

WALK. ROLL. CONNECT.

Getting you where you want to go



Infrastructure Assistance Coordinating Council Conference: **WASHINGTON STATE ACTIVE TRANSPORTATION FUNDING**

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Agenda

- Pedestrian & Bicycle Program and Safe Routes to School Overview
- Past application review criteria & new legislative direction
- What might change?
- Questions and discussion about potential changes

Active Transportation Funding Programs

Funding used for:

- Linear pedestrian facilities such as sidewalks and trails
- Linear bicyclist facilities such as bike lanes and cycle tracks
- Crossing improvements such as flashing beacons, bike boxes, and roundabouts
- Speed management treatments such as speed humps and traffic safety cameras
- Education and Encouragement Activities

Who is this for?

Public Agencies & Tribes

Next opportunity?

Call for projects early 2022

How do we learn more?

Webinar in January



Active Transportation Funding Programs

Pedestrian and Bicycle Program

- Eliminate pedestrian and bicyclist fatal and serious injury traffic crashes.
- Increase the availability of connected, low traffic stress, pedestrian and bicyclist facilities for all ages and abilities.
- Increase the number of people that choose to walk and bike for transportation.



Active Transportation Funding Programs

Pedestrian and Bicycle Program

- **Funded by:** Multimodal state funds
- **Estimated funds:** \$18.3 million per biennium
- **Open to:** All public agencies in WA
- See [WSDOT Active Transportation Programs webpage](#)

Active Transportation Funding Programs

Safe Routes to School Program

- Eliminate all traffic crashes involving children walking or biking to school.
- Build connected networks of pedestrian and bicyclist facilities for children within two miles of a school (based on road distance).
- Increase the number of children who walk or bike to school.

Active Transportation Funding Programs

Safe Routes to School Program

- **Funded by:** Multimodal state and FHWA funds
- **Estimated funds:** \$19 million per biennium
- **Open to:** All public agencies in WA
- See [WSDOT Active Transportation Programs webpage](#)



Active Transportation Funding Programs

Biennial Cycle

Even Years:

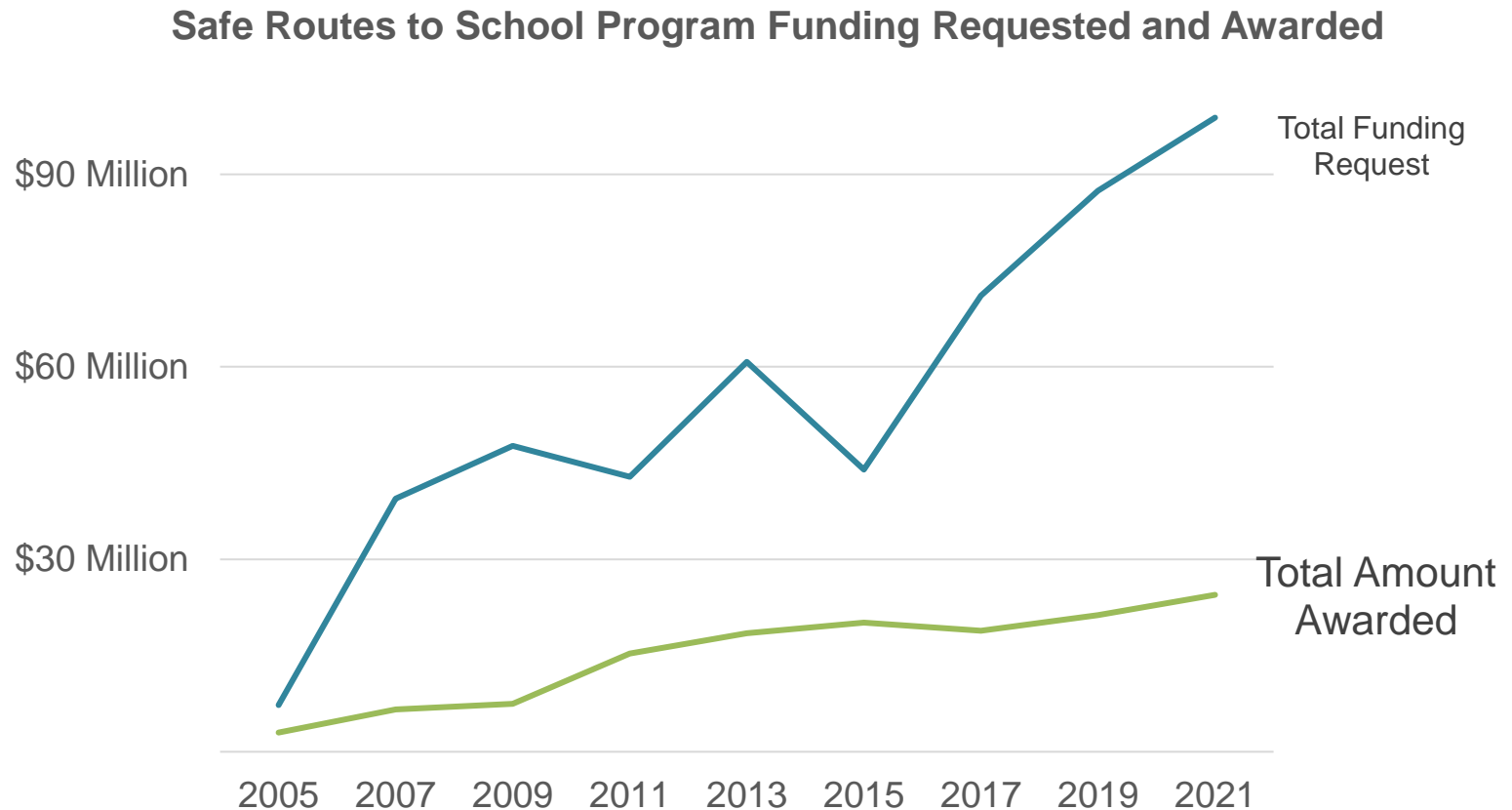
- Call for projects
- Public agencies & tribes submit applications
- Competitive review process
- Submit ranked list to legislature

