

Local Programs Status Report

WSDOT Highways and Local Programs

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Washington State Transportation Commission
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WSDOT's Highways & Local Programs Division

We provide educational, technical, and financial support with federal oversight to local customers to help them achieve their transportation goals...

- We are stewards of federal transportation funding
- We provide technical expertise and services related to federal and state requirements.
- We promote cooperative planning and partnerships.



What sets us apart – our technical services

- Pavement Services
- Traffic Services
- Bridge Technical Services
- **Community Design Assistance**
- Environmental Services
- Training



Community Design

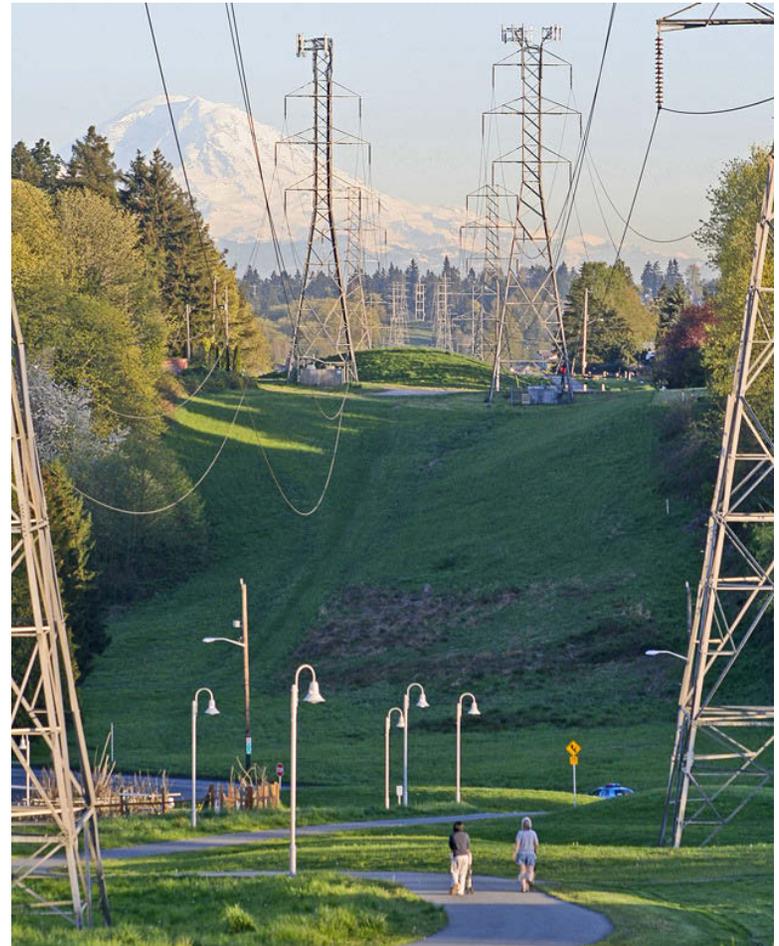
to better balance the regional need for moving automobile traffic with the community need for a vibrant, connected and safe pedestrian environment.



Partnerships

Looking for opportunities to make it work...

- WSDOT paving projects
- WSDOT corridor planning
- Public-Private Partnerships (SR 520 Trail)
- Tribal Nations (203 in Carnation)
- Transit Agencies (Sealth Trail)
- Utility – Stormwater Projects
- Rails to Trails



Primary Funding Sources

- Federal Funding - MAP – 21
 - Highway Safety Improvement Program (HSIP)
 - Transportation Alternatives Program (TA)
 - Surface Transportation Program (STP)
- State Funding
 - Pedestrian and Bicycle Program
 - Safe Routes to School Program
- Other Examples
 - Washington Traffic Safety Commission – School Zone Grants
 - Transportation Improvement Board – Sidewalk Program
 - Recreation and Conservation Office – Recreational Trails
 - Department of Health – Active Community Environments

