

Spokane Regional Pedestrian Plan
Resident Survey 2

Please tell us a little bit about yourself.

Answer Options	Response Average	Response Count
What is your age?	45.9	1206
What is the zipcode where you live?		1212

What is your age?	What is the zipcode where you live?
38	99223
27	99019
44	83854
36	99205
58	99206
42	99216
36	99212
52	99208
51	99223
63	99206
49	99203
62	99205
44	99027
40	99006
45	99206
42	99021
43	99205
40	99205
34	99206
58	99009
47	99208
56	99006
54	99202
60	99217
30	99207
49	99216
51	99223
26	99203
48	99201
30	99205
62	99205
56	99003
59	99021
54	99021
47	99218

zip code

	Frequency	Percent
9924	1	.1
14903	1	.1
83814	1	.1
83815	2	.2
83854	9	.7
83858	1	.1
99001	3	.2
99003	4	.3
99004	23	1.9
99005	12	1.0
99006	9	.7
99009	2	.2
99011	6	.5
99013	1	.1
99016	15	1.2
99019	9	.7
99020	1	.1
99021	24	2.0
99022	9	.7
99023	2	.2
99025	11	.9
99026	12	1.0
99027	11	.9
99033	1	.1
99036	2	.2
99037	12	1.0
99109	1	.1
99110	1	.1
99122	1	.1
99156	1	.1
99201	76	6.2
99202	66	5.4
99203	152	12.5

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34	99217
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42	99205
65	99202
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67	99208
71	99201
45	99004
42	99223
60	99206
62	99212

99204	47	3.9
99205	137	11.3
99206	63	5.2
99207	46	3.8
99208	110	9.0
99210	3	.2
99211	1	.1
99212	28	2.3
99216	44	3.6
99217	33	2.7
99218	37	3.0
99223	108	8.9
99224	71	5.8
99260	1	.1
99293	1	.1
99303	1	.1
Total	1213	99.7
Missing	4	.3
	1217	100.0

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Spokane Regional Pedestrian Plan - Resident Survey 2

Do you have a long lasting condition that substantially limits activities such as walking or climbing stairs?

Answer Options	Response Percent	Response Count
No	92.0%	1121
Yes	8.0%	97
<i>answered question</i>		1218
<i>skipped question</i>		4

Do you own a street legal motorized vehicle?

Answer Options	Response Percent	Response Count
No	11.6%	141
Yes	88.4%	1076
<i>answered question</i>		1217
<i>skipped question</i>		5

What do you think would make it easier for you to walk outdoors when there is snow and/or ice outside? (Mark all that apply)

Answer Options	Response Percent	Response Count
Stricter code enforcement regarding snow/ice removal	54.8%	638
Educate citizens on sidewalk maintenance on their	58.0%	675
Buffer strips* for snow	53.5%	623
A formalized community effort to change the social	51.5%	600
<i>answered question</i>		1164
<i>skipped question</i>		58

Do you remove or make arrangements to remove snow/ice from sidewalks as needed?

Answer Options	Response Percent	Response Count
Yes	90.2%	1067
No	9.8%	116
<i>answered question</i>		1183
<i>skipped question</i>		39

What would make you feel safer from fast moving traffic while walking outdoors? (Mark all that apply)

Answer Options	Response Percent	Response Count
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More enforcement on drivers who speed and do not	58.0%	681
A physical buffer between sidewalk and traffic (i.e.	65.3%	767
More signs to educate drivers to watch for pedestrians	34.0%	399
Other (please specify)	28.5%	335
<i>answered question</i>		1175
<i>skipped question</i>		47

Who should pay for sidewalks to be installed/repared in front of their property?		
Answer Options	Response Percent	Response Count
Local government	59.3%	688
The property owner	15.7%	182
Other (please specify)	25.1%	291
<i>answered question</i>		1161
<i>skipped question</i>		61

Should developers be required to install sidewalks in new developments?		
Answer Options	Response Percent	Response Count
Yes	93.4%	1098
No	2.7%	32
Don't know	3.8%	45
<i>answered question</i>		1175
<i>skipped question</i>		47

If the homeowner had to pay for the sidewalk in front of their home to be repaired or installed do you think it would be best if the payment is:		
Answer Options	Response Percent	Response Count
Required as a lump sum	6.9%	78
Spaced over a 10 or 20 year period	93.1%	1057
<i>answered question</i>		1135
<i>skipped question</i>		87

Do you support use of a government subsidy or other financial incetive to fund installation or repairs of sidewalks?		
Answer Options	Response Percent	Response Count
Yes	75.3%	880
No	8.6%	101
Don't know	16.0%	187
<i>answered question</i>		1168
<i>skipped question</i>		54

Would you be supportive of a community based tax or assessment to replace, maintain, or build property sidewalks?		
Answer Options	Response Percent	Response Count
Yes	52.7%	615
No	27.3%	318
Don't know	20.0%	233
<i>answered question</i>		1166
<i>skipped question</i>		56

Does a lack of sidewalks prevent you from using walking as transportation?		
Answer Options	Response Percent	Response Count
Yes	31.1%	363
No	66.1%	772
Don't know	2.8%	33
<i>answered question</i>		1168
<i>skipped question</i>		54

Are sidewalks adequate widths?		
Answer Options	Response Percent	Response Count
Yes	78.1%	908
No	14.5%	169
Don't know	7.4%	86
<i>answered question</i>		1163
<i>skipped question</i>		59

Where do you think crosswalks need to be? (Mark all that apply)		
Answer Options	Response Percent	Response Count
Schools	96.3%	1121
Parks	89.9%	1047
Businesses	55.2%	642
Bus stops	79.5%	925
Neighborhoods	46.3%	539
Other (please specify)	15.5%	180
<i>answered question</i>		1164
<i>skipped question</i>		58

What would help you feel safer when crossing the street?		
Answer Options	Response Percent	Response Count
Wide Streets- pedestrian islands, bump-outs	37.7%	421

Longer crossing times (signals)	46.1%	515
Pedestrian overpasses/underpasses	51.2%	572
Crosswalk buttons to change to pedestrian crossing	66.2%	740
Other (please specify)	20.9%	234
<i>answered question</i>		1118
<i>skipped question</i>		104

Do you generally yield to pedestrians when they are crossing the street?		
Answer Options	Response Percent	Response Count
Yes	75.5%	879
Yes, but only at marked crosswalks	23.5%	273
No	1.0%	12
<i>answered question</i>		1164
<i>skipped question</i>		58

Which of these changes would you recommend be made to make it easier for you to walk more? (Mark all that apply)		
Answer Options	Response Percent	Response Count
More pedestrian facilities such as sidewalks, paths,	76.4%	886
Improve existing facilities	41.0%	476
Enforce motorist laws	49.5%	574
Pedestrian safety education	27.1%	314
Making areas for walking safer	49.9%	579
No recommendations	4.8%	56
Don't know	1.8%	21
Other (please specify)	14.5%	168
<i>answered question</i>		1160
<i>skipped question</i>		62

What do you think would make it safer for children to walk to school? (Mark all that apply)		
Answer Options	Response Percent	Response Count
Have programs like a walking school bus where they	65.9%	699
Have designated routes for students to take that are	70.7%	749
Other (please specify)	16.8%	178
<i>answered question</i>		1060
<i>skipped question</i>		162

Do you let your child walk to school?		
Answer Options	Response Percent	Response Count
I do not have children in school	66.8%	771

Yes	17.2%	199
No	15.9%	184
<i>answered question</i>		1154
<i>skipped question</i>		68

What would be a high priority in your community to change to increase pedestrian safety/usage?	
Answer Options	Response Count
	808
<i>answered question</i>	
808	
<i>skipped question</i>	
414	

Do you use public transportation?		
Answer Options	Response Percent	Response Count
Yes	51.1%	591
No	48.9%	566
<i>answered question</i>		1157
<i>skipped question</i>		65

How often do you use public transportation?		
Answer Options	Response Percent	Response Count
More than once daily	27.1%	161
Once daily	4.5%	27
A few times a week	19.2%	114
A few times a month	24.1%	143
A few time a year	25.1%	149
<i>answered question</i>		594
<i>skipped question</i>		628

How far do you travel one way in an average trip using public transportation		
Answer Options	Response Percent	Response Count
Less than 1 mile	1.5%	9
1-4 miles	34.3%	203
5-9 miles	35.4%	209
10 or more miles	28.8%	170
<i>answered question</i>		591
<i>skipped question</i>		631

What is the general purpose of your transit trips? (Mark all that apply)

Answer Options	Response Percent	Response Count
Work	79.5%	472
Shopping	21.0%	125
School	7.6%	45
Medical	9.4%	56
Entertainment	26.1%	155
Street crossings	1.0%	6
Other (please specify)	9.9%	59
<i>answered question</i>		594
<i>skipped question</i>		628

Is there a public transit stop within walking distance in your neighborhood?		
Answer Options	Response Percent	Response Count
Yes	72.7%	844
No	25.0%	290
Don't know	2.3%	27
<i>answered question</i>		1161
<i>skipped question</i>		61

Is there a network of sidewalks to the transit stop?		
Answer Options	Response Percent	Response Count
Yes	71.4%	591
No	27.5%	228
Don't know	1.1%	9
<i>answered question</i>		828
<i>skipped question</i>		394

Is the transit stop safe and user friendly?		
Answer Options	Response Percent	Response Count
Yes	74.7%	628
No	15.2%	128
Don't know	10.1%	85
<i>answered question</i>		841
<i>skipped question</i>		381

Would you be interested in becoming a pedestrian advocate for your community?		
Answer Options	Response Percent	Response Count
Yes	19.0%	214
No	81.0%	913

<i>answered question</i>	1127
<i>skipped question</i>	95

See comments #1

See comments #2

See comments #3 for If No.

See comments #4

See comments #5

See comments #6

See comments #7

See comments #8

See comments #9

See contacts

What would make you feel safer from fast moving traffic while walking outdoors? (Mark all that apply)

Other (please specify)

More sidewalk lighting

More sidewalks - we don't have any in our area - and some people in vehicles refuse to move more to the middle when we are walking in the street and have to stay more to the middle because there is snow on the sides

fewer drug houses/drug users & pushers walk

We do not need street trees / landscaping to obstruct the visibility of the drivers to see pedestrians

more streets that actually have a sidewalk or one that is not falling hazard

I don't feel unsafe

I live and generally walk in West Central. Traffic isn't really a problem.

i feel safe now

Sound signals for the blind: one sound lets them know when it is safe to walk & it changes to another sound when the "don't walk" starts flashing to let them know the light will change again soon. Also more education to let the public know that just because there isn't a painted cross walk at in intersection they don't have to stop--all intersections should be designated as safe crossing zones for pedestrians.

Sidewalks on streets that don't currently have them

Speeding is a big problem in the neighborhoods where intersections are uncontrolled

Better Animal Control for aggressive Dogs

"Walk" signals blink for 7 cycles, and that is too short, even with the 14 blinks of "Don't Walk" before it turns solid. Right hand turns by drivers are the main reason for being careful in crossing.

Narrower streets in residential areas will tend to slow traffic rather than the current norm of widening, which makes it "feel" safer to drive faster.

Trent and Waterworks you can't cross Trent to catch the bus

more sidewalks throughout Spokane City/County

Educate drivers about crosswalks, marked or not, at regular and T intersections. They don't think there is one unless it is marked.

Stings on drivers downtown

More education on proper pedestrian behavior

Yellow flash light to indicate location of pedestrian crosswalk

Improved street lighting

Enforce Pedestrian right of way advantage over vehicular right of way especially in core and neighborhood shopping districts with all-way crossing streets allowed, and removal of all less than necessary traffic signalling. Check with Ron Wells for this suggestion as he shares this.

painted crosswalks

Advertisements to remind drivers to watch for peds - radio, TV, newspaper

More designated well marked cross walks

Other "traffic calming" devices for neighborhoods, espically on wide streets

More enforcement of cars in crosswalks at the same time as pedestrians

narrower streets, fewer lanes

Media campaign regarding the proper way to approach walkers and how to give them room

Nothing, I have no problem at this time

Feel safe now, lots of progress has been made.

Narrow the streets provide bike lanes

educate drivers on unmarked crosswalks

How about painting a god damned cross walk?

Bicycles OFF the sidewalks

Bike paths: they would act as a buffer and serve bikes
Hasn't been an issue
Social Re-education - Greater participation of walkers connecting with mass transit - which would justify expanding mass transit. More people on the street would increase safety for all, less isolation, greater visibility. Drivers would notice walkers.
Curb bump outs, landing islands, crosswalks marked
addition to and/or improvement of sidewalk system
More sidewalks
Increased visibility, ie reflective items I wear to make me more visible esp. when crossing streets or driveways during winter.
Benches to promote conversation friendly streets
make it clear the cross walks are at every corner, not just where there marked.
Sidewalks on all arterials!
having sidewalks - I like to walk on Standard, south of Lincoln but there are not sidewalks and if cars are in the parking area I have to walk out into traffic to get around them
Clearer markings for walkways and more walkways at corners
Pedestrians also using common sense in dealing with fast-moving traffic!
please repaint crosswalk stripes at 4th and lincoln particularly the crosswalk on 4th cars exiting the freeway turning left on lincoln are not seeing the crosswalk, maybe move it in view of east bound traffic
P.S.A.s or some kind of advertising campaign to make drivers more aware of pedestrians
WIDER S/W 'S ON BUSY STREETS
Tree/shrubs trimmed back from sidewalks often they grow over in path of sidewalk
repainting of crosswalks and continuous sidewalks
you are assuming I feel unsafe.
Sidewalks
Some streets I walk on do not have sidewalks and this can be particularly dangerous at night.
Ability of pedestrians to report vehicles that nearly run them over
Educate pedestrians to follow pedestrian rules, such as not crossing street when there is no pedestrian crossing strips on a busy street
the traffic light changes to fast from walk to do not walk
Mark the cross walks and put flags at them for the pedestrian to use.
Sidewalks in the County
First rate blinky lights and motion activated cross walks. Just a few of them around the community help wake people up and look in other places.
Better crosswalk opportunities on "long" blocks (North division Street, etc.)
More two way streets downtown...make them more pedestrian friendly as being called for in the Downtown Plan Update
More sidewalks. I live in an area where I walk in the street.
Complete Streets; Streets for multi users not just cars
Cops setting a good example by stopping for red lights around Courthouse.
More sidewalks on all streets
PAINTED CROSSWALKS
I really feel there is little that will have an impact. In Spokane, the mindset of so many drivers is, "Me first!" They run red lights, talk on their cell phones, and have little or no concern for pedestrians or cyclists.
More sidewalks!
sidewalks that are free from barriers (bushes, power poles, glass, etc)

stop j-walkers by the use of fines and if they are under age inform parents and have them do community service for elderly (ie snow removal, leaf raking ,graffiti removal)
I do not feel unsafe
distance increased from vehicles, PBS
Narrow streets with street trees and parking, bulb-out crossings, high visibility at crossings (ample lighting, sight triangles, differentiate materials), meandering roadways (limit straightaways)
Education for drivers and pedestrians about rules, look both ways at one way intersections, stop back of single white line, not into crosswalk
sidewalks that don't end in the middle of traffic - Bernard/Grand/Grove
Sidewalks where there aren't any now.
time delayed traffic lights to allow pedestrians time to enter the intersection.
PAINTED crosswalks with signs
Widen A.L. White Pkwy. (Rifle Club to "Y" @ Downriver Golf Course). Bike path DESPERATELY needed and overdue. Two Phases: Rifle Club to Park Entrance then Park to "Y". Each section of artistic retaining wall can be done as allotted funds allow. A 10-year plan is better than no plan and an injury. Thank You.
We need more sidewalks - many streets don't have them. Physical buffers (trees, etc.) are very important. We should be pedestrian/cyclist-centric in our thinking. As a pedestrian I feel stressed in Spokane; in Europe where I lived for some time being a pedestrian is a pleasure.
Pedestrian bridges across Division and Francis
Many streets have no sidewalks. ARG!
Keeping crosswalks freshly painted and visible
sidewalks where there are none!!!!
Traffic calming street design
Require sidewalks installed before new homes are occupied
More painted cross walks
Capmaign of discussions to explore a desire for a shared culture of walking safety. Raise people's awarenes of how our current car culture is in conflict with safe walking culture resulting in feelings of anxiety for walkers and drivers (where drivers have the force of threat). A discussion regarding how cultural views (including attitudes of car way entitlement and walking entitlement) may be altered toward mutual benefit, so that walking culture and car culture can co-exist. Remind people that when they are in a car, someday they will be walking. How can their driving attitudes be changed to benefit their future walking.
Sidewalks where there are none.
put sidewalks where non exist now (Sunset Blvd)
Sidewalks on the neighborhood side of Government Way.
More sidewalks
campaign to educate pedestrians, bikes, drivers
Physical buffer is the most important
I live on the South Hill and find that a lot of areas don't have sidewalks. I don't want to walk my baby in his stroller for fear of getting hit while on the street. We don't have a sidewalk in front of our house.
Teach pedestrians to signal their intentions to cross the street, wear clothes that can be seen easily .
Crosswalk light when you push a button to warn drivers you want to cross
nothing needed
Pedestrians should use marked crosswalks at all times.
removing brush, weeds, bushes from sidewalk so that there is room to walk!!

We have people that race up & down our street. There is a deaf child down the road with signs and people still go fast. I would like to see enforcement of the 20 mph zone all around manito not just on Grand.
sidewalks in all areas
I live on Five Mile Prairie and there are very few sidewalks, which makes walking quite dangerous.
I live on Five Mile Prairie and there are very few sidewalks, which makes walking quite dangerous.
Snow plows that don't cover sidewalks
pedestrian scale lighting
Alternative routes through neighborhoods
Already feel safe.
education for pedestrians on how to indicate to drivers that they intend to cross the street
More crosswalks. Less pedestrian and bike prohibited hwys.
better military communication
Street Calming - Bulb-outs, etc.
look into speed bumps or other traffic controls
whole city needs curb cuts at every corner
More pedestrian only walkways/trails
More lieghts
handicap accessible sidewalks
enforcement of crosswalk right of way for walkers
Striped crosswalks, especially near neighborhood shopping malls
some snow removal after plowing
blinking pedestrian crosswalks
street trees, narrow roads
Pedestrian bulbs and other traffic calming measures
sidewalks on all residential streets that don't currently have them! Also, signed stops or yields at neighborhood intersections
At busy intersections (i.e. 14th and Lincoln) have pedestrian activate a blinking light to further warn auto traffic of pedestrian crossing.
Sidewalks and, at least, a cleared area where the sidewalk should be
Other education for drivers to watch for pedestrians
a pedestrian right of way law AND crosswalks everywhere
more traffic controls, e.g. pedestrian activated blinking stoplights at intersections on arterials - car in near lane might stop for pedestrian and stop but car in middle lane doesn't see pedestrian and WHAM!
Designated/Identified Crosswalks
education on benefits for walking
both direction lights stay red while the WALK light is on
curb outs, landing islands, marked crosswalks
stricter enforcement of unmarked intersections (nieghborhoods)
Use various traffic control methods to slow drivers in City Parks, especially the Conservancy Area of Palisades Park
Traffic calming means, lower speed limits, curves, pedestrian bump-outs, etc.
Drivers talking on cell phones are a significant threat to pedestrians especially pedestrians in crosswalks who assume the are safe
Traffic Calming Design
abstain from walking on icy sidewalks
cross walks painted in heavy walking areas
ensure continuous defined walking area & ice during the winter

No free right hand turns in the downtown area. Many times I have nearly been hit when I have stepped into the crosswalk and a car turning right is watching traffic from the left and does not see me crossing the street as they make their free right hand turn.
I don't feel unsafe while walking outdoors.
more crosswalks
Continuous communication on the rights of pedestrians
all of the above
No cell phone use in vehicles
More education for pedestrians the pedestrians themselves,
have sidewalks where there is not grass. Pedestrians would have to walk in the street because people do not shovel this area
Sidewalks in areas where they do not exist & better maintained sidewalks (cracks, humps, brush, debris, parked cars, etc.).
we need sidewalks in our area (none)
i don't feel unsafe when i walk on sidewalks. if there aren't sidewalks i stay to the side and/or off the road.
Inform drivers that they are to stop BEFORE the Stop sign, not past it - it is very frightening to try to cross side streets!
more marked crossings
Pedestrian signals at secondary intersections
Bike trails are never swept or cleaned.
PSAs that remind people of proper driving rules & courtesies.
designated trails in non-urban areas
Safer cross walks
More marked and/or controlled crossings
I don't normally walk, I ride a bicycle to work - same rules rules would apply
overpasses for pedestrians
Pedistrian only areas away from traffic
More stop signs and fewer unregulated intersections
Nice to have sidewalks but lot of Valley no have
separation from roadway but not is residential as the swales are a big nuiscance to maintain and require addditional and more expensive underground sprinklers to cover
painted crosswalks
mark the crosswalks better or put up signs at each corner
more and better lighting along roads
Pedestrian are at greater risk, therefore should take on greater responsibility of their surroundings which includes traffic. Note: 2 people in Airway Heights ran in front of a truck so they could catch a bus. As a pedestrian, I need to keep my head up and moving around watching traffic. Laws, signs and penalizaing the driver is a weak attempt and creates undo hostility with drivers and peds/bike riders. Encourage road sharing and shared responsibility.
Liberty Lake is split between city and county law enforcement. County enforcement is almost nonexistent because of the weird boundary lines. Makes for very poor enforcement of speeders on county roads.
good visibility of sidewalks at intersections - sometimes if buffers are too large, cars don't see a pedestrian who is "set back" from the road when they are crossing. But buffers give everyone an extra split second to react.
My neighborhood doesn't have sidewalks, which I like, we easily co-exist with the vehicles when we are walking.
I believe it is the walker's responsibility to keep themselves safe.

Make pedestrians realize it is illegal to walk in the street when sidewalks are available!
Traffic-slowing street design like landscaped islands, roundabouts and NO MORE ONE WAY STREETS downtown.
More crosswalks and more crosswalk-specific enforcement
I do not feel unsafe while walking outdoors
educate pedestrians not to jaywalk, have STA put bus stops only near pedestrian crossings so pedestrians do not have to jaywalk to cross a busy hwy like 290.
Personal Pedestrian responsibility to not walk in the roadway or step off the curb right in front of on coming traffic resulting in slammin on brakes and rear end collisions. Wearing light clothing to be seen.
Signage and better lighting over pedestrian crosswalks
overhead bridges in very dangerous intersections
education of drivers to help minimize the attitude that those in the largest rigs rule; and to reduce the thought that pedestrians are not smart
I almost got hit here once (walking south towards Spokesman review bldg) , it said walk but there are cars turning left: http://maps.google.com/maps?f=q&hl=en&geocode=&q=99201&ie=UTF8&ll=47.660561,-117.424557&spn=0.010463,0.018089&z=16&layer=c&cbll=47.658149,-117.426531&panoid=anEj5BOWE83tF433okslUg&cbp=1,139.5331292343925,,0,5.50342570836617
Sidewalks in EVERY neighborhood!
street lights in neighborhoods
Walking paths and sidewalks increased and improved
adequate street lighting, even in neighborhoods
Tougher penalties for those who don't yield for pedestrians (including police officers that don't yield)
having more sidewalks installed
Public education about the issue and how our driving may actually be affecting others including pedestrians, cyclists, and other drivers.
More sidewalks / wider sidewalks
more marked/designated crosswalks on arterials
ped. education for JR and SR high school age kids
Many residential and small business area streets in Spokane are very wide. If boulevards of green space were created on these streets, it would slow traffic while also beautifying the streetscape.
all citystreets need sidewalks. espically new construction
raised, textured crosswalks
More driver education on pedestrian rights
More neighborhood meetings to encourage fellow neighbors to drive slow when not on arterials.
Red Flags-hand held flags that give pedestrians more visibility crossing busy intersections.
flashing lights when crosswalk in use
traffic calming measures
Outlawing all cell phone activity while driving!
Property owners need to trim bushes that grow over sidewalks. I have to wait for a break in the traffic to walk around some bushes that grow over the sidewalk.
In many busy areas: clearer, more identifiable crosswalks.
crosswalk at 29th and Manito cross at your own risk
street lights during dark winter months, my bus stop is very dark on the entire block
in some cases, more traffic lights and in others a bit longer time to get across intersections that have them.
put a green area between roads and side walks
Bike lanes can provide a buffer between motorists and walkers.

More bike lanes; cyclists help slow cars down & provide buffer. More driver education about bike/ped/driver interactions, laws, rights.
Have us all escalate ourselves on the share the road theme.
sidewalks on 5 mile prairie
Enforcement of residents' responsibilities for snow removal on sidewalks. On sidewalks adjacent to land owned by the City, the City should remove snow/ice. (W. Mission/Summit Blvd).
Traffic circles to slow traffic
Snow removal
sidewalks some areas do not have any sidewalks
More sidewalks in our neighborhood
educating driver maybe through a safety training
Create routes for fast traffic, leaving available routes for walking/biking. On these routes, have physical speeding deterrents, such as speed bumps and roundabouts.
Sidewalks in Grandview-Thorpe - very few right now, have to walk in street
I know Idaho is "pedestrian friendly" so we ALWAYS stop when we are in Moscow visiting family. If drivers knew there was ZERO tolerance for aggression and failing to yield to pedestrians they would adhere to the laws.
WEARING A SAFETY VEST WOULD ALSO HELP, YOU KNOW THE BRIGHT REFLECTIVE ONES.
"Code Red" for crosswalks as pedestrians cross like the traffic light program, only do not announce where they will be.
More education in general, beyond signage.
concrete barriers
Those crosswalk buttons that make a strip of lights go off on the roadway - as a driver i think these are great too - they are absolutely unmistakable - but maybe they are really expensive?
Sidewalks, period! Sidewalks without tons of broken glass. Sidewalks that don't end mid-trail due to overgrowth.
designated routes for walkers that parallel busy streets and more PSA's concerning pedestrian/ vehicle interaction
more street lights on side roads, and buffers
Identification and Education about the barriers for drivers
Not more street signs per se, but possibly commercials or advertisements reminding drivers of their responsibilities regarding pedestrians, bicyclists, and motorcyclists.
develop more pedestrian "trails" to promote better access to services via walking
Signage specifically about watching for peds at corners
bike/walk trails on the side of the road when sidewalk not present.
More education during driver's ed & re-licensing
Cross Walks for areas that are bigger than a block ie. Fancher and Broadway!
Better marked crosswalks
better road maintenance so that cars are not forced to one side of the road in order to avoid potholes.
Make it harder for people to drive fast down side streets. Have more dedicated arterials with better timing on the stoplights (ones with sensors).
Marked crosswalks, traffic circles, lights
bike/walking paths
Better, continuous sidewalks. (Many of the sidewalks in my neighborhood are terrible, and are not continuous.)
Education to drivers on when and how long to stay stopped when yielding to a pedestrian. I feel like carrying a sign that says "Stop and stay stopped, it's the law".
ALL OF THE ABOVE!!

sidewalks (many people walk in the street south of Manito Park where there are no sidewalks
More dense, walkable neighborhoods
Pedestrian Education
More attention given to crosswalks -- flashing lights at major ones that aren't at intersections (Grand Ave/Manito Park, 29th Ave/Comstock Park, Regal/46th).
CROSSWALKS many time I have almost been hit and a policeman ia in the same traffic if the police aren't going to do anything why should a driver
Clearly painted crosswalks on our busiest streets
snow/ice removal in the winter
none
JUST TO HAVE SIDEWALKS
make walking/bike paths on county roads
Speeders are the worst
more sidewalks
keep the skywalk from the bus plaza to buildings on the north side of it.
More education on pedestrian right of way
more sidewalks
More lights enabling drivers to see pedestrians.
Train pedestrians on crossing techniques (ie not jaywalking)
Install sidewalks (5-mile Rd, Strong Rd). Identify and address danger areas by asking yourself, "would I let me 10 yr-old walk along or cross this street?"
Enforce pedestrain "J" walking laws. Responsibility goes both ways.
enforce and educate - first educate then ticket rigidly
more marked crosswalks and driver education through public announcements and written flyers
More advanced crosswalk signs/lights. Timed crosswalks like they have in England. Look at what they do for pedestrian, it's fabulous!
bulbouts
educate pedestrians to look both ways and wait until a vehicle stops before they step out into streets.
more well-marked and signed crosswalks across busy streets
repaint pedestrian cross walks more often
N/A
rumble strip on side of road when they get close to sidewalk
remove snow from downtown Diamond sidewalks!!
Better crosswalk markings & street lighting
more crosswalks on busy streets
Educate pedestrians on driver protocols when encountering a pedestrian
I'm satisfied with the current situation
educate pedestrians;too many abuse their privilege thinking they always have the right away,i.e,jaywalking or walking against a red light,especially downtown and in school areas
reduce speed limits; reduce traffic lane widths & add other traffic calming features
keep cross walk lines painted!
Painted lines on streets for some intersections such as 3rd & Spokane St. and 2nd & Spokane St.
Clearly marked crosswalks
Send a flyer to everyone with explanation and digrams on when and who has right-of-way
As a driver we should educate people to look both ways before crossing the road!
Crossings are difficult - no matter what. If the inside lane is stopped you figure they are turning left and go around them. If you are the pedestrian, you are afraid to step out ! It actually felt better for all when you waited for traffic to go by. There needs to be a flashing light or a 4 way stop at highly trafficked areas.

