

WALK, ROLL, CONNECT,

Getting you where you want to go

Active Transportation Serves Everyone

Barb Chamberlain

Director, Active Transportation Division

Washington State Dept. of Transportation

Bellingham Climate Action Task Force

May 1, 2019

WSDOT's multimodal vision: Options for all

- **WSDOT Vision:** Washington travelers have a safe, sustainable and integrated multimodal transportation system.
- **WSDOT Mission:** We provide safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses

Active transportation vision



Walking and bicycling transportation connections are **complete** and **comfortable**. As a result, Washingtonians of **all ages and abilities** can walk or roll to get where they need to go, with safety and mobility improvements for everyone.

Active Transportation Division mission



Strategically integrate walking, bicycling and accessibility into business practice and investments for WSDOT work and that of our partner agencies to **promote sustainable, healthy, equitable transportation for all ages and abilities.**

What future are we building for?



space required to transport 60 people



electric
^ car



uber



autonomous car

What is the Active Transportation Plan?

The 2019 ATP Update will help guide and implement **investments and policies for increased access, safety and mobility** to enable Washingtonians of all ages and abilities to walk, bike and roll.





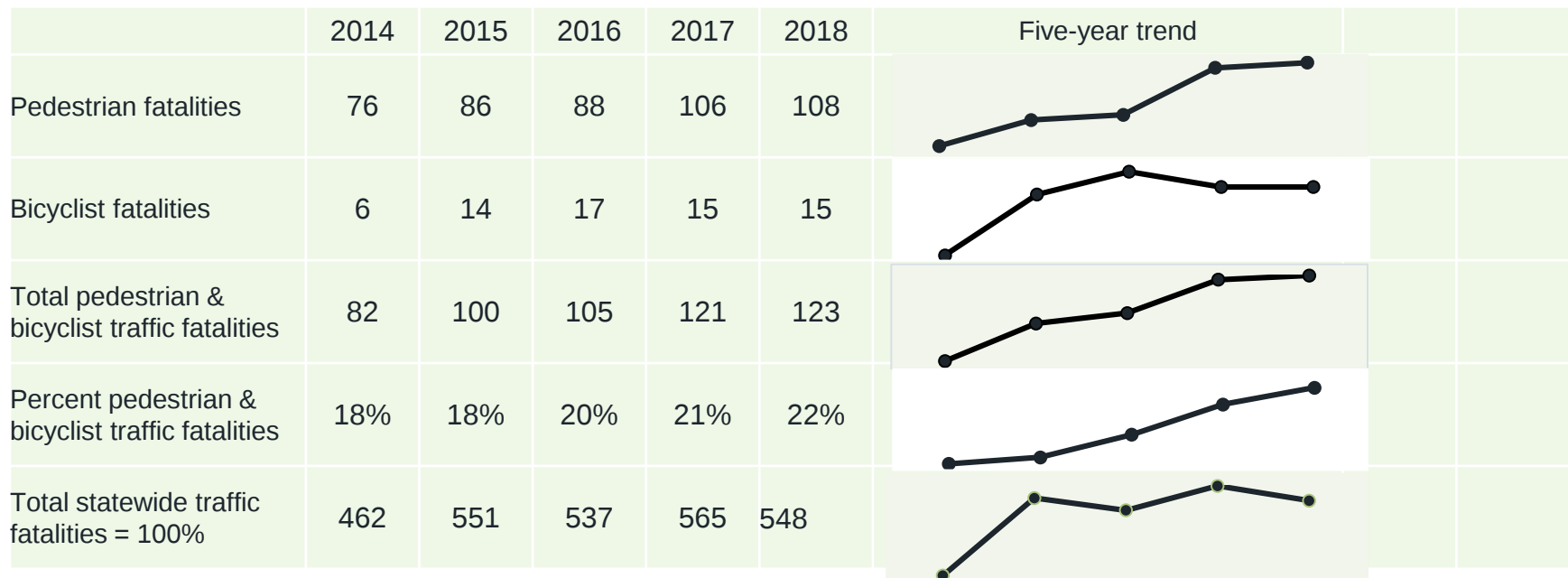
Active transportation: An equity issue

► Lowest-income households:

- Most reliant on walking, bicycling and transit
- Historic patterns of underinvestment
- Higher rates of crashes, serious injuries and deaths in poorest neighborhoods
- Most affected by transportation pollutants



We address unacceptable rise in crashes, serious injuries, and fatalities



Putting safety in context

Washington State 2018

**10 times
a day**

10 times a day a motorist **collision** involved someone walking or rolling.

