

2016 Pedestrian and Bicycle Program and Safe Routes to School Application



Preferred funding program: ☒ Pedestrian and Bicycle Program ☐ Safe Routes to School

For Pedestrian and Bicycle Program applications only, indicate the type of project proposed:

☐ Design-only project ☒ Infrastructure project (may include preliminary engineering)

Project title:

Millwood "Interurban" Trail
Millwood, Wa

Lead agency and project manager:

Lead Agency: City of Millwood
Project Manager: Paul Allen
Title: Public Works Director & Maintenance Supervisor
Address: 9103 E. Frederick Ave, Millwood WA 99206
Phone: (509) 924-0960
Email: publicworks@millwoodwa.us

Project location: Located within Spokane County by permit

Beginning project limit: Vista Road

Ending project limit: Trent Avenue

Is this project on a state route?

No ☒ Yes ☐ Route # _____ Milepost(s) _____

State legislative district #(s): 4

Congressional district #(s): 5

Need/purpose/deficiency: Check all that apply

☒ Safety ☒ Pedestrian Mobility ☒ Bicycle Mobility ☒ Community Health ☒ Economic Development

Explain why this project is needed, who it will serve for what purpose (include: safety concerns, gaps in the system/non-motorized network connectivity; target population; and/or origin(s)/destination(s) connected by the project.

Project Need

The City of Millwood suffers from a lack of dedicated pedestrian and bicycle facilities. Historically, preference and priority has been placed on facilities for cars and trucks only, leaving pedestrians and bicycles "in the dust". While they understand the need for good roads and bridges, Millwood believes non-motorized use is growing and it needs to be part of the City's culture. This facility is needed to provide Millwood residents a safe and efficient means of travelling east and west within the City including to West Valley High School (direct connection to the trail), Millwood City Park, and the downtown commercial corridor of Argonne Road.

Ultimately, a much larger trail system, known as the Spokane Valley – Millwood Trail, will link three cities together (Spokane, Spokane Valley, and Millwood) with a much-needed non-motorized alternative mode of transportation. Millwood's trail is the first phase of this effort. Once all phases are complete, this trail system will provide a 6.5 mile long trail system for all types of users. People will travel to and from work, school, parks, and commercial areas. They can also use the trail for exercise and recreation. For many users, the Spokane Valley – Millwood Trail will be convenient alternative to the Centennial Trail located on the other side of the Spokane River.

Who will this Trail Serve?

Based on a robust public involvement process during the planning and design stages of the Millwood Trail, many people will utilize the trail. When asked "how" they would use the trail, most people stated walking and bicycling will be their top two uses with dog walking a close third (see appendix for public meeting results).

Other major users will be students who attend West Valley High School. The City has worked closely with the West Valley School District to develop the trail through school property to provide a safe and convenient opportunity for kids to walk and bike to school.

Those accessing Millwood City Park will also do so using the new trail. Since it is directly adjacent to, and has several access points, travelling to the park via the Millwood Trail will be safe and easy.

The trail will serve all users, but particular emphasis is serving low income populations who may have less access to recreational opportunities, children who may have less access to safe bicycle corridors, and the elderly & disabled who may have restricted access to ADA accessible recreational facilities. The trail will also support community health by encouraging outdoor physical activity. Additionally, providing improved ped/bike connectivity to the Millwood business core will improve economic development.

Safety Benefits

The Millwood Trail will be constructed on former railroad property now owned by Spokane County. Millwood and Spokane County have an agreement allowing Millwood to construct and maintain the trail on county property. The property is currently used by people walking and riding bikes, but is unsafe and unsecure. Currently, there is no delineated pathway and the property is adjacent to an active Union Pacific rail line.

Millwood is currently designing the trail with safety as the highest concern. Because of the adjacent rail line, a fence is planned between the trail and the active railroad, which will improve safety for trial users.

The trail design also includes public street/trail crossings. The minor local street crossing at Marguerite will be designed with curvature in the alignment to slow users down, pavement markings and signing, and robust markers that clearly delineate a crossing. The crossing at Argonne is a different story. With nearly 30,000 vpd on Argonne, making this crossing safe and visible is important. So, the adjacent traffic signal at Argonne and Euclid and the railroad crossing signal are being modified to accommodate a signalized crossing. Details of this crossing are in the appendix.

State of Project

Millwood’s trail project is at the end of the preliminary design phase. In fact, on May 10th, the Preliminary Design package (plans, specifications, estimate) will be presented to the City Council. Ahead of the preliminary design phase, Millwood conducted a robust planning and concept design phase, where the public interacted with City staff and engineers to help “steer” the overall project. The public involvement process was very productive and a summary is provided in the appendix.

The City intends to complete the Final Design Phase in the summer of 2016. Once complete, the City will be ready to construct, once funding is secured. This project is “shovel ready”.

History of bicyclist/pedestrian collisions between 2013-2015 at the project location:

Number of fatal pedestrian/bicycle collisions, include contributing factors: N/A. No trail exists today.

Number of serious injury pedestrian/bicycle collisions, include contributing factors: N/A. No trail exists today.

Number of evident injury collisions _N/A_; Possible injury collisions _N/A_; Unknown-injury or property damage collisions _N/A_ Number of other bike/pedestrian collisions within 1 mile of the project that would be addressed by the project: Two pedestrian injury accidents occurred on Argonne Road, which carries 30,000 vpd. Providing this trail facility will provide an alternative route of travel for pedestrians and bicycles, which is expected to lower the rate of crashes on Argonne.

Project detail: Describe in detail the specific improvements to be made, see project detail and project element examples in “call for projects”.

Location

As mentioned previously, Millwood will construct the trail in partnership with Spokane County, who is providing use of the property via agreement with Millwood. The agreement specifically allows construction and maintenance of the trail. Although the donated easement is not considered “match”, the Spokane County/Millwood partnership has made the project possible.

Shared Use Trail

The 12-foot wide asphalt pathway will be constructed just south of the Union Pacific RR right of way, on a parcel owned by Spokane County. Adjacent to the asphalt, a 2-foot wide gravel jogging surface will also be provided. The trail will span the entire length of the City, which is approximately 1 mile, and crosses two streets: Marguerite and Argonne. A slight meandering of the

trail is provided to avoid some minor obstructions (manhole lids, utility poles), improve safety at intersections, and provide a better user experience and aesthetics.

Crossings

As discussed briefly in a previous section, the Millwood Trail will cross two streets. The Marguerite crossing is a minor local street with light traffic. Proper signing, and pavement markings are designed for this uncontrolled intersection.

The crossing at Argonne Road has been carefully studied and will provide a controlled and signalized crossing. The existing signal at the adjacent Euclid/Argonne intersection and the UPRR signal will be modified to provide a safe crossing for the trail. In addition to the signal work, supplementary signing and pavement markings will be provided on Argonne to notify vehicles of the trail crossing and on the trail to notify trail users of the street.

Illumination

When asked about which types of trail amenities were preferred, the public indicated illumination to be the most important. Lighting the trail was more important to the public than trash receptacles and benches. The preliminary design has simple illumination at roughly 160 foot spacing. The amount of light needed on the trail is a balance between user safety, cost, and light pollution into adjacent residential properties. The lighting will also be LED to minimize power consumption.

Landscaping/Irrigation

Because Millwood's Park's Department staff is very small, the amount and intensity of landscaping and irrigation must be carefully balanced with available manpower. Some irrigated landscaping will be provided in "spot locations" where people are provided seating to rest on a bench, read interpretive signing, or lay in the grass. In most locations a hearty dryland seed with occasional trees will be constructed which requires minimal maintenance and irrigation.

Amenities

In addition to lighting, the people of Millwood desire to include trail amenities including trash receptacles and benches. Also, which the City is particularly excited about, the public wants to see a few strategically-placed interpretive signs that will tell a story. Those stories, which are being developed during the final design phase, include history of the Interurban Rail (which utilized this corridor), history of Inland Empire Paper Company, and possibly a history of Native American activity in the area of Millwood.

Connectivity

Millwood's goal is to maximize trail connectivity along the entire corridor. At a minimum, the design currently provides 7-9 points of access. This will provide for and encourage maximum use of the Millwood's new gift to the public.

Coordination with West Valley School District

West Valley School District is a key partner in the whole process to develop this trail. Through several meetings and onsite visits, Millwood and WVSD have developed a plan to reconfigure an existing parking lot to allow the Millwood Trail safe passage through West Valley High School property. This collaboration is providing a facility that allows students direct walking and bicycling access to the high school.

Brief project description: Provide a summary of the project in a manner that could appear in the Statewide Transportation Improvement Program (STIP) for the project (example: Project includes bike lane, sidewalk, planter strip, curb, gutter, boardwalk stream crossing, street lights, safety education, and a walking school bus).

Project includes a 12' wide, 1.0 mile long shared-use path between Vista Road and Trent Avenue. Path will include landscaping, irrigation, parking lot reconfiguration, street crossings, signal modifications, illumination, benches, and interpretive signing.

