

ORANGE COUNTY
BOARD OF EDUCATION

AGENDA ITEM ABSTRACT

Meeting Date: February 24, 2014

AGENDA ITEM No. 14-02-(2)-07

ACTION ITEM: (Y/N) N

SUBJECT: Safe Routes to School (SRTS) Strategic Action Plan

INFO. CONTACT: Pam Jones, Interim Exec. Dir. – Auxiliary Services PHONE: 919-732-8126

ATTACHMENTS:

1. Comprehensive Plan/Future Land Use Map and Unified Development Ordinance Amendment Outline.
 2. Safe Routes to Schools Strategic Action Plan OVERVIEW.
 3. Draft SRTS Strategic Action Plan
<http://orangecountync.gov/planning/documents/UpdatedSRTSPlan-allchapterscombined.pdf>
(264 pages; hard copy available upon request).
 4. Process Flowchart.
 5. PowerPoint-February 24, 2014 Orange County School Board Meeting.
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PURPOSE: The purpose of this agenda item is to hear a report on the Safe Routes to School (SRTS) Strategic Action Plan required for implementing a Safe Routes to School program in Orange County.

BACKGROUND: Background information on the SRTS program can be found in Section B.2 of Attachment 1, the Amendment form, approved by the Orange County Board of County Commissioners (BOCC) on October 15, 2013. The Amendment form contains details regarding the timeframe for the adoption process. The form also outlines the rationale, process, and implications of the development and adoption of the Safe Routes to School (SRTS) Strategic Action Plan.

The Draft SRTS Plan was reviewed by the NCDOT Bicycle and Pedestrian Division and a final draft was completed and returned to the Planning Staff in December 2012.

The three schools chosen for the SRTS Action Plan are part of the Orange County school system, and all are located inside or adjacent to the Town of Hillsborough:

- Grady A. Brown Elementary School
- Cameron Park Elementary School
- C.W. Stanford Middle School

An overview of the SRTS program purpose, considerations for chosen school sites, recommended projects, and information on project funding can be found in Attachment 2.

Pre-adoption activities on the Draft SRTS Strategic Action Plan can be found in Section C.1 of Attachment 1.

Public Outreach:

The Plan development process included a public workshop completed in April 2008 that sought input from residents, including parents, teachers, principals, children, Town of Hillsborough staff, and Orange County staff.

Attachment 3 is the full (264-page) Draft SRTS Action Plan for public hearing. A link is provided to an online copy of Plan; a hard copy is available upon request.

Attachment 4 is a flowchart describing the process for the development and adoption of the SRTS Strategic Action Plan.

The BOCC had a public hearing on the Plan at its November 19, 2013 meeting. OUTBoard Chair Paul Guthrie was present at the meeting. No members of the public spoke in favor or against the Plan. The BOCC had two comments:

1. To provide additional details about project costs and funding; and
2. To prepare an exhibit with charts depicting the number of students within walking range of each of the three schools addressed in the Plan.

The BOCC referred the Plan to the OUTBoard with a request that a recommendation be returned to the BOCC for adoption consideration. The OUTBoard reviewed the Plan at its December 18, 2013 meeting and recommended that the BOCC approve the Plan. On April 1, 2014 the Orange County BOCC will review comments, recommendations and actions of the OUTBoard, the School Board, and the Hillsborough Board of Commissioners and consider adoption of the Safe Routes to School (SRTS) Strategic Action Plan.

FINANCIAL IMPACT: Other than staff time, there is no financial impact associated with receiving and considering the SRTS Action Plan. Review of the Draft Plan has been done by existing Planning staff in the Department's Comprehensive Planning Division. Following adoption, Plan implementation will require assistance from the NCDOT SRTS Program staff, the Orange County Schools staff, and the Town of Hillsborough staff.

RECOMMENDATION(S): The Superintendent recommends, at the request of the Planning Department Planning Director and the Orange County Schools Interim Executive Director of Auxiliary Services, the Board of Education receive the Safe Routes to School Strategic Action Plan for information. The Plan will be brought back to the March 10, 2014 Board of Education meeting for board consideration for approval.

