

Walk. Roll. Connect.

**STATE ACTIVE TRANSPORTATION
PLAN UPDATE**

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Washington State Transportation Commission Meeting

July 15, 2020

Today's agenda

1. Context
2. Safe, Healthy, and Active Streets Initiative
3. Community engagement: What we learned
4. Statewide needs assessment: Analysis of state right-of-way, evaluation criteria, performance measures, equity check
5. Transportation policy goals + ATP goals

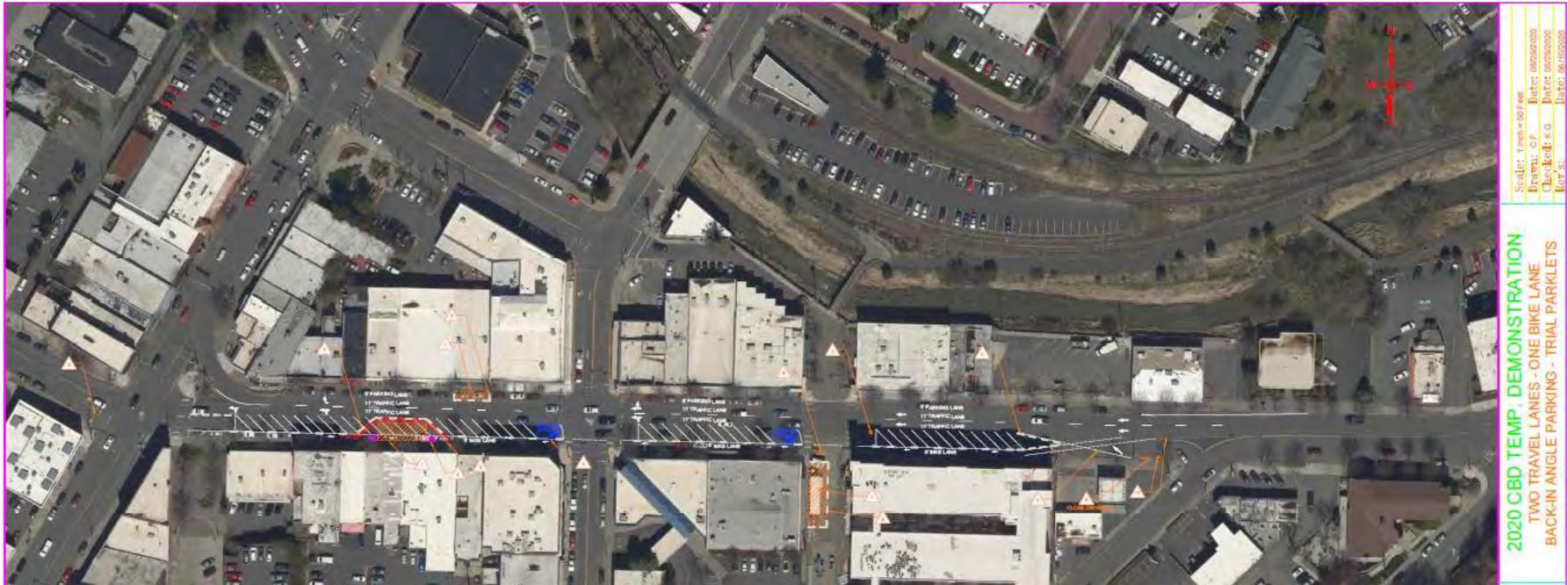


Context

- **Historical context:** Effects of past transportation and land use decisions
 - Very clear patterns in data
 - Racial disparities in presence of infrastructure, nature of the streets through poorer neighborhoods, crashes
- **Professional/research context:** Evolving understanding; importance of complete, comfortable networks to shift trips and save lives
- **Funding context:** I-976 + COVID19 = reduced revenues
- **Global context:** COVID19
 - Safe, Healthy, and Active Streets Initiative



