



MEMORANDUM

TO: City of Spokane
FROM: Adam Miles P.E.
Dominic Vernon E.I.T.
DATE: August 11, 2022
SUBJECT: City of Spokane District 3 Neighborhood Traffic Concerns

This memorandum provides a summary of the priority neighborhood traffic concerns heard from each of the City of Spokane District 3 neighborhoods at their respective Issues Workshops.

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.

Audubon-Downriver

Audubon-Downriver's workshop was completed on July 13, 2022. The neighborhood identified twenty-eight neighborhood locations of interest and nine priority traffic concerns. The primary concerns raised were pedestrian safety, pedestrian crossing safety, vehicle safety, and traffic flow. The major locations of concern were Wellesley Ave, Northwest Blvd, Driscoll Blvd, and Alberta St. **Figure 1** identifies the boundaries of the neighborhood.

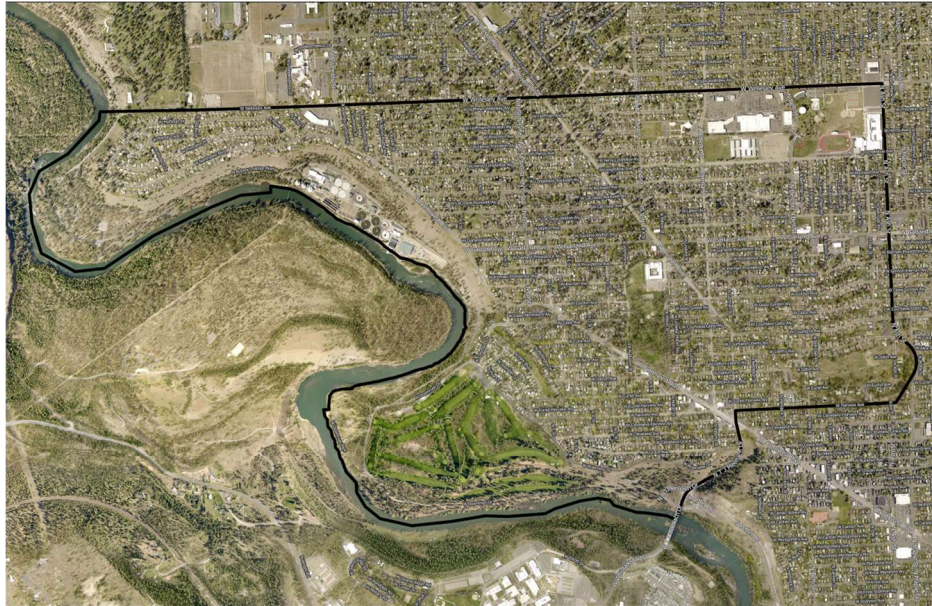


Figure 1. Audubon-Downriver Neighborhood Boundaries

Table 1 lists the top neighborhood traffic concerns with the total votes and locations of these concerns identified. 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 draft concept designs for these areas.

Table 1. Audubon-Downriver Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1	40	Wellesley Ave near new SPS Middle School	Safe Routes to School Residential neighborhood cut through traffic from Assembly St	Will be investigated
2	35	Northwest Blvd from T.J. Meenach Dr to Assembly St	Speeding Pedestrian crossing safety – difficult to cross due to width of Northwest Blvd	Will be investigated
3	31	Wellesley Ave and Alberta St	Reduce pedestrian-vehicle conflicts at signalized intersection	Will be investigated
4	25	Northwest Blvd and T.J. Meenach Dr intersection	Pedestrian and bicyclist crossing safety	Will be investigated
5	19	Driscoll Blvd, Alberta St, Cochran St. Intersection	Intersection control confusion, skewed intersection, sidewalk infill ¹	Alternate option
6	16	Wellesley Ave and Driscoll Blvd	Insufficient traffic control for the volume Sight distance/visibility	Alternate option

¹ 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.

