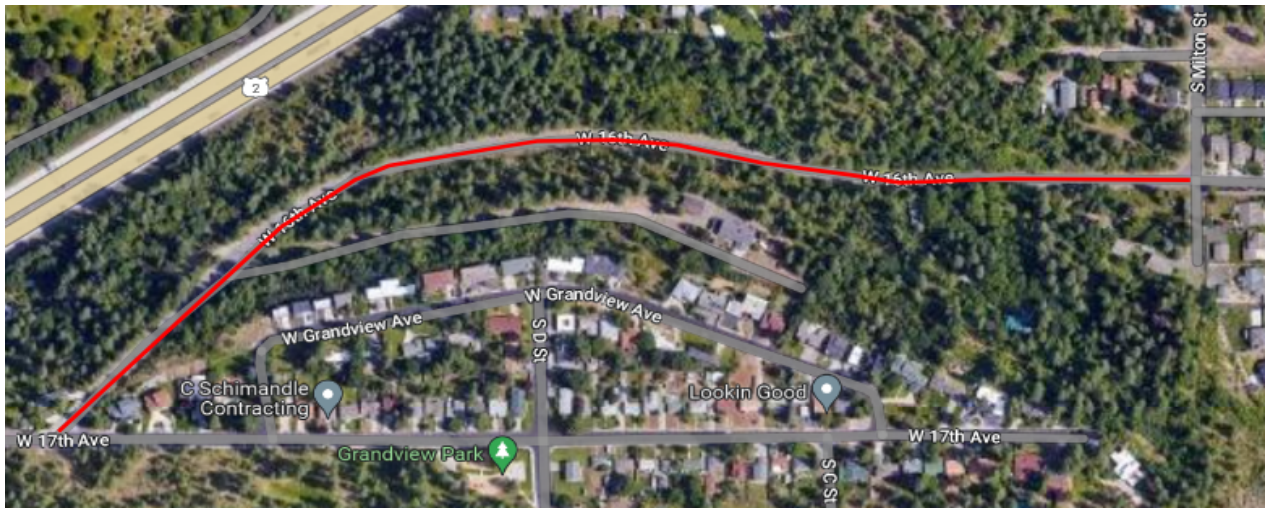


Spokane Traffic Calming Master Plan

District: 2
Neighborhood: Grandview – Thorpe
Project Extent: 16th Avenue from Milton St to 17th Ave
 Estimate: \$1,888,000

Problem Statement: Residents of the Grandview – Thorpe neighborhood raised concerns over street completeness with dedicated pedestrian and bicycle facilities on 16th Avenue from Milton Street up the hill to 17th Avenue. Figure below presents the study intersection.



16th Avenue between Milton Street and 17th Avenue

Traffic Analysis

16th Avenue is classified as the collector route from Grandview down to US-195. The route is 2 lanes with posted speed limit of 25 miles per hour. Sidewalks only exist on the east leg and northbound on north leg of the study intersection and no crosswalks and bicycle facilities are provided. The south leg of the intersection is a potential future connection to the Trolley Trail. The 16th Avenue/Milton Street intersection is controlled by multi-way stop, which contains stop signs on the south and east legs, and a yield sign on the north leg.

The table below shows the 2022 daily traffic volumes and 85th percentile speeds on 16th Avenue between Milton Street and 17th Avenue. The highest daily volume on 16th Avenue was 1,059 vehicles west of study intersection. The highest 85th percentile speed was 40 miles per hour (15 miles per hour greater than the posted speed limit). The data indicates there is a significant speeding concern.

2022 Daily Traffic and 85th Percentile Speeds on 16th Avenue

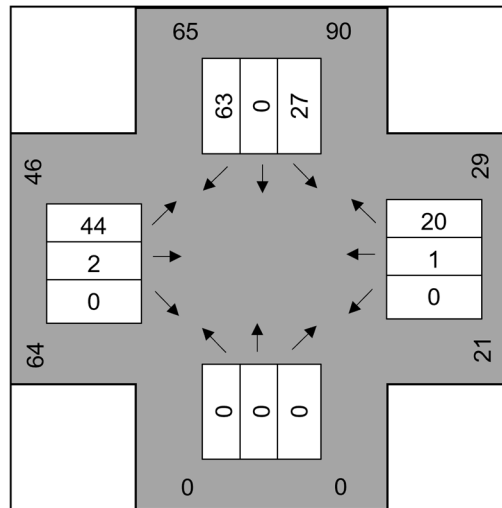
Direction	# Lanes	2022 Estimated Daily Traffic (Vehicles per day) ^a	85 th Percentile Speed (mph)	Posted Speed (mph)
16 th Avenue between Milton Street and 17 th Avenue				
EB	1	616	40	
WB	1	443	39	25
Both Dir.	2	1,059	39	

^a Traffic data collected in May 2022.

