



Safe Streets For Spokane 2023 Grant Application

Date: June 29th 2023



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I. Overview

The City of Spokane was established in the late 1800's on the site of a tribal center for fishing and trade. As several railroads established hubs in Spokane the City grew to a population center of 150,000 people by 1917. The older part of the City was platted on a walkable grid oriented towards railroad and streetcar travel. But with the automobile age many of the streets were widened to accommodate traffic to and from the suburbs, while buildings in the downtown were bulldozed for surface parking lots.

Spokane's leadership is working on several initiatives to rebuild a dense and vibrant city center with more housing. A safe, multimodal, and accessible transportation system is essential to that vision. The Vision Zero Action Plan shows that safety needs are the greatest for the vulnerable cyclists and pedestrians especially in the core of the city where underserved populations and residents experiencing homelessness are concentrated.



Image 1: Main Street commercial district in the east part of Downtown.

Our Safe Streets for Spokane proposal focuses on making sure people of all ages and abilities can get around the city core via several safe and convenient modes. In practice, this looks like maintaining vehicle access throughout most of the area, while also striving to create safe, comfortable spaces for pedestrians and cyclists.

The scope includes Supplemental Planning and community-supported Implementation Projects from our [Vision Zero Action Plan](#), [Spokane Downtown Plan](#), [Pedestrian Master Plan](#), and [Bicycle Master Plan](#).

II. Location

All projects in this application are located within the "Priority Study Area" (Map 1 in Appendix A) which was developed based on the crash analysis from the Vision Zero Action Plan and is discussed in more detail in the next section. The boundary is intended to prioritize safe travel within the downtown area and several adjacent census tracts with similar collision patterns and where citizens are more likely to make trips by walking, biking, or transit. The High-Injury Network for this area can be defined as all the collectors and arterials within the boundary.

The selection of this boundary is supported by The Spokane Downtown Plan which states that *"to bridge barriers like I-90 and the Spokane River, and reduce stress on bicyclists and pedestrians, north-south connections with bicycle facilities should be prioritized to connect downtown with surrounding neighborhoods* (pg. 43)." Projects in this area were selected to address the lack of sidewalks, bike lanes, pathways, and include a mix of systemic intersection projects where the locations will be finalized with [Plan Commission Transportation Subcommittee](#) and [Neighborhood Council](#) input. Systemic intersection

projects will be located on the High-Injury Network, shown in grey on Map 1 in Appendix A. Appendix E includes a detailed list of project locations.

Most of the Priority Study Area is considered underserved by the Climate and Economic Justice Screening Tool. By focusing on these areas, we can target populations that would benefit most from modifications to overbuilt and underutilized roads, safety improvements along high-traffic roads and intersections, and people who are more likely to consider alternative modes of transportation if accessible pedestrian and bicycle infrastructure was implemented.

III. Response to Selection Criteria

Selection Criterion #1 Safety Impact

Description of the Safety Problem

This application is focused on Spokane’s most vulnerable roadway users, pedestrians and cyclists. A review of Spokane’s crash data shows that 39% of all fatal and serious crashes involve either a pedestrian or cyclist. An analysis of locations shows that 85% of the above-described crashes occurs on the city’s arterial street system.

39% of all fatal and serious crashes in the City of Spokane involve a vulnerable user of the transportation system.

The improvement projects are focused on the Priority Study Area, and the arterial streets within that boundary make up the High Injury Network, see Map 1 in Appendix A and the detailed project list in Appendix E. The fatal and serious vulnerable user collisions are shown on Map 2 in Appendix A.

In the Priority Study Area several contributing factors stand out:

- 51% of the collisions were intersection related
- 30% of the collisions involved a vulnerable user at a signalized intersection
- 38% of the collisions occurred on a principal arterial
- 49% of the collisions occurred while dark with streetlights on

Contributing motorist behaviors described in the collision reports:

- 35% excessive/high speed (30+ MPH)
- 18% failure to yield to pedestrians and cyclists
- 21% either inattention or unknown distraction

Contributing non-motorist behaviors described in the collision reports:

- 15% pedestrian crossing at intersection without a signal
- 16% cyclist turning into path of vehicle
- 10% pedestrians were either walking in the roadway or fell/pushed into roadway

Safety Impact

The City’s [Vision Zero Action Plan](#) identifies a long list of countermeasures selected from the Crash Modification Factor Clearinghouse. They were picked because of their high star rating (generally 3 or better) and because they are proven through research to show a reduction in collision factors on arterial streets. The most utilized countermeasures in this proposal are shown in Table1.

Table 1: Proposed Countermeasures from Vision Zero Action Plan

Proposed Countermeasures	<i>Mitigates these Collision Patterns</i>				
	<i>Intersection-Related</i>	<i>Ped at signal</i>	<i>Ped on roadway</i>	<i>Bike collision</i>	<i>Nighttime (dark)</i>
<i>High-Visibility Crosswalk Markings (CMF 0.60)</i> – Replace existing parallel crosswalk markings with these high-visibility piano key style markings to make the crosswalk more noticeable to motorists and reduce turning vehicle-pedestrian collisions.	X	X			X
<i>Install curb extensions (estimated CMF 0.50)</i> – Curb extensions or “bumpouts” are very effective crosswalk treatments as they shorten the crossing distance, make the pedestrians more visible, and can reduce travel speeds by slowing vehicles.	X	X			
<i>Enact Leading Pedestrian Intervals (CMF 0.84)</i> – Add a short “head-start” for pedestrians at signalized intersections. It is proven to reduce turning collisions with vehicles by getting the pedestrians partway across the street before the vehicle traffic signal turns green.		X		X	
<i>Sidewalk Infill (CMF 0.60)</i> – Build either adjacent or separated arterial sidewalk depending on right-of-way and adjacent street conditions.			X		
<i>Shared-use pathway (CMF 0.75)</i> – Shared-use pathways are generally the highest rated facility by our citizens as they are separated and allow use by pedestrians, cyclists and other wheeled vehicles.			X	X	
<i>Install bike lanes with reduced vehicle width (CMF 0.73)</i> – Add dedicated bicycle facilities and reduce the space allocated to motor vehicles. This treatment also reduces pedestrian exposure to multi-lane threat when crossing.			X	X	
<i>Install ADA ramps (CMF n/a)</i> – Non-compliant or non-existent curb ramps are a safety issue particularly for wheelchair users, people with vision impairments, cyclists and pedestrians with strollers, walkers or shopping carts.	X	X			X
<i>Install Accessible Pushbuttons (CMF n/a)</i> – Provide audible and tactile feedback on detection and start of WALK to pedestrians and cyclists.	X	X		X	
<i>Install Illumination (CMF 0.41)</i> – provide illumination at intersections or midblock.	X				X
<i>Rebuild public stairway to code (CMF n/a)</i> – The City has public stairways that connect between neighborhoods and to transit, but they are often too steep, narrow or have substandard railings. Reconstruction of the stairways will include width to allow a bike runnel, standard-size railings and treads, and lighting.			X	X	

Table 2 in the next section summarizes the types of improvement projects and estimated cost. In summary, the City proposes a long list of systemic improvements that will improve safety over a wide geographic area on the High-Injury Network and have safety benefits that persist over time.

Implementation Costs

This application seeks to make the most of low-cost systemic strategies as outlined in Table 2. See Appendix A, Map 1 for locations then Maps 4-6 for conceptual drawings of select bike lane, shared-use pathway and stairway projects. Appendix E includes a list of over 140 candidate intersection locations within the Priority Study Area. Needs for each location, such as updated crosswalk markings, upgraded ADA ramps, accessible push buttons, new signal controllers to run Leading Pedestrian Intervals, and other associated costs are identified.

Examples of arterial intersection treatments:

2nd/Arthur – A 2020 pedestrian vs. vehicle collision resulted in a serious injury. This signalized intersection would be improved with curb extensions, accessible push buttons, high visibility crosswalk markings and possibly leading pedestrian intervals.

Boone/Adams – A 2018 pedestrian vs. vehicle collision resulted in a serious injury. This crosswalk would be improved with overhead lighting and a Rectangular Rapid Flash Beacon System.



Image 2: An accessible push button for signalized crosswalks, a low-cost improvement.

Table 2: Proposed Planning, Projects and Strategies

Location	Improvement	Cost
<i>Supplemental Planning</i>		
Planning	Best Management practices, design standards, standard plans, municipal code revisions, passive data, counters	\$560,000
<i>Implementation Projects and Strategies</i>		
Arterial bike lanes	Remove/reduce travel lane, install buffered or protected bike lane, green intersection markings, some bus stop bypasses	\$3,800,000
Arterial shared-use pathway, arterial sidewalk, or rebuild stairways	Build sidewalk and shared-use pathway where missing. Replace stairway with combination stairs and shared-use pathway where possible.	\$2,000,000
Arterial Unsignalized intersections/Crosswalks	ADA ramps, bumpouts, markings, illumination, RRFB, PHB, raised crosswalk	\$2,800,000
Arterial Signalized intersections	ADA ramps, leading pedestrian intervals, High-vis crosswalk markings, bumpouts, accessible push buttons	\$2,840,000
		\$12M

Selection Criterion #2: Equity, Engagement, and Collaboration

Equity

We are focused on project locations in Underserved Communities (approximately 96% of requested funding for this grant) and those that correspond to vulnerable user fatal and serious injury collisions in the city. A few project sites outside of these Underserved Communities were selected because they form important transportation connections for the target population.

