Pedestrian and Bicycle Program and Safe Routes to School Program

Call for Projects Overview

Charlotte Claybrooke & Ed Spilker
Active Transportation Division
Washington State Department of Transportation
January 30, 2018
Overview

• Program Purpose
• Review Criteria
• Program Specifics
• Examples of Eligible Improvements
• Questions
Pedestrian and Bicycle Program

Purpose
Reduce pedestrian and bicycle collisions and increase the number of people who choose to walk and bike for transportation.
Safe Routes to School Program

Purpose
Increase the number of children walking and biking to school safely.
Pedestrian and Bicycle Program

Two types of projects are eligible:

1) Project development/Design-only projects
2) Construction projects (may include engineering)
Safe Routes to School Program

Infrastructure improvements within two miles of a school – may include local transportation safety programs (education and encouragement activities).
Application


2018 Pedestrian and Bicycle and Safe Routes to School Application for Funding

Part 1: General Information
Funding Program: Select one.
☐ Pedestrian & Bicycle Program – Infrastructure project (may include preliminary engineering)
☐ Pedestrian & Bicycle Program – Design-only project
☐ Safe Routes to School Program

Organization’s name:
Contact info. for questions about the project(s) in this application
  • Contact person:
  • Title:
  • Phone:
  • Email:
  State Legislative District: ____

Part 2: Project Summary
Project Title:

Overall project limits: Beginning project limit: ______________________ Ending project limit: ______________________
Is this project on a State Route?  ☐ No  ☐ Yes: Route #____ Milepost(s) __________
Project Description: Provide a summary of the project in a manner that could appear in the Statewide Transportation Improvement Program (STIP) for the project. Do not include quantities. Example: Install raised crosswalks, speed feedback signs, school speed zone signs, and bicycle/pedestrian safety education.
Prioritization Criteria Based On:

- Project Need: 35%
- Potential to address need: 35%
- Deliverability: 18%
- Value: 10%
- Other Considerations (2%)
Need

- Safety
- Mobility and Connectivity
- Health Equity
Part 3: Background

Project Focus: Check all that apply
☐ Pedestrian mobility  ☐ Bicyclist mobility  ☐ Community health  ☐ Economic development  ☐ Safety at crash location
☐ Proactive/systematic safety – If this box is checked please indicate the process used to prioritize the proactive/systematic safety project (example – local roads safety planning process):

Need/purpose:
Summarize why this project is needed. This may include details about who it will serve, existing road conditions, origin/destination density at or near project location, factors indicating need for a systematic safety approach, potential to support economic development, wayfinding issues or other gaps in the system.
Safety Need

Locations with a known collision history (application comparison based on number and severity of collisions)

Or

Proactive Safety Project: Locations based on an analysis of 2012-2016 collision data that indicates need:

• Specific crash contributing factors;
• Road characteristics related to crash locations.
Request for Crash Data for the Pedestrian and Bicycle Program and/or Safe Routes to School Program 2018 Call for Projects

Please complete this request form and email or fax to the address shown below. In order to ensure efficient service, please provide as much information as you can.

Federal highway safety laws require the state to create this collision database for use in obtaining federal safety improvement funds. Under Section 409 of Title 23 of the United States Code, collision data is prohibited from use in any litigation against state, tribal or local government that involves the location(s) mentioned in the collision data. By checking the box below, you agree to comply with these terms – failure to do so will be grounds for denying your request.

☐ I hereby affirm that I am not requesting this collision data for use in any current, pending or future litigation against state, tribal or local government involving a collision at the location(s) mentioned in the data.

Requester Information

<table>
<thead>
<tr>
<th>Name</th>
<th>Company/Agency Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>State</td>
</tr>
<tr>
<td></td>
<td>Zip Code</td>
</tr>
<tr>
<td>Phone No.</td>
<td>Email</td>
</tr>
</tbody>
</table>

Collision Data Requested Use the space below to describe your request and the basic data elements desired. A history report gives details about each collision; a summary is totals by years, months, etc.

