



**Washington State
Department of Transportation**

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS

2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

**ACTIVE TRANSPORTATION DIVISION
DEC. 1, 2022**



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EXECUTIVE SUMMARY

For 17 years, the Safe Routes to School and Pedestrian/Bicyclist programs have helped make Washington a national leader in pedestrian and bicyclist safety and mobility. The programs fund projects for bicycle facilities, pedestrian facilities, crossing improvements for people who walk and bike, speed management, and education and encouragement about walking and biking.

Criteria for project evaluation emphasize safety (40 percent) and equity (20 percent) along with deliverability (12 percent), value (10 percent), and quality (18 percent).

In the 2023-2025 funding cycle currently under evaluation, the Safe Routes to School program received 144 applications and the Pedestrian/Bicyclist Programs received 165 applications. Funding requests in these 309 applications total \$483.97 million, the most funding requested to date.

Based on projected state and federal funding from all sources WSDOT is recommending 38 projects for Safe Routes to School and 28 projects for the Pedestrian/Bicyclist Program for a total of \$103.9 million.

WSDOT proposes a capacity-building initiative in the 2023-2025 biennium as a project under each program. WSDOT is designing the initiative to identify and address the needs of vulnerable populations in overburdened communities by developing plans that prioritize projects to improve safety and connectivity. This should result in a higher number and proportion of projects that prioritize these needs over the next 16 years and beyond and produce more successful applications to these two programs and other state and federal sources.

Since their beginning in 2005, the programs' recipients have completed 349 projects, 74 percent of awarded projects. An additional 107 projects are underway, including some of the 67 projects selected for the 2021-2023 cycle. In the history of the programs, only seven projects have been cancelled.

The 2023-25 call for projects launched in March 2022 before final legislative action on Move Ahead Washington. Under MAW, new revenue sources added specific requirements concerning program benefits to overburdened communities and vulnerable populations. WSDOT analyzed projects recommended for funding in terms of its originally announced criteria for high equity need and for project locations relative to the Environmental Health Disparities Map and tribal lands (details in Appendix B). Projects recommended for funding across the two programs exceed the goals of 10 percent tribal benefits and 35 percent benefits to overburdened communities.

WSDOT is reporting actions and results from recommendations included in the 2021 legislative report, developed in response to a 2021 budget proviso (Appendix C).

ABOUT THIS REPORT

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

- An overview of the programs, including the application and selection processes.
- Prioritized lists of projects for inclusion in the 2023-2025 transportation budget ([ESSB 5689](#), Sec. 310(3)).
- A status report on previously funded projects.
- The results of changes to the application and selection processes meant to increase the diversity of participating jurisdictions ([SSB 5165](#), Sec. 311(3)).
- WSDOT's approach to implementation of requirements for funds to be appropriated from the Climate Active Transportation Account ([ESSB 5974](#), Sec. 102(1)).

THE PEDESTRIAN/BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS: A HISTORY OF INNOVATION AND PERFORMANCE

For 17 years, the Safe Routes to School and Pedestrian/Bicyclist Programs have helped make Washington a national leader in pedestrian and bicyclist safety and mobility.

The primary objectives of the programs are to improve pedestrian and bicyclist safety and mobility and increase active transportation trips. Projects funded by the two programs include:

- Bicycle facilities such as buffered bike lanes.
- Pedestrian facilities such as sidewalks.
- Crossing improvements for people who walk and bike.
- Speed management.
- Education and encouragement under Safe Routes to School.

All Washingtonians are pedestrians at one time or another – to get to work and school, reach transit, shop along Main Street, or just 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. Others told WSDOT during development of the statewide [Active Transportation Plan](#) (published in 2021) that they would make more active trips if they felt the infrastructure were safer and more inviting. Helping to make more pedestrian/bicycle trips possible can improve personal health, wellbeing, and community connection; reduce traffic congestion; and protect the environment.

Since 2009, walking and bicycling trips have been growing faster than the state's population. A large percentage of Washingtonians use active transportation. Washington ranks ninth in the nation for the percent of commuters walking or biking to work. In 2017, around 85 percent of public transportation users in the state reported walking or bicycling to access transit ([2017 National Household Travel Survey](#)).

As practices in design for safety, mobility, and accessibility have evolved for pedestrians and bicyclists, WSDOT has kept pace by updating trainings and providing direct technical assistance to jurisdictions to encourage submission of high-quality and effective Pedestrian/Bicyclist and Safe Routes to School projects.

WSDOT reviews the performance of these two programs and gathers data to identify needed improvements.

Among the findings:

- In the 2019 Washington State Student Travel Survey based on phone interviews with over 9,000 parents and guardians of students from nearly 200 schools across Washington state, parents indicated that for children old enough to be able to walk or bike to school, the top reasons they do not permit their children to use active transportation are lack of sidewalks or pathways, amount or speed of traffic, and unsafe road crossings
- A 2020 review of 94 Safe Routes to School projects found that most projects showed increases in students walking to/from school and 40 projects showed increases in the number of students biking
- 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
- A 2019 analysis of all projects found a 36-44 percent decrease in bicyclist and pedestrian crashes at project sites

CURRENT APPLICATION PROCESSES AND EQUITY ANALYSIS

Application and selection cycle

Safe Routes to School and the Pedestrian/Bicyclist Program application and selection cycle involves the following steps:

1. Data analysis to identify patterns in locations associated with crashes or potential crash exposure and locations with demographics that indicate high equity needs. (In future years this process will incorporate more information to expressly identify vulnerable populations and overburdened communities.)
2. Open call for projects.
3. Distribution of information about the programs to potential recipients.
4. Rigorous technical evaluation.
5. Delivering funding awards to successful applicants so they can begin their projects.

Following each cycle WSDOT staff review the process outcomes and recommendations from an external review committee and apply other lessons learned to update and improve the process for the next cycle. (In future years, this phase will address recommendations received from the Environmental Justice Council.)

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

Even-numbered years

1. **January-February** – Call for projects launches with specific evaluation criteria identified.
1. **March-April** – Webinar explaining process for potential applicants.
1. **May-June** – Deadlines for applications from public agencies and tribes.

1. **June-August** – WSDOT staff and external committee members review/rank applications based on evaluation criteria communicated during the call for projects.
1. **September-October** – Site visits to top-tier projects and others identified for additional review. Legislative report/ranking list of projects drafted.
2. **Dec. 1** – WSDOT submits ranked list of projects to Legislature, indicating how many fall within the projected funding level.

Odd-numbered years

1. **Spring** – Legislature sets funding level.
2. **June** – WSDOT confirms project details and awards projects.
3. **Fall** – Collision and equity data analysis for next application and outreach cycle.
4. **Fall** – Outreach to cities, counties, and tribes prioritized based on data analysis. Technical assistance available from WSDOT staff up until call for projects is released the following spring.
5. **Dec. 1** – WSDOT submits report to the Legislature on project activities with information on whether projects are completed, under way, or not yet started.

Review criteria

The following are review criteria for applications to the two programs, including the percentage of consideration the individual criteria represent. WSDOT publicizes this information to the call-for-projects webpage, webinars, and other communication channels.

Safety (40 percent)

- Local Roads Safety Plan project.
- Level of traffic stress at project location.
- Speed management need.
- Crash history.

Equity (20 percent)

Projects in census tract(s) or serving school(s) based on data as follows:

- For Pedestrian/Bicyclist Program projects using the Washington Tracking Network:
 - Socioeconomic factor (using the compiled ranking).
 - Disability factor.
- For Safe Routes to School projects using Office of Superintendent of Public Instruction (OSPI) Report Card data:
 - Students of color.
 - Students with a Hispanic heritage.
 - Low income.
 - Students with disabilities.

Deliverability/other (12 percent)

- Matching funds. (For the 2023-2025 cycle, WSDOT only considered availability of matching funds for projects requesting \$800,000 or more.)
- Project in local or regional transportation plan.
- Applicant has an ADA transition plan or ADA compliance planning for public right-of-way.
- Applicant has an adopted greenhouse gas emissions policy.
- Applicant previously received project award(s) from WSDOT which required a scope change(s) or that have made exceptionally slow progress.

Value (10 percent)

- Cost of the project compared to the population and destination density at the project location.

Project quality (18 percent)

- Treatment(s) effectiveness based on crash modification factors and other research findings.
- Quality of proposed budget. Will consider percentage of budget item costs specific to active transportation treatments.
- Proposed project content.

Equity analysis and site reviews

Process changes

In preparing the [2021 report to the Legislature](#) that addressed ways to increase the diversity of jurisdictions that apply and succeed, WSDOT staff conducted an analysis of applications to the two programs for the 2021-2023 cycle. As part of the analysis, staff identified factors that affected the outcomes for locations that rank high on equity factors.

Projects that ranked high on equity, but not on other criteria, ranked 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 2021 report, changes implemented in the 2022 call for projects, and the new capacity-building assistance initiative proposed for 2023-2025.

Outreach

In preparation for the 2022 call for projects, WSDOT staff prioritized outreach and technical assistance to jurisdictions and tribal governments identified as having any of the following characteristics:

- Pedestrian/bicyclist crash history.
- Equity criteria for race, poverty, or disability above the statewide average.
- No history of successful application.

Application review

When WSDOT receives project applications, staff analyze demographic data for all projects as follows:

- For Safe Routes to School projects using OSPI Report Card data, consideration for the percentage of the population in the school(s) that the project will serve who are:
 - Students of color.
 - Students with a Hispanic heritage.
 - Low Income.
 - Students with disabilities.
- For Pedestrian/Bicyclist Program projects using the Washington Tracking Network:
 - Socioeconomic factor ranking (using the compilation ranking).
 - Disability factor ranking.

For the 2023-2025 cycle WSDOT increased the weighting for equity criteria to 20 percent. Safety and equity together make up 60 percent of the total 100 percent consideration.

In the end, the decision of which projects within a given jurisdiction to submit rests with the applicant. Most applications received for the 2023-2025 cycle were not at locations that ranked high on the equity criteria identified in the call for projects.

Once WSDOT identified the top-tier projects based on safety and equity under the criteria identified at the beginning of the call for projects process, WSDOT developed the analysis reported in [Progress on equity requirements](#). That analysis summarizes results for overburdened communities ranked at 9 or 10 for environmental health burden or socioeconomic factors on Department of Health's Environmental Health Disparities Map and tribal areas identified in the Geographic Information System data WSDOT maintains based on data from the US Census modified with direct input from tribal governments.

Site reviews

In 2022, WSDOT staff conducted site reviews for the highest scoring projects. The site reviews provided an opportunity to get clarification about the projects and for WSDOT staff to provide suggestions intended to improve application quality and deliverability.

Most applicants adopted this [Practical Solutions](#) approach and adjusted their proposals at this stage; others chose not to. These adjustments resulted in changes to the total project cost and amount requested as applicants adjusted design and associated budget to improve the project quality/deliverability. This ultimately resulted in an increase in total amounts requested, which has been the norm in previous cycles at this stage of the process.

In each cycle WSDOT identifies more shovel-worthy projects than can fit within estimated funding levels. In this report several projects "below the line" have been highlighted to indicate that they received site reviews and arrived at a final proposal that merits funding if additional revenues become available. If funding beyond that additional level were to become available, WSDOT staff would need to conduct additional site reviews and work with the applicants to recommend additional projects with updated cost estimates.

RESULTS FROM THE 2022 CALL FOR PROJECTS

Applications received and recommendations

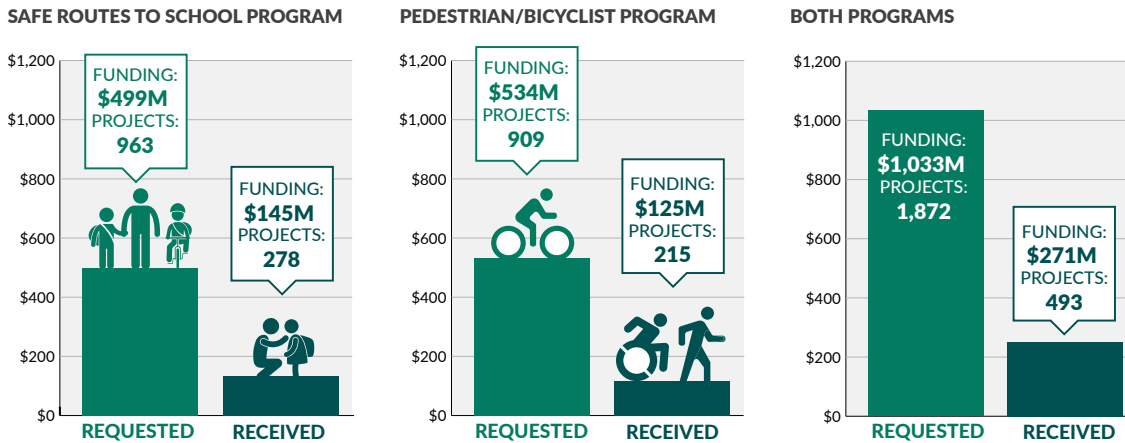
In the 2023-2025 funding cycle currently under evaluation, the Safe Routes to School program received 165 applications; the Pedestrian/Bicyclist Program received 144 applications. Funding requests in these 309 applications total \$483.97 million, the most funding requested to date.

The infographic below shows requested and received funding for Safe Routes to School and the Pedestrian/Bicyclist Program since the programs' creation in 2005.

Safe Routes to School Program & Pedestrian/Bicyclist Program

2005-2007 to 2021-2023 biennium

DOLLARS IN MILLIONS



Based on projected state and federal funding from all sources, WSDOT is recommending 28 projects for the Pedestrian/Bicyclist Program and 38 projects for Safe Routes to School for a total of \$103.9 million.

Progress on equity requirements

These programs were established with safety as a top priority, which goes hand in hand with equity consideration. The state Active Transportation Plan analyzed a decade's worth of data examining patterns of serious injury and fatal crashes across the state.

These serious and deadly crashes occur disproportionately in census tracts with higher rates of poverty relative to the state average, as well as disproportionate rates in census tracts with higher proportions of people who are Black, Indigenous, or people of color. Context such as the presence of a wide, fast, busy road increases the need for active transportation safety improvements. Such roads are more common in places affected by practices such

as redlining, and in places with higher poverty rates where more people rely on active transportation and transit access. In essence, a safety priority approach is also an equity priority approach. These two criteria together make up 60 percent of the total ranking possible for a given project.

Of those projects recommended for funding, 36 projects (nearly 55 percent) rank high for equity even though less than half of applications scored high on those criteria (46 percent). The Pedestrian/Bicyclist Program received more applications that ranked high for equity criteria (more than 56 percent) than Safe Routes to School (more than 37 percent).

The table below shows prioritized projects' progress toward meeting requirements for targeted investments under Move Ahead Washington and a funding goal established in the Active Transportation Plan. All figures in millions.

