Safety Action Plan

City of Ritzville
Ritzville, WA

Prepared For:
City of Ritzville

Prepared By:
SCJ Alliance
108 N Washington Street, Suite 300
Spokane, WA 99201
509.835.3770

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SCJ ALLIANCE
CONSULTING SERVICES

Safety Action Plan

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Project Representative

Prepared by:	SCJ Alliance 108 N Washington Street # 300 Spokane, WA 99201 (509) 835-3770 scjalliance.com
Contact:	Anne Sylvester, PTE, Senior Consultant Aren Murcar, AICP, Project Manager Eric Johnston, PE, Principal
Project Reference:	SCJ #24-000835

Table of Contents

1 EXECUTIVE SUMMARY 1

1.1 Overview of Crash Issues and Problems 1
1.1.1 Historical Data 1
1.1.2 Vulnerable Users 1
1.1.3 Public Engagement 2
1.1.4 Active Transportation Needs and Issues 2
1.1.5 Other Safety Improvement Needs 2
1.2 Action Strategy 3
1.2.1 Goals and Vision Statement 3
1.2.2 Summary of Improvement Needs 4
1.2.3 Summary of Recommendations 4
1.2.4 Commitment to Safety and Implementation 10
1.2.5 On-Going Monitoring of Crashes 10

2 INTRODUCTION 11

2.1 Report Content and Organization 11
2.2 Purpose of the Study 12
2.3 Analysis Methodology 12
2.4 Study Area 13

3 LEADERSHIP, GOALS AND PLANNING STRUCTURE 17

3.1 Goals and Vision Statement 17
3.1.1 Safe Access for All Users 17
3.1.2 Safe Systems Approach 17
3.2 Design Standards 17
3.3 Planning Structure 18

4 ANALYSIS OF EXISTING SAFETY CONDITIONS 19

4.1 Objectives of this Analysis 19
4.2 Analysis of Historic Crash Data 19
4.2.1 Summary of All Crashes 19
4.3 Identification of Potential Key Risk Factors 26
4.4 Evaluation of Systemic Risks for Pedestrians 27
4.5 Vulnerable User System Deficiencies 28

Table of Contents

4.5.1 Active Transportation Connection to Grainery District 30
4.5.2 Walking Routes to Schools 30
4.5.3 Railroad Crossings 30
4.5.4 Sidewalks in Poor Condition 33
4.5.5 Obstructed Sidewalks 34
4.5.6 Disconnected Sidewalks 34
4.5.7 Lack of ADA Compliance 35
4.5.8 I-90 Interchange with Division Street 35

5 ENGAGEMENT AND COLLABORATION 41

5.1 Comprehensive Plan Public Outreach 41
5.2 Safety Action Plan – Online Media Activities 41
5.2.1 Safety Priority Survey 41
5.2.2 In-Person Event 44
5.3 Action Plan Committee 46
5.3.1 Project Kick-off Meeting 46
5.3.2 Project Recommendations Meeting 46
5.4 Summary of Topics and Issues Identified by the Public 46
5.4.1 Active Transportation Needs and Issues 46
5.4.2 Other Safety Improvement Needs 47

6 EQUITY ANALYSIS 49

6.1.1 Disparate Impacts Analysis 50

7 PLAN AND POLICY REVIEW 53

7.1 Introduction 53
7.2 Importance of Plan and Policy Review 53
7.3 Key Findings from Plan and Policy Review 53
7.4 Policy and Programmatic Recommendations 57
7.4.1 Strengthen Commitment to Non-Motorized Transportation Safety 57
7.4.2 Incorporate Target Zero Goals and Performance Metrics 57
7.4.3 Formalize Equity and Inclusive Planning Policies 58
7.4.4 Enhance Implementation Capacity Through Data and Mapping Improvements 58
7.4.5 Expand Community-Based Safety Education 58
7.4.6 Expand Strategic Safety Enforcement 59

Table of Contents

8 PRIORITY SAFETY AND TRANSPORTATION ISSUES 60

8.1 Summary of Pedestrian Improvement Needs 60

9 RECOMMENDATIONS 62

9.1 Identification of Countermeasures 62
9.2 Improvement Options 63
9.2.1 Railroad Crossing Improvements 63
9.2.2 Priority Missing Sidewalk Segments 65
9.2.3 Connections to Existing Trails 66
9.2.4 Street Extensions/New Development 66
9.2.5 Intersection Improvements 67
9.2.6 Potential ADA Compliance Issues 68
9.3 Implementation Strategy 69
9.4 Funding Opportunities 76

10 IMPLEMENTATION AND MONITORING 83

10.1 Commitment to Safety and Implementation 83
10.2 On-Going Monitoring of Crashes 83

Appendices
A – Evaluation of Public Comments
B – Safe School Routes
C – Online Survey Analysis

List of Tables

Table 1. Priority Level 1 Recommendations 5
Table 2. Priority Level 2 Recommendations 9
Table 3. Summary of All Crashes by Severity, 2020-2024 19
Table 4. Summary of All Crashes by Severity, 2012-2024 20
Table 5. All Crashes by Location and Severity, 2020 - 2024 22
Table 6. Summary of All Crashes by Type and Severity in the City, 2020-2024 24
Table 7. All Crashes by Contributing Cause, 2020-2024 24
Table 8. All Crashes by Vehicle Action and Severity, 2020-2024 25
Table 9. Summary of All Crashes by Roadway Junction Type and Severity 25
Table 10. People of Color, City of Ritzville 51

Table 11. Low-Income Population, City of Ritzville 51
Table 12. Limited English-Speaking Population, City of Ritzville 52
Table 13. Population Over Age 64, City of Ritzville 52
Table 14. Potential Countermeasures to Address Priority Deficiencies 62
Table 15. Railroad Crossing Improvements 64
Table 16. Priority Missing Sidewalk Segments 65
Table 17. Connections to Existing Trails 66
Table 18. Street Extensions/New Development 67
Table 19. Intersection Improvements 67
Table 20. Priority Level 1 Recommendations 70
Table 21. Priority Level 2 Recommendations 74
Table 22. Funding Sources for Active Transportation Improvements 77

List of Figures

Figure 1. Ritzville Safety Recommendations – Priority Level 1 7
Figure 2. Ritzville Safety Recommendations – Priority Level 2 8
Figure 3: Analysis Methodology 12
Figure 4. Study Area and Vicinity 13
Figure 5. Ritzville Land Use Map 15
Figure 6. Ritzville Zoning Map 16
Figure 7. Historical Crash Trends for Crashes from 2012 – 2024 20
Figure 8. Historical Crash Trends for Crashes from 2020 – 2024 21
Figure 9: Pedestrian Chances of Survival at Varying Vehicle Speeds 27
Figure 10. Sidewalk Locations 29
Figure 11. *Northbound on SR 261 at I-90 Overcrossing* 30
Figure 12. Northbound on Division Street at BNSF Railroad Crossing 31
Figure 13. Southbound on Adams Street at BNSF Railroad Crossing – Route to Grocery Store 31
Figure 14. Northbound on Jefferson Street at BNSF Railroad and Spur Line Crossings 32
Figure 15. Northbound on Jackson Street at BNSF Railroad Crossing 32
Figure 16. Crumbling Sidewalk, southwest side of Division Street between 7th and 8th Avenues 33
Figure 17. Crumbling Sidewalk, southwest side of Division Street between Birch and Alder Avenues 33
Figure 18. Crumbling Sidewalk, southwest side of Columbia Street between 6th and 7th Streets 33
Figure 19. Sidewalk Obstruction on West Side of E 7th Avenue between Division and Columbia Streets 34
Figure 20. Sidewalk Obstruction on Palouse Street at 2nd Avenue 34
Figure 21. Sidewalk Ends on Palouse Street between 1st and 2nd Avenues 34
Figure 22. No Curb Ramp at Intersection of W 3rd Street and S Columbia Street 35
Figure 23. Crosswalk Locations 37
Figure 24. ADA Ramps 38
Figure 25. Street Light Locations 39
Figure 26. Stop and Yield Signs 40
Figure 27. Safety-Related Problem Areas from Online Survey 43
Figure 28. Locations of Safety-Related Problems 45
Figure 29. Block Groups in City of Ritzville 50
Figure 30. Ritzville Street Functional Classification 55
Figure 31. Ritzville Pathways – 2024 Comprehensive Plan 56
Figure 32. Ritzville Active Transportation Improvement Needs 61
Figure 33. Northbound on Jackson Street at BNSF Railroad Crossing 64
Figure 34. E 8th Avenue between Chelan Street and S. Palouse Street 65
Figure 35. Access to Story Walk off E. Main Avenue 66

Figure 36. West Side of Division Street between 7th and 8th Avenues 68
Figure 37. North Side of Columbia St between 1st and 2nd Avenues 69
Figure 38. No Curb Ramps on Columbia Street at 3rd Avenue 69
Figure 39. Ritzville Priority Level 1 Active Transportation Improvements 72
Figure 40. Ritzville Priority Level 2 Active Transportation Improvements 73

1 EXECUTIVE SUMMARY

The City of Ritzville is actively pursuing improvements to reduce crashes and enhance safety for its multimodal transportation system. As part of that effort, the city has prepared this *Safety Action Plan* (SAP) following the risk-based, data-driven analytical procedures outlined in guidance provided by the national Safe Streets and Roads for All (SS4A) program, and the Washington State Department of Transportation (WSDOT) Local Programs Division. This guidance is designed to support state and national efforts to implement the U.S. Department of Transportation's National Roadway Safety Strategy with its goal of zero roadway deaths using a Safe System Approach. Guidance also supports achieving *Target Zero* as outlined in the *Washington State Strategic Highway Safety Plan.*

The purpose of this *Safety Action Plan* is to improve safety for different modes of transportation along city streets through the analysis of crash data, identifying and prioritizing risk factors that impact safety, and establishing and prioritizing engineering countermeasures and strategies that reduce the number and severity of crashes in the city.

1.1 Overview of Crash Issues and Problems

1.1.1 Historical Data

Historical crash data was obtained for the City of Ritzville for the five-year period from January 1, 2020, through December 31, 2024. WSDOT crash data included all streets within the city limits of Ritzville plus portions of SR-395 and I-90 within the city limits.

During the five-year analysis period, there were a total of 34 crashes, with 31 crashes occurring on City-operated streets and 3 crashes occurring on SR 261 or the I-90 ramps, which are operated by WSDOT. There were no serious or fatal crashes in Ritzville during the analysis period, and none that involved a pedestrian or bicyclist. About nine percent of the crashes occurring on the City of Ritzville streets involved some form of minor or potential injury, and 87 percent involved property damage only. Approximately three percent of city crashes had no level of severity reported.

Angle crashes included over 41 percent of all crashes occurring in the city, one of which resulted in a possible injury. Crashes involving parked cars comprised 24 percent of all crashes. One crash resulted in a minor injury and involved a left-turning vehicle. About 24 percent of crashes were related to failure to yield right of way, while another 18 percent involved a distracted driver. Four crashes occurred as a result unsafe backing but only one crash involved speeding as its contributing cause.

1.1.2 Vulnerable Users

While there were no crashes in Ritzville that involved pedestrians or bicyclists, when such a crash does occur, people walking, bicycling, and also riding motorcycles are much more likely to be killed or seriously injured than people driving vehicles, hence the identification as a "vulnerable" user.

In many communities, there is a crash history involving vulnerable users including primarily pedestrians and, to a lesser extent, bicyclists. A significant number of these vulnerable user crashes result in a severe crash (defined as those involving a serious injury or fatality). Based on collective data for 2019 through 2023 in Eastern Washington communities, approximately 24 percent of all severe crashes involved pedestrians. At the statewide level, 38 percent of all fatalities and serious injuries involved either a

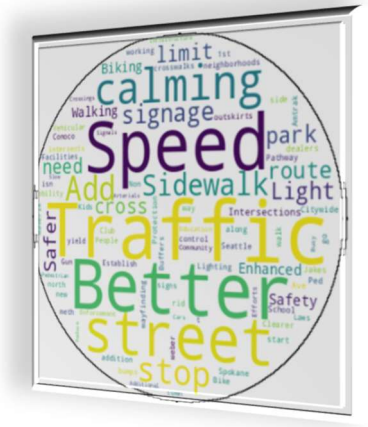
pedestrian or a bicyclist (*2025 Washington State Safety Implementation Plan*) . National data for 2023 indicate that while pedestrian crashes represented only 6.9 percent of all travelers, they comprised 18 percent of all transportation fatalities. Additionally, 75 percent of pedestrian fatalities occurred between 6 pm and 6 am.[1]

Thus, it is important to note that, while no severe vulnerable user crashes occurred in Ritzville during the study period, a fatal pedestrian crash occurred in 2019 on the BNSF tracks near the Jefferson Street crossing. Coupled with state and national data related to the frequency of vulnerable user crashes in urban areas and their serious consequences, the risk of this type of crash does exist throughout the community and should be addressed as a systemic need in Ritzville.

1.1.3 Public Engagement

The public engagement effort conducted as part of the Safety Action Plan highlighted safety issues in Ritzville that are based on perception and experience in using the community's transportation system. Key issues of concern included are grouped by topic below.

1.1.4 Active Transportation Needs and Issues



- While most online survey respondents indicated that motor vehicles were their primary mode of transportation, there is strong interest in increasing levels of walking and bicycling, particularly in the downtown area. However, there are significant barriers, including:
    - The need to improve sidewalks and pedestrian system connectivity, particularly to key destinations, as there are many locations where sidewalks are missing or poorly maintained.
    - There are inadequate bicycle lanes and/or pathways.
    - There are limited safe crossing opportunities.
    - There is poor lighting at night
    - There are long distances between destinations which may make some active transportation trips more appropriate for bicycling
- Sidewalk improvements were identified as a very high priority, including filling in gaps, providing better curb ramps for ADA access, repairing existing segments, and providing safe and continuous walking routes near schools, parks, and downtown.
- Other high priorities included enhancing safety at busy intersections and high traffic corridors and improving lighting to make walking and bicycling safer after dark.
- Improving bicycle facilities was also a priority.

1.1.5 Other Safety Improvement Needs

- Installing traffic calming measures near schools, parks, and other pedestrian-heavy areas.
- Providing additional public transit options within the community, particularly for commuters.

[1] https://safetrec.berkeley.edu/2025-safetrec-traffic-safety-facts-pedestrian-safety

- Better enforcement of speeding laws, particularly on Division Street.
- Concern about intersection safety, particularly the I-90/Division Street interchange and the need for better multimodal connections to the southside of the freeway.
- Segments of Adams Street near the police station and East Adams Healthcare, and the area near E Birch Street and N Cascade Street were also identified as safety concerns.
- Railroad crossings were raised as an issue including rough or deteriorated street crossings and safety concerns at the crossings.
- Heavy truck traffic on Division Street was highlighted as a hazard, especially during harvest season.
- There were also general comments about roadway maintenance and appearance, including failing pavement, potholes, overgrown vegetation that blocks signs, and street flooding due to water drainage issues.

Overall, the results indicate a strong community desire for a safe, connected, and accessible city. Residents value creating a more walkable and bike-friendly community, recognizing that by addressing roadway safety issues, Ritzville can ensure that all residents and visitors can navigate the city safely and comfortably. Appendix B of this report summarizes key issues of concern and provides visual examples of the issues.

1.2 Action Strategy

1.2.1 Goals and Vision Statement

The City of Ritzville is committed to improving and maintaining a safe transportation system for all users, with the goal of zero roadway fatalities and serious injuries by December 31, 2040, consistent with WSDOT's Target Zero goal. The city has established goals through which it aims to continue to achieve zero roadway fatalities and serious injuries, and to take proactive measures to keep roadways safe in areas of new development and projected increased traffic by adopting proven, safe design standards and roadway safety devices.

Safe Access for All Users

Ritzville is committed to high-quality transportation facilities that provide safe travel options for all users. In 2024 the city adopted an update to its Comprehensive Plan that includes goals that specifically address transportation safety within the larger context of the provision of mobility and accessibility. Goal #7 identifies the provision of public services at a level of service that will *"ensure the safety and wellbeing of Ritzville's residents".* Goal #8 speaks to the need for development to provide sufficient public improvements to mitigate its impacts including *"safety improvements for all travelers"*.

Various policies also speak to transportation safety including Policy #6 that addresses the need for new projects that will *"accommodate multimodal and traffic safety…".* Policy #25 indicates that the city *"will provide/upgrade facilities according to the following priorities: protect public health and safety …"*. Policy #29 speaks to *"enforcing maintenance standards to ensure safe and efficient functioning of the city's public utilities and services"*.

The city recently adopted a Wayfinding Plan and is working with private investors to ensure safe multimodal facilities as part of the Grainery District development.

Safe Systems Approach

Ritzville believes a safe systems approach to planning and designing a multimodal transportation system is key to ensuring low crash rates with no severe or fatal injuries. Between 2020 – 2024, the city had no severe or fatal accidents; however, with forecasted increases in populations and commercial development, there will be an increase in traffic volumes and modifications to the transportation system, particularly south of I-90, which could result in a higher risk to life and property. Through the adoption of this plan, the city is committing to a Safe Systems Approach.

Design Standards

Ritzville is currently planning significant growth and is in a unique position to be able to put in place roadway safety focused and proven design standards for all new residential and commercial development.

1.2.2 Summary of Improvement Needs

Chapter 8 of this report discusses a variety of improvement options to address the system deficiencies and public concerns that were identified during the study process. These improvement options focus primarily on enhancing the active transportation system and address specific risk factors that influence safety of the transportation system in Ritzville. Risk factors include:

- Railroad crossing improvements
- Priority missing sidewalk segments
- Connections to existing trails
- Street extensions/new development
- Intersection improvements
- Potential ADA compliance issues

1.2.3 Summary of Recommendations

The strategy identified for implementation of active transportation improvements in the City of Ritzville is based on the assessment of improvement needs and includes the prioritization of recommendations identified throughout this discussion. Prioritization is based on key directives received from the public and the advisory committee during the planning process and includes the following:

- *Priority Level 1* – These represent the most important projects in the community from the standpoint of addressing the systemic risk for serious pedestrian crashes. They include:
    - Facilities that serve the Ritzville Elementary School and the Lind-Ritzville High School
    - Facilities that serve the Historic Downtown District
    - Connections from the historic town to the Grainery District
    - Protection at railroad tracks, including proposed fencing and enhancement of crossings on Division Street and Jefferson Street
    - Intersection improvements, including the freeway interchanges
- *Priority Level 2* – these projects are still important components of a strategy to address system pedestrian improvement needs but are considered less urgent than Priority Level 1. They include:

- Missing or deficient sidewalk segments throughout the city, which are not addressed under Priority Level 1 improvements.
- Access to recreational trails such as the Ritzville Walking Path (including Centennial Pathway and Story Walk integration)
- Access and new streets/sidewalks/pathways serving newly developing areas
- Pedestrian improvements at Adams and Columbia Street railroad crossings

Priority Level 1

Projects included in Priority Level 1 are presented in Table 1. These projects focus on improving pedestrian safety in the school vicinity, the historic downtown, access to the Grainery District, intersection improvements, and two of the four railroad crossings. These projects are illustrated in **Figure 1**. Magnitude of cost assessment in this table is subjective and not based on concept engineering or a formal cost opinion. Potential funding reflects the option of obtaining a state and/or federal grant to pay for the improvement. Multiple projects could be grouped together to provide a more efficient and cost-effective approach. It is assumed that the local match for a grant could be obtained from the city's recently adopted Transportation Benefit District (TBD) or other local sources.

Table 1. Priority Level 1 Recommendations

No.	Street	Limits	Improvement Needed	Magnitude of Cost	Potential Funding
Facilities the Serve Schools					
I-1	Palouse Street	9th to 10th Avenue/ Ballfield Parking	Provide pathway along north side of street to provide access to ballfield	$	State/federal grants
I-2	9th Avenue	Palouse Street to Ballfield Entrance	Provide sidewalk connection along street	$	State/federal grants
I-3	Chelan Street	Ballfield Entrance to Wellsandt Avenue	Provide sidewalk/pathway improvement along NE side of street	$$	State/federal grants
I-4	Chelan Street	1st to 3rd Avenues	Provide sidewalk connections where feasible	$$	State/federal grants
I-5	Cascade Street	1st to 4th Avenues	Provide sidewalk improvement where feasible	$$	State/federal grants
I-6	Pathway connecting Ritzville Grade School to Cascade/4th Intersection	Chelan to Cascade Streets	Provide pedestrian pathway connection to serve existing schools	$$	State/federal grants
Serve Historic Downtown District					
I-7	Broadway Avenue/ Grant Street	Vicinity of Lincoln St to Main Street	Provide sidewalk on SE/NE side of street	$$	State/federal grants
I-8	Washington Street/ Alder Street	Vicinity of Intersection	Provide completion of missing sidewalk segments in the 1-2 block vicinity of Adams County Courthouse	$	State/federal grants

No.	Street	Limits	Improvement Needed	Magnitude of Cost	Potential Funding
Serves Grainery District					
I-9	Division Street/ SR 261	WB I-90 off-ramp to Southern entrance to Loves Travel Stop	Provide active transportation connection between area north of I-90 and entrance to Grainery Development	$$$	State/federal grants Developer
Railroad Crossings					
I-10	Division Street	Main St to 1st Avenue	Improve deteriorating pavement at railroad crossing and vicinity	$$	State/federal grants
I-11	Jefferson Street	Main St to 1st Avenue	Provide pedestrian connections to cross railroad tracks and serve adjacent blocks	$$	State/federal grants
I-12	NW edge of railroad right of way	Approx Grant Street to Jefferson Street	Provide fencing to reduce incidence of pedestrian access into rail right of way, particularly in vicinity of grocery store	$	State/federal grants
Intersection Improvements					
I-13	Division Street	At WB I-90 Off-Ramp	Consider roundabout for intersection with pedestrian crossing improvements on west side of Division Street	$$$	State/federal grants Developer/TIF
I-14	Division Street/SR 261	WB I-90 off-ramp to EB I-90 ramps	Intersection improvements such as roundabouts to address expected future congestion.	$$$	State/federal grants Developer/TIF

Priority Level 2

Priority Level 2 recommendations are presented in Table 2. These recommendations focus on constructing missing or deficient sidewalk segments that were not included in Priority Level 1, providing access to recreational trails, serving newly developing areas including within the Grainery District, and address needs at the two other railroad crossings within the city center. These improvements are shown in **Figure 2**. It should be noted that the list of missing or deficient sidewalk segments could be supplemented by priorities identified in the proposed ADA Transition Plan.

As noted in the discussion of Priority Level 1, the order-of-magnitude cost assessment in this table is subjective. Potential funding reflects the option of obtaining a state and/or federal grant which could be matched by funds generated by the city's recently adopted Transportation Benefit District (TBD) or other local sources. Table 2 also notes the option of funding from a land developed who would need to build a new or extended road to access property. Based on the City's street standards, sidewalk improvements would be required as part of the road extension.

