



STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT



2010 SAFE ROUTES TO SCHOOL APPLICATION

Date Rec'd:
(For office use only)

All sections must be completed (See application instructions)

APPLICANT INFORMATION
(IF OTHER THAN SPONSOR)

Organization: Westdale Middle School
Address: 5650 Claycut Road Phone: (225) 924-1308
City: Baton Rouge State: LA Zip: 70806
Contact Person: Sherry Brock Title: Principal Phone: (225) 924-1308
E-mail: sbrock@ebrschools.org Fax Number: (225) 926-9929

SPONSOR INFORMATION

Sponsoring Agency Name: City of Baton Rouge
Type of Sponsor: University School Board Local Government State Government
 Local Public Works Other
Is the Sponsoring Agency willing to accept liability and maintenance of the project? Yes
Address: 222 St. Louis, Room 324 Phone: (225) 389-5169
City: Baton Rouge State: LA Zip: 70802
Contact Person: Alison Cascio Title: Councilwoman
E-mail: ACascio@brgov.com Fax Number: (225) 389-5450

PROJECT SUMMARY INFORMATION

Name of Project: Safe Routes to Westdale Middle School
Brief description: This program seeks to increase pedestrian/bike activity and safety through improving infrastructure and reducing speed.
Estimated cost: \$225,510.48 Project Location (City/Parish): Baton Rouge/East Baton Rouge Parish
Project is located in: State House District No. 61 State Senate District No. 16
See <http://www.legis.state.la.us/> to obtain district numbers.

Other considerations for eligibility

1. Is this project a part of a phased project? **no** Which phase of the series? _____
List other phases: _____
2. For Metropolitan Areas over 50,000 population, has the Metropolitan Planning Organization (MPO) endorsed the project? **yes** (If yes, please attach the MPO letter of endorsement.)
3. Has a local resolution endorsing the project and committing to provide any maintenance requirements been issued by the city or parish and included with this application? **yes**
4. Does all right-of-way necessary for the project fall within public ownership or lease? **yes**
If no, can the applicant/sponsor obtain the property by Fee Simple or 25 year lease within 1 year of acceptance in the program? _____
5. Will all or part of the project be constructed inside State-Maintained Highway right-of-way? **no**
(If yes, please attach a letter or email of 'no objection' from the local DOTD District Office.)
6. Does any part of the project encroach on or cross railroad ROW? **no**
7. Is the Sponsor aware that the project must conform to applicable requirements of Americans with Disabilities Act (ADA) or any other state or federal laws concerning accessibility? **yes**
8. Indicate below the SRTS category that your project addresses? (check all that apply)

INFRASTRUCTURE

- Sidewalk improvements
- Traffic calming and speed reduction improvements:
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities:
- Traffic diversion improvements:
- Other: Please explain _____

NON-INFRASTRUCTURE

- Bicycle and pedestrian safety curricula, materials and trainers.
- Training, including SRTS training workshops that target school- and community-level audiences.
- Modest incentives for SRTS contests, and incentives that encourage more walking and bicycling over time.
- Safety and educational tokens that also advertise the program.
- Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- Pay for substitute teacher if needed to cover for faculty attending SRTS functions during school hours.
- Costs for additional law enforcement or equipment needed for enforcement activities.
- Equipment and training needed for establishing crossing guard programs.
- Stipends for parent or staff coordinators. (The intent is to be able to reimburse volunteers for materials and expenses needed for coordination and efforts, not to pay volunteers for their time. The maximum value of a stipend is \$2000/school year.).
- Other: Please explain _____

SCHOOL INFORMATION

School District: **East Baton Rouge Parish School System** Superintendent: **John Dilworth**

Address: **1050 S. Foster Drive**

City: **Baton Rouge**

State: **LA**

Zip: **70806**

Contact Person: **Sherry Brock**

Title: **Principal**

Phone: **(225) 924-1308**

Fax Number: **(225) 926-9929**

Email: **sbrock@ebrschools.org**

(A letter of support must be attached)

(If more than one school is involved, copy this page and complete information for each school)

School Name: **Westdale Middle School**

School mailing address: **5650 Claycut Road, Baton Rouge, LA 70806**

School physical address: **Same as mailing address**

Parish: **East Baton Rouge Parish** Elementary or Middle School? **Middle** Grades: **6th-8th grade**

Number of Students: **934**

Number of Teachers: **100**

Principal's contact information: Name: **Sherry Brock** Phone Number: **(225) 924-1308**

(A letter of support must be attached, if application is not coming from the school.)

PTA/PTO contact information if applicable: _____

Who is your school's designated **Safe Routes to School Coordinator**? (Please give a name and email address) **Sherry Brock/sbrock@ebrschools.org**

Are students allowed to walk or bike to school? **yes** If not, is the school proposing to change this policy? _____ Explain: _____

Does the school currently have any Safe Routes to School Programs? **no** If yes, Please

elaborate: _____

Note: Number after each item denotes the possible points awarded for that item.

PROBLEM IDENTIFICATION
Label your responses ATTACHMENT A
25 Points

1. Identify any obstacles (physical or perceived) to walking and /or biking to and from school. (8)
2. Identify risks or hazards facing children who walk or bike to school. Supply crash data or other relevant information as supporting documentation. (8)
3. Describe the current percentage of students that bike or walk to school and the potential for increasing that percentage. Provide a summary of student surveys, parent surveys, etc. as supporting documentation. (5)
4. Provide summary reports of studies used to identify problems and recommend solutions where applicable. Examples are traffic studies, walkability or bikeability surveys, etc. (4)

PROPOSED IMPROVEMENT/ACTIVITY
Label your responses ATTACHMENT B
30 Points

1. Describe the proposed infrastructure improvement and/or non-infrastructure activity and how implementation will improve conditions with respect to the identified problem(s) above, e.g. improve driver behavior, improve quality of walking environment, decrease accidents, increase safety, increase numbers of students who walk or bike to school, etc. **Be specific.** Infrastructure description should include critical dimensions of proposed improvement with a plan view or cross-sections shown on a separate sheet. (20)
2. Explain how each component of the 4 E's below was considered in the project. If one or more were not considered or incorporated, explain. (10)
 - a. **ENGINEERING** - Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.
 - b. **EDUCATION** - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
 - c. **ENCOURAGEMENT** - Using events and activities to promote walking and bicycling.
 - d. **ENFORCEMENT** - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.