Odd Years:

- Legislature sets funding level
- Award projects
- State collision analysis
- Outreach to cities, counties and tribes for next cycle

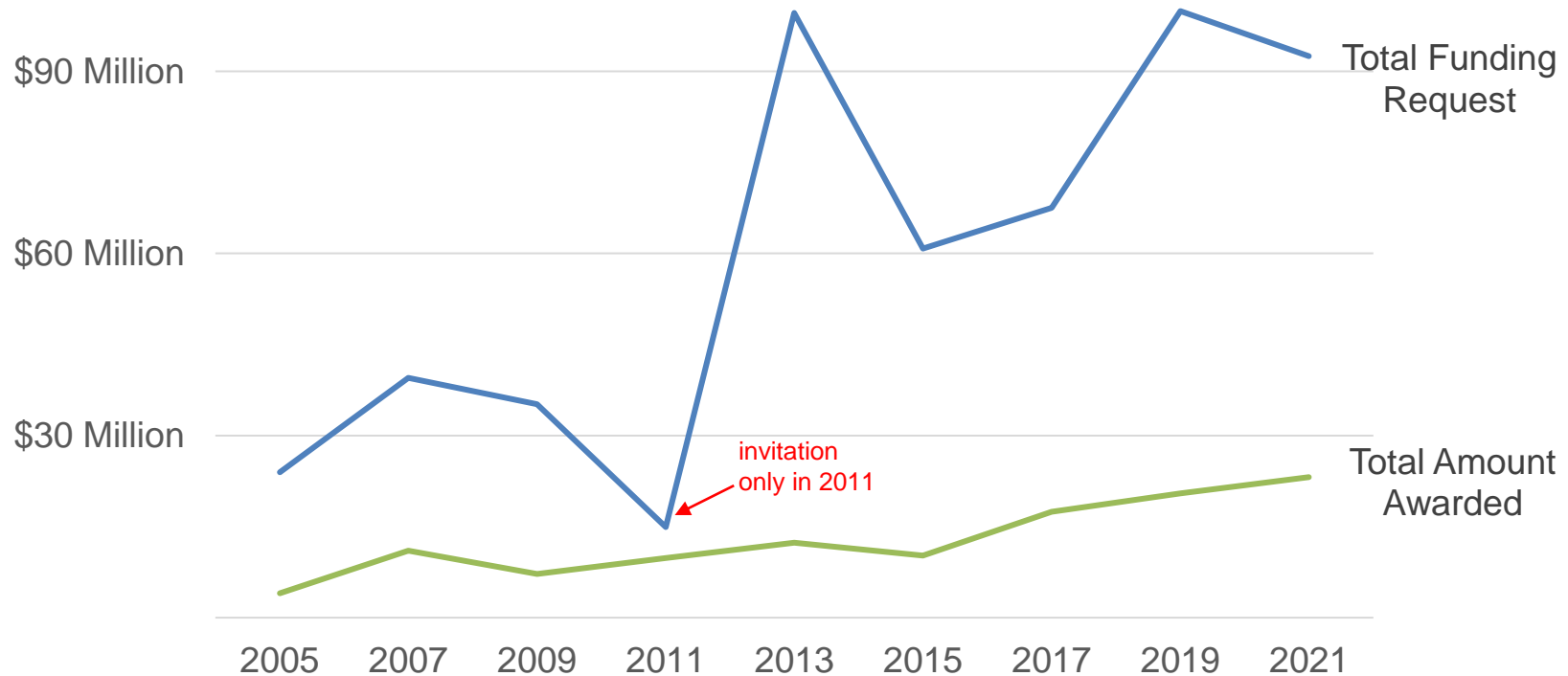


SRTS: What does the competition look like?



PBP: What does the competition look like?

Pedestrian and Bicycle Program Funding Requested and Awarded



Past Application Review Criteria

Criteria use to evaluate and prioritize applications:

- Safety
- Equity
- Value
- Project Quality
- Deliverability/Other

Active Transportation Funding Programs

Legislative Direction 2021-2023

- Consider high-need areas, as defined by the percentage of the children eligible to receive free and reduced-price meals, when evaluating project proposals.
- In its 2021 annual report to the legislature, include recommended changes to the pedestrian safety/safe routes to school grant program application and selection processes to increase utilization by a greater diversity of jurisdictions.

Active Transportation Funding Programs

Statute for Equity Changes to the Programs

HEAL Act (Healthy Environment for All) Act - Senate Bill 5141 Session Law

- Reduce environmental and health disparities in WA and improve the health of all residents.
- Incorporate environmental justice principles into decision processes for grants.
- **Make technical assistance available** for communities that may be new to receiving agency grant funding.
- Establish a **goal of directing 40 percent** of grants and expenditures that create environmental benefits **to vulnerable populations** and overburdened communities.

Active Transportation Funding Programs

Statute for Equity Changes to the Programs

HEAL Act (Healthy Environment for All) Act - Senate Bill 5141 Session Law

- **Equitable distribution** - a fair and just, but not necessarily equal allocation intended to mitigate disparities in benefits and burdens that are based on current conditions, including existing legacy and cumulative impacts
- **Vulnerable population** – population groups that are more likely to be at higher risk for poor health outcomes, to include but not limited to racial and ethnic minorities and low-income populations.

