Today's agenda

• Context
• Complete, comfortable networks
• Safe Systems Approach
• Community engagement: What we heard
• ATP goals + metrics + equity checks

The Future
• 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.
More context

- **Historical context**: Effects of transportation and land use decisions
  - Very clear patterns in data
  - 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
Benefits for everyone

- Low-cost, flexible transportation
- Enhanced quality of life and more livable streets and roads
- Improved personal + community health (and reduced healthcare costs)
- Lives saved
- Shifting of trips away from driving that frees up capacity for those who do need to drive
- Reduction in emissions of greenhouse gases and other pollutants
- Access to other means of travel including transit, ferries, rail, air
- Reduced “chauffeuring” burdens, particularly for parents
- Transportation options that can be available even when others fail
• **Household budgets**: Average annual cost of car ownership $9,282 (AAA)
• **Storefront business**: Bike/walk improvements increase retail sales (and tax revenues)
• “**Loveable and liveable**”: Mobile workforce can vote with their feet
• **Outdoor economy**: Annual direct expenditures on bicycling >$3.1 billion; bike travelers spend more $/day than car travelers, generally prefer quiet rural roads and small towns
• **Transportation jobs**: Active transportation projects = more jobs per dollar invested than any other transportation project (17:1 return; AASHTO study of American Recovery and Reinvestment Act)
• **Opportunity**: Smaller projects open doors to smaller firms winning bids
How 🚴 can save rural economies!

Over the course of the SAME 200 mile journey, a bike tourist will do more to support rural economies,

♂️ - 17000 calories (lots of food)
4 overnights

🚗 - 2000 calories
1 overnight
Multimodal networks
Hierarchy of Controls for Traffic Safety, adapted from Hierarchy of Controls (National Institute of Occupational Safety and Health, 2017). Transportation system examples added to graphic.
Design communicates with everyone
ATP 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?”
Statewide Needs Assessment

Elements of the network

- **State route segments and intersections Level of Traffic Stress analysis**
  - Reviewed by WSDOT region offices
  - Reviewed by partner jurisdictions to identify how our analysis aligns with partner plans

- **Local and regional needs**
  - TIP, RTP, tribes, transit agencies, ports, trail groups
  - Identified in publicly reviewed and adopted plans
  - Grants backlog: Safe Routes to School, Ped/Bike

- **Statewide Bikeways Network**
  - USBRS conceptual corridors (assume use of underlying state route for now where no trail is available)
  - Regional trails: Existing + planned + conceptual links via population centers to create statewide system
ATP 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.
Goal + Metric + Equity check

- **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?

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Statewide</th>
<th>By Income</th>
<th>By Race/Ethnicity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All People</td>
<td>All other tracts</td>
<td>All other tracts</td>
</tr>
<tr>
<td><strong>Number of KSI crashes</strong></td>
<td>2,835 (17.4%)</td>
<td>1,132 (39.9%)</td>
<td>1,227 (43.3%)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1,703 (60.1%)</td>
<td>1,608 (56.7%)</td>
</tr>
<tr>
<td><strong>Traffic Crash Rate per 10,000</strong></td>
<td>3.88 (40.2% higher than average)</td>
<td>3.26 (32.0% higher than average)</td>
<td>3.27</td>
</tr>
</tbody>
</table>

Goal + Metric + Equity check
Thank you!

WHEN THE INFRASTRUCTURE IS ONLY COMFORTABLE FOR A SMALL GROUP OF PEOPLE...

THIS ISN'T SO BAD.

NOPE. NOT A CHANCE!

ONLY A FEW WILL USE IT.

WITH INFRASTRUCTURE THAT IS COMFORTABLE AND SAFE FOR MOST PEOPLE...

HMM, THIS ISN'T SO BAD, EITHER

AHH, MUCH BETTER...

FEWER PEOPLE ARE EXCLUDED FROM USING IT.
WSDOT Active Transportation Contacts

► **Barb Chamberlain**  
AT Division Director  
barb.chamberlain@wsdot.wa.gov

► **Charlotte Claybrooke**  
AT Division Program Manager  
claybrc@wsdot.wa.gov

► **Brian Wood**  
AT Division Program Specialist  
woodb@wsdot.wa.gov

► **Jerry Compton**  
Eastern Region AT Coordinator  
compton@wsdot.wa.gov