



# MEMORANDUM

TO: City of Spokane  
FROM: Adam Miles P.E.  
Dominic Vernon E.I.T.  
DATE: October 21, 2022  
SUBJECT: City of Spokane District 1 Neighborhood Traffic Concerns

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This memorandum provides a summary of the priority neighborhood traffic concerns heard from each of the City of Spokane District 1 neighborhoods at their respective Issues Workshops. Participation at each workshop varied, and two neighborhoods (Logan and Nevada Heights) received no public participation. For those neighborhoods, DOWL will receive City staff follow-up outlining the neighborhood concerns.

## Issues Workshops

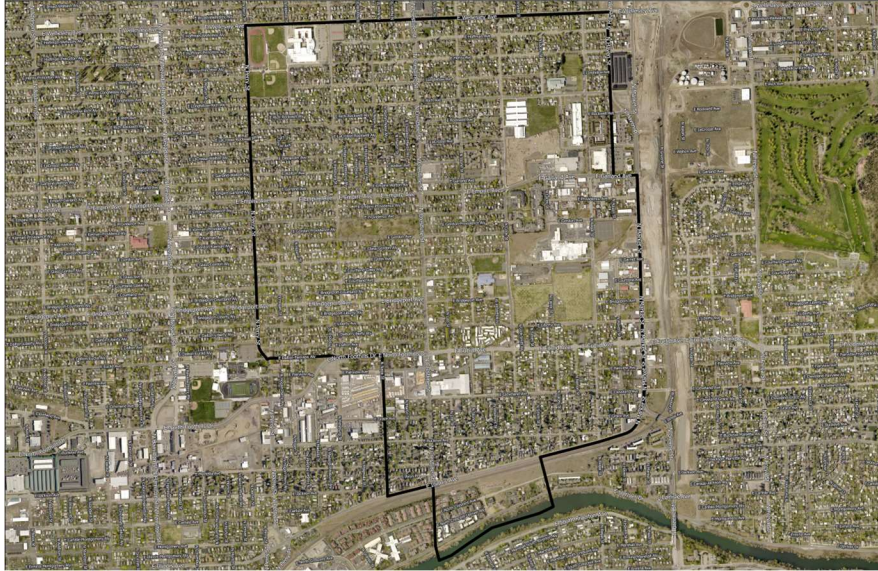
The purpose of the workshops was to hear concerns on neighborhood traffic issues directly from neighborhood residents. DOWL team members attended each workshop with prepared materials and assisted City staff in guiding neighborhood discussions to identify specific traffic issues within each neighborhood.

Each workshop began with having residents evaluate the neighborhood locations of interest. This transitioned into identifying the main car, bicycle, and pedestrian routes through the neighborhood. Issues were identified in the neighborhood along these routes, at these neighborhood locations of interest, or at other areas within the neighborhood.

The date of the workshop, brief description of the concerns raised, map of the neighborhood, total number of neighborhood locations of interest, and priority traffic concerns are included below.

## Bemiss

Bemiss's workshop was completed on June 21, 2022. The neighborhood identified twenty-six neighborhood locations of interest and eight priority traffic concerns. The primary concerns raised were speeding, collisions, and safety. The major locations of concern were Illinois Ave, Crestline St, and Market St. **Figure 1** identifies the boundaries of the neighborhood.



**Figure 1. Bemiss Neighborhood Boundaries**

**Table 1** lists the top neighborhood traffic concerns with the total votes and locations of these concerns identified. As shown, the top priority for Bemiss residents is speeding and collisions along Illinois Avenue. During the initial review, it came to DOWL's attention that the City has a planned project to address this location funded and planned for construction by the end of 2022.<sup>1</sup> In addition, speed limit enforcement across the neighborhood falls under the enforcement arm of the traffic calming program and will not be addressed with the master plan efforts. As a result, the Citywide Traffic Calming Master Plan project will investigate concerns 2-4b and 5 from this list and propose solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas.