Crosswalks at corners that have pedestrian ramps...Drivers do not stop for people at corners
If I am walking it is my responsibility to watch for traffic. Your question fast moving is leading, a car moving at 15 can kill. Pedestrians in this community are the ones who should be ticketed for stopping traffic in areas other than the designated cross walks.
Pedestrians should wear light colored clothing at when walking at night.
sidewalk separated from street by grass/space
Painted crosswalks
Better driver education, including open-book tests required for renewing drivers' licences, which can include new laws and reminders about pedestrians, etc. (They enforce this in Kansas, where I used to live and it seemed to help people drive better.)
Adequate number of cross walks Place cross walks where people actually cross.
lighted pedestrian walkways
most people don't know pedestrian laws. more education
usable sidewalks on busy streets
Sidewalks don't need to be right up next to the road.
pull over drivers talking on the phone not paying attention!
teaching pedestrians to use crosswalks, whenever possible, being able to step right out in traffic is very dangerous for everyone
Public service commercials, information provided as part of driver's license renewal.
Enhanced crosswalks, slower driving speed with narrower streets
Truly enforce no cell phones - cell phone abusers are the worst and have been almost run over MANY times while in cross walks and other areas due to these rude drivers.
Don't waste police resources on petty issues!
better street lighting
I already feel safe. I walk to/from work etc. often.
put in flashing crosswalks on highly used roads like Trent at STA stops so we don't put our lives in danger when we try to cross where there isn't an intersection
infill missing sidewalks
traffic slowing devices (like circles, etc)
stop signs at unmarked intersections
Walking/bike paths away from traffic.
More signals fitted with the ped-operated button
Curb extensions, raised medians and crossing islands
Lights at intersections, that do not allow free right hand turns.
Especially between the Cenn. Trail and Upriver traffic
Better plowing of streets by the City of Spokane
to have actual sidewalks (i.e. 37th & Freya)
I feel safe while walking. No modifications are needed. Sidewalks are not needed on residential street. Sidewalks should only be required on main roads (like 37th).
Educate pedestrians on being defensive walkers and the dangers of stepping off the curb w/o looking
Sidewalks on Freya and other major arterials
More sidewalks and bike lanes
stop signs where there are none but should be
cross walks marked for pedestrians
Wide sidewalks so you can gain room between you and the traffic
A buffer would be my first priority or choice.
More sidewalks. Our neighborhood does not have sidewalks in many areas
Higher sidewalk curbs
better snow removal from streets, eliminate snow piles

keeping sidewalks clear of snow or shrubs

make walkers aware that they are fragile and will die under the wheels of a car and need to respect the cars that can kill them and not walk in the middle of the road or take 20 mins to cross a crosswalk

make sure the speed limit is slow

some streets do not have even sidewalks

Increase the penalty (consequences) for those drivers who violate the law.

Who should pay for sidewalks to be installed/repared in front of their property?

Other (please specify)

Whatever is specified on the plat, deed, or whatever.

Developers should pay for future and the local government should pay for past.

spokane needs to move sidewalks so curbside trees can grow

both government and property owners

The owner if they destroy it but the government if natural causes

Half local government and half property owner.

As a city employee and knowing the expense involved I see no option other than the property owner.

A combination of government and property owners. There are many older and fixed income home owners that cannot afford expensive repairs. But, any program must be fair to all. Therefore, it should be a program accessible to all.

They should've been put in to begin with. If they weren't, we shouldn't force the property owner to install. They should however be required to maintain a safe, unobstructed pathway for pedestrians to walk without having to walk in the street.

Depends if the damage is done by fault of the property owner...tree roots etcetera.

It should be split 50/50 between the City and the property owner.

dependent on ability of homeowner to pay for installation - in our case, we are one of the few blocks in our area that doesn't have sidewalks and when we purchased our home some 30 years ago there wasn't an existing sidewalk either however, in our area sidewalks have been repaired and new ones have been built in areas where there aren't even houses - go figure.....

It should be shared expense with subsidies for low-income homeowners.

Developers

If Local government, then they should also have the ability to remove or replace street trees that damage sidewalks and require property owners to do the same for trees on their property that may or are causing damage.

both gov & prop owner combined

Both, those who can afford it but could do it over time through an LID--this option should be available. Financial Aid for those who can't

Combination of homeowner and local government. Discount given to low-income homeowners

Combination of local government with help from State and Federal Grant funds

In residential areas, initial install should be by the builder but subsequent repairs should be by local government.

In commercial areas responsibility should be with the property owner.

Local government where foot traffic is general and conducive to community. Such amenities in the suburbs, shared cost with property owner/developers.

combination of property owner + city

Neighborhood improvement districts

I suggest that government and owners share the cost.

The entity who put it there to begin with.

I think the city should develop a 2-3 year funding pot and program to partner with property owners 50/50 until the funding pot is used up.
If LIDs are used to pay for sidewalks and the local government helps offset the cost, it might encourage folks to pay for sidewalks. We use CD funds to repair sidewalks in our neighborhood but there is NEVER enough money to do them all. If we could partner with the property owners, we could repair/build more sidewalks each year.
The burden shouldn't fall on any one entity, but government, property owner and developers should share in the cost. Maybe there are some grants to help as well.
If it is the street trees that the property owner does not have control of that causes the deterioration, or if it was a result of poor inspection by the City during construction, then the City should pay. If the Builder broke the walk during house construction, then he should. It seems that the property owner gets stuck with the repair when he or she has no control of the issues that have damaged it.
A combination of both depending on the situation and circumstances of the individual neighborhoods/communities
I think the cost is prohibitive for the landowner to have to pay by themselves. I think it should be a contribution from both the government and the property owner, with time payments.
Developer
Property owners for new development or major redevelopment. Local goverment for repair/rehab
Unsure, but perhaps accountability should be accounted for.
When you allow developers to build huge housing or shopping complexes or to build another crappy Wal-Mart you should force them to build or improve sidewalks and paint crosswalks for at least a mile in every direction.
This way we do not get mowed down in the tragically underestimated and hellishly dangerous traffic.
Local community organizations dedicated to neibhorhood safety
government should pay a portion and so should the home owner
If the sidewalk is damaged from trees planted from the City or for construction the City should pay otherwise I think the cost should be split between the City and the homeowner.
50/50 split of City and adjacent property owners.
A combination of public, private dollars
It should be part of the allocation of property taxes. Not all property owners have children but they pay for schools in addition to levies; some of the percentage of the property tax should be removed from schools and portioned to alternative transportation.
Combination of govt support for owner improvement. This also allows an opportunity to educate people about health aspects (environmet as well as personal). Advetise walking as safe. May require attractive street lights to provide sense of well being.
maybe a combination of gov't and owner when existing developed property needs sidewalks.
both

Sidewalk repair should be paid by property owner if damage caused by property owner. Paid by government if damage due to wear and tear or street trees.
It should be a combination of both because both the local government and the property owner benefit from sidewalks.
A mix of funding depending on property owner income
New construction - property owner
Retrofit - 80-20 combo, government and owner
combination of all - this is everyone's problem
city taxes should be used for this
The federal government had been pushing for cities to be ADA compliant for years, however they change the requirements so often that it is nearly impossible for cities to afford. I believe sidewalks fall into ADA territory and its time for the Federal Government to flip all or part of the bill.
Maybe the cost could be split somehow between the property owner and local government?
It may need to be a shared cost. May have to determine on a case by case basis. Some property owners may use certain de-icers that eat up the sidewalks or plant trees too close to the sidewalk and the roots cause the sidewalk to be repaired or replaced. If the city planted the trees then the city should pay to replace.
Shared cost perhaps 50-50
Difficult question. It's difficult for people to pay for installation and or repair, however the burden to local government aka taxpayers is also difficult, maybe a work together method, and or a volunteer program pool for community members to help each other out as need be.
It should be part of the city's maintenance and operation budget but that doesn't necessarily mean that the City should rely on traditional means for raising these funds. Maybe we look at a minimal tax/fee/ that would cover pedestrian infrastructure options among other things.
The home owner/local government partnership
I think some combination of private and govt. funding would be best. Not everyone can afford the expense, yet the property owner should have some responsibility.
Some cooperative combination of local government and the adjacent property owner. Together it is all of our responsibility.
i think it should be 50% share between property owner and City
Both should pay the cost.
Depends on if the sidewalk is within public right-of-way or on private property.
Whoever is doing the development or building.
Depends on why it needs to be repaired.
it depends - I think new development should be required to put in sidewalks, curb & gutter, etc. It's harder for existing building. Maybe assessments would be OK.
I'd like to see some type of assessment/subsidy between property owner and local government based upon the income of the property owner.
Paid by home owner with some subsidy from the City
Existing neighborhoods, property owner. But many cannot pay so government assistance will be needed.

joint effort between property owner and local government using block grants. Income should be taken into consideration
if it becomes a law I believe the government and the property owner should pay for the installation, the property owner should be responsible for upkeep and repair
a partnership between the two - both benefit from them being in good repair.
A combination of government and property owners, maybe grants that can be paid through your utility bill?
I think there should be a plan to subsidize homeowners with limiting financial circumstances in installation/repair of sidewalks.
It should depend on income levels. OR, maybe there should be a local government fund for this that we pay into when you undoubtedly rais our Utility rates.
It should be both local government and property owners. We property owners have to pay to install and repair sidewalks now that are torn up by the trees in the "Parking strips" that belong to the City that we can't remove without City approval.
sidewalks have detereated to the point that nieghter can afford repair. need to find other revenue resources.
Neither local government nor the property owner should shoulder the whole burden. There needs to be a combined effort, something easier than an LID and with better oversite than the CD Sidewalks repairs.
Many Cities have adopted a shared cost program.
shared between gov't & property owner.
Developers should be required to pay for sidewalks in areas of new construction. Sidewalks on existing developed properties should be paid for by the local gov't...especially in residential areas.
It should be the governemnt, but a fund specified for repair/replacement of such and paid for with property taxes
BOTH
Mostly the property owner, but subsidies/programs should assist elderly/poor, maybe with long term payment through property taxes, since it is unrealistic to believe that everyone is capable of forking out \$2000 or so bucks in one shot.
Local + federal money
DOT Grants
responsibility should be shared between property owners and local government
combination of gov & prop owner

This is a difficult issue. What some people believe needs repaired, others don't. Some have resources, some don't. This requires greater discussion.

Regarding the next question, some form of walkway is necessary if we want to enable walking as a viable alternative, or we need to change culture such that walking in the street is accepted, and handled with kindness by drivers and walkers alike.

Then, the following three questions would benefit from the discussion as stated above. In cases where developers are gaining significant profits in new developments, they need to provide for pedestrian living infrastructure, if this is what we wish to support as a community. And, we need to include a discussion of how all of the infrastructure pieces interact.

How about a compromise?

Both government and property owners since both would benefit from it.

depends on the situation

I don't think all communities should have a side walk. I think side walks should only be on busy streets and that gov should pay for them.

joint plan 60% gov. & 40% owner

split the cost or give a basic amount, although difficult to work out.

don't know

both

Installation should be the government. Repair should be the government unless the damage was caused by the homeowner.

combination of local government and property owners

property developers should be responsible for sidewalks to be installed and the government should take care of repair work.

I think a combination would shoulder accountability for both the property owner and the government.

Installation/reparation of sidewalks should be the city/county responsibility.

Maintaining/clearing sidewalk should be the tenants/homeowners responsibility.

Depends on how damage was created. If by something property owner did, property owner should be responsible. If not by prop owner, local gov't should be responsible.

both

Should be split between the government and the property owner.

Both the owner and the city, if the owner cannot afford the repair the city can put an interest free loan on the property.

80% local gov 20% property owner.

THE COMMUNITY SHOULD BE RESPONSIBLE FOR THEIR OWN STREETS AND SIDEWALKS, IF DUE TO FINANCIAL REASONS THEY CANNOT AFFORD OR HAVE THE MONEY TO PAY FOR THOSE SERVICES BE IT MAINTENANCE SERVICES OR PHYSICAL EARTH SERVICES, THEN AT THAT POINT STATE WOULD BE COME INVOLVED

Street Utility - through local government

cbd grants or community grants through school districts on walk to school routes

combination of government and the property owner

local government, but in many cases, the property owner might be the one to be responsible for the improvement
Both
the property owner only if there is a need for a sidewalk (populated area#)
If the homeowner originally paid for the sidewalk they should maintain it. If the city/county paid for the sidewalk, they should maintain it; if the developer paid for the sidewalk, they should maintain it.
A combination of gov't and property owner
neighborhood associations and property owners
Both, the cost should be split according to a sliding fee based on homeowner's income with the homeowner never paying more than half.
grants, federal transportation dollars
neighborhood fund raising
if it's City or County easement or property, City or County should pay. If it's privately owned, the owner should pay.
Can't this be both? The government can provide incentives for property owners to install/repair sidewalks. I personally would like to see sidewalks installed that would allow street trees to grow (there is a rubberized sidewalk product used in Berkeley that bends with the growth of trees, rather than buckling a hard concrete sidewalk). The government of course would need to standardize the process with approved paving options, then the resident has more of a say.
Property owners, except government should pay for people on limited incomes.
Both
property owner should, but perhaps they could apply for funds to help pay partial amounts
The property owner may be the developer, and sidewalks should be a requirement (many PUD's don't have sidewalks)
Business community, re:developers must allow in their planning.
Private home owners should have assistance - local funds matched by state and/or federal grants, e.g. neighborhood block money. Owners of businesses including small or large apartment buildings should be responsible on their own as business owners or pay B&O fees to cover such costs.
New sidewalks should be part of the developers responsibility, funded through impact fees. Existing sidewalks AND Parking/Buffer Strips should be maintained through a combination of local government funding (taxs) and CDBG funding. The sidewalks and Parking are used by the public at large and maintaining their repair should be the responsibility of the public, not the homeowner. However removing snow should be the homeowners responsibility UNLESS the snow is consistently being redeposited by city plows compacting berms onto sidewalks and into driveways. (eg. Northfoothills Drive, etc.)
It would depend upon the problem with the walkway
I'm unsure. Perhaps a 50/50 split between property owner and government. It doesn't seem fair for the owner to have to repair a sidewalk which may have been incorrectly installed (over growing tree routes, for instance) by a previous owner or the city/county
grants that the city applies for
Tax break for property owners who install-replace their sidewalks
a shared responsibility between local govt and the property owner

owner 25%, govt rest of expense. Too few sidewalks as it is, they should be mandated for most residential areas.
Not sure
depends on who owns the sidewalk, normally the city.
Both
state government
split between local government and home owner
I'm unsure. I'd lean toward property owners, but some people can't afford to maintain them. Perhaps a grant or scholarship for those people...
Perhaps a combination of government and property owner.
Local government and home owner share the cost.
Both. They are for the community's use but they enhance the value of a neighborhood and improve its safety.
Property owners in most cases; local government grants for hardship/low income
THE CITY OWNS SO MANY FEET OF PROPERTY BEYOND THE CURB- SO LET THE CITY "BEAUTIFY" ITSELF
funding from local and federal government
A combination of property owner & government
If the government "claims" the "buffer zone" then they should pay for upkeep as well. If the property owner has to pay for it, then the property owner should "own" the property - not the government. And, if the property owner has to pay for the sidewalk, they should be allowed to do it themselves or hire it done. If they're responsible for paying, they should be able to personally get it done - not hand over \$ to the government to go into a pot where the project may or may not get done.
Depends on the circumstances or reason why they are being installed/repared. Some should be homeowners, but there should be some instances where the expense is shared by the local government.
If sidewalks are 'required' the city should pay. If owner option, property owner should pay.
It should be a 50/50 split on the cost.
If the sidewalk is damaged by the city snow removal equipment, the city should pay.
MAYBE HALF AND HALF, HALF GOVERNMENT AND HALF PROPERTY OWNER
It depends. 1) Existing Residential: Installation should be paid by govt. Repair should be paid by property owner 2) New residential: Installation paid by developer. Repair paid by property owner. 3) All businesses should pay for installation and repair.
I feel both. This should be a 50/50 split. If the property owner does not want to pay for this, then they should have to pay a fine for non-shoveling or non-mowing of this walkway.
The property owner with local government assistance for low/fixed income owners.
A combined effort between government and property owner.
Repair, not install. Developers should be forced to make sure there are sidewalks when they create new neighborhoods. Existing homeowners should not be forced in to creating sidewalks in older neighborhoods (grandfather them in).

joint
Homeowner should be given a tax credit on property taxes for repairs/installation.
50% Local Government and 50% homeowner
Property owner if it is their property; local government if they have authority
share costs between property owners and local government
Maybe a combination of both.
Local government after the developer initially installs - make sure that when the developer is done, that is all houses are built , the sidewalk is still in good shape and not damaged or cracked from construction vehicles like concrete and dump trucks cracking it.
City
Developers, people who make money off the buying and selling of property.
combination of both local government and property owner.
Property owner should get a chance to fix first but, if walk is a hazzard, the City can fix it and bill all/part to the property owner.
Local and state funding
A mix. If the infrastructure has lasted a long time, then an overhaul of a whole neighborhood would be a gov project esp during street repaving. But an individual might pay to repair a small section when the whole street doesn't need to be done
The developers that promise to consider the neighborhood and lie about it. i.e. the park that was promised at Lincoln Rd and Crestline in order for the developer to approve his monstrous housing development. No one questions these things. Under sized water/sewage lines, additional schools for large developments. All promise, no intent to keep that promise and whose pockets are filled to look the other way?
combination of the two
a combination of both government and owners
Perhaps both government and property owner
Since the City claims that they own the property that the sidewalk is on even after a house is built and the property is staked out (the property owner in the city areas lose that portion of their property) I think that the city should at least pay half the cost. If I go to put a fence in my front yard the fence has to be 8 to 12 feet from the inside of the sidewalk or I as a home owner has to pay an encroachment fee to put the fence next to the sidewalk.
It depends on the location of the home
property owners and local gov't could share the cost
Local Government should since it has the legal right of way access of the property.
combination
I would like to see a plan based on ability to pay. An elderly person living only on Social Security would not be able to pay but those in higher income levels should.
both local government and property owner should share the cost.
If it is a city improvement street project (widening of street) then the city should pay. If community decided to have improvements then the property owner should pay.
A tax levy to spread the cost among all taxpayers.

Local Government - What are property taxes for?
We don't need sidewalks on cul de sacs
The local government for those walkways that are already in place (and ones where there should be walkways), and the new homeowner/developer if they are building a new house and/or development.
Property owner and/or developers or neighborhood associations
both
Local government and the property owner, equally
Local government normally requires sidewalks to be installed in newer residential areas and the costs are then passed onto the owner's expense at time of purchase; however it is a common perception that the existing sidewalks are the responsibility of the local jurisdiction which is frequently not the case. Home owners or residents are usually responsible for the maintenance, repair and replacement or installation in existing residential areas.
property owner - intallation owner who is responsible for the repair ie: neighbors tree lifted or broke other person's front walk.
Some should be local government and some should be the property owner.
combination of city and property owner
taxes and assessments when maintenance is required.
I know its the property owner's responsibility but can there be some money's available through the neighborhood fund to assist with low income people?
Shared by owner/government
Is the sidewalk in the ROW? If yes, public. Is it on the home owner's property? If yes, then public-private partnership.
depends on location, I frequently walk in my friends neighborhood, some streets are wide enough and have slower traffic (20-25mph). Other streets are wide, but traffic moves faster (35+mph). I would like to see sidewalks or buffer areas on the faster areas with no change on the slower ones as they are not necessary.
Perhaps the city and the property owner could each pay a percentage.
Builders who put in new housing developments and a combination of existing property owners and government in existing housing areas.
the property owner dose not own the sidewalk they should not have to pay. No more Tax.
Local government should pay for sidewalk construction in established neighborhoods and to replace old ones, but there should be a tax increase (I would suggest gas tax) to offset the cost. Developers should pay for sidewalks in new developments. Homeowners should pay for repairs to sidewalks necessitated by negligence.
As for public domain, I believe that it should be the local government. If the sidewalk is on a private property, or on a business property, I think that the property owner should be liable for repairs if it is proven that the damage was done do to neglect of maintance.
Cost-sharing between govt & property owner. Sidewalks are part of the transportation network.

both or whatever financially works on a given situation in the economy at hand.
The next question doesn't cover my answer...
owner+ local government. Income based. eg. If a sidewalk is in disrepair and the homeowner is low-income, the city helps with the payment. Or, the cost is interest free and the homeowner can make payments.
developers on new neighborhoods and city/owners on established neighborhoods
Depends. If the local government owns the property, it should pay for installation repair. if the property owner (individual/corporation) owns the property, it should be their responsibility.
A combination of local govt. and property owner
state funding!
Both, unless low income, or handicapped, or senior citizens living on a fixed income.
It may take combo as many can not afford this expense, maybe part of the city tax system
Installation should be paid for by the developer initially. Once installed, repair due to aging should be paid by local government.
Everyone should have to pay. Taxes?
unsure
The local government should be responsible for installation. However, if a repair should come up, the owner of the property should be required to repair it within a given time or face fines.
Maybe this is local government - but the neighborhoods that are eligible for CDBG funds may be able to allocate each year for this but ultimately it seems that this should be part of a road maintenance or something - especially if city trees are involved - i think that it would be rare for homeowners to properly protect street trees if they had to solely be responsible and required to fix sidewalks - also what are the requirements - are you able to chose pavers or pervious surfaces over the usual?
I think a combination of the homeowner via property tax % and the \$ available for street repair / community development funds
It should be a joint effort, not only local, but state and federal.
developer
Since both bennefit, howabout bsharing the cost.
In coummunities is could be paid by dues or in county/city by owner, if onwed or developer if new.
Joint effort. Government pays for part and the home owner pays the remainder
Both government & the property owner
if a property owner pays to install a sidewalk in front of their property, then anyone who uses it is tresspassing
Shared
Both
COLLABORATION OF ALL PARTIES.
Property owners with periodic govt. grants available

The property owner if sidewalks are damaged due to their own tree roots; if the city planted the trees, then the government should do repairs.
Home builders/developers
combination of government & property owner
The builder
Developer of the property
not sure.
I think it should be a combination, and flexible. I live in a neighborhood where some of the streets are unpaved. They function nicely for pedestrians because traffic is slow and light. One size doesn't fit all.
Some combination of the two (?)
developer
If they are required after a home is built, the local government should pay. If a land owner decides they want them, they should pay.
Developers need to install sidewalks and pay to improve infrastructure as a result of increased density. Local government should repair existing sidewalks.
both - first owner, if they fail to maintain or repair then make them pay through an assessment
Local government, unless that meant raising taxes.
Shared expense among gov't and ppty owner
Developer when new. Government for maintenance. Property owners usually won't spend the money.
half and half. Depends on the neighborhood.
LIDs are acceptable
a combination of local gov't and the property owner
Combination of both - prop. owners should have help from local gvt. to make their sidewalks safe for spoiane pedestrians
prisoners/fellons, on supervised work release
Local government and property owner should share the cost.
Diamond Parking Lots Downtown can pay for the upkeep and snow removal costs as they are the worst offenders as I walk daily Downtown and year around. As in Europe, YOU are responsible for the upkeep of the area bordering your property. Also, vacant bulidings downtown can be maintained by the realtors listing them! Otherwise, it is time for the City to step up and maintain the vacant building sidewalks for snow removal.
Local Government as part of any planned pedestrian coridor. Neighborhood property owners for links to the coridors or as they deem fit.
Perhaps it cuold be shared between the two
Many homeowners, especially in this economy, do not have the funds available for this. A fund could be set aside to provide homeowners with assistance for sidewalk repair. The city should pay for the installation of sidewalks - as that is a part of overall city planning.
combination of both
development surcharge for every project similar to the traffic development fund being considered
50/50 split of costs for new install, city crews should do repairs.
neighborhood council

Seems as tho' that should be part of the overall infrastructure - not the property owners.
combination of developer/property owner/local government with zero interest payment schedules
Developer
Both
maybe split the cost between both gov't & property owner. the repairs are less likely to be done if property owners will have to pay for them. Another option is to offer some sort of property tax rebate for the property owner who has sidewalks installed or repaired.
both, together
combination of local government and property owner or a way to apply for grants
both
The owner should get some help to be able to afford repairs. Especially in a neighborhood where the sidewalks were established in the 50's. All of them are starting to fall apart.
Property owner, LID's, development funds for low income residents
Residential - property owner Arterials - combination but primarily local government - property owners still maintain though.
Possibly a joint effort. If sidewalk repair is the result of owner negligence, they fix it. If the repair is due to City negligence, they fix it. Required street trees lifting a sidewalk should be a City issue.
County assessor's office. They are the ones that monitor and raise your property taxes.
I believe we should require sidewalks in new developments, particularly developments near schools, soccer centers, etc.
ALL Commercial properties should be required to install sidewalks over a set period of time (say 5 years) Developers who just site on blank property do the city no good. This would make walking safer and spur development.
government and property owner
maybe both?
the same way it is paid for now
Both cith and owner
Depends on what caused the problem. Planting trees that grow to big in the "buffer" zone and the roots cause the issue, the city should pay. If it is normal wear and tear the property owner should pay.
A combination of property owner and government
Split the cost 80/20
should be split.
Depends on location i.e. located in R oW or on private property
depends upon whether there are sidewalks in place. If in place, the owner. If not the city
The property owner @ new construction. After should be part of street repair/tax etc
Gregoire - out of her personal pocket
both local govt and the property owner

I don't know who is responsible now - I always thought it was the city. Someone should and there should be a grassy area between the street and the sidewalk.

Grant money or developers within areas.

I still feel safer in the side of the street than on the sidewalk.

In new housing developments, the developer or builder should be responsible. For owners who don't have sidewalks, splitting the cost or reducing the rate or only charging what it would cost (no mark ups) would be helpful.

the developer. Such as Plese who was required but never did.

If no, please describe where and why they are not adequate widths.

Response Text

It's not the width that's usually the issue just that they are right next to the street. In Southern California, where I grew up, there was always a strip of grass between the sidewalk and the street.

Inadequate when utility poles or signs or something else obstructs the path. If a utility pole, sign, or whatever has to go where the sidewalk usually does, then the sidewalk should curve around the pole.

