

Indiana Safe Routes To School Program

**Safe Routes to School
Workshop**

August 30, 2010

Setting the Stage

- Average of 14 bicyclist & 62 pedestrian fatalities per year in Indiana 2005 - 2009.
- Nationwide, about 22% of traffic fatalities ages 5 – 9 were pedestrians.
- In 2009, 17.9% of vehicle crashes with pedestrians and 7.6% of vehicle crashes with bicyclists resulted in incapacitating injuries or deaths.
- Nationally, 85% of children arrive at school by bus or car. 17%-26% of morning rush hour traffic is school-related.
- Parents cite traffic danger & distance as reasons why children don't bike or walk to school.
- Trends indicate increasing health problems associated with being overweight among school-aged children. Over 33% are overweight or obese.
- Decreasing physical activity among children is partly responsible for weight gains.

Purpose of SRTS

1. To enable and encourage children, including those with disabilities, to walk and bicycle to school;
2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
3. To facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of primary and middle schools (Grades K-8).

SRTS Potential Benefits

- ▣ Increased pedestrian and bicycle safety
- ▣ More children walking and biking to schools
- ▣ Increased physical activity & improved health
- ▣ Improved children's focus at school
- ▣ Reduced vehicle congestion around schools
- ▣ Improved air quality & reduced fuel use
- ▣ Enhanced accessibility within the community
- ▣ Improved community partnerships
- ▣ Socialization benefits for children and parents

Indiana Safe Routes Program

- ▣ Based on the federal SRTS program
- ▣ Features SRTS Advisory Committee
- ▣ Partners: Schools and school districts, Indiana Departments of Education and Health, cities, towns, counties, MPOs, local health departments and law enforcement, interested non-profits
- ▣ How do we measure success ?
 - Number of SRTS - funded projects completed,
 - More children bicycling and walking to school,
 - Fewer private vehicles transporting children to school
 - Reduced short-distance bussing

Key Program Features

- ▣ Infrastructure projects and non-infrastructure activities
- ▣ 100% federal funds with no local match
- ▣ All payments are reimbursements
- ▣ Private schools are eligible
- ▣ Emphasis on improved access for children with disabilities
- ▣ Federal SRTS funds cannot be redirected and used for other purposes



How Much SRTS Funding Did Indiana Receive?

Initial

Apportionments:

\$ 1.0 million (FY2005)

\$ 1.8 million (FY2006)

\$ 2.4 million (FY2007)

\$ 3.0 million (FY2008)

\$ 3.8 million (FY2009)

TOTAL= \$12.0 million

Authorization limited
to 90% or \$10.8 million.



Infrastructure Project Characteristics

- ❑ Involve construction work
- ❑ Eligible costs include project design, right-of-way purchases and construction or installation
- ❑ Projects must be located within 2 miles of school
- ❑ Projects must benefit K - 8th grade school trips
- ❑ Cost between \$5,000 and \$250,000



Eligible Infrastructure Improvements

- ▣ Sidewalks, crosswalks & curb ramps
- ▣ Traffic calming & speed reduction measures
- ▣ Pedestrian & bicycle crossing improvements
- ▣ On-street bike lanes
- ▣ Off-street shared use paths
- ▣ Bike parking installation
- ▣ Traffic diverters
- ▣ Signs & flashers



Non-Infrastructure Activities

- ▣ No construction or right-of-way purchases
- ▣ Education & training
- ▣ Encouragement activities
- ▣ Enforcement actions
- ▣ Safety Evaluations
- ▣ Activities must benefit K - 8th grade school trips
- ▣ No 2-mile limit
- ▣ Costs between \$5,000 and \$75,000



Non-Infrastructure Examples

- ▣ Public awareness & outreach
- ▣ Route safety evaluations
- ▣ Comprehensive safe routes plans & school travel plans
- ▣ Walking & biking safety training, bicycle rodeos, education materials
- ▣ Enforcement of safe driving within 2 miles of school
- ▣ “Walking school buses”, “bicycle trains”, various participation techniques & limited incentives
- ▣ Funding to train & equip crossing guards



General Program Recommendations

- ▣ Form a Local Committee to Guide & Promote SRTS
- ▣ Review & Evaluate Current School Policies Regarding Walking and Biking to School
- ▣ Conduct SRTS Planning to Provide a Foundation for Infrastructure Projects
- ▣ Plan in Advance for Required Parent and Student Surveys and Required Endorsements
- ▣ Coordinate Safe Routes Planning with Other Planning
- ▣ Connect Planned Walking and Biking Facilities with Other Local Bicycle & Pedestrian Projects
- ▣ Actively Discourage Driving to School
- ▣ Pay for Preliminary Engineering with Local Resources
- ▣ Demonstrate Local Commitment to Walking and Biking
- ▣ Be Creative and Build Enthusiasm

Indiana's SRTS Program Summary

- ▣ Four rounds complete in 2006, 2007, 2008 and 2009
- ▣ 187 applications received over four years requesting a total of nearly \$31 million
- ▣ Over \$10.1 million awarded through 2009
- ▣ 65 SRTS awards, including 24 non-infrastructure activities



Contact Information

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