

City of Spokane

# Risk-Based Street Safety Assessment

Date: March 2026

Crash Data Time Period: 2020-2024

Developed using the FHWA *Systemic Safety Project Selection Tool*

Prepared by:  
Integrated Capital Management



## Introduction

The City of Spokane is committed to reducing fatal and serious injury crashes within its transportation network. Target Zero: Washington State Strategic Highway Safety Plan provides a data-driven approach to achieving this goal through established priorities and strategies, including guidance on using the Federal Highway Administration's (FHWA) *Systemic Safety Project Selection Tool*. Following the methodology set forward in the *Target Zero* plan guides the City toward reducing fatalities and serious injury crashes through a proven approach.

Using the recommended, standardized methods of data analysis allows the City to efficiently direct resources towards efforts that create the greatest reduction of the most severe crash types. Using Washington State Department of Transportation's (WSDOT) crash data allows the City to efficiently sort crash types and locations, identify trends, select the most effective treatments, and undertake a logical approach to addressing the most critical locations and behaviors in the transportation network.

*Target Zero: Washington's Strategic Highway Safety Plan* provides a guidebook to carrying out this data-driven process. By identifying priorities, creating common goals, developing a common language, and offering a menu of solutions, the Plan helps identify the unique risks in our community and the most effective strategies for addressing them.

## Systemic Safety Project Selection

### Methodology

WSDOT provided data for this analysis for the dates January 1, 2020 through December 31, 2024, with data derived from accident reports provided by the Washington State Patrol.

This analysis seeks to identify trends in fatal and serious crashes and then propose solutions. In achieving this goal, the analysis follows five steps:

1. Classify fatal and serious crashes by crash type, and assign priority levels to each type,
2. Identify roadway characteristics associated with high priority crash types,
3. Identify locations within the City transportation network that have these characteristics,
4. Identify treatments for these locations, and
5. Prioritize projects.

### Step 1: Classify Crashes by Type and Assigning Priorities

In this step, WSDOT-provided data was sorted by crash type. Each crash type was then assigned a priority level, based on examples and approaches recommended in *Target Zero*. Based on this guidance, the selected priority levels are as follows:

- **Priority Level 1:** Contributing factors involved in 30% or more of fatal or serious injury crashes.
- **Priority Level 2:** Contributing factors involved in 10% to 30% of fatality or serious injury crashes.
- **Priority Level 3:** Contributing factors involved in all other fatality or serious injury crashes.

**Figure 1** quantifies the City’s crash types and indicates priority levels for each crash type. Priority 1 and 2 crash types have been highlighted. The most prominent collision pattern is the “Vulnerable User Involved” at 35.1% of all Fatal/Serious crashes within the City of Spokane. This collision pattern has been selected as the focus of the analysis and project list for this round. Angle collisions were also high but not further evaluated in this round.

Figure 1. Analysis of City of Spokane Crash data (2020-2024, provided by WSDOT)

Overall Numbers	Fatal/Serious Crashes		All Crashes		Priority Level
<b>Total # of Collisions</b>	<b>569</b>	-	<b>17984</b>	-	
# of Fatal Collisions	94	17%	94	<1%	
# of Serious Injury Collisions	475	83%	475	3%	
# of Drug/Alcohol-Related Collisions	57	10%	1003	6%	
<b>By Collision Type</b>					
Vulnerable User Hit (Ped and Bike)	200	35.1%	943	5.2%	1
All Angle (T,left,right)	192	33.7%	7558	42.0%	1
Hit Pedestrian	168	29.6%	646	3.6%	2
Hit Fixed Object	81	14.2%	2346	13.0%	2
Hit Cyclist	32	5.6%	297	1.7%	
Rear-end	24	4.2%	3003	16.7%	
Sideswipe	19	3.3%	1175	6.5%	
Overturn	16	2.8%	86	0.5%	
Head On	14	2.5%	116	0.7%	
Other	12	2.1%	525	2.9%	
<b>By Roadway Surface Condition</b>					
Dry	477	84.1%	13875	77.2%	
Wet	65	11.5%	2134	11.9%	
Ice	14	2.5%	954	5.3%	
Snow/Slush	6	1.1%	804	4.5%	
<b>By Light Condition</b>					
Daylight	323	54.8%	11734	65.3%	1
Dark (with and w/out streetlights)	250	43.9%	5314	29.5%	1
Dusk/Dawn	14	2.5%	738	4.1%	3
<b>By Junction Relationship</b>					
Intersection Related	311	54.7%	10402	57.8%	1
Non-Intersection (Not Related)	221	38.8%	5588	31.1%	
Driveway-Related	35	6.2%	1029	5.7%	
Roundabout Related	2	0.4%	103	0.6%	
<b>By Traffic Control</b>					
No Traffic Control	417	73.8%	13149	73.1%	1
Signals	146	25.7%	5258	29.2%	1
Stop Sign	82	14.4%	2801	15.6%	2

## Step 2. Identifying Roadway Characteristics

The tree in Figure 2 & 3 shows how we started with fatal/serious vulnerable user crashes and found a pattern on arterials in crosswalks (marked or unmarked), within the roadway and not at a signal

Figure 2: Tree for Fatal/Serious Crashes with Vulnerable User at Marked and Unmarked Crosswalks

