



# DIVISION CONNECTS

PEOPLE. PLACES. PROGRESS.

## Appendix I: Active Transportation *Project Recommendations*

Prepared for  
Spokane Regional Transportation Council  
Spokane Transit Authority

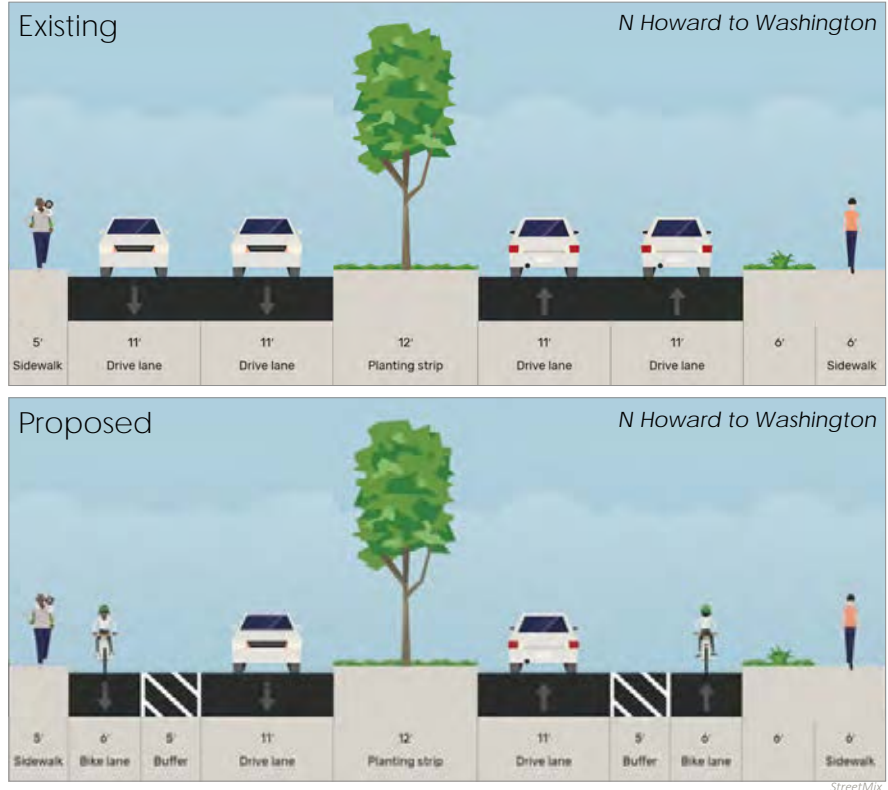
May 2022

Prepared by  
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# RECOMMENDATIONS

## Project 1: W Boone Avenue

W Boone Avenue is an east-west minor arterial roadway that parallels the Spokane River, providing access to medium-density commercial uses, including the Spokane Veteran Memorial Arena. The low existing AADT of 8,100 is in line with guidance from the FHWA, the recommends a lane reduction to improve safety for all roadway users while having minimal impact on traffic. The existing roadway lanes can be reallocated to accommodate one-way separated bike lanes in each direction from N Howard Street and N Division Street. This project will provide an all ages and abilities connection from Division to the existing bike lanes along Howard that connect to downtown Spokane.



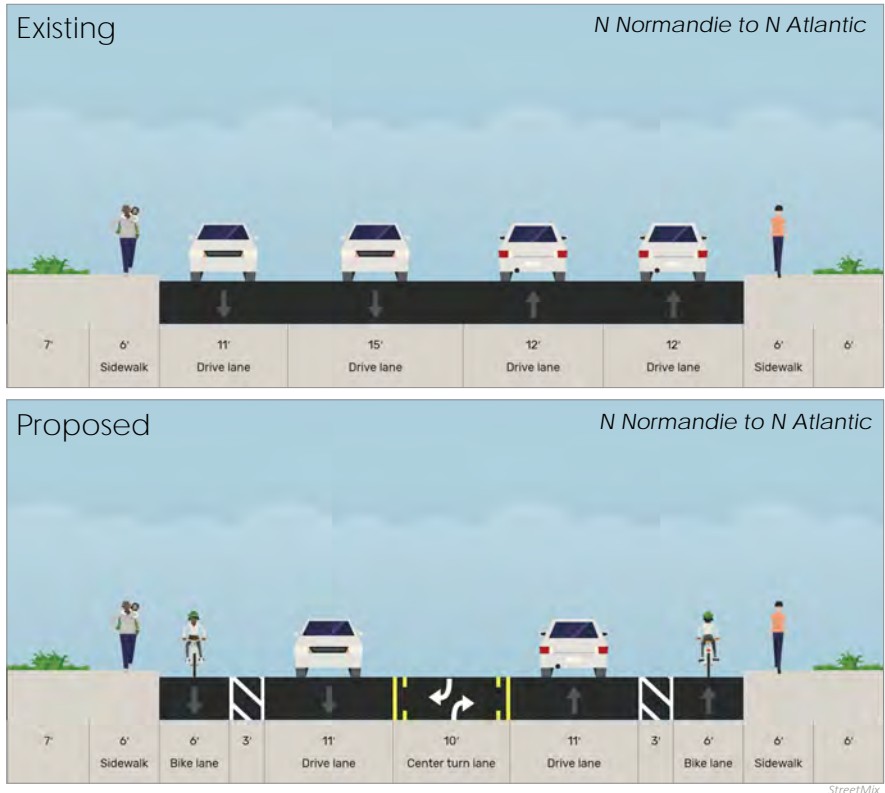
### EXISTING CONDITIONS

- Four-lane roadway with alternating landscaped medians and two-way center left turn lanes
- Existing sidewalks on both sides of the roadway
- AADT of 8,100 (2019) along segment
- Two crashes involving a non-motorist within the past five years, including three pedestrian crashes and one bicyclist crash
- Jurisdiction: City of Spokane

### PROJECT FEATURES

- Extent: Howard Street to Division Street (2,460')
- No change to the existing curb alignment
- Existing driveway access to remain
- Travel lane reduction from four to three lanes
- One-way separated bike lanes
- Intersection improvements: cross bike markings, signs, push buttons for bicycles, and bike signal heads

# RECOMMENDATIONS



## PROJECT COSTS

- Cost estimate = \$865,540- \$1,842,776
- Cost estimate assumptions are included in the summary table on page 93
- Improvements are recommended for implementation prior to construction for the Division Bus Rapid Transit (BRT)

## NEXT STEPS

- Design coordination with adjacent projects (2,21)
- Community engagement
- Concept will require further analysis between Washington and Monroe based on proposed school sports stadium to assess future traffic impacts
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

# RECOMMENDATIONS

## Project 2: Sharp Avenue/N Atlantic Street

N Atlantic Street and Sharpe Avenue are minor arterial roadways that primarily serve low-density commercial areas west of Division, reaching multi-family apartments on the east side of Division. The existing low AADT of 6,400 may make this corridor an ideal candidate for a lane reduction per guidance from the FHWA. The existing roadway lanes can be reallocated to accommodate one-way separated bike lanes in each direction from Boone to Pearl Street.



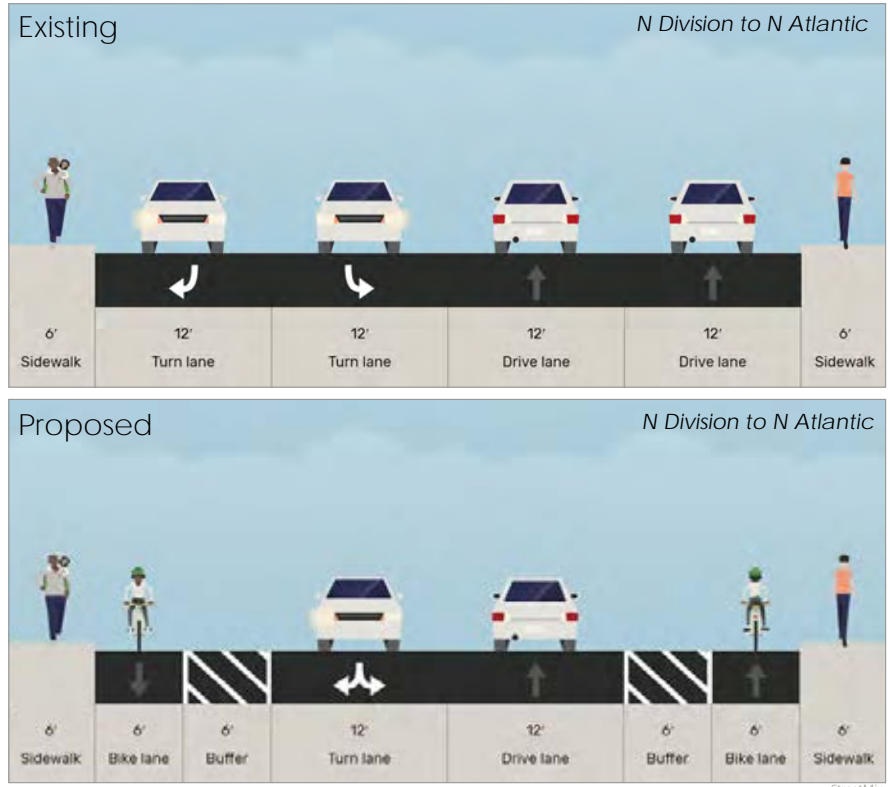
### EXISTING CONDITIONS

- Four-lane roadway divided by a concrete median
- Existing sidewalks on both sides of the highway
- AADT of 6,400 (2019) along the segment
- Five crashes involving a non-motorist within the past five years, including three pedestrian crashes and two bicyclist crashes. One pedestrian crash resulted in serious injuries
- Jurisdiction: City of Spokane

### PROJECT FEATURES

- Extent: Boone Avenue to Pearl Street (1,730')
- No change to existing curb alignment
- Removal of some on-street parking
- Travel lane reduction from four to three lanes
- One-way separated bike lanes
- Intersection improvements: cross bike markings, signs, push buttons for bicycles, and bike signal heads

# RECOMMENDATIONS

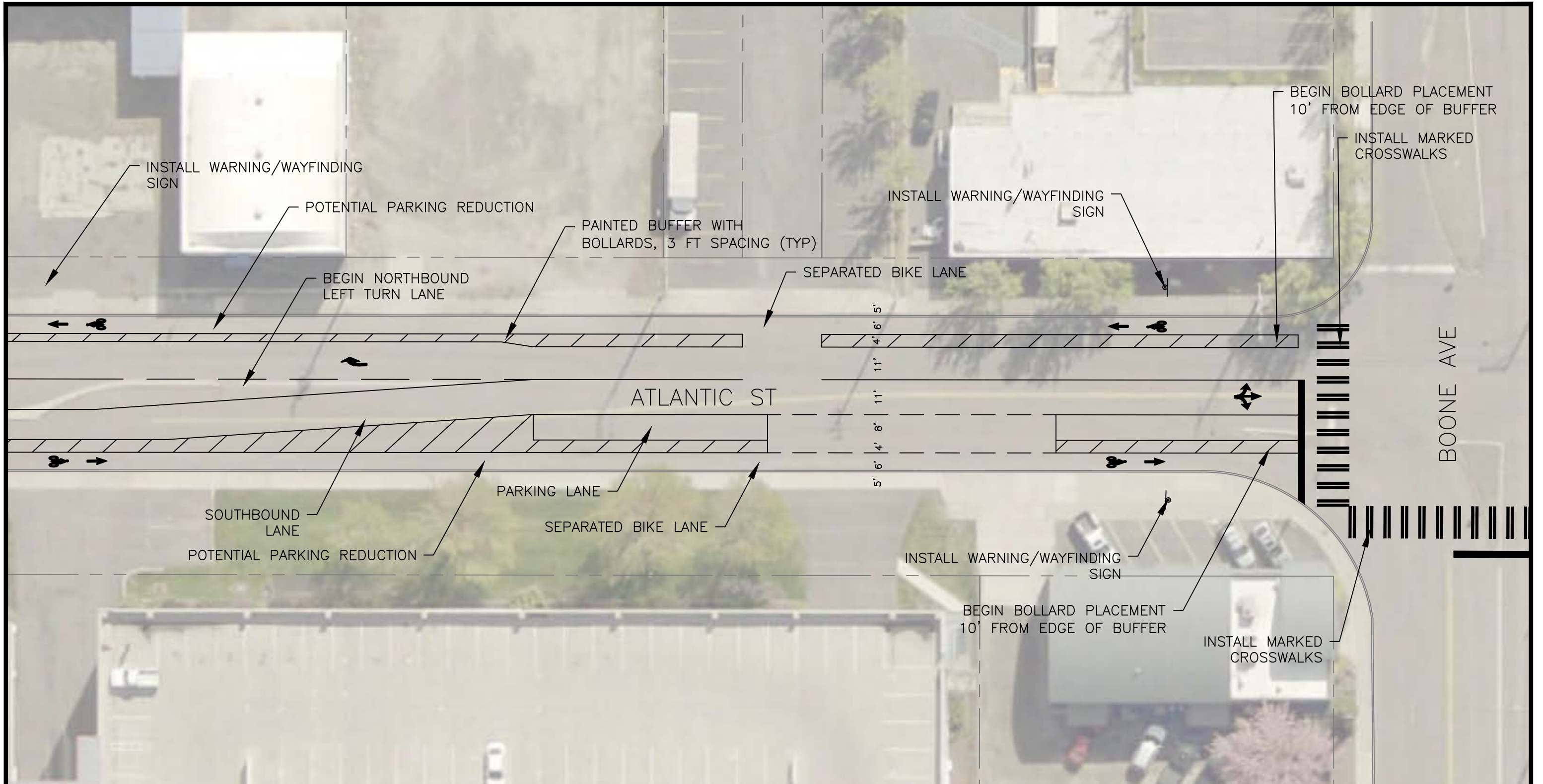


## PROJECT COSTS

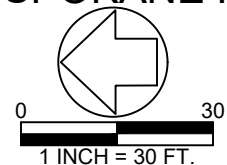
- Cost estimate = \$972,114- \$1,336,114
- Cost estimate assumptions are included in the summary table on page 93
- Improvements are recommended for implementation prior to or in conjunction with construction for the Division BRT

## NEXT STEPS

- Design coordination with adjacent project (1)
- Community engagement
- Coordination with WSDOT for crossing of Division and Ruby
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users
- Conduct a detailed traffic study and intersection/turning movement analysis per FHWA guidance for lane reallocations



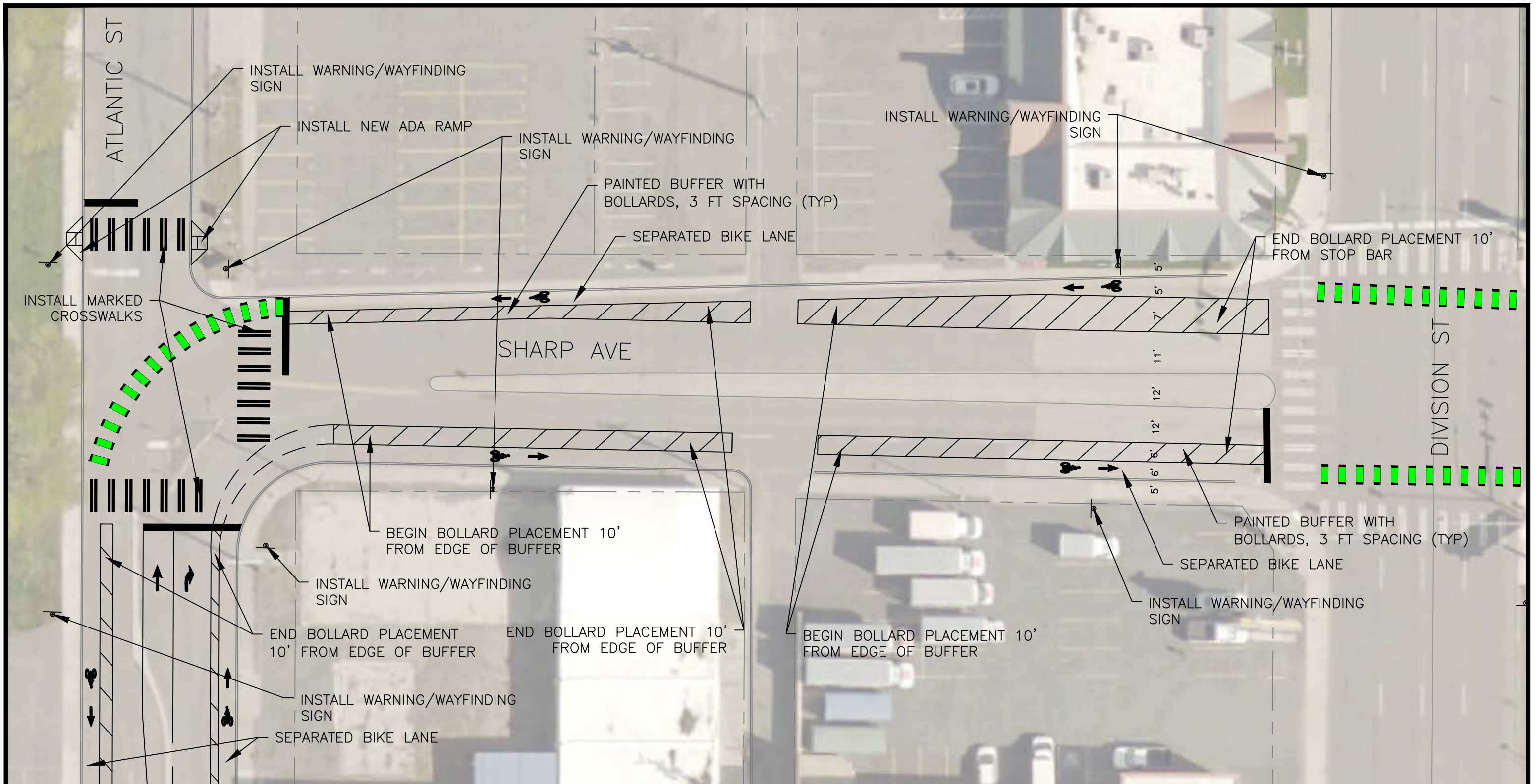
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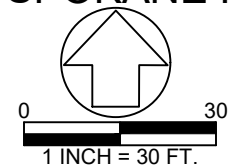
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## 2 SHARP AVE/ N ATLANTIC ST ATLANTIC ST TO PEARL ST DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 4

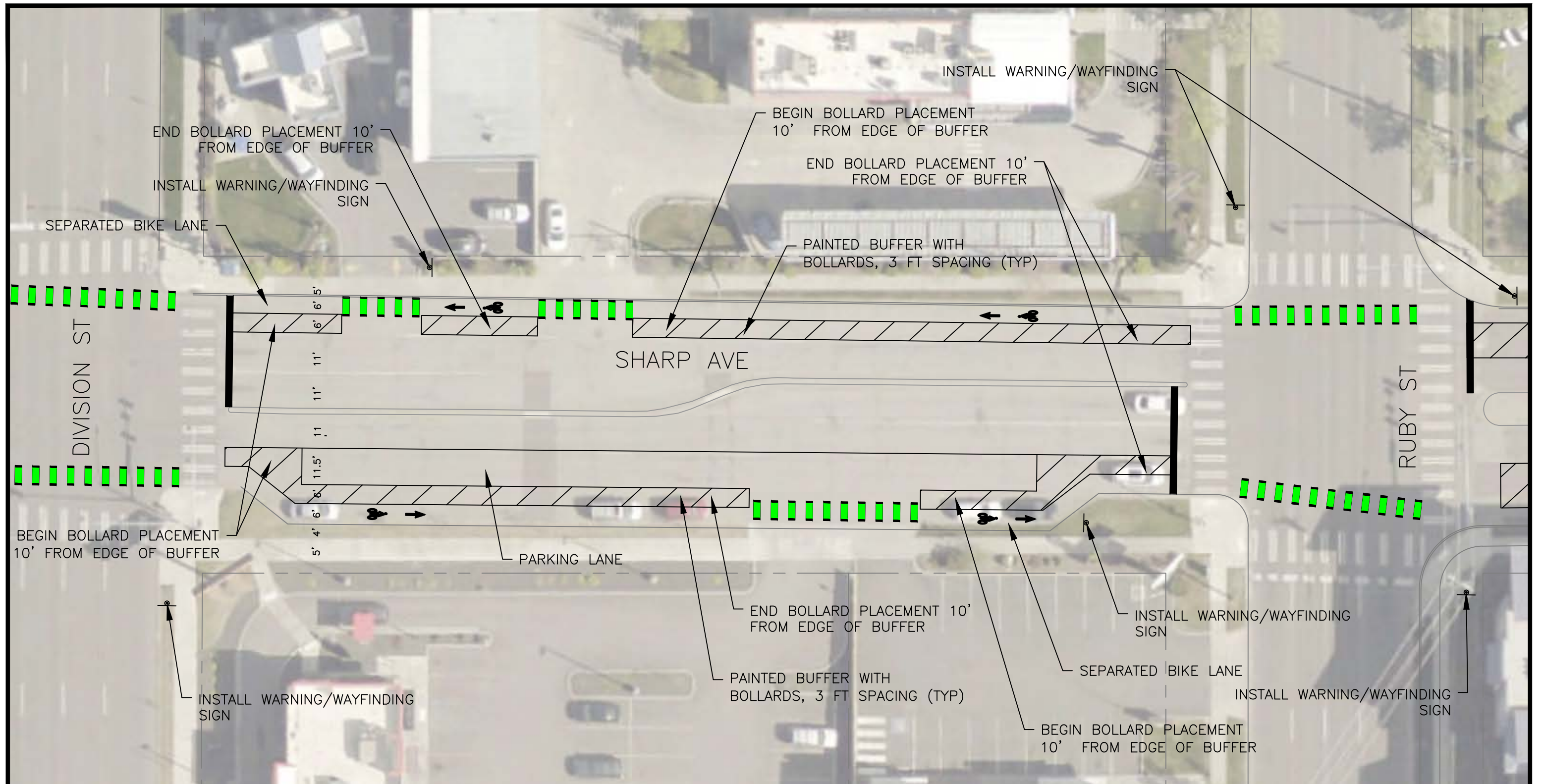


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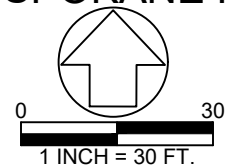


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## 2 SHARP AVE/ N ATLANTIC ST ATLANTIC ST TO PEARL ST DIVISION STREET ACTIVE TRANSPORTATION



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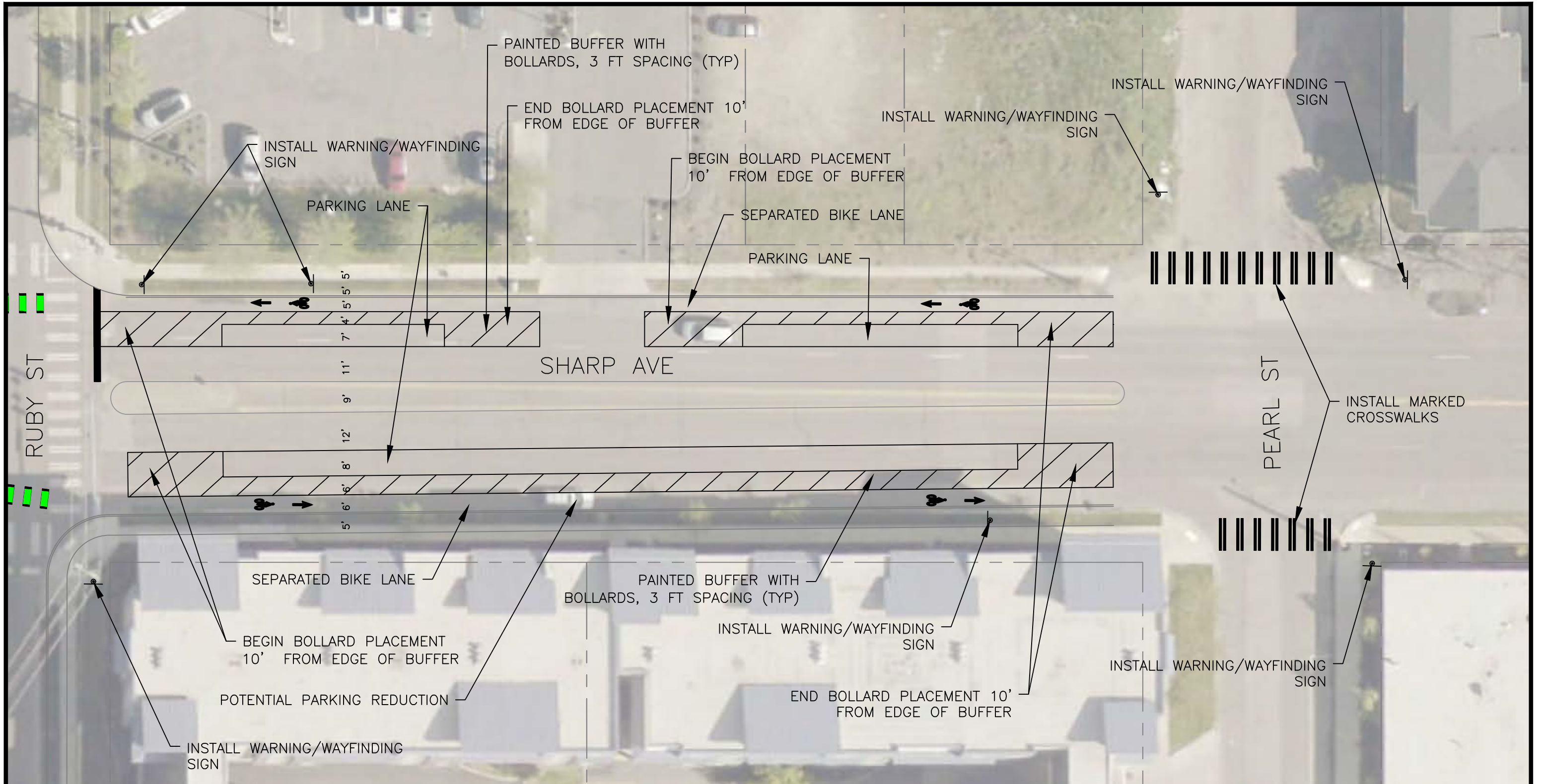


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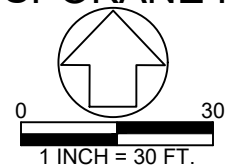
## 2 SHARP AVE/ N ATLANTIC ST ATLANTIC ST TO PEARL ST DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 4





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## 2 SHARP AVE/ N ATLANTIC ST ATLANTIC ST TO PEARL ST DIVISION STREET ACTIVE TRANSPORTATION

SHEET 4 OF 4

# RECOMMENDATIONS

## Project 3: E Mission Avenue

E Mission Avenue is an east-west principal arterial roadway that connects the Division corridor with residential areas to the east. The existing AADT of 17,900 may make this corridor a candidate for a lane reduction per guidance from the FHWA. Existing roadway lanes can be reallocated to accommodate one-way separated bike lanes in each direction. This project will provide an all ages and abilities connection between the proposed two-way separated bike lane along N Ruby Street and the existing neighborhood greenway along Cincinnati. This project will also connect the Division/Ruby BRT corridor with the City Line BRT along Mission and Cincinnati.



StreetMix

### EXISTING CONDITIONS

- Four lane roadway with landscaped median
- Existing sidewalks on either side of the roadway
- AADT of 17,900 along the segment (2019)
- Seven crashes involving a non-motorist within the past five years, including four pedestrian and three bicycle crashes
- Jurisdiction: City of Spokane

### PROJECT COSTS

- \$1,649,492- \$2,994,359
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended in conjunction with the Division BRT construction

### PROJECT FEATURES

- Extent: Division Street to Cincinnati Street (3,230')
- No change to existing curb alignment
- Travel lane reduction from four to three lanes
- One-way separated bike lanes
- Intersection improvements: cross bike markings, signs, push buttons for bicycles, and bike signal heads

### NEXT STEPS

- Design coordination with adjacent projects (22) and City Line project at Mission/Cincinnati
- Community engagement
- Coordination with WSDOT for crossing of Division/Ruby
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users
- Conduct a detailed traffic study and intersection/turning movement analysis per FHWA guidance for lane reallocations

# RECOMMENDATIONS

## Project 4: E Longfellow Avenue

E Longfellow Avenue is a local street that connects N Division Street with residential areas to the east. The low traffic volumes and residential character of the street make it an ideal candidate for a neighborhood greenway. This project will provide an all ages and abilities connection between the Division corridor and existing bike lanes along N Addison Street.



### EXISTING CONDITIONS

- Two-lane roadway (30' curb-to-curb) with on-street parking
- Existing 5' sidewalks with gaps along both sides
- AADT not available for this segment
- Four crashes that involved a non-motorist, including two pedestrian and two bicycle crashes. Three of these crashes resulted in serious injuries
- Jurisdiction: City of Spokane

### PROJECT COSTS

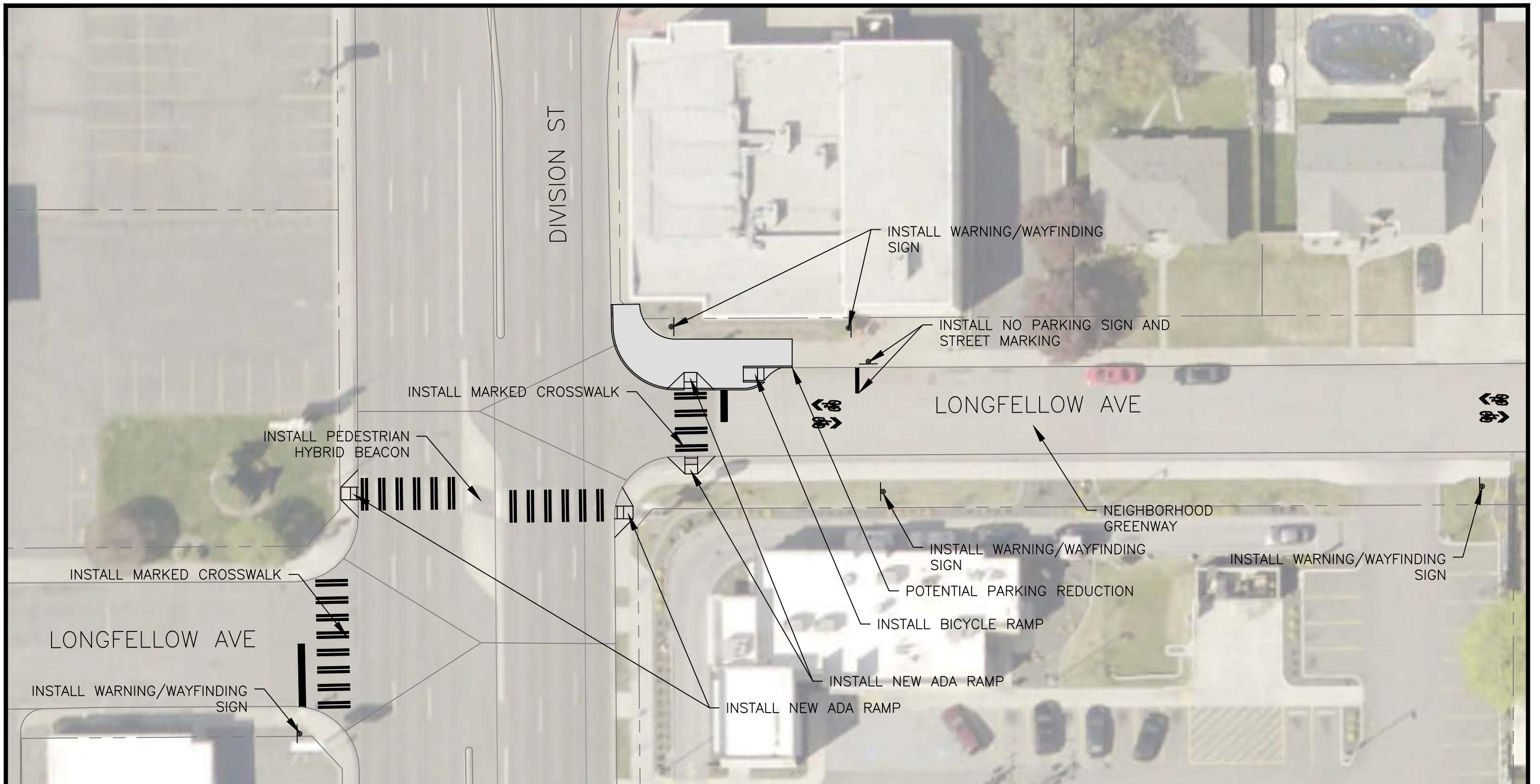
- Cost estimate = \$247,056- \$520,056
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended in conjunction with the Division BRT construction

### PROJECT FEATURES

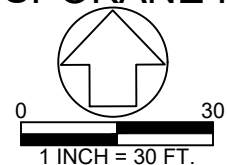
- Extent: Division Street to Addison Street (1,960')
- No change to existing curb alignment
- Rectangular rapid-flashing beacons (RRFB)
- Addition of a neighborhood greenway

### NEXT STEPS

- Community engagement
- Coordination with WSDOT for crossing of Division
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users



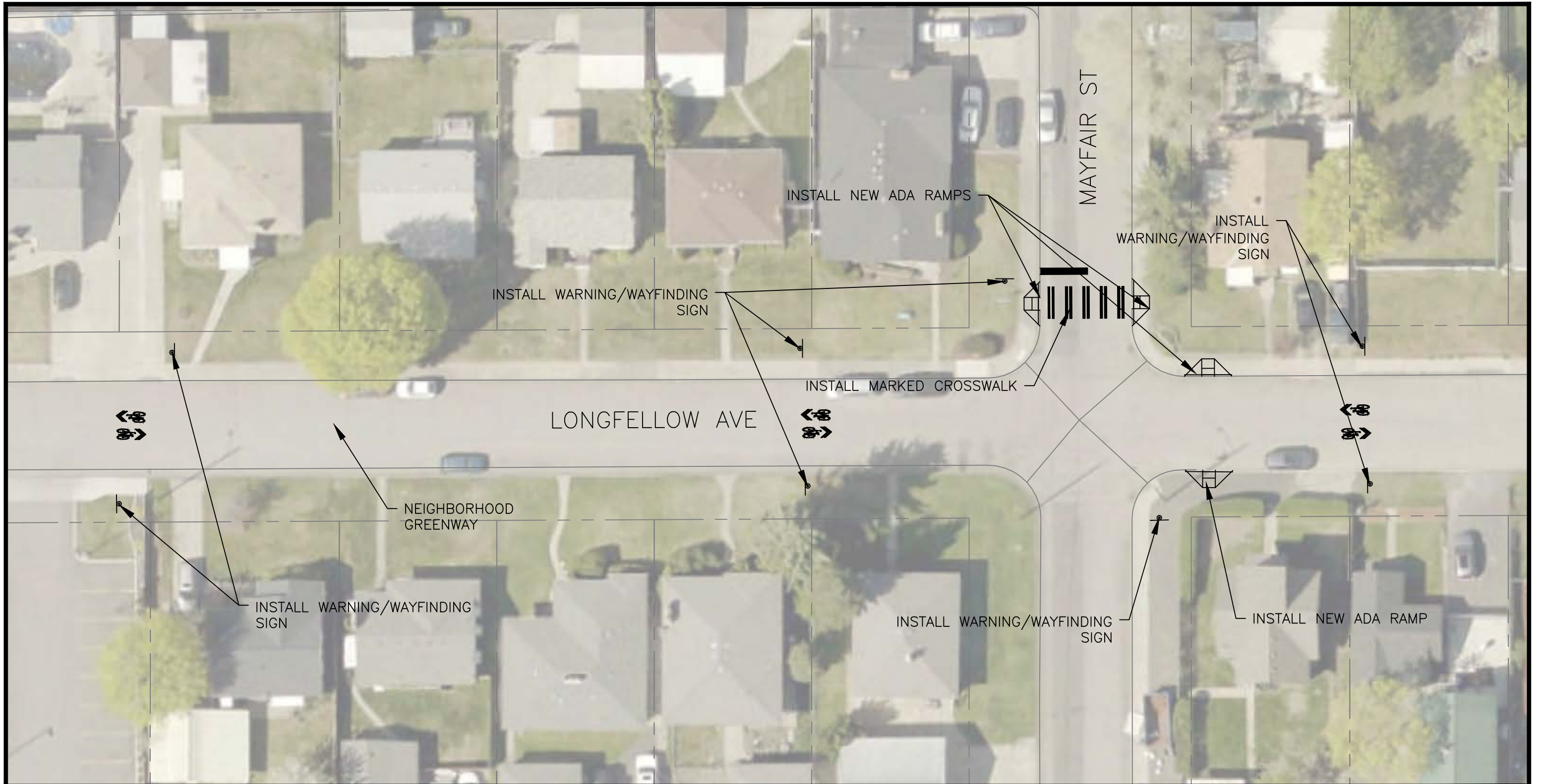
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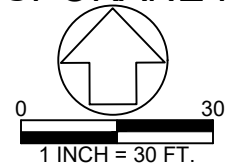
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# 4 LONGFELLOW AVE DIVISION ST TO ADDISON ST DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 5



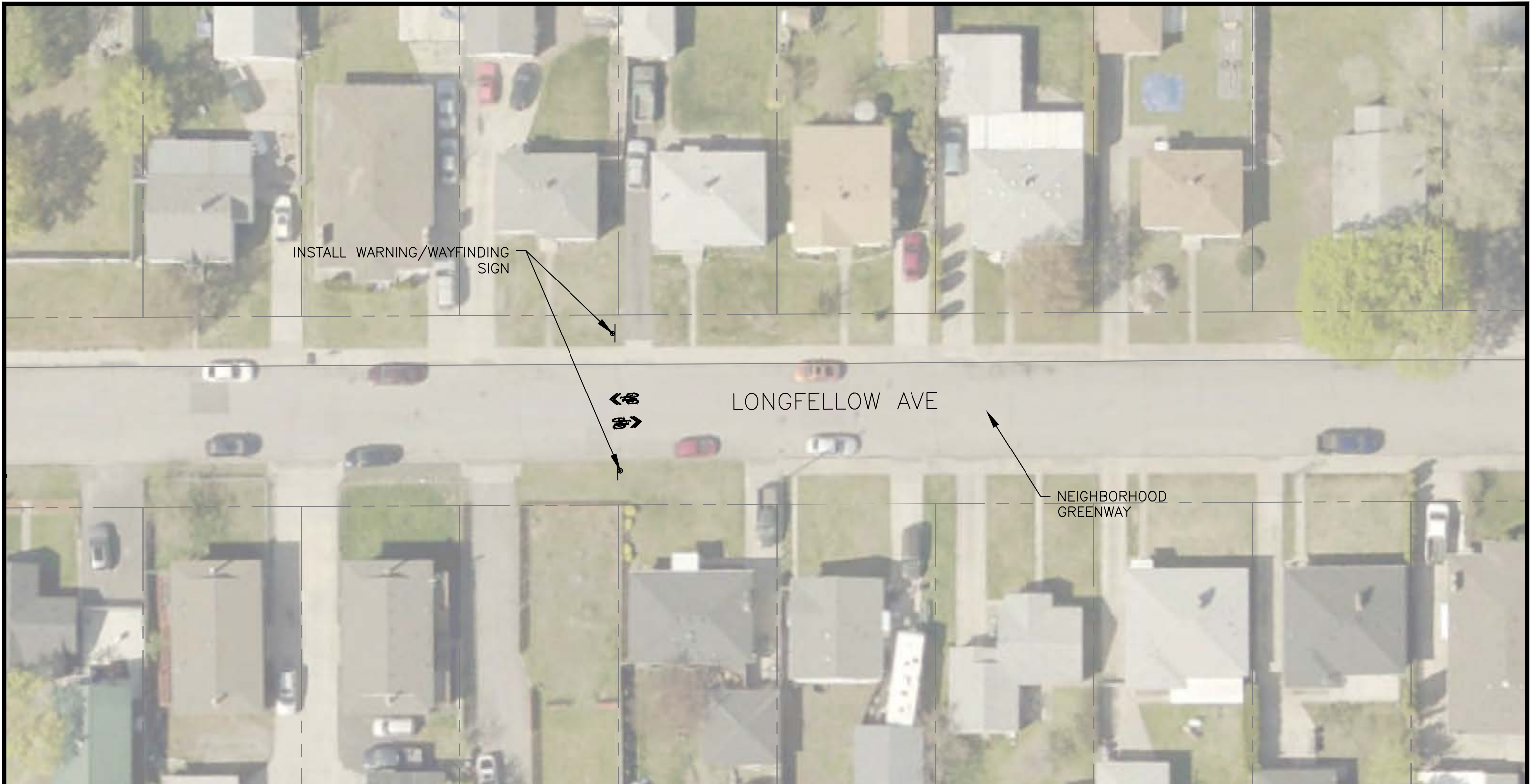
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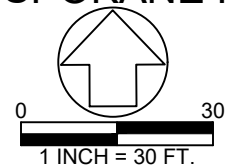
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**4 LONGFELLOW AVE**  
**DIVISION ST TO ADDISON ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 2 OF 5



