Pedestrian and Bicycle Program and Safe Routes to School Program

2022 Call For Projects

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Active Transportation Division
Washington State Department of Transportation
March 30, 2022
Overview

- Program Purpose
- Program Specifics
- Review Criteria
- Application Overview
- Questions
Call for Projects

**Pedestrian & Bicycle Program**

- Home
- Business with WSDOT
- Support for local programs
- Funding programs
- Pedestrian & Bicycle Program
- Pedestrian & Bicycle program call for projects

**Safe Routes To School Program**

- Home
- Business with WSDOT
- Support for local programs
- Funding programs
- Safe Routes to School Program
- Safe Routes to School Program call for projects
Both Programs 2021-2023

- 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.
Two types of projects are eligible:

1) Construction projects
2) Development/design-only projects
$56.7 million expected for the 2023-2025 biennium

State funds

Application due – May 30, 2022

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

- $59 million expected for the 2023-2025 biennium
- Federal and State
- Application due – June 6, 2022
- No minimum or maximum request limits
  Nonprofit entities are eligible
Past:
- Since the programs started, about 20% of requested projects have been funded
- Funding levels climbed much more slowly than requests

Current:
- Funding levels for this call for projects have almost tripled* relative to the last three calls

* Funding requests in 2015-17 biennium were about half of 2021-23 biennium
Projects on a State Routes

- Shall have already undergone WSDOT a 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
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.
- Prioritized list to Governor and Legislature
- Selection of projects by July 2023
Review Criteria Based On:

- Equity: 40%
- Deliverability/Other: 12%
- Value: 10%
- Project Quality: 18%
- Safety: 20%
Safety - Systemic Safety or Crash Location Improvements

- Crash pattern comparison
- Crash History
- Local Roads Safety Plan
- Level of Traffic Stress
- Speed Management
Safety – Systemic Safety (Crash Pattern Comparison)

Road characteristics consistent with where pedestrian/bicycle fatal/serious injuries are observed in statewide data.

### Crash Summary By Intersection Pedestrian/Pedalcyclist

<table>
<thead>
<tr>
<th>By Junction Relationship</th>
<th>All City Streets</th>
<th>By Junction Relationship</th>
<th>All County Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Intersection and Related</td>
<td>799</td>
<td>Not at Intersection and Not Related</td>
<td>197</td>
</tr>
<tr>
<td>Not at Intersection and Not Related</td>
<td>671</td>
<td>At Intersection and Related</td>
<td>84</td>
</tr>
</tbody>
</table>

### Crash Summary By Street Lighting Pedestrian/Pedalcyclist

<table>
<thead>
<tr>
<th>By Lighting Condition</th>
<th>All City Streets</th>
<th>By Lighting Condition</th>
<th>All County Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daylight</td>
<td>870</td>
<td>Daylight</td>
<td>137</td>
</tr>
<tr>
<td>Dark-Street Lights On</td>
<td>609</td>
<td>Dark-No Street Lights</td>
<td>94</td>
</tr>
</tbody>
</table>

### Crash Summary Pedestrian (Was Using, Actions, Contributing Circumstances) Fatal/Serious Only

<table>
<thead>
<tr>
<th>Ped Actions</th>
<th>All City Streets</th>
<th>Ped Actions</th>
<th>All County Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Xing - Non Intersection - No X Walk</td>
<td>287</td>
<td>Xing - Non Intersection - No X Walk</td>
<td>51</td>
</tr>
<tr>
<td>Xing at Intersection with Signal</td>
<td>205</td>
<td>Walking in Roadway with Traffic</td>
<td>41</td>
</tr>
<tr>
<td>Xing at Intersection - No Signal</td>
<td>169</td>
<td>All Other Actions</td>
<td>25</td>
</tr>
</tbody>
</table>
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
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.

