Active Transportation Division
Funding Programs and State Plan Update

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IACC Conference, Wenatchee, WA
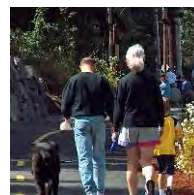October 22, 2019

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Active Transportation Programs

Pedestrian & Bicycle Program

- **Purpose:** Reduce pedestrian and bicycle collisions and increase walking and biking.
- **Funded by**: Multimodal state funds
- **Estimated funds**: $18.3 million in 2021-2023
- **Open to:** All public agencies in WA.
- **Details**: http://www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm

Active Transportation Programs

Safe Routes to School Program

- **Purpose:** To increase walking and biking to school safely.
- **Funded by**: Multimodal state and FHWA funds
- **Estimated funds**: $19 million in 2021-2023
- **Open to:** All public agencies in WA.
- **Details**: **http://www.wsdot.wa.gov/LocalPrograms/Safe Routes/funding.htm**

Active Transportation Programs
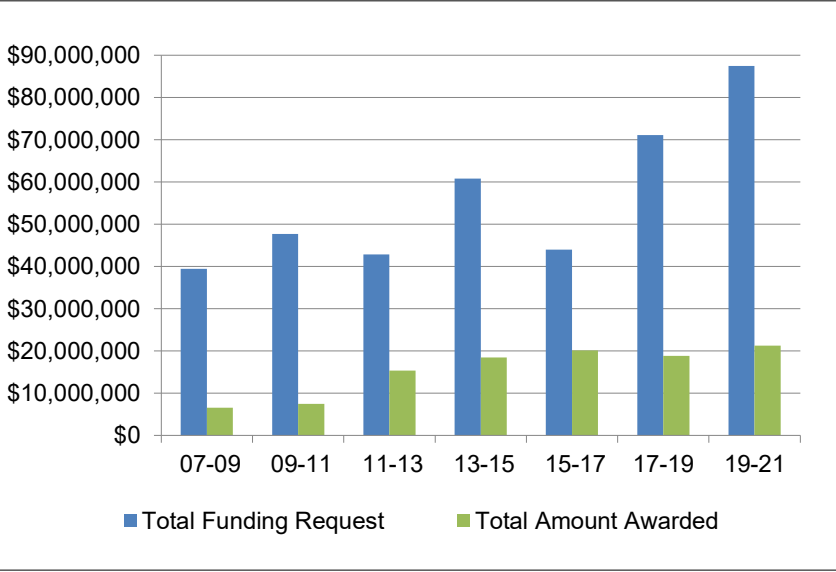
Biennial Cycle

- State collision analysis – odd years
- Outreach to cities with high crash rates
- Call for projects – even years
- Public agencies submit **on-line** applications
- Competitive review process
- Award projects – odd years
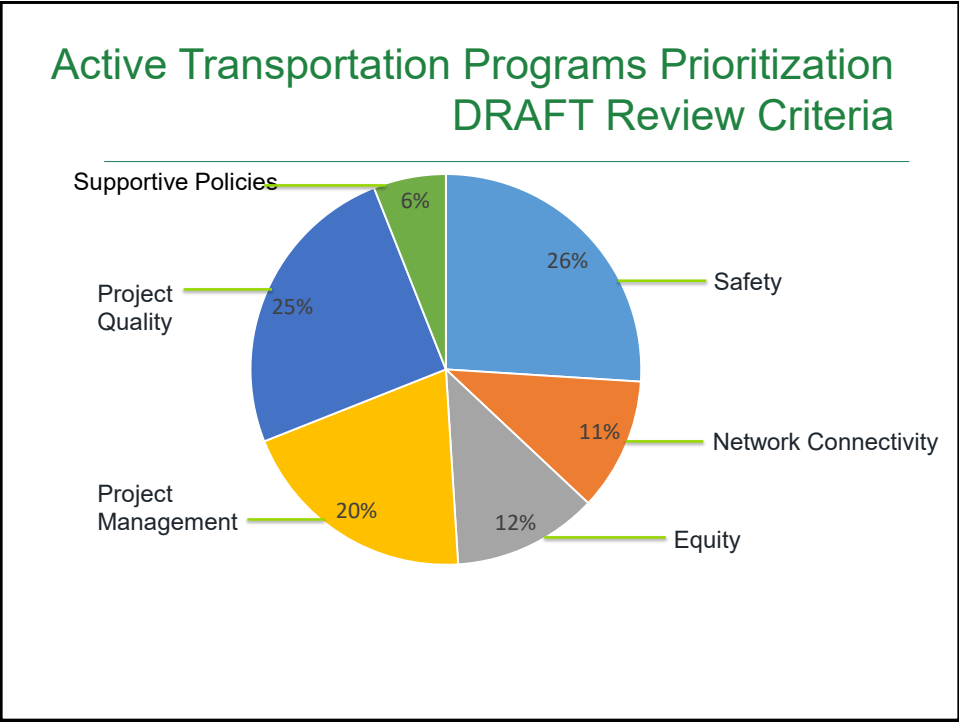- Projects administered by Local Programs

