

Commenter	Comment #	Page	Comment	Response
Karen Pfeiffer	1		E Wellesley Ave - I hope you and Wende will consider this road for improvement. It is so bad in front of the grade school, cars dodging each other due to so many potholes (that's all there is left of the road), that drivers can't concentrate on kids around the school. I am forwarding an email I sent to WDOT. There is so much growth in this area, with so little past work on this road, please consider this for all the safety reasons that are involved with this section of road for improvement.	There was 1 fatal crash and 1 serious injury crash along Wellesley between the intersection with 290 and the intersection with Harvard Rd. from 2018 to 2022. There was also 1 serious crash at the intersection of Wellesley/Harvard, another at the intersection of Wellesley/Euclid and another at the intersection of Wellesley/290.
			East Wellesley Avenue in Otis Orchards- East Farm area.	
Nate Thompson			The difficulty now is, rather than swerving the holes, drivers are now avoiding the patches and the lumps and running down the center yellow line. Driving on E Wellesley is very dangerous, and in the winter nearly impossible. There are kids and school buses. There's over 6,000 in Otis and over 13,000 in Liberty Lake that use Wellesley from the state line to Trent at the Barker around-about. New construction companies on Star Rd utilizes E Wellesley every morning with large trucks delivering construction and concrete products.	This has not been added to the HIN.
			I'm asking if you would really consider putting some money into E Wellesley, and Harvard Rd in the Otis Orchards area, due to the very heavy traffic load, grade school as well as new housing and development. As well as the increased traffic and severe safety concern.	
	2		We would prefer not having WSDOT data shown on the Spokane County agency profile. Either WSDOT should have their own profile sheets or if they aren't part of this plan, they should be eliminated from the plan.	A new section was added for WSDOT crashes in Spokane County.
	3		Spokane County profile sheet does not have the correct tables of HIN segments. Spokane Valley tables are shown on County profile. We need this corrected to review.	Addressed. Plan correct and resubmitted for June 13 Board.
	4		Can't really review the Regionally Significant Project info without the Appendix cited in the text. When will that be available for review?	Addressed. Appendices posted by SRTC
	5		Also, an over-arching question on how to use the document to apply for funding. Is the thought basically that we should be able to apply for any safety project on a segment/intersection identified as a HIN to address FSI of the type being experienced at that location?	Yes, the document makes SRTC and member agencies eligible to apply for SS4A funding and data and findings will support other funding applications.
	6		Also, I've started the discussion with County Engineer and Public Works Director about the Target Zero type commitment. I gave them the resolution language displayed in this draft plan. They are going to discuss with the BOCC if that is something we want to pursue or not.	Thank you for the update.
	7	27	Can we have 5 categories. Urban Arterials, Urban Local, Rural Arterial, Rural Local, and State Routes? Use FFC data.	Table updated to reflect functional classifications
	8	27	I don't know what the difference is of Local Streets and County Roads.	See response to comment 7.
	9	27	I also really want to show people that there are very few FSI collisions on urban local access roads when they start requesting traffic calming on neighborhood streets.	See response to comment 7.
	10	31	these are WSDOT Roadways	Corrected.
	11	33	we have a major project currently under construction on this section. (E bigelow gulch road from havana st to espe rd	Added note that project is underway
	12	34	This might be a question for Mike Ulrich. Is this term "Regionally Significant Project" ok to have in this document or is it reserved for the MTP document?	Changed: Regionally Targeted Corridors
	13	42	too strong of statement. needs to say something more like "potential strategies to implement over time". Again this isn't a list that we are absolutely going to do.	Section was revised.
14	42	Need a statement to the effect of... this document is a tool to help agencies direct safety fund to the most needed locations. Projects and strategy implementation is fiscally constrained based on the budget of each agency. Projects will be implemented as funding becomes available.	Section was revised.	