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

Program	Move Ahead WA funding	Tribal benefits 10%	High equity need: 35%	Overburdened community benefits: 35%	Multimodal Account	Federal Safe Routes to School funds	Total all sources	Active Transportation Plan 40% equity funding goal
Safe Routes to School	\$34.92	Goal: \$3.49 Actual: \$5.47	Goal: \$12.22 Actual: \$20.46	Goal: \$12.22 Actual: \$17.9	\$7.75	\$11.4	\$54.07	Goal: \$21.63 Actual: \$24.148
Pedestrian/ Bicyclist Program	\$33.56	Goal: \$3.35 Actual: \$1.82	Goal: \$11.74 Actual: \$28.31	Goal: \$11.74 Actual: \$29.6	\$18.38	N/A	\$51.94	Goal: \$20.78 Actual: \$30.13
Combined total	\$68.48	Goal: \$6.84 Actual: \$7.29	Goal: \$23.96 Actual: \$48.77	Goal: \$23.96 Actual: \$47.5	\$26.13	\$11.4	\$106.01	Goal: \$42.40 Actual: \$54.27

Table notes

- Because several projects may be eligible for funding under either program WSDOT is reporting results for each program separately and for the two programs combined.
- Projects identified for the Overburdened Community Benefits column are located completely or partially in census tracts that have a ranking of 9 or 10 on the Environmental Health Disparities Map.
- With respect to projects benefiting tribal communities, most applications are submitted by the agency with jurisdiction over the roadway (i.e., city, county, WSDOT region). In these instances, applicants typically include a letter of support from the tribes affected by the project. In the past WSDOT has not required applicants to include a formal tribal resolution in support of a project. Projects in this report identified as providing a tribal benefit either were submitted directly by a tribal government or had a letter of support or other expression of tribal support included with the application. Future funding cycles will incorporate the appropriate requirement for formal expressions of tribal support for a project to be counted as fulfilling this requirement ([ESSB 5974, Sec. 426 \(1\)\(b\)](#)).

2023-2025 SAFE ROUTES TO SCHOOL PRIORITIZED PROJECTS

The purpose of the Safe Routes to School Program as established in [RCW 47.04.300](#) is to:

- Enable/encourage children to walk, roll and bicycle to school.
- Make bicycling and walking safer.
- Facilitate the planning, development, and implementation of projects and activities that improve safety and reduce traffic in the vicinity of schools.

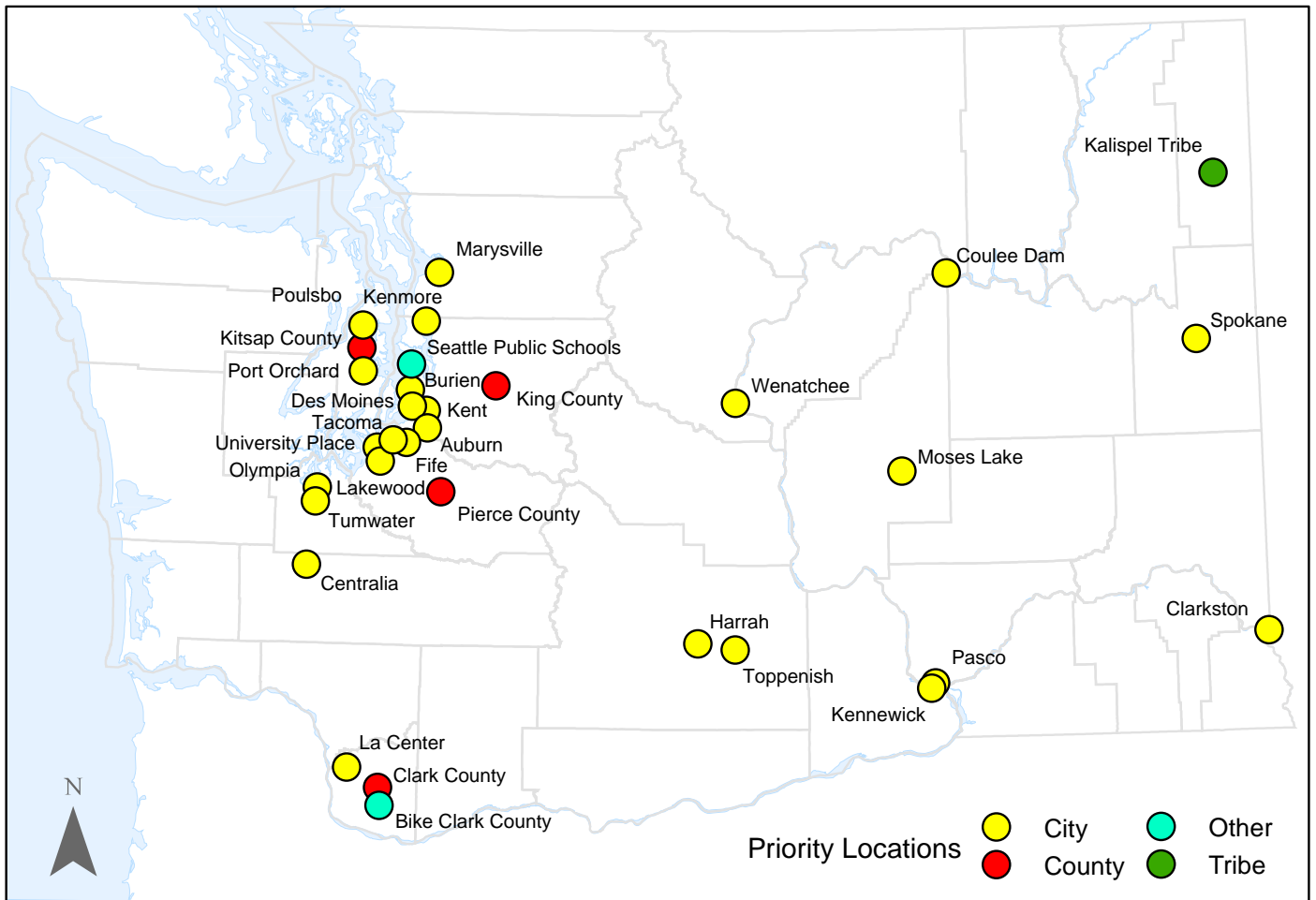
The program provides funding for infrastructure projects within two miles of a school serving children kindergarten-12th grade. It can fund design-only projects that allow agencies the opportunity to engage with communities and stakeholder groups. The purpose of this phase is to develop and design projects that are

well-received and appeal to a wider range of users and stakeholders. Education and encouragement activities are also eligible for funding.

Of the 165 applications in the prioritized list, 38 are above the projected funding level of \$54.07 million. Approximately 50 percent of those projects would serve high equity need schools.

2023-2025 Safe Routes to School Program proposed priority project locations

The map below shows the location of the 38 Safe Routes to School Program proposed projects above the projected funding level.



2023-2025 Safe Routes to School proposed priority list

The table below shows the 165 applications to Safe Routes to School. The shaded rows show the 38 projects above the estimated funding level. Another 8 applications are recommended if additional funds are available; those are indicated with a lighter shading.

Applicant name	Leg. District	Title of project	Total project cost	Request	Cumulative total
WSDOT	All	Local/Tribal Agency Active Transportation Capacity Building for Project Development (See WSDOT capacity building initiative section below)	\$2,950,000	\$2,950,000	\$2,950,000
Kennewick	8	S Conway Place from W 4th Ave. to 130 S Conway Place. School Zone and Safe Route to Westgate Elementary School	\$789,932	\$751,232	\$3,701,232
Burien	34	SW 116th St School Crossing Improvements (8th Ave SW - 10th Ave SW)	\$639,000	\$639,000	\$4,340,232
Fife	25	62nd Avenue E Multimodal Improvements	\$3,252,080	\$3,092,080	\$7,432,312
Pasco	9	Sandifur Parkway/ Road 90 and Argent Road/ Road 88 Pedestrian Crossings	\$1,099,056	\$1,038,408	\$8,470,720
Bike Clark County	17, 18, 49	Bike Clark County Active Transportation Empowerment Program for Evergreen and Vancouver School Districts	\$249,250	\$246,250	\$8,716,970
Kitsap County	23	Perry - Stone to Sheridan	\$3,348,305	\$3,207,305	\$11,924,275
Clarkston	9	Holy Family Catholic School Pedestrian Safety Improvements	\$4,081,143	\$3,548,820	\$15,473,095
Spokane	3	Stevens Elementary Walk Route	\$1,362,397	\$1,158,037	\$16,631,132
Wenatchee	12	Crawford and Okanogan Intersection Improvements	\$1,965,500	\$1,965,500	\$18,596,632
Harrah	14	Branch Road Sidewalk	\$1,201,220	\$1,201,220	\$19,797,852

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
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Applicant name	Leg. District	Title of project	Total project cost	Request	Cumulative total
Moses Lake	13	Nelson Road Corridor Pedestrian Improvement Project.	\$2,206,937	\$2,206,937	\$22,004,789
Centralia	20	Washington Elementary and Oakview Elementary Student Safety Project	\$2,609,338	\$2,242,270	\$24,247,059
Spokane	3, 4	Scott Elementary Sidewalk	\$1,959,767	\$1,665,802	\$25,912,861
Toppenish	15	Jackson Street and Juniper Street Improvements	\$1,540,100	\$154,010	\$26,066,871
Wenatchee	12	Orchard Middle School - Sunset Ave Improvements	\$628,000	\$628,000	\$26,694,871
Kent	33	Meeker Street and 64th Ave S Transit and Non-Motorized Intersection Improvements	\$2,087,000	\$1,880,000	\$28,574,871
King County	34	Highline School District - 8th Ave SW from SW 100th St to SW 108th St Design SRTS Project	\$780,400	\$780,400	\$29,355,271
Tacoma	29	Baker Middle School Safe Routes to School Project	\$1,569,658	\$1,469,658	\$30,824,929
Tumwater	22	2nd Avenue Pedestrian & Bicycle Improvements	\$3,605,000	\$2,115,000	\$32,939,929
Olympia	22	NW and SW Neighborhood Bike Boulevard SRTS Project	\$897,000	\$837,900	\$33,777,829
Port Orchard	26	Sidney Rd Non-motorized Improvement Project (from SR16 to Hovde)	\$1,885,000	\$1,394,750	\$35,172,579
Marysville	38	Marysville Middle School - 49th DR NE (South of Grove ST) Safe Route to School	\$412,740	\$412,740	\$35,585,319
Coulee Dam	12	Columbia Ave (SR 155) & Douglas Ave and Crest Dr RRFBs and River Dr (SR 155) School Zone Beacons SRTS Project	\$392,886	\$392,886	\$35,978,205
Des Moines	33	North Hill Elementary Walkway Improvements	\$4,478,432	\$3,000,000	\$38,978,205
Clarkston	9	Grantham Elementary School Pedestrian Safety Improvements	\$2,115,419	\$1,909,060	\$40,887,265
Auburn	47	Lea Hill SRTS	\$997,477	\$782,477	\$41,669,742
Seattle Public Schools	11, 32, 34, 36, 37, 43, 46	All Kids Bike Kindergarten Program	\$542,022	\$542,022	\$42,211,764

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Applicant name	Leg. District	Title of project	Total project cost	Request	Cumulative total
University Place	28	UP School Crosswalk Safety Improvements	\$1,397,900	\$1,207,900	\$43,419,664
Lakewood	28	112th St. SW – Lake Louise Elementary School Sidewalk – Farwest Dr. to Holden Rd.	\$1,304,720	\$1,142,720	\$44,562,384
Pierce County	25	Safe Routes to School – 136th St E (97th Ave E to SR-161)	\$337,000	\$277,000	\$44,839,384
Poulsbo	23	Noll Road SRTS Improvements	\$996,000	\$875,000	\$45,714,384
Clark County	49	Truman Elementary School Safety Improvements (NE 40th Ave./NE 49th St.- NE 42nd Ave.- NE 44th St.; NE 47th Ave. – NE 45th Pl.) SRTS/Infrastructure. School zone improvements include sidewalks, curb/ADA ramps, RRFB flashers, and school crossing upgrades.	\$1,825,000	\$904,000	\$46,618,384
Kenmore	46	NE 192nd St (73rd Ave NE - 76th Pl NE) sidewalk and bike lane project	\$760,900	\$760,900	\$47,379,284
La Center	18	4th Street and Highland Road Traffic Signal SRTS Project	\$1,036,047	\$966,196	\$48,345,480
Marysville	38	Cascade Elementary - 100th ST NE (Shoultes RD to 51st Ave NE) Safe Route to School	\$792,171	\$783,821	\$49,129,301
Kenmore	46	Arrowhead Dr (NE 151st St - 64th Ave NE) Sidewalks	\$2,219,395	\$1,997,455	\$51,126,756
Kalispel Tribe of Indians	7	Camas Learning Center - Cusick School District Pedestrian Facilities	\$780,947	\$780,947	\$51,907,703
Tukwila	11	S 152nd Safe Routes to School Project	\$4,421,800	\$4,161,800	\$56,069,503
Bremerton	23	View Ridge Elementary School Safe Routes to School Phase 2	\$6,512,000	\$5,912,000	\$61,981,503
College Place	16	College Place Sager Middle School Safe Routes to School Project	\$1,864,182	\$1,783,951	\$63,765,454
Bothell	1	224th SW sidewalk and crossing improvements project	\$1,895,000	\$1,365,000	\$65,130,454
Seattle	11, 37	Beacon Hill Bike Route - Central Segment	\$12,652,469	\$3,400,000	\$68,530,454
Kenmore	46	84th Ave NE (NE 150th ST-NE 155th St) Sidewalk and Bike Lane Project	\$2,371,130	\$2,134,017	\$70,664,471

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Applicant name	Leg. District	Title of project	Total project cost	Request	Cumulative total
Puyallup	25	12th St NW and 3rd Ave NW Intersection Crossing SRTS Project	\$299,726	\$299,726	\$70,964,197
Zillah	15	Second Street and Second Avenue- SRTS Sidewalk Improvements	\$954,130	\$944,130	\$71,908,327
Bothell	1, 45	School flashing beacons at: A- Shelton View Elem., B-Maywood Hills Elem., C-Woodin Elem., and D-Northshore Middle.	\$262,000	\$262,000	\$72,170,327
Bothell	1	5th Ave W sidewalk and crossing improvements project	\$1,740,725	\$1,306,000	\$73,476,327
Kenmore	46	Citywide School Zone Improvements	\$348,985	\$348,985	\$73,825,312
Kenmore	1, 46	Simonds Rd (NE 152nd St - 88th Ave NE) Sidewalk	\$917,210	\$825,489	\$74,650,801
Marysville	38	Pinewood Elementary - 84th ST NE (51st Ave NE to 55th Ave NE) Safe Route to School	\$978,114	\$816,186	\$75,466,987
Spokane	6	Ray-Freya Pathway Planning and Design	\$290,000	\$290,000	\$75,756,987
Ridgefield	18	Hillhurst Safety Connection - SRTS HAWK Pedestrian Beacon Project	\$780,000	\$780,000	\$76,536,987
Yakima	14	West Valley Middle School and Junior High School Pedestrian Bridge	\$890,600	\$800,000	\$77,336,987
Everett	38	Madison Elementary Safe Routes to School Crossing Improvements	\$530,800	\$477,700	\$77,814,687
Ferndale	42	Ferndale Terrace Improvement Project and SRTS Project	\$6,225,522	\$1,200,000	\$79,014,687
Marysville	38	Cascade Elementary - 51st Ave NE (100th ST NE to 104th PL NE) Safe Route to School	\$856,731	\$621,505	\$79,636,192
Spokane	3	Logan and Yasuhara Sidewalk	\$1,392,225	\$1,183,391	\$80,819,583
Walla Walla County	16	Reser Road Sidewalk and Bicycle Lane SRTS Project, Fern to South Wilbur	\$2,430,585	\$1,199,975	\$82,019,558
Wenatchee	12	Foothills Middle School - Springwater Avenue Crossing	\$336,200	\$336,200	\$82,355,758
Kennewick	8	S Vancouver Street from W 37th Ave. to W 45th Ave. - Sidewalk Safe Route to Horse Heaven Hills Middle School	\$1,210,000	\$1,100,000	\$83,455,758
Lake Stevens	44	91st Avenue SE Sidewalk Gap	\$2,315,000	\$2,315,000	\$85,770,758

