

# SPOKANE CITYWIDE TRAFFIC CALMING MASTER PLAN

Summary Report

Project 2022074

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## EXECUTIVE SUMMARY

This report provides a summary of the 2022-2023 City of Spokane Citywide Traffic Calming process. The Issues Workshops were completed in 2022. The purpose of these workshops was to hear concerns on neighborhood traffic issues directly from neighborhood residents. Residents were asked to identify neighborhood locations of interest, preferred routes through the neighborhood, and issues that are present on these neighborhood routes. Following this, the residents voted on their top five concerns. A Traffic Issues Memorandum was issued for each City of Spokane district and summarized the top concerns for the neighborhood and provided a list identifying the top five concerns for each neighborhood.

Three neighborhoods (Logan, Nevada Heights, and Riverside) did not have neighborhood representation at the 2022 Issues Workshops. City of Spokane staff completed neighborhood outreach efforts to develop a list of each of these neighborhoods' concerns<sup>1</sup>.

DOWL developed concept analyses, cost estimates, and traffic analyses as needed to address the top five concerns for each neighborhood identified in the Traffic Issues Memorandums.

The 2023 Concept Solutions Workshops were held to present the proposed solutions to concerns identified by each neighborhood during the 2022 Issues Workshops. These workshops also provided the opportunity for neighborhood residents to engage and provide feedback on the solutions. DOWL led workshop discussion and provided the proposed solutions, traffic analyses, and cost estimates for neighborhood discussion and review. Once discussions on the solutions were completed and possible changes were noted for evaluation, the neighborhood residents voted on the top three concept designs. These top three concept designs identify the neighborhood's preference for which projects should be prioritized. Other projects may take precedence over the neighborhood's top three if the City of Spokane receives certain grants or has other construction that could be done in conjunction with a traffic calming project.

Five neighborhoods (Bemiss, Minnehaha, Nevada Heights, Latah-Handman, and West Hills) did not have neighborhood representation at the 2023 Concept Solutions Workshops. For those five neighborhoods, DOWL received direction to use the original Issues Workshops concerns list from the City of Spokane.<sup>2</sup>

DOWL refined the concept analyses and cost estimates based on neighborhood feedback provided at the 2023 Concept Solutions Workshops.

Table 1, Table 2, and Table 3 split the neighborhoods into their respective districts and show each neighborhood's top three choices for projects and the total cost of these projects.

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<sup>1</sup> Logan concerns received via email dated 09/14/2022 from City of Spokane staff. Nevada Heights concerns received via email dated 10/26/2022 from City of Spokane staff. Riverside concerns received via email dated 09/02/2022 from City of Spokane staff.

<sup>2</sup> Phone conversation with City of Spokane staff, 08/2023.

Table 1. District 1 Top Concept Designs and Estimates

Neighborhood	Project (Project Number)	Estimate
Bemiss	Market St and Haven St Speed Feedback Sign (BE2)	\$70,000.00
	Wellesley Ave and Crestline St Signal Modifications (BE3)	\$122,000.00
	Euclid Ave from Market St to Crestline St Road Diet (BE4b)	\$430,000.00
Chief Garry Park	Stevens Elementary ADA Upgrades (CGP7a)	\$509,000.00
	Mission Ave Radar Speed Feedback Signs (CGP6b)	\$96,000.00
	Marshall Ave @ Zappone PI Curb Extensions (CGP4)	\$301,000.00
East Central	9 <sup>th</sup> Ave from Helena St to Pittsburg St Curb Extensions (EC1)	\$272,000.00
	Grant Elementary School Zone Signage (EC2)	\$10,000.00
	Rebecca St from 4th Ave to 5th Ave Road Closure (ECS1)	\$26,000.00
Hillyard	Haven St and Rockwell Ave Pedestrian Improvements (HY1c)	\$402,000.00
	Bruce Ave from Crestline St to Lee St Pedestrian Improvements (HYS1)	\$411,000.00
	Haven St from Wellesley Ave to Nebraska Ave Curb Extensions and Restripe (HY1b)	\$461,000.00
Logan	Marietta Ave from Perry St to Columbus St Pedestrian Improvements (LGS1)	\$658,000.00
	Hamilton St/Marietta Ave from Hamilton St to Columbus St Pedestrian Improvements (LG1)	\$445,000.00
	North Foothills Dr from Division St to Hamilton St Road Diet (LG2a)	\$370,000.00
Minnehaha	Euclid Ave and Frederick Ave from Market St to Havana St Road Diet (MN1)	\$123,000.00
	Freya St from Liberty Ave to Bridgeport Ave Curb Extensions (MN2)	\$366,000.00
	Marietta Ave and Freya St Pedestrian Improvements (MN3)	\$258,000.00
Nevada Heights	Perry St near Rogers High School - School Zone Signage and Curb Extensions (NVH3)	\$102,000.00
	Longfellow Elementary Signal Modifications (NVH4)	\$112,000.00
	Garry Middle School ADA Upgrades and School Zone Signage (NVH5)	\$136,000.00
Shiloh Hills	Standard St from Lidgerwood St to Cozza Dr Pedestrian Improvements (SH1)	\$477,000.00
	Standard St and St Thomas Moore Way Pedestrian Improvements (SH3)	\$248,000.00
	Standard St and Lyons Ave Stop Sign and Curb Extensions (SH6)	\$162,000.00
Whitman	Pittsburg St from Central Ave to Francis Ave Sidewalk Infill (WM1)	\$235,000.00
	Perry St and Crown Ave Sidewalk Infill (WM5)	\$538,000.00
	Nebraska Ave from Perry St to Napa St Sidewalk Infill (WM4)	\$722,000.00

Table 2. District 2 Top Concept Designs and Estimates

Neighborhood	Project	Total Estimate
Browne's Addition	Second Ave @ Elm St Curb Extensions (BA1)	\$232,000.00
	Second Ave @ Cannon St Curb Extensions (BA2)	\$250,000.00
	Coeur d'Alene St and Fourth Ave Pedestrian Improvements (BA5a)	\$213,000.00
Cliff Cannon	Walnut St, Maple St, Cedar St Restripe (CC1b)	\$594,000.00
	Grand Blvd from 9th Ave to 16th Ave Road Diet (CC4)	\$1,208,000.00
	Cliff Dr @ Edwidge Woldson Park Sidewalk and Parking Improvements (CC2)	\$1,080,000.00
Comstock	37th Ave from High Dr to Bernard St Pedestrian Improvements (CS3)	\$707,000.00
	33rd Ave @ Lincoln Drive Curb Extensions and Speed Humps (CS1)	\$170,000.00
	37th Ave from Manito Ave to Grand Blvd Restripe (CS4)	\$102,000.00
Grandview-Thorpe	16th Ave from 17th Ave to Milton St Pedestrian Improvements (GT1)	\$1,996,000.00
	17th Ave @ D St Speed Bump (GT3)	\$24,000.00
	14th Ave from Trolley Trail to Fish Lake Trail Connectivity (GT4)	\$621,000.00
Latah-Hangman	Lincoln Way from Kipp Ln to Willapa Ave Curb Extensions (LAH1)	\$442,000.00
	Hatch Rd from Highland Park Dr to Westchester Dr Median Installation (LAH2)	\$272,000.00
	Hatch Rd from 57th Ave to Torino Ln Pedestrian Improvements (LAH3)	\$4,045,000.00
Lincoln Heights	17th Ave from Perry St to Fiske St Curb Extensions (LIH1b)	\$725,000.00
	Rockwood Retirement to Lincoln Heights Shopping Pedestrian Path (LIH3)	\$234,000.00
	Ray St from 21st Ave to 23rd Ave Pedestrian Improvements (LIH1a)	\$1,374,000.00
Manito-Cannon Hill	Grand Blvd from 17th Ave to 29th Ave Road Diet (MCH2a)	\$1,315,000.00
	Bernard St from 19th Ave to 21st Ave Pedestrian Improvements (MCH2b)	\$539,000.00
	25th Ave from Manito Park to Bernard St Sidewalk Infill, Curb Extensions, and Marked Crossings (MCH1)	\$379,000.00
Peaceful Valley	Clark Ave from Riverside Ave to Ash St Pedestrian Improvements (PV2)	\$189,000.00
	Main Ave @ Cedar St Pedestrian Improvements (PV1)	\$27,000.00
	Spruce St Stairs Pedestrian Improvements (PV4c)	\$1,811,000.00
Riverside	Riverside Ave @ Stevens St Signal Timing Modifications (RS1)	\$122,000.00
	Second Ave @ Browne St Signal and Pedestrian Improvements (RS2)	\$285,000.00
	Third Ave @ Division St Signal Timing Modifications (RS3)	\$80,000.00

Rockwood	Rockwood Blvd at 10th Ave/Sumner Ave Restripe and Pedestrian Improvements (RW3a)	\$688,000.00
	Grand Blvd from 9th Ave to 16th Ave Road Diet (RW2)	\$1,208,000.00
	Grand Blvd from 17th Ave to 29th Ave Road Diet (RW4a)	\$1,315,000.00
Southgate	44th Ave @ Freya St Pedestrian Improvements (SG1)	\$232,000.00
	Freya St from 46th Ct to Palouse Hwy Pedestrian Improvements (SG2)	\$610,000.00
	37th Ave @ Napa St RRFB (SG7)	\$102,000.00
West Hills	West Dr and Westcliff Pl Sidewalk Infill (WH3a)	\$115,000.00
	Rosamond Ave and F St Intersection Safety Upgrades (WH3b)	\$413,000.00
	A St at Highbridge Park Speed Humps (WH4)	\$48,000.00



Table 3. District 3 Top Concept Designs and Estimates

Neighborhood	Project	Total Estimate
Audubon-Downriver	Northwest Boulevard Restripe and Pedestrian Improvements (AD2)	\$526,000.00
	Belt St @ Longfellow Ave Pedestrian Improvements (ADS1)	\$232,000.00
	Northwest Boulevard and TJ Meenach Pedestrian Improvements (AD4)	\$86,000.00
Balboa-South Indian Trail	Indian Trail Rd HAWK Signals (BSIT1)	\$453,000.00
	Maple St & Ash St @ Country Homes Boulevard (BSIT3)	\$822,000.00
	Woodside Ave Bike Improvements (BSIT5)	\$115,000.00
Emerson-Garfield	Buckeye Ave @ Washington St Signal Modifications (EG2)	\$581,000.00*
	Buckeye Ave from Wall St to Atlantic St (EG1)	\$567,000.00
	Corbin Park Pedestrian Improvements (EG5)	\$422,000.00
Five Mile Prairie	Strong Rd from Elm St to Cherry Ln Pedestrian Improvements (FMP2)	\$136,000.00
	Strong Rd @ Nettleton Ct Pedestrian Improvements (FMP1)	\$170,000.00
	Cascade Way from Five Mile Rd to Austin Rd (FMP3)	\$14,000.00
North Hill	Rowan Ave from Ash St to Maple St Signal Installation (NH1)	\$2,380,000.00
	Ash Street from Francis Ave to Courtland St Pedestrian Improvements (NH4)	\$565,000.00
	Madison St from Wabash Ave to Walton St Traffic Circles (NH2)	\$160,000.00
North Indian Trail	Shawnee Ave @ Farmdale St Pedestrian Improvements (NIT1)	\$322,000.00
	Indian Trail Rd from Ridgecrest Dr to Bedford Ave Sidewalk Infill (NIT3b)	\$779,000.00
	Pamela Street and Lowell Ave Speed Humps and Traffic Circle (NIT4)	\$139,000.00
Northwest	Francis Ave and A St Signal Installation – Signal (NW1b)	\$1,197,000.00
	Francis Ave and Fotheringham St Intersection Improvements (NW5a)	\$450,000.00
	Wellesley Ave and Driscoll Blvd Pedestrian Improvements (NW1a)	\$582,000.00
West Central	Maxwell Ave and Boone Ave Bike/Pedestrian Improvements (WC1)	\$573,000.00
	Broadway Ave from Chestnut St to Elm St Bike Improvements (WC5a)	\$1,160,000.00
	Broadway Ave @ Cedar St Curb Extensions (WC5c)	\$445,000.00

\* Highest cost of three alternatives shown

An in-depth review of each neighborhood is included in the following sections. An overview of the 2022 Issues Workshops for each neighborhood will be included. In addition, the concept designs and concept estimates developed for each of the top five concerns arising from the

Issues Workshops will be presented. Finally, the voting breakdown from the 2023 Concept Solutions Workshops will be listed.

## 1.0 PROJECT OVERVIEW

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The purpose of the Citywide Traffic Calming Master Plan project was to develop a comprehensive and prioritized list of neighborhood traffic calming projects for the City of Spokane. This included identifying neighborhood traffic concerns, completing traffic analyses, and creating concepts and estimates to address these concerns. Neighborhoods were engaged through two different series of workshops.