This presentation will use “equity emphasis areas” to refer to places where there are equitable distribution and vulnerable populations concerns

Did prior criteria help us focus on equity?

Comparison of 2021-2023 applications received and awarded where projects focused on equity emphasis areas

Safe Routes to School Program

Applications Received: 125 total, less than 40% focused on equity emphasis areas

Awarded Projects: Over half in equity emphasis areas

Pedestrian and Bicycle Program

Applications Received: 107 total, 12% addressed equity emphasis areas

Awarded Projects: Almost 40% of awarded projects were in equity emphasis areas

Summary of Expectation

Legislative direction asks us to:

- Increase utilization of the program by a greater diversity of jurisdictions
- Provide an equitable distribution of program resources to projects that serve
 - people of color
 - low-income populations

equitable = fair and just, but not necessarily equal

What might change?

- Relative weighting of existing criteria
- Items considered under a given criteria
- The way certain projects are funded for development and construction
- Whether portions of available funding are set aside for
 - Certain categories of applicants
 - Certain categories of need
 - Certain types of projects



Safety
Equity
Value
Project Quality
Deliverability/Other

Did you get your survey?

What might change?

The way certain projects are funded for development and construction

Currently:

- most successful applications are for construction (includes design funding)
- PBP offers development/design-only option
 - Focuses on producing shovel-ready projects
 - Construction funding remains uncertain/competitive

What if:

- a project could compete for development funding in one cycle and receive priority for construction funding in the following cycle?



Follow-up: Would your feedback be the same if such a program needed to be more prescriptive in terms of project type and design standards?

What might change?

Portions of available funding are set aside based on applicant type, need category or type of project.

