



APPLICATION FOR:

• **STP-U FUNDS** (Project Development, Preservation, Modernization)
FY 2015-2018

| Project Information | | | | |
|---|--|--|---|---|
| Project Title: | Regional Safe Routes to School Program | | | |
| Agency Applying: | Lane Transit District, Point2point Solutions | | | |
| Applying for STP or TAP: | STP-U/TAP | | | |
| Fiscal Year(s): | 2015, 2016 | | | |
| Staff Contact: | Theresa Brand | Staff Phone: | 541-682-6132 | |
| Staff Email: | Theresa.brand@ltd.org | | | |
| Project Type: | <input type="checkbox"/> Preservation | <input type="checkbox"/> Modernization | <input checked="" type="checkbox"/> Project Development | <input type="checkbox"/> Other |
| Mode: | <input type="checkbox"/> Roadway | <input type="checkbox"/> Transit | <input type="checkbox"/> Bike/Ped | <input checked="" type="checkbox"/> Other |
| Project Description: | | | | |
| <p>The Regional Safe Routes to School's (SRTS) mission is to serve a diverse community of parents, students, and organizations: advocating for and promoting active transportation and the practice of safe bicycling and walking to and from schools throughout the Central Lane MPO area.</p> <p>This project requests funding for three district S.R.T.S. programs in order to maintain the current level of SRTS K-8 programming in the 4J, Bethel, and Springfield school districts through FFY 2016.</p> <p>Requested funding by year:</p> <ul style="list-style-type: none"> ○ 4J: FFY 2015, 2016 ○ Bethel: FFY 2015, 2016 ○ Springfield: FFY 2016 <p>The Regional SRTS Program assets include:</p> <p>Evaluation – Monitoring and documenting outcomes, attitudes and trends through the collection of data before and after the intervention(s).</p> <p>Engineering – Tracking and recommending operational and physical improvements to the infrastructure surrounding schools that help reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.</p> <p>Education – Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills and launching driver safety campaigns in the vicinity of schools.</p> <p>Encouragement – Using events and activities to promote walking and bicycling and to generate enthusiasm for the program with students, parents, staff and surrounding community.</p> <p>Enforcement – Partnering with local law enforcement to ensure that traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crosswalks and proper walking and bicycling behaviors) and initiating community enforcement such as crossing guard programs and student safety patrols.</p> <p>Equity – Recognizing that low-income children have the highest prevalence of obesity, especially among Latino and black children, SRTS can be a powerful tool in helping to increase physical activity through active transportation choices for <u>all</u> children while ensuring that they are able to walk and bicycle safely.</p> | | | | |

To further broaden the scope and impact on the above SRTS core activities, the team of SRTS coordinators identified key regional initiatives to address in the coming years:

Community Collaboration Partnerships

In FY 2014, the regional SRTS program had significant expansion of its bicycle and pedestrian safety education efforts due to funding support by community partners including the Jane Higdon Foundation, Alliance for Healthy Families, Springfield School Foundation and the Greater Eugene Area Riders.

Additional non-fiscal support came from collaboration with public and private entities including Active Youth Consortium, Huerta de la Familia, Beyond Toxics, Eugene and Springfield Bicycle Pedestrian Advisory Committees, Bike Friday, Center for Appropriate Transport, City of Eugene Recreation, Bethel Education Foundation, Eugene Education Foundation, Hutch's Bicycle Shop, Lane County Public Health, Oregon Research Institute, University of Oregon's (UO) Design Bridge, Bike Program, LiveMove, and Planning, Public Policy and Management programs.

Expanding on this established network, the regional program will continue to develop fiscal sponsorships and supportive relationships to help leverage program funding with particular focus on health and insurance providers, for example:

- Kaiser Permanente
- PeaceHealth
- McKenzie Willamette
- State Farm Insurance

School Board and School Wellness Policy Coordination

Integration into school wide policies on wellness and obesity prevention will further strengthen relationship between school districts and SRTS. The Springfield SRTS program has begun work on this area and will serve as a pilot for the regional SRTS team. The regional program will begin more outreach to the region's school boards about SRTS programming on an annual or semiannual basis.

