

Pedestrian and Bicycle Program and Safe Routes to School Program

2022 Call For Projects

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Washington State Department of Transportation
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Overview

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



Call for Projects

Pedestrian & Bicycle Program



Safe Routes To School Program



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.



Pedestrian and Bicycle Program

Two types of projects are eligible:

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

Pedestrian and Bicycle Program

- \$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



Current and Historical Funding Levels

- **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



LINK

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

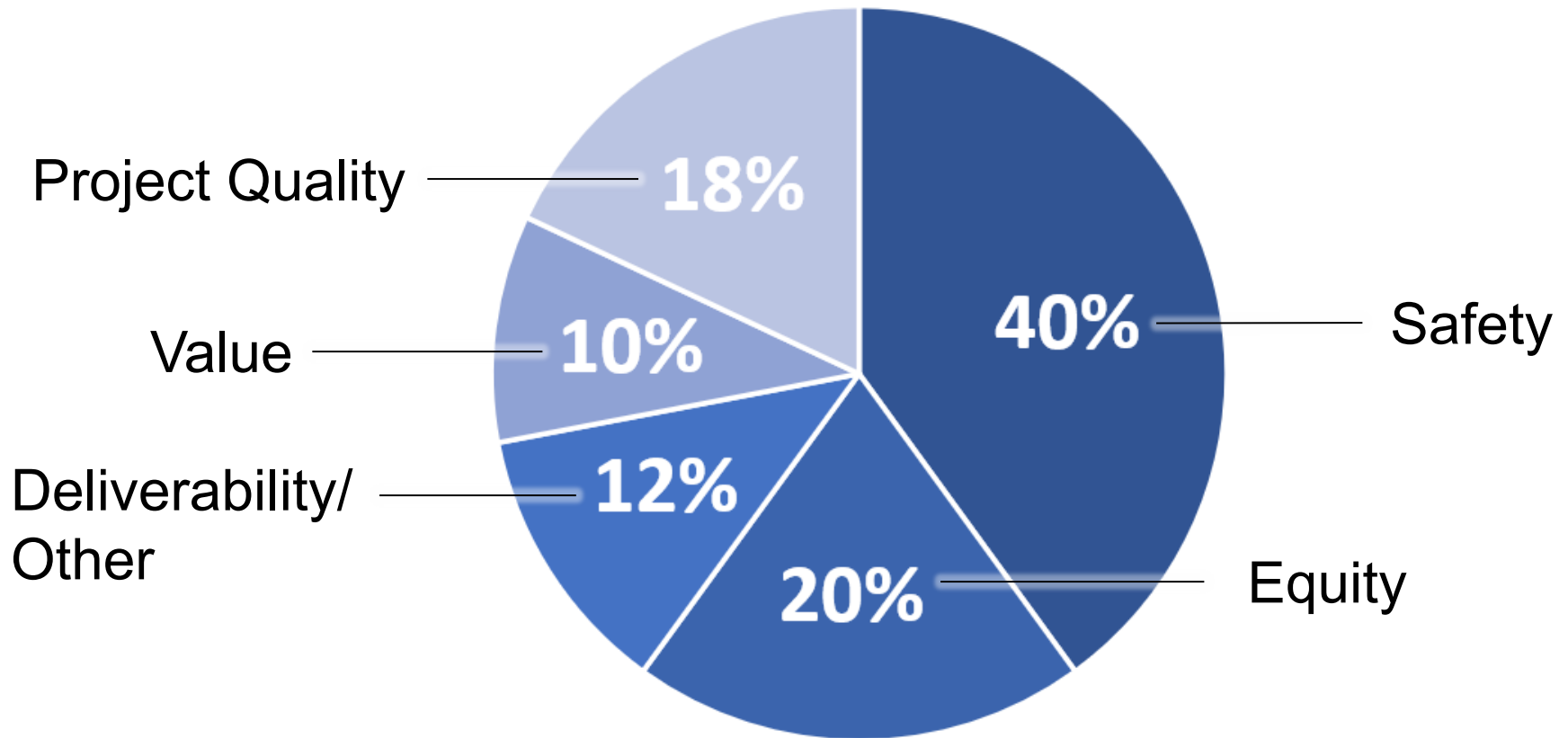


A curb and sidewalk that have been marked with white paint to indicate where a new curb extension and curb ramp will be installed.

