



MEMORANDUM

TO: City of Spokane
FROM: Adam Miles P.E.
Dominic Vernon E.I.T.
DATE: October 21, 2022
SUBJECT: City of Spokane District 2 Neighborhood Traffic Concerns

This memorandum provides a summary of the priority neighborhood traffic concerns heard from each of the City of Spokane District 2 neighborhoods at their respective Issues Workshops. Participation at each workshop varied, and one neighborhood (Riverside) received no public participation. For this neighborhood, 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.

Browne's Addition

Browne's Addition's workshop was completed on August 4, 2022. The neighborhood identified twenty-one neighborhood locations of interest and six priority traffic concerns. The primary concerns raised were speeding, pedestrian crossing safety, and intersection safety. The major locations of concern were 2nd Ave, Sunset Blvd, and Spruce Ave. **Figure 1** identifies the boundaries of the neighborhood.



Figure 1. Browne’s Addition Neighborhood Boundaries

Table 1 lists the top neighborhood traffic concerns with the total votes and locations of these concerns identified. Rankings were done for the top six concerns and the remainder were listed as other options. 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. Concern 5b is outside of this project’s scope of traffic calming.

Table 1. Browne’s Addition Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1	10	Elm St and 2 nd Ave intersection	Speeding, traffic volume, pedestrian/bicyclist safety, narrow streets	Will be investigated
2	8	2 nd Ave and Cannon St intersection	Speeding, collisions, intersection safety – signs covered or not present, pedestrian/bicyclist safety	Will be investigated
3	6	1 st Ave and Maple St intersection	Fire station loop is confusing, existing pedestrian crossings to downtown ineffective	Will be investigated
4	4	Sunset Blvd from 2 nd Ave to Spruce Ave	Speeding, no pedestrian crossing facility, especially at Cannon St	Will be investigated
5a	1	Spruce Ave and Coeur d’Alene St intersection	Intersection safety due to motorists coming off Sunset Blvd	Will be investigated
5b	1	Riverside Avenue stairs to Peaceful Valley neighborhood	Inter-neighborhood connectivity and ADA accessibility	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 nd Ave	Pedestrian safety – high volume of pedestrians	Alternate option

Cliff-Cannon

Cliff-Cannon’s workshop was completed on August 16, 2022. The neighborhood identified twenty-six neighborhood locations of interest and eight priority traffic concerns. The primary concerns raised were speeding, traffic volume, and pedestrian crossing safety. The major locations of concern were Cedar St, 5th Ave, and 14th Ave. **Figure 2** identifies the boundaries of the neighborhood.

