

MOVING AHEAD WITH ACTIVE TRANSPORTATION



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Move Ahead WA: Overview of AT elements

- **New funding:** Creates and funds Climate Active Transportation Account (CATA)
- **“HEAL Act Plus”:** Incorporates HEAL Act by reference. Prioritizes funds to benefit overburdened communities and vulnerable populations.
- **More local projects:** Triples [Safe Routes to School](#) + [Pedestrian/Bicyclist Program](#) (compared with 2020 baseline \$37.5M; includes estimated funding from existing federal/state sources + new \$\$; SRTS \$59M + PBP \$56.7M = \$115.7M)
- **Connecting Communities pilot program:** 5-year, \$50M
 - Not a grant application process; WSDOT will identify locations, contact communities, submit list of proposed locations; legislature approves in 2023 session.
- **Bigger, better statewide bike education:** Elementary grades through high school
- **Complete Streets design directive on state routes:** WSDOT projects \$500K or more that go into design from July 1, 2022

Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way that do not have a complete and Americans with disabilities act accessible sidewalk or shared-use path,”

Complete, ADA Accessible Sidewalks, US2



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... **that do not have bicycle facilities in the form of a bike lane or adjacent parallel trail or shared-use path,**”

COMPLETE Bike Lanes SR5



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... that have such facilities on a state route within a population center that has a posted speed in excess of 30 miles per hour and no buffer or physical separation from vehicular traffic for pedestrians and bicyclists”

Buffered Shared Use Path SR99



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... that have a design that hampers the ability of motorists to see a crossing pedestrian with sufficient time to stop given posted speed limits and roadway configuration;”

Good Crosswalk Visibility

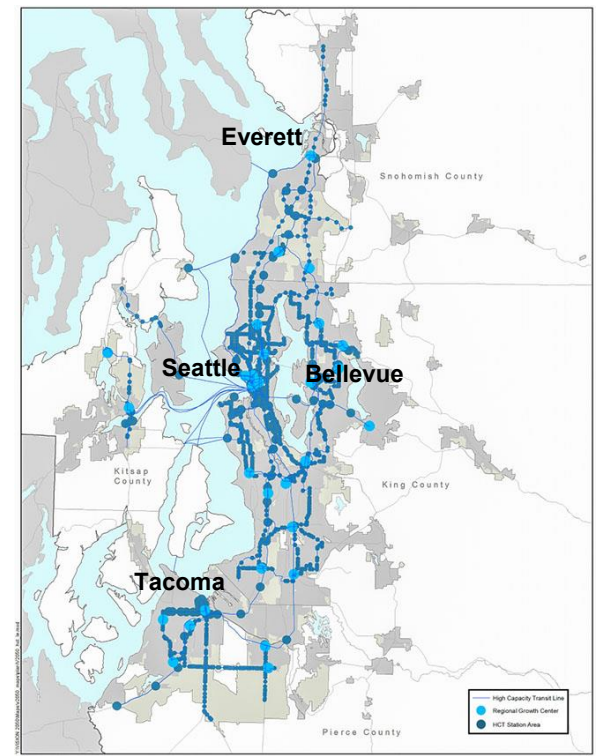
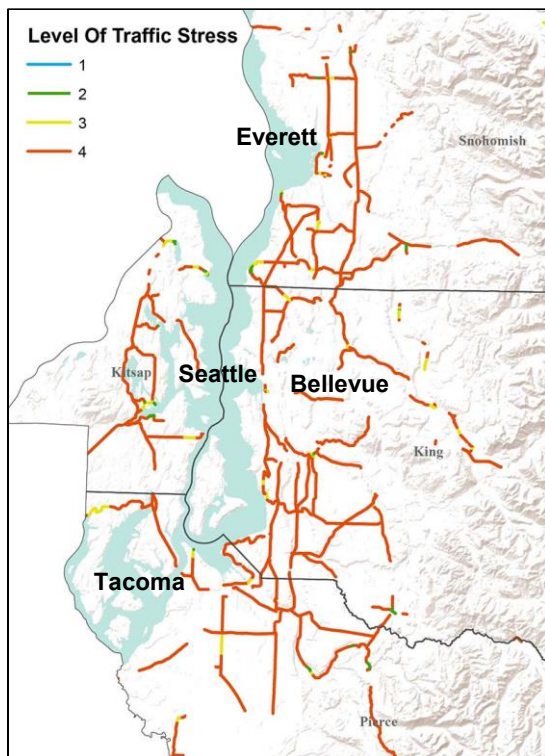
COMPLETE

