



Neighborhood Planning: Phase II Summary Needs Assessment and Action Plans

for:

Nevada Lidgerwood Neighborhood
Planning Stakeholder Team Meeting

By

Urban & Regional Planning Program
Eastern Washington University

12/2011

Study Overview

Phase I:

- 8 stakeholder meetings (2009-10)

- Research and prioritization of issues

- Outcome: Phase I report identifying 13 issues

 - Selected 4 priority issues for Phase II

Phase II:

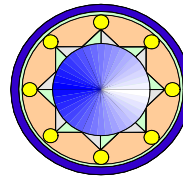
- 7 stakeholder meetings (2010-11)

- Extensive research on 4 issues (see next figure)

- Research documented in white papers

- Development of “action plans”

- Partial implementation/progress on “action plans”



Nevada Lidgerwood Phase II Planning Activities

Assisted by:
EWU Department of
Urban Planning

Traffic Calming

EWU students and staff will conduct research and propose solutions regarding traffic impacts.

Examine relationships between land use, design, and traffic.

Identify critical street segments or intersections of major impact.

Draft an action plan for traffic calming measures in the neighborhood.

Coordinate with the city and neighborhood council to program and schedule traffic calming improvements

Neighborhood Communication

Work with stakeholders, council, and selected businesses to conduct a communication needs assessment

Explore possibilities for a neighborhood website and other social networking options.

Improve communication with neighborhood partners when planning identity-building activities.

Develop a neighborhood mission statement with participation of residents, businesses, and other stakeholders.

Explore a newsletter option; including face to face interviews with local residents.

Neighborhood Identity

Construct and administer neighborhood surveys and interviews to measure resident's "sense of community."

Study and assess needs alternatives for strengthening neighborhood identities.

Coordinate with necessary departments to consider the pros and cons of dividing the neighborhood into smaller units.

Work with community partners to assess and plan neighborhood activities which build identity.

Research the history of Nevada Lidgerwood to provide a historical context for identity.

Non Motorized Safety and Access

Conduct an analysis of key neighborhood pedestrian routes, crossings, and bicycle facilities.

Coordinate with the city and neighborhood to evaluate solutions for non motorized travel improvements.

Summarize priorities for non motorized safety/access needs, and propose solutions with an action program.

Coordinate with the city to implement arterial crossing improvements, a master bike plan, and better transit stops.

Conduct primary and secondary research on safety issues and travel behavior. Develop assessments and recommendations.



Transportation: Needs Assessment and Action Plan

Study Purpose

- Assess needs and recommend improvements for:
 - Traffic Calming
 - Non-Motorized Access/Safety



Finding/Implications

- Neighborhood divided/fragmented by arterials
 - Arterials have significant volumes/speeds
 - Arterials present major barriers for pedestrian/bike access
 - High transit use=high pedestrian use
 - Some K-6 school travelers must cross arterials
 - Significant Ped/Bike incident rates in neighborhood
 - Existing sidewalk gaps in neighborhood
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- Selected arterials need Traffic Calming to reduce speeds
 - Sidewalk gaps need to be filled
 - Crosswalks needed at selected intersections
 - Implementation of Master Bike Plan
 - Development and implementation of Pedestrian Master Plan
 - Transit shelters needed at high use stops

NL North Traffic (2010)



NL South Traffic (2010)