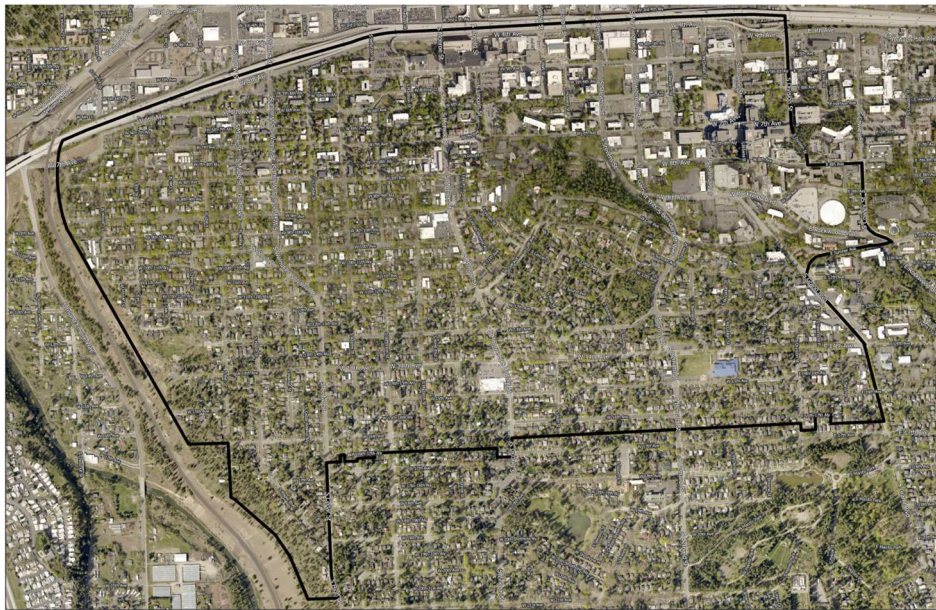


Figure 2. Cliff-Cannon Neighborhood Boundaries

Table 2 lists the top neighborhood traffic concerns with the total votes and locations of these concerns identified. 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 1a-4 from this list and propose potential solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas.

Table 2. Cliff-Cannon Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1a	13	Cedar St Corridor	Speeding down Cedar through the whole neighborhood	Will be investigated
1b	13	Walnut/Maple St and Cedar St	Speeding, congestion, difficult for pedestrians to cross due to wide streets	Will be investigated

2	12	Cliff Dr at Edwidge Woldson Park	Speeding, noise, parking availability, pedestrian safety – no facilities	Will be investigated
3	7	5 th Ave Intersections at Lincoln St and Monroe St	Pedestrian crossing safety – difficult to cross Lincoln and Monroe	Will be investigated
4	6	14 th Ave and Grand Blvd	No left turn lane, confusing geometry of intersection, increased speed, narrow lanes	Alternate option
5a	-	14 th Ave from Bernard St to Lincoln St	Speeding, limited visibility, parking availability	Alternate option
5b	-	8 th Ave from Maple St to Monroe St	Cut through traffic	Alternate option
S1	-	Howard St at 4 th Ave and 5 th Ave	Stop sign compliance and pedestrian crossing safety	Will be investigated

Comstock

Comstock’s workshop was completed on August 16, 2022. The neighborhood identified twenty-two neighborhood locations of interest and fifteen priority traffic concerns. The primary concerns raised were speeding and pedestrian safety. The major locations of concern were 33rd Ave, 37th Ave, and High Dr. **Figure 3** identifies the boundaries of the neighborhood.

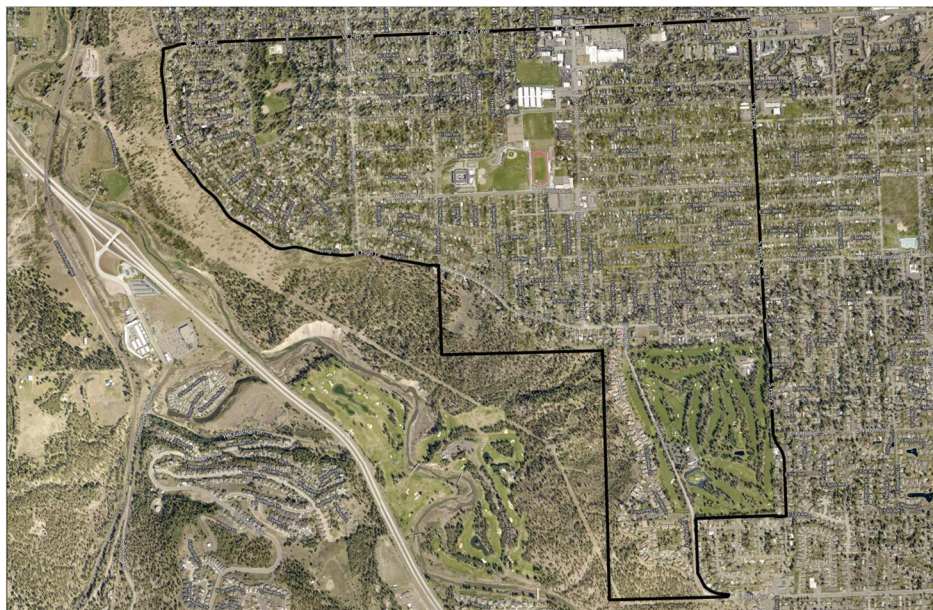


Figure 3. Comstock Neighborhood Boundaries

Table 3 lists the top neighborhood traffic concerns with total votes and locations of these concerns. The Citywide Traffic Calming Master Plan project will investigate concerns 1-5a from this list and propose