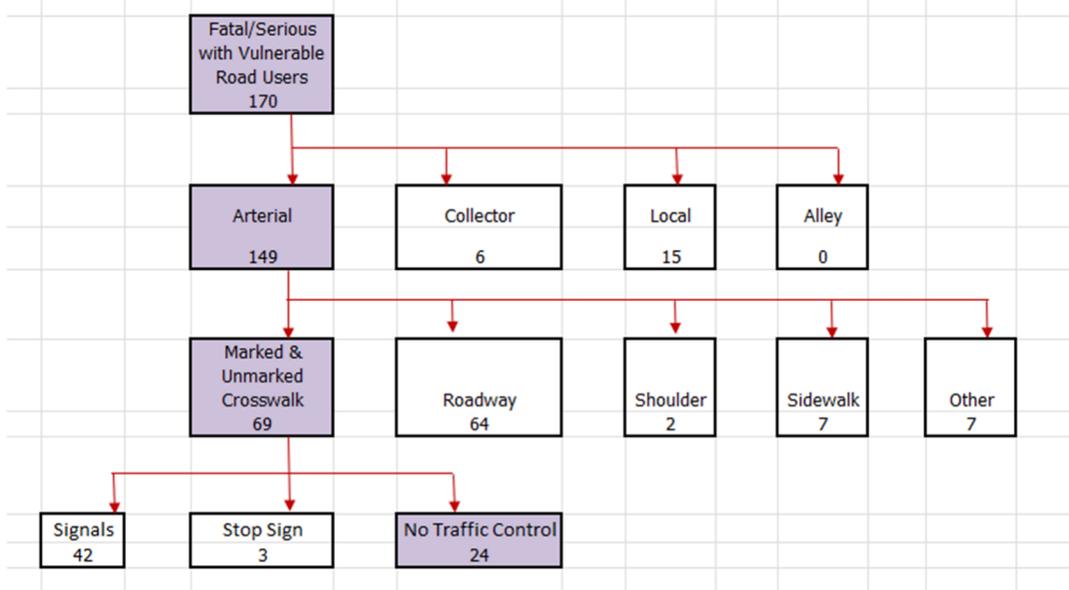
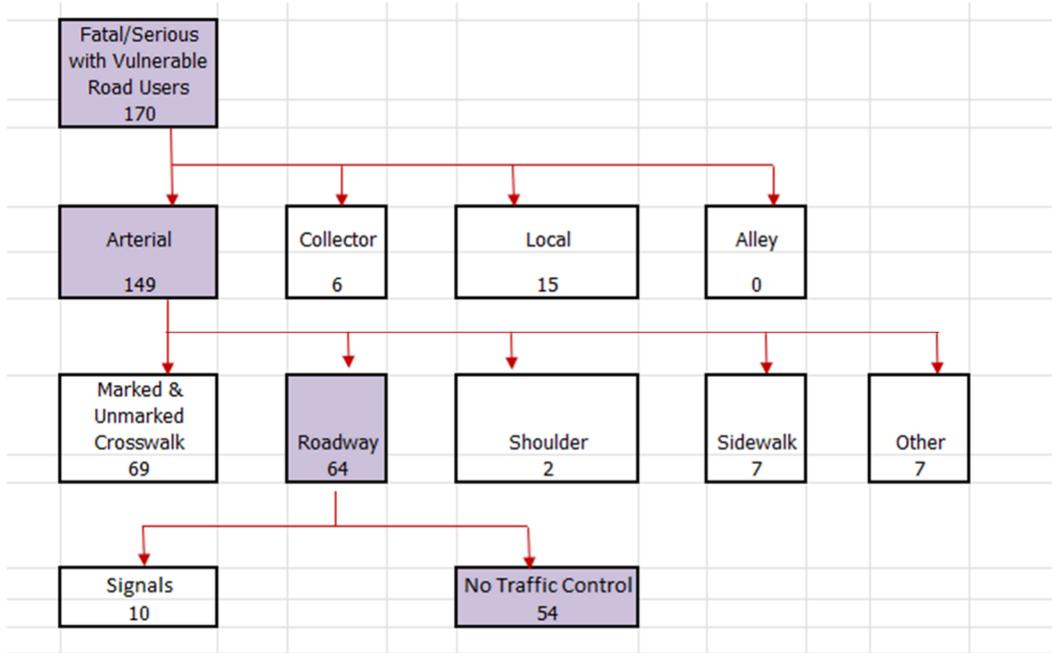


Figure 3: Tree for Fatal/Serious Crashes with Vulnerable User in the Roadway



These collisions were reviewed for common characteristics and the risk factors listed below were identified. For details on this process see Appendix A.

- Arterial Crossing
- Volume per lane
- Number of lanes to cross
- Crossing near transit stop
- Commercial land use
- Speed limit
- Percentage of homes without access to a vehicle – used > 10% as threshold
- Park/School Walk Route

### Step 3. Identify Priority Locations

Step 3 includes finding locations with the risk factors identified in Step 2 above. They are summarized in Figure 3 and ranked in priority order using the risk factors discussed above. The ranking is based on the following factors:

- Number of lanes to cross
- ADT divided by the number of lanes
- Transit stop proximity, and frequent or basic route
- Commercial land use proximity
- On a park/school walk route
- Percentage of homes without a vehicle (>10% earns a point in the risk score)
- 85<sup>th</sup> percentile speeds (higher speeds warrant higher points in the risk score)
- On the bike priority network (BPN) or 27x2027 mobility network

Figure 3. Prioritized Location List

Corridor	Location	Crossing Distance	ADT /Lane	Transit Route	Commercial Land Use	Park or School Walk Route	% of homes w/o vehicle	85 <sup>th</sup> Percentile Speeds	On BPN or 27x2027	Risk Score	Ped-Veh Collisions
29th Ave	Pittsburg	2	1	2	1	0	1	1	1	9	0
Regal	53rd Ave	1	1	2	1	0	1	2	1	9	0
Sunset	4th Ave	2	1	1	1	0	1	2	1	9	2
Rowan	Wall	2	1	1	1	1	0	2	1	9	0
Mission	Standard	2	1	2	0	1	1	2	0	9	0
Sprague	Between Rebecca/ Myrtle	2	1	1	1	0	1	2	0	8	1
Indian Trail	Yokes Fresh Market	2	1	1	1	0	0	3	0	8	0
Crestline	Bruce	1	1	1	0	1	1	2	1	8	0
Alberta	Hoffman	1	1	2	1	1	0	1	0	7	0
Crestline	Longfellow	1	1	1	0	1	1	2	0	7	0

Corridor	Location	Crossing Distance	ADT /Lane	Transit Route	Commercial Land Use	Park or School Walk Route	% of homes w/o vehicle	85 <sup>th</sup> Percentile Speeds	On BPN or 27x2027	Risk Score	Ped-Veh Collisions
Maple	Nebraska	0	1	1	1	1	0	3	0	7	0
Alberta	Liberty	0	1	2	0	1	0	3	0	7	0
Cochran	Liberty	0	1	2	0	1	0	3	0	7	0
Maple	Longfellow	0	1	1	0	1	0	3	1	7	0
Ash	Longfellow	0	1	1	0	1	0	3	1	7	0
Ash	Nebraska	0	1	1	1	1	0	2	0	6	0
29th Ave	Howard	1	1	1	0	1	0	2	0	6	0
37th Ave	Crestline	0	0	1	0	1	1	2	1	6	0
Pettit	Centennial	1	0	0	0	0	1	3	1	6	0
37th Ave	Napa	0	0	1	0	1	1	2	0	5	0
Magnesium	Antietam	1	0	0	0	1	1	2	0	5	0
Barnes	Lusitano Apts	2	0	0	1	0	0	2	0	5	0
Maple	Everett	0	1	1	0	0	0	3	0	5	0
Ash	Everett	0	1	1	0	0	0	3	0	5	1
Barnes	Farmdale	0	0	0	0	1	0	3	1	5	0
Addison	Joseph	0	0	1	0	1	1	1	0	4	0
Crestline	Upriver	0	0	0	0	0	1	2	1	4	0
27th Ave	Bernard	0	0	1	0	0	0	2	1	4	0
Wall	Heroy	0	0	0	0	1	1	1	0	3	0
Empire	Standard	0	0	1	0	1	0	1	0	3	0
Empire	Cincinnati	0	0	1	0	1	0	1	0	3	0
Driscoll	Queen	0	0	0	0	1	0	2	0	3	0
Rowan	Pittsburg	0	0	0	0	1	0	1	1	3	0
Strong	Nettleton	0	0	0	0	1	0	1	1	3	0
Rowan	Helena	0	0	0	0	1	0	1	0	2	0