Figure 1. Ritzville Safety Recommendations – Priority Level 1

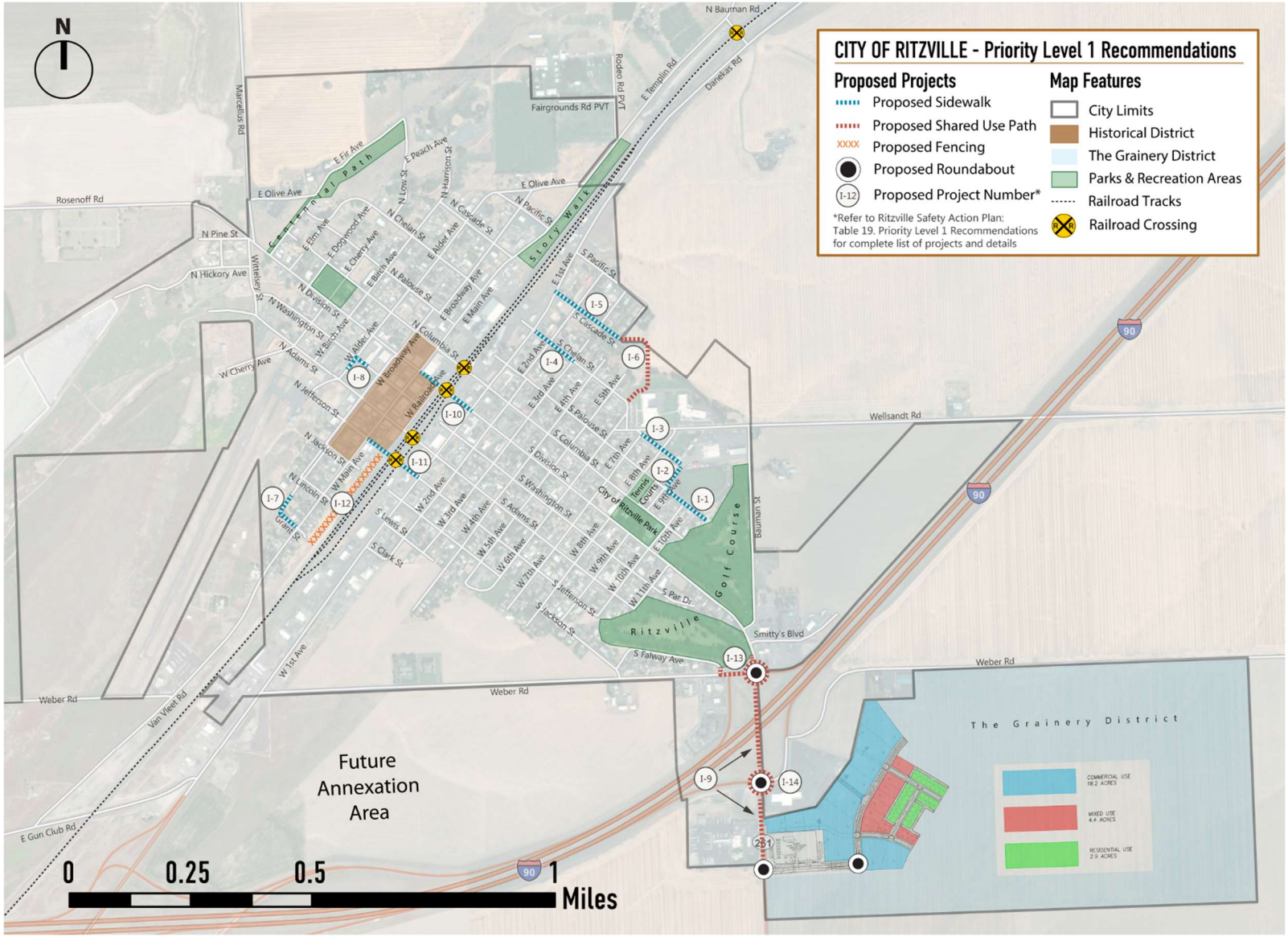


Figure 2. Ritzville Safety Recommendations – Priority Level 2

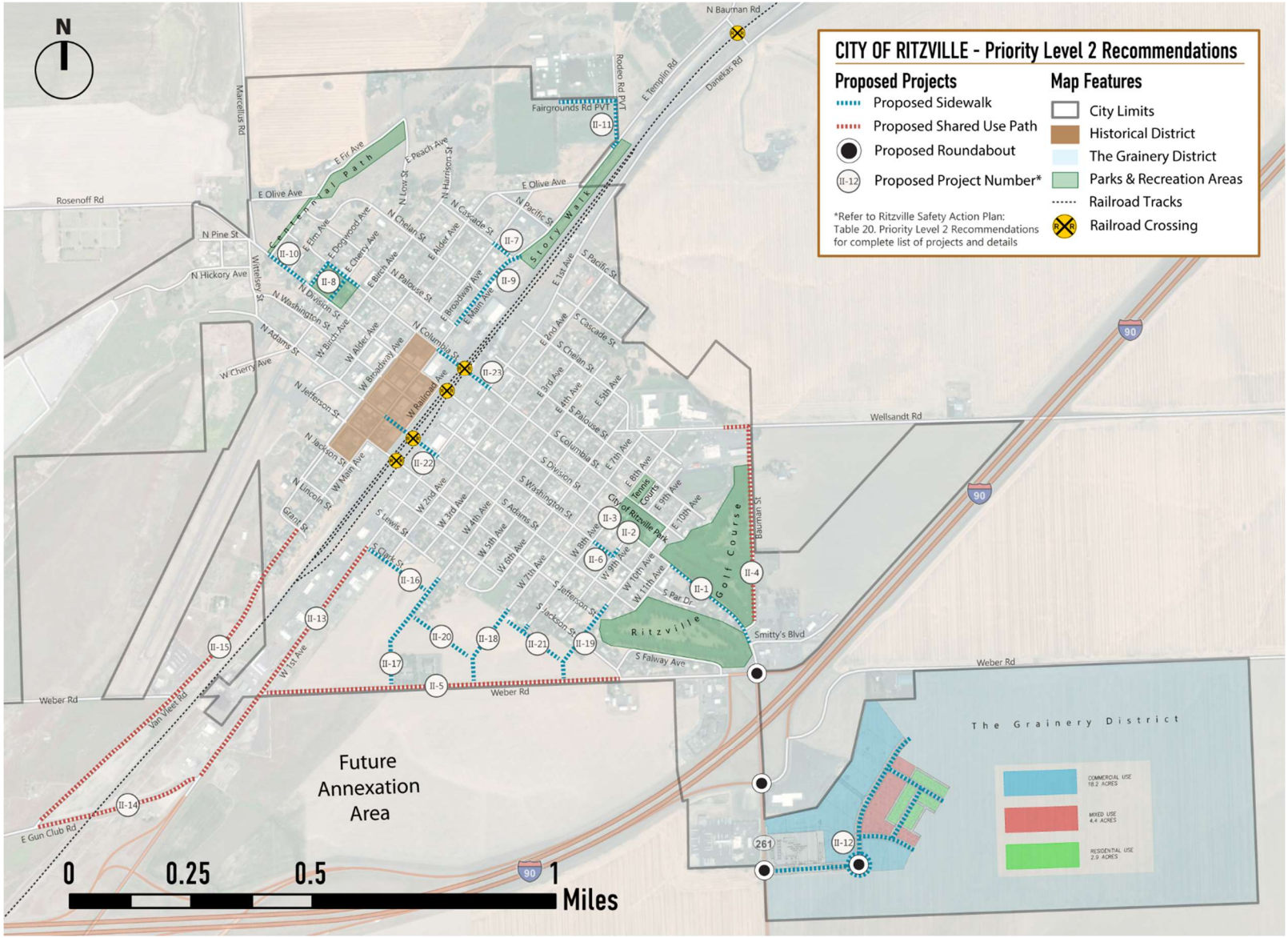


Table 2. Priority Level 2 Recommendations

No.	Street	Limits	Improvement	Magnitude of Cost	Potential Funding
Missing/Deficient Sidewalks					
II-1	Division Street	Smitty's Blvd to 11th Avenue	Sidewalk on SW side of street where feasible	$	State/federal grants
II-2	Division Street	At 9th Avenue	Needs improvement to crossing to park entrance similar to 10th Avenue	$	State/federal grants
II-3	Division Street	Vicinity of 8th Avenue	Sidewalk on NE side of street	$	State/federal grants
II-4	Bauman Street	Wellsandt Avenue to Division Street	Pathway along east and/or west side of street	$$	State/federal grants
II-5	Weber Road	Jackson Street to 1st Avenue	Continue existing sidewalk/pathway west from current terminus at Jackson Street along north side of Weber Road	$$	State/federal grants
II-6	Washington Street	8th to 9th Avenues	Complete sidewalk connectivity where feasible	$	State/federal grants
II-7	Cascade Street	Broadway Avenue to Main Street	Complete missing sidewalk segment to connect Main and Broadway corridors	$	State/federal grants
II_8	Columbia Street/ Dogwood Avenue/ Division Street	Adjacent to Veterans Memorial Children's Park	Provide safer pedestrian facilities in immediate vicinity of city park	$	State/federal grants
Access to Recreational Trails					
II-9	E Main Street	Palouse Street to Cascade Street	Provide sidewalk or pathway connection to serve adjacent property and connect to recreational pathway (Story Walk)	$$	State/federal grants
II-10	Division Street	Dogwood Avenue to Centennial Pathway	Provide sidewalk or pathway connection to Centennial Path	$$	State/federal grants
II-11	Centennial Pathway	Existing eastern terminus to eastern terminus of Story Walk	Provide connection between the two existing pathways and provide access to Fairgrounds	$$	State/federal grants
Extensions/New Development					
II-12	Grainery District	SR 261 through development	Provide active transportation connections (sidewalks/bike lanes and/or trails) as project area develops	$$$	Developer/TIF
II-13	1st Avenue	Clark Street to Gun Club Road	Provide active transportation connection/trail to the south and west of the city as area develops	$$	Developer/TIF
II-14	Gun Club Road	1st Avenue to Van Vleet Road	Provide active transportation connection/trail to the south and west of the city as area develops	$$	Developer/TIF
II-15	Van Vleet Road/ Main Street	Gun Club Road to Grant Street	Provide active transportation connection/trail to the south and west of the city as area develops	$$	Developer/TIF
II-16	Clark Street	1st to 4th Avenues	Provide sidewalk connection in conjunction with future street extension	$$	Developer/TIF

No.	Street	Limits	Improvement	Magnitude of Cost	Potential Funding
II-17	4th Avenue	Jackson Street to Weber Road	Provide sidewalk connection in conjunction with future street extension	$$	Developer/TIF
II-18	7th Avenue	Current southern terminus to Weber Road	Provide sidewalk connection in conjunction with future street extension	$$	Developer/TIF
II-19	10th Avenue	Adams Street to Weber Road	Provide sidewalk connection in conjunction with future street extension	$$	Developer/TIF
II-20	New East/West Road	4th Avenue to 7th Avenue	Provide sidewalk connection in conjunction with future street extension	$$	Developer/TIF
II-21	New East/West Road	7th to 10th Avenues	Provide sidewalk connection in conjunction with future street extension	$$	Developer/TIF
Railroad Crossings					
II-22	Adams Street	Main St to 1st Avenue	Improve deteriorating pavement at railroad crossing and vicinity	$$	State/federal grants
II-23	Columbia Street	Main St to 1st Avenue	Improve deteriorating pavement at railroad crossing and vicinity, add pedestrian connection where none currently exists	$$	State/federal grants

1.2.4 Commitment to Safety and Implementation

Through its *Comprehensive Plan* and *Wayfinding Plan*, the City of Ritzville has adopted plans and policies that identify a commitment to transportation safety and implementation of safety improvements. Through the adoption of this Safety Plan, the city is committing to developing the city with the goal of zero roadway fatalities and serious injuries (Target Zero) through the following methods:

- Add specific policies that address Target Zero.
- Have developers sign and commit to helping fund and support a safe systems approach.
- Continue to work with WSDOT on the implementation of the Statewide Transportation Improvement Plan (STIP) for 2025 – 2030 for project work over the next 5 years.
- Incorporate safety improvement projects identified in this plan, as well as projects identified through subsequent monitoring and analysis into the Transportation System Plan and Six Year Transportation Improvement Program.

1.2.5 On-Going Monitoring of Crashes

The City will continue monitoring crash data on a regular basis, with a focus on locations identified in the Plan and working with developers on other areas of interest. Monitoring will occur through the collection of crash data at three-to-five-year intervals to update the identification and assessment of severe crashes. Further evaluation of improvements to problem locations will be determined as needed. Ongoing monitoring will be the responsibility of the city's engineering staff with assistance from the Chief of Police or designee. The City will add the safety projects in this Plan to other City planning documents to help accelerate their funding and construction. The Safety Pan will be posted on the city's website.

2 INTRODUCTION

The City of Ritzville is currently going through exciting changes and is working on a Historic Downtown Revitalization effort and development of the Grainery District, which will add housing and commercial business opportunities on the south side of I-90. In addition to the new development district, Ritzville is known for being a busy travel stop, boasting multiple large fuel and food stations on both the north and south sides of the highway. The underpass along SR 261 beneath I-90 is the only direct connection between the north and south ends of the city, which adds risk, especially for pedestrians and cyclists. As part of that effort, the city has prepared this *Safety Action Plan* following the risk-based, data-driven analytical procedures outlined in guidance provided by the Washington State Department of Transportation (WSDOT) Local Programs Division. This guidance is designed to support WSDOT's efforts to implement the *Target Zero – Washington State Strategic Highway Safety Plan* which relies on a data-based approach that analyzes crash trends and contributing factors in the development of successful crash reduction strategies.

2.1 Report Content and Organization

This report is organized into ten chapters and is generally consistent with the structure provided by federal guidance for developing safety action plans.

Chapter 1 is the Executive Summary.

Chapter 2 introduces the study area and highlights the purpose and general approach to developing a safety action plan for the city.

Chapter 3 outlines the vision and goals for the plan and the planning structure used to develop the plan.

Chapter 4 identifies and discusses existing transportation safety conditions in the City of Ritzville with a focus on historic crash data and an evaluation of safety risk factors including potential systemic risks. Chapter 4 also provides a summary of existing transportation system features that specifically focus on the needs of vulnerable users (pedestrians and bicyclists). These groups were identified as a high-risk priority for evaluation of systemic improvements.

Chapter 5 highlights the public engagement effort undertaken as a part of plan development including a description of outreach efforts, community concerns identified through this process, and a discussion of how public input was incorporated into the plan.

Chapter 6 presents a summary of community demographics and lays the foundation for any discussion of disparate crash impacts related to Environmental Justice populations.

Chapter 7 outlines the community planning context for this *Safety Action Plan* including a discussion of planning goals and principles that address safety, as well as suggested modifications to existing policy to enhance efforts towards achieving Target Zero.

Chapter 8 focuses on identifying high priority locations and corridors within the city where spot and/or systemic improvements can be developed based on the risk factor analysis discussed in Chapter 4.

Chapter 9 discusses the identification of countermeasures for each of the priority corridors or locations based on the assessment of system risk to the active transportation system. Improvement options and

recommendations are included in the chapter. This discussion is stratified into a short, medium, and longer-term action strategy for the Ritzville *Safety Action Plan*.

Chapter 10 includes a discussion of plan implementation and the effort proposed for on-going monitoring of crashes to measure the overall effectiveness of the plan over time.

2.2 Purpose of the Study

The purpose of this project is to prepare a plan focused on evaluating recent crash history for the City of Ritzville, WA and developing a plan to meet the requirements of the Safe Streets for All federal grant program and the WSDOT Local Road Safety grant funding program. To accomplish this objective analysis has been conducted of all crashes on all public roads to identify and focus on severe crashes (severe crashes are those involving fatalities and/or serious injuries) or crashes involving vulnerable users (bicyclists and pedestrians). Crash risk factors have been identified and potential countermeasures evaluated. The product of this work effort is a prioritized list of both spot improvements (those involving specific high-ranked locations) and systemic improvements (those involving multiple locations with common features that have a high likelihood of experiencing future crashes).

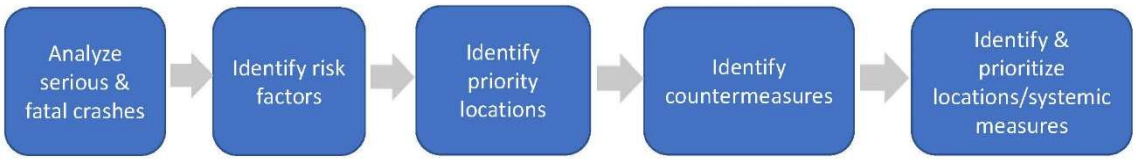
2.3 Analysis Methodology

The *Safety Action Plan* follows the federal- and WSDOT-recommended approach for developing a prioritized list of engineering countermeasures. Analysis was conducted following a multi-step process that relied on five years of crash data (January 2020 through December 2024).

The multi-step process includes:

- Establish a planning structure to guide the process through implementation.
- Identify state, regional, and local planning context and a public engagement program.
- Compile and evaluate crash data to identify severe crashes (involving a fatality and/or a serious injury) and crashes involving vulnerable users. Identify and characterize risk factors that contribute to these crashes to determine emphasis areas.
- Conduct road network screening and identify priorities.
- Identify countermeasures or strategies to address the types of crashes in the high priority locations.
- Develop a prioritized list of projects and policies including both systemic and spot improvements along with cost estimates.

Figure 3: Analysis Methodology

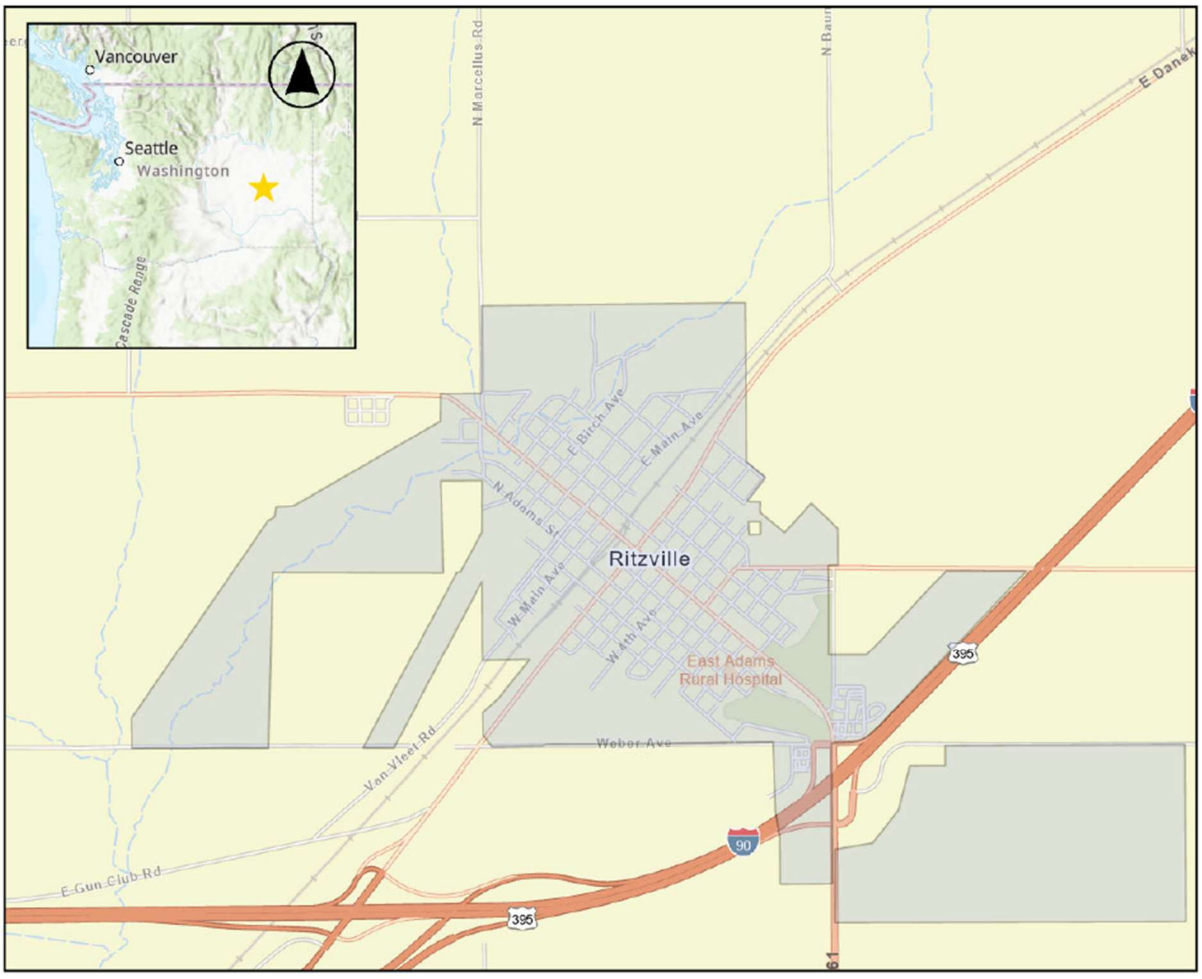


Under 23 U.S.Code 148 and 23 U.S.Code 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway - highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

2.4 Study Area

The City of Ritzville is located in Eastern Washington, 60 miles southeast of Spokane, and 75 miles southeast of the Idaho border on I-90, which is the primary route that connects the greater Spokane area to the rest of eastern and western Washington. This route is heavily trafficked, especially in the summer, by interstate travel for tourism and recreation. Ritzville is unique in that it is the largest rest stop, offering the most services and easy access between Moses Lake and the Spokane area. The study area for the Ritzville Safety Action Plan includes the entire area within the city's corporate limits. **Figure 4** illustrates the boundaries of the City and its Urban Growth Area, and its general location in Adams County. The figure also identifies key roadway corridors which include the state highway 395 and interstate highway 90.

Figure 4. Study Area and Vicinity



The population of the City of Ritzville was 1,673 in 2010, growing to 1,767 by 2020, an increase of 5.6 percent over ten years. The population of Adams County in 2010 was 18,728, of which Ritzville represented 8.9 percent. By 2020, Adams County's population increased to 20,613, of which Ritzville dropped slightly in percent of population to 8.6 percent, indicating that Ritzville is growing, but slower than Adams County as a whole.

Based on information provided by the Washington Office of Financial Management (OFM), population growth in Adams County is expected to rapidly increase to 26,100 (middle forecast) by 2050, a total increase of just over 26 percent between 2020 and 2050[2].

The 2023 the median income in Ritzville was $63,277 which is significantly lower than the statewide median income of $94,952[3]. The median age in Ritzville is 41.5 years and about 21.6 percent of Ritzville's population is 65 years of age or older, while 24 percent is under 18.[4]

According to U.S. Census Bureau estimates, there are currently about 600 total jobs in Ritzville, accounting for about 9.4 percent of the 7,400 total jobs in Adams County. The largest employment sectors in the city in terms of number of jobs are:

- Public Administration (29.0%)
- Health Care and Social Assistance (14.8%)
- Accommodation and Food Services (11.8%)
- Wholesale Trade (10.5%)
- Retail Trade (9.8%)

Top employers in Adams County include agriculture, forestry, fishing and hunting (20.1%); manufacturing (17.1%); and educational services (16.9%). Agricultural services are also an important employer in Ritzville including grain dealers, fertilizer/pesticide manufacturers and dealers, aerial applicators, farm equipment sales and repairs, trucking companies, farm supplies and seed companies. In addition to these services, Ritzville is the county seat, hosting the county's administrative offices, and is also the head office of the Washington Association of Wheat Growers is located in Ritzville.

As shown in **Figure 5** and **Figure 6**, land use within the city includes a downtown historic district, which is the commercial heart of the city. There are residential neighborhoods to the north of downtown and in the southern and eastern parts of the city. There are industrial uses along the BNSF rail tracks that run from the southwest to the northeast through the city. Adjacent to these uses is a long strip of commercial uses. Additional industrial land lies in the western, northeastern, and eastern portions of the city. Industrially zoned land on the east side of the city is planned for public use and there are existing schools and a ballfield located in this area.

There are agricultural uses on the south edge of the city and on the far eastern edge. The south side is proposed for future residential development while the east side is planned for mixed use development. There are highway commercial uses in the vicinity of the I-90 interchange with SR 261 (Exit 221). The city recently annexed a large area, the Grainery District, to the southeast of the I-90 Exit 221 interchange. This area is zoned for mixed use development. The existing street system in the city is strongly influenced by the southwest/northwest orientation of the BNSF tracks and most of the city's grid system reflects this.

