2019 Safe Routes to School Application Workshop

Please make sure to sign in.

Housekeeping

INTRODUCTIONS

- Name
- Agency
- Take away or expectations

2019 Safe Routes to School Application Workshop

Sarita Taylor, Florida SRTS Coordinator – FDOT Safety Office

AGENDA

- The GOOD, The BAD and The UGLY
- What's happening in your area
  - Education
  - Applications
  - Rural Assistance
- Understanding the process
- New application
- GAP? Explanation & Accessing
- Wrap-up
- Questions

This is a story of the Good, the Bad and the Ugly

FLORIDA SAFE ROUTES TO SCHOOL

Parents driving their children to school account for 20%-25% of morning rush hour traffic. (NHTSA 2003)

FLORIDA SAFE ROUTES TO SCHOOL

Fewer kids are biking and walking. More parents are driving.

Promoting safe walking and biking is an ideal strategy to increase physical activity.

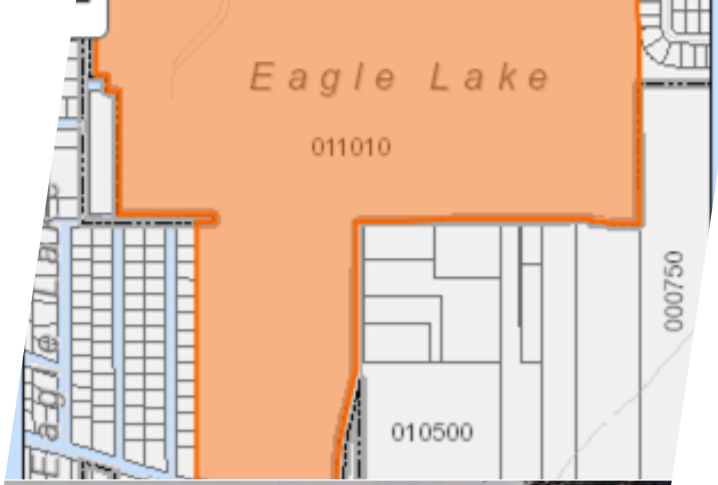
FLORIDA SAFE ROUTES TO SCHOOL

Individual barriers to .....walking and biking to school.

Long Distances	62%
Traffic Danger	30%
Adverse Weather	19%
Fear of Crime Danger	12%

School siting issues,
Individuals to walking to school
and Community issues

FLORIDA
SAFE ROUTES
TO SCHOOL



SCHOOL SITING ISSUES

A GENERATION AGO

- Small (averaging 127 students)
- Schools located in community centers
- 42% of kids walked or biked to school

TODAY

- Mega-schools (averaging 653 students)
- Schools located on 10-30+ acres fringe land
- 40% of high schools have attendance of 1500+ students
- Lowest-cost construction

FLORIDA SAFE ROUTES TO SCHOOL

FLORIDA SAFE ROUTES TO SCHOOL

Traffic Danger

Community conditions make it hard to walk or bike

FLORIDA SAFE ROUTES TO SCHOOL

FLORIDA SAFE ROUTES TO SCHOOL

Is this barrier reflective of changed social norms?

Walking School Bus – Corner Captains – School Crossing Guards

These all help make up the “eyes on the street”.

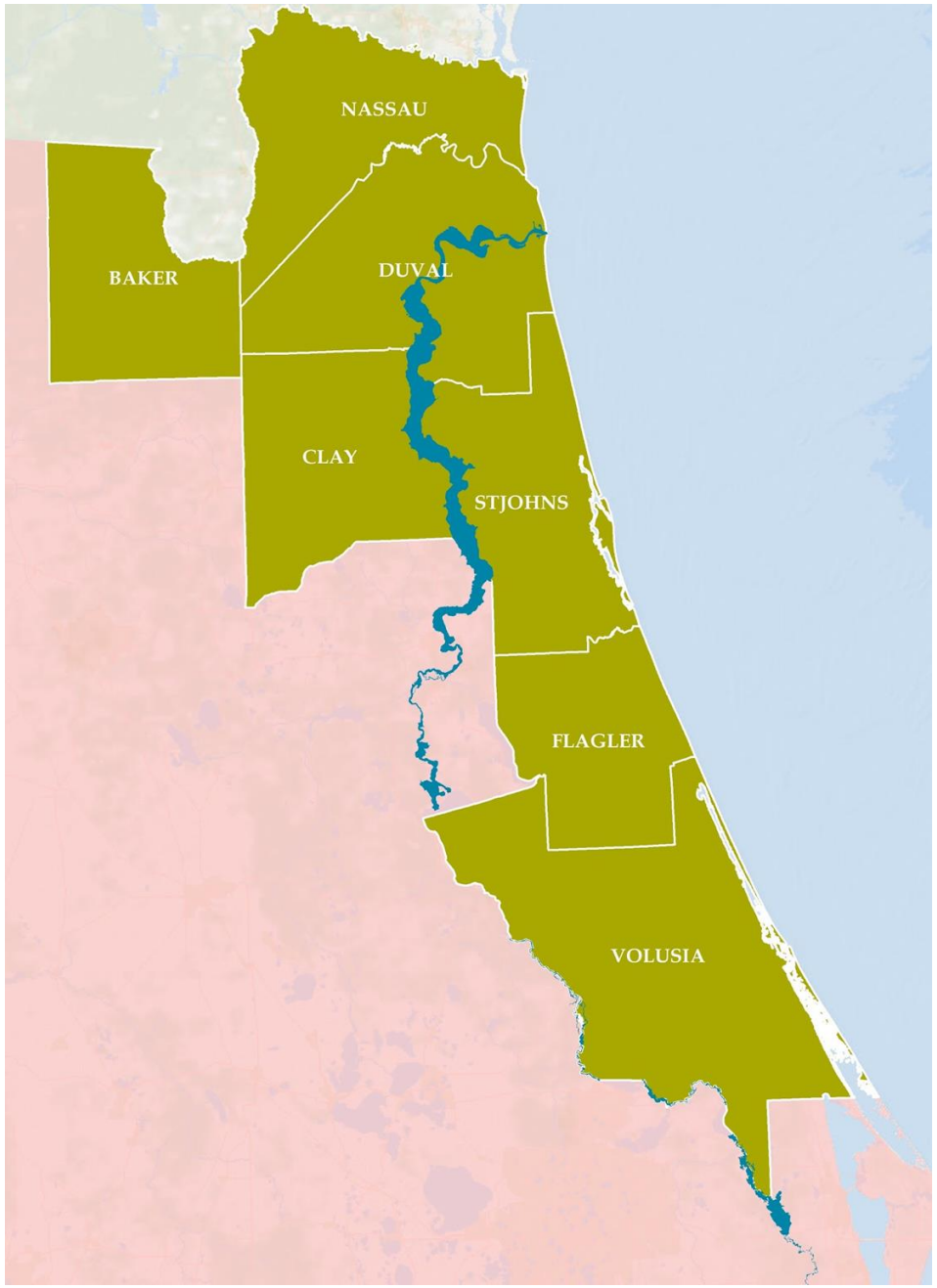
The Human Presence!

How can Florida's Safe Routes program help?

FloridaSRTS.com
Bicycle Pedestrian Curriculum for K-12th Grades

SAFE ROUTES TO SCHOOL

HEALTH PLANNING COUNCIL
OF NORTHEAST FLORIDA



Northeast Florida Safe Routes to School

(SRTS) serves:

Baker

Clay

Duval

Flagler

Nassau

St. Johns

Volusia

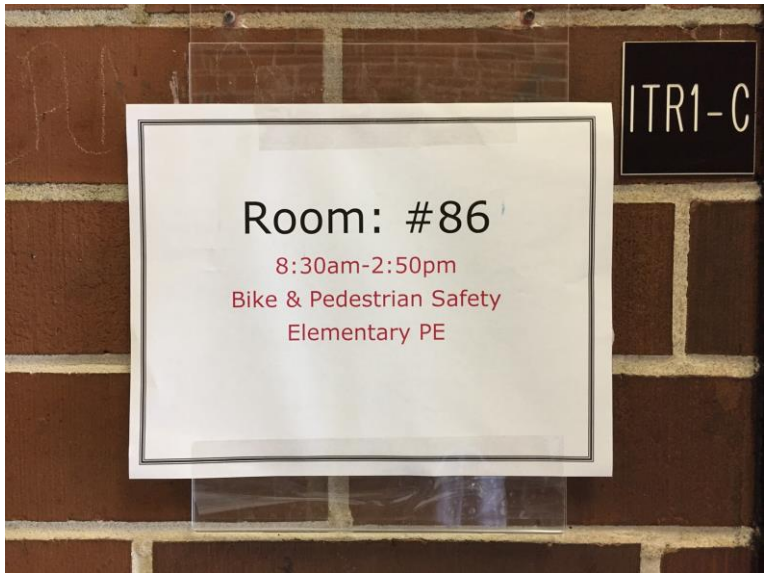
Highlights: Progress Since August 2017

28,023 students have learned about safer walking & biking

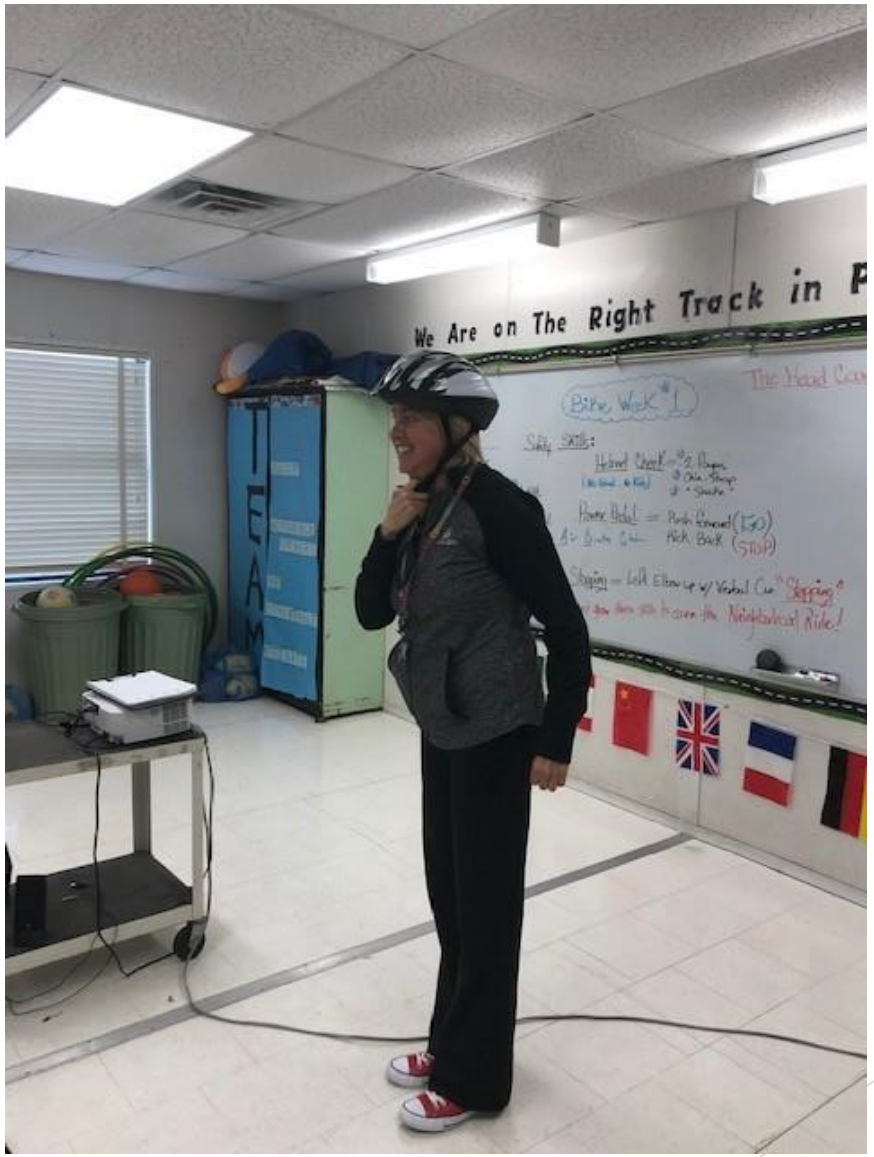
4,739 community members reached at events

