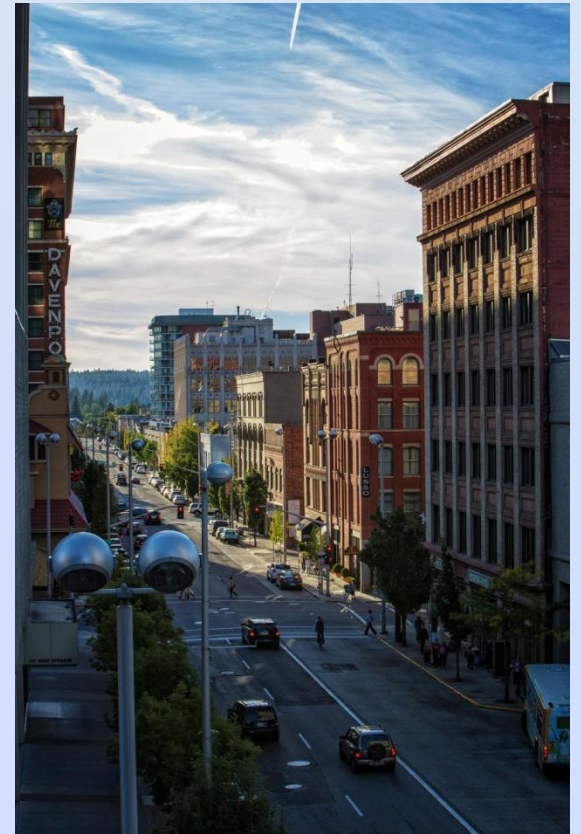


Plan Commission Update Pedestrian Master Plan

February 11, 2015



Chandler Street - 8th to 9th



What is happening with the Pedestrian Master Plan?

- Draft goals developed by Pedestrian Plan Subcommittee
- Working on Pedestrian needs analysis
 - pedestrian demands
 - pedestrian infrastructure deficiencies
- Draft plan is under development
- Plan will be reviewed by the subcommittee and forwarded to the Plan Commission

Link Spokane Public Policy Group

Pedestrian Subcommittee Draft Goals

Goal 1 Well Connected and Complete Pedestrian Network:

- *Provide a connected, equitable and complete pedestrian network within and between Priority Pedestrian Zones that includes sidewalks, connections to trails, and other pedestrian facilities, while striving to provide barrier-free mobility for all populations.*

Goal 2 Maintenance and Repair of Pedestrian Facilities:

- *Provide maintenance for and improve the state of repair of existing pedestrian facilities.*

Goal 3 Year-Round Accessibility

- *Address the impacts of snow, ice, flooding, debris, vegetation and other weather and seasonal conditions that impact the year-round usability of pedestrian facilities.*

Goal 4 Safe and Inviting Pedestrian Settings:

- *Create a safe, walkable city that encourages pedestrian activity and economic vitality by providing safe, secure, and attractive pedestrian facilities and surroundings.*

Goal 5 Education:

- *Educate citizens, community groups, business associations, government agency staff, and developers on the safety, health, and civic benefits of a walkable community.*

Pedestrian Needs Analysis - Highlighting the areas with the greatest need

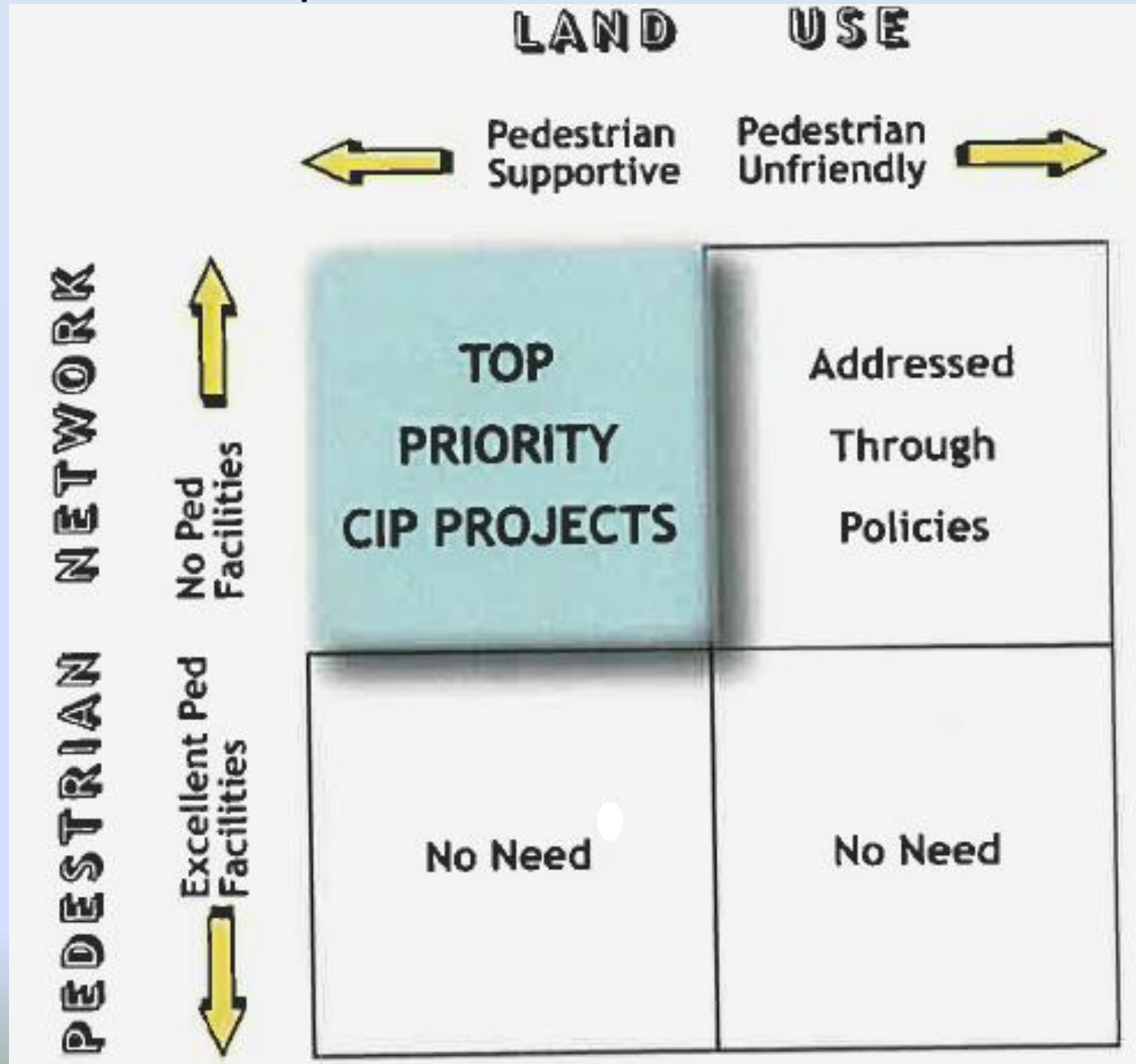
- Comprised of two elements:
 - Analysis of factors indicative of pedestrian demand
 - Analysis of factors indicative of pedestrian infrastructure deficiency



