Spokane Regional

Pedestrian Plan

December 2009

Introduction

Walking is the oldest and most universal form of travel. It requires no fare, no fuel, no license, and no registration. With the exception of devices to enhance the mobility of the disabled, walking demands no special equipment. Thus, walking is the most affordable and accessible of transportation modes.

A pedestrian is legally defined as a person who walks from one place to another either by foot or using an assisted mobility device. Pedestrians include people of all ages and abilities. Every personal trip involves some element of walking, whether it is a pure pedestrian trip, or combined with other modes of travel such as transit, driving or cycling.

If people are to walk safely, conveniently, efficiently, and comfortably they need an environment and facilities designed to meet their needs. The first step toward achieving that is the development of this Spokane Regional Pedestrian Plan, which is the result of a collaborative effort. Working closely with the City of Spokane, the Active Transportation Technical Committee, and a citizen based steering committee, the Spokane Regional Transportation Council (SRTC) and the Spokane Regional Health District (SRHD) took the lead in developing this plan.

The goal of this coordinated effort is to create a pedestrian system to increase walking for transportation and to improve the health of our community. This plan will:

- Be a key resource for area jurisdictions in securing grants and funding
- Provide recommendations to overcome locally identified barriers
- Provide recommended projects for construction and planning
- Suggest educational and enforcement programs to encourage safe pedestrian travel.

The Metropolitan Transportation Plan (MTP)

This coordinated approach to pedestrian planning fits with the vision of the Spokane Area Metropolitan Transportation Plan (MPT) for a region-wide, non-motorized transportation system. The MTP is a 20-year plan that documents the inter-modal approach that will be taken to develop Spokane's regional transportation system in order to meet the mobility needs of people, freight, and goods in the future.

The MTP includes several goals related to non-motorized transportation including:

- Establishing a pedestrian program that will increase the mode-share of walkers as a means of transportation over the next 20 years;
- Eliminating barriers that discourage or prohibit pedestrian access; to identify the needs and gaps in the regional pedestrian system;
- Encouraging connections between residential areas and adjacent land uses to enhance awareness and cooperation between all roadway users; and
- Providing jurisdictions and agencies guidance on how to select appropriate pedestrian projects and how to establish priorities for funding.

The goals of the MTP are achieved in the following three complementary documents:

- The Spokane Regional Bike Plan,
- SmartRoutes, and
- this Spokane Regional Pedestrian Plan.

Once completed, area planners are encouraged to tailor this Spokane Regional Pedestrian Plan to the needs of their own jurisdiction and adopt it as their agency's document in order to create walkability that traverses jurisdictional lines. Because the benefits of a walkable region go beyond taking cars off the road and improving air quality, this region-wide effort also has great potential to improve health, increase safety, sustainability, equity, and vitality in our area. SRTC and SRHD will collaboratively work to implement the recommendations, goals and objectives in this plan over the next six years.

Goals & Objectives

Goal 1:

Support all levels of pedestrian travel by development of pedestrian projects, programs, and plans.

Objective 1.1:

Increase the number of pedestrian trips from 8.5% to 10.5% region wide for all levels of pedestrians within 4-6 years.

- ★ Target employees that live less than five miles from Commute Trip Reduction (CTR) worksites.
- ★ Create a one-day and a one-hour walk commuter workshop and run it for employees at 20 worksites per year.

Objective 1.2:

Increase the number of local jurisdictions that have pedestrian plans.

- ★ Identify and recruit key stakeholder participation.
- ★ Develop a dissemination process and distribute Regional Pedestrian Plan for locals to use as a guide.
- ★ Provide technical support training in development of plan design.
- ★ Form an advisory committee to update and provide information to policymakers.
- ★ Educate jurisdictions on the importance of complete street policies

Objective 1.3:

Establish and utilize criteria for programming and providing transportation infrastructure, including pedestrian infrastructure, which aims at achieving environmental and social equity for disadvantaged populations and users of all ages and abilities.

- ★ Identify and advocate for the use of best practice/promising approaches for programming and active transportation.
- ★ Research best practices.

Goal 2:

Design and/or implement changes in the pedestrian infrastructure to increase pedestrian safety and connectivity.

Objective 2.1:

Complete pedestrian facility (i.e. sidewalks/paths) inventories.

- ★ Utilize Spokane Transit's (STA) Job Access & Reverse Commute (JARC) Pedestrian Network inventory data. (See page 24 and Appendix B)
- ★ Encourage each jurisdiction to supply current pedestrian facilities updates to STA for continual updates to the STA Pedestrian Network.
- ★ As needed, identify and/or create tools for additional data collection/inventories.
- ★ Identify and recruit local community stakeholders.

Objective 2.2:

- ★ Identify problem areas that may require safety projects and/or studies, such as striping crosswalks, installing pedestrian signals, placing pedestrian crossing signs, etc.
- ★ Monitor pedestrian injury data and watch for trends in specific areas.
- ★ Bring together appropriate stakeholders to take action in increasing safety in a problem area.

Goal 3:

Support the planning, funding, and public knowledge of integrated networks of paved pedestrian paths that serve as an alternative to roadways and facilitate non-motorized travel to and through neighborhoods, shopping, parks, schools, and transit accessible areas.

Objective 3.1:

Identify, prioritize, and monitor high pedestrian activity centers.

★ Contact local jurisdictions for information and locations of high pedestrian activity centers.

Objective 3.2:

Identify gaps in possible pedestrian routes

★ Utilize STA's Pedestrian Network Inventory data.

Objective 3.3:

Encourage public/private project development design to enhance pedestrian access to public transit and pedestrians.

★ Partner with STA to prioritize appropriate projects that improve accessible paths of travel to bus stops and transit facilities.

Objective 3.4:

Encourage jurisdictions to identify neighborhood connectivity to the area's goods and services.

★ Get local jurisdictions to provide input.

Objective 3.5:

Educate government and public entities on the economic benefits of pedestrian travel.

★ Continue to pursue the education and implementation of the SmartRoutes 2010 Spokane Initiative which urges a doubling of Federal funding for trails, walking and bicycling and requests a $50 million grant for local planning, educational, and construction projects.

Goal 4:

Improve actual and perceived pedestrian safety and security.

Objective 4.1:

Develop methods of collecting and reporting pedestrian injury data to help understand and educate on the areas of highest need.

Objective 4.2:

Support the increase of enforcement around identified activity centers/districts through law enforcement, crossing guards, and other enforcement mechanisms to improve safety.

★ Partner with local jurisdictions and law enforcement to conduct pedestrian emphasis patrols.

★ Disseminate results among local stakeholders.

★ Advocate for best practice/promising approaches to improve safety.

Objective 4.3:

Implement safety programs at areas where there are high pedestrian collision rates.

★ Implement "20 is Plenty" or "Neighbors Drive 25" educational campaign from Spokane County Traffic Safety Campaign, or other programs that educate drivers to obey the traffic speed.

Objective 4.4:

Support property owner education regarding maintenance responsibilities for both existing sidewalks and sidewalk right-of-way where no sidewalk exists.

★ Support enhanced education campaigns to property owners on code regulations. Support education on seasonal maintenance issues such as snow removal and ice on pedestrian paths.

Objective 4.5:

Increase awareness of traffic safety to all citizens.

★ Support the use of traffic safety signage.

★ Support education campaigns to improve knowledge around the rules of the road for all users.

Goal 5:

Support all pedestrian travel in the area to improve the physical health of all residents, including the reduction of chronic disease related illnesses and slow the increase of obesity by making foot travel more enjoyable, convenient, and safe.

Objective 5.1:
Ensure all local jurisdictions that have comprehensive plans have included the Growth Management Act requirement to promote physical activity.

Objective 5.2:
Support pedestrian travel in the area with the goal of achieving mode shift to reduce congestion, improve air quality, and improve the environment.

Objective 5.3:
Educate local jurisdictions and the public on the importance of the relationship between residential areas and the walking distances to destinations and the potential impact on public health.

Objective 5.4:
Support partners implementing Health Impact Assessments.

Objective 5.5:
Create/enhance partnerships that support health and the built environment.

Goal 6:

Pursue funding to maintain, enhance, and expand pedestrian facilities.

Objective 6.1:
Develop a pedestrian advisory committee comprised of pedestrian travel advocates and including both pedestrian and bicycle group representatives to focus on non-motorized funding and complete streets policies and/or bonds.

Objective 6.2:
Evaluate potential funding mechanisms that can be implemented to assist in funding, implementing, and sustaining pedestrian plans, projects, and programs.

Goal 7:

Increase the percentage of children who walk to school by 2% from 26% to 28%.

Objective 7.1:
Educate schools and community partners on importance and benefits of Safe Routes to School.

- ★ Facilitate Safe Routes workshops available from state agencies.
- ★ Work with schools, local agencies, and community partners as an advisory group to make Safe Routes to School a priority for our community.
- ★ Recruit additional schools to participate in Walk to School events.
- ★ Present to parent school organizations on importance of Safe Routes to Schools.
- ★ Work with school staff to identify safe pedestrian routes around schools.

Existing Conditions

Population Growth

Spokane County is home to 451,200 residents. Cities include Spokane, Spokane Valley, Liberty Lake Airway Heights, Medical Lake, Cheney, Millwood, Deer Park, Spangle, Waverly, Latah, Fairfield, and Rockford.

The population for Spokane County has seen a significant increase over the past several years, as have the cities within the county. With so many of the communities growing, there is even more of a need to build and plan a community that is pedestrian friendly. A pedestrian friendly environment is one that will decrease the need of single occupancy vehicles and the strain of overusing and maintaining streets.

County & Cities	2007 Population Estimate
Spokane County	451,200
Airway Heights	5,030
Cheney	10,210
Deer Park	3,235
Fairfield	627
Latah	192
Liberty Lake	6,580
Medical Lake	4,695
Millwood	1,665
Rockford	504
Spangle	275
Spokane	202,900
Spokane Valley	88,280
Waverly	120
Unincorporated	126,887

Weather & Terrain

Spokane County is located in the eastern portion of Washington State. Residents enjoy all four seasons, from rain in the spring to hot summers, cool autumns, and snow in the winter. Average yearly precipitation is 16.7 inches. Average yearly snow fall is 48.8 inches, though this amount doubled during the past two winters. Spokane terrain is very diverse, from treed hills to flat farm land. Communities should take weather and terrain into consideration when planning for the built environment.

Month	Average High	Average Low
January	33°	22°
March	49°	30°
May	66°	43°
July	82°	55°
September	73°	46°
November	41°	29°

Collision Data

In 2007, there were 157 pedestrian-involved collisions in Spokane County. There has been incremental growth over the past three years of tracking this data through the Washington State Collision Data Summaries. The number of disabling or serious injuries also continues to rise each year. [4]

Year	Pedestrian involved collisions	Pedestrian disabling or serious injury	Pedestrian fatalities
2007	157	24	4
2006	150	22	10
2005	137	18	5

Poverty Rates

In Spokane County, about 10% of the population lives at or below 100% of the federal poverty level. Individuals living at this poverty level often use walking or public transit for transportation. Within Spokane County, 41% of students qualify for free/reduced lunch. [1]

Crime Rates

Crime rates in Spokane County have decreased over the last couple of years. The built environment has a distinct correlation to crime safety. Crime Prevention through Environmental Design (CPTED) is the practice of designing communities to increase safety and perceived safety of pedestrians. Whether or not a resident uses a pedestrian facility depends on their sense of security.

