ONE CRASH, MANY LIVES

Making Spokane County's Roadways Safer for Everyone

JUNE 2024

SPOKANE REGIONAL TRANSPORTATION COUNCIL

SRTC SAFETY ACTION PLAN

“I WAS DRIVING ON DIVISION AND 2ND AVE AND WAS A FEW SECONDS BEHIND A CAR THAT **STRUCK AND KILLED** AN UNHOUSED WOMAN. I STOPPED AND TRIED TO COMFORT THE VICTIM AS SHE DIED BLEEDING PROFUSELY IN THE MIDDLE OF BROWNE.”

Barry Barfield

Spokane Homeless Coalition

RESOLUTION

of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL
TRANSPORTATION COUNCIL
R-24-##

Regional commitment to the goal of zero roadway fatalities and serious injuries

WHEREAS, the Spokane Regional Transportation Council Board (SRTC Board) of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, SRTC is established through an Interlocal Agreement of the members that forms a Board of Directors to serve as the governing body of SRTC with a responsibility to make policy decisions for the organization; and

WHEREAS, SRTC was awarded a federal Safe Streets and Roads for All (SS4A) planning grant to fund a Regional Safety Action Plan (RSAP) to identify measures for reducing fatal and serious crashes for all modes – vehicles, motorcycles, pedestrians, and bicyclists.

WHEREAS, to comply with the SS4A program requirements, the RSAP must include a public commitment to the eventual goal of zero roadway fatalities and serious injuries from a high ranking official and/or elected body in the jurisdiction, including a timeline/target for achieving that goal.

WHEREAS, progress toward the national safety goals is monitored as part of the annual Safety Performance Measurement reporting process.

WHEREAS, Washington State Department of Transportation (WSDOT) Target Zero goal states that traffic fatalities and serious injuries on Washington’s roadways (including roads beyond the National Highway System) will be reduced to zero by the year 2030.

WHEREAS, the likely time frame from RSAP adoption to project programming, design, funding, and construction will exceed 6 years in most cases.

WHEREAS, under the SS4A grant program, establishing multiple target dates to achieve zero fatal and serious injury crashes is allowable.

NOW, THEREFORE BE IT RESOLVED, that the SRTC Board: agrees to plan and program projects to achieve a 50 percent reduction in fatal and serious injury crashes by 2030 on the SRTC High Injury Network and for crashes impacting pedestrian and cyclists; achieve zero fatal and serious injury crashes within the SRTC planning area by 2042; reassess data and targets at least every four to five years to make significant and continuous progress in achieving zero fatal and serious injury crashes.

ACKNOWLEDGMENTS

Agency Stakeholders

Adam Jackson, City of Spokane Valley*
City of Deer Park
Town of Fairfield
John Griffin, WTSC Vision Zero Task Force*
Micki Harnois, Town of Rockford
Samantha Hennessy, Spokane Regional Health District*
Kalispel Tribe of Indians
Lisa Key, City of Liberty Lake
Town of Latah
Brett Lucas, City of Cheney
Inga Note, City of Spokane*
Kevin Picanco, City of Spokane
Tom Sahlberg, SRTC Tac Member*
Kyle Schiewe, City of Millwood
Town of Spangle
Spokane Tribe of Indians
Heather Trautman, City of Airway Heights
Nate Thompson, Spokane County*
Washington State Patrol
Washington State Department of Transportation
Washington State Transportation Commission
Town of Waverly
Sonny Weathers, City of Medical Lake
Lukas Yanni, Spokane Transit Authority*

**Also on steering committee*

Transportation Technical Committee

CHAIR: Heather Trautman, City of Airway Heights
VICE CHAIR: Barry Greene, Spokane County

Brett Lucas, City of Cheney
Lisa Key, City of Liberty Lake
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Inga Note, City of Spokane
Kevin Picanco, City of Spokane
Colin Quinn-Hurst, City of Spokane
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**representing small cities/towns*

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VICE CHAIR: Rhonda Young

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John Barber
Raychel Callary
David Eash
Charles Hansen
Carlie Hoffman
Mark Johnson
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Regional Administrator, WSDOT-Eastern Region
Kelly Fukai, WA State Transportation Commission
Paul Vose, SRTC Transportation Advisory Committee Chair*
Heather Trautman, SRTC Transportation Technical Chair*

**ex-officio (non-voting)*

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Source: ODOT

“35-YEAR-OLD SPECIAL EDUCATION TEACHER MINDY WILSON WAS STRUCK BY TWO VEHICLES AS SHE CROSSED E. EMPIRE AVENUE IN NORTH SPOKANE AT AROUND 7:00 PM. MINDY WILSON DIED OF HER INJURIES AT THE SCENE. SHE LEFT BEHIND A HUSBAND AND TWO YOUNG DAUGHTERS”

Source: Non-Stop Local KHQ

INTRODUCTION

Serious and fatal crashes are on the rise

From 2018 to 2022, there were 913 crashes that resulted in at least one fatal or serious injury (FSI) on roadways across the Spokane region. Data for 2023 shows these crashes trending in the wrong direction—14.5 percent higher than in 2022. Far too many people walking, biking, and driving are not getting home to their family and friends. In May 2023, a family of four was hit on Highway 27, and one of them—a two-year-old—was killed.

Not just a big city problem

These crashes happen on both busy downtown streets and suburban and rural roads.

SPOKANE COUNTY HAD THE **HIGHEST RATE OF SERIOUS AND FATAL PEDESTRIAN CRASHES IN THE STATE** IN 2022.[1]

A single crash touches many lives

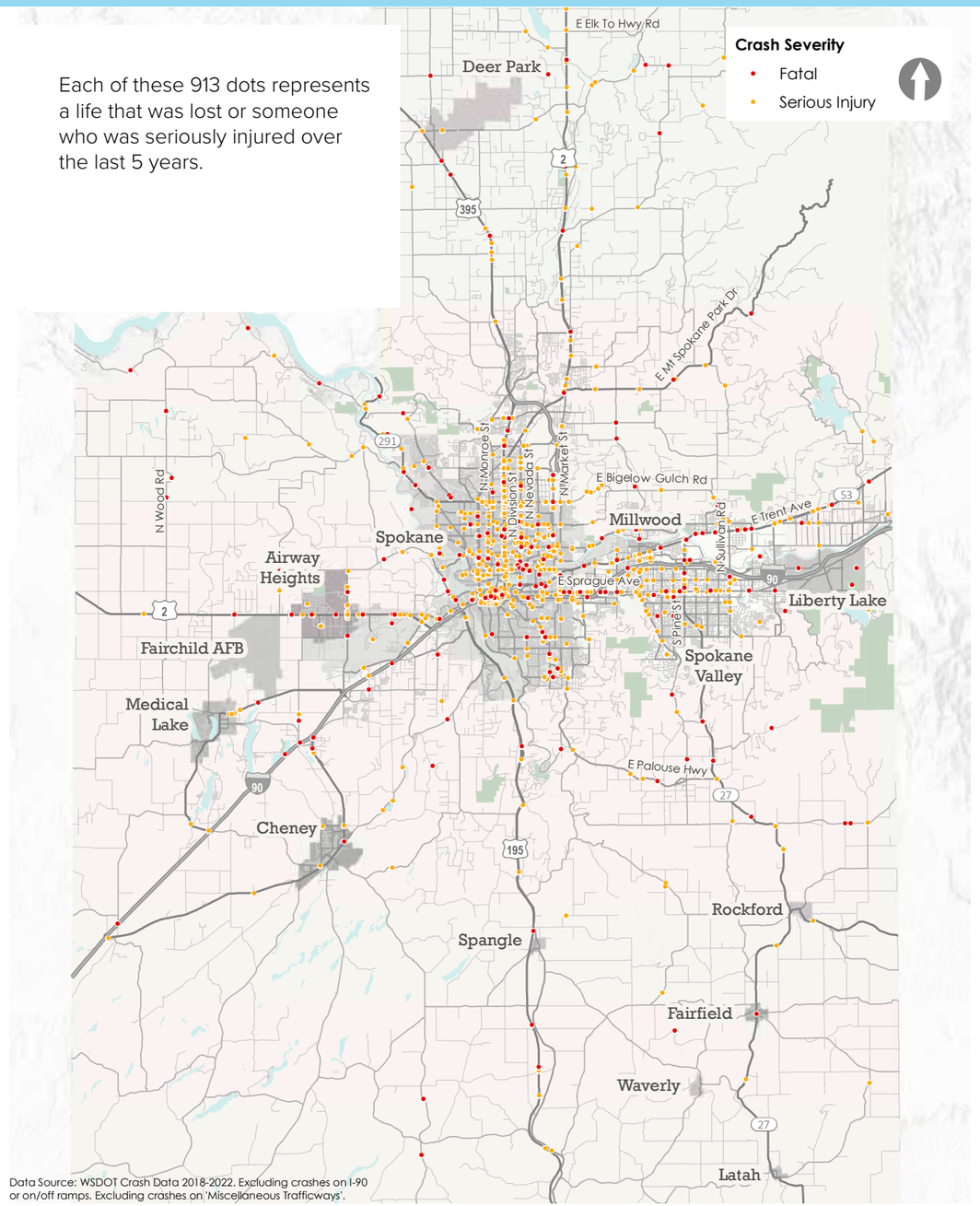
The impact of a single crash ripples out far beyond the immediate impact. Crash victims and their loved ones may lose time from work, are burdened with medical expenses, struggle with trauma and grief, and live with the victim's temporary or permanent disability. People who witnessed the crash can be profoundly affected, and the guilt of being responsible for a crash can last a lifetime.

A single fatal or serious crash can rock an entire community. It takes an entire community, and a coordinated plan, to end fatal and serious injury crashes.

1. Spokane County Public Works Final Road Safety Plan 2023

EVERY DOT IS A LIFE

Each of these 913 dots represents a life that was lost or someone who was seriously injured over the last 5 years.



Data Source: WSDOT Crash Data 2018-2022. Excluding crashes on I-90 or on/off ramps. Excluding crashes on 'Miscellaneous Trafficways'.

SRTC REGIONAL LEADERSHIP COMMITMENT AND GOAL

Achieve **50% reduction** in fatal and serious injury crashes by 2030 on the SRTC High Injury Network and for crashes impacting pedestrian and cyclists.

Achieve **zero fatal and serious injury crashes** within the SRTC planning area by 2042.

Reassess data and targets at least every 4 to 5 years to make significant and continuous progress in achieving zero fatal and serious injury crashes.

A coordinated safety action plan for the Spokane region

The Spokane Regional Transportation Council (SRTC) is the lead agency for this safety action plan. SRTC and its member agencies have already taken actions and identified specific projects to help people get home safely, but more remains to be done.

To align with its stated mission, vision, and values, SRTC is committed to achieving zero traffic fatalities and serious injuries on all public roads. To achieve the goal of zero fatal and serious injuries, the key objectives of this regional safety action plan are to:

1. Prioritize a transportation system that is safe, accessible, and accommodates all users through plans, studies, project selection, and funding.
2. Bring together regional partners and public stakeholders to collaborate on solutions, with a focus on vulnerable populations that are more likely to be involved in a crash that results in a fatality or serious injury.
3. Report on data and progress to member agencies and the public.

A grant from the Federal Highway Administration's Safe Streets and Roads for All (SS4A) program helped SRTC assess where fatal and serious injury crashes are happening, develop projects to address safety issues, and devise strategies and programs to improve transportation safety countywide. This action plan shares the results of that work and prioritizes needs.

In the following pages, you'll learn more about what your community can do to help end life-altering and fatal crashes.

WHAT WENT INTO THE REGIONAL SAFETY ACTION PLAN?

Data: Evaluate data trends and use predictive analyses to help prevent future fatal and serious crashes.

Strategy: Identified strategies and projects to address historic key safety problems and to help prevent future fatal and serious injury crashes.

REGIONAL SAFETY ACTION PLAN

Many community voices: Engaged with a steering committee, agency partners, and the Spokane community to understand barriers to safety, lived experiences, and concerns.

Preparation for future safety investments: Set the region up for future investments in safety-related improvements.

INCLUDED COMMUNITIES

The Safe System approach

This plan applies the principles of the Safe System approach to achieve SRTC's goal. The Safe System is the U.S. Department of Transportation's adopted framework for roadway safety. It prioritizes eliminating crashes that cause death and serious injury.

People make mistakes

A well-designed and operated transportation system can buffer some of the inevitable mistakes people make behind the wheel and render them less likely to cause crashes, especially those that result in death or serious injury.

People are vulnerable

A human body's ability to tolerate crash forces without death or serious injury is very limited. It's crucial to design a transportation system that accommodates human vulnerabilities.

Everyone has a role in keeping roadways safe

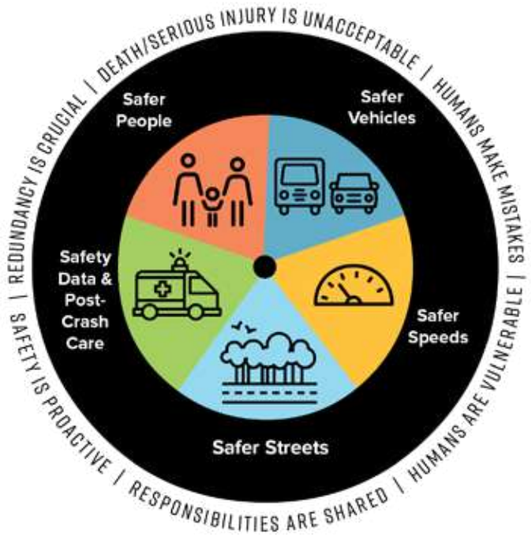
Everyone from government officials and workers, industry members, non-profit/advocacy groups, and researchers, to the general public plays an important part in preventing fatalities and serious injuries on our roadways.

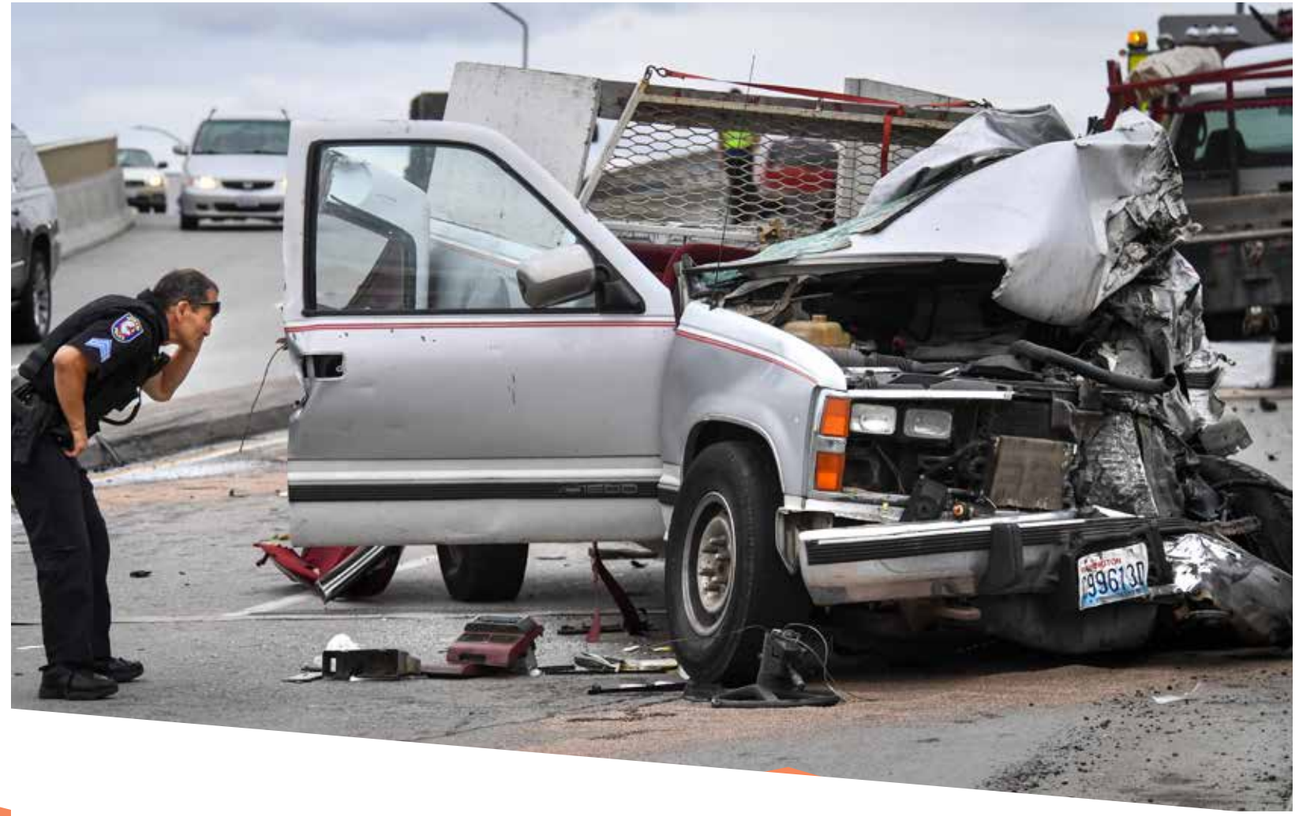
We need to resolve safety issues before someone dies

Data and other proactive tools can help us identify and address safety issues in the transportation system before a crash happens. Waiting to solve a known issue until someone dies or is seriously injured is inexcusable.

The system is the sum of its parts

All parts of the transportation system need to be strengthened to reduce risks. If one part fails, the other parts still protect people.





"I SAW A CRASH NEAR FREYA. THE CAR WAS UPSIDE DOWN AND SO CRUSHED THAT I COULDN'T TELL WHAT KIND IT WAS. **SOMEONE DIED IN THAT CRASH.**"

Public outreach participant

WHAT WE HEARD FROM THE COMMUNITY

Meeting people where they are

Because this plan affects people of diverse ages, abilities, and backgrounds. in urban, suburban, and rural areas, it was important for SRTC to gather as many different perspectives as possible. SRTC's team met not just with local agency representatives but also with people waiting at bus stops, and people of all ages visiting their local libraries.

OUR TEAM HEARD VALUABLE FEEDBACK FROM VULNERABLE POPULATIONS, INCLUDING OLDER ADULTS, UNHOUSED PEOPLE, TEENAGERS, PEOPLE LIVING WITH DISABILITIES, AND PEOPLE WHO WALK, BIKE, AND USE TRANSIT.

How community members contributed

Outreach for the plan fell into two phases. First, the team presented the County's safety data and gathered input from people on their safety concerns. In the second phase, the team presented the draft plan and recommendations for improving roadway safety to the public. Additional information on public outreach can be found in Attachment A.

Reporting back to the community how their feedback was incorporated into the plan was key to the second round of outreach. It was both interesting and helpful to find that the public feedback we received and the data we gathered are in sync.

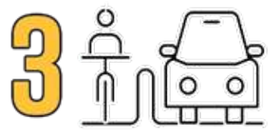
WHAT PEOPLE WERE MOST CONCERNED ABOUT

WHAT WOULD MAKE PEOPLE FEEL SAFER?

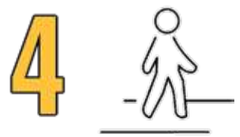
Top safety measures selected by community members who responded to our survey

1. Redesigning streets to encourage safer and slower driving speeds

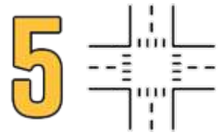
2. Installing traffic signals to help people cross the roadway



3. More bike lanes separated from traffic

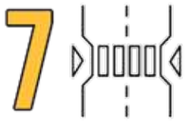


4. More sidewalks



5. Reducing conflicts at intersections

6. Better lighting at sidewalks/ street crossings



7. Shortening crossing distances (bulb outs, medians, refuge islands)

OUR APPROACH TO EQUITABLE OUTREACH

6 Steering Committee meetings

Podcasts/ Facebook Live/ 5 news articles

SPOKANE REGIONAL HEALTH DISTRICT **240** viewers

SPOKANE COUNTY LIBRARY **44+** viewers

Press release and media interviews

Email blasts

192,488 reached

Social media posts

36 posts

77 reposts/shares

108,757 views

202 survey responses

Virtual open house and survey

255 people reached through in-person events

328 visitors (February)

255 visitors (May)

Small group interviews

- Member Agencies
- Spokane Homeless Coalition
- City of Spokane Bicycle Advisory Board
- American Indian Community Center

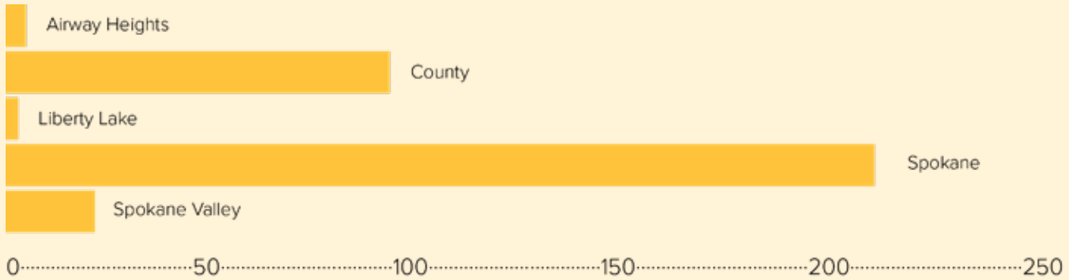
In-person events

- Spokane County Library
- Hillyard Library
- North Spokane Library
- Spokane Transit Authority Transit Plaza
- Spokane Homeless Coalition Meeting
- Asian Native Hawaiian Pacific Islander Heritage Festival

IT WAS BOTH INTERESTING AND HELPFUL TO FIND THAT THE PUBLIC FEEDBACK WE RECEIVED AND THE DATA WE GATHERED ARE **IN SYNC**.

Survey Responses

WHERE DO RESPONDENTS LIVE?



Many locations survey respondents identified align with the data

CORRIDORS

Corridor	Extent From:	Extent To:	# of Comments
E Trent Ave	N Pines Rd—N Cement Rd	N Idaho Rd	18
N Division St	W Price St—E Magnesium Rd	W Sumner Ave	15
E Mission Ave	N Pettet Dr	N Meadowood Ln	11
W Main Ave	N Monroe St	W Washington St	10
W Wellesley Ave	N Assembly St	N Division St	10
E 29th Ave	S Lincoln Dr	S Glenrose Rd	9
S Grand Blvd	W 9th Ave—W Rockwood Blvd	E 33rd Ave	9
E 57th Ave	S Hatch Rd	S Palouse Hwy	8
S Freya St	E 57th Ave	E 21st Ave	7

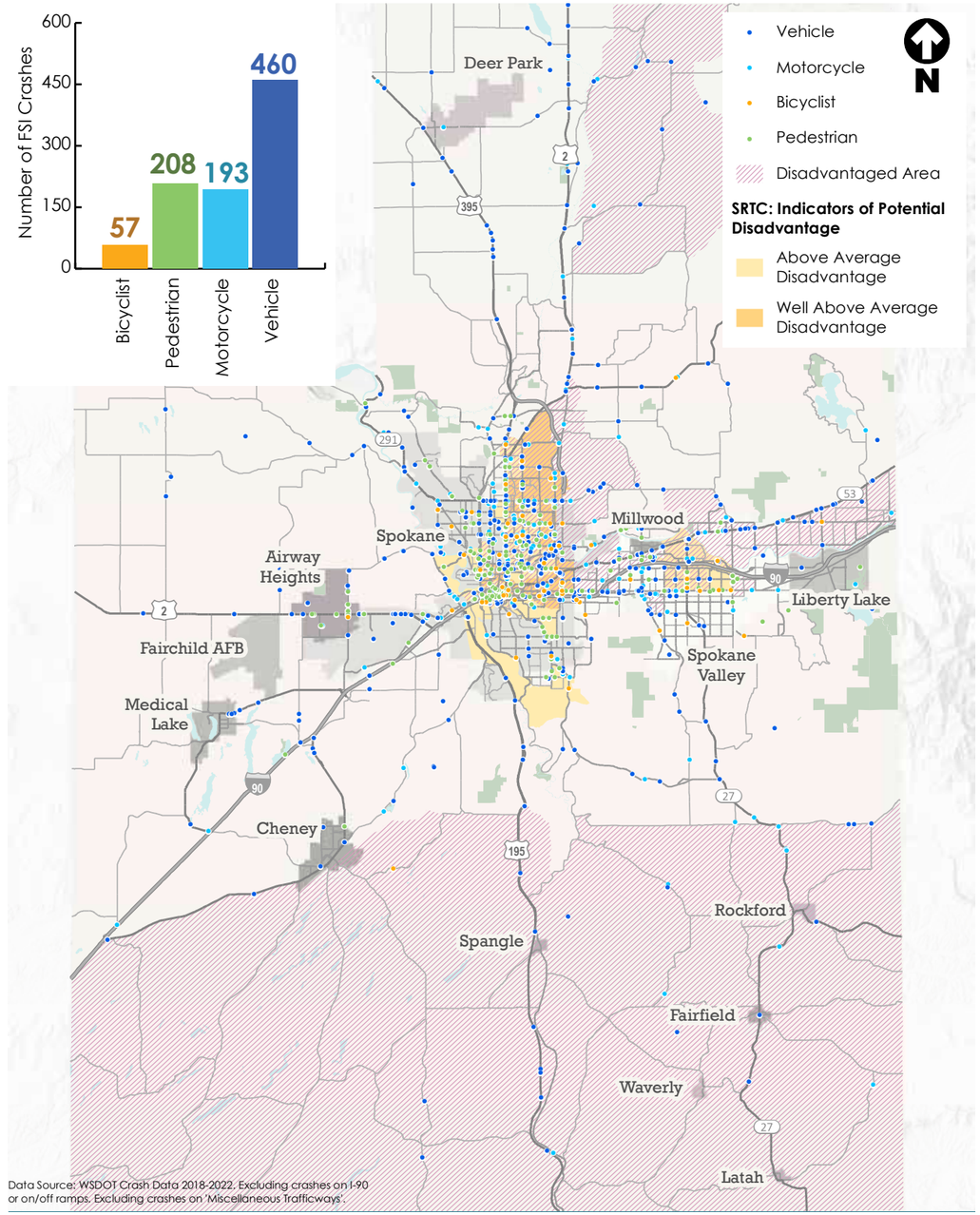
INTERSECTIONS

Intersections	# of Comments
N Starr Rd/E Trent Ave	14
W Main Ave/N Monroe St	8
E Sprague St/N Division St	5
N Division St/E Martin Luther King, Jr. Way—W Riverside Dr	4
N Haven St—N Market Pl/Rowan	4
N Wellesley Ave/N Assembly St	4

FATAL & SERIOUS INJURY CRASHES: DISADVANTAGED AREAS

Six indicators of potential disadvantage were used to understand how people in the community may be disproportionately impacted by crash fatalities and serious injuries (see Appendix B for more information).

