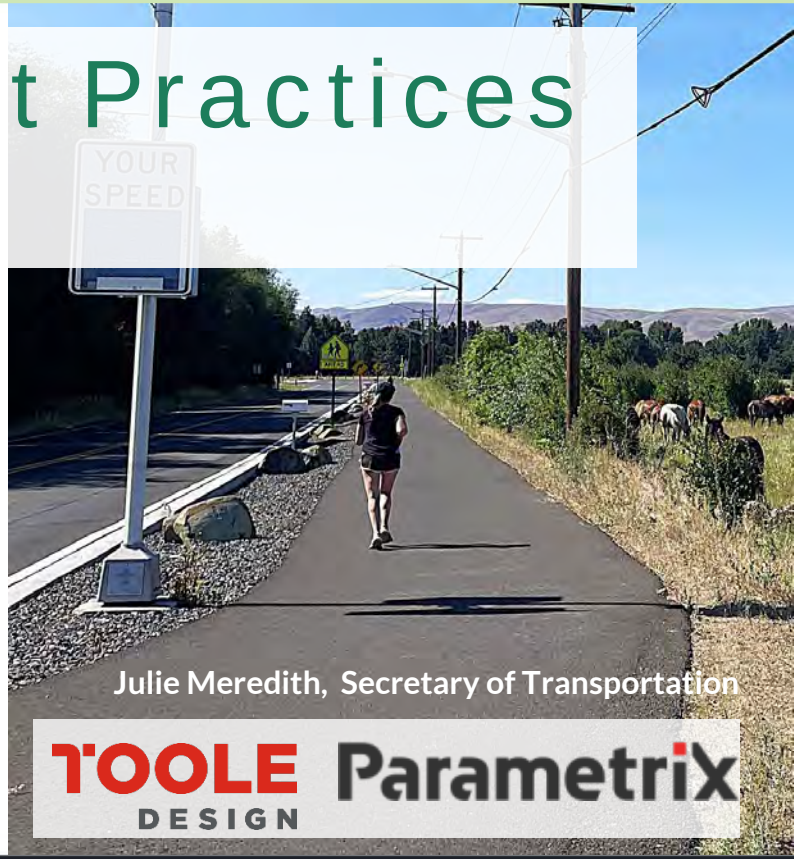
Focus Topics & Best Practices

ATP Training Session 2



Active Transportation Assistance Program (ATAP)
WSDOT Active Transportation Division
July 31, 2025

Today's Session

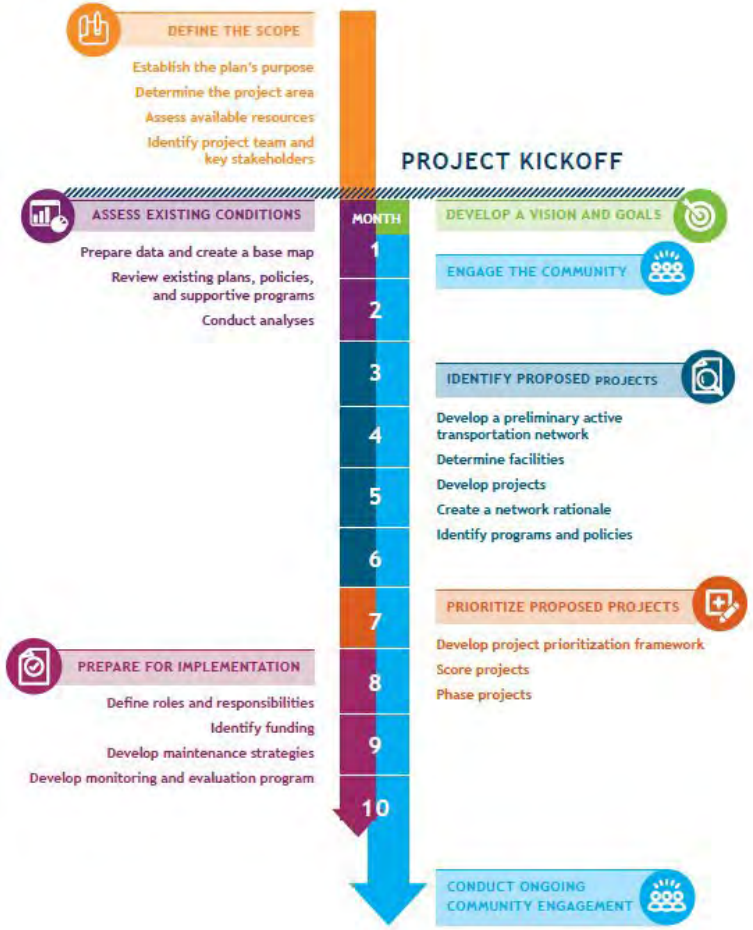
- ✓ Recap of Active Transportation Plan (ATP) elements
- ✓ Priority Outcomes
  - o Safety
  - o Equity
- ✓ Focus topics
  - o Community engagement
  - o Data analysis
  - o Project implementation
- ✓ Questions and Answers

WA State Active Transportation Plan

- ✓ First statewide active transportation plan adopted in 2021.
- ✓ Set a goal of building partnerships to improve networks across boundaries.
- ✓ In funding programs, WSDOT uses a criterion around community engagement that checks for project in local plans.

ATPs Overview

- ✓ Active Transportation Plans are most commonly developed for local jurisdictions and regions.
- ✓ ATPs are used to outline vision and goals/strategies, document existing conditions, and identify programs, policies, and infrastructure improvements.
- ✓ They can be stand-alone pedestrian, bicycle, or active transportation plans or incorporated into other planning efforts.