Consistent with our [Vision Zero Action Plan](#), the City is using the Climate and Economic Justice Screening Tool to identify underserved neighborhoods. The data shows that 89% of the Priority Study Area population is underserved. Common characteristics of these tracts include low-income, higher PM2.5 levels, historic under-investment in housing, higher rates of asthma, and shorter life-expectancy.

For other types of equity evaluations, the City uses a Social Equity Mapping Tool¹ created by the Spokane Regional Transportation Council. This tool shows that *in the downtown core (census tract 35), 40% of the population is disabled and up to 66% have no access to a vehicle*. Other tracts in the Priority Study Area show up to 27% disability and 33% without access to a vehicle.

Engagement and Collaboration

City staff plans to continue working with the [Plan Commission Transportation Subcommittee](#) for further engagement during design. This group is a transportation-focused advisory committee with representation from Spokane Public Schools, WSDOT, Spokane Regional Health District, several neighborhood councils, the Bicycle Advisory Board, Spokane Transit Authority, the Spokane Regional Transportation Council and other citizens at large including disability advocates. The Downtown Spokane Partnership will be involved during the design phase of the larger bike lane projects to address business concerns such as parking and loading zone placement.

Spokane has 29 organized [Neighborhood Councils](#), and will work with the representatives from Riverside, West Central, Browne's Addition, Logan, East Central and Lincoln Heights Neighborhood Councils to get feedback on systemic project locations before proceeding to construction.

The City met with Spokane Transit Authority prior to submitting this application and will continue collaboration to ensure improvements align with transit routes (Map 3 in Appendix A) and support riders as best as possible.



Image 3: Priority Study Area resident crossing at Riverside and Howard.

¹ <https://srtc.maps.arcgis.com/apps/MapSeries/index.html?appid=faf7df9112e54c01bb21b681f1bd5d70>

Selection Criterion #3: Effective Practices and Strategies

Safe Systems Approach

The City of Spokane passed a Complete Streets ordinance in 2011², then rewrote its Street Design Standards in 2019, adopting a host of changes that go hand-in-hand with the Safe Systems Approach. Many of these will be incorporated into the improvement projects funded through this grant program.

Safer Roads - Standard bike lanes widths have increased from 5 to 6 feet. Buffered bike lanes are preferred on arterials and the city is experimenting with different types of vertical buffer treatments like plastic delineators, planter boxes and concrete curbs. High-visibility crosswalk treatments, improved lighting, and shortened crossing distances (bumpouts or refuge islands) will increase safety of non-motorized users.

Safer Speeds - Vehicular travel lanes can be narrowed to 10 feet in non-industrial areas resulting in slower travel speeds. Excess travel lanes have been removed through road diet projects throughout the City, reducing the frequency of high-speed passing and multiple-threat crossings for pedestrians.

Safer People - Providing dedicated bike and pedestrian facilities, along with intersection treatments such as Leading Pedestrian Intervals, Accessible Pedestrian Signals and ADA ramps will improve driver behavior towards non-motorized users and provide better feedback to people crossing the street.

The City has adopted a number of ordinances, policies and guidelines to address safety. See Page 2 of the [Vision Zero Action Plan](#) for a full list.

Accessibility

The City's oldest infrastructure is located in the downtown core. While we have made progress in areas like curb ramps, there are additional PROWAG elements that will further enhance the accessibility of the city core and the transit system. This is especially important since many residents with disabilities (40% in the downtown core) choose to live in the project area to better access transit.

We propose to update a number of signalized intersections with accessible pushbuttons to provide both tactile and verbal information. ADA ramp replacements will be included where needed and sidewalk infill to close gaps. The City's ADA Transition Plan³ found that over 1700 arterial intersections were missing at least one curb ramp. Intersections will be evaluated to determine if Leading Pedestrians Intervals are feasible and if so, will be implemented. Small infrastructure improvements can help a less able person to reach fixed-route transit service and experience more freedom and travel time reliability as compared to other services.



Image 4: Dual curb ramps are the standard for new construction in the City's design guidelines.

² <https://my.spokanecity.org/smc/?Section=17H.020.010>

³ <https://static.spokanecity.org/documents/about/spokanecity/accessibility/ada-transition-plans-draft.pdf>

Efficient Transportation System

The projects in this proposal have been selected in part because of their wide-spread, low-cost characteristics and ability to implement without major construction. Several projects will re-purpose existing pavement by removing or reducing vehicular travel lanes and adding in bicycle lanes. Others will improve safety and access to existing infrastructure and services. By focusing on the Priority Study Area we can impact the greatest concentration of people. As a regional employment center, this area accommodates approximately 30,000 people commuting into the City each day. Many of them commute using transit.

The State of Washington has used urban growth boundaries since 1990 to channel growth into areas with adequate infrastructure and limit sprawl. The City recently passed the [Building Opportunity and Choices for All ordinance](#) to allow denser housing in all residentially zoned areas. The densest housing will be focused on corridors with frequent transit. The legislation allows “Middle Housing” like small walk-up apartment buildings and fourplex townhomes to be built in formerly single-family areas. This City is even working on a catalog of pre-approved residential building plans to lower the cost of infill. Adding density without building new streets is the most efficient use of the transportation system.



Image 5: Rendering of “Middle Housing” now allowed in all residential zones.

Ongoing Education and Safety Activities

The City is involved in a variety of outreach and educational activities focused on transportation safety.

- Bike Everywhere is an annual event in May with educational events and group rides.
- The appointed [Bicycle Advisory Board](#) meets monthly to advise City Council and departments on matters relating to bicycling, including review of designs and policies, and outreach activities.
- The Bicycle Advisory Board leads several mobile tours each year to visit planned and new bikeways and road safety infrastructure.
- City staff works with local schools to host bicycle rides, bike safety education, and seek feedback on bicycle and pedestrian plans and infrastructure.
- City staff also participates in and supports the regional [Commute Trip Reduction](#) (CTR) office in holding bicycle safety classes for local employers and provides a booth at their annual Bike Swap and provide updates on plans, studies and infrastructure improvements related to walking and bicycling. Through the Bike Swap, the CTR office has funded the purchase of bicycle fleets, storage, maintenance equipment and helmets for local schools to host bicycle safety education classes and Bike Month activities.
- The Spokane Regional Health District organizes Walking School Bus Programs at several area elementary schools.

Selection Criterion #4: Other DOT Strategic Goals Climate and Sustainability

Many of the projects on the list will improve access for multimodal travel and foster a shift away from single occupant vehicle trips. New bike lanes, sidewalks and enhanced crosswalks will provide safe and comfortable spaces for people travelling through active modes.

The State of Washington has used Growth Management⁴ regulations to direct growth since 1990. The City's land use planning has a focus on increasing the density of the city core to make better use of existing infrastructure and reduce reliance on high-carbon travel modes. Recent measures in support of this include allowing middle housing in locations that previously allowed only single-family homes. Specifically for the downtown, the [City offers incentives to fill in existing surface parking lots](#) with structures and prohibits the removal of buildings for surface parking lots.

The transportation projects in this application will support the use of transit (see Map 3 in Appendix A). The Spokane Transit Authority already has a large transit hub in downtown Spokane, but is starting up the [City Line](#) bus rapid transit service in July 2023. The City Line route will run through the heart of the project area, connecting to two medical schools, Gonzaga University, and Spokane Community College. Most of the projects in this application will be within ½ mile of the route. The transit service and infrastructure projects will have the combined effect of reducing greenhouse gas emissions. In addition, the city is looking to rezone areas around the City Line route through the [South Logan TOD Plan](#)

Spokane Transit Authority is in the planning stages for the [Division Street Bus Rapid Transit](#) route, which will also run through the Priority Study Area by 2029.

Economic Competitiveness

Proposed projects will improve the accessibility of walking and bicycling in downtown Spokane and adjacent underserved neighborhoods, improving the attractiveness of downtown for employees and businesses through safe and affordable multi-modal travel options. By increasing access to jobs and services while mitigating dependence on high-cost single-occupant vehicle travel, these improvements will serve the approximately 210,000 people living within 5 miles of downtown Spokane.

Downtown Spokane is a regional employment center featuring a range of growing industries and local businesses. Public input for the 2021 [Spokane Downtown Plan](#) indicated a desire to continue growing these employment opportunities downtown. In tandem, public feedback demonstrated an increasing desire to improve the quality and safety of facilities for walking and bicycling downtown through protected bike lanes and pedestrian crossing improvements.



Image 6: High frequency transit stop with bicycle lane bypass – two climate friendly improvements.

⁴ <https://mrsc.org/explore-topics/planning/general-planning-and-growth-management/growth-management-act>

These improvements will support the Spokane Transit Authority Plaza in the center of downtown, which hosts the second-most transit boardings in the State of Washington, second only to Montlake Center in downtown Seattle. The projects will improve access to downtown employment from outlying suburban and rural areas adjacent to Spokane linked by the Spokane Transit Authority facilities such as the West Plains Transit Center, and the Hastings, Moran Station and Liberty Lake Park and Rides.

