



Pedestrian & Bicycle Program & Safe Routes to School 2016

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WSDOT Local Programs

- Assist cities, counties, Tribes, and other transportation partners to deliver multimodal transportation projects by providing educational, technical, and financial support.
- Serve as stewards of federal and state funds for transportation projects throughout the state





2



Pedestrian and Bicycle Program

- Purpose:** To reduce pedestrian and bicycle collisions and increase walking and biking.
- Expected funding amount:** \$18 million per biennium.
- Open to:** All public agencies in WA.
- Timeline:**
 - Call for projects in even numbered years.
 - Award announcements odd numbered years.
- More info:** wsdot.wa.gov/LocalPrograms/ATP/funding





Pedestrian and Bicycle Program

- Project types:**
 - Project development/planning only projects
 - Construction projects (may include engineering)
- State funds**
- 2015-2017 range of funded requests** \$10k to \$1.5 million





Safe Routes to School Program

- Purpose:** To increase walking and biking to school safely.
- Expected funding:** \$19 and \$25 million per biennium.
- Open to:** All public agencies and non-profit entities responsible for local transportation safety programs.
- Timeline:**
 - Call for projects in even numbered years.
 - Award announcements in odd numbered years.
- More info:** wsdot.wa.gov/LocalPrograms/SafeRoutes/funding.htm



 Washington State Department of Transportation



Safe Routes to School Program

- Improvements within two miles of a school
- May include education & encouragement
- 2015-2017 range of funded requests** \$90,000 to \$1,200,000



Both Programs 2017-2019

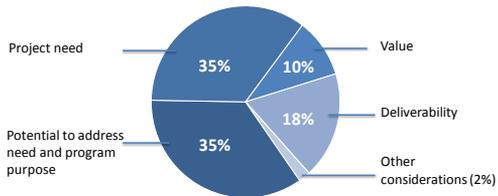


- All roads
- Projects must:
 - Comply with funding requirements
 - In the local transportation improvement plan
- No match is required

Active Transportation Programs staff can provide assistance to communities to identify locations that need improvements



Prioritization Criteria Based On:

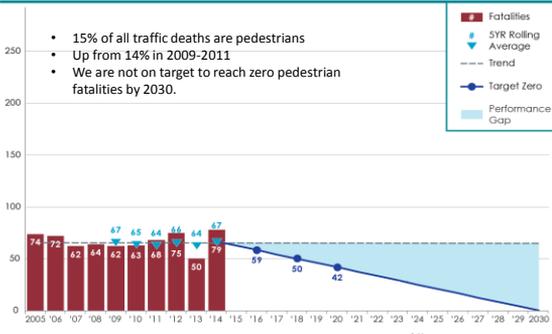
Need



- Safety
 - Collision history
- Or
 - Where there is high use and unprotected crossings, high vehicle speeds, and/or traffic crime.
- Mobility and Connectivity
- Health Equity

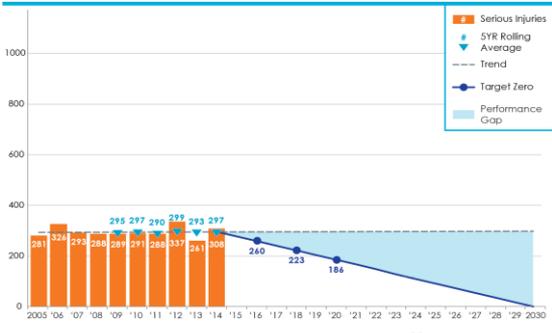


2012-2014 Pedestrian Fatalities

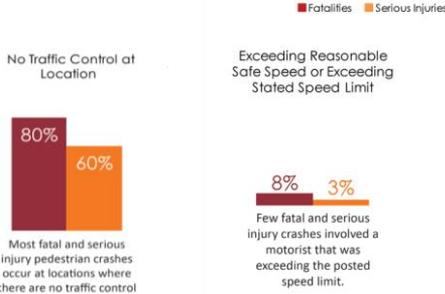



- 15% of all traffic deaths are pedestrians
- Up from 14% in 2009-2011
- We are not on target to reach zero pedestrian fatalities by 2030.