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

Table 3. Comstock Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1	14	33 rd Ave and Lincoln Dr intersection	Speeding and pedestrian crossing safety – visibility due to on street parking and vegetation	Will be investigated
2	12	37 th Ave and Perry St intersection	Traffic volume, congestion	Will be investigated
3	11	37 th Ave from High Dr to Bernard St	Speeding	Will be investigated
4	9	37 th Ave from Bernard St to Grand Blvd	Children bike in road with no dedicated bike facility, cars parking on sidewalk	Will be investigated
5a	8	33 rd Ave and Grand Blvd intersection	Bottleneck and traffic flow difficulties	Will be investigated
5b	8	33 rd Ave and Bernard St intersection	Pedestrian crossing safety – visibility	Alternate option
5c	8	(Inner) High Dr and 29 th Ave	Cut through traffic	Alternate option
6a	7	37 th Ave and High Dr intersection	Pedestrian crossing safety – no marked crosswalk	Alternate option
6b	7	High Dr Corridor	Speeding	Alternate option
7a	6	54 th Ave and Hatch St intersection	Speeding and sight distance (blind turn)	Alternate option
7b	6	29 th Ave and Perry St intersection	Pedestrian connectivity to Rockwood neighborhood	Alternate option
8	5	43 rd Ave and Club Dr intersection	Complete former traffic circle efforts to calm 43 rd Ave.	Alternate option
9	3	57 th Ave and Hatch St (outside of neighborhood boundaries)	Pedestrian and bicyclist crossing safety - visibility	Alternate option
10	1	29 th Ave and Arthur St	Pedestrian crossing safety	Alternate option

Grandview-Thorpe

Grandview-Thorpe's workshop was completed on August 17, 2022. The neighborhood did not list neighborhood locations of interest but identified ten priority traffic concerns. The primary concerns raised were traffic volume, intersection safety, and visibility. The major locations of concern were 16th Ave, 17th Ave, D St, and Thorpe Rd. **Figure 4** identifies the boundaries of the neighborhood.



Figure 4. Grandview-Thorpe Neighborhood Boundaries

Table 4 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 and 3-5b from this list and propose potential solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas.

Table 4. Grandview-Thorpe Neighborhood Traffic Concerns

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

Latah-Hangman

Latah-Hangman’s workshop was completed on August 17, 2022. The neighborhood identified eight neighborhood locations of interest and eight priority traffic concerns. The primary concerns raised were speeding, intersection safety, and no sidewalks. The major locations of concern were Hatch Rd, Qualchan Dr, and US-195. **Figure 5** identifies the boundaries of the neighborhood.

