



PEDESTRIAN/BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS

Status report and recommendations for change

Active Transportation Division
Dec. 1, 2021

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About this report

Each year, WSDOT submits a report to the Legislature on the Pedestrian/Bicyclist and Safe Routes to School programs. This year's report includes:

- A brief overview of the programs including the application and selection processes.
- Recommendations for changes to the application and selection processes to increase the diversity of participating jurisdictions (as directed in 2021-2023 Transportation Budget ([SSB 5156](#), Sec. 311(3))).
- A status report on funded projects.

Fast facts

- Since 2005, the Pedestrian/Bicyclist and Safe Routes to School programs have improved pedestrian and bicyclist safety and mobility across Washington.
- A 2019 analysis of all projects found a 36-44 percent decrease in bicyclist and pedestrian crashes at project sites.
- A 2020 review of 94 Safe Routes to School program projects found that most projects showed increases in students walking to/from school and 40 projects showed increases in the number of students biking.
- That same review found that on average, schools with Safe Routes to School projects had a 33 percent increase in the number of students walking and a 104 percent increase in the number of students biking.
- Since 2005 when the Legislature began funding the Pedestrian/Bicyclist and Safe Routes to School programs, WSDOT has received 1,872 applications for projects requesting \$1.03 billion. The Legislature has funded 478 of these projects, totaling \$251 million in state and federal funds.
- In their most recent funding cycle, the Pedestrian/Bicyclist and Safe Routes to School programs received 242 applications requesting nearly \$190 million – the most funding requested to date. Of this total, for the 2021-2023 biennium, the Legislature provided approximately \$47.5 million in state funding for 51 Pedestrian/ Bicyclist and Safe Routes to School projects across the state.

About the Pedestrian/Bicyclist and Safe Routes to School programs

As directed by statute, the primary objectives of the Pedestrian/Bicyclist and Safe Routes to School programs administered by WSDOT are to improve pedestrian and bicyclist safety and mobility and increase active transportation trips. Projects include:

- Pedestrian and bicyclist paths.
- Sidewalks.
- Crossing improvements.
- Speed management.
- Education and encouragement in the Safe Routes to School program.

Pedestrian/Bicyclist and Safe Routes projects help Washington to be a leader in pedestrian and bicyclist safety and mobility, earning Washington a reputation as the League of American Bicyclists' [No. 1 "Bicycle Friendly State"](#) and [No. 4 among states supportive of walking, bicycling, and physical activity for children and adults](#) from the Safe Routes to School National Partnership in 2020.

And there's still more the Pedestrian/Bicyclist and Safe Routes to School programs can do. By ensuring all communities have a chance to compete effectively for a level of funding that meets more of the identified needs, the programs can better deliver a safer and more walkable and rollable transportation system. Such changes support the state's transportation policy goals and other goals in state law with an emphasis on clean air, reductions in vehicle miles traveled, health, and equity.

Recommended changes to the programs:

- Increase funding levels to encourage a diversity of applicants and expand capacity for technical assistance.
- Improve information sharing and training for jurisdictions.
- Assist with jurisdictions' project planning and prioritization.
- Expand access to data, analysis, training, and technical assistance.
- Adjust selection criteria to increase weighting for equity without sacrificing safety and project quality.

Improved infrastructure connections for pedestrians and bicyclists benefit everyone:

Research has found that students who walk or bike to school arrive more ready to learn.

Safer and more accommodating infrastructure invites more people to choose and use active transportation.

Good design helps drivers navigate more safely where people are walking, rolling, and bicycling.

Improvements help stimulate economic revitalization and support healthy community initiatives.

Parents driving children to and from school contribute to morning and afternoon traffic congestion..



A history of innovation and performance

For more than 15 years, the Pedestrian/Bicyclist and Safe Routes to School programs have helped make Washington a national leader in pedestrian and bicyclist safety and mobility.

Walking and bicycling trips have been growing faster than the state's population growth since 2009, showing that a larger percentage of Washingtonians are using active transportation. Washington ranks ninth in the nation for the percentage of commuters walking or biking to work, and in 2017 around 85 percent of public transportation users in the state reported walking or bicycling to access transit.¹ WSDOT's [COVID-19 Multimodal Dashboard](#) continues to show walking and cycling rates averaging above 2019 and 2020 levels.

All Washingtonians are pedestrians at one time or another – to get to work and school, to reach transit, shop along Main Street, or just to get some fresh air and greet their neighbors. Pedestrians include those who walk or use a variety of tools such as wheelchairs, scooters, and other rolling devices. Some people are pedestrians by necessity while others might choose to make more active trips if they felt the infrastructure was safer and more inviting. Helping to make more pedestrian trips possible can improve personal health, wellbeing, and community connection; reduce traffic congestion; and protect the environment.

Bicycle commuting plays a key role in the state's transportation system either as part of a bike-plus-transit trip or the trip itself. More people are choosing to avoid traffic congestion by biking to work. Some do their shopping and errands by bicycle or bike to school with their children. Bike tourism contributes significantly to the state's outdoor economy because bike travelers spend more money per day at local businesses than motoring travelers. By choosing to bike, people are also working exercise into their transportation time. In fact, bicycling is such a big part of our state's culture that Washington has been the League of American Bicyclists' No. 1 "Bicycle Friendly State" every year since the designation began in 2008.

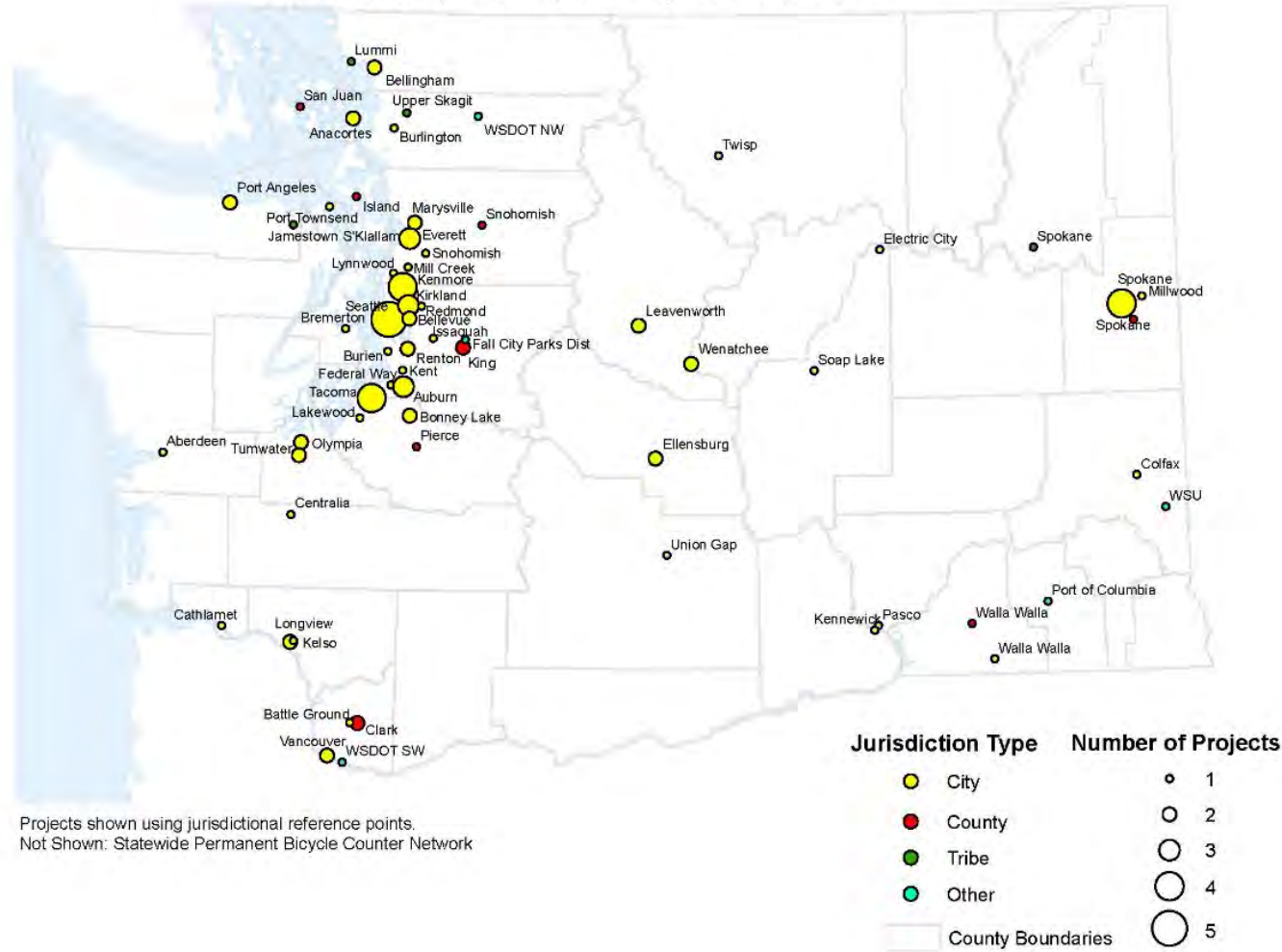
As practices in design for safety, mobility, and accessibility have evolved WSDOT has kept pace, updating trainings and providing direct technical assistance to jurisdictions to encourage submission of high-quality and effective projects. In those jurisdictions that have had the capacity to apply successfully, people benefit every day from past program investments on the ground.

¹ 2017 National Household Travel Survey—the most recent year of data available.

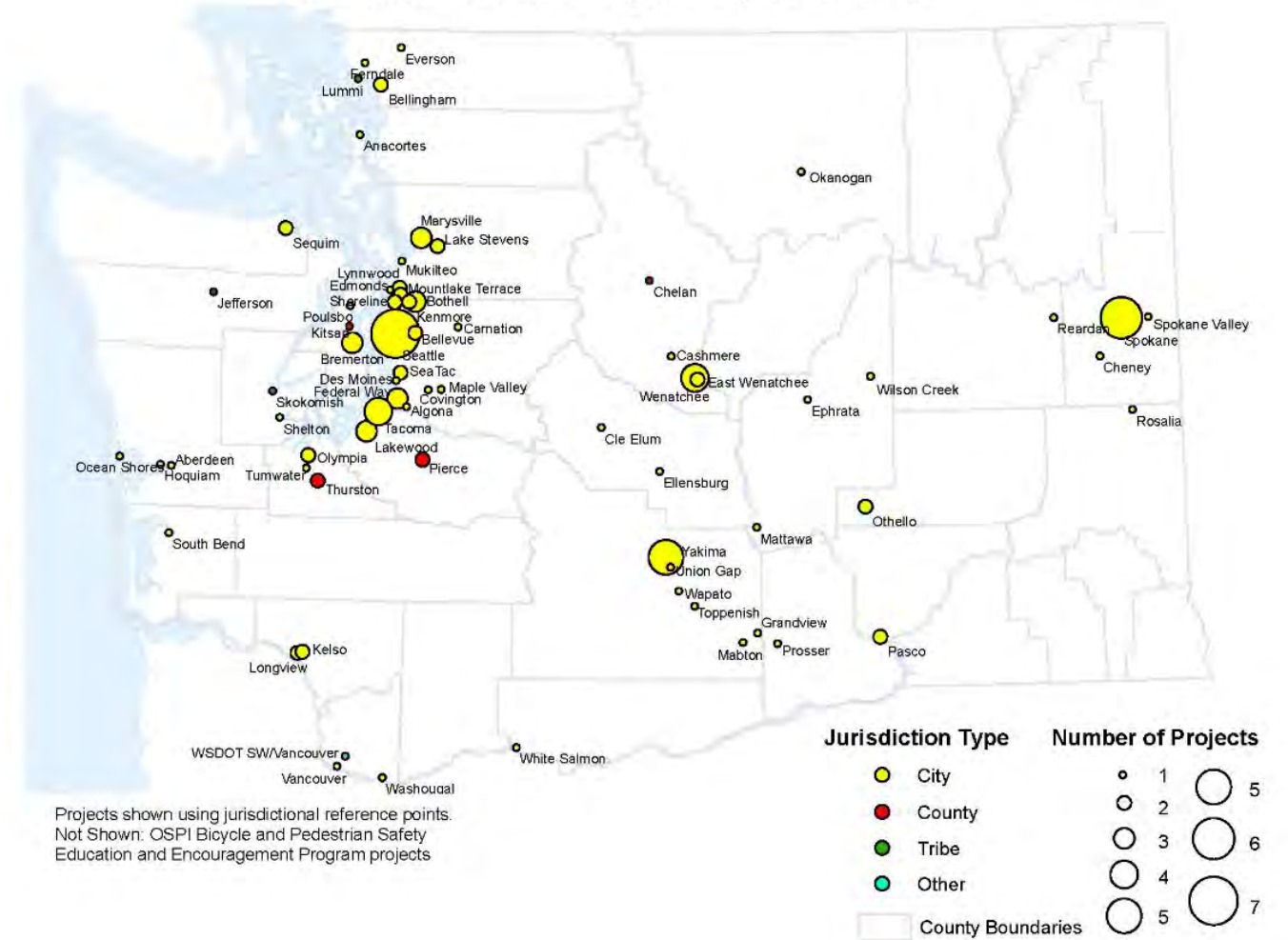
Project Locations

Since 2005 the Pedestrian/Bicyclist and Safe Routes to School programs have funded projects across Washington state. The following maps show project locations from 2015-2021.

