



Appendix B  
**Equity Analysis**



# MEMORANDUM

May 8, 2024

To: Mike Ulrich

Organization: Spokane Regional Transportation Council

From: Toole Design

Project: Spokane Regional Safety Action Plan

## Re: SRTC Regional Safety Action Plan Equity Analysis Memo

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This memo expands upon the methodology outlined in the Equity Analysis and Draft Methodology memorandum. The Equity Analysis and Draft Methodology memorandum evaluated equity data and methods used by various equity analysis tools and recommended an approach for the transportation equity analysis of Spokane County and each of its jurisdictions.

The recommended approach, as discussed within the previous memo and agreed upon by the project team, is to use a combination of the ETC Explorer tool<sup>1</sup> and the Spokane Regional Transportation Council's (SRTC) Indicators of Potential Disadvantage (IPD). The following analysis overlays the High Injury Network (HIN) with the ETC Explorer tool and SRTC's IPD for each individual jurisdiction and the Spokane Region as a whole and identifies disadvantaged areas and populations that are impacted by a higher number of fatal and severe crashes. SRTC identified disadvantaged populations in its Public Participation Plan. These are identified through six indicators of potential disadvantage: individuals with low incomes, race, limited English proficiency (LEP), limited vehicle access, age dependency (elderly and youth), and disabilities.

### Equity Overlay with High Injury Network (HIN)

The ETC Explorer classifies census tracts as either disadvantaged or not based on various indicators and how it compares to other census tracts within the state. The SRTC IPD ranks the level of disadvantage on five levels: Well Below Average, Below Average, Average, Above Average, and Well Above Average. The SRTC IPD also examines disadvantage at the census tract level but instead of comparing it to all census tracts across the state, it only compares it to census tracts within Spokane County. For this equity analysis, census tracts that are Above Average or Well Above Average Disadvantage by the IPD and Disadvantaged by the ETC Explorer are mapped.

Spokane County includes 14 cities and towns and unincorporated areas. The table below lists the 6 Indicators of Potential Disadvantage summarized for each jurisdiction within Spokane County (Table 1). The values in Table 1 are referenced when discussing each jurisdictions' mapped disadvantage and the HIN.

**Table 1: Spokane County Jurisdictions and Percentage of Disadvantaged Populations**

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<sup>1</sup> US DOT. ETC Explorer. <https://www.transportation.gov/priorities/equity/justice40/etc-explorer-indicator-table>

City Name	Low income	People of Color	Limited English Proficiency	Households w/o Vehicle	Age under 18 and over 65	Disabled Population
Airway Heights	25.5	22.8	4.0	7.1	30.4	19.3
Cheney	28.7	10.5	2.6	8.3	28.5	13.1
Deer Park	16.8	3.3	2.0	3.6	43.5	19.3
Fairfield	11.7	2.7	0.3	2.1	38.9	19.7
Latah	11.7	2.7	0.3	2.1	38.9	19.7
Liberty Lake	5.4	3.9	1.1	1.7	43.7	12.5
Medical Lake	6.0	9.5	3.2	7.6	34.9	17.6
Millwood	10.3	3.6	1.1	3.3	38.7	13.4
Rockford	11.7	2.7	0.3	2.1	38.9	19.7
Spangle	11.7	2.7	0.3	2.1	38.9	19.7
Spokane	14.0	8.7	2.8	8.3	36.3	17.0
Spokane Valley	10.9	6.2	2.1	6.0	38.7	17.0
Waverly	11.7	2.7	0.3	2.1	38.9	19.7
Spokane County	13	16.1	7.2	7.4	28.3	14.3

### City of Airway Heights

Airway Heights has an estimated population of 10,842.<sup>2</sup> According to the SRTC IPD, it has average disadvantage when compared to all census tracts with Spokane County. However, Airways Heights has a larger proportion of some disadvantaged populations. One quarter of its population is low-income, and 23 percent of its population are people of color, the largest percentage of a people of color within Spokane County. Four percent of all households have limited English proficiency, which is the largest percentage in Spokane County. And 19 percent of Airways Height’s population has a disability. Out of the six disadvantaged populations, Airway Heights has the highest or close to the highest concentration for four of these groups. The ETC Explorer does not identify any of the census tracts within Airways Heights as disadvantaged, but it does show that Airways Heights is in the 69<sup>th</sup> percentile for transportation insecurity.

Within the last five years, 18 FSI crashes have occurred in Airway Heights. Airway Heights’ main street, West Sunset Highway or Route 2, bisects the town east-west and is a part of the High Injury Network (Figure 1). Seven

<sup>2</sup> US Census Bureau. Quick Facts. <https://www.census.gov/quickfacts/fact/table/airwayheightscitywashington/PST045222>

FSI crashes have occurred on this segment of West Sunset Highway within the last five years, three of which, involved pedestrians. South Hayford Rd, a north-south major road intersecting West Sunset Highway, is also a part of the HIN. The intersection where those two roads meet is one of two high injury intersections within the city. Eleven FSI crashes have occurred on South Hayford Rd.

### **City of Cheney**

Cheney has an estimated population of 12,747.<sup>3</sup> The student population of Eastern Washington University's Cheney campus is about 7,000, a portion of which are not be captured in the estimated population.<sup>4</sup> The SRTC IPD identifies the census tracts within the city as average or below average disadvantage. However, Cheney has the largest population of low-income residents within Spokane County at 28 percent. It also has the second largest population of color, at 11 percent, and has one of the highest proportion of households without vehicles (8 percent). The student population of Eastern Washington University may impact these variables.

Cheney is likely ranked at only average and below average disadvantage due to its lower populations of dependent populations and population with disabilities. Only 19 percent of Cheney's population is under 18 and over 65, and 13 percent of Cheney's population has disabilities; these two communities have one of the lowest population concentrations in Cheney compared to other jurisdictions in Spokane County. Furthermore, the ETC Explorer only identifies a small section of Cheney as disadvantaged, the area southeast of 1<sup>st</sup> Ave. It does, however, show that Cheney is in the 71 percentile for Health Vulnerability, meaning a high prevalence of asthma, cancer, high blood pressure, diabetes and/or poor mental health.

Within the last five years, five FSI crashes have occurred in Cheney. Cheney has one intersection on the High Injury Network, Lt. Col. Michael P. Anderson Memorial Highway or Route 904, and W Betz Rd (Figure 2). Within the past five years, there have been five FSI crashes in Cheney and one of them, a motor vehicle crash resulting in a fatality, occurred on this segment. Another crash involving serious injuries for a pedestrian, occurred just north of this segment on the same road.

### **City of Deer Park**

The City of Deer Park has an estimated population of 4,811.<sup>5</sup> The SRTC identifies the census tracts within this city as average and below average disadvantage. However, Deer Park has one of the largest dependent populations within Spokane County with 44 percent of its population either under 18 or over 65. Seventeen percent of Deer Park's population is below the federal poverty level and 19 percent is living with disabilities. The area is not disadvantaged according to the ETC Explorer, but it does pass the threshold for Transportation Insecurity and is in the 84<sup>th</sup> percentile when compared against census tracts across Washington State.

Deer Park does not have any streets on the High Injury Network (Figure 3) and within the last five years, there has been one FSI crash.

### **Towns: Fairfield, Latah, Rockford, Spangle and Waverly**

Fairfield, Latah, Rockford, Spangle and Waverly are in the southeast corner of Spokane County and are all within the same census tract, census tract 143. Fairfield has a population of 597. Latah has a population of 176.

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<sup>3</sup> US Census Bureau. Quick Facts. <https://www.census.gov/quickfacts/fact/table/cheneycitywashington/PST045222>

<sup>4</sup> Eastern Washington University. Student Enrollment & Demographics. <https://inside.ewu.edu/institutional-research/enrollment/>

<sup>5</sup> US Census Bureau. *Incorporated Places and Minor Civil Divisions Datasets: Subcounty Resident Population Estimates: April 1, 2020 to July 1, 2022*

Rockford has a population of 565. Spangle has a population of 288 and Waverly has a population of 122.<sup>6</sup> These five towns and the surrounding unincorporated Spokane County within this census tract have a combined population of 3,012. The SRTC identifies this census tract as below average disadvantage through the IPD tool meaning the population density disadvantaged populations is below average compared to all census tracts with Spokane County. When looking at the individual indicators in the IPD tool, these five towns have significant population sizes of disadvantaged populations. This includes people with disabilities which makes up about 20 percent of their population and people who are low-income and below the federal poverty line which is about 12 percent of their population.

The ETC Explorer identifies this census tract, which includes the five towns, as disadvantaged when compared to other census tracts within the state. It is in the 95<sup>th</sup> percentile for Transportation Insecurity, the 96<sup>th</sup> percentile for Health Vulnerability and the 65<sup>th</sup> percentile for Social Vulnerability. Regarding the indicators that make up Transportation Insecurity, this area is in the 98<sup>th</sup> percentile for Traffic Safety, the 90<sup>th</sup> percentile for Transportation Access<sup>7</sup> and the 74<sup>th</sup> percentile for Transportation Cost Burden.<sup>8</sup> However, even though these five towns are in the 98<sup>th</sup> percentile for Traffic Safety, which is calculated based on traffic fatalities per 100,000 people, only one fatal or serious injury has occurred within these five towns in the past five years, a fatal crash involving motor vehicles in Fairfield. The high percentile ranking for Traffic Safety is likely due to both the low population count and the large amount of unincorporated Spokane County within this census tract where over 20 fatal crashes involving motor vehicles has occurred in the past five years.

Within these five towns, there has been one FSI crash within the past five years occurring in Fairfield. There are no segments of the HIN in any of these towns (Figure 4, Figure 5, Figure 6, Figure 7, Figure 8).

### City of Liberty Lake

Liberty lake has a population of 12,651.<sup>9</sup> Neither the SRTC IPD nor the ETC Explorer identifies Liberty Lake as disadvantaged. Forty-four percent of the population is either 18 or over 65. Five FSI crashes have occurred within Liberty Lake in the past five years. There is one HIN intersection on E Mission Ave and N Harvest Parkway and two FSI crashes have occurred at this intersection within the last five years (Figure 9).

### City of Medical Lake

Medical lake has a population of 5,016<sup>10</sup>. Within its population, 9 percent are people of color and 3.2 percent have limited English proficiency. Medical lake also has one of the highest percentages of households without vehicles in Spokane County at 7.6 percent. Regardless of this, neither the SRTC IPD nor the ETC Explorer identifies Medical Lake as disadvantaged. One road in Medical Lake is a part of the HIN, Route 902 from just past N Graham Lane to N Graham Rd (Figure 10). Three serious injury crashes have occurred on or adjacent to this segment in Medical Lake in the last five years, each of which involved motor vehicles.

### City of Millwood

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<sup>6</sup> US Census Bureau. *Incorporated Places and Minor Civil Divisions Datasets: Subcounty Resident Population Estimates: April 1, 2020 to July 1, 2022*

<sup>7</sup> Transportation Access: Communities with higher scores may experience longer commute times and difficulty traveling where they want to go via cars, walking and transit (USDOT ETC Explorer, [transportation.gov/priorities/equity/justice40/etc-explorer](https://transportation.gov/priorities/equity/justice40/etc-explorer)).

<sup>8</sup> Transportation Cost Burden: Communities with higher scores spend a great percentage of household income on transportation (USDOT ETC Explorer, [transportation.gov/priorities/equity/justice40/etc-explorer](https://transportation.gov/priorities/equity/justice40/etc-explorer)).

<sup>9</sup> US Census Bureau. Quick Facts. <https://www.census.gov/quickfacts/fact/table/libertylakecitywashington/PST045222>

<sup>10</sup> US Census Bureau. Quick Facts. <https://www.census.gov/quickfacts/fact/table/medicallakecitywashington/PST045222>

Millwood is a small city surrounded by unincorporated Spokane County and Spokane Valley with a population of 1,882.<sup>11</sup> Neither the SRTC IPD nor the ETC Explorer identifies Millwood as disadvantaged, however it is above the 90<sup>th</sup> percentile for Health Vulnerability, Climate & Disaster Risk Burden, and Environmental Burden (94 percentile). This is partially due to its large dependent population as 39 percent of Millwood's population is either under the age of 18 or over the age of 65. However, there are various environmental factors impacting Millwood such as its proximity to hazardous sites, high exposure to diesel PM, railways, a high volume of older housing, a high proportion of impervious land surfaces, and adjacency to a river whose seasonal flows are anticipated to evolve as the climate changes.

