

I. Pedestrian and Bicycle (Non-motorized Task Force), Seeking to Benefit the Community in

- Economy
- Social Interactions
- Environmental Protection
- Health and well-being of our citizens

II. Accomplishments:

- **Posted Group and Public Interest on Township Website (Thank You)**
- **Provided Link to WalkBikeBerks Blog (Thank You)**
- **Created Sidewalk Map (Thank you, Eric.)** This map gives us our starting place, highlighting both the areas that are safest for pedestrians as well as those areas that lack complete infrastructure. I have that map here tonight. We hope to add to it: the population density that Cheryl and Eric demonstrated at the Joint Meeting as well as the lines reflecting the districting of each school. This will allow us to focus our energy on creating Safe Routes for the most children for each single project.
- **Clarence Hamm is working with us to prioritize** 1. No Cost Projects (Free Pedestrian Signs from PennDOT, etc.) 2. Low or minimal cost projects (Painting bold crosswalks and shoulder lines, etc.) 3. Moderate Cost Projects (Improving or Connecting existing sidewalks and trails) 4. High/Intensive Work Projects (Retrofitting old neighborhoods with sidewalks, curbs, etc. for zones such as those that would be involved if we improved Jacksonwald Elementary)
--Clarence can speak to those plans for a moment.
- **Clarence has also agreed to contact PennDOT to request FREE pedestrian signs to place at selected crossing zones.**
- **I have written a letter to the Dr. Martin, Superintendent of the Exeter School District as well as to each of the elementary school principals requesting their support and participation in a Safe Routes to School Campaign and International Walk To School Day.** I am waiting to hear back from them. Dr. Martin did give me her contact information to follow-up with her as well as contact information for their grant-writing expert. I hope that the Township's grant-writing expert and he could work together to bring that money to our children.

III. Why Safe Routes to School:

- **Federal SRTS Program Overview***

Amount of SRTS funding committed: **\$183.7 million**

Number of school participating in federal SRTS programs: **1833**

Number of states who have announced funding for state and/or local programs: **43**

**as of December 31, 2007*

- **Children's Health, Safety, and Overall Well-Being are the Primary Components of Safe Routes to School. It is designed and intended to improve the safety of our children.**

- Our primary goal for Safe Routes To School and Complete Streets is to increase pedestrian and bicyclist safety. As mothers and fathers working with the township, we will **do whatever we can, however we can to increase the safety and well-being of our children** (and all pedestrians). We are committed to doing everything that we can **to support our schools** by applying for Safe Routes To School grant money, this year more than \$6M will be distributed.
- We will also seek all other funding opportunities that are available to provide the safest, most inviting walkways and bike access to and from schools, within and among neighborhoods and to/from recreational facilities (trails and parks) so that *those who want to* -- can do so as safely as possible.
- I want to emphasize that the Police Department, Parks and Recreation, Transportation and the Zoning Officer are working hard to improve our streets and reduce injuries and accidents. That we will use SRTS funding to create 'traffic calming' infrastructure in and around school zones to protect kids who are at play (during recess or in their own yards), are walking/biking to a friend's house, or to school. The main and only point I would suggest is: Let's change our streets in every way necessary to make them safer for kids to live, learn, worship and play in Exeter.

IV. Request for Support Staff Time: I understand the Township already employs someone with excellent grant writing success. The task force needs to involve everyone in the township who can help us secure that funding this year. Can we count on your support to bring that person into the Task Force and work with us to write the grant this year?

- **SRTS Application:**

The process will be:

March 3 (or during the first week in March), the State will make determinations about how the grant process will be structured. From that point, Chris Metka and the SRTS staff will write the criteria for this year's grant applications and funding distributions. That information will be posted and released either the end of May or beginning of April. Representative David Kessler has given me his word that he will contact me directly as soon as his office receives the complete grant application. In addition, Congressman Gerlach's office is working closely with us to secure SRTS (and all other) funding to complete the streets of Exeter and all of Berks County.

- **Pennsylvania Federal SRTS Funding:**

Actual 2005:	\$1,000,000
Actual 2006:	\$3,345,128
Actual 2007:	\$4,430,549
Actual 2008:	\$5,436,148
Projected 2009:	\$6,799,263
Total:	\$21,011,088

- **Chris Metka, Safe Routes to School Coordinator**
Address:

Office of Planning
Pennsylvania Department of Transportation
400 North Street
6th Floor
Harrisburg, PA 17120
Contact:
Phone: (717) 787-8065
Email: cmetka@state.pa.us

V. Training and Workshops: I, as President of WalkBikeBerks, will be attending a national conference and training in Washington DC from March 4-7, where I will also have the opportunity to speak to our congressional leaders. I will be representing all of the county at that time, but would like your written support to Congress before that time. There is a 200 Letters Campaign on the WalkBikeBerks blog that provides a form letter and direct contact information. You can adapt that letter to express your personal concerns for Exeter Township as well.

