Spokane County Pedestrian Master Plan
Spokane County Public Works Department

2023
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Purpose

The Spokane County Pedestrian Master Plan is intended to be a guiding document for the improvement and increased connectivity of the pedestrian network within Spokane County. The goals and policies within this plan are intended to facilitate a pedestrian network that is well connected, safe, and enjoyable for residents and visitors of all ages and abilities. The Plan aims to increase the number of pedestrian trips countywide using nonmotorized travel, improve pedestrian safety, improve health of residents, and increase accessibility to essential services and community destinations. Implementation of this Plan is intended to work within the framework of other supporting Spokane County documents and programs such as the Complete Streets Ordinance, the Transportation Element, Bicycle Master Plan, and the Comprehensive Plan to support active transportation within Spokane County. This plan is not intended to replace the existing ADA Transition Plan.

Why Walk in Spokane County?

Spokane County is rich in aesthetic beauty and offers a complex mix of urban and rural elements. The landscape is diverse, offering towering evergreens, pillars of basalt rock, fertile farmlands, rivers, many lakes, home to extensive multi-use paths, and recreational opportunities. There are many suburb neighborhoods on the outskirts of the five primary cities located within the heart of the county. This lends itself naturally to be a place that should be well connected, and walking should be a safe option for residents to access daily needs as well as for recreation purposes.

Challenges for walking in Spokane County:

- Current walking and bicycling networks are incomplete.
- Access to a vehicle is a necessity to reach many destinations.
- Gaps in the walking and bicycling networks impact vulnerable populations who do not drive.
- Many County roadways have higher speeds that tend to be less safe for pedestrians and bicyclists.
- Crossing at intersections on County roads can be challenging for pedestrians and bicyclists.
- Winter maintenance practices are inconsistent across the walking and bicycling network.
- Suburban and rural land use patterns increase distances people must walk and bike to reach destinations.
- Historically development may not have been constructed in conjunction with transit or even sidewalk options, implementing land use patterns that primarily serve residents with personal vehicles being the most viable option for travel.
- There is no centralized source for information about walking and biking in Spokane County.
- Programs and education are needed to support the use of walking and bicycling infrastructure.
Chapter 1 Introduction:

Spokane County is committed to ensuring a high quality of life for all residents. This is reflected in the County’s mission to provide the traveling public with safe and maintained roads, bridges, roadway construction, engineering, and planning services. The county’s mission and values are supported by the implementation of this pedestrian plan.

We all need to travel to meet every day needs and walking is a healthy and affordable option that can be easily integrated into everyday life when walking feels safe and destinations are easily accessible. In Spokane County, the roadway network provides safe and convenient transportation options for those with vehicles. Approximately one-third of the population does not drive a car, and walking, biking, and transit is a viable alternative to driving. However, pedestrian infrastructure is less complete than the road network. Not everyone can afford or wants to own and maintain a car. People with disabilities and people who are unable to drive experience barriers in the transportation system that make meeting basic needs time consuming, inconvenient, stressful, and sometimes dangerous. Barriers to pedestrians in Spokane County often include incomplete or non-existent sidewalk and path connections as well as long distances between destinations.

Walkable communities are healthy and desirable because they provide a high quality of life when residents can experience the health benefits of getting free and accessible physical activity. Regular physical activity can decrease the risk for major chronic diseases such as heart disease, type 2 diabetes, stroke, and certain types of cancer. Pedestrian infrastructure provides an alternative way for people to be less auto dependent, reduce vehicle emissions, and promote a healthy environment. Pedestrian infrastructure such as complete sidewalks and marked crossings ensures a safe way for all pedestrians of all abilities to travel for daily needs and recreation. Communities that invest in safe and complete infrastructure and programs that promote active transportation tend to have more active and healthier residents. Not only does pedestrian infrastructure improve health and safety but residents and businesses are attracted to communities where walking is safe and easy. Active communities also enhance the tax base through increased residential and commercial development.

The goals of the Plan are as follows:

Goal 1: Improve pedestrian safety
Goal 2: Provide a connected network of pedestrian sidewalks, trails, and pathways in the County that are safe, ADA Accessible, and encourage multimodal transportation options to a variety of users
Goal 3: Improve the health of county residents through walking
1.1 IMPROVE PEDESTRAIN SAFETY

Spokane County is dedicated to improving safety for all pedestrians. This plan includes strategies to reduce the number of pedestrians versus vehicle related crashes. This goal supports the Target Zero vision implemented by the Washington State Traffic Safety Commission (WTSC), to have zero deaths and serious injuries on Washington roads by 2030. Making the decision to walk, for exercise or to a destination, is impacted by real and perceived concerns about traffic safety. The goal to improve pedestrian safety complements the plan’s goal to increase the amount of walking trips for transportation and recreation.

1.2 IMPROVE CONNECTIVITY AND TRANSPORTATION CHOICES

Having transportation options is important and Spokane County strives to meet the needs of all transportation system users. County roads facilitate multimodal travel and provide access to community destinations such as places of employment, schools, grocery stores, retail, and parks. Walking as a transportation option has the potential to alleviate traffic congestion, reduce the amount of airborne pollutants, and is the primary mode to access public transit. For this reason, pedestrians are important users to the county transportation system and the reason for this plan. This also makes having a pedestrian system that is connected important. Without a connected pedestrian system, it is more likely that pedestrians and vehicles will encounter conflict and the less likely that people will walk for nearby trips, to access transit, or for recreation.

Safe pedestrian facilities support the mobility of residents without access to a vehicle or just opt to take short trips on foot. Being able to access transit for those that do not drive or want to drive is an important reason to provide safe, convenient, and connected facilities for people walking. County roads may provide the most direct route to important destinations and bus stops. Spokane County has a predominant rural element, and this means that the more removed from city centers and transit, the more dependent people are on vehicles as a primary mode of transportation. Figure 1.0 shows the percent of households’ dependent on vehicles in Spokane County to access their daily needs. This map is also indicative of the need for complete sidewalks and safe crossings, particularly where the county and cities interface to allow for less auto-dependency.
Figure 1.0, Percent of Households Without Vehicle Access. Data from 2016-2020 American Community Survey 5-Year Estimate

Courtesy of S3R3
Spokane has many miles of multi-use paths and sidewalks that connect people to community centers, jobs, retail, schools, and parks. An additional goal of this plan is to take a closer look at how these community assets are connected, locate gaps in sidewalks and pedestrian trails, and find ways through funding and regional partnership to eliminate gaps in the pedestrian network over time. The connectivity aspect of this plan is an important component in tying together pedestrian safety and improved transportation choices.

One of the important components of connectivity is accessibility for all pedestrians regardless of age and ability. Spokane County is continually proactive in developing and updating the Americans with Disabilities Act (ADA) Transition Plan to bring the county rights-of-way, crosswalks, and pedestrian pushbuttons and policies in compliance with ADA. It should be noted that the majority of signals, curb ramps, and crossing within the county are in compliance with the ADA. The Spokane County Pedestrian Plan compliments the county’s work to improve accessibility by supporting the expansion and connection of sidewalks and crossings. All new pedestrian infrastructure is required to be compliant with the ADA.

1.3 IMPROVE THE HEALTH OF COUNTY RESIDENTS

Walking is an easy way for children and adults to improve their overall health and increase regular physical activity into their daily routines. Regular physical activity reduces the risk of heart disease, diabetes, high blood pressure, helps control weight, and reduce stress. These conditions have significant effects on quality of life, life span, and health care costs. Most diseases and their associated conditions can be improved by increased physical activity such as walking. Pedestrian planning can be part of a comprehensive public health strategy to reduce rates of chronic disease by improving pedestrian conditions to encourage walking for transportation and recreation.

