

## SECTION 6 – IMPLEMENTATION RECOMMENDATIONS

The Argonne Corridor Study Process has yielded a preferred Option for implementation, as outlined in Section 5. With a conceptual layout and estimated costs in-hand, the Town may begin the implementation process. The first step in implementing the improvements for Argonne Road in Millwood is to determine how to package and obtain funding for the project. The following recommendations have been prepared to assist the Town with this effort.

### STRATEGIES FOR NEAR-TERM IMPLEMENTATION

#### Argonne Road Rebuild/Inlay Project

The Argonne Road Rebuild/Inlay Project is a federally funded improvement project that currently includes the following major improvements:

- Inlay asphalt pavement from Buckeye to Frederick
- Rebuild asphalt pavement section to base from Frederick to S. Riverway
- Provide for concrete intersections at Grace, Euclid/Empire and Liberty
- Provide for curb ramp upgrades to ADA standard from Buckeye to S Riverway

Funding for the project has been obligated and is available for use in 2008. This project represents a significant opportunity to include at least some of the preferred Option 1 base improvements from this Study. The Town should consider including the following in the Rebuild/Inlay project scope:

- Completing sidewalks on Argonne
- Increasing visibility and safety at Argonne Road Crosswalks by utilizing pigmented and/or patterned concrete
- Improving traffic operations by altering pavement markings to include a small left-hand turn pocket on north-bound Argonne Road at Liberty
- Including conduit for future signal interconnect and coordination at concrete intersection locations, and perhaps throughout the length of the corridor
- Including conduit for future street and pedestrian lighting at concrete intersection locations, and perhaps throughout the length of the corridor
- Include conduit/duct bank for future use by utility purveyors
- Constructing curb/sidewalk bulb-outs in the Historic District
- Due to the fact that much of the roadway will be reconstructed as part of this project, it is important for the Town to also consider integrating any underground facilities that may be of interest at this time, such as undergrounding of the power, cable, and communication utilities along the corridor.

It is important to note that the current Argonne Road Rebuild/Inlay project Federal funds do not account for these additional scope elements. When evaluating possible funding sources for these additional items, timing will need to be a consideration such that the window for

expenditure of the Federal funds already obtained are not compromised. Possible sources of funding for these additional scope items may include:

- **Spokane County:** The Town may wish to pursue potential funding with Spokane County (Barry Greene) for the additional work related to County-owned and operated signals. The signal upgrades will benefit the County, especially in light of the additional traffic anticipated to utilize the corridor once the initial phase of the Bigelow Gulch project is complete.
- **Utility Purveyors (Avista, Comcast, Columbia Fiber, Electric Lightwave):** The Town may investigate franchise agreements in place with the utility purveyors to understand potential cost sharing for the utility undergrounding endeavor.
- **SRTC:** The Town may investigate the possibility of obtaining additional Federal funds via SRTC to include high-priority safety and accessibility elements such as completing sidewalks, left-hand turn pocket at Liberty, curb bulb-outs in the Historic District, and visible patterned/pigmented concrete crosswalks.
- **Private Funds:** The Town may consider creating a special Road Improvement District for funding high-priority traffic calming measures such as the curb bulb-outs in the Historic District, active radar speed limit signs, and the patterned/pigmented concrete crosswalks.
- **Town of Millwood General Funds:** The Town may consider utilizing general funds for ensuring implementation of any of these additional items that may not be funded under the aforementioned sources.

### **Safety Enforcement and Education**

Argonne Road through Millwood is a speed restriction zone within the Argonne corridor. The Town should consider an advertising campaign to reinforce the 30 mph speed limit within the Town. Coordination with the County Sheriff's office is recommended to coordinate the best way to advertise, and potentially cost sharing.

Possible advertising methods could include:

- Message on City Hall reader board
- Advertisement on billboards in Town

The Town should also coordinate and regularly step up enforcement of the speed limit within the Town. Regular enforcement is often the most effective traffic calming method.