Pedestrian and Bicycle Program
Funding Requested and Awarded Since 2007
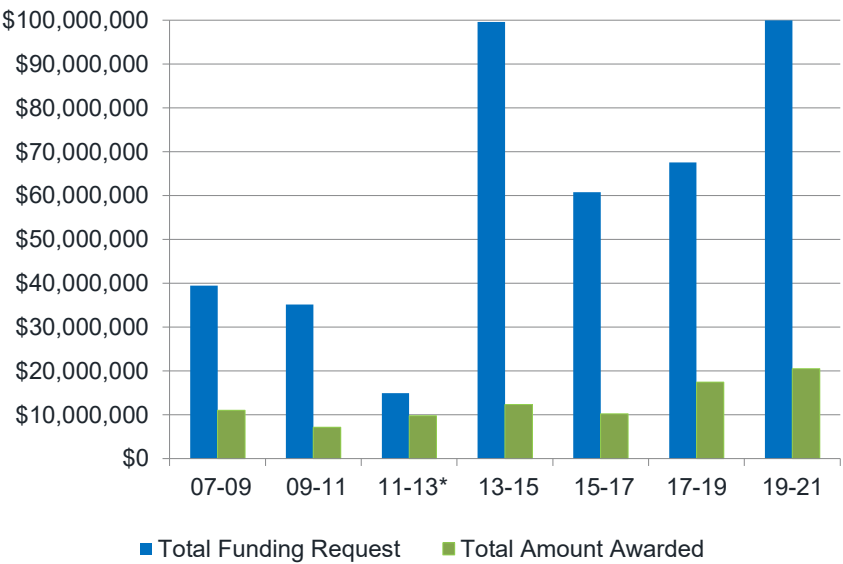
Safe Routes to School Program
Funding Requested and Awarded Since 2007

Active Transportation Programs Prioritization DRAFT Review Criteria

- Supportive Policies 6%
- Project Quality 25%
- Project Management 20%
- Safety 26%
- Network Connectivity 11%
- Equity 12%

Active Transportation Programs DRAFT Review Criteria - Safety

- History of pedestrian or bicyclist crashes
- Systemic safety plan project

Active Transportation Programs
DRAFT Review Criteria – Network Connectivity

- Improvement at high stress location(s)
- Density of destinations/modal connections

Active Transportation Programs
DRAFT Review Criteria – Project Quality

- Identified need/existing road characteristics match treatment proposed
- Percent of budget item costs specific to pedestrian and bicyclist treatments
- Treatment effectiveness

Active Transportation Programs

Examples:

- Crossing/intersection treatments (roundabouts, crosswalk beacons etc.);
- Traffic calming/speed reduction (road reconfigurations, raised crossings, photo enforcement etc.);

Active Transportation Programs

Examples:

- Bicycle facilities (bike lanes, bike parking, etc.)
- Shared-use paths/trails, sidewalks, etc.;
- Other treatments that enhance bicycle and pedestrian safety and mobility

Active Transportation Programs
Example - Raised Median

Breaks complex crossing into two simpler crossings.