Workforce

The construction jobs provided through this implementation grant will pay prevailing wages in compliance with the Davis-Bacon act and the Washington State laws. The City has an established apprenticeship requirement⁵ for all public works projects over \$600,000, which requires 15% of all craft/trade hours to be performed by apprentices. In addition, the City provides apprenticeship grants to programs targeting minority, women, veterans, and Community Empowerment Zone residents.

The region has experienced significant increases in home prices, with a jump of 60% between 2020 and 2022. This real estate boom has priced out some of the workforce. The City is working to provide more affordable housing near the city core, as evidenced by the recent [Building Opportunity for Housing](#) legislation. Providing the multimodal transportation infrastructure to and from employment is a key element of this effort.

Selection Criterion #5: Supplemental Planning and Demonstration Activities

Proposed supplemental planning activities include developing *Best Management Practices and Design Standards* for the treatment types proposed in the Action Plan and adoption as City of Spokane design standards, and a *Data Resources Upgrade* to improve current travel behavior data for all modes.

The *Best Management Practices and Design Standards* will update the City’s municipal code, Design Standards and Standard Plans, and provide an appendix to the Action Plan to standardize planning, design and construction of pedestrian and bicycle safety projects. Based on FHWA, AASHTO and NACTO guidance, this document will provide adopted standards for protected bike lanes, bike intersection design, bikeway-transit stop integrations, pedestrian crossings, speed management and traffic diversion treatments, shared-use path crossings, and neighborhood greenway intersection treatments.



Image 7: The STA Plaza, in the center of the project area, is the 2nd busiest transit boarding location in the state of Washington. Source- SRTC

City of Spokane ordinances require 15% of craft/trade hours on large public works projects be performed by apprentices.

⁵ Emergency Ordinance C36155 <https://my.spokanecity.org/business/bid-and-design/apprentice-program/>

The *Data Resources Upgrade* enables the purchase of passive data and installation of permanent and temporary pedestrian and bicycle counters to improve the tracking of pre- and post-project trip patterns. This will achieve a “Network Trend Count” program as recommended in the 2022 “Making Bikes Count” report from NACTO. Counters will be installed in locations matching proposed projects within underserved communities, and passive data will track project performance in these communities.

Roadway safety issues that necessitate further Vision Zero Action Plan development, including supplemental planning. While the Action Plan proposes to address the characteristics of the high-injury network through a variety of treatments, the City has not defined standard designs for these treatments. The *Best Management Practices and Design Standards* will address this gap.

Currently, a shortage of robust and detailed multi-modal trip data limits the City of Spokane’s ability to monitor trip patterns and volumes by mode relative to crash locations and characteristics, while limiting tracking of changes in travel behavior following infrastructure improvements. The *Data Resources Upgrade* allows analysis of large citywide datasets through passive data and tracking of location-specific patterns via five new permanent and four mobile pedestrian and bicycle counters, supplementing the existing vehicle count programs and ten current permanent bicycle counters. These supplemental planning activities will inform the Vision Zero Action Plan and support identification of projects and strategies that will:

- Lead to a significant reduction or elimination of roadway fatalities and serious injuries involving various road users. The *Best Management Practices and Design Standards* document will standardize state-of-the-practice design approaches that maximize the reduction or elimination of roadway fatalities and serious injuries for each project. By improving both the quantity and the quality of datasets, the *Data Resources Upgrade* improves identification of impactful project strategies and high-priority locations for future phases.
- Employ low-cost, high-impact strategies that can improve safety over a wider geographical area. The *Best Management Practices and Design Standards* will identify cost-effective design approaches responding to local environmental conditions, funding, and operational capacity. The *Data Resources Upgrade* will track Citywide performance through passive data and by location through individual counters, supporting identification of projects that can achieve the greatest safety improvements for the most users at the lowest cost.
- Involve engaging with a variety of public and private stakeholders. The *Best Management Practices and Design Standards* and *Data Resources Upgrade* will both involve stakeholder committees, advisory boards, neighborhood groups, and organizations, engaging a variety of public and private stakeholders from impacted communities to inform standard design approaches and selection of count locations and strategies.
- Adopt innovative technologies to promote safety and equity. To adopt innovative technologies that promote safety and equity, the *Best Management Practices and Design Standards* document will incorporate current ITS and signal practices for bike intersection design, pedestrian signals, and mid-block pedestrian-bicycle crossings. The *Data Resources Upgrade* will incorporate state-of-the-practice strategies through passive data collection standards and through competitive selection of industry-leading pedestrian and bicycle count technology.

- Be evidence-based or build evidence around what works. The *Best Management Practices and Design Standards* will build on guidance from FHWA based on empirical research and NACTO guidance based on empirical evidence and practical demonstration of recommended design strategies. The *Data Resources Upgrade* will strengthen the City’s ability to quantitatively monitor the performance of infrastructure projects and make evidence-based decisions in future project prioritization and programming.
- Connect to and enhance the publicly available Vision Zero Action Plan. The *Best Management Practices and Design Standards* and *Data Resources Upgrade* supplementary planning activities will be incorporated into the existing Action Plan as publicly available appendices and inform future updates to the Action Plan. The *Best Management Practices and Design Standards* will also be adopted in municipal code, Street Design Standards and associated standard drawings.

IV. Project Readiness

The locations and types of projects in this application were selected in part because they will be simpler to design and construct. With the exception of one pathway project, all of the projects are located within city right-of-way, so no other property acquisition should be needed. These treatments have all been implemented somewhere in Spokane and will not require any exceptions to local, state or federal roadway standards. Coordination will be needed with WSDOT for any work on Division, Ruby, Browne (US 2, US 395) and Trent Avenue (SR 290).

The City of Spokane regularly delivers over \$80M in new public works projects every year.

The City has identified several issues that could impact project delivery, along with strategies to ensure on-time construction.

NEPA - NEPA approval is often an issue on large federally funded projects. The following actions in this proposal meet the criteria for categorical exclusions in the CEQ regulations (40 CFR 1508.4) and do not normally require further review: Installation of signs, pavement markings, traffic signals; landscaping ; bicycle and pedestrian lanes, paths and facilities; and projects that take place entirely within the existing operational right-of-way. Projects will be designed and selected to avoid impacts to vaulted sidewalks in downtown Spokane where disturbance can trigger historical evaluations.

SEPA - The [State of Washington’s Environmental Policy Act](#) in WAC 197-11-800 allows a categorical exemption for minor new construction of street improvements including pavement markings, safety structures, street lighting, signs and signals, addition of bicycle lanes, paths and facilities, and pedestrian walks and paths. All of the projects listed in the application should be categorically exempt from SEPA.

Sub-Projects - The City has prepared a long list of systemic project locations in the event that a particular project is considered unfeasible, or the funding received is less than requested. We can easily adjust our project list.

Utilities – Downtown Spokane has a large web of underground utilities including high voltage power to and from the Spokane Falls and Monroe Street dam powerhouses. City staff works with the

electric, gas and communications providers regularly and does not anticipate any delays resulting from utility coordination.

Supplemental Planning – The City will start this work concurrent with initiating the design phase. That will allow some joint public outreach efforts. The supplemental planning will be complete by the time the first phase of construction goes out to bid.