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Applicant name	Leg. District	Title of project	Total project cost	Request	Cumulative total
Snohomish County	1	Center Rd Pedestrian Improvements: 10 Ave W to 8 Ave W	\$1,899,470	\$1,329,000	\$87,099,758
Vancouver	49	Walnut Grove Elementary Sidewalk Infill and Crosswalk Improvements on 72nd Ave	\$811,349	\$500,000	\$87,599,758
Wenatchee	12	Washington Elementary School - Elliott/Castlerock Crossing	\$632,300	\$632,300	\$88,232,058
Bellingham	42	King Mountain ES Safe Route to School Improvements	\$3,279,000	\$2,279,000	\$90,511,058
North Bend	5	Stilson Ave Sidewalk extension	\$630,000	\$630,000	\$91,141,058
Spokane	6	Regal/Thurston Pedestrian Hybrid Beacon	\$451,762	\$451,762	\$91,592,820
Walla Walla County	16	Humorist Road Sidewalk and Bicycle Lane SRTS Project, Jantz to Columbia School Road	\$1,810,299	\$1,011,009	\$92,603,829
Auburn	30, 31	37th Street SE SRTS	\$535,000	\$535,000	\$93,138,829
Burlington	40	Burlington SR20 Safe Route to School	\$3,700,000	\$3,000,000	\$96,138,829
King County	30	Camelot Elementary - S 298th Street from School Entrance to 36th Pl S, Sidewalk Construction, SRTS Project	\$1,318,000	\$1,050,000	\$97,188,829
Sumner	31	SR 410 Rivergrove Pedestrian Bridge SRTS	\$ 11,352,000	\$ 10,800,000	\$107,988,829
Anacortes	40	22nd Street Vicinity Safe Routes to School Project	\$1,661,286	\$1,437,012	\$109,425,841
Benton City	16	Horne Drive Sidewalk Project	\$795,770	\$795,770	\$110,221,611
Puyallup	25	South Fruitland Sidewalk and Crosswalk SRTS Project	\$261,750	\$261,750	\$110,483,361
Sammamish	5	Issaquah Fall City Road, Endeavor Elementary SRTS	\$1,229,000	\$746,000	\$111,229,361
Spokane	6	Shiloh Hills Sidewalk	\$1,726,182	\$1,467,255	\$112,696,616
Bainbridge Island	23	Madison Avenue Safe Routes to School	\$6,191,000	\$991,000	\$113,687,616
Bothell	1, 45	130th PL NE and 132nd Ave NE Sidewalk and Buffered Bike Lane Improvements Project	\$2,436,525	\$1,705,000	\$115,392,616
College Place	16	Davis Elementary School Safe Routes to School Project	\$1,555,650	\$1,414,227	\$116,806,843

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

Applicant name	Leg. District	Title of project	Total project cost	Request	Cumulative total
Granite Falls	39	Alder Avenue and Alpine Street Intersection Improvements	\$620,838	\$620,838	\$117,427,681
Washougal	18	39th Street: Evergreen Way to J Street	\$1,338,200	\$1,038,200	\$118,465,881
Auburn	47	Evergreen Heights Elementary Sidewalks	\$1,597,000	\$896,500	\$119,362,381
Bethel School District	2	Pioneer Valley Elementary and Liberty Middle School Sidewalk Projects along Eustis Hunt Rd and along 78th Ave E	\$4,738,406	\$4,738,406	\$124,100,787
Kirkland	48	NE 70th St and 122nd Ave NE Traffic Signal	\$2,188,000	\$1,969,200	\$126,069,987
Pierce County	25	Safe Routes to School – 104th St E (16th Ave E to Portland Ave E)	\$1,808,000	\$1,788,000	\$127,857,987
Reardan	13	Highway 2 Safety Improvements, Phase 1, Aspen, Birch & Cedar Intersections, Crosswalk Curb Bulb-outs SRTS Project	\$767,681	\$767,681	\$128,625,668
Black Diamond	5, 47	228th Ave SE Pedestrian Improvements	\$2,397,736	\$2,197,736	\$130,823,404
Woodland	20	SR 503/Lewis River Road Safe Routes To School Safety Project – Phase 1	\$4,220,000	\$3,920,000	\$134,743,404
Marysville	44	Sunnyside Elementary - Sunnyside Blvd. (38th PL NE to 41st ST NE) Safe Route to School	\$900,259	\$612,225	\$135,355,629
Port Townsend	24	Discovery Road Sidewalk, Bike Lane and Shared-Use Path	\$2,518,200	\$2,266,400	\$137,622,029
Shoreline	32	Linden Ave N (N 175th St – N 185th St) Sidewalk and Sharrows - SRTS	\$2,905,367	\$1,450,000	\$139,072,029
Snohomish County	21	Lockwood Elementary and Fernwood Elementary Crossing Improvements Project	\$1,257,000	\$517,000	\$139,589,029
Woodinville	45	132nd Ave NE Sidewalk and Buffered Bike Lane Improvements - Woodinville section between NE 186th Pl and NE 192nd Pl	\$1,052,000	\$1,052,000	\$140,641,029
Kirkland	45, 48	132nd Ave NE Sidewalks - Mark Twain Elementary	\$1,750,000	\$1,575,000	\$142,216,029

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

Applicant name	Leg. District	Title of project	Total project cost	Request	Cumulative total
Mercer Island	41	SE 40th Street Sidewalk Improvements (Gallagher Hill Road to 93rd Avenue SE)	\$1,394,291	\$1,053,314	\$143,269,343
Port Angeles	24	Hamilton Elementary Safe Routes to School	\$2,073,665	\$2,183,665	\$145,453,008
Bethel School District	29	Evergreen Elementary Sidewalk route along 172nd St	\$5,142,009	\$5,142,009	\$150,595,017
Pierce County	29	Safe Routes to School – 168th St E (Phase 2), B St E to 13th Ave Ct E	\$3,217,000	\$3,217,000	\$153,812,017
Stevenson	14	Lasher to Stevenson Elementary (Phase 1)	\$955,000	\$800,000	\$154,612,017
Walla Walla	16	SRTS School Pleasant Intersection Realignment & Pedestrian Improvements	\$1,716,000	\$694,000	\$155,306,017
Ilwaco/ Pacific County	19	SR 101 Seaview to Ilwaco Connector Pathway	\$360,500	\$360,500	\$155,666,517
Chewelah	7	N. 3rd St. E. Sidewalks (Webster to Spence Rd.)	\$793,000	\$793,000	\$156,459,517
Deer Park School	7	Education/Encouragement Safe Routes to School	\$ 10,117	\$10,117	\$156,469,634
Gig Harbor	26	Prentice Avenue/Fennimore Street Half-Width Roadway Improvements SRTS Project	\$2,166,746	\$1,711,903	\$158,181,537
Nooksack	42	Nooksack Elementary School Breckenridge Road Sidewalk	\$500,000	\$500,000	\$158,681,537
Monroe	39	W. Main Street Sidewalk Improvements	\$919,000	\$919,000	\$159,600,537
Prosser	16	Brown Street Sidewalk Improvements	\$679,200	\$679,200	\$160,279,737
University Place	28	Arbordale Safe Routes to School	\$900,000	\$800,000	\$161,079,737
Edmonds	32	95th Pl. W Walkway from 224th St. SW to 220th St. SW	\$275,000	\$275,000	\$161,354,737
Tekoa	9	SR27 Pedestrian Safety Sidewalk	\$766,700	\$766,700	\$162,121,437
Chelan County	12	Totem Pole Road	\$5,000,000	\$700,000	\$162,821,437
Wenatchee	12	WestSide High School - Ninth Street Pedestrian Crossing	\$467,600	\$467,600	\$163,289,037

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

Applicant name	Leg. District	Title of project	Total project cost	Request	Cumulative total
Duvall	45	3rd Avenue NE Reconstruction Project	\$6,402,000	\$2,000,000	\$165,289,037
Nespelem	12	Nespelem School District Sidewalk Connector	\$286,618	\$286,618	\$165,575,655
South Bend	19	Jefferson Street Sidewalk	\$555,503	\$555,503	\$166,131,158
Douglas County	12	Clovis Point Intermediate School 4th St SE Crosswalk SRTS	\$197,145	\$197,145	\$166,328,303
Ellensburg	13	Palouse to Cascades Trail Reconnection – West Trailhead to Bender Rd	\$2,867,700	\$2,580,930	\$168,909,233
Lakewood	28	John Dower Rd W (78th St W to 75th St W) Sidewalk Improvements SRTS Project	\$760,000	\$760,000	\$169,669,233
Clarkston	9	Parkway Elementary School & Clarkston High School Pedestrian Safety Improvements	\$1,412,000	\$1,200,200	\$170,869,433
Seattle	37	Chief Sealth Trail Gap Between Myrtle to Webster School Connection	\$4,439,313	\$4,139,313	\$175,008,746
Brewster	12	7th Street Sidewalk - Middle School to Cliff Ave	\$761,239	\$761,239	\$175,769,985
Fircrest	28	44th St and Alameda Ave Sidewalks Extension SRTS Project	\$2,254,019	\$1,803,215	\$177,573,200
Mattawa	13	Riverview Ave. and Saddle Mt. Drive Improvements	\$890,100	\$890,100	\$178,463,300
Snoqualmie	5	Pedestrian corridor safety improvements	\$385,320	\$385,320	\$178,848,620
East Wenatchee	12	S Kansas Ave Pedestrian Improvements	\$700,000	\$700,000	\$179,548,620
Grays Harbor County	24	Pacific Beach Main Street Sidewalk Improvements	\$910,000	\$700,000	\$180,248,620
Medical Lake	6	SR 902 Sidewalks (Spence to Fourth)	\$654,000	\$654,000	\$180,902,620
Stanwood	10	80th Ave NW Reconstruction Phase 1	\$1,000,000	\$780,000	\$181,682,620
Tonasket	7	Havillah Road / Tonasket School District Campus Pedestrian Safety SRTS Project	\$425,253	\$425,253	\$182,107,873
Skamania County	14	Carson Elementary and Wind River Middle School Safety Project	\$760,000	\$760,000	\$182,867,873

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

Applicant name	Leg. District	Title of project	Total project cost	Request	Cumulative total
Airway Heights	9	10th Avenue Pedestrian & Traffic Calming Project, 125-feet east of Aspen Street to King Street	\$798,863	\$798,863	\$183,666,736
Shoreline	32	Cascade K-8 (25th Ave NE and NE 200th St) - SRTS	\$2,183,000	\$1,883,000	\$185,549,736
Spokane Valley	4	S. Barker Rd. Pedestrian & Bicycle Improvements (4th Ave. to 8th Ave.)	\$2,185,365	\$1,748,292	\$187,298,028
Yakima	14	88th Avenue Sidewalk – Apple Valley Elementary	\$690,880	\$690,880	\$187,988,908
Newport	7	5th Street Sidewalk – Calispel Ave. to Hwy 2	\$708,100	\$708,100	\$188,697,008
Port of Walla Walla	16	Columbia Elementary and High School Multi-Use Path	\$768,200	\$768,200	\$189,465,208
Longview	19	CVG Elementary School Bus/Bike/ Ped Separation Project	\$250,000	\$250,000	\$189,715,208
Oakesdale	9	Williams Street Sidewalk from 1st to approx. 2nd	\$554,700	\$554,700	\$190,269,908
Vancouver	17	Image Elementary Sidewalk and Crosswalk Improvements at NE 52nd St and NE 135th Ave	\$261,997	\$200,000	\$190,469,908
Algona	30	Celery Street to Main Street Sidewalk Connection to AIPac Elementary	\$1,592,210	\$1,433,000	\$191,902,908
Castle Rock	20	Castle Rock Elementary and Middle School Pedestrian Improvements	\$422,500	\$422,500	\$192,325,408
Lynnwood	32	Lynnwood Elementary Sidewalk	\$2,172,000	\$650,000	\$192,975,408
White Salmon	14	Cherry Street Sidewalk Improvements	\$572,900	\$572,900	\$193,548,308
Edmonds	21	5' wide sidewalk along Maplewood Dr. from Main St. to 200th St. SW (on west side of street)	\$2,850,000	\$500,000	\$194,048,308
LaCrosse	9	Main St S/W from Btwn 2nd and 3rd to A	\$662,600	\$662,600	\$194,710,908
Chelan County	12	South Wenatchee Pedestrian Safety Improvements	\$3,396,606	\$1,140,000	\$195,850,908
Edmonds	21, 32	80th Ave. W Walkway from 212th St. SW to 206th St. SW	\$500,000	\$500,000	\$196,350,908
Selah	14, 15	East Home Avenue and North Third Street Sidewalk Gaps Improvement Project	\$703,710	\$683,510	\$197,034,418

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

Applicant name	Leg. District	Title of project	Total project cost	Request	Cumulative total
Davenport	13	Davenport ADA Sidewalk Upgrades	\$643,100	\$643,100	\$197,677,518
Leavenworth	12	Orchard Street Improvements Project	\$1,979,885	\$227,000	\$197,904,518
Concrete	39	South Superior Sidewalks - SR20 to Schools	\$326,000	\$320,000	\$198,224,518
Colfax	9	Hauser School Trail	\$3,159,077	\$3,159,077	\$201,383,595
Colville	7	Madison, Hawthorne, and Ivy Sidewalks	\$1,240,500	\$1,240,500	\$202,624,095
Shoreline	32	Parkwood Elementary - Wallingford and 150th - SRTS	\$908,000	\$908,000	\$203,532,095
Boys & Girls Clubs of Snohomish County	10	Coupeville School Zone Pedestrian Safe Route Project	\$190,101	\$186,112	\$203,718,207
San Juan County	40	School Rd Pedestrian Improvements	\$3,502,670	\$3,152,403	\$206,870,610
Kittitas County	13	Progress Path Extension	\$110,600	\$110,600	\$206,981,210
Bonney Lake	31	190th Ave E Sidewalk Improvements, Phase 1	\$2,647,064	\$2,397,064	\$209,378,274
Auburn*	30, 31, 47	Citywide Uncontrolled Intersection-Crosswalk Enhancements	\$765,018	\$765,018	-\$210,143,292
Bothell*	1	RRFB AT: A-Crystal Springs Elem.- B-Maywood Hills Elem.- C-UW-Bothell D-Stipek Park	\$291,000	\$291,000	-\$210,434,292
Edmonds*	32	SR-104 @ 100th Ave. W Bicycle-Improvements project (within-proximity to Scriber Lake School)	\$2,500,000	\$2,500,000	-\$212,934,292
Hoquiam*	24	SR109/US101 Bike Lanes and-Sidewalks	\$1,740,000	\$300,000	-\$213,234,292
Kelso*	19	Huntington MS SRTS-Redpath-Sidewalk 2023	\$790,000	\$790,000	-\$214,024,292
Kent*	33	64th Ave S and 236th St RRFB-Pedestrian Crossing	\$700,000	\$645,000	-\$214,669,292

*Asterisk indicates project funded from another source or applicant request to remove project from consideration.