Spokane Traffic Calming Master Plan

One crash related is recorded over the last five years (from 2017 to 2021). The crash was related to stationary object or car and caused the crash severity of property damage only.

The figure below shows the existing PM peak hour traffic volumes at the study intersection, based on a traffic count from March 16, 2021, factored up to 2022. The eastbound left and southbound right are the highest volume movements.



PM Peak Hour Traffic at 16th Avenue and Milton Street

The 85th percentile speed of 39 mph indicates a shared bike facility is not the preferred treatment. Either dedicated bike lanes or a separated path would be recommended to provide bicycle facilities. The available right-of-way on 16th Avenue west of Milton Street is approximately 60 feet wide. The addition of a multi-modal shared use path would provide facilities for walking and biking. The north side of 16th Avenue has no intersections or driveways and could provide a pathway with no vehicle conflicts.

The pavement on 16th Avenue is approximately 26-feet wide and has no lane markings. Striping the center lane and shoulder area and providing narrow vehicle lanes could result in lower travel speeds.

Nearby future development will be required to construct urban improvements at the 16th Avenue/17th Avenue/H Street intersection that will address safety concerns.

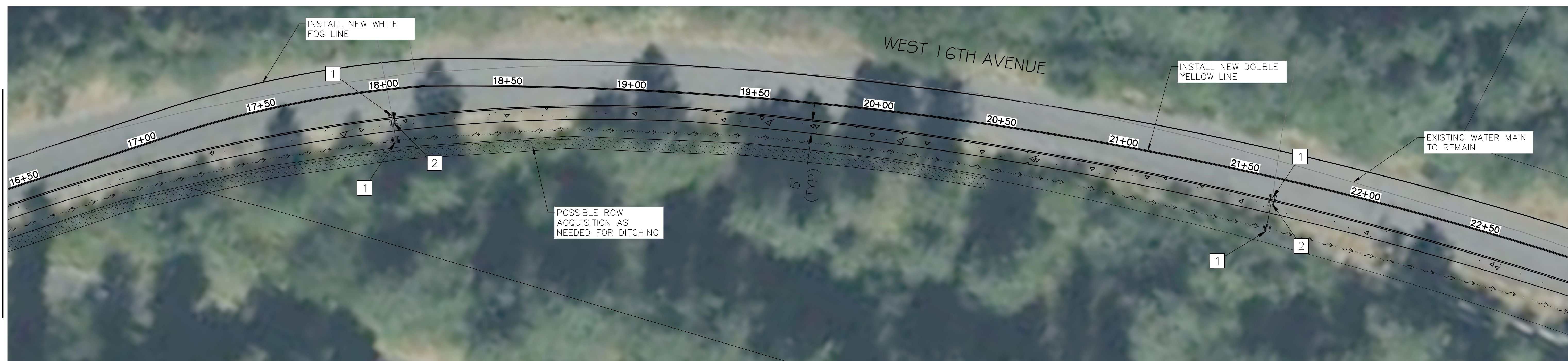
Recommended Solution:

The construction of a multi-use path is recommended on the south side of 16th Avenue between Milton Street and 17th Avenue. The south side was selected to provide a direct connection to the future Trolley Trail via Milton Street to the south and to avoid utility conflicts on the north side. The roadway should be upgraded by adding a centerline and shoulder edge pavement markings with 11-foot-wide lanes.

Modifications to the 16th Avenue/Milton Street intersection are recommended to reduce the radius of the northwest corner to slow the speeds of southbound right turning vehicles.



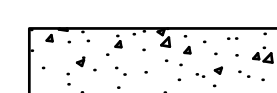
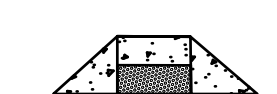
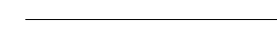
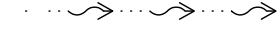
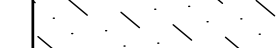
MATCH "GT" 16+42



MATCH "GT" 16+42

MATCH "GT" 22+93

LEGEND

-  INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B
-  INSTALL CURB RAMP PER COS STD PLAN F-105
-  PROPERTY LINE
-  REVISED DITCH LINE
-  ESTIMATED POSSIBLE ROW AFFECTED

CONSTRUCTION NOTES

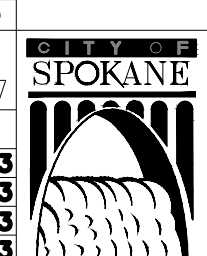
- 1** INSTALL NEW CATCH BASIN TYPE 1 AND 8" DIAM. PIPE AS NECESSARY. CONNECT TO EXISTING CATCH BASIN WHERE SHOWN.
- 2** REMOVE EXISTING INLET. PLUG AND ABANDON EXISTING PIPE.

