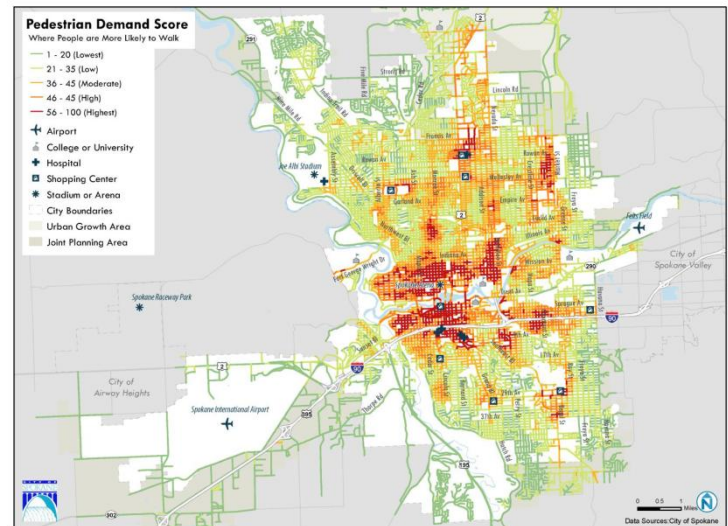


Pedestrian Master Plan Update

Plan Commission Transportation Subcommittee Meeting

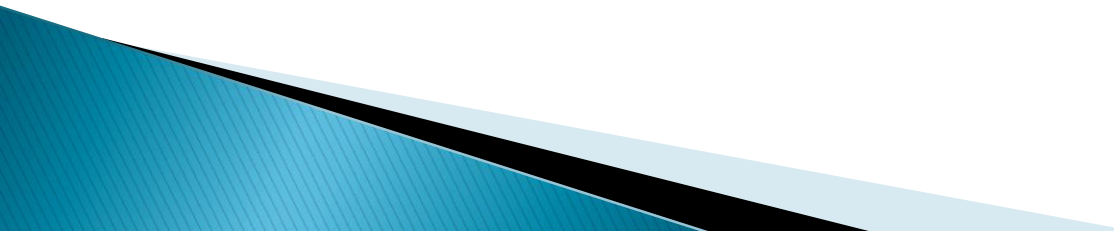
May 5, 2015



Draft Pedestrian Master Plan Content Summary

- ▶ References existing guiding documents – Neighborhood Plans, Comprehensive Plan, UDC, Standard Plans, NACTO (National Association of City Transportation Officials) Urban Street Design Guide
- ▶ Covers the basic elements of providing for pedestrians and then within each describes existing conditions, current practices and best practices.
 - Sidewalks and buffers
 - Pedestrian accommodation at signalized intersections
 - Pedestrian crossings
 - Curb cuts
 - Street connectivity
 - Land Use and Building Design
 - Universal Accessibility



- ▶ Pedestrian Needs Analysis
 - Pedestrian Demand
 - Pedestrian Deficiency
 - Composite Demand and Deficiency
 - Pedestrian Priority Zones
 - Help the city target investments to areas with the greatest potential to support walking access
- 