- These two elements come together to identify the mismatch between demand and infrastructure.
- Areas with higher demand and higher deficiency would be good candidates for projects and a higher priority than areas with either lower demand or areas that already have good pedestrian infrastructure (e.g. have low deficiency score).
- A rational and fair mechanism

pedestrian deficiency indicator

pedestrian demand indicator

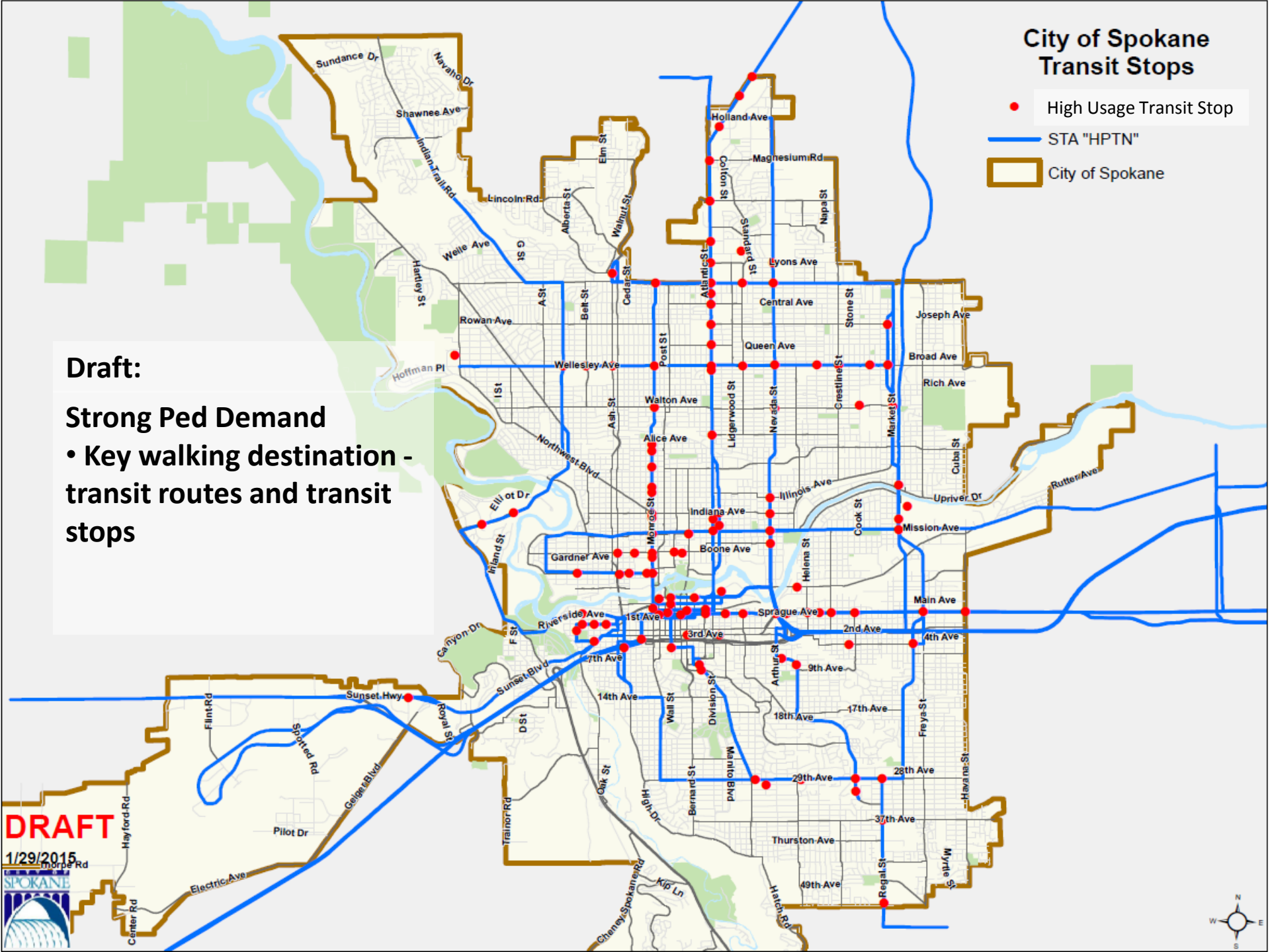


Overview Maps

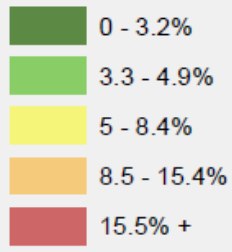
- The following maps show examples of features that indicate:
 - First set: Strong pedestrian demand
 - Second set: Pedestrian infrastructure deficiencies

