FUNDING PROGRAMS

FISCAL YEAR 2019

WASATCH FRONT REGIONAL COUNCIL

WFRC Funding Programs

- Wasatch Front Economic Development District
- Community Development Block Grant Program
- Transportation & Land Use Connection Program
- Surface Transportation Program
- Congestion Mitigation Air Quality
- Transportation Alternatives Program

TRANSPORTATION AND LAND USE CONNECTION

UDOT udot.utah.gov

UTA

SALT LAKE COUNTY REGIONAL DEVELOPMENT

WASATCH FRONT REGIONAL COUNCIL

PROGRAM GOALS

Maximize the **value of investment** in public infrastructure

Enhance **access to opportunity**

Increase **travel options** to **optimize mobility**

Create **communities** with opportunities to **live, work, and play**

TRANSPORTATION AND LAND USE CONNECTION

TLC PROJECTS

Ordinances

Transportation/Active Transportation

Master Plans

Complete Streets & Street Connectivity

First/Last Mile Implementation

Station & Small Area Plans

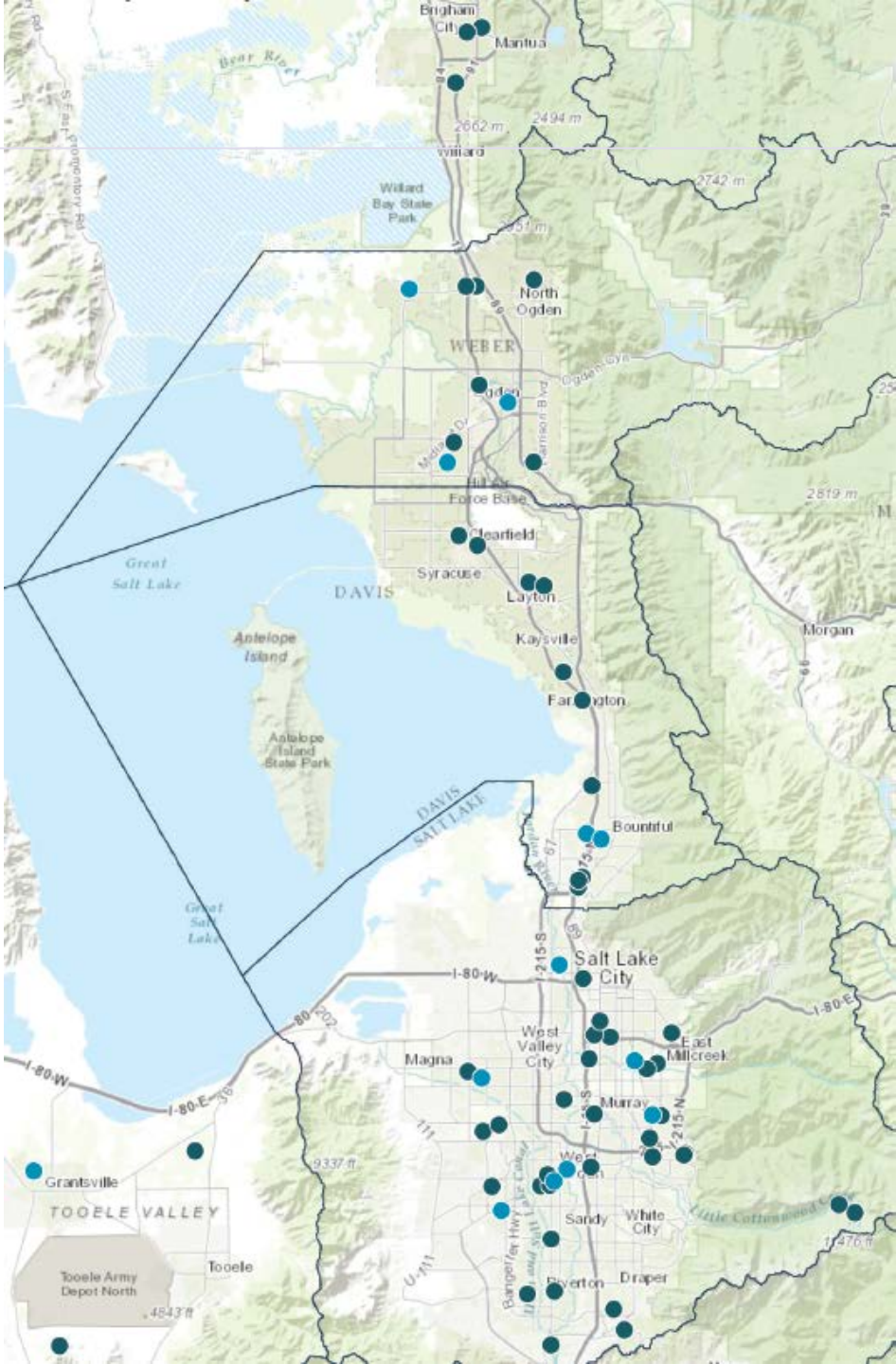
Corridor Plans

Studies (such as market, redevelopment)