- Individuals with low incomes
- Minorities
- Limited English proficiency (LEP)
- Limited vehicle access
- Age dependency (elderly and youth)
- Disabilities



Data Source: WSDOT Crash Data 2018-2022. Excluding crashes on I-90 or on/off ramps. Excluding crashes on 'Miscellaneous Trafficways'.

AARON WAS LEFT LYING ON THE ROAD

Aaron rides the same route to work every day. He was in a designated bike lane, hugging the curb when a truck swerved in front of him into the bike lane and the driver slammed on the brakes. Aaron hit the back of the truck. The driver left the scene.

Aaron was left lying on the road. Luckily, he was able to get up and ride home (thanks to adrenaline) but had to seek medical attention to verify his injuries weren't serious.

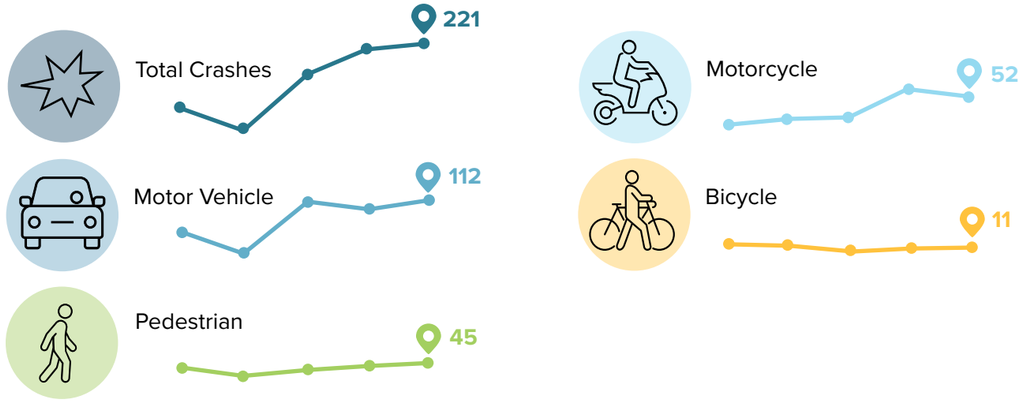
When he got home, he looked down and realized he was covered in blood from road rash—his hands were especially torn up. He has since given up most of his recreational road riding because of safety on the streets but continues to bike to work.

Aaron Jordan
Roast Coffee House owner

WHAT'S HAPPENING IN OUR REGION

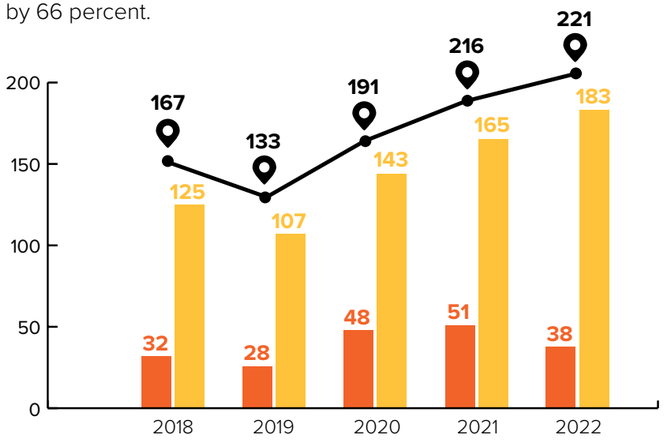
Fatal and serious injury crashes have risen steadily over the past five years. To know what we can do to reduce fatal and serious crashes, we need to understand where, why, and how they are happening. SRTC's data analysis lights a clear path to a safer future for the people using the region's transportation system. More detailed crash analysis information can be found in Attachment C.

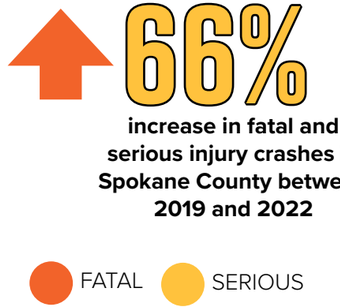
FATAL AND SERIOUS INJURY CRASHES BY MODE (2018-2022)



Our people are dying

From 2018 to 2022, nearly 198,000 people lost their lives in traffic crashes in the United States. Of those killed, 3,068 died in Washington State—the highest number on record since 1997. Over a span of just four years, from 2019 to 2022, the number of fatal and serious injury crashes in Spokane County has increased by 66 percent.





Who is dying or getting seriously injured?

Fatal and serious injury crashes affect everyone, even our youth. Nearly a quarter (24 percent) of bicyclists involved in crashes are middle or high school age. Nearly a quarter of car drivers suffering fatal and serious injuries were new drivers (15 to 24).

22% of drivers are **15 TO 24**

24% of cyclists are **10 TO 19**

17% of motorcyclists are **30 TO 34**

35 TO 39 is the most common age range for pedestrians

We Must Protect Our Vulnerable Road Users

Vulnerable road users—those who walk and bike—are disproportionately impacted in fatality and serious injury statistics. Unlike motorists, they are not shielded by a heavy vehicle, and historically, transportation systems have not been designed to protect them.

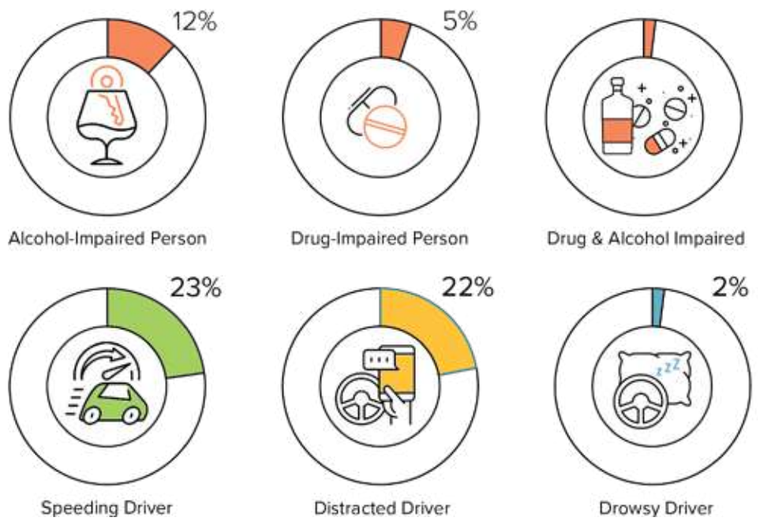
This safety action plan is focused on protecting ***all*** road users through the development of a transportation network that serves safety for everyone.

2. 10 to 19 years; there were no bicyclists younger than age 10 involved in crashes.

How our decisions affect others

Road user impairment, speeding, and driver distraction are major factors that have contributed to Spokane County fatal and serious crashes. Nineteen percent of these crashes involved at least one person impaired by alcohol and/or drugs, 22 percent a distracted driver, and 23 percent a speeding driver.

It's likely that these percentages are underestimates, particularly for drug impairment, distracted driving, and drowsy driving. A lack of concrete impairment testing methods and relying on road user reports both limit the ability to capture the true proportion.

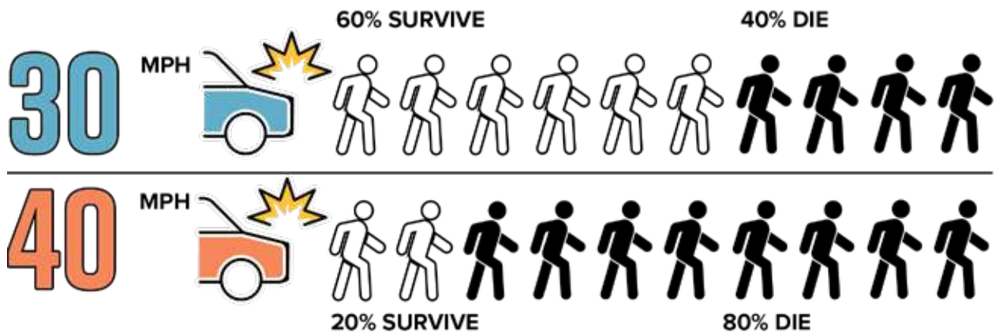


19% of fatal and serious injury crashes involved impairment.

Slowing down saves lives

U.S. speeding fatalities reached a 14-year high in 2021. They have since dipped slightly, but still make up almost one-third of all traffic fatalities, according to the National Highway Traffic Safety Administration.

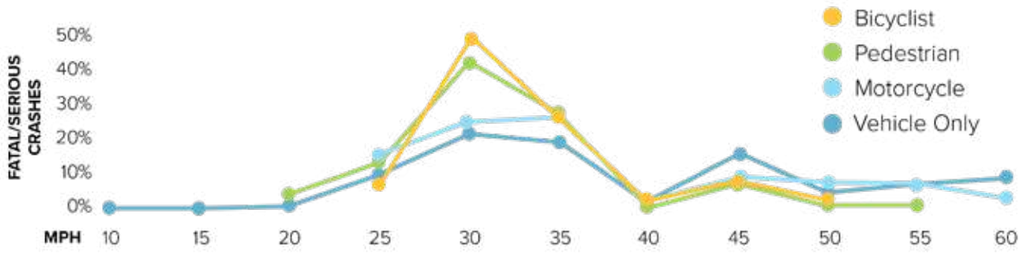
Data indicates speeding is a significant contributor to pedestrian and bicyclist deaths and serious injuries on Spokane County's roadways. A pedestrian struck at 30 mph is three times as likely to survive as one struck at 40 mph. Speeding was a factor in 34 percent (65 crashes) of the fatal and serious injury motorcycle crashes in our region over the past five years. In 62 of the 65 crashes, the motorcyclist was speeding.



Source: Pasanen, E. Driving Speeds and Pedestrian Safety; a mathematical model. Technical Report No. REPT-77, and Nordisk Kabel- og Traadfabriker, Copenhagen, Denmark, 41 pp., 1992. Helsinki University of Technology, Laboratory of Traffic and Transportation Engineering, Espoo, Finland.

Reducing speeds is not the only solution

Fatalities and serious injuries still happen on 20, 25, and 30 mph roadways. These injuries can happen for multiple reasons, including speed limit non-compliance—such as lack of separation between different types of road users, and lack of evasive maneuvers, possibly due to visibility, impairment, or distraction. This is why speed management needs to be accompanied by additional solutions to reduce fatal and serious crash frequency.



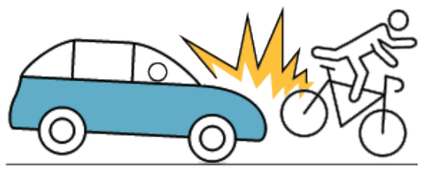
Vulnerable road user crashes: who is impaired?

Most often, it is the driver who is impaired in a crash with a pedestrian or bicyclist. When drivers sacrifice their reaction time and judgment, our vulnerable road users are at a further disadvantage.

Impairment was a factor in

9%

of fatal and serious injury bicyclist crashes.



WHEN IMPAIRMENT WAS A FACTOR, THE DRIVER WAS IMPAIRED **80%** OF THE TIME.

Impairment was a factor in

16%

of fatal and serious injury pedestrian crashes.

WHEN IMPAIRMENT WAS A FACTOR, THE DRIVER WAS IMPAIRED **58%** OF THE TIME.

Distracted Driving: Who is most impacted?

Distracted driving accounted for 144 crash deaths in Washington in 2023, up from 114 in 2022, according to WSDOT data. Distracted driving disproportionately affects pedestrians.

Data Source for graphic at left: Pasanen, E. Driving Speeds and Pedestrian Safety; a mathematical model. Technical Report No. REPT-77 and Nordisk Kabel-og Traadfabriker, Copenhagen, Denmark, 41 pp, 1992. Helsinki University of Technology, Laboratory of Traffic and Transportation Engineering, Espoo, Finland

Poor lighting and wet weather disproportionately affect pedestrians

Dark conditions

More than half the fatal and serious injury pedestrian crashes occurred in dark conditions. Most often, streetlights were on. However, not all street lighting is the same, and the level of brightness and the size of the pool of light a streetlight casts can vary.

The effect of winter weather

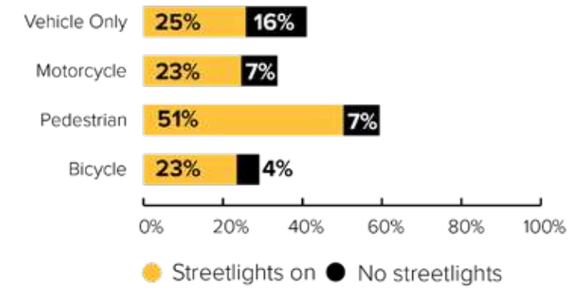
Similarly, a higher percentage of fatal and serious injury pedestrian crashes (24 percent) happened in wet, icy, snowy, or slushy roadway conditions.

Compromised lighting and/or weather conditions increase the vulnerability of this already vulnerable population, making a fatal or serious injury crash more likely.

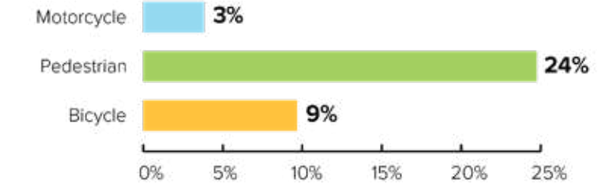
What types of crashes are happening?

We know vulnerable road user crashes are on the rise, but so are crashes that involve only motor vehicles and motorcycles.

FATAL/SERIOUS CRASHES **BY DARK**



FATAL/SERIOUS CRASHES
ON WET/SNOWY/SLUSHY ROADS



WORK ZONE CRASHES AND CAUSES

Mode	No.	Lighting	Contributing Factors
Vehicle only	1	Daylight	Exceeded reasonable safe speed
	2		Exceeded stated speed limit
Pedestrian	1	Dark, streetlights on	Driver under influence (alcohol)
	2		None
	3		
	4	Daylight	
Bicyclist	1	Dark, streetlights on	Bicyclist under influence (alcohol)

Run-off-road crashes

Run-off-road crashes involve a vehicle or motorcycle departing from the roadway. This often results in a collision with an object, such as a tree or pole and potentially a vehicle rollover.

A third of fatal and serious injury crashes in Spokane County are run-off-road crashes.

Fifty-three percent of the run-off-road crashes in the region occurred on county or state roads in unincorporated Spokane County.

Head-on crashes

A head-on crash is one of the most serious crash types. While relatively rare, they often result in fatal and serious injuries. Head-on crashes are responsible for 6 percent of fatal crashes and 3 percent of serious injury crashes.

Motorcycle crashes

49 percent of Spokane County's motorcycle crashes occurred in the City of Spokane. An additional 28 percent happened on county and state roads in unincorporated Spokane County.

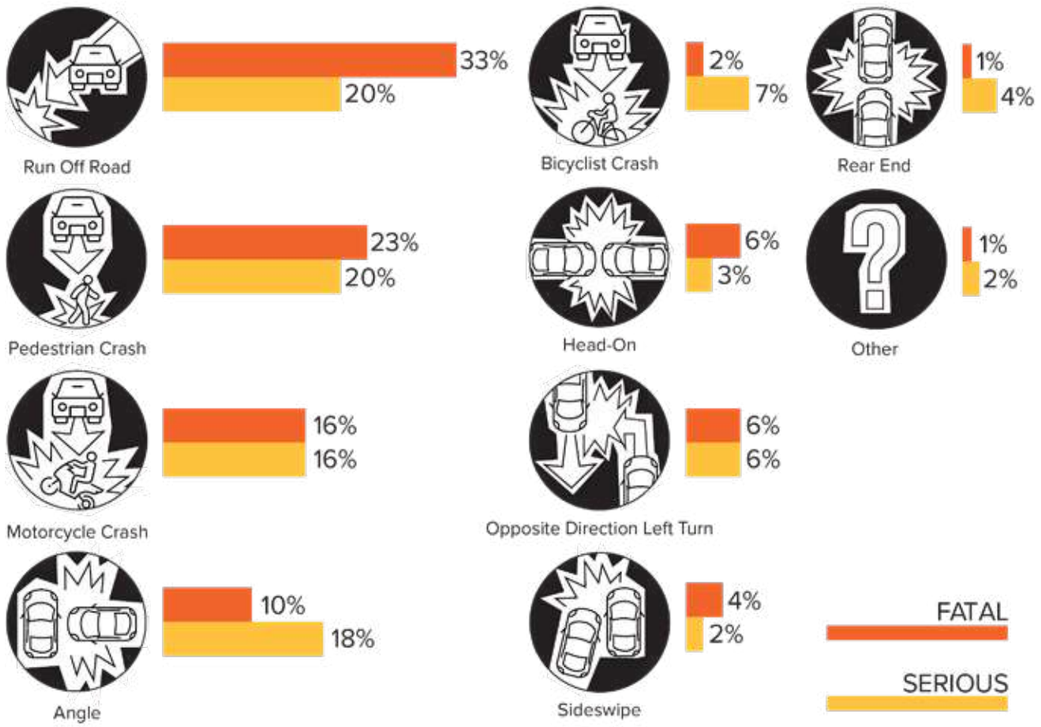
Angle crashes

Of the 148 fatal and serious angle crashes in the region, 132 were at an intersection, Intersection crashes make up one-fifth of all crashes and one-sixth of all fatal crashes.

Rear-end crashes

Rear-end is one of the most common crash types and less likely to result in a fatal or serious injury. Rear-end crashes were responsible for 1 percent of fatal crashes and 4 percent of serious injury crashes.

MOST COMMON CRASH TYPES BY MANEUVER

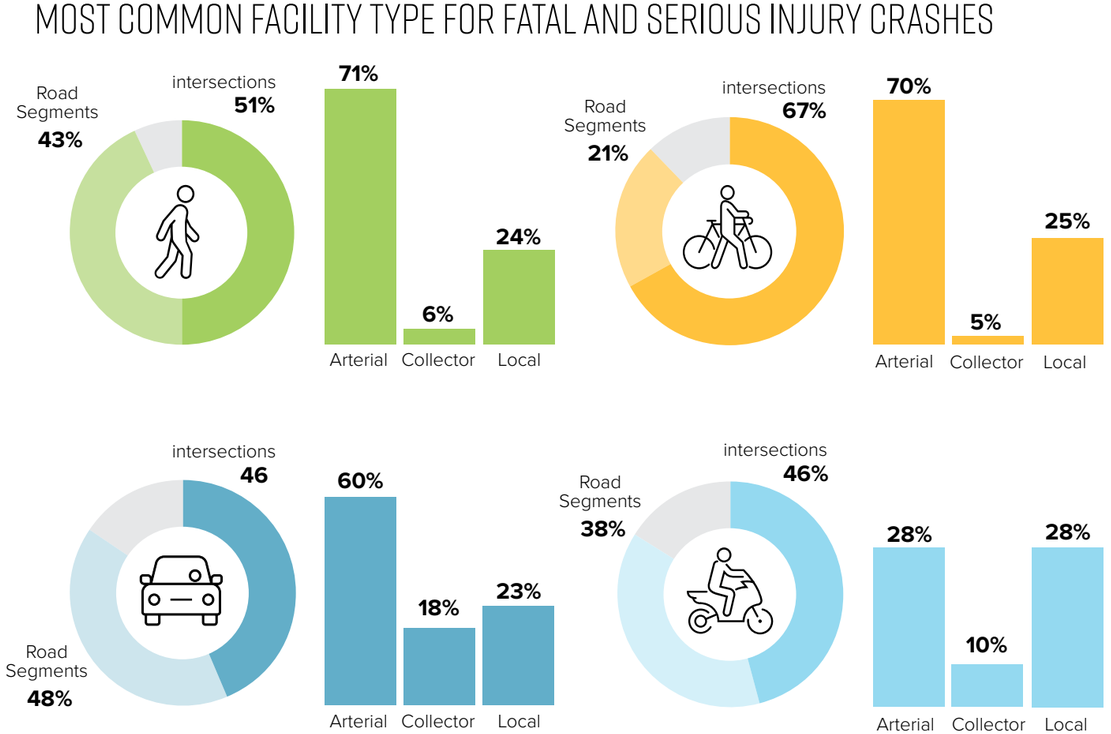


Where are crashes happening?

Most (97 percent) of the fatal and serious injury crashes happened on roadways in Spokane, Spokane Valley, and unincorporated Spokane County (both county and Washington State Department of Transportation roadways). Five jurisdictions within the region had zero FSI crashes from 2018 to 2022.

Pedestrian, bicyclist, and motorcycle crashes happened more frequently at intersections. Vehicle-only crashes occurred more frequently along roadway segments.

MOST COMMON FACILITY TYPE FOR FATAL AND SERIOUS INJURY CRASHES



Preventing crashes before they happen

SRTC also used the results from the crash analysis to identify roadway characteristics with the highest potential crash risk. Focusing safety improvements on these types of roadways can help prevent fatal and serious crashes before they happen.

Collectors, arterials, and highways in commercial/mixed-use land use zones that have three or more lanes and posted speeds of 30 mph or higher.

These facilities comprise 86 miles or 2 percent of centerline miles in the region, but are the site of 220 fatal or serious injury crashes (24 percent).

Collectors, arterials, and highways in open space/agricultural land use zones that have posted speeds of 45 mph or higher.

These facilities comprise 302 miles or 6 percent of centerline miles in the region but are the site of 116 fatal and serious injury crashes (13 percent).

Key regional takeaways[3]

1. In 2022, Washington had the highest annual number of traffic fatalities since 1997. The Spokane region had the highest rate of serious and fatal pedestrian crashes in the state.
2. The number of fatal and serious injury crashes increased by 66 percent between 2019 and 2022.
3. Young people are getting hurt and dying. Twenty-four percent of bicyclists involved in crashes are 10 to 19 years old. And 22 percent suffering fatal and serious injuries were new drivers (15 to 24).
4. Speeding, distraction, and impairment are deadly. 23 percent of fatal and serious crashes involved speeding, 22 percent distraction, and 19 percent drug and/or alcohol impairment.
5. Poor lighting and wet weather set the scene for crashes. More than half of fatal and serious pedestrian crashes happen in dark conditions. 24 percent happen in wet, icy, snowy, or slushy roadway conditions.
6. Vehicle-only crashes were approximately 50 percent of all annual fatal and serious crashes.
7. Motorcycle crashes were approximately 20 percent of all annual fatal and serious crashes, a percentage which is increasing.
8. Pedestrian crashes comprise only 3 percent of all crashes yet comprise 23 percent of fatal and serious crashes.

3. SRTC analyzed fatal and serious injury (FSI) crash data from Washington State Department of Transportation for crash years 2018 through 2022. This analysis provides a baseline measure of safety in our County and plays a significant role in identifying safety countermeasures and measuring future progress toward Vision Zero.

WE KNOW THAT VISION ZERO IS POSSIBLE THROUGH COORDINATED PLANNING AND INVESTMENTS. JERSEY CITY, NJ, ACHIEVED ZERO TRAFFIC DEATHS ON CITY STREETS IN 2022. HOBOKEN, NJ HAS HAD **SEVEN CONSECUTIVE YEARS** WITHOUT A TRAFFIC DEATH.

Source: City of Hoboken

EMPHASIS AREAS

A unifying framework for regional transportation safety planning.

The five emphasis areas shown below are used to indicate actions that SRTC, planning partners, and the public can take to reduce fatal and serious injury crashes.

The crash characteristics most associated with fatal and serious-injury crashes—such as crash type, behavior, or infrastructure—are reflected in these emphasis areas. By using them as a lens for collaboration regionwide, we can achieve zero fatalities and serious injuries on our roadways.

The High Injury Network

The HIN includes roadways and intersections with the highest number of serious and fatal injuries over the most recent five years of available crash data at the time of publishing (2018–2022). The HIN also reflects input from SRTC member agencies, planning partners, and the community.