			Ignored traffic control	
7a	4	Driscoll Blvd Corridor	Pedestrian network connectivity	Alternate option
7b	4	Riverview Dr	Cut through traffic from C Street Speeding	Alternate option
S1	-	Belt St and Longfellow Ave	Pedestrian crossing safety	Will be investigated
S2	-	A St from Walton Ave to Finch Elementary	Safe route to school	Alternate option

Balboa-South Indian Trail

Balboa-South Indian Trail’s workshop was completed on July 14, 2022. The neighborhood identified fifteen neighborhood locations of interest and five priority traffic concerns. The primary concerns raised were bicyclist safety, traffic flow, and pedestrian safety. **Figure 2** identifies the boundaries of the neighborhood.

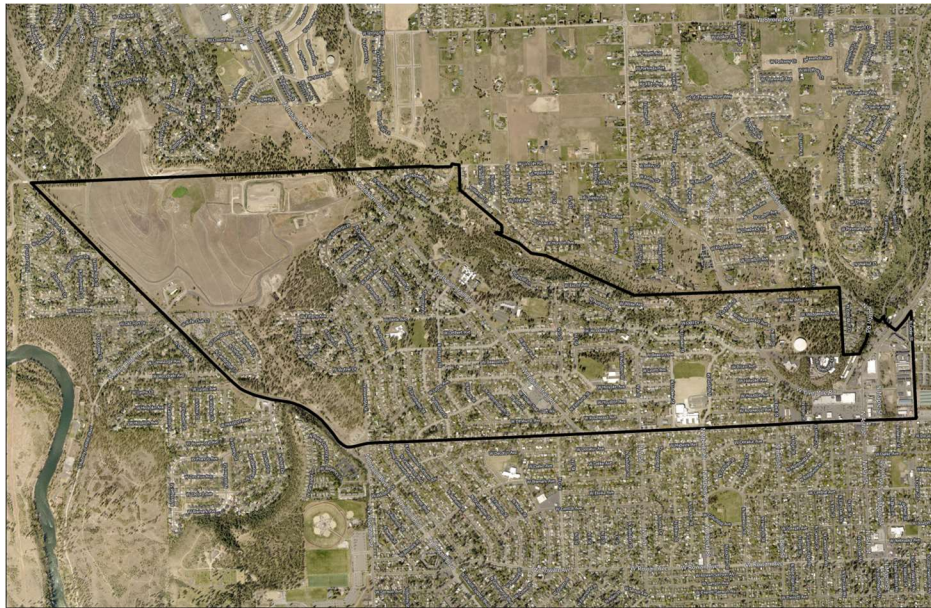


Figure 2. Balboa-South Indian Trail Neighborhood Boundaries

Table 2 lists the top neighborhood traffic concerns and locations of these concerns. No scores were tallied for this neighborhood, only the top five ranking. 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 draft concept designs for these areas.

Table 2. Balboa-South Indian Trail Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1	-	Indian Trail Rd Corridor	Pedestrian and bicyclist safety	Will be investigated

		(Holyoke Ave to Janice Ave)		
2	-	Francis Ave at Five Mile Shopping Center	Access management, more pedestrian crossing options	Will be investigated
3	-	Maple St and Ash St at Country Homes Blvd	Access management, transit priority Pedestrian safety – increase level of comfort	Will be investigated
4	-	Five Mile Rd from Cochran St to Ash St	More pedestrian crossings, improved bicyclist facilities	Will be investigated
5	-	Woodside Ave Corridor	Speeding, cut through traffic, bicycle facilities	Will be investigated

Emerson Garfield

Emerson Garfield’s workshop was completed on July 12, 2022. The neighborhood identified fifty-two neighborhood locations of interest and nine priority traffic concerns. The primary concerns raised were speeding, pedestrian safety, and vehicle safety. The major locations of concern were Buckeye Ave and Division St. **Figure 3** identifies the boundaries of the neighborhood.

