



Transportation Commission Agenda

Regular Meeting

Thursday, September 17, 2026

4:00 PM

Hybrid - Council Chambers / Microsoft Teams

808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting Link - See page two for Information

TIMES GIVEN BELOW ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Briefing Session – 4:00-4:20

1. Roll Call – Staff
2. **Public Comment** Period – Public is invited to comment on related topics other than agenda items scheduled for public hearings (2 minutes max each comment)
3. Approve **8/20/2026** meeting minutes – All
4. President Report – Grant Shipley
5. Secretary Report – Jon Snyder
6. Additional Reports, if requested - Liaisons
7. Approval of current agenda – All

Workshops: (All times below are approximate)

1. 4:20 – 4:45 **Cycle 15 Traffic Calming** (Nicole White)
2. 4:45 – 5:05 **Vision Zero Spokane Crash Analysis** (Tyler Kimbrell)
3. 5:05 – 5:15 **Emergency Streets Pilot Program Update** (Nicole White)

Hearings: (All times below are approximate)

1. 5:15 – 5:35 ***TBD Fee Increase Recommendation** (Jon Snyder)
2. 5:35 – 6:00 ***Spokane Falls Boulevard Recommendation** (Jon Snyder)

Adjournment: The next regularly scheduled TC meeting will be Thursday, October 15, 2026.

A quorum of the City Council may be present as liaisons to the Commission during this meeting.

*Items denoted with an asterisk may include final action taken by the Commission. Written public testimony will be accepted at transportationcommission@spokanecity.org on these items up to one hour prior to the start of the meeting. Verbal testimony may also be accepted during the meeting.

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6373, 808 W. Spokane Falls Blvd., Spokane, WA, 99201; or ddecorde@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Transportation Commission Teams Meeting Information

Thursday, September 17, 2026

The Transportation Commission meeting will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall or online using the following information.

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 267 627 097 893 8

Passcode: TP3uJ75Z

Join on a video conferencing device

Tenant key: cityofspokane@m.webex.com

Video ID: 115 812 799 0

[More info](#)

How to participate in virtual public testimony for hearing items:

[SIGN UP](#)

Sign up to give testimony by clicking on the button above. This will take you to an online form where you can select the hearing item on which you wish to give testimony.

The form will be **open from 8:00am on 9/10/2026, until 3:00 p.m. on 9/17/2026**. The hearing will begin at 5:15 p.m. When it is your turn to testify, Transportation Commission President will call your name, and you can begin your testimony. You will have 2 minutes to speak.

Please note that public testimony will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to: transportationcommission@spokanecity.org. Written public testimony will be accepted on hearing items up to one hour prior to the start of the meeting.

The audio proceedings of the Transportation Commission meetings will be recorded and are available online.

Transportation Commission

Upcoming Agenda Items

(All items are subject to change)

October 15, Transportation Commission

- Safe Routes to Schools Overview
- Highway Usage Charge
- Bikeway Design Guidelines
- Deepwalk Scan Sidewalk Inventory
- Cycle 15 Traffic Calming Narrowed List

November 19, Transportation Commission

- Construction Season Review
- Cycle 15 Traffic Calming

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6373, 808 W. Spokane Falls Blvd., Spokane, WA, 99201; or ddecorde@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Transportation Commission – Meeting Minutes

Draft

Thursday, August 20, 2026

City Council Chambers

Meeting called to order at 4:00 PM by President Shipley

Public Comment: Citizens are invited to address the Transportation Commission on any topic not on the agenda. Two minutes each.

- *Nick Knapton*
- *Rachelle Sorensen*
- *Brynn West*

Attendance:

- Commission Members Present: Grant Shipley, Rhonda Young, Mike Bjordahl, Raychel Callary, Joni Harris, Kaylee Jackman, Dylan Jouliot, Lauren Pangborn
- Commission Members Not Present: None
- Non-Voting Members Present: Spokane Transit Authority, Washington State Department of Transportation, Downtown Spokane Partnership, Northeast Public Development Authority, Spokane Public Schools, Plan Commission, Community Assembly, City Council
- Non-Voting Members Not Present: Spokane Regional Transportation Council, Spokane Regional Health District, PBIA East Sprague, University District, S3R3 Solutions
- *Quorum Present:* Yes
- Staff Members Present: Jon Snyder, Emily King, Nicole White, Lorena Croucher, Colin Quinn-Hurst, Abbey Martin, Sebastian Pedinielli, Kevin Picanco, Katherine Fairborn, Inga Note, CM Sarah Dixit, Mayra Marroquin, CM Kate Telis, Brian Brisendine, Kirstin Davis, Andres Grageda, Clint Harris, CM Zack Zappone

Minutes: Minutes from 7/16/2026 approved.

Briefing Session:

- **President Report** – Grant Shipley
 - Grant thanked everyone for being here to provide their opinions as we guide our city forward in the most equitable way.
- **Secretary Report** – Jon Snyder
 - Jon first brought up the Spokane Complex Fires. It was an extraordinary effort by all folks involved. On Tuesday during the Urban Experience meeting, city staff detailed all the different things that happened during that event. It is astonishing to hear the details. It's been a very intense experience; there is a long-term recovery that the Mayor and City Council are committed to. That will not be quick, it will be years. There was extraordinary work by City employees – Jon called out Clint Harris, the head of the Streets Department. There were multiple things he and the department had to deal with during that event, and it was all handled as well as it could under very challenging circumstances. We may hear more about that here at this commission. There are different transportation impacts that we'll need to work on and will impact how we decide to do things in the future. Jon wanted to commend everyone involved in the effort and send best wishes to folks that were impacted by the fire.
 - Jon also highlighted that the Spokane Transit Prop 1 ballot measure passed. This will ensure that STA has funding renewed for another 20 years.
- **Additional Reports – WSDOT**
 - WSDOT provided QR codes and links to access the NSC Landscape Treatment Survey and the Liberty Park Land Bridge Project Survey.

Current Agenda: The current agenda was approved.

Informational, Discussion and/or Action Items:

- Spokane Falls Boulevard Project
 - Presentation provided by: Lorena Croucher
 - Questions asked and answered.
 - Discussion ensued.
- Bicycle Priority Network and Master Plan Amendments
 - Presentation provided by: Colin Quinn-Hurst
 - Questions asked and answered.
 - Discussion ensued.
- TBD Fee Recommendation Resolution
 - Presentation provided by: Jon Snyder & Abigail Martin
 - Questions asked and answered.
 - Discussion ensued.
- Traffic Calming Cycle 15 Candidate Project Analysis
 - Presentation provided by: Nicole White
 - Questions asked and answered.
 - Discussion ensued.

Hearing Items:

- TBD Sidewalk Projects for 2027 and 2028
 - Presentation provided by: Nicole White & Jon Snyder
 - Questions asked and answered.
 - Discussion ensued.

Motion: *I [Commissioner Pangborn] move to approve the plan as written.* Seconded by Commissioner Jouliot.

Motion passes unanimously.

Meeting Adjourned at 5:56 PM.

The next regularly scheduled Transportation Commission meeting is on Thursday, September 17, 2026.

BRIEFING PAPER: Cycle 15 Traffic Calming Candidate Projects
City of Spokane
Transportation Commission
9/17/2026

Subject:

Process for selecting Cycle 15 Spokane Safe Streets for All Neighborhood Traffic Calming Projects (for 2027 quick-build and 2028 construction).

Background:

This fall, the City will select projects for the next round of traffic calming projects, Cycle 15, which is the 2028 construction season for standard projects and the 2027 construction season for quick-build projects. This is the second year the Transportation Commission will have a lead role in selecting projects that are forwarded to Council for approval. Traffic calming projects are paid for by proceeds from violations generated from the City's automated traffic camera enforcement program.

Staff presented candidate projects to the Commission in Spring 2026. Projects presented were from three sources: the existing DOWL project list from a workshop series in 2022, the 27x2027 Urban Mobility Network, and community submissions solicited through the 311 Safe Streets Survey. Commissioners provided feedback on which projects they wanted to be scoped during Summer 2026.

Engineered designs for projects that will be considered for Cycle 15 funding including newly scoped and previously scoped projects (47) will be made available online at <https://my.spokanecity.org/neighborhoods/programs/traffic-calming/>

In this workshop, staff will share the following the candidate project matrix analysis assessing safety, equity, and connectivity considerations for each project.

Commissioners will provide feedback to staff on which projects should be carried over to the next workshop in the series in October.

Past 2026 Cycle 15 workshop presentations and supporting documents are available at the links below:

[DRAFT DOWL Candidate Traffic Calming Projects for Consideration](#) (March 18, 2026)
[Traffic Calming Projects](#) (March 18, 2026)
[Cycle 15 Traffic Calming Community Submissions](#) (April 15, 2026)
[Candidate Projects – Traffic Calming Cycle 15](#) (April 15, 2026)
[Cycle 15 Traffic Calming Projects for Scoping](#) (May 20, 2026)
[Traffic Calming Cycle 15 Candidate Project Analysis](#) (August 20, 2026)

Additional materials are available in the meeting agendas for the meetings listed above.

Relationship to Plans/Actions:

Traffic calming projects are a key implementation strategy for the Pedestrian Master Plan, the Bicycle Master Plan and the Vision Zero Action Plan.

Timeline/ Further Action:

Commission will provide feedback on candidate projects in September and October meetings. In November, the Commission will have a hearing to select projects to recommend to City Council. City Council will take final action on project selection in December 2026.

BRIEFING PAPER: Cycle 15 Traffic Calming Candidate Projects
City of Spokane
Transportation Commission
9/17/2026

The Transportation Commission is receiving public comments on traffic calming projects, both written and at meetings. **For inclusion in the October Transportation Commission agenda packet written comments should be emailed to transportationcommission@spokanecity.org no later than October 7.**

Council District	Internal ID	Candidate Project Location*	Candidate Project Descriptor	Safety Score	Equity Score	Connectivity Score	Fall 2026 Composite Score	Funding Request
D1	C-111	Main at Browne	Concrete bumpouts, traffic signal modifications, stop bars, repainted crosswalks, lighting	9	10	9	9.70	\$ 493,000
D1	C-051	Nevada, Lyons to Hawthorne	PHBs at Northpointe, St Thomas Moore Way or Sharpsburg	9	10	9	9.70	\$410,000-\$615,000
D1	D-049	Lidgerwood, Empire to Wellesley	Concrete bumpouts, ADA ramps, landscaping	7	10	9	9.10	\$ 600,000
D1	D-052	Longfellow SRTS - Crestline/Empire	Intersection restripe	6	10	9	8.80	\$ 94,000
D1	N-021	Cincinnati at Indiana	Install traffic island, bike and pedestrian crosswalk on Indiana, updated, light, install speed hump on Cincinnati south of Indiana	5	10	9	8.50	\$ 71,000
D1	D-055	Euclid, Market to Crestline	Restripe with bike lanes, concrete medians, pedestrian refuge islands, crosswalks	5	10	9	8.50	\$ 430,000
D1	N-014	Mission Park, Superior St to Perry St	Shared use path, enhanced transit and Centennial Trail access	5	10	9	8.50	\$ 25,000
D1	C-100	Hamilton at Illinois	Modify signal to activate pedestrian recall and LPI during school pick-up and drop-off; install PHB, signage	3	10	9	7.90	\$ 780,000
D1	N-005	Illinois Ave / Perry St., Perry to Cincinnati	Protected bike lanes, new traffic island, concrete bumpouts	3	10	9	7.90	\$ 1,988,000
D1	C-022	Crestline, Euclid to Illinois	Concrete bumpouts and ADA ramps at Crestline, Buckeye, and Marietta	2	10	9	7.60	\$ 610,000
D1	D-051	Perry at Rogers High School	Crosswalk, bumpouts, ADA ramps	2	10	9	7.60	\$ 102,000
D1	C-044	Magnesium, Dakota to Nevada	RRFB, crosswalk, pedestrian refuge island, signage and lighting	3	9	9	7.57	\$ 177,000
D1	D-006	Bruce, Crestline to Lee	RRFB, new sidewalk, ADA ramps	1	10	9	7.30	\$ 200,000
D1	C-129	SFB/Main/Monroe	Updated crosswalks and stop bars, revised bike lane, signal modifications, concrete bumpouts	0	10	9	7.00	\$ 1,612,000
D1	D-048	Euclid-Frederick, Sycamore to Havana	Sidewalk infill, ADA ramps * may have alternative funding	0	10	6	6.00	\$ 300,000
D1	D-007	Logan Elementary SRTS	2-3 blocks of sidewalk	0	10	6	6.00	\$ 446,000
D1	C-043	Lyons, Nevada to Standard	Speed humps on Lyons at Cincinnati	0	10	6	6.00	\$ 28,000
D1	C-128	Regal at Upriver	Crosswalk and lighting, connection to Centennial Trail, ADA ramps	0	10	6	6.00	\$ 46,000
D1	D-053	Garry MS SRTS	ADA ramps, crosswalk, 20mph zone	0	10	0	4.00	\$ 300,000
D1/D2	N-002	Jefferson at 3rd Ave/4th Ave to Riverside	Possibly funded by another funding source	8	10	9	9.40	\$ 750,000
D1/D3	N-019	Mayfair at North Foothills/Division/Ruby	Shared use path, PHB, crosswalk, ADA ramps, restripe portion of North Foothills	9	10	9	9.70	\$ 716,000
D1/D3	O-001	Maple, Riverside to Broadway	Concrete stairs from Centennial Trail to Maple St Bridge sidewalk, lighting	5	10	9	8.50	\$ 692,000
D2	D-015	Ray, 21st to 23rd	Widen sidewalk (crossing funded in previous cycle)	9	10	9	9.70	\$ 500,000
D2	C-060	Southeast, 25th to 29th	Crosswalks, bike lane striping, traffic island improvements on SE Blvd; Traffic signal at 25th	7	10	9	9.10	\$ 1,633,000
D2	C-054	Ray, 17th to 18th	Shared use path	2	10	9	7.60	\$ 1,673,000
D2	N-018	Thornton-Murphy Park	Park Shared use path, Fiske to 23rd (PH1)	2	10	9	7.60	\$ 1,297,000.00
D2	N-018	Thornton-Murphy Park	Park Shared use path, 23rd to 27th (PH2)	2	10	9	7.60	\$ 1,481,000.00
D2	C-049	Monroe, 5th to 14th	Crosswalks, bump out, lane revisions with onstreet parking, permanent speed feedback sign	5	10	6	7.50	\$ 254,000
D2	C-007	9th, Crestline to Perry	Concrete bumpouts and ADA ramps at Helena, Pittsburg, and Napa, traffic island at Crestline and 9th	0	9	9	6.67	\$ 295,000
D2	C-122	Ray at 27th	RRFB, crosswalk, pedestrian refuge island	0	10	6	6.00	\$ 216,000
D2	D-017	37th @ Napa/Crestline	RRFB (neighborhood wants Crestline)	0	7	6	5.00	\$ 300,000
D2	N-001	Pittsburg St, 34th Ave to 49th Ave	Neighborhood Greenway elements - RRFB and crosswalks, speed humps, makrings, signage, concrete bumpouts	0	7	6	5.00	\$ 616,000
D2	C-124	Ray at 5th	Concrete bumpouts and painted crosswalk	0	10	3	5.00	\$ 128,000
D2	C-130	Rockwood at 16th	Speed humps and concrete bumpout with ADA ramp	0	9	3	4.67	\$ 112,000
D2	D-014	14th Ave, Trolley Trail to Fish Lake Trail	Infill sidewalk and ADA ramps	0	9	0	3.67	\$ 400,000
D2	D-045	33rd @ Lincoln Dr	Concrete bumpout with ADA ramp at 33rd, speed hump on Lincoln	0	1	6	3.00	\$ 50,000
D3	D-010	Ash St, Francis to Courtland	RRFB, crosswalks, concrete bumpouts with ADA ramps	10	8	9	9.33	\$ 579,000
D3	N-011	Belt, Wellesley to Francis	Protected Cycletrack	6	8	9	8.13	\$ 1,764,000
D3	C-053	Northwest Blvd, TJ Meenach to Elm	PHB with crosswalk, pedestrian refuge island at Hemlock	3	10	9	7.90	\$ 662,000
D3	D-024	Madison, Wabash to Walton	Traffic circles at Wabash, Princeton and Walnut	3	8	9	7.23	\$ 154,000
D3	C-012	Ash, Dean to Broadway	Speed hump on Dean, raised crosswalk and bumpouts on Ash, island revisions	0	10	9	7.00	\$ 334,000
D3	D-003	Northwest Blvd, Audubon to Assembly	RRFB with signage and striping, pedestrian refuge islands	0	10	9	7.00	\$ 573,000
D3	C-113	Monroe at Rowan	PHB, crosswalks, stop bars, traffic island, ADA ramps	0	9	9	6.67	\$ 532,000
D3	C-010	Alberta, Northwest to Driscoll	RRFB, crosswalk with concrete bumpouts at Liberty and Alberta, restriping at Driscoll and Alberta	0	6	9	5.67	\$ 414,000
D3	D-004	Francis at Fotheringham	PHB with crosswalk, signage, striping	0	9	6	5.67	\$ 300,000
D3	D-043	Providence at Wall-Post Couplet	Bike lane, bumpout with ADA ramp, intersection revision at Wall, restriping	0	9	6	5.67	\$ 337,000
D3	C-052	Northwest Blvd, Assembly to Royal	Speed humps on W NW Blvd and concrete bumpouts at Assembly with ADA ramp	0	7	6	5.00	\$ 141,000
D3	N-010	North Hill – Hemlock/Belt, Dalton Ave to Liberty Ave	Shared use pathway at Transitions	0	6	3	3.67	\$ 600,000

* Project locations with yellow fill indicate projects that fall into lowest quartile median household income with spending requirements per RCW 46.63.220 (13)

Cycle 15 Candidate Project Scoring Details

Safety Score: 0-10

- 0 - low interface with high injury locations
- 10 - high interface with high injury locations

Based on the new Spokane Draft Vision Zero Crash Analysis High Injury Networks (HIN)

- Priority 1 HIN +3
- Priority 2 HIN +1
- HIN Intersection +2
- Pedestrian HIN +2
- Bicycle HIN +2

Equity Score: 1-10

- 1 - low equity priority
- 10 - high equity priority

Based on census level scores from the Washington Environmental Health Disparities Map version 3.0

Connectivity Score: 0-9

- 0 - low alignment with active transportation network
- 10 - high alignment with active transportation network

Intersection and alignment with Pedestrian Master Plan (+3), Bicycle Priority Network (+3), and Current or Planned High Performance or Bus Rapid Transit routes (+3)

Fall 2026 Composite Score 1-10

- 1 - low safety, equity, and connectivity scores
- 10 - high safety, equity, and connectivity scores

Normalized safety, equity, and connectivity scores weighted equally.

Candidate projects come from 3 primary sources identified through Internal ID:
C - XXX Community submittals through the my311 Safe Streets Survey
D - XXX Sourced through the 2022 DOWL Neighborhood Traffic Calming Workshop Series
N - XXX Network projects on the 27x2027 Urban Mobility Network

BRIEFING PAPER: Vision Zero Crash Analysis
City of Spokane
Transportation Commission
9/17/2026

Subject:

Memorandum summarizing the citywide crash analysis for the City of Spokane covering 2021 through 2025, with a focus on fatal and serious injury crashes. The findings highlight key trends, contributing factors, and high-priority locations to support the update to the 2022 Vision Zero Safety Action Plan, inform the High Injury Network, and guide data-driven safety investments where they can have the greatest impact.

Background:

The Vision Zero Action Plan is a reporting and analysis tool to identify strategies for correcting systemic safety risks in the transportation system. It identifies the most dangerous corridors and intersections for road users called the “High Injury Network” and suggests recommended actions for decreasing conflicts and measuring progress.

Relationship to Plans/Actions:

This crash data analysis is a part of the update to the Vision Zero Action Plan currently underway.

Timeline/ Further Action:

No action required. The Vision Zero Action Plan will be brought to the Transportation Commission in late 2026/early 2027.

DRAFT

Appendix A - Crash Data Analysis

Key Findings

This memorandum summarizes the citywide crash analysis for the City of Spokane covering 2021 through 2025, with a focus on fatal and serious injury crashes. The findings highlight key trends, contributing factors, and high-priority locations to support the update to the 2022 Vision Zero Safety Action Plan, inform the High Injury Network, and guide data-driven safety investments where they can have the greatest impact.

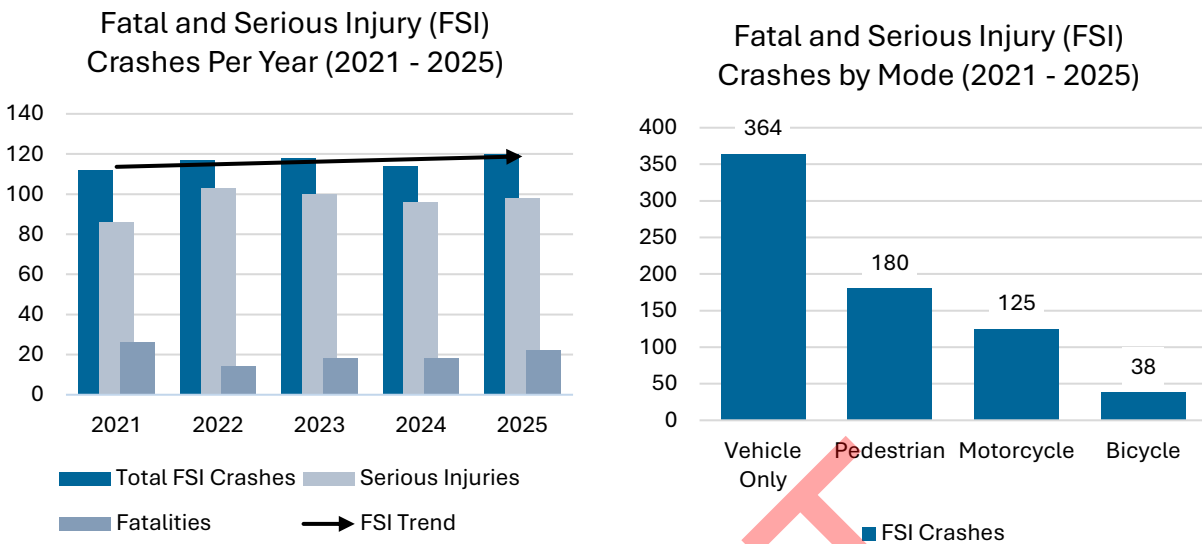
Severe traffic crashes in Spokane are increasing and are concentrated among vulnerable users (e.g., pedestrians, bicyclists, motorcyclists), a small number of high-risk roadway types, and a limited portion of the network. These results highlight opportunities for targeted, systemic safety improvements.

ALTHOUGH THE TOTAL NUMBER OF CRASHES ARE TRENDING DOWN, FATAL AND SEVERE CRASHES ARE CONTINUING TO INCREASE

- **16,970 crashes** occurred during the five-year period.
- Of those, 581 were fatal and serious injury crashes, of the total there were 98 fatalities.

VULNERABLE USERS, PARTICULARLY PEOPLE WALKING, FACE THE HIGHEST RISK OF INJURY

- Nearly 1 in 4 pedestrian crashes and 1 in 3 motorcycle crashes resulted in a fatal or serious injury.
- Pedestrian-involved crashes have been increasing over time, highlighting a safety concern for vulnerable road users



HUMAN FACTORS PLAY A CRITICAL ROLE IN CRASHES

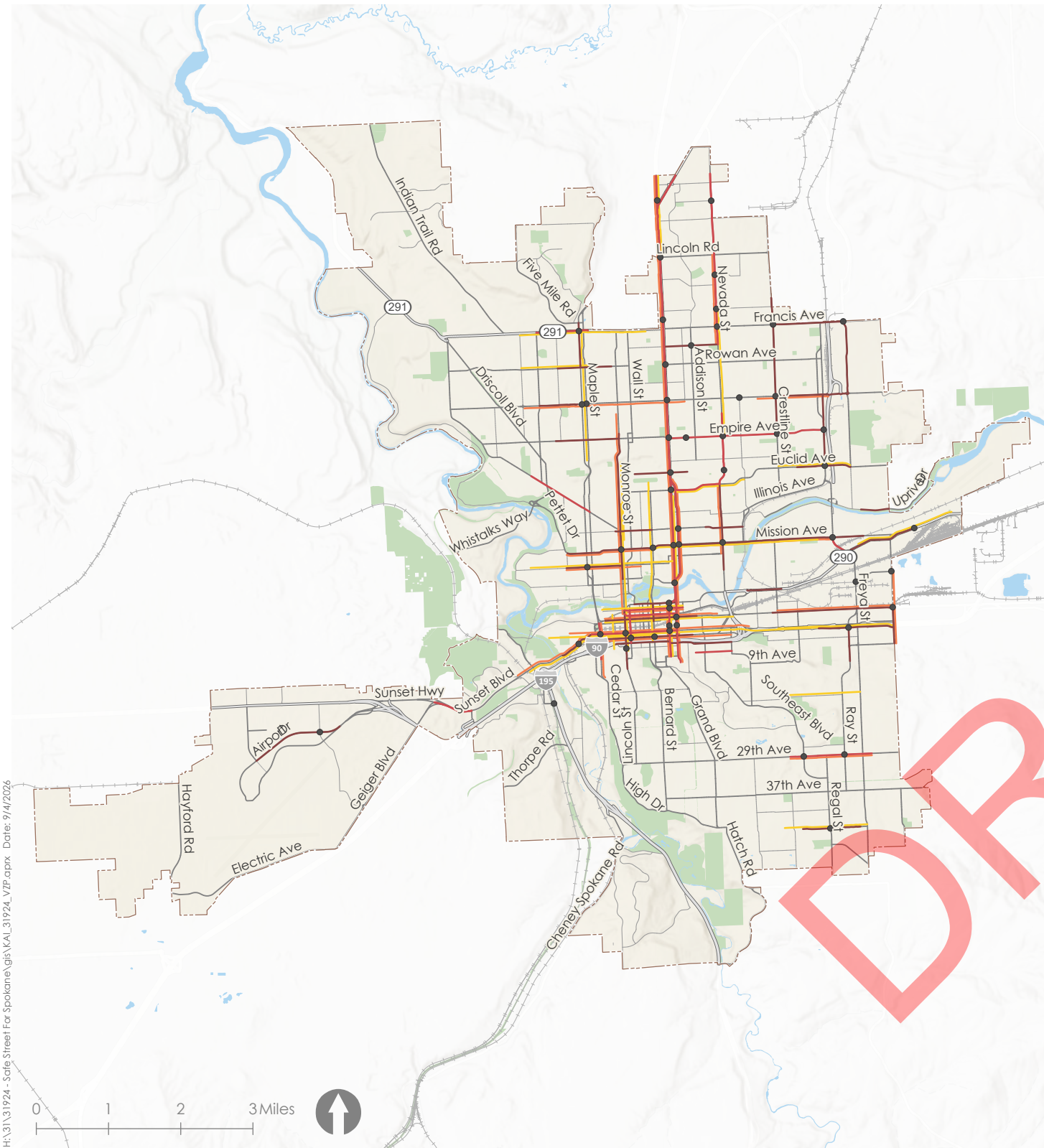
- **Failure to yield** is the single largest contributing factor, associated with over 25% of FSI crashes.
- Distracted driving, impairment, and speeding are also key contributors to FSI crashes.

