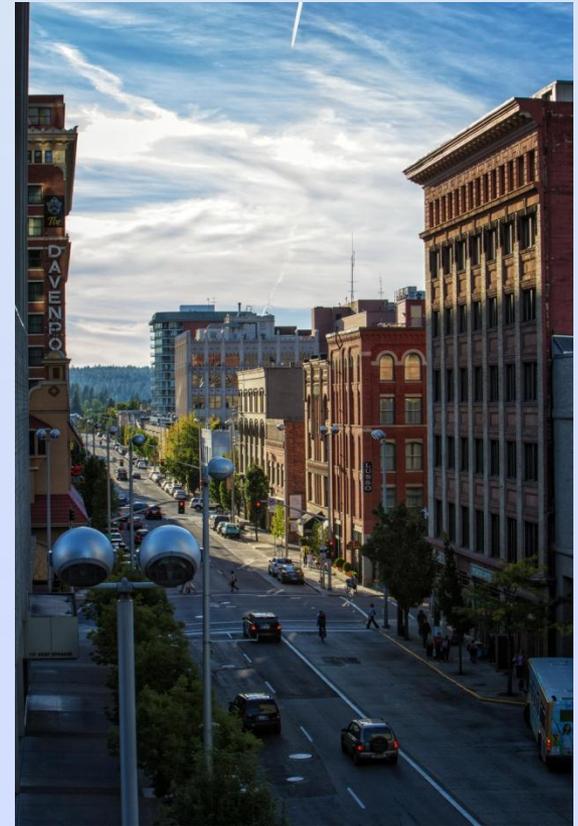


# Plan Commission Update Pedestrian Master Plan

February 11, 2015



Chandler Street - 8<sup>th</sup> to 9<sup>th</sup>



# 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:**

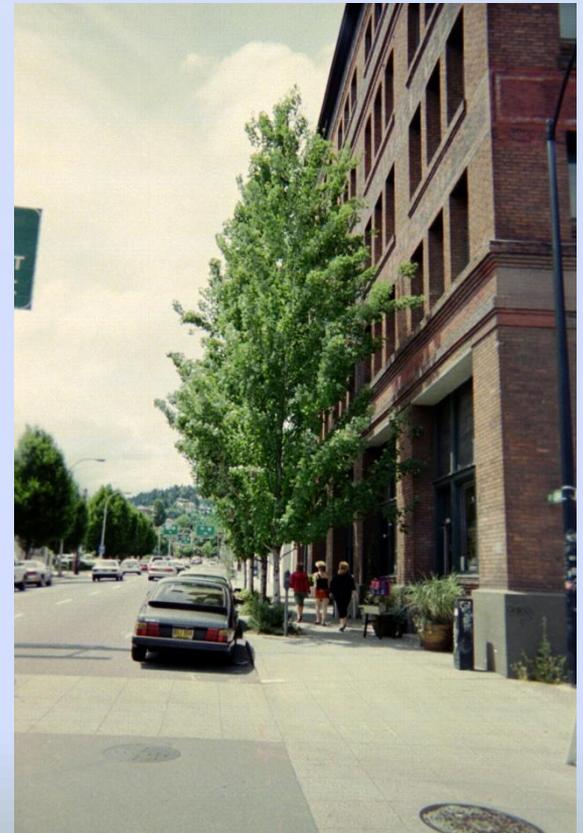
- *Create a safe, walkable city that encourages pedestrian activity and economic vitality by providing safe, secure, and attractive pedestrian facilities and surroundings.*

## **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

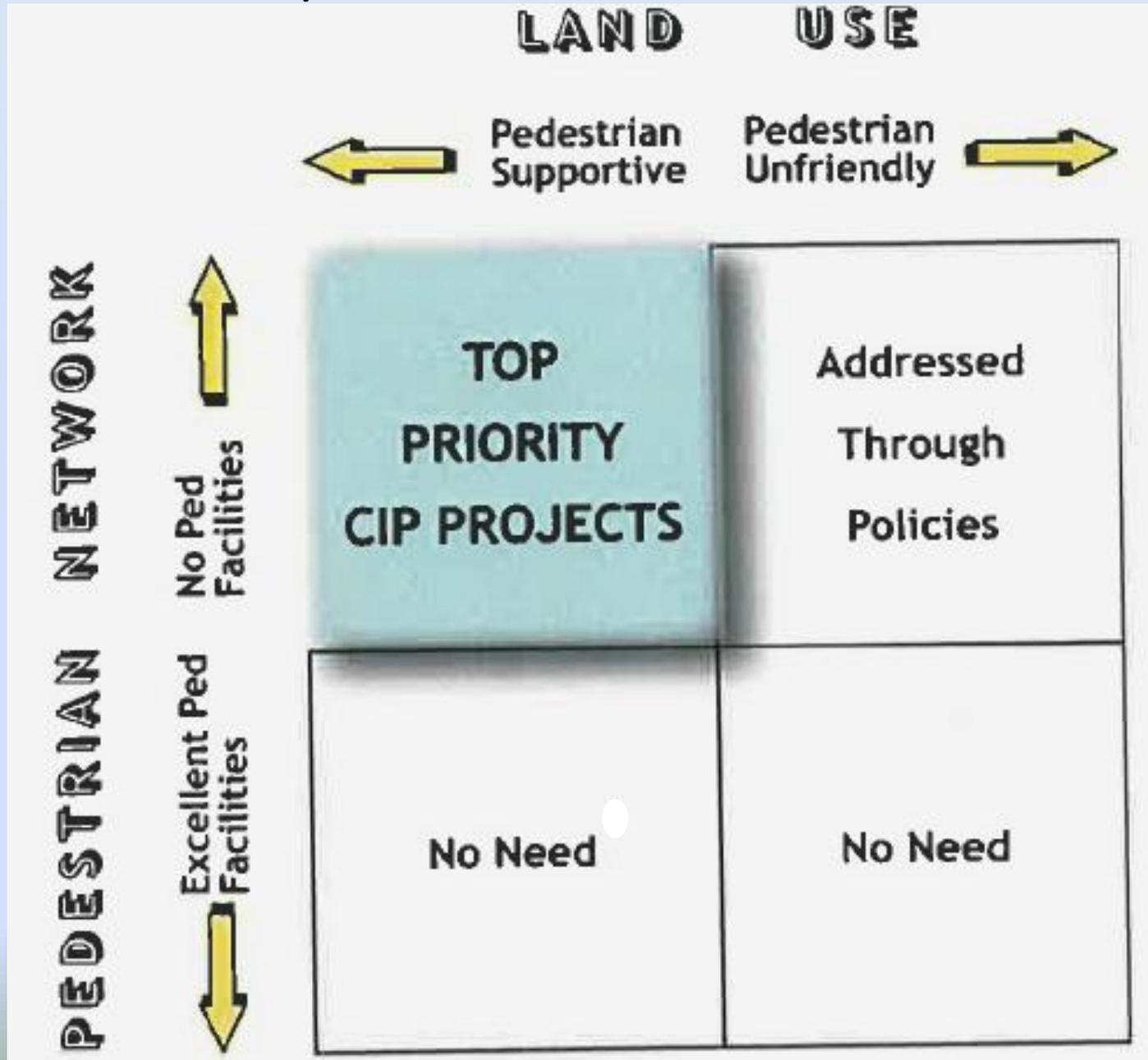
- Comprised of two elements:
  - Analysis of factors indicative of pedestrian demand
  - Analysis of factors indicative of pedestrian infrastructure deficiency