[2] https://ofm.wa.gov/washington-data-research/population-demographics/population-forecasts-and-projections/growth-management-act-county-projections/growth-management-act-population-projections-counties-2020-2050

[3] 2023 ACS 5-Year Estimates Table S1901

[4] 2023 ACS 5-Year Estimates Table S0101

Figure 5. Ritzville Land Use Map

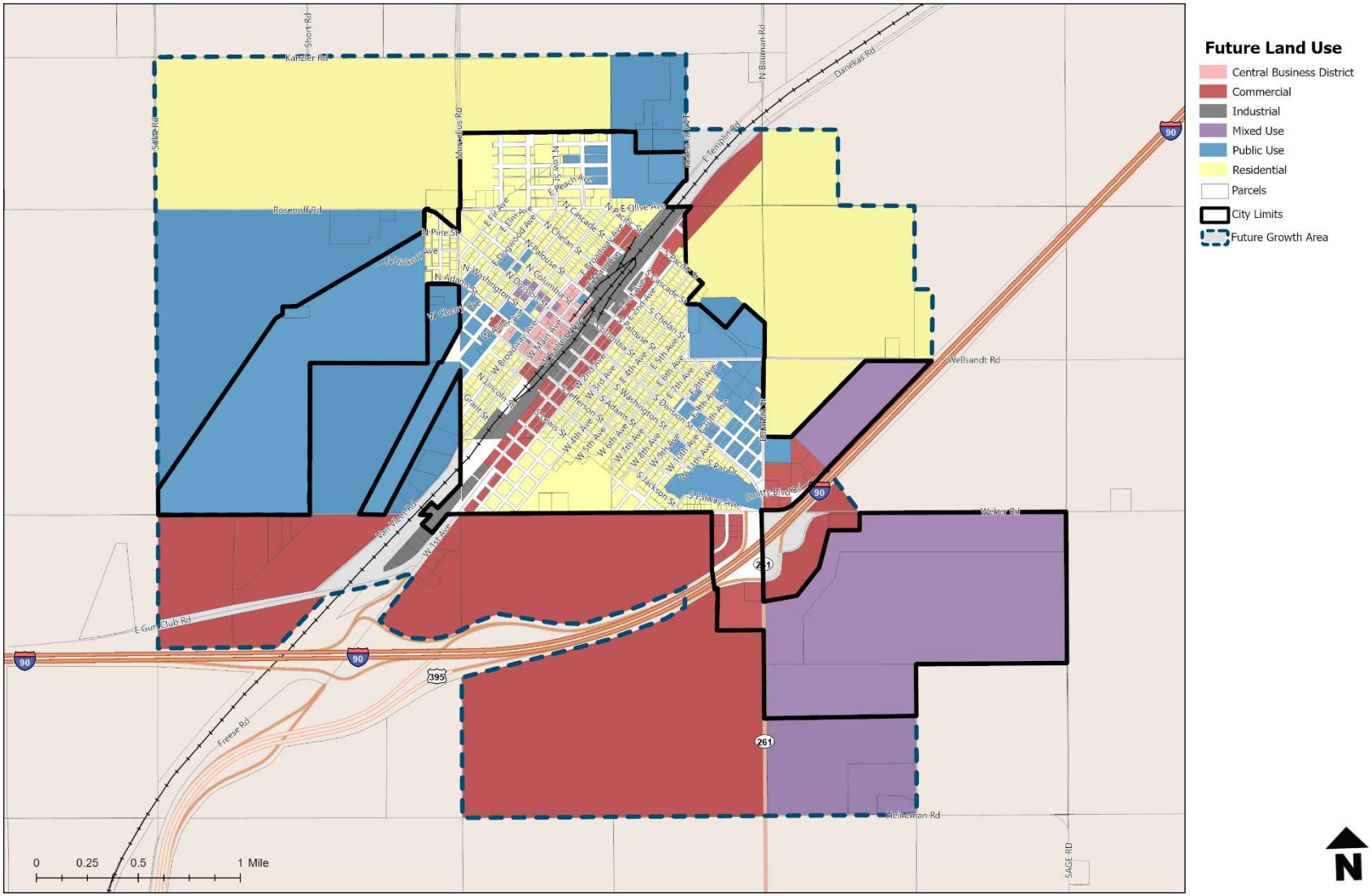
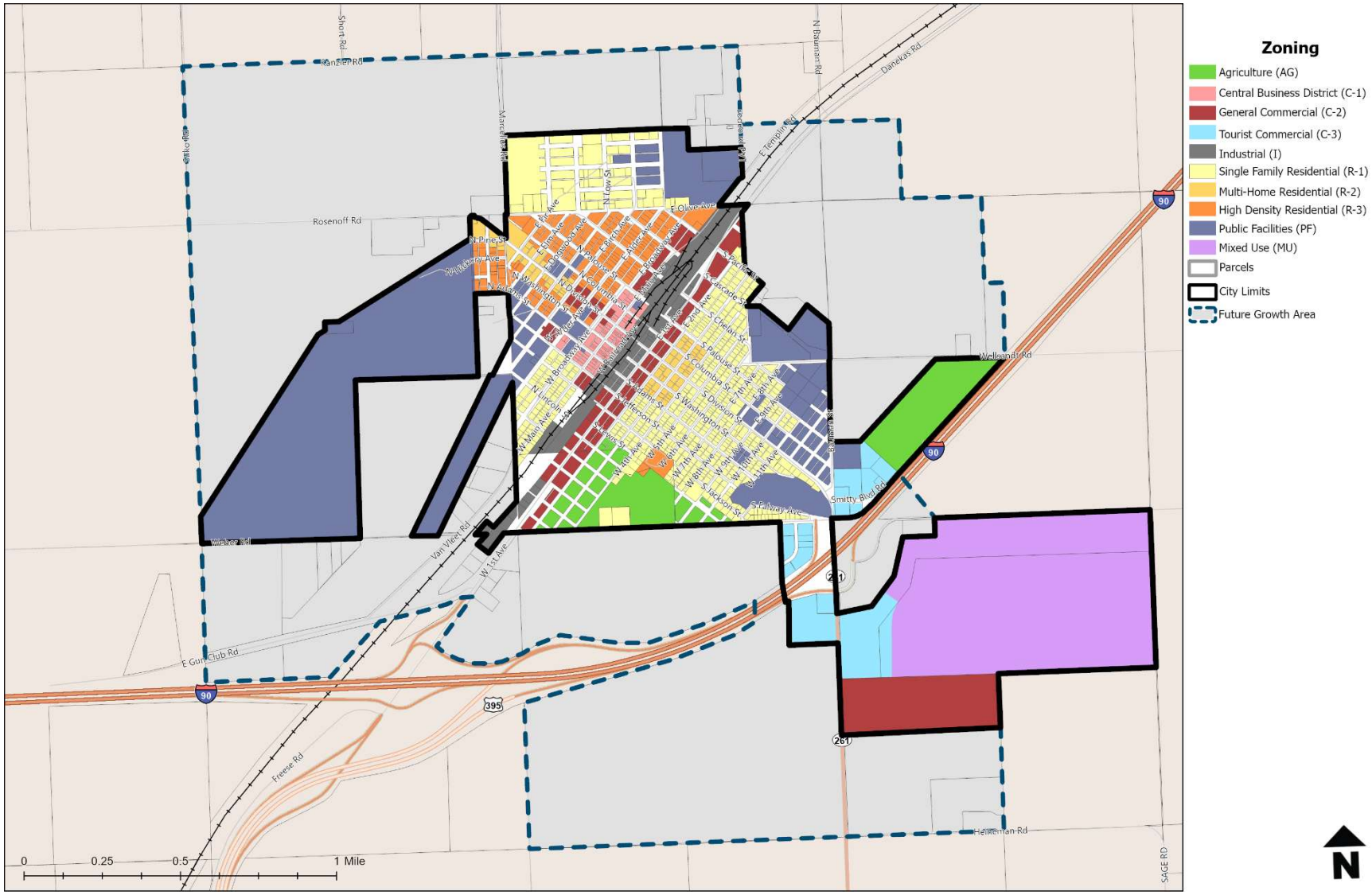


Figure 6. Ritzville Zoning Map



3 LEADERSHIP, GOALS AND PLANNING STRUCTURE

This chapter documents the city's goals for the *Safety Action Plan* and the leadership team at the city that will be tasked with implementing the plan.

3.1 Goals and Vision Statement

The City of Ritzville is committed to improving and maintaining a safe transportation system for all users, with the goal of zero roadway fatalities and serious injuries by December 31, 2040, consistent with WSDOT's Target Zero goal. The city has established goals through which it aims to continue to achieve zero roadway fatalities and serious injuries, and to take proactive measures to keep roadways safe in areas of new development and projected increased traffic by adopting proven, safe design standards and roadway safety devices. The City of Ritzville formally adopts the goal of zero roadway fatalities and serious injuries by December 31, 2040 via adoption of this plan.

3.1.1 Safe Access for All Users

Ritzville is committed to high-quality transportation facilities that provide safe travel options for all users. In 2024 the city adopted an update to its Comprehensive Plan that includes goals that specifically address transportation safety within the larger context of the provision of mobility and accessibility. Goal #7 identifies the provision of public services at a level of service that will *"ensure the safety and wellbeing of Ritzville's residents".* Goal #8 speaks to the need for development to provide sufficient public improvements to mitigate its impacts including *"safety improvements for all travelers"*.

Various policies also speak to transportation safety including Policy #6 that addresses the need for new projects that will *"accommodate multimodal and traffic safety…".* Policy #25 indicates that the city *"will provide/upgrade facilities according to the following priorities: protect public health and safety …"*. Policy #29 speaks to *"enforcing maintenance standards to ensure safe and efficient functioning of the city's public utilities and services"*.

The city recently adopted a Wayfinding Plan and is working with private investors to ensure safe multimodal facilities as part of the Grainery District development.

3.1.2 Safe Systems Approach

Ritzville believes a safe systems approach to planning and designing a multimodal transportation system is key to ensuring low crash rates with no severe or fatal injuries. Between 2020 – 2024, the city had no severe or fatal accidents; however, with forecasted increases in populations and commercial development, there will be an increase in traffic volumes and modifications to the transportation system, particularly south of I-90, which could result in a higher risk to life and property. Through the adoption of this plan, the city is committing to a Safe Systems Approach.

3.2 Design Standards

Ritzville is currently planning significant growth and is in a unique position to be able to put in place roadway safety focused and proven design standards for all new residential and commercial development.

3.3 Planning Structure

An Action Plan Committee was established to develop this *Safety Action Plan*. This task force was involved in the creation of the plan and has been charged with monitoring and implementing the plan. The safety action plan task force included representatives from:

- City Council
- Planning Commission
- Police Department
- Adams County
- School District
- Public Works staff
- Community Development staff

Throughout the development of this plan, several action plan committee meetings devoted time to:

- Development of goals
- Review of existing crash data
- Identification of project locations
- Review of potential countermeasures
- Prioritization of countermeasures

The outcomes of these meetings are discussed in more depth in the Public Engagement chapter of this report.

Upon completion and adoption of the plan, the task force will continue to monitor the safety of the transportation system by periodically reviewing roadway crash data. This periodic review will seek to monitor city-wide data for new serious injury or fatality crashes and to evaluate locations with implemented countermeasures to determine if/how the location has improved.

The task force will also work to implement the plan by seeking funds to construct the identified improvements and providing status updates to City Council and the community through open public meetings and online communication.

4 ANALYSIS OF EXISTING SAFETY CONDITIONS

4.1 Objectives of this Analysis

The primary objective of this analysis is to document existing crash experience within the study area, to narrow down the evaluation of these crashes and focus on "severe crashes" (those involving a fatality or serious injury) and to identify the major risk factors that influence these crashes. This analysis will form the basis for prioritization of problem locations and potential solutions which are discussed in Chapter 9.

4.2 Analysis of Historic Crash Data

Historical crash data was obtained for the City of Ritzville for the five-year time period from January 1, 2020, through December 31, 2024. Crash data is collected by WSDOT from all crash reports completed by responding law enforcement officials. Crash data includes information related to crash circumstances, locations, driver behaviors, contributing factors, and severity including degree of injury. This data can be used to identify the factors that most clearly indicate the reasons why a crash occurred and provide the basis for developing engineering, education, or enforcement countermeasures. WSDOT crash data included all streets within the city limits of Ritzville, plus portions of SR 261, and I-90 ramps within the city limits.

During the five-year analysis period, there were a total of 34 crashes, with 31 crashes occurring on City-operated streets, and three crashes occurring on state highways. The total crash experience represents an average of 6.8 crashes per year.

4.2.1 Summary of All Crashes

As indicated by the data in Table 3, there were no *severe* crashes on city streets or the state highway system in Ritzville during the five-year analysis period. There were three crashes involving either minor or possible injuries which equate to about nine percent of the crashes occurring in the city. Eighty-eight percent of all crashes involved property damage only. Approximately three percent of crashes had no level of severity reported. The majority of crashes in the study area occurred on city streets (31 crashes or 91 percent).

Table 3. Summary of All Crashes by Severity, 2020-2024

Crash Type	City Streets	State Highways	Total	Percentage
Fatal	0	0	0	0.0%
Suspect Serious Injury	0	0	0	0.0%
Suspect Minor Injury	1	0	1	2.9%
Possible Injury	2	0	2	5.9%
No Apparent Injury	27	3	30	88.3%
Unknown	1	0	1	2.9%
Total	**31**	**3**	**34**	**100.0%**

Due to the sparsity of crashes during the most recent five-year period, data was obtained for a longer period to identify what potentially may be a more representative example of transportation safety issues within the community. Data for the thirteen-year period from January 1, 2012, through December 31,

2024, was also obtained from WSDOT. During that time period there were a total of 116 crashes on city streets and state highways in the study area, averaging about nine crashes per year. **Table 4** summarizes crash experience within the city for the thirteen-year period from 2012 through 2024.

Table 4. Summary of All Crashes by Severity, 2012-2024

Crash Type	City Streets	State Highways	Total	Percentage
Fatal	0	0	0	0.0%
Suspect Serious Injury	1	0	1	0.9%
Suspect Minor Injury	6	2	8	6.8%
Possible Injury	17	1	18	15.3%
No Apparent Injury	83	6	89	76.1%
Unknown	1	0	1	0.9%
Total	**108**	**9**	**117**	**100.0%**

As shown in Table 4, there was one serious injury crash which occurred on November 4, 2012, on Division Street near Birch Avenue. The crash involved a northbound passenger car crossing over the centerline and hitting a parked truck. Driver illness was identified as the contributing cause. **Figure 7** presents a map of these crashes by location and severity on city streets.

Figure 7. Historical Crash Trends for Crashes from 2012 – 2024

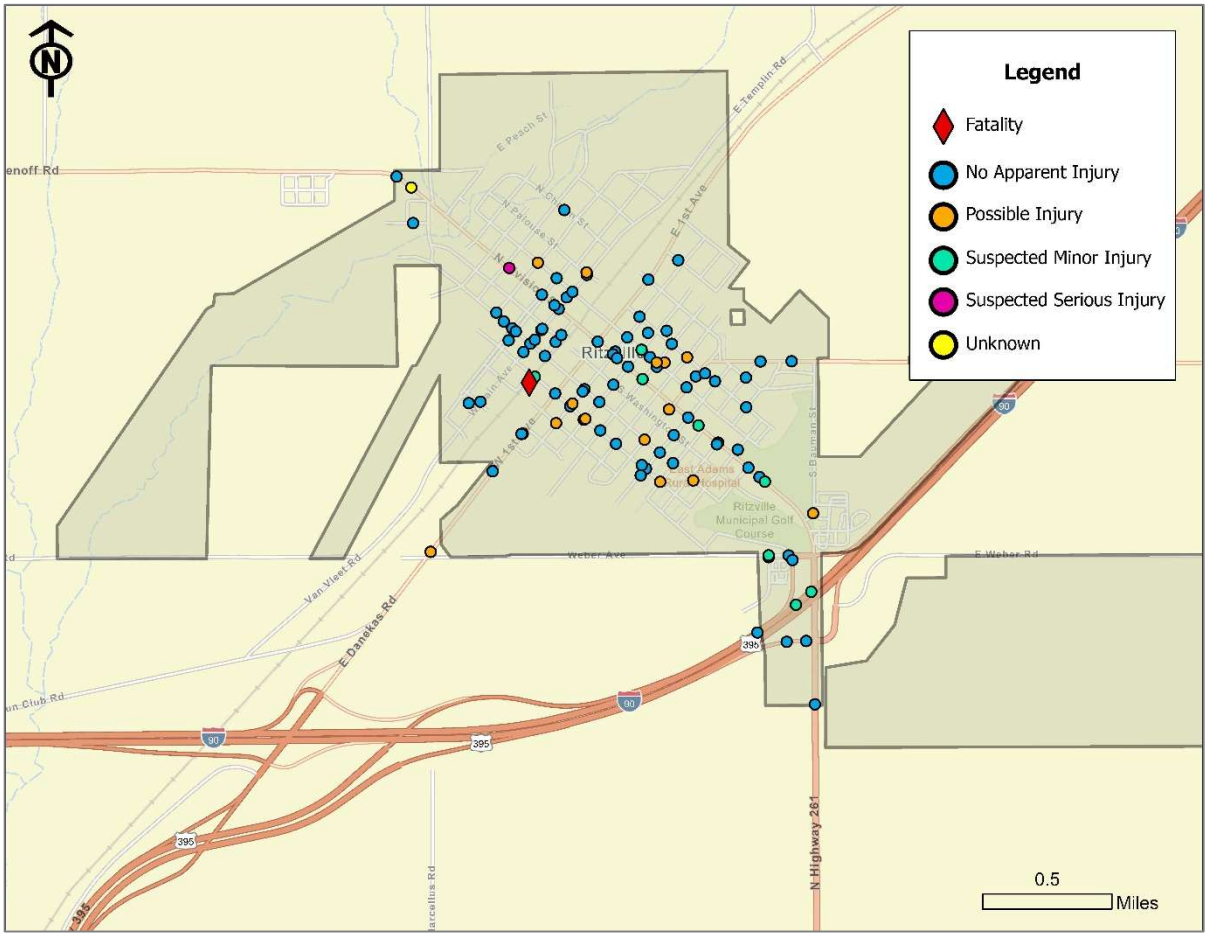


Figure 7 also shows the location of a transportation-related fatality that occurred on the BNSF tracks just south of the Jefferson Street at-grade rail crossing. The crash was not included in the WSDOT crash data since it was not on a city street, but it occurred on November 19, 2019, at 1:47 am and involved a pedestrian who was trespassing on the rail tracks. There were two other fatalities between 2012 and 2024 that involved collisions with rail cars within the BNSF right-of-way in the general vicinity of Ritzville (outside of the map extent of Figure 7). These crashes also involved people who were trespassing on rail property.

Figure 8 illustrates the location of crashes by severity for the 2020 through 2024 analysis period. As shown in the figure, there were two possible injury crashes and one suspected minor injury crash. There was a total of 34 crashes that occurred in Ritzville during the 2020-2024 five-year study period.

Figure 8. Historical Crash Trends for Crashes from 2020 – 2024

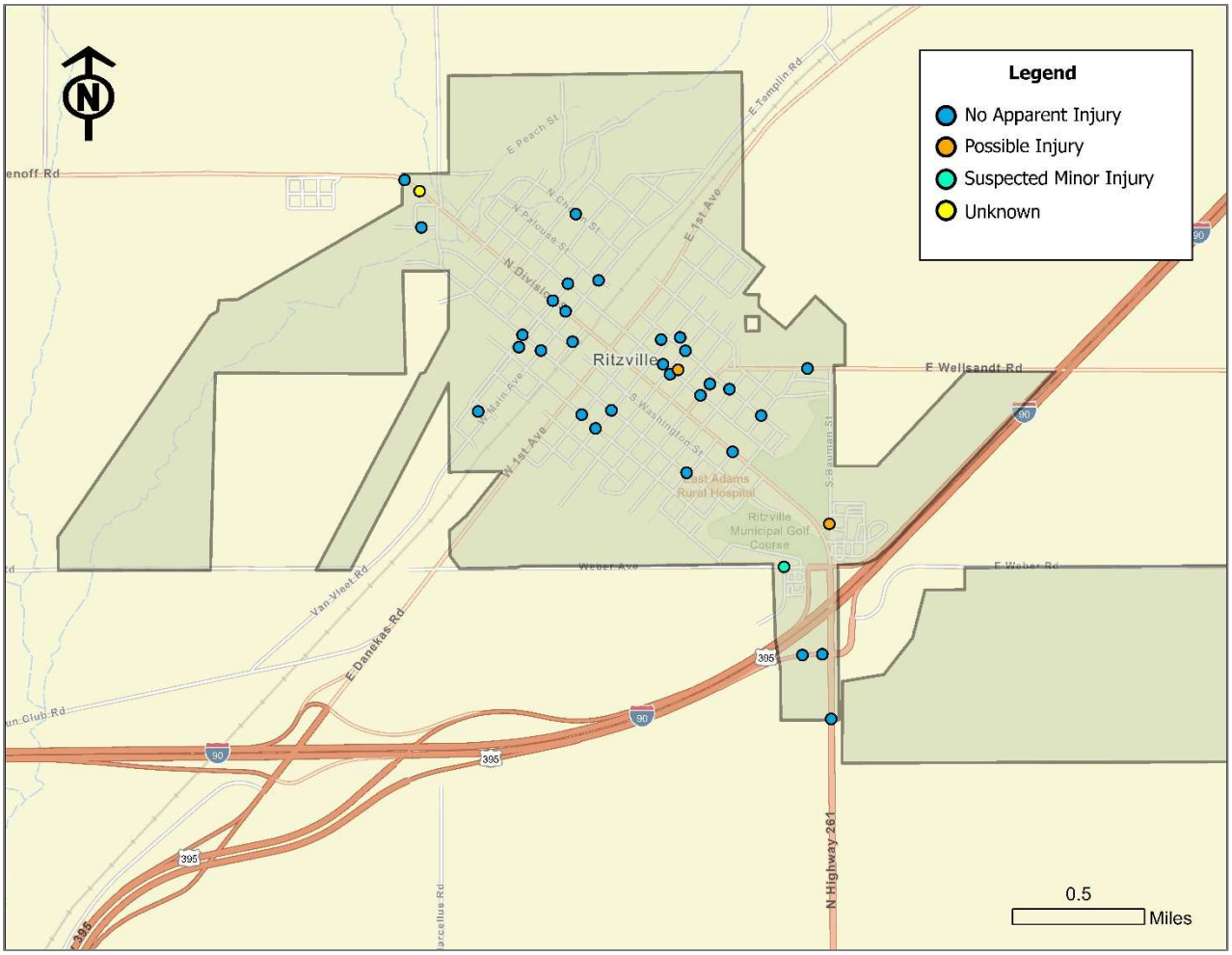


Table 5 summarizes the location and characteristics of each reported crash that occurred during the five-year analysis period between 2020 and 2024. As shown in the table, crashes were concentrated at several locations including E 6th Avenue at or in the vicinity of Columbia Street (two crashes), S Columbia Street at or near E 4th Avenue (three crashes), S Palouse Street near E 3rd Avenue (two crashes), and E Rosenoff Road near N Pine Street (two crashes).

Table 5 also presents a summary of the crashes that occurred on state highways in the vicinity of Ritzville. There are three state routes in the study area including I-90 (which experienced two crashes on the eastbound off-ramp), SR 261 (experienced one crash south of I-90 at the southern entrance to the Love's Truck Stop) and US 395 (which experienced no crashes within the Ritzville area).

Table 5. All Crashes by Location and Severity, 2020 - 2024

Action	Severity	Crash Type	Vehicle 1 Action	Contributing Cause
City Streets				
W 2nd Avenue at S Jefferson Street	Non-Injury	Angle	Left Turn	Improper Turn/Merge
W 3rd Avenue at S Adams Street	Non-Injury	Angle	Straight Ahead	Did Not Grant ROW to Vehicle
E 6th Avenue at S Columbia Street	Non-Injury	Angle	Entering Traffic Lane	Did Not Grant ROW to Vehicle
E 6th Avenue near S Columbia Street	Non-Injury	Parked Car	Started from Parked	Improper Turn/Merge
W 9th Avenue at S Division Street	Non-Injury	Stopped or Backing	Backing	Improper Backing
E 9th Avenue at S Palouse Street	Non-Injury	Angle	Backing	Did Not Grant ROW to Vehicle
N Adams Street at W Main Street	Non-Injury	Parked Car	Right Turn	Improper Turn/Merge
S Adams Street near W 8th Avenue	Non-Injury	Parked Car	Straight Ahead	Not Listed
Alley between Main Ave & Broadway Ave	Non-Injury	Parked Car	Other	Not Listed
S Bauman Street near S Division Street	Possible Injury	Overturned	Left Turn	Not Listed
W Broadway Avenue at N Adams Street	Non-Injury	Angle	Right Turn	Distraction
W Broadway Avenue near N Jefferson St	Non-Injury	Fixed Object	Straight Ahead	Not Listed
N Chelan Street near E Birch Avenue	Non-Injury	Sideswipe	Straight Ahead	Distraction
N Columbia Street at E Broadway Avenue	Non-Injury	Angle	Straight Ahead	Did Not Grant ROW to Vehicle
S Columbia Street at E 4th Avenue	Non-Injury	Angle	Entering Traffic Lane	Did Not Grant ROW to Vehicle
S Columbia Street at E 4th Avenue	Possible Injury	Angle	Straight Ahead	Not Listed
S Columbia Street near E 4th Avenue	Non-Injury	Parked Car	Straight Ahead	Speeding
N Division Street at W Broadway Avenue	Non-Injury	Fixed Object	Straight Ahead	Not Listed
N Division Street near W Main Avenue	Non-Injury	Stopped or Backing	Backing	Improper Backing
N Hickory Avenue near W Turner Street	Non-Injury	Parked Car	Backing	Distraction
E Main Avenue at N Palouse Street	Non-Injury	Angle	Left turn	Distraction

Action	Severity	Crash Type	Vehicle 1 Action	Contributing Cause
S Palouse Street at E 3rd Avenue	Non-Injury	Angle	Straight Ahead	Did Not Grant ROW to Vehicle
S Palouse Street at E 3rd Avenue	Non-Injury	Angle	Straight Ahead	Distraction
S Palouse St at E 4th Avenue	Non-Injury	Angle	Straight Ahead	Not Listed
S Palouse Street near 7th Avenue	Non-Injury	Parked Car	Backing	Improper Backing
W Railroad Avenue near N Washington Street	Non-Injury	Parked Car	Backing	Improper Backing
E Rosenoff Road near N Pine Street	Unknown	Fixed Object	Straight Ahead	Not Listed
E Rosenoff Road near N Pine Street	Non-Injury	Fixed Object	Straight Ahead	Day Dreaming
Weber Avenue at W Galbreath Way	Minor Injury	Turn	Left Turn	Not Listed
E Wellsandt Road near E 9th Avenue	Non-Injury	Angle	Straight Ahead	Not Listed
State Routes				
I-90 eastbound off-ramp (MP 0.31)	Non-injury	Fixed Object	Straight Ahead	DUI
I-90 eastbound off-ramp (MP 0.37)	Non-injury	Other	Straight Ahead	Defective Equipment
SR 261 at milepost 62.52 (Loves Truck Stop driveway)	Non-injury	Turn	Left Turn	Did Not Grant ROW to Vehicle

Table 6 presents a summary of 2020-2024 crashes within the study area by crash type *and* severity. About nine percent of all crashes in the city involved some form of injury. The one minor injury crash involved a left-turning movement at the intersection of Weber Avenue and Galbreath Way. The other 'Possible Injury' crashes included an angle crash and an overturned vehicle. The most common crash types were angle collisions, followed by crashes involving parked cars.

Table 7 summarizes all crashes by contributing cause and correlates this to crash severity. In many cases the cause was not identified in the crash report. However, where the cause was identified, the largest share of crashes was the result of a failure to yield right of way, followed by distraction, and improper backing. Speeding and driving under the influence contributed to one crash each.

Table 8 illustrates crashes by severity based on the action of the responsible party. Half of all crashes in the study area involved a vehicle traveling straight along the street, followed by vehicles that were backing up or making a left turn.

Table 9 identifies all crashes by type of roadway junction and relates that to crash severity. Fifty-three percent of all crashes occurred at and were related to an intersection or driveway. A further six percent occurred at an intersection but were not considered as related to the intersection. About 41 percent of all crashes occurred between intersections and/or driveways and were not related to those points of conflict.

