



Safety First: How to Effectively Demonstrate Safe Outcomes in Grant Applications

TrailNation Collaborative Webinar

June 26, 2024



TRAIL NATION

rails-to-trails
conservancy



TRAIL NATION

PROJECTS



TRAIL NATION

PLAYBOOK



TRAIL NATION

COLLABORATIVE

Panelists



Kim Chesser

State Agency Advocacy
Specialist,
Rails to Trails Conservancy



Ian Thomas, Ph.D.

State and Local Program
Director,
America Walks



Shayna Rose, AICP

Planner and Toward Zero Manager,
Baltimore City DOT

Before we begin...

- Drop your questions in the Q&A box.
- Send your technical assistance questions to: <https://rtc.li/technical-assistance>
- In the event you run into technical difficulties during the webinar, here's how to troubleshoot:
 - Log out and back into the webinar
 - Webinar ID: 889 8203 1281
 - Browse Zoom Customer Support topics & contact Customer Support: <https://support.zoom.us>
- Live transcription is enabled for this webinar

Fatalities in the United States

In 2022,*

- 7,522 pedestrians
- 1,105 bicyclists
- 324 other non-motorists

*National Highway Traffic Safety Administration. (2024, April 1). Fatality and Injury Reporting System Tool (FIRST): 2013-2021 Final File and 2022 Annual Report File (ARF). Version 5.5. Retrieved April 3, 2024, from <https://cdan.dot.gov/query>.

Injuries in the United States

In 2022,*

- 67,336 pedestrians
- 46,195 bicyclist

A 22.9 percent increase and 18.8 percent increase respectively from 2020.

*National Highway Traffic Safety Administration. (2024, April 1). Fatality and Injury Reporting System Tool (FIRST): 2013-2021 Final File and 2022 Annual Report File (ARF). Version 5.5. Retrieved April 3, 2024, from <https://cdan.dot.gov/query>.



With a growing number of Americans who cannot or choose not to drive for some or all of their trips—including seniors, children and people with disabilities—today's transportation options must include safe routes to walk and roll.

Ohio & Erie Canal Towpath
Photo courtesy of Jason Cohen

Prioritizing Vulnerable Road User Safety

- The USDOT's National Roadway Safety Strategy requires taking comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways.
- The goal is achieving zero highway deaths.
- States and other funding recipients should prioritize vulnerable road user safety in all Federal highway investments and in all appropriate projects.



Safe System Approach

- Addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.
- Vulnerable road user safety should be fully considered in a State’s transportation investment decisions, from planning and programming, environmental analysis, project design, and construction, to maintenance and operations.
- Projects that separate users in time and space advance implementation of a Safe System Approach and improve safety for people that walk, bike, and roll.



*Image: FHWA



Ohio & Erie Canal Towpath
Photo courtesy of Jason Cohen

Trails and Trail Networks

- Trails have the potential to expand on-road bicycle and pedestrian networks and provide offroad connectivity.
- As trails form a network there is a significant increase in all the various benefits associated with an individual project.
- Trails act in a variety of contexts:
 - regional long distance bicycle highways,
 - community nonmotorized corridors in urban areas,
 - connectors between rural communities.

Trails and Trail Networks

- Safe, appealing non-motorized connections are vital for communities of all sizes.
- Trails serve as a means of handling pedestrian and bicycle traffic along higher speed arterial streets or under limited access freeways;
- Or as safe and accessible routes to schools.



Solutions



To prevent pedestrian and bicyclist injuries and fatalities, public funding priorities need to be balanced, with greater investment in active transportation along with policies to ensure safe street design.



Trails are part of the active transportation network and are particularly relevant here because they are safer.



The federal government is recognizing this through dedicated funding opportunities for trails, walking and bicycling and discretionary funds with trails, walking and bicycling eligible opportunities.

Tools and Resources

- RTC's funding page has comprehensive information on federal funding
- On the funding page you will find descriptions of sources, case studies, NOFO alerts
- RTC has also created a new funding tool

railstotrails.org/funding



Thank you!

kim@railstotrails.org

WALK AUDITS AND QUICK-BUILDS: Demonstrating Safety Outcomes in Grant Applications

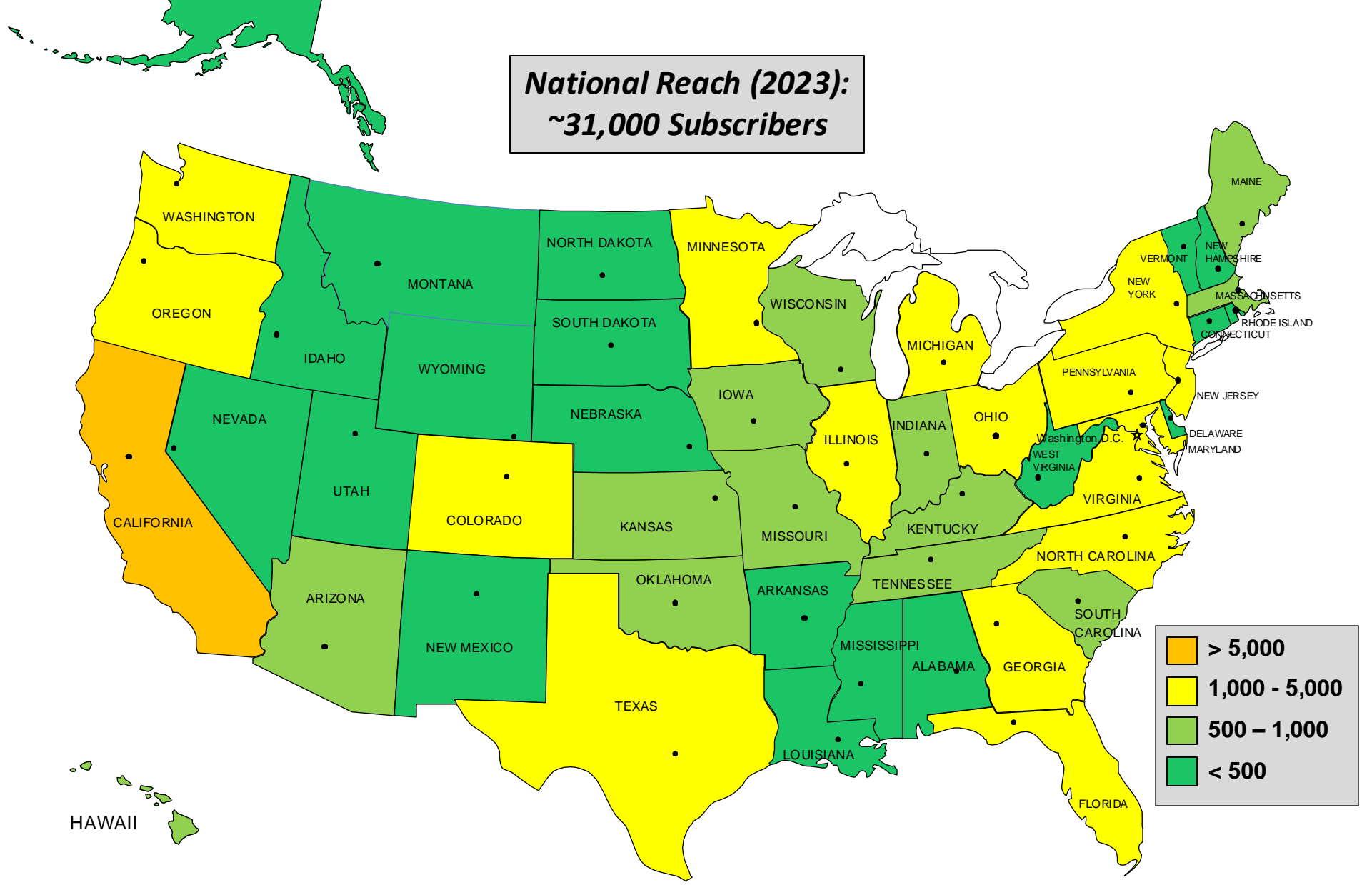


Ian Thomas, America Walks

WALKING MOVEMENT



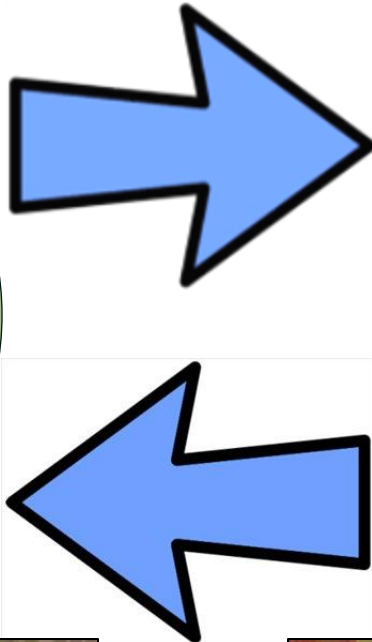
**National Reach (2023):
~31,000 Subscribers**



MISSION AND VISION



Walking
*Advance safe,
equitable, accessible,
and enjoyable places to
walk and move ...*



Walkability
*... by giving people
and communities the
resources to effectively
advocate for change.*



MONTHLY WEBINARS



AW WALK: Slow Down, Wake Up, and Connect at 1-3 Miles per Hour – with author Jonathon Stalls