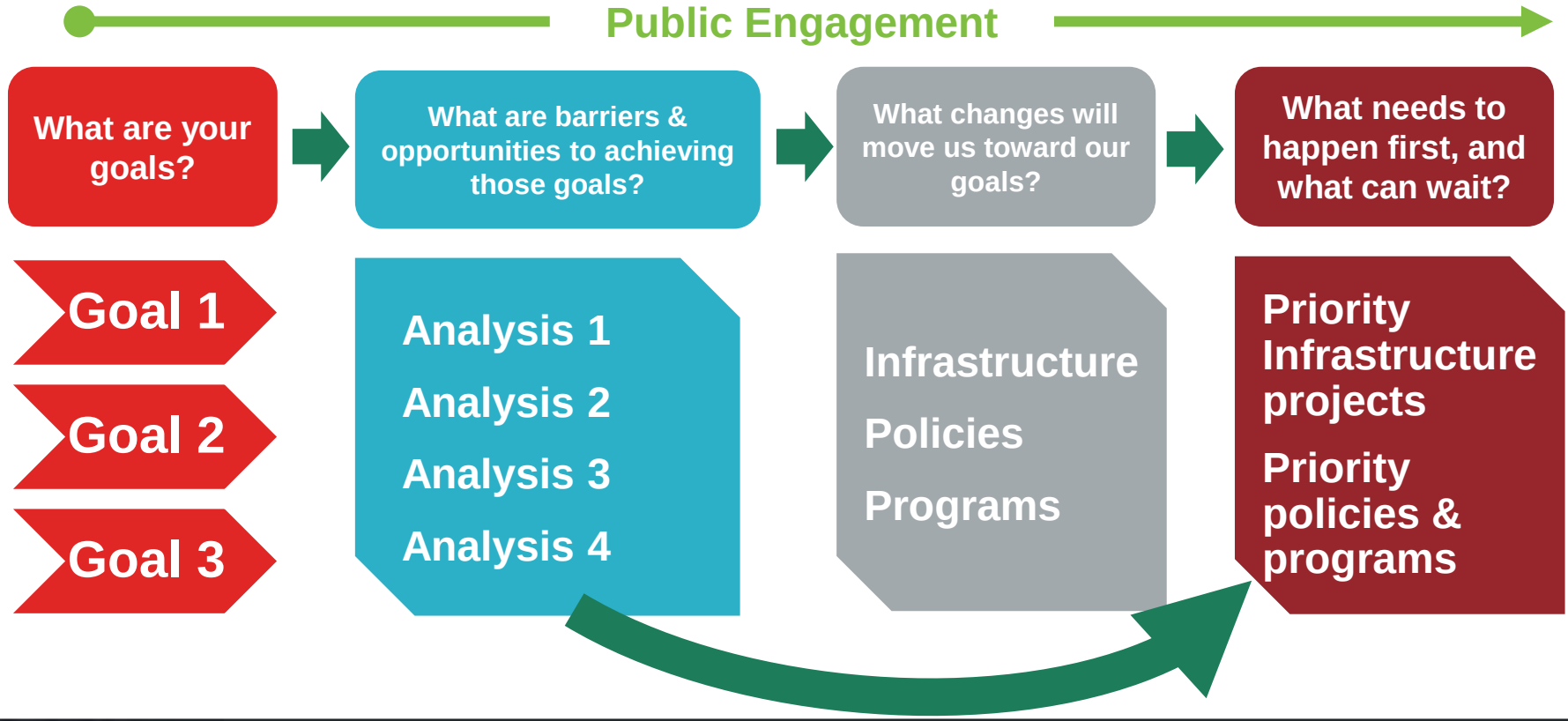
ATP Benefits and Challenges

- **Benefits:**
  - Meets state comprehensive planning and other requirements
  - Builds additional capacity for planning active modes
  - Positions projects for funding by aligning priorities

- **Challenges:**
  - Requires resources and expertise to conduct planning process
  - Major planning efforts can be less feasible for small towns/rural areas

Creative, practical strategies can adapt planning processes for resource constraints and different environments.

ATP Framework



Priority Outcome: Safety

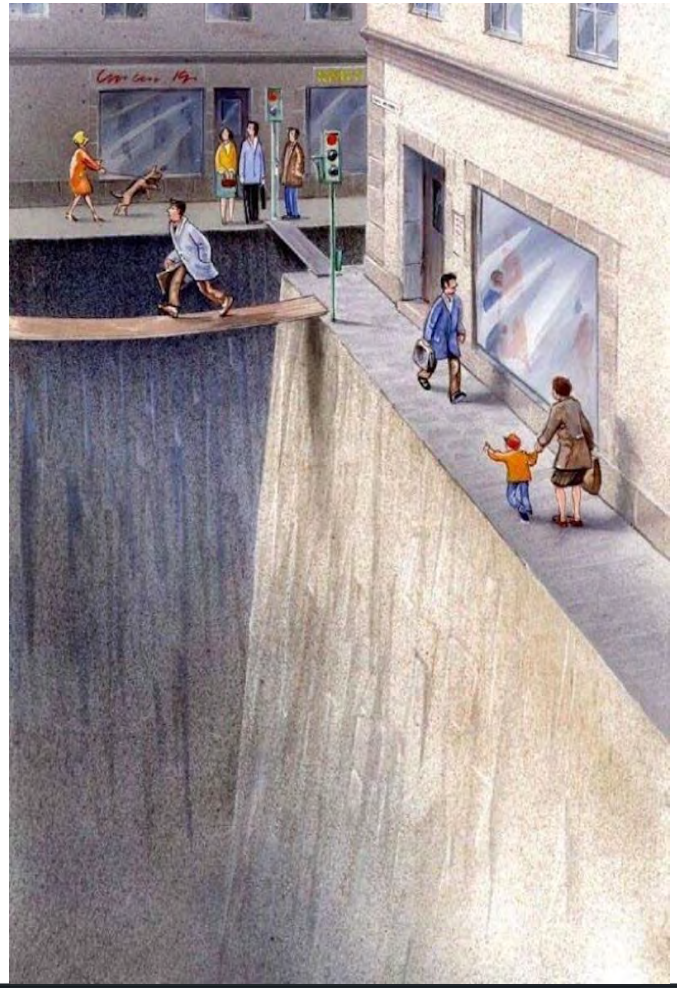
State Transportation Safety Goals

“Provide for and improve the safety and security of transportation customers, and of the transportation system.”

WA Statewide Transportation Goals
RCW 47.04.280

Active Travel Safety

- There are often gaps in pedestrian and bicyclist networks.
- High motor vehicle traffic volumes and speeds on adjacent roads have safety impacts.
- Pedestrian and bicyclist facilities may lack features to safely and comfortably accommodate people with disabilities, older adults, children and youth, and caregivers.

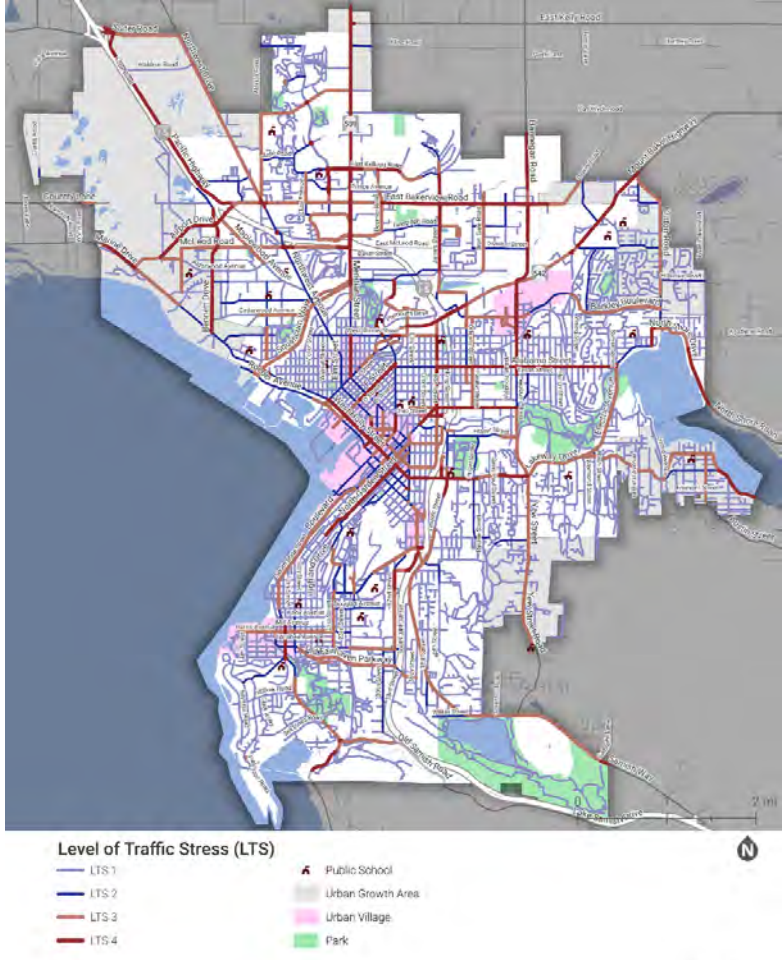


Source: Illustration by Karl Jilg

Safety and LTS

Level of Traffic Stress (LTS)	Characteristics
1	Suitable for all ages and abilities; children could walk or bike here independently. Separated and/or barrier-protected.
2	Comfortable for most adults, including most adults experiencing disabilities. Some separation, no barrier.
3	Tolerable for enthusiastic and/or confident adults. Little space, no separation.
4	Only used by highly confident people, or those with no alternative. No dedicated space, no separation

Source: WSDOT



Source: City of Bellingham

Building for Low Traffic Stress

LTS 1
Buffered and Wide

LTS 2
6' or Greater

LTS 3
Minimum 5'

LTS 4
No Sidewalk

LTS 1
Separated Bike Lane

LTS 2
Buffered Bike Lane

LTS 3
Striped Bike Lane

LTS 4
No Bike Lane

Source: WSDOT

Priority Outcome: Equity

Equity and Active Travel

EQUALITY:
Everyone gets the same – regardless if it's needed or right for them.

