

ATP NI-Funded Programs TA Teleconference

March 12, 2020



Our Motivation

- *Help California meet its long-term multi-modal transportation, sustainability, health, safety, and equity goals*
- *Build your awareness, confidence, and trust in the ATRC, and your understanding of ATP project requirements*
- *Assist you in making your ATP project as successful as possible*
- *Get more people safely walking and bicycling for transportation!*

Speakers

Caltrans, Division of Local Assistance, Office of State Programs, Active Transportation Program

- o Emily Abrahams, Program Manager, ATP NI Programs and ATRC
- o Summer Lopez, Assistant Coordinator, ATP NI Programs and ATRC

California Department of Public Health, Injury and Violence Prevention Branch, Active Transportation Safety Program

- o Victoria Custodio, ATRC NI Technical Assistance Team
- o Marianne Hernandez, ATRC NI Technical Assistance Team

Today's Agenda

- Introductions
- Review NI program and ATRC support and resources
- Overview of updated ATP NI program guidance
- Network with ATP NI implementers and practitioners
- Share upcoming events and programmatic successes and challenges
- Q & A

Please take a minute to write the following information in the Chat box:

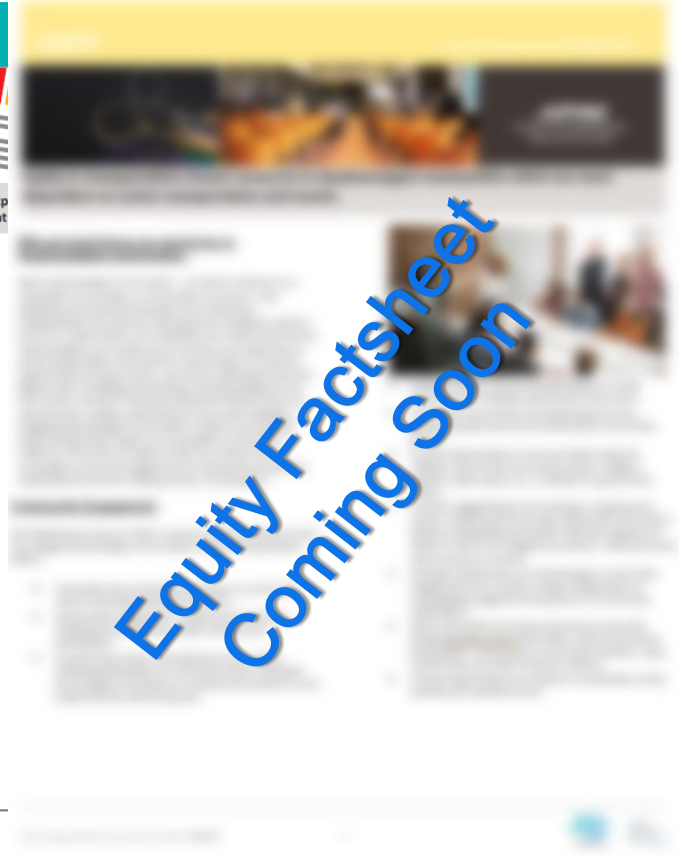
- Name
- Agency
- Name of your ATP Project
- Project Status (ex. not started, underway, almost complete, complete)

Review of Non-Infrastructure (NI) Projects

- Education, encouragement, and enforcement activities that further the goals of the ATP.
- Projects can be **NI Only** or **Infrastructure/NI combined**.
- NI projects can be start-up programs or new and/or expanded components of existing programs.
- All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted.
- ATP cannot fund existing or ongoing program operations.
- NI is not limited to those benefiting school students