The Issues Workshops were completed in the summer of 2022 and incorporated public feedback into the development of traffic issues within each City of Spokane neighborhood. DOWL team members attended each workshop and assisted City of Spokane staff in guiding neighborhood discussions to identify specific traffic issues within each neighborhood. Following these discussions, each neighborhood was asked to identify and vote on their top five traffic concerns. After the completion of these workshops, a Traffic Issues Memorandum was completed for each City of Spokane district summarizing the concerns from each neighborhood, as well as providing a list identifying the top five concerns for each neighborhood.

DOWL completed preliminary concept designs, concept estimates, and traffic analyses as necessary to address the top five concerns listed for each neighborhood in the Issues Workshops. Spokane Public Schools concerns were also identified. These concerns received prioritization due to the Photo-Speed program in City of Spokane Elementary School Zones directly funding the Citywide Traffic Calming Master Plan project. The Concept Solutions Workshops were completed in May 2023 and allowed for the further public engagement and the opportunity to provide feedback on each of the proposed concept designs. The neighborhoods voted on the top three concept designs they would prefer to see constructed in their neighborhood.



*Figure 1. Concept Solutions Workshop Discussions*

Following the Concept Solutions Workshops, concept designs and estimates were updated based on neighborhood feedback at the workshops. This summary report provides an overview of each neighborhood's traffic issues, prioritized project lists, and the final concept designs and estimates. These projects will be included for future City project charters.

## 2.0 DISTRICT 1

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District 1 consists of the Bemiss, Chief Garry Park, East Central, Hillyard, Logan, Minnehaha, Nevada Heights, Shiloh Hills, and Whitman neighborhoods.

All but one of the District 1 neighborhoods were part of the May 16<sup>th</sup>, 2023 Concept Solutions Workshop, with East Central being part of the May 17<sup>th</sup> workshop. Attendance varied for this district, with Bemiss, Minnehaha, and Nevada Heights receiving no resident representation. For those neighborhoods, DOWL received direction to use the original Issues Workshops concerns list from the City of Spokane.

Figure 2 shows a map of District 1 and the top three concept design locations for each neighborhood in District 1. Concept design numbers can be found in Table 1 at the beginning of this report or in the individual neighborhood sections below.

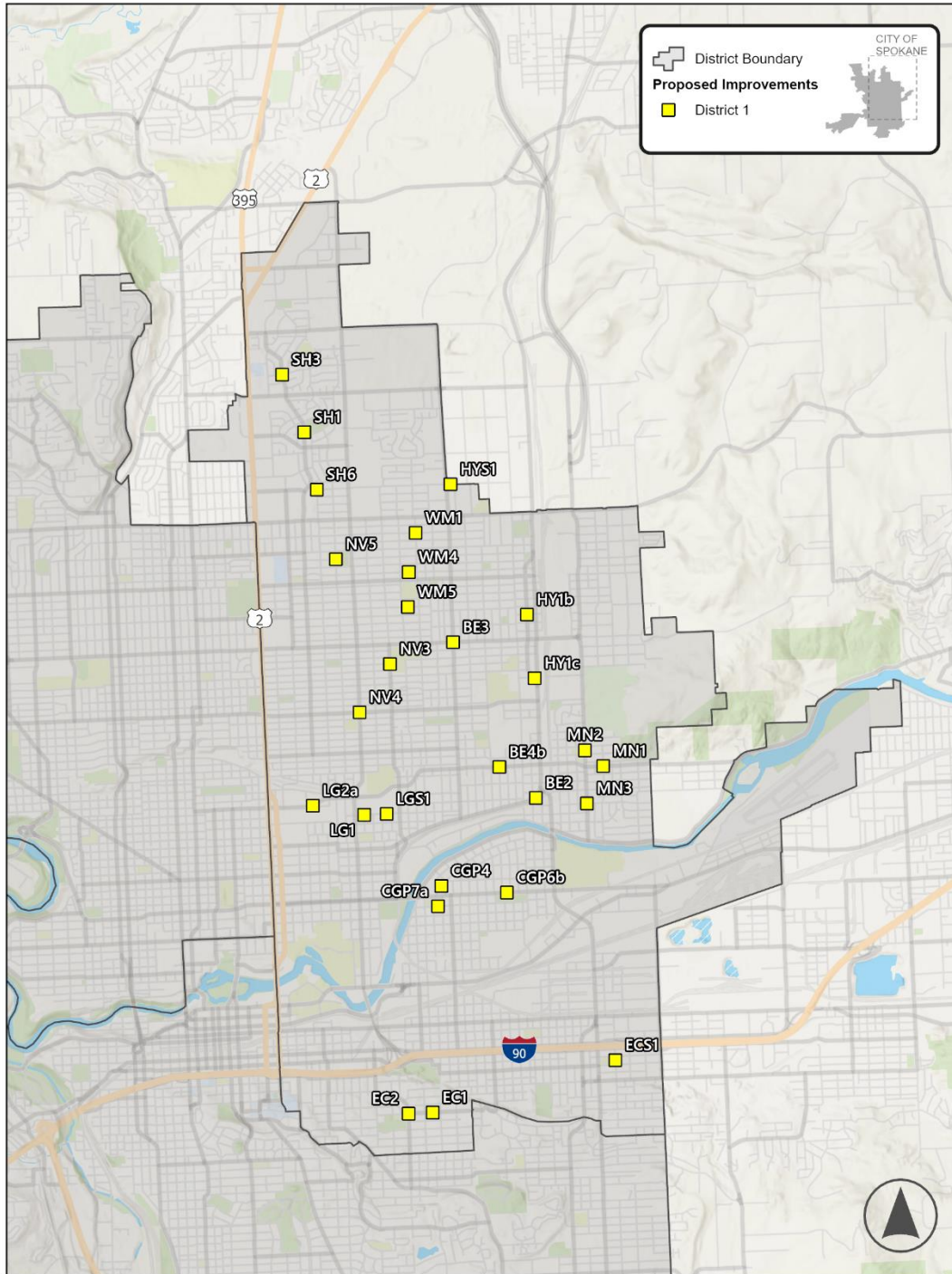


Figure 2. District 1 Top Three Concept Design Locations

## 2.1 Bemiss

In the Issues Workshop on June 21, 2022, Bemiss residents identified eight priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. One traffic concern was received from Spokane Public Schools. The top concern for this neighborhood was funded and designed through a different City of Spokane project and has already been constructed. Table 4 shows the full list of locations, concerns, voting results, and statuses from the 2022 Issues Workshops.

Table 4. Bemiss Traffic Concerns

Rank	Location	Concern	Total Score	Status
1	Illinois Ave from Crestline St to Market St	Speeding and collisions	23	Funded and designed Illinois Ave project already exists <sup>3</sup>
2	Market St from Garland Ave to Illinois Ave	Speeding, traffic volume, visibility for turn onto Illinois	8	Investigated
3	Wellesley Ave and Crestline St intersection	Left-turn lane queueing and safety	6	Investigated
4a	Illinois Ave and Crestline St intersection	Intersection vehicle and pedestrian safety	4	Investigated
4b	Euclid Ave from Market St to Crestline St	Speeding and collisions	4	Investigated
4c	Overall Neighborhood	Lack of speed limit enforcement	4	Outside of project scope
5	Crestline St Corridor	Travel time delay along corridor	2	Outside of project scope
6	Euclid Ave and Cook St Intersection	Northeast corner sight distance concern	1	Alternate option
S1	4200 N Regal, including Regal St and Rich Ave intersection	Safe routes to school	-	Investigated – Spokane Public Schools

Concept designs and estimates were developed for each concern with a status of “Investigated.” Additionally, all concepts except for the safe routes to school concern at Regal St and Rich Ave required traffic analyses.

Bemiss did not have representation at the 2023 Concept Solutions Workshop, and the City of Spokane provided direction to use the ranked neighborhood priority traffic concerns from the 2022 Issues Workshops. A list of the concept designs and concept estimates based on the prioritization list from the Issues Workshop can be found in Table 5 below. The speeding and collision concern on Euclid Ave from Market St to Crestline St was prioritized due to the Logan

<sup>3</sup> <https://my.spokanecity.org/projects/illinois-avenue-bikeway-design-options/>



neighborhood voting for a continuation of the extents of this concept design, and an additional continuation being in the Minnehaha neighborhood's top three concepts. See concept designs LG2a and MN1.

*Table 5. Bemiss Concept Designs*

Location	Concept Design (Project Number)	Concept Estimate
Market St from Garland Ave to Illinois Ave	Radar speed feedback sign (BE2)	\$70,000.00
Wellesley Ave and Crestline St intersection	Signal modifications (BE3)	\$122,000.00
Euclid Ave from Market St to Crestline St	Road diet (BE4b)	\$430,000.00
Rich Ave and Regal St	Traffic circles (BES1)	\$59,000.00
Illinois Ave and Crestline St	Curb extensions and signage (BE4a)	\$182,000.00

## 2.2 Chief Garry Park

At the Issues Workshop on June 23, 2022, Chief Garry Park residents identified thirteen priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. One traffic concern was included from Spokane Public Schools. Several of the other concerns were deemed outside of this project's scope of traffic calming, and one concern was located outside of the boundaries of the neighborhood. Table 6 shows the full list of locations, concerns, voting results, and statuses.

*Table 6. Chief Garry Park Neighborhood Traffic Concerns*

Rank	Location	Concern	Total Score	Status
1	Napa St corridor	Pavement condition	13	Outside of project scope
2	Mission Ave and Magnolia St intersection	Pedestrian crossing safety, sidewalk infill	12	Investigated – City of Spokane has pending grant application for the crosswalk
3	Mission Ave and South Riverton Ave intersection	No pedestrian crossing of Mission Ave on east side of Mission Ave bridge	11	Outside of project scope
4	Marshall Ave from Mission Ave to Regal St	Speeding	6	Investigated
5a	Pedestrian trail from Iron Bridge to S. Riverton St	No pedestrian crossing over railroad tracks	5	Investigated – determined to be outside of project scope

5b	Boone Ave	Heavy vehicle use	5	Outside of project scope
6a	Perry St and Indiana Ave (outside of neighborhood boundary)	Bicycle network connectivity	4	Outside neighborhood boundary
6b	Mission Ave near Chief Garry Park (Regal St)	Speed sign visibility and speeding	4	Investigated
7a	Stevens Elementary	Pedestrian network connectivity	3	Investigated – Spokane Public Schools; City of Spokane has a pending grant application
7b	Mission Ave and Crestline St	Speeding	3	Investigated
8a	N Waterworks St	Speeding	2	Alternate option
8b	Westbound Mission Ave and Green St	Speeding	2	Alternate option
9	Mission Ave and S Riverton Ave	Increased residential development	1	Outside of project scope

Concept designs and estimates were developed for each concern with a status of “Investigated.” Additionally, all concepts except for the pedestrian network connectivity concern at Stevens Elementary required traffic analyses. The lack of a pedestrian crossing over the railroad tracks at the pedestrian trail near the Iron Bridge and S. Riverton St was deemed outside the project scope during investigation. It was replaced with the speeding concern on Mission Ave and Crestline St.

At the Concept Solutions Workshop on May 16, 2023, Chief Garry Park residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 7 below.

*Table 7. Chief Garry Park Concept Designs*

Location	Concept Design (Project Number)	Concept Estimate	Total Score
Stevens Elementary	ADA updates and curb extensions (CGP7a)	\$509,000.00	7
Mission Ave near Chief Garry Park	Radar speed feedback signs (CGP6b)	\$96,000.00	5
Marshall Ave from Mission Ave to Regal St	Curb extensions (CGP4)	\$301,000.00	4
Mission Ave and Magnolia St intersection	HAWK signal at Mission Ave and Marshall Ave intersection (CGP2)	\$547,000.00	0
Mission Ave and Crestline St	Incorporated into Mission Ave – radar speed feedback signs (CGP7b)	-	-



## 2.3 East Central

At the June 23, 2022, Issues Workshop, East Central residents identified nine priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. One traffic concern was included from Spokane Public Schools. Several of the concerns identified have been funded and designed through other City of Spokane projects. Additionally, the 9<sup>th</sup> Ave and Altamont Blvd intersection concern will be investigated as a part of a separate study. The Perry St Business District concern was deemed outside of this project's scope. Table 8 shows the full list of locations, concerns, voting results, and statuses.