SEVERE CRASHES ARE CONCENTRATED ON A SMALL PORTION OF THE NETWORK

- The High Injury Network identifies corridors with elevated crash rates and a higher concentration of fatal and serious injury crashes (**Figure 1**).
 - 51% of FSI crashes occurred just 58 miles of roadways, representing only 5.5% of the entire City's network.
- The top 15 priority locations (**Table 1**) represent opportunities for **targeted, high-impact safety investments**.

Table 1 Top 15 High Injury Network – Top 15 Locations

Corridor	From	To	All Modes	Bike Only	Ped Only	# of Intersections
Browne St	Spokane Falls Blvd	7th Ave	●	●	●	4
Lincoln St	4th Ave	Spokane Falls Blvd	●	●		1
Walnut St	Riverside Ave	7th Ave	●		●	1
Division St	Cleveland Ave	Spokane Falls Blvd	●		●	2
Ruby St	North River Dr	Cleveland Ave	●		●	3
Riverside Ave	Monroe St	Division St	●			0
2nd Ave	Sunset Blvd	Division St	●	●	●	3
Sunset Hwy	Airport Dr	Rustle Rd	●			0
North Foothills Dr	Division St	Hamilton St	●	●		1
Nevada St	Longfellow Ave	Hamilton St	●	●	●	2
Newport Hwy	Division St	Westview Ave	●			0
Francis Ave	Walnut St	Alberta St	●	●		1
Nevada St	Westview Ct	Central Ave	●	●	●	4
Division St	Westview Ave	Cleveland Ave	●		●	7
Freya Way	Misson St	Freya St	●			2



- HIN Corridors**
- Primary
 - Secondary
 - Pedestrian HIN Corridors
 - Bicyclist HIN Corridors
 - HIN Intersections

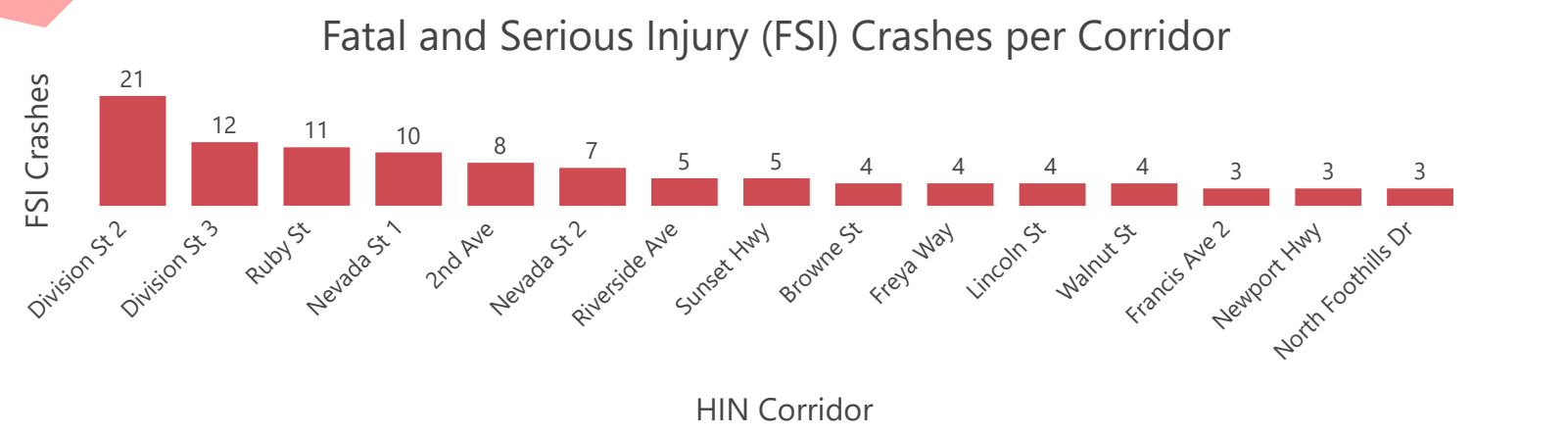
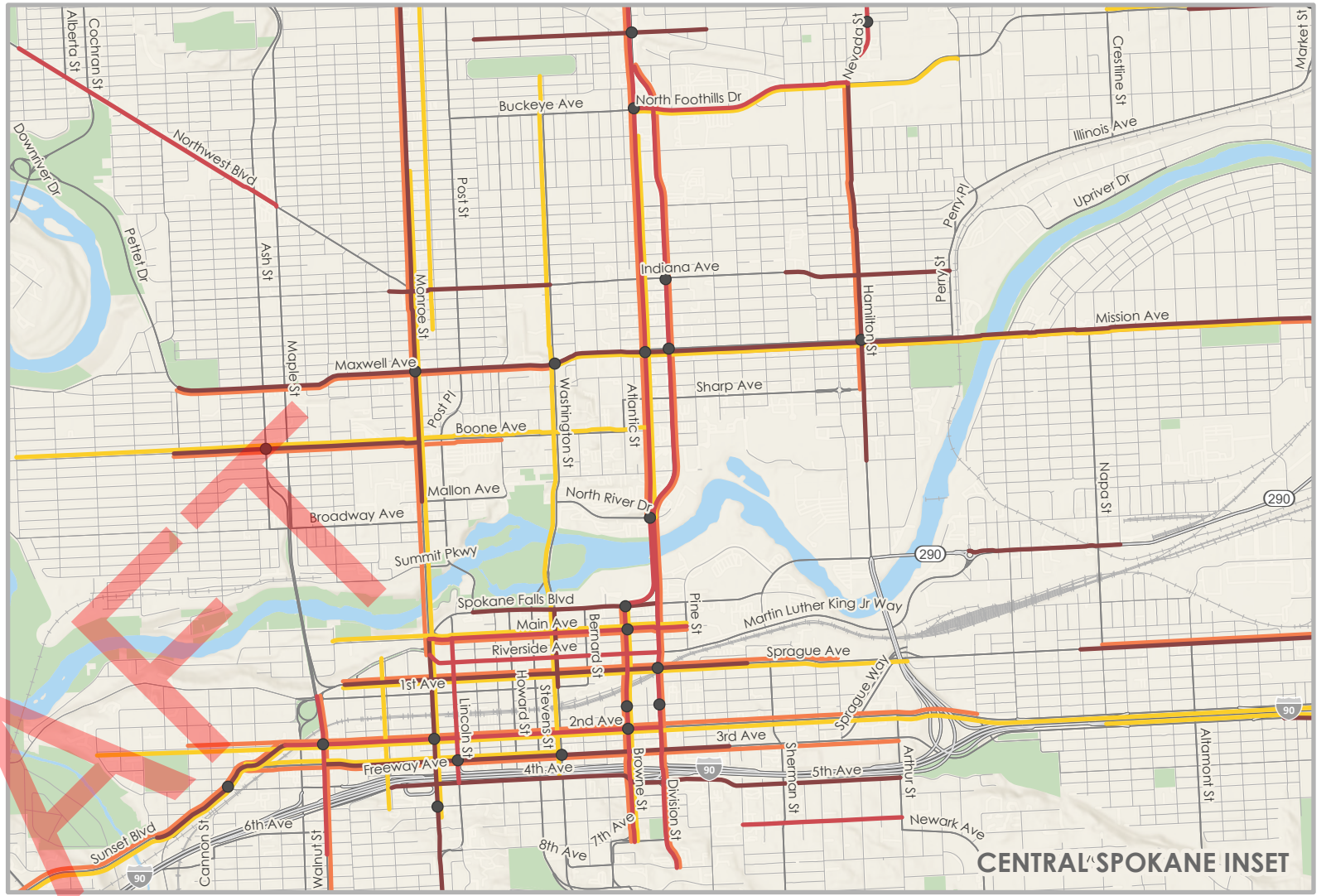


Figure 1

Contents

Key Findings	2
Introduction	7
Analysis Overview	7
Crash Dataset.....	8
Crash Summary	11
Crash Trends	12
Contributing Factors.....	23
Contributing Circumstances	23
Type of Errors.....	26
Systemic Roadway Context Assessment	28
Functional Classification	29
Number of Lanes	30
Posted and Operating Speeds	30
Land Use	31
High Injury Network (HIN) Analysis	32
HIN Screening Methods.....	32
HIN Key Findings.....	35
Countermeasure Toolbox.....	51

Introduction

This memorandum presents the results of a citywide crash analysis for the City of Spokane (City) covering the 2021 through 2025 study period, with an emphasis on fatal and serious injury crashes. The analysis identifies key crash trends, contributing factors, roadway characteristics, and locations with the greatest concentration of severe crashes.

These findings inform the update to the 2022 Vision Zero Safety Action Plan including development of a High Injury Network, which provides a data-driven foundation for prioritizing safety investments. This allows the City to focus resources where they can have the greatest impact and advance the City's broader commitment to reducing severe and fatal crashes.

Strategies to address eliminating fatal and serious injury crashes will be developed around the Safe Systems Approach.

The **Safe Systems Approach** recognizes humans will make mistakes and roadway systems and policies should be designed to protect them.

Analysis Overview

The crash analysis examines the previous 5 years of crash data to identify trends in crash frequency and severity and identify effective strategies and projects to address the highest priority areas. The analysis is comprised of four main components:

- **Crash Data Summary.** Provides an overview of crash trends, including the distribution of crash mode, crash type, weather and lighting conditions, and crash location.
- **Systematic Crash Analysis.** Identifies the human factor elements and other circumstances that contributed to a high percentage of fatal and serious injury crashes.
- **Systemic Roadway Context Assessment.** Assesses roadway characteristics (e.g., number of lanes, posted speed limits) that are present for a higher proportion of fatal and serious injury crashes.
- **High Injury Network (HIN).** Highlights intersections and segments with a history of frequent and/or high severity crashes.

Crash Dataset

Five years of crash data (2021 – 2025) within City limits was obtained from the Washington State Department of Transportation (WSDOT). The data provided included a total of 18,867 crashes and 308 variables. The initial WSDOT crash dataset was cleaned and standardized prior to analysis to improve data quality, reduce noise, and create consistent classifications. The following preprocessing steps were completed:

- 53 columns were removed that contained no data across all records.
- Duplicate crash reports were removed using the unique crash report identifier.
- Crashes were excluded that occurred on:
 - Interstate highways,
 - On and off ramps, and
 - Miscellaneous trafficways (e.g., private roads and parking facilities).
- Variable names were standardized and shortened for GIS analysis.
- Missing values were replaced by filling numeric count and indicator fields with zeros, and standardizing text fields to empty strings or “Other/Unknown” where appropriate.
- Field formats were cleaned and normalized to ensure consistency across records.

Table 2 provides the results of this data cleaning process.

Table 2. Inclusion Criteria for Crash Analysis Dataset

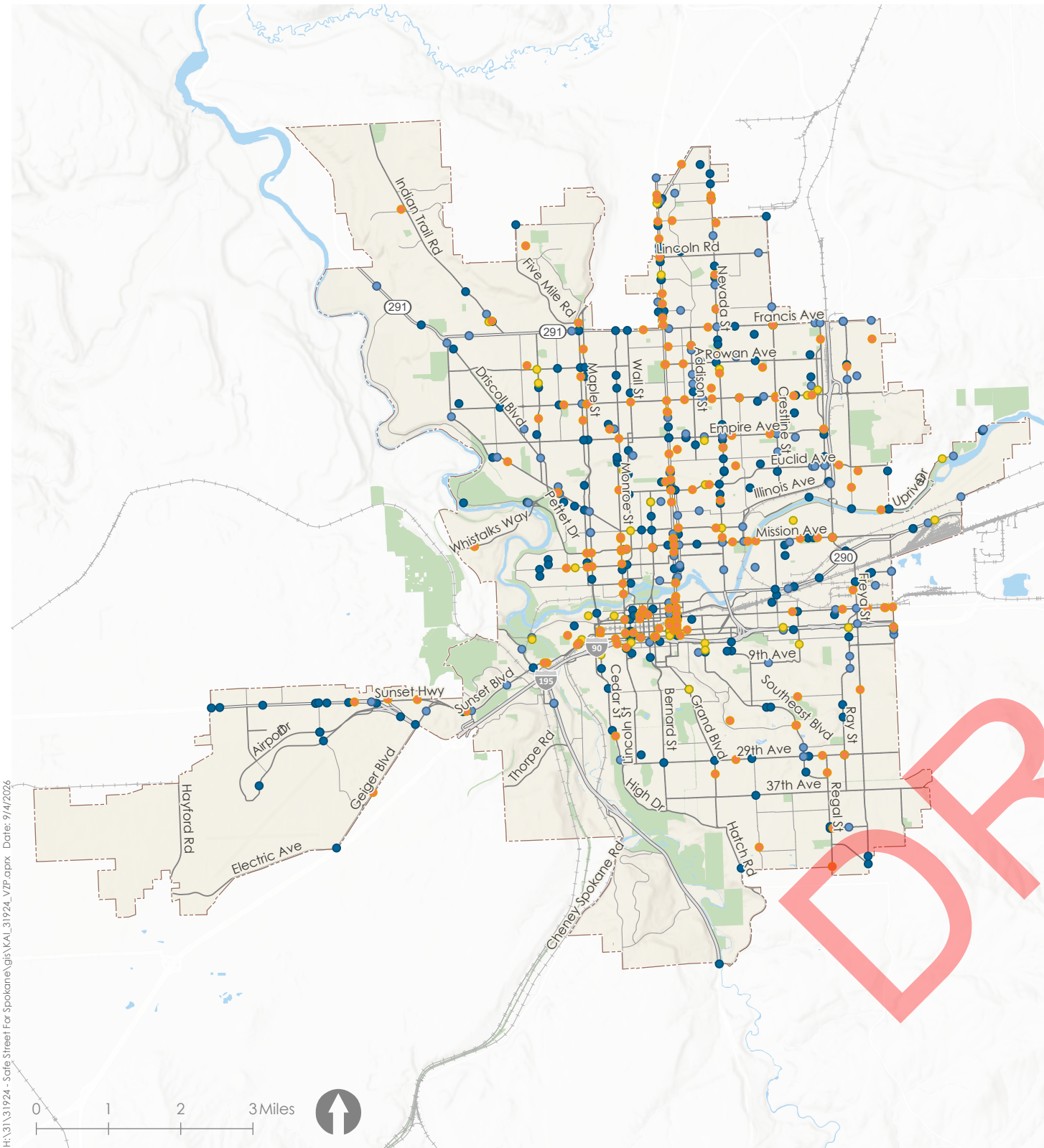
Inclusion Criterion	Explanation	# of Crashes Removed	# of Crashes Remaining
All crashes (2021 – 2025)	This is the complete data set provided by WSDOT.		18,867
Crashes did not occur on limited access facilities (I-90) or on an on-ramp or off-ramp	Interstates, on-ramps, and off-ramps do not fall under City jurisdiction.	1,869	16,998
Crashes did not occur on a “miscellaneous trafficway”	These crashes occurred on private roads and parking lots.	28	16,970
The final dataset contains 16,970 unique crashes.			

To support the systematic crash and roadway context analysis, key variables were cleaned further:

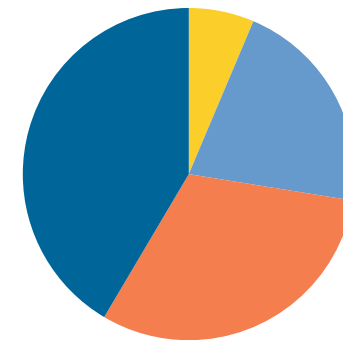
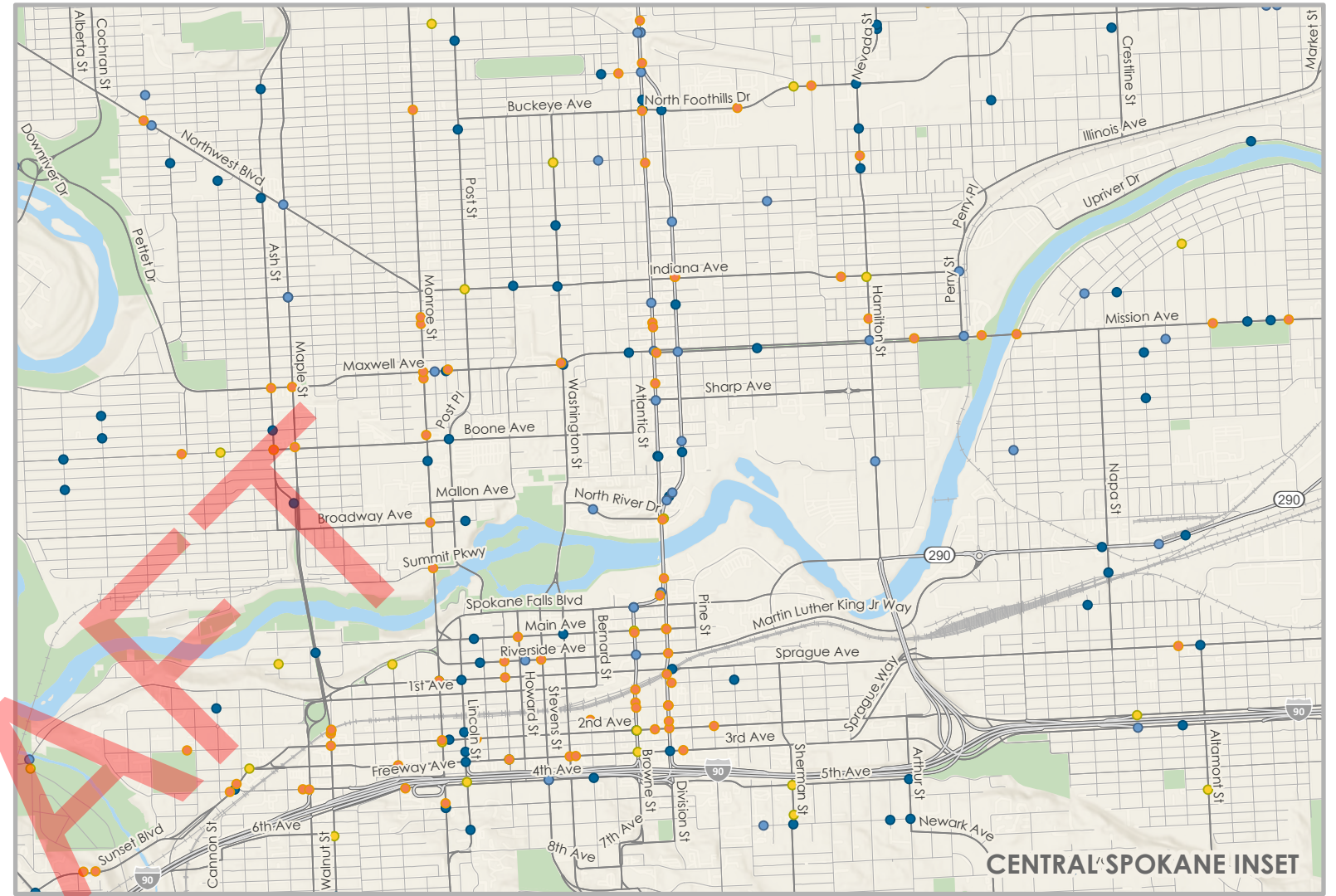
- **Crash Type:** Consolidated detailed first-collision and object-struck descriptions into a consistent set of crash types (e.g., rear-end, angle, run-off-road, fixed object).
- **Contributing Circumstances:** Standardized contributing circumstances by grouping similar factors into unified categories (e.g., distraction, inattention, failure to yield, impairment).
- **Human Error:** To build on the contributing circumstances analysis and better understand the reason why crashes are occurring a rule-based framework combining crash type, contributing factors, and contextual indicators was used to assign each crash a primary cognitive error type (e.g., Mistake, Lapse, Violation, and Slip). This creates a consistent and comparable human factors variable for analysis across the dataset. Using this human-error framework allows for analysis of repeatable errors by multiple roadway users at hotspot locations, to guide the selection of countermeasures and strategies to mitigate these errors.

Results

After the cleaning process, 16,970 crashes remained. These crashes were analyzed in a data visualizer Excel tool tailored to WSDOT data. The results of the data visualizer were confirmed against a previously developed tool by Kittelson used to assess WSDOT crash data, to verify data integrity. In addition, Kittelson's CrashKit software was used to identify the HIN. **Figure 2** shows the location of all the fatal and serious injury crashes as well as the study boundary.



- Mode**
- Pedestrian
 - Bicyclist
 - Motorcycle
 - Only Vehicles



Percent of FSI Crashes by Mode

● Bicyclist 6% ● Motorcycle 21% ● Pedestrian 31% ● Only Vehicles 41%

Figure 2
Fatal and Serious Injury Crashes (FSIs) by Mode
Data Source: WSDOT Crash Data 2021-2025

Crash Summary

The total number of annual crashes has been on the decline, even prior to the change in reporting processes by WSDOT in 2025 (WSDOT stopped including citizen-reported crashes). However, with the exception of 2024, the number of fatal and serious injury (FSI) crashes has increased annually.

- From 2021 through 2025, there were 16,970 crashes.
- Of these crashes, 581 (3.4%) resulted in a fatal or serious injury.
- Although total crashes declined, FSI crashes increased, causing FSI crashes to represent a larger share of annual crashes—from 3.0% in 2021 to 4.1% in 2025.

Figure 3 illustrates the change in total and FSI crashes from 2021 to 2025. **Table 3** details the number of crashes by severity level and year.

Figure 3. Crash History by Year (2021 to 2025)

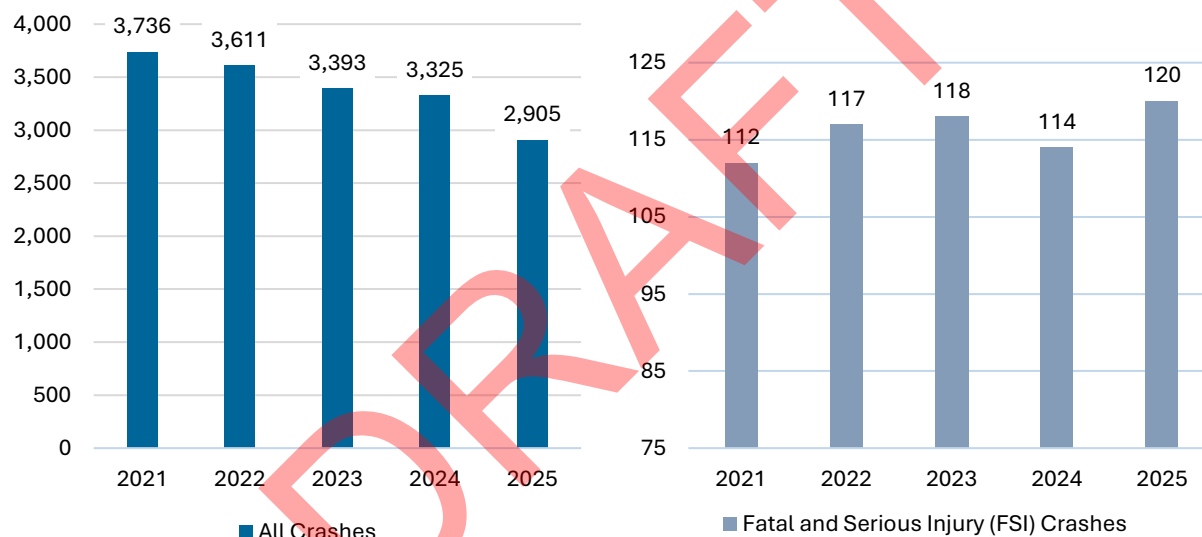


Table 3. Crash Severity by Year (2021 to 2025)

Crash Severity	2021	2022	2023	2024	2025 ¹	Total
Fatal	26	14	18	18	22	98
Serious	86	103	100	96	98	483
Minor	506	470	524	496	425	2,421
Possible	760	738	660	640	619	3,417
No Injury	2,358	2,286	2,091	2,075	1,741	10,551
Total	3,736	3,612	3,393	3,325	2,905	16,970
Total Fatal and Serious Injury Crashes	112	117	118	114	120	581
% Fatal and Serious Injury Crashes	3.0%	3.2%	3.5%	3.4%	4.1%	3.4%

¹WSDOT stopped including citizen-reported crashes in 2025. This corresponds with the large drop in the number of crashes resulting in No Injuries compared to previous years.

