
Roadways and Trails

Overview and Table of Contents

This section provides information about surface modes of transportation that use roadways and trails, including sidewalks.

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Bicycles

BACKGROUND

- Along with walking, bicycling is the most fuel-efficient form of transportation over relatively short distances.
- Bicycle commuting in Washington has increased over 75% in the last ten years.
- National interest in bicycles as an alternative form of transportation occurred during the energy crises of the early 1970s; state and federal governments made money available for planning, mapping, and constructing facilities.
- In 1982 Interstate highway shoulders in Washington opened to bicyclists.
- For cyclists, over half (57%) of fatal collisions occurred while riding with traffic (e.g., driver following too closely or exceeding safe speeds, bicyclist being hit by an opening car door while riding next to parked cars). [FARS, 1999-2004]

GOVERNANCE

- In 1984 the Washington State Department of Transportation (WSDOT) created the Statewide Bicycle and Pedestrian Advisory Committee to advise the department on bike and pedestrian issues. This committee is comprised of citizens, statewide advocacy organizations, cities, and counties.
- In 1991 Congress passed landmark transportation legislation that set a new direction for transportation policy. The Intermodal Surface Transportation Efficiency Act (ISTEA) and each subsequent Transportation Efficiency Act recognized the importance of bicycling and walking in creating a balanced transportation system. Key provisions for bicycling and walking included:
 - A 10% set aside of Surface Transportation Program funding for transportation enhancements, including facilities for bicycling and walking.
 - The requirement that all states and Metropolitan Planning Organizations (MPOs) prepare long-range transportation plans that include bicycling and walking.
 - The requirement that each state appoint a bicycle and pedestrian coordinator.
- In 1994 the U.S. Department of Transportation published the [National Bicycling and Walking Study](#) which established two specific goals: to *double* the percentage of trips made by foot and bicycle, while simultaneously *reducing* the number of crashes involving bicyclists and pedestrians by 10%.
- On June 9, 1998, the Transportation Equity Act for the 21st Century (TEA-21) carried forward the same programs for bicycling and walking established in ISTEA, and also included several new and stronger directives. Important policies and statements included in TEA-21:
 - State and MPO long-range plans are to "provide consideration of strategies that will increase the safety and security of the transportation system for motorized and non-motorized users."
 - Bicyclists and pedestrians shall be given "due consideration" in state and MPO plans.
 - Bicycle and pedestrian facilities are to "be considered, where appropriate, with all new construction and reconstruction of transportation facilities."
 - TEA-21 also requires the Secretary of Transportation to assure that bicycle and pedestrian linkages are maintained and improved.
- On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. In this act, the Safe Routes to Schools Program was added, establishing a funding source for program improvements and requiring each state to appoint a Safe Routes to Schools Coordinator. This funding has been extended through 2010.

- WSDOT Bicycle Transportation Management Program – Encourages bicycling as an alternative mode to automobiles; coordinates safety and tourism programs in all state agencies; and assists cities and counties and WSDOT with assigning priorities to programming and developing bicycle-related projects (RCW 47.04.190).
- The Bicycle Facilities and Pedestrian Walkways Plan (RCW 47.06.100) is consistent with federal guidance setting a 20-year goal to increase the amount of walking and bicycling for transportation purposes and reduce bicycle and pedestrian collisions with motor vehicles. The plan also identifies 20-year requirements for pedestrian and bicycle facility improvements and programs.
- RCW 47.30 requires highway designs to accommodate facilities for pedestrians and bicyclists where these facilities are a part of local plans, and to provide for alternative paths and trails if highway construction severs an existing path or trail.
- RCW 47.80.026 requires that development patterns in local and regional comprehensive plans promote pedestrian and bicycle transportation.
- As of 2005 local comprehensive plans must “include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles” (RCW 36.70A.070). Simply stated, a bicycle and pedestrian component is now specifically required in a community’s comprehensive plan. In addition, Land Use Elements of local comprehensive plans for jurisdictions fully planning under the Growth Management Act (GMA): “Wherever possible, the Land Use Element should consider utilizing urban planning approaches that promote physical activity” (RCW 36.70A.070).

FUNDING

- As of 2005 and the passage of the Transportation Partnerships Funding Package (ESSB 6091), WSDOT administers the State Pedestrian and Bicycle Safety Grant Program, including Safe Routes to Schools, which provides \$74 million over 16 years for pedestrian and bicycle safety improvements.
- 0.3% of WSDOT’s total construction program and 0.5% of city and county gas tax revenue is to be used for nonmotorized transportation, particularly where highway and roadway projects sever existing paths (for WSDOT, this is approximately \$2 million/year; RCW 47.30.050, Paths and Trails Law).
- The Interagency Committee for Outdoor Recreation administers the Non-Highway Road Grant Program, which receives approximately 0.1% of motor fuel tax revenue (primarily for off-road recreational bicycle trails; RCW 46.09.170).
- 75% of all money collected by cities and towns for bicycle licenses, fees, and penalties must be placed into the Bicycle Roads Fund (RCW 35.75.050).
- WSDOT, county, and city funds may be used for the planning, designing, constructing, maintaining, and mapping of nonmotorized facilities (RCW 47.30.030, 36.75.240).
- City and town funds may be used for building and maintaining bicycle paths and regulating and licensing bicyclists and their bicycles (RCW 35.75, 36.82.145, 36.75.240, 46.90).
- An important source of funding for bicycle transportation facilities has been the Transportation Enhancement Program within the Surface Transportation Program under the two most recent federal surface transportation funding acts. WSDOT and local agencies may use Enhancement funding to build nonmotorized transportation facilities such as trails, roadway shoulders, and bike lanes. As of 2005 and the passage of SAFETEA-LU, WSDOT and local agencies have an additional funding program called Safe Routes to Schools.

