

## CHAPTER 7 – HISTORIC PRESERVATION (UPDATED W/ ORD. 524)

### 7.1 INTRODUCTION

Millwood has a long history that predates the town's founding in 1910 and incorporation in 1928. The earliest recorded settlement to occupy the land that became Millwood was the winter camp of the Upper Spokane Tribe. The land now occupied by the paper mill was the center of a relatively large winter community for the tribe. The river provided salmon and, due to swiftness, never froze over. The first European influence in this area came from Antoine Plante, who established a ferry across the river about two (2) miles east of Millwood around 1856.

The paper mill on the north side of Millwood provided the spark that ignited the town's rapid growth and development during the first four (4) decades of the 20<sup>th</sup> Century. The original platted town site, with its showcase of the 1920s and 1930s era homes and commercial buildings, contrasted with the more rural Grandview Acres neighborhood. Following World War II, the increased demand for housing created the annexation and platting of several tracts of land in 1946 and in the 1950s. These subdivisions reflect the suburban family-oriented values of the mid-20<sup>th</sup> Century. These have all combined to create a diverse community nestled along the south bank of the Spokane River.

Millwood residents recognize the importance of their city's unique history, its neighborhoods and access to the Spokane River. The Rosebush House, with its distinctive architecture and history, was placed on the National Historic Register and the Washington Heritage Register in 2000. In 2001, this house and its surrounding core neighborhood were listed on both registers as the Millwood Historic District. In 2020, the first properties were added to the Millwood Register of Historic Places.

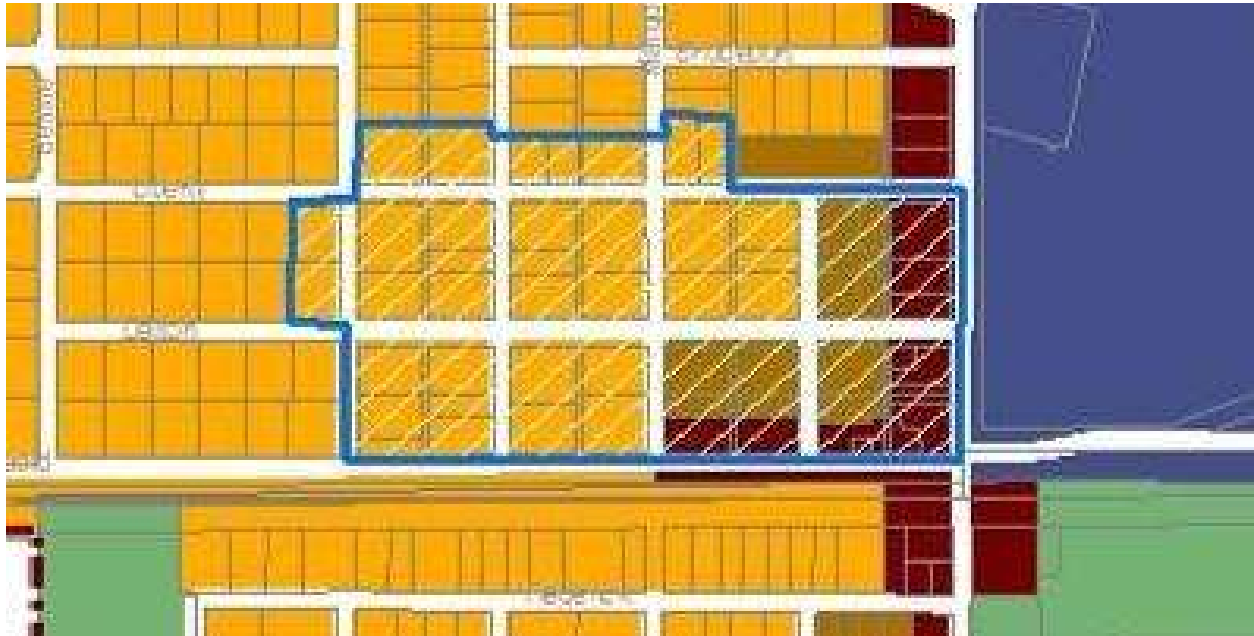
### 7.2 COMMUNITY SUPPORT

For more than a two decades, the Millwood Historic District has been the subject of West Valley School District field trips and special homework assignments. For many years The Community Colleges of Spokane Institute for Extended Learning Program sponsored a two-hour Millwood History and Walking Tour class each spring and fall. Millwood's residents enjoy watching professional and amateur photographers use Millwood's trees and historic buildings as backdrops for their work. Tourists who travel to Millwood to tour the Historic District are welcomed in the shops and cafes. Even without formal promotion, tourists travel to Millwood each year specifically to tour the Millwood Historic District.



Figure 7-1: The Historic District of Millwood, community heritage and pride.

Map 6-7-1: Millwood Historic District



### 7.3 MILLWOOD HISTORIC ~~SOCIETY~~ PRESERVATION COMMISSION

In August 2014, the Millwood City Council created the Millwood Historic Preservation Commission and established the City as a Certified Local Government with the Washington State Department of Archaeology and Historic Preservation. The duties of the commission include:

Provide access to historic information for the benefit of the public;

Retain the historic appearance of the community by encouraging businesses and residents to take pride in their own and the city's history;

Participate in local events to enhance public relations, provide awareness of historic preservation and restoration, and provide community support;

Periodically attend City Council and Planning Commission meetings to present updates of committee activities.

In April 2007, the Millwood Historic Society (the "Society") was formed as a grass-roots organization dedicated to honoring its hometown, both its past and its present. The consensus in the community indicates support for historic preservation. Members of the Society do not have to live in a "historic" area. All residents of Millwood are encouraged to join and participate. The focus of the Society is in three main areas:

Archival—To work with the city to establish a repository for documents, photographs, recordings, videos or any other artifacts that document Millwood's surviving older buildings.



Figure 7-2: Historic District Architecture & Character

~~Beautification and Preservation — Downtown beautification, pursuing grants for improvements, signage, supporting Tree City USA and city cleanups, promoting the Millwood Historic District, having a voice in issues affecting Millwood, and identifying potential sites for recognition.~~

~~Community Education and Awareness — Hosting lectures, conducting house tours, publicizing regional events of interest, networking with other preservation organizations and establishing a community resource via the Internet.~~

~~A goal of the Society is to help Millwood gain status as a Certified Local Government through the State Department of Archaeology and Historic Preservation. The intent is to encourage local preservation.~~

## 7.4 EXISTING HISTORIC PROPERTIES

Table 47-1: National Register of Historic Places and Washington Heritage Register, Millwood Historic District

Address	Year Built	Name	Status
3204 N. Sargent	1946		Contributing
3208 N. Sargent	1939		Non-Contributing
3305 N. Sargent	1947	Maurer House	Contributing
3306 N. Sargent	1926		Contributing
3203 N. Dale	1923		Contributing
3215 N. Dale	1923		Contributing
3221 N. Dale	1912		Contributing
3305 N. Dale	1923		Non-Contributing
3306 N. Dale	1926	Stevens House	Contributing
3311 N. Dale	1920		Contributing
3312 N. Dale	1931	Williams House	Contributing
3315 N. Dale	1925	Brazeau House	Contributing
3318 N. Dale	1923	Banta House	Contributing
3303 N. Marguerite	1923		Contributing
3318 N. Marguerite	1923	Rosebush House	Contributing
3209 N. Hutchinson	1945		Non-Contributing
3212 N. Hutchinson	1928		Contributing

Address	Year Built	Name	Status
3216 N. Hutchinson	1928	Clearwater House	Contributing
3303 N. Hutchinson	1926		Contributing
3304 & 3308 N. Hutchinson	1951		Non-Contributing
3307 N. Hutchinson	1928		Contributing
3310 N. Hutchinson	1928		Contributing
3315 N. Hutchinson	1926		Contributing
3201 – 3209 N. Argonne	1928		Contributing
3209 N. Argonne	1928		Contributing
3215 N Argonne	1946		Contributing
3219 – 3223 N. Argonne	1921		Contributing
3301 N. Argonne	1925		Contributing
3307 N. Argonne			Non-Contributing
3309 N. Argonne			Non-Contributing
3311 N. Argonne	1920's		Non-Contributing
3315 N. Argonne	1953 (?)		Non-Contributing
3319 N. Argonne			Non-Contributing
8800 Block of East Euclid	1946		Contributing
8800 Block of East Euclid	1923		Non-Contributing
8911 E. Euclid	1950's / 1960's		Non-Contributing
8917 – 8919 E. Euclid	1947		Contributing
8921 E. Euclid	1946		Contributing
9001 – 9013 E. Euclid	1940's / 1950's		Non-Contributing
9015 E. Euclid	1928		Contributing

Address	Year Built	Name	Status
9017 E. Euclid	1946		Contributing
9021 E. Euclid	1928		Contributing
8704 E. Dalton	1928	Koshman-Schleef House	Contributing
8804 E. Dalton	1926	Farnsworth House	Contributing
8903 E. Dalton	1926	Butler House	Contributing
8910 E. Dalton	1928	Sharpless House	Non-Contributing
8918 E. Dalton	1928	Black House	Contributing
9009 E. Dalton	1912		Contributing
8622 E. Liberty	1931		Contributing
8703 E. Liberty	1938		Contributing
8710 E. Liberty	1926		Contributing
8717 E. Liberty	1933	Bailey House	Contributing
8801 E. Liberty	1939		Contributing
8809 E. Liberty	1927		Non-Contributing
8820 E. Liberty	1923	Buckland House	Contributing
8827 E. Liberty	1927	New Salmons House	Contributing
8903 E. Liberty	1910	Salmons House	Contributing
8905 E. Liberty	1949		Contributing
9002 E. Liberty	1929		Contributing
9010 E. Liberty	1938		Contributing

Source: Spokane County Assessors Records

## ~~7.5 GOALS AND POLICIES~~

~~Historic preservation goals and policies have been built from open meeting discussions held between the Millwood Planning Commission, the community and the Society. The following goals and policies came out of this work:~~

## Goals

~~Retain the historic atmosphere of Millwood and contribute to its future economic development.~~  
~~Identify and encourage the preservation of lands, sites, structures, cultures and social customs that have historic or archaeological significance.~~

~~Encourage the owners of properties with historic significance to list their properties on a National Register of Historic Places, Washington Heritage Register, or Local Register.~~

~~Promote the preservation and rehabilitation of historic structures whenever possible.~~

~~Pursue the acquisition of historic data and the accumulation of collections that have relevance to Millwood's local heritage and identify a central storage site for these collections.~~

