck and Joint Repair - $4.46M grant award
- Washington & Stevens Bridges (bundled project) - $3M grant award; $4.99M total cost

NHS Asset Management (Pavement Preservation) (Fed Funding – WSDOT administered)
- Market/29th/Monroe - $3.65M grant award, $4.56M total project cost
- 29th/Washington/Monroe/Lincoln Rd. - $4.94M grant award, $6.18M total project cost

TIB (State Funding – TIB administered)
- Thor-Freya Couplet - $950k
  (supplemental funding on top our Fed Aid grant through SRTC)
More Projects, More Support

Multi-modal is important

Safe Routes to School (State Funding – WSDOT administered)
- Garland Pathway at Shaw MS – Cook to Market - $1.22M grant, $1.54M total project cost
- Bemiss Elem Sidewalk & RRFB - $718k grant, $844k total project cost
- Finch Elem Sidewalk & RRFB - $629k grant, $740k total project cost
- Nevada-Joseph PHB (HAWK signal) - $485k grant, $571k total project cost

Ped-Bike Safety (State Funding – WSDOT administered)
- Greene-Carlisle PHB and Sidewalk - $1.28M grant, $1.4M total project cost
What’s Needed

• Emphasis on:
  • Pedestrian work
  • Street Maintenance (pavement preservation)
  • Support for WSDOT maintenance work, too
Happy Birthday!

• 2021 marks the 70\textsuperscript{th} anniversary of the Commission
• Partnership is critical for street system success!
• Thank you, for listening to local communities.
Questions?