Pedestrian/Bicyclist Program Projects: 2015-2021



Safe Routes To School Program Projects: 2015-2021



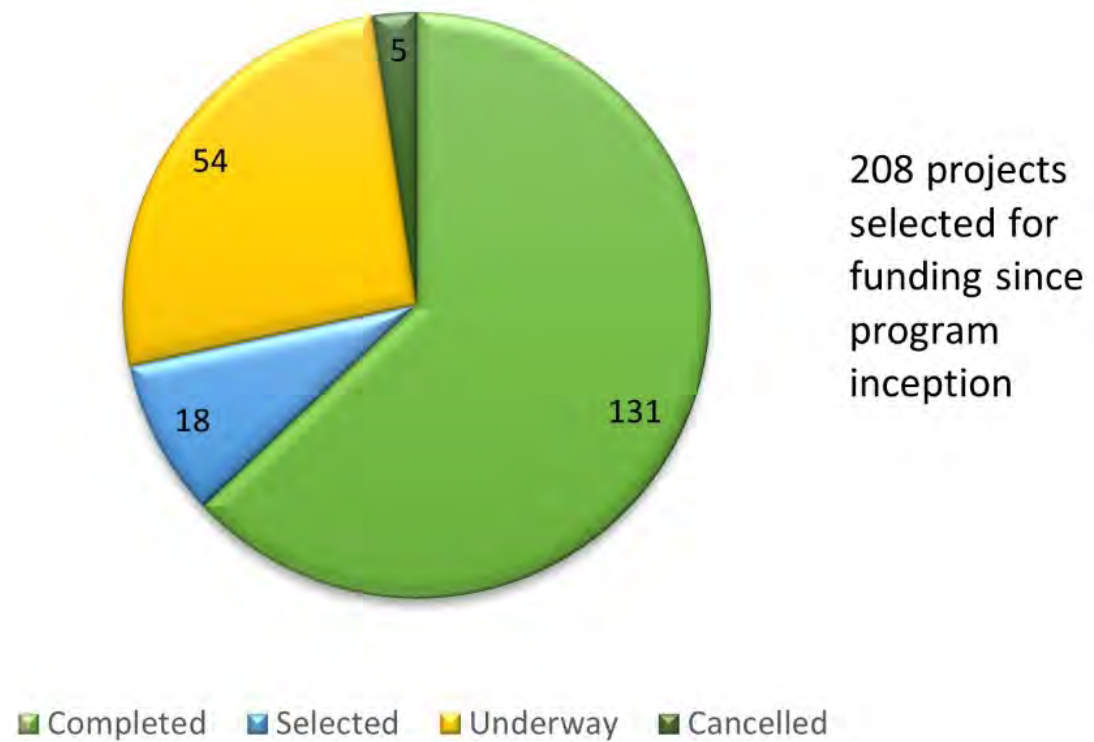
Status of projects

Pedestrian/Bicyclist and Safe Routes to School projects deliver performance.

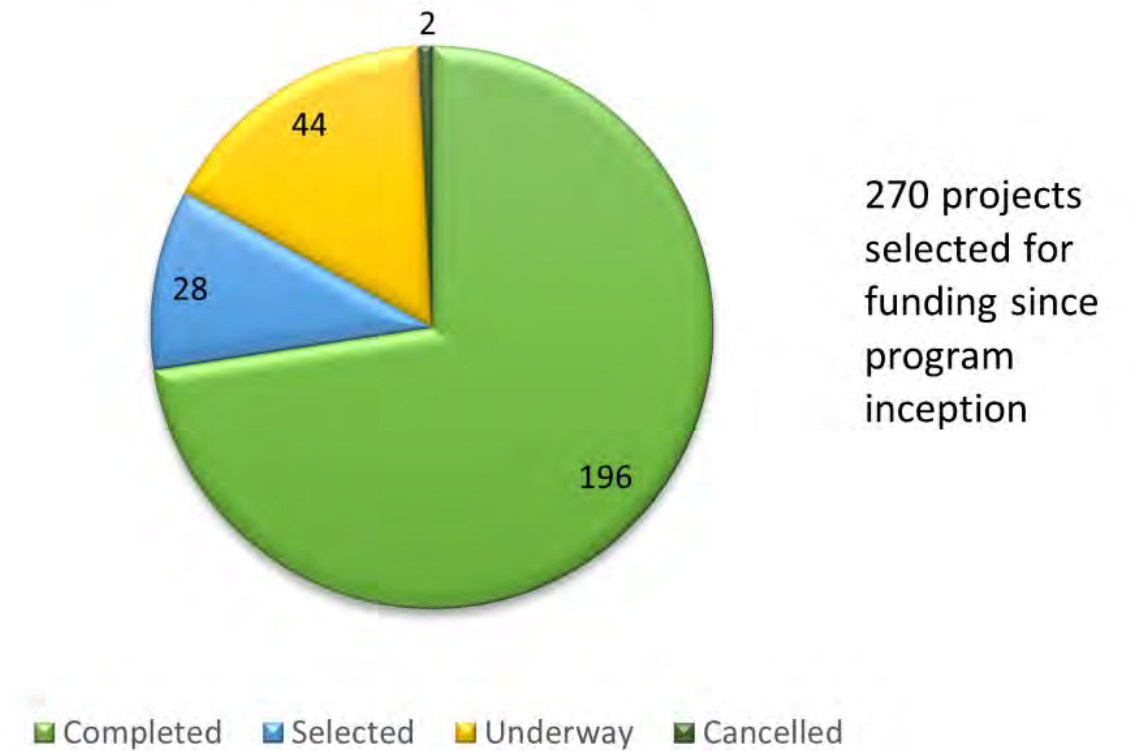
Since their beginning in 2005, the programs' recipients have completed 327 projects, 70 percent of awarded projects. An additional 98 projects are underway, including some of the 51 projects selected for the 2021-23 cycle. In the history of the programs, only 7 projects have been cancelled.

The following charts show the status of projects from 2015-2021.

Pedestrian/Bicyclist Program Project Status 2005-2021



Safe Routes to School Program Project Status 2005-2021



Current application processes and equity analysis

Of the 281 incorporated cities and towns in Washington, 125 (45 percent) have applied and received funding as of 2021. Of the 39 counties, 19 have applied and received funding. Of the 29 federally recognized tribes, 21 have applied and received funding.

Application and selection cycle

The current Pedestrian/Bicyclist and Safe Routes to School application and selection cycle, from a high level, involves the following steps:

1. Data analysis to identify patterns in locations associated with crashes or potential crash exposure.
2. Providing information about the programs to potential recipients.
3. Applying a rigorous and peer-reviewed evaluation process to applications.
4. Facilitating steps to deliver funding awards to successful applicants so they can begin their projects.

Following each cycle WSDOT staff review the process results, recommendations from the external review committee, and other lessons learned to update and improve the process for the next cycle.

The following are more specific application and selection processes for even- and odd-numbered years:²

Even-numbered years

1. January-February: Call for projects.
2. March-April: Webinar explaining process for potential applicants.
3. April-May: Deadlines for public agencies and tribes to submit applications.
4. May-July: Staff and external committee review/rank applications.
5. August-October: Site visits to top-tier projects and others identified for additional review.
6. Dec. 1: WSDOT submits ranked list to Legislature.

Odd-numbered years

1. Legislature sets funding level.
2. After session when funding level is final: WSDOT confirms project details for those that will receive awards.
3. Beginning July 1: WSDOT notifies applicants of award amounts.
4. August-September: Data analysis for next application and selection cycle.
5. October-November-December: Outreach to cities, counties, and tribes prioritized based on data analysis. Technical assistance available from Active Transportation Division staff up until call for projects is released.

² This was the pre-pandemic standard schedule. 2020 and 2021 schedules were affected by the pandemic; 2022 will also be affected to some extent.

Equity analysis and site reviews

In preparation for the 2020 Pedestrian/Bicyclist and Safe Routes to School programs call for projects, WSDOT staff prioritized outreach and technical assistance to jurisdictions identified as having any of the following characteristics:

- Crash history above average for population size.
- Equity criteria for race, poverty, or disability above the statewide average.
- No history of successful application.

Staff contacted these jurisdictions to offer specific data analysis and technical assistance. Some took advantage of the opportunity, others did not. In the end, the decision of which projects to submit rests with the applicant. Most applications received in the 2021-23 cycle were not at locations that scored high on equity criteria.

When WSDOT receives applications, staff analyze demographic data from the US Census to identify equity characteristics for project locations including race, disability, and poverty. Staff conducted an analysis of applications received for the 2021-23 cycle to identify factors that affected the outcomes for locations that score high on these equity factors. Projects that scored high on equity, but not on other criteria, scored lower for a variety of reasons including project quality, safety effectiveness of proposed designs, deliverability, or value. This analysis established the basis for the recommendations in the following sections.

Staff also conducted site reviews for the highest scoring projects and those in the next tier below the highest scoring projects that scored high on equity. WSDOT staff provided feedback during site reviews to improve application quality, which could change a given project's ranking within the overall list. Some applicants adjusted their proposal at this stage; others chose not to.

Results from the 2021-23 cycle

Safe Routes to School Program

Out of 125 applications, 48 total scored in the top half of points for equity, more than 38 percent of all applications. These applications made up over half of the awarded projects.

