School Walk Route Improvement Program Frequently Asked Questions

3/19/2019

? *If a city is the applicant for funds do they still need to also submit a letter of support?*

Yes.

3/18/2019

? *Who should the letters of support be made out to?*

Address the letters to: Scott Waller, Program Manager, Washington Traffic Safety Commission, 621 8th Ave., SE, Suite 409, Olympia, WA, 98501

? *Is temporary channelization eligible? See link below.*
https://www.dezignline.com/protected-bikeway-pedestrian-products/curbrail/

Temporary channelization could conceivably be used to designate bike lanes or pedestrian-only areas or bus pick-up and drop-off areas. Other folks have inquired about purchasing traffic cones or barrels to do the same kind of function. All of those would be eligible because they are not permanent features like a sidewalk would be. You would apply for this as an "Other" project.

3/14/2019

? *We would like to group about 6-8 locations at existing crosswalks for RRFB installs into an application for the grant. Can we do that?*

All of the RRFBs could be included in a single Yellow Flashing Lights application. Having that many locations makes your application more complicated because you will need to address each location in your response for each question

? We are *planning to install pedestrian-activated RRFBs. While doing that, can we update the sidewalk ramps to make them ADA-compliant?*

It may be that you have to break up some sidewalk to install the RRFBs. The grant funds can pay for the replacement of the portion of sidewalk that was damaged to install the RRFB device. You could, conceivably, replace a portion of a sidewalk ramp if it was damaged to install the RRFB.

? *Could the costs of repairing the damage to the sidewalks be considered as cash match for the purposes of this application?*

Yes.

? *For the same school, we put* <u>Horace Jones Elementary School,</u> *pedestrian-activated RRFBs in at one intersection and speed feedback signs in at another?*

Yes.

? *Could you provide the examples of the program summary that you shared in the Project Overview webinar?*

Yes. See below.

347 words that responded to all of the elements of the question

A sample…

The Steilacoom Historical School District has identified a significant risk to our K-12 students when participating in the district's wellness program, PE classes, walking home, and/or when being picked up and dropped off by student transportation near the intersection of Steilacoom Boulevard and Rigney Road. It is a main route for our high school students walking to school.

Steilacoom Boulevard which is a major arterial and a portion of the primary traffic corridor through the Town of Steilacoom has a crosswalk with Refuge Island in the middle of the two lanes (Refer to attachment for picture of cross walk). Students and pedestrians try and cross but at times have to stop in middle as cars go speeding by before being able to proceed. Vehicles fail to stop or even slow down for students or pedestrians. The school district has received complaints from parents and other community members of the safety of students at the cross walk. Bus drivers have also informed the school district that vehicles fail to stop or even slow down as students are crossing at the cross walk.

The Town of Steilacoom and Steilacoom Historical School District have both identified this cross walk as a significant pedestrian safety issue. It has a large apartment complex and housing one side of the street and a public library on the other side. There is two more apartment complexes on the library side that students live and have to cross the street at this location to attend the high school or be picked up by buses.

530 words...

A sample...

This project seeks to decrease the possibility of pedestrians being struck by motor vehicles while crossing the road at uncontrolled crossings.

The project will increase motorist awareness at these crossings with the installation of pedestrian activated flashing amber light beacon systems and improved signage.

Even with these systems in place accidents are occurring outside of the hours when these systems are operating.

Vehicle/Pedestrian Accident Reports:

• Laventure Middle School

– February 15, 2017 – Laventure Road in front of school

@ 0650 hours a student was hit by a vehicle while the student was in the crosswalk on the west side of the campus at an un-signalized crossing. The student was knocked to the ground. He was transported to the hospital where he was later released with minor injuries.

This student was using the crossing before the flashing amber light systems were activated.

? *Could you provide the examples of the problem statements that you shared in the Project Overview webinar?*

Yes. See below.

A sample…

Overall the project will reduce pedestrian hazard in crossing the street and improve the safety of our students walking and riding buses to and from school. To provide a signage that will make drivers aware of students and pedestrians. Hopefully provide a safe and hopefully have them slow down and/or stop for individuals crossing the street.

The school buildings, bus drivers and parents have expressed significant concerns regarding the number of vehicles and speed of vehicles at the cross walk area. Students from k-12 environment use this cross walk to walk to school and to catch busses in the morning and are dropped off in the afternoon.

The Town of Steilacoom performs an annual traffic count of the road (Refer to attachment on traffic volumes). The volume of traffic ranges from 356 to 447 vehicles during school hours. Data to support volumes is available. The traffic volumes will only continue as the Town of Steilacoom and unincorporated Pierce County grows and impacts our student enrollment. The town also provided data showed 3 pedestrians that were involved in accidents.

? *Could you provide the examples of addressing diversity that you shared in the Project Overview webinar?*

Yes. See below.

A sample…

Based on the Mount Vernon School District's statistics of students it is likely there are multiple literacy levels, a diverse population and multiple languages spoken within each school zone.