High Pedestrian Activity Areas

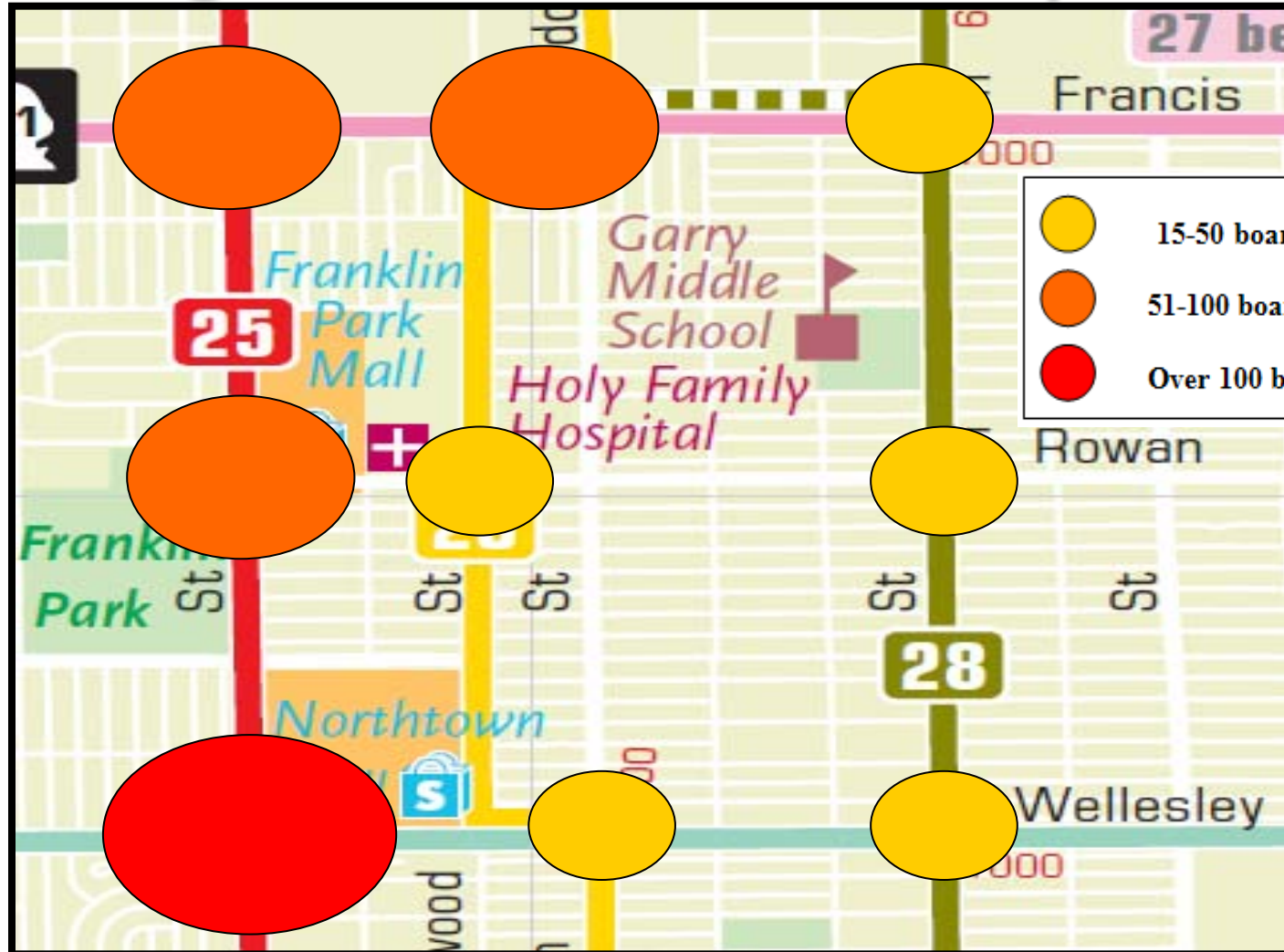


TABLE A

NEVADA-LIDGERWOOD PEDESTRIAN/BIKE INCIDENTS BY STREET (5 years)

Street	Total Incidents	Total Fatalities	Pedestrian Accidents	Pedestrian Fatalities	Bike Accidents	Bike Fatalities
Division	70	3	35	3	32	0
NEVADA	26	1	11	1	14	0
WELLESLEY	8	0	6	0	2	0
FRANCIS	7	0	4	0	3	0
LIDGERWOOD	5	0	4	0	1	0
ROWAN	5	0	2	0	3	0
JOSEPH	4	1	2	0	1	0
MAGNESIUM	3	0	2	1	0	0
BRIDGEPORT	4	0	0	0	4	0
TOTALS	132	5	66	5	60	0