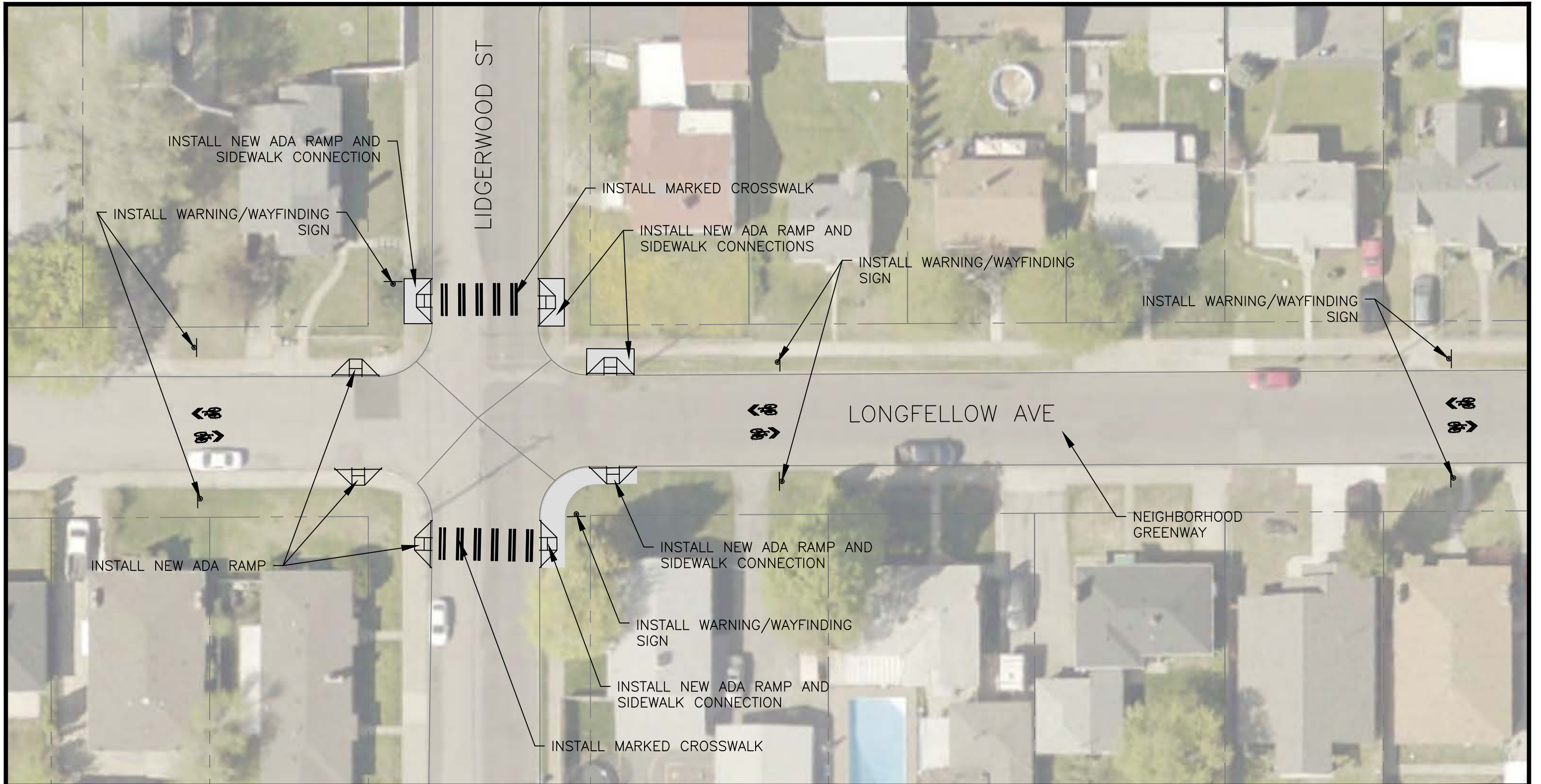
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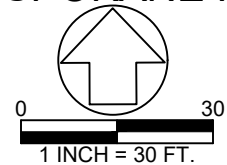
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**4 LONGFELLOW AVE**  
DIVISION ST TO ADDISON ST  
DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 5



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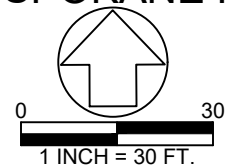
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**4 LONGFELLOW AVE**  
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SHEET 4 OF 5



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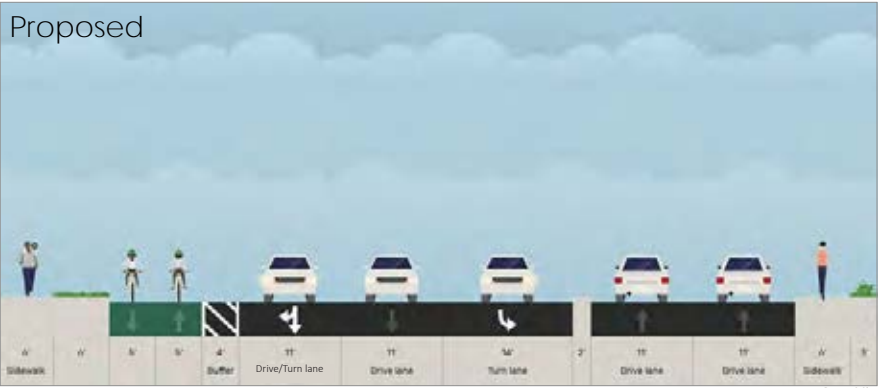
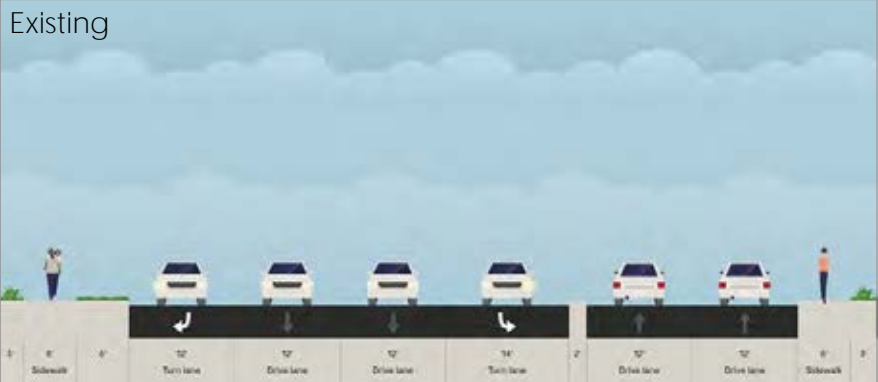
SHEET 5 OF 5



# RECOMMENDATIONS

## Project 5: E Wellesley Avenue

E Wellesley Avenue is an east-west principal arterial that provides a connection from N Division Street to the NorthTown Mall and residential areas to the west of the roadway. The existing AADT of 14,600 may make this corridor a candidate for a lane reduction per guidance from the FHWA. A parking garage access ramp in the ROW of Wellesley limits the options for reconfiguring the eastbound lanes. The westbound lanes will be reconfigured to accommodate a two-way separated bike lane along the north curb. This project will provide an all ages and abilities connection between existing bike lanes on Addison and the Division corridor.



StreetMix

### EXISTING CONDITIONS

- Four-lane roadway with a WB left turn lane
- Ramp to NorthTown parking garage replaces the median on the east side of the segment
- Existing sidewalks on both sides of the roadway
- AADT of 14,600 (2019) along segment
- Eight crashes involving a non-motorist within the past five years, including two pedestrian crashes and six bicyclist crashes
- Jurisdiction: City of Spokane

### PROJECT COSTS

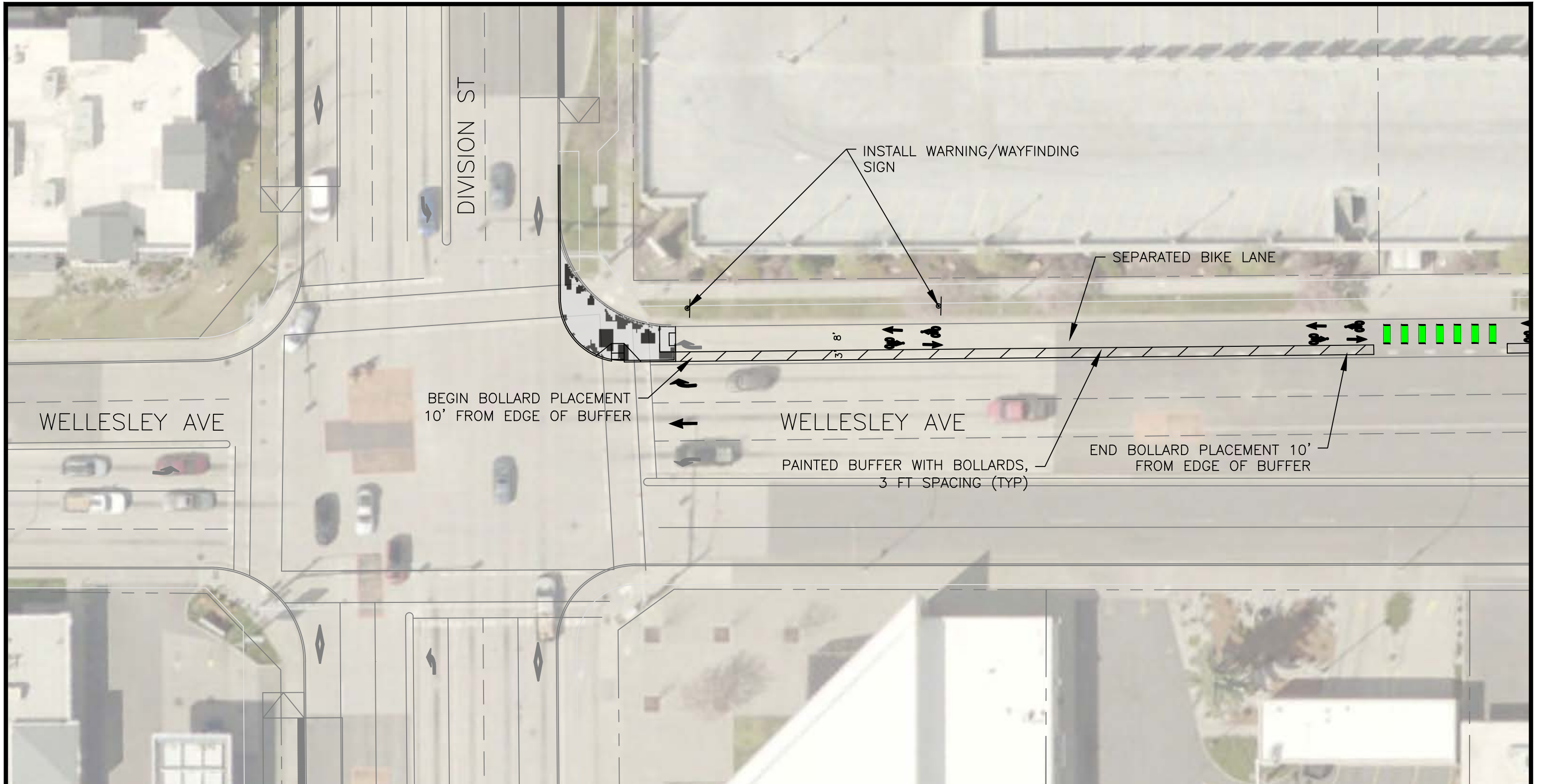
- Cost estimate = \$510,796- \$510,796
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended in conjunction with the Division BRT construction

### PROJECT FEATURES

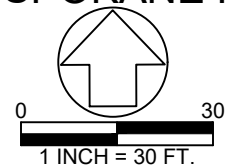
- Extent: Division Street to Lidgerwood Street (1,300)
- Lane reduction from four to two lanes
- Two-way separated bike lanes on north side of street

### NEXT STEPS

- Community engagement
- Traffic study to confirm lane reduction
- Coordination with WSDOT for crossing of Division Street
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users



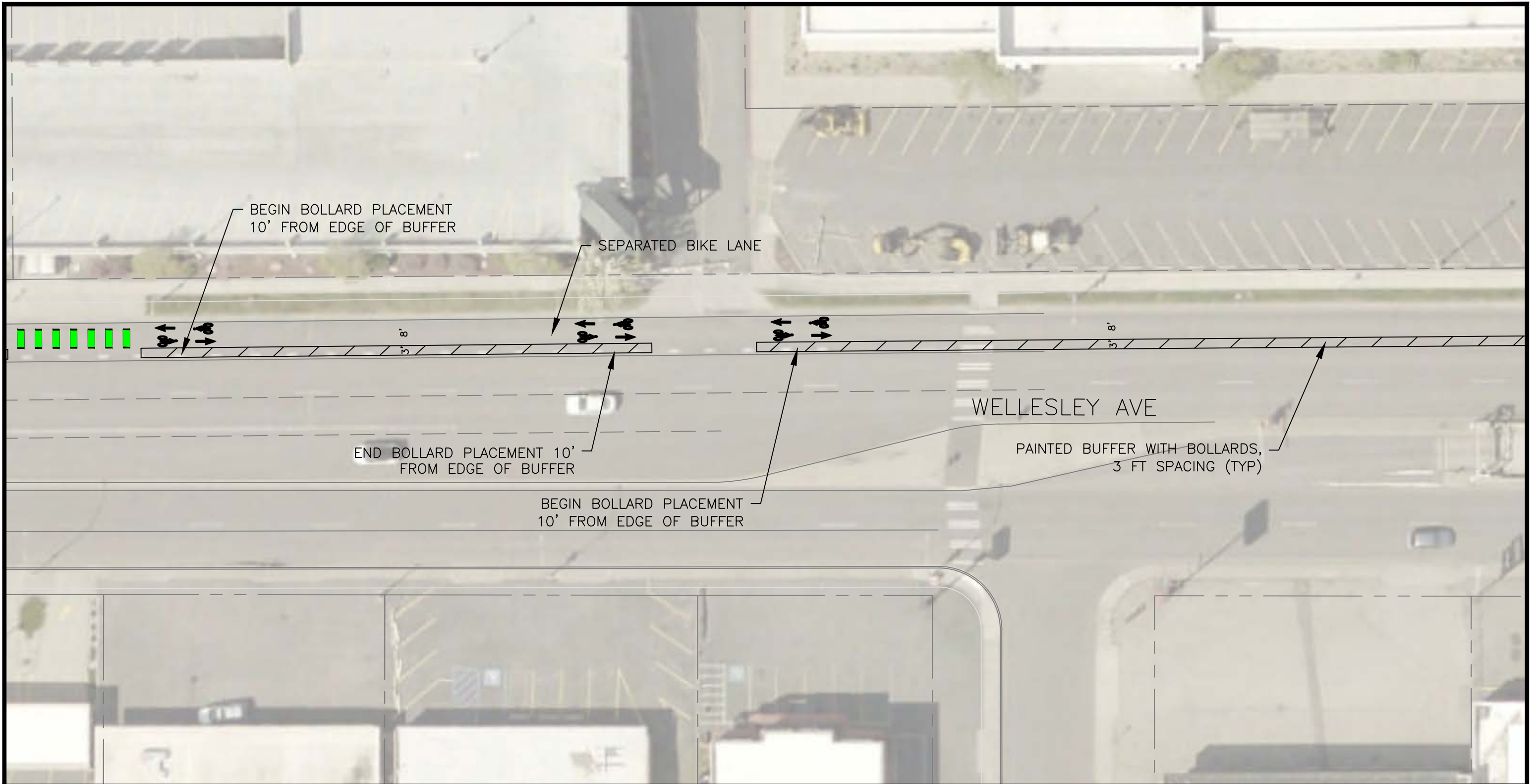
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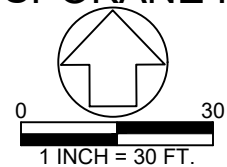
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**5 WELLESLEY AVE**  
 DIVISION ST TO ADDISON ST  
 DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 8



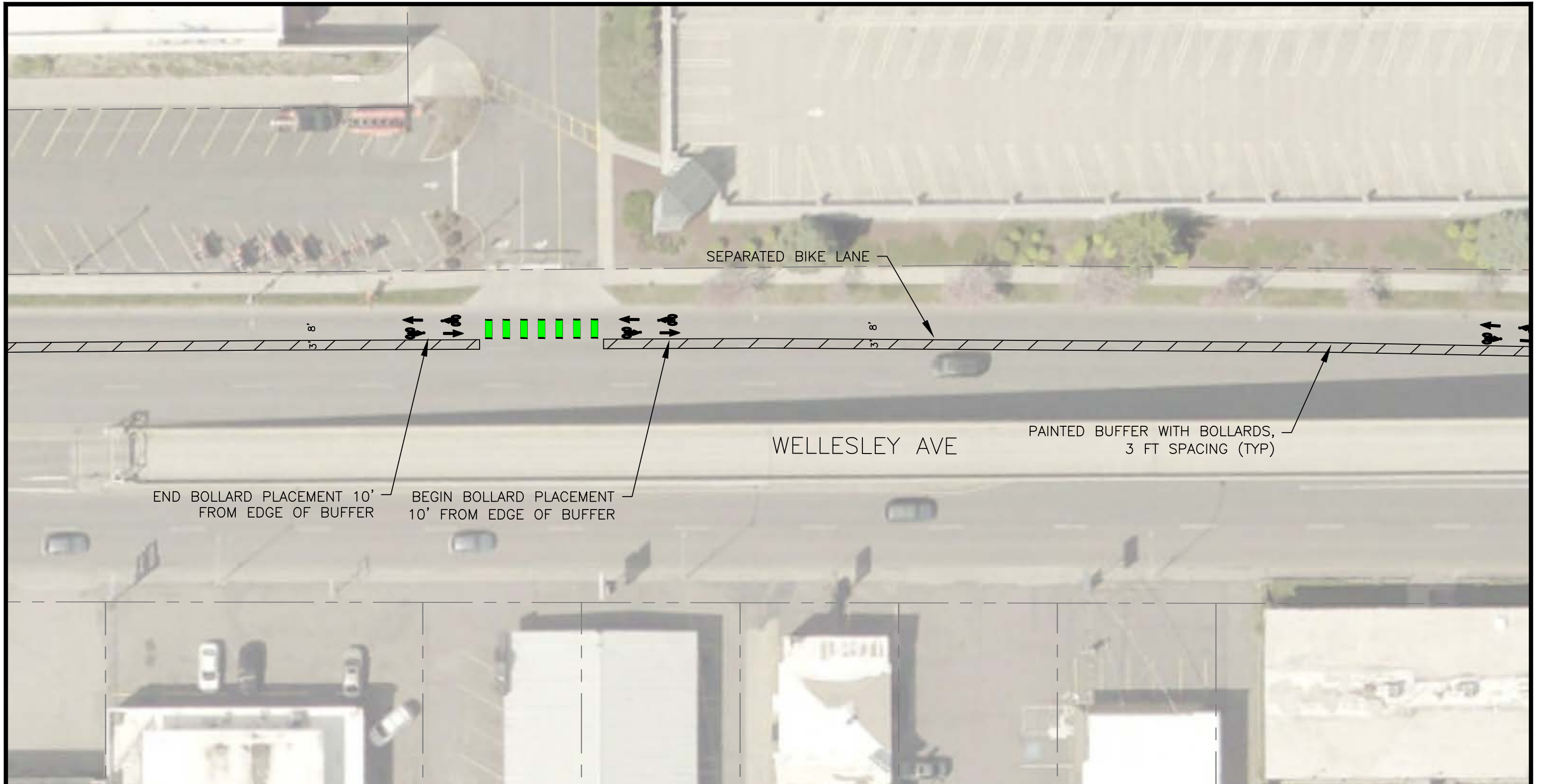
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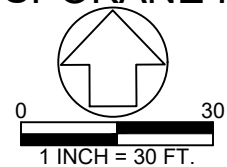
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**5 WELLESLEY AVE**  
DIVISION ST TO ADDISON ST  
DIVISION STREET ACTIVE TRANSPORTATION

SHEET 2 OF 8



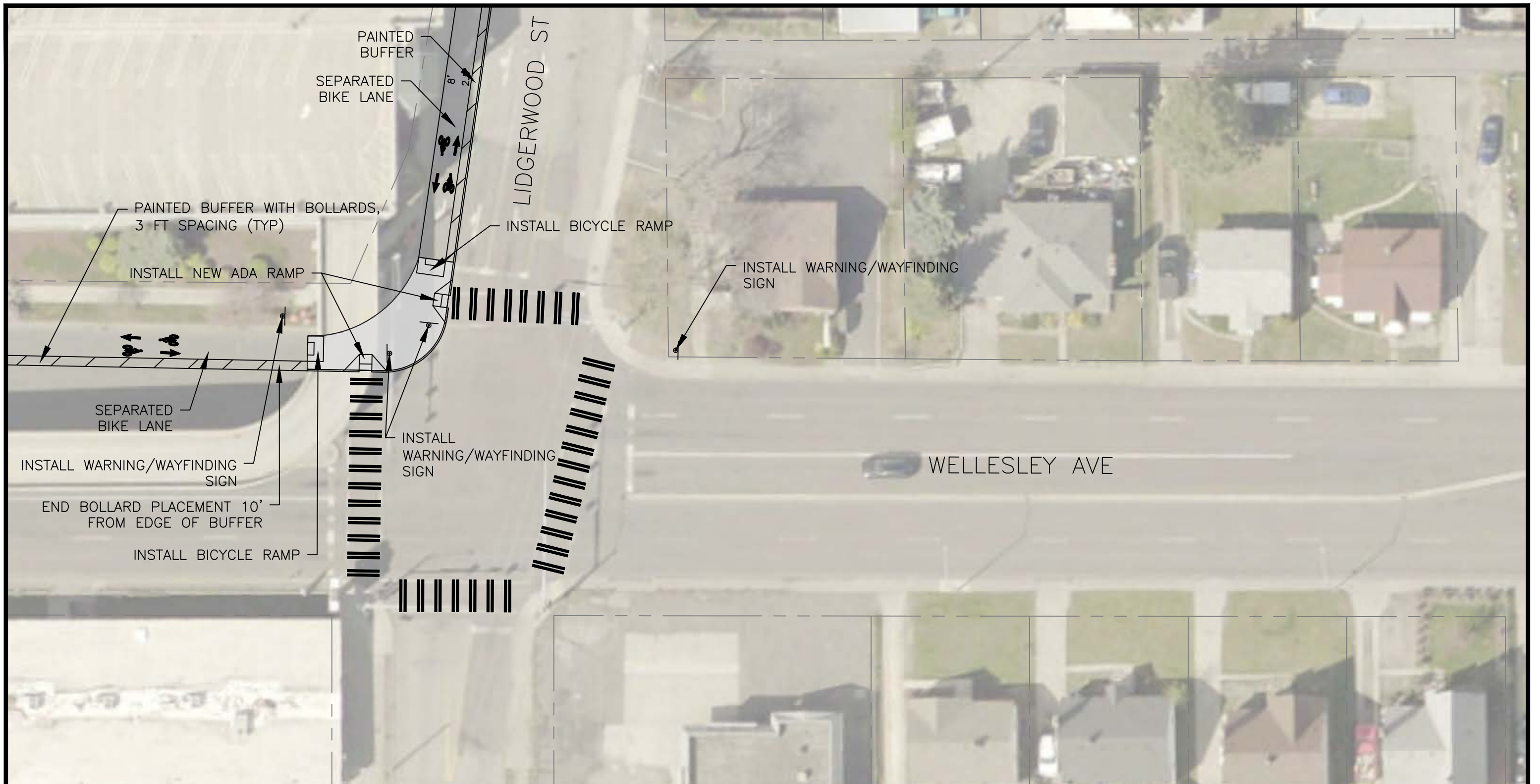
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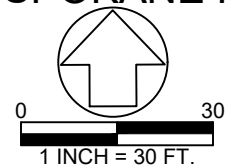
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**5 WELLESLEY AVE**  
 DIVISION ST TO ADDISON ST  
 DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 8



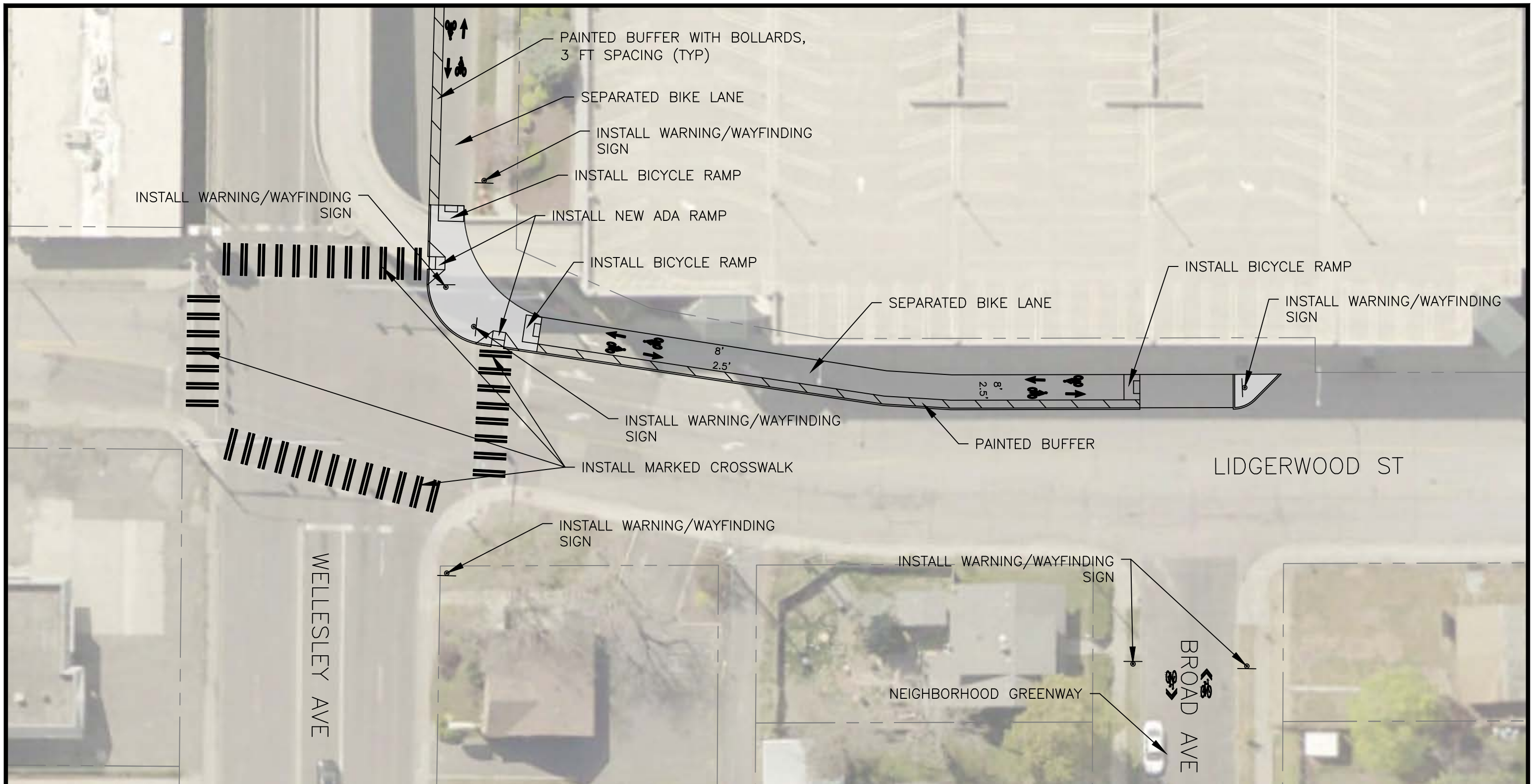
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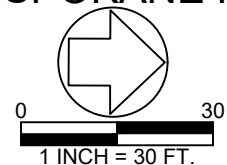
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**5 WELLESLEY AVE**  
 DIVISION ST TO ADDISON ST  
 DIVISION STREET ACTIVE TRANSPORTATION

SHEET 4 OF 8



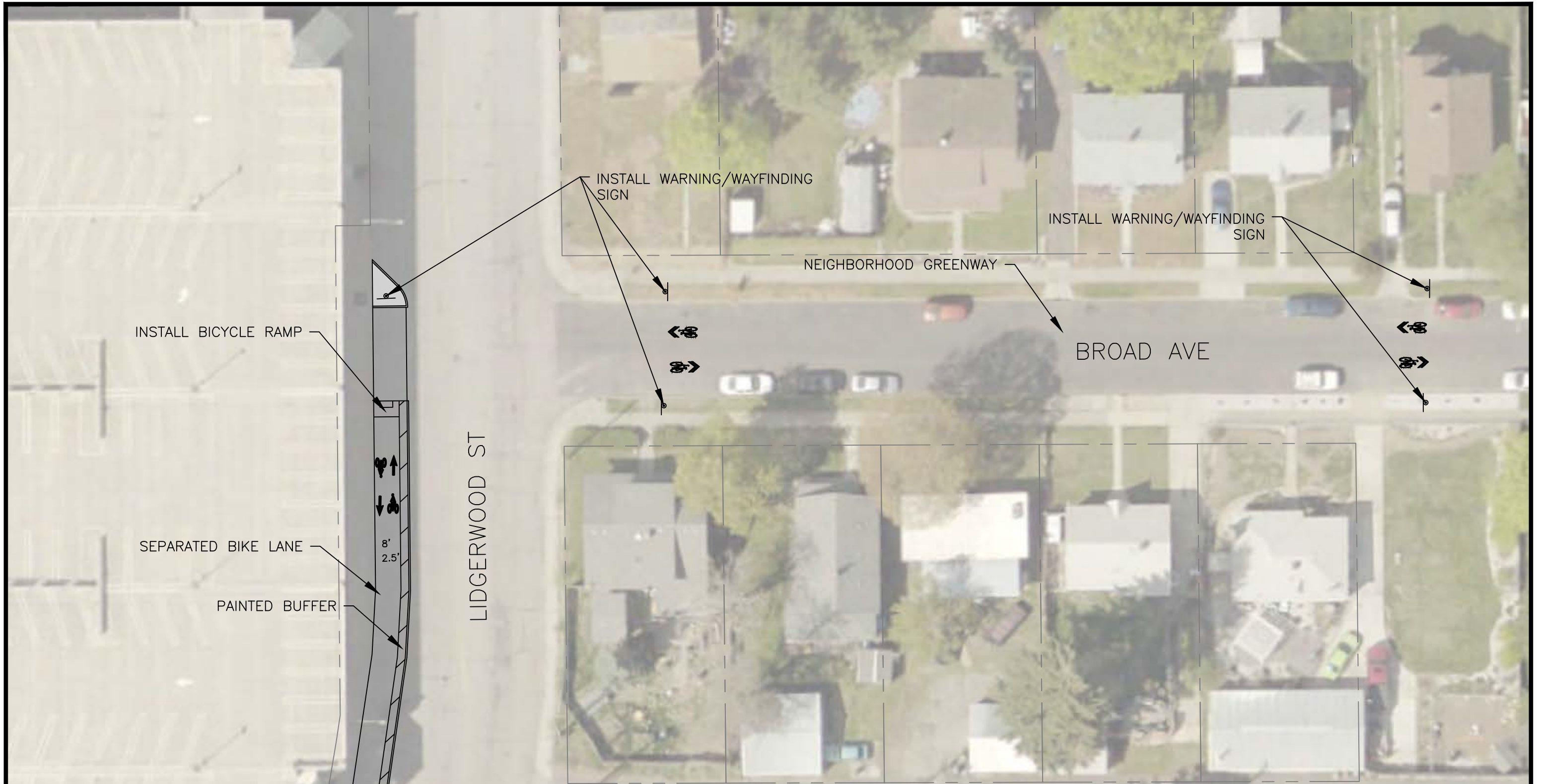
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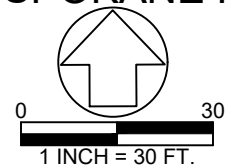
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# 5 WELLESLEY AVE DIVISION ST TO ADDISON ST DIVISION STREET ACTIVE TRANSPORTATION

SHEET 5 OF 8



SPOKANE REGIONAL TRANSPORTATION COUNCIL



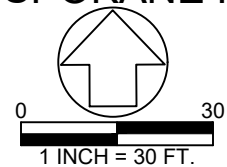
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SHEET 6 OF 8



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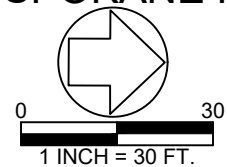
**5 WELLESLEY AVE**  
 DIVISION ST TO ADDISON ST  
 DIVISION STREET ACTIVE TRANSPORTATION

SHEET 7 OF 8





SPOKANE REGIONAL TRANSPORTATION COUNCIL



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# 5 WELLESLEY AVE DIVISION ST TO ADDISON ST DIVISION STREET ACTIVE TRANSPORTATION

SHEET 8 OF 8

# RECOMMENDATIONS

## Project 6: N Lidgerwood St

N Lidgerwood Street is a north-south major collector parallel to N Division Street, connecting various land uses and several major destinations, including NorthTown Mall, Franklin Medical Center, Lidgerwood Elementary, and Providence Holy Family Hospital. Residential connections along the roadway range from single family neighborhoods to large multi-family apartments. To develop bicycle recommendations that accommodate users of all ages and abilities (AAA), three facilities—painted bike lanes, separated bike lanes, and 2-way cycle tracts—were analyzed based on existing conditions along N Lidgerwood Street from Hoffman Avenue to Wedgewood Avenue (7,420'). The high-level feasibility of each concept is detailed below.

### EXISTING CONDITIONS

- Two- to four-lane road with a 60' ROW
- Existing sidewalks on both side of the roadway
- Three crashes involving a non-motorist within the past five years, including two pedestrian crashes and one bicyclist crash
- Jurisdiction: City of Spokane

### CONCEPT COMPARISON

#### Painted Bike Lanes

- Does not meet AAA criteria
- Scope of project: pavement resurfacing, re-striping, signs, conflict markings, intersection treatments
- Cost: low (if coordinated with resurfacing project)

#### Separated Bike Lanes

- Meets AAA criteria
- Scope of project: work on both sides of street (relocation of curbs/utilities/stormwater); conflict markings, intersection treatments, signs
- Cost: high

#### 2-Way Separated Bike Lanes

- Meets AAA criteria
- Scope of project: work focused on one side of street: (relocation of curbs/utilities/stormwater); conflict markings, intersection treatments, signs
- Cost: moderate to high

### NEXT STEPS

#### Summary

- Not possible to create an AAA facility without significant costs

#### Recommendations

- Evaluate alternate parallel routes for AAA facility
- Evaluate traffic impacts after completion of NSC and consider changing classification of Lidgerwood (convert to local street)
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

#### Preliminary Observations of Alternate Routes

##### *N Addison Street*

- Minor arterial/major collector; AADT: 6,600 to 7,400; 5 recorded crashes involving pedestrian/bicycle
- Major destinations: school, community services
- Current bike lanes do not meet AAA criteria, however reallocation of parking may allow for buffered bike lanes

##### *Whitehouse Street*

- Local street; low volume; no recorded crash history involving pedestrian/bicycle
- Major destinations: school, parks
- May be appropriate for neighborhood greenway

# RECOMMENDATIONS

## Project 7: E Everett Avenue

E Everett Avenue is an east-west local road that provides access to low-density residential areas east of N Division Street. The low traffic volumes and residential character of the street make it an ideal candidate for a neighborhood greenway. This project will provide an all ages and abilities connection between the Division corridor and the existing bike lanes on Addison Street.



### EXISTING CONDITIONS

- Two-lane roadway with on-street parking
- Existing buffered sidewalks along either side of the roadway
- AADT unavailable for this roadway
- One crash involving a non-motorist within the past five years: a bicyclist crash resulting in serious injuries
- Jurisdiction: City of Spokane

### PROJECT COSTS

- Cost estimate = \$229,840- \$624,884
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased separately from the Division BRT

### PROJECT FEATURES

- Extent: Division Street to Addison Street (1,920')
- No change to existing curb alignment
- Rectangular rapid-flashing beacons (RRFB)
- Addition of neighborhood greenway

### NEXT STEPS

- Community engagement
- Coordination with City of Spokane projects
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

# RECOMMENDATIONS

## Project 8: E Rowan Avenue

E Rowan Avenue is an east-west minor arterial that connects N Division Street to commercial destinations to the east. Major destinations include Lidgerwood Elementary, Providence Holy Family Hospital, and office buildings. This project will require reallocating existing wide lanes with intermittent parking to accommodate the proposed bike lanes. This project will provide an all ages and abilities connection between the Division corridor and the existing bike lanes on Addison.