I did not answer how the home owner should pay for sidewalks as I do not believe the homeowner should pay for them

Mandatory 12-foot sidewalks are unnecessary in areas outside the CBD, regardless of the zoning! 5-foot sidewalks are adequate. Sidewalks should be placed in the right-of-way or on an easement and not on private property!!

Some are too narrow to accommodate two average sized people walking next to each other or to pass in opposite directions without stepping into the street.

In the ever increasing waist size of today's americans, you usually cannot walk shoulder to shoulder when passing another person. I also think that when the snow comes, people tend to shovel a one "person" path in order to provide some access but in reality they only create difficulty for multitudes of people using the same "path" at the same time.

Too many sidewalks are close to the street and overgrown by brush from peoples yards, Sidewalks on busy streets should not be right up against the road! Hate walking along Wellesley

in residential areas where people are using such for off-street parking purposes and in some downtown areas where store owners are using them as advertising avenues

Some are in older areas where the codes were different when the sidewalks were installed. Updating the sidewalks in some areas would not be practical for example, 4' or less wide sidewalks next to 5' holding walls on a 1 lane street.

Inadequate when there is snow in many areas. Going up Bernard from L.C. high school or down Grand as traffic is so fast. Getting to Downtown from the So. Hill is a challenge on foot or by bike.

Disparity between older and newer sidewalk widths - should all be no less than 6 feet, preferably 8 feet

Newer construction, 5 feet and wider are ok. Older sidewalks, 3 to 5 feet wide are not! Especially when adjacent to curbs.

Post street bridge sidewalks are narrow

No, by virtue of any that would not allow passing of motorized wheel-chair width objects

Spokane Valley - Sprague Avenue east of University

Grand Blvd, Bernard. Too narrow to really walk side by side and also the feeling that you are too close to traffic

<p>Some sidewalks are not because they have light posts and other "hazards" installed in the middle of them. Also signboards are often placed in the sidewalks in front of businesses. This should not be allowed - needs more enforcement to prevent this from happening.</p>
<p>If they have snow on them, they will never be wide enough for the City streets snow to be piled up on them and then ask the property owner to get rid or shovel the street snow on the sidewalk off.</p>
<p>Sidewalks along east Sprague and any sidewalks that are less than 8' in an urban setting.</p>
<p>I think frequently they are too narrow and especially in the winter many get covered in snow, etc. A good example is outside of the rockpoint complex an employment hub located at Boone and Washington. A very difficult place to get to with anything other than a car.</p>
<p>Gimme a break, with no safe bike lanes anywhere in the city, no street sweeping or maintenance and no place to dump the mountains of snow where the hell can you actually walk?</p>
<p>Whomever plans sidewalks and bike lanes for the city of Spokane is one of the most uneducated and untrained, stupidest, most useless and laziest people on the face of the planet.</p>
<p>It is simple you retards simply go OUTSIDE, LOOK at a 36"sidewalk inches from traffic, no place to park, no bike lane, no painted or marked crosswalks, no god damned yellow lights that are properly timed, VERY FEW working turn lanes and not a single light properly timed to allow traffic to move smoothly in any direction.</p>
<p>A band of wild baboons could do better for crackers and banana chips if you gave them the plans and a box of crayons.</p>
<p>The are adequate widths as long as the bicycle riders stay in the streets where they belong</p>
<p>Sidewalks should be back from the curb at least 5 feet and then need to be at least 5 feet wide. Sidewalk width needs to increase in high pedestrian areas just like when more auto travel lanes are added in high auto volume areas. Is this hard to understand?</p>
<p>The sidewalk SYSTEM that includes buffer strip is inadequate. Buffer strips too narrow often times to support trees and FEELing of safety next to busy streets.</p>
<p>No sidewalks on my road. It's a minor arterial that has not been improved from the county standard.</p>
<p>To narrow on arterials, when cars are parked on sidewalks and when basketball hoops are on walks.</p>
<p>Sidewalks are wide enough but there still needs to be a buffer (Trees) between pedestrians and motor vehicles</p>
<p>newer ones are. Some old sidewalks have plants or grass that has encroached on it, along with sign poles. Need to have owners maintain their sidewalks properly.</p>
<p>southbound Stevens to Ben Garnett the sidewalk is narrow and in places the bushes completely block the sidewalk.</p>

There are some with wheelchair ramps that go out into traffic.
I walk with two dogs and the width is fine as long as shrubs or trees are not interfering
Residential widths are adequate. Commercial widths need to be a minimum of 10 feet.
IN RESIDENTIALS YES, HOWEVER SOME ARTERIALS COULD USE WIDER
I walk from 8th to Downtown on Monroe and Lincoln and feel that the landscaping crowds me in some places, especially in winter because the sidewalks are frequently not maintained. Cars seem to go fairly quickly up and down that hill as well.
Or perhaps they needn't be as wide as they are to cut down on cost?
There are places where cars are allowed to park on sidewalks or block pedestrian access to sidewalks. A good example is the cars parked in front of the apts. on the south side of the 900 block of W 7th between Lincoln and Monroe. Pedestrians always have to walk in the street. Also right near there, the east sidewalk on Monroe that turns east onto 7th is always covered with debris, never shoveled, and very narrow and treacherous due to the speeding traffic.
Along Ray street, it is kind of scary walking on the sidewalks when the cars are flying by so fast, especially in winter, when snow builds up, it is almost impossible to walk on sidewalks.
They should be a little wider
it really depends what neighborhood you are in.
In some places yes, in others no.
Neighborhood by neighborhood standards - let the community decide on a standard and enforce it
encroachment of vehicles, vegetation, freestanding basketball hoops, and more make the existing sidewalks too narrow. The actual width of the concrete is sufficient.
At current width, pedestrians are too close to the street especially when adjacent to fast moving traffic, ie. Division street.
some are narrower than others making it hard to pass someone
Anywhere they are 4 feet or less throughout Spokane. Also the whole Spokane Valley.
Post Street Bridge--only wide enough for single file. Widths should match the number of pedestrians, just like roads do.
People with SUVs and other large vehicles park with their bumper on the sidewalk thereby blocking the sidewalk sometimes by 50%. On 9th near Grant school, the speeding problem is so bad that many people park on the sidewalk and I have to walk on the street. To them, protecting their cars is more important than protecting people.
In places where shrubbery encroaches it usually makes it too narrow. Depends on the street - on Sprague in the Valley, for instance, it probably could be wider to get people farther from traffic. AND to allow bicycles to ride on the sidewalk - it's just not safe on the street.
Brentwood Elem area: power poles are in sidewalk in some places. bushes and other large landscaping often crowds sidewalk (i.e. corner Regina & Howard)

Mostly yes; but some are too narrow such as Francis between Division and Market and some are overgrown such as on the south hill.

A one-size-fits-all approach to sidewalk widths does not take into account the volume of traffic a sidewalk will receive. In some cases a sidewalk need only serve a single person at a time (3' to 5' min. depending on the length), in other cases a sidewalk needs to serve 3 people abreast while carrying luggage or groceries... what if there are alternative routes nearby that better serve the direct access of an area for the general public, but a utilitarian path is needed close by for employees and repairmen, do the two paths need to be the same width? I don't think so.

need to be 4' to accomodate all types of users

Mostly, but tree, bush and hedge maintenance sometimes interferes with a smooth walking experience, as do lumps and bumps (heaving) from various causes. I guess my minimum sidewalk width would be 5 feet, with an ideal more like 6 feet - IF there are no buffers like trees, grass strips or benches/plantings.

The only way for kids and older people to bike throughout Spokane is on the sidewalks. Sidewalks need to be at least 8 feet wide so bikes can pass pedestrians and wheelchairs.

Downtown the sidewalks are not wide enough in areas where sidewalk is occupied by restaurant space - sometimes outside and sometimes built over the sidewalk. CRAZY!!!

As roads are so conjested, and unsafe, children on bicycles are also using the sidewalks, as well as rollerbladers. A sidewalk should be wide enough to fit four average sized people standing side by side. This would accomodate all reasonable traffic safely.

Down Washington/Stevens the sidewalk is two narrow in places or hidden by brush.

Sunset Blvd heading South/SW from Government Blvd. has insufficient sidewalks for pedestrians. Not sure how to solve that, since the overpass probably prevents widening.

it varies. the ones on 29th through lincoln hts are too narroww and have no buffer

Much of the older northside has either very narrow sidewalks, or none at all. The newer northside: Five Mile-Indian Trail does not have sidewalk access in many areas. Developers have negotiated away completing sidewalks on the exterior of their projects. They throw up a fence and call it good.

When bicycles sometimes share walkways, we need greater sidewalk width. When I walk, dog owners also take up significant width. Wider walkways could provide greater walking safety.

We may wish to consider our bicycle-car culture to make roads safer for bicycles, so that we need not share walkways with bicycles.

There are no current sidewalks on either side of Sunset from Rustle Rd. to Government Way on Sunset Blvd. Foot traffic has created a small uneven and harzard trail for both pedestrians and vehicle traffic.

Riverside Avenue from Browne's Addition to Latah Creek.

Overgrown shrubs and arbor vitae make the sidewalks too narrow; for example, on "F" street near 9th/8th Ave, where there are also aggressive large dogs that run up to the fence at the sidewalk.
depends on the amount of foot traffic, spokane's decision to put restaurants and condos on downtown sidewalks was shameful!
Need to be wider so that two people can pass without one having to step off of the sidewalk. Also, to allow cyclists to access the sidewalk, too.
All sidewalks should be wide enough for 3 people to walk abreast. I think skimpy sidewalks are done just to fill the letter of the law and not to really accommodate walkers and safety.
Many arterials have 5' sidewalks that forces pedestrians to walk very close to fast moving traffic
should be wider to be able to handle 2 way traffic
because there are trees(weeds not "planted" trees) bushes, garbage etc. on the sidewalks, so they are not wide enough to walk along. (Government way/Sunset)
3' buffer, 5' sidewalk
the denser the development, the wider the sidewalks should be.
Often there are no sidewalks. Where there are sidewalks the width is adequate.
if you are walking a dog or another person someone always has to get off the sidewalk for a another walker
Five mile road does not have side walks or buffered stripes
We have almost no sidewalks on Five Mile.
Some are adequate, like the wide sidewalks on Main Ave in downtown. Others in neighborhoods are a little narrow, especially ones on the lower South Hill that are in bad shape - narrow, cracked sidewalks make walking (especially at night) difficult.
on busy arterials where sidewalks can be shared by cyclists and pedestrians, and are a safe distance from doorways - mostly on east/west arterials on Spokane's north side, and Division St. and parts of other north/south arterials.
A lot of the time, if a wheelchair or powerchair comes, you need to jump off of the sidewalk, putting yourself in the line of traffic.
On Freya between 11th and 18th! Dangerous area and there are several schools at the top and bottom of the hill.
When sidewalks disappear or not crossings exist, makes crossing streets hazardous (e.g, Monroe & around 7th on S. Hill); trees growing into sidewalk space can make walking tough (ubiquitous)
some curb cuts are too narrow. must be at least 42 inches
East Sprague Keystone. 8 feet wide is not sufficient in that type of district
difficult to get off with a wheelchair
tree roots are breaking up the sidewalks making them uneven.
Not all sidewalks, in some areas parking such as along Monroe parking has reduced the width.
Not along busy streets like Greene street or Division.

there are many sections where the sidewalk is adjacent to 35 mph traffic. There is no response time for drivers to respond to pedestrians when the sidewalk is adjacent to the street. I killed a dog walking along the road under this situation, and it could have just as easily have been a child on a bike. I had actually slowed down to 25 mph "just in case" but still could not respond in time to a sudden change in movement of the dog.

they need to be 8' or more...with a buffer...and no dips where cars access their driveways and no fences right next to them separating them from developments

Not always. Along busy arterials, with no buffer between the sidewalk and the street, it is a tight walk with cars zooming very close by. If sidewalks can not be wider along busy arterials, it would be nice to have a strip between the sidewalk and the stree to provide some kind of buffer.

Not everywhere--some are too narrow. Also property owners need to trim bushes & branches from sidewalks as well as clear snow.

Sidewalks on arterials such as Division are not adequate width during winter when plows piles snow two to three feet high or higher onto the sidewalk to clear the road. This makes it near impossible for pedestrians to use the transit system much less walk on the sidewalk.

They are adequate widths so long as they are maintained. Often the walkable area of the sidewalk is narrowed significantly by cracks/raised concrete

Including buffer strip with sidewalk adds to safety perception and beauty and climate issues

Very narrow on some bridges, like Boone over Ash/Maple and Mission over the river. No buffer on the former.

On the way to my bus route, Hwy 2 & Country Homes Blvd....the Rite Aid store is near it, the entrance for traffic is there, but no designated sidewalk...when it rains/snows...it's a mess and dangerous to walk through.

Along South Monroe/Lincoln(10th to 20th) Too narrow for two people to walk abreast, and too close to traffic

I live by older homes with older sidewalks, which are more narrow than in newer developments.

Most sidewalks a generally only wide enough for 2 people so if you are walking with someone and someone else is walking towards you somebody has to move or wait for others to pass -

Most are but along Rockwood Boulevard, they are very overgrown with plants and debris you must dodge.

Varies by neighborhood. Monroe St. in 99205 area is dangerous.

ICE & SNOW PILED ON SIDEWALKS NEXT TO BUSY STREETS SUCH AS NEVADA & WELLESLEY WHERE NO GRASSSTRIPS

I now only weight 160 lbs but I used to weigh 320 lbs. I was not able to walk along side anyone at that size or walk my dog.

They should be wide enough to safely walk with a partner

Wellesley between Division and Jefferson. High traffic and narrow sidewalks right next to Wellesley cause the pedestrian to get soaked in wet or slushy conditions.
Nine Mile Road from Francis to Royal
depends on where, and who uses them
On narrower streets, vehicles are parked on sidewalks.
It is hard for two grown people to walk side by side and swing their arms on the typical sidewalk. I'd like them to be wider so I don't always have to walk ahead or behind or in the street when I walk with my husband or a friend.
I live in a rural area with no sidewalks.
our neighborhood doesn't have sidewalks; one area has high traffic & is particularly dangerous
3
more room for bikes and people walking both ways
Not adequate along busy streets such as Hamilton, where more/any buffer is needed.
On the subject of snow removal from sidewalks, enforce rules on developers to clear sidewalks like along Indian Trail Rd where no houses are built but someone owns the property and there are sidewalks. Also do not plow snow from the streets onto sidewalks like along Francis and Division for example.
Whenever street signs or power and telephone poles are in the sidewalk that portion of the sidewalk is too narrow.
It's rather inconsistent in parts of West downtown.
cheney in the orchards developement.they are too narrow.
1) driveways causing dips are especially hard on individuals with crutches, wheelchairs and motorized chairs; 2) trees and utility poles sticking out of sidewalks.
Some are and some aren't. Some areas provide sidewalks for a certin length and then end.
Many sidewalks throughout the city, particularly in residential areas are barely wide enough for one person let two or more coming from opposite directions. If there is a handicap vehicle on the sidewalk (motorized wheelchair, etc) it is almost impossible to pass without stepping off the sidewalk or onto the grass.
Some (not all, of course) are lined with overgrown hedges and limit width markedly. Cars parked partway on the sidewalk may be convenient for the driver, but not at all for walkers.
They would be if there was a buffer zone between the road and the sidewalk that could also be used as a snow buffer. I don't like the grass covered sloping down drainage pits or whatever they are. The zone should be flat. If grass or trees, who maintains it???
In the spring, summer and fall they are but on the main streets in the winter the streets are plowed ONTO the sidewalks. It should not be the property owner's responsibility to clear the sidewalk AGAIN after the plows go by.
Need wider sidewalkd that incorporate a safer buffer zone
Sidewalks that directly border the street and there are overhanging trees

There are numerous people with motorized scooters and they expect you to move out of their way when they're on the sidewalks. This is scary to do when you're downtown or on other frequently driven roads.
Many streets on Northside, e.g.: parts of Ash/Maple, don't even have sidewalks!
need to be wide enough for the disable to travel safely
Different widths for different circumstances.
The width is not the issue, putting traffic signs and utility poles in the middle of the walkway is.
Wall and Monroe intersection: Bushes and trees grow over and into the sidewalk.
Post street bridge: We cannot pass others without stopping and hugging the side, and cannot walk 2 abreast.
A green zone between street and side walk would make the nerrow onens feel wider
Many use sidewalks for shopping along South Monroe/Lincoln near 8th - 18th Ave. Winter snow makes the problem even more important.
Many homeowners allow shrubs, hedges and bushes to overgrow the sidewalk. When that happens there is not adequate space to walk.
Depends on how they're maintained (snow berms in winter take them over; need to allow for that).
Wider sidewalks are more inviting too & allow easier passage.
Especially along N division where the sidewalk just suddenly stops or is very narrow
not all side walks are the same and some have utiltiy poles blocking part of them
We need to encourage bikes at a slow pace onto sidewalks too, and multiple use like skateboards, strollers, walkers 7 feet
In some places they are, in some places they are more narrow. Wider is always better.
As long as the city continues to place obsticles on the side walks--parking meters, mail boxes, newspaper dispensers, etc, they remain too narrow. Especially those areas where businesses have outside dining that infringe on the sidewalk.
Sidewalks through residential areas are too narrow when approaching other citizens. Most people walk together, at which they have to change to single file to get past oncoming walkers.
Locations where property owner allows trees and shrubs to grow blocking up to half of the sidewalk.
Sidewalks should be 4 ft wide and free from tree/frost damage
From the South Hill, take the western sidewalk on Bernard from 14th to downtown. Good luck.
In many locations, other structures are planted in the middle of the sidewalk.
There are too many times where road signs are located in the sidewalk, narrowing the available walking area for pedestrians
Depends on whether a home owner has trimmed their vegetation so that you can actually use the sidewalk

In my neighborhood, there are lengths of Driscoll Blvd. with no sidewalks. Now that they've repaved the street with bicycle lanes, that should alleviate the problem. But it's odd that sidewalks are not all along this street.

It depends on where you are. Some are fine, but again, I live in an older neighborhood on the South Hill, and some of the sidewalks are very narrow and have low overhanging trees which make it difficult to walk.

Many areas in Spokane/Spokane Valley do not have ANY sidewalks.

The sidewalks on Grand Blvd hill (between SHMC and the top of the hill) are way too narrow, and the business on either side do not keep them snow free during the winter.

On Grand Blvd. in winter between St. John's and Sacred Heart - no place for snow AND walkers.

When the sidewalk abutts the street on a busy section the width needs to be much wider maybe 8 feet to feel safe. Even narrow strips of trees and green increase the feeling of safety. Walnut sidewalk is scary except in front of the Woman's Club [bike lane there and a parking strip], but especially bad going under the freeway towards downtown.

Stevens St between 7th Avenue and Cliff Avenue-barely 2 feet wide, is dangerous with fast moving traffic; Bernard St between 29th and 31st- non-existent on one or both sides of the street.

where the STA loads and unloads on sidewalks other than their owner property it is too narrow - they should be on their own property

Not wide enough where bushes/greenery encroach

they vary so much, what is the width you refer to?? The city owns the walks and should take care of them or get sued if they don't.

sidewalks along Nevada need to be wider or separated from roadway edge

15' wide

Along busy, narrow roads (e.g. Wellesley)

At least, in some places. I can't give any exact locations. Mainly on sidestreets or main thoroughfares that are not considered to be "busy" by the city's traffic department.

It is not uncommon to encounter sidewalks with overgrown vegetation which includes trees, bushes and weeds. Private homes have poorly maintained landscaping that is part of the problem, vacant lots with no upkeep and even sidewalks adjoining city owned property. Just take a look around, it isn't hard to find many such areas.

They are adequate for one person walking alone, but would prefer that they be wide enough to accomodate two average sized adults walking together.

Sunset BLVD

Anywhere they are adjacent to an arterial and the width is less than 8'. Snow plowing consumes most of the sidewalk during winter and the snow berm can make a shovel an ineffective means to remove the snow.

Sidewalks along major pedestrian arterials (as opposed to auto arterials) need to be wider with appropriate safety barriers (street trees, crosswalks, etc.)

obstacles in pathway, such as like utility poles. Not enough room for wheelchairs or motorized chairs to get around; sometimes have to go into street or dirt to get around them.
no sidewalks on portions of SE blvd narrow portion on some segments (<6') , and no buffer
I've noticed many areas in spokane where there aren't sidewalks available on major thoroughfares such as Division Street North/South; Monroe North/South; Wall North/South. I've seen people, literally, stepping through FEET of snow, having to get out back into heavy traffic trying to to get hit by cars.
Depends on where you are at. Sidewalks should be a minimum of 5' to adequately address ADA requirements. Move utilitiy poles and other obstructions also.
Sidewalks seem narrow in around the bus plaza
Depends on the streets arterial etc....
Actually in alot of new developments I feel too much \$\$ and space is taken for sidewalks, and could save \$\$ by making thinner sidewalks.
I don't understand this at all. Why are sidewalks needed on residential streets? I walk all the time, there are no sidewalks where I walk and it is not a problem. I've never even thought about sidewalks. The sidewalks that do exist are adequate widths, but they are unnecessary on residential streets.
older homes seem to have sidewalks that are narrow.
Well, it varies. In the older neighborhoods they are narrower, but seem to be wider in newer neighborhoods.
Many in the West Centraland south central are narrow.
I walk every day and find the narrow sidewlak on busy streets, like Division and Hamilton to be uncomfortable and unsafe. I have also been splashed by passing traffic on Spokane falls Blvd..
It would be great to have buffers, especially for families with small children and handicapped people.
Division, Sprague and other locations. Many of the sidewalks incorporate driveway slopes which will dump you into the street when icy. Having something four or five feet wide would be best in high traffic areas.

Where do you think crosswalks need to be? (Mark all that apply)
Other (please specify)
I don't care much if a crosswalk has been painted at an intersection or not, but I don't like crosswalks that are painted 20 feet down the road from the corner. I wish I could remember where I saw that.
need to consider electric vehicle lane also - make an overall plan
busy streets in areas where lots of foot traffic Monroe/Garland/Hillyard
Intersections (of course these are by default)
across and adjacent to arterioles
intersections with stoplights
I wish we had a sidewalk on the arterial of East Hartson. Even on one side, it would provide for people who walk and bring home groceries. Then they don't have to dodge out in traffic around parked cars or try to handle walking on the edge of fenced yards.
not needed...they offer a false sense of security... make motorists yield to peds
arterial intersections
High traffic areas
Need to educate people to stop, even if they are not marked. Also, we have a lot of T intersections (like Monroe between Broadway and Spokane Falls) and drivers don't consider them intersections.
all of the above, anywhere people walk
As many intersections as possible
Downtown or other areas of concentrated businesses = yes. At outlying businesses if there isn't already a crosswalk w/in a couple blocks.
most all intersections except residential
Busy intersections
In all the above, no crosswalks whatever, per law emphasis favoring all non-motorized movement, putting the entire burden of safety on the motorized mode except main thoroughfares and main traffic conduits intersecting
The public needs to be educated on where crosswalks already exist, even when not marked; most people don't know.
Busy streets such as Division
Crosswalk markings give peds a false sense of security...should be used sparingly.
Manito and 29th
NOT BUS STOPS! too dangerous for crossing.
How about anywhere foot traffic has worn a path in the dirt next to a roadway.
Why would we not have sidewalks wherever there are auto paths? This survey seems to be very backward.
where ever warranted
District and Neighborhood Centers
where warranted by the traffic engineer
Middle of the block in downtown areas.
every two blocks at corner
Other than school crossings, I think we need less marked crosswalks and more enforcement and education for the rights of pedestrians to cross in unmarked crosswalks.

Where the foot traffic is heaviest
IDIOTS ABOUND, CROSSWALKS OR NOT.
The state specifies that all corners are crosswalks.
Churches
This Q doesn't really make sense, but they should be every 3-4 blocks, at least.
ahospitala, shopping centera
at the very least, if not more.
Aubrey L. White Parkway
Along all arterials and streets.
In order to allow citizens to walk as a mode of transportation, sidewalks and pathways should be installed everywhere there are roads
Major uncontrolled intersections
High traffic intersections
Most intersections
Primary crossing points for arterials.
Some neighborhood areas and some businesses, depending on the situation.
intersections on arterials
Need to have a safe way that pedestrians can get down from the South Hill (Bernard)
Between lights on arterials
all corners are already crosswalks they don't have to be marked. People need to be educated about the law concerning crosswalks.
street intersections
intersection of arterials
In the middle of long blocks, 600 feet or more
Pretty much where they are now.
corners
high traffic - non signal - intersections
Everywhere!
Pedestrians first
Arterial crossings (eg 25th and Brown/Manito/etc)
Crosswalks are often ignored by drivers. It would be a significant improvement if this could be influenced. Also, it is difficult for drivers to see walkers in time to respond. Research ways to address this.
Hospitals and medical facilities.
In areas of need i.e., Sunset Blvd.
We need more Crosswalk buttons/lights on Division/Ruby
ONLY on busy streets. They are NOT needed in residential areas
wherever taraffic needs to cross
Not at Bus Stops as it confuses the drivers. One can't tell if a person is waiting for the bus or getting ready to cross the street.
just make sure that they are clearly painted...
Busy intersections
they need better paint..many are faded
Spread throughout populated areas; where pedestrians cross traffic often. Specifically, Airway Heights.
churches
As for business, crosswalks at Centers only as per Growth Plan

I think that anywhere where traffic goes a ped or bike should be able to go. Share the road!
COURT HOUSES, POLICE SUB STATIONS,
everywhere
some churches
all corners
In the center of long blocks
Any intersection where there is high pedestrian traffic.
at intersections of major streets
it is confusing to tell if a person is waiting for a bus or waiting to cross the street
At regular intervals across 4-lane arterials
at corners with traffic lights
Painted crosswalks are not visible under snow and ice.
Are you asking about striped crosswalks?
Our Centers
Better cross walks in the U-district - maybe overhead bridge. Cross walks at multi-lane roads can be very dangerous because drivers in all lanes may not see the pedestrian, and sometimes will change lanes to pass a car that is stopped at the crosswalk.
Crosswalks should be at each street intersection on arterial routes
everywhere else busy traffic does not allow safe crossing for peds
PLEASE at #22 Bus stop crossing NW BLVD!
major bus stops
Dependent on amount of traffic, more traffic=crosswalk
Traffic and city planners can determine design for pedestrian flow.
EVERY STREET CORNER
any location with a history of pedestrian accidents
Busy Intersections
Busy fairways
Busy intersections.
libraries, rec centers, pools, etc.
and where the block is excessive long without intersecting streets
Long stretches without lights--like on Division by Northtown--that's why so many people get hit there and on Monroe--you can never cross Monroe!--lack of crosswalks. And drivers need to OBEY the crosswalk--that's the other problem!
everywhere
anywhere that there is a legal crosswalk
High foot traffic areas, which could be a business or bus stop but not all of them.
stores, post office,
All Along Division Street
Only need one side of the street in residential areas
drivers need to remember that crosswalks exist in theory at all intersections and to yield
All major arterials and at safe, interval locations
Between road intersections if the distance is between them is further then a couple of blocks

intersections
Where appropriate
busy corners
Crosswalks MARKED at EVERY CORNER.
preferred pedestrian routes
At every intersection. Every block whether or not there is an intersection
On arterials
Adjacent to and inside commercial areas
On one side of a 4-corner intersection
Downtown, Major Intersection near commercial
Hospitals... Public buildings
In heavy traffic with a street that requires drivers to turn into a crossing area (eg. Main & Lincoln).
Educate that every corner is a crosswalk, painted or not.
Streets that lead to attractions/destinations (e.g. Rockwood Blvd @ Upper Terrace because it's a route to Rockwood Bakery)
areas that have the greatest pedestrian use.
Busy streets where crossing is difficult/dangerous.
any and all street corners should be a cross walk...and long stretches of road should have cross walks at every certain number of feet
any arterial intersection
anywhere that people are going to walk in the urban environment
Crosswalks are at any uncontrolled intersection, assume the question means "painted" crosswalks
intersections with a history of pedestrian/ vehicle interaction
busy intersections
At stoplights only
Spokane needs more crosswalks on arterials; simple painted ones would do (no lights needed) to remind motorists to watch for peds.
Arterials
Industrial areas where walking across a street is necessary. We drive across the street to prevent a pedestrian/vehicle collision!
High traffic areas, and areas where you see alot of people crossing the street, like Monroe area, N of the bridge.
busy intersections
areas of heavy traffic
Really depends on what the roadway is like and how much shoulder area is available.
Periodically placed on High traffic streets.
busy intersections
Where there are long distances between traffic lights
I've been told by city traffic people that crosswalks are dangerous because people expect them to be safe. They make it sound as if it's safer to jaywalk. I've never quite understood this line of reasoning. It implies that we shouldn't walk at all, or at least shouldn't cross the street unless there are traffic lights.
any area that is utilized as a pathway for walkers
They are fine at the corners where they are currently.
NOT at bus stops because you don't know if someone is wanting to cross or just waiting for a bus.

