

Proposal Regarding Photo-Red Funds and the Mission Avenue Centennial Trail Crossing

Description of Bridge Project

A pedestrian and bicycle bridge over Mission Avenue was identified by a stakeholder group and the public as a long term solution for closing the current basically unimproved "gap" that exists on the Centennial trail between the Mission Park parking lot at Perry Street and Upriver Drive. Based on the recommendation of a recently completed study, the south end of a bridge would land at the northwest corner of the Witter Pool parking lot, and the north end would land on vacant property owned by Avista east of Upriver Drive. The bridge design would meet ADA requirements for slope, and extend 125 feet across the Upriver Drive intersection with a sixteen-foot minimum vertical clearance (diagram below).

Construction of the bridge is the keystone of the Mission Avenue Centennial Trail Crossing improvement project, but it is presently unfunded. Other portions of the project include new landscaping, separated sidewalks, and trail re-routing. The full Mission Street Centennial Trail Crossing project will create a major upgrade to the Centennial Trail that has been sought for almost two decades, plus include major safety and connectivity improvements for access to Mission Park, Witter Pool and Stevens Elementary.



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Project Funding Mechanism for Discussion by Neighborhood Councils and Community Assembly

\$1 million would provide a more than a one-third local match to use in securing grants on a \$2.65 million total cost for the engineering design and construction of the bridge.

Here's how the city could find that match. The SIP (Spokane Investment Pool) could undertake a 5-year \$1 million loan, per SIP loan policies and approved by the City Council. Debt service for the loan would be paid using photo-red unallocated surplus revenue of \$200,000 per year for the 5-year term of the loan. If approved, in 2015 to December 2016 the City would use the availability of the \$1 million to find matching funding sources to secure the entire amount needed to engineer and construct the bridge.

If matching funds were not identified by December 2016, the City would refund the loan to the SIP net of any principal repaid to the SIP to that point (not including interest). The refunded principal repaid to the SIP would then be returned to the photo-red traffic calming fund for availability for other projects.