StreetMix

### EXISTING CONDITIONS

- Two-lane road with some on-street parking
- Existing sidewalks on both sides of the roadway
- AADT is 4,200 (2019) along segment
- Five crashes involving a non-motorist within the past five years, including four pedestrian crashes and one bicyclist crash. Two of the pedestrian crashes resulted in serious injuries
- Jurisdiction: City of Spokane

### PROJECT FEATURES

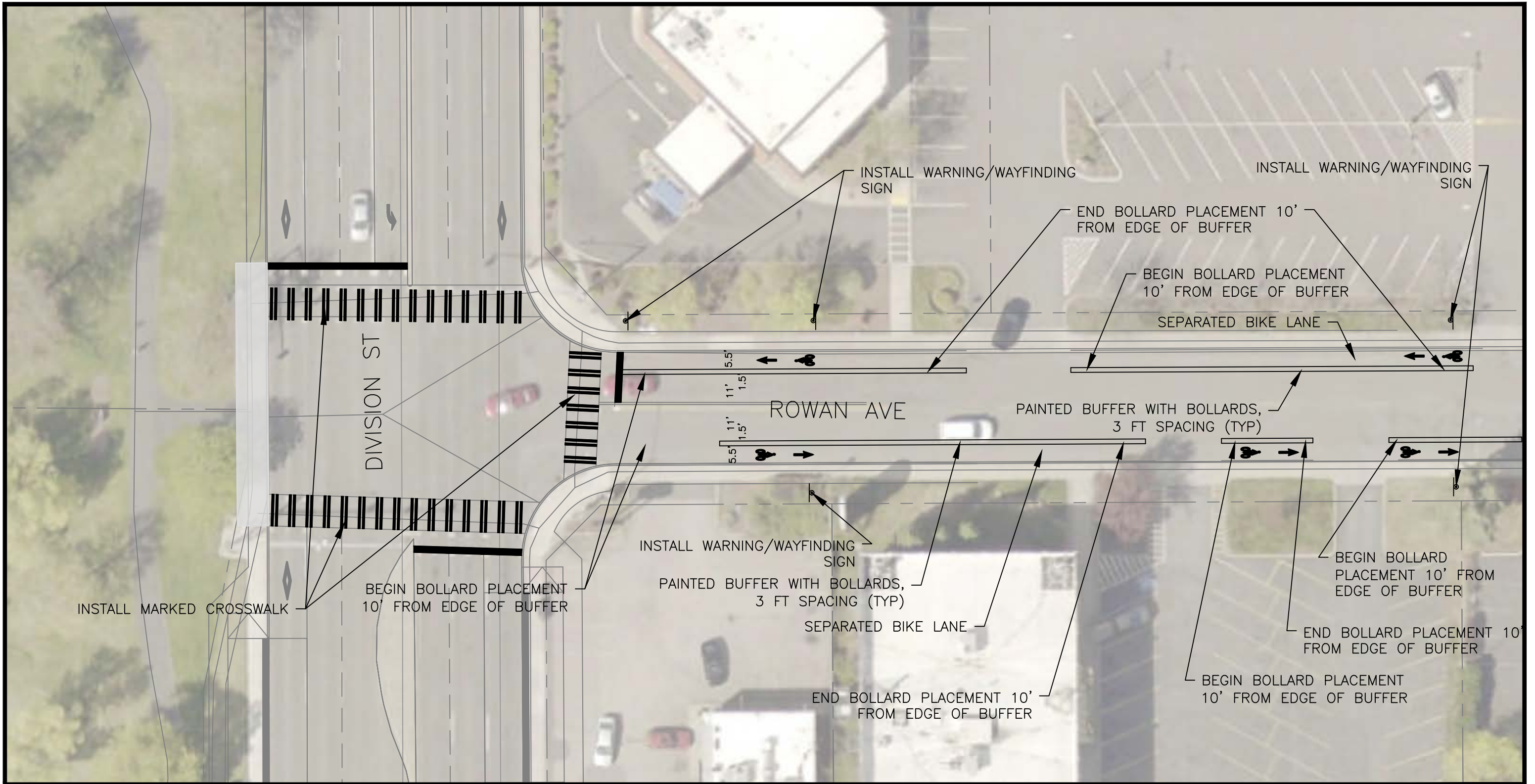
- Extent: Rowan Avenue to Division Street (1,970')
- No change to curb alignment
- Removal of on-street parking
- Reallocation of street space
- Buffered bike lanes

### PROJECT COSTS

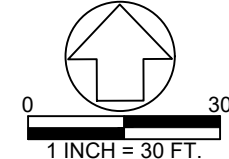
- Cost estimate = \$620,269- \$952,419
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended in conjunction with the Division BRT construction

### NEXT STEPS

- Community engagement
- Coordination with City of Spokane projects
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users



SPOKANE REGIONAL TRANSPORTATION COUNCIL

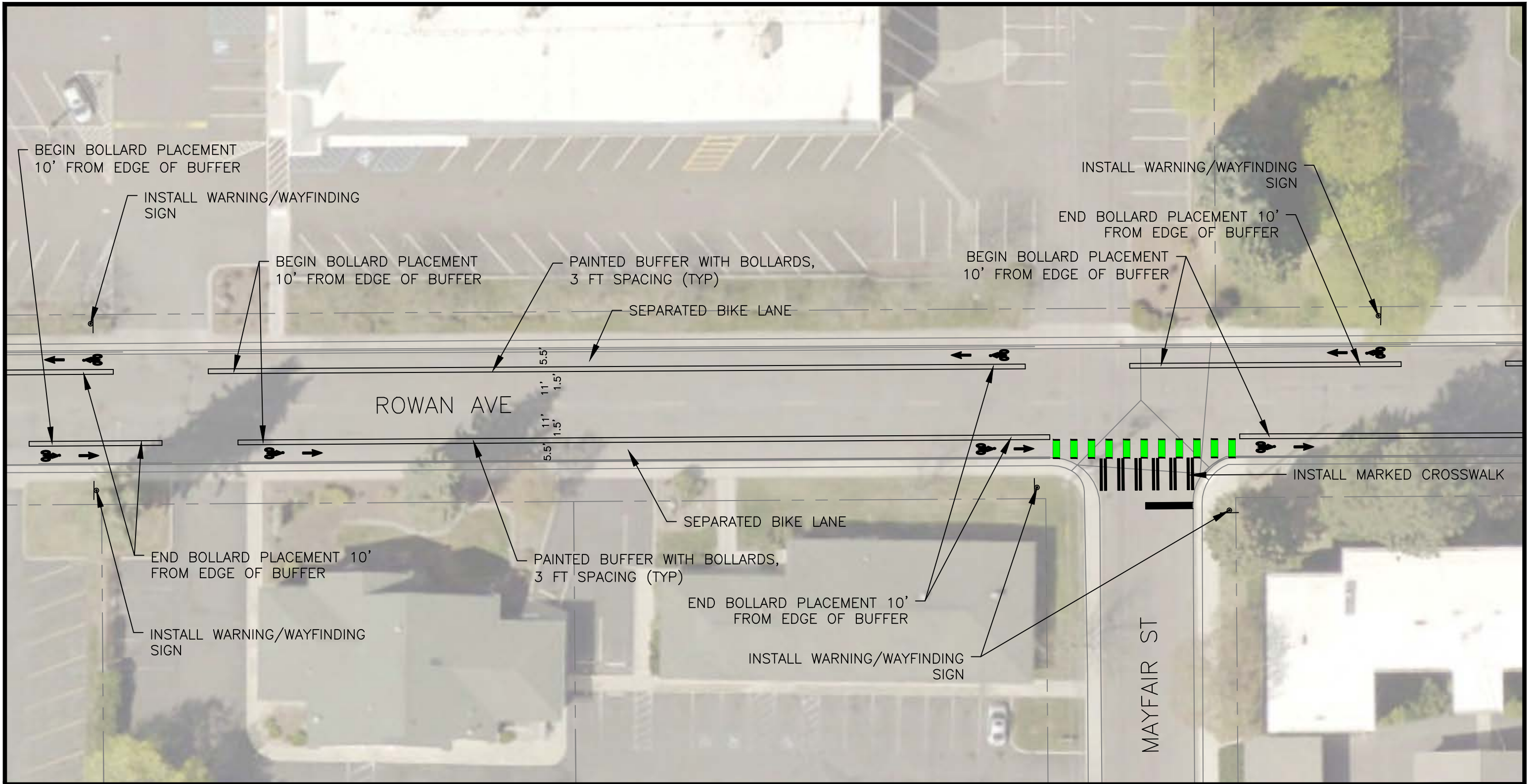


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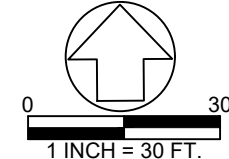
# 8 ROWAN AVE

## DIVISION ST TO ADDISON ST

### DIVISION STREET ACTIVE TRANSPORTATION



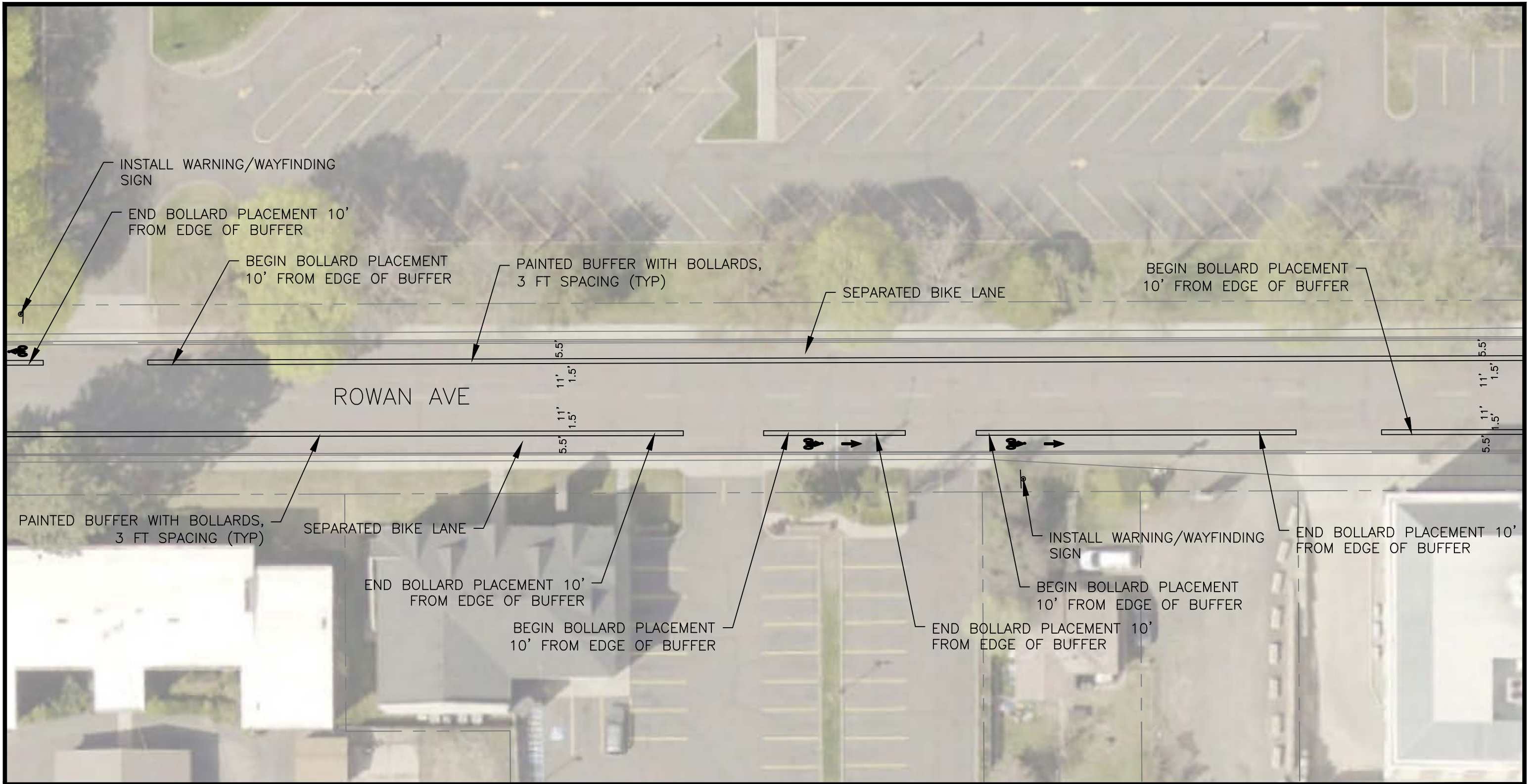
SPOKANE REGIONAL TRANSPORTATION COUNCIL



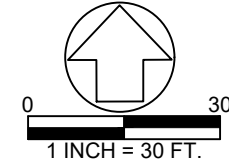
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**8 ROWAN AVE**  
**DIVISION ST TO ADDISON ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 2 OF 5



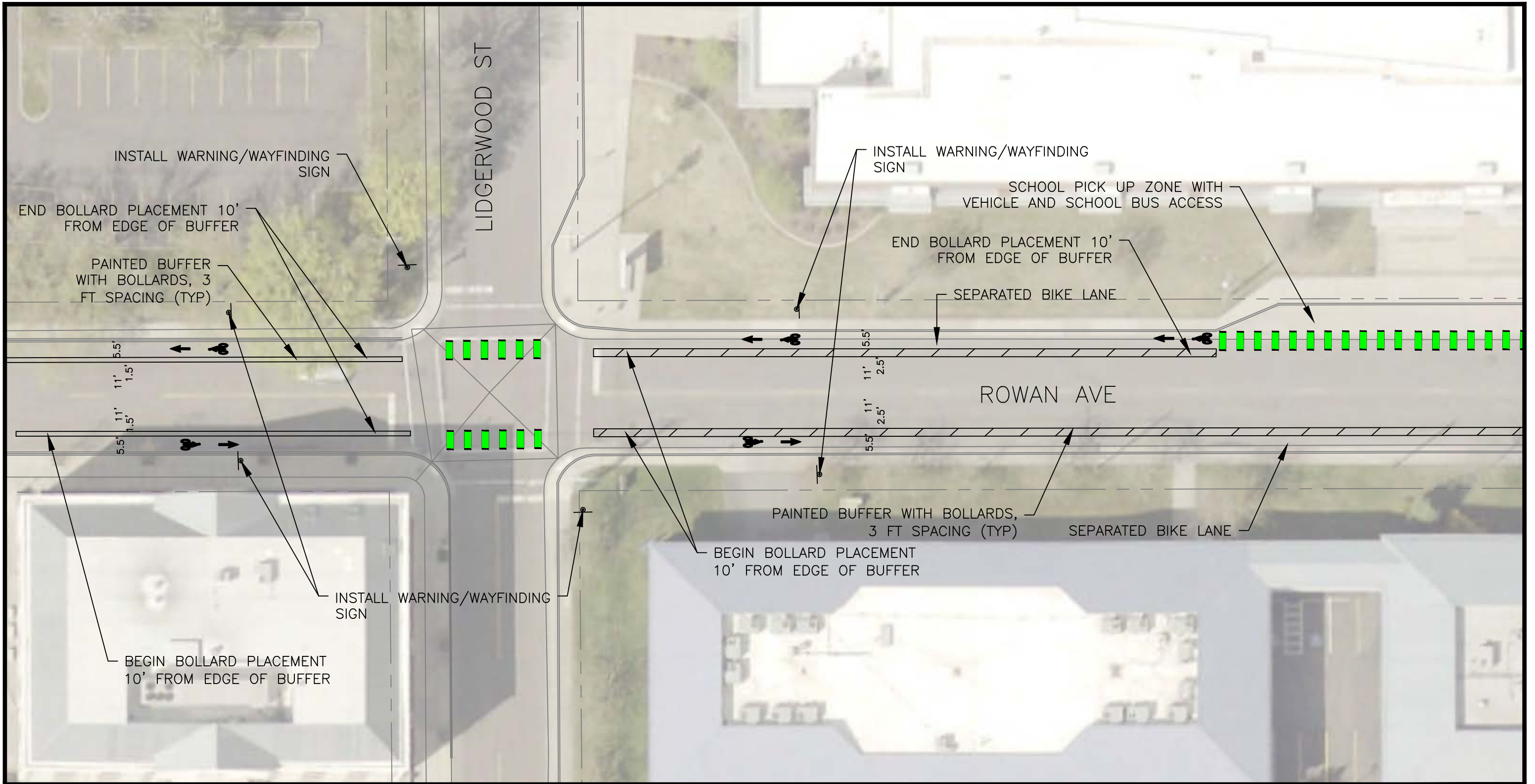
SPOKANE REGIONAL TRANSPORTATION COUNCIL



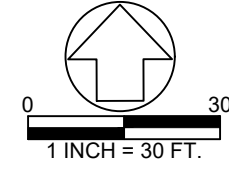
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**8 ROWAN AVE**  
**DIVISION ST TO ADDISON ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 3 OF 5



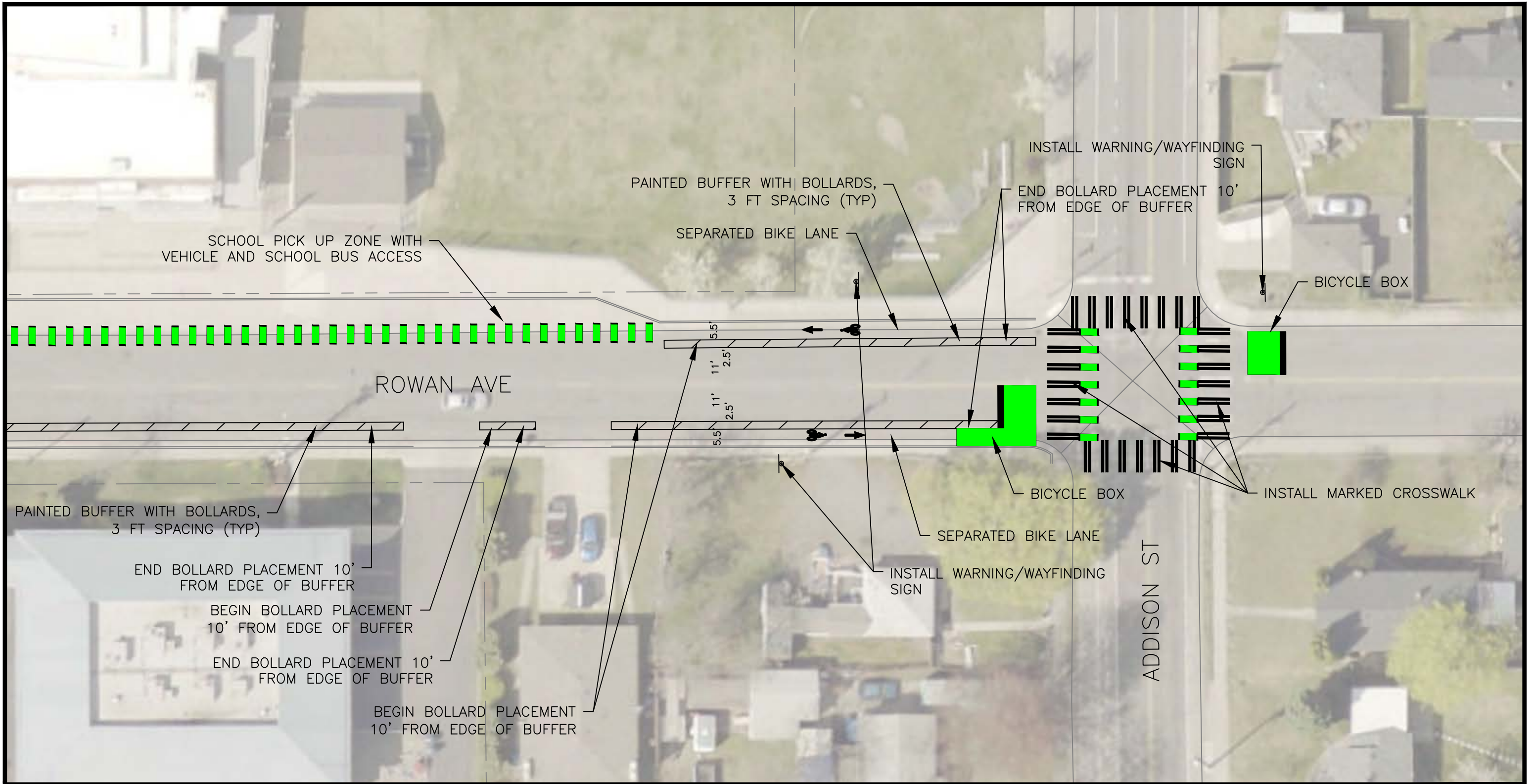
SPOKANE REGIONAL TRANSPORTATION COUNCIL



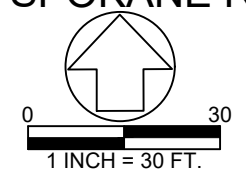
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**8 ROWAN AVE**  
**DIVISION ST TO ADDISON ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**





SPOKANE REGIONAL TRANSPORTATION COUNCIL



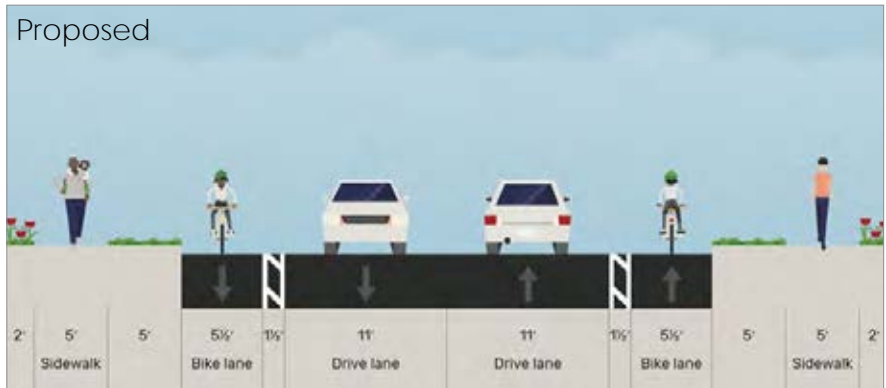
SHOWN DATA IS APPX. EXTRACTED FROM GIS DATA, NOT TO BE USED FOR DESIGN OR CONSTRUCTION.

**8 ROWAN AVE**  
**DIVISION ST TO ADDISON ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

# RECOMMENDATIONS

## Project 9: Central Avenue

Central Avenue is an east-west minor collector just south of Spokane city limits. East of Division Street, Central Avenue connects to low- and high-density residential area. West of Division Street, the roadway connects to office spaces and Providence Holy Family Hospital, including the access to the hospital ER entrance. This project will require reallocating existing wide lanes with intermittent parking to accommodate the proposed bike lanes. This project will provide an all ages and abilities connection between the existing bike lanes on N Addison Street to the west end of the project corridor.



StreetMix

### EXISTING CONDITIONS

- Two-lane roadway with limited on-street parking
- Existing sidewalks on both sides of the roadway
- AADT of 6,200 (2019) east of Division Street
- Five crashes involving a non-motorist within the past five years, including four pedestrian crashes and one bicyclist crashes
- Jurisdiction: City of Spokane

### PROJECT FEATURES

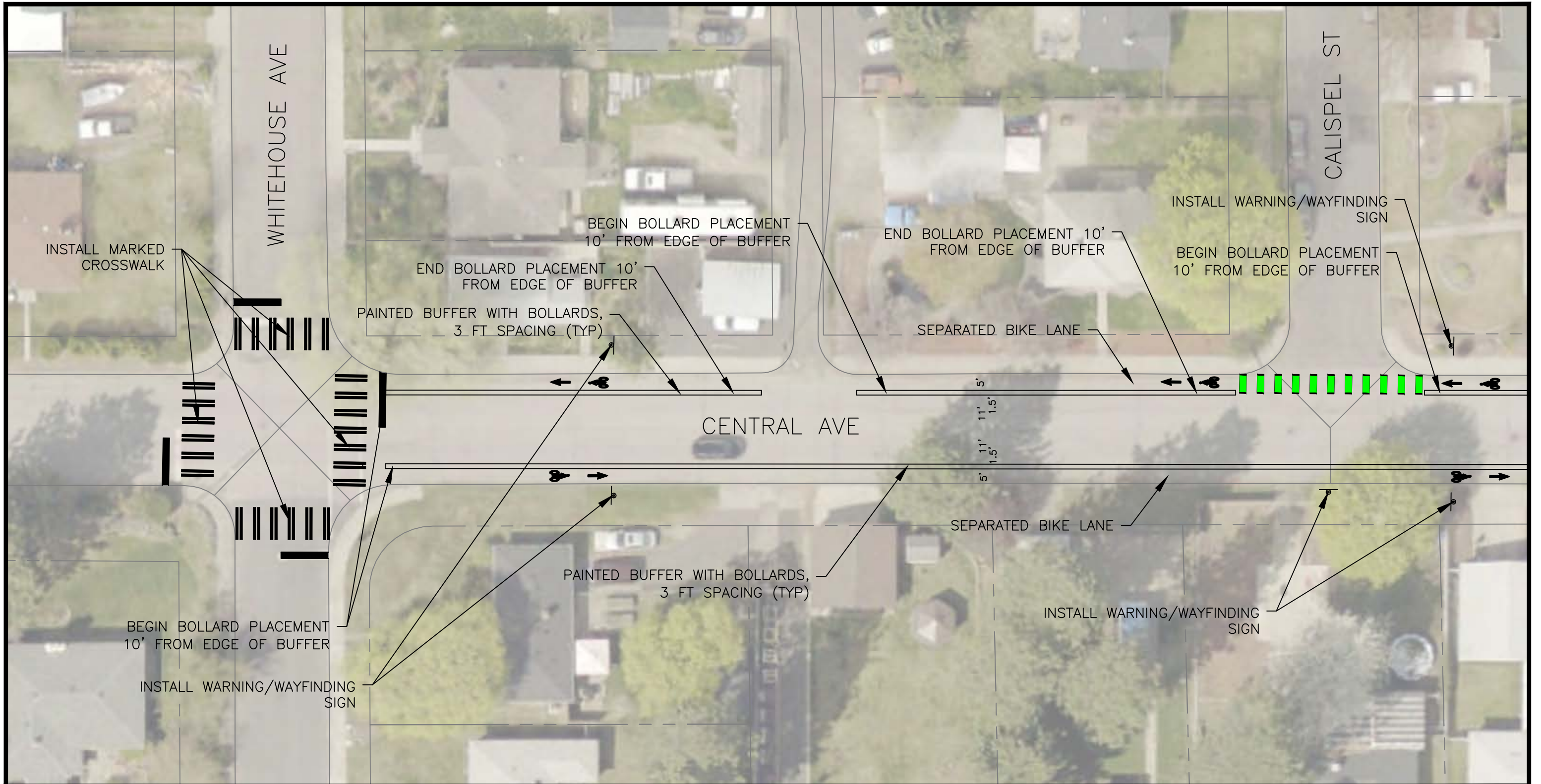
- Extent: Whitehouse Street to Addison Street (3,290')
- No change to curb alignment
- Removal of on-street parking
- Reallocation of street space
- Buffered bike lanes

### PROJECT COSTS

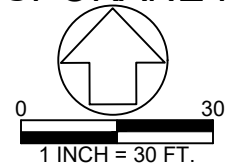
- Cost estimate = \$622,583- \$1,195,883
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended separately from the Division BRT construction

### NEXT STEPS

- Community engagement
- Coordination with City of Spokane projects
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users



SPOKANE REGIONAL TRANSPORTATION COUNCIL

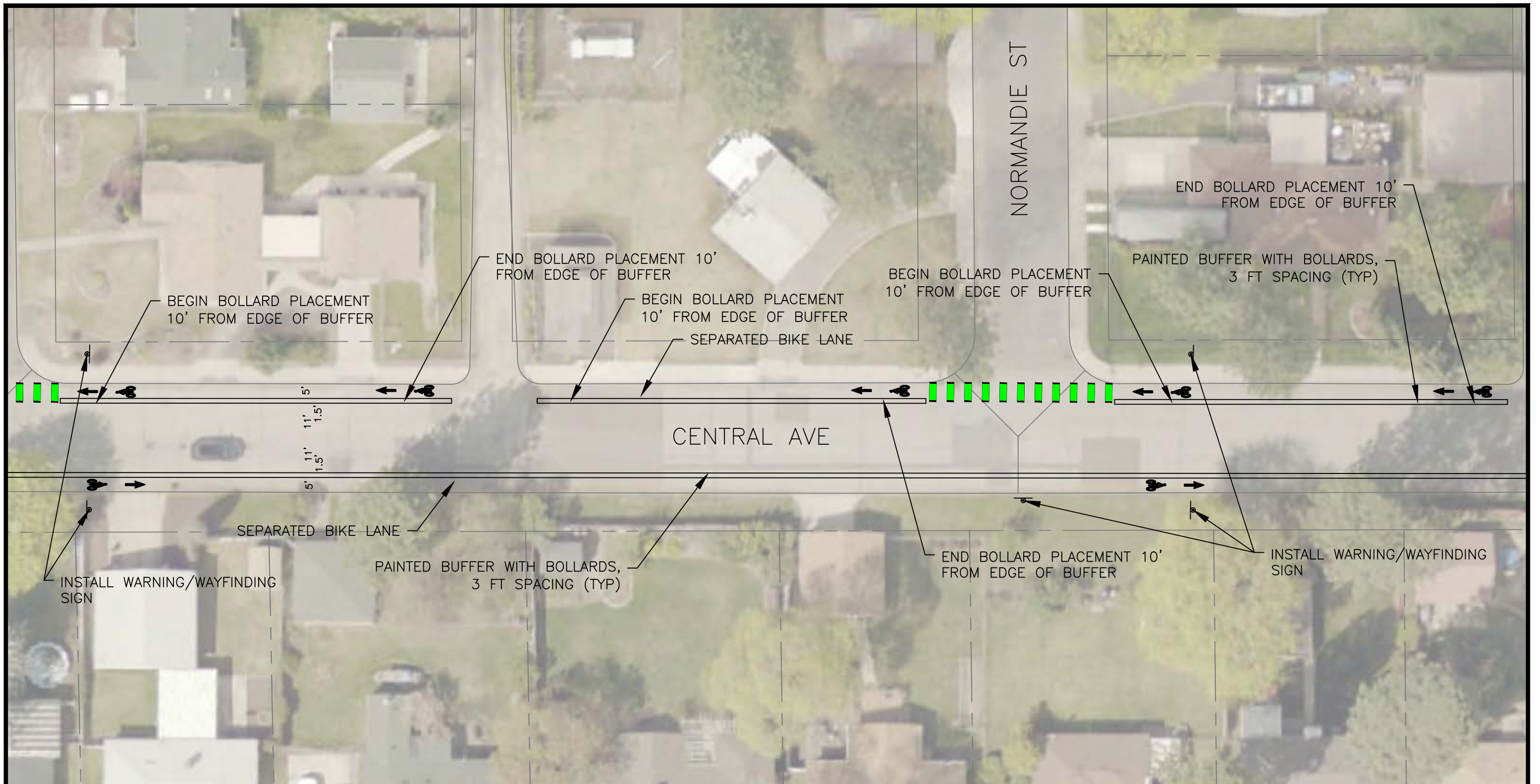


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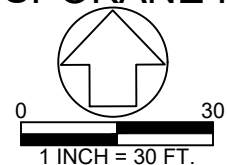
# 9 CENTRAL AVE

## WHITEHOUSE ST TO ADDISON ST

### DIVISION STREET ACTIVE TRANSPORTATION



SPOKANE REGIONAL TRANSPORTATION COUNCIL

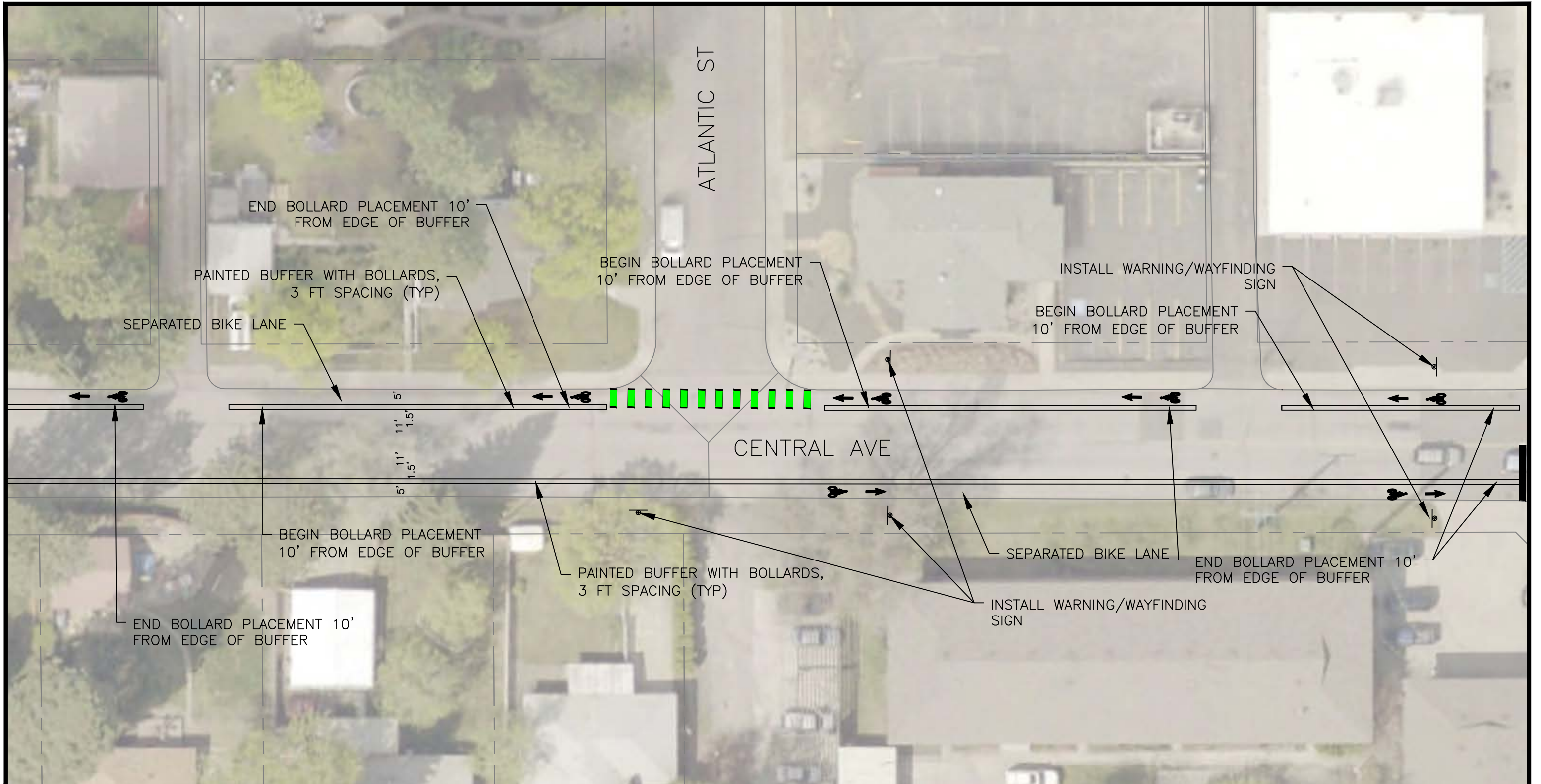


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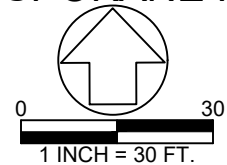
# 9 CENTRAL AVE

## WHITEHOUSE ST TO ADDISON ST

### DIVISION STREET ACTIVE TRANSPORTATION



SPOKANE REGIONAL TRANSPORTATION COUNCIL



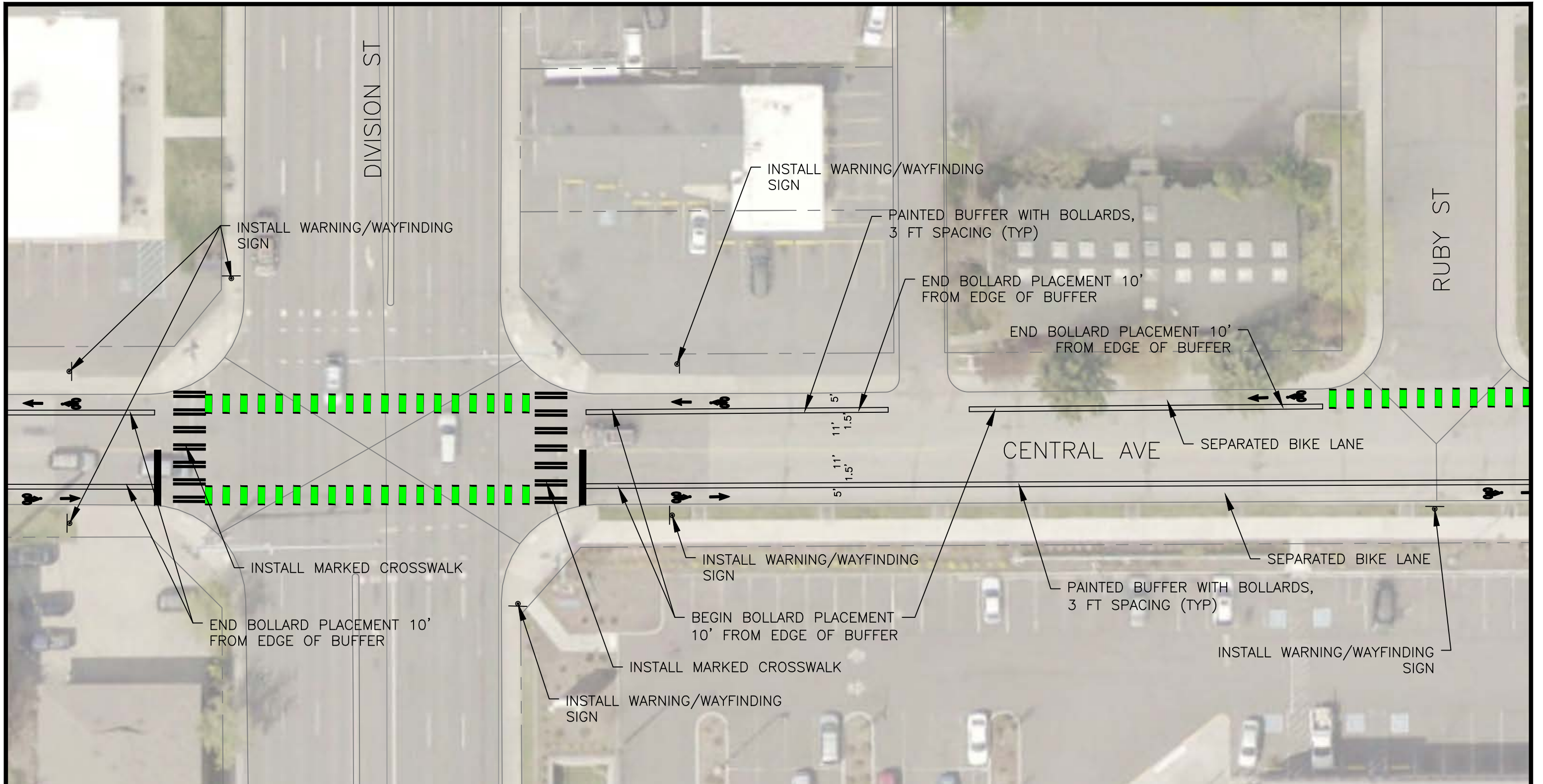
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# 9 CENTRAL AVE

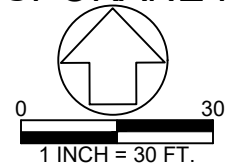
## WHITEHOUSE ST TO ADDISON ST

### DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 8



SPOKANE REGIONAL TRANSPORTATION COUNCIL



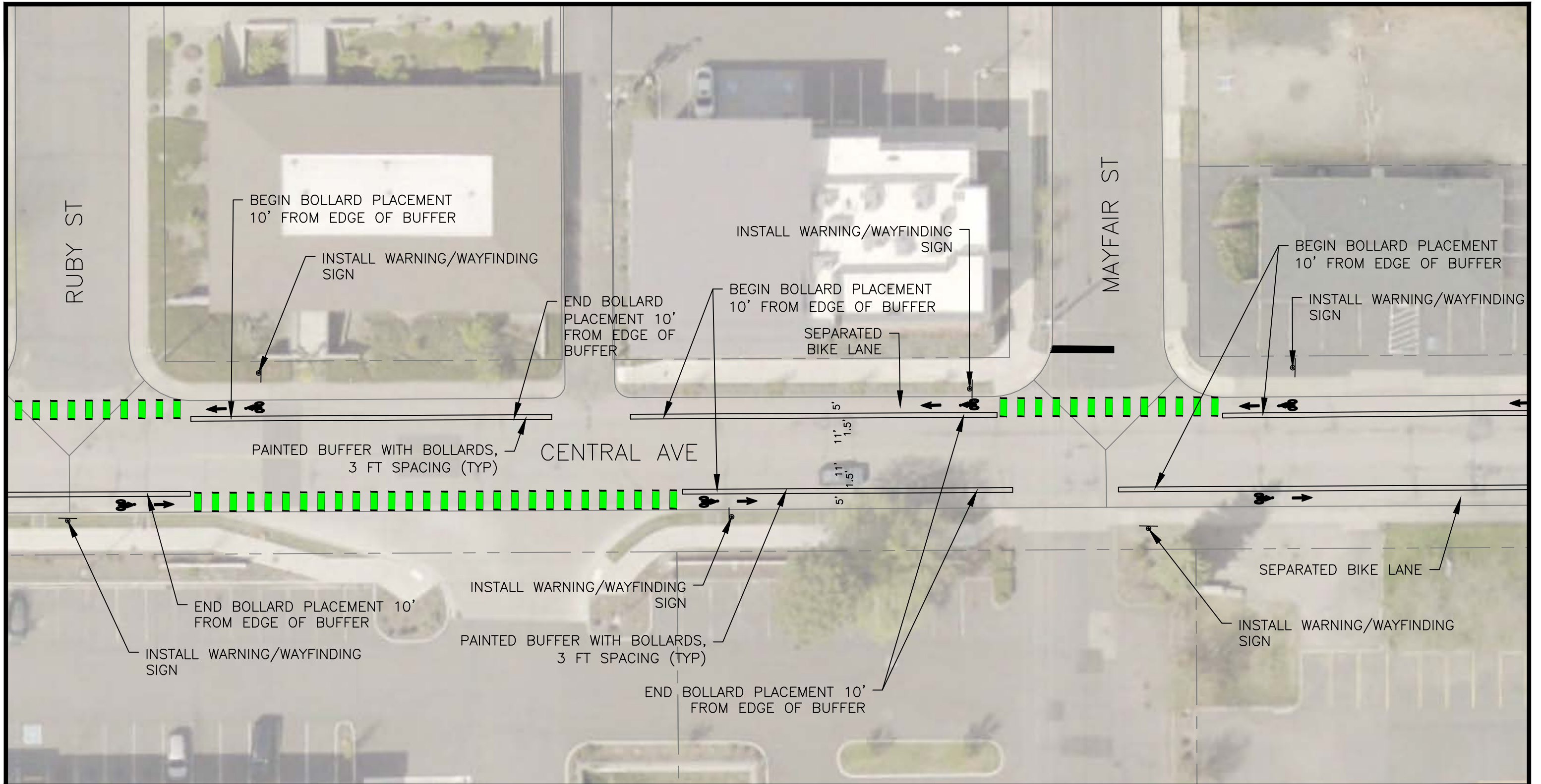
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# 9 CENTRAL AVE