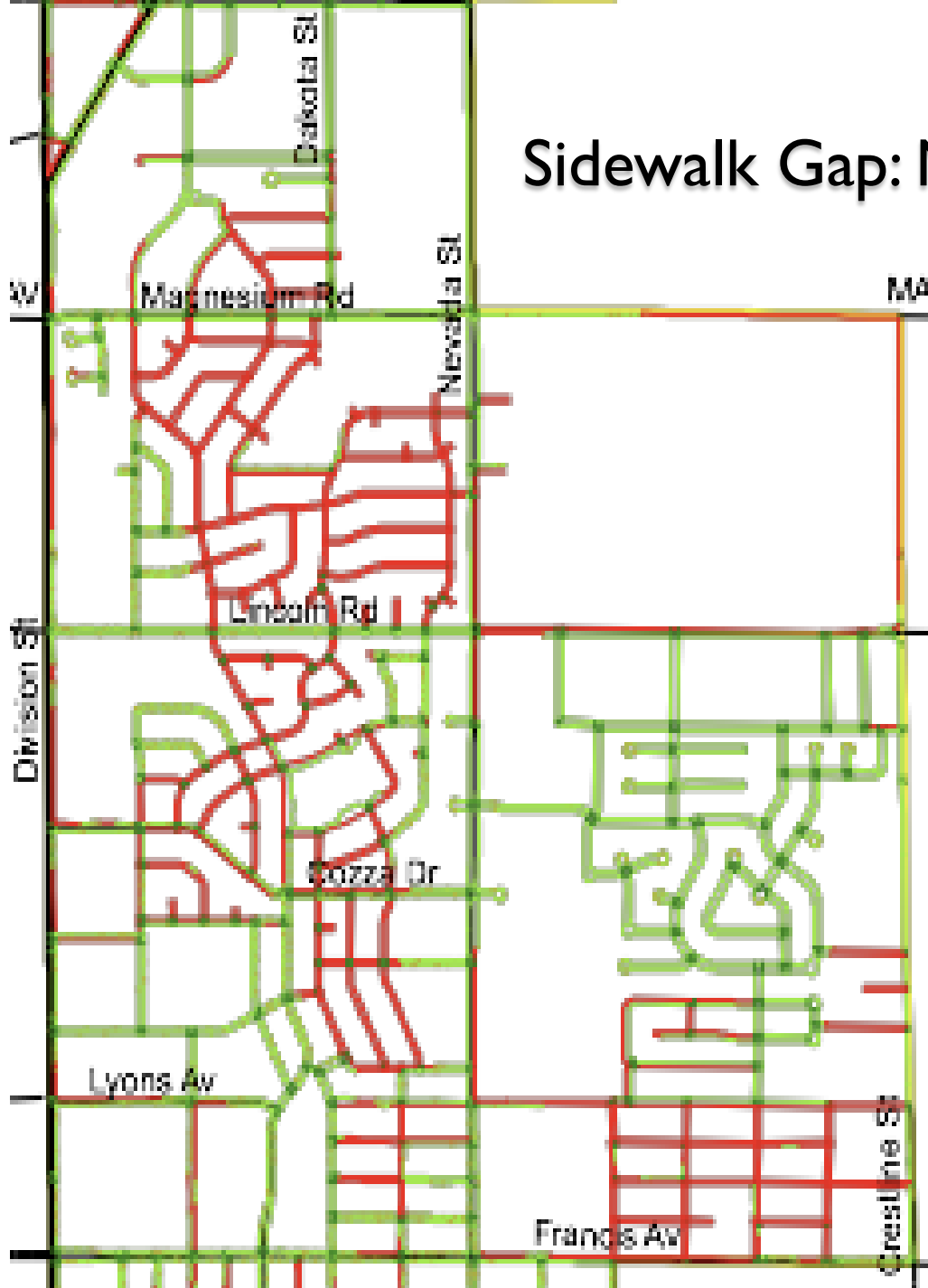
SOURCE: WSDOT DATA, 2004-2008, COMPILED BY EWU