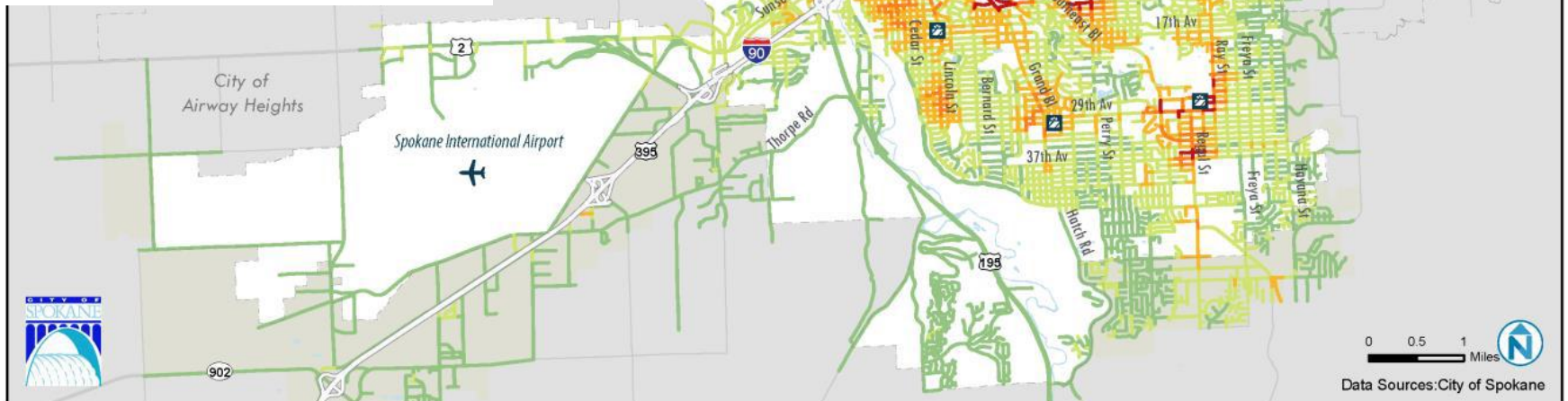
Pedestrian Demand Score

Where People are More Likely to Walk

- 1 - 20 (Lowest)
- 21 - 35 (Low)
- 36 - 45 (Moderate)
- 46 - 45 (High)
- 56 - 100 (Highest)

- Airport
- College or University
- Hospital
- Shopping Center
- Stadium or Arena
- City Boundaries
- Urban Growth Area
- Joint Planning Area

- Employment density
- Population density
- Proximity to destinations
- Demographic factors

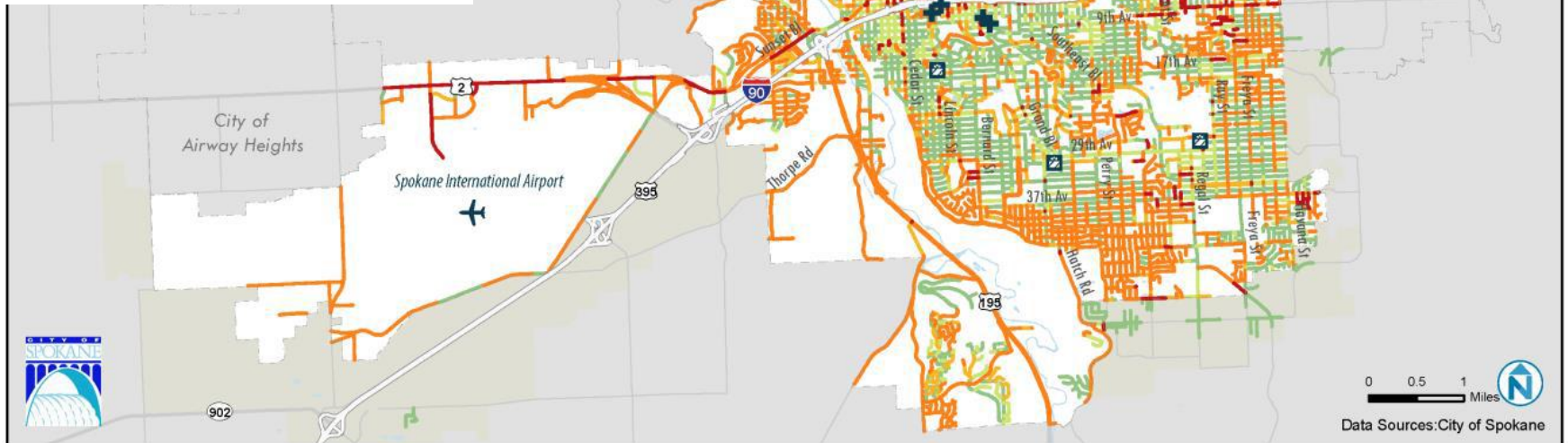


Pedestrian Deficiency Score

- 0 - 15 (Lowest)
- 16 - 30 (Low)
- 31 - 40 (Moderate)
- 41 - 60 (High)
- 61 - 100 (Highest)

- Airport
- College or University
- Hospital
- Shopping Center
- Stadium or Arena
- City Boundaries
- Urban Growth Area
- Joint Planning Area