Crash Trends

This section summarizes the crashes by mode, crash type, environmental elements (e.g., lighting, weather), and neighborhood. These characteristics help to identify what actions and strategies can support mitigating and preventing severe crashes.

Modes

The analysis evaluated four crash mode categories: **vehicle-only**, **motorcyclist**, **bicyclist**, and **pedestrian**. The majority of crashes (**91.6%**) were **vehicle-only crashes**, which resulted in a fatal or serious injury 1.5% of the time. Crashes involving a motorcyclist, pedestrian, or bicyclist were much less frequent but were more likely to result in a fatal or serious injury.

- One in every four pedestrian crashes and one in every three motorcyclist crashes resulted in a fatal or serious injury.
- Pedestrian and motorcyclist crashes also had similar fatality rates, with 6.2% of both crash modes resulting in a fatality.

Figure 4 illustrates the distribution of crashes by mode. **Table 4** shows the number of crashes by severity level and mode

Figure 4. Crash Share by Mode (2021 to 2025)

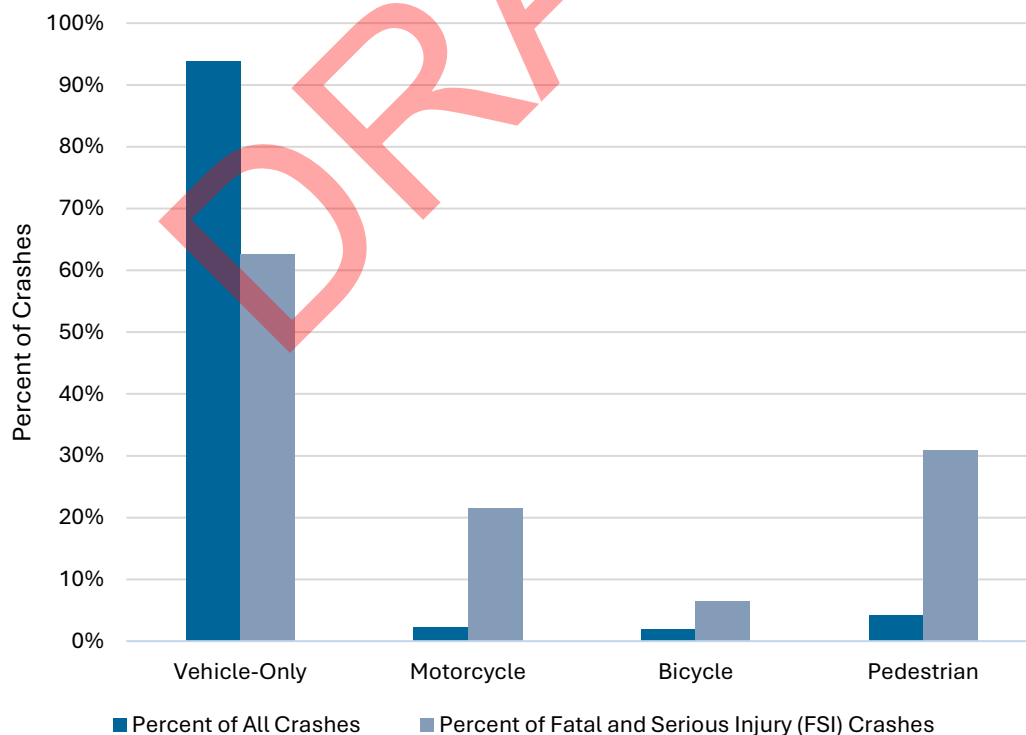


Table 4. Summary of Crash Mode and Severity Distribution (2021 to 2025)

Crash Severity	Bicycle	Pedestrian	Motorcycle	Vehicle-Only	Total
Fatal	2	45	24	29	98
Serious	36	135	101	212	483
Minor	188	357	132	1,745	2,421
Possible	66	172	70	3,109	3,417
No Injury	24	15	58	10,454	10,551
Total Crashes	316	724	385	15,549	16,970
Mode % of Total Crashes	1.9%	4.3%	2.3%	93.9%	100%
Total Fatal and Serious Injury Crashes	38	180	125	241	581
% of Mode Fatal and Serious Injury Crashes	12.0%	24.9%	32.5%	1.5%	3.4%
% of All Fatal and Serious Injury Crashes	7.2%	30.9%	21.5%	41.5%	100%

Total column values: Two crashes involved both a pedestrian and a bicyclist, and two crashes involved both a pedestrian and a motorcyclist. These crashes are counted in both road user categories. The crashes are not double counted in the Total column, so the Total value does not equal the sum of the row.

These results show that the most common crash mode is not necessarily the mode with the greatest risk of serious injury. Pedestrian and motorcyclist crashes made up a small share of total crashes, but they represented a much larger share of FSI crashes. Pedestrian crashes accounted for 180 FSI crashes, and motorcycle crashes accounted for 125 FSI crashes. Together, these two modes accounted for more than half of all FSI crashes in the dataset.

- **Vehicle Only** crashes account for 94% of the total crashes, but 63% of the FSI crashes.
- **Motorcycle** crashes account for only 2% of total crashes, but 22% of FSI crashes.
- **Pedestrian** crashes account for only 4% of total crashes, but 31% of FSI crashes.

Figure 5 illustrates the trend of total crashes for each mode over the 5-year period. **Vehicle-only** crashes and **motorcycle** crashes are trending down, while **pedestrian** involved crashes are continuing to rise. **Figure 6** illustrates trends for FSI crashes for each mode over the 5-year period.

Figure 5. Annual Crashes by Mode (2021 to 2025)

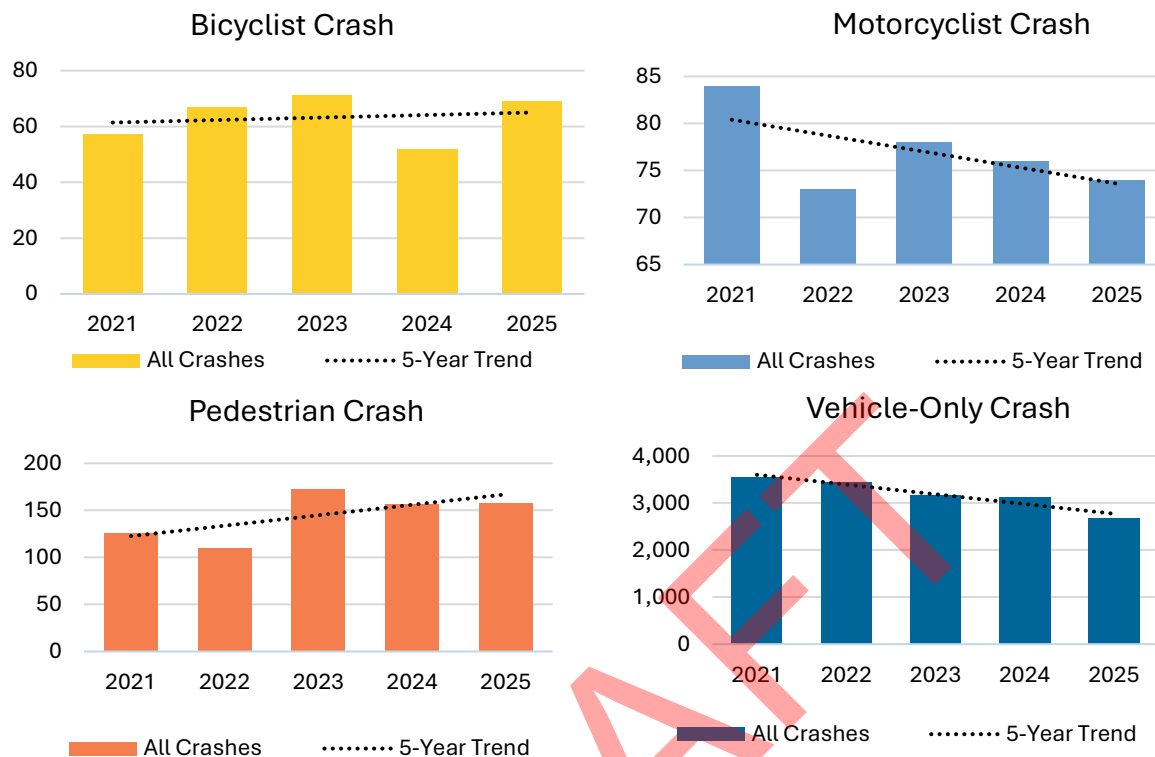
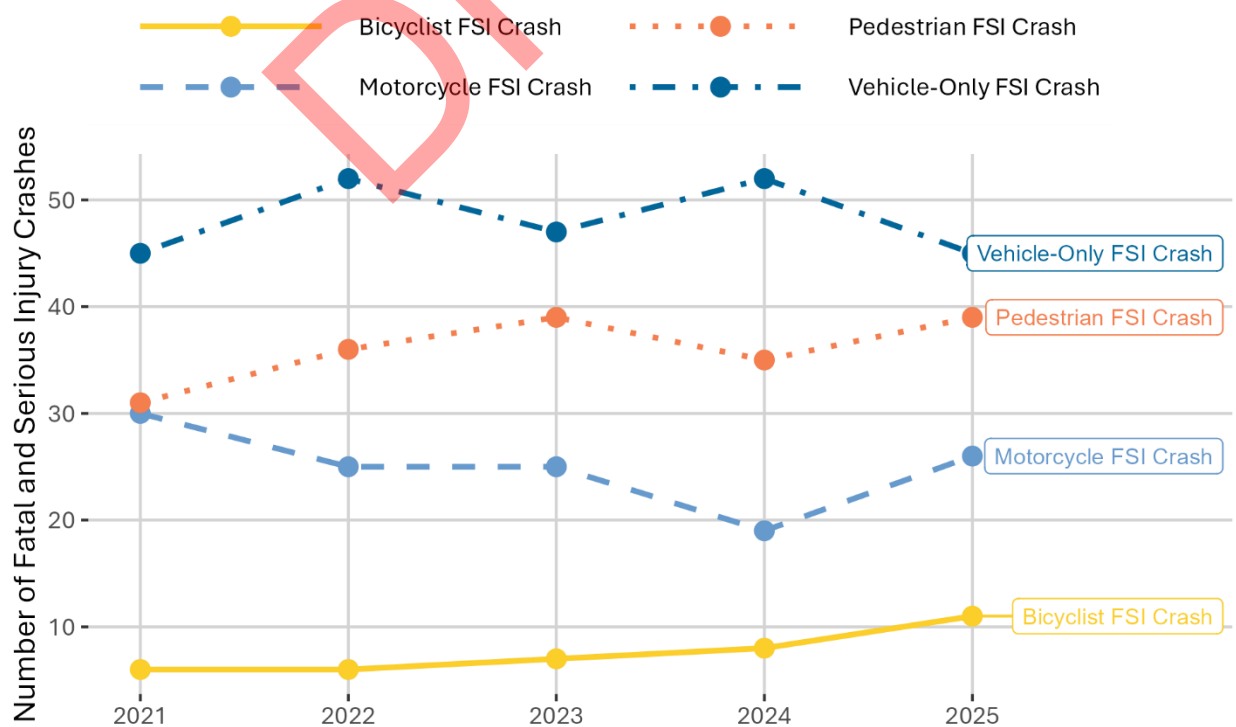


Figure 6. Annual Fatal and Serious Injury (FSI) Crashes by Mode (2021 to 2025)



Collision Type

Figure 7 shows the distribution of crash type for all crashes and for FSI crashes, illustrating that the most common crash types are not always the most severe. For example, rear end crashes account for 16% of all crashes, but only account for 4% of FSI crashes.

Additionally, several crash types are overrepresented among fatal and serious crashes. This trend is observed for pedestrian crashes, bicyclist crashes, head-on crashes, and run off road crashes.

Run off road crashes, which comprise approximately 12% of all crashes and 15% of FSI crashes are typically a single-vehicle crash and involve the vehicle colliding with one or multiple roadside objects, such as a pole, tree, or curb.

Figure 7. Crash Type Distribution (2021 to 2025)



As vulnerable road user crashes are overrepresented in severe crashes, further data refinement was taken to better understand the type of crashes that involve these users. The most common user actions at the time of the crash is summarized in **Table 5**.

Table 5 Most Common Action for Vulnerable Road Users in Fatal and Serious Injury (FSI) Crashes (2021 - 2025)

Vulnerable Road User	Action		
	Most Common	2nd Most Common	3rd Most Common
Pedestrian	Crossing at non-intersection with no crosswalk (21%)	Crossing at intersection without signal (14%)	Crossing at intersection with signal (13%)
Bicyclist	Riding with traffic (53%)	Crossing or entering roadway (29%)	Riding against traffic (8%)
Motorcyclist	Angle crash (57%)	Run-off road (28%)	Sideswipe (6%)

Environmental Elements

Figure 8 illustrates the weather condition for FSI crashes by mode and **Table 6** shows the number of crashes by weather condition and severity. Most of the crashes happened in clear weather or partly cloudy weather (89%). 85% of FSI crashes occurred during these conditions.

The remaining crashes occurred in adverse weather conditions. The most common adverse weather condition was snow, followed by fog/smog/smoke. However, the only adverse condition with an FSI rate greater than that of clear weather was severe crosswinds, which had 10 crashes total, including 2 FSI crashes.

Figure 8. Distribution of Weather Conditions by Mode for Fatal and Serious Injury (FSI) Crashes (2021 to 2025)

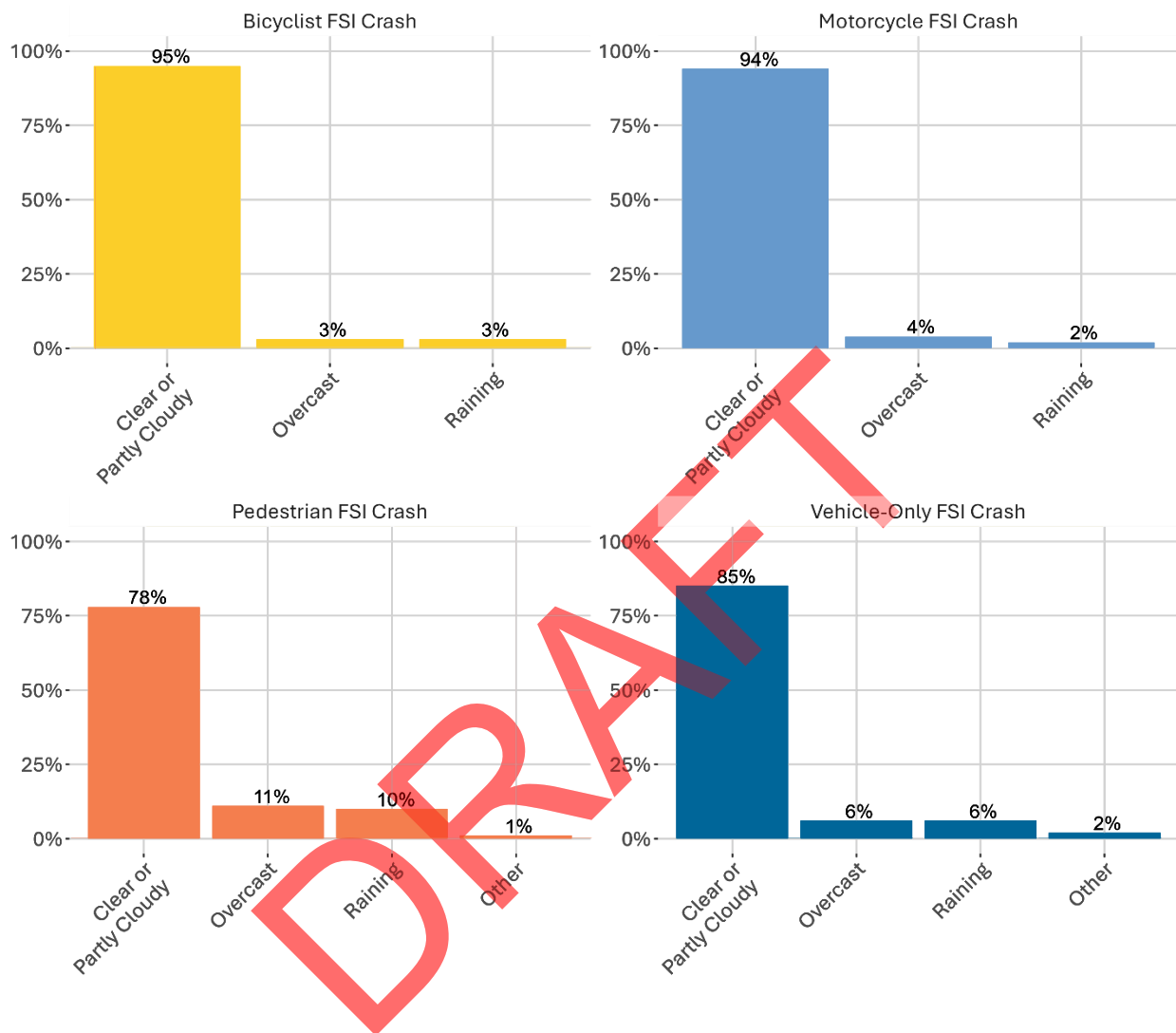


Table 6. Number of Crashes by Weather Condition and Severity (2021 to 2025)

Weather Condition	Fatal	Serious	Minor	Possible	No Injury	Total	FSI ¹ Count	% of FSIs ¹
Clear or Partly Cloudy	74	424	1,978	2,702	7,787	13,355	498	85.7%
Overcast	14	27	226	355	1,075	1,762	41	7.1%
Raining	7	28	141	223	593	1,034	35	6.0%
Snowing	0	3	40	87	386	538	3	0.5%
Fog, Smog, or Smoke	0	1	29	34	97	169	1	0.2%
Sleet, Hail, or Freezing Rain	0	0	3	6	38	48	0	0.0%
Severe Crosswind	2	0	2	2	4	10	2	0.3%
Blowing Sand, Dirt, or Snow	0	0	0	1	2	3	0	0.0%
Other	0	0	2	7	29	50	0	0.0%
Total	98	483	2,421	3,417	10,011	16,970	581	100%

¹ FSI = Fatal and Serious Injury

Figure 9 illustrates lighting conditions by mode and **Table 7** details the number of crashes by lighting condition and severity. A greater share of pedestrian crashes occurred at night, with streetlights on compared to the other three modes analyzed.

Most of the crashes happened in daylight (65%). This trend is expected, as most driving occurs during the daytime. The lighting conditions present during fatal or serious injury crashes are as follows:

- Daylight crashes – 54.9% of FSIs
- Dark – Streetlights On – 35.5% of FSIs
- Dark – No Streetlights – 3.8% of FSIs
- Dark – Unknown Lighting - 2.6% of FSIs

Pedestrian FSI crashes were the only mode category where crashes occurred more often in dark conditions with street lights on than in daylight: 48% occurred in dark conditions with streetlights on, compared with 39% in daylight.

Table 7. Number of Crashes by Lighting Condition and Severity (2021 to 2025)

Lighting Condition	Fatal	Serious	Minor	Possible	No Injury	Total	FSI ¹ Count	% of FSIs ¹
Daylight	41	278	1,699	2,441	6,571	11,030	319	54.9%
Dark – Streetlights On	42	164	534	725	2,748	4,213	206	35.5%
Dusk	2	12	96	113	298	521	14	2.4%
Dark – No Streetlights	8	14	38	40	286	386	22	3.8%
Dark – Unknown Lighting	3	12	21	43	305	384	15	2.6%
Dawn	1	1	17	35	145	199	2	0.3%
Dark – Streetlights Off	0	2	10	12	47	71	2	0.3%
Unknown	1	0	6	8	151	166	1	0.2%
Total	98	483	2,421	3,417	10,551	16,970	581	100%

¹ FSI = Fatal and Serious Injury

Figure 9. Lighting Conditions by Mode for Fatal and Serious Injury (FSI) Crashes (2021 to 2025)



Where are crashes happening

Examining the distribution FSI crashes across neighborhoods can identify if any neighborhoods are overrepresented in the crash data. Each crash was mapped to the neighborhood where it occurred. Four FSI crashes had to be manually joined to a neighborhood due to not having a perfect overlap. This included one crash in Minnehaha, one in 5 Mile, and two in East Central.

The three neighborhoods with the **most FSI crashes** were:

- East Central - 57
- Nevada Heights - 53
- Riverside (Downtown) - 52

The highest number of **pedestrian-involved FSI crashes** were recorded in:

- Riverside (Downtown) - 27
- East Central - 17
- Nevada Heights - 17

The highest number of **bicyclist-involved FSI crashes** were recorded in

- East Central – 6
- Riverside (Downtown) – 5

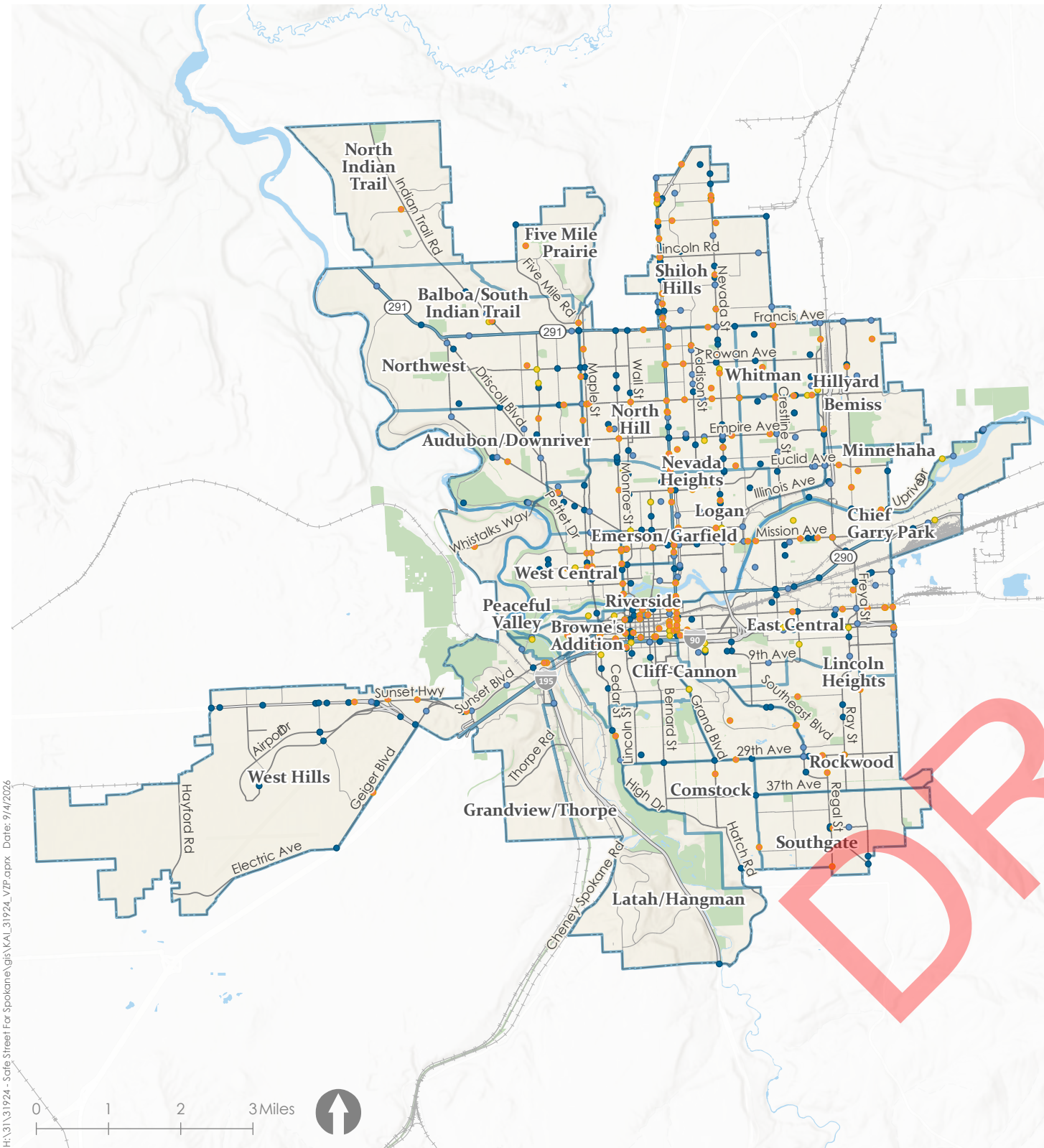
The highest number of **motorcyclist-involved FSI crashes** were recorded in:

- East Central - 15
- Nevada Heights - 14
- Logan - 13

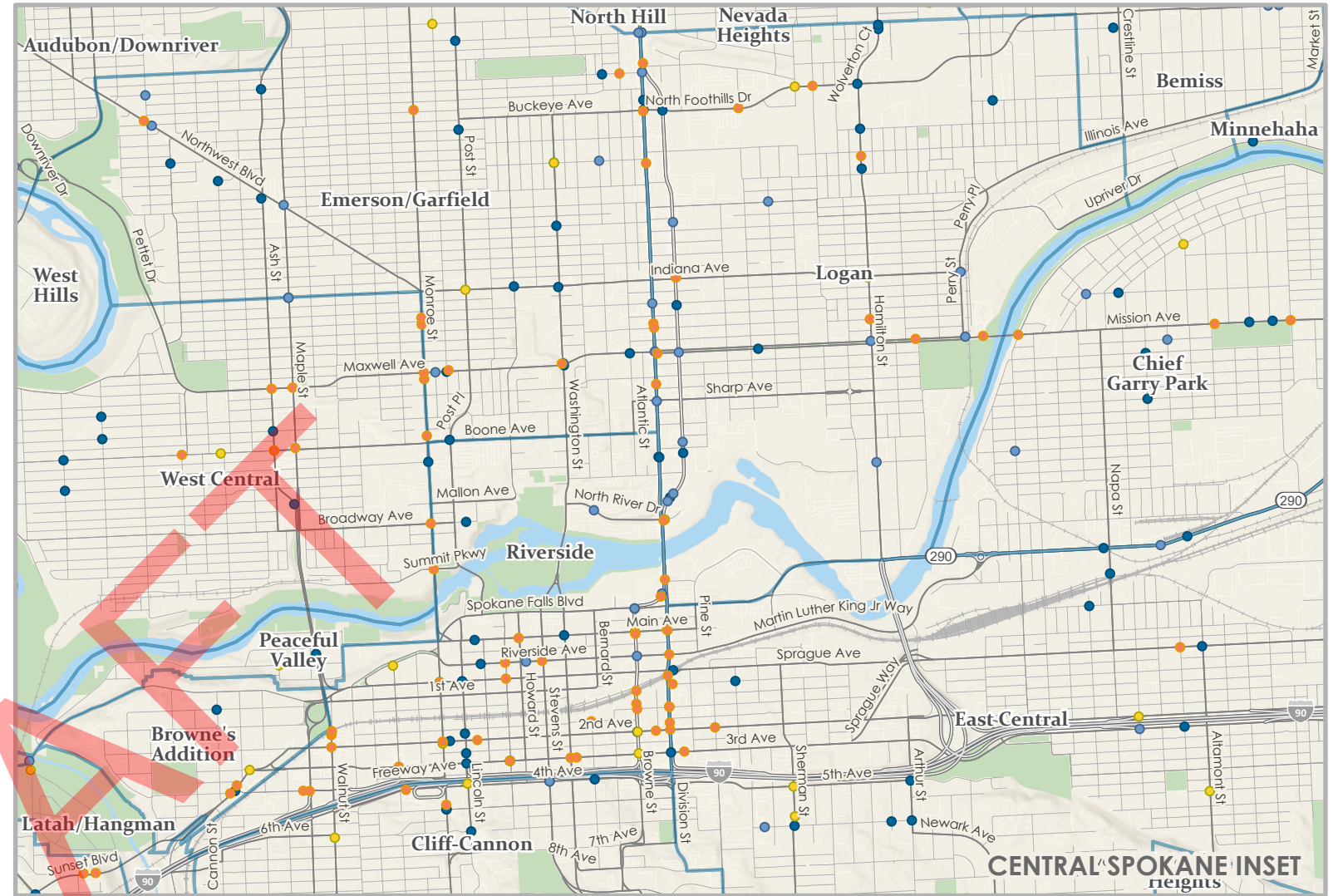
Table 8 presents the number of FSI crashes in each neighborhood. **Figure 9** illustrates the location of FSI crashes within them.