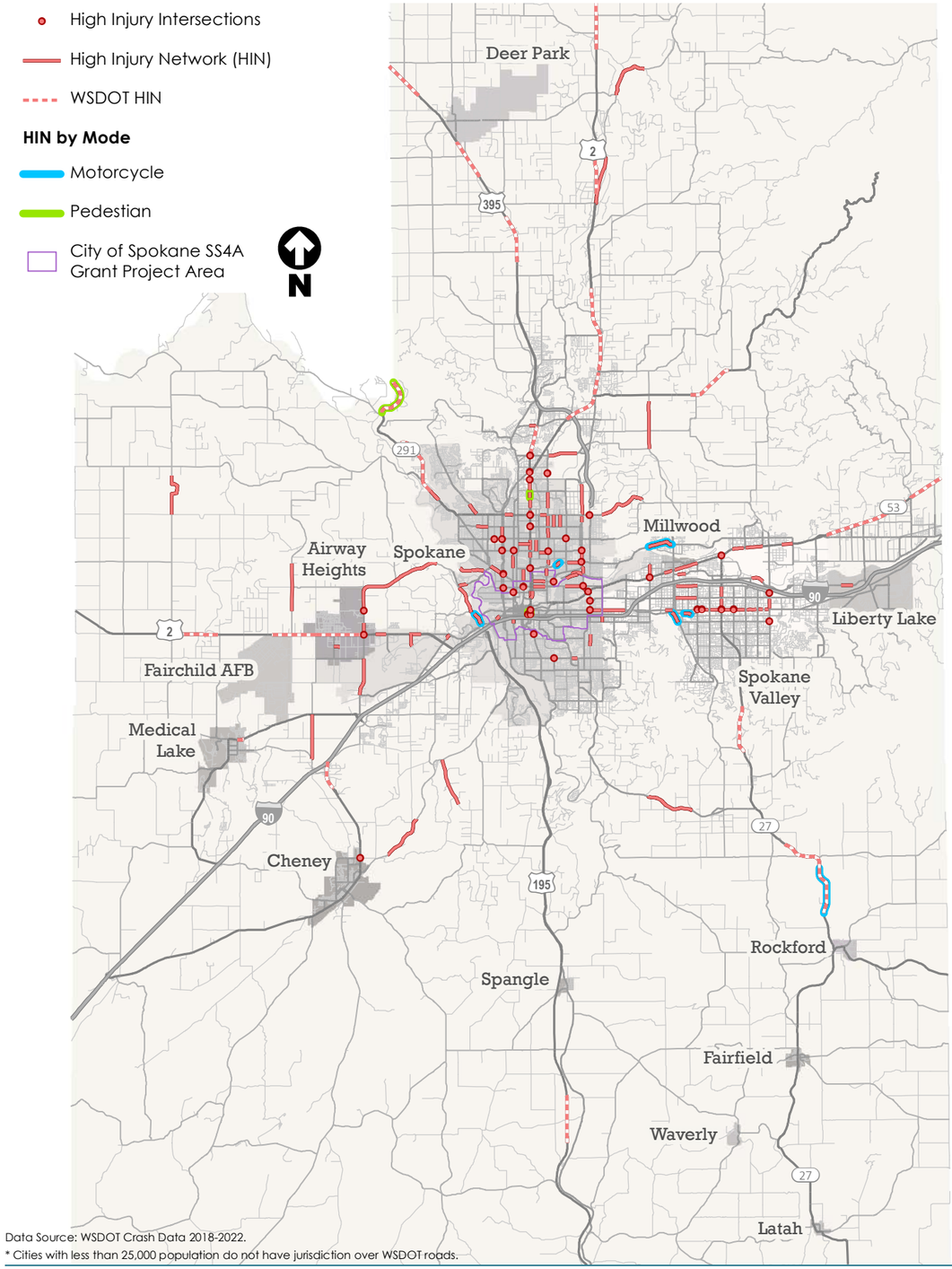
The HIN is not an assessment of whether a street or location is dangerous; instead, it suggests which corridors within a transportation network have historically carried a higher risk of injury and **allows communities to focus limited resources on assessing and improving safety along these corridors.** See Attachment C for the methodology used to identify the HIN.

HIN locations can also be combined with longer corridor segments for systemic safety improvements to proactively stop crashes before they can happen. This is particularly effective in the following conditions:

- Collectors, arterials, and highways in commercial/mixed-use land uses that have three or more lanes and posted speeds of 30 mph or higher.
- Collectors, arterials, and highways in open space/agricultural land uses that have posted speeds of 45 mph or higher.

A more extensive list of HIN corridors and intersections for each member agency is included in the member agency profiles.

HIGH INJURY NETWORK



Data Source: WSDOT Crash Data 2018-2022.
* Cities with less than 25,000 population do not have jurisdiction over WSDOT roads.

TOP 10 REGIONAL HIN ROADWAY CORRIDORS

Excludes WSDOT facilities and corridors with funded projects.

FullName	From	To	Score	FSI Crash	Total Crashes	Length (mi)	Jurisdiction
S Hayford Rd	City Limits	US 2 Hwy	552	5	57	0.45	Airway Heights
E Trent Ave	Evergreen Rd	Adams Rd	543	5	48	0.71	Spokane Valley
E Upriver Dr	Hodin Dr	Argonne Rd	525	5	30	1.05	County
E Sprague Ave	University Rd	Evergreen Rd	497	4	101	1.53	Spokane Valley
N Division St	Cozza Dr	Francis Ave	471	4	75	0.47	Spokane
W Trails Rd	Deno Rd	Equestrian Ln	446	4	50	3.18	County
E Sprague Ave	Havana Rd	Fancher Rd	436	4	40	0.90	Spokane Valley
W US 2 Hwy	Spotted Rd	Sunset Hwy	422	4	26	0.50	Spokane
E Sprague Ave	Faye St	Havana St	420	4	24	0.41	Spokane
E Appleway Blvd	Farr Rd	Felts Ln	416	4	20	0.29	Spokane Valley

TOP 10 REGIONAL HIN INTERSECTIONS

Excludes WSDOT facilities and corridors with funded projects.

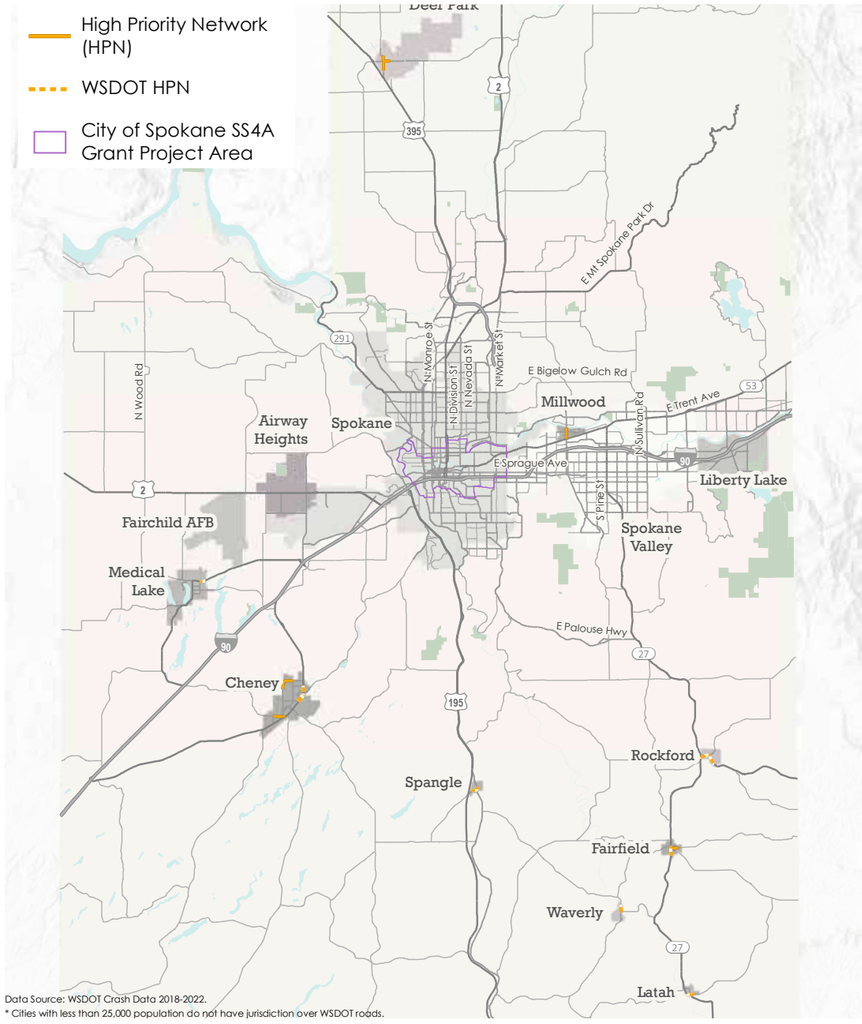
Street	Cross-Street	Score	FSI Crashes	Total Crashes	Jurisdiction
Garland Ave	Market St	432	4	36	Spokane
Price Ave	Division St	371	3	74	Spokane
2nd Ave	Brown St	357	3	60	Spokane
Sprague Ave	Freya St	347	3	50	Spokane
Alki Wy	Freya St	341	3	44	Spokane
Trent Ave	Pines Rd	341	3	44	Spokane Valley
Empire Ave	Nevada St	329	3	32	Spokane
Maxwell Ave	Washington St	326	3	29	Spokane
Trent Ave	Park Rd	320	3	23	Spokane Valley
14th Ave	Grand Blvd	314	3	17	Spokane

The High Priority Network

Many communities have zero or very few fatal or serious injury crashes. In these communities, a High Priority Network (HPN) has been identified. These are corridors and intersections that carry a higher risk of injury based on:

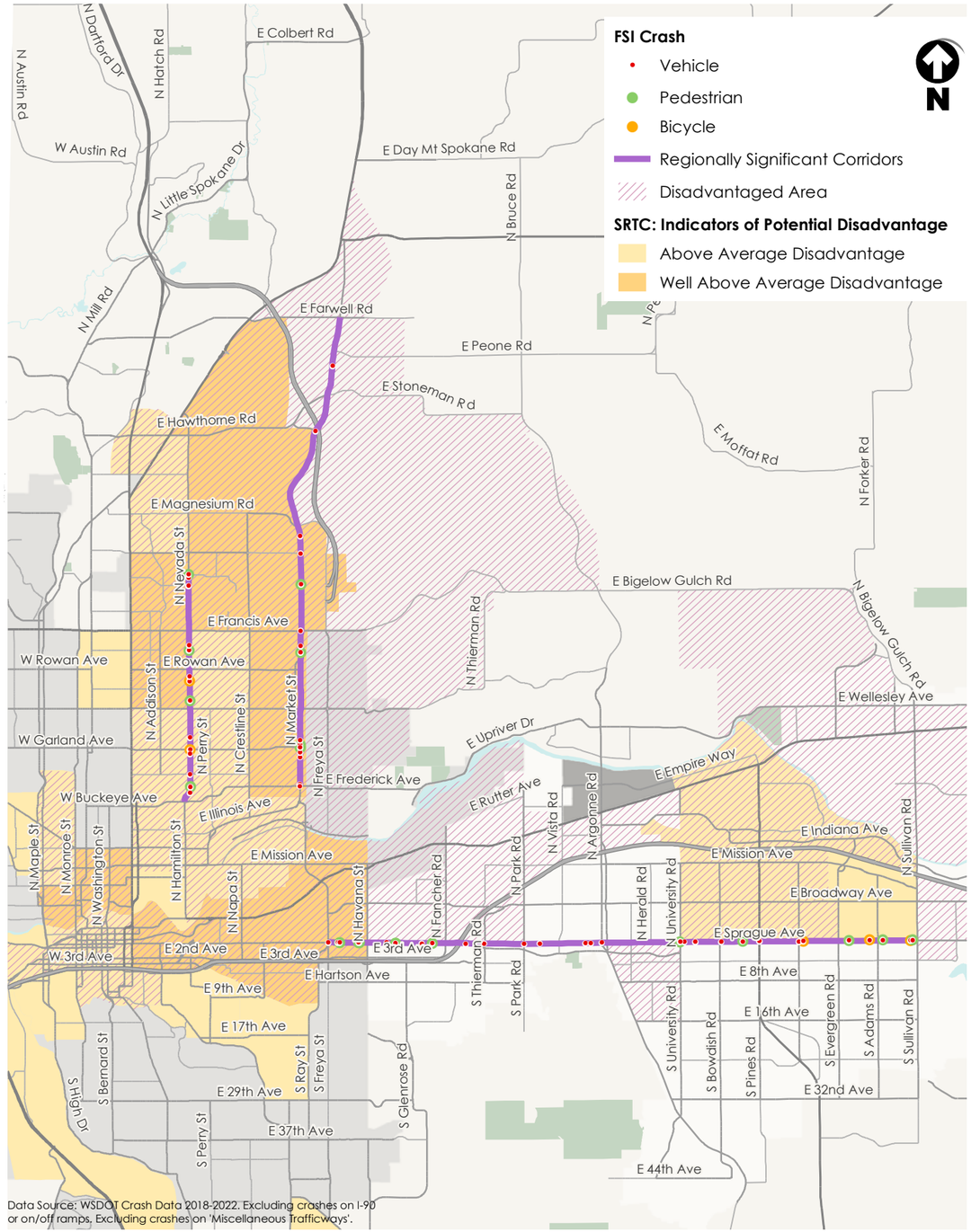
- Total number of all crash types (2018 –2022)
- Land use and roadway characteristics, including pedestrian activity to access community destinations
- Local input

Proactively addressing HPN roadway characteristics, including speed management and improved pedestrian crossings, will help prevent future fatal and serious injury crashes.



Data Source: WSDOT Crash Data 2018-2022.
* Cities with less than 25,000 population do not have jurisdiction over WSDOT roads.

REGIONALLY TARGETED CORRIDORS



Data Source: WSDOT Crash Data 2018-2022. Excluding crashes on I-90 or on/off ramps. Excluding crashes on 'Miscellaneous Trafficways'.

SRTC also identified three regionally-targeted corridors. These projects were selected using the following criteria:

1. On the High Injury Network
2. In a disadvantaged area
3. Multi-jurisdictional status
4. Steering Committee input
5. Member agency input

For the following three corridors, a summary sheet is included in Appendix G that includes a corridor overview and potential solutions to mitigate crashes. These summary sheets are designed to facilitate future funding applications and serve as guidance to apply solutions to corridors with similar characteristics.

North Market Street/Haven Street

- East Farwell Road to Euclid Avenue

Sprague Avenue

- Freya Street to Sullivan Road

North Nevada Street

- East Sharpsburg Avenue to East North Foothills Drive

Safer roads for everyone

Transportation equity is the idea that transportation systems should be designed and planned to meet the needs of all community members. This includes people of all ages, abilities, races, cultures, and classes.

Equitable transportation solutions acknowledge and account for past and current inequities, and provide everyone with the infrastructure needed to move safely throughout the community.

RESIDENTS IN DISADVANTAGED AREAS ARE BURDENED WITH **APPROXIMATELY 35%** OF THE REGION'S HIGH INJURY NETWORK MILES

68-YEAR OLD ARTHUR CLOUGH WAS STRUCK BY A CAR AS HE TRIED TO CROSS SPOKANE VALLEY'S EAST SPRAGUE AVENUE IN HIS WHEELCHAIR AT NIGHT. HE DIED AT THE SCENE.

Source: Nonstop Local News

STRATEGIES AND ACTIONS

SRTC has developed a set of strategies and actions to make progress towards eliminating fatal and serious injury crashes for people in vehicles, on motorcycles, walking, rolling, or cycling. Recommended strategies are informed by the crash analysis, equity analysis, High Injury Network, stakeholder interviews, public input, agency plans and policies (see Attachment D: Plan and Peer Agency Review.), and best practices from the region and throughout the U.S. They also tie back to the Safe System Approach, which considers five elements of a safe transportation system—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. See Attachment E: Strategy Background for additional detail on development of the strategies and actions.

All the proposed strategies should be viewed through the lens of equity and emergency response:

- **Prioritize equity** in the planning and implementation of safety projects so as not to reinforce existing racial and socioeconomic disparities by concentrating investment in areas that are already better served by transportation infrastructure.
- **Coordinate on design and operation modifications** impacting designated emergency response routes.

Not all strategies and actions will be appropriate for every roadway. The keys to selecting the best strategy and actions are to consider:

- Underlying risk factors
- Safety benefit and cost effectiveness
- Local context and unique community needs

MANY OF THE STRATEGIES AND ACTIONS INCLUDE SOLUTIONS THAT CAN BE APPLIED BROADLY

throughout the roadway network to address historic crashes on the HIN and to proactively reduce crashes on roadways with similar characteristics as the HIN. Many strategies reference the FHWA Proven Countermeasures. They can be found in Appendix F and include a description of the crash type they address and their anticipated benefits.

Speed management

Context appropriate speed limits and streets designed to encourage slower travel

Reducing speed is an overarching principle in many of the strategies and actions to reduce crash risk for all modes. To set appropriate speed limits and design speeds, the following six factors should be considered: roadway environment, roadway characteristics, geographic context, crash experience, speed distribution, and speed studies.

	Measuring Progress	Lead Agency	Timeline
Adopt an Injury Minimization and Speed Management policy that uses a combination of speed limit reductions, design and geometric changes, and traffic operations additions to successfully reduce travel speeds.	Policy adopted	SRTC	1 to 2 years
Review existing design standards for potential to incorporate national best practices such as narrower lane widths, tighter curb radii to encourage slower motor vehicle speeds, provide shorter pedestrian crossing distances, and space for bicycle facilities.	Standards updated	SRTC	1 to 2 years
Evaluate and implement when warranted lane reallocation projects on the HIN.	# of lane reallocation projects on HIN	Member Agencies, WSDOT	1-2 years
For resurfacing/rehabilitation projects, continue incorporating FHWA proven countermeasures to improve safety for all modes.		Member Agencies, WSDOT	Continuous as new projects are funded
Prioritize increased enforcement at the top crash locations on the HIN.	# of enforcement efforts	Local enforcement	Ongoing
Expand the use of automated traffic enforcement on the HIN and similar corridors.	# of new cameras	Member Agencies	1 – 2 years
Lead a member agency work group to align Complete Streets policies for consistency and produce a model Complete Streets policy.	Model strategy	SRTC with Member Agencies	1 to 2 years
Adopt a Complete Streets policy if your jurisdiction does not have one. If you have one, review and update for consistency with model policy.	# of updated and/or new complete street policies	Member Agencies	3 to 5 years

Run-off-the-road/lane departure crashes

	Measuring Progress	Lead Agency	Timeline
Install FHWA Proven Countermeasures on HIN and roads with similar characteristics to reduce roadway departure crashes, including guardrails.	# of new countermeasures on existing roadways	Member Agencies, WSDOT	As funding allows
When resurfacing or rehabilitating HIN and roadways with similar characteristics, incorporate FHWA countermeasures that are proven to reduce roadway departure crashes, as appropriate.	Countermeasures added to resurfacing/ rehabilitation projects	Member Agencies, WSDOT	Ongoing
Evaluate the need for speed management strategies, such as speed feedback signs and rumble strips ahead of severe curves for improvements on HIN.	# of speed management strategies	Member Agencies, WSDOT	Ongoing

Angle crashes

	Measuring Progress	Lead Agency	Timeline
Assess feasibility of roundabouts at intersections with a high frequency of reported crashes, traffic delays, complex geometry (more than four approach roads), frequent left-turns, and/or relatively balanced traffic flows.	# of new roundabouts	Member Agencies, WSDOT	3 to 5 years
Evaluate left-turn high crash locations for protected/ permissive phasing at intersections.	# of improved left turn phases	Member Agencies	Ongoing
Assess unsignalized/uncontrolled intersections on HIN arterial corridors for FWHA proven countermeasure treatments.	# of new treatments	Member Agencies, WSDOT	Ongoing
Increase the use of red-light running cameras at signalized intersections at the highest intersection crash locations.	# of new cameras	Member Agencies, WSDOT	Ongoing
Conduct an access management study for HIN corridors in heavy-utilized commercial areas and identify systemic solutions to share with member agencies that can be used on the HIN and corridors with similar risk factors.	Study complete	SRTC, WSDOT, Member Agencies	2 to 3 years
Conduct a Lighting Screening Study on HIN corridors where dark/unlit conditions are an observed crash type to identify potential solutions.	# of lighting improvements	WSDOT, Member Agencies	1 to 2 years

Pedestrian and bicyclist safety

	Measuring Progress	Lead Agency	Timeline
Continue to implement FHWA proven crossing enhancements at intersections and mid-block crossings on the HIN in disadvantaged areas with an emphasis on locations near transit stops.	# of new enhanced crossings	Member Agencies, WSDOT	Ongoing
Physically separate vulnerable users (pedestrians and cyclists) from traffic using FHWA Proven Countermeasures such as buffered bike lanes, separated pathways, and infilling missing sidewalks.	# of new separated facilities	Member Agencies, WSDOT	On-going
Add Leading Pedestrian Intervals (LPIs) at signalized intersections on high-volume pedestrian corridors.	# of new LPIs	Member Agencies	1 to 2 years
Evaluate lighting conditions at locations on HIN where pedestrians have been involved in crashes for additional or replacement lighting.	# of improved lights	Member Agencies, WSDOT	1 to 2 years
Install advance pedestrian warning signs in high pedestrian activity areas.	# of signs installed	Member Agencies	1 to 2 years
Consider decorative low fencing or planting barriers to channelize pedestrians to marked crossing locations in areas with high pedestrian volumes and known concerns with crossings outside of marked crosswalks.	LF of barriers	Member Agencies, WSDOT	1 to 2 years
Implement and evaluate quick-build projects to incorporate FHWA countermeasures and separated multimodal facilities during the summer months. For those that are most successful, program and solicit funding for a permanent installation.	# of quick builds	Member Agencies, WSDOT	1 to 2 years

	Measuring Progress	Lead Agency	Timeline
Continue to prioritize active transportation safety improvements and speed management strategies in school zones in support of Safe Routes to School	# of improved safe routes to school	Member Agencies	On-going
Develop and share educational materials for quick-build best practices.	Education materials shared	SRTC	1 to 2 years
Update and broaden regional pedestrian master plan (2009) to a non-motorized regional connectivity plan to proactively address vulnerable user crashes before they happen through a more coordinated non-motorized network.	Adopted plan	SRTC	1 to 2 years
Incorporate crash reduction and safety technology in vehicle fleet retrofits and purchasing standards. Update vehicle purchasing standards to include side guards on heavy trucks (gross vehicle weight of 10,000+ pounds when possible.	# of vehicles with improved crash reduction technology	Member Agencies, WSDOT	3 to 5 years
Gather and analyze micromobility crash data to understand the mobility habits of riders and proactively plan for infrastructure enhancements.	Data gathered	SRTC member agencies	2 to 3 years

Education: changing behaviors

Implement awareness and education programs to promote a culture of safety

Responding to the Data	Measuring Progress	Lead Agency	Timeline
Develop and implement an education and outreach campaign focused on safety with emphasis in the following areas: • Distracted and impaired driving • Speeding, particularly for motorcyclists • Vulnerable user groups, including pedestrians cyclists, and youth	Outreach campaign launched	SRTC, WSDOT, Public Health Agencies, and Washington State Traffic Safety Commission	3 to 5 years
Establish and maintain a public webpage with information, resources, trainings, and educational opportunities.	Webpage launched, Quarterly updates	SRTC	1 to 2 years to set up, quarterly updates
Develop a community of partner agencies (in communities most impacted by the High Injury Network) to disseminate safety and educational messages via a “grassroots” effort.	Information shared quarterly	SRTC	3 to 5 years
Work with local agencies and businesses to develop policies and educational programs aimed at employees, contractors, and vendors to reduce distracted driving.	# of distracted driver policies	SRTC, Member Agencies, WSDOT and businesses	1 to 2 years
Advocate for transportation safety elements in Comprehensive, Area and District Land Use Plan.	# of enhanced transportation safety sections	Local governments	3 to 5 years
Study outcomes for safety improvements and pilot installations (using before and after data), publish results, and install permanent street design changes based on successful installations.	# of before and after studies	SRTC, Member Agencies, WSDOT	On-going
Continue to support access to and the improvement of driver’s education for young drivers.	# of mentions with target decision-makers	SRTC, Member Agencies , Youth Organizations	On-going

Post-crash care

Post-crash care is a unique element of the Safe Systems approach because while it does not play a role in crash prevention, it does play a role in decreasing the frequency of fatalities and serious injuries. Effective post-crash care relies on the ability to deliver emergency medical services (EMS) to crash victims as quickly as possible, so first responders can administer appropriate medical care.

Post-crash care can be supported through innovative technology solutions such as post-crash emergency notification systems and emergency vehicle preemption. Post-crash emergency notification systems can notify EMS that a crash has occurred and provide first responders with crash details prior to their arrival at the scene. Emergency vehicle preemption provides emergency vehicles with a green light and conflicting movements with a red light.