Currently:

- All applicants compete for the same pool of funding.
- There are no thresholds assigned to certain criteria

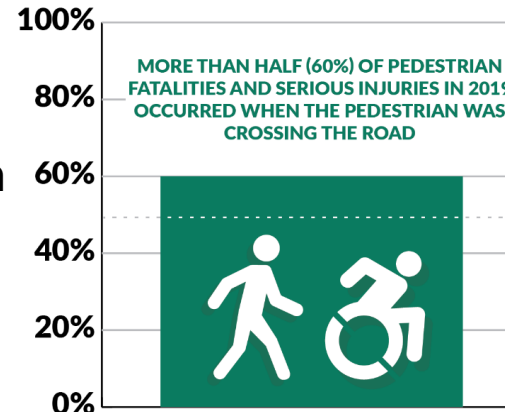
What if a portion of funding were set aside for:

- First time applicants?
- Applicants with projects benefiting equity emphasis areas?
- Applicants applying for certain types of projects (ex., crossings or speed reduction)?
- Applicants applying for certain cost categories of projects?

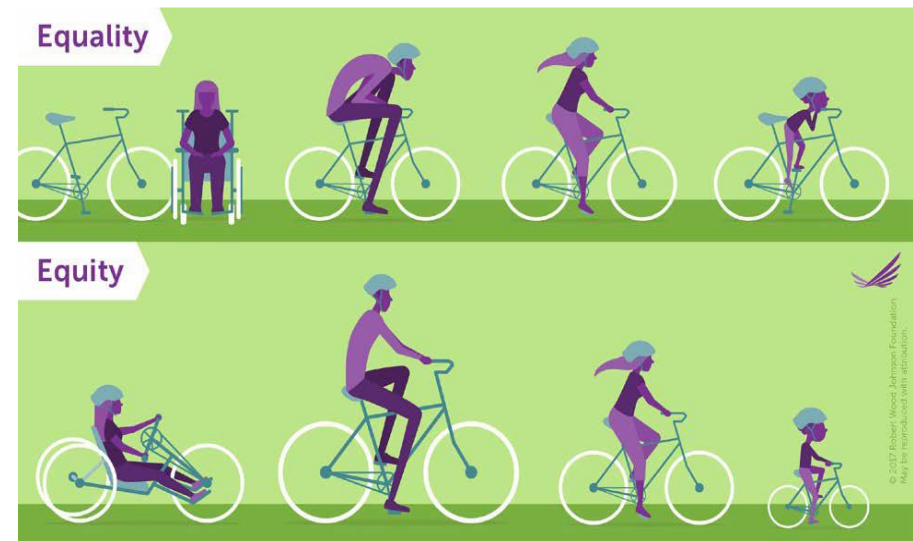
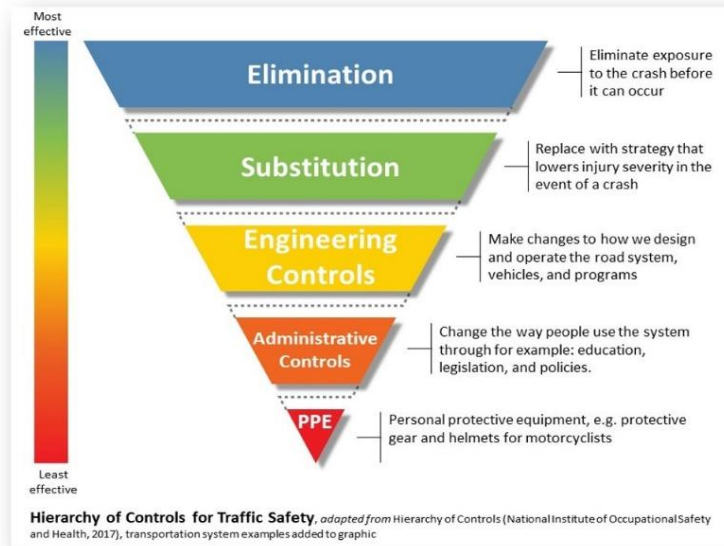
Active Transportation Plan

Key Considerations

- Pedestrian crossings
- Driver speed
- Target Zero: Safe System Approach
- Equity
- Population centers
- Connectivity before counts