Regional School District Wide Crossing Guard Program

The lack of uniform training, equipment, and availability of crossing guards has been identified as a major gap in current programming. Coordinators frequently hear comments from parents about the desire for a more robust crossing guard program and current programming is *ad hoc* and varies by school. Funding is limited and, although principals have the desire to provide crossing guards, it's difficult to find willing staff and funds to pay for their time.

Star Ranking of SRTS Programming in Schools

In an effort to better measure equity across schools, the SRTS team will develop a tiered ranking system to analyze SRTS programming at recipient schools. This provides an annual review of SRTS programming and further extends the SRTS reach to all regional schools.

School Champion Coordination

Parent and staff coordination of encouragement events is critical for the regional SRTS success.

Using the established Employee Transportation Coordinator model, the SRTS program will hold quarterly meetings for support, idea sharing, and foster more school champions.

Description of Need or Problem

The American Journal of Preventative Medicine (AJPM) cites research that U.S. families drove 30 billion miles and made 6.5 billion vehicle trips to and from school in 2009, representing 10-14 percent of traffic on the road during the morning commute [U.S. School Travel 2009: Assessment of Trends, August, 2009]. During one generation, the percentage of children walking or bicycling to school has dropped precipitously, from approximately 50% in 1969 to just 13% in 2009. This decline in walking and bicycling has had an adverse effect on student safety, community health, air quality and traffic congestion around schools. The SRTS Project addresses these critical community needs around regional K-8 schools.

Safety: The SRTS project improves children’s safety while walking and bicycling to school through education and awareness curriculum, encouragement activities, recommended safe route mapping services, identification and optimization of infrastructure improvements, and improved signage.

Community Health: The SRTS education and encouragement activities promote active transportation and serve as a cornerstone strategy to address childhood obesity. SRTS offers a gateway for school-age families to learn and use greater transportation choices. The project benefits extend well beyond the school day and K-8 school years.

Air Quality: Safe Routes to School's methods of education and encouragement increase the number of children walking and bicycling to school. As cars emit pollutants for each mile traveled, reducing traffic can improve the quality of air that children and nearby neighborhoods breathe in and around their schools.

Congestion: School-related traffic congestion and the negative effects that such congestion poses to the communities’ safety, health, mobility, and regional economy warrant regional attention and investment. The SRTS project educates and encourages the safe use of existing infrastructure investments to boost numbers of students who walk and bike and carpooling services. The results lead to reduction of peak hour congestion around schools.

| Eligibility | YES | NO |
|--|-------------------------------------|--------------------------|
| <p>RTP Is the project listed in, consistent with, or able to be added to financially constrained RTP, during project time frame?</p> <p>The SRTS projects is consistent with the RTP goals:</p> <p>Goal #1: Integrated Transportation and Land Use System Integrate transportation and land use to support transportation choices, promote all modes of transportation, reduce our reliance on any single mode of travel, and enhance community livability.</p> <p>Goal #2: Sustainability and Transportation Support regional sustainability by providing a transportation system that considers economic vitality, environmental health, and social equity.</p> <p>The Central Lane MPO adopted Regional Transportation Options Plan (RTOP) provides additional policy support for the SRTS program: Goal 1: Provide transportation options programs and services for greater equity in the community. Definition and Intent: Provide transportation options that meet the</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

diverse transportation needs of all people, regardless of age, income, race or ability. Transportation options improve equity because they help people become more independent and enhance the accessibility and connectivity of the existing transportation system.
OBJECTIVE 1: Support independent and active travel for all.
Strategy 1.1.C: Establish Safe Routes to Schools (SRTS) programs and services for all of the region's K-8 schools, as outlined in the SRTS Report "Moving Youth Forward."