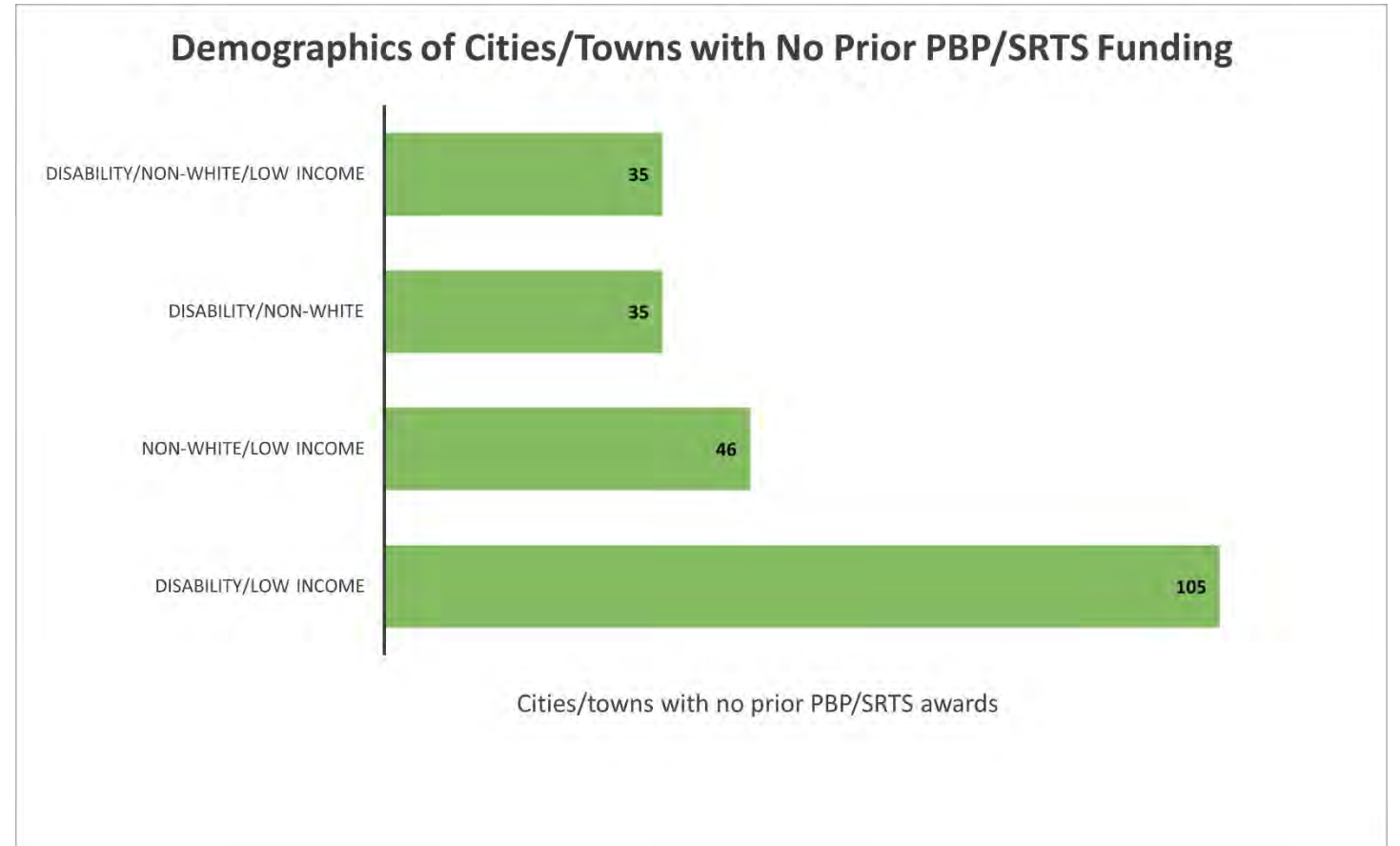
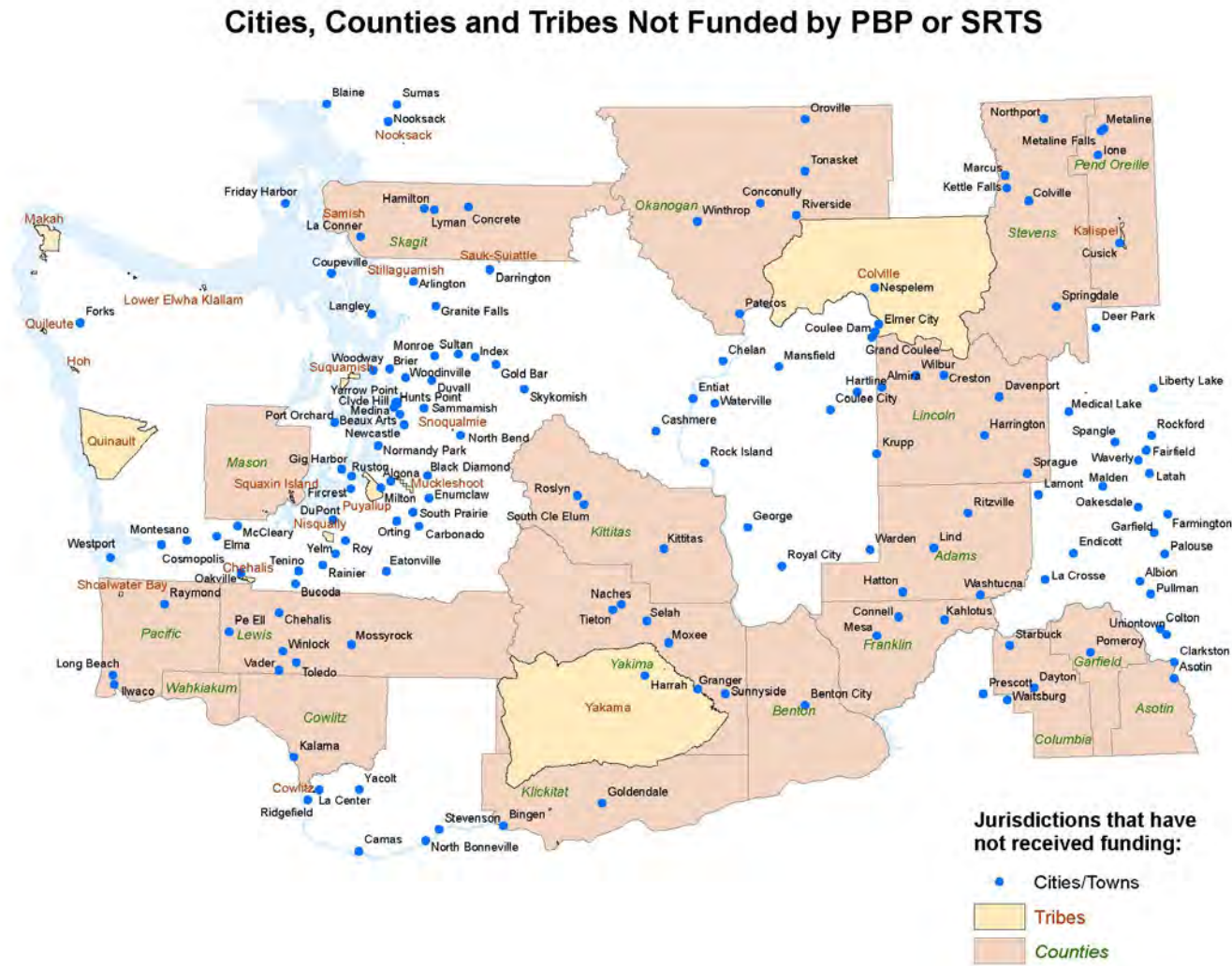
Pedestrian/Bicyclist Program

Out of 107 applications, 18 scored in the top half of points for equity, almost 17 percent of all applications. These applications made up almost 40 percent of awarded projects.

Location and demographics of jurisdictions not funded

Of the 281 incorporated cities and towns in Washington, 125 (45 percent) have applied and received funding as of 2021. Of the 39 counties, 19 have applied and received funding. Of the 29 federally recognized tribes, 21 have applied and received funding.

The following map and chart show the location and demographics of jurisdictions not funded by the programs



An opportunity to do more: Recommendations for changing the Pedestrian/Bicyclist and Safe Routes to School programs

In its 2021 session, the Legislature asked WSDOT to recommend changes to the application and selection processes in the Pedestrian/Bicyclist and Safe Routes to School programs with the goal of increasing participation by a greater diversity of jurisdictions.

To prepare the recommendations in this report, WSDOT used an analysis of:

- Outreach and technical assistance efforts in 2020.
- Resulting 2021-2023 applications and awards.
- Surveys, interviews, and other engagement with stakeholders.
- Experience with challenges and successes of past funding applicants and recipients.

Appendix C illustrates a flow of factors and potential barriers to application and to project selection.

Potential changes to the programs are discussed below in two categories: application process and selection process changes. Within these categories, recommendations are organized by changes that can be made with current capacity and changes that could be made with added funding.

Application process that encourages a diversity of applicants

Far and away the predominant issue raised by jurisdictions, both those that do and those that do not participate, was the funding levels of these programs compared with the number of applications submitted. Knowing how competitive the programs are, potential applicants decide not to invest their limited available time to identify projects or prepare an application. The total available funding also limits the number of high-quality projects that can receive an award.

Administrative changes to the programs' processes, enhanced capacity for technical assistance, and an increase in the available funding to enable awards to more projects would help the programs deliver a safer and more walkable and rollable transportation system for all people in Washington.

Increase funding levels to encourage a diversity of applicants and expand capacity for technical assistance

The competitive nature of both programs due to funding limitations was the number one barrier to participation identified by jurisdictions. At current projected funding levels, the programs can only award to around 20 percent of applicants. Without an increase in funding levels, inviting more applicants will make the program prohibitively competitive, ultimately discouraging potential applicants.

Several of the recommendations for changes in the application and selection processes also require WSDOT and jurisdictional staff time. Staff who manage this program for WSDOT already work at full capacity. WSDOT can initiate some recommendations in the 2022 call for projects, monitor and evaluate, and include the results in the 2022 program report to the Legislature. Other recommendations require additional staff to provide effective support and technical assistance to applicants throughout the process.

Improve information sharing and training for jurisdictions

Some jurisdictions lack information about the availability of the Pedestrian/Bicyclist and Safe Routes to School programs, how to prepare an application, and best practices in developing project designs.

With current capacity

WSDOT staff plan to make the following changes to the call for projects in 2022 to improve information sharing and training for jurisdictions:

- Increase communication about the programs through direct outreach and through organizational partners.
- In addition to the standard webinar, conduct workshops on the programs to walk jurisdictions through the application process.
- Continue training on best practices in project design.

With additional funding for new staff

With new funded staff, WSDOT could assist overburdened jurisdictions with design and treatment selection, cost estimates, and scheduling. This assistance should increase applications from jurisdictions that have not participated in the past, and enable jurisdictions to submit higher quality applications that have a greater chance of being funded.

Assist with jurisdictions' project planning and prioritization

Some jurisdictions lack current plans needed to identify specific project needs or are not currently prioritizing active transportation improvements. Many have also recently completed an ADA Transition Plan that may need to be integrated with their active transportation plans.

The Safe Routes to School program does not currently accept development/design-only proposals because this work cannot be funded with federal dollars that provide part of the total award level. Using state funding, the Pedestrian/Bicyclist Program does fund such proposals, which enable applicants to submit projects for construction funding in future cycles of these and other programs.

With current capacity

WSDOT staff plan to make the following changes to the call for projects in 2022 to improve project planning and prioritization:

- Using state funding, add development/design-only as an option in the Safe Routes to School program to fill the pipeline with projects that can apply for construction funding in the future.
- Coordinate with the WSDOT Local Programs' City and County Safety Plans and Local Technical Assistance programs to offer data, training, and examples for plans that address active transportation needs within a Safe System Approach.

With additional funding for new staff and consultants

With added funding for WSDOT staff and consultants, WSDOT could deliver workshops and planning efforts that support the creation and update of local plans to enable jurisdictions to identify and prioritize locations in need of improvements. This would support increased

alignment across local, regional, and state plans and projects, and would improve their ability to apply to a variety of funding sources.

Improve jurisdictions' project management capacity

Some jurisdictions do not have the time or capacity to manage a project if it were funded.

With current capacity

WSDOT staff plan to engage with jurisdictions and the organizations representing them to identify specific and actionable recommendations to improve project management capacity to the extent feasible within the scope of these programs.

Selection process that invests in high-quality projects

Some of the same issues that present barriers to application (i.e., the capacity to plan and develop high-quality projects) also create barriers to selection. Without added investment in WSDOT staff capacity and technical assistance, increasing the sheer number of applications from jurisdictions that have not applied in the past or have not received awards in past cycles has the potential for negative effects for jurisdictions:

- If changes do not also increase the opportunity for these applicants to submit a successful application, they may invest time on applications with little chance of success because of the increase in the total number submitted.
- If funding goes to jurisdictions that may have challenges delivering successful projects, this may negatively affect program project delivery.
- If jurisdictions are unsuccessful in project delivery, this may affect their competitiveness for future awards from WSDOT.
- With more total applications submitted, WSDOT staff capacity for application review will act as a constraint on the site visits that are an important element of the selection process.

Additionally, local partners submit applications in each cycle for projects on state highways that often rank high on safety needs. These applications demonstrate that local partners prioritize these projects over those on their local streets, highlighting the role a state highway can play in a local walk/bike network, either as a critical connection, as the only route available, or as a barrier to mobility. It also points to the importance of aligning local, regional, and state plans and projects so WSDOT can incorporate needed improvements into future programs and projects as possible.

