

1. **PROJECT NAME:** Bordewich Bray Elementary School Safe Routes to School
2. **PROJECT LOCATION**
Bordewich Bray Elementary School
110 Thompson Street, Carson City, NV 89703, 775-283-2400
3. **PROJECT CONTACT – GROUP**
Muscle Powered – Citizens for a Bikeable and Walkable Carson City, Anne Macquarie, President, musclepow@sbcglobal.net, 775-882-4898, www.musclepowered.org
4. **PROJECT CONTACT – INDIVIDUAL**
Linda Hurzel, Bordewich Bray Elementary School Physical Education Teacher & Certified NDPS-OTS Bicycle Safety Instructor, 775-283-2435, lhurzel@carson.k12.nv.us
5. **SPONSOR-** Carson City School District,
1402 West King Street, Carson City, NV 89703, 775-283-2100 or 775-283-2012
6. **PROJECT SPONSOR CONTACT**
Ron Beck, Carson City School District Grant Writer
1402 West King Street, Carson City, NV 89703, 775-283-2012, rbeck@carson.k12.nv.us
7. **SCHOOL ASSESSMENT TEAM MEMBERS**
 - a. Public Works – Patrick Pittenger, Carson City Transportation Manager & CAMPO Liaison, 3505 Butti Way, CC, 887-2355, ppittenger@ci.carson-city.nv.us
 - b. School District – Barbara Howe, School Board Trustee, 882-0485, bhowe@health.nv.gov
Mike Mitchell, CCSD Operations Chief, 283-2006, mmitchell@carson.k12.nv.us
Ron Beck, CCSD Grant Writer, rbeck@carson.k12.nv.us
 - c. School Administration – Bordewich Bray Elementary
Susan Keema, Principal, 775-283-2404, skeema@carson.k12.nv.us
Casey Gilles, Vice Principal, 775-283-2403, cgilles@carson.k12.nv.us
Linda Hurzel, PE Teacher, 775-283-2400, lhurzel@carson.k12.nv.us
 - d. Walking and Bicycling Advocacy - Muscle Powered, Anne Macquarie President, musclepow@sbcglobal.net , 882-4898 & Community Partners, LLC, Sue Newberry, 720-2400 sunewb@nvbell.net
 - e. Parents - Suzanne Peckham, Bordewich Bray PTO President, 2479 Roxbury Way, CC, 885-2960, Cecilia Tung, 201 Pittman Place, 882-0188, Jacque Handley 885-8997
 - f. Health Department – Marena Works, RN, Carson City Health & Human Services, mworks@ci.carson-city.nv.us, 900 E. Long Street, CC, 887-2195
 - g. Air Quality Agency – none
 - h. Safety Organization – NDPS -Office of Traffic Safety Certified Instructors
 - i. Law Enforcement – Chief Deputy Steve Shutley, 887-2020, ex. 1903
 - j. Fire Department – none
 - k. Adjoining Neighborhood residents – Allison McLaughlin 406 Mountain Street, 885-8246, Angela Sullivan 885-9737, Don McFadden 711 W. Spear St.,883-5005
 - l. City, County and State Transportation agencies – CAMPO Patrick Pittenger, see a. above

BUDGET

8.	CATEGORY	
	Includes both Infrastructure and Non-Infrastructure	
9.	PROJECT AMOUNT REQUESTED	\$ 13,490.00
10.	TOTAL PROJECT COSTS	\$ 13,490.00
11.	PROJECT COST ESTIMATE	\$ 9,490.00

Engineering Component

50 feet of “matching wrought-iron fencing” plus gate (price includes concrete drilling, supplies and labor, Artistic Fence Co, 882-4665)	\$2,850.00
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Education Component

Management of this process and to produce the Existing Conditions	\$5,000.00
Report and Engineering Recommendations, along with SRTS training pedestrian and bike safety videos	\$100.00
Parent brochures “To parents from parents on safety” utilizing a PTA-based “Safety Subcommittee” of at least 5 people to engage parents on safety to address Kings St. double parking.	\$500.00
Training for Bordewich-based staff and parents on Safe Routes to School Program, provided by Carson City Based Community Partners, LLC, Nationally Certified SRTS Trainer 6 hours (prep and training)	\$600.00