Are proposed improvements consistent with AASHTO and/or NACTO bicycle/pedestrian guidance? Yes X No

Project schedule:

Milestone	Scheduled date	2017-19 State biennium quarterly cash flow (planned expenditures to bill to WSDOT)	
Project added to the local agency's Transportation Improvement Program (TIP)	2011	Date	Planned
Project added to the Regional TIP	2013	9/17	\$ 0
Project added to the Statewide Transportation Improvement Program (STIP)	2013	12/17	\$ 7,000
Project agreement signed	12/2015	3/18	\$ 0
Begin PE	12/2015	6/18	\$ 0
NEPA/SEPA kickoff	Anticipated in 6/2016	9/18	\$ 1,193,000
Environmental docs approved	Anticipated in 6/2016	12/18	\$ 250,708
Right-of-way started	N/A – none required	3/19	\$ 0
Right-of-way complete (certification)	N/A – none required	6/19	\$ 0
Geometric/30% design complete	3/2016	Total 17 -19	\$ 1,450,708
Geometric/60% design complete	5/2016	Estimated re-appropriation	\$
End PE	Anticipated in 7/2016	Future biennium	\$
Contract advertised	Anticipated in 12/2017		
Contract awarded	Anticipated in 01/2018	TOTAL	\$ 1,450,708
Open to public (operationally complete)	Anticipated in 06/2018		
Construction complete	Anticipated in 06/2018		
Local transportation safety program complete (education/encouragement for SRTS only)	N/A		

Budget (project cost and match amount):

Phase	Total cost	Match (amount funded from other sources)	Amount of federal funds in match	Amount requested	Percent of phase total (Amount requested divided by total cost times 100)
Preliminary engineering	0	0	0	0	0
Right-of-way	0	0	0	0	0
Construction	\$1,450,708	\$100,000	0	\$1,350,708	93.1%
Local transportation safety program (education/encouragement SRTS only)					
Total	\$1,450,708	\$100,000	0	\$1,350,708	93.1%
Comments regarding milestones and budget: Although not officially allowed to count as "match", Millwood has already funded the planning and design phases of the project in the amount of \$92,700 . In addition to the cash match of \$100,000 Millwood is allocating, the \$92,700 demonstrates Millwood's commitment to making this project a reality. Also, Spokane County's offer to allow Millwood use of the county-owned property is a huge benefit to the project. Again, this is not formal match money, but it's another key element to the project's success.					

Existing conditions at target location(s):

Speeds Posted travel speed N/A Operating speed (85 th percentile) N/A	Crossing accommodations (indicate number and type) None: N/A Marked crosswalks: See below.
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<p>Target speed (the desired speed) Trail speed will be limited to 15mph.</p> <p>Vehicle volume (average daily traffic) No vehicles will be allowed onto the trail within the exception of City of Millwood and Spokane County maintenance vehicles. These vehicles will only access the trail on an as-needed basis for maintenance.</p>	<p>Marked crosswalk plus traffic calming: A marked trail crossing is currently being designed at Marguerite. Marguerite is a local street and is appropriate for an unsignalized crossing. The trail at Marguerite has slight changes in the horizontal alignment to slow trail users as they approach the crossing</p> <p>Crossing guard or student safety patrol: N/A</p> <p>Stop sign, traffic signal, flashing beacons: The existing traffic signal at Argonne Road will be modified and enhanced to accommodate the Millwood Trail. Countdown pedestrian timers will also be provided to enhance safety.</p> <p>Comments:</p>
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For Pedestrian and Bicycle Program applications:

Number of people biking is estimated between 250 and 500 per day, depending on the time of year. Number of people walking is estimated between 300 and 600 per day.

Date and method of biking and walking data collection: Since no trail exists today, the number of bicycles and pedestrians is an estimate. However, local interest in this trail is high. Given the proximity to West Valley High School, Millwood City Park, Argonne Road, and Millwood's commercial corridor, heavy use is planned for this trail system. However, the trail's potential does not end in Millwood. Spokane and Spokane Valley each have plans to develop phases of the trail in this corridor. Once complete, the Spokane – Spokane Valley – Millwood Trail will be 6.5 miles long. As each phase of the multijurisdictional trail is realized in Spokane and Spokane Valley, use on the portion through Millwood is increase dramatically and be similar in use to the Centennial Trail.

If the existing Centennial Trail, which carries between 500 and 2000 users per day, is any measure of trail popularity, the Millwood Trail will be hugely successful.

What percent of the population in the project location census tract is living below the poverty line? 10.42%

[WSDOT Data Portal](#)

For Safe Routes to School applications:

Number of children that live with-in one mile of the target school(s) N/A

Number of children that get to the target school(s) by: Walking ____ Biking ____ School Bus ____ Family Vehicle ____ Other ____

Date and method of data collection:

What is the percent of children eligible to receive free and reduced-price meals for the target school (this information is available for each school in the [OSPI State Report Card](#) searchable website)? N/A

Other considerations:

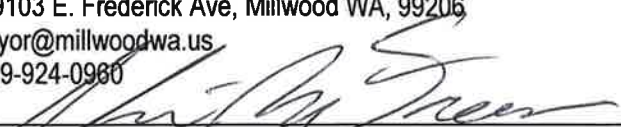
Is the project listed in an adopted plan: Yes X No ____

Plan name Millwood Comp Plan, Spokane Regional Bike Plan (adopted 2008), Spokane Regional Pedestrian Plan (adopted 2009), Spokane Valley Bide and Pedestrian Master Plan (adopted 2011).

Describe the lead agencies progress towards completing an American's with Disabilities Act (ADA) transition plan or ADA compliance planning for the public right-of-way, (see [Local Agency Guidelines Chapter 29](#) for details): On all projects, the City of Millwood requires new facilities to be upgraded to be in accordance with the American with Disabilities Act.

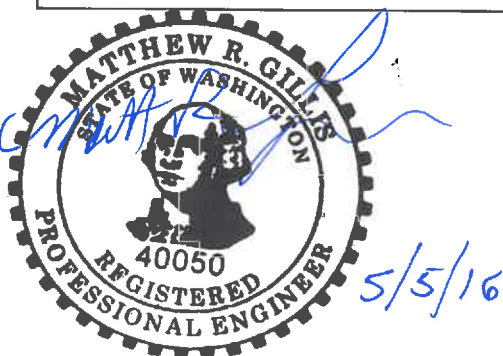
Does the local jurisdiction have an adopted greenhouse gas emissions policy (see [RCW 70.235.070](#) for details about this consideration)? Yes ____ No X

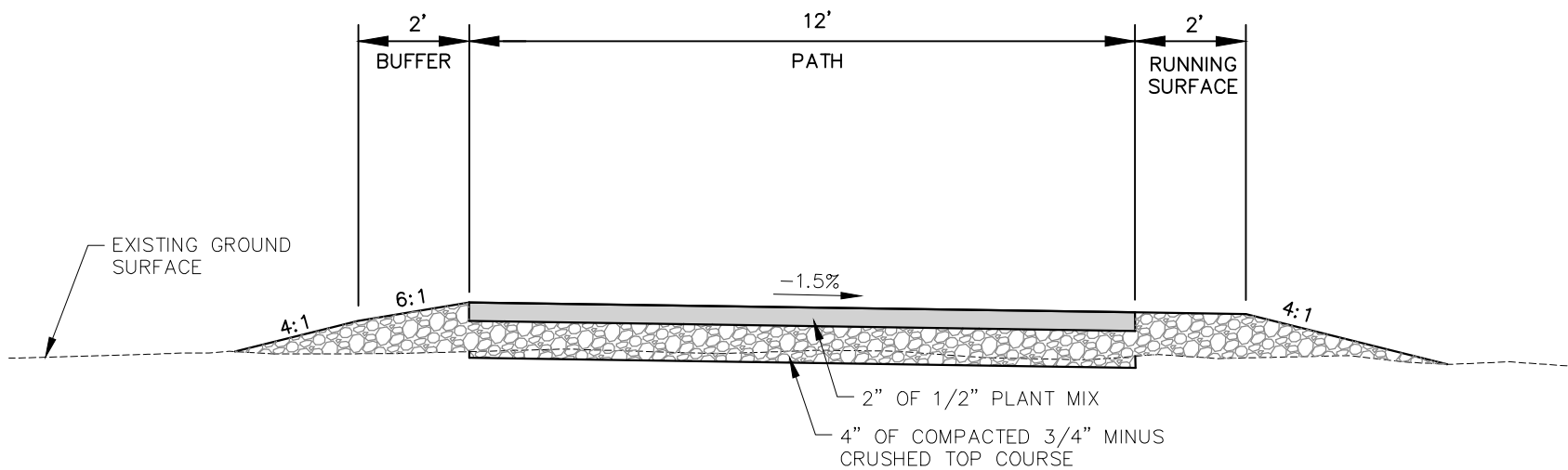
Describe the community engagement used during the planning and/or project development of this proposal: As part of the planning and design process Millwood residents have been a key part of the project. To date, two public meetings have generated great questions, input, and conversations regarding the trail. The design team has been provided with very valuable public input, which is driving some elements of the project such as furniture & lighting style, and the overall "theme" of the trail. As the project moves into the Final Design phase, more input will be requested of the public.