- High Usage Transit Stop
- STA "HPTN"
- City of Spokane

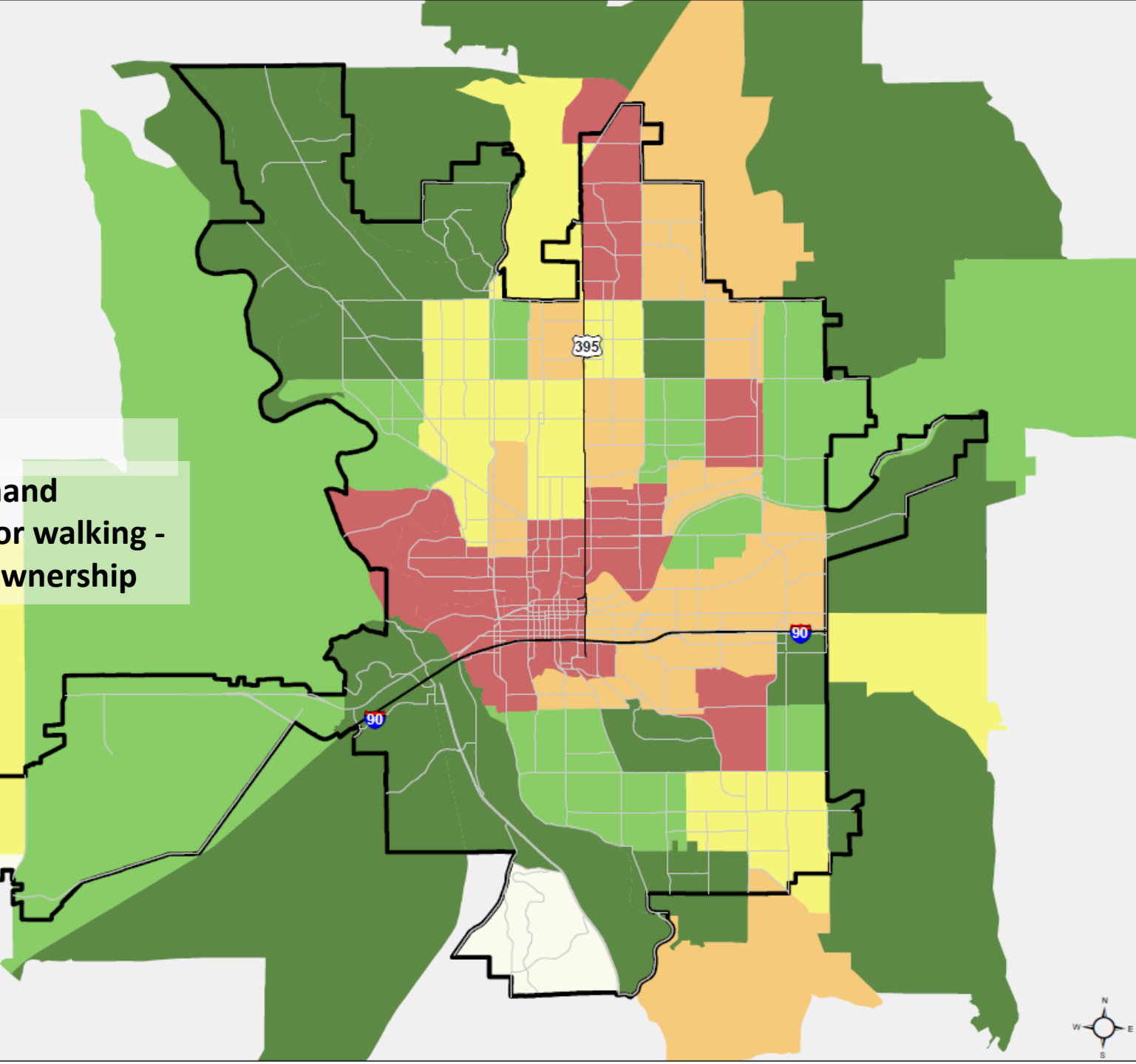
- **Key walking destination - transit routes and transit stops**



**People with No
Vehicle Available
(%)**



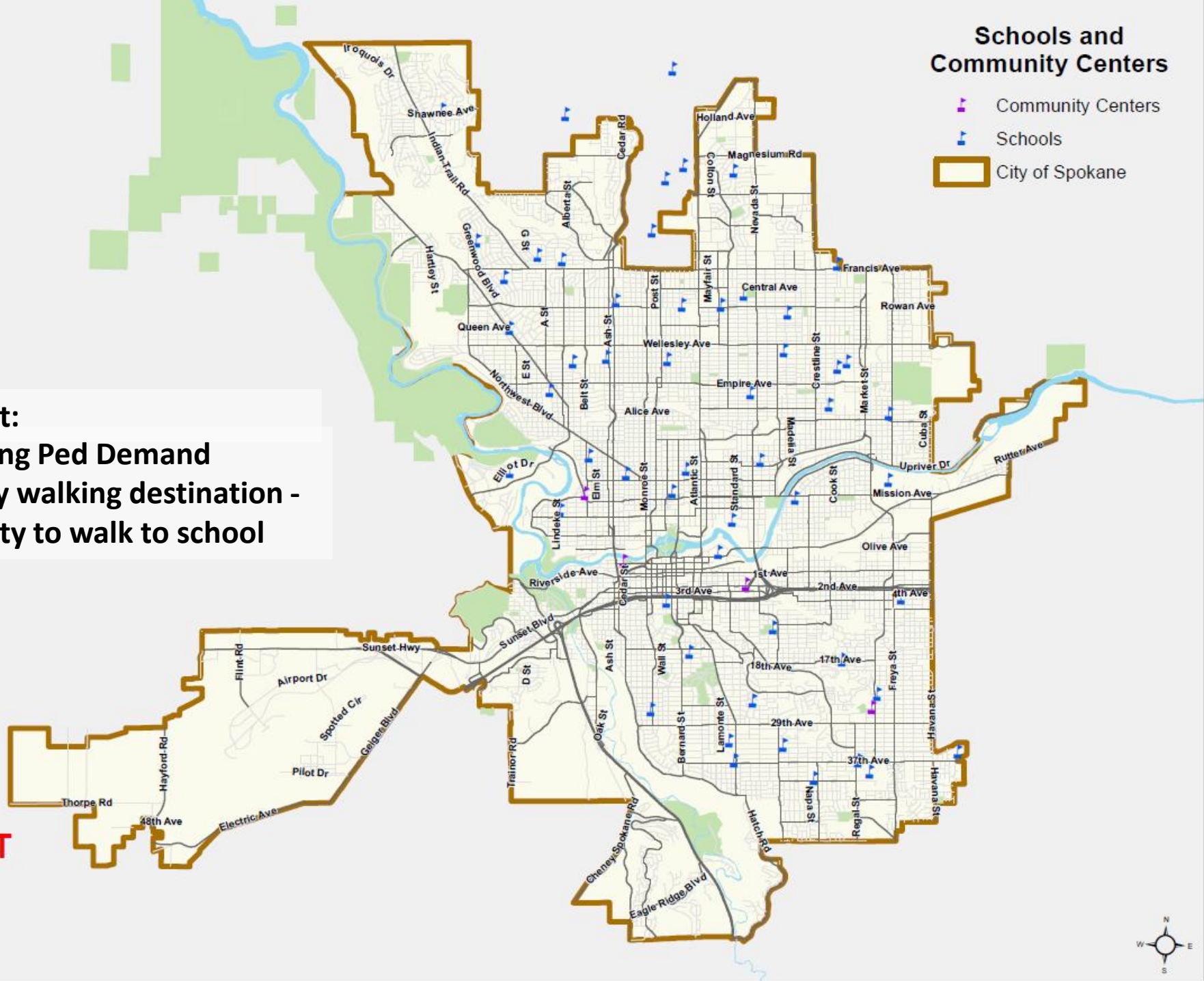
Draft:
Strong Ped Demand
• greater need for walking -
lack of vehicle ownership