NI Program Core Elements

<h3>EDUCATION</h3>  <p>Education activities teach walking and bicycling safety skills transportation. These activities can be adapted for different settings.</p> <p>Types of active transportation education activities include:</p> <p>CLASSROOM/PHYSICAL EDUCATION LESSONS Using a classroom curriculum either in school, in an after-school program, or in a community setting can help standardize what and how students and/or adults learn and practice pedestrian and bicycle safety. Integrating active transportation lessons through curricula is a great way to educate students while ensuring sustainability of this education. Classroom lessons help students comprehend safety guidelines and assist with internalizing behavioral expectations for real-life use. Downloadable or online streaming active transportation games or videos provide a fun way to teach pedestrian and bicycle safety.</p>  <p>SCHOOL-WIDE ASSEMBLIES/COMMUNITY PRESENTATIONS Assemblies and presentations provide an opportunity to educate a large audience in a limited timeframe. School assemblies are festive whole school or grade gatherings held in a large common space like the auditorium, gym, or cafeteria. They provide a key venue to share information and build community momentum to work towards a common goal. Local law-enforcement will sometimes provide this community service at low- or no-cost to schools. Other potential presenters include local walking and/or bicycling advocacy groups or local public health departments. Assemblies make great kick-off events for larger ongoing initiatives.</p> <p>Active Transportation Resource Center Fact Sheet • EDUCATION</p>	<h3>ENCOURAGEMENT</h3>  <p>Encouragement activities generate excitement and enthusiasm for walking and bicycling.</p> <p>Common active transportation encouragement activities include:</p> <p>WALK TO SCHOOL OR WORK CHALLENGES Designate a specific day annually, one day per month, or any variation of designated days to promote walking to school, work, or another key destination.</p> <p>INTERNATIONAL WALK TO SCHOOL DAY Recognition of this day annually in October gives children, parents, school teachers, and community leaders an opportunity to be part of a global event that celebrates the many benefits of walking and builds momentum for communities to establish safe places to walk.</p> <p>BIKE TO SCHOOL OR WORK CHALLENGES Designate a specific day annually, one day per month, or any variation of designated days to promote biking to school, work, or another key destination.</p> <p>NATIONAL BIKE TO SCHOOL/WORK DAY Recognition of these two different days annually in May encourages families and workers to celebrate the benefits of biking. These days can also broaden awareness of local commitment bicycle safety and community quality of life.</p>  <p>Active Transportation Resource Center Fact Sheet • ENCOURAGEMENT</p>	<h3>ENFORCEMENT</h3>  <p>Enforcement activities aim to deter unsafe behaviors and increase awareness of traffic laws.</p> <p>Types of active transportation enforcement activities include:</p> <p>TARGETED ENFORCEMENT IN SCHOOL ZONES Schools can coordinate with law enforcement to be present during school at drop-off/pick-up times or at special events such as Walk to School Day to serve as important reinforcement and/or provide warnings and citations (for unlawful speeding or right-of-way or parking violations) if necessary. School and school district administrators and local law enforcement can issue joint communications at the start of every school year to remind students and families of expected traffic behavior, why safety and active transportation are priorities for the local jurisdiction, and any consequences of violations.</p> <p>TARGETED ENFORCEMENT ALONG HIGH INJURY/FATALITY- IDENTIFIED CORRIDORS Cities can identify specific locations and corridors where there are repeated histories of pedestrian and bicyclist injuries and fatalities, and systematically deploy local law enforcement to those areas to help reduce dangerous behaviors that lead to collisions/crashes. Like schools, city departments can work collaborate on combination educational/enforcement campaigns that raise awareness of high-risk locations for pedestrians and bicyclists, how drivers of vehicles affect the safety of vulnerable road users, expected vehicle travel speeds, expected pedestrian and bicyclist behaviors, and any added enforcement that will be taking place in an effort to prevent further injuries and fatalities. Create examples have utilized 'pedestrian decoys' to help stress the importance of vehicle drivers yielding to pedestrians in crosswalks.</p> <p>GOOD BEHAVIOR REWARDS Consider working with law enforcement or volunteers to reward and reinforce predictable bicycling or pedestrian safety behavior when students and families walk or bike to school or community events.</p> <p>Active Transportation Resource Center Fact Sheet • ENFORCEMENT</p>	<h3>ENGINEERING</h3>  <p>Engineering strategies change the built environment to walk and/or bicycle.</p> <p>Engineering streets so that they are "complete" for roadway users of all ages and abilities, and more comfortable for those that are walking and bicycling, can dramatically help to reduce traffic volume and speed, and improve safety. A well-designed system of streets with facilities specifically designed for walking and bicycling, more people will feel comfortable walking and bicycling, and more people will use them.</p> <p>Common engineering treatments that promote walking and bicycling include: high visibility crosswalks, less familiar and newer treatments include rectangular rapid flashing beacons, way-finding signage and bike boulevards, and bicycle and pedestrian engineering strategies that may help to make streets safer.</p> <p>This Fact Sheet highlights common pre- and post-engineering activities eligible for reimbursement under the Active Transportation Program. Reviewing and implementing these activities can enhance public safety and walking and bicycling facilities.</p> <p>WALK OR BIKE AUDITS Walk and Bike Audits are processes that involve the systematic gathering, documentation, and assessment of data on environmental conditions (social, built, and natural) that affect walking and bicycling. Audit results document factors that help or hinder safe walking and bicycling to identify problem areas and make recommendations for improvement.</p> <p>WALKING/BIKING ROUTE MAPS Maps can show highlight routes to a given destination that are more amenable to travel bicycle or on foot. Online mapping programs usually offer a bicycle or pedestrian mapping function to help create customized maps for schools, neighborhoods, or broader jurisdictions. City or county walk/bike maps can demonstrate broader walk/bike facility networks for longer trip planning.</p> <p>Active Transportation Resource Center Fact Sheet • ENGINEERING</p>	<h3>EVALUATION</h3>  <p>Evaluation activities measure both program output and outcomes to help address whether a program is doing what it intended to do.</p> <p>Common active transportation evaluation activities include:</p> <p>TRACK PARTICIPATION Keep track of attendance for the different services and activities you administer to help answer questions about whether you were able to reach the number of individuals or specialized groups that you intended to serve.</p> <p>SURVEYS* Administer surveys to capture knowledge, attitudes, and behaviors from different groups (such as parents, community members, students, etc.) that you are serving in your programs. Administering surveys repeatedly or routinely — before, during, and after a program is implemented — is useful to describe changes in knowledge, attitudes, and behaviors. Surveys can also provide feedback from program participants to determine any necessary program improvements.</p> <p>QUIZZES/TESTS Administer quizzes or tests on topics such as pedestrian or bicycle safety to evaluate increased knowledge or improved skills within your intended audience. Methods will vary based on what you are trying to assess. Traditional quizzes (via paper and pencil or computer) can help evaluate knowledge changes. Skills demonstration tests have been used by some bicycling instructors to determine if students are able to put into action what was taught to them in the course.</p> <p>POLICY Assess policy changes over time. Safe Routes to School programs can annually review school district and participating schools' policies to ensure they continue to encourage walking and bicycling to school. Workplace policies can be examined annually to determine if more active transportation policies have been maintained or implemented to encourage walking, biking, or taking transit to work.</p> <p>Active Transportation Resource Center Fact Sheet • EVALUATION</p>
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Equity Factsheet Coming Soon