While no FSI crashes occurred in Millwood in the last 5 years, 7 FSI crashes occurred on its border on E Trent Ave or Route 290, which separates Millwood from Spokane Valley. There is a short segment of the HIN within Millwood on N Dale Rd from E Trent Ave to E Buckeye Ave (Figure 11).

### City of Spokane

Spokane is the largest city in Spokane County with a population of 230,160<sup>12</sup>. Nine percent of the population is people of color, 8.3 percent of households do not have access to a vehicle, and about 2.8 percent of Spokane has limited English proficiency. The SRTC IPD identifies many census tracts within the City of Spokane as above average and well above average disadvantaged. All of the well above average disadvantaged census tracts and a few of the above average census tracts are overlapping with the ETC Explorer. However, the ETC Explorer identifies fewer census tracts as disadvantaged compared to the STRC IPD. The City of Spokane includes 59 census blocks and 24 of them are designated disadvantaged by the ETC Explorer. These disadvantaged census tracts are mainly located in both the downtown area and the area located north of I-90 and on the east of Route 2. The City of Spokane has plans to improve transportation within downtown identified in the City's Vision Zero Action Plan because of high number of FSI crashes and it being a disadvantaged area.<sup>13</sup>

Within the City of Spokane, there have been 522 FSI crashes within the past five years. Much of the HIN for the region is within this City of Spokane (Figure 12), and the census tracts within the city where the SRTC IPD and ETC Explorer overlap contain a significant proportion of the HIN.

### City of Spokane Valley

Spokane Valley is the second largest city in Spokane County with a population of 107,325<sup>14</sup>. It is located directly east of Spokane. The SRTC identifies four census tracts within Spokane Valley as having Above Average Disadvantage. The ETC Explorer identifies the majority of census tracts within Spokane Valley north of I-90 as disadvantaged and three south of I-90.

The HIN in Spokane Valley is mainly along major streets most of which fall into census tracts deemed disadvantaged by either the ETC Explorer or the IPD (Figure 13). The longest stretches of the HIN are on

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<sup>11</sup> US Census Bureau. *Incorporated Places and Minor Civil Divisions Datasets: Subcounty Resident Population Estimates: April 1, 2020 to July 1, 2022*

<sup>12</sup> US Census Bureau. Quick Facts. <https://www.census.gov/quickfacts/fact/table/spokanecitywashington/PST045222>

<sup>13</sup> City of Spokane. 2023. Vision Zero Action Plan. <https://static.spokanecity.org/documents/projects/vision-zero/vision-zero-action-plan-june-2023.pdf>

<sup>14</sup> US Census Bureau. Quick Facts. <https://www.census.gov/quickfacts/fact/table/spokanevalleycitywashington/PST045222>

Sprague Ave, a major retail corridor and along E Trent Ave or Route 290. Within the past five years, there have been 171 FSI crashes in this city.

### Spokane County

When examining the region, much of the HIN is centralized in the cities of Spokane and Spokane Valley (Figure 14). SRTC IPD only identifies census tracts in or near Spokane and Spokane Valley as Above Average or Well Above Average Disadvantage. Many of these census tracts overlap with the ETC Explorer, however the ETC Explorer also identifies a few of the larger census tracts within unincorporated Spokane County as disadvantaged. There are a few segments of the HIN in unincorporated Spokane County, particularly highways in rural unincorporated sections, such as state along Route 395, Route 2, State Route 27, State Route 53, and State Route 902. Many of these HIN segments are not within disadvantaged census tracts, apart from State Route 27 and State Route 53.

## Regional Distribution of Disadvantaged Populations

SRTC's IPD identifies the following groups as disadvantaged populations:

- Low-income population
- People of color
- Limited English proficiency
- High percentage of households with no vehicle access
- Percent of population under 18 or over 65
- Disabled population

These groups are represented in the SRTC IPD with a scoring system denoting their *potential disadvantage* based on the population density of those six groups within each census tract. The regional distribution of each disadvantaged population is discussed below. In the accompanying maps, the population density is mapped using Natural Breaks, which best groups similar values together to better illustrate differences of population density among census tracts. For each population group, the highest-priority areas are identified and safety related needs and concerns are introduced. The safety related needs and concerns will be further identified and explored in strategic planning and project prioritization process and through stakeholder and community engagement.

### Regional Distribution of the Low-Income Population

Low-income households typically lack reliable and efficient transportation. Access to reliable and frequent public transit and safe walking and bicycling facilities are vital to ensure this population can safely and conveniently travel to necessary destinations. SRTC's IPD defines low-income by whether a household's income is at or below 200% of the federal poverty level. When examining the regional distribution of the percentage of low-income households within each census tract, Cheney and many census tracts within the city of Spokane have the highest concentration of low-income households; this concentration ranging between 24 percent and 45 percent of the population (Figure 15). census tracts in the Spokane Region with a low-income population ranging from 16 to 24 percent occur in a small part of Cheney, the entire City of Airway Heights and a few census tracts located in Spokane and Spokane Valley. The High Injury Network is almost entirely within census tracts that have a low-income population concentration above 16 percent.

The third tier of low-income households, as illustrated in Figure 15, is a population between 11 and 16 percent. These census tracts include the City of Medical Lake; the towns Fairfield, Latah, Rockford, Spangle and Waverly; Deer Park, and much of Spokane, Spokane Valley, and unincorporated Spokane County. Low-income households typically have fewer transportation options available to them, therefore providing this population with

safe and convenient access to public transit, jobs, food centers, and other vital destinations is of critical importance.

#### *Regional Distribution of Households without Vehicle Access*

There are many census tracts in Spokane County with a high concentration of households without vehicles. The largest concentration is found in a census tract in downtown Spokane where 62.6 percent of households do not have access to a vehicle. Other census tracts with high concentrations of households without vehicles are also located within the city of Spokane and range between 18 percent and 38 percent of the population. These areas are mostly centralized within central Spokane with a few census tracts on the northern end of Spokane. This is likely due to public transit options within these areas and a higher concentration of multifamily housing and mix of land uses. These areas likely see a relatively higher number of people walking and biking or taking public transit.

As mentioned earlier, the High Injury Network is heavily concentrated within Spokane and this map shows many of the streets within the High Injury Network are also within the census tracts with a large percentage of households without vehicles. The safety of people walking, biking, and taking transit is of particular concern in these areas.

#### *Regional Distribution of Population Under 18 and Over 65*

A higher concentration of individuals under 18 and over 65 is mostly found in Liberty Lake, Deer Park and unincorporated Spokane County both on the edge of Spokane and in the eastern portion of the region (Figure 17). Those areas have between 40 and 50 percent of their population under 18 and over 65. Spokane, which has the majority of the HIN, mostly has census tracts with this population between 15 percent and 40 percent. Excluding the Downtown Spokane area, the HIN is heavily concentrated in census tracts with a 34 to 40 percent population under 18 and over 65.

The population under 18 and over 65, often called the age (?) dependent population, are more likely to not have a car or do not drive a car and get around the city either being driven by a caregiver or using other means. Regarding seniors, people typically lose their ability to drive as they age and often live on a fixed income. Access to safe, affordable, and efficient travel options such as public transit or pedestrian friendly streets are necessary to ensure they can travel as they wish. Youth under the age of 18 typically cannot drive and do not own a vehicle. Safe transportation options for youth ensure they can move around their city and access the services they need.

#### *Regional Distribution of People of Color*

Areas with the highest concentration of people of color in the Spokane Region, 25 to 45 percent, are in central Cheney, Airway Heights and various census tracts within Spokane mostly centered around I-90 with a few in northern Spokane (Figure 18). The next tier, 17 to 24 percent, is in Cheney and the surrounding census tract, Spokane Valley, Spokane and unincorporated Spokane County immediately west of Spokane. Within Spokane, where the HIN is mostly concentrated, also are areas with at least 17 percent people of color, while the least racially diverse census tracts have little to no segments of the HIN.

Communities of color are historically marginalized and are still dealing with the long-term impacts of past inequities, such as residential segregation and limited access to social and economic opportunities. Having been historically excluded from planning projects, targeted and transparent community engagement is necessary to better understand this community's needs and concerns.

#### *Regional Distribution of Population with Limited English Proficiency*

Populations with limited English proficiency are mostly concentrated in eastern Spokane and western unincorporated Spokane County and range between two percent and 11 percent of the population (Figure 19). The most concentrated areas being within the eastside of Spokane. Language barriers make it more difficult for



riders to navigate public transportation systems as well as engage in the transportation planning process and communicate their needs and concerns to local officials. Targeted community engagement and translation of project materials is essential to engaging this community to better understand their needs and concerns.

### *Regional Distribution of Population with Disabilities*

There are four census tracts within Spokane County with 26 to 41 percent of the population having disabilities (Figure 20). One of these is in Spokane Valley, while the other three are within the City of Spokane. Much of the HIN is not centralized within these areas, except for the two census tracts near downtown Spokane. These census tracts are fully surrounded by the HIN with many segments of HIN entering the area. The second largest tier of percentage of population with disabilities is 19 to 25 percent. These census tracts include a large section of unincorporated Spokane County north of Medical Lake and Airway Heights, and many census tracts with Spokane, particularly on the east side of the city and the unincorporated areas northeast of the city.

Providing accessible infrastructure for people with disabilities that may be getting around using mobility assistive devices is critical for the safety of this population.

## **Conclusion and Key Takeaways**

Much of the HIN is centralized in Spokane and Spokane Valley. Six jurisdictions (Deer Park, Fairfield, Latah, Rockford, Spangle and Waverly) do not contain segments of the HIN. Cities with HIN segments, such as Cheney and Airway Heights, have a disproportionately high number of low-income populations. Airway Heights in particular, also has the highest percentage of people of color, and the HIN extends almost entirely along two major corridors within the city.

When looking at the distribution of low-income populations and communities of color within Spokane County, there is a clear correlation between those two population groups and the HIN showing a disproportionate impact of traffic-related injuries and deaths on these populations. Regarding communities of color, because they have been historically excluded from planning projects, targeted and transparent community engagement is necessary to better understand this community's needs and concerns. Providing this population with safe and convenient access to public transit, jobs, food centers, and other vital destinations is of critical importance.

The largest proportion of households without vehicles is concentrated in downtown Spokane, where the HIN is also heavily concentrated. Project development and prioritization in these areas should focus on the safety of people walking, biking, and taking transit.

While there does not appear to be a strong correlation between HIN and the population distribution of people under 18 and over 65, people with disabilities or people with limited English proficiency, these three population groups have unique needs that should be further explored through targeted community engagement and considered throughout the planning and project prioritization process. Providing accessible infrastructure for people with disabilities that use mobility assistive devices is critical for the safety and mobility of this population. The population under 18 and over 65 and people with disabilities may not have access to a car or do not drive a car and get around the city either being driven by a caregiver or using other means. Access to safe, affordable, and efficient travel options such as public transit or pedestrian friendly streets are necessary to ensure they can travel as they wish. Regarding people with limited English Proficiency, language barriers make it more difficult for riders to navigate public transportation systems as well engage in the transportation planning process and communicate their needs and concerns to local officials. Targeted community engagement and translation of project materials is essential to engaging this community to better understand their needs and concerns.

Understanding the unique population characteristics and the specific needs of each population group will allow for informed engagement, strategy development and project prioritization.

As a next step during strategy development, project selection, and project prioritization the SRTC's Social Equity Mapping Tool could be used to further analyze access barriers, including walkability, walking distance to transit, walking distance to SNAP retailers.