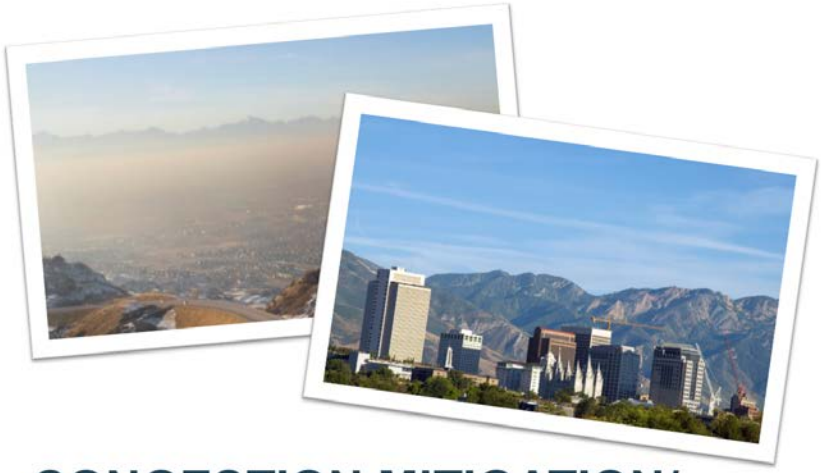
Visioning

Parking Reform

WWW.WFRC.ORG/TLC



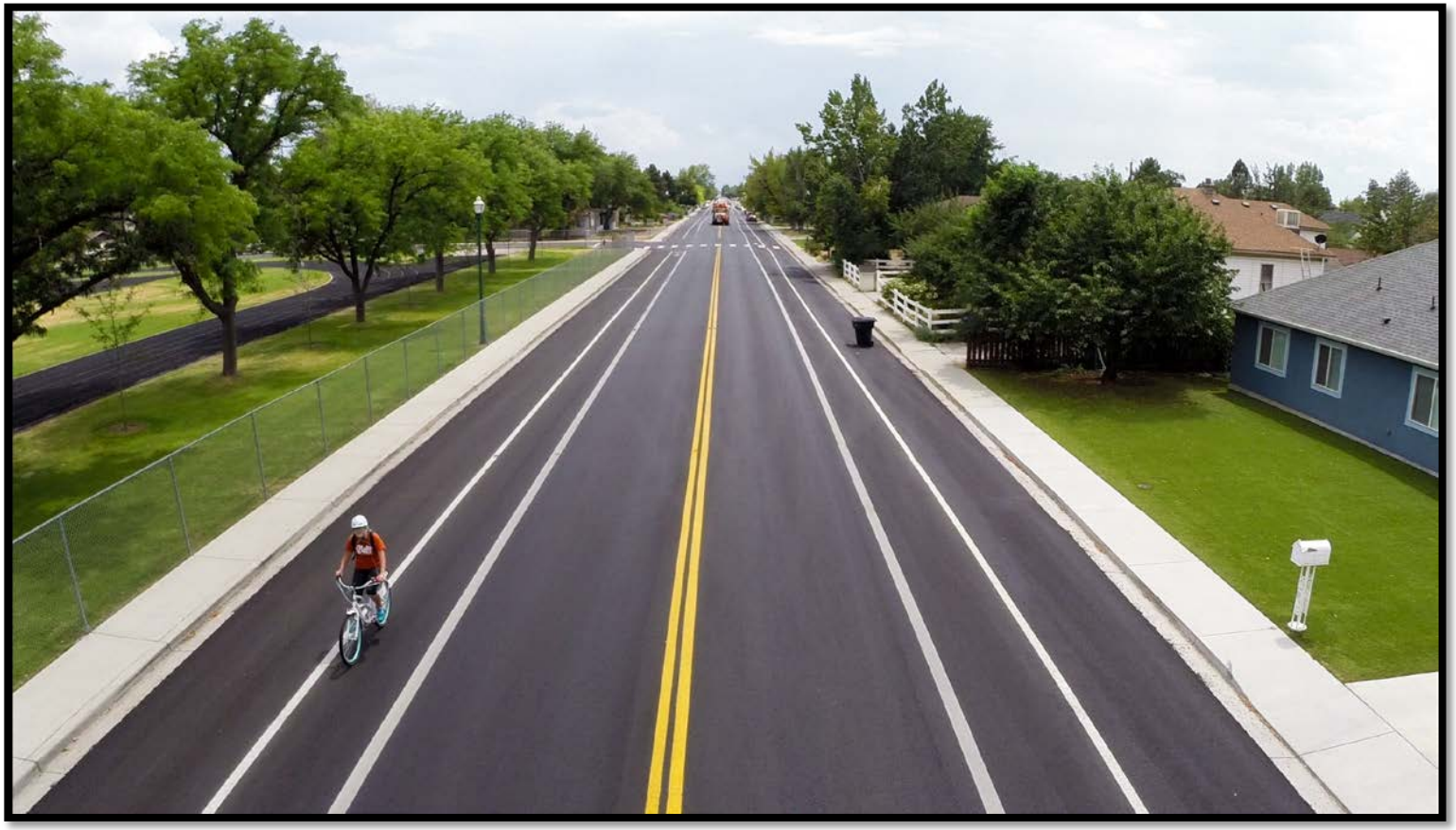
SURFACE TRANSPORTATION PROGRAM (STP)