Streetlights
busy arterial couplets, i.e. Maple/Walnut; 12th & Grand with poor visibility & fast moving traffic
Some of the major streets (like NW Blvd. between Monroe and the one-ways) where there are few crosswalks.
across couplets that are meant to move cars
busy routes that school kids take
Grocery Stores
At every intersection
identified neighborhood routes commonly used
"Block walks" on corners where one Shouldn't cross due to limited sight issues (sharp bends, hills, etc.)
Anywhere where there are pedestrian ramps
connecting neighborhoods and businesses with the bus stops
Busy intersections not otherwise controlled--
all stoplights/stop signs
Intersections
High traffic intersections
at intersections
hospitals
At All Busy Intersections.
LOCAL ROADS THAT ARE CONNECTIONS BETWEEN THE CITY AND THE OUTSKIRTS
every intersection is a crosswalk, marked crosswalks for busier intersections
AT ALL INTERSECTIONS
at regular intervals between controlled intersections on major arterials
Busy corners, middle of long blocks
Connectivity between housing and business/shops along with schools and parks. People need to get from point A to point B safely.
Crosswalks should not be on roads > 2 lanes. Only the outside lane traffic stops, luring you out into the street, while the inside lane traffic continues whizzing by.
Arterials
built into the streets on paving projects/colored pavement
Every corner in a neighborhood should be a safe place to cross a street. I don't think there should have to be signs or lines, educate drivers.
where there is heavy traffic areas/ 4 way stops
On arterials where traffic lights are infrequent.
Regal needs more crosswalks! It is very dangerous!
Regal and 44th and/or 45 or overpass or light
along all roads that link to neighborhood roads
At corners in busy streets, most of them are worn off

What would help you feel safer when crossing the street? (Mark all that apply)

Other (please specify)

I'm not sure what option #4 means - the buttons are being changed?

law enforcement

Really - none of the above - I feel pretty safe crossing the streets - I make sure that the person in the vehicle sees me

I don't generally feel unsafe

Extra Heavy Markings and "Crosswalk" signs on arterials

intersection of Mallon and Monroe has had 7 pedestrians struck while in the crosswalk - most civil service pedestrians. Please address that intersection!

Higher contrast stripes, such as wide vertical lines instead of the narrow horizontal lines

There are few places I don't feel safe and it's either the traffice design (ie the downtown library) or the speed of traffic (Monroe near Bridge) that is the problem.

Driver awareness

fix Trent and Waterworks so people can cross Trent after 3:30 pm

Lit crosswalks in high usage areas. Example, Mallon and Monroe. During winter, its not well lit, and people tend to turn right into the pedestrians wehter they are turning left out of Mallon or in right from Monroe.

Visability of the pedestrian is a big issue.

Improve Crosswalk buttons, they curenrtly are a joke!

peds should not feel safe walking onto roadways

educate the PEDESTRIANS

In Salt Lake, they have flags on the roadsides for people to take and hold while crossing the street. Once across the put the orange flag back in the holder for the next person to use.

It depends on the intersection. Flashing signs, like near the schools, seem to help.

Drivers who actually yielded to pedestrians/bikes

Ensure that crosswalks are clearly marked.

Per the above answer(s) non other required except in very unusual instances, all aimed at minimizing costly over-refinements to excuse any vehicular excess in operation.

IN KIRKLAND,WA/ THEY HAVE FLAGS THAT YOU CAN CARRY ACROSS, FOR THE CROSS WALKS

audible crossing signals

Sidewalk warning lights to activate when crossing on busy streets

The suggestions listed above are not solutions but create more obstacles, we are safe now.

Lighting

Turning one-way streets to two way streets. Drivers tend to look only ONE WAY at intersections of one-way streets.

I think in a few major crossings it makes sense to have pedestrian improvements.

If you could have district 81 teach morons how cross walks work in driver's education.

people not talking on their cell phone
Perhaps flags at specific locations (Kirkland model)
narrower lane widths, curb extensions
Painted crosswalks on arterials - all intersections
Priorities for pedestrians as opposed to priority to traffic.
Less speeding, inattentive motorists
We need to educate the drivers, pedestrians should have the right of way.
better timed lights
fresh paint on crosswalk stripes
THERE IS NO PROBLEM AS FAR AS I CAN SEE.
Culture of drivers giving pedestrians right of way
re-painted crosswalk lines
You are assuming I feel unsafe now.
Lighted (in-pavement lights) crosswalks
Airway Heights has a crosswalk system that flashes yellow when someone is crossing the highway. The crosswalk is also painted yellow.
When crossing the NE corner of W Main and N Monroe (Federal building to the Lincoln statue to Library) a pedestrian cannot make it all the way across. They have to wait two cycles to cross both sides of W. Main. That is not right. I also have been nearly run over many times crossing W Main at Lincoln (Post Office to Library). I've never seen anyone enforcing the pedestrian "walk" signal that cars routinely drive through at that crossing.
more drivers experience walking so they can empathize with walkers
drivers do not yield to walkers even at crosswalks they need more education. There are a lot of drivers either not paying attention or on the phone.
driver initiative, all lanes, all directions, to stop at crossings when needed.
Marked crosswalks and flags. Also e-lighted crosswalks.
motorist education, enforcement
Motion detected cross walks (seattle)
More two way downtown streets
Better timing between crosswalks downtown. I have to stop at every corner and wait a full cycle when walking downtown.
Overhead lights warning of pedestrian crossing
Drivers focusing on driving and what's happening where they are now.
Painted and signed crosswalks
a big fat ticket for drivers who ignore pedestrians
corner of Lincoln and Main - should be a pedestrian only time - people driving north making that left turn in front of the library don't always see pedestrians - it's scary
clear view and enforcement.
narrow streets - pedestrian islands, bump outs
Streets would be safer with more traffic enforcement
Crossing timers would be good too
PAINTED, maintained crosswalks!

stricter enforcement for drivers who don't yield
I feel least safe when crossing at the intersection of one-way streets, because the motorist at the red light is looking in one direction only for their chance to turn on red and does not see pedestrians crossing in front of him/her coming from the other way. I've had several near-catastrophes this way.
Crosswalks should be well marked with fresh paint.
I'm currently comfortable crossing, though I'm physically capable.
Go back to the old way of marking crosswalks. The "hash marks" the city uses now, instead of the solid horizontal stripe, does not provide enough visual barrier for vehicles. It doesn't work as well. There needs to be a better visual break. Please fix this.
Painted crossing stations on arterial crossings (above)
Plus a shift in attitude that cars have right of way. It is not enough to have laws about this, we have not addressed the culture by engaging in ongoing discussion. Driving can be mesmerising, and it is easy to feel insulated from the vulnerability of walkers.
Flashing lights at crossing alerting drivers
flags to help traffic see pedestrians
I feel safe right now. Wider streets is NOT the answer since it makes less room on the sides
crossings feel safe now
Raised, well-marked pedestrian cross walks as in Europe
Drivers who are aware of regulations.
better paint....maybe neon green vs. white
Marked crosswalks every block or two.
skinny streets or streets that inhibit high speeds
Visibility of pedestrians seems to be a problem. Crosswalks need better lighting for both pedestrians and vehicles.
narrower streets
more education for drivers to be aware at each corner
AT NIGHT I FEEL VERY SAFE BECAUSE I SEE A MARINE GUARD ON EVERY STREET, WHY DONT THEY DO THAT DURING THE DAY
beeping noise for sight impaired
some states (NH) have a law must stop for pedestrians in crosswalks
buffer strips on arterials
blinking speedbumps on busy roads
stop signs for pedestrians to take across the street,beeping crosswalks
narrow streets
boulevards
crosswalk and pedestrian signs; painted crosswalks
I think common sense makes things safe the way they are.
narrower streets or streets with curb extensions
As mentioned before, some sort of self automated flashing light pedestrians could activate to give extra warning to cars.
Marked crosswalks with signs/signals warning motorists
more crosswalks marked with lights
pedestrian right of way law; make Spokane a WALKING town

BLINKING pedestrian crossing lights, especially at bus stop intersections on arterials like Division
Driver consideration
Illumination of Crosswalks; Early morning bus users are in the dark most of their journey in the Valley Ucity mall area. I have almost been hit 2 times in the last month. Thank goodness STA gave us those personal led flashers a year ago!
driver awareness
speed bumps on residential streets, reduced speed to 20 mph
highly visible crosswalks
red lights for cars in both directions until WALK sign goes out
Cross walk buttons can help but when there is an intersecting road drivers making turns often do not see the pedestrian in the right-of-way
ban cell phone use entirely--I've had several close calls from cell-phone-blathering drivers who had no clue I was standing in the crosswalk--we need better crosswalk enforcement period.
"traffic calming" street construction
Cross walks / signs
Driver education
Address slippery streets & sidewalks
No free right hand turns especially down town
I don't feel unsafe crossing streets unless they are unmarked highways.
Longer crossing times on large intersections
Light poles at each bus stop.
smarter pedestrians
i don't cross the street when its unsafe.
Lighting strip that you can active when you cross
see prior comments on snow removal from sidewalks in areas that have been developed but no houses like along N Indian Trail Rd - also do not plow snow onto sidewalk like they do on Division and Francis Aves
street lights at every corner so walkers can be seen when it's dark
campaign to stop the speeding drivers
non-button activated signals so you always get a walk signal, even if brief. And marked intersections - stop signs one way or the other so everyone isn't just rolling through intersections.
More crosswalks near schools and neighborhoods
slower speedlimits
Nothing, I don't cross until I feel safe.
Better lighting system. Wellesley only has lights on one side of the street
crossing flags
I currently feel safe crossing streets
drivers slowing down (to the speed limit) and paying more attention
flashing lights in streets at extremely busy crossing areas when someone enter crosswalk
Drivers obeying speed limits

Well marked crosswalks
Well-lit crosswalk areas to see pedestrian at night and, especially, if it is raining and dark.
I know pedestrian overpasses are expensive but in very congested areas, particularly those with many elderly and students (i.e. Mission and Hamilton), I feel this is a must..
more enforcement and education of existing laws
Enforce the law that drivers need to stop for pedestrian crossings
more aware drivers who aren't speeding or on cell phones
Having an opposing red light to traffic when there is a "walk" indicator - I'm not kidding, here's one: http://tinyurl.com/5f9j2r
Other cities have beep sounds
occasional patrol at busiest intersections.
Marked crosswalks
Flashing lights in the pavement
some streets need pedestrian operated signals where no intersections occur
There should be a pedestrian overpass at wellsley and Division. I've had some close calls trying to get to the bus stop from Northtown Mall.
lower speed limits; raised, textured, visible crosswalks
more warning signs that will advise drivers I may be in an upcoming crosswalk.
more NARROW streets with minimum widths at bump-outs.
to have more cross walk emphasis patrols
Spokane County needs a pedestrian overpass on Broadway Ave.
Ped signals that are opposite traffic signals, i.e. traffic signals are red in both directions as ped signals allow peds to cross in all directions.
Downtown had this feature for a while, but no longer.
My husband is legally blind and we have found the signals that chirp when it says walk in other cities very helpful.
Why buttons? drivers will use free right if no one is crossing.
Don't make peds push buttons for lights that are on timers. ASSUME peds/wheelchairs are there so we feel welcome/included. I don't want over/under--I want to be on the street for access to svcs. Wide sts encourage drivers to speed--NARROW streets safer!
less digital distractions for drivers & peds.
I feel safe crossing streets now
Downtown should have walk all directions when all cars are stopped
more closely spaced pedestrian crossings or overpasses in areas like north division - way too far to walk before coming to a safe crossing area
better marked crossing area
more punishment for car/pedestrian (or bike) accidents
CROSSWALKS THAT LIGHT UP THE STREET, THEY HAVE SOME ON BROADWAY IN THE SPOKANE VALLEY BY BROADWAY ELEMENTARY AND CHASE MIDDLE SCHOOL. THIS REALLY DRAWS MY ATTENTION TO SOMEONE CROSSING THE STREET WHEN YOU SEE THE LIGHTS FLASHING IN THE STREET.
enforcement for vehicles not yielding.

\$1,000 fines for drivers being in a crosswalk or hitting a pedestrian
those crosswalk buttons along roads that make the strip of lights go off in the street (Olympia, WA installed several) and calmer traffic - less one way streets with four or five lanes - also clear bike lanes so that bicyclists and pedestrians were not fighting for the same narrow space.
lower MPH speeds for cars
Let's not get carried on away on capital improvements folks, there are lots of things we need in this town.
street lights on side streets
more street lights at night
I feel safe already
Education during driver's ed & re-licensing
restrict on-street parking close to intersections to improve visibility
Cross Walk markers for streets that do not have blocks
Anything that slows down drivers
Flashing Lights in the crosswalks
brighter paint on cross walks. more signs
Pedestrian signals in major walking areas (like Gonzaga area)
Alert and educated drivers
good lighting at crosswalks that are heavily used
More pedestrians! The more people who walk the safer we are
Marked crosswalks
Flashing warning lights.
less idiot drivers on the road!
make cell phone use while driving a primary offense
snow/ice removal
Again, it depends on the situation. Where streets are wide and traffic fast, one solution might work. In another case, something else.
For drivers to pay attention.
Education so pedestrians point to cross. Better marking of crossings -- Toronto, Ontario does it right.
lighted crosswalks and sidewalks around crosswalks., trim landscaping away from crosswalks, visual notification
Clearly painted sidewalks and signage.
Drivers paying more attention and buying better tires.
I feel comfortable now -
Painted cross walks
Pedestrian overpasses only for limited access highways
I feel unsafe when crossing any streets from cars turning left into my path. Drivers are often looking for other cars and miss pedestrians - I have almost been hit a number of times. The drivers are apologetic but that wouldn't help if I were hit. Drivers also have an innate disregard for pedestrians which would have to be changed through education.
flashing red signal
appropriate signage before cross-walks
Greater enforcement of crossing laws by Police.
Better lighting

Bright color street paint
slower traffic speeds and other traffic calming features
on one way streets when drivers are turning left or right, depending on the direction of the street, some kind of a signal to get the driver to look both ways, as they tend to look one way for car traffic & hit pedestrians stepping off a curb with a green light
I think you have this covered quite well now. always crossing downtown would be nice
Slower traffic
Clearly painted/marked crosswalks - which are maintained
Educating drivers and pedestrians, either there are many jerks driving or people do not know the rules
More frequent law enforcement visibility
More ads to teach people that cars can kill you!
When I am responsible for watching to see that cars don't run lights, don't go thru walks, it is my responsibility not the gov't's. Gov't stay out of it, teach people to cross properly. Get all people into a drivers ed course, the worst drivers in the country here in Spokane.
well-lit cross walks/intersections
Marked crosswalks; pedestrian awareness
Drivers REALLY need to be educated that on multi-lane roads, one driver stopping in one lane is NOT safe for the pedestrian, and they need to stop it! This is my biggest pet peeve when walking: drivers who think they're being valiant, but are really pressuring me into a dangerous situation. I really, really don't mind waiting till the traffic is clear in all lanes!
Adequate number of cross walks. People also need to be educated to use crosswalks. Many people just cross the street and expect traffic to stop, which is dangerous.
painted crossing
Everything is adequate, people just need to pay attention whether they are walking or driving.
pedestrian usable flags on each side of unsignaled crosswalks
Narrower streets to shorten the distance needed to cross.
more signs alerting the traffic of pedestrians
I already feel safe
Careful drivers
make sure the lines for the cross walks are clearly marked
I already feel safe!
Paint the crosswalks
manually operated flashing crosswalks at STA bus stops where there is no intersection like on Trent next to railroad tracks
xwalks, reduced speed of cars; no wide streets, no overpasses
clear signage and repaint cross walk every year
Depends on the condition and location. It isn't "one" answer fixes all.
Ped-activated buttons on traffic signals
better lighting, curb extension,
I do not feel unsafe at properly crossed intersections
hand out for safety education to all!

37th & Freya - you take your life in your hands
People actually driving the city speed limits / aware of pedestrian/bicycle traffic
Enforcement of existing laws for motorists to yield
crosswalks clearly marked
Our city is pretty good around the urban areas
Sidewalks in some areas...we live in an area near the Grande/Thorpe neighborhood only some streets have sidewalks
drivers who should stop while pedestrian waits at corner
Blinking lights on Division Street to warn people about pedestrians

Which of these changes would you recommend be made to make it easier for you to walk more? (Mark all that apply)

Other (please specify)

Lights

change in culture to embrace walking vs. using automobiles

are you aware of the recession/depression? if you need to spend money at this time, rebuild bridges and make sensible decisions that the community can afford

The sidewalks downtown and heading up north are in terrible condition

teach the damn kids to use the side of the streets

educating the walker as well as the driver, walkers don't always obey the laws and will walk in the street just because.

Snow removal-businesses need to improve

"Flags" for crossing multi-lane streets (I saw this in McCall, Idaho for crossing a state highway that was in the middle of the town.)

You did not allow comments on the previous question. The reason I do not stop for pedestrians on two lane roads is because I have no control of the lane that my vehicle is not in and my stopped vehicle obstructs the pedestrian (who I am stopped for)visibility of the driver in the lane that I am not occupying.

Clearing sidewalks of gravel on steep hills. The gravel causes your footing to be slippery.

Others to walk with

responsible pet owners, not allowing dogs to run loose and especially not in "packs"

Some way of getting packages home (store delivery)

Remove trees damaging the sidemalks and replace the sidewalks

Constant Law enforcement on marked intersections.

Need infill of missing sidewalks on all arterials!

don't let the snow plows cover the sidewalks. This happens on Intian Trail

The biggest challenge to walking is (1) having to wait at intersections that aren't controlled by lights before you can cross since 99% of the drivers will not yield to a pedestrian and (2) people not shoveling their sidewalks in the winter

Trim vegetation encroaching onto walkways

Make property owners cut trees and schrubs that interfere with the walk, during winter do not push snow onto walks and in areas without walks the only safe thing is to educate motorist on how drive near walkers

Apply the principles suggested in all my above responses to economically restore considerate pedestrian advantage for tomorrows sane society

Walking takes dedication through personal preference, the facilities are irrevelent.

More urban land use patterns/mixed use development

Improve: provide wide sidewalks with buffer seperation that includes trees, raised planters, bike lanes, parking

Connect up existing pathways - connect Ben Burr trail to Centennnial Trail for example.

Manito Center (29th and Grand) is within walking distance of many homes (including mine), but the streets and businesses are terrible for pedestrians or bikes - so I usually drive.
Educate or post sidewalks to keep bicycles off of them
Occasionally arrest the wandering hobos and homeless who wander the streets, IN THE STREETS.
Make pedestrian travel substantially more supported than auto travel
More mixed use development, smaller, human scale of shops, smaller parking lots, sidewalks to banks, etc. instead of drive through
Expand Public mass transit.
Clear snow from arterial sidewalks & make more walking routs for exercise (e.g., centennial trail downtown)
Education about benefits of walking, biking.
Covered pedestrian areas that minimize the effect of weather conditions
Homeowners clearing snow and ice. City not plowing snow onto sidewalks.
On streets without sidewalks, people should not be allowed to landscape all the way up to the curb with bushes or rocks. Pedestrians need a place to get out of the way if cars are coming.
Enforce pedestrian laws
remove overhanging bushes from sidewalks
I HAVE NO PROBLEM AS IT IS. THIS IS A MADE UP PROBLEM.
Keep plants/trees/shrubs trimmed back out of way of sidewalk
enforcement of sidewalk clearance (snow, ice, etc)
Stop being lazy should be a choice.
Educate and enforce property owners to remove debris, fix buckled sidewalks, and remove snow. Stiff fines for repeat violators, posse of community volunteers to assist elderly with this task.
Enforce j-walking violations. They are predominant in downtown.
snow removal, vegetation pruning, vehicle towing, basketball hoop removal
Better development guidelines to ensure walkability.
monitor spokane falls blvd. the cars speeding is terrible/ consider putting in a light at Lincoln and Spokane Falls Blvd to slow down traffic.
walking isn't my issue - but I would like safer places to ride my bike
Adequate lighting at night on Liberty Lake arterials like Mission
clear snow during the winter
Fine property owners and businesses who fail to clear their sidewalks of snow and ice, making them impassable for 5 or 6 months a year.
The places I currently walk, I feel safe. I would not walk more with additional pedestrian facilities.
install a stop light at 44/regal
snow/ice removal from sidewalks during winter
Prioritize connections to established business centers. Make a phased plan to get residents "connected" to where they need to go for services.
I like the suggestions in the first box, excluding lighted areas. We have too much light.
Connecting streets and trails to popular destinations.
Laws keeping aggressive dogs further away from fences installed too close to sidewalks
I would like more bike lanes and bike racks.

Landscaped sidewalks with darksky lighting
better paint..many are very faded
STA coordination
Install sidewalks on arterials such as Bernard south of 2929th close to Lincoln Heights and
On busy streets, require sidewalks. In neighborhoods, sidewalks are not necessary.
FOR MANY OF THE CHANGES THAT NEED TO HAPPEN THE COMMUNITY HAS TO MAKE IT HAPPEN FIRST, WITH OUT COMMUNITY SUPPORT IN THESE ENDEAVORS IT IS HARD TO ACCOMPLISH ANYTHING POSITIVE THIS WOULD APPLY TO ALL CITIES UNIVERSALLY
make driving more difficult/inconvenient
Often current requirements result in sidewalks to nowhere in shopping areas. The sidewalk is on the road, but ends at the vehicle entrance to a park lot - this makes no sense, sidewalks should continue to the destination, not just be a "vehicle road" feature
I don't think lighting is a good idea unless it is directed downward like in cities which honor dark skies in order for people to see the stars and other lovely nighttime phenomena
regularly spaced street lights in residential and commercial areas
Cutting back vegetation that encroaches on sidewalk.
Able to combine with faster mass transportation like light rail
the survey is very slanted toward things that don't apply to everyone--you assume we all want to walk more
Big signage at bus stops on arterials notifying motorists to stop for pedestrians painted crosswalks aren't visible about 3-4 months out of the year in Spokane.
Stricter punishments for drivers & pedestrians. Pedestrians need to stop walking, especially by the Downtown STA plaza. Drivers need to know that if they hit someone they don't get off because it was sunny & they couldn't see. If we caused a multi-car pile up, being blinded by the sun would not be an excuse.
reduced speed limits in residential neighborhoods
light on 44th and Regal - so you CAN cross the road
Traffic calming to slow traffic.
Driver safety education, signage on one way streets advising drivers that pedestrians approach from the opposite direction
Better Snow Removal
Address black ice on streets & sidewalks
I do walk. I cannot walk for transportation as my home is too far. I refrain from walking in town in the winter because of ice.
Retain & require sidewalk buffers with landscaping; motorized traffic viewing distance is no excuse!
EDUCATE SCHOOL KIDS ABOUT CROSSING AT INTERSECTIONS AND NOT IN MIDDLE OF BLOCK
Parks should have a bag location for pet owners to clean up after their pets
Snow & ice removal
These do not apply to me because I use a bicycle.

I drive most of the time because everything is so spread out and far apart in spokane. there isn't really much we can do about that.
Better patrol of parking lots at parks and trail heads.
Motorist Education--they are the problem!
get the idiot drivers off the road that shouldn't be there.
Better snow/ice removal during the winter
less dogs
snow removal
enforce no bicycles on the sidewalk, a number of people I know have been hit by bicyclists on the sidewalks downtown
Lighting is a concern during the winter, as the days are very short.
none of these. walking is to save money, not cost money
Better pedestrian lights, sidewalks and crosswalks at Valley Mall
snow removal as mentioned on first page.
More trees or a bit of distance between the cars and the pedestrians on really busy streets
Poor weather is a factor and Gangs
Adequate street lighting
enforcement of snow removal from sidewalks
Street lighting in my neighborhood
More enforcement, more sidewalks
We're so spread out in Spokane that walking just isn't feasible most of the time.
All corners marked with crosswalks
Motorists need to understand the laws about people in crosswalks
lack of streetlights in winter crucial to feeling safe
consistent connectivity
Shower facilities at work
sidewalks, paths, trails, that are not so close to the street
Large parks with convenient access that provide opportunities for a prolonged walking experience that can be varied in a natural setting for minimal mental fatigue.
Sidewalk snow removal along Wall and Monroe Streets.
Enforce pedestrian walking laws
Streets were made for motorist and pedestrians to slow down traffic is not the answer. Pedestrian should cross at clearly mark intersection and be responsible to traffic as well.
More responsibility from dog owners to keep dogs locked up and away from walking areas.
Already mentioned: snow/ice removal education/enforcement. Encourage high-density development so there are more things to walk to close to neighborhoods.
More share the road marketing.
wider sidewalks in areas where people congregate - restaurants, entertainment - more trees --- benches! lights!
and make sure that cross walks are painted very frequently
More plants and trees, improve the Tiger Trail at the park above Lewis and Clark, speed bumps before major crosswalks

People sometimes are in danger when crossing four lanes of traffic, and two lanes or so will stop but some cannot see someone crossing and do not stop.
MORE CROSS WALKS>
CROSSWALKS THAT ACTUALLY LIGHT UP IN THE STREET.
Increase bicycling, too, and educate bicyclists to get off sidewalks.
Some of the options in the list are too vague to comment on
Higher gas prices.
I already walk when it is feasible.
Stores and services in walking distance
The Disabled Ramps are very dangerous...to steep and in the winter they are generally blocked by snow
get ride of the panhandlers
More density! We need more people living downtown so that walking is a good option.
less idiot drivers on the road!!
mandatory snow removal, stiff fines for failure to comply
snow/ice removal
improved street lighting
I like the "barrier" solution. In winter, there's no protection from cars spraying slush on me as I walk along Government way, for example.
Have more bicycle paths on side street so that it is easier to walk without fear of being knocked down.
dogs on leashes
More interesting places within walking distance of my house.
make the driving public aware they will be cited if they fail to yield to pedestrians
Land use policies which bring destinations closer to residential areas so walking becomes a competitive alternative
the City needs a tiny sidewalk-sized snowplow for bus stops and busy streets where the sidewalks become impassable by snow thrown up on sidewalks by plows. Last winter was horrendous for walkers!
A pedestrian overpass over Division to Northtown Mall
Make drivers aware that they should stop at intersections for pedestrians, not just marked crosswalks.
Better access up and down the South Hill
there virtually no sidewalks on Five Mile - very dangerous for pedestrians - need a path for bikes and walkers on the sides of the roads
slower traffic speeds & other traffic calming features
Better lighting on streets
Walking tunnels under main streets (Division and Ruby inters., etc.)
Better lighting at crosswalks/intersections; I walk home at night and crossing the streets is where I feel most vulnerable. There is street lighting for the most part at intersections, but the existing lighting is NOT bright enough!!!
Strategies to concentrate development Downtown, so there aren't broad empty spaces.
Enforce jaywalking laws
Multi-use paths and trails for biking, walking, jogging, etc.
longer signal time for pedestrians

If there is a walking facility that needs to be fixed then fix it but if not then it doesn't need improving.
Driver education and police occasional step up enforcements
Don't waste police resources on petty issues!
better street lighting on residential streets
more neighborhood activity centers to walk to
Move away from the Monroe Street Hill
Make sure the crossings are in "reasonable" locations, don't surprise the driver and don't confuse the driver expectations.
More police foot patrols downtown
less traffic
Washington is the only place I've ever been where cars are expected to stop at all corners for pedestrians. This is such a dangerous expectation. I have seen so many near accidents because cars are stopping for no apparent reason - you can't see the pedestrians in the street in front of the car ahead of you. I've seen 3 incidents where cars passed someone stopped at an unlikely place for a pedestrian, and the pedestrian was nearly hit. Pedestrians need to watch for cars - they are the ones encroaching on the streets. Cars BELONG on the streets, pedestrians don't. I was always taught to wait until no cars were coming to cross the street. Isn't this safer than expecting cars to stop for you, and just going across? People who grow up thinking cars are going to stop for them are going to be in danger when they move to just about any other locale in the nation.
Plans with walk and park areas for developments like Trestle Creek having family friendly or facilities for pedestrians nearby like the open area on Palouse and Regal
Smaller urban centers that you can walk to. Too far to walk anywhere
Place crosswalks at parks...the grandview park has a speedlimit that is 25mph, but people drive upwards of 40mph past the past because it is a straight street and there's only sidewalks one side of the street so it has less of pedestrian feel to it and more like country road. Children play at the park and the bus stops at the park. Many pedestrians do not stop before they turn on "D" street...there should be a "round about" type structure that ensures people slow down on that turn. Last winter several cars slid into other cars as they turned that corner because they are unaccustomed to stopping . Two cars actually hit parked cars.
Making sure all sidewalks are connected with other sidewalks. In some areas the sidewalks stop and then no where to walk.