~~Provide regional support of similar organizations; recognizing that Millwood is a part of a broader realm of historic relevance.~~

~~Provide public awareness of, and education about, Millwood's rich local heritage through participation in local events.~~

~~Provide a contact list of resources for Millwood residents to use in researching historic data for their properties.~~

~~Explore becoming a Certified Local Government through the Washington State Department of Archaeology and Historic Preservation.~~

~~Consider establishing an Historic Preservation Commission to promote and oversee preservation activities and protect local properties. The Commission's duties would include:—~~

~~Provide access to historic information for the benefit of the public.~~

~~Retain the historic appearance of the community by encouraging businesses and residents to take pride in their own and the city's history.~~

~~Participate in local events to enhance public relations, provide awareness of historic preservation and restoration and provide community support.~~

~~Periodically attend City Council and Planning Commission meetings to present updates of committee activities.~~

## Policies

~~Millwood will promote preservation of the historic elements of the community, buildings, trees and relevant sites; including the diverse trades, cultures and social customs that contribute to Millwood's identity and local heritage.~~

~~Millwood will work with property owners, government agencies and other resources, to identify, document, restore and preserve historic resources.~~

~~Millwood will take appropriate steps to ensure that property owners have the opportunity to qualify for any available incentives to encourage voluntary placement on a Local Register.~~



**Figure 7-2 Historic District Architecture & Character**

**Figure 7-3 Historic District Architecture & Character**

## **7.65 CONCLUSION**

This Historic Preservation element includes a list of current properties within the Millwood city limits that are listed on the National Register of Historic Places and Washington Heritage Register, Millwood Historic District. Also presented are future considerations that will aid the city in preserving historic properties through the ~~creation of~~ Historic Preservation Commission, a Certified Local Government, which can use education and tax incentives to encourage voluntary preservation of Millwood's Local Heritage. Preserving our local heritage will contribute to economic development and improve property values while increasing Millwood's sense of community.



## CHAPTER 8 – TRANSPORTATION (UPDATED W/ ORD. 525)

### 8.1 INTRODUCTION

When Millwood was incorporated in 1927 it was a small isolated community built around its major employer, the paper mill. Its location was well east of the urban area and bordered by agriculture lands in the Valley. There was a distinctive design element to the City; unique housing, a fine grid pattern of streets, narrow lane widths with tree-lined buffers, and retail and services on “the main street” accessible by walking. Elements of that earlier small-town character and its historical patterns are still in place. The area surrounding Millwood, however, has changed. It’s now part of the expanding metropolitan region stretching from the City of Spokane to Post Falls and Coeur d’Alene Idaho. One of the region’s major north-south travel ways, Argonne, bisects the City. The challenge for Millwood is to develop transportation design strategies that restore and reconnect those desirable historical patterns while at the same time accommodating regional travel needs. The transportation chapter provides an assessment of existing conditions and future needs for the City of Millwood’s transportation system.

Transportation should enhance the livability of the community. To do that, it must be sensitive to land use design. The City will preserve and maintain its existing transportation network as in-fill and redevelopment occur with the goal to continually enhance transportation alternatives to better accommodate bicyclists and pedestrians.

### 8.2 GMA REQUIREMENTS

A strong policy intent of the city is to have transportation services as a tool for implementing its community vision. This policy relates closely to the Growth Management Act’s (GMA) requirement of consistency between land use and transportation. Other transportation policy requirements include:

- An inventory of transportation facilities and services including active transportation and ADA evaluations;
- Consideration of multiple modes and a forecast of multimodal transportation based on land use assumptions;
- Identification of levels of service (LOS) for major streets, including multimodal LOS for locally owned arterials and transit routes (consistent with RCW 36.70A.070);
- Consistency with other elements of the comprehensive plan;
- Provision of adequate transportation service concurrent with development; and
- Preparation of six-year Transportation Improvement Program (TIP).

Millwood’ transportation element complies with these requirements. To ensure a level of consistency among all comprehensive plans within a given County, GMA requires counties and its jurisdictions to develop countywide planning policies. Highlights of those transportation policies for Spokane County include:

- Intergovernmental coordination with the Spokane Regional Transportation Council (SRTC);
- The requirement that all transportation plans be consistent at a regional scale;
- The requirement that plans address multiple modes and pedestrian-friendly design;
- Minimize new construction through maintenance and optimal use of existing roads;



- Establish consistent roadway standards, classifications, and levels of service;
- Support telecommuting and other electronic means to reduce travel demand;
- Support energy conservation and reduction of single-occupant vehicle travel;
- Protect rail facilities to reduce impacts of roadway shipment; and
- Maintain facilities to avoid costly replacement and achieve public safety.

Millwood's transportation element also adheres to these policies.

### **8.3 TRANSPORTATION STUDIES**

#### **Argonne Corridor Study 2007**

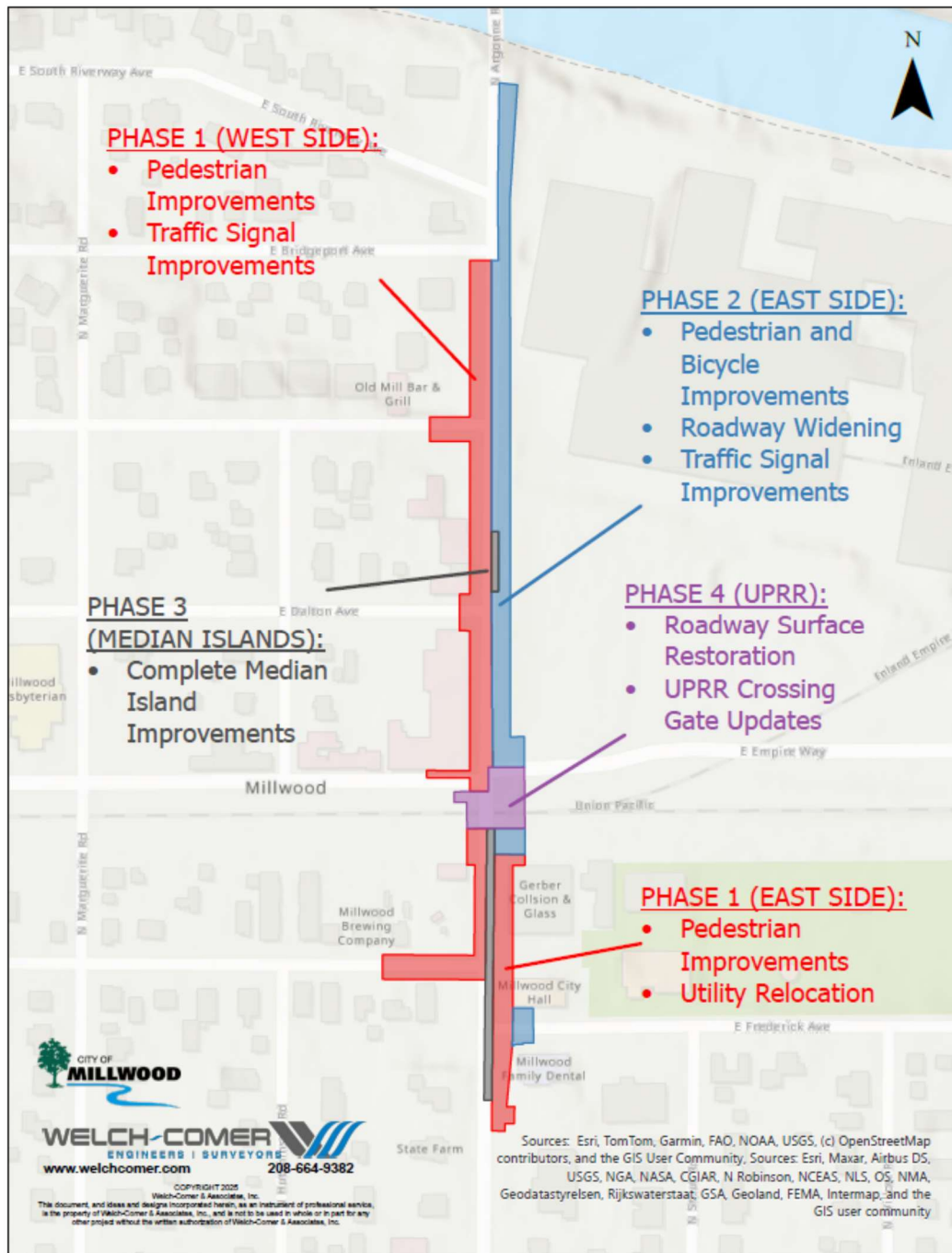
In 2007 the City of Millwood undertook an intensive planning effort for the portion of Argonne Road in Millwood. The study included extensive public participation and produced a list of common vision elements for this high-volume corridor.

- Manage and tame the traffic on Argonne Road.
- Improve walkability on Argonne Road – both along the corridor and across the corridor.
- High volumes, high speeds, and congestion make Argonne Road a barrier for motorized and non-motorized traffic in Millwood.
- Emergency access and response times are compromised by congestion and backups.
- Traffic signals need to work better.
- Turning movements to and from Argonne Road need to be safer.
- Millwood should be identified as a community and town – give it a presence along Argonne Road.
- The corridor should be beautified with trees, plantings, benches, banners, and signs.
- The sidewalks need to be completed, and the crossings made safe and inviting.
- The trucks in the corridor need to be handled – improve the turns and accommodate the deliveries.
- Look for opportunities to collaborate – IEPC with wider sidewalks and improved truck access.
- A new trail should be developed along County sewer right-of-way parallel to the UPRR tracks.
- The transportation system should connect the schools and parks – improve east-west travel across Argonne Road.

The stakeholders involved in the process and public sentiment, in general, recognize the demand for Argonne to move vehicles and freight through the City efficiently while establishing an emphasis on managing traffic safety within Millwood. There is a strong desire to reclaim Argonne Road as a traditional "Main Street." It is important that drivers moving through the city on Argonne recognize that they are no longer on a high-speed rural route, rather they are passing through a community, where lower speeds and safety are mandatory.

[Since 2007, the Interurban Trail has been constructed \(refer to Section 10.3 under the Parks and Recreation Element, Millwood Facilities for more information\) and construction commenced on the](#)

Argonne Rd. Corridor Improvement Project in 2025 with four phases of construction from Grace Ave to the Spokane River Bridge to enhance safety in the corridor and redesign the streetscape for improved pedestrian and local traffic use.