547 helmets distributed for free to kids, teens, & adults

Train-the-Trainer Model & Approach



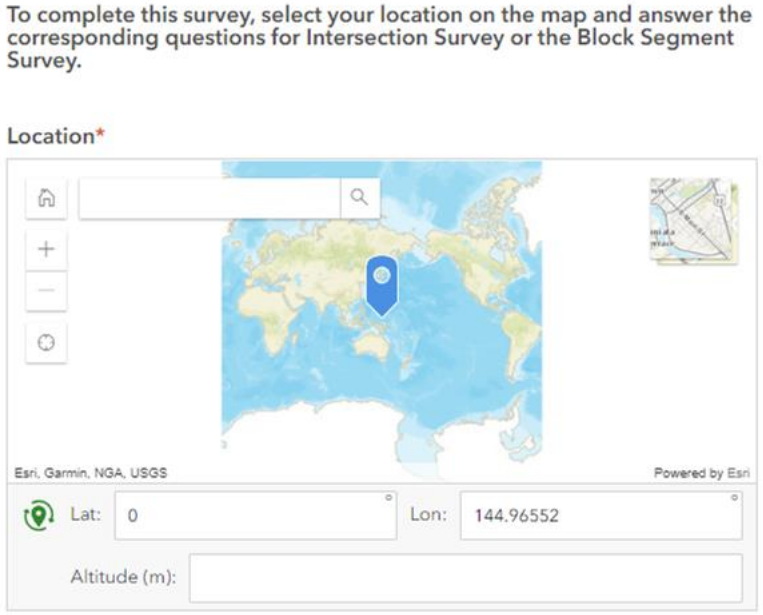
School and Community Events

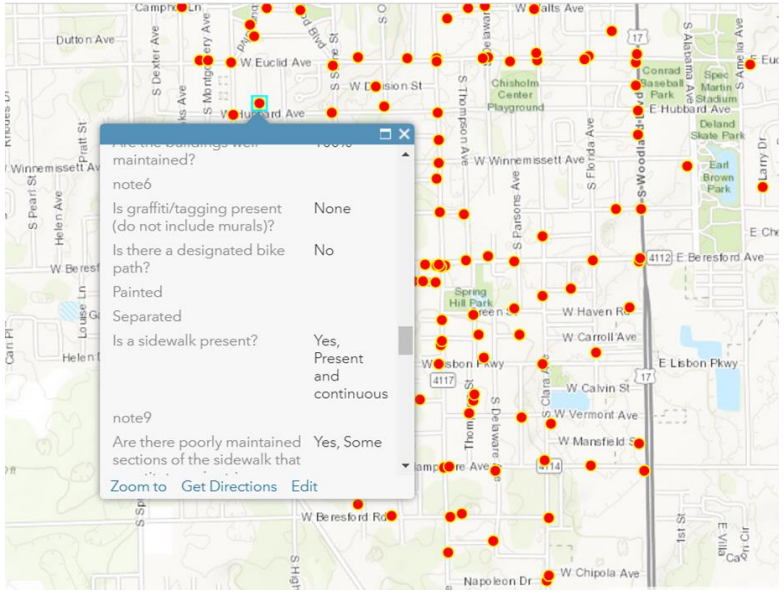



NFBC
North Florida Bicycle Club
HELMET FIT

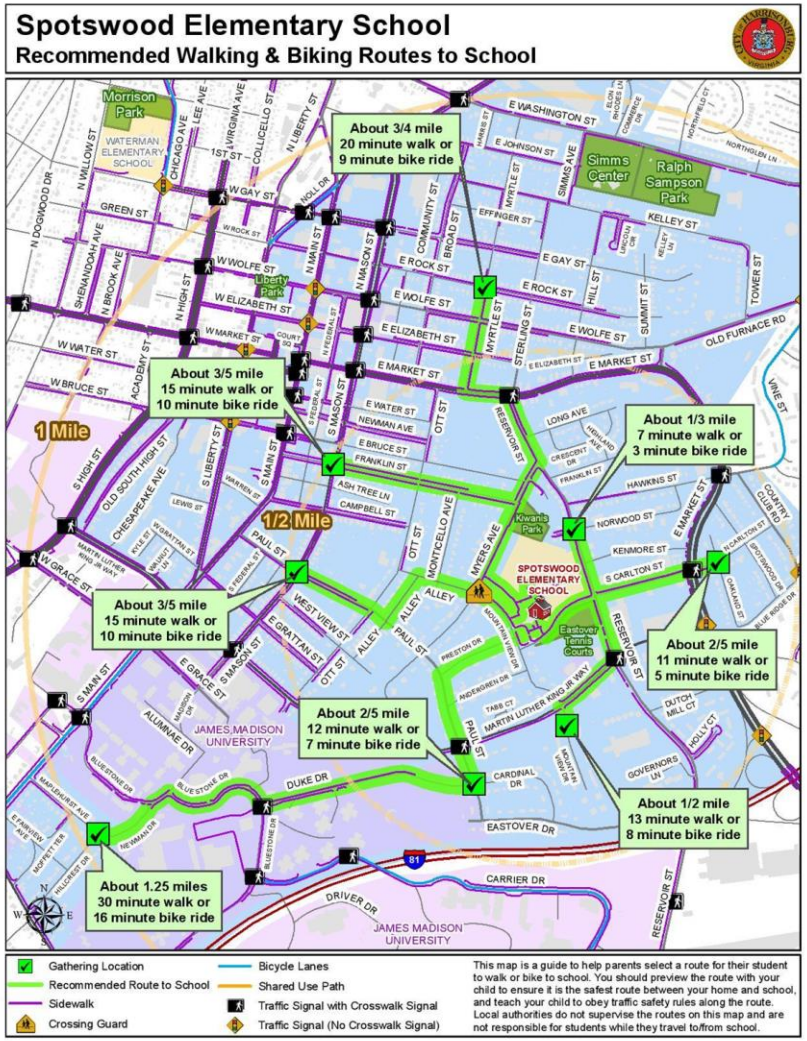

Southside
ELEMENTARY SCHOOL
4/19 SPRING PICTURES
4/20 2ND GRADE BIKE RIDE
8:45

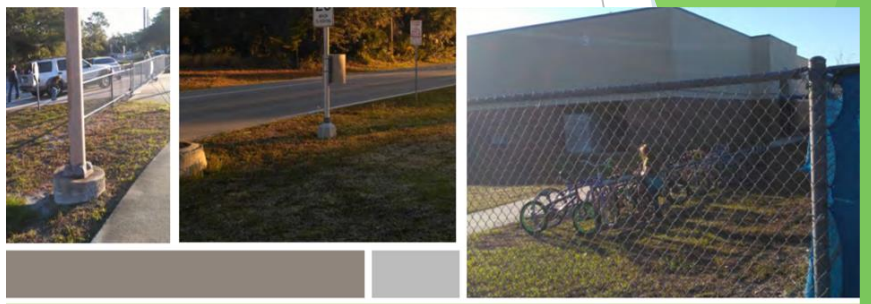
Walkability Assessments





School Travel Maps / Walking School Bus





BICYCLE AND PEDESTRIAN SCHOOL SAFETY REVIEW STUDY

WADSWORTH ELEMENTARY SCHOOL

PALM COAST, FLAGLER COUNTY, FL

Assessment & Implementation Report | June 2017

RIVER TO SEA TPO

KITTELSON & ASSOCIATES

flaglerschools

Striving to be the Nation's Premier Learning Organization

What's Going On In District Two?

Success!

- 2018 to 2019 Application Cycle
  - Four funded projects
    - $2,455,957
- Projects reaching construction

Before

LANDON MIDDLE SCHOOL - SAN MARCO AREA IN JACKSONVILLE

After

LANDON MIDDLE SCHOOL – SAN MARCO AREA IN JACKSONVILLE

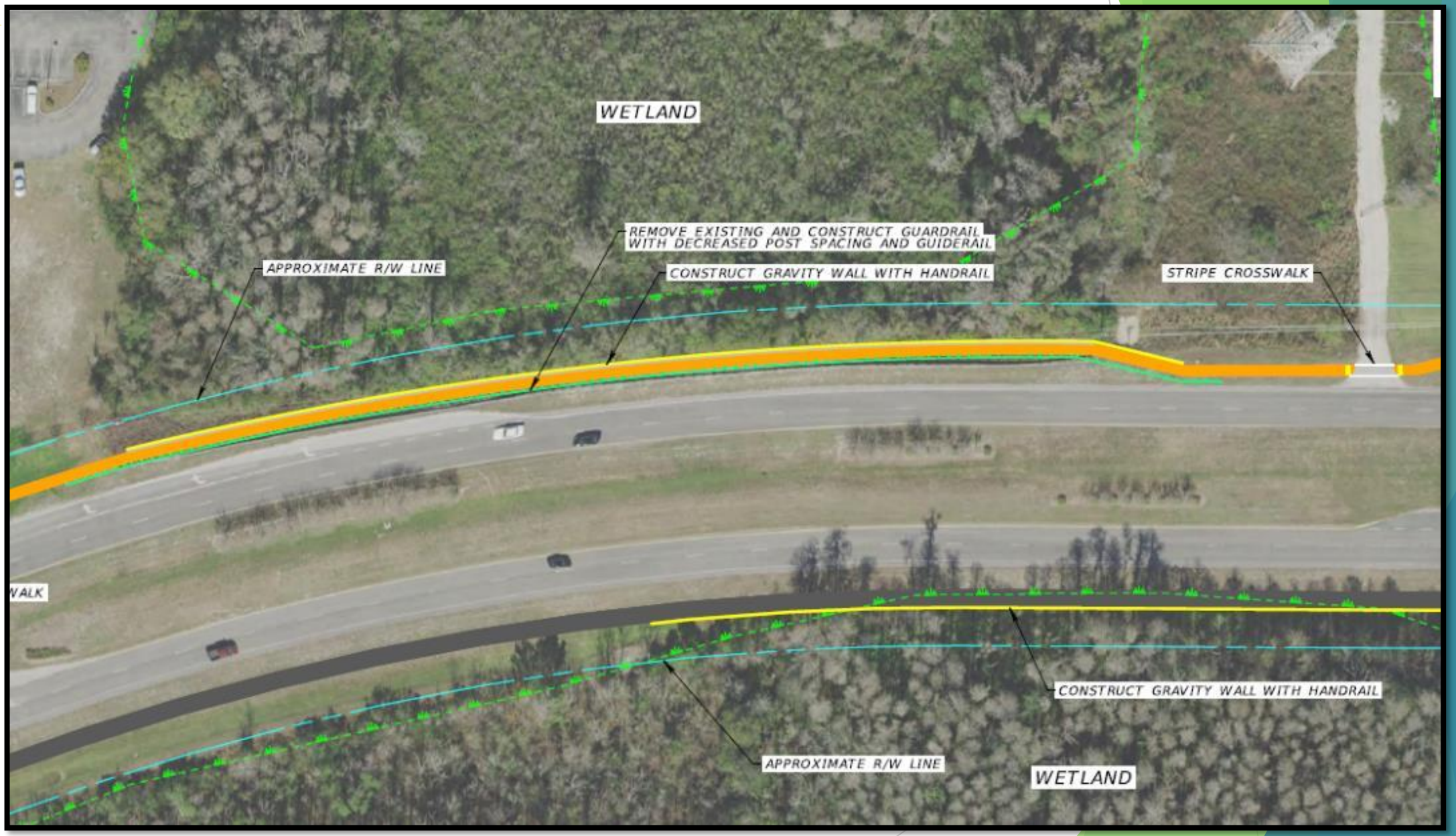
Going Forward:

- Things are not always what they seem

Going Forward:

- Things are not always what they seem.

FLORIDA
SAFE ROUTES TO SCHOOL



FLORIDA SAFE ROUTES TO SCHOOL

Going Forward:

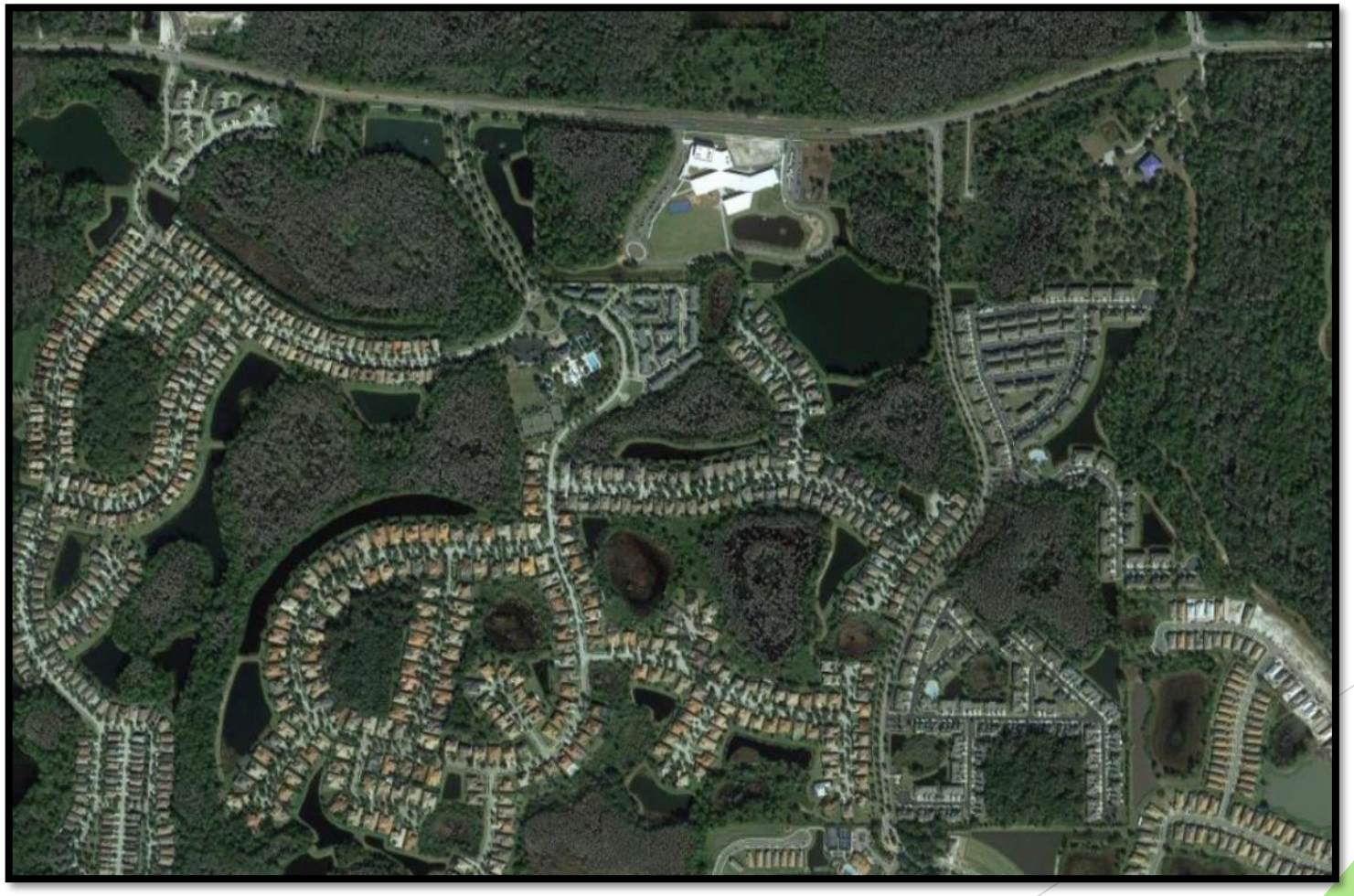
- Total project cost – 1.9 miles of sidewalk
  - Construction: $2,000,000
  - Design & Survey: $800,000
- Existing neighborhood sidewalks, connectivity, combined with walking school buses could eliminate need or limit overall scope.

Finding Opportunities

- Look for the low-hanging fruit starting at the school:

Finding Opportunities

- Look for the low-hanging fruit starting at the school:



District 2 SRTS Contact

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NFLTrafficSafety.com

Rural Community Assistance

University of Florida
Transportation Institute
Transportation Technology Transfer (T2) Center
UNIVERSITY *of* FLORIDA

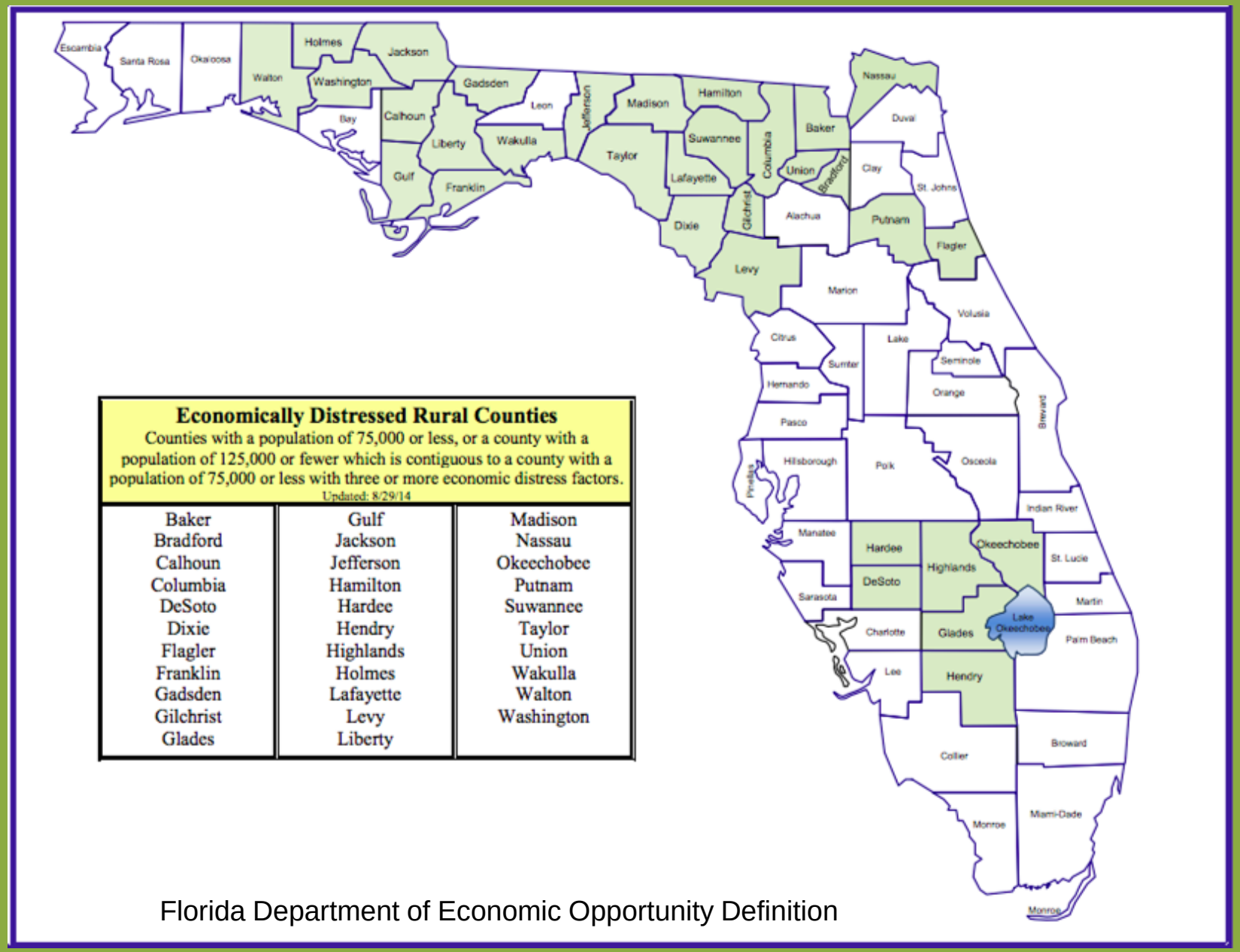
Center for Health and the Built Environment
UNIVERSITY *of* FLORIDA

College of Design, Construction & Planning
UNIVERSITY *of* FLORIDA

SAFE ROUTES TO SCHOOL

TECHNICAL ASSISTANCE

RURAL COMMUNITIES IN FLORIDA



Economically Distressed Rural Counties

Counties with a population of 75,000 or less, or a county with a population of 125,000 or fewer which is contiguous to a county with a population of 75,000 or less with three or more economic distress factors.