CONGESTION MITIGATION/ AIR QUALITY (CMAQ)

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

FEDERAL FUNDING PROGRAMS



SURFACE TRANSPORTATION PROGRAM (STP)

Eligible STP Project Types

- Street widening or new construction
- Improve or reconstruct existing streets
- Bridge replacement
- Projects that reduce traffic demand
- Intersection improvements

5600 West – 6200 South to 7000 South
Reconstruct & Widen

CONGESTION MITIGATION/ AIR QUALITY (CMAQ)

Eligible CMAQ Project Types

- Projects that improve Air Quality
- Construct or purchase public transportation facilities and equipment
- Commuter bicycle & pedestrian facilities
- Intelligent Transportation Systems (ITS)
- Projects that reduce traffic demand
- Intersection improvements

Urban Area – Signal Interconnect

Facilities and Equipment

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

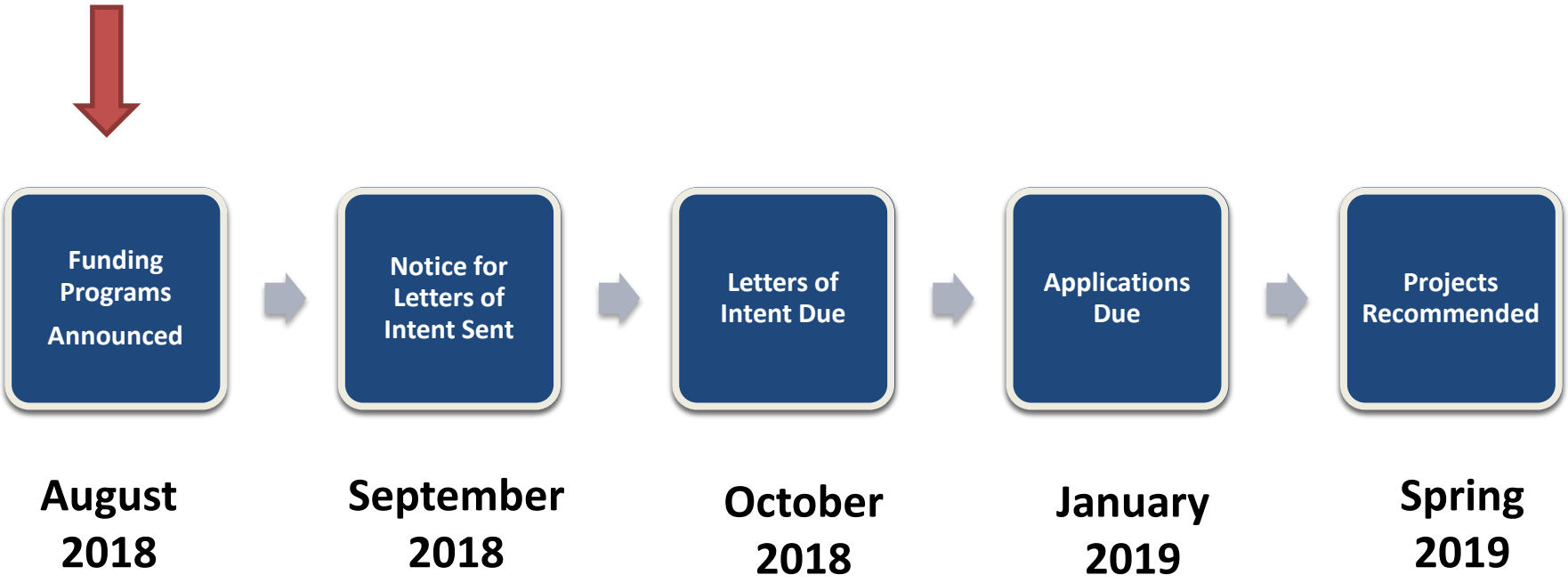
Eligible TAP Project Types

- Construction, planning, and design
- Pedestrian, bicyclists, & other non-motorized forms of transportation
- Improvements could include:
    - Sidewalks
    - Bicycle infrastructure
    - Traffic calming techniques
    - Lighting and safety-related infrastructure for non-drivers
- Safe Routes to School projects

D&RGW Rail/ Trail

WFRC Funding Program Deadlines

We're Here



For More Information

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STRAVA™

What is Strava?

Strava is a website and mobile app used to track athletic activity via GPS

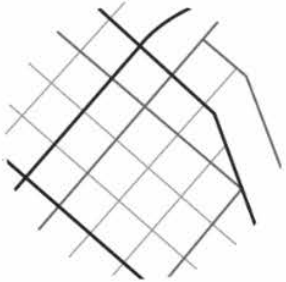
The most popular activities tracked using the software are cycling and running.

What is Strava Metro?

STRAVA | METRO

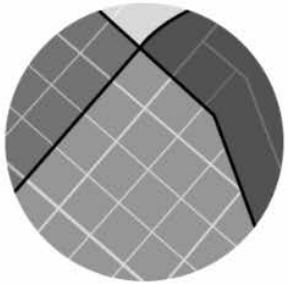
Millions of people upload their rides and runs to **Strava** every week via their smartphone or GPS device.