- Crash Reduction Factor (CRF): 39% unmarked crosswalks (uncontrolled)

- CRF: 46% marked crosswalks (uncontrolled)

Active Transportation Programs
Example - Pedestrian Hybrid Beacons

Crash Reduction Factor: Vehicle/Pedestrian 69%

Pedestrian Hybrid Beacons

1 Blank for drivers	
2 Flashing yellow	
3 Steady yellow	
4 Steady red	
5 Wig-Wag	
Return to 1	

Active Transportation Programs
Example - Road Diets

CRF = 53% & 29%

Source: CMF Clearinghouse www.cmfclearinghouse.org

Active Transportation Programs
Example - Road Diet

Redmond, WA

Active Transportation Programs
Review Criteria – Equity

Population served
- People of color
- People with Hispanic heritage
- Household income lower than 200% of poverty level
- People with disabilities

Active Transportation Programs
DRAFT Review Criteria–Project Management

- Value (total request compared to population density)
- Project is in a Bicycle or Pedestrian Plan
- Applicant history of successful past project
- Quality of proposed budget
- Match

Active Transportation Programs
DRAFT Review Criteria–Supportive Policies

- ADA transition plan or ADA compliance planning for public right-of-way
- Adopted greenhouse gas emissions policy
- Adopted Complete Streets policy
- Bicycle Friendly community ranking

Active Transportation Programs Prioritization
What do you think?

Supportive Policies — 6%

Project Quality — 25%

Project Management — 20%

Safety — 26%

Network Connectivity — 11%

Equity — 12%
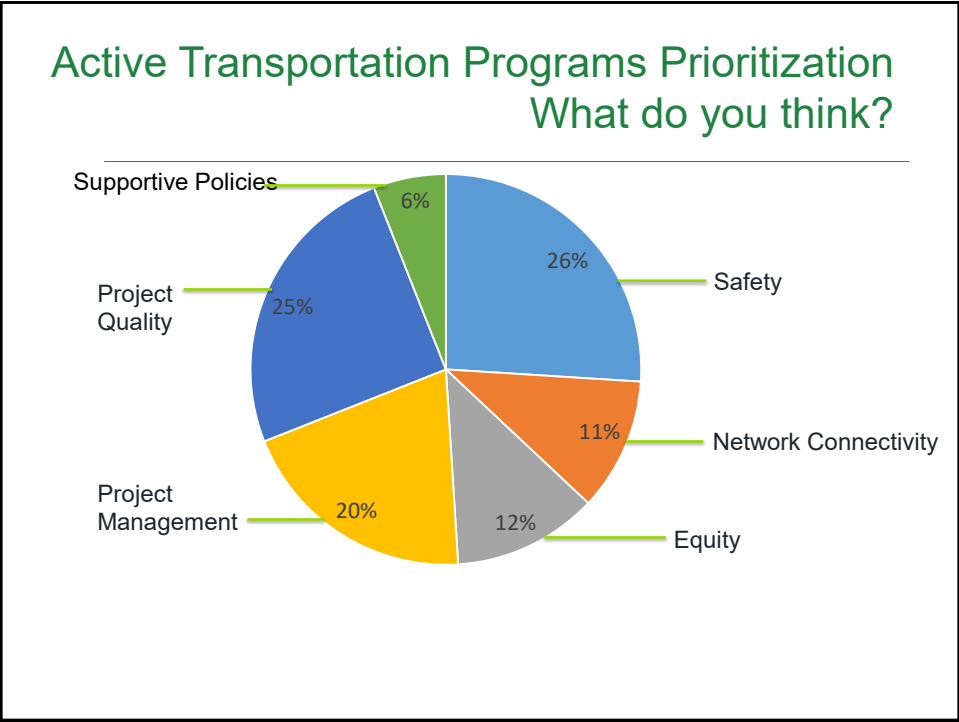
Active Transportation Programs
Selection Process