Year	Crime Rate (per 1000 residents)
2006	45.8
2005	48.7
2004	66.7
2003	60.3
2002	57.6

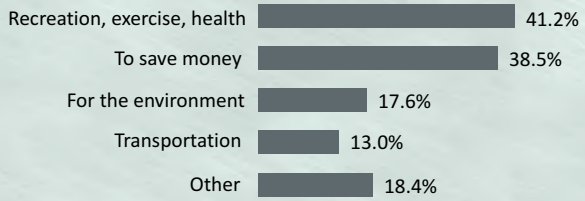
Disabilities

In Spokane County, 18.8% of the population has some sort of physical or mental disability. Communities should be designed for all to use regardless of their abilities.

Lack of sidewalks and other impediments make it challenging for individuals with limited mobility to access public transportation. Spokane Transit's Pedestrian Network inventory documents the extent of these impediments. While there are 1,508 miles of sidewalks within the Spokane County Public Transportation Benefit Area (PTBA), the following has been documented:

- ★ 3,289 miles streets/roads without sidewalks (includes both sides of streets)
- ★ 10 miles of alley crossings (slope, condition may cause impediment)
- ★ 116 miles of driveway crossings (slope, condition may cause impediment).

Q: Why do you walk?



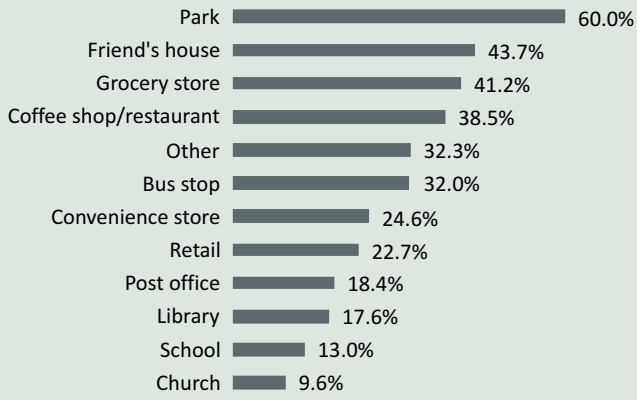
Pedestrian Usage and Behavior

A vibrant pedestrian environment really depends on if residents of the community have a sense of security and safety to walk for transportation purposes. Currently, only 8.5% of residents walk daily for transportation.

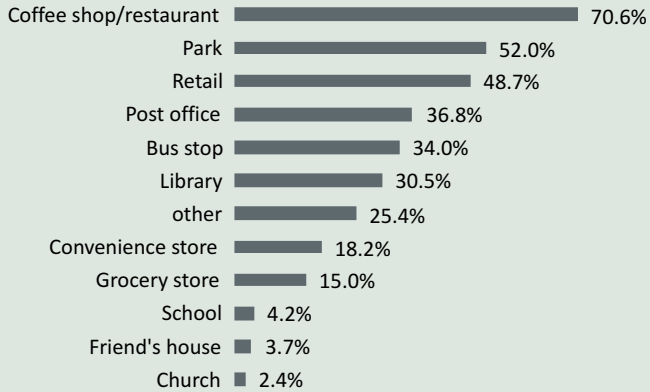
About half of Spokane County residents consider themselves satisfied with the available walking opportunities in their community. The average daily distance that pedestrians walk is a little over ½ mile. [2]

In a survey of Spokane County residents, most residents walk in their community for recreation or health purposes (see graph at left). For those who walk for transportation, most pedestrians walk to destinations like parks, grocery stores, bus stops, restaurants, and retail stores. [3]

Q: From your house, where do you walk to?



Q: From your work, where do you walk to?



Other Considerations

Walking and Public Health

The built environment has an impact on our health. The built environment is a place where people of all ages and abilities can have easy access and safe places to walk. The way we build and design our communities can have an impact on people's health and is associated with an increase or decrease of chronic illness. Diseases like diabetes, asthma, heart disease, high blood pressure, and cancer are at an all time high in our nation and here locally. If communities are built with sprawl, it makes it harder to walk for transportation or access health promoting foods, thus resulting in the previously mentioned illnesses. Making environmental changes to an area to be more walkable has been shown to be effective in increasing the physical activity of that community. A community that is pedestrian focused will see a decrease in motor vehicle emissions and traffic congestion, thus reducing asthma rates. Motor vehicles emit a significant portion of the air pollution in the Spokane area. [5] Any effort made to get people out of their cars to walk, bike, bus or carpool will make a difference in air quality.

Traditionally, public health hasn't been at the table when it comes to designing and planning communities. Developers, planners, architects, and transportation professionals must work with public health and the elected officials to make improvements in the walking conditions of their communities. While individual behavior is important, effective public health policies that create an environment to promote and support healthy choices are key to disease prevention. [6]

Spokane Regional Health District

The Spokane Regional Health District is one of 34 local public health agencies serving Washington State's 39 counties. We have approximately 250 employees and serve a population of more than 400,000 in Spokane County.

The Physical Activity and Nutrition Program at the Spokane Regional Health District focuses on policy and environmental changes to increase physical activity. Promoting a walkable community has been proven to increase resident's physical activity levels, reducing chronic illnesses that are related to obesity. Our work with this Pedestrian Plan was funded through a partnership with the Washington State Department of Health.

For more information, call 324-1530 or visit us on-line at: **www.srhd.org**

Walking to School

As identified in the Non-motorized Transportation Pilot Program (NMTPP), 26% of students walk to school in the Spokane Region. [2] It is important to note that this survey, while utilizing random techniques, did not have enough respondents to be considered statistically valid. However, the information in the survey provides the best data we have available at this time.

The health benefits of walking to school and safe routes to school are endless. The student who is walking is not only getting the physical activity they need to reduce their risk of chronic illnesses, but they also build healthy lifelong habits by incorporating walking as part of their lifestyle. When many children walk to school, they promote a healthy quality of life by reducing motor vehicle emissions and traffic congestion. Schools can also reap the economic benefits of safe routes to school by reducing the cost of bussing children to school.

Walking to Transit

The success of transit as a mode of transportation is highly dependant on pedestrian access. In return, transit can increase the distance a pedestrian can travel without reliance on a single occupant vehicle. People with disabilities may rely on transit as their primary source of transportation and transit access facilities must be designed to meet their needs.

Transit trips are likely to have a walking trip before and/or after transit use. In the Spokane Public Transportation Benefit Area (PTBA) most transit trips (78%) begin with a walking trip or bicycling trip. Only 22% report driving or riding in a vehicle to transit stops. [2]

Walking is the primary mode of transportation for those seeking access to public transit in Spokane County. An on-board survey of transit riders indicates that 64% of users access transit stops via walking. 77% of transit riders walked three blocks or less to access bus service. Most respondents were going home (30%), work (21%), on personal business/errands (19%) or school/college (15%). Another interesting fact is that 49% of riders surveyed make $20,000 or less per year. [7]

Spokane Transit Authority is presently planning for a High Performance Transit Network. As a result of this up-coming long-term vision for transit, extended travel opportunities for pedestrians will increase significantly. By improving the location, frequency, and condition of transit stops, crosswalks, sidewalks, etc., more riders and pedestrians will be able to complete their trip safely, efficiently, and comfortably.

Locally Identified Barriers/Obstacles

Although Spokane County includes urban and rural communities, when asked through the Spokane Regional Pedestrian Survey what barriers there are to being a pedestrian, these were the most popular common themes: [3]

- ★ Lack of crosswalks
- ★ Sidewalk issues (no sidewalks, poor repair, gaps in sidewalks, lack of maintenance, snow removal)
- ★ Lack of lighting in the evening
- ★ Driver behavior

In the past, schools located in neighborhoods were beneficial because they were within walking distance to the student's homes. Today, safety concerns regarding ”stranger danger” and traffic issues have prevented students from walking to school on a daily basis. In Spokane County, only 26% of students bike or walk to school; the rest are bussed or driven. [2]

The following data show the percent of adults who agree the following are concerns with children walking to school: [2]

- ★ Too much traffic in neighborhood (72%)
- ★ Cars drive too fast through the neighborhood (50%)
- ★ No (or inadequate) sidewalks/bikeways on the route to school (58%)
- ★ Crossing particularly problematic or dangerous intersections (23%)

Obstacles to pedestrian planning and usage

During the public and agency information gathering phase, the following obstacles to pedestrian planning were recorded. The solutions that follow are the identified goals in this Regional Pedestrian Plan.

Inadequate funding:

The number one concern in a survey to local planners and engineers was lack of funding to plan and implement pedestrian projects. In Washington State, the present thinking is that more local dollars should be used for transportation projects because state funding is very competitive and drying-up.

- ★ Solution: Goal 6**,** Pursue funding to maintain, enhance, and expand pedestrian facilities.

Lack of staffing and training:

Lack of dedicated staff and training dollars limits the knowledge of local planners and engineers.

- ★ Solution: Goal 1, Support all levels of pedestrian travel by development of pedestrian projects, programs, and plans.
- ★ Solution: Goal 5, Support all pedestrian travel in the area to improve the physical health of all residents, including the reduction of chronic disease related illnesses and slow the increase of obesity by making foot travel more enjoyable, convenient, and safe.
- ★ Solution: Goal 7, Increase the percentage of children who walk to school by 2%, from 26% to 28%.

Lack of pedestrian inventory:

Presently, no local jurisdictions map and track pedestrian networks and facilities. As a result, those wanting to use the pedestrian system have no guiding inventory or maps. The STA Pedestrian Network data is a major step forward and will assist jurisdictions with the information they need to track pedestrian networks.

- ★ Solution: Goal 3, Support the planning, funding and public knowledge of integrated networks of paved pedestrian paths that serve as an alternative to roadways and facilitate non-motorized travel to and through neighborhoods, shopping, parks, schools, and transit accessible areas.

Locally Identified Barriers/Obstacles, *continued*

Lack of knowledge of the health benefits of walking

If local officials and residents don't understand how walking as transportation can improve personal health and environmental quality, they may not demand good pedestrian facilities. Without this knowledge, other budgetary priorities will likely take precedence, resulting in less funding for pedestrian improvements.

- ★ Solution: Goal 4, Improve actual and perceived pedestrian safety and security.
- ★ Goal 5, Support all pedestrian travel in the area to improve the physical health of all residents, including the reduction of chronic disease related illnesses and slow the increase of obesity by making foot travel more enjoyable, convenient, and safe.
- ★ Goal 7, Increase the percentage of children who walk to school by 2%, from 26% to 28%.

Lack of understanding of economic benefits of walking

Many businesses advocate for policies that facilitate auto access, such as free parking and new freeway interchanges, and underestimate the economic impact of walk-in customers. Purchases made by pedestrians generate revenue for business owners, as well as sales tax for the community.

- ★ Solution: Goal 3, Support the planning, funding, and public knowledge of integrated networks of paved pedestrian paths that serve as an alternative to roadways and facilitate non-motorized travel to and through neighborhoods, shopping, parks, schools, and transit accessible areas.

