

RECEIVED

CITY OF SPOKANE	JUL 03 2024	EO 2024-0007
EXECUTIVE ORDER	CITY CLERK'S OFFICE	LGL 2024-0008
TITLE: Safe Streets for All – Transportation Safety Directive		
EFFECTIVE DATE: July 3, 2024		
REVISION DATE IF APPLICABLE:		

WHEREAS, serious and fatal crashes are on the rise in the city of Spokane; and

WHEREAS, data from SRTC indicates that while crashes involving a person walking only account 4% of all crashes in the city of Spokane, they account for 40% of the fatal crashes and 30% of crashes with serious injuries; and

WHEREAS, people walking are twice as likely to be killed in a collision when a vehicle is traveling 30 miles per hour compared to 20 miles per hour; and

WHEREAS, since 2018, 23% of fatal and serious crashes in Spokane County were caused by a speeding driver; and

WHEREAS, RCW 46.61.415 gives local governments the authority to establish and alter speed limits with certain conditions; and

WHEREAS, studies have demonstrated that 'No Turn on Red' reduces conflict between vehicles and pedestrians in certain locations; and

WHEREAS, the Spokane City Council adopted a Complete Streets Program in 2011 with the purpose of ensuring all users are planned for in the construction of all City of Spokane transportation projects; and

WHEREAS, the Spokane City Council adopted Ordinance C35768 in 2019 recognizing and codifying the foundational City of Spokane Comprehensive Plan Transportation approach of pedestrian safety and service as the City of Spokane's highest transportation priority; and

WHEREAS, the Spokane City Council passed Resolution No. 2022-0107 adopting the City of Spokane's Local Road Safety Risk-Based Analysis as the City's Safety Action Plan toward eliminating fatalities and severe injuries as a result of crashes on City streets; and

WHEREAS, the City of Spokane was awarded \$9.6 million from the U.S. Department of Transportation to improve safety along arterials where 85 percent of fatal and serious crashes occur involving people walking and biking; and

WHEREAS, the City of Spokane is adding an additional \$2.4 million to the \$9.6 million awarded by the federal government to implement the Spokane Safe Streets for all program which will include improvement projects such as bike lanes, shared-use pathways, crosswalk improvements, ADA ramps, and other safety and mobility projects; and

WHEREAS, the City of Spokane supported the passage of HB 2384 authorizing the expansion of traffic safety cameras to improve traffic safety in city streets, state routes, and in work zones; and

WHEREAS, the Spokane City Council adopted Special Budget Ordinance C36520, which allocated \$150,000 for the purpose of residential street lighting; and

WHEREAS, improving residential street lighting at sidewalks and street crossings will make it safer for pedestrians and cyclists; and

WHEREAS, the Spokane City Council adopted resolution No. 2024-0001 and associated Budget Agreement allocating funding equipment purchases and associated labor for the cleaning, plowing and maintenance of traffic calming features; and

WHEREAS, the Spokane City Council adopted Resolution No. 2024-0053 endorsing adaptive design and requesting the Brown Administration implement adaptive design strategies; and

WHEREAS, adaptive design strategies are a low-cost method of street design that use temporary traffic-calming measures, resulting in faster installation of safety improvements that can be piloted before permanent projects are executed; and

WHEREAS, at the request of the Brown Administration the City Council adopted an ordinance on June 24th creating the City of Spokane Transportation Commission to provide advice and recommendations to the Mayor and City Council on the plans and programs necessary to achieve a safe and equitable multimodal transportation system.

NOW THEREFORE, LISA BROWN, MAYOR OF CITY OF SPOKANE, HEREBY ORDERS AND DIRECTS:

Complete Streets and Street Design Standards

1. Complete Streets is reaffirmed as the policy for transportation planning and design in the city of Spokane.

2. Pedestrian Safety is reaffirmed as the highest transportation priority for City transportation investments.

3. City staff will document when it is necessary for safety or cost effectiveness to deviate from adopted design standards on a transportation project. That documentation will be presented and reviewed annually by the Transportation Commission.

Pedestrian and Cyclist Infrastructure

1. City staff will evaluate options for expediting the implementation of Leading Pedestrian Interval (LPI) at currently planned and new locations.

2. City staff will review and analyze local data and best practices to make recommendations to be considered by the Mayor and City Council on the default speed limit reductions on arterial and non-arterial streets necessary to protect all roadway users and achieve the City's transportation safety goals.

3. City staff will make recommendations to the Mayor and Council on intersections or within specified zones of the city where the implementation of 'No Turn on Red' will likely reduce conflicts between vehicles, pedestrians, and cyclists.

4. City staff will pilot strategies for providing secure public bike parking at high-demand public destinations through the installation of bicycle 'lockers' at City Hall in summer 2024.

Neighborhood Safety

1. The Office of Neighborhood Services in partnership with the Streets Department and Fleet Services will seek to double the Mobile Speed Feedback Program over the next two years deploying additional mobile speed signs equitably throughout each city council district in consultation with the Community Assembly and all neighborhood councils.

2. The Mayor's Office will work with Avista and the appropriate Councilmembers and neighborhood stakeholders to evaluate lighting conditions to improve community safety for pedestrians and bicyclists commuting to and from neighborhoods.

Adaptive Design

1. At the request of the City Council, the City will install and pilot at least three adaptive design projects, one in each City Council district, to be completed in 2024.

2. Utilizing existing traffic calming funds, the City will execute a contract with a consultant to develop policies and standards for the integration of adaptive design strategies into the City's street design standards.

Traffic Calming – Automated Traffic Safety Camera Program

1. The Spokane Police Department will immediately add two additional cameras to the Automated Traffic Safety Camera Program prioritizing high-collision intersections and high-speed areas where pedestrians, cyclists, and other vulnerable users are at greatest risk based on the locations approved by the Spokane City Council through Resolution 2023-0055.

2. By January 1, 2025, the Spokane Police Department will develop a plan with the Public Works Division, Municipal Court, and the City of Spokane Transportation Commission with a timeline of expanding the Automated Traffic Safety Camera Program to the extent allowed by and within the City's authority under RCW 46.63 (HB 2384) prioritizing areas with high rates of collisions and high-speed areas where pedestrians, cyclists, and other vulnerable roadway users are at greatest risk.


Transportation Commission

1. City staff will develop a workplan for the Transportation Commission to be considered and approved by the City Council focused on reviewing, analyzing, and recommending policies and projects necessary to achieve the City of Spokane's goal of eliminating traffic fatalities and serious injuries.

2. As part of the Transportation Commission workplan, the Commission will review and make recommendations to the Mayor and City Council on updates to the City of Spokane's Complete Streets policy.

3. As part of the Transportation Commission workplan, the Commission will review and recommend best practices on crash data collection and post-crash review and analysis.


Dated this 3rd day of July 2024.



Mayor Lisa Brown



Attest:



City Clerk

Approved as to form:



City Attorney

Date of Publication: 7/10/2024

Effective Date: 7/3/2024