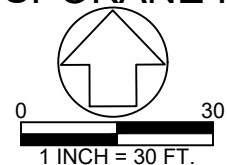
## WHITEHOUSE ST TO ADDISON ST

### DIVISION STREET ACTIVE TRANSPORTATION

SHEET 4 OF 8



SPOKANE REGIONAL TRANSPORTATION COUNCIL



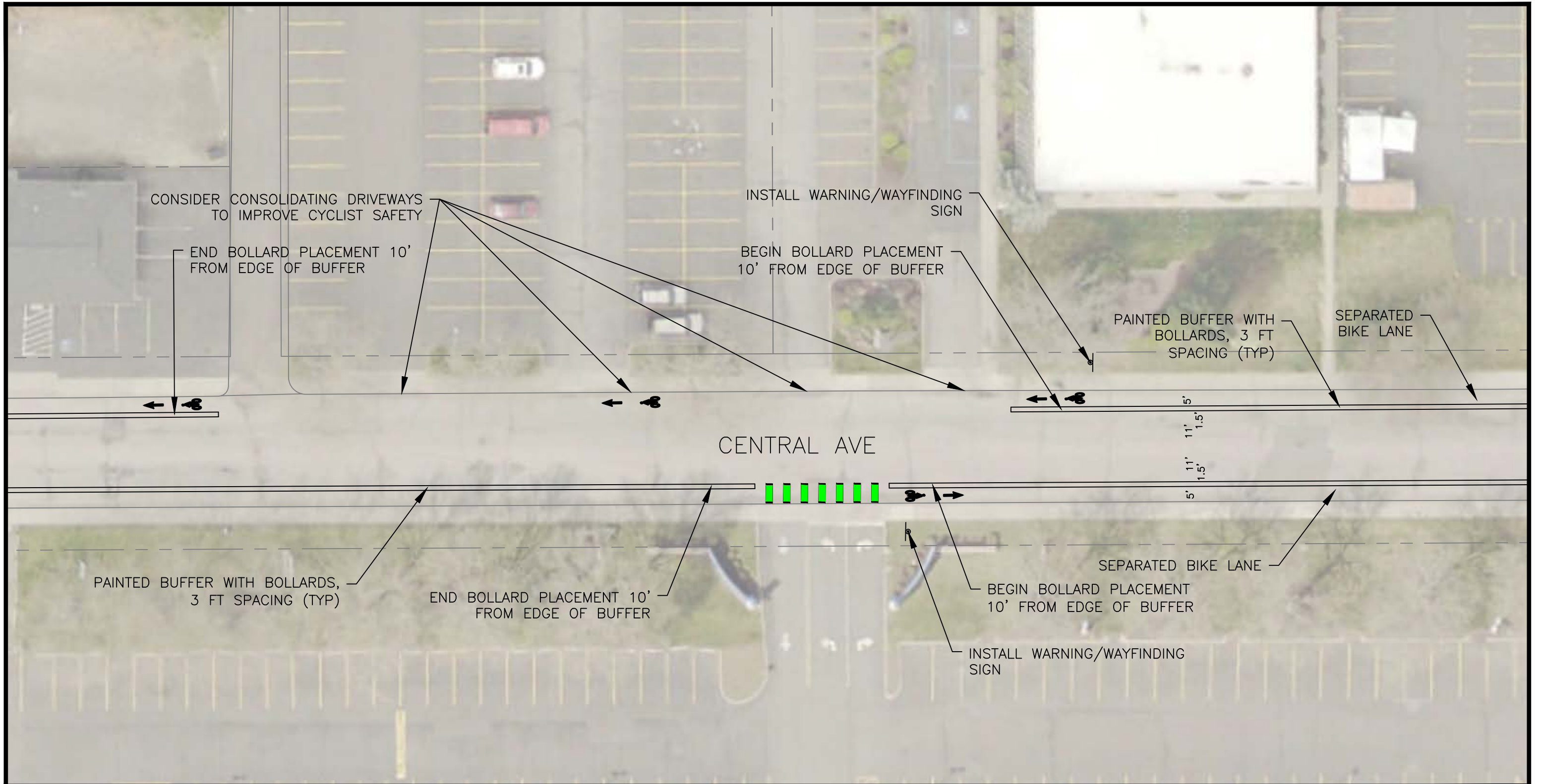
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# 9 CENTRAL AVE

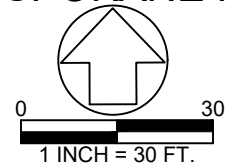
## WHITEHOUSE ST TO ADDISON ST

### DIVISION STREET ACTIVE TRANSPORTATION

SHEET 5 OF 8



SPOKANE REGIONAL TRANSPORTATION COUNCIL



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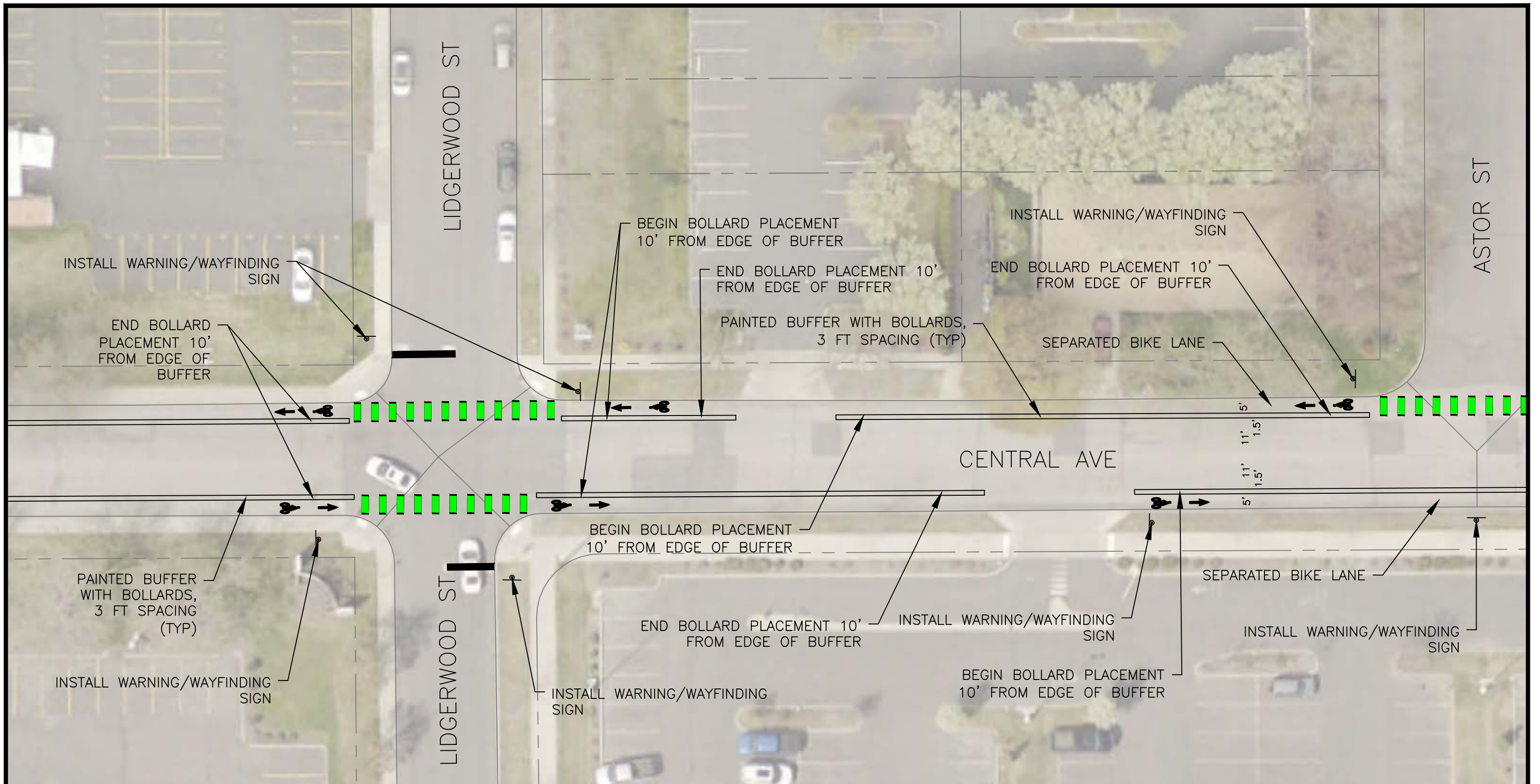
# 9 CENTRAL AVE

## WHITEHOUSE ST TO ADDISON ST

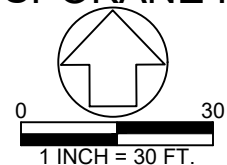
### DIVISION STREET ACTIVE TRANSPORTATION

SHEET 6 OF 8





SPOKANE REGIONAL TRANSPORTATION COUNCIL



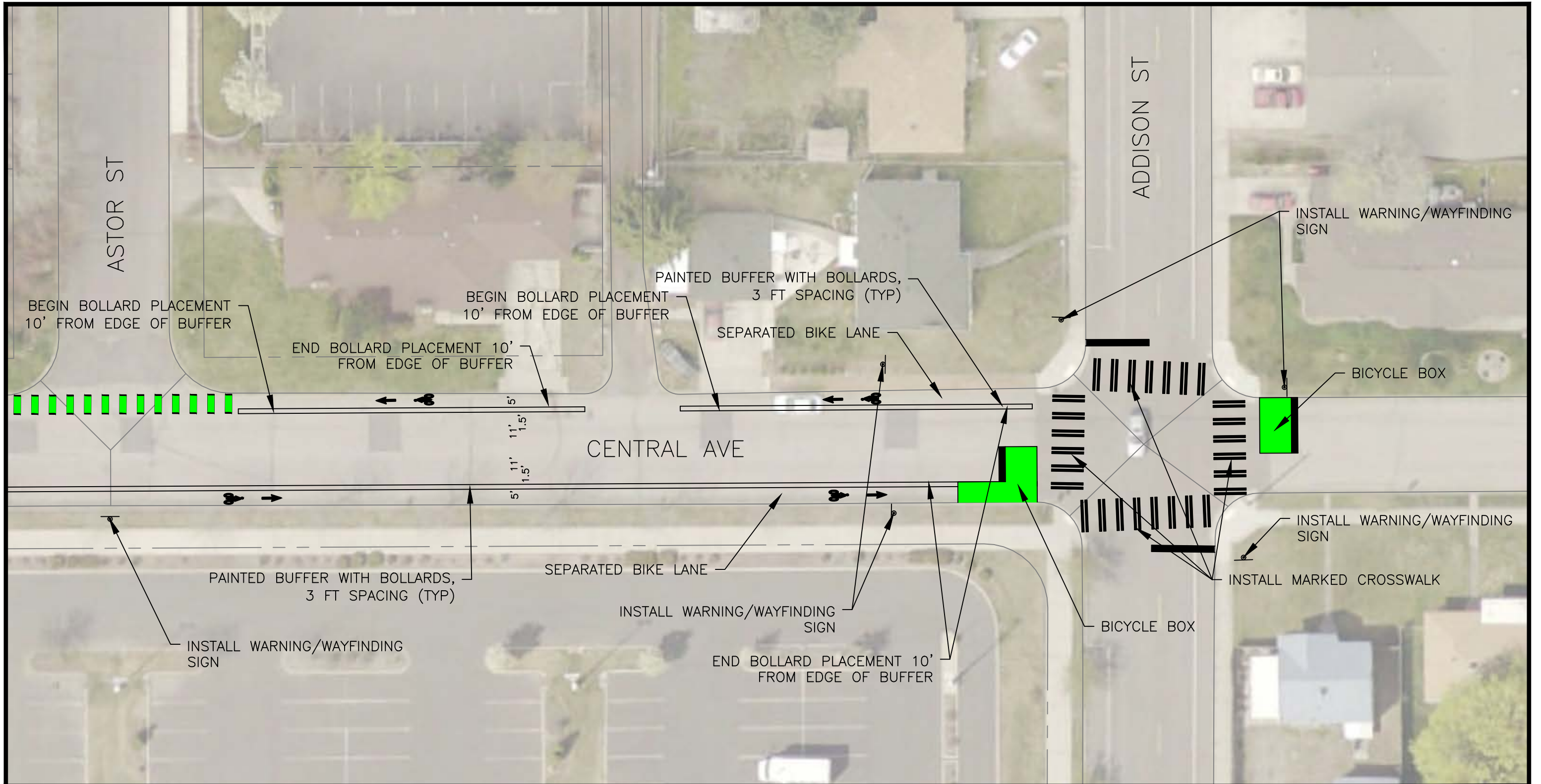
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# 9 CENTRAL AVE

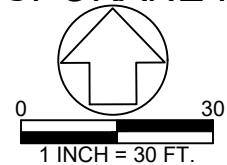
## WHITEHOUSE ST TO ADDISON ST

### DIVISION STREET ACTIVE TRANSPORTATION

SHEET 7 OF 8



SPOKANE REGIONAL TRANSPORTATION COUNCIL



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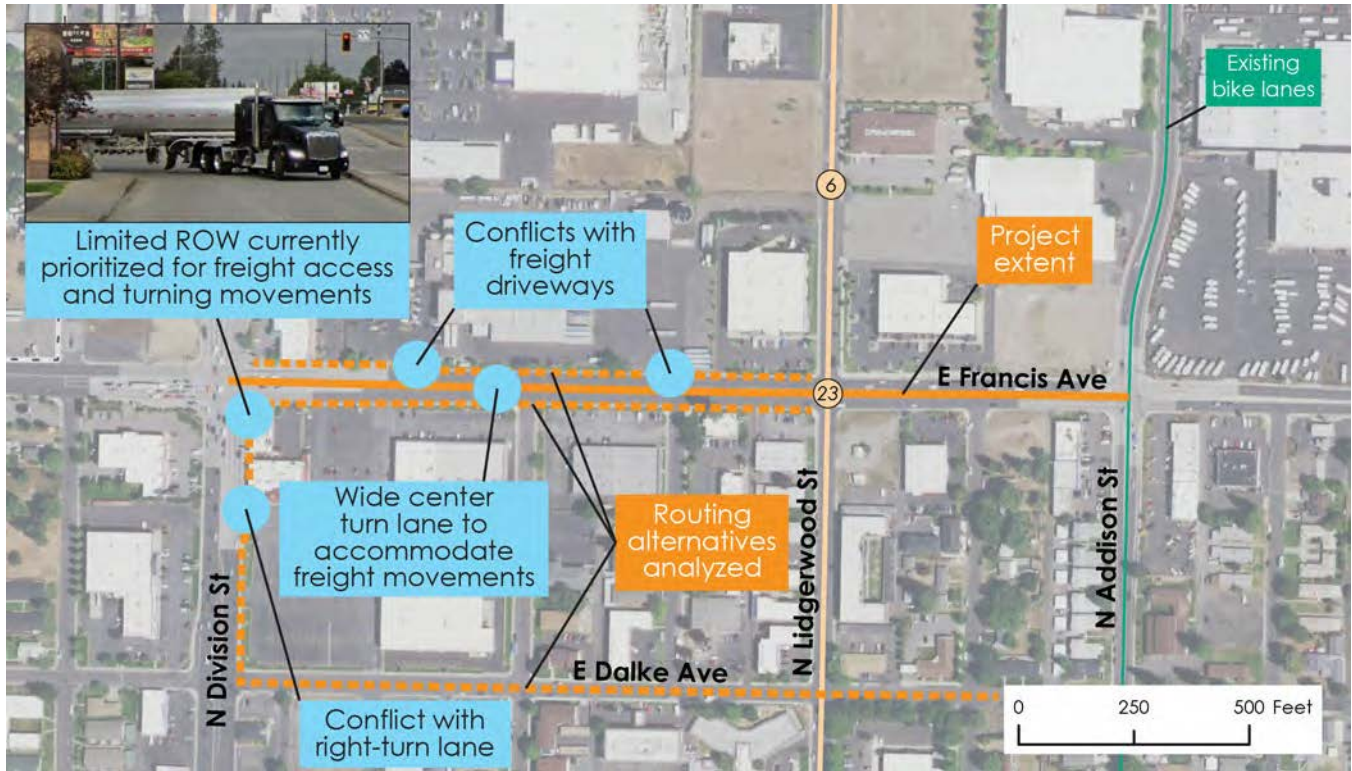
## 9 CENTRAL AVE WHITEHOUSE ST TO ADDISON ST DIVISION STREET ACTIVE TRANSPORTATION

SHEET 8 OF 8

# RECOMMENDATIONS

## Project 10: E Francis Avenue

E Francis Avenue is an east-west principal arterial that primarily serves low-density industrial and commercial uses east of N Division Street. The roadway is divided by a concrete median.



### EXISTING CONDITIONS

- Four-lane roadway with two-way center turn lane
- Existing sidewalks on either side of the roadway
- AADT of 22,600 (2019)
- Four crashes involving a pedestrian within the past five years
- Jurisdiction: City of Spokane

### PROJECT COSTS

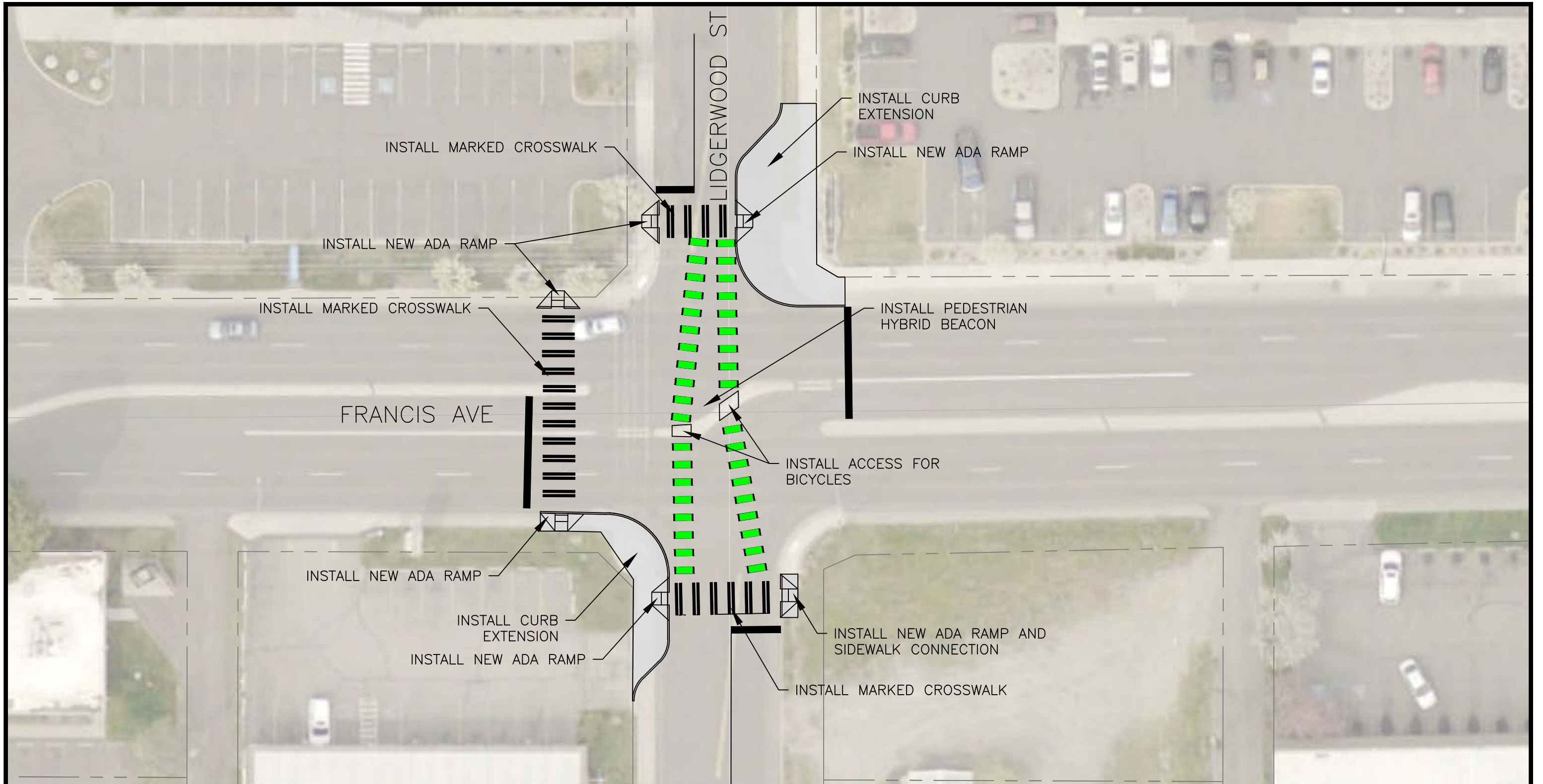
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### PROJECT FEATURES

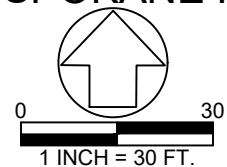
- Extent: Division to Addison Street (1,950')

### NEXT STEPS

- Community engagement
- Coordination with City of Spokane projects
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users



SPOKANE REGIONAL TRANSPORTATION COUNCIL



SHOWN DATA IS APPX. EXTRACTED FROM GIS DATA, NOT TO BE USED FOR DESIGN OR CONSTRUCTION.

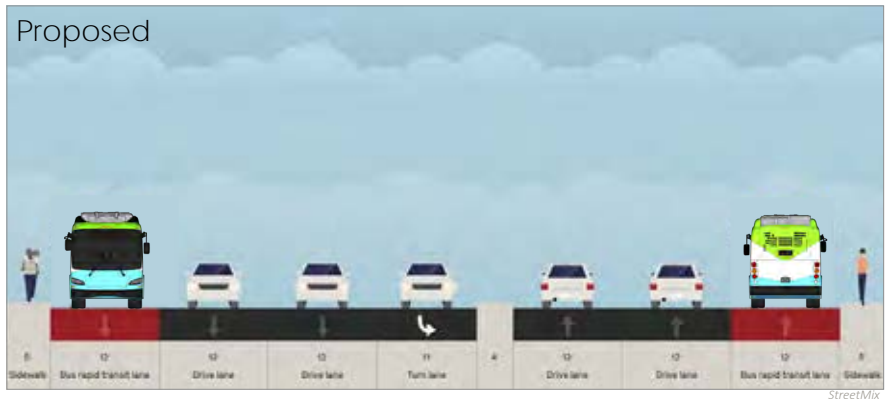
# 10 FRANCIS AVE/LIDGERWOOD ST INTERSECTION OF FRANCIS AND LIDGERWOOD ST DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 1

# RECOMMENDATIONS

## Project 11: Division Street

N Division Street (US 2) is a north-south principal arterial that provides access to commercial establishments and through traffic. Pedestrian improvements were identified for the segment of N Division Street from Houston Avenue to Wedgewood Avenue. A continuous sidewalk is present along the eastern side of Division Street, with existing infrastructure gaps throughout the sidewalk on the west side of the road.



StreetMix

### EXISTING CONDITIONS

- Four-lane roadway with concrete median
- Sidewalks present on both sides of the roadway with infrastructure gaps
- AADT of 2,300 (2019) along the segment
- Three crashes involving a pedestrian within the past five years
- Jurisdiction: WSDOT

### PROJECT FEATURES

- Extent: Houston Avenue to Wedgewood Avenue (900')
- Addition of sidewalks to fill infrastructure gaps

### PROJECT COSTS

- Cost estimate = \$240,211- \$299,144
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

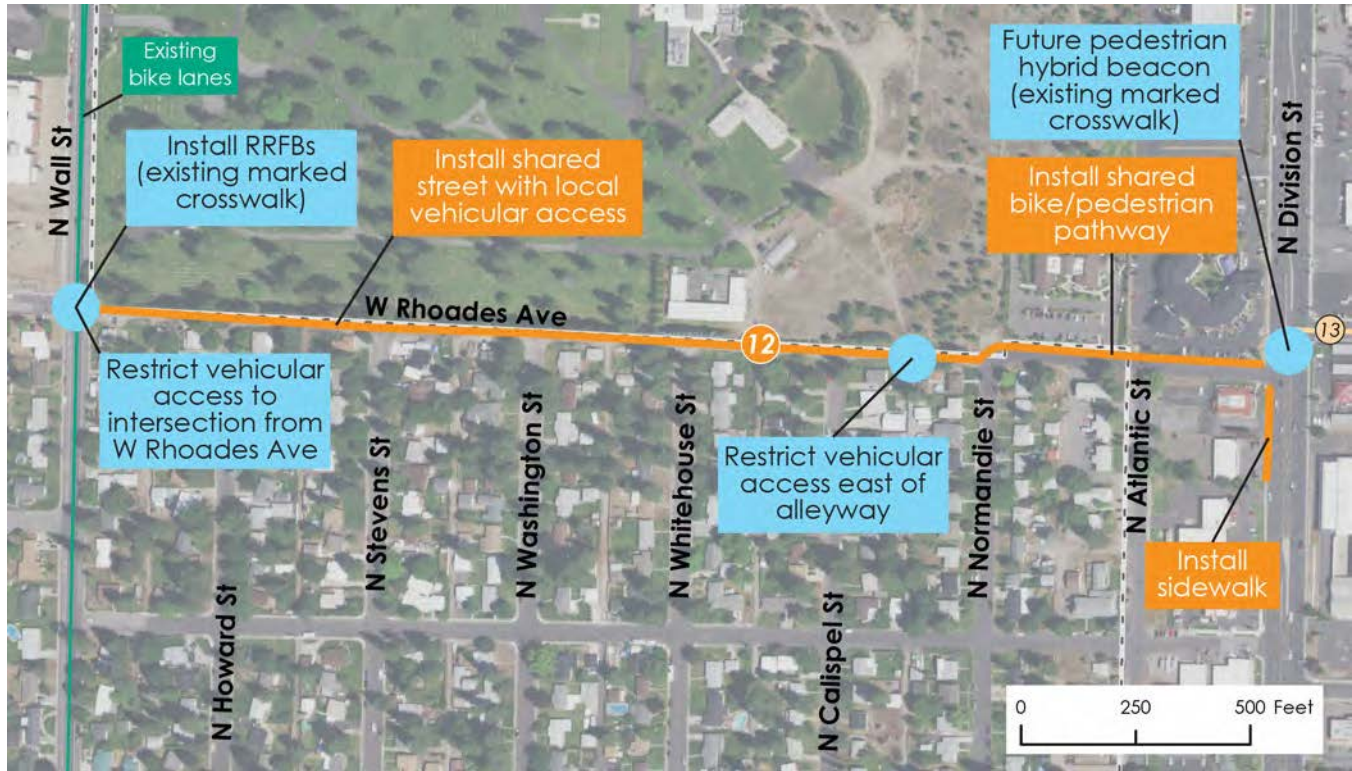
### NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

# RECOMMENDATIONS

## Project 12: W Rhoades Avenue

W Rhoades Avenue is an east-west local roadway that connects to residential areas west of N Division Street. The local access and residential character of the street make it an ideal candidate for a neighborhood greenway. This project will provide an all ages and abilities connection between the Division corridor and the existing bike lanes along N Wall Street. Linwood Elementary School is at the west end of this project, which makes this project a good candidate for Safe Routes to School funding.



### EXISTING CONDITIONS

- Two-lane gravel road
- One crash involving a pedestrian within the past five years that resulted in serious injuries
- Jurisdiction: City of Spokane and Spokane County

### PROJECT COSTS

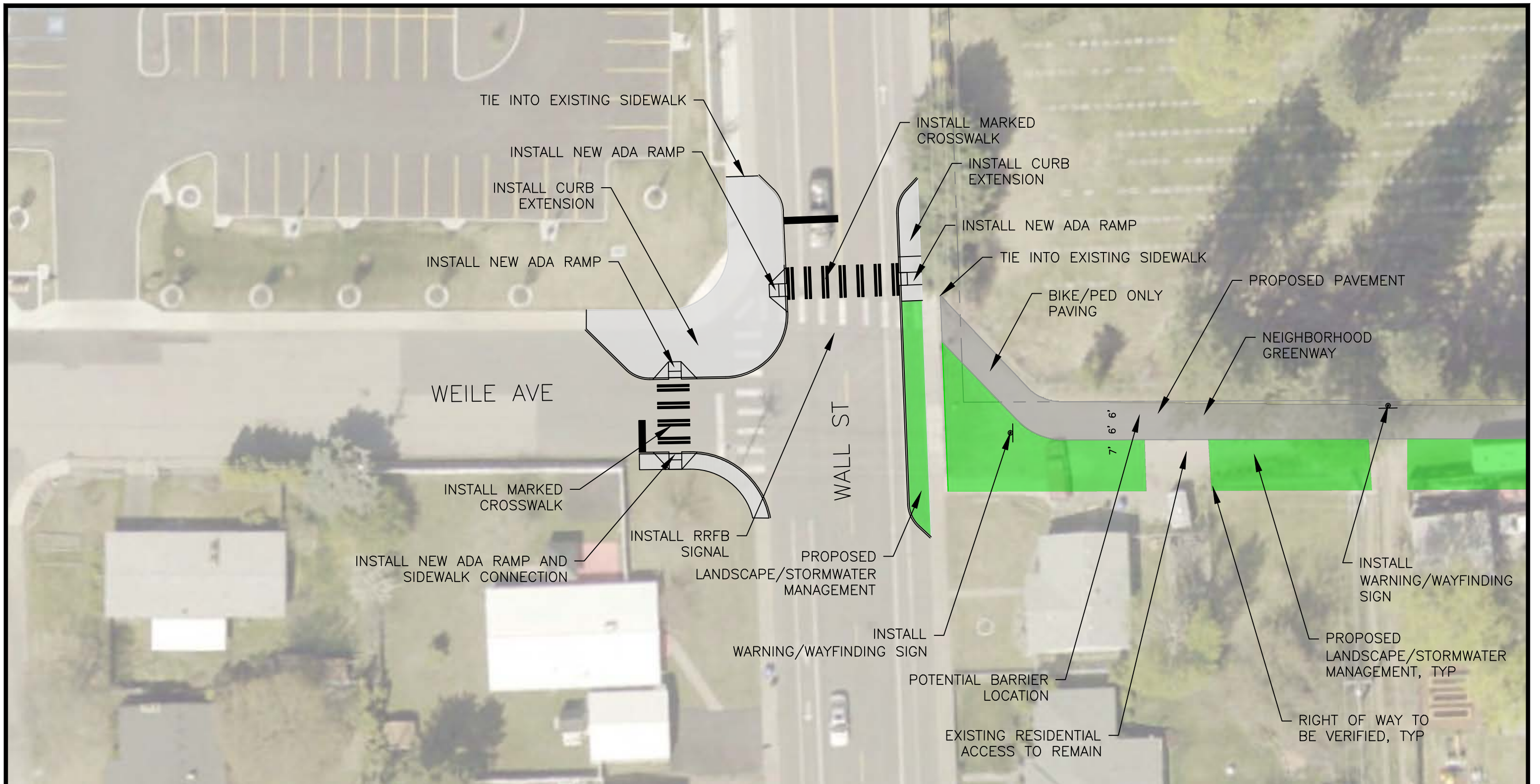
- Cost estimate = \$1,113,697 - \$1,168,297
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

### PROJECT FEATURES

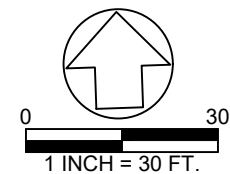
- Extent: Wall Street to Division Street (2,860)
- Planned crossing upgrade at Division
- Improved crossing of Wall Street
- Rectangular rapid-flashing beacons (RRFB)
- Wall to Normandie: neighborhood greenway
- Normandie to Division: shared-use path

### NEXT STEPS

- Design coordination with adjacent projects (13)
- Community engagement
- Coordination with design of Division Street crossing in development
- Further study of stormwater impacts needed
- Potential Safe Routes to School funding opportunities
- Further study of concept to evaluate impacts on traffic operations and improved safety for all users



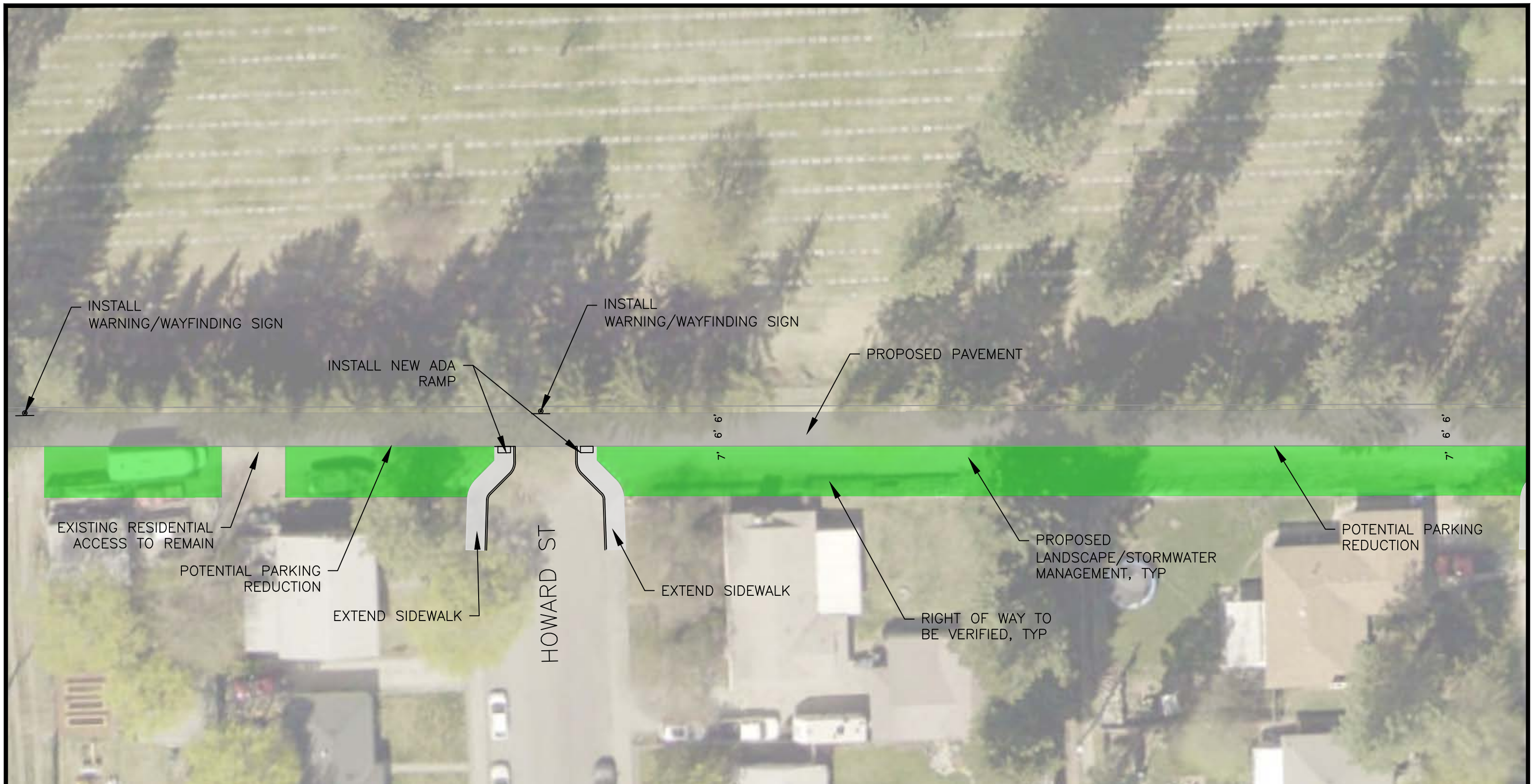
SPOKANE REGIONAL TRANSPORTATION COUNCIL



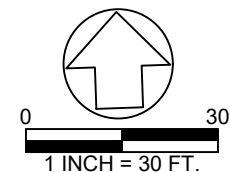
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# 12 RHOADES AVE WALL ST TO DIVISION ST DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 8



SPOKANE REGIONAL TRANSPORTATION COUNCIL

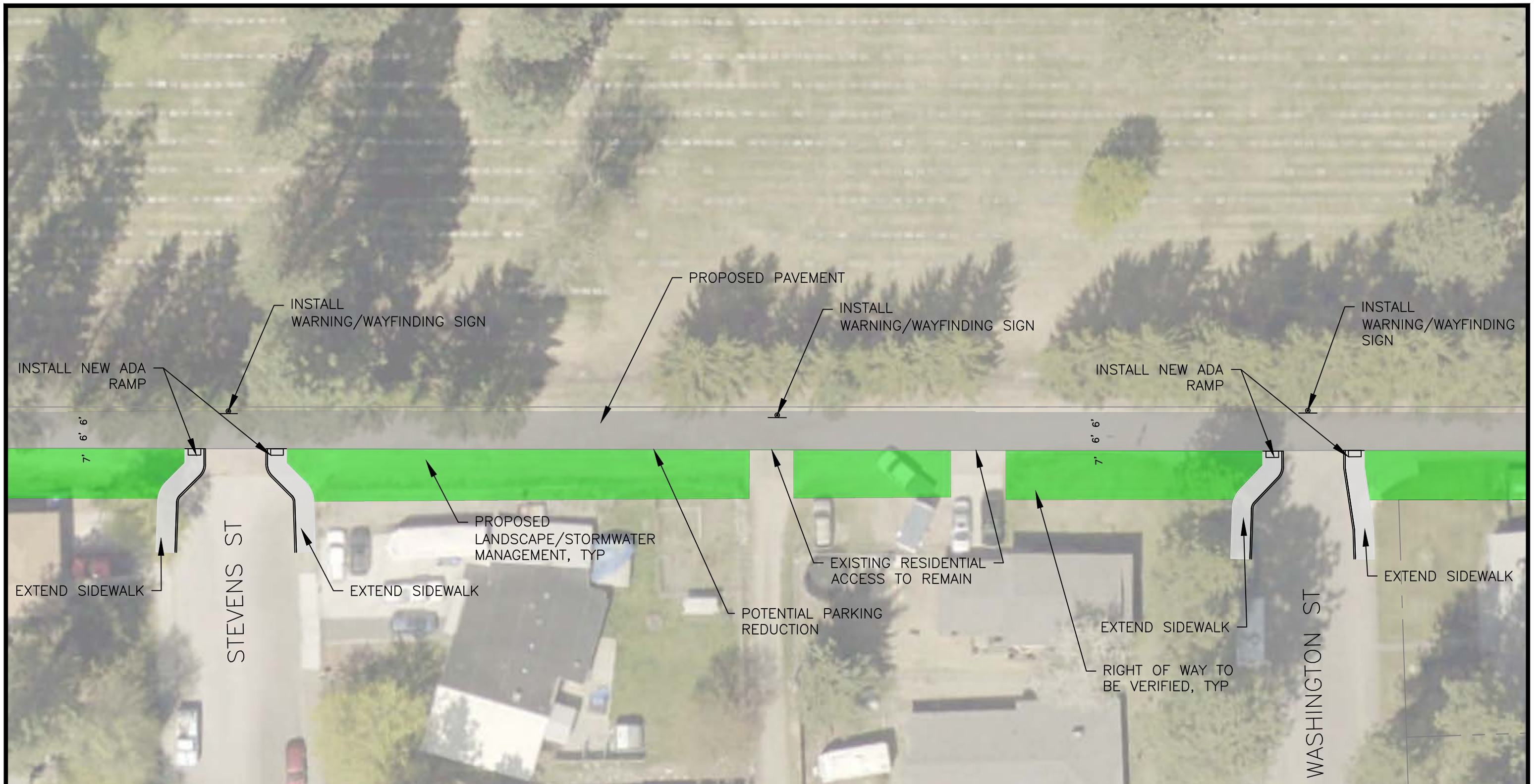


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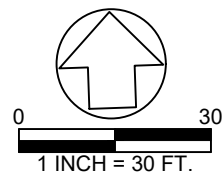
**12 RHOADES AVE**  
**WALL ST TO DIVISION ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 2 OF 8





