

# Pedestrian and Bicyclist Program and Safe Routes to School 2024



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# Overview

- Program Purpose
- Program Specifics
- Review Criteria
- Application Overview
- Questions



# Call for Projects

## **WSDOT Pedestrian & Bicycle Program webpage**

- ↳ [Pedestrian & Bicycle program call for projects webpage](#)
- ↳ [Application Survey Monkey link](#)

## **WSDOT Safe Routes to School Program webpage**

- ↳ [Safe Routes to School Program call for projects](#)
- ↳ [Application Survey Monkey link](#)

# Both Programs 2025-2027

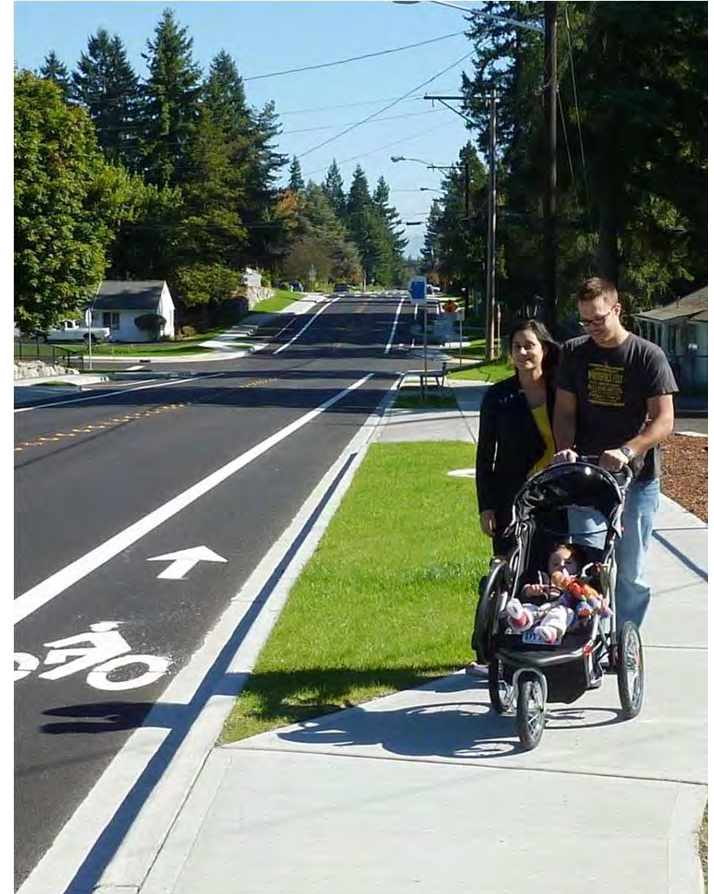
- All roads
- All public agencies & tribal governments are eligible
- Projects must:
  - Comply with funding requirements
  - Be in (or added to) local Transportation Improvement Program
  - No match is required



# Pedestrian and Bicycle Program

## Purpose

- Eliminate pedestrian and bicyclist fatal and serious injury traffic crashes.
- Increase the availability of connected pedestrian and bicyclist facilities that provide low traffic stress and serve all ages and abilities.
- Increase the number of people that choose to walk and bike for transportation.



# Pedestrian and Bicycle Program

Two types of projects are eligible:

- 1) Construction projects
- 2) Development/design-only projects

# Pedestrian and Bicycle Program

- ~\$23 million expected for the 2025-2027 biennium
- Multi-Modal Account and Climate Commitment Act (*state funds*)
- Application due – May 31, 2024
- No minimum or maximum request limits.



# Safe Routes to School Program

## Purpose

- Enable and encourage children, including those with disabilities, to walk, roll, and bicycle to school.
- Make bicycling and walking to school a safer and more appealing form of transportation, encouraging a healthy and active lifestyle from an early age.
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.





# Safe Routes to School Program

Three types of projects are eligible:

- 1) Construction projects within two miles of a school
- 2) Development/design-only projects
- 3) Education and encouragement only

# Safe Routes to School Program

- ~\$25.6 million expected for the 2025-2027 biennium
- Multi-Modal Account, Climate Commitment Act & Infrastructure Investment & Jobs Act (state & federal funds)
- Application due – June 7, 2024
- No minimum or maximum request limits. Nonprofit entities are eligible.