Review Process

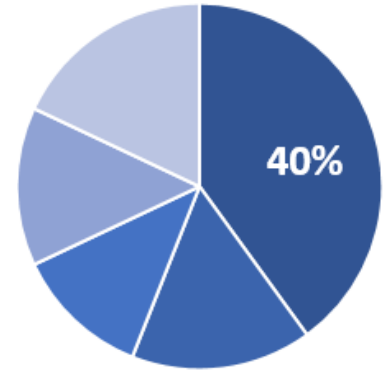
- Electronic or on-site project reviews
- WSDOT will prioritize applications so that at least 35% of those awarded serve high equity need populations.
- Prioritized list to Governor and Legislature
- Selection of projects by July 2023

Review Criteria Based On:



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

Fatal/Serious Only

By Junction Relationship	All City Streets	By Junction Relationship	All County Roads
At Intersection and Related	799	Not at Intersection and Not Related	197
Not at Intersection and Not Related	671	At Intersection and Related	84

Crash Summary By Street Lighting Pedestrian/Pedalcyclist

Fatal/Serious Only

By Lighting Condition	All City Streets	By Lighting Condition	All County Roads
Daylight	870	Daylight	137
Dark-Street Lights On	609	Dark-No Street Lights	94

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

Ped Actions	All City Streets	Ped Actions	All County Roads
Xing - Non Intersection - No X Walk	287	Xing - Non Intersection - No X Walk	51
Xing at Intersection with Signal	205	Walking in Roadway with Traffic	41
Xing at Intersection - No Signal	169	All Other Actions	25