**Table 1. Bemiss Neighborhood Traffic Concerns**

Rank	Total Score	Location	Concern	Status
1	23	Illinois Ave from Crestline St to Market St	Speeding and collisions	Funded and designed Illinois Ave project already exists
2	8	Market St from Garland Ave to Illinois Ave	Speeding, traffic volume, visibility for turn onto Illinois	Will be investigated
3	6	Wellesley Ave and Crestline St intersection	Left-turn lane queueing and safety	Will be investigated
4a	4	Illinois Ave and Crestline St intersection	Intersection vehicle and pedestrian safety	Will be investigated
4b	4	Euclid Ave from Market St to Crestline St	Speeding and collisions	Will be investigated
4c	4	Overall Neighborhood	Lack of speed limit enforcement	Outside of project scope
5	2	Crestline St Corridor	Travel time delay along corridor	Outside of project scope

<sup>1</sup> <https://my.spokanecity.org/projects/illinois-avenue-bikeway-design-options/>

6	1	Euclid Ave and Cook St Intersection	Northeast corner sight distance concern	Alternate option
S1	-	4200 N Regal, including Regal St and Rich Ave intersection	Sidewalk connectivity	Will be investigated

**Chief Garry**

Chief Garry’s workshop was completed on June 23, 2022. The neighborhood identified thirty-six neighborhood locations of interest and thirteen priority traffic concerns. The primary concerns raised were pavement condition, pedestrian crossing safety, and speeding. The major locations of concern were Mission Ave, Boone Ave, and Napa St. **Figure 2** identifies the boundaries of the neighborhood.



**Figure 2. Chief Garry Park Neighborhood Boundaries**

**Table 2** lists the top neighborhood traffic concerns with total votes and locations of these concerns. The top priority for Chief Garry residents is the pavement condition along the Napa St corridor, which is out of this project’s scope. The Street Department’s Arterial Street Plan has this street listed for repaving in 2026.<sup>2</sup> The heavy vehicle use on Boone Ave is also out of this project’s scope and is due to this street being classified as a City of Spokane Required Trucking Route.<sup>3</sup> The bicycle network connectivity at Perry St and Indiana Ave is out of Chief Garry’s neighborhood boundaries. It will be investigated as part of the Logan neighborhood concerns. Thus, Citywide Traffic Calming Master Plan will investigate concerns 2-5a and 6b

<sup>2</sup> <https://static.spokanecity.org/documents/streets/maintenance/2021-2026-arterial-maintenance-plan-2021-02-25.pdf>

<sup>3</sup> <https://static.spokanecity.org/documents/streets/maintenance/truck-routes-map-2018-01-25.pdf>

and propose solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas.

**Table 2. Chief Garry Park Neighborhood Traffic Concerns**

Rank	Total Score	Location	Concern	Status
1	13	Napa St corridor	Pavement condition	Outside of project scope
2	12	Mission Ave and Magnolia St intersection	Pedestrian crossing safety, sidewalk infill	Will be investigated. City of Spokane has pending grant application for the crosswalk.
3	11	Mission Ave and South Riverton Ave intersection	No pedestrian crossing of Mission Ave on east side of Mission Ave bridge.	Outside of project scope.
4	6	Marshall Ave from Mission Ave to Regal St	Speeding	Will be investigated
5a	5	Pedestrian trail from Iron Bridge to S. Riverton St	No pedestrian crossing over railroad tracks	Will be investigated
5b	5	Boone Ave	Heavy vehicle use	Outside of project scope
6a	4	Perry St and Indiana Ave (outside of neighborhood boundary)	Bicycle network connectivity	Outside neighborhood boundary. (See Logan Neighborhood)
6b	4	Mission Ave near Chief Garry Park (Regal St)	Speed sign visibility and speeding	Will be investigated
7a	3	Stevens Elementary	Pedestrian network connectivity	Will be investigated. City of Spokane has a pending grant application.
7b	3	Mission Ave and Crestline St	Speeding	Alternate option
8a	2	N Waterworks St	Speeding	Alternate option
8b	2	Westbound Mission Ave and Green St	Speeding	Alternate option
9	1	Mission Ave and S Riverton Ave	Increased residential development	Outside of project scope

**East Central**

East Central’s workshop was completed on June 23, 2022. The neighborhood identified nine priority traffic concerns. The primary concerns raised were speeding and pedestrian safety. The major location of concern was 9<sup>th</sup> Ave. **Figure 3** identifies the boundaries of the neighborhood.





Figure 3. East Central Neighborhood Boundaries

**Table 3** lists the top neighborhood traffic concerns with total votes and locations of these concerns. During the initial review, DOWL was informed that the City has projects funded and planned for two of the top concerns listed below. As a result, the Citywide Traffic Calming Master Plan project will investigate concerns 1-3, 5, and 7 propose solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas.