Map 8-1: Argonne Rd. Improvement Project

## Horizon ~~2040–2050~~

Horizon ~~2040–2050~~ is the Metropolitan Transportation Plan (MTP) and Regional Transportation Plan (RTP) for Spokane County. The purpose of the plan is to integrate, access and multi-modal transportation systems to safely and efficiently move people and goods through the year ~~2040–2050~~.  
~~The plan~~

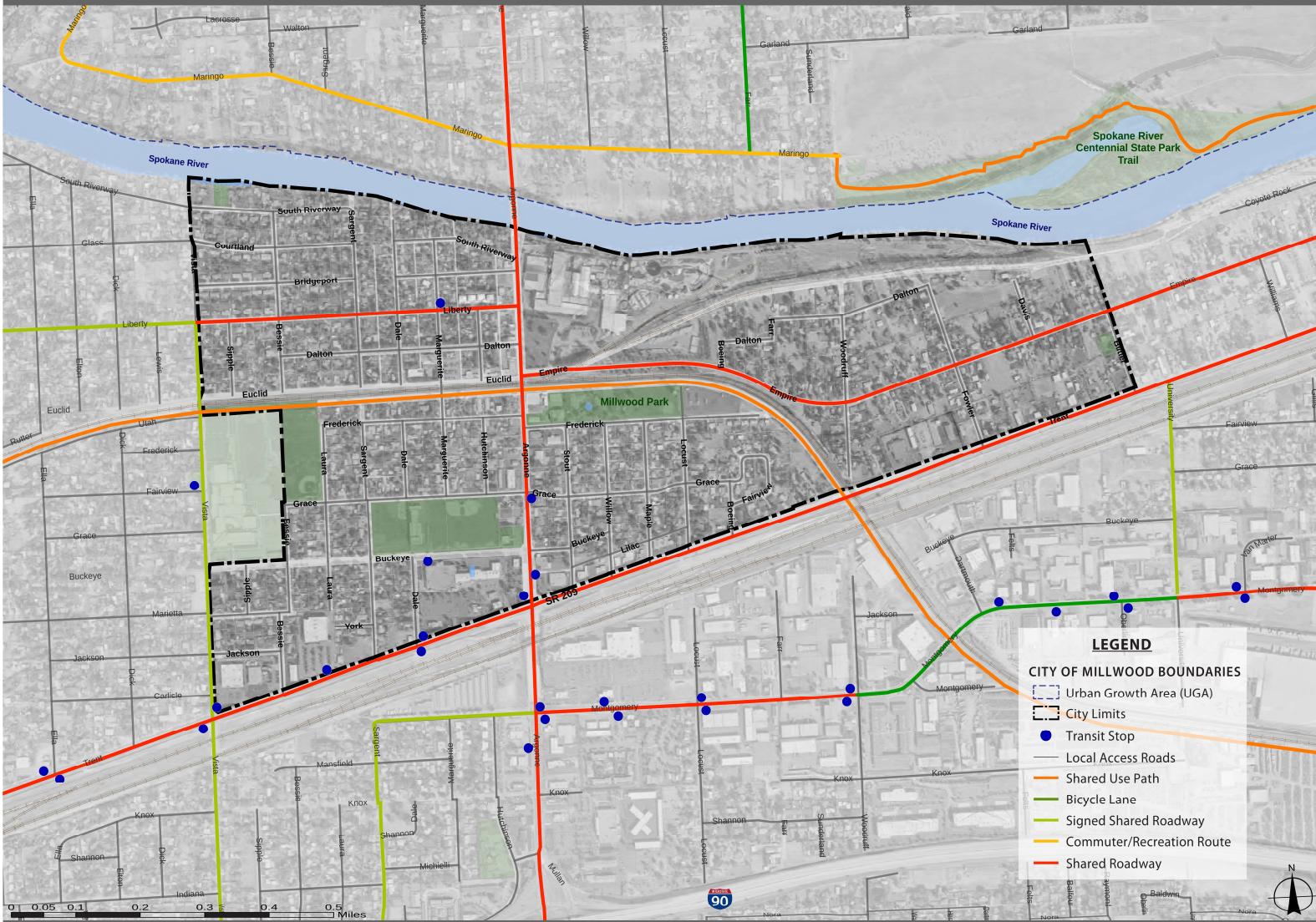
~~Horizon 2040~~ established guiding principles and policies for achieving the regional transportation vision. The highlights of the plan included:

- Projected transportation demand of persons and goods based on county and municipal comprehensive plans;
- Existing and proposed transportation facilities;
- Strategies to operate and maintain local transportation facilities;
- Processes and strategies to manage congestion now and in the future;
- Assessments of capital investments;
- Descriptions of existing and proposed transportation facilities;
- Pedestrian bicycle facilities
- Transportation and transit improvement activities; and
- A financial plan.

~~Horizon 2050 expands on the work completed with Horizon 2040 and 2045 to include an improved Needs Assessment, drawing from recent agency studies (e.g., Regional Safety Action Plan, Congestion Management, Resiliency Plan, Smart Mobility) to identify and prioritize transportation needs and performance objectives and it incorporates updated growth and demographic projections. There is also a stronger focus on performance-based planning in Horizon 2050, establishing clear metrics aligned with equity, safety, resiliency, climate, and smart mobility initiatives as well as integration of recent multimodal planning efforts to ensure a more comprehensive review of all transportation modes.~~

~~Horizon ~~2040–2050~~ is a strategic refresh with deeper data analysis, stronger performance metrics, more robust community involvement, and broader integration of resilience, climate, and smart technology goals. It represents the next evolution in long-term, multimodal transportation planning for Spokane County. comprehensive, multi-modal “blueprint” for the future of transportation and mobility needs of Spokane County. —In order to implement this strategy, the plan prioritizes project, identifies possible funding streams, and coordinates with member jurisdictions.~~

# TRANSIT & TRAILS MAP | City of Millwood



Map 28-2: Millwood Trails & Transit Map (NEED TO ADD TRANSIT STOPS - VISTA BY NORTH 40)



## Welcome Aboard!

### Map Symbols

- Station, Transit Center
- Park & Ride
- Hospital/Medical
- College/University
- School
- Library
- Airport
- Point of Interest

NORTH
 Schematic Map  
Not to Scale

[spokanetransit.com](http://spokanetransit.com)  
 509-328-RIDE

### City Line

Frequent rapid transit service on key corridors. City Line stops **exclusively** at designated stations.

### Frequent Routes

Local service at frequent intervals: every 15 minutes on Weekdays and every 15-60 minutes on Weekends.

### Regional Routes

High-speed regional links, traveling via freeways and also serving local stops on selected surface streets.

### Regular Routes

Local service every 30-60 minutes. Night and Weekend service varies by route.

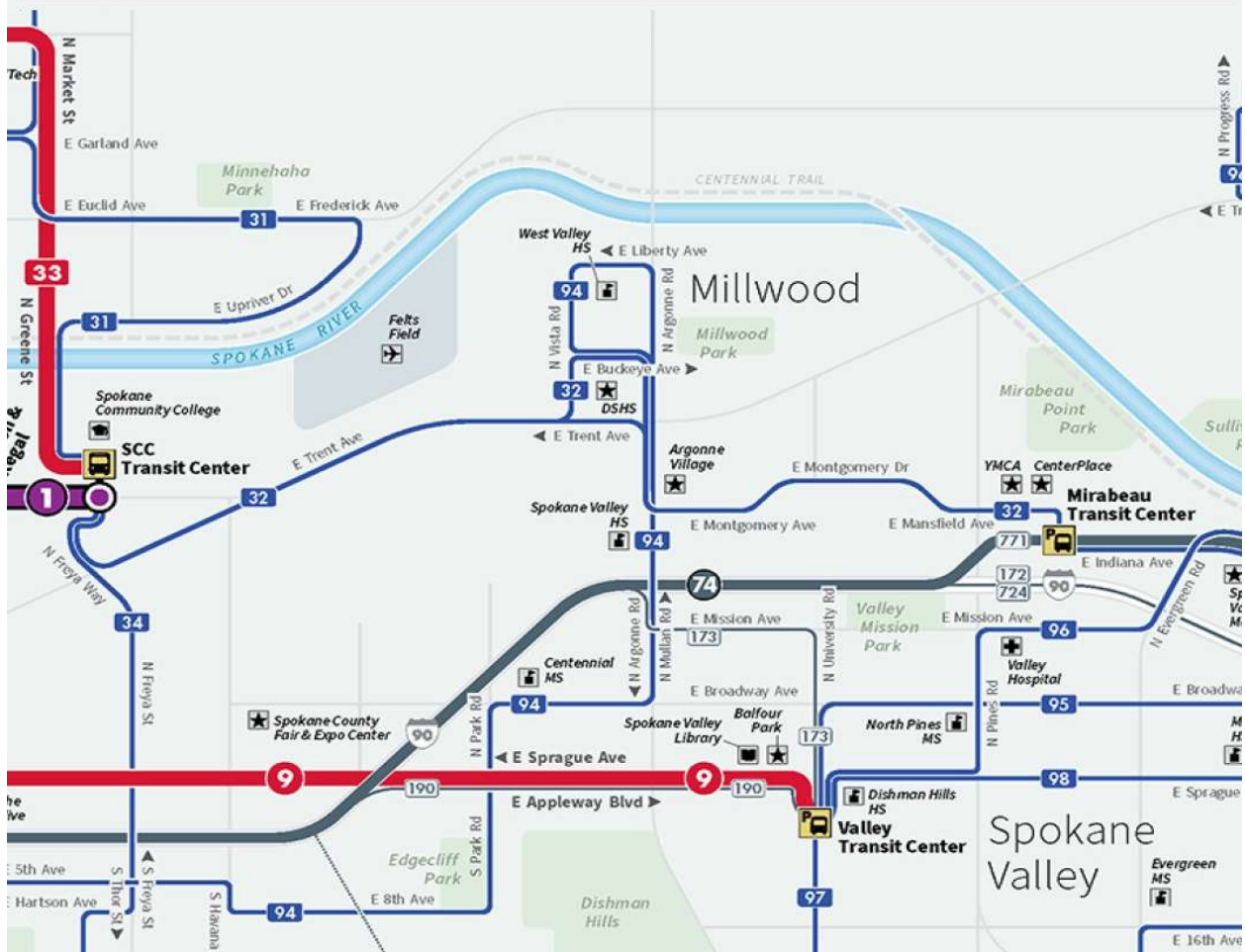
In combined areas with the thick line, service operates frequently: every 15 minutes on Weekdays and every 15-60 minutes on Weekends.

### Commuter Routes

Direct service between major destinations at peak times.

### Shuttle Routes

See Shuttle inset and Downtown inset for details.



