

# **WSDOT Active Transportation Funding Programs**

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Active Transportation Programs Manager, WSDOT

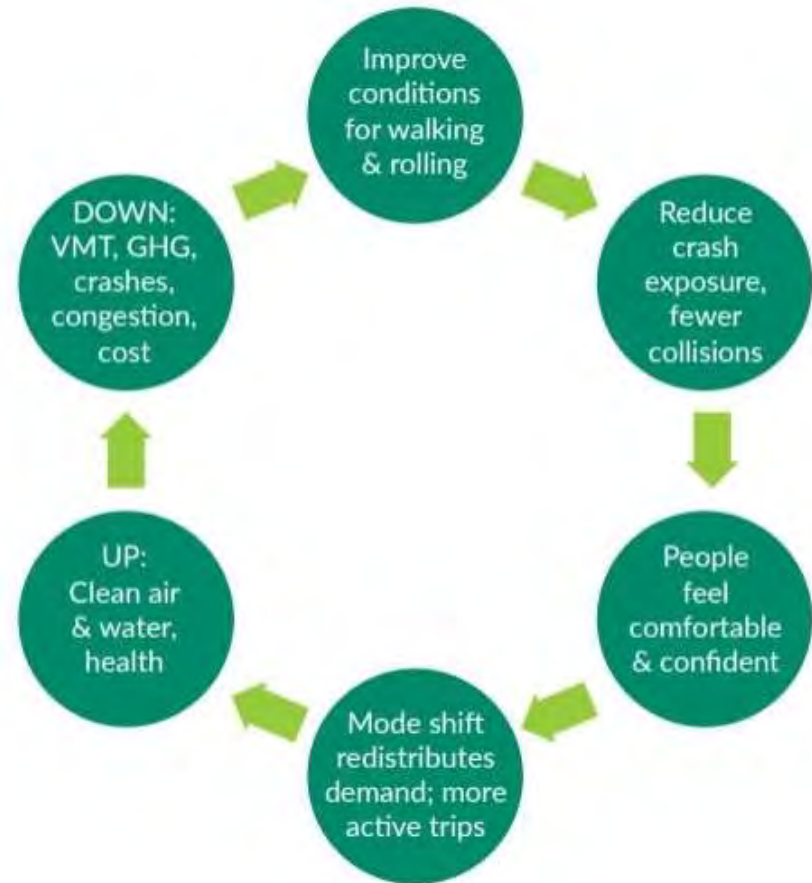
October 24, 2024

# Safe, complete networks

When we accomplish our goals, Washington will have a transportation system that works as well for people walking or rolling as it does for people using motor vehicles.

“Even when people drive a car or ride a bus, every trip a person makes begins and ends in a human-scale space of some kind.”

—*Active Transportation Plan 2021*



# WSDOT and Active Transportation Funding

## Funding Programs

Active Transportation Division:

- Sandy Williams Connecting Communities Program
- Pedestrian & Bicyclist Program
- Safe Routes To School Program

## Complete Streets

Approach to planning, designing, building, operating and maintaining the transportation system that enables safe and convenient access to destinations for all people.

# Safety Challenges

We're not making the progress we need to reach Target Zero goals. ~800 deaths a year is not acceptable. Are we ready to do something different?



# Transportation equity

- Equity is just and fair inclusion into a society in which all can participate, prosper, and reach their full potential.
- Pedestrians/bicyclists were 22% of all traffic deaths in Washington (2023)—far above mode share or miles traveled
- Disproportionate fatal/serious crashes: By mode, poverty, and race (data from Active Transportation Plan 2010-2019)
- Can't achieve goal of zero traffic deaths without addressing active transportation
- Can't address active transportation without addressing equity



# Funding Programs Can Fund

## Programs can fund:

- Speed Management Treatments
- Crossing and Intersection Treatments
- Pedestrian Linear Treatments such as Sidewalks
- Bicyclist Linear Treatments such as Separated Bicycle Lanes
- Pedestrian and Bicyclist Linear Treatments such as Shared Use Paths
- Planning
- Meaningful Community engagement
- Education and Encouragement







# ACTIVE TRANSPORTATION PROGRAMS DESIGN GUIDE

AUGUST 2023



# Sandy Williams Connecting Communities Grant Program

Open call for projects – closes October 31, 2024

**Purpose:** to improve active transportation connectivity for people walking, biking, and rolling along and across **current and legacy state highways in high equity needs communities.**

**Funding:** Awards range from approximately \$200,000 to \$2,000,000. Estimated available funding amount is \$25 million for the 2025-2027 biennium.

**No matching funds are required.**





# SANDY WILLIAMS

The program name honors Sandy Williams, a community activist who worked to reconnect her African American neighborhood after the construction of Interstate 90 through Spokane split the city in half.



<https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/sandy-williams-connecting-communities-program>

# What does it mean when we say high equity needs?

1. **Transportation:** those with high transportation costs and no access to a vehicle.
2. **Health:** residents with few healthy food choices and disproportionate health outcomes
3. **Economics:** those living on low incomes
4. **Family + Community:** Youth and Seniors, Black, Indigenous, and People of Color (BIPOC) Communities, those who speak limited English, and people with disabilities
5. **Environmental Justice:** communities with disproportionate exposure to pollutants, diesel pollution, and industrial contaminants

# Grant Program Priorities

## INVESTING IN PEOPLE

The infrastructure we plan and construct puts people and place in the center.

## TRANSFORMATIVE PROJECTS

They consider interrelated issues like local economic development, gentrification, climate resilience, and adaptation.

# Grant Program Priorities

## SAFETY, COMFORT + CONNECTIVITY

These projects make it easier for community members to access community spaces and essential services such as recreation centers, medical centers, grocery stores, schools, transit, and parks.

## PARTNERSHIPS

Partnerships between governments, community-based organizations, and small businesses representative of high equity needs communities are prioritized.

# Eligible Projects

Eligible projects for funding are **located on or along a current or legacy state highway located in a high equity need community**. The program has identified four types of projects to support connectivity and environmental justice.

<b>PROJECT TYPE</b>	<b>WAYS TO SUPPORT CONNECTIVITY + ENVIRONMENTAL JUSTICE</b>
<b>MITIGATING AND/OR RECONNECTING</b>	Addressing large-scale interstate disconnections that have displaced and dissected established communities
<b>CURRENT AND LEGACY STATE HIGHWAYS AS CITY STREETS</b>	State highways as city streets that run through communities. Redesigning roadways as Complete Streets so that everyone has a choice and access to opportunity and safety.
<b>PARALLEL FACILITIES TO SUPPORT CONNECTIVITY</b>	Developing shared-use paths and greenways along state facilities to support connectivity to essential services and community spaces, and create safer spaces for walking, biking, and rolling.
<b>QUICK BUILD PROJECTS</b>	Projects to support community engagement + ownership, iterating potential design options, and addressing safety and connectivity in the near term.



# Sandy Williams Connecting Communities Grant Program

## Eligible Applicants

- Tribal Governments
- Local Jurisdictions
- MPO and RTPOs
- Nonprofit Organizations
- WSDOT Regions



Project example: Martin Way, Thurston County

# Sandy Williams Connecting Communities

## Project Interest Process:

- Determine project location – use the Sandy Williams Connecting Communities Equity Need Map
- Assemble your partners (community, local and regional government, community based organizations)
- Fill out the project interest form and submit it by October 31<sup>st</sup>
- Applicants that best align with the selection criteria will be invited to a 30-minute conversation and asked for a more detailed budget

Sandy Williams Connecting Communities Grant Guidance  
<https://sites.google.com/view/swccp?usp=sharing>

<https://experience.arcgis.com/experience/03cb82fc4a524e8c9723192e72c80a0e/>

# Sandy Williams Connecting Communities Grant Program

## Interest Form Questions

- Applicant Information
- Project description
- Funding request
- Location/community description
- Project partners (lead, sub-applicants, community partners)
- Active transportation needs
- Request for technical assistance

# Selection Criteria

High Priority Project Proposals will exhibit the following:

