



Appendix A
Public Involvement Summary

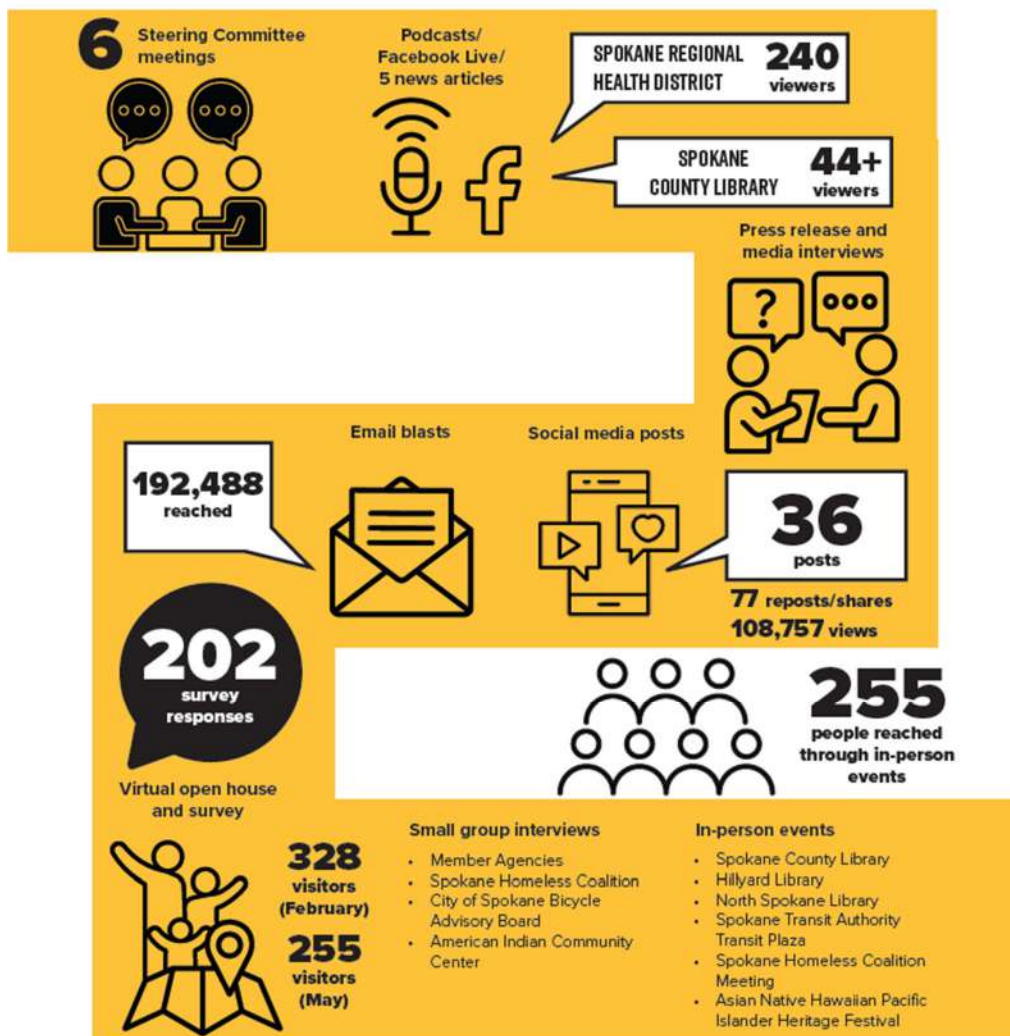


PUBLIC ENGAGEMENT SUMMARY

Overview

Outreach for the plan fell into two phases. First, the team presented the region’s safety data and gathered input from people on their safety concerns. In the second phase, the team presented the draft plan and recommendations for improving roadway safety to the public. Reporting back to the community how their feedback was incorporated into the plan was key to the second round of outreach. Both outreach efforts focused on “going to the people” to engage with members of the community who may not otherwise participate in a more traditional open house format. SRTC heard feedback from vulnerable populations, including older adults, unhoused people, teenagers, people living with disabilities, and people who walk, bike, and use transit.

The project team also conducted one on one and small group interviews with representatives from the city, county, state, tribal, and community-based organizations in the SRTC region.



Phase 1 Engagement Activities

In Person Engagement

Between February 27 and February 29, SRTC hosted booths at the following locations and engaged with over 130 people:

- North Spokane Library (44 E Hawthorne Rd, Spokane, WA 99218)
- Spokane Transit Plaza (701 W Riverside Ave, Spokane, WA 99201)
- Hillyard Library (4110 N Cook St, Spokane, WA 99207)
- Spokane Valley Library (22 N Herald Rd, Spokane Valley, WA 99206)

The outreach focused on:

- Sharing information and answering questions about the Regional Safety Action Plan and dispersing project materials.
- Directing community members to the online survey and interactive map.
- Asking community members to identify locations for improvement on a map using pins and sticky notes.
- Listening and recording concerns and priorities related to transportation safety.

Community members expressed concerns about:

- Aggressive driver behavior
- Distracted drivers not paying attention
- People drive too fast
- Hard for drivers to see people walking, especially at night or because of parked cars
- 4+ lane roads with long stretches between signalized crossings so people cross midblock
- Missing crosswalks near transit stops
- Missing sidewalks
- Cars making right turns don't watch for people walking
- Transit stops – Having to cross
- Large size of vehicles
- Unpredictable behavior by people walking and biking
- Lack of protected bike lanes on roads
 - Poor lighting