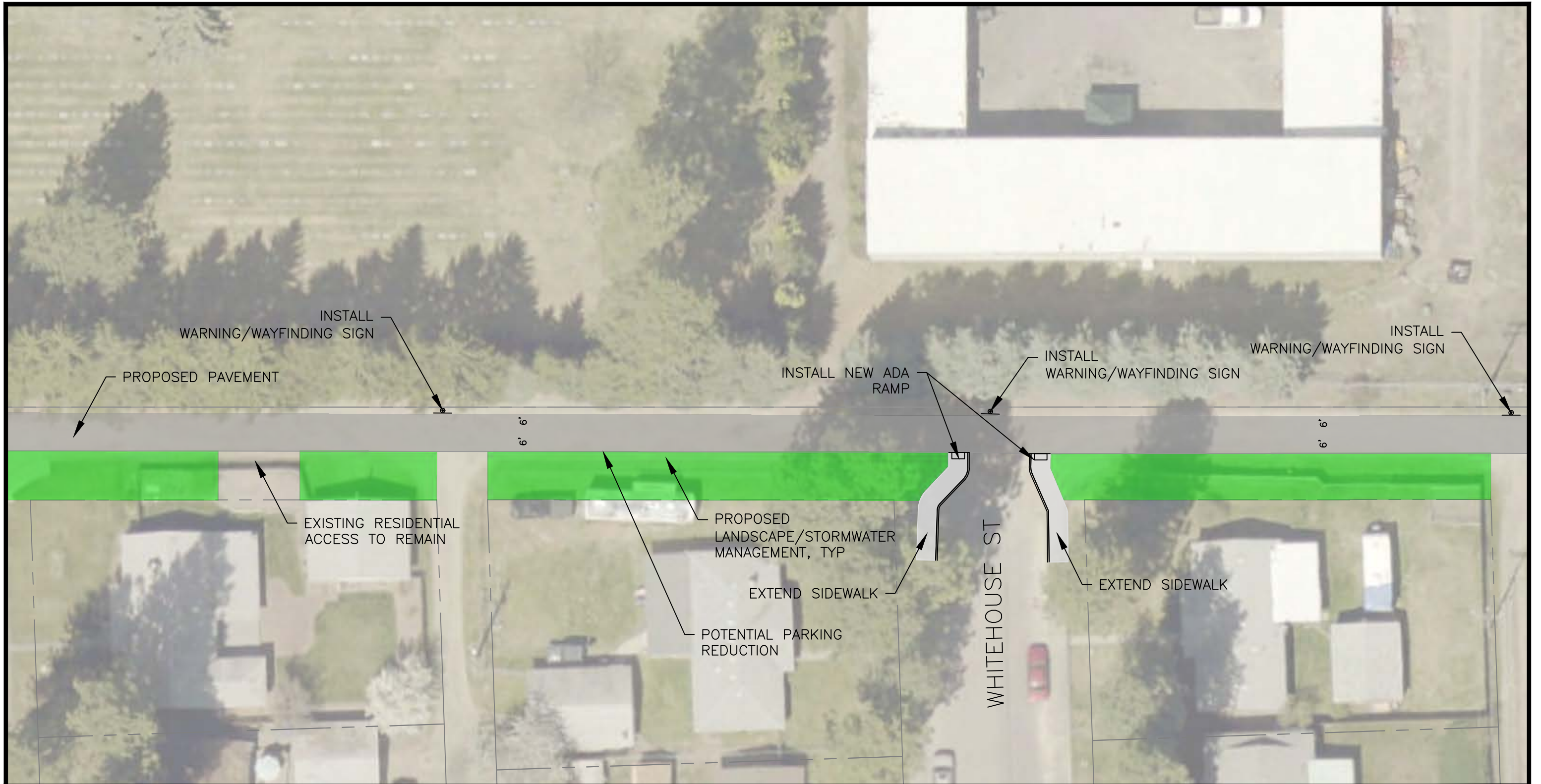
SPOKANE REGIONAL TRANSPORTATION COUNCIL



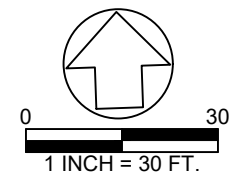
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**12 RHOADES AVE**  
**WALL ST TO DIVISION ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 3 OF 8



SPOKANE REGIONAL TRANSPORTATION COUNCIL



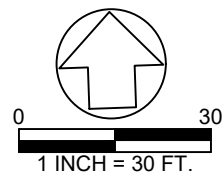
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**12 RHOADES AVE**  
**WALL ST TO DIVISION ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 4 OF 8



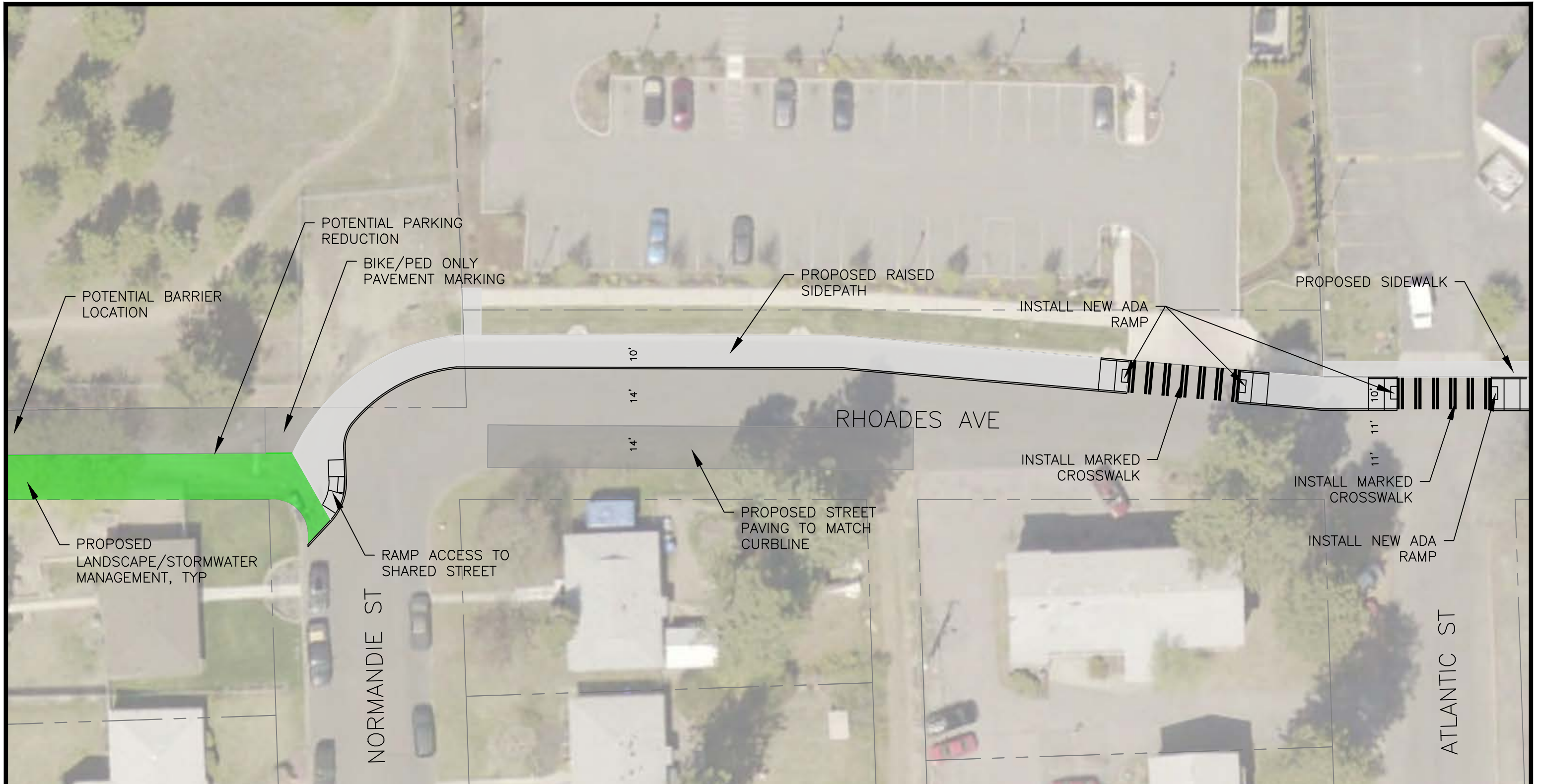
SPOKANE REGIONAL TRANSPORTATION COUNCIL



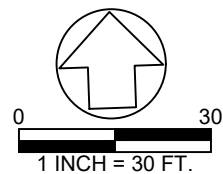
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**12 RHOADES AVE**  
**WALL ST TO DIVISION ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 5 OF 8



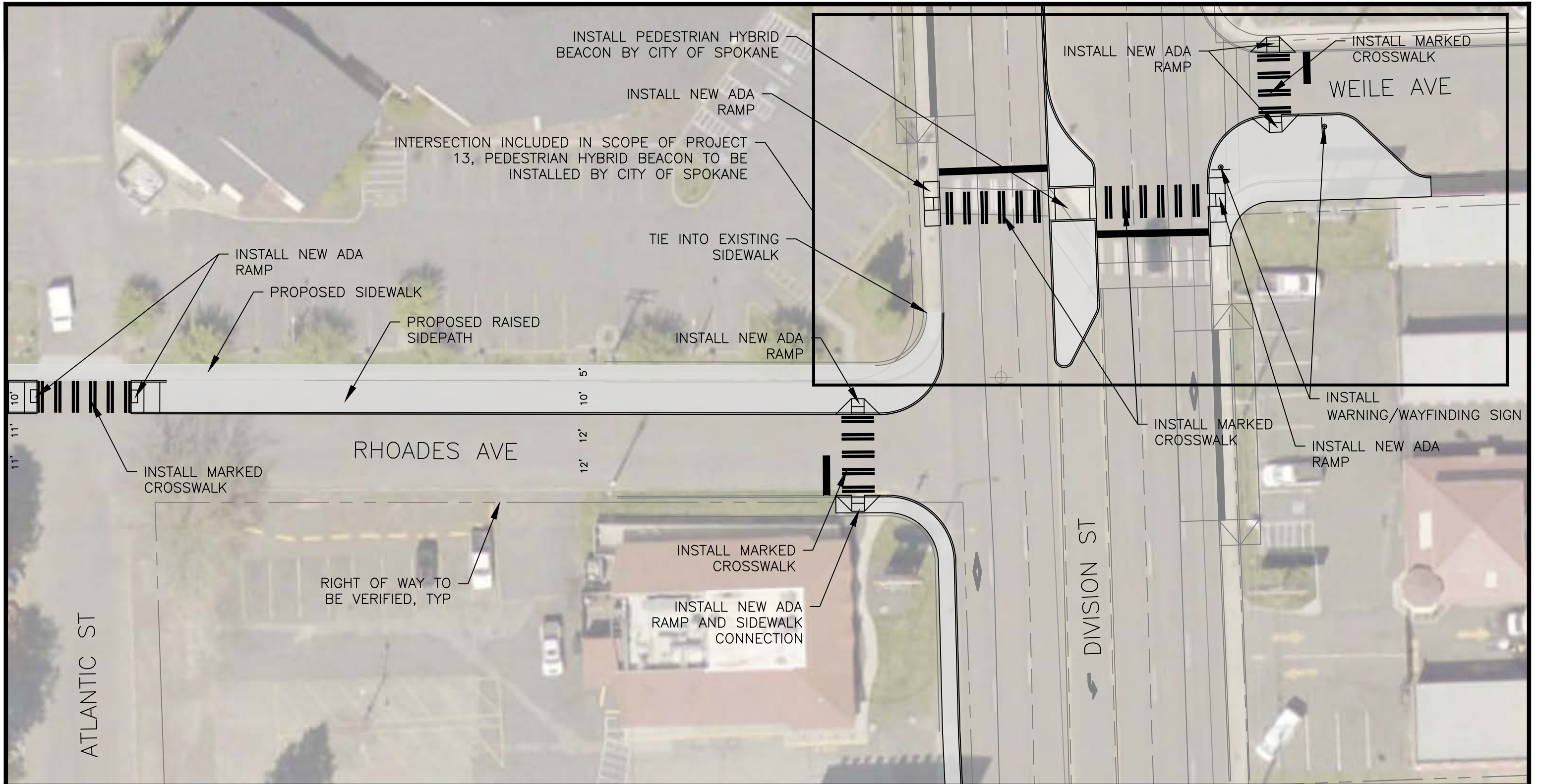
SPOKANE REGIONAL TRANSPORTATION COUNCIL



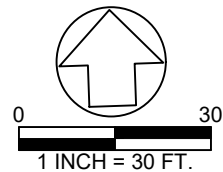
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**12 RHOADES AVE**  
**WALL ST TO DIVISION ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 6 OF 8



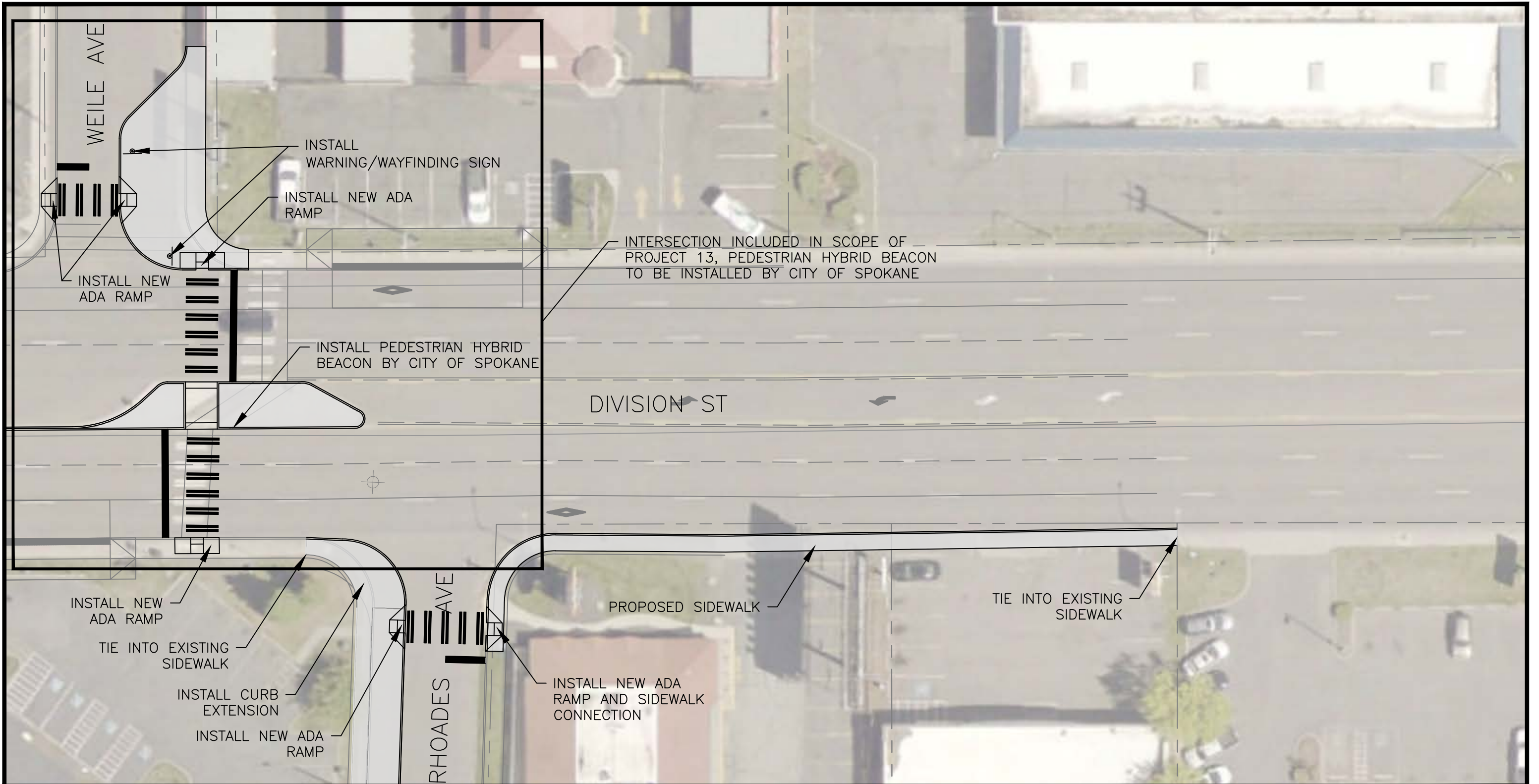
SPOKANE REGIONAL TRANSPORTATION COUNCIL



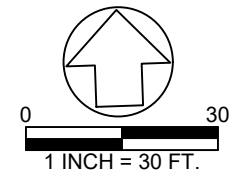
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**12 RHOADES AVE**  
**WALL ST TO DIVISION ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 7 OF 8



SPOKANE REGIONAL TRANSPORTATION COUNCIL



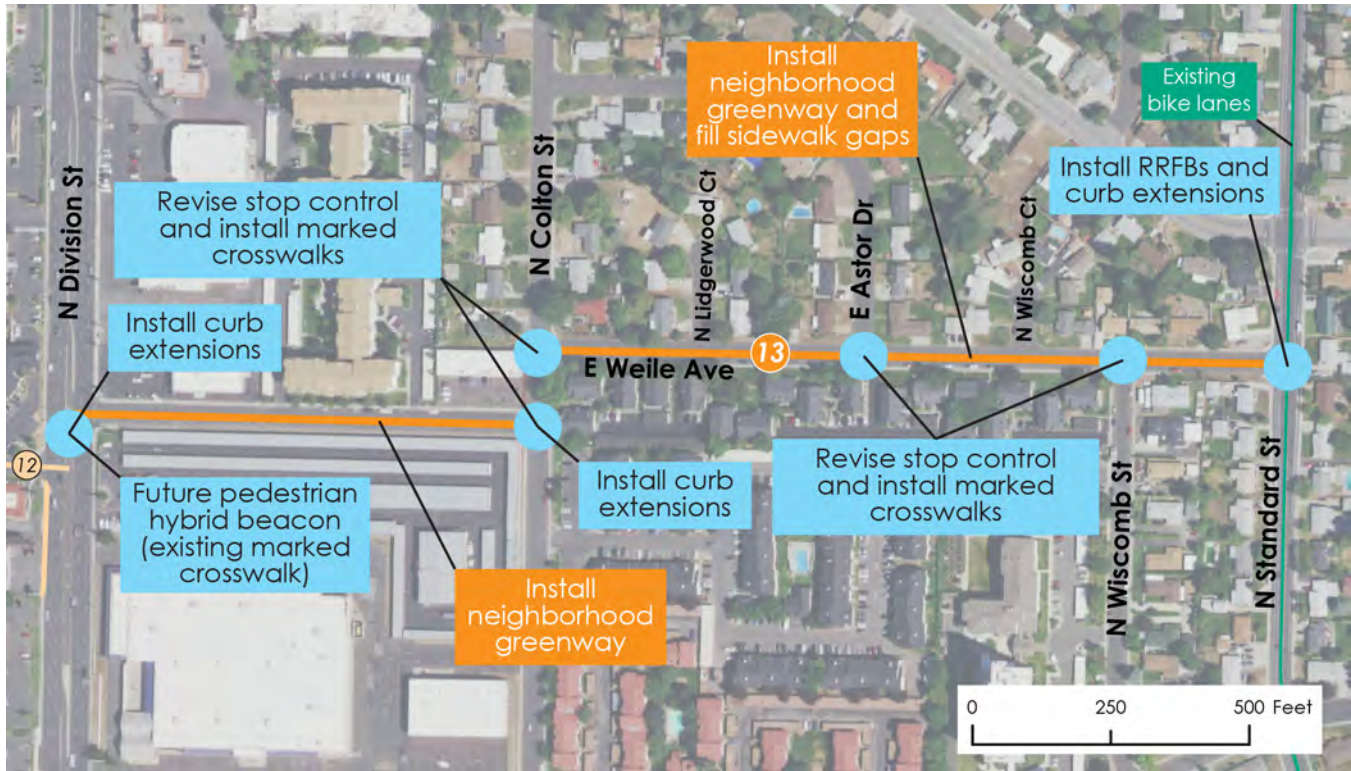
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# 12 RHOADES AVE WALL ST TO DIVISION ST DIVISION STREET ACTIVE TRANSPORTATION

# RECOMMENDATIONS

## Project 13: E Weile Avenue

E Weile Avenue is an east-west local roadway that connects high density residential areas to Division Street. The low traffic volumes and residential character of the street make it an ideal candidate for a neighborhood greenway. This project will provide an all ages and abilities connection between a crossing of Division in development and the existing bike lanes along Standard Street.



### EXISTING CONDITIONS

- Two-lane roadway
- AADT unavailable for this roadway
- Four crashes involving a non-motorist within the past five years, including three pedestrian crashes and one bicyclist crash. Two of the pedestrian crashes resulted in serious injury
- Jurisdiction: City of Spokane

### PROJECT COSTS

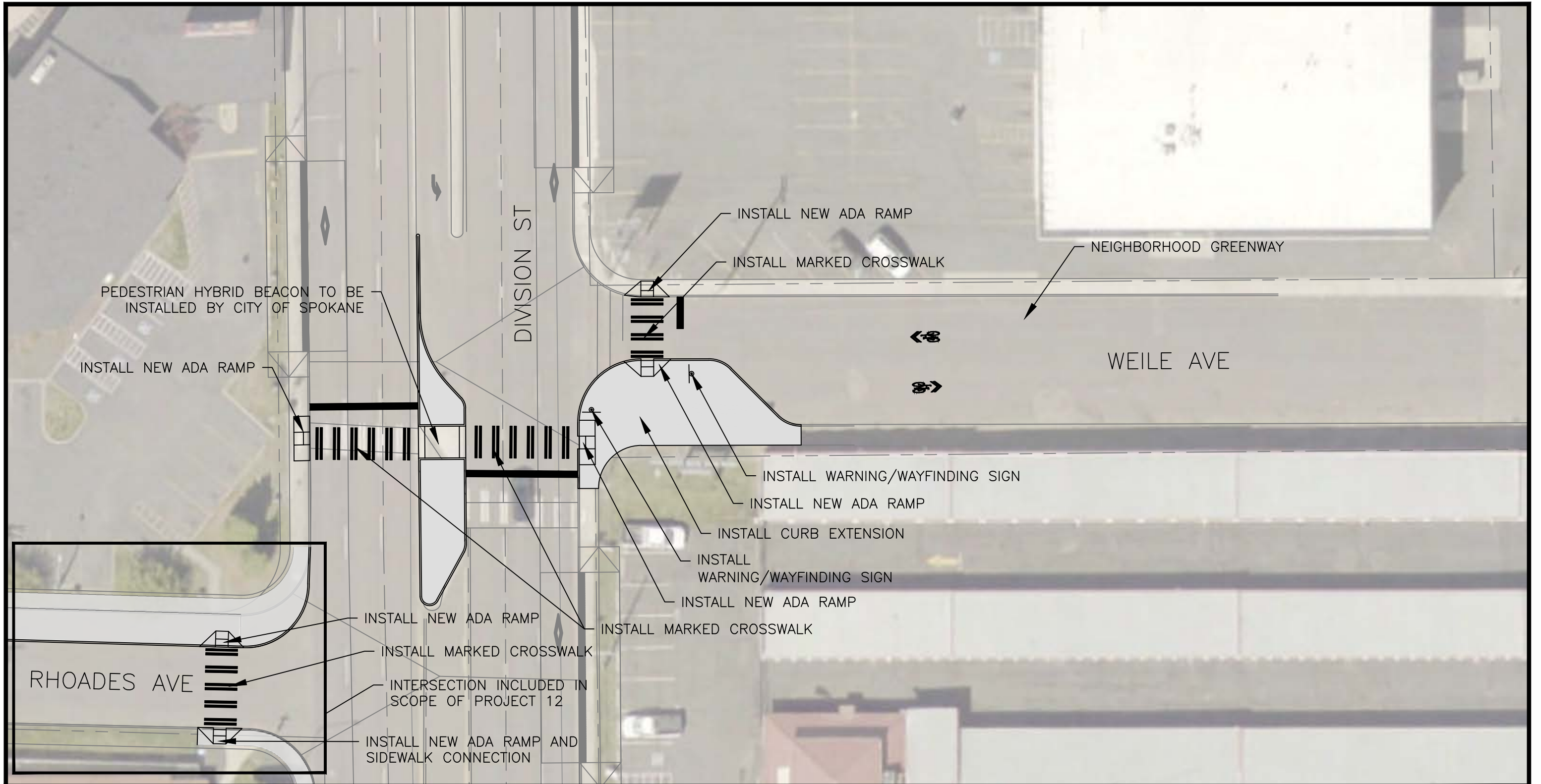
- Cost estimate = \$660,439- \$1,067,339
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

### PROJECT FEATURES

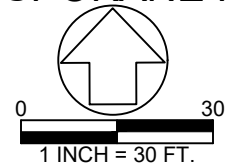
- Extent: Division Street to Standard Street (2,200')
- No change to curb alignment
- Rectangular rapid-flashing beacons (RRFB)
- Addition of neighborhood greenway

### NEXT STEPS

- Design coordination with adjacent projects (12)
- Community engagement
- Coordination with design of Division crossing in development
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users



SPOKANE REGIONAL TRANSPORTATION COUNCIL

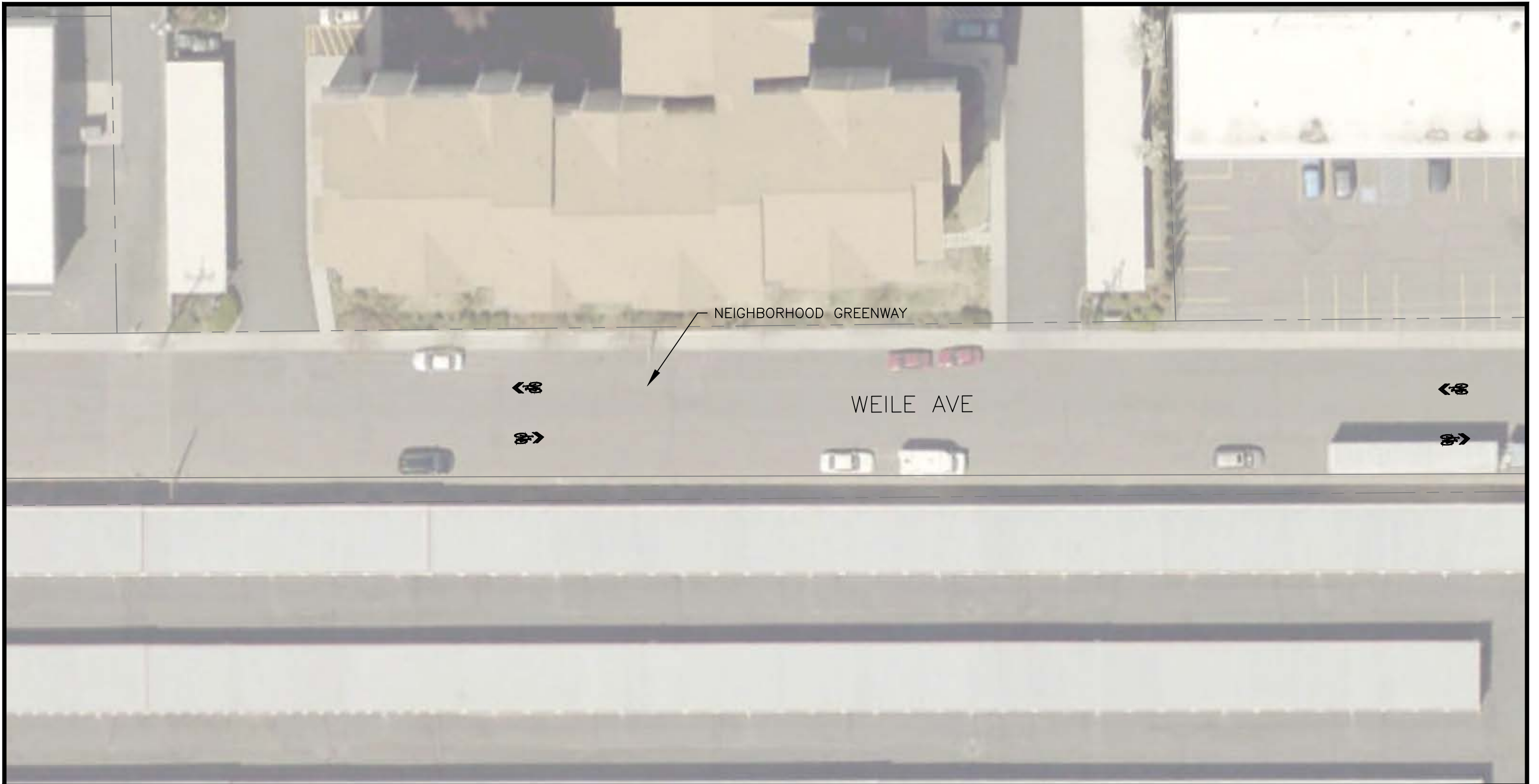


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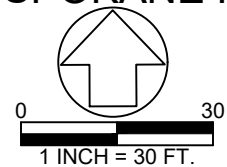
**13 WIELE AVE**  
**DIVISION ST TO STANDARD ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 1 OF 6





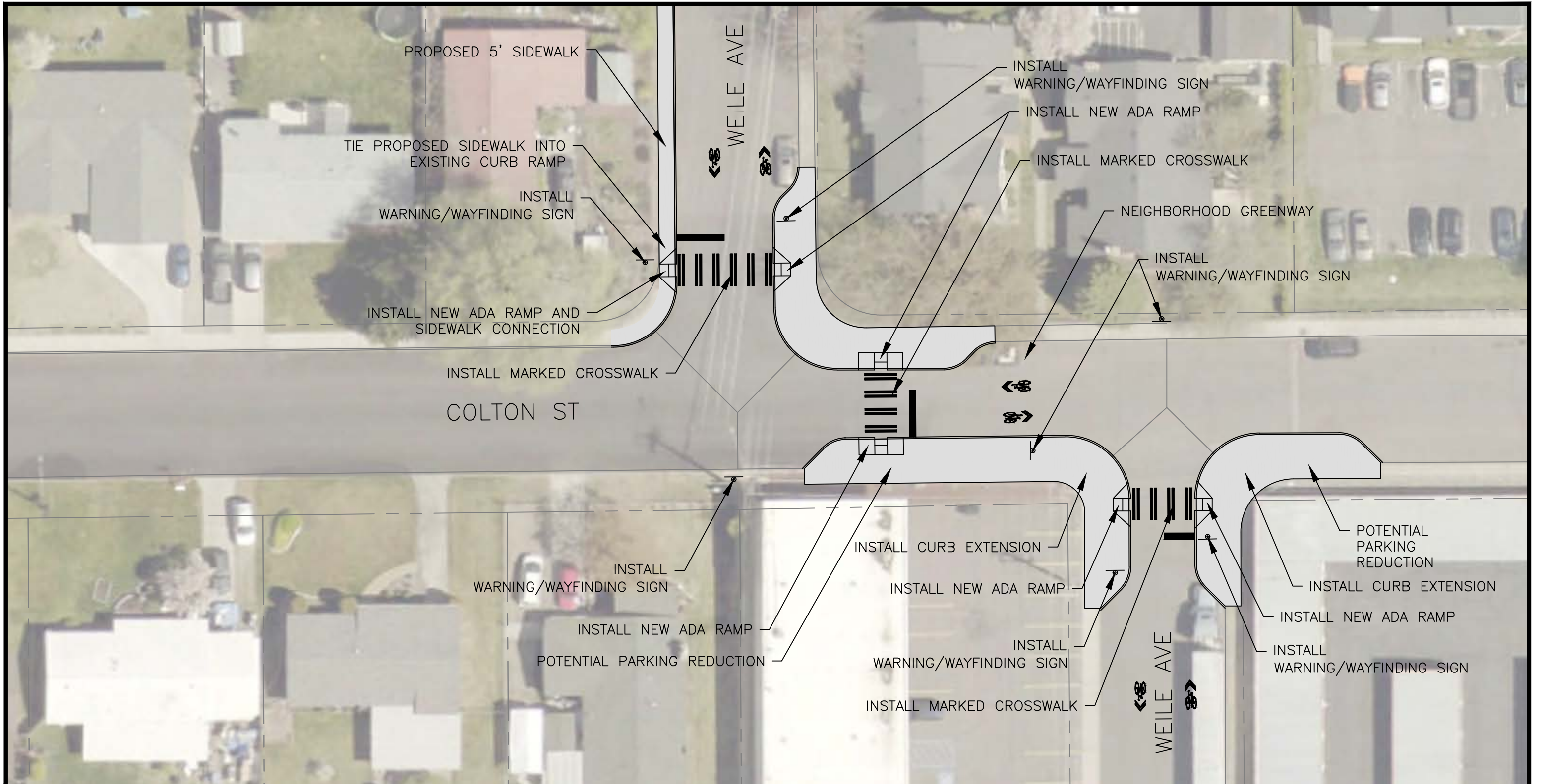
SPOKANE REGIONAL TRANSPORTATION COUNCIL



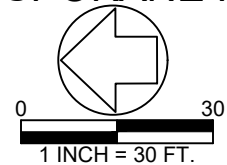
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**13 WIELE AVE**  
DIVISION ST TO STANDARD ST  
DIVISION STREET ACTIVE TRANSPORTATION

SHEET 2 OF 6



SPOKANE REGIONAL TRANSPORTATION COUNCIL



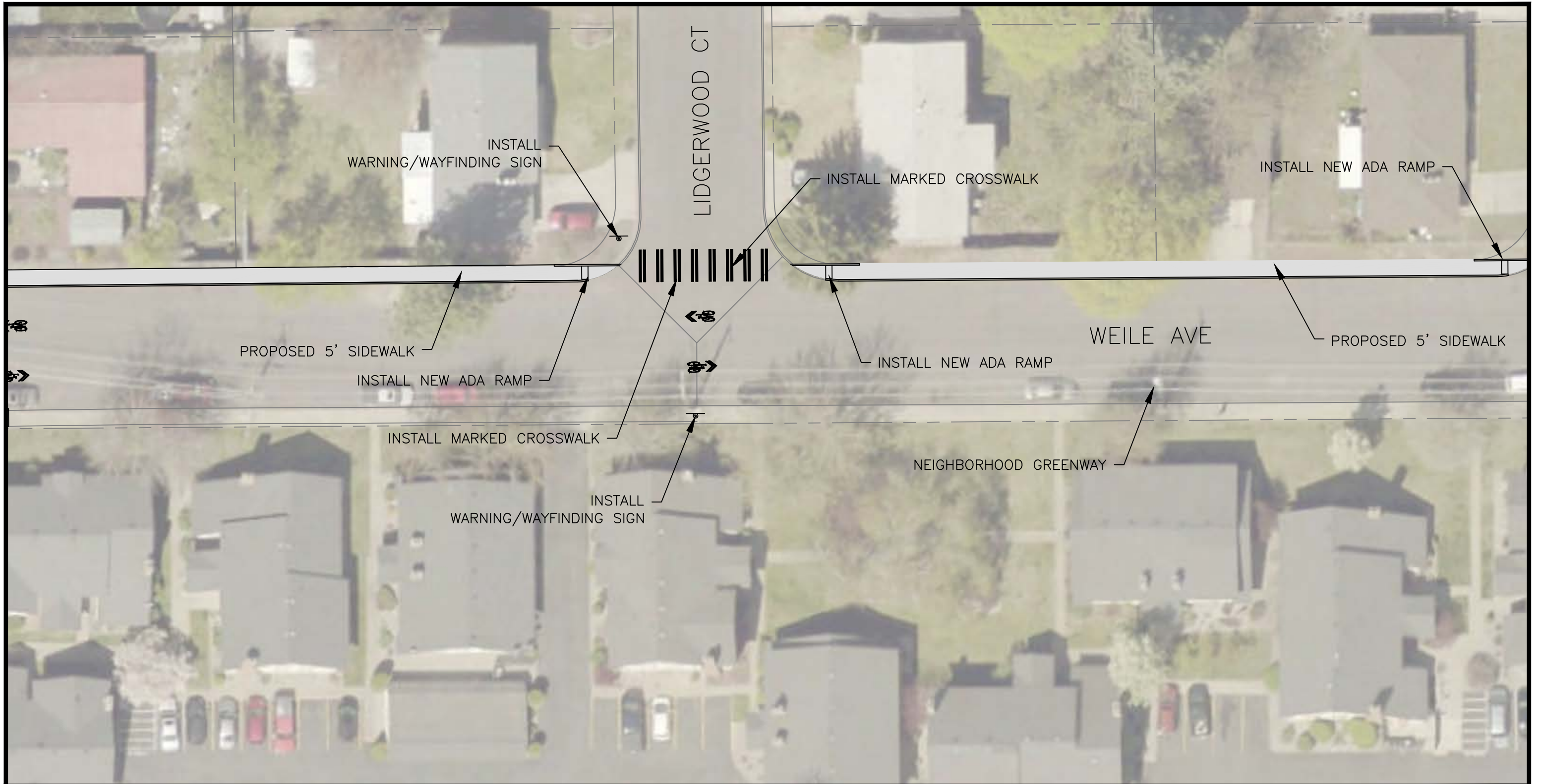
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# 13 WIELE AVE

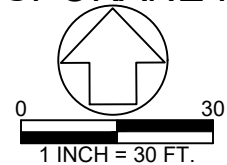
## DIVISION ST TO STANDARD ST

### DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 6



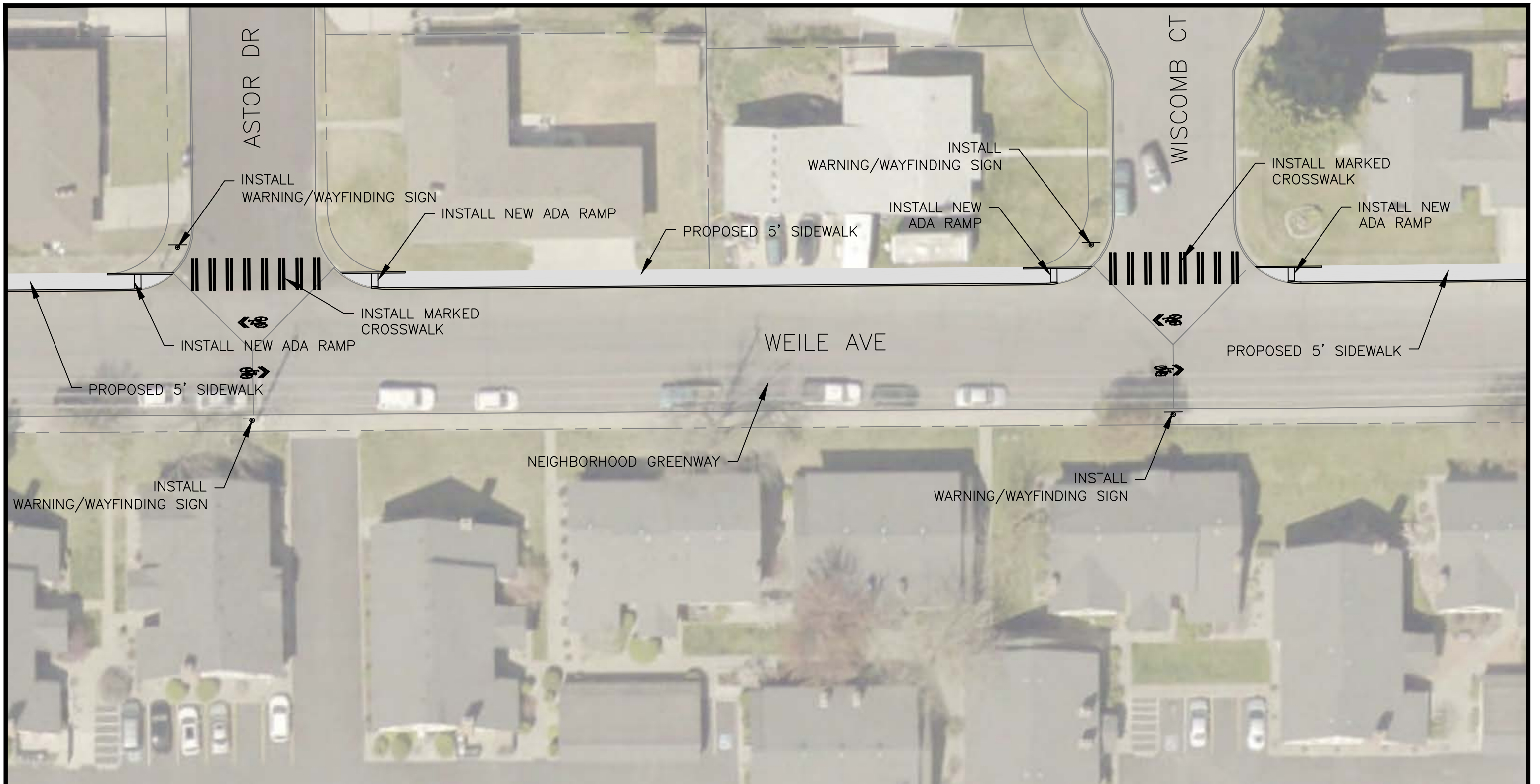
SPOKANE REGIONAL TRANSPORTATION COUNCIL



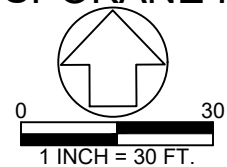
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**13 WIELE AVE**  
**DIVISION ST TO STANDARD ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 4 OF 6



SPOKANE REGIONAL TRANSPORTATION COUNCIL



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**13 WIELE AVE**  
**DIVISION ST TO STANDARD ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

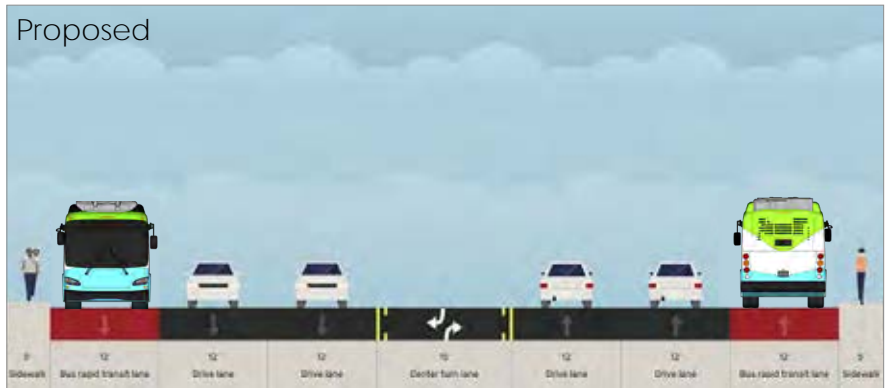
SHEET 5 OF 6



# RECOMMENDATIONS

## Project 14: Division Street

N Division Street (US 2) is a north-south principal arterial that provides access to commercial establishments and through traffic. Pedestrian improvements were identified for sidewalk gaps along the segment of N Division Street from Cozza Drive to Lincoln Road. A continuous sidewalk is present along the eastern side of Division Street, with existing infrastructure gaps throughout the sidewalk on the west side of the road.