This plan also considers how pedestrian planning can reduce health disparities. Health disparities are defined as the overall quality of health and different rates of preventable diseases among different population groups. In Spokane County, low-income populations and minorities have higher rates of chronic disease. A goal of this plan is to identify geographic areas within the county that have higher rates of health-related issues and uses this information to establish priorities for pedestrian improvements.
CHAPTER 2 GOALS OF THE PEDESTRIAN PLAN

The following goals are intended to initiate improvements to the pedestrian network:

1. INCREASE SAFETY OF WALKING
Improving pedestrian safety is an essential goal of this plan. This plan includes strategies to monitor the county’s pedestrian infrastructure and promote safe behavior by pedestrians and motorists among Spokane County roads. This goal supports Spokane County’s goal to improve safety for all users of the transportation system.

Measures:
• Number and location of pedestrian-vehicle crashes
• Severity of pedestrian-vehicle crashes

2. INCREASE CONNECTIVITY AND OPPORTUNITY FOR WALKING
Walking has the potential to replace short auto trips, increase opportunity for improving community health, and is the primary means of access to public transit for many. This plan includes strategies to encourage walking by making it easier and more comfortable to walk. These strategies include improvements to pedestrian infrastructure that enhancing pedestrian connections, staying current on planning and design best practices, and retrofitting curb ramps and pedestrian signals at crosswalks to meet current ADA standards.

Measures:
• Increase the miles of sidewalk and multi-use trails along county roadways where reasonable and feasible
• Analyze pedestrian crossings for missing crosswalks and places that inadvertently encourage mid-block crossings
• Fill in gaps where sidewalk is not connected

3. IMPROVE THE HEALTH OF COUNTY RESIDENTS
Walking for transportation and recreation is an easy way for children and adults to get regular physical activity. This plan prioritizes pedestrian projects and policies with the greatest potential to increase safety and walking in the geographic areas with the greatest needs. Increased safety and connectivity are factors that play into increased walking and may improve the health of county residents. Strategies under this goal also include Safe Routes to School programs, incorporating neighborhood greenways, and the implementation of projects in the 6-year Transportation Improvement Project (TIP) list of future capital improvements.

Measures:
• Percent of county residents who are overweight or obese in collaboration with
Chapter 3 Geographic and Demographic Characteristics of Spokane County

3.1 GEOGRAPHIC CHARACTERISTICS OF SPOKANE COUNTY

Spokane County is the fourth most populated county in Washington State. According to the U.S. Census, Spokane County population was 539,339 as of 2020. Population density is 305.7 people per square mile, which is much higher than the state average of 106.3 people per square mile according to U.S. census. Spokane County is made up of a centralized urban core, a surrounding suburban outer ring, and finally a substantial rural component of undisturbed natural lands, farmlands, and small unincorporated towns. With the county having such varying characteristics, this means that the transportation, development, and land use patterns vary widely. In turn, this results in various pedestrian environments. Urban environments tend to be developed on grid systems, have connected sidewalks, and are within closer proximities to residential, commercial, and institutional districts. Being within closer proximity to major nodes and districts tends to make walking to community destinations easier to access on foot. The outer ring suburbs and rural areas tend to be less walkable. In less densely populated environments sidewalks and paths may not be connected let alone exist. Additionally, sidewalks may not make sense to construct in many rural areas of the county.

Population density can be an important indicator of the potential for walkability in any given area and who will use pedestrian facilities. Density is also an indicator of whether a community will benefit from a pedestrian safety improvement project. The population is the densest in the City of Spokane, City of Spokane Valley, Liberty Lake and in outlying communities like Cheney and Deer Park. The population density decreases extending away from the city centers and towards the rural outskirts that are around the County boundary. Figure 2.0 shows that despite the city centers carrying a large portion of the population that there is a substantial population to the north, south, and east of the city centers. These census tracts to the north, south, and east are within Spokane County’s jurisdiction and not within the city centers. Census tracts in these areas will need to be analyzed closely for the availability of sidewalks, safe pedestrian crossings, ADA accessibility, and pedestrian-vehicle incidents based on population density and projected growth expectations.
Figure 2.0, Population Density of Spokane County

Spokane County Population Density Map
3.2 DEMOGRAPHIC CHARACTERISTICS OF SPOKANE COUNTY

In 2020 the median age in Spokane County is 38 years old, this middle-aged demographic of the population makes up about 55% of the county. The population over the age of 65 make up about 16% of the population while the people under 18 years old make up about 22% of Spokane County. This data clearly shows that there is a substantial percentage (38%) of the population that can benefit from connected pedestrian facilities and that this group of the people may be less likely to own and operate a vehicle. It is important to take inventory of pedestrian assets to ensure that residents of the county can get where they need to go conveniently and safely without being auto dependent.

As of 2020 the average median income in Spokane County is $60,101, the state average is $96,807 which is higher than the national average. The poverty rate in Spokane County is high, at 13%, compared to the Federal Poverty Rate of 11.4% from the 2020 U.S. Census. Adding to the need for versatility in transportation options is the instability of fuel prices, the crude oil market can still be viewed as a relatively unpredictable and has experienced dramatic price fluctuations over the last decade. These financial factors contribute to the importance of supporting investments in accessible, safe, and well-connected pedestrian infrastructure. The availability of walkable environments can reduce the burden of transportation costs and make it easier to meet transportation needs through walking and transit.

3.3 HEALTH OF COUNTY RESIDENTS

It is widely accepted that exercise can mitigate many diseases such as cardiovascular disease, diabetes, weight gain, high blood pressure, and can benefit those suffering from depression. These benefits can be achieved in only 30 minutes a day. Walking is an easy and affordable way to get these health benefits. Public health is a priority of the community and for Spokane County, this is supported through the goals and policy of the adopted Comprehensive Plan that aims to provide a range of transportation options within the Spokane region.

The obesity rate in Spokane County is 34% for the age group range of 45-65, the highest of any of the age groups in the county. Children under 18 years old have an obesity rate of 11% in Spokane County, this is under the state and national average of 18.5%. Obesity based on gender appears to be the same for both males and females, with an obesity rate of about 29%. Prioritizing an integrated and connected pedestrian system that provides access to community districts and recreation may maintain these numbers and possibly facilitate progression in lowering these numbers.

Despite a discrepancy in earning differences, the obesity rate difference is small for adults at roughly 3%. Adults earning less than $25,000 annually suffer from the highest rate of obesity, averaging a 32.7% obesity rate. Households earning $50,000 or more having an obesity rate just below 30%.
There is a clear disparity in obesity rate based on racial and ethnic groups. White adults have a 29.6% obesity rate while Native Americans of the region have a 36% obesity rate and Hispanics have a 34.9% obesity rate regionally.

Table 1.0, Adult Obesity Over Time Within Spokane County, 2014-2018
Table 2.0, Demographic Data for Spokane County Over Time
CHAPTER 4 EXISTING CONDITIONS

SPOKANE COUNTY’S ROLE IN PEDESTRIAN-RELATED INFRASTRUCTURE

This section of the Pedestrian Plan focuses on pedestrian-related infrastructure, education, encouragement, enforcement, and evaluation.