Virtual Open House

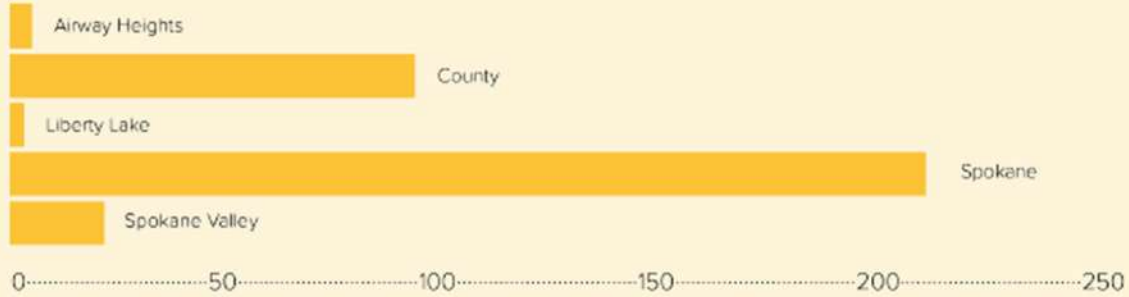
A virtual “open house,” online from February 12th to March 28, 2024, allowed community visitors to view the same information shared at the in-person events and share feedback using a survey form and interactive map where they could identify locations that they felt needed improving. There were 328 visitors to the online open house and 194 survey responses. Some key takeaways are summarized below.

- The top transportation safety concerns reported included speeding vehicles, poor road conditions, having to cross busy streets, and reckless driving. Under “Other” community members commented about concerns with intersection safety, poor crossing conditions, speeding vehicles, pedestrians, and bicyclists failing to follow the rules of the road.
- The top safety measure survey respondents would like to see implemented is “Redesigning streets to encourage slower driving speeds (for example, reducing roadway or traffic lane widths, traffic calming devices, etc.)”

Presented below are the results of the survey questions and interactive mapping.

Survey Responses

WHERE DO RESPONDENTS LIVE?



Many locations survey respondents identified align with the data

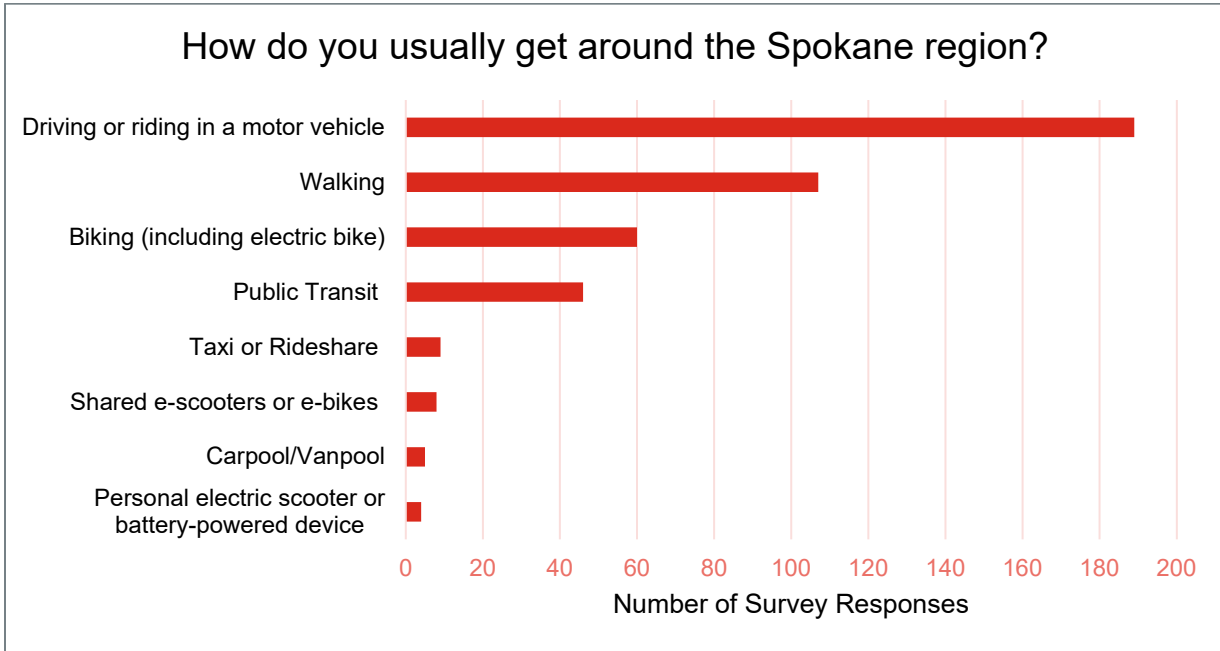
CORRIDORS

Corridor	Extent From:	Extent To:	# of Comments
E Trent Ave	N Pines Rd—N Cement Rd	N Idaho Rd	18
N Division St	W Price St—E Magnesium Rd	W Sumner Ave	15
E Mission Ave	N Pettet Dr	N Meadowood Ln	11
W Main Ave	N Monroe St	W Washington St	10
W Wellesley Ave	N Assembly St	N Division St	10
E 29th Ave	S Lincoln Dr	S Glenrose Rd	9
S Grand Blvd	W 9th Ave—W Rockwood Blvd	E 33rd Ave	9
E 57th Ave	S Hatch Rd	S Palouse Hwy	8
S Freya St	E 57th Ave	E 21st Ave	7