Table 3. East Central Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1	32	9 <sup>th</sup> Ave Corridor <sup>4</sup>	Speeding, safety, pavement condition, lack of speed limit enforcement, congestion, collisions w/parked cars	Will be investigated
2	18	9 <sup>th</sup> Ave and Perry St by Grant Elementary	School zone signage needed, speeding, enforcement	Will be investigated
3	17	9 <sup>th</sup> Ave and Pittsburg St intersection	Pedestrian crossing safety, speeding, pedestrian access to Liberty Park	Will be investigated
4	12	9 <sup>th</sup> Ave and Perry St intersection	Pedestrian safety – primarily school children	Funded and designed traffic calming project (Cycle 9)
5	8	9 <sup>th</sup> Ave and Altamont Blvd intersection	Pedestrian safety, speeding, visibility (cannot see oncoming traffic)	Will be investigated. Deferred to Altamont Loop study.
6	5	5 <sup>th</sup> Ave and Altamont Blvd intersection	Pedestrian crossing safety	Funded and designed traffic calming project (Cycle 10)

<sup>4</sup> Includes East Central concern about 9<sup>th</sup> Ave specifically between Altamont St and Perry St which originally ranked as #4 concern, due to the exact same concern limits.

7	3	5 <sup>th</sup> Ave and Fiske St	Speeding	Funded and designed traffic calming project (Cycle 10).
8	2	Thor St and Freya St	Pedestrian safety	Alternate Option
9	1	Perry St Business District	20 mph signage covered by trees, speeding	Outside of project scope
S1	-	Rebecca St at 4 <sup>th</sup> Ave and 5 <sup>th</sup> Ave	Speeding and cut through traffic to I-90	Will be investigated

**Hillyard**

Hillyard’s workshop was completed on June 21, 2022. The neighborhood identified twenty-nine neighborhood locations of interest and six priority traffic concerns. The primary concerns raised were vehicle and pedestrian safety, speeding, and pedestrian network connectivity. The major locations of concern were Rowan St, Crestline St, Market St, and Haven St. **Figure 4** identifies the boundaries of the neighborhood.



**Figure 4. Hillyard Neighborhood Boundaries**

**Table 4** lists the top neighborhood traffic concerns with total votes and locations of these concerns. The top concerns. During the initial review, DOWL was informed that the City has a project funded and planned for one of the top concerns listed below. Additionally, the pavement condition on streets between Bismark Ave and Rowan Ave and between Freya St and Julia St. Paving is outside of this project’s scope. This concern falls under the responsibility of the City’s Street Department. As a result, the Citywide Traffic Calming Master Plan project will investigate concerns 1b-2 and propose solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas.

**Table 4. Hillyard Neighborhood Traffic Concerns**

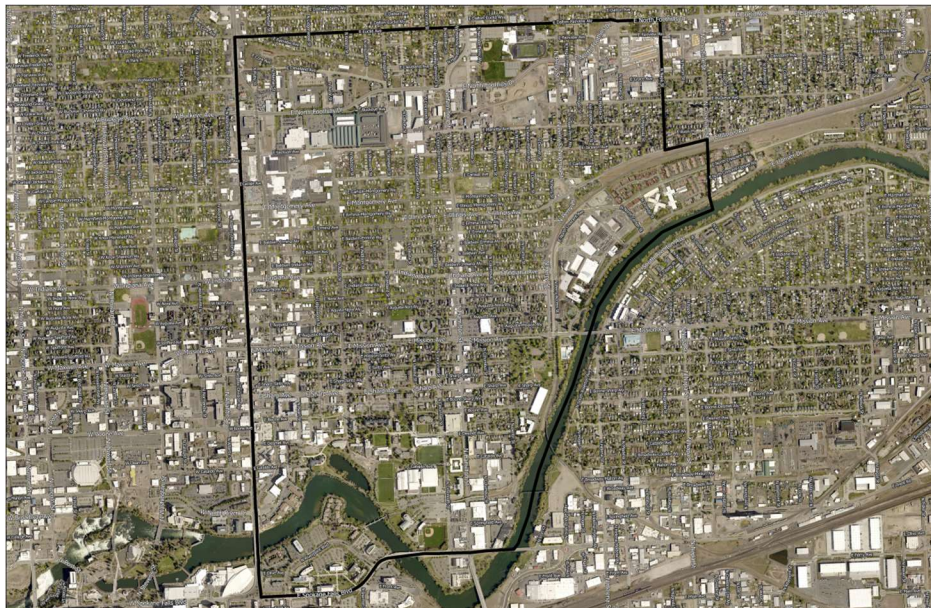
Rank	Total Score	Location	Concern	Status
1a	16	Rowan St and Crestline St intersection	Pedestrian crossing safety	Funded and designed traffic calming project (Cycle 10)