Consideration for people who are disabled

Diane Hansen, a Spokane County resident states, “Public transportation in the Spokane area, especially for people with disabilities unable to drive, is more accessible since the addition of buses equipped to kneel or lift and similar improvements. Perhaps the biggest challenge, however, for people with disabilities is getting to and from the bus stops. Sidewalk heaving, the absence of sidewalks and the absence of sidewalk curb ramps are just a few barriers that make getting around our community difficult, unsafe and all too often impossible for people with disabilities.”

The Americans with Disabilities Act (ADA) of 1990 is a Federal law establishing the civil rights of people with disabilities. The Act prohibits discrimination against people with disabilities and requires common places used by the public to provide an equal opportunity for access. Title II of the ADA contains both general and specific obligations for local governments. Several of these obligations affect the design, construction, maintenance and improvement of pedestrian facilities. [10]

Additionally the Public Rights of Way Access Advisory Committee has developed technical guidance to aide in planning and design of pedestrian improvements constructed as part of alteration projects. The technical guidance is not enforceable but offers solutions to retrofitting streetscape to make usable for all users including those with low vision, limited mobility and wheelchairs. [11]

Recommendations

Attributes of a Pedestrian-Accessible Environment

From: Florida Department of Transportation, Developing Pedestrian Plans, Pedestrian Coordinator's Manual [9]

Safety

- ★ Sidewalks should be wherever people might walk.
- ★ Sidewalks should be of adequate width to accommodate the volume of pedestrian traffic, free of obstructions such as utility poles and parking meters, and buffered from high-speed motor vehicle traffic.
- ★ Where pedestrians should cross the road, there should be adequate crossing aids such as pedestrian signals and raised median strips.
- ★ Traffic signals should provide adequate crossing time for the slowest of the typical users of that crossing. This would be done through the use of properly phased pedestrian signals.
- ★ Right turns on red lights should be restricted or prohibited in areas where pedestrian use exists.

Security

- ★ Facilities for pedestrians should be clearly visible to passers-by and police.
- ★ There should be sufficient lighting to provide a sense of personal security.
- ★ There should not be places for people to hide, and the line of sight of the pedestrian should be sufficient to locate and avoid any threats to personal safety.

Convenience

- ★ Services should be located within walking distance of residential and employment areas.
- ★ There should be opportunities for pedestrians to link with other modes of transportation, such as bus or rail.
- ★ Buildings and shopping centers should be designed with street-front entrances, with motor vehicle parking located to the rear.
- ★ Obstructions to pedestrian movement, such as equipment storage on the sidewalk or the intrusion of utility poles and vending machines into the walking space, should be eliminated.
- ★ Signal timing should be set to favor pedestrians over motor vehicles, reducing pedestrian delays.
- ★ Opportunities for safe crossing should be provided at reasonable intervals on all arterials and collectors.
- ★ The mobility needs of all pedestrians, including the disabled, should always be accommodated.

Continuity

- ★ Pedestrian access should be provided to all public facilities.
- ★ A network of pedestrian facilities should be provided to link residential, employment, recreation, commercial, and business areas.

System Coherence

- ★ Pedestrian facilities should be integrated into the overall design of urban and suburban space.
- ★ New buildings should be designed at a human scale so that pedestrians can perceive that distances between buildings are walkable.
- ★ Pedestrian facilities should be designed to be easily understood and used, presenting logical route choices to people on foot.
- ★ The overall transportation system should convey a sense of balance among all modes, with no single mode dominating to the exclusion or detriment of others.

Comfort and Attractiveness

- ★ Seasonally appropriate weather protection should be provided in areas of heavy pedestrian use.
- ★ Opportunities to rest should be provided.
- ★ Facilities should be aesthetically pleasing.
- ★ Facilities should be adequately maintained, including snow removal in the winter.

Recommendations:

Regionally Significant Pedestrian Projects

In order for a region to have a healthy walking environment, connectivity within the region is paramount. Also, walking infrastructure must be convenient, continuous, and safe in order to maximize the potential of walking for transportation. The following table identifies regionally significant pedestrian projects at various levels of planning and funding that, when constructed, would make significant progress in improving the walkability of the Spokane Region.

Project Name	Description
Downtown Spokane Pedestrian Improvements	Develop a connection to the University District via a new pedestrian bridge. Also creates a connection across Hamilton Street from the Gonzaga Campus to student housing. Network also provides many opportunities to access transit.
Ben Burr Trail Connection to the Centennial Trail	Dedicated pedestrian facilities (class 1 separated path) connecting the Centennial Trail east of Spokane Central Business core with lower south hill homes, Liberty and Underhill Parks. These facilities provide the only means of connection under the interstate, railroad line, and major arterials. All bridges currently in existence. Route follows abandoned rail line. Connects to the Iron Bridge near Gonzaga University.
Centennial Trail: Mission Street Underpass	Constructs an underpass to connect the Centennial Trail through Mission Park to Upriver Drive avoiding a dangerous intersection at Mission Avenue and Upriver Drive and avoiding a railroad crossing.
Kendall Yards to Boone & Summit	A variety of treatments to achieve a clear and simple alignment of the Centennial Trail between the intersection of Boone and Summit and the proposed Kendall Yards development.
Fish Lake Trail	Class I separated path, to connect existing Fish Lake Trail segments.
City of Spokane Sidewalk Infill Program	Inventory and replace missing sidewalk segments in the City of Spokane. Connects neighborhoods with services. Completes incremental progress over the past decade toward this goal.
Urban Trail: Millwood to Spokane Valley	Five miles of separated path over old BNSF railroad right-of-way and Spokane County sewer between Fancher Road to Evergreen Road. Provides route through much of the City of Spokane Valley connecting 2 elementary schools, middles schools and a high school.
Post Street Bridge	Pedestrian and bike improvements to refurbish existing vehicular bridge slated to become a non-motorized bridge.
Gleneden Trail Paving Project	Class I separated path in the Gleneden area in North Spokane. Path connects critical links to North Spokane Aquatic Park, Midway Elementary and Pine River Park. Puts final links in a complex project to connect fast growing neighborhood with services.
City of Airway Heights Sidewalk Infill Program	Infill existing sidewalk vacancies in the most urban parts of Airway Heights to provide safe mobility to services.
Little Spokane Trail Completion	Completion of 5 mile loop, soft trail project in the Little Spokane Area.

Project Name	Description
Liberty Lake Trails	Sprague Ave. separated path from Liberty Lake Rd. to Molter Rd.; Valleyway, separated pathway from Molter Rd. to E. City limits; Expands separated path network connecting housing, services, and recreation.
City of Spokane Valley Sidewalk Infill Program	Build missing sidewalk segments in the City of Spokane Valley with emphasis on providing safe routes to school, connecting businesses and services.
Centennial Trail Connection: Boone Avenue & Summit Avenue to Spokane Falls Community College	Identify potential location of a separated path from Spokane Falls Community College to the Centennial Trail system at Boone Avenue and Summit Avenue.
Trail Link from Little Spokane Trail System to Wandermere Retail	Develop potential location for a trail link from the Little Spokane River Trail system to Wandermere retail area.
Connection to Fairchild Air Force Base to Airway Heights	Project provides a separated path through the Airway Heights community to FAFB entrance.
Five Mile Prairie Connection to Cedar Road and Further Development of Five Mile Non-Motorized System	Develop a Five Mile Prairie Loop Trail connecting to Cedar Road and providing connections to Holmberg Conservation Area, Sky Prairie park, Austin Ravine Conservation Area, and the Little Spokane River Natural Area.
Airway Heights Comprehensive City Wide System Plan	Project provides a system of paths throughout the City to interconnect and provide usable non-motorized links.

Project Name	Description
Non-Motorized Connections to Farwell Park and Ride	Potential park & ride adjacent to the North/South Corridor with a trailhead and a usable bike and pedestrian system.
Glenrose Prairie Link to the Centennial Trail	Potential connection from the Glenrose Prairie on the South Hill to the Centennial Trail.
North Greenacres Trail	Separated path over old BNSF Railroad right-of-way and Spokane County sewer between Sullivan Road to Liberty Lake.
Airway Heights Connection to Medical Lake	Project provides a separated path along Craig & 902 that will connect to Medical Lake's existing non-motorized system.
Airway Heights Connection to the Centennial Trail	Project locates a connection to Centennial Trail that is north of city limits.
Pedestrian Crossings across HWY 2 in Airway Heights at Russell, King and Ziegler Streets	Overhead or below grade pedestrian bridges avoiding Highway 2.
University Road Pedestrian Bridge in the Spokane Valley	Pedestrian bridge over I-90 including bicycle facilities from Millwood/Spokane Valley Trail to Valley Mission Park.
Children of the Sun Trail	Separated path adjacent to the North/South Corridor from Freya to I-90. Trail makes connections the the Centennial Trail and the Ben Burr Trail at Liberty Park.

Recommendations: Complete Streets

Complete streets are streets that are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street. Creating complete streets means changing the policies and practices of state and local transportation agencies and local jurisdictions. A complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users. All jurisdictions involved must ensure that all road projects result in a complete street appropriate to local context and needs.

Presently no jurisdictions within the Spokane region have a Complete Street policy. It is the hope that consideration and discussion of such polices will occur with the implementation of this Pedestrian Plan. [12]

A good complete streets policy:

- ★ Specifies that "all users" includes pedestrians (including people who use wheelchairs), bicyclists, transit vehicles and users, and motorists, of all ages and abilities
- ★ Considers the livability of the neighborhood residential areas
- ★ Aims to create a comprehensive, integrated, connected network
- ★ Recognizes the need for flexibility: that all streets are different and user needs will be balanced
- ★ Is adoptable by all agencies to cover all roads
- ★ Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way
- ★ Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions
- ★ Directs the use of the latest and best design standards
- ★ Directs that complete streets solutions fit in with the context of the community
- ★ Establishes performance standards with measurable outcomes
- ★ Complies with the Title II provisions of the ADA

An effective complete streets policy should prompt transportation agencies to:

- ★ Restructure their procedures to accommodate all users on every project
- ★ Re-write their design manuals to encompass the safety of all users. Re-train planners and engineers in balancing the needs of diverse users
- ★ Create new data collection procedures to track how well the streets are serving all users

POLICY RECOMMENDATION

Adopt a complete streets policy to ensure that all streets are designed and operated to enable safe access for all users.

Recommendations: Sidewalks

Sidewalks should provide citizens of a community with a safe and efficient network on which to travel as well as access other forms of travel. Walking is the most basic form of transportation and sidewalks are of utmost importance in populated urban areas. A properly planned sidewalk network should provide several benefits to the population.

Furthermore, legal issues need to be considered when including sidewalks in a transportation plan. Federal transportation bills emphasize sidewalks as a multi-modal transportation option. In addition, local subdivision regulations may call for the inclusion of sidewalks in the preparation of subdivision plans.

Benefits of sidewalks

The benefits of building a walkable community are numerous and impact a variety of factors which contribute greatly to the overall quality of life in the urban setting. These quality of life impact factors include:

- ★ Safety
- ★ Fuel conservation
- ★ Air quality
- ★ Health
- ★ Personal economics
- ★ Aesthetics
- ★ A sense of community
- ★ Decrease crime due to improved social networking.