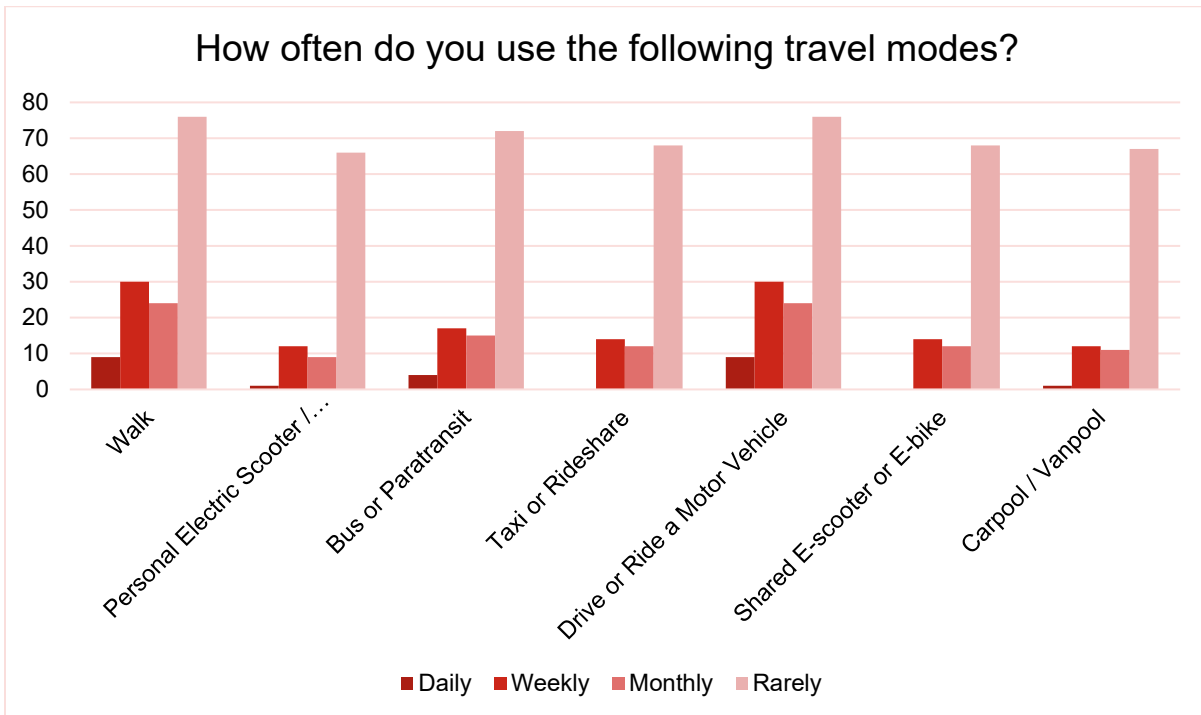
INTERSECTIONS

Intersections	# of Comments
N Starr Rd/E Trent Ave	14
W Main Ave/N Monroe St	8
E Sprague St/N Division St	5
N Division St/E Martin Luther King, Jr. Way—W Riverside Dr	4
N Haven St—N Market Pl/Rowan	4
N Wellesley Ave/N Assembly St	4

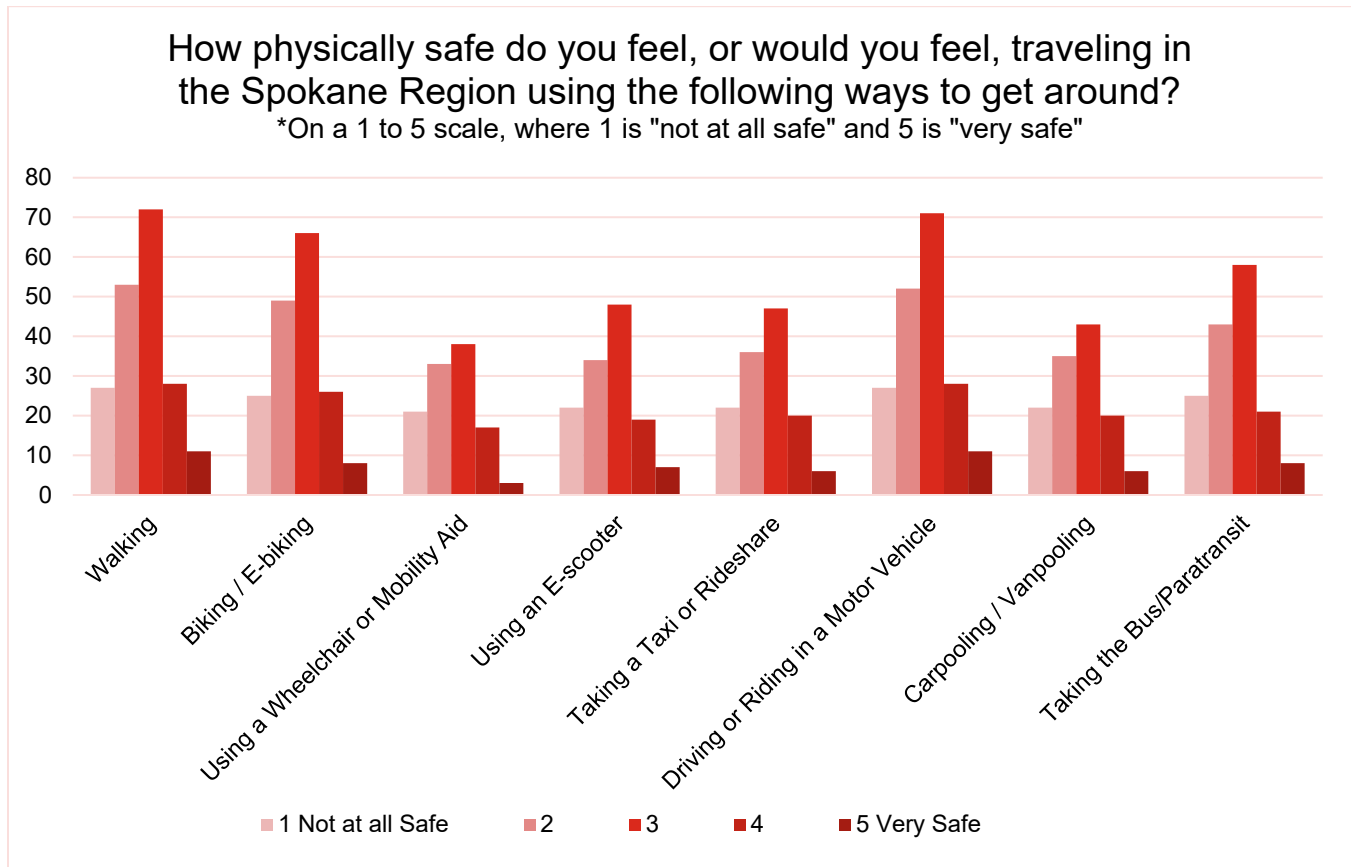
How do you usually get around the Spokane Region?