- 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 demand indicator

pedestrian deficiency indicator



# Overview Maps

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

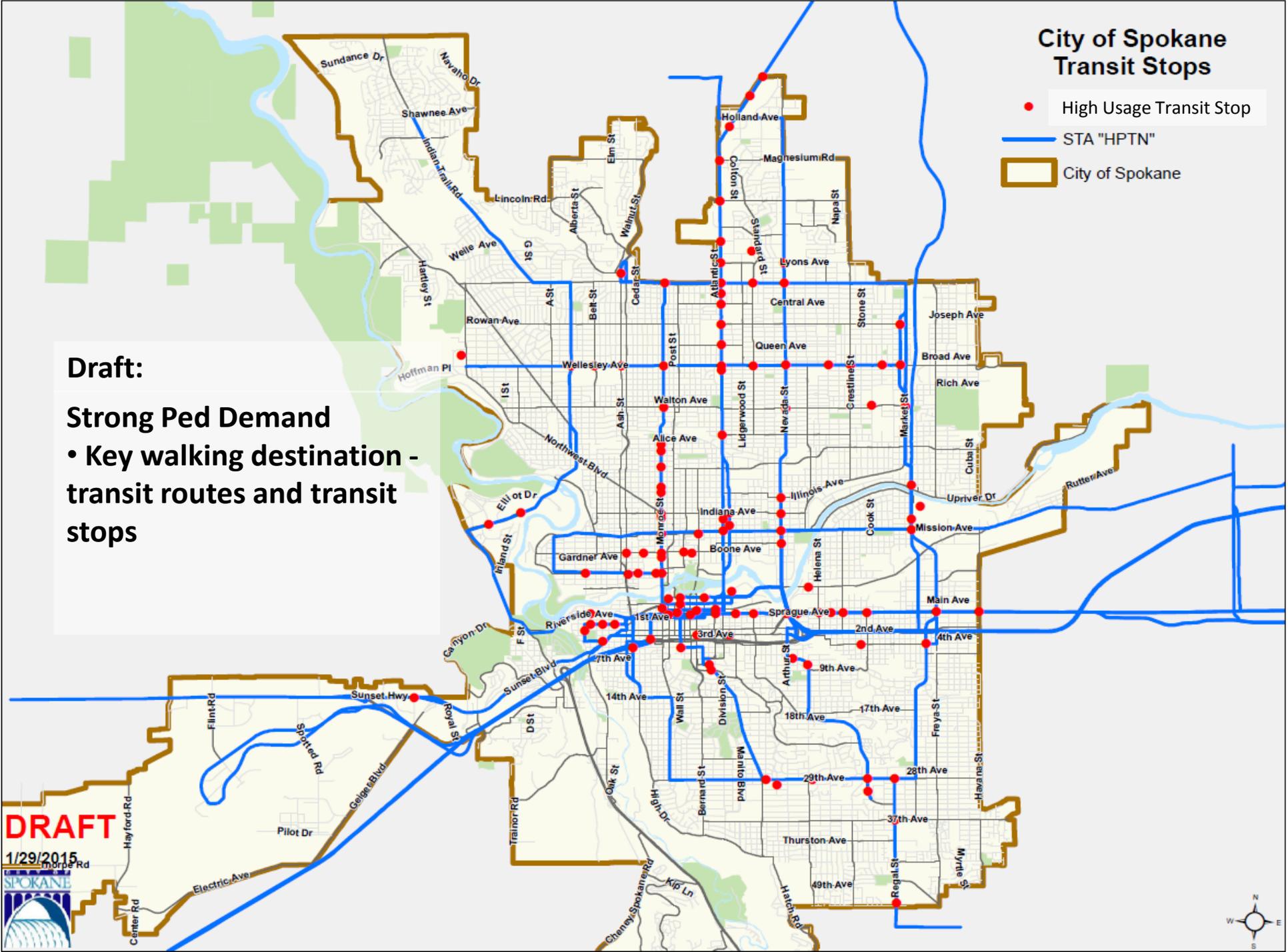
# City of Spokane Transit Stops

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

Draft:

Strong Ped Demand

- Key walking destination - transit routes and transit stops

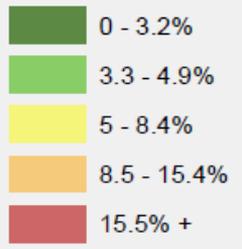


**DRAFT**

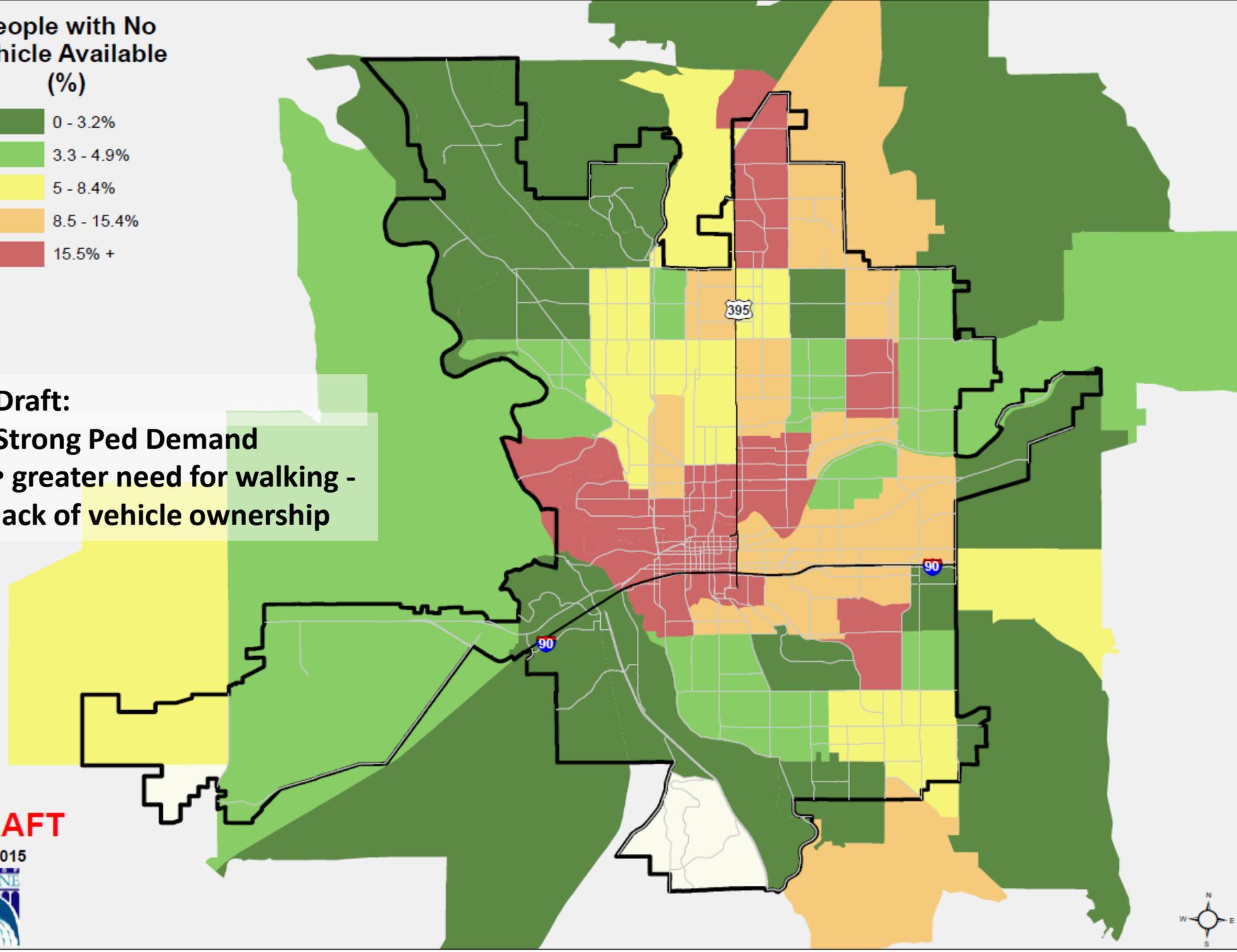
1/29/2015



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



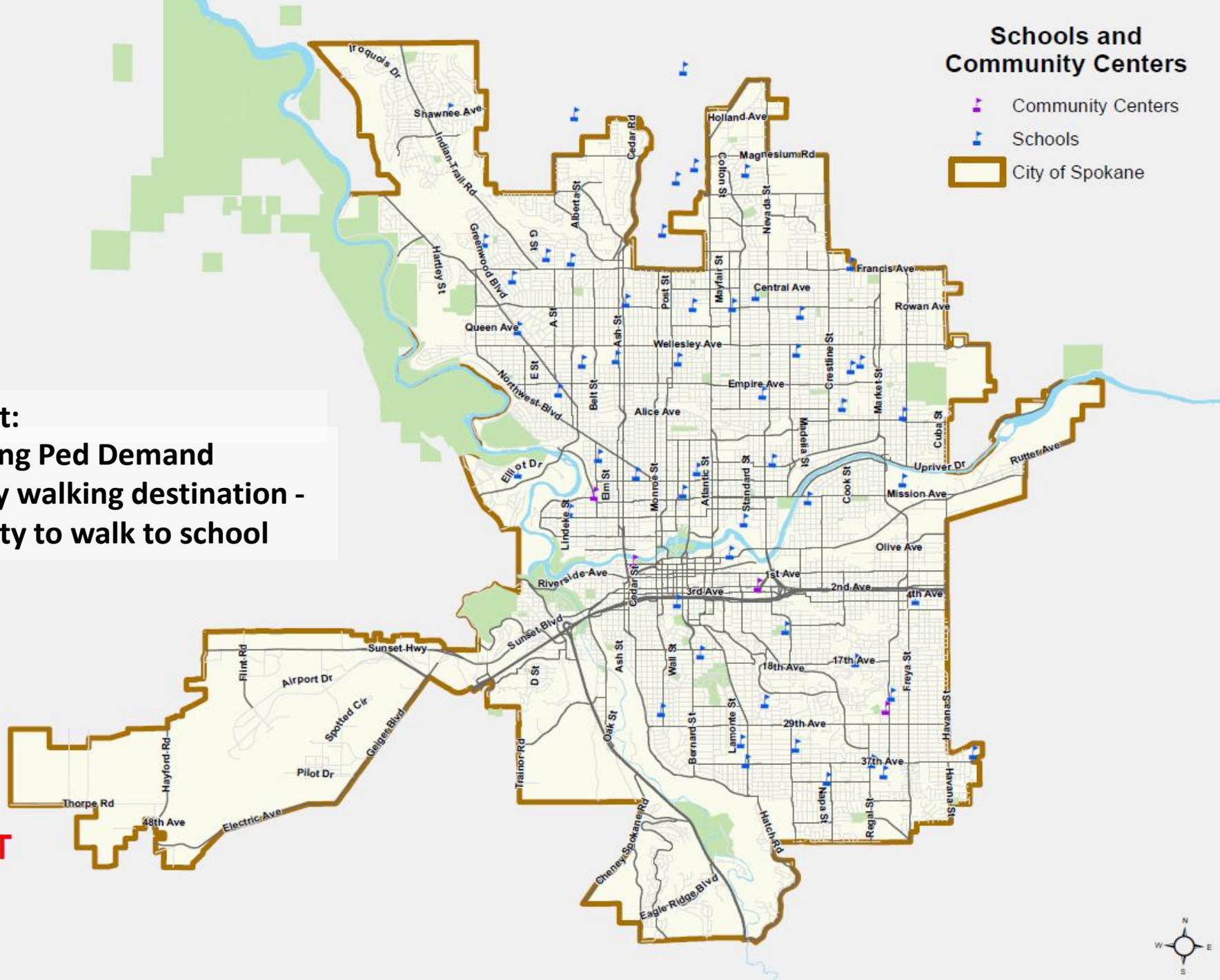
**Draft:**  
**Strong Ped Demand**  
• greater need for walking -  
lack of vehicle ownership



# Schools and Community Centers

- Community Centers
- Schools
- City of Spokane

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



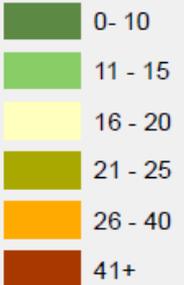
**DRAFT**

1/29/2015



# Employment Density (per Acre)

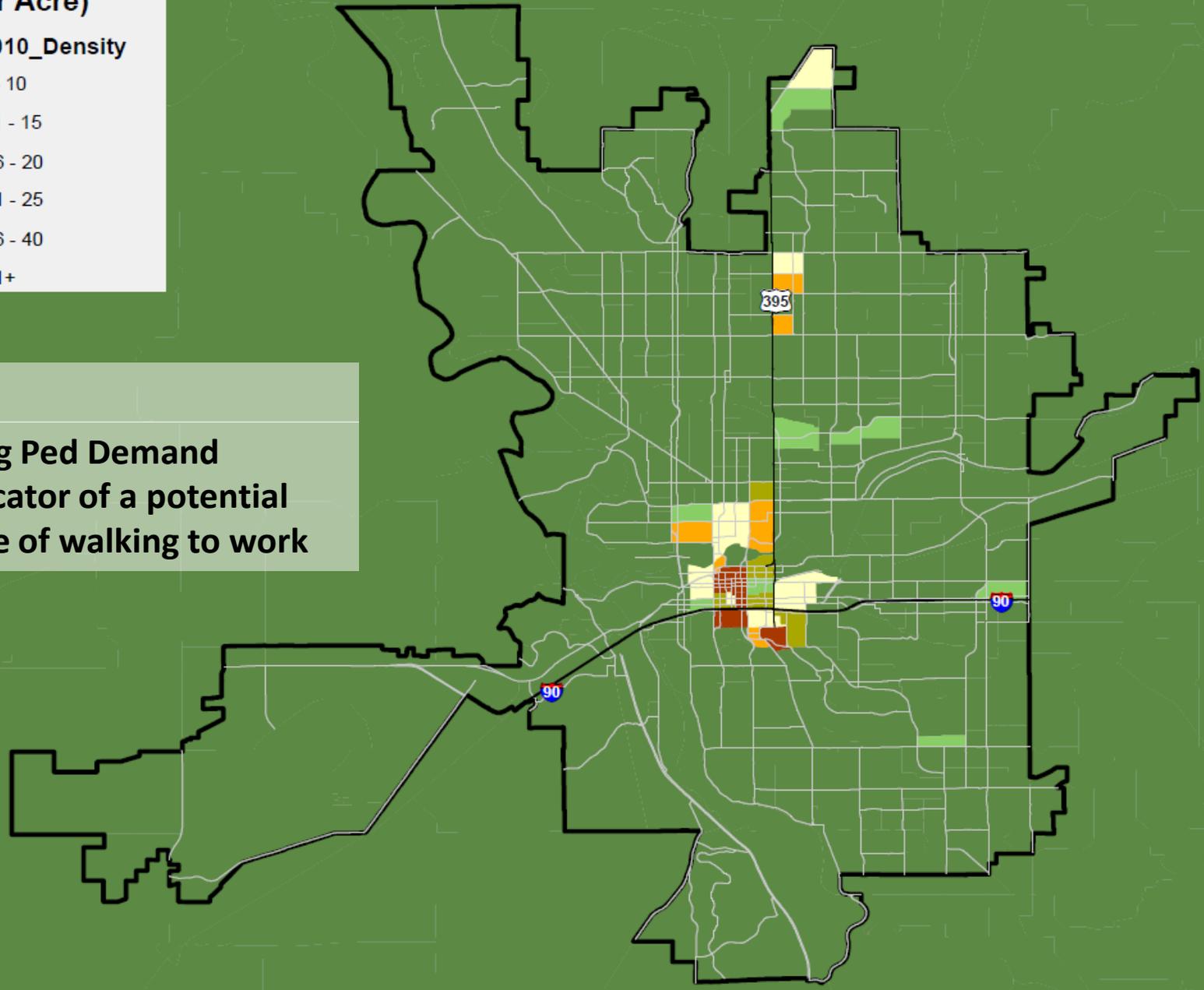
Emp\_2010\_Density



Draft:

**Strong Ped Demand**

- indicator of a potential choice of walking to work

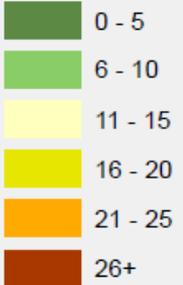


**DRAFT**

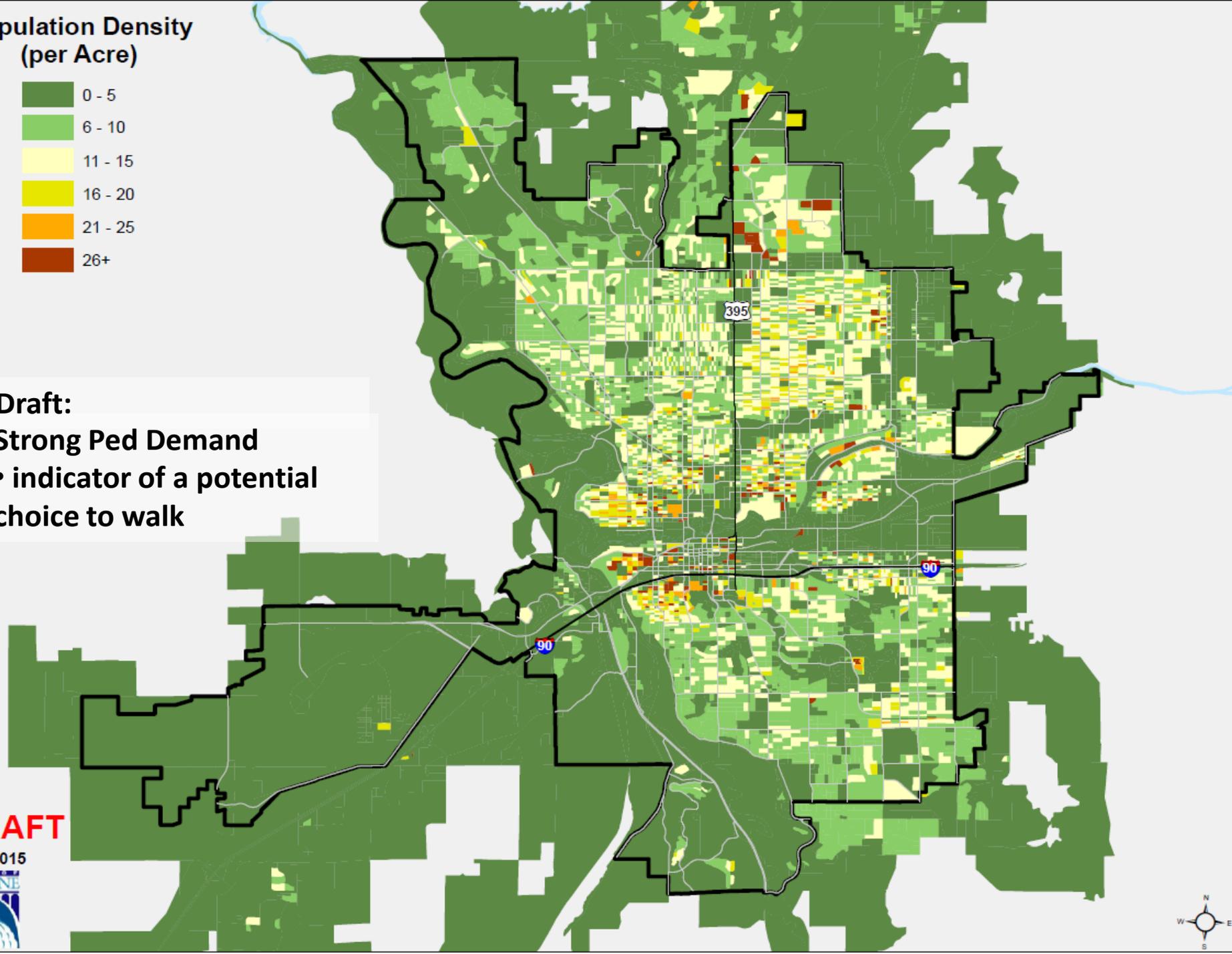
1/29/2015



**Population Density  
(per Acre)**



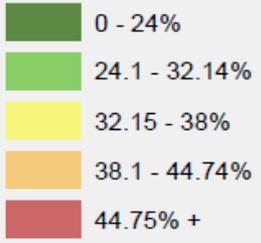
**Draft:**  
**Strong Ped Demand**  
• indicator of a potential  
choice to walk