## Impact

- The pedestrian and/or bicycle improvement project will **connect people to essential resources and community spaces**, such as educational opportunities, transit, health centers, parks, or the grocery store
- The project **will contribute resources to the community** through partnerships with community-based organizations and equitable contracting opportunities
- The proposed project **benefits the local community and engages community partners** in its planning, development, and execution



# Selection Criteria

## Viability

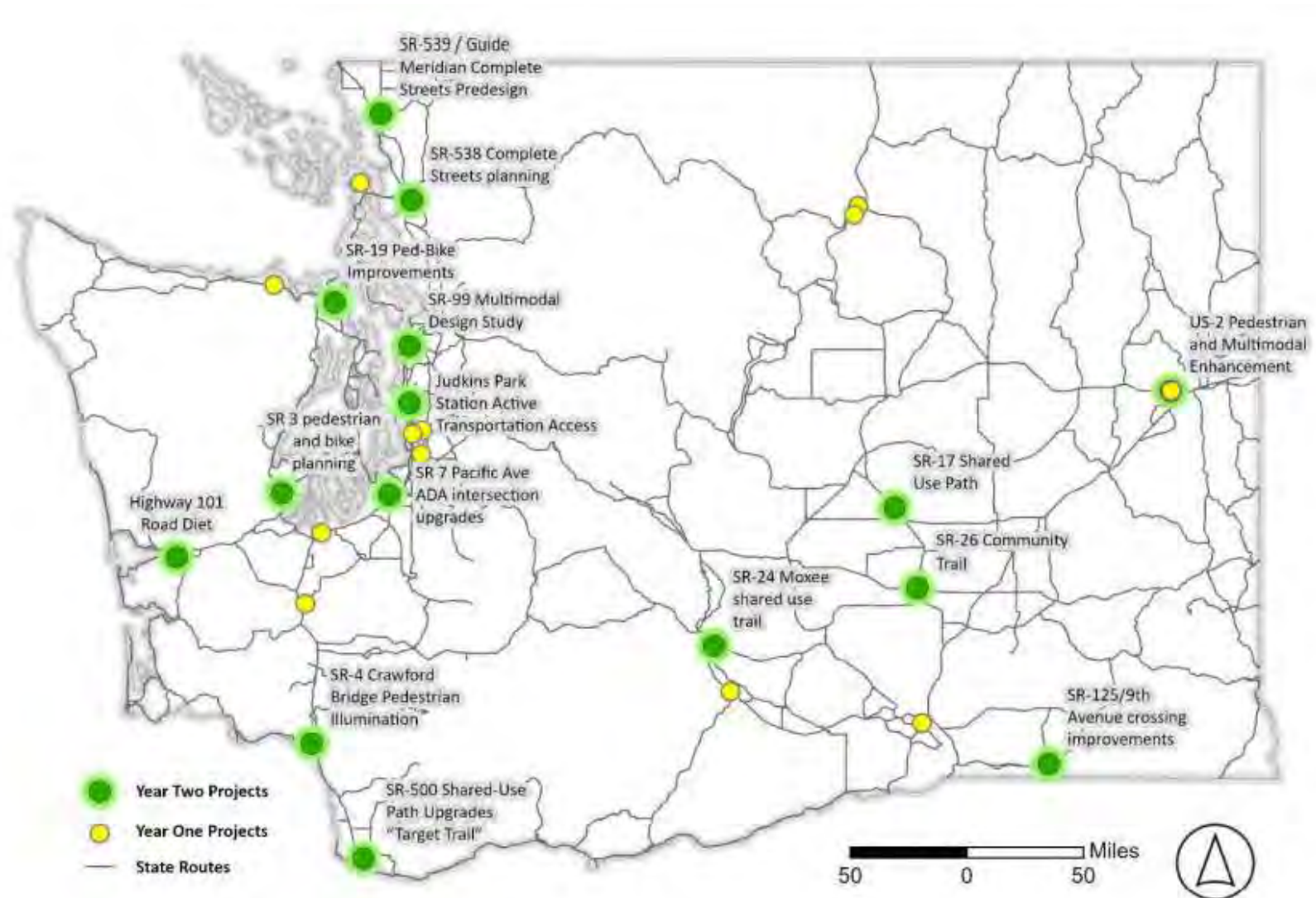
- The project demonstrates the potential to **increase safety** for people walking, biking, and rolling
- The project team has the staff capacity and identified resources to **manage the project effectively**
- The project has **demonstrated support from city and community members most affected**, through existing partnerships or a thoughtful outreach/engagement plan

## Community Partnership

- The project works with communities to identify the level of **equity need** in the community through approaches such as participatory data collection, storytelling, and photo voice
- There is clear documentation of how the development of a community engagement plan has or will lead to **community engagement and ownership of the project** in both the short and long-term

Contact: Clara Cheeves, [Clara.cheeves@wsdot.wa.gov](mailto:Clara.cheeves@wsdot.wa.gov)

# Project Locations



# Safe Routes to School and Pedestrian/Bicyclist Program

- Call for projects comes out in even numbered years
- Competitive application process
- Prioritized list of projects goes to the legislature on December 1<sup>st</sup>
- Projects are awarded in June of odd numbered years
- Active Transportation Assistance Program (ATAP)
- All roads
- All public agencies & tribal governments are eligible