Table 8. East Central Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1	9th Ave Corridor	Speeding, safety, pavement condition, lack of speed limit enforcement, congestion, collisions with parked cars	32	Investigated
2	9th Ave and Perry St by Grant Elementary	School zone signage needed, speeding, enforcement	18	Investigated
3	9th Ave and Pittsburg St intersection	Pedestrian crossing safety, speeding, pedestrian access to Liberty Park	17	Investigated
4	9th Ave and Perry St intersection	Pedestrian safety – primarily school children	12	Funded and designed traffic calming project – Cycle 9 School Safety <sup>4</sup>
5	9th Ave and Altamont Blvd intersection	Pedestrian safety, speeding, visibility (cannot see oncoming traffic)	8	Will be investigated – deferred to Altamont Loop study
6	5th Ave and Altamont Blvd intersection	Pedestrian crossing safety	5	Funded and designed traffic calming project – Cycle 10 <sup>5</sup>
7	5th Ave and Fiske St	Speeding	3	Funded and designed traffic calming project – Cycle 10 <sup>5</sup>
8	Thor St and Freya St	Pedestrian safety	2	Alternate option
9	Perry St Business District	20 mph signage covered by trees, speeding	1	Outside of project scope
S1	Rebecca St at 4th Ave and 5th Ave	Speeding and cut through traffic to I-90	-	Investigated – Spokane Public Schools

Concept designs and estimates were developed for each concern with a status of “Investigated.” All concepts required traffic analyses.

<sup>4</sup> <https://static.spokanecity.org/documents/neighborhoods/programs/trafficcalming/2022/2019-school-safety-traffic-calming-projects.pdf>

<sup>5</sup> <https://static.spokanecity.org/documents/neighborhoods/programs/trafficcalming/2023/cycle-10-traffic-calming-program-projects.pdf>

At the Concept Solutions Workshop on May 17, 2023, East Central residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 9 below.

*Table 9. East Central Concept Designs*

Location	Concept Design (Project Number)	Concept Estimate	Total Score
9 <sup>th</sup> Ave from Helena St to Pittsburg St	Curb extensions and signs (EC1)	\$272,000.00	21
9 <sup>th</sup> Ave and Perry St near Grant Elementary	School zone signage (EC2)	\$10,000.00	14
Rebecca St from 4 <sup>th</sup> Ave to 5 <sup>th</sup> Ave	Road closure (ECS1)	\$25,000.00	7
9 <sup>th</sup> Ave and Altamont Blvd intersection	Deferred to Altamont Loop study (EC5)	-	-
9 <sup>th</sup> Ave Corridor	Incorporated into Grant Elementary and 9 <sup>th</sup> Ave from Helena St to Pittsburg St	-	-

## 2.4 Hillyard

At the Issues Workshop on June 21, 2022, Hillyard residents identified six priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. One traffic concern was included from Spokane Public Schools. The City of Spokane has a funded and designed pedestrian crossing safety project at Rowan St and Crestline St. The Market St and Columbia St concern has been funded and designed through a WSDOT project. The pavement condition concern from Bismark Ave to Rowan Ave between Freya St and Julia St concern was deemed outside of this project's scope. Table 10 shows the full list of locations, concerns, voting results, and statuses.

*Table 10. Hillyard Neighborhood Traffic Concerns*

Rank	Location	Concern	Total Score	Status
1a	Rowan St and Crestline St intersection	Pedestrian crossing safety	16	Funded and designed traffic calming project – Cycle 10 <sup>5</sup>
1b	Market St and Haven St from Rich Ave to Joseph Ave	Speeding	16	Investigated

1c	Haven St from Wellesley Ave to Market St merge	Pedestrian crossing safety and pedestrian network connectivity	16	Investigated
2	Dalke Ave to Weile Ave between Crestline St and Smith St	North-south pedestrian network connectivity	6	Alternate option – determined to be outside of project scope
3a	Market St and Columbia Ave intersection	Pedestrian crossing safety	3	Funded through WSDOT <sup>6</sup>
3b	Bismark Ave to Rowan Ave between Freya St and Julia St	Pavement condition	3	Outside of project scope
S1	Bruce Ave from Crestline St to Lee St	Sidewalk infill with pedestrian crossing at Crestline St	-	Investigated – Spokane Public Schools

Concept designs and estimates were developed for each concern with a status of “Investigated.” Additionally, all concepts except for the sidewalk infill concern at Bruce Ave from Crestline St to Lee St required traffic analyses.

At the Concept Solutions Workshop on May 16, 2023, Hillyard residents were presented the concepts and given the opportunity to discuss any minor changes to these designs. Due to two projects being funded through alternate means and two projects being outside of the project scope, there remaining three concept designs were ranked. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 11 below.

*Table 11. Hillyard Concept Designs*

Location	Concept Design (Project Number)	Concept Estimate	Total Score
Haven St from Wellesley Ave to Market St	RRFBs (HY1c)	\$402,000.00	5
Bruce Ave from Crestline St to Lee St	RRFB and sidewalk infill (HYS1)	\$411,000.00	4
Market St and Haven St from Rich Ave to Joseph Ave	Haven St from Wellesley Ave to Nebraska Ave curb extensions and restripe (HY1b)	\$461,000.00	3

## 2.5 Logan

Logan received no public participation at the 2022 Issues Workshop, but City of Spokane staff follow-up engagement activities yielded eight priority traffic concerns. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design

<sup>6</sup> <https://wsdot.wa.gov/construction-planning/search-projects/us-395-nsc-spokane-river-columbia-shared-use-path>

phase. One traffic concern was included from Spokane Public Schools. Table 12 shows the full list of locations, concerns, voting results, and statuses.

*Table 12. Logan Neighborhood Traffic Concerns*

<b>Rank</b>	<b>Location</b>	<b>Concern</b>	<b>Total Score</b>	<b>Status</b>
1	Between apartments and Logan Elementary	Safe routes to school	14	Investigated
2a	North Foothills Dr from Division St to Hamilton St	Speeding and pedestrian crossing safety	12	Investigated
2b	Upriver Dr from North Center St to Crestline St	Speeding and pedestrian crossing safety	12	Investigated
2c	Montgomery Ave and Cincinnati St intersection	Speeding and intersection safety	12	Investigated
3a	Carlisle Ave and Cincinnati St intersection	Speeding and intersection safety	11	Alternate option
3b	Upriver Dr at North Center St	Insufficient pedestrian barrier from vehicles	11	Alternate option
4	Hamilton St from Spokane River to North Foothills Dr	Speeding	10	Outside of project scope
S1	Marietta Ave from Perry St to Columbus St	Sidewalk infill on south side	-	Investigated – Spokane Public Schools

Concept designs and estimates were developed for each concern with a status of “Investigated.” Additionally, all concepts except for the safe routes to school concern from Hamilton St to Columbus St on Marietta Ave and the sidewalk infill concern from Perry St to Columbus St on Marietta Ave required traffic analyses.

At the Concept Solutions Workshop on May 16, 2023, Logan residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 13 below.

Table 13. Logan Concept Designs

Location	Concept Design	Concept Estimate	Total Score
Marietta Ave from Perry St to Columbus St	Sidewalk infill (LG1)	\$658,000.00	5
Between Apartments and Logan Elementary	Sidewalk infill (LGS1)	\$445,000.00	4
North Foothills Dr from Division St to Hamilton St	Road diet (LG2a)	\$370,000.00	3
Montgomery Ave and Cincinnati St intersection	Curb extensions and stop signs (LG2c)	\$136,000.00	2
Upriver Dr from North Center St to Crestline St	Speed feedback signs and ADA upgrades (LG2b)	\$208,000.00	1

## 2.6 Minnehaha

At the Issues Workshop on June 21, 2022, Minnehaha residents identified nine priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. Table 14 shows the full list of locations, concerns, voting results, and statuses.

Table 14. Minnehaha Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1	Frederick Ave Corridor	Pedestrian & bicycle network connectivity, pedestrian crossing safety	10	Investigated
2	Freya St Corridor	Speeding in school zone, pedestrian crossing safety, heavy vehicle speeds	7	Investigated
3	Marietta Ave and Freya St intersection	Pedestrian crossing improvements	7	Investigated
4	Euclid Ave and Ferrell St intersection	Pedestrian crossing improvements	6	Investigated
5	Frederick Ave and Myrtle St intersection	Pedestrian crossing improvements	5	Investigated
6	Upriver Dr and Freya St intersection	Intersection safety, Centennial trail user safety, visibility on NW corner	4	Alternate option

7	Market St at Carlisle Ave and Ralph Ave	Neighborhood cut through traffic	1	Alternate option
8	Upriver Dr	Public transit access	-	Outside of project scope
9	Cooper Elementary	Pedestrian safety – primarily school children	-	Alternate option

Concept designs and estimates were developed for each concern with a status of “Investigated.” All concepts required traffic analyses.

Minnehaha did not have representation at the 2023 Concept Solutions Workshop, and the City of Spokane provided direction to use the ranked neighborhood priority traffic concerns from the 2022 Issues Workshops. A list of the concept designs and concept estimates based on the prioritization list from the Issues Workshop can be found in Table 15 below.

*Table 15. Minnehaha Concept Designs*

Location	Concept Design (Project Number)	Concept Estimate
Frederick Ave Corridor	Road diet (MN1)	\$1,579,000.00
Freya St Corridor	Curb extensions (MN2)	\$366,000.00
Marietta Ave @ Freya St	Curb extensions (MN3)	\$258,000.00
Frederick Ave @ Myrtle St	Curb ramps (MN5)	\$16,000.00
Euclid Avenue @ Ferrall St	Crosswalk (MN4)	\$96,000.00

## 2.7 Nevada Heights

Nevada Heights received no public participation at the 2022 Issues Workshop, but City of Spokane staff follow-up engagement activities yielded eight priority traffic concerns. The neighborhood identified which concerns they would like investigated, and the top five concerns progressed to the traffic analysis and conceptual design phase. Table 16 shows the full list of locations, concerns, voting results, and statuses.

*Table 16. Nevada Heights Neighborhood Traffic Concerns*

Rank	Location	Concern	Total Score	Status
1	Liberty Ave at Lidgerwood St	Crossing safety	-	Investigated
2	Lidgerwood St from Empire Ave to Wellesley Ave	Speeding and yield compliance lead to collisions	-	Investigated

3	Perry St near Rogers High School	Pedestrian crossings for school children	-	Investigated
4	Longfellow Elementary	Safe routes to school, pedestrian crossings	-	Investigated
5	Garry Middle School	Safe routes to school, pedestrian crossing	-	Investigated
6	Addison St	Speeding	-	Alternate option
7	Courtland Ave	Speeding	-	Alternate option
8	Entire neighborhood	Accidents and yielding education	-	Outside of project scope

Concept designs and estimates were developed for each concern with a status of “Investigated.” All concepts required traffic analyses.

Nevada Heights did not have representation at the 2023 Concept Solutions Workshop, and the City of Spokane provided direction to use the ranked neighborhood priority traffic concerns from the 2022 Issues Workshop. Since Nevada Heights also did not have participation at the 2022 Issues Workshops, concept designs near schools were prioritized. A list of the concept designs and concept estimates can be found in Table 17 below.

*Table 17. Nevada Heights Concept Designs*

Location	Concept Design (Project Number)	Concept Estimate
Perry St near Rogers High School	School zone signage and curb extensions (NVH3)	\$102,000.00
Longfellow Elementary	Signal modifications (NVH4)	\$112,000.00
Garry Middle School	ADA upgrades and school zone signage (NVH5)	\$136,000.00
Lidgerwood St from Liberty Ave to Dalton Ave	Curb extensions (NVH1)	\$365,000.00
Lidgerwood St from Wellesley Ave to Empire Ave	Signage and curb extensions (NVH2)	\$757,000.00

## 2.8 Shiloh Hills

At Issues Workshop on the June 22, 2022, Shiloh Hills residents identified eight priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. The lack of a protected left turn for east-west traffic on Magnesium Rd at Nevada St was deemed outside of this project’s scope. Table 18 shows the full list of locations, concerns, voting results, and statuses.

Table 18. Shiloh Hills Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1	Standard St and Colton St from Magnesium Rd to Francis Ave	Speeding and cut through traffic, reduce traffic volume	29	Investigated
2	Magnesium Rd from Nevada St to N Dakota St	Spokane International Academy congestion, access management, safety	16	Investigated
3	Standard St and St Thomas More Way bus stop	Pedestrian crossing safety	15	Investigated
4	Magnesium Rd and Nevada St intersection	Lack of protected left turn for east-west traffic	13	Outside of project scope
5	Standard St from Greta Ave to Calkins Dr	Speeding by Friendship Park	12	Incorporated into Standard St and Colton St from Magnesium Rd to Francis Ave concept
6	Standard St and Lyons Ave	Traffic control, pedestrian crossing, no signage	9	Investigated
7a	Sharpsburg Ave and Nevada St Intersection	Speeding, pedestrian crossing safety to Friendship Park	3	Funded project at Cozza Dr and Nevada St through WSDOT <sup>7</sup>
7b	Perimeter of St. Thomas More Parish and St. Patrick Catholic Church	Sidewalk infill	3	Alternate option

Concept designs and estimates were developed for each concern with a status of “Investigated.” All concepts required traffic analyses.