MAPS, PLANS, & PHOTOGRAPHS
Label your responses ATTACHMENT C
10 Points

1. Attach project location map(s); project boundary map and site plan (if available). (8)
2. Include photographs of the existing site and/or facility if applicable. (2)

Please note that this application will be reproduced, so please provide maps in a "reproducible friendly" format (on 8 ½" x 11" paper, No Polaroid pictures please). Comments on the projects should be outlined as captions.

PROJECT SUPPORT
Label your responses ATTACHMENT D
10 Points

1. Describe and document any local organizations, local agencies, citizen support or other project partners participating in the development of this project. (4)
2. Identify responsibility for maintenance and/or ongoing funding, if needed, to ensure the continued success of the project. Provide a letter or resolution of acceptance of responsibility. (4)
3. Estimate the reoccurring funding required for the proposed project. (2)

SURVEILLANCE AND EVALUATION
Label your responses ATTACHMENT E
10 Points

1. Please submit your plan for measuring success. Include projected outcomes, e.g. reduced driver speeds, number of students walking, traffic reduction. How do you plan to gather pre and post data on the percent of students walking and biking to school? (Applicants will be required to complete and submit standard surveys)(10)

PROJECT COST
Label your responses ATTACHMENT F
15 Points

1. Itemize ALL project elements and costs for which funding is being sought only. List item, description, quantity, unit price, amount, etc. Include items for mobilization, temporary signs and barricades, and construction layout (if layout is applicable and to be performed by contractor). Use the form in Appendix A for infrastructure cost estimate. Provide a separate estimate for non-infrastructure activities. (15)

All construction projects will be advertised and bid by DOTD and engineering firms will be advertised and selected by DOTD. Take this into consideration when preparing project costs.

Be sure to have as complete and accurate a cost estimate as possible for all phases of the work. Funding may not be available to cover inadequate cost estimates, and may jeopardize the completion of the project.

PROVIDE SEPARATE BUDGETS FOR INFRASTRUCTURE AND NON INFRASTRUCTURE PROJECTS.

PROVIDE SEPARATE BUDGETS FOR INFRASTRUCTURE AND NON INFRASTRUCTURE PROJECTS.

BONUS SECTION

Label your responses ATTACHMENT G

Bonus 10 Points

Attach an Action Plan that consists of the following parts: (10)

1. Define all infrastructure improvements and non-infrastructure activities that have been identified as needed during the problem identification process but are not a part of this request.
2. Provide a cost estimate of each of the items.
3. Assign a priority for each element
4. Identify possible funding sources
5. Propose a time frame for accomplishing all elements.
6. Describe the actions that will be taken to accomplish the plan.

CERTIFICATION

The undersigned has authority to sign on behalf of the Sponsor and certifies that the undersigned has legal authority to enter into contract to implement this project. The undersigned certifies that all information provided is complete and accurate to their best knowledge. The undersigned acknowledges that if the project is accepted by the Safe Routes to School Program, that funding and scope of work requested in this application **shall not** be changed from that originally requested. Any additional costs will be borne by the Sponsor.

Melvin & Kip Holden
SIGNATURE

2-27-10
DATE

MAYOR - PRESIDENT
TITLE

(225) 389-3100
PHONE NUMBER

MELVIN H. "KIP" HOLDEN
PRINTED NAME

Email your application in a word document to shalanda.cole@la.gov . Also, send one (1) bound application and four (4) stapled copies of the application.

The bound application and the extra 4 copies should be submitted to:

APPROVED

Louisiana Department of Transportation and Development
Safe Routes to School Program

[Signature]
PARISH ATTORNEY'S OFFICE

ATTACHMENT A

1. Identify any obstacles (physical or perceived) to walking and /or biking to and from school. (8)

Both physical and perceived obstacles exist for students walking and/or biking to and from this school. The main physical obstacle is crossing Claycut Road, a heavily traveled street with no curb, no bike lane or shoulder, and a sidewalk on only one side of the street. The road is narrow, which is an advantage because it would be a very manageable width to cross if improved infrastructure was in place. Aside from the main intersections at S. Foster Drive and Jefferson Highway, the road is two lanes and 20 feet wide. As a result of the lack of pedestrian and bicycle amenities, the area is not perceived as being walkable or bike-able. The area does not appear to be an inviting environment for bike/ped travel, in part because drivers are not provided with adequate visual reminders of the presence of walkers and cyclists. Improved signage and crosswalks would help improve perceived obstacles.

The area surrounding the school lacks a complete pedestrian/bicycle infrastructure network. This proposed project will fill a gap in this area's infrastructure network – it will physically provide a safer connection between existing and planned future pedestrian/bicycle infrastructure. Traditionally, Baton Rouge growth and development over the past several decades has prioritized vehicle travel over pedestrian and bicycle travel. As the City-Parish attempts to re-prioritize, we feel it is wise to create partnerships between the City-Parish and public schools to set an example for smart growth in the community.