1b	16	Market St and Haven St from Rich Ave to Joseph Ave <sup>5</sup>	Speeding	Will be investigated
1c	16	Haven St from Wellesley Ave to Market St merge	Pedestrian crossing safety and pedestrian network connectivity	Will be investigated
2	6	Dalke Ave to Weile Ave between Crestline St and Smith St	North-south pedestrian network connectivity	Alternate option
3a	3	Market St and Columbia Ave intersection	Pedestrian crossing safety	Funded through WSDOT
3b	3	Bismark Ave to Rowan Ave between Freya St and Julia St	Pavement condition	Outside of project scope
S1	-	Bruce Ave from Crestline St to Lee St	Sidewalk infill with pedestrian crossing at Crestline St.	Will be investigated

**Logan**

*During the neighborhood workshop, no public participation was noted for the Logan neighborhood. Figure 5 identifies the boundaries of the Logan Neighborhood and Table 5 was completed after City staff conducted follow-up engagement activities with the neighborhood.*



**Figure 5. Logan Neighborhood Boundaries**

<sup>5</sup> We anticipate this concern will encompass multiple proposed projects.

Table 5 lists the top neighborhood traffic concerns with total votes and locations of these concerns.

Table 5. Logan Neighborhood Traffic Concerns

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

**Minnehaha**

The workshop for Minnehaha was completed on June 21, 2022. The neighborhood identified twenty-four neighborhood locations of interest and nine priority traffic concerns. The primary concerns raised were pedestrian crossing safety, and speeding. The major locations of concern were the Frederick Avenue and Freya Street corridors. Figure 6 identifies the boundaries of the neighborhood.



Figure 6. Minnehaha Neighborhood Boundaries



**Table 6** lists the top neighborhood traffic concerns with total votes and locations of these concerns. The Citywide Traffic Calming Master Plan project will investigate concerns 1-5 from this list and propose potential solutions. DOWL will conduct traffic analyses and develop for these areas.

**Table 6. Minnehaha Neighborhood Traffic Concerns**

Rank	Total Score	Location	Concern	Status
1	10	Frederick Ave Corridor	Pedestrian network connectivity, bicycle network connectivity, pedestrian crossing safety	Will be investigated
2	7	Freya St Corridor	Speeding in school zone, pedestrian crossing safety, heavy vehicle speeds	Will be investigated
3	7	Marietta Ave and Freya St intersection	Pedestrian crossing improvements	Will be investigated
4	6	Frederick Ave and Myrtle St intersection	Pedestrian crossing improvements	Will be investigated
5	5	Euclid Ave and Ferrell St intersection	Pedestrian crossing improvements	Will be investigated
6	4	Upriver Dr and Freya St intersection	Intersection safety, Centennial trail user safety, visibility on NW corner	Alternate option
7	1	Market St at Carlisle Ave and Ralph Ave	Neighborhood cut through traffic	Alternate option
8	-	Upriver Dr	Public transit access	Outside of project scope
9	-	Cooper Elementary	Pedestrian safety – primarily school children	Alternate option

### **Nevada Heights**

*During the neighborhood workshop, no public participation was noted for the Nevada Heights neighborhood. Figure 7 identifies the boundaries of the Nevada Heights Neighborhood and Table 7 was completed after City staff conducted follow-up engagement activities with the neighborhood.*

