WALK. ROLL. CONNECT.
Getting you where you want to go

Active Transportation State Plan Update

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PSRC Region Staff
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In the future: Walking and rolling connections are complete and comfortable. As a result, Washingtonians of all ages and abilities/disabilities are able to walk, bike or roll to get where they want to go, with safety and accessibility improvements for everyone.

ATD Mission: Strategically integrate walking and bicycling into business practice and investments for WSDOT work and that of our partner agencies to promote sustainable, accessible active transportation for all.
Right investment, in the right location, at the right time, with the right partners—*for all modes and users*

Not about fixing a problem* on the state highway system, but instead, advancing to the next generation of transportation investment *for all modes and users*

Becoming stewards of the transportation system *for all modes* rather than “just” delivering projects *for single-occupancy motor vehicles*

Strategies *for all modes*: Maintenance/Preservation, Safety, Operations, Demand Management – Capacity *for single-occupancy motor vehicles* as last resort

*Problems on state system defined differently for different modes*
How do we define what “right” looks like?

► “Right” for all users: Accessible active transportation
► State plan update:
  ► Produce actionable tools/methodologies
  ► Network focus for safety + mobility
► Policy development and review: All-modes thinking in policies, manuals, standards
► Training, technical assistance, and more
The State Active Transportation Plan

The ATP serves as the **statewide needs assessment** required under **RCW 47.06.100** and must address:

- **statewide strategy**
  - Not just WSDOT ROW
- **integration** of bicycle and pedestrian pathways with other **transportation modes**
- **coordination** between local governments, regional agencies, and the state in the provision of facilities
- **the role of such facilities in reducing traffic congestion**
  - How do we facilitate mode shift?
## Goals and Performance Measures

<table>
<thead>
<tr>
<th>Category</th>
<th>Goals</th>
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<tbody>
<tr>
<td><strong>Safety</strong></td>
<td>• Make bicycling and walking safer with less crash exposure</td>
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<tr>
<td><strong>Preservation</strong></td>
<td>• Maintain active transportation assets</td>
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<tr>
<td><strong>Mobility</strong></td>
<td>• Develop a connected system that ensures equitable access</td>
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<tr>
<td><strong>Environment &amp; Health</strong></td>
<td>• Promote active trips, reduce emissions/pollutants</td>
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<td><strong>Stewardship</strong></td>
<td>• Improve quality of infrastructure, accessibility, and directness</td>
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<td><strong>Economic Vitality</strong></td>
<td>• Support low-cost, equitable options that enhance community appeal</td>
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State goals tuned to active transportation with associated performance metrics.
Analyzing connections, gaps and barriers
What enables people of all ages and abilities/disabilities to get from here to there safely?

Connecting active transportation to other modes
Where do people connect to transit, ferries, rail, and air?

Prioritizing projects and programs
Which comes first and why?

Managing assets
What facilities does WSDOT own and how well do these serve a safe, accessible, connected network?

Understanding funding and policy
What do we do now, what are the results, what needs to change?

Measuring performance
How do we track and report meaningful progress?

*Both flavors of accessibility
Active Transportation Plan timeline

- **Mar – Apr 2019**
  - Outreach planning/launch
  - Network analysis
  - Prioritization framework

- **Apr – Jun 2019**
  - Round 1 outreach
  - Performance metrics
  - Funding assessment

- **Jul – Aug 2019**
  - Asset management
  - Policy review

- **Sep – Oct 2019**
  - Network + gap analysis complete

- **Oct – Nov 2019**
  - Round 2 outreach
  - Draft ATP document

- **Dec - Jan 2019**
  - WSDOT internal review
  - Document prepared for public comment

- **Jan – Feb 2020**
  - Public comment
Round I Community Engagement
What we learned

Survey: >5000 responses*

1. Fill gaps in existing sidewalks, bike lanes, shared-use paths and trails

2. Install more sidewalks, separated bike lanes or separated paths and trails along streets and roads with higher speed limits and/or higher numbers of drivers

3. Improve maintenance of places for walking, bicycling or riding small devices

4. Design streets to help drivers travel at safe speeds

* Opt-in, non-random, not generalizable. Majority of respondents drive every day or nearly every day.
What we heard from internal and external partners in workshops

▶ **Network analysis** approach makes us a better partner
▶ **Collaboration** essential to get best connections on and off state ROW
▶ Need more and better **data**
▶ **Safety** core concern everywhere
▶ More comfortable(safe)/complete connectivity supports safety, health, mode shift, multimodal trips, and economic development
What we heard from internal and external partners in workshops (more)