**Every
14 Hours**

Every 14.13 hours a motorist struck and **seriously injured or killed** someone walking or rolling.

**Every
3 Days**

On average, a driver killed someone walking or rolling **every 2.97 days**

The key: Complete, comfortable networks

- **Amount** of bicycling tracks most closely with the **number** of bikeways
- **Safety** of bicycling tracks most closely with the **connectedness** of bikeways

Study of Seville, Spain, bike network by R. Marquis and V. Hernandez-Herrador, May 2017, *Accident Analysis and Prevention*

Active transportation benefits everyone

- ▶ **Active transportation serves 100% of Washington.**

The minute someone steps out of a motor vehicle, they're using pedestrian connections. When we enable people to walk or roll it helps us manage system capacity.

- ▶ **Complete connections improve *mobility and safety*.**

When we complete the network people can get where they need to go and we reduce the risk of collisions, injuries and deaths.

- ▶ **Active transportation infrastructure adds value.**

Sense of community, home values, retail sales, health and air quality all improve in places with good sidewalks, bike lanes, paths and trails.

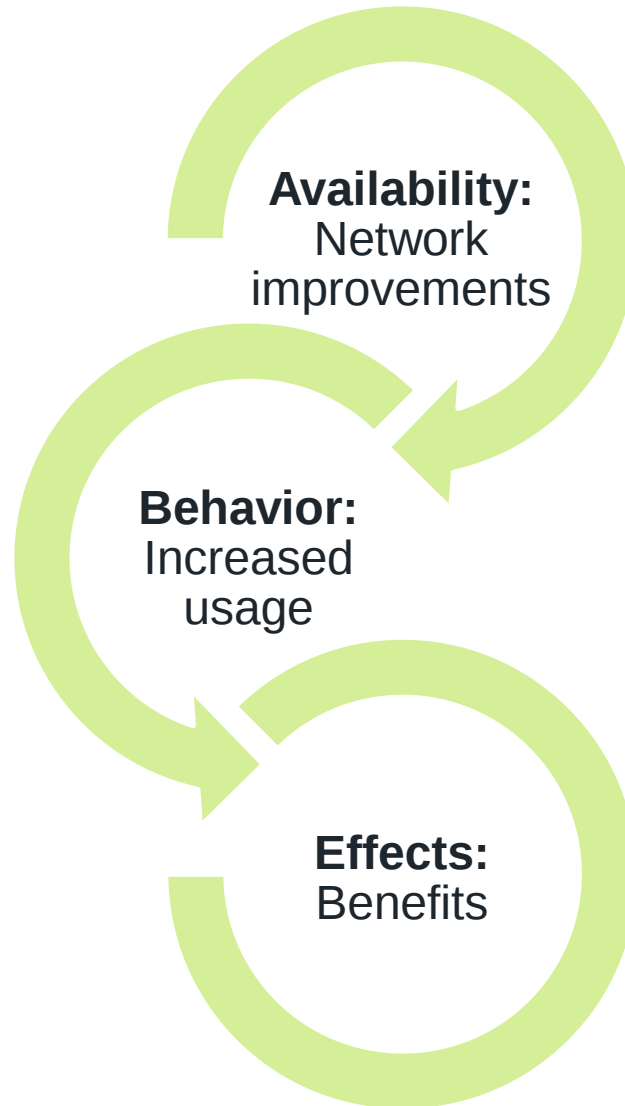
- ▶ **We need strategic investments** in the state's active transportation network now more than ever.

How will you measure and report progress?