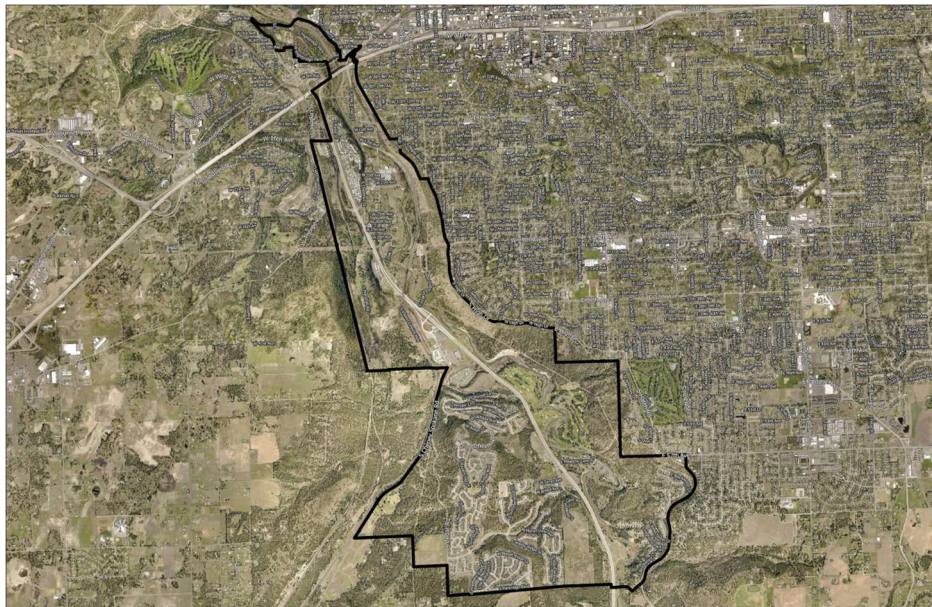


Figure 5. Latah-Hangman Neighborhood Boundaries

Table 5 lists the top neighborhood traffic concerns with total votes and locations of these concerns. The Citywide Traffic Calming Master Plan project will investigate concerns 1-2a, 3, and 6b. from this list and propose potential solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas. Concerns 4 and 5 are outside of this project’s scope of traffic calming.

Table 5. Latah-Hangman Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1	16	Lincoln Way from Osprey Heights Dr to Qualchan Dr	Speeding, straight stretch of road	Will be investigated
2a	11	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	Will be investigated
2b	11	57 th Ave and Hatch Rd	Confusing intersection – review intersection control and geometry	Project funded by CoS Impact Fees

3	10	Hatch Rd from US-195 to 57 th Ave	No sidewalks or bicycle lanes, narrow lanes	Will be investigated
4	8	Meadowlane Rd to US-195	Intersection safety, speeding, difficult to cross due to width	Outside of project scope
5	6	Qualchan Dr at US-195	Safety and confusing geometry	Outside of project scope (WSDOT)
6a	5	Eagle Ridge Blvd and Cedar Rd	Striping is unsafe	Developer issue
6b	5	Qualchan Dr/Lincoln Blvd to Cheney Spokane Rd	No sidewalks	Will be investigated

Lincoln Heights

Lincoln Heights’s workshop was completed on August 3, 2022. The neighborhood identified forty-one neighborhood locations of interest and thirteen priority traffic concerns. The primary concerns raised were pedestrian crossing safety, bicyclist network connectivity, and pedestrian network connectivity. The major locations of concern were Ray St, 17th Ave, Fiske St, and 27th Ave. **Figure 6** identifies the boundaries of the neighborhood.

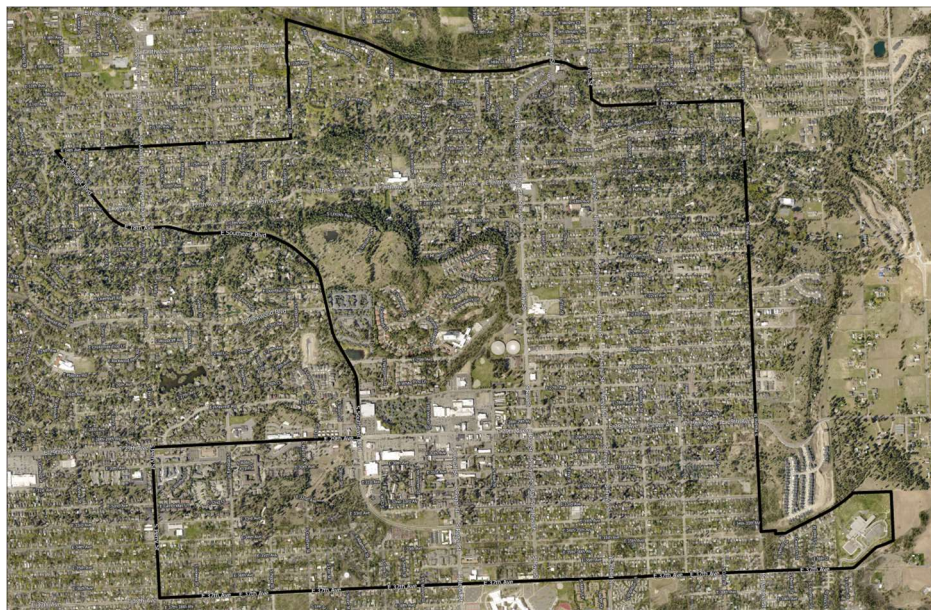


Figure 6. Lincoln Heights’s Neighborhood Boundaries

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 1a-4a from this list and propose potential solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas.