WSDOT Bicycle & Pedestrian and Safe Routes to Schools Programs

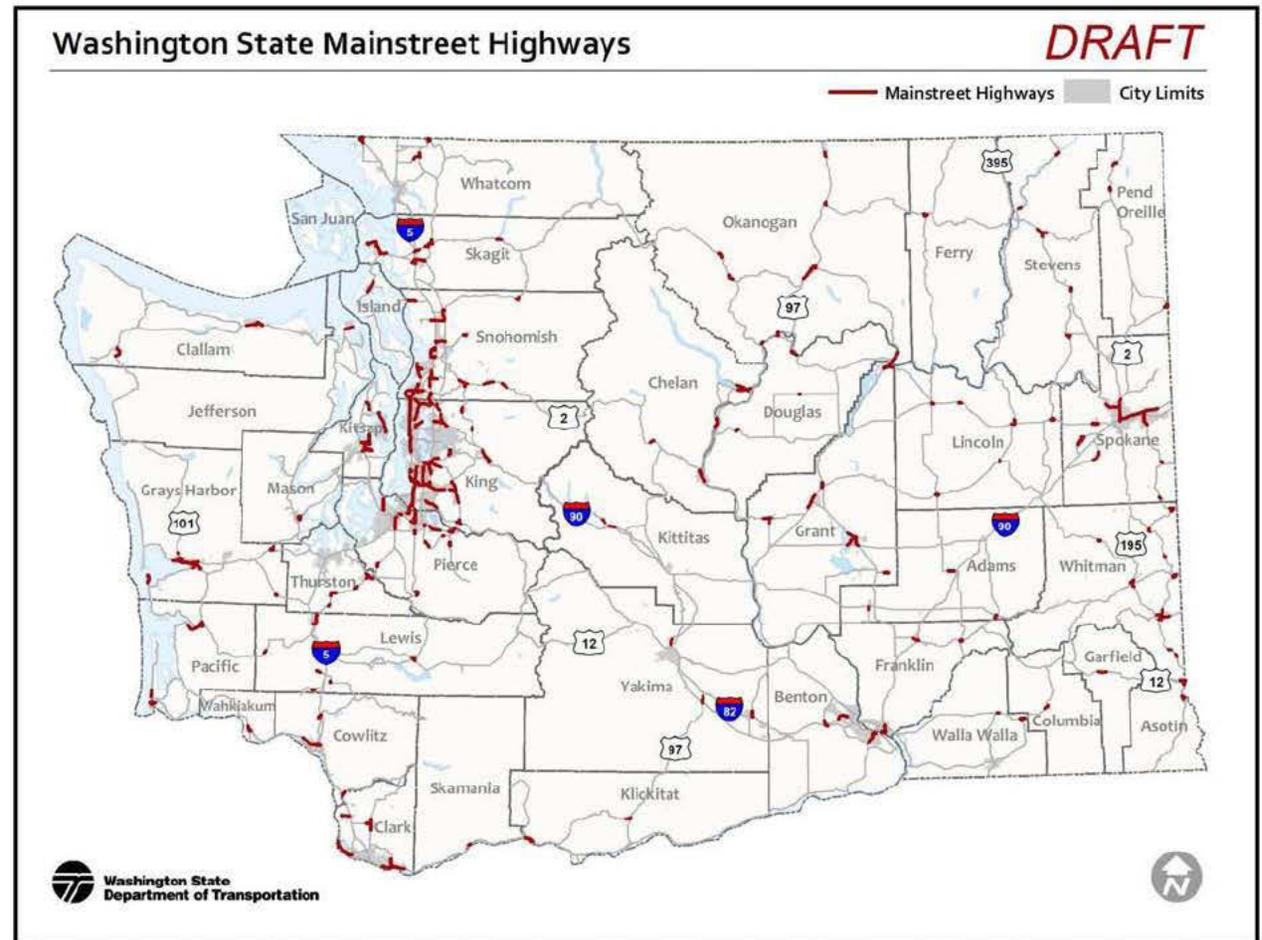
- **Purpose** – To address the over 400 statewide fatal and injury crashes involving pedestrian and bicycles each year, and provide mobility options.
- **Process** – Call for projects once every two years. Report to the legislature by December 15th of even years.
- **Results** – In the past 10 years - \$44 million for 106 projects improving 80 risk locations and mobility improvements like Puget Sound Bike Share.

Through Washington's Safe Routes to Schools Program - \$49 million to 136 projects improving conditions for children at 230 school locations across Washington.



Main Street Highways Initiative

Research identified approximately 500 miles of state highways that operate as main streets based on criteria applied consistently across the state.