Safe, Healthy, and Active Streets: Communities Lead



- Cities/towns seeking ways to provide safe social distancing space for healthy physical activity + commerce
- Initiative allows temporary changes to roadways with 35mph or lower limit
- Interest even before we finalized process; Pullman has changes in place on SR240/Main Street, other places exploring repurposing parking lane



Statutory Context

- The Active Transportation Plan (ATP) serves as a **statewide needs assessment** required under state law ([RCW 47.06.100](#)) to address:
 - ▶ **statewide strategy**
 - ▶ **integration** of bicycle and pedestrian pathways with **other road users**
 - ▶ **coordination** with local and regional government
 - ▶ the role of such facilities in **reducing traffic congestion**
- The ATP will result in tools, recommendations and performance measures to improve safety and mobility for everyone using transportation.



Community engagement

- ▶ Email (statewide lists: >2,100 organizations + e-newsletters subscribers now >5,000)
- ▶ Social media
- ▶ Blog posts
- ▶ Questionnaires spring (5,682 responses) and fall 2019 (1,529)
 - ▶ Majority of people taking both questionnaires drive every day or nearly every day
- ▶ Online open house: 11,300+ visits
- ▶ Webinars
- ▶ Events: targeted by geography, inclusive representation, invitation, partnering with other plans/agencies, meeting people where they're already gathering; 33+ communities



What we heard: SAFETY + FACILITIES

- ▶ **Complete, connect and maintain** the network and more people will walk/roll
- ▶ **Reduce crashes** that take lives
- ▶ Need for **speed management**: Design and manage streets/roads to help drivers travel at safe speeds based on mix of users, context
- ▶ Need to address **crossings**: More places, better marked and controlled, better lighting
- ▶ Rural highways carry **pedestrian traffic too**
- ▶ Concern about **driver behaviors**
- ▶ Agencies welcome WSDOT as **collaborative partner**
- ▶ Glad WSDOT is looking at its own **system effects**
- ▶ “Can you start changing things right now?”