2023-2025 PEDESTRIAN/BICYCLIST PRIORITIZED PROJECTS

The purpose of the Pedestrian/Bicyclist Program is to:

- Eliminate pedestrian and bicyclist fatal and serious injury traffic crashes.
- Build connected low stress walk and bike networks.
- Increase walking and biking.

The program includes two types of eligible projects:

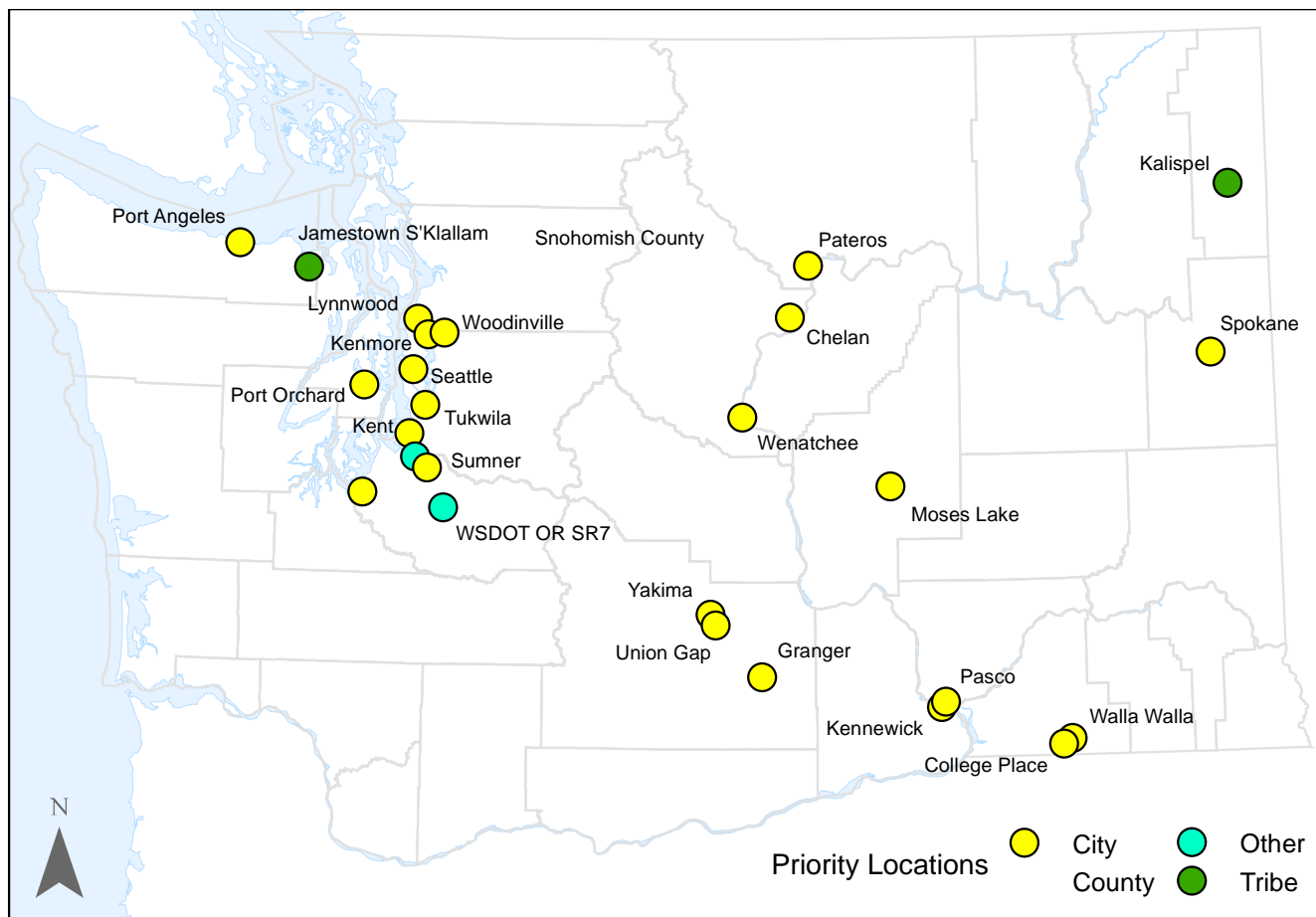
- Construction projects that may include preliminary engineering.
- Design-only projects that allow agencies the opportunity to engage with communities and stakeholder groups to develop and design projects

that are well-received and appeal to a wider range of users and stakeholders.

Of the 144 applications in the prioritized list, 28 are above the projected funding level of \$51.94 million.

2023-2025 Pedestrian/Bicyclist Program proposed priority project locations

The map below shows the location of the 28 Pedestrian/Bicyclist Program proposed projects that are above the projected funding level.



2023-2025 Pedestrian/Bicyclist Program proposed priority list

The table below shows the 144 applications to the Pedestrian/Bicyclist Program. The shaded rows show the 28 projects above the estimated funding level. Another 4 applications are recommended if additional funds are available; those are indicated with a lighter shading.

Agency	Leg district	Title of project	Total project cost	Amount requested	Cumulative total
WSDOT HQ	All	Local/Tribal Agency Active Transportation Capacity Building for Project Development (See WSDOT capacity building initiative section below)	\$2,835,000	\$2,835,000	\$2,835,000
Jamestown S'Klallam Tribe	24	Olympic Discovery Trail, from Blyn Road to Old Blyn HWY, Jamestown S'Klallam Lands PBP project	\$1,712,500	\$1,490,500	\$4,325,500
Port Orchard	26	Tremont Street Non-motorized Improvements, Phase 2 & 3 - Development/ Design	\$732,000	\$732,000	\$5,057,500
Kalispel Tribe	7	LeClerc Road Ped-Bike path	\$337,000	\$337,000	\$5,394,500
Sumner	31	Fryar Avenue Shared Use Path	\$6,722,185	\$5,328,450	\$10,722,950
Union Gap	15	Ahtanum Road Pedestrian Railroad Crossing	\$1,949,025	\$1,949,025	\$12,671,975
Moses Lake	13	SR/17 & Stratford Road Interchange Pedestrian Improvement Project	\$685,088	\$685,088	\$13,357,063
Kennewick	8	Keen Trail Extension from N Steptoe Street to N Center Parkway	\$2,592,720	\$2,339,819	\$15,696,882
WSDOT Olympic Region	25, 28, 29	SR 7 Pedestrian Crossing Improvements	\$2,507,115	\$2,257,115	\$17,953,997
Walla Walla	16	Pine Street-2nd Avenue to 9th Avenue	\$6,903,677	\$1,224,302	\$19,178,299
Port Angeles	24	10th Street Bike Boulevard	\$1,959,000	\$1,959,000	\$21,137,299
College Place	16	College Place Post Office Crosswalk Safety Enhancement Project (500 S. College Avenue)	\$167,389	\$158,389	\$21,295,688
Spokane	3	Maxwell Bike Lanes from Augusta to Walnut	\$1,729,494	\$1,470,070	\$22,765,758

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

Agency	Leg district	Title of project	Total project cost	Amount requested	Cumulative total
Yakima	14, 15	Fred Meyer Active Transportation Pathway: Connecting Fred Meyer Shopping Center To West Powerhouse Road Community And To Yakima Greenway, Naches, And William O. Douglas Trail Systems	\$1,630,904	\$1,630,904	\$24,396,662
Kent	33	SR 99 Pedestrian Hybrid Beacon at 24800 to 25000 block	\$621,000	\$559,000	\$24,955,662
Pasco	16	Sylvester Street Overpass Pedestrian/Bicycle Access	\$3,730,000	\$3,357,000	\$28,312,662
Woodinville	45	Eastrail Shared Use Trail and Bridge – Sammamish River Trail to Woodinville Snohomish Road	\$2,250,000	\$2,250,000	\$30,562,662
Kent	33	Meeker Street – Kent Elementary Separated Bikeway	\$2,610,000	\$1,807,000	\$32,369,662
Chelan	12	US 97A Lakeside Trail - Water St to West Woodin Ave	\$3,752,414	\$3,001,931	\$35,371,593
Kenmore	46	80th Ave NE (SR522-NE 185th St) Sidewalk and Bike Lane Project	\$2,469,596	\$2,222,636	\$37,594,229
Tukwila	11	S 119th Street Raised Pedestrian Crossing with RRFB	\$241,577	\$241,577	\$37,835,806
Spokane	3	Lincoln Street Restripe from Summit to Sinto	\$4,022,618	\$3,620,356	\$41,456,162
Granger	15	Granger Roundabout at 3rd Street and SR223 and Associated Pedestrian Improvements	\$3,696,119	\$3,226,300	\$44,682,462
Seattle	37	Pedestrian Scale Lighting in the Chinatown, International District, and Little Saigon neighborhoods of Seattle	\$3,141,000	\$2,556,000	\$47,238,462
Lynnwood	32	Scriber Creek Trail Phase 3	\$12,800,000	\$1,625,000	\$48,863,462
Pateros	12	Highway 97 Pedestrian Crossing & Pathway PBP DDO Project	\$99,219	\$99,219	\$48,962,681
Snohomish County	21	128th St SW: 8 Ave W to Interurban Trail Multimodal Improvements Design	\$4,420,000	\$900,000	\$49,862,681
Wenatchee	12	North Wenatchee Avenue Shared-Use Trail - Phase 1	\$2,154,659	\$2,134,659	\$51,997,340
Walla Walla	16	Poplar Street, 5th to 14th	\$6,751,800	\$1,995,800	\$53,993,140

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

Agency	Leg district	Title of project	Total project cost	Amount requested	Cumulative total
WSDOT Olympic Region	30	SR 99 through City of Milton Pedestrian Improvements - Phase II	\$1,972,063	\$1,972,063	\$55,965,203
Moses Lake	13	Patton Blvd to Grape Drive Shared-Use Trail	\$2,000,000	\$2,000,000	\$57,965,203
DuPont	28	DuPont-Steilacoom Road Shared Use Path	\$2,560,000	\$2,432,000	\$60,397,203
Kenmore	46	73rd Ave NE (NE 192nd St-NE 201st Pl) Sidewalk and Bike Lane Project	\$2,935,910	\$2,642,319	\$63,039,522
Spokane	6	Nevada/Cozza Ped Hybrid Beacon and Bike Lanes	\$929,280	\$882,816	\$63,922,338
Tukwila	11	S 119th Street Sidewalk	\$623,103	\$623,103	\$64,545,441
Tacoma	29	S 84th St Protected Bicycle Lanes	\$2,735,203	\$2,324,922	\$66,870,363
Everett	38	12th St Pedestrian/Bicycle Corridor	\$799,380	\$799,380	\$67,669,743
Richland	8	Downtown Connectivity Improvements	\$15,981,600	\$1,500,000	\$69,169,743
Yakima	14	5th Avenue and D Street Intersection Improvements	\$289,450	\$289,450	\$69,459,193
Stevenson	14	1st Street Overlook & Pedestrian Amenities	\$819,000	\$800,000	\$70,259,193
WSU	9	Orchard Dr./Valley Rd. Grade-Separated Shared Use Paved Path and Intersection and Lighting Improvements PBP Project	\$1,200,000	\$625,000	\$70,884,193
Moxee	15	Faucher Road Sidewalk Improvements	\$610,280	\$610,280	\$71,494,473
WSDOT Olympic Region	27, 30	SR 99 through City of Milton Pedestrian Improvements - Phase I	\$4,037,304	\$4,037,304	\$75,531,777
WSDOT Olympic Region	25	SR 99 at 62nd Ave Pedestrian and Bicycle Project	\$1,567,295	\$1,567,295	\$77,099,072
Clark County	17	NE Covington Road at NE 100th Avenue Pedestrian Project	\$848,610	\$800,000	\$77,899,072
College Place	16	College Place: Whitman Drive & Larch Avenue Reconstruction Project	\$583,250	\$553,250	\$78,452,322
Vancouver	49	Burnt Bridge Creek Trail at NE Hazel Dell Ave Crossing and Sidewalk Improvements	\$793,420	\$500,000	\$78,952,322

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

Agency	Leg district	Title of project	Total project cost	Amount requested	Cumulative total
Bremerton	26	6th Street Re-channelization and Signage Project	\$2,344,200	\$2,344,200	\$81,296,522
Kelso	19	Manasco Dr, 13th Av, Grade St Ped-Bike Safety Improvements 2023	\$795,000	\$795,000	\$82,091,522
Seattle	43	NE 45th St Bridge Non-Motorized Railing and Fencing	\$1,700,000	\$1,700,000	\$83,791,522
Auburn	47	Regional Growth Center Pedestrian Improvements	\$1,194,000	\$800,000	\$84,591,522
Everett	38	California St Bicycle/Pedestrian Corridor	\$1,760,000	\$1,600,000	\$86,191,522
Olympia	22	Downtown to Southeast Trail Network Bike Boulevard PBP Project	\$989,000	\$689,000	\$86,880,522
Shelton	35	Shelton Historic Railroad Trail Project	\$2,000,000	\$1,900,000	\$88,780,522
Spokane	3, 6	Fiske Street Greenway Planning and Design	\$230,000	\$230,000	\$89,010,522
Edmonds/ Shoreline	32	Regional Interurban Trail / SR-104 @ 76th Ave. W / Meridian Ave. N Intersection Bicycle and Pedestrian Improvements: active transportation improvements at a signalized intersection along a section of Regional Interurban Trail	\$2,000,000	\$2,000,000	\$91,010,522
Kitsap County	26	Lund – Harris to Chase	\$4,429,988	\$4,429,988	\$95,440,510
Pierce County	29	159th St. E. (SR-7 to 3rd Ave. Ct. E.)	\$5,411,200	\$2,500,000	\$97,940,510
Whatcom County	42	Marine Dr II - Alderwood Ave to Bridge No. 172 Reconstruction and Bicycle/Pedestrian Facilities	\$746,800	\$746,800	\$98,687,310
Seattle	34	12th Ave SW Neighborhood Greenway from SW Cloverdale St to SW Roxbury St	\$2,615,620	\$1,996,000	\$100,683,310
Cle Elum	13	Second Street Pathway	\$778,910	\$778,910	\$101,462,220
Marysville	44	83rd Avenue NE Ped and Bike Improvements Project	\$1,126,934	\$799,815	\$102,262,035