EQUITY:
Everyone gets what they need – understanding the barriers, circumstances, and conditions.

Source: Robert Wood Johnson Foundation

Incorporating Equity in Plans

Source: Toole Design

Addressing Equity

- Nondrivers (not operating a motor vehicle as their primary mode of transportation)
- People with Lower Incomes
- Black, Indigenous, and People of Color
- People with Disabilities
- Older Adults
- Children and Youth
- Caregivers

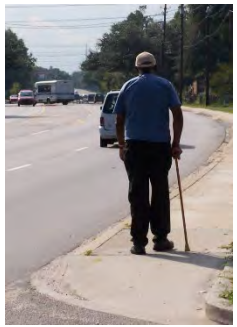


Image Sources: King County Metro, Toole Design

Addressing Nondrivers

Challenges and Barriers	How addressed in ATPs
CONNECTIVITY GAPS: Lack of good active transportation options to everyday destinations.	Support mixed land use designations and promote the co-location of services and amenities.
	Provide safer, direct, connected, and comfortable pedestrian and bicyclist networks and facilities.
	Prioritize pedestrian and bicycle connections to transit hubs and everyday destinations.
	Prioritize infrastructure improvements for walking and bicycling in areas with high concentrations of households with zero motor vehicles and high equity need areas.

Addressing People with Disabilities & Older Adults

Challenges & Barriers	How addressed in ATPs
LAND USE: Local land use context, especially in rural areas may limit independent mobility for people with disabilities and older adults.	Support mixed land use designations and promote the co-location of services and amenities.
PACE & RESTING NEEDS: People with mobility disabilities and older adults may walk at a slower pace and/or need places to pause and rest.	Provide longer walk signal cycle lengths and pedestrian refuge islands in areas near hospitals, rehabilitation centers, social services, and senior centers. Provide benches, especially on hills.

Addressing People with Disabilities & Older Adults

Challenges & Barriers	How addressed in ATPs
MOBILITY DISABILITIES: People with mobility disabilities and older adults may have difficulty negotiating curbs, uneven surfaces, stairs, and accessing public transportation.	Provide accessible infrastructure, such as curb ramps, elevators, and buses that have a ramp to enter in a wheelchair. Separated bicycle lanes and shared use paths serve bicyclists and people using wheelchairs or mobility devices.
VISION IMPAIRMENT: People with vision impairment may have difficulty at street crossings, stairs, and curvy sidewalks.	Provide detectable warning strips, perpendicular curb ramps, audible pedestrian signals, and straight sidewalks when possible.

Addressing Children & Youth

Challenges and Barriers	How addressed in ATPs
COGNITIVE ABILITIES: Children have different cognitive abilities than adults, e.g., difficulty judging safe gaps in traffic, lack of experience and skills to anticipate driver errors.	Reduce motor vehicle traffic volumes and speeds with traffic calming, provide high visibility and signalized crossing enhancements, provide pedestrian refuges for multilane crossings.
PHYSICAL VULNERABILITY: Children are more vulnerable than adults to crashes, especially with larger vehicle size.	Promote smaller vehicle size, side guards for municipal and contractor vehicle fleets, and use countermeasures to improve visibility of people walking and bicycling.

Addressing Children & Caregivers

Challenges & Barriers	How addressed in ATPs
TRAVEL PATTERNS: Often travel during off-peak hours and to multiple destinations such as: • Schools, Daycare, and Parks • Transit Stops • Medical Centers • Grocery Stores	Prioritize safer, connected active transportation facilities and traffic calming measures to destinations frequented by children and caregivers.
CAREGIVERS: Children are often accompanied by caregivers.	• Wider walkways and bikeways to accommodate side by side walking and riding. • Curb ramps for strollers. • Resting places such as benches.

Community Engagement

Community engagement

Why?

Understand community members' values, goals, concerns, and priorities.

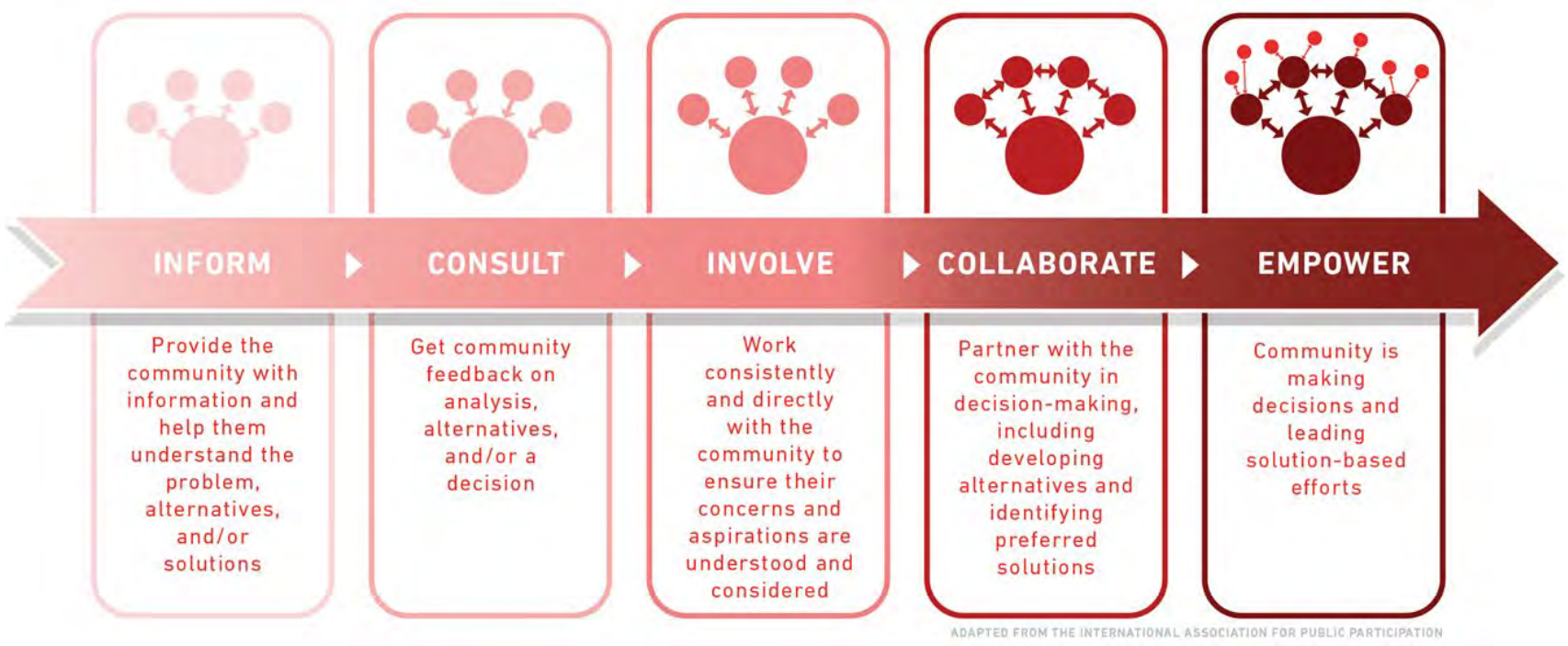
How?

Meet community members where they are. Focus resources on reaching those who have highest needs.

Source: Toole Design

See WAC 365-196-600 for comprehensive plan participation requirements.