Table 6. Summary of All Crashes by Type and Severity in the City, 2020-2024

	Suspected Minor Injury		Possible Injury		Unknown		No Apparent Injury		Totals	
Crash Type	**Number**	**%/Type**	**Number**	**%/Type**	**Number**	**%/Type**	**Number**	**%/Type**	**Number**	**% of All**
Angle	0	0%	1	50.0%	0	0%	13	43.4%	14	**41.2%**
Fixed Object	0	0%	0	0%	1	100%	4	13.3%	5	14.7%
Other	0	0%	0	0%	0	0%	1	3.3%	1	2.9%
Overturned	0	0%	1	50.0%	0	0%	0	0%	1	2.9%
Parked Car	0	0%	0	0%	0	0%	8	26.7%	8	**23.6%**
Sideswipe	0	0%	0	0%	0	0%	1	3.3%	1	2.9%
Stopped or Backing	0	0%	0	0%	0	0%	2	6.7%	2	5.9%
Turn	1	100%	0	0%	0	0%	1	3.3%	2	5.9%
Total of All Crashes	**1**	**2.9%**	**2**	**5.9%**	**1**	**2.9%**	**30**	**88.3%**	**34**	**100%**

Table 7. All Crashes by Contributing Cause, 2020-2024

Action	No Apparent Injury	Possible Injury	Minor Injury	Unknown	Total
Defective Equipment	1	0	0	0	1 (2.9%)
Did not Grant Right of Way to Vehicle	8	0	0	1	**8 (23.6%)**
Distraction	5	0	0	0	**6 (17.7%)**
Driving under Influence	1	0	0	0	1 (2.9%)
Improper Backing	4	0	0	0	4 (11.8%)
Improper Turn/Merge	3	0	0	0	3 (8.8%)
Inattention	1	0	0	0	1 (2.9%)
Not Listed	6	2	1	0	9 (26.5%)
Speeding	1	0	0	0	1 (2.9%)
Total Crashes	**30**	**2**	**1**	**1**	**34**

Table 8. All Crashes by Vehicle Action and Severity, 2020-2024

Action	No Apparent Injury	Possible Injury	Minor Injury	Unknown	Total
Backing	6	-	-	-	**6 (17.7%)**
Going Straight Ahead	15	1	-	1	**17 (50.0%)**
Making Left Turn	3	1	1	-	**5 (14.7%)**
Making Right Turn	2	-	-	-	2 (5.9%)
Other	1	-	-	-	1 (2.9%)
Starting From Parked Position	1	-	-	-	1 (2.9%)
Starting in Traffic Lane	2	-	-	-	2 (5.9%)
Total Crashes	**30**	**2**	**1**	**1**	**34**

Table 9. Summary of All Crashes by Roadway Junction Type and Severity

	No Apparent Injury		Possible Injury		Suspected Minor Injury		Unknown		Totals	
Roadway Junction	**Number**	**%/Type**	**Number**	**%/Type**	**Number**	**%/Type**	**Number**	**%/Type**	**Number**	**% /Type**
At Driveway	3	10.0%							3	8.8%
Intersection – Not Related	2	6.7%							2	5.9%
Intersection - Related	13	43.3%	1	50.0%	1	100%			15	44.1%
Not at Intersection - Not Related	12	40.0%	1	50.0%			1	100%	14	**41.2%**
Total Crashes	**30**	**88.3%**	**2**	**5.9%**	**1**	**2.9%**	**1**	**2.9%**	**34**	**100%**

4.3 Identification of Potential Key Risk Factors

Review of crash data in Table 6 through Table 9 allows for identification of the major risk factors affecting all types of crashes within the city regardless of crash severity. This summary is presented in the bullets below and includes crashes by type, contributing causes, roadway junction characteristics, and actions of the 'vehicle 1 driver' (primary responsible party). Review of this data and the identification of primary risk factors make it possible to narrow the study focus onto the highest priorities for potential improvements.

- Crashes by Type:
  - Angle Crashes = 41.2 percent of all crashes
  - Parked Car = 23.6 percent of all crashes
- Crashes by Contributing Circumstances
  - Did not Grant Right of Way to Vehicle – 23.6 percent of all crashes
  - Distraction – 17.7 percent of all crashes
- Crashes by Primary Responsible Party
  - Going Straight Ahead – 50.0 percent of all crashes
  - Backing – 17.7 percent of all crashes
  - Making a Left Turn – 14.7 percent of all crashes
- Crashes by Roadway Junction:
  - At and Related to Intersection or Driveway – 52.9 percent of all crashes
  - Not at or related to intersection = 41.2 percent of all crashes

No crashes in Ritzville involved vulnerable users. The term vulnerable user is defined in the Revised Code of Washington (RCW 46.61.526) as a user of the public right of way including "*(i) A pedestrian; (ii) A person riding an animal; or (iii) A person operating or riding any of the following on a public way: (A) A farm tractor or implement of husbandry, without an enclosed shell; (B) A bicycle; (C) An electric-assisted bicycle; (D) An electric personal assistive mobility device; (E) A moped; (F) A motor-driven cycle; (G) A motorized foot scooter; or (H) A motorcycle"*. When a crash occurs, people walking, bicycling, and riding motorcycles are much more likely to be killed or seriously injured than people driving vehicles, hence the identification as a "vulnerable" user.

In many communities, there is a crash history involving vulnerable users including primarily pedestrians and, to a lesser extent, bicyclists. A significant number of these vulnerable user crashes result in a severe crash (defined as those involving a serious injury or fatality). Based on collective data for 2019 through 2023 in Eastern Washington communities, approximately 24 percent of all severe crashes involved pedestrians. At the statewide level, 38 percent of all fatalities and serious injuries involved either a pedestrian or a bicyclist (*2025 Washington State Safety Implementation Plan*) . National data for 2023 indicate that while pedestrian crashes represented only 6.9 percent of all travelers, they comprised 18 percent of all transportation fatalities. Additionally, 75 percent of pedestrian fatalities occurred between 6 pm and 6 am.[5]

[5] https://safetrec.berkeley.edu/2025-safetrec-traffic-safety-facts-pedestrian-safety

Thus, it is important to note that, while no severe vulnerable user crashes occurred in Ritzville during the study period, a fatal pedestrian crash occurred in 2019 on the BNSF tracks near the Jefferson Street crossing. Coupled with state and national data related to the frequency of vulnerable user crashes in urban areas and their serious consequences, the risk of this type of crash does exist throughout the community and should be addressed as a systemic need in Ritzville.

4.4 Evaluation of Systemic Risks for Pedestrians

FHWA guidance on evaluating systemic safety risks in the transportation system identifies a process that considers not only actual crash experience but also the risk of potentially serious crashes to specific user groups. "*The systemic approach to safety involves widely implemented improvements based on high-risk roadway features correlated with specific severe crash types. The approach provides a more comprehensive method for safety planning and implementation that supplements and complements traditional site analysis. The approach also helps agencies broaden their traffic safety efforts and consider risk as well as crash history when identifying where to make low-cost safety improvements*."[6]

The systemic analysis approach to safety:

- *"Identifies a "problem" based on systemwide data, such as rural lane departure crashes**, urban pedestrian crashes**, or rural unsignalized intersection crashes."* Data may indicate a clustering of similar crashes, particularly along a specific corridor or within a specific part of a community.
- *"Looks for characteristics (e.g., geometry, volume, or location) frequently present in severe crashes. These characteristics, also known as "risk factors", can be used to identify and prioritize locations with few or no crashes that could be potential candidates for safety investments."*[7]

Potential risk factors that are associated with severe vulnerable user crashes include vehicle speed and traffic volume, presence or proximity of a pedestrian generator including a transit stop, lack of facilities to safely accommodate the user, and roadway characteristics including intersection control type. The effect of vehicle speed on severe pedestrian crashes is illustrated in **Figure 9**.

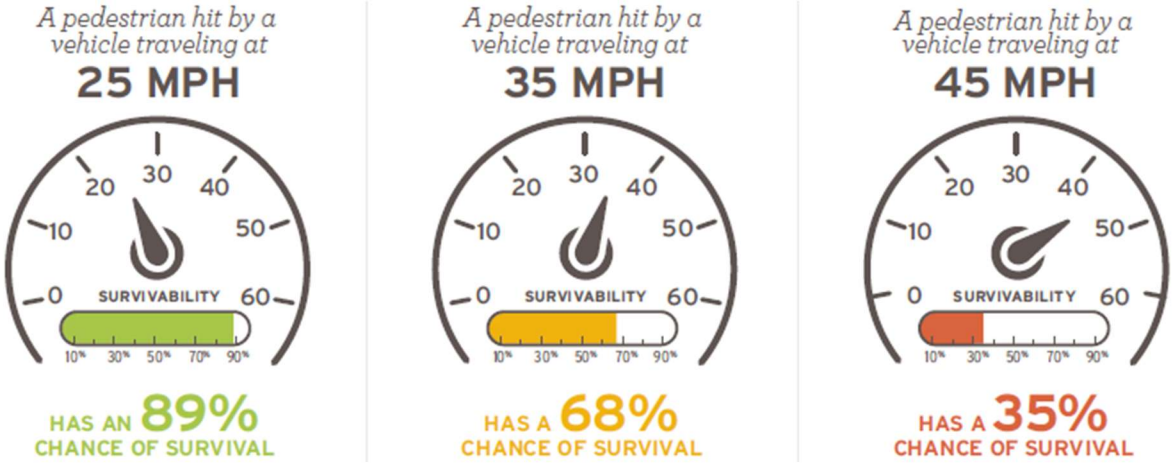


Figure 9: Pedestrian Chances of Survival at Varying Vehicle Speeds

[6] FHWA, Systemic Safety Project Selection Tool, 2013
[7] FHWA, Systemic Safety Project Selection Tool, 2013

The *2025 Washington State Safety Implementation Plan* discusses systemic safety risks and indicates that developing solutions for active transportation problems is a Target Zero 2024 Emphasis Area. The emphasis areas provide the basis for allocation of state resources to address both spot and systemic risks. Additionally, the plan indicates that for urban areas under 30,000 in population, funding is provided to address safety risks on state highways which would include SR 261 which lies within the city limits south of I-90. As noted in the plan, funding for systemic projects can include those based on:

- Fatal and serious injury crashes,
- Common roadway characteristics associated with fatal and serious injury crashes,
- Cost-effectiveness of proposed countermeasures (solutions), and
- The agency's delivery record based on prior project selections

4.5 Vulnerable User System Deficiencies

As noted in the discussion above, vulnerable users such as pedestrians and bicyclists face a risk of serious injuries resulting from encounters with motor vehicles. The discussion in this section focuses on existing system deficiencies In Ritzville which can put vulnerable users at increased risk and should be considered for systemic improvements as funding is available.

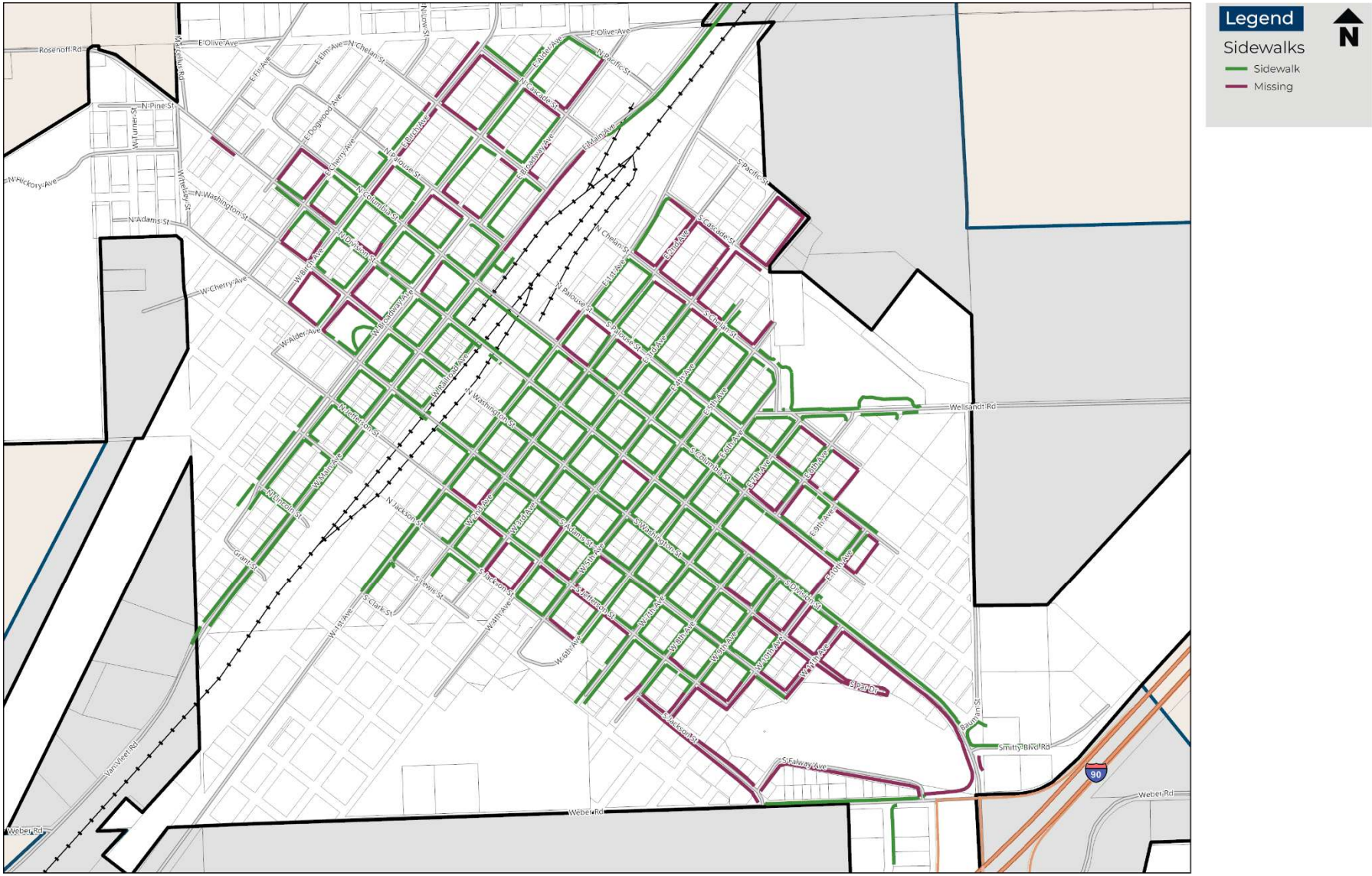
This section includes graphics that describe deficiencies in the sidewalk system, as well as crossing locations and traffic control. The information in these graphics was produced in GIS using coordinate data provided by the city or obtained directly using various visual/desktop search engines. This information helps orient the Safety Action Plan toward a focus on the systemic risks affecting vulnerable users. The city's *Comprehensive Plan* currently provides some recommendations related to enhancing existing bicycle and pedestrian networks, but the analysis is limited and provides little consideration of access to major growth areas of the community, particularly the Grainery District south of I-90. This area is physically separated from the bulk of the existing city by I-90, with the primary connection corridor along SR 261/Division Street having no existing pedestrian or bicycle facilities connecting across I-90.

Figure 10 presents an overview of the existing sidewalk system in Ritzville. The graphic illustrates the location of existing sidewalks and highlights where sidewalk connections are missing. These locations include:

- Portions of Division Street, particularly between the city and the I-90 ramps including access to the Grainery District
- Street segments in the vicinity of the Lind-Ritzville High School and Ritzville Elementary School
- Street segments in the vicinity of the Ritzville Medical Clinic
- Various street segments south of the downtown historic district
- Street segments on the north side of the city, including many streets which are unpaved and affect walking access to the Ritzville Loop Trail

A more detailed evaluation of active transportation system deficiencies is presented in **Appendix A** and is summarized below.

Figure 10. Sidewalk Locations



Source: SCJ Alliance, 2025

4.5.1 Active Transportation Connection to Grainery District



Figure 11. *Northbound on SR 261 at I-90 Overcrossing*

Public input identified this connection as a major problem area with no safe or comfortable walking route (see **Figure 11**). As the Grainery District develops, the need for a safe and convenient non-motorized connection to the rest of the city will also grow. This is particularly true for medical, educational, and general-purpose business and recreational trips, as opportunities for meeting everyday needs are limited on the south side of the freeway. The current speed limit along this portion of SR 261 is 35 mph and protection for vulnerable users is very limited. Based on national data related to the effects of speed on the severity of pedestrian-related crashes, the lack of separation or barrier protection along this roadway could pose a high risk to walkers and bicyclists alike. It should be noted that the Traffic Impact Analysis prepared in 2022 for the Grainery District project identified the need to build an active transportation connection between the project and the area north of the I-90 interchange.

4.5.2 Walking Routes to Schools

Providing safe walking routes to school is a state and national priority and funding is specifically provided to make the improvements necessary to achieve this objective. Ritzville Elementary School has identified specific routes that it considers to be the safest and provides guidance for children on how to best use the existing sidewalk system. As noted in correspondence from the school as part of this process, the school feels that "*it is imperative that all students walking to and from school use extreme caution at all railroad crossings, street intersections (whether protected by a "STOP" sign or not), and when walking on, or along a roadway where there are no sidewalks. Students shall always walk on a sidewalk when available. "*

Crosswalks and signage have been established for a series of designated walking and bike routes to the school including:

- South of the railroad tracks and west of Division Street
- North of the railroad tracks and west of Division Street
- North of the railroad tracks and east of Division Street
- Between 6th Street and the railroad tracks and east of Division
- South of 6th Street and east of Division Street
- South of the Golf Course, along Weber Road, or Fairway Avenue

A more detailed discussion is provided in **Appendix B**.

4.5.3 Railroad Crossings

As part of developing this Safety Action Plan, a windshield survey was conducted of several street crossings of the BNSF mainline which runs through Ritzville. This survey revealed that many of the existing railroad crossings have poor quality or non-existent sidewalks and limited pedestrian crossing safety warning devices. Additionally, community comments received during the planning process identify this as

an issue (*"The railroad crossings never seem to get better. The street around them is always so rough and hard on vehicles.")* Key examples are documented below. A more detailed summary is included in **Appendix A**.

The railroad crossing on Division Street (**Figure 12**) is one of the major crossings in the city. This street is functionally classified as a Major Collector and forms the backbone of north/south connectivity within the city. While there are sidewalks and pedestrian crossings at the railroad crossing, there has been some pavement deterioration, particularly on the east side of the street near the tracks. There are gates and warning lights at this crossing, which include the pedestrian pathway.



Figure 12. Northbound on Division Street at BNSF Railroad Crossing

Further south, the pedestrian crossing of the rail spur line is in poor condition, with no paved crossing on the east side of the street and broken pavement approaching the crossing on both sides. There is no active pedestrian or vehicular protection at this crossing, only railroad crossing signage. The spur track serves an industrial area immediately adjacent to the mainline.

There is similar pavement deterioration between the spur track and the mainline tracks along Adams Street (**Figure 13**). This street is a Minor Collector and is also an important component of the north/south circulation system within the city. Adams Street connects destinations north of the railroad such as the Adams County Courthouse and the Ritzville library with neighborhoods and the community health center to the south.



Figure 13. Southbound on Adams Street at BNSF Railroad Crossing – Route to Grocery Store

Along Jefferson Street (**Figure 14**), there are no pedestrian crossing facilities of either the mainline or spur track rail alignments. In fact, there are no pedestrian facilities along this street at all between 1st Street and just south of Main Street. Jefferson Street provides the southernmost crossing of the rail tracks within the city limits, representing the only safe connection for motorists, pedestrians, and bicyclists between the northwestern part of the city and all destinations to the south in the area. This includes the only grocery store within the city which is located on the south side of the tracks a few blocks south of Jefferson Street. There are no barriers to prevent pedestrian crossings of the tracks south of Jefferson Street, and travel between the north and south parts of the city across the tracks in this area is considered trespassing on railroad property. It should be noted that a fatal crash between a train and a pedestrian occurred in the area south of Jefferson Street in 2019.



Figure 14. Northbound on Jefferson Street at BNSF Railroad and Spur Line Crossings

As noted above, there are no crossings of the railroad tracks south of Jefferson Street within the Ritzville city limits. There are also no barriers to prevent pedestrian access to the trackage area by people wanting a shortcut between destinations north and south of the tracks. The 2019 fatal pedestrian crash noted above occurred in the area just north of Jackson Street (**Figure 15**).



Figure 15. Northbound on Jackson Street at BNSF Railroad Crossing

4.5.4 Sidewalks in Poor Condition

Some sidewalks at locations throughout the city show cracking, uplifted panels, or areas where the concrete has begun to break apart (**Figure 16**, **Figure 17, Figure 18**). These conditions make walking uncomfortable and can be difficult or unsafe for people using wheelchairs, walkers, strollers, or bikes. Uneven surfaces also create tripping hazards for pedestrians of all ages and may encourage pedestrians to walk on the street pavement where they could be in conflict with motor vehicles.



Figure 16. Crumbling Sidewalk, southwest side of Division Street between 7th and 8th Avenues



Figure 17. Crumbling Sidewalk, southwest side of Division Street between Birch and Alder Avenues



Figure 18. Crumbling Sidewalk, southwest side of Columbia Street between 6th and 7th Streets

4.5.5 Obstructed Sidewalks

In several locations, the walking space is narrowed or blocked by parked vehicles/RVs/Boats, garbage cans, utility poles, trees, or overgrown landscaping (**Figure 19**, **Figure 20**). The sidewalks may also be constructed narrower than needed. These obstructions reduce the usable width of the sidewalk and may force people to step into the roadway, which lowers safety and comfort.



Figure 19. Sidewalk Obstruction on West Side of E 7th Avenue between Division and Columbia Streets



Figure 20. Sidewalk Obstruction on Palouse Street at 2nd Avenue

4.5.6 Disconnected Sidewalks

There are stretches where sidewalks end abruptly or skip entire sections of a block (**Figure 21**). Many streets have sidewalks that appear on only one side of the street. Some corners include standard curbs without any sidewalk connection. These gaps interrupt the walking network and make it difficult to follow a continuous route through town.



Figure 21. Sidewalk Ends on Palouse Street between 1st and 2nd Avenues

4.5.7 Lack of ADA Compliance

Certain areas present barriers such as stairs, missing curb ramps, steep or uneven surfaces, or transitions that do not meet mobility needs (**Figure 22**). These features limit access for people using wheelchairs, strollers, or other mobility devices and prevent smooth, independent travel along the sidewalk system.



Figure 22. No Curb Ramp at Intersection of W 3rd Street and S Columbia Street

4.5.8 I-90 Interchange with Division Street

In September 2022, a Traffic Impact Study was prepared for the Grainery District development proposal located on the south side of I-90 and east of SR 261 in the City of Ritzville. This project was recently annexed to the city and is being developed in a series of phases including:

- *Phase I*: The Phase I development includes the development of Maverik Gas Station with 19 fueling positions and a convenience store (14 automobile stations and 5-truck), up to 100 single family homes on individual lots (TBD), and up to 25,000 square feet of general retail services (TBD). Phase I was forecast for completion by 2024, but as of the early 2026 date of this report, it is still in development.
- *Phase II*: Phase II will include up to 75 additional single-family homes, a 99,000 square-foot research and development center, 30,000 square feet restaurant, forecast for completion by 2027, but will likely be delayed due to delays in Phase I from the initial traffic study.
- *Phase III and IV*: Development of these phases is speculative and subject to change, due to variance in the land use market.

Based on assumed development in these phases, both the east and westbound ramps at I-90 and Division Street/SR 261 are expected to become increasingly congested. Analysis results indicate:

- *I-90 WB Off-Ramp/Weber Ave/Division Street* - The ramp intersection is forecast to degrade to unsatisfactory LOS by the time Phase I development is complete.
- *SR-261/EB I-90 Off-Ramp* - The eastbound ramp intersection will operate sufficiently through two phases but is forecast to function a LOS F Phase Ill development (approximately 2031).

The city is working with Washington Department of Transportation (WSDOT) to determine the requirements for the Grainery District development. One of the future requirements will be to address

pedestrian traffic by building a pathway along SR-261 under the I-90 freeway to connect the north and south areas of Ritzville. The city recently received a QUADCO grant to develop the pathway plan, which would be followed by an application for construction funding.

Figure 23 shows the location of existing crosswalks, while **Figure 24** presents a map of existing curb ramps. The city has not prepared an ADA Transition Plan, which would include inspection of the existing ramps to determine compliance with ADA standards. The figure simply indicates the presence of these crossing aids which help to unify the pedestrian system and make primary pedestrian destinations more accessible.

Figure 25 shows the location of streetlights, which provide illumination for travelers within the city and support the enhancement of a safer pedestrian and bicycling environment. **Figure 26** shows the location of stop and/or yield signs at intersections, which also contributes to a clearer delineation of rights of way that can improve pedestrian and bicycle safety.