WSDOT has no programmatic funding dedicated to active transportation safety and mobility that the agency can use to supplement other program or project funds to complete multimodal connections where prioritized by local partners. The [2021 update to the State Active Transportation Plan](#) provides more information on this topic and an analysis of state routes and their role in local/regional active transportation networks.

Expand access to data, analysis, training, and technical assistance

Recommendations below address an essential component of capacity-building and development that will serve jurisdictions well in applications to other funding sources as well as to the Pedestrian/Bicyclist and Safe Routes to School programs.

With current capacity

WSDOT staff plan to make the following changes to project selection in 2022 to expand access to data, analysis, training, and technical assistance:

- Encourage applicants to use the Washington State Department of Health [Washington Tracking Network](#) to identify locations that will score high on equity and consider projects in these places.
- Incorporate equity analysis into the safety and crash data analysis provided to targeted agencies selected for early technical assistance based on equity criteria.
- Continue and expand trainings and workshops.
- Provide data and training specific to active transportation in coordination with WSDOT Local Programs' City and County Safety Program.

With additional funding for new staff and consultants

- Provide targeted technical assistance to high-need communities identified early in the cycle, including guidance for selection of appropriate designs.
- Develop toolkits and templates for design selection, cost estimating, and scheduling.

Adjust selection criteria

WSDOT scores Pedestrian/Bicyclist and Safe Routes to School projects in five categories:

- Safety
- Equity
- Value
- Project quality
- Deliverability

Safety weighting is the most critical for project ranking. WSDOT does not recommend a change to this element. However, WSDOT can increase the weighting for equity without compromising the importance of safety and project quality. WSDOT staff will make changes and monitor the effects on outcomes for participating jurisdictions and project effectiveness in contributing to program goals.

With current capacity

WSDOT staff plan to make the following changes to the project selection in 2022 to adjust selection criteria:

- Increase weighting of equity consideration.
- Group applicants of similar size/type and score them relative to each other for project cost, population, and other characteristics.
- Eliminate availability of matching funds as an element of consideration for first-time applicants and for those applying for low-cost projects below a specific dollar figure.³

³ Fewer local match dollars will decrease the total possible number of awards unless total funding for the programs increases.

With additional funding for new staff and more projects

- Consider a set-aside for first-time applicants or jurisdictions meeting other criteria.⁴
- Develop coordinated plans, priorities, and proposed timelines for improvements on state routes needed to complete the pedestrian/bicyclist networks within a jurisdiction. Identify opportunities and funding sources that can enable completion of these improvements, potentially in conjunction with other WSDOT programs and projects.

The bottom line: Added program funding will produce results

In each of the past five years, the number of pedestrians killed on Washington roads has increased, more than doubling since 2013 and appearing to reach a new high in 2020.⁵ Even though this rate of increase in pedestrian fatal and serious injuries is comparable to many other states, WSDOT is eager to improve safety to achieve the state's Target Zero goal of zero traffic deaths and serious injuries, meet federal performance standards, and most importantly, to save lives.

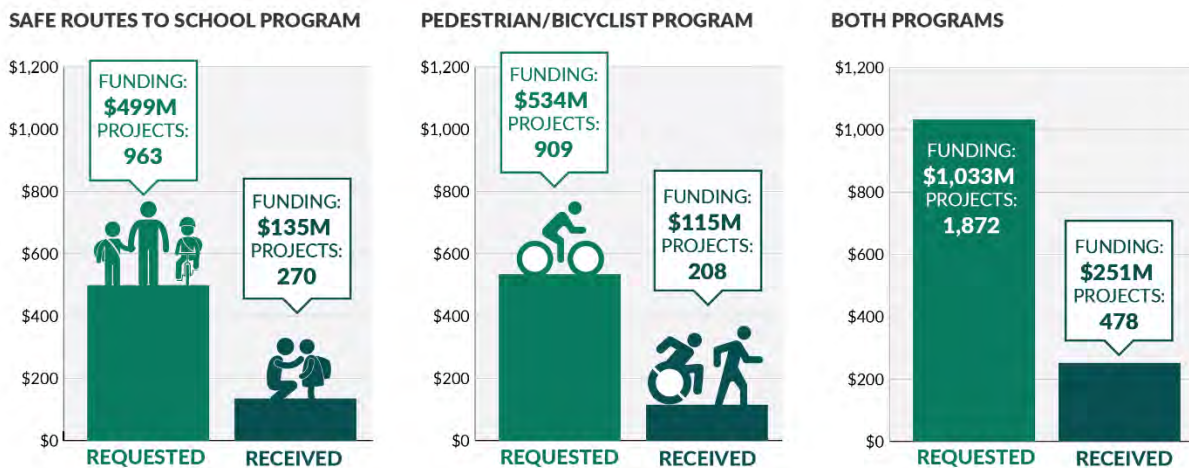
To this end, the Pedestrian/Bicyclist and Safe Routes programs have proven effective in reducing crashes. They have not been enough to meet the growing need.

In the 2021-2023 grant cycle, the Pedestrian/Bicyclist and Safe Routes programs received 242 applications requesting approximately \$190 million. While the Legislature provided around \$47.5 million in funding for 51 of these proposed projects, there is still a great deal needed to make every person in Washington safe while walking and rolling.

Safe Routes to School Program & Pedestrian/Bicyclist Program

2005-2007 to 2021-2023 biennium

DOLLARS IN MILLIONS



⁴ WSDOT does not recommend this as an early action. Capacity-building should precede this action so only applications from jurisdictions prepared to take on the project management requirements may have access to the set-aside.

⁵ 2020 preliminary figures from WSDOT Transportation Data, GIS & Modeling Office.

Next steps

Before the call for projects in early 2022, WSDOT will take the following actions to the extent feasible with current staff capacity:

- Increase communications directly and through partners.
- Publicize availability of the Washington Tracking Network as a resource for equity data.
- Provide additional training.
- Provide additional data analysis.
- Provide targeted technical assistance.
- Engage jurisdictions and the organizations representing them to identify additional specific, actionable recommendations for barriers to participation.
- Add a development/design-only option within the state-funded Safe Routes to School program.
- Develop and test an evaluation approach that groups similar jurisdictions for comparison; evaluate outcomes for all types of recipients.
- Adjust weighting within project selection to increase emphasis on equity without decreasing emphasis on safety and project quality.

Staff will monitor, evaluate, and report results of actions to the Legislature by Dec. 1, 2022.

Several recommended actions would require additional funding to implement. WSDOT awaits legislative direction and looks forward to working with all stakeholders to continue to improve and enhance these essential programs.



Appendix A: Safe Routes to School Program project status

| Award year | Location | Legislative district | Project title | Award amount | Status | Project description |
|------------|---------------|----------------------|---|--------------|----------|---|
| 2019 | Aberdeen | 19 | Stevens Elementary Pedestrian Improvements | 411,200 | Underway | Road diet, sidewalk, curb, gutter, bike lane, curb extensions, planter strip, driveways, and curb ramps, storm water improvements and high visibility crosswalks. |
| 2017 | Bellevue | 48 | Sherwood Elementary and Interlake High School Non-Motorized Safety Improvements | 778,559 | Underway | The project includes crosswalk, sidewalk, rectangular rapid flashing beacons and ADA curb ramps. |
| 2021 | Bellevue | 48 | NE 18th and NE 21st Streets SRTS | 790,000 | Approved | Marked crosswalk (includes illumination), reduced curb radii, lane width reduction, raised intersection, school speed zone signs, ADA curb ramp retrofits, sidewalk with curb and buffer separation, sidewalk with curb. |
| 2015 | Bellingham | 42 | Cordata Safe Routes to School Program | 778,127 | Underway | The project includes bike lane, sidewalk, planter strip, curb, gutter, boardwalk stream crossing, streetlights, education encouragement, walking school bus and enforcement. |
| 2021 | Bellingham | 42 | Parkview Elementary SRTS | 1,620,000 | Approved | Green pavement markings, curb extensions, marked crosswalk (includes illumination), pedestrian crossing advance stop bars, rectangular rapid flashing beacon, raised crosswalk, lane width reduction, road reconfiguration, ADA curb ramp retrofits, audible pedestrian signal, bicycle boulevard conversion, bicycle wayfinding signs and markings, standard bike lanes, sidewalk with curb, safe routes to school walk or bike encouragement program, safe routes to school safety education program, and removal of on-street parking. |
| 2017 | Bothell | 1 | 188th St Non-motorized Improvements | 672,600 | Underway | The project includes sidewalk, bike lanes, planter strip, curb, gutter, storm water drainage, retaining wall, pedestrian railings, ADA curb ramps, crosswalks, and speed feedback signs. |
| 2017 | Bothell | 1 | 19th Ave SE/232nd St SE/23rd Ave SE Non-motorized Improvements | 748,800 | Complete | The project includes sidewalk, bike lanes, curb, gutter, storm water drainage, ADA curb ramps, crosswalks, rectangular rapid flashing beacons, and crosswalk flags. |
| 2017 | Bothell | 1 | 7th Ave SE/88th Ave NE Non-Motorized Improvements | 610,200 | Complete | The project includes sidewalk, bike lane, curb, gutter, storm water drainage, ADA curb ramps, crosswalk, crosswalk flags, rectangular rapid flashing beacons, and signs. |
| 2017 | Bremerton | 35 | Kitsap Lake Elementary SRTS | 1,754,348 | Underway | The project includes sidewalk, curb, gutter, ADA curb ramps, crosswalk, illumination, rectangular rapid flashing beacons, raised crosswalk, school speed zone flashing beacons, signing, and storm water drainage. |
| 2019 | Bremerton | 23, 26, 35 | Bremerton School Zone Safety Improvements - Safe Routes to Schools | 244,000 | Underway | Speed feedback signs, flashing beacons, and school speed zone signage. |
| 2019 | Cashmere | 12 | 2018 Safe Route to School Grant | 180,268 | Underway | Crosswalk marking, crosswalk flashing beacon signs, advanced crosswalk flashing beacon signs, curb ramps. |
| 2015 | Chelan County | 12 | South Wenatchee Pedestrian Safety Improvements, Phase II | 131,600 | Underway | The project includes sidewalk, curb, gutter, crosswalk markings, signs, streetlights, pedestrian activated crosswalk beacons, no parking zone, education, encouragement and use of a speed feedback sign. |
| 2019 | Cheney | 6 | Cheney High and Betz Elementary Pedestrian and Bicycle Route Safety Project | 598,619 | Complete | Sidewalk, multi-use path, curb ramps, crosswalk markings, crosswalk flashing beacons, speed feedback signs, illumination, extend bike lane. |
| 2019 | Cle Elum | 13 | SR 903 and Stafford Street Sidewalk Improvements | 356,250 | Underway | Intersection rebuild, sidewalk, curb, gutter, curb ramps, crosswalk pavement marking, crosswalk beacon, illumination and curb extension. |