Updated: 8/29/14

Baker	Gulf	Madison
Bradford	Jackson	Nassau
Calhoun	Jefferson	Okeechobee
Columbia	Hamilton	Putnam
DeSoto	Hardee	Suwannee
Dixie	Hendry	Taylor
Flagler	Highlands	Union
Franklin	Holmes	Wakulla
Gadsden	Lafayette	Walton
Gilchrist	Levy	Washington
Glades	Liberty	

Florida Department of Economic Opportunity Definition

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WHY RURAL COMMUNITIES ARE A GREAT FIT FOR SAFE ROUTES TO SCHOOL INFRASTRUCTURE FUNDING:

Improve Walking and Bicycling within Rural Areas through innovative solutions.

- "Activity Hubs" are encouraged in Rural Villages and Communities
- Rural Communities are spread out but become connected through spokes:
  - Trails
  - Sidewalks
  - Bike lanes
- Remote drop-off
- Walking school busses

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BARRIERS TO ACTIVE TRAVEL

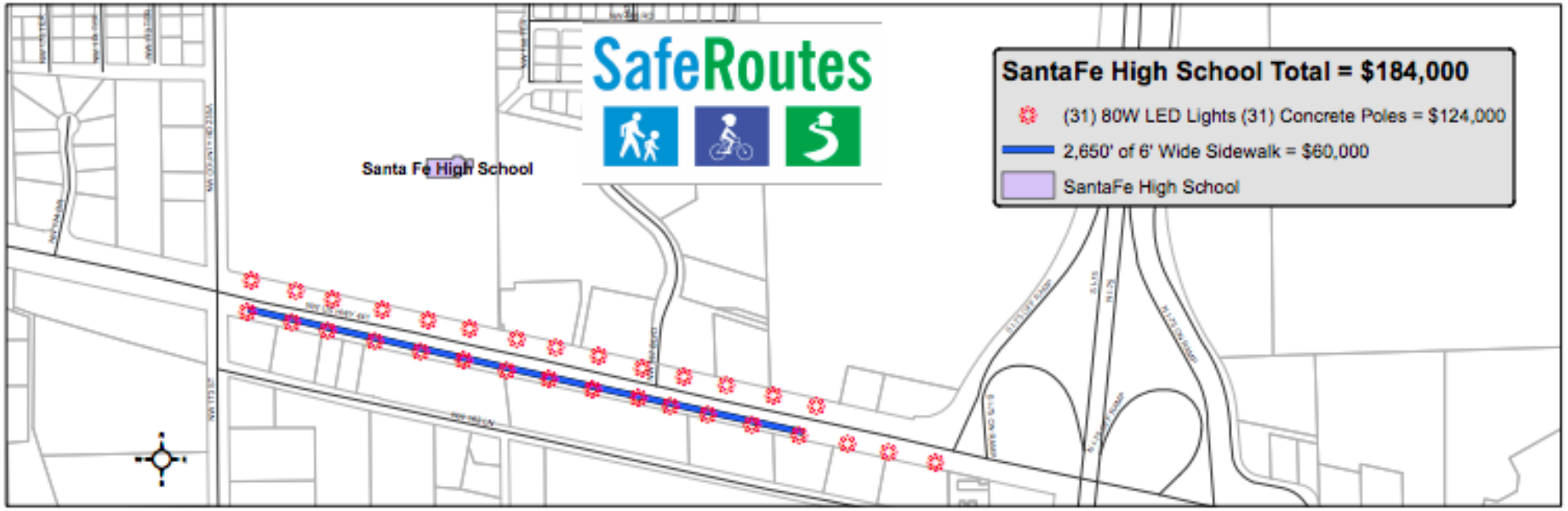
Image: SRTS (n.d.)

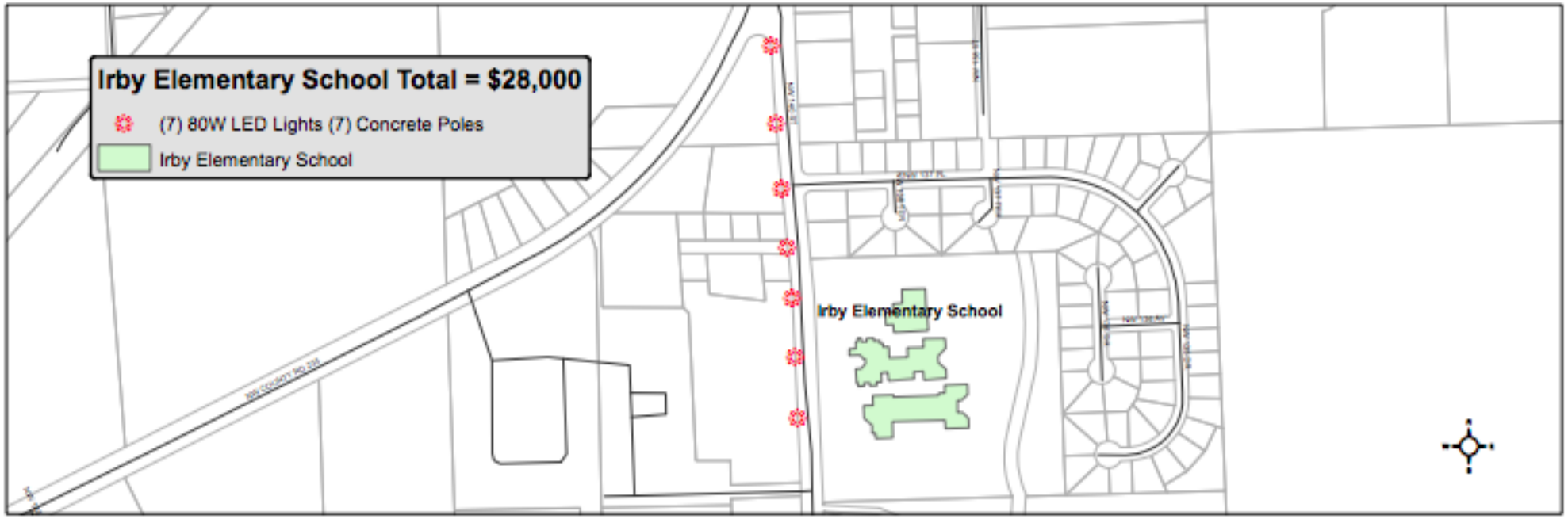
- Lack of funding
- Lack of infrastructure
- Unsafe infrastructure
- Lack of programs that promote walking and biking

UF TECHNICAL ASSISTANCE

- Application process
- Help identify potential schools and projects
- Public engagement
- Site mapping and audits
- Estimate affected students
- Engineering cost estimate
- Quality assurance
- Assist with student and parent surveys

Image: SRTS (2017)





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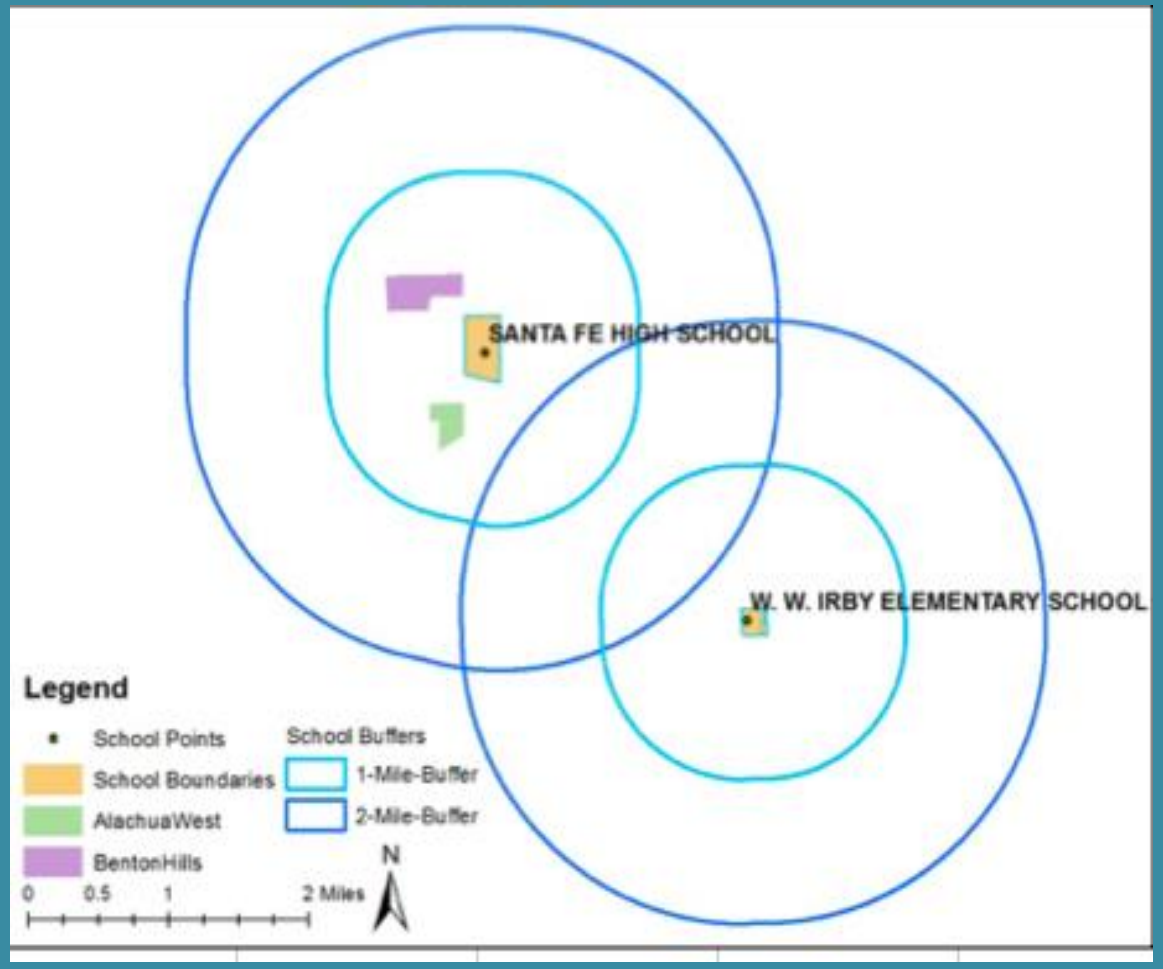
PILOT COMMUNITY: CITY OF ALACHUA

- Project Specifics:
  - Irby Elementary
    - Additional LED lighting
  - Sante Fe High School
    - Additional LED Lighting
    - Additional Sidewalks



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GIS ANALYSIS

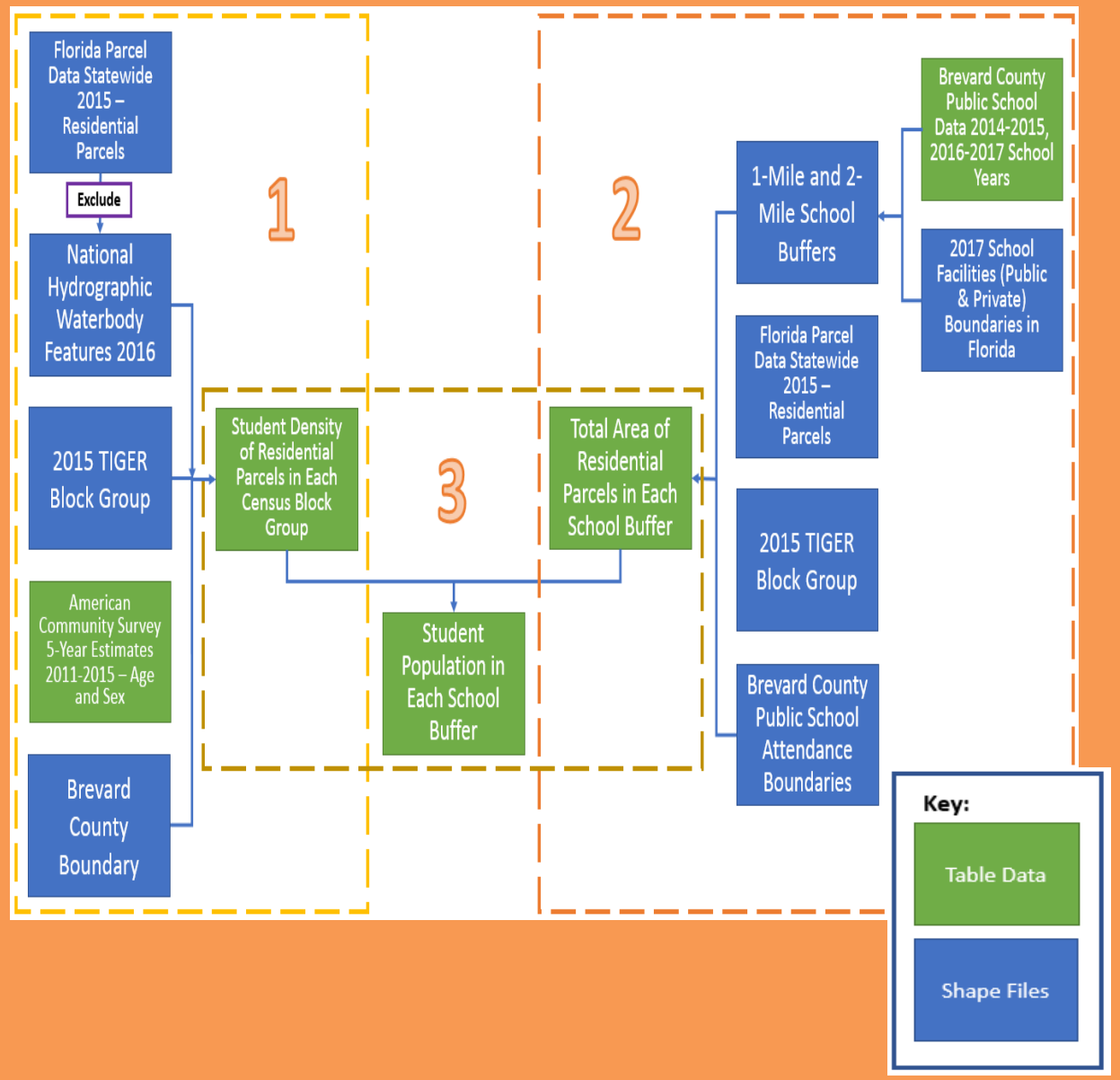
Brevard County Case Study Overview

Analysis Factor 1: Estimate Student Population Affected by Proposed Safe Routes to School Project.

Analysis Factor 2: Determining Average AADT/ Mile within school's walking and biking boundaries.

Analysis Factor 3: Determining Pre-existing Rate of Sidewalk Coverage and Post Safe Routes to School Project Implementation Sidewalk Coverage.

GIS – Student Population Analysis



Step 1: Decide the student population density by census block group in Brevard County.

Step 2: Decide the total area of residential parcels in each school buffer.

Step 3: Calculate the number of student population by age groups surrounding each public school.