**Map 8-3: Spokane Transit Authority (STA) Route Map Surrounding Millwood**

## 8.4 TRANSPORTATION CHOICES AND MODES

As outlined in Chapter 3 above, Millwood's transportation system is multimodal and the safety, functionality, and integration of all components are considered as system improvements are made. Adopting a "Complete Streets Ordinance" which will allow the City to pursue additional funding opportunities for future projects. A complete street is defined as a road all users can move along and across safely. These roads are designed with all users in mind including:

- Public Transportation Vehicles
- Transit Riders of all Ages and Abilities
- Bicyclists
- Pedestrians
- Drivers of Private vehicles

Complete streets projects may include the following features:

- Crosswalks
- Well-placed crossing opportunities
- Sidewalks
- Separated sidewalks
- Pedestrian signals
- Lighting
- Median Islands
- Landscaping/Street trees
- Bike facilities
- Transit stop enhancements like benches, shelters and more
- Congestion relief measures

### Public Transportation

The Spokane Transit Authority (STA) is a regional public transportation agency who provides public transportation service within the Spokane County Transportation Benefit Area, including unincorporated areas of Spokane County and the five cities of Airway Heights, Cheney, Medical Lake, Spokane, and Millwood. Bus service between Millwood and both the incorporated and unincorporated areas of Spokane County is provided using fixed-route and paratransit service.

Millwood is served by two bus routes which loop through Millwood along Trent, Vista, ~~and Buckeye~~, Liberty, and Argonne, connecting the community to three east-west routes and the Spokane Valley transit center (currently regular routes 32 and 94 as shown in Map 8-3 above). All buses begin and end their routes at the Plaza in downtown Spokane, which serves as the hub for all transit trips in the region. STA also provides intra-city and inter-city paratransit service for qualified riders within 3/4 mile of the regular fixed-route bus line, during the same hours and days. All of Millwood's multi-family housing and major employment locations and a large majority of its single-family household and commercial areas are within a ¼ mile of a transit route.

With the passage of STA Moving Forward in 2016, STA is proposing a plan that aims to maintain the existing transit system while adding more resources to improve service levels throughout the region. For Millwood, this means exploring route options to connect Millwood residents more directly to Upriver Transit Center at Spokane Community College, the Valley Transit Center, and the Plaza in downtown Spokane. Argonne Station Park and Ride is also in the planning stages and will be located between Argonne and Mullan, south of Interstate 90, a little over ½ mile south of the City of Millwood. Millwood currently does not have any major transit stops within ½ mile and none are currently planned. The new service planned to serve Argonne Station (future Route 7, in addition to the 32 and 94) are not considered bus rapid transit routes.

STA meets requirements under ADA Title II by providing accessible vehicles and facilities along with complementary paratransit service for individuals with disabilities who cannot use fixed-route buses.

### **Rail Transportation**

Rail transportation played a major role in the historical development of Millwood, and the railroads continue to provide a portion of the regional transportation system for the Spokane Metropolitan Area. However, currently, there is no scheduled passenger rail service in Millwood. AMTRAK provides regularly scheduled service out of facilities located in the Spokane Intermodal Center in downtown Spokane.

The Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP) service the Spokane area. BNSF operates a main-line providing service between Portland/Seattle and Chicago. UP provides rail service from Hinkle, Oregon to Cranbrook, Canada through East Port, Idaho, in addition to operations in eastern Washington and northern Idaho.

The rail tracks in Millwood are owned by UP. UP's tracks run west from Vista Road along the south side of Euclid Avenue to Argonne Road and then east along the south side of Empire Way to the underpass below Trent Avenue. A spur line serves Inland Empire Paper Company just east of Argonne Road. There are at-grade crossings at Vista Road, Marguerite Road, and Argonne.

### **Air Transportation**

Commercial and general aviation air transportation are available to Millwood residents at Spokane International Airport (GEG), approximately ten miles to the west, and at Spokane Felts Field (SFF), approximately one mile to the west.

GEG is a 6,000-acre commercial service airport served by seven airlines and three air cargo carriers. The airport processed a record 4.1 million passengers and more than 77,000 U.S. air cargo tons in 2023. It is the second largest airport in the State of Washington and recognized by the FAA as a small hub. GEG is the primary commercial service airport, which is served by six airlines providing nonstop service to 16 destinations. In 2017, GEG handled over 3.5 million passengers and 72,400 tons of cargo.

SFF is a 400-plus acre active general aviation relief airport which has two paved runways and a turf landing strip as well as the ability to accommodate water landings on the adjacent Spokane River. Over 170 aircraft and 65 tenants are based at Felts Field. The Airport has a fixed-base operator and avionics services are available. In 2022, its aviation operations totaled 69,796. SFF is the designated General Aviation Reliever Airport for GEG and serves a mix of fixed and rotary-wing military, medevac, corporate and general aviation aircraft. The airfield offers two paved runways and a turf runway. The latter turf runway supports the large collection of classic and antique aircraft based at Felts Field. The airfield supports four fixed and one rotary-wing flight schools and a Federal Contract Air Traffic Control Tower which controls aircraft on the ground and in the air and ensures aircraft maintain proper separations.



### **Bicycle & Pedestrian Infrastructure (Active Transportation)**

Providing access to bicycle and pedestrian infrastructure as an alternative mode of transportation and for recreational use is a priority for the City of Millwood. The city currently offers several bicycle routes within city limits, some of which are designated specifically to cyclists and pedestrians. All the routes connect with adjacent jurisdiction infrastructure allowing for continuous connectivity. Refer to Map 8-2: Millwood Trails and Transit Map above and Map 10-2: Bicycle Regional Priority Network Map, Millwood Area (Spokane Regional Transportation Council, SRTC) contained in the Parks and Recreation Element.

Bicycle infrastructure is defined by three types:

- Shared use path (cyclists and pedestrians) - a path on separated right-of-way with the minimal cross flow by motor vehicles.
- Bike lane – a portion of the roadway designated by striping, signing or pavement marking for the preferential or exclusive use of bicyclists.
- Shared roadway – signed or unsigned roadways allowing both vehicular traffic and bicycle traffic.

As shown on Map 8-2, the following routes offer bicycle and pedestrian connectivity throughout Millwood:

- The Millwood Interurban Trail is approximately 1.2 of a 1 mile from east to west and is located on the former Great Northern Railway right-of-way. The trail is designated for bicyclists and pedestrians, vehicular traffic is prohibited. The trail connects to Vista Road to the west, a signed shared roadway and Trent Ave. to the southeast, an unsigned shared roadway.
- Vista Road from Liberty Avenue to Trent Avenue is designated a signed shared roadway and borders the western edge of the city limits.
- Argonne Road, Empire Way, Trent Avenue, and Liberty Avenue are designated unsigned shared roadways. Argonne Road connects cyclists and pedestrians north and south, while the other routes span east and west. Additionally, Argonne Road connects users to the Centennial Trail which runs east to west along the Spokane River. Empire is unsigned but does have pavement markings for a bike path on the North side of the roadway. Liberty is striped with a pathway on the North side but has no signs or pavement markings.
- Additionally, the City has 3.25 miles of sidewalks as described in Table 8-1 and shown on Map 8-4 below.

The Centennial Trail, located one-half mile north of Millwood, offers a thirty-seven-mile-long shared use path for pedestrians and cyclists. The trail runs east-west through the entire urbanized region from the City of Spokane to the Washington/Idaho border. The trail offers a safe alternative path for cyclists throughout the region, providing a convenient connection from Millwood to the Greater Spokane area.

Section 10.3 under the Parks and Recreation Element, Millwood Facilities contains more information on the ADA accessibility status and improvements needed for Millwood's active transportation network. Improvements will likely be completed as road improvement projects are conducted, such as the Argonne Rd. Corridor Improvement Project discussed below.

**Table 8-1: City of Millwood Sidewalk Inventory\***

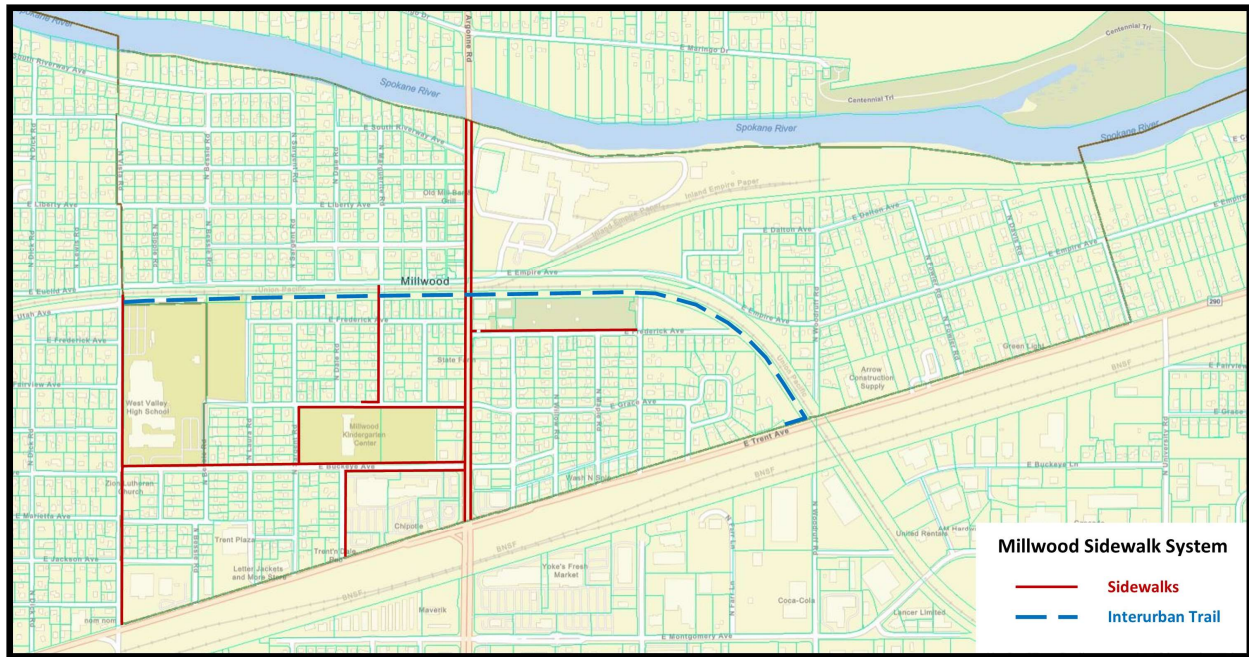
<u>Street</u>	<u>Segment</u>	<u>Segment Length (approx.)</u>	<u>Sidewalk Width</u>	<u>ADA Compliant</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Spokane River bridge (northern City limits) to South Riverway</u>	<u>0.05 miles</u>	<u>5'</u>	<u>Yes</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from Spokane River bridge (northern City limits) to South Riverway</u>	<u>0.05 miles</u>	<u>4'-5'</u>	<u>No</u> <u>Sidewalk will be replaced w/ ADA compliant pathway as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from South Riverway to Bridgeport Ave.</u>	<u>0.02 miles</u>	<u>5'</u>	<u>Yes</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from South Riverway to Bridgeport Ave.</u>	<u>0.02 miles</u>	<u>4'-5'</u>	<u>Partially</u> <u>Sidewalk will be replaced w/ ADA compliant pathway as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Bridgeport Ave. to Liberty Ave.</u>	<u>0.05 miles</u>	<u>7'</u>	<u>Yes</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from Bridgeport Ave. to Liberty Ave.</u>	<u>0.05 miles</u>	<u>4'-5'</u>	<u>Partially</u> <u>Sidewalk will be replaced w/ ADA compliant pathway as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Liberty Ave. to Dalton Ave. (Historic District)</u>	<u>0.05 miles</u>	<u>7'-9'+</u>	<u>Yes</u>