ATP NI Projects Overview: Fast Facts

- **78 NI-only Projects funded over four ATP Cycles**
 - Cycle 1: 40
 - Cycle 2: 7
 - Cycle 3, 3A: 18
 - Cycle 4: 13
- **115 Combination Projects over four ATP Cycles**
 - Cycle 1: 37
 - Cycle 2: 30
 - Cycle 3, 3A: 33
 - Cycle 4: 14
- **~27 NI + Combo Projects completed; 35+ expected to be completed in 2020**

ATP NI + Combination Projects by Caltrans District Number

D1: 17

D2: 2

D3: 27

D4: 22

D5: 12

D6: 12

D7: 29

D8: 30

D9: 0

D10: 9

D11: 18

D12: 15

Total = 193



What is the ATRC?



The graphic features the Caltrans logo in the top left corner. The main title 'ATRC Active Transportation Resource Center' is centered at the top in a blue font, with a bicycle icon integrated into the 'R'. Below the title, a large, light blue bicycle wheel is the background. In the center, a text box contains the mission statement. To the left, silhouettes of a man and a child walking are shown. To the right, a silhouette of a person riding a bicycle is shown. At the bottom, a green curved banner contains the website URL.

ATRC
Active Transportation
Resource Center

The ATRC's mission is to provide resources, technical assistance, and training to transportation partners across California to increase opportunity for the success of active transportation projects.