# Current and Historical Funding Levels

- Since the programs started, only a portion of requested projects have been funded
- Funding levels climbed much more slowly than requests
- Last round ~23% of SRTS and ~19% of PBP projects were funded

# Special Instruction

- Projects on state routes shall have already undergone WSDOT practical solutions evaluation
  - Be coordinated through the appropriate WSDOT regional office
  - Give additional time to the schedule to accommodate WSDOT collaboration
  - Include a confirmation e-mail or letter from the Regional Administrator
  - Contact your area's **Region Local Programs Engineer** to start this process
- Projects that impact tribal resources

# Review Process

- Internal review to tier projects
- Projects for cities, towns and census designated places with a population of 10,000 or less will be compared together.
- Review committee evaluation

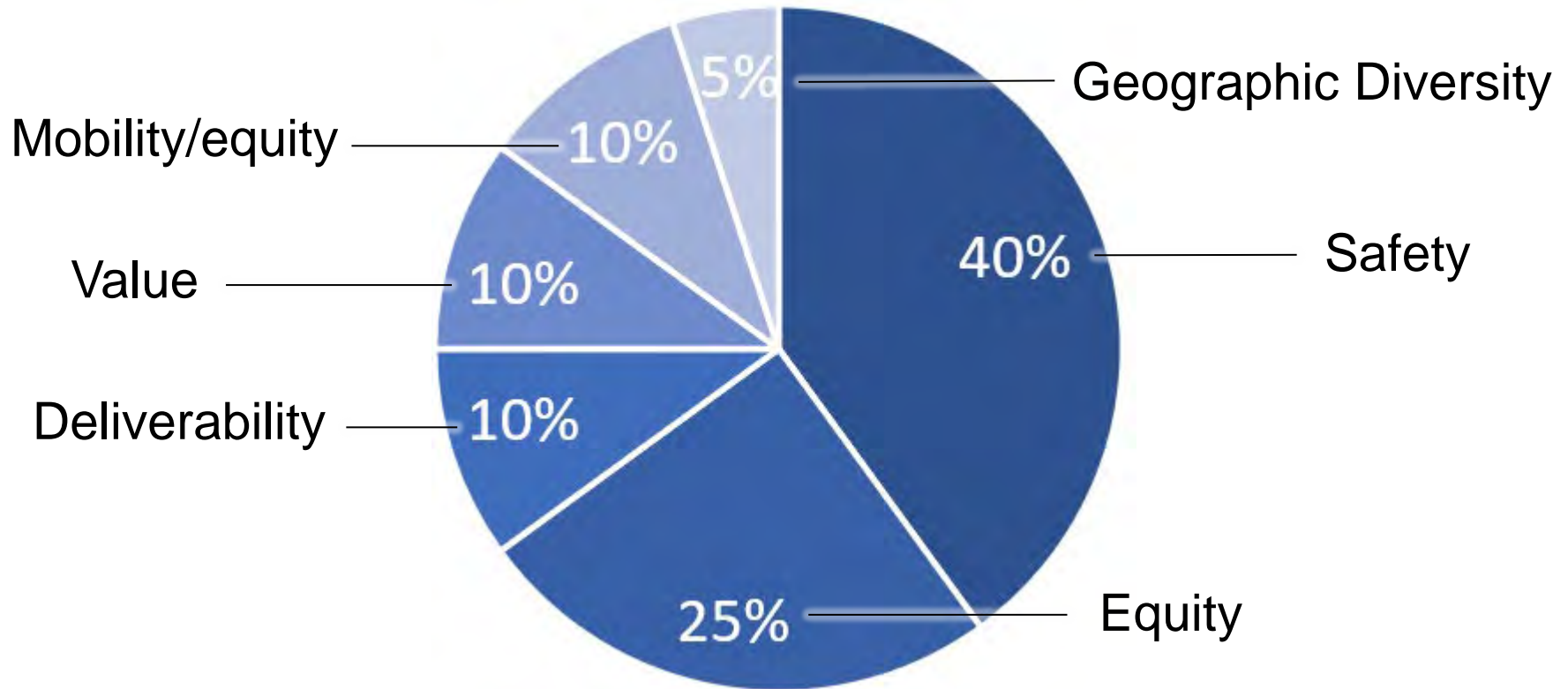


A curb and sidewalk that have been marked with white paint to indicate where a new curb extension and curb ramp will be installed.

