

Agreement Number _____

**NEVADA SAFE ROUTES TO SCHOOL PROGRAM
SUBRECIPIENT'S AGREEMENT FOR NONINFRASTRUCTURE ACTIVITIES**

This Agreement is made and entered into the _____ day of _____, 2009 by and between the STATE OF NEVADA, acting by and through its Department of Transportation, hereinafter called "DEPARTMENT" and City of Las Vegas, hereinafter called "SUBRECIPIENT".

WITNESSETH:

WHEREAS, 23 USC 402 provides the Federal Highway Administration Office of Safety funds for the establishment and carrying out of a safe routes to school program (SRTS Program) for the benefit of children in primary and middle schools; and

WHEREAS, the purposes of 23 USC 402 are (1) to enable and encourage children, including those with disabilities, to walk and bicycle to school; (2) to 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 (3) to 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; and

WHEREAS, amounts apportioned to the State of Nevada, pursuant to 23 USC 402, shall be administered by the State's Department of Transportation; and

WHEREAS, before Federal-Aid will be made available, the SUBRECIPIENT and DEPARTMENT shall be required to enter into an agreement whereby the functions of the PROJECT are identified; and

WHEREAS, the SUBRECIPIENT and the DEPARTMENT have developed a PROJECT proposal that has been approved for funding; and

WHEREAS, the SUBRECIPIENT is a governmental entity eligible to receive 23 USC 402 funds:

NOW, THEREFORE, in consideration of the premises and of the mutual covenants hereinafter contained, it is hereby agreed by and between the parties as follows:

ARTICLE I - PURPOSE OF AGREEMENT

1. The purpose of this Agreement, and as further set forth within the SUBRECIPIENT'S application, attached hereto and incorporated herein as Attachment "A", is to provide Safe Routes to School initiatives related to Education, Enforcement, Encouragement and Evaluation, hereinafter referred to as "PROJECT", and to state the terms, conditions and mutual understanding of the parties as to the manner in which the PROJECT will be undertaken and completed.

ARTICLE II - SCOPE OF PROJECT

1. The SUBRECIPIENT shall coordinate with the DEPARTMENT'S Safe Routes to School Coordinator and provide support data, surveys or other information as needed to review the strategies implemented by the project, funding for training materials, brochures, maps, helmets and incentive items, for their effectiveness in achieving the project's objectives near each affected school.

ARTICLE III - REIMBURSEMENT

1. The maximum dollar amount that is reimbursable under this Agreement shall not exceed Thirty-Three Thousand Eight Hundred Twenty Six and No/100 (\$ 33,826.00). Approval of reimbursement will be contingent upon receipt of invoice and supporting documentation, verification, and inspection (as appropriate) of work completed as specified in Attachment A attached hereto and incorporated herein.

2. The SUBRECIPIENT agrees to invoice quarterly.

3. This agreement is based on Federal Funds being made available through the Federal Highway Administration. Regulations found under Chapter 1, Title 23 United States Code and Title 49 Code of Federal Regulations must be followed.

ARTICLE IV - PERFORMANCE

1. Activities and purchases outlined under this agreement which are implemented or expended prior to the date of a written "Notice to Proceed" has been transmitted by the DEPARTMENT to the SUBRECIPIENT will not be eligible for reimbursement.

2. The term of this Agreement shall be from the date first written above, and shall run through and including September 30, 2011.

ARTICLE V - USE OF PROJECT VEHICLES AND EQUIPMENT

1. Equipment funded under this agreement may only be used by the SUBRECIPIENT within two (2) miles of an elementary or middle school (schools K-8) as defined 23 USC 402.

2. Equipment purchased with federal funds that are no longer needed for its original purpose or program or for other activities currently or previously supported by a federal agency are to be disposed of according to Title 49 CFR 18.30.

ARTICLE VI - RECORDS AND REPORTS

1. The SUBRECIPIENT shall advise the DEPARTMENT regarding the progress of the PROJECT at such times and in such manner as the DEPARTMENT may require, including, but not limited to meetings and interim reports. The SUBRECIPIENT shall submit to the DEPARTMENT, at such time as the DEPARTMENT may require, such financial statements, data, records, contracts and other documents related to the PROJECT as may be deemed necessary by the DEPARTMENT.

2. The SUBRECIPIENT shall use the FHWA "Parent – Walking and Biking to School Survey" (Survey) and "Student Arrival and Departure Tally Sheet" (Tally Sheet) at all project school locations. Data is to be collected by using both the Survey and Tally Sheet prior to project initiation and at the end of each semester for the duration of the project. Both surveys and Tally Sheets are to be sent to the State's Safe Routes to School Coordinator so they may be forwarded to the FHWA for processing. The Survey and Tally Sheet are available at www.walknevada.com.

3. It is expressly understood that the DEPARTMENT and the FHWA shall have access to such records of the SUBRECIPIENT as pertain to all matters arising under this Agreement, and the SUBRECIPIENT will retain records subject to audit, for three (3) years from the ending date of the agreement.

ARTICLE VII - TERMINATION

1. This Agreement may be terminated upon thirty (30) days written notice by mutual consent of both parties, or unilaterally by either party without cause.

ARTICLE VIII - MISCELLANEOUS PROVISIONS

1. The SUBRECIPIENT shall, at its own expense, obtain and pay for all licenses, permits and/or fees and comply with all federal, state and local laws, statutes, ordinances, rules and regulations and the orders and decrees of any courts of administrative bodies or tribunals in any manner affecting the performance of this Agreement, including without limitation, worker's compensation laws, licensing laws and regulations.

2. Regulations found under Chapter 1, Title 23 United States Code and Title 49 Code of Federal Regulations must be followed by the SUBRECIPIENT. These references can be found at <http://www.access.gpo.gov>.

3. The SUBRECIPIENT and all successors, executors, administrators, and assigns of the SUBRECIPIENT'S interest in the work or the compensation herein provided shall be bound by the terms of this Agreement.

4. No member, officer or employee of the SUBRECIPIENT during his or her tenure and for a period of one year thereafter shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

5. In any dispute arising under this Agreement as to performance, compensation, and the interpretation of satisfactory fulfillment of the terms of this Agreement, the decision of the Director of the DEPARTMENT, with the concurrence of the FHWA, shall be final and conclusive as to all parties. Nothing herein contained shall impair the parties' rights to file suit in the courts of the State of Nevada.

6. To the fullest extent of NRS Chapter 41 liability limitations, each party shall indemnify, hold harmless and defend, not excluding the other's right to participate, the other from and against all liability, claims, actions, damages, losses, and expenses, including but not limited to reasonable attorney's fees and costs, arising out of any alleged negligent or willful acts or omissions of the party, its officers, employees and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity that would otherwise exist as to any party or person described herein. The indemnifying party conditions this indemnification obligation upon service of written notice within thirty (30) days of the indemnified party's notice of actual or pending claims or cause of action. The indemnifying party shall not be liable to hold harmless any attorney's fees and costs for the indemnified party's chosen right to participate with legal counsel.

7. The parties do not waive and intend to assert available NRS Chapter 41 liability limitations in all cases. Agreement liability of both parties shall not be subject to punitive damages. Actual damages for any DEPARTMENT breach shall never exceed the amount of funds that have been appropriated for payment under this Agreement, but not yet paid for the fiscal year budget in existence at the time of the breach.

8. This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the exclusive jurisdiction of the Nevada district courts for enforcement of this Agreement. Venue for any such actions shall be in Carson City.

9. The parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is and shall be an entity separate and distinct from the other party and shall have the right to supervise, manage, operate, control and direct performance of the details incident to its duties under this Agreement.

10. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof a third party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.

11. It is specifically agreed between the parties executing this Agreement that it is intended to create a contractual relationship solely between the DEPARTMENT and the SUBRECIPIENT. It is further specifically agreed between the parties executing this Agreement that it is not intended by any provisions of any part of this Agreement, to create in the SUBRECIPIENT's subcontractors, the public, or any member thereof, a contractual relationship between such persons and entities and the DEPARTMENT.

12. Each party shall keep confidential all information, in whatever form, produced, prepared, observed or received by that party to the extent that such information is confidential by law or otherwise required by this Agreement.

13. Pursuant to NRS 239.010, information or documents may be open to public inspection and copying. The parties will have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests.

14. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of this Agreement and this Agreement shall be construed as if such provision did not exist and the non-enforceability of such provision shall not be held to render any other provision or provisions of this Agreement unenforceable.

15. The parties hereto represent and warrant that the person executing this Agreement on behalf of each party has full power and authority to enter into this Agreement and that the parties are authorized by law to engage in the activities which form the subject of this Agreement.

16. This Agreement shall not become effective until and unless approved by appropriate official action of the governing body of each party.

17. This Agreement, and the attachments thereto: Attachment A - "Application" constitutes the entire agreement of the parties and such is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise specifically authorized by the terms of this Agreement, no modifications or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto.

IN WITNESS WHEREOF, the parties have executed this AGREEMENT the day and year first above written.

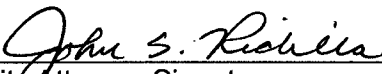
SUBRECIPIENT: City of Las Vegas

Approved as to form:

State of Nevada, acting by and through
its DEPARTMENT OF TRANSPORTATION

OSCAR B. GOODMAN, Mayor

Director



City Attorney Signature

John S. Ridilla
Deputy City Attorney

Name (Print)

Attest:

Reviewed:

Beverly K. Bridges, CMC, City Clerk

Tracy Larkin-Thomason
Assistant Director Planning

Recommended:

Charlie Cerocke, Intermodal Planning Chief

Approved as to Legality and Form:

Deputy Attorney General

Attachment A

Applicant: City of Las Vegas Public Works Department
and Look Out Kids About Coalition

Sponsor: City of Las Vegas
Hyde Park Middle, Vegas Verdes

School: Elementary, Wasden Elementary, Griffith
Elementary, Hancock Elementary, Our Lady
of Las Vegas

County: Clark

Grades: K-8

Walk Zone Distance:

2 mi

School Enrollment:

4568

**Current Students w/in walk
zone:**

3,228

**Current Students who
walk/bike:**

1,029

**Estimated Number of
Additional Students who
will walk/bike as a result
of mitigation:**

592

**Percent of Additional
Walk Zone Students
Anticipated as a result:**

18.3%

**Average mode shift cost
(as requested) per
student:**

\$3,219.24

City: Las Vegas

**Funding
Type**

(Inf/NonInf) Amount Requested Coordinators Comments

ENGINEERING

1.5 mile shared-use path, curb extensions,
chokers, raised medians, ADA ramps,
"worm" refuge median island
Dynamic Speed Signs

Inf \$1,851,963.00

Inf \$20,000.00

Total Infrastructure

\$1,871,963.00

EDUCATION

Printing costs (SRTS maps, brochures)
Training materials (books, DVD)

NonInf \$2,400.00

NonInf \$47.00

ENCOURAGEMENT

Walk to School Day Incentives
Bicycle Helmets
SRTS Incentives (imprinted magnets,
pencils, bumper stickers)

NonInf \$5,000.00

NonInf \$12,245.00

NonInf \$9,934.00

ENFORCEMENT

NonInf \$0.00

EVALUATION

Applicants will be required to
poll parents using the National
SRTS Parent Survey Form and
collect mode shift data using the
National SRTS Student
Classroom Tally Form.