COMPREHENSIVE PLAN/ FUTURE LAND USE MAP AND UNIFIED DEVELOPMENT ORDINANCE (UDO) AMENDMENT OUTLINE

A. AMENDMENT TYPE

Map Amendments

Land Use Element Map:

From: ---

To: ---

Zoning Map:

From: --

To: ---

Other:

Text Amendments

Comprehensive Plan Text:

UDO Text:

UDO General Text Changes

UDO Development Standards

UDO Development Approval Processes

Other: Safe Routes to School (SRTS) Action Plan

B. RATIONALE

1. Purpose/Mission

The purpose of the SRTS program is to:

- Enable and encourage children, including those with disabilities, to walk and bicycle to school;
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Attachment 1

The NC SRTS Program works with schools, local governments and agencies, advocacy and non-profit organizations, and public health professionals at a grassroots level to identify improvements that can help make bicycling and walking to and from school a safe and healthy transportation alternative. Orange County received a SRTS Strategic Action Plan Service Award in July 2008 for planning assistance to prepare an Action Plan for Grady A. Brown Elementary School, Cameron Park Elementary School and C.W. Stanford Middle School. In 2009 NCDOT contracted Greenways, Incorporated and Greene Transportation Solutions to work with County staff, local agency representatives, School Team leaders and principals of the three schools to identify non-motorized infrastructure improvements that enhance safety for walking and bicycling.

The Plan development process included a visioning and goals session and map working session with the project staff, steering committee, and consultants. This was followed by comprehensive fieldwork and a public workshop that sought input from residents, including parents, teachers, principals, children, Town of Hillsborough staff, and Orange County staff. This input and analysis led to the development of a draft plan that consisted of an analysis of existing conditions, and recommendations in the program's framework of engineering, education, encouragement, enforcement, and evaluation (the essential '5 E's' of the program).

2. Analysis

Additional analysis will be part of the subsequent evaluation and approval of project implementation actions.

3. Comprehensive Plan Linkage (i.e. Principles, Goals and Objectives)

Chapter 9: Transportation Element Goals 1, 2, 3 and 4 and their supporting objectives address a multi-modal transportation system, promotion of public health and safety, and transportation planning that serves development. Several objectives specifically speak to the provision of bikeways and walkways.

4. New Statutes and Rules

N/A

C. PROCESS

1. TIMEFRAME/MILESTONES/DEADLINES

- a. Completion of Final Draft Plan by Consultant and NCDOT
December 2012
- b. Orange County BOCC/Town of Hillsborough Commissioners Joint Meeting Updates
February 24, 2011
February 21, 2013

Attachment 1

b. BOCC Authorization to Proceed

April 9, 2013 (Initial adoption steps):

- Joint staff planning meetings with Orange County Schools and the Town of Hillsborough;
- Meetings with the Orange County School Board and the Town of Hillsborough Town Board to provide information and receive endorsement to proceed; and
- The completion of updates to the draft SRTS Action Plan pertaining to the review of local planning document resources, federal and state funding sources, depicted school district boundaries, and general corrections such as the spelling of some road names, etc.

October 15, 2013 (adoption steps)

- c. Joint Staff Meeting with Orange County Schools and the Town of Hillsborough
On April 30, 2013 Planning staff met with staff from the Town of Hillsborough, Orange County Schools, Orange County Health Department, and representatives from the state Community Transformation Grant program (a related program and possible funding source). Additional conversations and meetings occurred in May, June and July to discuss the progress of pre-adoption steps;

- d. Meet with Orange County School Board and the Town Board of Hillsborough to Brief and Receive Approval for Initial SRTS Adoption Steps
On May 28, 2013 Planning staff presented an overview of the SRTS Action Plan and proposed pre-adoption steps to the Orange County School Board and received its endorsement.

On June 10, 2013 Planning staff presented an overview of the SRTS Action Plan and proposed pre-adoption steps to the Town of Hillsborough Board and received its endorsement.

e. Staff Editing of Draft SRTS Action Plan

Planning staff made minor edits to the Draft SRTS Action Plan through August pertaining to the review of local planning document resources, federal and state funding sources, revisions to depicted school district boundaries, and general corrections such as the spelling of some road names, etc. No revisions were made to project recommendations developed by the Plan steering committee.

f. BOCC Public Hearing

November 19, 2013 (OUTBoard members encouraged to attend)

g. Orange County Schools Adoption Consideration

February 24, 2014

h. Town of Hillsborough Adoption Consideration

March 10, 2014

i. BOCC Adoption Consideration

April 1, 2014

2. PUBLIC INVOLVEMENT PROGRAM

The Plan development process included a public workshop completed in April 2008 that sought input from residents, including parents, teachers, principals, children, Town of Hillsborough staff, and Orange County staff.

a. Advisory Boards:

OUTBoard - March 20, 2013 update

OUTBoard – December 18, 2013 review and recommendation

b. Local Government Review:

Town of Hillsborough, as noted in
Section C.1. above

c. Notice Requirements

Not required for these adoption steps

d. Outreach:

General Public: The Plan development process included a public workshop completed in April 2008 that sought input from residents, including parents, teachers, principals, children, Town of Hillsborough staff, and Orange County staff.