What do you think would make it safer for children to walk to school? (Mark all that apply)

Other (please specify)

Reflective clothing during winter mornings when the sun is not up yet.

create arterials that are away from school zones

ask parents to walk their kids to bus stops/school

driver awareness - many drivers in Spokane do not yeild to pedestrians.
Education - children (Jr. High and High school in particular) in Spokane often do not cross at crosswalks even in heavy traffic.

Enforce 25mph speed limit in residential side streets. Arterials seem to get the most attention. Side streets can become dangerous when motorists exceed that speed limits.

Make school zones 20mph 24/7, 365 days a year. Enough with the "When Children are Present" at elementary and middle schools & "7:30 am - 3:30pm" for High Schools. Make it the law that its 20 in the areas without any doubt at to the applicable times or conditions therein.

educate the parents so they can educate their kids

space for kids to meet the bus where there are currently no sidewalks

students will resist any form of regimentation...fine motorists that speed, etc.

Ensure sidewalks are cleared in the neighborhoods by schools

Educate school principals that walking is SAFE and BENEFICIAL not an Lowest Choice for getting children to school.

Educate the children about walking safety

Constantly remind children to NOT WALK ALONE.

Kids need the assistance of their parents, and the crossing gaurd program seems to work

Be cognizant and pro-active in implementing and maximizing individualized instruction modes that technology is able to deliver. Societal graces of communal life may then be addressed separately by enclaves of fellowship determinant by parental entities that expand with age-groupings.

Omit all busing within 1 mile of the schools and all of the children will be forced to walk or ride a bike putting more students in the streets - safety in numbers

Educate parents and children

Complete networks of sidewalks leading to suburban schools

Walk with a friend from school or brother sister

safe pedestrian crossings/bump outs on Lincoln - right now it's too wide so if a car stops for a child, often the car behind tries to pass to the right.

Arrest that guy sitting in his car wearing only underwear over by Willard Elementry

in out-lying areas, roadside trails (like County on 5-Mile)

Look at what Bolivia is doing with their cities - make cars "second class citizens", not people

Schools built that integrate sidewalks and are smaller (reduced busing and driving)
Community/Parent involvement. Break the car-dependence cycle by empowering children with the ability to move about without the use of a car. Improve health by increased physical exercise. Lay the foundation for a lifetime of alternative transportation.
don't have school kids don't know
Limit real buses and have more walking school buses; it's a great idea and gets kids outdoors and walking (like the old days--sorry, I'm old)
Teach kids to walk on provided sidewalks and adults too.
make it a priority for healthy vibrant city. Let this become our image
Educate parents to encourage walking. No matter how safe a route is, if the parents insist on driving, the kids won't walk.
Adult crossing guards
No sex offenders
Eliminate Collectors and Arterials children must cross. These should surround school districts, not cross them.
MAYBE THE SCHOOLS SHOULD HIRE SOMEBODY TO COME AND HOLD THE KIDS HAND TO SCHOOL.
HAVE PARENT VOLUNTEERS ON DUTY ON SCHOOL GROUNDS 20 MINUTES BEFORE SCHOOL STARTS, CHILDREN SOMETIMES WALK FASTER AND ARE THERE WITHOUT SUPERVISION BEFORE THE SCHOOLS PROVIDE A "DUTY" PERSON AT 15 MINUTES BEFORE SCHOOL STARTS
Sidewalks to not go all the way to school. A block section in my neighborhood with no sidewalk
Are there any left that walk to school?
Designated routes not a good idea - easier for sex offenders to track the routine of their prey
build over pass or underpass if there are busy streets around the school.
More sidewalks.
In fair weather, I think a walking school bus would be great for my kids, rather than riding their bus.
Install Sidewalks on their paths to school
all walking routes in the city should be "safe" to do otherwise marginalizes walking for multiple generations.
Wider sidewalks; slower traffic; physical barriers
Crossing guards at applicable busy street locations.
seem to have more trouble with high school age where they expect drivers to stop and wander into street without looking or noticing if there are cars coming. Also wearing dark clothes at night not realizing drivers CAN'T see them.
educate the children that they should assume that the people in the cars can not always see them.
special licensing for SUV driving, latte drinking, cell phone talking moms
have sidewalks.

See above, children do not need anything more than regular pedestrians do.
Encourage parents to work together to get their kids to school
My child lives so far from her "local" school, walking is not a possibility. West Hills Neighborhood to Hutton Elementary? In General, I believe families need to take more responsibility for getting their children safely to school. We already expect an awful lot from the school system in terms of bussing. The least we can do, is get them safely to a bus stop.
have sidewalks put on designated route
Pedestrian safety education in school
Require New Schools to create connectivity beyond their property line. They escape this by taking over lead agency from communities through SEPA (change state law)
Boulevards, narrower streets with slower traffic, city planning that creates locally accessible stores etc., public transportation. Public transport reduces the number of people independently moving on the roadways, and places more trained drivers on operation of vehicles.
Establish: Walk with a buddy routes.
don't have routes that are considered "safe"--predators love routines
Flashing lights alerting drivers during slowdown hours
a community message to encourage it
Get ride of crime ;)
Bicycle programs to teach children how to cross streets, to get off their bikes and walk them across.
responsible parents: make sure there are sidewalks for the students to use.
safe walking education for both parents and students
Developers creating infrastructure to insure safety.
enforce school zone routes. The students cross where ever they want and a few times I have to blow my horn to get other cars to stop
Parents need to be responsible and take appopriate action for their childrens' safety.
provide kids with an article of clothing that is easily seen by drivers
educate the kids, teach them to think
education on how to be safe
I WOULD REALLY ONLY FEEL SAFE SENDING MY KIDS TO SCHOOL ONLY IF THEY WERE TO HAVE SOME KIND OF MILITARY ESCHORT
sidewalks!
imprisson motorists who break the laws
Educate the children and parents about Traffic safety, Awareness of strangers, what to do in an emergency, create sfae routes and have home and business owners on those routes volunteer to be safe places for children with emergencies of any kind.
incentives for walking kids to school
teach children to stop crossing in the middle of the street
Change State funding policy to encourage more walking than penalizing districts for low ridership
Sidewalks

Enforce the pedestrian crosswalks (cars don't always stop even with pedestrians on Grand & 18th)
teach children how to interface with moror traffic
let 5-6th graders be "safety monitors" along safe walking routes
Ticket the people speeding to get there kid to school on time
intensive safety education for the student
Crosswalk Gaurds are a great incentive
Educate children like we used to. IE: Walk on the left side of the road facing traffic. Be alert that others may not see you.
Smaller elementary schools so students don't have to walk so far or be bussed
On designated routes, have controlled signal crossings and vigorous traffic enforcement
Personally take my child so I KNOW he's safe...
stronger law enforcement in school zones
Volunteer safe houses along the way, that watch for children on designated routes
Walk in groups. Have older children help younger ones.
Allow the bus to pick up children inside the mile zone!
SEE ABOVE
Put in sidewalks & remove ice & snow on sidewalks, more crosswalks around school area
Parents need to be responsible for getting their kids safely to school. I'm sick and tired of the "entitlement" mentality of give me, give me, give me. We need more personal responsibility and LESS GOVERNMENT INVOLVEMENT WITH OUR PERSONAL LIVES
having a designated route i feel is unsafe and a bad idea. it would put kids in the same spots at the same times each day so predators would know where and when they can find thier prey.
sidewalks to avoid walking in street
I didn't realize it was unsafe.
snow removal
teach children to walk facing traffic and not j-walk
sidewalks, lots of areas around schools without them
Lighting on main trails/sidewalks
make sure there are marked crosswalks & crossing guards at every intersection within several blocks of school
bright colors, reflective back packs, flashing lights like bikes have, adult/teen escort and safe routes
make walking seem like a normal activity in general. Safer parking lots at schools so kids aren't run over by the parents dropping their kids off.
parents smart enough to teach their children pedestrian safety
more lighted and attended crosswalks in school zones
install sidewalks on 37th Avenue between Freya and Havana so students can walk between Ferris High School and Chase Middle School!
Rotating Volunteer Crosswalk Guards
Increase education of these children on safety.

There are no other options
Education to walk safely
If the child has to cross a busy street, then the school should supply the option for them to ride the school bus.
Smaller schools closer to homes
Parental responsibility-govt can't do it all
school safety programs for all grade levels
pedestrian controlled warning lights at arterials
more shoveled sidewalks
Organize "walk-pools", like car pools, where a group of kids walk together.
Parents need to take some responsibility for their child to and from school, not just law enforcement and other people sharing the right of way.
More responsibility from dog owners. Pit bulls, for instance, pose a significant threat to kids.
ALL routes should be safe, not just special ones, so I'm hesitant to check that off but I think signage makes walking more visible as a choice. Have promos like "Movement Mondays" & encourage everyone to walk to work/school/etc if they can, w/elected officials, teachers, principals & business owners leading by example.
Don't know
Have parents more closely tuned in to their kids.
sidewalks or trails on 5 mile prairie
lower speed limits near schools & enforce
Parents be responsible for teaching your child about safety.
sidewalks chase middle school has no sidewalks to it. Students walk on 37th.
i don't think any elementary school age child should walk to school
safety campaign
cross walks with lights
STRICTER FINES FOR SPEEDERS IN SCHOOL ZONES
Educating people that things really aren't that dangerous - we watch too much tv and this gives a misleading image of the level of danger.
school sites away from busy streets
Crossing guards and not let pedophiles live near schools
crosswalks, lights
Add sidewalks. We live on Five Mile and walking isn't safe period. Additionally, you can't walk from the top of the bluff to the bottom because there is no shoulder or sidewalk on Cedar Road.
Have more people sign up for the 'Safe House' program and mark their house accordingly.
infrastructure in place before development
Once again, safety isn't a concern for me as much as distance. My kids live 2 miles from their public school and take the bus.
Less idiot drivers on the road!!
traffic lights at busy intersections near schools; mandatory snow removal during winter
Minimize the need to cross busy streets

snow/ice removal
it is no longer safe to let children walk to school
escorts - protect from predators
sidewalks! Thurston for example near Hamblen
More education of drivers and pedestrians
Don't let registered sex offenders live within 2 miles of any school
Smarter, more attentive children.
more painted cross walks at high volume areas
parent and school education about exaggeration of "stranger-danger"
I din't realize there was a problem??
Better sidewalks up and down the south hill
crosswalks
education
How about the parents taking care of their children. How about someone taking responsibility for their actions. If kids cross dangerous intersections, have a crossing guard or have your kids escorted to school.
Pedestrian awareness programs
more law enforcement in school areas
I don't have kids and have never thought about it.
less fear
More enforcement of traffic violations in school areas. More education for students.
Fund necessary infrastructure improvements that facilitate walking and biking along designated walk routes for school.
traffic calming for streets
encourage buddy system
enforcement of speeding laws around all schools
Better sidewalks and walking trains, especially down major streets. If just the major streets were accessible to walk/bike, at least that would be a start!
My daughter goes to Ferris. Lots of kids go to Adams. There are no sidewalks on 37th. There is no left turn signal off Regal on to 37th. These are dangerous thigns that need to be changed.
education for parents
Install sidewalks in neighborhoods
Provide busses
have sidewalks on major arterials such as Freya
Where we live there are places where there are no sidewalks for the kids to use as they walk to school.
crosswalk at school must be where the walking path is
parent responsibility (we have 10 kids, grown)
Volunteers from schools to aid in crossing streets.
My kids school won't let the kids walk unless we sign a waiver because there is a busy road (Country Homes Blvd). Educating school faculty and offering incentives and ideas to put programs into place, like crossing guards on the busy roads.
Even designated routes can be unsafe if the wrong person is around

What would be a high priority in your community to change to increase pedestrian safety/usage?

Response Text

Liberty Lake might be the most pedestrian-friendly neighborhood in all of Spokane County. It doesn't really lack for anything, although our beautiful street trees are blocking the lights a bit.

bridges over arterials. Spokane has too many arterial running all over the city. there is no safe place to walk. Need to have a few fast & wide arterials that everyone drives on. Then have the rest of the streets blocked to make them safe for walking & riding bikes.

Alot of sidewalks around the area where I live are hit and miss. The newer area's have sidewalks where when you walk a block away there is no sidewalks. There is no consistancy along with some parts have street lights and some area's do not. I have 2 schools with in a mile radius and I do not always feel safe allowing my children to walk to school when the weather is not as good.

education of citizens of health benefits of walking and recognition that walking is a viable means of transportation and also is meaningful exercise that will help extend your life

enforcement of existing laws for drivers who do not yeild to pedestrians

no comment

teaching pedestrians where they can and can't walk. I see many crossing in the middle of the street, many that don't even look when crossing just expecting someone to stop. And other drivers around not aware you are stopped for a pedestrian is a rear end accident waitign to happen

Fix the sidewalks that need fixed - emphasize to the people in the vehicles that if there is a big snow burm on the side of the road - don't make the walker jump into the burm - Move over - especially when there isn't any traffic

pedestrians should wear bright colors/carry flashlight and be smarter about where they walk and cross the streets. Please consider that funding will be a municipal problem - why not create a think-tank of volunteers who have no budget, but are asked to solve a problem?

educating the driver and also the pedestrian both parties need to take on the responsibility of there actions and it's not always the driver that is disobeying the laws.

Pedestrians need to use a universal hand signal that indicates that they want to cross the street. Many times the motorist is unable to determine whether the person is just standing at the corner or if they actually want to cross the street.

Being able bodied, the worst problems are gaps in sidewalks and poor snow removal by businesses and by everyone in hilly areas.

the Garland/North Hill Neighborhood lacks sidewalks that run east and west. ie to Clark Park, shadle High school.

A bike/ped path from Mead to the top of Mt Spokane

Get off the dime and do something.... even if it is wrong..... You can "should-we" question this to death. I am disappointed that your survey did not include bike stuff. Bikes and pedestrians are not necessarily compatible either.....
Education of drivers. It seems that most people forget everything they ever learned in Drivers Education.
Address the intersection of Mallon and Monroe for pedestrian safety INSIDE the crosswalk
Bike lanes. Pedestrians can almost get "run over" by persons using the sidewalk for a "bike lane."
Pedestrians are like motor cycles in that automobile/truck drivers do not see them. There needs to be stiffer laws & penalties for drivers who do not yield to pedestrians.
people tend to speed down our street,its a thru side street.more so at rush hour.
Marked Pedestrian Crossings
Walking routes (paths?) I actually feel fairly safe now and do walk. My problem is getting out the door. Even so, this city is set up for cars not pedestrians.
Make is safer and easier to cross busy streets.
sidewalks
Better sidewalk maintance
More trails away from traffic/streets.
Mark all crosswalks. Many are unmarked. As much as jaywalkers are a problem, many "cross walks" not at traffic lights need to be plainly marked.
Neighborhood side street traffic enforcement, better maintained crosswalks and more jaywalking enforcement.
Address safety issues such as cracked, damaged sidewalks, ped. walkways at busy intersections, crackdown on drivers who refuse to yield to peds, walking paths along busy roadways.
eliminate the racing, drug dealers, & gang members - especially on Cliff Drive.
ticket J-Walkers
More sidewalks...with longer time to cross streets.
Better bike routes as I would love to ride by bike. More sidewalks and better layed out specific areas w/sidewalks for kids to meet the bus and to walk to the bus.
Sidewalks, lighting
the control of pets at large
Better lighting throughout the neighborhood. Widen sidewalks and better lighting on south Monroe. Increase driver and pedestrian awareness by enforcing both laws governing speeds in school zones and where pedestrians/students may cross, particularly near LC High School. Longer walk periods at lights, especially in the downtown area. The elderly and physically challenged are not always able to cross in the time allowed.

Repairs to sidewalks to reduce trip hazards, more lighting, and easier access through parking lots. Have you tried to get from a sidewalk to a grocery store? Cars don't look out for you in the lots and most are set way back from the street.

Policing around parks and schools, maintenance of these facilities - they should have to clear their sidewalks too!

Locate destinations (businesses, schools, etc.) within a quarter to half mile of residences OR locate homes close to destinations.

remove trees causing tripping hazards. in most places the trees are planted to close to the street and sidewalk causing damage to both. i am responsible for repairs to the sidewalks in front of my property, yet i am not allowed to remove the trees which cause the problems.

Mandatory sidewalks on all new construction. Adding sidewalks in neighborhoods that don't have them. Enforcing snow removal and maintenance of sidewalks.

Law enforcement stings on vehicles that do not yield to pedestrians in crosswalks. I've almost been hit with my daughter in the stroller on numerous occasions.

There needs to be soem serious marketing on how pedestrians behave. I have seen persons walk out into the street without looking more times than not. I would also have to say that most pedestrians seem to think that they have teh right, so they can't get hurt and thus take incredible chances on crossing in the middle of the street. This behavior also stretches out to pedestrians who will even 'taunt' motorists when they are in the sidewalk.

When I cross streets, I always defer to traffic until they stop - something I was taught as a child. You will likely only get one change to get it wrong.

cars need to be aware of ped.traffic

The things I marked plus PEDESTRIANS need to start taking some responsibility for their own saftey by exercising common sense. Too many times they jump into traffic because they kno wthey have the right of way and jaywalking is very dangerous, as well.

More sidewalks - I live in the valley and many streets don't have sidewalks

<p>repair the broken and cracked sidewalks.</p> <p>continue to put in ada curb ramps.</p> <p>make sidewalks wider than 4 or 5 feet.</p> <p>grass or brick buffer of 1.5 feet adjacent to traveled way.</p> <p>signage that designates ped crossing.</p> <p>community education to yield to peds.</p> <p>more lighting at night or in dawn & dusk times.</p> <p>combine walking and taking bus to get where going, this would need a planned itinerary, so work w/ STA on Ped/Bus travel. a person who needs to go to the store doesn't know what time(s) or routes the buses take. Do the itinerary for them. Stores provide/loan a walk home/get on bus (viceversa) cart for goods purchased. the store will require cart back of-course. keep track on register receipt into database. if customer doesn't return, then charge them. STA can help fund the carts too.</p> <p>ped/bus person could leave carts on the bus when not needed? Bus returns carts to stores.</p>
<p>STA keep educating public about the Smart cards. they are great.</p>
<p>Community education about walking benefits and responsibility of car drivers to yield to pedestrians.</p>
<p>Build sidewalks on both sides of all arterials! First priority would be highest traffic volume streets and STA bus routes.</p> <p>Next build bridges or retrofit existing rail bridges that cross rivers, freeways and railroad tracks.</p>
<p>Have some REAL recourse to property owners who do not abide by Municipal Codes dealing with sidewalk issues, i.e., plant/tree obstruction, snow removal, repairs, etc. A letter doesn't get much response or prompt action in most cases.</p>
<p>More walking and bike paths.</p>
<p>Continuous Sidewalk</p>
<p>More sidewalks with buffers</p>
<p>Traffic light at Rifle Club Road and Nine Mile Road with crosswalk clearly marked</p>
<p>More usable sidewalks and crosswalks</p>
<p>Pedestrian education (the car will win), better maintenance of sidewalks, snow removal program.</p>
<p>Snow/ice removal. We have a lot of walkers in our area but it was downright dangerous to try and walk last winter because of the ice.</p>
<p>I work near downtown and I walk to meetings several times a week. My highest priority is to ensure that sidewalks are cleared of snow and ice in the winter.</p>
<p>CROSS WALKS/ PAINTED WHERE YOU CAN SEE THEM, PLUS MORE OF THEM</p>
<p>Build and retrofit sidewalks to higher design standards - wider, buffers, landscaping, lighting</p>
<p>Add sidewalks.</p>
<p>Safe walking paths, eg: The Centennial Trail</p>
<p>Enforcement of Speeding Laws particularly in residential areas and more crosswalks</p>

Push button traffic lights at crosswalks
Repair, replace missing tiles, & clean the floors in the skybridges. They are wonderful, but some are not being kept in good/safe condition.
Education for pedestrians and motorists - often you can't tell if someone is waiting to cross the street. In Japan, if someone wants to cross the street, they raise their hand - this indicates they are trying to cross the street. It was very effective in making their intention clear to the motorists.
Media spots to teach people how to drive when people are walking in winter or places without sidewalks
Increased crosswalk education for both drivers and pedestrians;.
Install sidewalks where none currently exist. I live in a neighborhood that was developed in the early 1900's and we still have many areas lacking sidewalks. In many of those areas the "pedestrian pathway" is covered with vegetation, trees, or actually fenced off to the point that people are forced to walk in the street adjacent to vehicular traffic.
Our neighborhood is isolated and reasonably safe to walk, even where there are no sidewalks. However, in Spokane Valley where I work, we desperately need better street connectivity and walking paths/sidewalks.
We do not have a safety problem, instead we have a society where walking is considered "uncool". We also have parents that feel sorry for their kids and drive them to school using safety concerns as an excuse for this poor behavior. To increase usage, remove the alternatives for the kids so that all kids are on the same playing field - walk or ride a bike.
the installation of sidewalks or pedestrian lanes on the street. Right now we have to walk in the street with the cars
Identify neighborhood sectors with their returning shopping districts and societal connectivities (Libraries-churches-community centers, much as Spokane city presently has by virtue of Community Development efforts. However, these need to be contrived in yet smaller sub-sectors for shopping within several blocks for convenience to pedestrian advantage. All this, as recently discussed in public forums for a future Spokane city surrounding the downtown core for best results. Add energy efficient public transportation network for connecting the whole.
Improve sidewalk maintenance. The current program that deems the homeowner responsible is not working. Fund (taxes) repair of sidewalks, just like streets.
Enforcing traffic laws such as speeding and failing to yield to pedestrian

<p>The crosswalks at bus stop area so that people would not have to walk another block or more to be able to get to the bus stop. Strict enforcement for the maintenance of the sidewalks during winter and if the homeowner can not physically take care of this task that we have city and county people who could assist them, perhaps by community service.</p>
<p>education!</p>
<p>I would recommend that the region pursue an aggressive policy and implementation program for Complete Streets especially in urban areas. One-way streets should be converted to two-way streets; bike lanes should be added; and sidewalks should be wide enough to accommodate sidewalk activities.</p>
<p>Motorists being more careful not to run over the pedestrians - they are not very careful and usually do not want to stop for pedestrians. very rude.</p>
<p>sidewalks and bike/pedestrian paths connecting all suburban developments (not just within the developments, but BETWEEN them and schools, stores, etc.)</p>
<p>Lighting!</p>
<p>I live on Indian Trail where there is a lot of traffic and drivers are ALWAYS speeding. I don't allow my 4 yr old to play in the front yard because of the high volume of traffic. More enforcement is definitely needed on that stretch of roadway. Motorists drive 40-50 mph on average but daily I see (and/or hear) cars and motorcycles accelerate to a high rate of speed, sometimes up to 80-100 mph. In addition, motorcyclists commonly drive down the sidewalk, at times alongside the vehicles.</p>
<p>Keeping the bicycles OFF of the sidewalks. They ride to fast and disregard the safety of others.</p>
<p>We need to make walking attractive and enjoyable - not just possible. Improve the designated neighborhood centers for pedestrians. Crosswalks (change paving - not just stripes), lighting, signals, provide walkways through parking lots. Walkways should include pedestrian amenities, and need to be attractively designed and landscaped otherwise many people won't spend the extra time to walk.</p>
<p>I don't know which comes first (chicken/egg) but in other communities, I have seen lots of signs and drivers always stopping for pedestrians, and seemingly more pedestrians. Or did the more pedestrians neccessitate the signs & driver education?</p>

If it were possible to cross the street without getting run over by some fat ass hoochie on the cell phone, ANYPLACE, walking would be easy.

Every neighborhood, NOT JUST THE STINKING SOUTH HILL, should have SPD cops who occasionally go for a walk.

If you are going to be lazy, stupid, cheap or uninclined to correct the engineering, maybe a little effort at enforcing traffic laws is in order.

Here is a hint. It has nothing to do with speeding. Most speeders are simply desperately trying to get past some idiot on the phone to get to work.

There is a suprising number of people out there with little or no understanding of even basic traffic law or driving ediquette.

Maybe some enforcement of anything other than speeding is in order, along with any amount of intelligent countruction and design.

Given the level of ability in the local area, perhaps someone from Europe could help you.

EVERY road shoud have a designated bike path which walkers could use safely, like on Hawthorne Ave in front of Whitworth College

Keeping sidewalks shoveled in the winter

Keep the sidewalks clear in winter. Overpasses on busy streets, (Francis)

More multi-use pathways, more limitations on driveways that cross the sidewalks.

Install and maintain sidewalks. We have replaced our sidewalks at our expense. Should I pay for my neighbors? HmMMM? Perhaps we could give a tax break for those who do it themselves instead of tax all of us.

Build Community. Look out for each other.

A large spread education program needs to be done for both motorists AND pedestrians. In my opinion we have pedestrians who violate laws as frequently as motorist. They enter a crosswalk on a flashing don't walk, cross mid block, jet out in front of on coming traffic, etc. I am a conscious driver who travels in the downtown area every day and have had several near misses due to pedestrian negligence. I agree that motorists need to be better informed but so do pedestrians.

More information about bus services (routes, times, etc) to encourage idea you can walk and take the bus to get almost anywhere!

clear sidewalks of trees and bushes and fix the concrete

Increasing the number of pedestrian buffer strips / street trees while moving the sidewalk back from the curb edge/auto travel lane. Several core problems is a suburban mentality where our traffic engineers have been able to focus only on auto domination and the public has largely ignored other modes of travel. That is why we are generally unhealthy and over weight. We also need to encourage mixed land use patterns so that it is possible to walk and get to a variety of uses within a 1/2 of mile or so.