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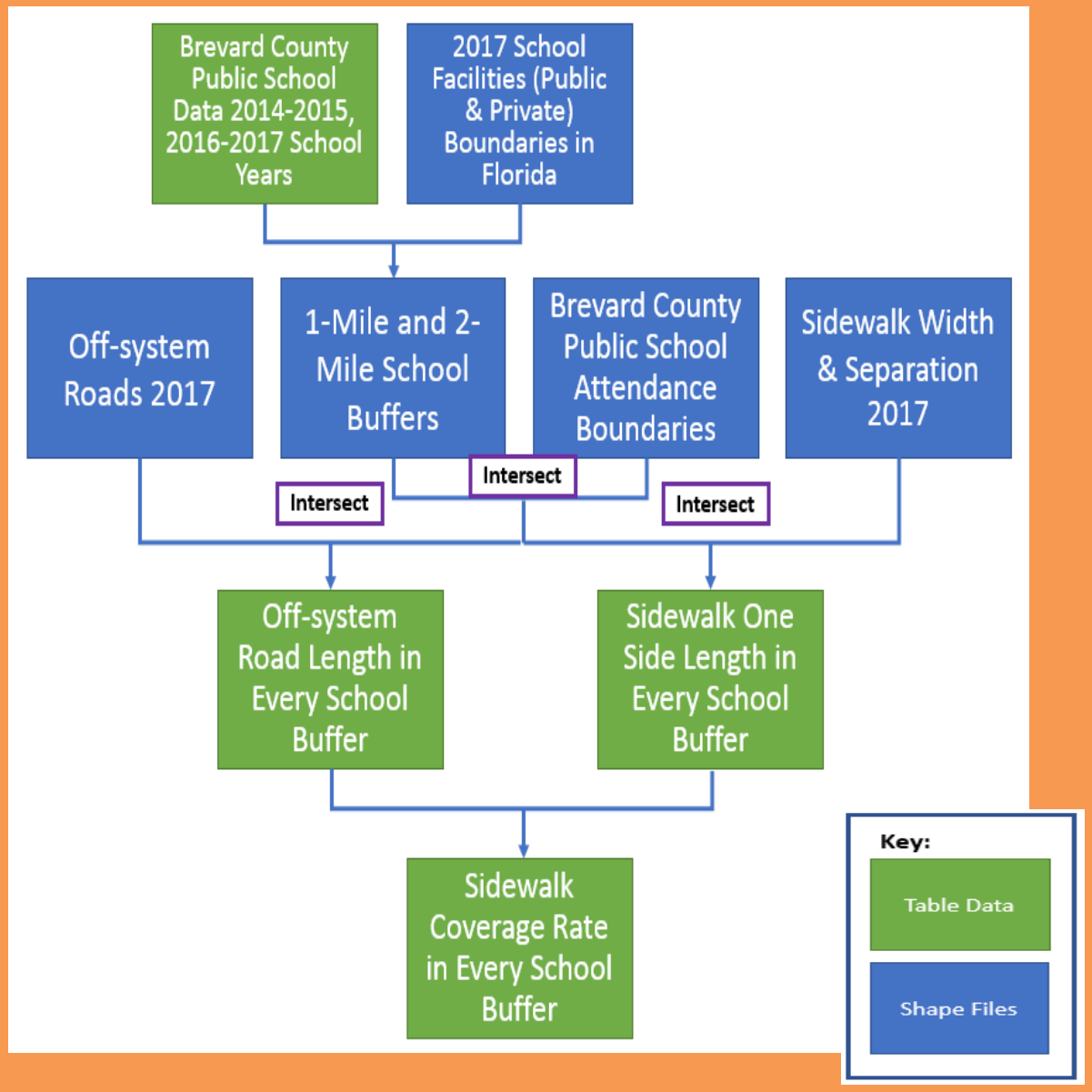
GIS - Sidewalk Analysis



Pre-existing conditions: How many students will use the proposed project and will the project improve existing conditions? GIS data used to determine existing sidewalk coverage rate.

Funding is limited, what data do we have that shows we are getting the most bang for the buck?

GIS Analysis Considerations: School attendance boundary, Sidewalk and crosswalk networks, Crossing Guard locations, Signage, Bike Rack Locations
On-site arrival and departure staff, Car Dropoff location, Designated dropoff Off-site bike racks

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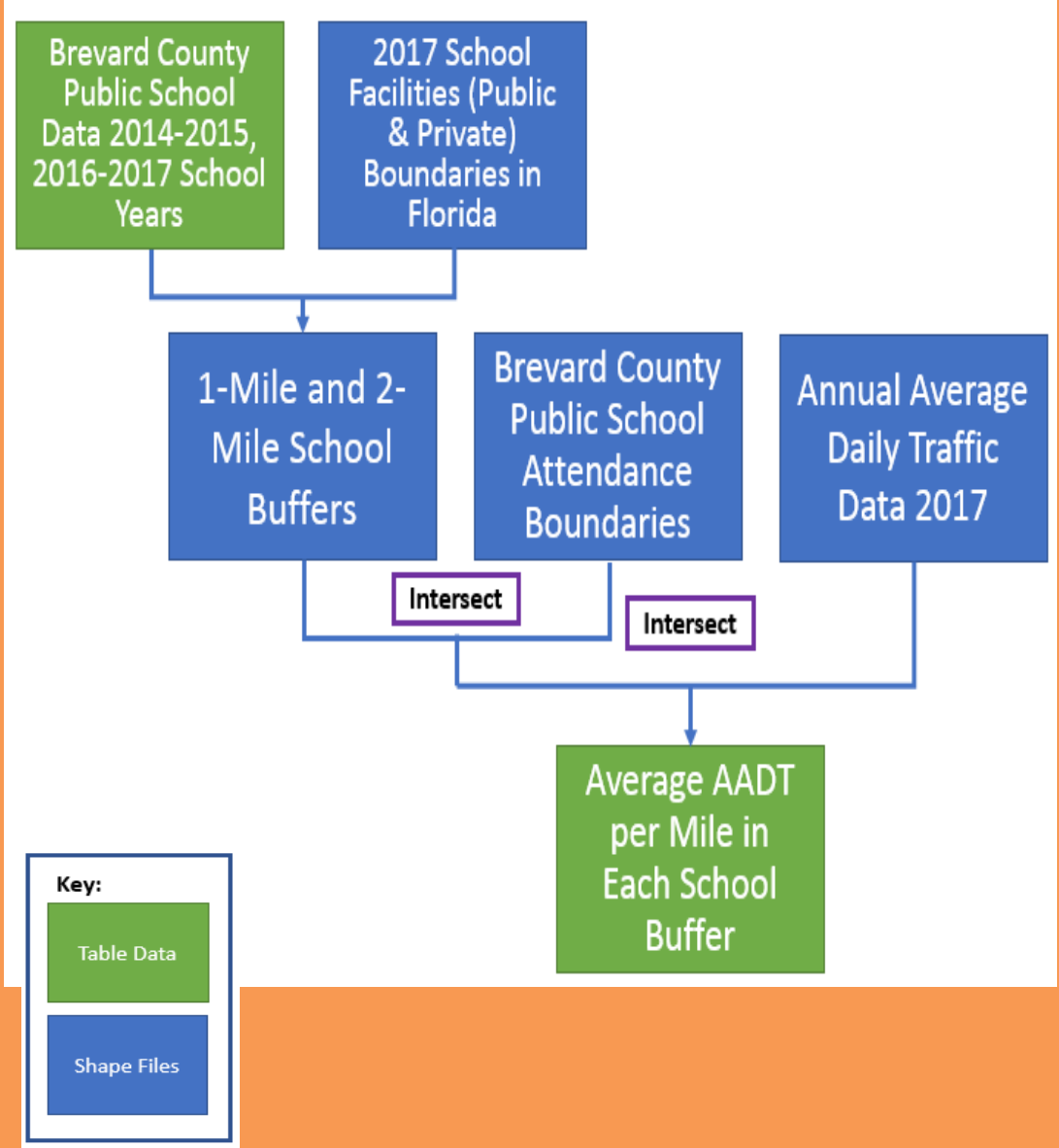
GIS - AADT Analysis



Determine Preexisting Data:
Calculate AADT per mile by using Summary Statistics to determine area within buffer zones.

Goal: Reduce miles traveled by motor vehicles by implementing SRTS infrastructure projects, encouragement and education.

Evaluate: Progress and future funding is measured through evaluation. We must evaluate projects completed through SRTS to understand our accomplishments, qualitatively and quantitatively.

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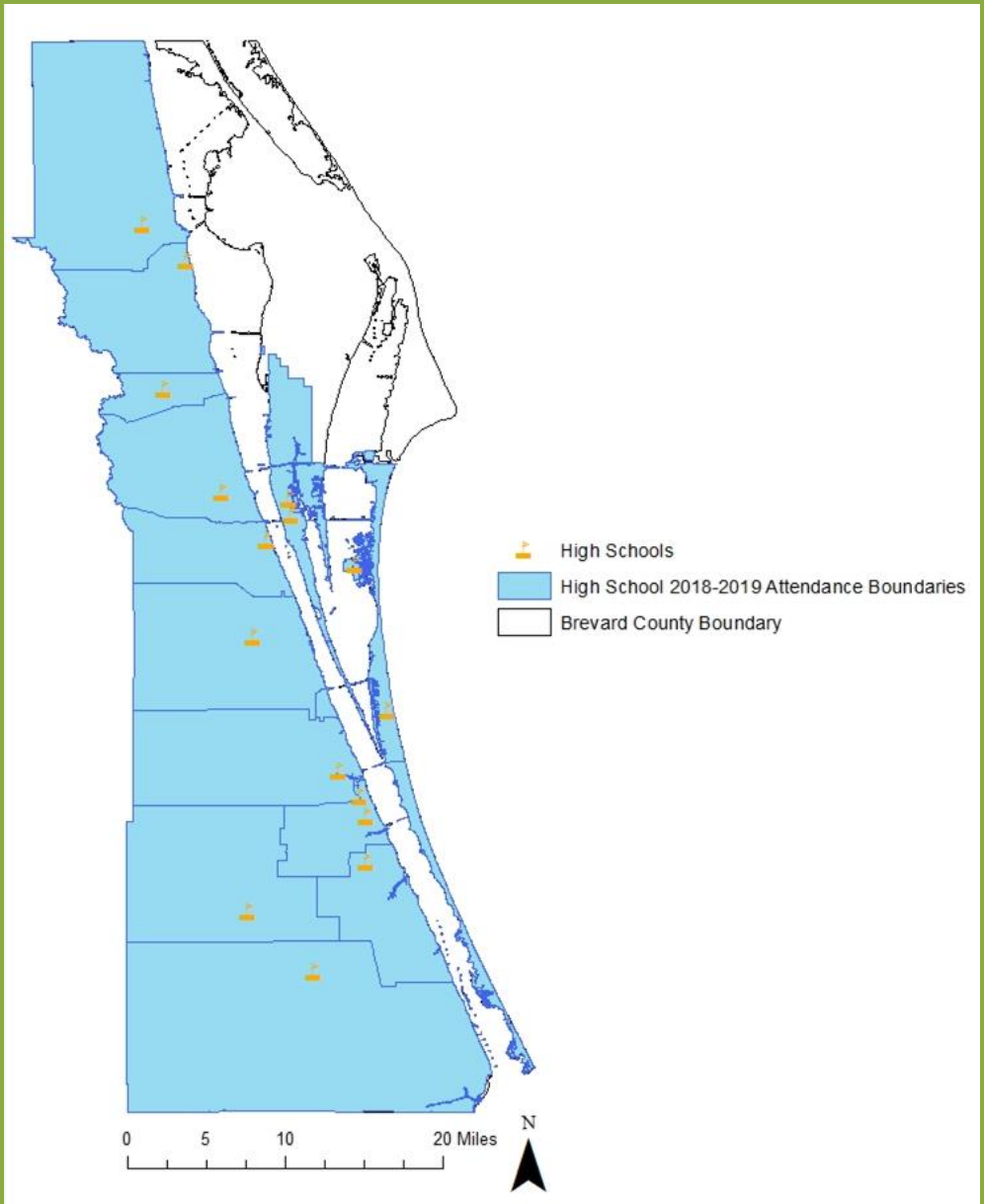
STUDENT ANALYSIS RESULTS

Top Student Populations: High School Results



1-Mile Buffer

State ID	School Name	Population 2015-2017
50011	TITUSVILLE	519
53011	EAU GALLIE	490
51011	ROCKLEDGE	328
54011	MERRITT ISLAND	307
52021	PALM BAY MAGNET	302
50302	SPACE COAST JR/SR	259
56011	SATELLITE	257
51121	COCOA	221
54021	EDGEWOOD JR/SR	182
50161	**ASTRONAUT**	**172**

2-Mile Buffer

State ID	School Name	Population 2015-2017
53011	EAU GALLIE	922
50011	TITUSVILLE	739
50302	SPACE COAST JR/SR	724
51011	ROCKLEDGE	694
56011	SATELLITE	633
51121	COCOA	628
52211	BAYSIDE	570
54011	MERRITT ISLAND	562
52021	**PALM BAY MAGNET**	**537**
54021	EDGEWOOD JR/SR	472

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SIDEWALK NETWORK RESULTS

Lowest Sidewalk Coverage Ranking within Buffers: Elementary Schools

1-Mile Buffer

State ID	School Name	Sidewalk (LF)	Roadway (LF)	Sidewalk Coverage Rate
50181	PINEWOOD	0	0	**0**
53101	ROY ALLEN	334	8129	**4%**
50301	ENTERPRISE	4770	13367	**36%**
52221	SUNRISE	7193	19417	**37%**
54041	TROPICAL	14996	38306	**39%**
53041	SHERWOOD	10537	25271	**42%**
50151	IMPERIAL	9218	18742	**49%**
50061	APOLLO	16203	31155	**52%**
52191	JUPITER	19571	37476	**52%**
53151	QUEST	9097	14028	**65%**

2-Mile Buffer

State ID	School Name	Sidewalk (LF)	Roadway (LF)	Sidewalk Coverage Rate
50181	PINEWOOD	200	0	**0**
52221	SUNRISE	7193	47160	**15%**
53101	ROY ALLEN	5560	29730	**19%**
53041	SHERWOOD	10537	30799	**34%**
50301	ENTERPRISE	6426	15023	**43%**
50151	IMPERIAL ESTATES	17790	31219	**57%**
51091	FAIRGLEN	17585	30062	**58%**
52061	PORT MALABAR	18130	30174	**60%**
52191	JUPITER	36991	60786	**61%**
53071	SABAL	29275	47845	**61%**

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AADT RESULTS

Top 10 AADT / Mile within Buffers: Elementary Schools

1-Mile Buffer

State ID	School Name	Avg. AADT/Mile
52042	W. MELBOURNE	96,654
52041	MEADOWLANE PRI.	70,001
52031	MEADOWLANE INT.	64,854
53061	HARBOR CITY	64,623
54121	LEWIS CARROLL	46,978
53101	ROY ALLEN	38,930
53151	QUEST	37,582
52061	PORT MALABAR	37,032
56071	OCEAN BREEZE	35,029
54071	ROBERT L. STEVENSON	33,463

2-Mile Buffer

State ID	School Name	Avg. AADT/Mile
52042	W. MELBOURNE	105,547
52041	MEADOWLANE PRI.	94,114
52031	MEADOWLANE INT.	88,681
53091	CROTON	52,168
51161	MANATEE	48,403
53061	HARBOR CITY	44,344
54121	LEWIS CARROLL	41,031
51141	HANS CHRISTIAN ANDERSON	40,014
54071	ROBERT L. STEVENSON	38,499
56141	DR. W.J. CREEL	36,973

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CONTACT US

Email:

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For more information visit our website:

dcp.ufl.edu/saferoutes

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SOURCES

Federal Highway Administration (FHWA). (2015, November 16). Safe routes to school. Retrieved August 11, 2016, from http://www.fhwa.dot.gov/environment/safe_routes_to_school/

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UF | Transportation Institute
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Transportation Safety Center (TSC)

Nithin Agarwal, Ph.D. - PI

Siva Srinivasan, Ph.D. – Co-PI

Ilir Bejleri, Ph.D. – Co-PI

Roozbeh Rahmani, Ph.D. – Postdoc

Jasper Masciocchi – Education/ Training Specialist

Joe Santos, P.E. – FDOT Project Manager

Sarita Taylor, FDOT

FDOT

FLORIDA TRANSPORTATION TECHNOLOGY TRANSFER CENTER

Transportation Safety Center (TSC)

- Housed at T2 Center at UF
- Enhance safety on rural roadways by supporting local road owners and their stakeholders
- Technical assistance to local agencies for the project cycle
- Safety studies
- Local Road Safety Plan Development

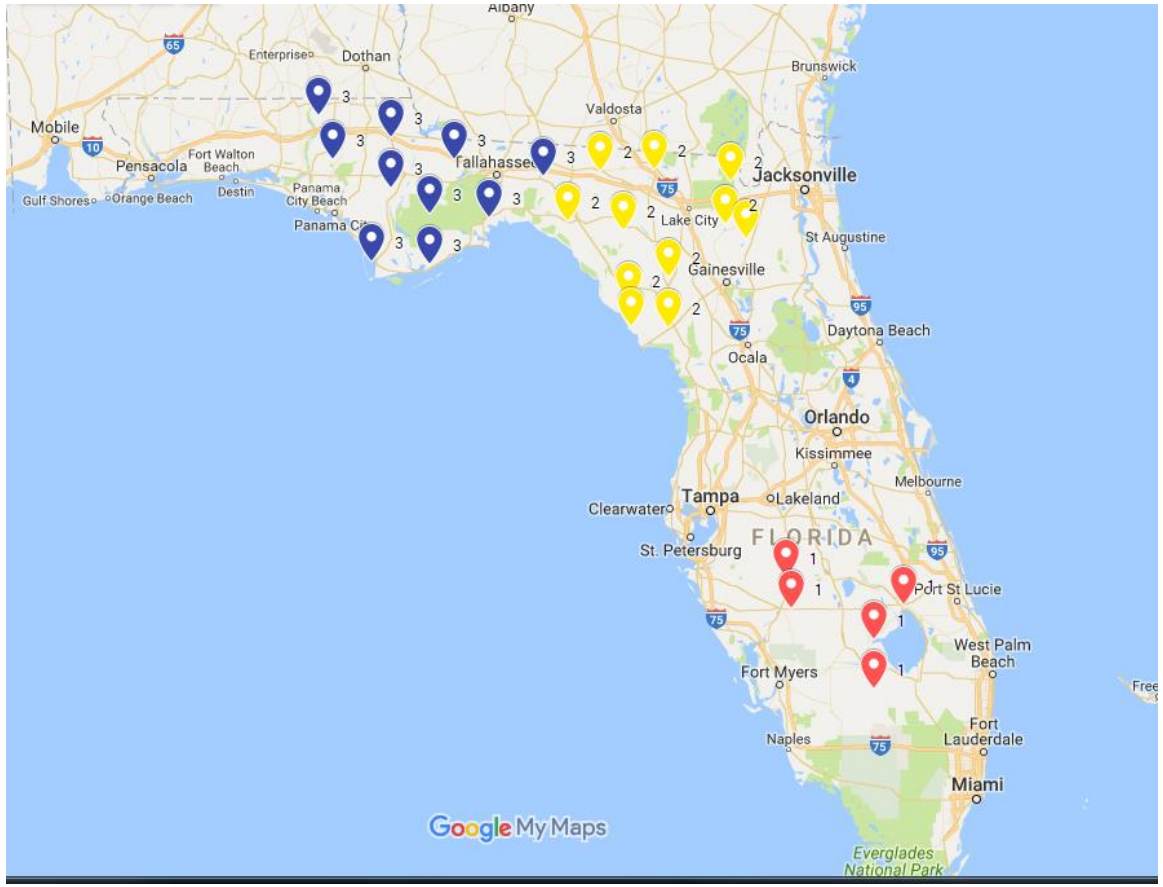
Funded by FDOT

Why?