| Award year | Location | Legislative district | Project title | Award amount | Status | Project description |
|------------|------------------|--------------------------|---|--------------|----------|---|
| 2021 | Covington | 47 | Timberlane Way Active Transportation | 555,085 | Approved | Curb extensions with pavement markings, marked crosswalk (includes illumination), pedestrian crossing advance stop bars, rectangular rapid flashing beacon, speed feedback signs, ADA curb ramp retrofits, standard bike lanes and/or buffered bike lanes, sidewalk with curb and buffer separation. |
| 2017 | DOH | N/A | Washington State Student Travel Survey | 380,446 | Complete | The project includes statewide parent survey to estimate student transportation modes for students in grades K-8. |
| 2019 | East Wenatchee | 12 | Kenroy Elementary Safe Routes to School | 1,998,675 | Underway | Sidewalk, buffer strip, raised intersection, narrow lane widths, illumination, flashing LED stop signs, crosswalk markings and pedestrian signage. |
| 2019 | East Wenatchee | 12 | Sterling Intermediate Safe Routes to School | 1,937,791 | Underway | Sidewalks, bike lanes, buffer strips, mini roundabout, raised intersection, rectangular rapid flashing beacons, narrow travel lane widths, crosswalk markings, illumination and pedestrian signage. |
| 2017 | Edmonds | 1 | Citywide Ped Crossing Enhancements | 1,490,000 | Underway | The project includes rectangular rapid flashing beacons, pedestrian traffic signal, pedestrian refuge island, pavement markings, signs, emergency traffic signal pedestrian actuation button, safety education and encouragement. |
| 2017 | Ephrata | 13 | Flashing beacons, crosswalks, and driver feedback displays | 50,000 | Underway | The project includes rectangular rapid flashing beacons and speed feedback signs. |
| 2017 | Everson | 42 | SR544 S Everson Sidewalk Improvements | 497,025 | Underway | The project includes sidewalk, curb, gutter, retaining wall, crosswalks, rectangular rapid flashing beacon, and ADA curb ramps. |
| 2019 | Federal Way | 30 | Lakota Middle School - SW Dash Point Road - Safe Routes to School | 1,350,000 | Underway | Sidewalk, planter strip, bike lane, illumination, extend school speed zone, traffic signal modifications, curb ramps, reduced posted speed limit. |
| 2021 | Federal Way | 3016th Ave Non-Motorized | 16th Ave Non-Motorized Trail | 1,835,000 | Approved | Pedestrian lighting at crossings, marked crosswalks, compact round about, ADA curb ramp retrofits, audible pedestrian signal, walkway with bio-swale/ditch buffer, leading pedestrian intervals, 4-way pedestrian scramble signal phase, leading bicyclist interval, pedestrian-scale lighting, shared-use path (separated by swale and/or planter area), lower posted speed to 30mph, speed humps, prohibit right turn on red signs. |
| 2021 | Hoquiam | 24 | SR 109/US 101 Bike Lanes and Sidewalks | 1,440,000 | Approved | Curb extensions, pedestrian lighting at crossings, traffic channelization island, rectangular rapid flashing beacon, lane width reduction, road reconfiguration, school speed zone flashing beacons and signage, ADA curb ramp retrofits, audible pedestrian signal, standard bike lanes, sidewalk with curb and buffer separation, sidewalk with curb, shared-use path. |
| 2019 | Jefferson County | 24 | SR116 and Cedar Avenue Pedestrian Bike Improvements | 880,300 | Underway | Sidewalk, curb and gutter, multi-use path, bike lanes, crosswalk markings, crosswalk rectangular rapid flashing beacons, illumination, and safety education. |
| 2021 | Kelso | 19 | Huntington Middle School Safety | 658,000 | Approved | Pedestrian lighting at crossings, pedestrian crossing advance stop bars, rectangular rapid flashing beacon, lane width reduction, speed feedback signs, ADA curb ramp retrofits, audible pedestrian signal, buffered bike lanes, sidewalk with curb, pedestrian-scale lighting, ADA surface retrofits. |
| 2017 | Kenmore | 46 | NE 153rd PI Safe Routes to School | 673,594 | Complete | The project includes curb, gutter, sidewalk, planter strips, ADA curb ramps, storm water drainage, and retaining walls. |
| 2019 | Kitsap County | 23 | Central Valley Road | 2,044,637 | Approved | Sidewalk, curb, gutter, bike lanes, illumination, stormwater drainage, curb ramps, crosswalk markings, and rectangular rapid flashing crosswalk beacons. |

| Award year | Location | Legislative district | Project title | Award amount | Status | Project description |
|------------|---------------------|----------------------|---|--------------|----------|--|
| 2015 | Lakewood | 29 | Steilacoom Blvd. SW: Weller to Phillips | 450,000 | Underway | The project includes sidewalk, curb, gutter, bike lane, streetlights, and drainage improvements, traffic signal improvements, and school zone photo enforcement. |
| 2021 | Lakewood | 29 | Farwest Dr. SW | 1,336,000 | Approved | Pedestrian lighting, road reconfiguration, ADA curb ramp retrofits, sidewalk with curb, bike lanes. |
| 2021 | Lakewood | 29 | 112th St. SW – Clover Park High School Sidewalk | 656,000 | Approved | Pedestrian lighting at crossings, school speed zone flashing beacons and signage, ADA curb ramp retrofits, sidewalk with curb, pedestrian-scale lighting, and bike lane on one side of the road. |
| 2019 | Longview | 19 | Washington Way / 28th Avenue Pedestrian Hybrid Beacon and illumination | 180,000 | Underway | High-intensity activated crosswalk beacon. |
| 2021 | Lummi Indian Nation | 42 | Mackenzie Road Sidewalk | 200,000 | Approved | Pedestrian lighting at crossings, marked crosswalk, speed feedback signs, and sidewalk with curb and buffer separation. |
| 2021 | Lynnwood | 21, 32 | College Place Elementary Pedestrian Safety | 672,300 | Approved | Median refuge island, median channelization/turn restrictions, ADA curb ramp retrofits, audible pedestrian signal, pedestrian countdown signal, pedestrian hybrid beacon. |
| 2021 | Lynnwood | 32 | College Place Middle School Crosswalk | 238,000 | Approved | Standard flashing beacons, median refuge island, ADA curb ramp retrofits. |
| 2021 | Marysville | 38, 39 | Shoultes Elementary SRTS | 394,073 | Approved | Marked crosswalk (includes illumination), rectangular rapid flashing beacon, road reconfiguration, speed feedback signs, ADA curb ramp retrofits, sidewalk with curb. |
| 2021 | Marysville | 38 | Cascade Elementary SRTS | 599,089 | Approved | Marked crosswalk (includes illumination), median refuge island, rectangular rapid flashing beacon, road reconfiguration, median channelization/turn restriction, speed feedback signs, ADA curb ramp retrofits, standard bike lanes, sidewalk with curb and buffer separation, shared-use path, lane width reduction. |
| 2019 | Mountlake Terrace | 1, 32 | 216th and 220th | 468,194 | Underway | Sidewalk, curb, gutter, curb ramps, curb extensions, rectangular rapid flashing crosswalk beacon, crosswalk markings, storm water drainage, speed feedback signs, safety education. |
| 2019 | Mukilteo | 21 | 76th and SR525 Pedestrian Improvements | 1,323,450 | Underway | Sidewalk, planter strip, curb, gutter, curb ramps, high-intensity activated crosswalk beacon signal, rectangular rapid flashing beacons, crosswalk markings, retaining walls, pedestrian handrail. |
| 2017 | Okanogan | 7 | Virginia Grainger Elementary Safe Routes to School | 452,865 | Underway | The project includes curb, gutter, sidewalks, bike lane, curb extensions, ADA curb ramps, crosswalks, illumination, Rectangular Rapid Flashing Beacons, flashing school zone signs with radar speed feedback, flashing stop signs and storm water drainage. |
| 2021 | Olympia | 22 | Boulevard Road Trail Crossing and Bike Corridor | 893,607 | Approved | “Stop here for pedestrians” sign (in-street), marked crosswalk (includes illumination), median refuge island, pedestrian crossing advance stop bars, reduced curb radii, raised crosswalk, median channelization/turn restrictions, ADA curb ramp retrofits, bicycle boulevard conversion, bicycle wayfinding signs and markings, standard bike lanes, one-way or two-way protected bike lane, sidewalk with curb, bollards or path barriers, shared-use path. |
| 2019 | OSPI | N/A | Safe Routes to School Bicycle and Pedestrian Safety Education and Encouragement Program | 1,298,985 | Underway | Bicyclist and pedestrian safety education. |
| 2019 | Othello | 9 | Ash Street Safety Improvements | 788,586 | Underway | Install curb extensions, crosswalks, curb ramps. |

| Award year | Location | Legislative district | Project title | Award amount | Status | Project description |
|------------|------------|----------------------|---|--------------|----------|---|
| 2021 | Othello | 9 | Scotney & 14th Wahitis Elementary Safety | 418,500 | Underway | Curb extensions, lane width reduction, road reconfiguration pavement markings for parking lane, ADA curb ramp retrofits, pedestrian hybrid beacon, pedestrian-scale lighting. |
| 2021 | Pierce Co. | 29 | 168th Street East | 741,000 | Approved | Marked crosswalk (includes illumination), school speed zone signage, ADA curb ramp retrofits, sidewalk with curb and buffer separation, speed feedback signs. |
| 2021 | Pierce Co. | 25 | 104th Street East | 1,336,000 | Approved | Marked crosswalk (includes illumination), rectangular rapid flashing beacon, school speed zone, ADA curb ramp retrofits, sidewalk with curb, and shoulder on one side of the road. |
| 2017 | Poulsbo | 23 | Finn Hill Road Shared Use Path | 800,000 | Underway | The project includes multi-use path, planter strips, curb, gutter, boardwalk, crosswalks, illumination, and signs. |
| 2021 | Prosser | 16 | Kinney Way Improvements | 690,100 | Underway | Marked crosswalk, pedestrian over/under pass, school speed zone flashing beacons and signage, ADA curb ramp retrofits, sidewalk with curb, retaining walls. |
| 2017 | SeaTac | 33 | South 166th St Safe Routes to School Project | 967,200 | Complete | The project includes sidewalks, speed feedback signs, rectangular rapid flashing beacons, storm water drainage, curb, and gutter. |
| 2019 | SeaTac | 33 | 34th Avenue South Safe Routes to School Project | 2,464,000 | Underway | Sidewalk, planter strip, curb, gutter, curb ramps, crosswalk, bike lane, curb extensions, illumination, flashing stop sign, storm water drainage. |
| 2017 | Seattle | 32 | Broadview Thomson K-8/Greenwood Ave N Sidewalk | 700,000 | Underway | The project includes sidewalk, curb, gutter, ADA curb ramps, planter strip, crosswalks, and curb extensions. |
| 2017 | Seattle | 43 | Hamilton Middle School/Stone Way N and N 41St Street | 253,700 | Complete | The project includes curb extensions, ADA curb ramps, rectangular rapid flashing crosswalk beacons, and safety education. |
| 2017 | Seattle | 43 | Lowell Elementary Neighborhood Greenway | 442,000 | Complete | The project includes bicycle boulevard, speed humps, sharrows, stop signs, wayfinding signs, rectangular rapid flashing beacons, crosswalks, and curb extensions. |
| 2017 | Seattle | 37 | Rainier Ave S & S Graham St Intersection Safety Improvement | 249,300 | Complete | The project includes curb extensions, raised crosswalk, sidewalk, curb, gutter, and ADA curb ramps. |
| 2019 | Seattle | 46 | NE 117th St Intersection Redesign and Sidewalk | 950,000 | Underway | Traffic signal, pedestrian countdown, audible pedestrian signal, signal backplates, retroreflective signal boards, protective turn restrictions, curb ramps, crosswalk, median island, protected bicycle crossing, sidewalk, bicycle pavement markings. |
| 2021 | Seattle | 32 | Greenwood Ave Sidewalks and 1st Ave NW Greenway | 1,000,000 | Approved | Curb extensions, reduced curb radii, stop signs, speed hump, 20 mph speed zone designation (signed), ADA curb ramp retrofits, bicycle boulevard conversion, bicycle wayfinding signs and markings, and sidewalk with curb. |
| 2021 | Seattle | 2 | NE 135th St Greenway and Sidewalk | 620,000 | Approved | Marked crosswalk (includes illumination), rectangular rapid flashing beacon, stop signs, speed hump, 20 mph speed zone designation (signed), ADA curb ramp retrofits, bicycle boulevard conversion, bicycle wayfinding signs and markings, sidewalk with curb, shared-use path. |
| 2017 | Sequim | 24 | Safe Routes to Sequim Schools Campus on W. Fir Street | 231,000 | Underway | The project includes speed feedback signs, speed limit signs, rectangular rapid flashing beacons, and ADA curb ramps. |