Visit our website and join our mailing list at
<http://caatpresources.org>

- Funded by ATP and administered by Caltrans
- Uses subject matter experts to provide resources, training, and technical assistance
- Sign up for the listserv on the ATRC homepage – <http://caatpresources.org>

Training

Sacramento State College of Continuing Education

Facilitate training courses focused on bicycle and pedestrian facility design

Bicycle Transportation: An Introduction to Planning and Design

- This one day course provides an overview of basic bicycle planning and design standards, guidance, and tools
- **Coming Soon** - online version

FHWA Ped/Bike Safety and Design Training

- In partnership with ATRC, FHWA provides multi-day active transportation training courses to CA Focus Cities and any CA agencies upon request.

California Department of Public Health (CDPH)

Facilitate webinar and teleconference training

Webinars/Teleconferences

- These highlight relevant active transportation, public health, and non-infrastructure topics and available resources

Crossing Guard Training

- Includes CA School Crossing Guard Training Guidelines and accompanying supplemental training materials
- **Coming Soon** – Crossing Guard Train-the-Trainer sessions

Resources

California Department of Public Health (CDPH)

Research, compile, and develop resource materials for NI and SRTS projects on ATRC website.

UC Berkeley SafeTREC

Develop tools to assist agencies in identifying safety needs.

Transportation Injury Mapping System (aka. ATP-TIMS Tool)

- Geospatial heat map of project limits to show active transportation collisions so safety needs can be addressed.

Street Story Tool for ATP

- Develop a community engagement tool for an ATP project that allows residents, community groups and agencies collect information about near-misses, general hazards, and safe location to travel.

UC Davis - ATP Benefit-Cost Tool

Develop a researched based easy to use Benefit-Cost Tool for the ATP that can be updated over time, as more research becomes available to make the tool more reliable and consistent.

Southern California Association of Governments (SCAG)

Develop a consistent statewide Active Transportation Count Methodology Guidance and Statewide Active Transportation Count Database tool.

Technical Assistance

Sacramento State College of Continuing Education - Pedestrian and Bicycle Automated Counter Loan Program

Offer short-term bicycle and pedestrian automated counters for local agencies to borrow to conduct user counts and gather user data from active transportation projects.

ATP Project Assistance for Disadvantaged Communities

Provide one-on-one technical assistance to disadvantaged communities for a proposed ATP project. The technical assistance includes the following:

- ATP Training and Networking Sessions
- ATP Application Support

California Department of Public Health (CDPH)

Provide Non-Infrastructure (NI) and ATP related public health outreach and technical assistance to ATP NI awardees and/or interested parties.

