



PEDESTRIAN AND BICYCLE ACCESS IN THE THURSTON REGION

Washington Transportation Commission

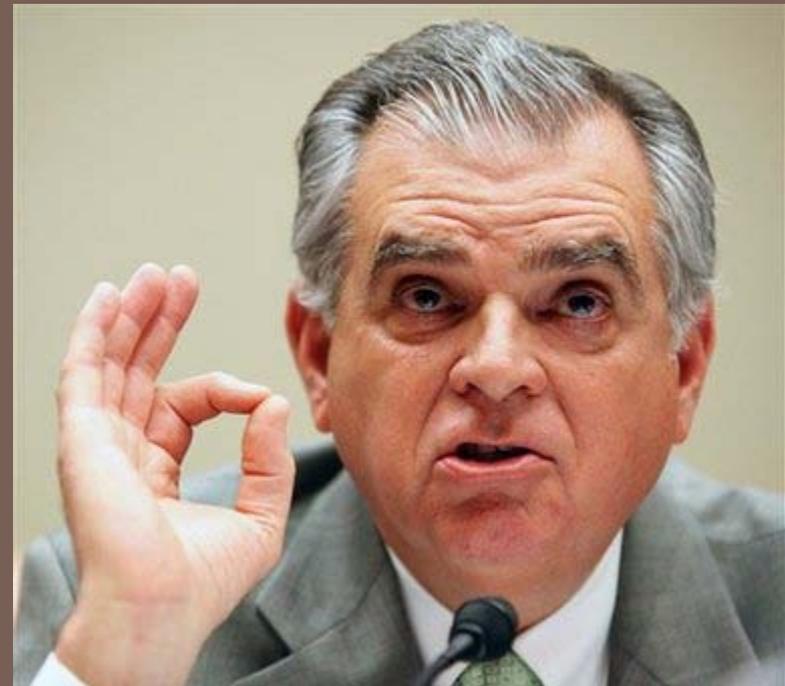
USDOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

- ...incorporate safe and convenient walking and bicycling facilities into transportation projects – including linkages to transit
- ...improve conditions and opportunities for walking and bicycling
- ...go beyond minimum standards to provide safe and convenient facilities for these modes

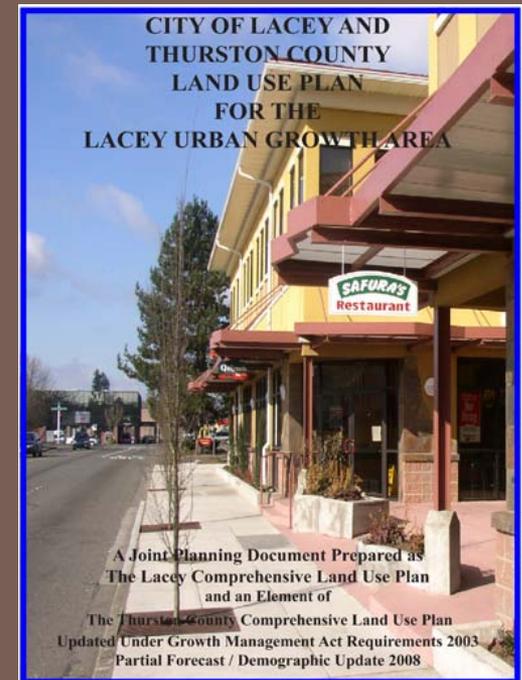
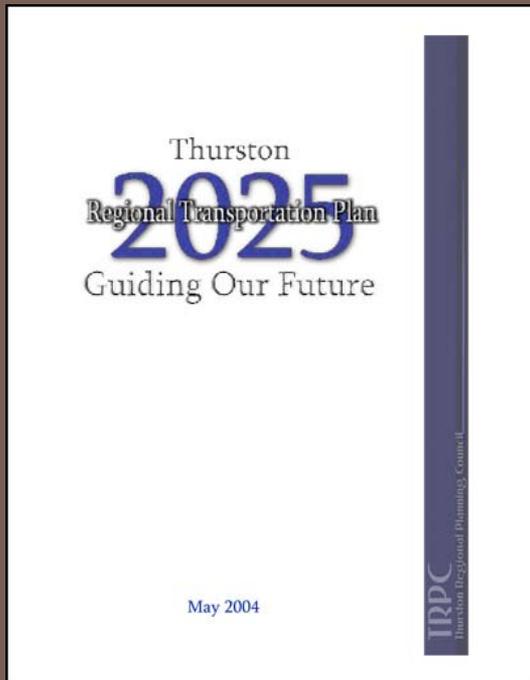


Hey Ray! How Are We Doing?