### EXISTING CONDITIONS

- Two-lane road with median
- Existing sidewalks on both sides of the roadway with gaps
- AADT of 34,200 (2019) along the segment
- No reported crashes involving a non-motorist within the past five years
- Jurisdiction: WSDOT

### PROJECT FEATURES

- Extent: Cozza Dr to Lincoln Road to Cascade Way (220')
- Additional sidewalks to fill gaps

### PROJECT COSTS

- Cost estimate = \$152,606- \$182,072
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased along with the Division BRT construction

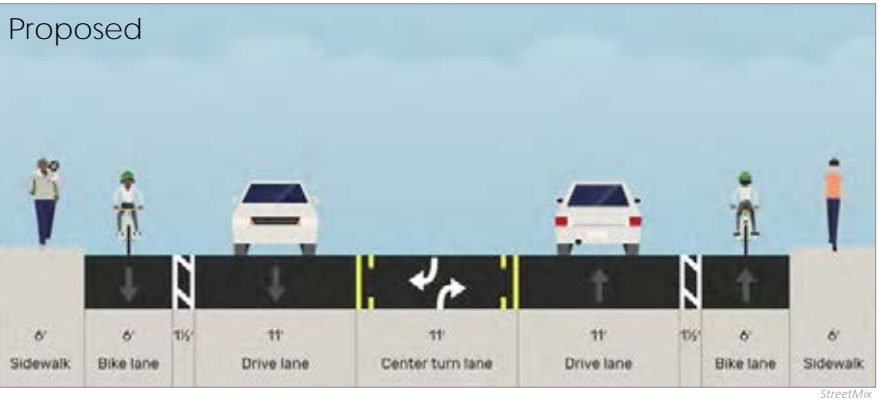
### NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

# RECOMMENDATIONS

## Project 15: W Cascade Way/E Lincoln Road

W Cascade Road/E Lincoln Road is an east-west principal arterial from N Standard Street to Spokane’s city boundary. The road primarily serves light commercial uses. The existing AADT of 7,500 makes this project an ideal candidate for a lane reduction following guidance from the FHWA, which will improve safety for all roadway users. Existing roadway lanes can be reallocated to accommodate buffered bike lanes in each direction from Normandie Street to Standard Street. At the east end of the project corridor, the proposed bike lanes will transition into existing bike lanes on Cascade Way. The east end will be coordinated with current resurfacing project by the city.



### EXISTING CONDITIONS

- Four-lane roadway
- Existing sidewalks on both sides of the roadway
- AADT of 7,500 (2019) along the segment
- One crash within the past five years involved a bicyclist
- Jurisdiction: City of Spokane and Spokane County

### PROJECT FEATURES

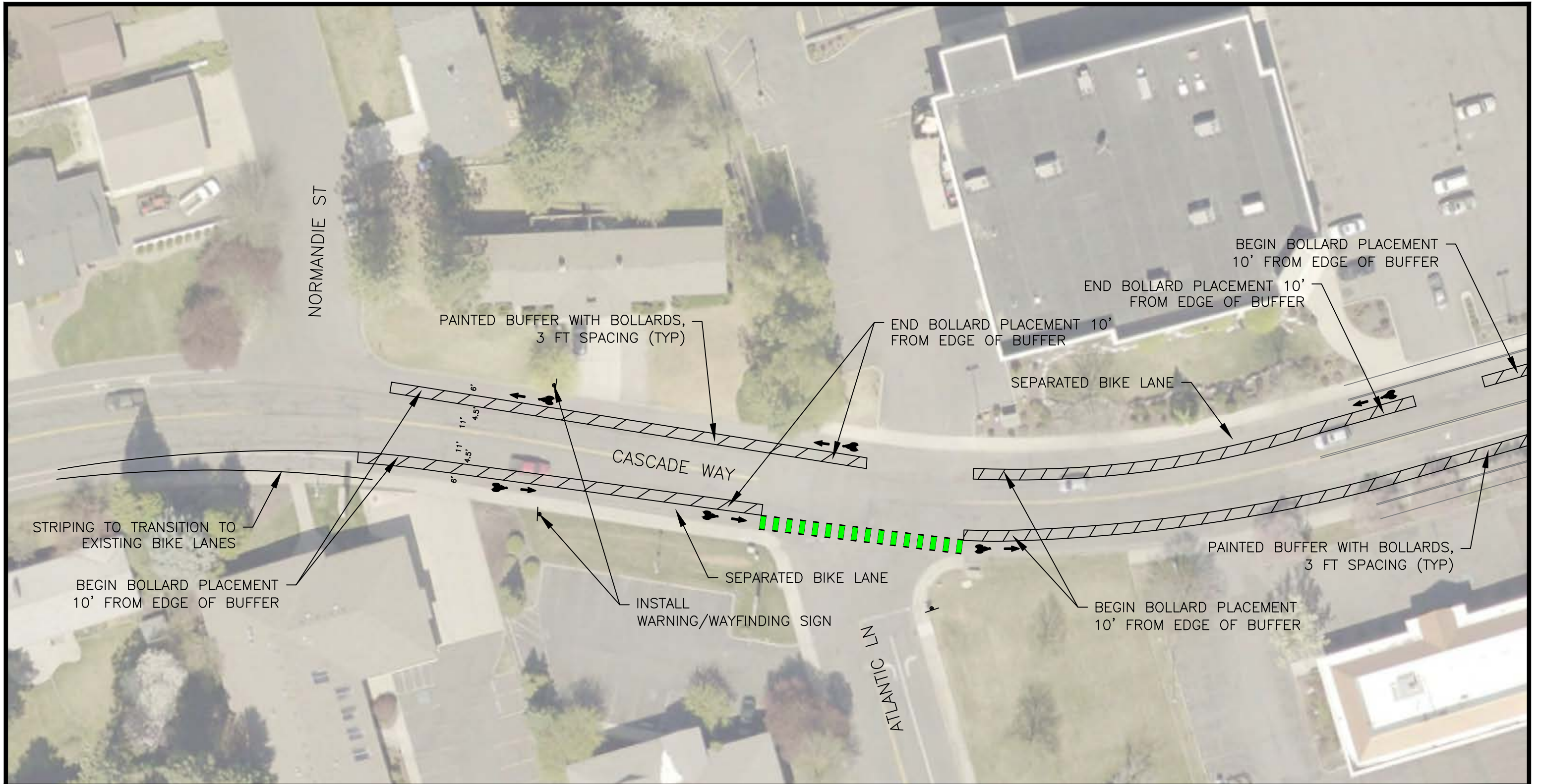
- Extent: Normandie Street to Standard Street (2,170')
- Lane reduction from four to three lanes
- Buffered bike lanes in each direction
- Intersection upgrades: marked crosswalks, push button for non-motorists, bike specific signal

### PROJECT COSTS

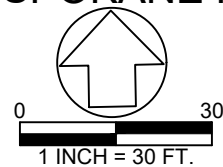
- Cost estimate = \$580,840- \$1,081,340
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

### NEXT STEPS

- Community engagement
- Coordination with WSDOT regarding intersection with Division Street
- Further study of intersection impacts
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users



SPOKANE REGIONAL TRANSPORTATION COUNCIL

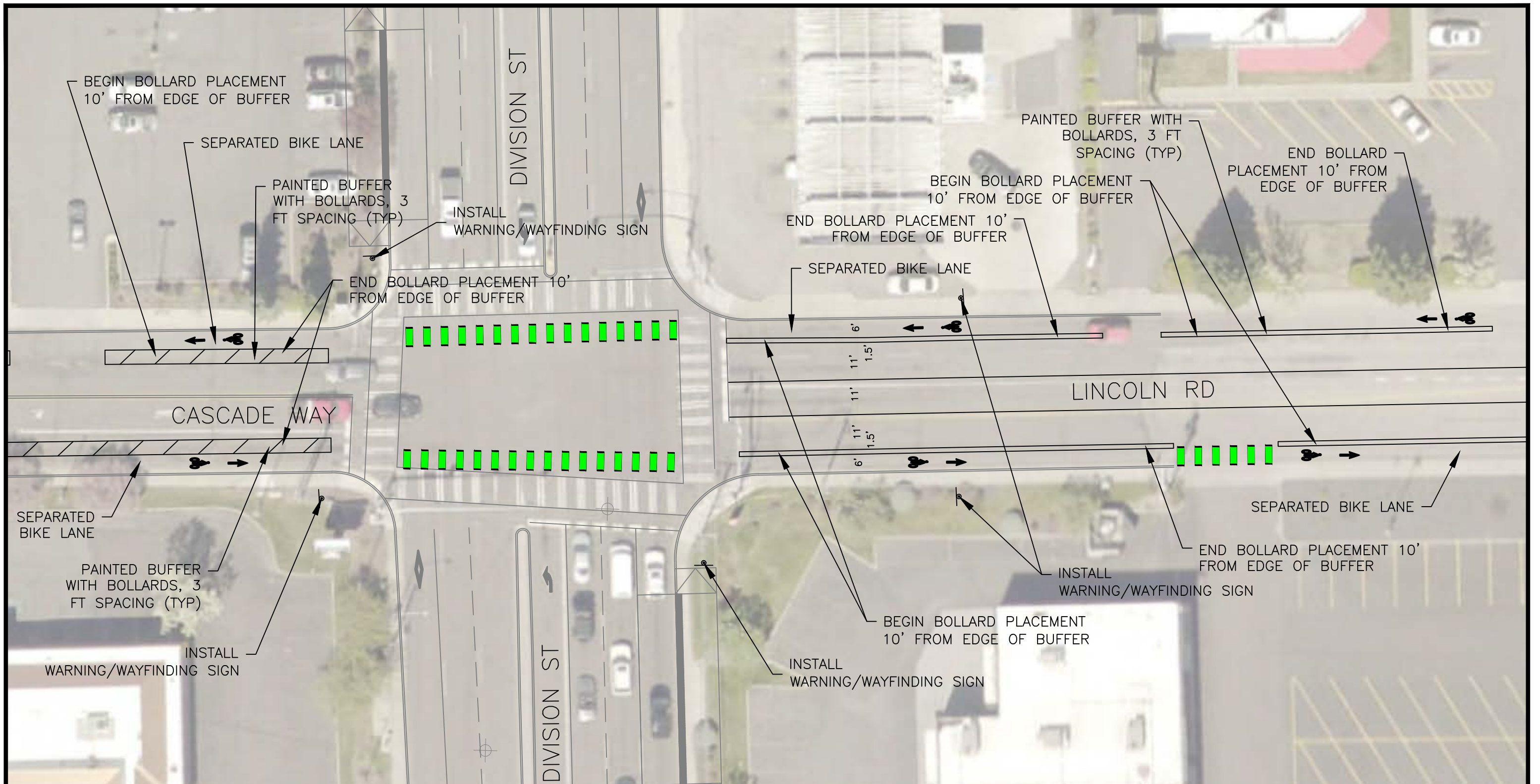


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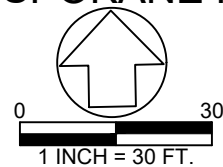
**15 CASCADE WAY/LINCOLN RD**  
**NORMANDIE ST TO STANDARD ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 1 OF 5



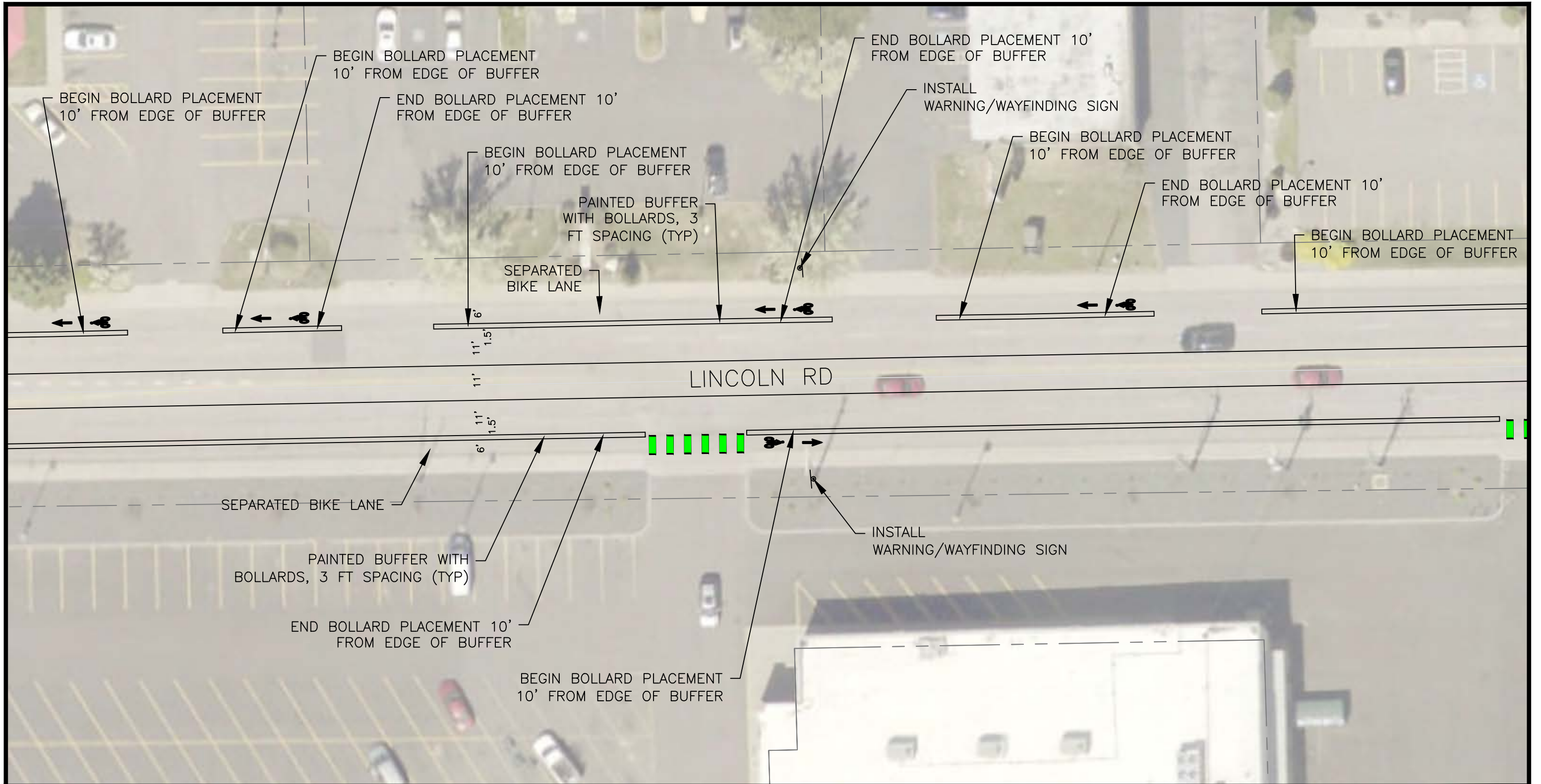


SPOKANE REGIONAL TRANSPORTATION COUNCIL

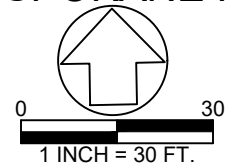


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# 15 CASCADE WAY/LINCOLN RD NORMANDIE ST TO STANDARD ST DIVISION STREET ACTIVE TRANSPORTATION



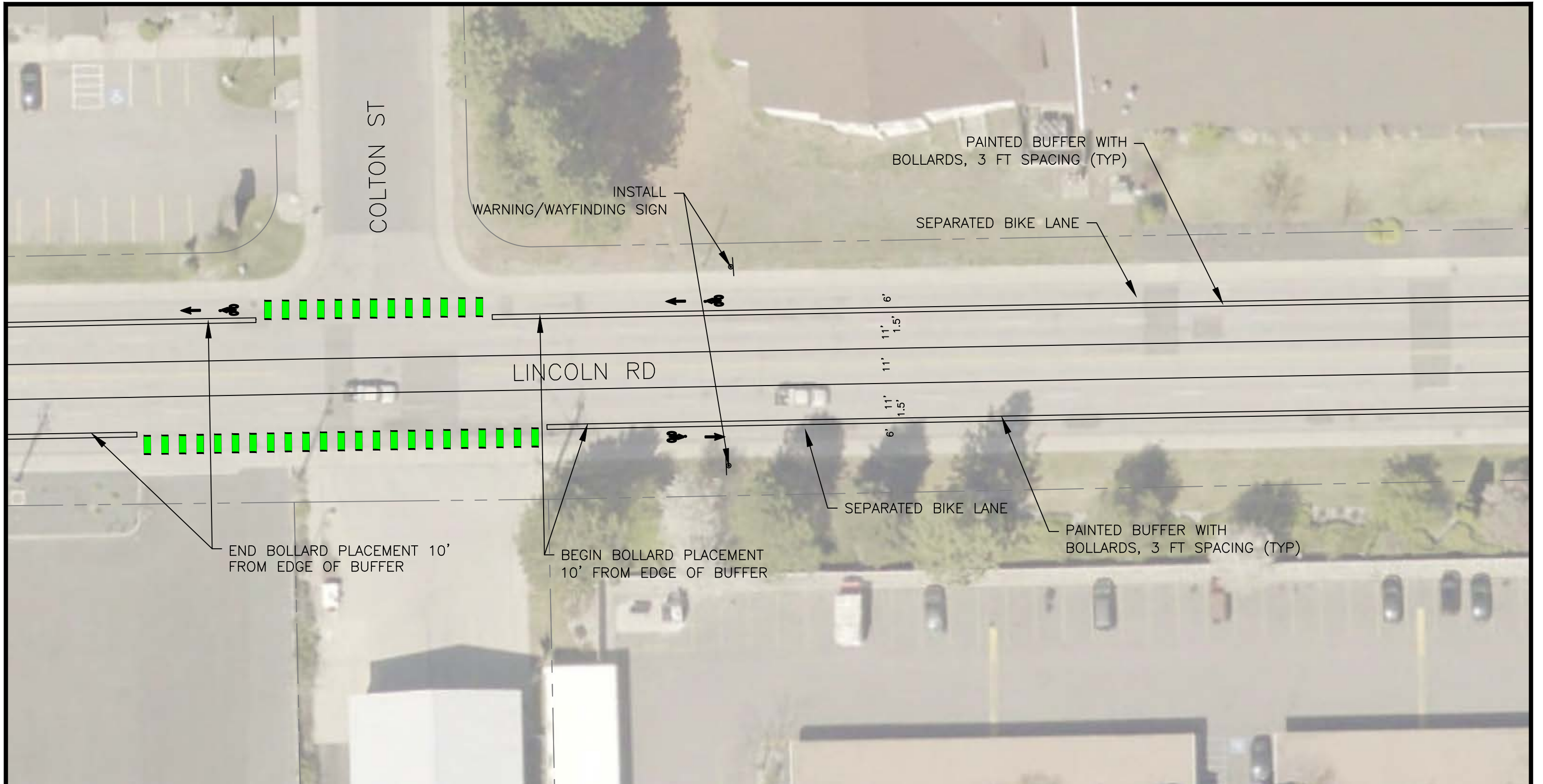
SPOKANE REGIONAL TRANSPORTATION COUNCIL



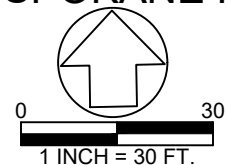
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**15 CASCADE WAY/LINCOLN RD**  
**NORMANDIE ST TO STANDARD ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 3 OF 5



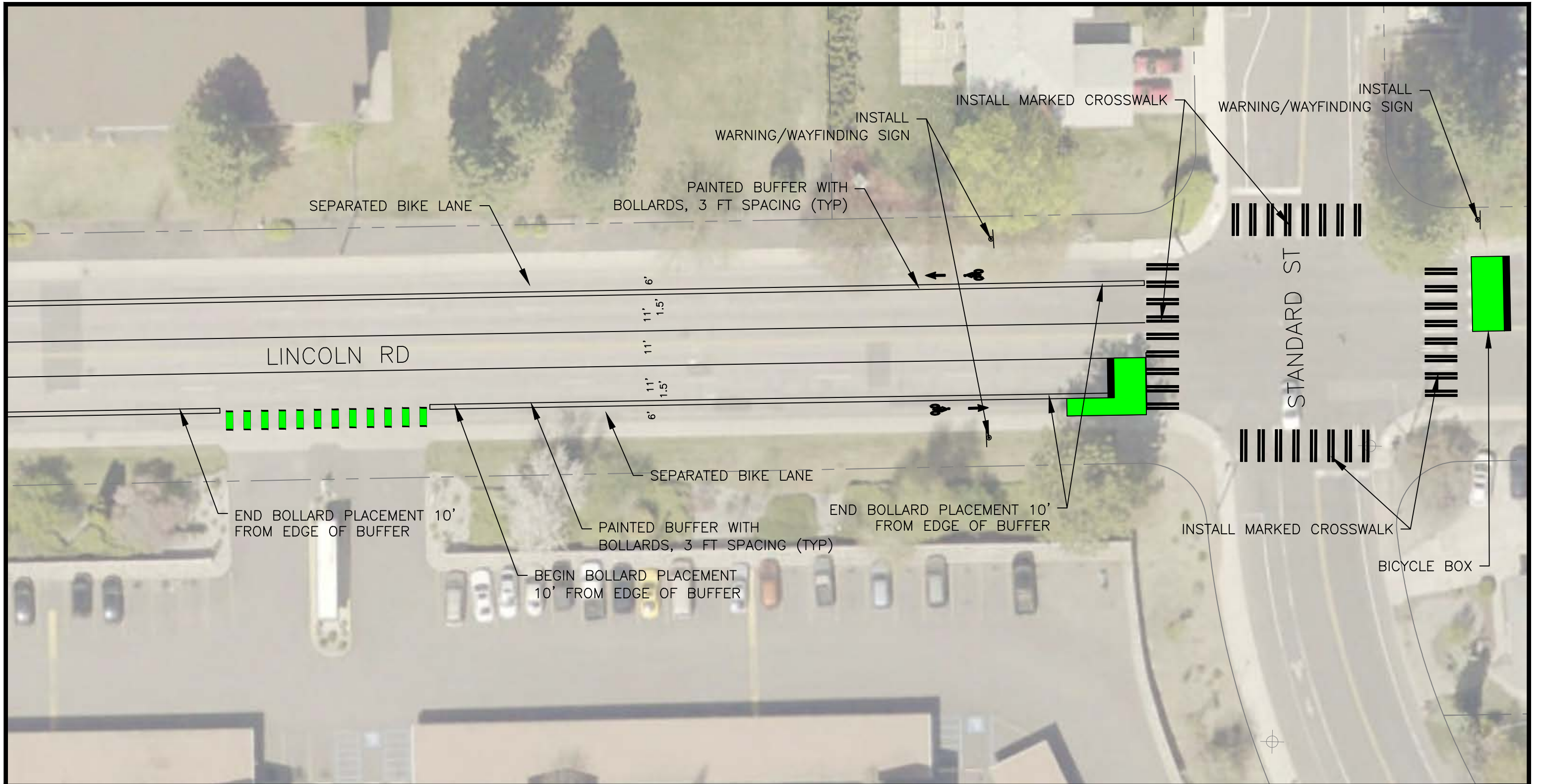
SPOKANE REGIONAL TRANSPORTATION COUNCIL



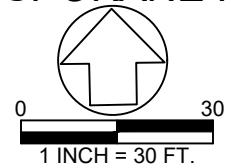
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**15 CASCADE WAY/LINCOLN RD**  
**NORMANDIE ST TO STANDARD ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 4 OF 5



SPOKANE REGIONAL TRANSPORTATION COUNCIL



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**15 CASCADE WAY/LINCOLN RD**  
**NORMANDIE ST TO STANDARD ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 5 OF 5

# RECOMMENDATIONS

## Project 16: N Division Street

N Division Street (US 2) is a north-south principal arterial that provides access to commercial establishments and through traffic. Pedestrian improvements were identified for sidewalk gaps along the segment of N Division Street from Price Road to Magnesium Road, where sidewalk gaps are present.



StreetMix

### EXISTING CONDITIONS

- Six-lane highway
- Existing sidewalks with gaps along both sides of roadway
- AADT of 37,000 (2019) along the segment
- One crash within the past five years involved a pedestrian
- Jurisdiction: WSDOT

### PROJECT FEATURES

- Extent: Price Road/Magnesium Road to Hoerner Avenue (1,400')
- Additional sidewalks to fill gaps

### PROJECT COSTS

- Cost estimate = \$457,817- \$546,217
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

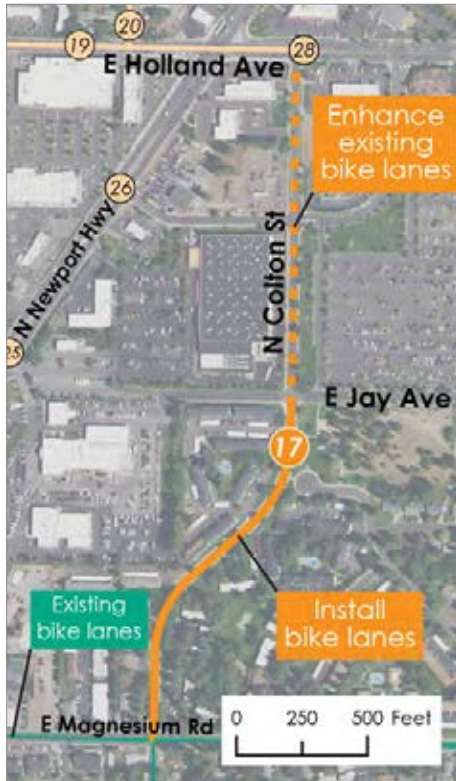
### NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

# RECOMMENDATIONS

## Project 17: N Colton Street

N Colton Street is a north-south minor collector roadway, connecting to high-density residential areas and parks. The low AADT along the project corridor suggest standard painted bike lanes area appropriate. The existing bike lanes on the north segment between Holland and Jay will be extended from Jay to Magnesium. Enhancements to the bike lanes along the corridor include conflict markings, intersection approaches, and intersection safety improvements. This project will require reallocating roadway space currently used for intermittent parking along the south segment. This project will provide an all ages and abilities connection from the proposed bike lanes on Holland to the south end of the project corridor.



### EXISTING CONDITIONS

- Two-lane roadway with on-street parking
- Existing sidewalks on both sides of the roadway
- Existing bike lanes north of Jay Avenue
- Existing on-street parking
- AADT of 2,100 (2019) along the north segment and 4,900 (2019) along the south segment
- One crash involving a non-motorist within the past five years, resulting in a pedestrian fatality
- Jurisdiction: City of Spokane

### PROJECT COSTS

- Cost estimate = \$309,920- \$1,433,224
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased separately from the Division BRT

### PROJECT FEATURES

- Extent: Magnesium Road to Holland Avenue (2,280')
- No change to existing curb alignment
- Reallocation of wide shared lanes and addition of bike lanes along south segment
- Removal of on-street parking
- Conflict markings at driveways
- Colton Avenue/Jay Street intersection improvements: curb extensions, marked crosswalk, bike markings through intersection
- Bike friendly catch basin grates

### NEXT STEPS

- Design coordination with adjacent projects (19, 28)
- Community engagement
- Parking utilization study
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

# RECOMMENDATIONS

## Project 18: N Nevada Street

N Nevada is a north-south principal arterial that crosses the Spokane City boundary in the north into Spokane County. Nevada primarily serves light commercial and office uses with significant future development potential remaining along the corridor. Regional traffic modeling conducted during an earlier phase of the project suggest traffic demand on Nevada will experience moderate growth given the alternatives of the BRT on Division and the completion of the NSC. This suggests the corridor could be a good candidate for a lane reduction from 5 lanes to 3 lanes, which will improve safety for all roadway users. Existing roadway lanes will be reallocated to include one-way separated bike lanes in each direction. Connectivity to existing bike lanes on Newport Highway will benefit the future Mead Works development to the north, providing an all ages and abilities connection for users.



StreetMix

### EXISTING CONDITIONS

- Four-lane roadway
- Footpath along sections of the segment
- AADT of 18,100 (2019) north of Holland Avenue and 27,100 south of Holland Avenue
- Four crashes involving a non-motorist within the past five years, including three pedestrian crashes and one bicyclist crash that resulted in serious injuries
- Jurisdiction: City of Spokane and Spokane County

### PROJECT COSTS

- Cost estimate = \$695,136- \$1,828,840
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased separately from the Division BRT

### PROJECT FEATURES

- Extent: Magnesium Road to Newport Highway (6,870')
- Lane reduction from five to three lanes
- One-way separated bike lanes on each side of street

### NEXT STEPS

- Design coordination with adjacent projects (19, 28)
- Community engagement
- Confirm future travel demand projections
- Conduct a detailed traffic study and intersection/turning movement analysis per FHWA guidance for lane reallocations
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

# RECOMMENDATIONS

## Project 19: Holland Avenue

Holland Avenue is an east-west major collector that is split between the City of Spokane and Spokane County. The west end of the project corridor connects a residential area to the Division Corridor. The low traffic volumes and residential character of this segment an ideal candidate for a neighborhood greenway. The east end of the project corridor connects the Division Corridor to major commercial hubs. The existing AADT of 1,400 makes this segment a candidate for a lane reduction following guidance from the FHWA. The existing roadway will be reallocated to accommodate separated bike lanes east of Division. This project will provide an all ages and abilities connection between the bike lanes on Colton to the west end of the project corridor.



### EXISTING CONDITIONS

- Four-lane roadway with two-way left turn lane
- Sidewalks on either side of the roadway with gaps
- AADT of 1,400 (2022) west of Division Street and 8,200 (2021) east of Division Street
- Two crashes involving a pedestrians within the past five years, one of which resulted in a fatality
- Jurisdiction: City of Spokane and Spokane County

### PROJECT COSTS

- Cost estimate = \$1,142,232- \$1,583,582
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

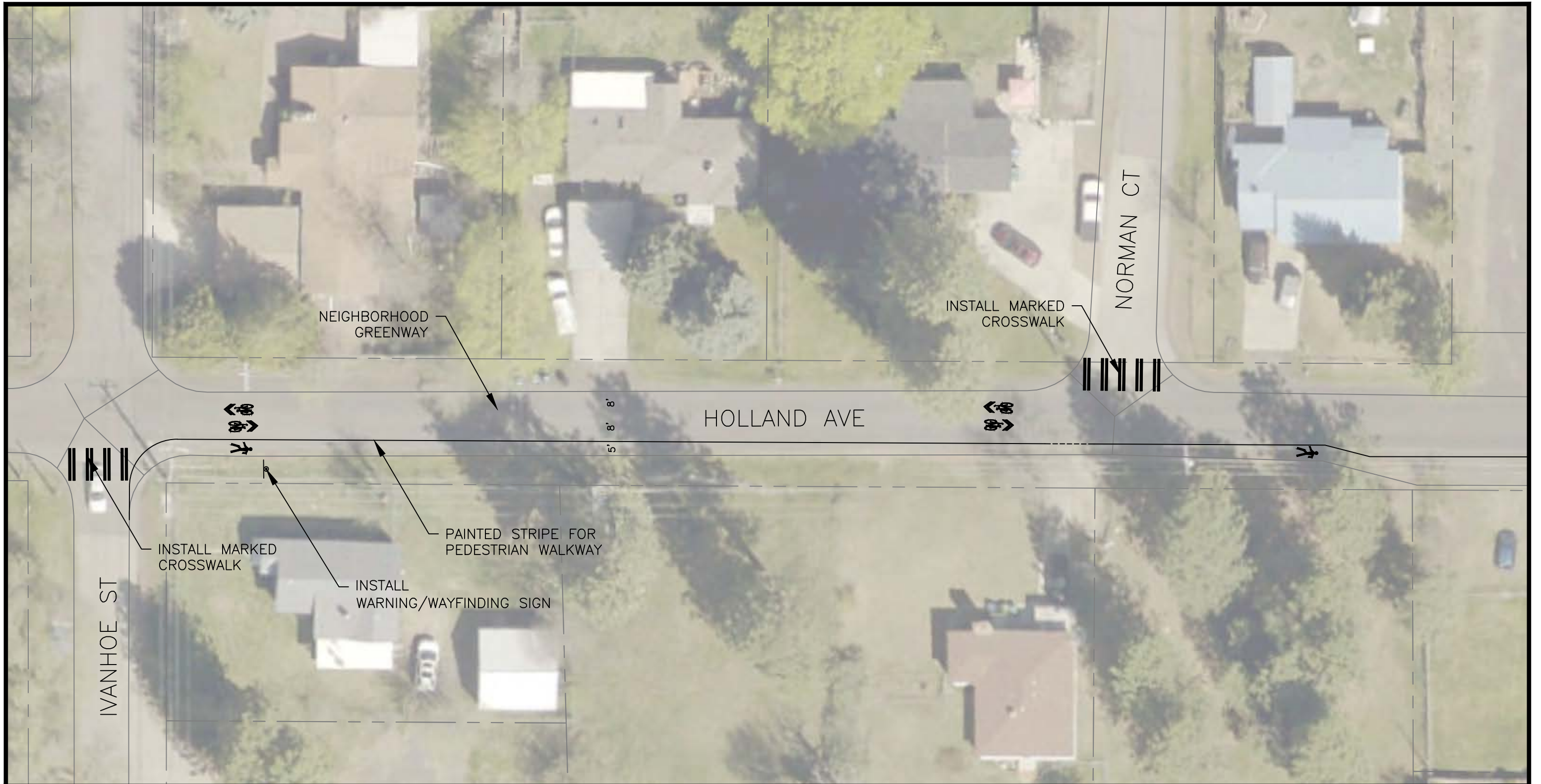
### PROJECT FEATURES

- Extent: Ivanhoe Street to Colton Street (2,590')
- West of Division:**
  - Lane reduction and separated bike lanes
- East of Division:**
  - Neighborhood Greenway
  - No change to existing curb alignment

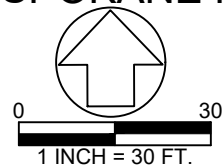
### NEXT STEPS

- Design coordination with adjacent projects (17, 20, 27, 28)
- Coordination with WSDOT regarding crossings of Division and Newport Highway
- Community engagement
- Further study of concept to evaluate impacts on traffic operations and improved safety for all users





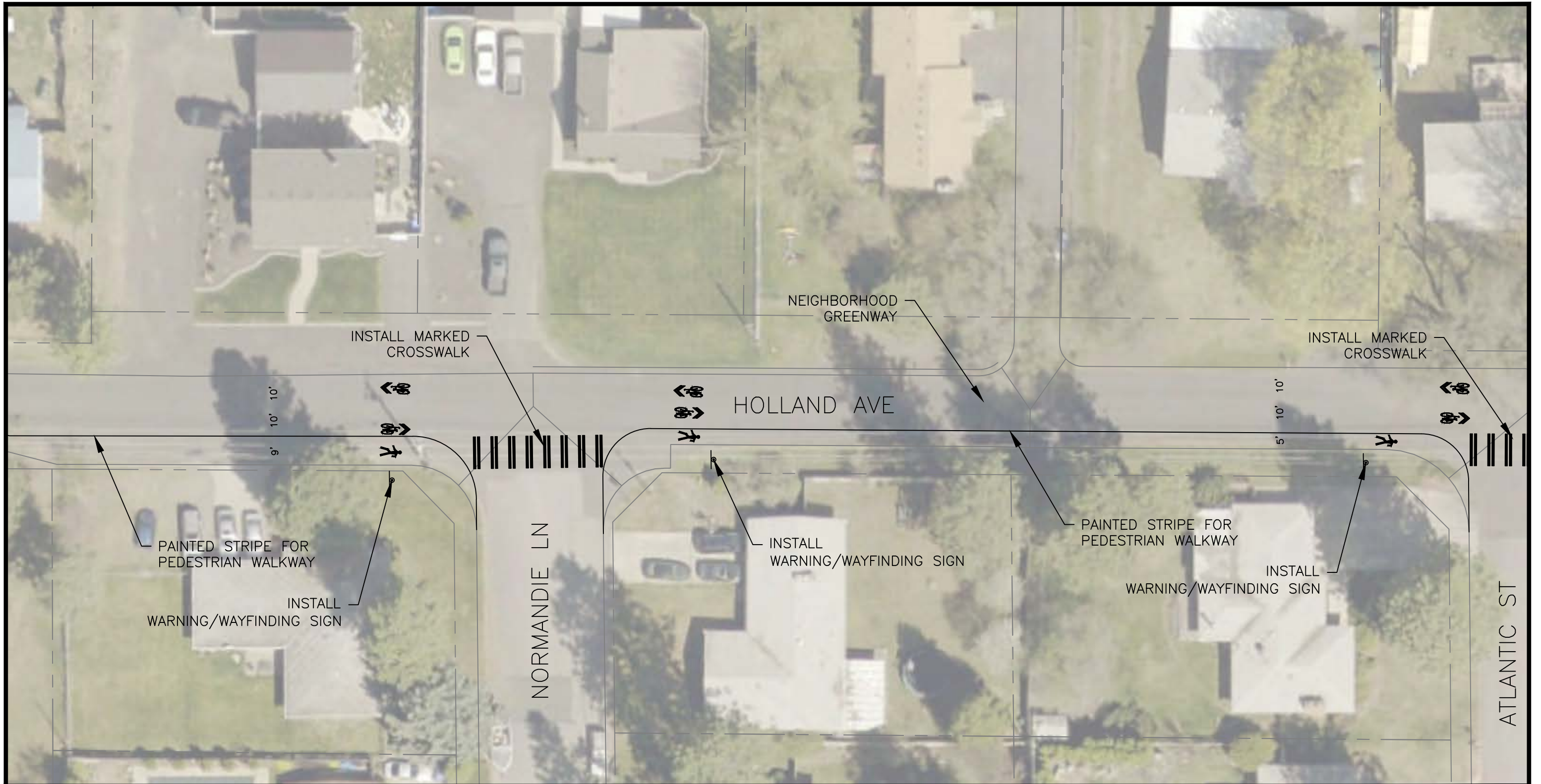
SPOKANE REGIONAL TRANSPORTATION COUNCIL



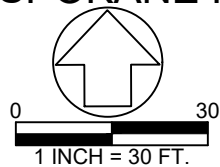
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**19 HOLLAND AVE**  
**IVANHOE ST TO COLTON ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 1 OF 7