Inga Note	15	50	Why is WSDOT data mixed in with Spokane County profile. Either give WSDOT their own profile sheets or delete their data from the document.	See comment 2.
	16	50	Forty-one percent of the 155 crashes occurred on roadways with a posted speed of 45 or 50 mph. What percentage of the network is 45 to 50 mph roads? Need to know to know if this stat is significant.	
	17	50,51	These are wrong tables. These are Spokane Valley tables of HIN corridors	Addressed. Plan correct and resubmitted for June 13 Board.
	18	52	these are WSDOT Roadways	Corrected.
	19	61	add bar chart like County profile to be consistent.	Bar charts were removed from Crash figures for consistency since crashes are summarized graphically.
	20	58,66,70	only show HIN and FSI dots for City of Spokane as this is their profile.	Revised.
	21	93	Looking at the high priority networks for the individual communities at the back of the report. Deer Park shows the WSDOT network but not the roads in the city that are listed in the table (Main Street, Crawford, etc).	Corrected on figure.
	22	71	And the map for Airway Heights is showing US 2 from Deer Heights to Flint, but that's in the City of Spokane, not Airway Heights.	Revised
Shea Suski & Karim Habib	23		Maps and lists continue to highlight locations on WSDOT facilities.	No change. SS4A grant states "To the extent practical, the analysis should include all roadways within a jurisdiction, without regard of ownership."
	24		Terminology suggestions provided previously were not implemented, nor was the disclaimer suggested that we usually use. Some of the other regional safety plans have been asking for it to include.	See response to comment 00.
	25		Really like: 'how our decisions affect others' is a great header for behavioral issues Use of the infographics to highlight different users, crash types, and key summary information	Thank you.
	26	11	2-3 years is advised to avoid regression to the mean unless using high quality data including traffic counts	No change.
	27	10	Data: Evaluate data trends and use predictive analyses to help prevent future fatal and serious crashes. Count data is needed in the analyses to improve the quality of the prediction models.	No change
	28	10	Identified innovative, proactive, strategies and projects that address the key safety problems faced in the region In WSDOT, we do proactive and reactive. Push for proactive strategies is great. Suggest making it clearer that the plan includes reactive strategies as well. These are included, just a matter of the messaging to note this plan takes both reactive and proactive approaches.	Revised to read: Identified strategies and projects to address historic key safety problems and to help prevent future fatal and serious injury crashes.
	29	11	I would include more language on safety is a "shared responsibility"	No change. Page 12 discusses that everyone has a role and the term collaboration is frequent. Also added to Implementation Section.
	30	11	Use of "life-altering" phrase is subjective. Please be consistent with using the "fatal and serious injuries" language.	See response to comment 00.
	31	12	Any mentioning for post crash care? Is in infographic, but not covered in the text.	Added to strategies and implementation sections
	32	12	I would remove the word unnecessary	Removed. Waiting to solve a known issue until someone dies or is seriously injured is both unnecessary and inexcusable
	33	14	Can we say diverse ages, abilities, more than backgrounds.	Edit made
	34	15	Slower vs Safer? Or appropriate? Slower may not always be the right contextual reference that translates to safe.	Revised - reads safer and slower. Kept slower since it is from public feedback.
	35	18	I love the transparent reporting here	Thank you.
	36	20	Great story inclusion here.	Thank you.
	37	30,31	Reiterating the need for traffic counts to be part of the equation.	See response to comment 27
	38	32	I would follow HSM method. As noted in past discussions, there is concern regarding the scoring methodology and its alignment with HSM.	See response to comment 27

	39	37	Many of the strategies and actions include solutions that can be applied broadly throughout the roadway network to address crashes HIN and to proactively reduce crashes on roadways with similar characteristics as the HIN. Many strategies reference the FHWA Proven Countermeasures. They can be found in Appendix F and include a description of the crash type they address and their anticipated benefits. Suggest noting both reactively and proactively.	Revised to read "...throughout the roadway network to address historic crashes on the HIN and to proactively reduce crashes on roadways with similar characteristics as the HIN.
	40	39	I like this one.	Thank you
	41	39	Ensure there is still is quality attached to the quick-builds, want to avoid simple/fast projects that technically count towards safety but are of low quality.	No change. Agree and trust agencies will develop quality projects.
	42	41	Is "low-speed" the correct reference? Some devices can travel at higher speeds.	No change. They are defined.
	43	41	Should there be a push in this plan to include micromobility crash data in the future?	Added new strategy: Gather and analyze micromobility crash data understand the mobility habits of riders and proactively plan for infrastructure enhancements.
	44	40	Wonder if elements of environmental justice can be included.?	Page 37 notes all strategies should be viewed through the lens of equity. Additional equity information added to Implementation section
	45	44	Performance metrics. Consider adding metrics tied to demographics that stand out, other vulnerable groups (ages, abilities, etc.).	Revised metric to read "Number of pedestrian and bicycle safety projects constructed in underserved communities."
	46	44	Does not appear to be reflected in performance metrics	See response to comment 44.
	47	44	What are the public health objectives?	Added public health statement to implementation section
	48	56	Equity stats: Do we have list of overrepresented collisions for each?	We do not have demographic data for crashes.
Tom Sahlberg	49		It was an honor & pleasure meeting with you all !	
	50		The 5 th "Whereas" on the proclamation needs one of Wende's "Ws" 😊	Corrected.
	51		Also at the end of the proclamation; "NOW, THEREFORE BE IT RESOLVED, that the SRTC Board: agrees to plan and program projects TO achieve a..."	Corrected.
	52	22	Implementation ... perhaps helmets on the cyclists pictured would be better ??	Image changed.
	53	38	Liberty Lake High-Priority Network Segments ... "Kramar" should be "Kramer"	Corrected.
	54		GREAT USE OF STORIES throughout the document ... excellent illustrations, graphics and spacing!!!	Thank you.
Eve McMenamy	55		Consider adding Implementation to the Table of contents.	Added.
	56	9	Bottom left text is not completely legible.	Corrected.
	57	10,43	Graphic on bottom left indicates Preparation of Safety Investments. A few words on how this is achieved would be helpful in the implementation section. For example, each interested jurisdiction received prospectus sheets, agencies lacking Local Safety Plans now are qualified of HSIP opportunities, what funding opportunities should /could be investigated, next steps for interested jurisdictions, etc.	Implementation section revised.
	58	11	Graphic missing Latah and doesn't include all the member agencies (STA, Tribes, WSDOT). Suggest changing the title to SRTC Safety Analysis Jurisdictions or something similar.	Added Latah and revised figure title to " Included Communities"
	59	19	Graphic uses the acronym FSI yet defined in the document at this point (maybe I missed it?)	Page 8. Added "From 2018 to 2022, there were 914 crashes that resulted in at least one fatal or serious injury (FSI) on roadways..."
	60	23-25	The first graphic slowing down saves lives, indicates that county-level data was used. After that I wasn't clear if the following graphics were also county-level data. The distracted driving text indicates statewide data, is it a mix and match of state and county-level information. Clarification would be helpful.	Replaced Spokane County reference to "region." Data indicates speeding is a significant contributor to pedestrian and bicyclist deaths and serious injuries on our regions roadways. Speeding was a factor in 34 percent (65 crashes) of the fatal and serious injury motorcycle crashes in our region over the past five years.
	61	27	Is it possible to scale all the diagrams to one scale in the graphic for Most Common Facility Type for FSI Crashes, 71% and 47% look the same.	Diagrams revised.
	62	39	For continuity consider keeping the Emphasis area titles the same as the Emphasis area graphic title on page 30.	Titles revised to match graphic on page 30