Agency approving authority name: Kevin Freeman Title: Mayor Address: 9103 E. Frederick Ave, Millwood WA, 99206 Email: mayor@millwoodwa.us Phone: 509-924-0980 Signature: 	Date 5/5/16
Other name (If the project is on a state route include the WSDOT Region Administrator): Title: Address: Email: Phone: Signature:	Date
Other name (If this is a SRTS application include signature from School or School District): Title: Address: Email: Phone: Signature: (Repeat as needed)	Date

Welch Comer Engineers
Opinion of Probable Project Cost
May 5, 2016

MILLWOOD TRAIL OPINION OF PROBABLE PROJECT COST				
ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
MOBILIZATION (6%)	LS	1.00	\$ 63,000.00	\$ 63,000.00
CLEARING AND GRUBBING	LS	1.00	\$ 5,000.00	\$ 5,000.00
SEDIMENT AND EROSION CONTROL	LS	1.00	\$ 5,000.00	\$ 5,000.00
REMOVAL OF OBSTRUCTIONS	LS	1.00	\$ 5,000.00	\$ 5,000.00
REMOVAL OF ASPHALT	SY	1,580.00	\$ 13.00	\$ 20,540.00
REMOVAL OF CONCRETE	SY	10.00	\$ 20.00	\$ 200.00
REMOVAL OF CURB	LF	520.00	\$ 4.00	\$ 2,080.00
REMOVAL OF FENCE	LF	97.00	\$ 10.00	\$ 970.00
EXCAVATION	CY	990.00	\$ 15.00	\$ 14,850.00
ASPHALT	TON	950.00	\$ 80.00	\$ 76,000.00
AGGREGATE BASE	TON	3,410.00	\$ 23.00	\$ 78,430.00
VERTICAL CURB	LF	732.00	\$ 33.00	\$ 24,156.00
CONCRETE SIDEWALK	SF	579.00	\$ 40.00	\$ 23,160.00
PEDESTRIAN RAMP	EA	1,500.00	\$ 1.00	\$ 1,500.00
DETECTABLE WARNING PANELS	SF	128.00	\$ 50.00	\$ 6,400.00
STORMWATER MODIFICATIONS (SCHOOL)	LS	1.00	\$ 15,000.00	\$ 15,000.00
ILLUMINATION	LS	1.00	\$ 210,000.00	\$ 210,000.00
LANDSCAPING AND AMENITIES	LS	1.00	\$ 352,000.00	\$ 352,000.00
FENCE	LF	4,385.00	\$ 20.00	\$ 87,700.00
BOLLARD	EA	8.00	\$ 1,000.00	\$ 8,000.00
SIGNING AND STRIPING	LS	1.00	\$ 12,000.00	\$ 12,000.00
TRAFFIC CONTROL	LS	1.00	\$ 10,000.00	\$ 10,000.00
SIGNAL MODIFICATIONS	LS	1.00	\$ 60,000.00	\$ 60,000.00
ADJUST UTILITY TO GRADE	EA	11.00	\$ 500.00	\$ 5,500.00
UTILITY RELOCATIONS	LS	1.00	\$ 10,000.00	\$ 10,000.00
CONTINGENCY AMOUNT (15%)	CA	1.00	\$ 165,000.00	\$ 165,000.00
CONSTRUCTION TOTAL				1,261,486.00
CONSTRUCTION ENGINEERING (15%)				189,222.90
PROJECT TOTAL				1,450,708.90





MILLWOOD TRAIL - PROPOSED

LOOKING EAST

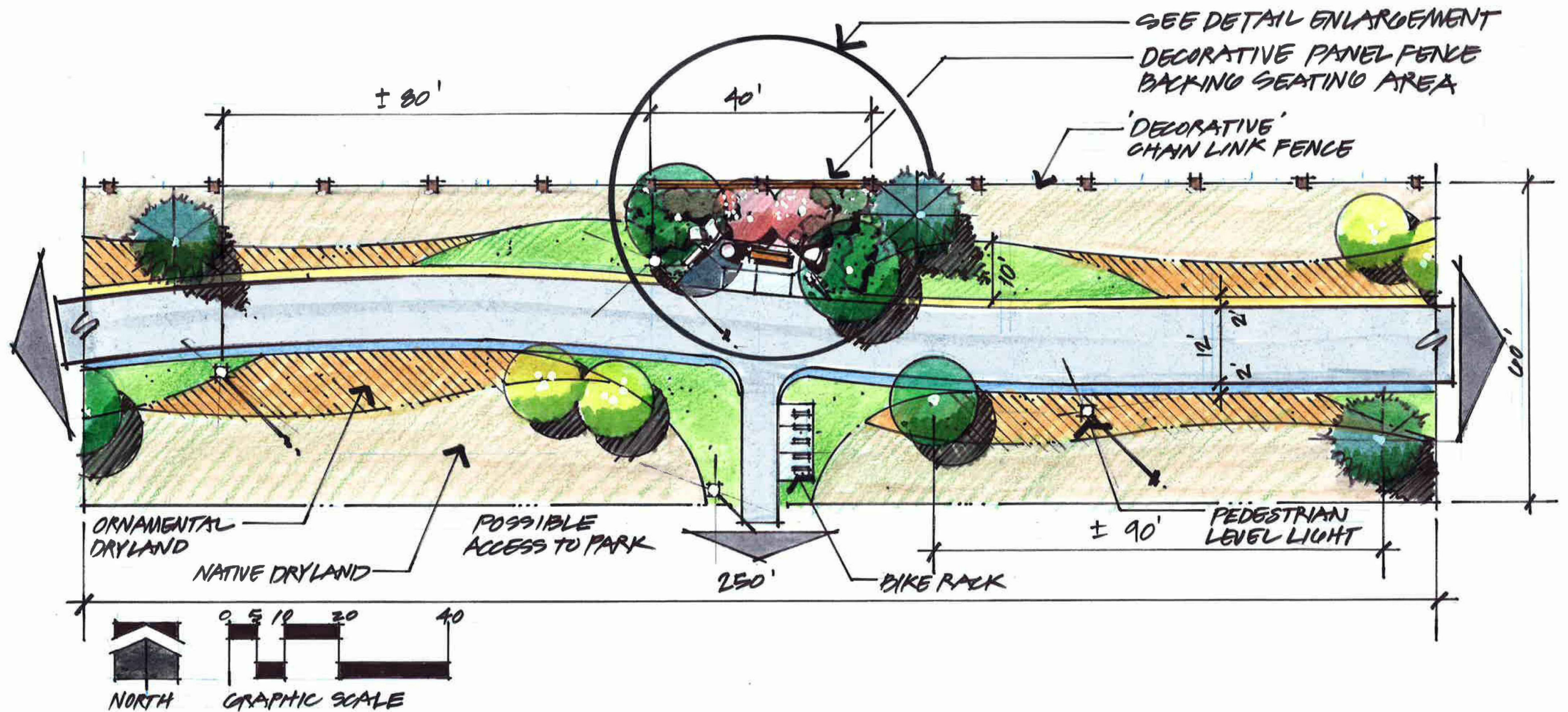
NOT TO SCALE

NOTE: MAXIMUM ANTICIPATED CUT DEPTH IS LESS THAN 6" TO LIMIT DISTURBANCE AND MAINTAIN POSITIVE DRAINAGE THROUGHOUT THE TRAIL CORRIDOR.

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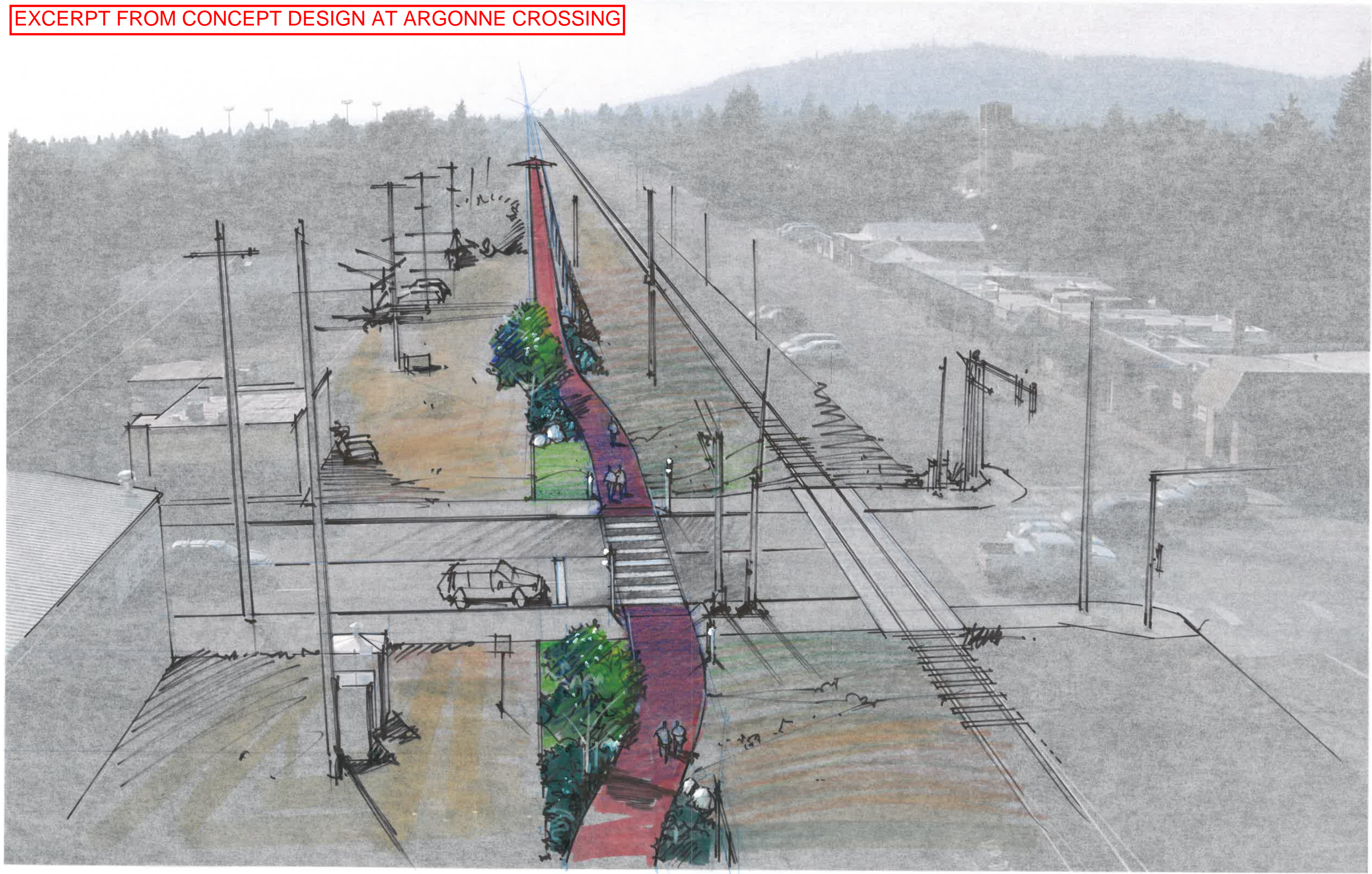
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877-815-5672 (toll free)
208-664-5946 (fax)
350 E. Kathleen Ave.
Coeur d'Alene, ID 83815

51032 CONCEPT TYPICAL SECTION.DWG 2/22/2016



Millwood Trail - Prototypical Trail Amenities

EXCERPT FROM CONCEPT DESIGN AT ARGONNE CROSSING



Memorandum

TO: TOM RICHARDSON
FROM: MATT GILLIS, P.E.
PRJ. #: 51032.00.0
SUBJECT: MILLWOOD TRAIL OPEN HOUSE
DATE: FEBRUARY 4, 2016
CC:

The purpose of this memo is to you provide you and your City Council with a summary regarding the City of Millwood Trail project open house.