WALK: SLOW DOWN, WAKE UP, AND CONNECT AT 1-3 MILES PER HOUR

JONATHON STALLS

@americawalks
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Climate and Age-Friendly Communities

a discussion with author

RSVP TODAY

DECEMBER 12TH AT 2PM EASTERN

AW The Walk Audit: An Effective Tool for Community Change

Tuesday, February 14th
02:00 PM

THE WALK AUDIT: AN EFFECTIVE TOOL FOR COMMUNITY CHANGE

Join us with AARP Liveable Communities and former Walking College Fellows

WATCH NOW

AMERICA WALKS AARP

THE WALKING COLLEGE



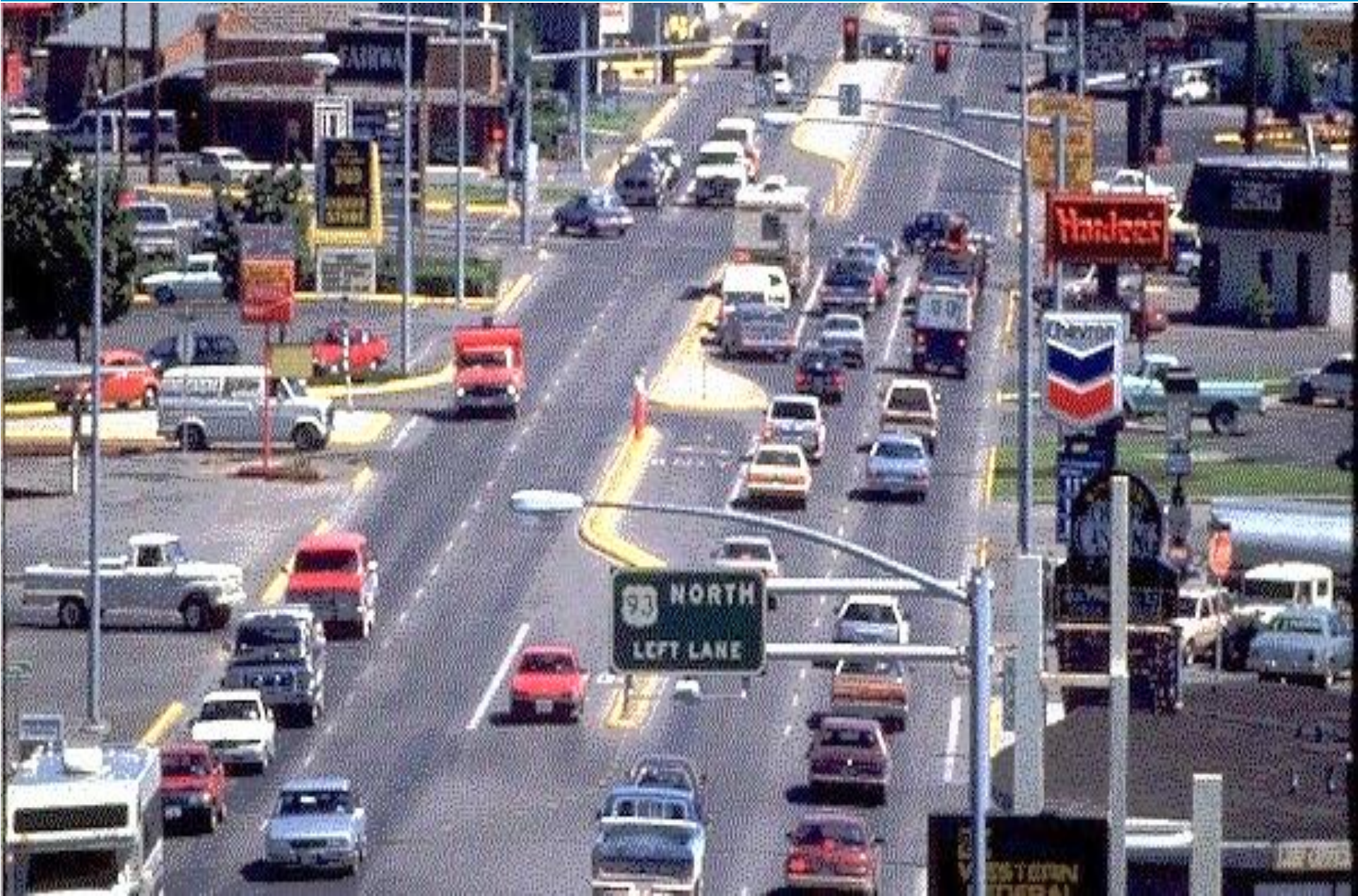
WEEK WITHOUT DRIVING



SAFER VEHICLES



RECONNECTING COMMUNITIES

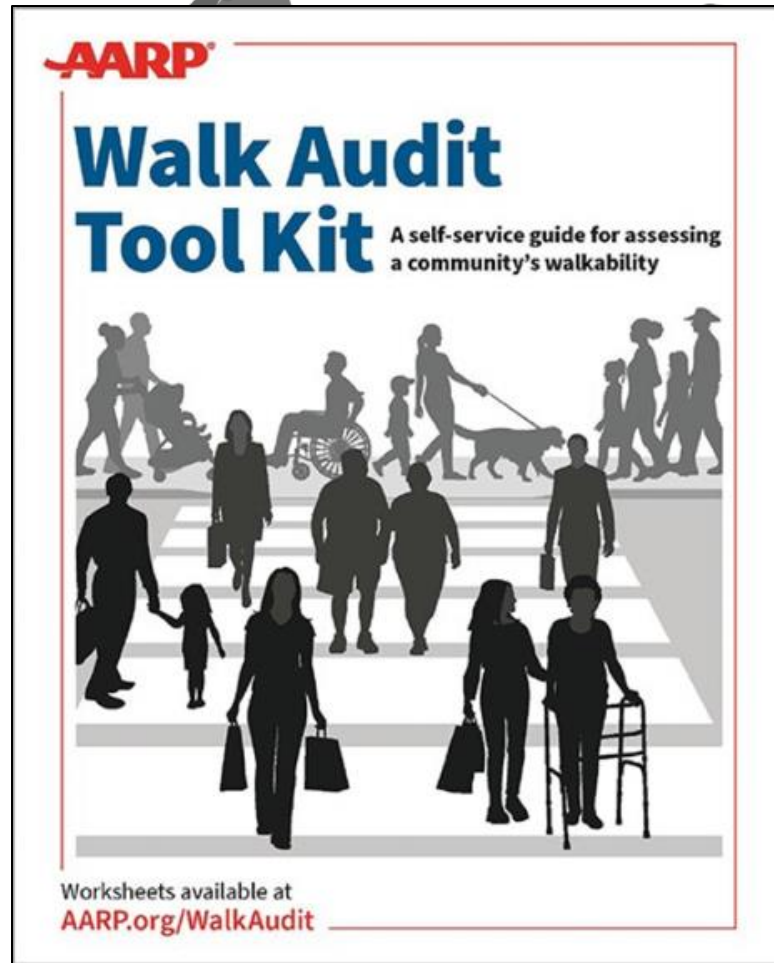




WALKABILITY AUDITS



<https://www.youtube.com/watch?v=98dqXLh3M2U>


AARP WALK AUDIT TOOL KIT



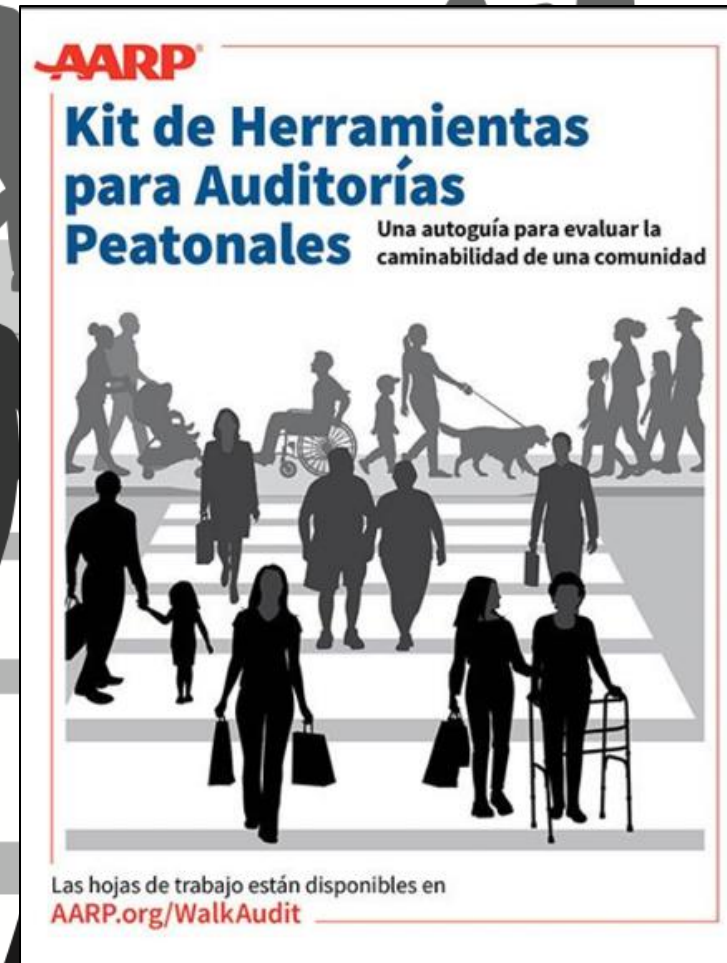


AARP

Walk Audit Tool Kit

A self-service guide for assessing a community's walkability




Worksheets available at [AARP.org/WalkAudit](https://www.aarp.org/WalkAudit)



AARP

Kit de Herramientas para Auditorías Peatonales

Una autoguía para evaluar la caminabilidad de una comunidad



Las hojas de trabajo están disponibles en [AARP.org/WalkAudit](https://www.aarp.org/WalkAudit)



AARP WALK AUDIT TOOL KIT

AARP AARP Walk Audit Tool Kit Worksheet

Who's Using the Street — and Why?

Community Name: _____

Location/Street Name(s): _____

Audit date: _____ Start time: _____

Use hash marks (#) for counting the number of people observed.
Use your best guess to determine each person's age range.

WHO'S WALKING?