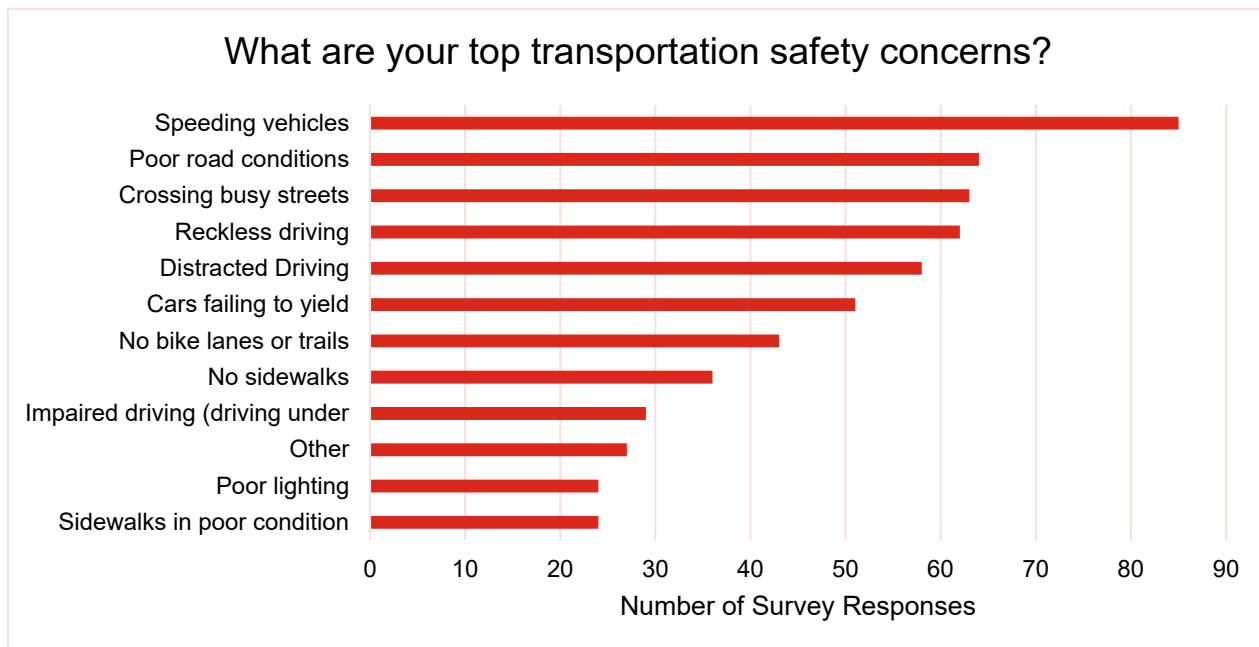
How often do you use the following travel modes?



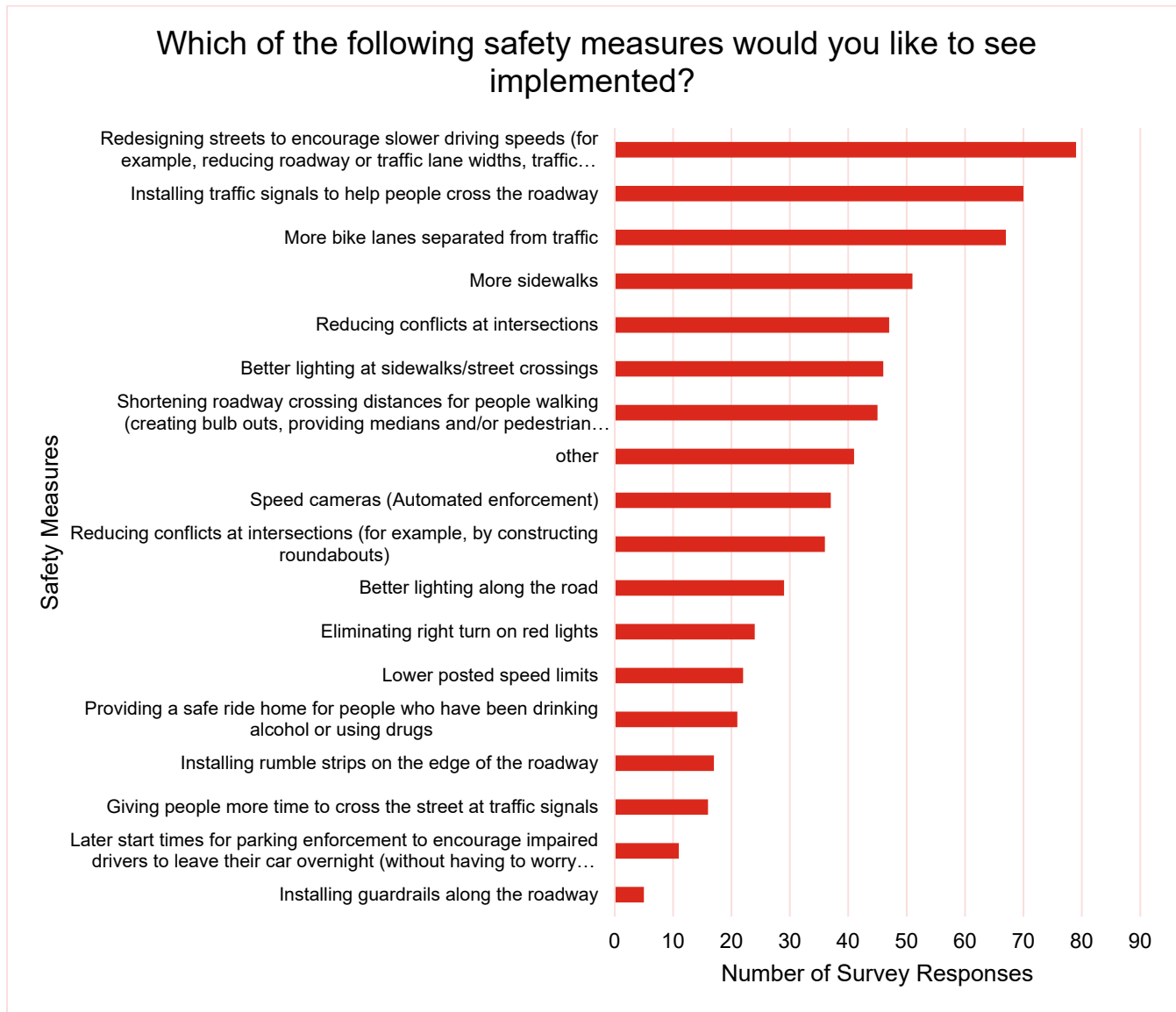
How physically safe do you feel, or would you feel, traveling in the Spokane Region using the following ways to get around?