Pedestrian Serious Injuries

2012-2014 Pedestrian Crashes

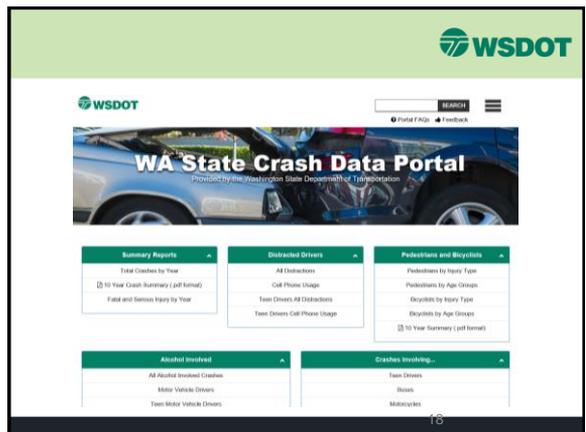
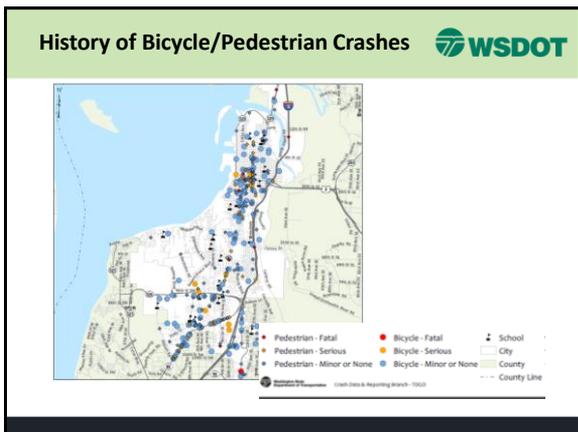
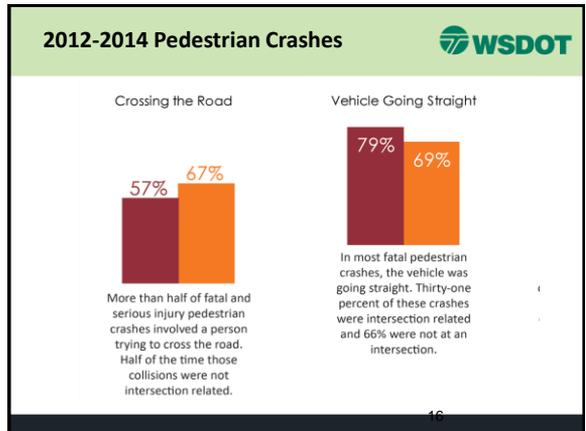
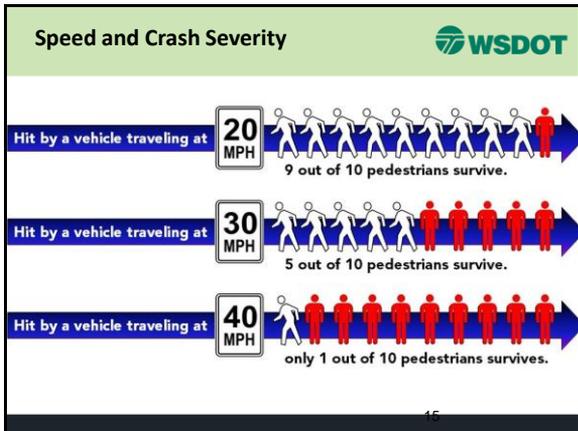
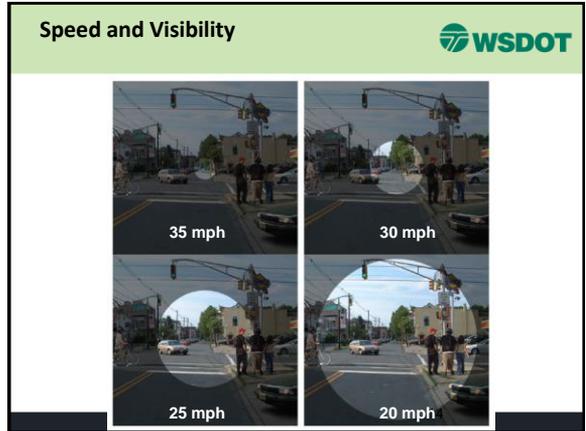
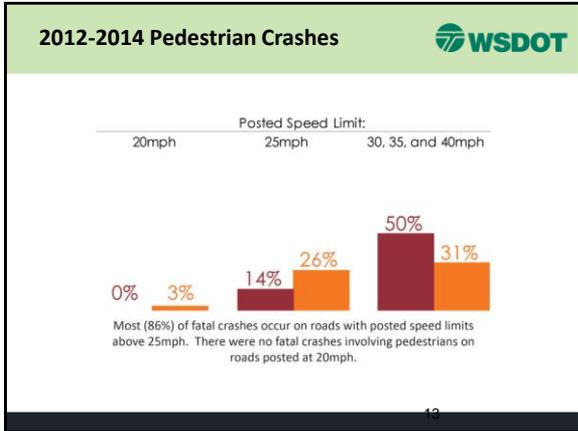