Young children (e.g. elementary school students)

Teens

Adults

Older Adults

HOW:

While pushing a baby stroller and/or walking with a child

While using a mobility aid (i.e., a wheelchair, cane, walker)

While riding a bicycle, scooter, skateboard or other mobility device

POSSIBLE REASONS:

Traveling to/from school

Waiting for and/or heading to public transit

Commuting to/from work

Shopping and/or getting something to eat

Walking/running for fitness

Walking a dog

Walking to a park or outdoor public space

AARP AARP Walk Audit Tool Kit Worksheet

Sidewalks

Community Name: _____

Location/Street Name(s): _____

Audit date: _____ Start time: _____

If more than one lane: Does the roadway have a median a center turn lane a center turn lane with a raised curb

The street has: no sidewalk no sidewalk on one side partial sidewalks sidewalks

YES | NO | OTHER Skip any statements that don't apply

THE SIDEWALK:

1. Is separated from the street by a barrier

2. Is surfaced with a material that is smooth

3. Is in good condition, without cracks or potholes

4. Is free of obstacles (hydrants, utility poles, etc.)

5. Is free of interruptions from driveways

6. Is continuous (no segments are missing)

7. Is wide enough (at least 5 feet) for two people

8. Has tactile ground surface indicators

9. Has a curb cut ramp (for use by wheelchair users)

NOTES OR OTHER OBSERVATIONS:

AARP AARP Walk Audit Tool Kit Worksheet

Streets and Crossings

Community Name: _____

Location/Street Name(s): _____

Audit date: _____ Start time: _____

YES | NO | OTHER Skip any statements that don't apply

THE STREET:

1. Has traffic lights and/or stop signs at intersections

2. The traffic lights and/or stop signs are visible

3. Has crosswalks

4. The crosswalks are well marked and clearly visible

5. Has signage alerting drivers to the presence of pedestrians

6. Has a designated bicycle lane

7. Has a pedestrian crossing signal, also known as a "walk" sign

THE PEDESTRIAN CROSSING SIGNAL:

1. Are working

2. Have a push-to-walk functionality, making it easy to use

3. Have audible prompts for people with vision impairments

4. Are placed in appropriate locations (if applicable)

5. Provide enough time to cross (indicated by a "walk" sign)

6. Provide suitable opportunities to cross (change in order to cross: _____ minutes)

NOTES OR OTHER OBSERVATIONS:

AARP AARP Walk Audit Tool Kit Worksheet

Street Safety and Appeal

Community Name: _____

Location/Street Name(s): _____

Audit date: _____ Start time: _____

YES | NO | OTHER Skip any statements that don't apply

THE LOCATION HAS:

1. Places to sit

2. Shade trees

3. Grass, flowers and landscaping (if yes, list: _____)

4. Awnings, outdoor umbrellas or other shade devices

5. Drinking fountains (if yes, are they working?)

6. Public restrooms (if yes, are they clean?)

7. A transit or bus shelter (if yes, is there seating?)

8. Trash receptacles (if yes, do they appear to be maintained?)

9. Buildings and/or homes that are well-maintained

10. Informative signage

11. Well-placed signage

12. Streetscape features (art, signage, etc.)

13. Pedestrian-scaled lighting

14. A posted speed limit that seems suitable

IMPRESSIONS:

1. The location/street is a safe and appealing place to walk

2. The location/street is a safe and appealing place to walk for people with mobility impairments

3. The location/street appears to be safe for people with vision impairments

4. The location/street appears to be safe for people with hearing impairments

5. Pedestrians appear to be safe from moving vehicles

6. Pedestrians appear to be safe from crime

For "Yes" or "Other" answers, use the space below or on the back of this page.

AARP AARP Walk Audit Tool Kit Worksheet

Summary

Record the score totals for each observation type

- Record the total number of yes responses for the category
- Record the total number of no responses for the category
- Record the one-word rating for the category

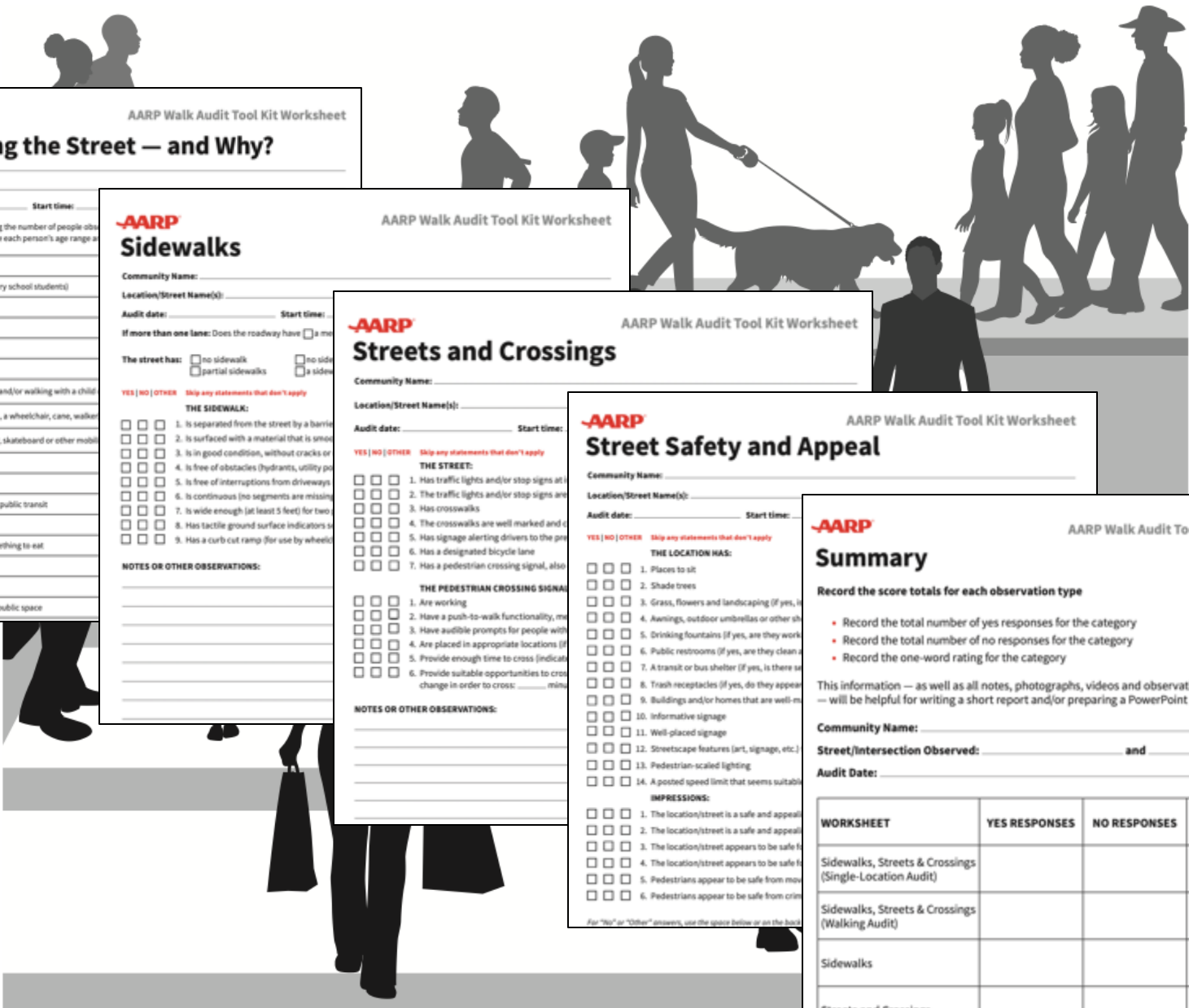
This information — as well as all notes, photographs, videos and observation discussions — will be helpful for writing a short report and/or preparing a PowerPoint presentation.

Community Name: _____

Street/Intersection Observed: _____ and _____

Audit Date: _____

WORKSHEET	YES RESPONSES	NO RESPONSES	RATING <small>Great Acceptable Needs Poor</small>
Sidewalks, Streets & Crossings (Single-Location Audit)			
Sidewalks, Streets & Crossings (Walking Audit)			
Sidewalks			
Streets and Crossings			



COMMUNITY ENGAGEMENT



COMMUNITY ENGAGEMENT



Assemble a team

COMMUNITY ENGAGEMENT



Assemble a team
Choose the walk audit route

COMMUNITY ENGAGEMENT



Assemble a team
Choose the walk audit route
Invite public officials

INFRASTRUCTURE ASSESSMENT



INFRASTRUCTURE ASSESSMENT



Research street design

INFRASTRUCTURE ASSESSMENT



Research street design
Take notes, photos, and video

INFRASTRUCTURE ASSESSMENT



Research street design
Take notes, photos, and video
Keep everyone safe!

INFRASTRUCTURE FOR WHOM?



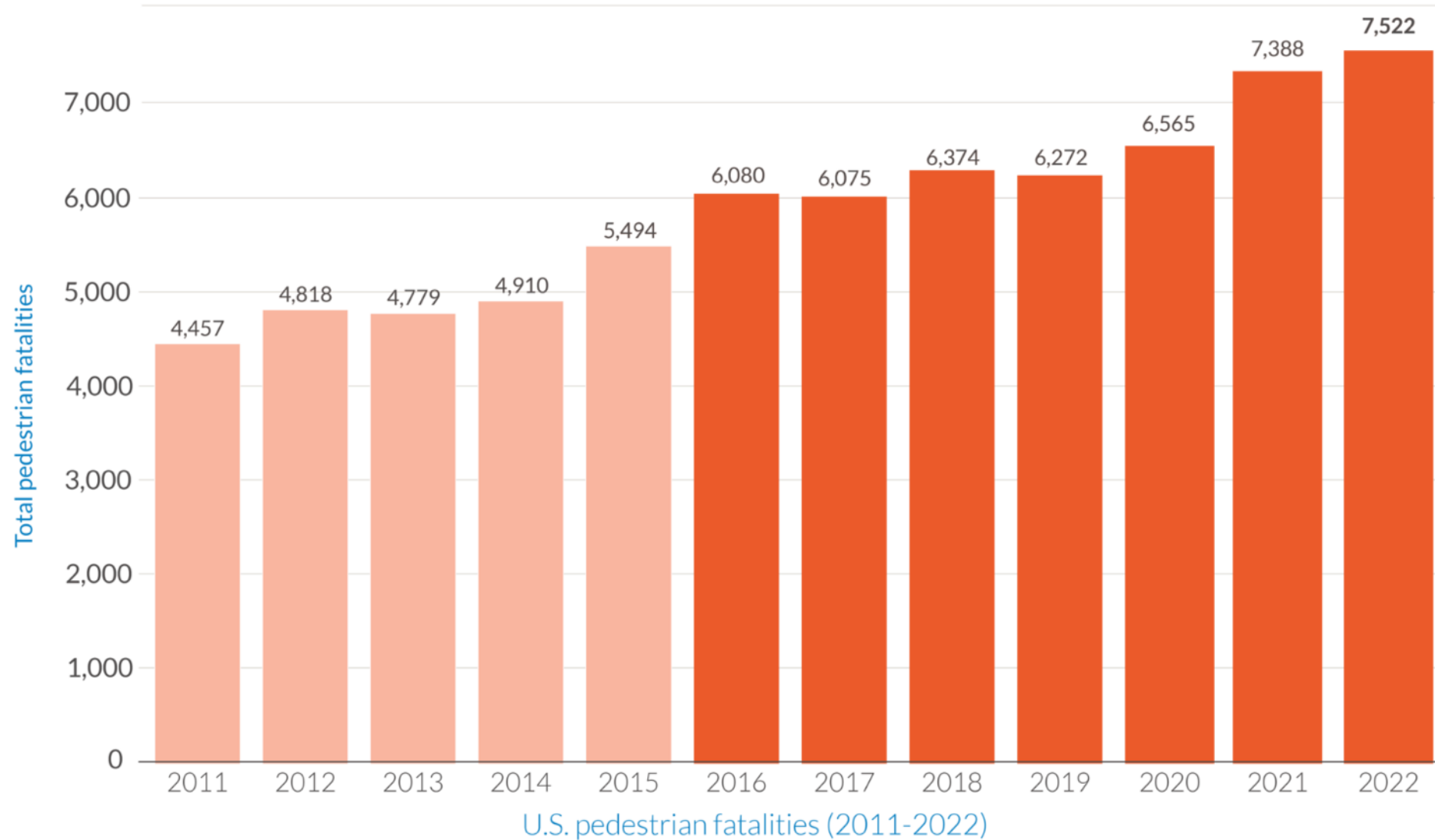
INFRASTRUCTURE FOR WHOM?