Table 8. Number of Fatal and Serious Injury (FSI) Crashes by Neighborhood (2021 to 2025)

Neighborhood	Vehicle Only	Motorcyclist	Pedestrian	Bicyclist	All Modes
East Central	34	15	17	6	57
Nevada Heights	34	14	17	2	53
Riverside (Downtown)	20	5	27	5	52
Shiloh Hills	31	11	16	2	49
Logan	27	13	16	3	46
West Hills	25	5	9	0	34
Emerson/Garfield	23	9	7	3	33
Chief Garry Park	23	7	4	3	30
North Hill	16	3	12	0	28
West Central	9	1	12	2	23
Hillyard	17	9	4	1	22
Bemiss	14	7	5	1	20
Northwest	14	5	2	2	18
Cliff-Cannon	10	1	2	3	15
Audubon/Downriver	11	5	3	0	14
Lincoln Heights	8	2	6	0	14
Minnehaha	10	2	4	1	14
Balboa/South Indian Trail	8	4	2	1	11
Southgate	5	1	2	0	7
Whitman	5	1	2	0	7
Browne's Addition	2	0	3	1	6
Comstock	3	0	3	0	6
Latah/Hangman	5	3	0	1	6
Rockwood	4	1	2	0	6
Manito/Cannon Hill	2	0	1	0	3
Five Mile Prairie	1	0	1	0	2
Grandview/Thorpe	2	1	0	0	2
Peaceful Valley	1	0	0	1	2
North Indian Trail	0	0	1	0	1
Total	364	125	180	38	581



- Mode**
- Pedestrian
 - Bicyclist
 - Motorcycle
 - Only Vehicles
- Neighborhoods



Fatal and Serious Injury (FSI) Crashes per Neighborhood

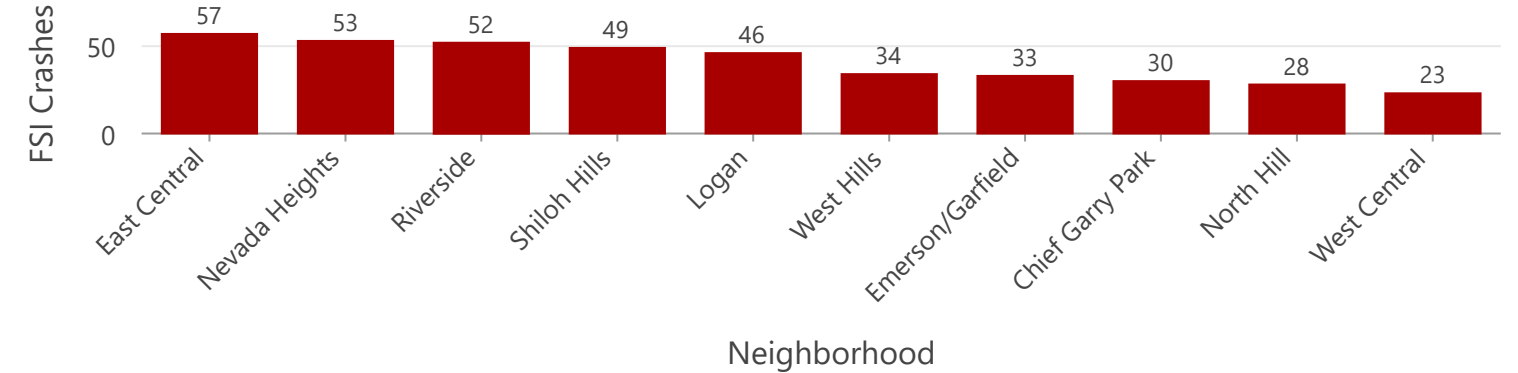


Figure 9

Fatal and Serious Injury Crashes (FSIs) by Neighborhood

Data Source: WSDOT Crash Data 2021-2025

Contributing Factors

Contributing factors are the conditions, behaviors, or circumstances that may have influenced the occurrence or severity of a crash. The data presented likely does not capture the full scale of the problem, as certain factors, such as distracted driving and drug impairment, cannot always be tested or observed by a responding police officer in the field.

- For example, over 24% of FSI crashes did not have a defined contributing circumstance, detailing a gap in the data. For example, it is unclear for speeding drivers whether they were speeding relative to the posted speed or to the flow of traffic.

Contributing Circumstances

Contributing circumstances refer to the main cause of the crash recorded by the officer who completed the crash report.

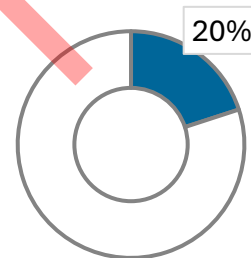
Drivers

The primary contributing circumstance for the **at-fault driver** for all FSI crashes was analyzed. **Table 9** and **Figure 10** detail the full results, below are key takeaways:

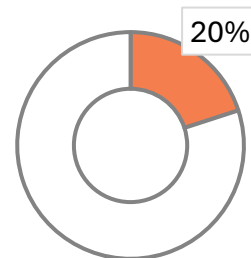
- Failure to yield** was the most common factor in all crash types and 27% of FSI crashes.
- A speeding driver** caused 13% of FSI crashes.
- An impaired driver** caused over 20% of FSI crashes.
- A distracted driver** caused over 20% of FSI crashes.

Frequency of Contributing Circumstances in Fatal and Serious Injury (FSI) Crashes (2021-2025)

Impaired Driver



Distracted Driver



Speeding Driver

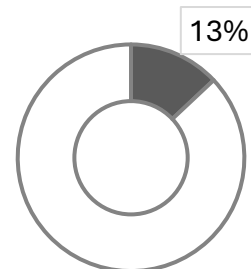


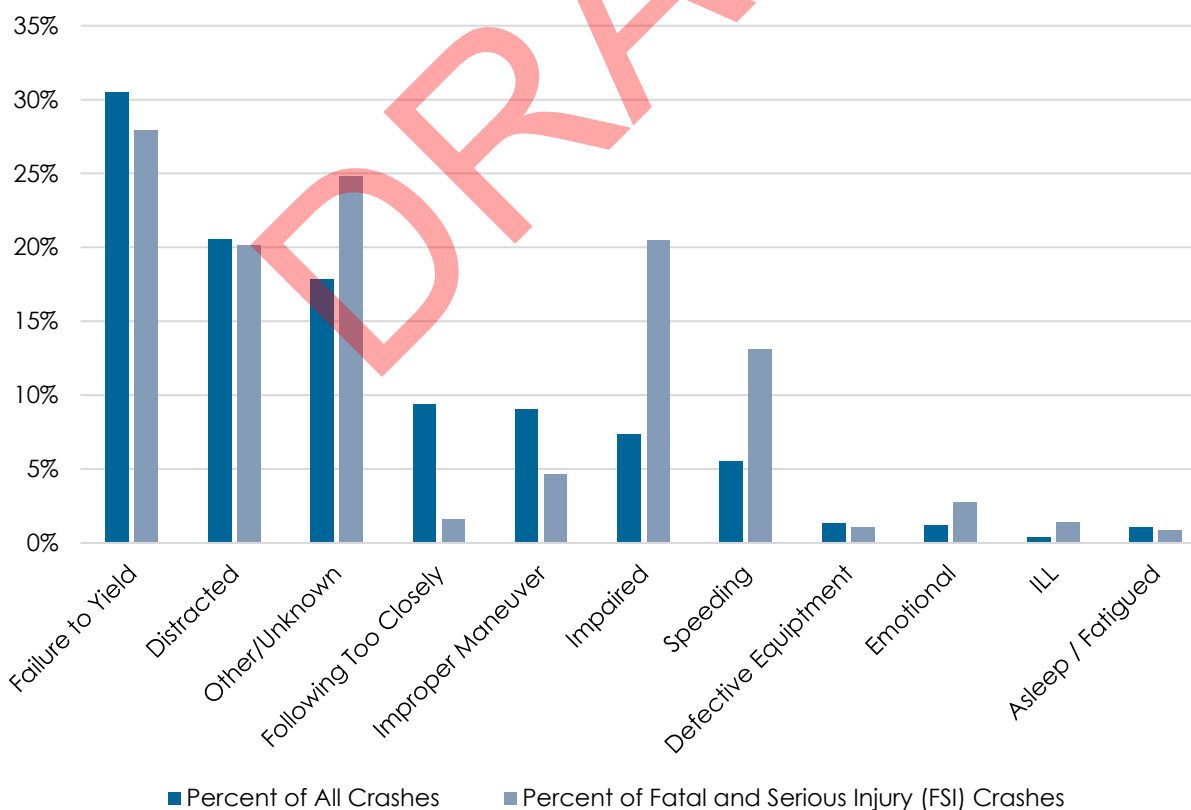
Table 9 Contributing Circumstances: At-Fault Driver (2021 - 2025)

Primary Crash Factor	Fatal	Serious	Minor	Possible	No Injury	Total ¹ Crashes	FSI ² Crashes	Percent of FSIs ³
Failure to Yield	12	145	874	1383	2,605	5,019	157	27%
Distracted	22	95	450	563	2,353	3,483	117	20%
Other/Unknown	26	117	464	469	2,107	3,183	143	25%
Following Too Closely	1	8	186	425	943	1,563	9	2%
Improper Maneuver	2	23	146	172	1,139	1,482	25	4%
Impaired	47	72	205	221	701	1,246	119	20%
Speeding	20	56	132	153	577	938	76	13%
Defective Equipment	0	6	30	40	138	214	6	1%
Emotional	3	11	27	27	124	192	14	2%
Fatigued	0	5	30	46	94	175	5	1%
Ill	3	4	11	19	26	63	7	1%

¹ Contributing-circumstance crash counts do not sum to total crashes because a single crash may be flagged under multiple factors, such as impaired driving and speeding.

² FSI = Fatal and Serious Injury

Figure 10 Distribution Contributing Circumstances: At-Fault Driver (2021 – 2025)



Vulnerable Road Users

Contributing circumstances to FSI crashes for vulnerable road users, pedestrians, cyclists, and motorcyclists, were analyzed for trends that may differ from the overall dataset. **Table 10** details the most common actions by these users resulting in a fatal or serious injury.

Table 10 Common Factors Present in Vulnerable Road Users Fatal and Serious Injury (FSI) Crash (2021 - 2025)

Vulnerable Road User FSI	Factors Attributed to Vulnerable Road User		
	Most Common	2nd Most Common	3rd Most Common
Pedestrian	22% did not grant ROW to vehicle (40 FSI crashes)	10% unknown distraction (18 FSI crashes)	9% under influence of alcohol (16 FSI crashes)
Bicyclist	7% did not grant ROW to vehicle (7 FSI crashes)	13% disregarded traffic sign and signals (5 FSI crashes)	8% followed too closely (3 FSI crashes)
Motorcycle	22% did not grant ROW to vehicle (28 FSI crashes)	12% exceeding stated speed (5 FSI crashes)	11% unknown distraction (14 FSI crashes)

*Crash factors are often under reported for pedestrians and cyclists involved in crashes. An "Unknown" contributing circumstance makes up the largest % of FSI crashes for both **pedestrians (29%)** and **bicyclists (39%)**.

Distraction, speeding and impairment were also analyzed for the vulnerable road user FSI crashes (**Table 11**):

- 28% of FSI pedestrian crashes involved a **distracted driver**.
- 9% of FSI pedestrian crashes involved an **impaired pedestrian**.
- 23% of FSI **motorcycle crashes** involved a speeding rider.

Table 11 Contributing Circumstances to Vulnerable Road User Fatal and Serious Injury (FSI) Crashes (2021 – 2025)

Vulnerable Road User FSI	Distracted Driver	Speeding Driver	Impaired Driver	Impaired VRU
Pedestrian	28% (50 drivers)	1% (2 drivers)	6% (11 drivers)	9% (16 Pedestrians)
Bicyclist	18% (3 drivers)	0%	3% (3 drivers)	5% (2 Bicyclists)
Motorcyclist	13% (16 drivers)	23% (29 drivers)	7% (9 drivers)	9% (11 Motorcyclists)

Type of Errors

Human Factors is the study of how people see, understand, and react to road conditions. In roadway safety, it helps explain why people make mistakes—not just where crashes happen. NCHRP Report 600, *Human Factors Guidelines for Road Systems*, shows how roadway design, traffic control, visibility, driver expectations, and workload can affect safety. Using this approach, the crash analysis looked beyond crash locations and patterns to better understand why people made certain decisions or errors. This supports the Safe System principle that people make mistakes and roadway design and user education can help prevent common errors, such as missed information or poor judgment. Rather than simply labeling crashes as “driver error,” the analysis grouped crashes into clear error types linked to roadway context and human behavior.¹ These distinct types are described below in Table 12:

Table 12 Human Factor Error Categories

Category	Explanation	Example Crash scenario
Slip	The driver tried to do the right thing but was unsuccessful.	Attempting to stop in time for a pedestrian in a crosswalk but not engaging the brakes soon enough.
Lapse	The driver didn't notice something important.	Turning without seeing an approaching car blocked by a larger vehicle.
Mistake	The driver responded to the situation but made the wrong choice.	Failing to yield to traffic at a 4-way stop after allowing a pedestrian to cross.
Violation	The driver knowingly chose to do something unsafe, despite knowing the law.	Street racing.
Mechanical Failure	The vehicle physically broke or a system failed.	A flat tire causing a driver to lose control.
Unknown	The report did not contain enough information to draw an accurate conclusion.	

Error Type: Methodology

Errors were classified according to the information provided in WSDOT crash data set:

- **Sequence:** A detailed list of actions for each vehicle involved (e.g., ran off the road to the right, proceeded after stopping for a stop sign).
- **Mechanical Defects:** Vehicular mechanical problems (e.g., brake failure, tire failure).
- **Environment Variables:** Environment and roadway geometry (e.g., lighting, weather, road surface, curve, hill.)
- **Action:** Explicit driver actions at the moment of the crash (e.g., going straight, turning, changing lanes).

¹ Rasmussen, Jens. *Human Errors: A Taxonomy for Describing Human Malfunction in Industrial Installations*. and, Reason, James. “Human error: models and management.” *BMJ* 320 (2000): 768–770.

Each crash was assigned an error type using a decision tree based using these steps:

- First, was the error deliberate?
 - Driver impairment and reckless driving automatically flag the crash as a **Violation**.
- Second, were any mechanical defects present before the crash?
 - Factors such as brake failure and tire blowouts automatically flagged a crash as a Mechanical failure.
- Third, crashes were grouped as slip, lapse, mistake, or unknown based on the driver action and contributing circumstances listed in the crash record.
 - Driver actions were reviewed first. If the action clearly matched an error type, it was assigned to that group. For example, “foot slipped off clutch or brake” was assigned as a slip error.
 - Contributing circumstances were reviewed next. If a circumstance clearly matched an error type, it was assigned to that group. For example, improper passing was assigned as a mistake error.
 - If the error type was not clear from one field, the crash was reviewed using a combination of information, such as crash type, traffic control, and contributing circumstances.
- If there was not enough information to confidently assign an error type, the crash was labeled as unknown.

Table 13 details the three highest error types for fatal and serious injury (FSI) crashes.

- Slips, mistakes and violations proportionally led to more severe crashes.
- Violations led to a greater rate of FSI crashes.

Table 13. Number of Crashes by Type of Error and Severity (2021 to 2025)

Human Error	Fatal	Serious	Minor	Possible	No Injury	All Crashes	% of All Crashes	FSI Crashes	% of FSI
Mistake	10	143	1,033	1,676	4,147	7,009	41%	153	26%
Slip	26	157	802	1,134	4,519	6,638	39%	183	31%
Violation	52	101	274	295	295	1,017	6%	153	26%
Mechanical Failure	0	4	26	37	148	215	1%	4	1%

These results help to inform the selection of countermeasures to reduce FSI crashes. For example, countermeasures that simplify decision making, such as replacing a permissive left-turn signal head, with a flashing yellow arrow signal head, may mitigate mistake errors at signalized intersections with a high number of crashes.

Systemic Roadway Context Assessment

The systemic roadway context assessment identifies locations that may be at a higher risk for FSI crashes in the future even if significant crash history is not present today. The characteristics included in the analysis are:

- Roadway functional classification
- Number of lanes
- Posted and Operating Speed
- Land use

Systemic safety improvements are most effective when applied to roadway types that account for a higher share of crashes than their share of centerline miles in the network. For example, if a focus area prioritizes funding for 10 percent of the network where 30 percent of crashes occur, projects implemented on those facilities are expected to have a greater effect on reducing future crashes. A “risk factor” is calculated to identify and prioritize these locations. The risk factor compares two values:

- **Portion of FSI Crashes:** What percentage of FSI crashes occur on roadways with a given set of characteristics?
- **Portion of Centerline Miles:** What percentage of centerline miles occur on roadways with a given set of characteristics?

The risk factor is calculated as the Portion of FSI Crashes divided by the Portion of Centerline Miles. Based on the systematic analysis, the following network characteristics result in the highest risk factors:

- Principal Arterials with 3+ lanes
- Roadways in Commercial or Mixed-Use Areas
- Roadways where the operating speed exceeds the posted speed limit of 35 MPH

Functional Classification

The share of FSI crashes by functional classification is compared with the share of centerline miles **Table 14.** The classifications analyzed are consistent with the typical functional classification hierarchy. Each crash was spatially joined to the roadway's functional classification. For crashes that occurred at intersections, the higher roadway classification was assigned. For example, a crash at the intersection of a collector and a minor arterial was reported as occurring on a minor arterial.

Principal arterials, minor arterials and highways have the highest risk for severe crashes along the City's network. For example, 30% of FSI crashes occurred on principal arterials, but only 7% of the roadway network is classified as a principal arterial.

Functional classification was further analyzed based on two land use contexts:

- **Mixed Use / Commercial:** Highways have the greatest risk factor, but Principal Arterials have a greater portion of fatal and serious injury crashes
- **Residential:** Principal Arterials have the greatest risk factor, but nearly 50% of the residential fatal and serious injury crashes occur on local streets.

Table 14. Portion of Crashes and Roadway Network by Functional Classification

Functional Classification	Portion of Fatal and Serious Injury Crashes	Portion of Centerline Miles	Risk Factor
Local	27%	60%	0.45
Collector	8%	6%	1.47
Minor Arterial	17%	7%	2.32
Principal Arterial	30%	7%	4.28
Highway*	17%	3%	6.43

*I-90 and ramps are excluded.

Number of Lanes

The portion of FSI crashes on roadways by number of lanes is compared to the centerline miles of each lane configuration in **Table 15**.

- Roadways with 5+ lanes and 3 or 4 lanes have the highest risk for severe crashes.
 - For example, 6% of FSI crashes have occurred on roads with 5 or more lanes but only 0.8% of the roadway network has more than 5 lanes.

Table 15. Fatal and Serious Injury Crashes by Number of Lanes

Number of Lanes	Portion of Fatal and Serious Injury Crashes	Portion of Centerline Miles	Risk Factor
1* & 2	50%	90%	0.57
3 & 4	43%	9%	4.91
5+	6%	0.8%	7.52

*A one lane road is a roadway without 2 distinctly marked lanes, or a single marked lane.

Source for Number of Lanes: Open Streets 2025

Posted and Operating Speeds

Posted speeds and operating speed data was used to examine the speed context of roadways experiencing higher crash rates. As shown in **Table 16**, roadways posted at 30 MPH or higher carry a disproportionate share of fatal and serious injury (FSI) crashes.

- For example, roads posted at 30 MPH account for 48% of FSI crashes but only 14% of centerline miles.

Table 16. Fatal and Serious Injury Crashes by Posted Speed

Posted Speed	Portion of Fatal and Serious Injury Crashes	Portion of Centerline Miles	Risk Factor
Less than 30	33%	79%	0.42
30	48%	14%	3.39
35	11%	3%	3.74
40	2%	0.3%	5.02
45	4%	1%	3.99
50+	3%	3%	1.05

Source for Number of Lanes: Open Streets 2025

Posted speed does not fully capture the speed environment because people often drive faster or slower than the posted limit. To account for this, 85th percentile operating speeds from 2025 Replica data were compared with 2025 FSI crashes, as shown in **Table 17**.

- The results indicate that roadways operating between 35 and 40 MPH have an elevated share of FSI crashes.

Table 17. 2025 Fatal and Serious Injury Crashes by 85th Percentile Operating Speed

85% Operating Speed	Portion of Fatal and Serious Injury Crashes	Portion of Centerline Miles	Risk Factor
Less than 25	9%	46%	0.20
25	15%	9%	1.74
30	23%	14%	1.61
35	35%	18%	1.90
40	14%	4%	3.17
45	0%	1%	0.00
50+	3%	4%	0.76

Speed Data Source: 2025 Replica

Land Use

Land use provides additional context for where severe crashes occur. As shown in **Table 18**, FSI crashes are overrepresented on roadways in commercial and mixed-use areas compared with those areas' share of the roadway network.

- For example, mixed-use areas account for 18% of FSI crashes but only 6% of centerline miles.

Table 18. Serious and Fatal Injury Crashes by Land Use (City of Spokane 2024 Existing Land Use Plan)

Land Use	Portion of Fatal and Serious Injury Crashes	Portion of Centerline Miles	Risk Factor
Mixed Use	18%	6%	3.16
Commercial	33%	12%	2.86
Institutional	1%	2%	0.86
Residential	36%	70%	0.52
Industrial	8%	7%	1.12
Open Space / Agricultural	3%	4%	0.87

Source: City of Spokane 2024 Existing Land Use Plan

Because land use influences how people travel and interact with the roadway, the analysis also evaluated how crash risk varies by roadway characteristics within mixed-use/commercial and residential contexts. The findings show that risk is not tied to land use alone; it is highest where higher-intensity land uses overlap with higher-order facilities, wider roadways, and higher-speed conditions.

- Roadways In Mixed Use / Commercial Land Use Types:
 - Highways have the greatest risk factor, but Principal Arterials have a greater portion of fatal and serious injury (FSI) crashes, accounting for 31% of FSI crashes.
 - Roadways with 5 or more lanes have the greatest risk factor but 3 or 4 lanes have a greater portion of fatal and serious injury (FSI) crashes, accounting for 60% of FSI crashes.
 - Roadways posted at 45 MPH have the highest risk factor even though they only make up 2% of the network, they account for 5% of fatal and serious injury crashes.

- **Roadways In Residential Land Use Types:**
 - Principal Arterials have the greatest risk factor but nearly 50% of the fatal and serious injury crashes occur on local streets.
 - Roadways with 3 or more lanes have the greatest risk factor. They account for- 20% of FSI crashes but only 3% of the roadway network.
 - Roadways posted at 45 MPH also have the highest risk factor. They make up less than 0.2% of the network and account for 3% of FSI crashes.

High Injury Network (HIN) Analysis

A crash screening analysis was used to develop the High Injury Network (HIN) which identifies the corridors and intersections with the highest frequency of crashes, emphasizing fatal and serious injury crashes.