Mode Shift Surveys (printing costs)

NonInf \$1,800.00

Walkability Checklists

NonInf \$2,400.00

Total Non-Infrastructure

\$33,826.00

TOTAL AMOUNT REQUESTED

\$1,905,789.00

Nevada Department of Transportation

Safe Routes to School Program Grant Application

(February 17th, 2009)



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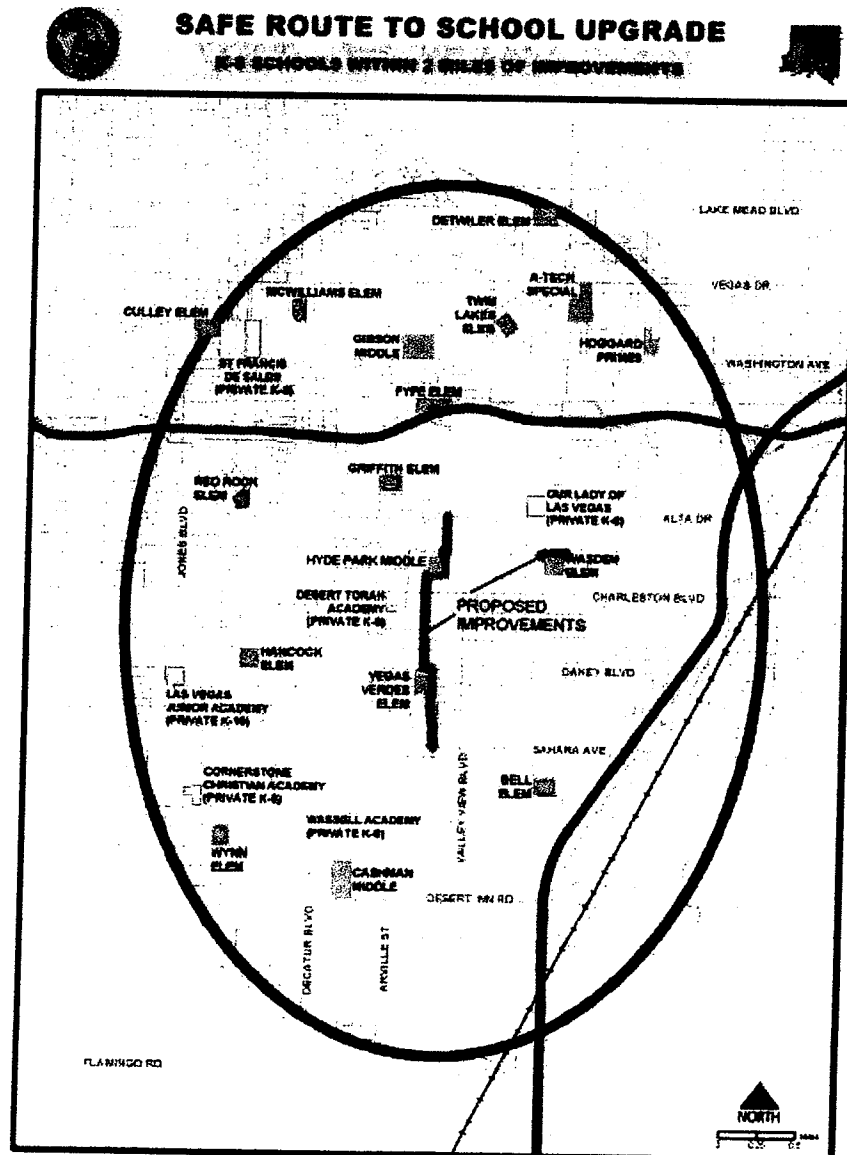
**City of Las Vegas
Public Works Department
&
LOOK OUT KIDS ABOUT
(A Traffic Safety Coalition)**

1. Project Name

City of Las Vegas Safe Routes to School Upgrade for Hyde Park Middle School, Vegas Verde Elementary School, and Wasden Elementary School.

2. Project Location

The project is located in a central area of the City of Las Vegas, southwest of the downtown, in Ward 1. The multi-use path upgrade begins at the southwest corner of Valley View Blvd and Alta Drive. The path extends south along Valley View Blvd to Fulton Dr. Then the alignment is shifted west and south through neighborhood streets with focal points in front of Hyde Park M.S and Vegas Verdes Elementary School, and ending at Las Verdes Street and Sahara Blvd. Additional infrastructure improvements are also on Palomino Lane in front of the nearby Wasden Elementary School.



**3. Project Contact – Group/Agency
Infrastructure**

City of Las Vegas Public Works Department

Non-Infrastructure

Look Out Kids About (*A Traffic Safety Coalition*)

**4. Project Contact – Individual
Infrastructure**

Mike Janssen, PE, PTOE
Assistant City Traffic Engineer
Public Works Department
City Hall, Fourth Floor
400 Stewart Avenue
Las Vegas, NV 89101
702-229-4866
mjanssen@lasvegasnevada.gov

Non-Infrastructure

Robin Munier
President
Look Out Kids About (*A Traffic Safety Coalition*)
P.O. Box 26395
Las Vegas, NV 89126
(702) 884-2783
president@lookoutkidsabout.org

5. Project Sponsor

City of Las Vegas

MPO Coordination

Regional Transportation Commission of Southern Nevada

6. Project Sponsor Contact

Councilwoman Lois Tarkanian
Las Vegas City Council
City Hall, Tenth Floor
400 Stewart Avenue
Las Vegas, NV 89101
Phone: 702-229-6327
Fax: 702-366-0032
ltarkanian@lasvegasnevada.gov

7. School Assessment Team Members

a. Public Works

Mike Janssen, PE, PTOE
Assistant City Traffic Engineer
Public Works Department
City Hall, Fourth Floor
400 Stewart Avenue
Las Vegas, NV 89101
702-229-4866
mjanssen@lasvegasnevada.gov

b. School District

Walt Ruffles
Superintendent
Clark County School District
5100 West Sahara Ave.
Las Vegas, NV 89146 USA
Office: 702-799-5000
waltr@interact.ccsd.net

c. School Administration

Primary:

Hyde Park Middle School
Vegas Verdes Elementary School
Wasden Elementary School

Secondary:

Griffith Elementary School
Hancock Elementary School
Our Lady of Las Vegas

d. Walking and Bicycling Advocacy

Erin Breen
Safe Community Partnership
Transportation Research Center
University of Nevada, Las Vegas
Howard R. Hughes College of Engineering
4505 Maryland Parkway, Box 454007
Las Vegas, NV 89154-4007
Office: (702) 895-1338
scp.unlv@gmail.com

e. Parents (PTA Representative)

Moises Denis
President
Nevada PTA
6134 W. Charleston Blvd
Las Vegas, NV 89146-1127
Office: 702-258-7885
Fax: 702-258-7836
president@nevadapta.org

f. Health Department

Deborah M. Williams, MPA, MPH, CHES
Chronic Disease Prevention & Health Promotion Manager
Division of Community Health
Southern Nevada Health District
400 Shadow Lane, Suite 101
Las Vegas, NV 89106
Office: (702) 759-1263
Fax: (702) 759-1416
williamsd@snhdmail.org

Alma Angeles
Pediatric Trauma Program Manager
University Medical Center
1800 W. Charleston Blvd.
Las Vegas, NV 89102
Office: (702) 383-2092
Alma.Angeles@umcsn.com

g. Air Quality Agency

Adam Vega
Air Quality Specialist
Clark County Dept of Air Quality and Environmental Management
500 South Grand Central Pkwy
Las Vegas, NV 89155
Office: (702) 455-1841

h. Safety Organization

Michael Geeser
AAA Nevada
3312 W. Charleston Blvd
Las Vegas, NV 89102
Office: (702) 870-9171 ext. 255
Michael_Geeser@csaa.com

i. Law Enforcement

Capt. Patrick Neville
Bureau Commander, Bolden Area Command
Las Vegas Metropolitan Police Department (METRO)
1851 Stella Lake
Las Vegas, NV 89101
Office: (702) 828-3347

Filiberto Arroyo
Chief of Police, Clark County School District
120 Corporate Park
Henderson, Nevada 89074
Office: (702) 799-7830 ext. 5203
fparroyo@interact.ccsd.net

j. Fire Department

Tim Szymanski
Las Vegas Fire and Rescue
500 N. Casino Center Boulevard
Las Vegas, NV 89101
Phone: (702) 229-0145
tszymanski@lasvegasnevada.gov

k. Adjoining Neighborhood Residents

Stephen Harsin
Director of Neighborhood Services
City of Las Vegas Neighborhood Services
400 Stewart Avenue (2nd Floor)
Las Vegas, Nevada 89101
Office: (702) 229-2330
Fax: (702) 2291033
sharsin@lasvegasnevada.gov

l. City, County and State Transportation Agencies

Jacob Snow
General Manager
Regional Transportation Commission of Southern Nevada
600 S. Grand Central Pkwy. Suite 350
Las Vegas, NV 89106
Office: (702) 676-1727
Fax: (702) 676-1713
dukej@rtcsonv.com

Kent Sears, P.E.
District Traffic Engineer
Nevada Department of Transportation
123 E. Washington Avenue, Bldg A
Las Vegas, NV 89101
Office: (702) 385-6500
Fax: (702) 385-6511
ksears@dot.state.nv.us

8. Which Category Does This Project Fall Within?

Non-Infrastructure and Infrastructure

9. Project Amount Requested

Description	Quantity	Unit Cost	Total
Infrastructure			\$1,968,250.00
Non-Infrastructure			\$33,826.00
PROJECT TOTAL			\$2,002,076.00

10. Total Project Cost

Description	Quantity	Unit Cost	Total
Infrastructure			\$1,968,250.00
City of Las Vegas Neighborhood Traffic Calming Program (Dynamic Speed Signs)			\$20,000.00
		SUB TOTAL	1,988,250.00
Non-Infrastructure			\$33,826.00
Mesh Bicycle Safety Vests for Bike Trains (Outside Source, not Nevada SR2S)	100	\$10.00	\$1000.00
Look Out Kids About (Facts Sheets)			\$500.00
		SUB TOTAL	\$35,326.00
PROJECT TOTAL			\$2,023,576.00

***NOTE to Grant Selection Board:**

We understand that this grant application is requesting a large amount of funds at just over \$2,000,000. We think the improvements will be a great addition and spur a sizeable increase in children walking and biking to school. With this being said, if funding amounts had to be reduced, we could delay our proposed section 3 improvements (as detailed on page 8) and in doing so, reduce our funding request to just over \$1,600,000.

11. Project Cost Estimate (Infrastructure)

CITY OF LAS VEGAS
SAFE ROUTES TO SCHOOL UPGRADES
HYDE PARK MIDDLE AND SURROUNDING SCHOOLS
COST ESTIMATE OF INFRASTRUCTURE IMPROVEMENTS

SECTION 1 - ALTA TO CHARLESTON & SECTION 4 - WASDEN IMPROVEMENTS

ITEM NO.	PAY ITEM	PAY UNIT	UNIT PRICE	QUANTITY	EXTENDED PRICE
200.01	MOBILIZATION AND DEMOBILIZATION	LS	\$ 29,000.00	1	\$ 29,000.00
202.01	REMOVE CONCRETE SIDEWALK	SF	\$ 3.00	2,500	\$ 7,500.00
202.02	REMOVE CURB & GUTTER	LF	\$ 7.00	1,200	\$ 8,400.00
202.03	REMOVE CROSS GUTTER	SF	\$ 4.00	520	\$ 2,080.00
202.04	REMOVE DRIVEWAY	SF	\$ 4.00	450	\$ 1,800.00
202.05	REMOVE CONCRETE BORDER / OLD FENCE FOUNDATIONS	LF	\$ 7.00	500	\$ 3,500.00
202.06	MISC. UTILITY ADJUSTMENTS	LS	\$ 14,500.00	1	\$ 14,500.00
208.01	PERMANENT PATCH	SF	\$ 8.00	1,200	\$ 9,600.00
302.01	TYPE II AGGREGATE	CY	\$ 65.00	500	\$ 32,500.00
502.01	RETAINING WALL	LF	\$ 50.00	375	\$ 18,750.00
613.01	10' CONCRETE PATH	SF	\$ 7.00	11,500	\$ 80,500.00
613.02	5' CONCRETE PATH	SF	\$ 7.00	8,300	\$ 58,100.00
613.03	SIDEWALK RAMP (CASE I)	EA	\$ 4,500.00	7	\$ 31,500.00
613.04	CONCRETE CURB EXTENSIONS	SF	\$ 50.00	3,200	\$ 160,000.00
613.05	L-TYPE CURB & GUTTER	LF	\$ 20.00	1,200	\$ 24,000.00
613.06	CROSS GUTTER	SF	\$ 15.00	520	\$ 7,800.00
613.07	DRIVEWAY (OPTION A)	SF	\$ 15.00	900	\$ 13,500.00
613.07	CONCRETE TACK-ON ISLAND	SF	\$ 15.00	3,000	\$ 45,000.00
616.01	RELOCATE CHAINLINK FENCE	LF	\$ 30.00	250	\$ 7,500.00
622.01	CONSTRUCTION SURVEYING	LS	\$ 14,500.00	1	\$ 14,500.00
623.01	RELOCATE STREETLIGHT	EA	\$ 1,500.00	1	\$ 1,500.00
624.01	TRAFFIC CONTROL AND MAINTENANCE	LS	\$ 14,500.00	1	\$ 14,500.00
628.01	MULTI-USE PATH SIGNAGE	EA	\$ 300.00	15	\$ 4,500.00
628.02	CROSSWALK PAVEMENT MARKING FILM	SF	\$ 7.00	280	\$ 1,820.00
SUBTOTAL					\$ 582,700.00
CONTINGENCY (10%)					\$ 58,270.00
DESIGN & CONSTRUCTION MANAGEMENT (15%)					\$ 88,905.00
TOTAL AMOUNT					\$ 740,875.00