- HSIP funding requires detailed documentation
- Detailed engineering analysis
- B/C ratio > 2 (minimum)
- Small agencies have limited resources available

Focus Counties for TSC Program

District	Counties
1	Hendry
	DeSoto
	Hardee
	Okeechobee
	Glades
2	Suwannee
	Levy
	Taylor
	Baker
	Dixie
	Hamilton
	Madison
	Bradford
	Gilchrist
	Union
	Lafayette
3	Jackson
	Gadsden
	Holmes
	Washington
	Wakulla
	Calhoun
	Jefferson
	Liberty
	Franklin
	Gulf



Districts	#
1	5
2	11
3	10

FDOT

FLORIDA TECHNOLOGY TRANSFER CENTER

Prioritization

Counties	District	Fatal (K) Crash Data 2012-2017				Incap Injury (A) Crash Data 2012-2017					Program Eligibility			In-house Professional Engineer
		Total	per 1000 pop	per mile	per 10,000 Dailt VMT	Total Incap Injury	per 1000 pop	per mile	per 10,000 Dailt VMT	Total K+A	SCRAP	SCOP	REDI	
Hendry	1	40	1.024	0.103	1.673	155	3.969	0.399	6.481	195.0	x	x		x
Suwannee	2	35	0.783	0.031	0.443	308	6.892	0.276	3.899	343.0	x			
Levy	2	43	1.048	0.050	1.342	184	4.486	0.212	5.742	227.0	x	x		
Jackson	3	34	0.674	0.027	0.387	225	4.463	0.179	2.562	259.0	x	x		x
Gadsden	3	34	0.704	0.050	0.675	145	3.004	0.212	2.878	179.0	x	x		
Taylor	2	24	1.076	0.037	0.505	145	6.504	0.222	3.050	169.0	x			x
Holmes	3	15	0.742	0.022	0.323	111	5.492	0.164	2.391	126.0	x	x		
Baker	2	18	0.662	0.021	0.331	120	4.413	0.143	2.206	138.0	x	x	x	
DeSoto	1	16	0.449	0.047	0.625	276	7.748	0.813	10.780	292.0	x	x	x	x
Dixie	2	15	0.897	0.037	0.572	87	5.201	0.217	3.320	102.0	x	x		
Washington	3	12	0.480	0.012	0.172	78	3.122	0.076	1.116	90.0	x		x	
Hardee	1	14	0.510	0.037	0.506	249	9.079	0.654	8.996	263.0	x	x		x
Wakulla	3	11	0.345	0.012	0.194	50	1.567	0.057	0.880	61.0	x		x	
Hamilton	2	11	0.750	0.027	0.365	73	4.979	0.177	2.424	84.0	x	x	x	
Madison	2	10	0.516	0.017	0.254	86	4.438	0.149	2.181	96.0	x	x		
Okeechobee	1	11	0.267	0.033	0.436	37	0.899	0.112	1.466	48.0	x	x	x	
Calhoun	3	7	0.467	0.016	0.237	53	3.533	0.123	1.793	60.0	x	x	x	
Bradford	2	8	0.289	0.029	0.387	52	1.881	0.190	2.513	60.0	x	x		
Glades	1	8	0.611	0.036	0.666	26	1.987	0.118	2.163	34.0	x	x		
Jefferson	3	6	0.411	0.012	0.182	46	3.148	0.095	1.395	52.0	x	x		
Gilchrist	2	8	0.464	0.020	0.289	47	2.729	0.116	1.696	55.0	x	x		
Liberty	3	4	0.459	0.006	0.125	33	3.785	0.050	1.030	37.0	x	x		
Franklin	3	4	0.329	0.014	0.219	12	0.987	0.043	0.658	16.0		x	x	
Union	2	5	0.314	0.027	0.368	24	1.505	0.128	1.766	29.0	x			
Lafayette	2	4	0.472	0.013	0.186	28	3.302	0.089	1.302	32.0	x	x		
Gulf	3	5	0.307	0.017	0.244	49	3.007	0.163	2.390	54.0	x	x		
Columbia		32	0.464	0.028	0.408	238	3.452	0.206	3.038	270.0				
Pasco		173	0.342	0.103	0.653	2324	4.596	1.389	8.768	2497.0				

Counties Selection

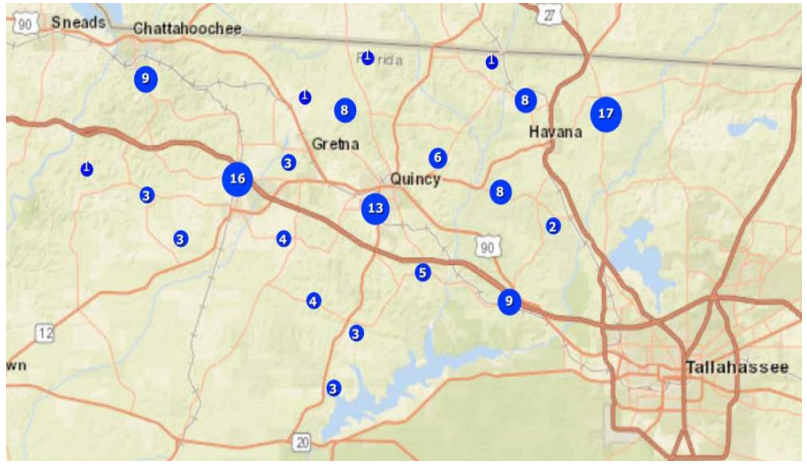
- Based on historical crash data
- Input from stakeholders:
  - State Safety Office
  - District Safety Office
  - Commitment from county engineer or PWD
  - CTST
  - Others – Commissioners, Schools, EMT, Police, etc

Different approaches

Traditional Hot Spots	(New) Systemic
• Isolate high crash locations based on crash history • All crash types • Reactive	• Identify high risk locations based on roadway characteristics • Fatal and serious injuries • Proactive • Complements hot spots

Hot Spots - Limitations

- Severe crashes are widely distributed
- No robust data on local system
  - 88% Total Centerline Miles
  - 44% Fatalities
- Low density of crashes at locations
- Doesn't help identify underlying issues



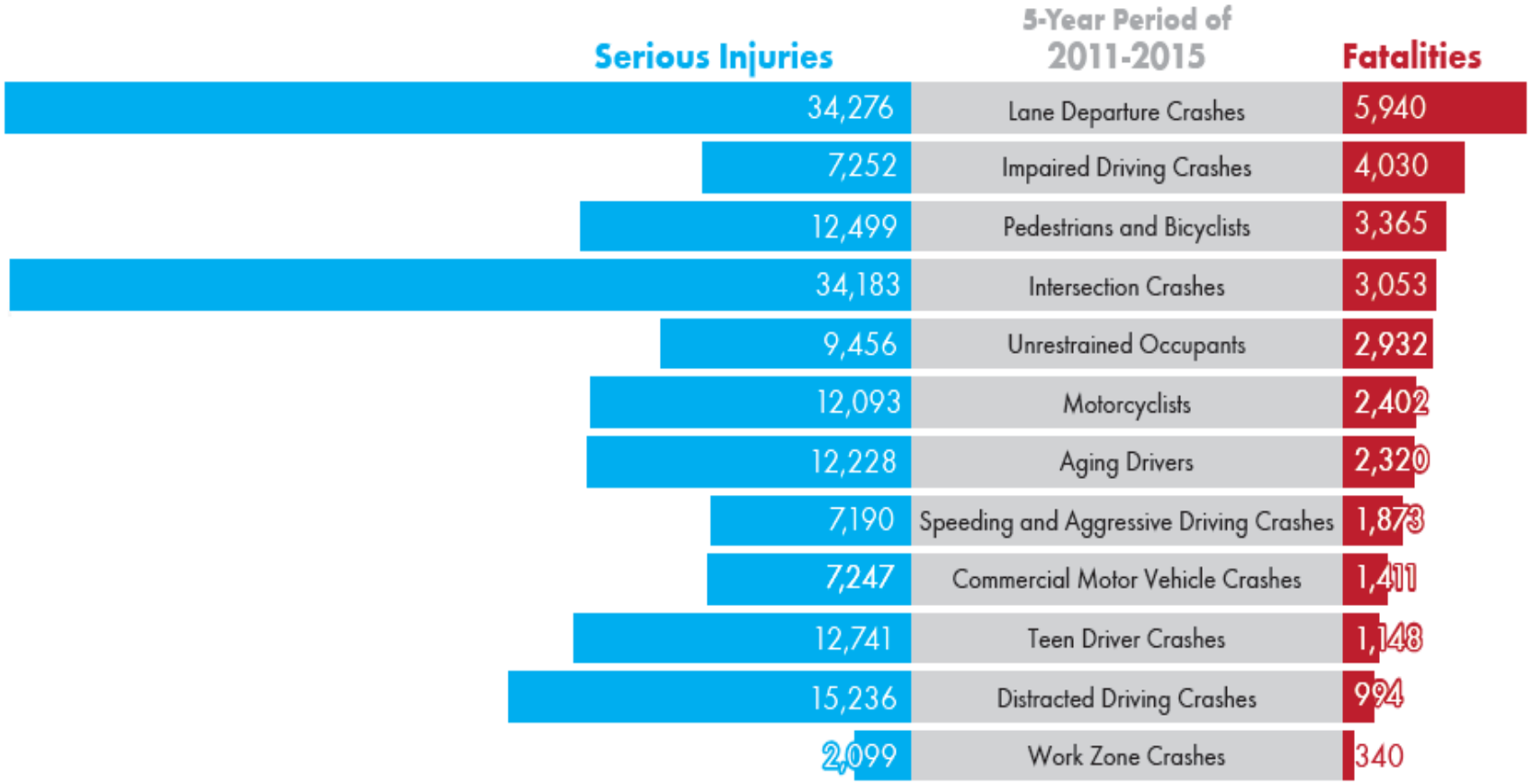
Culture Change

FHWA Systemic Safety Project Selection Tool

Focus Areas

- Focus locations:
  - Intersections
  - Horizontal curves
- Crash type:
  - Intersections: angle, left turn, rear end, and others
  - Curves: run off the road, left turn, rear end and others

FHWA Systemic Safety Project Selection Tool



Counties Completed

- Hendry
- Union
- Gadsden
- Columbia
- Jackson

2019-2020 (Potentially)

- Levy
- Suwannee

Questions?

Nithin Agarwal, Ph.D.
Transportation Safety Center
University of Florida
(352) 273-1674
nithin.Agarwal@ufl.edu

Jasper Masciocchi
Education/ Training Specialist
University of Florida
(352) 273-1685
j.masciocchi@ufl.edu

Understanding the Process

1. Bring together the right people
2. Gather information and identify issues
3. Identify solutions
4. Develop a plan
5. Fund the plan
6. Act on the plan
7. Evaluate, make changes and keep moving

FLORIDA'S SRTS APPLICATION

Call for Applications September 1, 2019 – December 31, 2019

Eligible Applicants are Kindergarten through 12th grade schools or any school that has several of those grades.

Eligible Maintaining Agencies are:

- FDOT
- Counties
- Cities

Applicants are encouraged to engage other partnerships.

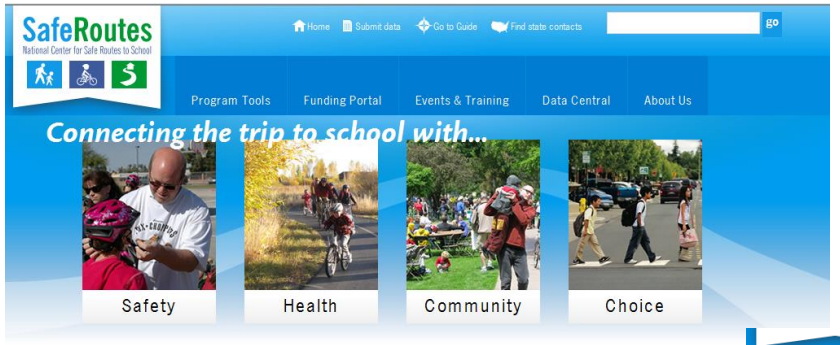
WWW.SRTSFL.ORG

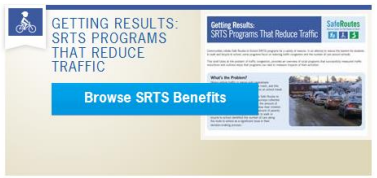
- Basic Program Information
- Application Guidelines
- SRTS Updates
- Website Resources List
- Guardians of Roadway Safety

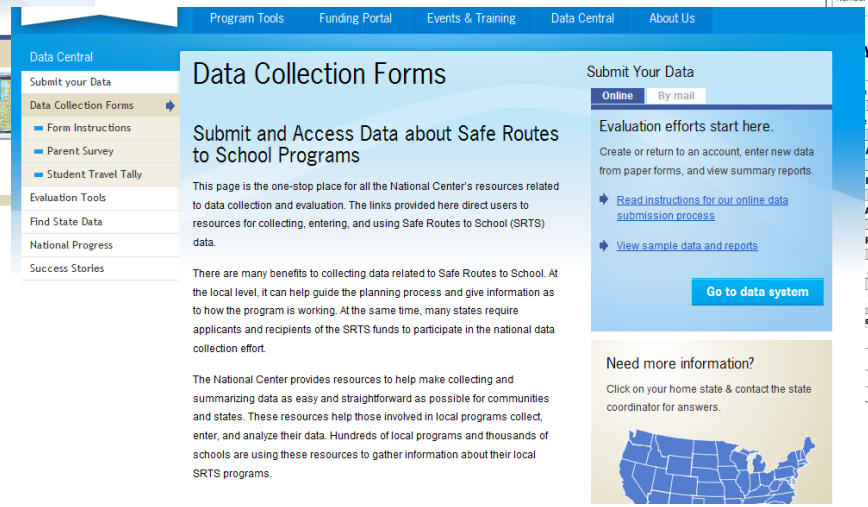
APPLICATION PROCESS

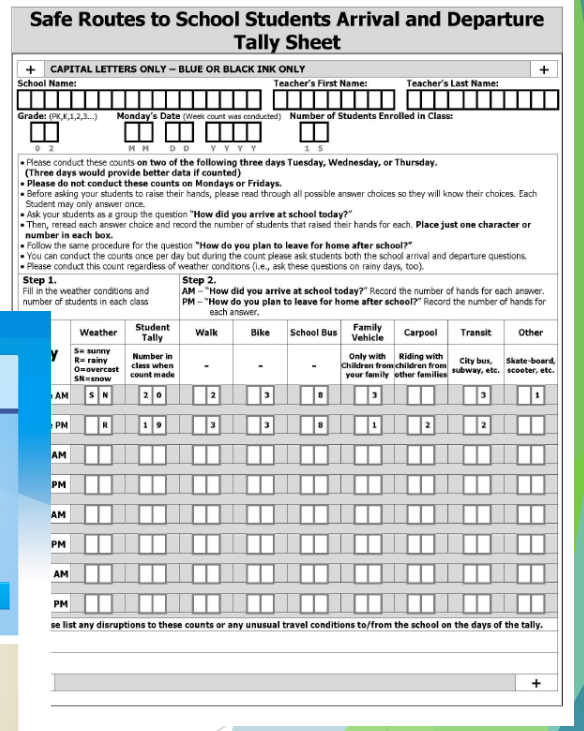
COLLECT DATA

Conduct the Travel Tally & Parent's Survey









http://saferoutesdata.org/

The REVISED Application

The Infrastructure Application Form is an official FDOT form #500-000-30
and
new form this year is #500-000-30b.