2. Identify risks or hazards facing children who walk or bike to school. Supply crash data or other relevant information as supporting documentation. (8)

The principal of Westdale Middle School voiced her concern to her Metropolitan Council representative regarding the lack of sidewalks and the speed and volume of vehicle traffic. Claycut Avenue, the street on which the school is located, has a sidewalk on the school side of the street; however, the other side of the street does not have sidewalks, nor do the neighborhood cross streets that are perpendicular to Claycut Avenue.

Volume on the street is relatively high. According to traffic counts taken in 2008, the average daily volume of vehicles on this portion of Claycut Road (between S. Foster Drive and Jefferson Highway) is 7,807.

As a result of speeding complaints, the City-Parish Department of Public Works placed a temporary trailer-mounted speed feedback sign on Claycut Road near the school. Through this funding request, we hope to obtain permanent radar signs to make drivers more aware of their speed and of the 35 mile per hour speed limit. The City-Parish has also agreed to install wireless flashing lights inside the school zone (eastbound and westbound).

3. Describe the current percentage of students that bike or walk to school and the potential for increasing that percentage. Provide a summary of student surveys, parent surveys, etc. as supporting documentation. (5)

Currently, only about one percent of students walk or bike to school. Principal Sherry Brock said that several students live in the surrounding neighborhoods; however, she felt she had to arrange bus pick up for them due to safety and lack of pedestrian and bike infrastructure. In addition to students, a few teachers also bike to school, despite the gaps in bicycle amenities in the area.

Aside from normal school hours, Westdale Middle School provides fields and basketball courts, which are used for sports practices and recreation. Improved pedestrian and bicycle infrastructure would likely increase the use of these recreation facilities.

The area surrounding Westdale Middle School has some bicycle and pedestrian infrastructure in place. For example, Capital Heights Avenue, which runs parallel one block north of the school, was recently re-striped to be one way with a bike lane. Since this new bike lane was created, the neighborhood has seen a noticeable increase in the number of cyclists, walkers, and joggers. The City-Parish is also preparing to construct a one mile multi-use path that will begin approximately a block and a half east of the school. This project is fully funded and will be under construction in the next couple of months. This proposed Safe Routes to Schools project will leverage these other projects by creating a more comprehensive network of bike/ped facilities to connect the school to adjacent mixed-use neighborhoods, residential subdivisions and parks.

The nearby Capital Heights Avenue bike lane and the Sevenoaks Avenue multi-use path were made possible because of resident support. Both the Capital Heights neighborhood and the Goodwood neighborhood (where the Sevenoaks Avenue multi-use path is located) demonstrated very strong leadership and organization in the realization of their respective bike/ped projects.

4. Provide summary reports of studies used to identify problems and recommend solutions where applicable. Examples are traffic studies, walkability or bikeability surveys, etc. (4)

This segment of Claycut Road has been identified as part of a city-wide bike thoroughfare. Recently, the City-Parish painted "sharrows" on this portion of Claycut Road to remind drivers to share the road. Unfortunately, because the road is narrow with no shoulder and lacks an actual bike lane, drivers must cross over the center of the street in order to provide cyclists with the mandated three-foot buffer zone. This proposed project would significantly enhance city's bike route plan.

Generally, identification of problems has been anecdotal. For example, the principal felt that she had to arrange for bus pick up for students who live nearby because she was concerned for their safety.

Speed data does not show that speeding is a significant problem; however, even if a car is traveling at the speed limit, cyclists are sharing a 20-foot road with no shoulder. Also, volume on the street is relatively high. According to traffic counts taken in 2008, the average daily volume of vehicles on this portion of Claycut Road (between S. Foster Drive and Jefferson Highway) is 7,807.

ATTACHMENT B

1. Describe the proposed infrastructure improvement and/or non-infrastructure activity and how implementation will improve conditions with respect to the identified problem(s) above, e.g. improve driver behavior, improve quality of walking environment, decrease accidents, increase safety, increase numbers of students who walk or bike to school, etc. **Be specific.** Infrastructure description should include critical dimensions of proposed improvement with a plan view or cross-sections shown on a separate sheet. (20)

To reduce driver speed on nearby streets, we are requesting a total of two (2) solar-powered driver feedback signs to be placed eastbound and westbound on Claycut Road. The purpose of these signs is to slow vehicle travel prior to entering the school zone. The signs will show the speed limit, will project the driver's speed, and flash when the driver exceeds the speed limit.

To increase driver awareness and to direct pedestrian and bicycle crossing at key intersections, we are requesting funding for thick ladder-style crosswalks. Two crosswalks will be placed across Claycut Road, one at Rapides Street and the other at Franklin Street. We propose to install tape-style crosswalk striping in a staggered design to lessen wear-and-tear from vehicle wheels.

Currently, there is a sidewalk on the south side of Claycut Road between South Foster Drive and Jefferson Highway. We propose to demolish and replace this sidewalk with a 10-foot wide, asphalt multi-use path. The length of the new path would be approximately 2,400 feet. This approach provides a safe distance between vehicles and pedestrians/cyclists. As shown on the Attachment B map, City-Parish owns a total of 60 feet of right-of-way on Claycut Road. The existing road is 20 feet wide.

The goal of this project is to remove cyclists from Claycut Road and provide a safe way for pedestrians and cyclists to cross Claycut Road. The main barrier to accessing the school is crossing Claycut Road. If a safe crossing is provided to the school, students and parents can easily maneuver through the calmer streets in the Capital Heights neighborhood.

We are also requesting funding to install a grid-style 18-bike capacity bicycle rack on the school's property.

2. Explain how each component of the 4 E's below was considered in the project. If one or more were not considered or incorporated, explain. (10)
 - a. **ENGINEERING** - Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.
 - b. **EDUCATION** - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
 - c. **ENCOURAGEMENT** - Using events and activities to promote walking and bicycling.
 - d. **ENFORCEMENT** - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.