	63		That might be another sentence to add to the Implementation section of the report si that we are helping to prepare those agencies for HSIP opportunities.	Implementation section revised.
	64		Prop up members to go after funding – funding sources that agencies might go. Bike ped/safety grants, safe routes to school,	Implementation section revised.
	65		Does automated enforcement account for equity?	See page 17 of Attachment E Strategy Background for additional information. Studies suggest that ATE has a greater potential to reduce motor vehicle speeds more consistently than routine traffic stops while reducing the potential for police bias in traffic stops. Added to Implementation section.
	66	23	Slowing down graphic – what is source of data?	Source added.
	67		Strategies – leverage existing partnership with TZ task force to implement safe system approach.	See revised Implementation section
John Barber	68	3	I think the document provides a pretty good informational foundation for proceeding with the regional transportation safety actions. One minor editorial note: on page 3, the 5 th WHEREAS needs a “W”.	Thank you. Whereas corrected.
	69		In looking through the contributing factors for the collections of accidents, they seem overwhelmingly to be related to some combination of driver inattention, impairment, speed and inexperience. No amount of pavement or lighting improvements can really get at these, especially the inattention and impairment components. This shines a light on the comment often made that to have a major improvement here, the driver needs to be taken from behind the steering wheel. I.e., autonomous vehicles. With 360-degree visibility, constantly attentive, such as with the system being developed by Tesla, cars may still be run into but they will be far less likely to be the cause of the accident. Although implementing such systems on a large scale throughout the vehicle fleet is not something we can do ourselves, we can take a look at how to facilitate their effectiveness once they do become available. I have been following the development of the Tesla system via watching a number of videos the various testers have been posting on YouTube over the years as the system has been evolving, and what seems to be the principal cause of them having difficulty is when they encounter roadway or intersections that are poorly designed, constructed or maintained. Perhaps a review of situation like that in our area would be a good place to start to provide an environment where that technology could be most beneficial.	Revised
Lynne Carter	70		Hi Mike- I just saw you on the news and am glad there will be a new safety plan. I am an older lady that walks a lot in my neighborhood. I live in Garland area. Im in good shape and very careful, use crosswalks, but have nearly been killed many times. Many cars simply don't stop for walkers or don't see us because they're distracted. One big issue is evident while trying to cross 4 lanes, like Monroe. One car may stop and want me to cross but then other cars do not follow suit. So I wave cars on and wait until there is no one coming either way. That is the safest. So, something needs to be done about this, and I don't claim to have the answers. The other thing is a need for bike lanes. I was knocked off the sidewalk by a bike coming up behind me. Fortunately, I hit grass. As far as the drivers, perhaps flashing lights at all crosswalks. We need something to get their attention. People are still busy on their phones, still using handhelds while driving. It's unbelievable but true- and they're driving way too fast most of the time. This is my perspective as a walker on the Northside. I hope some solutions can be found.	Thank you for your comment
Mike Ankney	71		I took a look and this is very good work. Easy to read and understand.	Thank you.
Adam Jackson	72	Cover	Suggest SRTC's legal team reviews this entire document. Agencies are regularly taken to court for crash-related claims that involve perceived dangerous conditions on the street network. This document can be used to connect SRTC into legal issues because it states that some areas are riskier than others (which i have further comments on herein). Further, the statements made here support the allocation of funds to projects, or not funding other projects.Also recommend some type of legal disclaimer. CoSV's document has an example of this.	Thank you for your comment and see response to Comment 00