# Review Process

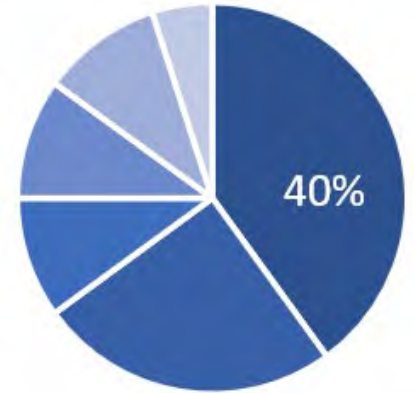
- Electronic or on-site project reviews
- WSDOT will prioritize applications so that at least 35% of those awarded serve high equity need populations and 10% must serve tribal interests.
- Prioritized list to Governor and Legislature
- Selection of projects by July 2025

# Construction Project Review Criteria:



# Safety - Systemic Safety or Crash Location Improvements

- Crash History
- Local Roads Safety Plan
- Level of Traffic Stress
- Speed Management





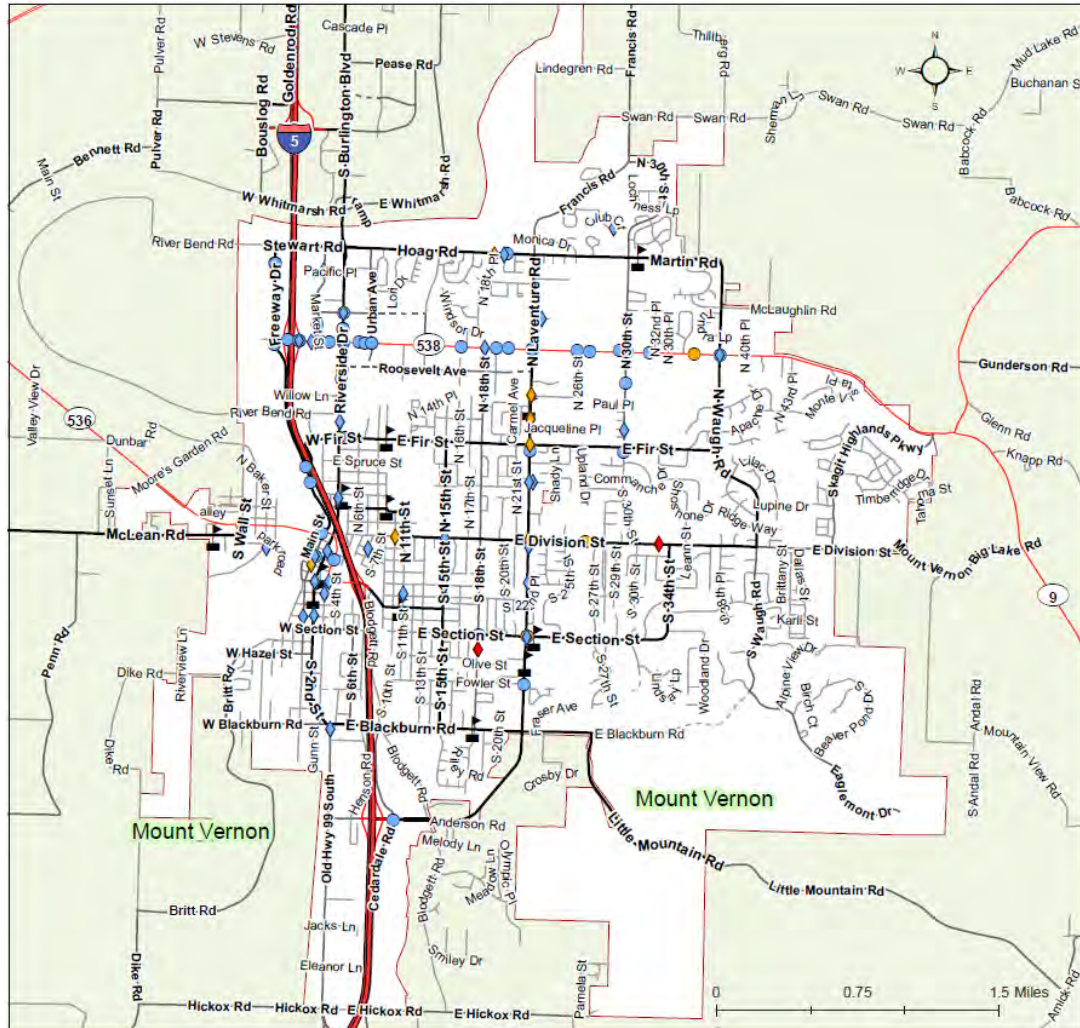
# Safety – Crash History

Both grant programs consider pedestrian and bicyclist involved crashes with motor vehicle operators