Use the sidewalks and cross streets at intersections

Get more motorists to try walking. I expect that motorists will be more respectful of walkers/bikers if they can identify more with this activity.

Perhaps combining driver education with large, family outdoor events (Spokefest, fun runs, diabetes walking fundraisers) would get non-walking drivers to connect their feeling of vulnerability with their personal driving habits.

More lighted side walks for the darker months and cross walks for children that have to cross busy streets after getting off at school bus stops. Need more signs that light up before the cross walks so drivers have the time to stop for the pedestrian crossing the road.

I live in the valley where there are no sidewalks and very narrow road shoulders. It's not very safe to walk because of that and because cars drive over the speed limit for a residential neighborhood.

Also I work in the heart downtown and it is very dangerous to cross the street because drivers making a right turns on a green light assume they have the right of way, even when the cross walk says walk. I've been nearly struck several times.

free media blitz? Certainly not another damned "study" fleecing the taxpayers!

Neighborhood parties to increase friendliness and familiarity with each other. Who are the people in your neighborhood.

More skywalks in more areas would be a nice addition. I found it very handy when I used to work in the downtown area to use the skywalk system exclusively. It was rare that I dealt with ice and snow. Another idea would be heated sidewalks that melt snow and ice.

More sidewalks and cleaned sidewalks

Sidewalks required for developments

Education of motorists. Enforcement of laws requiring motorists to yield to pedestrians. Sidewalks clear of snow and ice. No ice/snow berms blocking crosswalks.

More sidewalks.

Make Spokane pedestrian and bike, friendly.

The drugs and crimes get all of the attention, I do not know how we can change how the officers handle what they do already.

Re: Increasing usage. Cheney offers bus rides to kids for very short distances (for example from the high school to the middle school) so they will ride the bus when they have a safe and well maintained street they could walk up.

new construction requirements

Motorist and pedestrian education and enforcement of laws already on the books.

I have nearly been hit more times than I care to admit. People ignore the lights and blow through intersections on a regular basis. They also don't yield for pedestrians. This, in my opinion, is the worst problem in Spokane.

I think most pedestrians do so out of necessity or for exercise, as walking a long distance is not very effective use of time, so increasing ped usage would be difficult. Safety by being visible, esp during darkness. I used some of the freebie reflective bands for bike riders legs and wear on each wrist, adding better reflective material on them. Also educate Peds to watch out for vehicles, don't always push their "right" to have vehicles yield. A little patience for a gap in traffic works well too. Have peds learn to put out their hand to oncoming traffic before crossing, as sometimes people on the curb are not wanting to cross, but waiting for bus or talking on cell phone. Does the vehicle need to stop? They have not taken a step towards street. Putting their palm towards traffic to stop lets everyone know they are intending to cross.

More frequent police patrols to discourage teens who loiter

education, community involvement in maintaining sidewalks, etc

More STOP signs...and more clearly marked pedestrian crosswalks.

I think that is up to the person

Traffic law enforcement, especially in school zones. Requiring people to keep sidewalks clear and safe.

Better, more accessible, and just plain "more" sidewalks!

I would like to see more sidewalks corrected to be handicapped accessible at all bus stops.

Since I got hit by a car while crossing the street (at a legal interection with a walk signal) I would say driver education. I feel very, very unsafe walking, even at lights.

Narrower streets. Look at Browne's Addition. Speed is self limiting. Look at the new subdivisions. No one parks on the street and the wide streets make it a freeway.

More access to commercial areas, protection from busy streets (Division needs trees/overpasses/something!)

GET RID OF THE CRIMINAL ELEMENT THAT MAKE ME FEEL UNSAFE.
I'LL DEAL WITH THE CARS.

SIDEWALKS WITHOUT ICE. SHOVELING DOESN'T DE-ICE THE SIDEWALKS. I WALK FROM W 25TH TO MAIN STREET YR ROUND AND FALL ON ICE 2 OR 3 TIMES A YEAR. SPRINKLER SYSTEMS CAUSE ICE THIS TIME OF YEAR. TURN THEM OFF SOONER? DE-ICE OR SAND, OR CAT LITTER OUR NEIGHBORHOOD SIDEWALKS? NOT EVERYONE SHOVELS, NOT EVERYONE CAN. NEIGHBORS MIGHT HELP THOSE WHO ARE OLDER. BUY NEIGHBORHOOD SNOWBLOWERS? POOL MONEY FOR THIS?

Completed sidewalk routes (such as down from the South Hill where sidewalks end). Clearance of snow/ice even from sidewalks where there is no visible property owner (such as Grand from 14th to 10th)

Enforcement of existing pedestrian laws.

More law enforcement - people drive too fast!

Police specifically designated to ticket violators in motor vehicles that endanger pedestrians. Pedestrian traffic awareness, educate pedestrians the that because they have the right of way doesn't mean they can be daring or rude. Sometime pedestrian are right, dead right.

Sidewalks

possibly more street lights??

In the downtown area, for instance, do not have free right turns on red lights. Pedestrians are more than likely trying to cross and the driver is paying more attention to an open spot to turn than to the pedestrian.

Keeping sidewalks clear, especially in winter. I walk 1.2 miles to work from South Hill to Downtown each day. I had to walk on huge berms of snow along Monroe for many weeks last year, when the berms became compacted and icy, I actually had to walk IN THE STREET along Monroe right next to fast-moving traffic. There is no excuse for such soviet-like conditions in a city like Spokane.

to keep snow off of sidewalks.

better sidewalks

Any measure that would reduce the rate of personal automobile usage...

Educating motorists to yield to pedestrians TRYING to cross the street!!!!

More sidewalks.

EDUCATE DRIVERS! They do not realize that they are in huge vehicle and are much bigger than a walkers.

A buffer along arterials to separate the sidewalk from the street and allow the snow removed from the street to sit in the buffer without covering the sidewalk. ---

You have allowed only this place to comment. My walk to the neighborhood bus stop is along residential streets without sidewalks to the nearest stop. With three more blocks walk along Hastings Road, with sidewalks which become nearly impassible in the winter due to accumulated snow, I can reach the Northside Express at Hastings Park and Ride.

My wish list is additional car pool options.

Better street lighting in Browne's Addition-too dark at night
I think it very important to stop plowing snow onto the sidewalks
Add sidewalks where there aren't any
more signage to slow traffic for pedestrians and installation of sidewalks where there are none.
make separate walking area from bicycle area clear
Enforce j-walking violations. Mark the crosswalks. Place flags for pedestrians to hold as the cross.
Upgrade, resign, repaint existing crosswalks accross the board. If they became visable everywhere in a short period of time people would truly change the culture. Think of it as a "troup serge" for repainters in spring
Safer walking paths and sidewalk that are unobstructed by vehicles, snow, ice, etc. Signaling and frequency of crosswalks along long blocks could be improved. Areas without sidewalks should have them installed.
More two way Downtown streets Slower traffic Better streetscape to make the region more pedestrian friendly
Driver education on pedestrian right of way and speed considerations around pedestrian walkways.
safety
More sidewalks and public education on pedestrian safety.
My neighborhood has only sporadic sidewalks. An uninterrupted sidewalk path would help.
More respect for pedestrians by motorists and bicycle riders.
Ensure that property owners trim shrubberies and low-hanging treelimbs which block sidewalks and require pedestrians to walk in the street in order to have a clear path.
Slowing down the fast traffic that does not obey traffic speed limits and wider sidewalks.
Culture: other communities around the US yield to pedestrians, encourage pedestrians by infrastructure, planning and land use. People in the community have to learn to value of walking and the value of pedestrians.
Get people to slow down on residential streets because there are children everywhere in every neighborhood.
1) more street lighting; 2) more sidewalks; 3)well maintained existing sidewalks.
Better strips and signs at crosswalks
enforce the traffic laws
Education, not enforcement - waste of law enforcement time, and too random. Encorage lanes for both bikes and people. More info on walking routes.

<p>Instead of areas like Gonzaga, enforcement and patrols should be focused in poorer neighborhoods where children are more likely to be unaccompanied by adults and drivers less likely to be insured. Drivers that may be driving vehicles with bad brakes, no lights, and/or loud music that impair safe driving. Even the new Jaguar that ignored me on the street and sped past seemed confident that there are no police in the area.</p>
<p>the crossing at mallon/monroe is atrocious. an overhead walkway is needed.</p>
<p>Requiring walkability with commercial developments in Comp. Plan. Promoting neighborhood centers.</p>
<p>When I stop for a pedestrian, other drivers do not stop and it almost becomes a safety hazard for me getting rear-ended. Jaywalkers to cross near crosswalks should be ticketed more.</p>
<p>Pedestrian awareness education</p>
<p>enforcement and education</p>
<p>European-style "zebra crossings" at crosswalks - (more visible)</p>
<p>Don't know</p>
<p>Sidewalks located more consistently. Driver education re: crosswalks. Pedestrian education re: traffic lights, especially downtown.</p>
<p>sidewalks/bike lanes Spokane Falls Blvd. slow the traffic down- people are speeding all the time and will not slow down for pedestrians trying to cross the street and for cars entering the blvd from Lincoln and the Library.</p>
<p>educate pedestrians to follow the rules and enforce traffic/pedestrian laws.</p>
<p>Increase driver awareness particularly when they are pulling out of businesses across sidewalks - pedestrians come from both sides not just direction of motor traffic</p>
<p>more people walking would encourage walking.</p>
<p>Improve pedestrian walk ways in Manito Shopping Center</p>
<p>Improve walking conditions (sidewalks/trails) in the unincorporated sections of Liberty Lake.</p>
<p>Enforce speed limits and pedestrian crosswalks</p>
<p>Safer crossings across arterials where cars often exceed speed limits by 10 - 15 miles/hr. Pedestrian activated stop lights.</p>
<p>Slow down traffic on side streets in west central. Morning commuters always seem to be in a rush and they race through the neighborhood.</p>
<p>Unfortunately this does not apply to me as I live outside of the city where there are no sidewalks; kids are bussed to school; and you have to drive to get to any business</p>
<p>The development and maintenance of off street nonmotorized trails and paths</p>
<p>street crossing improvements</p>
<p>Marked crosswalks with pedestrian crossing lights, triggered by pedestrian activated switch</p>

better walking environments with street trees, separated sidewalks etc.
Specially target pedestrian connectivity and facilities between cul-de-sacs, along all arterials, to and from parks, schools, and other public places. Eliminate on sidewalk signage and other obstructions and barriers.
Interconnected trail systems with safe crossings to restorative destinations at reasonable distances to encourage the public to walk.
I walk year round to the store and or bike to work. When sidewalks are under 3 feet of snow (thanks to plowing) it forces us to walk in the street with traffic. Very unsafe.
Winter is an ideal time to walk, especially with traction devices for shoes. With icy conditions and accidents, sometimes it is faster than driving, or riding a bike. Yet, walkers are treated like second class citizens - the sidewalks all disappear on thoroughfares.
Until walkers and cyclists are given the same shrift as drivers, walking will always be for those willing to take on some risk in Spokane.
The mission and upriver couplet in front of Avista HQ. The bike/ped accident rate is very high there.
well marked cross walks
Get bikes, skateboards, and panhandlers off the sidewalk.
Education and more facilities
My neighborhood currently has few sidewalks. There is no continuity to most of the ones that do exist. Maintenance is generally good where they do exist. Visibility is a problem in some areas. There have been several people on bicycles hit by motorists in my neighborhood. However, there is also a general idea that neighborhoods have the same speed limit as arterials. Do people not learn these things in Driver Education any more? I am very tired of the amount of reckless driving/speeding taking place in most of our neighborhoods. Perhaps we need speed bumps and or medians or some other form of reducing traffic speed on our neighborhood streets.
Marked crossing areas for busy areas
Stricter fines for drivers who don't yield to pedestrians. I cross 29th Avenue at Howard by Comstock Park every morning at about 6:15 pm, sometimes people stop but most often they don't. And many act like they would like to hit me and my Beagles. Who does that? Who are these people? Feel free to put a video camera there, it would help if there were repercussions. My momma taught me better than that.
more sidewalks and replace the sidewalks that have shifted or heaved, and cracked.

Change the mind set of the American public to the fact that walking is not a bad thing. Driving to work does not make one special except for the amount of waste. Also, so many people think they need to go to a gym to "work out." Until people realize the benefits of walking, they're just not going to walk.

Get business owners to take ownership of/pride in thier respective right-of-way. Make it more comfortable to walk in built-up areas (like downtown) through safety improvements and also ped amenities.

Better lighting and patrolling of walking areas.

once again, time delyed signels to allow adaquite time for walkers to enter the cross walk.

PAINTED Crosswalks. There is nothing more dangerous than crosswalks, that we tell people to use that are unpainted/unmaintained that drivers don't see, and thus don't stop for the Peds. It would be helpful to make sure bus stops are not at corners and/or crossing areas to there is no confusion by drivers. Second would be existing sidewalk repair. So people can walk easily.

Provide safe non-motorized access to the entrance of the Cities very own State Park, Riverside State Park, by widening the existing out-dated highly trafficked access road.

Education! Especially educate bicycle riders. I have been forced off sidewalks while pushing a double stroller by cyclists who ride on sidewalks!

Keep people from urinating under the many downtown bridges; bring green spaces, local shops and living space to enliven drab, dead, parking-lot ridden downtown areas that aren't attractive to walk through; educate motorists on yielding to pedestrians (even with a walk light I have nearly been hit several times); add more crosswalks near parks and other logical crossing points as well as sidewalks; more native trees and green buffers; pedestrian-only zones; encourage more people to use their legs, bicycles, or the bus instead of their cars.

Better lighting; safety phone (like on college campuses)

Fix the roads so vehicles are not "swvering" to miss potholes and not watching for pedestrians.

Planting strips so the city doesn't plow snow onto sidewalks.

police presence; snow/ice removal from sidewalks and intersections

I cannot stress it enough: due to no enforcement of laws requiring property owners to keep their sidewalks clear of snow and ice, it is basically impossible to be a pedestrian in Spokane for 5 months out of the year. Easily 90% of property owners don't lift a finger the whole winter to clear their property. Some even clear a path for themselves to get to their vehicles while leaving everyone else to negotiate the inches of snow and ice that they have allowed to accumulate on their property. I am young and healthy, yet I feel unsafe. I cannot imaging what it must be like to be older and/or disabled during the winter. These vulnerable people must feel trapped due to the laziness and selfishness of these property owners.

Law Enforcement of Traffic Laws.

more safe sidewalks.
Law enforcement (I live VERY close to a high school and an elementary school. There never seems to be any patrol around and the majority of drivers speed on the sidestreets and run the stop signs) Sidewalks
Functioning sidewalks, marked crosswalks, longer crossing times.
Add sidewalks in the neighborhood; make sure people know they still need to stop for pedestrians at unmarked intersections and pedestrians shouldn't jaywalk.
Better lighting
Aside from Sunset Blvd. the walking in my community is already safe. I believe that safe cycling is a much greater safety issue.
stoplight at 44th/Regal sidewalk on 37 between Havana and regal
Pedestrians should know the rules of safe walking along with automobile drivers learning awareness of safe driving in possible pedestrian usage areas
snow/ice removal from sidewalks during winter
updated cross walks
more cross walks
Education for pedestrians & motorists. Perhaps new sign language to be promoted that pedestrians could use to signal to motorists when they want to cross a street & aren't waiting for a bus etc. Somehow change attitudes that pedestrians are just an annoyance that slows drivers. Can you legislate consideration? Sidewalk maintenance in the winter needs to have a higher priority. Keep snowplows from plowing snow and ice over the sidewalks. It isn't a fun job to shovel them once only to see them buried under concrete like frozen slush pushed up by a snowplow.
Sidewalk improvement.
Better street lighting at night!!!! And more marked cross walks near all bus stops.
Enforce motorist laws at crosswalks
Reduce traffic on Bernard, Lincoln and High Drives. OR reduce speed on these streets, and ENFORCE it.

#1 Analyze schools and their pedestrian connectivity. Create a phased plan to build an environment to let kids walk safely. This is a public health issue.

#2 Analyze, Plan & execute pedestrian improvements to designated Centers & Corridors where businesses currently exists & higher densities are built or planned

#3 Help elected officials to recruit and appoint knowledgeable pedestrian transportation volunteers to serve on transportation committees (such as the City of Spokane Street Bond Group)

#4 Set policy that part of Impact Fees collected for streets be spent on pedestrian facilities

#5 Review new developments (going back at least 5 years) and investigate how much of their agreement was not finished. Often, sidewalks or street trees were not put in according to the final plat or hearing examiner order. Bonds are in place that can be easily and legally tapped to complete these projects, saving taxpayers thousands.

#6 Share regional and municipal priorities for pedestrian connectivity with neighborhoods that are using CDB funding to install/repair sidewalks in low income neighborhoods.

some enforcement for people to drive slower especially when they see someone walking

Slowing down traffic, reducing traffic, and promoting a strong shift toward a more considerate culture of driving.

We tend to promote an unusually high sense of driver/car entitlement to our public space.

Also, address a root of the problem which rests in our city layout. The necessity for traveling long distances to satisfy basic needs encourages car usage, and discourages other means of travel.

Pedestrians need places to walk that only pedestrians travel. Even on the High Drive pathways, mountain bikes are in competition with walkers. Wherever we allow machines, walking becomes discouraged.

Repair sidewalks (tree roots are a problem). Find a safe way to walk up/down Sunset Blvd.

Put in a safe path for pedestrian foot traffic on Sunset Blvd from Browne's Addition to the top of Sunset Hill at Rustle Rd. Decrease speed to 30 mph in this same section, as motorists do not stop for pedestrian traffic. Remark crosswalks.

Fine pedestrians that walk in the street instead of the sidewalk.

snow removal and lighted crosswalks

sidewalks on the neighborhood side of Government Way. Currently I have to run across 4 lanes of traffic to get to a sidewalk, then the sidewalk ends and I have run back across 4 lanes so I can atleast be facing traffic.

Encourage a greenbelt/walkway through the propose light rail corridor, to encourage more people to walk and bike.

Put in a neighborhood coffee shop/bakery that is accessible by pedestrian traffic only.
Better lighted driver alerts using technology
Wide shoulders on Hatch Rd. (such as those on the southern end of Little Spokane River Drive) and a pedestrian/bike overpass to cross Highway 2 at Colbert (possibly at the Highway 2 railroad overpass at Colbert). Extension of the wide shoulders of Little Spokane River Drive from where they now end to the north end of the Drive at Woolard Rd.
Community encouragement and education about the issues.
huh?
sidewalks or barriers so walkers feel safe
Motorists to SLOW DOWN!! Actually stop at pedestrian crosswalks Put a buffer strip everywhere!!
Bike lanes and routes. Also publish a map with pedestrian routes and bike lanes. Show problem areas and routes through town. Portland, has this and it is a great way to educate people for how to use what the city provides.
enforcement of owner maintenance in winter
More sidewalks. More pedestrian crossings. Drivers yielding to walkers.
Safety
safer walkway areas
Put a Police car out on the street at different times, set up a speed indicator for a week at a time in various neighborhoods. Newspaper and TV articles on walking for fitness and safety.
ANY pedestrian walks or pathways.
Install either sidewalks, or make a lane for bikes/pedestrians on the existing roadways. Some type of curb/divider to keep cars from entering the bike/walk lane would make bikes and peds feel more comfortable.
more patrols around the school area where kids walk to and from school.
Mark crosswalks on high traffic roads
sidewalks and bike lanes along all arterial streets
education would be the only thing to change usage. People are not going to start walking just because there is a new or improved sidewalk
We have high speed traffic on our street and frequent patrols. However, this does not stop people from speeding even while children are at play. Speed deterrents such as speed bumps would benefit my neighborhood for sure.

I live in the Manito/Cannon neighborhood and the sidewalks are almost impassable. Many owners are seniors on fixed income and unable to pay the higher costs that "sidewalk certified" concrete contractors charge to repair/replace sidewalks. This must change. If pedestrians (sidewalks) are a priority then the government must put its money where its mouth is. In the first place I think it's wrong that the city owns the sidewalk yet forces the homeowner to maintain it. This must change also.

lower the amount of traffic

Ticket students @ N.C who do not use cross walks to cross Washington Street.

We live on top of 5-mile. There are not enough sidewalks or wide enough lanes to enjoy walking or bikeriding outside our limited neighborhood. I imagine there are other areas in Spokane that need some basics like sidewalks.

more lights for walking in the dark, clean safe area (enforced), sidewalks

sidewalks in older neighborhoods

Enforce motorvehicle driving regulations.

addition of sidewalks where there are none

side walks repair and better lighting.

better painting of crosswalks and maybe a diif't color

Sidewalks and bike paths on Five Mile Prairie!

Five Mile road should have the infrastructure in place for people to walk or ride bicycles to, work, bus stops, shopping centers, Schools, The Grange and other neighborhoods.

Program to build sidewalks in all city neighborhoods & require sidewalks in all new developments.

Spokane does a great job of promoting pedestrian comfort. Airway Heights, however, fails to have adequate crossing locations spread throughout its businesses along HWY 2.

crosswalks with activated lights for crossing (like for elem. school crossings but accessable to everyone)

Planting street trees where there are none in neighborhood and arterial streets.

Adding pedestrian scale lighting where ever street lighting exists or will be placed.

Ensuring snow removal.

note previous remarks

More streetlights

Improve sidewalks that are in poor condition and increase lighting along main roads.

Sidewalks. Enforcing the speedlimit and not just around schools/school zones and times.

The correction of roads to make sure that the people walking are in no danger

My neighborhood has some creepy areas that I don't want to go through or by. Make owners clean up property and be responsible for conduct of renters.

Motorist pedestrian yeild law enforcement
traffic and speed enforcement by police !!!
Make crossings safer with signs, traffic islands, crosswalks, and better driver education.
Add more sidewalks and bike lanes. I am a homeowner and am very dissatisfied where my taxes are going. We need more ease-of-access to parks for pedestrians. Example: Riverside State Park is very difficult to access from T.J. Meenach Bridge.
Give as much importance to cleaning walks as plowing streets. Often the plow trucks pile the snow on the walkways.
Sidewalk buffers for snow reasons, and increased enforcement of sidewalk snow removal.
Better lighting and snow removal
Better enforcement on speeding in neighborhoods. Sidewalks that are in good condition and link up to each other (not ending in dirt paths then tapering into no sidewalk at all).
safety
WHEN THE LOCAL COMMUNITY FEELS SAFE AND UNDERSTANDS THE LEGAL SYSTEM IT WILL BE MUCH EASIER TO INCREASE THE USAGE AND SAFETY OF THE COMMUNITY
more sidewalks
Get drivers to actually yield when a pedestrian is at a corner
Enforce traffic laws.
tax incentive
crosswalks that cars pay attention to; usable sidewalks (sidewalks that exist; winter-usable sidewalks)
walk routes to schools were sidewalks need to be installed where not present
regular sidewalk requires to make wheelchair travel easier. Wider curb cuts and some sidewalks at bus stops
Improve pedestrian safety: from traffic, crime, etc.
actually building sidewalks in the valley!
repair existing sidewalks, keep snow shoveled - prevent ice buildups downtown during winter. Keep cars from blocking sidewalks (from their driveways), keep leaves and other debris removed from neighborhood sidewalks i.e. along NW Blvd.
drivers paying attention and lower speed limits
stop taking away the pedestrian crossings
Rumble strips 40 feet before crosswalks!
North of Francis - near Five mile shopping center and bus stop - easier access across Maple and Ash - city owned property!lots of pedestrians, but no sidewalk and no cross walk
Buffers along side busy streets.
Homeowners need to trim bushes which grow into the sidewalk.
Adequate lighting at high volume peds area
Snow removal from sidewalks

Traffic Safety, Awareness of strangers and predators, creating safe routes for children and have them endorsed by the schools.
slower speed limits and wider buffers/parking strips
trim trees shrubs back at intersection ---no parking at near stop signs intersections
Adequate street lighting
acceptance from the local community
zoning for a good work/live balance
Sidewalks around shopping areas, pedestrian access from streets to shopping malls, signal crosswalks on busy streets when distances between lights is more than 2 or 3 blocks.
Longer crossing lights and safer crosswalks at busy intersections.
Get criminals / perverts off streets.
education of the population. We have such a mind set that we have to drive everywhere.
support from all county officials
usage of some of the transportation taxes
I was involved in a non motorized transportation benefit district and completed trails connection older - no path/pedestrian way to newer, trail and sidewalk developments and destinations. This should be a priority, it pays back a community significantly, reduces pollution, and increases activity in children and adults. People can only take alternatives if they are available - we need to make them available in new development, and strive toward correction in the existing ones.
buffers on arterials (particularly those where there are no alternate routes due to geography or street layouts) to protect from high volume/high speed traffic.
sidewalks everywhere followed by signed intersections, and better lighting
stickter enforcement for cars who do not yield for pedestrians
Stripe crosswalks at priority intersections
Improve pedestrian crossing areas at crosswalks along busy arterials. Cars need more help being alerted to pedestrian crossing.
safer sidewalks (barrier between street and sidewalk), encourage pedestrian walking through education, et al
More separation of pedestrians from traffic. Better snow removal.
Well publicized program encouraging property owners to build sidewalks using LIDs that allow 10 and up to 20 years for payment completion, with, perhaps some government percentage participation as incentive.
More speed bumps & traffic slowing devices; patrolled pedestrian crossings
Better/More cross walks on arterials. Side walks on both sides of road.
Remove snow plow berms from sidewalks and ped. walkways
loaded question: I live on Five Mile very near the death-trap windy corner where there is NO shoulder for walking. Also, no shoulder for biking along most of Five Mile rd. It's a travesty.
crosswalks

Create safer ways to walk or ride your bike.
Add sidewalk of some sort to Freya between 42nd and 57th on the south hill (basically Freya needs to be widened). Also, 37th from Ray east is very difficult for bikes or pedestrians and it gets significant volume.
Construct sidewalks for Prairie View Elementary students on Five-Mile.
I would like some pedestrian walk on the Susnet Hill. It is access to our neighborhood and it is very dangerous. People who walk or bike on Sunset Hill take their life in their own hands.
Wide shoulders on roads so I could walk or ride my bike. Currently our Baker bridge is closed so there is no street with a shoulder at all to walk or bike ride on to the centennial trail.
Better visabilty, lighting, for walking home in the dusk hours in the fall. In the fall and winter it's dark by the time I leave work, and walking after dark in many parts of downtown (ie, underthe freeway, to the residential part of the south hill, as well as parts of the lower south hill) doesn't seem safe. This precludes me from walking to work durring the fall and winter months.
blinking pedestrian controlled lights and/or new bolc pedestrian crossing signage at every bus stop on arterials, including Division, Maple/Ash, Monroe, Hamilton. This is the only solution that is "in your face" enough to get drivers on arterials to stop for pedestrians. There are many days I see someone trying to catch the bus on the opposite side of the street at an uncontrolled intersection and no one will stop for them to cross - they end up darting out into traffic after several minutes of waiting at risk to life and limb. Or someone will stop in one lane and the impatient and unobservant drivers will try to zip around and come close to killing someone... or drivers will want to stop but don't feel safe since other drivers behind them are tailgating. The other major problem I've observed is the problem of snow and ice on sidewalks... mostly on arterials where people are trying to catch the bus and end up walking in the street to their bus stop because the walkway is piled up to their hips in snow. It can be impossible to remove the snow that is piled up by the
Better maintenance of sidewalks, better lighting; street trees do not protect pedestrians!
True walking communities with most of the needed retail outlets clustered into small "Neighborhood Centers", each within no more than a mile and a half between them.
More education on pedestrian safety and signage to inform drivers
Our neighborhood (Grandview-Thorpe) has very few sidewalks. 16th Avenue is supposed to be a shared roadway between bicycle, pedestrian and motor vehicles but there are no lines, no sidewalks, and no way that I would feel safe walking or biking on that road!
Sidewalk maintainence and installation
light at 44th and regal, pave streets that have one block of unpaved sections (44th, 46th, 52nd)
snow removal on neighborhood sidewalks

longer WALK signals. maybe with those countdown signals that I have seen in other cities.
Concentrate efforts to slow drivers such as bumps and roundabouts in park areas and neighborhoods
Less emphasis on high-speed motor traffic in road design, more emphasis on cycling and walking. Areas where it is enjoyable to walk it is usually difficult and slow to drive a car, so walking and riding become favorable alternatives.
Make sure that sidewalks are cleared during winter, and that includes sidewalks adjacent to city-owned land, and especially along arterials that do not have buffer strips to receive snow. Have a sidewalk snow removal complaint line and fine those owners (or charge them to have snow removed) who do not remove snow within a specified period of time. Regarding responsibility for building/maintaining sidewalks, even though it is a property owner responsibility, there could be designated routes that the city helps maintain. Anytime a sidewalk is replaced, street trees should be planted. All street bond issues should incorporate pedestrian facilities, buffer strips and street trees as part of the street section infrastructure. City and state street project should adhere to the city's arterial standards with buffer strips and street trees---this is not done consistently and does not set a good example.
better lighting at crosswalks
driver ed re need to stop for crosswalkers awaiting by the streetside.
snow/ice removal from public sidewalks and better draining from the streets, esp. near the bus stops...for the rainy season.
Crosswalks @ bus stops; enforce speed limits in our neighborhood
Keeping sidewalks clear of obstruction (Branches, shrubbery, garbage cans) and a physical barrier from traffic
Enforce speed limits more - especially in school zones.
cross walks
Paint or repaint ped crossings because people driving don't know that it is a cross walk. Also install more stop signs and ped crossing signs. There are a lot of neighborhood 4 way intersections that have nothing...no stop signs, no yield signs etc...so people race through thinking they have the right of way, but in fact they are supposed to slow down and look both ways. When someone gets hit, the driver will say that they thought they had the right of way because there were no stop signs or yield signs. Plus, kids play on the streets and cars are racing down 25th Ave between Bernard and Lincoln. I suspect it is a problem with other arterials. There needs to be some stop signs installed so people slow down.
Not Sure
Have some buffers on the high-trafficked streets like Bowditch where there is nowhere for anyone to walk
Proper lighting
MORE SIDEWALK
Safe sidewalks at schools would be a priority

Crosswalks painted on busy streets, When one side of the street is broken by a street, but the other isn't.
Snow safety, not only snow removal but also working to eliminate black ice. Black ice is the primary reason I limit outside walking in the winter. I am deathly afraid of slipping and breaking bones.
Adding a sidewalk where there is none; posting signs and adding speed bumps in residential areas to promote safer and slower driving.
N A
Better street lighting -
Better lighting at night. My neighborhood on 5th Avenue in East Central is used regularly by walkers and public transportation users. At night, however, it is so very dark.
Enforcement to those who don't yield to pedestrians.
No comment
I live in Spokane Valley. We have no sidewalks on the side streets where I live. Plus, the streets in my neighborhood are very poorly lit. So, need sidewalks and street lights.
Motorists not speeding - motorists getting ticketed. I live very close to a school, busy street, motorists continually speed.
More streets with sidewalks
Build a pedestrian bridge crossing from Spokane Falls Blvd. over to Sprague close by Hamilton
Improve safety and upkeep of high bridge park and people's park.
I don't think there is much of a problem, other than unsafe weather conditions. There are some neighborhoods between my work and the bus hub that are a little scary (transients, vagrants, street people) but not a real concern.
Improvements in neighborhood-specific, designated "safe walking zones". Encourage community ownership in maintaining these and educating new neighbors.
ACTUALLY IF PEDESTIANS WERE TICKITED MORE IT WOULD ALSO EDUCATE THEM TOO!
Lighting would be helpful in some areas, there are no lights and the streets with trees are very dark.