Laventure:
White: 27.7%
Hispanic/Other: 72.3%

Lincoln:
White: 37.7%
Hispanic/Other: 62.3%

To ensure language is not a barrier for utilizing this tool the pedestrian activated push buttons and accompanying signage have schematic symbols indicating one should push the button to activate the system to cross.

? *Could you provide the examples of Target Zero strategies that you shared in the Project Overview webinar?*

Yes. See below.

Strategies for reducing pedestrian (PED) fatalities and serious injuries		
Objective	Strategies	Implementation areas
PED.1. Align vehicle speeds with the adjacent land use and context to reflect the needs of all users.	PED.1.1 Revise design practices to emphasize context and target speed to reflect the needs of all road users. (R) (P, AASHTO)	Engineering/Policy
	PED.1.2 Use roadway design features to change operating speeds to support reduction in posted speeds. (P, NCHRP)	Engineering
	PED.1.3 Use enforcement and speed feedback signs to help motorists change speeding behavior. (R, NCHRP)	Enforcement
PED.2. Improve pedestrian safety awareness and behaviors	PED.2.1 Promote the use of reflective apparel among pedestrians. (R, CTW)	Education
	PED.2.2 Educate pedestrians about the risks of distracted walking. (U)	Education
	PED.2.3 Conduct communication and outreach efforts, including using the proven Brief Intervention and Screening approach to contact crash-involved impaired pedestrians, as well as with law enforcement agencies, alcohol servers, social and health service providers to reduce impairment as a factor in pedestrian-involved crashes. (U)	Education
	PED.1.4 Increase public awareness of the significance of speed on pedestrian injury severity. (R, CTW)	Education
PED.3. Increase enforcement of laws pertaining to pedestrians	PED.3.1 Implement pedestrian safety zones, targeting geographic locations and audiences with pedestrian crash concerns. (P, CTW)	Education, Enforcement, Engineering
	PED.3.2 Expand targeted crosswalk enforcement and education for both motorists and pedestrians. (R, CTW)	Education, Enforcement
	PED.3.3 Improve training on pedestrian laws for law enforcement officers at state, Tribal, and local levels. (R)	Education
P: Proven R: Recommended U: Unknown		

3/13/2019

? *Would pedestrian signage with speed indicator but no flashing bar be considered "Other" or would it fall in the "D3- Flashing Yellow Lights and Other Signage Improvement" category?*

A feedback sign, by itself, would be an "Other" application. The research is pretty clear that speed feedback signs are not as effective by themselves as when they are combined with a flashing yellow light. Even more effect is shown when the accompanying signage increases awareness of a pending traffic change like a school zone or decreased speed zone.

? *Can you clarify if RRFB's would be a 10% cash match or 25% cash match?*

RRFBs are included in the description of flashing yellow lights so they are 25 percent match.

? *Do clarifying attachments like maps and pictures count against the 12-page narrative total?*

No. They are attachments to the narrative application. As such, you will want to include them – along with the letters of support and other required documents – in the single document that will contain Part II and Part III of the application..

3/12/2019

? *Does the actual placement of flashing yellow beacon lighting and speed feedback signs need to be within 1 mile of the school?*

School zones are specifically defined in state law. "The speed zone at the crosswalk shall extend three hundred feet in either direction from the marked crosswalk." Making the assumption that the school is located in the middle of a school zone, the maximum length for a school zone is 600 feet, just over 1/10th of a mile. If there is a school zone, there would need to be a good reason given for not placing the flashing lights where the school zone could be promoted.

It's a little bit more open in cases where there is not a designated school zone. But remember that this is the School Walk Route Improvement project. So the placement of the flashing yellow lights needs to make sense in terms of improving walking by students and staff to a school. That's probably difficult to show if the lights are a mile away from the school.

? *"Does two distinctly different school locations count as two separate projects, even if the same product - ex: flashing pedestrian crossing sign at elementary school and flashing pedestrian sign at intermediate school on the opposite side of town. Is that one project or two?"*

They could submit as one project (provided the cost is under the maximum grant award) but identify the services as going to support two schools.

3/8/2019

? *The Intermediate School is not in a school zone as it is a highway coming into town and the speed limit is 35 however people are consistently speeding past the school. Does it need to be in a school zone to request funds for radar speed indicator signs?*

Please remember that you will need to coordinate closely with your Washington State Department of Transportation regional traffic engineers office (https://www.wsdot.wa.gov/Contact/officelocation.htm#region) for any work done on – or next to – a state highway. So, in your application, you will need to have a letter of support from your regional traffic engineer's office for the project.

Regarding the project itself, funding for yellow flashing lights is not restricted to school zones. If installed, the signage would convey the message that there is a school ahead and drivers need to slow down.

The difficulty with a 35 mph road is describing/detailing the need. You will need to have some kind of information that links the safety of the children at the intermediate school to the roadway. That's easier with a 20 mph school zone limit because it is readily apparent when someone is speeding.