Small Area Plan Workgroup: N/A

Other: Joint staff meetings with Orange County Schools and the Town of Hillsborough; and meetings with the Orange County School Board and the Town Board of Hillsborough.

FISCAL IMPACT

Other than staff time, there is no financial impact associated with receiving, considering and authorizing the staff to proceed with adoption steps for the SRTS Action Plan.

D. AMENDMENT IMPLICATIONS

N/A

E. SPECIFIC AMENDMENT LANGUAGE

N/A

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ATTACHMENT 2

Safe Routes to Schools (SRTS) Strategic Action Plan OVERVIEW November 19, 2013

SRTS PROGRAM BACKGROUND AND PURPOSE

The Safe Routes to School (SRTS) Program was established in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). It is a federally-funded grant reimbursement program providing an opportunity for communities to improve conditions for bicycling and walking to school. Section 1404 of SAFETEA-LU mandates that the North Carolina Department of Transportation (NCDOT) administer this program within the state, providing financial assistance to state, local, and regional agencies, including non-profit organizations that demonstrate an ability to meet the requirements of the program.

The purpose of the SRTS program is to:

- Enable and encourage children, including those with disabilities, to walk and bicycle to school.
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

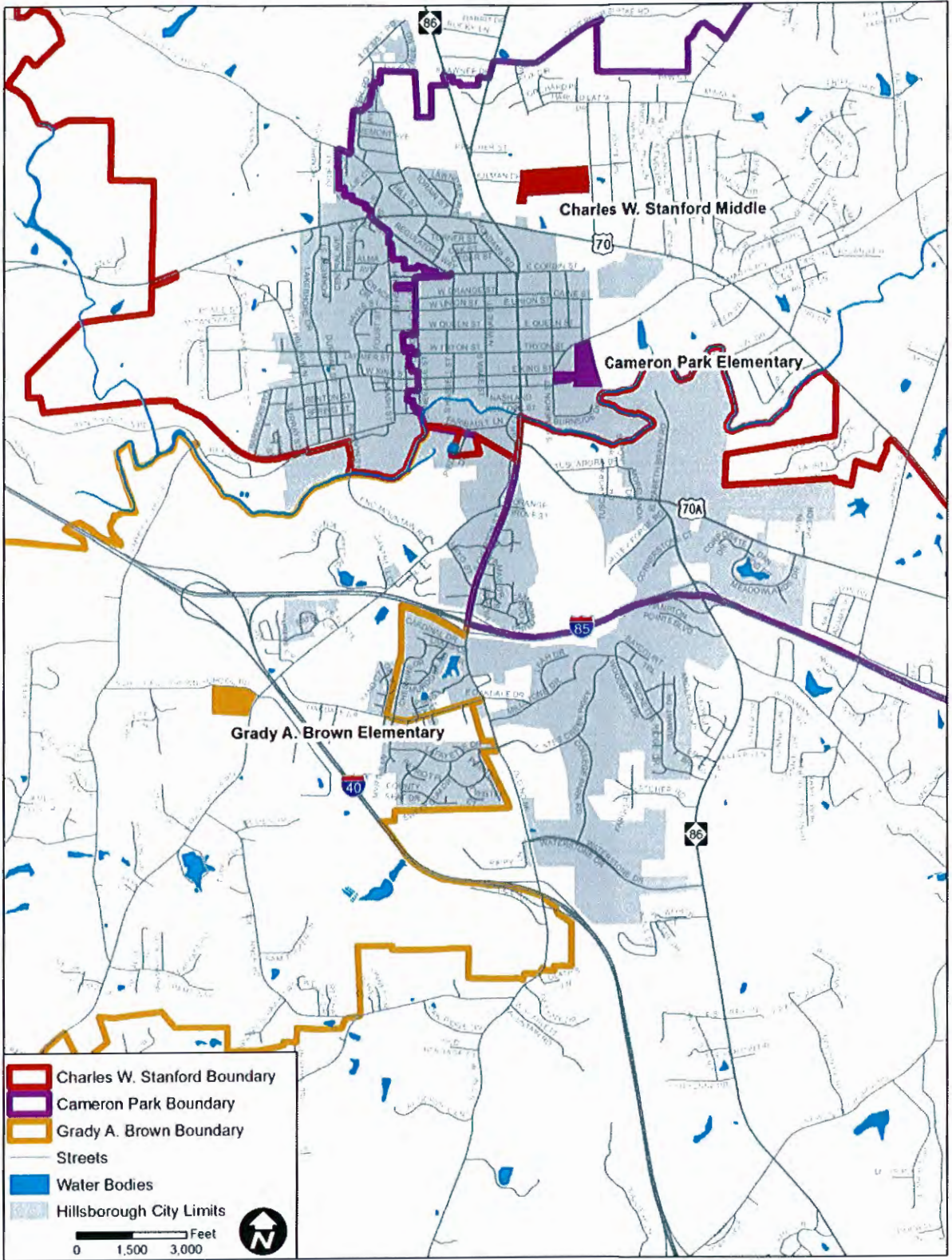
The NC SRTS Program works with schools, local governments and agencies, advocacy and non-profit organizations, and public health professionals at a grassroots level to identify improvements that can help make bicycling and walking to and from school a safe and healthy transportation alternative.