SECTION 2 - CHARLESTON TO EL PARQUE

ITEM NO.	PAY ITEM	PAY UNIT	UNIT PRICE	QUANTITY	EXTENDED PRICE
200.01	MOBILIZATION AND DEMOBILIZATION	LS	\$ 32,000.00	1	\$ 32,000.00
202.01	REMOVE CONCRETE SIDEWALK	SF	\$ 3.00	1,500	\$ 4,500.00
202.02	REMOVE CURB & GUTTER	LF	\$ 7.00	2,850	\$ 19,950.00
202.03	REMOVE CROSS GUTTER	SF	\$ 4.00	2,600	\$ 10,400.00
202.04	REMOVE DRIVEWAY	SF	\$ 4.00	1,250	\$ 5,000.00
202.05	MISC. UTILITY ADJUSTMENTS	LS	\$ 16,000.00	1	\$ 16,000.00
208.01	PERMANENT PATCH	SF	\$ 8.00	2,900	\$ 23,200.00
302.01	TYPE II AGGREGATE	CY	\$ 66.00	700	\$ 46,200.00
401.01	SLURRY SEAL	SY	\$ 3.00	7,000	\$ 21,000.00
613.01	10' CONCRETE PATH	SF	\$ 7.00	13,500	\$ 94,500.00
613.02	5' CONCRETE PATH	SF	\$ 7.00	10,000	\$ 70,000.00
613.03	SIDEWALK RAMP (CASE I)	EA	\$ 4,500.00	9	\$ 40,500.00
613.04	CONCRETE CURB EXTENSIONS	SF	\$ 50.00	160	\$ 8,000.00
613.05	L-TYPE CURB & GUTTER	LF	\$ 20.00	2,900	\$ 58,000.00
613.06	CROSS GUTTER	SF	\$ 15.00	2,600	\$ 39,000.00
613.07	DRIVEWAY (OPTION A)	SF	\$ 15.00	2,500	\$ 37,500.00
613.07	CONCRETE TACK-ON ISLAND	SF	\$ 15.00	3,800	\$ 57,000.00
622.01	CONSTRUCTION SURVEYING	LS	\$ 16,000.00	1	\$ 16,000.00
623.01	RELOCATE UTILITY POLES	EA	\$ 5,000.00	3	\$ 15,000.00
624.01	TRAFFIC CONTROL AND MAINTENANCE	LS	\$ 16,000.00	1	\$ 16,000.00
628.01	MULTI-USE PATH SIGNAGE	EA	\$ 300.00	18	\$ 5,400.00
628.02	CROSSWALK PAVEMENT MARKING FILM	SF	\$ 7.00	350	\$ 2,450.00
628.03	TRAFFIC & PARKING LOT STRIPING	LF	\$ 4.00	3,300	\$ 13,200.00
SUBTOTAL					\$ 650,100.00
CONTINGENCY (10%)					\$ 65,010.00
DESIGN & CONSTRUCTION MANAGEMENT (15%)					\$ 97,515.00
TOTAL AMOUNT					\$ 812,625.00

SECTION 3 - EL PARQUE TO SAHARA

ITEM NO.	PAY ITEM	PAY UNIT	UNIT PRICE	QUANTITY	EXTENDED PRICE
200.01	MOBILIZATION AND DEMOBILIZATION	LS	\$ 17,000.00	1	\$ 17,000.00
202.02	REMOVE CURB & GUTTER	LF	\$ 7.00	1,200	\$ 8,400.00
202.03	REMOVE CROSS GUTTER	SF	\$ 4.00	5,000	\$ 20,000.00
202.04	REMOVE DRIVEWAY	SF	\$ 4.00	725	\$ 2,900.00
208.01	PERMANENT PATCH	SF	\$ 8.00	1,500	\$ 12,000.00
302.01	TYPE II AGGREGATE	CY	\$ 65.00	250	\$ 16,250.00
613.01	5' CONCRETE PATH	SF	\$ 7.00	5,700	\$ 39,900.00
613.02	SIDEWALK RAMP (CASE I)	EA	\$ 4,500.00	14	\$ 63,000.00
613.03	L-TYPE CURB & GUTTER	LF	\$ 20.00	1,200	\$ 24,000.00
613.04	CROSS GUTTER	SF	\$ 15.00	5,000	\$ 75,000.00
613.05	DRIVEWAY (OPTION A)	SF	\$ 15.00	1,450	\$ 21,750.00
613.06	CONCRETE TACK-ON ISLAND	SF	\$ 15.00	500	\$ 7,500.00
622.01	CONSTRUCTION SURVEYING	LS	\$ 8,500.00	1	\$ 8,500.00
624.01	TRAFFIC CONTROL AND MAINTENANCE	LS	\$ 8,500.00	1	\$ 8,500.00
628.01	MULTI-USE PATH SIGNAGE	EA	\$ 300.00	12	\$ 3,600.00
628.02	CROSSWALK PAVEMENT MARKING FILM	SF	\$ 7.00	500	\$ 3,500.00
SUBTOTAL					\$ 331,800.00
CONTINGENCY (10%)					\$ 33,180.00
DESIGN & CONSTRUCTION MANAGEMENT (15%)					\$ 49,770.00
TOTAL AMOUNT					\$ 414,750.00

COMBINED TOTAL \$ 1,968,250.00

11. Project Cost Estimate (Non-Infrastructure)

Description	Quantity	Unit Cost	Total
Look Out Kids About			
Enjoy the Ride DVD	1	\$32.00	\$32.00
Guide to Safe & Enjoyable Cycling	1	\$15.00	\$15.00
Parent Surveys (2 sided)	10000	\$0.06/side	\$1,200.00
Student Travel Surveys	10000	\$0.06	\$600.00
SR2S Maps (Color Copies)	10000	\$0.12	\$1,200.00
Drop-off Procedures (Color Copies)	10000	\$0.12	\$1,200.00
Logo Magnets	10000	\$181.04/1000	\$1,825.00
Bumper Stickers (+proof charge)	10000	\$240.92/1000	\$2,424.00
Pencils (+screen/proof/shipping charges)	10000	\$0.12	\$1,385.00
TOTAL			\$9,881.00
AAA Traffic Safety Materials			
Safe Walking Tips-F4153	5000		\$0
Use Your Head, Use Your Helmet -F4082	5000		\$0
Bike Basics-F4084	5000		\$0
Bicycle Skill Tests-F3282	2		\$0
Taking Care of Your Bike-F632	350		\$0
Helmet Fit Flyer	5000		\$0
TOTAL			\$0.00
Clark County			
Bad Driving Magnets	10000	\$4,300/10000	\$4,300.00
TOTAL			\$4,300.00
UMC/Southern Nevada Health District/CCSD			
Bike Helmets	3100	\$3.95	\$12,245.00
TOTAL			\$12,245.00
Safe Kids/Safe Communities Partnership			
Walkability Checklists (English/Spanish)	10000	\$0.12/side	\$2,400.00
Int'l Walk to School Day Events (Backpacks, Volunteer T-Shirts, etc.)	2	\$2500.00	\$5,000.00
TOTAL			\$7,400.00
TOTAL Non-Infrastructure Costs			\$33,826.00

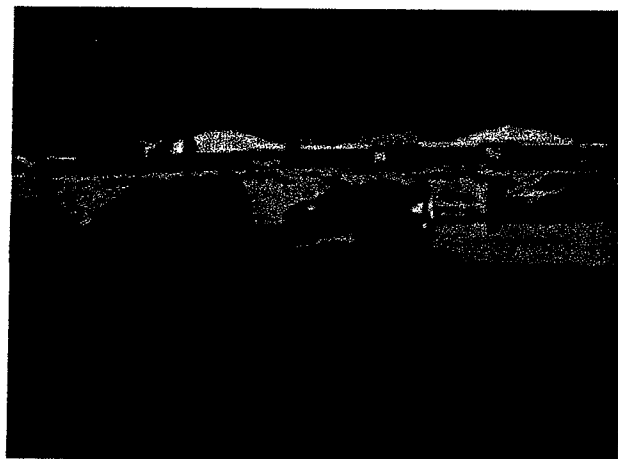
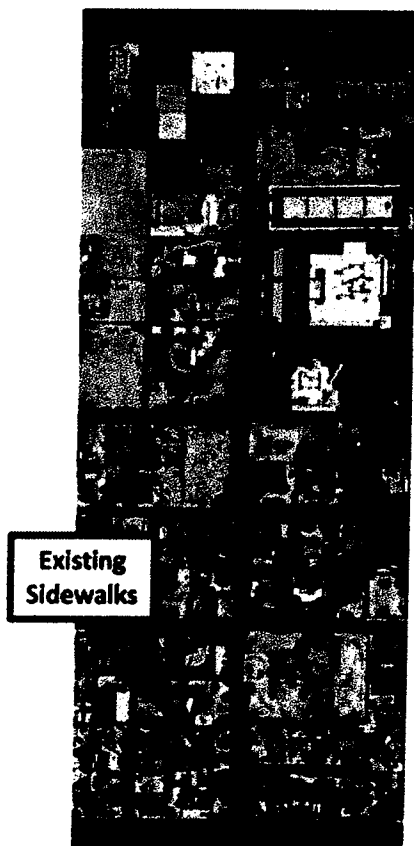
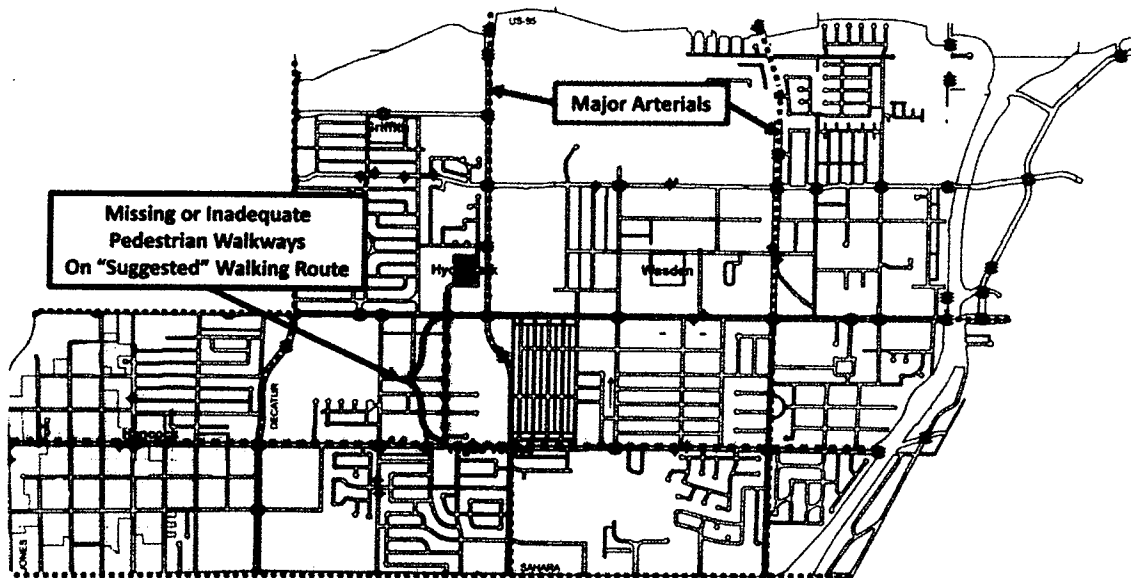
12. Project Description