At the Concept Solutions Workshop on May 16, 2023, Shiloh Hills residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 19 below.

Table 19. Shiloh Hills Concept Designs

Location	Concept Design (Project Number)	Concept Estimate	Total Score
Standard St and Colton St from Magnesium Road to Francis Ave	Standard St from Lidgerwood St to Cozza Dr – sidewalk	\$123,000.00	28

<sup>7</sup> [https://wsdot.wa.gov/sites/default/files/2022-11/2023-2025-Bike-Ped-SRTS-Prioritized-Project-List-Program-Update\\_0.pdf](https://wsdot.wa.gov/sites/default/files/2022-11/2023-2025-Bike-Ped-SRTS-Prioritized-Project-List-Program-Update_0.pdf)



	infill and curb extensions (SH1)		
Standard St at St Thomas More Way	Sidewalk infill and curb extensions (SH3)	\$248,000.00	25
Lyons Ave at Standard St	Stop sign and curb extensions (SH6)	\$162,000.00	24
Magnesium Rd from Nevada St to N Dakota St	Restripe (SH2)	\$90,000.00	22
Standard St from Greta Ave to Calkins Dr	Incorporated into Standard St from Lidgerwood St to Cozza Dr concept (SH5)	-	-

## 2.9 Whitman

At the Issues Workshop on June 22, 2022, Whitman residents identified seven priority traffic concerns across the neighborhood. The neighborhood identified which concerns they would like investigated, and the top five concerns progressed to the traffic analysis and conceptual design phase. Table 20 shows the full list of locations, concerns, voting results, and statuses.

Table 20. Whitman Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1	Pittsburg St from Central Ave to Francis Ave	Sidewalk infill	-	Investigated
2	Martin St from Queen Ave to Rowan Ave	Sidewalk infill	-	Investigated
3	Napa St from Nebraska Ave to Francis Ave	Sidewalk infill	-	Investigated
4	Nebraska Ave from Napa St to Nevada St	Sidewalk infill	-	Investigated
5	Crown Ave from Helena St to Magnolia St and Perry St from Queen Ave to North Ave	Sidewalk infill	-	Investigated
6	Napa St from Wabash Ave to Queen Ave	Sidewalk infill	-	Alternate option
7	Francis Ave and Pittsburgh Street intersection	Pedestrian crossing safety	-	Alternate option

Concept designs and estimates were developed for each concern with a status of “Investigated.” No traffic analyses were necessary for these concerns.

At the Concept Solutions Workshop on May 16, 2023, Whitman residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 21 below.

*Table 21. Whitman Concept Designs*

<b>Location</b>	<b>Concept Design (Project Number)</b>	<b>Concept Estimate</b>	<b>Total Score</b>
Pittsburg St from Central Ave to Francis Ave	Sidewalk infill (WM1)	\$235,000.00	5
Crown Ave from Helena St to Magnolia St and Perry St from Queen Ave to North Ave	Sidewalk infill (WM5)	\$538,000.00	4
Nebraska Ave from Napa St to Nevada St	Sidewalk infill (WM4)	\$722,000.00	3
Martin St from Queen Ave to Rowan Ave	Sidewalk infill (WM2)	\$144,000.00	2
Napa St from Nebraska Ave to Francis Ave	Sidewalk infill (WM3)	\$632,000.00	1

## 3.0 DISTRICT 2

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District 2 consists of the Browne's Addition, Cliff Cannon, Comstock, Grandview-Thorpe, Latah-Hangman, Lincoln Heights, Manito-Cannon Hill, Peaceful Valley, Riverside, Rockwood, Southgate, and West Hills neighborhoods.

All but three of these neighborhoods were part of the May 17<sup>th</sup> Concept Solutions Workshops, with Riverside being part of the May 16<sup>th</sup> workshop and Browne's Addition and Peaceful Valley being part of the May 18<sup>th</sup> workshop. Attendance varied for this district, with Latah-Hangman and West Hills having no resident representation. For those neighborhoods, DOWL received direction to use the original Issues Workshops concerns list from the City of Spokane.

Figure 3 shows a map of District 2 and the top three concept design locations for each neighborhood in District 2. Concept design numbers can be found in Table 2 at the beginning of this report or in the individual neighborhood sections below.

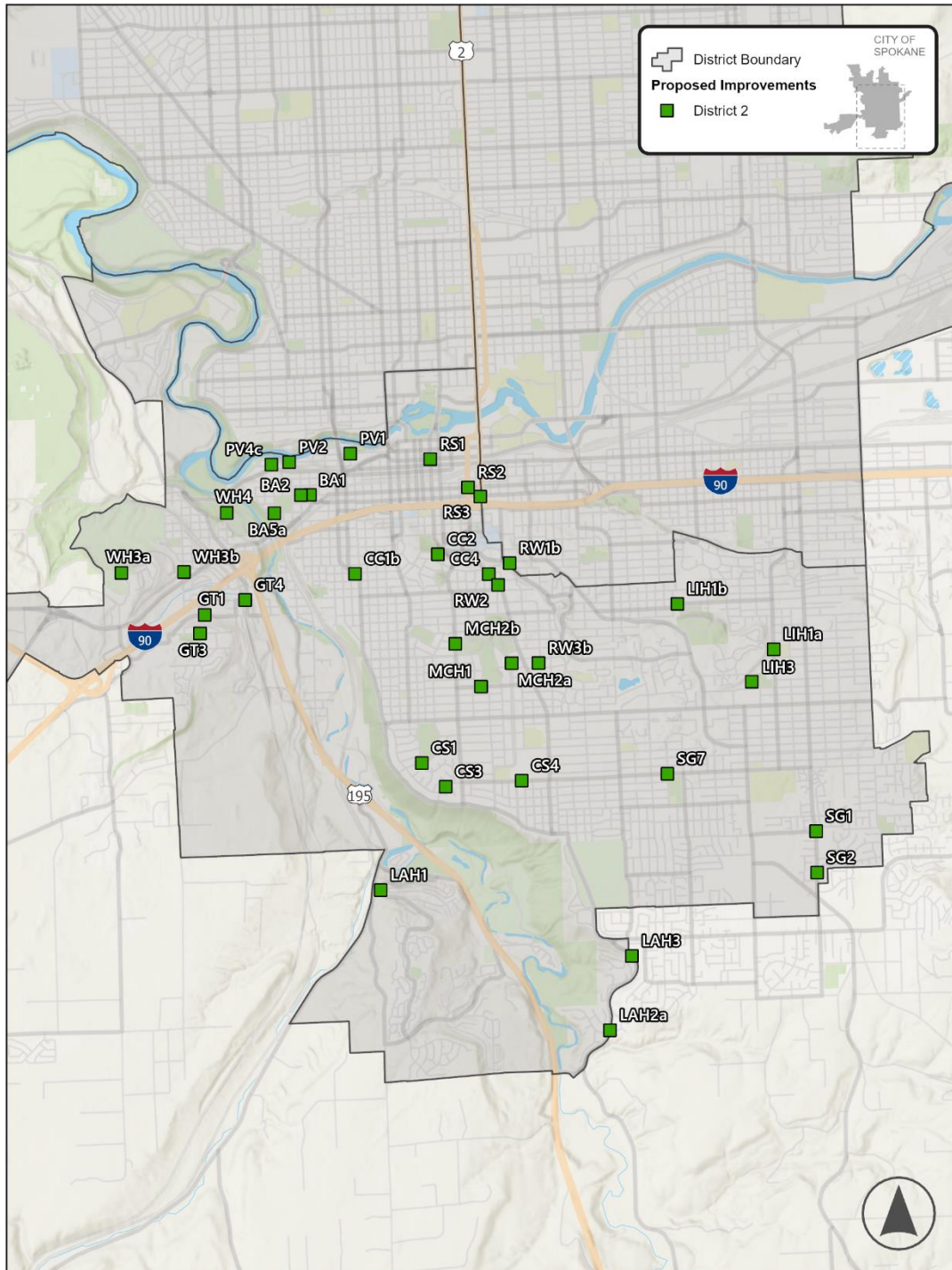


Figure 3. District 2 Top Three Concept Design Locations

### 3.1 Browne's Addition

At the Issues Workshops on August 4, 2022, Browne's Addition residents identified eight priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. The inter-neighborhood connectivity and ADA accessibility concern at the Riverside Ave stairs was deemed outside of this project's scope. Table 22 shows the full list of locations, concerns, voting results, and statuses.

*Table 22. Browne's Addition Neighborhood Traffic Concerns*

Rank	Location	Concern	Total Score	Status
1	Elm St and 2 <sup>nd</sup> Ave intersection	Speeding, traffic volume, pedestrian/bicyclist safety, narrow streets	10	Investigated
2	2 <sup>nd</sup> Ave and Cannon St intersection	Speeding, collisions, intersection safety – signs covered or not present, pedestrian/bicyclist safety	8	Investigated
3	1 <sup>st</sup> Ave and Maple St intersection	Fire station loop is confusing, existing pedestrian crossings to downtown ineffective	6	Investigated
4	Sunset Blvd from 2 <sup>nd</sup> Ave to Spruce Ave	Speeding, no pedestrian crossing facility, especially at Cannon St	4	Investigated
5a	Spruce Ave and Coeur d'Alene St intersection	Intersection safety due to motorists coming off Sunset Blvd	1	Investigated
5b	Riverside Avenue stairs to Peaceful Valley neighborhood	Inter-neighborhood connectivity and ADA accessibility	1	Outside of project scope
6	Sunset Blvd and Spruce Ave	Bicyclist connection to Centennial Trail and Fish Lake Trail	-	Alternate option
7	Rosauer's at Oak St and 2 <sup>nd</sup> Ave	Pedestrian safety – high volume of pedestrians	-	Alternate option

Concept designs and estimates were developed for each concern with a status of "Investigated." All concepts required traffic analyses.

At the May 18, 2023, Concept Solutions Workshop, Browne's Addition residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 23 below.

Table 23. Browne's Addition Concept Designs

Location	Concept Design (Project Number)	Concept Estimate	Total Score
Elm St and 2 <sup>nd</sup> Ave intersection	Curb extensions (BA1)	\$232,000.00	5
2 <sup>nd</sup> Ave and Cannon St intersection	Curb extensions (BA2)	\$250,000.00	4
Spruce Ave and Coeur d'Alene St intersection	Speed limit signs, marked crossings, curb extensions (BA5a)	\$213,000.00	3
1 <sup>st</sup> Ave and Maple St intersection	Marked crossings, stop bars, and signage (BA3)	\$270,000.00	2
Sunset Blvd from 2 <sup>nd</sup> Ave to Spruce Ave	Lane closure, raised median, and RRFBs (BA4)	\$992,000.00	1

### 3.2 Cliff-Cannon

At the August 4, 2022, Issues Workshops, Cliff-Cannon residents identified eight priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. One traffic concern was included from Spokane Public Schools. Table 24 shows the full list of locations, concerns, voting results, and statuses.

Table 24. Cliff-Cannon Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1a	Cedar St Corridor	Speeding down Cedar through the whole neighborhood	13	Investigated
1b	Walnut/Maple St and Cedar St	Speeding, congestion, difficult for pedestrians to cross due to wide streets	13	Investigated
2	Cliff Dr at Edwidge Woldson Park	Speeding, noise, parking availability, pedestrian safety – no facilities	12	Investigated
3	5 <sup>th</sup> Ave Intersections at Lincoln St and Monroe St	Pedestrian crossing safety – difficult to cross Lincoln and Monroe	7	Investigated
4	14 <sup>th</sup> Ave and Grand Blvd	No left turn lane, confusing geometry of intersection, increased speed, narrow lanes	6	Alternate option
5a	14 <sup>th</sup> Ave from Bernard St to Lincoln St	Speeding, limited visibility, parking availability	-	Alternate option

5b	8 <sup>th</sup> Ave from Maple St to Monroe St	Cut through traffic	-	Alternate option
S1	Howard St at 4 <sup>th</sup> Ave and 5 <sup>th</sup> Ave	Stop sign compliance and pedestrian crossing safety	-	Alternate option

Concept designs and estimates were developed for each concern with a status of “Investigated.” All concepts required traffic analyses.

At the May 17, 2023, Concept Solutions Workshop, Cliff-Cannon residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 25 below.