THREE SCHOOLS ADDRESSED BY THE SRTS ACTION PLAN

- Grady A. Brown Elementary School
- Cameron Park Elementary School
- C.W. Stanford Middle School

The three schools chosen for the SRTS Action Plan are part of the Orange County school system, and all are located inside or adjacent to the Town of Hillsborough. A comprehensive, multi-faceted approach was taken to examine existing conditions including the collection of data from parent surveys and student travel tallies, site work and field interviews, and area mapping. A thorough inventory of existing conditions was assembled at each school site to provide a baseline by which to measure the results and outcome of the SRTS Program at the community, school and street levels.

ATTACHMENT 2



ATTACHMENT 2

CONSIDERATIONS FOR CHOSEN SCHOOL SITES

Grady Brown Elementary School – located on New Grady Brown School road just off Orange Grove Road.

- The school is south of I-40 and the roadway bridge has very narrow shoulders.
- There are multiple two-lane rural roadways that pose safety barriers for school-age cyclists and pedestrians.
- There are no sidewalks or pedestrian sidewalks or pedestrian facilities of any kind leading to and away from the school.
- There are no bicycle racks on campus.
- There are no crossing guards.
- Tallies: 240 students were driven by their parents; 225 students took the bus; 0 students walked; and 0 students bicycled.
- Unofficial bus stops lack clear designation and safe harbor in some locations.
- Existing safety concerns expressed by parents: distance; traffic speeds along routes (45 and 55 mph); traffic volumes along routes; lack of sidewalks or pathways; and unsafe intersections and crossings.
- Crime not a significant issue of concern based on field analysis and public input.
- Motorist's behaviors observed as "good" on campus and "fair" along Orange Grove Road.
- Pedestrian behaviors observed to be generally safe around the school.
- Minor backups of automobile traffic during drop-off times, with more congested backups during pickup times (causing some thru-traffic weaving and blind spots).
- There is a clear school zone and pedestrian crossing signage along New Grady Brown School Road.
- There are on-campus sidewalks along the building front, adjacent to the car drop-off line.
- Access concerns along Orange Grove Road were highlighted by the BOCC/Hillsborough-approved Orange Grove Road Access Management Report (2003).
- The nearby Patriots Pointe multifamily development has one of the highest densities in the County and is within walking distance of the school.
- Projects for the school would also benefit Cedar Ridge High School.

CW Stanford Middle School – located next to Orange High School inside a neighborhood with residential roads

- The school is flanked by US 70 and Orange High School Road.
- There is no sidewalk connectivity to neighborhoods and streets in the vicinity of the school; and the residential land use and street pattern on the eastern side of the school prevents a direct connection to the school, currently requiring students to use US 70.
- There are no bicycle racks on campus.

ATTACHMENT 2

- US 70 presents a serious safety threat for pedestrians and bicyclists because of its lack of infrastructure, high speeds, and high traffic volumes.
- There are very few traffic calming facilities in the area of the school
- Tallies: 357 students were driven by their parents; 211 students took the bus; 3 students walked; and 0 students bicycled
- Existing safety concerns expressed by parents: distance; traffic volumes along routes; traffic speeds along routes; safety of intersections and crossings; and the lack of sidewalks or pathways
- Motorist's behaviors observed as "good" on campus, "fair" along Orange High School Road, and "bad" on US 70
- Crime not a significant issue of concern based on field analysis and public input
- Minor backups of automobile traffic during drop-off and pickup times.
- There are possibilities of connecting neighborhoods to the school using trails and greenways along current easements and "cut throughs".
- On-campus sidewalks and crosswalks are adequate.