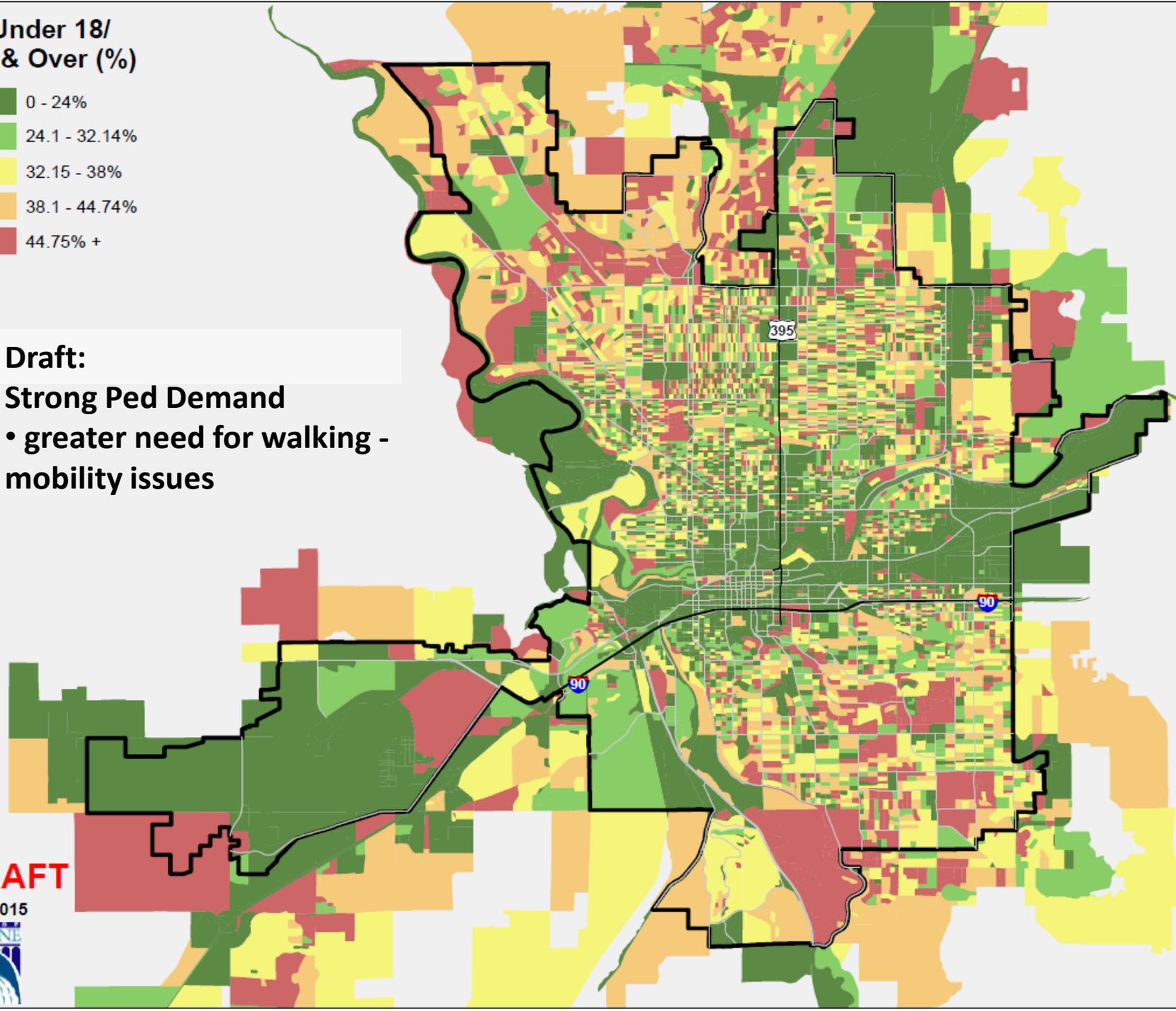
**DRAFT**  
1/29/2015



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



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

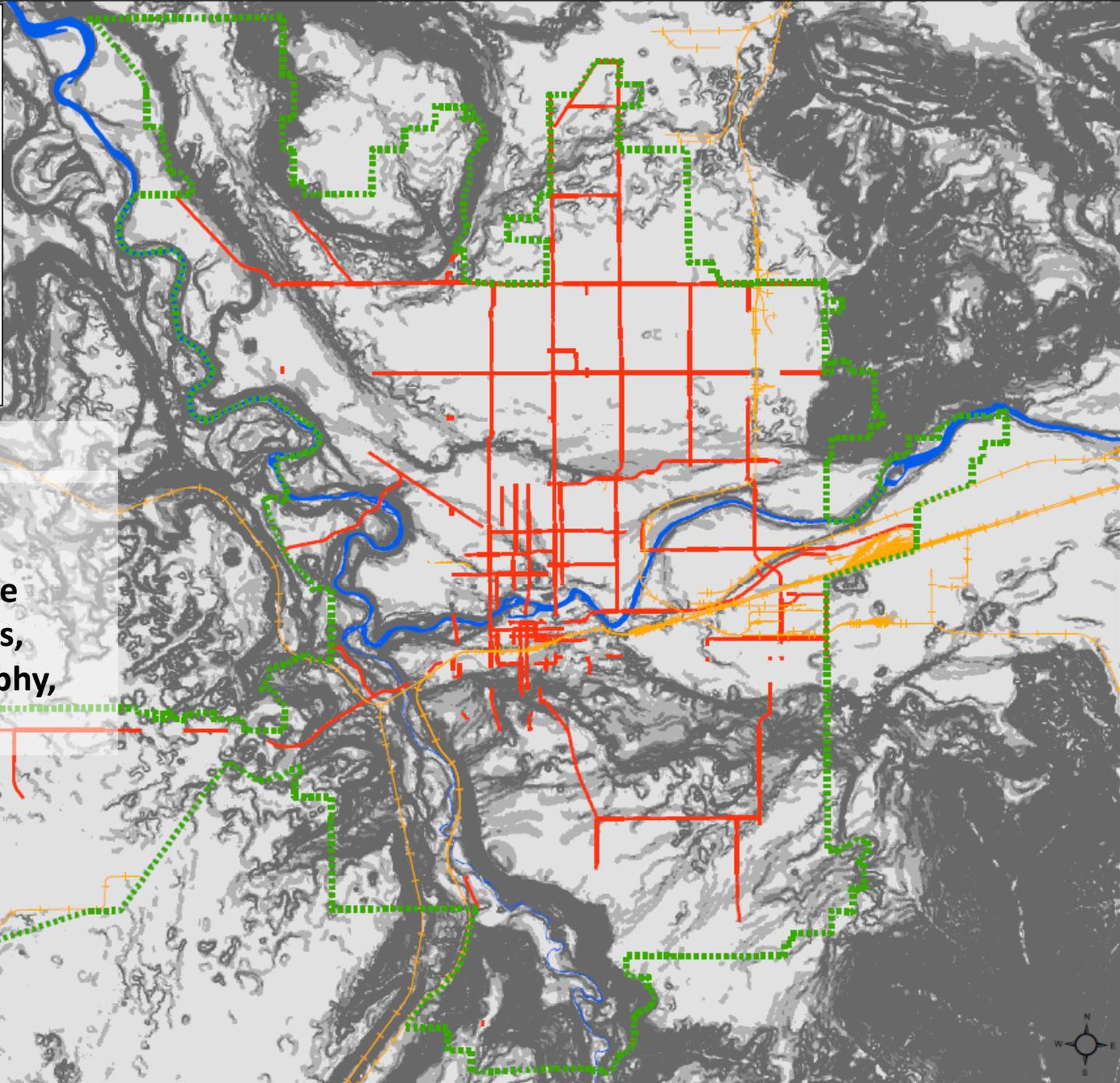
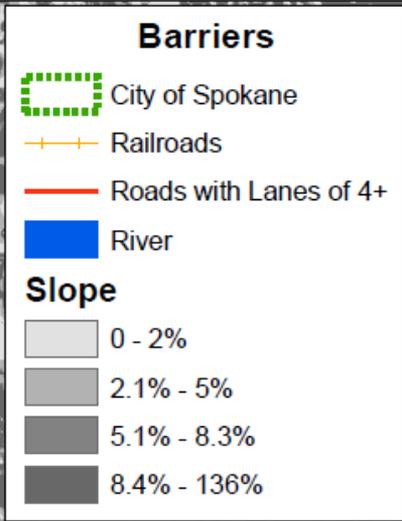


## **Additional strong pedestrian demand indicators:**

- 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



**Draft:**  
**Ped Infrastructure**  
**deficiencies:**

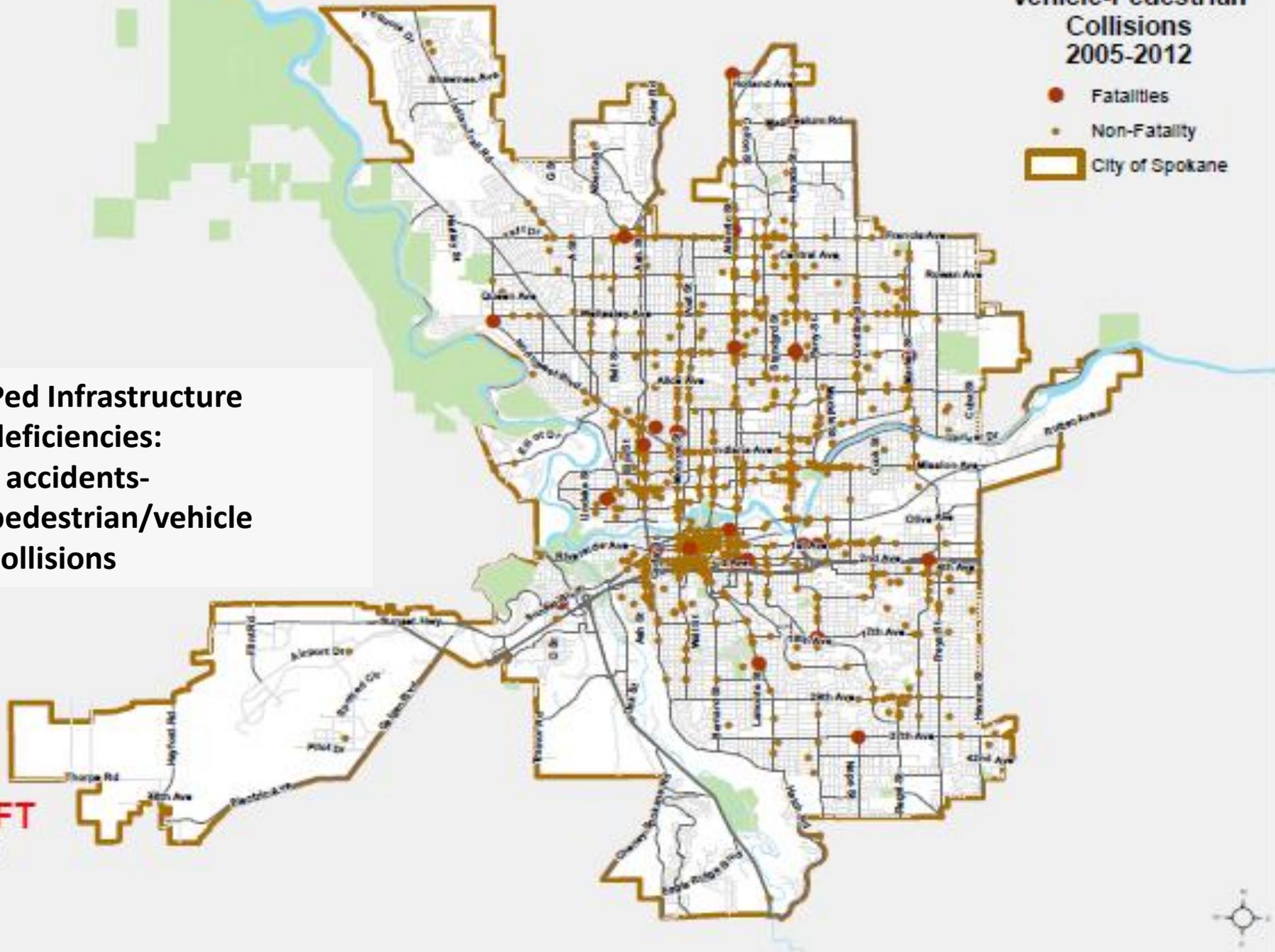
- **Connectivity:** wide streets, large blocks, railroads, topography, water