VI. Request for Workshop Attendance: In addition, I would like the Board to approve and fund Cheryl Francowiak's and Clarence Hamm's attendance at a Pedestrian Safety Design Workshop on April 28 and 29 at the PennDOT District 5-0 Engineering Office in Allentown, PA. The invitation and agenda are attached. Cheryl would like to speak for a moment about that?

VI. Education and Awareness: To educate the community and gain their support, Joe Seltzer has agreed to work with us in presenting to the public at various community organization monthly meetings and events. So far, we've met with the Little League and the Optimist Club. The President of the Little League has agreed to allow us to host 'tabling events' where we can distribute fliers and bumper stickers to the community in conjunction with our Keep Kids Alive Drive 25 program. Chief Niedert has agreed to partner that program with our Safe Routes to School Campaign and we'll work with him to continue that excellent effort as well. In addition, Joe Seltzer has suggested that some of the Park and Recreation funds that are already allotted could be used to print and distribute the information at the Little League Registration and other similar events. I know that the community and the Optimist Club are planning a Safety Day and would hope that WalkBikeBerks could also distribute information at those events as well. With your permission, I will contact those groups who will be hosting that event to make arrangements.

Case Studies:

[Section of Town Sees New Walk to School Events](#) (PDF)
Mechanicsburg, PA — *Broad Street Elementary School*

Case Study

SRTS Case Study:

Mechanicsburg, PA

Section of Town Sees New Walk to School Events

Background

Broad Street Elementary School is located in the borough of Mechanicsburg, an older section of town where the traditional pattern of the blocks make it a great place to walk. Many of the school's students already walked to school, but there was no formal Safe Routes to School program or an annual Walk to School Day until 2005.

Details

A local SRTS task force was created with representation from school administrators, residents, parents, children, law enforcement officers, elected officials, municipal staff and individuals in the public health field. The task force first assessed existing pedestrian conditions on the school property and in nearby neighborhoods, and then they prepared maps noting the locations and conditions of existing sidewalks, bicycle routes, trails, intersections, crosswalks and signs. The SRTS task force distributed brochures to each student at Broad Street Elementary to increase awareness of SRTS, explain programs and list the benefits of walking or bicycling to school.

In October 2005, Broad Street Elementary participated in its first Walk to School Day. Two weeks before the annual walk, golden painted shoes were hidden in downtown Mechanicsburg and along pedestrian routes utilized by students walking to school. Students who found the shoes were entered into a drawing to win a gift certificate for a pair of new sneakers donated by a local Footlocker distributor. On the day of the event, local high school cheerleaders and band members greeted the students, and Capital Blue Cross donated lunch coolers filled with healthy snacks from Giant Food stores to them.

Broad Street Elementary also provided Frequent Walker/Biker cards for students who walked or bicycled to school on a regular basis. For every trip to and from school on foot or by bicycle, the students received one punch on their card. Students unable to walk or bicycle to school could walk during lunch and still have their cards punched. After ten punches they are entered in a grand prize drawing. In 2007, the prize was a bicycle donated by Mountainside, a local bicycle shop.

The placement of pedestrian road signs to warn drivers of children walking has increased the safety along pedestrian routes and around the school. The signs are not secure and must be replaced occasionally, but their presence grabs the attention of drivers as they approach the school.

Results

Walk to School Day at Broad Street Elementary attracts 95 percent of their student body and is seen as a great success. Currently, 40 percent of the students regularly walk to school, and the SRTS task force is working to increase that statistic to 50 percent by 2010. Since Broad Street Elementary's first celebration of Walk to School Day, local high school cheerleaders greet students as they arrive to school during Walk to School Day.

The Transportation Enhancements (TE) program consists of 12 activities defined in law. These are:

1. Provision of Pedestrian and Bicycle Facilities

2. Provision of Pedestrian and Bicycle Safety and Education Activities

- 3. Acquisition of Scenic Easements and Scenic or Historic Sites**
- 4. Scenic or Historic Highway Programs, Including Tourist and Welcome Centers**
- 5. Landscaping and Scenic Beautification**
- 6. Historic Preservation**
- 7. Rehabilitation and Operation of Historic Transportation Buildings, Structures, or Facilities**
- 8. Preservation of Abandoned Railway Corridors**
- 9. Control and Removal of Outdoor Advertising**
- 10. Archaeological Planning and Research**
- 11. Environmental Mitigation of Highway Runoff and Provision of Wildlife Habitat Connectivity**
- 12. Establishment of Transportation Museums**

If you are interested in starting a TE project in your community, keep the following tips in mind:

- * To be eligible for TE funds, a project must be one of the 12 defined activities and relate to surface transportation. States may have additional eligibility requirements.
- * Recipients of TE funds do not receive a grant; instead, they are reimbursed for project expenses as they occur.
- * Typically, the federal government pays 80 percent of project costs, and the project sponsor is responsible for the remaining 20 percent.
- * The TE program is administered through state departments of transportation.