RIGHT OF WAY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

Plotted On May 15, 2023 - 3:28pm

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE	FROM	TO	ORD. NO.	DATE	FILE NO.
REVISIONS												AS BUILT				
												GRADE ORDINANCE LIST				

NAV88 = (OLD CBM ELEV.) = (13.13)	AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV88)
BENCH MARK LOCATION: NONE GIVEN	
CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007	
NAV88 ELE: NONE GIVEN	HORIZONTAL PLAN/PROFILE: 1" = 20'
CBM NO.: NONE GIVEN	VERTICAL PROFILE ONLY: N/A
SCALE: IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	



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PRELIMINARY
NOT FOR CONSTRUCTION

1
 OF 6

PROJECT NAME: SPOKANE TRAFFIC CALMING MASTER PLAN	TYPE OF IMPROVEMENT: TRAFFIC
SEGMENT LIMITS: 16TH AVENUE 17TH AVENUE TO MILTON STREET	CITY PROJECT NUMBER: CITY PLAN NUMBER
PROJECT LIMITS: GRANDVIEW - THORPE NEIGHBORHOOD	DATE: 03/2023

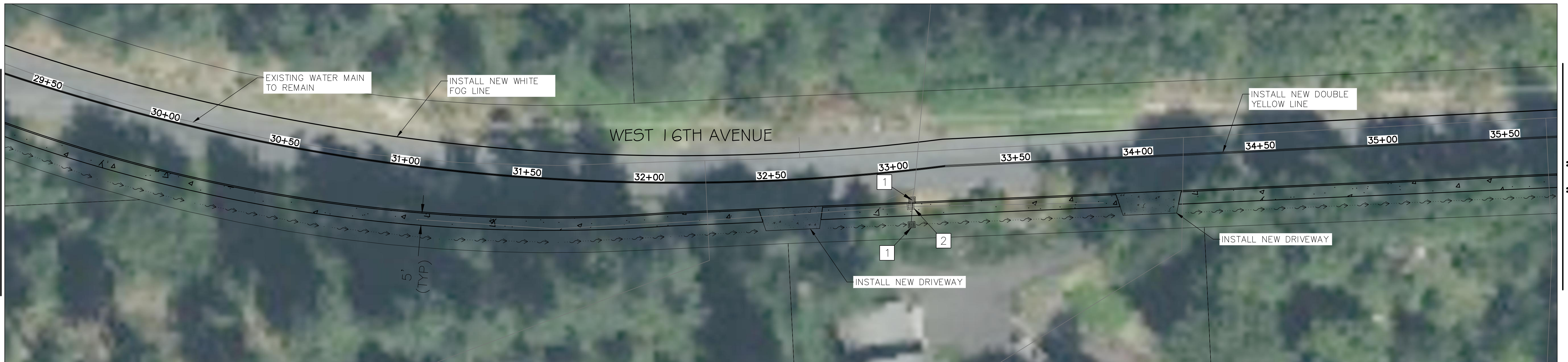
CALL BEFORE YOU DIG 1-800-424-5555

MATCH "GT" 22+93



MATCH "GT" 29+42

MATCH "GT" 29+42



MATCH "GT" 35+70

LEGEND

- INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B
- PROPERTY LINE
- REVISED DITCH LINE

CONSTRUCTION NOTES

- 1 INSTALL NEW CATCH BASIN TYPE 1 AND 8" DIAM. PIPE AS NECESSARY. CONNECT TO EXISTING CATCH BASIN WHERE SHOWN.
- 2 REMOVE EXISTING INLET. PLUG AND ABANDON EXISTING PIPE.