*Table 25. Cliff-Cannon Concept Designs*

Location	Concept Design (Project Number)	Concept Estimate	Total Score
Walnut/Maple St and Cedar St	Restripe, lane closure, marked crossing (CC1b)	\$594,000.00	8
Grand Blvd from 9th Ave to 17th Ave	Road diet – shared with Rockwood (CC4)	\$1,208,000.00	8
Cliff Dr at Edwidge Woldson Park	Sidewalk and parking improvements (CC2)	\$1,080,000.00	6
Cedar St from 12th Ave to 21st Ave	RRFB and curb extensions (CC1a)	\$906,000.00	4
5th Ave Intersections at Lincoln St and Monroe St	RRFBs (CC3)	\$200,000.00	4

### 3.3 Comstock

At the August 16, 2022, Issues Workshops, Comstock residents identified fourteen priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. Table 26 shows the full list of locations, concerns, voting results, and statuses.

*Table 26. Comstock Neighborhood Traffic Concerns*

Rank	Location	Concern	Total Score	Status
1	33rd Ave and Lincoln Dr intersection	Speeding and pedestrian crossing safety – visibility due to on street parking and vegetation	14	Investigated
2	37th Ave and Perry St intersection	Traffic volume, congestion	12	Investigated



3	37th Ave from High Dr to Bernard St	Speeding	11	Investigated
4	37th Ave from Bernard St to Grand Blvd	Children bike in road with no dedicated bike facility, cars parking on sidewalk	9	Investigated
5a	33rd Ave and Grand Blvd intersection	Bottleneck and traffic flow difficulties	8	Investigated
5b	33rd Ave and Bernard St intersection	Pedestrian crossing safety – visibility	8	Alternate option
5c	(Inner) High Dr and 29th Ave	Cut through traffic	8	Alternate option
6a	37th Ave and High Dr intersection	Pedestrian crossing safety – no marked crosswalk	7	Alternate option
6b	High Dr Corridor	Speeding	7	Alternate option
7a	54th Ave and Hatch St intersection	Speeding and sight distance (blind turn)	6	Alternate option
7b	29th Ave and Perry St intersection	Pedestrian connectivity to Rockwood neighborhood	6	Alternate option
8	43rd Ave and Club Dr intersection	Complete former traffic circle efforts to calm 43rd Ave.	5	Alternate option
9	57th Ave and Hatch St (outside of neighborhood boundaries)	Pedestrian and bicyclist crossing safety - visibility	3	Alternate option
10	29th Ave and Arthur St	Pedestrian crossing safety	1	Alternate option

Concept designs and estimates were developed for each concern with a status of “Investigated.” All concepts required traffic analyses.

At the Concept Solutions on May 17, 2023, Comstock residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 27 below.

*Table 27. Comstock Concept Designs*

Location	Concept Design (Project Number)	Concept Estimate	Total Score
37th Ave from High Dr to Bernard St	Pedestrian improvements (CS3)	\$707,000.00	17
33rd Ave and Lincoln Dr intersection	Curb extensions and speed humps (CS1)	\$170,000.00	15
37th Ave from Bernard St to Grand Blvd	Restripe (CS4)	\$102,000.00	15



37th Ave and Perry St intersection	Curb extensions (CS2)	\$510,000.00	12
33rd Ave and Grand Blvd intersection	Pedestrian and bicyclist improvements (CS5a)	\$198,000.00	4

### 3.4 Grandview-Thorpe

At the August 17, 2022, Issues Workshops, Grandview-Thorpe residents identified ten priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. The Sunset Blvd and Rustle St concern was deemed outside of this project's scope. Table 28 shows the full list of locations, concerns, voting results, and statuses.

*Table 28. Grandview-Thorpe Neighborhood Traffic Concerns*

Rank	Location	Concern	Total Score	Status
1	16th Ave	Not a 'complete street' with dedicated pedestrian and bicycle facilities	13	Investigated
2	16th Ave, 17th Ave, and H St intersection	Confusing intersection, future development accommodation, additional connection to Grandview Ave	11	Will be completed by Grandview Commons developer pending permits
3	17th Ave and D St intersection	Intersection safety, traffic volume	8	Investigated
4	Trolley Trail and Fish Lake Trail	Connectivity between trails	5	Investigated
5a	Sunset Blvd and Rustle St intersection	Traffic volume, intersection safety	4	Outside of project scope
5b	21st Ave and D St	Visibility, steep grade, signage and intersection control concerns	4	Investigated
6a	16th Ave and US-195 intersection	Left-turn elimination will limit access	-	Outside of project scope
6b	Thorpe Rd and US-195 intersection	Narrow and visibility	-	Outside of project scope
6c	Sunset Bridge	Maintenance needed	-	Outside of project scope
6d	Thorpe Rd and Marshall Rd intersection	Traffic volume and intersection safety	-	Outside of project scope

Concept designs and estimates were developed for each concern with a status of "Investigated." All concepts required traffic analyses.

At the Concept Solutions Workshop on May 17, 2023, Grandview-Thorpe residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the

neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 29 below.

Table 29. Grandview-Thorpe Concept Designs

Location	Concept Design (Project Number)	Concept Estimate	Total Score
16th Ave from 17th Ave to Milton St	Multiuse path (GT1)	\$1,996,000.00	8
17th Ave and D St intersection	Speed hump (GT3)	\$24,000.00	6
14th Ave from Trolley Trail to Fish Lake Trail	Trail connection (GT4)	\$621,000.00	4
21st Ave and D St	Intersection signage (GT5b)	\$10,000.00	2
16th Ave, 17th Ave, and H St intersection	Will be completed by Grandview Commons developer pending permits (GT2)	-	-

### 3.5 Latah-Hangman

At the August 17, 2022, Issues Workshops, Latah-Hangman residents identified ten priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. The 57<sup>th</sup> Ave and Hatch Rd concern has been funded and designed through a separate City of Spokane project. The Meadowlane Rd to US-195 concern and the Qualchan Dr at US-195 concern were both deemed outside of this project's scope. The Eagle Ridge Blvd and Cedar Rd concern was identified as a developer issue. Table 30 shows the full list of locations, concerns, voting results, and statuses.

Table 30. Latah-Hangman Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1	Lincoln Way from Osprey Heights Dr to Qualchan Dr	Speeding, straight stretch of road	16	Investigated
2a	Hatch Rd and intersections at Highland Park Dr and Westchester Dr	Speeding along Hatch Rd, visibility and intersection safety at Highland Park Dr and Westchester Dr	11	Investigated

2b	57th Ave and Hatch Rd	Confusing intersection – review intersection control and geometry	11	Project funded by COS Impact Fees <sup>8</sup>
3	Hatch Rd from US-195 to 57th Ave	No sidewalks or bicycle lanes, narrow lanes	10	Investigated
4	Meadowlane Rd to US-195	Intersection safety, speeding, difficult to cross due to width	8	Outside of project scope
5	Qualchan Dr at US-195	Safety and confusing geometry	6	Outside of project scope
6a	Eagle Ridge Blvd and Cedar Rd	Striping is unsafe	5	Developer issue
6b	Qualchan Dr/Lincoln Blvd to Cheney Spokane Rd	No sidewalks	5	Investigated

Concept designs and estimates were developed for each concern with a status of “Investigated.” All concepts required traffic analyses.

Latah-Hangman did not have representation at the 2023 Concept Solutions Workshop, and the City of Spokane provided direction to use the ranked neighborhood priority traffic concerns from the 2022 Issues Workshops. A list of the concept designs and concept estimates based on the prioritization list from the Issues Workshop can be found in Table 31 below.

*Table 31. Latah-Hangman Concept Designs*

Location	Concept Design (Project Number)	Concept Estimate
Lincoln Way from Osprey Heights Dr to Qualchan Dr	Curb extensions (LAH1)	\$442,000.00
Hatch Rd and intersections at Highland Park Dr and Westchester Dr	Median installation (LAH2a)	\$272,000.00
Hatch Rd from 57th Ave to Torrino Ln	Multi-use path and marked crossings (LAH3)	\$4,045,000.00
Hatch Rd from 57th Ave to Blackwood Ln	Multi-use path and marked crossings (LAH3)	\$6,242,000.00

<sup>8</sup> <https://www.spokanecounty.org/5420/57th-Ave-Phase-2>

Qualchan Dr from Lincoln Way to Cheney-Spokane Rd	Sidewalk and retaining wall (LAH6b)	\$2,369,000.00
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### 3.6 Lincoln Heights

At the August 3, 2022, Issues Workshops, Lincoln Heights residents identified thirteen priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. Concerns were raised around the Altamont Loop area, and this will be analyzed in a separate study. Table 32 shows the full list of locations, concerns, voting results, and statuses.

Table 32. Lincoln Heights Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1a	Ray St Corridor	North-South pedestrian access and bicycle network connectivity	22	Investigated
1b	17th Ave Corridor	High speeds and visibility concerns throughout corridor	22	Investigated
2	Lincoln Heights Reservoir Tank at Ray St and 25th Ave	No pedestrian crossing facility	8	Investigated
3	25th Ave to 27th Ave from Rockwood Retirement to Lincoln Heights Shopping Center	Improved pedestrian access	7	Investigated
4a	29th Ave at Fiske St and Mt Vernon St intersections	Pedestrian crossing safety – difficult to cross high-volume street	6	Investigated
4b	Perry St at Southeast Blvd Intersection	Sidewalk protections and safety improvements	6	Alternate option
5a	Between 17th Ave and 18th Ave near Ray St	Bicycle network gap	4	Alternate option
5b	Southeast Blvd Corridor	Walkability, pedestrian safety, pedestrian crossing facilities to Lincoln Park	4	Alternate option
5c	27th Ave and Fiske St intersection	Pedestrian crossing safety	4	Alternate option
6	Southeast Blvd and 31st Ave intersection	Pedestrian crossing safety – difficult to cross high-volume street	3	Alternate option
7	Woodfern St and Altamont Blvd	Vehicle and pedestrian safety, intersection confusion	2	Alternate option – will be investigated as part of Altamont Loop study
8	27th Ave and Ray St	No left turn sign westbound 27th Ave	1	Alternate option

9	Perry St	Sidewalk infill and improved facilities	1	Alternate option
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Concept designs and estimates were developed for each concern with a status of “Investigated.” All concepts required traffic analyses.

At the Concept Solutions Workshop on May 17, 2023, Lincoln-Heights residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 33 below.

Table 33. Lincoln Heights Concept Designs

Location	Concept Design (Project Number)	Concept Estimate	Total Score
17th Ave Corridor	Curb extensions (LIH1b)	\$725,000.00	20
25th Ave to 27th Ave from Rockwood Retirement to Lincoln Heights Shopping Center	Pedestrian path (LIH3)	\$234,000.00	16
Ray St Corridor	HAWK signal and widen sidewalk (LIH1a)	\$1,374,000.00	15
Lincoln Heights Reservoir Tank at Ray St and 25th Ave	Crosswalk closure (LIH2)	\$43,000.00	7
29th Ave at Fiske St and Mt Vernon St intersections	HAWK signal (LIH4a)	\$464,000.00	7

### 3.7 Manito-Cannon Hill

At the August 16, 2022, Issues Workshops, Manito-Cannon Hill residents identified ten priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. Bicyclist network connectivity on Lincoln St from 29<sup>th</sup> Ave to 16<sup>th</sup> Ave is outside of the City of Spokane’s bicycle network. The narrowness of 25<sup>th</sup> Ave affecting on-street parking is outside of the project’s traffic calming scope. Table 34 shows the full list of locations, concerns, voting results, and statuses.

Table 34. Manito-Cannon Hill Neighborhood Traffic Concerns

Location	Location	Concern	Total Score	Status
1	25th Ave from Manito Park to Bernard St	Sidewalk infill/repair, speeding, cut through traffic	10	Investigated

2a	Grand Blvd from 17th Ave to 29th Ave	Speeding, bicyclist network connectivity, pedestrian crossings needed, width of street	8	Investigated
2b	Bernard St from 18th Ave to 21st Ave	Speeding by Manito Park	8	Investigated
3	29th Ave from Manito Park to High Dr	Bicyclist network connectivity	7	Investigated
4	Lincoln St from 29th Ave to 16th Ave	Bicyclist network connectivity	6	Outside of project scope
5a	25th Ave	Narrowness of street affects on-street parking availability	5	Outside of project scope
5b	28th Ave from Bernard St to High Drive	Cut through traffic and speeding	5	Investigated
6	28th Ave from Bernard St to Lincoln St and from Howard St to Post St	Sidewalk infill	4	Alternate option
7	Westbound 29th Ave west of Grand Blvd	Lane drop and merge is confusing to drive	3	Alternate option
8	Oneida Pl and 20th Ave	Traffic engineering re-design.	-	Alternate option

Concept designs and estimates were developed for each concern with a status of “Investigated.” Additionally, all concepts except for the bicyclist network connectivity concern from 29<sup>th</sup> Manito Park to High Dr on 29<sup>th</sup> Ave required traffic analyses.