Meeting Summary

The first open house for the proposed Millwood Trail was held on January 27th from 4pm to 6pm at the Millwood City Hall. Approximately 40 members of the community attended, with 26 individuals signing in. The purpose of the meeting was to provide the community with information regarding the scope of the project, level of funding, and opportunities. But more importantly, the purpose was to gather feedback from the community regarding what is important in the trail design and what issues they may have.

Several project exhibits were on display to provide an overview of the project and gather information. Each exhibit is briefly described below with a summary of the information gathered during the open house. Three members of the consultant team and two City staff members were present to describe the project and answer questions. Results of the public input are attached.

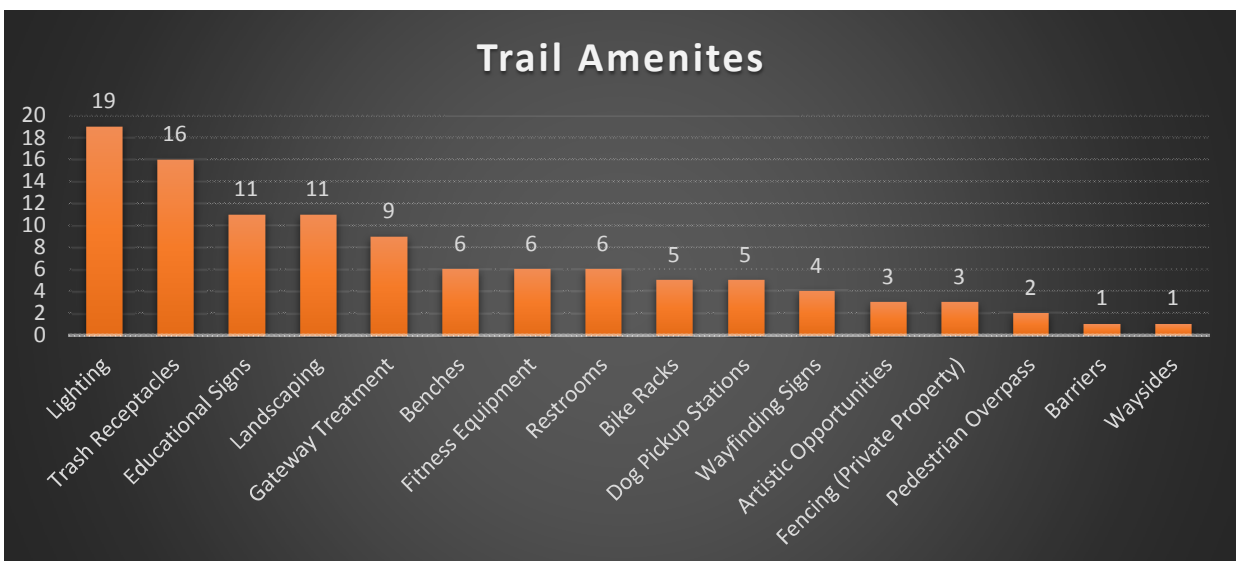
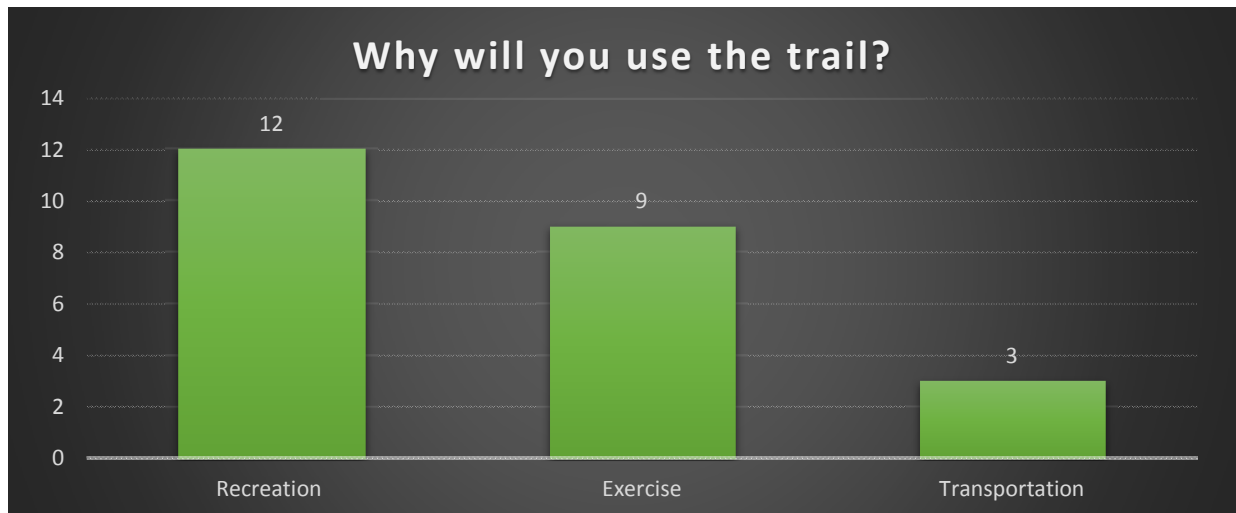
The first exhibit was presented to provide a general overview of the trail including the limits of the project. Community members were informed of the trail history, funding, neighboring agency's trail status, and the intent of the meeting. A second exhibit was presented at this location to gather information from the community regarding how and why they will use the trail. Exercise and recreation earned the most votes for the intended purpose of using the trail, while bicycling, walking, and dog walking earned the most votes for how the community intends to use the trail.

Two exhibits were presented that showed various examples of trail amenities. Attendees were given five adhesive dots to place on the exhibits, voting for the five amenities that were most important to each of them. In total, 108 votes were received with lighting, trash receptacles, educational signs, landscaping, and gateway treatments earning the most votes.

