

Pedestrian and Bicycle Safety Program Grant

**Project Specifications
FFY 2011**

DESCRIPTION OF PEDESTRIAN AND BICYCLE SAFETY PROGRAM GRANT (PBS)

Problem Statement

The purpose of the Pedestrian and Bicycle Safety Program is to aid public agencies in funding cost-effective projects that improve pedestrian and bicycle safety through education and enforcement. The primary focus of this program will be on areas experiencing disproportionately high pedestrian and bicycle crashes and surrounding facilities such as schools, parks, and senior centers.

Fatal crashes involving pedestrians in Illinois rose from 140 in 2006 to 172 in 2007 and fell to 135 in 2008. Fatal crashes involving Pedalcyclists in Illinois fell from 24 in 2006 to 18 in 2007 then rose to 27 in 2008. Through the first six months of 2009 50 pedestrians and 6 Pedalcyclists fatalities have occurred on Illinois roadways. In 2008, pedestrians and bicyclists accounted for 15 percent of traffic-related fatalities statewide. These numbers could be reduced through targeted campaigns to improve the safety of pedestrians and bicyclists on Illinois roads.

The Division of Traffic Safety goal for the Pedestrian and Bicycle Safety program is to reduce the number of statewide pedal cycle fatalities and to reduce the number of statewide pedestrian fatalities from 156 in 2004 to 128 by December 31, 2013.

Program Objectives

The goal of the pedestrian and bicycle safety program is to reduce the incidence of crashes involving pedestrians and bicyclists and the resulting fatalities and injuries. This program aims to accomplish this through support of research, education, encouragement, enforcement, and marketing activities. Descriptions and examples of these activities are listed below. **Applicants may apply for one grant category or any combination of the three Pedestrian and Bicycle Safety grant categories:**

A. Research and Training Efforts – analyzing data to determine why and where crashes are occurring. A minimum of three (3) years of data must be used in the analysis. Training government staff, engineers, planners, community advocates and others to identify crash problems and engineer safe environments for walking and bicycling. Projects may include items such as:

- Pedestrian and bicycle crash analysis.

- Determination of high crash locations and identification of potential countermeasures. Specific location investigations may be included to investigate crash causality.
- Detailed analysis of corridors with high pedestrian and bicycle crash rates.
- Counter-measure and traffic calming training.
- Crash analysis training.

Note: Engineering studies to address infrastructure countermeasures beyond signage or pavement marking are not allowed in this program.

B. Enforcement Efforts – ensuring traffic laws are obeyed (including enforcement of speeds, yielding to pedestrians in crosswalks, and safe walking and bicycling behaviors) and initiating community enforcement activities. Projects may include items such as:

- Crosswalk right-of-way sting operations.
- Additional law enforcement or equipment needed for enforcement activities.
- Vehicle speed feedback signs.
- Neighborhood traffic watch programs.
- Photo enforcement – where laws permit.
- School bus cross-arm stings.

C. Creating Safe Behaviors – informing the public about bicycling and walking safely, the health effects of walking and biking, the broad range of transportation choices, and events and activities that promote walking and biking safely. Projects may include items such as:

- Pedestrian Safety Action Plans which must be pre-approved by DTS.
- Bicycle Master Plans.
- Development and distribution of maps with safety information.
- Implementation of educational curricula.
- Distribution of educational materials.
- Walk or bike promotional programs.

- Education & distribution of protective equipment (helmets, etc.).

Methods of Procedure

- Conduct appropriate pre-campaign studies to determine a baseline for the project. These studies will differ depending on the nature of the project and will be to the discretion of the grant recipient. Typical studies include before and after crash analysis, bicycle and pedestrian counts, vehicular volume, public awareness surveys, and violation incidence.
- Implement campaign(s) to increase pedestrian and bicycle safety as outlined in the grant application.
- Conduct post-campaign studies by repeating the evaluation methods used in the pre-campaign studies. Compare results and determine effectiveness of the campaign.
- Prepare a summary of all activities and results from the campaign.
- The applicant agency must be prepared to participate in Public Hearings and promotional events at the request of DTS.

Evaluation

To be determined based on individual grants but in general the evaluation of the project will be based upon a review of the number of crashes involving pedestrians and bicyclists before and after the grant in the appropriate geographic area. Additional evaluations may be based on number of individuals trained, number of educational presentations, etc as appropriate.

Both an impact and administrative evaluation should be conducted on all projects.

The impact evaluation will require the local grantee to compare pre-project fatality and severe injury numbers with post-project fatality and severe injury numbers. These numbers should include but not be limited to:

- # of fatalities
- # of fatal crashes
- # of A & B type injuries
- # of A & B type injury crashes

The administrative evaluation will be conducted by DTS. The administrative evaluation will determine if the project accomplished tasks set in the Methods and Procedures (i.e. number of citations issued, number of presentations given, etc.

Reporting:

1. A progress report must be submitted to IDOT after each month in which activity takes place consisting of:
 - a. Completed TS 07 Performance Report
 - b. Copies of published materials, if any
 - c. Copies of surveys distributed, if any
 - d. Preliminary results of research or outreach efforts
2. For Law-Enforcement grantees reporting will be developed based on the type of grant activities.
3. A final report, accompanied by the final claim for reimbursement, consisting of:
 - a. Data from pre- and post-campaign studies
 - b. Final results of research or outreach efforts

Reimbursement

Highway Safety Projects are funded on a reimbursement basis.

The agency submits monthly a form TS 600, "Highway Safety Project Claim for Reimbursement TLEP, LAP and Non Law Enforcement". This form is available on IDOT's Website at <http://www.dot.il.gov/trafficsafety/tsforms.html> . Procedures for completing the claim for reimbursement are attached to the form.

Claims for Reimbursement will not be processed until required reports have been submitted. Failures to submit the final claim and reports by the **November 1st** due date will significantly delay payment as it may need to be processed through the Illinois Court of Claims. Any expenditure made prior to the agreement approval date is the responsibility of the local agency.

Monitoring

IDOT grant liaisons will conduct on-site visits to observe project activities and progress toward completion of stated goals, as well as to provide assistance as needed. Failure to maintain operation of the project at the level agreed upon in the approved Highway Safety Project Agreement may result in the termination of funding. No revisions and/or alterations to the approved Highway Safety Project are to be made in the Agreement or Enforcement Plan of Activity without prior approval by DTS.

Any revision must be requested in writing as stated in the "Agreement Conditions and Certifications". Typical reasons for a request for revision could be a revised patrol schedule, timetable, operational change or a budget revision. Justification must be furnished at the time of the request.

The Project Director should not implement the alteration until a written response from the Division is received.

**PEDESTRIAN AND BICYCLE SAFETY PROGRAM GRANT (PBS)
Instructions for Submitting Grant Request**

The following documents shall be submitted with the grant request.

1. Completed and signed TS 58, Highway Safety Application.
 - Please provide sufficient detail in Sections 5: A, B, C, D, E, and F to allow for fair evaluation of the proposal. Limited dollars are available and the evaluation of Section 5 and its subparts will be the primary factor in determining awards of this grant.
 - Start date is October 1, 2010. End date is September 30, 2011.
 - Have the Project Director and the Authorizing Representative both sign the grant form.
2. Only fully completed applications will be considered.
3. Applications should include the original and (1) copy and should be mailed to:

Division of Traffic Safety
Attention: Grant Process Coordinator
1340 N. Ninth St.
Springfield, Illinois 62702
4. Grant Applications must be received at the Division of Traffic Safety by **March 12, 2010**.