Schools and Community Centers

- Community Centers
- Schools
- City of Spokane

Draft:
Strong Ped Demand
• Key walking destination -
ability to walk to school



DRAFT

1/29/2015



**Employment Density
(per Acre)**

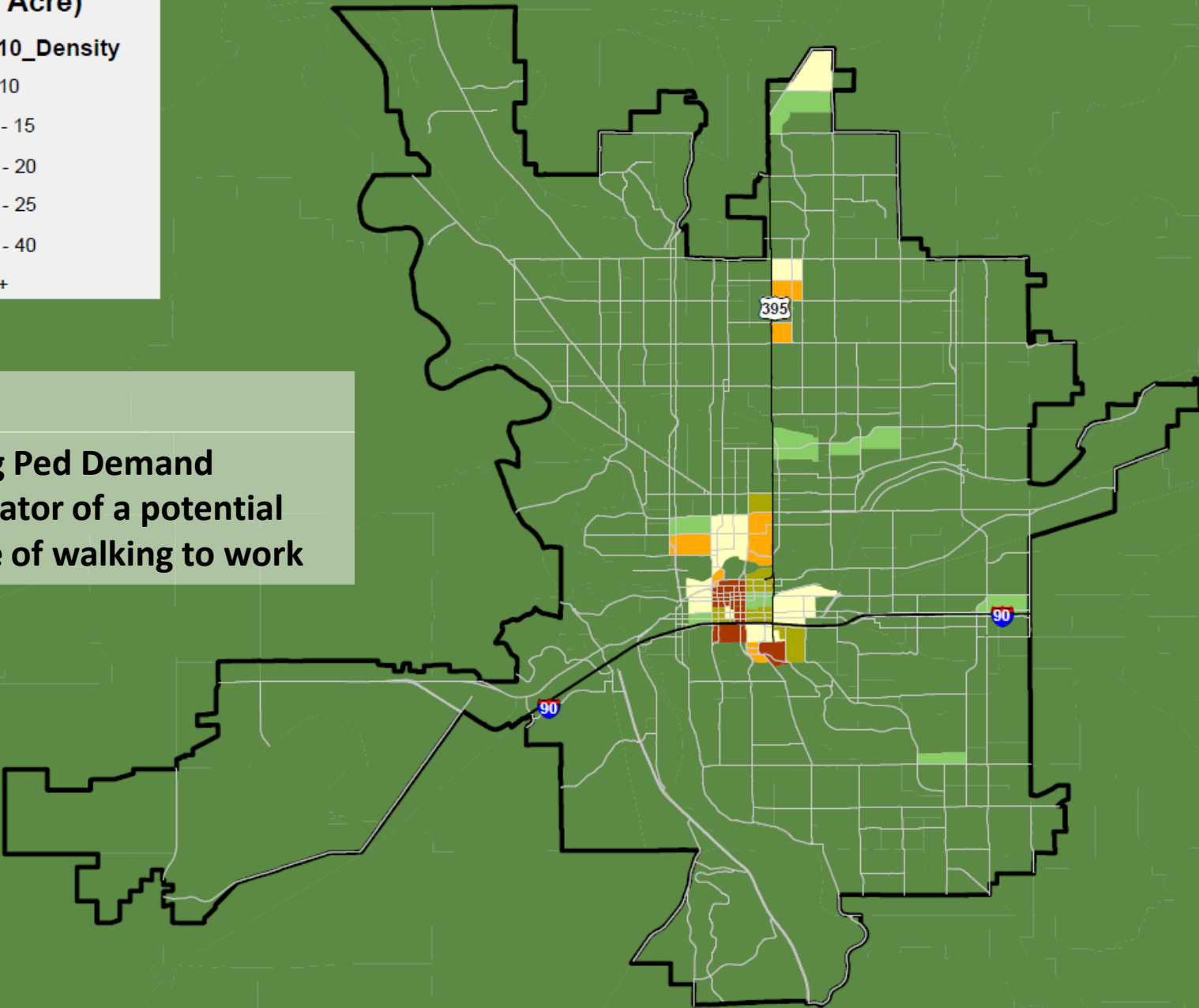
Emp_2010_Density



Draft:

Strong Ped Demand

- indicator of a potential choice of walking to work



DRAFT

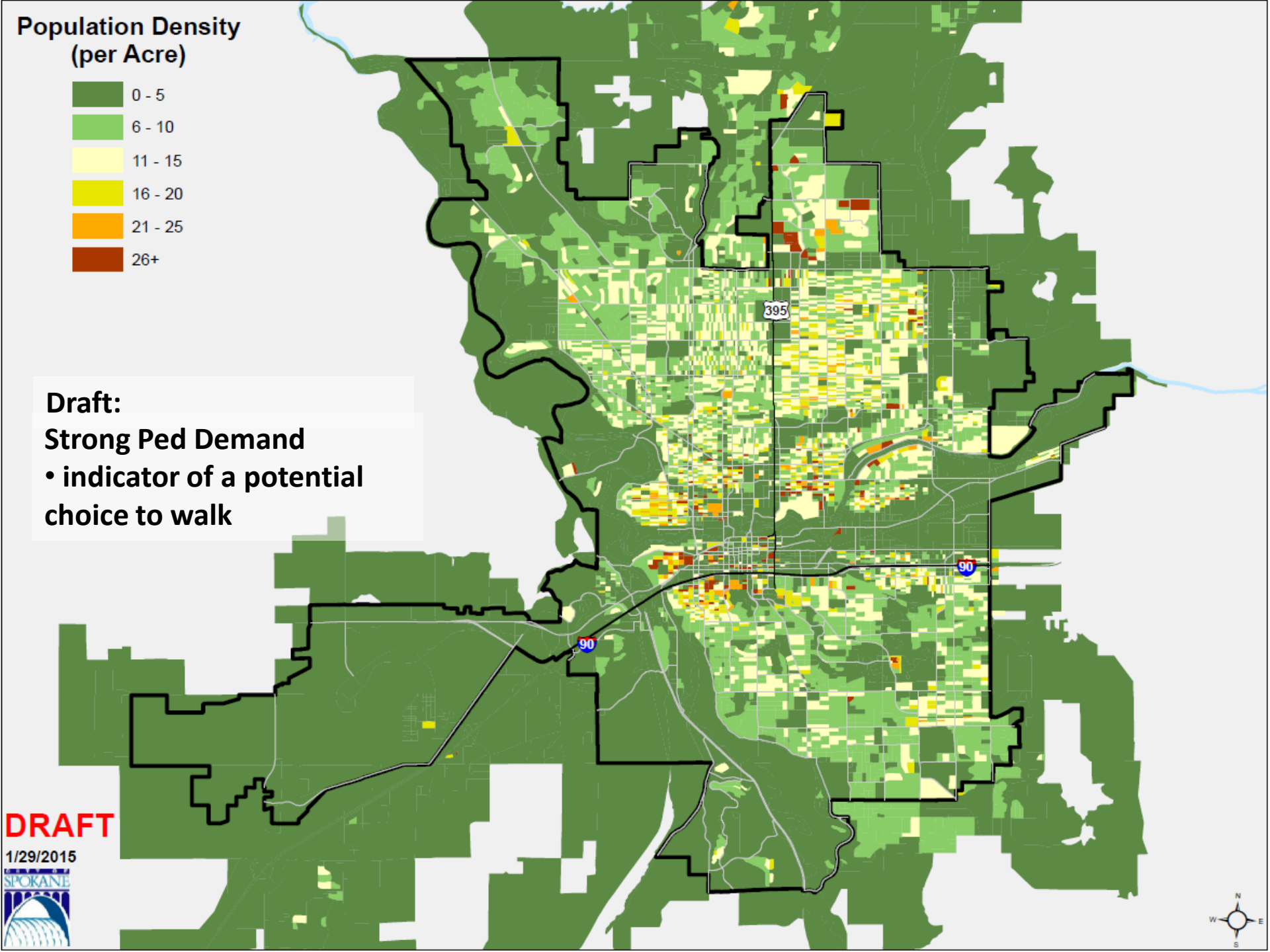
1/29/2015



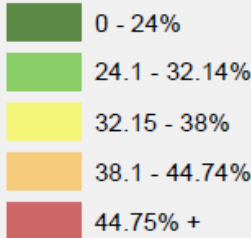
Population Density
(per Acre)



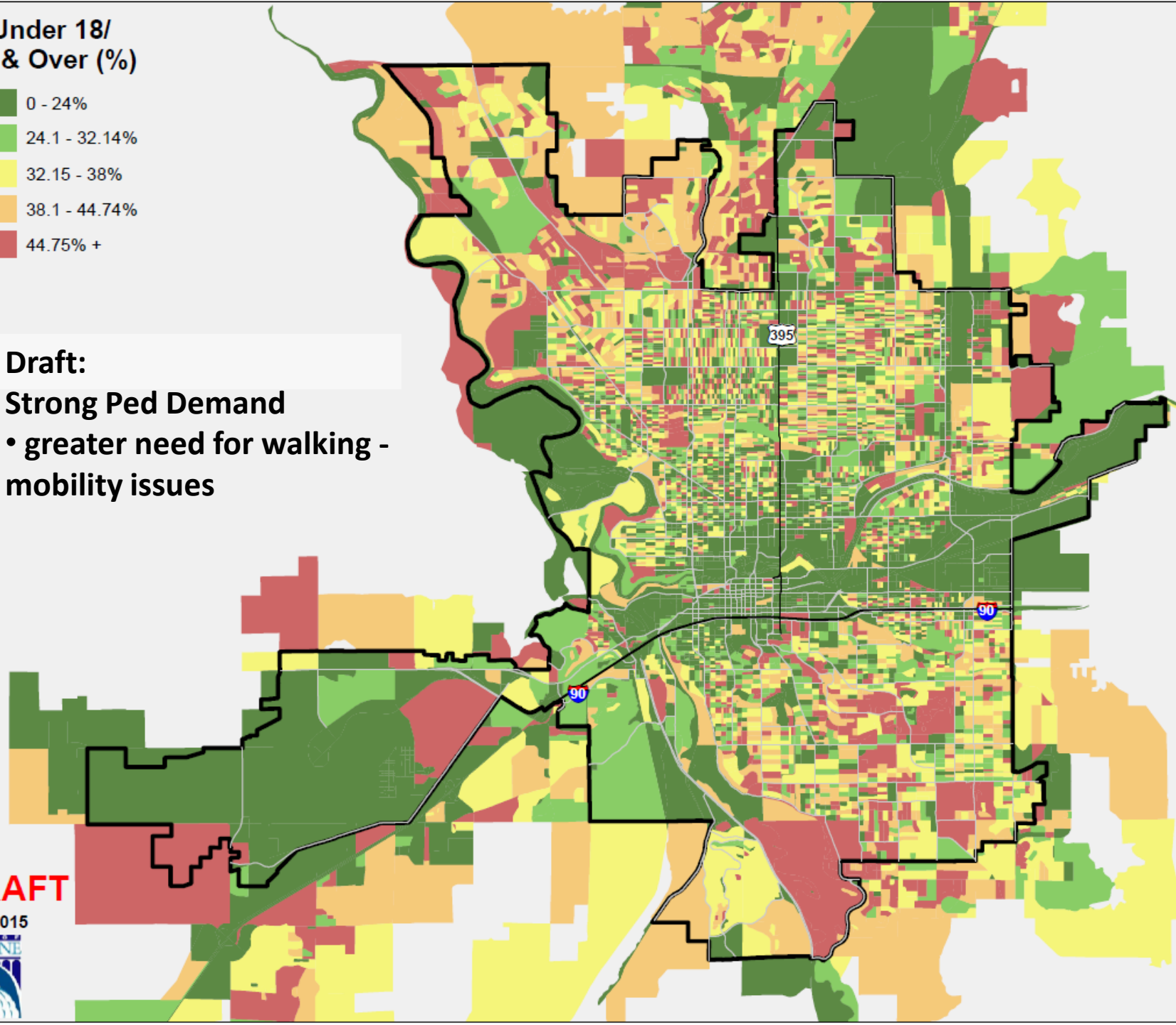
Draft:
Strong Ped Demand
• indicator of a potential
choice to walk



**Under 18/
65 & Over (%)**



Draft:
Strong Ped Demand
• greater need for walking -
mobility issues







Additional strong pedestrian demand indicators:

- Neighborhood shopping
- Social service destinations
- Central Business District
- Centers and Corridors
 - Redevelopment areas: Targeted Investment Pilot (TIP); Public Development Authority (PDA); Tax Increment Finance (TIF) Districts; University District Redevelopment Area (UDRA); North Riverbank Redevelopment Area; Others....