Figure 23. Crosswalk Locations



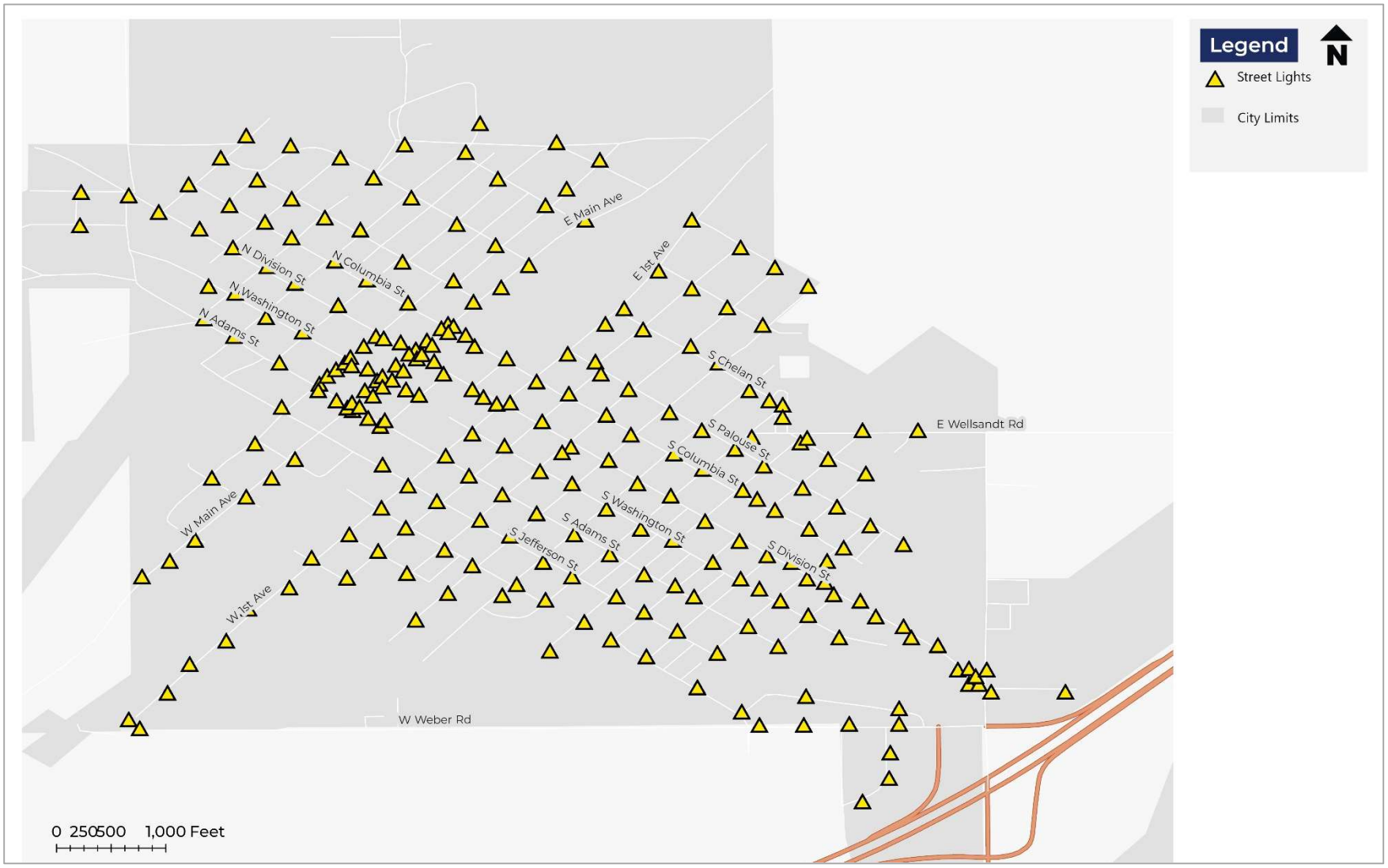
Source: City of Ritzville, 2025

Figure 24. ADA Ramps



Source: City of Ritzville, 2025

Figure 25. Street Light Locations



Source: City of Ritzville, 2025

Figure 26. Stop and Yield Signs



Source: City of Ritzville, 2025

5 ENGAGEMENT AND COLLABORATION

At the outset of the Safety Action Plan (SAP) study, a Public Engagement Plan (PEP) was prepared to highlight the types and frequency of events that would be held to involve the public in the identification of issues and the development and prioritization of potential solutions. The PEP identified the following activities to encourage and incentivize residents to participate:

- Post on city and/or community social media what the Safety Action Plan is and how to become involved in its preparation
- Post information on the city's website about the Plan and engagement opportunities
- Prepare public information materials for distribution at community events and/or to be placed at public locations
- Provide in-person public meeting(s)

The goal of the engagement effort was to provide a variety of ways of informing the public about the planning process and gathering feedback and ideas on local issues and proposed recommendations. Both in-person public engagement meetings and virtual outreach were performed to provide insight into how the community views transportation safety issues.

This chapter documents the efforts undertaken and the feedback received. This information provides helpful guidance to augment the data-driven assessment of problem locations and general systemic safety improvement needs. Public turnout and getting statistically significant numbers of responses is always a challenge, therefore, the outreach strategy was designed around meeting the people where they are at. This includes online engagement opportunities such as social medial campaign and newsletters and mailings.

5.1 Comprehensive Plan Public Outreach

At the outset of developing the SAP, a review was conducted of the results of public engagement activities conducted as part of a recent (2024) update to the City's Comprehensive Plan. While the Comprehensive Plan update included a broad range of community needs, results for transportation focused largely on Walkability. The plan's outreach summary indicated that "*residents want to ensure that streets are safe and walkable, increasing recreational opportunities for walking and biking, as well as making streets safer for kids getting to school.*"

5.2 Safety Action Plan – Online Media Activities

5.2.1 Safety Priority Survey

To support the development of Ritzville's Safety Action Plan, a public survey was conducted to better understand community concerns and priorities. The survey invited residents to share their experiences, opinions, and ideas about transportation methods and safety in Ritzville. Questions in the survey included information about travel mode choices and destinations A detailed report can be found in **Appendix C**.

Key findings and conclusions of the survey indicate that while most people still frequently drive a personal vehicle, many would like to be able to walk more. The lack of sidewalks and/or safe roadway crossing protection was often cited as a key reason for not walking. Out of a total of 97 responses, 40 people

identified this issue. Other key concerns included visual barriers at intersections (25 respondents), lack of ADA accessibility (14 respondents) and poor illumination (13 respondents).

Major destinations for walking or bicycling were parks (18 respondents) and downtown Ritzville (20 respondents). Traveling to the grocery store and/or to work were also cited as key destinations. Top priorities that Ritzville should address right now to improve street safety included:

- Adding and improving sidewalks
- Improving intersections along higher volume corridors
- Increasing enforcement where speeding is a problem (one person mentioned the speeding issue in relation to the baseball fields)
- Adding more streetlights
- Adding more curb ramps and ADA compliant facilities

Responses to demographic data questions showed that the survey reached a wide range of residents, with most living and working in Ritzville but also including those commuting to nearby communities. The largest age group represented was 25 to 44 years old, followed by a significant portion aged 65 and older. Responses reflected a mix of genders, but most of the respondents were female. This diversity of perspectives reinforces that transportation and safety improvements would benefit multiple segments of the population, from working commuters to older adults and families with children.

Figure 27 illustrates the location of the problem areas within the city that were identified by respondents. Included in the graphic are locations where:

- Respondents felt it was dangerous to walk
- Drivers tended to disregard stop signs
- Drivers failed to yield
- Drivers were speeding
- Other issues were identified

There were numerous comments made by respondents to the online survey and at the in-person public event, many of which coalesced around issues with walking, speeding and selected transportation infrastructure improvements. Below are some of these comments:

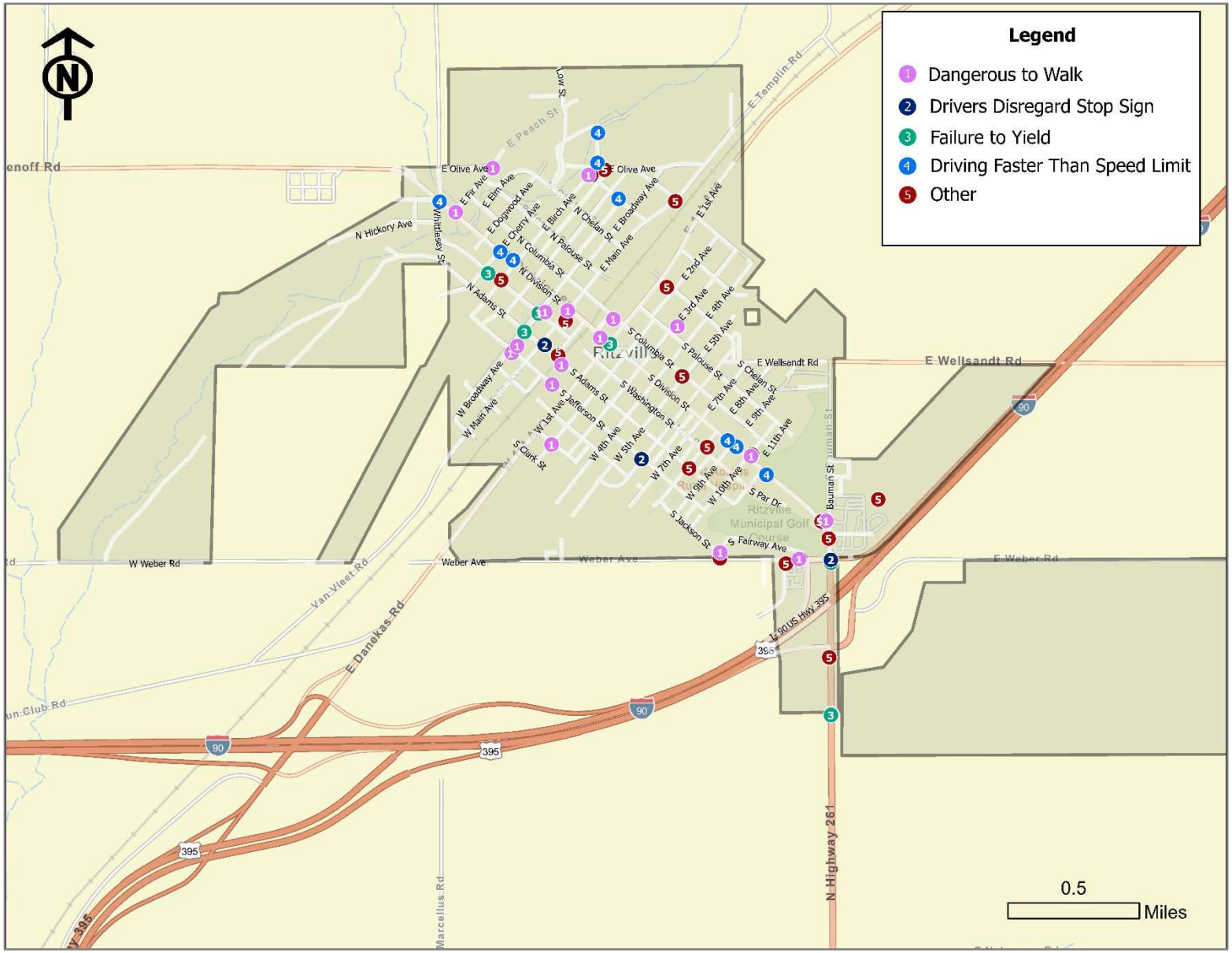
Sidewalks

- *"Fix all sidewalks or put sidewalks in. Walking signals."*
- *"More sidewalks and ramps. Hard to push a stroller around in this town."*
- *"Better sidewalks and more of them on streets where they currently don't exist. A BIG problem area is the underpass to Love's and Maverik where there is quite a bit of foot traffic for people commuting."*

Speeding

- *"Doing anything at all about speeders will help tremendously.*
- *“Division is a NASCAR speedway these days... speeds up to 40 & 45 mph*
- *If they patrolled the street on a regular basis and started issuing speeding tickets instead of warnings maybe people would slow down.”*

Figure 27. Safety-Related Problem Areas from Online Survey



Transportation System Improvement Needs

- *"Either make Division St and First Ave an 'All Way Stop' or take down the flashing light... Literally every day this week, I've had to brake for people trying to cross First Ave. Yesterday was a VERY close call!"*
- *"Two roundabouts at the highway interchange and sidewalk maintenance and repair.*
- *"Roundabout at the new 4-way stop at the I-90 exit."*
- *"More signal lights, clearer street markings in the new areas south of Ritzville and more enforcement of speed limits in and around town."*
- *"Quiet zone and improvements around railroad grade crossing for pedestrians."*
- *"roundabouts for safety and improved traffic flow"* and *"put in roundabouts by the freeway to keep traffic movin."*

5.2.2 In-Person Event

On Saturday, May 24th, 2025, the City of Ritzville hosted a public outreach booth at the Machines on Main Street Fair in Ritzville from 10:00 am to 1:00 pm, to better understand the community's roadway safety concerns by talking with community members and having them participate in a mapping and data collection activity. Information was collected using three interactive posters:

- **Poster 1 – Statements of Concern:** Participants voted on a list of predefined safety concerns to determine which safety measures should be priority.
- **Poster 2 – Mapping of Unsafe Locations:** Participants placed one or more sticky notes on a map to mark unsafe locations and explain why those areas felt dangerous.
- **Poster 3 – Free Form Comments:** Attendees wrote additional detail about the unsafe locations that they mapped out to further explain why those locations are unsafe.

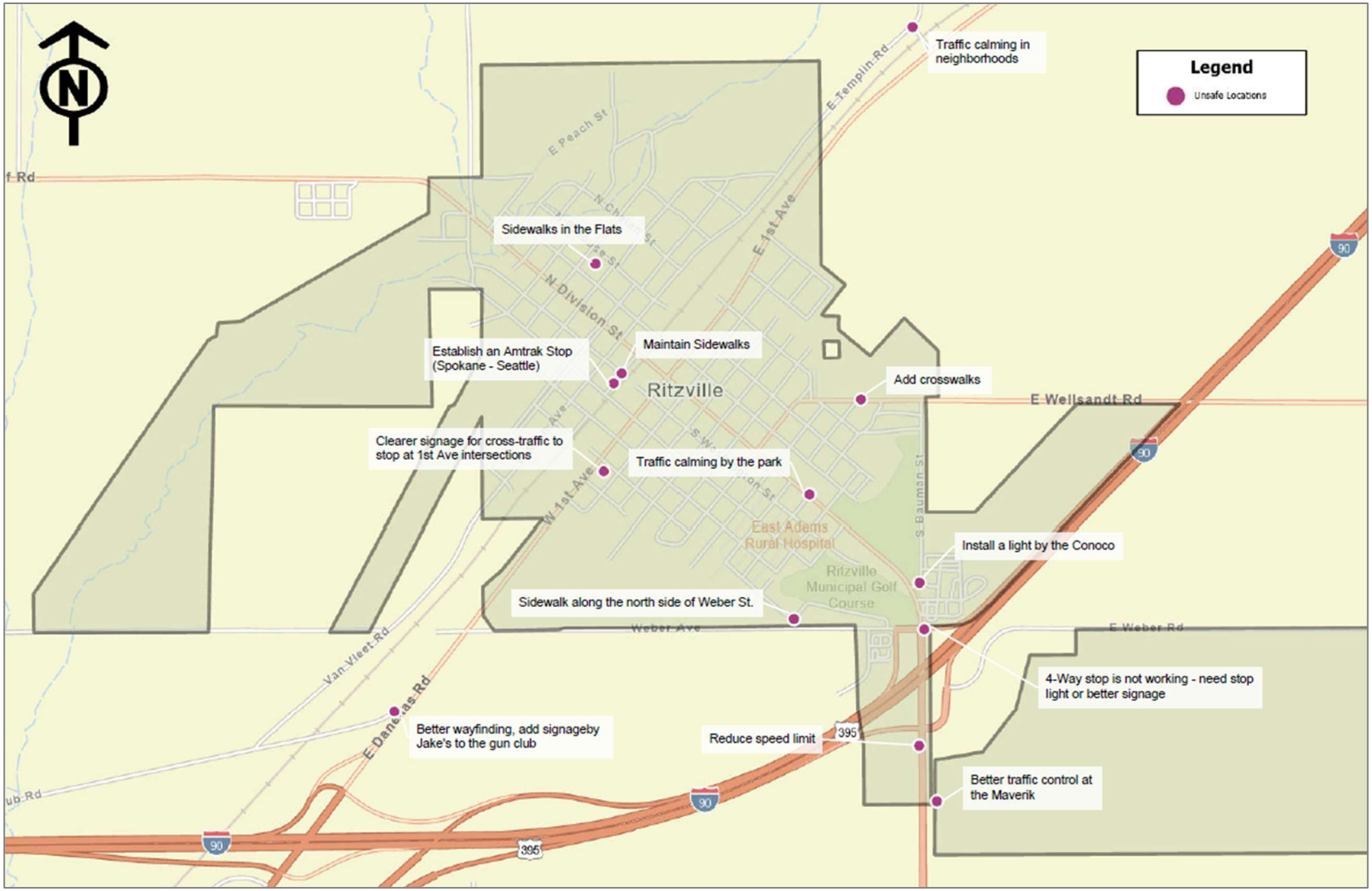
In all, there were 16 unique statements of concern, 18 votes for a predetermined safety issue, with "improved safe routes to school being the most important, and 11 areas that of unsafe locations identified within the city and two outside of the city. These locations are shown in **Figure 28**.

There were four specific locations among the 11 identified that were considered to have the most serious transportation safety concerns These locations included:

- Roads between Main Street and W Broadway Avenue, particularly along N Adams Street near the police station (14 votes).
- I-90 on and off-ramps on the north side of the freeway (10 votes)
- Near East Adams Healthcare on S Adams Street (8 votes)
- Area near E Birch Avenue and N Cascades Street (7 votes)

In summary, people often feel unsafe walking or biking in the City due to speeding, non-compliance from motorists, and a lack of walkable/bikeable infrastructure such as connected sidewalks, good signage, and lighting. Participants expressed a desire for greater efforts to enforce speed limits, and install and build infrastructure improvements, such as designated safe routes to school.

Figure 28. Locations of Safety-Related Problems



5.3 Action Plan Committee

An Action Plan Committee was assembled to provide technical knowledge and oversight of the SAP analysis process and the development of conclusions and recommendations.

The Action Plan Committee met twice during the planning process including:

- A project kick-off meeting on February 20, 2025
- A meeting to review the public engagement results and discuss recommendations on October 30, 2025

5.3.1 Project Kick-off Meeting

The project kick-off meeting was held on Thursday, February 20, 2025, in person and via online connections. The meeting included an overview presentation of the safety action planning process and the intended outcomes. These outcomes included identification of high crash spots or corridors where specific improvements could be identified or high-risk factors which could be used to develop systemic improvements that would broadly enhance safety throughout the community. The project schedule was discussed. Data collection needs and a public outreach strategy were identified.

5.3.2 Project Recommendations Meeting

The second action plan committee meeting was held on October 30, 2025. In the meeting, the public engagement results were summarized, and connections between the technical analysis and public engagement were identified for the group. This led to discussion of mapped destinations, active transportation improvements, and initial ideas for plan recommendations. Key takeaways focused on improving multimodal safety and connectivity, especially pedestrian and bike access to key destinations like grocery stores and schools, through targeted underpass improvements, traffic calming and street design options, and updated safe routes to school projects.

5.4 Summary of Topics and Issues Identified by the Public

The public engagement effort highlighted safety issues in Ritzville that are based on perception and experience in using the transportation system in the community. Key issues of concern included are grouped by topic below.

5.4.1 Active Transportation Needs and Issues



- While most online survey respondents indicated that motor vehicles were their primary mode of transportation, there is strong interest in increasing levels of walking and bicycling, particularly in the downtown area. However, there are significant barriers, including:
    - The need to improve sidewalks and pedestrian system connectivity, particularly to key destinations, as there are many locations where sidewalks are missing or poorly maintained.
    - There are inadequate bicycle lanes and/or pathways.
    - There are limited safe crossing opportunities.
    - There is poor lighting at night

    - There are long distances between destinations which may make some active transportation trips more appropriate for bicycling

- Sidewalk improvements were identified as a very high priority, including filling in gaps, providing better curb ramps for ADA access, repairing existing segments, and providing safe and continuous walking routes near schools, parks, and downtown.
- Other high priorities included enhancing safety at busy intersections and high traffic corridors and improving lighting to make walking and bicycling safer after dark.
- Improving bicycle facilities was also a priority.

5.4.2 Other Safety Improvement Needs

- Installing traffic calming measures near schools, parks, and other pedestrian-heavy areas.
- Providing additional public transit options within the community, particularly for commuters.
- Better enforcement of speeding laws, particularly on Division Street.
- Concern about intersection safety, particularly the I-90/Division Street interchange and the need for better multimodal connections to the southside of the freeway.
- Segments of Adams Street near the police station and East Adams Healthcare, and the area near E Birch Street and N Cascade Street were also identified as safety concerns.
- Railroad crossings were raised as an issue including rough or deteriorated street crossings and safety concerns at the crossings.
- Heavy truck traffic on Division Street was highlighted as a hazard, especially during harvest season.
- There were also general comments about roadway maintenance and appearance, including failing pavement, potholes, overgrown vegetation that blocks signs, and street flooding due to water drainage issues.

Overall, the results indicate a strong community desire for a safe, connected, and accessible city. Residents value creating a more walkable and bike-friendly community, recognizing that by addressing roadway safety issues, Ritzville can ensure that all residents and visitors can navigate the city safely and comfortably. Appendix B summarizes key issues of concern and provides visual examples of the issues.

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6 EQUITY ANALYSIS

1.1 Comparison with Community Demographics

Regulations and directives at the federal level aim to ensure that disadvantaged populations are treated equitably. New initiatives must evaluate and mitigate any disproportionate impacts on such populations. An environmental justice (EJ) evaluation of the City of Ritzville was conducted to ensure that crash risk factors do not adversely affect disadvantaged populations unjustly and to guarantee that prospective transportation initiatives are distributed fairly.

This equity analysis uses demographic data related to race, income, English proficiency, and age to assess potential EJ concerns. The following population groups are considered:

- *People of Color*: The percentage of individuals in a block group[8] who list their racial status as a race other than "white alone", and/or list their ethnicity as "Hispanic or Latino". That is, all people other than non-Hispanic white-alone individuals. The word "alone" in this case indicates that the person is of a single race, not multiracial.
- *Low-income*: The percent of a block group's population in households where the household income is less than or equal to twice the federal poverty level.[9]
- *Limited English-speaking*: The percentage of people in a block group living in limited English-speaking households. A household in which all members aged 14 years and over speak a non-English language and also speak English less than "very well" (have difficulty with English) is considered to be limited English-speaking.
- *Over age 64*: Percent of people in a block group over the age of 64.

Census data was gathered using the U.S. Census Bureau's *2023 American Community Survey (ACS) 5-Year Estimates*, which provide data at the block group level. A total of 3 census block groups lie either fully or partially within the city limits, and all are included in Census Tract 9501 as shown in **Figure 29**.

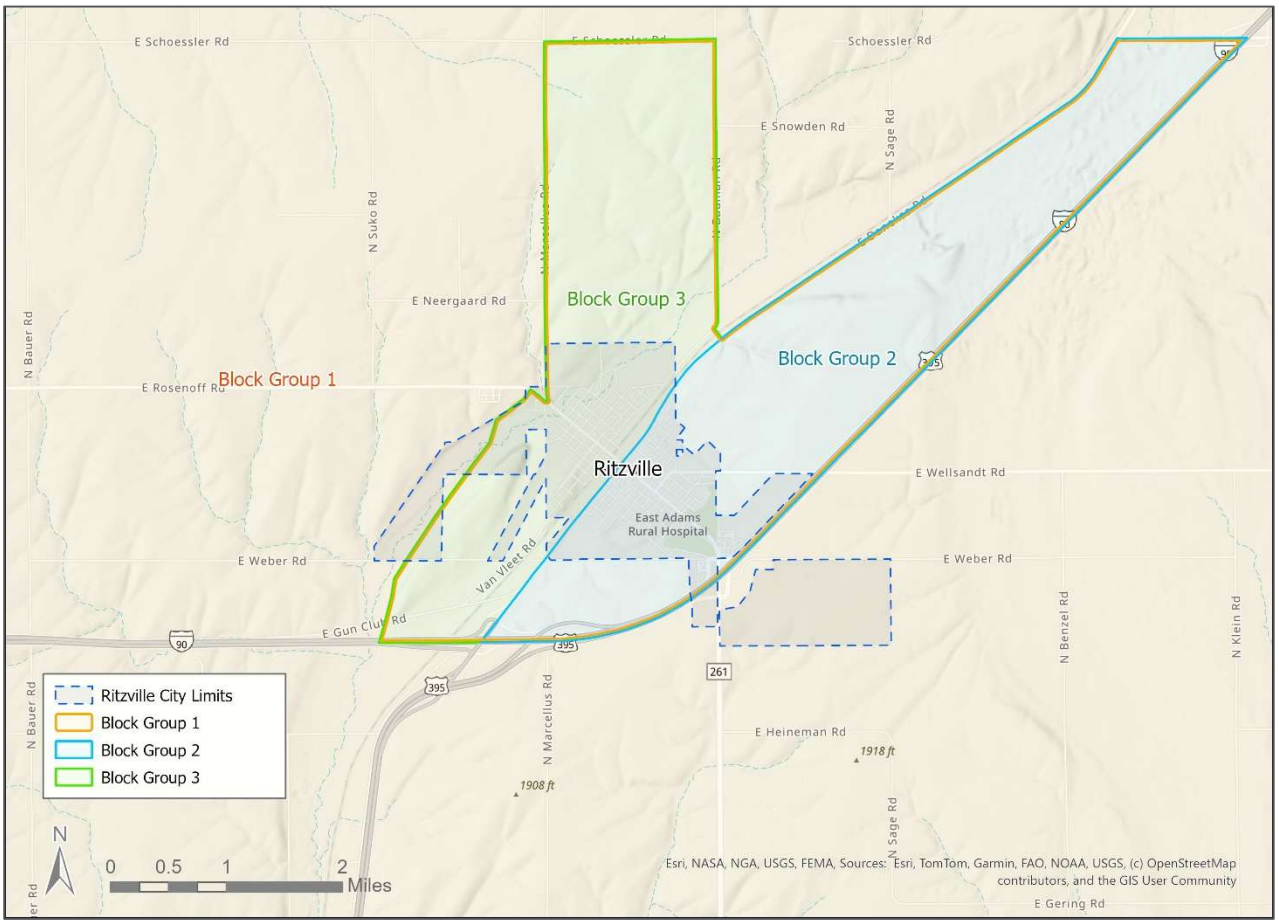
To determine whether disparate impacts exist, ACS population data were gathered for each block group and compared to citywide averages. Following Washington State Department of Transportation (WSDOT) guidance[10], citywide percentages for each EJ population group were used as the baseline comparison. The citywide EJ percentage was divided by the percentage of EJ population in each block group to determine if a disparate impact existed. A resulting ratio of less than 0.80 indicates a potential disparate impact on that population group.