2014–2018 Pedestrian and Bicycle Involved Crashes

- Pedestrian - Fatal
- Pedestrian - Serious
- Pedestrian - Minor or None
- Bicycle - Fatal
- Bicycle - Serious
- Bicycle - Minor or None

School

County

City

County Line

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

Interested? See WSDOT Highway Safety Improvement Program
Safety – Level of Traffic Stress

Lower LTS:
- Greater systemic safety
- More people willing to use facility

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
Equity

• PBP: Washington Tracking Network
  – Socioeconomic Factors
  – Population with a disability

• SRTS: Washington State Report Card
  – Low income
  – People of color
  – Hispanic heritage
  – Disability
Socioeconomic Factors Ranking
- Composite of 7 subfactors
- More consideration

Population with a Disability Ranking
- Single subfactor
- Less consideration
### Abraham Lincoln Elementary

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>English Language Learners</td>
<td>44.5%</td>
</tr>
<tr>
<td>Non-English Language Learners</td>
<td>55.5%</td>
</tr>
<tr>
<td>Foster Care</td>
<td>0.4%</td>
</tr>
<tr>
<td>Non-Foster Care</td>
<td>99.6%</td>
</tr>
<tr>
<td>Low-Income</td>
<td>66.7%</td>
</tr>
<tr>
<td>Non-Low Income</td>
<td>33.3%</td>
</tr>
<tr>
<td>Mobile</td>
<td>2.7%</td>
</tr>
<tr>
<td>Non Mobile</td>
<td>97.3%</td>
</tr>
<tr>
<td>Homeless</td>
<td>11.9%</td>
</tr>
<tr>
<td>Non-Homelss</td>
<td>88.1%</td>
</tr>
<tr>
<td>Migrant</td>
<td>20.8%</td>
</tr>
<tr>
<td>Non Migrant</td>
<td>79.2%</td>
</tr>
<tr>
<td>Military Parent</td>
<td>0.4%</td>
</tr>
<tr>
<td>Non Military Parent</td>
<td>99.6%</td>
</tr>
<tr>
<td>Section 504</td>
<td>1.9%</td>
</tr>
<tr>
<td>Non Section 504</td>
<td>98.1%</td>
</tr>
<tr>
<td>Students with Disabilities</td>
<td>12.1%</td>
</tr>
<tr>
<td>Students without Disabilities</td>
<td>87.9%</td>
</tr>
</tbody>
</table>

Generally refers to the potential for a project to address the purpose and need
Infrastructure projects will be evaluated on:

- Treatment effectiveness
- Quality of proposed budget
Development/design-only projects evaluated on:

- Proposed community engagement events
- Preliminary Engineering (PE):
  - Number of elements to be designed to 90% level (shovel ready)
- Quality of proposed budget

Other elements, which may include:
- Pedestrian/bicyclist volume estimation work
- Temporary project/tactical urbanism efforts
- Pre SEPA/NEPA scoping
- Preliminary ROW/Title work
- Level of traffic stress analysis
- Route directness analysis
- Pedestrian/bicyclist network analysis
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
General Criteria:
- Consistency with community plans
- Committed funding for higher cost projects
- Applicant history of successful past projects
Deliverability – specific elements

• Project included in:
  – Local/regional transportation plan or other related plan
Jurisdiction has adopted/achieved the following:
- ADA transition plan or ADA Compliance planning for public right-of-way
- Greenhouse gas emissions policy

Match
- Only considered for projects with a total cost of $800,000 or more
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

- Project population density
- Project destination density
- Project linkages
Application – online

All applications will be submitted online using Survey Monkey

https://www.surveymonkey.com/r/HV5MVLJ

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
Resources for Project Guidelines and Standards
Email Attachments

Type of Project

Construction
- Detailed project budget
- Plan view
- Cross section

Education & Encouragement
- Detailed project budget

Development/Design-Only
- Detailed project budget

Some applicants may need a concurrence letter(s):
- Projects that involve roads on Tribal lands
- Projects on state routes
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