73	Cover	There are multiple statements about certain users being at a "higher risk" for crashes. This is written throughout this document and also the appendices. Realistically, this may be an alright statement, but for a data-driven crash analysis, I don't believe our plan should be projecting/stating that there are future "risks" but instead this plan should be reporting on known crash indicators based on the 5-year study period. I believe the intent of the statements are correct, but the wording needs to be changed so that it is a statement describing known crash data.	Thank you for your comment and see response to Comment 00
74	2	delete page	Thank you for your comment. The testimonial provides context about the importance of the subject matter.
75	2	For an objective, data driven exercise that this Plan is intended to be, these quotes and lots of the text seem to be too subjective or emotional (this mostly occurs in the first 20 pages). Recommend deleting these quotes and subjective statements from the document. The community outreach portion is appropriate to have quotes that pop up on different pages. Otherwise, this style will erode the objectivity of the exercise. There are way too many factors for any given crash. To weave these quotes into our objective report undermines the end product.	See response to Comment 00
76	3	insert "to"	Corrected.
77	3	With 18 years to 2042, and a review every 4 to 5 years, we'll review data about 4 times. Is this practical? How does this compare to the funding cycles of SRTC funds? Could/should it be a different frequency? Don't we have a large funding call every three years? Should this be the frequency of the crash data reviews? Also - else the doc says reviews every year...	No change to review timeframe for high level review of regional crash data and progress. Additionally, the 1 year review is required by the grant and is a report on the progress using the defined measures on page 44
78	4	replace Dan Baker with Adam Jackson	Updated.
79	6	delete this page. (Testimonial)	See response to comment 00
80	9	recommend stating this more objectively, such as: Each of the 914 dots mapped indicate a fatal or serious injury crash between 2018 and 2022. Also, there are two legends, top left and top right...we only need one.	Removed legend on left. No change. Every crash is an impacted life. See response to Comment 00
81	8	This is a subjective statement. What about something like this: Further, 14.5% more fatal and serious injury crashes occurred in 2023 than in 2022.	No change.
82	8	More than a thousand members of our community have died or been seriously injured on our roadways in just five years. Far too many people walking, biking, and driving are not getting home to their family and friends. This is an emotional statement that is repetitive to the first paragraph. Recommend deleting.	Delete "More than a thousand... in just 5 years." Combine "Far too many... family and friends." to first paragraph.
83	8	Delete. SR 27 is not a rural road, is it? ...It's a state highway cutting through one of the top ten most populated cities in the state.	The area of the crash is not rural. Corrected
84	8	The impact of a single crash ripples out far beyond the immediate impact. Crash victims and their loved ones lose time from work, are burdened with medical expenses, struggle with trauma and grief, and live with the victim's temporary or permanent disability. People who witnessed the crash can be profoundly affected. And the guilt of being responsible for a crash can last a lifetime. Delete paragraph	See response to comment 00. Also modified to add the word "may." Crash victims and their loved ones may lose time from work
85	8	This is a relevant sentence. It could be followed by a statement that ties back to why we're doing this RSAP exercise, such as: This Plan is intended to focus on our region's transportation network and how we can work together to provide a safe and reliable network for all users.	No change. This is addressed on page 11.
86	11	This action plan shares the results of that work and prioritizes the most urgent needs. "urgent" seems subjective. This data/RSAP exercise identifies severity and frequency of the crash types with consideration to various characteristics associated	Deleted "most urgent"
87	11	In the following pages, you'll learn more about what your community can do to help end life-altering and fatal crashes.. Delete or rephrase sentence	No change.
88	13	delete page (testimonial)	No change. Testimonial will remain. See response to comment #00

89	12	This page rewords all the subtitles from the www.transportation.gov/nrssi/safesystem website. Why not just keep the same subtitles? Also, this page does a good job of humanizing the data and process of this RSAP without using subjective, emotional quotes/statements that are unrelated to the data and/or purpose of this RSAP.	No change. Stylistic recommendation. Stating things different ways makes it more accessible to more people.
90	14	This is the section where people's quotes have applicability, not in the pages used to characterize/introduce the reader to the document.	Thank you.
91	14	It seems that the use of "rural" is more accurately describing "suburban"... what if we define urban vs. rural and possibly add "suburban" to the document?	
92	14	In yellow call out box, specify "City of Spokane" has a higher percentage...	Removed and added additional information from public outreach.
93	15	This is great public input. It reflects community sentiment without emotion.	Thank you
94	14	what is inadequate? More accurately, this statement could read "The City of Spokane has XX miles of bike facilities, which is YY less than comparable sized cities."	Removed and added additional information from public outreach.
95	17	what's the source of this sentence? Is it a quote?	This is a sentence written by the consultant team.
96	18	Spokane label missing from "where do respondents live" chart	Label added
97	18	Under title "many problem locations... with the data. Spokane is overlapping title	Spokane deleted to remove overlap
98	20	delete page (testimonial)	See response to comment #00
99	21	Calling it "Spokane County's" system is accurate, but could be misleading because we name agencies specifically and this may be read to exclude other agencies. What if we call it "our region's ..."?	Revised Spokane County to regions. " a clear path to safer future for the people using the region's transportation system."
100	21	Add: "The frequency of... to "Fatal and serious injury crashes have risen steadily over the past five year...	No change. Writing style
101	21	"Things are getting worse." subjective. delete	Deleted.
102	23	Road user impairment, speeding, and driver distraction are major factors that have contributed to Spokane County fatal and serious crashes since 2018. i don't think we need to reference the time frame since we identify the limits of the analysis at the start. So all the data is representing 2018-2022 unless otherwise stated. So based on how this is written, this data includes 2023 and some of 2024...	Deleted "Spokane County and "since 2018". Road user impairment, speeding, and driver distraction are major factors that have contributed to Spokane County fatal and serious crashes since 2018 .
103	23	Rephrase? "it could be inferred , assumed...	No change. Writing style
104	22	The most alarming statistic is the high number of children and teenagers impacted by some crash types. delete this sentence.	Revised. Fatal and serious injury crashes affect everyone, even our youth. See response to comment #00
105	23	The Human Factors/Behaviors section in the App. C needs to be better represented in this final report. Appendix C has 2.5 pages worth of text on this topic.	We can make a note about Appendix C here.
106	22	We must protect our Vulnerable users. maybe just delete this section? The statement of "vulnerable users are disproportionately impacted..." can be relocated. "this changes now" seems like hype-up talk and not related to an objective analysis.	Delete this changes now. See response to comment #
107	22	This is subjective (albeit, practical and likely correct) sentence. What about something like "Vulnerable Road Users Disproportionately impacted"	Same as above
108	24	Distracted driving accounted for 144 crash deaths in Washington last year , up from 114 in 2022, according to WSDOT data. Replace with " in 2023 "	Change made.
109	29	City of Hoboken NJ delete? Relevance? I get the intent: anything is possible, but is this an apples to apples comp?	Revised to read: "We know that Vision Zero is possible through coordinated planning and investments. The Jersey City, NJ, achieved zero traffic deaths on City streets in 2022. The City of Hoboken, NJ has had 7 consecutive years without a traffic death."
110	28	Under Key Takeways - check percentages - # or spell out - i think this is correct -Twenty-four percent	Correct format verified with our tech editor.
111	28	Same as above. spell out? 23 percent	Correct format verified with our tech editor.
112	28	Same as above. spell out? 24 percent	Correct format verified with our tech editor.
113	28	Same as above. spell out? 3 percent	Correct format verified with our tech editor.
114	31	HIN Network -This image seems to be for illustrative purposes. Maybe just delete all street names so that the dots and lines are all visible? Street names show up later...	Street names deleted