RIGHT OF WAY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. / U.S.N.	FROM	TO	COUNCIL ACCEPT DATE	FROM	TO	ORD. NO.	DATE	FILE NO.
REVISIONS											AS BUILT				
											GRADE ORDINANCE LIST				

NAV88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV88)	BENCH MARK LOCATION	NONE GIVEN	CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007
NAV88 ELE	NONE GIVEN	BAR IS ONE INCH ON ORIGINAL DRAWING	HORIZONTAL PLAN/PROFILE
CBM NO.	NONE GIVEN	IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	VERTICAL PROFILE ONLY N/A
NAV88 DATUM			SCALE



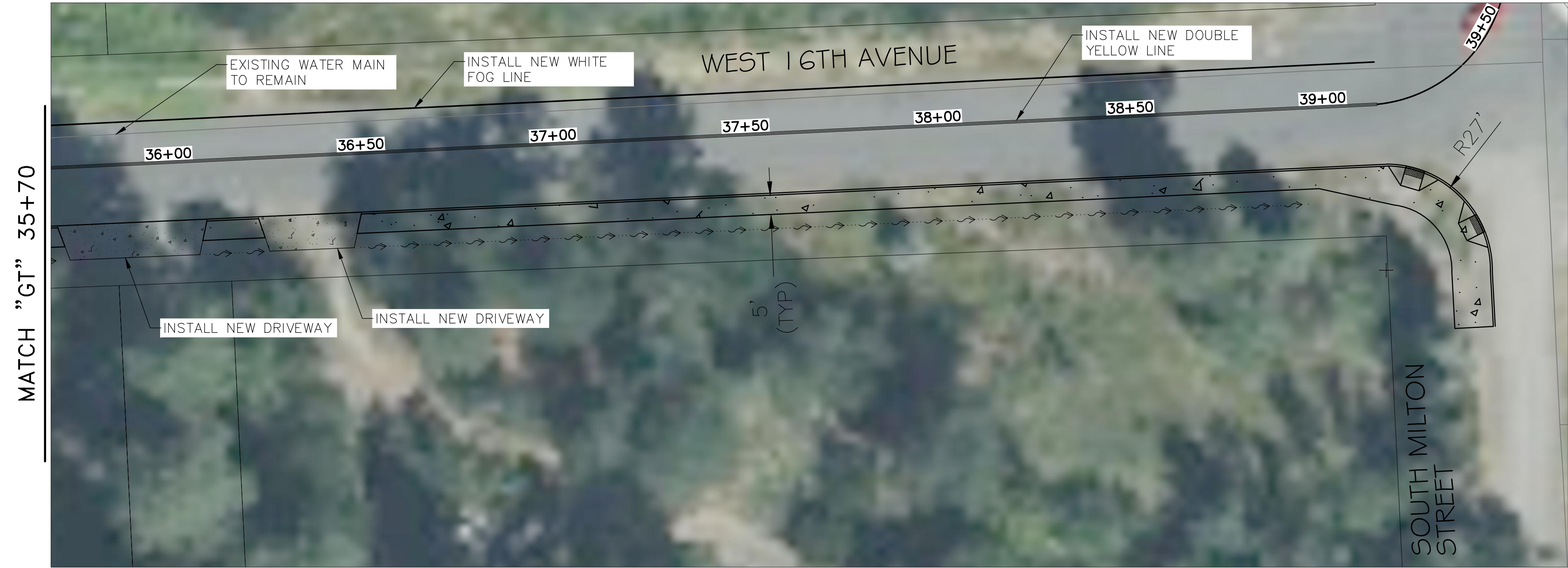
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PRELIMINARY
NOT FOR CONSTRUCTION

2
 2 OF 6

PROJECT NAME:	SPOKANE TRAFFIC CALMING MASTER PLAN	
SEGMENT LIMITS:	16TH AVENUE 17TH AVENUE TO MILTON STREET	
PROJECT LIMITS:	GRANDVIEW-THORPE NEIGHBORHOOD	TYPE OF IMPROVEMENT: TRAFFIC
		CITY PROJECT NUMBER
		CITY PLAN NUMBER

Plotted On May 15, 2023 - 3:29pm



LEGEND

	INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-1 02B
	PROPERTY LINE
	REVISED DITCH LINE

**PRELIMINARY
NOT FOR CONSTRUCTION**

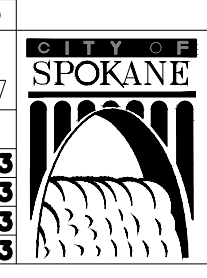
3
3 OF 6



RIGHT OF WAY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

DATE	BY	PROJ	DESCRIPTION	DATE	BY	PROJ	E.F.N. / U.S.N.	FROM	TO	COUNCIL ACCEPT DATE	FROM	TO	ORD. NO.	DATE	FILE NO.
AS BUILT															
REVISIONS															
GRADE ORDINANCE LIST															