Community Engagement Spectrum

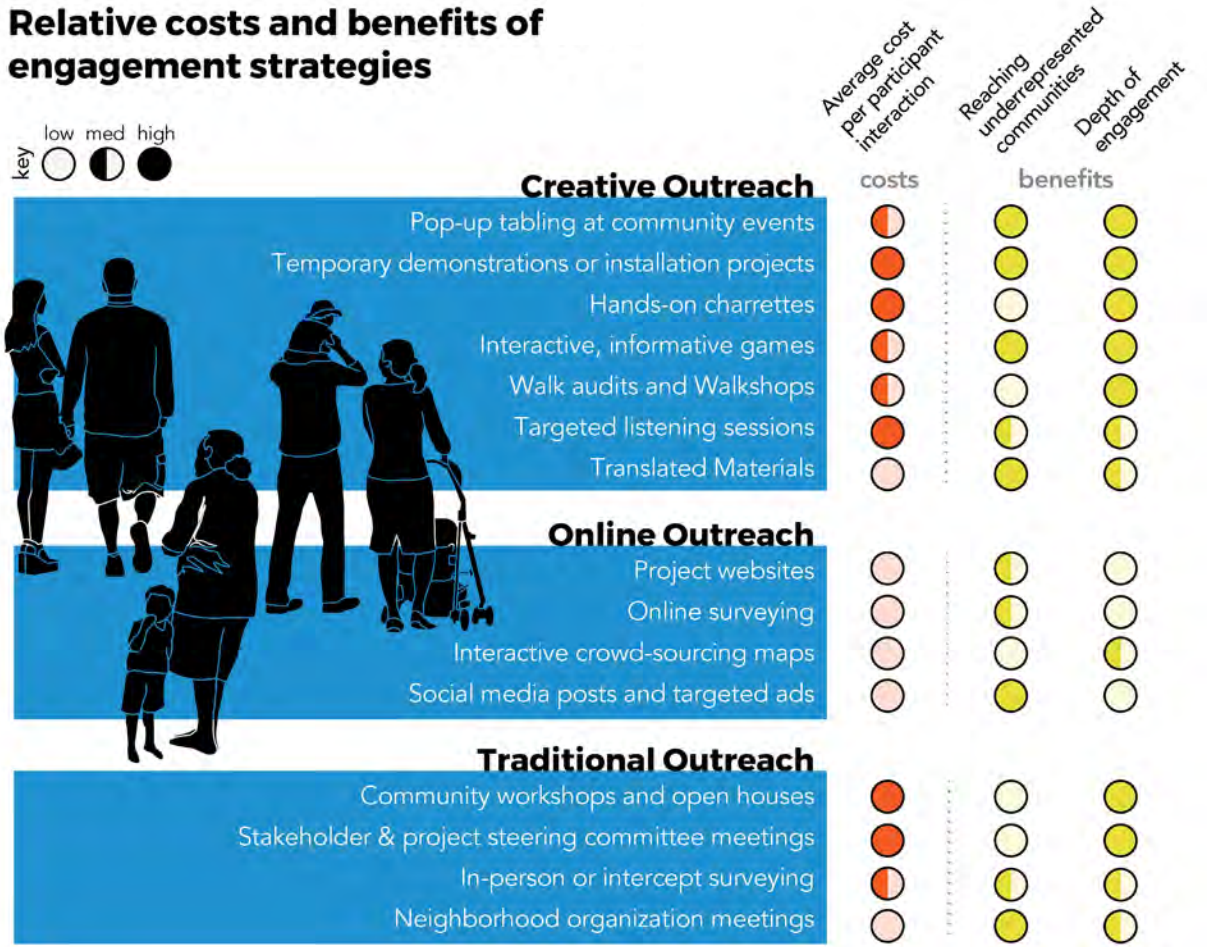


Source: Creating Healthy Communities Community Engagement Plan Template

Community Engagement

Source: Toole Design

Engagement Strategies



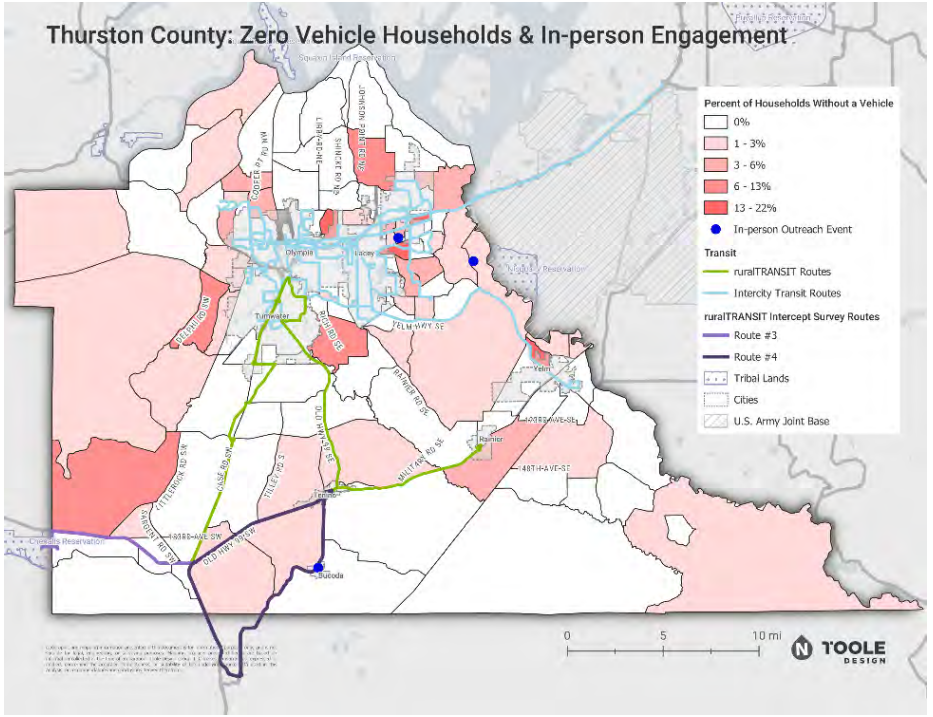
Source: Toole Design

Small City Engagement

Drive and walk audit

Community open house

Intercept Surveys



Source: Toole Design

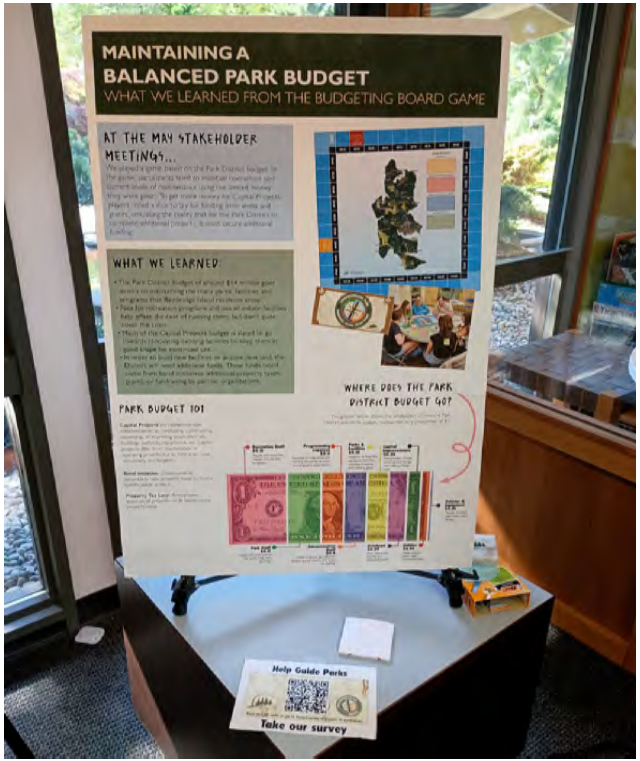
“Appreciate how they give out a flashing light key chain to help the bus driver know you’re there.