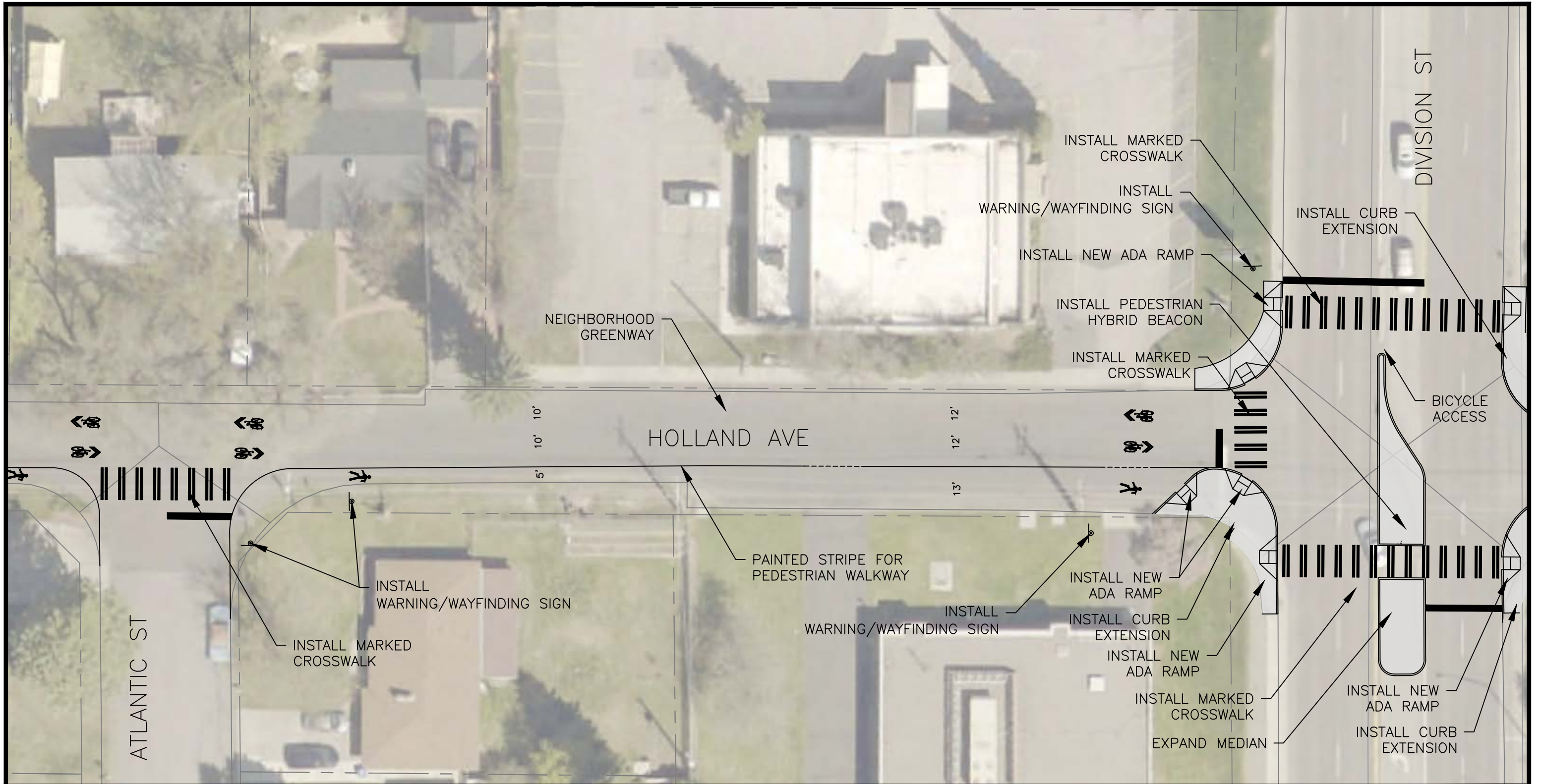
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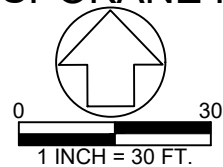
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**19 HOLLAND AVE**  
**IVANHOE ST TO COLTON ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 2 OF 7



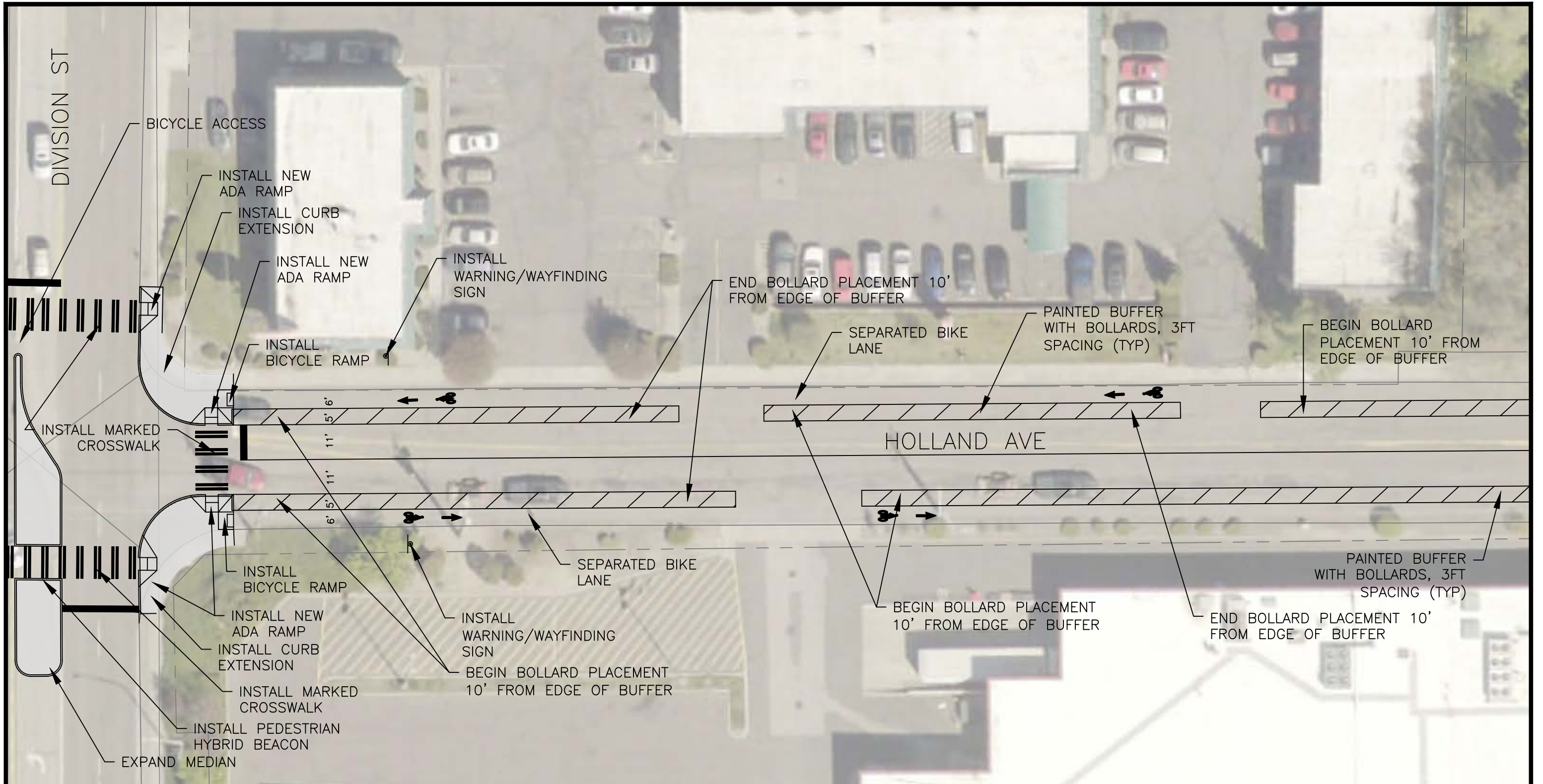
SPOKANE REGIONAL TRANSPORTATION COUNCIL



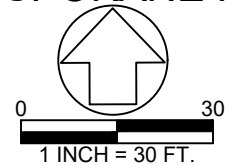
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# 19 HOLLAND AVE IVANHOE ST TO COLTON ST DIVISION STREET ACTIVE TRANSPORTATION

SHEET 3 OF 7



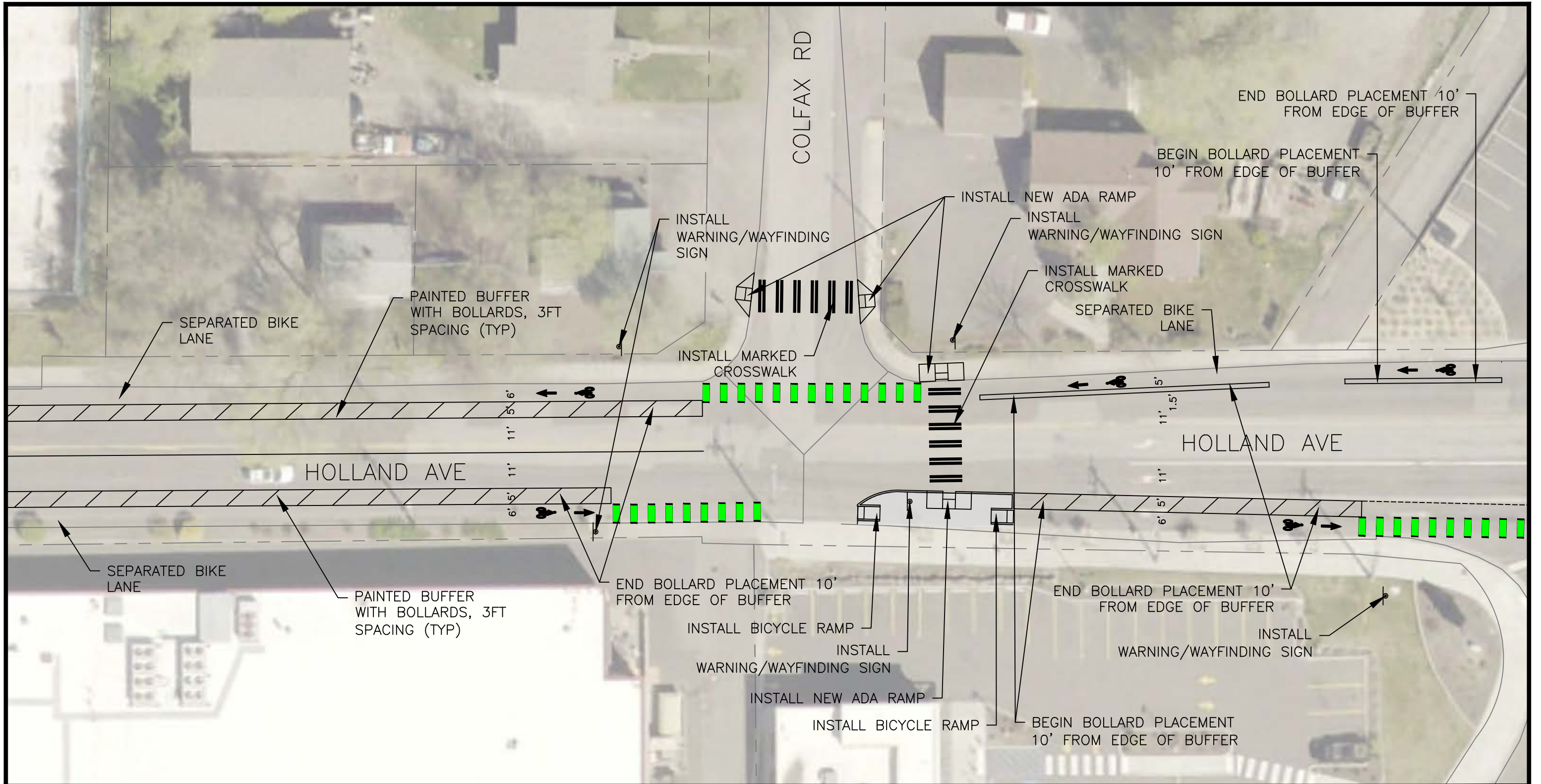
SPOKANE REGIONAL TRANSPORTATION COUNCIL



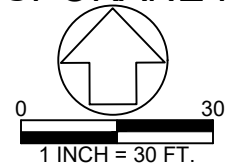
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**19 HOLLAND AVE**  
**IVANHOE ST TO COLTON ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 4 OF 7



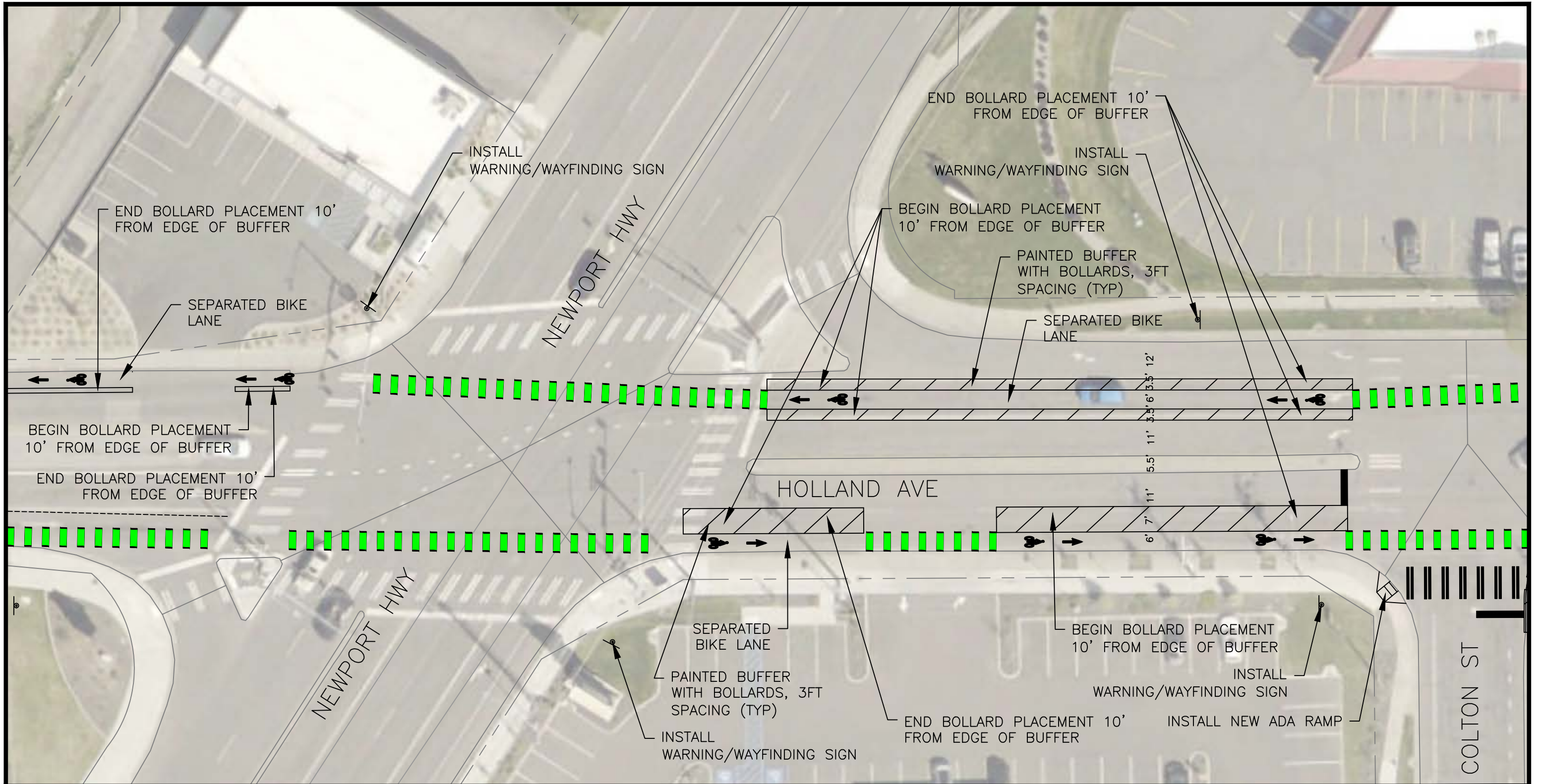
SPOKANE REGIONAL TRANSPORTATION COUNCIL



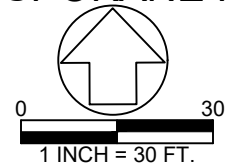
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# 19 HOLLAND AVE IVANHOE ST TO COLTON ST DIVISION STREET ACTIVE TRANSPORTATION

SHEET 5 OF 7



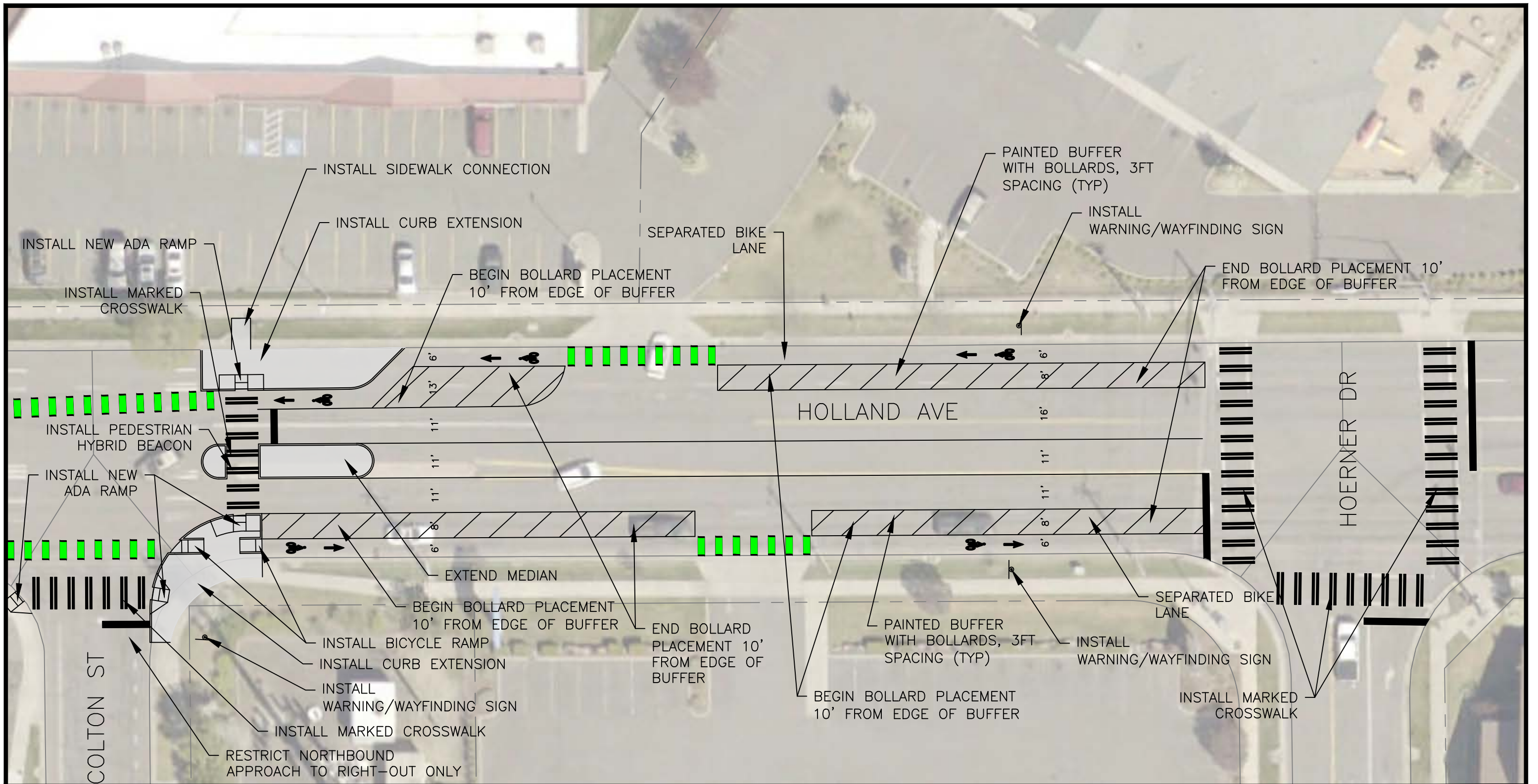
SPOKANE REGIONAL TRANSPORTATION COUNCIL



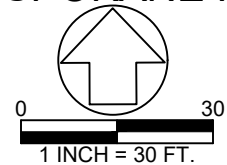
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**19 HOLLAND AVE**  
**IVANHOE ST TO COLTON ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 6 OF 7



SPOKANE REGIONAL TRANSPORTATION COUNCIL



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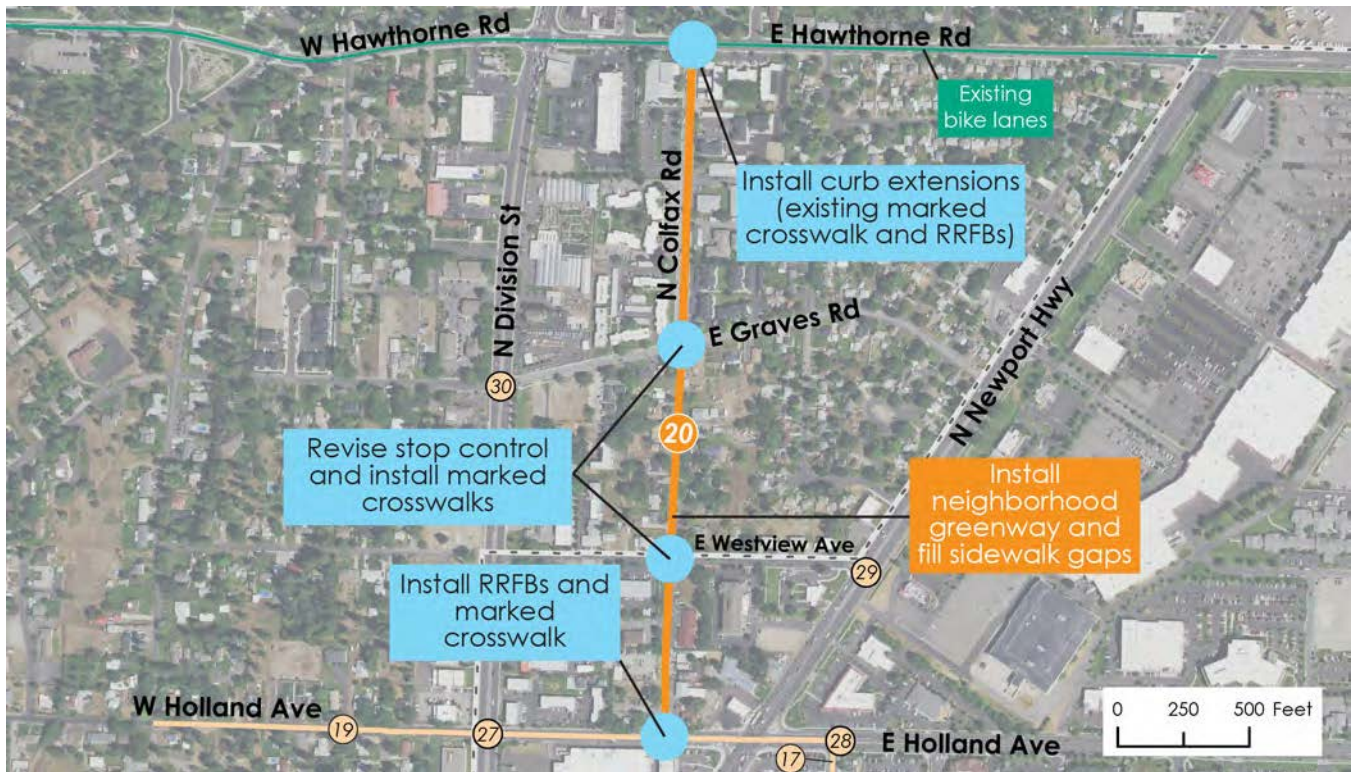
**19 HOLLAND AVE**  
**IVANHOE ST TO COLTON ST**  
**DIVISION STREET ACTIVE TRANSPORTATION**

SHEET 7 OF 7

# RECOMMENDATIONS

## Project 20: N Colfax Road

N Colfax Road is a north-south local roadway that connects a low-density residential area in the south to higher density apartment complexes in the northern half of the segment. The low traffic volumes and residential character of the street make it an ideal candidate for a neighborhood greenway. The project will also fill sidewalk gaps along the segment. This project will provide an all ages and abilities connection between existing bike lanes along Hawthorne and proposed bike lanes along Holland. A supermarket is located at the south end of the project corridor, and proposed improvements to Holland will provide safe crossings of Division and Newport Highway.



### EXISTING CONDITIONS

- Two-lane road
- No existing sidewalks
- AADT of 1,400 (2021) along the segment
- Two crashes involving a pedestrians within the past five years
- Jurisdiction: City of Spokane and Spokane County

### PROJECT COSTS

- Cost estimate = \$442,595- \$972,406
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased separately from the Division BRT

### PROJECT FEATURES

- Extent: Holland Avenue to Hawthorne Road (2,640')
- No change to curb alignment
- Rectangular rapid-flashing beacons (RRFB)
- Addition of a neighborhood greenway

### NEXT STEPS

- Design coordination with adjacent projects (19)
- Community engagement
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users



# RECOMMENDATIONS

## Project 21: N Division Street/Boone Avenue

N Division Street (US 2) is principal arterial at the intersection with Boone Avenue, a minor arterial west of Division Street. East of N Division Street, Boone Avenue is a local roadway that connects to Gonzaga University. Proposed improvements provide non-motorists with safe facilities to cross N Division Street with a pedestrian hybrid beacon between W Boone Avenue and E Boone Avenue. Improvements will include marked crosswalks, curb extensions, dedicated separated bike lanes along the west side of Division, and restricted access from E Boone Avenue to N Division Street.



### EXISTING CONDITIONS

- No reported crashes involving a non-motorist within the past five year
- AADT of 21,700 (2020) along N Division Street
- Jurisdiction: City of Spokane requiring WSDOT coordination

### PROJECT COSTS

- Cost estimate = \$492,661- \$492,661
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased along with the Division BRT

### PROJECT FEATURES

- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps
- Potential on-street parking impacts

### NEXT STEPS

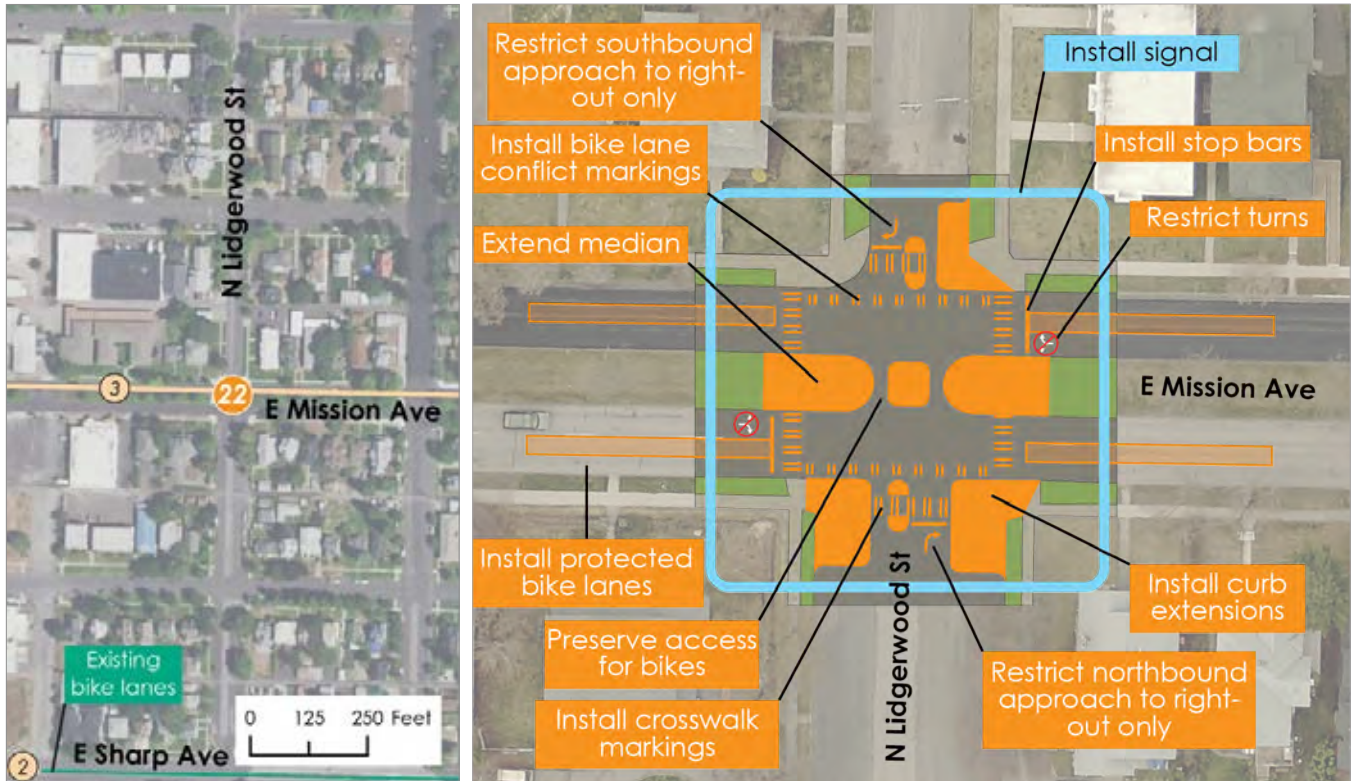
- Design coordination with adjacent projects (1)
- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations, on-street parking, and improved safety for all roadway users



# RECOMMENDATIONS

## Project 22: E Mission Ave/N Lidgerwood St

E Mission Avenue is a principal arterial at the intersection with N Lidgerwood Street, a local roadway. Proposed improvements align with Project 3, providing non-motorists with safe facilities to cross E Mission Avenue with a full signal. Improvements will include marked crosswalks, curb and median extensions, and turn restrictions.



### EXISTING CONDITIONS

- One crash involving a pedestrian within the past five years, resulting in serious injuries
- AADT of 17,900 (2019) along E Mission Avenue
- Jurisdiction: City of Spokane

### PROJECT COSTS

- Cost estimate = \$606,190- \$769,063
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

### PROJECT FEATURES

- Refuge islands
- Curb extensions
- Marked crosswalks
- Signage
- Curb ramps
- Potential on-street parking impacts

### NEXT STEPS

- Design coordination with adjacent projects (3)
- Community engagement
- Coordination with WSDOT
- Neighborhood traffic analysis to determine impacts of restricted access
- Further study of concept to evaluate impacts on traffic operations, on-street parking, and improved safety for all roadway users

# RECOMMENDATIONS

## Project 23: E Francis Ave/N Lidgerwood St

E Francis Avenue is a principal arterial at the intersection with N Lidgerwood Street, a major collector. Proposed improvements provide non-motorists with safe facilities to cross E Francis Avenue with a pedestrian hybrid beacon. Improvements will include marked crosswalks, curb extensions, and access through the existing median for bikes.



### EXISTING CONDITIONS

- No reported crashes involving a non-motorist within the past five years
- AADT of 22,600 (2019) along Lidgerwood Street
- Jurisdiction: City of Spokane

### PROJECT FEATURES

- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps

### PROJECT COSTS

- Cost estimate = \$323,492- \$323,492
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased separately from the Division BRT

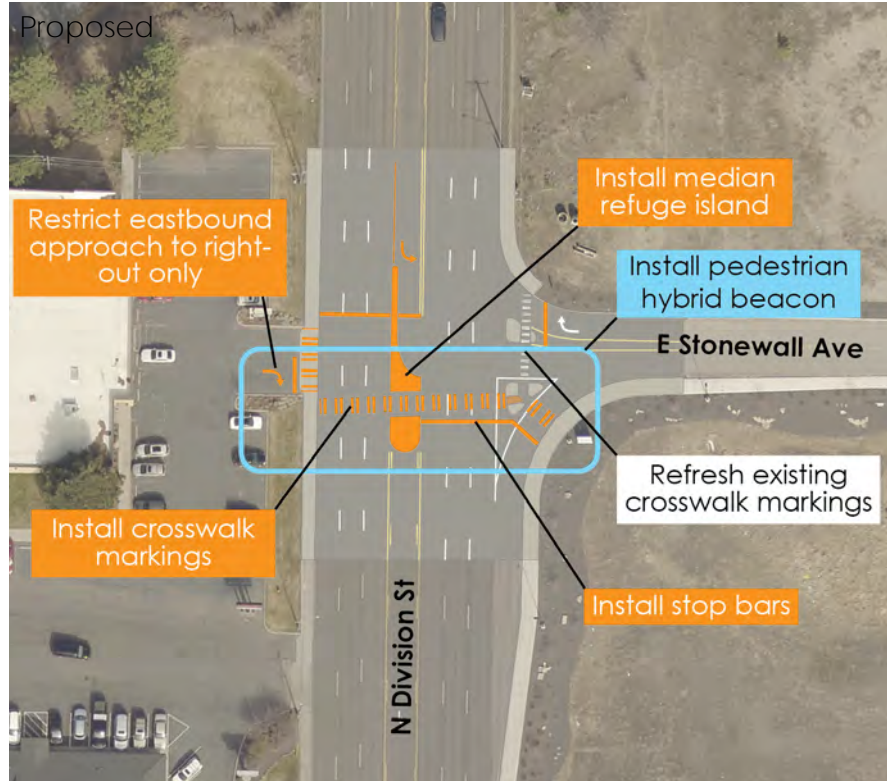
### NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users
- Further analysis of pedestrian hybrid beacon compatibility with nearby signals

# RECOMMENDATIONS

## Project 24: N Division St/Stonewall Avenue

N Division Street is a principal arterial at the intersection with Stonewall Avenue, a private roadway. Proposed improvements provide non-motorists with safe facilities to cross N Division Street with a pedestrian hybrid beacon, south of a sidewalk gap along the west side of Division. Improvements will include marked crosswalks, a median refuge island, and turn restrictions for the eastbound approach.



### EXISTING CONDITIONS

- No reported crashes involving a non-motorist within the past five years
- AADT of 35,000 (2020) along Division Street
- Jurisdiction: Spokane County and City of Spokane requiring WSDOT coordination

### PROJECT FEATURES

- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps

### PROJECT COSTS

- Cost estimate = \$254,332- \$296,218
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

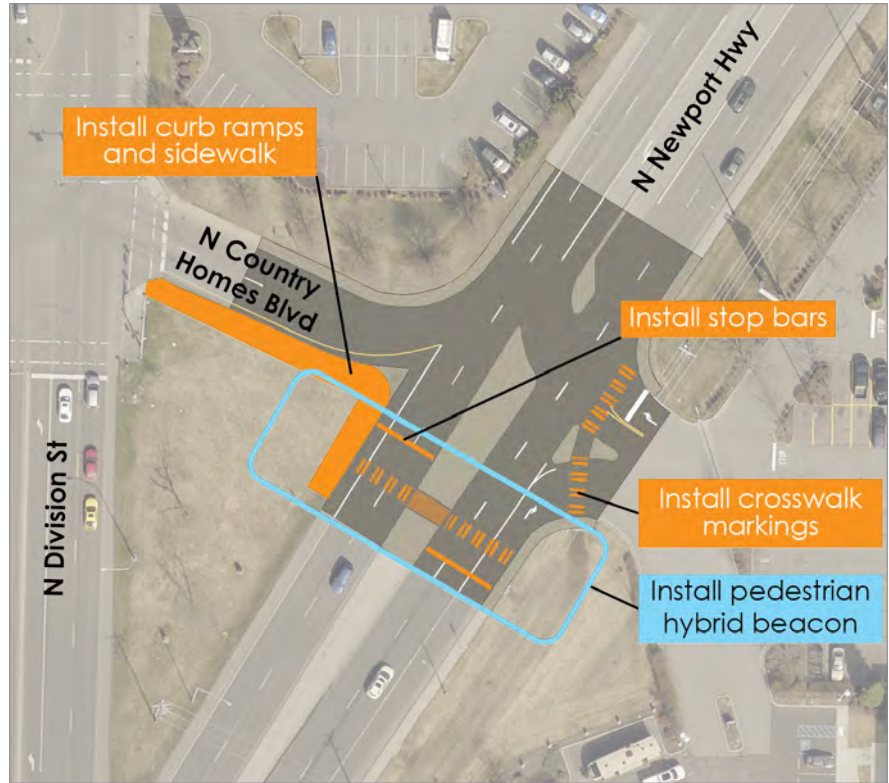
### NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further evaluation to determine if there is opportunity for expanded sidewalk on west side of Division

# RECOMMENDATIONS

## Project 25: N Newport Hwy/N Country Homes Boulevard

N Newport Highway is a principal arterial at the intersection with N Country Homes Boulevard, a principal arterial. Proposed improvements provide non-motorists with safe facilities to cross N Newport Highway with a pedestrian hybrid beacon. Improvements include marked crosswalks and completion of sidewalk gaps between N Division Street and N Newport Highway.



### EXISTING CONDITIONS

- One crash involving a pedestrian within the past five years
- AADT of 21,000 (2020) along Newport Highway north of N Country Homes Boulevard and 15,700 south of N Country Homes Boulevard
- Jurisdiction: City of Spokane requiring WSDOT coordination

### PROJECT COSTS

- Cost estimate = \$369,498- \$440,850
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

### PROJECT FEATURES

- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps

### NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

# RECOMMENDATIONS

## Project 26: N Newport Hwy/E Hoerner Avenue

N Newport Highway is a principal arterial at the intersection with E Hoerner Avenue, a local roadway. Proposed improvements provide non-motorists with safe facilities to cross N Newport Highway with a pedestrian hybrid beacon. Improvements include marked crosswalks, a median extension, and turn restrictions for the westbound approach.



### EXISTING CONDITIONS

- No reported crashes involving a non-motorist within the past five years
- AADT of 21,000 (2019) along Newport Highway
- Jurisdiction: Spokane County requiring WSDOT coordination

### PROJECT FEATURES

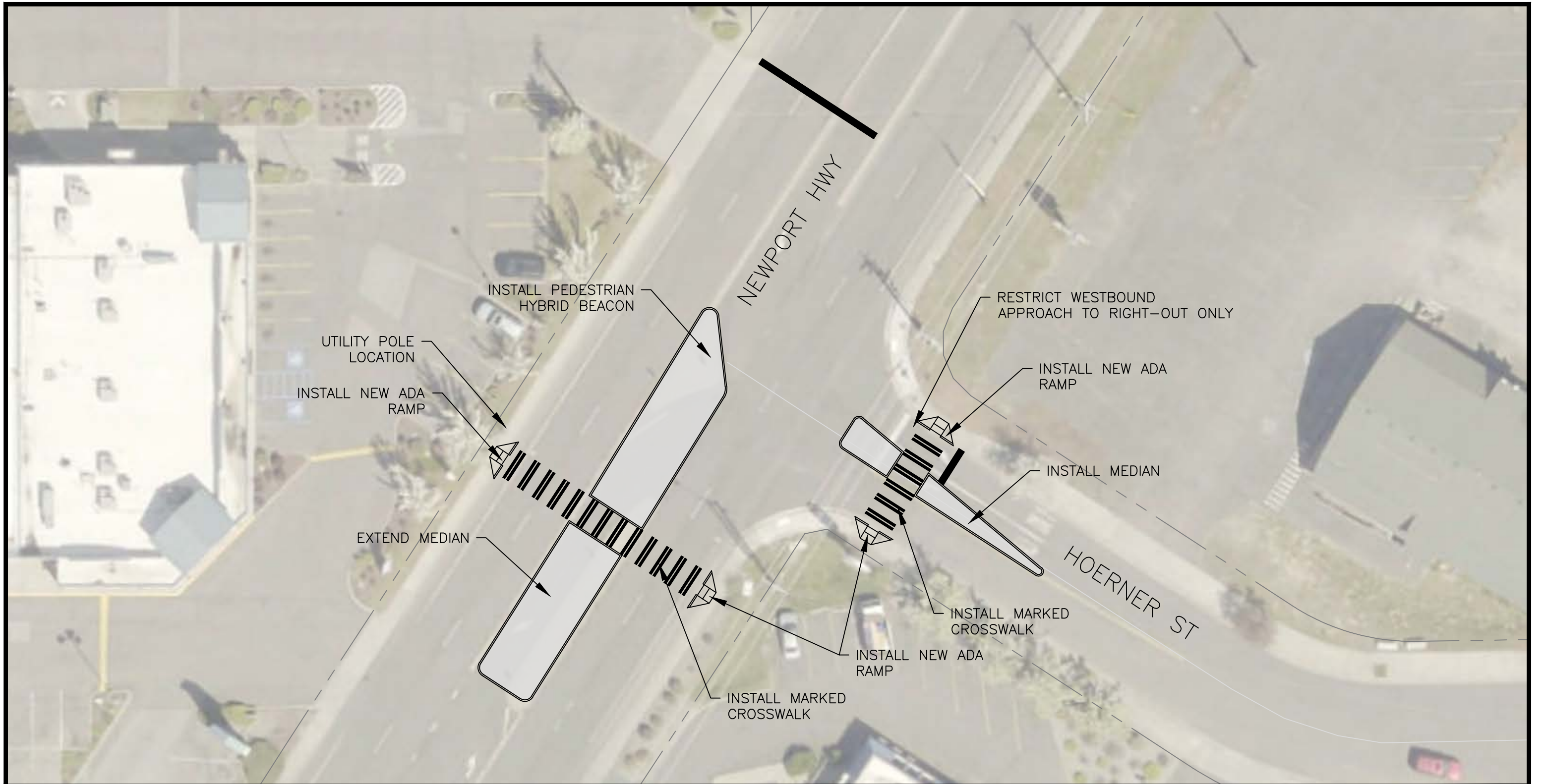
- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps

### PROJECT COSTS

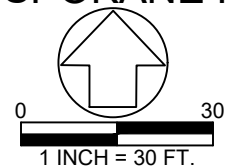
- Cost estimate = \$336,356- \$336,356
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

### NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users



SPOKANE REGIONAL TRANSPORTATION COUNCIL



SHOWN DATA IS APPX. EXTRACTED FROM GIS DATA, NOT TO BE USED FOR DESIGN OR CONSTRUCTION.