115	30	This type of statement is copy/pasted in each agency evaluation section. Strongly recommend against formally acknowledging that a street has "higher risk" ... instead it is OK to acknowledge known crash records that may be relatively higher or lower than other known crash locations.	Deleted from agency pages. "The HIN is not an assessment of whether a street or location is dangerous; instead, it suggests which corridors within a transportation network have historically carried a higher risk of injury and allows communities to focus limited resources on assessing and improving safety along these corridors."
116	30	Change suggests to identifies in statement above.	See comment 30 above.
117	30	experienced fatal and serious injury crashes at relatively higher rates than other locations. This assessment allows communities...	this is his proposed rephrase of the comment 2 lines above this one.
118	36	delete page (testimonial)	See response to comment #00
119	37	Orange box "Many strategies..." add "on the" ??	Edit made...."throughout the roadway network to address crashes on the HIN and to proactively...
120	38	I suspect local agencies aren't proactively going to do this, but perhaps if it was SRTC-lead effort to provide a review and potential list of opportunities, it could promote agencies to make a change. Just a thought.	Add SRTC under lead agency.
121	41	this is an interesting point. As we lower speeds but add e-vehicles, the force of a crash may be unchanged...	Thank you for your feedback.
122	42	Implementation The Plan identifies 34 Actions that will be implemented over time, but immediate action must start now Section delete sentence	Section was revised
123	42	delete word	See response to comment 42
124	42	Action	See response to comment 42
125	45	what about 'd' ?	Add "d" Infrastructure project must meet a), b), c), d), or e).
126	44	Earlier it is stated that we evaluate this every 4-5 years. should these frequencies match?	Data will be re-evaluated every 4 5o 5 years. A progress report will be provided annually.
127	45	This isn't defined anywhere and is unique to each agency...my complete street may look completely different than yours...	Prevised: add per project sponsor's policy
128	48	This is somewhat of an underwhelming photo to represent Spokane County...	Photo updated
129	49	Add "State"	Edit made. Washington Department State of Transportation roadw
130	51	This is all CoSV data, not SpCo data.	Addressed. Plan correct and resubmitted for June 13 Board.
131	50	Other agencies (i.e. Cos and CoSV) have WSDOT facilities in them but no reference to this is made. (is it different for cities vs. counties?) How are DOT facilities in the large cities considered?	
132	50	"The HIN is not an assessment of whether a street or location is dangerous; instead, it suggests which corridors within a transportation network carry a higher risk of injury and allows communities to focus limited resources on improving safety along these corridors." this paragraph is duplicative of the previous paragraph and the document achieves the same message without it. Recommend deleting this in each agency section.	Removed
133	52	Why show CoS area on the SpCo map?	For Spokane County, deleted linework and SS4A grant info from map and legend.
134	56	based on the last bullet in blue box, should age be listed here?	Retitled. These are demographic percentages, not crash-involved percentages, so the blue box is referring to a different type of statistic.
135	56	HIN - delete paragraph	See response to comment #50.
136	60	Add SS4A area to City of Spokane HIN map?	SS4A grant area added back in

137	64	North Park Road - Rutter to Trent (2FSI/4 total crashes).Please double check this data point. If i'm thinking of the correct crash, this was a pedestrian hit and run. Initial report (#1) was a serious injury but a subsequent report (#2) shows it as a fatality because she later died.	You are correct - 2 crash reports exist for the same pedestrian hit & run crash on 10/6/2024. The serious injury crash record was removed from the dataset and the fatal crash record was retained for the analysis. The numbers in the Plan have been updated in the Regional and SV sections to reflect the removal of the duplicate crash report. When looking into this segment further, it was determined there were 4 FSI crashes. Removing the duplicate crash record results in 3 FSI on the segment, so the segment is being kept on the HIN.	
138	64	HIN - delete paragraph	See response to comment #50.	
139	66	HIN map - Park Road With previous page comment, not sure this is a segment that should be highlighted. Maybe its just dots?	See response to comment in row 138.	
140	66	I thought we'd talked about this segment being removed...it should be intersection dots...	You are correct - the segment along Main Avenue from Pines to McDonald has been removed from the HIN.	
141	69	Pedestrian crashes are seriously overrepresented in the City...delete word	Seriously was deleted	
142	73	Why is this bullet stated only here? For CoSV, this type of statement about behavior/decision making is applicable to many of the prominent crash types. I'd recommend adding a conversation about behavior and how it is a factor in the crash data. Listed here is fine, but it's misleading to only have it here and not elsewhere.	We have identified the most common human behavior contributing factor for each of the jurisdiction's and included it in the 'Key Findings' section of each agency's section.	
143	75	Liberty Lake HIN - check line color on Mission - orange line or red?	Should be orange for HPN	
144	75	Should be High Priority Network	Change High Injury Network to High Priority Network over figure	
145	74	Change text to reflect High Priority Network	Delete HIN Text and replace with "Liberty Lake has a High Priority Network (HPN) that identifies corridors and intersections that carry a higher risk of injury based on: <ul style="list-style-type: none"> • Total number of all crashes types (2018 –2022) • Land use and roadway characteristics, including pedestrian activity to access community destinations • Local input Proactively addressing HPN roadway characteristics, including speed management and improved pedestrian crossings, will help prevent future fatal and serious injury crashes.	
Heath Trautman	146	70	The HIN Network map shows a segment of 9th Ave. to the east of Hayford as a HIN. This section is not identified within the table, and is most likely a mapping error.	This segment of 9th Avenue is not on the HIN and has been removed from the HIN map.