- Internal review
- Review Committee evaluation
- Site visits
- Prioritized list to Governor and Legislature
- Selection of projects by legislature June 2021
- Projects administered by Local Programs

Active Transportation Programs
Inappropriate Uses of Funding

- Re-occurring costs
- Pavement resurfacing or preservation
- Improvements benefiting motor vehicles
- School bus safety projects
- Portable enforcement equipment
- Gifts/incentives

WSDOT Active Transportation Plan

Serves as the **statewide needs assessment,** required under RCW 47.06.100 and must address:

- **statewide strategy**
- **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**

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Active Transportation Plan Ingredients
Improving mobility, accessibility, safety

▶ **Analyzing connections, gaps and barriers**
What enables people of all ages and dis/abilities 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 do we own, how well does it serve a safe, accessible, connected network?

▶ **Understanding funding and policy**
What do we need to do to make progress?

▶ **Measuring performance**
How do we track and report meaningful progress?

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Active Transportation Plan timeline

▶ **Mar – Apr 2019**
DIY Outreach Toolkit 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 2019
WSDOT internal review
Document prepared for public comment

▶ **Jan – Feb 2020**
Public comment

Community Outreach → Network Analysis → Prioritization Framework → Performance Measures → Asset Management → Usage & Demand → Funding & Policy Review → **THE PLAN**

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What we've heard from internal and external partners

- ▶ **Network analysis** approach welcomed; makes us a better partner
- ▶ **Collaboration** essential to get best connections on and off state ROW
- ▶ Need more and better **data**
- ▶ **Safety** is core concern everywhere
- ▶ More comfortable(safe)/complete connectivity **supports safety, health, mode shift, multimodal trips, and economic development**

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What we've heard from internal and external partners

- ▶ **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**?

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Active Transportation Plan – Network Analysis

Finding the gaps in the network for people who walk and bike?

▶ Focus on state right-of-way to begin with, add partner data over time

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

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Network Analysis - Objectives

• **Integration:** Active transportation information/tools embedded into WSDOT decision-making frameworks

• **Documentation:** Methodology, data management, refinement opportunities, maintenance procedures

• **Outreach**: Analysis visualizations, statewide needs summary, decision-making process

• **Dissemination**: Trainings, conferences, webinars

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Network Analysis: Level of Traffic Stress (LTS)

100% percent of likely bicyclists willing to use this facility

81% percent of likely bicyclists willing to use this facility

12% percent of likely bicyclists willing to use this facility

1% percent of likely bicyclists willing to use this facility

Rider willingness/skills needed changes with increasing level of traffic stress.

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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

  - Some local/regional partners done in phase 1; seeking resources to build on this going forward with additional partners