Problem Statement

For students attending Hyde Park Middle School and Vegas Verdes Elementary School that live within 2 miles of the schools, avoiding high volume and high speed streets in their entirety is unavoidable. As shown below, within the 2 mile radius of these schools, Sahara Avenue carries nearly 60,000 cars per day; Charleston Blvd carries nearly 40,000 cars per day; Valley View Blvd carries nearly 30,000 cars per day; and Oakey Blvd carries nearly 20,000 cars per day. The City of Las Vegas, in an effort to minimize the students exposure to these higher volume streets, has suggested, as one of the primary portions of the suggested route to school for many children attending Hyde Park Middle School and Vegas Verdes Elementary School, the use of a segment of Hinson Street and Las Verdes Street as an alternative to the much higher volume and higher speed Valley View Blvd for north/south travel. Hinson Street and Las Verdes Street, which are much lower traffic volume streets with around 1500-2000 cars per day, have no existing bike lanes, lacks sidewalk in some areas, are missing ADA accessible ramps in some locations, and still requires students to cross wide streets at numerous locations. As a result, students have been observed riding bikes on very narrow and crowded sidewalks, or walking in the street alongside vehicle traffic. Some students walk in dirt areas to stay away from traffic and other students were observed crossing at Oakey and Sahara outside of the marked crosswalks.

Traffic Volume			
Street Name	ROW	Average Daily Traffic	Date Counted
Alta Drive	80'	10,688	April 29, 2008
Valley View Blvd	80'	28,863	April 29, 2008
Fulton Place	60'	3,338	September 28, 2006
Hinson Street	60' - 80'	1,350	August 21, 2008
Charleston Blvd	100'	36,575	August 21, 2008
Oakey Blvd	80'	18,175	January 30, 2008
Las Verdes Street	60'	1,732	April 18, 2001
Sahara Avenue	150'	56,550	June 27, 2006

In addition to the challenges noted above, another problem identified by parents, teachers, and concerned area residents involves congested conditions and perceived unsafe conditions adjacent to the Vegas Verdes Elementary School, Hyde Park Middle School, and nearby Wasden Elementary School during morning drop off and afternoon pick-up times. Because of the existing conditions, many parents have been unwilling to allow their children to walk or ride a bike to school and instead choose to drive their children to school making matters worse during drop off / pick-up times. A common problem around the schools during drop off / pick-up times is parents making u-turns all along the streets, parents parking in red curb areas and blocking marked crosswalks, and double parking which causes reduced visibility of students at crossing locations. Lastly, speeding along the streets has also been a concern.



Problem Solution

The solutions we are proposing to address the items noted in the problem statement are many. First and foremost, if we are going to help reduce the congested and perceived unsafe conditions around the schools during drop off / pick-up periods, we need to make the routes to school safer for the children so parents will let them walk or ride a bike and in doing so, congestion around the schools would go down and safety would go up. For that to happen, we are proposing to create a new 10-12' wide multi-use path that will accommodate both walking and bicycling students. At the northern most end of our improvement, this path would begin at the southwest corner of Alta/Valley View Blvd where we already have existing bike lanes on Alta Drive (which are known as the Downtown to Red Rocks Bike Trail) and where, to the west, we already have some recently installed curb extensions at Alta/Essex Street and Alta/Bedford Street so that students coming from the north and west can more easily cross Alta and access the bike lanes. From this point, we would install the 10-12' wide multi use path separated about 20' from the busy travel lanes along Valley View in an area where the city has excess right of way. This portion of the improvement would extend down to Fulton Street where we would reconstruct the curb line to accommodate a new widened sidewalk that would provide for a 10-12' wide multi-use path. The path would extend west to Northstar Street which is adjacent to Hyde Park Middle School. We would then reconstruct the curb line along Northstar Street to continue providing the 10-12' wide multi-use path down to Hinson Street where we would then continue widening portions of existing sidewalk and/or installing new 10-12' wide multi-use path segments. Students would continue to cross at Oakey and we would then widen the existing sidewalk on Las Verdes Street all the way down to Sahara Avenue so that we end up with an approximately 1 1/2 mile dedicated multi-use path for walking and biking to school.

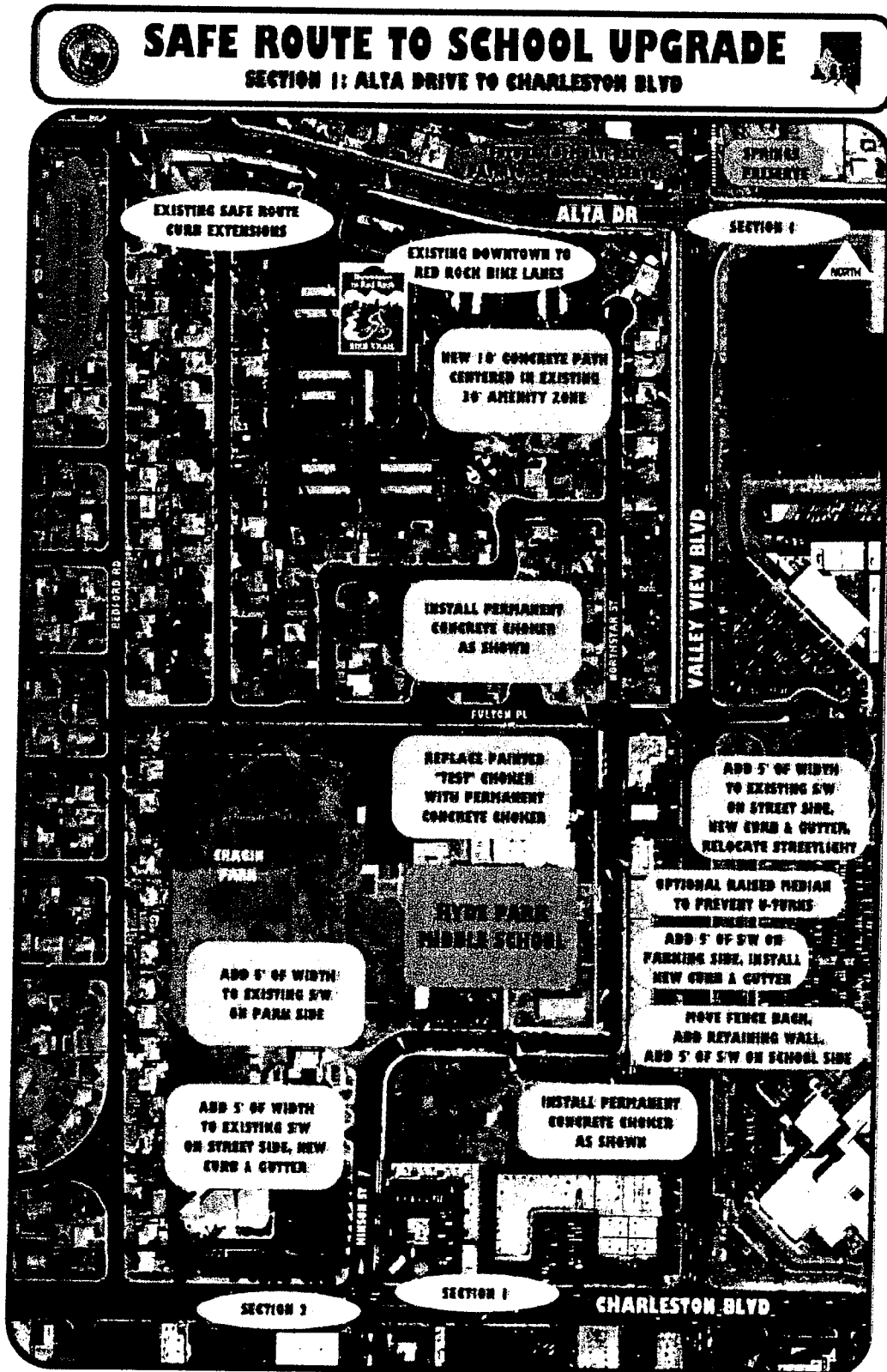
In addition to the 1 1/2 mile long multi-use path, along the way, we are proposing to incorporate some other improvements to improve pedestrian safety and provide for some traffic calming. This work includes the additions of curb extensions/chokers at existing school crossings at Fulton/Northstar; at the Hinson crossing in front of Hyde Park; at the Hinson crossing on the south side of Hyde Park; at the Hinson/Oakey crossing; at the Las Verdes/Casa Grande crossing; and at the existing crossing in front of Wasden Elementary on Palomino lane. These curb extensions will also keep parents from parking in a crosswalk and reduce the exposure time of students to vehicle traffic conflicts. Also, we propose to add a new median refuge island along Oakey to enhance the protection for students crossing at the Oakey/Las Verdes and Oakey/Los Altos locations which are unsignalized and adding a new raised median down the center of Northstar/Hinson adjacent to Hyde Park Middle School and down the center of Palomino Lane adjacent to Wasden Elementary to prohibit parents from making u-turns which has created a lot of concern for neighborhood residents, parents, and principals and which has contributed to congested conditions. Lastly, we will provide new ADA ramps where missing adjacent to the schools and upgrade existing ADA ramps where needed along the schools and the 1 1/2 mile long multi-use path.

As a final improvement, we will try to install a new "worm" median island at Las Verdes/Sahara. This median island would eliminate thru movements and left turns from

Las Verdes onto and across Sahara and would in turn, allow for an improved refuge island for students crossing. Today, folks who turn left or continue thru from Las Verdes have to cross 6 lanes of traffic and often times focus on the vehicles in these travel lanes instead of the students crossing. Installation of this median would require NDOT approval and would only be approved if accident data supports closure. We will have to order 3 years of new accident data and meet again with NDOT staff because the most recently available crash data did not support to addition of the median restriction.

The above noted items address our Engineering solutions and in large part will allow us to promote special events to Encourage more biking and walking as discussed further in our grant application. Prior to the infrastructure completion, we, in conjunction with the Look Out Kids About (LOKA), will kick-off an Education campaign at all of the schools that will be benefitting from the improvements. The campaign will focus on elements of both pedestrian and bicycling safety and is further discussed in this grant application. All of our efforts above and a commitment from the CCSD School Police and Metro Police to help ensure that parking requirements, speed restrictions, and other driving requirements are Enforced in and around the schools to ensure safety should result in a great improvement for this area. To see that the results are achieved, we will Evaluate all of the conditions before and after the improvements are made so that we can use the experience gained from this project as a guide for future projects.