Encouragement Component

Purchase of kids’ bicycle helmets in bulk (\$6.00 each) for 250 students, tied to Spring 2008 bike safety course	\$1500.00
Parental and child incentives for National Walk to School Day, season kick-off	\$1500.00

Enforcement Component

Officer guaranteed on-duty in front of the school for traffic law enforcement, pick-up/drop-off \$38/hour x 20 hours	\$760.00
20 waist-high traffic cones, Case of 10 = \$290 plus shipping	\$680.00

Evaluation Component

Unless otherwise provided by NDOT, evaluation survey to be developed by Bordewich-Bray staff and Muscle Powered members; surveys to be sent via school mail three times: one pre-survey and two post surveys in years 1 & 2.	No cost
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12. PROJECT DESCRIPTION

A brief, informal parent survey has informed us that the primary barrier to walking or biking to school is parental concern regarding safety: there are insufficient sidewalks and unsafe roads in which to bike and walk and drivers routinely speed. In addition, many parents stated they were afraid that their child's bike would be stolen, as the current bicycle rack is in a very poor location, not highly visible to adults within the school building. Informal surveys of children in PE classes tell us that currently 10 kids bicycle and 37 walk to school. Through this project, we would like to address these safety concerns and make biking and walking a positive experience for both children and their parents. We will do this by implementing the following:

- Purchase fencing and a gate, move the bike rack into this newly secure location and the janitor will lock it up once school has started.
- Utilize the PTA & Muscle Powered memberships to motivate families to join in "National Walk to School Day" in the Fall of 2007 as a kick-off event for the rest of the autumn season. Parent brochures will include all the benefits of walking and biking (exhaust, clean air, gasoline expense, health, etc)
- Purchase bicycle helmets for children who do not have one and coordinate give-away with the bicycle safety program in Spring 2008.
- A "Teach Your Child to Get Home" campaign.

Currently, at Bordewich Brae Elementary School the parent drop-off/pick-up is situated on a State Highway, Kings Canyon Road. The parents either park in the state-designated bicycle lane, or worse, double park into the lane of traffic. It is congested and confusing and dangerous at drop-off and pick up times. Parents continually put their children in danger by having them walk across the lane of traffic in front of the other cars that are parked at the curb who are trying to pull-out. Also, because there are 2-double-parked lanes of both sides of the highway, children trying to cross the street are put into great danger because they are not visible to the vehicle-drivers.

Due to the state highway designation, several governmental entities at all levels need to be involved in the discussion of "what to do". Unfortunately, there was too little time to fully collaborate with all the entities that must be present to discuss the engineering/infrastructure changes needed to better accommodate the safety of our students. In this grant, we would like to pay a professional to do the following in this regard: Facilitate the meetings and oversee the collaboration process, complete an existing conditions report, develop an action plan that must include slowing speed down and increasing the visibility between student-pedestrians and drivers, coordinate the engineering strategies' costs and begin implementation of the winning plan with the \$150,000 Plan 1 monies.

The aforementioned process will take some time, however, with the students safety in mind, we would like to set-up temporary barriers to prevent double parking by parents. With the use of 'waist-high' cones strategic placed on the side of the road, (exactly where parents would double park) parents would be forced to pull into the curbed- drop-off lane. We also have an educational campaign planned (From Parents, To Parents, on Safety) from the PTA Safety Committee to educate parents of the dangers of double-parking and to ask parents to please change their behavior. We will

also have a one-on-one opportunity when we speak to these driving parents to ask about other barriers for them around allowing their child to bike or walk.