# Pedestrian and Bicyclist Program

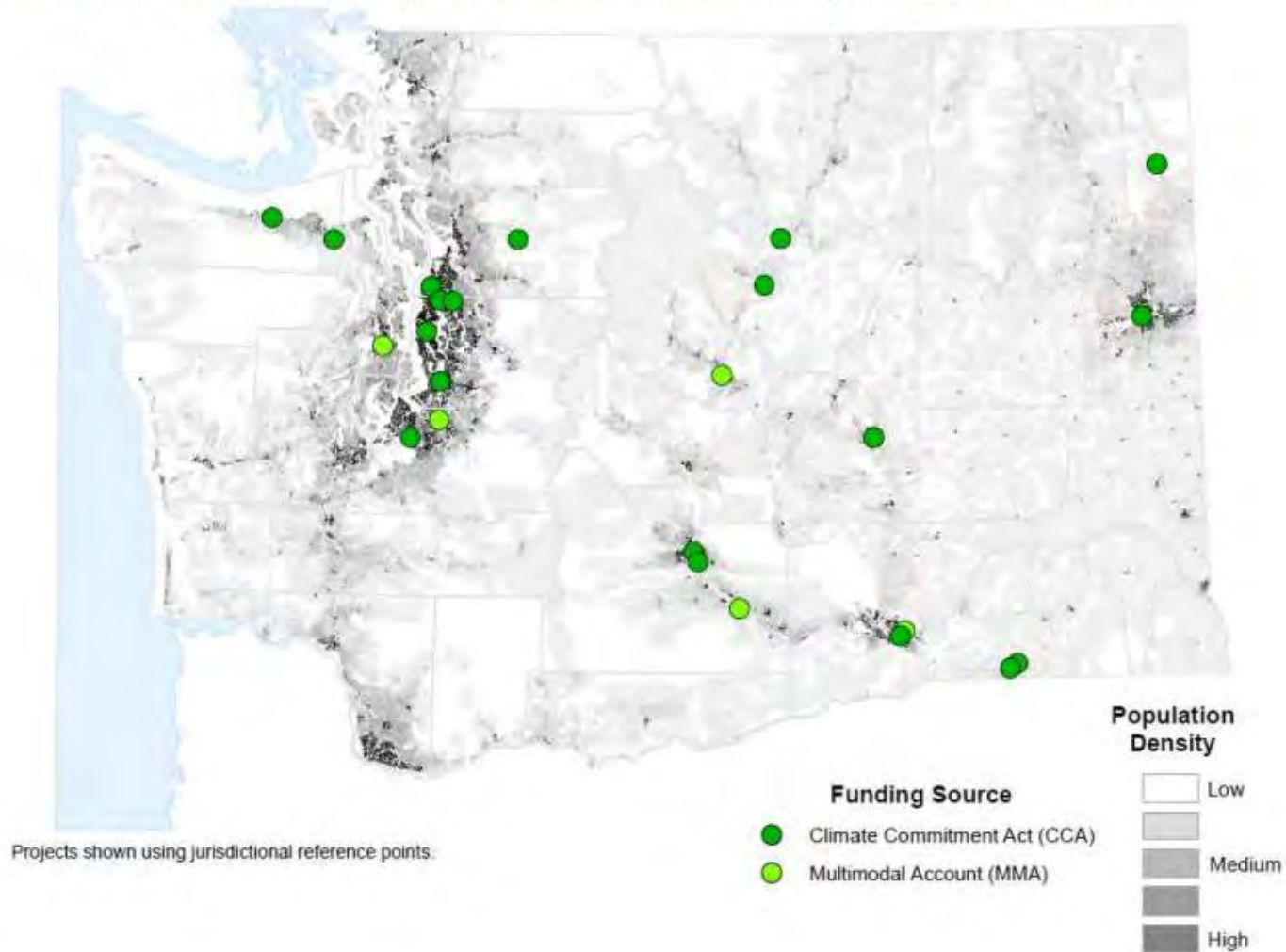
## Purpose

- 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/Bicyclist Program

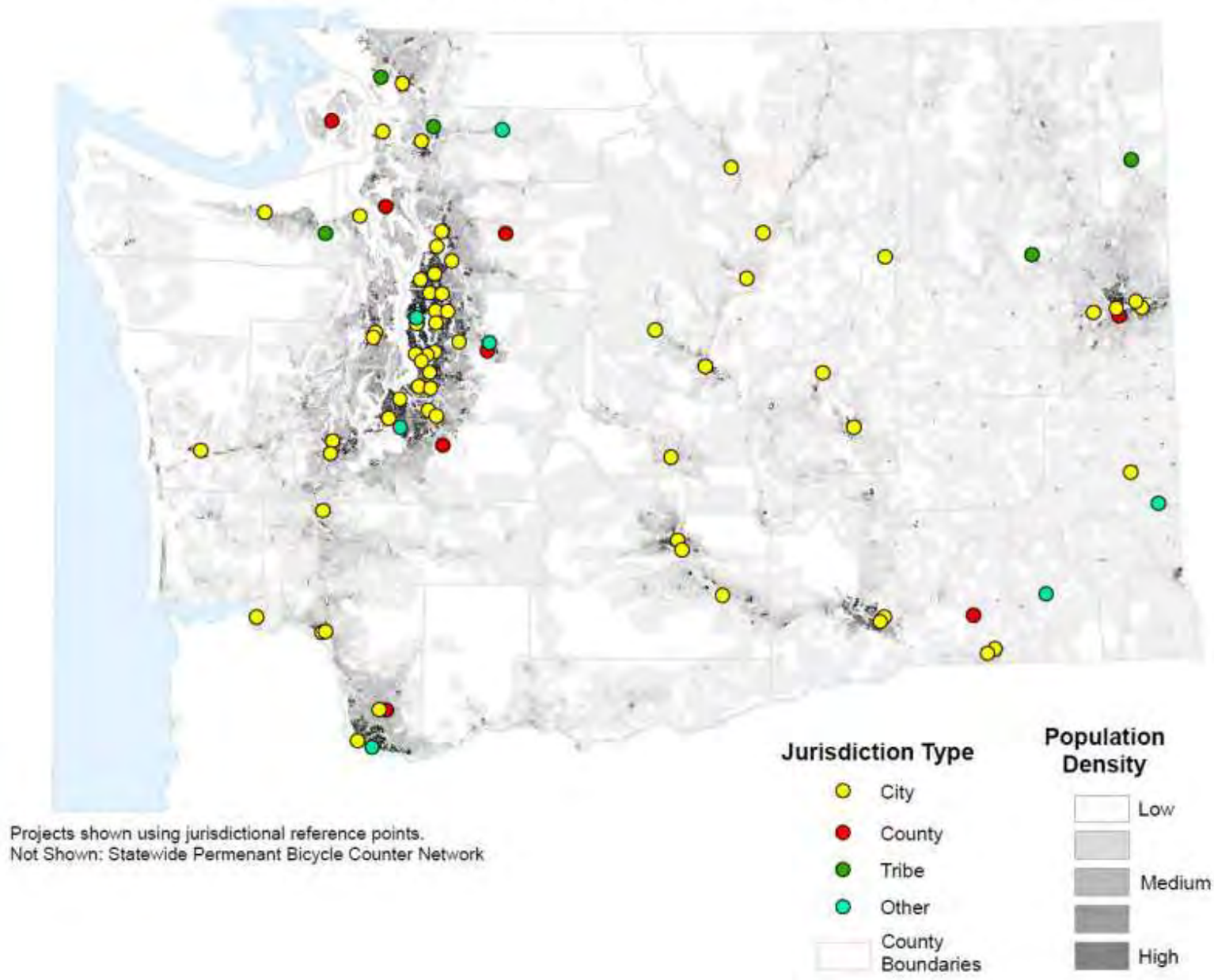
Pedestrian and Bicyclist Program investment locations by funding source 2023–25



<https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/pedestrian-bicycle-program>

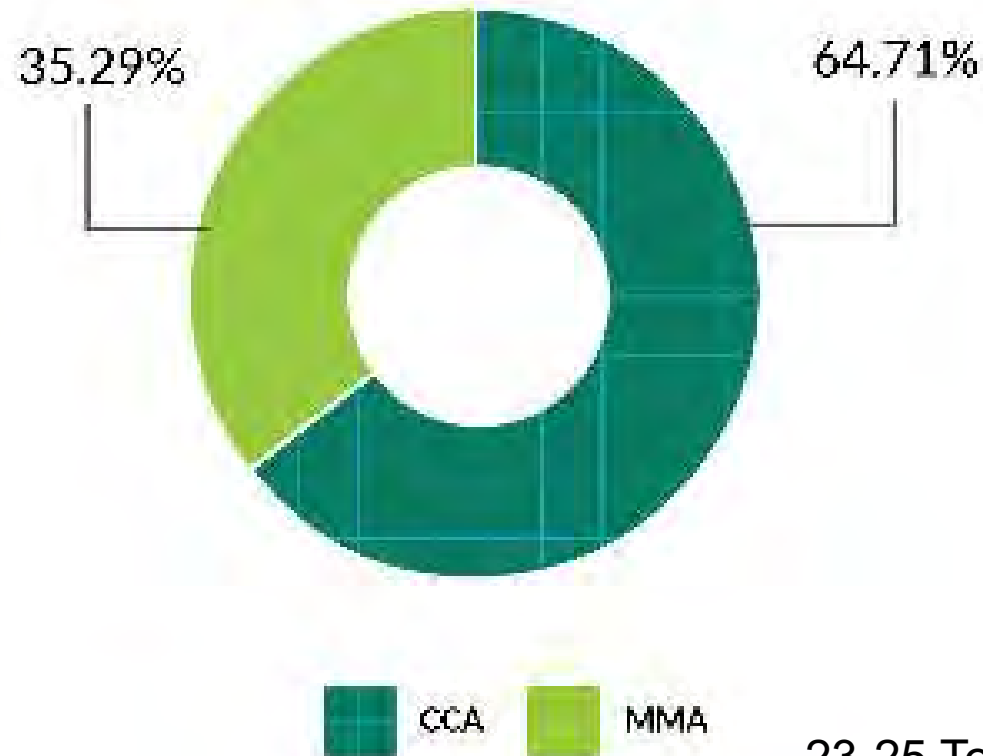


## Pedestrian and Bicycle Program Projects: 2015-2023 (135 total)



# Pedestrian/Bicyclist Program

Percent Investment by Funding Source Climate Commitment Act or Multimodal Account



# Pedestrian/Bicyclist Program

## Project example:

Aurora Ave N (SR99)  
Green Lake Dr.  
N/83rd Ave  
Intersections &  
Multimodal  
Improvements