Summary of the Research:

State Highways as Main Streets: A Study of Community Design

- Some State Highways in Washington serve as ‘main streets’ providing local access as well as regional mobility
- Design affects community livability and safety: these roads have the highest rates of pedestrian and traffic collisions in the state.
- Late stage design changes in projects on these highways have increased costs and delayed projects.



Better Coordination in Design & Traffic Operations

RCW 47.24.020 – When city streets also operate as state highways within the corporate limits of cities and towns, the city has full responsibility for and control over any facilities beyond the curbs and, if no curb is installed, beyond that portion of the highway used for highway purposes.



Design Resources & Training

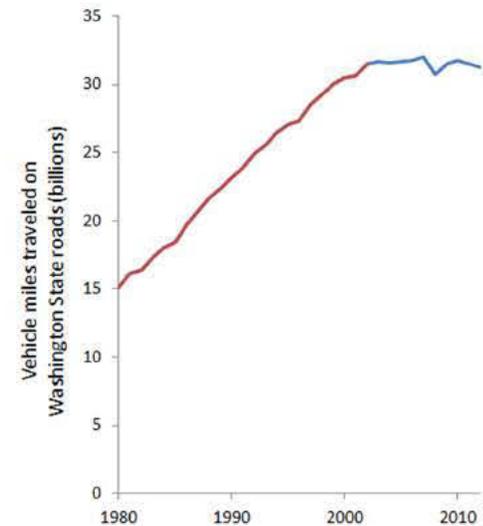
- *NACTO Urban Bicycle Design Guide (12/2013 endorsed by WSDOT)*
- *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities (ITE)*
- *Smart Transportation Guidebook (PennDOT & NJDOT)*



General Trends to Watch

- Rising/fluctuating fuel prices
- Health & environmental concerns
- Technology
- Aging population
- Rising maintenance needs and costs + declining transportation revenue (gas tax).
- Increased urbanization & resulting traffic

Declining Miles Traveled on WA Roads



Source: Sightline

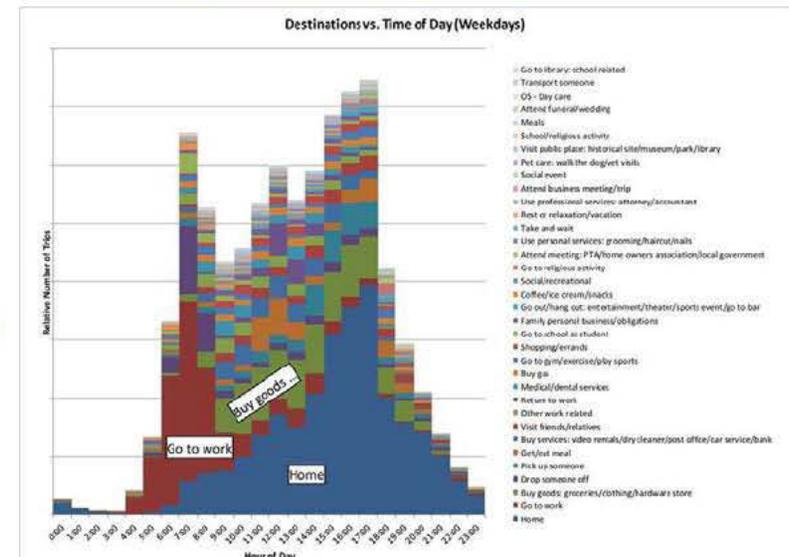


Other Important Trends

↓ Millennials are driving less – from 2001 to 2009 down 23 percent

↑ K-8 children walking to school increasing – from 2007 to 2012 up 27 percent increase

↓ Commute trips make up less than 20% of all vehicle trips during peak hour - from 1969 to 2009, down from 45%



