

Transportation Alternatives Non-Infrastructure Program Goals, Objectives & Performance Measures

Goals:

Establish a transparent and documented project application, review, and evaluation process for programming Transportation Alternatives Funding of non-infrastructure projects.

Fund programs eligible under the MAP-21 Transportation Alternatives funding guidelines for non-infrastructure Safe Routes to School.

Support bike and pedestrian activities that promote safe transportation for k-8 students to schools or address an identified or perceived safety issue on routes to k-8 schools.

Fund non-infrastructure programs with the potential of effecting the greatest number of k-8 students, thereby utilizing the funding in the most effective and efficient manner.

Engage the community/partners in supporting non-infrastructure programs, thereby ensuring sustainable programs.

Objectives:

Through the development and delivery of broad-based, community supported, cost effective educational and promotional material, enable and encourage children, including those with disabilities, to walk and bike to school.

Develop training and educational programs which emphasize a safe a transportation alternative for bicycling and walking to school, thereby encouraging a healthy and active lifestyle from an early age.

Establish and sponsor cost effective incentive programs that facilitate the data collection, planning and development of programs and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Evaluation of Projects/Performance Measurement

Quantitative (50%):

- a. Number of bike-car, ped-car crashes on the main walking/biking route to school
- b. % of students that walk/bike to school per k-8 school
- c. Posted speed limit and/or measured ADT (number of lanes if ADT not measured) on the main walking/biking route(s) to school

Qualitative (50%):

- d. Improved safety for K-8 schools/eligible activities under TA non-infrastructure SRTS guidance (see guidance document provided)
- e. Program addresses bike-vehicle or pedestrian-vehicle conflicts (e.g. education components)
- f. Program addresses quantifiable and/or perceived crash risk (e.g. number of bike/ped crashes)
- g. Program is included in local/district/school plans and policies
- h. Program has a method to measure success (before and after)
- i. Program includes education and promoting the project
- j. Program includes ADA consideration (e.g. accessibility on routes and for events)
- k. Program includes method for agency or school to maintain the program

PRESENTATION AND RANKING (Non-weighted) (score determined by Transportation Safety Committee members prior to presentations)

- Value of the project for the local jurisdiction and the region
- Jurisdiction's ability to maintain the project