HIN Screening Methods

The HINs were developed using a screening analysis based on an annual equivalent property damage only (EPDO) severity score. This score weights crash history by severity to identify corridors and intersections with more severe crash outcomes. Severity scores were calculated the following:

- **Corridors:** This evaluation includes all crashes and all modes including intersection crashes. Including intersection crashes identifies corridors with multiple intersections in a row that collectively have a high crash history and may not otherwise be identified in the intersection evaluation due to low independent crash histories.
- **Intersection Only:** This evaluation includes all crashes and all modes within a 250-foot radius of an intersection. Where intersections were less than 500 feet from each other, crashes were assigned to the nearest intersection.
- **Pedestrian and Bicyclist Corridors:** This evaluation created dedicated HINs for pedestrians and for cyclists.

Corridor HIN

The following steps were taken to develop the corridor HIN.

- **Conduct a Sliding Window Analysis:** The initial corridor HIN was developed using a sliding window analysis, which aggregates crash history along a roadway by moving a predetermined-length “window” through the street network at defined intervals, or “slides.” For this analysis, the team used a half-mile window with a quarter-mile slide.
- **Snap Crashes to Network:** Crashes were assigned to each sliding window segment. The linear referencing system for the sliding window network was then used to count crashes by severity level within each segment.

- **Calculate Initial Severity Score:** For each sliding window segment, the severity score was calculated by multiplying the number of crashes at each severity level by the corresponding severity weight. The resulting weighted values were summed to calculate the **annual severity score** for that segment. The severity weights were derived from WSDOT's financial cost of a crash:
 - Fatal and serious injury crashes: 239 points each
 - Minor injury crashes: 17 points
 - Possible injury crashes: 10 points
 - No injury crashes: 1 point
- **Develop HIN Corridors:** The highest scoring segments that included 50% of the FSI crashes were aggregated into HIN corridors. This was done to create logical corridor extents.
- **Calculate Final Severity Score:** A severity score was calculated for each HIN corridor based on the average severity per mile. Scores were weighted by corridor length to account for differences in corridor length. This per-mile severity score prioritizes corridors with higher concentrations of severe outcomes, rather than simply identifying longer corridors with more conflict points. The analysis resulted in corridors being grouped into two groups:
 - **Primary HIN** The highest scoring corridors. Corridors are added to this group, until the total count of FSIs for the group reaches 25% of the total FSI crashes within the City.
 - **Secondary HIN** The highest scoring corridors. Corridors are added to this group, until the total count of FSIs for the group reaches 50% of the total FSI crashes within the City.

Intersection HIN

The following steps were taken to develop the intersection HIN.

- **Define Intersections:** Intersections points were generated using the latest OpenStreetMap's (OSM) data and reviewed for accuracy.
- **Snap Crashes to Network:** Crashes were joined to the nearest intersection with a 250-foot radius.
- **Calculate Severity Score:** Severity scores were calculated using the same formula as the corridor HIN but were not standardized per mile.
- **Develop HIN:** Based on severity score, a list of intersections for the HIN was identified and include 25% of intersection FSI crashes.

Pedestrian and Bicyclist HINs

The same methodology used to create the Corridor HIN was used to develop pedestrian and bicyclist specific HINs with three key differences:

- **Crash Filter:** Only crashes coded as pedestrian- or bicyclist involved were used to develop the respective mode HINs.

- **Crash Severity Weights.** Different weights used to calculate the EPD score because pedestrians and cyclists are more sensitive to severity than vehicle-only crashes. The difference between minor and serious injury can be much smaller for pedestrians and bicyclists, as shown in pedestrian injury risk curves, including recent work by the Insurance Institute for Highway Safety (Monfort and Mueller, 2025). These curves show injury risk increasing sharply with impact speed because pedestrians and bicyclists lack the protection of an occupant compartment.
 - Fatal and serious injury crashes: 100 points each
 - Minor and possible injury crashes: 100 points each
 - No injury (PDO) crashes: 1 point each
- **Develop HINs.** The results identify the corridor segments with the highest severity scores that collectively account for 50 percent of all fatal or serious injury crashes involving pedestrians or bicyclists. This higher threshold was used because pedestrian and bicyclist fatal or serious injury crashes occur less frequently overall, allowing the analysis to capture relevant crash patterns beyond the City's urban core.
 - Severity scores for these corridors are generally lower than the full HIN, as there are far fewer pedestrian and bicyclist crashes overall. The length of the corridor has a greater impact on the severity scores due to the smaller sample size. Shorter corridors with more concentrated crash history score higher, even with less severe outcomes. This ranking accounts for pedestrian and bicyclist risk curves, or the difference between a minor and serious injury being smaller for vulnerable users.

HIN Key Findings

SEVERE CRASHES ARE CONCENTRATED ON A SMALL PORTION OF THE NETWORK

The High Injury Network identifies corridors and intersections that account for a disproportionately high share of crashes with the most severe outcomes.

THE CORRIDOR HIN INCLUDES ALL MODES AND ENCOMPASSES ROADWAYS WHERE 50% OF FSIs OCCURRED. THESE ROADWAYS COVER 5.5% OF THE CITY'S NETWORK, OR 58 TOTAL CENTERLINE MILES.

Table 19 identifies the highest scoring corridors based on all modes. Collectively, they account for 50% of the fatal and serious injury (FSI) crashes. Corridors in **bold** account for 25% of FSI crashes. The table also shows where the Corridor HIN overlaps with Pedestrian and Bicyclist only HINs. **Figure 11** illustrates these corridors and the intersection HIN.

Table 19. Corridor HIN Results (All Modes)

	Street Name	From	To	All Crashes	FSI ¹ Crashes	Length (miles)	Severity Score	Bike HIN	Ped HIN
1	Browne St	Spokane Falls Blvd	7th Ave	218	6	0.7	690	●	●
2	Lincoln St	4 th Ave	Spokane Falls Blvd	87	5	0.5	661	●	
3	Walnut St	Riverside Ave	7th Ave	62	5	0.5	614		●
4	Division St	Cleveland Ave	Spokane Falls Blvd	338	14	1.7	583		●
5	Ruby St	North River Dr	Cleveland Ave	295	10	1.5	551		●
6	Riverside Ave	Monroe St	Division St	104	6	0.7	538		
7	2nd Ave	Sunset Blvd	Division St	283	6	1.2	529	●	●
8	Sunset Hwy	Airport Dr	Rustle Rd	28	5	0.5	504		
9	North Foothills Dr	Division St	Hamilton St	116	4	0.7	489	●	
10	Nevada St	Longfellow Ave	Hamilton St	96	8	1.0	465	●	●
11	Newport Hwy	Division St	Westview Ave	80	3	0.5	440		
12	Francis Ave	Walnut St	Alberta St	92	4	0.7	428	●	
13	Nevada St	Westview Ct	Central Ave	272	14	2.4	414	●	●
14	Division St	Westview Ave	Cleveland Ave	565	23	4.2	413		●
15	Freya Way	Misson St	Freya St	22	3	0.4	410		
16	Division St	8th Ave	North River Drive	126	7	1.1	408		●
17	Hartson Ave	Chandler St	Arthur St	14	4	0.5	402		
18	Main Ave	Monroe St	Pine St	67	6	0.8	400	●	●
19	29th Ave	Martin St	Rebecca St	135	6	1.1	390		●
20	Empire Ave	Market St	Division St	215	13	2.2	389		
21	Mission Ave	Washington St	Rebecca St	346	15	2.9	388	●	●
22	Boone Ave	Chestnut St	Monroe St	104	4	0.8	384	●	●

	Street Name	From	To	All Crashes	FSI ¹ Crashes	Length (miles)	Severity Score	Bike HIN	Ped HIN
23	3rd Ave	Walnut St	Spokane St	152	7	1.3	380	●	●
24	Sunset Blvd	2nd Ave	Hemlock St	52	3	0.5	372	●	●
25	Euclid Ave	Cook Street	Freya St	95	4	0.8	371	●	
26	Monroe St	Walton Ave	Mallon Ave	249	10	2.0	369	●	●
27	Upriver Dr	Rebecca St	Havana St	4	3	0.4	366		
28	Havana St	Harston Ave	Sprague Ave	64	2	0.5	360		●
29	Indiana Ave	Standard St	Perry St	49	3	0.5	357		
30	Monroe St	Spokane Falls Blvd	9th Ave	106	4	0.8	354	●	●
31	Sprague Ave	Magnolia St	Havana St	160	8	1.7	347	●	●
32	Sprague Ave	Grant St	Cedar St	197	5	1.3	345	●	●
33	Hamilton St	Foothills Dr	Cataldo Ave	150	5	1.2	338		●
34	Indiana Ave	Madison St	Washington St	75	2	0.5	336		
35	Maxwell Ave	Belt St	Washington St	117	6	1.2	325		●
36	Ash St	5 Mile Rd	Rowan Ave	70	3	0.6	324		
37	Thor St	3rd Ave	9th Ave	41	2	0.5	320		
38	Wellesley Ave	Alberta St	Oak St	48	2	0.5	306		●
39	5th Ave	Chandler St	Arthur St	52	2	0.5	298		
40	Rowan Ave	Belt St	Madison St	63	3	0.7	297	●	
41	Garland Ave	Hemlock St	Monroe St	108	3	0.9	281		
42	Spokane Falls Blvd	Post St	Division St	66	2	0.6	281		
43	Market St	Euclid Ave	Wellesley Ave	86	4	1.0	281		
44	3rd Ave	Nelson St	Havana St	89	4	1.0	277	●	●
45	Francis Ave	Freya St	Crestline St	69	4	1.0	275	●	

	Street Name	From	To	All Crashes	FSI ¹ Crashes	Length (miles)	Severity Score	Bike HIN	Ped HIN
46	Central Ave	Nevada St	Division St	47	3	0.7	273		
47	Northwest Blvd	Milton St	Maple St	92	3	0.9	270		
48	4th Ave	Jefferson St	Chandler St	80	4	1.1	265		
49	Crestline St	Empire Ave	Vanetta Ave	132	7	1.9	252		
50	Trent Ave	MLK Jr Blvd	Crestline St	53	1	0.5	245	●	
51	Wellesley Ave	Crestline St	Freya St	44	4	1.0	242		●
52	44th Ave	Stone St	Achilles St	22	3	0.8	231	●	
53	Trent Ave	Freya Way	Waterworks St	75	3	1.0	212	●	
54	Euclid Ave	Wall St	Lidgerwood St	20	3	0.7	210	●	
55	Airport Dr	Flint Rd	US 2	76	3	1.3	177		
56	Freya St	Francis Ave	Wellesley Ave	27	3	1.0	173		
57	Washington St	Spokane Falls Blvd	1 st Ave	54	1	0.24	65	●	

¹ FSI = Fatal and Serious Injury

THE INTERSECTION HIN ENCOMPASSES INTERSECTIONS WHERE 25% OF INTERSECTION-RELATED FSIs OCCURRED. THESE 58 INTERSECTIONS REPRESENT ONLY 0.8% OF THE CITY'S INTERSECTIONS.

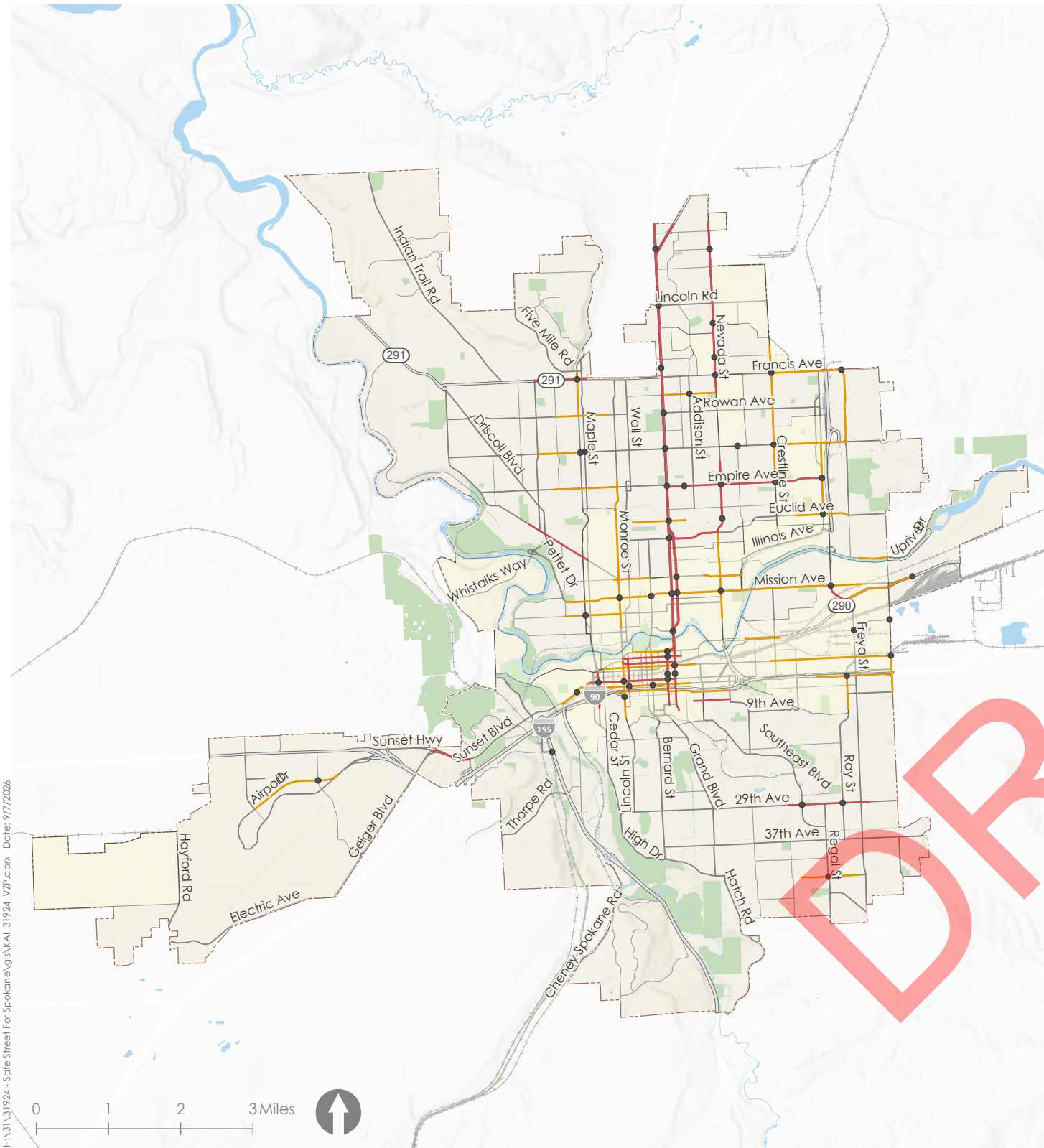
Table 20 identifies the highest-scoring intersections; together, these intersections also account for 25% of fatal and serious injury intersection crashes. **Figure 11** illustrates the location of these intersections and the HIN corridors.

Table 20. Intersection HIN Results (All Modes)

	Intersection	All Crashes	FSI ¹ Crashes	Severity Score		Intersection	All Crashes	FSI ¹ Crashes	Severity Score
1	Greene St / Mission Ave	77	3	237	16	Thor St / 3rd Ave	60	2	164
2	Division St / Foothills Dr / Buckeye Ave	71	3	227	17	Division St / Lincoln Rd / Cascade Way	54	2	162
3	Monroe St / 2nd Ave	54	3	223	18	Monroe St / 5th Ave	19	3	162
4	Freya St / Francis Ave	26	4	214	19	Division St / Pacific Ave	19	3	161
5	Division St / Euclid Ave	23	4	204	20	Nevada St / Euclid Ave	20	3	159
6	Regal St / 44th Ave	38	3	199	21	Empire Ave / Lidgerwood St	11	3	157
7	Monroe St / Maxwell Ave	39	3	195	22	Division St / Mission Ave	58	2	155
8	Walnut St / 2nd Ave	39	3	188	23	Division St / Garland Ave / Empire Ave	47	2	154
9	Francis Ave / Crestline St	35	3	179	24	Division St / North River Dr	43	2	154
10	Division St / Sprague Ave	61	2	175	25	Maple St / Wellesley Ave	46	2	153
11	Market St / Garland Ave	33	3	174	26	Market St / Euclid Ave	50	2	143
12	Washington St / Mission Ave / Maxwell Ave	28	3	174	27	Southeast Blvd / 29th Ave	34	2	139
13	Browne St / 2nd Ave	63	2	173	28	Empire Ave / Nevada St	39	2	138
14	Airport Dr / Spotted Rd	32	3	173	29	Browne St / Pacific Ave	36	2	136
15	Ruby St / Indiana Ave	57	2	169					

	Intersection	All Crashes	FSI ¹ Crashes	Severity Score		Intersection	All Crashes	FSI ¹ Crashes	Severity Score
30	Division St / Country Homes Blvd	30	2	136	45	Browne St / Spokane Falls Blvd	30	2	118
31	Division St / Wellesley Ave	70	1	136	46	Division St / Rowan Ave	20	2	118
32	Nevada St / Lyons Ave	28	2	131	47	Ruby St / Mission Ave	61	1	116
33	Ash St / Francis Ave	39	2	128	48	Ash St / Boone Ave	19	2	116
34	Division St / Houston Ave	23	2	127	49	Freya St / Alki Ave	27	2	115
35	3rd Ave / Lincoln St	24	2	127	50	Freya Way / Trent Ave	21	2	115
36	Broadway Ave / Havana St	25	2	125	51	Ash St / Wellesley Ave	57	1	115
37	Addison St / Central Ave	24	2	124	52	Browne St / Main Ave	22	2	114
38	Wellesley Ave / Crestline St	28	2	123	53	Ray St / 29th Ave	21	2	113
39	Wellesley Ave / Perry St	26	2	123	54	Nevada St / Sharpsburg Ave	14	2	113
40	Crestline St / Empire Ave	27	2	121	55	US 195 / 16th Ave	34	2	113
41	Francis Ave / Nevada St	72	1	120	56	Sprague Ave / Havana St	43	1	113
42	Nevada St / Jay Ave	19	2	119	57	Hamilton St / Mission Ave	51	1	112
43	Washington St / 3rd Ave	20	2	119	58	Trent Ave / Waterworks St	15	2	112
44	Sunset Blvd / 4th Ave	23	2	118					

¹ FSI = Fatal and Serious Injury



HIN Corridors

- Primary
- Secondary

• HIN Intersections

Areas of Persistent Poverty (S1701)

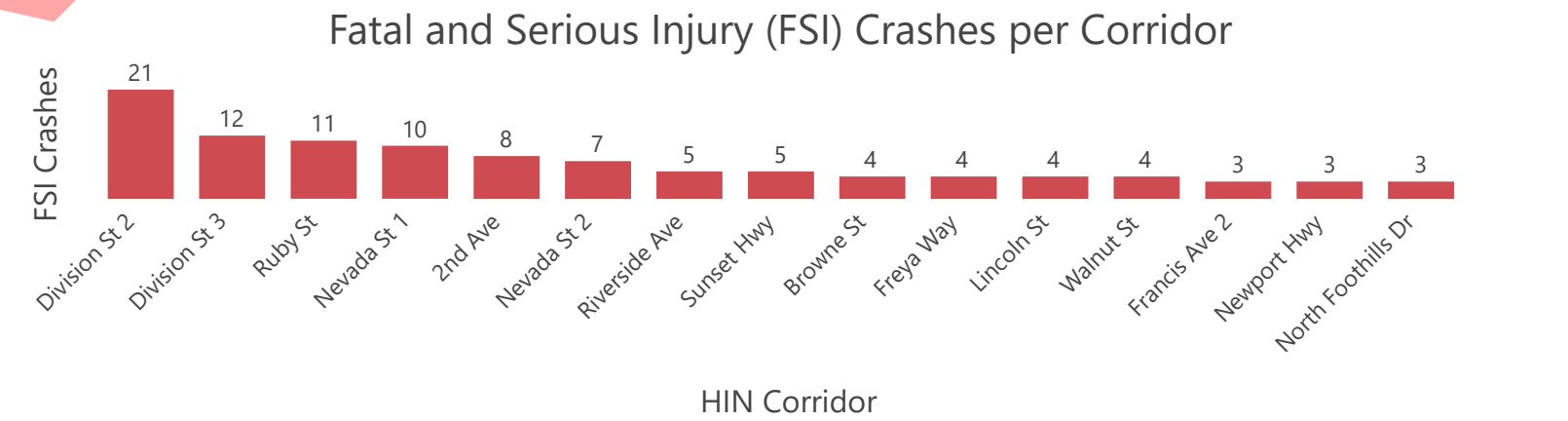
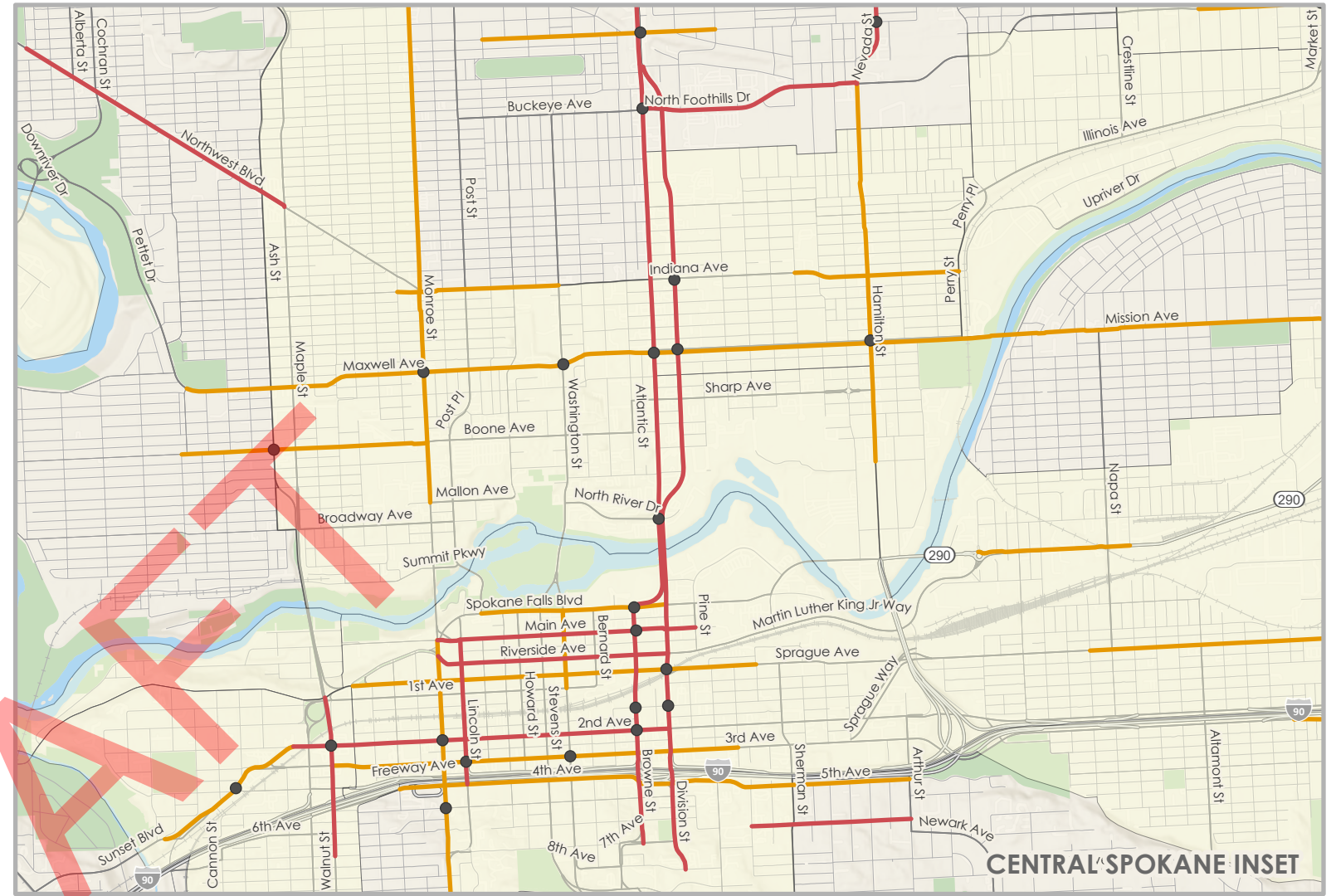


Figure 11

High Injury Network (HIN) Corridors

Data Source: 2025 ACS 5-Year Estimates Table S1701

THE PEDESTRIAN HIN CAPTURES 50% OF PEDESTRIAN FSI CRASHES AND COVERS 3.2% OF THE CITY'S NETWORK / 34 CENTERLINE MILES.