Google Images



# Safe Routes to School Program

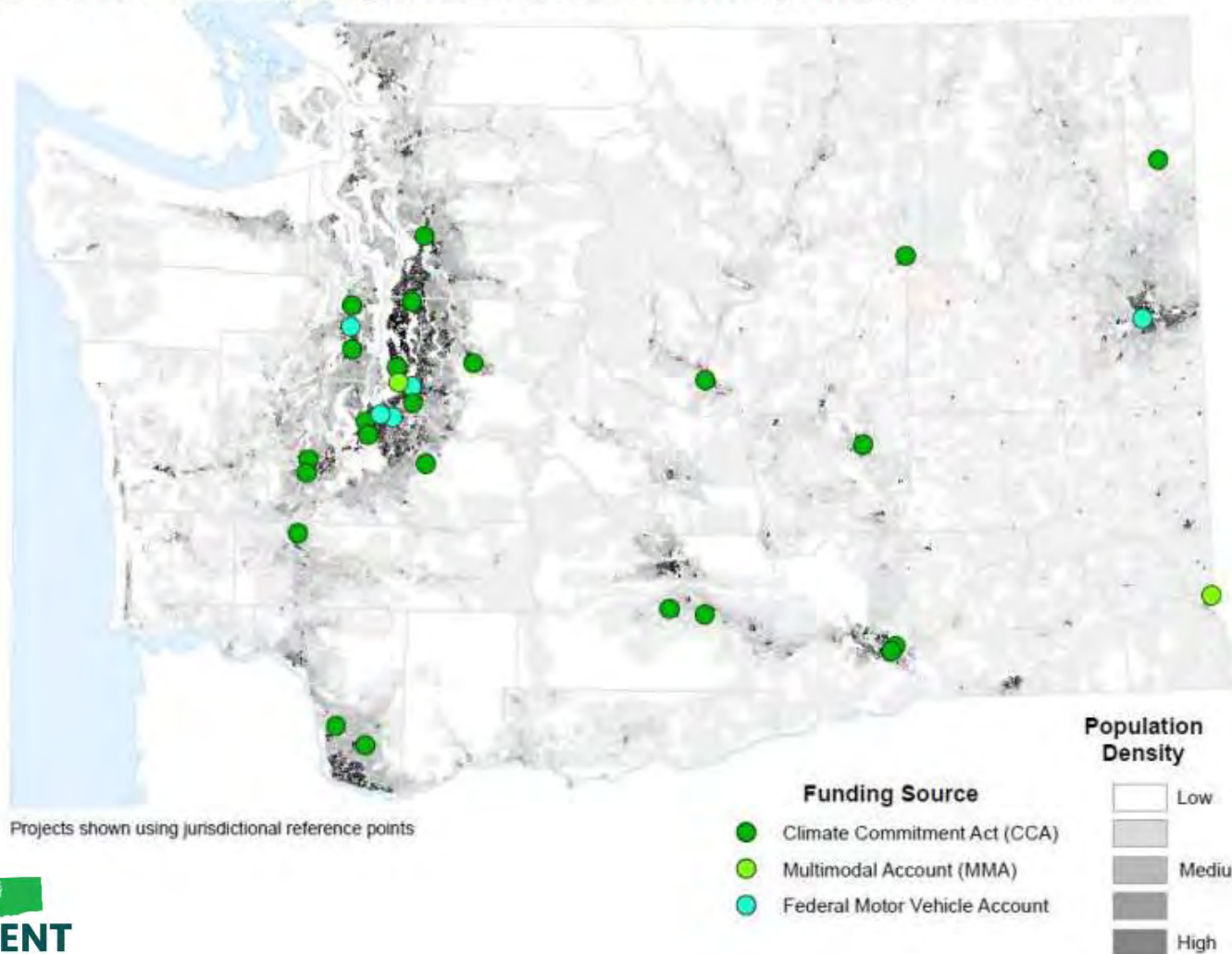
## Purpose

- 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.