## WSDOT Crash Data Request

<https://www.wsdot.wa.gov/mapsdata/crash/crashdatarequest.htm>

# Safety – Crash History Maps Upon Request



## Example Pedestrian and Bicycle Involved Crashes

- ◆ Pedestrian - Fatal
- ◆ Pedestrian - Serious
- ◆ Pedestrian - Minor or None
- Bicycle - Fatal
- Bicycle - Serious
- Bicycle - Minor or None
- 🏫 School
- City
- County
- County Line

*Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.*

WSDOT - Transportation Data, GIS and Modeling Office  
Crash Data and Reporting Branch - JB 12/17/2019

# Safety – Local Road Safety Plan

Data driven analysis and prioritization of roadways for traffic safety, based on top crash type(s)

1. Look at your crash data
2. Identify factors associated with crashes
3. Find locations that have crash factors
4. Identify countermeasures to address crash factors
5. Develop a project list

**Safe Streets 4 All** (SS4A) plan or a Local Road Safety Plan can be used.

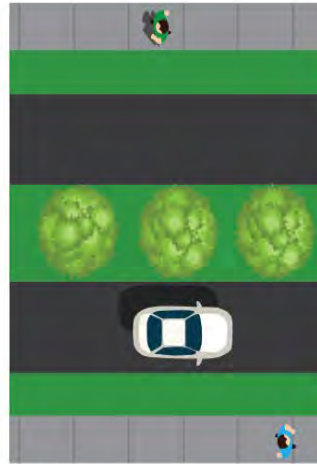
Interested? See WSDOT Highway Safety Improvement Program

[LINK](#)

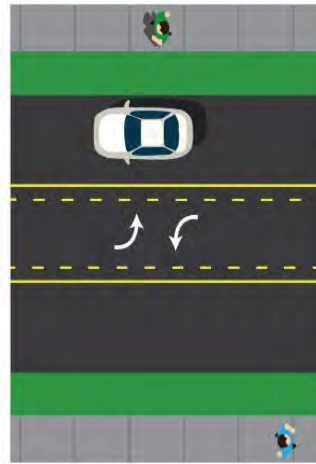
# Safety – Level of Traffic Stress

## Lower LTS:

- Greater systemic safety
- More people willing to use facility



PLTS 1



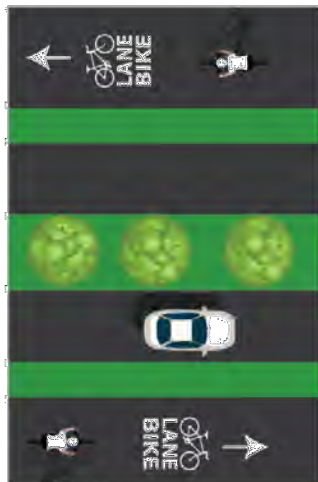
PLTS 2



PLTS 3



PLTS 4



BLTS 1



BLTS 2



BLTS 3



BLTS 4

## LTS determined by:

- Posted Speed
- Number of travel lanes
- Traffic volumes

# Safety – Speed Management

- Improvement where speeding or a need to lower posted speed is indicated

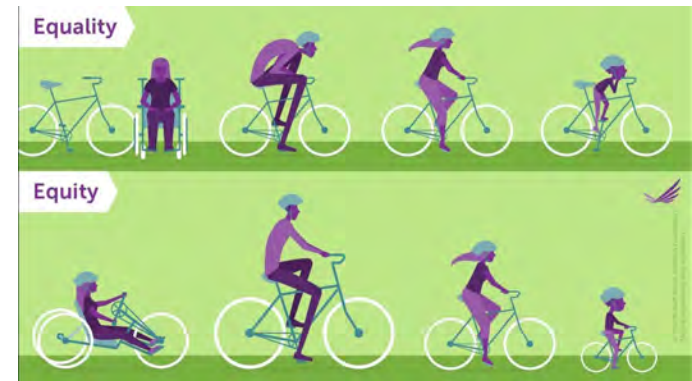
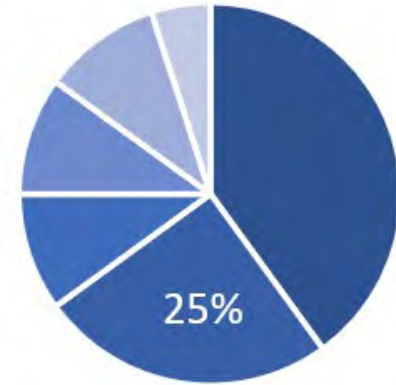