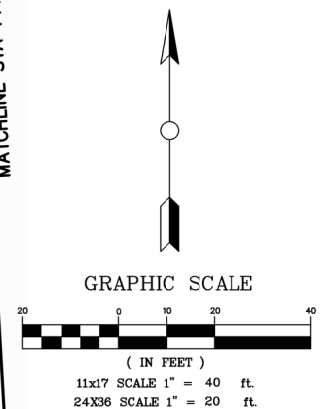
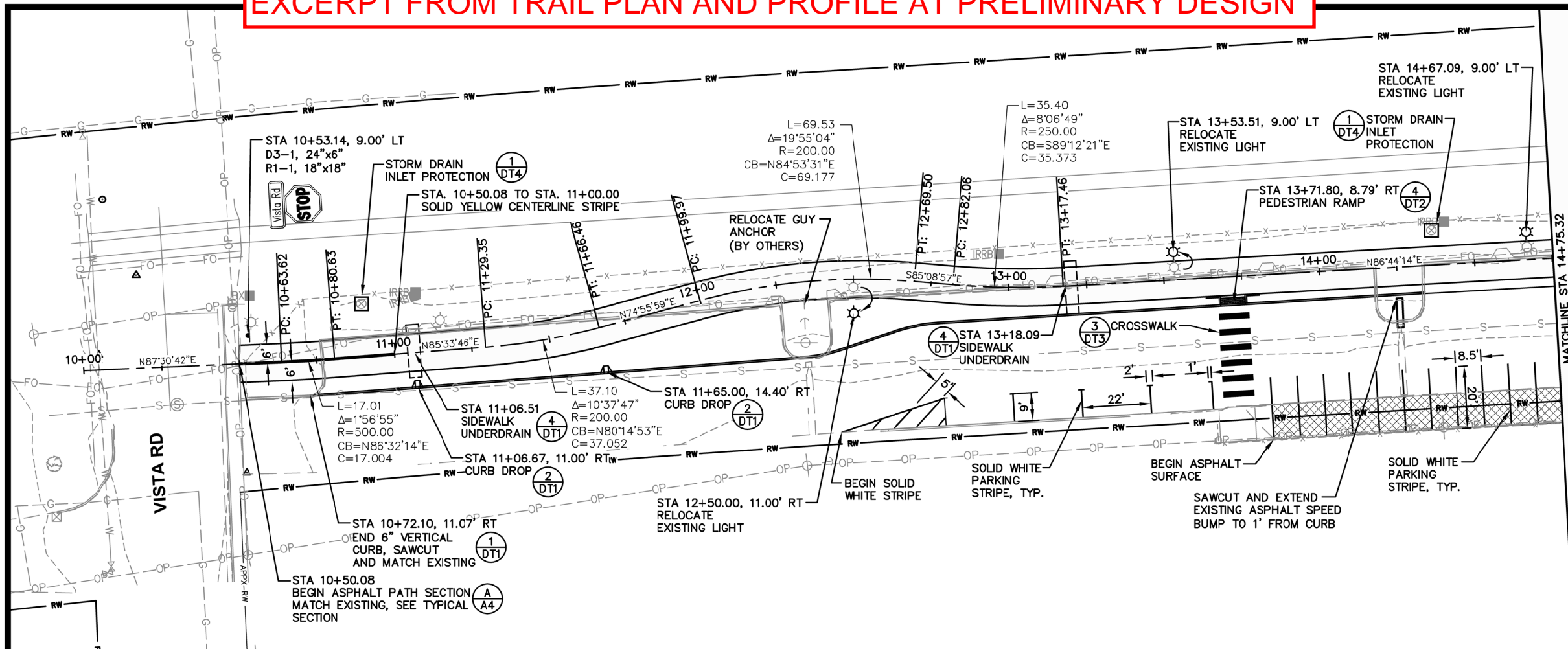
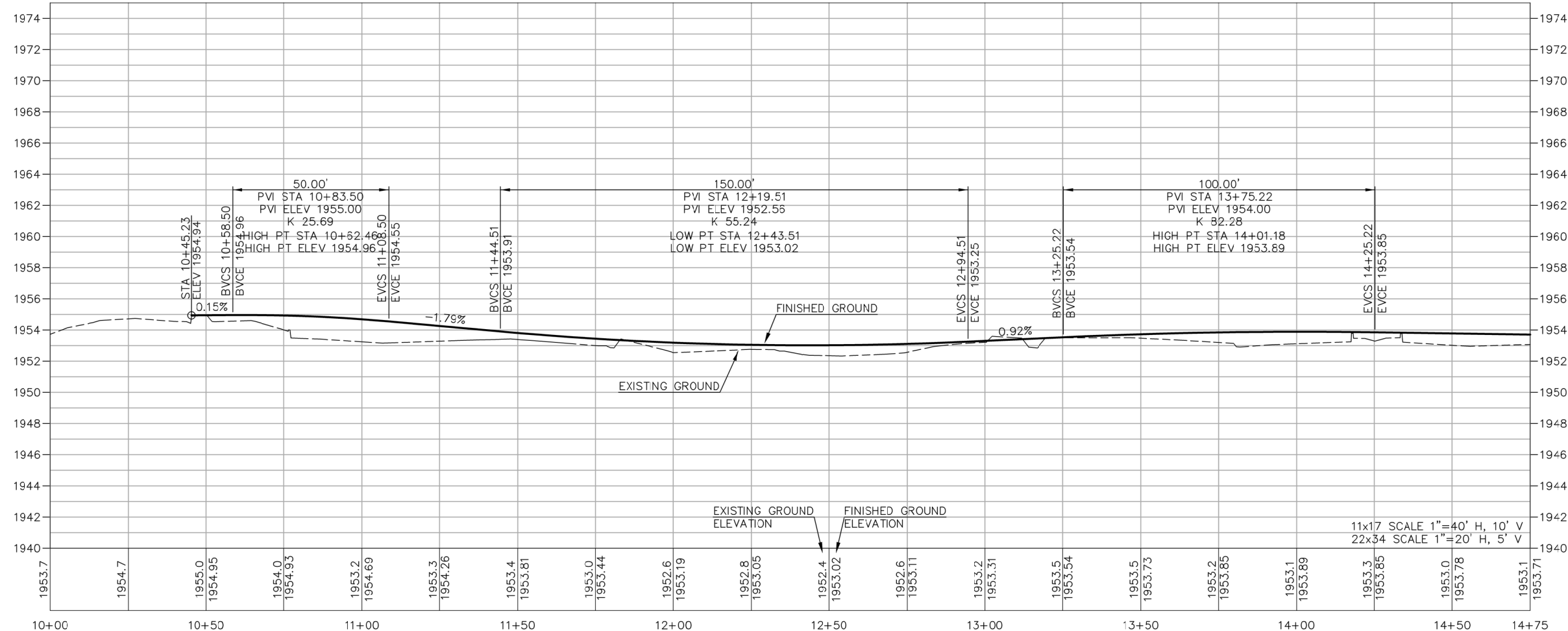
The final exhibit was presented to gather information on potential connections to the trail and individual access issues. Regarding potential connections, attendees inquired about connections to: Trent Ave, Sargent St, and the Centennial Trail. Regarding individual access, two individuals commented on the need for access to the north side of properties along the corridor, potential trespassing issues, and safety concerns.

Written comment forms were provided, but were only completed by one couple and one individual. A website address was also provided on take-home flyers for electronic comment submission. All received comments are attached for review.

Public Meeting Community Input

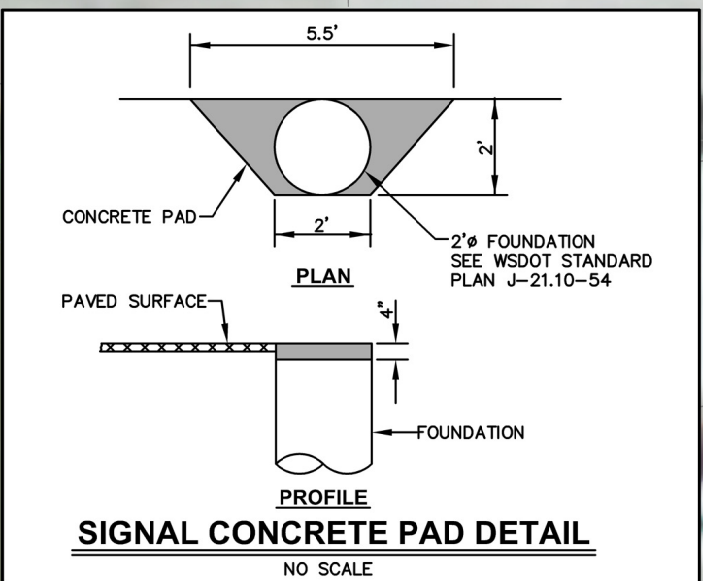
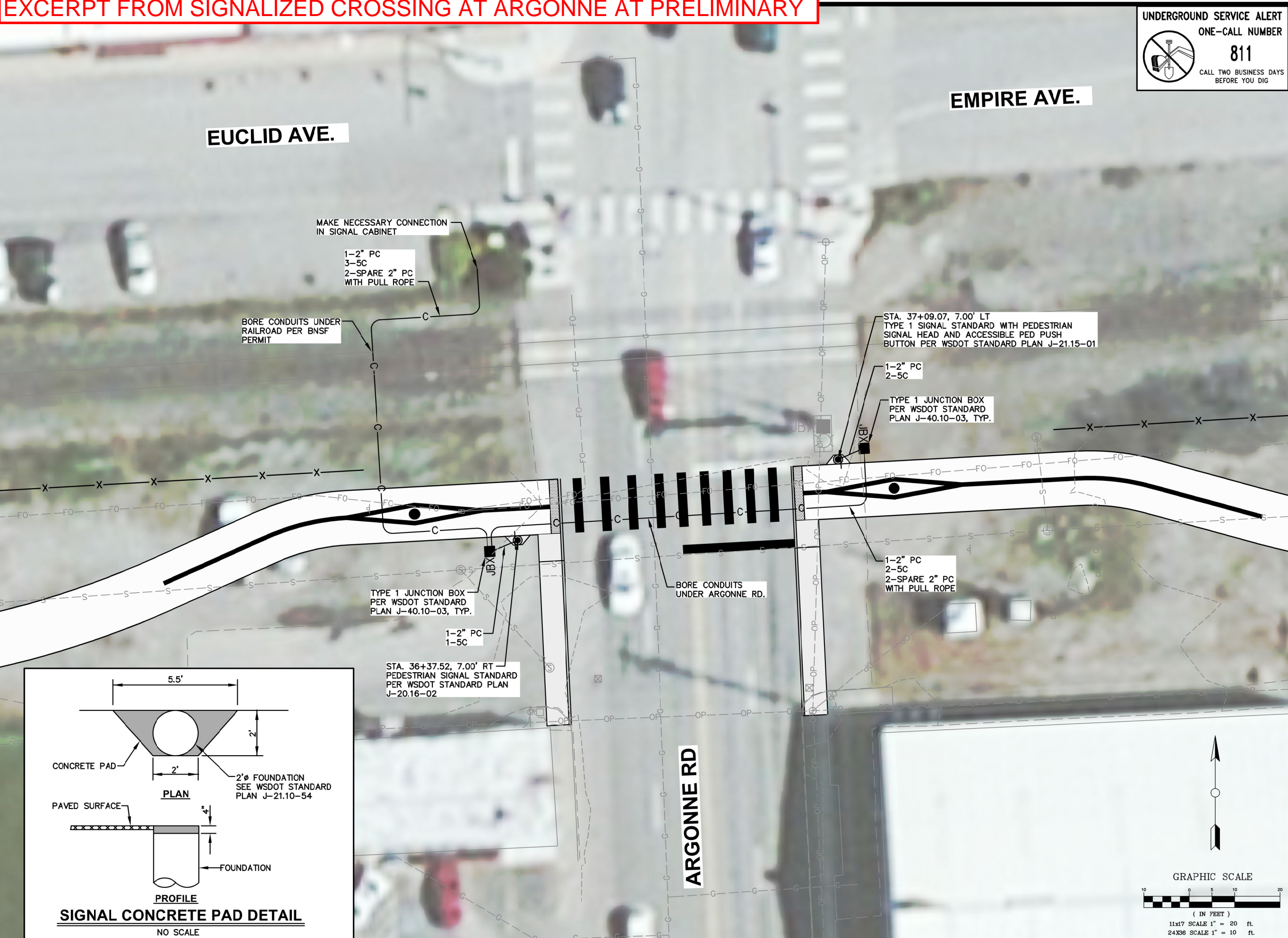