IMPLEMENTATION

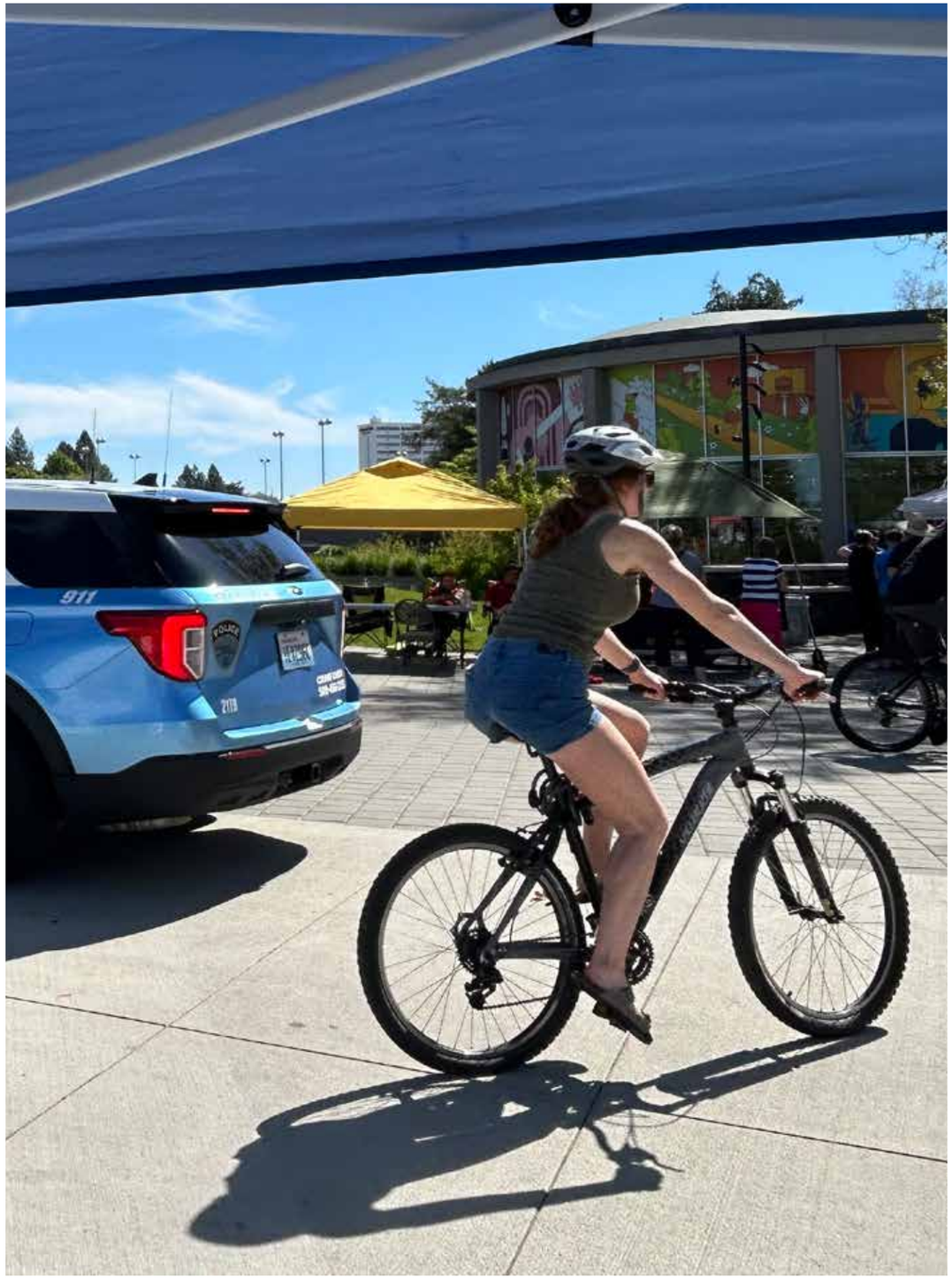
The Regional Safety Action Plan serves as a roadmap to direct safety resources and funding to the most needed locations. It identifies a menu of actions and strategies that can be implemented over time, based on the available funding each jurisdiction has. Consideration is given to the fact that roadways throughout the region have different characteristics based on the number of lanes, vehicles per day, travel speeds, adjacent land use, and other factor factors. Therefore, different safety actions, strategies, and FHWA-proven countermeasures may be appropriate for urban/suburban roadways versus small town/rural roadways. Near-term efforts to help kick-start the effort include:

- **Coordinate complete streets policies and non-motorized connectivity:** Share best practices and model complete streets policies among member agencies to develop context-appropriate speed limits and streets with a focus on non-motorized regional connectivity.
- **Establish equitable programs and policies to address speeding and impaired and distracted driving:** Develop education programs that target the consequences of speeding, distracted driving, and impaired driving. Also increase the use of automated traffic enforcement (ATE). Studies suggest that ATE has a greater potential to consistently reduce motor vehicle speeds than routine traffic stops while reducing the potential for police bias in traffic stops.
- **Emphasizing equity:** Barriers such as highways, interstates, and arterials often prevent residents in underserved areas from safely accessing essential services on foot, by bicycle, or using public transit. Incorporate racial and socioeconomic data into project prioritization and prioritize countermeasures such as lane reallocations, leading pedestrian intervals, and safe crossing treatments in these areas.
- **Programming for safety projects:** Agencies should update local transportation plans and capital improvement plans to include programming, design, funding, and construction of safety projects along the HIN and other roadways with similar characteristics.

Information from this plan can be used by agencies to support applications for additional funding to implement actions and strategies. Some key funding programs include:

- **2021 Bipartisan Infrastructure Law (BIL):** The Safe Streets and Roads for All (SS4A) planning grant, part of the BIL, allocates $5 billion over five years (through 2026) to fund initiatives to prevent roadway fatalities and serious injuries. With the adoption of this plan, STRC and its members are eligible to apply for SS4A grants to support additional planning and demonstration activities and implementation of the projects, programs, and strategies. Many projects may also qualify for additional grants such as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant.
- **Highway Safety Improvement Program (HSIP):** HSIP is a federal program administered by WSDOT that allows state and local governments to target funds to their most critical safety needs.
- **County and city safety programs:** State grants provide funding for projects that reduce fatal and serious-injury crashes on city and county roads using engineering countermeasures.
- **Safe Routes to School program:** State funds to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school.

Achieving zero fatal and serious-injury crashes will require a sustained, coordinated effort between agencies, planning partners, and the public. It will also require a shift in decision-making and investments that prioritizes safety for everyone in the region.



EMERGING TECH

The factors around roadway safety continue to evolve as new technology enters the market and roadway users change their transportation modes or purpose for being on the roadway. To proactively plan for safety on our roadways, monitoring key trends is important. Below are a few examples.

Powered micromobility

Electric bikes (e-bikes) and electric scooters (e-scooters) have become more popular, increasing people's ability to use them to complete trips. Identifying where on the roadway these devices should go is a challenge, as they are often slower than vehicles but faster than pedestrians and some bicyclists. There is also a lack of reliable data to determine the associated crash risk of these devices.[1] Consideration should be given to adding e-scooter and e-bike device codes to police crash data and to collecting trip data and rider habits to better assess injury and fatality risk.

Electric vehicles

Electric vehicles often weigh 30 percent more than gas-powered vehicles due to the size of their batteries. Heavier vehicles can mean increased safety concerns and a greater need to reduce speed on the roadways to reduce the risk of fatal and serious-injury crashes.

Autonomous vehicles (AVs)

The National Highway Traffic Safety Administration categorizes AVs into five levels of assistance and automation, from partial assistance (e.g., brake warnings/action, adaptive cruise control, etc.) through full automation (e.g., automated steering, acceleration, and braking with and without a human driver). Many vehicles on the road today have driver assistance technologies. Higher levels of automation that eliminate the need for a human driver continue to be tested. There are few studies confirming a reduction in crash frequency, but some studies show that AVs reduce crash severity.

Near-miss video data analytics

Using artificial intelligence, video data can be used to identify near-miss events between road users. Near-miss event severity can be assessed using metrics to describe how many seconds away a crash was from happening, road speed, signal phasing, and direction of travel. This type of analysis can support proactive safety improvement implementation by identifying potentially higher risk locations before a fatal or serious injury crash can happen.

1. National Transportation Safety Board Safety Research Report SRR-22-01, November 2022

EVALUATING OUR PROGRESS

Regular evaluation and reporting are critical components of any data-driven approach to the reduction of fatalities and serious injury crashes on the transportation network. SRTC will produce an annual report to share progress on the goals and targets and publish the report on their website.

	Performance Metrics
Outcomes: Reduction in fatal and serious injuries	Number of fatalities
	Number of serious injuries
	Fatalities per 100 million Vehicle Miles Traveled (VMT) on all roads
	Serious injuries per 100 million VMT
	Number of motorcyclist fatalities and serious injuries on all roads
	Number of pedestrian fatalities and serious injuries on all roads
	Number of bicyclist fatalities and serious injuries on all roads
Outputs: Project/Strategy Implementation	Number of safety projects/strategies continued from prior year.
	Number of safety projects constructed on HIN
	Number of pedestrian and bicycle safety projects constructed in underserved communities
	Number of strategies implemented

Evaluating future projects

SRTC operates under the following principles when developing the unified list of regional transportation policies (SRTC 2024 Unified List of Regional Transportation Priorities & Policy Statements).

- Finish what we have started by directing resources towards completing existing projects.
- Adequately fund maintenance and preservation of the existing transportation system.
- Identify and advance a broad range of project types to meet the needs of a growing region.
- Invest in projects that improve quality of life in the region in the following ways:
  - » Draw on best practices to address transportation safety issues.
  - » Emphasize equity and consider the needs of all transportation users.
  - » Create safe and convenient forms of active transportation that support public health objectives.
  - » Contribute towards building a resilient transportation system to mitigate the impacts of climate change

To align with these principles and achieve stated goals and targets, safety related-project criteria is important to score and prioritize future projects. Criteria uses both data-driven quantitative and qualitative performance metrics. Preliminary criteria are presented below.

Criteria	Metric
Location	Infrastructure project must meet a), b), c), d), or e). Non-infrastructure project must meet e). a) On High Injury Network b) Systemic solution to address high risk intersections and/or corridors outside the HIN c) Systemic solution to prevent known high risk crash locations d) On a corridor or intersection with high vulnerable user activity (i.e., school zone, transit, community/senior center) e) Program will occur over entire region
Effectiveness	Must implement one of the following: a) FHWA proven Safety Countermeasure b) Complete Street c) At least 2 of 5 Safe Systems Strategies (safer people, safer roads, safer speeds, safer vehicles, post-crash care)
Equity	a) Infrastructure projects should be at least 50% within an SRTC identified and/or Justice40 underserved community b) Non-infrastructure projects should identify how the project will connect with EJ populations

MEMBER AGENCY PROFILES

Source: Wikimedia Commons/Jason Hollinger

SPOKANE COUNTY

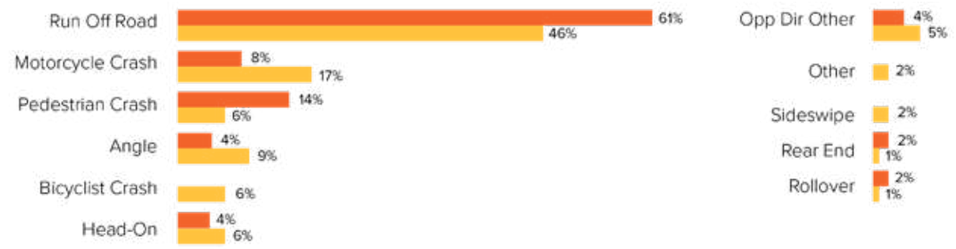
Unincorporated county roads

Unincorporated Spokane County (population 166,740) is home to 30.2 percent of the County's population. It has a maximum length north and south of 54 miles and a maximum width east and west of 36 miles. Fatal and serious injury crashes on Washington State Department of Transportation roadways are not included in this summary.

FATAL & SERIOUS-INJURY CRASHES BY MODE (2018 – 2022)

Crash type	Total fatal crashes	Total serious injury crashes	Total fatal & serious injury crashes
Motorcycle	7	28	35
Bicyclist	0	6	6
Vehicle-Only	35	63	98
Pedestrian	7	9	16
TOTAL	**49**	**106**	**155**

FATAL & SERIOUS INJURY CRASH TYPES



THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED

Fatal and serious injury crash analysis

FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)

Fatal and serious injury crashes: key findings

- Vehicle-only crashes comprise 63 percent of fatal and serious injury crashes on Unincorporated County roads. Trucks make up the majority (55 percent) of crashes.
- Run-off-road crashes comprise nearly half of the fatal and serious injury crashes. This crash type is a larger problem than in other jurisdictions.
- Forty-one percent of the 155 crashes occurred on roadways with a posted speed of 45 or 55 mph. This is significant, as 45-50 MPH roads only make up 22 percent of the network.
- Impaired driving increased every year from 2019 to 2021.
- Lane departure crashes more than tripled from 2021 to 2022.
- Motorcycle fatal and serious injury crashes comprise a higher percentage of crashes than pedestrian crashes
- Spokane County does not have jurisdiction over WSDOT roadways which accounted for an additional 101 fatal and serious injury crashes.

High Injury Network

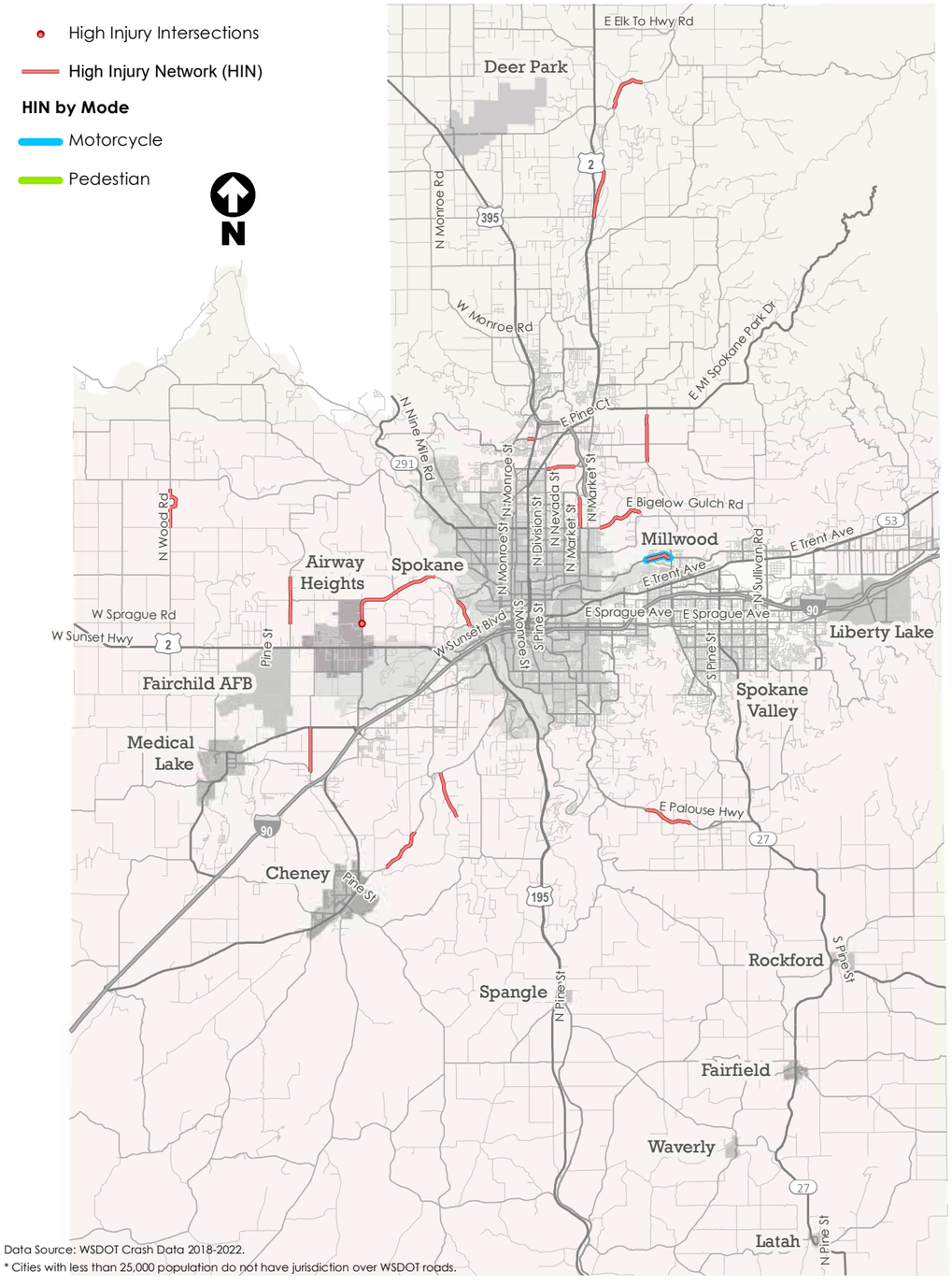
The High Injury Network (HIN), as defined by FHWA, identifies the highest concentrations of traffic crashes resulting in serious injuries and fatalities on a given roadway network. The HIN includes stretches of roadways and intersections where the highest number of serious- and fatal-injury crashes occurred over the most recent five years of available crash data at the time of publishing (2018 – 2022). It also includes member agency and community input to indicate areas of concern.

COUNTY HIGH-INJURY NETWORK CORRIDORS

FullName	From	To	Score	Fatal & Serious Injury Crashes	Total Crashes	Length (mi)	Jurisdiction	Planned Project
E Bigelow Gulch Rd	Havana St	Espe Rd	669	6	75	2.00	County	Roadway reconstruction planned for 2024
E Upriver Dr	Hodin Dr	Argonne Rd	525	5	30	1.05	County	
W Trails Rd	Deno Rd	Equestrian Ln	446	4	50	3.18	County	
N Bruce Rd	Mt Spokane Park Dr	Stoneman Rd	323	3	26	2.00	County	Roundabout planned at Bruce/Peone 2026
N Rambo Rd	Couger Ln	US 2 Hwy	302	3	5	2.00	County	
E Palouse Hwy	Steven Creek Rd	Burns Rd	221	2	23	2.00	County	
N Hayford Rd	Northern Quest Dr	Deno Rd	219	2	21	1.00	County	

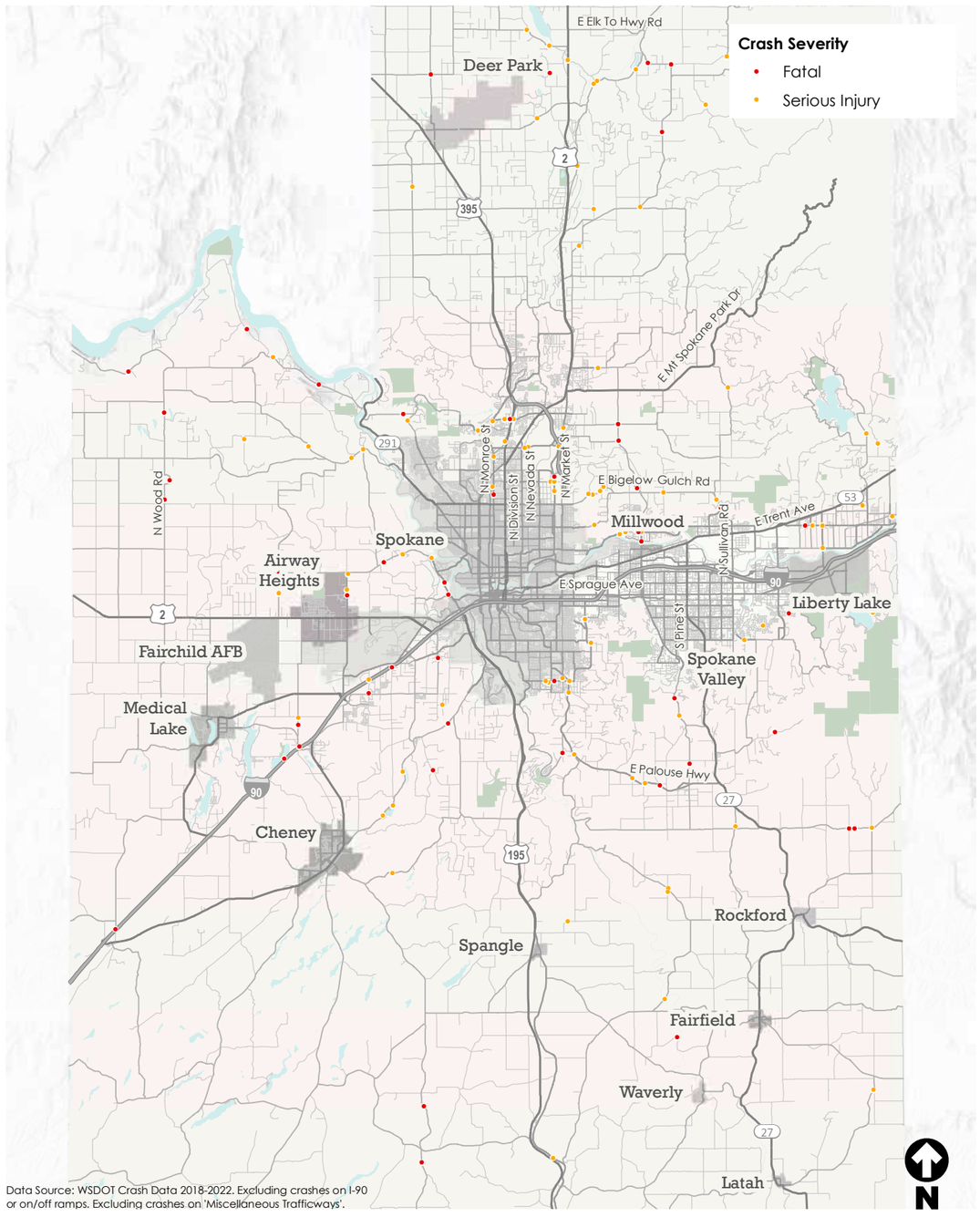
FullName	From	To	Score	Fatal & Serious Injury Crashes	Total Crashes	Length (mi)	Jurisdiction	Planned Project
N Market St	Magnesium Rd	Francis Ave	218	2	20	1.25	County	
E Hastings Rd	Nomandie St	Division St	217	2	19	0.29	County	
S Craig Rd	Medical Lake Hwy	Medical Lake Four Lakes	213	2	15	1.87	County	
N Government Way	Whistalks Wy	Greenwood Rd	213	2	15	1.17	County	
S Cheney Spokane Rd	Anderson Rd	Jensen Rd	208	2	10	2.00	County	
N Milan Elk Rd	Deer Park Milan Rd	Lodge Pole Ln	207	2	9	2.00	County	
N Wood Rd	Coulee Hite Rd	Jacobs Rd	205	2	7	2.00	County	
S Gardner Rd	Cheney Spokane Rd	Brown Ln	204	2	6	2.00	County	
E Hawthorne Rd	Nevada St	Kaiser South Plant Rd	203	2	5	1.18	County	
N Milan Rd	Canyon View Ln	Denison Chattaroy Rd	202	2	4	2.00	County	

HIGH INJURY NETWORK



Data Source: WSDOT Crash Data 2018-2022.
* Cities with less than 25,000 population do not have jurisdiction over WSDOT roads.

FATAL AND SERIOUS INJURY CRASHES (2018-2022)



Data Source: WSDOT Crash Data 2018-2022. Excluding crashes on I-90 or on/off ramps. Excluding crashes on 'Miscellaneous Trafficways'.

Source: Wikimedia Commons/Jason Hollinger

WSDOT

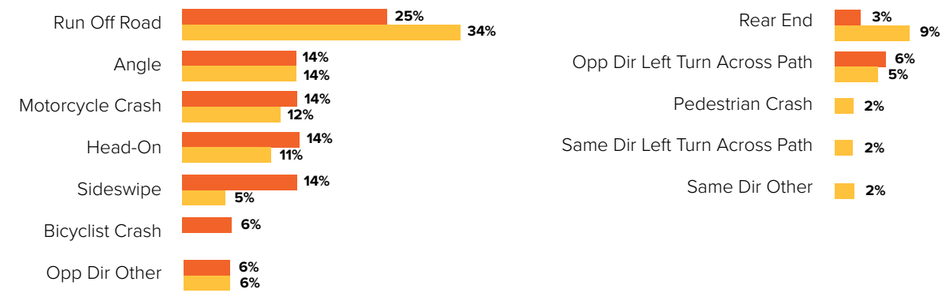
In Unincorporated Spokane County

FATAL & SERIOUS-INJURY CRASHES BY MODE (2018 – 2022)

2 | 2 | 78 | 19

Crash type	Total fatal crashes	Total serious injury crashes	Total fatal & serious injury crashes
Motorcycle	6	13	19
Bicyclist	2	0	2
Vehicle-Only	28	50	78
Pedestrian	0	2	2
TOTAL	**36**	**65**	**101**

FATAL & SERIOUS-INJURY CRASH TYPES



THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED

Fatal and serious injury crashes: key findings

- Vehicle-only crashes comprise 77 percent of fatal and serious injury crash on unincorporated state routes. Trucks make up the majority (64 percent) of vehicles involved in these crashes.
- Run-off-road crashes comprise approximately a third of the fatal and serious injury crashes. This crash type is a bigger problem in this jurisdiction than in others.
- Fifty-seven percent of the 101 crashes occurred on roadways with a posted speed of 55 or 60 mph.
- Drug-impaired driving has increased every year since 2018.
- Motorcycle fatal and serious injury crashes comprise a higher percentage of crashes than pedestrian and bicycle crashes combined and have increased in recent years.
- WSDOT, not Spokane County, maintains jurisdiction over these roadways.

High Injury Network

The High Injury Network (HIN), as defined by FHWA, identifies the highest concentrations of traffic crashes resulting in serious injuries and fatalities on a given roadway network. The HIN includes stretches of roadways and intersections where the highest number of serious- and fatal-injury crashes occurred over the most recent five years of available crash data at the time of publishing (2018 – 2022). It also includes member agency and community input to indicate areas of concern.