INFRASTRUCTURE FOR WHOM?

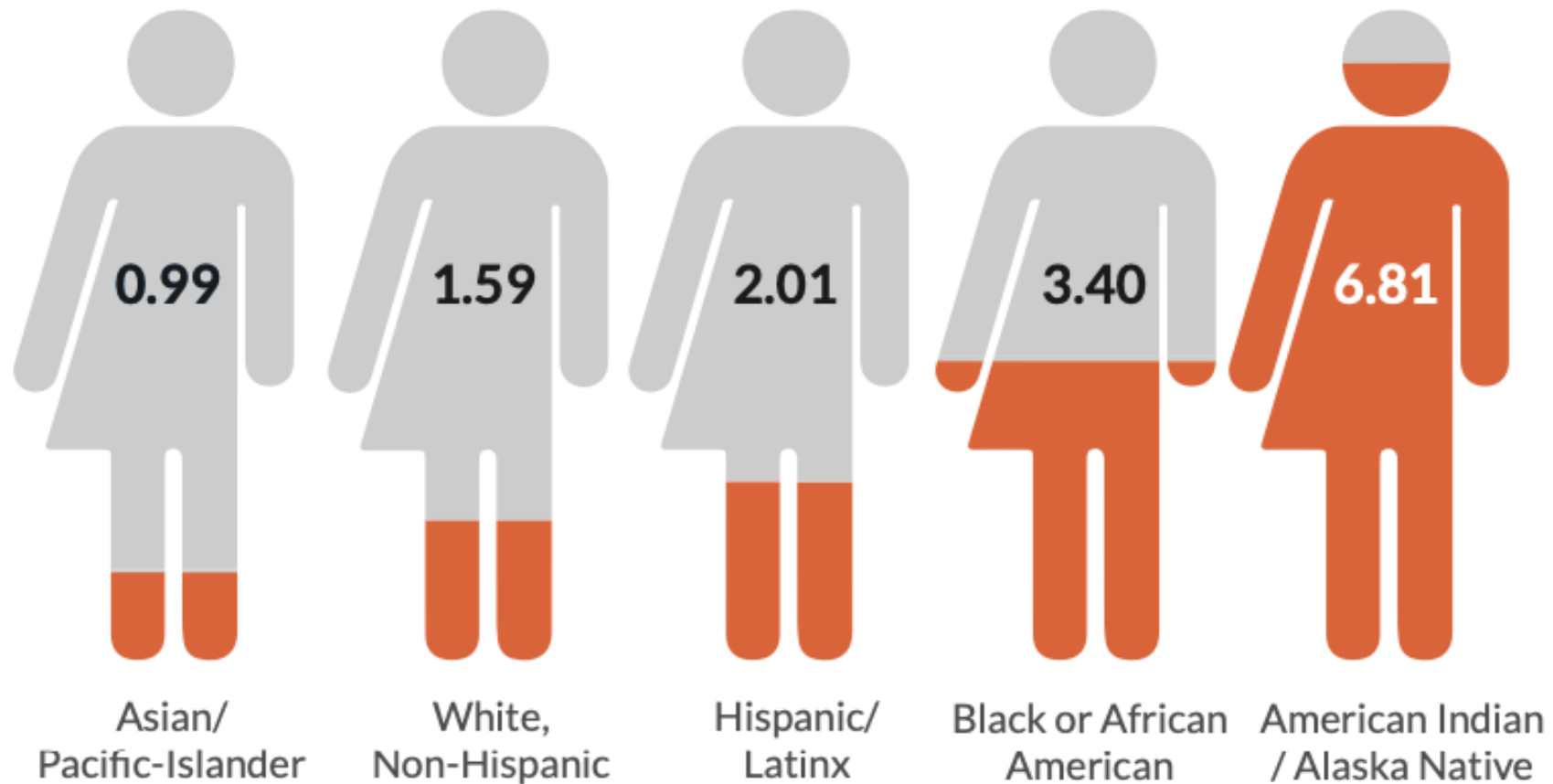


PEDESTRIAN FATALITIES



PEDESTRIAN FATALITIES BY RACE

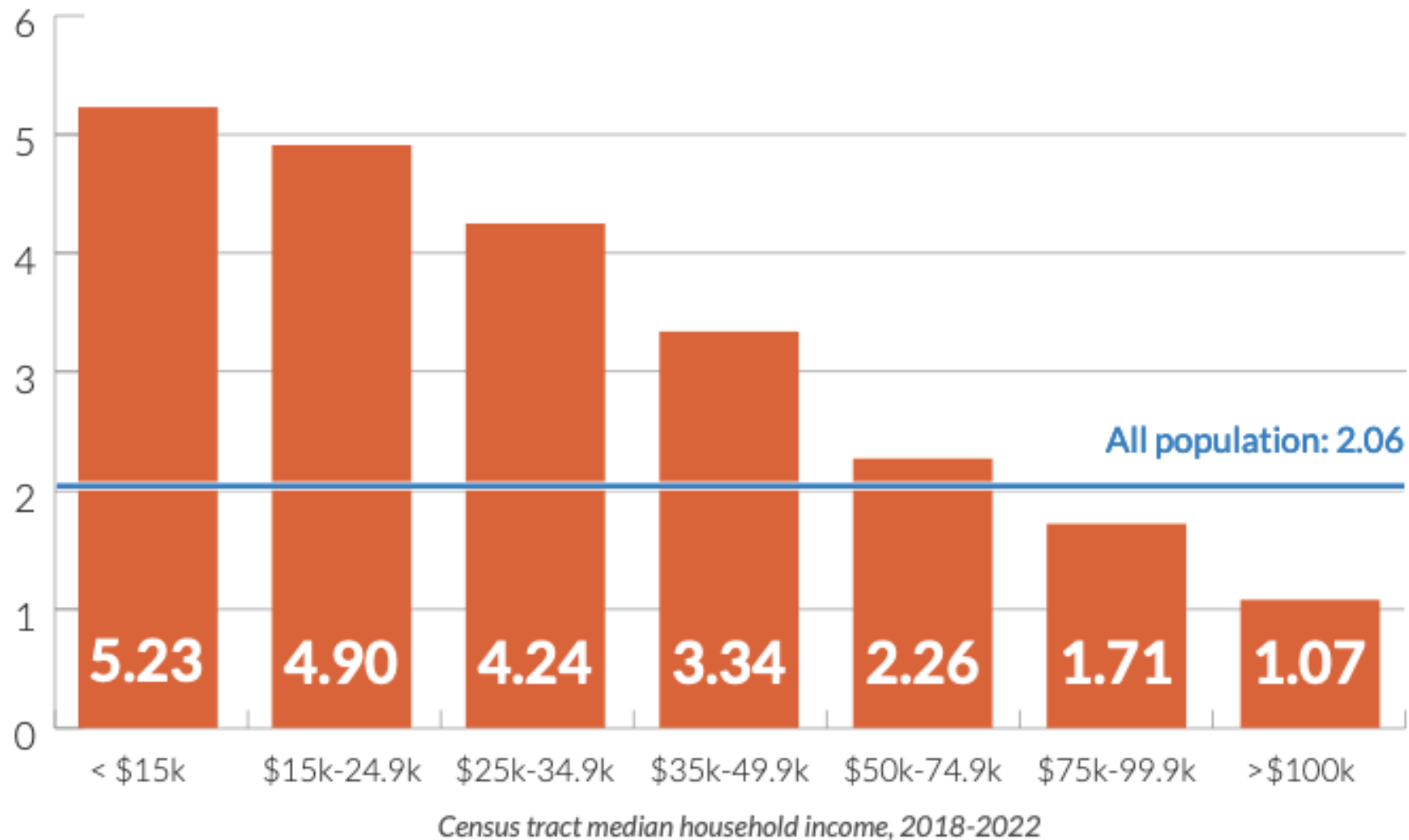
Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)