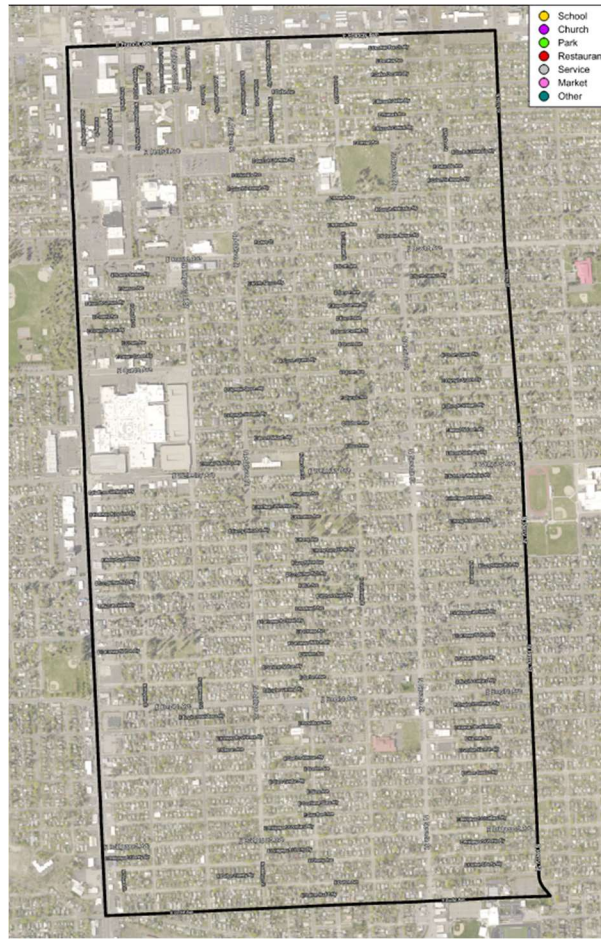


Figure 7. Nevada Heights Neighborhood Boundaries

Table 7 lists the top neighborhood traffic concerns with total votes and locations of these concerns.

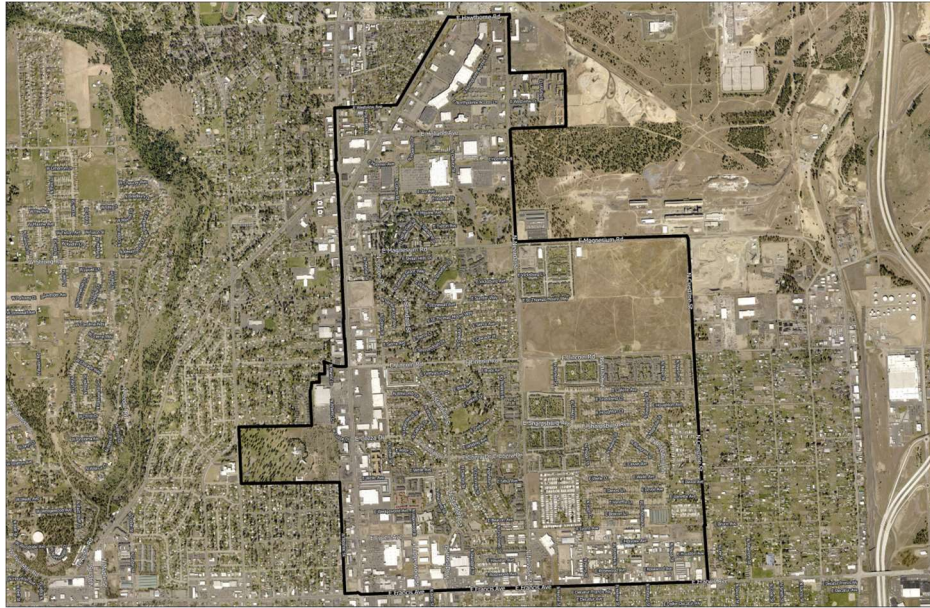
Table 7. Nevada Heights Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1		Liberty Ave at Lidgerwood St	Crossing safety at the school bus stop	Will be investigated
2		Lidgerwood St from Empire Ave to Wellesley Ave	Speeding and yield compliance lead to collisions	Will be investigated
3		Perry St near Rogers High School	Pedestrian crossings for school children	Will be investigated
4		Longfellow Elementary	Safe route to school, pedestrian crossings	Will be investigated
5		Garry Middle School	Safe route to school, pedestrian crossings	Will be investigated
6		Addison St	Speeding	Alternate option
7		Courtland Ave	Speeding	Alternate option

8		Entire neighborhood	Accidents and yielding education	Outside of project scope
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**Shiloh Hills**

The workshop for Shiloh Hills was completed on June 22, 2022. The neighborhood identified twenty-four neighborhood locations of interest and eight priority traffic concerns. The primary concerns raised were speeding, pedestrian safety, and pedestrian crossing safety. The major locations of concern were Standard St, Magnesium Rd, and Nevada St. **Figure 8** identifies the boundaries of the neighborhood.



**Figure 8. Shiloh Hills Neighborhood Boundaries**

**Table 8** lists the top neighborhood traffic concerns with total votes and locations of these concerns. The protected left turn at Magnesium Rd and Nevada St is outside this project’s scope of traffic calming. The Citywide Traffic Calming Master Plan project will investigate concerns 1-3, 5, and 6 from this list and propose potential solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas.