- **Equity and ADA accessibility** are important values and priorities to build into process, projects, programs.
- **Urban/rural differences** need to be acknowledged and addressed.
- **Incremental progress is still progress**; identify and go for near-term improvements while also going for bigger gains.
- Need more technical assistance, training, standards and guidance for local agencies.
- We want it; **how do we pay for it?**
Network Analysis
Find the gaps

- Focus on state right-of-way to begin with, add partner data over time, complete and improve WSDOT data collection

- Identify where we need crossings, signage and other connections to complete local/regional networks

- Integrate this information into WSDOT processes
Network Analysis
Elements to be integrated

► Network Analysis (Primary): Safety, comfort, convenience, and completeness of state ROW for active transportation – gap analysis

► Network Analysis (Secondary): Examination of local systems within one mile of state ROW – opportunity analysis
   ► Local/regional partners test in phase 1: Seattle, Walla Walla
   ► Seeking resources to build on this going forward with additional partners

► Highway Permeability: Availability of appropriate highway crossing opportunities for active travelers – gap analysis
Network Analysis
Level of Traffic Stress (LTS)

Rider willingness/comfort changes with increasing level of traffic stress
Will be in online open house opening week of Oct. 28

Data layers:

- Bicycle Level of Traffic Stress - Segment
- Pedestrian Level of Traffic Stress - Segment
- Intersection Level of Traffic Stress
- Reference layers:
  - Land use context (Urban or Rural)
  - Roadway sections where bicycling is not permitted
  - Access control (Limited access)
Network Analysis (Primary)
Bicycle LTS
Network Analysis (Primary)
Pedestrian LTS
Network Analysis (Primary)
Intersection LTS

Total Lanes Crossed (in Both Directions)

<table>
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<tr>
<th>Speed Limit (mph)</th>
<th>≤3</th>
<th>4-5</th>
<th>≥6</th>
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<tbody>
<tr>
<td>≤25</td>
<td>1</td>
<td>2</td>
<td>4</td>
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<tr>
<td>30</td>
<td>1</td>
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<tr>
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<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>≥40</td>
<td>3</td>
<td>4</td>
<td>4</td>
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► Highway permeability

► How easy is it to cross the road?
Network Analysis (Primary)
WSDOT ROW gap identification
Network Analysis (Primary) Process

Primary analysis

Statewide Network Analysis → List of All Gaps (Defined as LTS 3/4) → Prioritization Criteria Applied → Priority Gap Closure List
Network Analysis (Secondary)
State-owned + state-interest connections
Network Analysis (Secondary)
LTS: Seattle pedestrian example

► One mile road distance buffer from the state route
► Based on local agency data
► Identify alternate, lower-stress routes

Figure 6: Secondary PLTS Analysis Results, Central Seattle
Network Analysis (secondary)
Local network pedestrian & bicyclist LTS

Local Bicycle LTS versus Pedestrian LTS in Walla Walla. For this urban context, the network is less stressful to navigate for pedestrians than for bicycle riders (likely more sidewalks than bicycle lanes).
Prioritization Framework
Which things first and why?

- **Safety**: Crash history, systemic safety approach
- **Connectivity/Completeness**: Completes a network connection to existing or planned facilities or to another mode
- **Need**: Provides access to high-need populations
- **Existing Quality**: Based on Network Analysis
- **Project Quality**: Facility quality if project is implemented
- **Demand**: Analysis performed as another element in the plan
- **Partnerships**: Emphasizes joint commitment and cooperative efforts between WSDOT, local agencies and others
Other data sources for needs assessment

► Local plans
► Regional plans
► TIPs/STIP
► Longer-range: Trail network long-term plans beyond fiscally constrained horizon
► SRTS/PBP backlog
► What’s missing?
Key questions we’ll ask—

► **Usage:** How does active transportation fit into your life?

► **Challenges:** What prevents you from using active transportation modes?

► **Opportunities:** What is the most important action that government can take?

► **Specific needs:** What is unique in your community or region?

► **What are state routes like for walking/biking?** Are our draft LTS maps right? What do you think of this approach?
Round II Community Engagement
Your help needed

- **Online open house and questionnaire**: Outreach to all populations

- **Focus Group, “Community Café”, Open House events**: Particularly seeking input from historically underrepresented voices (overrepresented in crash statistics and in census blocks with less separated walk/bike infrastructure)
  - Low income
  - Race/ethnicity: Hispanic/Latinx, Native American, African American, Asian/Pacific Islander
  - People with disabilities

- **“Opportunistic Outreach”**: Go to the places where people gather rather than ask them to come to an open house
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Thank you!