

Active Transportation Plan

Attachment C

Regional Pedestrian and Bicycle Safety Coordination Framework

On May 30th 2013, PSRC and the Bicycle and Pedestrian Advisory Committee hosted a **Pedestrian and Bicycle Transportation Safety Coordination Meeting** to begin an important discussion regarding potential collaboration regarding safety issues for pedestrians and bicyclists. Some major themes discussed at this meeting were on:

Policy and Planning
Education and Encouragement
Infrastructure and Environment
Data and Research

The group shared information about what each organization is working on and discussed the primary themes listed above. Information derived from this meeting was informed by the large and small group discussions as well as individual surveys. This group expressed interest in collaboration and the region has committed to continued efforts on this topic. The Pedestrian and Bicycle Transportation Safety Coordination meetings are being held quarterly as an ad-hoc committee of the BPAC to discuss collaborative opportunities to increase pedestrian and bicycle safety in the Puget Sound region.

Policy and Planning Framework

Comprehensive Plan updates

Opportunity	to include safety messaging, programs and active transportation planning in local comprehensive plans
Need	educate planners on approaches, programs, etc.

Current Planning Work

Opportunities	PSRC Active Transportation Plan
	PSRC Equity, Health and Sustainable Development Toolkit
	WSDOT Target Zero - pedestrians moved up in priority order
	corridor studies to include better information regarding pedestrian and bicycle needs
	Transportation Demand Management plans (jurisdictions, large employers)
	local comprehensive plan updates
Needs	highlight the importance and benefits of safety programs, provide policy statements and program examples
	clear guidance from advisory committee on current planning work
	ensure current planning work considers the different needs pedestrians and bicyclists
Strategies	Neighborhood Safe Streets
	Safe Routes to School
Resources	FHWA Pedestrian Safety Focus States and Cities - Federal Highway Administration (FHWA) has been trying to aggressively reduce pedestrian deaths by focusing extra resources on the States and cities with the highest numbers or rates of pedestrian fatalities. Washington was not one of these states but as a result of this, FHWA has a wealth of information now for local planners including: guides for Creating Safety and Walkable Communities, Safety Guide for Transit Agencies, How to Develop a Safety Action Plan, etc.

Linking with Public Health and Environmental Planning work

Opportunity	maximize effort for mutually beneficial measures
Need	greater coordination between transportation, health and environmental organizations
	clear messaging on benefits

Complete Streets and Safe Infrastructure Policies and Planning

Opportunity	safer environments on more streets for a wider variety of users
Challenge	competing interests for limited space
Needs	clear policies for how, where implementation is needed; best practices
	education for planners and engineers alike on best practices for multimodal planning

Multi-Modal Level of Service

Opportunity	recognition of moving people via all modes
Needs	educate planners on approaches, etc.
	data to support approaches (see data section)

Economic Development Benefits of Biking and Walking

Opportunities	A growing body of research indicates there are many economic development benefits derived from more people walking and biking. These benefits are not only related to increased health outcomes and decreased emissions but walkable and bikeable communities are often good for businesses and can generate new businesses or encourage businesses to locate where biking and walking environments are friendly.
	increased biking/ walking increases visibility and safety
Needs	further data and research to support the case for increased economic development benefits
	clear messaging as to how increased walking and biking makes communities safer

Advocacy and Coordination


Opportunity	to influence priorities to support pedestrian and bicycle safety measures
Needs	advocacy for funding, cultural changes in policy making
	Coordinate with Traffic Safety Commission, WSDOT as well as with local law enforcement, public health, etc.

Equity

Opportunity	to increase share of cyclists that are women, people of color, all ages and abilities
Needs	information and outreach for targeted communities
	planning and policies that support equitable programs such as ensuring that all people have safe opportunities to walk and bike

Education and Encouragement

Education and Curriculum

Opportunities	raise awareness about bicycle and pedestrian safety
	cultural shift
	important to address all modes
	target key audiences to minimize effort
	<p>Bike & Truck Safety Fair - collaboration with the Port of Seattle, SDOT, WSDOT, BNSF Railway, Cascade Bicycle Club and other partners - FRIDAY, SEPTEMBER 6th - 6:30 - 8:30 a.m. - 3225 East Marginal Way, Seattle</p>  <p style="text-align: right;">Bike & Truck Safety Fair</p>
Connecting with public health for coordinated education as well as with aging and special needs populations	
Needs	information on key audiences and effectiveness
	information on how curriculum can be enhanced
	collaboration on consistent, effective message (not reinventing wheel)
	adequate training for local jurisdictional staff (transportation professionals, traffic engineers, parks planners, health professionals)
	generate interest and motivation, express importance of bicycle and pedestrian safety education
Strategies	Safe Routes to School
	Advertisements – bus/ radio
	fairs, events
	Bike classes – adults and children alike
	Bike Month
	Practice loading/ unloading bikes on busses
	Feet First Street Stories
	Bike Ambassador, neighborhood walking ambassador
Transit safety info	

Interfacing with Transit

Opportunities	Transit Zones are important pedestrian and bike zones opportunity to educate within zone
Needs	collaboration on bicycle/ pedestrian/ transit safety message message about safe behavior for all users in transit zones
Strategies	King County Transportation Safety Summit Great example of coordinated message – ad message on busses:

Look, Smile, Wave!

Together we can safely share the road.

King County METRO
SDOT
Bicycle Alliance

Benefits and Costs

Opportunity	Education and Encouragement Programs can be inexpensive and effective
Need	best practices, effectiveness and program examples

Funding

Challenge	finding funding for education, encouragement, enforcement
Needs	better collaboration with schools, police departments information on funding sources new funding sources - grants, levies, direct funding from identified local sources (i.e. - red light camera revenue, etc.)