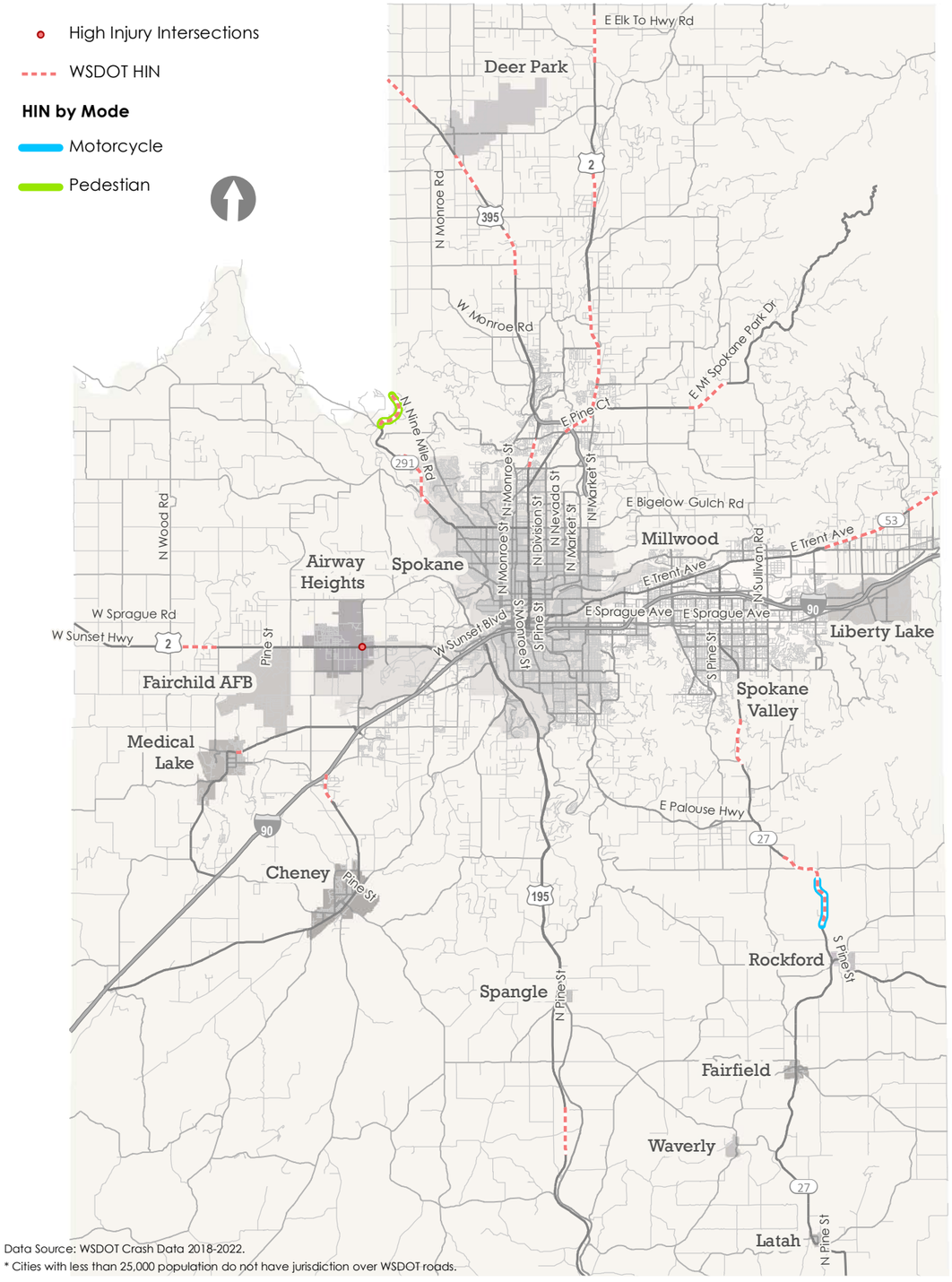
WSDOT HIGH-INJURY NETWORK CORRIDORS

FullName	From	To	Score	Fatal & Serious Injury Crashes	Total Crashes	Length (mi)	Jurisdiction	Planned Project
N US 395 Hwy	Stalay Rd	Russell Ln	541	5	46	2.00	WSDOT-County	
N Newport Hwy	Elk Chattroy Rd	Colbert Rd	449	4	53	2.00	WSDOT-County	
N Nine Mile Rd	City Limits	Seven Mile Rd	309	3	12	2.00	WSDOT-County	
N Division St	Hastings Rd	Hawthorne Rd	276	2	78	1.19	WSDOT-County	
W US 2 Hwy	Mitchell Dr	Craig Rd	263	2	65	1.85	WSDOT-County	
E Trent Ave	Starr Rd	County Line	241	2	43	1.50	WSDOT-County	
S SR 904 Hwy	I-90	Garfield Rd	238	2	40	1.19	WSDOT-County	
E Trent Ave	Harvard Rd	Moose Ln	235	2	37	2.00	WSDOT-County	
N Newport Hwy	Day Mt Spokane Rd	Mt Spokane Park Dr	235	2	37	0.93	WSDOT-County	
N Newport Hwy	Mt Spokane Park Dr	Hastings Rd	231	2	33	1.53	WSDOT-County	
N Newport Hwy	Oregon Rd	Eloika Rd	230	2	32	2.00	WSDOT-County	
N Newport Hwy	Colbert Rd	Day Mt Spokane Rd	226	2	28	1.52	WSDOT-County	
E Trent Ave	Wellesley Ave	Harvard Rd	222	2	24	1.62	WSDOT-County	
S SR 27 Hwy	Ranch Park Ln	Dishman Mica Rd	222	2	24	2.00	WSDOT-County	
N Newport Hwy	Westmoreland Rd	Denison Chattaroy Rd	221	2	23	2.00	WSDOT-County	
E Hastings Rd	Nomandie St	Division St	217	2	19	0.29	WSDOT-County	
N US 395 Hwy	Main St	Owens Rd	217	2	19	1.74	WSDOT-County	
S SR 27 Hwy	Elder Rd	Cameron Rd	217	2	19	2.00	WSDOT-County	
E Mt Spokane Park Dr	Falcon Crest Ln	Madison Rd	213	2	15	2.00	WSDOT-County	
N Nine Mile Rd	County	Charles Rd	213	2	15	1.84	WSDOT-County	
N US 395 Hwy	County	Arlington Rd	212	2	14	1.73	WSDOT-County	
S SR 27 Hwy	Stoughton Rd	Elder Rd	211	2	13	2.00	WSDOT-County	
W US 2 Hwy	Wood Rd	Brooks Rd	211	2	13	2.00	WSDOT-County	
N Nine Mile Rd	Seven Mile Rd	City Limit	208	2	10	0.60	WSDOT-County	
S US 195 Hwy	Plaza Rd	Whittier Rd	205	2	7	2.00	WSDOT-County	

WSDOT HIGH-INJURY NETWORK INTERSECTIONS

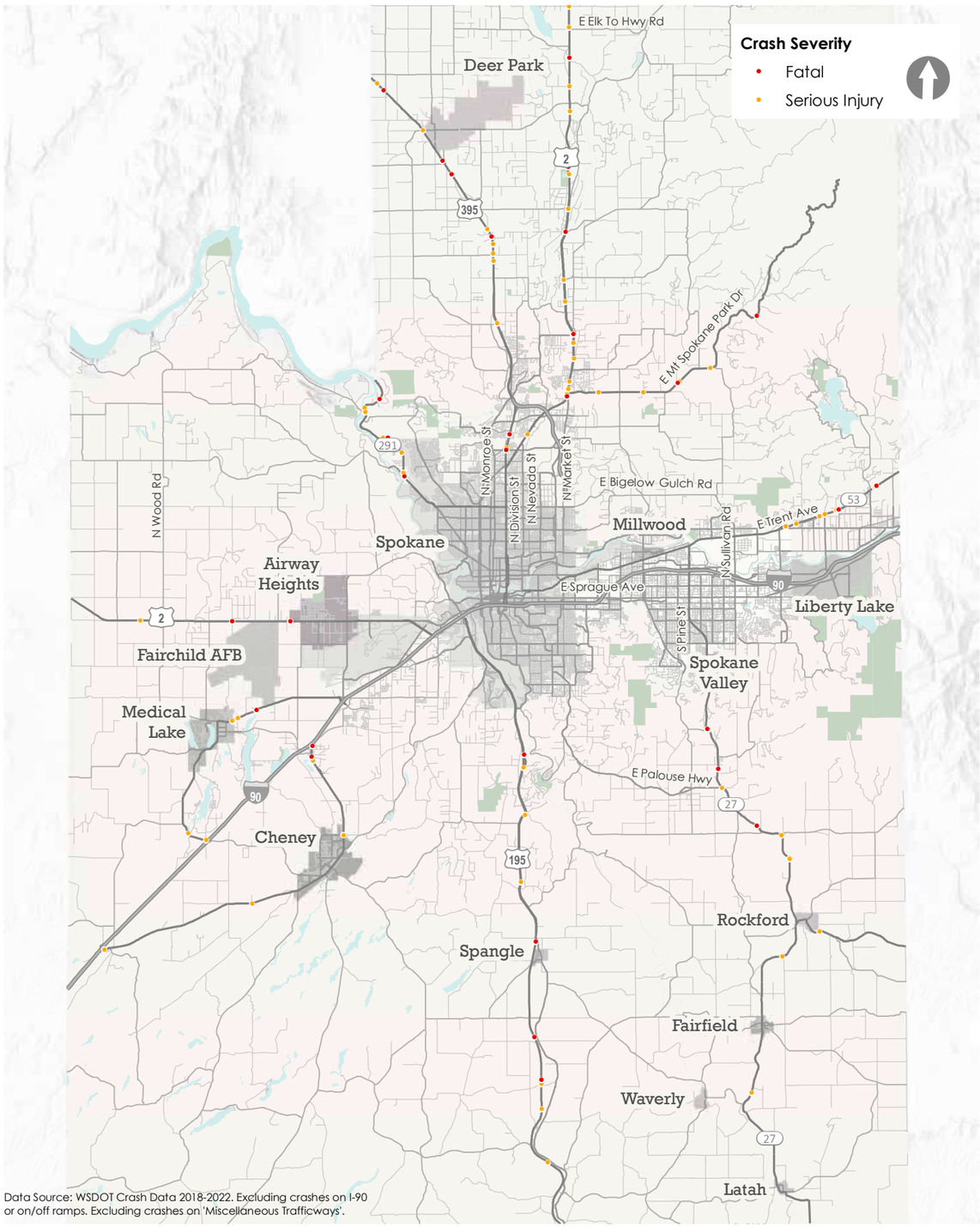
Street	Cross-Street	Score	Fatal & Serious injury Crashes	Total Crashes	Jurisdiction	Planned Project
Hawthorne Rd	Division St	231	2	33	WSDOT-County	

HIGH INJURY NETWORK



Data Source: WSDOT Crash Data 2018-2022.
* Cities with less than 25,000 population do not have jurisdiction over WSDOT roads.

FATAL AND SERIOUS-INJURY CRASHES



Data Source: WSDOT Crash Data 2018-2022. Excluding crashes on I-90 or on/off ramps. Excluding crashes on 'Miscellaneous Trafficways'.

Source: Wikimedia Commons/T85cr1ft19m1n

SPOKANE

Fatal and serious injury crash analysis

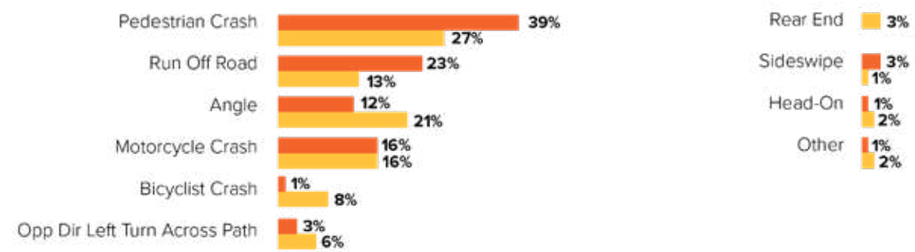
Spokane (population 230,176) is home to approximately 41.9 percent of the region's population. The City's roadway network is largely a traditional grid network comprised of many short roadway segments disrupted by frequent intersections. Like the U.S. overall, Washington, and region, Spokane is seeing a rise in fatalities and serious injuries, with the highest number of annual fatalities (57) since before 1994 in 2021.

Spokane was awarded $9.6 million in December 2023 from the Safe Streets and Roads for All (SS4A) grant program to improve safety along arterials where 85 percent of fatal and serious crashes involving pedestrians and bicyclists occur. With the local match required by the federal grant, the City will invest $12 million in pedestrian and bicycle infrastructure in the downtown and surrounding neighborhoods. Several High Injury Network corridors and intersections partially overlap with the SS4A focus areas but are included to maintain continuity with the corridor outside of the SS4A focus area.

NUMBER OF CRASHES BY MODE IN SPOKANE (2018 – 2022)

Crash type	Total fatal crashes	Total serious injury crashes	Total fatal & serious injury crashes
Motorcycle	17	78	95
Bicyclist	1	35	36
Vehicle-Only	24	173	197
Pedestrian	28	123	151
TOTAL	70	409	479

FATAL & SERIOUS INJURY CRASH TYPES



Key Findings

- The annual number of fatal and serious injury crashes in the City is approximately half the annual number the fatal and serious injury crashes in the region.
- Fatal and serious injury pedestrian crashes are more overrepresented in the City of Spokane than in the region as a whole. In the City, pedestrian crashes comprise 4 percent of all crashes but 40 percent and 30 percent of fatal and serious injury crashes, respectively.
- Fifty-seven percent of the region's fatal and serious injury crashes involving a bicyclist younger than 20 years old occurred in the City of Spokane.
- Distracted driving was the most common contributing human behavior and was a factor in 120 (25 percent) of the fatal and serious injury crashes.

THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED

High Injury Network

The High Injury Network (HIN), as defined by FHWA, identifies the highest concentrations of traffic crashes resulting in serious injuries and fatalities on a given roadway network. The HIN includes stretches of roadways and intersections where the highest number of serious- and fatal-injury crashes occurred over the most recent five years of available crash data at the time of publishing (2018 – 2022). It also includes member agency and community input to indicate areas of concern.

HIGH-INJURY NETWORK CORRIDORS

Full Name	From	To	Score	Fatal & Serious Injury Crashes	Total Crashes	Length (mi)	Planned Project
N Division St	Cozza Dr	Francis Ave	471	4	75	0.47	
W US 2 Hwy	Spotted Rd	Sunset Hwy	422	4	26	0.50	
E Sprague Ave	Faye St	Havana St	420	4	24	0.41	
N Division St	Garland Ave	Bridgeport Ave	410	4	14	0.23	
E Euclid Ave	Crestline St	Market St	335	3	38	0.55	
E Mission Ave	Napa St	Green St	331	3	34	0.71	
W Sunset Blvd	Canon St	3rd Ave	328	3	31	0.17	SS4A Safety Improvement Project
N Division St	Wellesley Ave	Empire Ave	325	3	28	0.42	
E 29th Ave	Southeast Blvd	Regal St	315	3	18	0.22	Recently installed RRFB at this location
S Division St	Sprague Ave	2nd Ave	315	3	18	0.09	Recently installed signal at Division/ Pacific
S Browne St	Sprague Ave	2nd Ave	310	3	13	0.09	SS4A Safety Improvement Project
S Monroe St	I-90	7th Ave	309	3	12	0.17	SS4A Safety Improvement Project
N Freya Way	Trent Ave	Desmet Ave	305	3	8	0.06	SS4A Safety Improvement Project
N Ash St	Rowan Ave	Wellesley Ave	248	2	50	0.46	
N Division St	Sharp Ave	North River Dr	243	2	45	0.28	Recently installed PHBs at Rhoades and Longfellow
N Division St	Magnesium Rd	Lincoln Rd	240	2	42	0.40	
W Northwest Blvd	Nettelton St	Ash St	240	2	42	0.50	
N Monroe St	Glass-Gordon Aly	Chelan-Grace Aly	237	2	39	0.50	
N Nevada St	Francis Ave	Rowan Ave	237	2	39	0.40	
N Ruby St	Sharp Ave	North River	231	2	33	0.30	
N Market St	Garland Ave	Euclid Ave	228	2	30	0.40	
N Greene St	Market St	Upriver Dr	228	2	30	0.28	Recently installed PHB at Greene/Carlisle
W Francis Ave	Maple St	Monroe St	226	2	28	0.35	
N Nevada St	Rowan Ave	Wellesley Ave	224	2	26	0.40	
E Indiana Ave	Ruby St	Hamilton St	223	2	25	0.50	
S Spotted Rd	US 2 Hwy	Airport Rd	223	2	25	0.50	
W Rowan Ave	G St	Alberta St	222	2	24	0.50	
E Palouse Hwy	Steven Creek Rd	Burns Rd	221	2	23	2.00	
N Division St	Lincoln Rd	Cozza Dr	221	2	23	0.21	
E Francis Ave	Addison St	Nevada St	221	2	23	0.27	
N Perry St	Francis Ave	Rowan Ave	219	2	21	0.49	
S Freya St	14th Ave	21st Ave	219	2	21	0.50	
N Hamilton St	North Foothills Dr	Illinois Ave	216	2	18	0.31	
N Nevada St	Lincoln Rd	Cozza Rd	216	2	18	0.31	
N Nevada St	Cozza Rd	Lyons Ave	213	2	15	0.35	

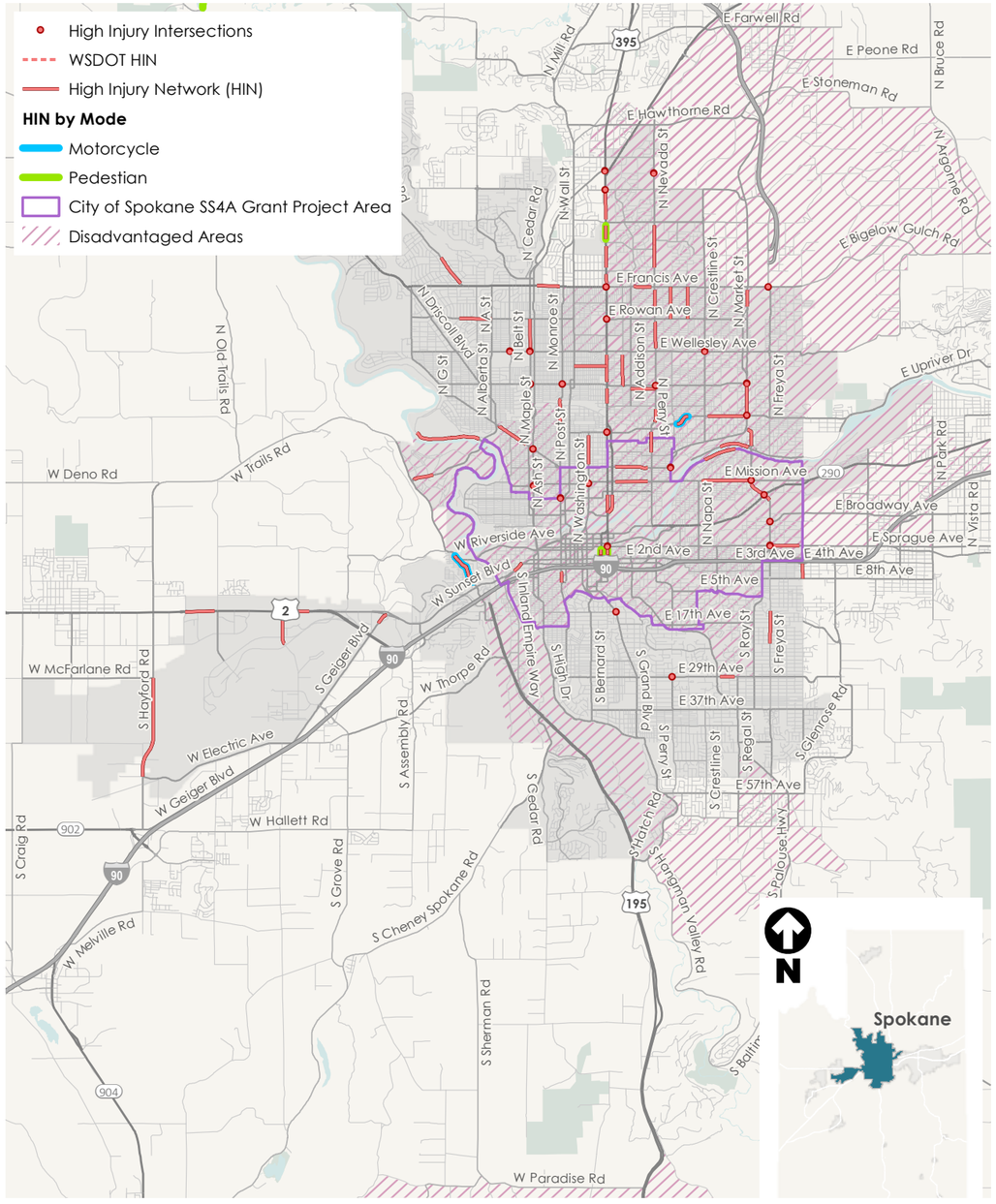
HIGH-INJURY NETWORK CORRIDORS (CONT'D)

Full Name	From	To	Score	Fatal & Serious Injury Crashes	Total Crashes	Length (mi)	Planned Project
W Indian Trail Rd	Weile Ave	Francis Ave	212	2	14	0.50	Recently installed PHB at Indian Trail/ Holyokegreen
N Pittsburg St	Francis Ave	Rowan Ave	212	2	14	0.49	
N Lidgerwood St	Wellesley Ave	Empire Ave	211	2	13	0.48	
E South Riverton Ave	Lee St	Regal St	210	2	12	0.50	SS4A Safety Improvement Project
E Mission Ave	Ruby St	Hanilton St	209	2	11	0.50	
E Providence Ave	Addison St	Nevada St	209	2	11	0.38	
E North Foothills Dr	Hogan-Perry Aly	Pittsburg St	208	2	10	0.22	
W Whistalks Way	Government Wy	Elliott Dr	208	2	10	0.30	Recently installed PHB at Whistalks/ Randolph
W Longfellow Ave	Wall St	Division St	208	2	10	0.50	
N Nevada St	Liberty Ave	Nevada St	205	2	7	0.19	
N Freya Way	Mission Ave	Trent Ave	204	2	6	0.21	
S Government Way	Riverside Ave	7th Ave	204	2	6	0.50	
E Upriver Dr	Store St	Carlisle Ave	203	2	5	0.45	
N Market St	Francis Ave	Columbia Ave	203	2	5	0.26	
N Nine Mile Rd	City Limit	Rifle Club Rd	202	2	4	0.54	
S Havana St	I-90 Offramp	8th St	201	2	3	0.23	
W Downriver Dr	Downriver Golf Course	TJ Meenach Dr	201	2	3	0.50	
W 21st Ave	Lawson St	Russell St	201	2	3	0.25	
N Washington St	Buckeye Ave	Indiana Ave	200	2	2	0.44	
S Geiger Blvd	Miller Ave	Sunset Hwy	200	2	2	0.18	
W Downriver Dr	Downriver Golf Course	TJ Meenach Dr	200	2	2	0.50	

