



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
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AGENDA ITEM 7e
TAC Meeting
August 1, 2019

DATE: July 24, 2019
TO: Technical Advisory Committee (TAC)
FROM: Philip Johnson, Associate Planner
SUBJECT: **Safe Routes to School Toolkit Update: Proposed Scoring Metrics**

STAFF REPORT

Contents:

- Staff's Recommended Action
- Staff Summary
- SR2S Ranking with New Proposed Methodology

Staff's Recommended Action:

1. Introduce the item as an action item;
2. Allow staff to present the item;
3. Receive public comment;
4. Discuss item and consider making the motion:
"The TAC recommends that HCAOG staff proceed with the Safe Routes to School Toolkit using the revised scoring metrics."

Staff Summary:

The TAC decided at their April 2019 meeting that they would like more members present to discuss the proposed scoring methodology for the Safe Routes to School (SR2S) Prioritization Toolkit update. A summary of the SR2S history and proposed changes to the scoring methodology is provided below.

HCAOG completed the first SR2S Toolkit in 2012 with assistance from Redwood Community Action Agency (RCAA). The toolkit was designed to assist local agencies with determining local schools' needs and prioritizing projects for which grant funding would be sought. Schools that scored highly in the toolkit received funding in multiple SR2S and ATP cycles.

In the 2011-12 and 2012-13 Cycle 10 SR2S grant cycle, Grant Elementary, which scored first in the County on the SR2S toolkit, received \$450,000 in funds in conjunction with McKinleyville High School. In the 2014 ATP Cycle 1, the City of Fortuna received a \$914,000 Safe Routes to School award. Fortuna schools ranked the highest in the County in the toolkit. The County also had success utilizing the toolkit. Redwood Charter in Rohnerville, which ranked 9th in the toolkit, received a \$600,000 non-infrastructure grant that year. Additionally, Lafayette Elementary School in Myrtle town, which ranked 7th in the toolkit, received an \$800,000 SR2S improvement project grant that year. In the ATP Cycle 2, the City of Fortuna again received a Safe Routes to School grant for \$893,000 for South Fortuna Elementary School. Hoopa Valley also received in infrastructure \$1,301,000 grant in Cycle 2, which scored 5th in the toolkit. In ATP Cycle 3, Fortuna and the County (McKinleyville) were again successful with a non-infrastructure education program for \$595,000.

By prioritizing schools within each agency’s own jurisdiction and/or referencing the toolkit in their grant application, agencies were able to deliver major projects. Although the toolkit may have helped give a competitive edge to grant applicants, it is not essential. McKinleyville, for example, scored poorly in the toolkit, but was successful in two ATP funding rounds.

HCAOG and RCAA performed “Inventory Updates” in 2014 and 2017 which we re-interviewed a subset of schools (20 and 40 schools, respectively). To further assist in maintaining the toolkit, the TAC recommended a SR2S Prioritization Toolkit work element in HCAOG’s FY 2018-19 Overall Work Program (OWP). This included an update to the report, scoring, and a planned Inventory Update.

In the update to the Toolkit, staff entered new data into all criterion using available state and public data, performing a comprehensive analysis, including GIS. RCAA assisted HCAOG staff with updating the “Pedestrian Facilities” criterion, an External Need criterion. School Readiness components were updated referencing 60 schools from the 2014 and 2016-17 Inventory Updates. The categories for all three criteria are listed below, with proposed *criteria* additions listed in italics.

School Readiness Criteria

Data Source	Criteria Description	Measured by
School Inventory Calls	School administration support	Presence/Absence
School Inventory Calls	SR2S activities/discussions/interest (e.g. Walk & Roll events, level of concern, SR2S Interest)	Presence/Absence
School Inventory Calls	SR2S champion present at the school	Presence/Absence
School Inventory Calls	Active school/parent support organization (e.g. PTO/PTA, Booster Club, school site council)	Presence/Absence
School Inventory Calls	SR2S/Transportation Policies & Education (e.g. Safety Handbook, Parent Reminders, Crossing Guard)	Presence/Absence
SR2S Parent Surveys	Completed SR2S parent surveys	Semi-Annual Reporting
<i>School Inventory Calls</i>	<i>School bicycle parking</i>	<i>Presence/Absence</i>
<i>League of American Bicyclists Certification</i>	<i>Jurisdiction has Completed Certification from League of American Bicyclists</i>	<i>Report Card</i>

