

Appendix E - SS4A List of Possible Projects

Total \$8,816,000

<https://data-srtc.hub.arcgis.com/apps/faf7c>

Ranking Criteria

Project Type	Project Name/Location	Ped-Bike Crash History	Crossing Width	Illumination	# of lanes	Transit Route with Nearby Stop	Ped Generators?	Identified in Prior Planning Work?	Importance of crossing	% of Disabled Residents?	Total Score										
		weight	1	weight	1	weight	1	weight	1	weight	1	weight	1	weight	1	weight	1	weight	1		
<i>Systemic - Signalized Intersection Treatments (LPI, APS, ADA ramps)</i>																					
	MLK/Pine	-	0	71'-80'	4	sig - all corners	1	2+TWLTL	1.5	B - 1 route	1	U-District	4	-	0	-	0	24-40%	5	16.5	
	Mission/Napa	1 minor injury	1.5	51'-60'	2.5	sig - all corners	1	4 travel lanes	3	BRT/Cityline	4	Neighborhood Center	3	-	0	isolated 1/4+ mi	1	18-24%	4	20	
	Division/Sharp (overlap with bike lane pr	1 possible injury	0.5	61'-70'	3	sig - all corners	1	4+TWLTL	2.5	F	3	Mixed-use edge of downtown	3	-	0	-	0	12-18%	3	16	
	Boone/Howard	1 minor injury	1.5	51'-60'	2.5	sig - all corners	1	4+TWLTL	2.5	F	3	na, Podium, Stadium, Courtho	4	-	0	most direct route	1	24-40%	5	20.5	
	Monroe/Boone	rious + minor/poss	3	51'-60'	2.5	sig - all corners	1	5 travel lanes	4	F	3	Mixed-use edge of downtown	3	-	0	-	0	24-40%	5	21.5	
	Washington/Maxwell	1 possible injury	0.5	61'-70'	3	sig - all corners	1	5 travel lanes	4	F	3	K-12 School	4	-	0	-	0	24-40%	5	20.5	
	Main/Browne	1 fatal	4.5	51'-60'	2.5	sig - all corners	1	4 travel lanes	3	BRT/Cityline	4	Downtown core	5	-	0	-	0	24-40%	5	25	
	2nd/Browne	rious + minor/poss	3	41'-50'	2	sig - all corners	1	4 travel lanes	3	B - 2+ routes	2	Downtown core	5	-	0	-	0	24-40%	5	21	
	4th/Stevens	-	0	41'-50'	2	sig - 2-3 corners	2	4 travel lanes	3	F	3	K-12 School	4	-	0	-	0	18-24%	4	18	
	4th/Washington	1 possible injury	0.5	41'-50'	2	sig - 1 corner	3	4 travel lanes	3	F	3	K-12 School	4	-	0	-	0	18-24%	4	19.5	
	Main/Stevens	-	0	51'-60'	2.5	sig - all corners	1	4 travel lanes	3	Plaza	5	Downtown core	5	-	0	-	0	24-40%	5	21.5	
<i>Systemic - Unsignalized Intersection Treatments</i>																					
	4th/Cowley	1 minor injury	1.5	41'-50'	2	unsig - 1 corner	3	3 travel lanes	2	B - 1 route	1	Medical	4	-	0	-	0	18-24%	4	17.5	
	5th/Monroe	rious + minor/poss	3	<30'	0	unsig - 2-3 corners	2	2 travel lanes	1	B - 1 route	1	Medical	4	-	0	ested by multiple p:	2	18-24%	4	17	
	Sunset/Cannon	fatal+ others	5	51'-60'	2.5	i-standard mid-block crossv	4	4 travel lanes	3	BRT/Cityline	4	mixed-use edge of downtown	3	-	0	olated by RR, highw	1	18-24%	4	26.5	
	4th/Lincoln	1 fatal	4.5	31'-40'	1	unsig - 2-3 corners	2	2 travel lanes	1	B - 1 route	1	Medical	4	-	0	requested by multiple p:	2	18-24%	4	19.5	
	Howard/Sinto	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	F	3	Mixed-use edge of downtown	3	-	0	-	0	24-40%	5	17	
	Monroe/Spofford	1 minor injury	1.5	41'-50'	2	unsig - 1 corner	3	4+TWLTL	2.5	F	3	Mixed-use edge of downtown	3	-	0	-	0	18-40%	4.5	19.5	
	Summit/College	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	F	3	mid-level residential	2	-	0	-	0	18-24%	4	14	
	Boone/Adams	-	0	51'-60'	2.5	unsig - 2-3 corners	2	4 travel lanes	3	B - 2+ routes	2	Mixed-use edge of downtown	3	-	0	most direct route	1	18-40%	4.5	18	
	Howard / Parkade Plaza-alley midblock	-	0	41'-50'	2	i-standard mid-block crossv	4	2 travel lanes	1	Plaza	5	Downtown core	5	Downtown Plan	2	-	0	24-40%	5	24	
	5th/Jefferson	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	B - 1 route	1	Mixed-use edge of downtown	3	-	0	-	0	6-12%	2	11	
	4th/Ash	-	0	31'-40'	1	unsig - 1 corner	3	2 travel lanes	1	B - 2+ routes	2	West Downtown	4	-	0	-	0	18-24%	4	15	
	Mallon/Adams	-	0	41'-50'	2	unsig - 1 corner	3	2 travel lanes	1	F	3	na, Podium, Stadium, Courtho	4	-	0	-	0	24-40%	5	18	
	1st/Madison (overlap with bike lane proj	-	0	51'-60'	2.5	unsig - all corners	1	3 travel lanes	2	BRT/Cityline	4	West Downtown	4	-	0	-	0	24-40%	5	18.5	
	Spokane Falls Blvd/ Riverpoint-Ben Burr	-	0	71'-80'	4	i-standard mid-block crossv	4	2+TWLTL	1.5	BRT/Cityline	4	Regional Trails	4	Bike Plan	1	regional trail	2	24-40%	5	25.5	