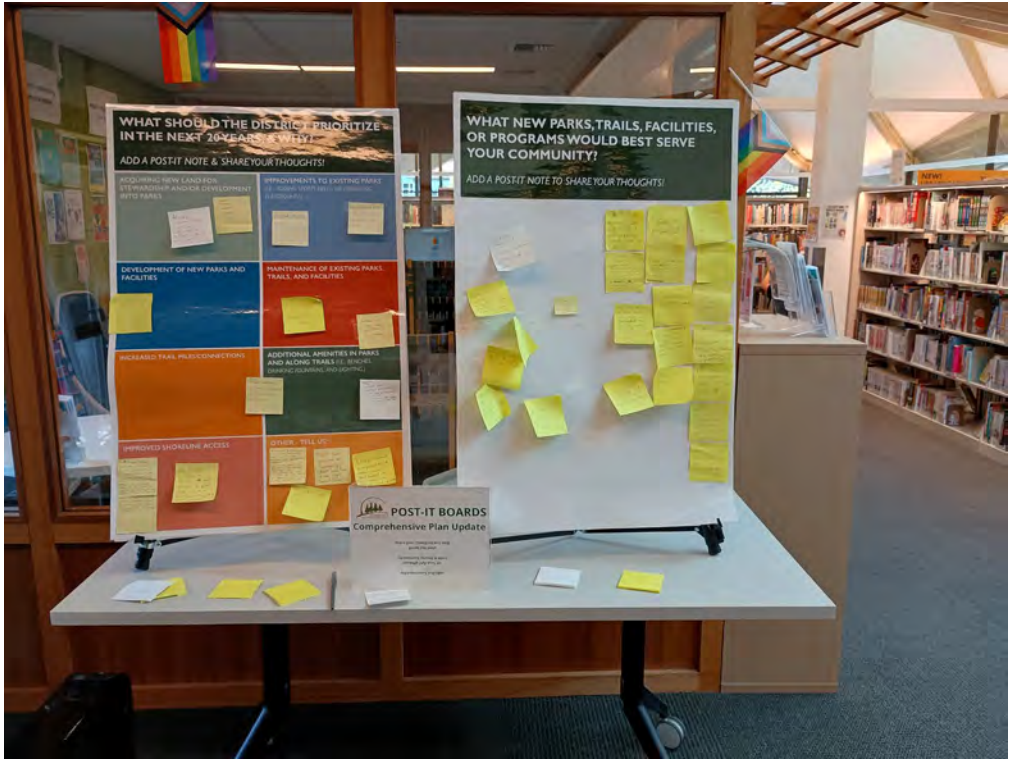
“It’s scary when you’re walking on a road without a sidewalk and hear a car coming. You hope they see you and aren’t drunk. See a lot of crosses along the road where there have been crashes.”

“The Park and Ride doesn’t feel safe. There are stolen cars. It’s not a good place to wait. I’m the only one walking to this location.”

"People come up right next to you to see how close they can be to you, it’s scary. People should have to dim lights at bicyclists at night because it’s hard to see.”

Displays and Input Stations





Source: Toole Design

Quantitative Data Analysis

Threading it all Together

Public Engagement

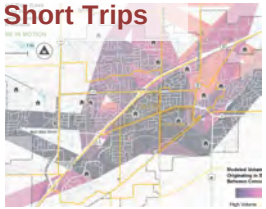
What are your goals?

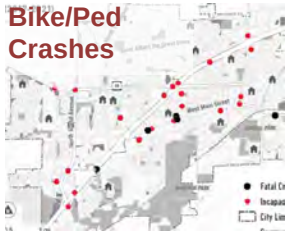
What are barriers & opportunities to achieving those goals?

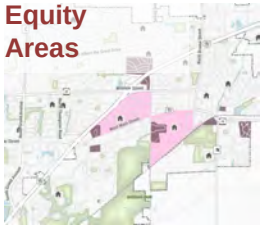
What changes will move us toward goals?

What needs to happen first, and what can wait?

- Increase Walking and Biking
- Improve Safety
- Promote Equity







Infrastructure projects

Policies

Programs

Data Resources

Data Base	Data Source	When to use the data?
Active Transportation Level of Traffic Stress on State Highways	WSDOT	Developing Network Recommendations Inform Project Prioritization.
Crash Data Portal	WSDOT	Identifying locations for safety improvements.
Sandy Williams Connecting Community Equity Needs Viewer	WSDOT	Identifying high equity need areas, potential engagement locations, identifying areas with concentrations of pedestrian and bicycle crashes.
Demographic Data	US Census	Identifying high equity need areas and underrepresented perspectives from community engagement efforts by comparing engagement demographics to census block demographics.