Enforcement

Opportunity	Enforcement of safe behavior is key to ensuring safe environments
Needs	coordinate with police departments, schools, parks and transportation emphasize focus areas of need to maximize limited staff for enforcement

Infrastructure and Environment

All ages infrastructure

Opportunities	innovative designs that are safe for all ages
	new documents with innovative designs now available
Needs	clarity of benefits for conflicting standards
	better standards, recommendations for speed bumps, stormwater, streetcar rails
	research and further information to prove success innovative infrastructure

Complete Streets

Challenge	Sharing of limited space by all modes
Opportunities	safer environments on more streets for a wider variety of users
	demonstrates methods to accommodate all modes within street right of way
Needs	clear definitions, context sensitive examples
	information that shows success of complete streets strategies

Pavement Conditions and Maintenance

Opportunity	closer collaboration with maintenance and utility departments
Needs	expand on WSDOT's 'no net loss' policy to ensure use of existing shoulders and bicycle/ pedestrian connections when projects are built or when repaving and maintenance occurs
	greater understanding for how pavement conditions effect bicyclists and pedestrians

Context Sensitivity

Opportunity	Not all places need to implement all measures (rural, urban context)
Need	better information for context sensitive designs

Perception and Safe Environments

Opportunity	Collision data is not the only measure for safe/ unsafe environments. Perception and other environmental issues are factors in choices to walk and bike.
Needs	Information on what the characteristics are of a safe environment (roadway speed, lighting, aesthetics)
	different considerations given to pedestrians and to bicyclists because safe environments are often very different for these two modes
	Encouragement of local jurisdictions to consider these other characteristics (roadway speed, lighting, aesthetics) when creating walkable and bikeable communities
	consideration of lower speed limits on local non-arterial roadways now allowable by the Neighborhood Safe Streets Bill

Easements

Opportunity	utility easements and easements from development can preserve separated infrastructure to support safer active modes
Need	greater collaboration within and between agencies and their various departments (planning and urban development, transportation, maintenance, utilities, developers, parks, etc.)

Facility standards

Opportunities	Create awareness of unsafe roadway features
	Many design guidelines exist with innovative infrastructure.
Needs	Better information on how to use design guidelines when there are conflicting standards (what facilities are allowable based on WSDOT's MUTCD manual)
	inform strategies for roadway features that pose challenges - speed bumps, streetcar rails, stormwater drains

Data and Research

Collision Data

Opportunity	important data for addressing critical collision prone areas and communicating safety needs
Needs	better way of identifying places that may have safety issues but are not identified as a location with collisions (people may avoid walking and biking due to other environmental factors)
	better way of collecting collision data for non-injury collisions, unreported crashes
	Potential Example – collaboration to improve BikeWise use (getting word out, access to data, etc.)

Pedestrian and Bicycle Counts

Opportunities	bicycle and pedestrian count data demonstrates mode share changes and the need for increased facilities
	new technologies are rapidly being developed and increased use increases feedback on how technologies are working
	count data for pedestrians and bikes is needed in planning activities such as corridor studies
Resource	National Documentation Project - federal guidance for low cost, consistent count collection that is consistent across jurisdictions. http://bikepeddocumentation.org/
Needs	political support to collect data, guidance for best practices and best practices for what data is important to collect
	need to enhance data collection beyond volunteer counts that are automated 24/7 counts that can be used to help forecast and interpolate from the peak hour volunteer counts
	guidance for best locations to collect data (cordon points such as bridges, TOD, etc.)

Facility Data and Conditions

Opportunities	adequate data for pedestrian and bicycle facilities not only helps to demonstrate the need but can be a source of inter-jurisdictional coordination (regional data sets)
	GMA planning requirement for comprehensive plans states that the "Transportation Element shall include... .. an inventory... of... transportation facilities" [RCW 36.70A.070(6)(a)(iii)(A)]
	adequate facility data is the first step toward assessing conditions which is key to increased usage of existing facilities and communicating maintenance needs
Needs	Jurisdictions to collect bicycle and facility data sets. Recommendation: For bicycle facilities - use BPAC adopted Regional Bicycle Facility Typology. This serves to coordinate data collection across the region so data can be compared across cities. Sidewalk data is also an important data set to collect in addition to other features that promote safe walking environments such as street trees, lighting, etc.
	Collection of pavement conditions should include shoulder, bike facility, trail and sidewalk facility data

Behavior data

Opportunities	demonstrates need for improved infrastructure and supports link with health regarding physical activity
	PSRC Household Travel Survey (2014)
Needs	funding and collaboration, best practices and specific needs
	studies on benefits and user behavior changes to inform real benefits of infrastructure changes, education programs

Multi-Modal Level of Service (MMLOS)

Opportunities	measuring level of service for transportation facilities accommodates all modes supports 'making the case' for increased safety measures and may increase safer infrastructure for all modes
	policy to support MMLOS (see policy and planning section)
Needs	information regarding approaches and methods for calculating MMLOS
	data collection to support appropriate/ chosen MMLOS method at jurisdictional level

Converting Data into message about Safety

Opportunities	Data is an important element to communicate safety needs and current conditions.
	The Puget Sound region has many institutions willing, experienced and interested in continued research related to bicycle and pedestrian safety. These partners (such as such as universities, health departments and research institutions such as the Children's Hospital Research Center) can be key to successful research projects
Needs	best practices for converting the message from collisions or counts to safety measures
	further research to understand effective solutions to increase safety and how data can support solutions
	further research on environmental and behavior characteristics that promote safer environments

Collaboration on Proposals

Opportunity	partnerships often create strong proposals and add value to projects
Needs	opportunity to meet stakeholders to begin collaborative discussions