EXCERPT FROM TRAIL PLAN AND PROFILE AT PRELIMINARY DESIGN

[illegible]

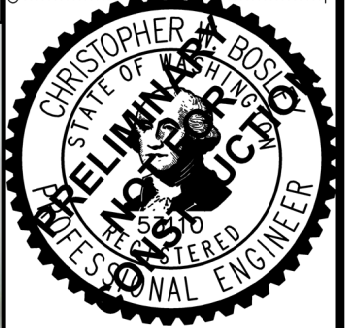
CITY OF MILLWOOD	MILLWOOD INTERURBAN TRAIL	PLAN / PROFILE
PROJECT NO.: 51032		
DESIGNED BY: C.W.B.		
DRAWN BY: J.A.L.		
CHECKED BY:		
DWG NAME: 51032PL01.DWG		
DATE: 05-04-16		
SHEET NO:		

EXCERPT FROM SIGNALIZED CROSSING AT ARGONNE AT PRELIMINARY



UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG

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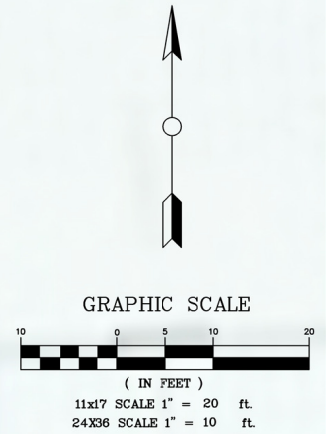
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NO.	DATE	REVISION DESCRIPTION	BY

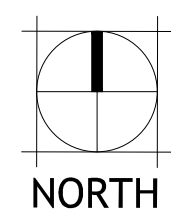
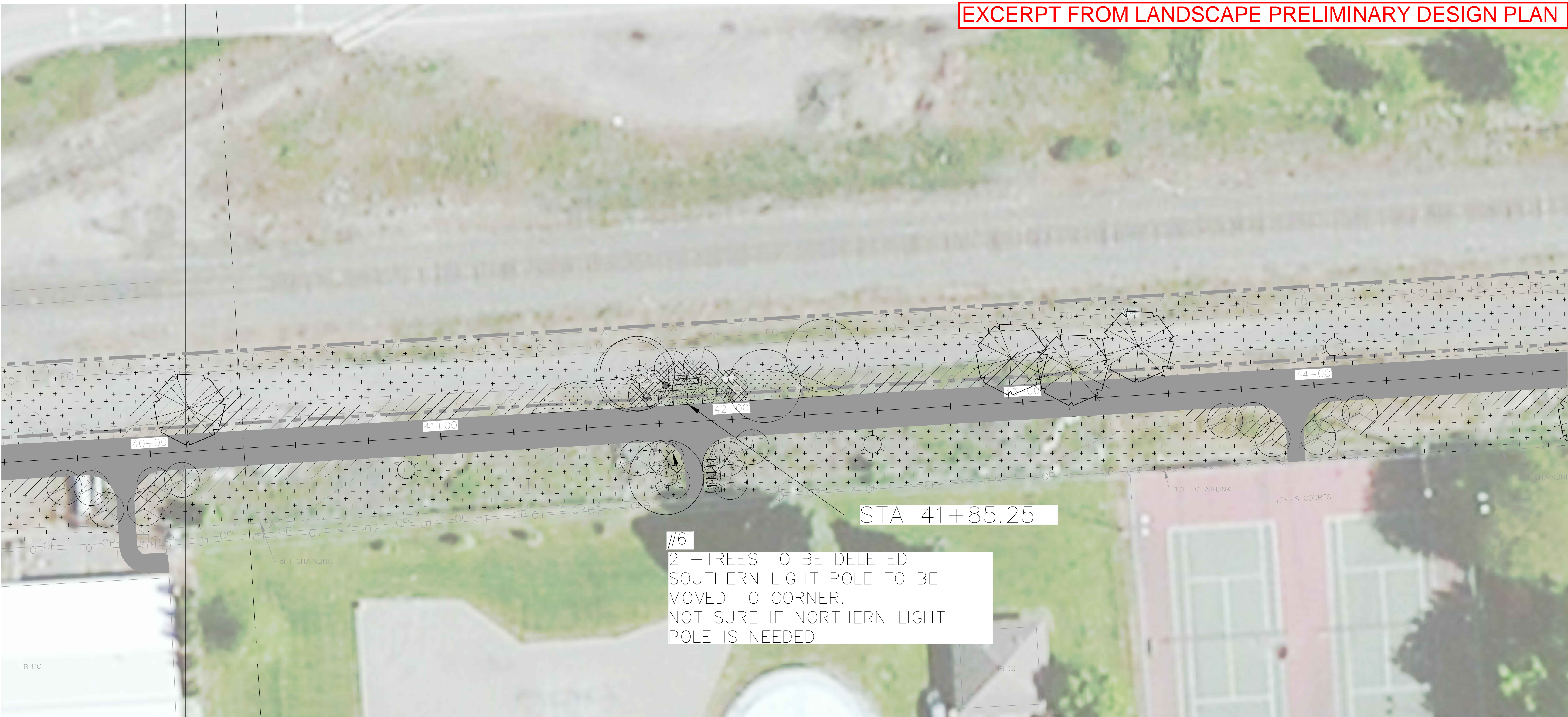
CITY OF MILLWOOD
MILLWOOD INTERURBAN TRAIL
SIGNAL MODIFICATION PLAN

PROJECT NO.: 51032
DESIGNED BY: C.W.B.
DRAWN BY: J.A.L.
CHECKED BY:
DWG NAME: 51032PL01.DWG
DATE: 04-28-16
SHEET NO:

SG1



EXCERPT FROM LANDSCAPE PRELIMINARY DESIGN PLAN



Landscape Plan

SCALE: 22" X 34": 1" = 20'-0"
11" X 17": 1" = 40'-0"



Legend

- EXISTING TO TO BE PRESERVED. PROTECT AND MAINTAIN THROUGHOUT CONSTRUCTION
- PROPOSED DECIDUOUS TREES
- PROPOSED EVERGREEN TREES
- PROPOSED TRAIL GATEWAY FEATURE
- 8' BENCH - VICTOR STANLEY NRB-6 - COLOR: BLACK
- LITTER RECEPTACLE - VICTOR STANLEY SD-42 - COLOR: BLACK
- TRAIL INFORMATION SIGNS
- DOG WASTE STATION - VICTOR STANLEY SD-42 - COLOR: BLACK
- ON SITE BOULDER - GRANITE -4', 3', AND 2' SIZES. BOULDER SELECTION TO BE APPROVED BY LANDSCAPE ARCHITECT. CONTRACTOR TO RELOCATE THEM AND POSITION THEM PER DRAWINGS AND LANDSCAPE ARCHITECTS DIRECTION.
- BIKE RACKS - DERO ARC RACK - POWDER COAT STEEL COLOR: GLOSSY BLACK - SUBMIT SAMPLE FOR APPROVAL. IN GROUND INSTALLATION
- CONCRETE WALK - MEDIUM BROOM FINISH
- HYDROSEED - TURF GRASS - RAINIER SEED LOWGROW ORCHARD SEEDING RATE 25 LBS/ACRE
40% PERENNIAL RYEGRASS
40% CREEPING RED FESCUE
20% HARD FESCUE
- HYDROSEED - NATIVE DRYLAND GRASS, RAINIER SEED NORTHWEST COUNTRYSCAPE
• SEEDING RATE 20 LBS/ACRE
• 40% SNAKE RIVER WHEATGRASS
• 20% THICKSPIKE WHEATGRASS
• 20% SANDBERG BLUEGRASS
• 10% IDAHO FESCUE
• 10% BLUE FLAX
• 4% PRAIRIE JUNEGRASS
• 1% WHITE YARROW
- HYDROSEED - ORNAMENTAL DRYLAND GRASS, JACKLIN SEED IRISH LINKS
• SEEDING RATE 75 LBS/ACRE
• 25% SHEEP FESCUE
• 25% HARD FESCUE
• 25% CREEPING FESCUE
• 15% CHEWINGS FESCUE
- LANDSCAPE PLANTING BED - TOPDRESSING - 3" DEPTH OF RED FIR DARK BARK MEDIUM FINES

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B W A BERNARDO WILLS
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208-664-5946
No. DATE REVISION DESCRIPTION

CITY OF MILLWOOD
MILLWOOD INTERURBAN TRAIL
DESIGN DEVELOPMENT
SITE LANDSCAPE PLAN


PROJECT NO.: 51032
DESIGNED BY: DH
DRAWN BY: BL
CHECKED BY:
DWG NAME: L1.4
DATE: 05-03-2016
SHEET NO:

L1.4

Bike Plan identified key bicycle corridors in the Spokane Metropolitan Area (SRTC, 2008). The City of Spokane Valley and the City of Spokane both recently adopted plans which show key corridors connecting to Millwood in their respective bicycle and pedestrian plans.

The most important bicycle corridor for the region is the Centennial Trail located one half mile north of Millwood and the Spokane River. The twenty mile long Centennial Trail, running east-west through the entire urbanized region, provides an alternative transportation route by which bicyclists can avoid high volume arterials and dangerous intersections, and on which bicyclists can ride from the Idaho border to downtown Spokane.