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| Timeliness. Does the agency have the ability to utilize funds in FY requested? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Federal Eligibility. Is project eligible for STP-U or TAP funding under Federal guidelines ¹ | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Local Match. Can agency provide minimum required matching funds (10.27% of project total)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sufficient Funding. Has sufficient funding been identified to complete project/phase | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

¹For STP-U, see <http://www.lcog.org/documents/meetings/mpc/0609/MPC5f-Attachment1-FederalGuidelinesforSTP-U.pdf>
 For TAP, see <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

Cost Estimate/Funding Needs

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|--|------------------|---|
| Total Estimated Project Cost | \$343,074 | |
| Funding Available | \$19,285 | Source: 4J School District in-kind match |
| | \$5,971 | Source: Springfield School District in-kind match |
| | \$9,978 | Source: Bethel School District in-kind match |
| Amount of STP-U Request (Indicate to the right funding source requested) | \$307,840 | TAP/STP-U |

Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.

Regional Priorities

PRESERVES EXISTING TRANSPORTATION ASSETS

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| Goal: | Meet a minimum Pavement Condition Index (PCI) on high volume Arterials, Collectors and Multi-Use Paths. | | | |
| Measures: | Roadway <input checked="" type="checkbox"/> | Transit Route <input type="checkbox"/> | Bike Lanes <input checked="" type="checkbox"/> | Multi-Use Path <input type="checkbox"/> |
| | Functional Class: | | Transit Volume: | |
| | PCI: | | Freight Volume: | |
| | Traffic Volume: | | Bike/Ped Counts: | |

Qualitative Assessment:

Over the past decade, Oregon Safe Routes to School infrastructure grants have invested nearly \$1 million in bicycle/pedestrian improvements at and near schools in the Central Lane MPO area. The project will continue to enhance these investments by teaching children how to safely navigate their way to school using these pathways and will motivate parents to allow their children to use active transportation, thereby improving the value and effectiveness of the infrastructure improvements, and reducing the wear and tear on street facilities that would require preservation investments.

Regional Priorities

PRESERVES OR ENHANCES TRANSIT SERVICES

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| Goal: | Maintain or increase transit ridership. | | |
| Measures: | Existing ridership: | | Projected ridership |
| | Existing service hrs: | | Proj. service hrs: |

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| | Ex. area of service: | | Proj. service area: | |
| | Title VI Issues: | | Title VI Issues: | |
| Qualitative Assessment: | | | | |
| N/A | | | | |
| Regional Priorities | | | | |
| <input checked="" type="checkbox"/> | IMPROVES SAFETY | | | |
| Goals: | Reduce the number and severity of accidents involving pedestrians, bicyclists, and/or vehicles. Address areas perceived to have safety issues to increase the use of multi-use paths. | | | |
| Measures: | Roadway <input checked="" type="checkbox"/> | Multi-Use Path <input checked="" type="checkbox"/> | Sidewalk <input checked="" type="checkbox"/> | Mixed <input checked="" type="checkbox"/> |
| | Vehicular Crash Data: | | Traffic Volume: | |
| | Bicycle Crash Data: | | Transit Volume: | |
| | Pedestrian Crash Data: | | Bike/Ped Counts: | |
| Qualitative Assessment: | | | | |
| The SRTS Program fosters safety through: <ol style="list-style-type: none"> 1) Pedestrian safety education 2) Bicycle safety education 3) Promotion of recent investments in bicycle and pedestrian infrastructure improvements 4) Collaboration with school districts to lower or eliminate hazard/supplemental busing with safety programs, ridesharing services, and mapping services of safe walking/biking routes. | | | | |
| Regional Priorities | | | | |
| <input checked="" type="checkbox"/> | REDUCES GREENHOUSE GAS EMISSIONS | | | |
| Goals: | Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand. | | | |
| Measures: | Congestion Reduction <input checked="" type="checkbox"/> | Operational Efficiency <input type="checkbox"/> | Alternative Modes <input checked="" type="checkbox"/> | Trans. Demand Management (TDM) <input checked="" type="checkbox"/> |
| | Qualitative Assessment: | | | |
| As noted in the 2008 Center for Disease and Prevention Report, "Safe Routes to School: How Walking and Bicycling to School Reduces Carbon Emissions and Air Pollutants," if 20 percent of the children living within two miles of school were to walk or bicycle to and from school instead of being driven, it would save an estimated 4.3 million miles of car travel per school day nationally. It represents 777 million vehicle miles during a school year—the equivalent of taking over 60,000 cars off the road entirely for a year, and keeping 356,000 tons of carbon dioxide out of the nation's air. | | | | |
| Additional Project Benefits | | | | |
| Connectivity | | Will completed project fill in key gaps in the transportation system, complete system components, or provide better pedestrian, bicycle, or roadway connectivity at a regional scale? | | |
| The Safe Routes to School project assists jurisdictions by identifying key gaps in bicycle and pedestrian infrastructure necessary for safe walking and bicycling to school. | | | | |
| Measures: # of infrastructure connectivity projects to schools | | | | |
| Multiple Modes | | How will completed project benefit more than one mode or purpose (i.e., roadway & transit, bicycle & roadway users, or roadway & identified freight route)? | | |
| SRTS also promotes "Walk & Stride," drop off points for parents to foster physical activity to school along a safe route. In addition Point2point Solutions augments SRTS by offering school families a | | | | |