**Figure 1: Map of Airway Heights: High Injury Network and Disadvantaged Communities**

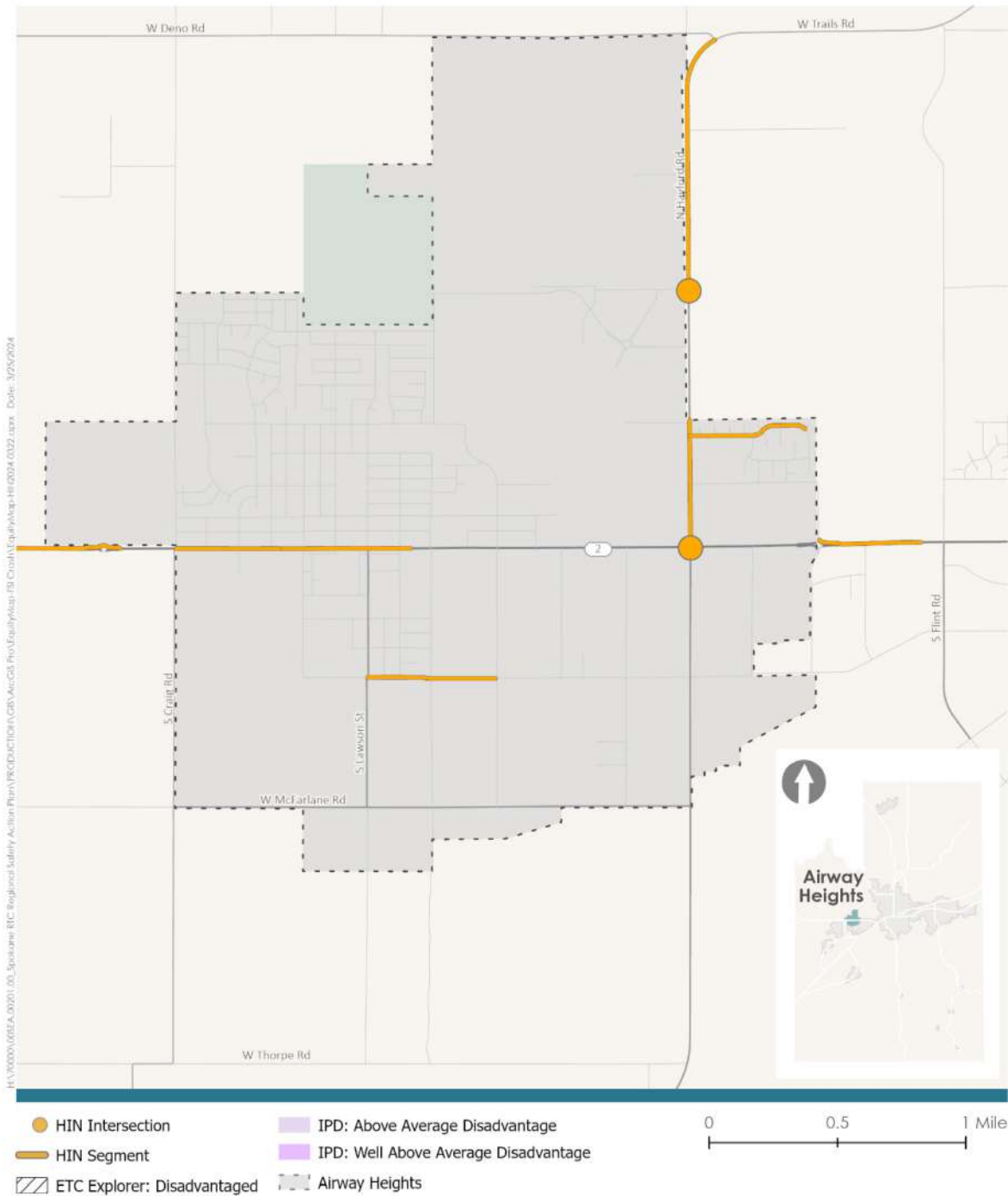
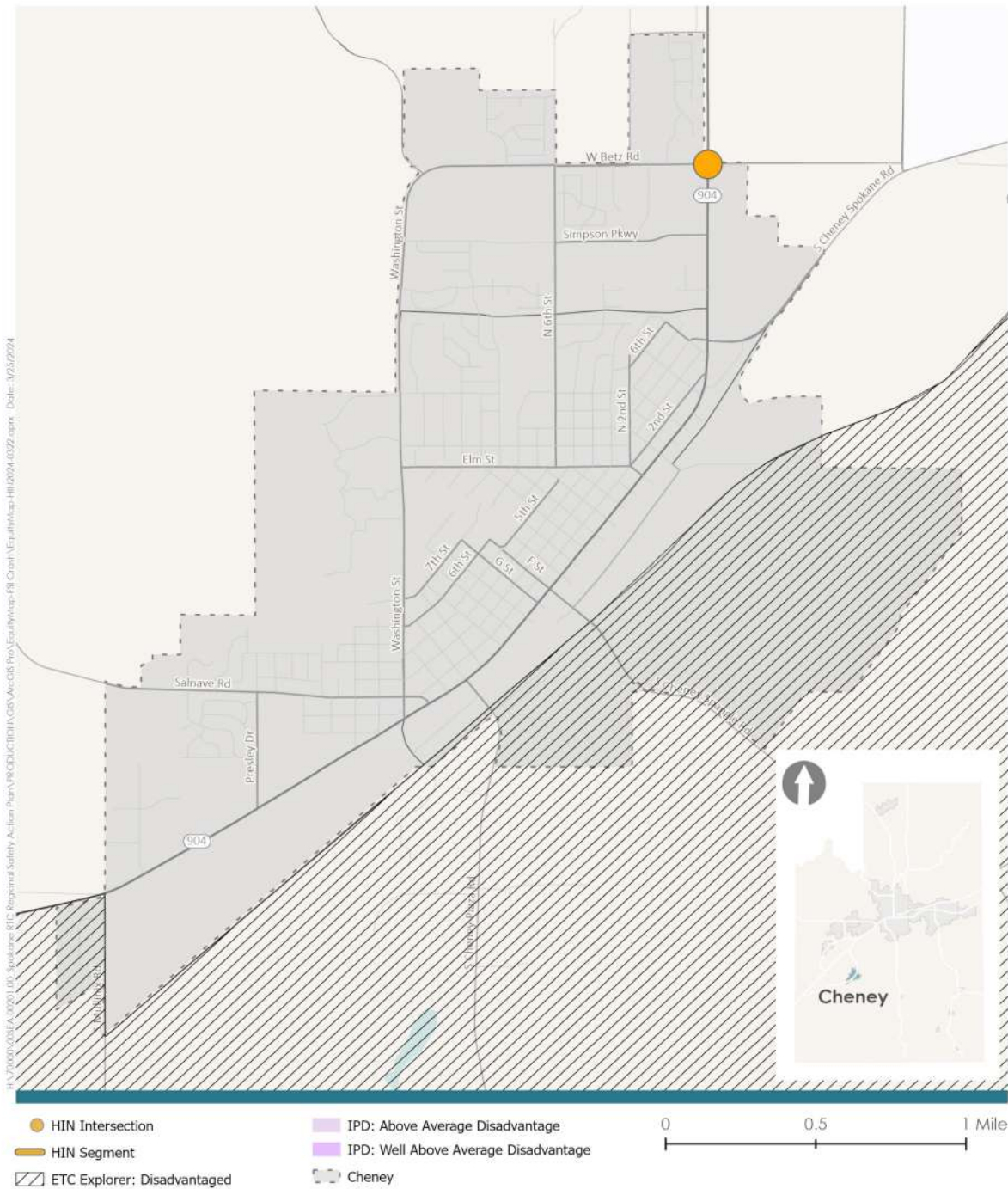
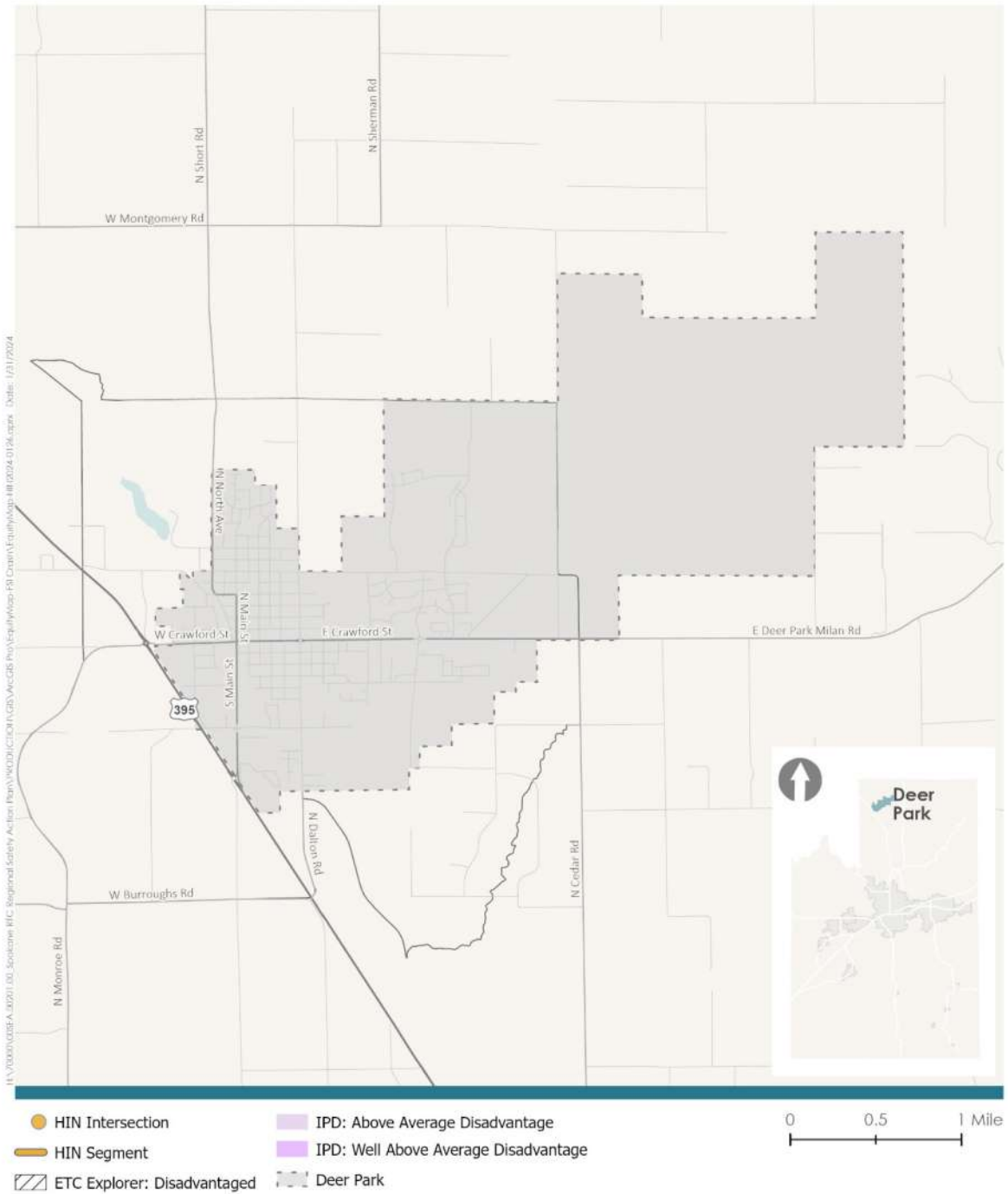