Millwood's bicycle plan provides connectivity to these regional routes as shown in Figure 8.4. The City has designated a bike lane, running generally along the north side of Empire Way from Argonne Road to Butler Avenue. Spokane Valley's plan shows this lane to be connected to the south end of the Centennial Trail Bridge approximately one half mile to the east.



Millwood's plan shows a proposed shared pedestrian/bicycle path on the abandoned Spokane International Railway line (now owned by Spokane County) which runs east-west across Millwood along the south side of Euclid and Empire, then crossing under Trent Ave and connecting to other trails in the City of Spokane Valley. Going west, this path would extend into the City of Spokane which also shows this abandoned railroad right of way in its bike plan.

Millwood needs and desires safer and more convenient access to the Centennial Trail. This is provided in the plan by a proposed shared pedestrian/bicycle path on the east side of Argonne from Empire to the river. . This would not only provide Millwood's residents better access to the Centennial Trail, it would also provide the growing number of Trail users relatively convenient access to the respite and services of Millwood's downtown area.

Millwood's plan also includes two shared roadway sections, on Argonne Road between Trent and Liberty, and on Liberty from Argonne to Vista Road.

8.4.5 Pedestrian Travel

The urban pattern of Millwood provides a walk able scale. Ninety percent of the community is within a half mile and fifty percent is within a quarter mile or less of the commercial center axis along Argonne. Schools, shopping, transit routes, city services and parks are within that walking distance. Millwood desires to build on that foundation and enhance walk ability with improvements in safety, comfort and attractiveness of the streetscape.

There are 2.8 miles of existing sidewalk ranging in width from four to six feet along neighborhood streets and eight to ten feet in the downtown area. Major pedestrian traffic generators include the schools at Grace and Vista, the Park and City Hall on Frederick, STA transit stops, and the commercial businesses along Argonne.

The principal north/south pedestrian travel axis is along Argonne. Pedestrian crossings on and along Argonne during the PM peak hour ranged from eight to twenty-five crossings per hour (EWU survey 10/2000) at the three signal intersections. On the east side of the street, a five foot sidewalk extends from Trent to the Argonne Bridge. Among the noted deficiencies are: portions of the sidewalk are in need of repair; utility poles, railroad fixtures, and signage protrude into the sidewalk space; and the sidewalk edge is at the curb line without sufficient buffer space between moving vehicles and pedestrians. On the west side of Argonne, the sidewalk is largely confined to the downtown area between Euclid and the bridge. While in need of repair, the sidewalk space is eight to ten feet and is also buffered from moving vehicles by a seven foot parking lane. During a survey, more pedestrians were observed walking on this buffered west side path than on the east side sidewalk. Pedestrian crossing signals on Argonne are located at the three collector intersections of Liberty, Euclid, and Grace.

Projects	Description	Support	Other Support	Secured Funding
Park Rd Project 2 - Broadway Ave to Indiana Ave	Reconstruct Park Road to a five-lane arterial with sidewalks and bike lanes linking Broadway Avenue to the new overpass at the BNSF tracks and Trent Avenue.	City of Spokane Valley - Six Year Transportation Improvement Program		PE Phase funded
32nd Ave Reconstruction - Evergreen Rd to Best Rd	Reconstruct 32nd Avenue from Evergreen Rd to Best Road (City limits) with a three-lane arterial with sidewalks and bike lanes. This project would connect with a County project from Best Road that will continue the improvement to Sullivan Rd	City of Spokane Valley - Six Year Transportation Improvement Program		None
Barker Rd Reconstruction - Appleway Ave to Broadway Ave	Reconstruct Barker Road to a five-lane section with center turn lane from Appleway Avenue to Broadway Avenue.	City of Spokane Valley - Six Year Transportation Improvement Program		None
Evergreen Rd Reconstruction - 16th Ave to 32nd Ave	Reconstruct Evergreen Road from 32 nd Avenue to 16 th Avenue to a three-lane urban section	City of Spokane Valley - Six Year Transportation Improvement Program		None
Broadway Ave - Flora Rd to Barker Rd	Construct a 3-lane urban arterial from Flora Road to Barker Road with curbs, gutters, and sidewalks	City of Spokane Valley - Six Year Transportation Improvement Program		None
→ Millwood-Spokane Valley Trail	10' wide Multi-use trail over old BNSF RR RW and Spokane County sewer between Fancher Road to Evergreen Road			None

Recommendations:

Regionally Significant Pedestrian Projects

In order for a region to have a healthy walking environment, connectivity within the region is paramount. Also, walking infrastructure must be convenient, continuous, and safe in order to maximize the potential of walking for transportation. The following table identifies regionally significant pedestrian projects at various levels of planning and funding that, when constructed, would make significant progress in improving the walkability of the Spokane Region.

Project Name	Description
Downtown Spokane Pedestrian Improvements	Develop a connection to the University District via a new pedestrian bridge. Also creates a connection across Hamilton Street from the Gonzaga Campus to student housing. Network also provides many opportunities to access transit.
Ben Burr Trail Connection to the Centennial Trail	Dedicated pedestrian facilities (class 1 separated path) connecting the Centennial Trail east of Spokane Central Business core with lower south hill homes, Liberty and Underhill Parks. These facilities provide the only means of connection under the interstate, railroad line, and major arterials. All bridges currently in existence. Route follows abandoned rail line. Connects to the Iron Bridge near Gonzaga University.
Centennial Trail: Mission Street Underpass	Constructs an underpass to connect the Centennial Trail through Mission Park to Upriver Drive avoiding a dangerous intersection at Mission Avenue and Upriver Drive and avoiding a railroad crossing.
Kendall Yards to Boone & Summit	A variety of treatments to achieve a clear and simple alignment of the Centennial Trail between the intersection of Boone and Summit and the proposed Kendall Yards development.