- Presence of sidewalks
- Width of street
- Collision history

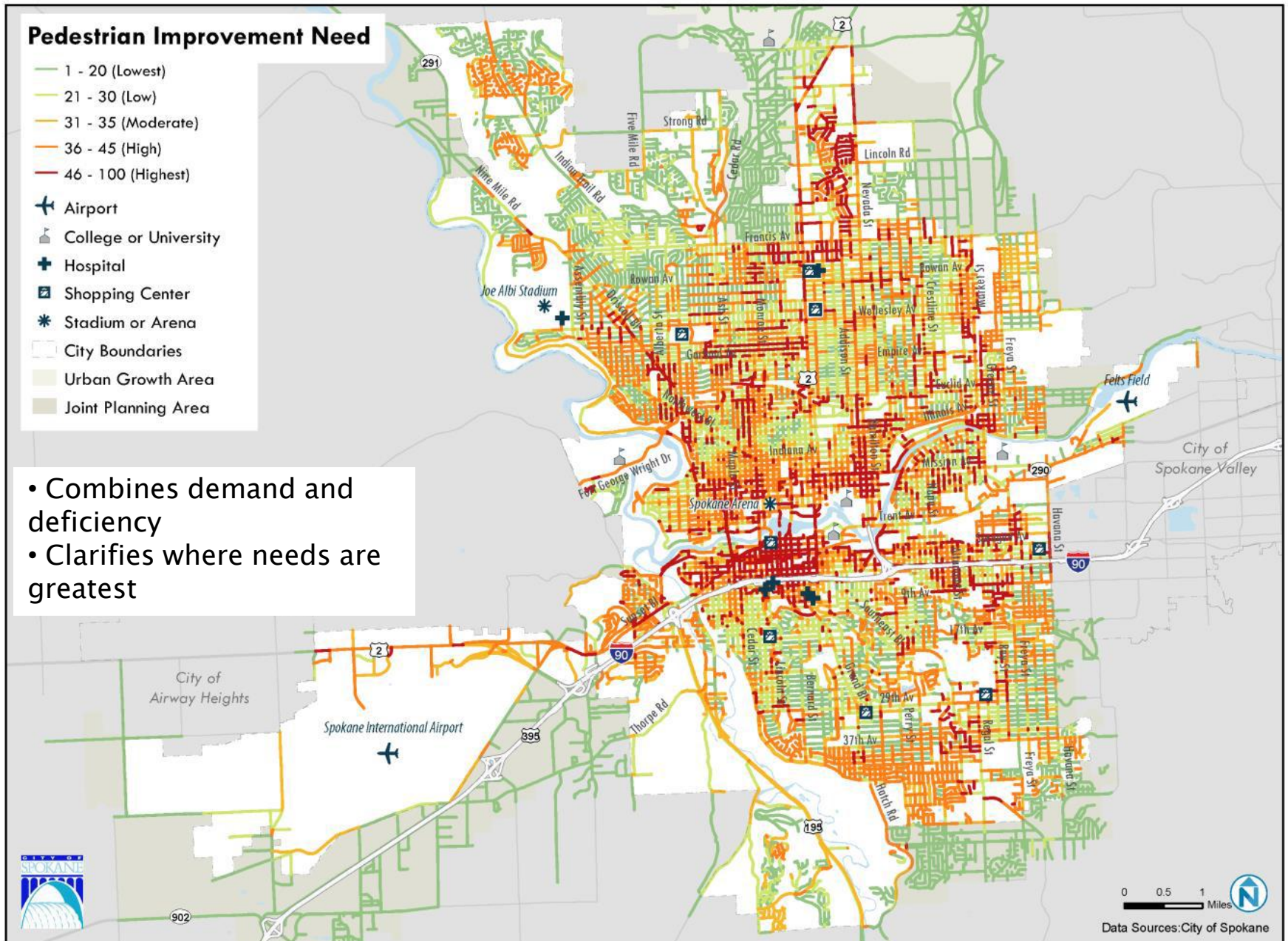


Pedestrian Improvement Need

- 1 - 20 (Lowest)
- 21 - 30 (Low)
- 31 - 35 (Moderate)
- 36 - 45 (High)
- 46 - 100 (Highest)

- Airport
- College or University
- Hospital
- Shopping Center
- Stadium or Arena
- City Boundaries
- Urban Growth Area
- Joint Planning Area

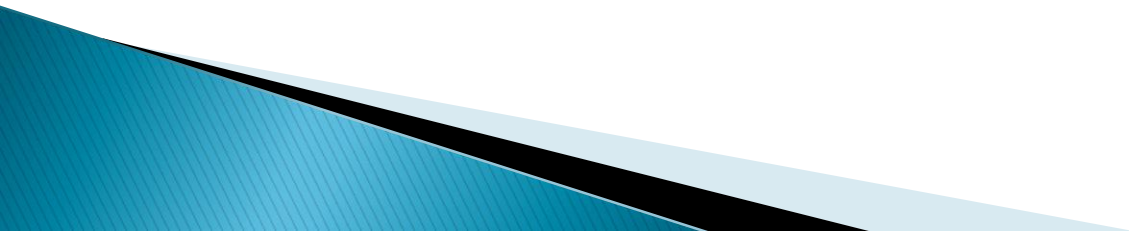
- Combines demand and deficiency
- Clarifies where needs are greatest