<table>
<thead>
<tr>
<th>Date Range</th>
<th>City or County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/1/2012 – 12/31/2016</td>
<td></td>
</tr>
</tbody>
</table>

2012–2016 Pedestrian and Bicycle Involved Crashes
Safety: Resources for data-driven proactive prioritization process

- Local road safety plan (if one exists)
- Active Transportation Priority Tool
  Webinar February 8th, 10 AM
  https://attendee.gotowebinar.com/register/2250887607232448002
- Other plans or processes the agency has/follows with a safety component.
Mobility/Connectivity Need

• Network Connectivity
  – Where there is a gap in the bicycle/pedestrian network (including consideration for intersection crossings)
  – Improve network access and connections for all ages and abilities
  – A Need for improved access to multi-modal/transit services;
  – An opportunity to improve sense of comfort;
  – A lack of way-finding tools for which improvements would likely result in increased walking and biking.
Mobility/Connectivity Need

• Pedestrian/bicycle projects with a higher potential to:
  – Improve economic development
  – Access to community services (such as education and healthcare), and/or job opportunities.
Number of People Walking and Biking

• Washington State Student Travel Survey

• Bicycle and Pedestrian Count Portal
  http://www.wsdot.wa.gov/data/tools/bikepedcounts/

• Collecting Network-wide Bicycle and Pedestrian Data: A Guidebook for When and Where to Count
  http://www.wsdot.wa.gov/NR/rdonlyres/ACBE2F89-6311-4BB0-ABD8-0CFCCD91D927/0/Guidebook_BikePedCounts.pdf

• National Documentation Project
  http://bikepeddocumentation.org/
Example Zoning/Land Use Map
School Walk Route Map
Health Equity Need

Projects that would serve populations at a higher risk for inactivity and/or poor health outcomes, including people living in poverty, minorities, the elderly, and/or people with disabilities.
Target Population Demographics
Application for Local Planning and Community Accessibility

http://www.wsdot.wa.gov/Transit/Grants/ALPACAtool.htm
Potential to Address Program Purpose and Need

Construction and/or local transportation safety projects

- Are improvements consistent with program purpose?
- Will the proposed treatments address identified need?
- What is the potential effectiveness of treatment?

- Crash Modification Factors (CMFs) http://www.cmfclearinghouse.org/
Project Detail Examples

1. Install 1,650 linear feet of 6ft wide sidewalk, 3ft wide planter strip, curb, and gutter.
   – Location: Smith Rd. between H Street and M Street

2. Roadway reconfiguration (road diet) restripe to include 5 ft bicycle lanes, maintaining two 10ft wide travel lanes and 7ft wide side street parking.
   – Location: Johnson Rd. #33445, MP 0.00-0.3125
Example Cross Section

EXISTING ROADWAY SECTION—NE 153RD PL

PROPOSED ROADWAY SECTION—NE 153RD PL
Example Plan View
Potential to Address Program Purpose and Need

Project Development/Design Only Projects

- Extent to which the project includes community engagement
- Work will result in projects that are ready to construct
Project Detail Example

Design/Project Development Application

1. Conduct ____ outreach efforts and hold ___number of meeting(s) at ___ location to engage target population and get their input for the project.

2. ____% project design complete.