Strava Metro is a product that anonymizes and aggregates this data for analysis within GIS environments. Strava Metro then partners with departments of transportation and city planning groups to provide this information to assist in improving infrastructure for bicyclists and pedestrians.



Streets

Minute-by-minute activity counts across your entire network



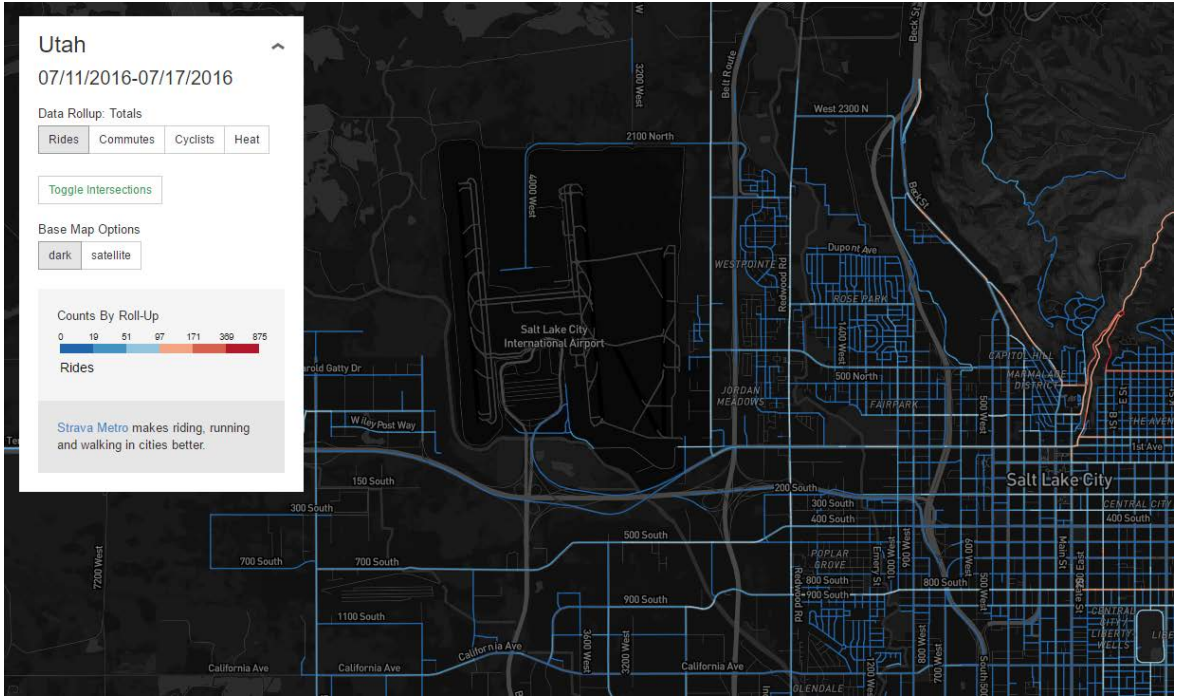
Origin / Destination

Understand activity starting and ending points, by region

Intersections

Activity counts and wait times at every intersection

Elements of Analysis



Heat Map - Web Product

http://metro-static.strava.com/dataView/UTAH/201701_201709/RIDE_dv/#5.5/39.398/-111.917

Strava Benefits

- UDOT and partners can understand AT user behavior
- Know AT maintenance demands
  - shoulder sweeping
  - snow removal
- Demographic user insight
  - Age cohorts/Gender
- Overlay with safety data
- Tied to state centerline network
- Sub-license agreements available