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

Agency	Leg district	Title of project	Total project cost	Amount requested	Cumulative total
Island County	10	Clinton to Ken's Corner Trail – Construct a paved, 10-foot-wide multi-use non-motorized trail along SR 525 right-of way between the communities of Clinton and Langley from Deer Lake Road to Langley Road	\$10,510,000	\$10,000,000	\$112,262,035
Skagit County	39	Centennial Trail: Big Rock to Clear Lake Elementary (Phase 1 - Coltrin Trailhead to S. Front St)	\$3,740,000	\$2,990,000	\$115,252,035
Walla Walla	16	3rd Avenue South PBP Project	\$1,536,302	\$795,377	\$116,047,412
Lummi Nation Tribe	42	Lummi Shore Pedestrian Improvements, Phase 2, Kwina Road to Haxton Way	\$2,690,000	\$2,190,000	\$118,237,412
Seattle	11	East Marginal Way Corridor Improvement Project – Central Segment	\$10,677,216	\$3,000,000	\$121,237,412
Woodland	20	SR 503/Lewis River Road Pedestrian Bicycle Program Safety Project – Phase 2	\$2,382,000	\$2,352,000	\$123,589,412
Anacortes	40	Guemes Channel Trail: Old Town Link	\$5,606,000	\$5,606,000	\$129,195,412
Snohomish County	21	Interurban Trail Improvements: 167 Pl SW to 160 St SW	\$2,767,000	\$1,913,000	\$131,108,412
Shoreline	32	148th Street Non-Motorized Bridge (Phase 2) PBP Project	\$26,300,000	\$3,000,000	\$134,108,412
Redmond	45, 48	Redmond Central Connector III (RC3)	\$7,500,000	\$1,000,000	\$135,108,412
Kent	47	Pedestrian Hybrid Beacon 14900 Block of SE 272nd Street (SR 516)	\$800,000	\$720,000	\$135,828,412
Spokane Parks & Rec	6	Fish Lake Trail Phase 3 - Rail Bridges and Thorpe Road Connection	\$12,865,000	\$12,865,000	\$148,693,412
West Richland	8	SR224 Pathway	\$1,360,000	\$1,360,000	\$150,053,412
Shoreline	32	Westminster Way (N 145th St – N 153rd St) Shared-Use Path - PBP	\$4,909,112	\$2,450,000	\$152,503,412
Seattle	36, 43	Thomas Street Bikeway Planning	\$480,000	\$480,000	\$152,983,412
Pierce County	29	168th Street East (SR-7 to B St E)	\$4,083,000	\$2,283,000	\$155,266,412
Kirkland	45	NE 124th St Pedestrian Connection Across I-405	\$2,480,000	\$2,232,000	\$157,498,412

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
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Agency	Leg district	Title of project	Total project cost	Amount requested	Cumulative total
Battle Ground	18	SW 20th Avenue Non-Motorized Transportation Improvements	\$1,197,124	\$1,077,412	\$158,575,824
Pasco	9	I-182/Broadmoor Pedestrian Overpass	\$7,615,056	\$6,853,550	\$165,429,374
Shoreline	32	Trail Along the Rail - Ridgecrest Segment (NE 161st St to NE 165th St) Shared-Use Path - PBP	\$3,815,251	\$3,615,251	\$169,044,625
Clark County	49	Highway 99 Pedestrian and Bicycle Safety Improvements Project (Vicinity of NE 102nd Street - Vicinity of NE 104th Street) PBP/Infrastructure	\$1,057,000	\$362,000	\$169,406,625
Spokane	6	Whistalks Way/Randolph Pedestrian Hybrid Beacon	\$726,195	\$726,195	\$170,132,820
Dayton	16	Main Street Safety Action Plan-West End Pedestrian Improvements Project	\$2,615,000	\$2,345,000	\$172,477,820
Bellingham	40	Lincoln Street Phase 1 Pedestrian & Bicycle Safety Improvements	\$1,034,000	\$759,000	\$173,236,820
McCleary	24	Citywide Sidewalk Improvement Project	\$1,065,000	\$1,011,750	\$174,248,570
Seattle	46	NE 130th St Shared Use Path and I-5 On-ramp Pedestrian Crossing Improvements	\$3,068,653	\$2,768,653	\$177,017,223
Bellevue	48	East Bellevue Neighborhood Greenway Project	\$707,300	\$707,300	\$177,724,523
Shoreline	32	145th Street Off-Corridor Bike Network (Westside) Various Treatments - PBP	\$1,043,200	\$903,200	\$178,627,723
Mason County	35	Shelton Matlock Road Bike Lanes Phase 1	\$880,000	\$880,000	\$179,507,723
College Place	16	Myra Rd & Garrison Village Way/Fort Walla Walla Park Signalization Improvement	\$546,000	\$491,400	\$179,999,123
Renton	37	Renton History Museum/ Veterans Memorial Park Access Connections	\$1,745,533	\$1,519,533	\$181,518,656
Black Diamond	5	SR 169 at Park Street Crosswalk and Pedestrian Improvements	\$155,719	\$155,719	\$181,674,375
Tumwater	22	X Street Roundabout	\$3,400,000	\$1,700,000	\$183,374,375

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Agency	Leg district	Title of project	Total project cost	Amount requested	Cumulative total
Pasco	9	Road 76 Overcrossing	\$22,809,060	\$7,600,000	\$190,974,375
Ridgefield	18	Ridgefield Mayor's Meadow Trail - PBP Project	\$4,181,910	\$3,762,000	\$194,736,375
Lake Forest Park	46	SR 104 / 40th Place NE Roundabout, a single lane roundabout providing pedestrian crossings for all legs, improved and more predictable traffic flow through the intersection, adequate sight distance and clear delineation for vehicles and pedestrians, sidewalks, and ADA-compliant enhancements.	\$5,108,971	\$1,262,573	\$195,998,948
North Bend	5	Tanner Trail Extension	\$1,100,000	\$950,400	\$196,949,348
Anacortes	40	R Avenue Long Term Improvements Project - Q Avenue, 30th Street & 29th Street Bike and Pedestrian Improvements	\$2,749,918	\$2,374,918	\$199,324,266
Kirkland	45	Cross Kirkland Corridor (CKC) Crossing at 132nd Ave NE	\$3,217,000	\$2,992,000	\$202,316,266
Spokane Valley	4	S. Barker Rd. Pedestrian & Bicycle Improvements (Sprague Ave. to 4th Ave.)	\$2,049,399	\$1,639,519	\$203,955,785
Burlington	40	Revitalization of Downtown Burlington	\$3,000,000	\$2,500,000	\$206,455,785
Everett	38	Boeing Bicycle Connector: Sievers Duecy Blvd	\$1,638,880	\$1,474,880	\$207,930,665
Port Townsend	24	SR 20 Pedestrian Walkway; Logan Street to Hancock Street	\$1,996,000	\$1,796,400	\$209,727,065
Sumner	31	SR 410 Rivergrove Pedestrian Bridge	\$11,352,000	\$10,800,000	\$220,527,065
Bonney Lake	31	Fennel Creek Trail Segment 3A, Sumner-Buckley Hwy to Church Lake Road	\$5,949,196	\$4,000,000	\$224,527,065

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Agency	Leg district	Title of project	Total project cost	Amount requested	Cumulative total
Fall City Parks & Rec	5	West Side Trail, a paved multiuse trail along SR 202 (SE 40th St. to 334th Pl. SE) improve walking and bicycling safety along SR 202 and linking neighborhoods with important community destinations such as schools, parks, library, downtown Businesses, and the Regional Snoqualmie Valley Trail.	\$2,978,360	\$1,978,360	\$226,505,425
Washougal	18	Evergreen Way Bike Lane	\$1,098,500	\$898,500	\$227,403,925
Airway Heights	4	6th Avenue Multimodal & Complete Street Improvements Project, Craig Road to Russel Road	\$4,728,752	\$2,328,752	\$229,732,677
Wenatchee	12	Lower Sunnyslope Loop Trail Connection - SR 285 Crossing	\$490,000	\$490,000	\$230,222,677
Shoreline	32	Ballinger Way (19th Ave NE - 25th Ave NE) Shared-Use Path - PBP	\$4,559,668	\$2,279,000	\$232,501,677
Sammamish	45	NE Inglewood Hill Rd Sidewalk Gap Completion	\$967,000	\$739,000	\$233,240,677
Poulsbo	23	3rd Avenue Pedestrian and Bike Improvements	\$1,796,000	\$896,000	\$234,136,677
Richland	8	SR-240 Pedestrian Crossing	\$11,944,348	\$5,000,000	\$239,136,677
Mukilteo	21	Mukilteo 5th Street Bike and Pedestrian Project	\$5,006,757	\$4,243,000	\$243,379,677
Everett	38	Boeing Bicycle Connector: 75th St SW	\$1,760,000	\$1,600,000	\$244,979,677
Kirkland	45	Lakeshore Plaza Bicycle Connection	\$1,305,600	\$1,175,040	\$246,154,717
Bainbridge Island	23	Eagle Harbor to Gowen Ped-Bike Safety Improvements	\$2,276,000	\$676,000	\$246,830,717
East Wenatchee	12	S Kansas Ave Pedestrian Improvements	\$700,000	\$700,000	\$247,530,717
Monroe	39	Powell Street Sidewalk Improvements	\$196,800	\$196,800	\$247,727,517
Zillah	15	City of Zillah Pedestrian and Bicycle Citywide Plan	\$100,780	\$98,280	\$247,825,797
Montesano	19	Lake Sylvia Road Sidewalk	\$1,185,000	\$837,000	\$248,662,797

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
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Agency	Leg district	Title of project	Total project cost	Amount requested	Cumulative total
Fircrest	28	44th St and Alameda Ave Sidewalks Extension PBP Project	\$2,254,019	\$1,803,215	\$250,466,012
Tonasket	7	4th Street Sidewalk Connector PBP Project	\$496,445	\$496,445	\$250,962,457
Richland	8	South George Washington Way Pedestrian Access & Safety Improvements	\$2,980,000	\$1,250,000	\$252,212,457
Tieton	14	Elm Street Pedestrian and Bicycle Improvements	\$488,962	\$488,962	\$252,701,419
Connell	9	West Fir Street Pedestrian Improvements	\$654,500	\$654,500	\$253,355,919
Washougal	18	S 27th Street Shared Use Path Project - PBP	\$1,818,000	\$1,594,000	\$254,949,919
Twisp	12	SR-20 Active Transportation PBP Project, Methow River to Blue Star Coffee	\$1,683,772	\$1,683,772	\$256,633,691
Coulee City	12	Walnut Street Sidewalks	\$729,000	\$729,000	\$257,362,691
Stanwood	10	80th Ave NW Reconstruction Phase 1	\$1,000,000	\$780,000	\$258,142,691
Tieton	14	Wisconsin Avenue Improvements	\$551,693	\$551,693	\$258,694,384
Winthrop	12	Highway 20 Multimodal Connection from Rocking Horse Bakery to Spring Creek Bridge PBP DDO Project	\$244,644	\$244,644	\$258,939,028
Ione	7	Main Street from SR 31 to Town Park	\$454,300	\$454,300	\$259,393,328
Waitsburg	16	Harmon Street Sidewalk	\$240,000	\$240,000	\$259,633,328
Grays Harbor County	24	Pacific Beach Main Street Sidewalk Improvements	\$910,000	\$700,000	\$260,333,328
Duvall	45	142nd Pl Sidewalk Phase 2	\$660,000	\$660,000	\$260,993,328
LaCrosse	9	Main St Sidewalks from 1st/2nd to A Street	\$662,600	\$662,600	\$261,655,928
Malden	9	Asphalt Pathway from Palouse Cascades State Park Trail to Main Street	\$1,368,900	\$1,368,900	\$263,024,828
Edmonds	32	236th St. SW Walkway from 150' east of Highway 99 to 76th Ave. W (south side of 236th St. SW)	\$2,000,000	\$330,000	\$263,354,828
Oakesdale	9	Williams Street Sidewalk from 1st to approx 2nd	\$554,700	\$554,700	\$263,909,528

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Agency	Leg district	Title of project	Total project cost	Amount requested	Cumulative total
Auburn*	47, 30, 31	Citywide Uncontrolled Intersection Crosswalk Enhancements	\$765,000	\$765,000	\$264,674,528
Benton County*	16	Jacobs Road CCP (Community Connector Path)	\$5,000,000	\$4,000,000	\$268,674,528
Spokane*	3	Market/Columbia Pedestrian Hybrid Beacon	\$626,667	\$626,667	\$269,301,195

**Asterisk indicates project funded from another source or applicant request to remove project from consideration*

WSDOT CAPACITY-BUILDING INITIATIVE: REACHING MORE PEOPLE IN MORE PLACES

WSDOT conducted outreach in 2021 to encourage new applicants to these two programs, prioritizing contacts with communities that score high on equity criteria WSDOT uses in the application scoring process. This effort produced results, with 69 new city or county applicants and one new tribe applying to the two programs. Additionally, the list of projects recommended for funding includes 11 cities and a tribe that are new to the programs.

Staff review of projects submitted in the last cycle found that projects that ranked high on equity but not on other criteria ranked lower for a variety of reasons. As noted in the [2021 report to the Legislature](#), factors that decreased the competitiveness of these projects relative to others included project quality, safety effectiveness of proposed designs, deliverability, or value. That analysis established the basis for the recommendations in the 2021 report, changes implemented in the 2022 call for projects, and the new Local/Tribal Agency Active Transportation Capacity Building for Project Development assistance initiative proposed for 2023-2025, a line item in the programs' prioritized lists.

Overburdened communities in particular may not have the capacity to develop community plans or projects that incorporate a [Safe System Approach](#) to reduce serious and fatal crashes and provide accessible active transportation for all. As a result, they may not be able to compete effectively for state or federal funds. The programs can do even more to increase benefits to vulnerable populations and increase community ability to compete effectively for funding.

In the 2023-2025 biennium, WSDOT intends to provide responsive capacity building and technical assistance through the Safe Routes to School and Pedestrian/Bicyclist programs to enhance active transportation safety and connectivity. This capacity-building initiative will prioritize the needs of vulnerable populations in overburdened communities, tribes, and public agencies that have not

been successful in previous funding cycles, including those encouraged to apply through targeted outreach in 2021. This work is intended to increase utilization of the program by a greater diversity of jurisdictions. WSDOT will tailor capacity building to the community's context and needs. Potential activities include:

- Developing active transportation plans built on community engagement that identify specific needs, particularly for vulnerable populations and those addressing safety concerns.
- Connecting active transportation planning to updates of other relevant plans (e.g., incorporating findings from the community's ADA transition plan in support of accessible active transportation).
- Developing a prioritized list of fundable projects.
- Developing/designing specific projects.
- Deploying regional collaboration along a corridor that crosses jurisdictional boundaries to identify shared needs and priorities and propose projects for state and/or federal funding.