- ▶ **Output measures—Availability/Access**

- ▶ Network completeness, quality, accessibility, multimodal connections

- ▶ **Outcome measures**
Behavior change and resulting **effects** of active transportation on key goals



Context for the state AT plan

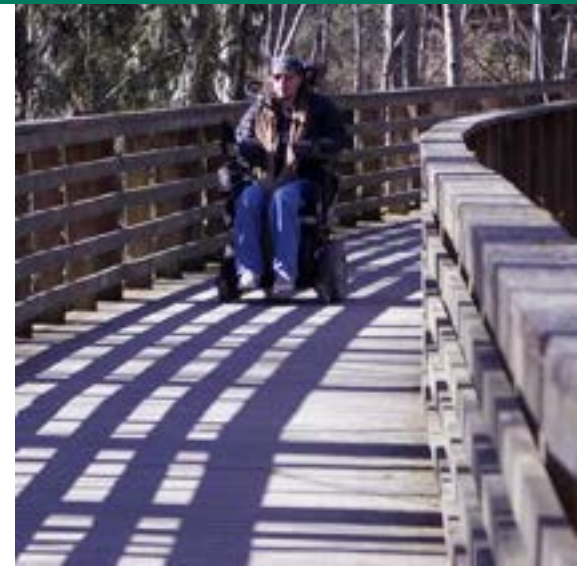


Transportation decisions start at the front door. All of these affect which options you have available when and where you need them.

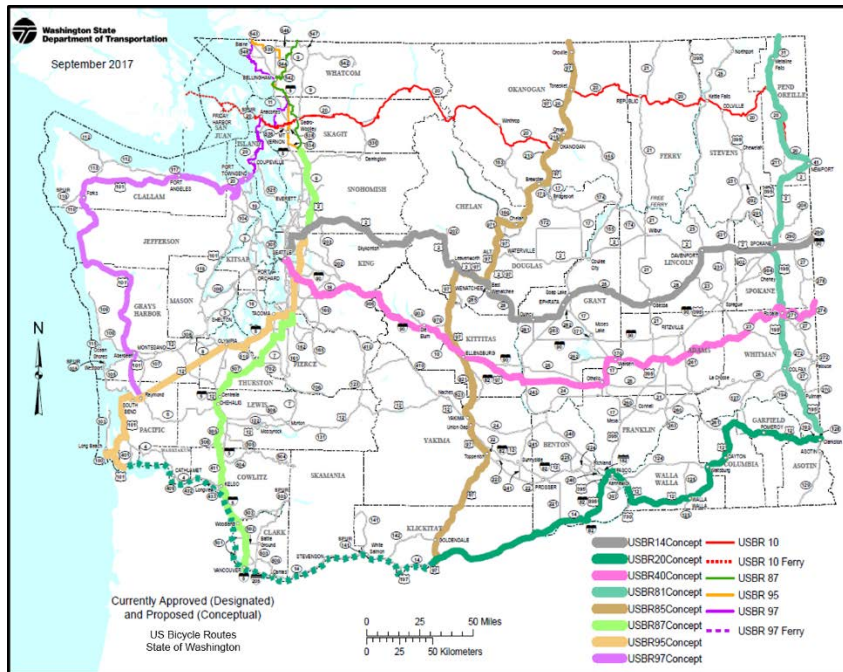
AT Plan affects people, priorities, policy

- ▶ **Plans affect projects.** When we identify important gaps and opportunities, we have clarity around which projects matter most for future designs and investments.
- ▶ **Plans affect policy.** Elected officials and agencies listen to public priorities expressed through plans.
- ▶ **Plans factor into funding decisions.** We need strategic investments in mobility, safety and accessibility for people who walk and roll now more than ever.
- ▶ **A state plan affects how WSDOT works with regional and local partners.** The state plan builds on and extends local/regional planning efforts. When we all align around **shared priorities**, we're stronger and more effective stewards of a system that works for everyone.