Table 6. Lincoln Heights’s Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
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1a	22	Ray St Corridor	North-South pedestrian access and bicycle network connectivity	Will be investigated
1b	22	17 th Ave Corridor	High speeds and visibility concerns throughout corridor	Will be investigated
2	8	Lincoln Heights Reservoir Tank at Ray St and 25 th Ave	No pedestrian crossing facility	Will be investigated
3	7	25 th Ave to 27 th Ave from Rockwood Retirement to Lincoln Heights Shopping Center	Improved pedestrian access	Will be investigated
4a	6	29 th Ave at Fiske St and Mt Vernon St intersections	Pedestrian crossing safety – difficult to cross high-volume street	Will be investigated
4b	6	Perry St at Southeast Blvd Intersection	Sidewalk protections and safety improvements	Alternate option
5a	4	Between 17 th Ave and 18 th Ave near Ray St	Bicycle network gap	Alternate option
5b	4	Southeast Blvd Corridor	Walkability, pedestrian safety, pedestrian crossing facilities to Lincoln Park	Alternate option
5c	4	27 th Ave and Fiske St intersection	Pedestrian crossing safety	Alternate option
6	3	Southeast Blvd and 31 st Ave intersection	Pedestrian crossing safety – difficult to cross high-volume street	Alternate option
7	2	Woodfern St and Altamont Blvd	Vehicle and pedestrian safety, intersection confusion	Alternate option
8	1	27 th Ave and Ray St	No left turn sign westbound 27 th Ave	Alternate option
9	1	Perry St	Sidewalk infill and improved facilities	Alternate option

Manito-Cannon Hill

The workshop for Manito-Cannon Hill was completed on August 16, 2022. The neighborhood identified seventeen neighborhood locations of interest and ten priority traffic concerns. The primary concerns raised were speeding, bicyclist network connectivity, and cut through traffic. The major locations of concern were Grand Blvd, Bernard St, and 25th Ave. **Figure 7** identifies the boundaries of the neighborhood.



Figure 7. Manito-Cannon Hill Neighborhood Boundaries

Table 7 lists the top neighborhood traffic concerns with total votes and locations of these concerns. The Citywide Traffic Calming Master Plan project will investigate concerns 1-4 from this list and propose potential solutions. DOWL will conduct traffic analyses and develop for these areas. Concern 4 is outside of the City of Spokane’s bicycle network, and Concern 5a is outside of this project’s scope of traffic calming.

Table 7. Manito-Cannon Hill Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1	10	25 th Ave from Manito Park to Bernard St	Sidewalk infill/repair, speeding, cut through traffic	Will be investigated
2a	8	Grand Blvd from 17 th Ave to 29 th Ave	Speeding, bicyclist network connectivity, pedestrian crossings needed, width of street	Will be investigated
2b	8	Bernard St from 18 th Ave to 21 st Ave	Speeding by Manito Park	Will be investigated
3	7	29 th Ave from Manito Park to High Dr	Bicyclist network connectivity	Will be investigated
4	6	Lincoln St from 29 th Ave to 16 th Ave	Bicyclist network connectivity	Outside of project scope
5a	5	25 th Ave	Narrowness of street effects on-street parking availability	Outside of project scope
5b	5	28 th Ave from Bernard St to High Drive	Cut through traffic and speeding	Alternate option
6	4	28 th Ave from Bernard St to Lincoln St and	Sidewalk infill	Alternate option

		from Howard St to Post St		
7	3	Westbound 29 th Ave west of Grand Blvd	Lane drop and merge is confusing to drive	Alternate option
8	-	Oneida Pl and 20 th Ave	Traffic engineering re-design.	Alternate option

Peaceful Valley

The workshop for Peaceful Valley was completed on August 4, 2022. The neighborhood identified five neighborhood locations of interest and ten priority traffic concerns. The primary concerns raised were speeding, lighting, and sidewalk infill. The major location of concern was Main Ave. **Figure 8** identifies the boundaries of the neighborhood.



