

Spokane Regional Transportation Council Questions and Survey

Spokane Regional Transportation Council (SRTC) is drafting an active transportation work plan, which will help determine how, over the next few years, SRTC can support communities in the region to promote safe, convenient use of active modes of transportation. Further, the work plan will allow SRTC to define the steps and resources necessary to allow the region to achieve its active transportation targets. This plan may indicate the need for the development of new policies, plans, programs, and/or projects as well as additional funding and commitment to active transportation.

Below are the 5Es of Transportation Planning. Under each E are sample strategies from the League of American Bicyclists' Attributes of a Bicycle Friendly Community. We have added references to pedestrians.

Please choose which of the 5Es you think should be a priority focus of the work plan and provide comments as desired.

Engineering	Education	Encouragement	Enforcement	Evaluation/Planning
Development and implementation of Complete Streets policy, pedestrian and bicycle facility design and implementation standards that meet or exceed national standards	Safe Routes to School Program	Bike Month, Bike to Work Day, Bike to School Day, and Sunday Parkways promoted with local advocacy groups	Law requiring safe passing distance of at least three feet and increased penalties for harassing or injuring pedestrians and bicyclists	Bicycle and pedestrian advisory committee(s) that makes policy and program recommendations and has designated agency staff
Well-connected street network with safe and convenient intersections for bicyclists and pedestrians and bike/pedestrian wayfinding system	Public awareness campaign using media and social media to make motorists, pedestrians, and cyclists aware of their rights and responsibilities	Tourism board or chamber of commerce promotes bicycling and walking and/or local businesses and organizations promote bicycling/walking to work	Speed limits 20mph and lower in neighborhoods/near schools; bicyclists not required to use a sidepath or lane and have discretion on where to ride on road	Current, comprehensive bicycle and pedestrian plan(s) with dedicated funding, targets for ridership/safety and tools for evaluation/monitoring
Public can easily connect pedestrian, bike and public transit trips	Readily available bicycling-skill opportunities	Rental bikes and bike sharing systems available along with walking and biking maps	It is illegal for drivers to drive distracted, use a handheld cell phone or text	Bicycle use and pedestrian activity is researched and bike/ped crashes are studied

Comments
Engineering
Education
Encouragement
Enforcement
Evaluation/Planning