# Vehicle-Pedestrian Collisions 2005-2012

- Fatalities
- Non-Fatality
- ▭ City of Spokane

Ped Infrastructure deficiencies:  
• accidents-  
pedestrian/vehicle collisions



**DRAFT**

1/23/2015

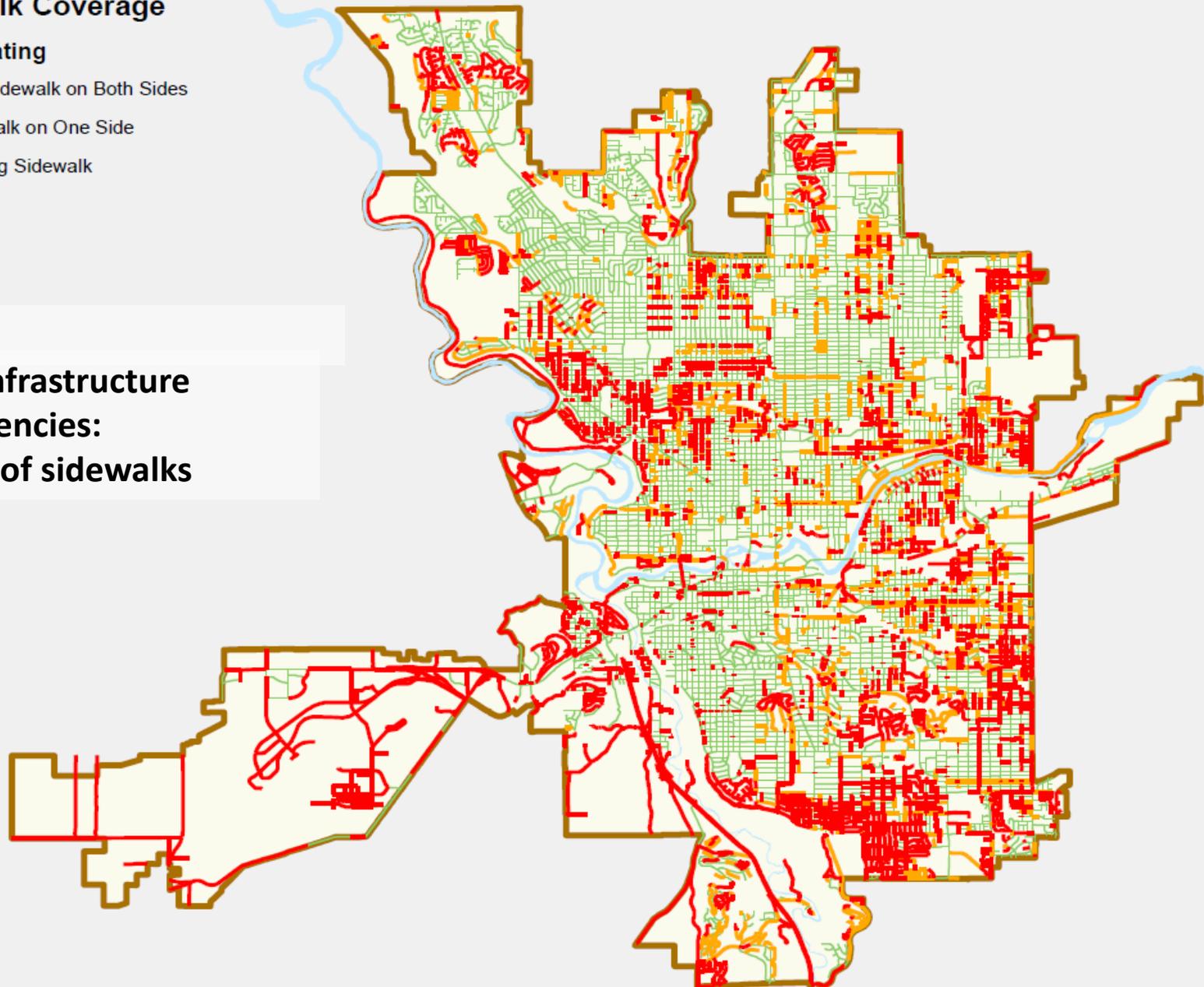


# City of Spokane Sidewalk Coverage

## Sidewalk Rating

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

**Draft:**  
**Ped Infrastructure**  
**deficiencies:**  
• lack of sidewalks