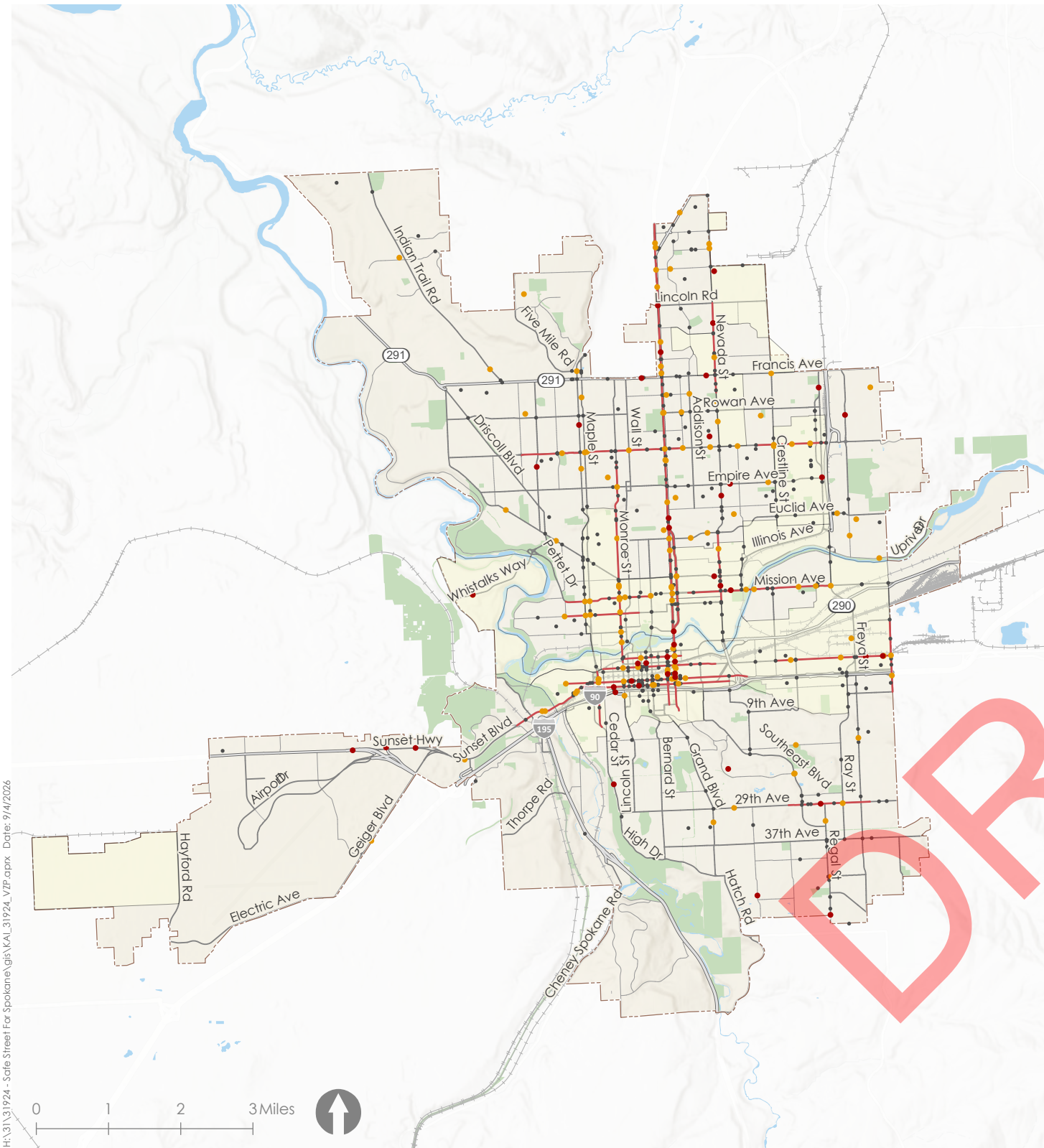
Table 21 and **Figure 12** detail the corridors with the highest severity scores for pedestrian only crashes (these crashes are also accounted for the All Modes HIN).

Table 21 Pedestrian HIN Corridor Results

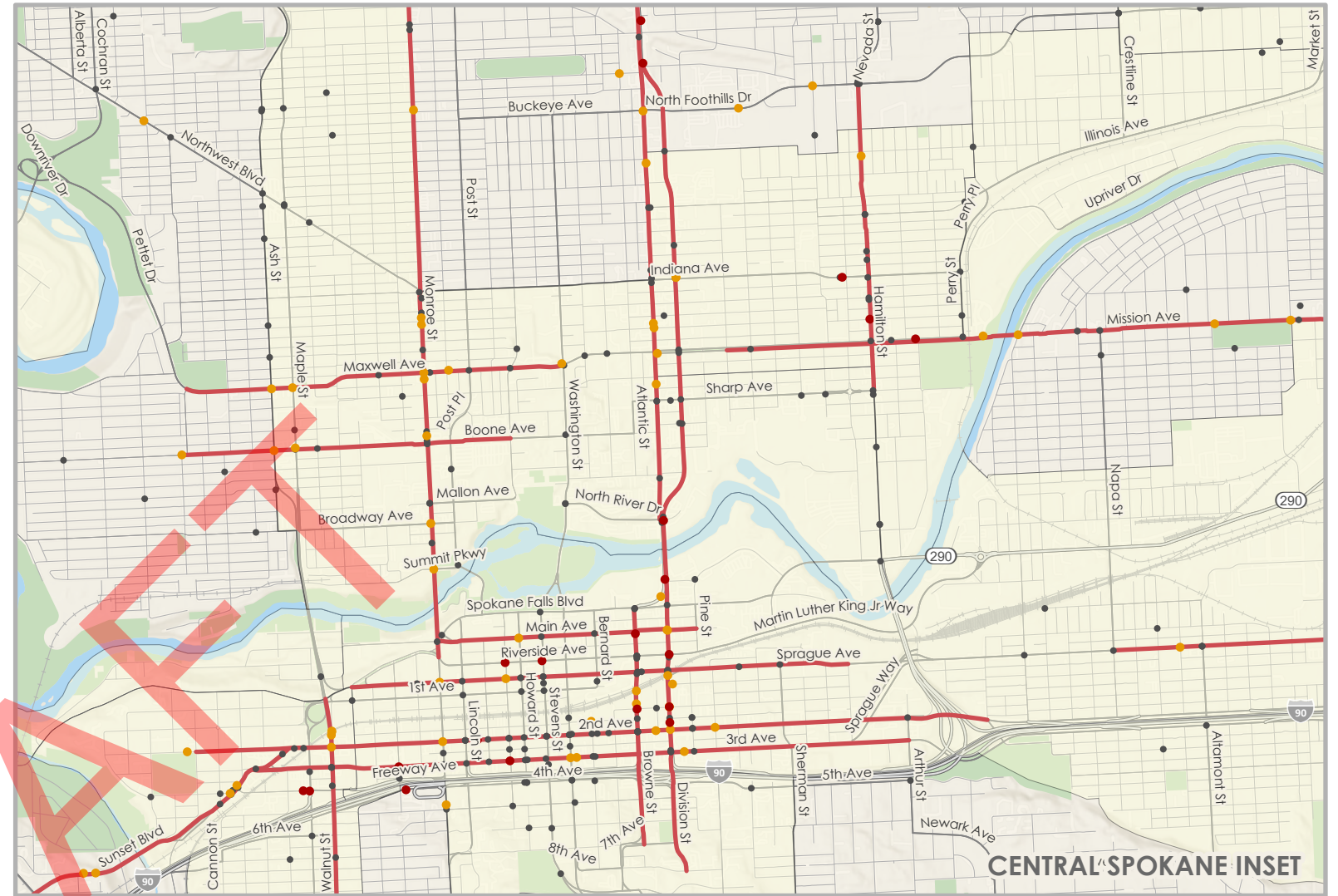
	Corridor	From	To	All Pedestrian Crashes	Pedestrian FSI ¹ Crashes	Length (Miles)	Severity Score
1	Browne St	Spokane Falls Blvd	7th Ave	27	4	2.5	698
2	Division St	8th Ave	North River Dr	30	10	5.7	539
3	2nd Ave	Perry St	Chestnut St	59	6	1.1	451
4	Sprague Ave	Scott St	Cedar St	19	2	0.7	244
5	3rd Ave	Sunset Blvd	Arthur St	25	5	2.8	243
6	Maxwell Ave	Belt St	Washington St	14	5	2.1	218
7	Monroe St	Heroy Ave	Riverside Ave	26	8	2.2	187
8	Sunset Blvd	2nd Ave	Rosamond Ave	11	3	1.6	186
9	Walnut St	11th Ave	Riverside Ave	7	4	1.2	180
10	Wellesley Ave	A St	Lidgerwood St	21	6	2.0	178
11	Nevada St	Lincoln Rd	Central Ave	11	1	1.2	176
12	Division St	Westview Ave	North River Dr	47	20	1.5	166
13	Ruby St	North River Dr	Cleveland Ave	11	2	1.6	151
14	Hamilton St	North Foothills Dr	Sharp Ave	9	1	1.2	146
15	Sprague Ave	Havana St	Napa St	11	5	1.0	138
16	Boone Ave	Chestnut St	Howard St	7	2	1.0	135

	Corridor	From	To	All Pedestrian Crashes	Pedestrian FSI ¹ Crashes	Length (Miles)	Severity Score
17	Main Ave	Monroe St	Pine St	5	3	0.8	123
18	Mission Ave	Lidgerwood St	Greene St	13	5	1.0	121
19	Havana St	Hartson Ave	Broadway Ave	7	2	1.1	120
20	29th Ave	Martin St	Rebecca St	6	2	0.8	106
21	Wellesley Ave	Pittsburg St	NSC On Ramp	5	2	1.0	101

¹ FSI = Fatal and Serious Injury



- Pedestrian-Involved Crashes**
- Fatal Injury
 - Serious Injury
 - Other Crashes
- Pedestrian HIN Corridors
- Areas of Persistent Poverty (S1701)



Pedestrian Fatal and Serious Injuries (FSI) per Corridor

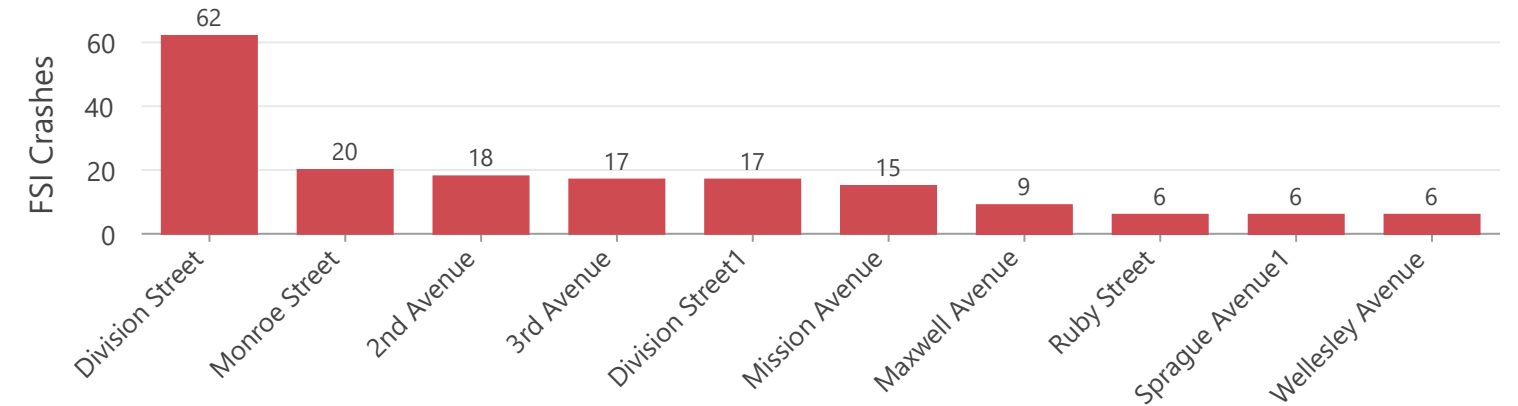


Figure 12

Pedestrian High Injury Network (HIN) Corridors

Data Sources: WSDOT Crash Data 2021-2025 and 2025 ACS 5-Year Estimates Table S1701

THE BICYCLIST HIN CAPTURES 50% OF BICYCLIST FSI CRASHES AND COVERS 3.4% OF THE CITY'S NETWORK / 36 CENTERLINE MILES.

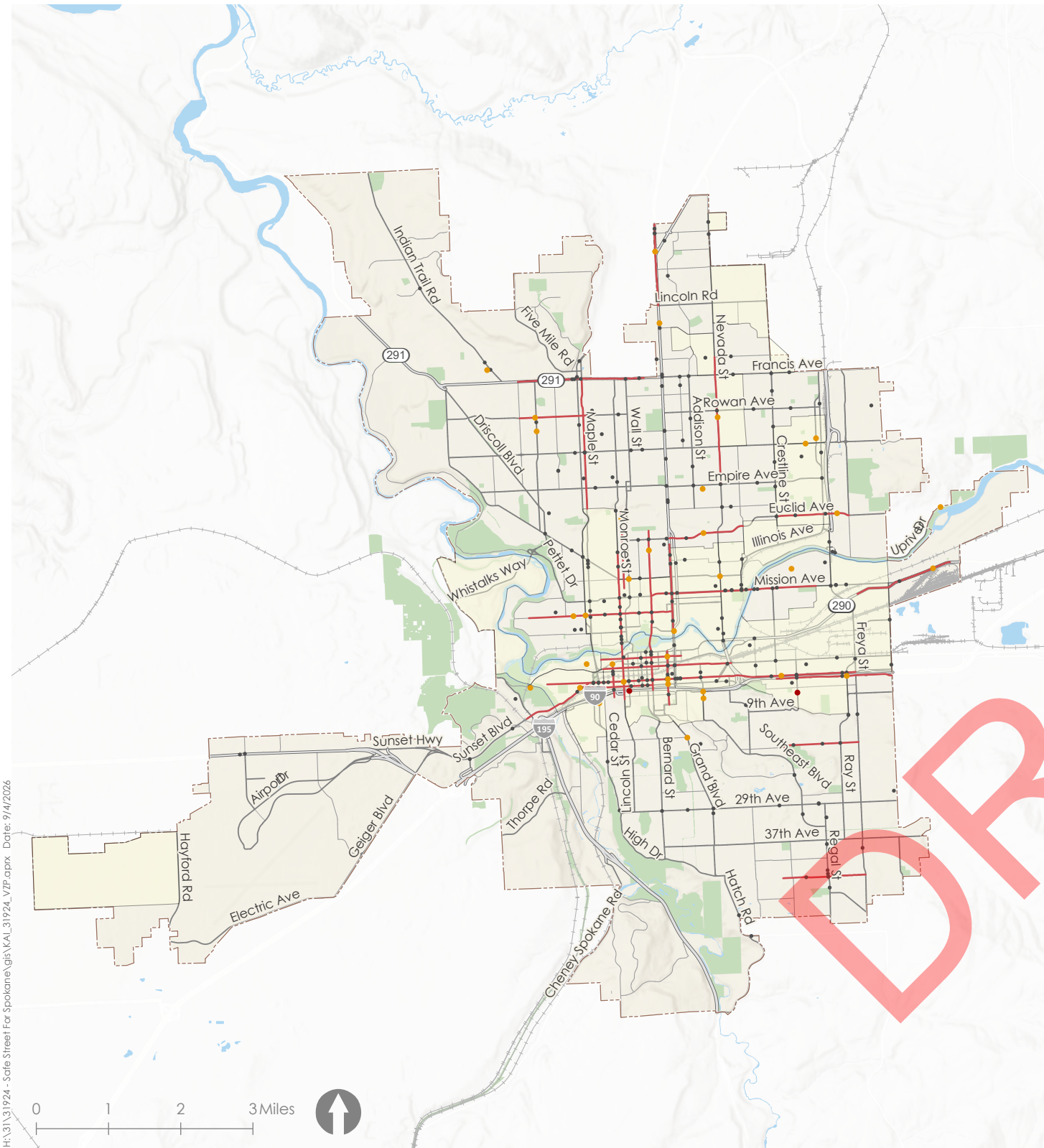
The Bicyclist HIN is illustrated in **Figure 13** and **Table 22** details the corridors with the highest severity scores (these crashes are also accounted for the All Modes HIN)

Table 22. Bicycle HIN Corridor Results

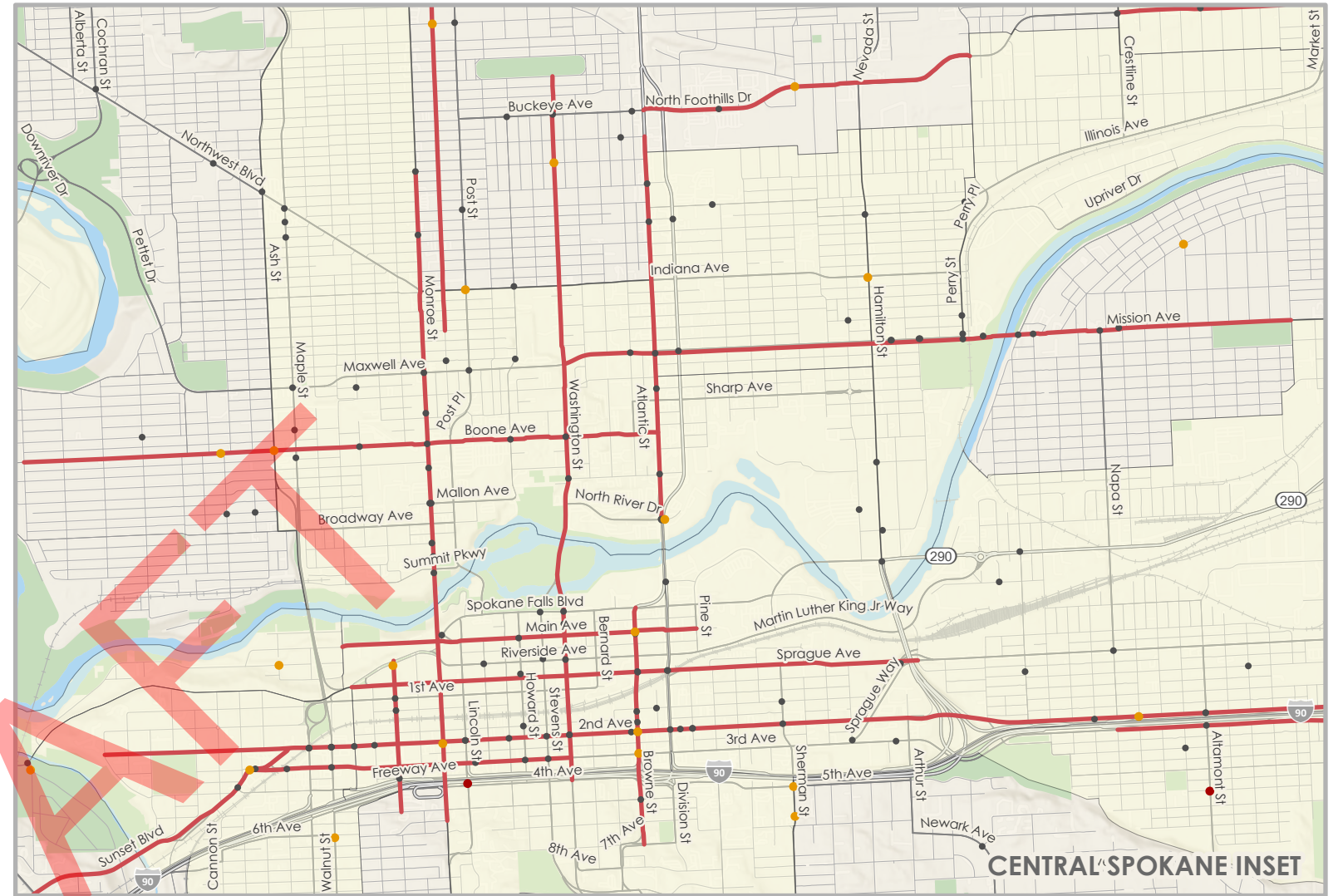
	Corridor	From	To	All Bicycle Crashes	Bicycle FSI Crashes	Length (Miles)	Severity Score	All Mode HIN
1	Browne St	Spokane Falls Blvd	7th Ave	11	3	0.7	269	●
2	Jefferson St	5th Ave	Riverside Ave	4	1	0.3	127	
3	2nd Ave	Freya St	Coeur d'Alene St	28	2	0.5	117	●
4	Mission Ave	Regal St	Washington St	12	0	4.3	96	●
5	Monroe St	Jackson Ave	Bishop Ct	11	1	2.3	88	●
6	Division St	York Ave	North River Dr	6	0	2.0	83	●
7	3rd Ave	Sunset Blvd	Washington St	5	0	1.2	80	●
8	Division St	Westview Ave	Lincoln Rd	4	1	1.0	71	●
9	Washington St	4th Ave	Waverly Pl	8	1	1.1	63	●
10	Boone Ave	A St	Division St	6	2	2.2	60	●
11	Sunset Blvd	2nd Ave	Audubon St	3	1	2.0	59	●
12	17th Ave	Martin St	Freya St	3	0	1.0	58	
13	44th Ave	Napa St	Freya St	3	0	1.0	52	●
14	3rd Ave	Napa St	Havana St	4	1	1.1	50	●
15	Francis Ave	Whitehouse St	A St	4	0	1.6	46	●
16	Sprague Ave	Erie St	Cedar St	4	0	1.7	45	●
17	Rowan Ave	A St	Cedar St	2	1	1.8	40	●

	Corridor	From	To	All Bicycle Crashes	Bicycle FSI Crashes	Length (Miles)	Severity Score	All Mode HIN
18	Euclid Ave	Crestline St	Freya St	2	1	1.0	40	●
19	North Foothills Dr	Perry St	Division St	2	1	1.0	37	●
20	Lincoln St	Augusta Ave	Cora Ave	2	1	1.1	37	●
21	Main Ave	Cedar St	Pine St	3	1	1.1	36	●
22	Maple St	Courtland Ave	Francis Ave	3	0	1.1	33	
23	Trent Ave	Sycamore St	Koren St	2	1	1.8	29	●
24	Nevada St	Lyons Ave	Empire Ave	2	1	1.4	23	●

¹ FSI = Fatal and Serious Injury



- Bicycle-Involved Crashes**
- Fatal Injury
 - Serious Injury
 - Other Crashes
- Bicyclist HIN Corridors**
- Areas of Persistent Poverty (S1701)**



Bicyclist Fatal and Serious Injury (FSI) Crashes per Corridor

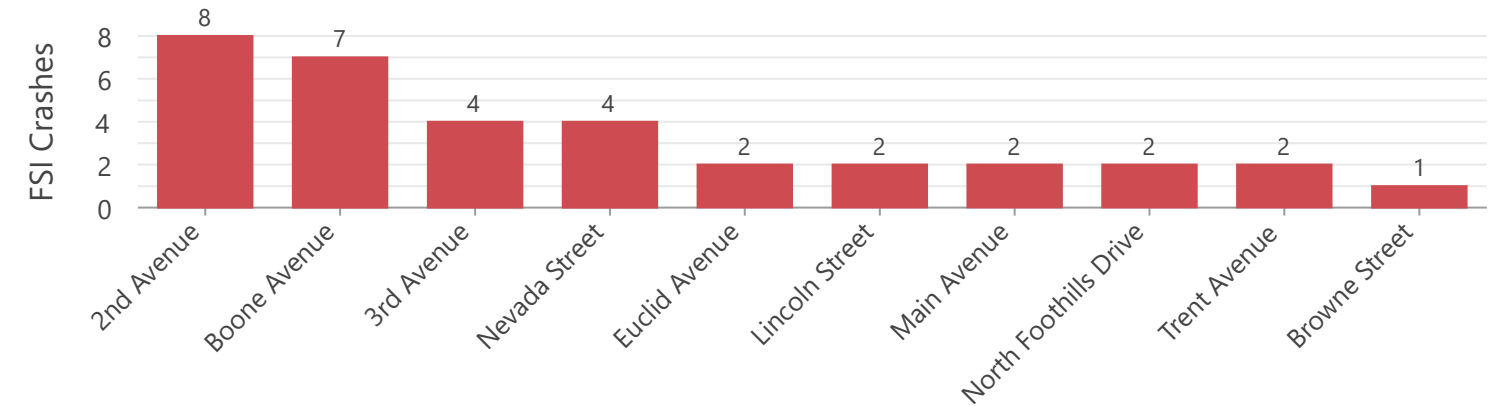


Figure 13

Bicyclist High Injury Network (HIN) Corridors

Data Sources: WSDOT Crash Data 2021-2025 and 2025 ACS 5-Year Estimates Table S1701

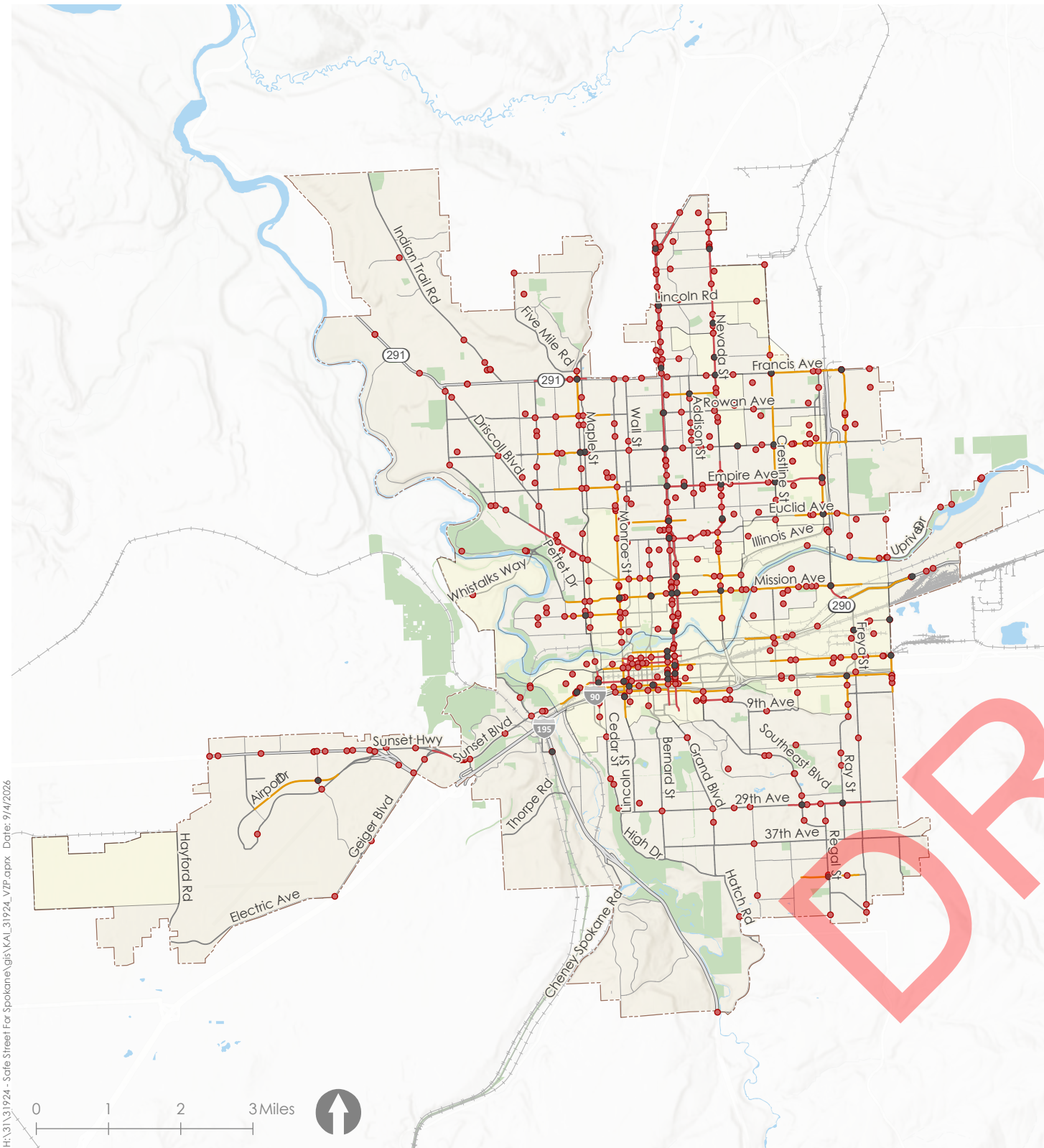
Underserved Areas Analysis

This section identifies areas on the roadway network where underserved populations may face a disproportionate risk of serious injury or fatal crashes. An underserved area is defined within the SS4A Notice of Funding Opportunity as census tracts with a poverty rate of at least 20% in the 2014-2018 American Community Survey (ACS). These results were calculated in GIS using a 25-foot buffer around crash locations and roadway segments. **Figure 14** illustrates the relationship between the HIN and Areas of Persistent Poverty. **Table 23** presents these results.