[8] Block groups are geographic units used for data collection by the U.S. Census Bureau. A block group generally has a population of 600 to 3,000 and is the smallest geographic unit for which the Census Bureau publishes sample data.

[9] "Overview of Socioeconomic Indicators in EJScreen," https://www.epa.gov/ejscreen/overview-socioeconomic-indicators-ejscreen

[10] "Determining EJ Effects on Project Populations," WSDOT, April 2020, https://wsdot.wa.gov/sites/default/files/2021-10/Env-EJ-Tsk458dDetProjEffect.pdf

Figure 29. Block Groups in City of Ritzville



The results of the disparate impact analysis were then compared with the crash locations in the City of Ritzville to ensure there is no disproportionately high and adverse effect on any EJ population. The analysis is summarized below.

6.1.1 Disparate Impacts Analysis

The disparate impact analysis conducted for the three Ritzville block groups did not reveal any significant disparities among the four populations examined. These included people of color, limited English-speakers, low-income persons, and residents aged 64 years or older. This suggests that, within the specific context of this study, crash-related impacts were distributed fairly evenly throughout the populations.

It should also be acknowledged, however, that the findings of this analysis are limited by the small sample size of the included block groups. With just three block groups in Ritzville, the results are likely not to reflect the full range of community complexity or account for the variability that may exist in a larger sample. The small number of block groups included meant that no patterns or inequalities were detected, which may have existed in a more diverse collection of areas in the city. A more comprehensive analysis may provide a more complete and accurate picture of the distribution of impacts on these high-risk populations.

Due to the narrow scale of this analysis, various results may have been seen if more block groups existed in Ritzville. A broader sample size would likely enable a more accurate representation of the city's

population and offer more detailed insights into potential disparate impacts. As such, current results should also be interpreted cautiously.

People of Color

Within the City of Ritzville, people of color make up 24.41 percent of the population. Among the City's three block groups, people of color comprise between 21 to 24 percent of the population. Using the methodology described above, this analysis did not find disparate impact among people of color for any of the three block groups within the City of Ritzville (see **Table 10**).

Table 10. People of Color, City of Ritzville

Geography	People of Color as % of Total Population	Disparate Impact Ratio*	Disparate Impact?
City of Ritzville (Comparison Group)	24.41%	1.00	No
Block Group 1; Census Tract 9501; Adams County; Washington	21.64%	1.13	No
Block Group 2; Census Tract 9501; Adams County; Washington	23.98%	1.02	No
Block Group 3; Census Tract 9501; Adams County; Washington	22.29%	1.09	No

Source: U.S. Census Bureau, 2023 ACS 5-Year Estimates, Table B03002
To determine disparate impact: divide **the comparison group percentage by the block group percentage; if the result is less than 0.80, there is disparate impact.*

1.1.1 Low-Income Populations

Within the City of Ritzville as a whole, low-income households make up 31.97 percent of the population. Among the City's three block groups, the low-income population ranges from 28 to 39 percent. This analysis did not find disparate impact among low-income people in any of the three block groups within the City of Ritzville (See **Table 11**).

Table 11. Low-Income Population, City of Ritzville

Geography	Low-Income Pop. as % of Total Population	Disparate Impact Ratio*	Disparate Impact?
City of Ritzville (Comparison Group)	31.97%	1.00	No
Block Group 1; Census Tract 9501; Adams County; Washington	33.70%	0.95	No
Block Group 2; Census Tract 9501; Adams County; Washington	28.50%	1.12	No
Block Group 3; Census Tract 9501; Adams County; Washington	38.93%	0.82	No

Source: U.S. Census Bureau, 2023 ACS 5-Year Estimates, Table C17002
To determine disparate impact: divide **the comparison group percentage by the block group percentage; if the result is **less than 0.80**, there is disparate impact.*

1.1.2 Limited English-Speaking Households

Within the City of Ritzville as a whole, limited English-speaking households make up 0.77 percent of the population. Among the City's three block groups, the percentage of limited English-speaking households ranges from 0.0 to 0.9 percent. This analysis did not find disparate impact among the Limited English-Speaking population in any of the three block groups within the City of Ritzville (see **Table 12**).

Table 12. Limited English-Speaking Population, City of Ritzville

Geography	Limited English-Speaking Pop. as % of Total Population	Disparate Impact Ratio*	Disparate Impact?
City of Ritzville (Comparison Group)	0.77%	1.00	No
Block Group 1; Census Tract 9501; Adams County; Washington	0.00%	N/A	No
Block Group 2; Census Tract 9501; Adams County; Washington	0.91%	0.84	No
Block Group 3; Census Tract 9501; Adams County; Washington	0.00%	N/A	No

Source: U.S. Census Bureau, 2023 ACS 5-Year Estimates, Table C16002
To determine disparate impact: divide **the comparison group percentage by the block group percentage; if the result is less than 0.80, there is disparate impact.*

1.1.3 Over Age 64

Within the City of Ritzville as a whole, people over the age of 64 make up 21.58 percent of the population. Among the City's three block groups, the percentage of people over the age of 64 ranges from 15 to 25 percent. This analysis did not find disparate impact among people over the age of 64 in any of the three block groups within the City of Ritzville (See **Table 13**).

Table 13. Population Over Age 64, City of Ritzville

Geography	Pop. Over Age 64 as % of Total Population	Disparate Impact Ratio*	Disparate Impact?
City of Ritzville (Comparison Group)	21.58%	1.00	No
Block Group 1; Census Tract 9501; Adams County; Washington	15.95%	1.35	No
Block Group 2; Census Tract 9501; Adams County; Washington	23.91%	0.90	No
Block Group 3; Census Tract 9501; Adams County; Washington	25.27%	0.85	No

Source: U.S. Census Bureau, 2023 ACS 5-Year Estimates, Table B01001
To determine disparate impact: divide **the comparison group percentage by the block group percentage; if the result is less than 0.80, there is disparate impact.*

7 PLAN AND POLICY REVIEW

7.1 Introduction

This chapter presents a detailed review and analysis of the goals, policies, strategies, and implementation mechanisms contained in Ritzville's existing community plans and regulatory documents. This review aims to assess the degree to which these planning frameworks align with the objectives of Target Zero, Washington State's initiative to eliminate traffic fatalities and serious injuries by 2030. The review examines whether current plans demonstrate a clear commitment to improving transportation safety and whether they articulate a strategic path toward safer roadways for all users, such as drivers, pedestrians, bicyclists, and transit riders alike.

In addition to identifying whether existing policies prioritize safety, this review also evaluates the extent to which equity and inclusion are considered in transportation planning efforts. This involves analyzing whether vulnerable populations, such as low-income residents, older adults, youth, and people with disabilities, are adequately represented in safety-related goals and strategies. The findings serve as a foundation for recommending specific updates, additions, or revisions to better align local planning with statewide safety objectives and to ensure that safety interventions are inclusive, data-driven, and grounded in the lived experiences of the community.

7.2 Importance of Plan and Policy Review

Conducting a thorough review of Ritzville's current plans is a vital first step in developing a locally responsive and effective Safety Action Plan. This process identifies where existing policies may already support Target Zero goals and where gaps or inconsistencies exist that could hinder progress toward safer transportation systems. By highlighting both strengths and deficiencies in current guidance, the review allows the City to strategically build upon what is working while addressing critical areas for improvement, such as infrastructure deficiencies, lack of enforcement strategies, or unclear implementation timelines.

Moreover, the review ensures that the Safety Action Plan is integrated with Ritzville's broader planning and land use framework, rather than being developed in a silo. This creates opportunities to embed safety more deeply into all aspects of local planning, from capital investments and zoning regulations to public engagement and transportation project design. It also enables proactive coordination with regional partners and stakeholders. Importantly, the review allows for the identification of new strategies for safety education, traffic enforcement, and behavioral change campaigns that may not currently be reflected in local plans. By grounding the Safety Action Plan in a robust understanding of existing policies and practices, Ritzville is better positioned to implement targeted, equitable, and high-impact interventions that move the community toward the vision of zero traffic-related deaths and serious injuries.

7.3 Key Findings from Plan and Policy Review

As part of the development of the Ritzville Safety Action Plan, a comprehensive review was conducted of existing goals and policies from the Adams County Comprehensive Plan (2005), the QUADCO Human Services Transportation Plan (HSTP) 2022, and the Ritzville Comprehensive Plan (2024). The purpose of this review was to evaluate the extent to which these existing planning documents support the goals of Target Zero, address transportation safety, and integrate principles of equity, access, and multimodal

transportation. Each policy was categorized by geographic relevance (Ritzville-specific, countywide, or RTPO-level), its relationship to safety and non-motorized modes, and its attention to equity and access.

From the **Adams County Comprehensive Plan**, most policies were countywide in scope and focused heavily on safety-related concerns, such as improving road conditions, maintaining haul routes, managing traffic impacts of development, and ensuring emergency access in subdivisions. Several policies, including those promoting coordination with state and regional transportation plans, also address broader access and equity issues. A few non-motorized or multimodal elements were included, notably in the policy encouraging alternative transportation options and bicycle route planning, though these were not the central focus of the plan.

QUADCO HSTP 2022 contributed several objectives and strategies aligned with equitable access and safety for vulnerable populations. These included demand-response transportation services, ADA-compliant infrastructure, education and advocacy for riders, and investments in zero-emission vehicle fleets and non-motorized access points. The policies emphasized inclusive service provision across jurisdictions and explicitly supported cross-county coordination for meeting the transportation needs of people with disabilities, older adults, and those without access to private vehicles.

The **Ritzville Comprehensive Plan (2024)** provided a set of city-specific goals and policies that strongly support safety, active transportation, and equitable access. Goals emphasized multimodal coordination, safety in new developments, and effective infrastructure improvements. Policies promoted traffic safety through design standards, off-street truck parking, and right-of-way accommodations for multi-modal travel. Notably, non-motorized access was a consistent theme, with multiple policies supporting walkable communities, completion of the Ritzville Loop path, and prioritization of walking and biking connections between homes, schools, and parks.

The Ritzville Comprehensive Plan's Transportation Element also identifies a functionally classified street system within the city and recommends a priority pathway system. **Figure 30** presents the 2024 Ritzville Functional Classification Map, while **Figure 31** shows the pathway system.

Figure 30. Ritzville Street Functional Classification

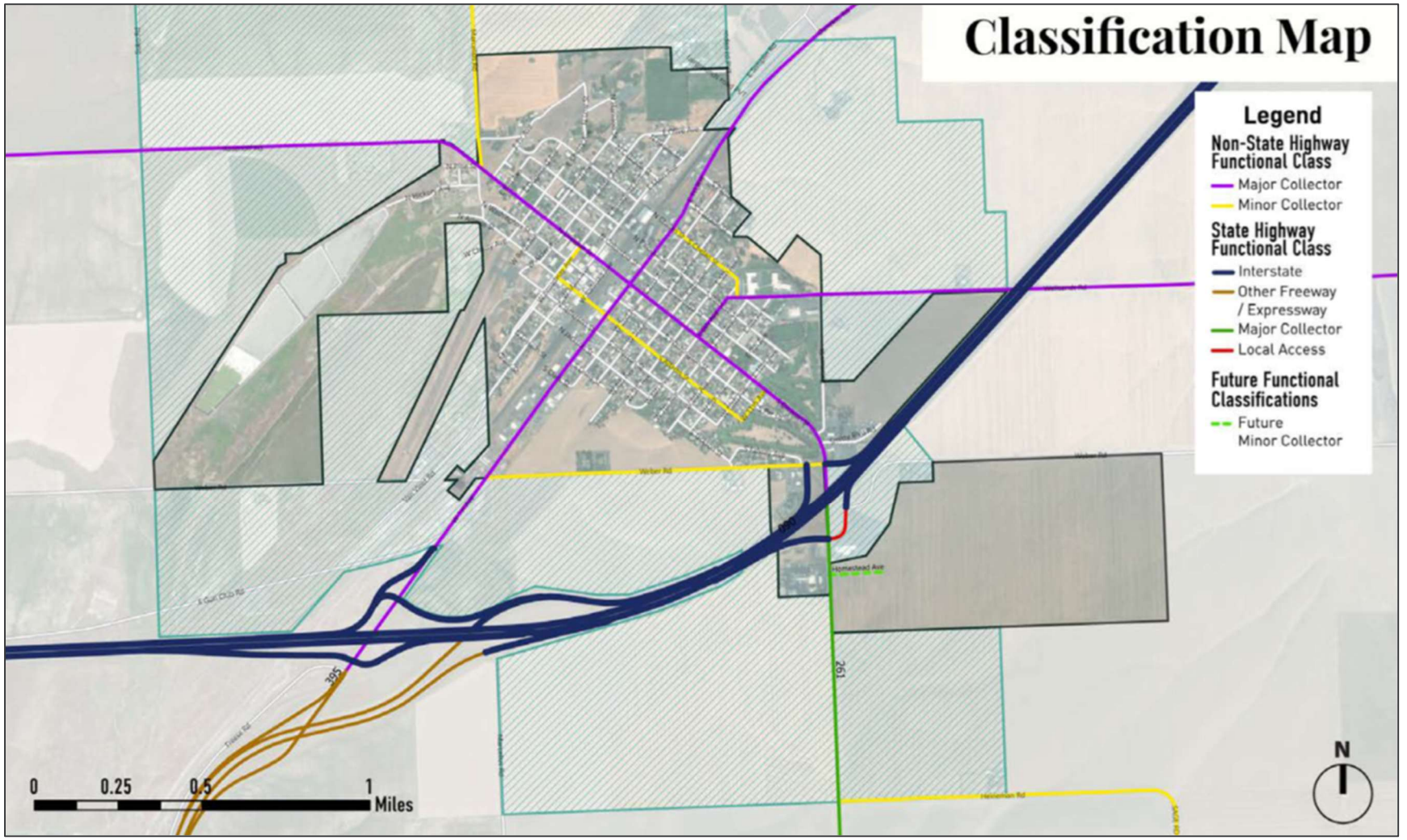
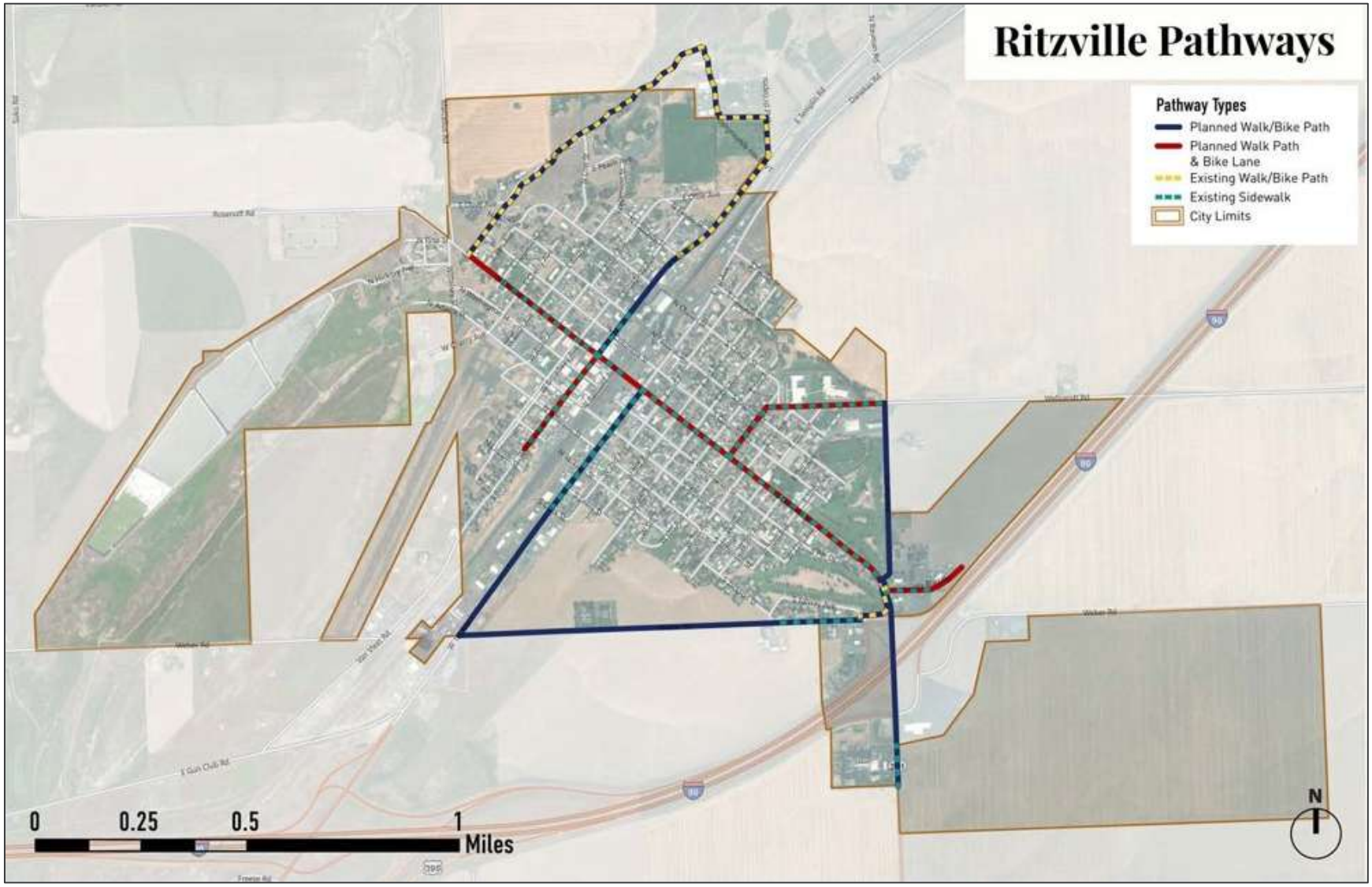


Figure 31. Ritzville Pathways – 2024 Comprehensive Plan



7.4 Policy and Programmatic Recommendations

This section outlines policy-based and action-based recommendations intended to strengthen the City of Ritzville's commitment to transportation safety, with a particular focus on non-motorized users, equity, and data-driven decision-making. These recommendations are designed to complement the project-based recommendations presented elsewhere in this report.

7.4.1 Strengthen Commitment to Non-Motorized Transportation Safety

Gap Identified
The Adams County Comprehensive Plan places a strong emphasis on vehicular mobility and safety, with comparatively limited policy direction related to pedestrian and bicycle infrastructure, particularly outside incorporated areas.

Policy Recommendation
Work with Adams County to amend the Adams County Comprehensive Plan Transportation Element to include a dedicated Non-Motorized Transportation Safety section. This section should establish countywide policy direction to:

- Identify, prioritize, and maintain pedestrian and bicycle infrastructure, including sidewalks, crossings, shoulders, and shared-use facilities;
- Support non-motorized safety improvements in both urban and rural contexts; and
- Coordinate non-motorized investments with land use, health, and climate goals.

Action Recommendation
Coordinate with Adams County and QUADCO RTPO to develop joint non-motorized transportation priorities and ensure those priorities are reflected in local and regional plans and Transportation Improvement Programs (TIPs).

7.4.2 Incorporate Target Zero Goals and Performance Metrics

Gap Identified
Existing local policies do not consistently reference measurable transportation safety goals or statewide safety frameworks such as Target Zero.

Policy Recommendation
Incorporate Target Zero goals and performance metrics into plans and policies where applicable, including relevant City plan and policy documents. Policies should explicitly commit to measurable outcomes, such as reductions in fatal and serious injury crashes by a specified target year.

Action Recommendation
Adopt a City Council resolution formally recognizing Target Zero and committing the City to align transportation planning, funding, and investment decisions with Target Zero and Safe Systems principles.

Include Target Zero-specific policies in the Ritzville Comprehensive Plan.

7.4.3 Formalize Equity and Inclusive Planning Policies

Gap Identified
While the QUADCO CPT-HSTP includes equity-focused strategies, local County and City policies provide limited direction on addressing the needs of historically underserved populations.

Policy Recommendation
Add equity-focused transportation policies to the Ritzville Comprehensive Plan and/or relevant City policy documents that require:

- Inclusive design for people with disabilities, older adults, youth, low-income residents, and non-drivers; and
- Consideration of equity impacts during planning, design, and prioritization of transportation safety improvements.

Action Recommendation
Develop and implement an equity review checklist for use by planners and engineers during the review and approval of transportation safety projects and programs.

7.4.4 Enhance Implementation Capacity Through Data and Mapping Improvements

Gap Identified
Existing policies call for roadway inventories but do not specify modern data management or GIS-based approaches.

Policy Recommendation
Update city practices and procedures to support the use of GIS-based transportation asset inventories and safety analysis tools to inform planning and investment decisions.

Action Recommendation
Pursue funding through WSDOT, FHWA, or other grant programs to support development of GIS-based roadway inventories and integration of crash, speed, and roadway condition data.

7.4.5 Expand Community-Based Safety Education

Gap Identified
The City does not currently have a formal policy commitment to ongoing, locally tailored traffic safety education.

Policy Recommendation
Adopt a City policy committing to ongoing, community-based traffic safety education focused on behavior change and risk reduction.

Action Recommendation
Partner with schools, senior centers, employers, and community organizations to deliver targeted education campaigns, such as Safe Routes to School, Walk and Bike Month, and seasonal safety messaging using City communication channels and community events.

7.4.6 Expand Strategic Safety Enforcement

Gap Identified
Traffic enforcement activities are not currently guided by a formal policy framework that prioritizes high-risk behaviors and locations identified through crash data and safety analysis. This limits the ability to systematically align enforcement with Target Zero and Safe Systems principles.

Policy Recommendation
Establish policy direction to align traffic enforcement activities with identified high-risk behaviors and locations, consistent with Target Zero priorities.

Action Recommendation
Coordinate with local law enforcement to pursue Target Zero enforcement grant**s** that support focused patrols, education-oriented enforcement, and data-driven safety checkpoints in high-crash areas.

8 PRIORITY SAFETY AND TRANSPORTATION ISSUES

This chapter presents a summary of the key transportation safety issues identified in the City of Ritzville based on the inventory of existing facilities and crash experience combined with input received from the community. The discussion below summarizes the findings and conclusions of Chapters 4 and 5 and provides context for the discussion of improvement recommendations to address the primary risk factors that were identified. As noted previously, during the 2020 through 2024 study period, Ritzville did not experience any severe crashes involving serious injury or fatality. In 2019, a fatal crash occurred between a pedestrian and a train on the BNSF tracks south of Jefferson Street. However, some risk factors were identified and are described in the following section. The latter part of this chapter highlights key findings from the public engagement effort and correlates these with the technical findings.

8.1 Summary of Pedestrian Improvement Needs

Based on an assessment of the City's infrastructure, key gaps or deficiencies in the pedestrian system are present throughout the community, and Chapter 9 discusses recommendations for improvements pertaining to six categories:

1. Railroad Crossing Improvements
2. Priority Missing Sidewalk Segments
3. Connections to Existing Trails
4. Street Extensions/New Development
5. Intersection Improvements
6. ADA Compliance Issues

Specific improvement recommendations are discussed in Chapter 9.

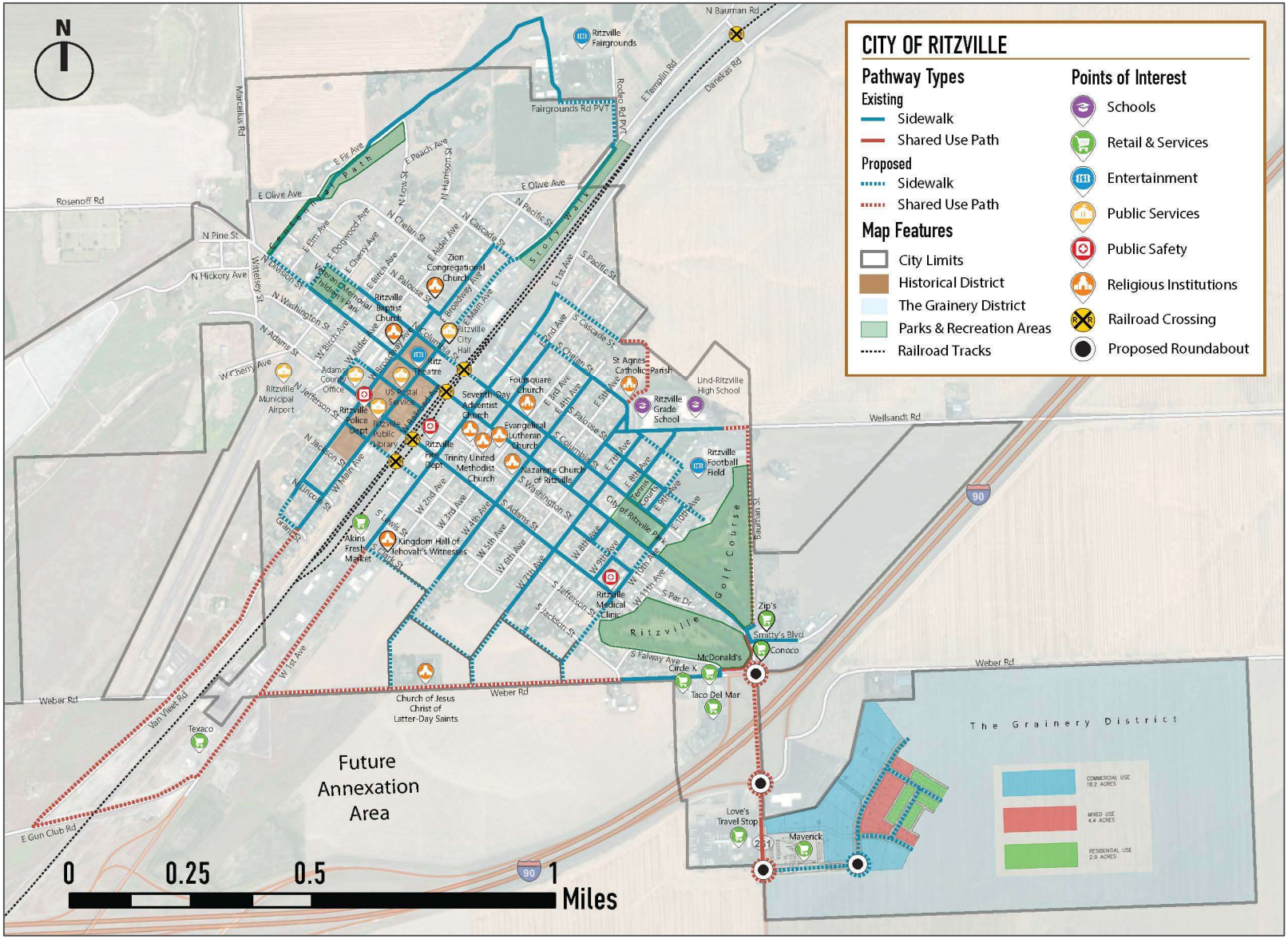
A summary of the citywide transportation needs is identified in **Figure 32**. The figure also shows key destinations including the historic downtown, the ballfields, schools, the healthcare center, parks and other destinations that are attractive to walkers and distinguish between existing facilities and necessary new facilities.