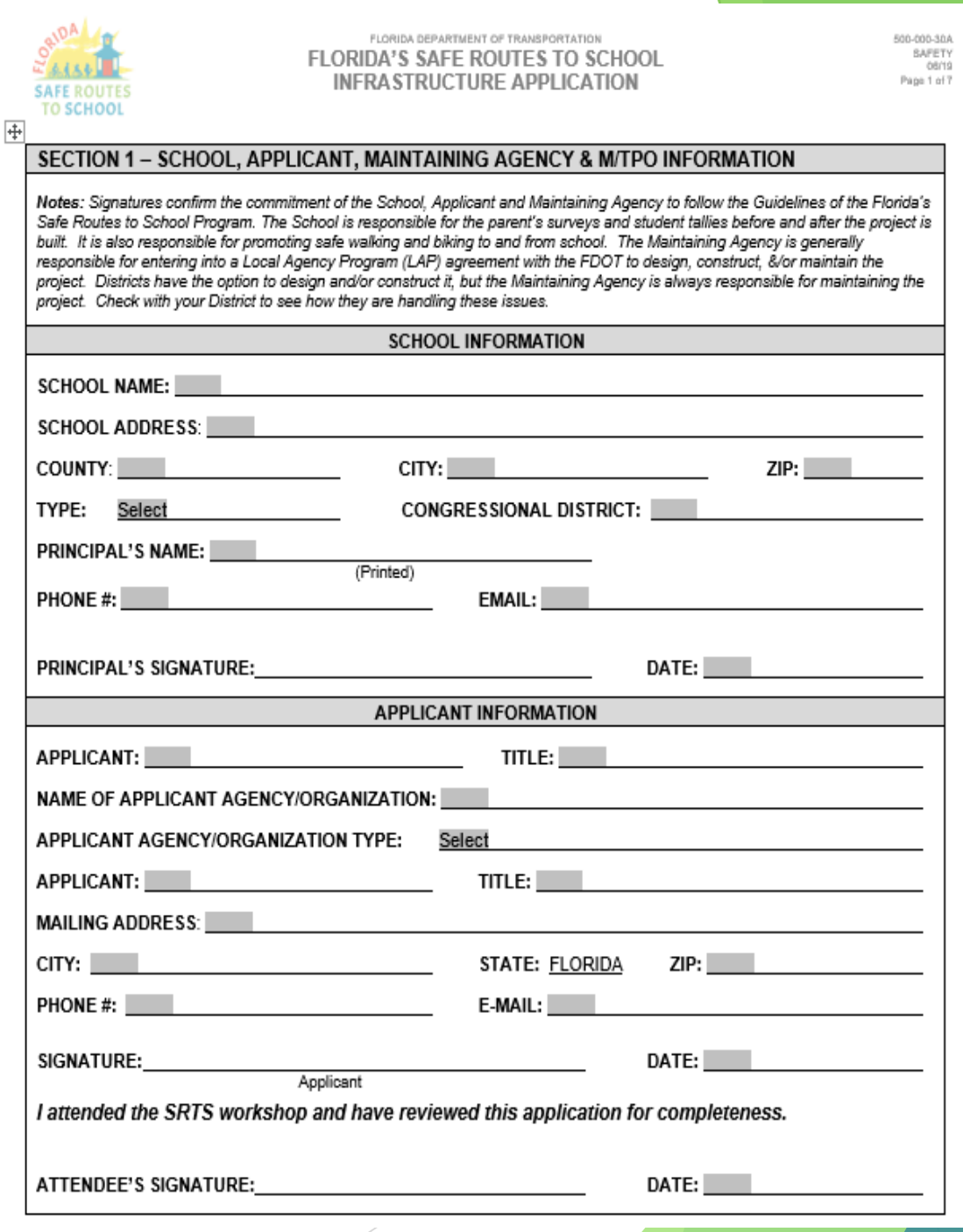
Both of these can be found at the new Grant Application Program (GAP) site.

SECTION 1
School, Applicant & Maintaining Agency Information

School Information
Signature of School Board or School Principal – Mandatory

Applicant Information

Workshop Attendee Signature



FLORIDA DEPARTMENT OF TRANSPORTATION
FLORIDA'S SAFE ROUTES TO SCHOOL INFRASTRUCTURE APPLICATION

500-000-30A
SAFETY
06/19
Page 1 of 7

SECTION 1 – SCHOOL, APPLICANT, MAINTAINING AGENCY & M/TPO INFORMATION

Notes: *Signatures confirm the commitment of the School, Applicant and Maintaining Agency to follow the Guidelines of the Florida's Safe Routes to School Program. The School is responsible for the parent's surveys and student tallies before and after the project is built. It is also responsible for promoting safe walking and biking to and from school. The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, &/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.*

SCHOOL INFORMATION

SCHOOL NAME:

SCHOOL ADDRESS:

COUNTY: CITY: ZIP:

TYPE: Select CONGRESSIONAL DISTRICT:

PRINCIPAL'S NAME: (Printed)

PHONE #: EMAIL:

PRINCIPAL'S SIGNATURE: DATE:

APPLICANT INFORMATION

APPLICANT: TITLE:

NAME OF APPLICANT AGENCY/ORGANIZATION:

APPLICANT AGENCY/ORGANIZATION TYPE: Select

APPLICANT: TITLE:

MAILING ADDRESS:

CITY: STATE: FLORIDA ZIP:

PHONE #: E-MAIL:

SIGNATURE: Applicant DATE:

I attended the SRTS workshop and have reviewed this application for completeness.

ATTENDEE'S SIGNATURE: DATE:

SECTION 1
School, Applicant & Maintaining Agency Information – cont.

Maintaining Agency Information

Maintaining Agency Information

MPO/TPO Information and Signature

MAINTAINING AGENCY INFORMATION

MAINTAINING AGENCY 1 City ☐ County ☐ Florida Department of Transportation ☐ District ☐

NAME OF MAINTAINING AGENCY: _____ DUNS #: _____

CONTACT PERSON: _____ TITLE: _____

MAILING ADDRESS: _____

PHONE #: _____ E-MAIL: _____

CITY: _____ STATE: FLORIDA ZIP: _____

Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.

SIGNATURE: _____ DATE: _____

MAINTAINING AGENCY 2 City ☐ County ☐ Florida Department of Transportation ☐ District ☐

NAME OF MAINTAINING AGENCY: _____ DUNS #: _____

CONTACT PERSON: _____ TITLE: _____

MAILING ADDRESS: _____

PHONE #: _____ E-MAIL: _____

CITY: _____ STATE: FLORIDA ZIP: _____

Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.

SIGNATURE: _____ DATE: _____

METROPOLITAN/TRANSPORTATION PLANNING ORGANIZATION (M/TPO) SUPPORT

If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:

NAME OF MPO: _____

CONTACT PERSON: _____ TITLE: _____

MAILING ADDRESS: _____

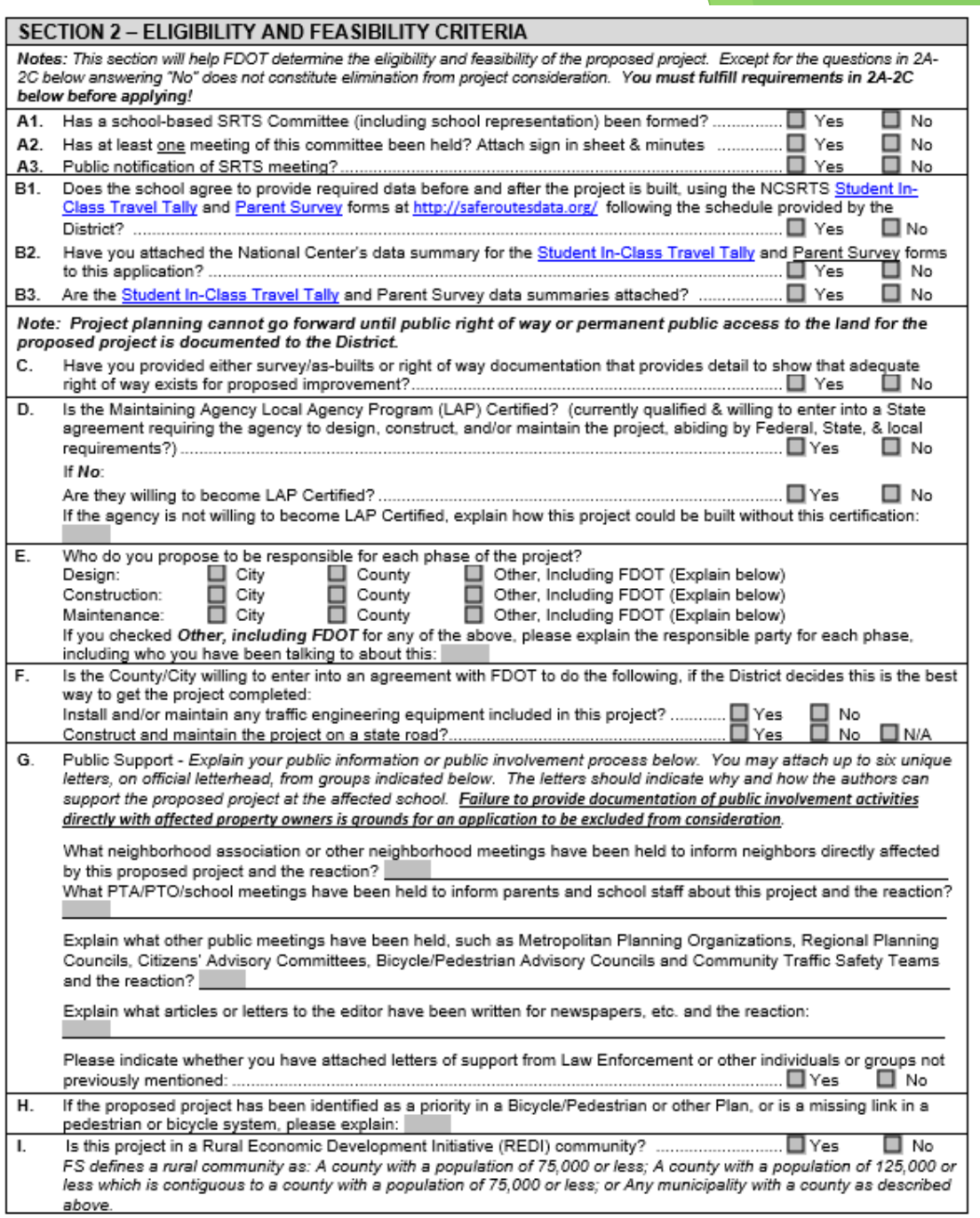
CITY: _____ STATE: FLORIDA ZIP: _____

PHONE #: _____ E-MAIL: _____

SIGNATURE: _____ DATE: _____

SECTION 2 Eligibility and Feasibility Criteria

- School-Based SRTS Committee
- Travel Tally and Parent Survey
- Right of Way
- LAP Certified
- Phase Responsibility
- Public Support
- Bicycle/Pedestrian Priority
- REDI Community



SECTION 2 – ELIGIBILITY AND FEASIBILITY CRITERIA

Notes: *This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration.* ***You must fulfill requirements in 2A-2C below before applying!***

A1. Has a school-based SRTS Committee (including school representation) been formed? ☐ Yes ☐ No

A2. Has at least one meeting of this committee been held? Attach sign in sheet & minutes ☐ Yes ☐ No

A3. Public notification of SRTS meeting? ☐ Yes ☐ No

B1. Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at http://saferoutesdata.org/ following the schedule provided by the District? ☐ Yes ☐ No

B2. Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? ☐ Yes ☐ No

B3. Are the Student In-Class Travel Tally and Parent Survey data summaries attached? ☐ Yes ☐ No

Note: Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.

C. Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? ☐ Yes ☐ No

D. Is the Maintaining Agency Local Agency Program (LAP) Certified? (currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) ☐ Yes ☐ No

If ***No***:

Are they willing to become LAP Certified? ☐ Yes ☐ No

If the agency is not willing to become LAP Certified, explain how this project could be built without this certification:

E. Who do you propose to be responsible for each phase of the project?

Design:	☐ City	☐ County	☐ Other, Including FDOT (Explain below)
Construction:	☐ City	☐ County	☐ Other, Including FDOT (Explain below)
Maintenance:	☐ City	☐ County	☐ Other, Including FDOT (Explain below)

If you checked ***Other, including FDOT*** for any of the above, please explain the responsible party for each phase, including who you have been talking to about this:

F. Is the County/City willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:

Install and/or maintain any traffic engineering equipment included in this project? ☐ Yes ☐ No

Construct and maintain the project on a state road? ☐ Yes ☐ No ☐ N/A

G. Public Support - *Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school.* ***Failure to provide documentation of public involvement activities directly with affected property owners is grounds for an application to be excluded from consideration.***

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction?

What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction?

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction?

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction:

Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: ☐ Yes ☐ No

H. If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

I. Is this project in a Rural Economic Development Initiative (REDI) community? ☐ Yes ☐ No

FS defines a rural community as: A county with a population of 75,000 or less; A county with a population of 125,000 or less which is contiguous to a county with a population of 75,000 or less; or Any municipality with a county as described above.

SECTION 3 Background Information- The 5 E's

ENGINEERING

EDUCATION

ENCOURAGEMENT

ENFORCEMENT

EVALUATION

SECTION 3 – BACKGROUND INFORMATION: FIVE E'S	
Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: http://www.saferoutesinfo.org/guide/	
1. ENGINEERING	
1A. PAST: Look! No hot pink text or blue highlight!	1B. FUTURE:
2. EDUCATION	
If your school has taught or plans to teach the FLSRTS Curricula (http://floridasrts.com/) or other education program, please provide details below:	
2A. PAST:	2B. FUTURE:
3. ENCOURAGEMENT	
3A. PAST:	3B. FUTURE:
4. ENFORCEMENT	
4A. PAST:	4B. FUTURE:
5. EVALUATION	
5A. PAST:	5B. FUTURE:

SECTION 4
Problem Identification

- Hazardous Walking Conditions
- Walking/Biking in Less Than Ideal Conditions
- How Many Can Walk/Bike to School
- Neighborhood Traffic
- Demographics
- Reduced Lunch Program
- Student Travel Data
- Route Data

SECTION 4 – PROBLEM IDENTIFICATION

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

1. Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing.
   ☐ Yes ☐ No
   If Yes, please enter the documented date and case number: _____
   Include a discussion of public support for the project if busing were eliminated:

2. Opportunity to eliminate current courtesy busing being done for a perceived hazardous condition. Include a discussion of public support for the project if busing were eliminated:

B. Are many students already walking or bicycling to this school in less than ideal conditions? ☐ Yes ☐ No
If Yes:
- Explain more about the number of students affected: _____
- Explain more about the conditions/obstacles which prevent walking or bicycling to your school:

C. Are enough students living near the school to allow many to walk or bike to school if conditions were improved?
☐ Yes ☐ No
If Yes:
- Explain more about the number of student living near the school and how this relates to the anticipated success of the proposed SRTS project:

D. Write a brief history of the neighborhood traffic issues as background for the proposed project:

E. How do the demographics of the school population relate to the anticipated success of the proposed SRTS project? For instance, is there a population of students near the school from a culture which traditionally walks a lot?