Figure 2: Cheney: High Injury Network and Disadvantaged Communities



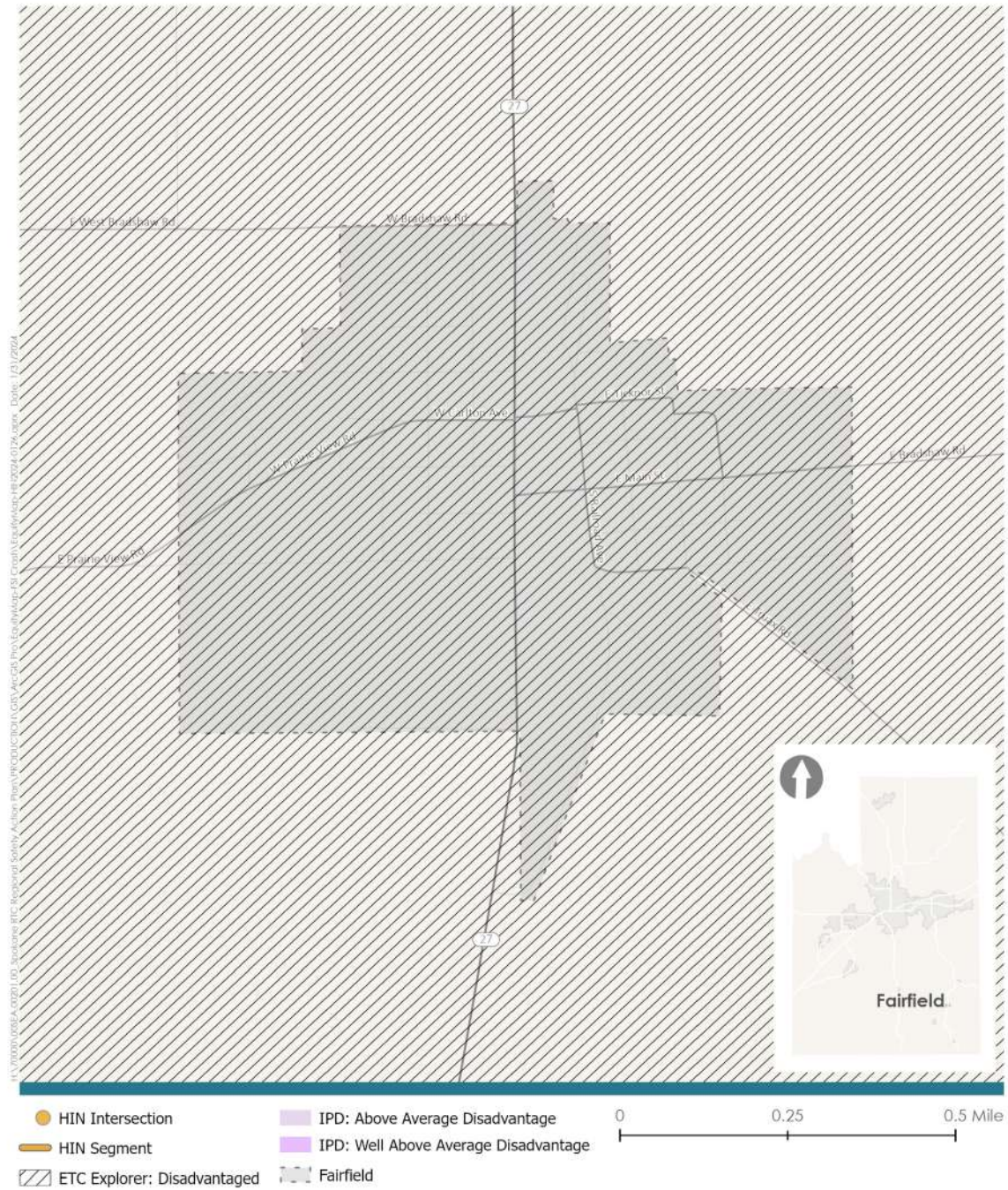
Cheney: High Injury Network and Disadvantaged Communities

**Figure 3: Deer Park: High Injury Network and Disadvantaged Communities**



**Deer Park: High Injury Network and Disadvantaged Communities**

**Figure 4: Fairfield: High Injury Network and Disadvantaged Communities**



**Fairfield: High Injury Network and Disadvantaged Communities**



**Figure 6: Rockford: High Injury Network and Disadvantaged Communities**

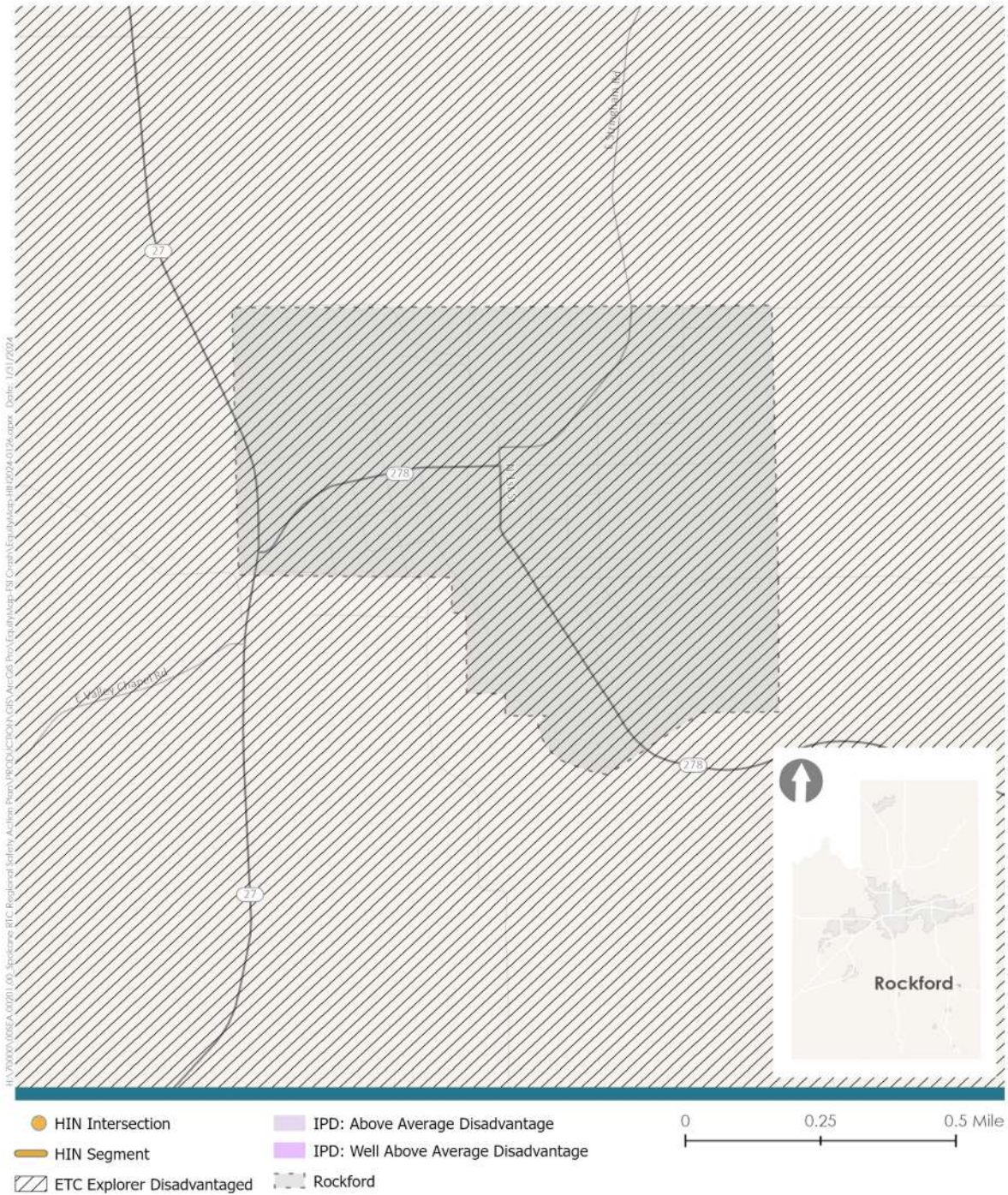
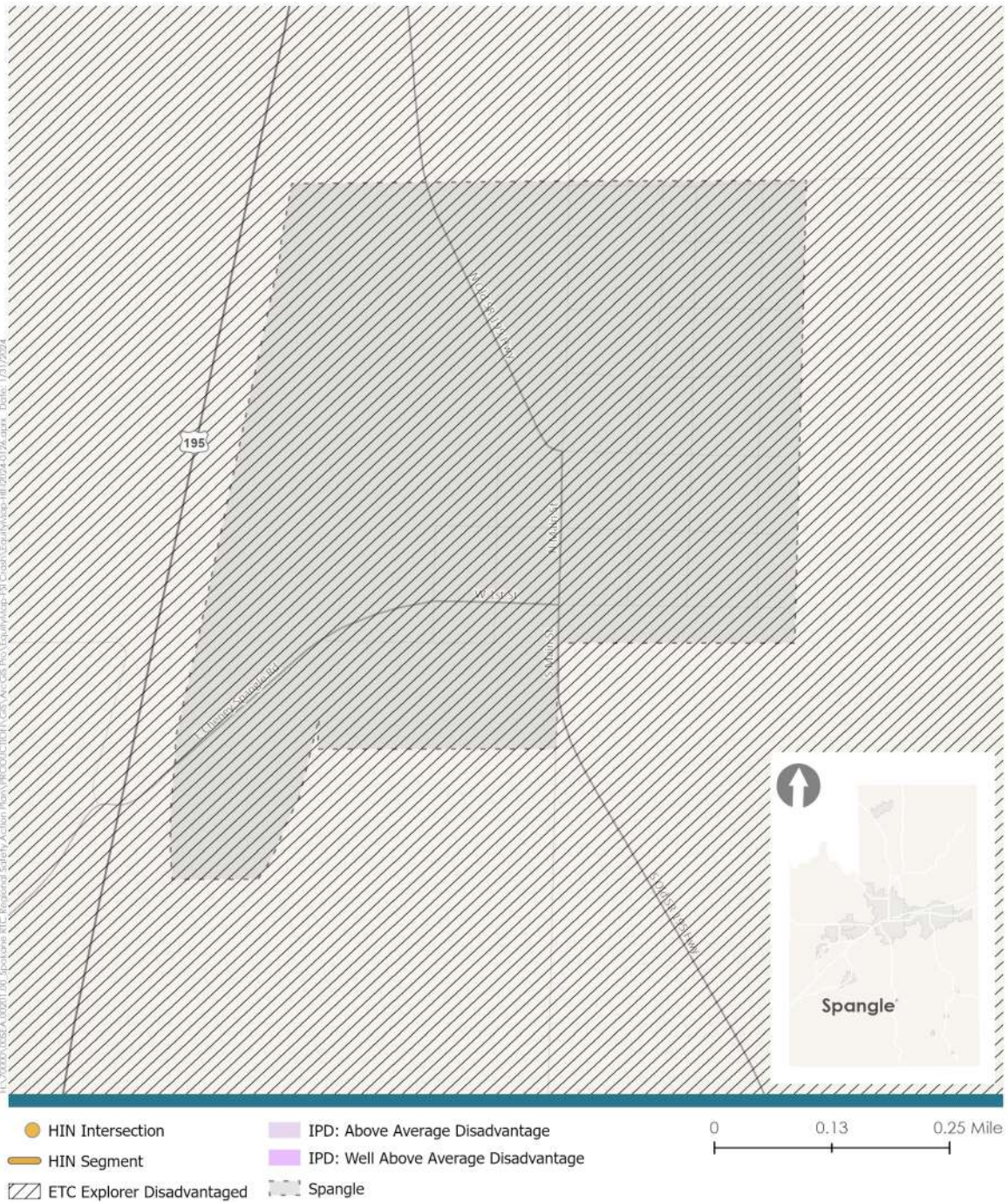