### **Land Use Planning**

The Town of Millwood should consider conducting a land use planning effort along the Argonne Road Corridor in the near term. Similar to this Corridor Study, the land use planning effort should involve stakeholders in a process to prepare a corridor business development strategy that will:

- Identify individual and collective and use/business redevelopment opportunities and a coordinated "Vision" for the corridor's redevelopment.
- Coordinate improvements within the public ROW with the Vision's objectives and land development potential.
- Illustrate how the desired land uses and development character can evolve over time.

The vision for Argonne Road may evolve as the vision for development along the Road emerges. Should this occur, the Town may also choose to update this Study such that the Argonne Road improvements are coordinated and consistent with the vision as identified from the Land Use Study. The benefits of this land use planning effort will be to:

- Ensure congruence between transportation/circulation objectives and land use redevelopment over time.
- Identify possible land use and design review measures to enhance the performance and visual quality of the corridor.
- Provide useful input into the streetscape and design character aspects of the street design.
- Facilitate access management and turning movement design on Argonne Road.

## **STRATEGIES FOR FUTURE ARGONNE CAPITAL IMPROVEMENTS PROJECTS**

**Figure 4-6** (Section 4) identifies potential funding sources that the Town should endeavor to apply for in order to fund future Argonne Road Capital Improvement Projects. The “thumbs-up” symbols in the column for Option 1 are the key options for the Town to pursue and are listed as follows:

- **Local**
  - Argonne Corridor Roadway Improvement District (RID)
  - Town of Millwood General Funds
  - Town of Millwood Special Taxing District
- **State**
  - Public Works Trust Fund (low interest loan)
  - TIB Funds (UAP, UCP, Sp, SCAP, SC-SP)
- **Federal**
  - Surface Transportation Program (STP)
  - Urban Surface Transportation Program (STU)
  - Federal Transit Administration (5307)

It is recommended that the Town pursue application during the next available funding cycle.

It should be noted that a number of grant-oriented funding sources are highly competitive and require a local match as well as demonstrated local support for the project. One of the most successful ways of demonstrating local support (and obtaining all or a portion of the local match funds) is to engage the local business community and identify funding partners. Regional stakeholders, such as WSDOT, Spokane County, City of Spokane Valley, West Valley School District, and Spokane Valley Fire District should also be included in the process.

## STRATEGIES FOR FUNDING OF OPTIONAL ENHANCEMENTS

The Town of Millwood should also consider developing separate projects to pursue construction of some of the more desirable enhancements as identified with the preferred Option.

### Multi-Use Path and Sidewalk Projects

A couple of projects that could stand alone are the Multi-use path along the Spokane County sewer right of way, and the sidewalk project identified along the north side of Grace. These projects both provide for non-motorized access throughout the Town, and especially to schools and parks within Millwood. As such there are funding options unique to these types of projects. They are identified in Figure 4-1 and are listed as follows:

- **State and Federal**
  - TIB Funds – Sidewalk Program (SP)
  - TIB Funds – Small-City Sidewalk Program (SC-SP)
  - Safe Routes to School (SRS) Program
  - Interagency Committee for Outdoor Recreation (IAC) Programs
  - Surface Transportation Enhancements (STP(E))
  - National Recreational Trails Program (RTP)
- **Private/Non-Profit**
  - Volunteer Programs
  - Path/Trail Conservancy Groups
  - Corporate and Foundation Grants

The Multi-use path along the Spokane County sewer right-of-way would couple nicely with a planned City of Spokane Valley regional trail along the same right-of-way, as identified in the Spokane County “DRAFT Regional Trails Plan”. The Town should consider contacting the County to include the multi-use right-of-way in the Plan which will aid future funding efforts.

### Emergency Signal at Frederick & Argonne

This could easily be part of a CIP project to implement the Preferred Option or it may also be funded and implemented as its own project. The Valley Fire Department should be consulted to ascertain potential funding options.

### Gateway Features

Public/private partnerships may provide the best avenue for funding a gateway feature project. Community enhancement and/or preservation funds may be available, either via loans or grants through the State Department of Community, Trade and Economic Development (CTED).

### Transit Enhancements

The Spokane Transit Authority (STA) has utilized non-FTA funds to design and construct small transit improvement projects locally. STA should be contacted to discuss potential funding for upgraded bus pads, and/or shelters for the bus stops on Argonne Road.