Describe how the project:

a.

i. **Will help enable and encourage students to walk and bike to school.**

The Fall Kick-off event of “National Walk to School Day” will allow families to experience the ease of walking to school and we will market walking and biking often/daily up to, and after, this event. Along with promoting walking and bicycling, kids in grade 3-5 will take part in “bicycle safety training” through their PE classes. Helmets will be given to those students who do not already have one at home.

ii. **would make bicycling and walking to school a safer and more appealing transportation alternative.**

Once the parents’ reasons for not using the fun and healthy transportation modes of bicycling and walking are satisfactorily addressed, more children WILL BE ALLOWED to bike and walk.

iii. **will improve the safety of bicyclists, pedestrians and school staff.**

Elimination of the illegal double-parking at drop-off and pick-up will greatly improve student and staff safety. It will also improve the safety of community bicyclists, as drivers are not parked in the state-designated bicycle lane. The students’ participation in the bicycle safety course and the addition of a helmet both increase their safety.

iv. **Increased bike riders will reduce traffic.**

Every child riding his/her bicycle equals one less vehicle on the road, thereby reducing traffic and related congestion around the school’s perimeter. According to the Nationwide Personal Transportation Survey, 25 % of all trips are made within a mile of the home. Most of the “children being driven” fall within this statistic. 20 to 25 percent of morning rush hour traffic is attributable to parents driving their children to school.(1,2) As the percentage of children walking and bicycling to school continues to decrease, motor vehicle traffic increases, and parents become more convinced that walking to school is unsafe for their children. Parents may believe that the safest way to school is for them to drive their children, but may not be aware that by driving they contribute to the traffic congestion and traffic danger surrounding the school.

1. National Highway Transportation Administration cited in Safe Routes to School: Pledging Safe Communities for our Children. 2003. Accessed January 17, 2006.

2. Department for Environment, Transport and the Regions, England: Greater Vancouver Regional District: Morning Peak Trip by Purpose.

v. **the increase of walkers and bike riders will reduce fuel consumption.**

When vehicles are driven less, less fuel is used.

vi. **the increase of walkers and bike riders will reduce air pollution.**

A short, 2 mile trip (the round trip walking distance of our school) by bicycle or by foot, keeps about 7.5 pounds/year of pollutants out of the air we breathe. This is true for each child, since often, only one child is being dropped off per vehicle.

b. The encouragement part of this proposal includes the Fall Marketing campaign and kick-off event of National Walk to School Day, as well as the bicycle-safety training course in the spring.

Please see Attachment A for our comprehensive approach including the “5 E’s”.

- c. The current infrastructure conditions for walking and biking are unacceptable on Kings Canyon Road. The aforementioned double-parking problem is well discussed, however, additionally, sidewalks are lacking on this road, as well as dozens of others throughout the neighborhood. The collaborative group process this grant will support should bring all these out and also include a list of priority ranking, as well as other funding sources to pursue. The cone barrier and chain-fencing will both make great strides in creating safer zones for kids and their bikes.
- d. The proposed project plans to educate parents about the benefits of walking and biking in 3 ways: One-on-one discussions while speaking with them at drop-off/pick-up, parent brochures taken home by the students in their weekly ‘peachees’ and PTA Safety Subcommittee events. The engineering aspects mentioned will greatly reduce the danger now imminent on Kings Canyon Road.
- e. The walking distance from this project to the affected school at Bordewich Bray Elementary School is one mile or less.

13. **SCHOOL**

- a. Bordewich Bray Elementary School has students in grades kindergarten through fifth grade. Fifty two percent of the student body is receiving ‘free and reduced school lunch’, a federal poverty “marker” for school districts. This school has a high percentage of ‘transient’ families, with great numbers of families coming and going throughout the school year.
- b. The total number of students is 602.
- c. The designated walking distance is a one mile radius.
- d. The total number of students that live within the designated walking distance is calculated at the total number of kids enrolled = 602, recent peak average daily usage of busing = 235, which leaves 256 potential students to walk/bike to school.
- e. The current number of students that walk = 37, and bicycle = 10 on average per (spring) day.
- f. We estimate that through hard work and encouragement, we can get 100 kids to walk or bike to school throughout the week. This is a 500 % increase in participation.
- g. No students are hazard bused. There is no anticipation of a change.

14. **OWNERSHIP OF PROPERTY**

All property will be owned by Carson City School District. They are a governmental agency.

15. Maintenance of the Project will be by the Carson City School District. CCSD Operation’s Chief is Mike Mitchell, mmitchell@carson.k12.nv.us, 283-2006, cell – 745-4069.

16. No right-of-way is needed

17. No environmental impact is expected. No permits needed.

18. **PROJECT SUPPORT**

This project is supported by the Carson City School District, Bordewich Bray School Administrators, Bordewich Parent Teacher Organization, Carson City Public Works, Carson City Health & Human Services, Muscle Powered and local neighbors. Please find specific letters of support attached.