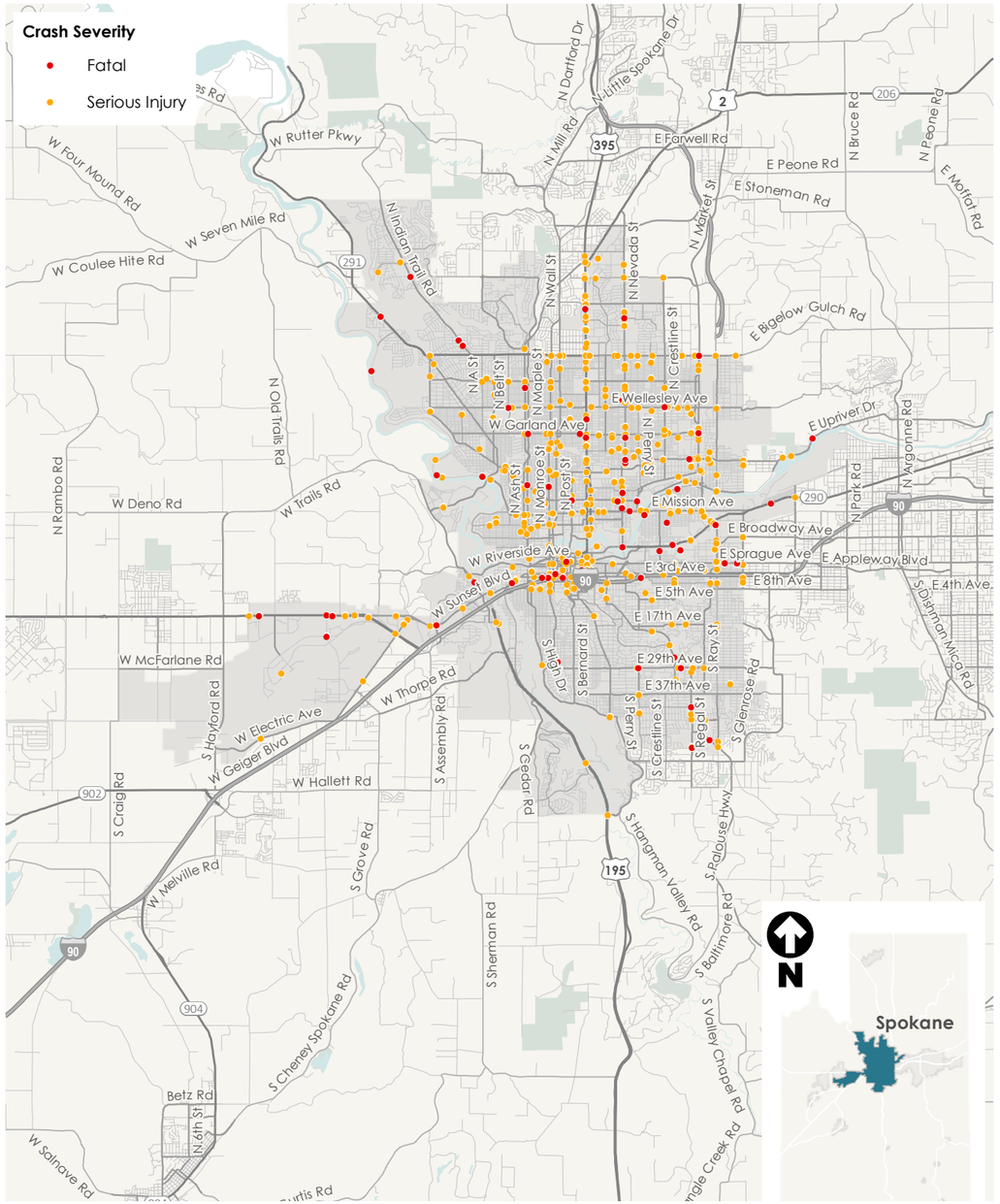
HIGH-INJURY NETWORK INTERSECTIONS

Street	Cross-Street	Score	Fatal & Serious injury Crashes	Total Crashes	Jurisdiction	Planned Project
Garland Ave	Market St	432	4	36	Spokane	Update signal for pedestrians and slow traffic on Market.
Price Ave	Division St	371	3	74	Spokane	
2nd Ave	Brown St	357	3	60	Spokane	SS4A Safety Improvement Project
Sprague Ave	Freya St	347	3	50	Spokane	SS4A Safety Improvement Project
Alki Wy	Freya St	341	3	44	Spokane	SS4A Safety Improvement Project
Empire Ave	Nevada St	329	3	32	Spokane	
Maxwell Ave	Washington St	326	3	29	Spokane	SS4A Safety Improvement Project
14th Ave	Grand Blvd	314	3	17	Spokane	
Mission Ave	Green St	286	2	88	Spokane	SS4A Safety Improvement Project
Sprague Ave	Division St	271	2	73	Spokane	SS4A Safety Improvement Project
Francis Ave	Division St	268	2	70	Spokane	
Buckeye Ave	Division St	261	2	63	Spokane	
Wellesley Ave	Ash St	251	2	53	Spokane	
2nd Ave	Division St	250	2	52	Spokane	SS4A Safety Improvement Project
Euclid Ave	Market St	246	2	48	Spokane	
Mission Ave	Sullivan Rd	246	2	48	Spokane	
Northwest Blvd	Maple St	245	2	47	Spokane	
Country Homes Blvd	Division St	243	2	45	Spokane	
Wellesley Ave	Crestline St	238	2	40	Spokane	
Boone Ave	Monroe St	238	2	40	Spokane	SS4A Safety Improvement Project
Garland Ave	Ash St	233	2	35	Spokane	
Wellesley Ave	Belt st	229	2	31	Spokane	
Jay Ave	Nevada St	224	2	26	Spokane	
Garland Ave	Monroe St	224	2	26	Spokane	
Francis Ave	Freya St	223	2	25	Spokane	
Rowan Ave	Division St	223	2	25	Spokane	
Indiana Ave	Perry St	215	2	17	Spokane	SS4A Safety Improvement Project
29th Ave	Perry St	215	2	17	Spokane	
Maxwell Ave	Maple St	215	2	17	Spokane	

HIGH INJURY NETWORK



FATAL AND SERIOUS INJURY CRASHES



Source: Wikimedia Commons/Will Maupin

SPOKANE VALLEY

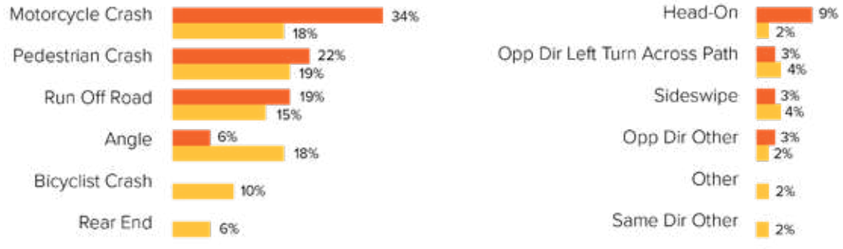
Spokane Valley (population 107,325) is home to 19.5 percent of the region's population. Incorporated in 2003, the city has seen significant growth and is the largest suburb in the region.

Fatal and serious injury crash analysis

FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)

Crash type	Total fatal crashes	Total serious injury crashes	Total fatal & serious injury crashes
Motorcycle	12	28	40
Bicyclist	0	12	12
Vehicle-Only	13	60	73
Pedestrian	7	24	31
TOTAL	**32**	**124**	**156**

FATAL & SERIOUS INJURY CRASH TYPES



THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED

Fatal and serious injury crashes: key findings

- Fatal and serious injury motorcycle crashes have been increasing since 2018 and were more common than pedestrian crashes from 2019 to 2022. Motorcycle crashes made up 34 percent of fatal crashes and 18 percent of serious injury crashes. Speeding was a factor in 20 of the 40 motorcycle crashes (the motorcyclist was speeding).
- Twenty-nine percent of fatal and serious injury crashes involving a bicyclist younger than 20 years old happen in Spokane Valley.
- The number of pedestrian fatal and serious injury crashes in 2021 and 2022 was more than double the number in 2019 and 2020.
- Impairment was the most common contributing human behavior and was a factor in 44 (28%) of the fatal and serious injury crashes.

High Injury Network

The High Injury Network (HIN), as defined by FHWA, identifies the highest concentrations of traffic crashes resulting in serious injuries and fatalities on a given roadway network. The HIN includes stretches of roadways and intersections where the highest number of serious- and fatal-injury crashes occurred over the most recent five years of available crash data at the time of publishing (2018 – 2022). It also includes member agency and community input to indicate areas of concern.

HIGH-INJURY NETWORK CORRIDORS

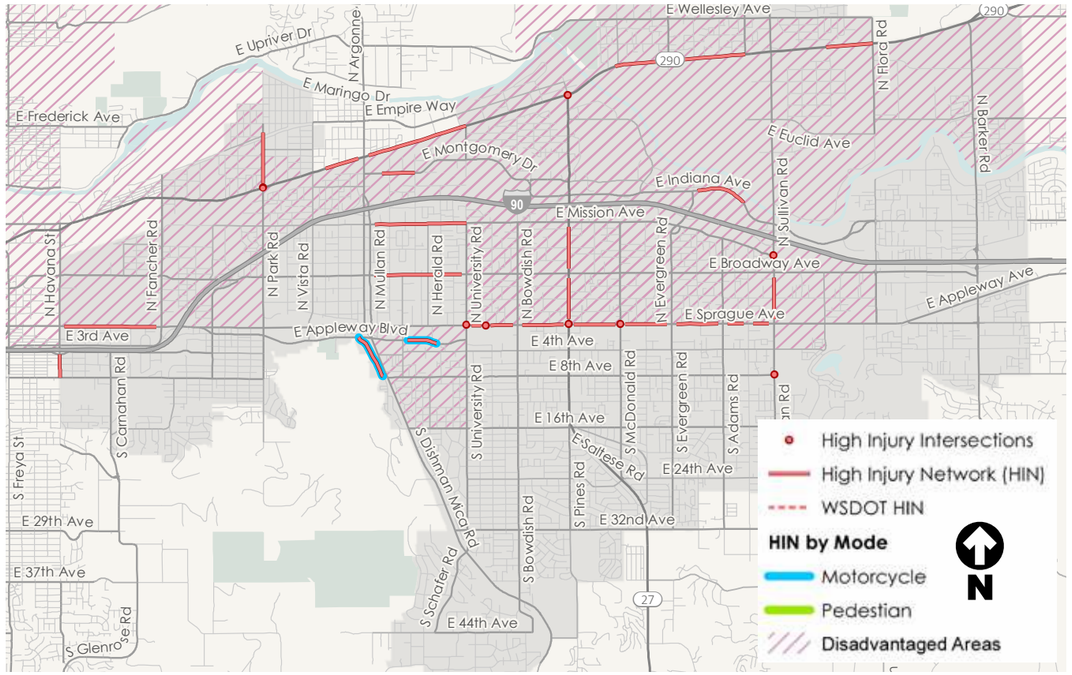
Full Name	From	To	Score	Fatal & Serious Injury Crashes	Total Crashes	Length (mi)	Planned Projects
E Trent Ave	Evergreen Rd	Adams Rd	543	5	48	0.71	Curbed median at west leg of Trent/Evergreen
E Sprague Ave	University Rd	Evergreen Rd	497	4	101	1.53	
E Sprague Ave	Havana Rd	Fancher Rd	436	4	40	0.90	Two RRFBs and medians
E Appleway Blvd	Farr Rd	Felts Ln	416	4	20	0.29	
N Pines Rd	Broadway Ave	Sprague Ave	353	3	56	0.40	
E Trent Ave	Argonne Rd	University Rd	326	3	29	1.00	
E Indiana Ave	Evergreen Rd	Sullivan Rd	324	3	27	0.50	
E Trent Ave	McDonald Rd	Evergreen Rd	324	3	27	0.48	Medians and left turn improvments
E Sprague Ave	Adams Rd	Sullivan Rd	318	3	21	0.31	
E Trent Ave	Bessie Rd	Argonne Rd	317	3	20	0.34	Medians and left turn improvments
N Park Rd	Rutter Ave	Trent Ave	304	3	7	0.50	
N Pines Rd	Mission Ave	Broadway Ave	268	2	70	0.41	Improved pedestrian crossing between Sprague/Mission
N Sullivan Rd	Broadway Ave	Sprague Ave	267	2	69	0.41	
E Sprague Ave	Bessie Rd	Argonne Rd	226	2	28	0.30	
E Broadway Ave	Mullan Rd	University Rd	218	2	20	0.86	

Full Name	From	To	Score	Fatal & Serious Injury Crashes	Total Crashes	Length (mi)	Planned Projects
E Mission Ave	Mullan Rd	University Rd	214	2	16	0.90	
E Trent Ave	Lillian Rd	Flora Rd	214	2	16	0.46	
E Sprague Ave	Evergreen Rd	Adams Rd	212	2	14	0.41	
E Montgomery Ave	Locust Rd	Woodruff Rd	211	2	13	0.32	Stormwater/pavement project expected in 3-5 years with potential to improve safety
E Main Ave	Pine Rd	McDonald Rd	208	2	10	0.50	
S Dishman Rd	Appleway Blvd	Dishman Mica Rd	201	2	3	0.46	

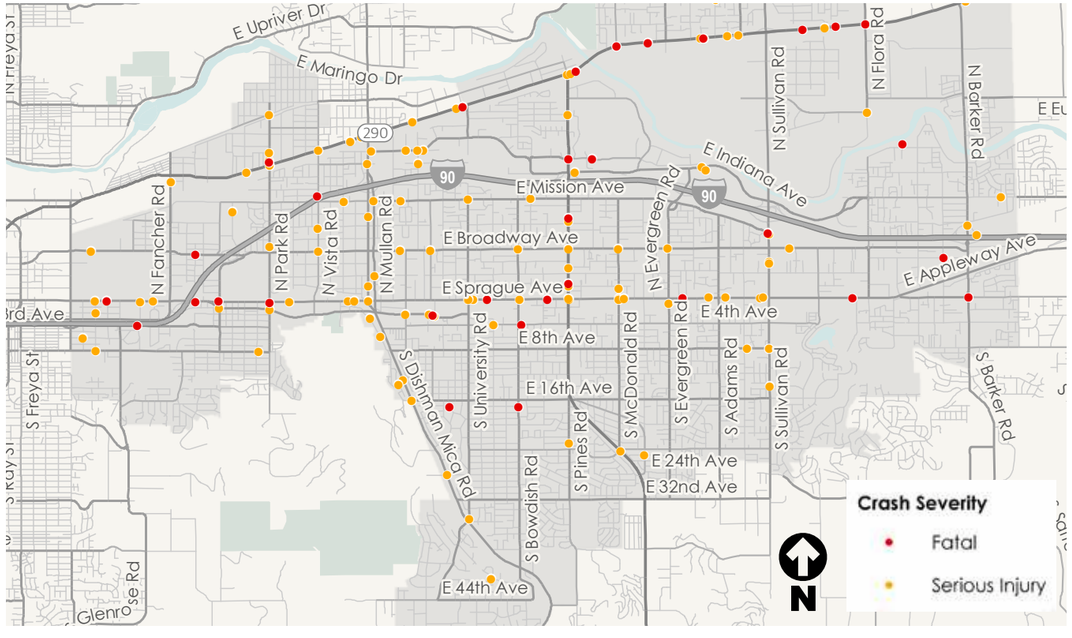
HIGH-INJURY NETWORK INTERSECTIONS

Street	Cross-Street	Score	Fatal & Serious Injury Crashes	Total Crashes	Planned Projects
Trent Ave	Pines Rd	341	3	44	Planned project 2025
Trent Ave	Park Rd	320	3	23	
Sprague Ave	University Dr	278	2	80	Intersection improvement 2024. Reduces crossing distances and improves turning movements
Sprague Ave	Pines Rd	267	2	69	
Sprague Ave	McDonald Rd	215	2	17	
8th Ave	Sullivan Rd	206	2	8	
Sprague Ave	Giles Rd	202	2	4	

HIGH INJURY NETWORK



FATAL AND SERIOUS INJURY CRASHES (2018-2022)



Source: Wikimedia Commons/Will Maupin

AIRWAY HEIGHTS

Airway Heights (population 10,570) is home to 1.9 percent of the County's population. Highway 2 is a major entrance to this compact, small town. Downtown hosts businesses, local services, civic services, and cultural events. Airway Heights is also home to those employed by the nearby Air Force base.

Fatal and serious injury crash analysis

FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)

	Total fatal crashes	Total serious injury crashes	Total fatal & serious injury crashes
Pedestrian	2	6	8
Motorcycle	0	2	2
Bicyclist	0	1	1
Vehicle-Only	1	5	6
Angle	0	3	3
Run-Off-Road	1	1	2
Opposite Direction other*	0	1	1
TOTAL	3	14	17

*Not sideswipe or head-on

Fatal and serious injury crashes: key findings

- **11 of the 17** crashes involved speeding, driver distraction, or alcohol impairment.
- Pedestrian crashes are overrepresented in the City, comprising 2 percent of all crashes, but **67 percent** of fatal crashes and **43 percent** of serious injury crashes
- **3 of the 8** pedestrian crashes involved a distracted driver
- Pedestrian crashes were more common in dark conditions

EQUITY

Within the region, Airway Heights has the highest or close to the highest concentrations of:

High Injury Network

The High Injury Network (HIN), as defined by FHWA, identifies the highest concentrations of traffic crashes resulting in serious injuries and fatalities on a given roadway network. The HIN includes stretches of roadways and intersections where the highest number of serious- and fatal-injury crashes occurred over the most recent five years of available crash data at the time of publishing (2018 – 2022). It also includes member agency and community input to indicate areas of concern.

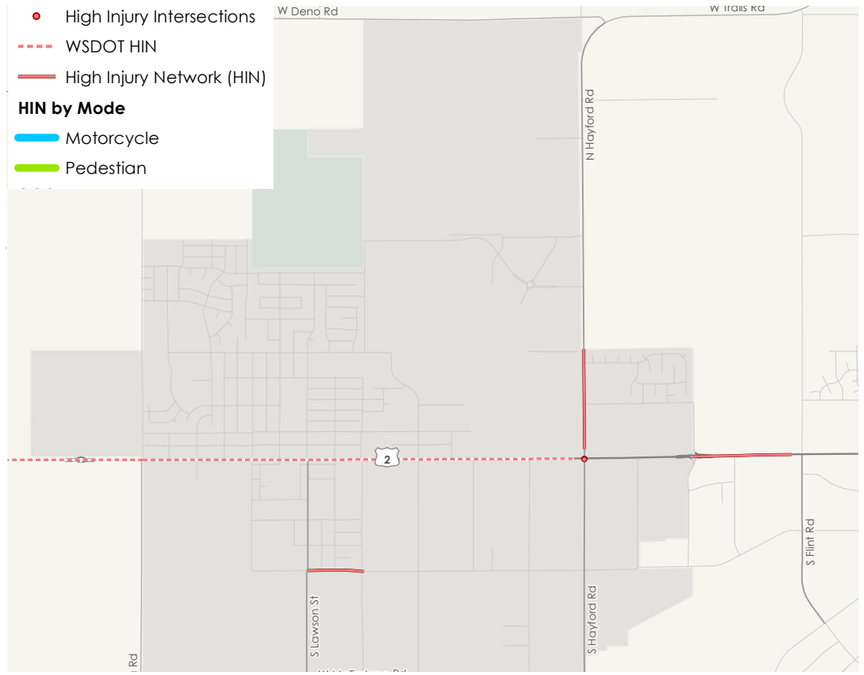
ROADWAY SEGMENTS

FullName	From	To	Score	FSI Crash	Total Crashes	Length (mi)	Jurisdiction	Planned Project
S Hayford Rd	City Limits	US 2 Hwy	552	5	57	0.45	Airway Heights	
W US 2 Hwy	Craig Rd	Hayford Rd	442	4	46	1.96	WSDOT-Airway Heights	Redevelopment of the US 2 Corridor
W US 2 Hwy	Deer Heights Rd	Flint Rd	339	3	42	0.45	WSDOT-Airway Heights	

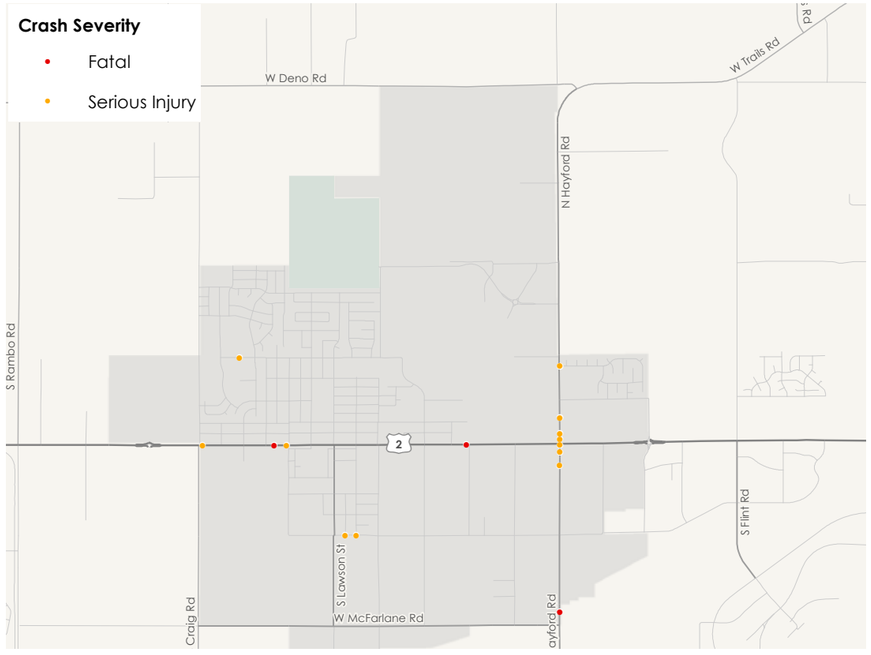
INTERSECTIONS

Street	Cross-Street	Score	FSI Crashes	Total Crashes	Jurisdiction	Planned Project
US Hwy 2	Hayford Rd	429	3	132	WSDOT-Airway Heights	
Northern Quest Dr	Hayford Rd	212	2	14	Airway Heights	

HIGH INJURY NETWORK



FATAL AND SERIOUS INJURY CRASHES (2018-2022)



Source: Wikimedia Commons/Will Maupin

LIBERTY LAKE

Liberty Lake (population 12,026) is home to 2.2 percent of the County's population. Incorporated in 2001, it has been a fast-growing area. The city is anticipating even more population and employment growth over the next decade, placing greater demands on the transportation system.

Fatal and serious injury crash analysis

FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)

	Crash #1: fatal	Crash #2: fatal	Crash #3: fatal	Crash #4: serious
Facility jurisdiction	City street	City street	City street	City street
Intersection relationship	Not at intersection	At intersection	Entering roundabout	Entering roundabout
Mode	Motorcycle	Pedestrian	Vehicle-only	Vehicle-only
Type	Run off road (fence)	Pedestrian	Run-off-road (retaining wall)	Run off road (traffic island)
Weather and surface	Clear or partly cloudy and dry	Clear or partly cloudy and dry	Raining and wet	Clear or partly cloudy and dry
Lighting	Dark – no streetlights	Daylight	Dark – streetlights	Dark – streetlights
Contributing circumstances	Drinking	Distracted driver	Drinking, distracted driver	Impaired (Alcohol)

Fatal and serious injury crashes: key findings

- Two of the fatal crashes and the serious injury crash were run-off-road crashes, the most common crash type in the region. The remaining fatal crash was a pedestrian crash, the region's second most common crash type.
- All four crashes had contributing circumstances related to human behavior. Drinking was involved in three of the four crashes and driver distraction was involved in two of the four.
- New lighting and signage were added to the roundabouts on East Mission Avenue (Harvest Parkway to Kramar Parkway) to address the crashes.

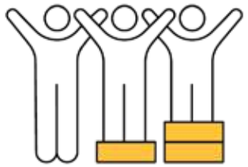
THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED

5% LOW-INCOME POPULATION

4% MINORITY POPULATION

1% LIMITED ENGLISH PROFICIENCY

13% POPULATION WITH DISABILITY



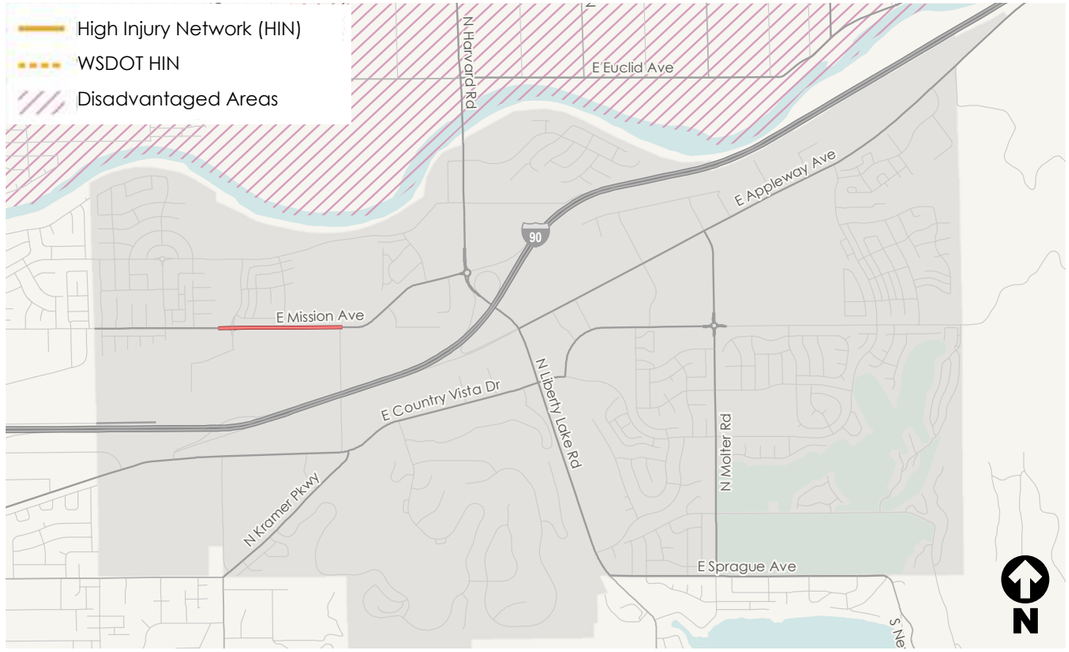
High Injury Network

The High Injury Network (HIN), as defined by FHWA, identifies the highest concentrations of traffic crashes resulting in serious injuries and fatalities on a given roadway network. The HIN includes stretches of roadways and intersections where the highest number of serious- and fatal-injury crashes occurred over the most recent five years of available crash data at the time of publishing (2018 – 2022). It also includes member agency and community input to indicate areas of concern.