<u>Street</u>	<u>Segment</u>	<u>Segment Length (approx.)</u>	<u>Sidewalk Width</u>	<u>ADA Compliant</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from Liberty Ave. to Dalton Ave.</u>	<u>0.05 miles</u>	<u>4'-5'</u>	<u>Partially</u> <u>Sidewalk will be replaced w/ ADA compliant pathway as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Dalton Ave. to Euclid Ave. (Historic District)</u>	<u>0.05 miles</u>	<u>9'+</u>	<u>Yes</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from Dalton Ave. to Empire Ave.</u>	<u>0.05 miles</u>	<u>4'-5'</u>	<u>Partially</u> <u>Sidewalk will be replaced w/ ADA compliant pathway as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Euclid Ave. to Frederick Ave.*</u>	<u>0.06 miles</u>	<u>5'</u>	<u>Partially (older sidewalk mixed with new Interurban Trail access &amp; railroad track / utility interferences)</u> <u>Improvements will be made as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from Empire Ave. to Frederick Ave.</u>	<u>0.08 miles</u>	<u>5'</u>	<u>Partially (older sidewalk mixed with new Interurban Trail access &amp; railroad track / utility interferences)</u> <u>Improvements will be made as part of the Argonne Rd. Corridor Improvement Project in 2025</u>

<u>Street</u>	<u>Segment</u>	<u>Segment Length (approx.)</u>	<u>Sidewalk Width</u>	<u>ADA Compliant</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Frederick Ave. to Grace Ave.*</u>	<u>0.12 miles</u>	<u>5'</u>	<u>Yes</u> <u>(some older approaches could pose future issues)</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from Frederick Ave. to Grace Ave.</u>	<u>0.10 miles</u>	<u>5'</u>	<u>Partially (some older approaches &amp; utility interferences)</u> <u>Improvements will be made as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>West side of Grace Ave. to Buckeye Ave.*</u>	<u>0.09 miles</u>	<u>5'-6'</u>	<u>Yes</u> <u>(some older approaches could pose future issues)</u>
<u>Argonne Road</u>	<u>East side of Grace Ave. to Buckeye Ave.</u>	<u>0.09 miles</u>	<u>5'-6'</u>	<u>Yes</u> <u>(some older approaches could pose future issues)</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Buckeye Ave. to Trent Avenue / SR 290 (southern City limits)*</u>	<u>0.08 miles</u>	<u>5'-6'</u>	<u>Yes</u> <u>(some older approaches could pose future issues)</u>
<u>Argonne Road</u>	<u>East side of Buckeye Ave. to Trent Avenue / SR 290 (southern City limits)</u>	<u>0.08 miles</u>	<u>5'-6'</u>	<u>Yes</u> <u>(some older approaches could pose future issues)</u>
<u>Buckeye Avenue</u>	<u>North side of Buckeye Ave. from Argonne Rd. to Vista Rd.*</u>	<u>0.50 miles</u>	<u>6'</u>	<u>Yes</u>

<u>Street</u>	<u>Segment</u>	<u>Segment Length (approx.)</u>	<u>Sidewalk Width</u>	<u>ADA Compliant</u>
<u>Buckeye Avenue</u>	<u>South side of Buckeye Ave. from Argonne Rd. to Dale Rd.*</u>	<u>0.16 miles</u>	<u>6'</u>	<u>Partially (older sidewalk - not all curb ramps have detectable warning device)</u>
<u>Dale Road</u>	<u>East side from south of Buckeye to Trent Ave.*</u>	<u>0.12 miles</u>	<u>6'</u>	<u>Partially (older sidewalk - not all curb ramps have detectable warning device)</u>
<u>Frederick Avenue</u>	<u>North side of Frederick from east of Argonne to Locust</u>	<u>0.24 miles</u>	<u>5'-7'</u>	<u>Partially (have to climb 4 steps from Argonne sidewalk at west end &amp; go around City Hall building encroachment into parking spaces to continue east on sidewalk)</u>  <u>Improvements will be made as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Grace Avenue</u>	<u>South side of Grace Ave. from east of Sergeant Rd. to Argonne Rd.*</u>	<u>0.24 miles</u>	<u>6'</u>	<u>Yes</u>
<u>Grace Avenue</u>	<u>North side of Grace Ave. from west of Marguerite to 1/2 a block east of Dale Rd.*</u>	<u>0.02 miles</u>	<u>6'</u>	<u>Yes</u>
<u>Marguerite Road</u>	<u>West side of Marguerite Rd. from railroad tracks south of Euclid Ave. to Grace Ave.*</u>	<u>0.17 miles</u>	<u>5'</u>	<u>Yes</u>
<u>Sargent Road</u>	<u>East side of Sargent Rd. from Grace Ave. to Buckeye Ave.*</u>	<u>0.08 miles</u>	<u>6'</u>	<u>Yes</u>

<u>Street</u>	<u>Segment</u>	<u>Segment Length (approx.)</u>	<u>Sidewalk Width</u>	<u>ADA Compliant</u>
<u>Vista Road</u>	<u>East side of Vista Rd. from railroad tracks south of Euclid Ave. to Trent Ave.*</u>	<u>0.47 miles</u>	<u>5'-9'</u>	<u>Partially (some older sidewalk sections - not all curb ramps have detectable warning device)</u>
<u>* Areas in the City of Millwood located south of the railroad tracks at Euclid Ave. and west of Argonne Rd. would be eligible for Safe Routes to School funding (WVSD buses children that live north of the railroad tracks and east of Argonne Rd.)</u>				



**Map 8-4: Millwood Sidewalk System**

## Roads

Millwood's road connections are shown in map 8-28-5. The City has 12 center line miles of paved streets/roads with 3 traffic signals. Argonne Road is a main thoroughfare in Millwood, running down the middle of the city's central business district. Argonne is a roadway of regional significance due to its connectivity from Interstate-90 headed north through the City of Spokane, City of Spokane Valley, City of Millwood, and onward into Spokane County. Argonne connects with minor arterials Euclid Avenue and Empire Avenue as well as many local access streets.

The city approved and with participation by Federal and State transportation agencies funded and constructed the Argonne Road Congestion Relief Project in 2025 to enhance non-motorized, vehicle, and rail safety in the corridor and redesign the streetscape for improved pedestrian, cyclist, and local traffic use. Argonne Road is a regionally significant four-lane (two lanes northbound and two lanes

southbound) arterial roadway and is classified by WSDOT as a principal arterial and T2 Truck Route with a current peak volume of 2,037 vehicles per hour in the city.

Prior to the project, there were no left-turn channels on Argonne north of Buckeye. Traffic in the left travel lane had to stop behind left-turning traffic at these intersections along Argonne, creating unsafe stopping conditions and causing traffic delays. These issues are further compounded by the frequent closure of the Union Pacific Railroad Argonne crossing located south of Euclid/Empire. Trains of up to nearly two miles in length cross Argonne multiple times per day. The project adds left-turn channels on Argonne north-bound at the intersections of Fredrick, Dalton, and Liberty and south-bound at the intersection of Empire. The channels at Empire and Liberty are signalized. This is accomplished by adjustment of travel lane width in combination with an additional 10 feet of road surface width between Frederick and Liberty.

Currently, there are sidewalks and pedestrian ramps on both sides of Argonne Road and no bus transit stops. As part of the project, the city plans to provide a new transit stop at Liberty with the widened sidewalk. Additionally, the city will improve signalization timing at the intersection of Empire/Euclid to better serve safety for buses trying to cross the railroad tracks and the intersection. Currently, buses must stop prior to crossing the railroad tracks.

The city has proposed a congestion relief project for Argonne Road, the intent of the project to widen Argonne Road between Empire and Liberty to make room for signalized left turn lanes at the intersections of Fredrick, Euclid, Empire, Dalton, and Liberty. Currently, there are no turn lanes north of Buckeye on Argonne. The city will continue to pursue this project via regional coordination with the surrounding municipalities, SRTC, STA, applying for grant funding, and designating funding via the annual transportation improvement plan (TIP). A project as identified in the 2019-2022 Transportation Improvement Program provide by Spokane Regional Transportation Council calls for adding signalized intersections at Argonne and Empire/Euclid, Argonne and Liberty, and Argonne and Dalton. This project is under review and additional funding is being sought. Through traffic traveling in the left hand lane must stop behind left turning traffic at these intersections along Argonne Rd. This causes delay through traffic for ~0.25 miles in the project area between Fredrick and Liberty. With the project improvements, this unnecessary delay can be reduced by 8 seconds per vehicle on average through the project area during peak hour. Future congestion levels will be worse: travel times will more than double to 107 seconds/vehicle in 10 years during the peak hour without improvements. With the improvements, that travel time will only be 76 seconds per vehicle, a savings of 31 seconds/vehicle on average through the project area during the peak hour.

Currently, there are sidewalks and pedestrian ramps on both sides of Argonne Road and no bus transit stops. With the widening of the road the city plans to provide a new transit stop at Liberty with the widened sidewalk. Additionally, the city will improve signalization timing at the intersection of Empire/Euclid to better serve safety for busses trying to cross the railroad tracks and make it through the intersection. Currently, busses must stop prior to crossing the railroad tracks once the bus begins to proceed it is difficult to know whether they will make the light in time.