For each risk factor, a numerical score was calculated as follows:

**Crossing distance:** ≤ 2 lanes (0), 3 lanes (1), > 3 lanes (2)

**ADT / Lane:** < 4000 veh/d/ln (0), ≥ 4000 veh/d/ln (1)

**Transit Route:** More than two blocks from an STA stop (0), within two blocks of an STA stop (1), near an STA BRT stop or a stop with 15-min frequency (2)

**Commercial Land Use:** More than two blocks away from commercial land use (0), within two blocks of a commercial land use

**School Park:** Not on a park or school walk route (0), along a park or school walk route (1)

**Percentage of homes without a vehicle:** < 10% of homes without a vehicle (0), ≥ 10% of homes without a vehicle (1) – data is taken from the SRTC social equity mapping tool

**85<sup>th</sup> Percentile Speed:** < 30 mph (0), 30-34.9 mph (1), 35-39.9 mph (2), ≥ 40 mph (3) – data was taken from City of Spokane Streets Department tube counts

**On BPN or 27x2027 network:** location on or crossing current/future neighborhood greenway, bike-friendly route, or shared-use path as identified in the BPN or on 27x2027 network (1), otherwise (0)

### Step 4: Select Countermeasures

Following identification of locations, effective countermeasures are identified for each crash type, shown in **Figure 4**, and then applied to high-ranking locations. Countermeasures are evaluated through FHWA’s Crash Modification Factors (CMF) clearinghouse. The CMF clearinghouse contains safety countermeasures and scores its effectiveness at reducing crashes. The CMF rating estimates the reduced frequency of crashes following the installation of the countermeasure. For example, if the CMF is 0.70, the amount of crashes would be expected to be 70% of the existing number of crashes.

Figure 4. CMF’s for Fatal/Serious crashes with Vulnerable User

CMF	ID #	Countermeasure	Crash Type	Severity
0.60	#4123	High visibility crosswalk markings	Veh-Ped	All
equation	#2372	Stopbars – increase pavement marking retroreflectivity	All	All
0.54	#175	Add raised median with marked crosswalk	Veh-Ped	All
0.61	#176	Add raised median without marked crosswalk	Veh-Ped	All
0.41	#441	Provide intersection illumination	Veh-Ped	S, M
0.5 (?)	-	Add curb extensions (estimated CMF)	All	All
0.53	#9024	Install RRFB	Veh-Ped	All
0.43	#9021	Install PHB with advanced yield or stop markings	Veh-Ped	All
0.77	#319	Install traffic signal	All	All
0.55	#136	Install raised pedestrian crosswalks	Veh-Ped	All
0.81	#9903	Implement leading pedestrian interval	Veh-Ped	All
0.59	#11246	Install sidewalk	Veh-Ped	All
0.43	#10737	Install bicycle lanes	All	All
0.76	#7825	Convert 12-foot lanes to 11-foot lanes	All	All
0.5 (?)	-	Traffic circle (estimated CMF)	All	all
0.93	#7694	Doghouse to FLA for lefts	All	All
0.53	#2841	4 to 3 conversion	All	All
0.95	#6885	Speed feedback sign	All	All
0.6	#132	Speed hump	All	A,B,C

### Step 5: Prioritize Projects

**Figure 5** lists the recommended countermeasures and prioritized projects organized by risk score (a higher risk score indicates a higher priority). A “Y” indicates that the countermeasure is recommended at the subject location, and an “N” indicates that the countermeasure is not needed. The methodology used to prioritize individual intersections is described in step 3. Cost estimates are detailed in Appendix B.

Figure 5. Prioritized Systemic Project List

Corridor	Location	RRFB	Curb Bumpouts	Raised Median Island	High Visibility Crosswalk Markings Needed	Lighting Improvements Needed	Overall Risk Score
29th Ave	Pittsburg	Y	N	N	N	Y	9
Regal	53rd Ave	Y	N	N	Y	Y	9
Sunset	4th Ave	Y	N	N	N	N	9
Rowan	Wall	Y	N	Y	N	Y	9
Mission	Standard	Y	N	N	N	N	9
Sprague	Between Rebecca/Myrtle	Y	N	N	Y	Y	8
Indian Trail	Yokes Fresh Market	Y	N	N	Y	Y	8
Crestline	Bruce	Y	Y	N	Y	Y	8
Alberta	Hoffman	Y	N	N	Y	Y	7
Crestline	Longfellow	Y	N	Y	N	Y	7
Maple	Nebraska	Y	N	Y	N	Y	7
Alberta	Liberty	Y	N	Y	Y	N	7
Cochran	Liberty	Y	N	Y	Y	N	7
Maple	Longfellow	Y	N	Y	Y	Y	7
Ash	Longfellow	Y	N	Y	Y	Y	7
Ash	Nebraska	Y	N	Y	N	Y	6
29th Ave	Howard	Y	N	N	N	Y	6
37th Ave	Crestline	Y	Y	Y	Y	Y	6
Pettit	Centennial	Y	Y	N	N	Y	6
37th Ave	Napa	Y	Y	Y	N	Y	5
Magnesium	Antietam	Y	Y	N	N	Y	5
Barnes	Lusitano Apts	Y	N	N	Y	Y	5
Maple	Everett	Y	N	Y	Y	Y	5
Ash	Everett	Y	N	Y	Y	Y	5
Barnes	Farmdale	Y	N	N	Y	N	5
Addison	Joseph	N	Y	Y	Y	Y	4
Crestline	Upriver	Y	N	Y	N	Y	4
27th Ave	Bernard	Y	Y	Y	Y	Y	4
Wall	Heroy	N	Y	Y	N	Y	3
Empire	Standard	N	Y	Y	Y	Y	3
Empire	Cincinnati	N	Y	Y	Y	Y	3
Driscoll	Queen	Y	Y	N	N	N	3
Rowan	Pittsburg	N	Y	Y	Y	Y	3
Strong	Nettleton	N	Y	Y	Y	Y	3
Rowan	Helena	N	Y	Y	Y	Y	2

## Spot Location Analysis

Spot locations were not included in the analysis for this time period.