| Award year | Location | Legislative district | Project title | Award amount | Status | Project description |
|------------|-----------------------------------|----------------------|---|--------------|----------|---|
| 2019 | Sequim | 24 | N Sequim Avenue Sidewalk and Bike Lanes | 1,098,000 | Underway | Sidewalk, curb, gutter, curb ramps, planter stripe, bike lane, roundabout pedestrian/bicycle facilities, storm water drainage, illumination, crosswalk markings and signs, speed feedback signs. |
| 2021 | Shelton | 35 | SRTS Crosswalk Improvements | 770,103 | Approved | Curb extensions, median refuge island, rectangular rapid flashing beacons, ADA curb ramp retrofits, audible pedestrian signal, sidewalk with curb, speed feedback signs. |
| 2019 | Shoreline | 32 | Ridgecrest Elementary Pedestrian Crossing Improvements and School Speed Zone Flashers | 467,700 | Underway | School speed zone flashers, speed feedback signs, curb extensions, education. |
| 2021 | Skokomish Tribe | 35 | S.R. 106/Reservation Rd/Tribal Center Rd Sidewalk | 318,465 | Underway | ADA curb ramp retrofits, sidewalk with curb, walkway with bio-swale/ditch buffer, pedestrian-scale lighting. |
| 2021 | South Bend | 19 | Madison Street Sidewalk | 477,100 | Approved | Marked crosswalk (includes illumination), 20mph school speed zone near the school, ADA curb ramp, sidewalk with curb and buffer separation, and sidewalk with curb. |
| 2021 | Spokane | 3 | Shaw Middle School - Garland Avenue Pathway | 1,228,528 | Approved | Curb extensions, marked crosswalk (includes illumination), lane width reduction, median channelization/turn restrictions, parking lane removal, ADA curb ramp retrofits, audible pedestrian signal, leading pedestrian intervals, shared-use path, trail/driveway crossing. |
| 2021 | Spokane | 3 | Bemiss Elementary Walk Route | 717,635 | Approved | Curb extensions, pedestrian lighting at crossings, rectangular rapid flashing beacons, ADA curb ramp retrofits, sidewalk with curb. |
| 2021 | Spokane | 3 | Finch Elementary Walk Route | 692,923 | Approved | Marked crosswalk (includes illumination), median refuge island, rectangular rapid flashing beacon, road reconfiguration, ADA curb ramp retrofits, sidewalk with curb and buffer separation, sidewalk with curb, standard bike lanes, and curb extensions. |
| 2021 | Spokane | 3 | Nevada/Joseph Pedestrian Hybrid Beacon | 485,027 | Approved | Curb extensions, marked crosswalk (includes illumination), pedestrian crossing advance stop bars, ADA curb ramp retrofits, audible pedestrian signal, pedestrian countdown signal, pedestrian hybrid beacon. |
| 2017 | Spokane Valley | 4 | Wellesley Sidewalk Project, McDonald to Evergreen | 402,300 | Complete | The project includes sidewalk, curb, ADA curb ramps, crosswalk markings, and crosswalk signs. |
| 2013 | Swinomish Indian Tribal Community | 10 | Swinomish to La Conner Safe Routes Project | 744,610 | Underway | The project includes sidewalk, curb, gutter, bicycle lanes, signage, sharrow markings, crosswalk markings including stop bars, flashing beacons, bicycle and pedestrian safety education training, crossing guard training, speed feedback signs and emphasis patrols. |
| 2017 | Tacoma | 27 | First Creek Middle School Safe Routes to School | 318,885 | Complete | The project includes high-intensity activated crosswalk signal, flashing beacons, sidewalk, crosswalk, and signs. |
| 2017 | Tacoma | 27 | Lister Elementary School Safe Routes to School | 450,115 | Complete | The project includes sidewalk, curb, gutter, crosswalk, Americans with Disabilities Act curb ramps, flashing beacons, curb extensions, safety education and encouragement. |
| 2019 | Tacoma | 27 | Mary Lyon Elementary School Safe Routes to School | 296,174 | Underway | Curb ramps, accessible pedestrian signals, signal head upgrades, crosswalk, safety education. |
| 2021 | Tacoma | 29 | Manitou Elementary SRTS | 543,091 | Approved | Marked crosswalk (includes illumination), rectangular rapid flashing beacon, raised crosswalk/speed table, lane width reduction, parking lane removal, ADA curb ramp retrofits, bicycle wayfinding signs and markings, standard bike lanes, buffered bike lanes, green pavement markings, one-way or two-way protected bike lane safe routes to school walk or bike encouragement program, safe routes to school safety education program, transit boarding island, bicycle storage facility. |

| Award year | Location | Legislative district | Project title | Award amount | Status | Project description |
|------------|-----------------|----------------------|---|--------------|--|---|
| 2017 | Thurston County | 22 | Olympic View SRTS Enhancement | 940,000 | Underway | The project includes speed cushions, traffic circle, pavement markings, signs, curbing, school zone flashing beacons, illumination, and safety education. |
| 2019 | Toppenish | 15 | 2020 Sidewalk Improvements | 528,300 | Underway | Sidewalk, curb, gutter, curb ramps, storm water drainage, crosswalk pavement markings and signs. |
| 2019 | Vancouver | 49 | NW Neighborhood Connectivity Improvements | 500,000 | Approved | Sidewalk, planter strip, curb, gutter, curb ramps, shared use path, crosswalk markings, illumination, curb extensions, and rectangular rapid flashing beacon. |
| 2013 | Washougal | 18 | Jemtegaard Trail Improvements | 599,305 | Underway | The project includes multi-use path, pedestrian bridge, sidewalk, curb, gutter, walking and biking mobility and safety trainings, staff and volunteer training, active transportation mentor/role model project, bicycle and pedestrian education materials, encouragement activity, incentives, bicycle parking, increased traffic patrols, and pedestrian decoy crosswalk operations. |
| 2015 | Wenatchee | 12 | Lewis and Clark Sidewalk Improvements | 372,794 | Underway | The project includes sidewalk, curb, gutter, on the east side, and replace speed feedback signs. Adds mid-block crosswalk with pedestrian activated crosswalk beacons. |
| 2017 | Wenatchee | 12 | Middle School Crossing Improvements | 341,000 | Underway | The project includes crosswalk, ADA curb ramps, driveway crossing improvements, rectangular rapid flashing beacons, illumination, and speed feedback signs. |
| 2019 | Wenatchee | 12 | Methow Street Improvements | 786,600 | Underway | Mini round about, bicycle lanes, delineate travel lanes and parking, sidewalk, curb and gutter. |
| 2019 | Wenatchee | 12 | Miller School Zone & Okanogan Crossing Improvements | 123,000 | Underway | School speed zone, speed feedback signs, rectangular rapid flashing crosswalk beacon. |
| 2021 | WSDOT (Omak) | 7 | SR 155 Omak East School | 1,012,700 | Approved, declined, alternate to be identified from 2021 report. | Pedestrian lighting at crossings, marked crosswalk (includes illumination), pedestrian crossing advance stop bars, rectangular rapid flashing beacon, speed feedback signs, ADA curb ramp retrofits, sidewalk with curb, pedestrian or bicyclist railroad crossing. |
| 2021 | WSDOT (RTC) | 17 | SR 500/NE Fourth Plain Boulevard | 1,011,587 | Underway | Standard flashing beacons, curb extensions, marked crosswalk (includes illumination), pedestrian crossing advance stop bars, road reconfiguration, ADA curb ramp retrofits, audible pedestrian signal, pedestrian hybrid beacon, pedestrian-scale segment lighting, shared-use path, speed limit reduction. |
| 2017 | Yakima | 14 | McClure Elementary School Vicinity Safety Improvement | 270,000 | Underway | The project includes sidewalk, ADA curb ramps, crosswalk, and rectangular rapid flashing beacons. |
| 2021 | Yakima | 14 | Robertson Elementary School Safety | 510,000 | Approved | Marked crosswalk (includes illumination), rectangular rapid flashing beacons, ADA curb ramp retrofits, sidewalk with curb and buffer separation. |

Appendix B: Pedestrian and Bicyclist Program project status

| Award year | Location | Legislative district | Project title | Award amount | Status | Project description |
|------------|-------------------|----------------------|---|--------------|----------|--|
| 2019 | Aberdeen | 19 | SR 105 Pedestrian and Bicycle Improvements | 364,000 | Underway | Road reconfiguration, buffered bike lanes, curb, gutter, sidewalk, curb ramps, crosswalks. |
| 2019 | Anacortes | 40 | Commercial Avenue Corridor Plan Phase I: 11th Street to 13th Street | 1,371,188 | Underway | Road reconfiguration, separated bike lanes, through intersection bike lane markings, two stage turn boxes, ADA sidewalk and curb ramps, curb extensions with truck aprons, access management, pedestrian scale lighting. |
| 2021 | Auburn | 31 | Auburn Way S (SR 164) Sidewalk | 695,000 | Underway | Standard flashing beacons, curb extensions, marked crosswalk, pedestrian crossing advance stop bars, rectangular rapid flashing beacons, lane width reduction, ADA curb ramp retrofits, audible pedestrian signal, sidewalk with curb. |
| 2021 | Auburn | 31 | Riverwalk Drive SE Non-Motorized | 635,000 | Approved | Standard flashing beacons, marked crosswalk, rectangular rapid flashing beacons, ADA curb ramp retrofits, audible pedestrian signal, sidewalk with curb, lighting along sidewalk. |
| 2013 | Bainbridge Island | 23 | Olympic Drive Non-Motorized Improvements | 764,200 | Complete | The project completes a missing link between the ferry terminal and the city center through curb, gutter, sidewalks, ADA improvements, and bicycle facility improvements that may include bike lanes or shared lane markings. |
| 2017 | Battle Ground | 31 | SR 503 Shared Use Pathway | 906,707 | Underway | Project includes a shared use path. |
| 2017 | Bellevue | 48 | Northup Way Non-Motorized Safety Improvements | 595,186 | Complete | Project includes rectangular rapid flashing beacons, marked crosswalks, speed feedback signs, ADA curb ramps, and sidewalk extensions. |
| 2019 | Bellingham | 40 | Samish-Maple-Ellis Multimodal Safety Improvements | 1,007,000 | Underway | Road reconfiguration, protected bike lanes, green pavement at conflict areas, pedestrian activated flashing beacon. |
| 2017 | Bonney Lake | 17, 18 | Fennel Creek Trail - Segment 2A | 1,501,805 | Underway | Project includes a shared use path. |
| 2019 | Bonney Lake | 31 | Fennel Creek Trail Segment 2B | 1,079,825 | Underway | Shared use path, bridge, and boardwalk. |
| 2019 | Bremerton | 26 | Naval Ave: 1st St-15th St Pedestrian and Bicycle Enhancements | 619,400 | Underway | Design-only project for a road reconfiguration. |
| 2017 | Burlington | 40 | Burlington 5-Way Pedestrian Intersection | 800,000 | Underway | Project reconfigured a 5-way intersection into a 4-way stop controlled intersection and construction of a pedestrian plaza. |
| 2021 | Centralia | 20 | Pedestrian/Bicycle Safety | 988,000 | Approved | Curb extensions, pedestrian lighting at crossings, marked crosswalk, rectangular rapid flashing beacons, lane width reduction, ADA curb ramp retrofits, leading pedestrian intervals. |
| 2015 | Clark County | 49 | Highway 99 Pedestrian/Bicycle Improvements | 725,000 | Underway | Project includes sidewalk, curb ramps, planter strip, mid-block pedestrian crossing with refuge island, accessible pedestrian signal (APS) upgrades, widened bicycle lanes, and a bicycle repair station. |
| 2017 | Clark County | 49 | Highway 99-- Kline Sidewalk | 410,000 | Complete | Project includes sidewalk with pedestrian amenities, potential driveway closures/access management, and buffered bicycle lane upgrades. |