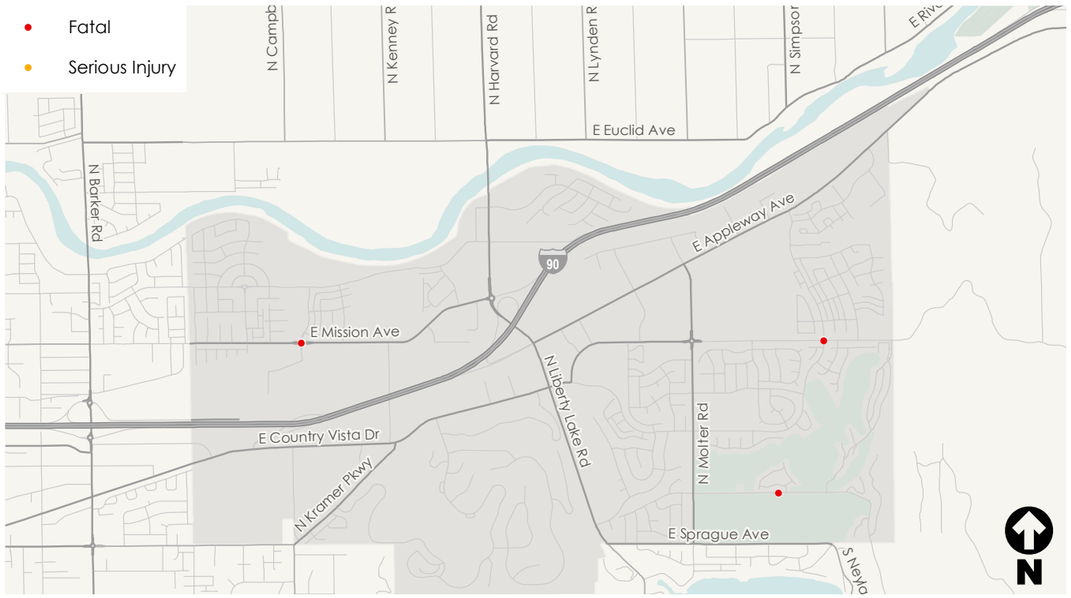
HIGH-INJURY NETWORK SEGMENTS

Corridor	From	To	Score	FSI Crash	Total Crash	Length (mi)	Jurisdiction
E Mission Ave	Harvest Pkwy	Kramer Pkwy	201	2	3	0.50	Liberty Lake

HIGH INJURY NETWORK



FATAL AND SERIOUS INJURY CRASHES (2018-2022)



Source: Wikimedia Commons/SpokaneWilly

MILLWOOD

Millwood has a population of 1,822 (2022). This suburb of Spokane is surrounded on three sides by Spokane Valley. Two major arterials pass through Millwood: Argonne Road bisects the city and Trent Avenue (State Route 290) forms the southern city limit.

Fatal and serious injury crash analysis

FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)

Fatal and serious injury crashes: key findings

- Because Millwood has a population of less than 25,000, WSDOT is primarily responsible for maintenance and projects along state routes.

THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED

High Priority Network

Millwood has a High Priority Network (HPN) that identifies corridors and intersections that carry a higher risk of injury based on:

- Total number of all crashes types (2018 –2022)
- Land use and roadway characteristics, including pedestrian activity to access community destinations
- Local input

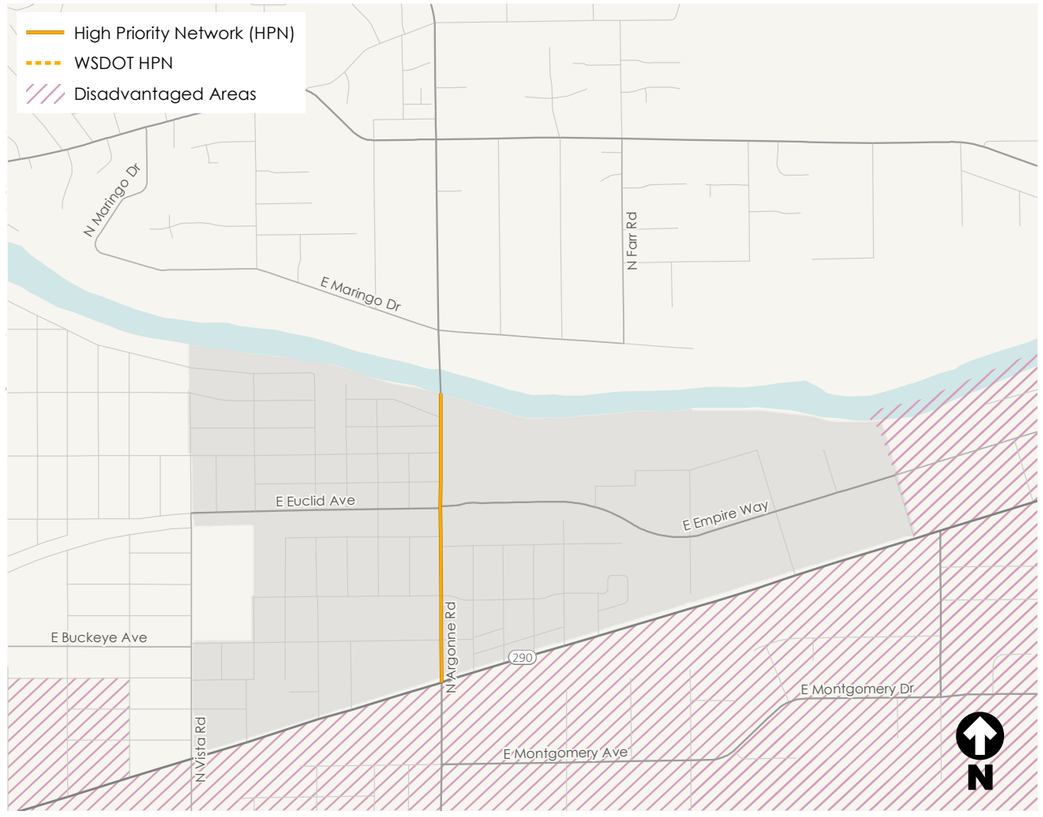
Proactively addressing HPN roadway characteristics, including speed management and improved pedestrian crossings, will help prevent future fatal and serious injury crashes.

HIGH-PRIORITY NETWORK SEGMENTS

Jurisdiction	Corridor	Limits	Fatal & Serious injury Crashes	Total Crash Score
Millwood	Argonne Rd	Trent Ave to Spokane River	0	14

Planned projects for this section of Argonne Road include lighting upgrades, a Pedestrian Hybrid Beacon at Argonne and Buckeye, and a speed reduction from 30 MPH to 25 MPH.

HIGH PRIORITY NETWORK



Source: Wikimedia Commons/Ian Poellet

CHENEY

Cheney (population 12,848) is home to 2.3 percent of the county's population. As a small college town, Eastern Washington University plays a vital role. Cheney is accessed primarily by State Route 904, also known as First Street. Additional access points are located on Interstate 90 and US 195.

Fatal and serious injury crash analysis

FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)

	Crash #1: fatal	Crash #2: serious	Crash #3: serious
Facility jurisdiction	State route	City street	City street
Intersection relationship	At intersection	Not at intersection	Not at intersection
Mode	Vehicle-only	Vehicle-only	Vehicle-only
Type	Angle	Run-off-road (tree or stump; rollover)	Angle
Weather and surface	Clear and Dry	Clear and Dry	Clear and Dry
Lighting	Daylight	Dark – no streetlights	Daylight
Contributing circumstances	None	Drowsy driver	Impaired (Alcohol)

Fatal and Serious injury Crashes: Key Findings

- There were one run-off-road crash and two angle crashes, which are the region's most common and fourth most common crash types, respectively.
- Because Cheney's population is less than 25,000, WSDOT is primarily responsible for maintenance and projects (along state routes, including SR 904).
- Posted speeds on State Route 904 at Betz Road are 40 to 45 mph.
- One crash involved a drowsy driver and one crash involved alcohol impairment.

THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED

High Injury Network

The High Injury Network (HIN), as defined by FHWA, identifies the highest concentrations of traffic crashes resulting in serious injuries and fatalities on a given roadway network. The HIN includes stretches of roadways and intersections where the highest number of serious- and fatal-injury crashes occurred over the most recent five years of available crash data at the time of publishing (2018 – 2022). It also includes member agency and community input to indicate areas of concern.

INTERSECTIONS

Street	Cross-Street	Score	Fatal & Serious injury Crashes	Total Crashes	Jurisdiction
Betz Rd	SR 904	219	2	21	WSDOT-Cheney

High Priority Network

Cheney also has a High Priority Network (HPN) that identifies corridors and intersections that carry a higher risk of injury based on:

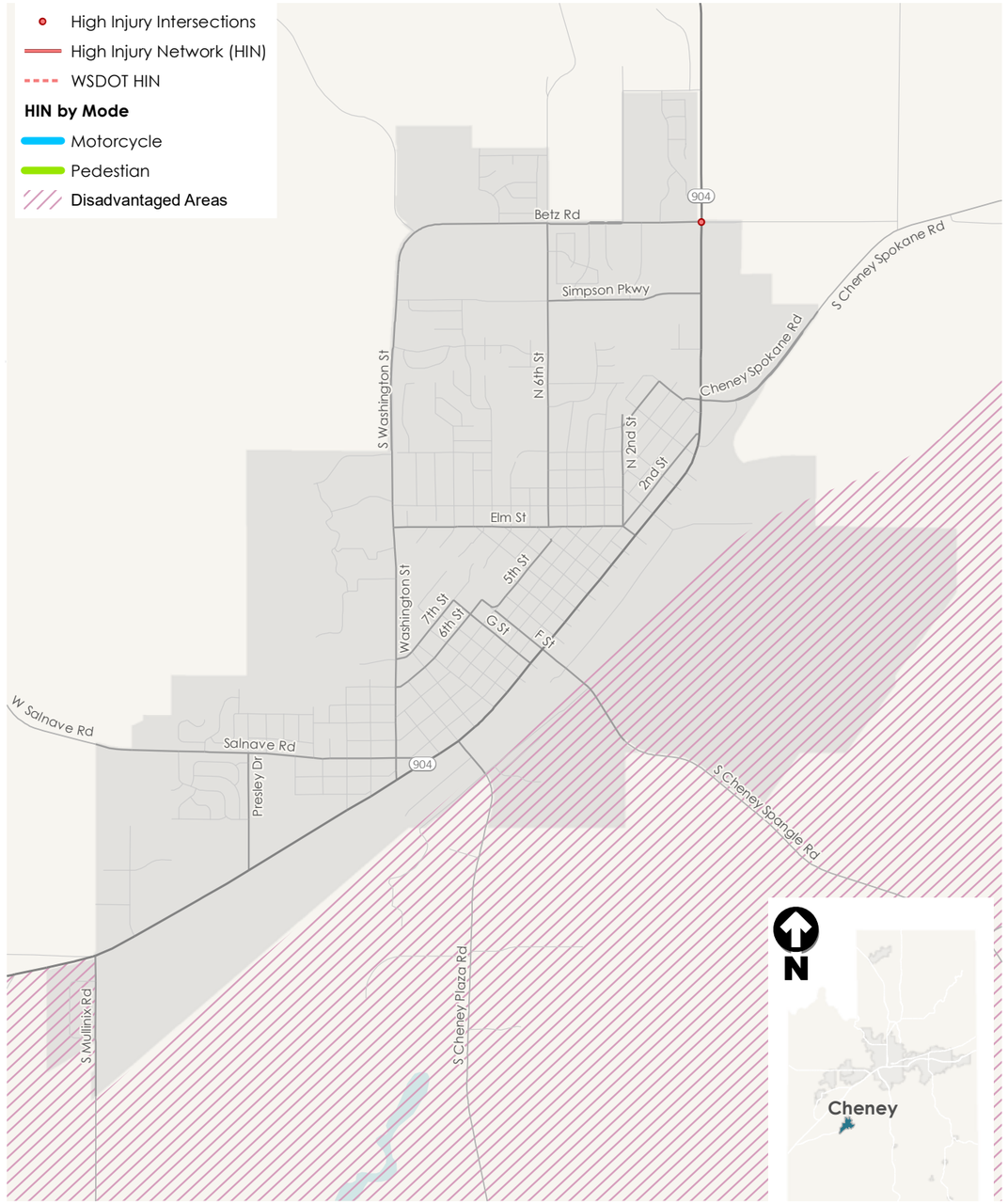
- Total number of all crashes types (2018 –2022)
- Land use and roadway characteristics, including pedestrian activity to access community destinations
- Local input

Proactively addressing HPN roadway characteristics, including speed management and improved pedestrian crossings, will help prevent future fatal and serious injury crashes.

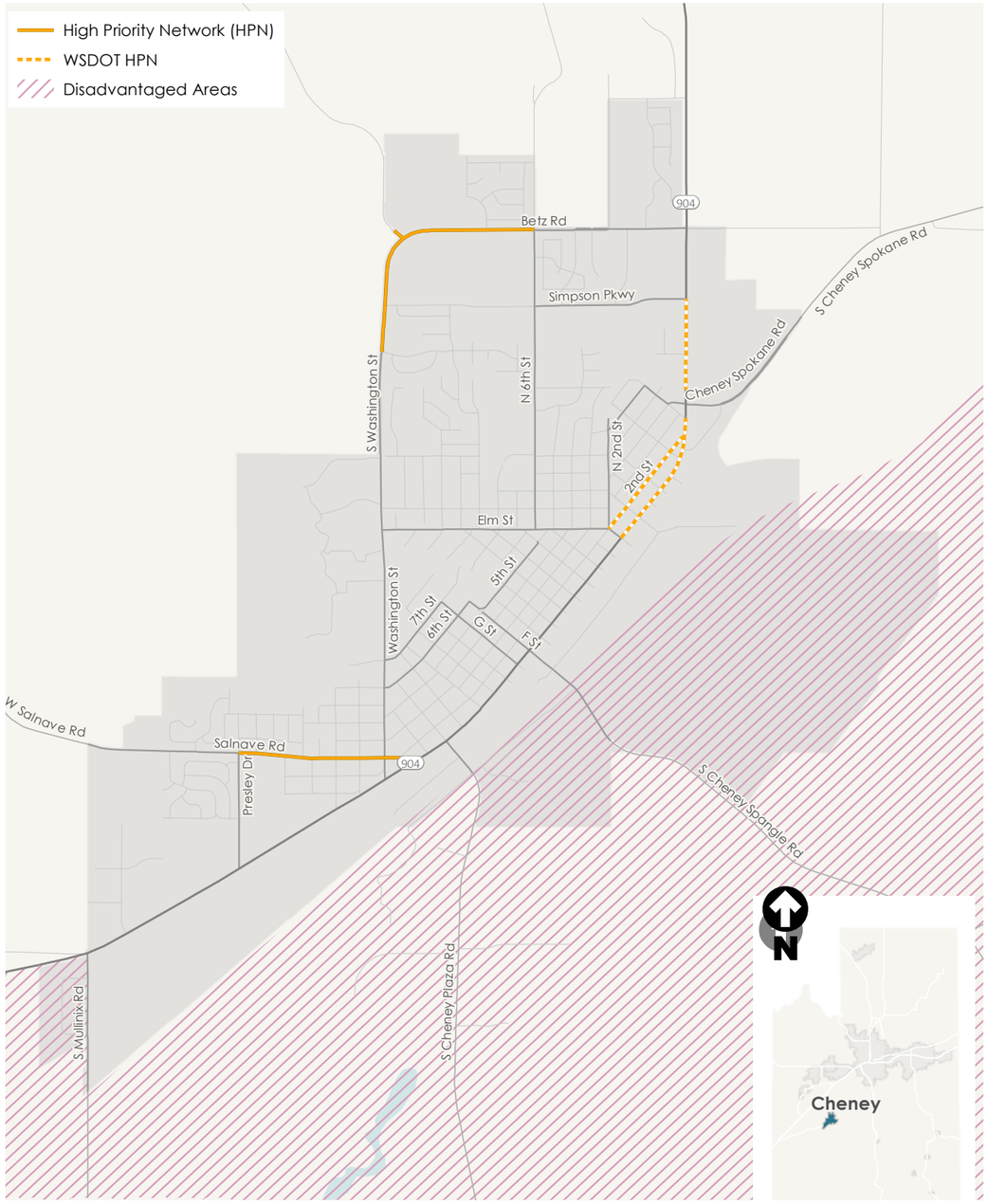
HIGH-PRIORITY NETWORK SEGMENTS

Jurisdiction	Corridor	Limits	Fatal & Serious injury Crashes	Total Crash Score
WSDOT	1st St	Columbia St to College Hill St	1	136
Cheney	Salnave Rd	Bonnie Way to W 1st St	1	112
Cheney	Betz Rd	Washington St to S Murphy Rd	0	111
Cheney	Washington St	Mike McKeehan Way to Washington St	0	108
WSDOT	2nd St	Mary St to 1st St	0	107
Cheney	S Betz Rd	Near Washington St	1	102

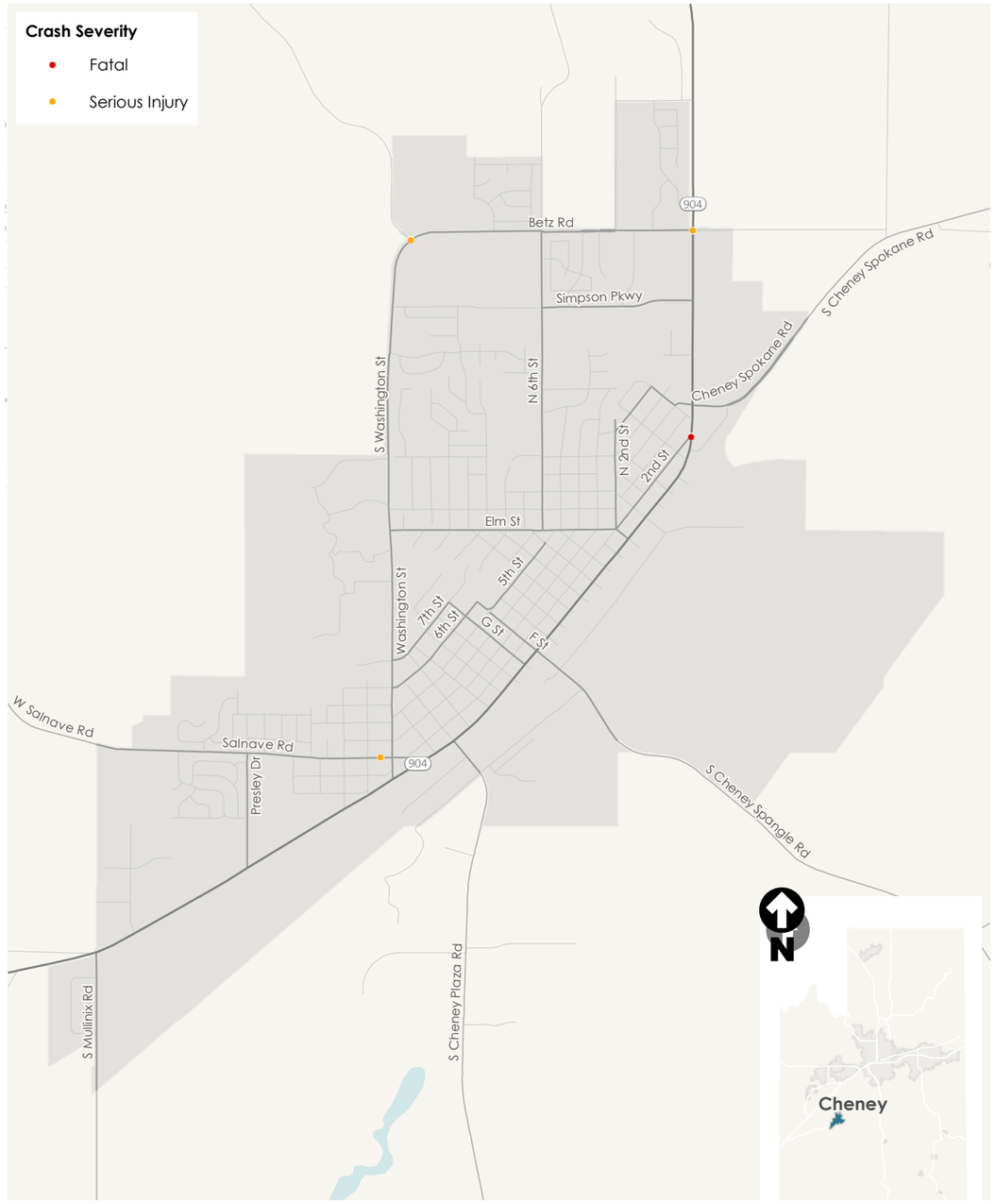
HIGH INJURY NETWORK



HIGH PRIORITY NETWORK



FATAL AND SERIOUS INJURY CRASHES (2018-2022)



Source: Wikimedia Commons/Will Maupin

MEDICAL LAKE

Located between Interstate 90 and Highway 2, the City of Medical Lake (population 4,909) is home to 0.9% of the County's population. Access to the City largely comes from State Route 902, Brooks Road, Lake Street, and Espanola Road. Evenly spaced blocks shape the majority of the roadway network, which is largely comprised of local access streets and arterials.

Fatal and serious injury crash analysis

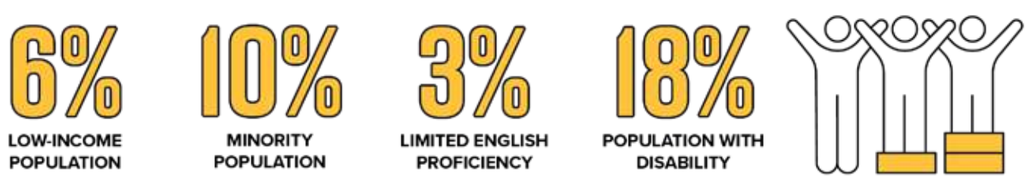
FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)

	Crash #1: serious	Crash #2: serious
Facility jurisdiction	State route	State route
Intersection relationship	Not at intersection	Not at intersection
Mode	Vehicle-only	Vehicle-only
Type	Rear-end	Run-off-road (earth bank or ledge; rollover)
Weather	Clear and dry	Clear and dry
Lighting	Daylight	Daylight
Contributing circumstances	None	Impairment (alcohol)

Fatal and serious injury crashes: key findings

- Because Medical Lake has a population of less than 25,000, WSDOT is primarily responsible for maintenance and projects along state routes, including SR 902.
- One of the two fatal and serious injury crashes involved alcohol impairment.

THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED



High Injury Network

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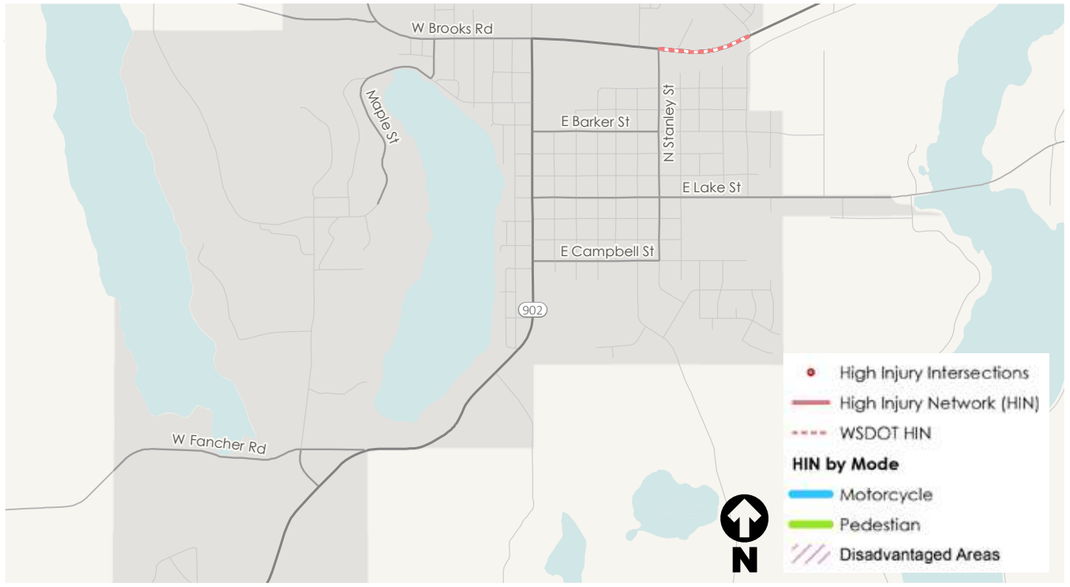
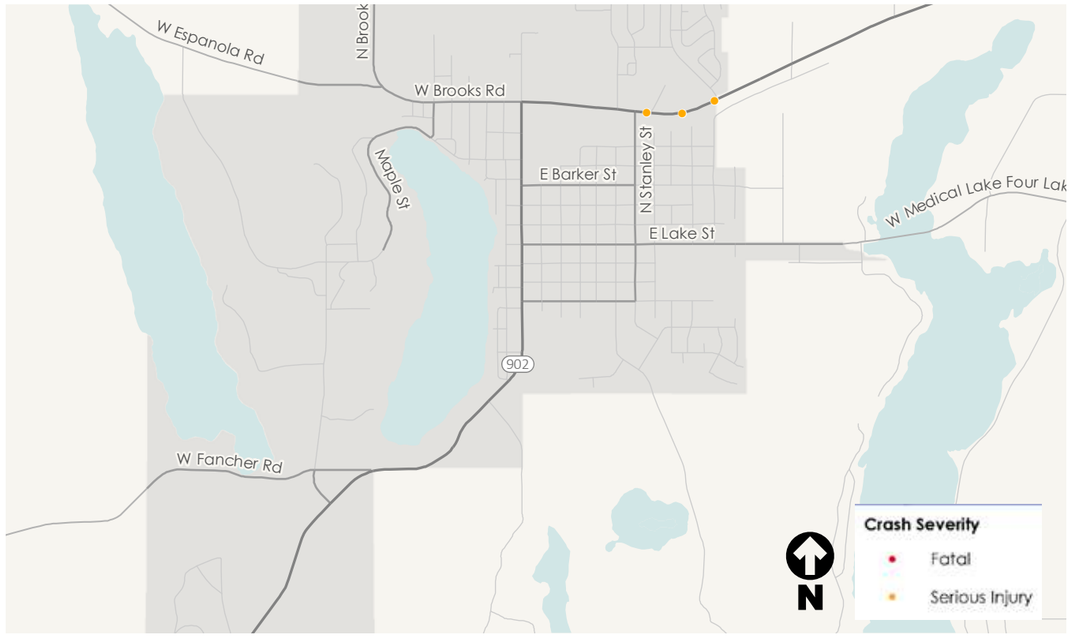
HIGH-INJURY NETWORK SEGMENTS

Corridor	From	To	Score	Fatal & Serious Injury Crashes	Total Crashes	Length (mi)	Jurisidiction
E SR 902 Hwy	Stanley St	City Limits	305	3	8	0.28	WSDOT- Medical Lake

HIGH INJURY NETWORK



FATAL AND SERIOUS INJURY CRASHES (2018-2022)



Source: Wikimedia Commons/Will Maupin

DEER PARK

The City of Deer Park (population 4,482) is home to 0.8% of the County's population. The largely residential City is split horizontally by Crawford Street which provides access to US 395.