OTHER RELEVANT STATUTES

- Lighting and reflectors (RCW 46.61.780)
- Parking (RCW 46.90.550)
- Rules of the road (RCW 46.61.750-.990)

STATE AGENCY WEBSITES

WSDOT – www.wsdot.wa.gov/bike

Buses

BACKGROUND

- Public transportation systems provide an array of services that include routed bus services, route deviated services (fixed routes with some custom services), light and commuter rail services, ferry services, paratransit specialized services (often referred to as demand response), and vanpooling/ carpooling coordination. The figures presented below address only the bus element of those systems, including vanpool operations.
- In 2009 the public transit systems in Washington provided the following services:

(in millions)

<u>Service Type</u>	<u>Revenue Vehicle Hours</u>	<u>Revenue Vehicle Miles</u>	<u>Passenger Trips</u>
Fixed Route	6.6	91.6	194.9
Route Deviated	0.1	2.4	1.2
Demand Response	2.0	29.4	4.8
Vanpool	0.9	35.6	8.1

- The majority of the public transit buses that are operated in Washington state use diesel fuel. In 2009, public transit agencies used 22.2 million gallons of diesel, 4.0 million gallons of gasoline, 2.5 million therms of compressed natural gas, and consumed 16.9 million kilo watt hours of electricity to operate the fixed route, route deviated, and demand response services, and vanpools. The numbers are updated for 2009.

GOVERNANCE

- Currently there are 31 operating public transit agencies in Washington State.
- Public transit is provided by counties, public transportation benefit authorities (PTBA), county transportation authorities (CTA), unincorporated public transportation benefit authorities, regional transit authorities, or cities.
- Some rural communities receive public transportation services from nonprofit organizations. These organizations are often also providing specialized transportation to persons with disabilities, elderly persons or other specific identified client-groups within their communities.
- Intercity public transportation is also provided by private operators. Washington State sponsors intercity bus services in areas where there has been a deficiency identified. Four new lines of intercity bus services have been established in Washington State in the 2009-11 biennium:
 - Travel Washington: Grape Line between Walla Walla and Pasco
 - Travel Washington: Apple Line between Omak and Wenatchee and Ellensburg
 - Travel Washington: Dungeness Line between Port Angeles and Seattle and SeaTac
 - Travel Washington: Gold Line between Kettle Falls and Spokane

FUNDING

- Public transit agencies are primarily funded through voter-approved local sales tax (RCW 35.95.040, and 82.14.045). Due to the economic recession, public transit agencies began to see a slowdown in the sales tax collection in 2008, receiving \$10.2 million less which was approximately a 1% reduction from their sales tax collection in 2007. That decline accelerated in 2009, with revenues for agencies, other than Sound Transit, declining from \$819 million in 2008 to \$723 million in 2009. Sound Transit revenues grew from 2008 to 2009 from \$346 million in 2008 to \$468 million in 2009 as voters approved an increase in that agency's sales tax rate from 0.4 percent to 0.9 percent, effective April, 2009. Sound Transit already imposed a 0.4 percent MVET.
- In 2009 public transit agencies collected \$174 million in fare revenues (\$203 million with Sound Transit) and \$22 million from vanpool fees.
- Public transit agencies are eligible to receive federal grants and in 2009, they received \$137 million in federal operating revenue and nearly \$89 million in capital grants. Sound Transit also received capital revenue of \$130 million. The Americans Recovery and Reinvestment Act of 2009 provided \$179 million in capital funding to public transit agencies from the Federal Transit Administration.

ASSET MANAGEMENT

- As a condition of receiving state funding, public transit agencies are required to submit an asset management plan to the Washington State Department of Transportation. The plan must include an inventory of all transportation system assets, and a preservation plan based on lowest life cycle cost methodologies. This requirement applies to Washington State transit systems established under the following sections of the Revised Code of Washington (RCW):
 - RCW 35.84.060 – City Transit Systems (defined in RCW 47.04.082)
 - RCW 36.56 – County that has assumed the functions of a metropolitan transportation system (King County)
 - RCW 36.57A – Public Transportation Benefit Areas (PTBAs)
 - RCW 81.112 – Regional Transportation Authorities