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HORIZONTAL PLAN/PROFILE	N/A
VERTICAL PROFILE ONLY	N/A
SCALE	
NAV88 DATUM	
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	



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PROJECT NAME:	SPOKANE TRAFFIC CALMING MASTER PLAN	
SEGMENT LIMITS:	16TH AVENUE 17TH AVENUE TO MILTON STREET	
PROJECT LIMITS:	GRANDVIEW-THORPE NEIGHBORHOOD	
TYPE OF IMPROVEMENT:	TRAFFIC	
CITY PROJECT NUMBER		
CITY PLAN NUMBER		

CALL BEFORE YOU DIG 1-800-424-5555

Plotted On May 15, 2023 - 3:30pm

Spokane Traffic Calming Master Plan

District: 2
Neighborhood: Grandview – Thorpe
Project Extent: 17th Avenue and D Street Intersection

Problem Statement: Residents of the Grandview – Thorpe neighborhood raised concerns over intersection safety and traffic volume at the 17th Avenue and D Street intersection.



17th Avenue and D Street

Traffic Analysis

17th Avenue and D Street within the study area are classified as local street with posted speed limit of 25 miles per hour. All approaches provide two lanes with on-street parking. Sidewalks are provided along the southwest corner and east leg of the intersection. Residents from the neighborhood stated they do not want a complete sidewalk network at the intersection. The south leg of the intersection contains faded crosswalk, and no bicycle facilities are provided. The study intersection is uncontrolled.

The table below shows the estimated 2022 daily traffic volumes and 85th percentile speeds on 17th Avenue and D Street. The highest daily volume around the study intersection was 1,194 vehicles west of D Street on 17th Avenue. The highest 85th percentile speed was 29 miles per hour (4 miles per hour greater than the posted speed limit), indicating a moderate speeding issue.

Spokane Traffic Calming Master Plan

2022 Estimated Daily Traffic and 85th Percentile Speeds on 17th Avenue and D Street

Direction	# Lanes	2022 Estimated Daily Traffic (Vehicles per day) ^a	85 th Percentile Speed (mph)	Posted Speed (mph)
D Street south of 17 th Avenue				
NB	1	482	24	
SB	1	485	24	25
Both Dir.	2	967	24	
17 th Avenue west of D Street				
EB	1	612	28	
WB	1	582	29	25
Both Dir.	2	1,194	29	

^a Traffic data collected in November 2022.

No crashes were recorded from 2017 to 2021 at the study intersection.

The need for enhanced pedestrian crossing treatments at the study intersection was analyzed based on NCHRP Report 562. Based on the findings, crosswalk is the preferred treatment if there are 20 or more pedestrian crossings during the peak hour. Based on the surrounding neighborhood, it was estimated the pedestrian volume threshold is not met.

Warrants to add stop signs on a local street intersection were assessed below per the MUTCD guidelines. At least one of the conditions must be true to consider the use of stop or yield signs. None of the conditions are met at the study intersection.

Local Road Single or Two-Way Stop Warrants

MUTCD	Description	Status?	
2B.04(04)A	Combined (vehicle, bicycle, ped) volume entering the intersection from all approaches averages more than 2,000 units per day	1,094 vehicles per day, N	
2B.04(04)B	Ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop/yield in compliance with the normal right-of-way rule if such stopping/yielding is necessary.	N	
2B.04(04)C	Crash records indicate that five or more crashes that involve failure to yield ROW at the intersection under the normal ROW rule have been reported within a 3-yr period or >= 3 have been reported within a 2-yr period.	2017	0
		2018	0
		2019	0
		2020	0
		2021	0

Recommended Solution:

To increase safety at the intersection and slow driver speeds on 17th Avenue, the installation of a traffic circle is recommended. In addition, speed bumps should be installed on 16th Avenue to reduce driver speeds.

Spokane Traffic Calming Master Plan

District: 2
Neighborhood: Grandview – Thorpe
Project Extent: Trolley Trail and Fish Lake Trail
Estimate: \$24,000

Problem Statement: Residents of the Grandview – Thorpe neighborhood raised concerns over connectivity between Trolley trail and Fish Lake trail.