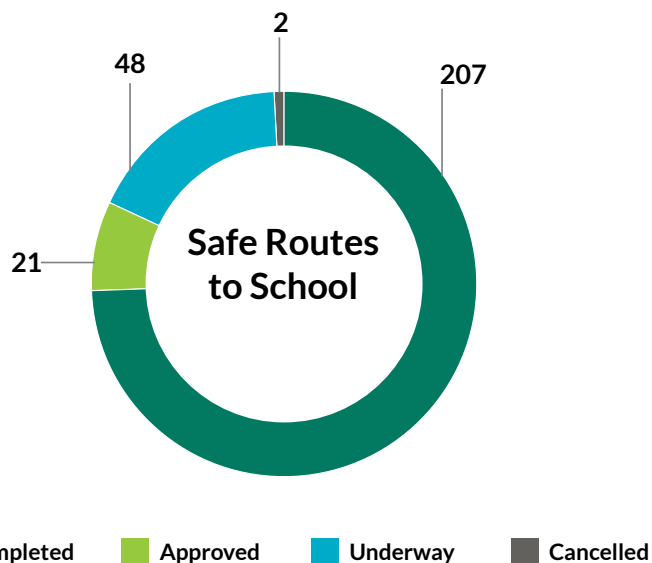
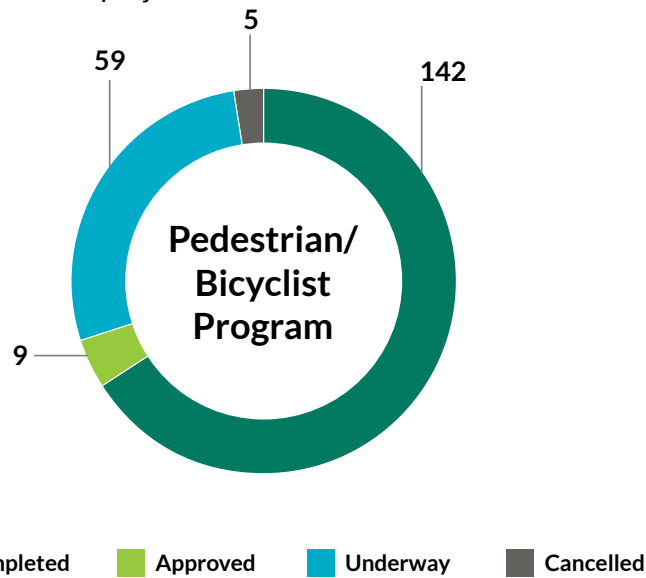
These activities and other capacity building efforts will increase the opportunity for local agencies and tribes to receive funds not only through the Safe Routes to School and Pedestrian/Bicyclist programs, but from other WSDOT grant programs and funding opportunities, other state agencies, and federal competitive grants. This effort will also enhance the quality and value of changes funded through local sources, contributing to overall active transportation network connectivity and safety.

APPENDIX A: PROJECT STATUS

Since 2005 the Safe Routes to School and Pedestrian/Bicyclist Program have funded projects across Washington state.

Since their beginning in 2005, the programs' recipients have completed 349 projects, 74 percent of awarded projects. An additional 107 projects are underway, including some of the 67 projects selected for the 2021-2023 cycle. In the history of the programs, only seven projects have been cancelled.

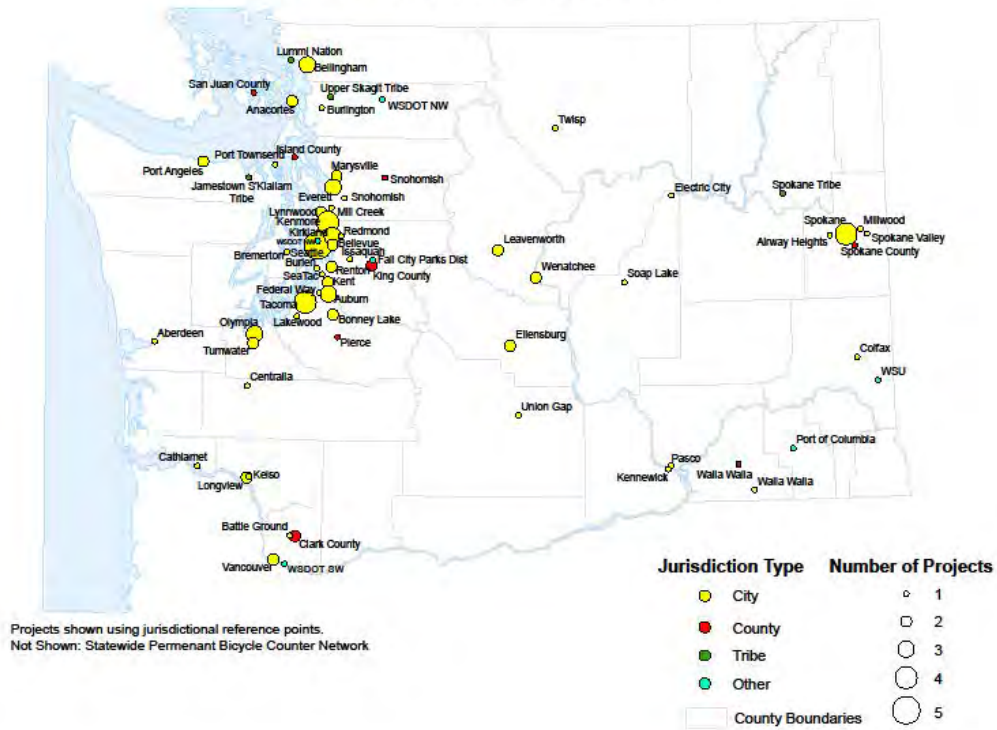
The charts below show the status of projects from 2005-2022.



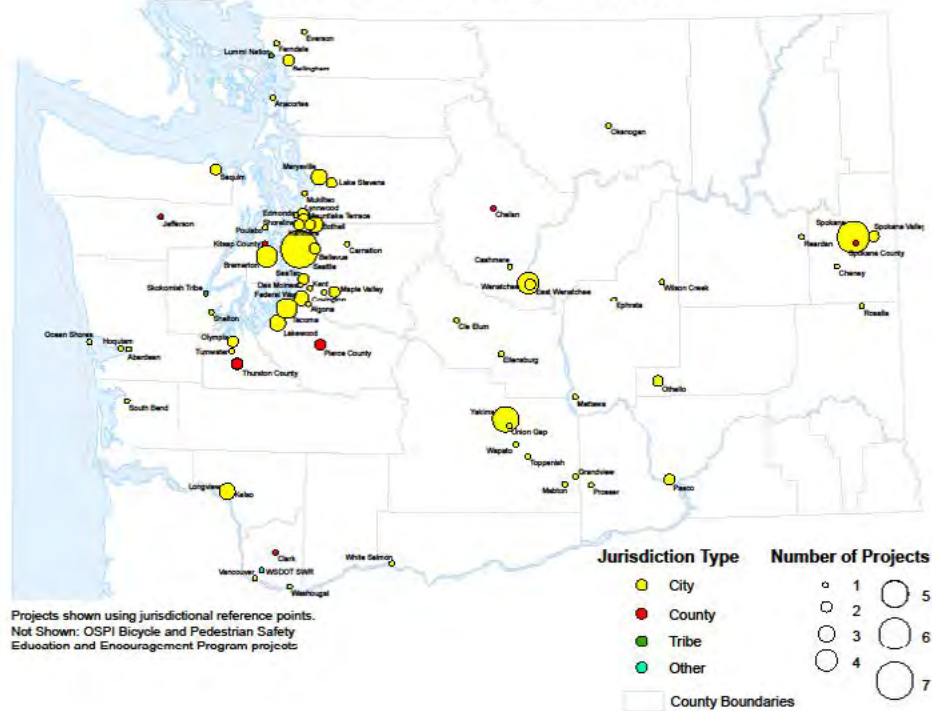
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The maps below show project locations from 2015-2022.

Pedestrian/Bicyclist Program Projects: 2015-2022



Safe Routes To School Program Projects: 2015-2022



Safe Routes to School project status 2013-2022

The table below shows the status of Safe Routes to School projects. Projects documented as complete in prior reports are not included here.

Agency	Status	Title of project	Selection year	Selection amount
Aberdeen	Complete	Stevens Elementary Pedestrian Improvements	2019	\$411,200
Bellevue	Complete	Sherwood Elementary and Interlake High School Non-motorized Safety Improvements	2017	\$778,559
Bellevue	Approved	NE 18th and NE 21st Streets SRTS	2021	\$790,000
Bellingham	Underway	Cordata Safe Routes to School Program	2015	\$778,127
Bellingham	Approved	Parkview Elementary SRTS	2021	\$1,620,000
Bothell	Underway	188th St Non-motorized Improvements	2017	\$672,600
Bremerton	Underway	Kitsap Lake Elementary SRTS	2017	\$1,754,348
Bremerton	Underway	Bremerton School Zone Safety Improvements - Safe Routes to Schools	2019	\$244,000
Bremerton	Approved	View Ridge Elementary - Almira Drive Safe Routes to School Project	2022	\$4,155,000
Cashmere	Underway	2018 Safe Route to School Grant	2019	\$180,268
Chelan County	Underway	South Wenatchee Pedestrian Safety Improvements, Phase II	2015	\$131,600
Clark County	Approved	Hockinson Elementary School Flashers and Crosswalk Project	2022	\$389,000
Cle Elum	Complete	SR 903 and Stafford Street Sidewalk Improvements	2019	\$356,250
Covington	Underway	Timberlane Way Active Transportation	2021	\$555,085
East Wenatchee	Underway	Kenroy Elementary Safe Routes to School	2019	\$1,998,675
East Wenatchee	Underway	Sterling Intermediate Safe Routes to School	2019	\$1,937,791
Edmonds	Underway	Citywide Ped Crossing Enhancements	2017	\$1,490,000

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Agency	Status	Title of project	Selection year	Selection amount
Ephrata	Complete	Flashing beacons, crosswalks, and driver feedback displays	2017	\$50,000
Everson	Underway	SR544 S Everson Sidewalk Improvements	2017	\$497,025
Federal Way	Underway	Lakota Middle School - SW Dash Point Road - Safe Routes to School	2019	\$1,350,000
Federal Way	Approved	16th Ave Non-Motorized Trail	2021	\$1,835,000
Hoquiam	Underway	SR 109/US 101 Bike Lanes and Sidewalks	2021	\$1,440,000
Jefferson County	Underway	SR116 and Cedar Avenue Pedestrian Bike Improvements	2019	\$880,300
Kelso	Approved	Huntington Middle School Safety	2021	\$658,000
Kelso	Approved	Ped and Bicycle Safety Improvements Allen St 225 ft west of N.Kelso Dr to Crescent Dr	2022	\$935,000
Kent	Approved	Safe Routes to School – School Zone Flashers	2022	\$397,800
Kitsap County	Underway	Central Valley Road	2019	\$2,044,637
Lakewood	Underway	Steilacoom Blvd. SW: Weller to Phillips	2015	\$450,000
Lakewood	Underway	Farwest Dr. SW	2021	\$1,336,000
Lakewood	Underway	112th St. SW – Clover Park High School Sidewalk	2021	\$656,000
Longview	Complete	Washington Way / 28th Avenue Pedestrian Hybrid Beacon and illumination	2019	\$180,000
Lummi Indian Nation	Approved	Mackenzie Road Sidewalk	2021	\$200,000
Lynnwood	Underway	College Place Elementary Pedestrian Safety	2021	\$672,300
Lynnwood	Underway	College Place Middle School Crosswalk	2021	\$238,000
Maple Valley	Approved	SR 516 Pedestrian Crossing Enhancement, east of SE Bear Blvd	2022	\$326,250
Marysville	Approved	Shoultes Elementary SRTS	2021	\$394,073

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Agency	Status	Title of project	Selection year	Selection amount
Marysville	Approved	Cascade Elementary SRTS	2021	\$599,089
Mountlake Terrace	Underway	216th and 220th	2019	\$468,194
Mukilteo	Underway	76th and SR525 Pedestrian Improvements	2019	\$1,323,450
Okanogan	Complete	Virginia Grainger Elementary Safe Routes to School	2017	\$452,865
Olympia	Approved	Boulevard Road Trail Crossing and Bike Corridor	2021	\$893,607
OSPI	Complete	Safe Routes to School Bicycle and Pedestrian Safety Education and Encouragement Program	2019	\$1,298,985
Othello	Underway	Ash Street Safety Improvements	2019	\$788,586
Othello	Underway	Scootney & 14th Wahitis Elementary Safety	2021	\$418,500
Pierce Co.	Underway	168th Street East	2021	\$741,000
Pierce Co.	Underway	104th Street East	2021	\$1,336,000
Poulsbo	Underway	Finn Hill Road Shared Use Path	2017	\$800,000
Prosser	Underway	Kinney Way Improvements	2021	\$690,100
SeaTac	Underway	34th Avenue South Safe Routes to School Project	2019	\$2,464,000
Seattle	Complete	Broadview Thomson K-8/Greenwood Ave N Sidewalk	2017	\$700,000
Seattle	Underway	NE 117th St Intersection Redesign and Sidewalk	2019	\$950,000
Seattle	Approved	Greenwood Ave Sidewalks and 1st Ave NW Greenway	2021	\$1,000,000
Seattle	Approved	NE 135th St Greenway and Sidewalk	2021	\$620,000
Sequim	Underway	Safe Routes to Sequim Schools Campus on W. Fir Street	2017	\$231,000
Sequim	Underway	N Sequim Avenue Sidewalk and Bike Lanes	2019	\$1,098,000

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Agency	Status	Title of project	Selection year	Selection amount
Shelton	Approved	SRTS Crosswalk Improvements	2021	\$770,103
Shoreline	Underway	Ridgecrest Elementary Pedestrian Crossing Improvements and School Speed Zone Flashers	2019	\$467,700
Skokomish Tribe	Underway	S.R. 106/Reservation Rd/Tribal Center Rd Sidewalk	2021	\$318,465
South Bend	Underway	Madison Street Sidewalk	2021	\$477,100
Spokane	Underway	Shaw Middle School - Garland Avenue Pathway	2021	\$1,228,528
Spokane	Underway	Bemiss Elementary Walk Route	2021	\$717,635
Spokane	Underway	Finch Elementary Walk Route	2021	\$692,923
Spokane	Underway	Nevada/Joseph Pedestrian Hybrid Beacon	2021	\$485,027
Spokane County	Approved	Otis Orchard Elementary School SRTS Project	2022	\$623,000
Spokane Valley	Approved	Arterial Sidewalk and Bicycle Improvements on Bowdish Road between 12th and 22nd Avenues	2022	\$1,668,500
Swinomish Indian Tribal Community	Underway	Swinomish to La Conner Safe Routes Project	2013	\$744,610
Tacoma	Complete	Mary Lyon Elementary School Safe Routes to School	2019	\$296,174
Tacoma	Underway	Manitou Elementary SRTS	2021	\$543,091
Thurston County	Underway	Olympic View SRTS Enhancement	2017	\$940,000
Thurston County	Approved	Pleasant Glade Elementary Pedestrian Improvements SRTS	2022	\$1,440,000
Toppenish	Underway	2020 Sidewalk Improvements	2019	\$528,300
Vancouver	Approved	NW Neighborhood Connectivity Improvements	2019	\$500,000
Washougal	Underway	Jemtegaard Trail Improvements	2013	\$599,305

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Agency	Status	Title of project	Selection year	Selection amount
Wenatchee	Complete	Lewis and Clark Sidewalk Improvements	2015	\$372,794
Wenatchee	Complete	Middle School Crossing Improvements	2017	\$341,000
Wenatchee	Underway	Methow Street Improvements	2019	\$786,600
Wenatchee	Complete	Miller School Zone & Okanogan Crossing Improvements	2019	\$123,000
WSDOT (Okanogan Co)	Approved	SR 155 Omak East School	2021	\$1,412,700
WSDOT (RTC)	Underway	SR 500/NE Fourth Plain Boulevard	2021	\$1,011,587
Yakima	Underway	McClure Elementary School Vicinity Safety Improvement	2017	\$270,000
Yakima	Underway	Robertson Elementary School Safety	2021	\$510,000

Pedestrian and Bicyclist Program project status 2011-2022

The table below shows the status of Pedestrian and Bicyclist Program projects from 2011 to 2022. Projects documented as complete in prior reports are not included here.