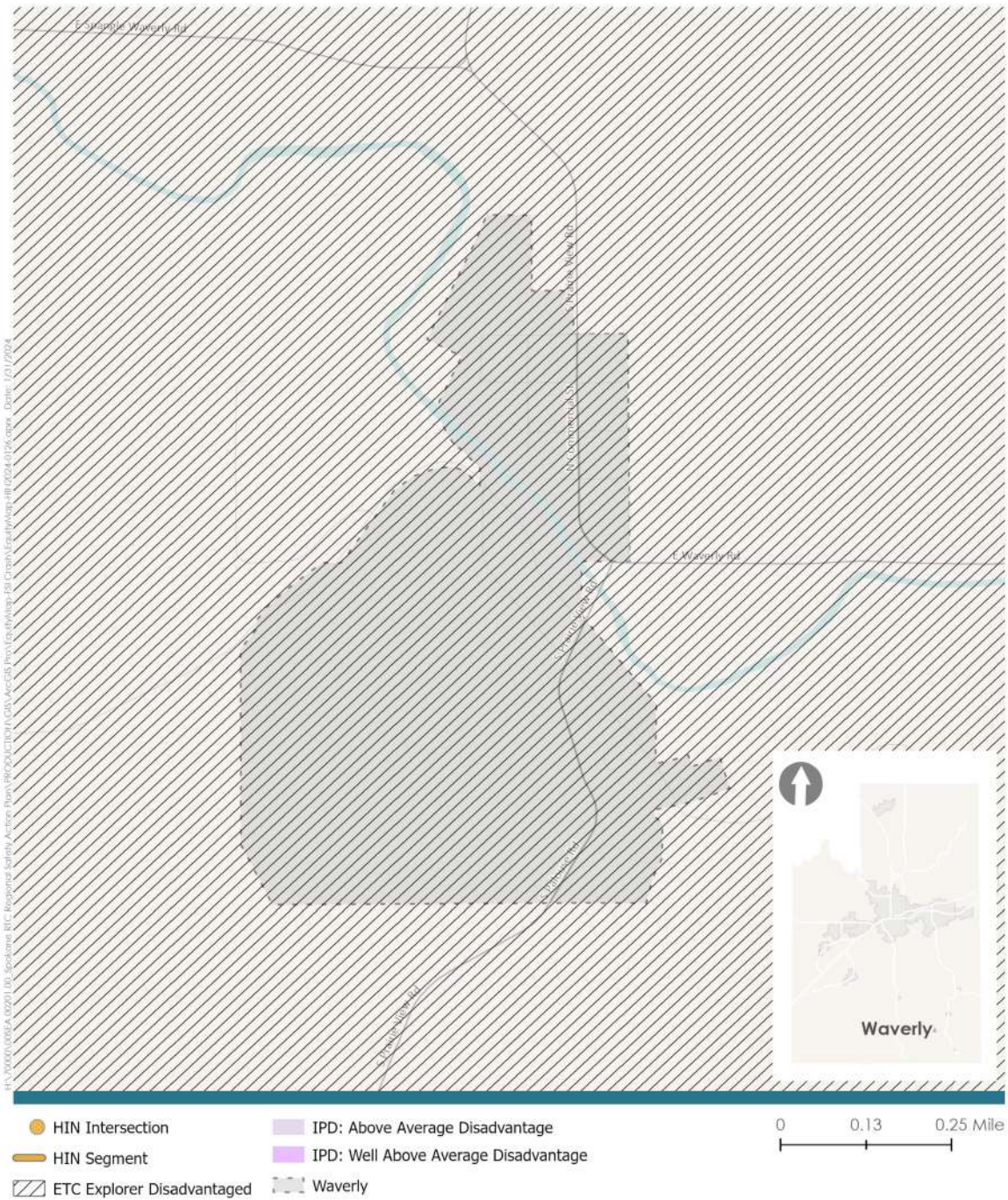


Figure 7: Spangle: High Injury Network and Disadvantaged Communities



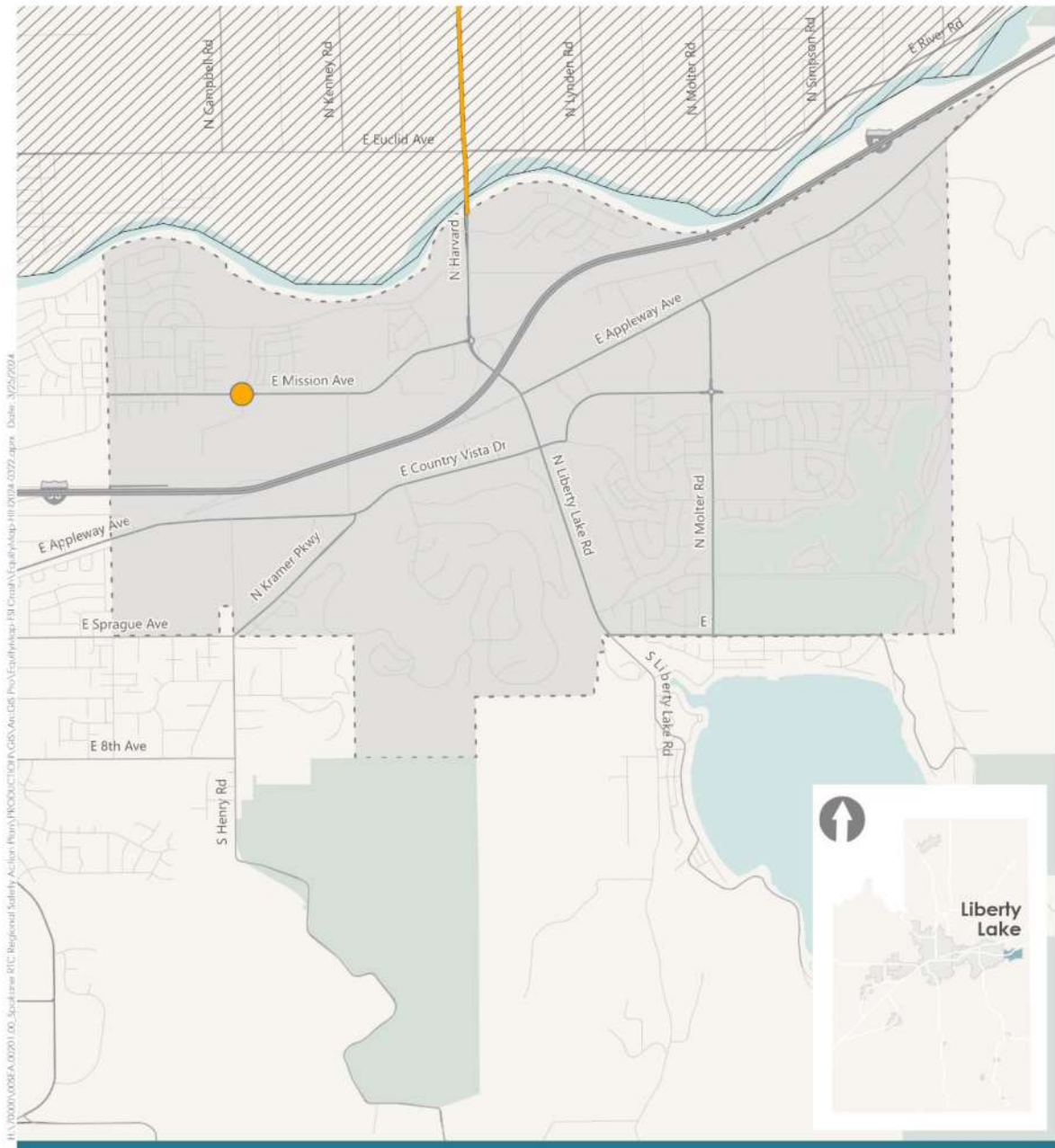
Spangle: High Injury Network and Disadvantaged Communities

**Figure 8: Waverly: High Injury Network and Disadvantaged Communities**



**Waverly: High Injury Network and Disadvantaged Communities**

Figure 9: Liberty Lake: High Injury Network and Disadvantaged Communities



- HIN Intersection
- HIN Segment
- ETC Explorer Disadvantaged
- IPD: Above Average Disadvantage
- IPD: Well Above Average Disadvantage
- Liberty Lake

