

Appendix A: References and Supporting Efforts

Reconnecting I-90 Communities

Application for the FY 2022 RAISE Discretionary Urban Planning Project Grant

Statewide

[US Census 2020 American Community Survey Data](#). Provides population and housing information.

State of Washington Energy Facility Site Evaluation Council. 2021. [Transmission Corridors Work Group](#). WSDOT serves on this work group led by the Energy Facility Site Evaluation Council. One of the TCWG's primary tasks is to review the need for upgraded and new electricity transmission and distribution facilities to improve reliability, relieve congestion, and enhance the capability of the transmission and distribution facilities in the state to deliver electricity from electric generation, non-emitting electric generation, or renewable resources to retail electric load. Construction of both projects are located within WSDOT right-of-way and will impact existing utilities. WSDOT will base decisions on utility upgrades on any recommendations from the TCWG.

Washington State Department of Transportation. 2021. [Washington State Active Transportation Plan, 2020 and Beyond](#).

Washington State Department of Transportation. December 2021. [Washington State Freight and Goods System \(FGTS\) 2021 Update](#).

Washington State Department of Transportation. 2019. [Target Zero, Washington State Strategic Highway Safety Plan](#).

Washington State Department of Transportation. 2011. [Climate Impacts Vulnerability Assessment map](#).

Spokane - East Central

City of Spokane. 2022. [Sprague Union](#). The community is in the process of upgrading public lighting (street, underpass, and alleyway) along Sprague Avenue. The neighborhood also received technical assistance in 2015 from Smart Growth America that focused on the Sprague Avenue Streetscape project. That initiative demonstrates that local leaders and residents care about creating meaningful connections, neighborhood pride, progress, and higher quality-of-life within the community.

City of Spokane. 2021. [5th Avenue Initiative](#). Residents, businesses, and community leaders are engaging with the City of Spokane in a neighborhood-led effort to revitalize East 5th Avenue between Liberty Park and Thor/Freya in the East Central neighborhood. The 5th Avenue Initiative builds upon previous discussions in 2016 and 2017. This multi-faceted project reflects the diversity of East Central Spokane, and the outcome will support efforts to foster neighborhood identity and enhance quality of life for citizens and businesses along the 5th Avenue corridor.

City of Spokane. 2021. [Draft Sustainability Action Plan](#). This plan is being developed to create a framework for how the City and the Spokane community can achieve environmental and climate related goals while investing in strong neighborhoods and the local economy. Low-income, Black, Indigenous, and people of color have paid the price for climate change more than any other community. The SAS acknowledges this fact and has incorporated an equity framework throughout the Sustainability Action Plan’s proposed actions and strategies.

City of Spokane. 2020. [South University District Sub-Area Planning](#). This process was completed in 2020 for the University District, which extends into the East Central neighborhood, and in 2021 the City of Spokane also recognized the community planning strategy of the 5th Avenue Community Initiative. The amendments to the Comprehensive Plan Land Use Map, Zoning Map, and overlay zones proposed in the subarea planning process were approved on August 24, 2020 and became effective on September 30, 2020.

City of Spokane. 2017. [Bicycle Master Plan](#). This plan creates a vision for enhancing bicycling opportunities for all residents of Spokane. This plan proposes a bicycle network that will guide people of all ages and abilities safely throughout Spokane by bicycle. The recommendations and actions proposed in this plan support bicycling as a viable mode of transportation for all.

City of Spokane. 2015. [Pedestrian Master Plan](#). This plan includes goals for the pedestrian environment, description of the basic elements of providing a quality pedestrian experience, assessment of existing conditions for walking today, and recommended policies and actions.

City of Spokane. 2005. [The East Central Neighborhood Plan](#). This plan offers recommendations to meet the Vision to “Create a visionary neighborhood plan that represents the needs and desires that evolve from the East Central neighborhood citizenry, businesses, and other institutions through a series of open community forums for the betterment of the neighborhood and its residents while also addressing city and regional goals.”