Walking and Biking Goals

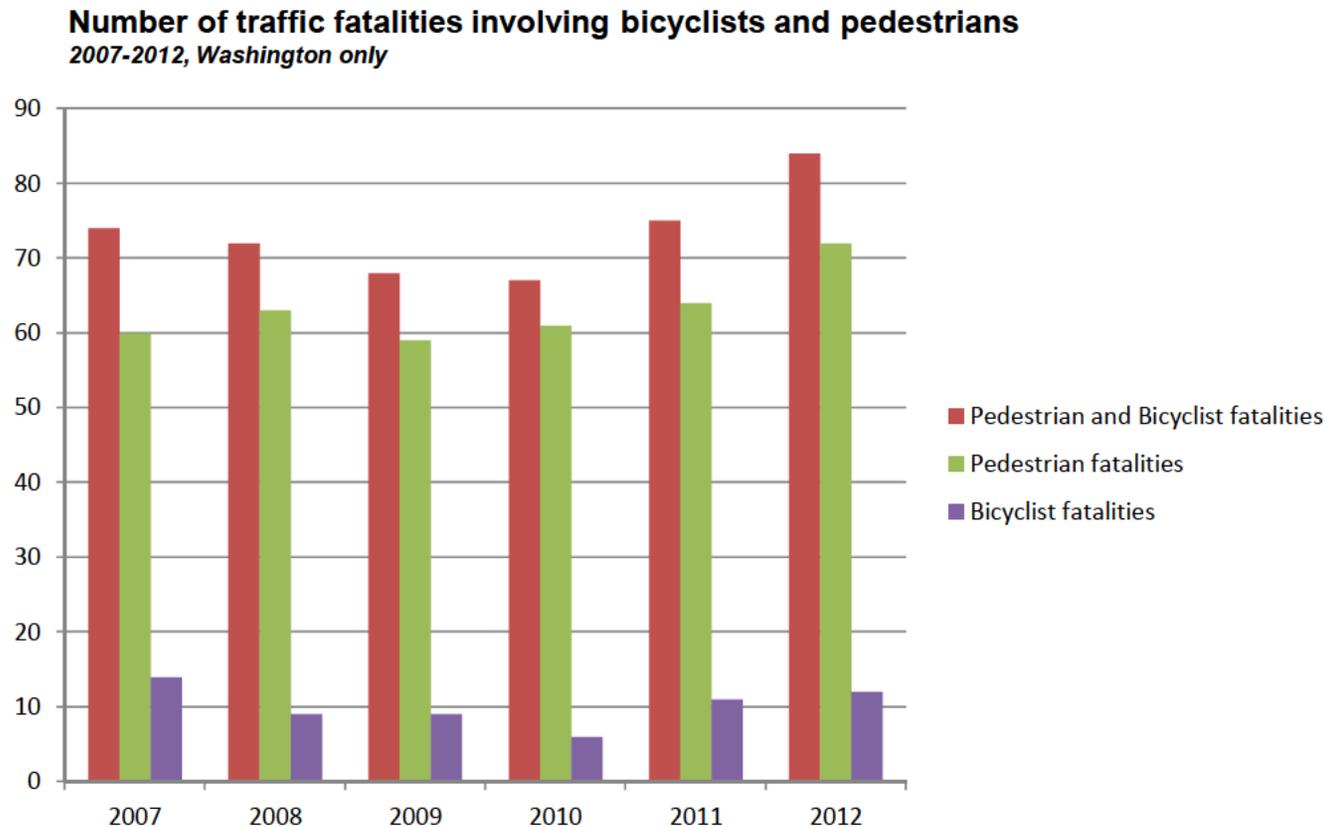
- Required by Governor’s Performance Measurement Programs since 2008
- Necessary to track progress toward meeting the Washington’s long range goal:

“Reduce fatal and serious crashes involving bicyclists and pedestrians, while doubling biking and walking.”
- Critical for the State Highway Safety Plan – Target Zero

SUSTAINABLE, EFFICIENT INFRASTRUCTURE <i>Washington's infrastructure meets tomorrow's needs</i>	
RELIABLE INFRASTRUCTURE	SUSTAINABLE TRANSPORTATION
3.1. Maintain infrastructure assets at 2012 baseline condition levels	3.2. Increase the percentage of Washingtonians using alternative transportation commute methods to 33% by 2015
3.1.a. Improve percentage of state and local bridges in fair or better condition at 95% or higher	3.2.a. Improve travel and freight reliability on strategic corridors resulting from economic growth to within 5% of 2012 baseline
3.1.b. Improve percentage of state and local pavement in fair or better condition at 92% or higher	3.2.b. Maximize existing capacity of strategic corridors by increasing people and/or goods moved per corridor mile from X% in 2012 to X% by 2015
3.1.c. Maintain or Improve percentage of other non-transportation infrastructure assets in fair or better condition from 2013 baseline levels of X%	3.2.c. Reduce number of pedestrian and bicycle fatalities on public roadways from 64 in 2012 to zero by 2030
3.1.d. Increase water availability in Eastern Washington from X acre-feet to X acre-feet by 2016	
3.1.e. Improve percentage of ferry terminal systems in fair or better condition at XX%; Improve percentage of ferry vessel systems that are not overdue for replacement at 95%	
3.1.f. Maintain percentage of transit fleet that exceeds Federal Transit Admin. minimum useful life scheduled at 2012 baseline levels of X%	

Are we meeting our goals?