Data Sources: City of Spokane

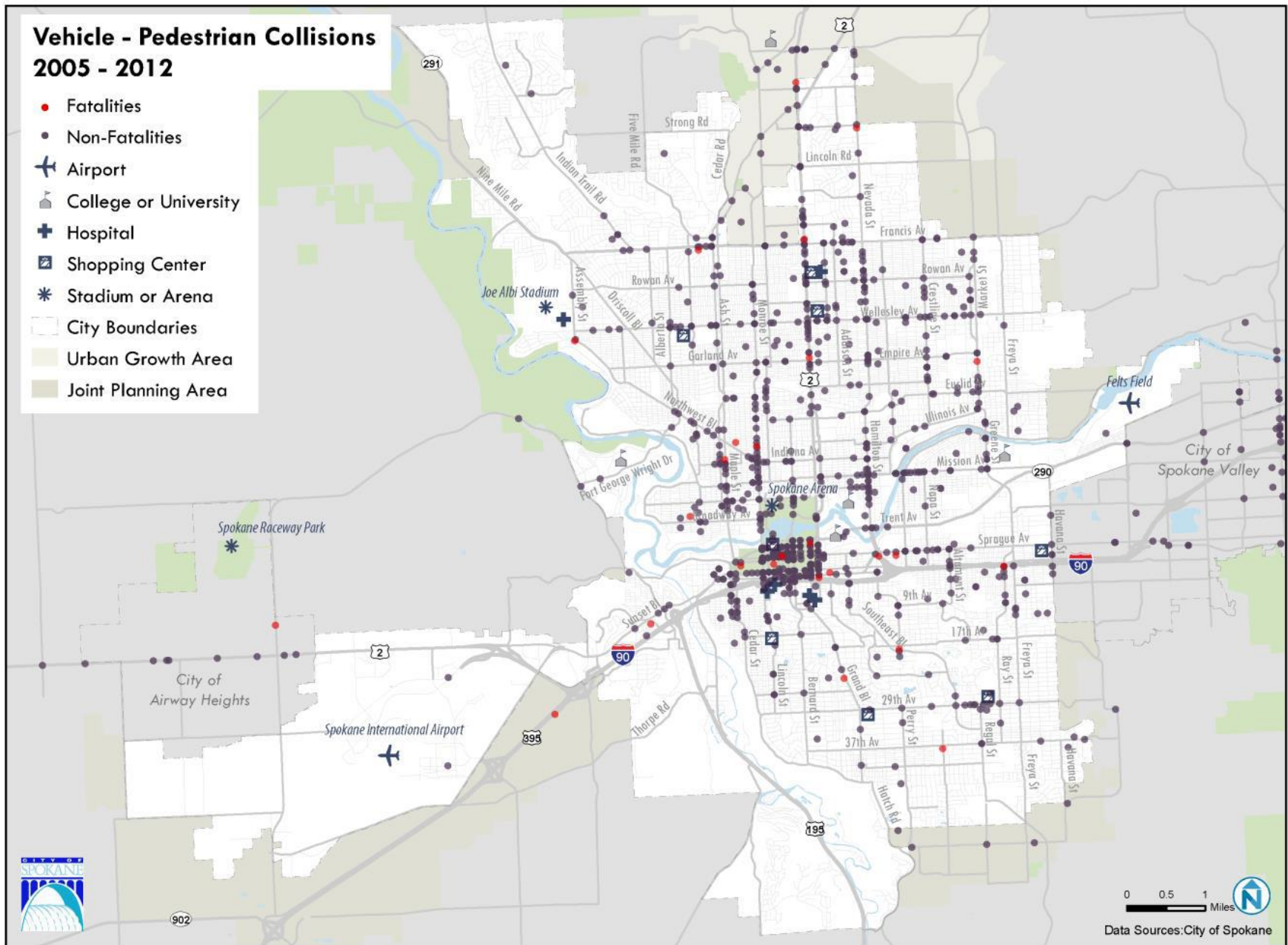
Crash Analysis

- Locations with large number of collisions suggest a need for improvements



Vehicle - Pedestrian Collisions 2005 - 2012

- Fatalities
- Non-Fatalities
- ✈ Airport
- 🏫 College or University
- ✚ Hospital
- 🛒 Shopping Center
- ⚡ Stadium or Arena
- ▭ City Boundaries
- 🟡 Urban Growth Area
- 🟢 Joint Planning Area