- **Highway Permeability:** Availability of appropriate highway crossing opportunities for active travelers – gap analysis
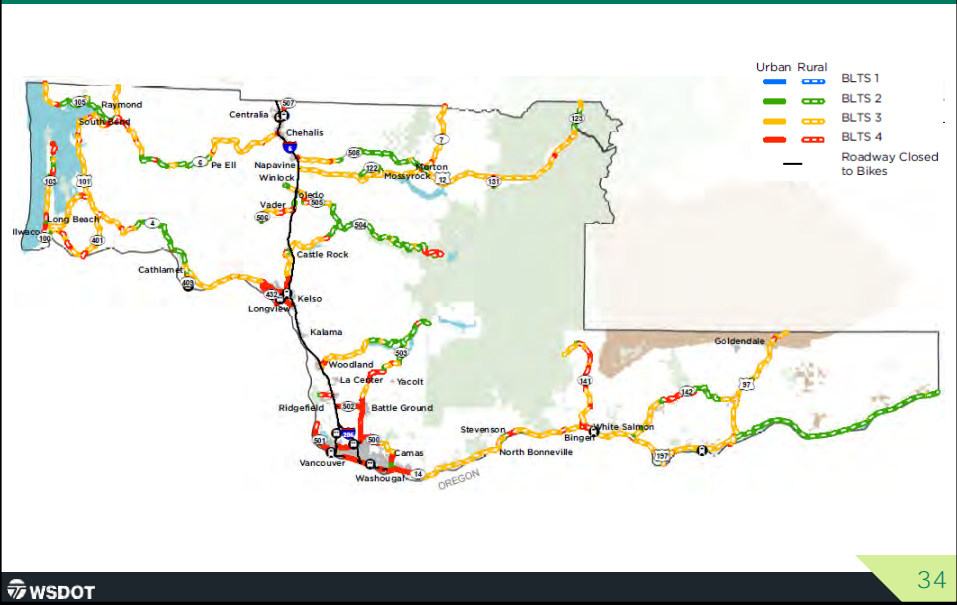
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