In addition to identifying specific improvement needs identified in Chapter 9, additional pedestrian system improvement needs include:

- Assessment of sidewalk improvement needs consistent with the requirements of the Americans with Disabilities Act (ADA) to ensure adequate connectivity, pavement quality, curb ramps, crossing protection, and signage.
- Assessment of illumination needs in pedestrian system key need areas to ensure nighttime safety for walkers and bicyclists.

Chapter 9 provides further discussion of how these improvements might be prioritized and offers suggestions on the nature of improvements that should be considered. The discussion of improvement recommendations is organized to identify actions that could be taken in the near term to address the types of deficiencies that were specifically identified during the public outreach effort and through consideration of the condition of the existing active transportation network.

Figure 32. Ritzville Active Transportation Improvement Needs



9 RECOMMENDATIONS

This chapter presents a discussion of appropriate solutions to address the systemic transportation system safety problems that have been identified in Ritzville and suggests a prioritization strategy for the implementation of improvements.

9.1 Identification of Countermeasures

Table 14 summarizes potential countermeasures or solutions that could be implemented to address the identified transportation system safety problems in Ritzville. These countermeasures address the key systemic risk factors that were identified in the crash analysis discussed earlier in this report. These risk factors have been presented as objectives to be accomplished through the implementation of this Safety Action Plan and focus on improving transportation safety including:

- Addressing the one fatal crash recorded in 2012 near the Jefferson Street railroad crossing and the 2019 pedestrian fatality on the BNSF mainline tracks south of the Jefferson Street crossing.
- Addressing the existing deficiencies in sidewalk/crosswalk conditions and connectivity within the community as identified in the City's Comprehensive Plan and the public outreach conducted for this Safety Action Plan.
- Addressing traffic conflicts at freeway interchanges and traffic flow/control in and out of the developing southern area of town, including the Grainery District.

Systemic deficiencies can adversely affect the potential for future crashes. Review of 2019-2023 data for Eastern Washington indicates that pedestrian-related crashes comprise about 24 percent of all severe crashes. At the statewide level, 38 percent of all fatalities and serious injuries involved either a pedestrian or a bicyclist (*2025 Washington State Safety Implementation Plan*). National data for 2023 indicate that while pedestrian crashes represented only 6.9 percent of all travelers, they comprised a disproportionate 18 percent of all transportation fatalities. Accordingly, it is important to address potential high risk crash types related to active transportation, particularly pedestrians, in order to ensure the long-term safety of Ritzville residents and visitors.

Table 14. Potential Countermeasures to Address Priority Deficiencies

Objectives for Prevalent Crash Types or Vulnerable Users	Potential Countermeasures
Improve pedestrian safety	• Install curb extensions to shorten crossing distance and improve visibility • Install active pedestrian warning signage (RRFBs) or pedestrian hybrid signals at locations with a higher level of pedestrian activity such as near schools, parks, or other major pedestrian trip generators • Install high visibility crosswalk markings and/or advance pedestrian warning signage at locations with a higher level of pedestrian activity • Install pedestrian refuges at areas with higher activity to reduce speed and make pedestrian more visible • Improve sidewalk connectivity and comfort by addressing needs identified in local plans • Improve sidewalk illumination throughout the city

Objectives for Prevalent Crash Types or Vulnerable Users	Potential Countermeasures
	• Improve ADA compliance along sidewalks, including an assessment of appropriate curb ramps
Improve bicycle safety	• Install traffic calming techniques such as mini-circles, chicanes, visual narrowing or speed tables/humps/cushions to reduce traffic speeds • Traffic diversion to reduce volumes on bike priority streets • Install on-street bicycle facilities including lanes, buffered lanes, or sharrows • Install multimodal shared use paths • Increase pavement delineation to identify presence/priority of bike movements such as bike boxes or intersection guidance striping • Create bike boulevards on low volume, low speed streets • Improve intersections to clarify bicycle street crossing locations • Install signals, signage, and markings to improve awareness of and control of bicycle activity • Implement road diets to provide/enhance bicycle facilities

9.2 Improvement Options

Based on the needs identified in Chapter 8, a variety of improvement options have been identified and are discussed in this section. **The discussion is organized to address specific risk factors that influence safety of the transportation system in Ritzville** including:

- Railroad crossing improvements
- Priority missing sidewalk segments
- Connections to existing trails
- Street extensions/new development
- Intersection improvements
- Potential ADA compliance issues

9.2.1 Railroad Crossing Improvements

Improved railroad crossings in four locations would give people safer places to get across the tracks. Each crossing should include clear markings, signs, and walking surfaces so people know where to cross and trains can see them from a distance. The purpose of these improvements is to reduce unsafe shortcuts and make it easier and safer for people to move between both sides of town. There are four possible locations to consider:

- Jefferson Street
- Adams Street
- Division Street
- Columbia Street

Table 15 provides a short summary of the types of improvements that are recommended.

Table 15. Railroad Crossing Improvements

Street	Limits	Improvement Needed	Notes
Jefferson Street	Main St to 1st Avenue	Provide pedestrian connections to cross railroad tracks and serve adjacent blocks	Requires coordination with railroad
Division Street	Main St to 1st Avenue	Improve deteriorating pavement at railroad crossing and vicinity	Requires coordination with railroad
Adams Street	Main St to 1st Avenue	Improve deteriorating pavement at railroad crossing and vicinity	Requires coordination with railroad
Columbia Street	Main St to 1st Avenue	Improve deteriorating pavement at railroad crossing and vicinity, add pedestrian connection where none currently exists	Requires coordination with railroad
NW edge of railroad right of way	Approx Grant St to Jefferson St	Needs fencing to reduce incidence of pedestrian access into rail right of way, particularly in vicinity of grocery store	Requires coordination with railroad

The Jefferson Street crossing is a top priority for improvement because it is the southernmost option and closest to the existing community grocery store. The Division Street crossing is another top priority improvement, as this is a centralized and primary street connection throughout the town. Second priorities would include the Columbia Street and Adams Street crossings, as both serve valuable cross-track connections, but may not attract as much pedestrian movement as Jefferson and Division.

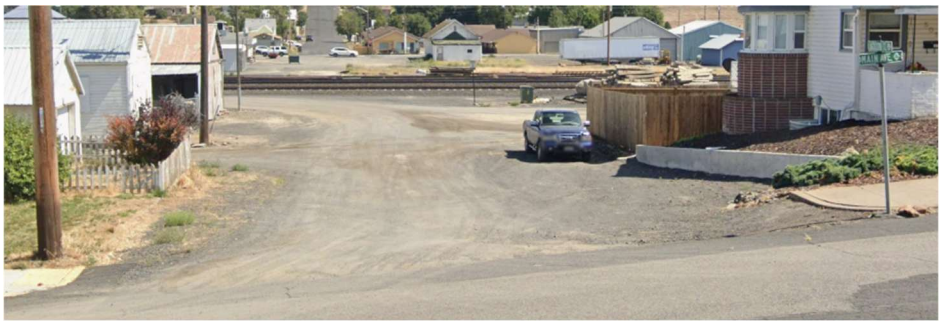


Figure 33. Northbound on Jackson Street at BNSF Railroad Crossing

In addition to improvements to existing crossings, it is also recommended that installation of fencing be considered along the northwest side of the tracks between approximately Grant Street and Jefferson Street to reduce or eliminate pedestrian crossings of rail tracks in locations where no protection is available. Much of the rail line through the center of town has little or no fencing, and this lack of protection has contributed to unsafe crossings and past fatalities. **Figure 33** shows the Jackson Street alignment approaching the tracks - a clear example of the lack of protection. The street runs up to the tracks from both sides with no barriers in place. The grocery store is only two blocks south, which encourages people to take direct routes across the tracks instead of using the designated crossing. Without fencing, it is easy to walk or even drive onto the tracks.

Installing fencing helps guide people toward the marked crossings and away from unsafe locations. This reduces the chance of injuries and supports use designated walking and biking routes by directing travelers to the safest places to cross.

9.2.2 Priority Missing Sidewalk Segments

Table 16 presents a list of higher priority sidewalks that lack connectivity. This is not a comprehensive list of all sidewalk deficiencies but reflects locations that serve key pedestrian (and bicyclist) destinations and/or or received comment during the public engagement process.



Figure 34. E 8th Avenue between Chelan Street and S. Palouse Street

As noted in the inventory discussion in Chapter 4, there are segments where sidewalks end abruptly or skip entire portions of a block (see **Figure 34**). Many streets have sidewalks that appear on only one side. Some corners include standard curbs without any sidewalk connection. These gaps interrupt the walking network and make it difficult to follow a continuous route through town. This table also includes the provision of an active transportation connection between the Grainery District on the south side of I-90 which would link this development with destinations in the existing city.

Table 16. Priority Missing Sidewalk Segments

Street	Limits	Improvement Needed	Notes
Division Street	Smitty's Blvd to 11th Avenue	Needs sidewalk on SW side of street where feasible	Need to integrate with existing landscaping
Division Street	At 9th Avenue	Needs improvement to pedestrian crossing to park entrance similar to 10th Avenue	
Division Street	Vicinity of 8th Avenue	Needs sidewalk on NE side of street	Incorporate with existing development
Division Street/ SR 261	WB I-90 off-ramp to Southern entrance to Loves Travel Stop	Needs active transportation connection between area north of I-90 and entrance to Grainery Development	Requires undercrossing of I-90 with protection from higher speed vehicles
Palouse Street	9th to 10th Avenue/ Ballfield Parking	Needs pathway along north side of street to provide access to ballfield	
9th Avenue	Palouse Street to Ballfield Entrance	Needs sidewalk connection along street	Narrow right of way may be an issue
Chelan Street	Ballfield Entrance to Wellsandt Avenue	Needs sidewalk/pathway improvement along NE side of street	
Chelan Street	1st to 3rd Avenues	Provide sidewalk connections where feasible	Need to integrate with existing landscaping
Cascade Street	1st to 4th Avenues	Needs addition of sidewalks as none exist	Need to integrate with existing landscaping
Pathway connecting Ritzville Grade School to Cascade/4th Intersection	Chelan to Cascade Streets	Needs pedestrian pathway connection to serve existing schools	Needs evaluation of available right of way but would provide a valuable connection to the school from norther neighborhoods.
Bauman Street	Wellsandt Ave to Division St	Needs pathway along east side of street	Consider both sides of the street if golf course space would allow.

Street	Limits	Improvement Needed	Notes
Weber Road	Jackson Street to 1st Avenue	Continue existing sidewalk/pathway west from current terminus at Jackson Street along north side of Weber Road	
Washington Street	8th to 9th Avenues	Needs completion of sidewalk connectivity where feasible	Need to integrate with existing landscaping
Broadway Ave/Grant St	Vicinity of Lincoln St to Main Street	Needs sidewalk on SE/NE side of street	Consider existing development
Washington St/ Alder St	Vicinity of Intersection	Needs completion of missing sidewalk segments in the 1-2 block vicinity of Adams County Courthouse	Incorporate sidewalk with existing on-street parking
Cascade Street	Broadway Avenue to Main Street	Needs completion of missing sidewalk segment to connect Main and Broadway corridors	
Columbia St/ Dogwood Ave/ Division St	Adjacent to Veterans Memorial Children's Park	Needs safer pedestrian facilities in immediate vicinity of city park	

9.2.3 Connections to Existing Trails



Figure 35. Access to Story Walk off E. Main Avenue

As noted in the *Ritzville Comprehensive Plan, Transportation Element*, the City is working to improve its non-motorized (active) trail network, with the goal of allowing residents to safely navigate the entire city on foot or by bicycle and has established an extensive plan for pedestrian and bicycle paths throughout the City. This existing and planned network, consisting of concrete and asphalt walk paths and planned future asphalt bike paths, will provide safe access to pedestrians and cyclists along the City's perimeter and along Division Street, which bisects the City from its northwest to southeast boundary. **Table 17** presents a summary of key connections to this shared-use pathway system that are missing and/or need improvement. Key trail connections include Centennial Trail, Story Walk and Fairgrounds access (see Figure 35).

Table 17. Connections to Existing Trails

Street	Limits	Improvement Needed	Notes
E Main Street	Palouse St to Cascade Street	Needs sidewalk or pathway connection to serve adjacent property and connect to recreational pathway (Story Walk)	Incorporate with exiting land uses and parking
Division Street	Dogwood Avenue to Centennial Pathway	Needs sidewalk or pathway connection to Centennial Path	
Centennial Pathway	Existing eastern terminus to eastern terminus of Story Walk	Need connection between these two existing pathways and to provide pedestrian access to Fairgrounds	Requires cooperation with Fairgrounds and likely private property owners

9.2.4 Street Extensions/New Development

Table 18 presents a summary of high priority sidewalk system components that do not currently exist but are expected to be built in conjunction with roadway improvements to serve newly developing areas of

the city. Sidewalks would be constructed consistent with Section 19.10.040 of the city's Construction Standards which provide guidance for new streets or improvements to existing streets.

Table 18 includes the provision of an active transportation connection between the Grainery District on the south side of I-90 which would link this development with destinations in the existing city. The table also includes the conceptual layout of a number of new streets in the vacant triangular-shaped area between Weber Avenue, W 1st Avenue, and S Jackson Street.

Table 18. Street Extensions/New Development

Street	Limits	Improvement Needed	Notes
1st Avenue	Clark Street to Gun Club Road	Needs active transportation connection/trail to the south and west of the city as area develops	Combine with improvements on Gun Club Road and Van Vleet Road (Main Avenue)
Gun Club Road	1st Avenue to Van Vleet Road (Main Avenue)	Needs active transportation connection/trail to the south and west of the city as area develops	Includes railroad undercrossing, combine with 1st Avenue and Van Vleet Road improvements
Van Vleet Road/ MainStreet	Gun Club Road to Grant Street	Needs active transportation connection/trail to the south and west of the city as area develops	Combine with 1st Avenue and Gun Club Road
Clark Street	1st to 4th Avenues	Needs sidewalk connection in conjunction with future street extension	Occurs with future street network development
4th Avenue	Jackson Street to Weber Road	Needs sidewalk connection in conjunction with future street extension	Occurs with future street network development
7th Avenue	Current southern terminus to Weber Rd	Needs sidewalk connection in conjunction with future street extension	Occurs with future street network development
10th Avenue	Adams Street to Weber Road	Needs sidewalk/pathway connection in conjunction with future street extension	Occurs partially with future street network development
New East/West Road	4th Avenue to 7th Avenue	Needs sidewalk connection in conjunction with future street extension	Occurs with future street network development
New East/West Road	7th to 10th Avenues	Needs sidewalk connection in conjunction with future street extension	Occurs with future street network development
Grainery District	SR 261 through development	Needs active transportation connections (sidewalks/bike lanes and/or trails) as project area develops	Incorporate development of facilities during plan review and approval

9.2.5 Intersection Improvements

Table 19 includes two intersection improvement projects that would enhance overall transportation safety and mobility in the vicinity of the I-90/Division Street interchange. Based on the discussion of traffic impacts associated with expected community development, including the Grainery District, improvements to the existing interchange would be needed in the near future (dependent on the timing of Grainery District development phases). Consistent with ongoing discussion of this interchange, recommendations for conversion of the existing stop-controlled configurations to roundabouts is addressed in the table. Additional evaluation of these improvements will be necessary, likely including preparation of an Intersection Control Evaluation (ICE) report.

Table 19. Intersection Improvements

Street	Limits	Improvement Needed	Notes
Division Street	At WB I-90 Off-Ramp	Consider roundabout for intersection with pedestrian crossing improvements on west side of Division Street	Connect ped crossing with existing pathway on SW side of Division Street

Street	Limits	Improvement Needed	Notes
Division Street/SR 261	WB I-90 off-ramp to EB I-90 ramps	Evaluate need for intersection improvements such as roundabouts to address expected future congestion.	Incorporate with active transportation connection on I-90 undercrossing

9.2.6 Potential ADA Compliance Issues

While the city has made great strides over the past several years in developing and improving its pedestrian system, there are many locations where mobility is challenging due to cracked and crumbling pavement surfaces, obstructions along the sidewalk and lack of curb ramps at intersections. Coupled with the lack of connectivity discussed in the section above, these issues raise concern related to compliance with the Americans with Disabilities Act (ADA).

The ADA is a civil rights law for persons with disabilities the purpose of which is to provide a "*clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities."* This law, passed in 1990, followed the Rehabilitation Act of 1973, and both combine to describe the City's responsibilities for ADA accessibility. Section 504 of the ADA requires cities with fewer than fifty employees, and are a recipient, or subrecipient, of federal financial assistance, to prepare a Self-Evaluation and ADA Program Access Plan. The ADA also dictates that public entities must reasonably modify their policies, practices, and procedures to avoid discrimination against people with disabilities. WSDOT discusses these requirements in its Local Agency Guidelines (LAG) Manual.

It is strongly recommended that the City consider preparing an ADA Transition Plan, for which funding through WSDOT is available. This plan would assess and document the condition of all facilities in the city to determine where compliance with the specific provision of the Act is missing or insufficient. The plan would provide guidance to address not only the priority active transportation system needs described in this chapter but would also address the remaining system throughout the city and identify an implementation program. A preliminary evaluation of the quality of the pedestrian system identified such issues as:

- **Cracked and crumbling surfaces** - Some sidewalks (**Figure 36**) show cracking, uplifted panels, or areas where the concrete has begun to break apart. These conditions make walking uncomfortable and can be difficult or unsafe for people using wheelchairs, walkers, strollers, or bikes. Uneven surfaces also create tripping hazards for pedestrians of all ages.



Figure 36. West Side of Division Street between 7th and 8th Avenues

- **Obstructed sidewalks** - In several locations, the walking space is narrowed or blocked by parked vehicles/RVs/Boats, garbage cans, utility poles, trees, or overgrown greenery (**Figure 37**). The sidewalks may also be constructed narrower than needed. These obstructions reduce the usable width of the sidewalk and may force people to step into the roadway, which lowers safety and comfort.



Figure 37. North Side of Columbia St between 1st and 2nd Avenues

- **Inaccessible sidewalk segments -** Certain areas present barriers such as stairs, missing curb ramps, steep or uneven surfaces, or transitions that do not meet mobility needs (**Figure 38**). These features limit access for people using wheelchairs, strollers, or other mobility devices and prevent smooth, independent travel along the sidewalk system.



Figure 38. No Curb Ramps on Columbia Street at 3rd Avenue

ADA sidewalk improvements need to ensure adequate connectivity, pavement quality, curb ramps, crossing protection, and signage. Illumination needs are also important to increase pedestrian and bicycle safety after dark or during periods of low visibility.

9.3 Implementation Strategy

The strategy identified for implementation of active transportation improvements in the City of Ritzville includes the prioritization of the recommendations identified throughout this discussion. Prioritization is based on key directives received from the public and the advisory committee during the planning process and includes the following:

- *Priority Level 1* – These represent the most important projects in the community from the standpoint of addressing the systemic risk for serious pedestrian crashes. They include:
  - Facilities that serve the Ritzville Elementary School and the Lind-Ritzville High School
  - Facilities that serve the Historic Downtown District
  - Connections from the historic town to the Grainery District
  - Protection at railroad tracks, including proposed fencing and enhancement of crossings on Division Street and Jefferson Street
  - Intersection improvements, including the freeway interchanges
- *Priority Level 2* – these projects are still important components of a strategy to address system pedestrian improvement needs but are considered less urgent than Priority Level 1. They include:

- Missing or deficient sidewalk segments throughout the city, as identified in the earlier discussion (particularly those identified in Table 16 and not addressed under Priority Level 1 improvements)
- Access to recreational trails such as the Ritzville Walking Path (including Centennial Pathway & Story Walk integration)
- Access and new streets/sidewalks/pathways serving newly developing areas
- Pedestrian improvements at Adams and Columbia Street railroad crossings

Priority Level 1

Projects included in Priority Level 1 are presented in **Table 20**. These projects focus on improving pedestrian safety in the school vicinity, the historic downtown, access to the Grainery District, intersection improvements, and two of the four railroad crossings. These projects are illustrated in **Figure 39**. Magnitude of cost assessment in this table is subjective and not based on concept engineering or a formal cost opinion. Potential funding reflects the option of obtaining a state and/or federal grant to pay for the improvement. Multiple projects could be grouped together to provide a more efficient and cost-effective approach. It is assumed that the local match for a grant could be obtained from the city's recently adopted Transportation Benefit District (TBD) or other local sources.