No Traffic Control at Location

Exceeding Reasonable Safe Speed or Exceeding Stated Speed Limit

Most fatal and serious injury pedestrian crashes occur at locations where there are no traffic control measures.

Few fatal and serious injury crashes involved a motorist that was exceeding the posted speed limit.



WSDOT Bicycle and Pedestrian Count Portal

WSDOT Bicycle and Pedestrian Count Portal

Legend

- WSDOT Bicycle and Pedestrian Permanent Counts
- WSDOT Bicycle and Pedestrian Manual Counts

Number of People Walking and Biking

Washington State Student Travel Survey 2014
Method of transportation from home to school for participating school districts and schools - as reported by a random sample of parents.

| School District | School | Walk | Bike | School Bus | Family Vehicle | Carpool |
|------------------|-------------------------|-------|------|------------|----------------|---------|
| ABENDEEN SD | CENTRAL PARK ELEMENTARY | 7.0% | 0.0% | 41.9% | 51.2% | 0.0% |
| ANACORTES SD | ISLAND VIEW ELEMENTARY | 17.3% | 3.8% | 32.7% | 44.2% | 0.0% |
| AUBURN SD | ALPAC ELEMENTARY | 9.0% | 0.0% | 89.8% | 30.0% | 0.0% |
| AUBURN SD | HAZELWOOD ELEMENTARY | 0.7% | 0.0% | 43.4% | 55.9% | 0.0% |
| AUBURN SD | LEA HILL ELEMENTARY | 34.0% | 0.0% | 24.8% | 37.7% | 3.8% |
| AUBURN SD | OLYMPIC MIDDLE | 28.8% | 1.8% | 50.0% | 21.4% | 0.0% |
| AUBURN SD | RAINIER MIDDLE | 4.2% | 0.0% | 53.8% | 38.4% | 2.8% |
| BATTLE GROUND SD | ANBOY MIDDLE | 0.0% | 0.0% | 98.4% | 1.6% | 0.0% |
| BATTLE GROUND SD | DAYBREAK MIDDLE | 50.0% | 4.7% | 23.3% | 25.0% | 0.0% |
| BATTLE GROUND SD | DAYBREAK PRIMARY | 30.0% | 1.7% | 16.7% | 51.7% | 0.0% |

<http://www.wsdot.wa.gov/NR/donlyres/02F8978F-FF80-4CDD-925A-1090B4585AB10/2014STStable.pdf>