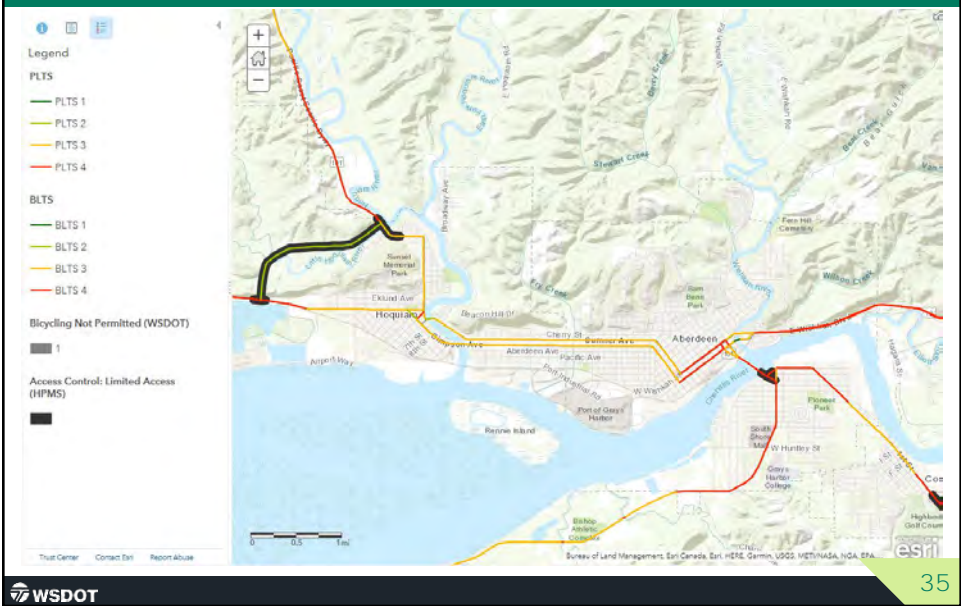
Network Analysis (Primary): Bicycle LTS
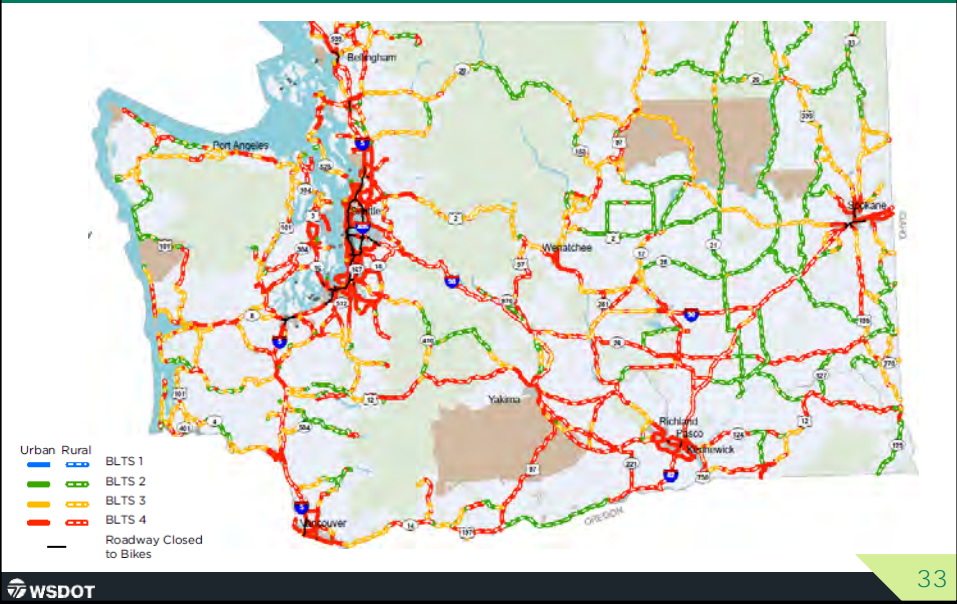
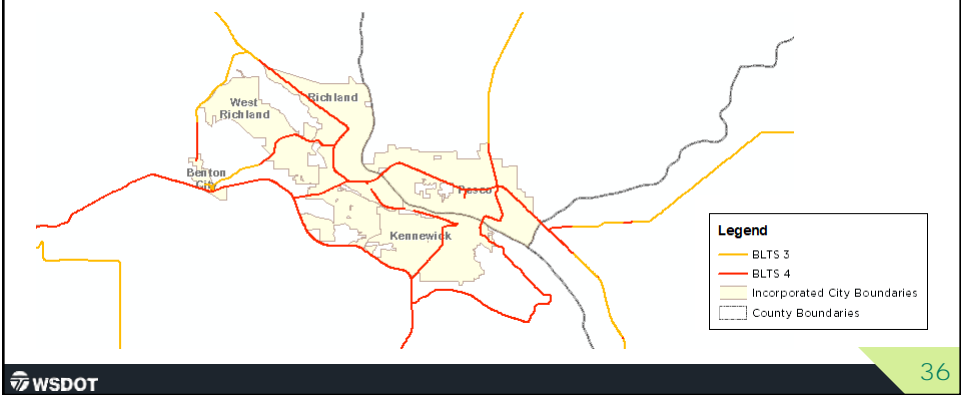Network Analysis (Primary): Pedestrian LTS

