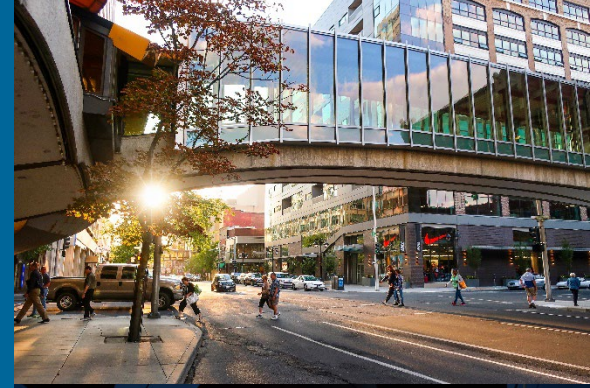




Presented to:
Transportation Commission
August 20, 2026

Cycle 15 Safe Streets For All Traffic Calming Candidate Projects Analysis

Nicole White, Program Coordinator





Cycle 15 Timeline

August – Matrix Analysis workshop presented to Transportation Commission (TC)

September – Candidate projects and analysis for Cycle 15 funding presented to TC

October – Narrowed list presented to TC based on September TC feedback, and Council and staff input.

November – TC makes final recommendation to Council.

December – Council votes on Cycle 15 projects and budget



Candidate Projects for Funding

- Sources: Network, 311 Community Submittals, 2022 DOWL projects
- 30 projects selected for scoping and design by DOWL Summer 2026
- 17 candidate projects identified in Spring 2026 – Already scoped

Matrix Analysis

Safety

Spokane High
Injury Network
(NEW)

Equity

Washington
Environmental
Health
Disparities
Index
(Updated)

Connectivity

Active
Transportation
Priorities

Safety – Vision Zero Crash Analysis (NEW)

High Injury Network (HIN) – Fatal & Serious Injury (FSI) Crashes

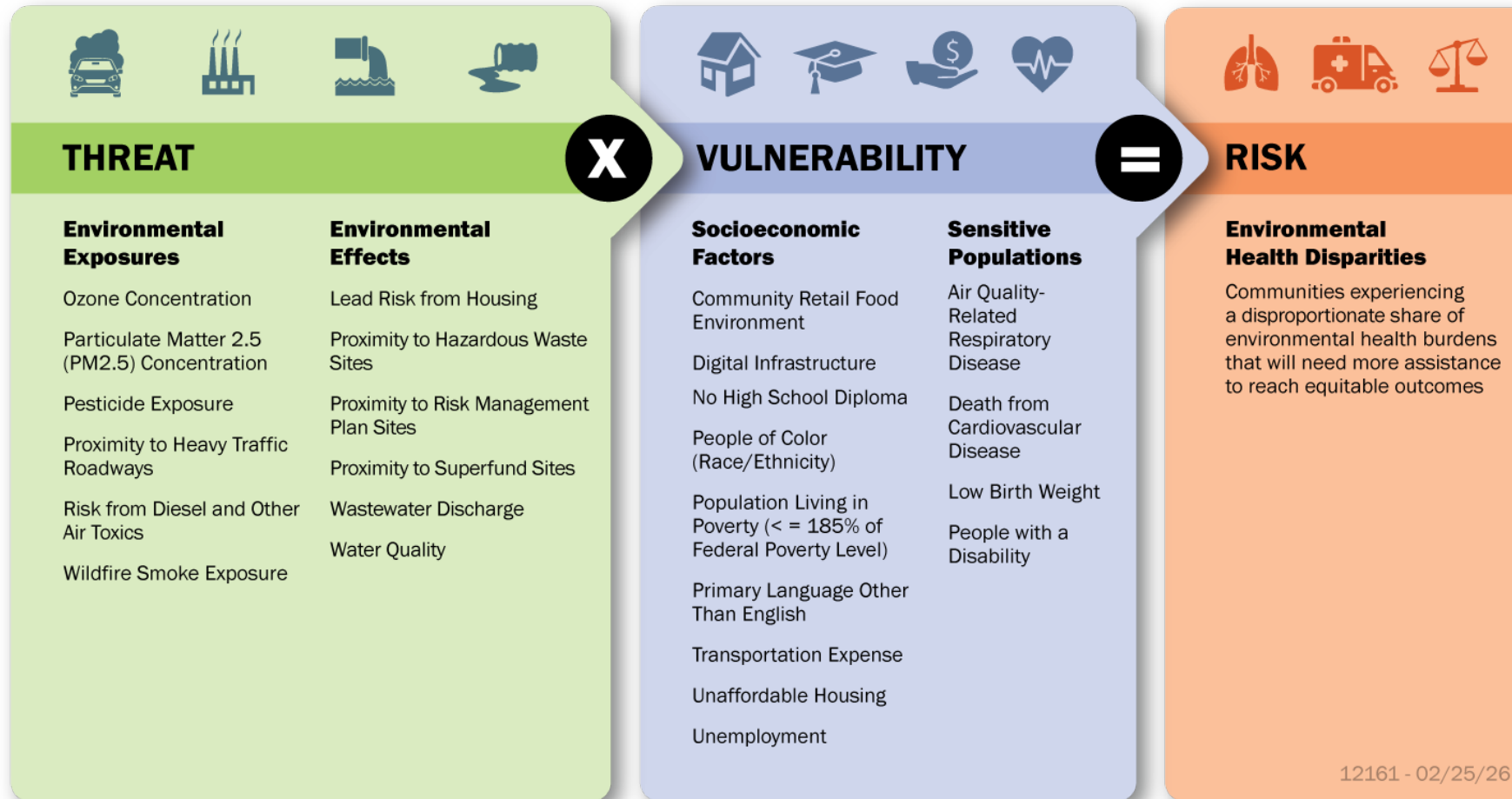
- 2021 - 2025
 - Priority Level 1 HIN – 25% of FSI crashes
 - Priority Level 2 HIN – 45 % of FSI crashes
 - Bicycle HIN – 45% of FSI crashes
 - Pedestrian HIN – 45 % of FSI crashes



PC: Colin Quinn-Hurst

Equity – WA Environmental Health Disparities Index

Threat x Vulnerability = Risk



Pollution, cost of living, and other social conditions don't happen on their own. They combine with the ongoing impacts of racism, colonization, and other injustices to affect community health.



Connectivity – Active Transportation Networks

Pedestrian Generators

Hospitals, Public Schools, Community Centers, Clinics, Homeless Services, Libraries, Grocery Stores / Food Banks, Bus Stops, Long-Term Care Facilities, Parks

Pedestrian Master Plan

High or Highest Priority Pedestrian Zone

Bicycle Priority Network

Priority and Expanded Network Routes

Transit

Current or Planned High Efficiency or Bus Rapid Transit Route



RCW 46.63.220 (13)

(i) The automated traffic safety camera program revenue used by a county or city with a population of 10,000 or more for purposes described in (a)(i) of this subsection must include the use of revenue in census tracts of the city or county that have household incomes in the lowest quartile determined by the most currently available census data and areas that experience rates of injury crashes that are above average for the city or county. Funding contributed from traffic safety program revenue must be, at a minimum, proportionate to the share of the population of the county or city who are residents of these low-income communities and communities experiencing high injury crash rates..."



Questions?

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