I fear for my daughter when she walks to school. She must walk a little less than a mile, but still must cross Monroe and other busy roads. I do not feel it is safe for a school child under the age of 16 to be walking alone. She is forced to do this because the school will not allow the bus to pick her up, even when it comes 2 blocks from our home, because we live inside the "mile zone".

We ride the bus and STA is great. I just wish there were more buses more often and especially on Sundays. The sidewalks are ok, but there are places that there is not a sidewalk and that makes walking very difficult. With the winter coming it is going to be hard to walk and ride the bus without improvements. I work 40 hours a week and pay my taxes, I would be more than happy to pay additional taxes to make sure that we have a better transportation system and safer sidewalk. I would also like to have the school buses allowed to pick up children, even those living within the mile zone. I worry about my daughter every day, twice a day, five times a week... because she is forced to walk to school. Than

Longer signal timings

Patrol for speeders, snow removal, more crosswalks

Street lights on all neighborhood streets. I don't feel safe on streets in my neighborhood due to some streets not having street lights.

A safe way to walk Ben Garnett Way

More lights it is dark in the morning when I walk to my bus stop and I would feel safer if there were more street lights.

There are not enough sidewalks in my area. If I walk to work, I walk a good part of the way on the road which I know is not safe.

more driver information to assure the safety of walker and their rights at crosswalks and or lights or stop sign areas , not enough drivers respect people at crosswalks

Police actually responding to crime issues and showing a presence in communities instead of parking on roads for traps to bring in revenues.

Even pedestrians should wear brighter or reflective clothing to make it easier to be seen.

Sometimes they blend in with the sidewalk.

The city policy of dumping snow into the sidewalks when removing snow from the streets should be stoped.

More street lights - better lighting

Yes

Better sidewalks with buffers

EDUCATION FOR PEDISTERIANS ON SAFE WALKING PRACTICES. SIDEWALKS.

I live out north about 8 miles from town. Walking to work is not an option.

Additional crosswalks where there is a long distance between intersections. More separation between sidewalks and driving surface.

Lights

Making motorists aware of the existing crosswalks. Enforcing the laws of crosswalks to the motorists, especially during rush hour in the morning and after school.
Driver education on how to share the roads with pedestrians.
None- I actually walk quite a bit- the things I've checked are good ideas and would likely help others but are not a high priority to me.
It is difficult to walk to businesses in Spokane County since there is a lack of sidewalks in the more rural areas. However, the area is being more commercialized so sidewalks should become required. I live in the area between Mt. Spokane Road and Day Mt. Spokane road and there are no sidewalks or buffers next to HWY 2.
Sidewalks
Better drivers!
Repairing sidewalks (it is very difficult to use a stroller on damaged sidewalks); snow removal (it is very difficult to travel on foot during the winter).
I live in Cannon's Addition and I think the pedestrian safety/usage is great in that area.
crossing, bike lanes for arterials
More walker/biker friendly
Pedestrian safety education
Small scale, residential type commercial in neighborhoods. An example would be a neighborhood coop. One could purchase staple food items, basic home goods, enjoy coffee, fresh vegetables, local entertainment. This could create small income generation, community investment, and contribute to trip reduction. Keeping things within 1/4 mile is essential to ensure walkability.
Get Motorists to PAY ATTENTION--look before they turn right on a red light--while someone is walking with the walk signal. STOP at crosswalks when there are people there. GET a clue--I'm tired of almost being run over on a daily basis when I walk at lunch time and 3 days a week when I walk my neighborhood at night. People in cars need to understand that just because they are in a car or truck or SUV does not mean that they can play GOD. Thank you!
More sidewalks, trails and bike lanes.
informational blitz with all forms of media - printed, visual, telecommunications, internet -and enforcement of current city codes.
enforcement
A path or trail alongside the road.
Begin a true public transport. SYSTEM like Portland has. It enables folks to get around without a car, & ride to other parts of town where you can walk to businesses, entertainment, shopping, etc. You can fly in, catch MAX to downtown where there are trolleys, & Busses (plus a free ride all over the core area).
2nd, make using the Cent. Trail more safe by patrolling more.
Repair damaged or old sidewalks and put ones in where there are none.
sidewalks in high traffic areas

in my community, one thing, enforce the speed of drivers. other than that, none. It is prefect.
Increased marked and/or controlled crossings on heavy arterials at bus stops
I work at Riverpoint and it is VERY hazardous here for pedestrians. I realize overpasses/underpasses or expensive but it's inevitable that a pedestrian WILL eventually get hit on this campus. We also lack cross walks on Riverfront Blvd - due to poor planning when this campus initially build 12 years ago.
more/better side walks or paths; dog restraintment enforcement;
having sidewalks seperated from the street somehow
more stop lights
Driver education about pedestrian right-of-way
education, longer walk light times, paths and sidewalks in good repair/maintenance
Stop prioritizing automobile transportation options, such as 4 lane one-way traffic. With slower vehicles comes more piece of mind.
Educate people and enforce tree/shrub trimming rules over sidewalks - we are not all 4' tall ! trim to at least 7ft or more above the sidewalk to allow for some growth and snow loading.
Crosswalks and code enforcement, yielding to pedestrians especially in marked intersections or corners.
buffers between sidewalk and traffic and better lighting
Safety
educate walkers to wear light clothes, walk facing traffic, be visable.
enforcing rules regarding bicyclists. They use the sidewalks frequently when they aren't supposed to and go too fast. It makes using the sidewalks dangerous.
Lighting.
Live by Bernard Arterial on the South Hill that is posted for 30 mph, however due to the width of the Arterial, motorists consistently exceed 40 mph. The Bernard Arterial is one lane either direction with substantial parking on either side of the street, and no center lane - so motorists have a false sense of the proper speed to drive on the Bernard Arterial (no cars ever park on the side of Bernard). If the sidewalks were expanded, planting strips added, and possible curb "bump-outs" added, I would feel much safer and would walk and let my children walk along Bernard as well. Until these itmes happen (or Police set radar traps on Bernard 24 hours a day), I will not feel safe to walk along Bernard.
MORE LIGHTINGS IN NEIGHBORHOODS
more public education about pedestrian's having the right of way at every intersection, whether there is a marked crosswalk or not, and more crosswalk/pedestrian signs posted at corners in regular intervals, ie: every 5th corner rather than just around parks & schools.
Valley Mall area at the Sullivan and Evergreen intersections and overpasses.

a cultural change that pays attention to sidewalks as important: snow removal, not running your sprinkler system so it runs on the sidewalk, sidewalk repair, motorists who look at whether someone is on the sidewalk before they turn, encouraging businesses to make a sidewalk that gets someone from the street to their front doors (often a hazardous journey). Viva la concrete!

Stricter laws for motorists that do not yeild to pedestrians as well as sidewalks. I live in the Audobon neighborhood where there are hardly no sidewalks and no crosswalks for kids crossing busy streets such as Alberta, Cochran & Garland.

Smarter and more considerate pedestrians and motorists.

The two following areas are dangerous or very difficult during high traffic times.

A light or other pedestrian crossing measures are needed at 14th Ave. and other streets along Cedar/Maple/Walnut corridor between 5th and 19th. This high-speed thoroughfare isolates the area west from shopping, other businesses, and Roosevelt School.

Walking on Maple Street crossing under I-90 is very dangerous and inconvenient. The east side crosswalk on Maple at 5th is closed but if a person uses the west side crosswalk they have to cross the freeway turn lane at 5th and Maple and the west-bound freeway entrance between 4th and I-90. Both of these crossings are somewhat blind and the traffic is going fast.

speed pumps in neighbor hoods where there are children

more police patrol

mutual driver and ped awareness and responsibility to share the space

safe sidewalks. many major streets have none

A vehicle should yeild but not be liable for a pedestrian who is crossing the street at an unmarked crosswalk.

Education

Can you teach common sense. I believe more people need to take responsibility for themselves.

It goes both ways: pedestrians need to obey the law and motorists need to accommodate pedestrians.

Enforcing rules for pedestrians, i.e. use sidewalks and crosswalks for crossing streets, not walking in the streets and crossing in the middle of traffic. I think the biggest problem is with pedestrians not knowing/adhering to rules. I think it is is the city's responsibility to keep the streets and sidewalks maintained and beautiful to encourage and "model" civic pride. In general, enforcement of codes and regs. already in place is incredibly lax. And, yes, we need more taxes to pay for it all. Every homeowner and developer and business is responsible for the appearance and safety of their community and should be willing to pay for it.

<p>Have more local services such as grocery stores etc so that there is a purpose to walking. Set aside particularly nice walking streets/paths to encourage people to go there and walk or work out.</p>
<ol style="list-style-type: none"> 1. install sidewalks where there are none. 2. repair sidewalks that obviously need it. 3. restrict and ticket vehicles that park ON THE SIDEWALK, which then requires a pedestrian to walk around them and into traffic!
<p>Remove the one way couplets downtown, add bump-ins and islands with REAL trees and lighting. The 'Look' of Riverside by the Cathedral and Masonic should be applied throughout the downtown area to slow traffic and encourage pedestrians.</p>
<p>Crosswalks to Grant Park. 11th and Ivory and at 10th and Arthur</p>
<p>Enforce sidewalk codes/laws. Often sidewalks are not clear in the winter or have sprinklers watering them in the summer. Many sidewalk routes are not complete/continuous for more than a few blocks.</p>
<p>One of the problems that I see in the winter here in Spokane is that when the Snow Plows come thru they dump the snow on to the side walk areas closing in driveways and Pedestrians areas. Some of our wheelchair residents cant even get to the bus stops with out having to manuever into the street and have to share driving space with cars and trucks on the road, and since they ride lower to the ground they become pretty much invisible to drivers in trucks and SUVs</p>
<p>SAFER ALL AROUND AND DO NOT RAISE TAXES OR HAVE HOMEOWNERS TAKE ON THE BURDEN OF PAYING FOR IMPROVEMENTS</p>
<p>Snow removal in the Winter!</p>
<p>keep sidewalks and street lights in good repair and clear of snow/ice and other obstacles, during the summer set sprinklers so they don't water the sidewalk in addition to the lawn</p>
<p>having sidewalks and enforcing drivers to drive the speed limit in neighborhoods.</p>
<p>A grocery store in my area close by.</p>
<p>enforce 20mph speed zones and clearly mark crosswalks; use flashing yellow lights during high travel periods.</p>
<p>Better street lighting. Sidewalk maintenance</p>
<p>Drivers obeying speed limits and driving nonaggressively.</p>
<p>Well-lit pedestrian crossing areas.</p>
<p>Widen Evergreen from 16th Ave. to 32nd Ave. and add in a two-way left turn lane and sidewalks.</p>
<p>Well-marked crosswalks with signs indicating such as well as painting on the streets. Speed zones in areas where children are crossing the street.</p>
<p>I walk a minimum of seven miles today and my biggest issue is snow and ice covering sidewalks...I have to walk out in the street.</p>
<p>wider sidewalks and buffers</p>

ensure all roads had either a sidewalk or bike lane in which to walk vs no lane where it feels like cars can and will drive right past you or hit you
We live on the north side on Lyons & Nevada. Lyons needs to have more sidewalks and a pedestrian crosswalk for all the seniors living in the area. Also, Lyons and Nevada is a dangerous street to cross and should have a pedestrian overpass or separate crossing signal for walkers.
Greater education of laws. Greater enforcement of laws.
Consistency throughout the city. Sidewalks end for no apparent reason. Snow removal (the plows throw the snow on the sidewalk) and people removing snow to be good neighbors.
Sidewalks with buffer strip and adequate lighting for the winter months.
Law enforcement
enforcement of speed limits
MORE EDUCATION
Educate pedestrians and drivers about the dangers of walking. Drivers need to know that they need to stop for pedestrians but only if it is safe for the pedestrians to get all the way across. Years ago, I was hit in a crosswalk because 3 out of 4 lanes stopped. I was mowed down by the car in that 4th lane.
I live by a park, with lots of teenagers with cars. They are constantly speeding up the street, not thinking there may be a child in the street as they round the corner.
Paths for walking
Street lighting
additional crosswalks and more street lighting
Education of the driving public (including Police officers) as to the laws regarding pedestrian right of way. There have been a number of times walking North on Monroe on the West side of the street where I have almost been hit by a police officer who was turning right (South) onto Monroe but was only looking North for automobile traffic.
Installing sidewalks in the neighborhood above 29th street, particularly around Manito golf course and east of there.
better lighting
Lit pedestrian crosswalks with buttons to push to walk
I live out in Mead there are not alot of areas to walk that are not directly on the road,& no real safe way to walk to highschool
better patrols in busy areas. If motorists knew they couldn't get away with speeding (esp in school zones) or not stopping for folks in a crosswalk, they might be more vigilant for walkers. Now so few people walk anywhere that motorists aren't looking for them, or ignore them when they do see them.
Stricter Motorist Enforcement and Fines, All Crosswalks Marked, every few blocks maybe have a blinking crosswalk
installing sidewalks
Higher profile policing of crosswalks

Barrier between street and sidewalk - more sidewalks
pedestrian operated street lights near schools, busy streets, parks & pools
make it safer for people to walk or ride bikes
Two things, 1) more sidewalks and 2) removal of snow and ice on sidewalks in winter, including N. Division St. where people can't even get to the bus stop because of snow berms
Street maintenance-you could break a leg in a pothole crossing the street. Drivers swerve to avoid potholes, endangering walkers/bikers
Education beginning in the schools and extending into neighborhood or community outreach programs, local neighborhood planning committees, and community centers.
inform pedestrians to cross only at designated crosswalks.
Arterials are treated as freeways and present obstacles to pedestrians. There are many businesses with walking distance of my home, and they all require dangerous crossings of Monroe, Maple or Division street. Efforts to calm traffic, along with more marked crosswalks would make it easier for pedestrians to cross these streets.
I have no real issues with pedestrian circulation as it is in Spokane except that as a bus rider I am always annoyed that the city snow plows pile up the snow from the streets onto the sidewalks. I would be all dressed up for work and while prepared to walk along sidewalks where the owner didn't shovel, I was never prepared to have to climb over a four foot berm created by city employees to get to my bus stop. When the roads are bad, the highest priority should be the pedestrians and busses. Don't make that the LOWEST priority!
I live in Brown's Addition. A lot of people walk at night, but it seems very dark in that neighborhood. Possibly more street lighting would make it seem safer.
Bus crossing for school children - safety for them
None
don't plow snow onto sidewalks; separate sidewalks from streets; provide connectivity.
Well-maintained sidewalks or walking trails.
More sidewalks as well as repair to existing ones, and making sure that paths are cleared of snow and ice in winter
more enforcement of speeding vehicles off arterials.
GREATER ENFORCEMENT OF TRAFFIC LAWS. EDUCATE (?) SPOKANE STREET SNOW REMOVAL CREWS - - NOT TO PUSH STREET SNOW UPON SIDE WALKS. THEY SHOULD BE REQUIRED TO HAND SHOVEL, ON THEIR OFF HOURS (NOT ON THE WORK CLOCK) THE REMOVAL OF SIDE WALK SNOW.
Wide sidewalks in high pedestrian traffic areas. Streets and bridges that are "pedestrian only."
signage and lights to identify occupied crosswalks.
Sidewalks

Pedestrian crossing lights at busy intersections when there aren't red lights for traffic flow such as on 29th and Garfield.
Slowing traffic down, targeting red light runners, driver education that every corner is a pedestrian crossing area
I think the City should be responsible for maintaining sidewalks, not adjacent property owners (they did not put them in and should not be responsible for repairs and maintenance at their expense when they are for the benefit of the traveling public. Sidewalks are a community asset, not private property (they are part of the right-of-way). Maintenance by the City would ensure consistency, usability.
Enforcement of current laws and education
Safety
more police officers and a bus system that was more user friendly.
Currently here in the Indian Trail area, the city plows the snow onto the only sidewalk heading towards Francis forcing one to walk in the traffic lane. This practice should be stopped and the sidewalks cleared by the city in the areas void of housing.
driver education and cross walk user education (I stop for those crossing in non crossing areas, but I feel walkers should plan their path to use crosswalks or intersections.)
More systems like the lights that flash in the street when the pedestrian pushes the button. See the one at Lynnwood School on Wall Street.
Reflective paint marking crosswalks
more street lights in Brownes Addition. The corner by my house on 1st and Poplar is well lit but I have to walk 2 more blocks in the dark to get to the first bus stop in the morning.
Make sure sidewalks are clear of snow!!!
Enforce walking laws in busy traffic areas. Very often pedestrians will cross streets in the middle of the street even though there may be designated crosswalks at the intersections of those streets. It is not acceptable to only enforce motorist laws when pedestrians have responsibilities as well.
Overall pedestrian street-crossing improvements, especially in traffic turn lanes. The former all-cars-stop, all-peds-walk signals downtown were great. They should've kept those and added them to more locations around the community with high traffic.
Keeping sidewalk clear of debris and snow on the busy streets.
Lower crime rate. Community police initiatives
Marked sidewalk crossing painted and updated
green zones between streets and sidewalks. Clearly marked intersection for pedestrians. Do not continue to reduce speed zones, traffic needs to move as well. Do not have it so pedestrians can cross anywhere on major streets.
More sidewalks in the winter without snow or ice. Stricter enforcement on motorists who speed/do not yield to pedestrians.

More sidewalks!!! Every street should have sidewalks, but at the very least those around parks and schools should. And the sidewalks should be on both sides of the streets.
I live by several schools and cars do not stop for people even in marked cross walks. Not sure how you can get people to stop. More police enforcement I guess?
We have a hot rod young adult who lives kitty corner from a Sheriff in our neighborhood. He constantly is spinning his wheels, playing loud music, and traffic all times of evening and night. They even shoot off fireworks occasionally. The Sheriff has never taken charge. He just stays in his house like the rest of us.
More sidewalks and better maintenance on existing sidewalks. Driver education.
Strict enforcement of speed & crossing laws. Good places to wait for buses so people drive less. Fewer people driving kids to school makes it safer for all kids.
Additional Sidewalks controlled intersections
speed bumps in my immediate neighborhood, an extension of the sidewalks and bike lanes to get to the local grocery store
Better street lighting
Safe and separated walking trails.
Add sidewalks where they're missing (e.g. Upper Terrace from Rockwood Blvd up to 17th/18th). Educate, encourage & then enforce on snow/ice removal. Complete gaps in sidewalks (e.g. west & east sides of Perry from 16th downhill there are some gaps). More enforcement on speed limit, or the digital signs that show your speed, espec at blind corners. Have some street closures on Sundays where you turn a specific stretch of street over completely to nonmotorized--peds, bikes, in-line skates, skateboards, whatever. Let us take back our streets once in a while! When street bonds are passed, make sure they are written so the \$\$ can be used to fulfill comp plan vision (e.g. bike lanes), and design "complete streets". Emphasize traffic calming, not just pushing vehicular volumes through, in street design. If you BALANCE the mobility options for all ways we can move people--rather than privileging the single-occupant vehicle absolutely everywhere--people will find it much easier to leave the car at home & walk or bike. Right now the design favors cars over everything else so people are practically forced into driving because every
Lighting, repair sidewalks and keep them free from debris
Installing a buffer on all of Hastings Road. Snowplows routinely cover the sidewalks on that road.
Let's un-intensify fear by marketing safer a safer community commons. (sidewalks , streets, parks.)
Complete sidewalks where there are currently dirt paths (no sidewalks).
Sidewalks or trails on 5 mile prairie!

Lower speed limits, period. The 30mph speed limits on arterials is too fast for some areas. Neighborhoods should be 25mph or slower, and more random enforcement is needed within neighborhoods to enforce. Check out W. Mission/Summit Blvd - people regularly drive 35 -45 mph in a 30mph arterial area. Way too dangerous for kids & pedestrians anytime!!
I suspect it may just happen as people realize that walking is cheaper than paying for gas.
Routes that provide consistant surface, sidewalk, pathway, etc. versus some routes that have a mix of sidewalk, narrow or no road shoulder.
Education and encouragement to walk for exercise and health.
Make the downtown intersections walking in all directions when all cars are stopped. They had this in Denver and it worked well. You could walk kitty corner and could cross without all cars turning.
public spaces, even if very small, which would include places to rest - benches, shades areas. Roundabouts. Drinking fountains, occasional shelters. Better lighting for nighttime walking
Bike lanes
more street lights. fix bumps and cracks
the area i live in there are no sidewalks or access to a bus stop.
sidewalks
16th ave. needs to have a bicycle and pedestrian lane. It is a steep, winding road that is not safe to walk or bike and is one of the only ways out of our neighborhood.
Have media cover leaders walking and biking
Educating drivers and walkers about personal responsiblity. Also clear corners at streets so drivers can see walkers. Side walks provided.
sidewalk repair, Spokane sidewalks are terrible.
Sidewalks! I live in Mead and there are no sidewalks or designated bicycle lanes, etc. People hesitate to put themselves and their children at risk when they must walk/bike along very busy streets to get to the grocery, park, etc. Thank you for the survery.
More green areas, benches, art, designated slow traffic (foot/bike) and fast traffic (cars/buses) roads. Smaller roads, not wider. Easier to cross, traffic must move slower. Above all, I think more greenery on city streets would improve walking appeal.
I feel my neighborhood is already conductive to walking. That was a main consideration when I purchased my home.
More sidewalks in our neighborhood. In much of the neighborhood, you have to walk in the street.

It has to be pedestrian and bicycling tied together for any real effort to move Spokane into a more alternative transportation city. You can't separate the two, and by doing this, you create a two-tiered system, bifurcated. Too many cars, too much car traffic, high speeds, lack of gathering places for walkers and bikes, lack of a city persona that actually wants less air pollution, less congestion. There are way too many cuts from businesses. Fast food and drive through lanes, those are a hinderance to walkers, bikers, and the flow of vehicle traffic. Walkers should have public space, that's got a sense of aesthetics, so we need to also attack the sign code and the other tacky stuff this city allows. It's a very demeaning city for all of us who live here and travel and move around -- ugly, tough to negotiate, and a city that is governed by those who want more crappy businesses with the resulting vehicle traffic increase.

More lights and try to reeducate drivers who do not know the laws. Maybe driver need to take a written test more often. I know my father in law who is a retired teacher who lives in Japan half of the year, just renewed his license and did not have to take a test. I was almost hit by a driver on the South Hill a few weeks ago, and she told me I was riding my bike in the wrong spot. HELLO? Do these people even know ANY laws?! We need to enforce not just the laws we have, but make sure people KNOW these laws. Most are clueless.

SIDEWALKS. THERE ARE NONE. YOU HAVE TO WALK IN THE STREET.

More clearly marked crosswalks at busy intersections

Figure out a way to add pedestrian walk areas to Cedar on Five Mile and Five Mile Road.

Better upkeep of existing sidewalks; perhaps more enforcement of motorists ignoring both pedestrians and bicyclists.

To keep the small local businesses near by the community. To continue to develop small urban centers. To have speed bumps on residential streets to control cars from cutting through neighborhoods at high speeds. Develop pathways to/from business centers.

replacement/ repair of existing sidewalk damage

The neighborhood located west of the Maple-Walnut-Cedar corridor between I-90 and 19th Ave. is isolated for pedestrian use. The bluff creates a natural barrier. Crossing the Maple-Walnut-Cedar corridor is difficult during high traffic times because of traffic speed and long intervals between breaks. 14th could use some kind of traffic light for pedestrians.

