

Comments on SRTC “Active Transportation” Work Plan

Favored Strategies:

Engineering	Education	Encouragement	Enforcement	Evaluation/Planning
*Complete Streets policy implementation *Pedestrian and bicycle facility design standards that meet or exceed national standards, esp. bike lane markings *Safe and convenient intersections for bicyclists and pedestrians on the regional network	*Safe Routes to School *Awareness of bike/ped laws and the mutual responsibilities of all users *”Education without enforcement is useless” →	*Bike and walk to work days, bike and walk to school days, etc. events promoted with local advocacy groups and non-profit organizations	*Law requiring safe passing distance of at least three feet *Increased penalties for harassing or injuring pedestrians and bicyclists *Speed limits 20 mph and lower in neighborhoods / near schools *Bicyclists not required to use a side path or lane and have discretion on where to ride on road *Coupled with more/better bike enforcement, e.g. “stings” at problem intersections	*Plan for recreational biking *Bicycle use and pedestrian activity are researched and bike / pedestrian crashes are studied *Find ways to get useable data *”Mode shift measures are meaningless without safety emphasis and the availability of real data”

Comments on Proposed Spokane Pedestrian Master Plan Goals, Policies and Actions (v.61615)

Goal 1 Connected and Complete Pedestrian Network

- Treats “trails” and “other pedestrian facilities” as elements external to or different from the pedestrian network, which appears to be composed entirely of sidewalks in or along streets.

Shouldn’t support for the continued development and identification of shared-use bike/ped pathways, i.e., “trails” be included somewhere?

- Omits a key component for a “connected and complete” pedestrian network, namely any attention whatsoever to the regional pedestrian network in the county and other adjacent jurisdictions, particularly the city of Spokane Valley.

Shouldn’t this plan contain clear and comprehensive guidance for the city’s standards for and responsibilities to the regional pedestrian network and partner jurisdictions?

Policy 1.4 Documentation

- The policy relates only to the sidewalk inventory.

Shouldn’t usage statistics for the pedestrian network also be a priority for documentation in order to track mode-shift from vehicle use or to detail pedestrian travel related to work, shopping and recreation in order to respond best with strategic investments to the pedestrian infrastructure within Pedestrian Priority Zones?