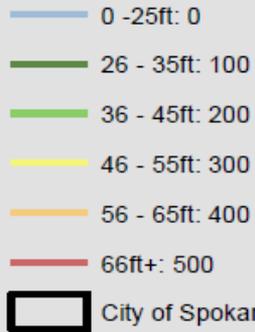
**DRAFT**

1/29/2015

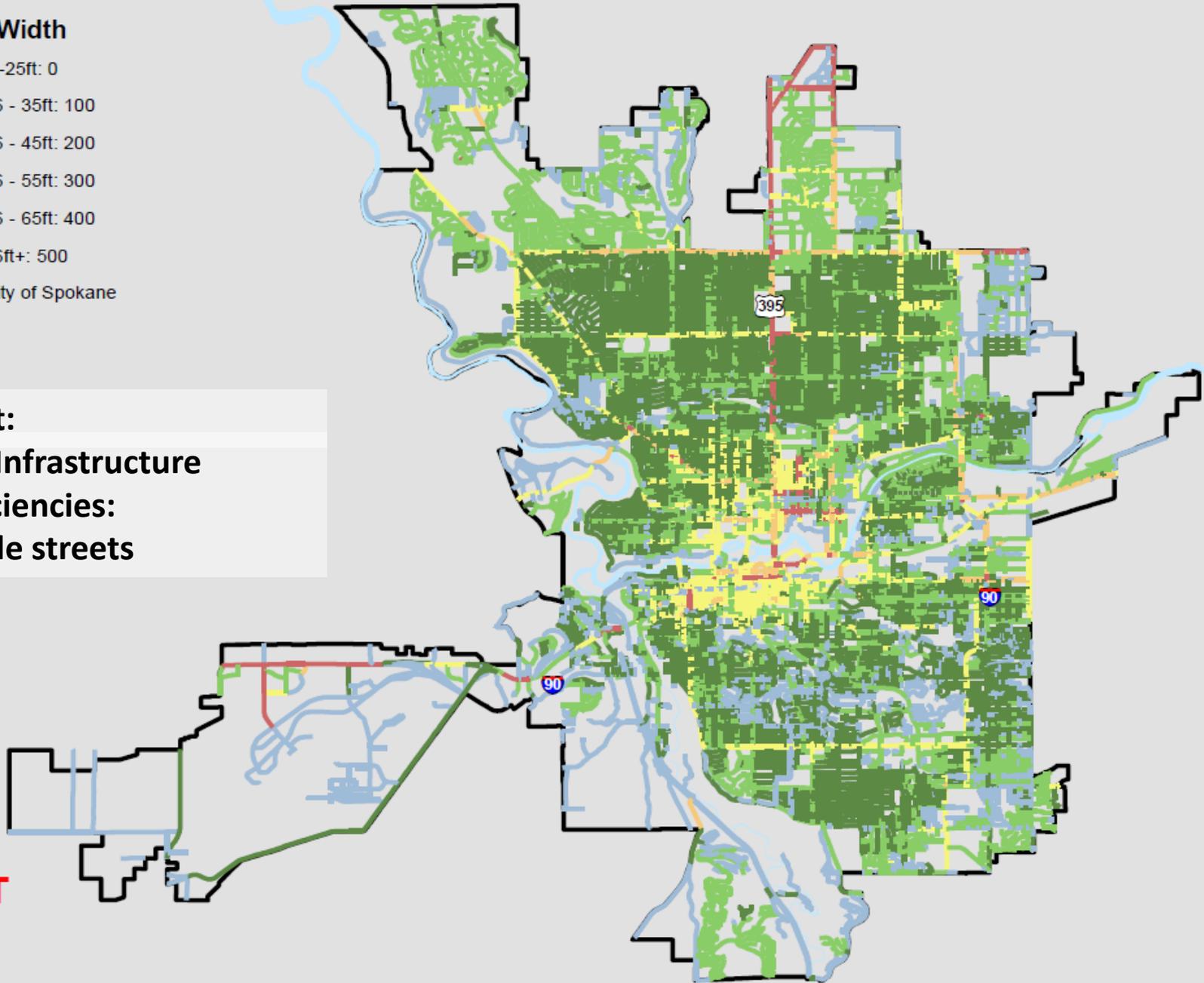


# Street Width (ft)

## Street Width



**Draft:**  
**Ped Infrastructure**  
**deficiencies:**  
• wide streets



**DRAFT**

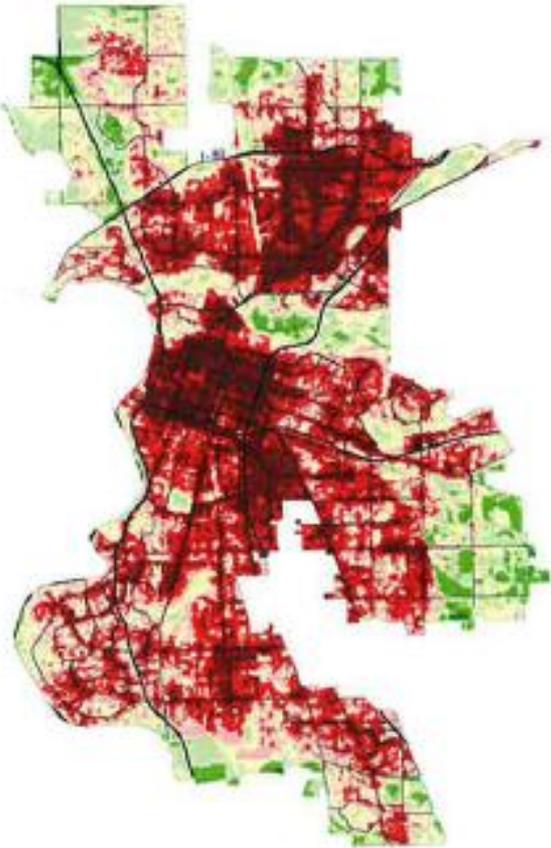
1/29/2015



## Sacramento Example:

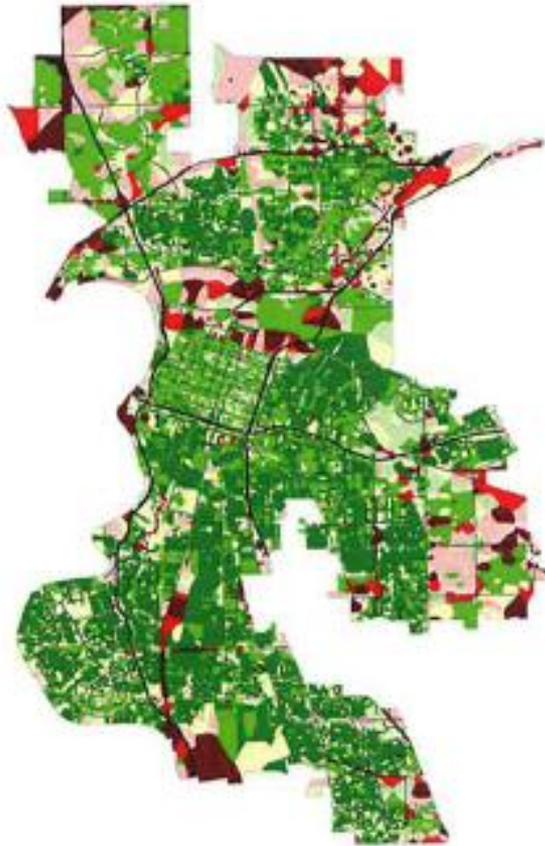
Strong Ped Demand

Potentials  
Composite



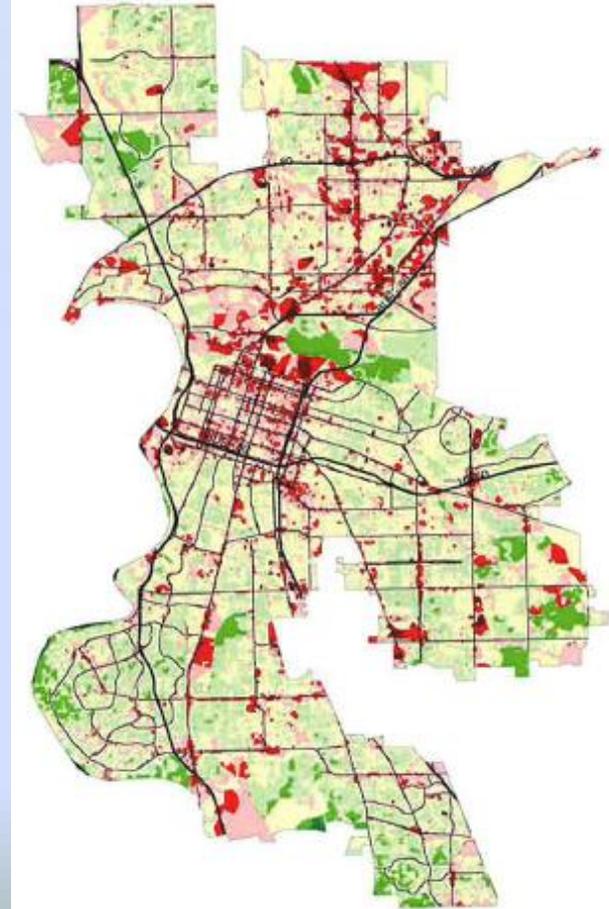
Ped Deficiencies

Deficiencies  