**Look-up Tables**

Ped-Bike Crash History	Crossing Width (curb to curb)	Lighting	# of lanes	Transit Route with Nearby Stop	Ped Generators?	Identified in Prior Planning Work?	Importance of crossing	% of Disabled Residents?									
no injury/PDO	0	<30'	0	sig - all corners	1	1 lane	0	B - 1 route	1	Low-density residential	1	-	0	-	0	0-6%	1
1 possible injury	0.5	31'-40'	1	unsig - all corners	1	2 travel lanes	1	B - 2+ routes	2	mid-level residential	2	Bike Plan	1	most direct route	1	6-12%	2
2+possible injury	1	41'-50'	2	standard mid-block	1	2+TWLTL	1.5	F	3	mixed-use edge of downtown	3	Downtown Plan	2	isolated 1/4+ mi	1	12-18%	3
1 minor injury	1.5	51'-60'	2.5	unsig - 2-3 corners	2	3 travel lanes	2	BRT/Cityline	4	Neighborhood center	3	27x27	1	isolated by topography	1	18-24%	4
2+ minor injuries	2	61'-70'	3	sig - 2-3 corners	2	4+TWLTL	2.5	Plaza	5	Park access	3			isolated by RR, highway	1	18-40%	4.5
1 serious injury	2.5	71'-80'	4	sig - 1 corner	3	4 travel lanes	3			K-12 School	4			regional trail	2	24-40%	5
1 serious + minor/possible	3	81'-90'	5	unsig - 1 corner	3	5 travel lanes	4			Medical	4			requested by multiple parti	2		
2+ serious	3.5			non-standard mid-block crossw	4	6+ lanes	5			West Downtown	4						
2+ serious + others	4			dark mid-block crosswalk	5					Arena, Podium, Stadium, Courthous	4						
1 fatal	4.5									U-District	4						
fatal+ others	5									Gonzaga District	4						
-	0									Regional Trails	4						
										Downtown core	5						

**Changes made since Transportation Commission meeting on 1/15/25.**

- expanded scoring options for crash history and ability to change the weight of the category (could be doubled?)
- added more options for # of lanes to account for TWLTL's providing a refuge for crossing peds/bikes
- added more ped generators to the list
- added "Importance of Crossing" to account for distance to alternative crossing, large block length, identification of really problematic locations

**Items for Discussion on 2/19/25**

- should all categories have equal weight?
- does the new "Importance of Crossing" make sense?