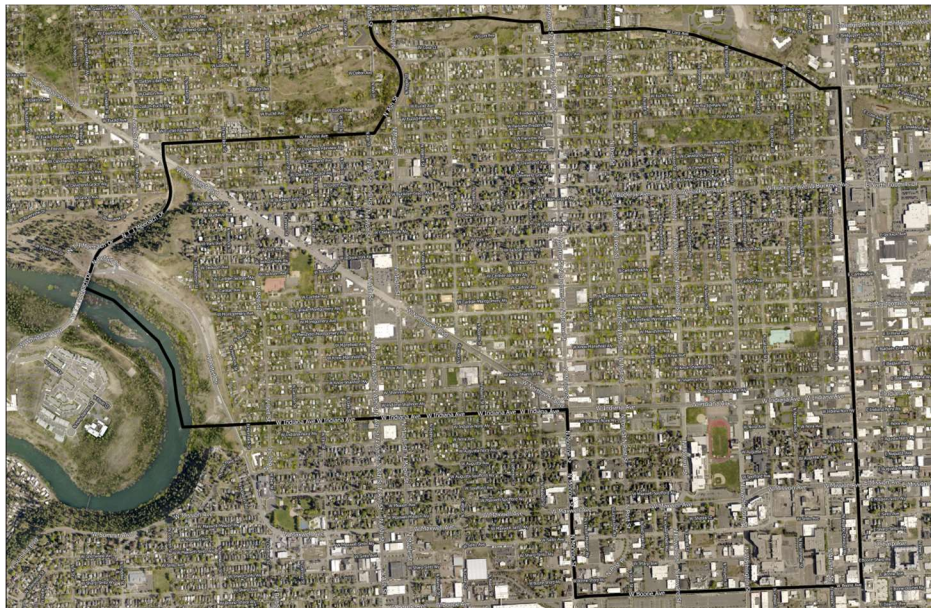


Figure 3. Emerson Garfield Neighborhood Boundaries

Table 3 lists the top neighborhood traffic concerns with total votes and locations of these concerns. Rankings were only done for the top five concerns, and the remainder were listed as other options. No scores were tallied for concerns outside of the top five for this neighborhood. 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 draft concept designs for these areas.

Table 3. Emerson Garfield Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1	38	Buckeye Ave between Post St and Division St	Speeding, pedestrian crossing improvements	Will be investigated
2	26	Buckeye Ave and Washington St	Driver yielding, intersection design, lane alignment	Will be investigated
3	22	Division St from Boone Ave to Cora Ave	Speeding, pedestrian safety (recent fatality), noise	Outside of project scope
4	20	Cross streets to Monroe St	Cut through traffic	Will be investigated
5	19	Corbin Park	Speeding, pedestrian crossing visibility due to on-street parking	Will be 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	-	Audobon Elementary	Sidewalk connectivity and ADA improvements	Will be investigated

Five Mile Prairie

Five Mile Prairie's workshop was completed on July 14, 2022. The neighborhood identified ten neighborhood locations of interest and twelve priority traffic concerns. The primary concerns raised were bicyclist network connectivity and pedestrian crossing safety. The major location of concern was Strong Rd. **Figure 4** identifies the boundaries of the neighborhood.