Fatal and serious injury crash analysis

FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)

	Crash #1: serious
Facility jurisdiction	City street
Intersection relationship	Entering roundabout
Mode	Motorcycle
Type	Angle
Weather and surface condition	Clear and dry
Lighting	Daylight
Contributing circumstances	Speeding (per agency interview)

Fatal and serious injury crashes: key findings

- Roundabout crashes comprise only 1% of the region's serious injury crashes.
- Pedestrian safety is a concern in the business area of Main Street and Crawford Street.
- Speeding on main corridors is a concern. This was a contributing factor in the serious injury crash.
- Due to Deer Park having a population of less than 25,000 people, WSDOT is primarily responsible for maintenance and projects along state routes, including US395.

THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED

High Priority Network

Deer Park has a High Priority Network (HPN) that identifies corridors and intersections that carry a higher risk of injury based on:

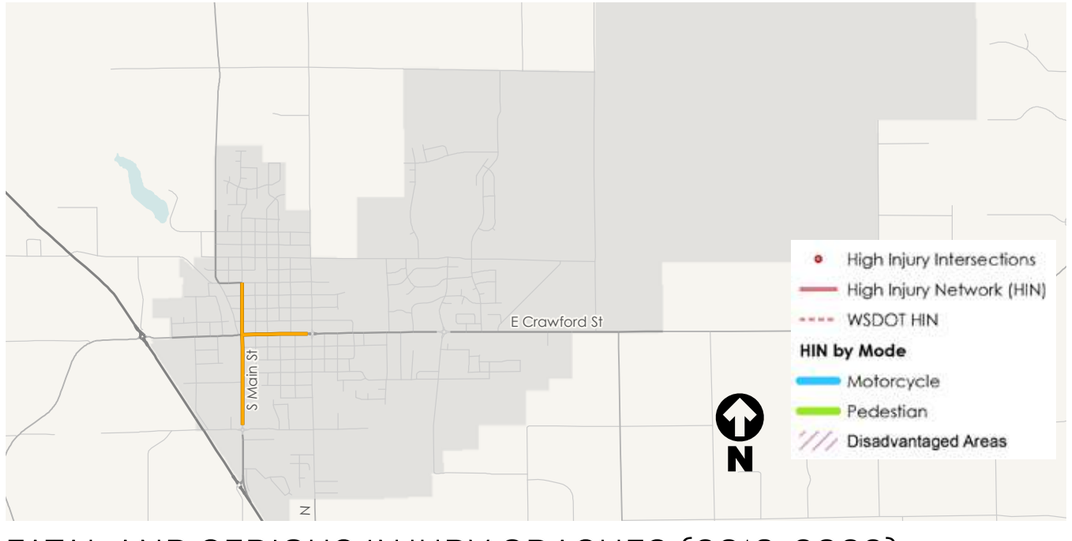
- Total number of all crashes types (2018 –2022)
- Land use and roadway characteristics, including pedestrian activity to access community destinations
- Local input

Proactively addressing HPN roadway characteristics, including speed management and improved pedestrian crossings, will help prevent future fatal and serious injury crashes.

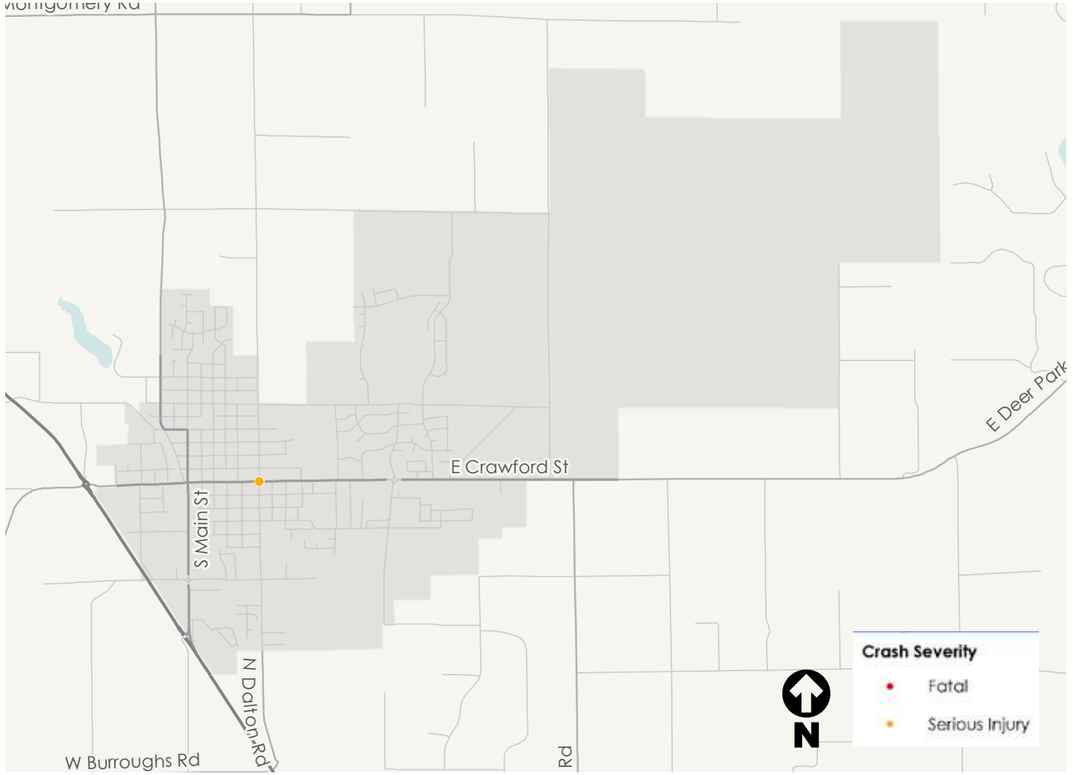
HIGH-PRIORITY NETWORK SEGMENTS

Jurisdiction	Corridor	Limits	Fatal & Serious injury Crashes	Total Crash Score
Deer Park	N Main St	Crawford St to 4th St	0	5
Deer Park	E Crawford St	Main St to Colville Rd	0	4
Deer Park	S Main St	H St to Crawford St	0	1

HIGH PRIORITY NETWORK



FATAL AND SERIOUS INJURY CRASHES (2018-2022)



Source: Google Earth, Image © 2024 Airbus

FAIRFIELD

Fairfield (population 614) is home to 0.1 percent of the County's population. The community is divided by State Route 27, also known as First Street. From 2018 through 2022, there was one crash in Fairfield which resulted in a fatal injury.

Fatal and serious injury crash analysis

FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)

	Crash #1: fatal
Facility jurisdiction	State route
Intersection relationship	At intersection
Mode	Vehicle-only
Type	Angle
Weather and surface	Clear and dry
Lighting	Dark – streetlights
Contributing circumstances	Impaired (alcohol, drugs), speeding

Fatal and serious injury crashes: key findings

- Crash rates (including all crashes) on State Route 27 and Main Street are among the highest in Fairfield.
- Key community destinations are on both sides of the corridors with associated pedestrian activity.
- Because Fairfield has a population of less than 25,000, WSDOT is primarily responsible for maintenance and projects along SR 27.
- Alcohol impairment, drug impairment, and speeding were all factors in the recorded fatal crash.

THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED

High Priority Network

Fairfield has a High Priority Network (HPN) that identifies corridors and intersections that carry a higher risk of injury based on:

- Total number of all crashes types (2018 –2022)
- Land use and roadway characteristics, including pedestrian activity to access community destinations
- Local input

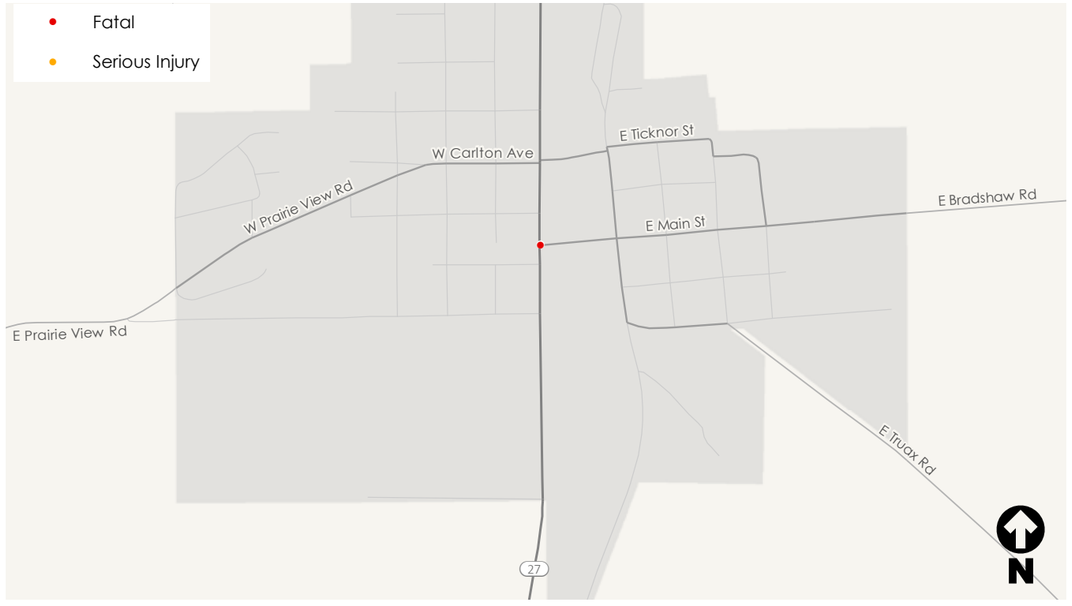
Proactively addressing HPN roadway characteristics, including speed management and improved pedestrian crossings, will help prevent future fatal and serious injury crashes.

HIGH-PRIORITY NETWORK SEGMENTS

Jurisdiction	Corridor	Limits	Fatal & Serious injury Crashes	Total Crash Score
WSDOT	S 1st St	E Traglio Rd to W Carlton Ave	1	102
Fairfield	E Main St	S 1st St to N Fairweather Ave	0	100

HIGH PRIORITY NETWORK

FATAL AND SERIOUS INJURY CRASHES (2018-2022)



Source: Google Earth, Image © 2024 Airbus

LATAH

The Town of Latah has a population of 176 (2022).

Fatal and serious injury crash analysis

FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)

Fatal and serious injury crashes: key findings

- Speed management and pedestrian enhancements along Market Street are priorities to keep fatal and serious injury crashes at zero.
- Due to Latah having a population of less than 25,000 people, WSDOT is primarily responsible for maintenance and projects along state routes, including Market Street.

THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED

High Priority Network

Latah has a High Priority Network (HPN) that identifies corridors and intersections that carry a higher risk of injury based on:

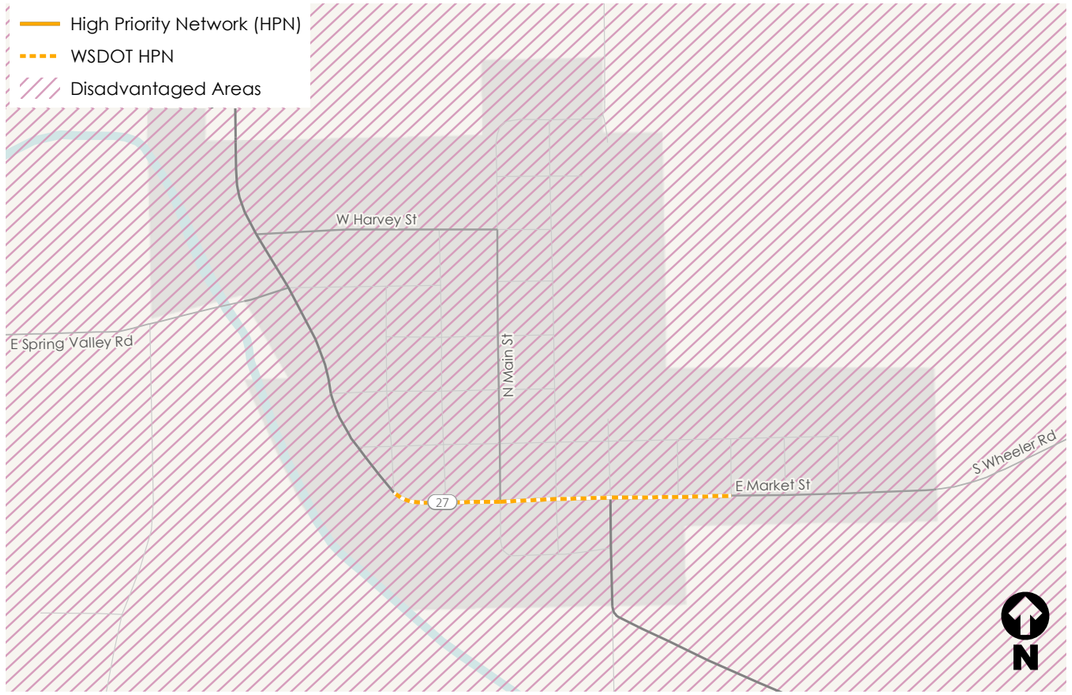
- Total number of all crashes types (2018 –2022)
- Land use and roadway characteristics, including pedestrian activity to access community destinations
- Local input

Proactively addressing HPN roadway characteristics, including speed management and improved pedestrian crossings, will help prevent future fatal and serious injury crashes.

HIGH-PRIORITY NETWORK SEGMENTS

Jurisdiction	Corridor	Limits	Fatal & Serious injury Crashes	Total Crash Score
WSDOT	Market Street	North Pine St to N Melvin Street	0	0

HIGH PRIORITY NETWORK



Source: Google Earth, Image © 2024 Airbus

ROCKFORD

Rockford has a population of 565 (2022).

Fatal and serious injury crash analysis

FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)

Fatal and serious injury crashes: key findings

- Speed management and pedestrian enhancements along South 1st Street State Route and State Route 278 are priorities to keep fatal and serious injury crashes at zero.
- Because Rockford has a population of less than 25,000, WSDOT is primarily responsible for maintenance and projects along state routes, including SR 278/South 1st Street.

THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED

High Priority Network

Rockford has a High Priority Network (HPN) that identifies corridors and intersections that carry a higher risk of injury based on:

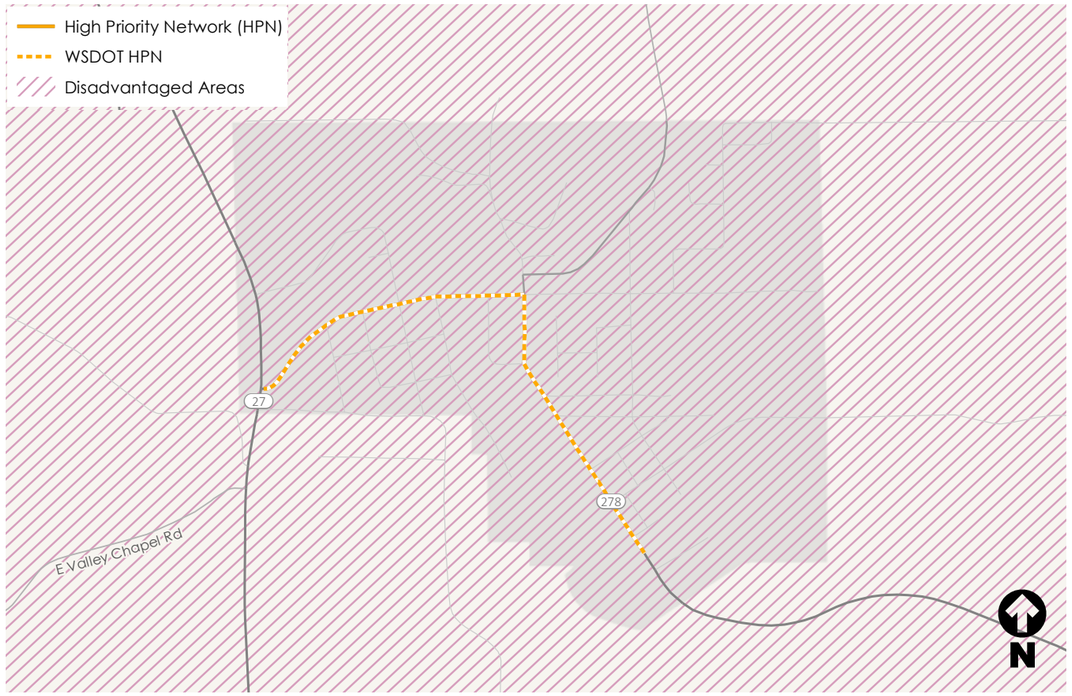
- Total number of all crashes types (2018 –2022)
- Land use and roadway characteristics, including pedestrian activity to access community destinations
- Local input

Proactively addressing HPN roadway characteristics, including speed management and improved pedestrian crossings, will help prevent future fatal and serious injury crashes.

HIGH-PRIORITY NETWORK SEGMENTS

Jurisdiction	Corridor	Limits	Fatal & Serious injury Crashes	Total Crash Score
WSDOT	South 1st Street	East Emma Street to East C Street	0	0
WSDOT	SR 278	Hwy 27 to South 1st Street	0	0

HIGH PRIORITY NETWORK



Source: Google Earth

SPANGLE

Spangle has a population of 288 (2022).

Fatal and serious injury crash analysis

FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)

Fatal and serious injury crashes: key findings

- Speed management and pedestrian enhancements along Main Street are priorities to keep fatal and serious injury crashes at zero.
- Because Spangle has a population of less than 25,000, WSDOT is primarily responsible for maintenance and projects along state routes, including Main Street.

THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED

High Priority Network

Spangle has a High Priority Network (HPN) that identifies corridors and intersections that carry a higher risk of injury based on:

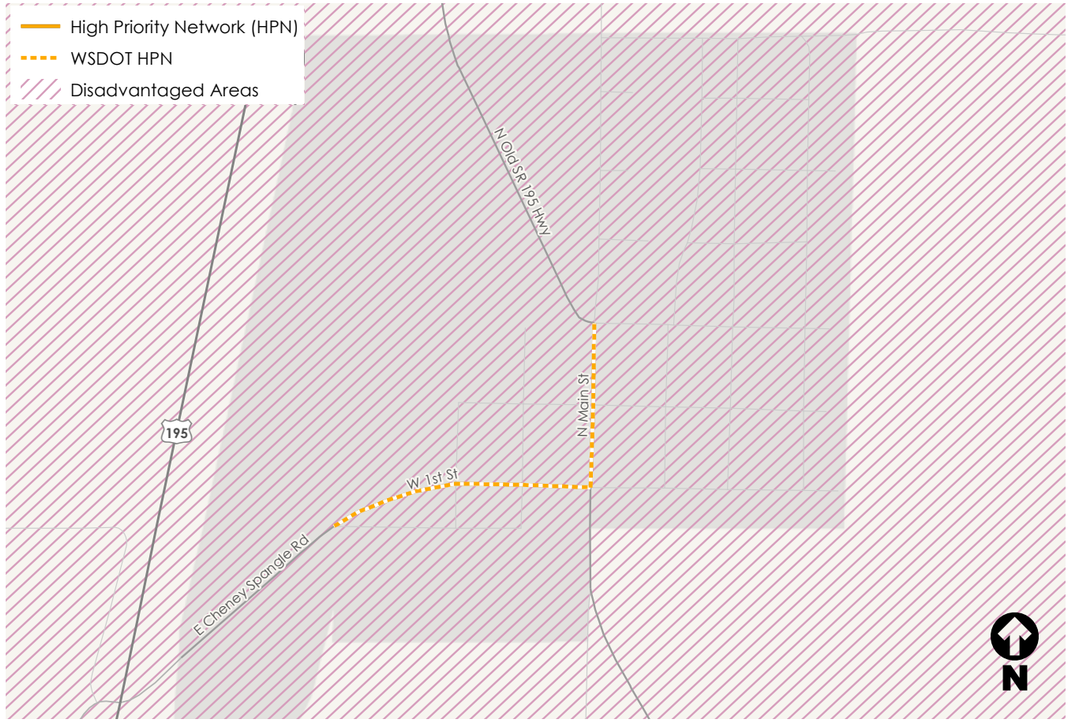
- Total number of all crashes types (2018 –2022)
- Land use and roadway characteristics, including pedestrian activity to access community destinations
- Local input

Proactively addressing HPN roadway characteristics, including speed management and improved pedestrian crossings, will help prevent future fatal and serious injury crashes.

HIGH-PRIORITY NETWORK SEGMENTS

Jurisdiction	Corridor	Limits	Fatal & Serious injury Crashes	Total Crash Score
WSDOT	Main Street	N Old SR 195 Hwy to W 1st St	0	0

HIGH PRIORITY NETWORK



Source: Google Earth, Image © 2024 Airbus

WAVERLY

Waverly is a small farm town with a population of 122 (2022).

Fatal and serious injury crash analysis

FATAL & SERIOUS INJURY CRASHES BY MODE (2018 – 2022)

Fatal and serious injury crashes: key findings

- Speed management and pedestrian enhancements along North Commercial Street are priorities to keep fatal and serious injury crashes at zero.
- Because Waverly has a population of less than 25,000, WSDOT is primarily responsible for maintenance and projects along state routes, including North Commercial Street

THOSE WHO MAY BE DISPROPORTIONATELY IMPACTED

High Priority Network

Waverly has a High Priority Network (HPN) that identifies corridors and intersections that carry a higher risk of injury based on:

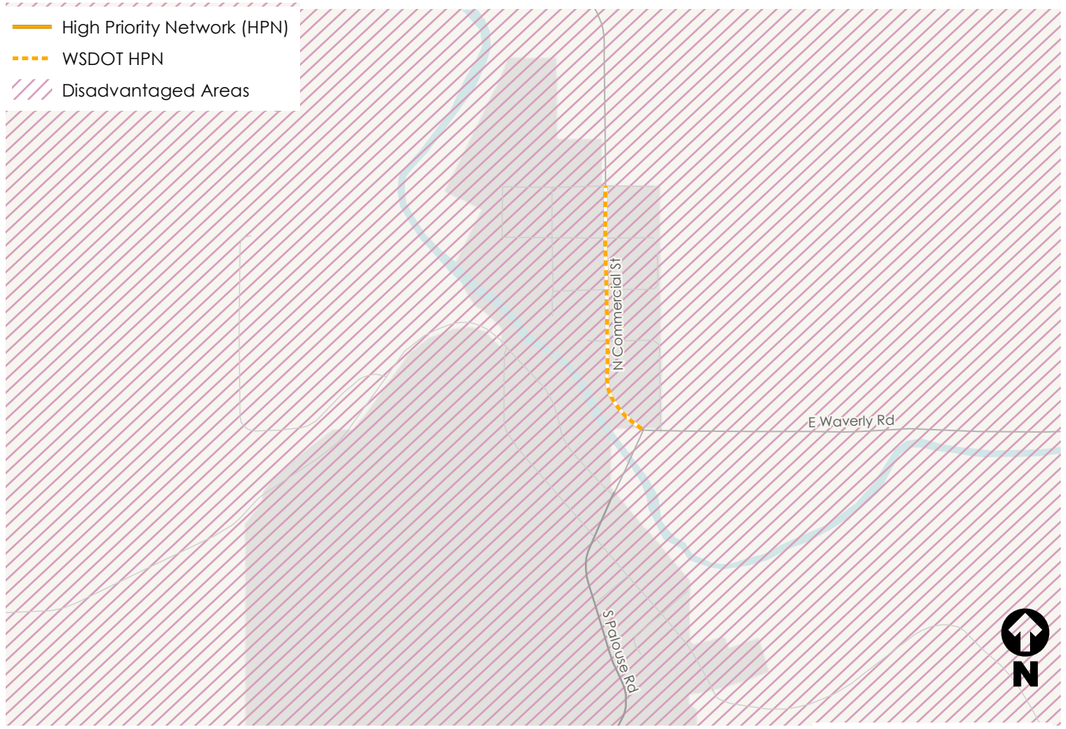
- Total number of all crashes types (2018 –2022)
- Land use and roadway characteristics, including pedestrian activity to access community destinations
- Local input

Proactively addressing HPN roadway characteristics, including speed management and improved pedestrian crossings, will help prevent future fatal and serious injury crashes.

HIGH-PRIORITY NETWORK SEGMENTS

Jurisdiction	Corridor	Limits	Fatal & Serious injury Crashes	Total Crash Score
WSDOT	North Commercial Street	East Waverly Road to South Prairie View Road	0	0

HIGH PRIORITY NETWORK



SRTC

SAFETY ACTION PLAN