The components of this project have been carefully selected to maximize pedestrian and bicycle infrastructure and awareness while having virtually no impact on existing structures (homes, fences, etc.), landscaping and trees. The City-Parish owns the necessary right-of-way to complete these projects and is well-equipped to oversee the installation and construction of the projects. Furthermore, the main component of this project – the proposed multi-use path, builds on the existing parishwide bike route plan.

This proposal is the result of a partnership between the school, Councilwoman Alison Cascio and the City of Baton Rouge-Parish of East Baton Rouge. Principal Brock and other teachers at Westdale Middle School understand the importance of pedestrian and bicycle amenities to the overall community. These projects have been carefully coordinated with the City-Parish Department of Public Works Chief Traffic Engineer.

School staff currently serve as crossing guards to ensure safety of students before and after school. Councilwoman Cascio will request regular police patrol of this area to help promote pedestrian and bicycle safety and driver awareness of speed limits. We will also specifically request bicycle police patrol to increase student, staff, resident and driver awareness of student bike and pedestrian activity.

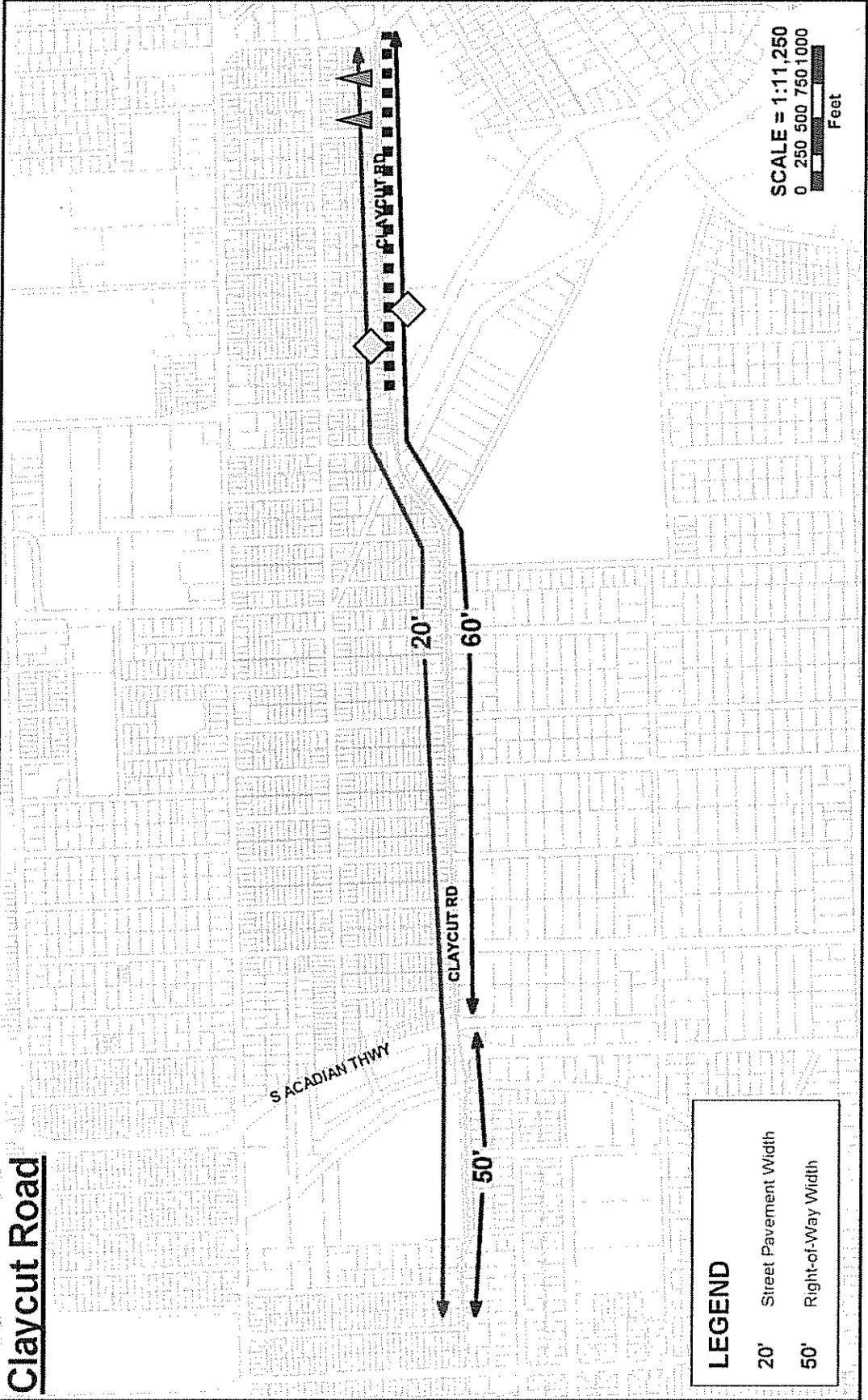
The City-Parish has also agreed to install new flashing lights on Claycut Road to help make drivers aware of the school zone. Flashing lights will be installed east- and west-bound. Each piece of equipment is approximately \$4,200 (a total of \$8,400) and will be installed by the City-Parish within a year.

On a parishwide level, Mayor Kip Holden has recently launched an initiative to triple the amount of bike facilities in the City-Parish. Mayor Holden has dedicated \$2.5 million toward new multi-use paths, bike lanes, and shared lanes. Significant community involvement and press attention has been garnered as part of this effort. Partners include Louisiana State University and the Recreation and Parks Commission for the Parish of East Baton Rouge (BREC).

Westdale Middle School

Attachment B

Claycut Road



ATTACHMENT C – See enclosed maps and photos

ATTACHMENT D

1. Describe and document any local organizations, local agencies, citizen support or other project partners participating in the development of this project. (4)
Attached, please find letters from Mid City Redevelopment Alliance, Capital Heights Neighborhood Association and Goodwood Property Owners Association in support of these infrastructure improvements.