# Safety – Project Effectiveness

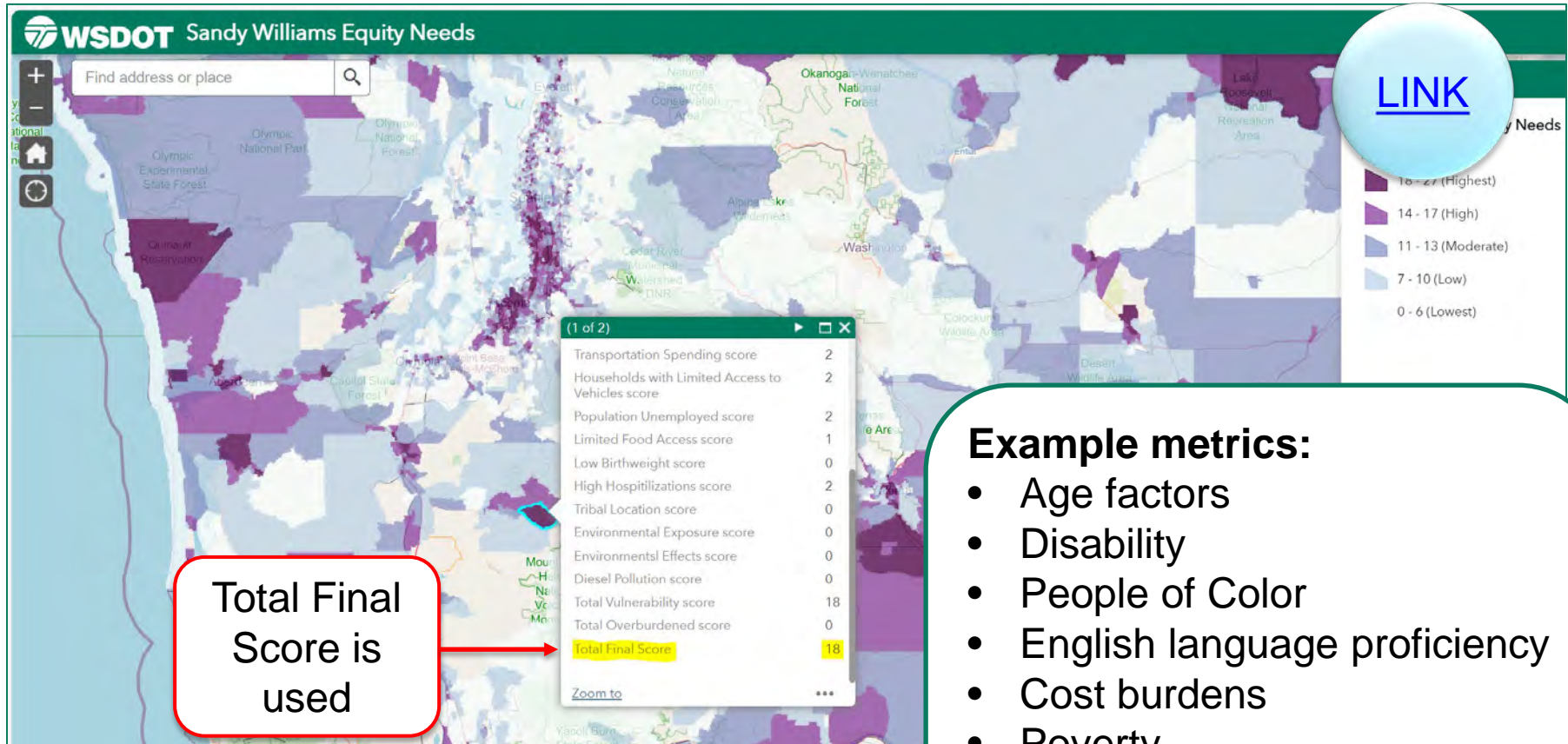
- Generally refers to the potential for a project to address the purpose and need
- Captures the ability of the project treatments to provide or extend low LTS facilities and manage speed.
- Refer to AT Design Guide Training (March 13, 20, & 27) for more information