- Email address: atsp@cdph.ca.gov

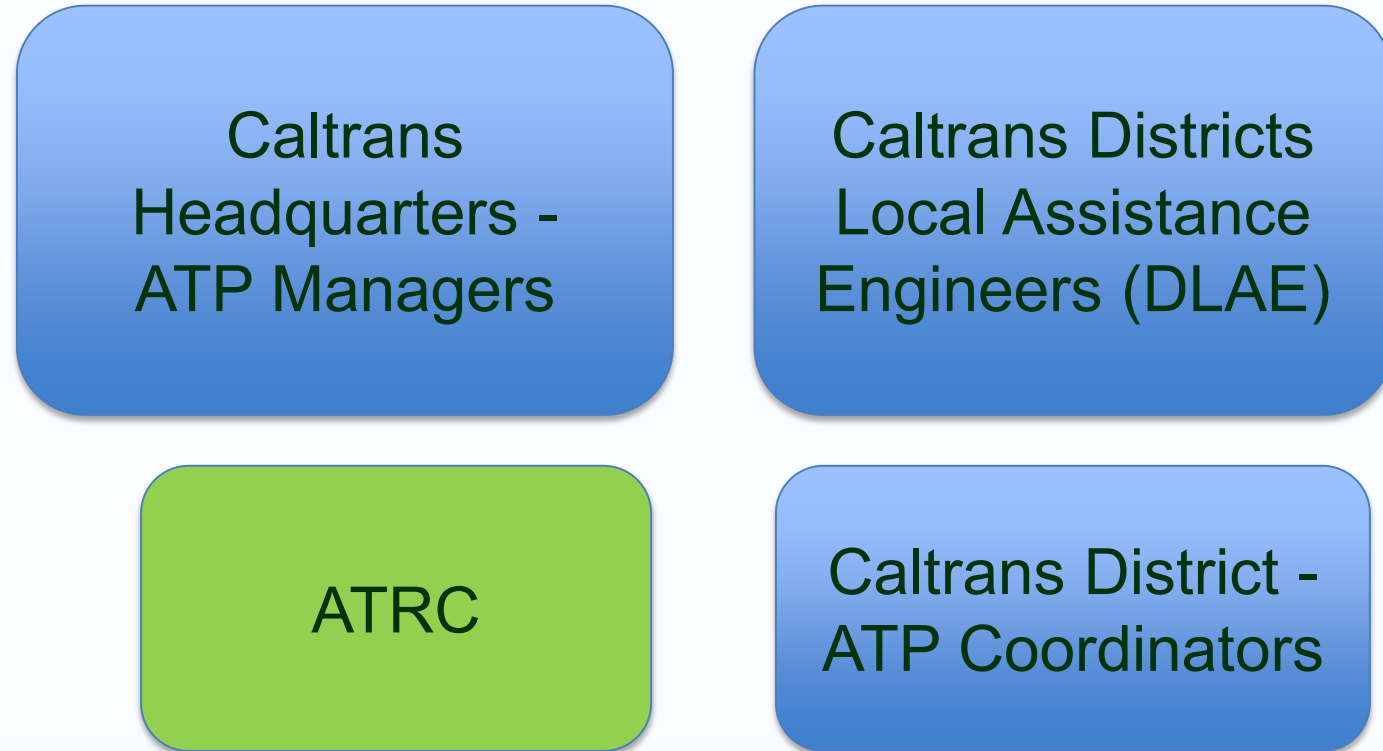
NI Workshops

Host active transportation NI workshops to bring together stakeholders and educate on the basics of NI.

Sacramento State College of Continuing Education

- Maintain ATRC list serve
- Conduct bi-annual needs assessment

Caltrans ATP: Layers of Support



ATRC NI Technical Assistance and Training

■ NI On-call Assistance

- Provide NI and ATP related public health outreach and technical assistance consultations (phone/email/on-site) to ATP NI awardees and interested parties.

■ NI Focused Workshops/Teleconferences

- Bring together key stakeholders and present NI basics, highlight emerging issues, discuss strategies to address NI needs, and foster ATP NI networking.

■ Webinars

- Cover active transportation topics and non-infrastructure programming topics

■ NI Project Interviews/Site Visits

- Identify best practices and gather materials.
- Assure success and assist with challenges.

The ATRC NI Team

Emily Abrahams, ATP Program Manager, NI Programs and ATRC

Summer Lopez, ATP NI/ATRC Assistant Coordinator

Marianne Hernandez

NI Technical Assistance - North
Districts 1, 2, 3, 4, (9, 10)

Valerie Shipman - *Temporarily on leave*

NI Technical Assistance - Central
Districts 5, 6, 9 and 10

Victoria Custodio

NI Technical Assistance – South
Districts (5, 6), 7, 8, 11, 12



Email: atsp@cdph.ca.gov ; atp-ni@dot.ca.gov

Questions?



Updated NI Program Guidance

- Clarifying Processes (Section I):
 - Consultant Selection
 - Workplan Modifications/Scope Change Processes
 - Flexibility
- Updating item costs and eligibility (Section II)
 - Increasing allowable costs where needed
 - Expanding on examples
 - Incentives

Updated NI Program Guidance

- Adding Supplemental Guidance:
 - **Appendix A: Media Campaign Guidance**
 - **Appendix B: Open Streets And Demonstration Project Guidance**
 - **Appendix C: Helmet Distribution Checklist**
 - Includes required/recommended procedures, best practices, and links to reference resources.

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>

Questions?