Connectivity of Trolley Trail and Fish Lake Trail

Traffic Analysis

Trolley Trail is 1.91 miles long and located south of US Route 2/I-90. Fish Lake Trail is 10 miles long and located west of US 195 and east of an active rail line. The trail can be accessed from the south end from the area of Cheney Spokane Road and Myers Park Road intersection. The figure shows the location of both trails, where Fish Lake Trail extends further south and is not showing on the figure. As shown, the two trails can potentially be connected from the north end of Trolley Trail to approximately 0.47 mile south from the north end of Fish Lake Trail.

Recommended Solution:

The connectivity of the two trails is constrained by local neighborhood area and an active rail line in between. Several options of connection could be chosen to connect two trails. The recommended option is shown in the below figure, showing an extension from the north end of Trolley Trail to 14th

Spokane Traffic Calming Master Plan

Avenue to the north, turning right to Fish Lake Trail (approximately 0.3 miles). This is because 14th Avenue provides at-grade rail crossing and can separate people using the trails from the rail traffic.

The connection required improvements on Milton Street and 14th Avenue to provide a safer environment for people using the trails. The roadway width for Milton Street and 14th Avenue along the connection are around 30 feet. A marked shared use path on the is recommended to provide a safe path connection. Also, marked crosswalks should be provided on the east and west legs of 16th Avenue and Milton Street intersection¹ and north and south legs of 14th Avenue and Lindeke Street intersection to ensure safe crossing. The connection also requires a paved road segment of around 100 feet to connect from the east end of 14th Street to Fish Lake Trail. Warning signs should be installed to alert motorists of people walking and biking on roadway.


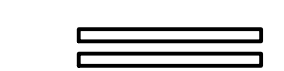


Proposed Connection Recommendation

¹ This can be done in conjunction with the improvement plans at the 16th Avenue and Milton Street intersection (discussed above).



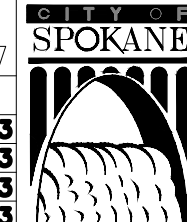
LEGEND

-  PROPERTY LINE
-  INSTALL CROSSWALK PER COS STD PLAN G-G.1

RIGHT OF WAY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

DATE	BY	PROJ	DESCRIPTION	DATE	BY	PROJ	E.F.N. / U.S.N.	FROM	TO	COUNCIL ACCEPT DATE	FROM	TO	ORD. NO.	DATE	FILE NO.
REVISIONS															
AS BUILT															
GRADE ORDINANCE LIST															

NAV88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV88)	CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007
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CBM NO: NONE GIVEN	CHECKED: SF 03/2023
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HORIZONTAL PLAN/PROFILE: 1" = 10'	DATE:
VERTICAL PROFILE ONLY: N/A	
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	SCALE:



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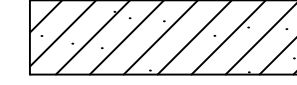
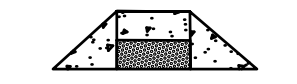
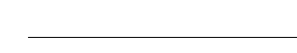
4
 4 OF 6

PROJECT NAME: SPOKANE TRAFFIC CALMING MASTER PLAN	TYPE OF IMPROVEMENT: TRAFFIC
SEGMENT LIMITS: 17TH AVENUE AND D STREET	CITY PROJECT NUMBER: CITY PLAN NUMBER
PROJECT LIMITS: GRANDVIEW-THORPE NEIGHBORHOOD	EFN: TWTFD DCBMM

Plotted On May 15, 2023 - 3:31pm



LEGEND

-  INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B
-  INSTALL NEW ASPHALT TRAIL CONNECTION
-  INSTALL CURB RAMP PER COS STD PLAN F-105
-  PROPERTY LINE

CONSTRUCTION NOTES

- 1 INSTALL NEW CATCH BASIN TYPE 1 AND 8" DIAM. PIPE AS NECESSARY. CONNECT TO EXISTING CATCH BASIN WHERE SHOWN.
- 2 REMOVE EXISTING INLET. PLUG AND ABANDON EXISTING PIPE.
- 3 INSTALL NEW DRYWELL TYPE 1 PER COS STD PLAN B-102C.