- Ensuring that there are transportation choices for people of all ages and abilities, especially children
- Collecting data on walking and biking trips; and setting mode share targets for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared-use paths



How Do We Do It?



- 1.a** Commit to the development and implementation of land use plans, development patterns and design standards that encourage non-motorized travel and the use of mass transit...

RTP Non-Motorized Goals and Policies

12. Walking

Goal: Increase the share of all trips made safely and conveniently by walking.

Policies:

- 12.a Provide a direct, safe, interconnected pedestrian network that supports existing and desired land uses.
- 12.b Construct safe sidewalks and effective crosswalks within an appropriate radius of every school in the region.
- 12.c Provide frequent pedestrian crossings, especially in urban areas, along primary transit routes, and near activity centers.
- 12.d Develop direct, "cut-through" connections for pedestrian and bike travel within and among neighborhoods and destinations such as major transit routes, schools, activity centers, and other destinations where pedestrian travel is anticipated.
- 12.e Require pedestrian-friendly building design in areas where foot travel is likely and encouraged, such as city centers and regional activity centers.
- 12.f Provide street lighting, trees, benches, and other elements that make walking safe and pleasant.

Why Walking Is Important:

Every traveler is a pedestrian at the beginning and end of the trip, since even drivers need to move safely and conveniently to and from the car. Beyond this most basic need, though, walking is often the only way that some members of the community can visit parks, shops, libraries, or neighborhood friends. This is important not just for their independence and mobility, but also as an effective way of countering the effects of the nation's sedentary lifestyle. When it comes to city centers and activity centers, pedestrians are often referred to as the "indicator species" of a healthy downtown. Often, in a well-designed and established downtown area, travel is much easier on foot than by car. Walking is healthy, easy on the environment, cost-effective, and, with the right facilities and community design, a pleasant way of traveling.

Challenges for Walking:

- For decades, communities built around the car, often resulting in an inhospitable environment for walkers. Increasing density in some areas and speed in others creates the need for facility improvements to support access and safety for walkers.
- Until recently, sidewalks were sometimes viewed as an optional amenity to be funded and maintained by adjacent property owners, not as an integral part of the transportation network.
- Fast moving vehicles on larger streets and roads make walking alongside unpleasant and often dangerous. Effective measures are needed to discourage speeding and unsafe driving, such as stricter law enforcement or innovative design that encourages different driving behavior.

11. Biking

Goal: Increase the share of all trips made safely and conveniently by biking.

Policies:

- 11.a Develop a continuous, safe, and convenient regional bicycle network that functions as an integral part of the overall transportation system.
- 11.b Provide safe and convenient bicycle routes to all schools in the region.
- 11.c Invest in a regional network of contiguous and connected north-south and east-west dedicated corridors to serve as the backbone of the non-motorized system.
- 11.d Provide bicycle parking facilities at existing and future transit centers, park-and-ride locations, train stations, and other multimodal facilities.
- 11.e Encourage provision of short- and long-term bicycle parking and other supporting facilities at schools, employment sites, and major activity centers.
- 11.f Develop an education program for bicyclists to increase understanding of bicycling laws and encourage appropriate riding behavior.
- 11.g Consider long-term strategies for funding bicycle facilities and services.

Why Biking Is Important:

A well-balanced transportation system offers a variety of safe and convenient travel options. Many people are able to take advantage of biking for some of their trips – children pedaling to school and urban commuters riding to work. Bicycling also furnishes independence for those who are not able to drive. It is a "clean" mode of transportation that is good for the environment and the health of the cyclist, and an integral part of the overall regional transportation strategy. State law recognizes bicycles as vehicles and many local governments provide safe facilities consistent with overall traffic demands and local resources.

