Pedestrian & Bicycle Program & Safe Routes to School 2016

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Tribal Transportation Conference
September 29, 2016
WSDOT Local Programs

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

![Image of bicycles]
![Image of pedestrian crosswalk]
![Image of roundabout]
Pedestrian and Bicycle Program

- **Purpose:** To reduce pedestrian and bicycle collisions and increase walking and biking.
- **Expected funding amount:** $18 mil. for the 2017-19 biennium.
- **Open to:** All public agencies in WA.
- **Timeline:**
  - Call for projects in odd numbered years.
  - Award announcements even numbered years.
- **More info:** wsdot.wa.gov/LocalPrograms/ATP/funding
Pedestrian and Bicycle Program

• Project types:
  – Project development/planning only projects
  – Construction projects (may include engineering)
• State funds
• 2015-2017 range of funded requests $10k to $1.5 million
Safe Routes to School Program

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

- Improvements within two miles of a school
- May include education & encouragement
- 2015-2017 range of funded requests $90,000 to $1,200,000
- Nonprofit entities are eligible
Both Programs 2017-2019

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

The programs provide assistance to communities to identify locations that need improvements
Prioritization Criteria Based On:

- Project need: 35%
- Potential to address need and program purpose: 35%
- Value: 10%
- Deliverability: 18%
- Other considerations (2%)
Need

• Safety
  – Collision history
  Or
  – Where there is high use and unprotected crossings, high vehicle speeds, and/or traffic crime.

• Mobility and Connectivity

• Health Equity
Potential to Address Program Purpose and Need

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

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

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

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

- Internal review
- Review Committee evaluation
- Site visits
- Prioritized list to Governor and Legislature
- Selection of projects by June 2017
Inappropriate Uses of Funding

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

Median Refuge Islands
Speed Enforcement Engineering Treatments

Speed Feedback Signs

Photo Enforcement
Other Traffic Calming

Road Reconfigurations

BEFORE

AFTER

Before and after images of a road reconfiguration project. The images show the road in its original state, with a wide lane, and after the reconfiguration, with a more focused lane for cyclists and pedestrians. The project is credited to the City of Seattle Department of Transportation.
Shared Use Paths

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

Olympia

Lummi Tribe
Sidewalks & Separations

Sidewalk and Bike Lane

Planter Strip and Parking

Seattle
Contacts

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