Cameron Park Elementary School – located next to St. Matthews Episcopal Church on St. Mary's Road near downtown Hillsborough, with adjacent small businesses and low density residential development

- The traffic volumes are very high on St. Mary's Road, especially during commuter hours.
- There are no sidewalks or bicycle lanes in the vicinity of the school.
- There are multiple roadways that pose safety barriers and challenges for elementary school age pedestrians and bicyclists.
- Tallies: 237 students were driven by their parents; 187 students took the bus; 19 students carpooled; 3 students walked; and 0 students bicycled.
- Existing safety concerns expressed by parents: traffic speeds along routes; traffic volumes along routes; distance; safety of intersections and crossings; and the lack of sidewalks or pathways.
- Motorist's behaviors observed as "fair" on campus, and "bad" on St. Mary's Road.
- Significant backups of automobile traffic during drop-off and pickup times that impact off and on-site traffic, turning movements, and relate to dangerous vehicular maneuvers.
- Not all curb ramps comply with ADA regulations.
- The existing bicycle rack on the school's campus is situated where only one side can be used and is not covered.
- There is a clearly defined school zone on St. Mary's Road.
- Besides the crossing on St. Mary's Road at Thomas Ruffin Road, there are no marked crosswalks in the vicinity of the school.
- There is an established trail connecting to the adjacent property to the school grounds that can give children access without having to walk along St. Mary's Road.
- Projects for the school would also benefit Orange High School.

ATTACHMENT 2

SRTS PROJECTS

The SRTS program allows for a great variety of programs that can be implemented. Eligible SRTS projects can be bundled as infrastructure and non-infrastructure. Funding can include training volunteers, street crossings, safety and Intelligent Transportation Systems (ITS), bicycle/pedestrian lanes, etc. All projects must be within two (2) miles of a K-8 school.

In response to previous questions from Commissioners regarding whether the SRTS Program will allow projects for high schools, staff has learned that the NCDOT SRTS Program will fund only those activities that specifically plan for improvements and programs that promote safe, active travel to K-8 schools, however the benefit of a project does not have to be exclusively for a K-8 school addressed by the Plan. While project inclusion in the adopted plan is encouraged, not all projects must be included in the adopted SRTS plan. Projects from the Plan with multiple purposes/greater impact are favored. If, for example, a proposed project for CW Stanford Middle School met the objectives of the SRTS program, but also happened to provide a benefit to the Orange High School, that is acceptable and even encouraged.

However, there are projects that are not allowed. The following are ineligible activities:

- Recurring costs, such as school crossing guards
- Pick-up and drop-off sites
- Educational focus buses
- Bus stop improvements

The NCDOT SRTS Program will fund only those activities that specifically plan for improvements and programs that promote safe, active travel to K-8 schools and while project inclusion in the adopted plan is encouraged, not all projects must be included in the adopted SRTS plan.

A variety of sources were consulted during the development of the infrastructure recommendations:

- Plans and studies
- Existing conditions
- The Consultant's fieldwork inventory
- Public input
- Noted patterns of development

Grady Brown Elementary Projects Identified in the SRTS Action Plan:

- Project #1: New Grady Brown School Road Sidewalk and Midblock Crossing
- Project #2: Orange Grove Road / I-40 Bridge Pedestrian Facilities
- Project #3: Oakdale Road Safety Improvements
- Project #4: Patriots Pointe Trail Connection

CW Stanford Middle School Projects Identified in the SRTS Action Plan:

- Corridor Improvement Projects (8) (sidewalks, multi-use paths) along Orange High School Road, US 70, Harold Latta Road, Miller Road, NC 86, NC 57, and along new off-road multi-use paths.

ATTACHMENT 2

- Crossing Improvement Projects (9) along US 70, Orange High School Road, NC 86, and Gwen Road.
- Traffic Calming Measures along US 70.
- On-campus Improvements (sidewalks, crosswalks, bicycle racks, curb ramps).
- Enhance 'cut throughs' to school from neighborhoods to the north and west.
- Follow Town of Hillsborough's sidewalk/greenway planning.