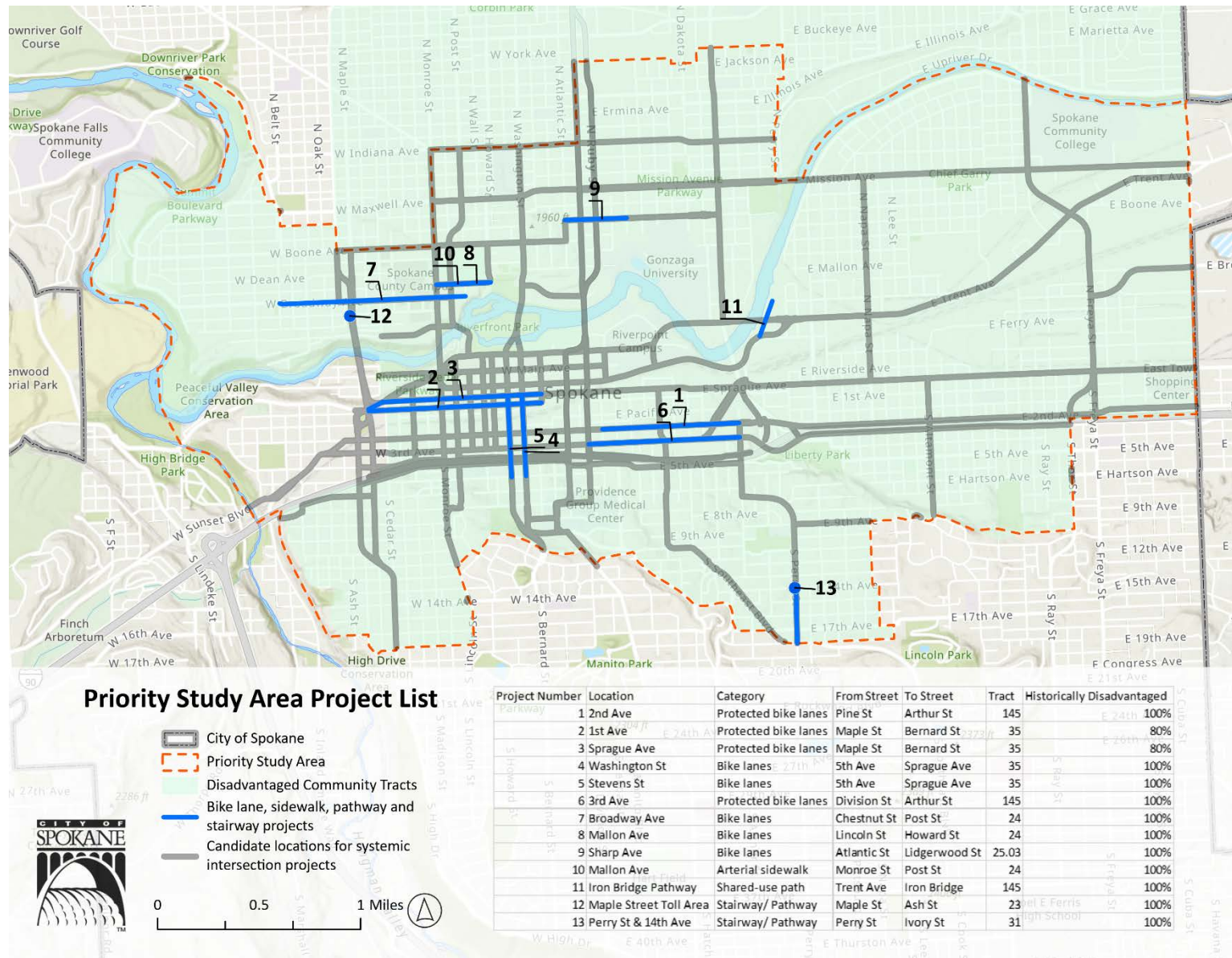
Phased Construction – The City expects to split the work into two construction seasons. This will allow for quick-build type projects to get out the door right away and allow more design time for those that need it.

Table 3: Detailed Activity Schedule

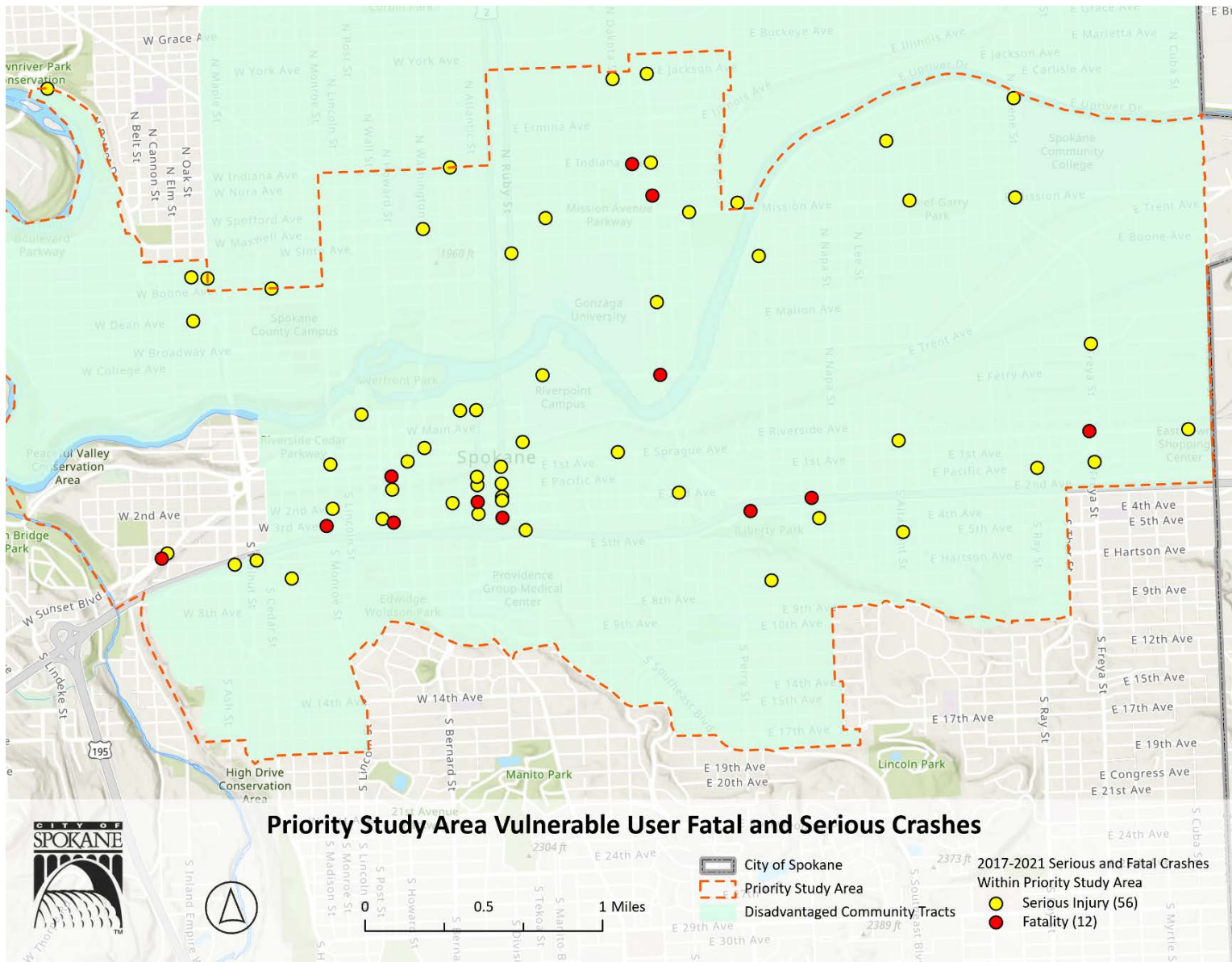
Project Milestone	Date	Notes
Grant application due	July 2023	
Award announcement	Dec 2023	
Add to Washington STIP	March 2024	
Obligate funding, start PE, start Supplemental Planning efforts	May 2024	
Public Involvement	May 2024 – Oct 2026	Public involvement efforts to be ongoing during the design and construction phases.
Final site selection for systemic projects	Nov 2024	
Start Survey	Aug 2024	
Start NEPA and SEPA (WA environmental law)	Jan 2025	Categorical exclusion/exemption
Complete NEPA and SEPA	April 2025	
Complete Supplemental Planning	June 2025	
Complete ROW acquisition	July 2025	Minimal if any
PS&E Completion (two phases)	Sept 2025 Sept 2026	
Bidding (two phases)	Oct 2025 Oct 2026	
Construction start (two seasons)	April 2026	
Construction end	Oct 2027	

Appendix A - Maps

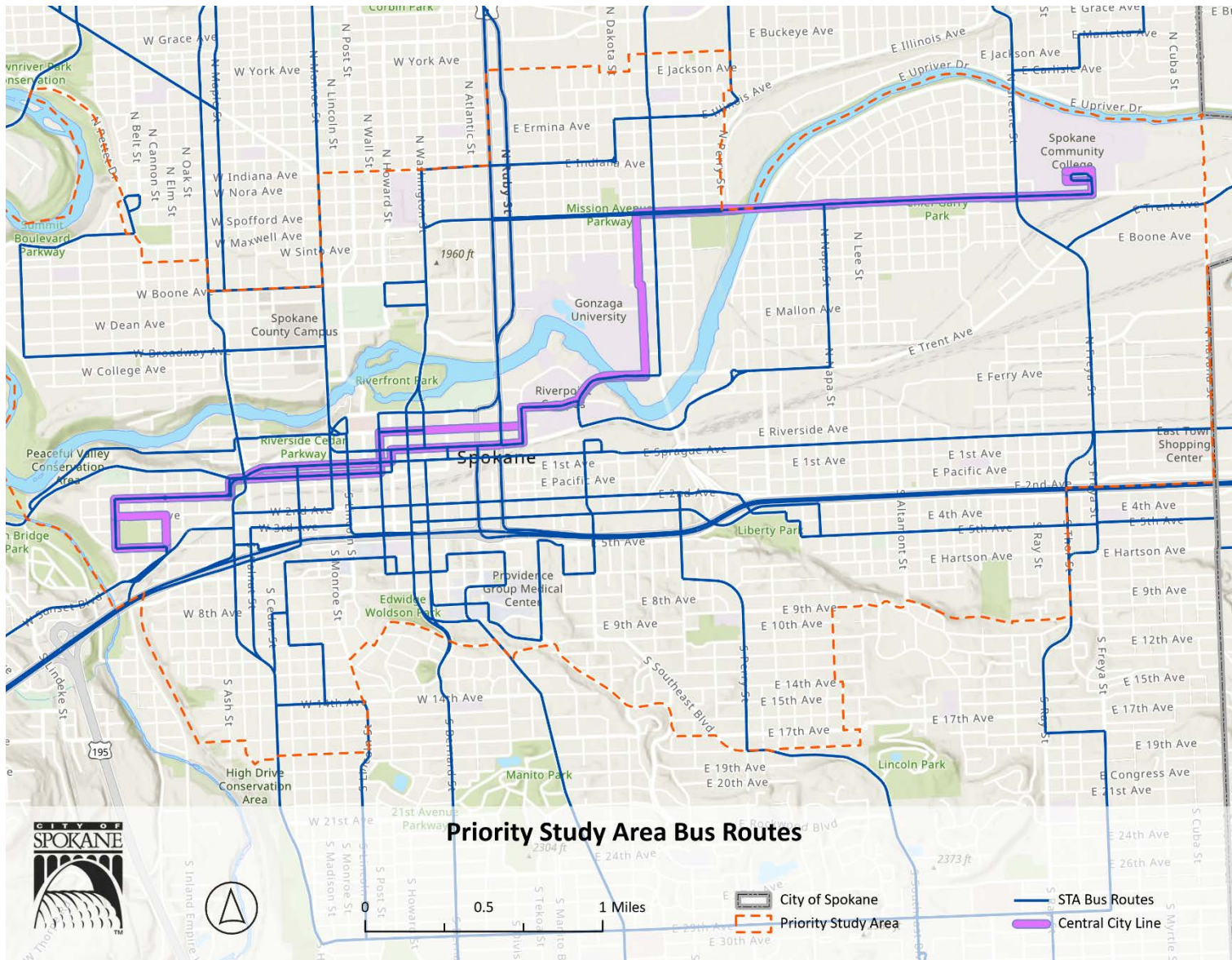
Map 1: Project Locations in Priority Study Area