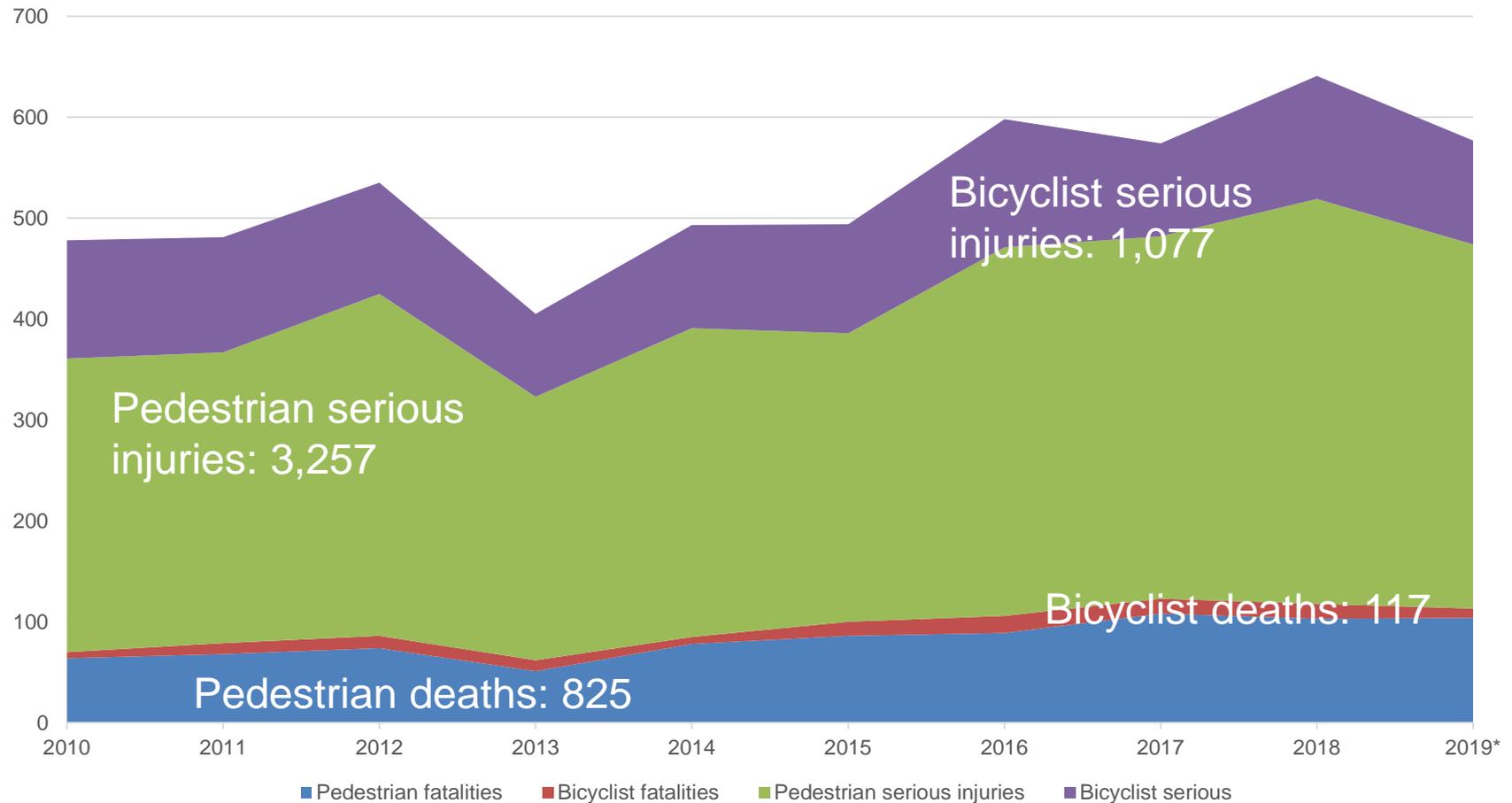


What we heard: In their own words

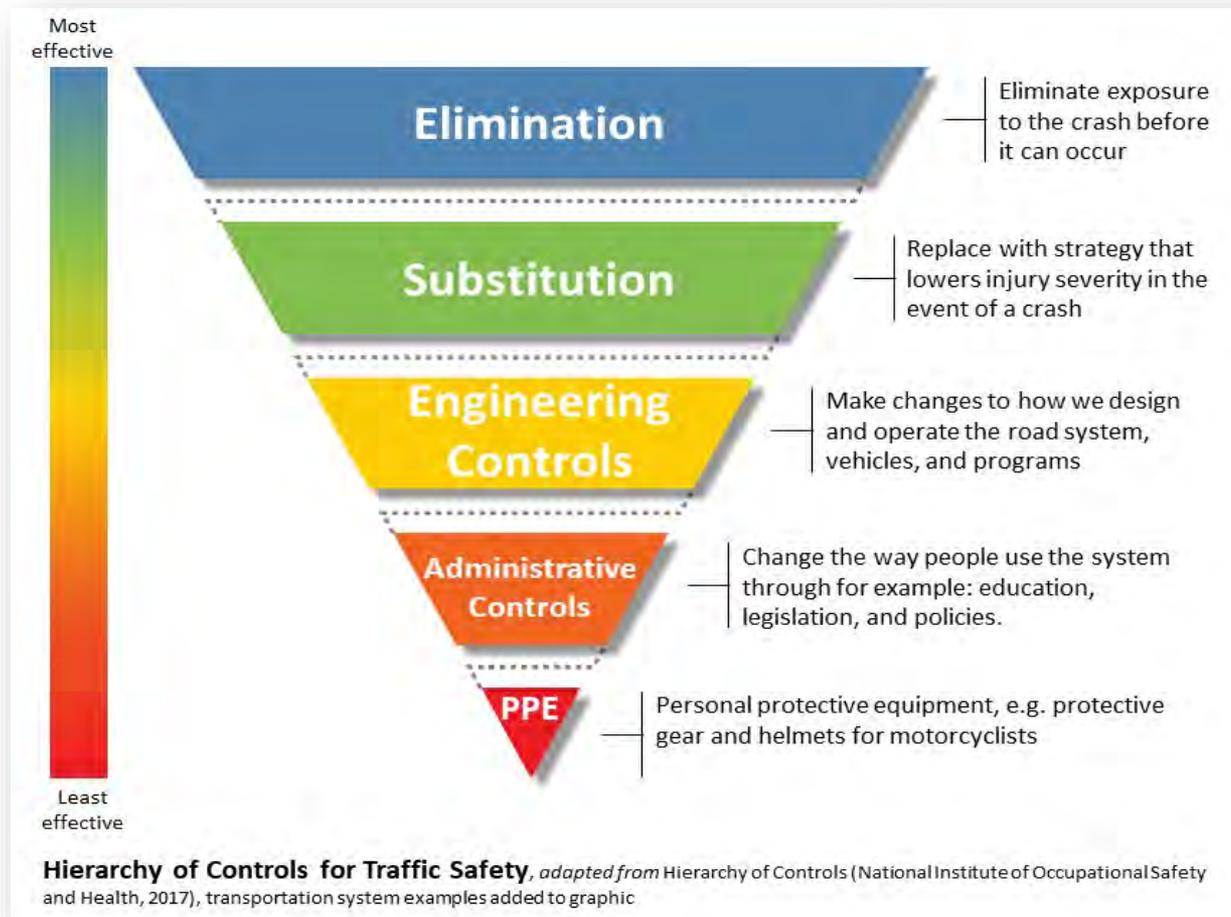
- ▶ A car-oriented infrastructure is a self-fulfilling prophecy.
- ▶ More sidewalks and bike lanes for all levels of users as my suburban area does not make it safe for my kids to walk or ride to friend or school which is critical for their life to not always have to use a car to get places.
- ▶ Please consider biking and walking needs for disabled, elderly, teens and children.
- ▶ Historic violence of redlining has pushed communities of color further away from usable transportation infrastructure, WSDOT needs to reconcile years of neglect.
- ▶ Connectivity is not great. There are plenty of bike lanes, but they don't always connect and provide useful routes to where I need to go.
- ▶ Traffic calming/slowing traffic/speed limit enforcement efforts would be very helpful... drivers in my region tend to drive around 10 miles over the speed limit.
- ▶ I'm lucky because I live right next to a nonmotorized trail that goes straight to the office, allowing me to bike safely for my entire commute. If I lived anywhere else, I probably wouldn't bike at all.
- ▶ Safety is number one concern for not doing it more.

Safety: Deaths + Injuries Rising

Pedestrian + Bicyclist Serious Injuries/Deaths 2010-2019



Target Zero Safe Systems Approach



- Fatal and serious injuries are preventable
- Mobility should not be at the expense of safety
- Directly address needs of all road users
- Recognize human physical tolerance and limits – reduce kinetic energy