**PRELIMINARY
NOT FOR CONSTRUCTION**

RIGHT OF WAY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

DATE	BY	PROJ	DESCRIPTION	DATE	BY	PROJ	E.F.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE	FROM	TO	ORD. NO.	DATE	FILE NO.
REVISIONS												AS BUILT				
												GRADE ORDINANCE LIST				

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NAVDB8 ELE	NONE GIVEN
CBM NO.	NONE GIVEN
BAR IS ONE INCH ON ORIGINAL DRAWING	HORIZONTAL PLAN/PROFILE
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	VERTICAL PROFILE ONLY N/A
NAVDB8 DATUM	SCALE

SPokane
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PROJECT NAME:	SPOKANE TRAFFIC CALMING MASTER PLAN	
SEGMENT LIMITS:	14TH AVENUE TROLLEY TRAIL TO FISH LAKE TRAIL	
PROJECT LIMITS:	GRANDVIEW-THORPE NEIGHBORHOOD	TYPE OF IMPROVEMENT: TRAFFIC
	CITY PROJECT NUMBER	CITY PLAN NUMBER

Plotted On May 15, 2023 - 3:32pm

Spokane Traffic Calming Master Plan

District:	2
Neighborhood:	Grandview – Thorpe
Project Extent:	21 st Avenue and D Street Intersection
	Estimate: \$10,000

Problem Statement: Residents of the Grandview – Thorpe neighborhood raised concerns over visibility, steep grade, lack of signage and intersection control at the intersection of 21st Avenue and D Street.



21st Avenue and D Street Intersection

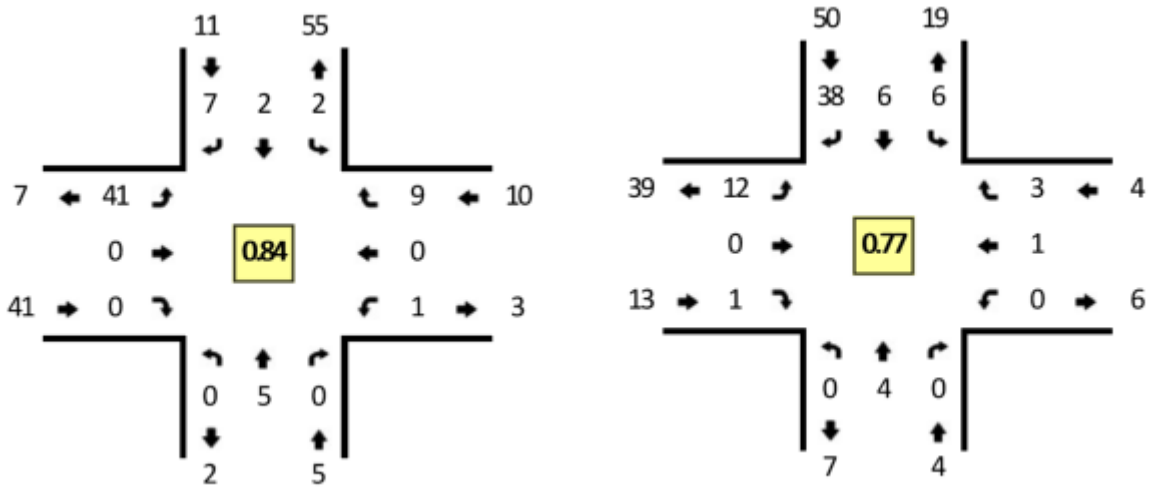
Traffic Analysis

21st Avenue and D Street within the study area are classified as local street with posted speed limit of 25 miles per hour. D Street intersects with 21st Avenue at two locations. All approaches at both intersections provide two lanes with on-street parking. As shown in figure, three intersections (D Street east, D Street west and Scenic Boulevard) are located closely (less than 150 feet). 21st Avenue has a steep grade towards west (uphill) and the geometry limited users sight distance for turning movement from side street. Also, the turning movement at the south leg on D Street is obstructed by a tree which is further affecting visibility. Sidewalks are mostly provided, except the east leg of the intersection. Crosswalk and bike facilities are not provided in the study area. The only intersection control is a yield sign on the eastbound approach of 21st Avenue to D Street west.

No crashes were recorded from 2017 to 2021 at the study intersection.

The figures below show the existing AM and PM peak hour traffic volumes at the study intersection, based on traffic counts from November 1, 2022. As shown in the figures, the volumes travelling through the 21st Avenue/D Street west intersection are low.

Spokane Traffic Calming Master Plan



AM (Left) and PM (Right) Peak Hour Traffic at 21st Avenue and D Street

The need for enhanced pedestrian crossing treatments across 21st Avenue was analyzed based on NCHRP Report 562, using collected traffic data. Based on the findings, crosswalk is the preferred treatment if there are 20 or more pedestrian crossings during the peak hour. Pedestrian data indicates there would be less than the required demand.

Warrants to add stop signs on a local street intersection were assessed below per the MUTCD guidelines. At least one of the conditions must be true to consider the use of stop or yield signs. The sight distance condition is met due to the roadway geometry and steep grade.