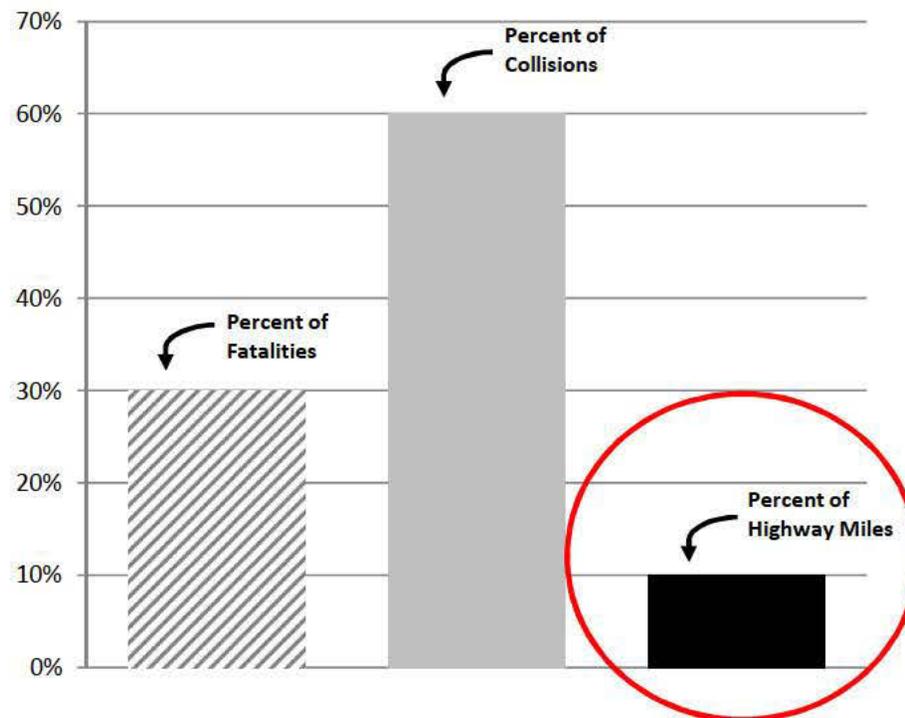
In 2012 there were **560** fatal and serious injury pedestrian or bicyclist collisions, accounting for **20%** of all fatal and serious injury traffic collisions that year.



Main Street Highways

Pedestrian and Bicyclist Collisions and Fatalities on Main Street Highways

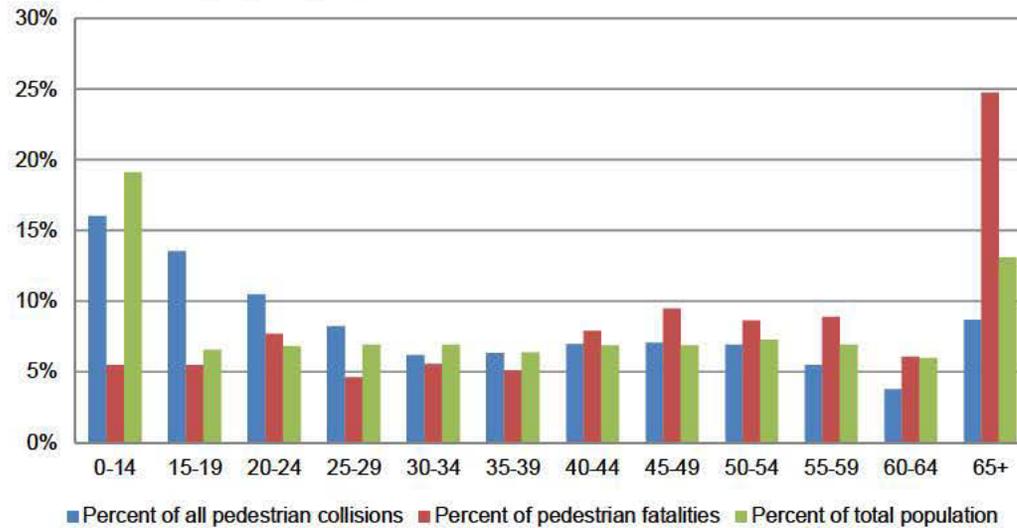
2010 through 2012



State Highways that also serve as City Streets in core commercial areas or “Main Street Highways” – serve as both thoroughfares and community access routes.