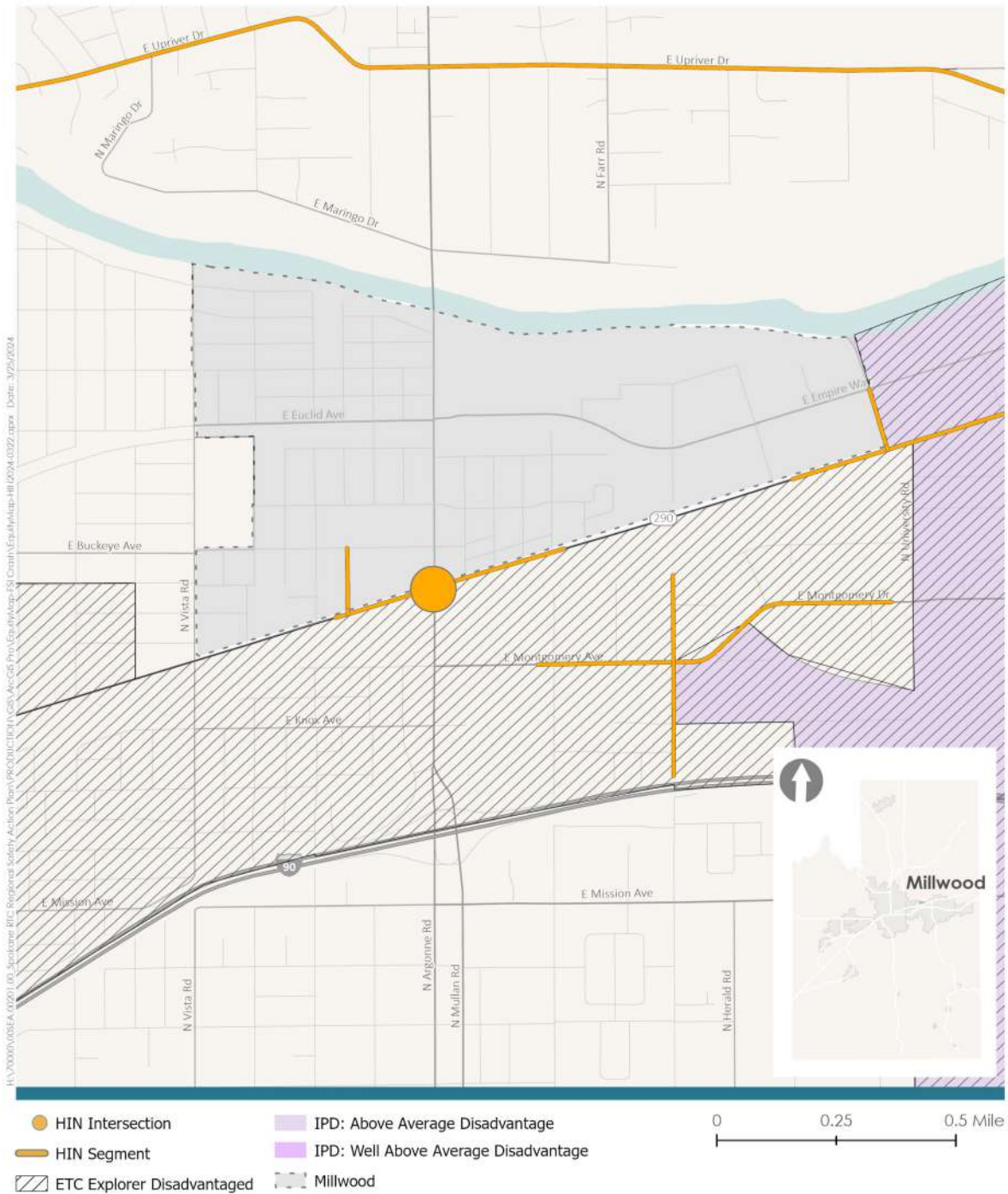
0 0.5 1 Mile



**Liberty Lake: High Injury Network and Disadvantaged Communities**

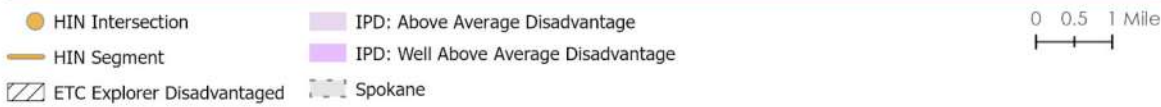
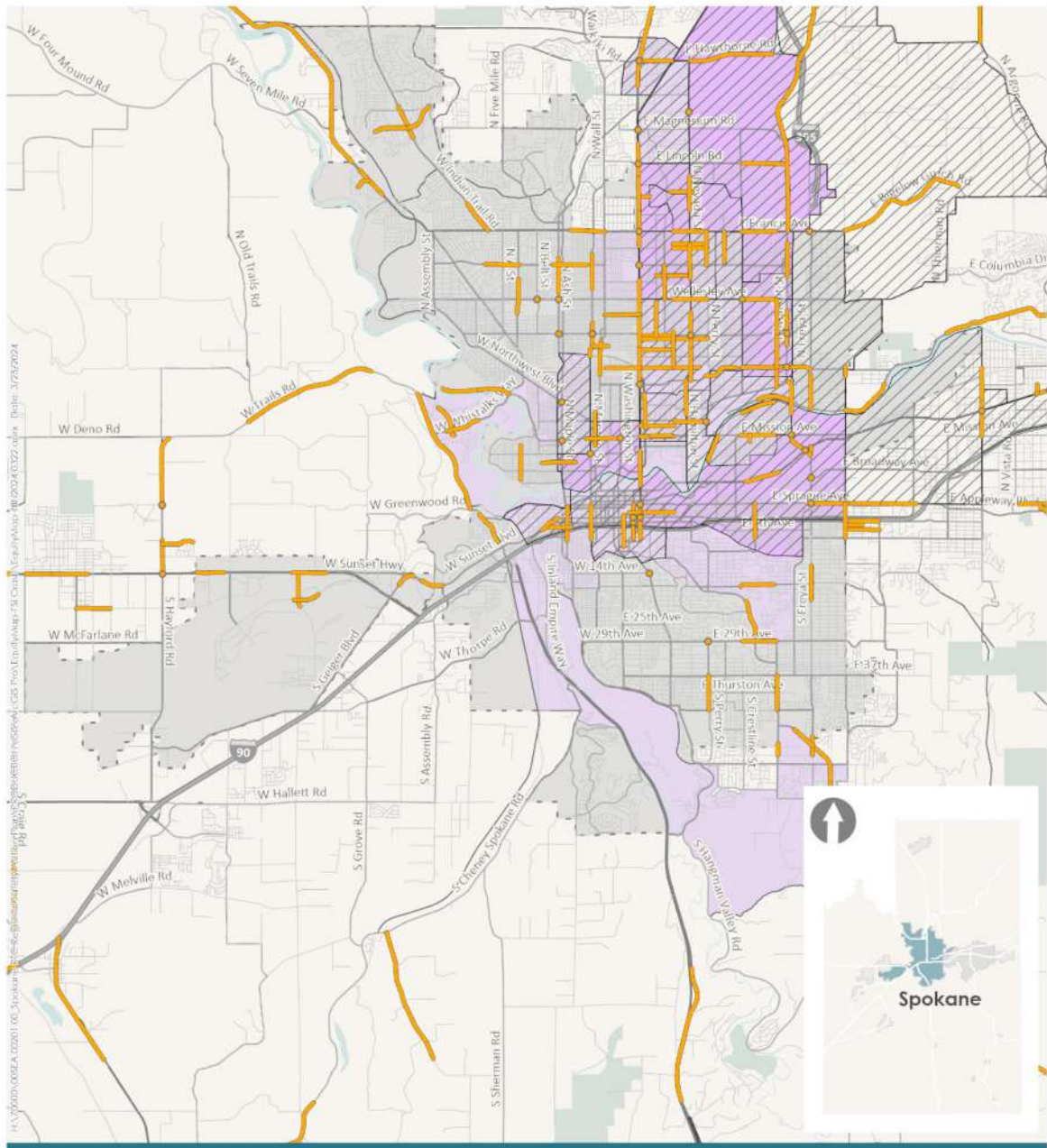


**Figure 11: Millwood: High Injury Network and Disadvantaged Communities**



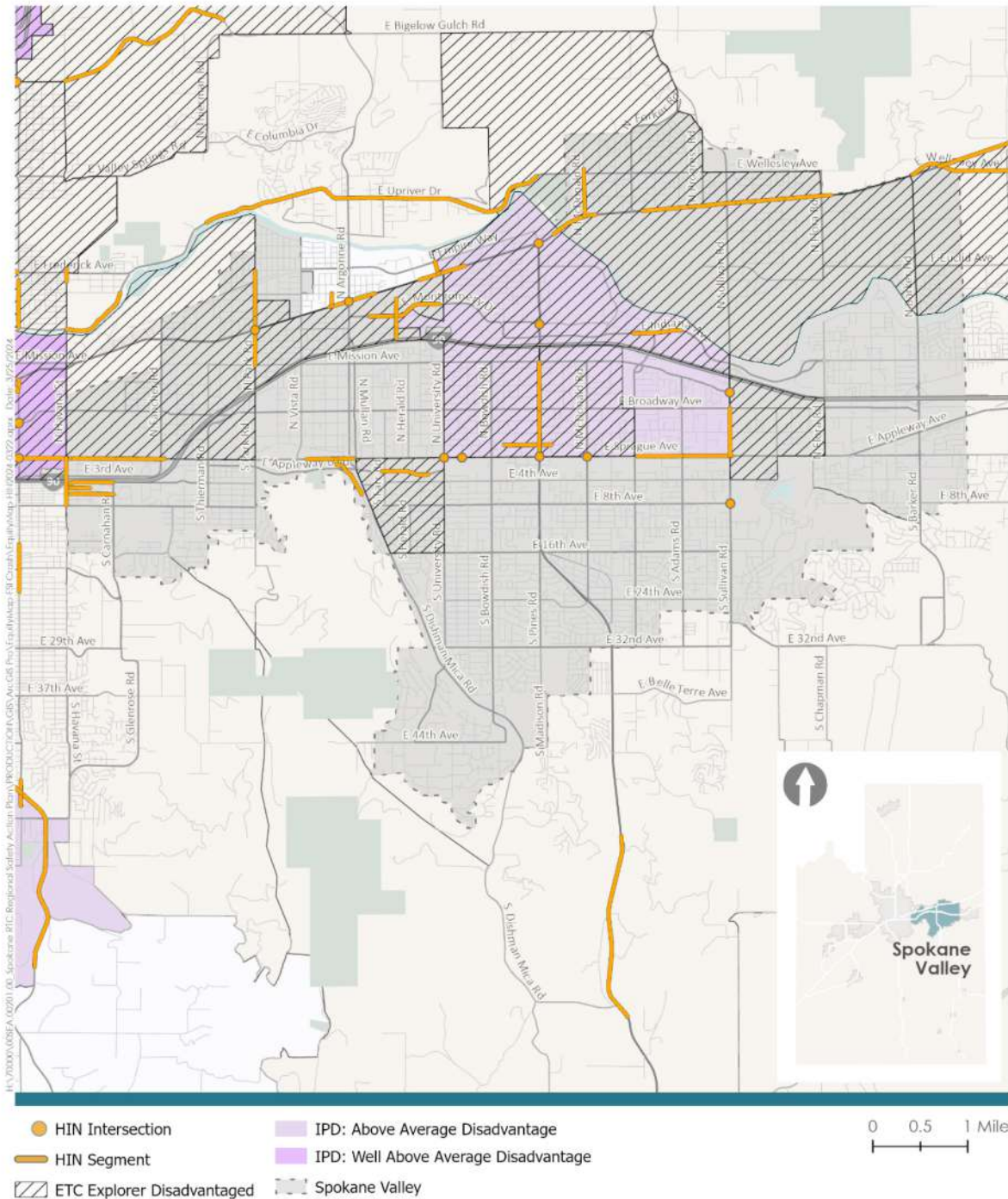
**Millwood: High Injury Network and Disadvantaged Communities**

Figure 12: Spokane: High Injury Network and Disadvantaged Communities



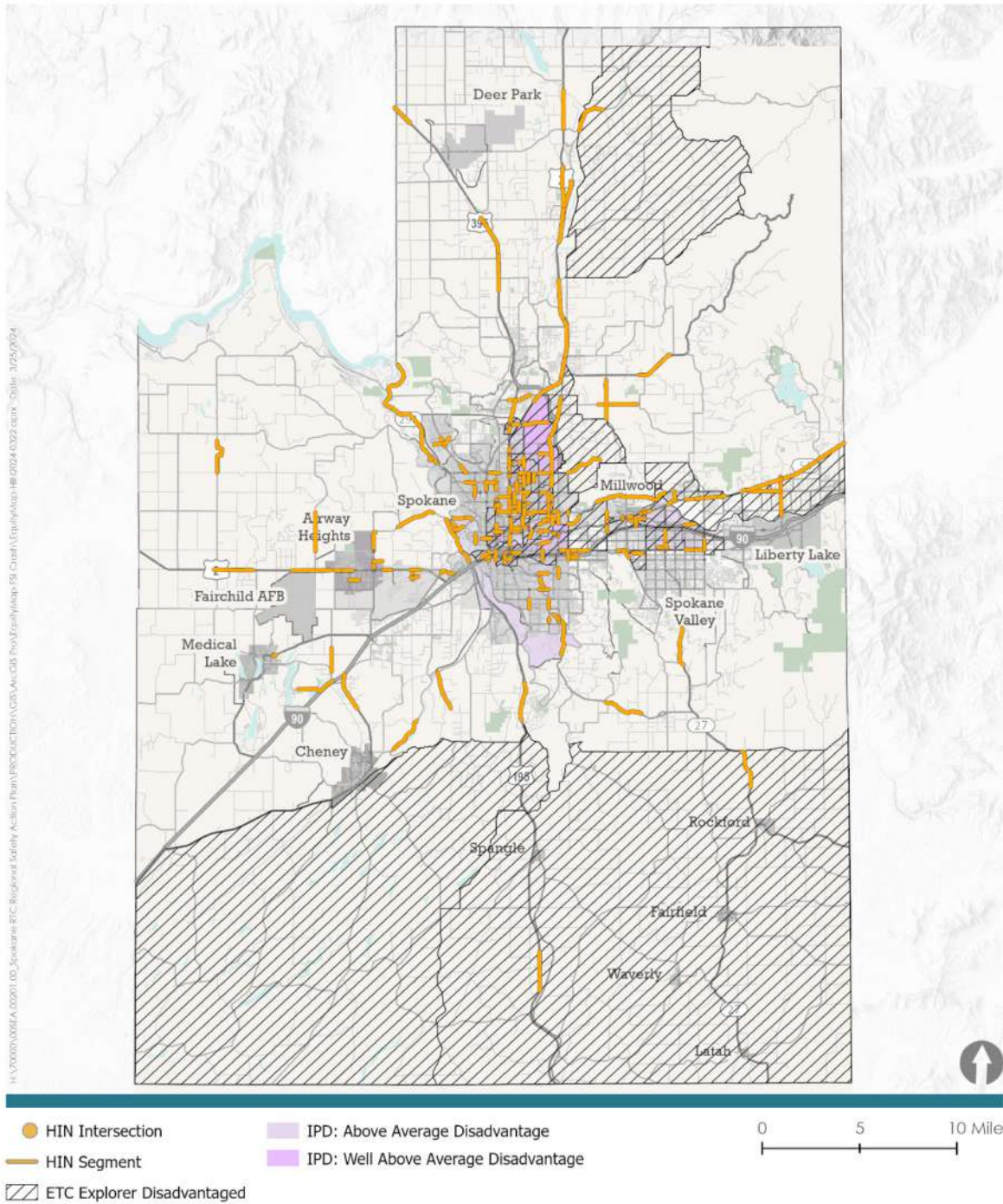
Spokane: High Injury Network and Disadvantaged Communities