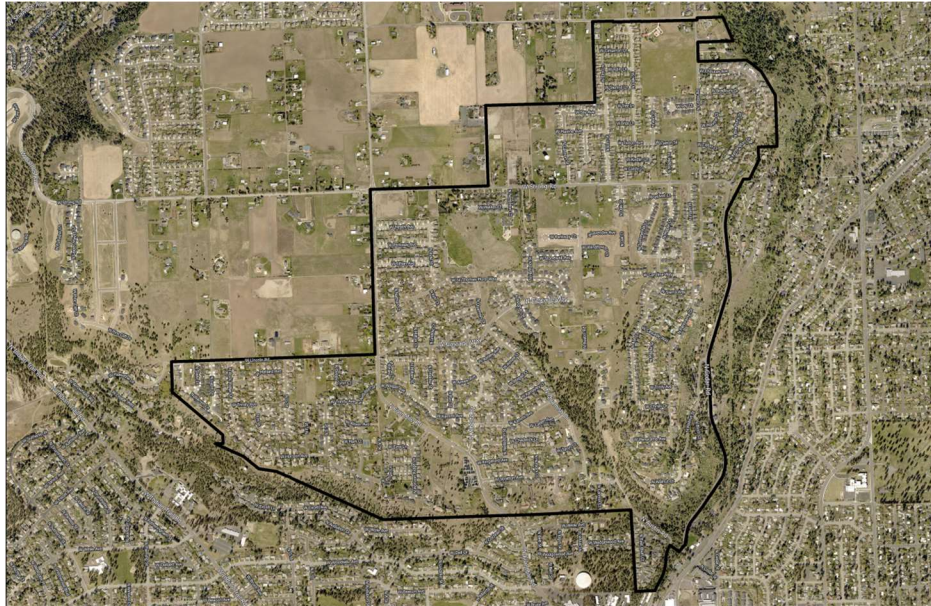


Figure 4. Five Mile Prairie Neighborhood Boundaries

Table 4 lists the top neighborhood traffic concerns and locations of these concerns. Rankings were only done for the top five concerns and the remainder were listed as other options. No scores were tallied for this neighborhood. 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 draft concept designs for these areas.

Table 4. Five Mile Prairie Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1	-	Strong Rd between Nettleton Rd and Five Mile Rd	Sidewalk infill and bicyclist network connectivity	Will be investigated
2	-	Strong Rd between Elm St and Cedar Rd	Pedestrian crossing safety, primarily school children	Will be investigated
3	-	Cascade Way	Dedicated bicycle facility	Will be investigated
4	-	Cascade Way and Austin Rd	Bicycle facility connection from Cascade Way to Austin Rd.	Will be investigated
5	-	Cedar Rd from Strong Rd to Johansen Rd	Bicyclist network connectivity, pedestrian network connectivity	Will be 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	Alternate option
6f	-	Heath Ave and Strong Rd	Pedestrian connection with Heath Ave utilizes bollards – concerned with safety of installation	Alternate option

North Hill

North Hill’s workshop was completed on July 13, 2022. The neighborhood identified twenty-four neighborhood locations of interest and three priority traffic concerns. The primary concerns raised were pedestrian crossing safety and cut through traffic. The major locations of concern were Maple St and Rowan Ave. **Figure 5** identifies the boundaries of the neighborhood.