| Award year | Location | Legislative district | Project title | Award amount | Status | Project description |
|------------|---------------------------------------|----------------------|--|--------------|----------|---|
| 2019 | Colfax | 9 | Flashing Crosswalk Warning Signs | 50,000 | Underway | Pedestrian activated flashing beacons. |
| 2019 | Electric City | 12 | Electric City Shoreline Waterfront Trail Project | 672,410 | Underway | Shared use path, curb ramps, storm water improvements. |
| 2013 | Everett | 38 | Everett Downtown Streetscape Improvements - Phase II | 554,520 | Complete | The project constructs curb, gutter, wide sidewalk, ADA improvements, curb extensions, street trees, pedestrian scale lighting, and bike lanes in a downtown. |
| 2015 | Everett | 38 | W Marine View Dr. and Alverson Blvd Pedestrian Safety | 400,200 | Underway | Project includes pedestrian activated crosswalk beacons, median refuge island, sidewalk, traffic calming channelization, signs and curb ramps. |
| 2017 | Everett | 38 | Pacific Avenue to Interurban Trail Bicycle Safety | 366,550 | Complete | Project includes a shared use path, bike route signs, and striping improvements including shared lane markings. |
| 2021 | Everett | 21, 38 | Everett Citywide Bicycle Wayfinding | 373,090 | Approved | Marked crosswalk, bicycle boulevard conversion, bicycle wayfinding (signs and markings). |
| 2015 | Fall City Metropolitan Parks District | 5 | West Side Trail | 180,000 | Underway | Design only project for pedestrian and bicycle improvements. |
| 2021 | Federal Way | 30 | S 288th St Road Diet - Military Rd S to 34th Ave S | 1,000,000 | Underway | Marked crosswalk, median refuge island, rectangular rapid flashing beacons, road reconfiguration, ADA curb ramp retrofits, audible pedestrian signal, standard bike lanes, pedestrian countdown signal, ADA retrofits (non-curb ramp). |
| 2013 | Fife | 25 | Pacific Highway E (SR 99) Pedestrian and Bicycle Safety Improvements | 1,660,800 | Complete | The project constructs curb, gutter, sidewalk, ADA improvements, landscape buffer, and bike lane in a commercial and residential area along a state highway. |
| 2019 | Jamestown S'Klallam | 24 | ODT Old Olympic Highway to Blyn Road- Design Only | 105,282 | Underway | Design-only project for a shared use path. |
| 2013 | Jefferson County | 24 | Quilcene Complete Streets Project | 884,165 | Underway | The project constructs curb, gutter, sidewalk, ADA improvements, marked crosswalks, pedestrian scale lighting, bike lanes along a downtown main street highway. |
| 2021 | Kelso | 19 | Pedestrian and Bike Safety | 929,000 | Approved | Curb extensions, median refuge island, pedestrian, crossing advance stop bars rectangular rapid flashing beacons, lane width reduction, road reconfiguration, median channelization/turn restrictions, ADA curb ramp retrofits, audible pedestrian signal, buffered bike lanes, green pavement markings, leading pedestrian intervals, bike box, shared street (woonerf). |
| 2017 | Kenmore | 46 | Juanita Drive Pedestrian and Bicycle Improvements | 525,600 | Underway | Design-only project includes 100% design of sidewalk, buffered bike lanes, crossing improvements, utility relocation, and retaining structures. |
| 2019 | Kenmore | 46 | Juanita Drive NE Pedestrian and Bicycle Improvements Project | 2,000,000 | Underway | Sidewalk, planter strip, buffered bike lanes, in-line bus stops with separated bike lanes, storm water improvements, retaining walls, utility relocation, access management, roadway realignment, and lighting. |
| 2021 | Kenmore | 46 | 61st Ave NE Sidewalk | 1,364,265 | Approved | Rectangular rapid flashing beacons, ADA curb ramp retrofits, sidewalk with curb and buffer, bike lanes, ADA retrofits (non-curb ramp), turn lane removal, speed feedback signs, curb extensions. |

| Award year | Location | Legislative district | Project title | Award amount | Status | Project description |
|------------|--------------|----------------------|--|--------------|----------|--|
| 2021 | Kenmore | 46 | Wayfinding and Connectivity Improvements | 306,047 | Approved | Pedestrian lighting at crossings, green pavement markings, rectangular rapid flashing beacons, lane width reduction, bicycle wayfinding (signs and markings), buffered bike lanes, vehicle access control. |
| 2021 | Kent | 33, 47 | Rectangular Rapid Flash Beacons | 1,163,588 | Approved | Marked crosswalk, median refuge island, pedestrian crossing advance stop bars, rectangular rapid flashing beacons. |
| 2021 | King Co. | 37 | Renton Avenue South Sidewalks - Phase III | 2,000,000 | Approved | Pedestrian lighting at crossings, marked crosswalk, median channelization/turn restrictions stop signs, ADA curb ramp retrofits, standard bike lanes, sidewalk with curb and gutter, shared-use path, bike lane on one side of road, improved pedestrian-actuated signal. |
| 2017 | King County | 37 | Renton Avenue Sidewalks – Phase 3 | 590,000 | Underway | Design only project includes 90% design for sidewalk, bike lane striping, retaining wall, pedestrian handrail, and ADA upgrades. |
| 2015 | Kirkland | 45, 48 | Lakefront Pedestrian and Bicycle Improvements | 10,600 | Complete | Project includes curb ramps, streetlights, pedestrian activated crosswalk beacons, bike lanes, bike boxes, bicycle lane colored pavement markings, signs, channelization and a buffered bike lane. |
| 2019 | Kirkland | 45,48 | Rose Hill Greenway Network Implementation & Enhancement – 128th Ave NE Greenway + NE 75th & 120nd Ave NE Raised Intersection | 692,000 | Underway | Install raised intersection, crosswalks, pedestrian activated flashing beacons, traffic diverter, wayfinding signage, signal improvements, reduced speed limits and traffic calming. |
| 2011 | Lacey | 22 | College Street Corridor - Phase 1 | 1,750,000 | Underway | The project includes a roundabout, sidewalks, curb ramps, pedestrian lighting, landscaping, education program expansion, enforcement, pace car campaign. |
| 2021 | Lakewood | 29 | Pine St. Sidewalk and Pedestrian Crossing | 883,000 | Approved | Pedestrian lighting at crossings, marked crosswalks, pedestrian crossing advance stop bars, ADA curb ramp retrofits, audible pedestrian signal, sidewalk with curb, pedestrian countdown signal, leading pedestrian intervals, full traffic signal, bike lanes, pedestrian-scale lighting, parking removal. |
| 2015 | Leavenworth | 12 | Gustav's Crosswalk (US 2 Crosswalks) | 222,500 | Underway | Project includes crosswalk markings, signs and pedestrian activated crosswalk beacons. |
| 2015 | Leavenworth | 12 | LINK Crossing (US 2 Crosswalks) | 281,000 | Underway | Project includes pedestrian activated crosswalk beacons, curb ramps, median refuge island, crosswalk markings and streetlights. |
| 2019 | Longview | 19 | Pacific Way Trail Crossing Improvements | 270,000 | Underway | Crossing improvements with pedestrian activated flashing beacons, advance stop bars, signs, and striping. |
| 2015 | Lummi Nation | 42 | Lummi Shore Drive Sidewalk | 615,000 | Underway | Project includes a shared-use path, streetlights, landscaping, swale and signs. |
| 2017 | Lynnwood | 32 | Scriber Creek Trail Improvements Project Phase 1 | 675,000 | Underway | Design only project includes 90% design for a shared use path. |
| 2021 | Lynnwood | 32 | Scriber Creek Trail | 1,750,000 | Approved | Standard flashing beacons, pedestrian lighting at crossings, marked crosswalk, lane width reduction, road reconfiguration, ADA curb ramp retrofits, audible pedestrian signal, bicycle wayfinding (signs and markings), standard bike lanes, pedestrian countdown signal, full traffic signal, pedestrian scale lighting, shared use path bridge, shared-use path, bollards, or path barriers. |

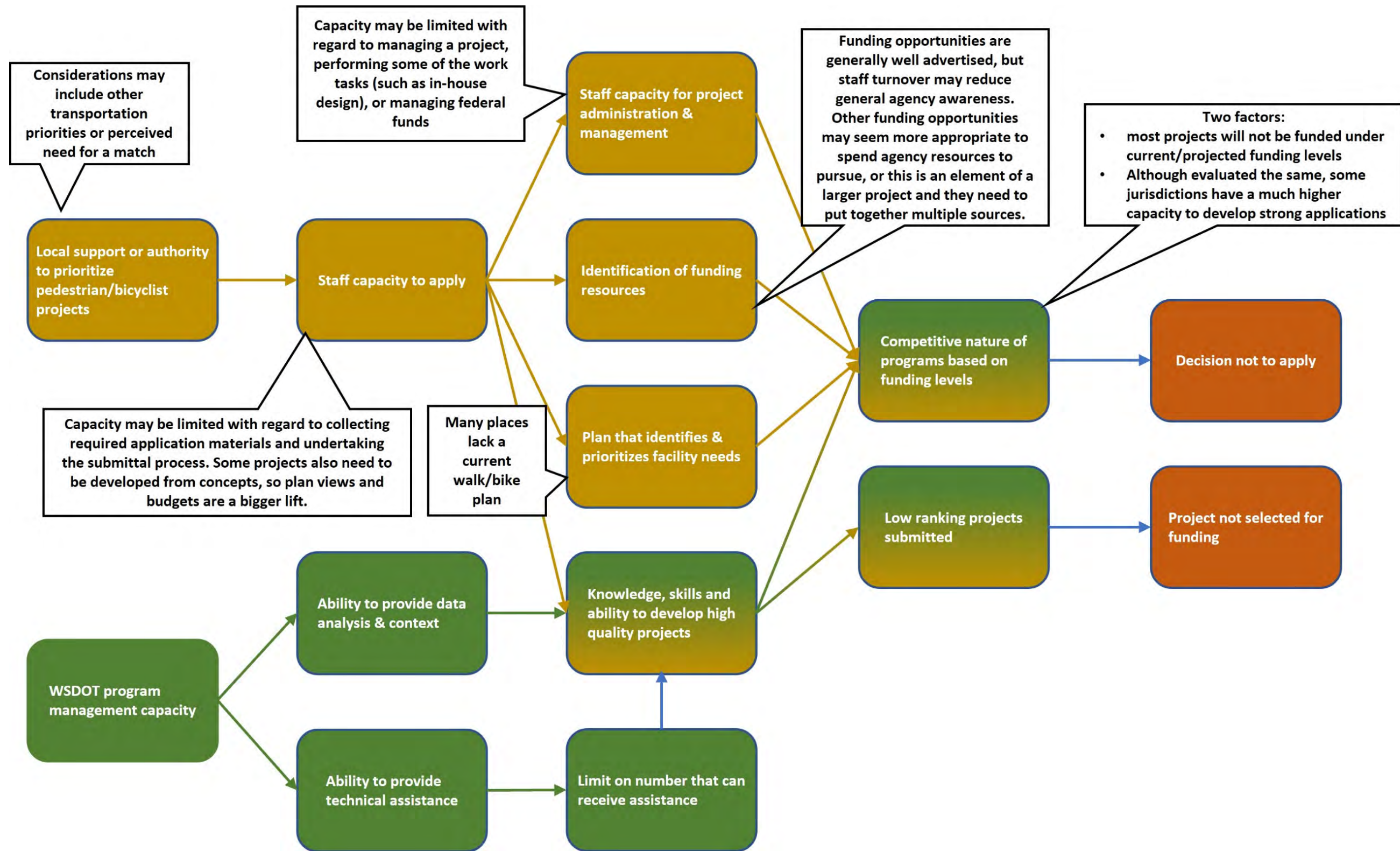
| Award year | Location | Legislative district | Project title | Award amount | Status | Project description |
|------------|------------------|----------------------|---|--------------|----------|---|
| 2021 | Marysville | 38 | 80th St NE Non-Motorized | 498,252 | Approved | Marked crosswalk, road reconfiguration, lane width reduction, stop sign, ADA curb ramp retrofits, standard bike lanes, sidewalk with curb and buffer, bike signal detection, parking removal. |
| 2017 | Millwood | 4 | Millwood Interurban Trail | 1,467,796 | Complete | Project includes a shared-use path, illumination, street crossings, pedestrian activated beacons, signs, and landscaping. |
| 2019 | Olympia | 22 | Legion Way Improvements | 795,680 | Underway | Raised intersection, bike lanes, and shared lane markings. |
| 2013 | Omak | 7 | Main Street/SR 215 & SR 155 Complete Street Project | 340,425 | Underway | The project installs curb extensions at three intersections, pedestrian scale lighting, bike racks, and fill in gaps in curb, gutter, and sidewalk along a main street highway. |
| 2021 | Pasco | 16 | Sylvester Street Safety | 2,675,800 | Underway | Marked crosswalk, rectangular rapid flashing beacons, road reconfiguration, ADA curb ramp retrofits, audible pedestrian signal, standard bike lanes, sidewalk with curb, pedestrian countdown signal. |
| 2019 | Pierce County | 29 | Parkland Community Trail | 425,000 | Underway | Design-only project for a shared use path. |
| 2015 | Port Angeles | 24 | Waterfront and Olympic Discovery Trail: Valley Creek – 10th & Milwaukee | 200,000 | Underway | Design only project for pedestrian and bicycle improvements. |
| 2019 | Port Angeles | 24 | Lincoln Street Safety Improvements | 1,285,000 | Underway | Curb extensions, curb ramps, median refuge island, traffic signal, pedestrian activated flashing beacon, access management, restriping, buffered bike lane, shared lane markings. |
| 2019 | Port of Columbia | 16 | Dayton to Waitsburg Multi-Use Path | 637,000 | Underway | Design-only project for a shared use path. |
| 2019 | Port Townsend | 24 | Discovery Road Two-Way Cycletrack | 1,442,082 | Underway | Two-way separated bike lanes, sidewalk, curb ramps, pedestrian activated flashing beacons, dashed green bike lane intersection markings. |
| 2013 | Redmond | 48 | Redmond Central Connector Phase 2 | 500,000 | Complete | The project constructs a shared-use path, ADA improvements, and way finding signs connecting downtown, housing, employment and a university. |
| 2015 | Renton | 37 | Lake Washington Loop Trail | 426,000 | Underway | Design only project for pedestrian and bicycle improvements. |
| 2017 | Renton | 37 | Lake Washington Loop Trail - Phase 3 | 430,000 | Underway | Project includes a shared use path, separated bike lanes, ADA upgrades, pavement markings, and signs. |
| 2019 | San Juan County | 40 | San Juan County Bike Counters | 47,100 | Underway | Bicycle Counters. |
| 2017 | Seattle | 36, 46 | Aurora Ave N (SR99) Green Lake Dr. N/83rd Ave Protected Intersections & Multimodal Improvements | 578,600 | Complete | Project includes curb extensions, protected bike lanes, sidewalk, marked crosswalks, through intersection bike lane markings, rechannelization of vehicular lanes, and bicycle intelligent transportation systems improvements. |
| 2019 | Seattle | 34 | 35th Ave SW & SW Graham St Crossing Improvements | 544,000 | Underway | Installation of traffic signal with bicycle detection, curb extensions, marked crosswalks, diverters, wayfinding signs and markings. |