Trip Potential and Crossing Needs

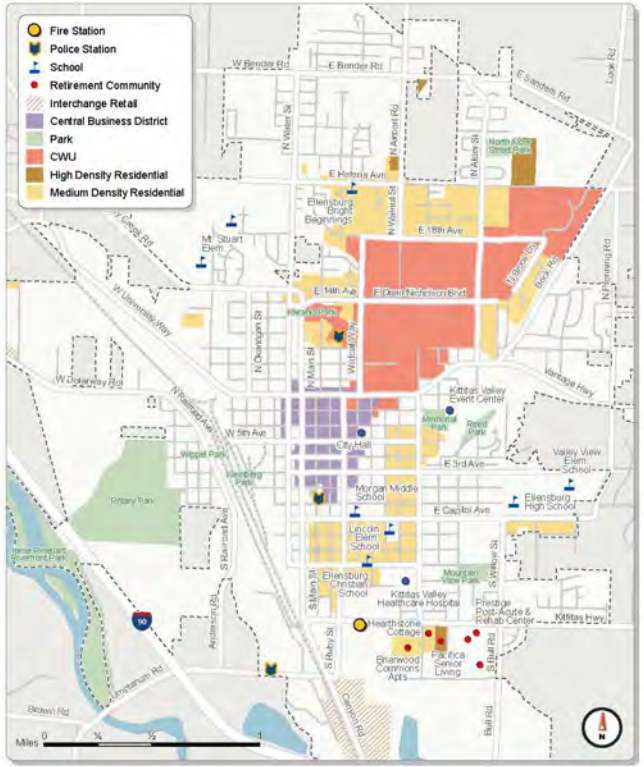


Figure 4 - Key Destinations

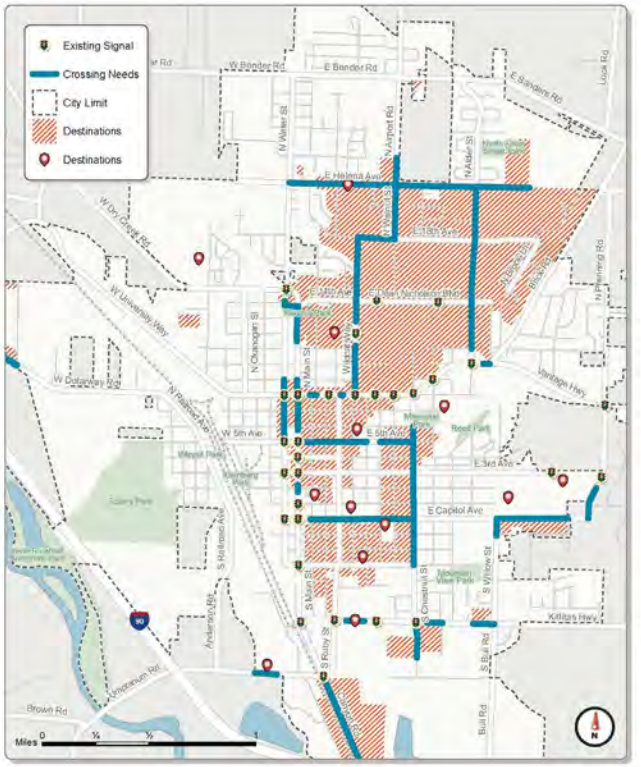
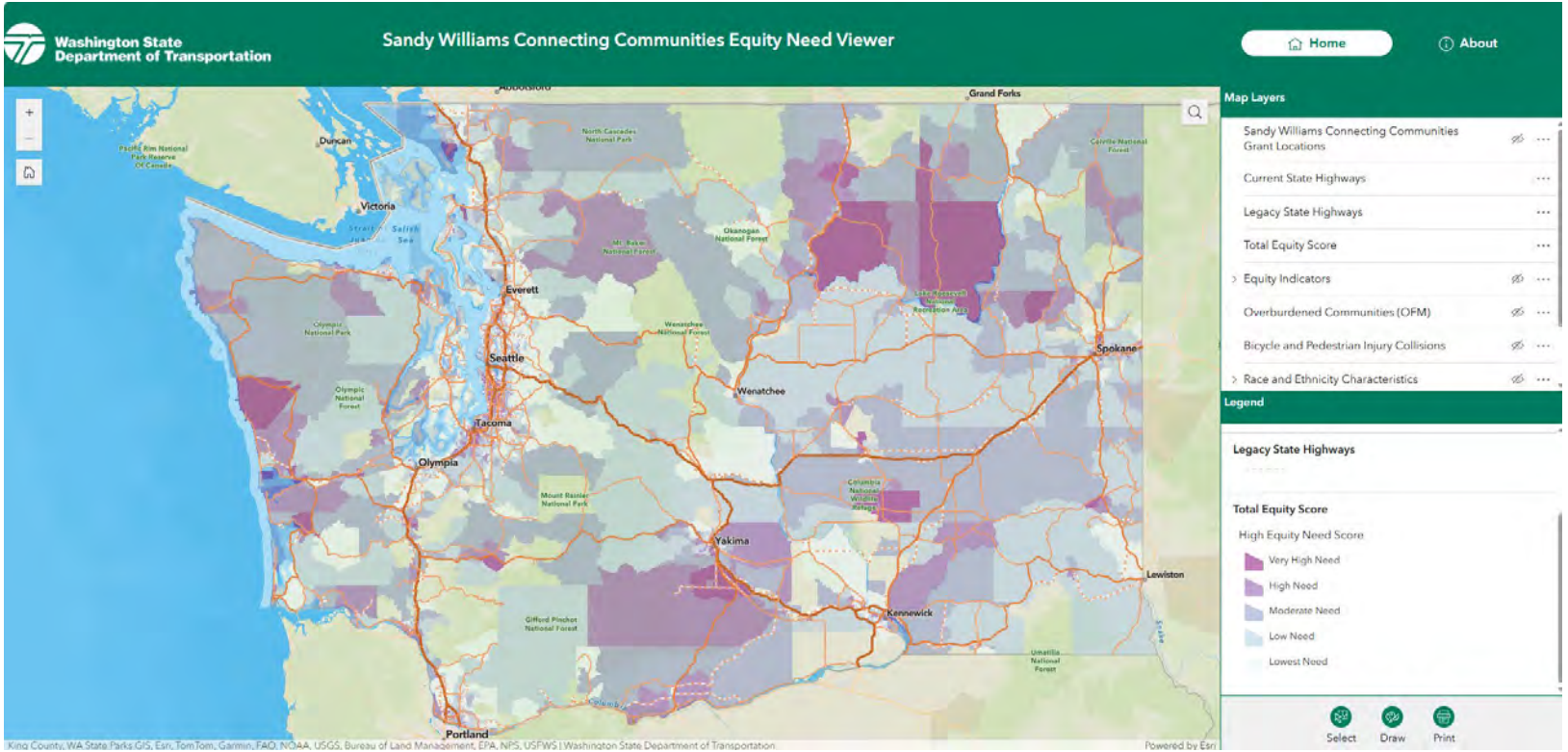


Figure 7 - Crossing Needs

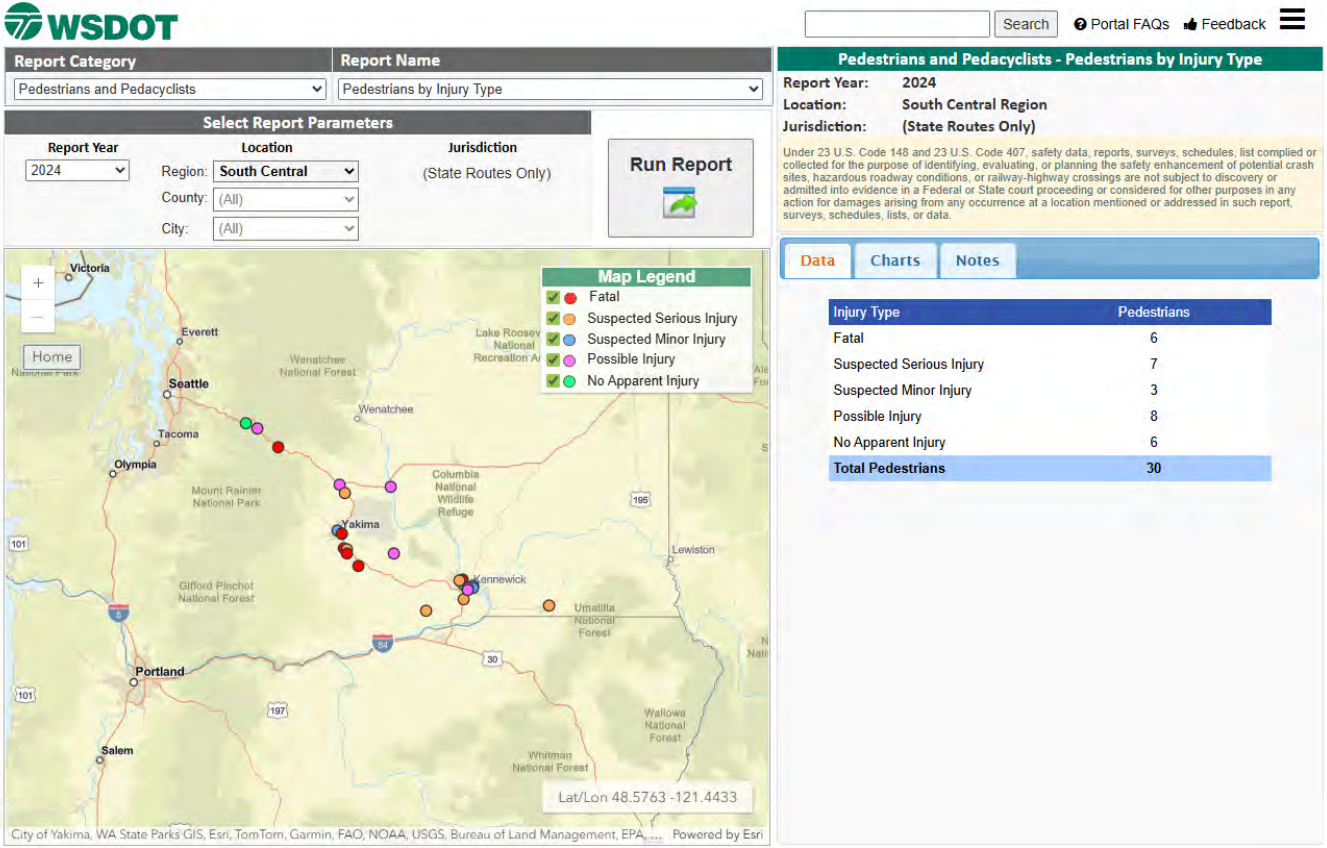
Source: City of Ellensburg, Active Transportation Plan (2020)