2. Identify responsibility for maintenance and/or ongoing funding, if needed, to ensure the continued success of the project. Provide a letter or resolution of acceptance of responsibility. (4)
Attached, please find a letter stating that any maintenance will be the responsibility of the City-Parish.

3. Estimate the reoccurring funding required for the proposed project. (2)
Each driver feedback sign will likely require approximately \$300.00 in maintenance every three years. Multi-use path repairs will be made as needed and signs will be replaced as needed. Crosswalk tape will be replaced as needed; however, we are proposing the use of inlay tape material because our chief traffic engineer feels that it will last longer than other pavement marking materials. To extend the life of the crosswalks, the striping will be arranged in a staggered pattern to lessen wear and tear from vehicles.

● ● | Westdale Middle School

Attachment C

● ● | Westdale Middle School

Project Area

● ● ● | Westdale Middle School

No curb
No shoulder
or bike lane



● ● ● | Westdale Middle School

Inadequate
pedestrian and
bike facilities



Gap in
sidewalk



Westdale Middle School

Students crossing Claycut Road after school.

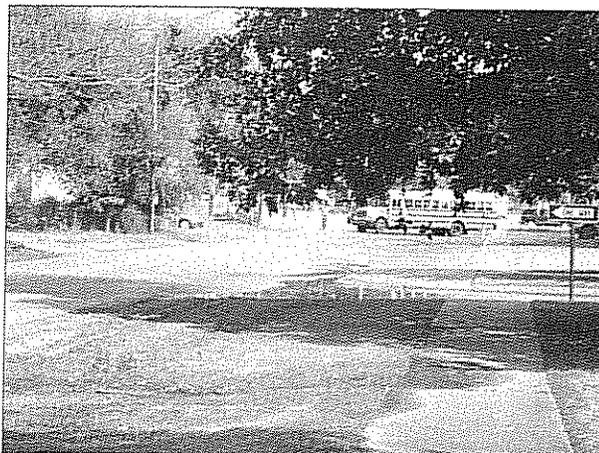


5



Westdale Middle School

Existing sidewalk on south side of Claycut Road to be replaced with 10-foot multi-use path.



Westdale Middle School

Utilities and large trees do not feasibly allow for a sidewalk or bike lane along the north side of Claycut Road.



ATTACHMENT D

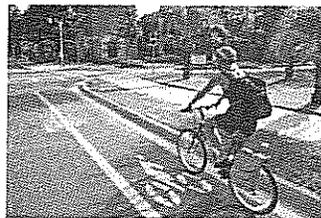


HEALTHY EATING
ACTIVE LIFESTYLE.

Bike Facility Improvements

As part of his Healthy BR initiative, Mayor-President Melvin L. "Kip" Holden, along with BREC and LSU, will **triple the amount of bike facilities within the next year**. There are currently 23.4 miles of bike paths and lanes. By June 2010, another 44.2 miles of paths, lanes and routes will be added or programmed, for a total of 67.6 miles – a **\$2.5M investment by the City-Parish in new bike facilities**.

In June 2010, we will celebrate our commitment to bikes with the publication of a new bicycle map for Baton Rouge. And the commitment will continue, with additional bike facilities already being identified to be implemented in future phases.



Phase	Shared Use Path	Bike Lane	Shared Lane	Length (miles)
Existing	7.0	16.4	0.0	23.4
New	8.8	14.4	21.0	44.2
Total	15.8	30.8	21.0	67.6

New Shared Use Paths

- **Levee Trail Phase 2** (Skip Bertman Dr to Farr Park) – 1.8 miles, extending the existing Levee Trail from downtown to Brightside Dr and Farr Park
- **Sevenoaks Path** (Goodwood Blvd to Lobdell Ave) – 1.1 miles, constructing a new path in the tree-lined right-of-way
- **Valley/Balis Connector** (Valley St to Balis St through Nairn Park) – 0.2 miles, constructing a new bike-friendly connection across I-10
- **Wards Creek Linear Park/Pathway** (Bluebonnet Blvd to Siegen Ln) – 4.3 miles, BREC CAPP project
- **Medical Mile** (Essen Ln to Bluebonnet Blvd) – 1.2 miles, BREC CAPP project
- **Farr Park Trailhead** (River Rd to Farr Park) – 0.2 miles, BREC project

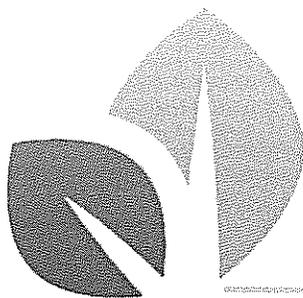
New Bike Lanes

- **19th St** (North St to Government St) – 0.6 miles, part of the north/south route from downtown to mid-city and LSU
- **Burbank Dr** (approx. Jennifer Jean Dr to Siegen Ln) – 6.8 miles, providing bike lane markings at all intersections to enhance the new shoulders
- **Brightside Ln** (River Rd to Nicholson Dr) – 2.1 miles, replacing and extending the existing path from the Levee Trail to the path along Nicholson Dr

- **South Blvd** (River Rd to East Blvd) – 0.2 miles (plus 0.4 miles of shared lanes), providing southern downtown connection to the Levee Trail
- **Terrace St** (Highland Rd to Park Blvd) – 0.7 miles (plus 0.3 miles of shared lanes), east/west connection through Old South Baton Rouge
- **LSU Easy Streets II** (various streets on and through campus) – 3.7 miles (plus 1.2 miles of shared lanes), LSU project