**Table 8. Shiloh Hills Neighborhood Traffic Concerns**

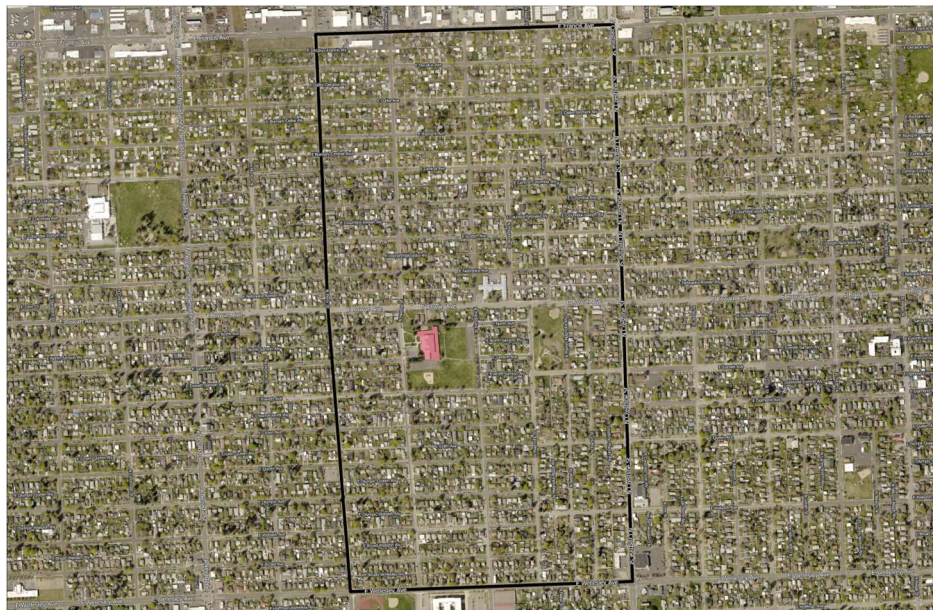
Rank	Total Score	Location	Concern(s)	Status
1	29	Standard St and Colton St from Magnesium Rd to Francis Ave	Speeding and cut through traffic, reduce traffic volume	Will be investigated
2	16	Magnesium Rd from Nevada St to N Dakota St	Spokane International Academy congestion, access management, safety	Will be investigated
3	15	Standard St and St Thomas More Way bus stop	Pedestrian crossing safety	Will be investigated



4	13	Magnesium Rd and Nevada St intersection	Lack of protected left turn for east-west traffic	Outside of project scope
5	12	Standard St from Greta Ave to Calkins Dr	Speeding by Friendship Park	Will be investigated
6	9	Standard St and Lyons Ave	Traffic control, pedestrian crossing, no signage	Will be investigated
7a	3	Sharpsburg Ave and Nevada St Intersection	Speeding, pedestrian crossing safety to Friendship Park	Alternate option. Funded project at Cozza Dr and Nevada St through WSDOT
7b	3	Perimeter of St Thomas More Parish and St Patrick Catholic Church	Sidewalk infill	Alternate option

**Whitman**

The workshop for Whitman was completed on June 22, 2022. The neighborhood identified nine neighborhood locations of interest and seven priority traffic concerns. The primary concern raised was pedestrian connectivity. The major locations of concern were Pittsburg St, Martin St, and Napa St. **Figure 9** identifies the boundaries of the neighborhood.



**Figure 9. Whitman Neighborhood Boundaries**

**Table 9** lists the top neighborhood traffic concerns with total votes and locations of these concerns. The Citywide Traffic Calming Master Plan project can investigate concerns 1-5 from this list of concerns and propose potential solutions. DOWL will conduct traffic analyses and develop draft concept for these areas.

Table 9. Whitman Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1	-	Pittsburg St from Central Ave to Francis Ave	Sidewalk infill	Will be investigated
2	-	Martin St from Queen Ave to Rowan Ave	Sidewalk infill	Will be investigated
3	-	Napa St from Nebraska Ave to Francis Ave	Sidewalk infill	Will be investigated
4	-	Nebraska Ave from Napa St to Nevada St	Sidewalk infill	Will be investigated
5	-	Crown Ave from Helena St to Magnolia St and Perry St from Queen Ave to North Ave	Sidewalk infill	Will be 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