4.1.1 INFRASTRUCTURE

Sidewalks along county roads are typically constructed as part of new roadway construction, with reconstruction projects, or with new developments. Standalone sidewalk projects may be designed and constructed as targeted projects based on the need and the availability of County funds. The construction of standalone sidewalk projects is rare and typically based on complaints by county residents or if the sidewalk is not in compliance with the Federal Highway Administration (FHWA) standards. The intent of the Spokane County ADA Transition Plan is to facilitate infrastructure improvements to improve pedestrian curb ramps, pedestrian push buttons, and crossings along county roads to bring those pedestrian related facilities into compliance with ADA.

Spokane County is not responsible for sidewalk maintenance. Sidewalk maintenance is the responsibility of the adjacent property owner and sidewalk surface maintenance is the responsibility of the municipality in which the sidewalk is located. Snow and ice removal is the responsibility of the adjacent property owner. It is very important to keep sidewalks clear of snow and ice in the winter season. Sidewalks clear of snow, ice, and winter debris make walking in the winter safer and easier for those that rely on walking as their primary mode of transportation or for exercise and relaxation. Spokane County municipal code 9.75.210 states that sidewalks must always be open for pedestrian traffic.

The county installs and maintains 19 traffic signals on county roads and views maintenance of these facilities as a priority. Crosswalk and roadway striping typically occurs on an annual basis as part of the maintenance process. The remaining traffic signals are maintained by either the Washington State Department of Transportation (WSDOT) or by one of the 13 municipalities within Spokane County. Countdown timers are the current standard for pedestrian signals and the county follows the Manual on Uniform Traffic Control Devices (MUTCD) regulating the amount of time pedestrians get to cross an intersection. Considering that Spokane County is predominantly rural, the crosswalks are set to have a 6 second “WALK” before they flash the “DON’T WALK” and the signal countdown starts. Accessible Pedestrian Systems (APS) are installed on most pedestrian pushbuttons within Spokane County and will be installed at any new signalized intersections that the county operates and maintains. Where APS is not currently installed, they will be as part of a planned county maintenance project.
4.2 ENFORCEMENT AND EDUCATION

Spokane County is active in many pedestrian encouragement and educational programs. These programs include but are not limited to participating in Safe Routes to School grants, road standards that support Complete Streets, ADA Transition Plan, the Spokane County Road Safety Plan, an adopted Complete Streets ordinance, and has a Target Zero Manager. Spokane County collaborates with the Spokane Regional Health District, WSDOT and the Spokane Regional Transportation Council (SRTC), amongst other active partners, to promote wellness through active transportation within the region. Spokane County does not participate in any law enforcement operations to improve compliance with pedestrian related laws but relies on the Sheriff’s department for all forms of enforcement.

4.3 EXISTING PEDESTRIAN FACILITIES

Spokane County manages 2,527 miles of county roads. Along the road network there is approximately 158 miles of sidewalks. Sidewalks make up much of the pedestrian facilities within the county. There are approximately 100 miles of shared-use paths that county residents can be used to walk to desired destinations or to be used as an auto free place to exercise. Notably this includes the Centennial Trail, Fish Lake Trail, and the Children of the Sun Trail. These trail only occasionally cross county roads and are primarily used for recreation.

Table 3.0, Miles of Pedestrian Facilities Along Spokane County Roads

<table>
<thead>
<tr>
<th>Mileage of Pedestrian Facilities Along Spokane County Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks</td>
</tr>
<tr>
<td>Multi-use Trails</td>
</tr>
<tr>
<td>Total Pedestrian Facilities</td>
</tr>
</tbody>
</table>

4.4 TRAVEL BEHAVIOR AND PEDESTRIAN COUNTS

Pedestrian counts at key locations within the county can lend insight to the intensity and use of any given pedestrian network. Spokane County does not currently participate in pedestrian counting. To better understand the various modes of travel and travel behavior, it is the intention of the county to obtain this data and affords the county an opportunity to collaborate with other regional entities that collect pedestrian counts to better understand how pedestrian facilities are being utilized.
Land uses that generate pedestrian activity should be included in pedestrian count data. Other sites of interest may be specific locations adjacent to where the county meets city boundaries. Since there is the complex overlap of county and city boundaries, not all the sites are the direct responsibility of Spokane County, however the data would indicate general pedestrian patterns. The data will indicate usage determined by access and adjacent usages. Currently WSDOT monitors 11 permanent pedestrian/bike traffic recorder sites with the county and 14 manual sites. Of the combined 25 sites only 4 are located outside of the city centers. It is a future goal of county transportation planning staff to gain a better understanding of how this data reflects on county resident’s pedestrian facility usage.

4.2 PEDESTRIAN SAFETY

Pedestrian safety is a priority to Spokane County. From 2017 – 2021 there was a total of 47 pedestrian/vehicle incidents, 10 “hit and runs”, and 7 fatalities. Table 4.0 shows the pedestrian collision trend reported during 2017 to 2021 has a generally increasing trend, averaging 9 people per year hit by drivers of motor vehicles. For reasons unknown the pedestrian-auto crashes spiked in 2019, almost doubling, going from 8 crashes per year in 2018 to 15 incidents being reported in 2019. Of the fifteen reported accidents in 2019 three of them were fatal. Although the number of crashes in 2021 is lower than the crashes in 2019 the same number of fatalities were reported equating to one third of pedestrians struck by automobiles in 2021 died from their injuries. The city of Spokane jurisdiction has a higher number of people hit by automobiles than Spokane County’s jurisdiction, the data is not easily comparable due to the distinct rural element that defines the county. The pedestrian and auto collisions that occurred in the thirteen cities within the Spokane County are not included in this report.

Of the 47 pedestrian and automobile accidents in Spokane County, seven of the total incidents spanning the five-year period were fatal accounting for 15% of total incidents. Of the total crashes, 28 occurred during the day, leaving the remaining accidents occurring at dusk, at night, or with conditions that impaired lighting. Half of the of the incidents (24) occurred at an intersection or were intersection related. Of the conflicts encountered, results are spread out over the designated street types: 11 of the incidents occurred on an Urban Minor Arterial, 10 on urban or rural local access, 8 on Urban Major Collectors, 8 on Urban Principal Arterials, and 8 on Rural Major Collectors.
Table 4.0, Pedestrian Automobile Collisions

Table 5.0, Spokane County Roads with frequent pedestrian involved incidents

Figure 3.0 is a 5-year pedestrian collision map representing 2017-2021. This data shows it is apparent that pedestrian incidents are high in county locations that are to the north, south, and east of the city centers. This data reflects the population density data in Figure 2.0, page 11.
Figure 3.0, Locations of Pedestrian vs. Vehicle Involved Collisions 2017-2021
CHAPTER 5 KEY FINDINGS FROM COMMUNITY ENGAGEMENT

An online survey was conducted to gather information on pedestrian infrastructure. The survey consisted of seven questions to identify where residents enjoy walking, why they walk, offered the community a place to identify where improvements need to be made, and what barriers they face when they walk. Community engagement is essential to better understand the needs of the residents living in Spokane County, creates a greater sense of community ownership, and ensure transparency of County plans for infrastructure improvements. Furthermore, feedback from the residents guarantees that the goals for this plan align with the goals of the community. A total of 126 people responded to the survey.

The goals of this plan:
Goal 1: Improve pedestrian safety
Goal 2: Provide a connected network of pedestrian sidewalks, trails, and pathways in the County that are safe, ADA Accessible, and encourage multimodal transportation options to a variety of users
Goal 3: Improve the health of county residents through walking

Key Findings
-How many times a week do you walk as a form of transportation or for recreation?