New Shared Lanes

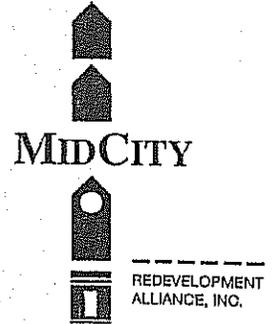
- **Acadian Thwy** (North St to Capital Heights Ave) – 0.8 miles, connecting existing bike lanes
- **Balis Dr / Stuart Ave** (Ferrett St to Hyacinth Ave) – 0.9 miles, providing a bike-friendly connection across I-10 and Perkins Rd
- **Burbank Dr** (Nicholson Dr to E Parker Blvd) – 0.5 miles, connecting existing bike lanes
- **E Lakeshore Dr** (May St to Stanford Ave) – 1.1 miles, providing restricted vehicular access to improve bike and pedestrian safety around the LSU lakes
- **Fairfields Ave** (Plank Rd to Foster Dr) – 1.5 miles, east/west connection to existing lanes on Acadian Thwy
- **Glenmore Dr** (Capital Heights Ave to Claycut Rd) – 0.2 miles, connecting existing bike lanes
- **Glenmore Dr / Valley St** (Wells St to Perkins Rd) – 0.9 miles, providing a bike-friendly connection across I-10
- **Goodwood Blvd** (Rapides St/Jefferson Hwy to Airline Hwy) – 2.6 miles, east/west route connecting 4 existing bike lanes
- **Highland Rd** (South Blvd to E Parker Blvd) – 2.6 miles, connecting downtown and LSU via Old South Baton Rouge
- **Hyacinth Ave** (Stanford Ave to Stuart Ave) – 0.5 miles, east-west route through Southdowns connecting to LSU lakes route
- **Main & North St** (River Rd to 19th St) – 2.5 miles, east/west downtown route connecting to LSU via 19th St
- **N 9th St / N 10th St / East Blvd** (North St to Terrace St) – 1.7 miles, north/south downtown route in I-110 corridor
- **North Blvd** (River Rd to Foster Dr & BRCC) – 2.7 miles (plus 0.3 miles of bike lanes on the overpass), providing a connection from downtown to BRCC through mid-city
- **Park Blvd** (Government St to Dalrymple Dr) – 0.6 miles, part of north/south route between downtown and LSU



HEALTHYBR

HEALTHY EATING. ACTIVE LIFESTYLE.

February 26, 2010



Louisiana Department of Transportation and Development
Safe Routes to School Program
Attention: Shalanda Cole
P.O. Box 94245
Baton Rouge, LA 70804-9245

Mid City Redevelopment Alliance (MCRA) supports the Safe Routes to School application for Westdale Middle School, 5620 Claycut Road, located in the Mid City area. MCRA supports programs to improve safety not just for children, but for a community of pedestrians and bicyclists. The Safe Routes to School Program is especially vital to the Mid City area by making bicycling and walking to school a safer and more appealing transportation choice thus encouraging a healthy and active lifestyle from an early age.

The Mid City area surrounding Westdale Middle School is densely populated and features a mix of residential, commercial, office and recreational land uses. The neighborhoods surrounding the school have the potential to be very walkable, and existing pedestrian and bicycle amenities are frequently used by residents. However, the area lacks connectivity in bike/ped infrastructure, and existing infrastructure around the school does not provide a safe environment for students to walk or bike. Additional infrastructure improvements would leverage other nearby bicycle and pedestrian amenities by creating a more complete network for walkers and cyclists and help eliminate physical and perceived obstacles for Westdale students and parents who would like to walk or bike to the school.

We hope that you will strongly consider this funding request.

Sincerely,

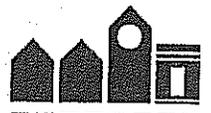
A handwritten signature in black ink, appearing to read "S. Sanders", is written over a horizontal line.

Samuel Sanders
Executive Director

419 North 19th Street
Baton Rouge
Louisiana 70802

(225) 346-1000
FAX (225) 344-6171

The mission of Mid City Redevelopment Alliance is to serve as a catalyst, facilitator and coordinator, to encourage the growth and renewal of the Mid City region of Baton Rouge by attracting new and retaining current residents and businesses.



February 25, 2010

Louisiana Department of Transportation and Development
Safe Routes to School Program
Shalanda Cole
P.O. Box 94245
Baton Rouge, LA 70804-9245

Dear Ms. Cole:

The Capital Heights Neighborhood Association supports the City-Parish's efforts to improve pedestrian and bicycle infrastructure surrounding Westdale Middle School. The residents of Capital Heights are well aware of the benefits of a bicycle and pedestrian friendly neighborhood. Within the past few years, our residents led an initiative to create a bike lane through the center of our neighborhood. This was accomplished by converting a two-way street into a one-way street and adding a bike lane.

We hope that you will strongly consider this funding request for Westdale Middle School. We are proud to have them as a neighbor and support their efforts to safely accommodate their students and improve our overall bike and pedestrian network.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Dixon".

Chris Dixon
President
Capital Heights Neighborhood Association
504.377.8299 cell
chna@cox.net



A Division of BancorpSouth Insurance Services, Inc

February 25, 2010

Louisiana Department of Transportation and Development
Safe Routes to School Program
Shalanda Cole
P.O. Box 94245
Baton Rouge, LA 70804-9245

Dear Ms. Cole:

The Goodwood Property Owner's Association supports the City-Parish's efforts to improve pedestrian and bicycle infrastructure surrounding Westdale Middle School. We hope improving the bike/pedestrian infrastructure will set an example for smart growth throughout Baton Rouge. The residents of Goodwood are extremely supportive of a new bike and pedestrian infrastructure in the area. Our neighborhood has actively supported bike and pedestrian infrastructure in our neighborhood which is immediately adjacent to Westdale Middle School.

We ask for your strong consideration of these important projects.