tailored carpool matching service, SchoolPool. Children receive health benefits of walking and school zones are less congested through reduction of school peak hour traffic.

Measures: # of students walking, # of SchoolPool matches.

Congestion Reduction

Will completed project reduce congestion through provision of additional capacity or critical link or other means?

By reducing school commute peak hour congestion and dispersing demand off of the current highway and road system to other modes and routes, the SRTS program maximizes use of existing transportation investments such as bikeways, sidewalks, and ridesharing online software. In doing so, overall capacity improves on all local, regional, and state road facilities.

Measures: Traffic count data from jurisdictions near K-8 schools.

Freight

Will completed project improve the freight system and freight movement?

For schools near freight corridors, increased walking and biking reduces peak hour congestion and improves freight mobility.

Measures: Level of service for freight corridors.

Public Health

Will the completed project provide public health benefits?

Safe Routes to School's methods of education and encouragement increase the number of children walking and bicycling to school with important public health consequences of increased physical activity and improved air quality.

Increased Physical Activity

The project will continue to encourage safe, healthy, and active transportation among K-8 students and families. Children today are simply not getting enough physical activity, contributing to growing rates of obesity and obesity-related health problems, such as diabetes.

Consider:

- 1) Over the past 40 years, rates of obesity have soared among children of all ages in the United States, and approximately 25 million children and adolescents—more than 33%—are now overweight or obese or at risk of becoming so. (American Medical Association, 295, no. 13, 2006.)
- 2) The prevalence of obesity is so great that today's generation of children may be the first in over 200 years to live less healthy and have a shorter lifespan than their parents. (New England Journal of Medicine: Volume 352: March 2005.)
- 3) Walking one mile to and from school each day is two-thirds of the recommended sixty minutes of physical activity a day. (AJPM 2003:25 (4))
- 4) An analysis of SRTS effect on Monroe Middle School students' physical activity showed a 30% increase in walking trips after one-year of SRTS (2008-2009) with the average rising from 27% to 35% of total trips taken.
- 5) The program's use of existing route map resources illustrate additional community recreational locations (parks, recreation centers, pools) within walking and bicycling and nearby transit stop locations. The livability benefits of SRTS directly address an epidemic facing today's communities.