Figure 13: Spokane Valley: High Injury Network and Disadvantaged Communities



**Spokane Valley: High Injury Network and Disadvantaged Communities**

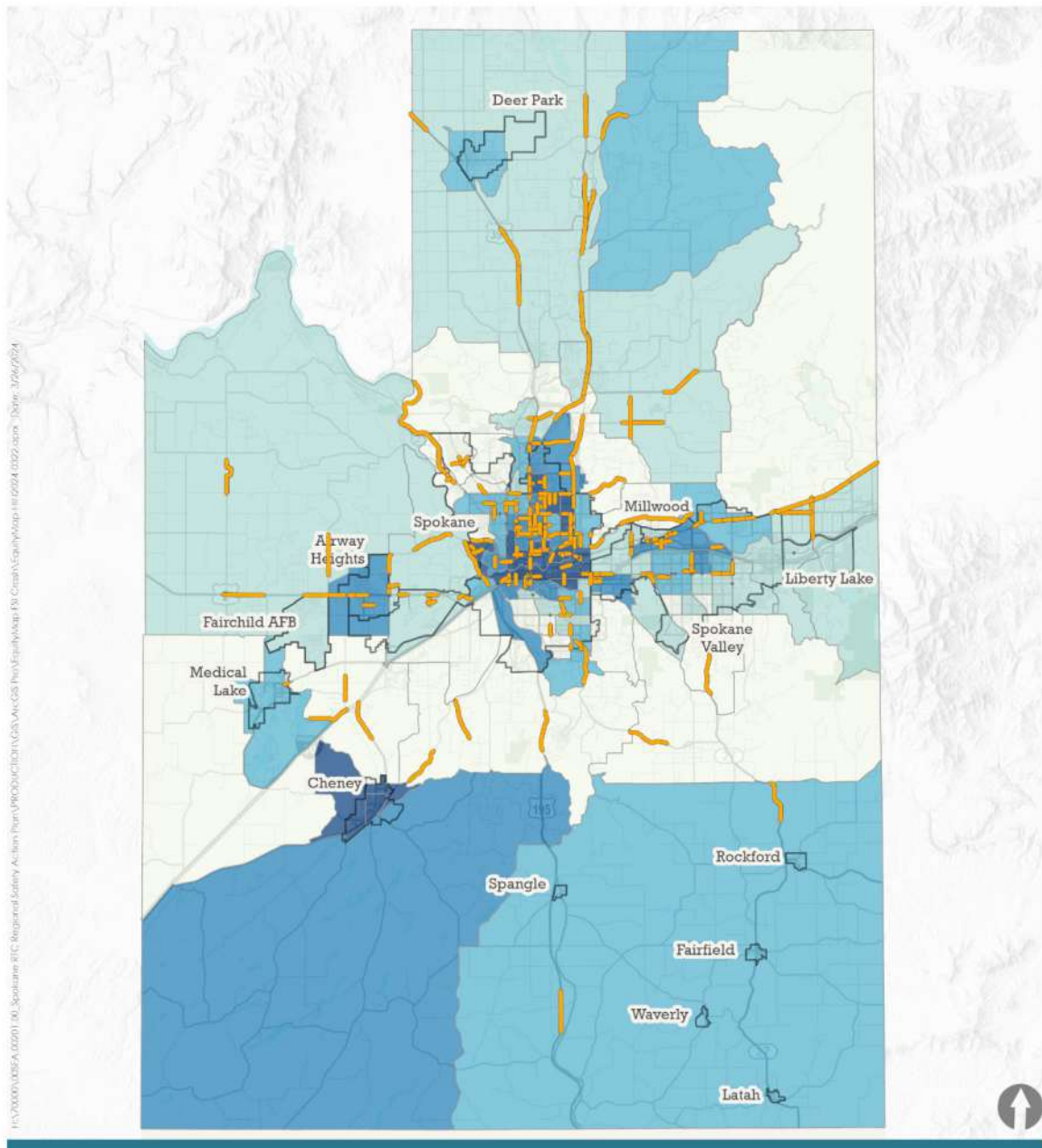
Figure 14: Spokane County: High Injury Network and Disadvantaged Communities



Spokane County: High Injury Network and Disadvantaged Communities

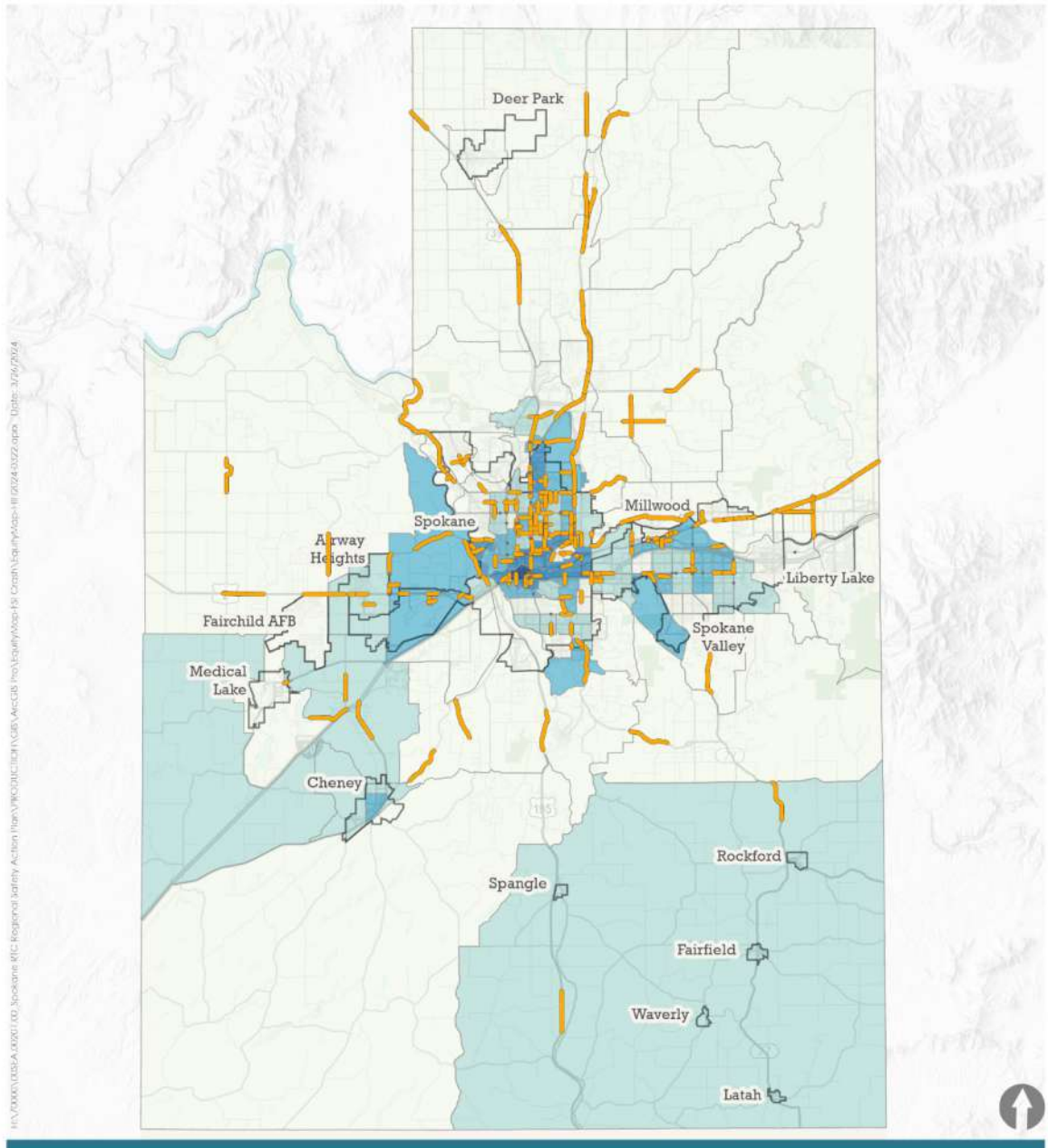


Figure 15: Spokane County: Percentage of Low-Income Households



Spokane County:  
Percentage of Low-Income Households

Figure 16: Spokane County: Percentage of Households without Vehicles



Households without Vehicles

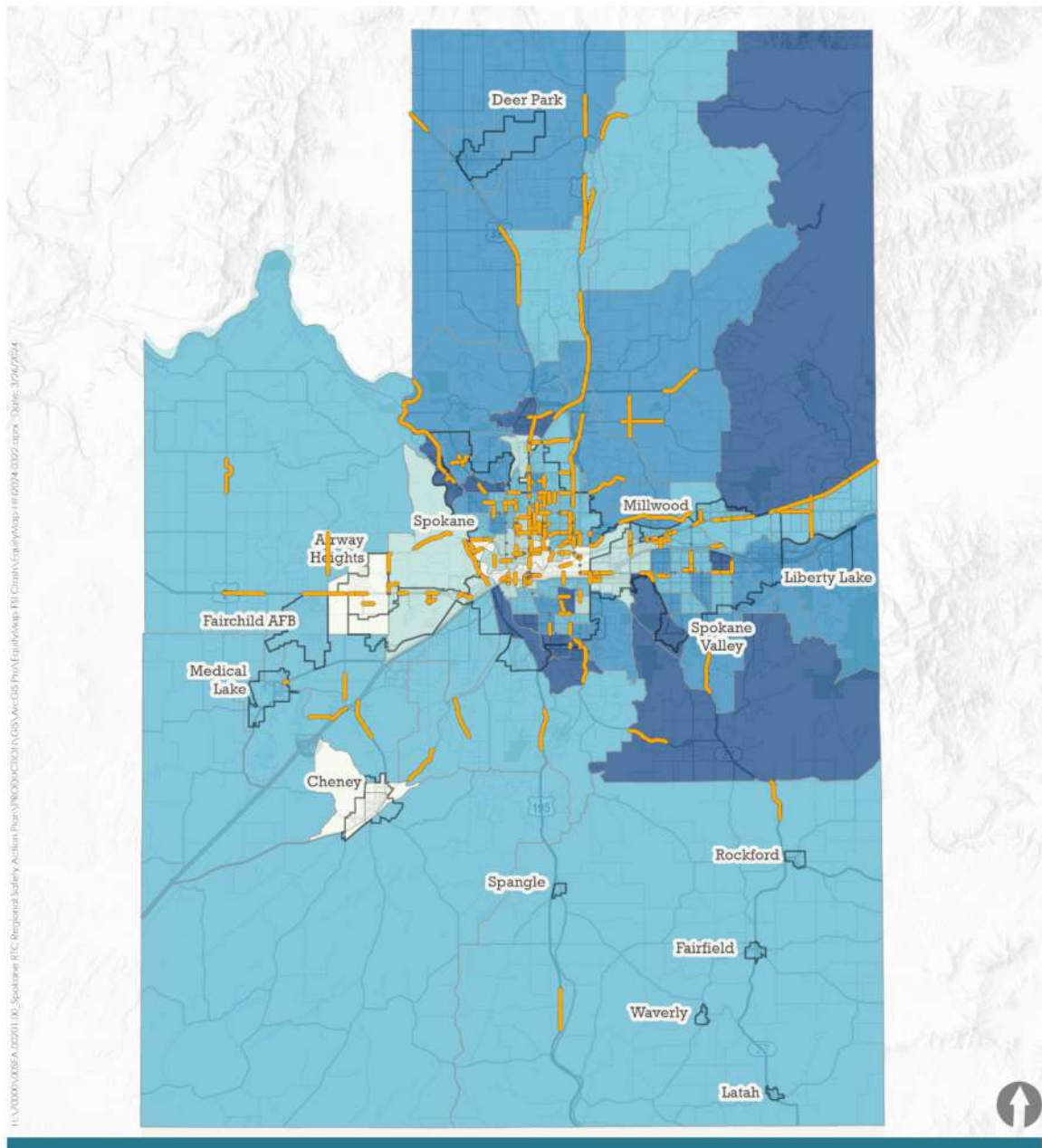
- 0% - 3.7%
- 3.8% - 8.1%
- 8.2% - 17.4%
- 17.5% - 37.7%
- 37.8% - 62.6%