Results from the survey indicate that people walk regularly to get their daily needs met, as well as for recreation, to improve or maintain health, and for some because they are disabled and cannot drive. About 60% of respondents walk four or more days a week.

-Where do you walk to when you are walking for transportation purposes or for recreation?

Respondents indicated they enjoy walking in designate pedestrian places such as parks and their local neighborhoods the most. Walking to meet needs; going shopping, reaching a bus stop, and walking to local restaurants and coffee shops were also popular destination for those that regularly walk as a transportation option.
-Where do you consider as a great place to walk, enjoyable?

Respondents prefer to walk in areas they feel safe and take them away from speeding vehicles and navigating complex intersections. Places that were mentioned as favorite places to walk were the Benn Burr Trail, Hazel Creek, Riverfront Park, Centennial Trail, High Drive, Moran Prairie, Wandermere, Perry District, Garland, Manito, and the Glenrose/Glengrae area south of the City of Spokane Valley.

-Any specific places you avoid walking?

Safety appears to be the key indicator of where people choose to walk and what routes people take while on foot in Spokane County. When people are walking in Spokane County, they want to feel safe from high traffic volumes, high speeds, when they are crossing the streets, and they want to feel safe from being victimized from delinquency. Respondents indicated that any place where vehicles may be traveling at high speeds or have high traffic volumes make them feel unsafe and vulnerable. Lack of sidewalk connectivity, sidewalks missing ADA curb ramps, and sidewalks that are not maintained was frequently mentioned in the survey as concerns the public would like to see addressed. Additionally, places that do not have good lighting are at the top of their list to avoid. Respondents mentioned that they would like to be able to walk on Hamilton Street, Division Street, Indian Trail, as well as the area surrounding Glenrose Road, but do not because it does not feel safe to them.
-What improvements would make walking feel safer?

Improvements that would make walking feel safer to respondents included more and connected sidewalks, improve lighting, have more crosswalks and crossing treatments, keeping sidewalks clear of snow, ice, and debris, and provide more separation from traffic.

-What barriers do you encounter when walking?

The most mentioned barriers to walking from respondents include a lack of connected sidewalks, high speed traffic that feels unsafe to walk next to, and intersections that feel difficult to cross.

-Do you encounter any difficult intersections to cross when walking, difficulty crossing streets, proximity to traffic, lack of adequate pedestrian facilities such as sidewalks or trails?

The intersections that were identified as being difficult to cross include intersections that are not located within Spokane County’s jurisdiction but within the adjacent cities. All intersections mentioned, regardless of location are listed as well as the number of times they were mentioned as a concern by respondents:

Hastings Rd (2), Glenngrae Rd (5), Havana St & Glenrose Rd (18), Hayford Rd/ Hwy 2 (6), Hwy 2 and Craig Rd, Northwest Blvd (3), 61st and Palouse Hwy (2), Wellesley Ave /Driscoll/Assembly Rd, Division St (6), Downtown Spokane (4), Upriver Dr/Argonne Rd/Farr Rd, Monroe Rd and Riverside Ave (2), Monroe/NW Blvd, Pines (2), Assembly Rd at Francis Ave and Wellesley Ave, Mission Ave. (2), and Indian Trail Rd (2).

-What deters you from walking more?
Once again, safety is the primary deterrent to why people are not walking more. Many people consider walking to be dangerous when cars are exceeding the speed limits, when they are forced to walk in areas where the speed limit is high, sidewalks are not maintained, there is a lack of separation, and view some intersections as stressful to cross.

5.1 INFLUENCES OF COMMUNITY ENGAGEMENT

Results of the pedestrian survey indicate that residents of Spokane County enjoy walking to improve their health and to relax, but for some people it is a primary source of transportation. People enjoy walking in their neighborhoods, to parks, to local restaurants and commercial districts. The survey indicates that connectivity of pedestrian infrastructure, separation from speeding and high-volume traffic, improving crossing treatments, and improved lighting are the top concerns of respondents from zip codes all over the county. Safety from being victimized from criminal activity as well as from aggressive drivers is also a very common concern as well as a deterrent from walking for many.

Community engagement is essential to the success of pedestrian infrastructure projects in the public right of way for new construction and for capital reconstruction projects. Public comment is not only necessary but encouraged and used as a source of project improvement as well as for notifying the Spokane Public Works department of inefficiency and safety issues. Spokane County is committed to the improvement of safety and quality of life for county residents. These factors are incorporated in the planning, design, and construction of pedestrian facilities and the improvement of the public right of way for transportation purposes.
CHAPTER 6 RECOMMENDATIONS

The recommendations of this plan are based on the goals outlined in Chapter 1:

*Goal 1: Improve pedestrian safety;*

*Goal 2: Provide a connected network of pedestrian sidewalks, trails, and pathways in the County that may help to improve safety, accessible, and encourage multimodal transportation options to a variety of users;*

*Goal 3: Improve the health of county residents through walking*

Recommendations fall into three categories:

1. Strategies to implement
2. Continuation of current practices
3. Partnerships with agencies, municipalities, and organizations

GENERAL CONSIDERATIONS

While street reconstruction may offer opportunities to improve streets and pedestrian facilities the average street reconstruction occurs infrequently. However, when it is financially feasible and where conditions allow, stand-alone safety projects should be implemented. When making the decision to scope and initiate a stand-alone safety improvement project many factors should be considered. When considering projects to pursue, Spokane County’s project scoping considers pedestrian safety, connectivity, transit, and generally takes a context sensitive approach. For example, additional details for project scoping include pedestrian crash history, proximity to pedestrian generators such as schools, commercial districts, and parks. County staff uses professional judgment to determine locations where pedestrian improvements will provide the greatest safety benefits while analyzing potential tradeoffs. When determining whether a pedestrian improvement is appropriate, county staff will consider roadway conditions, traffic volumes, potential conflicts with transit stops and bicycle lanes, community support, and cost. Additionally, comments from the community may identify locations that may not have a crash history but may be perceived as unsafe and therefore underutilized as a means of travel.

Typically, pedestrian safety improvements like curb ramps and sidewalk installation will be constructed with new development and incorporated into other county initiated projects when possible. Pedestrian improvements may also be incorporated into large projects as part of a local Transportation Improvement Project (TIP). It should be noted that sidewalk striping will be done on an annual basis or as needed to ensure pedestrian safety.
STRATEGIES TO IMPLEMENT

GOAL 1
IMPROVE PEDESTRIAN SAFETY

Adoption of a Complete Streets Ordinance

The framework for Complete Streets is to improve the overall quality of life of those living in Spokane County by advancing mobility, public health, economic activity, adding character to county roads and rights-of-way, and increasing property values. The Complete Streets Ordinance encompasses the goals of the Pedestrian Master Plan by addressing safety, connectivity, embracing active transportation, pedestrian scale facilities, and equity for pedestrians. Specifically, what this means is that all roads that are new, reconstructed, or retrofit will have the opportunity to provide an advanced level of service through improvements that come in various forms including but not limited to: increased pedestrian safety, connectivity through sidewalks and multi-modal pathways, bicycle lanes, lighting, streetscape improvements, accessible transit stops, reduced congestion and improved longevity to existing roadways through less wear and tear.

Spokane County adopted a Complete Streets ordinance August of 2022 but had already participated in Complete Streets development through implementation of the adopted Spokane County Road Standards, design, and review processes. Formally adopting the ordinance addresses the Complete Streets directive as an organization, for funding, opportunities to improve Spokane County’s Level of Service (LOS), and to better address citizen concerns.

