

Bicycle and Pedestrian Transportation

The Bicycle Transportation and Pedestrian Walkways System



Walking and bicycling are integral parts of the transportation system. People walk and bike to commute to work and school, for utilitarian trips such as visiting friends, shopping, or other personal errands, and to make connections to transit or other intermodal facilities.

In some areas of the state, walking and bicycling already have significant numbers of users. In Seattle, 11 percent of commute trips are walking and bicycling trips (7 percent walking and 4 percent bicycling, respectively). In some parts of the city, bicycling and walking make up 20 percent of the commute trips.

The Transportation Commission has adopted pedestrian and bicycling policies. In 1991, a Bicycle Policy Plan was created. This plan has the four policy areas of bicycle facilities, funding, safety education and enforcement, and promoting bicycling commuting and touring. The plan also identified the state's existing roadway system as the basic network for bicycle travel.

In 1993, the Commission adopted a Pedestrian Policy Plan which focused on local and regional planning for pedestrians, necessary pedestrian facility types and locations, and who should pay for them. The plan recognized that pedestrian trips are short and that local and regional agencies can have the greatest influence on creating a pedestrian network. The adopted pedestrian policies include recommendations from the Washington Traffic Safety Commission's Pedestrian Safety Strategic Plan.

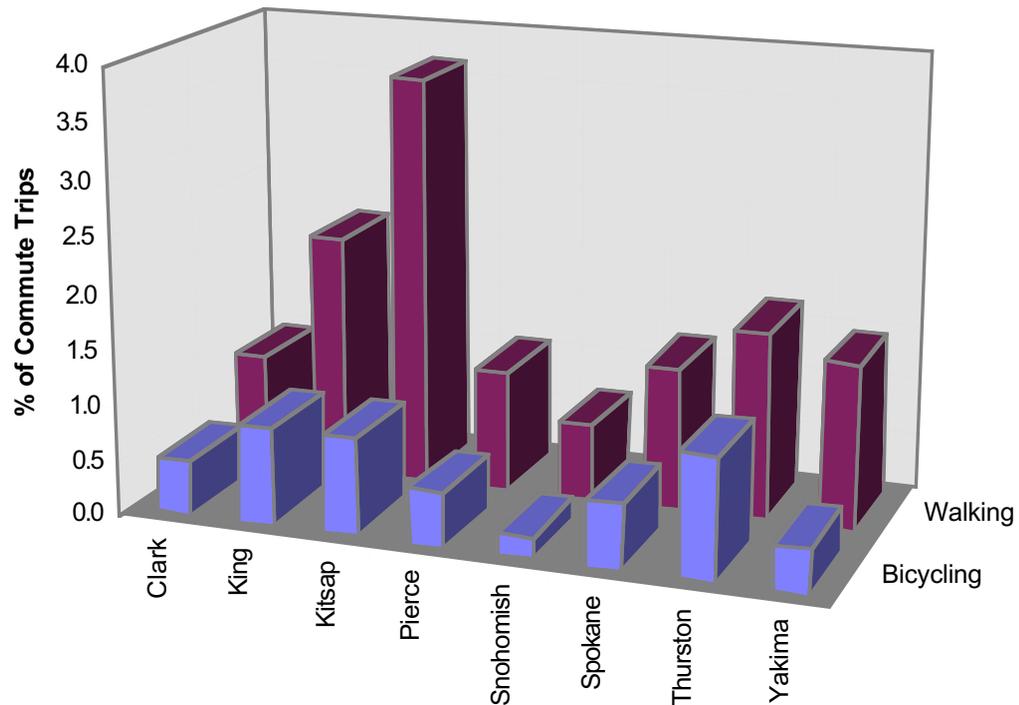
Service Objectives: Bicycling and Walking

- Improve bicycle and pedestrian safety.
- Increase the use of bicycling and walking for transportation purposes, principally utilitarian and commuting trips and connections to intermodal facilities.