Challenges for Biking:

- Many people still see bicycling solely as a recreational endeavor instead of a legitimate mode of transportation, and oppose spending transportation funds on bicycle facilities.
- Despite compliance by a majority of riders, cyclists who don't obey the rules of the road exacerbate negative public opinion.
- The cycling experience – much like that of walking – is influenced greatly by the actions of drivers. Many motorists don't see cyclists and inadvertently crowd or cut them off. Additionally, the difference in speeds between driving and biking can create an intimidating travel environment for cyclists, which limits the willingness or ability of people to bike.

Thurston Regional Trails Plan



- 125 Miles of Shared-Use Trails Identified
- Nearly 52 Miles of Trails Available to Public Today
- Around 65,000 people live ½ mile or less from a major trail corridor
- Nearly 88,000 employees work ½ mile or less from a major trail corridor

Chehalis Western Trail

Bridging The Gap



1 Miles



- Trail, Shared Use, Existing
- Trail, Shared Use, Planned
- Featured Trail on Map
- Existing Bike Routes**
- Bike Lane
- Wide Shoulder
- Bicycling Forbidden
- Local Streets
- Roundabouts
- Schools
- Trail Access Points
- Trail Heads
- Parks, Preserves, and Open Space

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Disclaimer
 This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to the accuracy or fitness of the information for a particular purpose.



WSDOT 20-Year Needs Estimate by Mode Rollup (WTP)

Mode	20-year Needs Total
Aviation	\$2,832,700,000
Ferries	\$10,561,800,000
Freight Rail	\$1,930,000,000
Passenger Rail	\$6,748,000,000
Highway System	\$35,100,000,000
Bike and Pedestrian	\$1,600,000,000
Public Transportation	\$5,083,800,000
TOTAL ESTIMATE	\$63,856,300,000

2011 Regional Transportation Enhancement Grant Program: \$1.35 million

1. Bus Stop Enhancements for Safety & Accessibility	Intercity Transit	\$240,000	\$300,000
2. Chambers Elementary Safe Route to School	Lacey	\$216,250	\$250,000
3. Yelm Avenue Sidewalk Improvements *	Yelm	\$175,000	\$175,000
4. Accessible (Audible) Pedestrian Signals	Olympia	\$163,800	\$193,800
5. Capitol Way Bulb-Outs at 8th & 10th Avenues	Olympia	\$195,500	\$195,500
6. Olympia Woodland Trail Phase IV – Feasibility Analysis	Olympia	\$65,000	\$75,000
7. Chehalis-Western Trail Phase 3 – Pacific Avenue	Thurston County	\$1,000,000	\$4,300,000
8. Bicycle Commute Guide & County Bike Map Update / Reprint	Olympia Safe Streets	\$22,000	\$24,000
9. Tumwater Valley Trail – Phase 1 Completion	Tumwater	\$767,500	\$1,450,000
10. Tumwater Valley Trail – Planning & Design (Phases 2-7)	Tumwater	\$247,500	\$275,000
11. City of Tumwater Pedestrian Signal Displays	Tumwater	\$52,500	\$52,500
	Total Requested	\$3,145,050	\$7,290,800
	Total Awarded	\$1,327,000	\$4,699,000