The young & aging - “At Risk” groups

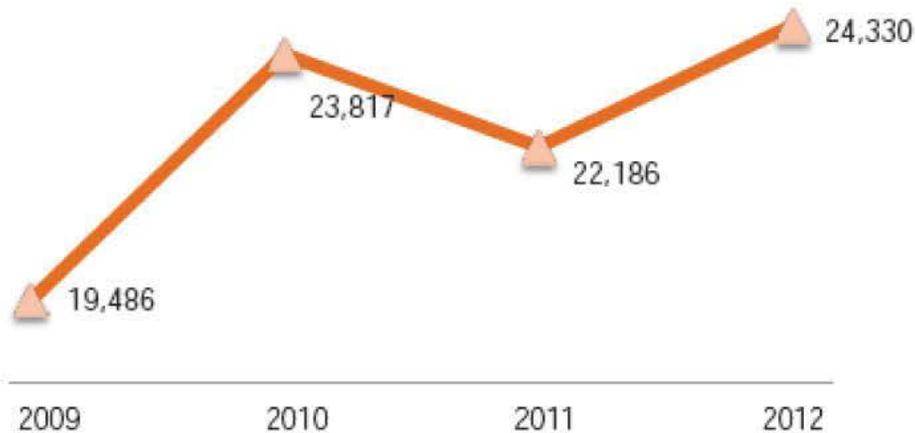
Number of pedestrian collisions and fatalities compared to population by age group
2001-2012, Washington only



- 769 bicycle and pedestrian traffic crashes involving children in 2012.
- Adults 65+ are 13% of the population, but 25% of pedestrian fatalities.



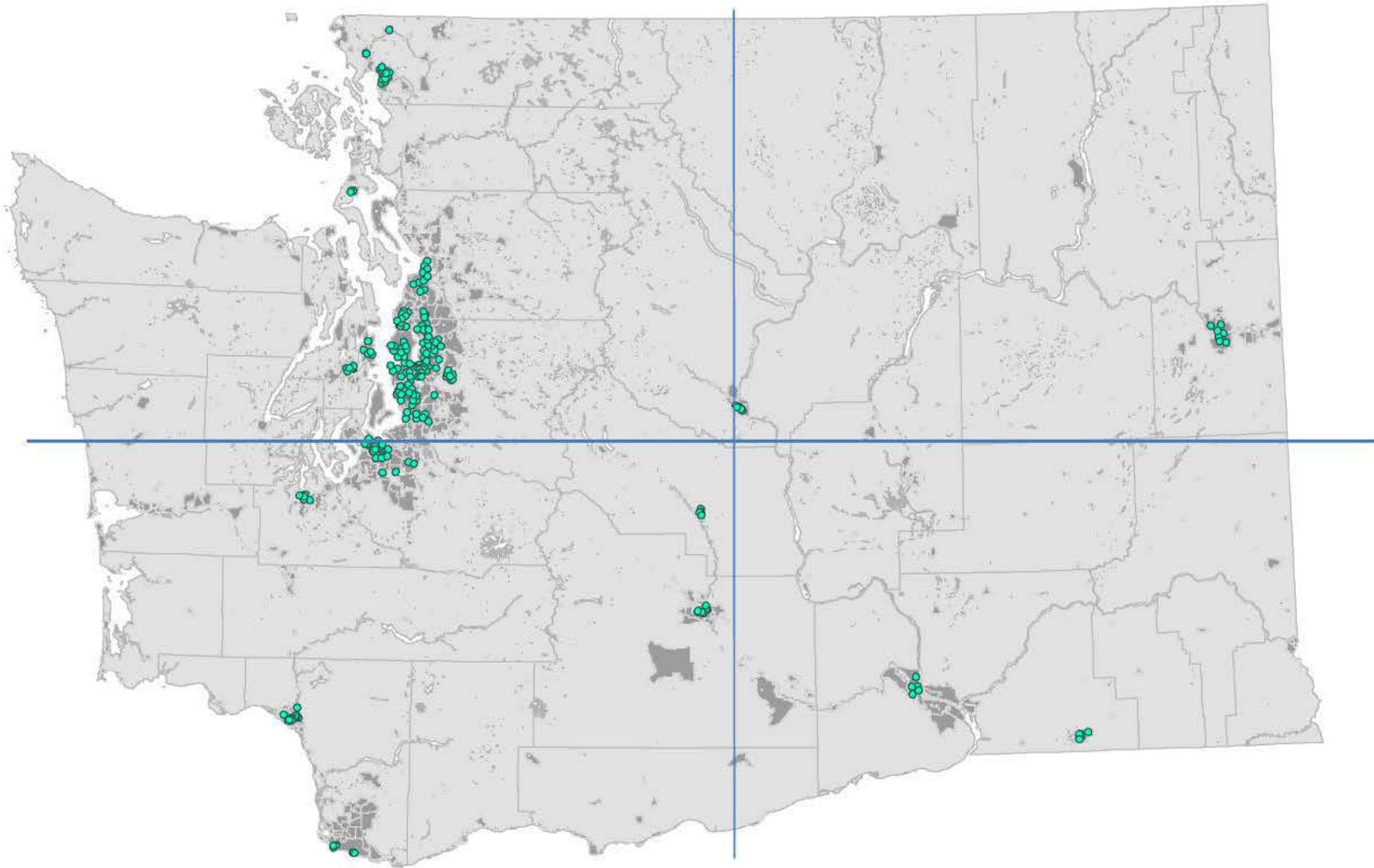
Pedestrian and Bicyclist Mobility Trends