Gregg Palmer	147	<p>As a concerned citizen residing in Spokane County and sometimes cycling in the city of Spokane accuse you and others of fraud, waste and abuse. Your \$400,000.00 take home pay for the "study" conducted is not worth squat. Isolating regions and areas that "would benefit" from your so-called study is for shit. You have wasted taxpayer dollars. As for "experts" in the field that were used to help conduct this study, how many of these people are survivors of reckless motor vehicle operators? How many of these people hold any specific recognized credentials except for embezzlement?</p>	<p>Good Afternoon,</p> <p>I appreciate your review and feedback on the Regional Safety Action Plan draft report. If I understand your comments, you seem to identify a need for increased and effective law enforcement and, potentially, promotion of the 3-foot law. It's helpful for us to have clarity so we can indeed pursue or recommend changes that will lead to improved safety in our community. To ensure there is "true substance" in our efforts, which is a fair expectation.</p> <p>I've passed your message along to the staff who are working on this plan.</p> <p>Thank you,</p> <p>Lois Bollenback Executive Director</p>
		<p>Here is a clue that you should probably take to heart before you utter one more senseless word out of your clueless and criminal head. How about enforcing the laws that are already on the books that are supposed to keep pedestrians and cyclists safe? How about refusing to fund new police cars for the SPD or the Sherrif's department until they actually do their job, cite, investigate, and arrest the actual criminals rather than sweeping the bad behavior under the carpet in the hopes that the public will forget? How about sending a loud message to the lazy ass prosecuting attorney who does not do his job? He allows his racist wife to mouth off but cannot for the life of him prosecute the REAL criminals (motor vehicle operators who run into cyclists and pedestrians).</p>	
		<p>Your transportation Planning Council looks like they are all over-paid, ego stroking, and politically motivated blow hards. It is too bad that you cannot work with the public to take comments that are reflected in your mission statement or your planning.</p>	
Gregg Palmer	148	<p>I have reviewed the SRTC "safety plan". I find the information within this plan to be flat, misleading, and filled with erroneous /inaccurate information. As executive director, you should be ashamed of this product. Your so-called safety plan eliminated the clearly obvious that has been recognized by the state legislature. n Washington state there are several laws enacted by the state legislature. There are many bodies and committees that are assigned to address this issue of safety. What accompanies this is a group of over-paid civil servants who truly accomplish nothing. They are half brain-dead politicians who are full of themselves and try to cite various studies that blame speed, lighting, weather, and various other fomites. The real source of the problem can be highlighted by the U.S. criminal justice system's apathy and incompetence. In short, all roads lead to greed.</p>	

I as well reviewed the Annual Report for Cooper Jones Active Transportation Safety Council (ATSC). In short, I found the documentation to be lacking true substance and littered with irrelevant studies and flawed conclusions. Though speed may be a factor in many of the motorist(s) involvement with hitting a cyclist, the TRUTH of the matter is that law enforcement fails to uphold/enforce current laws passed by the state to protect cyclists. Prosecuting attorneys who have developed a soft on crime attitude as well fail to bring charges against the motor vehicle operator and conclude that justice is best served in civil court (restitution hearings and insurance claims). The truth of that is that prosecuting attorneys are in fact lazy and impotent. Relying on law enforcements botched investigations (i.e. failure to obtain specimens for drug/alcohol testing) has proven to be the basis of why drivers are more inclined to see cyclists as a nuisance. This also leads to the conclusion that if there are not any consequences for bad behavior(s), motor vehicle operators are more inclined to know that the failure of the system will lean in their favor. Failure to properly enforce and prosecute drivers for the appropriate charges appears to be a more relevant and applicable conclusion than that of speed being the primary culprit.

[When passing a vehicle turning left according to WA State Department of licensing RCW 46.61.1RCW](#)

(2)(a) The driver of a vehicle approaching an individual who is traveling as a pedestrian or on a bicycle, riding an animal, or using a farm tractor or implement of husbandry without an enclosed shell, and who is traveling in the right lane of a roadway or on the right-hand shoulder or bicycle lane of the roadway, shall:

(i) On a roadway with two lanes or more for traffic moving in the direction of travel, before passing and until safely clear of the individual, move completely into a lane to the left of the right lane when it is safe to do so.

(ii) On a roadway with only one lane for traffic moving in the direction of travel:

(A) When there is sufficient room to the left of the individual in the lane for traffic moving in the direction of travel, before passing and until safely clear of the individual:

(I) **Reduce speed to a safe speed for passing relative to the speed of the individual;**and

(II) Pass at a safe distance, where practicable of at least **three feet**, to clearly avoid coming into contact with the individual or the individual's vehicle or animal.