Agency	Status	Title of project	Selection year	Selection amount
Aberdeen	Underway	SR 105 Pedestrian and Bicycle Improvements	2019	\$364,000
Airway Heights	Approved	Airway Heights Craig Road Pedestrian and Bicycle Application	2022	\$721,860
Anacortes	Underway	Commercial Avenue Corridor Plan Phase I: 11th Street to 13th Street	2019	\$1,371,188
Auburn	Underway	Auburn Way S (SR 164) Sidewalk	2021	\$695,000
Auburn	Underway	Riverwalk Drive SE Non-Motorized	2021	\$635,000
Battle Ground	Underway	SR 503 Shared Use Pathway	2017	\$906,707
Bellingham	Underway	Samish-Maple-Ellis Multimodal Safety Improvements	2019	\$1,007,000
Bellingham	Approved	West Illinois Pedestrian & Bicycle Safety Improvements	2022	\$1,357,000
Bonney Lake	Underway	Fennel Creek Trail - Segment 2A	2017	\$1,501,805
Bonney Lake	Underway	Fennel Creek Trail Segment 2B	2019	\$1,079,825
Bremerton	Underway	Naval Ave: 1st St-15th St Pedestrian and Bicycle Enhancements	2019	\$619,400
Burlington	Underway	Burlington 5-Way Pedestrian Intersection	2017	\$800,000
Centralia	Approved	Pedestrian/Bicycle Safety	2021	\$988,000
Clark County	Underway	Highway 99 Pedestrian/Bicycle Improvements	2015	\$725,000
Colfax	Complete	Flashing Crosswalk Warning Signs	2019	\$50,000
Electric City	Underway	Electric City Shoreline Waterfront Trail Project	2019	\$672,410
Everett	Underway	W Marine View Dr. and Alverson Blvd Pedestrian Safety	2015	\$400,200

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2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

Agency	Status	Title of project	Selection year	Selection amount
Everett	Underway	Everett Citywide Bicycle Wayfinding	2021	\$373,090
Fall City Metropolitan Parks District	Underway	West Side Trail	2015	\$180,000
Federal Way	Underway	S 288th St Road Diet - Military Rd S to 34th Ave S	2021	\$1,000,000
Jamestown S'Klallam	Underway	ODT Old Olympic Highway to Blyn Road- Design Only	2019	\$105,282
Jefferson County	Underway	Quilcene Complete Streets Project	2013	\$884,165
Kelso	Underway	Pedestrian and Bike Safety	2021	\$929,000
Kenmore	Underway	Juanita Drive Pedestrian and Bicycle Improvements	2017	\$525,600
Kenmore	Underway	Juanita Drive NE Pedestrian and Bicycle Improvements Project	2019	\$2,000,000
Kenmore	Underway	61st Ave NE Sidewalk	2021	\$1,364,265
Kenmore	Underway	Wayfinding and Connectivity Improvements	2021	\$306,047
Kent	Underway	Rectangular Rapid Flash Beacons	2021	\$1,163,588
Kent	Approved	Pedestrian Hybrid Beacon (PHB) on 108th Ave SE at the Kent Panther Lake Library (20600 block)	2022	\$875,420
King Co.	Underway	Renton Avenue South Sidewalks - Phase III	2021	\$2,000,000
King County	Underway	Renton Avenue Sidewalks - Phase 3	2017	\$590,000
Kirkland	Underway	Rose Hill Greenway Network Implementation & Enhancement - 128th Ave NE Greenway + NE 75th & 120nd Ave NE Raised Intersection	2019	\$692,000
Lacey	Underway	College Street Corridor - Phase 1	2011	\$1,750,000
Lakewood	Underway	Pine St. Sidewalk and Pedestrian Crossing	2021	\$883,000
Leavenworth	Complete	Gustav's Crosswalk (US 2 Crosswalks)	2015	\$222,500

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

Agency	Status	Title of project	Selection year	Selection amount
Leavenworth	Complete	LINK Crossing (US 2 Crosswalks)	2015	\$281,000
Longview	Complete	Pacific Way Trail Crossing Improvements	2019	\$270,000
Lummi Nation	Complete	Lummi Shore Drive Sidewalk	2015	\$615,000
Lynnwood	Underway	Scriber Creek Trail Improvements Project Phase 1	2017	\$675,000
Lynnwood	Underway	Scriber Creek Trail	2021	\$1,750,000
Marysville	Approved	80th St NE Non-Motorized	2021	\$498,252
Olympia	Underway	Legion Way Improvements	2019	\$795,680
Olympia	Approved	4th Avenue and Plum Street Pedestrian and Bike Improvements PBP Project	2022	\$1,269,000
Omak	Underway	Main Street/SR 215 & SR 155 Complete Street Project	2013	\$340,425
Pasco	Underway	Sylvester Street Safety	2021	\$2,675,800
Pierce County	Underway	Parkland Community Trail	2019	\$425,000
Port Angeles	Underway	Waterfront and Olympic Discovery Trail: Valley Creek - 10th & Milwaukee	2015	\$200,000
Port Angeles	Underway	Lincoln Street Safety Improvements	2019	\$1,285,000
Port of Columbia	Underway	Dayton to Waitsburg Multi-Use Path	2019	\$637,000
Port Townsend	Underway	Discovery Road Two-Way Cycletrack	2019	\$1,442,082
Renton	Underway	Lake Washington Loop Trail	2015	\$426,000
Renton	Underway	Lake Washington Loop Trail - Phase 3	2017	\$430,000
San Juan County	Underway	San Juan County Bike Counters	2019	\$47,100
SeaTac	Approved	Airport Station Area Pedestrian Improvements - 32nd Avenue South, South 176th Street, and South 180th Street	2022	\$3,000,000

THE PEDESTRIAN/ BICYCLIST AND SAFE ROUTES TO SCHOOL PROGRAMS
2023-2025 PRIORITIZED PROJECT LIST AND PROGRAM UPDATE

Agency	Status	Title of project	Selection year	Selection amount
Seattle	Underway	35th Ave SW & SW Graham St Crossing Improvements	2019	\$544,000
Seattle	Underway	Martin Luther King Jr. Way S Protected Bike Lane	2021	\$1,800,000
Seattle	Underway	State Route 99/Aurora Ave N Planning	2021	\$1,500,000
Soap Lake	Underway	Daisy Street Pedestrian Crossing Improvements	2019	\$63,400
Spokane	Complete	Ben Burr Trail Crossing Improvements	2019	\$1,033,150
Spokane	Underway	Greene/Carlisle Crosswalk	2021	\$1,278,861
Spokane Valley	Approved	Sprague Avenue Pedestrian Hybrid Beacon – Appleway Trail connection from City Hall to Balfour Park	2022	\$556,000
Tacoma	Underway	Fawcett Avenue: South 19th to South 21st	2017	\$1,013,290
Tacoma	Complete	S 19th and Clay Huntington	2019	\$613,193
Tacoma	Underway	S Cedar Street Active Transportation	2021	\$1,166,630
Tumwater	Underway	Capitol Blvd Corridor, Israel Rd to M St Design	2019	\$1,056,000
Twisp	Underway	North End SR20 Pedestrian / Bike Path	2019	\$1,340,484
Union Gap	Underway	Main Street Pedestrian Crossing	2021	\$393,009
Upper Skagit Indian Tribe	Underway	The Nookwa-Chahbsh Lane Pedestrian & Parking Safety Improvement Project	2019	\$705,000
Vancouver	Underway	Devine Road Bicycle and Pedestrian Safety Improvements	2019	\$489,000
Vancouver	Underway	Columbia Street Safety and Mobility	2021	\$986,904
Walla Walla	Underway	Isaacs Avenue Improvements – Division St to Link St	2017	\$865,720

APPENDIX B: PROGRAM COMMITMENTS TO EQUITY

Existing equity application criteria

The statewide Active Transportation Plan identified equity analysis as essential for prioritizing safety investments. The analysis found disproportionately high rates of serious and fatal crashes involving people walking, rolling, or bicycling in neighborhoods with higher proportions of low-income households and those with higher proportions of people who are Black, Indigenous, or people of color.

Equity and safety go hand in hand when communities make active transportation improvements. A 2019 analysis of all Pedestrian/Bicyclist and Safe Routes projects found a 36-44 percent decrease in bicyclist and pedestrian crashes at project sites.

Because of this, the plan set a goal of awarding 40 percent Pedestrian/Bicyclist and Safe Routes to School funds to communities with a high equity need.

Additionally, WSDOT has long incorporated equity criteria in its evaluation of Pedestrian/Bicyclist and Safe Routes project applications. By using equity and safety for 60 percent of a project's score, WSDOT addresses both current population characteristics and traffic-safety outcomes. Specifics are in [Current application processes and equity analysis](#).

Broadly, of the 281 incorporated cities and towns in Washington, 125 have applied and received funding as of 2021. Of the 39 counties, 20 have applied and received funding. Of the 29 federally recognized tribes, 5 have applied and received funding. Communities that have not applied are those with higher proportions of people who have disabilities or low incomes—the very people who may be most reliant on active transportation and safe access to transit.

Meeting new equity requirements under Move Ahead Washington

The Legislature passed the [Move Ahead Washington](#) transportation package during its 2022 session. Governor Inslee signed Move Ahead Washington into law March 25, 2022. With Move Ahead Washington, the Legislature invested \$5.41 billion of [Climate Commitment Act](#) revenues over 16 years in a variety of transportation projects and programs. This includes \$1.29 billion for walking and biking projects and programs over the next 16 years from the newly created Climate Active Transportation Account.

Move Ahead Washington sets goals of directing a minimum of 35 percent of funding from the Climate Active Transportation Account to address the needs of vulnerable populations in overburdened communities, with 10 percent providing a benefit to tribal communities ([ESSB 5974, Sec. 104\(1\)](#)).

WSDOT's outreach and technical assistance for the Safe Routes to School and Pedestrian/Bicycle programs is ongoing. Staff intensified efforts beginning in January 2022, following through on changes identified in a [report to the Legislature](#) in December 2021. To align with funding cycles, WSDOT developed criteria for project evaluation well before passage of Move Ahead Washington in March 2022. As a result, the application process in this cycle could not completely incorporate requirements for Climate Active Transportation Account funding. Despite this, projects recommended for funding between the two programs exceed the target percentages.

WSDOT evaluated projects for equity scoring consistent with what WSDOT had communicated to agencies during the outreach phase and while the call for projects was open. WSDOT's equity scoring approach discussed above and later in this report incorporates census data

for poverty, race, and disability. This is consistent with several definitions of vulnerable populations under Move Ahead Washington and the [Healthy Environment for All \(HEAL\) Act](#).

In preparing the analysis under [Progress on equity requirements](#), WSDOT evaluated the list of projects recommended for funding in the two programs separately and combined to identify whether they met Move Ahead Washington goals. To do this, WSDOT identified overburdened communities as those in a location with a score of 9 or 10 on the Department of Health Environmental Health Disparities Map or in tribal areas identified in the Geographic Information System data WSDOT maintains based on data from the US Census modified with direct input from tribal governments.

Results for the 2023-25 project cycle

Safe Routes to School

- Out of 165 applications, 64 total ranked in the top half of points for equity (15 or 20 percent consideration), more than 37 percent of all applications.
- Of these, 23 applications make up 62.1 percent of the 37 projects recommended for funding.
- 42 of the 165 applications received the top ranking in the Safe Routes to School equity review where the percentage of students reported in the equity categories were in the top quintile of applicant schools or the project involved tribal lands. Of the 37 projects recommended for funding, 19 (51.3 percent) are in this top quintile.

Pedestrian/Bicyclist Program

- Out of 144 applications, 81 ranked in the top half of points for equity (15 or 20 percent consideration), more than 56 percent of all applications.
- Of these, 23 applications make up almost 85 percent of the 27 projects recommended for funding.
- 53 of the 144 applications ranked a 9 or 10 on the socioeconomic and disability rankings in the Washington Tracking Network Environmental

Health Disparities Map or involve tribal lands. Of the 27 projects recommended for funding, 16 (59 percent) are in this category

Combined

- Out of 309 applications 145 total ranked in the top half of points for equity, more than 46 percent of all applications.
- Of these, 46 applications make up 71.8 percent of the 64 projects recommended for funding.

95 of the 309 applications were in the highest equity ranking for the programs; 35 of these make up 54.68 percent of the projects recommended for funding.

APPENDIX C: UPDATES ON PROGRAM IMPROVEMENT RECOMMENDATIONS

This section provides an update on implementation of recommendations from the [2021 report to the legislature](#).

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

- **Increased funding** – Move Ahead Washington significantly increased funding levels for years to come. The number of applications and level of funding requested increased in step, leaving the programs still able to fund around 23 percent of the total amount requested.
- **Capacity-building needs** – Will expand technical assistance through the capacity-building initiative.

Improve information sharing and training for jurisdictions

- **Information sharing** – Increased communication about the programs. Held introductory and in-depth webinars to walk jurisdictions through the application process.
- **Training and support** – Provided a high-level workshop on best practices in project design.
- **Capacity-building needs** – Will provide additional training and support in the capacity-building initiative.

Assist with jurisdictions' project planning and prioritization

- **Improve project planning and prioritization** – Added a development/design-only phase with state funding as an option in the Safe Routes to School program to fill the pipeline with projects that can apply for construction funding in future. Coordinated 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.

- **Capacity-building needs** – Will develop new data analysis that will assist jurisdictions with overburdened communities and vulnerable populations in identifying locations with high levels of need. Planning/prioritization will be included in the capacity-building initiative.

Improve jurisdictions' project management capacity

- **Continue fact-finding** – Will continue to engage with organizations representing jurisdictions to identify specific and actionable recommendations to improve project management capacity.
- **Capacity-building needs** – Identified concepts through outreach in 2021 that will contribute to the capacity-building initiative.

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

- **Identify equity data sources** – Encouraged applicants to use the Department of Health Washington Tracking Network to identify and consider projects in locations that will score high on equity. Provided equity analysis with the safety and crash data analysis provided to agencies.
- **Capacity-building needs** – Will provide targeted technical assistance and develop toolkits and templates for design selection, cost estimating, and scheduling.

Adjust selection criteria

- **Equity weighting** – Increased weighting of equity consideration.
- **Comparing apples to apples** – Grouped applicants of similar size/type and score them relative to each other for project cost, population, and other characteristics.