Sincerely,

[Handwritten signature of Dennis Vidrine]

Dennis Vidrine
President
Goodwood Property Owner's Association

ALEXANDRIA
P.O. Box 12296 (71315)
4501 Jackson Street, Suite D
Alexandria, LA 71301
318-473-2906
1-888-454-2906
Fax: 318-473-2991

BATON ROUGE
P.O. Box 3809 (70821)
4041 Essen Lane, Suite 400
Baton Rouge, LA 70809
225-336-3200
1-800-466-8203
Fax: 225-336-4536

HAMMOND
P.O. Box 1202 (70404)
110 West Morris Avenue
Hammond, LA 70403
985-340-4092
1-888-240-5899
Fax: 985-340-4976

LAKE CHARLES
P.O. Box 6000 (70606)
4660 Lake Street
Lake Charles, LA 70605
337-439-7777
1-800-644-1726
Fax: 337-491-9282

SHREVEPORT
6105 Line Avenue
Suite 400
Shreveport, LA 71106
318-795-4500
1-800-249-0934
Fax: 318-798-0908





Department of Public Works
Director's Office

City of Baton Rouge
Parish of East Baton Rouge

P.O. Box 1471
Baton Rouge, Louisiana 70821
(225) 389-3158

February 25, 2010

Rebecca Delaughter, Legislative Aide for District 11
Councilwoman Alison Cascio
222 St. Louis Street, 3rd Floor
P.O. Box 1471
Baton Rouge, LA 70821

Subject: Safe Routes to Schools

Dear Rebecca:

Please be assured the Department of Public Works is involved with these types of applications for sidewalks, crosswalks, radar feedback signs and other pedestrian related projects or equipment and will acceptance maintenance responsibilities for any items that are funded through this program.

If you have any questions, please feel free to contact me.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Pete Newkirk".

Pete Newkirk, P.E.
DPW Director

ATTACHMENT E

1. Please submit your plan for measuring success. Include projected outcomes, e.g. reduced driver speeds, number of students walking, traffic reduction. How do you plan to gather pre and post data on the percent of students walking and biking to school? (Applicants will be required to complete and submit standard surveys)(10)

As a result of this funding request, we intend to increase the number of students and teachers that walk and bike to school. We also aim to increase driver awareness of pedestrian and bike travel around the school and to change the perception that the area is not friendly for walking and biking.

Pre- and post-improvement studies/surveys will include the following:

- **Traffic counters to measure volume and vehicle speed**
- **Student and teacher surveys**

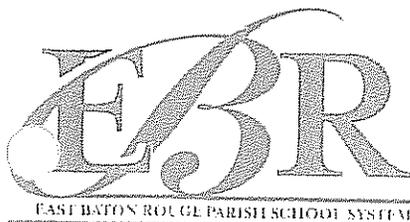
After improvements are completed, neighborhood feedback will be solicited via e-mail by Councilwoman Cascio to help determine any unmet needs and to plan for future improvements to the overall bike/ped network. The Capital Heights Neighborhood Association and the Goodwood Property Owners Association will be engaged in this resident feedback effort.

ATTACHMENT F – See Appendix A (Detailed Infrastructure Cost Estimate Table)

ATTACHMENT G

Identified Need (in order of priority)	Cost	Possible funding sources	Time frame	Actions to be taken
Improved bike/ped infrastructure across Jefferson Highway <ul style="list-style-type: none"> • Pedestrian signals • Ladder-striped crosswalk 	\$125,000	DOTD City-Parish red light camera revenues	2 – 3 years	DOTD is scheduled to replace and synchronize lights on this portion of Jefferson Highway; City-Parish to coordinate with DOTD to ensure upgrades will be pedestrian friendly; City-Parish may fund the upgrade of the standard double-line crosswalk using revenues from recently installed red light cameras
Bike lane, sidewalk or multi-use path to connect intersection of Jefferson Highway and Claycut Road to Sevenoaks Avenue multi-use path <ul style="list-style-type: none"> • Appx 800 feet 	\$50,000	City-Parish red light camera revenues DOTD Transportation Enhancement Program	2 – 3 years	Councilwoman Cascio to first seek City-Parish red light camera revenues; will apply for DOTD Transportation Enhancement funds if necessary.

**LETTERS
OF
SUPPORT**



Office of the Superintendent
1050 South Foster Drive, Baton Rouge, Louisiana 70806
P.O. Box 2950, Baton Rouge, Louisiana 70821-2950
Phone: 225-922-5618, Fax: 225-922-5499
www.ebrschools.org

John Dilworth, Superintendent

February 25, 2010

Louisiana Department of Transportation and Development
Safe Routes to School Program
Shalanda Cole
P.O. Box 94245
Baton Rouge, LA 70804-9245

Dear Ms. Cole:

The East Baton Rouge Parish School System supports the City-Parish's efforts to improve pedestrian and bicycle infrastructure surrounding Westdale Middle and Jefferson Terrace Elementary Schools. In working to improve such infrastructure, we hope to set an example for smart growth throughout Baton Rouge.

Thank you for the opportunity to create a safer environment for our students. We ask for your consideration of these important projects.

Sincerely,

A handwritten signature in cursive script that reads "John Dilworth".

John Dilworth
Superintendent of Schools

cc: Dr. Herman Brister
Ms. Catherine Fletcher
Ms. Pat Duhon

February 22, 2010

Louisiana Department of Transportation and Development
Safe Routes to School Program
Shalanda Cole
P.O. Box 94245
Baton Rouge, LA 70804-9245

Dear Ms. Cole:

Schools should be accessible via various modes of transportation. Nearby students are entitled to the ability to safely walk or bike to school. Approval of the City-Parish's grant application for Safe Routes to School on behalf of Westdale Middle School would allow our school to set an example for smart growth in the community. The improved bike and pedestrian amenities would increase our students' and parents' opportunity to walk and bike to school. Westdale Middle is located in a densely populated, mixed use area that is near a newly-created bike lane and a one-mile multi-use path that the city is constructing this year. These improvements will help to connect this bike lane and the multi-use path. I believe that our school's partnership with the City-Parish will help make improved bike/ped amenities a priority in Baton Rouge.