# Equity

- Sandy Williams Connecting Communities Equity Score
- SRTS Only—Washington State Report Card (OSPI)
  - Low income
  - People of color
  - Hispanic heritage
  - Disability
- Tribal Project or Tribal Lands
- Vulnerable population community engagement



# Equity – Sandy Williams



## Example metrics:

- Age factors
- Disability
- People of Color
- English language proficiency
- Cost burdens
- Poverty
- Access to vehicles
- Access to food



# Equity – Washington State Report Card

## Abraham Lincoln Elementary 2023-24

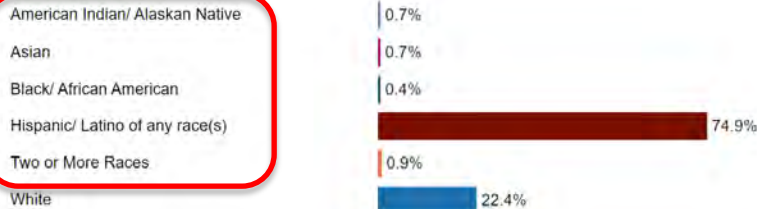
### Total Student Enrollment

455

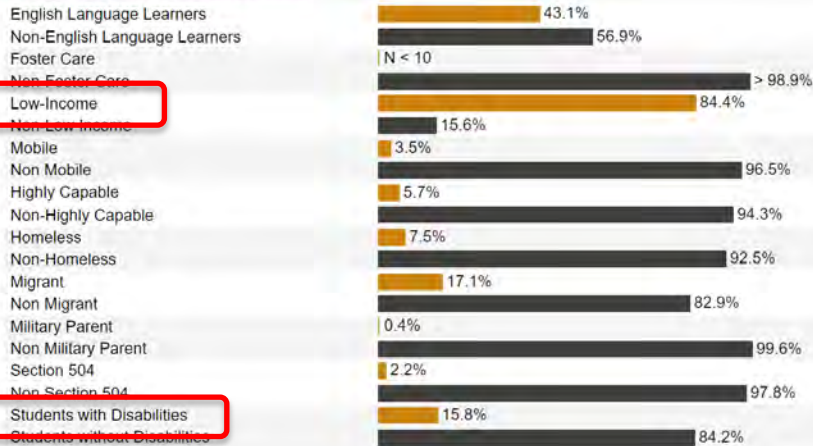
### Gender



### Race/Ethnicity



### Program and Characteristic

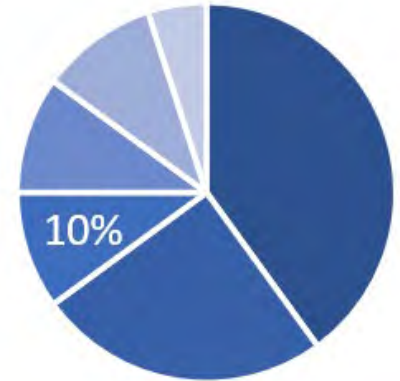


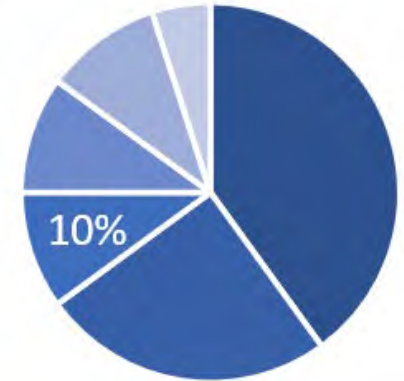
[Home - Washington State Report Card \(ospi.k12.wa.us\)](https://ospi.k12.wa.us)

# Mobility with consideration for equity

## General Criteria:

- Connections for vulnerable populations
- Ability to connect to multiple destinations
- Relative size of active transportation network completed
- Missing link completion





## General Criteria:

- Quality of budget
- Consistency with community plans
- Applicant history of successful past projects

# Deliverability – specific elements

- **Project included in:**
  - Local/regional transportation plan or other related plan

# Deliverability – specific elements

- **Jurisdiction has adopted/achieved the following:**
  - ADA transition plan or ADA Compliance planning for public right-of-way
  - Greenhouse gas emissions policy