## Citywide Neighborhood Traffic Calming

The City of Spokane began an effort to develop Neighborhood Traffic Calming projects throughout the City in 2022. The goal was to develop a deep list of safety-oriented projects that could be funded using Red Light camera and School Speed Zone camera revenues over the next six years. The process to develop the project list included two rounds of workshops with the 27 Neighborhood Councils within the City. At the first workshop the residents identified locations with safety concerns. Next the City's consulting engineering firm performed an analysis of each of the locations and recommended improvements based on the speeds, volumes, risk, and crash history of each site. The improvements were shared at the second workshop and prioritized for funding by neighborhood residents. This effort is documented on the following webpage where the final report, project concepts and estimates are available. <https://my.spokanecity.org/neighborhoods/programs/traffic-calming/>

The projects utilize a number of the countermeasures identified in Figure 4 including a variety of crosswalk enhancements, lane restriping to reduce speeds, traffic signal revisions, and new sidewalks and bike lanes. The City is incorporating the safety-oriented projects on the list into this Risk Based Street Safety Assessment in order to emphasize the importance of the safety projects and help them to receive funding from other sources. The list is provided in Appendix C.

## Conclusion

In summary, this Risk-Based Safety Assessment followed Target Zero and used the Systemic Safety Project Selection Tool to identify key roadway characteristics associated with fatal and serious injury crashes occurring in the City of Spokane. After identifying locations with a high likelihood for such crashes, this assessment identified appropriate treatments for these locations. The resulting project list provides the City with a path forward for proactively addressing future fatal and serious injury crashes throughout the City's transportation network.

# Appendix A

## Risk Factor Identified details

**Appendix A**

Risk Factors observed from detailed collision reports (2020-2024)

Risk Factors from Fatal/Serious, Ped/Bike collisions on Arterials at Crosswalks/Within the Roadway

Report #	Main Street	Closest Cross Street	Arterial	# Travel Lanes	Total Volume	Volume Year	Volume / Lane	Parallel Crosswalk Markings	Used to access transit stop?	Crossing Distance (# of Lanes)	Commercial Land Use	Grocery	School/ Park	Major Street Speed Limit	10% or more homes w/out vehicle
EA06061	W Whistalks Way	Randolph Rd	Y	4	16876	2017	4219	N	Y	4	Y	N	Y	35	Y
EA06573	N Nevada St	E Euclid Ave	Y	4	24219	2019	6055	N	Y	4	Y	N	Y	30	N
EA10313	E Mission Ave	N Lidgerwood St	Y	4	17862	2019	4466	N	Y	2	Y	N	Y	30	Y
EB70448	N Freya St	E Marietta Ave	Y	2	5677	2019	2839	N	Y	2	N	N	N	30	N
EB84457	N Monroe St	W Grace Ave	Y	2	14926	2022	7463	Y	Y	2 + TWLTL	Y	N	N	30	Y
EB90265	W Sunset Blvd	S Elm St	Y	2	15380	2015	7690	Y	Y	2	Y	Y	N	30	Y
EB91912	E Wellesley Ave	N Perry St	Y	4	11771	2019	2943	N	Y	4	N	N	Y	30	N
EC03641	W Indiana Ave	N Cincinnati St	Y	2	10548	2019	5274	N	Y	2	N	N	Y	30	Y
EC08098	N Hamilton St	E Augusta Ave	Y	4	30117	2019	7529	N	Y	4 + TWLTL	Y	Y	Y	30	Y
EC35893	E Mission Ave	E South Riverton Ave	Y	4	19564	2019	4891	N	Y	4	N	N	Y	30	N
EC67213	E Mission Ave	N Regal St	Y	4	14287	2019	3572	Y	Y	4	Y	N	Y	30	Y
EC70558	N Nevada St	E Sharpsburg Ave	Y	4	21786	2019	5447	N	Y	4 + TWLTL	N	N	N	40	Y
EC86872	E 2nd Ave	S Cowley St	Y	3	9309	2023	3103	N	Y	3	Y	N	N	30	Y
EC94098	W NW Blvd	W Grace Ave	Y	4	14057	2022	3514	N	Y	4 + TWLTL	Y	N	N	35	N
EC97169	S Division St	E Pacific Ave	Y	3	23205	2019	7735	Y	N	3	Y	N	N	30	Y
ED43276	W Sunset Blvd	S Assembly St	Y	2	8980	2023	4490	Y	Y	2	Y	N	N	40	N
ED57740	E 29th Ave	S Arthur St	Y	4	18544	2023	4636	N	Y	4	N	N	N	30	Y
ED64340	S Division St	W Pacific Ave	Y	3	23205	2019	7735	Y	N	3	Y	N	N	30	Y
EE07922	W NW Blvd	N E St	Y	2	14057	2022	7029	Y	Y	2 + TWLTL	N	N	N	30	N
EE39764	N Addison St	E Central Ave	Y	2	7254	2019	3627	Y	Y	2	Y	N	Y	30	Y
EE47179	E Empire Ave	N Morton St	Y	2	7347	2019	3674	N	Y	2	N	N	N	30	N
EE47148	E Wellesley Ave	N Regal St	Y	4	11344	2019	2836	N	Y	4	N	N	Y	30	Y
EA14258	E 29th Ave	S Regal St	Y	4	10354	2023	2589	N	Y	4	Y	Y	Y	30	Y
EA20417	W Sunset Blvd	Lucas Dr	Y	4	30000	2015	7500	N	N	4 + TWLTL	Y	N	N	45	N
EA55626	N Monroe St	W Carlisle Ave	Y	2	14627	2022	7314	N	Y	3	Y	N	N	30	Y
EA69745	N Nevada St	E Wabash Ave	Y	4	22617	2019	5654	N	Y	4	N	N	N	30	Y
EA80830	W Sunset Hwy	S Lewis St	Y	4	5853	2023	1463	N	Y	4	Y	N	N	50	N
EA84104	S Browne St	W Pacific Ave	Y	4	21088	2014	5272	Y	N	4	Y	N	N	30	Y
EB04005	E Francis Ave	N Cincinnati St	Y	4	25561	2019	6390	N	Y	4 + TWLTL	Y	N	N	35	Y
EB04262	S Geiger Blvd	W Rowand Rd	Y	2	3568	2023	1784	N	N	2	Y	N	N	35	N
EB29617	N Hamilton St	E Jackson Ave	Y	4	25675	2019	6419	N	Y	4	N	N	Y	30	Y
EC02357	W Whistalks Way	W Randolph Rd	Y	4	16876	2017	4219	N	Y	4	N	N	Y	35	Y
EC15231	E Mission Ave	N Superior St	Y	2	19601	2019	9801	Y	Y	2	Y	Y	Y	30	Y
EC19098	S Browne St	W Pacific Ave	Y	4	21088	2014	5272	Y	N	4	Y	N	N	30	Y
EC24660	E Sprague Ave	S Myrtle St	Y	4	17476	2023	4369	N	Y	4 + TWLTL	Y	N	N	35	Y
EC42592	W Maxwell Ave	N Lincoln St	Y	2	8886	2023	4443	N	Y	3	Y	N	N	30	Y
EC44232	N Monroe St	W Boone Ave	Y	4	17057	2022	4264	N	Y	4	Y	N	Y	30	Y
EC61476	N Ash St	W Everett Ave	Y	2	12235	2022	6118	N	Y	2	N	N	N	30	N
EC76494	N Division St	E Jackson Ave	Y	4	24825	2019	6206	N	N	4	Y	N	N	30	Y
ED06447	W Indian Trail Rd	W Holyoke Ave	Y	4	19145	2022	4786	N	Y	4 + TWLTL	Y	Y	Y	30	N
ED13313	W Wellesley Ave	N Elgin St	Y	4	16351	2022	4088	N	Y	4 + TWLTL	Y	Y	Y	20	N
ED68505	N Division St	E Heroy Ave	Y	6	41000	2015	6833	N	Y	7	Y	Y	N	30	Y
ED69859	N Division St	W Wedgewood Ave	Y	6	37083	2019	6181	N	Y	7	Y	N	N	35	Y
ED90634	W 2nd Ave	S State St	Y	3	15043	2022	5014	N	Y	3	Y	N	N	30	Y
ED97192	W Francis Ave	N Whitehouse St	Y	4	21000	2015	5250	N	Y	4 + TWLTL	Y	N	N	35	N
EE11648	N Division St	E Olive Ave	Y	6	44000	2015	7333	N	N	7	Y	N	N	30	Y
EE30633	W Sunset Blvd	S Lindeke St	Y	3	14995	2023	4998	N	Y	3 + TWLTL	Y	Y	N	30	N
EE45200	S Division St	E Short Ave	Y	3	23205	2019	7735	N	N	3	Y	N	N	30	Y
EE53314	E Sprague Ave	N Ralph St	Y	4	17476	2023	4369	N	Y	4 + TWLTL	Y	N	N	35	Y
EE67130	N Division St	E Augusta Ave	Y	4	25247	2019	6312	N	N	4	Y	N	N	30	Y
EF39042	N Division St	W Houston Ave	Y	6	42000	2015	7000	N	Y	7 + median	Y	Y	N	35	Y
EF46949	N Division St	W Hoerner Ave	Y	4	19000	2015	4750	N	N	4 + TWLTL	Y	Y	N	45	Y
EF50395	N Division St	E Sinto Ave	Y	4	22944	2019	5736	N	Y	4	Y	N	N	30	Y