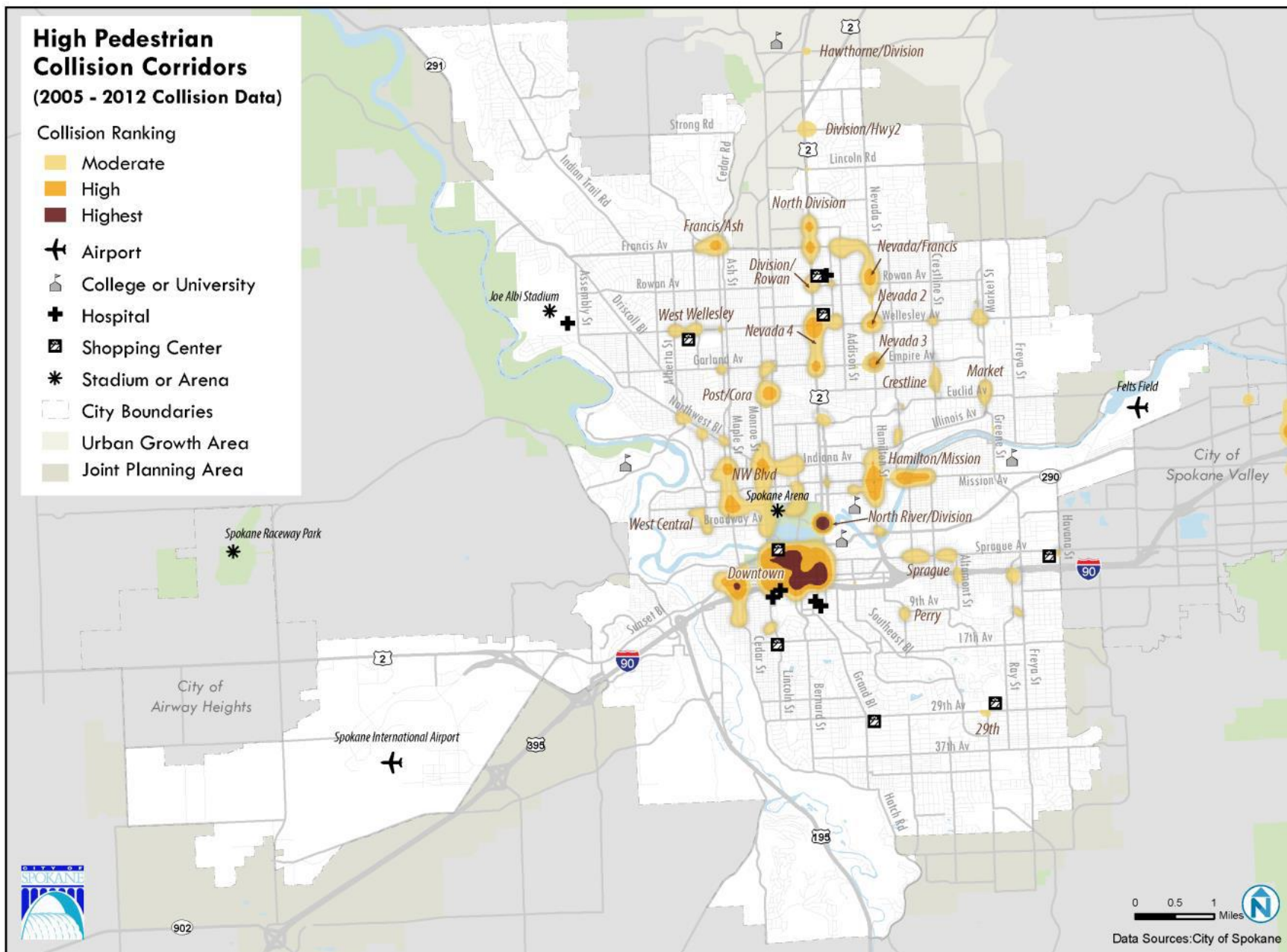


High Pedestrian Collision Corridors (2005 - 2012 Collision Data)

Collision Ranking

- Moderate
- High
- Highest

- Airport
- College or University
- Hospital
- Shopping Center
- Stadium or Arena
- City Boundaries
- Urban Growth Area
- Joint Planning Area