CURB RAMPS, CROSSWALKS, and SIGNALS

Strategies for Consideration and Implementation

Develop Guidelines for the Installation of Leading Pedestrian Intervals (LPI) at Crossings

Leading pedestrian intervals (LPI) as a proven strategy for improving pedestrian safety at signalized intersections. Advance walk/leading pedestrian intervals allow pedestrians to enter the crosswalk several seconds before vehicles receive a green signal, improving the visibility of pedestrians in the crosswalk, especially to turning vehicles. This may be particularly useful in areas that see many modes of travel, have a history of crashes, and in high trip volume generating districts. The effectiveness of these signals will need to be evaluated and monitored after installation.

Guidelines for the Installation of Pedestrian Crosswalks

Crosswalks are typically installed at intersections to ensure that pedestrians can cross the roadway safely. A marked crosswalk adds a layer of perceived safety and makes pedestrians feel as if they have a right to be using the transportation system too and that it is not just for vehicles. Striped intersection crossings are easy to implement and justify, but the county does not have any set guidelines establishing when and where crosswalks should be installed especially for
midblock crossings. Midblock crossings are typically implemented by the Public Works engineering team based on pedestrian generators, the frequency of reported incidents at specific locations, and by public comment. Midblock crossings should be considered adjacent to important destinations such as transit stops, parks, schools, and any other major pedestrian generators. Midblock crossings should also be evaluated for the need of pedestrian islands as an additional step to ensure safety. Guidelines for installing pedestrian crossings follow WSDOT’s Pedestrian Facilities Guidebook.

**Practices to Continue**

**Stand Alone Pedestrian Safety Projects**

In 2017 Spokane County did a large standalone project that consisted primarily of upgrading pedestrian facilities. The safety project initiated the upgrade and prioritizing of pedestrian push buttons, signals, and curb ramps throughout the county. Of the 19 signalized intersections that Spokane County owns and maintains 15 intersections needed to be upgraded. The improvements produced a total of 51 individual pedestrian push buttons upgraded to meet current ADA requirements. All pedestrian push buttons were reviewed and upgraded to meet clear space for operable parts, mounting heights, and accessible APS pedestrian signals. In 2019 a rectangular rapid flashing beacon and pedestrian island was installed as a way to facilitate access to transit and eliminate mid-block crossing on busy Wall Street and south of Shasta Way. Also, in 2019 various pedestrian crossing improvements were installed on 57th Street. This is a busy two-lane road with a center turn lane serving a mix of residential and commercial districts with a history of pedestrians being struck by vehicles.

**Continue Best Practice Guidelines for the Installation of Rectangular Rapid Flash Beacons**

Rectangular Rapid Flashing Beacons (RRFB) signals can improve pedestrian safety in certain circumstances. RRFB signals may increase pedestrian safety especially when crossing multiple lanes and when there is not a midblock pedestrian refuge feasible. Community interest in these signals has increased in recent years, however it should be noted that advanced signalization and RRFB signals are not always feasible or appropriate at every signalized intersection within Spokane County. WSDOT has developed guidelines for installation of RRFB signals to ensure that these signals are appropriately installed across the state and county road system. When it is determined that these types of signals are appropriate to install guidance should be based on research and guidelines from WSDOT, the Federal Highway Administration (FHA), MUTCD, and AASHTO. The effectiveness of these signals should be monitored to ensure that they are making a positive impact on pedestrian safety.

Currently the Spokane County has implemented 9 RRFB signals located at the following roads:

- Wall Street south of Shasta Way;
- Hawthorne Rd west of Colfax Rd;
- Whitworth Drive north of Hawthorne Rd;
Spokane County Pedestrian Plan

- Hawthorne Rd west of Whitworth Drive;
- Market St south of Farwell Rd;
- Five Mile Rd south of Hawthorne Rd (north);
- Hastings Rd at Mead High School;
- Day Mt. Spokane Rd at Mountain Side Middle school;
- and Five Mile at Bob Olson Ln.

Ensure That all New County-Owned Signals have Accessible Pedestrian Signal (APS)

The county’s current practice is to construct all new signals with APS, there are only a few signals in the county that do not have APS installed. APS upgrades are installed upon new development and a significant amount were installed as part of the 2017 Spokane County Safety Project.

CRASHES AND COMMUNITY SAFETY

Strategies to Implement

Evaluating Pedestrian Safety Needs, Response to Pedestrian-Vehicle Crashes, and Community Concerns

Although county staff has an active database that updates collisions, the evaluation process should include actively assessing the location of incidents for trends. Patterns in type, severity, and location of collisions can be very informative to determine if any mitigating factors can be implemented to increase the safety of all users to the transportation network.

Practices to Continue

Collecting Pedestrian-Vehicle Incidents Data

Pedestrian-vehicle incident data occurring within the county is supplied by the Spokane County Sheriff’s department and is updated regularly. This allows for the most current incident data to be evaluated when determining safety projects and when applying for roadway infrastructure grants. The database provides data on year of incident, location, time, pedestrian crashes, severity such as injury to pedestrians, fatalities, and property damage. An evaluation procedure provides consistency and clarity on the locations, types and severity of crashes. This data is indicative to ways technology can be implemented to create safer pedestrian facilities.

Community concerns voiced through complaints and community engagement also help to identify locations that are challenging or perceived to be challenging for pedestrians. Locations identified as challenging to pedestrian travel, combined with county staff tracking the locations of pedestrian-vehicle crashes, can help determine places to prioritize and evaluation procedures.
to monitor these locations for potential pedestrian safety improvements. This encourages a data
driven approach to improving pedestrian safety at the highest priority locations. Spokane County
encourages residents to report pedestrian connectivity and safety concerns. The reporting process
allow residents to have a specific point of contact with the county for their pedestrian
transportation related concerns. For questions and concerns about the county pedestrian network
please contact the Spokane County Transportation and Development Services Engineer.
The County Transportation Element (TE) is a document that houses a 20-year vision for Spokane
County’s transportation network. The TE is one place in many County documents that identifies
safety improvements for all users of the transportation system within the county. As the TE gets
updated so will the Pedestrian Plan, the Bike Master Plan, the ADA Transition Plan, and all other
transportation related plans that are referenced in this primary transportation planning document.
As crash trends change throughout the years, the various county transportation planning
documents will be updated. Staff is continually learning and researching new pedestrian-related
safety countermeasures that may improve pedestrian safety and identify any new locations of
increased pedestrian-vehicle crashes to improve pedestrian safety at these locations.

**Review Pedestrian-Vehicle Crashes Annually**

Public Works will continue to analyze pedestrian incident trends annually. This includes the
number, severity, and locations of incidents along county roads. This information is used as an
important resource to identify ways to improve pedestrian safety through the implementation of
this plan and other Spokane County plans and projects.

**GOAL 2**

**SIDEWALK AND PATH CONNECTIVITY**

**Strategies to Implement**

**A Comprehensive Assessment of Sidewalks and Conditions Along County Roads**

This pedestrian plan strives to identify locations within the county where the addition of
sidewalks and other pedestrian infrastructure results in a complete and safe pedestrian network.
To work towards the construction and improvement of high priority sidewalks, county staff will
work collaboratively with adjacent jurisdictions to fund and implement pedestrian infrastructure
at the county and city boundaries where sidewalk infrastructure is missing. The county supports
the construction of sidewalks, curb ramps, improved crossings, signalization, etc. along county
roads where they do not currently exist and where it makes sense. The county encourages the use
of grant funding, multijurisdictional collaboration, and county allocated funds to accomplish
improvements to the pedestrian focused network throughout Spokane County, especially in high
priority locations.