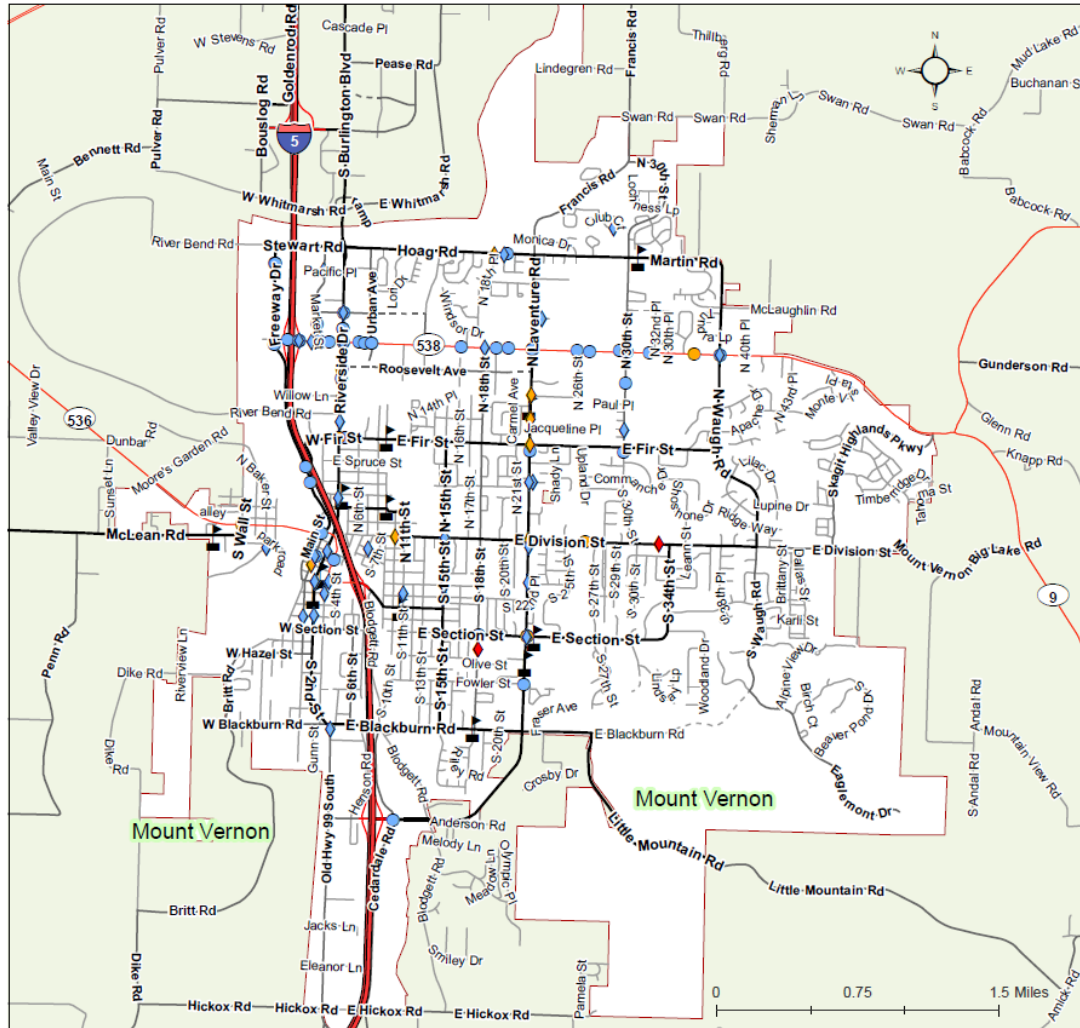
Safety – Crash History

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



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

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

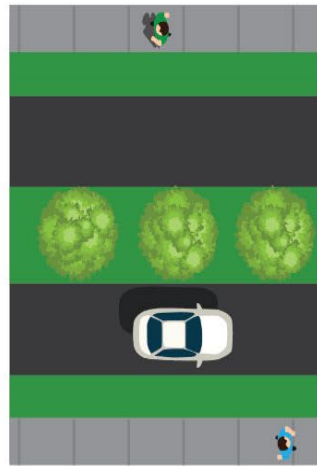
Interested? See WSDOT Highway Safety Improvement Program

LINK

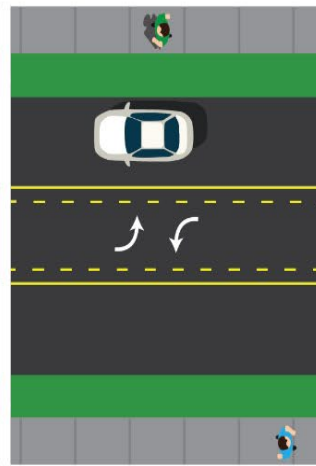
Safety – Level of Traffic Stress

Lower LTS:

- Greater systemic safety
- More people willing to use facility



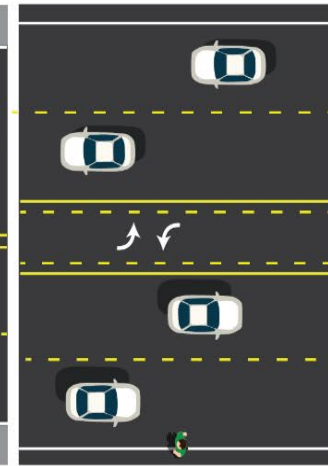
PLTS 1



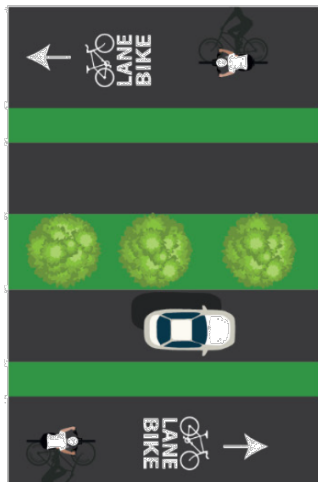
PLTS 2



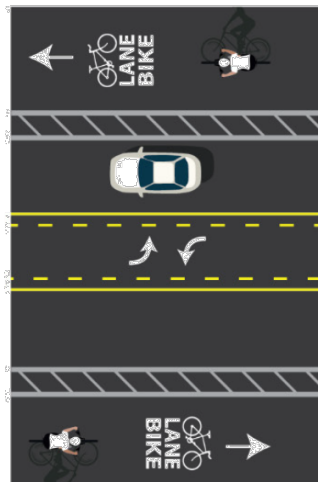
PLTS 3



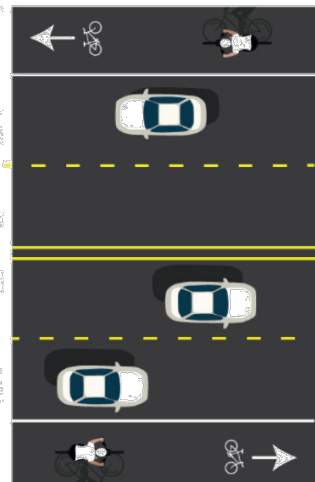
PLTS 4



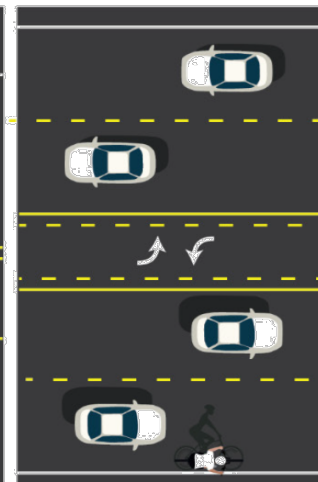
BLTS 1



BLTS 2



BLTS 3



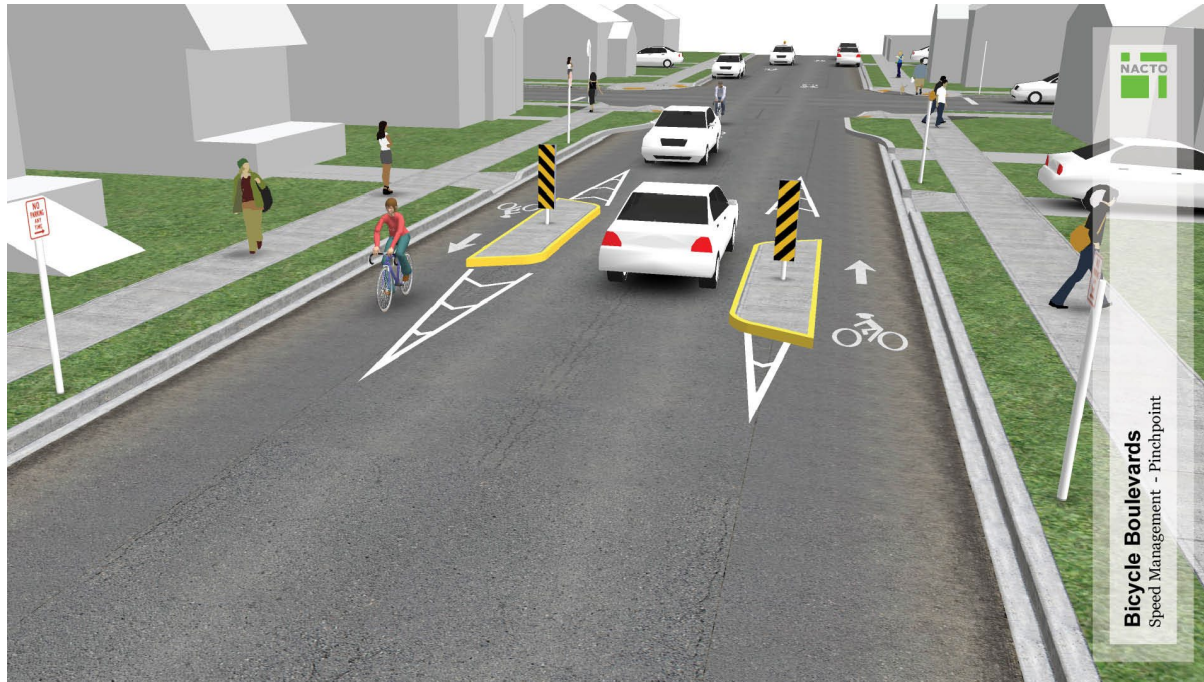
BLTS 4

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