PEDESTRIAN FATALITIES BY INCOME

Lower-income areas have far higher rates of pedestrian deaths

Pedestrian fatalities per 100,000 people by census tract income



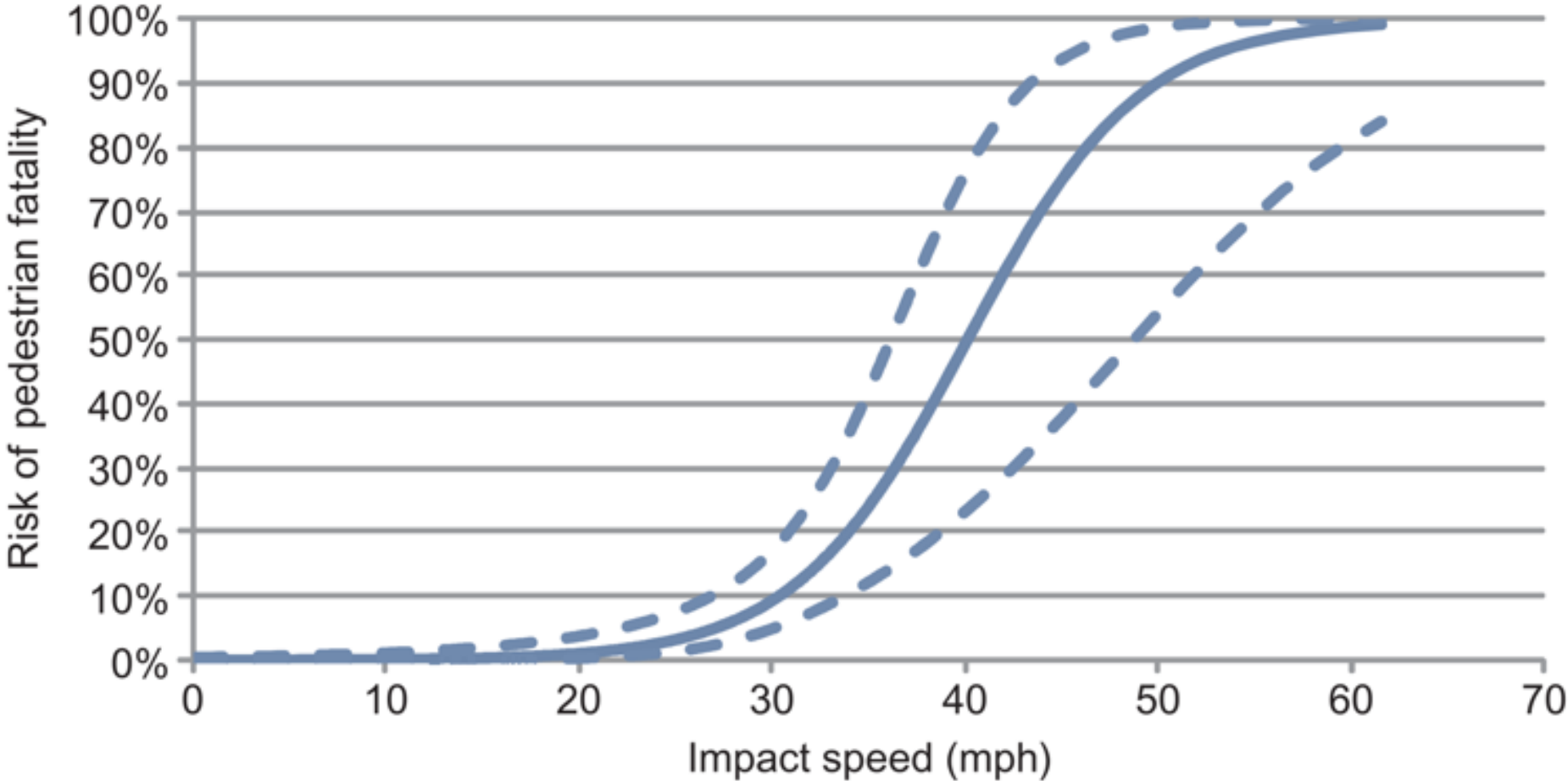
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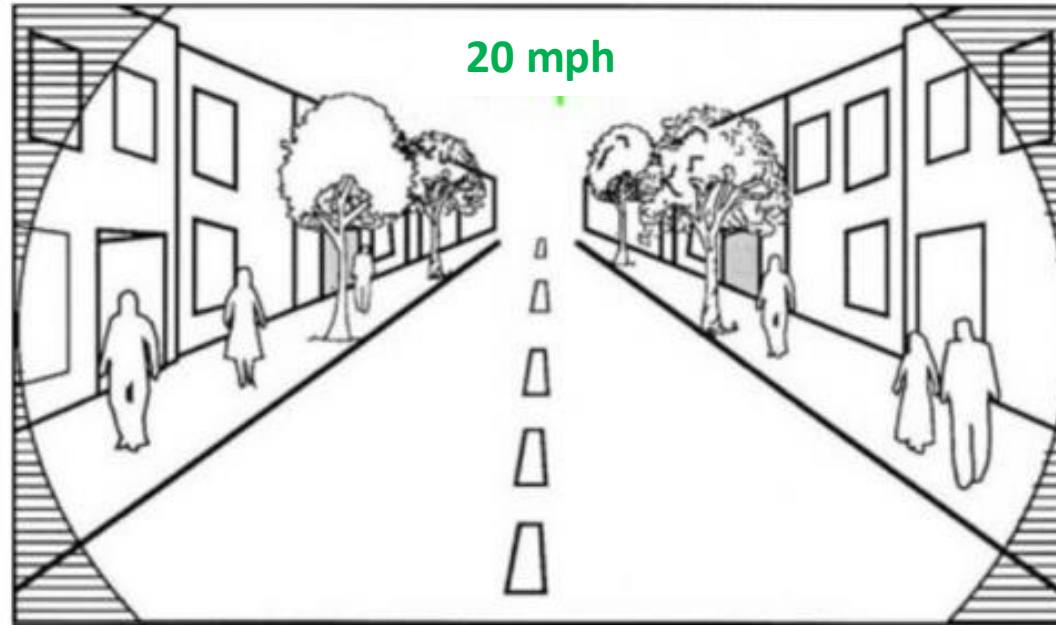
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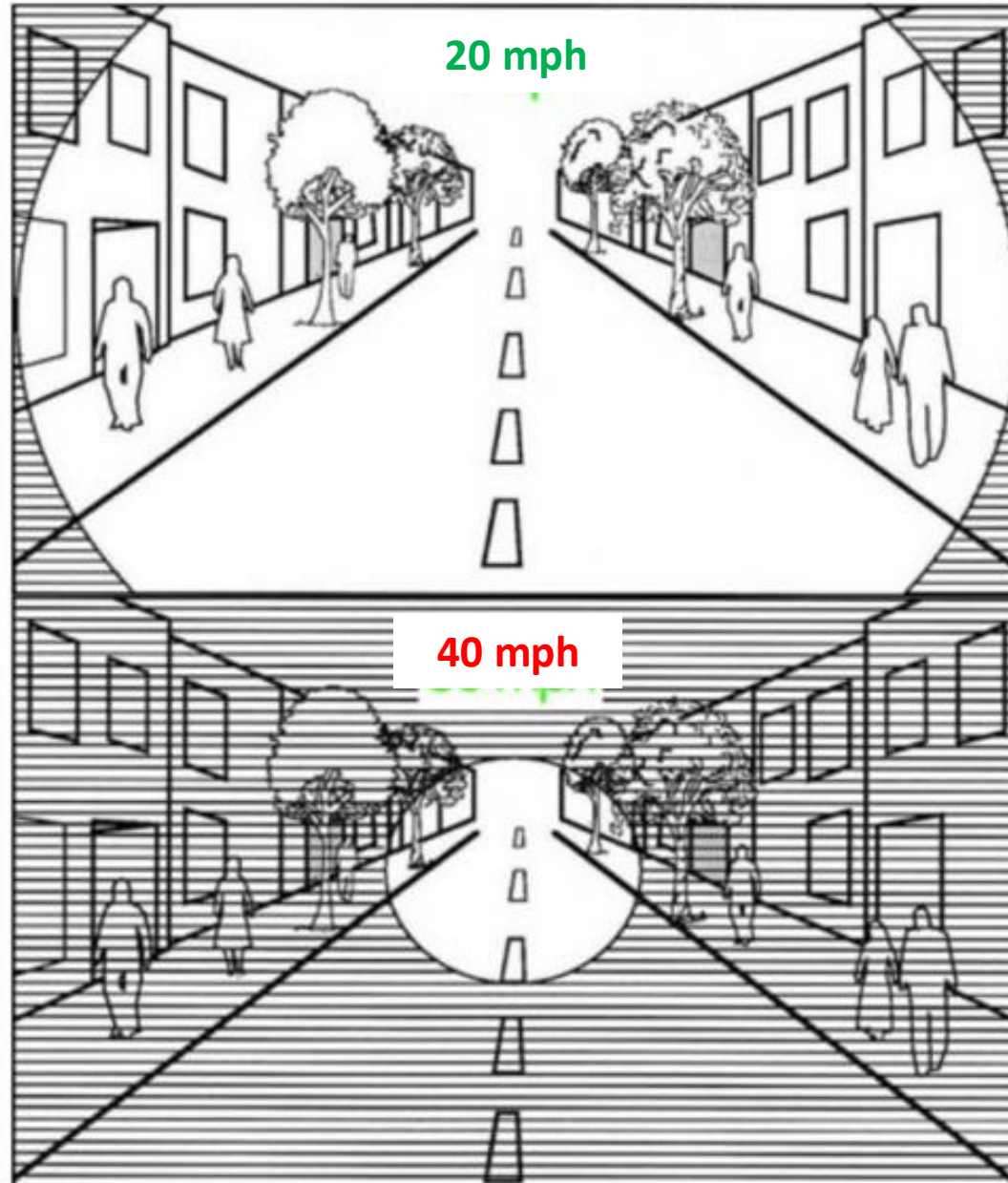
SPEED KILLS