Inventory of sidewalks and pedestrian facilities

In order to evaluate the connectivity and usability of the pedestrian system, it is necessary for each jurisdiction to compile a complete inventory of pedestrian paths and facilities. Once the inventory is compiled, the prioritization of maintenance and future connections can be completed.

Presently, Spokane Transit's service area has been inventoried and the data has produced STA's Pedestrian Network Inventory. The data for STA's inventory was compiled through a partnership with Kerry Brooks, PhD, from the Washington State University (WSU) Geographic Information Systems (GIS) and Simulation Laboratory. This data can serve as a base for all inventories in the urbanized jurisdictions in the Spokane region. With cooperative information sharing from these jurisdictions, the data will be constantly and consistently updated with the current conditions of pedestrian paths of travel. New data can be added to the existing data, such as the length of sidewalks and their current conditions. The data can also be put to various analytical uses including:

- ★ Analyzing existing pedestrian coverage and connectivity in the region
- ★ Establishing maintenance schedules and cost analyses for transportation agencies
- ★ Developing future transportation projects based on needs assessments.

Sidewalk maintenance and sidewalk right of way maintenance

Sidewalks should be kept clear of parked cars, overgrown vegetation and debris; especially gravel and sand from winter snow traction operations. This kind of debris is particularly hazardous to the elderly, and can make it impossible to roll a wheelchair.

Local jurisdictions should initiate programs of encouragement and enforcement to ensure that sidewalks are adequately cleared of snow and ice. Sidewalks should not be used to store snow removed from the street. Since sidewalk maintenance is the responsibility of the adjacent landowner, jurisdictions should not place snow from street clearing into the sidewalk. Piles of snow created by the plowing process should not block ends of sidewalks. This compacted snow is very difficult to remove with the non-mechanized methods available to most private citizens. Where there are buffered sidewalks, snow can be stored in the planting strips between the sidewalk and the street. Where there are curb sidewalks, snow should be stored to the inside of the sidewalk, or hauled away.

Sidewalks suffer in areas with severe winters such as the Spokane area. Decomposing concrete can be a barrier to the people with mobility impairments and people who use wheelchairs or strollers. It is important that local jurisdictions commit to a regular program of maintenance and repair.

Clearing sidewalks of obstructions and maintenance are the responsibility of the property owners. This means keeping sidewalks in good condition and free from obstruction including ice and snow. The recent Spokane pedestrian survey revealed that respondents felt sidewalks should be the responsibility of the government. In a follow-up question, survey responses were amenable of having a financing mechanism to pay for sidewalks that would help property owners defray the immediate impact of the cost.

Even when sidewalks are not present, the public usually owns a strip of right of way adjacent to the street. The same maintenance needs apply to this strip of right of way as sidewalks, they should be kept clear of parked cars, overgrown vegetation, and debris. This strip provides pedestrians a location to separate themselves from vehicle traffic. Many properties are fronted with vegetation and fences that make walking difficult. Public awareness is a key element as many property owners are not aware of this requirement.

Sidewalk Design Elements

Because of traditional design preferences for trucks, cars, and buses, several pedestrian oriented design features have been developed to give the pedestrian some assistance in traveling on streets and highways. These treatments have generally taken the form of "extending the sidewalk" into the motor-vehicle portion of the street right-of-way. Devices such as bulb outs, curb ramps, channelization islands, pedestrian refuge islands, and medians have been used in other areas to shorten crossing distances, increase pedestrian visibility, simplify the crossing effort, and control motor vehicle paths and speeds.

Although these pedestrian-sensitive treatments are conceptually simple, they do require significant planning and engineering design, as well as consideration of their operational effects and maintenance requirements. This is especially true since many of the locations where these types of treatments would be used are retrofit situations rather than new construction.

The following are general guidelines for addressing many of the planning, design, operation, and maintenance considerations for these treatments:

Curb sidewalks

Curb sidewalks are located adjacent to the street, with no buffer. This type of sidewalk is easy to maintain because there is no planting strip. However, integrated curbs and sidewalks do not provide the pedestrian with any buffer from the adjacent street. Design review should be used on arterials or major collectors for its appropriate use of integrated curb and sidewalk. Particular care must be taken with curb sidewalks so that curb cuts comply with the ADA and provide maximum access for people who are disabled.

Curb sidewalks are usually constructed from concrete. The surface should be sufficiently smooth to allow easy passage of a wheelchair and to not present tripping hazards to the elderly.

Buffered sidewalks

Buffered sidewalks have a planting strip located between the sidewalk and the adjacent street, and are recommended for arterials and collectors. The design of buffered sidewalks should consider the location of transit stops and provide adequate road access for wheelchairs and pedestrians.

Because pedestrians move slowly relative to motorists and bicyclists, they are more intensely subjected to the surrounding environment. Noise and a feeling of vulnerability to traffic make walking unpleasant. Sidewalks on all arterials and collectors should be buffered with a landscaped strip between the sidewalk and the street. This has the added advantage of providing a place for snow storage without blocking the sidewalk during the winter. Bike lanes can also add to the sense of separation from traffic, as can parked cars.

Curb sidewalk

Buffered sidewalk

Buffered sidewalk

Bulb outs (flared curbs, bump outs)

Reduced pedestrian crossing distances, greater visibility for both pedestrian and motorist, and a certain amount of control over vehicle paths and speeds can be achieved through the use of bulb outs. A bulb out is the widening of the sidewalk into the roadway at selected mid-block and intersection locations. If designed correctly, the bulb out offers pedestrians a distinct advantage in crossing while causing minimum interference for on-street traffic.

Important design details that should be considered when using bulb outs are intersection site distance, turning radii, and the location of traffic control hardware, street furniture, bus stops, and possible conflicts with bike lanes.

Bulb outs should be applied on a case-by-case basis, with pedestrian safety, vehicular flow, maintenance requirements and striping all being factored into the decision.

Bulb out

Channelization islands, refuge islands, and medians

Besides bulb outs, channelization islands, pedestrian refuge islands, and medians can be effective ways to "bring the sidewalk into the street."

Channelization islands are used for intersections that separate right-turning motor vehicle traffic from traffic traveling straight. Although channelization islands do provide a place for the pedestrian to stand clear of right-turning traffic, it is best to limit the use of channelization islands to situations where pedestrians must cross an onramp to a limited access facility such as a freeway. Free right turns are not compatible with pedestrian or bicycle use, and they should be limited or prohibited where these other modes of travel are used or expected.

Pedestrian refuge islands and medians are provided in the center of arterials for pedestrians who cannot make a full crossing on the walk signal.

Channelization island

Recommendations: Shared Use Paths & Trails

Shared use paths or trails are facilities for non-motorized users that are independently aligned and not necessarily associated with parallel roadways. Shared use paths are used to accommodate a variety of uses such as walkers, cyclists, joggers, people with disabilities, skateboarders, and sometime equestrians. These users can be on the facility for a variety of purposes including recreation, commuting, and local travel. Paths along the road right-of-way can be the preferred facility in rural areas, where a curb sidewalk is not appropriate. Space for a path can be allocated within the right-of-way for a road, or even as part of a wide shoulder, although there can be conflicts with bicyclists on shoulders.

In Spokane, our preeminent trail is the 37 mile Centennial Trail which serves as an excellent backbone to our trail system and presently supports 51.6 miles of shared use paths of which 43 miles are paved. [8]

Spokane is paying particular attention now to connecting its great path system to more urban links. The SmartRoutes program, a regional plan to increase bicycling and walking, has identified numerous shared use path projects. In 2010, Fish Lake Trail will add another 4.4 mile segment of pavement reaching into the City of Spokane.

Spokane Regional Transportation Council (SRTC) currently depicts 56.1 miles of shared use paths on the 2009 Spokane Regional Bicycle Map. The SmartRoutes program reveals another potential 33.5 miles of trails being either proposed or conceptually planned for in the future. [17]

Existing shared use paths/trails	**Length in miles**
Centennial Trail within Spokane Co.	37 (28.4 paved)
Fish Lake Trail	4
Liberty Lake Trail System	7.5
Little Spokane River Trail	1.8
Ben Burr Trail/East Central	1.1
Ben Burr Trail/Moran Prairie	0.2
Total existing miles:	**51.6** (43 paved)

Proposed shared use paths	
University Pedestrian/Bike Bridge	
Millwood Trail	5.5
Fish Lake Trail Completion	7.0
Ben Burr Trail – East Central to Centennial Trail	1.2
Liberty Lake Trail System	4.0
Centennial Trail Improvements	1.1
Conceptual shared use paths, future planning	
North Greenacres Trail	4.4
Glenrose Prairie to Centennial Trail Connection	6.3
Airway Heights Trail Connection to Centennial	4.0
Total proposed miles:	**33.5**

Recommendations: Crosswalks

A crosswalk is that area of a roadway where pedestrians have the right of way. Crosswalks may be marked or unmarked. A marked crosswalk is delineated by painted markings on the pavement; all others are “unmarked.”

The City of Spokane interprets the Revised Code of Washington as follows: There is a crosswalk at every intersection, even if painted lines do not mark it, unless the area that would normally take you to a crosswalk is barricaded or signed as closed to pedestrian traffic.

Marked crosswalks are installed at intersections where there is substantial conflict between vehicle and pedestrian movements, where significant pedestrian concentrations occur, where pedestrians could not otherwise recognize the proper place to cross, and where traffic movements are controlled.

The City of Spokane generally confines use of marked crosswalk installations to school areas and signalized intersections where both motorists and pedestrians have come to expect and depend upon them. In particular, jurisdictions should work with Spokane Transit Authority to identify prioritized locations for safe crosswalks.

Pedestrians often step off the curb into the crosswalk expecting drivers of vehicles approaching the crosswalk to stop. However, drivers frequently fail to stop and cause an accident. At all crosswalks, both marked and unmarked, it is the pedestrian’s responsibility to be cautious and alert before starting to cross the street. Therefore, education is a primary component of cross walk safety.

When it comes to design and engineering, the primary objectives of improving a pedestrian's safety while crossing at a marked or unmarked crossing are to:

- ★ Reduce vehicle speed at intersections (see traffic calming section)
- ★ Improve sight distance and/or visibility between vehicles and pedestrians
- ★ Implement lighting or crosswalk illumination measures
- ★ Provide crosswalk enhancements

Improve reflectorization and conspicuity of pedestrians

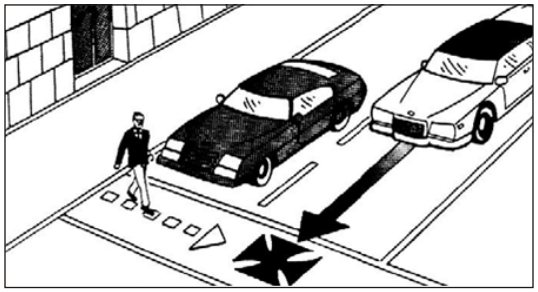
When a marked crosswalk has been established adjacent to a school building or school grounds, it shall be painted yellow. Other established marked crosswalks may be painted yellow if the nearest point of a crosswalk is not more than 600 feet from a school building or grounds.