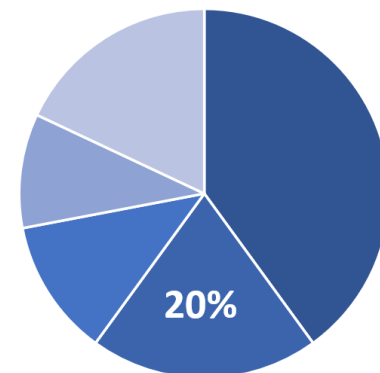


Equity

- PBP: Washington Tracking Network

- Socioeconomic Factors
- Population with a disability

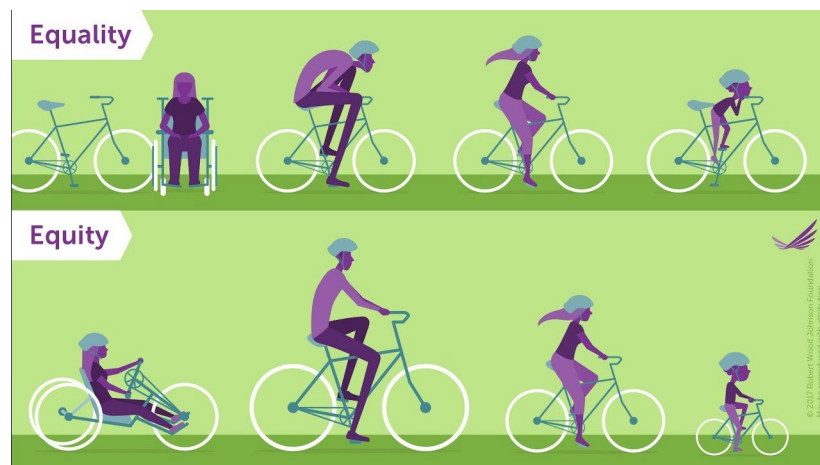
Factor rankings
by census tract



- SRTS: Washington State Report Card

- Low income
- People of color
- Hispanic heritage
- Disability



Percentage of
children

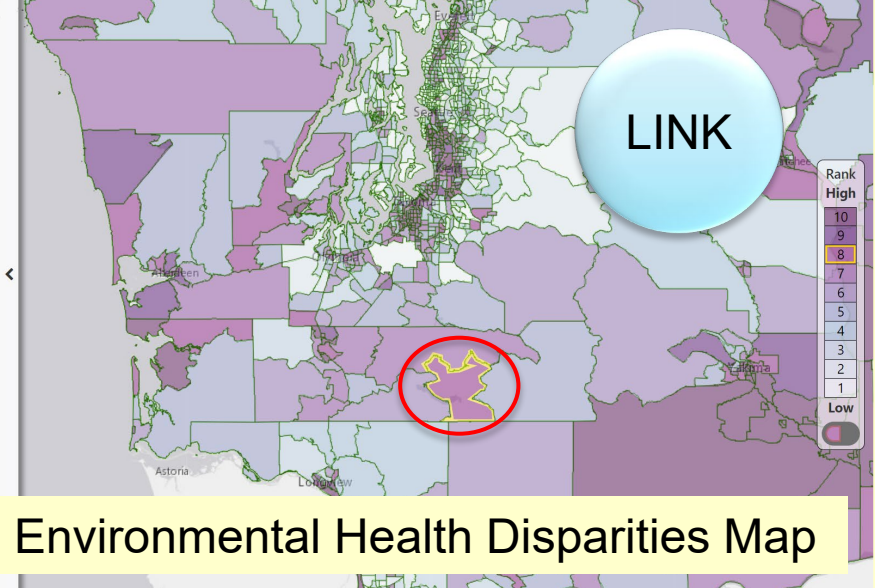
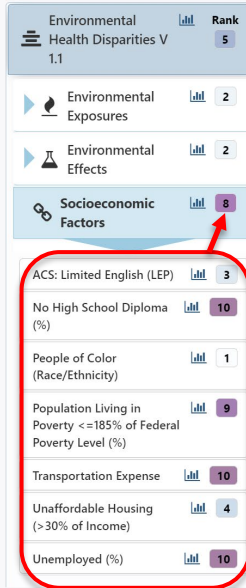