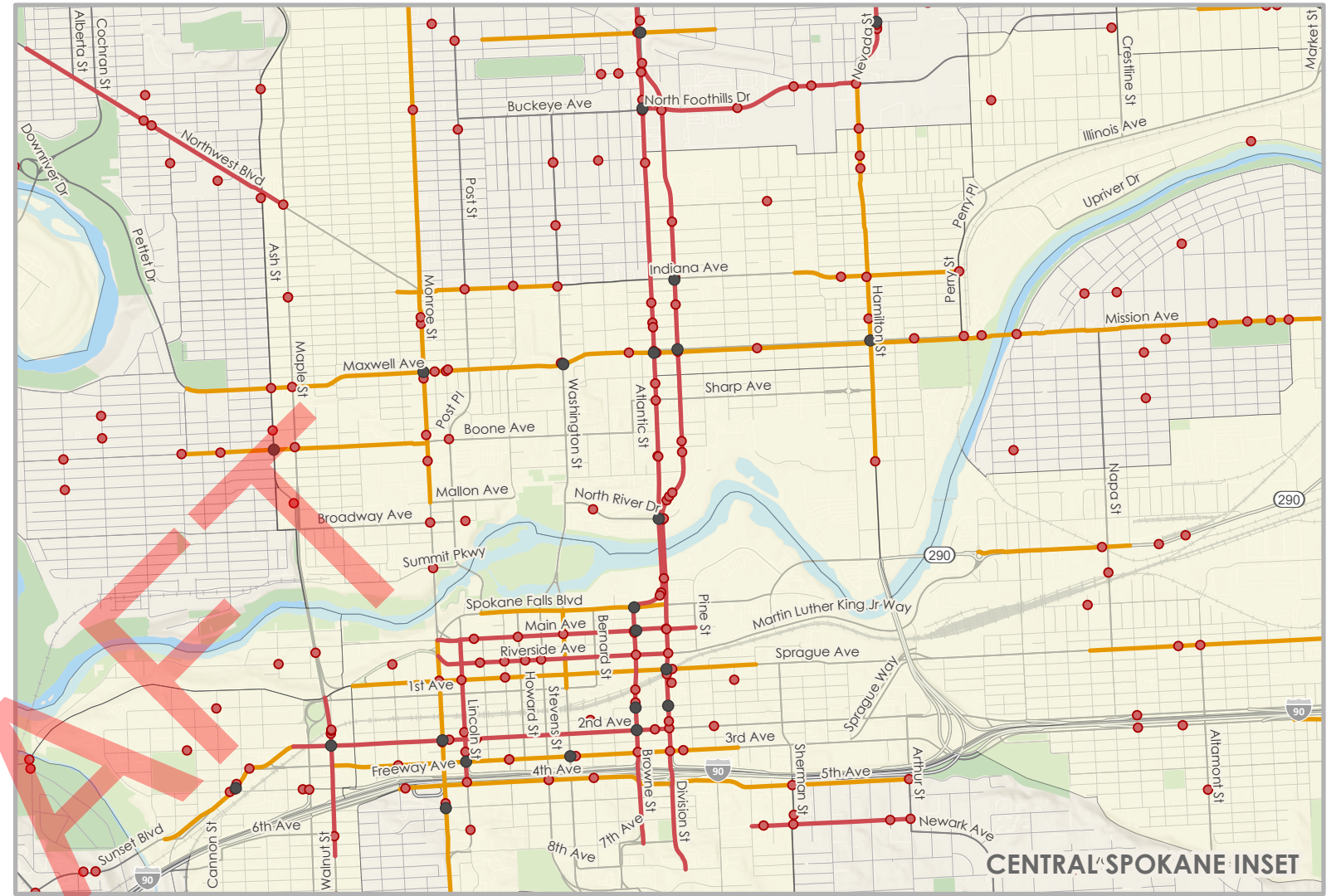
OF THE TOTAL CITY LAND AREA, 21% FALLS WITHIN AN AREA OF PERSISTENT POVERTY; HOWEVER, 45% OF FSI CRASHES AND 66% OF THE PRIMARY HIN CORRIDORS FALL WITHIN THESE AREAS.

Table 23 Areas of Persistent Poverty Analysis Results

Criteria	City Limits of Spokane	Fatal and Serious Injury Crashes	Primary HIN	Secondary HIN
Proportion within Underserved Areas	21%	45%	66%	72%
Proportion not within Underserved Areas	79%	55%	34%	28%



- HIN Corridors**
- Primary
 - Secondary
- HIN Intersections**
- Fatal and Serious Injury (FSI) Crashes
- Areas of Persistent Poverty (S1701)**



Fatal and Serious Injury (FSI) Crashes within Areas of Persistent Poverty

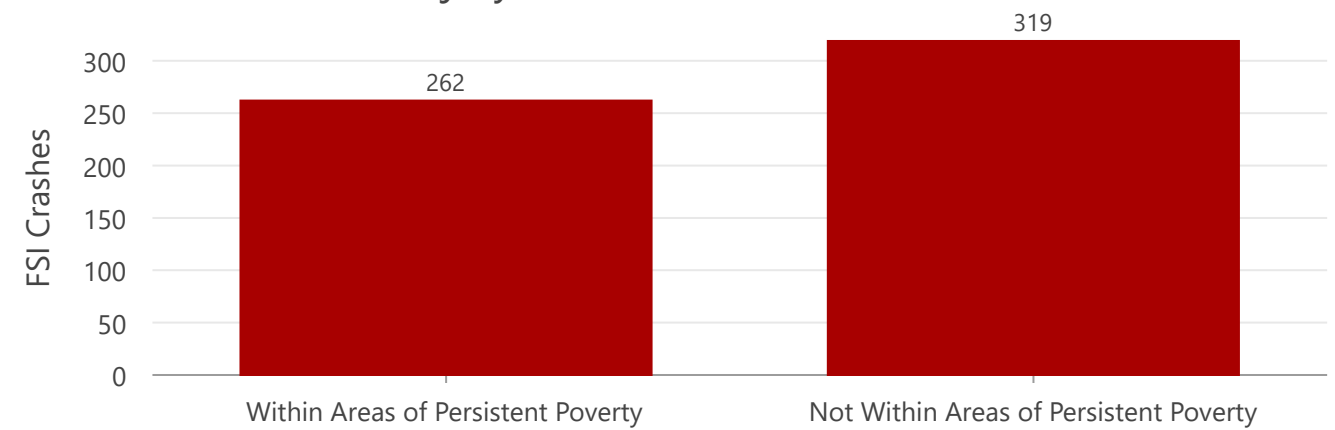


Figure 14

Areas of Persistent Poverty and High Injury Network (HIN) Corridors

Data Source: 2025 ACS 5-Year Estimates, Table S1701
Data Source: WSDOT Crash Data 2021-2025

Countermeasure Toolbox

To develop safer roads, planners and engineers rely on proven countermeasures to mitigate crashes based on contributing circumstances and roadway context. **FHWA's Safe System Roadway Design Hierarchy** organizes engineering and infrastructure-based countermeasures so practitioners can identify and prioritize treatments during project development:

- Tier 1: Remove severe conflicts
- Tier 2: Reduce vehicle speeds
- Tier 3: Manage conflicts in time
- Tier 4: Increase attentiveness and awareness

The roadway design hierarchy, together with NCHRP Report 1111: *Diagnostic Assessment and Countermeasure Selection: A Toolbox for Traffic Safety Practitioner* was used to develop the Countermeasures Toolbox for use in selecting countermeasures for safety improvement projects (Table 23). The crash modification factors (CMFs) represent the expected change in crash frequency after a countermeasure is installed.

- For example, a countermeasure with a CMF of 0.45 is expected to reduce crashes by 55%, meaning the location would experience 45% of its previous crash total over the same period.

Table 23 Countermeasure Toolbox

ID #	Countermeasure	CMF	Crash Type	Severity
Tier 1 Remove Severe Conflicts				
9157	Convert intersection to roundabout	0.56	All	Injury
11522	Conversion of stop-controlled intersection to mini roundabout	0.63	All	All
209	Conversion of signalized intersection into single- or multi-lane roundabout	0.65	All	All
10737	Install bicycle lanes	0.43	All	All
10741	Install bike lanes with reduced vehicle lane width	0.73	All	All
11246	Install sidewalk	0.59	Veh-Ped	All
175	Add raised median with marked crosswalk	0.54	Veh-Ped	All
176	Add raised median without marked crosswalk	0.61	Veh-Ped	All
2841	Conversion from 4 lanes to 3 lanes	0.53	All	All
9250	Install shared-use pathway	0.75	Veh-Bike	All
2220	Install raised median	0.45	Angle	All
9681	Install safety edge treatment	0.7	Run off road	All
179	Reduce number of driveways	0.75	All	Injury
289	Dedicated right turn lanes	0.74	All	All
269	Dedicated left turn lanes	0.53	All	All
10856	Convert intersection to median U-turn (MUT) intersection	0.68	Angle	All
10762	Convert Diamond Interchange to Diverging Diamond Interchange (DDI)	0.56	All	Injury
11552	Separated/protected bike lanes	0.55	All	All
12100	Protected intersection	0.67	Veh-Ped/Veh-Bike	All
7900	Improve pavement friction at curve	0.76	All	All
Tier 2: Reduce Vehicle Speeds				
79	Changeable speed warning signs	0.59	All	All
587	Corridor-specific traffic calming	0.82	All	Injury
7825	Convert 12-foot lanes to 11-foot lanes	0.76	All	All
**	Install curb extensions	0.89	All	All
132	Speed hump	0.6	All	Injury

ID #	Countermeasure	CMF	Crash Type	Severity
136	Install raised pedestrian crosswalks	0.55	Veh-Ped	All
10660	Speed safety cameras	0.79	All	Injury
2430	Gateway treatments	0.68	All	All
Tier 3: Manage Conflicts in Times				
319	Install traffic signal	0.77	All	All
9021	Install PHB with advanced yield or stop markings	0.43	Veh-Ped	All
9903	Implement leading pedestrian interval	0.81	Veh-Ped	All
9892	Change permissive left-turn phasing to protected only or protected/permissive	0.67	All	All
5244	Pedestrian exclusive phase	0.65	Veh-Ped	All
Tier 4: Increase Attentiveness and Awareness				
7694	Doghouse to FLA for lefts	0.93	All	All
89	Add lane lines on multilane roadway segments	0.82	All	All
11026	Improve street lighting illuminance and uniformity	0.68	All	All
2372	Stopbars – increase pavement marking retro-reflectivity	equation	All	All
3258	Install colored bike lanes at signalized intersections	0.61	Veh-Bike	All
4123	High visibility crosswalk markings	0.6	Veh-Ped	All
441	Provide intersection illumination	0.41	Veh-Ped	S, M
6885	Speed feedback sign	0.95	All	All
9017	Install advanced yield or stop markings and signs	0.75	Veh-Ped	All
9024	Install RRFB	0.53	Veh-Ped	All
3092	Install bicycle boulevard	0.37	Veh-Bike	All
136	Install raised pedestrian crosswalks	0.55	Veh-Ped	Injury
2438	Enhanced delineation for horizontal curves	0.84	Run-off road	Injury
1410	Add 3-inch yellow retroreflective sheeting to signal backplates	0.85	All	All
8867	Implement systemic signing and marking improvements at stop-controlled intersections	0.9	All	Injury

*This is not an exhaustive list of all applicable countermeasures. FHWA's Safe System Roadway Design Hierarchy, and NCHRP Report 1111 should be referenced when identifying and prioritizing countermeasures for a specific project or location.

**The CMF Clearinghouse currently lacks a Curb Extension treatment, however a recent 2026 public did develop the reported CMF value. Erick Guerra, Yihong Hu, and Ariel Ben-Amos, "The Effects of Curb Extensions on Traffic Crashes and Injuries," *Transportation Research Record*, OnlineFirst, 2026, <https://doi.org/10.1177/03611981261425971>.

BRIEFING PAPER: Emergency Streets Pilot Program
City of Spokane
Transportation Commission
9/17/2026

Subject:

Update on the Emergency Streets Pilot Program.

Background:

The City of Spokane was awarded funding in April 2026 to implement the Emergency Streets Pilot Program. This program is a new initiative that brings temporary traffic-calming measures to the site of a fatal traffic crash within 48–72 hours. Residents and visitors will see highly visible treatments such as cones, speed feedback signs, roadway stenciling, and bright pink signage. The program encourages drivers to slow down while the City monitors traffic speeds and gathers community feedback about the program and traffic safety. These temporary installations (deployments) will remain in place for approximately two weeks as part of the pilot.

Funding sources include the Spokane Regional Health District, the Cooper Jones Active Transportation Safety Council and the Washington Traffic Safety Commission.

Additional information is available at the links below:

[Emergency Streets Blog Post](#)

[Emergency Streets Webpage](#)

[KXLY Media and Interview with Director Jon Snyder on Emergency Streets](#)

Relationship to Plans/Actions:

The program aligns with the Spokane City (2022) Vision Zero and Washington State's Target Zero (2020) goals to eliminate traffic deaths.

Timeline/ Further Action:

The pilot program is funded through June 2027. Staff will provide an update to the Commission in Spring 2027 and at the conclusion of the pilot.

BRIEFING PAPER: TBD Fee Proposal Recommendation Hearing
City of Spokane
Transportation Commission
9/17/2026

Subject:

Transportation Benefit District (TBD) fee increase and funding allocation resolution with recommendations to the TBD Board.

Background:

Upon passage of ordinance C34648 the [Transportation Benefit District Board](#) established a \$20 annual vehicle fee in 2011 that is charged on eligible vehicle registrations in City of Spokane. During its April meeting, the commission requested additional information on expired car tab (vehicle registration) enforcement and compliance. In June, the commission was presented with data on enforcement and vehicle registration trends. In July, staff presented options for how to use a proposed increase in TBD funds to \$40 a year per vehicle instead of the current \$20 a year per vehicle. These options included expanded local access street maintenance, expanded sidewalk infill, expanded crack-sealing and maintenance, paving unpaved streets, and residential street rebuilds.

Staff shared a draft fee increase and funding allocation recommendation resolution with commissioners in August. In this hearing, Commissioners will vote on the recommendation resolution to City Council and the Transportation Benefit District Board.

The resources below provide additional context:

- [Residential Street Rebuild Inventory](#) (Presented to the Transportation Commission 11/15/2025)
- [Transportation Benefit District \(TBD\) Increase Consideration](#) (Presented to the Transportation Commission 6/17/2026)
- [Transportation Benefit District \(TBD\) Increase Considerations: Potential Funding Applications](#) (Presented to the Transportation Commission 7/16/2026)
- [Transportation Benefit District \(TBD\) Fee Recommendation Resolution](#) (Presented to the Transportation Commission 8/20/2026)
- [City of Spokane Transportation Benefit District](#) – Past annual reports and other supporting documentation is available on the City TBD webpage.

Relationship to Plans/Actions:

Per Spokane Municipal Code 04.40.080 (D):

“The Transportation Commission shall make recommendations to the City Council regarding a comprehensive program for the following programs:

- 1. Use of Transportation Benefit District (TBD) program funds;”*

Projects funded by the TBD program may include sidewalk construction and other traffic calming and Complete Streets elements that align with the priorities of the Pedestrian Master Plan, Bicycle Master Plan, Comprehensive Plan, Vision Zero Action Plan to support safe connected multimodal networks for all users.

Timeline/ Further Action:

The City Council, which acts as the Transportation Benefit District Board, will consider the recommendation at a future Public Infrastructure, Environment and Sustainability meeting.

TRANSPORTATION COMMISSION RESOLUTION No. 2026 – 00X

CITY OF SPOKANE TRANSPORTATION COMMISSION

A resolution proposing an increase in the Transportation Benefit District per vehicle (tab) fee and expanded fund use priorities as recommended by the Transportation Commission for approval by the Spokane City Council, the Transportation Benefit District Governing Board.

WHEREAS, on June 24, 2024, the City Council adopted Ordinance C36517, which ordinance established the city's Transportation Commission, whose responsibilities were set forth in Chapter 04.40 of the Spokane Municipal Code; and

WHEREAS, Ordinance C36517 also dissolved the Citizens Transportation Advisory Board (CTAB) and assigned citizen oversight of District funds to the newly created Transportation Commission, which now is charged with making recommendations for local access street and sidewalk construction and maintenance to the City Council; and

WHEREAS, the Transportation Benefit District fee has remained at \$20 without increase since program inception in 2011; and

WHEREAS, the monetary value of \$20 has eroded due to inflation and increased project costs since 2011;

NOW?THEREFORE, BE IT RESOLVED by the Transportation Commission recommends the Transportation Benefit District fee be increased from \$20 to \$40, using those funds generated pursuant to Chapter 8.16 of the Spokane Municipal Code; and

BE IT FURTHER RESOLVED, the Transportation Commission recommends the revenue generated from the \$40 vehicle fee shall only be expended as follows; for improvements to operation, preservation, and maintenance of the City's facilities, functions, activities, as specifically allocated pursuant to the transportation benefit district ordinance. Ten percent (10%) of the fund annually shall be allocated to sidewalk construction and infill. Local access street rebuild projects shall be considered for funding during each annual cycle or as a part of an adopted multi-year maintenance plan.

ADOPTED by the Spokane Transportation Commission by a vote of __Ayes & __Nays on this ____day of _____, 2026.

Grant Shipley, Transportation Commission Chair

BRIEFING PAPER: Spokane Falls Blvd Rebuild Design Recommendation Hearing
City of Spokane
Transportation Commission
9/17/2026

Subject:

Spokane Falls Boulevard Reconstruction is a major utility and street project. The Transportation Commission will consider making a recommendation to the Mayor regarding the project street design.

Background:

The Spokane Falls Boulevard Reconstruction Project will replace aging pavement and underground utilities and seek to incorporate design concepts that improve safety and access for people traveling through and along the corridor—whether driving, walking, biking, taking transit, attending events, or accessing nearby businesses and public facilities. The project will include core improvements focused on safety, function, and the downtown experience. These improvements include traffic calming features to help manage vehicle speeds, upgraded street lighting to improve visibility and comfort, modernized traffic signals to support safer crossings and smoother operations, and a protected bike lane.

The City has engaged in extensive community outreach regarding the Spokane Falls Blvd Reconstruction Project, including two public surveys. The Commission has received presentations on potential designs and community feedback.

[Spokane Falls Blvd Project](#) (Presented 8/20/2026)
[Spokane Falls Boulevard Rebuild](#) (Presented 10/15/2025)

During this hearing, Commission will make a final recommendation to the project team on the traffic reconfiguration concept plan to carry forward into design.

Relationship to Plans/Actions:

This is a high-priority downtown utility and street rebuild project, first identified and prioritized in the City's Comprehensive Plan in 2017.

Timeline/ Further Action:

Any recommendation will be considered by the Mayor. Project Design is anticipated to start in quarter 4 of 2026.

TRANSPORTATION COMMISSION RESOLUTION No. 2026- 00X

CITY OF SPOKANE TRANSPORTATION COMMISSION

**RESOLUTION RECOMMENDING NEW ROADWAY CONFIGURATION AND MAINTAINING
ONE-WAY TRAFFIC ON SPOKANE FALLS BLVD**

A resolution to the Mayor of Spokane recommending a new lane configuration, a conversion to two-way traffic Division to Washington, and investment in accessibility and active transportation infrastructure on Spokane Falls Blvd from Division St to Post St.

WHEREAS, Spokane Falls Blvd – Post to Division is in need of major improvements due to aging underground utilities, poor roadway conditions and inadequate pavement structure requiring replacement as outlined in the Six Year Street Plan (2025-2030); and

WHEREAS, the City is designing the Spokane Falls Blvd – Post to Division, 2018086, utility and transportation project as part of the Six Year Street Plan (2025-2030) currently planned for 2028 construction; and

WHEREAS, the City uses Six Year Street Plan projects to examine current conditions and to look for opportunities to improve safety, enhance connectivity, and ensure all users of the transportation system are accommodated, as outlined in the Comprehensive Plan and related city plans (TR Goal B Provide Transportation Choices; TR Goal D Promote Economic Opportunity) by incorporating better transportation choices for all users while supporting the surrounding development potential;

NOW, THEREFORE --- it is hereby resolved by the Transportation Commission to Recommend to the Mayor of Spokane to design the project to:

1. Prioritize accessibility, efficiency, beautification and active transportation priorities on Spokane Falls Blvd
2. Washington St to Post St
 - a. Stripe the roadway with lanes to 2 westbound travel lanes
 - b. Maintain on-street parking
 - c. Add protected bike facility

3. Division St to Washington St

- a. Stripe the roadway with two westbound travel lanes
- b. Maintain on-street parking
- c. Add protected bike facility

ADOPTED by the Spokane Transportation Commission by a vote of __Ayes & __Nays on this ____day of _____, 2026.

Grant Shipley, Transportation Commission Chair

TRANSPORTATION COMMISSION RESOLUTION No. 2026- 00X

CITY OF SPOKANE TRANSPORTATION COMMISSION

**RESOLUTION RECOMMENDING NEW ROADWAY CONFIGURATION WITH CONVERSION
TO TWO-WAY TRAFFIC ON SPOKANE FALLS BLVD**

A resolution to the Mayor of Spokane recommending a new lane configuration, a conversion to two-way traffic Division to Washington, and investment in accessibility and active transportation infrastructure on Spokane Falls Blvd from Division St to Post St.

WHEREAS, Spokane Falls Blvd – Post to Division is in need of major improvements due to aging underground utilities, poor roadway conditions and inadequate pavement structure requiring replacement as outlined in the Six Year Street Plan (2025-2030); and

WHEREAS, the City is designing the Spokane Falls Blvd – Post to Division, 2018086, utility and transportation project as part of the Six Year Street Plan (2025-2030) currently planned for 2028 construction; and

WHEREAS, the City uses Six Year Street Plan projects to examine current conditions and to look for opportunities to improve safety, enhance connectivity, and ensure all users of the transportation system are accommodated, as outlined in the Comprehensive Plan and related city plans (TR Goal B Provide Transportation Choices; TR Goal D Promote Economic Opportunity) by incorporating better transportation choices for all users while supporting the surrounding development potential;

NOW, THEREFORE --- it is hereby resolved by the Transportation Commission to Recommend to the Mayor of Spokane to design the project to:

1. Prioritize accessibility, efficiency, beautification and active transportation priorities on Spokane Falls Blvd
2. Washington St to Post St
 - a. Stripe the roadway with lanes to 2 westbound travel lanes
 - b. Maintain on-street parking
 - c. Add protected bike facility
3. Division St to Washington St
 - a. Stripe the roadway with two travel lanes
 - b. Convert existing one-way configuration to two-way configuration

- c. Maintain on-street parking
- d. Add protected bike facility

ADOPTED by the Spokane Transportation Commission by a vote of __Ayes & __Nays on this ____day of _____, 2026.

Grant Shipley, Transportation Commission Chair

**Transportation
Commission
Public Comments
Received
8/13/2026 to
9/9/2026**

King, Emily

From: Brian Muegge <brianamuegge@gmail.com>
Sent: Monday, August 17, 2026 10:11 AM
To: BDS Admin
Cc: King, Emily; Transportation Commission
Subject: Re: Transportation Commission Agenda 8/20/2026

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Emily:

Hope you're having a lovely morning.

I signed up to provide public comment at this week's TC meeting, but was unable to select an option outside of the sidewalk projects on the sign up portal. I'd like to provide a brief public comment via Zoom. A more extended version of the comment is below, and I greatly appreciate you sending this along to the TC.