What are your top transportation safety concerns?



Which of the following safety measures would you like to see implemented?

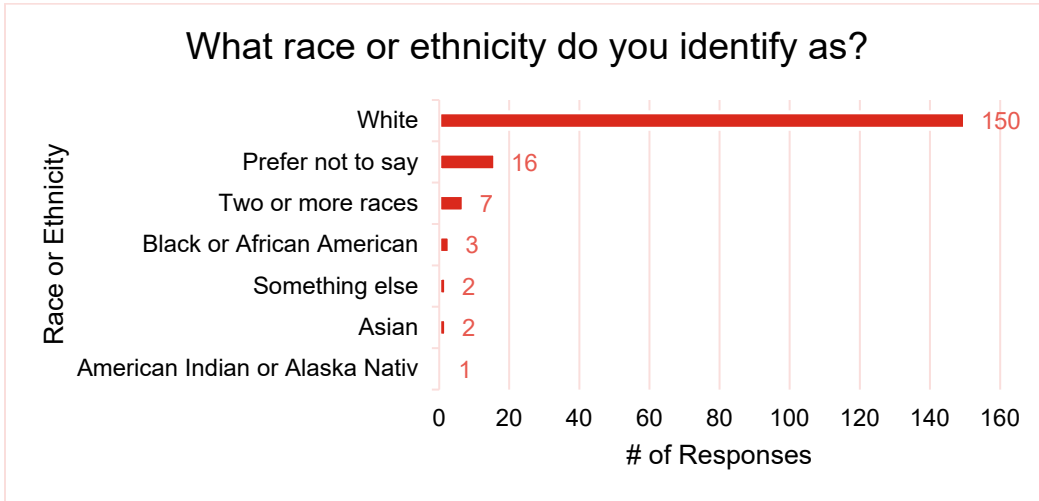


Who we heard from:

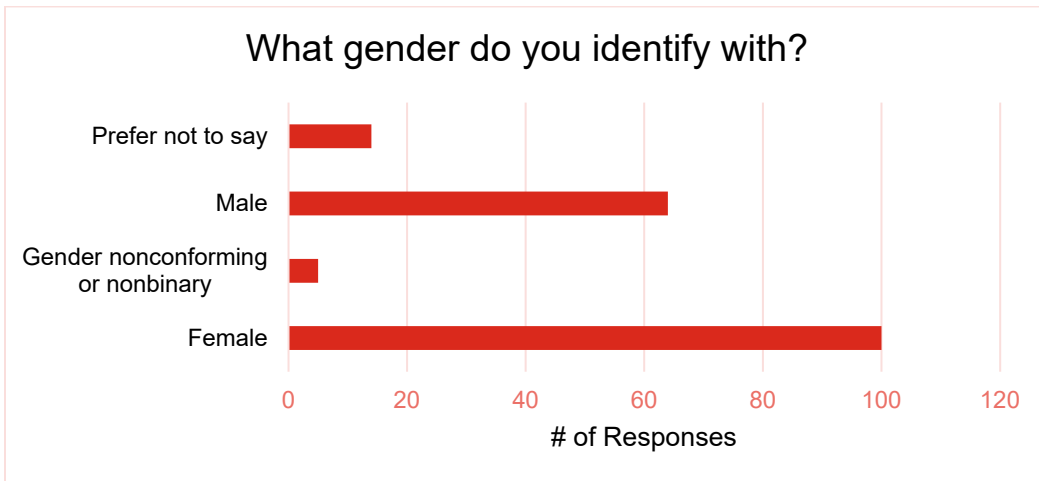
The results show that of the 194 survey respondents we heard from were predominately:

- White community members.
- People who identify as female.
- Those between the ages of 35 and 54 or 65 and over.
- Community members with an annual income between \$50,000 and \$99,999.
- Those who own or have access to a car.