Pedestrian Infrastructure Deficiency Mapping:

- Identification of the absence or deficiency of pedestrian facilities
- Combined with Strong Pedestrian Demand mapping helps prioritize improvements

Barriers

-  City of Spokane
-  Railroads
-  Roads with Lanes of 4+
-  River

Slope

-  0 - 2%
-  2.1% - 5%
-  5.1% - 8.3%
-  8.4% - 136%

Draft:

**Ped Infrastructure
deficiencies:**

- **Connectivity:** wide streets, large blocks, railroads, topography, water

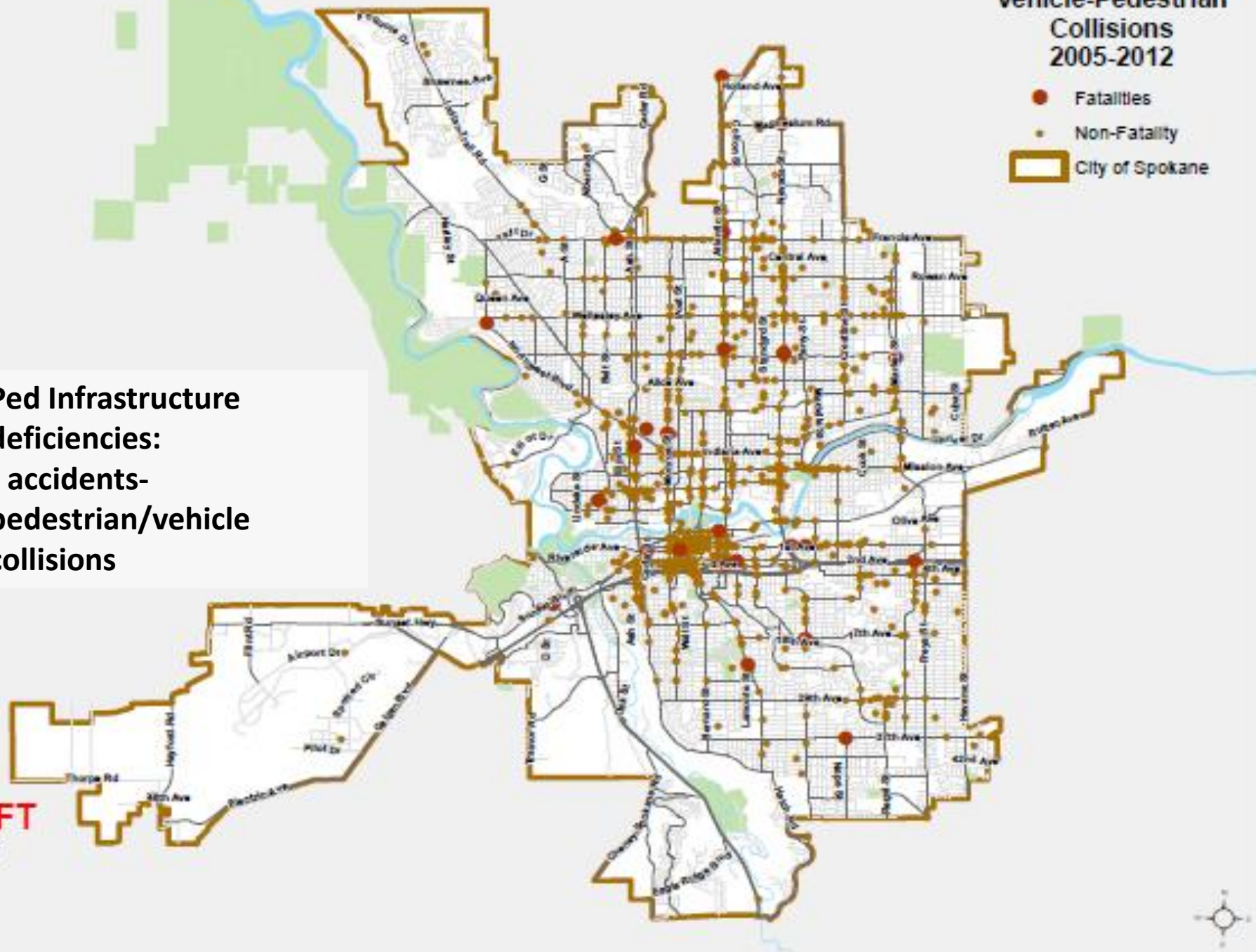


Vehicle-Pedestrian Collisions 2005-2012

- Fatalities
- Non-Fatality
- City of Spokane

Ped Infrastructure deficiencies:

- accidents-pedestrian/vehicle collisions



DRAFT

1/23/2015

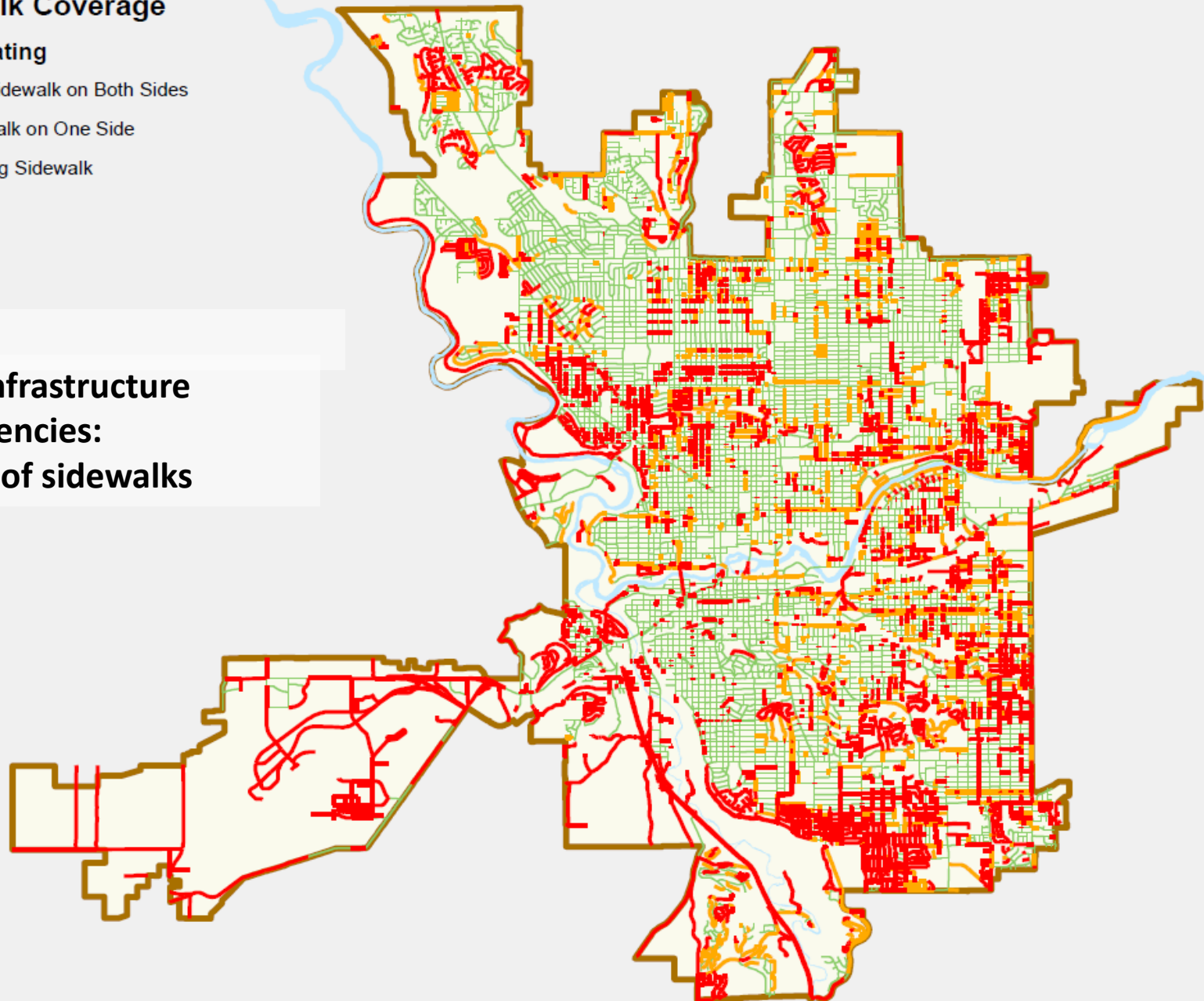


City of Spokane Sidewalk Coverage

SidewalkRating

- Has Sidewalk on Both Sides
- Sidewalk on One Side
- Missing Sidewalk

Draft:
Ped Infrastructure
deficiencies:
• lack of sidewalks



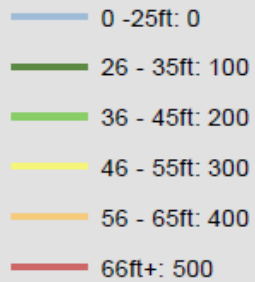
DRAFT

1/29/2015



Street Width (ft)

Street Width

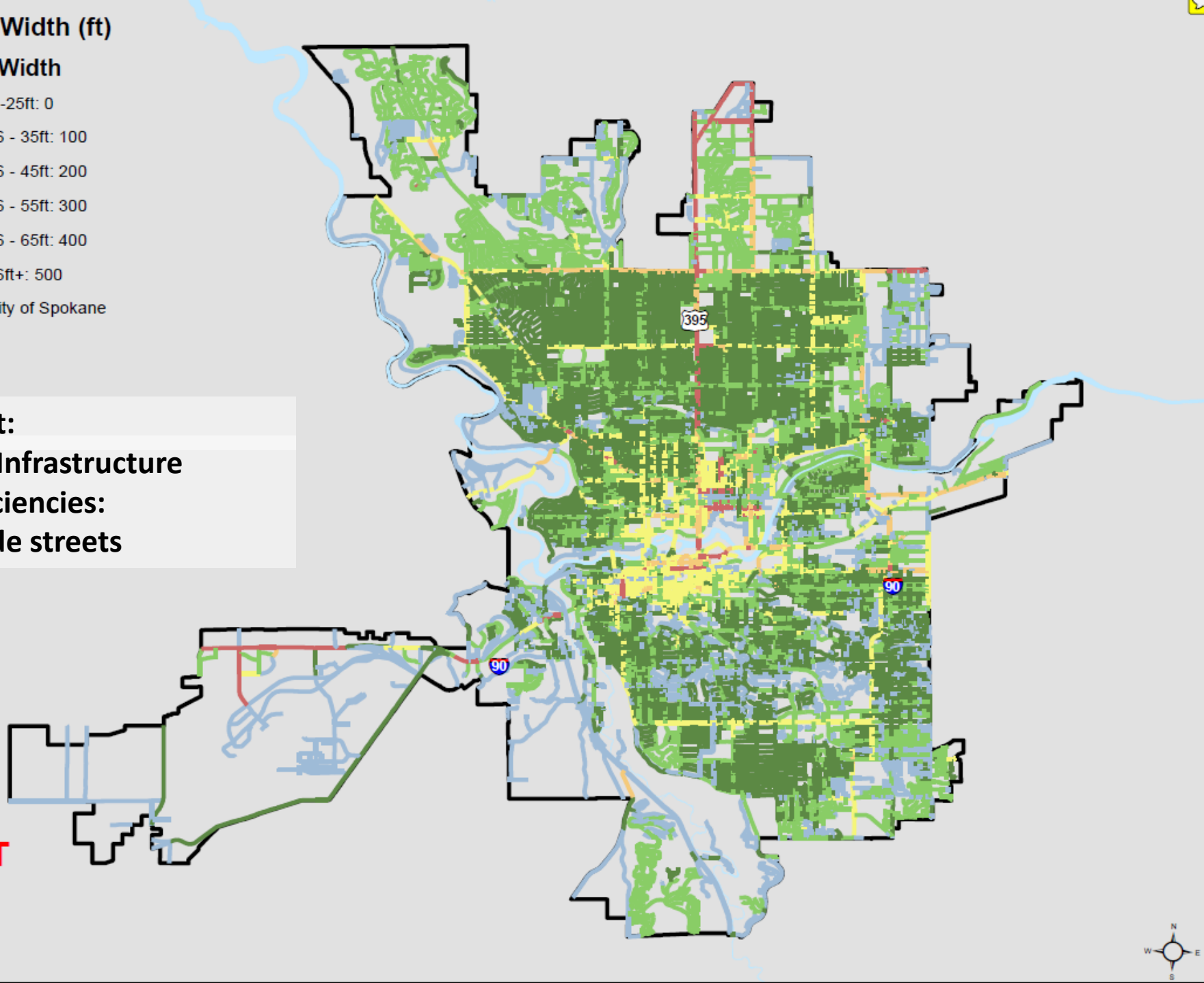


City of Spokane

Draft:

**Ped Infrastructure
deficiencies:**

- wide streets



DRAFT

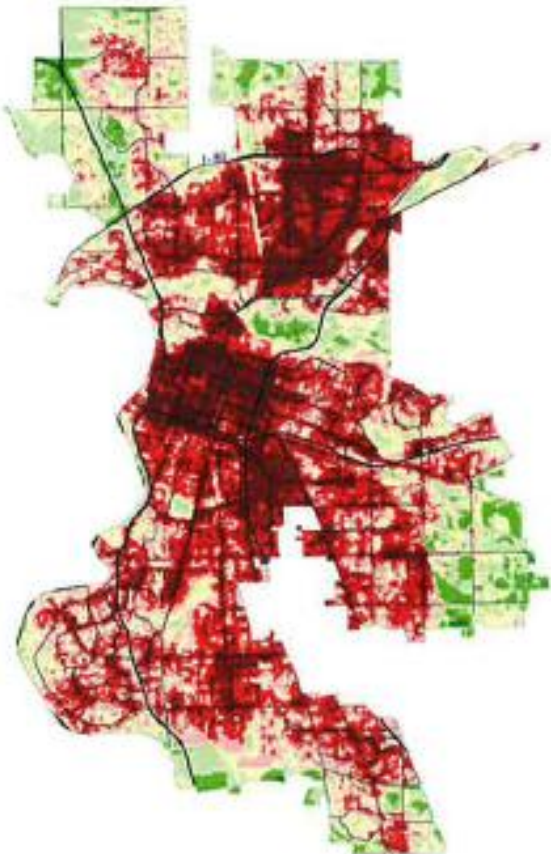
1/29/2015



Sacramento Example:

Strong Ped Demand

Potentials
Composite



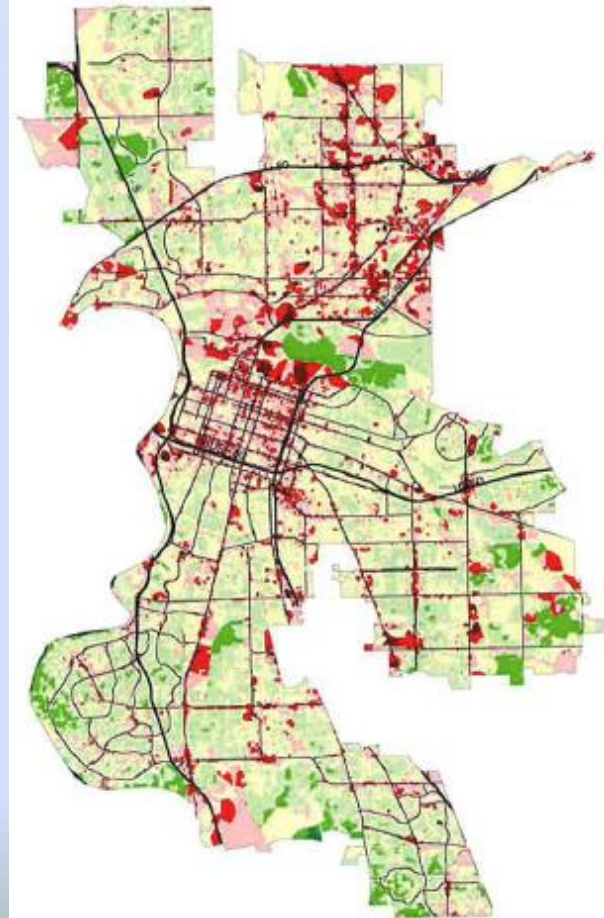
Ped Deficiencies

Deficiencies
Composite Score



Priority Improvement Areas

Improvement
Needs Composite



Sidewalk Candidate Project Areas

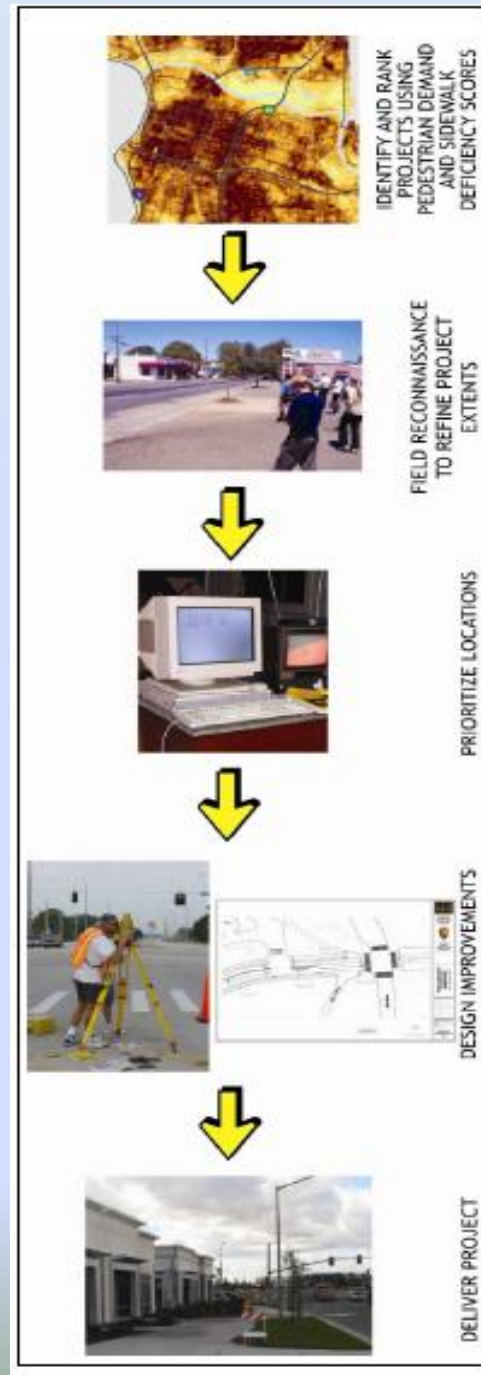
- Sidewalk Project Priority Areas
- Light Rail Lines
- Light Rail Stations
- Schools

0 0.5 1 2 3 4 Miles



Example Sidewalk Project Implementation Flow Chart

Source: Sacramento
Pedestrian Master Plan



Next steps:

- Preparation of pedestrian demand and infrastructure deficiencies maps
- Work on the draft Pedestrian Master Plan
- Next committee meeting in March
- Public review with other update components
- On schedule for a Fall delivery

- Questions? Other discussion?

Thank you!

Plan Commission Update Pedestrian Master Plan

February 11, 2015



Chandler Street - 8th to 9th