Given MillwoodsMillwood's established transportation network, little to no vacant land within the city limits, low projected population growth and subsequently and plan for infill development with no need to expand into the designated urban growth boundary, the city does not anticipate major new road construction/development. Often the city is in the position to and will plan to maintain the established network with multimodal improvements as needed.

## **8.5 FUNCTIONAL CLASSIFICATION OF STREETS**

The Washington State Department of Transportation (WSDOT) has developed a Functional Classification System which all municipalities in the state use as a guideline for designation of streets. This classification system was developed to ensure consistent determinations of street types throughout the state. The classifications of streets in Millwood was developed by the Spokane Regional Transportation Council (SRTC) which is the designated Metropolitan Planning Organization (MPO) for all of Spokane County. A listing of principal, minor, and collector streets is presented in Table [21-8-2](#) and are shown in Map [8-25](#), with traffic volumes associated with these classifications shown in Table [228-3](#).



Functional classification designations are used for data and planning purposes. It is important to properly classify roads so that design standards and access control standards are applied to allow the road to function properly. A complete list of roads in Millwood is provided in [Appendix L](#). The following street classifications are applied in Millwood:

### ***Principal Arterials***

Principal arterials are streets or roadways connecting primary community centers with major facilities. Principal arterials are generally intended to serve through traffic. Along principal arterials, it is desirable to limit direct access to abutting property.

### ***Minor Arterials***

Minor arterials are streets and roadways connecting community centers with principal arterials. In general, minor arterials serve strips of moderate length. Access is partially controlled with infrequent access by abutting property.

### ***Collector streets***

Collector streets are streets and roadways connecting residential neighborhoods with smaller community centers and facilities as well as access to the minor and principal arterial system. Property access is generally a higher priority for collector streets and through traffic service is a lower priority.

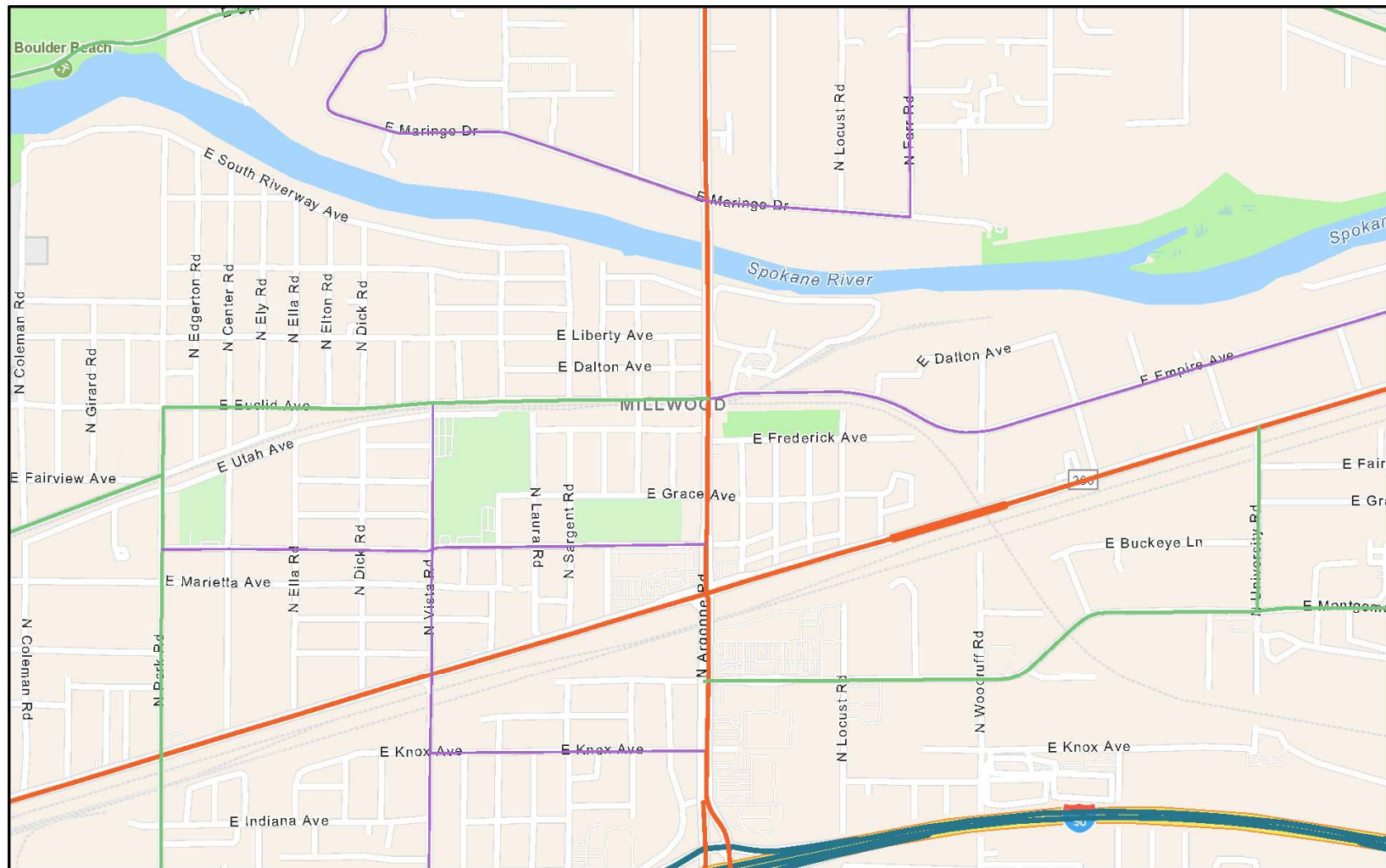
### ***Access Streets***

Access streets have a variety of functions to perform with the principle purpose to provide vehicular and pedestrian access to property abutting the public right-of-way. Moving traffic is a secondary function of access streets. Land service is the primary function, and being such, these streets should not carry through-traffic. Buses and heavy trucks should be excluded from access streets except where the access street is in a commercial or industrial district of the City. Access streets also serve as an easement for utilities, open spaces between buildings and as an element of the urban landscape. Typically, these are alleys and other small, narrow public rights-of-way. Access streets are white on Map 8-5 below and comprise the remainder of Millwood's street system. Additionally, individual lot or unit access can be provided by access easements / driveways or private streets that connect to public streets for infill development.

Table <b>21-8-2</b> :- City of Millwood Street Classifications <b>(SRTC)</b>				
Principal Arterial Sections	<u>Classification</u>	Segment	<u>Segment Length (approx.)</u>	No. of Lanes
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Spokane River bridge (northern City limits) to South Riverway</u>	<u>0.05 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>South Riverway to Bridgeport Ave.</u>	<u>0.02 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Bridgeport Ave. to Liberty Ave. - traffic signal at Argonne Rd. &amp; Liberty Ave.</u>	<u>0.05 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Liberty Ave. to Dalton Ave.</u>	<u>0.05 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Dalton Ave. to Euclid Ave. / Empire Ave. - traffic signal at Argonne Rd. &amp; Euclid Ave. / Empire Ave.</u>	<u>0.05 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Euclid Ave. / Empire Ave. to Frederick Ave.</u>	<u>0.08 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Frederick Ave. to Grace Ave. - traffic signal at Argonne Rd. &amp; Grace Ave.</u>	<u>0.10/0.12 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Grace Ave. to Buckeye Ave.</u>	<u>0.09 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Buckeye Ave. to Trent Avenue / SR 290 (southern City limits) - traffic signal outside City limits at Argonne Rd. &amp; Trent Ave.</u>	<u>0.08 miles</u>	<u>6</u>
<del>Argonne Rd.</del>		<del>E. Buckeye Ave.</del>		<u>6</u>
<del>Argonne Rd.</del>		<del>E. Grace Ave.</del>		<u>4</u>
<del>Argonne Rd.</del>		<del>E. Frederick Ave</del>		<u>4</u>
<del>Argonne Rd.</del>		<del>E. Empire Ave.</del>		<u>4</u>
<del>Argonne Rd.</del>		<del>E. Dalton Ave.</del>		<u>4</u>
<del>Argonne Rd.</del>		<del>E. Liberty Ave.</del>		<u>4</u>
<del>Argonne Rd.</del>		<del>E. S. Riverway Ave.</del>		<u>4</u>
<del>Argonne Rd.</del>		<del>E. Bridgeport Ave</del>		<u>4</u>
Minor Arterial Sections	<u>Classification</u>	Segment	<u>Segment Length</u>	No. of Lanes
<del>E. Euclid Avenue</del>	<u>Minor Arterial</u>	<u>West of Argonne Rd. to Vista Rd. (western City limits)</u>	<u>0.50 miles</u>	<u>2</u>

E. Empire Avenue		Argonne		2 (southbound turn-lane at Argonne)
<b>Collector Street Sections</b>	<b><u>Classification</u></b>	<b><u>Segment</u></b>	<b><u>Segment Length</u></b>	<b><u>No. of Lanes</u></b>
Liberty Avenue (west of Argonne, only)		Argonne Rd.		2
Buckeye Avenue (west of Argonne, only)	<u>Major Collector</u>	<u>West of Argonne Rd. to Vista Rd. (western City limits)</u>	<u>0.50 miles</u>	2
Empire Avenue	<u>Major Collector</u>	<u>East of Argonne Rd. to Butler Rd. (eastern City limits)</u>	<u>0.94 miles</u>	2
Grace Avenue (west of Argonne, only)		Argonne Rd.		2
Vista Road	<u>Major Collector</u>	<u>South of Euclid Ave. to Trent Avenue / SR 290 (southern City limits) - traffic signal outside City limits at Vista Rd. &amp; Trent Ave.</u>	<u>0.50 miles</u>	2

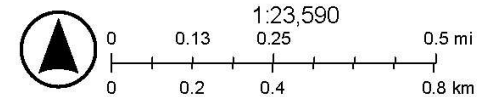
Table 22-8-3: –Street Classification and Traffic Traffic Volumes	
Street Classification	Daily Traffic Volumes
Access Street	0-500
Collector Street	501 – 2,000
Minor Arterial	2,001 – 5,000
Principal Arterial	5,001 or more



6/10/2025

Functional Classification

- Principal Arterial
- Major Collector
- Minor Arterial
- Interstate



Sources: Esri, TomTom, Garmin, Safegraph, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Map 8-5:-- Millwood **Area** Transportation System Map (**Spokane Regional Transportation Council, SRTC**)

## 8.6 LEVEL OF SERVICE STANDARDS

Level of service (LOS) standards measure the minimum capacity of a public facility which must be provided to meet the community's basic needs and ~~expectation~~ expectations. Multimodal level of service standards are required under RCW 36.70A.070(6) and the City of Millwood has selected a WSDOT Urban Minimum LOS, working towards an Urban Equitable LOS.