0 5 10 Mile



Spokane County:  
Percentage of Households without Vehicles

Figure 17: Spokane County: Percentage of Population Under 18 and Over 65



**Under 18 or Over 65**

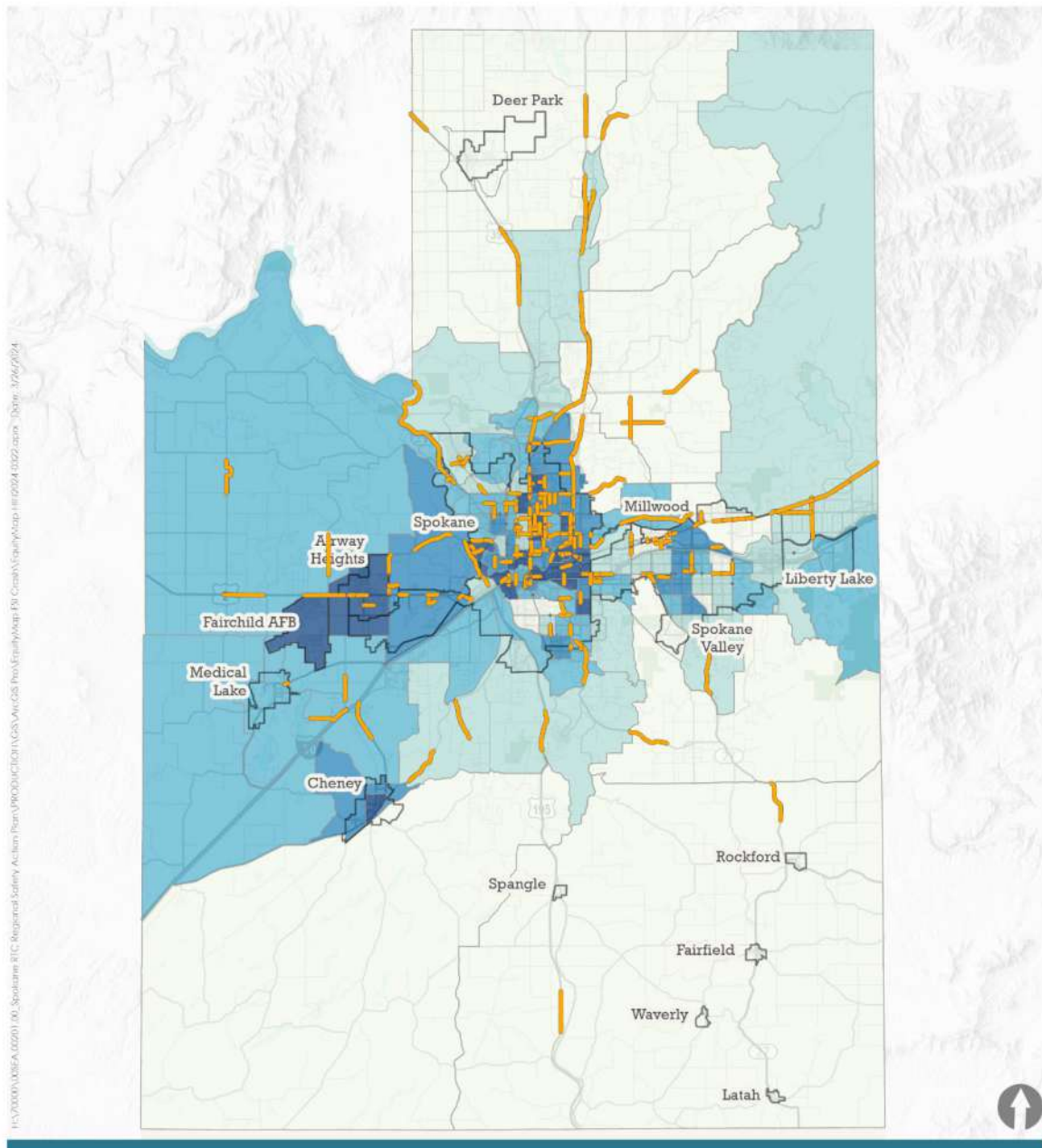
- 15.6% - 26.1%
- 26.2% - 34%
- 34.1% - 39.5%
- 39.6% - 44.1%
- 44.2% - 49.5%

0 5 10 Mile



**Spokane County:  
Percentage of Population Under 18 and Over 65**

Figure 18: Spokane County: Percentage of People of Color



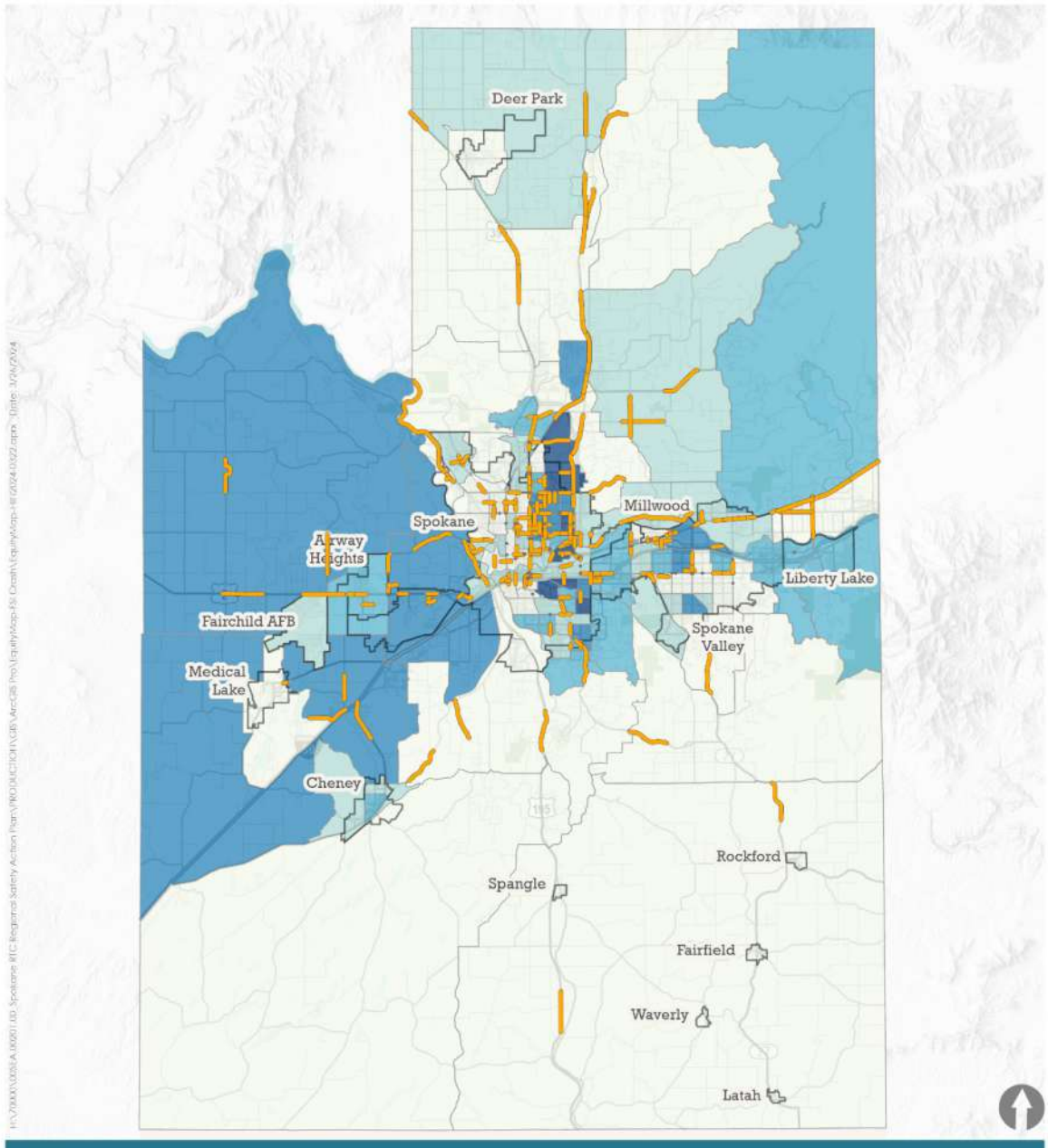
**Communities of Color**

- 2.4% - 7.8%
- 7.9% - 12.2%
- 12.3% - 16.9%
- 17% - 24.4%
- 24.5% - 40.8%



Spokane County:  
Percentage of People of Color

Figure 19: Spokane County: Percentage of Population with Limited English Proficiency



Limited English Proficiency

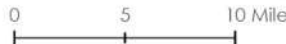
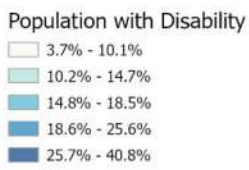
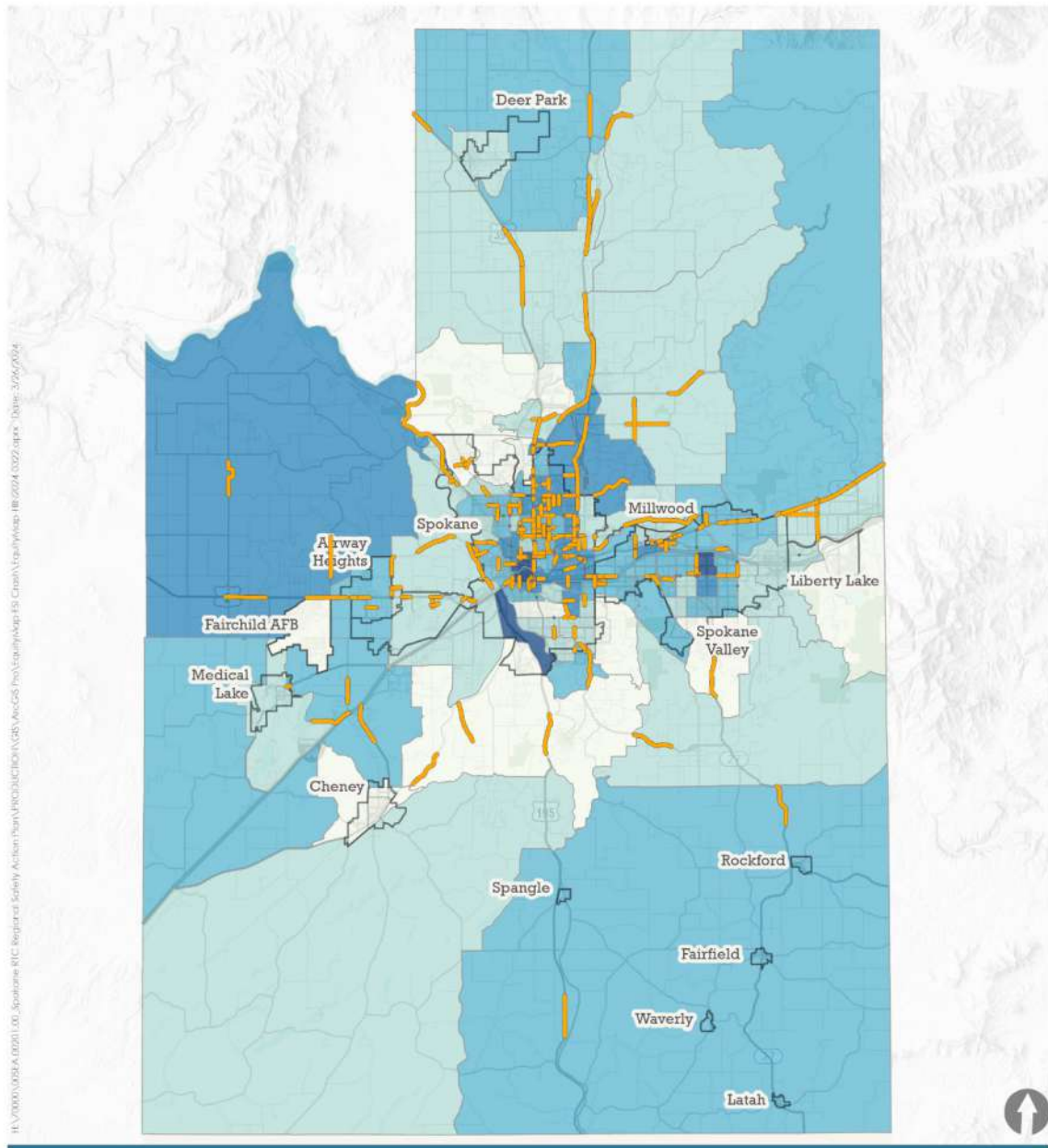
- 0% - 0.3%
- 0.4% - 1.1%
- 1.2% - 2%
- 2.1% - 3.5%
- 3.6% - 10.6%

0 5 10 Mile



Spokane County:  
Percentage of Population with Limited English Proficiency

Figure 20: Spokane County: Percentage of Population with Disabilities



Spokane County:  
Percentage of Population with Disabilities