19. **SIGNATURES**

Project Contact -Individual _____
Linda Hurzel – NDPS-OTS Certified Instructor & PE Teacher

Project Contact- School _____
Susan Keema- Principal

Project Contact - Sponsor _____
Ron Beck, CCSD Administrative Grant Writer

Carson City School District _____
Dr. Mary Pierczynski, Superintendent

CAMPO Representative _____
Patrick Pittenger

ATTACHMENT A

EDUCATION COMPONENT

The education component of the grant will include three 45 minute bike and safety lessons to be taught to the whole school grades Kindergarten through fifth grade. The lessons will also discuss the broad range of transportation choices including scooters and skates. The lessons will be taught by the credentialed Physical Education teacher at Bordewich Bray Elementary School. The lessons will include; helmet fitting, bike safety, pedestrian safety, stranger danger, bike safety checks, crossing the street, hand signals, road signs and grades 3-5 will actually practice riding a bike and going through a course.

The educational efforts that have been conducted at Bordewich Bray include two weeks of bike and pedestrian safety lessons.

- a. This grant proposes that the students will be learning about bikes, scooters, skates skateboards and pedestrian safety.
- b. The Bordewich Bray PE teacher will work closely with the principal and faculty to bring together other creative ways to reinforce the message of lifelong bicycling and walking skills. (drawing contests, murals, articles in the newspaper, pop-quizzes, etc)
- c. The driver safety campaign will be addressed one-on-one with drivers who are double-parked and also in the proper drop-off curb, in the color parent brochure, and through the PTA Safety Subcommittee events. This parent brochure will address the engineering changes that we hope to complete, as well as the benefits of bicycling and walking.

ENCOURAGEMENT COMPONENT

The encouragement component in this grant will be addressed by providing incentives for participants in the “National Walk to School Day”: key chains with feet on them for kids, fanny-packs for parents. Staff and faculty will be encouraged to bicycle to work during “Bike to Work Week”, and take part in a district-wide school-based competition. Teachers will encourage students to ride to school this week as well. The PTA Safety Subcommittee will also utilize their regular communication pathways to parents to encourage them to help their children participate. In addition, our parent survey will surely provide additional information to allow us to encourage the families in more precise and specific ways. We would also like to create a competition whereby participants log their miles biked and/or walked in the most prominent hallway for all students to see. The winner gets to “Walk with the Principal”.

ENFORCEMENT COMPONENT

- a. We have asked for an increase in law enforcement presence in this grant. Paying an officer for a limited, intermittent number of hours will add value/meaning to the entire enforcement plan.
- b. We have plans to ask for additional speed enforcement equipment in a future year if our effort this year does not have the impact we are looking for.
- c. We currently employ four crossing guards during the drop off and pick up times. We are asking for cross-guard training in a district-wide application.
- d. We plan to improve/enforce the drop off and pick up patterns at Bordewich with the cone barriers and direct ‘friendly’ communication with parents.

EVALUATION COMPONENT

Please see attachment B (This is a pre and post survey)

- a. Behavioral Changes- In addition to a pre/post survey, changes will also be measured by observation of the pick up and drop off areas. Behavioral changes will also be noted by reporting the number of students that participate in National Walk to School Day and the “most days biked/walked” competition (one each in fall/spring). A post survey at the end of both the first and second years will be given to show long-term effects of the programs.
- b. Safety Benefits- This will be determined by survey of parent feedback.
- c. Other Potential Benefits
 - i. Bordewich Bray Elementary will form new partnerships with many governmental agencies as a result of this grant: NDOT, Carson City Health and Human Services, Carson City Transportation Department and Muscle Powered.
 - ii. The entire student body and staff will be affected by this grant and program.
 - iii. The combination of engineering changes and the other important “E’s” in this grant will increase children’s opportunity to select walking and bicycling as a legitimate transportation mode to and from school.

ATTACHMENT B

The standard Safe Routes to School forms “Student Arrival and Departure Tally Sheet” and “Survey About Walking and Biking to School -for parents-” will be used for all surveys.