OTHER RELEVANT STATUTES

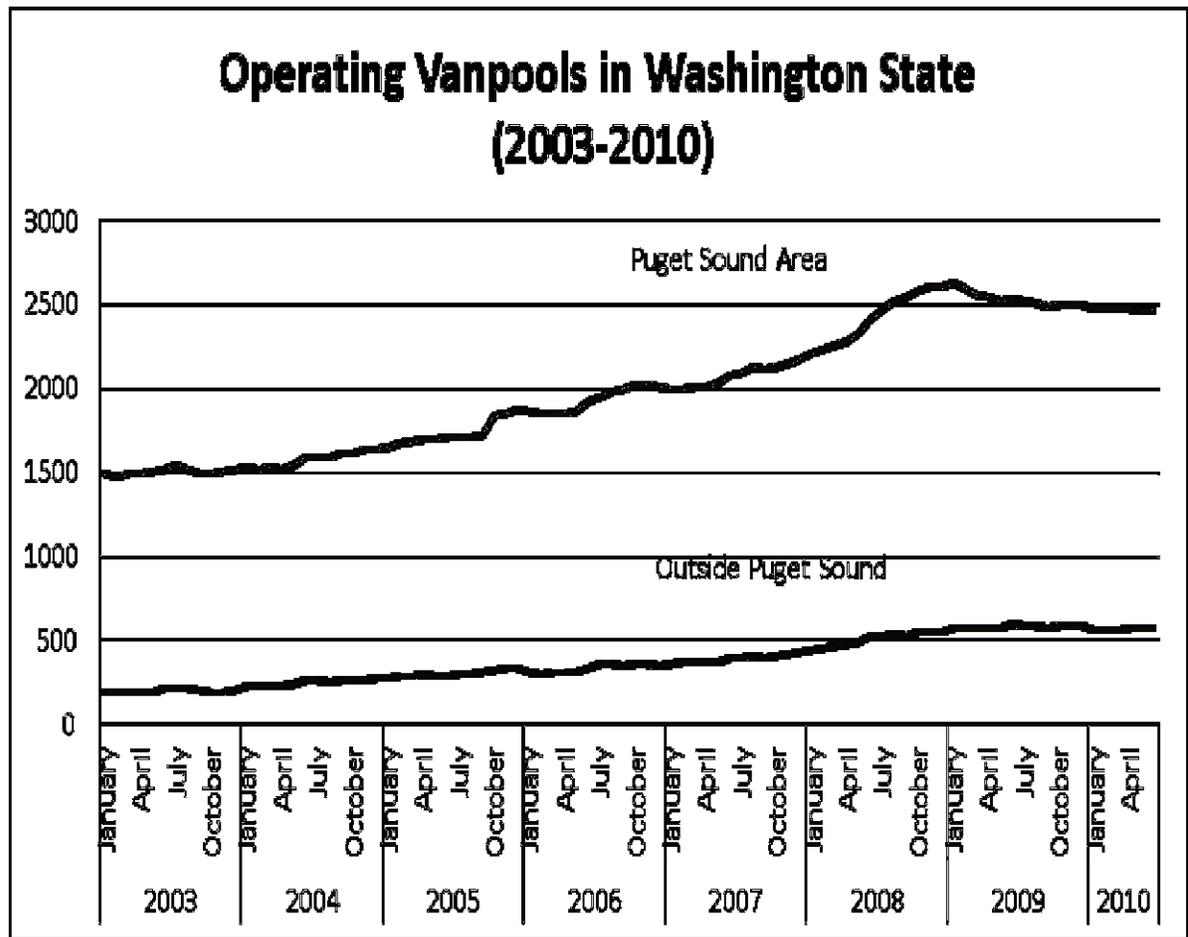
- Maximum weight (RCW 46.44)
- Bus use of HOV lanes (RCW 46.61.165)
- Yield the right-of-way (RCW 46.61.220)

<p>Vans and Minivans Useful life: 4 years</p>	
<p>Minibuses with four wheels Useful life: 5 years</p>	
<p>Minibuses, cutaway with dual rear wheels Wheelbase length: up to 158" Useful life: 6 years</p>	
<p>Minibuses, cutaway with dual rear wheels Wheelbase length: 159" to 181" Useful life: 7 years</p>	
<p>Bus or trolley configuration, dual rear wheels Gross vehicle weight: up to 19,000 lbs Useful life: 8 years</p>	
<p>Bus or trolley configuration, dual rear wheels Gross vehicle weight: 19,000 to 24,000 lbs. Useful life: 9 years</p>	
<p>Bus or trolley configuration, dual rear wheels Gross vehicle weight: more than 24,000 lbs Useful life: 12 years</p>	

Carpooling/Vanpooling

BACKGROUND

- Empty seats in personal vehicles, vanpools, and buses offer an important transportation asset for increasing the efficiency of the highway system.
- Public vanpool programs demonstrate how empty seats can be used to improve efficiency. In 2005 the public transit agencies in Washington State had a vanpool fleet of 2,375. These vehicles made over 6.6 million passenger trips in 2005. Over 16,300 commuters ride in a vanpool on an average workday in Washington.



- From 2003 to 2008, vanpool van and ridership growth increased dramatically to its highest levels. Gas prices in 2008 were at an all time high which attributed to a huge demand for vanpooling. Many transit agencies throughout the state at that time had to generate waiting lists for vans. Unfortunately immediately following this robust period, the country and state experienced an economic downturn which negatively impacted the job market and vanpooling - since there is a direct correlation between the two. In 2009, unemployment across the state rose to 8% from 4% the previous year. Fewer jobs and lay-offs mean fewer commuters. If too many riders within a vanpool lose or change jobs it can cause a vanpool to end simply because there aren't enough riders to continue operating. Additionally, some

employers have reduced employee transportation related benefits including vanpool fare subsidies. The graph above shows annual vanpool ridership change from 2006 – 2009. Between 2008 and 2009 annual vanpool ridership decreased 9% from 23,000 to 21,000. Consequently, transit agencies have been forced to shift their focus from growing vanpools to trying to maintain and keep existing vanpool groups on the road.

- The number of vanpool vehicles on the road in Washington grew significantly during the 1990s. Vanpooling decreased slightly in 2000–2002, correlating with the economic downturn in the first years of this century. Vanpooling began to increase after 2002 and by mid-2005 had set new records for vehicles on the road (2,007). The expansion continued through 2008. Corresponding to the recent increase in unemployment, vanpooling ridership decreased in 2009 with operating vanpools decreasing over nine percent.
- HOV lanes move about 35% of all the people on area freeways in only 19% of the vehicles in the peak commuting periods and directions. The average HOV lane carries 1½ times as many people as the average adjacent lane in the peak commute.
- The percentage of people who drove alone to work to Commute Trip Reduction (CTR) worksites declined from 70.8% in 1993 to 65.5% in 2009. The effects of these individual choices encouraged by the CTR program show up in statewide figures as well. In Washington, during the decade from 1990 to 2000, the percentage of people who drove alone to work decreased slightly from 73.8% to 73.3%. Washington and Oregon were the only states where the percentage dropped. In all other states, the average rate for drive-alone commuting increased.

GOVERNANCE

- The direct formation and management of carpooling and vanpooling is conducted by numerous entities, including private individuals and businesses; public transit systems; and city and county governments.
- In Washington State, vanpool vehicles are most commonly available through public transit agencies. A few private employers continue to operate vanpools. In addition, private individuals and employers work to form vanpool groups.
- Public transit systems and independent carpooling interests sponsor ridematching efforts to encourage employees to carpool and vanpool. Recently WSDOT has cooperated with the state's transit systems, a number of cities, and major employers to rebuild RideshareOnline.com to expand its capacity and create commute management system.