East Central Neighborhood Council. [East Central Profile](#). The City of Spokane facilitates 29 neighborhood councils that provide the opportunity for Spokane residents to have a voice in achieving their mission “To protect and preserve the East Central Neighborhood and its quality of life through planning, visionary leadership, accountability, and neighborhood volunteers working with City of Spokane departments, agencies, and neighbors for the benefit of current and future residents with the aid and assistance of Community Development Grants and other funding sources.”

East Central. 2009. [Neighborhood Planning Ben Burr Trailheads](#). This recommended moving ahead with the Ben Burr trailhead improvements. The Ben Burr trail connects the city’s Underhill Playfield to Liberty Park. (

Gallup-Urbanova. 2019. [East Central Survey](#) Justin Bibb, past Chief Office of Urbanova, and Gallup surveyed the East Central neighborhood to pinpoint the relevant problems that residents experience. Gallup mailed surveys to all 4,366 households in the East Central neighborhood of Spokane to ensure all households were given a voice in identifying the community's biggest challenges and prioritizing them.

Historic Preservation Office for the City/County of Spokane. 2015. [East Central Survey and Inventory](#). This focused on Sprague Avenue. The purpose of this survey was to thoroughly identify, document and contextualize any historic resources within the Targeted Investment Area and the area immediately to the east and to provide guidance in the planning for the “wise use of this neighborhood’s unique resources.” To make effective use of historic resources, to respect their value and extend their lives, it is necessary to integrate historic preservation into community planning.

Spokane County. 2020. [Regional Trail Plan Update](#).

Spokane Transit. 2022. [Routes and stops](#)

Spokane Workforce Council. 2022. [Webpage](#). Provides background information regarding employees and businesses.

Tourism Economics. 2019. [The Economic Impact of Tourism in Spokane County](#). The study key findings include that tourism in Spokane generated \$357 million in tax revenues, including nearly \$206 million in state and local revenues, saving households in the County more than \$1,000 each. An estimated 30% of tourism supported jobs were in the food and beverage sector, 20% were in accommodations, and 11% were in each retail and recreation.

USDOT. 2016. [Every Place Counts Workshop](#). This workshop engaged directly with neighborhoods adjacent to proposed or planned transportation infrastructure projects. These design workshops convened federal advisors, state agencies, local officials, and neighborhood residents to explore design and policy approaches to create connected, economically prosperous, and environmentally and physically healthy communities. In Spokane, participants focused on the partially built US 395 and the aging Interstate 90, examining strategies to build connectivity, restore opportunity, and mitigate impacts of the planned US 395/I-90 interchange.

Washington State Department of Transportation. 2022. [US 395-NSC Spokane River to Columbia – Shared Use Path](#). The NSC project, located just east of downtown, is a four- to six-lane highway that will connect to I-90 once complete. The NSC is a multimodal corridor. It will maximize vehicle capacity and contribute to freight hauling competitiveness, by moving vehicles and freight traffic away from local arterials and on to a free-flowing freeway. The NSC is designed to provide several Park and Ride lots, reserved space for future high-capacity transit,

and the “Children of the Sun Trail” a pedestrian/bicycle trail that parallels the full length of the corridor. It will connect to the existing east/west Centennial Trail system, which reaches from Spokane to Coeur d’Alene, Idaho and with various other trail systems, such as the Ben Burr Trail in East Central. WSDOT in partnership with Eastern Washington University Planning Department and the City of Spokane extensively engages with communities along the US 395 North Spokane Corridor (NSC) in developing “[place](#)” in and around the NSC and the Children of the Sun Trail in recognition that “the community is the expert.”

Seattle – Judkins Park

WSDOT. 2021. [I-90/Rainier Ave S Interim Pedestrian Safety Improvements](#): In August of 2021, WSDOT completed short-term spot improvements to improve active transportation safety at the I-90/Rainier Ave S interchange on-and off-ramps. Improvements included the installation of additional signage to help increase crosswalk visibility, and pavement marking changes to reduce the width of ramp crossings. The work proposed in this RAISE grant will build upon this work by developing transformative solutions to address safety and accessibility at these ramp crossings.