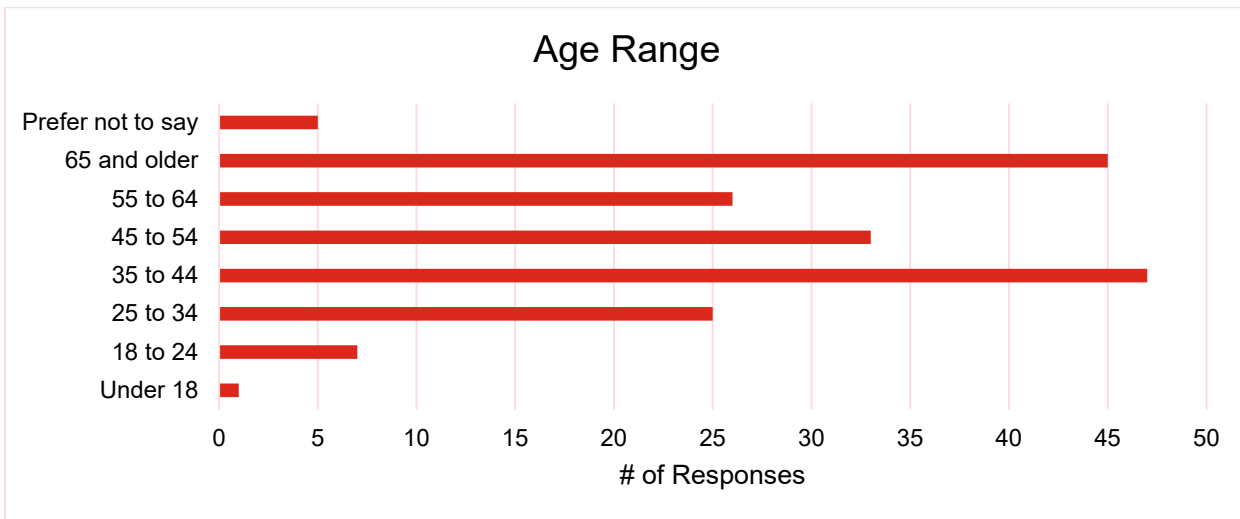
What race or ethnicity do you identify as?



What gender do you identify with?



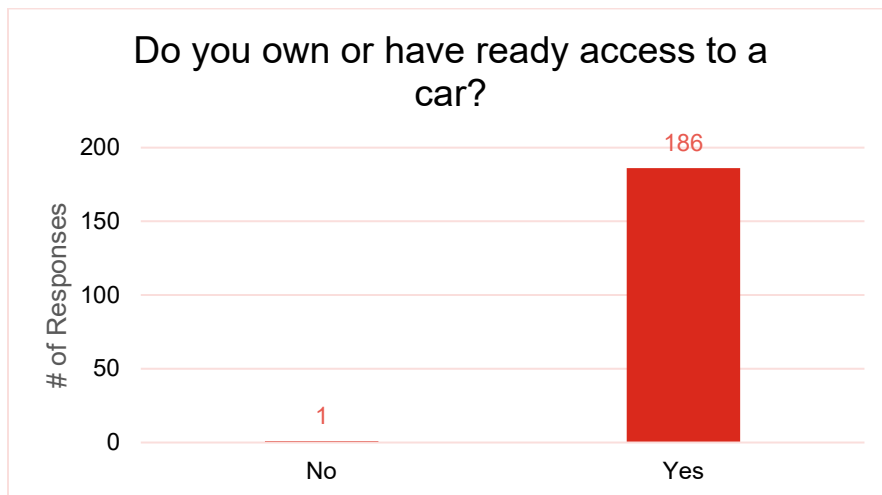
Age Range



How would you describe your annual income?



Do you own or have ready access to a car?