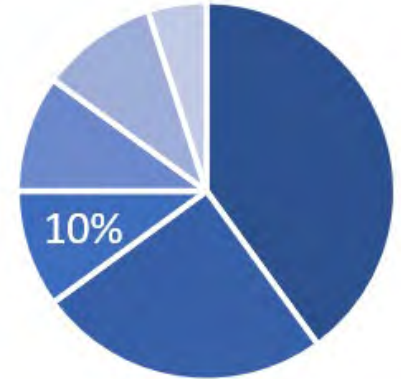
## **Applicants that received a past project award from WSDOT**

Lower consideration for deliverability if:

- A scope change(s) was required
- There was a major delay

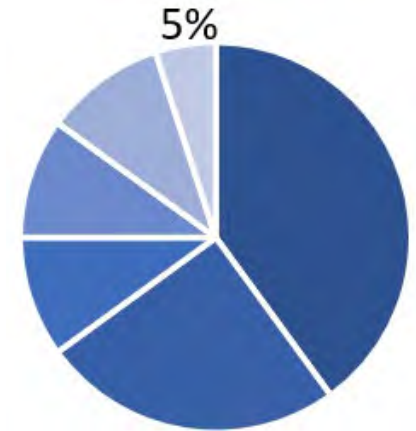
# Value

- Funding request relative to population served



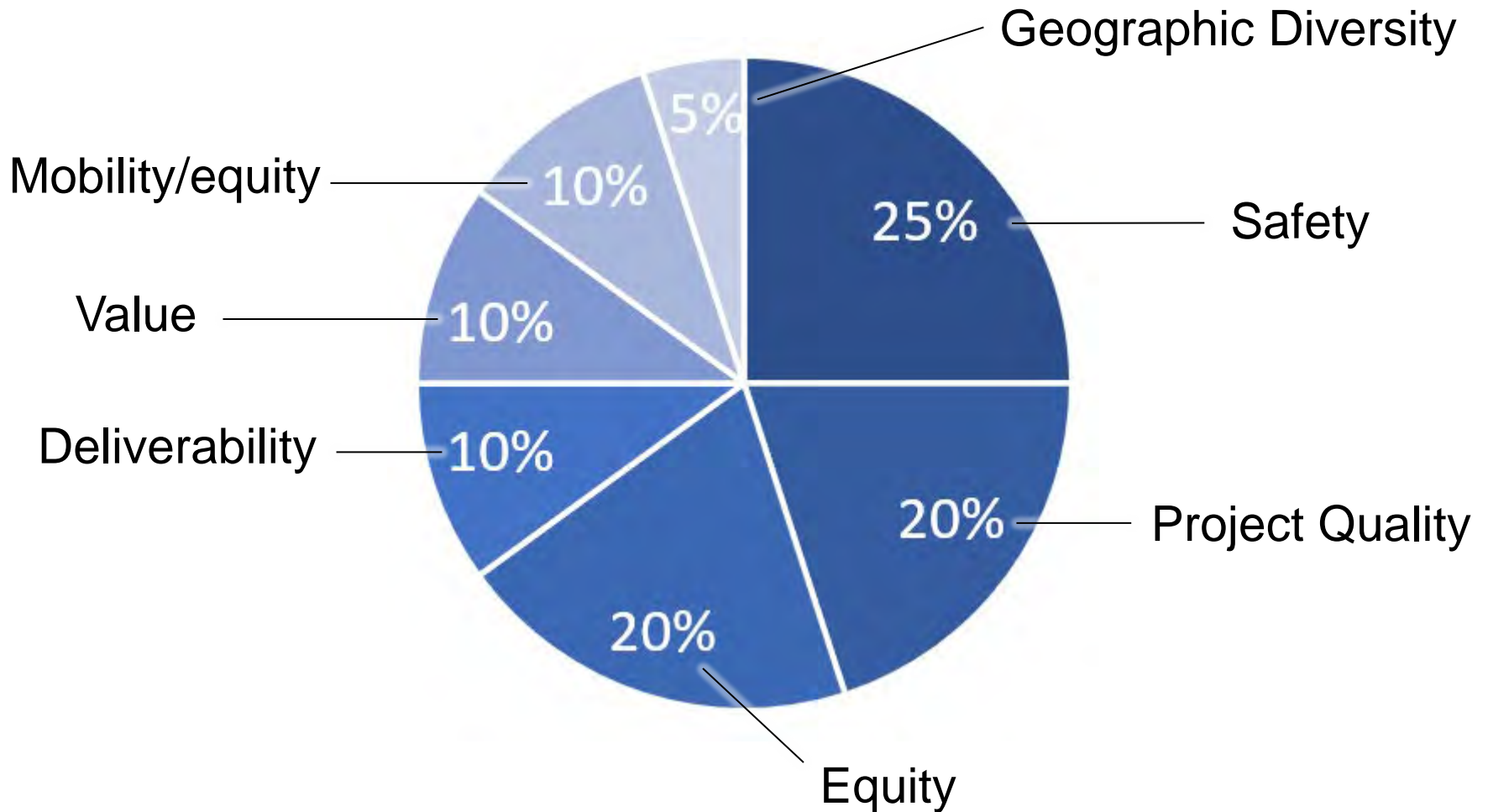
# Geographic Diversity

- More consideration for jurisdictions with fewer past awards per capita



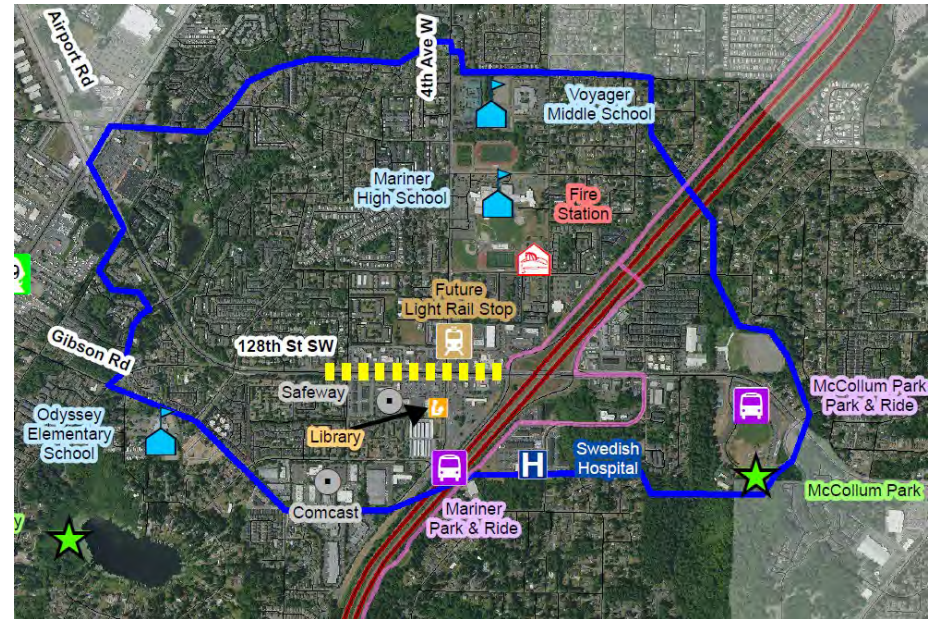


# Development/Design-only & Education/Encouragement Projects



# Development/Design-only Projects

- Proposed community engagement events
- Preliminary Engineering (PE):
  - Number of elements to be designed to 60% level (near shovel-ready)
- Quality of proposed budget
- Other elements, which may include:
  - Pre SEPA/NEPA scoping
  - Preliminary ROW/Title work
  - Level of traffic stress analysis
  - Route directness analysis
  - Pedestrian/bicyclist network analysis
  - Pedestrian/bicyclist volume estimation work
  - Temporary project/tactical urbanism efforts



— Approximate limits of planning study

# Education/Encouragement

Education/Encouragement only projects, through the SRTS program, will be evaluated on:

- Potential number of children reached
- Potential effectiveness of the education or encouragement activities
- Quality and detail of proposed budget

# Application – online

All applications will be submitted online using Survey Monkey



<https://www.surveymonkey.com/r/B9PNDNH>

**Tip:** Prepare responses using of the Word version of the application and keep it for your records.

# Inappropriate Use of Funding

- Recurring costs
- Pavement resurfacing/preservation
- Motor vehicle improvements at odds with active travel safety
- School bus safety projects or improvements to school bus stops
- Portable enforcement equipment
- Gifts or stipends

# Application Attachments

## Type of Project

### Construction

- Detailed project budget
- Plan view
- Cross section

### Development/Design-Only

- Detailed project budget
- Map with circled area of study

### Education & Encouragement

- Detailed project budget

### Some applicants may need a concurrence letter(s):

- Projects that involve roads on Tribal lands
- Projects on state routes

# Active Transportation Division Contacts

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