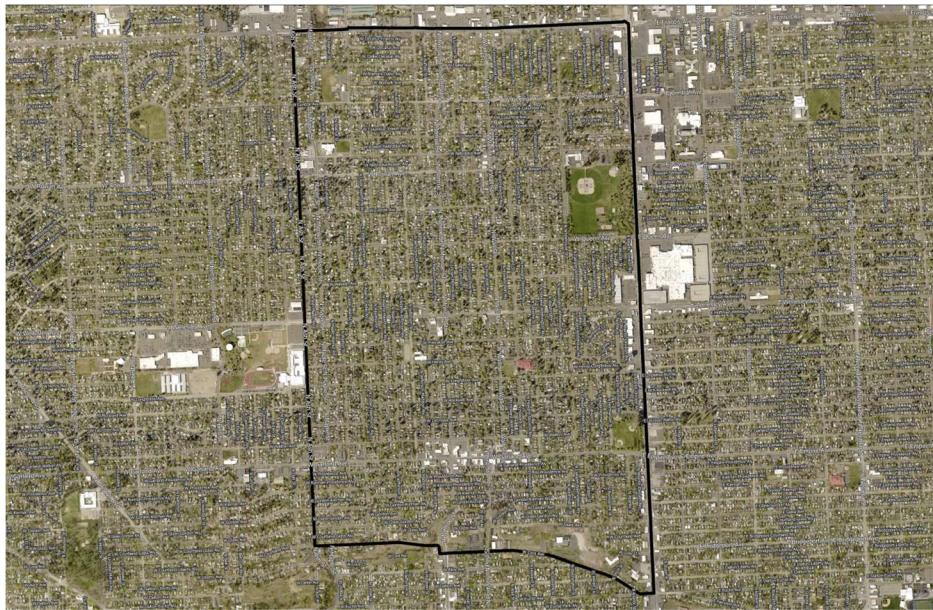


Figure 5. North Hill Neighborhood Boundaries

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

Table 5. North Hill Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
-	-	Maple St/Ash St and Rowan Ave	Pedestrian crossing safety	
-	-	Madison St from Rowan Ave to Garland Ave	Cut through traffic	
-	-	Wall St/Post St couplet near Providence Ave	Merging and diverging traffic	
-	-	Ash St Corridor (Francis Ave to Courtland Ave)	More pedestrian crossing facilities	

-	-	Neighborhood Parks	20 mph zones	
-	-			

North Indian Trail

The workshop for North Indian Trail was completed on July 14, 2022. The neighborhood identified twenty-four neighborhood locations of interest and eight priority traffic concerns. The primary concerns raised were pedestrian crossing safety, and speeding. The major locations of concern were Indian Trail Rd, Farmdale St, and Barnes Rd. **Figure 6** identifies the boundaries of the neighborhood.

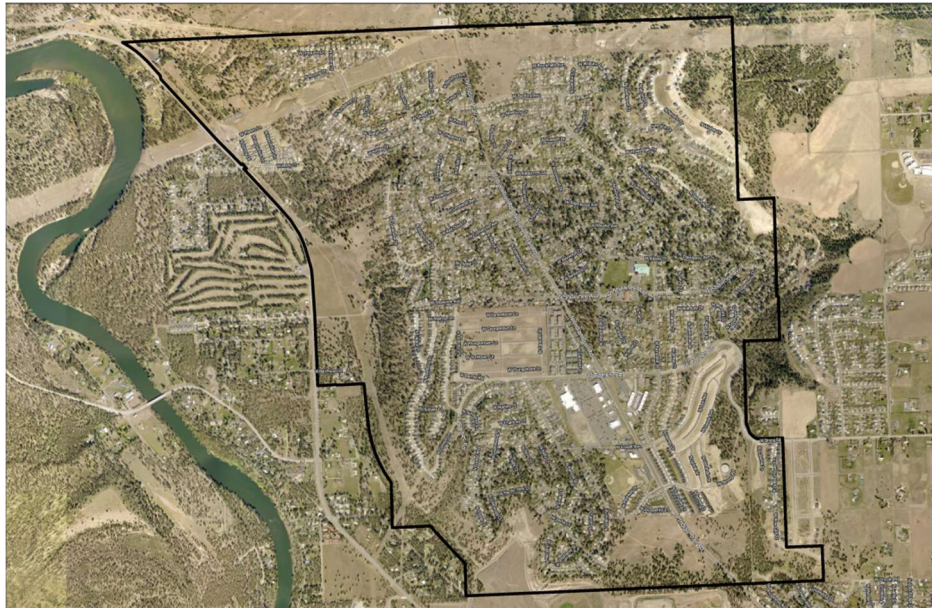


Figure 6. North Indian Trail Neighborhood Boundaries

Table 6 lists the top neighborhood traffic concerns with total votes and locations of these concerns. The high-traffic intersection at Francis Ave and Indian Trail Rd is outside of this project’s scope of traffic calming. The Citywide Traffic Calming Master Plan project will investigate concerns 1, 2, and 3b-5 from this list and propose potential solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas.