Strava Limitations

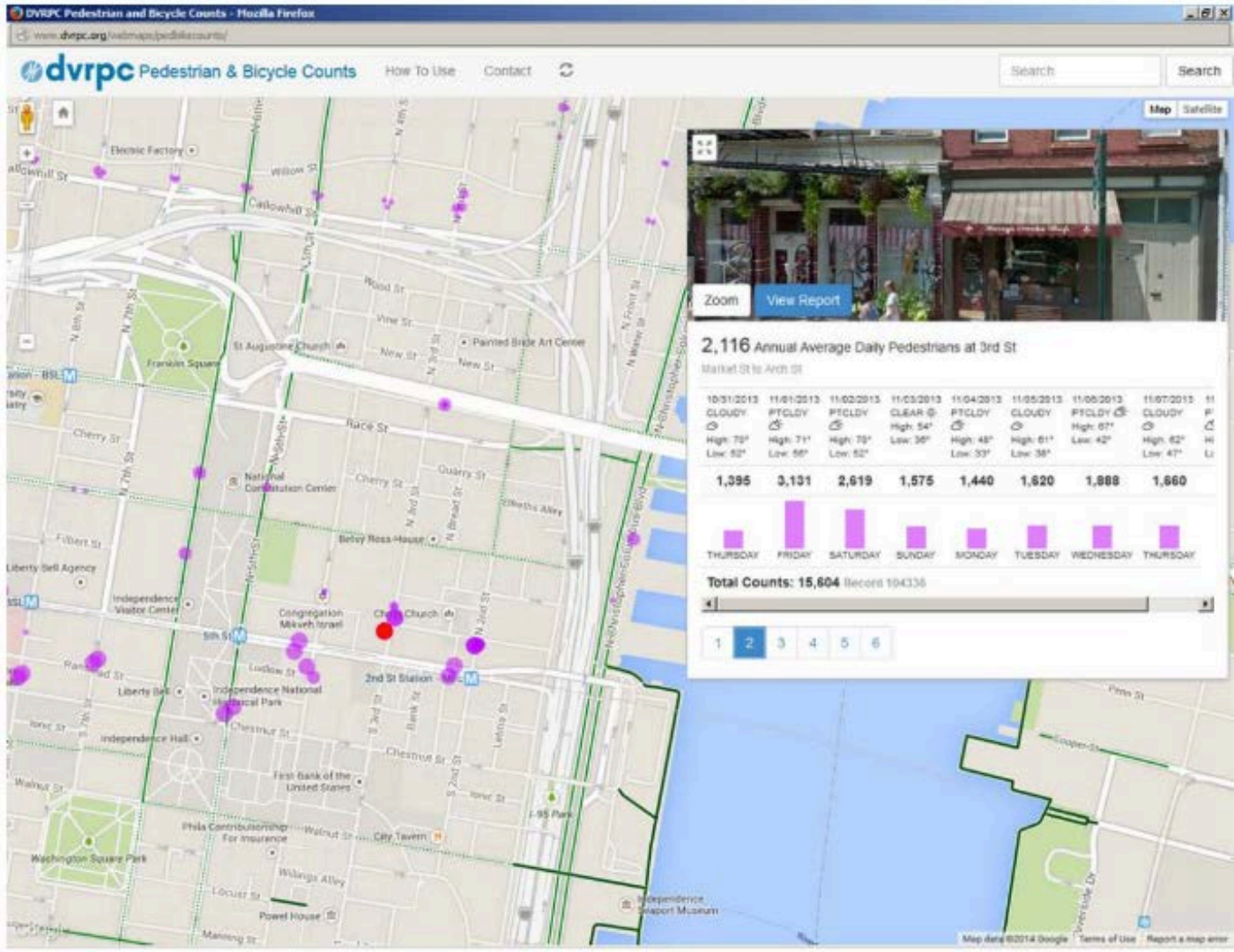
- Not everyone uses Strava
- Social Equity?
- Athletic user-base
  - Only 6.4% of activities are “Commutes”
- Requires GIS/Technical Expertise
- Need for further data collection

Statewide Active Transportation Data Management Plan

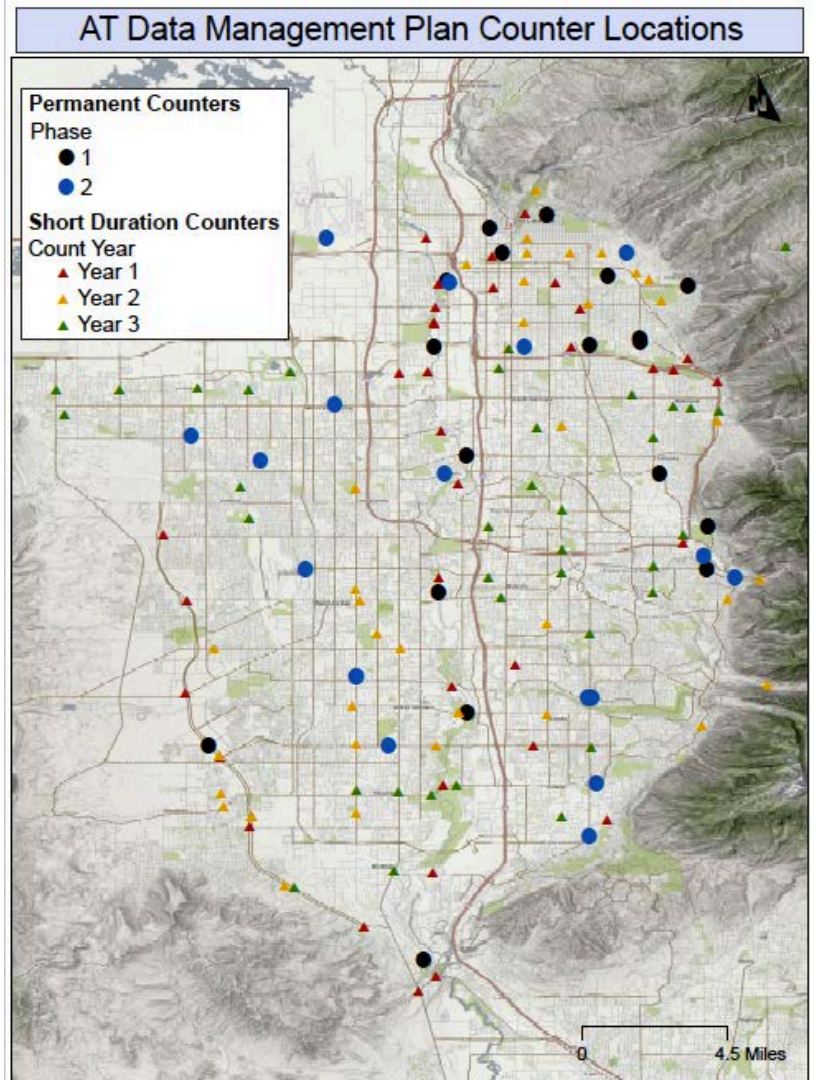
Project Vision: Develop a system for collecting and publishing data that can be used by the public and by public agencies. *(e.g. UDOT's Traffic Map System)*