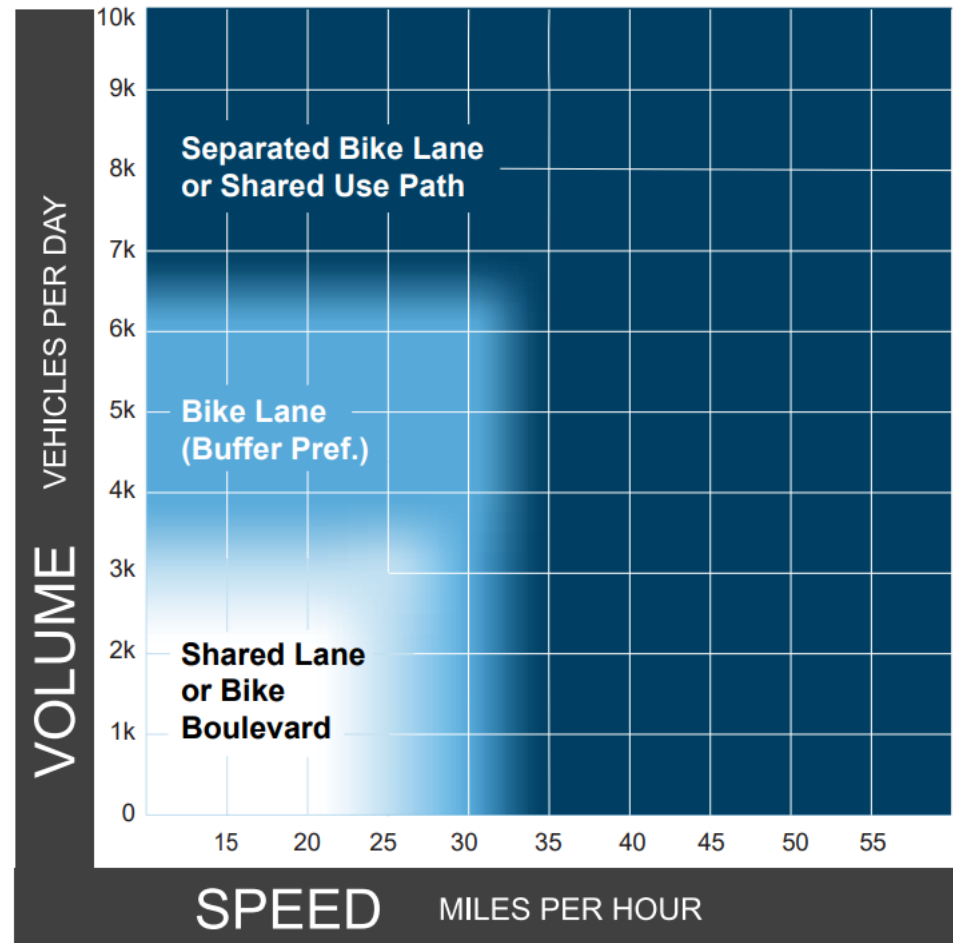


86%
OF PEDESTRIAN & BICYCLIST
FATALITIES
OCCURRED ON ROADS WITH A
POSTED SPEED OVER
25 MILES
PER
HOUR
FROM 2010-2019



Driver speed and bike lane type

- Best practice suggests that posted speed should be telling you what kind of bike lane to install.
- At 35 mph, the right bike lane is expensive!
- Speed matters a lot for everyone outside a car.



FHWA Bikeway Selection Guide

A different direction for some projects

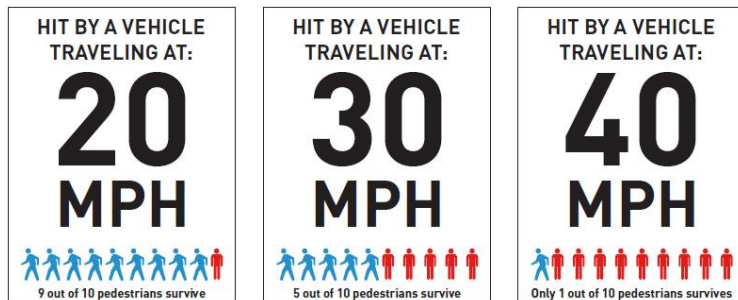
Portions of available funding are set aside based on type of project: Speed management for injury minimization

Currently:

- most applications focus on crossings, sidewalks, bike lanes, and trails
- some attempt to address speeding (going over the speed limit)
- few applications propose speed limit reductions as a strategy

What keeps you from applying for funds to:

- lower posted speeds on roads in your community?
- support (with infrastructure) a lower posted speed on the roads in your community?



Would you drive the lower speeds?

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Links Referenced

- Funding: [WSDOT Active Transportation Programs](#)
- ATP Part 2: [WSDOT Active Transportation Plan Part 2 2020 and Beyond | WSDOT \(wa.gov\)](#)
- Survey: [Washington State Department of Transportation Pedestrian and Bicycle Program and Safe Routes to School Feedback Survey \(surveymonkey.com\)](#)
- Bike Tools: [Bikeway Selection Guide](#)
- Pedestrian Tools: [WSDOT STEP Plan](#)
- 20 mph zones: [Neighborhood Safe Streets Act](#)