Investments and policies for increased access, safety and mobility



Local + Regional + State



- US Bicycle Route System
- Regional trail systems
- Local infrastructure, routes
- Multimodal connections: Rail, ferries, transit, air
- Signage + wayfinding
- Someday: State Scenic Bikeways

US Bicycle Route System in NW Region

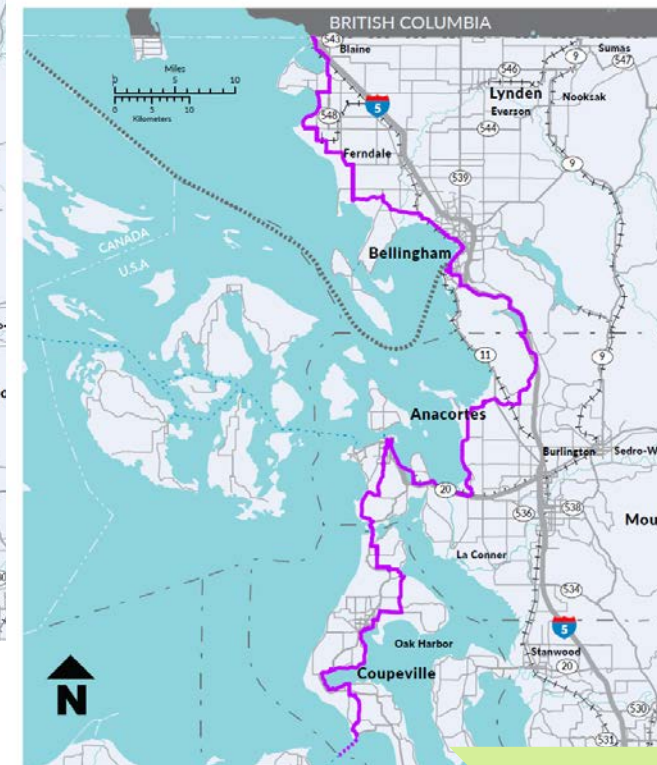
WSDOT
U.S. Bicycle Route 87



WSDOT
U.S. Bicycle Route 95



WSDOT
U.S. Bicycle Route 97



Ongoing planning improves our statewide transportation options

Current and Future Updates

Active Transportation Plan	2019
Highway System	<u>TBD</u>
Human Services	<u>2019</u>
Rail	<u>2019</u>
Target Zero/Highway Safety	<u>2019</u>
Transportation Policy Plan	<u>2019</u>

Recently Updated

ADA Transition Plan	<u>2018</u>
Aviation	<u>2017</u>
Ferries	<u>2018</u>
Freight	<u>2017</u>
Public Transportation	<u>2016</u>
WA Transportation Plan	<u>2018</u>

Active Transportation Plan will help determine priorities across the state



You shape the AT Plan at every step

- ▶ **Your voice matters.**

Every comment and survey response will help shape the final recommendations for policy, funding priorities, and projects.

- ▶ **Your friends and neighbors listen to you.** When you tell them they should get involved, it's more powerful than when we ask.

- ▶ **Taking the survey tells us what matters to you for walking and rolling** more places, more safely, more conveniently in your community and state.

Get connected!