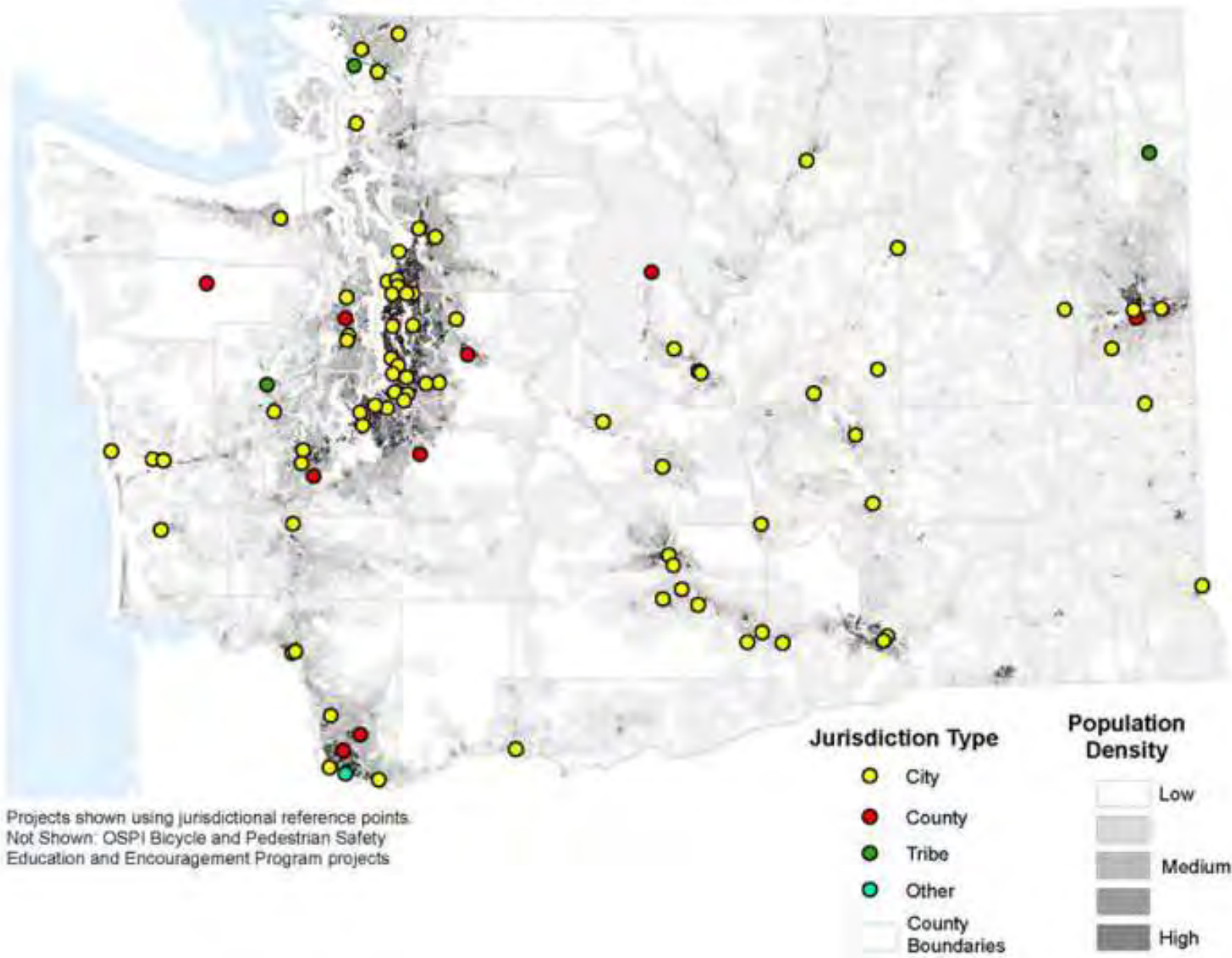
# Safe Routes to School Program

Safe Routes to School Program investment locations by funding source 2023–25



<https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program>

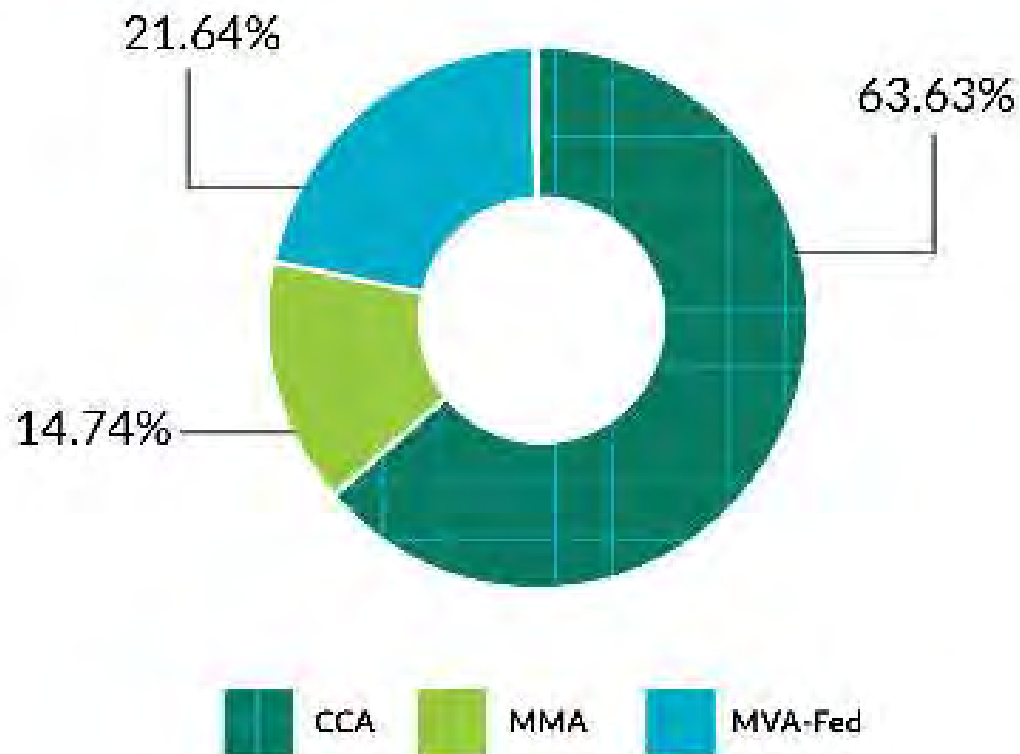
## Safe Routes to School Program Projects: 2015-2023 (153 total)





# Safe Routes to School Program

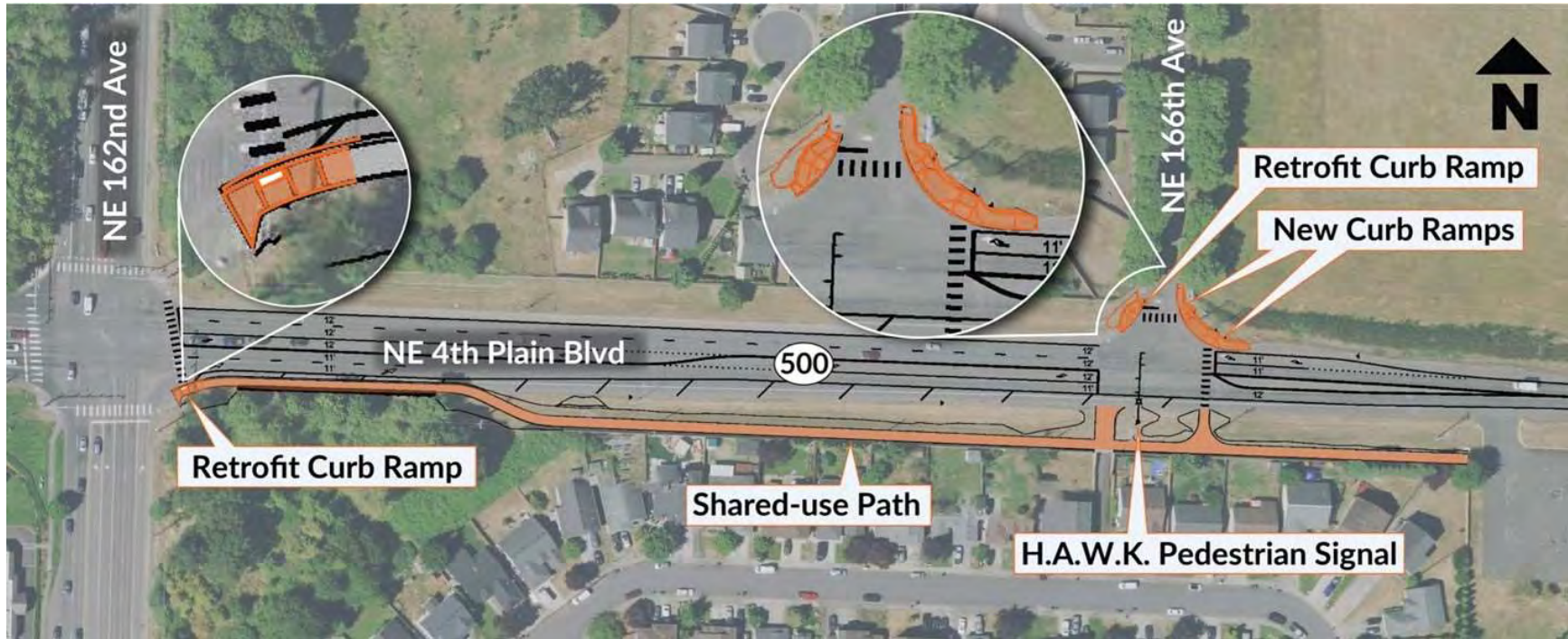
Safe Routes to School Percent Investment by Funding Source Climate Commitment Act, Multimodal Account or Federal Motor Vehicle Account