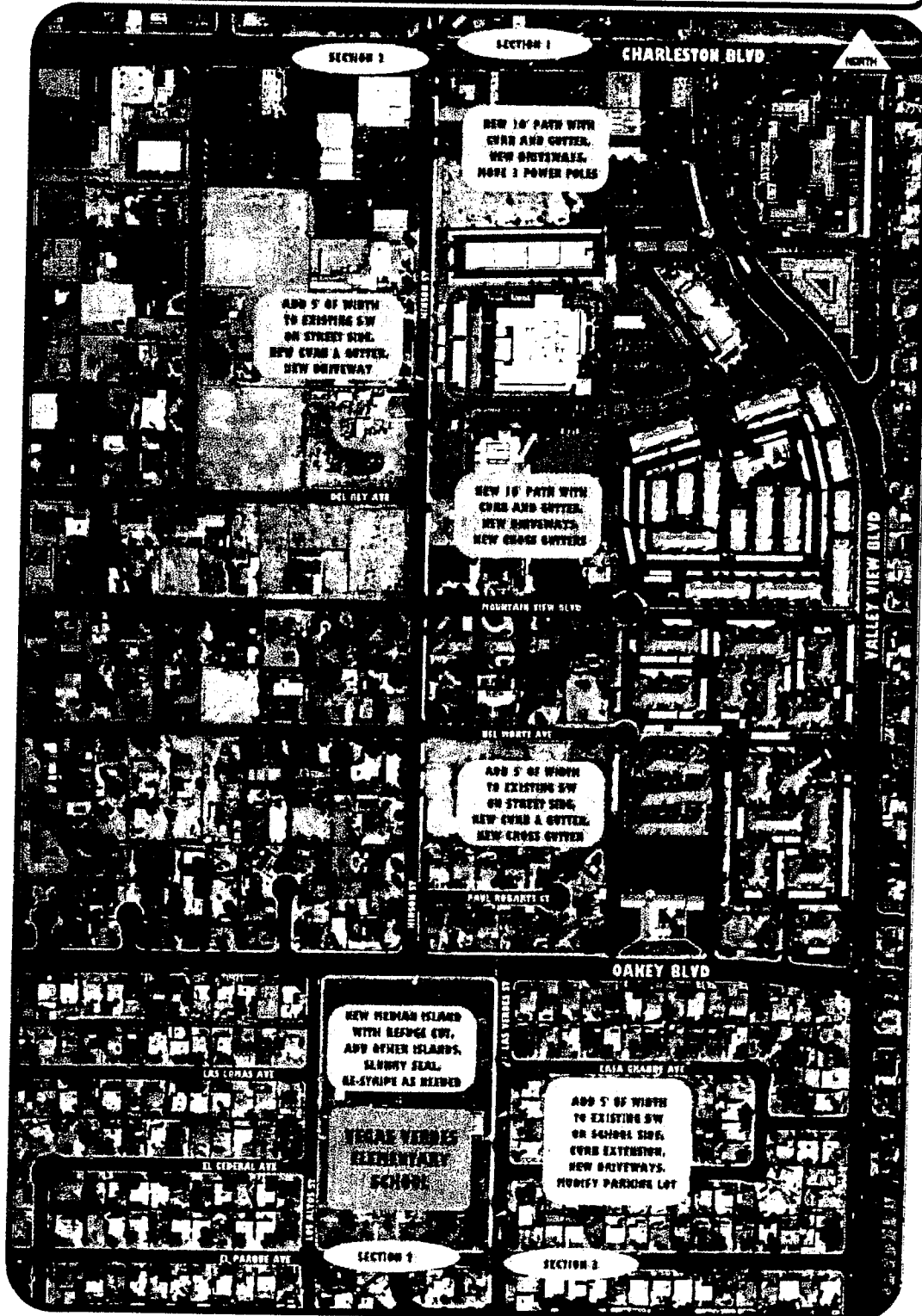
Problem Solution (Detailed Infrastructure Project)





SAFE ROUTE TO SCHOOL UPGRADE

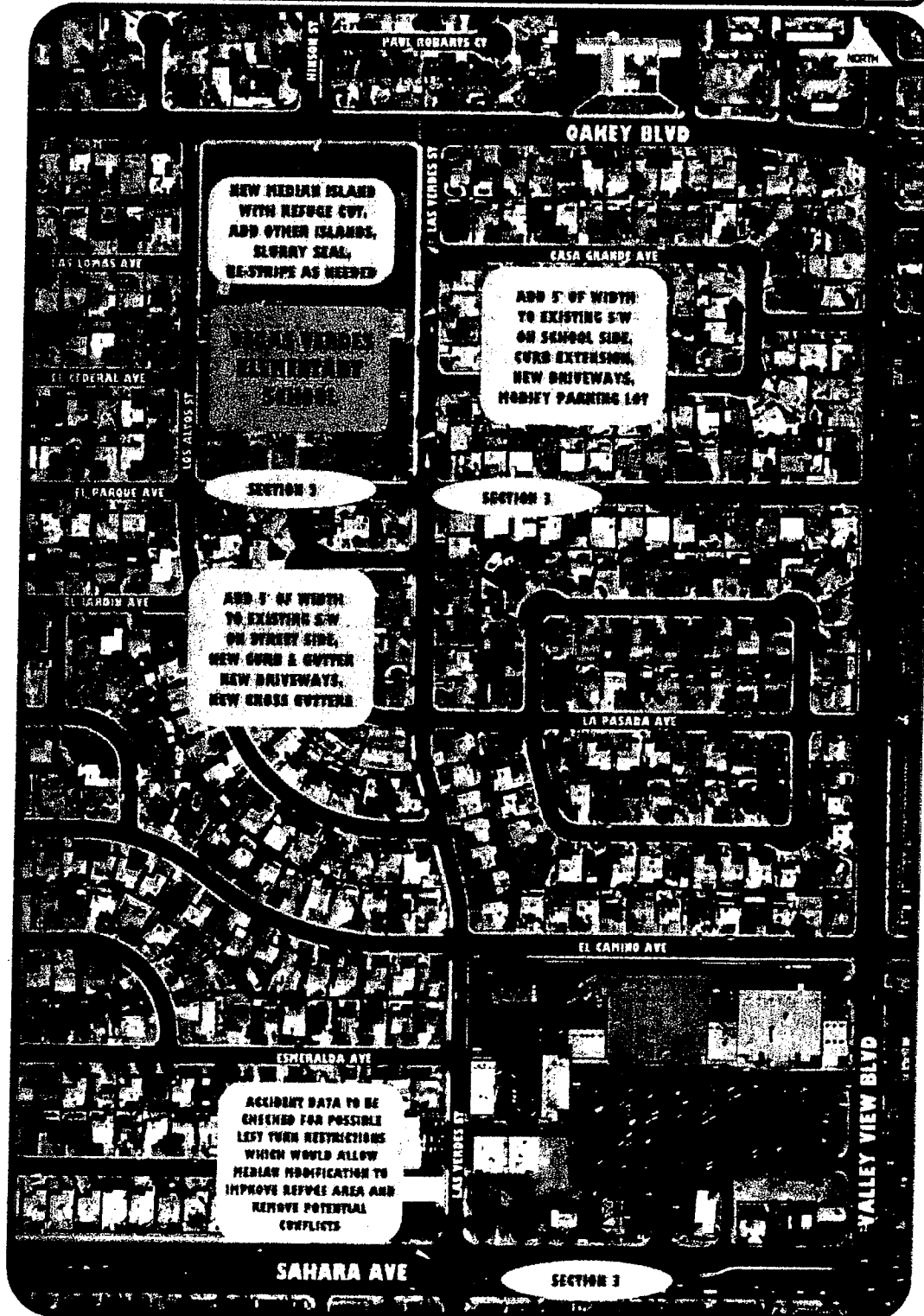
SECTION 2: CHARLESTON BLVD TO EL PARQUE AVE