Systems Approach: Design Can Be on the Job 24/7



State right-of-way analysis

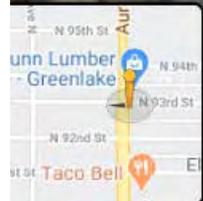
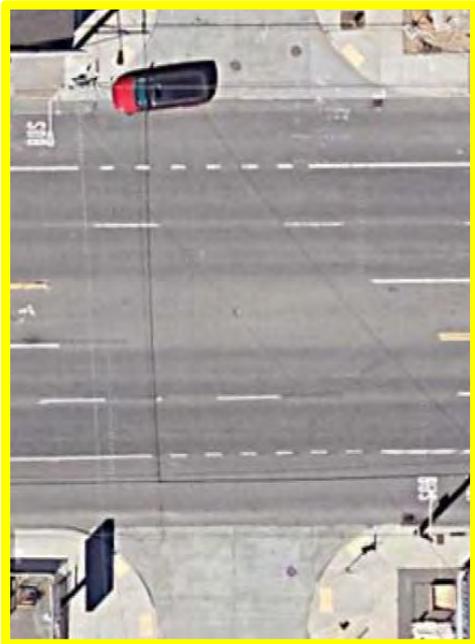
- Focus on state right-of-way to begin with, complete and improve WSDOT data collection
- Align with partner jurisdiction plans
- Identify where we need facilities, crossings, signage and other connections to complete the network
- Integrate this information into WSDOT processes
- Seek opportunities for incremental improvement within existing funds as well as future new sources
- Extend to include partner data over time



Quantitative Description + Evaluation of State Routes

- Desired outcome: Multimodal network
 - Initial focus on state right-of-way
 - Examine roadway and intersection Level of Traffic Stress to determine suitability for walking and biking: Roadway width (number of lanes), posted speed limit, traffic volume, shoulder width, bike lanes/sidewalks; calculated differently for in-town vs rural, calculated separately for pedestrians and bicyclists
 - Analytical process:
 1. Calculate Level of Traffic Stress 1-4
 2. Identify network gaps (LTS 3 or 4)
 3. Evaluate gaps using safety, equity and demand criteria to identify highest need
- “I think (LTS) is a great metric and reflects what I'm thinking about when I'm out riding or walking or planning a ride or walk.”***
– ***Online open house comment***