Map 2: Priority Study Area Vulnerable User Fatal and Serious Crashes

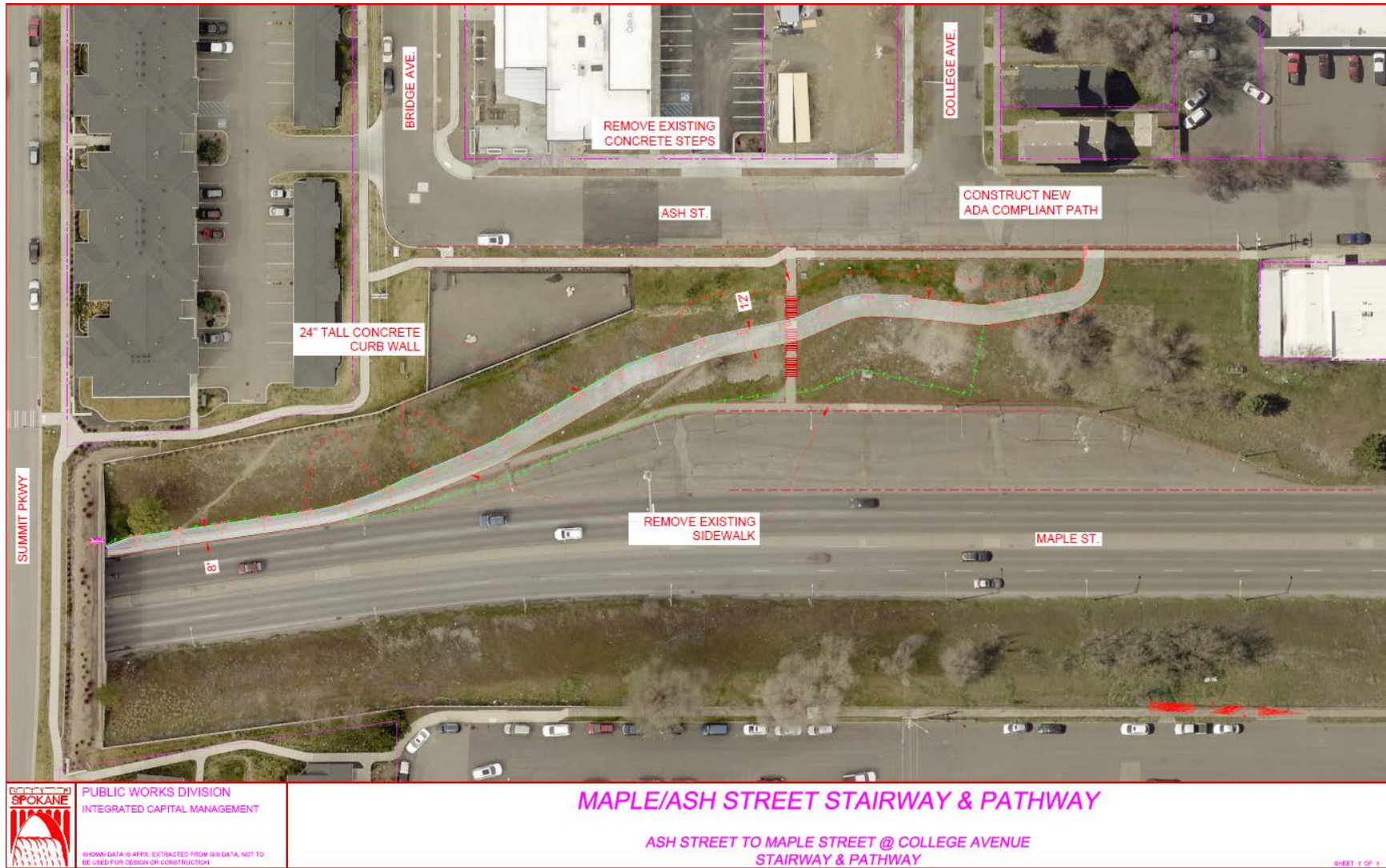


Map 3: Priority Study Area Bus Routes



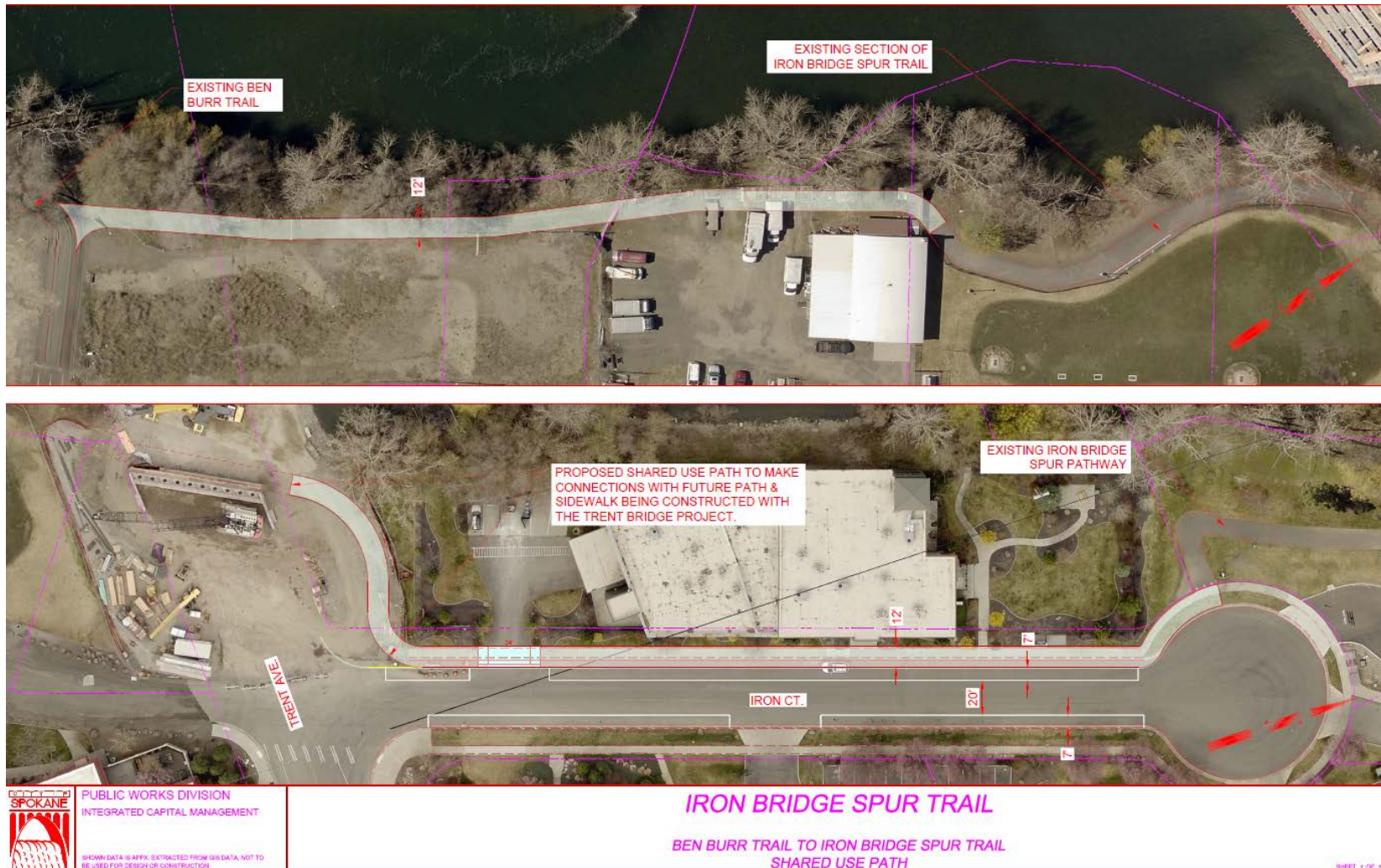
Map 4: Example Project – Maple Street Stairway/Pathway

The north end of the Maple Street Bridge sidewalk currently dead-ends at a stairway.