Key Outcomes Include:

- Map of suggested count locations with stakeholder buy-in and based off of established AT plans
  - -Permanent count locations
  - -Short duration count locations
- Development of adjustment factors for short-duration counts
- Support AT forecasting for Wasatch Front Travel Demand Model,
- Development of adjustment factors by facility type, weather conditions, day of week, season, user type(s), AT traffic patterns, etc.


DVRPC Pedestrian and Bicycle Counts - Mozilla Firefox
dvrpc Pedestrian & Bicycle Counts
How To Use
Contact
Search
Search
Map
Satellite
Zoom
View Report
2,116 Annual Average Daily Pedestrians at 3rd St
Market St to Arch St
1,395
3,131
2,619
1,575
1,440
1,620
1,888
1,660
THURSDAY
FRIDAY
SATURDAY
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
Total Counts: 15,604
1
2
3
4
5
6

Permanent and Short-duration Counters




UDOT
Keeping Utah Moving
STRAVA™

Matt De Lora

mde@utah.gov

HEALTH IMPACT OF SAFE ROUTES TO SCHOOLS

Get Healthy Utah
Sarah Hodson

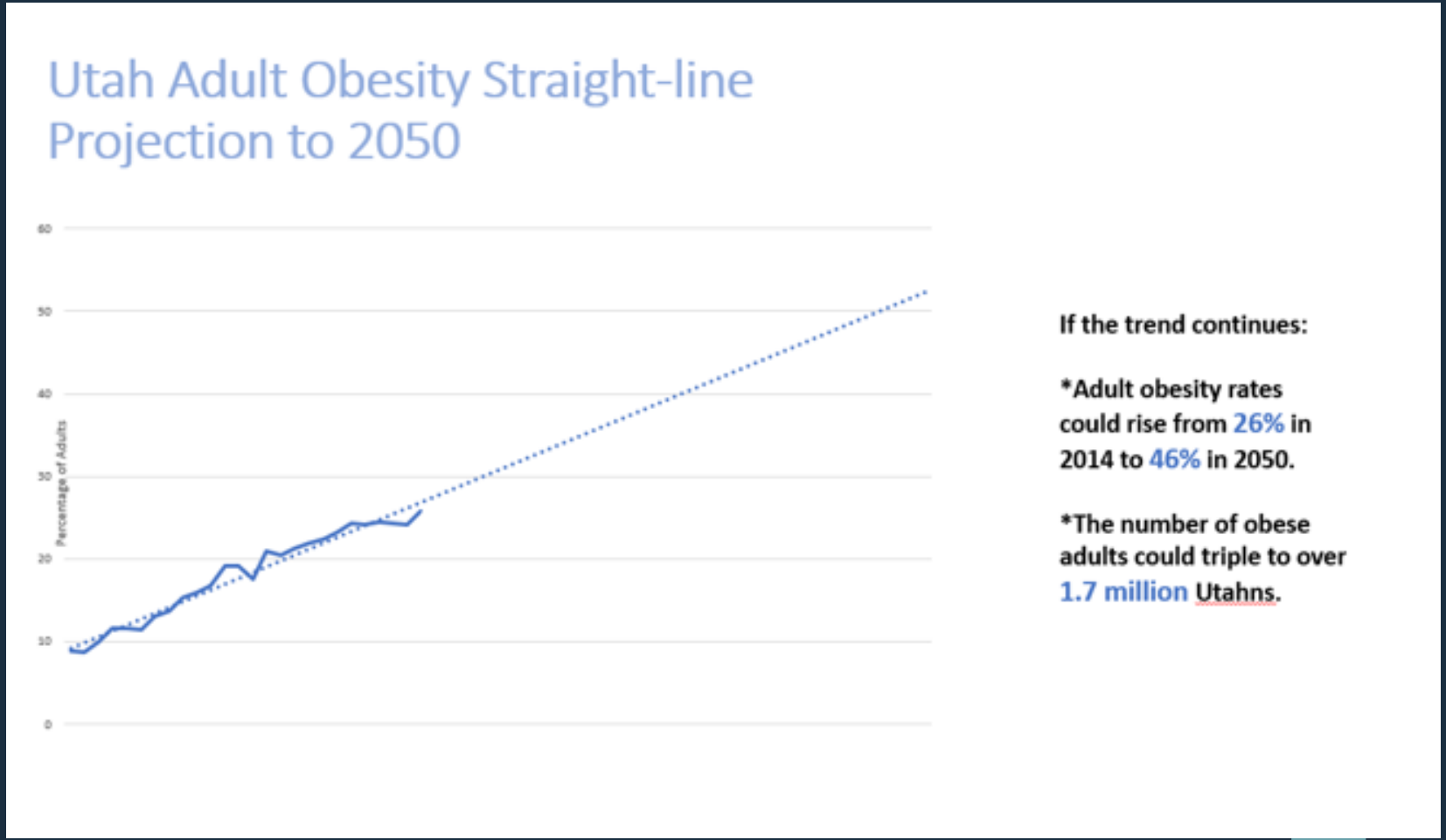
Transportation and Health

- Safety
- Air Quality
- Physical Activity
- Equitable Access
- Noise

2017 YRBS:

Only 19.1% of students met the recommended 60 minutes of physical activity in 2017.