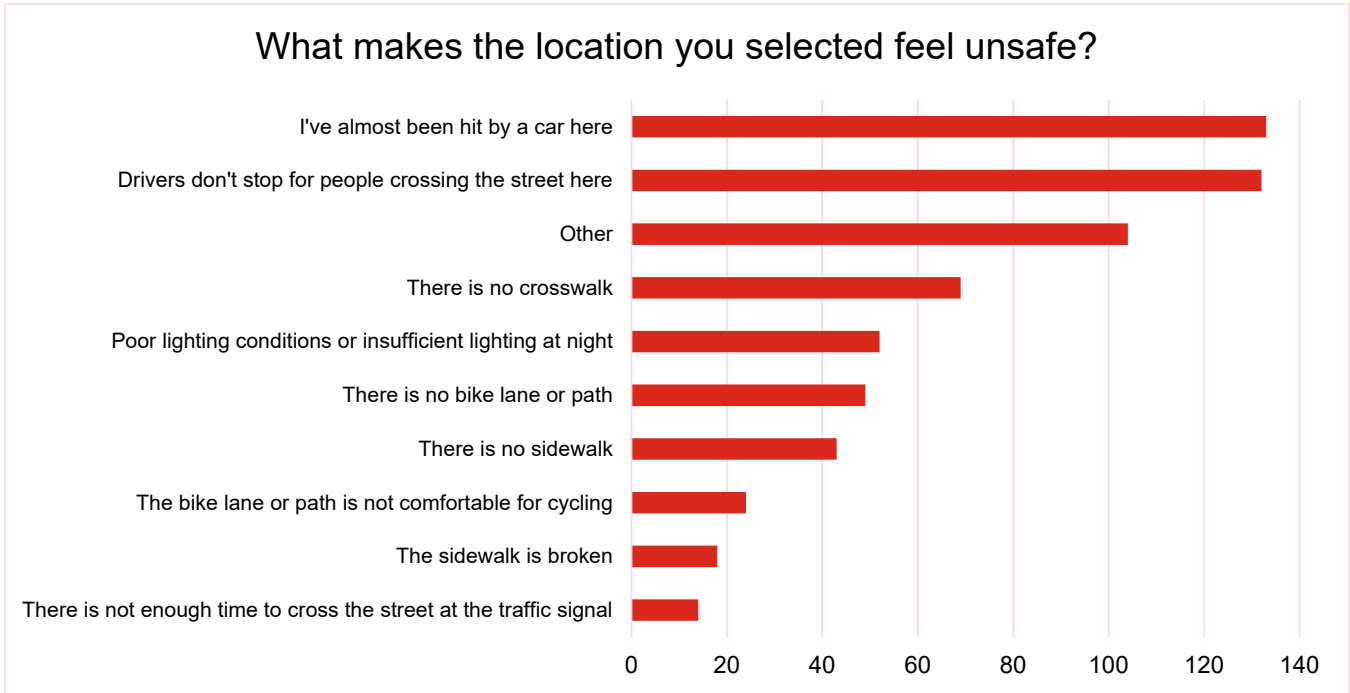


Interactive Map Survey

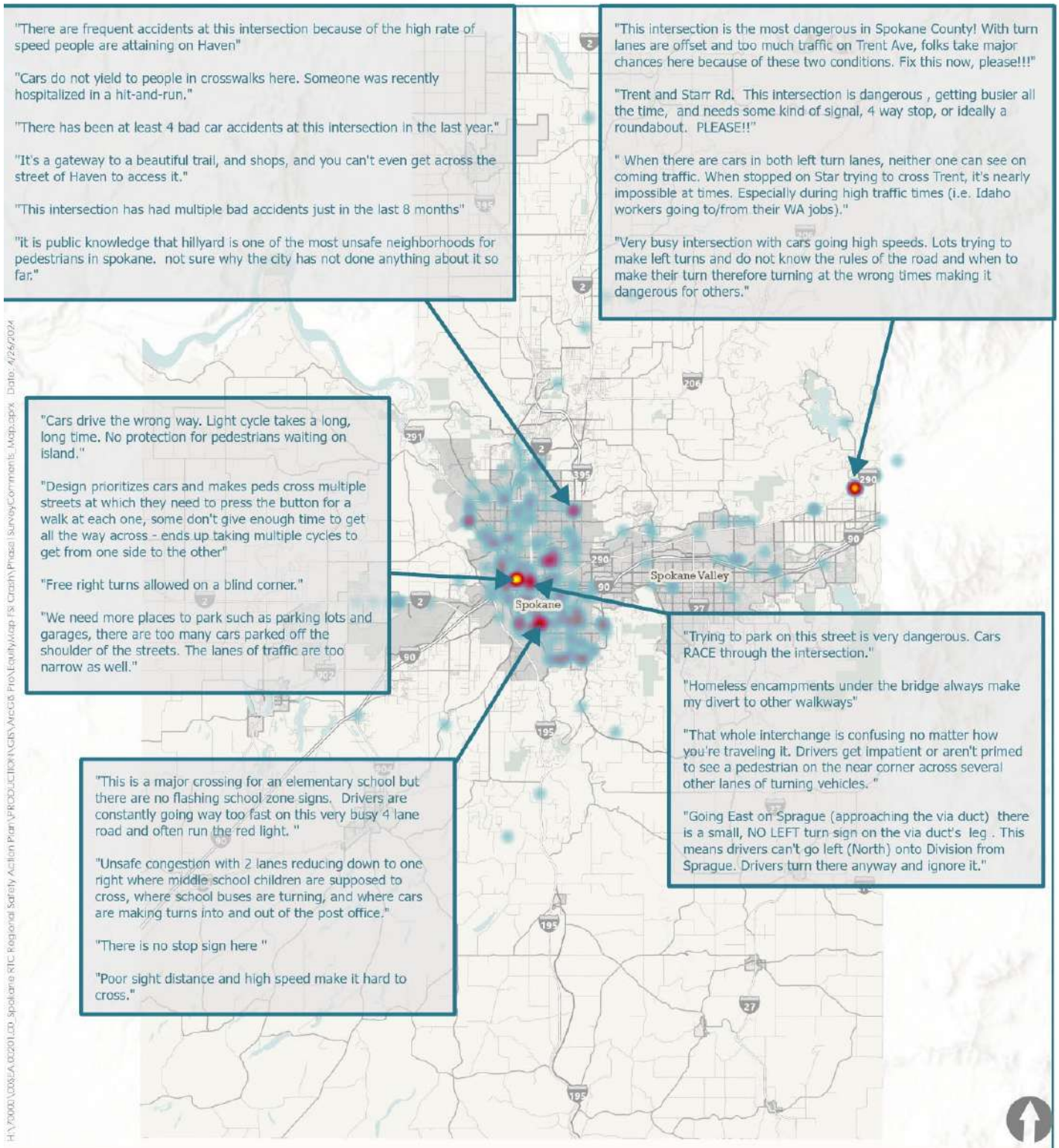
The interactive map survey allowed community members to help to identify locations in the region where safety improvements may be needed. Community members placed 328 pins on the interactive map noting locations where they don't feel safe. The top reported reasons are: "I've almost been hit by a car here" and "Drivers don't stop for people crossing the street." The third top reported reason is "Other" and the most prevalent themes regarding these comments relate to:

- Intersections and crossing concerns.
- Locations where vehicles are reported speeding.
- Visibility and sightline concerns.
- Speeding vehicles and unsafe crosswalks near schools.

What makes the location you selected feel unsafe?



Map of Interactive Map Comments



Phase 2 Engagement Activities

On May 10, 2024, SRTC hosted at the Asian Native Hawaiian Pacific Islander Heritage Festival in Riverfront Park, downtown Spokane. It was also during the Junior Lilac parade which brought people from the Spokane County region to downtown. The project team engaged with over 125 people.

The outreach focused on:

- Sharing feedback on how the first round of engagement informed the Draft Regional Safety Action Plan.
- Sharing information and answering questions.
- Encouraging community members to review the plan and complete the online survey.
- Listening and recording concerns and priorities related to transportation safety.

A virtual “open house,” online from May 11 to June 5, 2024, allowed community visitors to view the same information shared at the in-person event and share feedback using a survey form. There were 255 visitors to the online open house and nine survey responses.

Key themes included support:

- For the regional planning effort and making safety improvements, especially for pedestrians and cyclists.
- Strategies that improving driver behaviors and slowing speeds.
- The High Injury Network – the corridors identified resonated with people viewing the maps.

WHAT WOULD MAKE PEOPLE FEEL SAFER?

Top safety measures selected by community members who responded to our survey



Interviews

The project team conducted 14 interviews with representatives from the city, county, state, tribal, and community-based organizations in the SRTC region to add clarity to data and understand local priorities and goals.