F. Provide the percent of free or reduced lunch program at the affected school: _____

G. STUDENT TRAVEL DATA:

1. School data: based on the Student In-Class Travel Tally:
   a. Number of students currently walking to school:
   b. Number of students currently biking to school:
   c. Total currently walking or biking to school (add a & b)
   d. Number of students in this school:
   e. Percent of student in school currently walking or biking to school: (c divided by d):

2. Route Data:
   a. Number of students from the affected schools living along the proposed route:
   b. Based on (mark all that apply): *Existing School Data: ☐ *Visual Observation Survey: ☐ *Estimates: ☐
   c. Number of student currently walking or biking along this route:
   d. Number of student who could walk or bike along the proposed route after improvements:

SECTION 5 Infrastructure improvement request

Location – must be within 2 miles of school

Sidewalk, Bike Lane, Paved Shoulder or Shared Use Path

Traffic Controls

Traffic Data

SECTION 5 – SPECIFIC INFRASTRUCTURE IMPROVEMENT(S) REQUESTED

A. LOCATION

Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.

Request #1 St. Name: Maintaining Agency: ☐ City ☐ County ☐ State

From: To:

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

Request #2 St. Name: Maintaining Agency: ☐ City ☐ County ☐ State

From: To:

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

See Attachment for additional project sites: ☐

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

B. SIDEWALK, BIKE LANE, PAVED SHOULDER, OR SHARED USE PATH

☐ Continuation of Existing Sidewalk ☐ New Sidewalk

☐ Continuation of Existing Bike Lane ☐ New Bike Lane (includes re-striping or reconstruction)

☐ Continuation of Paved Shoulder ☐ New Paved Shoulder

☐ Continuation of Shared Use Path ☐ New Shared Use Path

Comments: describe below your requests in detail, including location, length, side of road, etc

Request #1:

Request #2:

See Attachment for additional project sites: ☐

Describe any other requests:

C. TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

☐ We have all necessary traffic control devices **(Proceed to E)**

☐ We need pedestrian signals (features) ☐ We need other school-related signals or beacons

☐ We need traffic signs ☐ We need other school-related signs

☐ We need marked crosswalks ☐ We need other roadway markings

Describe the existing and needed traffic controls:

D. TRAFFIC DATA

Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic

St 1: Posted Speed Limit:	Operating Speed:	AADT:
St 2: Posted Speed Limit:	Operating Speed:	AADT:

SECTION 6
Cost Estimate

Construction Cost

Maintenance of Traffic (MOT)

Mobilization

Subtotal

Total Construction Cost

Professional Engineering Design

Construction Engineering and Inspection

Who prepared this cost estimate? List their contact information.

SECTION 6 – COST ESTIMATE

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible as we do not allow contingency.

FDOT District contact in the Estimates Offices can help you with your cost estimate (directory):
Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM) and FDOT Design Standards. Projects on local systems must meet the minimum the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at: **https://www.fdot.gov/roadway**

Construction Cost	
Maintenance of Traffic (MOT)	
Mobilization	
Subtotal	
Total Construction Cost	
Professional Engineering Design	
Construction Engineering and Inspection	
GRAND TOTAL	

Printed name of person preparing detailed cost estimate: _____

Contact #: _____ Email: _____

Signature _____ Date: _____

SECTION 6B
Request for Funding Cost Estimate

SECTION 6B– REQUEST FOR FUNDING COST ESTIMATE

A Request for Funding Cost Estimate must be signed and sealed by P.E. and submitted as part of the application. Please access the accompanying Funding Cost Estimate form #500-000-30b here.

Project Title:
Date:

		Funds Requested				Other Funds						
Pay Item Number*	Pay Item Description*	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Source(s) of Match	Total Quantity	Total Engineer's Cost
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
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					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
		Funds Requested			$ -	**Other Funds**			$ -		**Subtotal**	$ -
												$ -
												Total Estimate

A reasonable estimate of the project costs is required prior to adoption in the Department's Five Year Work Program. Use **Present Day Cost** values. Projects must follow appropriate design criteria and meet **Americans with Disabilities Act requirements.**
Estimates shall be broken down to eligible and non-eligible project costs. Estimates are to be prepared and signed by a Professional Engineer from Agency's Engineering Office.
Use the following links to access the basis of estimates manual as well as historical cost information for the project area:

Basis of Estimates Manual
Historical Cost Information

PREPARED BY:

Name: ______________________ **PE Number:** ______________________

Signature: ______________________ **Date:** ______________________

REVIEWED BY:

Name: ______________________

Signature: ______________________ **Date:** ______________________

SECTION 7 – Submission Checklist

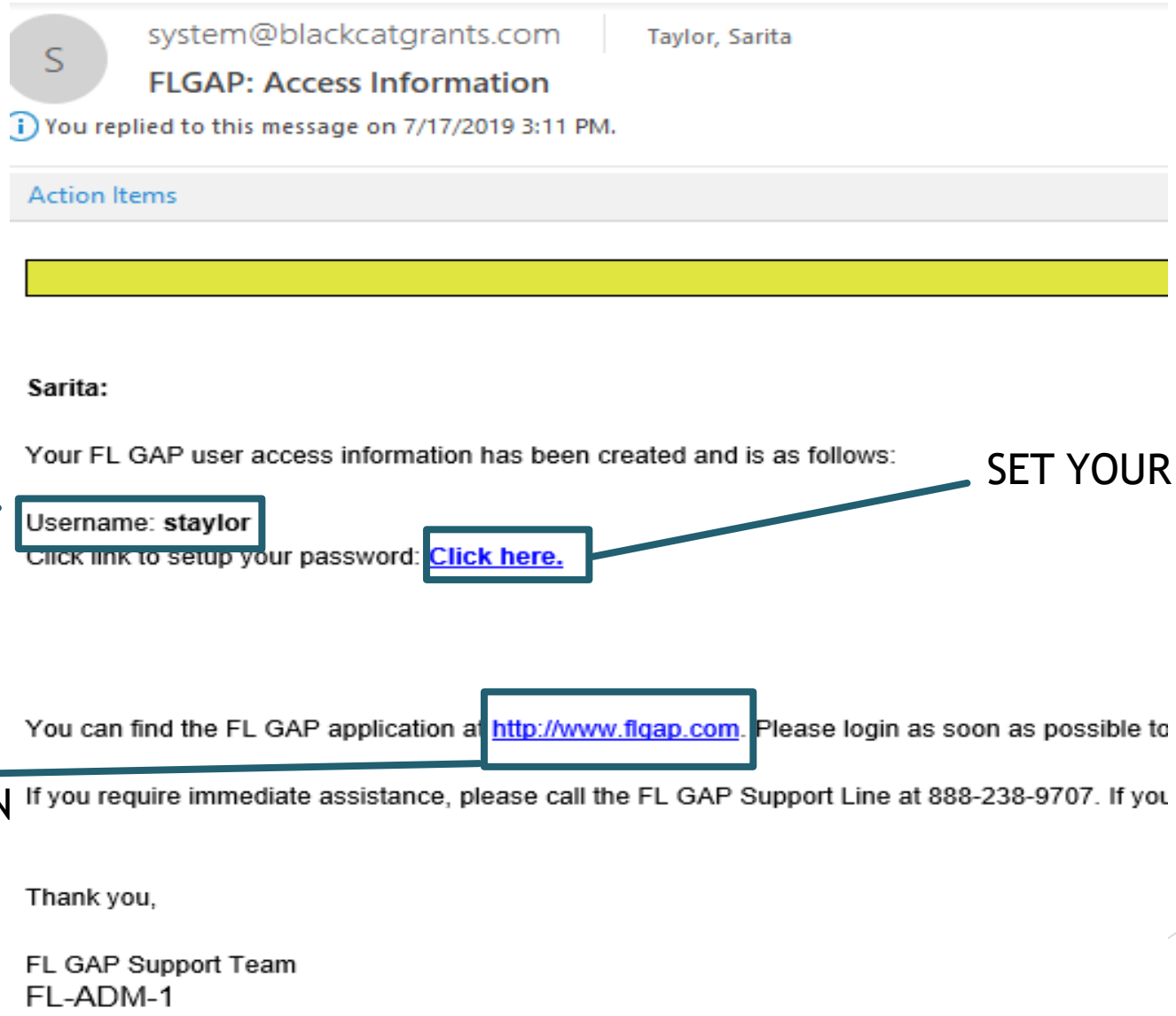
SECTION 7 - SUBMISSION CHECKLIST

Notes: *These will be counted toward total application score.*

- ○ Application
- ○ SRTS Meeting Public Notification
- ○ Meetings Sign in Sheet & Minutes
- ○ Student In-Class Travel Tally Data Summary
- ○ Parent Survey Data Summary
- ○ Proof of Right of Way
- ○ Letters of Public Support (up to 5)
- ○ Documentation Affected Homeowners were Notified
- ○ Documentation of Hazardous Walking Condition (if applicable)
- ○ Request for Funding Cost Estimate
- ○ Before Color Pictures (jpg format)
- ○ Color Project Map Showing School Location
- ○ Map Showing Existing Conditions
- ○ Map Showing Proposed Improvements
- ○ Map Showing Where Students Attending School Live
- ○ Traffic/Engineering Report Evaluating the Problem (if applicable)
- ○ Signal Warrants (if applicable)

GAP (Grant Application Program)

GAP (Grant Application Process)



S

system@blackcatgrants.com | Taylor, Sarita

FLGAP: Access Information

You replied to this message on 7/17/2019 3:11 PM.

Action Items

Sarita:

Your FL GAP user access information has been created and is as follows:

Username: **staylor**

Click link to setup your password: **Click here.**

You can find the FL GAP application at http://www.flgap.com. Please login as soon as possible to

If you require immediate assistance, please call the FL GAP Support Line at 888-238-9707. If you

Thank you,

FL GAP Support Team
FL-ADM-1

USERNAME

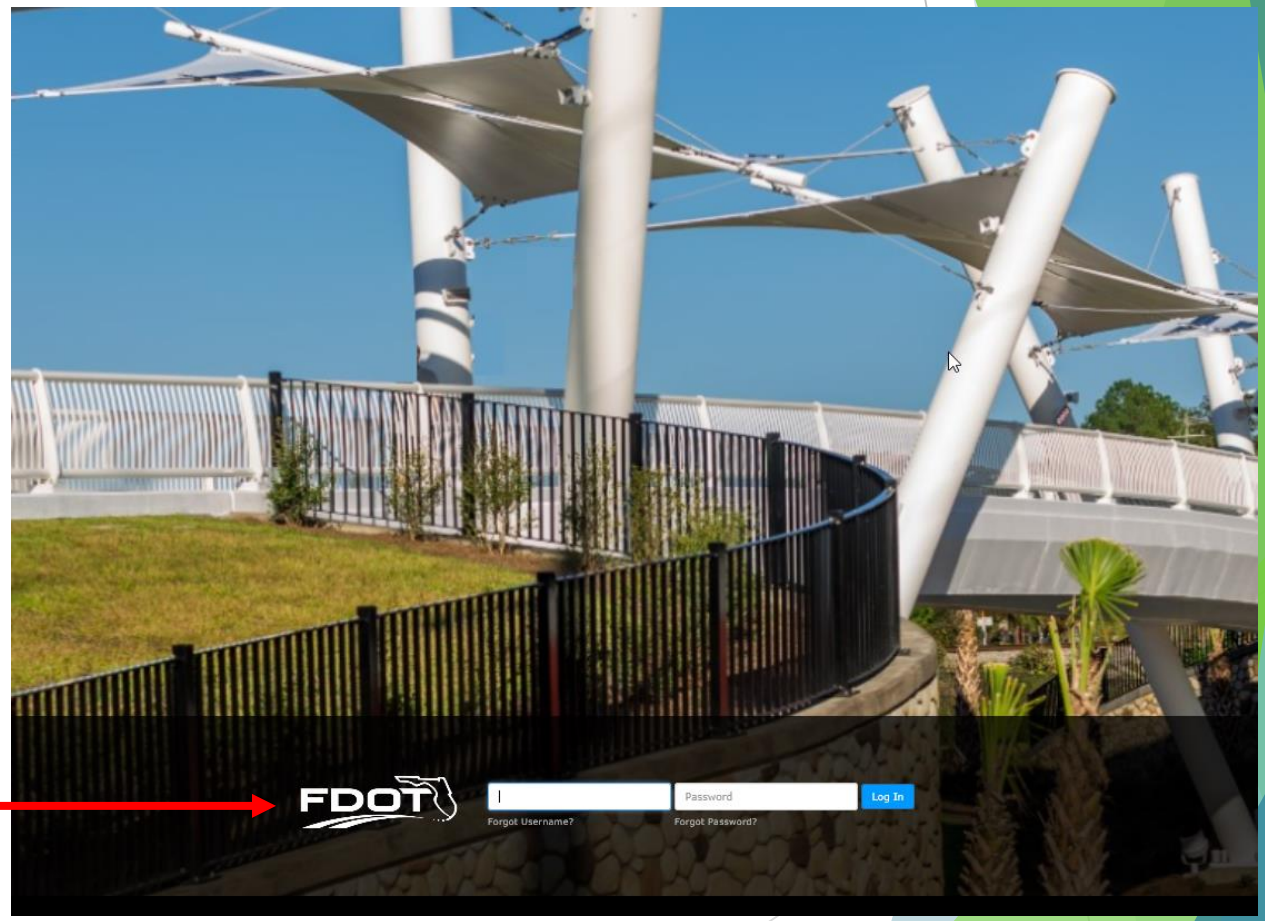
SET YOUR PASSWORD HERE

BOOKMARK THIS LINK TO GAP LOGIN

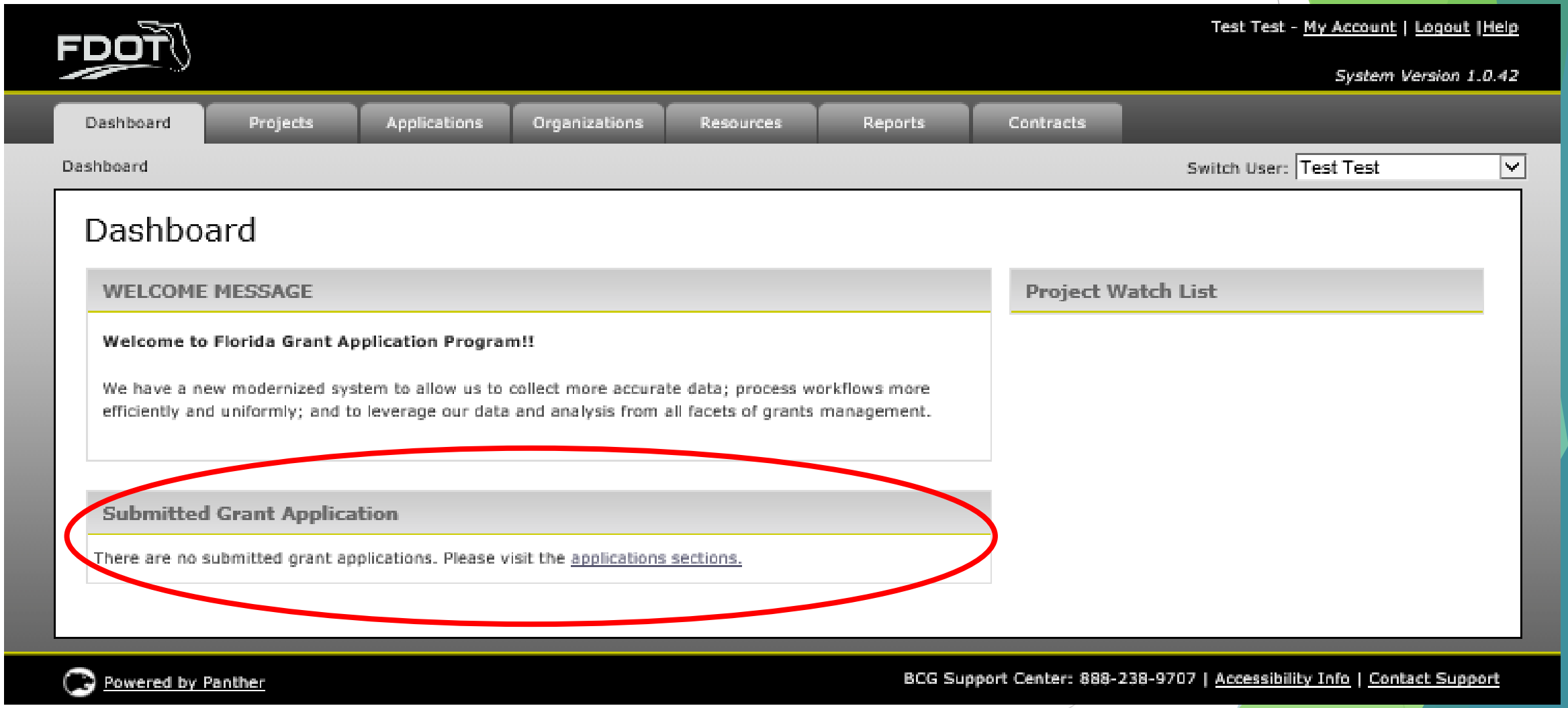
GAP (Grant Application Process)