Strategies to Address Bicycling and Walking

Past planning efforts at the state level have identified bicycle and pedestrian issues. These issues serve as the foundation for the service objectives — increasing bicycle and pedestrian use and providing for safe facilities and the safe use of the transportation system. Specific performance measures propose doubling the amount of walking and bicycling while reducing the number of crashes by 10 percent over the next 20 years.

Walking and Bicycling as a % of Total Commute Trips



Source: Washington State Energy Office

Pedestrian and bicycle crashes with motor vehicles are significant. From 1988 to 1994, there was an annual average of 1,887 pedestrian-motor vehicle crashes. During this same period, there were also 613 pedestrian fatalities.

From 1988 to 1994, the seven-year average for bicycle-motor vehicle crashes was 1,449, and 71 bicycle fatalities were reported.

With the goal of improving safety and increasing bicycling and walking, a Bicycle and Pedestrian Committee developed 30 action strategies to achieve the service objectives. Performance measures are also in place to monitor the progress of the service objectives over time. A crucial aspect of the action strategies is that they are organized by issue areas and who bears responsibility for their implementation. The majority of the action strategies place the state in an advocacy role, and recognizes that the most effective investments in bicycling and walking occur at the local level. Action strategies are identified by the following legend:

- L: Actions that are a local responsibility, but are in the state's interest.
- C: Actions requiring cooperation among state and/or local agencies.
- S: Actions that are strictly a state agencies responsibility.
- V: Actions performed by volunteer groups that are in the state's interest.

Facilities — This issue area discusses updating design manuals to incorporate bicycle and pedestrian facilities, providing technical assistance to local agencies, preservation of linear corridors, and targeting funding to remove barriers that improves access for bicycling and walking.

- L: Local governments should designate a bicycle and pedestrian system in order to prioritize project funding.
- C: WSDOT and local governments should work together to modify the *Manual for Uniform Traffic Control Devices* and *Local Agency Guidelines* manual to incorporate bicycle and pedestrian facility practices.
- C: WSDOT and local governments should develop the *Best Pedestrian Design Practices Manual*. The “Best Practices” manual should provide common sense approaches to improving the pedestrian environment.
- C: Local governments should implement parking policies that encourage bicycling and walking.
- C: WSDOT, other state agencies, and regional and local governments should preserve linear corridors for bicycle and pedestrian transportation purposes.
- S: WSDOT should update its *Design Manual* and operational practices to incorporate contemporary bicycle and pedestrian facility practices.
- S: WSDOT should provide information to local governments when changing its *Design Manual* procedures that relate to bicycle and pedestrian transportation facilities.
- S: WSDOT should target its bicycle and pedestrian funding to remove barriers on the state system and improve access to local bicycle and pedestrian networks.
- S: WSDOT should continue to provide technical assistance to local agencies on bicycle and pedestrian facility design and site location.

Safety Education and Enforcement — These action strategies ensure WSDOT’s Safety Management System incorporates bicycle and pedestrian issues and clarifies the roles of other agencies in bicycle and pedestrian safety.

- L: High school driver’s training courses should include a section on the most frequent crashes motorists have with bicyclists and pedestrians.
- C: The Washington State Patrol (WSP) and local police officers should ensure pedestrians and bicyclists correctly use traffic facilities and that motorists obey traffic laws so that traffic facilities are safe to use.
- C: The state, schools, and local governments should continue to provide safety education materials to students in K-12 and targeted population groups on appropriate pedestrian and bicycle actions.

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- C: State and local governments should ensure police training occurs on how to report pedestrian and bicycle crashes. This may require modifying the existing police report sheet in order to better record bicycle and pedestrian crashes.
- C: Ensure state and local updates of the Highway Safety Management System incorporates bicycle and pedestrian safety issues. (For example, pedestrian risk at intersections, right-turn movements where bicycle lanes are present.)
- C: WSDOT should develop a memorandum of understanding between the Washington State Traffic Safety Commission, WSP, OSPI, and the Department of Health that clearly defines the roles and responsibility for providing bicycle and pedestrian safety education to targeted population groups. This can include designating a clearing house of model bicycle and pedestrian curriculum for schools.
- S: WSDOT and the Department of Licensing should work together to include more information in the driver's manual and exam on correct traffic procedures between drivers and bicyclists or pedestrians.
- V: Volunteer bicycle organizations should continue to provide bicycle safety education materials to their local communities.