At the Concept Solutions Workshop on May 17, 2023, Manito-Cannon Hill residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concerns they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 35 below.

*Table 35. Manito-Cannon Hill Concept Designs*

Location	Concept Design (Project Number)	Concept Estimate	Total Score
Grand Blvd from 17th Ave to 29th Ave	Road diet – shared with Rockwood (MC2a)	\$1,315,000.00	20
Bernard St from 18th Ave to 21st Ave	Curb extensions and marked crossings (MCH2b)	\$539,000.00	13
25th Ave from Manito Park to Bernard St	Sidewalk infill, curb extensions, and marked crossings (MCH1)	\$379,000.00	12

29th Ave from Manito Park to High Dr	Bike improvements and restripe (MCH3)	\$158,000.00	11
28th Ave from Bernard St to High Drive	Sidewalk infill and ADA updates (MCH5b)	\$547,000.00	4

### 3.8 Peaceful Valley

At the August 4, 2022, Issues Workshops, Peaceful Valley residents identified ten priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. Two concerns were deemed outside of this project's traffic calming scope: the lack of a left turn onto Monroe St from Main St and the addition of an ADA accessible path from Redband Park to Huntington Park. Table 36 shows the full list of locations, concerns, voting results, and statuses.

*Table 36. Peaceful Valley Neighborhood Traffic Concerns*

Rank	Location	Concern	Total Score	Status
1	Main Ave near Cedar St	Speeding, collisions with curbs	10	Investigated
2	Clarke Ave Corridor	Speeding	6	Investigated
3	Main Ave and Monroe St	Lack of left turn onto Monroe St	5	Outside of project scope
4a	Redband Park to Huntington Park natural area	Add ADA accessible pedestrian path	3	Outside of project scope
4b	Cedar St Stairs	Personal safety, lighting, garbage clean-up	3	Investigated
4c	Spruce St Stairs	Improved facilities, garbage clean-up, lighting, improved access, sidewalk infill with buffer	3	Investigated
5	Whole neighborhood	No clear pedestrian and bicyclist route signage	-	Outside of project scope
6	Maple St and Main Ave	Stop sign location, intersection safety	-	Investigated
7	Main Ave near Cedar St	Slope signage for heavy vehicles	-	Alternate option
8	Spruce St	Sidewalk infill and paving	-	Alternate option

Concept designs and estimates were developed for each concern with a status of "Investigated." Additionally, all concepts except for the Cedar St Stairs and Spruce St stairs concerns required traffic analyses.

Peaceful Valley residents were presented the concept designs at the May 18, 2023, Concept Solutions Workshop and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 37 below.

Table 37. Peaceful Valley Concept Designs

Location	Concept Design (Project Number)	Concept Estimate	Total Score
Clarke Ave Corridor	Curb extensions, speed feedback signs, and marked crossings (PV2)	\$189,000.00	5
Main Ave near Cedar St	Marked crossings and curb extension (PV1)	\$27,000.00	4
Spruce St Stairs	Widening, sidewalk infill, and lighting (PV4c)	\$1,811,000.00	3
Cedar St Stairs	Widening and lighting (PV4b)	\$1,293,000.00	2
Maple St and Main Ave intersection	Curb extension, trim vegetation, and sign relocation (PV6)	\$136,000.00	1

### 3.9 Riverside

Riverside received no public participation at the 2022 Issues Workshops, but City of Spokane staff follow-up engagement activities yielded two priority traffic concerns. Both concerns progressed to the traffic analysis and conceptual design phase. Table 38 shows the full list of locations, concerns, voting results, and statuses.

Table 38. Riverside Neighborhood Traffic Concerns

Location	Concern	Total Score	Status
Downtown Core	Pedestrian fatalities at traffic signals	-	Investigated
Cedar St Stairs	Personal safety, lighting, garbage clean-up	-	Investigated – Peaceful Valley

Concept designs and estimates were developed for each concern with a status of “Investigated.” Both concepts required traffic analyses.

Riverside residents were presented the concept designs at the May 16, 2023, Concept Solutions Workshop and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 39 below.



Table 39. Riverside Concept Designs

Location	Concept Design (Project Number)	Concept Estimate	Total Score
Downtown Core – Riverside Ave at Stevens St	Signal timing adjustment (RS1)	\$122,000.00	5
Downtown Core – 2nd Ave at Browne St	Curb extensions and signal timing adjustment (RS2)	\$285,000.00	4
Downtown Core – 3rd Ave at Division St	Signal timing adjustment (RS3)	\$80,000.00	3
Downtown Core – 3rd Ave at Howard St	Curb extensions and signal timing adjustment (RS4)	\$208,000.00	2
Downtown Core – Pacific Ave at Browne St	Curb extensions (RS5)	\$230,000.00	1

### 3.10 Rockwood

In the August 3, 2022, Issues Workshops, Rockwood residents identified nine priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. The sidewalk in disrepair from Garfield Rd from 24<sup>th</sup> Ave to Rockwood Blvd was outside this project's scope of traffic calming. Table 40 shows the full list of locations, concerns, voting results, and statuses.

Table 40. Rockwood Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1a	18th Ave from Upper Terrace Rd to Grand Blvd	Speeding	8	Will be investigated – deferred to the Greenway study in 2023
1b	Sumner Ave and Rockwood Blvd intersection	Sight distance, visibility, large confusing intersection	8	Investigated
2	Grand Blvd from Sumner Ave to 14th Ave	Pedestrian crossing safety – difficult to cross high-volume street	7	Investigated
3a	Rockwood Blvd near 11th/12th Ave	Speeding	5	Investigated
3b	Garfield Rd from 24th Ave to Rockwood Blvd	Sidewalk in disrepair	5	Outside of project scope
4a	Grand Blvd at 18th Ave, 21st Ave, and 25th Ave intersections	Pedestrian crossing safety - difficult to cross high-volume street	4	Investigated

4b	9th Ave, McClellan St, Grand Blvd intersection	No pedestrian crossing facility across 9th Ave	4	Alternate option
5	Garfield Rd and 24th Ave/Plateau Rd intersection	Speeding and no pedestrian crossing facility	3	Alternate option
6	Southeast Blvd and Rockwood Blvd intersection	Difficult to cross high-volume street	1	Alternate option

Concept designs and estimates were developed for each concern with a status of “Investigated.” All concepts required traffic analyses.

Rockwood residents were presented the concept designs at the May 17, 2023, Concept Solutions Workshop and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 41 below.

*Table 41. Rockwood Concept Designs*

Location	Concept Design (Project Number)	Concept Estimate	Total Score
Sumner Ave and Rockwood Blvd intersection	Restripe and curb extensions (RW1b)	\$688,000.00	9
Grand Blvd from 9th Ave to 17th Ave	Road diet – shared with Cliff-Cannon (RW2)	\$1,208,000.00	9
Grand Blvd from 17th Ave to 29th Ave	Road diet – shared with Manito-Cannon Hill (RW3b)	\$1,315,000.00	9
Rockwood Blvd near 11th/12th Ave	Curb extensions (RW3a)	\$96,000.00	3
18th Ave from Upper Terrace Rd to Grand Blvd	Deferred to the Greenway study in 2023 (RW1a)	-	-

### 3.11 Southgate

In the August 3, 2022, Issues Workshops, Southgate residents identified seven priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. The bicyclist network connectivity concern from Freya St from 44<sup>th</sup> Ave to Palouse Hwy is outside of this project’s scope. Table 42 shows the full list of locations, concerns, voting results, and statuses.

Table 42. Southgate Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1	44th Ave and Freya St intersection	Blind corner for eastbound left, safe sight distance	35	Investigated
2	Freya St from 45th Ave to Palouse	Sidewalk infill	30	Investigated
3	Palouse Hwy from Freya St to Regal St	Sidewalk infill	26	Investigated – limits coordinated with other grant applications.
4	Regal St and Thurston Ave intersection	Needs pedestrian crossing facilities	19	Project funded through HSIP grant
5	44th Ave from Crestline St to Altamont St	Speeding and cut through	18	Investigated – project funded through TBD. Limits changed to Altamont St to Cook St.
6	Freya St from 44th Ave to Palouse Hwy	Bicyclist network connectivity	17	Outside of project scope
7	37th Ave and Napa St intersection	Pedestrian crossing safety – difficult to cross high-volume street	16	Investigated

Concept designs and estimates were developed for each concern with a status of “Investigated.” Traffic analyses were completed for the 44<sup>th</sup> Ave from Crestline St to Altamont St concern and the 37<sup>th</sup> Ave and Napa St intersection concern.

Southgate residents were presented the concept designs at the May 17, 2023, Concept Solutions Workshop and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 43 below.

Table 43. Southgate Concept Designs

Location	Concept Design (Project Number)	Concept Estimate	Total Score
44th Ave and Freya St intersection	Curb extensions and sidewalk infill (SG1)	\$232,000.00	20
Freya St from 45th Ave to Palouse	Sidewalk infill (SG2)	\$610,000.00	20
37th Ave and Napa St intersection	RRFB (SG7)	\$102,000.00	16
Palouse Hwy from Freya St to Regal St	Sidewalk infill (SG3)	\$510,000.00	14
44th Ave from Crestline St to Altamont St	Curb extensions and restripe (SG5)	\$274,000.00	5

### 3.12 West Hills

In the August 17, 2022, Issues Workshops, West Hills residents identified eight priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. Maintenance on the Sunset Bridge is outside of this project's scope of traffic calming. Table 44 shows the full list of locations, concerns, voting results, and statuses.

Table 44. West Hills Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1	Sunset Bridge	Maintenance needed	9	Outside of project scope
2	Whistalks Way at North River Ridge	Pedestrian crossing safety - visibility	5	PHB project funded at Whistalks Way/Randolph St by CoS <sup>9</sup>
3a	West Dr from Westcliff Pl to Azalea Dr	Speeding, pedestrian crossing safety – visibility obstructed by vegetation and more crossings needed	4	Investigated
3b	Rosamond Ave and F Street	Intersection control	4	Investigated
4	A St Corridor	Speeding	3	Investigated
5a	Sand Ridge Ave	Cut through traffic and speeding	2	Investigated
5b	F St at Whittier Park	Speeding	2	Investigated
6	Rosamond Bridge (over I-90)	No sidewalks, maintenance needed	1	Outside of project scope

Concept designs and estimates were developed for each concern with a status of “Investigated.” All concepts required traffic analyses.

West Hills did not have representation at the 2023 Concept Solutions Workshop, and the City of Spokane provided direction to use the ranked neighborhood priority traffic concerns from the 2022 Issues Workshops. A list of the concept designs and concept estimates based on the prioritization list from the Issues Workshop can be found in Table 45 below.

Table 45. West Hills Concept Designs

Location	Concept Design (Project Number)	Concept Estimate
West Dr from Westcliff Pl to Azalea Dr	Sidewalk infill, speed limit signs, and trim vegetation (WH3a)	\$115,000.00
Rosamond Ave and F St	Curb extensions and signs (WH3b)	\$413,000.00

<sup>9</sup> <https://static.spokanecity.org/documents/projects/six-year-comprehensive-street-program-2024-2029/draft-six-year-streets-program-2024-2029.pdf>

A St Corridor	Speed humps (WH4)	\$48,000.00
Sandridge Ave from Rogue River St to River Ridge Blvd	Speed humps (WH5a)	\$50,000.00
F St from 7 <sup>th</sup> Ave to Hartson Ave	Speed humps and curb extensions (WH5b)	\$718,000.00

## 4.0 DISTRICT 3

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District 3 consists of the Audubon-Downriver, Balboa-South Indian Trail, Emerson-Garfield, Five Mile Prairie, North Hill, North Indian Trail, Northwest, and West Central neighborhoods. These neighborhoods were all part of the May 18<sup>th</sup> Concept Solutions Workshops. All neighborhoods had resident representation at the workshops.

Figure 4 shows a map of District 3 and the top three concept design locations for each neighborhood in District 3. Concept design numbers can be found in Table 3 at the beginning of this report or in the individual neighborhood sections below.