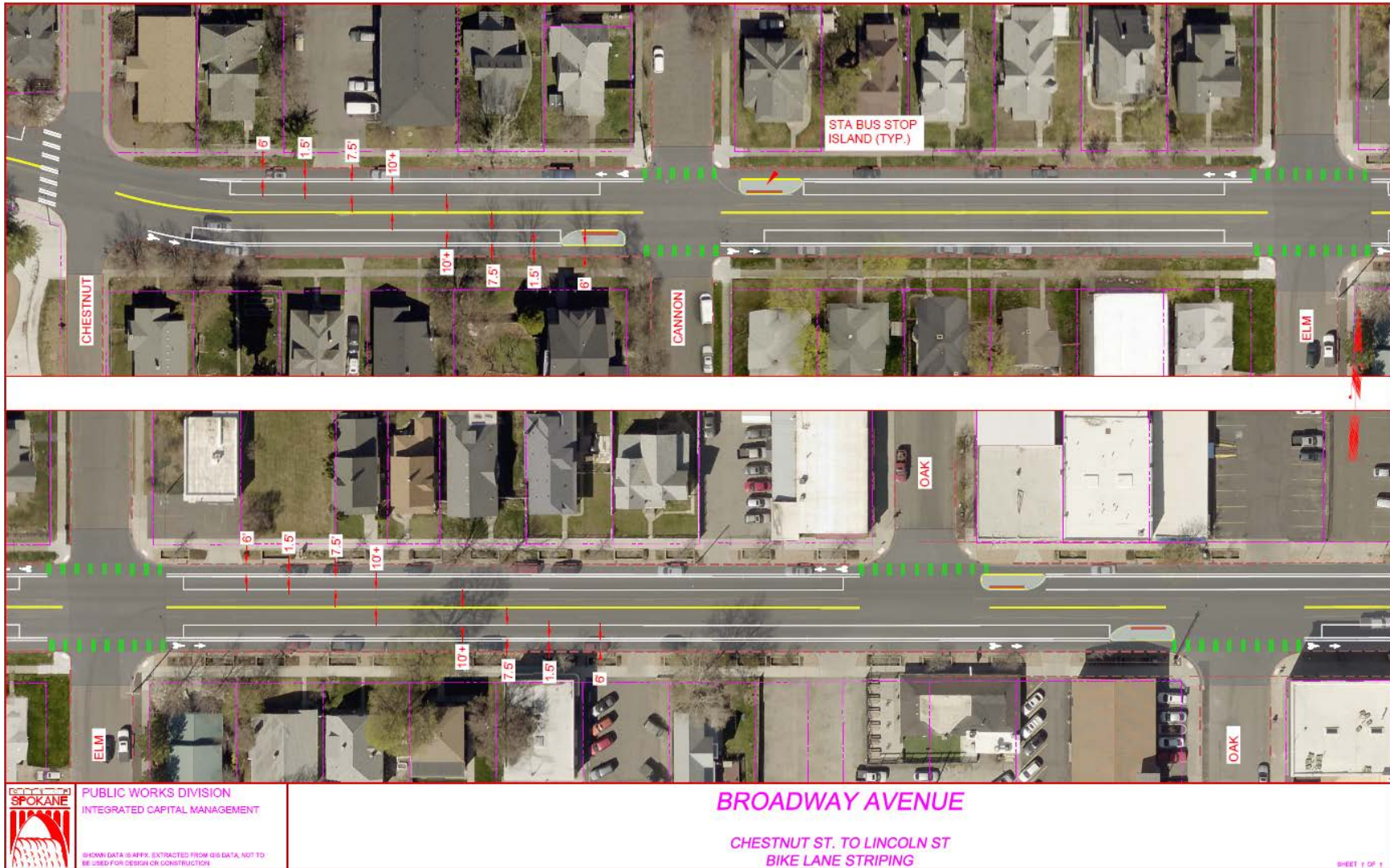


Map 5: Example Project – Iron Bridge Pathway

Closes a gap between the Ben Burr Trail and two non-motorized river crossings (Iron Bridge and new Trent Avenue Bridge).



Map 6: Example Project – Broadway Avenue Bike Lane



Appendix B - Self-Certification Eligibility Worksheet

See uploaded worksheet.

Appendix C - Supplemental Budget

See uploaded worksheet.

Appendix D – Key Information Table

Lead Applicant Name	City of Spokane, WA
UEI	PDNCLY8MYJN3
Total Applicant Jurisdiction Population	228,831
Total Applicant Census Tracts	53063014100, 53063013502, 53063000302, 53063000400, 53063000500, 53063000600, 53063000700, 53063000900, 53063001000, 53063001100, 53063001200, 53063001300, 53063001400, 53063001500, 53063001900, 53063002000, 53063002100, 53063002300, 53063002400, 53063002501, 53063002502, 53063002503, 53063003100, 53063003200, 53063003500, 53063003601, 53063003602, 53063003800, 53063003900, 53063004001, 53063004002, 53063004100, 53063004200, 53063004300, 53063004400, 53063004500, 53063013503, 53063013600, 53063013700, 53063000201, 53063000202, 53063000301, 53063001600, 53063001800, 53063002600, 53063002900, 53063003000, 53063004601, 53063004602, 53063004701, 53063004702, 53063004800, 53063004900, 53063005000, 53063011302, 53063012200, 53063012300, 53063013401, 53063014400, 53063014500, 53063000800, 53063010508, 53063010601, 53063010603, 53063010604, 53063010701, 53063010702, 53063010800, 53063010901, 53063010902, 53063011000, 53063011102, 53063011103, 53063011104, 53063011202, 53063011203, 53063011204
Total Applicant Jurisdiction Count of Motor Vehicle-Involved Roadway Fatalities that includes the last 5 years of data from FARS	76
Total Jurisdiction Average Annual Fatality Rate (per 100,000 population)	6.64
Census Tracts of the project	53063002300, 53063002400, 53063002500, 53063002600, 53063003000, 53063003100, 53063003200, 53063003500, 53063003600, 53063004000, 53063014500,
Specific project locations	NW corner of project boundary: 47.680832, -117.451698 SE corner of project boundary: 47.639683, -117.347381
Percentage of population in underserved communities in the project area census tracts	89.2%
Project Area Fatalities 2017-2021 (from WSDOT crash data)	22
Project Area Serious Injuries 2017-2021 (from WSDOT crash data)	110
Project Title	Safe Streets for Spokane
Project Goals	Reduce the “vulnerable user involved” serious and fatal collisions by constructing new or upgraded bicycle facilities, shared-use pathways, sidewalks, curb extensions, crosswalk markings and warning devices, lighting, and ADA features throughout the Priority Study Area.
Applicant roadway safety responsibility	Ownership and/or maintenance responsibilities over the road network

Primary project purpose	Infrastructure Projects and Strategies
Roadway users that will benefit	Pedestrians, bicyclists, micromobility users, transit users
Major or minor construction?	Mostly minor, but includes both
Include demonstration activities?	No
Consider funding only for supplemental planning?	No
Total Federal Funding Request	\$9,600,000
Total Local Match	\$2,400,000
Total Project Cost	\$12,000,000
Federal funds allocated to underserved communities	\$9,216,000 (96% of federal request)
Supplemental Planning Activities (A) Federal Funding Request	\$448,000
Supplemental Planning Activities (A) Total Project Costs	\$560,000
Planning, Design, and Development Activities for Projects/Strategies (B) Federal Funding Request	\$1,372,800
Planning, Design, and Development Activities for Projects Strategies (B) Total Project Costs	\$1,716,000
Carrying out Projects and Strategies (C) Federal Funding Request	\$7,779,200
Carrying out Projects and Strategies (C) Total Project Costs	\$9,724,000
Existing Comprehensive Safety Action Plan	https://static.spokanecity.org/documents/projects/vision-zero/vision-zero-action-plan-june-2023.pdf