Equity Analysis

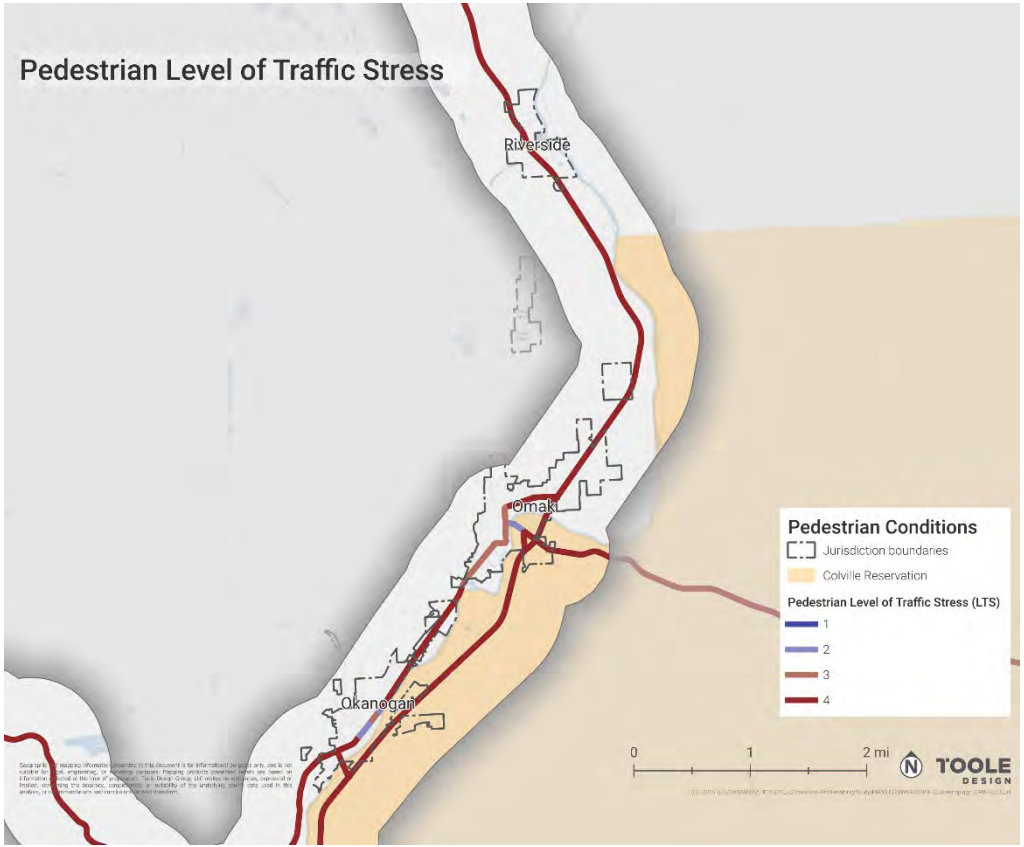


WSDOT Safety Analysis

Safety Data


WSDOT
Search
Portal FAQs
Feedback
Report Category
Pedestrians and Pedacyclists
Report Name
Pedestrians by Injury Type
Select Report Parameters
Report Year
2024
Location
Region: South Central
County: (All)
City: (All)
Jurisdiction
(State Routes Only)
Run Report
Map Legend
Fatal
Suspected Serious Injury
Suspected Minor Injury
Possible Injury
No Apparent Injury
Victoria
Everett
Seattle
Tacoma
Olympia
Wenatchee
Yakima
Kennewick
Lewiston
Portland
Salem
Home
Lat/Lon 48.5763 -121.4433
City of Yakima, WA State Parks GIS, Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, ... Powered by Esri
Pedestrians and Pedacyclists - Pedestrians by Injury Type
Report Year: 2024
Location: South Central Region
Jurisdiction: (State Routes Only)
Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list complied or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.
Data
Charts
Notes
Injury Type | Pedestrians
Fatal | 6
Suspected Serious Injury | 7
Suspected Minor Injury | 3
Possible Injury | 8
No Apparent Injury | 6
Total Pedestrians | 30

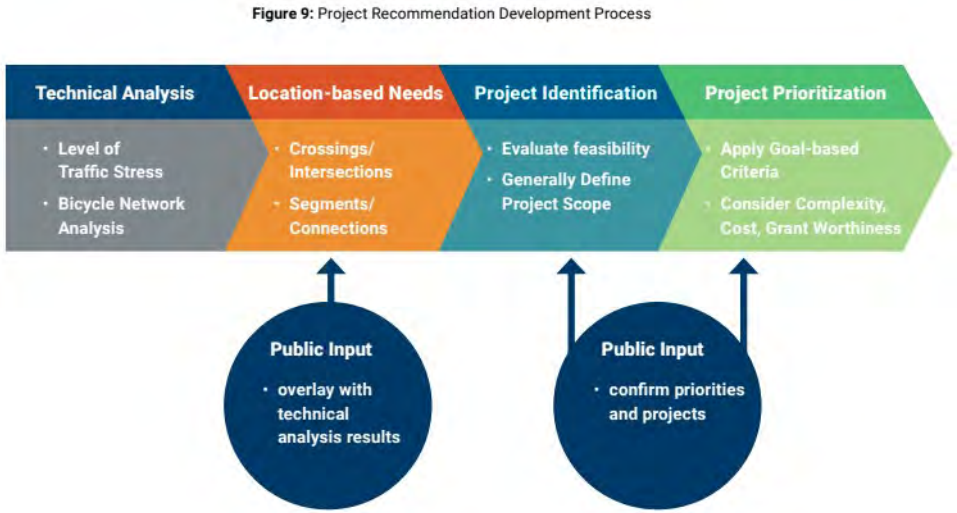
Level of Traffic Stress Analysis



Project Implementation

Prioritizing Proposed Projects

- Determining:
  - Qualitative approach
  - Quantitative approach
    - Project scoring
  - Project phasing
  - Project cutsheets
  - Network buildout



Source: City of Bellingham

Project Prioritization

Project Prioritization Methodology

To arrive at the list of high priority investments outlined in **Chapter 4** and the longer term investments outlined in **Chapter 5**, the consultant team evaluated 65 discrete active transportation projects that stemmed from existing plans described in **Chapter 2**, the gaps analysis described earlier in this chapter, and community priorities expressed in the webmap platform. This evaluation was rooted in the City's active transportation goals based on connectivity, accessibility, safety, and community support. The six criteria measured how effective each potential active transportation project would be in achieving these goals, and were used to rank the projects. The full evaluation criteria are described in the table below. This score was not the only factor in determining high priority investments, as public input and professional judgement were crucial determinants as well.

Table 2 - Project Prioritization Methodology

#	Metric	Evaluation Criteria
1	Project fills an identified bicycle gap in the network.	1= Provides a meaningful E/W or N/S connection (bike and trail projects are eligible) 0= Does not fill major gap
2	Project encourages pedestrian and/or bicycle travel for users of all ages and abilities.	1= Exclusive pedestrian facility (i.e. trail, Rectangular Rapid Flashing Beacon or enhanced crosswalk on a collector/arterial) or improves bicycle LTS from 3-4 to a 1-2 through buffered facility. 0= Shared facility (i.e. sidewalk without buffer, conventional bike lane without LTS improvement, other)
3	Project addresses a location with a history of bike/ped collisions	1= Bike/pedestrian collision 0 = No collision history
4	Project improves connections throughout the regional recreational trail system.	1=Trail or connection to John Wayne Trail 0=Not a trail or connection
5	Project will improve access to school and the downtown.	1= Within downtown or a quarter of a mile from schools 0= Not close to downtown or schools
6	Project has support from the local community.	1= Over 5 web map or email comments 0 = Less than 5 web map or email comments.