To assess the connectivity and gaps in the transportation network it is important to have
knowledge of existing sidewalks inventory. Currently the county does not keep stringent records
of new sidewalk construction. Without exact knowledge of current inventory county staff is
reliant on resident feedback and input to determine where sidewalks are most needed. There is a need to obtain and maintain an inventory of existing sidewalks. To track the sidewalk and paths, inventory should be updated annually as new facilities are constructed.

**Practices to Continue**

**Construction of Multi-use paths**

Spokane County independently plans and constructs multi-use paths as well as collaborating with local municipalities. Pedestrian improvements of this nature are typically paired with road improvement projects. These are paths that both pedestrians and bicyclist use to get to a desired destination and are specifically for transportation and recreational purposes. County staff is continually looking for opportunities to transform the existing landscape or acquire land from development and redevelopment projects adjacent to County owned lands to add to existing sidewalks and multi-use paths for pedestrian use.

**Spokane County Safe Routes to School Program**

Safe Routes to School is a document developed by the school districts in an effort to find the safest way for children to get to school and back and encourage walking and biking for school age children. Spokane County’s Public Works department does not write the document but is a partner to help support and expand the Safe Route to School plans that are developed by the schools. The program is currently grant funded through WSDOT. The County’s role will be to continue seeking Safe Routes to School funding and implement pedestrian improvements within a half mile of school districts in collaboration with the school districts. These actions enable and encourage biking and walking to school, improve safety, increase the numbers of active commuters to school, and improve the accessibility of children being able to actively walk and bike to schools. County staff will continue working to obtain funding for pedestrian infrastructure improvements and encourage program success within schools and school districts.

**Strategies to Implement**

**Safe Routes to Transit**

Within unincorporated Spokane County Spokane Transit Authority (STA) operates, serves, and maintains 33 individual bus stops. There are four major park and rides serving the greater Spokane area located to the north, south, and west of the city centers. Transit is a primary source of transportation for a significant amount of county residents especially for the young, elderly, and low income. There is a need to assess the pedestrian transportation network that leads to transit stops and implement changes and upgrades based on how pedestrians access and use their built environment. A complete pedestrian network for access to transit stops includes a complete sidewalk network, ADA compliant curb ramps and pushbuttons, safe and appropriate crosswalks, and pedestrian scaled lighting. A Safe Routes to Transit project would be a collaborative project involving Spokane County, Spokane Transit Authority (STA), and other regional transportation partners.
6.3 IMPROVE HEALTH OF COUNTY RESIDENTS THROUGH WALKING

Strategies to Implement

A Comprehensive Demographic Assessment Within the County

Identifying locations within the county that are most likely to suffer from health disparities, chronic disease, and disabilities, based on data identified through S3R3, should be incorporated into pedestrian facility priority planning. This strategy targets geographic areas with populations experiencing the most need for improving ADA compliance and access to sidewalks and multi-use paths to better address gaps and barriers in the pedestrian network. Figure 4.0 shows individuals with incomes below 200% of the federal poverty level by census tract within Spokane County. The census tracts with these specific demographics are primarily located in the city centers, but also north and east as well as a substantial portion of the southeast. Figure 5.0 shows the census tract with the highest rates of disabilities.

Figure 4.0. Individuals with Incomes Below 200% of the Federal Poverty Level by Census Tract within Spokane County. Data from the American Community Survey 2016-2020

Courtesy of S3R3
Figure 5.0, Percent of Population with a Disability within Spokane County. Data from the American Community Survey 2016-2020

Courtesy of S3R3
Walk Scores

Walk Scores are based on distance to amenities and pedestrian facilities from where people live. The Walk Score is scored from 0-100 with anything scoring under 50 being car dependent. This would give staff a visual idea of areas that are adjacent to city boundaries that might be good future pedestrian facility projects and help plan for forecasted growth. A Walk Score Data heat map could also be used to better understand if there are schools, senior centers, parks, etc. that need pedestrian facility improvements.

Practices to Continue

In Coordination with the ADA Transition Plan, a Plan for Improving Conditions

Some sidewalks along county roads are challenging to pedestrian due to barriers in the sidewalk, lack of connectivity, and can be especially challenging for persons with disabilities. Through the ADA Transition Plan the county has conducted an inventory of curb ramps and pedestrian push buttons at intersections. Inventory of sidewalk conditions would be insightful and should include obstructions, clear space, sidewalk cross slope and running slopes that do not meet ADA standard, and trip hazards. This inventory could be used to develop priorities for improving conditions of sidewalks along county roads and adding these pedestrian projects into larger road rehabilitation projects. As part of this strategy, county staff encourages residents to report obstructions and poor sidewalk conditions to the public Works Department.

Plan and Construct Multi-Use Paths Along County Roads to Provide Multimodal Pedestrian Facilities

The county currently plans for multi-use paths and works with municipalities and developers to plan and construct these separated paths along county roads. Multi-use paths provide for both pedestrian and bicycle use. This plan supports the continued planning and construction of multi-use paths along county roadways to provide pedestrian facilities where none exist.

Partnerships

County staff works with WSDOT, SRTC, adjacent cities, school districts, Spokane County Parks Departments, STA, and developers to encourage the construction and completion of pedestrian facilities to provide better access to schools, parks, senior centers, transit, and commercial services. The highest priorities should be sidewalk gaps along county roads within 1/2 miles of schools, parks, and other pedestrian generators. Staff should encourage funding for sidewalk and bikeway construction near schools, parks, and other pedestrian generators including those within school zones where facilities are incomplete.
Partnering with Spokane Transit Authority (STA) to encourage pedestrian wayfinding and pedestrian scale lighting on common routes to bus stops would improve transit user safety and help new users find their way to and from this important transportation option. If an opportunity presents itself, either through standalone projects or grant funded opportunities, it would be worthwhile to collaborate towards installing bus stop shelters for transit riders at the busiest bus stops. In addition to this, Spokane County’s Target Zero liaison should work with schools within county boundaries to encourage pedestrian and school bus safety education through the school district’s curriculum.
CHAPTER 7 PERFORMANCE MEASURES

Performance measures are an important part of any plan and help to track Spokane County’s success and reprioritize goals established within this plan if needed. They are used to monitor progress and provide a way to measure success or redirect strategies.

7.1 INCREASE WALKING SAFETY

NUMBER OF PEDESTRIAN – VEHICLE INCIDENTS

Spokane County’s staff analyzes crash data on the county road system. Crash data is provided by the Spokane County Sheriff’s Department to provide a high level of accuracy and reliability. Included in the crash data reports is information about the severity of pedestrian injuries resulting from conflicts with vehicles on the county road system. The purpose of tracking the number of pedestrian-vehicle incidents is to understand where incidents are occurring, to understand trends in the severity of pedestrian-vehicle crashes, and work to obtain the vision zero goal to reduce crashes and reach zero fatalities.