SAFE ROUTE TO SCHOOL UPGRADE

SECTION 3: EL PARQUE AVE TO SAHARA AVE





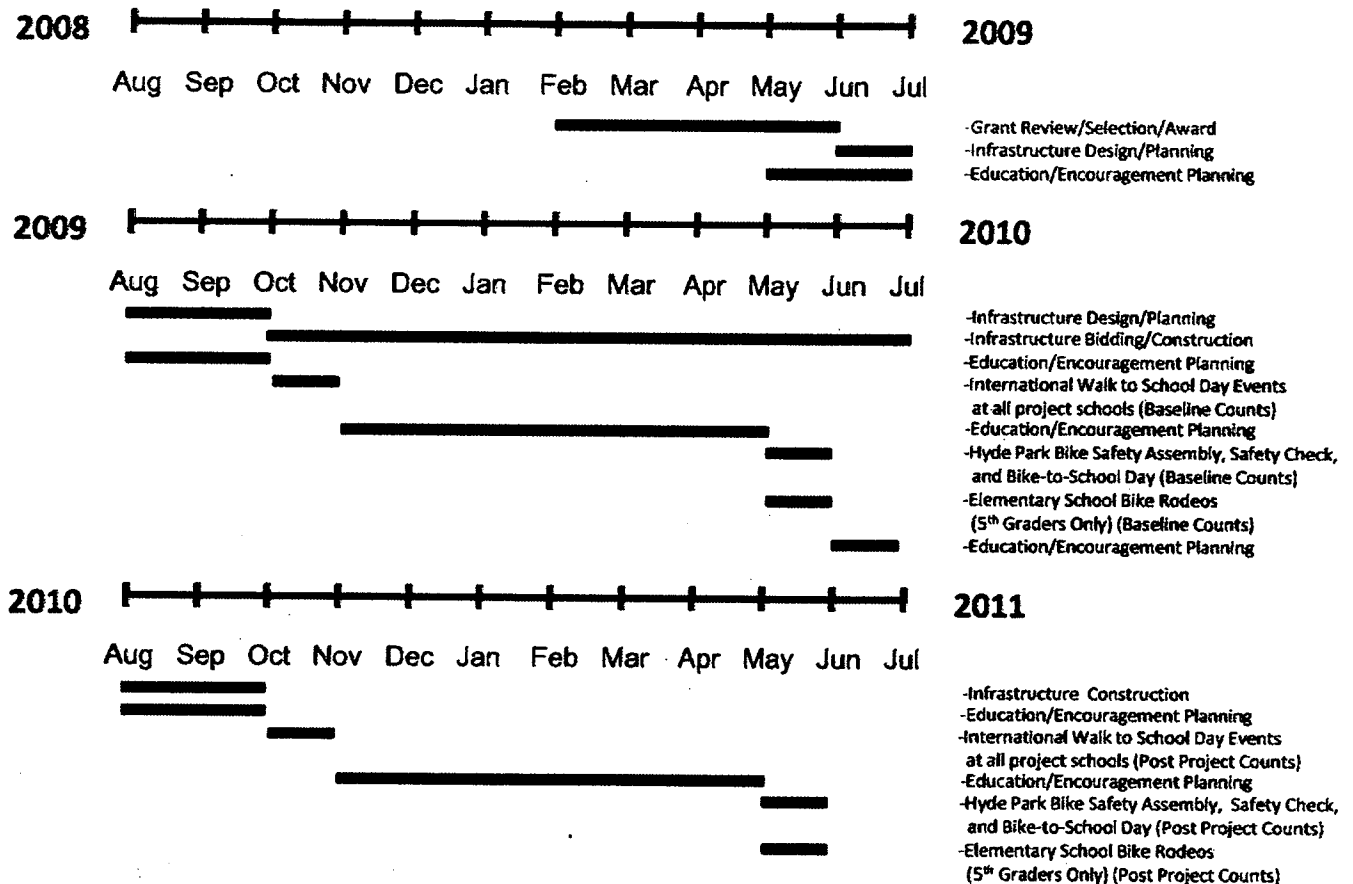
SAFE ROUTE TO SCHOOL UPGRADE

SECTION 4: WARDEN IMPROVEMENTS



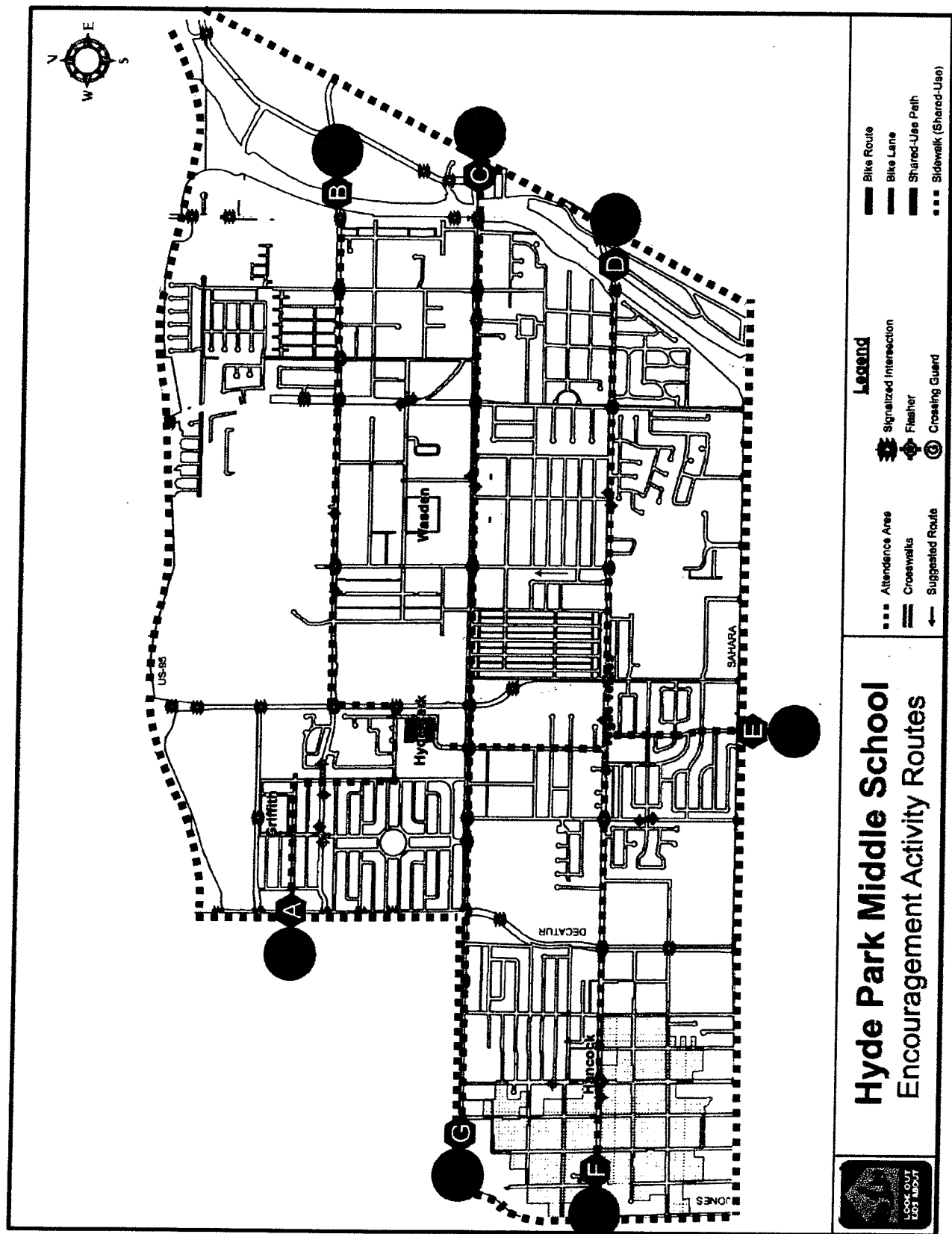
a. Describe how the project:

i. will help enable and encourage students to walk and bicycle to school

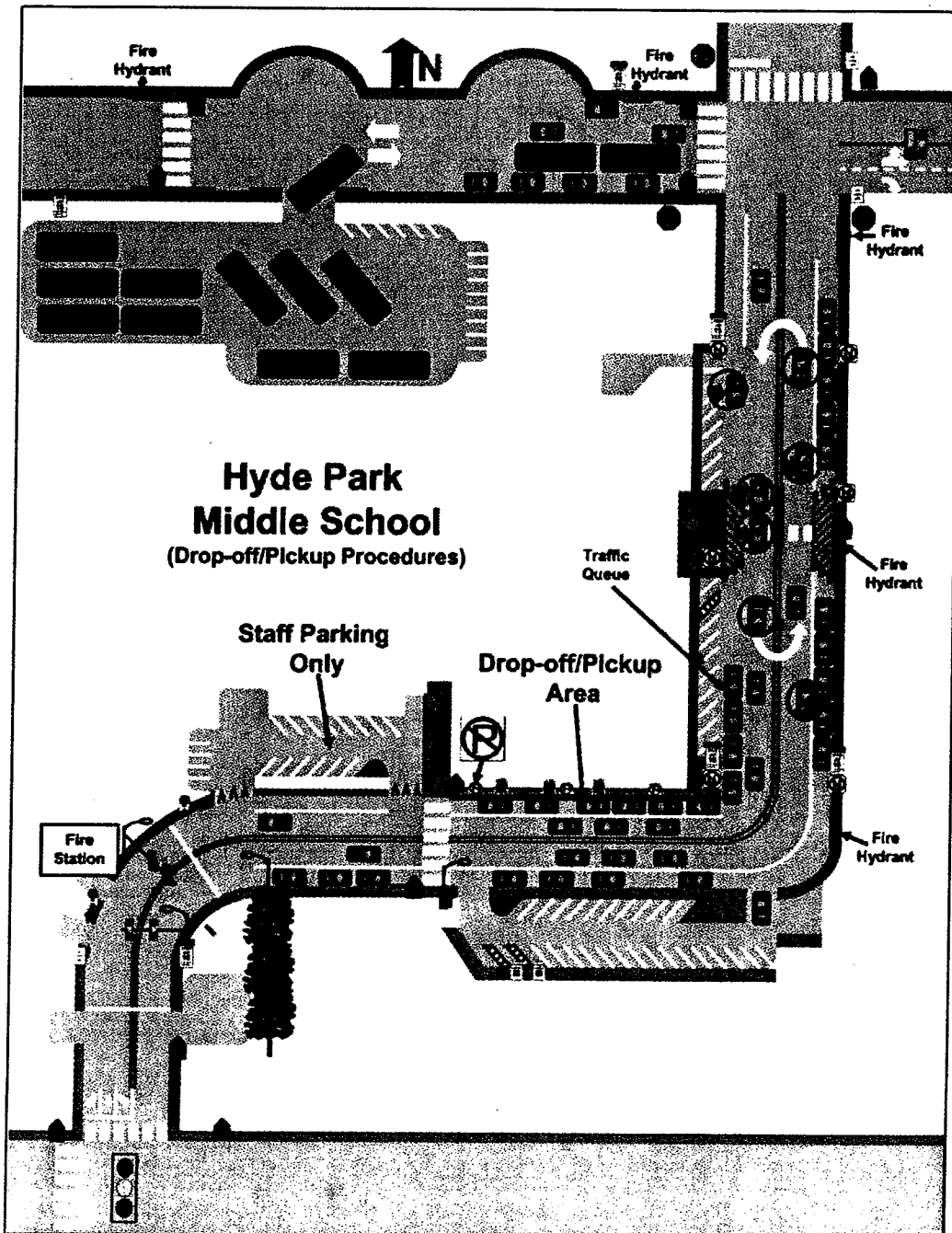


The non-infrastructure portion of this grant will bring together key community partners to the schools affected by the project to help educate students about the health benefits of walking and bicycling to school as well as the safety aspects involved with these activities. LOKA will help coordinate this effort.

Task 1: LOKA will ensure school staff and Parent Teacher Association (PTA) or Parent Teacher Organization (PTO) leaders are familiar with the "Suggested" Routes to School map the City of Las Vegas Public Works Department has developed for their specific school. In the case of the private schools, LOKA will work with the schools to ensure they have a map as well. These maps are a basic planning tool for activities to encourage more students to walk and bike to school. Since there are many roads surrounding our schools, school staff and PTA/PTO leaders need to identify a few major corridors to channel the pedestrian flow to. Besides the basic adage, "there is safety in numbers," these corridors will allow a handful of volunteers to run encouragement activities like Walking School Buses or Bike Trains. A successful Safe Routes to School program can be managed by one "champion" at a school; however, if the scope becomes too large, the program will be in danger of fading interest.



Task 2: Schools must have clearly defined drop-off and pickup procedures. According to statistics, 25% of traffic congestion occurs in the mornings and afternoons near schools. Pedestrian safety in school zones depends upon public understanding of accepted methods for efficient traffic control. Neither pedestrians on their way to or from school nor road users can be expected to move safely in school areas unless they understand both the need for traffic controls and how these controls function for their benefit. If schools do not already have drop-off and pickup procedures, LOKA will assist the schools in developing them.



Task 3: LOKA will assist PTA/PTO leaders in organizing volunteers to plan and execute a Walk-to-School event for the first Wednesday in October 2009 (International Walk-to-School Day). The Walk-to-School event will include PTA/PTO volunteers performing Walking School Buses on the seven encouragement activity routes identified above. 7 volunteers will start at the ends of these routes and students will join them as they approach the intersections closest to the students' homes. These volunteers will also help put together information "goodie" bags for every student at their school to be handed out in each classroom at the end of the day. These "goodie" bags will at a minimum include the following community partner handouts:

The School's "Suggested" Routes to School Map
 The School's Drop-off and Pickup Procedures
 AAA Safe Walking Tips
 AAA Safe Biking Tips
 AAA Bike Basics
 Clark County Bad Driving Magnets
 Clark County Bad Driving Tips (English & Spanish)
 Look Out Kids About Magnets
 Look Out Kids About Bumper Stickers
 Look Out Kids About Pencils
 Walkability Checklist (English/Spanish)



Neons



Neon Yellow - N1



Neon Yellow - N1

Task 4: LOKA will coordinate with Safe Communities Partnership and Safe Kids to include the schools in this project in their 2009 and 2010 International Walk-to-School Day events. This grant will fund additional incentive items these organizations use to encourage students to walk to school during these events, such as volunteer T-shirts, inexpensive backpacks, pedometers, nighttime reflective materials, and other traffic safety handouts these organizations give away to students or their parents to accommodate these schools in their events.

Task 5: During the International Walk-to-School Day, PTA/PTO volunteers will monitor crossings on the perimeter of their school and crossings of concern along the walking routes to the school to determine actual student walking and crossing habits. Discrepancies in traffic controls or bad crossing habits will be reported to LOKA so that they can adapt further traffic safety education plans to correct behavioral issues and inform the City of Las Vegas Public Works Department of the traffic control issues. At the crosswalks adjacent to school property, volunteers will remind drivers stopping on the crosswalks to unload students or parking within 20ft that NRS 484.399 prohibits these activities. If volunteers have difficulties at certain crossings, they will notify school staff and LOKA so that they can coordinate with METRO or CCSD School Police to address the enforcement issues.

NRS 484.399 Stopping, standing or parking prohibited in specified places.

1. A person shall not stop, stand or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or official traffic-control device, in any of the following places:

- (a) On a sidewalk;
- (b) In front of a public or private driveway;
- (c) Within an intersection;
- (d) Within 15 feet of a fire hydrant in a place where parallel parking is permitted, or within 20 feet of a fire hydrant if angle parking is permitted and a local ordinance requires the greater distance;
- (e) On a crosswalk;
- (f) Within 20 feet of a crosswalk;
- (g) Within 30 feet upon the approach to any official traffic-control signal located at the side of a highway;
- (h) Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone;
- (i) Within 50 feet of the nearest rail of a railroad;
- (j) Within 20 feet of a driveway entrance to any fire station and, on the side of a highway opposite the entrance to any fire station, within 75 feet of that entrance;
- (k) Alongside or opposite any highway excavation or obstruction when stopping, standing or parking would obstruct traffic;
- (l) On the highway side of any vehicle stopped or parked at the edge of or curb of a highway;
- (m) Upon any bridge or other elevated structure or within a highway tunnel;
- (n) Except as otherwise provided in subsection 2, within 5 feet of a public or private driveway; and
- (o) At any place where official traffic-control devices prohibit stopping, standing or parking.

Task 6: The Week of the International Walk-to-School Day 2009, school administrators will task teachers to collect the information contained in the Federal Highway Administration's (FHWA's) Parent Surveys and Student Travel Surveys. This information will be collected by LOKA and given to the City of Las Vegas grants department to be used as the baseline counts for walking and biking students and grant reports.

(NOTE: This project will be under construction Nov 2009 thru Oct 2010.)