Composite Score

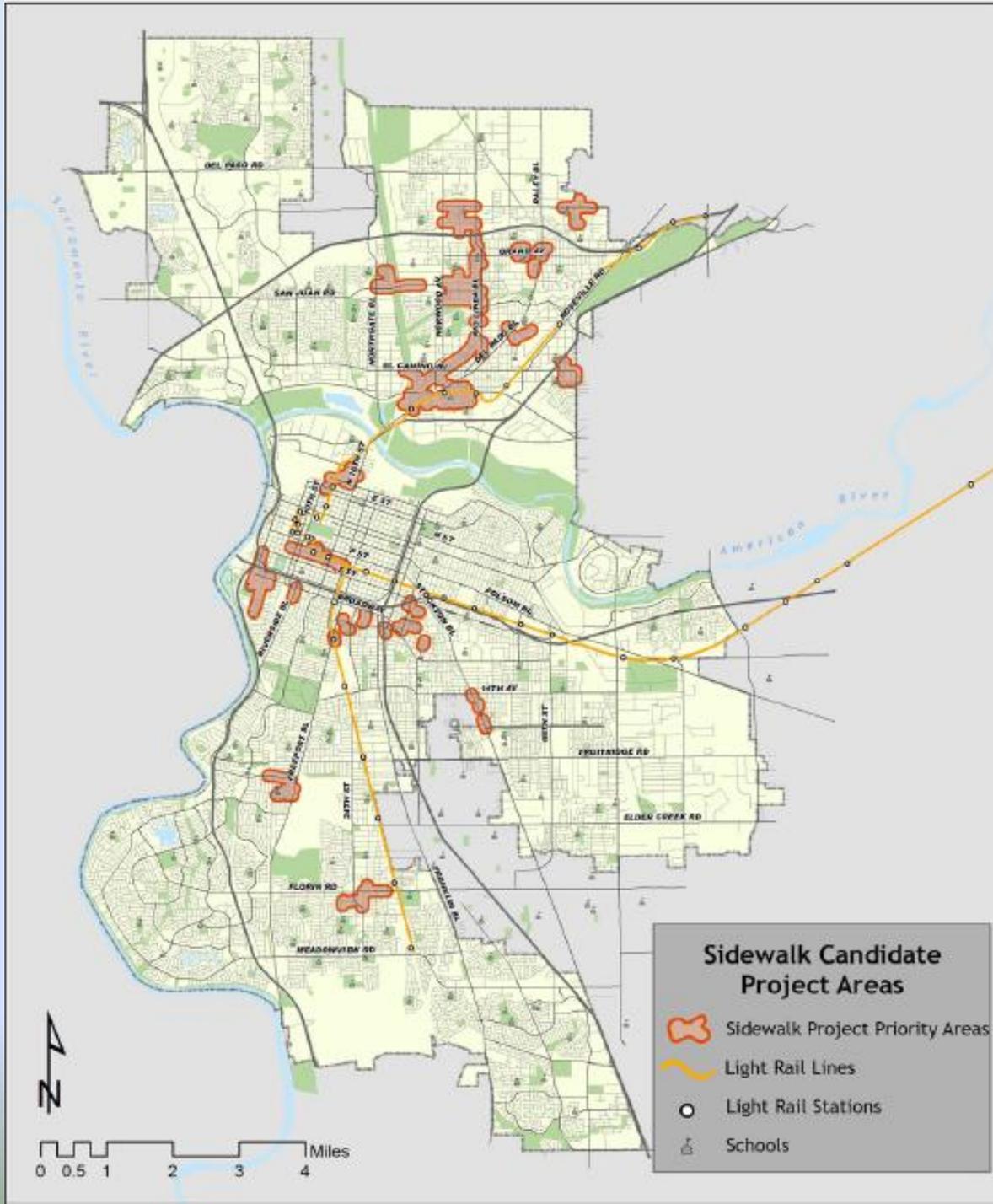


Priority Improvement Areas

Improvement  
Needs Composite

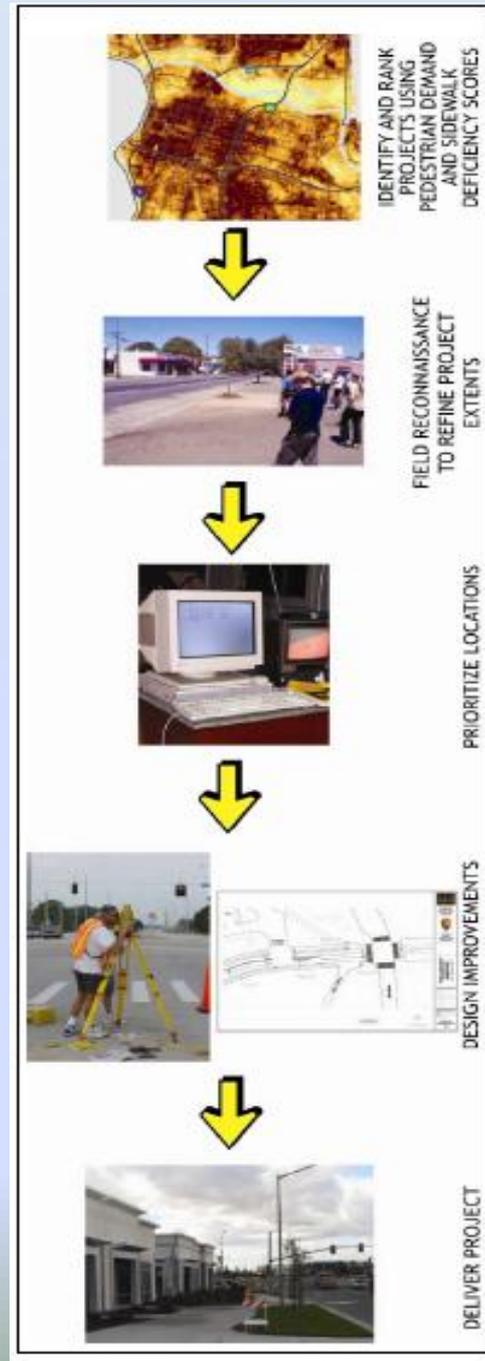


Sidewalk  
Project  
Priority  
Areas



# Example Sidewalk Project Implementation Flow Chart

Source: Sacramento  
Pedestrian Master Plan



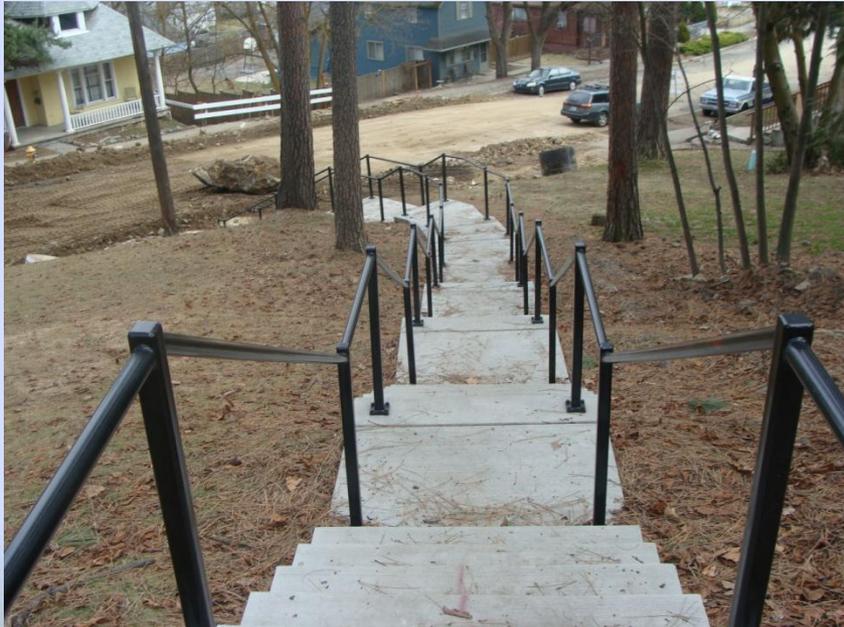
## Next steps:

- 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 - 8<sup>th</sup> to 9<sup>th</sup>