7.2 INCREASE WALKING FOR TRANSPORTATION

MILES OF COUNTY ROADS WITH PEDESTRIAN FACILITIES ON BOTH SIDES OF THE ROADWAY

Data analysis of sidewalks is useful for this plan, the ADA Transition Plan, Safe Routes to School programs, as part of the County’s Complete Streets Inventory, and is customary in the scoping phase of all road improvement projects. In urban areas sidewalk on one side of the road is acceptable but it is preferable to have pedestrian facilities on both sides of county roads particularly in dense urban like areas of the County. This provides the most densely pedestrian populated areas with safe and convenient access to desired destinations. It should be noted that upon site development is the primary source of sidewalk development and that the county strives to obtain the goal of complete sidewalk facilities.

MILES OF COUNTY ROADS WITH PEDESTRIAN FACILITIES ON ONE SIDE OF THE ROADWAY

At a minimum, Spokane County prefers to provide pedestrian facilities on at least one side of county roadway where there are commercial amenities, schools, parks, etc. This ensures that pedestrians can travel within the county rights-of-ways in a safe and comfortable manner rather than walking in the roadway. In some cases, environmental, geographical or very narrow rights-of-way constraints do not allow the space for pedestrian facilities. Tracking existing sidewalks and updating this inventory works towards eliminating critical gaps and finding barriers in the county pedestrian network.
MILES OF MULTI-USE PATHS CONSTRUCTED ALONG COUNTY ROADWAYS

Multi-use paths are an important component of county roads and are often incorporated into road reconstruction where appropriate. As part of reconstruction these pedestrian facilities typically provide separated paths that increase the distance between vehicles and pedestrians. This creates a pedestrian experience that feels more comfortable to the user and therefore encourages walking. Just like sidewalk data, multi-use paths need to be documented and can be used as an essential component to the pedestrian system. Additions to the multi-use path network is inventoried to provide information on the annual progress of the expansion of the Spokane County pedestrian system. Multi-use paths can play a substantial role in connecting county residents to important destinations while providing a high level of service and increasing pedestrian safety.

TRACKING THE NUMBER OF RESIDENTS WHO WALK

Collecting and processing data regarding walking as a means of transportation is a difficult task but may be a goal to strive towards for Spokane County. This measure will allow the county to understand the trends in walking for a given type of transportation trip and better understand the role walking plays for county residents. Due to the rural nature of the county, data should be collected primarily within a defined boundary of cities and where sidewalks lead to important destinations in the county. The effort to collect pedestrian travel behaviors should be a collaborative effort amongst the regional transportation affiliates. This data can be acquired by pedestrian counters, survey, the Spokane County website and through social media.

7.3 IMPROVING THE HEALTH OF COUNTY RESIDENTS THROUGH WALKING

As a strategy to improve the health of the county residents, pedestrian planning can be one of many ways to improve public health. A precise link between walking and the overall health of county residents is hard to establish but this data does help to gauge the facilities that are being used, current behaviors, real and perceived safety concerns, and the overall activity level of Spokane County communities.
CHAPTER 8 PRIORITIES FOR PLAN IMPLEMENTATION

Implementation of this plan’s recommendations may take several years to deliver, should be applied using a data driven approach, and implemented as allowed by funding. Implementation is strategic and prioritized to reach the goals of this plan, guiding the county in the implementation process. In Chapter 6 Recommendations, each strategy to implement can be used as a guide in the implementation process.

Implementation for pedestrian safety and continuity of the transportation system will be informed by analysis of data established in this plan. For example, increasing sidewalk connectivity will focus on the construction of sidewalks and paths in high priority locations. Priority locations for implementation is a tool to guide implementation but does not mean that the implementation of the plan will only occur in high priority locations. Other factors such as urgent safety issues, cost, and results from Spokane County’s community engagement/complaints will also determine locations that will be taken into consideration for upgrading.

8.1 RECOMMENDATIONS FOR IMPLEMENTATION

Priorities for the location and implementation of the plan have been developed through locations of pedestrian-vehicle collision analysis, a lack of pedestrian infrastructure, prevalent gaps in the pedestrian infrastructure network, feedback and analysis from the community engagement process, and an internal review process.

8.2 IDENTIFYING IMPORTANT LOCATIONS

The priorities outlined in the table below will be used as a baseline for the implementation process. The compiled data is not exhaustive but can be used as a starting point to determine where improvements to pedestrian infrastructure will have the greatest impact on pedestrian safety, health, and with the potential to increase trips made by walking.

Table 6.0, Potential Spokane County Pedestrian Priority Projects

<table>
<thead>
<tr>
<th>County Road</th>
<th>Type of Improvement</th>
<th>Project Limits</th>
<th>Location In County</th>
<th>Pedestrian Generating Locations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Market St</td>
<td>Sidewalks</td>
<td>Parksmith Dr to Farwell Rd</td>
<td>North Spokane County</td>
<td>Compliments bicycle facilities, residential, and commercial districts</td>
</tr>
<tr>
<td>Palouse Highway</td>
<td>Path</td>
<td>57th Ave to 61st Ave</td>
<td>South Spokane County</td>
<td>Compliments shared use path, mixed residential, and commercial districts</td>
</tr>
<tr>
<td>Project Name</td>
<td>Type</td>
<td>Route Details</td>
<td>County</td>
<td>Description</td>
</tr>
<tr>
<td>----------------------------------</td>
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<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Centennial Trail</td>
<td>Path</td>
<td>Carlson Rd to Charles Rd</td>
<td>North Spokane County</td>
<td>An addition to the Centennial Trail that removes pedestrians and active transportation users from roadway, found in the Comprehensive Plan</td>
</tr>
<tr>
<td>Geiger Blvd</td>
<td>Path</td>
<td>Hayford Rd to Electric Ave</td>
<td>West Spokane County</td>
<td>Compliments transit routes, commercial, and employment districts</td>
</tr>
<tr>
<td>West Terrace</td>
<td>ADA Improvements Systemic throughout the neighborhood</td>
<td>West Spokane County</td>
<td>Compliments neighborhood and golf course</td>
<td></td>
</tr>
<tr>
<td>Harvard Rd*</td>
<td>Path</td>
<td>Wellesley Ave to Euclid Ave</td>
<td>West Spokane County</td>
<td>Improves access to the Centennial Trail, the City of Liberty Lake, residential, and institutional</td>
</tr>
<tr>
<td>Lincoln Rd*</td>
<td>Path</td>
<td>Crestline St to Market St</td>
<td>North Spokane County</td>
<td>Provides access to multiple bicycle facilities, compliments residential, and improves safety adjacent to an industrial zone</td>
</tr>
<tr>
<td>Little Spokane Drive Connector Pathway*</td>
<td>Path</td>
<td>Wandermere Rd to Little Spokane Dr</td>
<td>North Spokane County</td>
<td>Compliments bicycle facilities and shared use path, serves residential, found in Comprehensive Plan</td>
</tr>
<tr>
<td>Wellesley Ave (Otis Orchards Elementary Safe Routes to School)*</td>
<td>Sidewalks and improved crossing infrastructure</td>
<td>Harvard Rd to Arden Rd</td>
<td>West Spokane County</td>
<td>Safety improvement project directly benefitting school age children, residential, and commercial districts</td>
</tr>
<tr>
<td>Future West Plains Community County Park</td>
<td>TBD, potential for paths, sidewalks, and crossing treatments</td>
<td>TBD upon project completion</td>
<td>West Plains</td>
<td>New Spokane County Park and residential neighborhood</td>
</tr>
<tr>
<td>-----------------------------------------</td>
<td>-------------------------------------------------------------</td>
<td>----------------------------</td>
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<td>-----------------------------------------------------</td>
</tr>
<tr>
<td>Little Spokane River Trails and Pathways Sub-Area Plan</td>
<td>Connections to paved paths, sidewalks, bicycle facilities, and additional developments upon area buildout</td>
<td>Within the area of the identified sub-area plan</td>
<td>North Spokane County</td>
<td>County parks, right of way, residential, commercial, and institutional</td>
</tr>
<tr>
<td>Greater Morgan Acres Sub-Area Plan</td>
<td>Connections to paved paths, sidewalks, bicycle facilities, and additional developments upon area buildout</td>
<td>Within the area of the identified sub-area plan</td>
<td>North Spokane County</td>
<td>Residential, institutional, right of way, existing pedestrian, and bicycle infrastructure</td>
</tr>
<tr>
<td>Mead-Mt Spokane Sub-Area Plan</td>
<td>Connections to paved paths, sidewalks, bicycle facilities, and additional developments upon area buildout</td>
<td>Within the area of the identified sub-area plan</td>
<td>North Spokane County</td>
<td>Residential, institutional, right of way, existing pedestrian, and bicycle infrastructure</td>
</tr>
<tr>
<td>Spokane County Regional Trails Sub-Area Plan</td>
<td>Connections to paved paths, sidewalks, bicycle facilities, and additional developments upon area buildout</td>
<td>Within the area of the identified sub-area plan</td>
<td>System wide</td>
<td>County parks, right of way, residential, commercial, and institutional</td>
</tr>
<tr>
<td>Five Mile Prairie Pathways</td>
<td>Connections to paved paths, sidewalks, bicycle facilities, and additional developments upon area buildout</td>
<td>Within the area of the identified sub-area plan</td>
<td>North Spokane County</td>
<td>Residential, institutional, right of way, existing pedestrian, and bicycle infrastructure</td>
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</table>
The highest priority locations for plan implementation are context sensitive, are primarily where the urban and rural environments interface, or high pedestrian generating nodes. Many of these locations currently have pedestrian facilities but should be monitored to see if upgrades need to be made and if they are up to current standards. Pedestrian safety improvements such as pedestrian crossing improvements and sidewalk connectivity will be of the utmost importance to reduce midblock crossings and improve access and safety to important locations. Other high priority locations are identified around schools, parks, commercial nodes and are typically adjacent to some of the small cities within the county while most other areas in the county are identified as medium to low priority. Typically, there are fewer pedestrian facilities along rural county roads in Spokane County. In these locations, the county should focus on the addition of sidewalks and paths only where it makes sense keeping in mind the rural context of the county.