SURVEY ABOUT WALKING AND DRIVING TO SCHOOL - FOR PARENTS -

Dear Parent or Caregiver,
Your child's school wants to learn your thoughts about children walking and driving to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school year. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date. After you have completed the survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results. Thank you for participating in this survey!

School Name: _____

Completing this form: Please write with CAPITAL letters. Start items with "X" instead of "I".

- What is the grade of the child who brought home this survey? (K - 8) ☐ grade
- Is the child who brought home this survey male or female? ☐ MALE ☐ FEMALE
- How many children do you have in Kindergarten through 8th grade? ☐ children
- What is the street intersection nearest your home? (provide the names of the intersecting streets)
_____ AND _____
- How far does your child live from school? (choose one and mark with X in box)

☐ A. less than 1/4 mile	☐ D. 1/2 mile up to 1 mile	☐ F. More than 2 miles
☐ B. 1/4 mile up to 1/2 mile	☐ E. 1 mile up to 2 miles	☐ G. Don't know
- On most days, how does your child arrive at school and leave for home after school? (check all that apply)

Arrives at school	Leaves for home
☐ a. Walk	☐ a. Walk
☐ b. Bike	☐ b. Bike
☐ c. School Bus	☐ c. School Bus
☐ d. Family vehicle only, with children from your family	☐ d. Family vehicle only, with children from your family
☐ e. Carpool (riding with children from other families)	☐ e. Carpool (riding with children from other families)
☐ f. Transit only (bus, subway, etc.)	☐ f. Transit only (bus, subway, etc.)
☐ g. Other (scooter, skateboard, roller skates, etc.)	☐ g. Other (scooter, skateboard, roller skates, etc.)
- How long does it normally take your child to get to school? (check all that apply)

Travel time to school	Travel time from school
☐ a. Less than 5 minutes	☐ a. Less than 5 minutes
☐ b. 6 - 10 minutes	☐ b. 6 - 10 minutes
☐ c. 11 - 20 minutes	☐ c. 11 - 20 minutes
☐ d. More than 20 minutes	☐ d. More than 20 minutes
☐ e. Don't know / Not sure	☐ e. Don't know / Not sure

Page 1 of 2

- Has your child asked you for permission to walk or bike to/from school in the last year? (select one) ☐ YES ☐ NO
- At what grade would you allow your child to walk or bike without an adult to/from school? (select a grade between K - 8) ☐ grade (or ☐ I would not feel comfortable at any grade)
- Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (check all that apply - mark with X in box)

☐ Distance	☐ YES ☐ NO ☐ Not Sure
☐ Convenience of driving	☐ YES ☐ NO ☐ Not Sure
☐ Time	☐ YES ☐ NO ☐ Not Sure
☐ Child's before or after-school activities	☐ YES ☐ NO ☐ Not Sure
☐ Speed of traffic along route	☐ YES ☐ NO ☐ Not Sure
☐ Amount of traffic along route	☐ YES ☐ NO ☐ Not Sure
☐ Adults to walk or bike with	☐ YES ☐ NO ☐ Not Sure
☐ Bicyclist or pathways	☐ YES ☐ NO ☐ Not Sure
☐ Safety of intersections and crossings	☐ YES ☐ NO ☐ Not Sure
☐ Crossing guards	☐ YES ☐ NO ☐ Not Sure
☐ Weather or climate	☐ YES ☐ NO ☐ Not Sure
- In your opinion, how much does your child's school encourage or discourage walking and biking to/from school? (select one, mark with X in box)

Strongly Encourage	Encourage	Neutral	Discourage	Strongly Discourage
--------------------	-----------	---------	------------	---------------------
- How much PE is walking or biking to/from school for your child? (select one)

Very Fun	Fun	Boring	Very Boring
----------	-----	--------	-------------
- How HEALTHY is walking or biking to/from school for your child? (select one)

Very Healthy	Healthy	Unhealthy	Very Unhealthy
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- What is the highest grade or year of school you completed? (select one, mark with X in box)

☐ Grades 1 through 8 (Elementary)	☐ College 1 to 3 years (Some college or technical school)
☐ Grades 9 through 11 (Some high school)	☐ College 4 years or more (College graduate)
☐ Grade 12 or GED (high school graduate)	☐ Prefer not to answer

Please provide any additional comments below:

Thank you for participating in this survey!
Page 2 of 2

Parent Survey

SAFE ROUTES TO SCHOOL STUDENT ARRIVAL AND DEPARTURE TALLY SHEET

School Name: _____ Zip Code: _____

Teacher: _____ Grade (K-8): _____

Monday's Date: / / of students enrolled in class:

Teachers, here are simple instructions for using this form:

- Please conduct these counts on any two days from Tuesday, Wednesday, or Thursday of the assigned week. Only two days worth of counts are needed, but counting all 3 provides better data.
- Please do not conduct these counts on Mondays or Fridays.
- Before asking your students to raise their hands to indicate the one answer that is correct for them, read through all potential answers so they will know what the choices are.
- Ask your students as a group the question "How did you arrive at school today?"
- Read each answer and record the number of students that raised their hands for each.
- Please use one character or number in each box.
- Follow the same procedure for the question "How do you plan to leave for home after school?"
- Please conduct the count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1. Fill in the weather conditions and number of students in class each day		Step 2. Ask students "How did you arrive at school today?" and "How do you plan to leave for home after school?" (record number of hands for each answer)						
Weather (Sunny, Rainy, or Overcast - See notes)	Number of Students (in class when count made)	Walk	Bike	School Bus	Family Vehicle (only with children from your family)	Carpool (riding with children from other families)	Transit (city bus, subway, etc.)	Other (scooter, skateboard, roller skates, etc.)
SAMPLE	5	2	7	4	2	1	1	7
Tues AM								
Tues PM								
Wed AM								
Wed PM								
Thur AM								
Thur PM								

Comments (List disruptions to counts or any unusual travel conditions to/from the school on the days of the tally):

Thank you for helping gather this information!

Student Travel Survey

Task 7: After wrapping up the International Walk-to-School Day 2009 tasks, LOKA will start planning for Bike Safety month 2010. Bike Safety month will include three elements for bike safety: Bike Safety Assemblies; Bike Safety Checks/Bicycle Skills Rodeos, and Bike Trains.

Task 8: Bike Safety Assemblies will be held for all students at Hyde Park Middle School and 5th grade students at the elementary schools during the first week of May 2010. Bike Safety Assemblies will begin by viewing the League of American Bicyclists video called, "Enjoy the Ride" (22 minutes). After the video, representatives from University Medical Center (UMC) and Southern Nevada Health District, and the CCSD Traffic Safety Coordinator will talk about key points of the video as they relate to common bicycling injuries they are trying to prevent in Southern Nevada. UMC, Southern Nevada Health District, and PTA/PTO volunteers will then hand out new bike helmets to all students with instructions for proper fit.

Task 9: During the first weekend in May 2010, LOKA will host a Bike Safety Check and Bicycle Skills Rodeo at Hyde Park Middle School for students that live within a biking distance of Hyde Park. Students will be encouraged to ride their bikes to the event with a parent on the routes they would take to Hyde Park during the school year. This will be an opportunity for parents to identify hazards to the young bicyclist if they allow them to ride their bikes to school. Any hazards identified should be reported to LOKA so that they can coordinate with the appropriate officials to resolve the hazards. This event will be divided into two sessions to accommodate two different age groups. The first session will be designed for 5th grade students and the second session will be designed for Hyde Park Students. LOKA will coordinate support from Las Vegas Fire and Rescue, METRO, and local bicycle shops to man bicycle check stations during both sessions. LOKA and PTA/PTO volunteers from the elementary schools will support the Bicycle Skills Rodeo stations for the 5th graders and LOKA and PTA volunteers from Hyde Park will support the Bicycle Skills Rodeo stations for the middle school students. Hyde Park students successfully completing the Bicycle Skills Rodeo will be eligible to participate in a bike train event during the third week of May 2010. Students will be required to provide written permission from their parents to participate in the event upon signing up the following week.

Task 10: Hyde Park students successfully completing the Bicycle Skills Rodeo above will be eligible to participate in a bike train event during the second week of May 2010. Students will have three days (Monday thru Wednesday) to sign-up for the bike train event. This event will be run starting at the ends of the seven encouragement activity routes identified above. Only 10 students per adult rider will be allowed to ride together in a group; therefore, the number of adult volunteers needed must be identified as soon as possible after the student sign-up period. Students will be required to return home on their own or with the assistance of a parent. Students will also be responsible for locking their bikes at the school bike racks and securing their helmets and other riding gear.

Task 11: After the 2010 Bike Safety Month activities conclude, LOKA will assist PTA/PTO leaders in organizing volunteers to plan and execute a Walk-to-School event for the first Wednesday in October 2010 (International Walk-to-School Day). The Walk-to-School event will include PTA/PTO volunteers performing Walking School Buses on the seven encouragement activity routes identified above. 7 volunteers will start at the ends of these routes and students will join them as they approach the intersections closest to the students' homes. These volunteers will also help put together information "goodie" bags for every student at their school to be handed out in each classroom at the end of the day. These "goodie" bags will at a minimum include the following community partner handouts:

The School's "Suggested" Routes to School Map
The School's Drop-off and Pickup Procedures
AAA Safe Walking Tips
AAA Safe Biking Tips
AAA Bike Basics
Clark County Bad Driving Magnets
Clark County Bad Driving Tips (English & Spanish)
Look Out Kids About Magnets
Look Out Kids About Bumper Stickers
Look Out Kids About Pencils
Walkability Checklists (English/Spanish)

Task 12: LOKA will coordinate with Safe Communities Partnership and Safe Kids to include the schools in this project in their 2010 International Walk-to-School Day event. This grant will fund additional incentive items these organizations use to encourage students to walk to school during these events, such as volunteer T-shirts, inexpensive backpacks, pedometers, nighttime reflective materials, and other traffic safety handouts these organizations give away to students or their parents to accommodate these schools in their events.

Task 13: During the International Walk-to-School Day, PTA/PTO volunteers will monitor crossings on the perimeter of their school and crossings of concern along the walking routes to the school to determine actual student walking and crossing habits. Discrepancies in traffic controls or bad crossing habits will be reported to LOKA so that they can adapt further traffic safety education plans to correct behavioral issues and inform the City of Las Vegas Public Works Department of the traffic control issues. At the crosswalks adjacent to school property, volunteers will remind drivers stopping on the crosswalks to unload students or parking within 20ft that NRS 484.399 prohibits these activities. If volunteers have difficulties at certain crossings, they will notify school staff and LOKA so that they can coordinate with METRO or CCSD School Police to address the enforcement issues.

NRS 484.399 Stopping, standing or parking prohibited in specified places.

1. A person shall not stop, stand or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or official traffic-control device, in any of the following places:

(a) On a sidewalk;

- (b) In front of a public or private driveway;
- (c) Within an intersection;
- (d) Within 15 feet of a fire hydrant in a place where parallel parking is permitted, or within 20 feet of a fire hydrant if angle parking is permitted and a local ordinance requires the greater distance;
- (e) On a crosswalk;
- (f) Within 20 feet of a crosswalk;
- (g) Within 30 feet upon the approach to any official traffic-control signal located at the side of a highway;
- (h) Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone;
- (i) Within 50 feet of the nearest rail of a railroad;
- (j) Within 20 feet of a driveway entrance to any fire station and, on the side of a highway opposite the entrance to any fire station, within 75 feet of that entrance;
- (k) Alongside or opposite any highway excavation or obstruction when stopping, standing or parking would obstruct traffic;
- (l) On the highway side of any vehicle stopped or parked at the edge of or curb of a highway;
- (m) Upon any bridge or other elevated structure or within a highway tunnel;
- (n) Except as otherwise provided in subsection 2, within 5 feet of a public or private driveway; and
- (o) At any place where official traffic-control devices prohibit stopping, standing or parking.

Task 14: The Week of the International Walk-to-School Day 2010, school administrators will task teachers to collect the information contained in the Federal Highway Administration's (FHWA's) Parent Surveys and Student Travel Surveys. This information will be collected by LOKA and given to the City of Las Vegas grants department to be used as the actual change counts for walking and biking students and grant reports.