City of Lacey, Mullen Road Extension Project – Completed 2010



Before: City of Tumwater, North Street



After: City of Tumwater, North Street



City of Rainier, Minnesota Street Sidewalk Project



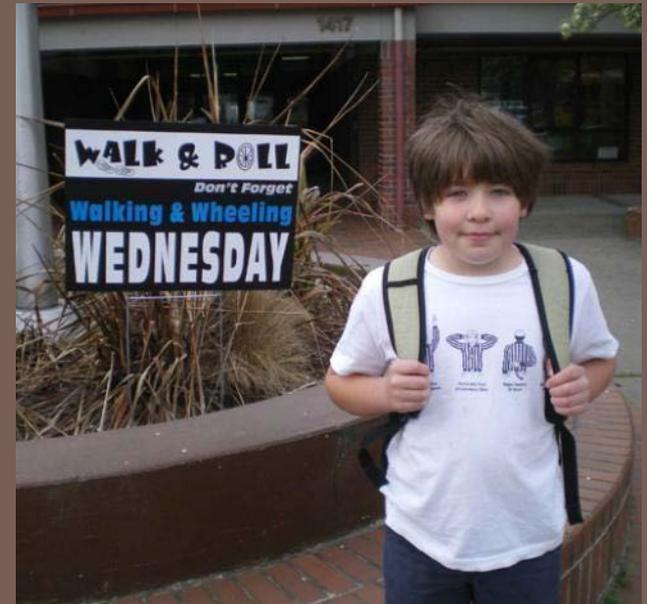
HEALTHY KIDS – SAFE STREETS ACTION PLAN

Creating Safe Routes to School

Healthy Kids – Safe Streets Action Plan

GOALS:

- reinforce students' good traffic safety skills
- promote regular physical activity to stay strong and healthy and be ready to learn
- build a generation of safe and healthy walker, bike and bus riders



FORTY YEARS AGO:

50% of students walked or rode bikes to school.

TODAY:

- ▣ Fewer than 15% walk or bicycle to school
- ▣ 50% of students living within 1/2 mile of school are being driven to school

Over the last 40 years obesity rates among youth have gone from 4% to 17%

Why has this happened?

- Less dense neighborhoods result in longer trips to school
- Larger school sites and sprawling designs
- Lack of sidewalks, bike routes, fewer street connections
- Increase in car ownership and use
- More double income households
- Parent fears (traffic, speed, distance, and “stranger danger”)



Why Us? Why Now?

- At least 25% of traffic at peak hours are parents driving students to school
- Concern for safety
- Awareness of overlapping interests and outcomes of land use, transportation and public health
- Regional and national movement to deal with childhood obesity

INNOVATIONS FROM OTHER PLACES

- Programs funded using dedicated sources
- Collaboration on grant writing and funding
- Holistic school siting analysis that considers long term costs
- Co-location of schools with other public facilities
- New school designs that use less land
- School arrival and departure areas designed for safe walking and biking

Healthy Kids – Safe Streets Action Plan

Incorporate Policies in School and Local Plans

- ❑ Communicate school and public facility expansion and look for co-location opportunities
- ❑ Consider long range costs and benefits of school siting
- ❑ Collaborate on school layout and design of vehicle, walk and bike entry and exit
- ❑ Focus safety improvements especially within one half mile of schools

Walk & Roll Program

3. The “Five E’s”

- Education
- Encouragement
- Enforcement
- Engineering
- Evaluation



WALK & ROLL

The Walk & Roll Program **Peter G. Schmidt Eagles Walk & Roll**

BIG NEWS! Second Graders WIN March Walk & Roll Challenge - and a Popcorn Party!

The second grade logged more walk, bike and bus trips during March than any other Peter G. grade! They'll be celebrating at a popcorn party soon.

Let the April Challenge Begin! Help Your Grade Get Double Points for Walk - Bike or Bus trips on Wednesday April 20th in Celebration of Earth Week!

Calling all Peter G. parents to support your kids by walking, biking or busing to school! Everyone gets a bit of exercise - arrives ready to learn - contributes to more safety and clean air around school due to fewer car trips - and who knows - **your student's class may win the next party!**

Don't Forget - Wednesday, April 20th Peter G. Eagles Celebrate Earth Week by Walking - Biking or taking the Bus to school

70 Eagles Get Undriver's Licenses at the Peter G. Spring Auction and Dance

Have you seen your friends' new Undrivers License? They look like a drivers license, but they are a reminder to walk, bike, carpool, and use the bus more often. Keira Ihlv, age 6, pledges to "Walk to Kenndale, and park more often with my family"; Amiya Kyllonen, age 11, is "riding the school bus more often"; Wyatt Keesler, age 10, pledges to "walk to school on Fridays." If you'd like an undrivers license - find the booth at the Downtown Olympia YMCA Healthy Kids Day on Saturday, April 16th between 11 a.m. and 3 p.m. See you there!