### Urban Minimum Multimodal LOS

- Access for transit riders with no disabilities is roughly one twentieth the access for drivers, access for riders with disabilities may be even lower due to limitations in sidewalk infrastructure and other factors.
- Transit of level 3 frequency or better is available within a half-mile walk from any origin. Transit of level 2 frequency and rarely level 1 frequency is available at key destinations or along certain corridors. High-capacity transit may or may not be available.
- Paratransit service is available but may require reservation the day before the trip.
- Public bikeshare or other micromobility services may or may not be available.
- There is mostly a complete accessible sidewalk network, although individual blocks or small areas may be missing sidewalks or curb cuts, and active transportation lanes and other facilities are only present on a certain streets.
- Many bus stops have a shelter and bench, but lack other amenities, but generally there is no real-time signage, customer service staff, or restrooms available except at major transit stations.
- Public-sponsored programs may be available and induce use of non-drive alone modes through Transportation Demand Management.
- Information about all public transportation modes are accessible to all users through mobile devices and printed products, but most available apps may not be fully real-time enabled and online booking may not be available for trips requiring reservations.

### Urban Equitable Multimodal LOS

- Access for transit riders is roughly half the access for drivers.
- Transit of level 2 frequency or better runs is available within a half mile-walk from any origin; level 1 frequency or better transit in a high-capacity mode (e.g. rail or BRT) is available on certain corridors.
- On-demand paratransit service is available with a 15 minute or less wait time
- Public bikeshare or other micromobility services support highly local trips; public rideshare may be available to provide service where fixed-route transit and micromobility are not sufficient.
- All streets have wide sidewalks and active transportation lanes or other multimodal facilities are present near all transit stops
- All transit stops have shelters, benches, lighting, trash cans, real-time signage, and restrooms available (though restroom access for minor transit stops may be nearby public restrooms);

customer service staff members are available at all stations serving high-capacity modes and found onboard some vehicles or at some transit stops throughout the system.

- Public-sponsored programs are available and well-budgeted to induce use of non-drive alone modes through Transportation Demand Management
- High-quality information about all public transportation modes are accessible to all users through mobile devices and printed products, and services requiring booking can be reserved easily without downloading a special-purpose app.

## **Roads**

LOS standards are established on arterials to evaluate the performance of existing systems and help plan future transportation facility needs.

LOS standards determine if a street is operating at a level acceptable to the community. When a street, or a segment of a street, falls below the acceptable LOS assigned, it indicates that traffic volume is exceeding the capacity of the street or traffic controls such as signalization, turning lanes, or travel lanes. Millwood's minimum LOS for all arterials is level D based on traffic count information which indicates that no streets will fail to meet the LOS criteria within the planning period. The city will continue to coordination with Spokane County, City of Spokane, the City of Spokane Valley and SRTC to provide the proper function of the arterial.

## **Bicycle & Pedestrian Infrastructure (Active Transportation)**

Even though there is no need for capacity based on roadway improvements, the city may elect to enhance its roadway network to better suit the needs of pedestrians and cyclists in order to exceed the WSDOT Urban Minimum Multimodal LOS. As discussed in Chapter 10, Parks and Recreation Element, the City will coordinate with adjoining jurisdiction for trail expansions and connections. The City will also work towards increasing the sidewalk network around schools and ADA compliance with detectable warning device additions and sidewalk improvements. The City of Millwood has explored franchise agreements for public bikeshare and scooter share services such as the Lyme scooters that are utilized throughout the Spokane area; however, there have been issues with the scooters being thrown into the Spokane River from the Argonne Rd. bridge, which has delayed interlocal agreement establishment. Improvements to Millwood's active transportation network will likely be completed as road improvement projects are conducted, such as the Argonne Rd. Corridor Improvement Project or when funding is available and has been obtained through programs such as safe routes to school.

## **Public Transportation**

As described under Section 8.4 Transportation Choices and Modes above, Millwood is served by two STA bus routes which loop through Millwood along Trent, Vista, Buckeye, Liberty, and Argonne (currently regular routes 32 and 94 as shown in Map 8-3 above). With two buses servicing Millwood, wait times range from 15 minutes along the double bus route of Argonne Rd. from Trent Ave. to Buckeye Ave. and along Buckeye Ave. between Argonne Rd. and Vista Rd. on weekdays and 15-60 minutes on weekends to 30-60 minutes for single bus routes on weekdays with night and weekend times varying by route. The City wants to maintain this service as the minimum level of service for public transportation which would equate to a WSDOT Level 3 for single route and Level 2 for double routes, consistent with a WSDOT Urban Minimum Multimodal LOS although, the majority of the City meets the WSDOT Equitable Multimodal LOS with transit of level 2 frequency or better runs available within a half mile-walk from any origin. Millwood will continue to coordinate with STA to provide optimal service to residents and



businesses, including working towards providing bus shelters with benches and real time screens for Millwood’s transit stops in the central business district.

Table 8-4: Transit Frequency Levels

Transit frequency	Description
Level 1	12 min headway days; 15 nights and weekends
Level 2	15 min headway days; 30 nights and weekends
Level 3	30 min headway days; 60 nights and weekends
Level 4	60 min headway minimum 5 days a week
Level 5	6 trips per day on weekdays
Level 6	2 trips per day on weekdays
24-hour	1 trip every 2 hours overnight

Source: WSDOT Multimodal Level of Service Interim Guidance (Aug 2024)

Annually the city goes through an evaluation process to identify roadway improvements and funding for the transportation improvement plan (TIP).



**Figure 8 1: Traffic at the intersection of Trent Avenue and Argonne Road**

## **8.7 TRANSPORTATION FORECAST**

Future travel forecast results from modeling land use change and related travel demand. ~~Given the expected population projection (population projections are adopted by the Board of County Commissioners following recommendations by the Planning Technical Advisory Committee (PTAC) and the Steering Committee of Elected Officials (SCEO) increase of 8.8% (1,947 people) by 2037. The City of Millwood’s 2046 allocated population is 1,974, an increase of only 27 people from the previous 2037 allocation of 1,947. The City must also plan for a housing allocation of up to an additional 106 units which will be achieved through infill development throughout the City. No zone changes are required in order to accommodate Millwood’s future growth and~~ a substantial change in land use and travel demand is not anticipated within the City of Millwood. Furthermore, there are no substantial development project(s) within city limits currently that would contribute to higher demands on the



transportation network. The largest vacant parcel available is two adjoining parcels that total just under 2 acres along Empire Ave. (a major collector) in the eastern portion of the City, which could accommodate 17 units based on the adopted UR-1 bulk density standard. A traffic review was conducted in 2024 for this potential development and adding the amount of traffic expected was not anticipated to cause measurable increases in delay. However, t

TTravel demand modeling was provided by SRTC for the Argonne Road corridor given its regional significance and the need to provide the most recent and accurate demand information for this roadway. The travel demand model (TDM) considers changes in the urbanizing portions of Spokane County and Spokane Valley and trip generation – number of trips made along Argonne Rd. This information is useful for users in providing forecasted volumes for roadway(s) with functional classes. TDM metrics, as described above, were provided by the City of Spokane Valley, Spokane County, and SRTC. At this time there are no significant development project on record currently or in the immediate future within the City of Millwood, therefore no metrics were provided as part of the TDM as there is no anticipated increase of vehicle traffic from a new development. The City of Millwood conducted traffic counts in 2015-2016 as provided in the 2015 Daily Model Volume. Overall, the 2015 numbers reveal high daily volume counts especially at the intersection of Argonne/Buckeye and Argonne/Trent. The 2040 Daily Model Volume is projected by multiplying the 2015 volume by a 1% growth rate. The change between the 2015 volume and the 2040 volume show that while there is a decrease in overall volumes, the percent of change is still in the 85-89.5% range. Additionally, traffic Counts were taken by the City on Wednesday, May 3, 2017 in the eastern portion of the City. Not much development has occurred since the traffic counts were taken with the exception of the Millwood Estates 29-unit senior community on 3.25 acres along Fowler Rd., north of Empire Ave. in 2019, which was factored into the 2024 traffic review discussed above. Figure 4-1 in Chapter 4 above, shows the growth per year of Millwood based on OFM population from 2018 to 2024. Millwood has experienced an average growth rate of 1.2% from 2018 to 2024. Only a 0.2% increase from the 2040 Daily Model Volume projections.

The regional travel demand model forecasts demand on the regional transportation network. The previous model discussed below forecasted into the horizon year of 2040. The model considers factors that could potentially impact demand into the future such as housing growth, shifts in employment, increased or decreased capacity, etc. Millwood has coordinated with the City of Spokane Valley, Spokane County, and SRTC and determined that little or no impacts are planned that would affect the demand on the regional network within the City of Millwood. The below model volumes are representative of this and demonstrate a forecasted decrease in volume on the only regional facility in the City limits, Argonne Rd. The volumes in 2040 are forecasted to decrease by approximately 12%\*.

Table 8-3: –2015 and 2040 Average Daily Volumes

Road Segment (north bound only)	2015 Daily Model Volume	2040 Daily Model Volume	Change
Argonne/Trent	31,340	28,030	-10.56%
Argonne/Buckeye	31,140	27,810	-10.69%
Argonne/Euclid	29,840	25,850	-13.37%
Argonne/Liberty	29,660	25,430	-14.26%

\* It should be noted that due to limited data, the model outputs have not been post-process with actual counts to arrive at forecasted volumes. Instead, the below represents model volumes only. However, this analysis represents the best available data at the time.

Forecasted regional traffic for 2020 shows a significant increase in the north to east travel flows (SRTC 2020 Traffic Forecast). The County's ~~planned~~ improvements on Bigelow Gulch, a growing east-west arterial in the northern portion of the metropolitan area, will be designed to accommodate portions of this increased traffic. When the Bigelow Gulch improvement extends further east and connects to Sullivan Road, the County's traffic model indicates a portion of Argonne traffic through Millwood would be diverted to Sullivan and thus average daily traffic will decrease. This has been factored into the Horizon 2050 planning. An updated SRTC Travel Demand Model was released in 2024 as part of the planning process.

Additionally, the future North Spokane Corridor connectivity will be designed to meet high-speed mobility needs along the eastern edge of the City of Spokane. Once finished this roadway is expected to capture a large portion of the projected north to south and north to east regional traffic flow. This would potentially relieve any projected traffic demand on Argonne.