FUNDING

- The 2009 transportation budget allocated \$7 million to purchase vehicles to expand vanpooling in the state.
- Riders, and in some cases employers, fund carpools and vanpools.
- Nearly all of the public vanpool costs are recovered from fares paid by riders. Many employers partially or fully subsidize the cost of vanpools for their employees. Fare policies vary by operator, as determined by the operator's board or county council.
- Public and private vanpools are exempt from retail sales tax on purchase of the vehicle (RCW 82.08.0287, 82.12.0282, 82.44.015).

RELEVANT STATUTES

- Carpools and vanpools may use HOV lanes (RCW 46.61.165)
- The Commute Trip Reduction program (RCW 70.94.521-555)

High Occupancy Vehicle (HOV) Lanes and High Occupancy/Toll Lanes (Hot Lanes)

BACKGROUND

- The HOV system maximizes the people carrying capacity of the roadway network by giving priority to vehicles carrying more people. The HOV system provides increased speed and reliability for buses, vanpools, and carpools compared to the general purpose lanes.
- Elements of the HOV system includes HOV lanes on freeways, HOV priority treatments on local streets, park-and-ride lots, enforcement facilities, HOV by-pass lanes at ramp meters, and the "Guaranteed Loading Program" on Washington State Ferries.
- The Transportation Commission has designated the Core Freeway HOV program (approximately 297 miles) as its highest priority for new construction. HOV lanes have been constructed on portions of I-5, I-90, I-405, SR 16, SR 167, and SR 520.
- Approximately 250 lane-miles of HOV lanes are currently open on Puget Sound freeways. Design is underway on major parts of the remainder.
- Puget Sound freeway HOV lanes are currently open to buses, vehicles with two or more occupants, and motorcycles. An exception is on the short westbound segment of SR 520 approaching the floating bridge. Safety and operational considerations necessitate a requirement for three or more occupants per vehicle on that HOV lane segment.
- The two person occupancy requirement applies 24 hours per day, seven days a week on most of the core freeway HOV system including the HOV lanes on I-5. Freeways east of Lake Washington are an exception to this policy. In the summer of 2003, a demonstration was begun that opened these HOV lanes to general purpose traffic from 7:00 pm to 5:00 am.
- In 1996 the Washington State Transportation Commission adopted a performance standard for HOV lanes. This standard calls for an average HOV lane speed of 45 mph or greater during 90% or more of the peak hour. Increasing HOV lane traffic volumes have caused segments of the HOV system to fall below the peak hour performance standard. WSDOT is evaluating options for improving HOV lane speed and reliability

GOVERNANCE

- WSDOT has the sole responsibility for planning, constructing, and operating HOV and queue by-pass lanes on limited access facilities, but consults and coordinates with the regional metropolitan planning organization. In the Puget Sound region, WSDOT has also committed to consulting with Sound Transit regarding proposed changes to HOV operating policies.
- On state-owned arterials, WSDOT shares the planning, constructing, and operating responsibilities with local jurisdictions.
- WSDOT has shared responsibility for planning and developing HOV direct access ramps with Sound Transit.
- The Freeway Core HOV Lane program is included in and supported by the Puget Sound Regional Council's Metropolitan Transportation Plan and by Sound Transit's Master Plan.

FUNDING

- The Transportation Commission has created a funding category for the freeway core HOV system. The 2003 nickel package funds substantial portions of the core HOV system, including projects on SR 16 in Tacoma, on I-5 in Federal Way and Everett, on SR 167 in Auburn, and on SR 520 in Redmond. The total cost of core HOV system improvements funded through the nickel package is in excess of \$700 million.
- The 2005 transportation funding package (Transportation Partnership Act) also provided funding for core HOV improvements. Specifically, adding HOV lanes to I-5 in Pierce County between SR 16 and the Pierce/King County line, improving the I-5/SR 16 interchange including direct HOV to HOV connections, and extending the southbound HOV lane on SR 167 into Pierce County.
- A variety of sources may be used to pay for HOV projects, including most categories of federal TEA-21 funds, the Motor Vehicle Fund the Transportation Fund and certain local option taxes. Most of the HOV system completed prior to the late 1990's was funded by the Interstate Completion program, which has expired.
- The 1996 Sound Transit plan includes direct access ramps to allow buses to enter and exit HOV lanes without crossing general purpose traffic. These direct access facilities cost approximately \$500 million. The Sound Transit Phase II plan does not include funding for additional direct access ramps.
- King, Pierce and Snohomish counties are authorized to levy, with voter approval, local taxes to accelerate completion of HOV lanes and related facilities on state highways and local arterials and to fund other HOV programs (RCW 81.100.030, 81.100.060):
- Employer tax of up to \$2/employee/month (allows credits for HOV/transit program)
- Up to 0.3% Motor Vehicle Excise Tax (MVET) surcharge except on heavy trucks
- Revenue from the following local option taxes may be used for HOV lanes, facilities, and program (82.80.010, 82.80.020, 82.80.030):
- Motor fuel tax (HOV lanes, facilities only)
- License fee
- Commercial parking tax

HIGH OCCUPANCY/TOLL LANES (HOT Lanes)

Background

- The 2005 Legislature authorized WSDOT to convert the HOV lanes on SR 167 to High Occupancy/Toll lanes (HOT). In May 2008, WSDOT opened the lanes to single occupancy vehicles that pay a toll. The toll varies depending on the level of traffic; as the volume of traffic increases so does the toll. Carpools and transit still have priority to use the lanes at no cost. If the HOT lanes become congested, they are only open to carpools and transit.