- In Washington, 13% of all trips and 10% of all miles traveled were on foot or by bicycle.
- 10% increase in biking and walking statewide over the past 5 years.



Counting Biking and Walking

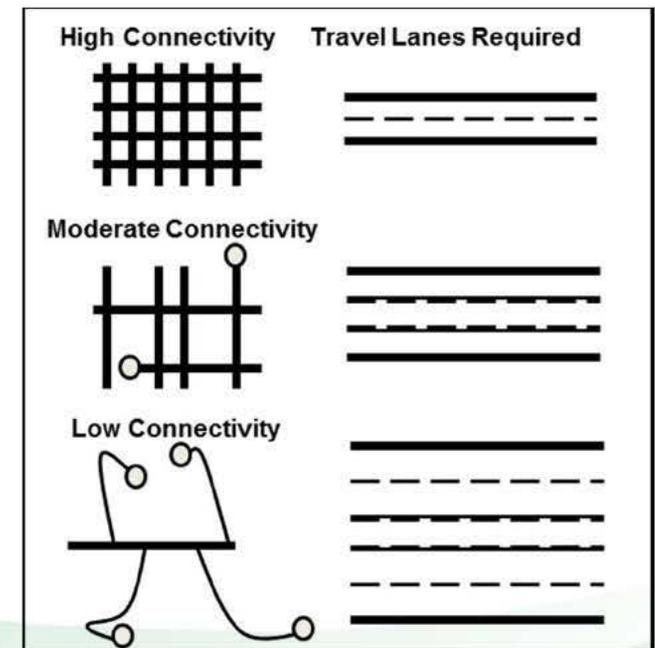


42 cities & 250 count sites in 2013

Transportation and Public Health Trends

Automobile dependency is costly, discourages physical activity, and adversely affects air quality.

- Recent studies link increasing rates of obesity to time spent in cars and community design - wide roads without crossings, and no safe areas to walk or bike.
- 1 in 3 people and 17 percent of young people in Washington are obese in 2012
- The transportation sector is responsible for over half of EPA's six regulated air pollutants and the largest contributor of greenhouse gas emissions in Washington (47%).



Walkability = Community Economic Development

- Rents in walkable shopping areas can be 27 to 54 percent higher than mainly automobile dependent or drive-to shopping
- Each point increase in your community WalkScore correlated to a \$500 to \$3000 increase in rent - home values.
- Over 80 percent of residents regularly walk to run errands when retail and services are one-fifth of a mile or less from most homes.
- BUT - when that average distance between homes, retail and services increases to half of a mile, the share of even periodic foot travelers drops significantly – 30% or less.



Billgeville's new pedestrian monkey bars not only reduced accidents but also whipped people into great shape.