Cameron Park Elementary School Projects Identified in the SRTS Action Plan:

- Corridor Improvement Projects (11) (sidewalks, bicycle lanes, greenway trails) along Cameron Street, St. Mary's Road, US 70, Queen Street, Thomas Ruffin Street, and several new off-road sites.
- Crossing Improvement Projects (4) along Thomas Ruffin Street, St. Mary's Road, Cameron Street, and Churton Street.
- Traffic Calming Measures along Queen Street, Thomas Ruffin Street, Cameron Street, and St. Mary's Road.
- Off-campus Improvements (bicycle racks, crossing guards, left-turn restrictions, alleviating conflicts with parking areas).
- Pedestrian signals at signalized intersections along Churton Street.

PROJECT FUNDING

The Safe Routes to School (SRTS) Program was established in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation as a federally-funded grant reimbursement program providing an opportunity for communities to improve conditions for bicycling and walking to school. The SRTS program is a reimbursement program that does not require a local match (100% federally funded). Section 1404 of SAFETEA-LU mandated that the North Carolina Department of Transportation (NCDOT) administer this program within the state, providing financial assistance to state, local, and regional agencies, including non-profit organizations that demonstrate an ability to meet the requirements of the program.

There were some revisions to federal and state funding sources in October 2012 that will impact future funding sources for the Safe Routes to School program. Specifically, the federal Moving Ahead for Progress in the 21st Century Bill (MAP-21) SRTS program direct allocation funds were removed. MAP-21 authorized the Transportation Alternatives Program (TAP) to provide funding for programs and projects defined as transportation alternatives, including safe routes to school projects. The TAP replaced the funding from pre-MAP-21 programs, including the SRTS program.

However, NCDOT staff has advised the Planning staff that there will continue to be SAFETEA-LU funds available for the program under its rolling grant cycle. It is anticipated that these funds will be continued on an annual basis through FFY 2014 (i.e. September 2015). SAFETEA-LU funds apportioned for the SRTS Program prior to MAP-21 are available until expended. In 2012 the North Carolina SRTS Program received an allocation of \$4,699,927, from which projects have been funded in Chapel Hill, Asheville, Greenville, Mooresville, and Brevard.

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After identifying projects from the Plan to implement, the County would apply through the NCDOT Division 7 office. Project funding is based on project priority with as much local support as possible (Schools, PTA, Superintendent, municipalities, BOCC, supporting plans, etc.), and projects from the Plan with multiple purposes/greater impact are favored. If, for example, a proposed project for CW Stanford Middle School met the objectives of the SRTS program, but also happened to provide a benefit to the Orange High School, that is acceptable and even encouraged.

Post expenditure of the existing SAFETEA-LU SRTS Program funds, future funding for SRTS projects will be with TAP funds. The Federal share will be the same as for the general Federal-aid highway program: 80 percent Federal/20 percent State or local match. Also, to address the shift in funding programs, prioritized SRTS projects will be included on the list of future year projects submitted for SPOT 3.0 scoring.

The recommended first step in successful future SRTS project funding is the adoption of the Plan by Orange County, Orange County Schools, and the Town of Hillsborough. Adoption of the SRTS Action Plan demonstrates local commitment to the objectives of the SRTS program and serves to incentivize NCDOT to fund local projects in a competitive atmosphere. Some haste with the adoption and future project submission processes is recommended given the limited remaining pool of 100% federally funded SAFETEA-LU money.