23-25 Total: \$52 million

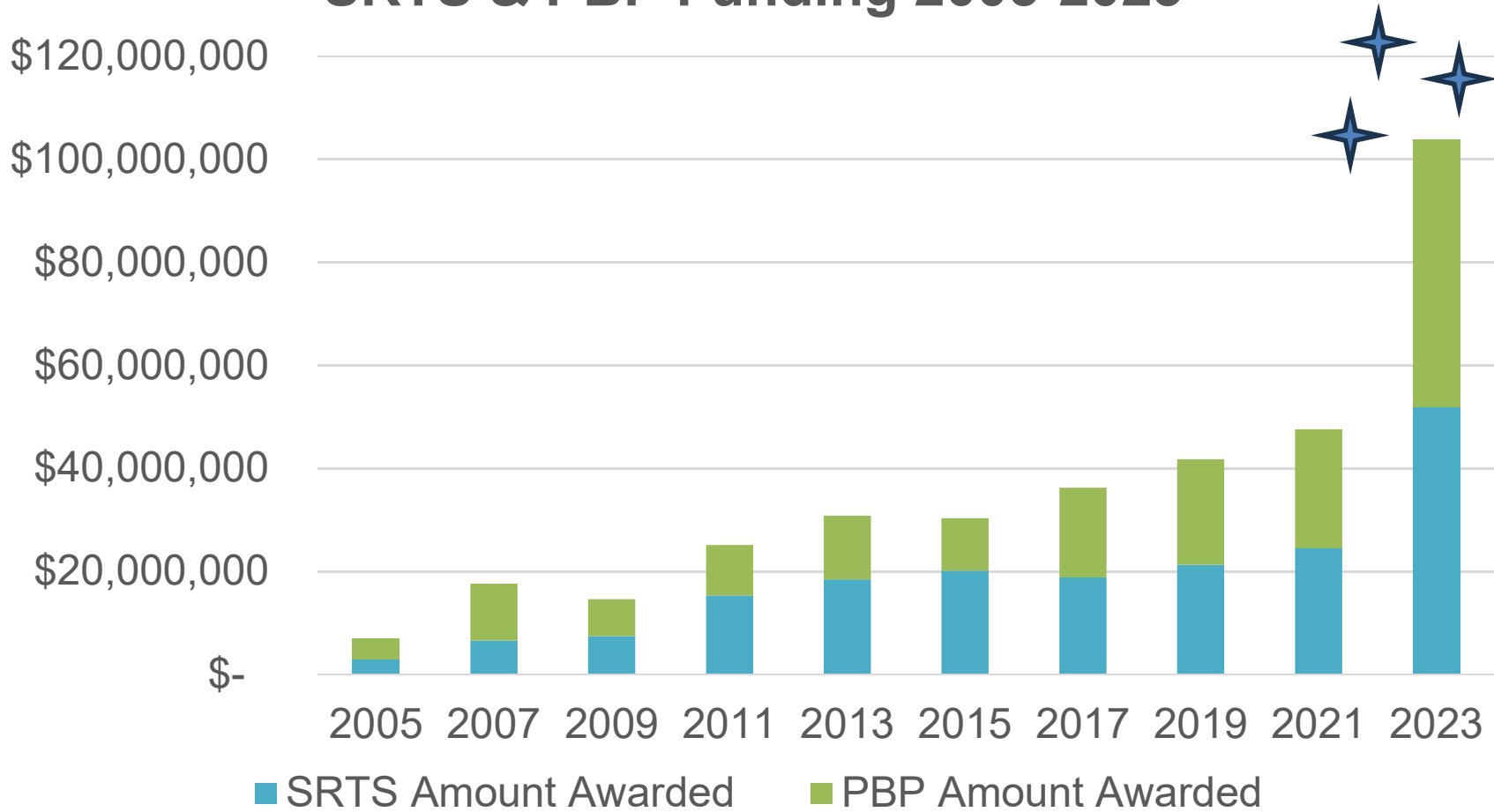
# Safe Routes to School Program

**Project example: Pioneer Elementary School, Vancouver**




# Program Funding Over Time

## SRTS & PBP Funding 2005-2023




# Review Criteria:

Mobility/equity 

Value 

Deliverability 

 Geographic Diversity

 Safety

 Equity

# Active Transportation Assistance Program

## Purpose

Support local agencies and tribes to gain greater capacity for addressing active transportation needs of the communities they serve:

- Dedication of Pedestrian/Bicyclist and Safe Routes to School program funds
- Partnerships start by invitation, based on location in overburdened communities and underserved areas, to develop and design projects intended to serve those communities.
- Development of high quality active transportation improvements such as sidewalks, crossings improved with curb extensions, or separated bike lanes.



# Active Transportation Assistance Program

## First Year

- \* Technical assistance offered on identifying, planning and developing projects to over 20 high priority invited partners
- \* Mix of planning/project development phase and design phase projects:
  - Larger communities = funds for their own consultant services
  - Smaller communities = WSDOT-managed consultant services
- \* Offer opportunities for training and WSDOT-sponsored workforce development

Next phase:

Fully design projects by mid-2025

Offer active transportation planning assistance





# Statewide School-based Bicycle Education Program

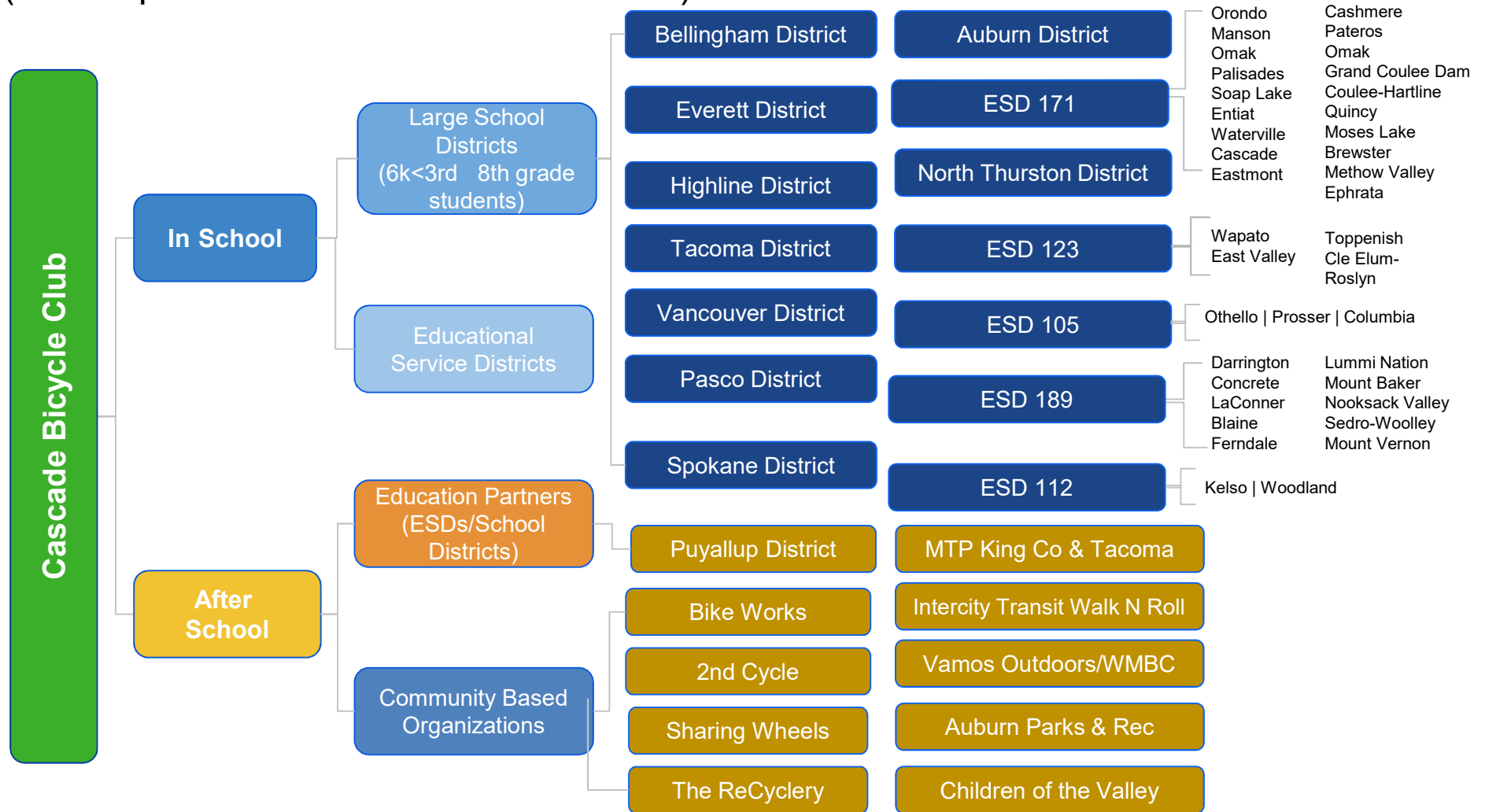
- \$216M over 16 years, currently in year 2
- WSDOT contracts with a non-profit with statewide reach and experience delivering education and train the trainer models.
- 2 tracks of the program, one in school and one out of school
- In school for grades 3-8. PE teachers are trained and deliver bike education and safe riding through PE lessons