Application for Local Planning and Community Accessibility

View

- Boundaries
- Language
- Minority
- Priority

0% - 8%

8% - 20%

20% - 40%

40% - 94.5%

VA/vars

Age

Disability

Data Layers

- Regional Transportation Authority (RTA)
- Public Transportation Benefit Areas (PTBA)
- City Limits
- Metropolitan Planning Areas (MPA)
- Regional Transportation Planning Organization (RTPO)
- Recreation and Trust Lands

<http://www.wsdot.wa.gov/Transit/Grants/ALPACatool.htm>

OSPI Washington State Report Card

Abraham Lincoln Elementary

2013-14 Results (Comparison 04)

| Grade Level | Reading | Math | Writing | Science |
|-------------|---------|-------|---------|---------|
| 2nd (2014) | 40.8% | 46.2% | | |
| 3rd (2014) | 40.8% | 38.5% | 38.5% | 32.3% |
| 4th (2014) | 40.8% | 38.5% | 38.5% | 32.3% |

Student Demographics

| Category | Count | Percentage |
|--|-------|------------|
| October 2013 Student Count | 102 | |
| May 2014 Student Count | 100 | 98.0% |
| Gender (October 2013) | | |
| Male | 54 | 53.0% |
| Female | 46 | 45.0% |
| Ethnicity / Language (October 2013) | | |
| Hispanic / Latin of any ancestry | 0 | 0.0% |
| American Indian / Alaskan Native | 0 | 0.0% |
| Asian | 0 | 0.0% |
| Black / African American | 0 | 0.0% |
| White | 100 | 97.0% |
| Other | 0 | 0.0% |
| Special Programs | | |
| Free or Reduced Price Lunch (May 2014) | 45 | 45.0% |
| Special Education (May 2014) | 0 | 0.0% |
| Transitional Bilingual (May 2014) | 0 | 0.0% |

Potential to Address Program Purpose and Need

- Project consistent with program purpose
- Proposed treatments address need
- Potential effectiveness of treatment

Value

Funding requested compared to population served or density within 1 mile of the project location.

Deliverability

- Consistency with community plans
- Community engagement (target population)
- Applicant history of successful past projects
- Quality of proposed schedule and budget
- Match



Other

- ADA transition plan or ADA compliance planning for public right-of-way
- Adopted greenhouse gas emissions policy



Selection Process

- Internal review
- Review Committee recommendations
- Site visits
- Prioritized list to Governor and Legislature
- Selection of projects by June 2017

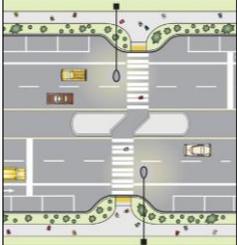


Inappropriate Uses of Funding

- Re-occurring costs
- Pavement resurfacing or preservation
- Improvements benefiting motor vehicles
- School bus safety projects
- Portable enforcement equipment
- Gifts/incentives

Example Project Elements Crossing Improvements

Median Refuge Islands

Speed Enforcement Engineering Treatments

Speed Feedback Signs



Photo Enforcement



Other Traffic Calming



Road Reconfigurations



BEFORE **AFTER**

Shared Use Paths



- Exclusive multi-use bicycle & pedestrian pathways
- Side Paths
- Crossings



Olympia *Lummi Tribe*

Sidewalks & Separations



Sidewalk and Bike Lane



Planter Strip and Parking



Seattle

Partnerships – Look for opportunities to make it work...



- WSDOT paving projects
- Public-Private Partnerships (Microsoft and SR 520 Trail)
- Tribal Nations (SR 203 in Carnation)
- Transit Agencies (Chief Sealth Trail)
- Utility – Stormwater Projects
- Rails to Trails



Other Funding Programs



- WSDOT Highway Safety Improvement Program
 - City Safety
 - County Safety
 - Innovative Design Safety
- TIB Complete Streets Program
- MPO/RTPO FAST ACT



More Grant Resources...




- Federal Aid and State Aid Programs (WSDOT) <http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/funding.htm>
- Washington Traffic Safety Commission Grants <http://www.wtsc.wa.gov/grants/>

Contacts



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