Table 6. North Indian Trail Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1	14	Shawnee Ave and Farmdale St Intersection	Pedestrian crossing safety, primarily school children	Will be investigated
2	11	Barnes Rd and Farmdale St Intersection	Pedestrian crossing safety, primarily school children	Funded and designed traffic calming project (Cycle 9)
3a	6	Francis Ave and Indian Trail Rd Intersection	High-traffic intersection	Outside of project scope
3b	6	Indian Trail Rd, north of Ridgecrest Dr	Pedestrian network connectivity	Will be investigated

4	5	Pamela St from Barnes Rd to Pacific Park Dr	Speeding	Will be investigated
5	2	Indian Trail Rd Corridor	Bicyclist network connectivity	Will be investigated
6	2	Youngstown Ln near Barnes Rd	Pedestrian and bicyclist network connectivity	Will be investigated
7	1	5 Mile – Indian Trail near Prairie Dr	Inter-neighborhood connectivity	Outside of project scope

Northwest

The workshop for Northwest was completed on July 13, 2022. The neighborhood identified seventeen neighborhood locations of interest and ten priority traffic concerns. The primary concerns raised were pedestrian crossing safety and ease of use. The major locations of concern are the Francis Ave, Driscoll Blvd, Assembly St, and Wellesley Ave. **Figure 7** identifies the boundaries of the neighborhood.



Figure 7. Northwest Neighborhood Boundaries

Table 7 lists the top neighborhood traffic concerns and locations of these concerns. Rankings were only done for the top five concerns and the remainder were listed as other options. No scores were tallied for this neighborhood. The Citywide Traffic Calming Master Plan project will investigate concerns 1a-4 from this list and propose potential solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas.

Table 7. Northwest Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
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1a	-	Wellesley Ave and Driscoll Blvd intersection	High-volume traffic, no pedestrian crossing facility	Will be investigated
1b	-	Francis Ave and A St intersection	Pedestrian crossing difficulty, no crossing facility, collision history (fatality)	Will be investigated
2	-	Wellesley Ave and Assembly St intersection	Pedestrian crossing safety – new school route	Will be investigated
3	-	Greenwood Blvd, Litchfield Pl, Fairmont Pl intersection	Intersection confusion, pedestrian safety, and speeding	Will be 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	Will be investigated
5b	-	Francis Ave and Belt St intersection	Pedestrian crossing safety 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

West Central

The workshop for West Central was completed on July 12, 2022. The neighborhood identified fifty-eight neighborhood locations of interest and twelve priority traffic concerns. The primary concerns raised were pedestrian network connectivity and pedestrian crossing safety. The major locations of concern were Broadway Ave, Mission/Maxwell Ave, and Elm St. **Figure 8** identifies the boundaries of the neighborhood.



Figure 8. West Central Neighborhood Boundaries

Table 8 lists the top neighborhood traffic concerns with total votes and locations of these concerns. Rankings were only done for the top five concerns and the remainder were listed as other options. No scores were tallied for concerns outside of the top seven for this neighborhood. The Citywide Traffic Calming Master Plan project will investigate concerns 1-5a from this list and propose potential solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas.

Table 8. West Central Neighborhood Traffic Concerns

Rank	Total Score	Location	Concerns	Status
1	16	Summit Ave, Broadway Ave, Boone Ave, Maxwell/Mission Ave	Speeding	Will be investigated
2	14	[Based upon Pedestrian Demand score map]	Pedestrian connectivity ADA accessibility	Outside of scope
3	13	Overall Neighborhood	Speeding and right-of-way confusion	Outside of scope
4	11	Maxwell Ave and Belt St, Maxwell Ave and Elm St, and Pettet Dr and Mission Ave Intersections	Bicyclist safety Pedestrian crossing safety	Will be investigated. Grant funding pending.
5a	9	Broadway Ave Intersections at Chestnut St, Elm St, Nettleton St, Cannon St	Pedestrian crossing safety	Chestnut St and Elm St Will be investigated
5b	9	Holmes Elementary	Pedestrian network connectivity Safe routes to school	Safety and accessibility at Holmes Elementary school crossings will be investigated

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5c	9	Broadway Ave from Spokane County Courthouse to Maple St	Pedestrian network enhancements	Will be 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