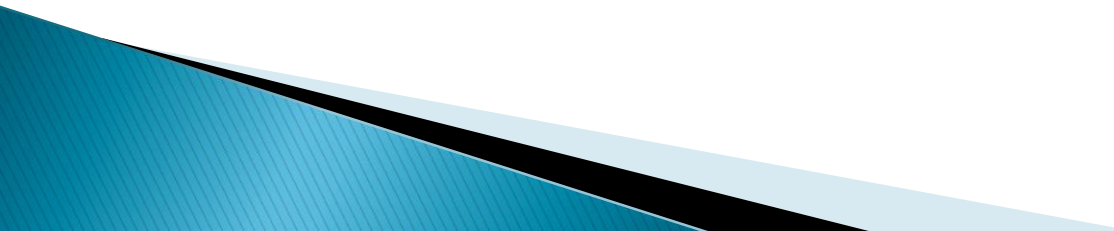


0 0.5 1 Miles



Data Sources: City of Spokane

Programmatic Recommendations

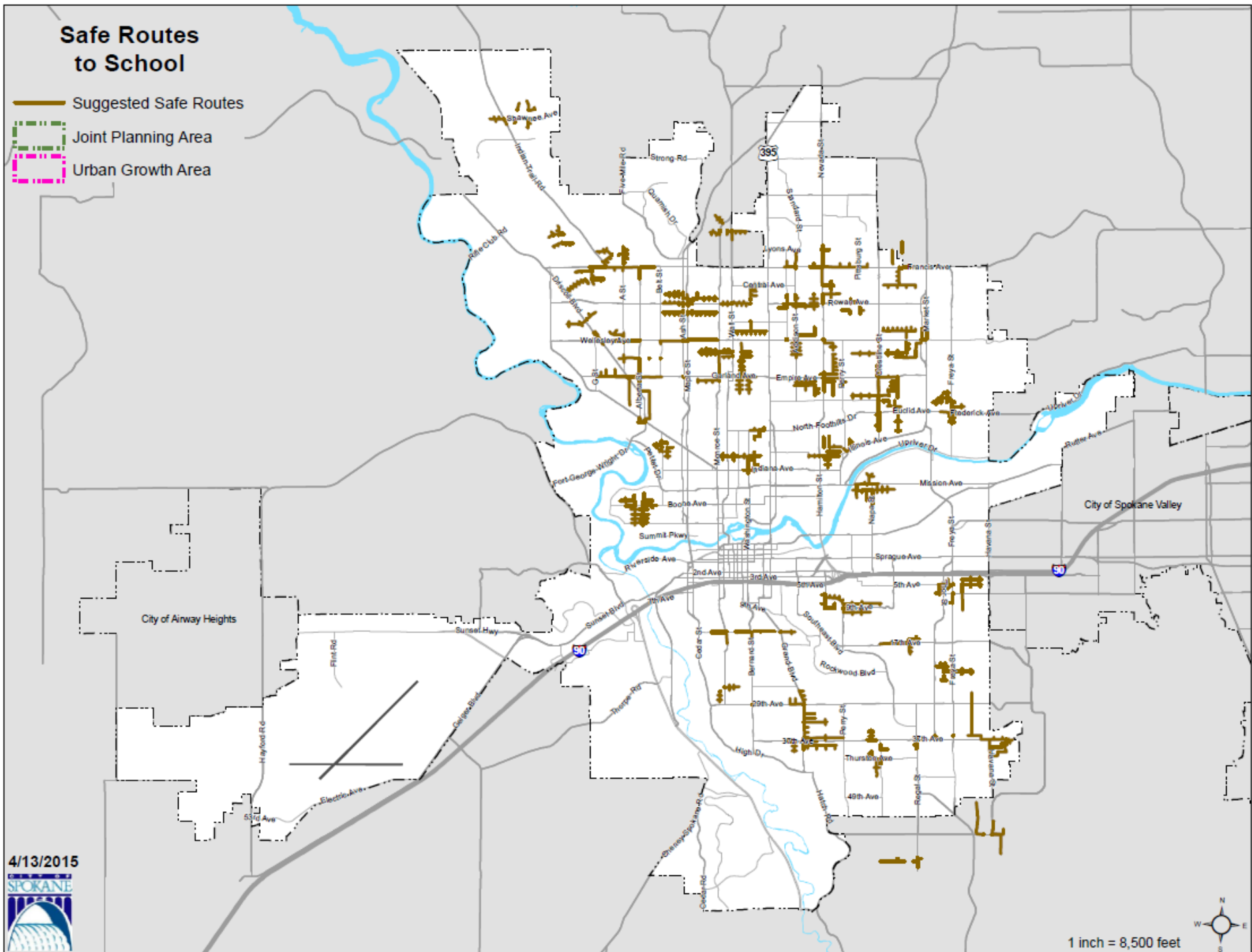
- Goals– general statement of the community's desired outcome
 - Policies–course of action to meet goals
 - Actions–specific activities directed to achieve goals
- 

