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
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**
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
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
WFRC Funding Program Deadlines

We’re Here

- Funding Programs Announced: August 2018
- Notice for Letters of Intent Sent: September 2018
- Letters of Intent Due: October 2018
- Applications Due: January 2019
- Projects Recommended: Spring 2019
For More Information

Wasatch Front Regional Council

www.wfrc.org

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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?

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.
Elements of Analysis

**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
Heat Map - Web Product

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.
Permanent and Short-duration Counters
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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

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: 6% increase over 3 years

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

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%


Learn more about why active kids learn better and how schools can help at activelivingresearch.org/activeeducationbrief.
**Side Walks and Crosswalks**
In five states (Fla., Miss., Texas, Wash., Wis.), walking and biking to school increased by 37% after sidewalks and crosswalks were improved.

**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.

**Bike Lanes**
After the installation of a new bike lane in New Orleans, the number of cyclists increased by 225%.

**Community 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

today, few kids actively travel to school
TRAFFIC SPEED AND VOLUME, AND LACK OF SIDEWALKS, ARE THE MAIN BARRIERS
compared to 40% 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
44% fewer injuries

OF THE RECOMMENDED 60 MINUTES OF DAILY ACTIVITY:

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

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
Safe Routes to School

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