Network Analysis (Primary): LTS

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Network Analysis Gap - Project Segments

- LTS 3 and LTS 4 roadways
- Where biking and walking are permitted
- Divide into segments no longer than 3 miles in length
- Split on administrative boundaries

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Network Analysis (Primary)

Intersection level of traffic stress:
- Highway permeability
- How easy is it to cross the road?

Urban Rural BLTS 1
Urban Rural BLTS 2
Urban Rural BLTS 3
Urban Rural BLTS 4

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Highway Permeability

Segment (500m)

Segment midpoint

SR

Urban Rural BLTS 1
Urban Rural BLTS 2
Urban Rural BLTS 3
Urban Rural BLTS 4
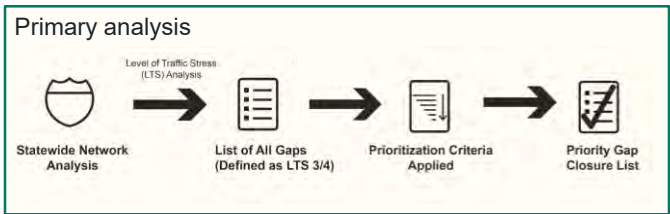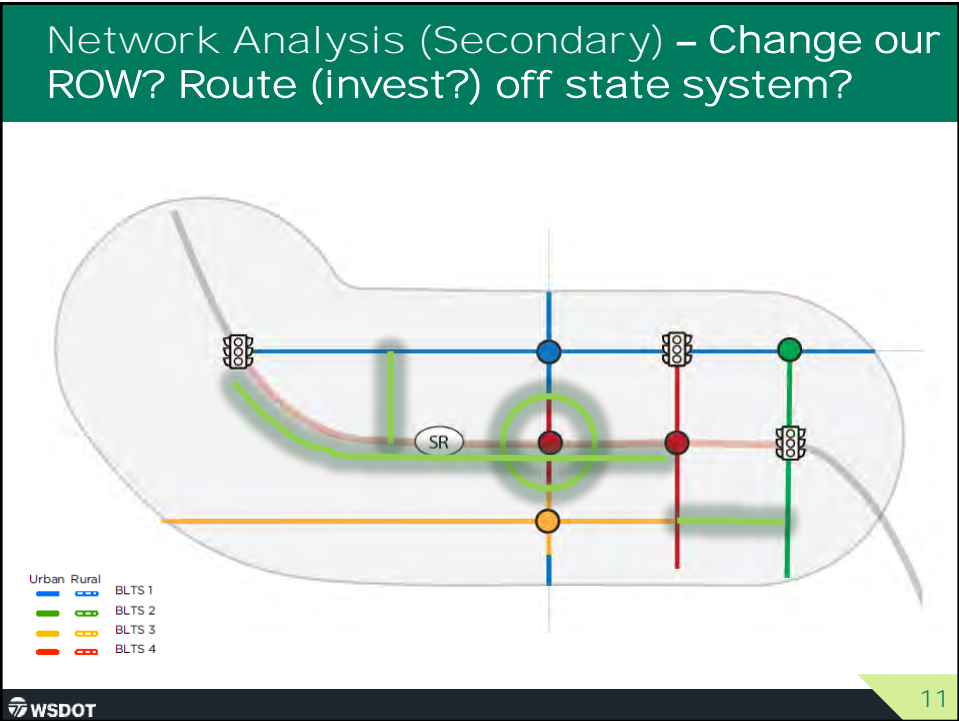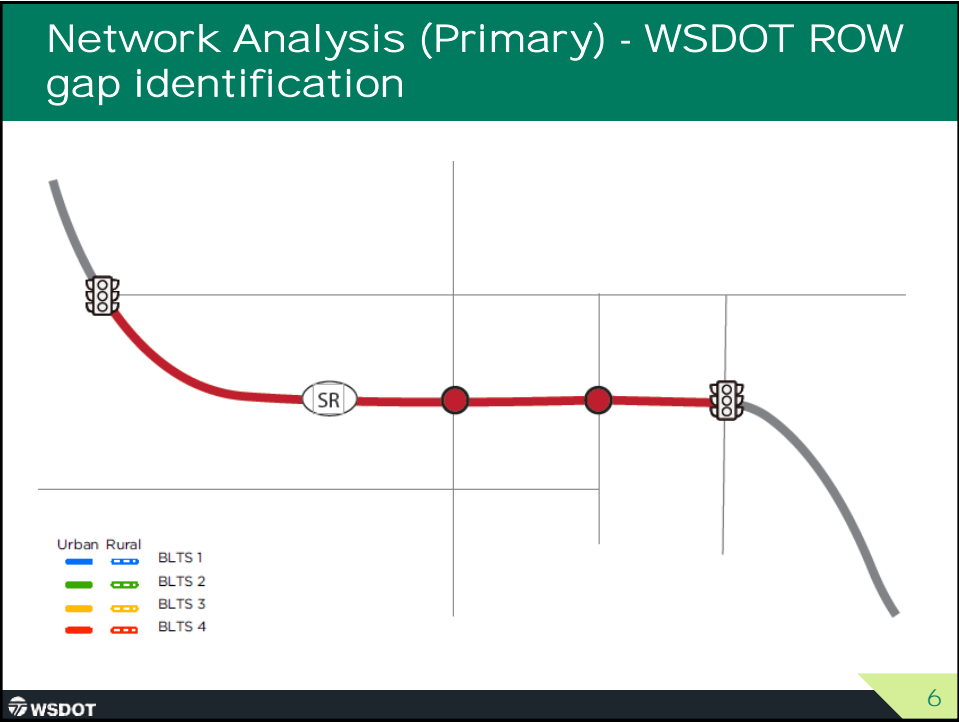
500m