City of Seattle. 2017. [The Judkins Park Station Access Study](#): This Seattle Department of Transportation (SDOT) and Seattle Office of Planning and Community Development (OPCD) led study worked closely with the Judkins Park Community to ensure that the changes brought about by the new light-rail extension were consistent with the community’s interests and values. The completed Judkins Park Station Access Study proposes ways to improve access to the light rail station, mobility within the Judkins Park area, and access for people moving through the neighborhood. The Study highlights 18 project concepts to ensure better access to the future station while addressing near-term improvement needs, including concepts for the I-90/Rainier Ave S ramps..

City of Seattle. 2008. [Southeast Transportation Study](#): A SDOT led study to identify long term transportation needs of Southeast Seattle, including the Judkins Park Area. The study calls out the need for improvements to the I-90/Rainier Ave S on and off ramps to improve safety and accessibility to the future light rail station.

City of Seattle. 2021. [Seattle Pedestrian Master Plan](#): This SDOT document lays out the process and criteria for establishing Citywide pedestrian improvement priorities, lists improvements to the I-90/Rainier Ave S ramps as a priority crossing improvement, and includes Rainier Ave on its priority investment network.

City of Seattle. 2020. [City of Seattle Bicycle and Pedestrian Safety Analysis](#): Identifies systemic factors that are likely to contribute to bicycle and pedestrian crashes citywide. The plan lists proximity to high-speed arterials (such as I-90 and Rainier Ave S), and the presence of a high-volume transit station as major risk factors. The efforts described in the RAISE grant application will address these systemic safety risks.

City of Seattle. 2022. [SDOT Enhanced Pedestrian Crossing Location Guidelines](#): Provides parameters for enhanced pedestrian crossing investments associated with the transit-plus multimodal corridor map.

Sound Transit. 2011. [East Link Project Environmental Impact Statement](#): This EIS provides the environmental documentation for the East Link light rail extension. This 14-mile extension of the existing Link light-rail network is scheduled to be completed in 2023 and will connect the existing light rail line in Seattle’s International District to Judkins Park, Mercer Island, Bellevue, and to the Microsoft Campus in Redmond. The project will include 10 new stations and will offer eight-minute headways during peak hours. The report includes ridership and mode-share data for the Judkins Park Station that is referenced in the Safety portion of the narrative.

Puget Sound Regional Council (PSRC). 2020. [Vision 2050](#): This plan for the Central Puget Sound region provides a framework for how and where development occurs and how the region supports efforts to manage growth. It also includes the Regional Transportation Plan, which provides a blueprint for improving and coordinating transportation improvements across the region. The plan includes several strategies consistent with the work described in the RAISE Grant application, including environmental sustainability, increasing mode choice, and focusing investments near high-capacity transit. Public outreach for the plan identified the need for better and safer access to transit stations as a major factor that could drive mode-shift, consistent with what is discussed in the Environmental Sustainability section of the narrative.

University of Washington. 2021. [Judkins Park Story Map](#): This student project provides an in-depth look into the Judkins Park neighborhood including its history, demographics, amenities, and modern challenges, including a discussion of the impact of the new light rail service.

Project Readiness

WSDOT has extensive experience working with federal agencies for the purposes of planning and project delivery, including FTA, FRA, FHWA, and USDOT. WSDOT has received multiple discretionary grants from USDOT, including:

- \$5.6 million for the Washington State Rural Rail Rehabilitation (BUILD 2018).
- \$10 million for the Mukilteo Multimodal Ferry Terminal Project (TIGER 2015).
- \$10 million for the North Spokane Corridor North Spokane Corridor – BNSF Railroad Structures/Realignment Project (TIGER 2012).
- \$15 million for the I-5 Joint Base Lewis-McChord Area Congestion Management Project (TIGER 2011).
- \$35 million for the construction of additional lanes on the North Spokane Corridor Project (TIGER 2009).