(3) Except when overtaking and passing on the right is permitted, overtaken traffic shall give way to the right in favor of an overtaking vehicle on audible signal and shall not increase speed until completely passed by the overtaking vehicle.

(II) Pass at a safe distance, where practicable of at least three feet, to clearly avoid coming into contact with the individual or the individual's vehicle or animal.

(3) Except when overtaking and passing on the right is permitted, overtaken traffic shall give way to the right in favor of an overtaking vehicle on audible signal and shall not increase speed until completely passed by the overtaking vehicle.

In the lawsuit CITY OF PORT ORCHARD, Petitioner/Defendant, vs. PAMELA O'NEILL, Respondent/Plaintiff. (coming soon to the city of Spokane and Spokane county)

RCW 47.06.100. Further, bicycles are subject to the same traffic laws as motorists and other vehicles when traveling on public roadways. Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this chapter, except as to special regulations in RCW 46.61.750 through 46.61.780 and except as to those provisions of this chapter which by their nature can have no application.

RCW 46.61.755(1). RCW 46.61.770 regulates where cyclists may travel in the "normal flow of traffic," which direction they must travel, and how they must ride on roadways "except on paths or parts of roadways set aside for the exclusive use of bicycles." RCW 46.61.770.

(2) The legislature finds and declares that bicycling and walking are becoming increasingly popular in Washington as clean and efficient modes of transportation, as recreational activities, and as organized sports. Future plans for the state's transportation system will require increased access and safety for bicycles and pedestrians on our common roadways, and federal transportation legislation and funding programs have created strong incentives to implement these changes quickly. As a result, many more people are likely to take up bicycling in Washington both as a leisure activity and as a convenient, inexpensive form of transportation. Bicyclists are more vulnerable to injury and accident than motorists and should be as knowledgeable as possible about traffic laws.

[Of more important notice is the following dated December 2019--\(WA State Bike Law as of Jan 2020 \)
Motorists in Washington state will be legally obligated to give bicyclists at least 3 feet of clearance when passing in the same lane beginning on Jan. 1, 2020. The law, signed by Gov. Jay Inslee in May, passed the legislature this past session. With its enactment, Washington joined the more than 30 states that require motorists to pass bicyclists by 3 feet or more.](#)

What is not most impressive is that law enforcement refuses to do their assigned jobs and arrest people for violating the law. Looking at the courts and inept prosecutors and EXTREMELY liberal judges with a soft look on crime is so disgusting. But not as disgusting as those in the press corps who consistently use the following phrase EVERY SINGLE TIME A CYCLISTS GETS HIT--**The truck driver, also an adult man, stayed at the scene and cooperated with investigators.** I pay my taxes and expect law enforcement to do their job and stop turning a blind eye to people breaking the law. I can and will contact the family of the deceased cyclist so that they can utilize the information provided to your office to file a lawsuit for wrongful death and possibly the appropriate law enforcement agencies for failure to execute their assigned duties.

Until the SCPD and Sherrif's department learns that they truly have to serve the citizens of the city of Spokane/Spokane County, they should not be allowed to get new vehicles or be afforded the luxury of increased wages (greed).

A more comprehensive study that reflects the true reason there are so many fatalities:

[The Case for Bicycle Enforcement - IPMBA](#)

TRUE REASONS:

Why Doesn't Law enforcement Enforce Bicycle Laws?

When asked the above question, a group of officers from around the country came up with the following answers, which no doubt sound familiar to most of you reading this article:

Peer pressure: "Bike laws aren't real crime. We're crime fighters, and these laws aren't important enough to waste time on."

Social pressure, or questions from the public: "Why aren't you out catching robbers or burglars?"
"Haven't you got something better to do?"

Police administration: "Not a departmental priority." "My chief doesn't want me out stopping bikes."

Prosecutor/state's attorney: "My calendar is crammed and you bring me this?! This matter is too petty."

Courts: Same as the reasons given by prosecutors, who may be repeating what they were told by the judges.

Time: "I don't have time for trivial matters." "I only have time for 'real' crime." **Waiting for the "Big One":** "If I tie myself up on this petty stuff, I won't be clear to back up my partner or respond to a robbery or other emergency." **They're only hurting themselves:** "If they want to bike like that, they will only hurt themselves if they get run over." "Stupid, careless people get what they deserve."

Correct the problem of lazy law enforcement, prosecuting attorney's and liberal judges—THEN and ONLY then will you be able to reduce the fatalities of pedestrians and cyclists.

REMEMBER THEIR NAMES:

		<p>Jason Knotu hit and killed by a truck (no one charged). Excessive speed, passing a cyclist when said cyclist was making a legitimate and legal left turn.</p> <p>Stephanie Schrimshire—Killed July 21, 2020. She was occupying the bicycle lane when she was hit and murdered. Police investigation stated that it was unclear if she was in the roadway or not. (CLUE—bicycle lane is part of the road)</p> <p>Kerry Wiltzius—hit and killed by Jonathon Ryser. It took 2 years to get this drug addict to court and even then, he did not accept responsibility for his actions. The judge sentenced him to an inappropriate sentence. She (Ms. Wiltzius) is still dead and is not coming back to life. He gets out in 7 years.</p> <p>Kenny Brandenburg-Hit by a dump truck that fled the scene. NO ONE HAS BEEN CHARGED in this youth's death. (Incompetence and possible cover up by Spokane County Sheriff's office). Hit and run?? No charges?? WTF??????</p> <p>These are just a few of the cases that were reported. How many other cases have gone unreported because as the average citizen in the city of Spokane and the county DO NOT TRUST LAW ENFORCEMENT TO DO THE RIGHT THING?</p> <p>RCW 43.59.010: Purpose—Finding. (wa.gov)</p> <p>Getting There: Lawsuit alleges City of Spokane negligence after pedestrian hit at troubled Division crossing The Spokesman-Review</p> <p>Cities must make roads safe for bicycles in Washington State - GLP Attorneys</p>	
Gregg Palmer	149	<p>In reading your response, I see it was a waste of my time and effort to bring this to anyone's attention. It is truly disheartening to read that you have been provided what the LAW states, what previous lawsuits have brought to light, and what current situations have met with pitiful outcomes. Passing my message on to the staff working the plan is a passive way of dismissing my comments. How do I know this? You should read the letter submitted to the Spokesman Review (Letters for June 6, 2023 The Spokesman-Review) by Bradley Beck. His letter was on point with my comments. Having two people who share almost the same word for word ideas, reflects that there are others that clearly see this problem, and know that those in the position to make change(s) refuse to.</p> <p>You and your committee should possibly be clearer that it is your intent to erode the rights of cyclists/pedestrians by not providing a plan that reflects current laws. If this was not true, then why does the safety plan mimic (almost word for word) the states safety plan and limit cyclists/pedestrian movement to those ill-conceived pathways (i.e Centennial trail, Children of the Sun trail and others) that were planned by a select few people. I drive by the Children of the Sun trail almost every day. As my testimonial, I would provide that there is little to no bicycle/pedestrian traffic on that trail. Others can submit their own opinions; however, it does not mean that their statements are true.</p> <p>As a blaring point of order--you may want to consider that the "safety plan" that the council that YOU oversee is submitting statements on page 14 regarding motor vehicle operators violating the law (aggressive/distracted/impaired drivers). Your 7-step plan DOES NOT involve or include law enforcement doing their job. Your 7-step plan does however, passively dismiss any true design to make roadways safer. I find most solutions involving using paint on the roadway to define a bike lane to be presumptive and actually ignorant/moronic thinking. Anyone that thinks a white line on the roadway is going to provide some comfort of safety, is truly setting themselves up for failure as motorists do not respect the 3-foot law or the bike lane, as evidenced by the significant increase in cyclist/pedestrian fatalities. Expecting law enforcement to respond to said infractions is a farce. The law enforcement agencies may cite they are understaffed; however, another safety report clearly identified the true problem--The Case for Bicycle Enforcement - IPMBA:</p> <p>Why Don't the Police Enforce Bicycle Laws?</p>	

The answer is simple: very few police officers receive training or encouragement to enforce bike laws. It typically is not part of the law enforcement paradigm - nobody ever saw Reed and Malloy of Adam 12 stop a kid for riding on the wrong side of the street!

When asked the above question, a group of officers from around the country came up with the following answers, which no doubt sound familiar to most of you reading this article:

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Social pressure, or questions from the public: "Why aren't you out catching robbers or burglars?" "Haven't you got something better to do?"

Police administration: "Not a departmental priority." "My chief doesn't want me out stopping bikes."

Prosecutor/state's attorney: "My calendar is crammed and you bring me this?! This matter is too petty."

Courts: Same as the reasons given by prosecutors, who may be repeating what they were told by the judges.

Fines: The fines are either too high or too low.

Time: "I don't have time for trivial matters." "I only have time for 'real' crime."

Waiting for the "Big One": "If I tie myself up on this petty stuff, I won't be clear to back up my partner or respond to a robbery or other emergency."

They're only hurting themselves: "If they want to bike like that, they will only hurt themselves if they get run over." "Stupid, careless people get what they deserve."

[On page 21, the statement made by Aaron Jordan clearly reflects the thought process I have articulated above. Not only that, but as stated by law, RCW 46.52.010, RCW 46.20.285, and RCW 46.52.020 your safety plan is promoting hit and runs on cyclists. It leaves the reader wondering if the author is so bold to write this statement, why is there no reference to law enforcement being involved, consulted or investigating the hit-and-run? Oh, that's right they are more interested in reducing the infractions they respond to and getting new shiny vehicles.](#)

[On page 28 there is a blatantly false statement regarding Hoboken NJ and cycling. According to source\(s\) \(Zero Deaths in 7 Years, But What's the Real Story of Traffic Injuries in Hoboken? - Hoboken Girl\)](#)

"We tried researching the number of minor injuries from car-pedestrian-related crashes in Hoboken in past years, **but that information does not exist**. Marci Rubin, Hoboken Public Safety Department's Senior Public Information Assistant, shared with *HG* that HPD does not categorize crashes outside of those considered serious, so there are no current stats available for crashes that involved just minor injuries. She also shared that most crashes in Hoboken don't involve any injuries, and many go unreported to the police department."

If the agency is voluntarily deletes or does not keep track of specific information, a conclusion can be drawn between false reporting with a lack of integrity.

Kind of sucks when someone does the research and finds that your council is willing to publish lies, misinformation, and a pseudo safety plan that reflects mainly fluff more than a true plan. You should also note that in the acknowledgements section there is ZERO reference to Spokane City Police Dept. or the Spokane County Sherrif's department. Leaves the reader making the assumption that is local law enforcement does not even deserve acknowledgement then maybe they are part of the problem and not the solution. Can you imagine if someone went over your "safety plan" with a fine-tooth comb and pointed out the errors, misinformation and misleading comments?