Level of Traffic Stress



Google



ECONOMIC VITALITY

SAFETY

MOBILITY

NETWORK OUTCOMES

DOWN:
VMT, GHG,
crashes,
congestion,
cost

Improve
conditions
for walking
& rolling

Reduce
crash
exposure,
fewer
collisions

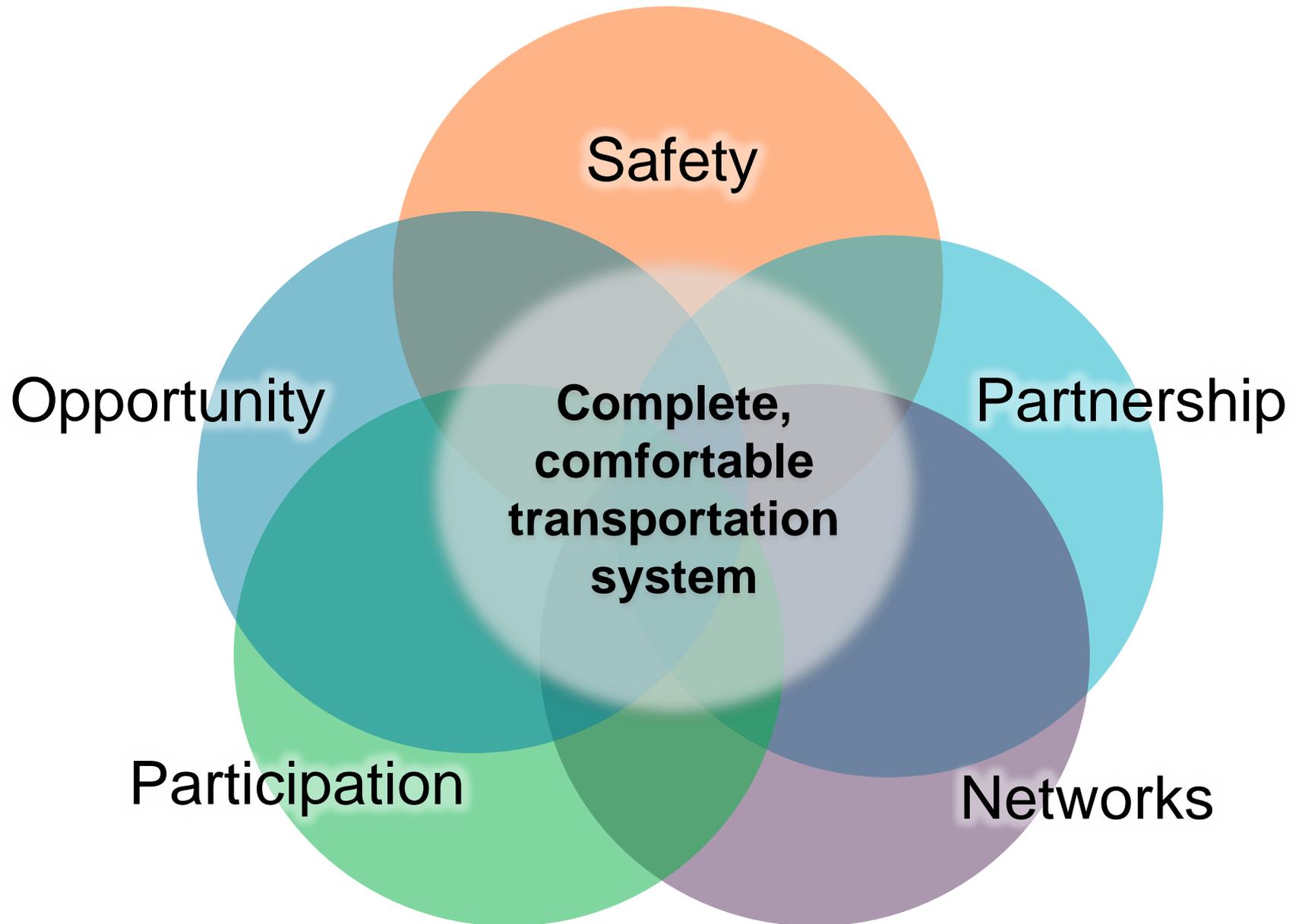
UP: Clean
air & water,
health

Mode shift
redistributes
demand;
more active
trips

People feel
comfortable
& confident

ENVIRONMENT & HEALTH

STEWARDSHIP, PRESERVATION



Active Transportation Plan Goals

- **Networks:** Connect comfortable and efficient walking and rolling networks so people can reach their destinations and other forms of transportation and have everyday access to physical activity.
- **Safety:** Eliminate deaths and serious injuries of people walking and rolling.
- **Opportunity:** Eliminate disparities in access to safe active transportation connections for people and communities most dependent on walking, bicycling and transit.
- **Participation:** Increase the percentage of everyday short trips made by walking or bicycling.
- **Partnership:** Collaborate with local, regional, state, tribal and federal partners to complete and improve the network across boundaries.

Example: Safety

- **Safety:** Eliminate deaths and serious injuries of people walking and rolling.



- **Performance measures:** Total number of people killed or seriously injured in driver collisions with pedestrians or bicyclists.
- **Equity check:** Are certain populations at a higher risk for deaths and serious injuries while walking or rolling?



Goal + Metric + Equity Check

Pedestrian & Bicyclist-Involved Fatal & Severely Injured Traffic Crashes (2014-2018)					
Performance Measure	Statewide	By Income		By Race/Ethnicity	
	All People	25.1% or more below 200% Federal Poverty Level (data at census tract level)	All other tracts	35.6% or more Black, Indigenous, People of Color (data at census tract level)	All other tracts
Number of KSI crashes	2,835 (17.4%)	1,132 (39.9%)	1,703 (60.1%)	1,227 (43.3%)	1,608 (56.7%)
Traffic Crash Rate per 10,000	3.88	5.44 (40.2% higher than average)	3.26	5.12 (32.0% higher than average)	3.27

Connecting Washingtonians

- **Plan will be out for public comment late summer/early fall**
- **Sign up for AT Plan E-News**
<http://bit.ly/WSDOT-ATPlan-Email>
- **Subscribe to WSDOT Walk + Roll E-news**
<http://bit.ly/WSDOTactive-eneews>



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