I-90 can only be crossed at Inland Empire Way and Maple. Both of these are hazardous to pedestrians. Crossing at Inland Empire Way puts the pedestrian in the middle of the street where it intersects Sunset Blvd. Crossing I-90 on Maple requires a pedestrian to cross the east-bound exit and west-bound entrance. Traffic from I-90 turning south onto Maple are looking north to merge and are not likely to see pedestrians in the crosswalk. Traffic entering I-90 from Maple are coming from a difficult intersection (4th at Maple) where 4th Ave. east-bound traffic generally crosses 4 lanes to head east on 5th towards the freeway entrance and west-bound traffic crosses 4 lanes the other way to get to

Traffic calming, crosswalks with signs, share the road signs, bike lanes to make cyclists feel safe on the road and keep them off sidewalks neighborhood walks scheduled by the neighborhood councils to encourage people to get out and walk, community tours,

More sidewalks, more crosswalks, a pedestrian routes across I-90.

improved lighting, esp as daylight hours shorten. Traffic calming measures to increase ped safety.

Ticketing drivers who don't stop at crosswalks for pedestrians.

increased focus on education, both for walkers and drivers and bicyclists

Enforce laws that require motorists to stop and allow pedestrians to cross at corners, marked or unmarked. Do a better job of marking crosswalks. Consider using "photo-red" cams to enforce at well marked crosswalks.

cars travel too fast, there are very few bike lanes, stricter enforcement of pedestrian safety.

street lights especially ones that work, i get off at 11pm and there are no street lights i cant even see the sidewalk in front of me i walk home down nora from monroe

design neighborhoods with services and mass transit stops in walking distance with safe and pleasant walking routes.

I work swing shift and I walk to and from work and Im always, always on alert when walking home, i would love it if there were more street lights, I would feel safer....not totally safe, but safer.

Clearly marked and user friendly routes for those with disabilities and the children. Classroom safety should also be a priority

This needs to be done in coordination with STA....I ride the bus to work each day. better bus routes mean shorter walking distances. Safety isn't the biggest issue, convenience is....so make better transit options and people will walk more to use transit more....I do now because it's convenient.

I would walk more if I was not asked for my spare change every time I walked down town.
Encouraging drivers to slow down.
Awareness of drivers on the neighborhood roads. In my neighborhood it is all uncontrolled intersections and some people do not yeild or slow down at all.
reminders/advertisements/informative notices regarding pedestrian safety, for both pedestrians & motorists
More functional (linking) sidewalks that are maintained in the winter.
Educate pedestrians not to step out into traffic, and remind pedestrians to watch out for cars whose drivers may not see them. The pedestrian who steps out into a multi-lane street needs to be aware that just because the curbside driver sees him, that doesn't mean the other two lanes see him as well.
I'm not surprised that motorist-ped interactions are a major focus of this survey, because my experience suggests that's a really crucial issue. A high priority really is to get drivers to *notice* peds. When I'm walking I expect to be noticed by bicyclists and motorists, since they could unwittingly cause me serious harm. (Just as, when biking, I expect motorists to share the road and drive respectfully.)
a pedestrian path/bike trail beside the mount spokane park driveway (One side)
Do we have a pedestrian law in WA? The driver's seem to be oblivious of pedestrians
crosswalks 1st... 2nd bike/walk lines on road
lights
Enforcement of existing laws - not only the ones for motor vehicle operators, but the ones that regard jay-walking, walking on the wrong side of the road and the likes.
Stricter law enforcement
Side walks in highly traveled areas that do not have them.
Pedestrian crossing lights, at least a flashing yellow that are activated
Fund walking infrastructure.
Sidewalk maintenance: weed free, crack free, snow and ice free.
The poor visibility at intersections due to street parking, the poor condition of the sidewalks and concerns about aggressive/loose dogs are the biggest barriers I see in West Central.
Create more crosswalks on Fancher!
painted crosswalks
Public awareness campaign targeting both walkers and people driving motor vehicles.
Educate people to use the sidewalks and not walk in the street. This is a major problem.
I don't understand the question.
Slowing down traffic, repairing/removing obstacles (snow, debris, cars, etc) from sidewalks
Speed bumps, speed limit signs, and/or other enforcement of the speed limit
Sidewalk safety as it relates to lighting and animal control

Put sidewalks along Five Mile Rd

Create walking and biking paths on top of Five Mile and going up and down the hill. Walking or biking to school is not an option for children. Furthermore, its not safe for adults to walk or bike either. There are more and more people (especially kids) walking and biking up and down Cedar Road. With no shoulder and several blind spots, its a matter of time before someone is hit and killed.

Add sidewalks -- our neighborhood was built without them. Also, encourage basic local businesses within walking distance.

Adequate sidewalks

Increase urban density (mixed use residential/commercial development in existing neighborhoods). Require sidewalks in all new developments (that's why I chose not to live in the valley).

bike/walking paths throughout the community

Increased lighting - spokane has very poor street lighting which makes it hard for drivers to see pedestrians in the dark, and reduces safety for pedestrians from traffic and crime

driver's education

Improved sidewalks, better lighting, regular snow removal, hedge/tree pruning, more crosswalks, speed reduction/enforcement. (I cross regularly on 16th across SE Blvd and Perry - and the cars are going so fast that I feel that I have to RUN across the street. There is also not a formal crosswalk at either of these locations, and very rarely do drivers yield for me and my stroller.)

I live just off Division, so I see driver education and signage as being helpful. An overpass also would be nice to access the park since the majority of drivers 40 and under never stop for me.

Maintenance of existing sidewalks

Manito Blvd. is wide and grassy but pedestrians walk and jog in the street next to it. They are hard to see in the evening and it's dangerous. Perhaps there should be a sidewalk in the blvd. since there aren't any on either side of it.

Issuing tickets to drivers who do not yeild.

Street lamps over the cross walk area. RED Lights to flash warning motorists the crosswalk is in use. Flashing lights inbedded in the crosswalk as another alert to drivers.

Traffic needs to be monitored in my community as people speed down our streets

Tax cars and gas more. Stop sprawl and promote more dense growth. Stop such heavy automobile subsidies. Take funds away from the North/South Freeway.

More sidewalks

more signage, more education for both motorists and pedestrians

Less idiot drivers on the road!!

No, seriously!

Cross walks many times I almost hit and a policeman is in the same traffic so if the police aren't going to do anything why should a driver.

Mandatory snow removal from sidewalks. Install traffic lights with left turn signals at any controlled intersection within one block of a school. the intersections of 37th and Regal and 37th and Grand are both terrible safety hazards for school aged children.
de-ice streets with no sidewalks.
Sidewalks on EVERY street. We have to walk in the street on most streets in our neighborhood.
street lights, sidewalks, enforcing speed limits around schools, cars parking on the correct side of the street, snow/ice removal
SIDEWALKS BUT BIKE LANES WOULD BE NICE TOO
improved lighting in neighborhoods, pedestrian islands across main streets or boulevards, buffer zones to keep snow off the sidewalks.
more awareness, encouragement for people to think about walking instead of driving
not sure
A more "pedestrian friendly" attitude among traffic planners, reduced emphasis on private cars as the major transport mechanism.
More patrols during peak hours such as school start and end times.
Glenrose area:Need bike/walking trail along road.Road from 57th north to Carnhan Hill very narrow road.Heavy traffic,great bike route used daily.
Many of the solutions you've included here would help. I think education and public awareness are very important, along with enforcement.
Educate pedestrians to avoid jaywalking and to NOT assume that vehicles will stop for them at intersections.
for cars to slow down way to fast
new developments be pedestrian friendly. Big box retail is drive up. Cluster retain in center with parking on outside so people can walk within.
More education of drivers and pedestrians
More sidewalks and better marked and placed crosswalks. Better snow/ice removal on sidewalks.
Sidewalks on streets that have none, pave dirt roads and add sidewalks and curbs.
A crosswalk across W. Francis Ave near schools/parks.
Sidewalks.
Just putting in sidewalks in general. I live in Mead and there are NO sidewalks on any of our streets.
Teach pedestrians safe methods for crossing streets & ticket pedestrian 'misbehaviors' such as jaywalking. Too much emphasis is placed on motorist awareness and little or none on being a responsible pedestrian. I've seen far too many pedestrians step out in front of cars at the last minute expecting them to be able to stop on a dime so they can cross streets, often at an all too leisurely pace.
cleared sidewalks
sidewalks for pedistrians in general and crossing guards and traffice monitors for all schools

Education
We live on 5-Mile Prairie. None of the arterials have sidewalks, shoulders, or bike lanes. Rapid residential development has increased traffic density such that walking/cycling are not viable transportation options in this area of the city.
Our sidewalk safety. Our sidewalks are horrible tree roots have destroyed them. So we end up walking on the street which isn't safe. I think that if you have a street and you require a sidewalk they they should both be maintained correctly
If we had a light rail from Spokane thru the Valley, it would allow me to "walk" to the valley, ie "not drive". Not sure if that qualifies. Also, laws against panhandling.
Not much that I'd change... people don't walk because it isn't convenient. If people don't live near a bus route or close enough to shopping/church/recreation to walk, they aren't going to walk. Be less strict on re-zoning laws to allow for smaller neighborhood feel by more small-scale commercial development rather than large-scale asphalt development less often.
1. Enforcement of speed limits on residential streets, especially on the weekends. 2. Public trashcans in residential neighborhoods for pedestrian use in cleaning up after themselves (instead of passer bys throwing garbage in my lawn even though we are in a nice neighborhood) and cleaning up after their dogs. 3. Wider sidewalks
first off keep the sidewalks clean and make sure they are kept clean of snow and ice during winter - make certain the city or someone keeps the ice and snow from building up downtown at every intersection - keep sewers clean as they are always plugged up during snow and slush downtown - instead of the chemicals used downtown PLOW every day if necessary - the slush is absurd - how do you expect pedestrians to move when the streets have a foot of slush and muck at every corner and all along the curb line -
Considerate drivers
Safe crossing accommodations at State Highways such as Division Street.
Painted cross walks and driver education
safety for children and young families. Enforce laws against people who violate those fcrossing.
In my neighborhood (Audubon Park Area) The sidewalks are all heaved due to tree roots. As a result they are dangerous. These should be maintained at the cities expense, or homeowners need to be held accountable for it. Either way, they should be fixed.
Get rid of one way streets
Pedestrian lighting, especially along the trail system
Posted speed limits in residential areas
Getting rid of the bums who violently accost pedestrians for money, teaching pedestrians to look both ways just because the law says pedestrians have the right of way, many just step out in front of vehicles assuming the vehicle can stop. Making sure the neighborhood street lights work. Fixing the broken sidewalks.

A sidewalk/trail off the cliff on the South Hill between Monroe and Grand so that students and others can walk safely down to 7th Ave.
more street lights, curb cuts
Install/Pave a sidewalk at alley openings. These are true hazard areas in bad weather and real tricky if you walk with a cane.
More sidewalks. Property owners clearing the snow and putting down icemelt. Finding a way to have walkways on Division in winter. The snowplows make burms making walking unsafe.
flashing red signals at crosswalks
Improve lighting in pedestrian areas. It seems to me our community is very dark.
longer walking signals, sidewalks not curbs around parks,
More traffic calming features on city streets.
Cross walk painting, sidewalks on all streets, pedestrian overpass to Northtown Mall, tickets to motorists who do not yield to pedestrians.
enhanced facilities, buffer strips, aesthetics, pedestrian-level storefronts, street furniture
Greater enforcement of the crossing areas by Police and Education to drivers about their expectations dor respect of pedestrians.
Sidewalks and pedestrian and driver safety training... how to walk safely along roads and where to stop for pedestrians if driving.
Crosswalk on busy streets
People driving cars to pay attention!
Busy streets should have sidewalks and bike lanes, or an alternate route should be in signed.
City planning needs to take into consideration making neighborhoods more small business friendly - as it is, the ability to walk to and from grocery stores, restaurants, etc., is very limited due to distance. Bus routes need to be improved to provide better ability to transfer route to route without having to go downtown first.
I believe that fixing the roads so that drivers are less focused on avoiding potholes and broken down patches would be helpful. This would allow them to turn their attention to the surroundings including pedestrians
Education of pedestrians
installation of sidewalks on Five Mile or a pedestrian/bike path that would allow us to get up/down the hill safely to walk or ride bikes - publish more info in paper on etiquette for pedestrians and bikers
Better street lighting
reduction of traffic speed & installation of traffic calming features
better lighting and a walking path
I think it's reasonably safe to walk in Spokane now.
highly visible cross walks, signs, and lighting.
get control of the unleashed dogs in the west central neighborhood
Buffer from traffic for both safety and avoiding snow plowed onto sidewalks.
Restrict city snow plows from covering up sidewalks.
Heavily trafficked streets with no sidewalks need them.

To actually have a side walk on 5 mile hill. We have a great bus system but it is too dangerous to get to it and the park and ride lot is already full.
better lighting
stop having snow plows plow snow onto sidewalks
snow removal.
Police need to enforce the laws. More painted crosswalk strips on certain intersections.
Leveling the sections, like Division and Ruby the River and Garland, that are covered but so badly buckled that walking can be hazardous even without snow and ice.
1) Enforce existing laws - speed limit; sidewalk maintenance 2) Examine and upgrade existing lighting....is it up to code - and brighten the lights!!! 3) Clear mark/stripe ALL crosswalks!!
Educating both drivers and pedestrians on who has right-of-way and under what circumstances. I believe most drivers think they only have to yield at 4-way intersections with crosswalks.
First, get ice off the sidewalks, and enforce People to shovel within 24 hrs of a snowstorm, or let the city do it and charge them for it. This is the way it is done in MI.
Better striping and signage for pedestrian only cross walks (around Manito for example); often hard to see pedestrians unless there is a warning to watch for them and there is great danger when one traffic lane stops, but the other continues.
common sense ! the pedestrian must feel safe before leaving curb and driver must feel safe in the event they do not see the pedestrian. this is a difficult dilemma - thanks for asking. there is no bad guy here.
Safety in crossing zones around busy areas, bus stops, and education to drivers who often do not yield to pedestrians.
slower traffic by citing speeders. reminding drivers "this is a walking community and we share the roadway"
Education. Follow the laws of being a driver and a pedestrian.
Better lighting at night.
Unfortunately, most pedestrians think cars will always stop for them no matter where they cross the street. It is the pedestrian that needs to be educated! Wear bright clothes at night, look both ways before crossing the street, use the medians if there are many lanes to cross, and the most important is don't assume the car will stop for you!
Multi-use paths and trails for biking, walking, jogging, etc.
build sidewalks next to every roadway
educate the pedestrians, they are the most annoying people in the world, they think that they own the road and take their time crossing and they screw around making you wait and holding up traffic
Don't understand this question.
more enforcement of pedestrian cross walk right-of-way.
addition of sidewalks

Better education for drivers. I am appalled at how stupid drivers are here. (They don't even seem to know the rules for a 4-way stop). Every day, I still see people talking on their cell phones while driving, and even drivers who aren't attempting to multitask still don't seem to be paying attention (not to pedestrians, bicyclists or other drivers). I've lived in England, where it's much harder and more expensive to get a license, and in the Midwest (where drivers' license renewals require a multiple-choice open-book test to review rules and learn about any new rules. I've got to say, Spokane has the worst drivers of all three places I've lived. I realize this might be a State issue, not a local issue, but I think we need to educate our drivers much better AND get them to stop multitasking and start paying more attention to the road.

Safety of myself & especially children who may not be able to defend themselves against sex offenders I know are currently living in my neighborhood.

education and enforcement

Ensure all sidewalks are maintained to make them safe from trips/falls and having to walk in the street to get around obstructions. Strict enforcement of those who fail to yield to pedestrians. More efficient and better lighting in areas that would make sense to encourage pedestrian traffic during hours of darkness.

It seems many people in my community have removed the side walks from in front of their homes. They should be required to replace the side walks. Curb cuts should be put into the sidewalks.

sidewalks

Ticket people who drive over the speed limit in the posted school and local areas

educate walkers to wear light colored clothing and walk facing traffic. This was done in the 40's & 50's and worked very well.

A refresher in pedestrian laws (driver education) would really help. As would painted crossings.

educate drivers & pedestrians on the proper way to cross streets. add crosswalks in spots that make sense or else change bus stops to reduce need to cross busy streets.

Pulling over speeders, drivers on phones, drivers not paying attention (not just slap their wrists - do something) proper sidewalks with lighting/signage/more noticeability. Clear brush around corners so peds can be seen better.

more crosswalks

There should be a good sidewalk going up Freya up to 29th and a much improved sidewalk going up Thor-Ray or a walking/bike access going up/down the hill located between Freya and Havana from 29th to 2nd.

N 6th St runs by three of our Cheney schools (middle school, high school, and an elementary school), and it is a "major" road running to Eastern Washington University. There are 3 different speed limits posted in a 1 mile strip of road, and people are constantly speeding up and down the street. I would like the speed limit on N 6th St between Betz Rd and Elm St dropped to a constant 20 mph from 7:30 to 5:30 pm, Monday - Friday when school is in session and 25 mph for all other days and times. I would also like to see more police officers patrolling the street for speeders at all hours of the day, but particularly when the secondary and elementary schools are in session.

More marked crosswalks.

Provide walking path on roads, especially busy ones.

Provide more and safer walking/biking lanes & paths throughout the entire city.

INSTALL A SIDEWALK ON SUNSET BLVD LEADING FROM GARDEN SPRINGS AREA TO DOWNTOWN

cleaner sidewalks, snow & leaf removal, better education about crosswalks, cooperation between neighbors in snow removal. In biz area one biz will snow plow the sidewalk shut while clearing their own property.

Strategic fill in of missing sidewalks - especially adjacent to schools and centers

Protection of encroachments into sidewalks in the downtown area

Take back the streets campaign - close pre-determined downtown streets to pedestrian/bike only once a week from 7am to 6pm.

Better lighting, better marked street crossings, more sidewalks.

Crosswalks

TICKET DRIVERS WHO DON'T YIELD TO PEDESTRIANS - MORE ADVERTISEMENT OF THE NEED TO YIELD - MAKE IT SCARIER - TALK ABOUT WHAT HAPPENS TO THOSE WHO ARE HIT BY CARS - TELL PEDESTRIANS TO WEAR BRIGHTER COLORS AT NIGHT (ESPECIALLY TEENS) - CHANGE NIGHT RULES SO CARS DO NOT YIELD AND EDUCATE PEOPLE NOT TO CROSS (BECAUSE YOU CAN'T SEE THEM 1/2 THE TIME)

Monitoring motorists running red lights and pedestrians walking against red lights.

pedestrian trails separated from roads

Stop lights at busy intersections (Francis and "A" Street) and crosswalks

educate

a facility similar to the centennial trail that is more easily accessible to seniors.

We need a sidewalk on "D" Street next to Grandview park. This is VERY dangerous to not have a sidewalk because kids are always going to/from the park and have to walk on the road. I know it is just a matter of time before there is going to be a casualty in this area because of no sidewalk. Cars turning the corner by the park don't always see the pedestrians on "D" Street right away. Very scary for me as a mom to walk with my kids to the park on a somewhat busy road with no sidewalk.

Spokane Redneck Education Program

Educate drivers to not stop for peds at uncontrolled intersections or mid block crossings, unless the ped is actively crossing the road. Drivers should allow peds to find their own gap. Stopping in these situations endangers both the ped and other motorists - not expecting cars to stop without warning and taking sometimes fatal evasive action.

more law enforcement

Signage

Better lighting, better enforcement by animal control for dogs that are loose in the neighborhood

Add more cross walks

Bike/pedestrian avenues that are wide enough to ensure safety of cyclists and pedestrians, but with physical buffers to protect both from automobiles.

uncluttered sidewalks, visibly marked crosswalks, educate drivers

manual push-button flashing crosswalks...many times the person driving in the right lane will stop but the driver in the left lane doesn't even know there is someone crossing the road until that pedestrian starts to walk out from in front of the right hand vehicle. Don't know how many times we've almost been hit by people who were going under the speed limit. Four lanes of traffic plus a median is a long way to cross when traffic is going 40 to 50 or more miles per hour past you without some protection or warning.

Sidewalk infill and Educate Commercial properties not to plow parking lot snow onto the sidewalks.

Quite frankly, more sidewalks. I live on an arterial so I have sidewalks, but much of the neighborhood has no sidewalk, so if I'm going to go for a walk, I wind up in the street for a significant portion of it, which is more of a problem in the winter when it gets darker earlier.

SIDEWALKS IN ALL RESIDENTIAL AREAS

Figure out how one driver stopped for a pedestrian can signal another driver in the other lanes that a pedestrian is present.

walking the talk-hire ped coord, spend monies on ped imp.

traffic slowing devices (like circles) to slow traffic

Just wanted to add that the sidewalks along Lincoln Ave need better wheel chair access.

Provide sidewalks period. Need more buffer. If there are sidewalks, they turn into burms in the winter and are inaccessible.

What I just said about sidewalks along 37th (especially from west of Regal to east of Ray) and left turn signals at 37th and Regal
Traffic control!
With harsh winters it makes it difficult to walk year-around. Designated walking/running/biking trails are a great addition to the neighborhoods and property values.
Make motorists stop for pedestrians at crosswalks. Tickets or other penalties for offenders.
Sidewalks where none exist currently
More crosswalks, cleaner sidewalks
Driver and Pedestrian Education
Installation of sidewalk along Hartson and local roads east of Freya and west of Havanna
sidewalks
Build more sidewalks.
Intense driver education.
Put sidewalks in east of 37th and Freya - it was promised many many years ago and never put in. Its a high traffic area and you have a hard time walking along 37th - even just to walk your dog. And you have to be careful just getting your mail especially if you get home late in the afternoon. And its a pain trying to get out of the driveway too.
regal blvd on the south hill
<ol style="list-style-type: none"> 1. Drivers to be made aware and care about others on the city streets, especially in neighborhoods. 2. Making 'side streets' less desirable for high speed 'street light bypasses' (We need a better way of prosecuting these neighborhood speedsters) 3. A much higher emphasis on the healthiness / benefits of walking/biking/running
Since I walk at least 30 minutes per day with my dog, I feel it is incombent upon the pedestrian to exercise caution. As a driver, it is not safe for cars to constantly be stopping at any and all unmarked intersections especially along arterials. Visability is poor when a driver (particularly of a truck, suv, etc.) is stopped and I'm in the next lane. I just simply cannot see a pedestrian. I also find it irritating that peds won't cross at a lighted intersection when it's just a block or less away. Like it or not, the American transportation system is car-based. That's why those who drive cars pay a lot of taxes with their gas purchases and license fees...so that we have roads to drive on.
painted crosswalks that you can see, better lighting at intersections, signage, longer lights on the busy streets such as Division you can get safely across before the light changes.
Increase the number of paved sidewalks. 37th by Ferris field is an example of a non-paved walkway that doesn't get shoveled in the winter and Freya is missing sidewalks and the developments don't plow the snow in the winter. Additionally, the snow plows push all the snow from the street onto the sidewalks so you are forced to walk in the street even in places that do have sidewalks.

Put in a traffic light at the corner of 44th and Regal. It is a very busy arterial and from 37th to 57th there is no traffic light - nor even a well designated crosswalk.
Adding sidewalks and bike lanes to arterials
Add crosswalks on Regal in the Maggie Moos/Shopko area. Add a light at Regal and the Old Palouse Highway. We have far too much traffic for me to feel safe walking with my kids outside of our development. We have walked to the Twigs area a couple of times and have a very difficult time crossing Regal. We use the paved path to walk there but once at Regal there is no crosswalk to help us cross.
slow down drivers in my neighborhood
marked crosswalks
Traffic law enforcement
don't allow large commercial (big box stores) in areas they don't belong. Keep the development friendly to residential areas not to large commercial development/stores.
Planning. For example people live in Trestle Creek and Regal Ridge and Biltmore and they have very little green areas. Could developers be coordinated in their efforts to enable pedestrian friendly housing? I live near 44 and Regal and drive to Shopko because there is no safe crossing nearby. Regal and 44th is a particularly bad area as southbound on Regal instantly turns from two lanes to one.
1. Traffic light at 44th & Regal
put in Side walks
Improved crossings for busy multiple lane streets, such as Regal in our area. I would use my bike more if I felt safe a crossing that street. The same would be true of pedestrian crossings.
Wider main roads for bike and walking paths such as all of Hatch Rd and it`s junction with High Drive
Place a "round about" or like a carousel type structure at the junction of "D" street and 17th avenue...place a crosswalk at all the parks. Or place a safe zone in the middle of the streets that parallel parks. So children and families can cross safely.
Speed enforcement on our road and driver education of walkers.
clear the sidewalks in winter and create crossing signals at corners
Sidewalks.
Buffer strips between the sidewalk and road. Businesses should have pedestrian access, not just driveways and parking lots.
Create a bikeway / walkway from North Indian Trail to Rutter Parkway. Road is narrow and inadequately maintained. The edges of the road are crumbling and there is not a Shoulder at all for bicycles to pull over if a car is wanting to pass.
I don't know, but I just spent 2 weeks in the UK and couldn't believe how nice it was to walk as primary transportation. I think people need to make their own changes and realize how pleasant it is.

Sidewalk connectivity, sidewalk buffers and pedestrian and driver education. Starting at the elementary level I think is priority and then continuing to educate through high school. I see so many pedestrians that cross and don't look or make eye contact for the second lane. It scares me to stop for some pedestrians, because you don't know if they will look and you don't know if the driver on the blind side will stop. Education is a must!!

Public education on pedestrian rights and responsibilities.

Separation of sidewalks from road, be it a buffer strip or elevation changes. In some places the buffer strip could be the parking lane with bumpouts added to discourage driving in the parking lane.

install sidewalks in all neighborhoods.

I don't understand the question?

Bike lanes and more sidewalks in the valley

Make businesses on Division clear their sidewalks!

crosswalks at intersections.

Division street scares me. It seems people don't look for pedestrian especially when turning.

What is the general purpose of your transit trips? (Mark all that apply)

Other (please specify)

going to a community event

prefer to walk and live in walking distance from stores

Entertainment trips to downtown

When my car is getting maintenance.

parking transportation

Varies. I ride the bus to work more in the summer when I don't have to transport kids to school. We take the bus downtown sometimes, or walk downtown and bus home.

As presently ambulatory and bicycle equipped, and retired living nearby in the core area downtown, all the above on occasion

Meetings

field trips with my sons class

special events such as Hoopfest, Bloomsday, etc.

to save time and when weather is bad and I can't walk

I walk to work in the a.m., and frequently ride the bus home up the icy hills in the winter, because people have not shoveled their sidewalks. I often have to wear cleats on my shoes to walk down the hill in the a.m.

Outting for day

volunteering (does not pay enough for parking)

I use the arena shuttle to travel to downtown.

to go to lunch without driving

used to use the bus for work, but routes are no longer in neighborhood so when winter walking conditions are at worst going 10-12 blocks to catch bus at transfer stations is too far. Once in car to drive to transfer station, I may as well go to work instead of wait for bus.

No weekend service prevents me from using it more

To avoid gas usage and parking fees.

Downtown meetings

Airport

catching the train

Jury Duty

various

to go downtown

going downtown

volunteer work

Meet wife downtown so we do not use two cars.

All my commuting is done by bike/bus combination.

skateboarding

To come into town for errands, meeting with friends, etc.

church

to get from airport to downtown

Meetings

meetings

Airport

Errands

to go to the library with my son and to take him to preschool and to go downtown.

I don't use public transportation
don't want to drive
Car repair
Airport access
minimize auto usage; avoid parking costs
Involvement in local government
Fitness Club
I want to clarify the "few times per yr" frequency indicated above. I bike most of the year, then switch to transit when there's ice/snow on the ground. So my answer is more like "a few months per yr" than "a few times per yr".
air travel, yup, yup its air pooling... :-0
visit family in spokane valley
I take the bus when I have bicycle breakdowns.
Covering distance that is too far to walk or too dangerous to ride my bike
car in for service
Getting to children's house
volunteer work downtown
visit family (I don't own a car)
Visit friends
I have a car but only use it to drive to the mountain
to see family
If there is a bus going where I am going when I'm going, I take it if I am not riding my bike.
bad weather