The Priority Location map is meant to approach basic orientation of County pedestrian generating places and to be used in conjunction with other transportation documents, field visits, community engagement, and other processes used for information gathering. It will remain important to have regular facility assessments to keep this plan current and effective. Figure 6.0 shows schools and parks that may be pedestrian generating locations within Spokane County.
Figure 6.0, Pedestrian Generating Location Within Spokane County
Recently Completed and Current Construction

Over several years Spokane County has encouraged pedestrian and active transportation through scoping, obtained funding for, and constructing various pedestrian facilities. Constructed pedestrian facilities have benefitted many areas throughout the County, serve different neighborhoods, places to recreate, districts, and land use types. Pedestrian facilities are not only constructed by Spokane County but are also constructed through developers required to finance a proportionate share of facilities to support their development and the surrounding land uses. Additionally, the pedestrian facilities that have been constructed emphasize how important the connection between all modes of transportation and land use is and shows concurrency with the policies found within the Spokane County Comprehensive Plan. Table 7 shows Spokane County’s recently constructed and current construction projects.

Table 7.0 Spokane County recent and current pedestrian construction projects, * denotes projects currently being constructed

<table>
<thead>
<tr>
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Chapter 9 Funding Sources

Grant funding is a critical factor to obtaining all county wide transportation improvements. The following list of grants are the funding sources that Spokane County usually relies on for facilitating transportation projects in addition to allocated county funds.

STATE FUNDING SOURCES

Safe Routes to School- The purpose of the Safe Routes to School grant program is to improve safety and accessibility of travel to and from schools. Through safety improvements children are able and encouraged to walk and bike to school. Funding for this grant is for all schools age children (K-12) within two miles of all schools. This grant is administered through WSDOT and the federal government and on a two-year cycle.

Bike/Pedestrian Safety- This program has been active since 2005 and is administered through WSDOT. The goal of this grant program is to improve safety for those who choose to travel by means of walking and biking and improve the travel infrastructure that makes this kind of active transportation possible. This grant program is on a two-year cycle.

TIB Small City Sidewalk Programs- This program provides funding for transportation related projects that address safety, improves access, and fills in gaps within the pedestrian infrastructure system. A 5% local match is required for funding if the population exceeds 1,000 people.

Transportation Improvement Board Complete Streets Awards- This grant is awarded to local governments that have adopted a Complete Streets Ordinance and demonstrating that their planning and building practices are intended to accommodate all users of all ages and abilities.

Transportation Improvement Board Urban Arterial Program- This grant is awarded to arterials in urbanized areas in a two-year cycle and scored on safety, growth and development, physical condition of the arterial, mobility, sustainability, and constructability. Grant funding provides awardees the ability to improve both arterial roadways as well as improve pedestrian infrastructure for long term sustainable transportation options.

Surface Transportation Block Grant (STBG)- This grant is the most flexible of all the WSDOT grants that is distributed through SRTC due to the broad range of transportation related components that this grant can fund. This grant may apply to public roads, pedestrian and bicycle infrastructure, and transit.

STBG Set Aside- This is a Federal Highway Funds grant distributed by SRTC that specifically funds transportation alternatives and funding for bridges not located on Federal aid highways.

Private Sources- There may be opportunity for private investment as mitigation to development.
CHAPTER 10 IMPLEMENTATION

Implementation of the Spokane County Pedestrian Plan will be led by the Spokane County Public Works Department. This plan will guide the county’s ongoing work and be updated as new construction occurs, in conjunction with other transportation related plans, or every five years. The Public Works Department will coordinate the implementation and recommendations of this plan with all other transportation related documents for the most current information to best serve county residents. Each recommendation will be implemented in collaboration with the appropriate county departments, local, and state jurisdictions. Progress of the plan will be monitored and tracked to measures performance and allow for new and innovative approaches to complex pedestrian transportation related issues.

Funding for the implementation of the plan will come primarily from grant funding and county allocated funds. The county actively seeks grant opportunities to accelerate the implementation of the plan and overall transportation improvements throughout the jurisdiction.

The county’s work in the first year of implementation will focus on recommendations that have been identified as pre-scope, high priority for short term implementation, and as funding allows. It is anticipated that the implementation of the following recommendations will begin as soon as feasible after plan adoption:

• Evaluate pedestrian safety needs at specific locations in response to pedestrian-vehicle incidents and citizen complaints.

• Evaluate and prioritize improvements to pedestrian crossings identified through crash data and from input based on the community engagement process gathered specific to this plan.

• Collaborate with local jurisdictions within Spokane County to encourage prioritizing and funding high priority projects in the designated joint planning area.

• Work with cities, school districts, and park departments to encourage the construction of pedestrian facilities along county roads within ½ mile of schools, parks, business, and census tracts experiencing the highest rate of health disparities to improve connectivity of the pedestrian transportation system within the county.

• Continue to review and implement a comprehensive county-wide strategy for improving pedestrian safety and access to pedestrian generating districts.

• Inventory and assess sidewalks, conditions, and multi-use paths along county roads to better understand where gaps are and where improvements are needed.
References

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