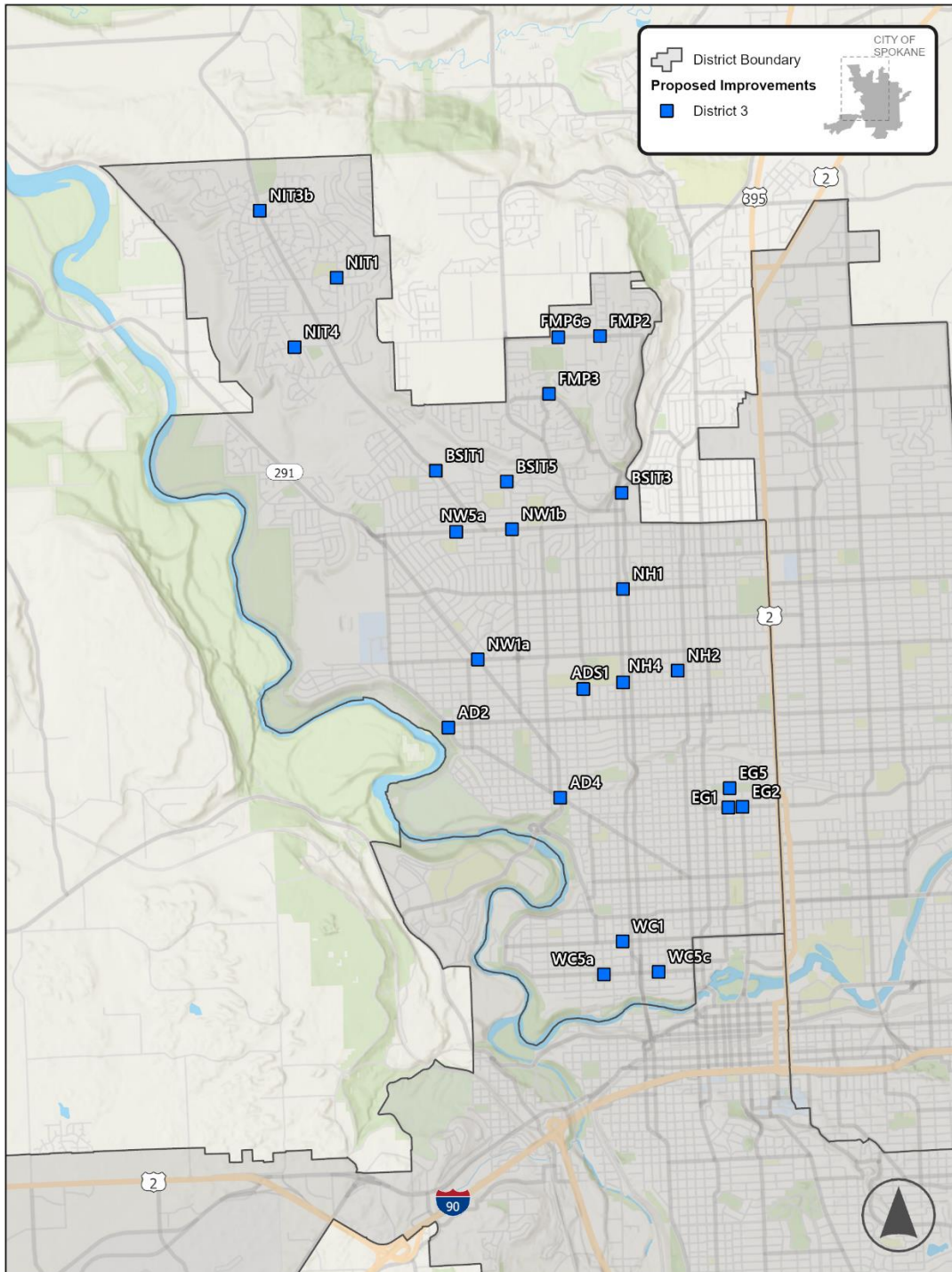


Figure 4. District 3 Top Three Concept Design Locations



## 4.1 Audubon-Downriver

At the July 13, 2022, Issues Workshops, Audubon-Downriver residents identified nine priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. One traffic concern was received from Spokane Public Schools. Table 46 shows the full list of locations, concerns, voting results, and statuses.

Table 46. Audubon-Downriver Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1	Wellesley Ave near new SPS Middle School	Safe Routes to School, residential neighborhood cut through traffic from Assembly St	40	Investigated
2	Northwest Blvd from T.J. Meenach Dr to Assembly St	Speeding, pedestrian crossing safety – difficult to cross due to width of Northwest Blvd	35	Investigated
3	Wellesley Ave and Alberta St	Reduce pedestrian-vehicle conflicts at signalized intersection	31	Investigated
4	Northwest Blvd and T.J. Meenach Dr intersection	Pedestrian and bicyclist crossing safety	25	Investigated
5	Driscoll Blvd, Alberta St, Cochran St. Intersection	Intersection control confusion, skewed intersection, sidewalk infill <sup>10</sup>	19	Alternate option
6	Wellesley Ave and Driscoll Blvd	Insufficient traffic control for the volume, sight distance/visibility, ignored traffic control	16	Alternate option
7a	Driscoll Blvd Corridor	Pedestrian network connectivity	4	Alternate option
7b	Riverview Dr	Cut through traffic from C Street Speeding	4	Alternate option
S1	Belt St and Longfellow Ave	Pedestrian crossing safety	-	Investigated – Spokane Public Schools
S2	A St from Walton Ave to Finch Elementary	Safe route to school	-	Alternate option

Concept designs and estimates were developed for each concern with a status of “Investigated.” Additionally, all concepts except for the Belt St and Longfellow Ave concern required traffic analyses.

<sup>10</sup> Sidewalk infill at this same intersection was listed separately by the neighborhood and received a total score of 7. City of Spokane has a sidewalk project planned in this location.



At the Concept Solutions Workshop, Audubon-Downriver residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 47 below.

Table 47. Audubon-Downriver Concept Designs

Location	Concept Design (Project Number)	Concept Estimate	Total Score
Northwest Blvd from T.J. Meenach Dr to Assembly St	Restripe, RRFB, and marked crossing (AD2)	\$526,000.00	51
Belt St and Longfellow Ave	Signing and curb extensions (ADS1)	\$232,000.00	37
Northwest Blvd and T.J. Meenach Dr intersection	Signal modifications and marked crossings (AD4)	\$86,000.00	35
Wellesley Ave near new SPS Middle School	Restripe, marked crossings, sidewalk infill, and curb extensions (AD1)	\$1,742,000.00	30
Wellesley Ave and Alberta St	Signal modifications (AD3)	\$64,000.00	25

## 4.2 Balboa-South Indian Trail

At the July 13, 2022, Issues Workshops, Balboa-South Indian Trail residents identified their top five priority traffic concerns across the neighborhood. One traffic concern was received from Spokane Public Schools. Table 48 shows the full list of locations, concerns, voting results, and statuses.

Table 48. Balboa-South Indian Trail Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1	Indian Trail Rd Corridor (Holyoke Ave to Janice Ave)	Pedestrian and bicyclist safety	-	Investigated
2	Francis Ave at Five Mile Shopping Center	Access management, more pedestrian crossing options	-	Investigated
3	Maple St and Ash St at Country Homes Blvd	Access management, transit priority Pedestrian safety – increase level of comfort	-	Investigated
4	Five Mile Rd from Cochran St to Ash St	More pedestrian crossings, improved bicyclist facilities	-	Investigated

5	Woodside Ave Corridor	Speeding, cut through traffic, bicycle facilities	-	Investigated
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Concept designs and estimates were developed for each concern with a status of “Investigated.” All concepts required traffic analyses.

At the Concept Solutions Workshop on May 18, 2023, Balboa-South Indian Trail residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 49 below.

*Table 49. Balboa-South Indian Trail Concept Designs*

Location	Concept Design	Concept Estimate	Total Score
Indian Trail Rd Corridor (Holyoke Ave to Janice Ave)	HAWK signals (BSIT1)	\$453,000.00	15
Maple St and Ash St at Country Homes Blvd	Restripe and curb extensions (BSIT3)	\$822,000.00	10
Woodside Ave Corridor	Bike improvements and speed feedback signs (BSIT5)	\$115,000.00	9
Five Mile Rd from Cochran St to Ash St	Road diet (BSIT4)	\$973,000.00	8
Francis Ave at Five Mile Shopping Center	HAWK signals (BSIT2)	\$494,000.00	3

### 4.3 Emerson-Garfield

At the July 12, 2022, Issues Workshops, Emerson-Garfield residents identified nine priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. One traffic concern was received from Spokane Public Schools. Division St from Boone Ave to Cora Ave was deemed outside this project’s scope of traffic calming. Table 50 shows the full list of locations, concerns, voting results, and statuses.

*Table 50. Emerson-Garfield Neighborhood Traffic Concerns*

Rank	Location	Concern	Total Score	Status
1	Buckeye Ave between Post St and Division St	Speeding, pedestrian crossing improvements	38	Investigated

2	Buckeye Ave and Washington St	Driver yielding, intersection design, lane alignment	26	Investigated
3	Division St from Boone Ave to Cora Ave	Speeding, pedestrian safety (recent fatality), noise	22	Outside of project scope
4	Cross streets to Monroe St	Cut through traffic	20	Investigated
5	Corbin Park	Speeding, pedestrian crossing visibility due to on-street parking	19	Investigated
6	Northwest Blvd from Monroe St to Cochran St	Speeding	-	Alternate option
7	Cora Ave between Division St and Post St	Speeding, cut through traffic weekend peak parking demand	-	Alternate option
8	Euclid Ave and Buckeye Ave between Division St and Post St	Speeding, cut through traffic	-	Alternate option
9	Corbin Park at Washington St	Advance signage for park indicating no through street or priority of park roadway circulation	-	Alternate option
S1	Audubon Elementary	Sidewalk connectivity and ADA improvements	-	Investigated – Spokane Public Schools

Concept designs and estimates were developed for each concern with a status of “Investigated.” Additionally, all concepts except for the Audubon Elementary concern required traffic analyses.

At the Concept Solutions Workshop on May 18, 2023, Emerson-Garfield residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 51 below.

Table 51. Emerson-Garfield Concept Designs

Location	Concept Design	Concept Estimate	Total Score
Buckeye Ave and Washington St	Signal modifications, modifications to north leg of intersection (EG2)	Alt A - \$581,000.00 Alt B - \$506,000.00 Alt C - \$432,000.00	73
Buckeye Ave between Post St and Division St	Restripe, marked crossings, and RRFBs (EG1)	\$567,000.00	59
Corbin Park	Curb extensions and signs (EG5)	\$422,000.00	55

Audubon Elementary	Curb extensions and ADA upgrades (EGS1)	\$349,000.00	30
Cross streets to Monroe St	Vehicle channelization (EG4)	\$78,000.00	27

#### 4.4 Five Mile Prairie

At the July 12, 2022, Issues Workshops, Five Mile Prairie residents identified eleven priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. Table 52 shows the full list of locations, concerns, voting results, and statuses.

*Table 52. Five Mile Prairie Neighborhood Traffic Concerns*

Rank	Location	Concern	Total Score	Status
1	Strong Rd between Nettleton Rd and Five Mile Rd	Sidewalk infill and bicyclist network connectivity	-	Investigated
2	Strong Rd between Elm St and Cedar Rd	Pedestrian crossing safety, primarily school children	-	Investigated
3	Cascade Way	Dedicated bicycle facility	-	Investigated
4	Cascade Way and Austin Rd	Bicycle facility connection from Cascade Way to Austin Rd.	-	Investigated – incorporated into Cascade Way bicycle facility
5	Cedar Rd from Strong Rd to Johansen Rd	Bicyclist network connectivity, pedestrian network connectivity	-	Investigated
6a	Strong Rd Corridor	Bicyclist network connectivity	-	Alternate option
6b	Austin Rd Corridor	Bicyclist network connectivity, pedestrian network connectivity	-	Alternate option
6c	Austin Rd and Cedar Rd near St Matthew Lutheran Church	Traffic network connectivity	-	Alternate option
6d	5 Mile Rd to Dell Dr near Cochran St	Pedestrian network connectivity	-	Alternate option
6e	Nettleton Ct and Strong Rd	Pedestrian crossing safety	-	Investigated
6f	Heath Ave and Strong Rd	Pedestrian connection with Heath Ave utilizes bollards – concerned with safety of installation	-	Alternate option

Concept designs and estimates were developed for each concern with a status of “Investigated.” A traffic analysis was completed for the Cascade Way from Austin Rd to 5 Mile Rd concern.

At the Concept Solutions Workshop on May 18, 2023, Five Mile Prairie residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 53 below.