- Tolls are collected electronically by transponders mounted on vehicle windshields and users are billed automatically. The transponders are interoperable with Tacoma Narrows Bridge by using the same *Good To Go!* technology and customer service center. The SR 167 HOT lanes are part of WSDOT's Moving Washington strategy that calls for a balanced approach to invest in strategic capacity, to operate the transportation system efficiently, and to manage demand by providing choices. WSDOT started the SR 167 pilot project to find out if HOT lanes would benefit drivers in the toll lane as well as in the general purpose lanes. The toll revenue from this corridor is an added benefit; generating revenue is not the primary purpose of SR 167 HOT lanes.

Performance

- More than 60,000 Good To Go! customers have paid to use the SR 167 HOT lanes since they opened, double the number from the first year.
- The average number of weekday tolled trips increased 150 percent in the morning northbound commute and doubled during the afternoon commute.
- Travel times in the general purpose lanes are more reliable
- On average, while volumes have increased two to three percent, general purpose lane speeds have increased 11 percent
- On average, HOT lane speeds have remained at or slightly above the posted speed limit
- The northbound HOT lane provided weekday drivers with an average time savings of eight minutes in the peak hour for an average toll of \$1.25
- The southbound HOT lane provided drivers with an average savings of three minutes during the peak hour for an average toll of \$1.25

Revenue

- Monthly revenue in May 2008 (opening month) was \$21,000
- Monthly revenue in July 2010 was \$49,000
- Operating costs are \$100,000 per month. This includes expenses for enforcement, customer service center, maintenance support, emergency response, traffic management center operations and revenue forecasting. WSDOT is working to reduce these costs.

Safety

- Preliminary evidence indicates a 17 percent decrease in total corridor collisions.

Other areas

- WSDOT is studying the use of variable tolling on other highways in the Puget Sound region including I-405 (as provided for in legislation adopted in the 2003 and 2005 sessions). Roadway pricing is also being considered in the Puget Sound Regional Council plan update

Miscellaneous Modes

BACKGROUND

- Snowmobiles
 - Approximately 30,000 registered in the state
 - Over 2,000 miles of snowmobile trails (almost all managed by the federal government)
 - An operating license is not required. However, no one under the age of 12 may operate a snowmobile on or across a public roadway or highway. Persons between the ages of 12 and 16 must have first completed a snowmobile safety education course before doing so. (RCW 46.10.120)
 - Snowmobile fuel excise tax (RCW 46.10.170)
 - Snowmobile registration (RCW 46.10.040)
- Equestrian
 - Almost 7,000 miles of pack and saddle trails (majority of which are rally managed)
 - Trails program includes equestrian facilities
 - Six-year program for arterial construction, including equestrian paths (RCW 36.81.121)
- Recreational Boating
 - Motor fuel tax refund to Marine Fuel Tax Refund Account (RCW 79A.25.040)
 - Approximately 287,000 vessels licensed through the Department of Licensing
 - State Parks and Recreation Commission has rule-making authority (RCW 79A.60.595)
 - Registration fees and taxes (RCW 88.02 and 82.49)
- Mopeds
 - Approximately 9,100 registered in the state
 - Definition of mopeds (RCW 46.04.304)
 - Any person holding a valid driver's license of any class may operate a moped without taking a special examination (RCW 46.20.500)
- Motorcycles
 - Approximately 217,000 registered in the state
 - Helmet, goggles, and face shield requirements (RCW 46.37.530 and RCW 46.37.535)
 - Special endorsement for driver's license (RCW 46.20.510, and RCW 46.20.515)
- Motorhomes
 - Approximately 69,000 registered in the state
 - Registration and additional fees (RCW 46.16.0621, RCW 46.16.063, and RCW 46.17.020)
- Neighborhood Electric Vehicles
 - Approximately 40 registered in the state
 - Operation authorized (RCW 46.61.725)
 - Electric powered vehicles with speed between 20-25 mph (RCW 46.04.037)
 - Medium speed electric vehicles licensed as motor vehicles, drivers license required, operate on roads with speed limit not greater than 35 mph (RCW 46.61.688)

Pedestrians

BACKGROUND

- Walking is a primary or alternative transportation option available to a significant portion of Washington's population, depending on trip purpose. Often, a pedestrian trip is combined with another mode.
- Over 75% of the people in Washington's households walk or hike for recreation, and over 5% walk to work in urban areas.
- The majority of pedestrian-involved crashes in Washington occur at unmarked crossings. Only 10% of legal crossings are currently marked.

GOVERNANCE

- In 1984 the Washington State Department of Transportation (WSDOT) created the Statewide Bicycle and Pedestrian Advisory Committee to advise the department on bike and pedestrian issues. This committee is comprised of citizens, statewide advocacy organizations, cities, and counties.
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 - The requirement that each state appoint a bicycle and pedestrian coordinator.
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 - Bicycle and pedestrian facilities are to "be considered, where appropriate, with all new construction and reconstruction of transportation facilities."
 - TEA-21 also requires that the Secretary of Transportation to assure that bicycle and pedestrian linkages are maintained and improved.
- On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. In this act, the Safe Routes to Schools Program was added establishing a funding source for Safe Routes to Schools improvements and requiring each state to appoint a Safe Routes to Schools Coordinator. This funding has been extended through 2010.