## 26 NEWPORT HWY/ HOERNER AVE INTERSECTION OF NEWPORT HWY AND HOERNER AVE DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 1



# RECOMMENDATIONS

## Project 27: N Division Street/Holland Avenue

N Division Street is a principal arterial at the intersection with Holland Avenue, a major collector. Proposed improvements align with Project 19 and provide non-motorists with safe facilities to cross N Division Street with a pedestrian hybrid beacon. Improvements include marked crosswalks, a median expansion, and curb extensions.



### EXISTING CONDITIONS

- One crash involving a pedestrian within the past five years
- AADT of 25,000 (2019) along Division Street and 8,200 along Holland Avenue
- Jurisdiction: Spokane County and the city of Spokane requiring WSDOT coordination

### PROJECT COSTS

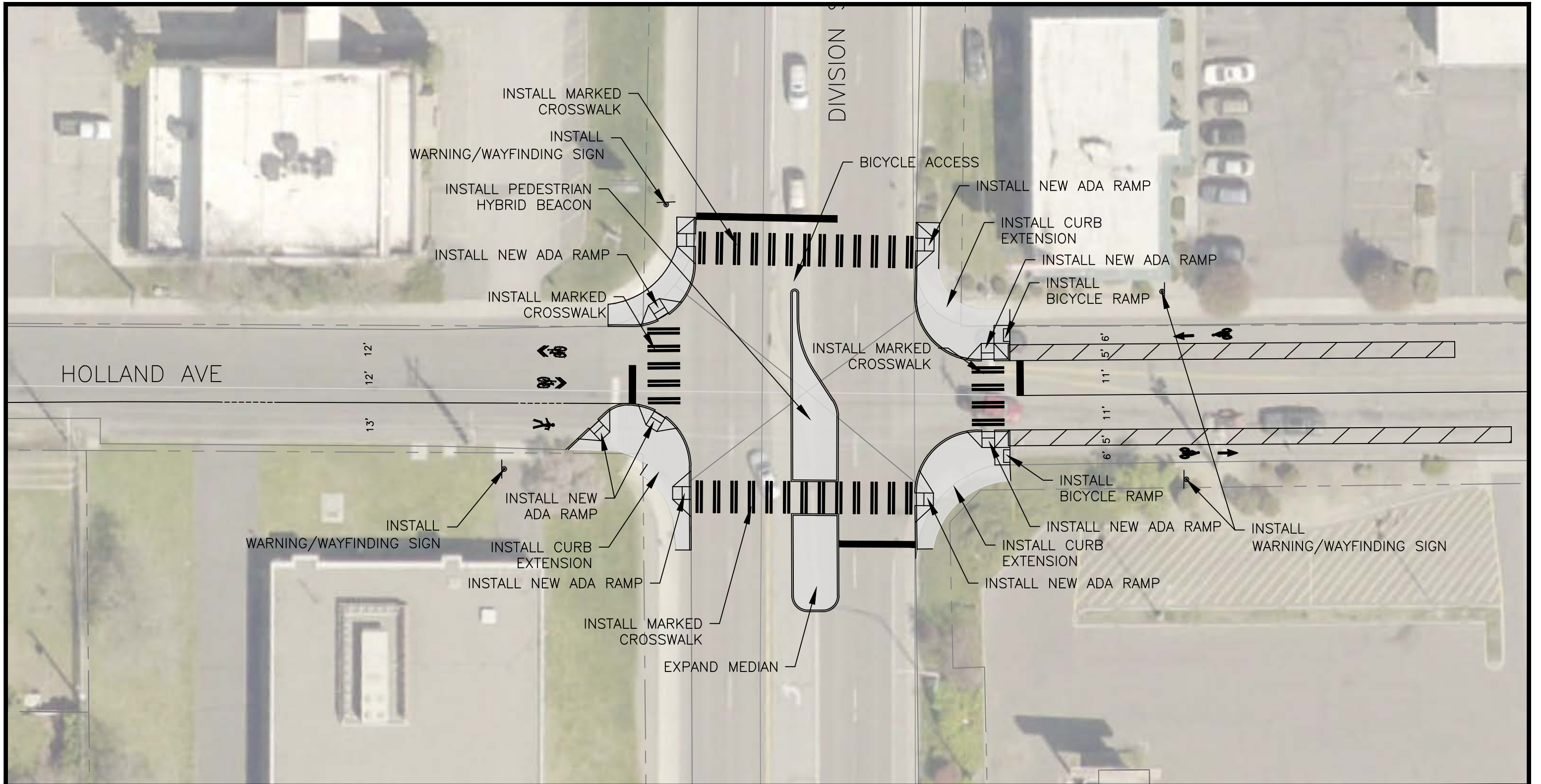
- Cost estimate = \$301,951- \$301,951
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

### PROJECT FEATURES

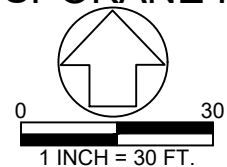
- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps
- Restricted turning movements

### NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users



SPOKANE REGIONAL TRANSPORTATION COUNCIL



SHOWN DATA IS APPX. EXTRACTED FROM GIS DATA, NOT TO BE USED FOR DESIGN OR CONSTRUCTION.

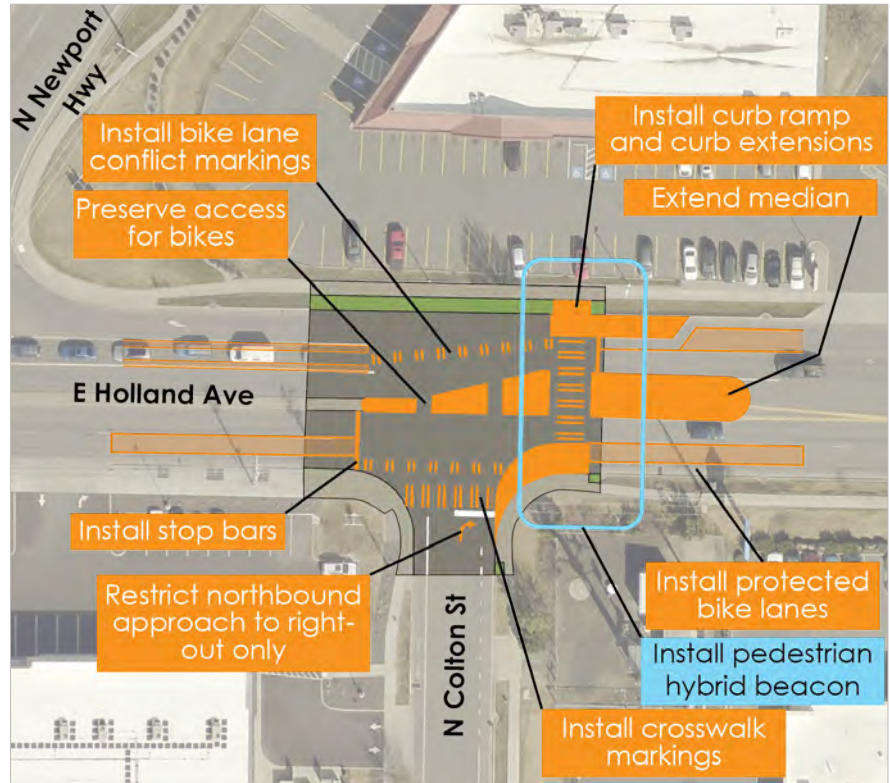
## 27 DIVISION ST/HOLLAND AVE INTERSECTION OF DIVISION ST AND HOLLAND AVE DIVISION STREET ACTIVE TRANSPORTATION

SHEET 1 OF 1

# RECOMMENDATIONS

## Project 28: E Holland Avenue/N Colton Street

E Holland Avenue is a major collector at the intersection with N Colton Street, a local roadway. Proposed improvements align with Projects 17 and 19 and provide non-motorists with safe facilities to cross E Holland Avenue with a pedestrian hybrid beacon. Improvements include marked crosswalks, a median expansion, curb extensions, and turn restrictions.



### EXISTING CONDITIONS

- One crash involving a pedestrian within the past five years, resulting in a fatality
- AADT of 10,200 (2019) along Holland Avenue
- Jurisdiction: City of Spokane

### PROJECT FEATURES

- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps
- Restricted turning movements

### PROJECT COSTS

- Cost estimate = \$330,291- \$432,670
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

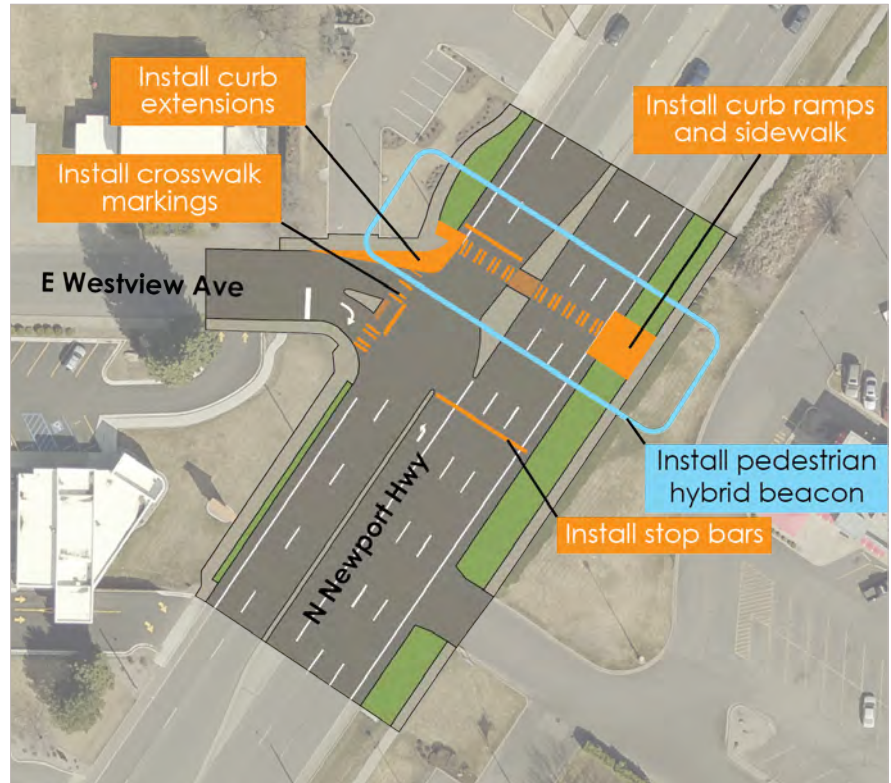
### NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

# RECOMMENDATIONS

## Project 29: N Newport Hwy/E Westview Ave

N Newport Highway is a principal arterial at the intersection with E Westview Avenue, a local roadway. Proposed improvements provide non-motorists with safe facilities to cross N Newport Highway with a pedestrian hybrid beacon. Improvements include marked crosswalks, crosswalk markings, and filling sidewalk gaps.



### EXISTING CONDITIONS

- One crash involving a pedestrian within the past five years
- AADT of 22,000 (2020) along Newport Highway
- Jurisdiction: Spokane County requiring WSDOT coordination

### PROJECT FEATURES

- Refuge islands
- Curb extensions
- Pedestrian hybrid beacon
- Marked crosswalks
- Signage
- Curb ramps

### PROJECT COSTS

- Cost estimate = \$341,938- \$413,290
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased separately from the Division BRT

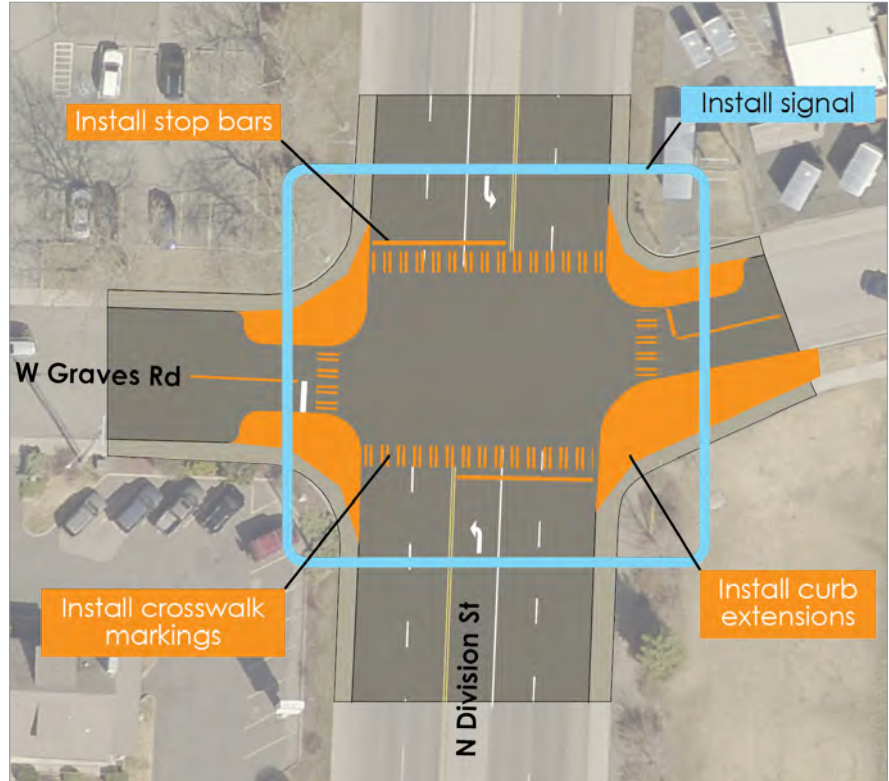
### NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

# RECOMMENDATIONS

## Project 30: N Division Street/Graves Road

N Division Street is a principal arterial at the intersection with Graves Road, a local roadway. Proposed improvements provide non-motorists with safe facilities to cross N Division Street with a full signal. Improvements include marked crosswalks and curb extensions.



### EXISTING CONDITIONS

- No reported crashes involving a non-motorist within the past five years
- AADT of 22,000 (2020) along Division Street
- Jurisdiction: Spokane County requiring WSDOT coordination

### PROJECT FEATURES

- Curb extensions
- Install signal
- Marked crosswalks
- Signage
- Curb ramps

### PROJECT COSTS

- Cost estimate = \$481,832- \$523,718
- Cost estimate assumptions are included in the summary table on page 93
- Implementation of the improvement is recommended to be phased with the Division BRT

### NEXT STEPS

- Community engagement
- Coordination with WSDOT
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

# COST ESTIMATES

## Improvement Cost Summary for Selected Projects

Project	Construction Costs (Low)	Construction Costs (High)	Level of Design	Overlapping Projects
1. W Boone Ave- Bike	\$865,540	\$1,842,776	10% Conceptual Design	Project 21
2. Sharp Ave/N Atlantic St- Bike	\$972,114	\$1,336,114	30% Engineering Design	Project 22
3. E Mission Ave- Bike	\$1,649,492	\$2,994,359	10% Conceptual Design	
4. E Longfellow Ave- Bike	\$247,056	\$520,056	30% Engineering Design	
5. E Wellesley Ave- Bike	\$510,796	\$510,796	30% Engineering Design	
<i>6. N Lidgerwood St - Bike</i>				
7. E Everette Ave- Bike	\$229,840	\$624,884	10% Conceptual Design	
8. E Rowan Ave- Bike	\$620,269	\$952,419	30% Engineering Design	
9. Central Ave- Bike	\$622,583	\$1,195,883	30% Engineering Design	
<i>10. E Francis Ave - Bike</i>				
11. N Division St (1)- Ped	\$240,211	\$299,144	10% Conceptual Design	
12. W Rhoades Ave- Bike/Ped	\$1,113,697	\$1,168,297	30% Engineering Design	
13. E Weile Ave- Bike	\$660,439	\$1,067,339	30% Engineering Design	
14. N Division (2)- Ped	\$152,606	\$ 182,072	10% Conceptual Design	
15. W Cascade Way/E Lincoln Rd- Bike	\$580,840	\$1,081,340	30% Engineering Design	
16. N Division (3)- Ped	\$457,817	\$546,217	10% Conceptual Design	
17. N Colton St- Bike	\$309,920	\$1,433,224	10% Conceptual Design	
18. N Nevada St- Bike	\$695,136	\$1,828,840	10% Conceptual Design	
19. Holland Ave- Bike/Ped	\$1,142,232	\$1,583,582	30% Engineering Design	Projects 27, 28
20. N Colfax Rd	\$442,595	\$972,406	10% Conceptual Design	
21. N Division St/Boone Ave- Crossing	\$492,661	\$492,661	30% Engineering Design	Project 2
22. E Mission Ave/N Lidgerwood St	\$606,190	\$769,063	10% Conceptual Design	Project 3
23. E Francis Ave/N Lidgerwood St- Crossing	\$323,492	\$323,492	30% Engineering Design	
24. N Division St/Stonewall Ave- Crossing	\$254,332	\$296,218	10% Conceptual Design	
25. N Newport Hwy/N Country Homes Blvd- Crossing	\$369,498	\$440,850	10% Conceptual Design	
26. N Newport Hwy/E Hoerner Ave- Crossing	\$336,356	\$336,356	30% Engineering Design	
27. N Division St/Holland Ave- Crossing	\$301,951	\$301,951	30% Engineering Design	Project 19
28. E Holland Ave/N Colton St- Crossing	\$330,291	\$432,670	10% Conceptual Design	Project 19
29. N Newport Hwy/E Westview Ave- Crossing	\$341,938	\$413,290	10% Conceptual Design	
30. N Division St/Graves Rd – Crossing	\$481,832	\$523,718	10% Conceptual Design	

### Cost Estimate Assumptions:

- Does not include professional services (design, traffic analysis, geotechnical, etc.)
- Does not include agency coordination
- Does not include public engagement
- Does not include additional ROW
- Includes an allowance for utilities, but further investigation is needed
- Does not include stormwater

# DivisionConnects Active Transportation Projects Funding Strategies

## RAISE DISCRETIONARY GRANTS

Rebuild America Infrastructure with Sustainability and Equity (RAISE) is an annual competitive grant program enabled by the American Recovery and Reinvestment Act of 2009. RAISE grants were previously known as BUILD and TIGER grants.

- Website Link: <https://www.transportation.gov/RAISEgrants>
- 2022 Notice of Funding Opportunity: <https://www.transportation.gov/RAISEgrants/raise-nofo>

**NOFO Released:** January 28, 2022

**Application Deadline:** **April 14, 2022** (submitted through grants.gov by 5:00 pm EST) through Grants.gov (registration takes 2-4 weeks)

### Grant Award:

- \$1.5 billion available (*\$500,000 more than previously*); 50/50 for urban/rural
- Maximum grant award of \$25 million; no more than \$225 million can be awarded to a single state
- All projects (including planning) have a minimum grant award: Urban – \$5 million; Rural – \$1 million
- Up to \$75 million available for planning projects; at least \$15 million will be awarded to projects located in or to directly benefit areas of persistent poverty
- Not more than 50% of funds may be awarded to rural projects; not more than 50% of funds can be awarded to urban projects (using 2010 census designation)

**Application Limit:** each eligible applicant may submit no more than three applications

**Match:** 80% max federal share for urban areas. The Secretary may increase this to above 80% for projects located in rural areas, a **historically disadvantaged community**, and in areas of persistent poverty. Previously incurred costs do NOT count towards the matching requirement

### Eligible projects:

- Capital Projects:
- Road or bridge projects
  - Public transportation projects
  - Passenger and freight rail transportation projects
  - Port infrastructure investments (including inland ports)
  - Surface transportation component of airport projects
  - Intermodal projects
  - Projects to replace or rehabilitate a culvert or prevent stormwater runoff to improve aquatic species habitat
  - Projects located on tribal land and for which responsibility is vested in the Federal Government

- 
- Planning Projects (pre-construction activities – planning, design, environmental analysis, community engagement). Development of master plan, comprehensive plans, and integrated land use and transportation plans are eligible, and are freight and risk assessments/planning for response to an emergency or major disaster.

**Statutory Deadline:** All necessary activities will be complete to allow RAISE funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2026 for FY 2021 funds); funds must be expended by September 30, 2031.

**Grant Awards:** Awards will be made by August 12, 2022, with notifications posted to the RAISE Grant website.

## INFRA GRANTS PROGRAM

INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

- INFRA Funds are awarded through three programs under MPDG (Mega, INFRA, Rural)
- INFRA Website Link: <https://www.transportation.gov/grants/infra-grants-program>
- MPDG Announcement: <https://www.transportation.gov/grants/mpdg-announcement>
- MPDG Notice of Funding Opportunity: <https://www.transportation.gov/grants/multimodal-project-discretionary-grant-notice-funding-opportunity>

**NOFO Released:** March 22, 2022

**Application Deadline:** May 23, 2022

### Grant Award (2022):

- \$2.85 billion available (total)
- \$1 billion for Mega (National Infrastructure Project Assistance)
- \$1.55 billion for INFRA (Nationally Significant Multimodal Freight and Highways Projects)
- \$300 million for Rural (Rural Surface Transportation Grant)
- \$150 million from prior year INFRA authorizations may also be awarded under this solicitation.

**General guidance:** applicants may apply for one, two, or all three funding opportunities with a single application. Applicants are encouraged to apply for multiple programs. Applicants will be considered across all three programs unless they opt out.

### Goals:

- Projects should have a significant national or regional impact or improve and expand the surface transportation infrastructure in rural areas.
- Improve safety, economic strength and global competitiveness, equity, climate and sustainability, environmental justice.
- Seeks to fund projects that target at least 40% of resources and benefits towards low-income, disadvantaged, underserved, or overburdened communities.
- Projects MUST consider climate change and environmental justice to receive funding, as well as equity and barriers to opportunity, including automobile dependence.



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**Project categories:** highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects

**Fund Obligation:** Funds need to be obligated by September 30, 2025; no expenditure deadline for construction (however, the sooner you can go to construction, the more competitive the project)

### Mega:

#### Project Size:

- Will award 50% of available funds to projects greater than \$500 million, and 50% to projects between \$100 million and \$500 million.
- Previously incurred costs, as long as they are eligible toward this grant, may be used for meeting the minimum project size. They cannot, however, seek reimbursement from Mega funds.

**Match:** Mega grants may be used for up to 60% of future eligible project costs. Other federal assistance may be used for an 80% total federal share. Previously incurred costs do NOT count towards the matching requirement.

#### Eligible Projects:

- Highway/bridge projects on the National Multimodal Freight Network (NMFN)
- Highway/bridge projects on the National Highway Freight Network (NHFN)
- Highway/bridge projects on the National Highway System (NHS)
- Freight intermodal or rail projects with public benefit
- Railway highway grade separation or elimination
- Intercity passenger rail
- Public transportation projects eligible under Chapter 53 of title 49

#### Eligible Activities:

- Development-phase activities and costs, including planning, feasibility studies, revenue forecasting, alternatives analysis, data collection and analysis, environmental review, preliminary engineering and design work, and other pre-construction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, and equipment purchases.

**Project Requirements:** Must meet all five requirements below:

1. The project is likely to generate national or regional economic, mobility, or safety benefits.
2. The project is in significant need of Federal funding.
3. The project will be cost-effective.
4. With respect to related non-Federal financial commitments, one or more stable and dependable funding or financing sources are available to construct, maintain, and operate the project, and to cover cost increases.
5. The applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project.

**Other Considerations:** Additional consideration (not a requirement) will be made for a project that benefits an Area of Persistent Poverty or a Historically Disadvantaged Community.

### INFRA:

#### Project Size:

- 
- Large projects – min. of \$100 million or 50% of the larger participating State’s FY 2021 apportionment for projects located in more than one State.
  - Small projects – anything that does not meet the large project requirement (\$5 million minimum)
  - Previously incurred costs, as long as they are eligible toward this grant, may be used for meeting the minimum project size. They cannot, however, seek reimbursement from INFRA funds.

**Project Size/Funding Apportionments:**

- At least 15% of INFRA funds will be awarded to small projects, no more than 85% of funds for large projects.
- At least 25% of funds for large projects will be used for projects located in rural areas.
- At least 30% of funds for small projects will be used for projects located in rural areas.

**INFRA Leverage Pilot Program:** \$150 million for each fiscal year will be set aside for the INFRA Leverage Pilot. This program will fund projects with a federal share of less than 50%.

- At least 10% of funds will be awarded to small projects.
- At least 25% funds will be awarded to rural projects.

**Match:** INFRA grants may be used for up to 60% of future eligible project costs. Other federal assistance may be used for up to 81.42% total federal share in Washington State. Previously incurred costs do NOT count towards the matching requirement.

**Eligible Projects:**

- Highway/bridge projects on the NHFN
- Highway/bridge projects on the NHS
- Freight intermodal, freight rail, or freight projects; intermodal facilities
- Highway-railway grade crossing or separation
- Wildlife crossing
- Surface transportation project within/connected to an international border crossing
- Marine highway corridor project connected to the NHFN likely to reduce mobile emissions
- Highway/bridge projects on the NMFN

**Eligible Activities:**

- Development-phase activities and costs, including planning, feasibility studies, revenue forecasting, alternatives analysis, environmental review, preliminary engineering and design work, and other pre-construction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, and equipment purchases.

**Large Project Requirements:** Must meet all seven requirements below:

1. The project will generate national or regional economic, mobility, or safety benefits.
2. The project will be cost-effective.
3. The project will contribute to the accomplishment of one or more of the goals described in 23 U.S.C. § 150 (safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, reduced project delivery dates).
4. The project is based on the results of preliminary engineering (must show proof of study/design).
5. With respect to related non-Federal financial commitments, one or more stable and dependable funding or financing sources are available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases.

- 
6. The project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor.
  7. The project is reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project.

**Small Project Requirements:** USDOT will consider cost-effectiveness, the effect of the proposed project on mobility in the state and region, and the effect of the proposed project on safety on freight corridors with significant hazards (e.g., high winds, heavy snowfall, flooding, rockslides, wildfires, steep grades, wildlife crossings).

### Rural:

#### Project Size/Funding:

- 90% of Rural grants must be at least \$25 million; up to 10% may be less than \$25 million.
- ALL funding will be awarded to projects defined as rural.
- 15% of funds shall be reserved for projects in states that have rural roadway fatalities as a result of lane departures that are greater than the U.S. average of rural roadway fatalities.

**Match:** Rural grants may be used for up to 80% of future eligible project costs. Other federal assistance may be used for up to 100% of project costs.

#### Eligible Projects:

- Highway, bridge, or tunnel projects eligible under the NHPP
- Highway, bridge, or tunnel projects eligible under the STBG
- Highway, bridge, or tunnel projects eligible under Tribal transportation Program
- Highway freight projects eligible under the NHFP
- Highway safety improvement projects
- Projects on publicly-owned highways or bridges that support rural economies
- Projects to develop, establish, or maintain mobility management, TDM, or on-demand mobility services

#### Eligible Activities:

- Development-phase activities and costs, including planning, feasibility studies, revenue forecasting, alternatives analysis, environmental review, preliminary engineering and design work, and other pre-construction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, and equipment purchases.

**Project Requirements:** Must meet all five requirements below:

1. Will generate regional economic, mobility, or safety benefits.
2. The project will be cost-effective.
3. The project will contribute to the accomplishment of 1 or more of the national goals under 23 USC 150.
4. The project is based on the results of preliminary engineering.
5. The project is reasonably expected to begin construction no later than 18 months after obligation of funds.

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## SAFE STREETS FOR ALL

The purpose of this notice is to solicit applications for Safe Streets and Roads for All (SS4A) grants. Funds for the fiscal year (FY) 2022 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

- Safe Streets and Roads for All Website: <https://www.transportation.gov/SS4A>
- Notice of Funding Opportunity: <https://www.grants.gov/web/grants/view-opportunity.html?oppld=340385>

**NOFO Released:** May 16, 2022

**Application Deadline:** September 15, 2022 (submitted through grants.gov by 5:00 p.m. EST)

**Deadline for Application Questions:** August 15, 2022; [SS4A@dot.gov](mailto:SS4A@dot.gov)

**Funding Availability:** \$1 billion

- No previously incurred expenses can be reimbursed
- All funds must be expended within 5 years after the grant agreement is executed and DOT obligates funds
- Not more than 15% of funds available may be awarded to eligible applicants in a single state
- 40% of all funds will be dedicated to those developing an Action Plan or supplemental activity

**Eligible Applicants:** MPO; political subdivision of a state or territory (local entity); Tribal government; multi-jurisdictional group of entities comprised of any of the previously mentioned types.

**Grant Award:** Expects to award hundreds of Action Plan Grants; up to 100 Implementation Grants

- Action Plan Grants – min. \$200,000 for all applicants; max. \$1 million for local/tribes, max. \$500,000 for MPO or multijurisdictional group within the same region
- Implementation Plan Grants – min. \$5 million for local; min. \$3 million for tribes/rural areas; max. \$30 million; MPO min. = \$5 million, max. = \$50 million

**Match:** 80% max federal share. Local match must be at least 20%, from non-federal sources. In-kind or cash contributions are allowable as a component of the local match.

**Submission Requirements:** The narrative should be in PDF format, with font size no less than 12-point Times New Roman, margins a minimum of 1 inch on all sides, and include page numbers.

**Eligible Grant Projects:**

- Action Plan Grants
  - Funds development of an Action Plan – holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality; primary deliverable = publicly available Action Plan (pg 4 outlines Plan requirements)
  - May also fund supplemental Action Plan activities, such as second round of analysis, expanded data collection, testing action plan concepts, feasibility studies, follow-up stakeholder engagement, lightning management plan, targeted equity assessment, etc.
  - *Will be evaluated based on safety impact, equity, and other safety considerations*
- Implementation Grants
  - Funds projects and strategies identified in an Action Plan
  - Must have an Action Plan complete (self-certification worksheet located in NOFO Section C) to determine Plan eligibility
  - See NOFO pg 16 for list of ineligible project types

- 
- All projects and strategies must affirmatively improve equity outcomes
  - *Will be evaluated based on project's ability to save lives, reduce roadway fatalities and serious injuries, incorporate equity, engagement, consider climate change and economic competitiveness*

### Grant Priorities

- Select innovative technologies and strategies to:
  - Promote safety
  - Employ low-cost, high-impact strategies that can improve safety over a wide geographic area
  - Ensure equitable investment in the safety needs of underserved communities
  - Incorporate evidence-based projects and strategies
  - Align with USDOT's mission and priorities (climate, equity, job creation, economic strength, etc.)
- Encourages:
  - Adoption of Complete Street policies
  - Use of Safe System Approach
  - Proactively addresses equity; targets at least 40% of benefits towards low income and underserved communities
  - Get to net-zero emissions by 2050
  - Targets zero roadway fatalities

### Application Requirements (more detail in the following tables):

- Action Plan Grants
  - Forms: SF-424, SF-424A, SF-424B, SF-LLL
  - Key information table
  - Narrative (300 words maximum)
  - Self-certification eligibility worksheet (if applying for Action Plan supplemental activities)
  - Map
  - Budget
  - *Strongly encouraged to follow the structure provided in the NOFO*
- Implementation Grants
  - Forms: SF-424, SF-424C, SF-424D, SF-LLL
  - Key information table
  - Narrative (10 pages maximum, excluding cover and TOC)
    - Key information, the Self-Certification Eligibility Worksheet, and Budget sections do not count towards the 10-page limit.
    - Appendices may include documents supporting assertions or conclusions made in the 10-page narrative and also do not count towards the 10-page limit. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials.
    - Use information from established Action Plan to demonstrate comprehensive, evidence-based approach to improving safety
  - Self-certification eligibility worksheet
  - Budget
  - *Strongly encouraged to follow the structure provided in the NOFO*

## BOND MEASURE

### Local bond measures for active transportation projects

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### Sustainable Transportation at the Ballot Box:

[https://sci.uoregon.edu/sites/sci1.uoregon.edu/files/sci\\_sustainable\\_transportation\\_ballot\\_initiative\\_policy\\_paper.pdf](https://sci.uoregon.edu/sites/sci1.uoregon.edu/files/sci_sustainable_transportation_ballot_initiative_policy_paper.pdf)

- Sustainable Cities Initiative
- University of Oregon
- 2015 – 2017

### Success at the Ballot Box: Winning Bicycle-Pedestrian Ballot Measures:

[https://www.bikeleague.org/sites/default/files/ballot\\_web\\_1.pdf](https://www.bikeleague.org/sites/default/files/ballot_web_1.pdf)

- Advocacy Advance, Alliance for Biking & Walking, The League of American Bicyclists
- *This report highlights winning ballot measure campaigns across the country. Use this guide to learn how to build a successful bike/ped ballot measure campaign in your community.*

Local Ballot Measure Database: <https://mrsc.org/Elections.aspx>

Municipal Research and Services Center of Washington (MRSC)

MRSC's Local Ballot Measure Database tracks how city, county, and special purpose district ballot measures have fared in Washington State since November 2011, including the jurisdiction, date, statutory authority, voter approval percentage, and summary of each measure.

2020 Seattle Transit Measure (STM): <https://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/proposition-1>

Seattle Transportation Benefit District

In 2010, Seattle City Council passed Ordinance 123397, creating the Seattle Transportation Benefit District (STBD) in the City of Seattle.

*STBD is administered and governed as part of the City's regular business. Washington State code allows cities to create transportation benefit districts for the purpose of acquiring, constructing, improving, providing, and funding transportation improvements. This tool is available because inflation has eroded the local share of gas tax and past ballot initiatives have eliminated other traditional sources of funding.*

The STBD includes Proposition 1, also referred to as the 2020 Seattle Transit Measure (STM). The STM includes a 0.15% sales tax, the equivalent of 15 cents on a \$100 purchase.

The sales tax, approved by voters in November 2020, generates roughly \$39 million annually over six years to fund transit service, capital projects, and transit access programs like our Transportation Access Program.

The Levy to Move Seattle: <https://www.seattle.gov/transportation/about-us/funding/levy-to-move-seattle>

- 2022 Levy Delivery Plan:  
[https://www.seattle.gov/documents/Departments/SDOT/About/DocumentLibrary/Levy/2022\\_LevyDeliveryPlan.pdf](https://www.seattle.gov/documents/Departments/SDOT/About/DocumentLibrary/Levy/2022_LevyDeliveryPlan.pdf)

**About:** On March 2, 2015, Mayor Ed Murray introduced Move Seattle, his ten-year transportation vision that will help Seattle meet current demands while working toward future needs as the city continues to grow. Move Seattle integrates the city's long-range plans for improving biking, transit, walking, and freight access. It is

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organized around five core values, which are the pillars of Mayor Murray’s vision for Seattle: a safe, interconnected, vibrant, affordable, and innovative city. Lastly, it lays out a set of prioritized projects based on these values, understanding that the city will need to identify additional funding sources to turn the Move Seattle vision into a reality.

**Funding:** The Transportation Levy to Move Seattle will be paid for through a property tax that will cost the median Seattle homeowner about \$275 per year. The expiring Bridging the Gap levy that this replaces cost the median Seattle homeowner about \$130 per year. In addition to the \$930 million generated over the life of the levy, the City of Seattle estimates these funds can be used to leverage nearly \$564 million in additional transportation funding dollars.

## SCHOOL RADAR FUNDS

### City of Seattle Automated Enforcement Program – School Zone Speed Cameras:

**About:** Every year more than 4,000 collisions are caused by speeding in our city and photo enforcement of the school zone speed limit is just one approach to addressing this problem on Seattle streets. Driving at or below 20 MPH gives people driving and children walking more time to see each other and react. The goal is to improve safety for everyone.

In December 2012, the City of Seattle began using fixed cameras to enforce the 20 MPH school zone speed limit at four elementary schools. The program expanded in September 2014 to an additional five schools and in September 2015 to five more schools for a total of 14 schools with speed photo enforcement. After a hiatus of several years, during the 2021/2022 and 2022/2023 school years, an additional 5 schools received or will receive school zone speed photo enforcement. There will be 19 schools with speed photo enforcement.

The speed cameras only operate when the school zone flashing beacons are in operation. The flashing beacon schedule is set by the Seattle Department of Transportation based on when students will be arriving and leaving school grounds. Since program inception, the average number of traffic violations per camera per day has decreased by 64 percent and average speeds have decreased by 4 percent.

Use of revenues generated from school zone fixed automated camera fines or civil penalties:

- [https://library.municode.com/wa/seattle/codes/municipal\\_code?nodeId=TIT5REFITA\\_SUBTITLE\\_IIIFU\\_C\\_H5.81SCZOFIAUCARE](https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT5REFITA_SUBTITLE_IIIFU_C_H5.81SCZOFIAUCARE)

Funding in an amount equal to the revenue generated annually by school zone fixed automated camera fines and civil penalties will be spent for school traffic and pedestrian safety and directly related infrastructure projects; pedestrian, bicyclist, and driver education campaigns; and installation, administrative, enforcement, operations and maintenance costs associated with the school zone fixed automated cameras.

### Examples of Local Traffic Safety Camera Programs

- [Bellevue Municipal Code Ch. 11.49](#) – Red lights and school zones
- [Federal Way Municipal Code Sec. 8.05.090](#) – Red lights and school zones
- [Issaquah Municipal Code Ch. 10.42](#) – Red lights and school zones
- [Lake Forest Park Municipal Code Ch. 10.06](#) – Red lights and school zones
- [Lakewood Municipal Code Sec. 10.04.040](#) – Red lights, railroad crossings, and school zones
- [Lynnwood Municipal Code Ch. 11.18](#) – Red lights, railroad crossings, and school zones
- [Moses Lake Municipal Code Ch. 10.48](#) – Red lights, railroad crossings, and school zones

- [Pierce County Code Ch. 10.42](#) – Red lights only
- [Seattle Municipal Code Ch. 11.50.570](#) – Red lights, railroad crossings, and school zones
- [Spokane Municipal Code Ch. 16A.64](#) – Red lights and school zones. Includes sunset date; city has been using 5-year reauthorizations.
- [Tukwila Ordinance No. 2612](#) (2019) – School zones only; includes analysis of proposed intersections, implementation timeline, FAQs, and information materials distributed to school district staff, students, and parents
- [Wenatchee Municipal Code Ch. 8.06](#) – Red lights and school zones

### Websites/Annual Reports

- [Fife Safety Camera Enforcement](#) – Includes reasons for installation, annual reports, FAQs, and information on how revenues will be spent
- [Issaquah Camera/Photo Enforcement](#) – Annual report and information on how to respond to a citation
- [Lake Forest Park Photo Enforcement Program](#) – FAQs and annual reports
- [Kent Photo Enforcement Program](#)
- [Moses Lake Redflex Camera Tickets](#) – Includes FAQs and annual report
- [Renton Photo Enforcement FAQs](#)
- **Seattle:**
  - [Red Light Cameras](#)
  - [School Zone Speed Cameras](#)
  - [Seattle SRTS presentation by Brian Dougherty \(SDOT\)](#)
  - [Seattle SRTS program \(traffic camera funded\)](#)
- [Spokane Photo-Red & Photo-Speed Traffic Safety Programs](#) – Includes FAQs, annual reports, and videos
- [Wenatchee Automated Traffic Safety Program](#) – FAQs and annual report

### Resources

- **U.S. Federal Highway Administration:** [Signalized Intersection Safety](#) – Includes data and information regarding red-light running and cameras
- **Insurance Institute for Highway Safety:** [Red Light Running](#) – Information about red light cameras, including how to maintain public support
- **National Conference of State Legislatures:** [Automated Enforcement Overview](#) – Information about traffic safety trends and state legislation
- **Texas Transportation Institute:** [Speed Cameras: An Effectiveness and a Policy Review](#), by David K. Willis (2006) – Concludes that speeding enhances crash risk and severity and that speed cameras reduce both speeding and crash severity. Implementation issues, however, are highly problematic, and a poorly implemented automated speed enforcement program can easily undermine public support.