22.8% of students overweight, 9.6% obese in Utah schools



The CDC recommends that children get at least 60 minutes of physical activity a day. Encouraging walking to school is a cost-effective way to help meet that recommendation.

active kids learn better

ACTIVE LIVING RESEARCH

physical activity at school is a win-win for students and teachers

GRADES:

20% more likely to earn an A in math or English

STANDARDIZED TEST SCORES:

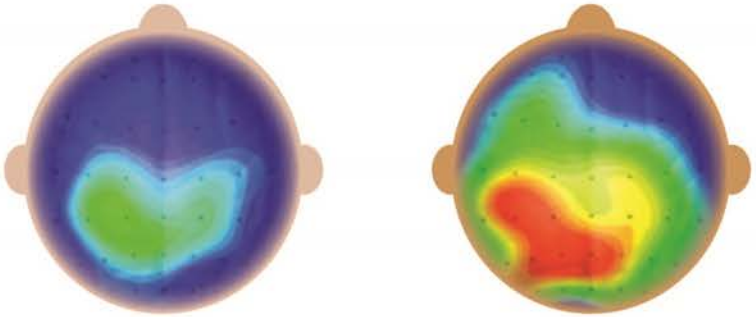
JUST ONE PHYSICALLY ACTIVE LESSON CREATES:

13% increase in students' physical activity for the week

21% decrease in teachers' time managing behavior

physically active kids have more active brains

BRAIN SCANS OF STUDENTS TAKING A TEST:



after 20 minutes of sitting quietly

after 20 minutes of walking

Red areas are very active; blue areas are least active.

MORE RESULTS:

after 20 minutes of physical activity:

students tested better in reading, spelling & math and were more likely to read above their grade level

after being in a physically active afterschool program for 9 months:

memory tasks improved 16%

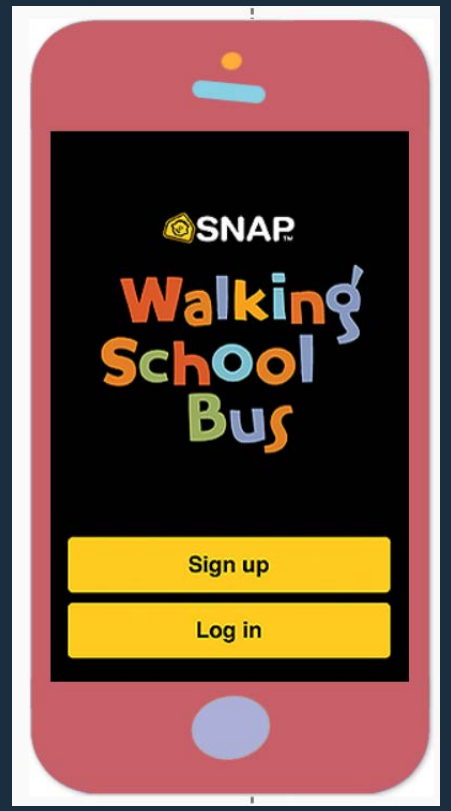
SOURCES: Donnelly J.E. and Lambourne K. (2011). Classroom-based physical activity, cognition, and academic achievement. Prev Med. 52(Suppl 1):S36-S42. Hillman C.H. et al. (2009). The effect of acute treadmill walking on cognitive control and academic achievement in preadolescent children. Neuroscience. 159(3):1044-1054. Kamijo K. et al. (2011). The effects of an afterschool physical activity program on working memory in preadolescent children. Dev Sci. 14(5):1046-1058. Kibbe D.L. et al. (2011). Ten years of TAKE 10!: integrating physical activity with academic concepts in elementary school classrooms. Prev Med. 52(Suppl 1):S43-S50. Nelson M.C. and Gordon-Larson P. (2006). Physical activity and sedentary behavior patterns are associated with selected adolescent health risk behaviors. Pediatrics, 117(4): 1281–1290.

Learn more about why active kids learn better and how schools can help at activelivingresearch.org/activeeducationbrief.