Countif "Y" 53 11 42 40 11 17 37

<b>Recommended Risk Factor</b>	yes	yes	no	yes	yes	yes	no	yes	yes	yes
		>4000								

# Appendix B

## Project Cost Estimates

Corridor	Location	Risk Score	RRFB	Cost Each	Curb Bumpout	Cost Each	Refuge Island	Cost Each	Marked Crosswalk Needed?	Cost Each	Lighting Needed?	Cost Each	Subtotal	Traffic Control & Mobilization (15%)	Soft Costs & Inflation* (80%)	Total Cost	AADT	Posted Speed (mph)	85th %ile Speed (mph)	Location	Year	Cumulative Cost
29th Ave	Pittsburg	9	1	\$ 68 000	0	\$ -	0	\$ -	N	\$ -	Y	\$ 5 000	\$ 73 000	\$ 10 950	\$ 67 160	\$ 151 110	19225	30	35	2600E 29th Ave	2023	
Regal	53rd Ave	9	1	\$ 68 000	0	\$ -	1	\$ 12 000	Y	\$ 1 500	Y	\$ 5 000	\$ 86 500	\$ 12 975	\$ 79 580	\$ 179 055	13446	30	38	5000 S Regal St	2023	\$ 330 165
Sunset	4th Ave	9	1	\$ 68 000	0	\$ -	0	\$ -	N	\$ -	N	\$ -	\$ 68 000	\$ 10 200	\$ 62 560	\$ 140 760	17753	30	36	1900 W Sunset Blvd	2018	\$ 470 925
Rowan	Wall	9	1	\$ 68 000	1	\$ 115 000	0	\$ -	N	\$ -	Y	\$ 5 000	\$ 188 000	\$ 28 200	\$ 172 960	\$ 389 160	9186	30	37	5700 N Wall St	2022	\$ 860 085
Mission	Standard	9	1	\$ 68 000	0	\$ -	1	\$ 12 000	N	\$ -	N	\$ -	\$ 80 000	\$ 12 000	\$ 73 600	\$ 165 600	17862	30	38	400 E Mission Ave	2019	\$ 1 025 685
Sprague	btwn Rebecca/Myrtle	8	1	\$ 68 000	0	\$ -	1	\$ 12 000	Y	\$ 1 500	Y	\$ 5 000	\$ 86 500	\$ 12 975	\$ 79 580	\$ 179 055	17476	35	39	4000 E Sprague Ave	2023	\$ 1 204 740
Indian Trail	Yokes Fresh Market	8	1	\$ 68 000	0	\$ -	1	\$ 12 000	Y	\$ 1 500	Y	\$ 5 000	\$ 86 500	\$ 12 975	\$ 79 580	\$ 179 055	19145	30	42	3400 W Indian Trail Rd	2022	\$ 1 383 795
Crestline	Bruce	8	1	\$ 68 000	0	\$ -	1	\$ 12 000	Y	\$ 1 500	Y	\$ 5 000	\$ 86 500	\$ 12 975	\$ 79 580	\$ 179 055	8801	35	38	6500 N Crestline St	2019	\$ 1 562 850
Alberta	Shadle Shopping Center	7	1	\$ 68 000	0	\$ -	1	\$ 12 000	Y	\$ 1 500	Y	\$ 5 000	\$ 86 500	\$ 12 975	\$ 79 580	\$ 179 055	13912	30	35	4200 N Alberta St	2022	\$ 1 741 905
Crestline	Longfellow	7	1	\$ 68 000	1	\$ 115 000	1	\$ 12 000	N	\$ -	Y	\$ 5 000	\$ 200 000	\$ 30 000	\$ 184 000	\$ 414 000	12660	30	36	4200 N Crestline St	2019	\$ 2 155 905
Maple	Nebraska	7	1	\$ 68 000	1	\$ 115 000	0	\$ -	N	\$ -	Y	\$ 5 000	\$ 188 000	\$ 28 200	\$ 172 960	\$ 389 160	13093	30	40	5800 N Maple St	2022	\$ 2 545 065
Alberta	Liberty	7	1	\$ 68 000	1	\$ 115 000	0	\$ -	Y	\$ 1 500	N	\$ -	\$ 184 500	\$ 27 675	\$ 169 740	\$ 381 915	11568	30	41	3200 N Alberta St	2022	\$ 2 926 980
Cochran	Liberty	7	1	\$ 68 000	1	\$ 115 000	0	\$ -	Y	\$ 1 500	N	\$ -	\$ 184 500	\$ 27 675	\$ 169 740	\$ 381 915	12250	30	40	3200 N Cochran St	2022	\$ 3 308 895
Maple	Longfellow	7	1	\$ 68 000	1	\$ 115 000	0	\$ -	Y	\$ 1 500	Y	\$ 5 000	\$ 189 500	\$ 28 425	\$ 174 340	\$ 392 265	16146	30	40	5800 N Maple St	2022	\$ 3 701 160
Ash	Longfellow	7	1	\$ 68 000	1	\$ 115 000	0	\$ -	Y	\$ 1 500	Y	\$ 5 000	\$ 189 500	\$ 28 425	\$ 174 340	\$ 392 265	15291	30	41	5100 N Ash St	2022	\$ 4 093 425
Ash	Nebraska	6	1	\$ 68 000	1	\$ 115 000	0	\$ -	N	\$ -	Y	\$ 5 000	\$ 188 000	\$ 28 200	\$ 172 960	\$ 389 160	12546	30	37	5900 N Ash St	2022	\$ 4 482 585
29th Ave	Howard	6	1	\$ 68 000	0	\$ -	1	\$ 12 000	N	\$ -	Y	\$ 5 000	\$ 85 000	\$ 12 750	\$ 78 200	\$ 175 950	11058	20	38	400 W 29th Ave	2023	\$ 4 658 535