External Need Criteria

Data Source	Criteria Description	Measured by
School Inventory Calls	Pedestrian facilities	Score based on the presence or absence of dedicated pedestrian facilities leading to the school campus.
Humboldt County Road Centerline Shapefile	Posted Speed limit	Speed limit of school roads and speed limits of roads intersecting within 660 ft
HCAOG Regional Trails Master Plan Shapefiles	Existing bicycle and trail facilities	Score based on the presence or absence of dedicated bicycle facilities within 660 ft buffer leading to the school campus. Includes only Class I and II facilities and trails.
2012 Census or American Communities Survey (ACS)	Percentage of carless households	Scores are based on the percentage of carless households per census area in which the surveyed school is located. Classification performed by natural breaks (Jenks Method).
UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) / Caltrans SWITRS	Bicycle and Pedestrian Collision Frequency	Based on the total number of bike or pedestrian involved collisions within .5 mile buffer, scores assigned based on natural breaks in the data.

Internal Need Criteria

Data Source	Criteria Description	Measured by
Ed-Data	Free & Reduced Lunch	Schools scored based on percentage of students eligible as reported
CA Dept of Education	Aerobic Fitness (% meeting Healthy Fitness Zone)	Schools are scored based on percentage of students achieving the benchmark fitness level
Ed-Data, Private School Universe Survey (PSS)	Student Enrollment	Schools are scored based total student enrollment

Proposed changes to *scoring* metrics are listed in the attached table. Scores not listed are proposed to remain unchanged. Justifications for the below score adjustments on the following table include equity, safety, commitment, and need. An adjustment for recently funded projects was also added. The adjustments helped create a greater balance between rural, suburban, and urban schools. Note that score results will change, pending an Inventory Update for some schools, which have not had an Inventory Update since 2012. This will affect the “School Readiness” scores.

Updates to Scoring Metrics

Data Source	Criteria Description	Measured by	Values	New Total	Old Total	Explanation
School Inventory Calls	SR2S activities/discussions/interest (e.g. Walk & Roll events, level of concern, SR2S Interest)	Presence/Absence	7=Exceptional 5=Interest+Activities 3=Interest or Activities 0=Absent	7	10	Balance: Highest score reduced to 7 for two categories
School Inventory Calls	School bicycle parking	Presence/Absence	Present = 3 Absent = 0	3	-	Commitment/School Readiness: Having bike racks shows likely support for the SR2S program Facilitator: Bike racks are helpful in advancing the mode split of walking & biking students
League of American Bicyclists Certification	Jurisdiction has Completed Certification from League of American Bicyclists	Report Card	Gold=3 Silver=2 Bronze or lower=1	3	-	Commitment/School Readiness: A community committed to bike friendliness is a readiness indicator and may increase the likelihood of successful partnerships Balance: Communities with abundant trails and bicycle lanes were receiving low scores, as this reflects need. However, some areas were overly effected.
School Inventory Calls	Pedestrian facilities	Score based on the presence or absence of dedicated pedestrian facilities leading to the school campus.	Absent = 7 Present but insufficient = 4 Present = 1	7	5	Safety: A lack of sidewalks increases the likelihood of an accident Need: A lack of infrastructure validates need.
Humboldt County Road Centerline Shapefile	Posted Speed limit	Speed limit of school roads and speed limits of roads intersecting within 660 ft	School on a road over 35mph = 7 Intersects Over 35mph = 3 25 or under and no intersections = 0	7	10	Balance: Highest score reduced to 7 for two categories Balance: Now matches scoring of SWITRS bike & Ped fatality and accident data Balance: Higher speed limits were over-benefitting suburban and rural areas.
2012 Census or American Communities Survey (ACS)	Percentage of carless households	Scored are based on the percentage of carless households per census area in which the surveyed school is located. Classification performed by natural breaks (Jenks Method).	15-21% = 7 9-13% = 5 6-8% = 3 3-5% = 2 0-2% = 1	7	5	Equity: This is the only category measuring equity in external need Benefits/Need: This demographic is more likely to have a child walk to school, increasing the return on investment.
UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) / Caltrans SWITRS	Bicycle and Pedestrian Collision Frequency	Based on the total number of bike or pedestrian involved collisions within .5 mile buffer, scores assigned based on natural breaks in the data	53-83 = 7 31-44 = 5 11-22 = 3 3-10 = 2 0-2 = 1	7	5	Safety: Accidents can likely be decreased with increased SR2S infrastructure Balance: Now matches speed limit scoring Need: Accidents in proximity to a school are commensurate with a need for improved infrastructure.
SR2S and ATP grant awards	Recently received grant award	Award	Adjustment: -10	-10	0	Balance: Helps deprioritize schools, which have recently received SR2S/ATP funding.