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- At least 0.3% of WSDOT’s annual total construction program and at least 0.42% of city and county gas tax revenue is to be used for non-motorized transportation, particularly where highway and roadway projects sever existing paths (for WSDOT, this is approximately \$2 million/year; RCW 47.30.050, Paths and Trails Law).
- The Traffic Safety Commission uses federal funding from the National Transportation Safety Association and FHWA to provide grants to local communities primarily for signage and lighting improvements in school zones (\$500,000 annually).
- The Transportation Improvement Board administers the Pedestrian Safety and Mobility Programs with an average of \$2 million dedicated annually.
- WSDOT, county, and city funds may be used for the planning, designing, constructing, maintaining, and mapping of nonmotorized facilities (RCW 47.30.030, 36.75.240).
- An important source of funding for bicycle transportation facilities has been the Transportation Enhancement Program set aside in the Surface Transportation Program under the two most recent federal surface transportation funding acts. WSDOT and local agencies may use Enhancement funding to build nonmotorized transportation facilities such as trails, roadway shoulders, and bike lanes. As of 2005 and the passage of SAFETEA-LU, WSDOT and local agencies have an additional funding program called Safe Routes to Schools.

OTHER RELEVANT STATUTES

- Rules of the road (RCW 46.61)

STATE AGENCY WEBSITES

WSDOT – www.wsdot.wa.gov/walk

Roadways (State Highways, County Roads, City Streets)

BACKGROUND

- Washington State roadways consist of 83,380 centerline miles of highways, roads, and streets
 - 7,062 miles of state highways
 - 39,869 miles of county roads
 - 17,697 miles of city streets
 - 18,878 miles of other roadways, including State Park, National Park, Indian Reservation, and U.S. Forest
- Annual vehicle miles traveled (VMT) on the state's system of roadways totaled approximately 56.5 billion miles during 2009.
- State highways carry 56% of VMT, while county roads carry 16%, city streets 27%, and other roadways 1%.
- Washington's 764 miles of Interstate highways account for only 1% of roadway miles, but carry 27% of annual VMT.
- The National Highway System (NHS) provides an interconnected system of principal arterials and other highways that serve major population centers, international border crossings, ports, airports, public and intermodal transportation facilities, and other major travel destinations; meet national defense needs; and serve interstate and interregional travel. The NHS in Washington consists of 3,414 miles of roadway that carry about 46% of the state's VMT.
- The Freight and Goods Transportation System of state highways and local roadways is classified according to the level of freight traffic using the route.
- The Scenic and Recreational Highway System comprises state highways that have exceptional scenic qualities and recreational opportunities along them; they are designated by the Washington State Transportation Commission and identified as State Scenic Byways.

GOVERNANCE

- State Highways
 - Owned and operated by the Washington State Department of Transportation (WSDOT).
 - WSDOT is a cabinet agency and is managed directly by the Secretary of Transportation, subject to the oversight of the Governor.
- County Roads
 - Each of the 39 counties is responsible for construction, maintenance, and management of the roads and bridges under its jurisdiction.
 - Six-year construction plans must be adopted before January 1 of each year and submitted to WSDOT and the County Road Administration Board (CRAB).
 - Six-year plans pertaining to arterial road construction in urban areas of the county must be submitted to the Transportation Improvement Board (TIB) every two years.
 - CRAB sets engineering standards and provides oversight for the county road departments in each county.

- City Streets
 - Each of the 281 incorporated cities is responsible for construction, maintenance, and management of the streets and bridges under its jurisdiction.
 - Six-year construction plans must be adopted before July 1 of each year and submitted to WSDOT.
 - Six-year plans pertaining to arterial street construction in urban areas of the city must be submitted to the Transportation Improvement Board (TIB) every two years.

FUNDING

- State Highways
 - 24.46 cents per gallon Motor Fuel Tax (plus Ferries receives 1.08 cents)
 - Motor vehicle licenses, permits, and fees
 - Federal highway grants
 - Bond issue proceeds
- County Roads
 - 4.92 cents per gallon Motor Fuel Tax
 - State grants from CRAB, TIB, and FMSIB
 - Dedicated county road property tax levy
 - Local funds appropriated for use on county roads
 - Bond issues for county road purposes
 - Transportation local option taxes (see *Local Taxes*)
 - Federal aid grants
- City Streets
 - 2.96 cents per gallon Motor Fuel Tax
 - State grants from TIB and FMSIB
 - Local funds appropriated for use on city streets
 - Bond issues for city street purposes
 - Transportation local option taxes (see *Local Taxes*)
 - Federal-aid grants

OTHER RELEVANT STATUTES

- RCW Title 47 encompasses the majority of laws pertaining to public highways and transportation.
- Gasoline Tax Funds (RCW 46.68.080–110, 82.36.025)
- Local Option Transportation Taxes (RCW 81.100.030, 81.104.160, 82.47.020, 82.80.010–050)
- Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides authorizations for federal-aid to highway programs for Federal Fiscal Year 2004 through September 30, 2009.