SPEED KILLS



SPEED KILLS



MANAGE VEHICLE SPEEDS



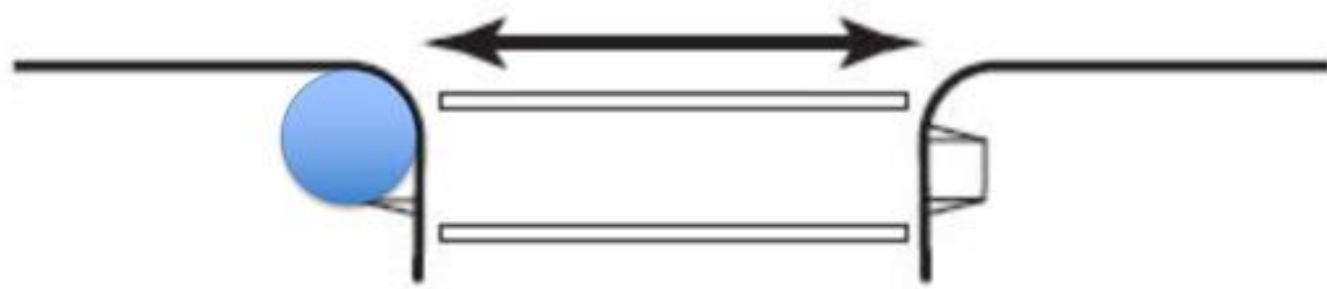
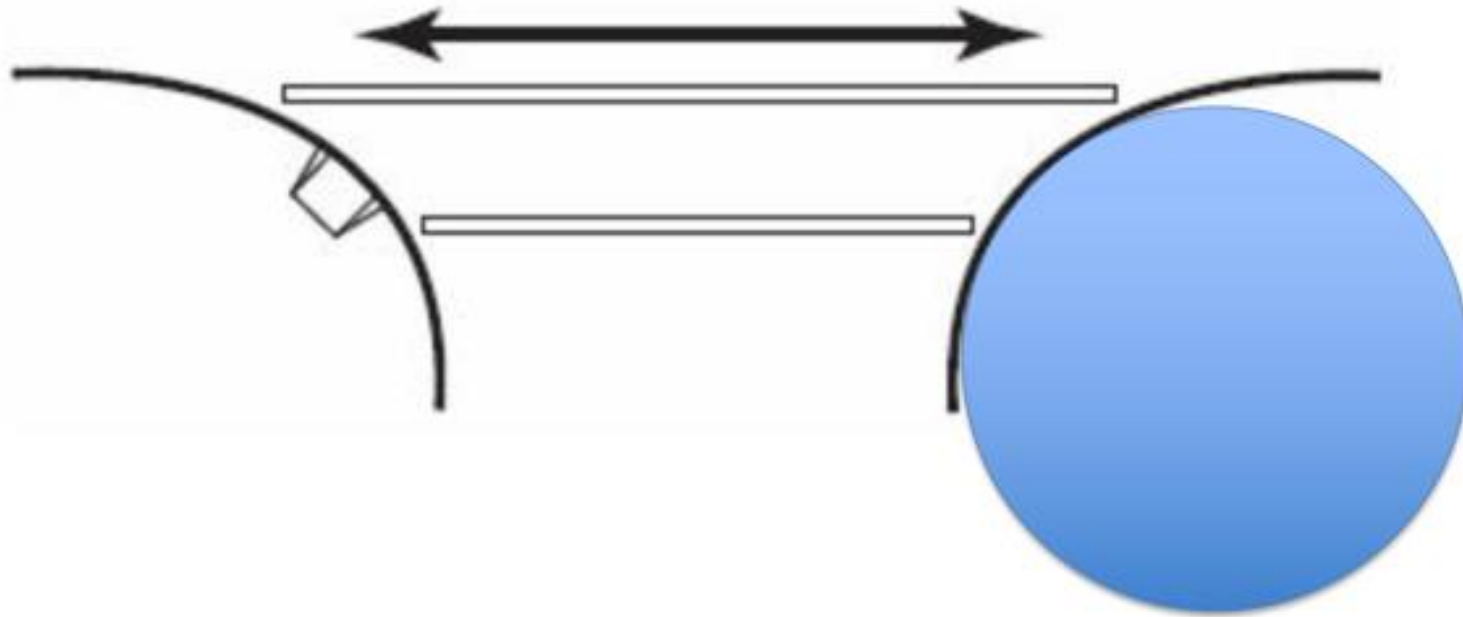
... By Reducing Lane Widths and
Narrowing Sight Lines