Improved Air Quality

- 1) Children exposed to traffic pollution are more likely to have asthma, permanent lung deficits, and a higher risk of heart and lung problems as adults. (Epidemiology, Volume 16, No. 6, November

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| <p>2005.)</p> <p>2) Over the last 25 years, among children aged 5 to 14, there has been a 74 percent increase in asthma cases. In addition, 14 million days of school are missed every year due to asthma. (Centers for Disease Control and Prevention, http://www.cdc.gov/HealthyYouth/asthma/index.htm.)</p> <p>3) Returning to 1969 levels of walking and bicycling to school would save 3.2 billion vehicle miles, 1.5 million tons of carbon dioxide and 89,000 tons of other pollutants—equal to keeping more than 250,000 cars off the local, regional, and state facilities per year. (“Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks,” U.S Environmental Protection Agency. Available at http://www.epa.gov/otaq/consumer/f00013.htm.)</p> | |
| <p>Measures: School based obesity rates</p> | |
| <p>Economic Development</p> | <p>Will the completed project promote or support economic development?</p> |
| <p>N/A</p> | |
| <p>Measures:</p> | |
| <p>Other: Equity</p> | <p>Are there other benefits that the completed project will provide?</p> |
| <p>The Eugene Springfield SRTS is committed to equitable programming and evaluates equity in several ways:</p> <p>Who: Demographics of school districts including race, socioeconomic class, gender, and unique populations (such as people with disabilities).</p> <p>Where: Spatial distribution of services, programs and infrastructure projects. Streets in lower-income communities are more dangerous for people who walk or ride bicycles, due to an absence of protective infrastructure and street design. [Bridging the Gap. “Income Disparities in Street Features that Encourage Walking.” 2012.] Injuries to people walking and bicycling are much more frequent in lower-income neighborhoods than in upper-income neighborhoods. [“Neighborhood Social Inequalities in Road Traffic Injuries: The Influence of Traffic Volume and Road Design.” <i>American Journal of Public Health</i>, 102(6): 1112-1119, 2012.]</p> <p>What: Projects that increase accessibility, opportunities and benefits across all populations.</p> <p>The regional SRTS program incorporates equity into its assets by:</p> <p>Equity in Education: The Regional SRTS program’s education component engages students in the classroom mainly for bike safety and pedestrian safety classes, and occasionally other events. Equity considerations include who gets these services across all districts, and cultural competency of the information is presented.</p> <p>Key components include:</p> <ul style="list-style-type: none"> ○ Classes spread across the district evenly, reaching all schools ○ Materials available in Spanish ○ Hiring of diverse instructors ○ Training on how to present material in a culturally competent manner <p>Equity in Engineering/Infrastructure</p> <p>The Regional SRTS team works regularly with city and county planners, School District maintenance departments and others to direct infrastructure to be provide safe routes to and from school with specific focus on under-served populations and schools.</p> <p>Equity in Encouragement Events</p> | |

It is critical to note for SRTS events who participates, the location, and the overall programming for cultural relevancy. In addition, SRTS programs partner with other organizations that work with specific populations increases the SRTS reach to underserved groups.

Equity in Evaluation

Evaluation equity is addressed at the programming level to examine equity goals within the administration of SRTS work. In evaluation work (surveys, tallies, participation numbers, etc.) it is important to identify variables of race, gender, ability, income, whenever possible to help identify and understand any potential barriers for participation.

Measures:

Other Project Information

Scope of improvement, i.e., regional, community, neighborhood, local

Regional: SRTS activities touch all three of the region's school districts: 4J, Bethel, and Springfield.

Ratio of STP-U Overhead to Overall Project Cost

9:1 In addition, please note that Point2point Solutions provides additional project support and coordination through their SchoolSolutions program including: information on Back-to-School transportation options, SchoolPool services, and grant writing support.

Opportunity Costs, i.e., cost of not doing activity/project

Without funding, the Safe Routes to School education and encouragement activities would cease providing benefits to 4J and Bethel K-8 schools in the FY 2015/2016 FY with Springfield's program ending in 2016.

PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG pthompson@lcog.org