- **No match for low-cost projects** – Eliminated availability of matching funds as an element of consideration for those applying for projects below \$800,000.
- **Capacity-building needs** – As part of the capacity-building initiative, will work with partners to develop coordinated plans, priorities, and proposed timelines for improvements on state routes in particular. This will support Safe Routes to School and Pedestrian/ Bicyclist Program applications and complement the Connecting Communities Pilot Program and implementation of the Complete Streets directive.

APPENDIX D: PROGRAM BENEFITS TO OVERBURDENED COMMUNITIES AND VULNERABLE POPULATIONS NOW AND IN THE FUTURE

Move Ahead Washington lists requirements for Climate Active Transportation Account-funded projects to provide direct and meaningful benefits to vulnerable populations within the boundaries of overburdened communities.

Active transportation projects and safety education programs directly provide the following benefits listed in Move Ahead Washington (ESSB 5974, Sec. 104(1) and (2)) by supporting safe walk/bike facilities and mode shift that contributes to reductions in vehicle miles traveled:

- Direct reduction of environmental burdens in overburdened communities.
- Reduction of disproportionate, cumulative risk from environmental burdens, including those associated with climate change.
- Focus on creating environmental benefits, including eliminating health burdens, creating community and population resilience, and raising the quality of life of those in the community.

The Safe Routes to School and Pedestrian and Bicyclist programs application process asks questions to establish that projects meet the following requirements:

- Support of community led project development, planning, and participation costs.
- Meeting a community need identified by the community that is consistent with the intent of this chapter or RCW 70A.02.010.

Scoring process and equity criteria for the programs incorporate information to address the following requirements:

- Direct benefits and programs to target vulnerable populations and overburdened communities to reduce statewide disparities.
- Make investments and benefits roughly proportional to the health disparities that a specific community experiences, with a goal of eliminating the disparities.
- Make an effort to balance investments and benefits across the state and within counties, local jurisdictions, and unincorporated areas as appropriate to reduce disparities by location and to ensure efforts contribute to a reduction in disparities that exist based on race or ethnicity, socioeconomic status, or other factors.

WSDOT proposes capacity-building work as an initiative in 2023-2025 to deepen local agency and WSDOT understanding of the transportation needs of vulnerable populations in overburdened communities and to develop fundable projects to address those needs. This should result in a higher number and proportion of projects that prioritize these needs over the next 16 years and beyond. For more information about the initiative, refer to “Capacity-building initiative.”

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
ESSB	Engrossed Substitute Senate Bill
OSPI	Office of Superintendent of Public Instruction
RCW	Revised Code of Washington
SSB	Substitute Senate Bill
WSDOT	Washington State Department of Transportation

WEBSITES FEATURED

<u>ESSB 5689</u>	<u>https://lawfilesexternal.wa.gov/biennium/2021-22/Pdf/Bills/Session%20Laws/Senate/5689-S.SL.pdf?q=20220719151133</u>
<u>SSB 5165</u>	<u>https://lawfilesexternal.wa.gov/biennium/2021-22/Pdf/Bills/SessionLaws/Senate/5165-S.SL.pdf</u>
<u>ESSB 5974</u>	<u>https://lawfilesexternal.wa.gov/biennium/2021-22/Pdf/Bills/SessionLaws/Senate/5974-S.SL.pdf</u>
<u>Active Transportation Plan</u>	<u>https://wsdot.wa.gov/construction-planning/statewide-plans/active-transportation-plan</u>
<u>2017 National Household Travel Survey 2021 report to the Legislature</u>	<u>https://nhts.ornl.gov/</u> <u>https://wsdot.wa.gov/sites/default/files/2021-11/2021-Bike-Ped-SRTS-Report_0.pdf</u>
<u>Practical Solutions</u>	<u>https://wsdot.wa.gov/engineering-standards/advancing-practical-solutions</u>
<u>RCW 47.04.300</u>	<u>https://app.leg.wa.gov/rcw/default.aspx?cite=47.04.300</u>
<u>Safe System Approach</u>	<u>https://www.transportation.gov/NRSS/SafeSystem</u>
<u>Move Ahead Washington</u>	<u>https://lawfilesexternal.wa.gov/biennium/2021-22/Pdf/Bills/SessionLaws/Senate/5975-S.SL.pdf</u>
<u>Climate Commitment Act</u>	<u>https://lawfilesexternal.wa.gov/biennium/2021-22/Pdf/Bills/SessionLaws/Senate/5126-S2.SL.pdf?q=20221028151023</u>

MORE INFORMATION

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ENGLISH

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

ESPAÑOL

Notificación de Título VI al Público

La política del Departamento de Transporte del Estado de Washington (Washington State Department of Transportation, WSDOT) es garantizar que ninguna persona, por motivos de raza, color u origen nacional, según lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964, sea excluida de la participación, se le nieguen los beneficios o se le discrimine de otro modo en cualquiera de sus programas y actividades. Cualquier persona que considere que se ha violado su protección del Título VI puede presentar una queja ante la Oficina de Equidad y Derechos Civiles (Office of Equity and Civil Rights, OECR) del WSDOT. Para obtener más información sobre los procedimientos de queja del Título VI o información sobre nuestras obligaciones contra la discriminación, comuníquese con el coordinador del Título VI de la OECR al (360) 705-7090.

Información de la Ley sobre Estadounidenses con Discapacidades (ADA, por sus siglas en inglés)

Este material puede estar disponible en un formato alternativo al enviar un correo electrónico a la Oficina de Equidad y Derechos Civiles a wsdotada@wsdot.wa.gov o llamando a la línea sin cargo 855-362-4ADA(4232). Personas sordas o con discapacidad auditiva pueden solicitar la misma información llamando al Washington State Relay al 711.

한국어 – KOREAN

제6조 관련 공지사항

워싱턴 주 교통부(WSDOT)는 1964년 민권법 타이틀 VI 규정에 따라, 누구도 인종, 피부색 또는 출신 국가를 근거로 본 부서의 모든 프로그램 및 활동에 대한 참여가 배제되거나 혜택이 거부되거나, 또는 달리 차별받지 않도록 하는 것을 정책으로 하고 있습니다. 타이틀 VI에 따른 그/그녀에 대한 보호 조항이 위반되었다고 생각된다면 누구든지 WSDOT의 평등 및 민권 사무국(OECR)에 민원을 제기할 수 있습니다. 타이틀 VI에 따른 민원 처리 절차에 관한 보다 자세한 정보 및/또는 본 부서의 차별금지 의무에 관한 정보를 원하신다면, (360) 705-7090으로 OECR의 타이틀 VI 담당자에게 연락해주시십시오.

미국 장애인법(ADA) 정보

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русский – RUSSIAN

Раздел VI Общественное заявление

Политика Департамента транспорта штата Вашингтон (WSDOT) заключается в том, чтобы исключить любые случаи дискриминации по признаку расы, цвета кожи или национального происхождения, как это предусмотрено Разделом VI Закона о гражданских правах 1964 года, а также случаи недопущения участия, лишения льгот или другие формы дискриминации в рамках любой из своих программ и мероприятий. Любое лицо, которое считает, что его средства защиты в рамках раздела VI были нарушены, может подать жалобу в Ведомство по вопросам равенства и гражданских прав WSDOT (OECR). Для дополнительной информации о процедуре подачи жалобы на несоблюдение требований раздела VI, а также получения информации о наших обязательствах по борьбе с дискриминацией, пожалуйста, свяжитесь с координатором OECR по разделу VI по телефону (360) 705-7090.

Закон США о защите прав граждан с ограниченными возможностями (ADA)

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tiếng Việt - VIETNAMESE

Thông báo Khoản VI dành cho công chúng

Chính sách của Sở Giao Thông Vận Tải Tiểu Bang Washington (WSDOT) là bảo đảm không để cho ai bị loại khỏi sự tham gia, bị từ khước quyền lợi, hoặc bị kỳ thị trong bất cứ chương trình hay hoạt động nào vì lý do chủng tộc, màu da, hoặc nguồn gốc quốc gia, theo như quy định trong Mục VI của Đạo Luật Dân Quyền năm 1964. Bất cứ ai tin rằng quyền bảo vệ trong Mục VI của họ bị vi phạm, đều có thể nộp đơn khiếu nại cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng (OECR) của WSDOT. Muốn biết thêm chi tiết liên quan đến thủ tục khiếu nại Mục VI và/hoặc chi tiết liên quan đến trách nhiệm không kỳ thị của chúng tôi, xin liên lạc với Phó Trí Viên Mục VI của OECR số (360) 705-7090.

Thông tin về Đạo luật Người Mỹ tàn tật (Americans with Disabilities Act, ADA)

Tài liệu này có thể thực hiện bằng một hình thức khác bằng cách email cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng wsdotada@wsdot.wa.gov hoặc gọi điện thoại miễn phí số, 855-362-4ADA(4232). Người điếc hoặc khiếm thính có thể yêu cầu bằng cách gọi cho Dịch vụ Tiếp âm Tiểu bang Washington theo số 711.

العربية - ARABIC

العنوان 6 إشعار للجمهور

تتمثل سياسة وزارة النقل في ولاية واشنطن (WSDOT) في ضمان عدم استبعاد أي شخص، على أساس العرق أو اللون أو الأصل القومي من المشاركة في أي من برامجها وأنشطتها أو الحرمان من الفوائد المتاحة بموجبها أو التعرض للتمييز فيها بخلاف ذلك، كما هو منصوص عليه في الباب السادس من قانون الحقوق المدنية لعام 1964. ويمكن لأي شخص يعتقد أنه تم انتهاك حقوقه التي يكفلها الباب السادس تقديم شكوى إلى مكتب المساواة والحقوق المدنية (OECR) التابع لوزارة النقل في ولاية واشنطن. للحصول على معلومات إضافية بشأن إجراءات الشكاوى وأو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب السادس في مكتب المساواة والحقوق المدنية على الرقم 705-7090 (360).

معلومات قانون الأمريكيين ذوي الإعاقة (ADA)

يمكن توفير هذه المواد في تنسيق بديل عن طريق إرسال رسالة بريد إلكتروني إلى مكتب المساواة والحقوق المدنية على wsdotada@wsdot.wa.gov أو عن طريق الاتصال بالرقم المجاني: 855-362-4ADA (4232). يمكن للأشخاص الصم أو ضعاف السمع تقديم طلب عن طريق الاتصال بخدمة Washington State Relay على الرقم 711.

中文 - CHINESE

《权利法案》Title VI公告

<華盛頓州交通部(WSDOT)政策規定，按照《1964年民權法案》第六篇規定，確保無人因種族、膚色或國籍而被排除在WSDOT任何計畫和活動之外，被剝奪相關權益或以其他方式遭到歧視。如任何人認為其第六篇保護權益遭到侵犯，則可向WSDOT的公平和民權辦公室(OECR)提交投訴。如需關於第六篇投訴程式的更多資訊和/或關於我們非歧視義務的資訊，請聯絡OECR的第六篇協調員，電話(360) 705-7090。

《美国残疾人法案》(ADA)信息

可向公平和民權辦公室發送電子郵件wsdotada@wsdot.wa.gov或撥打免費電話 855-362-4ADA(4232)，以其他格式獲取此資料。听力丧失或听觉障碍人士可拨打711联系Washington州转接站。

Af-soomaaliga - SOMALI

Ciwaanka VI Ogeysiiska Dadweynaha

Waa siyaasada Waaxda Gaadiidka Gobolka Washington (WSDOT) in la xaqiijiyo in aan qofna, ayadoo la cuskanaayo sababo la xariira isir, midab, ama wadanku kasoo jeedo, sida ku qoran Title VI (Qodobka VI) ee Sharciga Xaquuqda Madaniga ah ah oo soo baxay 1964, laga saarin ka qaybgalka, loo diidin faa'iidooyinka, ama si kale loogu takoorin barnaamijyadeeda iyo shaqooyinkeeda. Qof kasta oo aaminsan in difaaciisa Title VI la jebiyay, ayaa cabasho u gudbin kara Xafiiska Sinaanta iyo Xaquuqda Madaniga ah (OECR) ee WSDOT. Si aad u hesho xog dheeraad ah oo ku saabsan hanaannada cabashada Title VI iyo/ama xogta la xariirta waajibbaadkeena ka caagan takoorka, fadlan la xariir Iskuduwaha Title VI ee OECR oo aad ka wacayso (360) 705-7090.

Macluumaadka Xeerka Naafada Marykanka (ADA)

Agabkaan ayaad ku heli kartaa qaab kale adoo iimeel u diraa Xafiiska Sinaanta iyo Xaquuqda Madaniga ah oo aad ka helayso wsdotada@wsdot.wa.gov ama adoo wacaaya laynka bilaashka ah, 855-362-4ADA(4232). Dadka naafada maqalka ama maqalku ku adag yahay waxay ku codsan karaan wicitaanka Adeega Gudbinta Gobolka Washington 711.

If you have difficulty understanding English, you may, free of charge, request language assistance services by calling 360-704-6386 or email us at: wsdotactive@wsdot.wa.gov

ESPAÑOL – SPANISH

Servicios de traducción

Aviso a personas con dominio limitado del idioma inglés: Si usted tiene alguna dificultad en entender el idioma inglés, puede, sin costo alguno, solicitar asistencia lingüística con respecto a esta información llamando al 360-704-6386, o envíe un mensaje de correo electrónico a: wsdotactive@wsdot.wa.gov

한국어 – KOREAN

번역 서비스

영어로 소통하는 것이 불편하시다면 360-704-6386, 으로 전화하시거나 다음 이메일로 연락하셔서 무료 언어 지원 서비스를 요청하실 수 있습니다: wsdotactive@wsdot.wa.gov

русский – RUSSIAN

Услуги перевода

Если вам трудно понимать английский язык, вы можете запросить бесплатные языковые услуги, позвонив по телефону 360-704-6386, или написав нам на электронную почту: wsdotactive@wsdot.wa.gov

tiếng Việt – VIETNAMESE

các dịch vụ dịch thuật

Nếu quý vị không hiểu tiếng Anh, quý vị có thể yêu cầu dịch vụ trợ giúp ngôn ngữ, miễn phí, bằng cách gọi số 360-704-6386, hoặc email cho chúng tôi tại: wsdotactive@wsdot.wa.gov

العَرَبِيَّةُ – ARABIC

خدمات الترجمة

إذا كنت تجد صعوبة في فهم اللغة الإنجليزية، فيمكنك مجاناً طلب خدمات المساعدة اللغوية عن طريق الاتصال بالرقم 360-704-6386 أو مراسلتنا عبر البريد الإلكتروني: wsdotactive@wsdot.wa.gov

中文 – CHINESE

翻译服务

如果您难以理解英文，则请致电：360-704-6386，或给我们发送电子邮件：wsdotactive@wsdot.wa.gov，请求获取免费语言援助服务。

Af-soomaaliga – SOMALI

Adeegyada Turjumaada

Haddii ay kugu adag tahay inaad fahamtid Ingiriisida, waxaad, bilaash, ku codsan kartaa adeegyada caawimada luuqada adoo wacaaya 360-704-6386 ama iimayl noogu soo dir: wsdotactive@wsdot.wa.gov