Reduce pedestrian’s exposure to vehicles

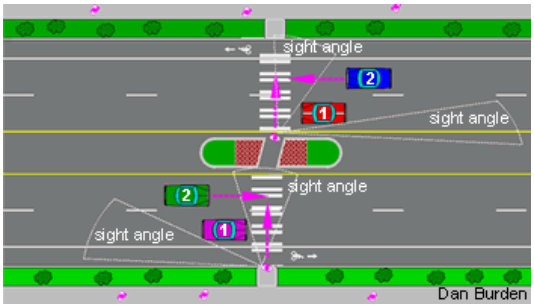
- ★ Provide vehicle restriction/diversion measures
- ★ Construct refuge islands
- ★ Install underpass/overpass
- ★ Provide sidewalk and curb ramps

Advanced stop lines

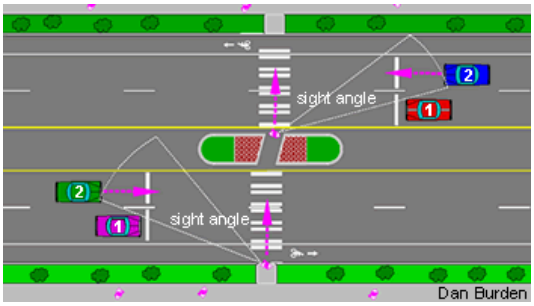
At crosswalks on multi-lane roadways, another frequent factor in causing accidents involves the driver of a vehicle in the lane nearest to the curb stopping for a pedestrian that is waiting to cross or who is already in the crosswalk. The driver of a second vehicle traveling in the lane next to the stopped vehicle tries to pass the stopped vehicle and hits the pedestrian, even though it is illegal for drivers to pass a stopped vehicle at a crosswalk. Pedestrians should be very cautious when walking in a crosswalk, especially when their visibility is limited by vehicles already stopped at the crosswalk.



One potential solution to this second car blind pedestrian vehicle collision is an advanced stop line to increase the line of sight for the pedestrian and the motorist.



Problem: Motor vehicle 1 stops to let pedestrian cross; vehicle 1 masks vehicle 2, obstructing the pedestrian's and vehicle 2's view of one another. Vehicle 2 doesn't stop and may hit the pedestrian at a high rate of speed.



Solution: Place advance stop/yield line so motor vehicle 1 stops further back. Vehicle 1 no longer masks vehicle 2, which can better see and be seen by the pedestrian.

Recommendations: Traffic Calming

Traffic calming can be a useful tool for removing barriers to pedestrian transportation while improving safety for all transportation users. Traffic calming can help improve the quality of life in communities by helping to design streets so that all modes of travel co-exist in a peaceful manner. Traffic calming may use physical and visual cues to design streets with the purpose of calming traffic speeds, shifting traffic volumes, and altering driver behavior, increasing comfort and safety for all users.

Benefits of traffic calming: [13]

- ★ Increased equity by supporting a more balanced transportation system that increases travel choices for non-drivers
- ★ Increased public health by providing opportunities for walking and other physically active transportation
- ★ Increased road safety by helping to reduce accident frequency and severity
- ★ Reduced need for police enforcement
- ★ Reduced automobile impacts by substituting non-motorized travel for automobile trips to reduce congestion, expenses, and environmental impacts
- ★ Increased environmental protection
- ★ Increased neighborhood interaction by creating more hospitable streets
- ★ Increased retail and economic development support
- ★ Increased land use efficiency
- ★ Increased access, comfort, and mobility for non-motorized users
- ★ Increased community livability

Traffic calming policy recommendations:

Adopting a set of polices to guide planning and implementation is highly recommended. Below you will find recommended policies to support traffic calming goals.

- ★ Reasonable automobile access should be maintained. Pedestrian, bicycle, transit, and ADA access should be encouraged and enhanced whenever possible.
- ★ Traffic calming projects should support multiple objectives, including enhanced street aesthetics, improved walking and cycling conditions, as well as controlling traffic speeds.
- ★ Emergency vehicle access should be evaluated and planned for as part of the overall traffic management plan.
- ★ Parking removal should be considered on a project-by-project basis. Parking needs should be balanced with the equally important functions of traffic, emergency vehicle access, transit, bicycle, and pedestrian movement.
- ★ Traffic may be re-routed from one local street to another as a result of a traffic calming project. The acceptable traffic increase should be defined on a project-by-project basis.
- ★ Consider removable traffic calming devices. These devices allow for exploration of different techniques and greater flexibility. Removable devices may be as simple as using construction cones rather than installed traffic calming products bolted into the ground, and they can be removed as needed. Removable devices are useful in testing the effectiveness of a design, are easily adjusted, easy to move, and may help with snow removal barriers in winter. [14]

Traffic calming measures [15]

The following section will provide an overview of traffic calming measures. Some measures are effective on their own while others may be more effective if used in combination with other techniques or with bike, bus, or rail planning. Existing conditions and desired outcomes will determine what measures are most appropriate.

Consideration for the following is recommended:

- ★ Emergency service and response time
- ★ Type of street
- ★ Users
- ★ Surrounding uses (i.e., residential, commercial, retail, and major destinations)
- ★ Activities in the area
- ★ Transit services
- ★ School bus services
- ★ Future improvement projects
- ★ Snow removal
- ★ Drainage needs

Speed reduction

These are physical measures intended to calm traffic speeds and improve driver behavior. These measures are intended to be self enforcing and can be highly effective in calming traffic speeds. Secondary impacts should be considered. Examples include:

- ★ Speed humps/tables
- ★ Raised crosswalks
- ★ Raised intersections
- ★ Traffic circle (mini)
- ★ Chicanes
- ★ Intersection narrowings
- ★ Mid-block narrowings (curb extensions: chokers, neckdowns)
- ★ Center island narrowings (raised medians)
- ★ Curb radii reduction
- ★ Lateral shift
- ★ On street parking
- ★ One-way to two way street conversion

Volume

These are physical measures that can reduce traffic volumes by prohibiting or restricting traffic movement and encouraging traffic volumes on preferred streets such as arterials and collectors. Secondary impacts should be considered. Examples include:

- ★ Closures
- ★ Diverters
- ★ Forced-turn or partial-turn diverters
- ★ Right-in/right-out island
- ★ Median barriers
- ★ Turn and movement prohibitions
- ★ One-way street
- ★ Arterial road modification

Street environment [16]
Visual cues alter the perception of the street environment. They may be used in combination with physical measures to calm traffic speeds and alter driver behavior. Examples include:

- ★ Streetscaping
- ★ Gateways
- ★ Trees
- ★ Textured crosswalks
- ★ Textured surfaces
- ★ Painted intersections
- ★ Sidewalks
- ★ Folk traffic calming (using art installations)

Speed table – Spokane, WA

Raised intersection – location unknown

Chicane – Tallahassee, FL

Center island narrowing – Coeur d'Alene, ID

Recommendations: Land Use

There are a number of land use issues that relate directly to pedestrian travel, and that can be directed by land use code and policy to favor the pedestrian.

Buildings and their landscapes should be designed with features that promote opportunities for active living and active transportation, including highly visible stairs, orientation to streets and sidewalks, bicycle facilities, and transit stops at main building entries.

Density and transit

The density of development has a direct effect on the level of pedestrian use in an area. For example, a low density development where destinations and housing spread out over a long distance does not support walking because the typical pedestrian walks 0.25 miles. [18] In downtown Spokane, for example, where land use density is high, pedestrian use is also high, because travel distances are short. These types of developments are conducive to completing short walking trips. As an alternative to completing a longer walking trip, it is possible to take transit from an outlying area and still complete errands on foot. Due to the typical walking distance 0.25 mile, the pedestrian/ transit/ density connection is a critical one. If people cannot easily walk to and from a transit stop, to access either housing, work and shopping near a transit stop, both pedestrian and transit use falter.

Street network

A dense, well-connected street network is a crucial requisite for improving non-motorized travel because it provides highly useable mileage of pedestrian and bicycle-friendly streets and limits the need for out-of-direction travel. The density of the street system shortens travel times by linking origins and destinations as directly as possible. In addition, the traffic and pavement in a dense system of narrow, local streets are far less hostile to pedestrians than the same amount of traffic and pavement in a sparse network of wide collectors and arterials. For example, it is more difficult for a pedestrian to cross six lanes of traffic in a single major arterial than it is to cross the same amount of traffic configured into three two-lane streets.

Most discouraging to pedestrian use is a fragmented system, especially if the lack of a sidewalk or path means walking in the roadway. Most urban streets should have some form of sidewalk, even local neighborhood streets. The long-term emphasis of the City and County could be to identify the gaps in the sidewalk system and connect them.

Mixed use zoning

Another land use issue that has enormous influence on the choice of walking for transportation is the availability of shops, banks, schools, and transit stops within walking distance. Studies show that the average person considers walking distance to be around one-quarter of a mile, and that greater distances encourage substituting a car. If new developments are proposed that are located further than one-quarter of a mile from most services, then the development should be required to include a small commercial area for basic services, including deliberate design that accommodates potential and adequate transit stops and pedestrian access to the same. This type of development can have the added advantage of establishing a neighborhood atmosphere, which is often missing in newer developments built without such a center.

Site planning and pedestrian use

Large setbacks from the street are a great discouragement to pedestrians, especially when the setback is a parking lot. Parking lots can be a safety hazard to pedestrians. Buildings should be oriented to the street, with small or no setbacks where possible, and with parking located behind the building. Where this is not possible, walkways should be provided across the parking lot. The walkways should be curbed, lighted sidewalks. Where pedestrians cross a car lane, the walkway should be clearly marked with paint, texture, or both. The walkway should follow a convenient and logical route to the main entrance of the building. Connections to transit stops should also be considered when planning the walkway.

Pedestrians in rural areas

Most of the above discussion pertains to the urban or urbanizing areas of Spokane, where growth in pedestrian use can be expected to be the highest. Pedestrians need to be accommodated in rural areas as well. Students may live a mile or more from schools in areas where bussing is unavailable, or where the distance to the bus stop may be considerable. People walk for many of the same reasons in rural areas as they do in urban areas. Often the best solution in rural areas is to provide a path or trail within the right-of-way of the roadway. This can be as simple as a graveled path, or it can be a portion of the shoulder. Design of the path should have input from the local users living along the roadway and considered during road overlays or local improvement districts. Presently Spokane County adds 8-foot shoulder width to new roads to account for non-motorized travel or snow storage.

Land use recommendations

The following recommendations promote an accessible pedestrian environment and should be considered during a locality's review of its zoning ordinance: [19]

- ★ Consider the needs and functions of pedestrians, including pedestrians with disabilities, during the development of zoning regulations.
- ★ Minimize drive through businesses.
- ★ Allow mixed use developments with higher densities so that trip distances are decreased and walking is promoted as a mode of transportation.
- ★ Increase the allowable densities near major destination points and transit lines to discourage the use of vehicles as the primary mode of transportation.
- ★ Require all commercial districts containing shopping and employment centers to have accessible building entrances and an on-site circulation system of accessible walkways.