Safe Routes to School

Suggested Safe Routes

Joint Planning Area

Urban Growth Area



City of Airway Heights

City of Spokane Valley

4/13/2015

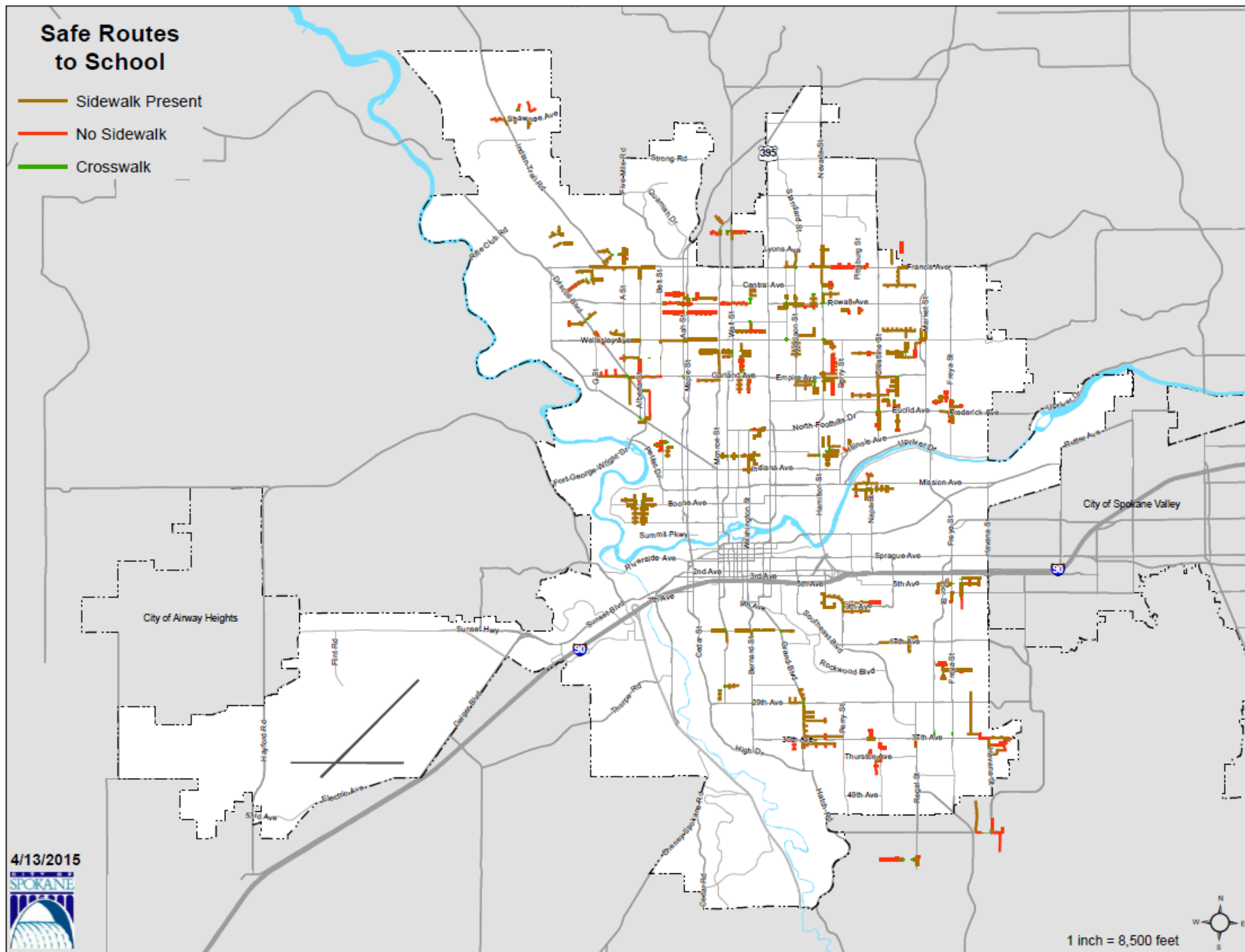


1 inch = 8,500 feet



Safe Routes to School

- Sidewalk Present
- No Sidewalk
- Crosswalk



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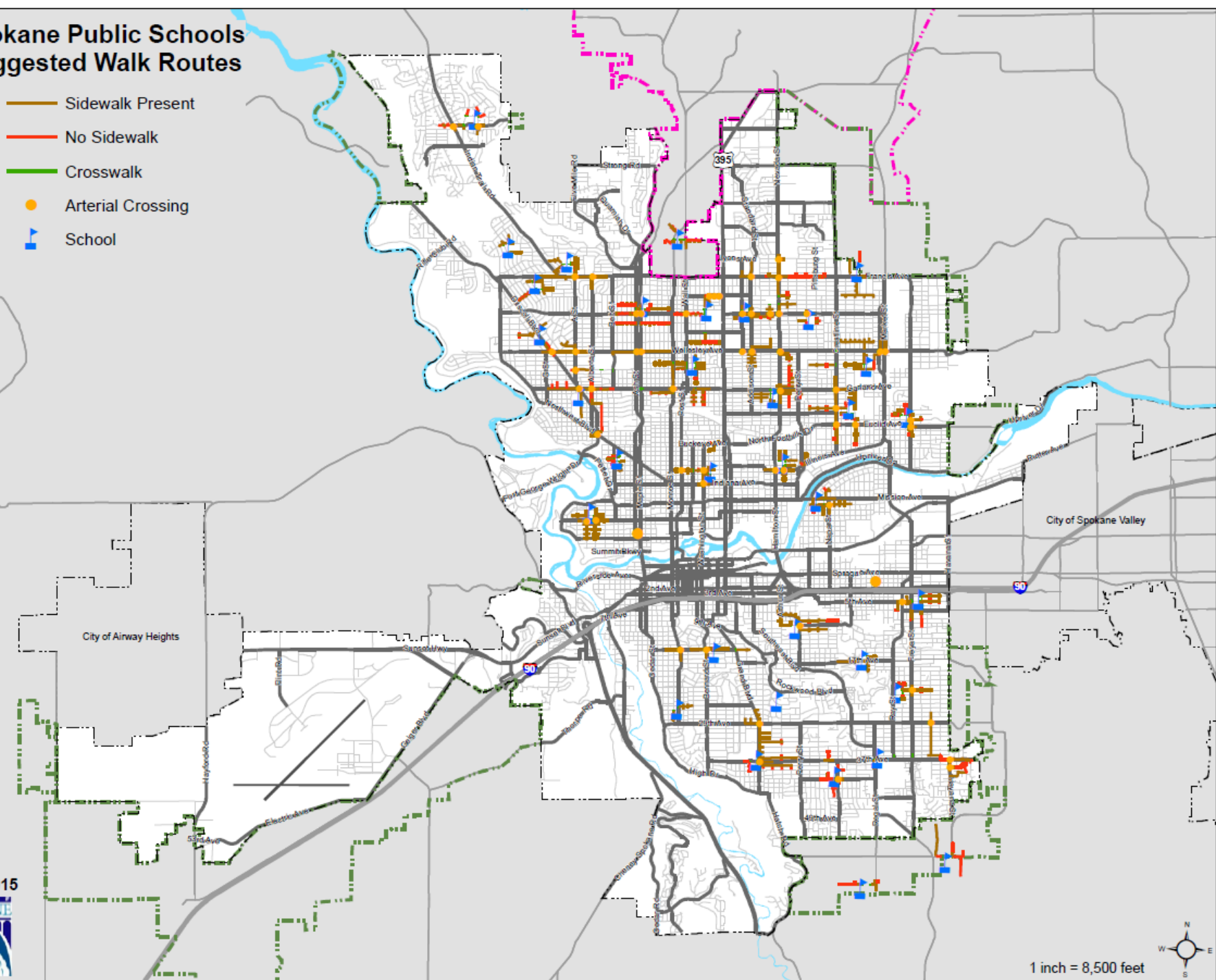


1 inch = 8,500 feet