SIDEWALKS AND CROSSWALKS
In five states (Fla., Miss., Texas, Wash., Wis.), walking and biking to school increased by
37% after sidewalks and crosswalks were improved.
CROSSING
Elementary School USA
WALKING SCHOOL BUS
In Houston, the number of children walking or biking to school increased by
125%
after schools began participating in a Walking School Bus program.
WALKING SCHOOL BUS
BIKE LANES
After the installation of a new bike lane in New Orleans, the number of cyclists increased by
225%.
CHANGING
Communities
GETS PEOPLE MOVING
Communities across the country are making improvements to encourage walking, biking, and other forms of physical activity.
RECREATIONAL FACILITIES
People who used outdoor fitness equipment in Los Angeles parks exercised
46%
more frequently than those who did not.
Active Living Research
www.activelivingresearch.org

SAFE ROUTES TO SCHOOL IMPACT THE ENTIRE COMMUNITY

- Parents drive less, reducing traffic, congestion on the road, and reducing carbon emissions, which improves the air quality around schools
- Sidewalks and bike lanes increase the overall walkability and safety of neighborhoods
- Low-cost accessible way to be physically active, which reduces risk for chronic diseases like heart disease



COMMUNITY CONCERNS AND SOLUTIONS

American Heart Association
Marc Watterson

"**AS A FATHER OF FOUR**, I WOULD LOVE FOR MY KIDS TO USE THESE STAIRS AND THIS ROUTE WHILE WALKING TO AND FROM SCHOOL INSTEAD OF WALKING FIFTEEN MINUTES AROUND THE NEIGHBORHOOD TO GET THERE. HOWEVER THERE ARE A FEW PROBLEMS. THERE ARE NO HANDRAILS ON THESE STAIRS. I HAVE SEEN MANY CHILDREN FALL AS THEY HAVE ATTEMPTED TO ASCEND AND DESCEND THIS STAIRCASE DURING THE WINTER. HANDRAILS WOULD HELP CHILDREN MORE SAFELY NAVIGATE THESE STAIRS AND WOULD HELP AVOID ACCIDENTS. ALSO, THE GATE IS ALWAYS LOCKED. I WISH I DIDN'T HAVE TO MAKE MY KIDS WALK ALL THE WAY AROUND OUR NEIGHBORHOOD, CROSSING ROADS WITHOUT CROSSWALKS. I WOULD REALLY RATHER THEY USE THIS. IT JUST NEEDS HANDRAILS AND TO BE OPENED BEFORE AND AFTER SCHOOL."

“As a mother with four children attending this elementary, I always walk my children to school. I become very nervous when crossing this road due to the fact that there is no marked crosswalk. Cars often drive through this intersection even as we are crossing. More precautions are needed to keep them safe.”

“As a mother, I do not like my children to walk to school. There are many places with discontinuous or no sidewalks at all. There are also intersections that lack crosswalks. A lot of cars drive on these roads and I want my children to be safe.”

Safe Routes to School (SRTS) programs work

ACTIVE LIVING RESEARCH

today, few kids actively travel to school

TRAFFIC SPEED AND VOLUME, AND LACK OF SIDEWALKS, ARE THE MAIN BARRIERS

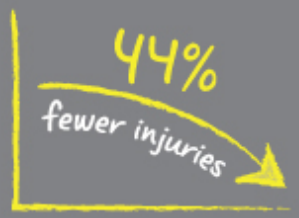
compared to 48% in 1969
13% walk or bike now

among those living within ¼ mile of school
just 56% walk or bike

kids are more active when walking and biking are safe

AFTER IMPLEMENTING SAFE ROUTES TO SCHOOL PROGRAMS:

45% increase in walking



OF THE RECOMMENDED 60 MINUTES OF DAILY ACTIVITY:

16 min (average) can be achieved by walking or biking to school

SOURCES: McDonald NC, et al. (2011). U.S. school travel, 2009: an assessment of trends. Am J Prev Med. 41:146–151. Chaufan C, et al. (2012). The safe routes to school program in California: an update. Am J Public Health. 102(6):e8–e11. Ahlport KN, et al. (2008). Barriers to and facilitators of walking and bicycling to school: formative results from the non-motorized travel study. Health Educ Behav. 35(2):221–244. Timperio A, et al. (2006). Personal, family, social, and environmental correlates of active commuting to school. Am J Prev Med. 30(1):45-51. Bassett DR, et al. (2013). Estimated energy expenditures for school-based policies and active living. Am J Prev Med. 44(2):108–113. Stewart O, et al. (2014). Multistate evaluation of safe routes to school programs. Am J Health Promot. 28(3 Suppl):S89-S96. DiMaggio C and Li G. (2013). Effectiveness of a safe routes to school program in preventing school-aged pedestrian injury. Pediatrics. 131(2): 290–296.

Learn more about why Safe Routes to School programs work at activelivingresearch.org/SRTSreview.

FEEDBACK WE'VE RECEIVED:

- More funds are needed
- Priority on high needs communities
- Coordination between Cities and LEA's
- Codification of the SRTS Program

Q & A

- New consultant – Penna Powers
- Being rebranded as Safe Routes Utah
- Making some great changes and will present on Safe Routes Utah once the new program is established

State SRTS Grant Funding

UDOT
Keeping Utah Moving

Safe Routes to School

- Advertising for FY 2022 in early 2019
- $1.36 Million
- State reimbursement program

Keeping Utah Moving

Statistics from the FY19,FY20 and FY21 Round

- 59 Applications
- 28 Were funded
- Average funded amount - $124,614
- 25 communities served
- No match requirement but it did help

UDOT Keeping Utah Moving