The following recommendations promote an accessible pedestrian environment and should be considered during a locality's review of its subdivision ordinance:

- ★ Require site developers to include accessible pedestrian facilities early in the site planning process, so local planners can coordinate with other planned transportation improvements.
- ★ Include pedestrian-friendly street design principles and accessible sidewalk design principles as required components of a pedestrian network.
- ★ Encourage enhanced connectivity between adjacent residential, commercial, and institutional developments;
- ★ Develop specific design principles for accessible pedestrian connections between the street, buildings on site, and adjacent properties.
- ★ Require commercial developments to locate parking in the rear of building sites and to provide direct access to the front of the building from sidewalks and nearby transit connections.

Construction access

It is important to keep the active transportation user in mind during construction that may interrupt system connectivity and therefore cause potential safety problems.

- ★ Develop a policy requiring that walking access be maintained during construction. When access is not feasible, detour routes should be as short as possible.
- ★ Provide better signage during construction to indicate work in progress, road or path conditions and, alternate route information when applicable.

POLICY RECOMMENDATION

Development patterns should encourage mixed uses, compact designs, and a variety of transportation choices that link roads, transit, bicycling and walking.

Education & Encouragement

Pedestrian education programs are a way for jurisdictions to get people in their community out walking safely, either for recreation, health, transportation, environmental, economic purposes, or all of the above. The focus on educational programs could be broad like a marketing campaign or focused on a specific population like seniors or elementary students. Anyway you look at it, education should always be considered as a key component to policy implementation. For example, there could be a pedestrian policy in a plan that prioritizes sidewalk maintenance enforcement to property owners. A jurisdiction could just implement the policy and ticket property owners who don't maintain their sidewalks (e.g., shoveling snow/ice, removing leaves, etc) or keep sidewalk right of way clear where no sidewalk exists. However, this approach may not be well received without public education prior to the enforcement. Education for this could simply be a press release on upcoming enforcement or a brochure in the property owner's utility bill reminding them to maintain their sidewalks. The importance of education should never be overlooked and partnering with other organizations or individuals would be helpful to jurisdictions in achieving this.

Pedestrian Encouragement

Incentives, materials or events are tools that can be used to encourage and promote residents to walk more in their neighborhoods and communities. Encouragement is usually used in conjunction with education. Some strategies include:

Commute trip reduction (CTR) programs:

Spokane County has a strong CTR program. The program encourages employees and residents to use other modes of transportation other than single occupancy vehicles, including walking to work and public transportation. Encouragement can include providing incentives and prizes for participating.

Walking events:

Communities can promote and increase walking by hosting walking events, such as the annual Heart Walk, or locally, Bloomsday.

Maps:

Walking maps provide encouragement, showing the pedestrian where there are safe areas to walk.

Pedestrian Education

Again, education is a key component to implementing any pedestrian policy. Pedestrian educational programs usually teach pedestrians how to safely walk and teaches drivers the pedestrian laws and etiquette. Examples include:

Walkable community workshops and walking audits:

This type of program usually includes an assessment of the physical environment and pedestrian facilities. Notes are taken by participants on what types of improvements could be made to the walking route. Walking audits are tools that can be used to bring to light specific pedestrian issues by taking physical inventory of the existing facilities. This educates the public on issues regarding pedestrian travel that participants may have not been exposed to prior. Topics like having room to walk, crosswalks, pleasantness of the walk, driver behavior, and bus stops are some areas that can be considered barriers to walking that can be included in an audit.

Information on walking audits:
www.walkable.org/assets/downloads/walking_audits.pdf

Educational campaigns:

Pedestrian educational campaigns focus on getting messages to residents on the benefits of walking. Messages can also focus on the pedestrian laws that drivers and pedestrian must obey for safety. These messages can be done by public service announcements, videos, billboards, radio or newspaper ads.

Examples:

Portland's Ten Toe Express Campaign
www.portlandonline.com/transportation/index.cfm?c=39315

Clark County Walking Campaign
www.walkclarkcounty.org/index.php

Safe Routes to School Programs

In 1969, almost half of students walked or biked to school. In 2001, less than 16% of students walked or biked to school. There have been many factors that led up to the decline in kids walking. Some parents consider safety a barrier to having their child walk to school, whether it is stranger danger or traffic issues. Some schools are being built outside of communities, making it impossible for children to walk the distance required to reach them. [20]

Safe Routes to School (SR2S) are programs that are usually implemented by many community partners to increase the number of students who walk to school on a daily basis. There are many benefits of children walking to school: It increases their health and well being by increasing their physical activity, it gives them time to enjoy being outdoors and a sense of community, reduces traffic congestion and motor vehicle emissions, and if a community is safe for children to walk to school, then it is safe for all citizens to walk in the community.

SR2S programs can be described by the four E's:

- ★ **Education** can include curriculums that teach children about pedestrian safety and the laws associated with being a pedestrian. Education can also be focused on drivers and teaching them to slow down and watch for children in school zones.
- ★ **Encouragement** includes events like the National Walk Your Child to School Day in October. This day encourages children to walk to school and sometimes includes incentives.
- ★ **Enforcement** can include activities conducted by law enforcement to ensure laws are being obeyed, such as pedestrian emphasis patrols.
- ★ **Engineering** refers to the physical changes and improvements made to the infrastructure along a designated safe route to the schools.

In schools, pedestrian programs can be integrated into other existing programs, such as physical education, school trip programs, and injury prevention programs. Some examples are:

Walking school buses: A walking school bus is a group of children walking to school with one or more adults. If that sounds simple, it is, which is part of the beauty of the walking school bus. It can be as informal as two families taking turns walking their children to school to as structured as a route with meeting points, a timetable, and a regularly rotated schedule of trained volunteers.

Walking School Bus: www.walkingschoolbus.org

International Walk to School Day: This is a program that includes education and encouragement. Every year on the first Wednesday of October, organized bike and walks programs kick off internationally. Some schools participate minimally and host a one day event where they ask students and parents to walk to school. On the other hand, some schools use the day as a kick off to bigger programs to encourage students to walk to school one day a week (i.e. every Wednesday or every Thursday). Some schools use incentives like t-shirts to get the students to walk to school. Education usually consists of laws and tips on being an effective pedestrian.

International Walk to School: www.iwalktoschool.org

Walking route maps: These maps are developed as a tool to help students and parents find the safest and most convenient route to get to and from school. Maps can also be used to determine and prioritize areas that need pedestrian facilities repaired or developed.

Developing School Route maps: www.saferoutesinfo.org/guide/engineering/school_route_maps.cfm

Spokane County Traffic Safety Commission

The Spokane County Traffic Safety Commission (SCTSC) has been active in Spokane County since 1989, funded by a grant from the Washington Traffic Safety Commission and the Spokane County Engineer's Office.

SCTSC is made up of representatives from engineering, education, law enforcement, the judicial and legal system, and citizens. Agency representatives come from city, county and state agencies. The group meets monthly with the objective of reducing fatalities and serious injuries from traffic crashes in Spokane County.

In meeting this objective, SCTSC works in all areas of traffic safety, including impaired driving, speeding, and seat belt use. Pedestrian issues have also been high on the priority list with law enforcement doing emphasis patrols; including a "20 Is Plenty" school zone campaign.

The future will find SCTSC continuing with the same objectives and looking for new projects in Spokane County. The ultimate goal is to work with the Washington Traffic Safety Commission and other state agencies in meeting "Target Zero" – which means zero fatalities or serious injuries by the year of 2030.

Evaluation

Evaluations are necessary to identify successes and problems, and to confirm that any project/program is meeting its goals and objectives. Evaluations also can generate support, and provide local decision makers with important information. The following ideas are ways to evaluate pedestrian plans and programs and measure impacts.

Health impact assessments

A health impact assessment (HIA) is commonly defined as "a combination of procedures, methods, and tools by which a policy, program, or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population" (1999 Gothenburg consensus statement). HIAs can be used by communities to prioritize health when developing policies or changes to the environment. Public Health and other health-based agencies are great for partnering with jurisdictions.

Center for Disease Control: Health Impact Assessments
www.cdc.gov/healthyplaces/hia.htm

Future surveys: NTPP

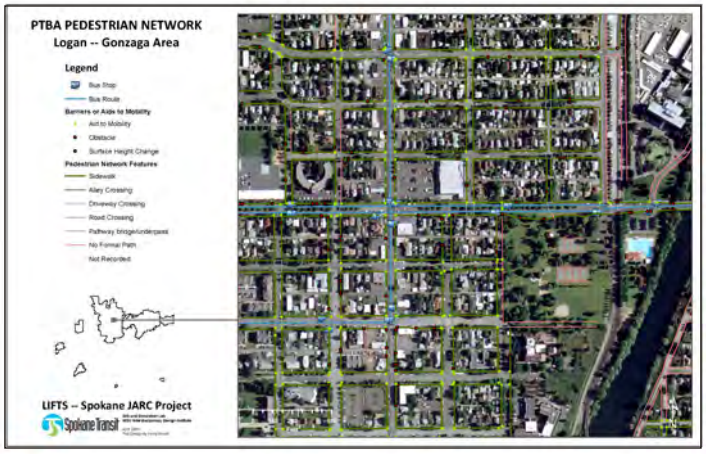
Spokane is a participant in the Non-motorized Transportation Pilot Project (NTPP) that was initiated under SAFETEA-LU Section 1807. The Federal Highway Administration, four pilot communities, and Spokane County all are participating in surveys as a result of the NTPP.

Over the span of four years, the NTPP provided $25 million in contract authority for four communities to construct a network of non-motorized transportation infrastructure facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle trails that connect directly with transit stations, schools, residences, businesses, recreation areas, and other community activity centers. The four communities receiving funding are Colombia, Missouri; Marin County, California; Minneapolis, Minnesota; and Sheboygan County, Wisconsin.

The surveys are a before and after look of the infusion of $25 million per community to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load and represent a major portion of the transportation solution. The first survey conducted in 2006 has been cited frequently throughout this document and reports good information on walking, cycling, and transit behavior and usage. As a comparison, a follow-up survey will be conducted in 2010.

Inventory: STA Pedestrian Network

Spokane Transit, in partnership with WSU GIS, has developed the only visual inventory of pedestrian infrastructure for the Spokane region. The program is partially funded through a Federal Job Access and Reverse Commute (JARC) grant because public transportation moves people to jobs and job training, and accessible paths of travel move people to buses. The STA Pedestrian Network maps physical barriers such as absence of sidewalks, lack of curb ramps, and shortage of bus stop aprons. It also maps variations in surface height, width and slope of the paths of pedestrian travel. With cooperative information sharing from local jurisdictions, the dataset will be constantly and consistently updated with the current conditions of pedestrian paths of travel.



Pedestrian Network map of Spokane's Gonzaga area.