Equity – Washington Tracking Network

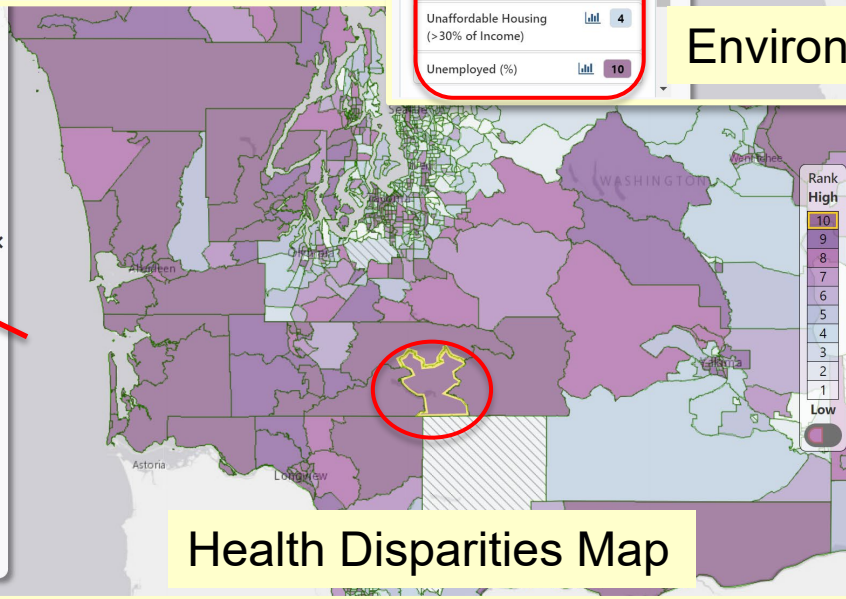
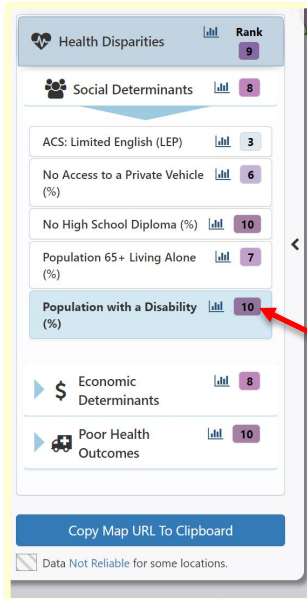
Socioeconomic Factors Ranking