MANAGE VEHICLE SPEEDS

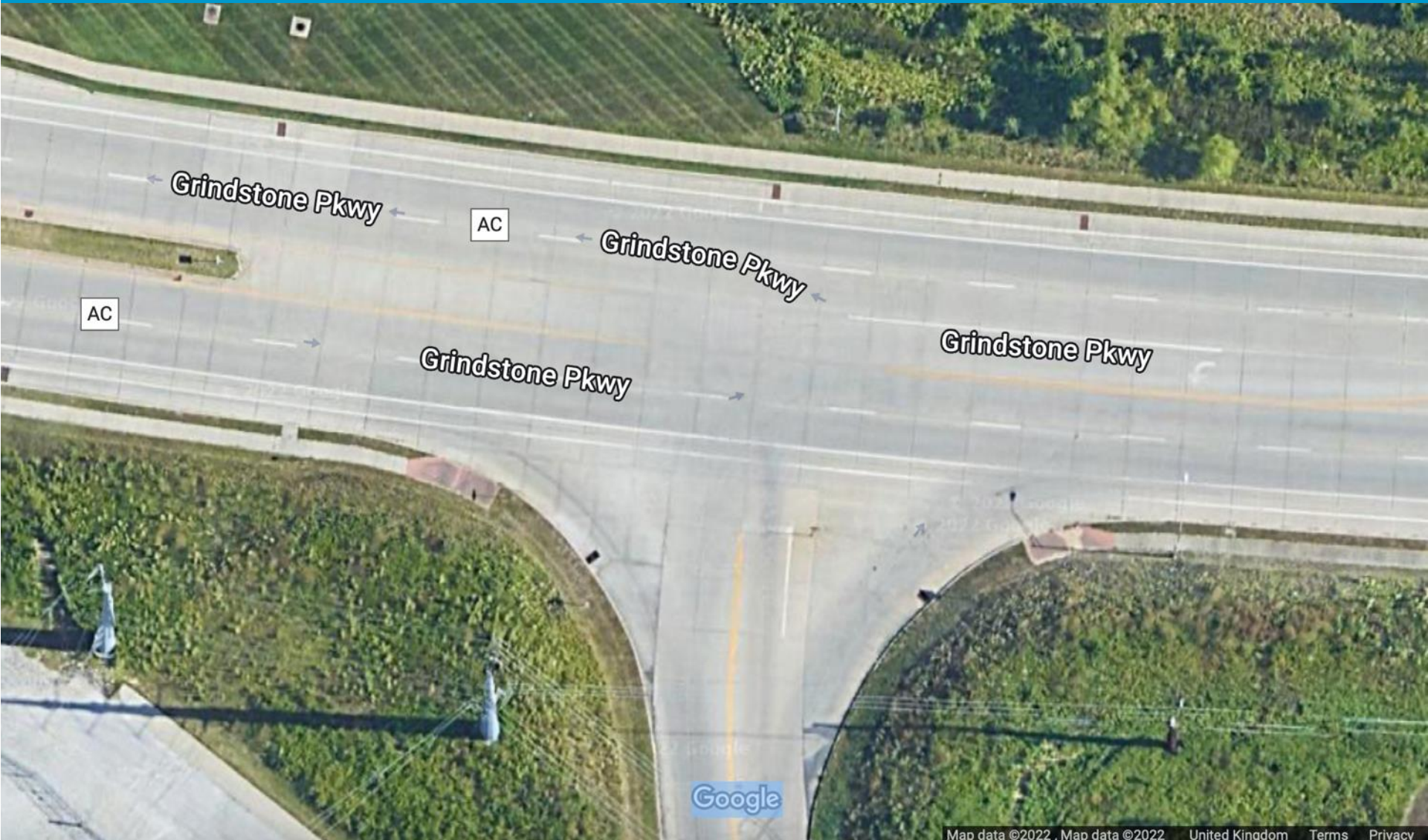


... By Reducing Lane Widths and
Narrowing Sight Lines

MANAGE VEHICLE SPEEDS

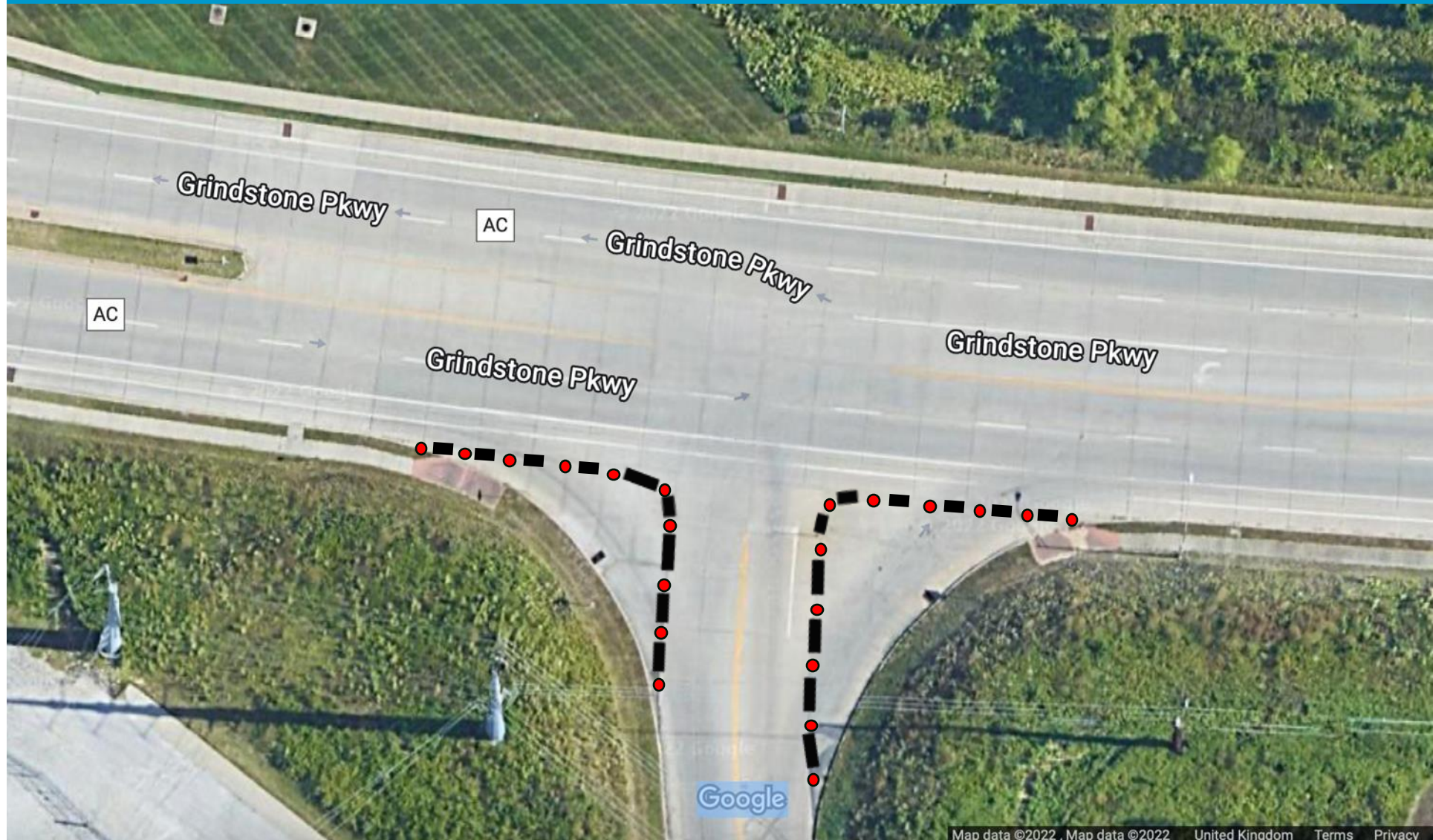


MANAGE VEHICLE SPEEDS



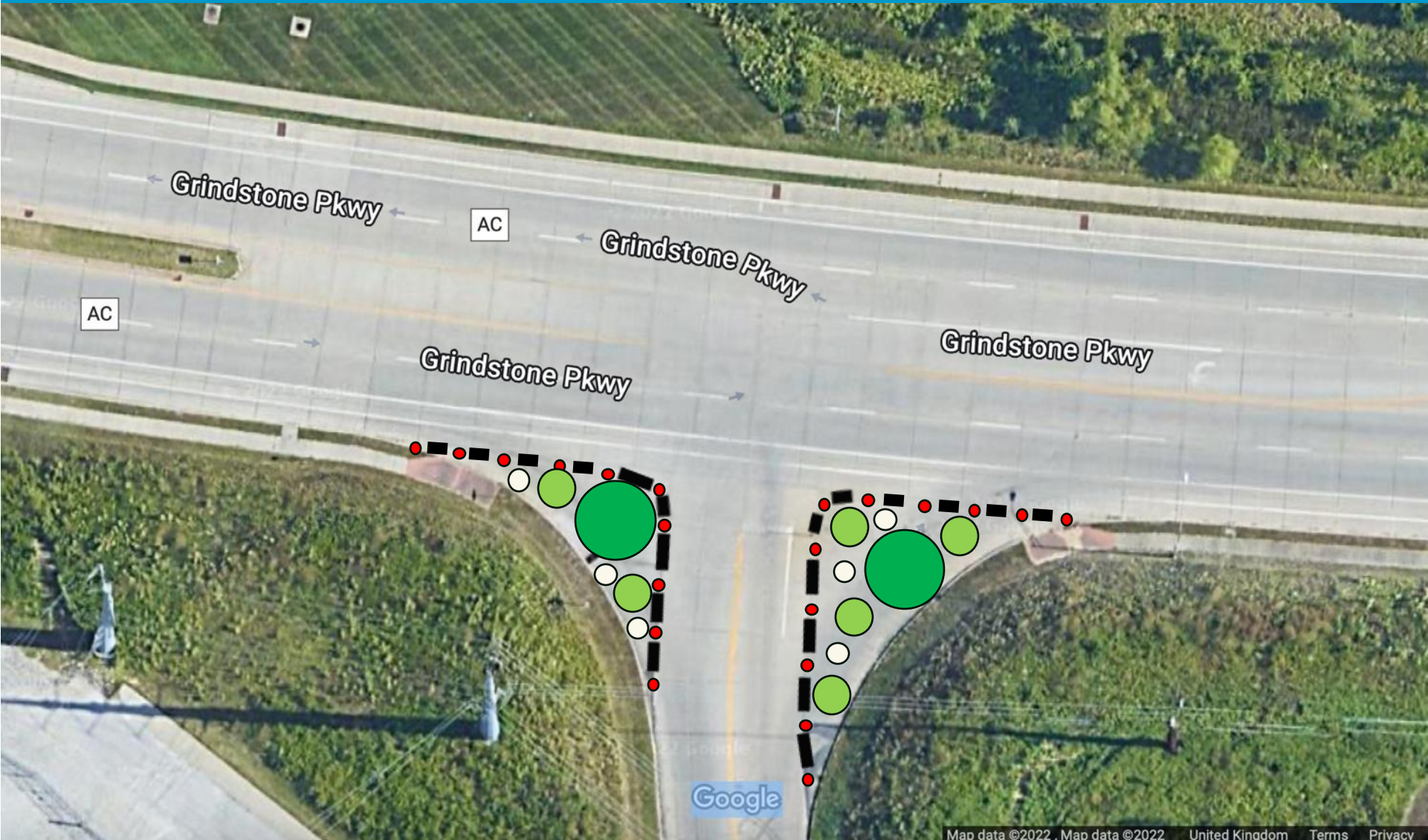
... By Reducing the Corner Radius

MANAGE VEHICLE SPEEDS



... By Reducing the Corner Radius

MANAGE VEHICLE SPEEDS



... By Reducing the Corner Radius

QUICK-BUILD PROJECTS



QUICK-BUILD PROJECTS



BALTIMORE CITY DEPARTMENT OF TRANSPORTATION

SAFE STREETS FOR ALL

CREATIVELY USING FEDERAL GRANTS TO INCREASE MULTI-MODAL INFRASTRUCTURE

SHAYNA ROSE

TOWARD ZERO MANAGER, CITY PLANNER



FEDERAL FUNDING FOR TRAILS! THERE'S SO MUCH!

- Reconnecting Communities (\$202M)
- MEGA, INFRA, Rural (\$5.1B)
- ROUTES
- ATIP (\$45M)
- RAISE (\$1.5B)
- SS4A (\$1B)
- Surface Transportation Block Grants (\$14.7B, administered through your state)
- HSIP (\$3.2B, administered through your state)
- Congestion Mitigation and Air Quality Improvement Program (\$2.7B)
- PROTECT (\$1.8B)
- Infrastructure for Rebuilding America Program (\$1.54B)
- Congestion Relief Program (\$50M)
- Carbon Reduction Program (\$1.3B)
- Thriving Communities (\$25M, planning technical assistance)
- EPA Community Change (\$2B)



HIGHLIGHT: USDOT SAFE STREETS FOR ALL

- The **Safe Streets for All (SS4A)** discretionary funding program is administered by USDOT, funded as part of the Bipartisan Infrastructure Law (BIL)
- \$5 Billion appropriated over 5 years (2022 – 2026) to prevent traffic fatalities and serious injuries in the US
- Two rounds of funding thus far, the third round is due August 29, 2024 at 5pm (Planning and Demonstration only)
- Three types of funding:
 - Action Plan Grant (up to \$1 million) – not competitive, unlocks Demonstration and Implementation Grants
 - Demonstration Grant (up to \$10 million) – not that competitive
 - Implementation Grant (up to \$30 million) – **very competitive**

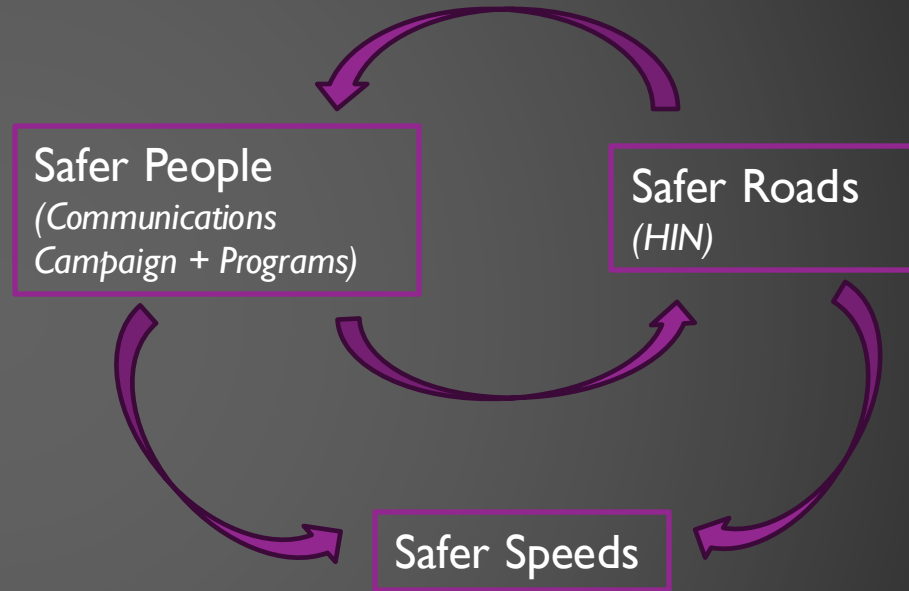


BCDOT AND SAFE STREETS FOR ALL

- BCDOT won an Action Plan Grant in round 1 - **\$1M**
 - Requirements: 1-page narrative, budget, timeline, basic map
 - Bonus: LOS's, cover letter from our Director
- BCDOT won a Demonstration Grant in round 2 - **\$9.92M**
 - Requirements: 2-page narrative, budget, timeline, basic map
 - Bonus: LOS's, cover letter from our Director, supplemental descriptions