Thanks as always and looking forward to the meeting Thursday,

Brian

Good evening Transportation Commissioners:

My name is Brian Muegge, West Central Neighborhood Resident, and chair of the West Central Neighborhood Council's Traffic Safety Committee.

I want to recognize something the City did well with Cycle 15 Safe Streets Projects. The pilot 311 traffic-safety portal gave residents a clear opportunity to identify problems in their neighborhoods, and City Council then used that public input to help develop the final list of 30 projects being scoped by DOWL. I think that was a meaningful improvement in transparency and public participation.

I did want to express a question to the commission however, as I'm a bit confused and in the dark as to what happens from now, as the DOWL scoping wraps up until the final Cycle 15 project confirmation vote this fall. Once a project moves into scoping with DOWL and City Engineering, it becomes much less clear how residents and neighborhood advocates can provide additional, site-specific information or how we know whether that information is actually being considered.

A good example is the "Ash, Dean to Broadway" project that has made the DOWL project scoping list. Since this draft list was sent to DOWL back in the spring, I've tried to communicate with Engineering about how vehicles use West Dean ave as a cut-through to access this section of Ash, then illegally make a U-turn to access the Maple St Bridge southbound. Movements like this create safety concerns around the school (TEC Bryant on Ash) and the surrounding residential streets, and I want to ensure that the reviewers of this project are aware of this project's connectivity to the West Central Neighborhood and safety impacts. However, I don't know whether that information has reached DOWL, whether it's being evaluated as part of the relevant Cycle 15 project, or whether it's considered outside the scope. Thus far, emails directly asking this question to our engineering department have not been answered.

So my ask, if possible, is that the transparency created through the 311 process continues into DOWL's scoping process, with a clear mechanism for residents and neighborhood advocates to provide corridor-level information and understand how it is being considered. Importantly, that should include looking beyond the precise boundaries of an individual project. Changes to Ash, Broadway, or another major street don't exist in isolation - traffic moves through a network, and clearly drivers from W Dean ave are abusing this N Ash street by crossing a double yellow and endangering road safety immediately adjacent to TEC Bryant.

I'm not asking DOWL or Engineering to adopt every recommendation that comes from an advocate or neighborhood. I'm asking for a process where relevant local knowledge can reach the people doing the scoping, where broader corridor impacts are considered, and where there is some transparency about how that information informs the final recommendation.

Could the Transportation Commission ask staff to explain how that feedback loop will work during Cycle 15 scoping and ensure there is an opportunity for meaningful public input before those scopes are finalized?

The 311 pilot created a strong public-facing beginning to Cycle 15. I'd like to see the City carry that same transparency through the next stage.

Thanks,

Brian

Brian Antonio Muegge (Pronounced "MEG-e")
Gonzaga University 16' - Go Zags!
Cell: 509-508-1563

On Fri, Aug 14, 2026 at 7:21 AM BDS Admin <erabdsadmin@spokanecity.org> wrote:

Good morning,

The next Transportation Commission meeting will be held Thursday, August 20th, 2026. The meeting will be held in hybrid format. You can join the meeting online using the link in the agenda packet, or in-person in the City Council Chambers, City Hall Lower Level, 808 W Spokane Falls Blvd, Spokane, WA. The meeting will begin at its regular time, 4:00 pm. The agenda, virtual links, and supporting materials can be found on the [Transportation Commission webpage](#).

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 267 627 097 893 8

Passcode: TP3uJ75Z

Join on a video conferencing device

Tenant key: cityofspokane@m.webex.com

Video ID: 115 812 799 0

[More info](#)

Thank you,



Emily King | Office Clerk Specialist | Planning & Economic Development

Direct 509.625.6043 | Main line 509.625.6500 | eking@spokanecity.org | my.spokanecity.org



Emails and attachments sent to or from the City, including personal information, are presumptively public records that are subject to disclosure. - Chapter 42.56 RCW

From: Jennifer Lange Schneider <j.langeschneider@gmail.com>
Sent: Monday, September 7, 2026 8:42 PM
To: Transportation Commission; Kimbrell, Tyler
Subject: A Bicycle Commuter's Request: Please Consider a Low-Stress Bike Route East of Division/Ruby
Attachments: Bike Route 4.png; Bike Route 3.png; Bike Route 5.png; Bike Route 1.png; Bike Route 2.png

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Members of the Spokane Transportation Commission,

I am writing as a Spokane resident and regular bicycle commuter to ask that you reconsider how bicycle infrastructure is being planned in conjunction with the Division Street Bus Rapid Transit project.

I commute by bicycle from the South Hill to work near Ruby Street and Indiana Avenue whenever weather permits. I am very familiar with the streets and trails in this part of Spokane, and I have deliberately developed a route that avoids Division and Ruby because I do not feel comfortable bicycling alongside the volume and speed of traffic on those streets.

My current route is:

Rockwood Boulevard → Sherman Street/11th/Sherman Street → the Sherman Street pedestrian/bicycle bridge → through the WSU campus → the Centennial Trail/over the river → Gonzaga's campus bicycle paths → Judt Art Museum/Myrtle Woldson Performing Arts Center (I cross the lawn here because there is no good connector path) → North Lidgerwood Street or North Astor Street → Indiana Avenue (see attached maps)

What I find particularly valuable about this route is that it is a genuinely low-stress bicycle route. Lidgerwood and Astor are relatively comfortable to ride (although parts could use some renewed paving), and the pedestrian refuge islands/center medians at busy crossings such as Mission Avenue make an enormous difference. Instead of having to cross four lanes of traffic at once, a cyclist can cross one direction of traffic, wait safely in the refuge, and then cross the other half when there is a safe opportunity.

My experience commuting to work has made me question the assumption that the best place for Spokane's major bicycle route through this area is immediately alongside Division and Ruby.

I understand the rationale for putting high-frequency BRT on a major north-south corridor. I also support making it easier and safer for people to bicycle in Spokane. But I believe we should distinguish between a bicycle lane that exists on paper and a bicycle route that ordinary people will actually choose to use. I would never choose to ride a bicycle on Division or Ruby (even with a bike lane) if I had a reasonable alternative. I just don't want to be around all those cars. And I suspect I am not alone.

Instead, I would strongly encourage the City and STA to investigate whether a connected, low-stress bicycle corridor could be developed east of Division/Ruby, using streets such as Lidgerwood or Astor and improving the connections between the existing trails, Gonzaga's campus, the surrounding neighborhoods, and Indiana Avenue.

Rather than asking Division/Ruby to simultaneously serve as a high-volume automobile corridor, a BRT corridor, and a comfortable bicycle corridor, perhaps Spokane could create a better multimodal network by giving each mode an appropriate route. I would also like to ask the Commission to consider a somewhat more fundamental question about the proposed northbound BRT route:

Why does northbound BRT necessarily need to remain on Ruby Street?

As a regular bicycle commuter who uses both Lidgerwood and Astor, I wonder whether the City and STA have evaluated a three-street configuration in this area: northbound BRT on Lidgerwood, a bicycle-priority route on Astor, and general traffic remaining on Ruby.

I recognize that there may be significant engineering, traffic, access, or right-of-way issues that would make such a configuration impractical. I am not suggesting that I know the answer. I am asking whether the question has been seriously studied.

Ruby is currently carrying northbound traffic, but the fact that buses use Ruby today does not necessarily mean that Ruby is the best long-term street for BRT. The Division Street BRT project has already considered and modified several different configurations during its planning process, so I believe it is reasonable to ask whether other parallel streets were evaluated as well.

A configuration that separates the three modes could potentially address several concerns simultaneously:

- Ruby could retain more of its existing general-purpose vehicle capacity;
- Lidgerwood could provide a dedicated or priority northbound transit route;
- Astor could become a genuinely low-stress north-south bicycle route; and
- cyclists could be connected to BRT stations and the existing Centennial Trail/Gonzaga bicycle network through short, protected connections rather than being required to bicycle alongside high-volume traffic on Ruby or Division.

Could the Commission please evaluate this concept alongside the current proposal? As a person who actually bicycles this corridor, I can tell you that I would choose an Astor/Lidgerwood-type route over Ruby or Division without hesitation. I believe there is an opportunity here to design a transportation network around the way people actually experience these streets, rather than simply assigning every mode to the existing major arterials.

- Has the City evaluated a bicycle-priority corridor east of Division/Ruby, rather than placing the primary bicycle facility directly on those busy streets?

- Has the City evaluated the existing Lidgerwood/Astor route as a potential component of such a corridor?
- Could additional pedestrian refuge islands or other traffic-calming/crossing treatments make this existing low-stress network even safer and more useful?
- Could the City coordinate the bicycle network with the BRT project so that cyclists can comfortably reach BRT stations without having to ride along Division or Ruby?

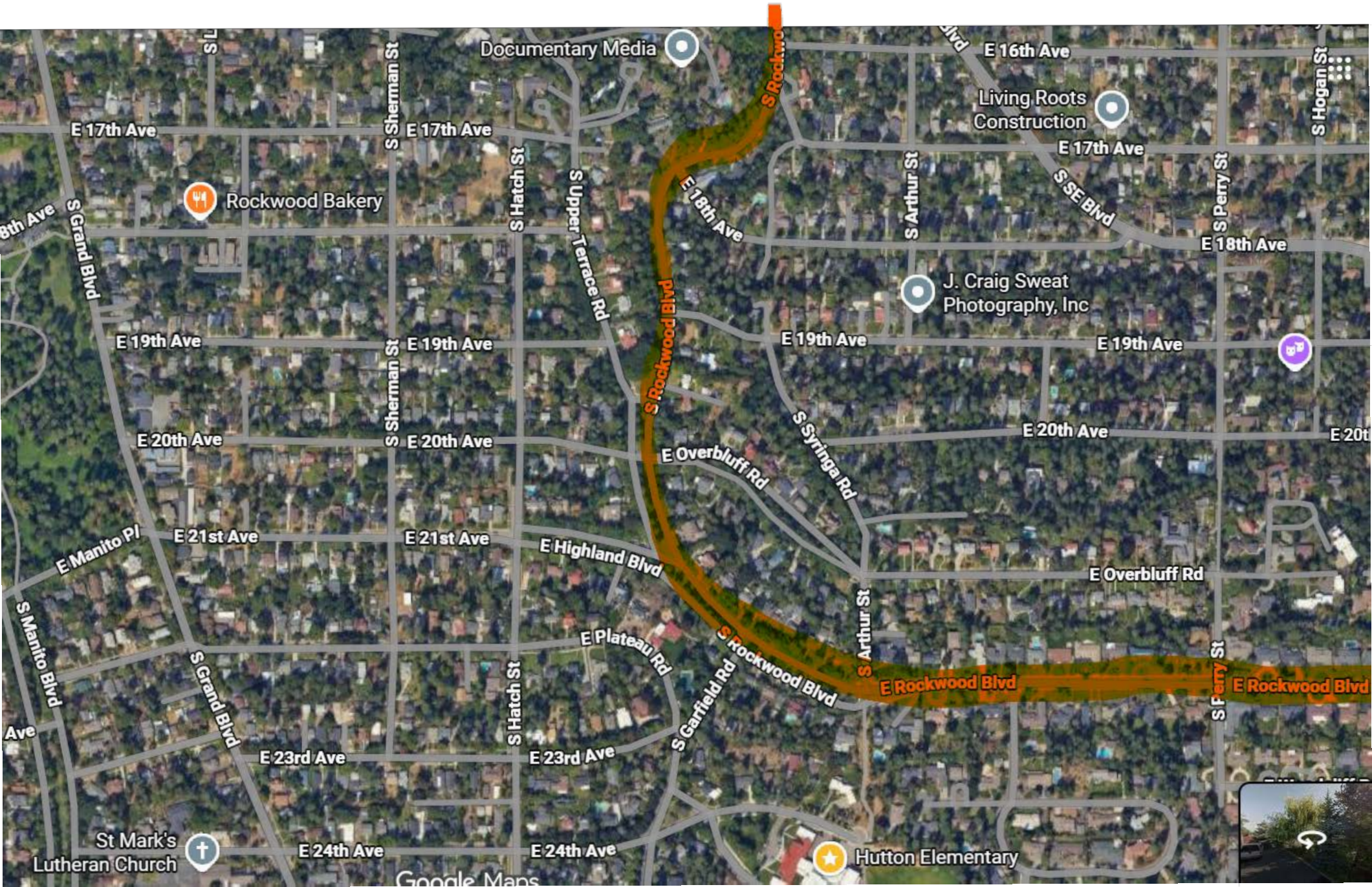
As someone who actually uses a bicycle for transportation, I want Spokane to invest in infrastructure that will make more people willing to do the same. Adding a bike lane on a very busy arterial does not create a route that feels safe or attractive to the people we are hoping to encourage to ride.

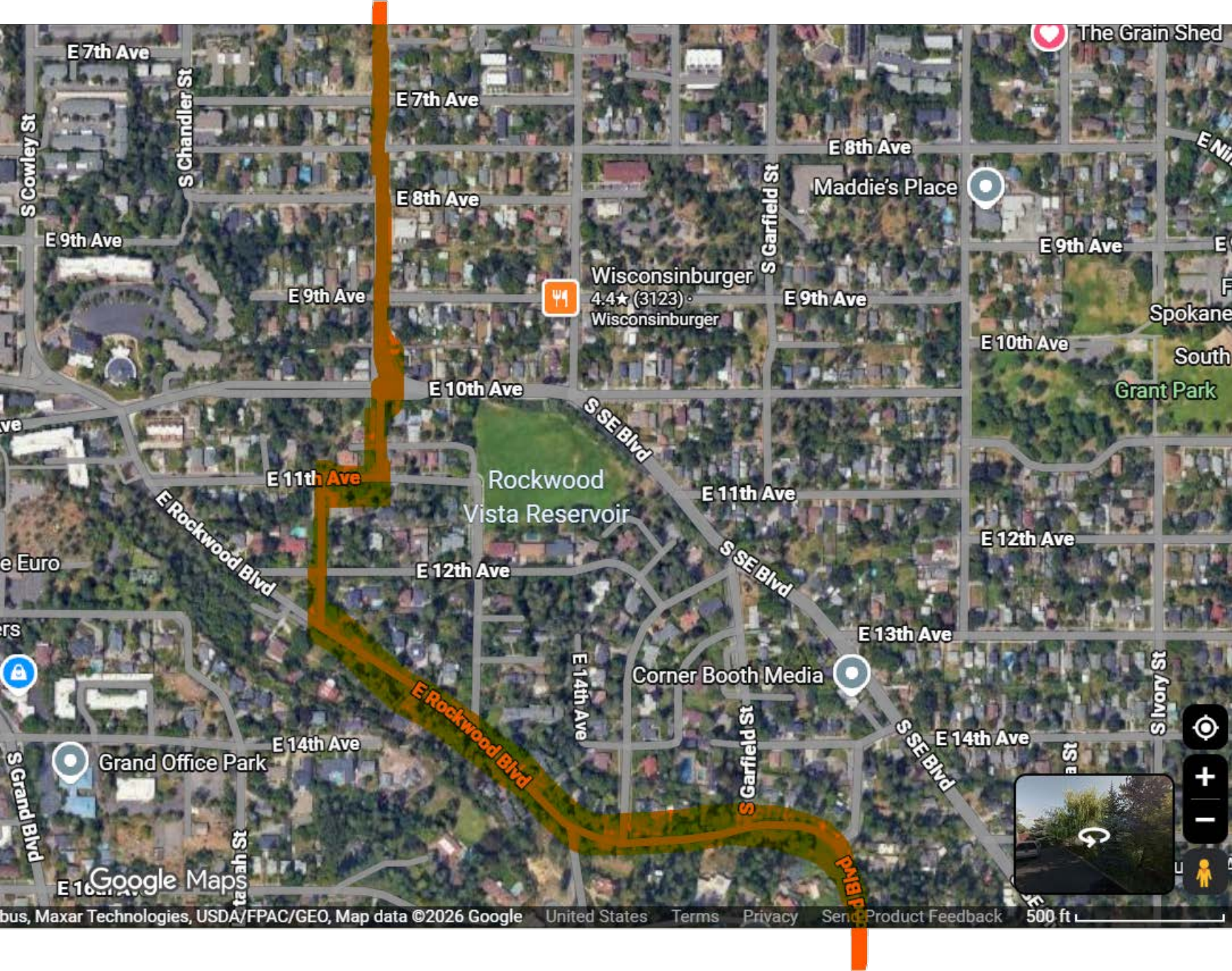
Thank you for all the work you are doing on Spokane's transportation network.

Sincerely,

Jennifer Lange Schneider

(509) 304-8664





The Grain Shed

E 7th Ave

S Cowley St

S Chandler St

E 7th Ave

E 8th Ave

E 9th Ave

E 10th Ave

E 11th Ave

E 12th Ave

E 14th Ave

E 7th Ave

E 7th Ave

E 8th Ave

E 9th Ave

E 10th Ave

E 11th Ave

E 12th Ave

E 14th Ave

E 8th Ave

Maddie's Place

E 9th Ave

E 10th Ave

E 12th Ave

E 13th Ave

E 14th Ave

Wisconsinburger
4.4★ (3123) ·
Wisconsinburger



Rockwood
Vista Reservoir

E 11th Ave

Corner Booth Media



S SE Blvd

S Garfield St

S SE Blvd

Spokane

South

Grant Park

S Grand St

ve

e Euro

rs

S Grand Blvd

Google Maps

bus, Maxar Technologies, USDA/FPAC/GEO, Map data ©2026 Google

United States

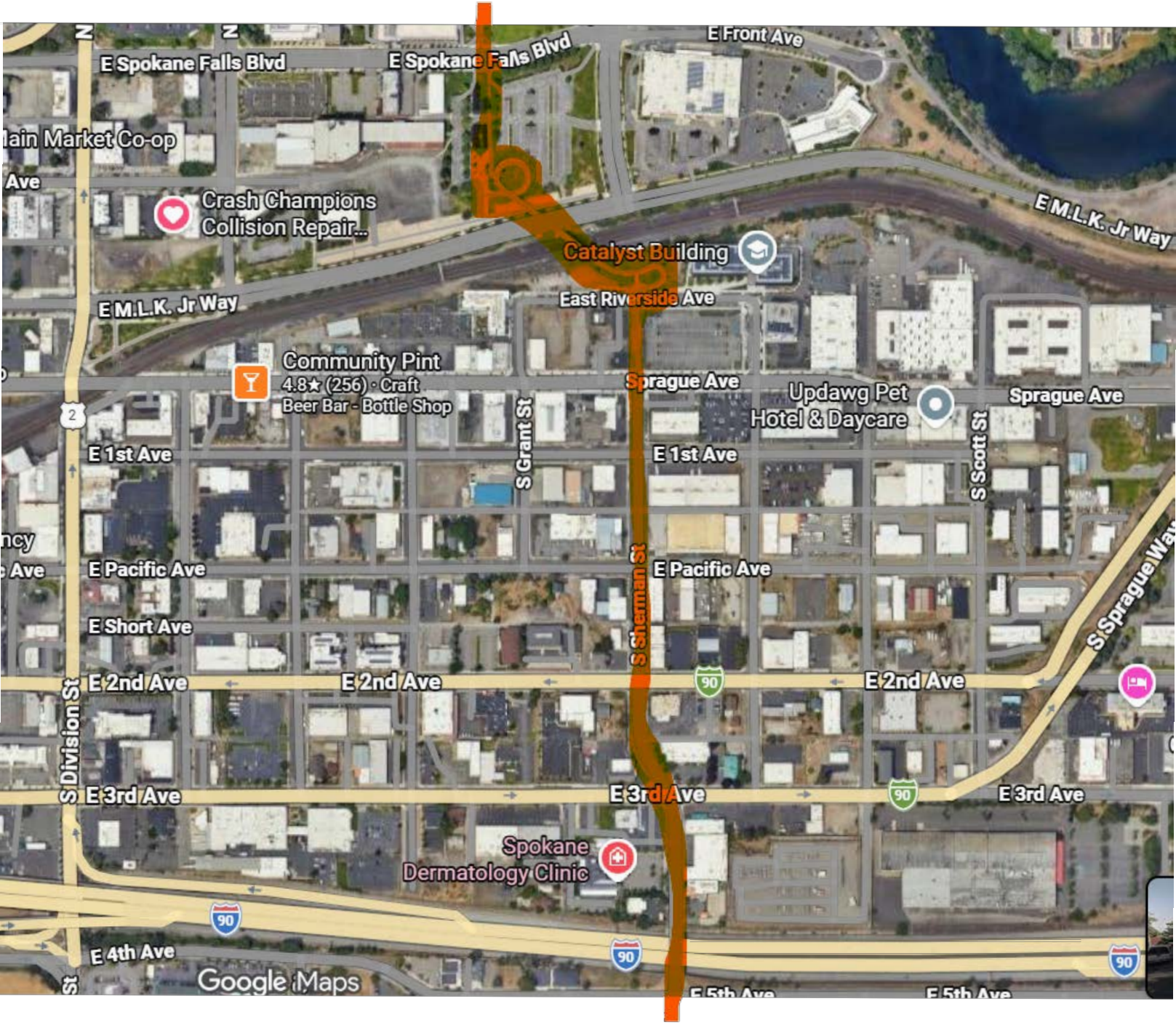
Terms

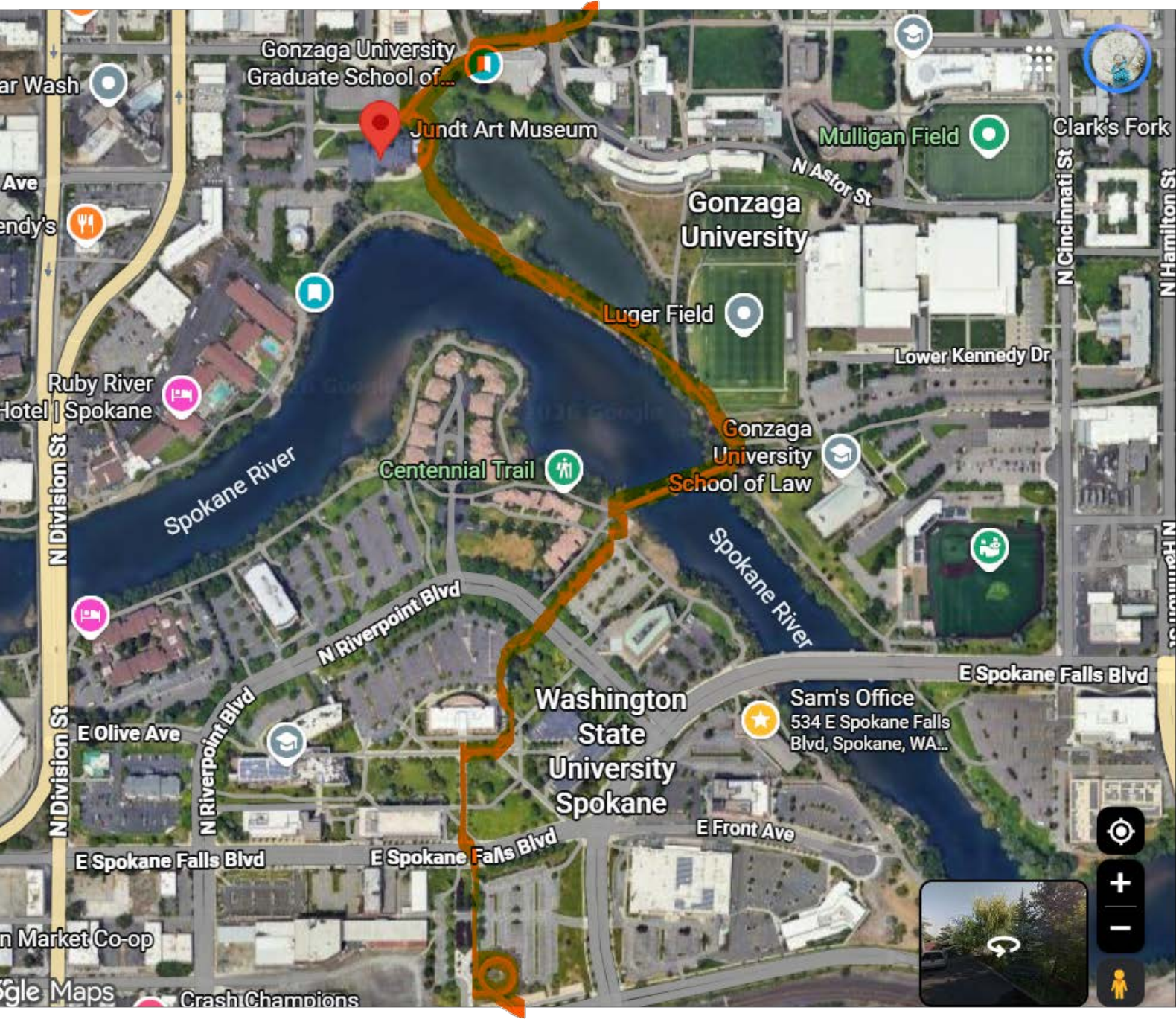
Privacy

Send Product Feedback

500 ft







Gonzaga University
Graduate School of...

Jundt Art Museum

Mulligan Field

Clark's Fork

Gonzaga
University

Luger Field

Lower Kennedy Dr

Ruby River
Hotel | Spokane

Centennial Trail

Gonzaga
University
School of Law

Spokane River

Spokane River

N Riverpoint Blvd

Washington
State
University
Spokane

E Spokane Falls Blvd

Sam's Office
534 E Spokane Falls
Blvd, Spokane, WA...

E Front Ave

E Olive Ave

E Spokane Falls Blvd

E Spokane Falls Blvd

n Market Co-op

gle Maps

Crash Champions