IMPLEMENTATION

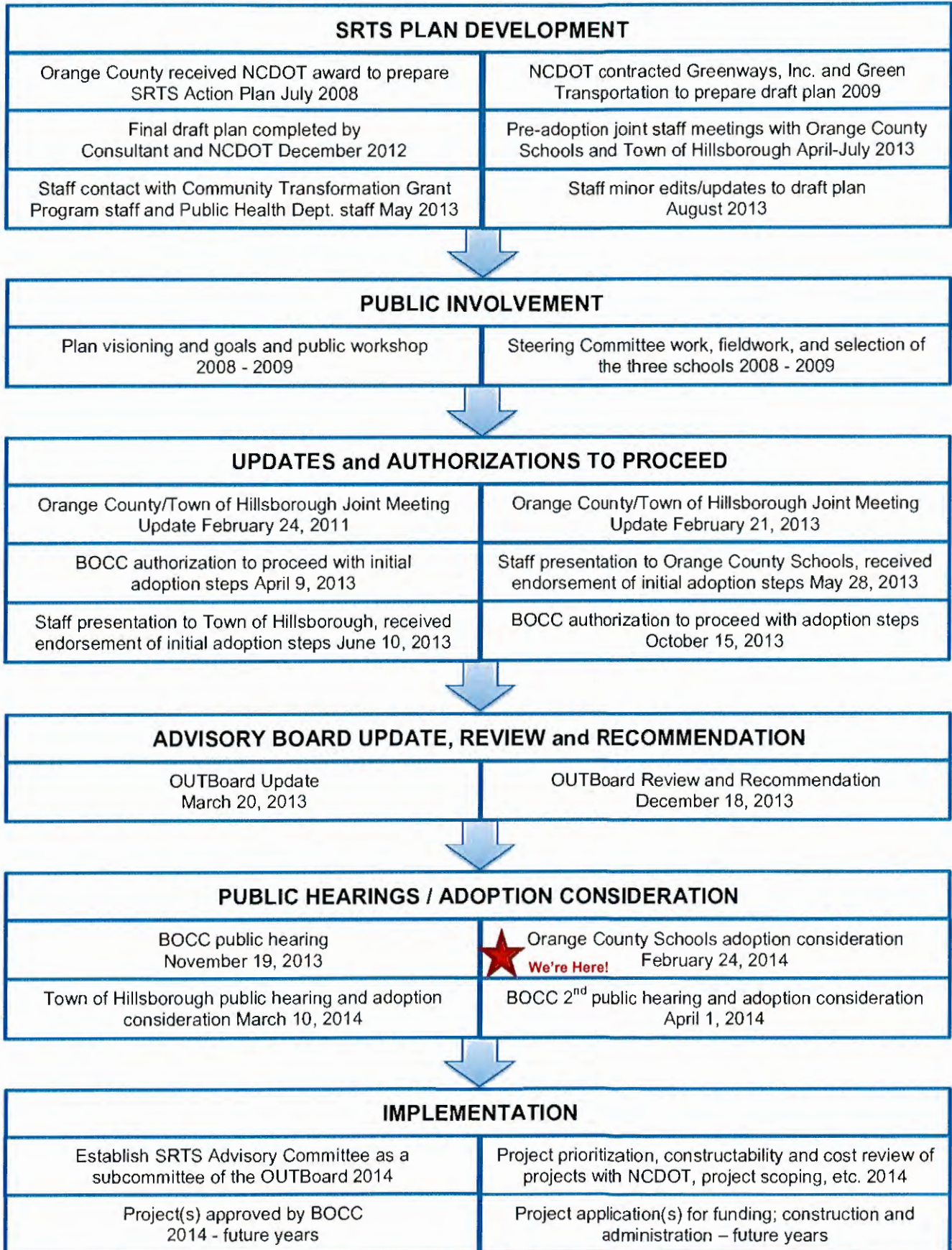
The SRTS Action Plan emphasizes that successful implementation will require the dedication of local government staff, commitment of the school system and local schools, the creation of a SRTS Advisory Committee, and the continued support of local advocates and parents. The recommended first step is the adoption of the Plan by Orange County, Orange County Schools, and the Town of Hillsborough. Adoption of the SRTS Action Plan demonstrates local commitment and incentivizes NCDOT to fund local projects. The second recommended step is to establish a SRTS Action Plan Advisory Committee (SRTS APAC). Planning staff's initial thought is that the SRTS Advisory Committee be a sub-committee of the OUTBoard, supplemented by additional staff from other agencies/jurisdictions as needed. The Advisory Committee would be responsible for advocating plan implementation and assist with programming and grant writing, evaluating plan progress, and assessing plan priorities. Multiple subsequent implementation action steps are outlined and prioritized in the Plan, the fruition of which would be subject to the recommendations of the Advisory Committee and the approval of the BOCC, School Board, and Town of Hillsborough.

Lead Planning Agency Role

Orange County will serve as the Lead Planning Agency in advancing implementation of the SRTS Action Plan.

ATTACHMENT 4

**Safe Routes to School (SRTS) Strategic Action Plan
Process Flowchart**



February 24, 2014
Orange County School Board Meeting

Safe Routes to School (SRTS)
Strategic Action Plan

Abigaile Pittman, Transportation/Land Use Planner
Orange County Planning Department

Purpose of Tonight's Meeting:

Adoption consideration for the Safe Routes to School (SRTS) Strategic Action Plan required for implementing a Safe Routes to School program in Orange County.