Table 53. Five Mile Prairie Concept Designs

Location	Concept Design (Project Number)	Concept Estimate	Total Score
Strong Rd between Elm St and Cedar Rd	Marked crossings, ADA upgrades, and signs (FMP2)	\$136,000.00	10
Nettleton Ct and Strong Rd	RRFB and ADA upgrades (FMP6e)	\$170,000.00	8
Cascade Way	Bicycle improvements (FMP3)	\$14,000.00	6
Cedar Rd from Strong Rd to Johansen Rd	Pedestrian and bicycle improvements (FMP5)	\$253,000.00	4
Strong Rd between Nettleton Rd and Five Mile Rd	Shared use path (FMP1)	\$590,000.00	2

## 4.5 North Hill

At the July 13, 2022, Issues Workshops, North Hill residents identified five priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. Table 54 shows the full list of locations, concerns, voting results, and statuses.

Table 54. North Hill Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1	Maple St/Ash St and Rowan Ave	Pedestrian crossing safety	-	Investigated
2	Madison St from Rowan Ave to Garland Ave	Cut through traffic	-	Investigated
3	Wall St/Post St couplet near Providence Ave	Merging and diverging traffic	-	Investigated
4	Ash St Corridor (Francis Ave to Courtland Ave)	More pedestrian crossing facilities	-	Investigated
5	Neighborhood Parks	20 mph zones	-	Investigated

Concept designs and estimates were developed for each concern with a status of “Investigated.” Additionally, all concepts except for the Neighborhood Parks concern required traffic analyses.

At the Concept Solutions Workshop on May 18, 2023, North Hill residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 55 below.

*Table 55. North Hill Concept Designs*

Location	Concept Design	Concept Estimate	Total Score
Maple St/Ash St and Rowan Ave	Signal installations (NH1)	\$2,380,000.00	27
Ash St Corridor (Francis Ave to Courtland Ave)	Curb extensions, RRFB, marked crossings, and signs (NH4)	\$565,000.00	20
Madison St from Rowan Ave to Garland Ave	Traffic circles (NH2)	\$160,000.00	19
Neighborhood Parks	Signs (NH5)	\$18,000.00	17
Wall St/Post St couplet near Providence Ave	Curb extensions and restripe (NH3)	\$314,000.00	7

## 4.6 North Indian Trail

At the July 14, 2022, Issues Workshops, North Indian Trail residents identified eight priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. The pedestrian crossing safety concern at Barnes Rd and Farmdale St was funded and designed through a separate City of Spokane project. The high traffic intersection concern at Francis Ave and Indian Trail Rd was deemed outside of this project’s scope of traffic calming. Indian Trail Rd Corridor will be investigated as part of a separate study. Table 56 shows the full list of locations, concerns, voting results, and statuses.

*Table 56. North Indian Trail Neighborhood Traffic Concerns*

Rank	Location	Concern	Total Score	Status
1	Shawnee Ave and Farmdale St Intersection	Pedestrian crossing safety, primarily school children	14	Investigated

2	Barnes Rd and Farmdale St Intersection	Pedestrian crossing safety, primarily school children	11	Funded and designed traffic calming project – Cycle 9 School Safety <sup>4</sup>
3a	Francis Ave and Indian Trail Rd Intersection	High-traffic intersection	6	Outside of project scope
3b	Indian Trail Rd, north of Ridgecrest Dr	Pedestrian network connectivity	6	Investigated
4	Pamela St from Barnes Rd to Pacific Park Dr	Speeding	5	Investigated
5	Indian Trail Rd Corridor	Bicyclist network connectivity	2	Investigated – deferred to 2023 Indian Trail Rd Corridor study
6	Indian Trail Rd	Pedestrian and bicyclist network connectivity - offroad	2	Investigated
7	5 Mile – Indian Trail near Prairie Dr	Inter-neighborhood connectivity	1	Outside of project scope

Concept designs and estimates were developed for each concern with a status of “Investigated.” Additionally, all concepts except for the Indian Trail Rd north of Ridgecrest Dr concern required traffic analyses.

At the Concept Solutions Workshop on May 18, 2023, North Indian Trail residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 57 below.

*Table 57. North Indian Trail Concept Designs*

Location	Concept Design (Project Number)	Concept Estimate	Total Score
Shawnee Ave and Farmdale St Intersection	Curb extensions and signs (NIT1)	\$322,000.00	11
Indian Trail Rd, north of Ridgecrest Dr	Sidewalk infill (NIT3b)	\$917,000.00	8
Pamela St from Barnes Rd to Pacific Park Dr	Speed humps and traffic circle (NIT4)	\$139,000.00	7
Indian Trail Rd Neighborhood	Shared use path (NIT6)	\$669,000.00	4
Indian Trail Rd Corridor	Deferred to 2023 Indian Trail Rd Corridor study	-	-

## 4.7 Northwest

At the July 13, 2022, Issues Workshops, Northwest residents identified ten priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. The Francis Ave, Driscoll Blvd, and Assembly St intersection concern was deemed outside of this project's scope of traffic calming. Table 58 shows the full list of locations, concerns, voting results, and statuses.

Table 58. Northwest Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1a	Wellesley Ave and Driscoll Blvd intersection	High-volume traffic, no pedestrian crossing facility	-	Investigated
1b	Francis Ave and A St intersection	Pedestrian crossing difficulty, no crossing facility, collision history (fatality)	-	Investigated
2	Wellesley Ave and Assembly St intersection	Pedestrian crossing safety – new school route	-	Investigated
3	Greenwood Blvd, Litchfield Pl, Fairmont Pl intersection	Intersection confusion, pedestrian safety, and speeding	-	Investigated
4	Francis Ave/Driscoll Blvd/Assembly St Intersection	Intersection control and confusing signage	-	Outside of scope
5a	Francis Ave and Fotheringham St intersection	Lack of pedestrian crossing facility	-	Investigated
5b	Francis Ave and Belt St intersection	Pedestrian crossing safety and traffic flow	-	Alternate option
5c	Rowan Ave and A St	Traffic flow, speeding, heavy vehicle use	-	Alternate option
5d	Rowan Ave and G St intersection	Insufficient traffic control	-	Alternate option
5e	Francis Ave and Rifle Club Rd intersection	Pedestrian crossing safety, speeding, access management	-	Alternate option

Concept designs and estimates were developed for each concern with a status of “Investigated.” Additionally, all concepts except for the Wellesley Avenue and Driscoll Blvd intersection concern required traffic analyses.

At the Concept Solutions Workshop on May 18, 2023, Northwest residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 59 below. The Issues Workshops prioritized list was used to break the tie between the concerns at Wellesley Ave and Driscoll Blvd and Wellesley Ave and



Assembly St; since the concern at Wellesley Ave and Driscoll Blvd originally ranked higher, it was selected as the third highest concept for Northwest.

Table 59. Northwest Concept Designs

Location	Concept Design (Project Number)	Concept Estimate	Total Votes
Francis Ave and A St intersection	Intersection improvements (NW1b)	\$1,197,000.00	14
Francis Ave and Fotheringham St intersection	Intersection improvements (NW5a)	\$450,000.00	11
Wellesley Ave and Driscoll Blvd intersection	Restripe, curb extensions, marked crossings, and signs (NW1a)	\$582,000.00	8
Wellesley Ave and Assembly St intersection	Curb extensions, marked crossings, and signs (NW2)	\$573,000.00	8
Greenwood Blvd, Litchfield Pl, Fairmont Pl intersection	One-way conversion (NW3)	\$403,000.00	5

## 4.8 West Central

At the July 12, 2022, Issues Workshops, West Central residents identified twelve priority traffic concerns across the neighborhood. The neighborhood voted on these, and the top five concerns progressed to the traffic analysis and conceptual design phase. The Pedestrian Demand score map concerns were deemed outside of the scope of this project. Additionally, the Overall Neighborhood concern with speeding and right-of-way confusion was deemed outside of the scope of this project. Table 60 shows the full list of locations, concerns, voting results, and statuses.

Table 60. West Central Neighborhood Traffic Concerns

Rank	Location	Concern	Total Score	Status
1	Summit Ave, Broadway Ave, Boone Ave, Maxwell/Mission Ave	Speeding	16	Investigated
2	[Based upon Pedestrian Demand score map]	Pedestrian connectivity and ADA accessibility	14	Outside of scope
3	Overall Neighborhood	Speeding and right-of-way confusion	13	Outside of scope
4	Maxwell Ave and Belt St, Maxwell Ave and Elm St, and Pettet Dr and	Bicyclist safety, pedestrian crossing safety	11	Investigated – grant funding pending

	Mission Ave Intersections			
5a	Broadway Ave Intersections at Chestnut St, Elm St, Nettleton St, Cannon St	Pedestrian crossing safety	9	Investigated – Chestnut St and Elm St
5b	Holmes Elementary	Pedestrian network connectivity, safe routes to school	9	Investigated – Spokane Public Schools
5c	Broadway Ave from Spokane County Courthouse to Maple St	Pedestrian network enhancements	9	Investigated
6a	Broadway Ave at Cedar St and Maple St	ADA accessibility	-	Alternate option
6b	Boone Ave at Nettleton St, Chestnut St, Elm St, and Cochran St	Pedestrian crossing safety	-	Alternate option
6c	Chestnut St	Size of street	-	Alternate option
6d	Maple St Bridge	Pedestrian network connectivity	-	Alternate option
6e	Maple St/Ash St and Dean Ave	Intersection confusion, pedestrian crossing safety	-	Alternate option

Concept designs and estimates were developed for each concern with a status of “Investigated.” Additionally, all concepts except for the Holmes Elementary concern required traffic analyses.

At the Concept Solutions Workshop on May 18, 2023, West Central residents were presented the concept designs and given the opportunity to discuss any minor changes to these designs. They then voted on the top three concepts they would prefer to have constructed in the neighborhood. A list of the concept designs, concept estimates, and concept design voting breakdown can be found in Table 61 below.

*Table 61. West Central Concept Designs*

Location	Concept Design (Project Number)	Concept Estimate	Total Votes
Summit Ave, Broadway Ave, Boone Ave, Maxwell/Mission Ave	Curb extensions, bike lanes, and speed feedback sign (WC1)	\$573,000.00	13
Broadway Ave Intersections at Chestnut St, Elm St, Nettleton St, Cannon St	Curb extensions, marked crossings, and raised intersection (WC5a)	\$1,160,000.00	10
Broadway Ave from Spokane County	Curb extensions (WC5c)	\$445,000.00	9

Courthouse to Maple St			
Holmes Elementary	Marked crossings and ADA upgrades (WC5b)	\$299,000.00	8
Maxwell Ave and Belt St, Maxwell Ave and Elm St, and Pettet Dr and Mission Ave Intersections	Incorporated into Summit Ave, Broadway Ave, Boone Ave, Maxwell/Mission Ave concept (WC4)	-	-

## 5.0 SUMMARY

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This report provided a summary of the 2022-2023 City of Spokane Citywide Traffic Calming process. At the 2022 Issues Workshops, concerns on neighborhood traffic issues were heard directly from neighborhood residents. Residents identified their neighborhood locations of interest, preferred routes through the neighborhood, and issues that are present on these neighborhood routes. Each neighborhood then voted on their top five concerns. A Traffic Issues Memorandum was issued for each City of Spokane district and summarized the concerns for the neighborhood. Additionally, a prioritized list identifying the top five concerns was provided for each neighborhood. The City of Spokane completed neighborhood outreach efforts to develop a prioritized list for the three neighborhoods that did not have neighborhood representation at the Issues Workshops.

DOWL developed concept analyses, cost estimates, and traffic analyses as needed to address the top five concerns for each neighborhood identified in the Traffic Issues Memorandums.

The 2023 Concept Solutions Workshops were held to present the proposed solutions to the concerns identified by each neighborhood in the 2022 Issues Workshops. The Concept Solutions Workshops provided the opportunity for neighborhood residents to engage and provide feedback on the proposed solutions. DOWL led the workshop discussion and provided the proposed solutions, traffic analyses, and cost estimates for neighborhood residents to review and discuss. Once the neighborhood residents discussed and provide possible changes for evaluation, they voted on the top three concept designs. These top three designs identify the neighborhood's preference for which projects should be prioritized. It should be noted that other projects may take precedence if the City of Spokane is able to receive funding for a particular project or has other construction that could be completed in conjunction with a traffic calming project.

Following the Concept Solutions Workshops, DOWL evaluated the neighborhood feedback. The concept designs and estimates were then updated accordingly.

This summary report provided an overview of each neighborhood's traffic issues, prioritized project lists, and the final concept designs and estimates. These projects will be included for future City project charters.

# **APPENDIX 1: TRAFFIC ANALYSES**

# **APPENDIX 2: CONCEPT DRAWINGS**



# **APPENDIX 3: COST ESTIMATES**

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**APPENDIX 4:  
ISSUES WORKSHOPS  
PHOTOLOG**

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**APPENDIX 5:  
CONCEPT SOLUTIONS  
WORKSHOP PHOTOLOG**

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