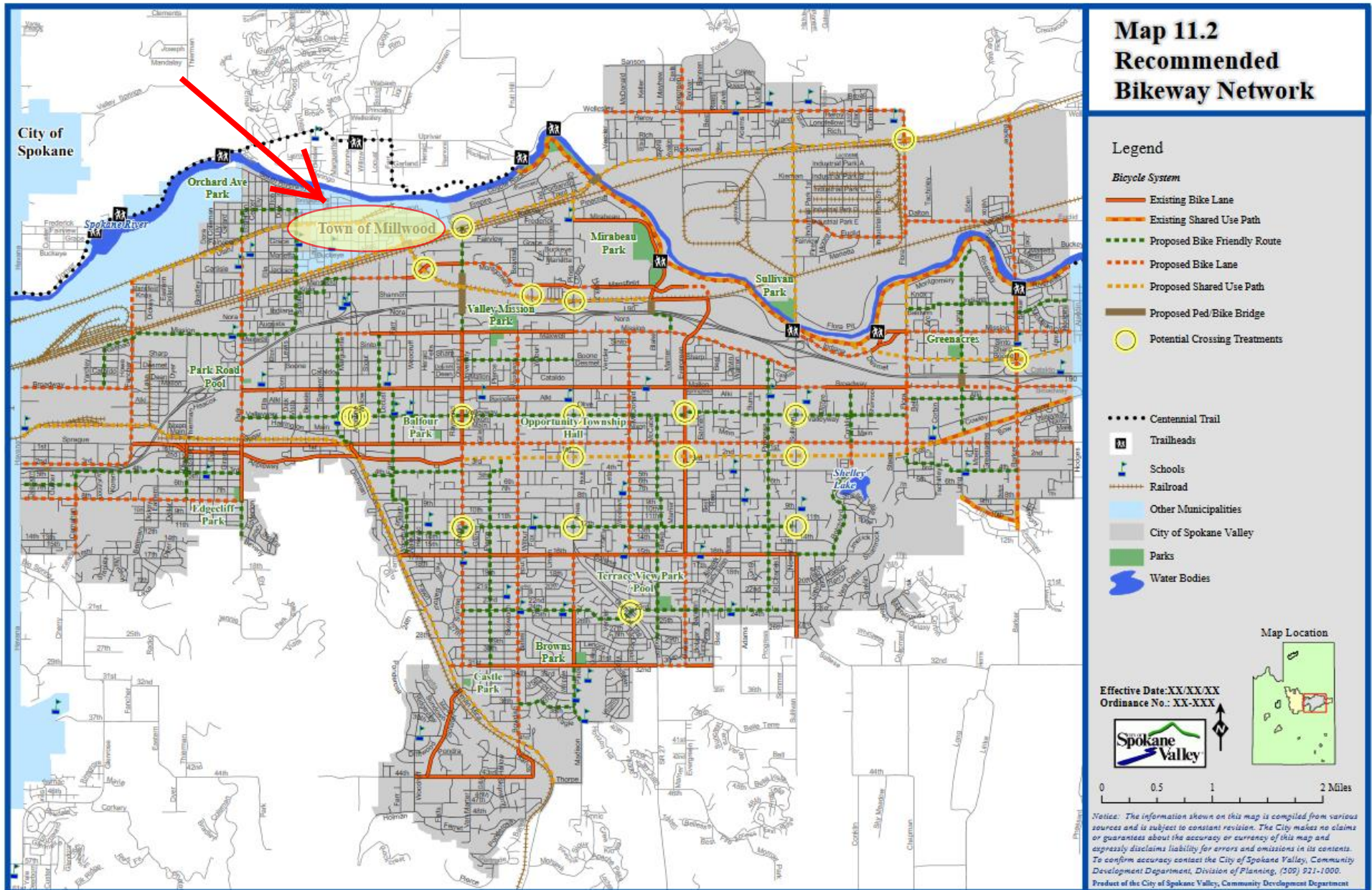


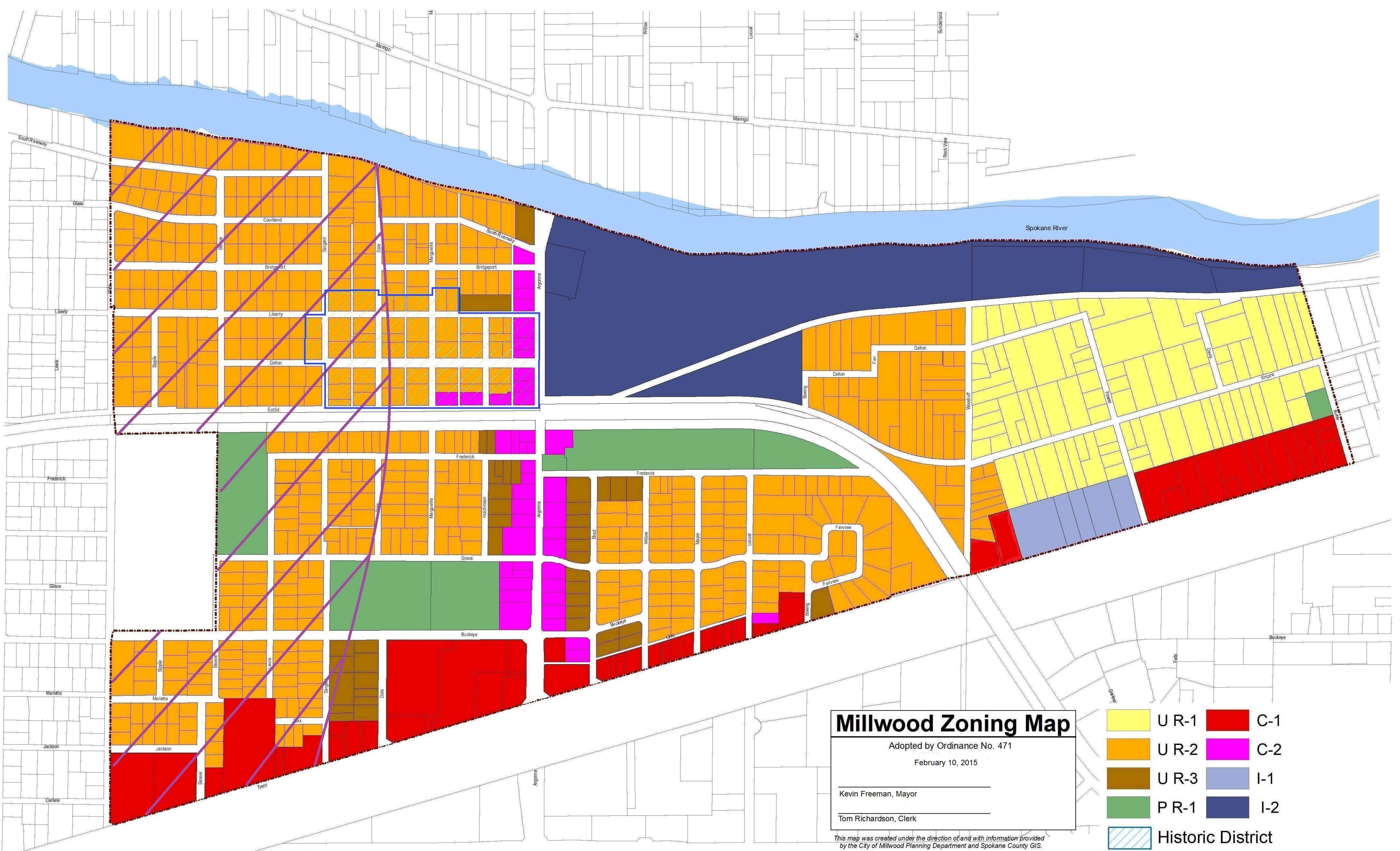
Project Name	Description
Fish Lake Trail	Class I separated path, to connect existing Fish Lake Trail segments.
City of Spokane Sidewalk Infill Program	Inventory and replace missing sidewalk segments in the City of Spokane. Connects neighborhoods with services. Completes incremental progress over the past decade toward this goal.
Urban Trail: Millwood to Spokane Valley	Five miles of separated path over old BNSF railroad right-of-way and Spokane County sewer between Fancher Road to Evergreen Road. Provides route through much of the City of Spokane Valley connecting 2 elementary schools, middle schools and a high school.
Post Street Bridge	Pedestrian and bike improvements to refurbish existing vehicular bridge slated to become a non-motorized bridge.
Gleneden Trail Paving Project	Class I separated path in the Gleneden area in North Spokane. Path connects critical links to North Spokane Aquatic Park, Midway Elementary and Pine River Park. Puts final links in a complex project to connect fast growing neighborhood with services.
City of Airway Heights Sidewalk Infill Program	Infill existing sidewalk vacancies in the most urban parts of Airway Heights to provide safe mobility to services.
Little Spokane Trail Completion	Completion of 5 mile loop, soft trail project in the Little Spokane Area.

Network Improvements – Bicycle

City of Spokane Valley Bicycle Network Projects					
#	Street	From	To	Proposed	Comments and Potential Improvements
Short Term Projects					
East – West Routes					
1	Valleyway Avenue	Flora Road	Park Road	Bicycle Friendly Route	Enhanced crossing treatments at 6 locations.
2	Alki Avenue	Barker Road	Flora Road	Bicycle Friendly Route	
3	12 th Avenue	Sullivan Road	University Road	Bicycle Friendly Route	Enhanced crossing treatments at 3 locations.
4	13 th Avenue	University Road	Woodruff Road	Bicycle Friendly Route	
5	24 th /25 th Avenue	Sullivan Road	University Road	Bicycle Friendly Route	Enhanced crossing treatment at 1 location
6a	Sprague Avenue	University Road	Pines Rd-	Bicycle lanes	"a, b, c" indicates portions of connected route.
6b	Sprague Avenue	Pines Rd	Evergreen Rd		
6c	Sprague Avenue	Evergreen Rd	Sullivan Rd		
7	Mission Avenue	Pines Road	Sullivan Road	Bicycle lanes	
8	Mission Avenue	Flora Road	East City Limits	Bicycle lanes	Design funded
9	North Greenacres Path	Centennial Trail	East City Limits	Shared Use Path	Design partially funded Enhanced crossing treatments at 1 location.
10	Millwood Path	Fancher Road	Mirabeau Parkway	Shared Use Path	Adjacent to railroad line Enhanced crossing treatments at 3 locations Design funded
11	Appleway Path	University Road	Sprague Avenue/ Tschirley Road	Shared Use Path	Enhanced crossing treatment at 3 locations
12	Sprague Ave	Sullivan Rd	Sprague/Corbin	Bicycle lanes	Already designed
North – South Routes					
13	Progress Road	24 th Avenue	Mission Avenue	Bicycle Friendly Route	
14	Blake Road	Highway 27	Valleyway Avenue	Bicycle Friendly Route	
15a	Pierce Road	32 nd Avenue	4 th Avenue	Bicycle Friendly Route	"a, b, c" indicates portions of connected route.
15b	4 th Avenue	Pierce Road	Skipworth Road	Bicycle Friendly Route	
15c	Skipworth Road	4 th Avenue	Appleway Path	Bicycle Friendly Route	
16	Long Road	Appleway Avenue	Montgomery Avenue	Bicycle Friendly Route	
17a	Marguerite Road	Mission Avenue	Harrington Avenue	Bicycle Friendly Route	"a, b, c, d" indicates portions of connected route.
17b	Hutchinson Road	Harrington Avenue	Riverside Avenue	Bicycle Friendly Route	
17c	Harrington Avenue	Marguerite Road	Hutchinson Road	Bicycle Friendly Route	
17d	Riverside Avenue	Hutchinson Road	Argonne Road	Bicycle Friendly Route	
18a	University Road	Sprague Ave	Mission Avenue	Bicycle lanes	"a, b, c" indicates portions of connected route.
18b	University Rd	18 th Ave	Sprague Ave	Bicycle lanes	
18c	University Rd	32 nd Ave	16 th Ave	Bicycle lanes	
19a	Park Road	Sprague Avenue	Broadway Ave	Bicycle lanes	"a, b, c" indicates portions of connected route.

Map 11.2 Recommended Bikeway Network





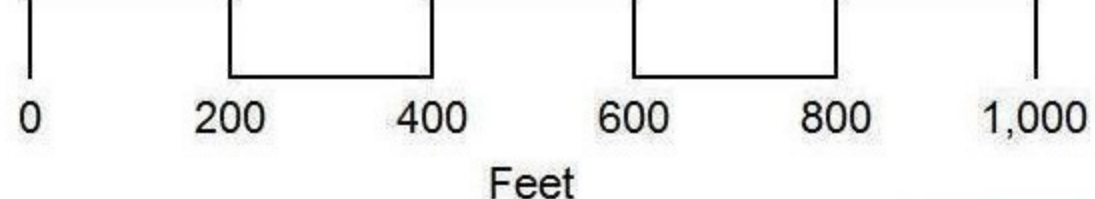
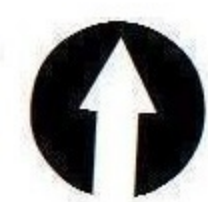
Millwood Zoning Map

Adopted by Ordinance No. 471
February 10, 2015

Kevin Freeman, Mayor

Tom Richardson, Clerk

This map was created under the direction of and with information provided by the City of Millwood Planning Department and Spokane County GIS.



- | | | | |
|--|----------------------------|--|-----|
| | U R-1 | | C-1 |
| | U R-2 | | C-2 |
| | U R-3 | | I-1 |
| | P R-1 | | I-2 |
| | Historic District | | |
| | Airport Compatibility Zone | | |