One way to address this issue would be for the city and WSDOT regional office to explore the creation of a school zone on the state highway that would have drivers gradually slow down from 35 mph to the 20 mph speed limit in the school zone. From a safety standpoint – especially if children are crossing that 35 mph road – it makes sense to establish a school zone and institute a lower speed limit there during the times of day when children are most likely to be present.

If there are children crossing that high speed road, it may be preferable to actually request an RRFB (Rectangular Rapid Flashing Beacon) that is activated by pedestrians when they are crossing the road. The flashing lights then alert drivers that there are pedestrians actually crossing the road.

? *Would radar speed indicator signs be considered "Other" in the list of eligible projects?*

Jurisdictions often pair speed feedback signs with flashing yellow beacons so that drivers get a warning to use caution and are simultaneously given the message about what their speed is in comparison to the posted speed limit. In the cases where to two technologies are paired, the speed feedback signs would be submitted as part of the yellow flashing light application.

The application would be an "Other" if only speed feedback signs are being requested.

One advantage of a speed feedback sign – depending on the model – is that they will record the speeds of all vehicles that pass, how many vehicles pass, and you can determine that by hour of the day. Those features make it relatively easy to determine average speed on the road as compared with the posted speed limit, how many drivers are exceeding the speed limit and what times of day most of the speeding occurs. This information can then be used for planning both enforcement and education interventions.

2/26/2019

? *Do you have this application in a fillable PDF or WORD format?*

The application is submitted through a SurveyMonkey application, https://www.surveymonkey.com/r/D6K2M6N. So there is no "application in a fillable PDF or WORD format" available. Please consult the full Request for Application packet which describes the three sections of the application and how they are to be submitted.

2/19/2019

? *Would the cost of restriping school crosswalks and school legends in thermoplastic paint be eligible under the grant?*

The cost of thermoplastic paint for marking crosswalks or for striping or re-striping pick-up and drop-off zones would be eligible expenses under the grant. The cost of installing or repairing school legends/logos would not be an eligible expense. But those expenses could be considered as part of the match for the project.

? *Could you please email me the link to the recorded webinar?*

The February 20, 2019 webinar was not recorded. The next Pre-Conference Overview webinar is scheduled for Friday, March 1, 2019, 10:30 -11:30 AM. The log-in/sign-in information is provided below:

March 1, 2019, 10:30 – 11:30 AM

This meeting will be WebEx participation only.
WebEx Webinar - School Walk Route Improvement Project
When it is time for the meeting, click here to join the meeting.
Meeting number (access code): 801 335 462
Meeting password: 8dTym65M

Or, Join from a video system or application
Dial sip:801335462@watech.webex.com
You can also dial 173.243.2.68 and enter your meeting number.

Telephone
Join by phone, (240) 454-0887 US Toll, or, Toll Free (855) 929-3239
If you cannot join the meeting, contact support here:
https://watech.webex.com/watech/mc

2/14/2019

? *How much match would we need to have if we were applying for $75,000 to do flashing yellow lights?*

$25,000. This would be 25 percent of the total project cost of $100,000 that is the $75,000 yellow flashing light award and the $25,000 cash match)

? *If we decide to write two applications (automated speed enforcement and flashing yellow lights), can we request up to 75,000 per project application?*

Yes. The $75,000 limit applies to each individual project.

1/31/2019

? *We applied successfully last year for funding. Is it a possibility to go after the next round of grant monies for schools expected to open in fall 2020?*

There is no prohibition for prior recipients applying for new funding for this current application. However, you cannot pre-submit an application for 2020.

? *We have numerous buildings that students have to walk safely to in order to get to their classroom. There are more trip hazards than you can imagine. A student or community member in a wheelchair has an extremely difficult time navigating to get around our campus. My question is, has a project ever been funded to tear out existing sidewalk and replace with new sidewalk so that everything is level?*

Our guidance for this funding is that we cannot do permanent hardscape like sidewalks. You could conceivably apply for funds to support a preliminary design project that could identify all the needed work, what it would cost, and what options exist for the way that current travel routes are laid out.

? *Can funds be used for a school that has not been built yet? Construction will be starting in March/April 2019 for a completion in August 2020?*

It is not prohibited to apply for a new construction school. However, in your problem statement in the application you need to talk about the history of problems that have

been experienced at the site. It seems like it would be difficult to demonstrate the need for these funds with a new construction.

1/30/2019

? *On page 4 of the RFA a Project Overview date of February 14 is given. But, on page 5, under "Questions and Updates" a date of February 7 is provide for the Pre-proposal Conference. Which is it?*

February 14, 2019, 2:30 – 3:30 PM is the time for the first Pre-proposal Conference. The date has been updated in the "Questions and Updates" section. Note: A second Pre-proposal Conference is scheduled for March 1, 2019, 10:30 – 11:30 AM.

1/25/2019

? *Would the creation (rather than improvement) of a school crossing guard program be an eligible project?*

Yes, absolutely getting a crossing guard program going would be a qualifying project.