37th Ave	Crestline	6	1	\$ 68 000	1	\$ 115 000	0	\$ -	Y	\$ 1 500	Y	\$ 5 000	\$ 189 500	\$ 28 425	\$ 174 340	\$ 392 265	6251	30	37	1600 E 37th Ave	2023	\$ 5 050 800
Pettet	Centennial Trial Xing	6	1	\$ 68 000	0	\$ -	0	\$ -	N	\$ -	Y	\$ 5 000	\$ 73 000	\$ 10 950	\$ 67 160	\$ 151 110	4461	30	40	1800 N Pettet Dr	2022	\$ 5 201 910
Magnesium	Antietam	5	1	\$ 68 000	0	\$ -	0	\$ -	N	\$ -	Y	\$ 5 000	\$ 73 000	\$ 10 950	\$ 67 160	\$ 151 110	5166	30	39	500 E Magnesium Rd	2015	\$ 5 353 020

\*Soft Costs & Inflation calculated as follows:

15%	Scope Contingency
1.15	
10%	Construction Contingency
1.15*1.10 = 1.265	
3%	Surveying
7%	Design & Bid Docs
1.5%	Admin, Legal, & Permits
15%	Construction Mgmt
1.265 * 1.265 = 1.60	
4%	Inflation over 3 years
1.60 * 1.125 = 1.80	
Total of 80% Soft Costs + Inflation	

**Backups**

37th Ave	Napa	5	1	\$ 68 000	1	\$ 115 000	0	\$ -	N	\$ -	Y	\$ 5 000	\$ 188 000	\$ 28 200	\$ 172 960	\$ 389 160	6251	30	37	1600 E 37th Ave	2023	\$ 5 742 180
Barnes	Lusitano Apts	5	1	\$ 68 000	0	\$ -	1	\$ 12 000	Y	\$ 1 500	Y	\$ 5 000	\$ 86 500	\$ 12 975	\$ 79 580	\$ 179 055	2950	30	37	5400 W Barnes Rd	2022	\$ 5 921 235
Maple	Everett	5	1	\$ 68 000	1	\$ 115 000	0	\$ -	Y	\$ 1 500	Y	\$ 5 000	\$ 189 500	\$ 28 425	\$ 174 340	\$ 392 265	14932	30	40	5800 N Maple St	2022	\$ 6 313 500
Ash	Everett	5	1	\$ 68 000	1	\$ 115 000	0	\$ -	Y	\$ 1 500	Y	\$ 5 000	\$ 189 500	\$ 28 425	\$ 174 340	\$ 392 265	12235	30	41	5100 N Ash St	2022	\$ 6 705 765
Barnes	Farmdale	5	1	\$ 68 000	0	\$ -	0	\$ -	Y	\$ 1 500	N	\$ -	\$ 69 500	\$ 10 425	\$ 63 940	\$ 143 865	2462	30	41	5000 W Barnes Rd	2022	\$ 6 849 630
Addison	Joseph	4	0	\$ -	1	\$ 115 000	0	\$ -	Y	\$ 1 500	Y	\$ 5 000	\$ 121 500	\$ 18 225	\$ 111 780	\$ 251 505	7337	30	33	5600 N Addison St	2019	\$ 7 101 135
Crestline	Upriver	4	1	\$ 68 000	1	\$ 115 000	0	\$ -	N	\$ -	Y	\$ 5 000	\$ 188 000	\$ 28 200	\$ 172 960	\$ 389 160	5128	30	39	2700 E Upriver Dr	2019	\$ 7 490 295
27th Ave	Bernard	4	1	\$ 68 000	1	\$ 115 000	0	\$ -	Y	\$ 1 500	Y	\$ 5 000	\$ 189 500	\$ 28 425	\$ 174 340	\$ 392 265	7612	30	37	2700 S Bernard St	2023	\$ 7 882 560
Wall	Heroy	3	0	\$ -	1	\$ 115 000	0	\$ -	N	\$ -	Y	\$ 5 000	\$ 120 000	\$ 18 000	\$ 110 400	\$ 248 400	6698	30	34	4200 N Wall St	2022	\$ 8 130 960
Empire	Standard	3	0	\$ -	1	\$ 115 000	0	\$ -	Y	\$ 1 500	Y	\$ 5 000	\$ 121 500	\$ 18 225	\$ 111 780	\$ 251 505	7271	30	32	700 E Empire Ave	2019	\$ 8 382 465
Empire	Cincinnati	3	0	\$ -	1	\$ 115 000	0	\$ -	Y	\$ 1 500	Y	\$ 5 000	\$ 121 500	\$ 18 225	\$ 111 780	\$ 251 505	7271	30	32	700 E Empire Ave	2019	\$ 8 633 970
Driscoll	Queen	3	1	\$ 68 000	0	\$ -	0	\$ -	N	\$ -	N	\$ -	\$ 68 000	\$ 10 200	\$ 62 560	\$ 140 760	7240	30	39	5100 N Driscoll Blvd	2022	\$ 8 774 730
Rowan	Pittsburg	3	0	\$ -	1	\$ 115 000	0	\$ -	Y	\$ 1 500	Y	\$ 5 000	\$ 121 500	\$ 18 225	\$ 111 780	\$ 251 505	3233	30	33	1600 E Rowan Ave	2019	\$ 9 026 235
Strong	Nettleton	3	0	\$ -	1	\$ 115 000	0	\$ -	Y	\$ 1 500	Y	\$ 5 000	\$ 121 500	\$ 18 225	\$ 111 780	\$ 251 505	2110	30	31	2500 W Strong Rd	2022	\$ 9 277 740
Rowan	Helena	2	0	\$ -	1	\$ 115 000	0	\$ -	Y	\$ 1 500	Y	\$ 5 000	\$ 121 500	\$ 18 225	\$ 111 780	\$ 251 505	3233	30	33	1600 E Rowan Ave	2019	\$ 9 529 245