BCDOT SS4A ACTION PLAN



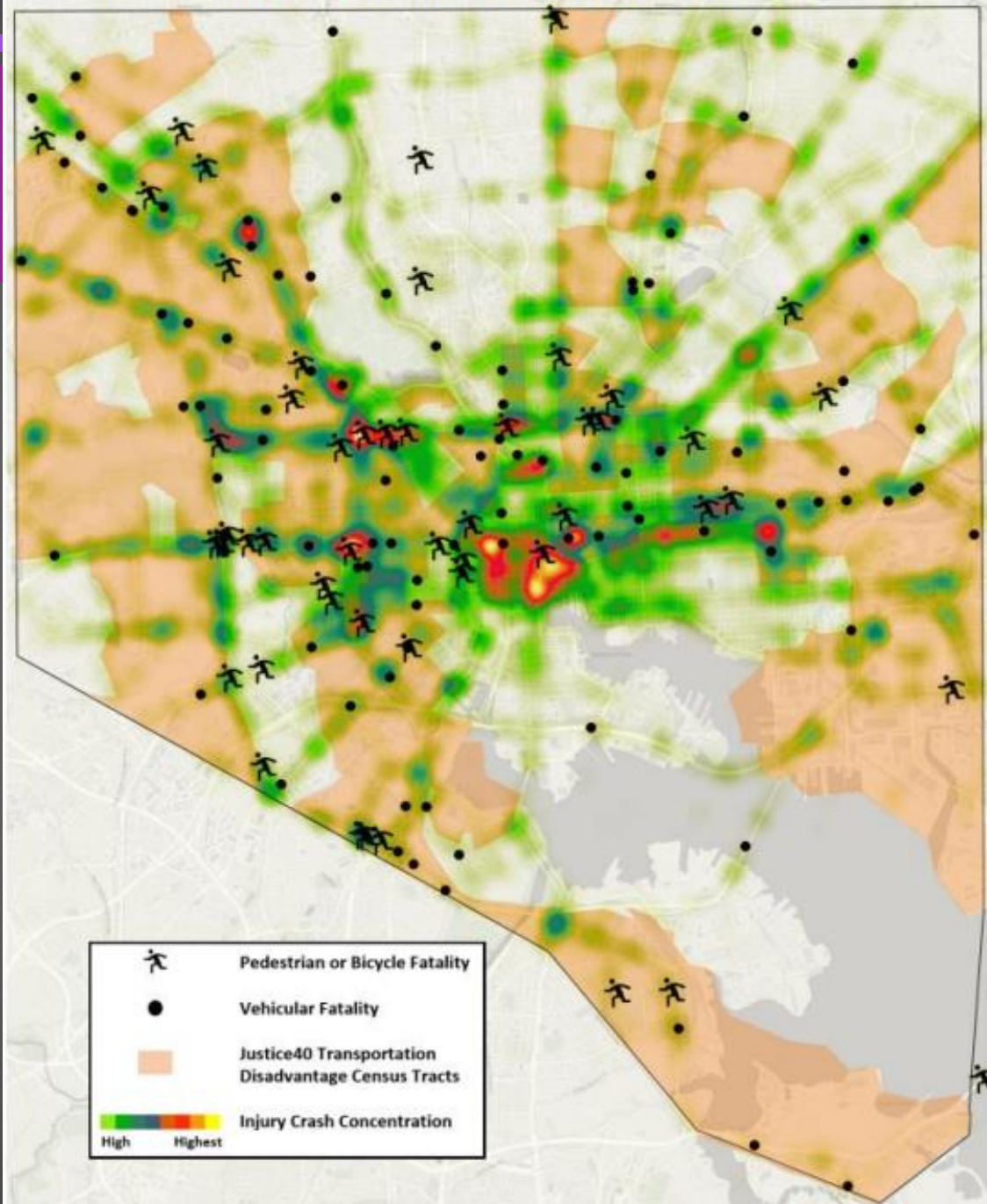
\$1.3M plan, with \$1M from SS4A

- Develop HIN
- Prioritize improvements along the HIN
- Develop communications and engagement plan



BCDOT SS4A ACTION PLAN: EQUITY

- USDOT prioritizes projects that affect Justice40 Census Tracts
- USDOT prefers projects that take equitable approaches. This can look like:
 - Determining areas of highest historical crash frequency
 - Determining where vulnerable roadway users are most at risk
 - Mapping desire lines between high need communities and resources (schools, grocery, medical services, jobs, parks)
 - Accounting for a variety of schedules and accessibility needs when conducting community engagement
 - Forming relationships with community advocacy groups and nonprofits that focus on vulnerable populations
 - Having an advisory group of community organizations and residents
 - PAID OPPORTUNITIES FOR RESIDENTS!!!!



BCDOT SS4A ACTION PLAN: USE YOUR LOCAL RESOURCES

- BCDOT is partnered with three local universities to develop the Action Plan:
 - The University of Maryland
 - Morgan State University
 - Johns Hopkins University
- Identifying universities and nonprofits in our application made contracting very easy 😊
- We're still having some trouble for one of the project components where we didn't identify a partner 😞
- **Recommendation: Have a flexible planning on-call contract for wide ranging planning activities that is compliant with federal code 2 CFR 200**



BCDOT DEMONSTRATION PROJECTS

Be creative!!!



Pilot projects with an emphasis on measurement of safety (and safety-related) outcomes.

BCDOT is measuring individual project outcomes and additive effects of projects in combination on:

- Time taken from planning to quickbuild implementation
- Usership across transportation modes
- Safety efficacy of interventions
- Public perception of SS4A projects and Complete Streets philosophy
- Public understanding of Complete Streets philosophy
- Public opinion on transparency of planning process vs previous processes
- Public interest in multiple types of mobility



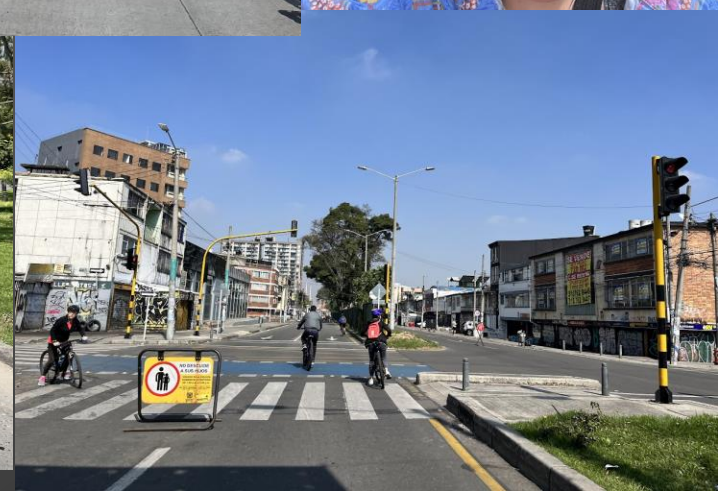
BCDOT DEMONSTRATION PROJECTS SPOTLIGHT: GREENWAY TRAILS NETWORK CICLOVÍA PROGRAM

What is a Ciclovía?

Bogotá, Colombia
February 2023



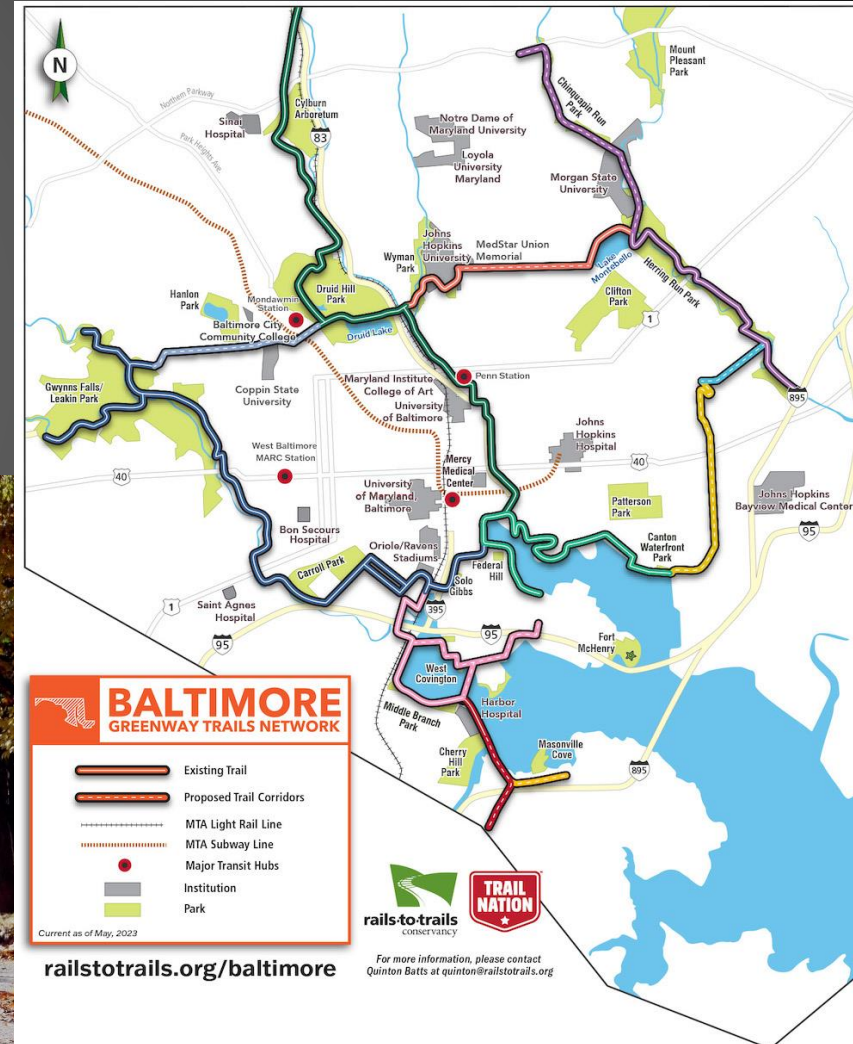
- 75 miles of connected pop-up street and lane closures
- Every Sunday 7 – 2 and holidays
- Estimated 3 million people participate every week



BCDOT DEMONSTRATION PROJECTS PART II: GREENWAY TRAILS NETWORK CICLOVÍA PROGRAM



- Program will run May – October
- 1 Sunday per month
- Monitor community awareness, participation, and feedback over time



WE NEED A LOT OF SUPPORT TO MAKE THESE PROJECTS WORK!

- **Complete Streets Captains** – Estimated 100 paid residents who will canvass the pop-up installations
- **Ciclovía Captains** – Estimated 200 paid residents helping administer the program over 6 months
- **Community Groups** – Providing stipend for community groups to host events at the Ciclovías to help draw people out
- **Sensors** – Measure volumes and travel patterns by mode along the Ciclovía and HIN projects



LOOKING FORWARD

- BCDOT will apply to SS4A Demonstration again in SS4A round 3
- BCDOT will hopefully apply to SS4A Implementation in SS4A rounds 4 and 5
- A BCDOT SS4A program page will be launched in the coming months here: <https://streetsofbaltimore.com/>
- Toward Zero Baltimore: <https://transportation.baltimorecity.gov/toward-zero>

Thank you!

Shayna Rose

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443-721-8223





Audience Q&A