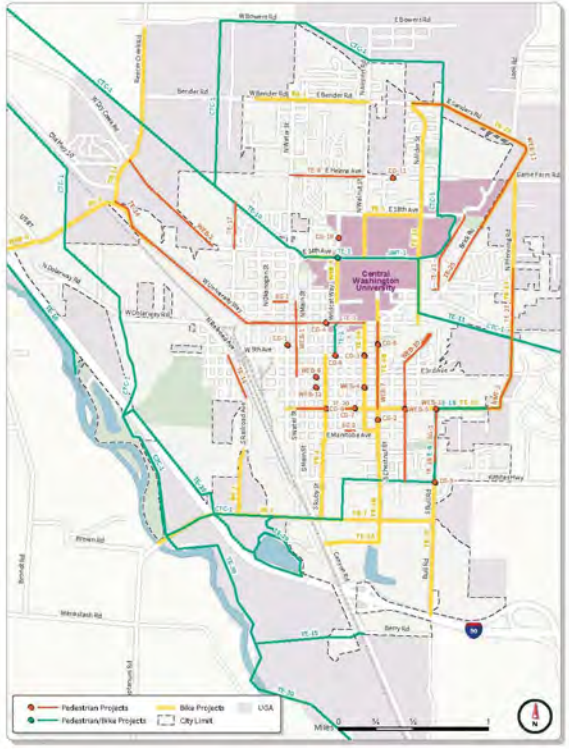


Figure 14 - All Active Transportation Plan Projects

Source: City of Ellensburg, Active Transportation Plan (2020)

Project Prioritization

Table 4 - Prioritized Project List

ATP ID	Source	Project Description	Project Name	Roadway/ Location	Extents (From)	Extents (To)	Scoring by Project Goal						
							1	2	3	4	5	6	Total
TE-2	TE	Pedestrian and bike improvements on trail. Downtown to CWU University Way Crossing.	Trail on N Sprague St from 5th Ave to University Way	N Sprague St	5th Ave	University Way	1	1	1	1	1	1	6
JWT-1	JWT	Reconnect the Palouse to Cascades Trail (John Wayne Trail)	Reconnect the Palouse to Cascades Trail (John Wayne Trail)		14th Ave	Alder St	1	1	1	1	1	1	6
TE-6	TE	Bike lane/Protected bike lane	Bike lane/Protected bike lane on Chestnut St from I-90 to CWU	Chestnut St	I-90	CWU	1	1	1	0	1	1	5
TE-13	TE	Bike Lane	Bike Lane on Capitol Ave/Pfenning Rd from Water St to Game Farm Rd	Capitol Ave/ Pfenning Rd	Water St	Game Farm Rd	1	1	0	1	1	1	5
CTC-1	Circle the City	Circle the City trail 13.1 miles loop around the City	Circle the City trail 13.1 miles loop around the City				1	1	0	1	1	1	5
TE-3	TE	Crossing improvements	Crossing improvements along University Way	University Way			0	1	1	0	1	1	4
TE-4	TE	Bike lane	Bike lane on Ruby St from Mountain View Ave to 7th Ave	Ruby St	Mountain View Ave	7th Ave	1	1	1	0	1	0	4
TE-5	TE	Bike lane	Bike lane on Walnut St/18th Ave from 14th Ave to Alder St	Walnut St/18th Ave	14th Ave	Alder St	1	1	1	0	1	0	4
TE-19	TE	IRRP to Thorp Highway Trail	IRRP to Thorp Highway Trail		Thorp Hway	Yakima River	0	1	0	1	1	1	4
TE-22	TE	Protected bike lane	Protected bike lane on Reecer Creek Rd from University Way to North UGA	Reecer Creek Rd	University Way	North UGA	1	1	1	1	0	0	4

Source: City of Ellensburg, Active Transportation Plan (2020)

Implementing the Plan

- Determining roles and responsibilities
- Identifying funding, implementation and maintenance strategies
- Facilitating plan adoption
- Monitoring plan performance

Source: Toole Design

Implementing Strategies

Programs, Policies, & Partnerships

- Complete Streets
- Traffic Calming
- Sideways and Walkways
- Quick-Build Treatments
- Leveraging Regular Maintenance
- Leveraging Development
- Safe Routes to Schools
- Let's Go Bicycle Education Program

Source: City of Ellensburg

WA State Funding Resources

- **WSDOT Programs**
  - Pedestrian and Bicycle Program
  - Safe Routes to School
  - Sandy Williams Connecting Communities
  - E-Bike Lending Library
- **WA State Transportation Improvement Board (TIB) Programs**
  - Complete Streets Program
  - Urban Arterial Program / Active Transportation programs
  - Small City Arterial / Active Transportation programs
- **WA State has additional resources eligible to fund planning process.**

WSDOT Funding Programs

Pedestrian and Bicycle Program & Safe Routes to School Program

Longstanding funding programs for local agency and tribal governments, focused on supporting projects that improve safety and connectivity for people walking and bicycling. The programs also consider project location characteristics around equity and mobility.

- **Mid-Winter 2026 (approx. February):** Grant programs open Call for Projects
- **April 2026**: Project applications are due.
- **December 2026**: Legislative report provides prioritized list projects for funding deliberation by the Legislature as part of 2027-2029 State Transportation Budget decision.

WSDOT Funding Programs

Sandy Williams Connecting Communities Program

Supports active transportation connectivity improvements for people walking, biking and rolling along and across **current and legacy highways**. The program focuses on communities with high equity needs, which are those communities most affected by barriers to opportunity and environmental health disparities.

- **Summer 2025:** Grant Program opens.
- **September 2025**: Project interest forms are due.
- **December 2025**: Legislative report identifying projects prioritized for funding is due to the legislature. Once published, the grantees will be identified.

Key Takeaways

- Inclusion of **safety and equity** considerations and **community engagement** processes are key priorities for WSDOT-funded active transportation projects.
  - They should be incorporated in all aspects of ATP development and implementation.
- **Data analysis** is a major component of developing an ATP.
  - WA State has a variety of **data resources** available for communities to use as part of their ATP development.
- **Project prioritization** supports short and long-term implementation and provides opportunities to leverage funding opportunities.
  - WA State has a variety of **funding resources** to support implementation of ATP projects.
- **WSDOT has resources to support your agency in developing an ATP.**

Planning & Design Resources

- WSDOT Planning and Design Resources
  - WSDOT Active Transportation Programs Design Guide
  - WSDOT Community Engagement Plan
  - WSDOT Community Planning Portal
  - WSDOT Complete Streets
  - WSDOT Land Use & Transportation Planning Resources (inc. funding)
  - WSDOT Vulnerable User Safety Assessment
  - WA State Active Transportation Plan
  - WA State Nondrivers Study
  - WA State Transportation Equity in Washington's Cities Study

- Additional Planning and Design Resources
  - Bicycle User Experience Toolkit
  - Creating Healthy Community Engagement Template

Funding Resources

- WA State Funding Programs
  - Summary of Transportation Funding Resources in WA State
  - WSDOT Pedestrian and Bicycle Program
  - WSDOT Safe Routes to School Program
  - WSDOT Sandy Williams Connecting Communities
  - WA Transportation Improvement Board (multiple programs)

- Additional Funding Programs
  - USDOT
    - Transportation Alternatives (TA)
    - Congestion Mitigation and Air Quality (CMAQ)
    - Surface Transportation Block Grant (STBG)

Questions & Answers

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WSDOT Active Transportation Division

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(360) 972-4735

TOOLE DESIGN Parametrix