The National Transportation Enhancements Clearinghouse (NTEC) can help you understand the basics of the TE program and how it works in your state, and tell you whom to contact to start the application process.

Please share this information with the other Supervisors and those on the Planning Commission.

Funding Sources for Bicycle and Pedestrian Projects

Bicycle and pedestrian projects are broadly eligible for funding from almost all the major Federal-aid highway, transit, safety, and other programs. Bicycle projects must be "principally for transportation, rather than

recreation, purposes" and must be designed and located pursuant to the transportation plans required of States and Metropolitan Planning Organizations.

Federal-aid Highway Program

National Highway System funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways. *23 USC Section 217 (b)*

Surface Transportation Program (STP) funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or nonconstruction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking. TEA-21 added "the modification of public sidewalks to comply with the Americans with Disabilities Act" as an activity that is specifically eligible for the use of these funds. *23 USC Section 217 (a)*

Ten percent of each State's annual STP funds are set-aside for **Transportation Enhancement Activities (TEAs)**. The law provides a specific list of activities that are eligible TEAs and this includes "provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists," and the "preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails)." *23 USC Section 109 (a)(35)*

Another 10 percent of each State's STP funds is set-aside for the **Hazard Elimination and Railway-Highway Crossing programs**, which address bicycle and pedestrian safety issues. Each State is required to implement a Hazard Elimination Program to identify and correct locations which may constitute a danger to motorists, bicyclists, and pedestrians. Funds may be used for activities including a survey of hazardous locations and for projects on any publicly owned bicycle or pedestrian pathway or trail, or any safety-related traffic calming measure. Improvements to railway-highway crossings "shall take into account bicycle safety." *23 USC Section 152*

Congestion Mitigation and Air Quality Improvement Program funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use. *23 USC Section 217 (a)*

Recreational Trails Program funds may be used for all kinds of trail projects. Of the funds apportioned to a State, 30 percent must be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses (any combination). *23 USC Section 206*

Provisions for pedestrians and bicyclists are eligible under the various categories of the **Federal Lands Highway Program** in conjunction with roads, highways, and parkways. Priority for funding projects is determined by the appropriate Federal Land Agency or Tribal government. *23 USC Section 204*

National Scenic Byways Program funds may be used for "construction along a scenic byway of a facility for pedestrians and bicyclists." *23 USC Section 162 (c)(4)*

Job Access and Reverse Commute Grants are available to support projects, including bicycle-related services, designed to transport welfare recipients and eligible low-income individuals to and from employment. *TEA-21 Section 3037*

High Priority Projects and Designated Transportation Enhancement Activities identified by Section 1602 of TEA-21 include numerous bicycle, pedestrian, trail, and traffic calming projects in communities throughout the country.

Federal Transit Program

Title 49 U.S.C. (as amended by TEA-21) allows the **Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program for Other than Urbanized Area** transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in "pedestrian and bicycle access to a mass transportation facility" that establishes or enhances coordination between mass transportation and other transportation. *49 USC Section 5307*

TEA-21 also created a **Transit Enhancement Activity** program with a one percent set-aside of Urbanized Area Formula Grant funds designated for, among other things, pedestrian access and walkways, and "bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles". *49 USC Section 5307(k)*

Highway Safety Programs

Pedestrian and bicyclist safety remain priority areas for **State and Community Highway Safety Grants** funded by the Section 402 formula grant program. A State is eligible for these grants by submitting a Performance plan (establishing goals and performance measures for improving highway safety) and a Highway Safety Plan (describing activities to achieve those goals). *23 USC Section 402*

Research, development, demonstrations and training to improve highway safety (including bicycle and pedestrian safety) is carried out under the Highway Safety Research and Development (Section 403) program. *23 USC Section 403*

Federal/State Matching Requirements

In general, the Federal share of the costs of transportation projects is 80 percent with a 20 percent State or local match. However, there are a number of exceptions to this rule.

- Federal Lands Highway projects and Section 402 Highway Safety funds are 100 percent Federally funded.
- Bicycle-related Transit Enhancement Activities are 95 percent Federally funded.
- Hazard elimination projects are 90 percent Federally funded. Bicycle-related transit projects (other than Transit Enhancement Activities) may be up to 90 percent Federally funded.
- Individual Transportation Enhancement Activity projects under the STP can have a match higher or lower than 80 percent. However, the overall Federal share of each State's Transportation Enhancement Program must be 80 percent.

- States with higher percentages of Federal Lands have higher Federal shares calculated in proportion to their percentage of Federal lands.
- The State and/or local funds used to match Federal-aid highway projects may include in-kind contributions (such as donations). Funds from other Federal programs may also be used to match Transportation Enhancement, Scenic Byways, and Recreational Trails program funds. A Federal agency project sponsor may provide matching funds to Recreational Trails funds provided the Federal share does not exceed 95 percent.