Figure 8. Peaceful Valley Neighborhood Boundaries

Table 8 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, 2, and 4b-5 from this list and propose potential solutions. DOWL will conduct traffic analyses and develop for these areas. Concerns 3 and 4a and outside of this project’s scope of traffic calming.

Table 8. Peaceful Valley Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1	10	Main Ave near Cedar St	Speeding, collisions with curbs	Will be investigated
2	6	Clarke Ave Corridor	Speeding	Will be investigated
3	5	Main Ave and Monroe St	Lack of left turn onto Monroe St	Outside of project scope

4a	3	Redband Park to Huntington Park natural area	Add ADA accessible pedestrian path	Outside of project scope
4b	3	Cedar St Stairs	Personal safety, lighting, garbage clean-up	Will be investigated
4c	3	Spruce St Stairs	Improved facilities, garbage clean-up, lighting, improved access, sidewalk infill with buffer	Will be 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	Will be investigated
7	-	Main Ave near Cedar St	Slope signage for heavy vehicles	Alternate option
8	-	Spruce St	Sidewalk infill and paving	Alternate option

Riverside

During the neighborhood workshop, no public participation was noted for the Riverside neighborhood. DOWL is awaiting City staff follow-up which will outline the neighborhood concerns. Figure 9 identifies the boundaries of the Riverside Neighborhood and Table 9 will be completed once input is received from City staff.



Figure 9. Riverside Neighborhood Boundaries

Table 9 lists the top neighborhood traffic concerns with total votes and locations of these concerns.

Table 9. Riverside Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
		Downtown core	Pedestrian fatalities at traffic signals	Will be investigated
		Cedar St Stairs	Safety, lighting, accessibility	Will be investigated

Rockwood

The workshop for Rockwood was completed on August 3, 2022. The neighborhood identified thirteen 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 18th Ave, Rockwood Blvd, Garfield St, and Grand Blvd. Figure 10 identifies the boundaries of the neighborhood.



Figure 10. Rockwood Neighborhood Boundaries

Table 10 lists the top neighborhood traffic concerns with total votes and locations of these concerns. The Citywide Traffic Calming Master Plan project will investigate concerns 1a-3a, and 4a from this list and propose potential solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas. Concern 3b is outside of this project’s scope of traffic calming.

Table 10. Rockwood Neighborhood Traffic Concerns

Rank	Total Score	Location	Concerns	Status
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1a	8	18 th Ave from Upper Terrace Rd to Grand Blvd	Speeding	Will be investigated. Deferred to the Greenway study in 2023.
1b	8	Sumner Ave and Rockwood Blvd intersection	Sight distance, visibility, large confusing intersection	Will be investigated
2	7	Grand Blvd from Sumner Ave to 14 th Ave	Pedestrian crossing safety – difficult to cross high-volume street	Will be investigated
3a	5	Rockwood Blvd near 11 th /12 th Ave	Speeding	Will be investigated
3b	5	Garfield Rd from 24 th Ave to Rockwood Blvd	Sidewalk in disrepair	Outside of project scope
4a	4	Grand Blvd at 18 th Ave, 21 st Ave, and 25 th Ave intersections	Pedestrian crossing safety - difficult to cross high-volume street	Will be investigated
4b	4	9 th Ave, McClellan St, Grand Blvd intersection	No pedestrian crossing facility across 9 th Ave	Alternate option
5	3	Garfield Rd and 24 th Ave/Plateau Rd intersection	Speeding and no pedestrian crossing facility	Alternate option
6	1	Southeast Blvd and Rockwood Blvd intersection	Difficult to cross high-volume street	Alternate option

Southgate

The workshop for Southgate was completed on August 3, 2022. The neighborhood identified thirty neighborhood locations of interest and seven priority traffic concerns. The primary concerns raised were pedestrian network connectivity and pedestrian crossing safety. The major locations of concern were Freya St, 44th Ave, Palouse Hwy, and Regal St. **Figure 11** identifies the boundaries of the neighborhood.