| Award year | Location | Legislative district | Project title | Award amount | Status | Project description |
|------------|--------------------------|----------------------|--|--------------|----------|---|
| 2021 | Seattle | 37 | Martin Luther King Jr. Way S Protected Bike Lane | 1,800,000 | Approved | Curb extensions, marked crosswalk, median refuge island, reduced curb radii, lane width reduction, road reconfiguration, ADA curb ramp retrofits, audible pedestrian signal, standard bike lanes, green pavement markings, one-way or two-way protected bike lane, leading pedestrian intervals, full traffic signal, pedestrian signal phase separated from left turn, bike signal detection, bike box, two-stage turn bicyclist box, parking protection for bike or pedestrian facility, barrier restricted parking near crossings, shared-use path, protected bike lane with separated bus stop. |
| 2021 | Seattle | 32, 36, 43, 46 | State Route 99/Aurora Ave N Planning | 1,500,000 | Approved | Public outreach, pedestrian and/or bicyclist counts, preliminary right of way activities, preliminary environmental analysis, design activities, topographic survey, property survey, alternatives analysis. |
| 2017 | Snohomish | 44 | 2nd Street Pedestrian and Bicycle Improvements | 323,000 | Complete | Design-only project includes 90% design for curb extensions, pedestrian refuge islands, bike routes, and realigned parking. |
| 2015 | Snohomish County | 10, 39 | Whitehorse Trail Pedestrian Trail Underpasses SR 530 | 1,100,000 | Complete | Project includes two pedestrian underpasses. |
| 2019 | Soap Lake | 12 | Daisy Street Pedestrian Crossing Improvements | 63,400 | Underway | Pedestrian activated flashing beacons. |
| 2015 | Spokane | 3 | North Monroe Street Road Diet | 326,800 | Complete | Project includes a reduction in the number of travel lanes, sidewalk widening, and curb extensions. |
| 2019 | Spokane | 3 | Ben Burr Trail Crossing Improvements | 1,033,150 | Underway | Pedestrian activated flashing beacons, pedestrian hybrid beacon, wayfinding signage, bus pads, and sidewalk. |
| 2021 | Spokane | 3 | Greene/Carlisle Crosswalk | 1,278,861 | Approved | Pedestrian lighting at crossings, marked crosswalk, median refuge island, pedestrian crossing advance stop bars, ADA curb ramp retrofits, audible pedestrian signal, sidewalk with curb, pedestrian countdown signal, pedestrian hybrid beacon, ADA retrofits (non-curb ramp), transit stop improvement. |
| 2017 | Spokane County | 6 | Transit Stop Crosswalk Safety Project | 253,700 | Complete | Project includes marked crosswalk, median refuge island, rectangular rapid flashing beacons (RRFB's), signs, ADA curb ramps, transit stop concrete boarding pads and street lighting at existing transit bus stop locations. |
| 2017 | Spokane Tribe of Indians | 7 | Ford/Wellpinit Rd Detached Sidewalk | 750,000 | Complete | Project includes shared use path, marked crosswalks, rectangular rapid flashing beacons, and bio swale. |
| 2017 | Tacoma | 27 | Fawcett Avenue: South 19th to South 21st | 1,013,290 | Underway | Project includes curb ramps, curb extensions, pedestrian scale illumination, signs, sidewalk improvements, pavement marking, pedestrian and bicycle detection, a median refuge island, and a pedestrian activated beacon or traffic signal. |
| 2019 | Tacoma | 27 | S 19th and Clay Huntington | 613,193 | Underway | Traffic signal, Accessible Pedestrian Signals (APS), curb ramps, sidewalk, signage, pavement markings, and pedestrian countdown signals. |
| 2021 | Tacoma | 27, 29 | S Cedar Street Active Transportation | 1,166,630 | Approved | Marked crosswalk, pedestrian crossing advance stop bars, rectangular rapid flashing beacons, lane width reduction, road reconfiguration, median channelization/turn restrictions, ADA curb ramp retrofits, audible pedestrian signal, bicycle wayfinding (signs and markings), buffered bike lanes, green pavement markings, one-way or two-way protected bike lane, sidewalk with curb and buffer, pedestrian countdown signal, bike signal detection, bike box, engineering investigation re: speed limit & bike ramp. |

| Award year | Location | Legislative district | Project title | Award amount | Status | Project description |
|------------|----------------------------------|----------------------|---|--------------|----------|---|
| 2019 | Tumwater | 22 | Capitol Blvd Corridor, Israel Rd to M St Design | 1,056,000 | Underway | Design-only project for a road reconfiguration, roundabouts, and bicycle facilities. |
| 2019 | Twisp | 12 | North End SR20 Pedestrian / Bike Path | 1,340,484 | Underway | Sidewalk, bike lanes, signage. |
| 2021 | Union Gap | 15 | Main Street Pedestrian Crossing | 393,009 | Approved | Construct curb, gutter, sidewalk, curb ramps, and pedestrian hybrid beacon crossing. Install new pavement markings and signage for pedestrian hybrid beacon crossing. |
| 2019 | Upper Skagit Indian Tribe | 39 | The Nookwa-Chahbsh Lane Pedestrian & Parking Safety Improvement Project | 705,000 | Underway | Pedestrian path, curb ramps, marked crosswalks, raised crosswalk, and shared lane markings. |
| 2019 | Vancouver | 49 | Devine Road Bicycle and Pedestrian Safety Improvements | 489,000 | Underway | Sidewalk with curb and gutter, pedestrian activated flashing beacons, shared use path, bike lane, and traffic barrier. |
| 2021 | Vancouver | 49 | Columbia Street Safety and Mobility | 986,904 | Approved | Pedestrian lighting at crossings, marked crosswalk, rectangular rapid flashing beacons, speed table, prohibit right turn on red, 20 mph speed zone designation and signs for residential and/or business districts, ADA curb ramp retrofits, audible pedestrian signal, bicycle wayfinding (signs and markings), standard bike lanes, buffered bike lanes, green pavement markings, one-way or two-way protected bike lane, pedestrian countdown signal, leading pedestrian intervals, all-way pedestrian scramble signal phase, bike signal detection, bike box, bicyclist and pedestrian permanent counters, parking lane to separate bike or pedestrian facility from the travel land, pedestrian-scale lighting, shared-use path. |
| 2017 | Walla Walla | 16 | Isaacs Avenue Improvements – Division St to Link St | 865,720 | Underway | Project includes complete reconstruction of the roadway corridor including roadway reconfiguration, bike lanes, traffic signals with audible pedestrian signals, a rectangular rapid flashing beacon, median refuge islands, ADA upgrades, and LED illumination. |
| 2019 | Wenatchee | 12 | First Street Bikeway Safety Improvements | 342,800 | Underway | Separated bike lanes, bike boxes, green bike lane, signage, two-stage turn boxes, through intersection bike lanes, traffic circle, shared lane markings, contraflow bike lane, signage, and video detection. |
| 2013 | Wilkeson | 31 | Foothills Trail Extension | 475,000 | Complete | This project constructs curb, gutter, sidewalk, ADA improvements, bike lanes, shared-use path, refurbish a rail trestle for shared-use path, install pedestrian scale lighting, and marked crosswalks along a downtown main street highway. |
| 2019 | WSDOT NW | 10,39,40 | US Bicycle Route Wayfinding Signage | 150,000 | Underway | Wayfinding signage and pavement markings. |
| 2019 | WSDOT SW / Cathlamet | 19 | SR 4 Signing and Channelization Road Diet Project | 617,000 | Underway | Road reconfiguration, speed feedback signs, school speed zone signage, crosswalks, pedestrian refuge island, pedestrian activated flashing beacons, buffered bike lanes. |
| 2015 | WSDOT/ Washington Bikes/ Cascade | N/A | Permanent Statewide Bike Counter Network Establishment | 302,698 | Underway | Project includes permanent electronic bicycle counters across Washington state. |
| 2017 | WSDOT-HQ | N/A | Pilot Cities for Permanent Bike/Pedestrian Counter Methodology Comparison | 197,000 | Underway | Project includes permanent bicycle and pedestrian counters. |
| 2021 | WSU | 9 | SR 270/Main St. Shared Use Path and Intersection | 743,595 | Approved | Reduced curb radii, lane width reduction, prohibit right turn on red, ADA curb ramp retrofits, audible pedestrian signal, bicycle wayfinding (signs and markings), leading pedestrian intervals, pedestrian-scale lighting, shared-use path, landscaping/street trees. |

Appendix C: Factors and potential barriers to application and to project selection

The graphic below illustrates the flow of some of the factors and potential barriers to application and to project selection.



Acronyms and abbreviations

| | |
|-------|---|
| ADA | Americans with Disabilities Act |
| OEO | WSDOT Office of Equal Opportunity |
| PBP | Pedestrian/Bicyclist Program |
| SRTS | Safe Routes to School |
| SSB | Substitute Senate Bill |
| WSDOT | Washington State Department of Transportation |

Websites featured

2021-2023 Transportation Budget SSB 5156: [https://lawfilesexternal.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session Laws/Senate/5165-S.SL.pdf](https://lawfilesexternal.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session%20Laws/Senate/5165-S.SL.pdf)

The League of American Bicyclists, Washington “Bicycle Friendly State” report card: https://bikeleague.org/sites/default/files/BFS%20Report%20Card_2019_Washington.pdf

Safe Routes Partnerships, Washington “Making Strides” report card: <https://www.saferoutespartnership.org/sites/default/files/srp-report-card-2020/srp-report-card-2020-washington.pdf>

WSDOT COVID-19 Multimodal Dashboard: <https://wsdot.wa.gov/about/covid-19-transportation-report/dashboard/act/default.htm>

2021 update to the State Active Transportation Plan: <https://wsdot.wa.gov/construction-planning/statewide-plans/active-transportation-plans>

Washington State Department of Health Washington Tracking Network: <https://www.doh.wa.gov/DataandStatisticalReports/WashingtonTrackingNetworkWTN>

More information

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