Sincerely,



Sherry Brock
Principal



CAPITAL REGION
PLANNING COMMISSION

333 North 19th Street
Post Office Box 3355
Baton Rouge, Louisiana 70821-3355



Phone: 225.383.5203
Fax: 225.383.3804
E-Mail: CRPC@brgov.com

To: Whom it may concern
Subject: Support for two Safe Routes to Schools Grant Proposals submitted by Honorable Alison Cascio
Date: February 24, 2010

On behalf of Capital Region Planning Commission (CRPC), I greatly support Ms. Alison Cascio's applications of two Safe Routes to Schools Projects which will improve the bike and pedestrian amenities, and benefit a wide range of residents in the area of Baton Rouge. CRPC is very willing to assist her on the projects in various aspects.

As a council member of East Baton Rouge Parish District 11, Ms. Alison Cascio is a strong proponent of complete streets and smart city growth. She has been devoted to improve bike and pedestrian amenities for the Baton Rouge Area; and this time, she brings two valuable projects with strong support not only from us, but also the schools' principals, the City of Baton Rouge-East Baton Rouge Parish Mayor-President Melvin "Kip" Holden, and the Department of Public Works Chief Traffic Engineer Ingolf Partenheimer.

Westdale Middle, the first project, is at the corner of Claycut and Jefferson. It is an excellent candidate because it leverages and fills in gaps between two other bike/pedestrian projects in the area: the recently completed bike lane on Capital Heights and the multi-use path on Seven Oaks, which will be under construction in the next few months. Speed control and improved pedestrian amenities immediately surrounding the school are being requested. This project is expected to extend the utilization of existing bike/pedestrian routes and benefit the students and other route users with better safety, accessibility and environmental pleasure.

The second project is for Jefferson Terrace Elementary School. This area has been frequently complained by residents about speeding. Also the nearby streets lack sidewalks and traffic calming devices, keeping the parents and teachers very concerned about child safety. With pressing demand, a new bike/pedestrian route is expected to create a safe and easy-accessible route for kids and their parents, which will also relieve vehicle congestion and improve air quality in peak hours.

The CRPC supports Ms. Alison Cascio's applications and appreciates the corporative effort to improve the bike-pedestrian environment in the Baton Rouge area. Please do not hesitate to contact CRPC should you have further questions or comments on these projects. We are looking forward to the two projects offering safe and pleasant routes to schools in the near future.

Sincerely,

R.J. Goebel
Director of Planning
Capital Region Planning Commission
P.O.Box 3355, Baton Rouge, LA 70821
Phone: 225-383-5203 Fax: 225-383-3804
E-mail: rgoebel@brgov.com

C: Hon. Alison Cascio, Metro Council member, District 11, City of Baton Rouge-Parish of East Baton Rouge

Don W. Neisler, Executive Director

ADOPTED
METROPOLITAN COUNCIL

FEB 24 2010

697

RESOLUTION

47720

Brian Maynard
COUNCIL ADMINISTRATOR & TREASURER

AUTHORIZING THE DEPARTMENT OF PUBLIC WORKS TO APPLY TO THE STATE OF LOUISIANA FOR FUNDS NOT TO EXCEED \$300,000.00 PER SCHOOL FROM THE DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT SAFE ROUTES TO SCHOOL PROGRAM TO BE USED TO IMPROVE BICYCLE AND PEDESTRIAN ROUTES TO AND FROM ELEMENTARY AND MIDDLE SCHOOLS IN THE PARISH.

BE IT RESOLVED by the Metropolitan Council of the Parish of East Baton Rouge and City of Baton Rouge that:

WHEREAS, the State of Louisiana through the Department of Transportation and Development has funds available through the Safe Routes to School Program, not to exceed \$300,000.00 per school for the purpose of improving bicycle and pedestrian routes to and from elementary and middle schools, and

WHEREAS, many students either walk or ride bicycles to and from school, and

WHEREAS, the safety of students traveling to and from school is a high priority of this council,

BE IT RESOLVED THAT the Department of Public Works, through its Director be, and hereby is, authorized to make application to the State of Louisiana, through the Department of Transportation and Development for funds from the Safe Routes to School Program, not to exceed \$300,000.00 per school, and to perform all necessary actions to accomplish the application.



Council Budget Office

City of Baton Rouge
Parish of East Baton Rouge

222 St. Louis St.
Post Office Box 1471
Baton Rouge, Louisiana
70821

Office: (225) 389-3051 / (225) 389-5344
Fax: (225) 389-5450

JOSEPH R. TOUPS
Council Budget Officer

February 26, 2010

MEMORANDUM

TO: Mayor-President Melvin L. "Kip" Holden

**FROM: Joseph R. Toups
Council Budget Officer**

RE: GRANT APPLICATION APPROVAL LETTER

The attached grant applications submitted by the Councilwoman Alison Cascio for the "Safe Routes to School" program for projects in areas surrounding Jefferson Terrace Elementary and Westdale Middle, with the total amount of each application not to exceed \$250,000, were approved today for application by the Preliminary Grants Review Committee.

You are hereby authorized to sign the above referenced grant application in accordance with Metropolitan Council Resolution #34579, adopted November 24, 1993.

A handwritten signature in cursive script, appearing to read "Joe Toups", written over a horizontal line.

**Joseph R. Toups
Council Budget Officer**

JRT: mcg