# Statewide School-based Bicycle Education Program

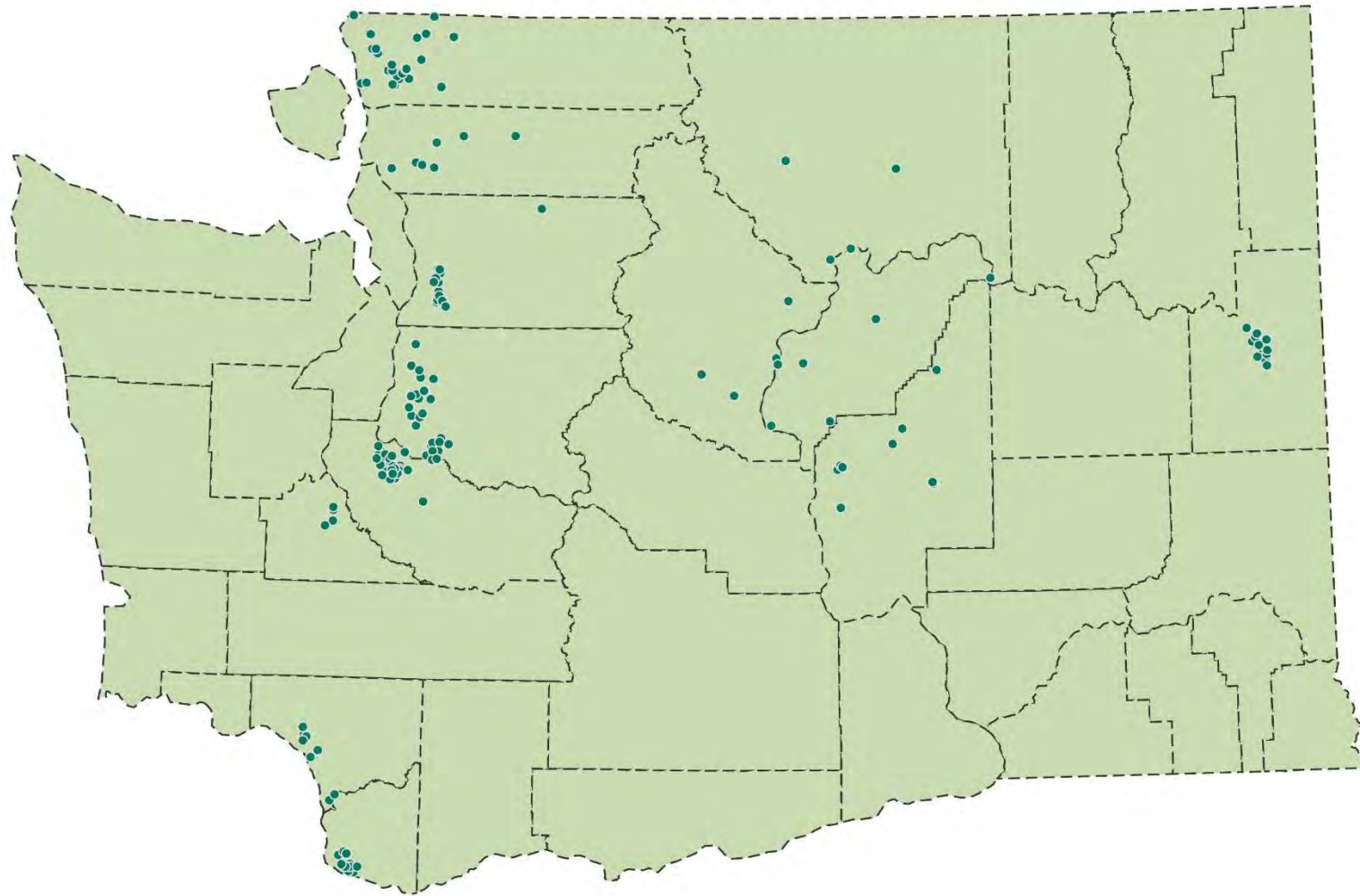
- Out of school providers are trained in a longer curriculum which involves bike maintenance, road safety and trip planning
- All partners receive a fleet of bikes (inclusive of adaptive bikes and equipment)
- Eligible children and youth can also receive a free bike and equipment package (include, lock, lights and helmet)
- Year 1, more than 8000 children and youth received bike education, Year to aims for 30,000.

Partners for 2024-2025, includes 100% retention of year 1 partners and new year 2 partners. Partners are school districts, ESDs or community-based organizations. (see maps for individual school locations)

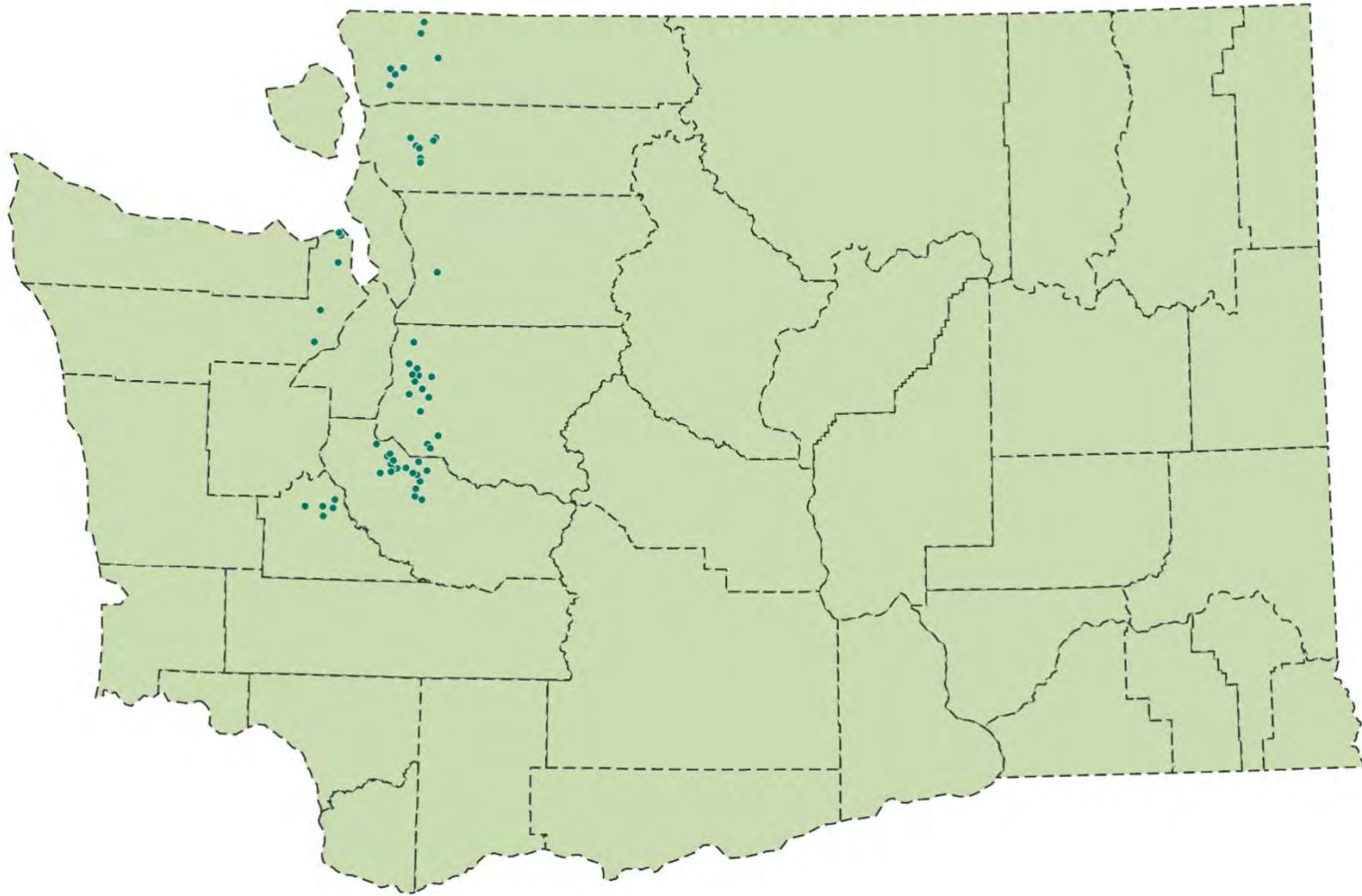


Credit: Created by Tina Castillo, Cascade Bicycle Club

## Elementary and middle schools across Washington with the in class Statewide Bicycle Education Program 2024-2025



After school partners for the Statewide Bicycle Education Program 2024-2025  
Map shows location of partner and maximum number of schools serving youth who will engage with the program





# Statewide E-bike Rebate Program

## Parameters

- \$5M for a Statewide rebate program offering \$300 or \$1200 per rebate
- WSDOT will contract with an experienced 3<sup>rd</sup> party administrator
- 60% rebates for income qualified applicants / 40% non income qualified
- Rebates can be applied to any class of E-bike except E-mountain bikes
- Applicants must be 16 or older and there will be 1 rebate per household.





# Statewide E-bike Rebate Program

## Process

- Applicants will have approx. 2 weeks to register/apply online.
- Rebate vouchers will be allocated by random selection
- Rebate vouchers redeemed at a participating qualified bike shop retailer
- Communications/marketing campaign in build up to the launch
- Education materials available through a public facing website

## Next Steps

- Contract negotiations with our identified apparent successful bidder
- Collaborate with University of Washington in research methodology

# E-Bike Lending Libraries

- July 1, 2024: \$2M Funding for E-bike Lending library began
- Collaborating with UW regarding lending library design and loan to own models
- Connecting and networking with lending library programs across the country
- Connecting with Commute Trip Reduction colleagues
- Drafting proposed models
- Working through anticipated challenges such as insurance for non profits and maintenance of E-bikes in more remote/rural areas.