Offset Point

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State ROW LTS draft visualization

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)

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Network Analysis (Primary) – process

Primary analysis

Statewide Network Analysis → Level of Traffic Stress (LTS) Analysis / List of All Gaps (Defined as LTS 3/4) → Prioritization Criteria Applied → Priority Gap Closure List

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Network Analysis (Primary) - WSDOT ROW gap identification

Network Analysis (Secondary) – Change our ROW? Route (invest?) off state system?

Network Analysis (Secondary)
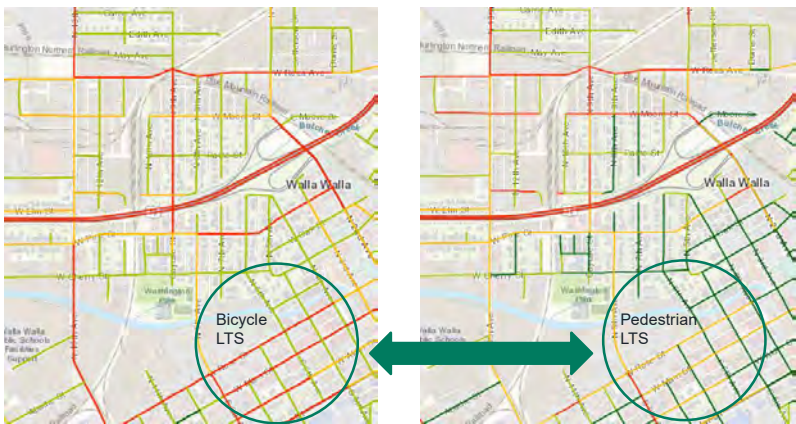
Level of traffic stress:

- One mile road distance buffer from the state route

- Based on local agency data

- Identify alternate routes

Urban Rural
- BLTS 1
- BLTS 2
- BLTS 3
- BLTS 4

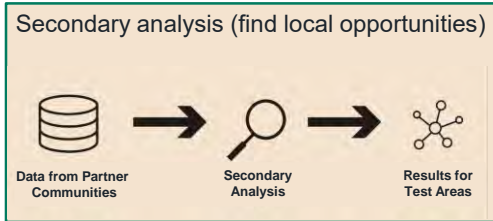Figure 6. Secondary PLTS Analysis Results, Central Seattle

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Network Analysis (secondary) – local network variation for pedestrians and bicyclists

Bicycle LTS

Pedestrian 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).

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Network Analysis (Secondary) – process

Secondary analysis (find local opportunities)

Data from Partner Communities → Secondary Analysis → Results for Test Areas

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Prioritization Framework—DRAFT

► **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.

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Other data sources for needs assessment

- **Local plans**
- **Regional plans (RTP)**
- **TIPs/STIP**
- **Longer-range:** Trail network long-term plans beyond fiscally constrained horizon
- **SRTS/PBP backlog**

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Round II Community Engagement

Key questions we want to 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 maps right?**

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Round II Community Engagement

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

- **Focus Group/Community Café/Open House:** Looking for input from our focus audiences

  – Low Income
  – Hispanic/Latinx
  – Non-white
  – Native American
  – 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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Integrating other elements

- **Pedestrian Safety Action Plan**: Reduce pedestrian crossing crash exposure

- **Pedestrian Crash Factors Research**: Identify pedestrian crash factors to prioritize projects

- **Speed Management Recommendations**: Injury minimization recommendations for establishing target operating speeds

- **Asset Management Data**: Identify active transportation/ADA infrastructure and prioritize investments

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Thank you!

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