Questions?
Contact Tammi Pearce
tammi.pearce@
tumwater.k12.wa.us

- WALK & ROLL GOAL:**
- Reinforce student's good traffic safety skills
 - Promote regular physical activity to stay strong and healthy and be ready to learn
 - Build a generation of safe and healthy walker, bike and bus riders



What if I drive because of my schedule?

Park a block or more away from school and walk in. You'll avoid the congested drop-off area, increase safety and reduce pollution around your school.

New Walk Route Map Hot off the Press

Check out the new map in students folders this week. Use it to choose the best route to and from school. Find the areas where you can park and walk and review the safety tips on the back. If you have ideas please share those with Paul Brewster at 956-7575 or at brewstp@trpc.org.

DID YOU KNOW . . .

That at least 25% of morning traffic is parents driving their students to school!!!



Peter G. Schmidt Elementary

School Walking Routes



RECOMMENDED ROUTES TO SCHOOL



STREETS WITH MORE TRAFFIC
(Adult supervision is recommended for younger children)



CROSSING GUARD LOCATIONS
(Best location to cross to school)



Signalized Crosswalks



Routes with sidewalks



Pedestrian Walkways



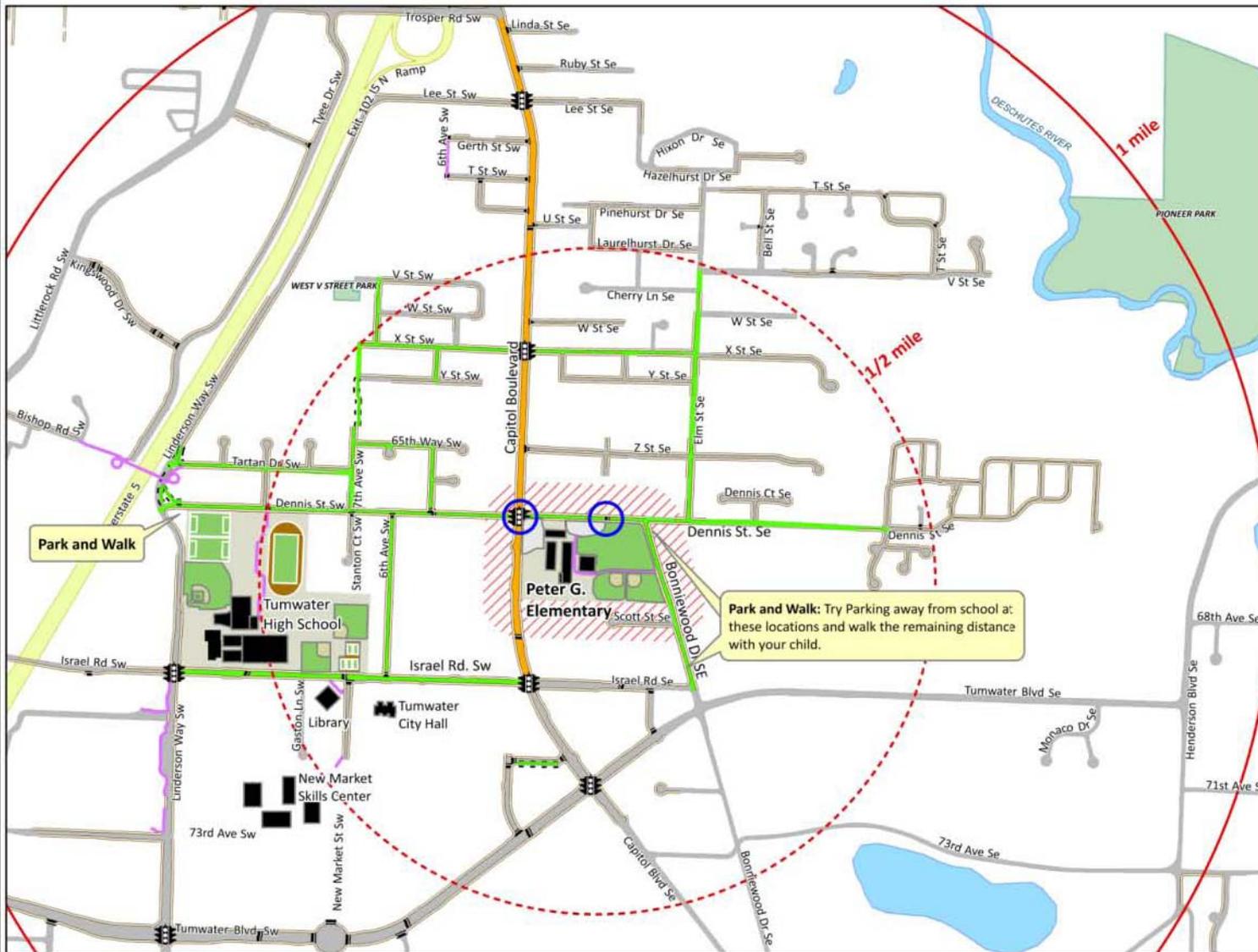
Off-Street Paths



Crosswalk



20 mph School Speed Zone



Teach your children:

Pedestrian Safety

- ✓ Stop at the curb before crossing the street.
- ✓ Walk, don't run, across the street.
- ✓ Cross at corners, using traffic signals and crosswalks.
- ✓ Look left, right, and left again before crossing.
- ✓ Walk facing traffic.
- ✓ Make sure drivers see you before crossing in front of them.
- ✓ Do not play in driveways, streets, parking lots or unfenced yards by the street.
- ✓ Wear white clothing or reflectors when walking at night.
- ✓ Cross at least 10 feet in front of a school bus.
- ✓ Do not cross the street alone if you're younger than 10 years old.

Bicycle Safety



1. Always wear a bike helmet, no matter how far you're going!
2. Ride in the same direction as the car traffic.



3. Stop at intersections and cross when it is safe.