- Airway Heights
- Cheney
- Deer Park
- Fairfield
- Latah
- Liberty Lake
- Millwood
- Spangle
- Unincorporated Spokane County
- Spokane Valley
- Waverly
- City of Spokane Bicycle Advisory Board
- Spokane Transit Authority
- Washington State Patrol
- Washington State Department of Transportation
- Spokane Homeless Coalition
- American Indian Community Center

Themes

Key themes are presented below. Additionally, technical information was incorporated in the data analysis, high injury network, and strategy selection. Representatives identified opportunities for enhanced collaboration and engagement.

- **Capacity Building and Knowledge Sharing.** There are opportunities for jurisdictions that have had success implementing safety strategies to share experiences with others (for example, Deer Park and Airway Height's success with roundabouts).
- **Coordinated Community Engagement with Defined Outcomes.** Some community-based organizations may have "survey fatigue" caused by repeat engagement processes without knowing how input affected planning, leading to the belief that, "We don't feel like what we say matters."

They also identified challenges and barriers. Top concerns that nearly every jurisdiction, group, and agency noted included high motor vehicle speeds, inadequate funding to meet needs, pedestrian safety, safe access to transit and driver behaviors such as impaired driving, distracted driving, and lack of seatbelt use. Implementing access management strategies, like consolidating driveways on private property, can be barriers to implementing safety improvements. Several jurisdictions and departments cited insufficient staffing as a barrier to a more robust safety program and project implementation. Additional details are provided below.

Behaviors

- Roadway user behavior was noted as a top concern as well as the challenge of addressing it related to serious and fatal injury crashes. In many cases improved enforcement is needed.
 - Speeding
 - Impaired driving
 - Distracted driving
 - Seatbelt use
 - Aggressive driving
- While roundabouts are noted as having less serious and fatal injury crashes than other types of intersections, one jurisdiction noted two crashes with a roundabout was the result of impaired driving.
- Driver fatigue was noted as a contributing factor in run-off road crashes. Projects installing signage informing motorists, “this is last stop for 10 miles so take a rest if you need to” have been implemented in some locations.

Bicyclist Safety

- State highways and large multilane roads are barriers for bicyclists.
- Rural communities noted a lack of bicycle facilities which is a barrier to cyclists.
- Many 35 mph posted roadways lack appropriate bicycle facilities compared to other similarly sized cities.
- Bicyclist crashes are trending higher at driveway locations as opposed to intersections.
- Liberty Lake has a large network of separated shared use paths, with the highest rates of bicyclist activity near parks and schools.

Pedestrian Safety

- As was noted with bicyclist safety, state highways and large multilane roads with higher speeds and volumes are often a barrier for people who walk to access everyday destinations such as grocery stores, schools, libraries, transit stops, and parks.
- Completing missing sidewalks networks is important, especially around schools and community destinations.
- Pedestrian behavior can be unpredictable in downtown Spokane.
- Drivers often make right turns on red without paying attention to the pedestrians in the crosswalk.
- The Spokane Transit Authority is working on converting non-far-side bus stops into far-side bus stops, allowing the bus to move through the intersection before stopping and preventing the bus from blocking crosswalks. Opportunities for enhanced crossings near transit stops should be considered.

High Motor Vehicle Speeds

All jurisdictions, agencies, and departments noted concerns about high motor vehicle speeds:

- Some noted that motorist speed is often above posted speed limits and expressed a desire for effective speed management strategies.
- Deer Park noted the success with mobile speed feedback sign.
- Small rural towns expressed concerns with traffic speeds through center of their town and on the rural two lane roads between the smaller towns.
- There is a desire for increased enforcement of speeding at lower thresholds along high-risk corridors.
- Lower travel speeds are required to reduce the severity of pedestrian and bicyclist crashes.

Lighting

- Low lighting conditions are a contributing factor, especially for pedestrians and run off the road crashes

Education and awareness campaigns

- Past campaigns for seatbelt use (“Click it or Ticket”) were effective in raising awareness and increasing compliance with law.
- Other communities noted in some of the more rural areas, it may be less common to wear seat belts and education is needed to train drivers as they transition to more urban/suburban roads.
- Tribal representatives noted there is an opportunity for safe driving education through youth programs and communication between the elders and the youth.
- There is a need to educate the public about protected bike lanes (for example, parking is not allowed in the bike lane) and design elements to prevent parking in the first place.

Roundabouts

- Deer Park noted a significant reduction in crashes after the installation of three roundabouts.
- Airway Heights has nine roundabouts in the planning phase.

Vehicle Size

- Concern was expressed about the effects of larger vehicle sizes resulting in more serious crashes.

Traffic Calming

- There is a desire to implement traffic calming strategies such as traffic circles and chicanes to reduce motor vehicle speeds and to prevent cut through traffic in residential areas.

Transit Service

- Jurisdictions in smaller towns in the region noted a lack of transit service and a desire to support older adults’ mobility needs in order to age in place.
- There is a desire for safe access to transit services (sidewalks and safe crossings).
- High costs for transit users are a barrier to use, with some expressing a desire for a day pass.

Unhoused populations

- There needs to be an awareness and proactive solutions taken to protect vulnerable populations in places they are typically known to congregate.
- Unhoused people may treat crossing the street in the same manner as someone crossing an indoor living room, with a lack of awareness of where crosswalks and traffic signals are located.
- Unhoused people may tend to be more active at night for personal safety reasons.
- Project prioritization and safety interventions should take these behaviors into account.

Funding

- Jurisdictions noted that it is challenging to have enough funding to finance projects, despite in some cases having robust safety tools and programs.
- One jurisdiction suggested that a grant checklist for SS4A Implementation grant funding would be helpful.
- Other smaller jurisdictions noted funding safety improvements using grants is challenging due to the required match.