Appendix E – Table of Locations and Treatments

Appendix E - SS4A List of Possible Projects

<https://screeningtool.geoplatform.gov/en/#7.38/48.127/-118.064>

Total \$13,858,000

Project Type	Project Name/Location	From	To	In historically disadvantaged community? (%)	Census Tract	General Scope	Linear feet of arterial sidewalk	Unsignalized corner ADA ramps	Corners needing bumpouts	Refuge island	Raised Crosswalk	PHB crosswalk with illumination	RRFB crosswalk with overhead illumination	High-Visibility Crosswalk Markings per leg	Code LPI	Signalized corner ADA ramp	Add APS per intersection	Total Cost	Cost in Underserved Community												
																			\$630	\$10,000	\$4,000	\$10,000	\$30,000	\$300,000	\$200,000	\$1,000	\$5,000	\$15,000	\$10,000		
																			Total of Bike Lane Projects listed Below		\$3,832,000	\$3,608,000									
<i>Arterial Bike facility</i>																															
	2nd Avenue	Pine Street	Arthur Street	100%	145	Protected bike lanes													\$274,000	\$274,000											
	3rd Avenue	Division Street	Arthur Street	100%	145	Protected bike lanes													\$438,000	\$438,000											
	1st Avenue	Maple Street	Bernard	80%	36, 35	Protected bike lanes													\$786,000	\$628,800											
	Sprague Avenue	Maple Street	Lincoln	80%	36,35	Protected bike lanes													\$334,000	\$267,200											
	Broadway Avenue	Chestnut Street	Post Street	100%	23,24	Bike lanes													\$962,000	\$962,000											
	Stevens	5th	Sprague	100%	32,35	Bike lanes													\$336,000	\$336,000											
	Washington	5th	Sprague	100%	32,35	Bike lanes													\$332,000	\$332,000											
	Mallon Avenue	Lincoln Street	Howard Street	100%	24	Bike lanes													\$148,000	\$148,000											
	Sharp Avenue	Atlantic Street	Lidgerwood Street	100%	25	Bike lanes													\$222,000	\$222,000											
																			Total of Bike Lane Projects listed Below		\$1,996,000	\$1,996,000									
<i>Arterial sidewalk, pathway, stairway</i>																															
	Iron Bridge Pathway - Iron Court (west side) and south	Trent	Iron Bridge over Spok:	100%	145	New shared-use pathway													\$516,000	\$516,000											
	Mallon (north side)	Monroe	Lincoln	100%	24	New arterial sidewalk	300												\$189,000	\$189,000											
	Replace Stairway #20, 14th Avenue (poor condition, broken concrete, no handrail, odd sized tread and risers, 40' elevation gain, 200' length)	Perry Street	Ivory Street	100%	31	Stairway and connecting pathway replacement with bike runnel. Arterial sidewalk on Perry Street.													\$535,000	\$535,000											
	Stairway #1 replacement at the old toll plaza providing ADA access to Maple Street Bridge and add ramp (fair condition, stairs spalling, landings cracked and spalling)	Maple Street (old toll plaza)	Ash Street	100%	23	Stairway replacement with accessible shared-use pathway													\$756,000	\$756,000											
																			Total of Signal Projects Listed Below		\$3,568,000	\$3,431,000									
<i>Systemic - Signalized Intersection Treatments (LPI, APS, ADA ramps)</i>																															
	Sprague/Altamont			100%	145				0					4	1	4	1		\$79,000	\$79,000											
	2nd/Arthur			100%	145				2					4	0	2	1		\$52,000	\$52,000											
	3rd/Arthur			100%	145				0					0	0	0	1		\$10,000	\$10,000											
	2nd/Sherman			100%	145				2					4	1	2	1		\$57,000	\$57,000											
	3rd/Sherman			100%	145				0					4	1	0	1		\$19,000	\$19,000											
	MLK/Sherman			100%	145	add new ped phase for bikes?			0					2	0	2	1		\$42,000	\$42,000											
	MLK/Pine			100%	145				0					0	1	0	1		\$15,000	\$15,000											
	Mission/Napa			100%	26				0					2	1	0	1		\$17,000	\$17,000											
	Mission/Perry			100%	25				0					2	0	0	1		\$12,000	\$12,000											
	Division/Sharp			100%	25				0					0	0	0	1		\$10,000	\$10,000											
	Ruby/Shap			100%	25				0					0	0	0	1		\$10,000	\$10,000											
	Division/North River			100%	25				0					0	0	0	1		\$10,000	\$10,000											
	Trent/Hamilton			100%	25				0					4	0	0	1		\$14,000	\$14,000											
	Howard/Maxwell			100%	24				0					0	1	4	1		\$75,000	\$75,000											
	Post/Maxwell			100%	24				0					0	1	4	1		\$75,000	\$75,000											
	Monroe/Mallon			100%	24				2					4	1	3	1		\$72,000	\$72,000											
	Monroe/Broadway			100%	24				4					4	1	4	1		\$95,000	\$95,000											
	Boone/Howard			100%	24				0					4	1	1	1		\$34,000	\$34,000											
	Broadway/Jefferson			100%	24				2					4	1	2	1		\$77,000	\$77,000											
	Main/Browne			100%	24				4					4	1	4	1		\$95,000	\$95,000											
	Indiana/Howard			100%	24				2					4	1	4	1		\$87,000	\$87,000											

Project Type	Project Name/Location	From	To	In historically disadvantaged community? (%)	Census Tract	General Scope	Linear feet of arterial sidewalk	Unsignalized corner ADA ramps	Corners needing bumpouts	Refuge island	Raised Crosswalk	PHB crosswalk with illumination	RRFB crosswalk with overhead illumination	High-Visibility Crosswalk Markings per leg	Code LPI	Signalized corner ADA ramp	Add APS per intersection	Total Cost	Cost in
																			Underserved Community
	Indiana/Washington			100%	24				0					4	1	0	1	\$19,000	\$19,000
	Indiana/Post			100%	24				0					4	1	0	1	\$19,000	\$19,000
	Monroe/Maxwell			100%	24				0					0	1	4	1	\$75,000	\$75,000
	Monroe/Boone			100%	24				0					4	1	4	1	\$79,000	\$79,000
	Washington/Maxwell			100%	24				0					4	1	0	1	\$19,000	\$19,000
	Washington/Boone			100%	24				0					4	1	0	1	\$19,000	\$19,000
	1st/Jefferson			100%	35				4					4	1	4	1	\$95,000	\$95,000
	Sprague/Jefferson			100%	35				4					4	1	4	1	\$95,000	\$95,000
	1st/Cedar			100%	35				4					4	1	4	1	\$95,000	\$95,000
	SFB/Browne			100%	35				0					0	0	0	1	\$10,000	\$10,000
	Main/Browne			100%	35				4					0	0	4	1	\$86,000	\$86,000
	Riverside/Browne			100%	35				0					0	0	0	1	\$10,000	\$10,000
	Sprague/Browne			100%	35				2					0	0	2	1	\$48,000	\$48,000
	2nd/Browne			100%	35				4					0	0	4	1	\$86,000	\$86,000
	3rd/Browne			100%	35				0					0	0	0	1	\$10,000	\$10,000
	SFB/Bernard			100%	35				2					1	1	2	1	\$54,000	\$54,000
	SFB/Washington			100%	35				0					4	1	0	1	\$19,000	\$19,000
	SFB/Stevens			100%	35				0					4	1	0	1	\$19,000	\$19,000
	SFB/Howard			100%	35				0					3	1	0	0	\$8,000	\$8,000
	SFB/Wall			100%	35				0					3	1	0	1	\$18,000	\$18,000
	Main/Washington			100%	35				0					0	1	0	1	\$15,000	\$15,000
	Main/Stevens			100%	35				0					0	1	0	1	\$15,000	\$15,000
	Sprague/Washington			100%	35				2					4	1	2	1	\$57,000	\$57,000
	1st/Washington			100%	35				2					4	1	3	1	\$72,000	\$72,000
	1st/Stevens			100%	35				2					4	0	4	1	\$82,000	\$82,000
	Sprague/Stevens			100%	35				2					4	0	2	1	\$52,000	\$52,000
	3rd/Stevens			100%	35				0					4	1	0	1	\$19,000	\$19,000
	2nd/Stevens			100%	35				2					4	1	2	1	\$57,000	\$57,000
	2nd/Washington			100%	35				2					4	1	2	1	\$57,000	\$57,000
	3rd/Washington			100%	35				2					4	1	2	1	\$57,000	\$57,000
	3rd/Lincoln			100%	35				2					4	0	2	1	\$52,000	\$52,000
	2nd/Lincoln			100%	35				2					4	0	2	1	\$52,000	\$52,000
	2nd/Monroe			100%	35				2					4	1	2	1	\$57,000	\$57,000
	3rd/Monroe			100%	35				2					4	1	2	1	\$57,000	\$57,000
	1st/Monroe			100%	35				0					4	1	0	1	\$19,000	\$19,000
	1st/Lincoln			100%	35				0					4	1	0	1	\$19,000	\$19,000
	Sprague/Lincoln			100%	35				0					4	1	0	1	\$19,000	\$19,000
	Sprague/Monroe			100%	35				0					4	1	0	1	\$19,000	\$19,000
	Riverside/Monroe			100%	35				2					4	1	2	1	\$57,000	\$57,000
	Riverside/Lincoln			100%	35				0					4	1	0	1	\$19,000	\$19,000
	Main/Lincoln			100%	35				1					3	1	1	0	\$27,000	\$27,000
	Main/SFB			100%	35				2					5	0	2	1	\$53,000	\$53,000
	Sprague/Bernard			100%	35				4					4	1	4	1	\$95,000	\$95,000
	Riverside/Bernard			100%	35				0					0	0	0	1	\$10,000	\$10,000
	Main/Bernard			100%	35				0					0	1	0	1	\$15,000	\$15,000
	3rd/Jefferson			100%	35				4					4	1	4	1	\$95,000	\$95,000
	2nd/Jefferson			100%	35				4					4	1	4	1	\$95,000	\$95,000
	3rd/Cedar			100%	35				4					4	1	4	1	\$95,000	\$95,000
	2nd/Cedar			100%	35				4					4	1	4	1	\$95,000	\$95,000
	4th/Walnut			0%	36				2					4	0	2	1	\$52,000	\$0
	5th/Maple			100%	40				1					2	0	2	1	\$46,000	\$46,000
	5th/Walnut			100%	40				0					3	0	0	1	\$13,000	\$13,000
	3rd/Walnut			0%	36				2					4	0	2	1	\$52,000	\$0
	2nd/Walnut			0%	36				1					4	0	1	1	\$33,000	\$0
	Broadway/Ash			100%	23				0					2	1	0	1	\$17,000	\$17,000
	6th/Stevens			100%	32				0					4	1	0	1	\$19,000	\$19,000