Figure 11. Southgate Neighborhood Boundaries

Table 11 lists the top neighborhood traffic concerns with total votes and locations of these concerns. The Citywide Traffic Calming Master Plan project will investigate concerns 1-3, and 5-6 from this list and propose potential solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas.

Table 11. Southgate Neighborhood Traffic Concerns

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

West Hills

The workshop for West Hills was completed on August 17, 2022. The neighborhood identified seventeen neighborhood locations of interest and eight priority traffic concerns. The primary concerns raised were pedestrian crossing safety, speeding, and bridge maintenance. The major locations of concern were Sunset Bridge, Whistalks Way, and West Dr. **Figure 12** identifies the boundaries of the neighborhood.

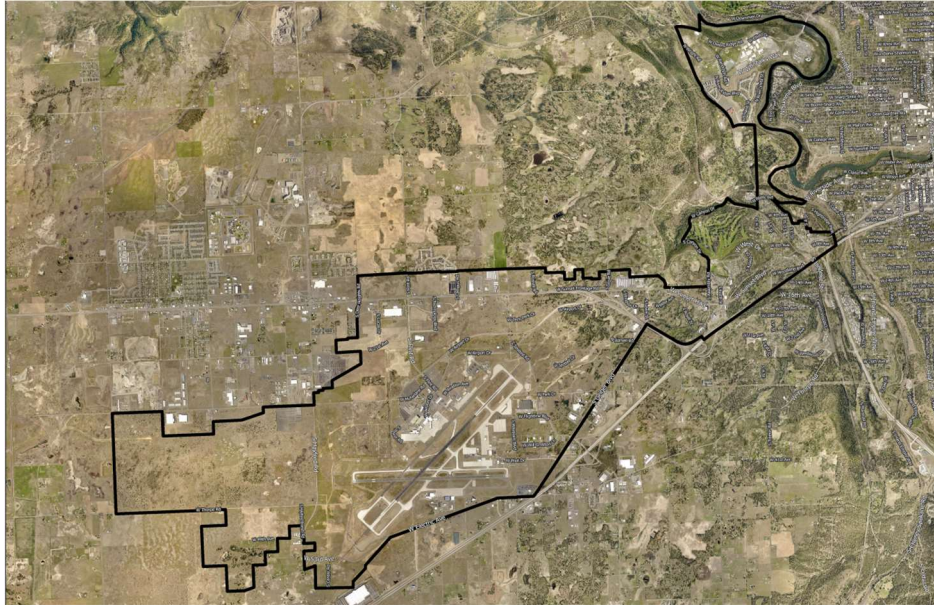


Figure 12. West Hills Neighborhood Boundaries

Table 12 lists the top neighborhood traffic concerns with total votes and locations of these concerns. The Citywide Traffic Calming Master Plan project will investigate concerns 3a-5b from this list and propose potential solutions. DOWL will conduct traffic analyses and develop draft concept designs for these areas. Concern 1 is outside of this project’s scope of traffic calming.

Table 12. West Hills Neighborhood Traffic Concerns

Rank	Total Score	Location	Concern	Status
1	9	Sunset Bridge	Maintenance needed	Outside of project scope
2	5	Whistalks Way at North River Ridge	Pedestrian crossing safety - visibility	PHB project funded at Whistalks Way/Randolph St by CoS
3a	4	West Dr from Westcliff Pl to Azalea Dr	Speeding, pedestrian crossing safety – visibility obstructed by vegetation and more crossings needed	Will be investigated
3b	4	Rosamond Ave and F Street	Intersection control	Will be investigated
4	3	A St Corridor	Speeding	Will be investigated
5a	2	Sandridge Ave	Cut through traffic and speeding	Will be investigated
5b	2	F St at Whittier Park	Speeding	Will be investigated

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6	1	Rosamond Bridge (over I-90)	No sidewalks, maintenance needed	Outside of project scope
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