Make sure you are registered

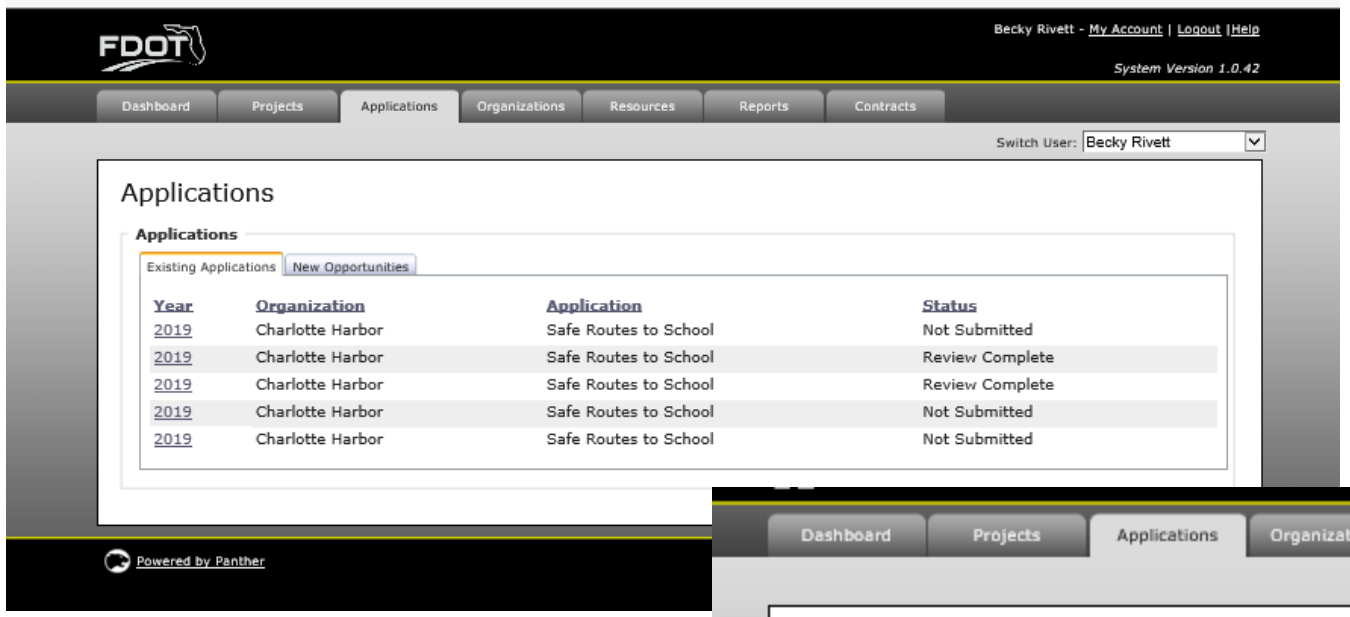
- Username
- Password

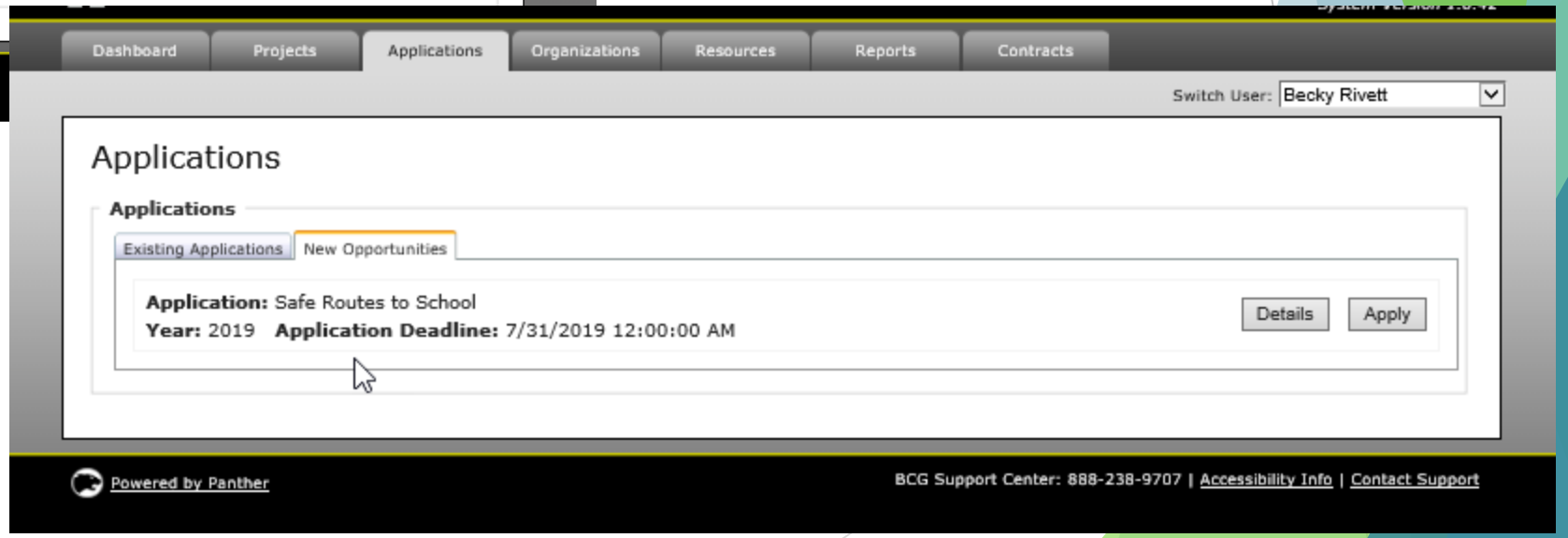


GAP - Dashboard



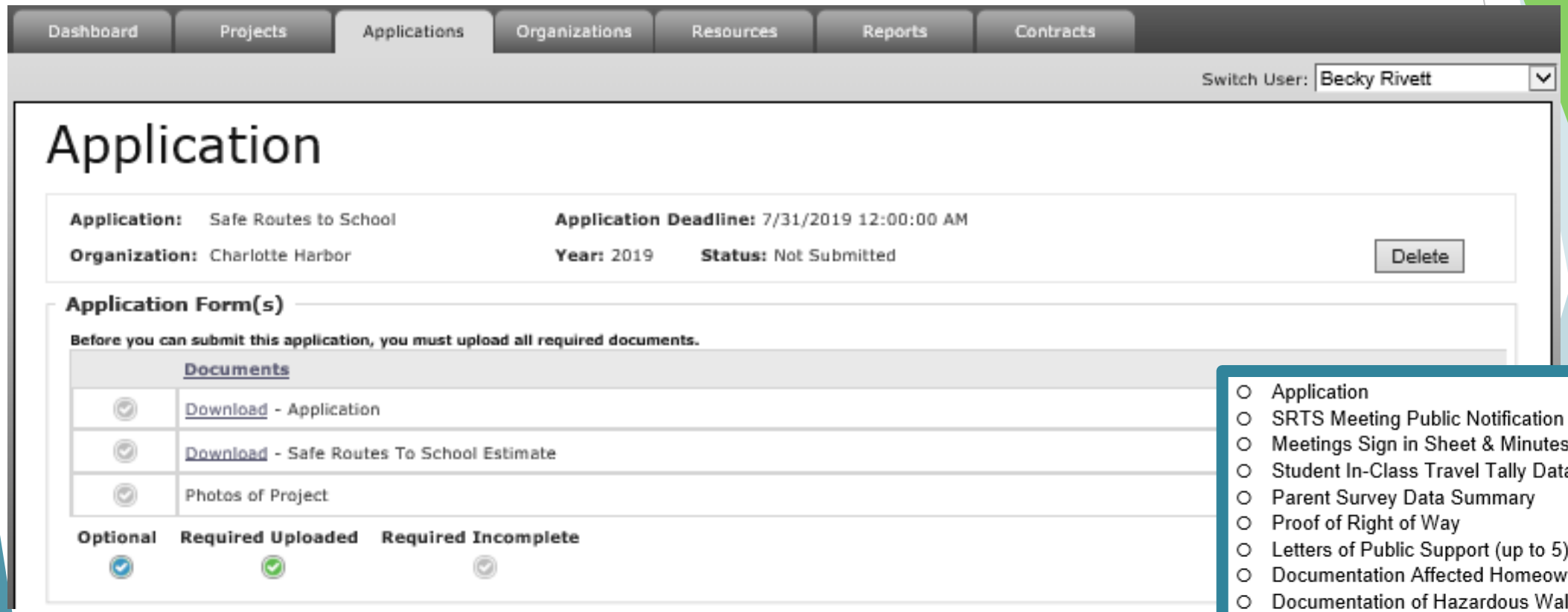
GAP - Applications





GAP (Grant Application Process)

Add purpose



- Application
- SRTS Meeting Public Notification
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- Signal Warrants (if applicable)

GAP (Grant Application Process)

FLORIDA DEPARTMENT OF TRANSPORTATION

FLORIDA'S SAFE ROUTES TO SCHOOL INFRASTRUCTURE APPLICATION

500-000-30A
SAFETY
06/19
Page 1 of 7

SECTION 1 – SCHOOL, APPLICANT, MAINTAINING AGENCY & M/TPO INFORMATION

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SCHOOL INFORMATION

SCHOOL NAME: _____

SCHOOL ADDRESS: _____

COUNTY: _____ CITY: _____ ZIP: _____

TYPE: Select _____ CONGRESSIONAL DISTRICT: _____

PRINCIPAL'S NAME: _____
(Printed)

PHONE #: _____ EMAIL: _____

PRINCIPAL'S SIGNATURE: _____ DATE: _____

APPLICANT INFORMATION

APPLICANT: _____ TITLE: _____

NAME OF APPLICANT AGENCY/ORGANIZATION: _____

GAP (Grant Application Process)

Project Title:
Date:

Pay Item Number*	Pay Item Description*	Funds Requested Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Other Funds Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Source(s) of Match	Total Quantity	Total Engineer's Cost
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
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					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
	Funds Requested				$ -		**Other Funds**		$ -		**Subtotal**	$ -
												$ - **Total**

A reasonable estimate of the project costs is required prior to adoption in the Department's Five Year Work Program. Use **Present Day Cost** values. Projects must follow appropriate design criteria and meet **Americans with Disabilities Act**
Estimates shall be broken down to eligible and non-eligible project costs. Estimates are to be prepared and signed by a Professional Engineer from Agency's Engineering Office.
Use the following links to access the basis of estimates manual as well as historical cost information for the project area:

Basis of Estimates Manual
Historical Cost Information

PREPARED BY:

Name: _____ **PE Number:** _____

Signature: _____ **Date:** _____

REVIEWED BY:

Name: _____

Signature: _____ **Date:** _____

GAP (Grant Application Process)

Project(s)

Attach

Description	Line Item	Year	Description	Net Project Cost
No records to display.				

Budget Request Summary

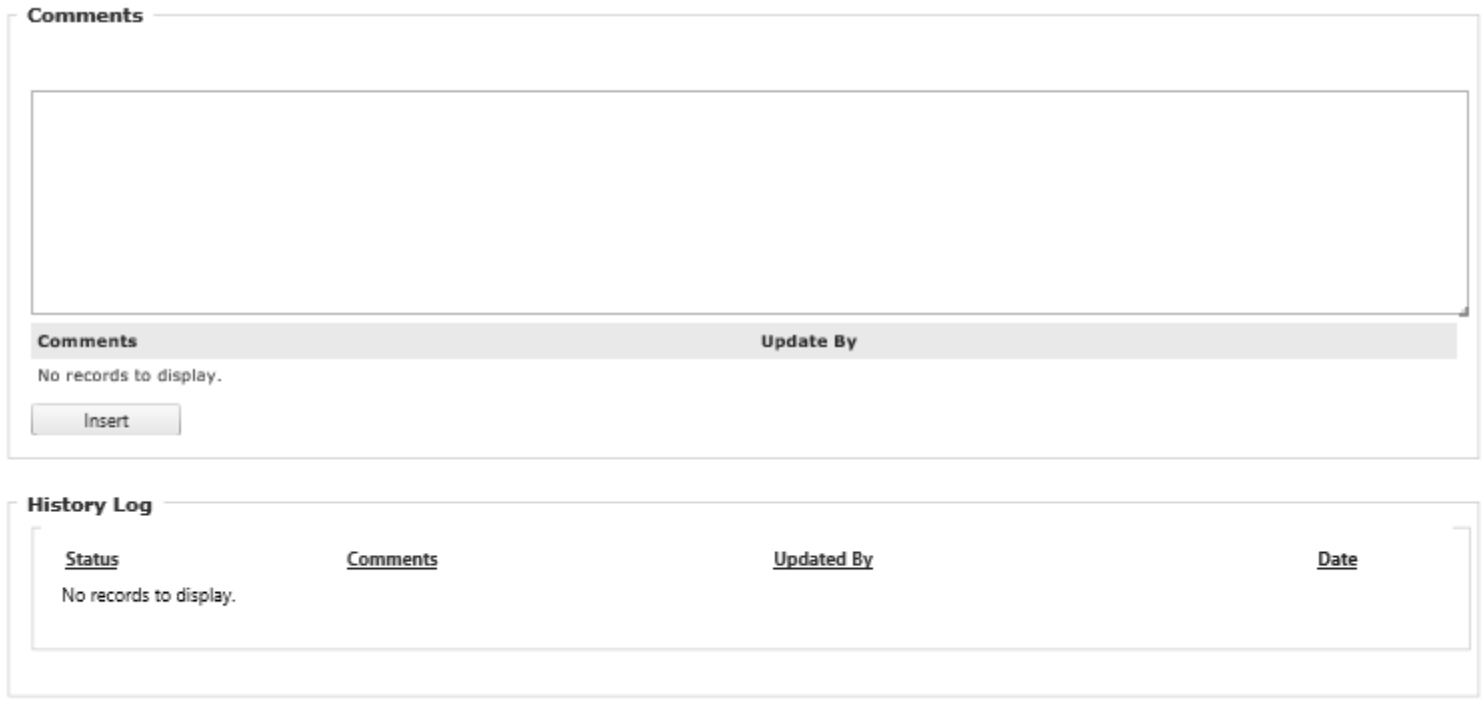
Budget Category	Net Project Cost	Total FTA Portion of Net Project Cost (max. allowed)	Total Minimum Required Local Match	Additional Local Funds
Total	$0	$0	$0	$0

Budget Summary

Budget
Budget

Total Expenses	$0
Total Revenue	$0
Net Project Cost	$0

GAP (Grant Application Process)



District SRTS Coordinators

Dist	Contact	Phone	Email
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3	Barbara Lee	850-330-1428	Barbara.Lee@dot.state.fl.us
4	Thomas Miller	954-777-4073	Thomas.Miller@dot.state.fl.us
5	Chad Lingenfelter	386-973-5336	Chad.Lingenfelter@dot.state.fl.us
6	Leanne Garcia	305-470-5311	Leanne.Garcia@dot.state.fl.us
7	Matthew Nance	813-975-6251	Matthew.Nance@dot.state.fl.us

WRAP UP & QUESTIONS

- Safe Routes projects take a lot of work and effort, but are definitely worth it.
- It takes all of the 5 E's to have a successful SRTS program.
- Help is available with the application process.

QUESTIONS???