Spokane Public Schools Suggested Walk Routes

- Sidewalk Present
- No Sidewalk
- Crosswalk
- Arterial Crossing
- School

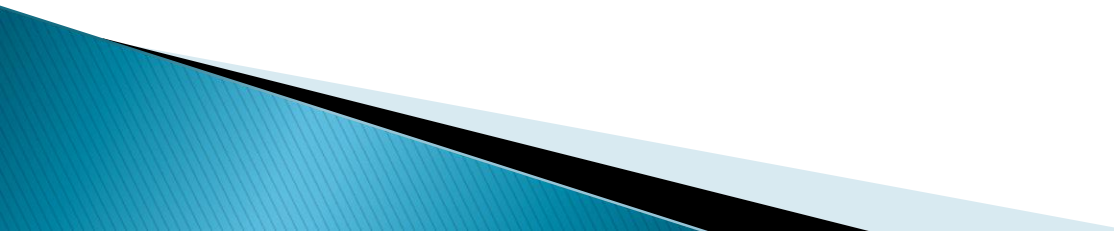


4/13/2015



1 inch = 8,500 feet



- Next steps:
 - Address comments from Pedestrian Plan Subcommittee
 - Follow-up meeting in May
 - Public review process
- 

Pedestrian Master Plan Update

Plan Commission Transportation Subcommittee Meeting

May 5, 2015