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Helpful Attachments

- ❑ [Attachment 1](#) – Amendment Outline Form
- ❑ [Attachment 2](#) – SRTS Strategic Action Plan Overview
- ❑ [Attachment 3](#) – Draft SRTS Strategic Action Plan
- ❑ [Attachment 4](#) – Process Flowchart



4

Safe Routes to School Program

The Safe Routes to School (SRTS) Program is a federally funded program providing an opportunity for communities to improve conditions for bicycling and walking to school.

Program Benefits Include:

- Improving safety for pedestrians and bicyclists
- Reducing traffic congestion around schools
- Reducing emissions
- Improving children's health

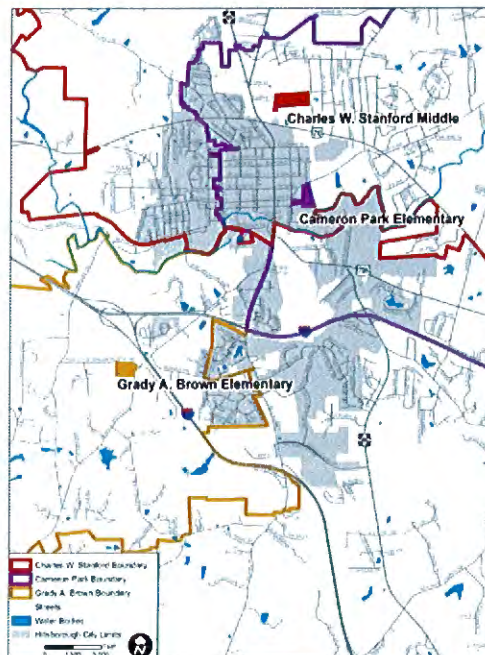


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Background Highlights

- ❑ NCDOT award to prepare SRTS Action Plan – July 2008
- ❑ Steering Committee and public involvement through 2009
 - Three schools chosen through this process
- ❑ NCDOT contracted with consultant for draft Plan – 2009
- ❑ Draft plan completed and delivered to staff – Dec. 2012
- ❑ Orange County Schools & Town of Hillsborough updates and authorizations from 2011-2013
- ❑ OUTBoard updated during Steering Committee and public involvement phase, and also earlier this year

6



3 Schools Chosen:

Charles W. Stanford Middle School

Cameron Park Elementary School

Grady A. Brown Elementary School

All schools:

- Are part of the Orange County school system;
- Are located inside or adjacent to the Town of Hillsborough;
- Are K-8; and
- A thorough inventory of existing conditions demonstrated a high measure of possible results and outcomes

7

SRTS Projects

- ❑ Located within 2 miles of a K-8 school.
- ❑ Projects can be bundled as infrastructure and non-infrastructure.
 - Training volunteers
 - Street crossings
 - Sidewalks
 - Bicycle / Pedestrian lanes, trails
- ❑ Benefits can extend beyond schools, and projects with multiple purposes/greater impact are favored.

8

SRTS Projects

- ❑ There are some projects that are not allowed:
 - Those with recurring costs, such as school crossing guards
 - Bus stop improvements
 - Pick-up and drop-off sites
 - Educational focus buses

SRTS Project Funding

- ❑ Established under previous federal legislation (SAFETEA-LU), now MAP-21
 - Reimbursement program
 - No local match required
- ❑ Remaining SAFETEA-LU funds are available
- ❑ Orange County can compete for remaining funds with an adopted SRTS Plan (no local match)
- ❑ Other potential miscellaneous sources of funding

Implementation - Next Steps

- ❑ Adoption by Orange County Schools, the Town of Hillsborough, and Orange County.
- ❑ Orange County to serve as the lead planning agency for implementation of the Plan.
- ❑ A sub-committee of the OUTBoard proposed to serve as the SRTS Advisory Committee, supplemented by staff.

11

The BOCC had a public hearing on the Plan at its November 19 meeting. No members of the public spoke in favor or against the Plan. The BOCC had two comments:

1. To provide additional details about project costs and funding; and
2. To prepare an exhibit with charts depicting the number of students within walking range of each of the three school addressed in the Plan.

The BOCC referred the Plan to the OUTBoard with a request that a recommendation be returned to the BOCC in time for the February 18, 2014 BOCC regular meeting.

12

The OUTBoard reviewed the Plan at its December 18, 2013 meeting and recommended that the BOCC approve the Plan.

No additional comments were provided.

Planning Department staff and the Orange County Interim Executive Director of Auxiliary Services recommends the School Board:

1. Receive the draft SRTS Strategic Action Plan; and
2. Adopt the Plan and provide any additional comments to the BOCC as recommended by the School Board.