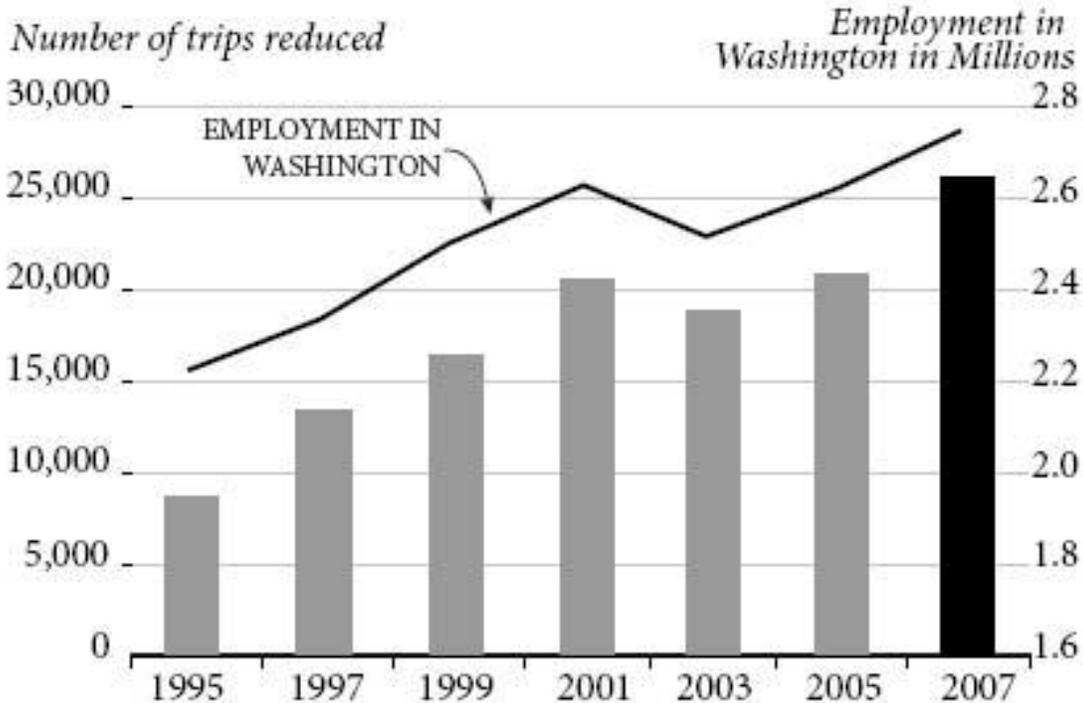
Transportation Demand Management

BACKGROUND

- Traffic congestion and air pollution are serious problems affecting urban areas in the state. Additional highway capacity is difficult to provide, especially in metropolitan areas. As state and regional populations continue to grow, reducing the demand for the roadway and increasing vehicle occupancy will be essential to increasing system efficiency and maintaining mobility.
- Moving Washington, the state's transportation strategy, incorporates managing vehicle travel.
- WSDOT implements its TDM projects in partnership with transit systems, local governments, demand by striving to make transit, carpools, vanpools, teleworking, walking or bicycling convenient and accessible for all, regardless of income, age or ability. Managing demand improves the efficiency of the highway system by making the system more effective. This approach moves more people and goods with the same roadway capacity by supporting choices that move more people in fewer vehicles, shift the location or time of day at which vehicle trips are made, or reduce the need for
- Non-profit organizations, employers and entrepreneurs.
- WSDOT's demand management projects influence travel patterns in a variety of ways. Some measures may be applied to address short-term travel constraints, such as congestion during construction, while others may be used as part of a long-term corridor congestion-relief strategy or lead to land use changes.
- Examples of TDM strategies include the following:
 - Carpool/Vanpool Ridematching Services (such as those provided with RideshareOnline.com)
 - Flexible work strategies, such as compressed work weeks
 - Priority Carpool/Vanpool Parking
 - Teleworking
 - Financial Incentives
 - Congestion Pricing
 - Priority Loading for HOVs on Ferries
 - Vanpool Programs
 - Customized Bus Services for specific markets
 - Discounted transit fares and electronic fare media
 - Park-and-Ride Lots
 - Bicycle and pedestrian facilities
 - Parking Management
 - Education and outreach to travelers
 - Land Use Planning
- In 1991 the Washington State Legislature passed the Commute Trip Reduction (CTR) Law (RCW 70.94.521–555). The goal of the law is to reduce air pollution, traffic congestion, and energy consumption through employer-based programs that decrease the number of commute trips made in single occupant vehicles (SOV).
- In 2006 the Legislature unanimously adopted changes to the CTR law to make the program more effective, efficient, and targeted. The 2006 changes seek to focus CTR as a solution to highway delay and integrate it into local and regional economic development and transportation plans.

- Implementation of the modified CTR program began in early 2008. WSDOT supported the efficiency act by working with cities, counties, planning organizations, and transit systems to develop the rules and create new plans. The law changes the CTR Task Force into the CTR Board, with a focus on policy development.

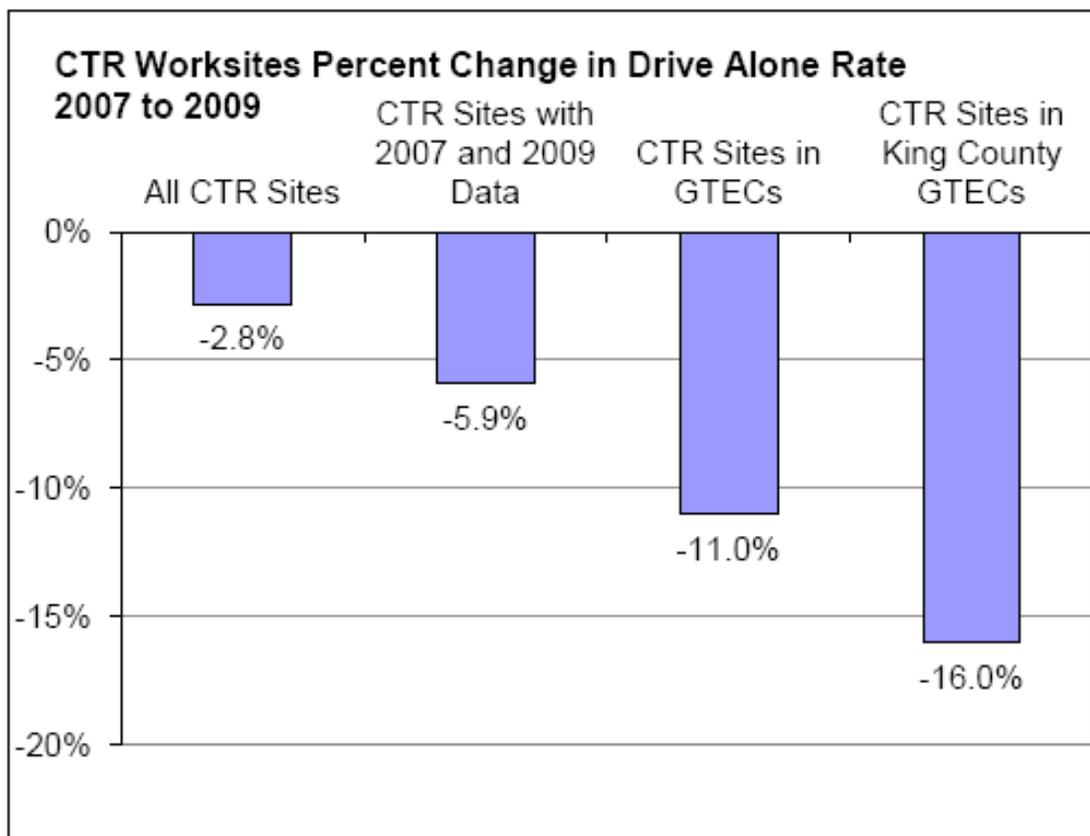
Number of Vehicle Trips Reduced at CTR sites And Employment in Washington