### **Horizon 2050**

The Metropolitan Transportation Plan, or MTP, is the Spokane region's long-range transportation plan looking 20 years into the future. This foundational document includes:

- Significant projects, plans & programs
- Key transportation challenges
- Opportunities for the future
- Projections of regional growth
- Financial forecasts
- Strategies for meeting future needs

The MTP is updated every 4-5 years and includes coordination with other local and regional planning efforts. Since the 2019 Comprehensive Plan update, SRTC has adopted a Horizon 2045 and is now completing Horizon 2050.

## **8.8 INTERGOVERNMENTAL COORDINATION**

The GMA requires jurisdictions to ensure that existing and future development are adequately served by public facilities (i.e. roadways) to meet the demand of the current and future need. Coordination and consistency are key to adequately providing facilities and services. The City of Millwood regularly coordinates with neighboring jurisdictions, agencies (i.e. Spokane Transit Authority) and SRTC for future road improvements. There are several programmed transportation improvement projects by neighboring jurisdictions in the coming years, that have been included in the Horizon 2050 Needs Assessment. For Millwood, the Horizon 2050 Needs Assessment has identified the Argonne Rd. Improvement Project (to be completed in 2025). The identified projects aim to improve roadway function ~~by widening sections of the road~~ and in STAs case, improving transit services and adding ~~on/off loading platform at selected stop~~ a new park and ride in addition to multiple trail projects in the City of

Spokane and City of Spokane Valley that will benefit Millwood through enhancement of the regional trail systems. Table 24-8-6 provides a summary overview of future projects.

**Table 8-4: Neighboring Jurisdictions Transportation Improvements**

<b>Agency</b>	<b>Project</b>	<b>TypeDescription</b>	<b>Year</b>
<u>City of Spokane</u>	<u>Millwood Trail, from SCC to Felts Field</u>	<u>The project will continue the design of a multi-use Path from Spokane Community College near Greene St. to Felts Field along the Spokane River. The trail will also connect with the future Children of the Sun connections to the Centennial Trail and Tuffy's Trail. The project may be constructed in phases</u>	<u>2026-2027 Construction</u>
<u>Spokane County</u>	<u>Bigelow Gulch/Forker Rd Urban Connector</u>	<u>Widening with the addition of pedestrian and bicycle shoulder</u>	<u>2021</u>
<u>Spokane County</u>	<u>Argonne Rd Safety Improvements</u>	<u>Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave intersection.</u>	<u>2025 Planning</u>
<u>Spokane County</u>	<u>Centennial Trail / Argonne Gap Project</u>	<u>Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection.</u>	<u>2025 Planning</u>
<u>Spokane Valley</u>	<u>Argonne Rd/I-90 Interchange Bridge Widening</u>	<u>Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path. Bridge replacement, widened shoulder, new sidewalk</u>	<u>2021 2023 Planning Anticipated 2028 Construction</u>

Agency	Project	TypeDescription	Year
Spokane Valley	Pines Rd (SR 27)/BNSF Grade Separation	Realign Pines Rd (SR 27) to go under the BNSF mainline railroad tracks and reconstruct the intersection of Pines and Trent Ave. (SR 290) <u>with a roundabout.</u> <u>The project also includes the construction of a new trailhead for the Centennial Trail and associated parking lot, equipped with restrooms, electric vehicle charging and non-motorized access to the trail and Spokane River.</u>	<u>2023</u> <u>2025-2026</u> <u>Construction</u>
Spokane Valley	Sullivan Rd/BNSF Grade Separation	<u>Reconstruct the existing interchange at Sullivan Road and Trent Avenue (SR 290).</u> <u>This project replaces both Sullivan Road bridges over the BNSF Railway tracks and four lanes of Trent. The existing signalized intersections will be replaced with a "peanut" roundabout. The project seeks to improve mobility and safety for all users: vehicles, pedestrians and bicyclists. A shared-use path will be added along Sullivan's west side and a new, wider sidewalk will be built on the east side.</u> <u>Reconstruct and widen the Sullivan Rd bridges over the BNSF R/R @ Trent Ave.</u>	<u>2025</u> <u>2019 - 2026</u> <u>Planning /</u> <u>Design with</u> <u>Construction</u> <u>Date TBD</u>
<u>City of Spokane Valley</u>	<u>Citywide Trail Improvements</u>	<u>Appleway Trail (Farr to Dishman Mica) and Millwood Trail (Connecting Spokane Valley to Millwood and Centennial Trail).</u>	<u>Anticipated</u> <u>2029</u> <u>Construction</u>

Agency	Project	TypeDescription	Year
Spokane Transit Authority	Argonne <del>Station</del> Park and Rides	<del>Build a transit station adjacent to I-90 with connectivity to new bus service on Argonne and up to 60 car parks. Includes bus platforms and geometric changes to accommodate bus operations. Includes property acquisition. Install park and rides and platforms at Argonne &amp; I-90</del>	<del>2029</del> <del>2024-2025 Planning</del> <del>Anticipated 2028 Construction</del>
<del>Spokane Transit Authority</del>	<del>I-90/Valley High Performance Transit (HPT)</del>	<del>Revise to a HPT corridor, from West Plains/SIA to Spokane Valley and Liberty Lake. Construct two new park &amp; rides (Appleway Station and Argonne Station) and modify Mirabeau Point Park &amp; Ride.</del>	<del>2021-2024 Planning / Design</del> <del>Construction 2023-2028 (w/ Argonne Station)</del>
Spokane Transit Authority	US 395/North South Corridor Transit - <del>Division Street Bus Rapid Transit (BRT)</del>	Transit service on US 395 North Spokane Corridor	2030 <del>after completion of N/S Corridor</del>
<del>Spokane Valley</del>	<del>Park Rd/BNSF Grade Separation</del>	<del>Railroad grade separation project raising Park Rd over the BNSF railroad tracks and developing and constructing an at grade intersection on Trent Ave. (SR 290)</del>	<del>2030</del>
<del>WSDOT</del>	<del>US 395/North South Corridor</del>	<del>The North Spokane Corridor (NSC) is a 10.5-mile multi-modal corridor. When complete, the NSC will be a 60-mile per hour, north/south limited access facility that connects I-90 at the south (just west of the existing Thor/Freya interchange) and connects to US 2 (at Farwell Road) and US 395 (at Wandermere) on the north</del>	<del>2001 - 2030</del>

Agency	Project	TypeDescription	Year
		<u>end. Various stages of construction remain to complete the project. 7 miles are now completed with only 3.5 left to go.</u>	

## 8.9 FUNDING

The City of Millwood prepares a budget and project list for their Transportation Improvement Plan (TIP) annually. The purpose of the TIP is to demonstrate that available resources are being used to implement the region's long-range transportation plan through transportation projects. Transportation improvement projects are coordinated with surrounding jurisdictions, the City of Spokane Valley, City of Spokane, and Spokane County. Projects of regional significance or are multi-jurisdictional are submitted to SRTC for inclusion in their regional TIP.

Funds ~~were~~are allocated through the annual budget, state, and federal funds, and grants. The city conducts an evaluation process for identifying the portion of funds contributed by the city, any additional funding needed is then applied for through the appropriately available funding streams. When funding falls short the city then re-evaluates their funding needs and source. When funding is available a budget amendment will be evaluated and ~~processes~~processed, otherwise the city will evaluate the possibility of applying for additional funds.

If probable funding ever falls short of meeting the identified needs of the transportation system, the City will discuss how additional funds will be raised or how land use assumptions will be reassessed, to ensure that LOS standards will be met.

## 8.10 POLICY DIRECTION

The intent of the policy direction over the next planning period is to continue inter-governmental coordination for arterial traffic impacting Millwood (e.g. Argonne Road), enhance the transportation network by providing infrastructure to accommodate other modes of transportation (bicycle, pedestrian, and transit), increase options for bicycle and pedestrian connectivity to parks and trails, and ~~establish complete annual updates to~~ the Six-Year Transportation Improvement Plan (TIP). The City's current TIP is kept and maintained by the City Clerk's office.

## CHAPTER 9 – ESSENTIAL PUBLIC FACILITIES

### 9.1 INTRODUCTION

Spokane County jurisdictions are required to plan for essential public facilities (EPFs) pursuant to the Growth Management Act (GMA). RCW 36.70A. In 2001 planning staff from all jurisdictions in Spokane County formed a task force to cooperatively develop a regional siting process for all essential public facilities, including Secure Community Treatment Facilities (SCTFs). The Essential Public Facilities Task Force, with assistance from the Office of Community Development (OCD), the Department of Social and Health Services (DSHS), and technical staff from the jurisdictions developed a regional siting process for essential public facilities titled *Spokane County Regional Siting Process for Essential Public Facilities*.

Essential public facilities, per RCW 36.70A.200, include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, opioid treatment programs including both mobile and fixed-site medication units, recovery residences, harm reduction programs excluding safe injection sites, and inpatient facilities including substance use disorder treatment facilities, mental health facilities, group homes, community facilities as defined in RCW 72.05.020, and secure community transition facilities as defined in RCW 71.09.020.

### 9.2 MODEL PROJECT REVIEW PROCESS

The regional process provides for a review process with a location analysis. Public involvement takes place throughout the process by providing public comment periods as well as public hearings. The review process requires the applicant for an EPF to assume responsibility for the bulk of the analysis and processing of the proposal. The analysis includes two parts:

1. An analysis of functional criteria of all potential sites is conducted to select the highest-ranking ten (10) semifinalist sites.
2. The ten semi-finalist sites are analyzed using more qualitative criteria and resulting in the selection of at least three (3) preferred sites.

Both analyses include public comment periods. Next, the Board of County Commissioners (BoCC) conducts a public hearing on the Preferred Site List to allow for further public comment, identify strategies to address any issues associated with particular sites, and rank the finalist sites. The BoCC ranking is advisory to but not binding on the applicant. Last, the applicant, after selecting a specific site, will work directly with local jurisdiction and its regulatory requirements to permit the construction and operation of the EPF.

The regional siting process is based on a coordinated inter-jurisdictional approach, which in combination with consistent development regulations among the jurisdictions will implement the requirement of equitable distribution of EPFs of a statewide or regional/countywide nature. No local comprehensive plan or development regulation may preclude the siting of essential public facilities.

### 9.3 AMENDMENTS

The siting process may be amended through established procedures for amending the Comprehensive Plan in accordance with local codes and the GMA.



#### **9.4    *POLICY DIRECTION***

Continuous inter-governmental coordination is a priority for the city. The city will continue to participate in Spokane County’s Essential Public Facilities siting process in accordance with County-wide Planning Policies and the need to address EPFs based on projected growth within Millwood.