Project Type	Project Name/Location	From	To	In historically disadvantaged community? (%)	Census Tract	General Scope	Linear feet of arterial sidewalk	Unsignalized corner ADA ramps	Corners needing bumpouts	Refuge island	Raised Crosswalk	PHB crosswalk with illumination	RRFB crosswalk with overhead illumination	High-Visibility Crosswalk Markings per leg	Code LPI	Signalized corner ADA ramp	Add APS per intersection	Total Cost	Cost in Underserved Community
	6th/Washington			100%	32				0					4	1	0	1	\$19,000	\$19,000
	5th/Division			100%	32				0					5	0	0	1	\$15,000	\$15,000
	9th/McClellan			100%	32				0					0	0	0	1	\$10,000	\$10,000
	8th/McClellan			100%	32				0					4	1	0	1	\$19,000	\$19,000
<i>additional locations within the Priority Study Area may be identified through public outreach efforts</i>																			
Systemic - Unsignalized Intersection Treatments																		\$4,462,000	\$4,232,000
	4th/Cowley			100%	32	ADA ramps, bumpout		2	1									\$24,000	\$24,000
	5th/Chandler			100%	32	ADA ramps, bumpout		2	1									\$24,000	\$24,000
	5th/Grant			100%	32	ADA ramps		2	0									\$20,000	\$20,000
	5th/Hatch			100%	31	ADA ramps		2	0									\$20,000	\$20,000
	5th/Scott			100%	31	ADA ramps		2	0									\$20,000	\$20,000
	5th/Garfield			100%	31	ADA ramps		2	0									\$20,000	\$20,000
	5th/Conklin			100%	31	ADA ramps		2	0									\$20,000	\$20,000
	Newark-Perry/Laura			100%	31	ADA ramps, bumpouts		1	1	1								\$24,000	\$24,000
	5th/Division			100%	32	ADA ramps, bumpouts		4	2									\$48,000	\$48,000
	6th/Division			100%	32	ADA ramps		2	0									\$20,000	\$20,000
	5th/McClellan			100%	32	ADA ramps		3	0									\$30,000	\$30,000
	1st/ Sherman			100%	145	ADA ramps, bumpout		4	1									\$44,000	\$44,000
	Helena/Pacific (east)			100%	145	ADA ramps		2	0									\$20,000	\$20,000
	Helena/Front			100%	145	ADA ramps		4	0									\$40,000	\$40,000
	7th/Altamont			100%	30	ADA ramps, bumpout		2	1									\$24,000	\$24,000
	Napa/Main			100%	145	ADA ramps		4	0									\$40,000	\$40,000
	Napa/Pacific			100%	145	ADA ramps		4	0									\$40,000	\$40,000
	Napa/Springfield			100%	145	ADA ramps, bumpout		4	1									\$44,000	\$44,000
	Altamont/Riverside			100%	145	ADA ramps		2	0									\$20,000	\$20,000
	Mission/Regal			100%	26	PHB		2	2			1						\$328,000	\$328,000
	Montgomery/Lidgerwood			100%	25	ADA ramps, bumpout		3	1									\$34,000	\$34,000
	Montgomery/Astor			100%	25	ADA ramps, bumpouts		4	4									\$56,000	\$56,000
	Hamilton/Springfield			100%	25	PHB		4	4			1						\$356,000	\$356,000
	Indiana/Cincinnati			100%	25	RRFB		0	0				1					\$200,000	\$200,000
	Howard/Spofford			100%	24	ADA ramps		2	0									\$20,000	\$20,000
	Howard/Sinto			100%	24	ADA ramps, bumpouts		4	4									\$56,000	\$56,000
	Monroe/Spofford			100%	24	ADA ramps		4	0									\$40,000	\$40,000
	Monroe/Augusta			100%	24	ADA ramps		4	0									\$40,000	\$40,000
	Monroe/Nora			100%	24	ADA ramps		4	0									\$40,000	\$40,000
	Boone/Atlantic			100%	24	ADA ramps		4	0									\$40,000	\$40,000
	Boone/Normandie			100%	24	ADA ramps		4	0									\$40,000	\$40,000
	Boone/Calispell			100%	24	ADA ramps		3	0									\$30,000	\$30,000
	Boone/Stevens			100%	24	ADA ramps		3	0									\$30,000	\$30,000
	Boone/Chestnut/Belt			100%	23	ADA ramp, bumpout, possible RRFB		2	1				1	2				\$226,000	\$226,000
	Boone/Elm			100%	23	Crosswalks, ADA ramps, possible RRFB		2	0				1	2				\$222,000	\$222,000
	Boone/Post			100%	24	ADA ramps		2	0									\$20,000	\$20,000
	Boone/Cedar			100%	24	ADA ramps, bumpout		2	1									\$24,000	\$24,000
	Boone/Walnut			100%	24	ADA ramps		4	0									\$40,000	\$40,000
	Broadway/A			100%	23	ADA ramps		4	0									\$40,000	\$40,000
	Summit/College			100%	23	ADA ramps		4	0									\$40,000	\$40,000
	Summit/Broadway			100%	23	ADA ramps		3	0									\$30,000	\$30,000
	Summit/Sherwood			100%	23	ADA ramps		3	0									\$30,000	\$30,000
	Broadway/Nettleton			100%	23	ADA ramps, bumpouts		4	4									\$56,000	\$56,000
	Broadway/Maple (south)			100%	23	ADA ramps, refuge		2	0	1								\$30,000	\$30,000
	Broadway/Chestnut			100%	23	Raised intersection, refuge island		2	2	1	2			2				\$100,000	\$100,000
	Broadway/Elm			100%	23	ADA ramps, refuge, bumpouts		4	2	2				2				\$70,000	\$70,000
	Broadway/Oak (north)			100%	23	ADA ramps, refuge		2	0	1								\$30,000	\$30,000
	Broadway/Walnut (north and south)			100%	23	ADA ramps, refuge, bumpouts		3	2	1								\$48,000	\$48,000

Project Type	Project Name/Location	From	To	In historically disadvantaged community? (%)	Census Tract	General Scope	Linear feet of arterial sidewalk	Unsignalized corner ADA ramps	Corners needing bumpouts	Refuge island	Raised Crosswalk	PHB crosswalk with illumination	RRFB crosswalk with overhead illumination	High-Visibility Crosswalk Markings per leg	Code LPI	Signalized corner ADA ramp	Add APS per intersection	Total Cost	Cost in Underserved Community
	Broadway/Cedar			100%	23	ADA ramps, bumpouts		4	4	0								\$56,000	\$56,000
	Broadway/Adams			100%	23	ADA ramps, bumpouts		4	4	0								\$56,000	\$56,000
	Broadway/Madison			100%	23	ADA ramps, bumpouts		4	2									\$48,000	\$48,000
	Boone/Adams			100%	24	ADA ramps, RRFB		4	0				1					\$240,000	\$240,000
	3rd/Cowley			100%	145	bumpout, RRFB		1	1				1					\$214,000	\$214,000
	2nd/Cowley			100%	145	bumpout, RRFB		1	1				1					\$214,000	\$214,000
	Sharp/Atlantic			100%	25	ADA ramps		3										\$30,000	\$30,000
	5th/Adams			100%	40	ADA ramps		4	1									\$44,000	\$44,000
	5th/Jefferson			100%	40	ADA ramps		4	1									\$44,000	\$44,000
	6th/Elm			100%	40	ADA ramps		2										\$20,000	\$20,000
	6th/Oak			100%	40	ADA ramps		2										\$20,000	\$20,000
	6th/Ash			100%	40	ADA ramps		4										\$40,000	\$40,000
	4th/Ash			0%	36	ADA ramps		3										\$30,000	\$0
	4th/Sunset			0%	36	RRFB		0	0				1					\$200,000	\$0
	3rd/Adams			100%	35	ADA ramp, bumpouts		2	2									\$28,000	\$28,000
	2nd/Adams			100%	35	ADA ramp, bumpouts		2	2									\$28,000	\$28,000
	1st/Madison			100%	35	ADA ramps, bumpouts		2	2									\$28,000	\$28,000
	Riverside/Madison			100%	35	ADA ramps, bumpout		3	1									\$34,000	\$34,000
	Spokane Falls Blvd/ Riverpoint/Ben Burr Trail			100%	145	RRFB, ramps, bumpout		2		1			1					\$230,000	\$230,000
	<i>additional locations within the Priority Study Area may be identified through public outreach efforts</i>																		

\$13,858,000	\$13,267,000
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Expected % in underserved communities **96%**