# WSDOT Complete Streets

- Improve walking and biking facilities on state routes
- ATD Grant Programs meet Complete Streets standards
- Local agency and developer projects are not subject to Complete Streets



Before - Duval, WA SR203



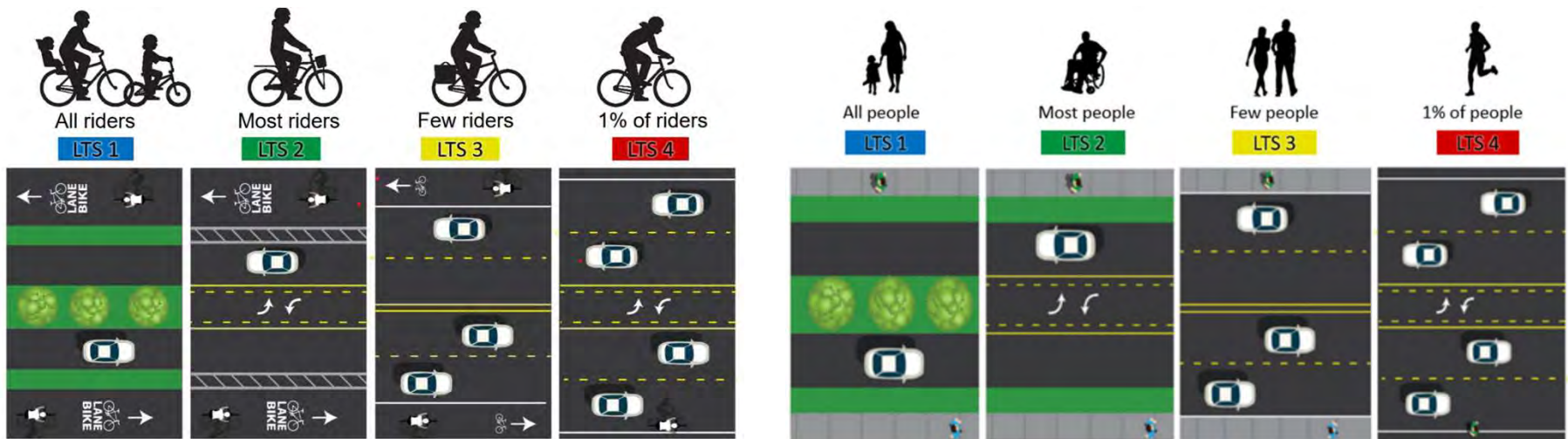
# Complete Streets for State Transportation Projects

The Complete Streets requirement in RCW 47.04.035 helps WSDOT advance projects to:

- Improve safety and convenience for everyone
- Provide for all modes of transportation and meet the needs of those who can't or don't drive
- Create freedom of choice by enabling people to select and use the best mode of transportation for their trip
- Facilitate mode shifts toward climate-friendly forms of transportation that support a healthier, safer community

<https://wsdot.wa.gov/construction-planning/complete-streets>

# Complete Streets and Level of Traffic Stress



We need not only consider physical constraints (Can we fit a bike lane here?), but also willingness to use facilities (How can we build a bike lane that people will feel comfortable using?)







# Partnering with Communities

- Encourage development of community's Complete Streets vision
- Plan for Level of Traffic Stress 2 or better bicycle and walking facilities
- Work together on the Complete Streets design
- State transportation projects are infrequent – consider other opportunities to move improvements forward



# Interaction – Wicked Questions

- In your work, think of times when there have been tensions between providing improvements for people who walk and back and other services you provide.
- How is it that we provide \_\_\_\_\_ transportation infrastructure to serve this citizen group or people and also provide \_\_\_\_\_ to serve that citizen group or people.
- Generate pairs of opposites or paradoxes at play.

# Interaction – Wicked Questions

- Describe the details and engage your imagination.
- Are there innovative strategies to serve both?
- Does one citizen group or the other get served or can both be served?

# PBP/SRTS Programs Contacts

## **Barb Chamberlain**

Director, Active Transportation Division

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Sandy Williams Connecting Communities

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Active Transportation Education and Encouragement Planner

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# Funding Programs Summary

- The purpose is to enhance safety and mobility for walking and biking.



Children walking and biking across a crosswalk.



# The Safe System Approach

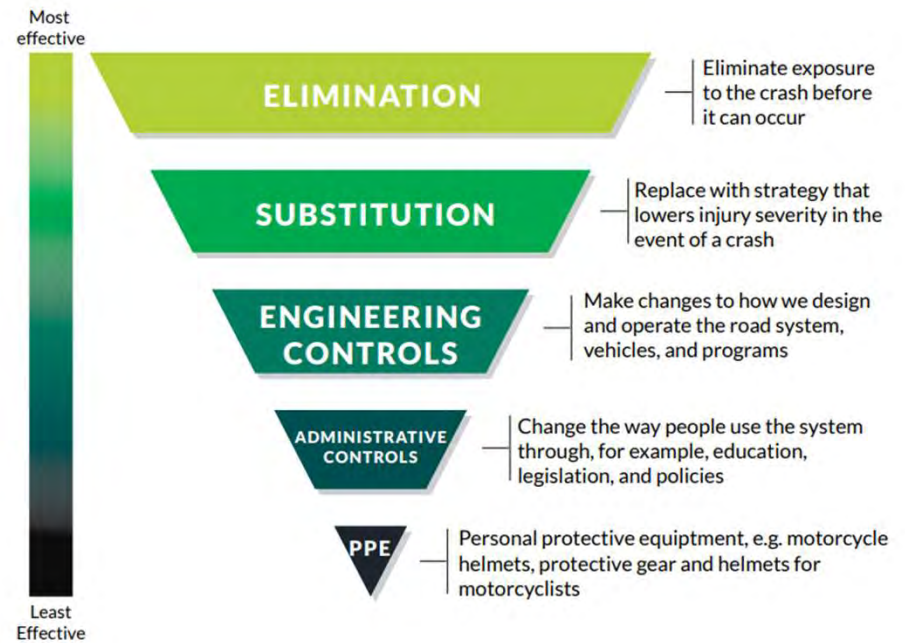


Figure 2-12: Hierarchy of Controls for Traffic Safety, adapted from Hierarchy of Controls (National Institute for Occupational Safety and Health, 2017). Transportation system examples added to original graphic.

# Safe System Approach

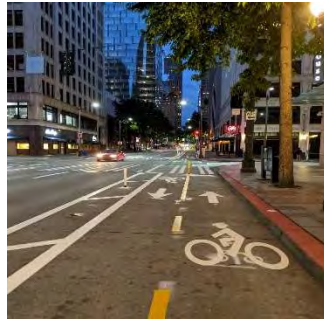
## Principles of the Safe System Approach



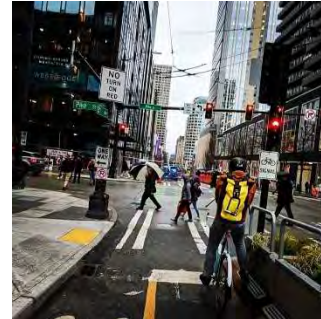
# Safe System: Safer roads



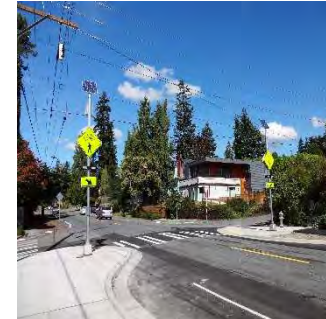
Avoiding crashes involves:



Separating users in space



Separating users in time



Increasing attentiveness and awareness

Source: City of Seattle

# Safe System: Safer roads



## Managing crash kinetic energy:



Managing speed



Managing mass difference



Managing crash angles



# W Main Ave, Spokane

Before



After





# 15th Ave, Seattle

Before



After