4. Don't follow the rider in front of you at an intersection until you have stopped and looked both ways on your own.



5. Use hand signals (right turn, left turn, stopping).
6. When riding on a sidewalk, ride very slowly (about the same speed as the walkers) and let walkers know if you are going to pass.

Questions?

Contact Tammi Pearce
tammi.pearce@tumwater.k12.
wa.us

Drive Safely

Drivers near the school can help create an environment that feels safe and inviting for pedestrians and bicyclists. They need to know the following:



- Obey speed limits for the school zone, where traffic fines double.
- Watch for, and yield to, pedestrians and bicyclists near and around the school.
- Come to a complete stop at stop signs.
- Do not block pedestrian crosswalks.

Did You Know



- That just one vehicle dropping off and picking up students at school puts about 3 pounds of pollution into the air per month.
- Idling for more than 30 seconds uses more fuel than turning the engine off and restarting the vehicle.

Source: Washington State
Department of Health





Parent Pledge and Pace Car Program



WALK & ROLL

INTERNATIONAL WALK TO SCHOOL DAY

Safe Kids
USA

Safe Kids
Walk
This
Way



Local Program Sponsor

Pioneer Elementary School, Olympia. International Walk to School Day, October 2011



Healthy Kids – Safe Streets Action Plan

Maintenance and Expansion Needs

- Grant or other funding support
- PTO/parent leader support
- Other public/private/community partnerships/support

WALK & ROLL

The logo features the words 'WALK & ROLL' in a bold, white, sans-serif font on a black background. The word 'WALK' is positioned above a pair of white sneakers with black laces. The word '&' is in the middle. The word 'ROLL' is positioned above a white wheel with black spokes.

Why Us?

- Building a generation of safe and healthy walkers, bicycle and bus riders is a regional issue
- We are all community stewards for health, safety, physical and economic sustainability
- **Because while youth may be only about one fourth of the population – they are 100% of the future!**



Questions?

Paul Brewster

Senior Planner

360.956.7575

brewsterp@trpc.org