Local Road Single or Two-Way Stop Warrants

MUTCD	Description	Status?	
2B.04(04)A	Combined (vehicle, bicycle, ped) volume entering the intersection from all approaches averages more than 2,000 units per day	710 vehicles per day, N	
2B.04(04)B	Ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop/yield in compliance with the normal right-of-way rule if such stopping/yielding is necessary.	Y	
2B.04(04)C	Crash records indicate that five or more crashes that involve failure to yield ROW at the intersection under the normal ROW rule have been reported within a 3-yr period or ≥ 3 have been reported within a 2-yr period.	2017	0
		2018	0
		2019	0
		2020	0
		2021	0

Spokane Traffic Calming Master Plan


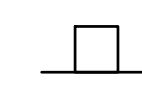
Recommended Solution:

To reduce driver confusion and increase safety, intersection signage at the 21st Avenue/D Street west intersection should be modified as follows.

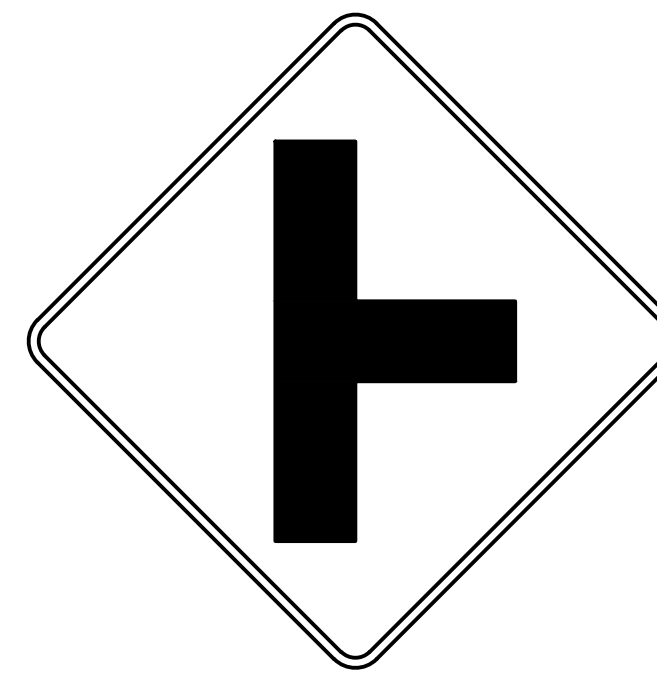
- The intersection configuration indicates 21st Avenue is the through street and D Street is the side street approach. The installation of a stop sign and stop bar on the D Street southbound approach is recommended. This approach also has the most impaired visibility at the intersection. Adding a stop sign would give drivers on D Street the ability to come to a stop and verify there are no conflicts before entering the intersection.
- The existing yield sign on the west approach should be removed.



LEGEND

-  PROPERTY LINE
-  PROPOSED SIGN

W02-02R



PROPOSED INTERSECTION WARNING SIGN



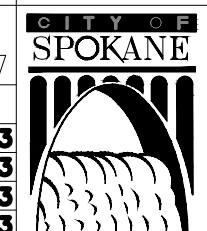
6
6 OF 6

**PRELIMINARY
NOT FOR CONSTRUCTION**

RIGHT OF WAY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.F.N. / U.S.N.	FROM	TO	COUNCIL ACCEPT DATE	FROM	TO	ORD. NO.	DATE	FILE NO.
			REVISIONS												
			AS BUILT												
			GRADE ORDINANCE LIST												

NAV88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV88)		CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007	
BENCH MARK LOCATION	NONE GIVEN	DATE	DATES
NAV88 ELE	NONE GIVEN	BY	
CBM NO.	NONE GIVEN	DRAWN: KL	03/2023
		REVISED: KL	05/2023
		CHECKED: SF	03/2023
		APPROVED: AM	03/2023



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DEPARTMENT OF ENGINEERING SERVICES
808 WEST SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3343
(509) 625-6700

PROJECT NAME:	SPOKANE TRAFFIC CALMING MASTER PLAN	
SEGMENT LIMITS:	21ST AVENUE AND D STREET	
PROJECT LIMITS:	GRANDVIEW-THORPE NEIGHBORHOOD	
TYPE OF IMPROVEMENT:	TRAFFIC	
CITY PROJECT NUMBER		CITY PLAN NUMBER

Plotted On May 15, 2023 - 3:33pm