**NEVADA-LIDGERWOOD
HIGH PEDESTRIAN/BIKE INCIDENTS LOCATIONS**

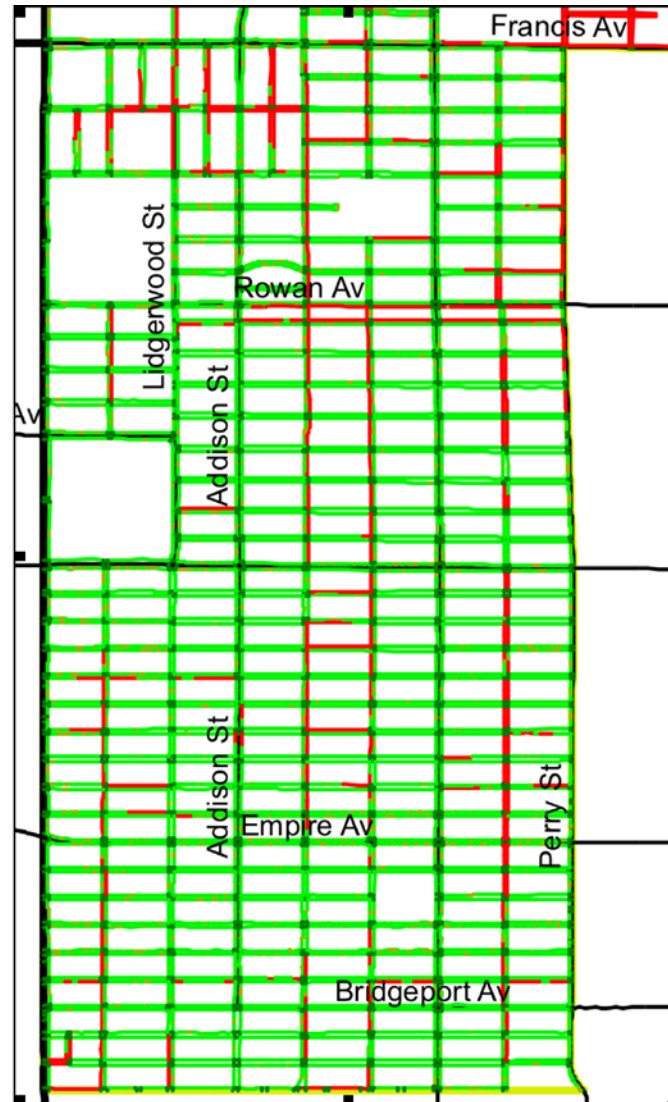
Intersection	Total Accidents	Total Fatalities	Pedestrian Accidents	Pedestrian Fatalities	Bike Accidents	Bike Fatalities
Division & Wellsley	13	0	6	0	7	0
Division & Francis	4	0	3	0	1	0
NEVADA & WELLESLEY	4	0	3	0	1	0
NEVADA & JOSEPH	4	0	3	0	1	0
Division & Garland	3	0	0	0	3	0
Division & Glass	3	0	0	0	3	0
Division & Wabash	3	0	1	0	2	0
Division & Rowan	2	0	2	0	0	0
Division & Queen	2	0	1	0	1	0
NEVADA & LYONS	2	0	0	0	2	0
NEVADA & EMPIRE	2	0	1	0	1	0
NEVADA & FRANCIS	2	0	0	0	2	0
FRANCIS & CINCINNATI	2	0	2	0	0	0
FRANCIS & ADDISON	2	0	0	0	2	0
WELLESLEY & PERRY	2	0	2	0	0	0
ROWAN & PERRY	2	0	0	0	2	0
ROWAN & LIDGERWOOD	2	0	1	0	1	0
NEVADA & MAGNESIUM	2	1	0	1	1	0

SOURCE: WSDOT DATA, 2004-2008, COMPILED BY EWU

Sidewalk Gap: North of Francis



Sidewalk Gap: South of Francis



Priority STA Boarding Stops (>20 per day)

Stop Location	Nearest Cross Street	Route	In/Outbound West/Eastbound	Number of Daily Boardings	Section of Neighborhood
Division	Hoffman (Wellesley)	25	IB	159	4
Division	Wellesley	25	OB	86	3
Wellesley	Division	33	WB	68	3
Division	Lyons	25	IB	64	2
Division	Dalke (Francis)	25	IB	59	3
Division	Garland	25	IB	47	4
Division	Rowan	25	IB	46	3
Wellesley	Nevada	33	EB	46	4
Wellesley	Division	33	EB	40	4
Colton	Hoerner	26	IB	39	1
Division	Cozza	25	IB	38	2
Division	Lincoln	25	IB	36	1
Division	Central	25	IB	35	3
Wellesley	Lidgerwood	33	WB	33	3
Division	Magnesium	25	IB	33	1
Wiscomb	Wedgewood	26	IB	23	2
Nevada	Lyons	28	IB	23	2
Francis	Addison	26/30	IB/WB	23	2
Division	Wedgewood	25	IB	22	2
Francis	Crestline	30	WB	21	2
Wellesley	Addison	33	WB	20	3
Addison	Houston	26	IB	20	2

Source: 2006 STA Nelson/Nygaard Report

Note: Some stops serving N/L may be located just beyond the neighborhood/section boundaries.

Note: Some stops may have been removed since this study.