3. Complete preliminary ROW project funding estimate/true cost estimate.

Value

Amount of request compared to number of people served or population density within 1 mile of the project location.
Deliverability

• Consistency with community plans
• Community engagement (target population)
• Applicant history of successful past projects
• Quality of proposed schedule and budget
• Match
## Cost Estimate Example

### Sidewalk Construction Costs

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>QTY</th>
<th>Unit</th>
<th>Unit Price</th>
<th>EXT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mobilization</td>
<td>#</td>
<td>LS</td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td>2</td>
<td>Traffic Control Labor</td>
<td>#</td>
<td>HR</td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td>3</td>
<td>Project Temporary Traffic Control</td>
<td>#</td>
<td>LS</td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td>4</td>
<td>Straw Wattles</td>
<td>#</td>
<td>LF</td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td>5</td>
<td>Catch Basin Inserts</td>
<td>#</td>
<td>EA</td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td>6</td>
<td>Gravel Base</td>
<td>#</td>
<td>TN</td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td>7</td>
<td>Cement Conc Curb and Gutter</td>
<td>#</td>
<td>LF</td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td>8</td>
<td>Cement Conc Sidewalk</td>
<td>#</td>
<td>LF</td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td>9</td>
<td>Concrete Driveway</td>
<td>#</td>
<td>SY</td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td>10</td>
<td>LED Streetlight</td>
<td>#</td>
<td>EA</td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td>11</td>
<td>Truncated Domes</td>
<td>#</td>
<td>EA</td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td>12</td>
<td>Landscaping Restoration</td>
<td>#</td>
<td>SY</td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td>Etc.</td>
<td></td>
<td></td>
<td></td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td>Contingency (XX%)</td>
<td></td>
<td></td>
<td></td>
<td>$X</td>
<td>$X</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td>$X</td>
<td>$X</td>
</tr>
</tbody>
</table>
Other Considerations

• ADA transition plan or ADA Compliance planning for public right-of-way

• Adopted greenhouse gas emissions policy
• Adopted Complete Streets Ordinance
• Bicycle Friendly Community Rating
Both Programs 2017-2019

• All roads
• All public agencies are eligible
• Projects must:
  – Comply with funding requirements
  – Be in or be put in the local transportation improvement plan
• No match is required
Pedestrian and Bicycle Program

• $18 million expected
• State funds
• Application due – May 11, 2018
• 2017-2019 range of funded requests
  $97,000 to $1,502,000
• May include design only projects
Safe Routes to School Program

• $19 million expected
• Federal and State
• Application due – April 27, 2018
• 2017-2019 range of funded requests $50,000 to $1,754,000
• Nonprofit entities are eligible
Selection Process

• Internal review to tier projects
• Review Committee evaluation
• Site visits
• Prioritized list to Governor and Legislature
• Selection of projects by June 2019
Inappropriate Uses of Funding

• Re-occurring costs;
• Pavement resurfacing, or pavement preservation (unless part of a road diet/reconfiguration);
• Widening and/or adding travel lanes or other motor vehicle related improvements that could negatively affect pedestrian and bicycle safety and mobility;
Inappropriate Uses of Funding

- School bus safety projects
- Portable enforcement equipment;
- Gifts.
Resources for Project Guidelines and Standards

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/
Example Project Elements

- Infrastructure Improvements
- Design-Only Projects – Pedestrian and Bicycle Program
- Education and Encouragement - SRTS
Crossings and Intersection Improvements
Roundabouts

AASHTO
Crossing Improvements

Median Refuge Islands

Moses Lake

PBIC
Crossing Improvements

Raised Crossings

NACTO Urban Street Design Guide
Crossing Improvements

Pedestrian Scale Illumination

18'-30'

12'-16'

Vehicle-scale fixtures

Pedestrian-scale fixtures

Spokane Municipal Code
Crossing Improvements

Overhead Signs

In Street Signs
Crossing Improvements

Pedestrian Activated Flashing Beacons
Crossing Improvements

Pedestrian Hybrid Beacon/ HAWK Signal

Sequence for Coordinated HAWK, Bicycle and Pedestrian Signal.

<table>
<thead>
<tr>
<th>Interval</th>
<th>Motor Vehicle</th>
<th>Bicyclist</th>
<th>Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Spokane
Traffic Calming

Lane Width Reductions

Wider travel lanes are correlated with higher vehicle speeds.