- ▶ **Find AT Plan resources and survey links**

bit.ly/WSDOT-2019-ATP

- ▶ **Sign up for AT Plan E-News**

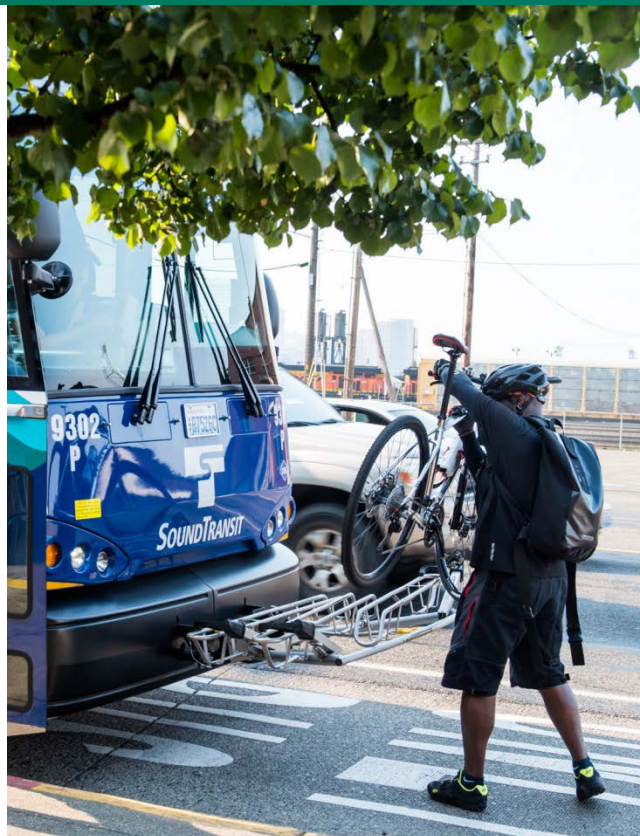
bit.ly/WSDOT-ATPlan-Surveys

- ▶ **Subscribe to WSDOT Walk and Roll E-news**

bit.ly/WSDOTactive-enews

- ▶ **Pass this along to friends and family**

Thank you!



State plan is required

- **RCW 47.06.100 Bicycle transportation and pedestrian walkways plan.** The state-interest component of the statewide multimodal transportation plan shall include a bicycle transportation and pedestrian walkways plan, which shall propose a statewide strategy for addressing bicycle and pedestrian transportation, including the integration of bicycle and pedestrian pathways with other transportation modes; the coordination between local governments, regional agencies, and the state in the provision of such facilities; the role of such facilities in reducing traffic congestion; and an assessment of statewide bicycle and pedestrian transportation needs. This plan shall satisfy the federal requirement for a long-range bicycle transportation and pedestrian walkways plan.

State interest in bicycle routes

- **RCW 47.26.300 Bicycle routes—Legislative declaration.** The state of Washington is confronted with emergency shortages of energy sources utilized for the transportation of its citizens and must seek alternative methods of providing public mobility. Bicycles are suitable for many transportation purposes, and are pollution-free in addition to using a minimal amount of resources and energy. However, the increased use of bicycles for both transportation and recreation has led to an increase in both fatal and nonfatal injuries to bicyclists. The legislature therefore finds that **the establishment, improvement, and upgrading of bicycle routes is necessary** to promote public mobility, conserve energy, and provide for the safety of the bicycling and motoring public.
- **Adopted in 1974**

State interest in AT facilities

- **RCW 47.30.020 Facilities for nonmotorized traffic—Joint usage of rights-of-way.** Facilities for pedestrians, equestrians, or bicyclists *shall* be incorporated into the design of highways and freeways along corridors where such facilities do not exist upon a finding that such facilities would be of joint use and conform to the comprehensive plans of public agencies for the development of such facilities, will not duplicate existing or proposed routes, and that safety to both motorists and to pedestrians, equestrians, and bicyclists would be enhanced by the segregation of traffic.
- In planning and design of all highways, every effort shall be made consistent with safety to promote joint usage of rights-of-way for trails and paths in accordance with the comprehensive plans of public agencies.
- **Adopted in 1971**

Be in the plan! Be in ALL the plans!

- **RCW 47.30.030 Facilities for nonmotorized traffic—Expenditure of available funds.** Where an existing highway severs, or where the right-of-way of an existing highway accommodates a trail for pedestrians, equestrians, or bicyclists or where the separation of motor vehicle traffic from pedestrians, equestrians, or bicyclists will materially increase the motor vehicle safety, the provision of facilities for pedestrians, equestrians, or bicyclists **which are a part of a comprehensive trail plan adopted by federal, state, or local governmental authority having jurisdiction over the trail** is hereby authorized. The department of transportation, or the county or city having jurisdiction over the highway, road, or street, or facility is further authorized to expend reasonable amounts out of the funds made available to them, according to the provisions of RCW 46.68.090, as necessary for the planning, accommodation, establishment, and maintenance of such facilities.