Data Source: CTR Survey Database. One way trips reduced per average day. Represents all sites with measurement surveys in the cycle indicated.
Employment Data Source: U.S. Census Bureau

- The drive-alone rate at worksites participating in CTR decreased from 70.8% in 1993 to 65.5% in 2009. Statewide, employees commuting to CTR worksites made over 28,000 fewer vehicle trips each weekday morning in 2009 than they did when they entered the program.
- In the central Puget Sound region, the CTR program plays an especially important role. Employees commuting to worksites participating in the CTR program in the region made more than 22,500 fewer vehicle trips each weekday morning in 2009 than when they entered the program. Many of these reduced trips would otherwise have passed through the region's major traffic chokepoints during peak periods. Their absence has a significant impact on congestion, reducing peak period highway delay by nearly 10% and arterial delay by almost 6 percent on an average morning.

- The CTR Efficiency Act of 2006 focuses the program more effectively on:
 - Congested highway corridors
 - Increasing planning coordination among local, regional, and state governments
 - Expanded and coordinated local, regional, and state investments that supplement employer support for CTR
 - Providing flexibility to local jurisdictions to develop customized trip reduction programs in key employment and residential centers



- Changes to the CTR program, particularly creating the new Growth and Transportation Efficiency Centers program (GTEC), appears to have had significant impacts. The changes in drive alone rates for CTR sites in the GTECs is particularly impressive when you consider that these same sites had reduced their drive alone rates by 7% between the time they entered the program (1992 for many) and 2007.
- King County also tells an important story. The 3 GTECs in the county, Seattle, Redmond and Bellevue, made remarkable changes in drive-alone rates at —maturel sites with already extensive support.

- WSDOT's TDM roles include the following:
 - Creating and supporting local partnerships focused on reducing vehicle trips and VMT in urban centers
 - Funding local governments to provide technical support and services to participating employers
 - Incorporating TDM investments into highway projects
 - Providing tools, models and coordination for measurement of demand management projects and programs
 - Developing and implementing strategies to mitigate highway system delay caused by construction on the highway system
 - Monitoring the effectiveness of TDM investments
 - Funding, developing, and operating other TDM efforts such as park-and-ride lots, public education, and vanpool vehicle rental and lease programs
 - Supporting local and regional agency planning and investments in TDM activities
 - Administering the CTR program and providing staff support to the CTR Board
 - Managing the vanpool grant program and the trip reduction performance grant program (RCW 70.94.996)

GOVERNANCE

- Guidelines for implementation of the Commute Trip Reduction Law were developed and are monitored by the Commute Trip Reduction Board appointed by the Governor and chaired by WSDOT. The CTR Efficiency Act established a permanent board to review and approve local and regional CTR plans, develop the program funding allocations and the state Commute Trip Reduction plan, and provide general policy guidance for the program.
- WSDOT is responsible for developing solutions for transportation deficiencies on state-owned facilities and for regulating and funding other transportation programs in which the state has an interest. The State Transportation Policy provides policy guidance.
- Other state programs support the success of the CTR Program, including (a) Trip Reduction Performance Program, (b) Rideshare Tax Credits, (c) Vanpool Grant Program, (d) Regional Mobility Grant Program, and (e) financial and policy support for park-and-ride lots.
- The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), regulates transportation planning processes. SAFETEA-LU requires that state departments of transportation consult and coordinate their actions with regional metropolitan transportation planning organizations.
- Many TDM programs are operated by local agencies and by larger public and private employers.

FUNDING

- Implementation of the Commute Trip Reduction Law is funded through the Multimodal Account at the state level. Local governments and transit systems invest local funds in the program, and in 2005 employers invested over \$49 million in support of the program.
- Funding for other TDM programs comes from a variety of federal, state, and local public sources and from private employers.

Trucks

BACKGROUND

- In Washington State, about 58% of freight tonnage is moved by truck.
- About 250,641 of the 1,481,101 trucks registered with the Washington State Department of Licensing in FY 2007 carry freight.

GOVERNANCE

- The Washington State Patrol enforces overweight limits and safety requirements on trucks (RCW 43.43).
- The Department of Licensing provides prorate (proportionate share of taxes and fees due in Washington and other jurisdictions from interstate carriers) and fuel tax services (RCW 46).

FUNDING

- Several user fees are imposed for highway construction, maintenance, and safety:
 - Additional tonnage permits (RCW 46.44.095)
 - Combined licensing fees (RCW 46.16.070, 46.68.035)
 - Trailer fees (RCW 46.16.085)
 - Monthly tonnage permits (RCW 46.16.135)
 - Safety Inspection Fee (RCW 46.32.090)

OTHER RELEVANT STATUTES

- International Registration Plan (IRP) (RCW 46.85, 46.87)
- International Fuel Tax Agreement (IFTA) (RCW 82.36, 82.38, 82.42)
- Special Fuel Tax Act (RCW 82.38)