Share What you are Working On

- Upcoming Events/Activities Spring 2020
- Successes/Challenges
- Questions of other NI Implementers
- Other Topics

Site Visits/Project Interviews

We want to see and hear about NI projects on the ground



- See the programs in action!
- Know more about success and assist with challenges
- Identify best practices and gather materials

Completed Projects

- Project Profiles (Fact Sheets)
 - Showcase the components and outcomes of ATP-NI Programs (with photos!)
 - Complete 6 by June and 6 more by December
- Find candidate projects through Completion Reports
 - Is your project complete or will be completed soon?
 - Do you want your project highlighted?
 - Let us know!

MARCH 2020 ATP PROJECT HIGHLIGHT PROFILE

SAN FRANCISCO SRTS

NON-INFRASTRUCTURE | ATP CY 2
Applicant: San Francisco Department of Public Health



PROJECT SUMMARY

ATP PROJECT COST: \$2,451,000

Being such a densely populated city, San Francisco faces unique challenges and obstacles. The city is geographically small, highly concentrated, urban, and in 2014 was ranked the second most densely populated city in the United States. San Francisco Safe Routes to School (SF-SRTS) recognizes the value of direct community engagement to address these challenges. SF-SRTS focuses on community engagement, relationship building, and providing tools and resources to parents about active and sustainable transportation options at 35 schools within San Francisco Unified School District (SFUSD).

San Francisco Department of Public Health (SFDPH) provided leadership on behalf of San Francisco Safe Routes to School Partnership to implement a pilot proposal that includes innovative educational, encouragement, and evaluation activities and deliverables from school years 2017-2019. SF-SRTS promotes walking, bicycling, public transit and carpooling through safety education and encouragement activities for school aged students. The purpose of these programs are to go beyond classroom activities, provide opportunities for families to try walking or biking, and promote a culture of active and sustainable travel to school.

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MARCH 2020 ATP PROJECT HIGHLIGHT PROFILE

SAN FRANCISCO SRTS 2017-2019 NI PROJECT



Activities

Elementary school students at 20 schools engaged in walking school buses, neighborhood hubs, neighborhood biking activities, how to ride a bike, proper helmet fitting, on-bike safety skills, and how to ride in urban traffic.

Middle school students at 4 schools participated in after school bike clubs where they learned to safely navigate through neighborhoods and city streets by bicycle as a group, and gained valuable team building, leadership, and community engagement skills.

High school students at 2 schools learned bicycle maintenance, traffic laws, and safe riding skills in a Bike Shop Program. By the end of the Program, students understood health, social, and environmental benefits and were able to complete a safety check/fix problems on their bikes.

Both middle and high school students had a PE program, a series of ten 9-hour lessons that teach youth bicycle safety and laws to help them become safer cyclists. PE staff were enabled through this to incorporate more SRTS curriculum with confidence.

Quick Facts

35	18	33	6	98	184
Number of schools within the program in 2019	Number of bike buses conducted	Number of bike & pop-up events after school programs	Number of PE Classes teaching bike & pop-up instruction	Number of walking events	Number of SRTS interventions days conducted

32,000
Number of students & parents engaged throughout the program

NI Elements	Outcomes & Benefits
E DUCATION	1. Increase in physical activity and air quality
E NCOURAGEMENT	2. Increase in social cohesion and school volunteerism
E NGINEERING	3. Increase in absenteeism and tardiness
E QUIZZY	4. Decrease in traffic injuries and death as well as traffic congestion
E VALUATION	5. 55.6% increase in bike trips to school
	6. 7.7% decrease in single-family vehicle trips to school

Overall, the number of registered schools for Walk and Roll to School Day has more than tripled from October 2016 to October 2018 and when comparing SF-SRTS schools to non-SF-SRTS schools, SF-SRTS consistently represent a higher proportion of walkers, bikers, transit commuters, and a smaller proportion of single-family vehicle trips compared to non-SF-SRTS sites from 2014-2016.

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Future NI Programs TA Teleconferences

- What topic/theme do you want next and in the future?
 - Projects doing Media Campaigns?
 - Projects doing Ticket Diversion Programs?
 - Projects doing Open Streets or Demonstration Events?
 - What methods are projects using for Evaluation?
 - Other?
- Would be willing to give a short presentation on your project at the next teleconference in June?

Thank You!

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