# Appendix C

## Neighborhood Traffic Calming Safety Projects

## Appendix C - Traffic Calming Projects for Safety Plan

<https://my.spokanecity.org/neighborhoods/programs/traffic-calming/>

Current Council	District	Neighborhood	Project	Sum of funding Request	Project Includes Safety Countermeasures?
	D3	Audubon Downriver	NW Blvd (TJ to Assembly)	\$ 573,000.00	Y
	D3	Audubon Downriver	Belt @ Longfellow	\$ 240,000.00	Y
	D3	Audubon Downriver	NW Blvd @ TJ	\$ 86,000.00	Y
	D3	Audubon Downriver	Wellesley @ Flett MS	\$ -	Y
	D3	Audubon Downriver	Wellesley @ Alberta	\$ -	Y
	D3	Balboa South Indian Trail	Indian Trail (Holyoke to Janice)	\$ 966,000.00	Y
	D3	Balboa South Indian Trail	Maple-Ash @ Country Homes	\$ 709,000.00	Y
	D3	Balboa South Indian Trail	Woodside (Indian Trail to Five Mile)	\$ 115,000.00	N
	D3	Balboa South Indian Trail	Five Mile (Cochran to Ash)	\$ -	Y
	D3	Balboa South Indian Trail	Francis @ Five Mile Shopping Center	\$ -	Y
	D1	Bemiss	Market Street Speed Display (Garland to Illinois)	\$ 50,000.00	Y
	D1	Bemiss	Wellesley @ Crestline	\$ 62,000.00	Y
	D1	Bemiss	Illinois @ Crestline	\$ 186,000.00	Y
	D1	Bemiss	Euclid (Market to Crestline)	\$ 430,000.00	Y
	D1	Bemiss	Regal @ Rich	\$ 59,000.00	Y
	D3	Browne's Addition	2nd @ Cannon	\$ 262,000.00	Y
	D3	Browne's Addition	Spruce @ CdA	\$ 266,000.00	Y
	D3	Browne's Addition	1st @ Maple	\$ -	Y
	D3	Browne's Addition	Sunset (2nd to Spruce)	\$ -	Y
	D1	Chief Garry	Mission @ Crestline and Chief Garry Park	\$ 93,000.00	N
	D1	Chief Garry	Marshall (Mission to Regal)	\$ 317,000.00	Y
	D2	Cliff Cannon	Cliff Drive @ Edwidge Woldson	\$ 1,115,000.00	N
	D2	Cliff Cannon	Cedar (12th to 21st)	\$ -	Y
	D2	Cliff Cannon	5th @ Lincoln-Monroe Couplet	\$ -	Y
	D2	Cliff Cannon (and Rockwood)	Grand Blvd (9th to 17th)	\$ 1,510,000.00	Y
	D2	Comstock	37th (High to Bernard)	\$ 714,000.00	Y
	D2	Comstock	37th @ Perry	\$ -	N
	D2	Comstock	33rd @ Grand	\$ -	Y
	D2	Comstock	33rd @ Lincoln Dr	\$ 134,000.00	Y
	D2	Comstock	37th (Bernard to Grand)	\$ 94,000.00	Y
	D2	East Central	9th (Altamont to Perry)	\$ 288,000.00	Y
	D2	East Central	Grant Elementary	\$ 10,000.00	N
	D2	East Central	Rebecca (4th to 5th)	\$ 8,000.00	Y
	D2	East Central	9th @ Altamont	\$ -	Y
	D3	Emerson-Garfield	Buckeye @ Washington	\$ 592,000.00	Y
	D3	Emerson-Garfield	Buckeye (Post to Division)	\$ 494,000.00	Y
	D3	Emerson-Garfield	Corbin Park	\$ 424,000.00	Y
	D3	Emerson-Garfield	Audubon Elementary	\$ -	Y
	D3	Emerson-Garfield	Monroe to Post cross streets	\$ -	Y
	D3	Five Mile	Strong @ Nettleton	\$ 173,000.00	Y
	D3	Five Mile	Cascade Way (Five Mile to Austin)	\$ 13,000.00	N
	D3	Five Mile	Cedar (Strong to Johannsen Rd)	\$ -	N
	D3	Five Mile	Strong Rd (Five Mile to Nettleton)	\$ -	Y
	D2	Grandview-Thorpe	16th (Milton to 17th)	\$ 1,886,000.00	Y
	D2	Grandview-Thorpe	17th @ D St	\$ 24,000.00	Y
	D2	Grandview-Thorpe	14th Ave (Trolley to Fish Lake)	\$ 747,000.00	Y
	D2	Grandview-Thorpe	21st @ D St	\$ -	Y
	D1	Hillyard	Bruce (Crestline to Lee) - RRFB and sidewalk	\$ 499,000.00	Y
	D1	Hillyard	Market-Haven Couplet (Rich to Joseph)	\$ 462,000.00	Y
	D2	Latah-Hangman	Hatch @ Highland-Westchester	\$ 293,000.00	N
	D2	Latah-Hangman	Qualchan (Lincoln to Cheney-Spokane)	\$ 2,369,000.00	Y
	D2	Latah-Hangman	Hatch (US-195 to 57th) Pt 1	\$ 3,787,000.00	N
	D2	Latah-Hangman	Hatch (US-195 to 57th) Pt 2	\$ 6,242,000.00	N
	D2	Lincoln Heights	17th (Havana to Rockwood)	\$ 749,000.00	Y
	D2	Lincoln Heights	Rockwood Retirement Walk Path	\$ 219,000.00	Y
	D2	Lincoln Heights	Ray (17th to 29th)	\$ 853,000.00	Y
	D2	Lincoln Heights	Ray @ 25th	\$ -	N