Promotion — Encourages walking and bicycling for nonwork trips and promotes land use that encourages pedestrian and bicycle trips.

- C: State and local governments should promote the concept of using bicycle and pedestrian travel to access activity centers that are within a bicycle and pedestrian travel shed.
- C: WSDOT and local governments should distribute bicycle and pedestrian information through such technologies as Internet, and a bicycle/ pedestrian hotline.
- S: WSDOT should continue to update and distribute the Washington State Traffic Data for Bicyclists Map.
- S: WSDOT should continue to promote bicycling by completing the rural bicycle touring route system.
- V: Local bicycle clubs should continue to promote bicycling through club rides, organized events, and citizen outreach efforts.

Intermodal Connections — These action strategies focus on incorporating bicycling and walking into all intermodal facilities.

- L: Locally operated intermodal facilities such as transit centers, airports, and park and ride lots should ensure safe and convenient access for bicyclists and pedestrians.
- L: Local school districts should ensure safe walk routes exist between schools and their adjacent neighborhoods.
- C: WSDOT, in cooperation with federal and local governments, should ensure passenger rail terminals provide safe and convenient access for bicyclists and pedestrians.

S: WSDOT should ensure its intermodal connections (ferry terminals, park and ride lots) provide safe and convenient access to bicyclists and pedestrians.

Improvements — Encourages agencies to fund and prioritize projects which include bicycle and pedestrian facilities that link bicycle and pedestrian origins and destinations.

L: Local governments should identify major activity centers and ensure bicycle and pedestrian access within a bicycle and pedestrian travel shed.

L: Local governments and school districts should target hazardous walking routes for pedestrian facility improvements.

C: Ensure state and local agencies pursue funding nonmotorized needs identified in the 1994 Transportation Needs Assessment Study.

C: Ensure state and local funding agencies give priority to transportation projects based on serving the most users and that link bicycle and pedestrian origins and destinations.

Costs for the State Bicycle Transportation and Pedestrian Walkways Plan

Meeting the service objectives requires substantial efforts by state and local governments, the private sector, and volunteer groups. Costs for meeting the bicycle and pedestrian service objectives were estimated based on a sampling of local jurisdictions 20-year bicycle and pedestrian needs. The spending estimates include costs for bicycle and pedestrian facilities, education programs, enforcement efforts, and other programs.

Currently, there are few dedicated sources of revenue targeted for bicycle and pedestrian needs. The bulk of pedestrian and bicycle projects have been funded through regional allocations of ISTEA dollars or through ISTEA grants. This type of funding changes from year to year and, therefore, it is difficult to target a long-range bicycle and pedestrian network.

Bicycle and pedestrian safety education and enforcement programs are usually a small portion of larger outreach efforts.



State Costs

WSDOT costs for state-interest bicycle and pedestrian advocacy efforts over the next 20 years are expected to be \$5 million.

The Highway System Plan has included an additional \$325 million dollars in bicycle projects, but has chosen to limit this investment to \$230 million over the next 20 years. A pedestrian element is also being developed that will identify pedestrian deficiencies on the state highway system.

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Investments from other state agencies is approximately \$54 million. The majority of this funding is based on expanding efforts in safety education and enforcement. This would require additional funding for the Office of the Superintendent of Public Instruction, the Washington State Traffic Safety Commission, WSP, and the Department of Licensing.

Non-State Costs

Based on the local agency surveys, costs for meeting the bicycle and pedestrian objectives is about \$1.55 billion. If federal grant and pass through money continues on bicycle and pedestrian projects, cities and counties are projected to spend approximately \$800 million over the next 20 years.

Bicycle and Pedestrian Needs