Enforcement

Code enforcement

Codes are developed and adopted by jurisdictions to protect the community's residents. They can be done for many reasons. The key to implementing the codes is consistency in enforcing them. Pedestrian related codes are developed to protect the pedestrian and ensure that they have a passable route. This could mean making sure that property owners clear their sidewalks from snow, ice, shrubs/bushes or making sure that the sidewalk is repaired when it cracks and becomes unsafe to use. In the greater Spokane area, here are some examples of pedestrian related ordinances:

Clearing of sidewalks and public right of way -

- ★ City of Spokane's Municipal Code Section 12.02.010 states that “Owners and occupants of premises shall keep the sidewalk areas adjacent to any portion of the real property (including corners) free and clear of snow and/or accumulations of snow and ice.”
- ★ City of Spokane Valley section 7.05.040 states “snow or ice not removed from a public sidewalk within a reasonable time” to be considered a “prohibited nuisance.”
- ★ City of Spokane Municipal Code Section 12.01.0804 states that “On streets where no formally constructed sidewalk exists for pedestrian traffic, the abutting property owner shall maintain a strip of land for pedestrian travel in the existing public right-of-way. This strip of land shall be equal in width to the adjacent portion of City right-of-way outside the roadway, or it shall be seven feet wide (whichever is the lesser size) and this strip shall contain no fences, shrubs, walls or any other feature that would prohibit, inhibit, or impede pedestrian travel.”

However, it is important to remember that codes cannot be successful without enforcing them. Each community is different in the way they approach code enforcement.

Sample procedure:

1. Offer a code complaint hotline that residents can call to report property owners that do not comply with the code ordinance.
2. Once a complaint is filed, send a letter to the property owner saying that they have been reported for not complying with the code and issue a date that they have to meet the code (i.e., 24 hours to clear sidewalk of snow and ice). Offer resources to the disabled, elderly or anyone unable to physically clear the sidewalk themselves. Another resource would be offering residents free access to a sand/salt mixture if they cannot get ice off the sidewalk.
3. If the deadline passes and the owner hasn't met the request, jurisdictions can call city crews or businesses they contract with to clear the sidewalk and bill the property owner for the cost.

Again, procedures for enforcement will look different to each jurisdiction and educating citizens on the importance of enforcing codes through media or utility bills will make sure they are aware of it and reduce the citizen outcry.

Law enforcement

Needless to say, a jurisdiction's law enforcement department has an important role in making sure that pedestrian laws are enforced. This ensures that all modes of transportation, including walking, are safe. Most law enforcement barriers involve a lack of resources to enforce pedestrian laws.

Here are some resources to consider:

- ★ **Precinct Officers -** These officers are generally assigned to a specific area of the community and work with the citizens to resolve issues. Most issues in neighborhoods are traffic related, and the precinct officers have a relationship with traffic officers and are able to point out problem pedestrian areas that the traffic officers should focus on.
- ★ **Bicycle Officers in Urban Areas -** These are officers on bikes in high pedestrian areas that monitor things including pedestrian behavior. Sometimes these officers can develop a positive relationship with individuals and businesses and are able to educate on pedestrian related laws.
- ★ **Traffic Enforcement Officers -** These officers are assigned to focus on traffic enforcement. They respond quickly to traffic safety hot-spots, but may be called away to respond to crashes.
- ★ **School Resource Officers (SROs) -** These officers are assigned to schools to tackle issues like drugs, gangs, and pedestrian issues. These officers also have the attention of students and have the opportunity to educate them and drivers on pedestrian laws in school zones. They can be used to help resolve traffic problems in those areas.

Common unsafe behaviors

Motorist

- ★ Speeding through residential streets and school zones (speed is directly related to crash frequency and severity)
- ★ Driving 5 mph over the speed limit and thinking it is okay
- ★ Failing to yield to pedestrians, especially in crosswalks (the law requires drivers to stop for pedestrians in crosswalks — it's a law that is often ignored)
- ★ Running red lights or stop signs
- ★ Turning right or left at intersections without yielding to pedestrians
- ★ Exiting or entering driveways or alleys without yielding to pedestrians
- ★ Passing stopped cars (especially ones stopped at crosswalks) and school buses
- ★ Parking or stopping in crosswalks
- ★ Driving while distracted (by cell phones, radios, other people, eating food, etc.)
- ★ Driving while intoxicated

Pedestrian [21]

- ★ Crossing a street at an undesirable location
- ★ Not looking left, right, and left again before crossing the street
- ★ Not using courtesy between bicyclists and pedestrians
- ★ Darting out between parked cars into the path of oncoming cars
- ★ Wearing dark clothes when lighting is poor
- ★ Not following the directions of traffic signals or crossing guards
- ★ Entering a stream of traffic and disrupting the flow
- ★ Walking while intoxicated, wearing headphones, or while talking on a cell phone

Developing procedures for violators

Having a procedure for when pedestrian laws are violated is an integral part of any successful pedestrian enforcement program. Law enforcement can sometimes look like the bad guy when they ticket pedestrians who violate the law, especially if those violators are children or the elderly. Here is an example of a procedure involving progressive ticketing for pedestrian violators:

1. **Get community educated.** This involves an educational campaign to the citizens on pedestrian laws and the consequences for breaking them.
2. **Warning.** After the educational campaign has been implemented, start issuing warnings to violators for a specific amount of time. Make sure that citizens are made aware of this by sending out press releases or articles in community newspapers and newsletters.
3. **Ticketing.** After the warning time is up, start ticketing violators. Ticketing is an effective way to get behaviors to change. Children who violate pedestrian laws should be handled differently. This should include a parent and child educational program once they receive a warning.

Examples:

- ★ Dallas, TX, operated a youth court for young bicyclists caught violating traffic laws. This court handled young violators in a separate, more age appropriate manner than adult violators.
- ★ The City of Santa Barbara, CA, a pioneer in bicycle enforcement, developed a campaign that included special tickets for youngsters, a publicity campaign, and a training film for officers.
- ★ Missoula, MT, has a special warning ticket for youngsters: one copy goes to the violator, one is mailed to the parents, and one is kept at the police station.

FHWA University Course on Bicycle and Pedestrian Transportation—Lesson 24: A Comprehensive Approach: Engineering, Education, Encouragement, Enforcement, and Evaluation

Pedestrian safety programs

Here are some examples of programs that can be implemented to reinforce pedestrian safety:

- **Reader feedback signs -** These signs allow the driver to see how fast they are going. If they are going over the speed limit, the sign will flash at them. This reduces the number of cars speeding. This has shown to be effective in areas with problems with excessive traffic speed.
- **Emphasis enforcement of pedestrian laws -** This is a program the law enforcement can implement to focus on specific issues. Some issue areas are:
    - Excessive motor vehicle speed
    - Intoxicated drivers
    - Driver's failure to yield or stop for pedestrians when required by traffic law
- **Pedestrian education campaign or other media campaign** - This can be an educational campaign to focus on specific issues, like speeding in school zones.
- **Red light cameras -** The goal of these lights at intersections is to catch drivers who run red lights in hopes of preventing collisions at those intersections. They can also be used as a traffic calming device to ensure that drivers stop at red lights and this makes the pedestrian safer crossing that intersection.
- **Traffic complaint hotline -** These hotlines allow citizens to voice concerns about pedestrian issues. It is important for law enforcement to follow up on these complaints. If they notice an increasing trend of complaints in a specific location, the jurisdictions' engineering department should be contacted to investigate possible infrastructure issues that can be changed.

Resources for enforcement

Law Enforcement Pedestrian Safety
National Highway Traffic Safety Administration (NHTSA)
A manual for police agencies needing to solve unfamiliar traffic safety problems.
http://drusilla.hsrc.unc.edu/cms/downloads/LawEnforcement_PedSafety1991.pdf

Pedestrian Synthesis Report
Pedestrian and Bicycle Information Center (PBIC)
Federal Highway Administration (FHWA)
A summary of research on pedestrian safety in the U.S. with a focus on crash characteristics and the safety effects of various roadway features and traffic-control devices.
http://drusilla.hsrc.unc.edu/cms/downloads/Pedestrian_Synthesis_Report2004.pdf.

AAA Foundation for Traffic Safety
This site provides education and research material to government agencies, educational institutions, advocacy organizations, and schools.
www.aaafoundation.org/home/

Washington State Pedestrian Laws

Here is a summary of some of Washington's pedestrian laws: [22]

- **Pedestrians must obey traffic signals** - Pedestrians must obey traffic-control signals and traffic control devices unless otherwise directed by a traffic or police officer (RCW 46.61.050).
- **Pedestrians on sidewalks** - Drivers and bicyclists must yield to pedestrians on sidewalks and in crosswalks (RCW 46.61.261).
- **Pedestrians on roadways** - Pedestrians must use sidewalks when they are available. If sidewalks are not available, pedestrians must walk on the left side of the roadway or its shoulder facing traffic (RCW 46.61.250).
- **Pedestrians bolting into traffic** - No pedestrian or bicycle shall suddenly leave a curb and move into traffic so that the driver cannot stop (RCW 46.61.235).
- **Drivers exercise due care -** Every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary (RCW 46.61.245).
- **Drivers must yield to pedestrians at intersections** Vehicles stall stop at intersections to allow pedestrians and bicycles to cross the road within a marked or unmarked crosswalk (RCW 46.61.235). See Washington's Crosswalk Law for more information.
- **Pedestrians must yield to vehicles outside intersections** - Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right of way to all vehicles upon the roadway (RCW 46.61.240).

Funding

Pedestrian facilities and programs can be funded through a broad range of local, state, federal and private sources:

- ★ **Local:** road construction and maintenance budget, the general fund, system development charges, joint projects with utilities and other agencies.
- ★ **State:** highway projects, 0.5% state gas tax distribution, matching local assistance grants, and support from other agencies.
- ★ **Federal:** surface transportation, enhancement and air quality programs.
- ★ **Other:** donations, grants, development mitigation, etc.

It is advantageous to develop a consistent funding source for capital projects and maintenance, and to actively seek additional sources for the remaining projects. Available money should be leveraged to the greatest extent possible by using it for matching grants and joint projects.

Local government funding

Local government funding for transportation is highly competitive. During the planning of this document, several agencies cited difficulty in finding funding not only to construct addition pedestrian projects but to maintain them as well.

Road construction and maintenance budgets are generally stretched to their limits in maintaining the current vehicular system. Joint ventures with other departments, agencies, and private support should be sought when appropriate (e.g., the health and environmental sectors). However, with the demand for active transportation in the region and the limit of traditional transportation funds available, additional funding mechanisms should be evaluated to fund pedestrian projects and programs.

State funding

Washington State Law (RCW 47.30.050) provides that a portion of the State gasoline tax revenue for local governments is to be used for the development and maintenance of paths and trails. Shared use paths are included in this provision. One-half of 1% of the State's gasoline tax, returned to the City and the County, must be expanded for path and trail use. When received from the State, the funds may be used immediately for a project. At the end of the year, any unused funds are transferred to the Paths and Trails Reserve and held there until needed. At the present time, there is approximately $50,000 in the City's portion. The County receives approximately $150,000 annually for paths and trails. The Paths and Trails Fund can be used for either on-road or separated facilities. The potential for this funding source to be used as a match for larger Federal grants should be explored.

Federal funding

The National Transportation Policy is to promote the increased use of walking, to accommodate pedestrian needs in the design of transportation facilities for urban and suburban areas, and to increase pedestrian safety. Federal-aid funds are available for pedestrian facilities as part of a normal highway construction project at the same financial match ratio as other highway projects.

The Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users (SAFETEA-LU) authorized expenditures of $295 billion nationally over six years and has clarified funding opportunities for active transportation projects. Because SAFETEA-LU is set to expire in 2009 and we do not yet know the details of the future transportation bill, this information is anecdotal. There are several programs in the SAFETEA-LU for which active transportation facilities and programs are eligible:

The Surface Transportation Program provides funds for a variety of uses, including pedestrian and bicycle facilities and safety programs. The funds are distributed by population (50%), statewide (30%), for safety and railroad crossings (10%), and for enhancements (10%). The Transportation Enhancement Activities include bicycle facilities, conversion of abandoned railway corridors to bicycle trails, and greenway projects. “Enhancements” can be improvements independent of new construction or reconstruction (which already require bicycle facilities) such as wide curb lanes and shoulders on rural roads.

The Congestion Mitigation and Air Quality Improvement Program is for use primarily in non-attainment areas under the Clean Air Act. The Program includes encouraging states to invest in projects and programs that reduce congestion and improve air quality. Spokane still qualifies even though we are now considered an attainment area under a maintenance plan.

To be eligible for these funds, a construction project must be in the Regional Transportation Improvement Program (TIP) and in the State's Six-year Transportation Improvement Plan (TIP). The funding request must come from an eligible public agency. Proposed projects require local matching funds, which can include State bicycle funds or grants. Local or State funding must be available during the time period of the proposed project.

In addition, through the **Land and Water Conservation Fund,** money is available for the acquisition of lands and waters or for the development of public outdoor recreation facilities. Greenways and parks are typical projects funded by the Land and Water Conservation Fund. These funds must be applied for by an eligible agency such as a City, County, or Park District.

Other funding

Pedestrian facilities and programs are a community investment shared by all sectors; private, business, and government. Each can contribute in many ways, including land dedications, donations of engineering and public relations talent, special grants, sponsorship of fund-raising events, and so on.

Developers can also choose to include extra projects, beyond what is required, in their project designs. Businesses can voluntarily construct showers and offer incentives for their bicycling and pedestrian employees. These opportunities should be actively promoted and supported.

There are other means for obtaining materials, funds or rights-of-way that can result from the inventiveness of the region.

Some methods that have been used in other areas include:

- ★ Environmental impact mitigation
- ★ Street vacations
- ★ Enforcement of franchise agreements for railroad crossings
- ★ Utility tax for public works
- ★ Utility easements
- ★ Tax-deductible gifts in the form of signs, equipment, and trail segments
- ★ Traffic impact fees

Local improvement districts

A Local Improvement District (LID) is a method by which a group of property owners can share in the cost of transportation infrastructure improvements or other types of public improvements such as installing water and sanitary sewer lines. Most LIDs involve improving a street, building sidewalks, and installing a storm water management system. An LID can also be used to install sidewalks on existing streets that previously have been accepted for maintenance by the City.

When property owners decide they want to form an LID, they agree to assume responsibility to pay for the project. The City works with property owners to determine the scope of the project and develops an assessment methodology. A variety of methods are used, including square footage, linear footage or equivalent dwelling unit. Sometimes a combination of these methods is used, but square footage is most commonly used for projects in residential areas.

The City will design and engineer the project as well as manage it to make sure the work is done properly. But in most cases the City does not actually build the improvement. Generally the work is bid upon by the private sector, and the lowest reasonable bid is selected. However, small projects (generally one block) may be constructed by the Maintenance Bureau in some cases. The City never charges property owners more than the cost of building the project, even if the initial estimate at the beginning of the project was higher. Once the project is complete and final assessment is made, the LID ceases to exist. The City Auditor's Office then handles property owners' payments until paid in full.

See Appendix B for other funding opportunities available in the State of Washington.

BICYCLE AND PEDESTRIAN FUNDING
State and Federal Grant Sources

Grant Program	Purpose	Eligible Applicants and Activities	When to Apply
WSDOT – Highways and Local Programs Bike/Ped Safety and Safe Routes to School grant Programs	Supports pedestrian and bicycle safety projects such as pedestrian and bicycle paths, sidewalks, safe routes to school and transit. $74 million over 16 years	Capital facilities and programmatic elements for bicycle and pedestrian safety and safe routes to school.	Spring of even years – awarded by legislative priority for each biennium. *www.wsdot.wa.gov/TA/ProgMgt/Grants/*
WSDOT – Highways and Local Programs - Scenic Byways Program	Supports federally designated scenic byways.	Implementation of corridor plans.	*www.wsdot.wa.gov/TA/ProgMgt/Grants/*
WSDOT – Intersection and corridor Safety Program	Funds safety projects that eliminate or reduce fatal or injury accidents at high accident intersections and within high accident corridors.		*www.wsdot.wa.gov/TA/ProgMgt/Grants/*
Transportation Improvement Board - Urban program Approximately $60 million per year. Projects require 10-20% local match.	**Urban Arterial Program** (UAP) – best suited for roadway projects that improve safety and mobility **Sidewalk Program** (SP) – best suited for sidewalk projects that improve safety and connectivity.	Federally designated urban areas and cities and towns within an urban area, and cities with a population of five thousand or greater. Projects must be consistent with state, regional and local transportation plans.	Annual Funding Cycle – apply at end of August, funds awarded in November *www.tib.wa.gov/*
Transportation Improvement Board – Small City Program Approximately $10 million per year. Little or no match required	**Small City Sidewalk Program** (SC-SP) – sidewalk projects that improve safety and connectivity **Small City Arterial Program** (SCAP) – projects that improve safety and roadway conditions **Small City Preservation Program** (SCPP) –rehabilitation and maintenance of the small city roadway system	Cities and towns with a population under 5,000 Funds from the program are distributed regionally, with projects competing only in their own region	Annual cycle. *www.tib.wa.gov/*

See also http://www.mrsc.org/Publications/revguide.pdf for a discussion of local funding options.
See http://www.mrsc.org/Subjects/Planning/capital.aspx, for information on how capital facility funding can implement a plan.

BICYCLE AND PEDESTRIAN FUNDING
State and Federal Grant Sources

Traffic Safety Commission School Zone Safety Project Grants – as available.	Funds school zone speed enforcement, school patrols, crossing guard programs etc. $100,000 – $200,000 annually		Apply early spring every year for school zone safety grants. *www.wtsc.wa.gov/business/grants.php*
Surface Transportation Program Transportation (STP) Enhancements Approximately $60 million per year (2008) in federal funds, distributed to regional governments. Generally requires 20% local match. May be in-kind.	Created to invest in a more balanced, multi-modal approach to mobility and accessibility which strengthens the local economy, improves the quality of life, enhances the travel experience for people traveling by all modes, and protects the environment.	Safety and educational activities for pedestrians and bicyclists. Scenic or historic transportation programs, rehabilitation and operation Landscaping and other scenic beautification. Historic preservation, archaeological planning and research. Rail Trails Related environmental mitigation	Apply annually through local MPO. *www.wsdot.wa.gov/TA/ProgMgt/Grants* for more info.
Congestion, Mitigation and Air Quality (Federal $)	Funds projects in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) which reduce transportation related emissions.	Annual Cycle through local MPO $27 million authorized in 2008	Apply annually through local MPO. PSRC (Puget Sound), RTC(Clark), SRTC (Spokane), YVCOG (Yakima) and TRPC (Thurston). *www.wsdot.wa.gov/TA/ProgMgt/Grants*
Recreation and **Conservation Office**	Investment of public funds in parks, trails, beaches, boating facilities, wildlife habitat, and natural areas for recreation and habitat conservation purposes. Grant programs include: Youth Athletic Facilities (YAF) Washington Wildlife and Recreation Program (WWRP)	Cities, towns, and counties, or port, utility, park and recreation, and school districts, tribes, state agencies, and in some cases, federal agencies and nonprofit organizations. Most grants require a plan prior to submittal and that the proposed project will be maintained in perpetuity.	Annual cycle for each program – strongly recommend to coordinate with regional RCO grants managers *www.rco.wa.gov*
CTED's Growth Management Services grants for planning activities only. Grant amounts may change according to priorities for the biennium.	Funds tasks related to preparation and adoption of comprehensive plans and development regulations including surveys, data gathering and management activities, planning consultants, etc.	All counties and cities subject to RCW 36.70A.040 are eligible. Grants process generally open summer of odd-numbered years.	*www.cted.wa.gov/growth* -- ***See grants.***

See also http://www.mrsc.org/Publications/revguide.pdf for a discussion of local funding options.
See http://www.mrsc.org/Subjects/Planning/capital.aspx, for information on how capital facility funding can implement a plan.

BICYCLE AND PEDESTRIAN FUNDING
State and Federal Grant Sources

The National Parks Services' Rivers and Trails Program Technical assistance only.	Technical assistance to community groups and local, state, and federal government agencies to conserve rivers, preserve open space, and develop trails and greenways.	Applications are due by August 1st for assistance beginning the following fiscal year (October 1st through September 30th).	*www.nps.gov/ncrc/programs/rtca/index.htm*
Community Development Block Grant Program Planning Only grants General Purpose grants Federal funds - vary by location.	Provides funds for projects which will serve lower-income populations. Sidewalks are eligible for this grant.	Some areas receive their own funds, smaller cities and non-entitlement areas should work with the Washington State Department of Community, Trade and Economic Development (CTED).	*www.hud.gov/offices/cpd/communitydevelopment/programs* *Contact CTED at* (360) 725-3019 *www.cted.wa.gov*
WS DOH – Nutrition and Physical Activity Program offers technical assistance to public health practitioners	Some physical activity grants and the Community Health Block Grant may cover bicycle and pedestrian activities. These are on a five-year cycle and depend CDC funding.		*www.doh.wa.gov/cfh/NutritionPA/our%5Fcommunities/* Contact DOH at 360-236-3757 for more information.
Other grants may include climate change focused grants, Robert Wood Johnson, foundation etc.			Visit ***www.grants.gov*** at you local library, or contact CTED to find out if your jurisdiction has a subscription.
Washington Coalition for Physical Activity newsletter	This coalition tracks smaller bicycle and pedestrian related grants.		*www.beactive.org*
Washington's Infrastructure Assistance Coordinating Council (IACC)	IACCs database includes current grant opportunities for infrastructure including many of the programs on this list.		*www.infrafunding.wa.gov*

See also http://www.mrsc.org/Publications/revguide.pdf for a discussion of local funding options.
See http://www.mrsc.org/Subjects/Planning/capital.aspx, for information on how capital facility funding can implement a plan.

Appendix B


PTBA PEDESTRIAN NETWORK
Logan -- Gonzaga Area
Legend
Bus Stop
Bus Route
Barriers or Aids to Mobility
Aid to Mobility
Obstacle
Surface Height Change
Pedestrian Network Features
Sidewalk
Alley Crossing
Driveway Crossing
Road Crossing
Pathway bridge/underpass
No Formal Path
Not Recorded
N
0
140
280
560
Feet
LIFTS -- Spokane JARC Project
Spokane Transit
GIS and Simulation Lab
WSU Interdisciplinary Design Institute
April 2009
Plot Design by Kerry Brooks

Acknowledgments

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