D2	Lincoln Heights	29th @ Fiske and Mt Vernon	\$	-	Y
D1	Logan	Marietta Ave Sidewalk	\$	618,000.00	Y
D1	Logan	Logan Elementary SRTS	\$	446,000.00	Y
D1	Logan	North Foothills Drive	\$	317,000.00	Y
D1	Logan	Montgomery @ Cincinnati	\$	-	Y
D1	Logan	Upriver (North Center to Crestline)	\$	-	Y
D2	Manito-Cannon Hill	Bernard (18th to 21st)	\$	547,000.00	Y
D2	Manito-Cannon Hill	25th (Bernard to Tekoa)	\$	382,000.00	Y
D2	Manito-Cannon Hill	29th (Lincoln to High)	\$	-	?
D2	Manito-Cannon Hill	28th (Bernard to High)	\$	-	Y
D2	Manito-Cannon Hill (and Rockwood)	Grand Blvd (17th to 29th)	\$	1,539,000.00	Y
D1	Minnehaha	Euclid-Frederick Corridor	\$	1,048,000.00	Y
D1	Minnehaha	Marietta @ Freya	\$	262,000.00	Y
D1	Minnehaha	Myrtle @ Frederick	\$	16,000.00	N
D1	Minnehaha	Euclid @ Ferrall	\$	101,000.00	Y
D1	Nevada Heights	Longfellow SRTS	\$	94,000.00	Y
D1	Nevada Heights	Garry MS SRTS	\$	134,000.00	Y
D1	Nevada Heights	Lidgerwood (Empire to Wellesley)	\$	770,000.00	Y
D1	Nevada Heights	Perry @ Rogers High School	\$	102,000.00	Y
D3	North Hill	Rowan @ Maple-Ash Couplet	\$	2,330,000.00	Y
D3	North Hill	Ash St (Francis to Courtland)	\$	579,000.00	Y
D3	North Hill	Madison (Rowan to Garland)	\$	154,000.00	Y
D3	North Hill	Neighborhood Park Zones	\$	-	N
D3	North Hill	Providence @ Wall-Post Couplet	\$	-	Y
D3	North Indian Trail	Shawnee @ Farmdale	\$	288,000.00	Y
D3	North Indian Trail	Indian Trail (Bedford to Ridgecrest)	\$	510,000.00	Y
D3	North Indian Trail	Pamela (Barnes to Pacific Park)	\$	114,000.00	Y
D3	North Indian Trail	Indian Trail Ped/Bike Connection	\$	-	Y
D3	Northwest	Francis @ A St (PHB not signal)	\$	450,000.00	Y
D3	Northwest	Francis @ Fotheringham	\$	450,000.00	Y
D3	Northwest	Greenwood @ Litchfield	\$	-	N
D3	Northwest	Wellesley @ Driscoll	\$	600,000.00	Y
D3	Northwest	Wellesley @ Assembly	\$	586,000.00	Y
D3	Peaceful Valley	Main @ Cedar	\$	13,000.00	N
D3	Peaceful Valley	Spruce St Stairs	\$	1,816,000.00	N
D3	Peaceful Valley	Cedar St Stairs	\$	-	N
D3	Peaceful Valley	Main @ Maple	\$	-	Y
D1	Riverside	2nd @ browne	\$	291,000.00	Y
D1	Riverside	Riverside @ Stevens	\$	122,000.00	Y
D1	Riverside	3rd @ Division	\$	122,000.00	Y
D1	Riverside	3rd @ Howard	\$	-	Y
D2	Rockwood	Rockwood (11th to 12th)	\$	-	Y
D2	Rockwood	18th Ave	\$	-	?
D2	Rockwood (and Cliff Cannon)	Grand Blvd (9th to 17th)	\$	-	Y
D2	Rockwood (and Manito-Cannon Hill)	Grand Blvd (17th to 29th)	\$	-	Y
D1	Shiloh Hills	Standard @ St Thomas More Way	\$	240,000.00	Y
D1	Shiloh Hills	Standard @ Lyons	\$	138,000.00	Y
D1	Shiloh Hills	Magnesium (Nevada to N Dakota)	\$	-	Y
D2	Southgate	Freya (45th to Palouse)	\$	550,000.00	Y
D2	Southgate	37th @ Napa	\$	206,000.00	Y
D2	Southgate	Palouse (Freya to Regal)	\$	-	Y
D2	Southgate	44th (Altamont to Cook)	\$	-	Y
D3	West Central	Broadway @ Chestnut and Elm	\$	686,000.00	Y
D3	West Central	Broadway (Maple to Courthouse)	\$	459,000.00	Y
D3	West Central	Holmes Elementary	\$	-	Y
D2	West Hills	Rosamund @ F St	\$	406,000.00	Y
D2	West Hills	West Drive (Westcliff to Azalea)	\$	174,000.00	N
D2	West Hills	A st (Riverside to 7th Ave)	\$	64,000.00	N
D2	West Hills	Sand Ridge Ave (Gov't Way to Whistalks Way)	\$	50,000.00	Y
D2	West Hills	F St @ Whittier Park	\$	725,000.00	Y
D1	Whitman	Pittsburg (Central to Francis)	\$	221,000.00	Y
D1	Whitman	Crown (Helena to Magnolia)	\$	384,000.00	Y
D1	Whitman	Nebraska (Nevada to Napa)	\$	368,000.00	Y
D1	Whitman	Martin (Queen to Rowan)	\$	-	Y
D1	Whitman	Napa (Nebraska to Francis)	\$	-	Y