- Composite of 7 subfactors
- More consideration

 **Socioeconomic Factors**  **8**




Environmental Health Disparities Map



Health Disparities Map

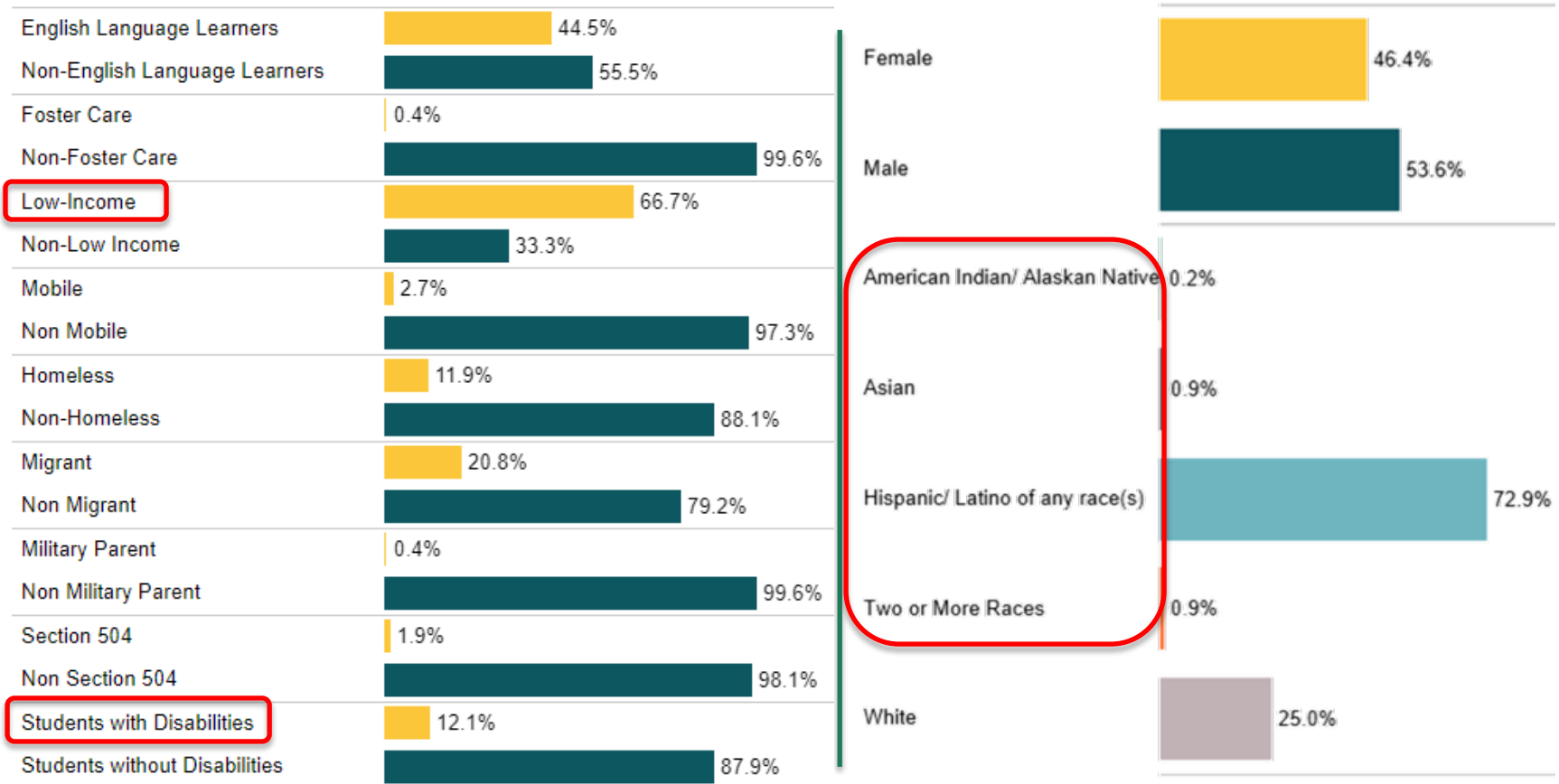
Population with a Disability Ranking

- Single subfactor
- Less consideration

Population with a Disability (%)  **10**

Equity – Washington State Report Card

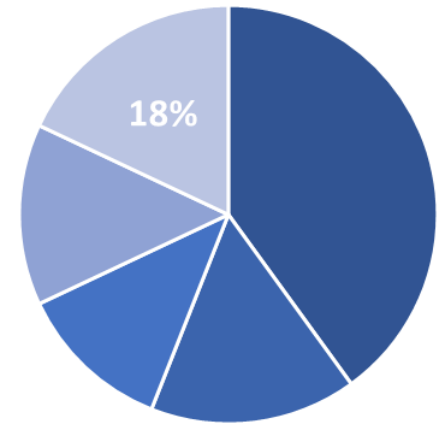
Abraham Lincoln Elementary



<http://reportcard.ospi.k12.wa.us/summary.aspx?groupLevel=District&schooldId=1&reportLevel=State&year=2016-17&yrs=2016-17>

Project Quality

Generally refers to the potential for a project to address the purpose and need



Project Quality – Infrastructure Projects

Infrastructure projects will be evaluated on:

- Treatment effectiveness
- Quality of proposed budget

Project Quality – Development/Design-only

Development/design-only projects evaluated on:

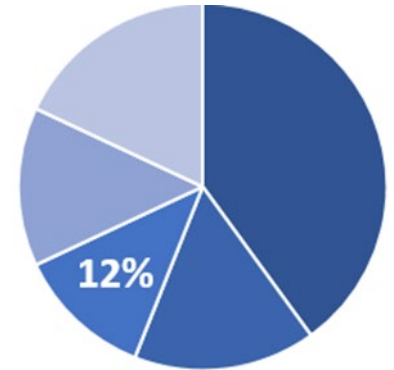
- Proposed community engagement events
- Preliminary Engineering (PE):
 - Number of elements to be designed to 90% level (shovel ready)
- Quality of proposed budget
- Other elements, which may include:
 - Pedestrian/bicyclist volume estimation work
 - Temporary project/tactical urbanism efforts
 - Pre SEPA/NEPA scoping
 - Preliminary ROW/Title work
 - Level of traffic stress analysis
 - Route directness analysis
 - Pedestrian/bicyclist network analysis

Project Quality – 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

Deliverability/Other



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

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

Deliverability – past PBP/SRTS record

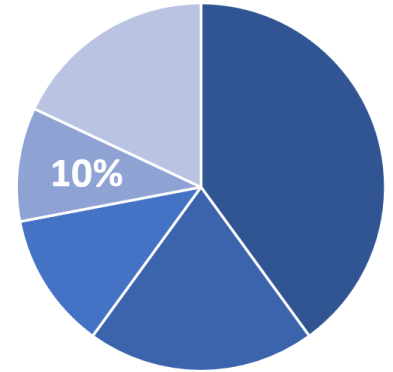
Applicants that received a past project award from WSDOT

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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