Table 20. Priority Level 1 Recommendations

No.	Street	Limits	Improvement Needed	Magnitude of Cost	Potential Funding
Facilities the Serve Schools					
I-1	Palouse Street	9th to 10th Avenue/ Ballfield Parking	Provide pathway along north side of street to provide access to ballfield	$	State/federal grants
I-2	9th Avenue	Palouse Street to Ballfield Entrance	Provide sidewalk connection along street	$	State/federal grants
I-3	Chelan Street	Ballfield Entrance to Wellsandt Avenue	Provide sidewalk/pathway improvement along NE side of street	$$	State/federal grants
I-4	Chelan Street	1st to 3rd Avenues	Provide sidewalk connections where feasible	$$	State/federal grants
I-5	Cascade Street	1st to 4th Avenues	Provide sidewalk improvement where feasible	$$	State/federal grants
I-6	Pathway connecting Ritzville Grade School to Cascade/4th Intersection	Chelan to Cascade Streets	Provide pedestrian pathway connection to serve existing schools	$$	State/federal grants
Serve Historic Downtown District					
I-7	Broadway Avenue/ Grant Street	Vicinity of Lincoln St to Main Street	Provide sidewalk on SE/NE side of street	$$	State/federal grants
I-8	Washington Street/ Alder Street	Vicinity of Intersection	Provide completion of missing sidewalk segments in the 1-2 block	$	State/federal grants

No.	Street	Limits	Improvement Needed	Magnitude of Cost	Potential Funding
			vicinity of Adams County Courthouse		
Serves Grainery District					
I-9	Division Street/ SR 261	WB I-90 off-ramp to Southern entrance to Loves Travel Stop	Provide active transportation connection between area north of I-90 and entrance to Grainery Development	$$$	State/federal grants Developer
Railroad Crossings					
I-10	Division Street	Main St to 1st Avenue	Improve deteriorating pavement at railroad crossing and vicinity	$$	State/federal grants
I-11	Jefferson Street	Main St to 1st Avenue	Provide pedestrian connections to cross railroad tracks and serve adjacent blocks	$$	State/federal grants
I-12	NW edge of railroad right of way	Approx Grant Street to Jefferson Street	Provide fencing to reduce incidence of pedestrian access into rail right of way, particularly in vicinity of grocery store	$	State/federal grants
Intersection Improvements					
I-13	Division Street	At WB I-90 Off-Ramp	Consider roundabout for intersection with pedestrian crossing improvements on west side of Division Street	$$$	State/federal grants Developer/TIF
I-14	Division Street/SR 261	WB I-90 off-ramp to EB I-90 ramps	Intersection improvements such as roundabouts to address expected future congestion.	$$$	State/federal grants Developer/TIF

Figure 39. Ritzville Priority Level 1 Active Transportation Improvements

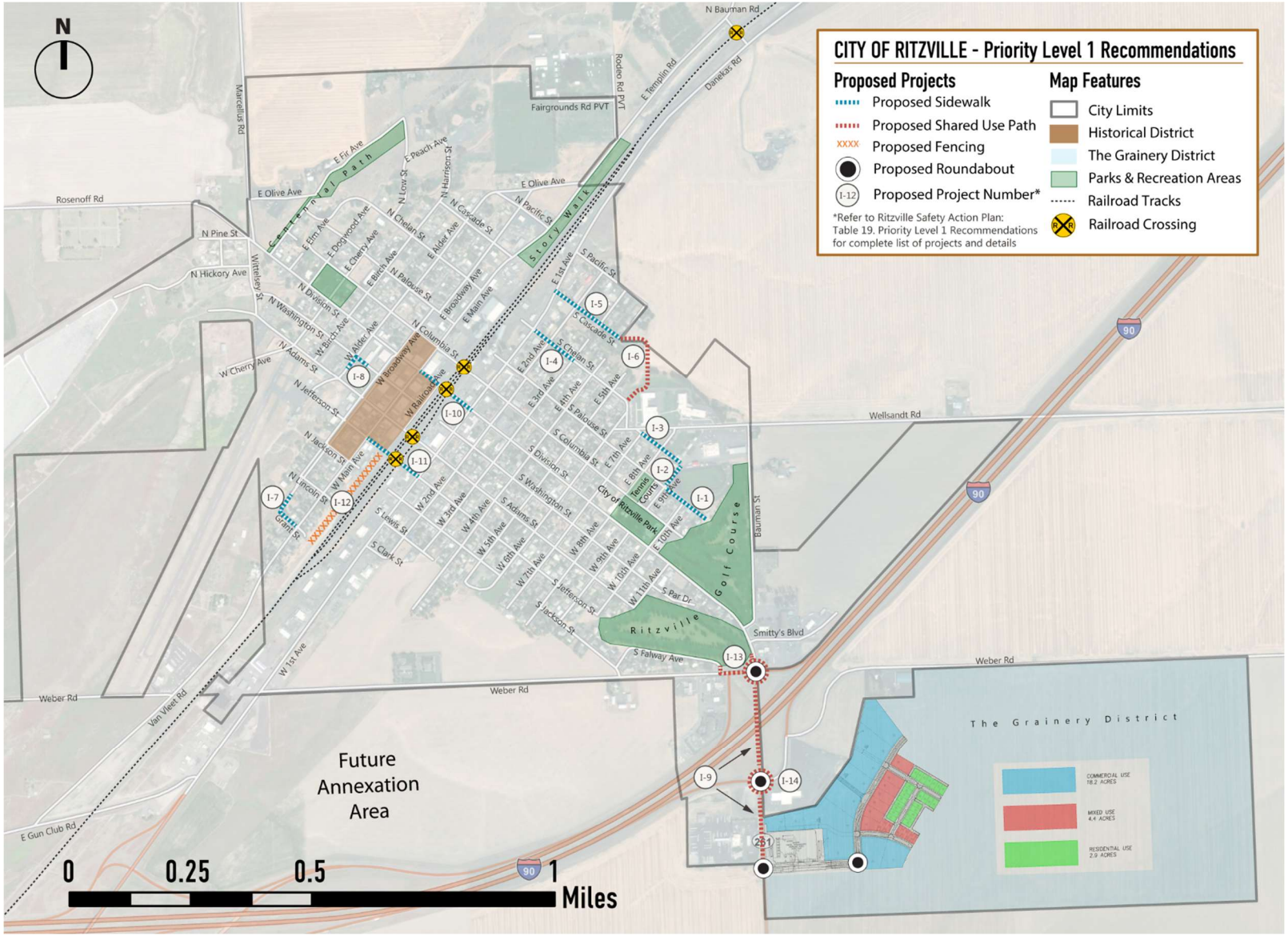
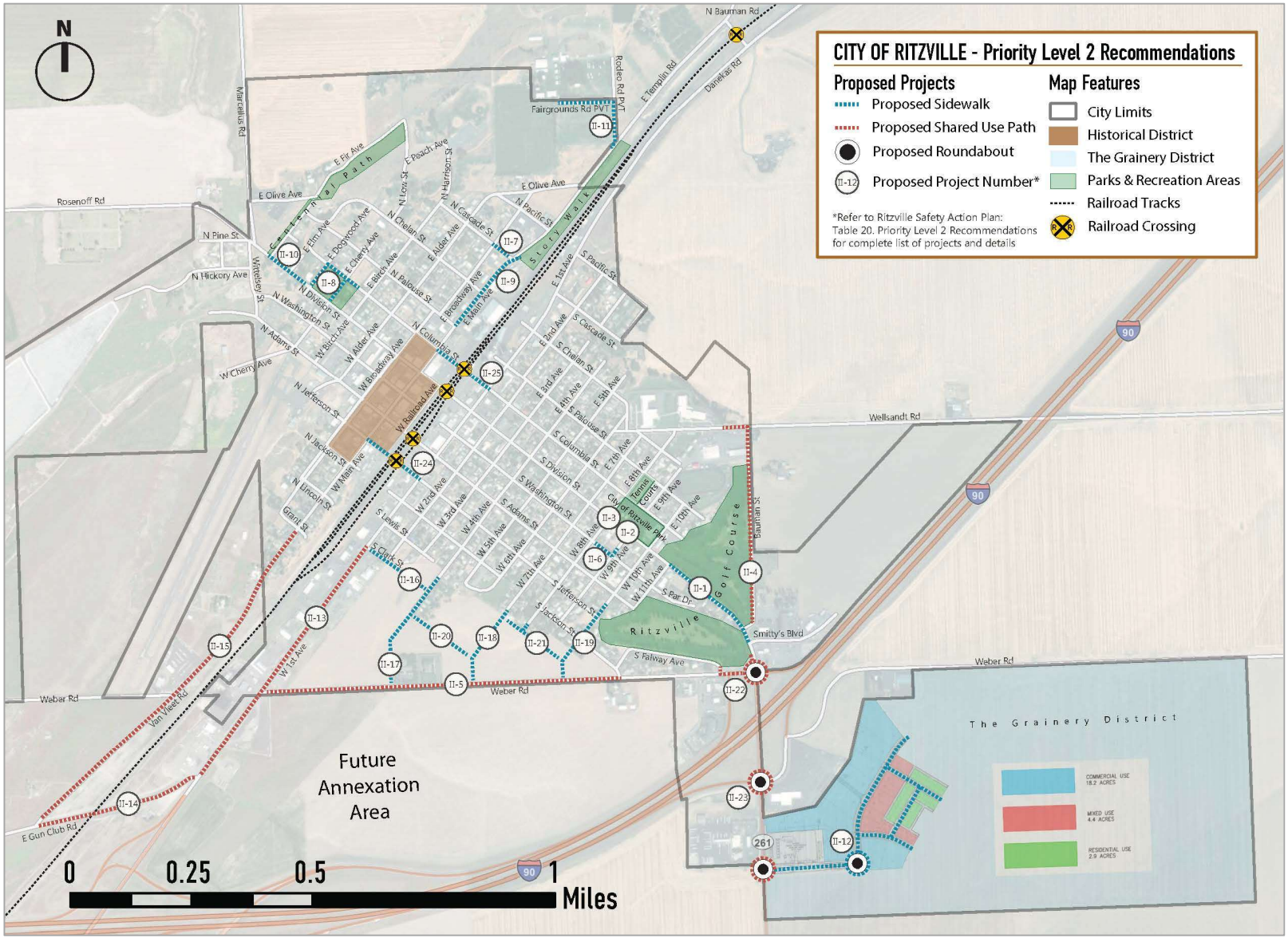


Figure 40. Ritzville Priority Level 2 Active Transportation Improvements



Priority Level 2

Priority Level 2 recommendations are presented in Table 21. These projects focus on constructing missing or deficient sidewalk segments that were not included in Priority Level 1, provide access to recreational trails, serve newly developing areas other than the Grainery District, and address needs at the two other railroad crossings within the city center. These improvements are shown in **Figure 40**.

As noted in the discussion of Priority Level 1, the order-of-magnitude cost assessment in this table is subjective. Potential funding reflects the option of obtaining a state and/or federal grant which could be matched by funds generated by the city's recently adopted Transportation Benefit District (TBD) or other local sources. Table 21 also notes the option of funding from a land developer who would need to build a new or extended road to access property. Based on the City's street standards, sidewalk improvements would be required as part of the road extension.

It should be noted that the list of missing or deficient sidewalk segments could be supplemented by priorities identified in the proposed ADA Transition Plan.

Table 21. Priority Level 2 Recommendations

No.	Street	Limits	Improvement	Magnitude of Cost	Potential Funding
Missing/Deficient Sidewalks					
II-1	Division Street	Smitty's Blvd to 11th Avenue	Sidewalk on SW side of street where feasible	$	State/federal grants
II-2	Division Street	At 9th Avenue	Needs improvement to crossing to park entrance similar to 10th Avenue	$	State/federal grants
II-3	Division Street	Vicinity of 8th Avenue	Sidewalk on NE side of street	$	State/federal grants
II-4	Bauman Street	Wellsandt Avenue to Division Street	Pathway along east and/or west side of street	$$	State/federal grants
II-5	Weber Road	Jackson Street to 1st Avenue	Continue existing sidewalk/pathway west from current terminus at Jackson Street along north side of Weber Road	$$	State/federal grants
II-6	Washington Street	8th to 9th Avenues	Complete sidewalk connectivity where feasible	$	State/federal grants
II-7	Cascade Street	Broadway Avenue to Main Street	Complete missing sidewalk segment to connect Main and Broadway corridors	$	State/federal grants
II_8	Columbia Street/ Dogwood Avenue/ Division Street	Adjacent to Veterans Memorial Children's Park	Provide safer pedestrian facilities in immediate vicinity of city park	$	State/federal grants
Access to Recreational Trails					
II-9	E Main Street	Palouse Street to Cascade Street	Provide sidewalk or pathway connection to serve adjacent property and connect to recreational pathway (Story Walk)	$$	State/federal grants
II-10	Division Street	Dogwood Avenue to Centennial Pathway	Provide sidewalk or pathway connection to Centennial Path	$$	State/federal grants

No.	Street	Limits	Improvement	Magnitude of Cost	Potential Funding
II-11	Centennial Pathway	Existing eastern terminus to eastern terminus of Story Walk	Provide connection between the two existing pathways and provide access to Fairgrounds	$$	State/federal grants
Extensions/New Development					
II-12	Grainery District	SR 261 through development	Provide active transportation connections (sidewalks/bike lanes and/or trails) as project area develops	$$$	Developer/TIF
II-13	1st Avenue	Clark Street to Gun Club Road	Provide active transportation connection/trail to the south and west of the city as area develops	$$	Developer/TIF
II-14	Gun Club Road	1st Avenue to Van Vleet Road	Provide active transportation connection/trail to the south and west of the city as area develops	$$	Developer/TIF
II-15	Van Vleet Road/ Main Street	Gun Club Road to Grant Street	Provide active transportation connection/trail to the south and west of the city as area develops	$$	Developer/TIF
II-16	Clark Street	1st to 4th Avenues	Provide sidewalk connection in conjunction with future street extension	$$	Developer/TIF
II-17	4th Avenue	Jackson Street to Weber Road	Provide sidewalk connection in conjunction with future street extension	$$	Developer/TIF
II-18	7th Avenue	Current southern terminus to Weber Road	Provide sidewalk connection in conjunction with future street extension	$$	Developer/TIF
II-19	10th Avenue	Adams Street to Weber Road	Provide sidewalk connection in conjunction with future street extension	$$	Developer/TIF
II-20	New East/West Road	4th Avenue to 7th Avenue	Provide sidewalk connection in conjunction with future street extension	$$	Developer/TIF
II-21	New East/West Road	7th to 10th Avenues	Provide sidewalk connection in conjunction with future street extension	$$	Developer/TIF
Railroad Crossings					
II-22	Adams Street	Main St to 1st Avenue	Improve deteriorating pavement at railroad crossing and vicinity	$$	State/federal grants
II-23	Columbia Street	Main St to 1st Avenue	Improve deteriorating pavement at railroad crossing and vicinity, add pedestrian connection where none currently exists	$$	State/federal grants

9.4 Funding Opportunities

This section presents a summary of potential funding sources for planning, design, and construction of active transportation facilities in the City of Ritzville including projects both on local streets and on state highways such as SR 261. **Table 22** presents a synopsis of this analysis with more detail to be found in **Appendix D**.

The table is organized to present a discussion first of local funding sources, followed by sources available through the Washington State Department of Transportation, and ending with a discussion of federal and other potential funding sources.

Table 22. Funding Sources for Active Transportation Improvements

Funding Opportunity	Brief Description	Application Type / Process	Typical Timing / When to Pursue	Funding Source	Match Required	Eligible Project Types	Key Notes or Constraints	Link or Reference
Local Funding								
Transportation Benefit Districts (TBD)	Locally established districts that can generate voter approved revenues to fund transportation capital improvements, operations, and maintenance.	Voter approved	Approved in Ritzville.	Local	Not applicable-locally generated revenue.	• Preservation and rehabilitation • Pedestrian and bicycle facilities • Traffic safety and operational improvements • Multimodal corridor improvements	City of Ritzville TBD ordinance adopted in 2025, fees to start collection in Q2 of 2026.	https://app.leg.wa.gov/rcw/default.aspx?cite=36.73
Private Development Fees and Impact Fees	Developer contributions or mitigation requirements used to fund transportation improvements needed to serve new development.	Development driven	As development applications are submitted. Expected 2026 adoption in Ritzville.	Local	Not applicable; costs covered by developer as project mitigation.	• Sidewalks adjacent to new development • Local street connections •Intersection/access improvements • ADA compliant pedestrian facilities	Only applies where new development occurs; limited by pace and scale of growth. **Limited applicability in low growth areas.**	https://app.leg.wa.gov/rcw/default.aspx?cite=82.02.050
Sales and Use Tax for Public Facilities in Rural Counties	County administered sales tax revenues that may fund public facilities, including transportation, when supporting economic development goals.	County administered	In tandem with county annual budgeting (typically fall).	County	No match required; local participation often expected or favored.	• Street and sidewalk improvements • Downtown access improvements • Pedestrian and bicycle access to employment areas • Transportation projects tied to economic development	County controls funding decisions and prioritization; projects must be listed in an adopted plan. **Adams County does not currently have a Sales and Use Tax for Public Facilities in Rural Counties.**	https://app.leg.wa.gov/rcw/default.aspx?cite=82.14.370

Funding Opportunity	Brief Description	Application Type / Process	Typical Timing / When to Pursue	Funding Source	Match Required	Eligible Project Types	Key Notes or Constraints	Link or Reference
State Funding								
Motor Vehicle Fuel Taxes (MVFT)	Ongoing state fuel tax revenues to cities for street, safety, and transportation projects, including sidewalks and other active transportation facilities when connected to roadways.	Local allocation	Annual city budgeting process: revenues distributed quarterly. "The Department determines eligibility in September of each year and makes quarterly distributions in January, April, July, and October."	Local	No match required (local funds).	• Sidewalks • Crosswalks and pedestrian safety improvements • Shared use paths within roadway corridors • ADA curb ramps and accessibility upgrades	Must be tied to roadway or transportation function.	https://app.leg.wa.gov/RCW/default.aspx?cite=47.30.030
Community Economic Revitalization Board (CERB)	State loans and grants for public infrastructure projects that support job creation, business expansion, and economic development.	Competitive state grant or loan	Multiple application cycles per year; deadlines occur roughly every two months.	State Funded	Typically required; local match or private investment expected.	• Transportation improvements for employment areas • Access for industrial or commercial sites • Multimodal facilities tied to redevelopment • Infrastructure supporting job creation	Must demonstrate job creation or economic development outcomes.	https://www.commerce.wa.gov/cerb/
WSDOT Pedestrian and Bicycle Program (PBP)	State funded competitive grant program supporting pedestrian and bicycle safety, access, and connectivity improvements within the public right of way.	Competitive state grant	Apply in spring of even numbered years.	State Funded	No match required.	• Sidewalk construction and infill • Pedestrian crossings and intersection safety • Bicycle facilities and shared use paths • ADA accessibility improvements	Highly competitive; strong safety justification needed. Reimbursement only. Costs incurred prior to WSDOT project approval are not eligible. Program may fully fund projects or	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/active-transportation-funding-programs/pedestrian-bicycle-program

Funding Opportunity	Brief Description	Application Type / Process	Typical Timing / When to Pursue	Funding Source	Match Required	Eligible Project Types	Key Notes or Constraints	Link or Reference
							provide last dollar funding.	
Safe Routes to School (SRTS)	State and federal program providing funding and technical assistance for pedestrian and bicycle improvements that improve safety for students traveling to and from school.	Competitive state grant	Apply in spring of even numbered years.	Federally Sourced, State Allocated	No required match; match strengthens application.	• Sidewalks and crossings near schools • Traffic calming and safety improvements • ADA improvements along school routes • Visibility and safety signage	Focused on school related travel; projects typically within walking distance of schools and must demonstrate student safety benefits.	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/active-transportation-funding-programs/safe-routes-school-program
Regional Mobility Grant Program	State grant program supporting regionally significant multimodal transportation projects, primarily focused on reducing travel delay and supporting transit.	Competitive state grant	Biennial program: pre application required. Timing varies by biennium and WSDOT schedule.	State Funded	Typically 20% local match.	• Multimodal corridor improvements • Transit supportive pedestrian connections • Regional transportation facilities	Typically favors larger or regional projects.	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/public-transportation-grant-programs-and-awards/regional-mobility
Transportation Improvement Board (TIB) Programs	State funded grant programs supporting local street, sidewalk, and safety improvements, with specific programs for small cities.	Competitive state grant	"TIB typically issues a call for projects each June for the next year's funding program"	State Funded	No match for cities under $100 million assessed value; higher valuation cities require 5–10% match.	• Streets and arterials • Sidewalks and pedestrian safety projects • ADA accessibility improvements • Small city transportation projects	Transportation focused projects only; match requirements vary by assessed valuation.	https://www.tib.wa.gov/grants/grants.cfm
Washington Main Street Program	State program providing technical assistance, organizational support, and limited funding for downtown revitalization and placemaking efforts.	Program participation	Apply annually, typically January; tax credit applications open early January until statewide cap is reached.	State tax credit	Private contributions required to generate tax credits; amounts vary	• Downtown streetscape improvements • Pedestrian safety and walkability enhancements • Wayfinding and placemaking elements	Limited direct funding; strongest as planning and coordination support.	https://dahp.wa.gov/local-preservation/main-street-program

Funding Opportunity	Brief Description	Application Type / Process	Typical Timing / When to Pursue	Funding Source	Match Required	Eligible Project Types	Key Notes or Constraints	Link or Reference
						• Public space improvements		
Sandy Williams Connecting Communities Program	State program to improve active transportation connectivity along and across current and former state highway	Competitive state grant; Ritzville identified as High Need	Apply annually, call for funding in spring of 2026.	State Funded	None required	• Active transportation infrastructure on state highways	Local agencies need to coordinate with WSDOT.	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/active-transportation-funding-programs/sandy-williams-connecting-communities-program

Federal Funding

Recreation Trails Program (RTP)	Federal grant program supporting development and maintenance of recreational trails and trail related facilities, administered by the Washington State Recreation and Conservation Office.	Competitive grant	Apply annually; applications open in August, due November.	Federally Sourced, State Allocated	Typically 20% local match.	• Recreational shared use trails • Trail rehabilitation and surface improvements • Trailheads and signage • Trail connections to parks or open space	Recreation focused; generally not suitable for on street facilities. Long application timeline; awards finalized the following spring.	https://rco.wa.gov/grant/recreational-trails-program/
Surface Transportation Block Grant Program (STBG)	Federal transportation funding administered through WSDOT for a wide range of projects, including streets, sidewalks, and multimodal improvements.	Competitive federal grant (regionally programmed)	County or regional call for projects tied to federal four-year programming cycles; timing varies by region.	Federally Sourced, Regionally Programmed	Typically 20% local match.	• Sidewalk construction and infill • Bicycle facilities and shared use paths • Multimodal street improvements • Corridor level transportation projects	Federal requirements apply; higher administrative and reporting burden.	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/surface-transportation-block-grant

Funding Opportunity	Brief Description	Application Type / Process	Typical Timing / When to Pursue	Funding Source	Match Required	Eligible Project Types	Key Notes or Constraints	Link or Reference
Transportation Alternatives Program (TAP)	Federal funding program focused specifically on pedestrian, bicycle, and trail projects, administered through WSDOT Local Programs.	Competitive federal grant (regionally programmed)	County or regional call for projects tied to federal four-year programming cycles; timing varies by region.	Federally Sourced, Regionally Programmed	Typically 20% local match.	• Pedestrian and bicycle facilities • Shared use paths and trails • Safe routes and connectivity projects • Pedestrian crossings and safety improvements • ADA accessibility upgrades	Federal requirements apply; higher administrative burden.	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/transportation-alternatives
Community Development Block Grants (CDBG)	Federal funding administered by the state to support infrastructure and community development projects benefiting low and moderate income populations.	Competitive state grant	Ongoing; eligibility screening required before full application	Federally Sourced, State Allocated	No required match: securing other funds improves competitiveness	• Sidewalks in low and moderate income areas • ADA accessibility improvements • Street and pedestrian infrastructure • Community facility access improvements	Must meet low and moderate income benefit criteria.	https://www.commerce.wa.gov/cdbg/
Land and Water Conservation Fund (LWCF)	Federal recreation focused funding for parks, trails, and outdoor recreation facilities, administered by the Washington State Recreation and Conservation Office.	Competitive state grant	Biennial; typically spring of even numbered years. No application cycle in 2026.	Federally Sourced, State Allocated	Typically 50% local match.	• Shared use trails • Park related trail connections • Recreational walking and biking facilities • Trailheads and related amenities	Recreation focused; not suitable for street projects.	https://rco.wa.gov/grant/land-and-water-conservation-fund/

Other Funding

Volunteers, Donations, and Partnerships	Community based contributions, sponsorships, and volunteer efforts that can support small scale nonmotorized improvements and enhancements.	Informal / partnership based	Ongoing; pursue as opportunities arise.	Local	No match required.	• Wayfinding signage • Streetscape and landscaping enhancements • Public art and placemaking features • Minor trail or sidewalk improvements	Not suitable for large capital projects; effectiveness depends on community interest and capacity.	Local partnerships; no single program or application

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10 IMPLEMENTATION AND MONITORING

10.1 Commitment to Safety and Implementation

Through its *Comprehensive Plan* and *Wayfinding Plan*, the City of Ritzville has adopted plans and policies that identify a commitment to transportation safety and implementation of safety improvements. Through the adoption of this Safety Plan, the city is committing to developing the city with the goal of zero roadway fatalities and serious injuries (Target Zero) by December 31, 2040 through the following methods:

- Add specific policies that address Target Zero.
- Have developers sign and commit to helping fund and support a safe systems approach.
- Continue to work with WSDOT on the implementation of the Statewide Transportation Improvement Plan (STIP) for 2025 – 2030 for project work over the next 5 years.
- Incorporate safety improvement projects identified in this plan, as well as projects identified through subsequent monitoring and analysis into the Transportation System Plan and Six Year Transportation Improvement Program.

On November 3rd, 2026, the City of Ritzville officially committed to eliminate roadway fatalities and serious injuries by passing Resolution No. 2026-08, *A Resolution of the City Council of the City of Ritzville, Washington, Establishing an Official Public Commitment to Eliminate Roadway Fatalities and Serious Injuries by 2040.* With passing this resolution, the City Council acknowledges the Ritzville Safety Action Plan, as a technical and planning resource supporting the City's transportation safety goals.

10.2 On-Going Monitoring of Crashes

The City will continue monitoring crash data on a regular basis, with a focus on locations identified in the Plan and working with developers on other areas of interest. Monitoring will occur through the collection of crash data at three-to-five-year intervals to update the identification and assessment of severe crashes. Further evaluation of improvements to problem locations will be determined as needed. Ongoing monitoring will be the responsibility of the city's engineering staff with assistance from the Chief of Police or designee.

The City will add the safety projects in this Plan to other City planning documents to help accelerate their funding and construction. The Safety Pan will be posted on the city's website.

CITY of Ritzville WASHINGTON

RESOLUTION NO. 2026-08

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RITZVILLE, WASHINGTON, ESTABLISHING AN OFFICIAL PUBLIC COMMITMENT TO ELIMINATE ROADWAY FATALITIES AND SERIOUS INJURIES BY 2040

WHEREAS, the City of Ritzville received a Federal Highway Administration Safe Streets and Roads for All (SS4A) grant to develop a transportation Safety Action Plan; and

WHEREAS, the City of Ritzville Safety Action Plan, prepared by SCJ Alliance and dated February 2026, identifies transportation safety concerns and potential strategies and improvements using the Safe System Approach; and

WHEREAS, the Federal Highway Administration has requested documentation of an official public commitment by the City's governing body to an eventual goal of zero roadway fatalities and serious injuries, including a target date; and

WHEREAS, the City Council desires to establish this goal as a statement of City policy, separate from any future action to formally adopt the Safety Action Plan as an improvement program or approve specific projects;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RITZVILLE, WASHINGTON, AS FOLLOWS:

Section 1. Official Public Commitment. The City Council hereby establishes an official public commitment to the eventual goal of eliminating roadway fatalities and serious injuries within the City of Ritzville.

Section 2. Target Year. The City establishes 2040 as its target year for achieving zero roadway fatalities and serious injuries.

Section 3. Recognition of Safety Action Plan; Limited Scope. The City Council acknowledges the City of Ritzville Safety Action Plan, dated February 2026, as a technical and planning resource supporting the City's transportation safety goals. This resolution does not formally adopt the Plan as a binding transportation improvement program; authorize, fund, or approve construction of any project identified in the Plan; amend land-use regulations; or predetermine future project decisions. Any subsequent formal plan or project approval remains subject to applicable SEPA environmental review, permitting, budgeting, and other requirements.

Section 4. Coordination and Reporting. City staff may reference this commitment in the City's SS4A final report and may transmit this resolution to the Federal Highway Administration. City staff shall make this resolution publicly available with the Safety Action Plan and shall bring any future plan adoption or project authorization requiring Council action to the Council separately.

Section 5. Effective Date. This resolution takes effect immediately upon adoption.

PASSED by the City Council of the City of Ritzville, Washington, this 3rd day of November, 2026.

Scott Yaeger, Mayor

ATTEST:

Julie Flyckt, Clerk-Treasurer