"As the width of the lane increased, the speed on the roadway increased... When lane widths are 1 m (3.3 ft) greater, speeds are predicted to be 15 km/h (9.4 mph) faster."

Traffic Calming

Road Reconfigurations

BEFORE

AFTER

Photo: City of Seattle, Department of Transportation
Traffic Calming

Curb Extensions/ Bulb Outs

NACTO Urban Street Design Guide
Traffic Calming

Reducing Curb Radii

Michael Hintze
Speed Enforcement Engineering Treatments

Speed Feedback Signs

Photo Enforcement
Designing for All Ages and Abilities

- Emphasize infrastructure improvements that provides for a safe bicycle network focused on All Ages and Abilities

All Ages & Abilities Bike Facilities are ...

- **Safe**: More people will bicycle when they have safe places to ride, and more riders mean safer streets.

- **Comfortable**: Bikeways that provide comfortable, low-stress bicycling conditions can achieve widespread growth in mode share.

- **Equitable**: High-quality bikeways expand opportunities to ride and encourage safe riding.
All Ages & Abilities Bike Facilities

- Separated/Protected Facilities
- Lower MV Speeds
- Lower MV Volumes

Separated Bicycle Lanes

Tubular Markers

Movable Planters

Raised Curb

NACTO Urban Bikeway Design Guide
Protected Intersections

https://www.mass.gov/lists/separated-bike-lane-planning-design-guide

Nick Falbo

MassDOT
On-Street Bicycle Facilities

Intersection Treatments

NACTO Urban Bikeway Design Guide
On-Street Bicycle Facilities

Bike Box
Bike Boulevards/ Neighborhood Greenways

- Signage and Pavement Markings
- Speed Management
- Volume Management
- Crossings
- Green Infrastructure
Wayfinding
Sidewalks & Separation

Sidewalk and Bike Lane

Planter Strip and Parking

Seattle
Sidewalk Driveway Treatments

Apron does not go through sidewalk

Sidewalk continues across the driveway
Curb Ramps

![Diagram of curb ramps with annotations for design features and dimensions.]

* = 8.3% maximum

PROWAG
Permanent Bicycle and Pedestrian Counters

http://www.wsdot.wa.gov/NR/rdonlyres/ACBE2F89-6311-4BB0-ABD8-0CFCCD91D927/0/Guidebook_BikePedCounts.pdf
Pedestrian and Bicycle Program

• Design and Scoping Only Projects
  • Pedestrian and bicycle volumes
  • Public engagement
  • Project specific network planning/analysis
  • Preliminary right of way
  • Preliminary environmental
  • Preliminary engineering design
  • Interim treatments and/or demonstrations
Safe Routes to School Program

• Education and Encouragement
  • Walking school buses/
    Bicycle trains
  • Bicycle and Pedestrian
    Safety Education
Other Funding Options

Washington Traffic Safety Commission
School Walk Route Improvement
Project Grants

Pre-proposal Conference:
February 7, 2018, 10:30 – 11:30 a.m.

In-person at the Washington Traffic Safety Commission
or
Webinar
https://watech.webex.com/watech/j.php?MTID=m751d84fc138bce059c4436665934d628
Active Transportation Division
Contacts

Barb Chamberlain
Director, Active Transportation Division
(206) 716-1130, chambba@wsdot.wa.gov

Charlotte Claybrooke
Active Transportation Programs Manager
(360) 705-7302, claybrc@wsdot.wa.gov

Ed Spilker
Active Transportation Programs Specialist
(360) 705-7387, spilkee@wsdot.wa.gov

Questions?

Barb Chamberlain  
Director, Active Transportation Division  
(206) 716-1130, chambba@wsdot.wa.gov

Charlotte Claybrooke  
Active Transportation Programs Manager  
(360) 705-7302, claybrc@wsdot.wa.gov

Ed Spilker  
Active Transportation Programs Specialist  
(360) 705-7387, spilkee@wsdot.wa.gov