SR 171



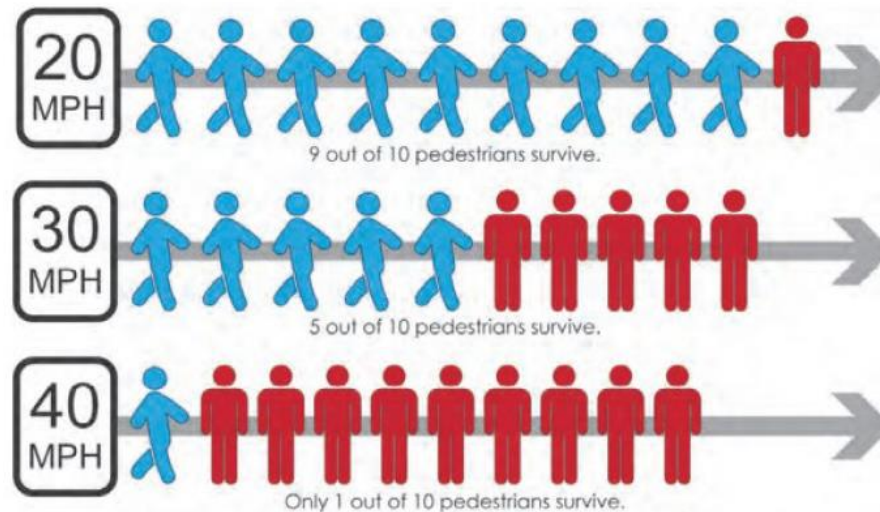
Complete Streets Requirement

“(b) Consult with local jurisdictions to confirm existing and planned active transportation connections along or across the location; identification of connections to existing and planned public transportation services, ferry landings, commuter and passenger rail, and airports; the existing and planned facility type(s) within the local jurisdiction that connect to the location; and the potential use of speed management techniques to minimize crash exposure and severity;”



Complete Streets Requirement

“(c) Adjust the speed limit to a lower speed with appropriate modifications to roadway design and operations to achieve the desired operating speed in those locations where this speed management approach aligns with local plans or ordinances, particularly in those contexts that present a higher possibility of serious injury or fatal crashes occurring based on land use context, observed crash data, crash potential, roadway characteristics that are likely to increase exposure, or a combination thereof, in keeping with a safe system approach and with the intention of ultimately eliminating serious and fatal crashes;”



Source: Target Zero 2019

Complete Streets Requirement

“(d) Plan, design, and construct facilities providing context sensitive solutions that contribute to network connectivity and safety for pedestrians, bicyclists, and people accessing public transportation and other modal connections, such facilities to include Americans with disabilities act accessible sidewalks or shared-use paths, bicyclist facilities, and crossings as needed to integrate the state route into the local network.”



Supplemental Budget: Studies (by due date)

- Multimodal high-capacity transit between Olympia area and Pierce County: Dec. 1, 2022; \$250,000; Thurston Regional Planning Council
- [City transportation investment equity impacts](#): Dec. 20, 2022; \$215,000: Joint Transportation Committee (JTC) (funded last session)
- Increase Anacortes ferry walk-on service: Jan. 6, 2023; \$300,000; WA State Ferries
- Nondrivers: Feb. 1, 2023; \$400,000; JTC
- VMT reduction targets and strategies: June 30, 2023; \$500,000; WSDOT
- Performance-based project evaluation model: June 30, 2023; \$450,000; WSDOT
- Micromobility lending libraries: June 30, 2023; \$150,000; JTC
- Transit service benchmarks: June 30, 2023; \$250,000; WSDOT
- King County Metro pilot: June 30, 2023; human services personnel trained in de-escalation placed on routes with public safety issues in south King County
- Feasibility of decommissioning SR99 in South Park: Jan. 1, 2025; \$600,000; SDOT