Task 15: After wrapping up the International Walk-to-School Day 2010 tasks, LOKA will start planning for Bike Safety month 2011. Bike Safety month will include three elements for bike safety: Bike Safety Assemblies; Bike Safety Checks/Bicycle Skills Rodeos, and Bike Trains.

Task 16: Bike Safety Assemblies will be held for all students at Hyde Park Middle School and 5th grade students at the elementary schools during the first week of May 2011. Bike Safety Assemblies will begin by viewing the League of American Bicyclists video called, "Enjoy the Ride" (22 minutes). After the video, representatives from University Medical Center (UMC) and Southern Nevada Health District, and the CCSD Traffic Safety Coordinator will talk about key points of the video as they relate to common bicycling injuries they are trying to prevent in Southern Nevada. UMC, Southern Nevada Health District, and PTA/PTO volunteers will then hand out new bike helmets to all 5th grade students only with instructions for proper fit.

Task 17: During the first weekend in May 2011, LOKA will host a Bike Safety Check and Bicycle Skills Rodeo at Hyde Park Middle School for students that live within a biking distance of Hyde Park. Students will be encouraged to ride their bikes to the event with a parent on the routes they would take to Hyde Park during the school year. This will be an opportunity for parents to identify hazards to the young bicyclist if they allow them to ride their bikes to school. Any hazards identified should be reported to LOKA so that they can coordinate with the appropriate officials to resolve

the hazards. This event will be divided into two sessions to accommodate two different age groups. The first session will be designed for 5th grade students and the second session will be designed for Hyde Park Students. LOKA will coordinate support from Las Vegas Fire and Rescue, METRO, and local bicycle shops to man bicycle check stations during both sessions. LOKA and PTA/PTO volunteers from the elementary schools will support the Bicycle Skills Rodeo stations for the 5th graders and LOKA and PTA volunteers from Hyde Park will support the Bicycle Skills Rodeo stations for the middle school students. Hyde Park students successfully completing the Bicycle Skills Rodeo will be eligible to participate in a bike train event during the third week of May 2011. Students will be required to provide written permission from their parents to participate in the event upon signing up the following week.

Task 18: Hyde Park students successfully completing the Bicycle Skills Rodeo above will be eligible to participate in a bike train event during the second week of May 2011. Students will have three days (Monday thru Wednesday) to sign-up for the bike train event. This event will be run starting at the ends of the seven encouragement activity routes identified above. Only 10 students per adult rider will be allowed to ride together in a group; therefore, the number of adult volunteers needed must be identified as soon as possible after the student sign-up period. Students will be required to return home on their own or with the assistance of a parent. Students will also be responsible for locking their bikes at the school bike racks and securing their helmets and other riding gear.

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

This project will make bicycling and walking to school a safer and more appealing transportation alternative because it reduces the impact the second most common barrier parents listed for the decline in these activities: traffic dangers. This project separates pedestrians and bicyclists from the vehicle traffic. This project also teaches bikers how to ride together safely making it more fun for the students getting to and from school. Biking to school also addresses the number one barrier parents listed for the decline in letting their children walk and bike to school: distance. Biking to school reduces the time students take to get to school. This mode of transportation can be less strenuous than walking given the flat terrain of the area, thus allowing students that live farther from the school to make the trip in a reasonable time frame. Biking to school will also help give middle school students the independence from their parents this age group strives for.

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

This project introduces traffic calming bulb-outs at several intersection corners along the proposed bike path. These bulb-outs are traffic-calming devices that narrow the street by widening the curb and sidewalk. These devices reduce pedestrians' and bicyclists' crossing distance, improves pedestrian visibility for drivers, and the narrowed lanes can help slow vehicles. These new bulb-outs will also incorporate ADA approved ramped crossings which do not currently exist in

many locations. On the south side of Hyde Park, these bulb-outs will provide a safe refuge for the staff crossing guards at a crossing complicated by the entrances to the staff parking lot and the park parking lot on the opposite side of the street. Finally, permanent center lane islands will be created to provide a safety refuge for students crossing the multi-lane roadway on Oakey Blvd.

iv. will reduce traffic

Encouraging more children to walk or bike will inherently reduce the number of vehicles entering school zones.

v. will reduce fuel consumption

Reducing the number of vehicles driving to and from schools to drop-off or pickup children will reduce Nevada's consumption of fuel.

vi. will reduce air pollution in the vicinity (approximately 2 miles) of schools (Grades K-8).

Reducing the number of vehicles driving to and from schools to drop-off or pickup children will reduce the carbon monoxide emissions these vehicles produce thus improving the air quality in the vicinity of schools. This will also reduce the emissions of idling vehicles waiting to pickup children.

- b. **Research has shown the most successful way to increase walking and bicycling is through a comprehensive approach that includes the "5 E's" (Engineering, Education, Enforcement, Encouragement, and Evaluation). Applicants requesting funding for infrastructure projects (Engineering) are also required to address each of the other "E's". This can be an existing program, an enhanced program, or a new program. Please provide how these other "E's" are addressed by providing the information outlined in Appendix A.**

Education Component

Provide a description of the educational efforts related to bicycling and walking to school that have been, or will be conducted, as a component of this project.

- a. Teaching students about the broad range of transportation choices
See Task 1-18 above.
- b. Instructing important lifelong bicycling and walking skills
The bike safety assemblies at the schools will provide important lessons in bicycle safety and the health benefits of this activity. Continued support of the Walk-to-School Day and Bike Safety Month activities will hopefully promote more routine events, such as month, bi-monthly or even weekly programs.
- c. Launching driver safety campaigns
LOKA and its community partners have been promoting school zone traffic safety since December of 2005! LOKA's first SR2S grant includes funding for two PSAs to continue this effort. LOKA also continues to advocate for law changes that impact walking and biking to school. Raising awareness at all levels of Nevada's government about Safe Routes to School will help transform Nevada into a walking and biking friendly state. Using lessons learned from other states, LOKA hopes to expand the rights of pedestrians and bicyclist. Some of the Universal Vehicle Codes to be considered include the following:

**UVC § 11-1210(a) [§ 11-1209(a), 2000 version number] Bicycles and human powered vehicles on sidewalks
[Pedestrian right of way]**

A person propelling a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right of way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian.

**UVC § 11-1210(b) [§ 11-1209(b), 2000 version number] Bicycles and human powered vehicles on sidewalks
[Sidewalk riding prohibited]**

A person shall not ride a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, where such use of bicycles is prohibited by official traffic-control devices.

**UVC § 11-1210(c) [§ 11-1209(c), 2000 version number] Bicycles and human powered vehicles on sidewalks
[Bicyclist has rights/duties of pedestrian]**

A person propelling a vehicle by human power upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall have all the rights and duties applicable to a pedestrian under the same circumstances.

Just as driving is a "privilege" to Nevada's citizens who abide by the laws established to govern this activity, bicyclists need to abide by the **Rules of the Road** when they are using this mode of transportation. As the laws for bicyclists are refined, there will be a need to educate bicyclists of the changes. Accomplishing this task in a school environment with young bicyclists will help change the culture of poor driver behavior Nevada has become known for.

Encouragement Component

Provide a description of the encouragement efforts related to bicycling and walking to school that have been, or will be conducted, as a component of this project. Encouragement efforts should consider strategies such as, but not limited to:

- a. Special Walk or Bicycle to School Days:
All schools during the International Walk to School Day 2009 and 2010.
- b. Walking School Buses:
All schools during the International Walk to School Day 2009 and 2010.
- c. Bicycle Trains
Hyde Park Bicycle Trains 2010 and 2011
- d. Competitions (e.g., Mileage, Most days walked/biked, etc.)
None
- e. Modest incentives
All schools during the International Walk to School Day 2009 and 2010.

Enforcement Component

Provide a description of the enforcement efforts related to bicycling and walking to school that have been, or will be conducted, as a component of this project. Enforcement efforts should consider strategies such as, but not limited to:

- a. Increased law enforcement presence during drop-off/pick-up times
(As required at key locations)
- b. Use of enforcement equipment (e.g., speed trailers, etc.)

c. Crossing guard programs

During the International Walk to School Day events, adult volunteers will monitor key crossings on the Encouragement Activity Routes identified above. In addition, Walking School Bus leaders will assist students in crossing roadways on their route.

d. Enforcing of drop-off/pick-up patterns on school property

Ensuring concrete drop-off/pick-up procedures are established in Task 2 and distributing these procedures to parents will help school staff and PTA/PTO volunteers enforce these traffic patterns on the streets adjacent to the schools. If parents continue to violate these procedures, law enforcement support will be requested as stated above.

Evaluation Component

Provide a description of the evaluation efforts related to bicycling and walking to school that will be conducted as a component of this project. Data regarding existing bicycle and pedestrian usage and facility conditions must be collected prior to project/activity implementation. Project effectiveness should be evaluated for a period of at least 2 years after completion of the project/activity. Evaluation will include:

a. **Behavioral Changes:** Description of evaluation methodology (e.g., visual count, informal classroom student count, automated methodologies, bike rack counts, etc.) that will be used to determine the numbers of students bicycling and walking.

Parent Surveys and Student Travel Surveys will be collected before and after the infrastructure project is completed.

b. **Safety Benefits:** Description of evaluation methodology (e.g., accident data, etc.) proposed to determine the effectiveness of safety improvements.

Prior to the start of the infrastructure improvements, we will obtain accident data for the prior 3 years along all segments of our improvements and we will then compare this data with accident data 2 years post completion of the improvements to look for trends or any other significance that can be made from reviewing the data such as crashes involving bikes and pedestrians during school drop off / pick up times. Also, we will obtain before and after speed studies to see if our improvements, such as the choker/curb extensions, have helped reduce speeding adjacent to the schools.

c. **Other Potential Benefits:**

i. The number of new partnerships created as a result of the program

Seven new PTA/PTO partnerships will be created with LOKA and its community partners.

ii. The number of students and/or schools reached through the program

Seven schools and approximately 5000 students.

iii. Measurements of student health, air quality, congestion, and other metrics noted or implied by the legislative purpose of the program.

We hope to be able to reduce traffic by encouraging parents to allow their children to walk/bike to school. As a measure of effectiveness, we will obtain traffic counts to compare before and after traffic volumes. In addition, Hyde Park Middle School currently

has a weather station and we will make our best effort to work with the school and Clark County Air Quality to try and have the weather station upgraded to include the air quality devices so that we can compare air quality data in the before and after situations. As for student health, our measurements of students who bike and walk before and after the improvements will give us a good indication as to whether this improvement will help improve students' health.

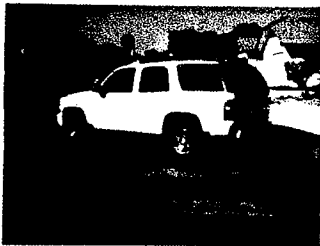
iv. Improvements to the built environment the benefit the ability to walk and bicycle to and from schools

A new north/south multi-use path that provides connectivity to the Alta Dr bike lanes (the Red Rocks Trail) and additional curb extensions and pedestrian safety medians throughout the suggested route upgrade area

- c. Describe the current conditions for walking or biking to school. What are the obstacles or risks facing children who walk or bike to school?



Lack of Sidewalks. Several blocks on Hinson St between Charleston Blvd and Oakey Blvd do not have sidewalks, curbs, and gutters. Students routinely walk to school in the streets along with the vehicle traffic.

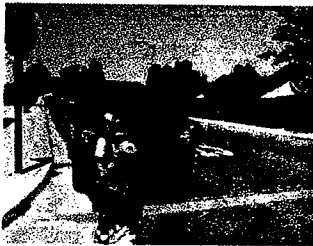


Poor Driving Habits. Parents driving their children to school routinely violate the following basic traffic laws:

- No stopping or parking on crosswalks
- No parking within 20 feet of a crosswalk
- No backing up onto a crosswalk
- No parking within 15 feet of a fire hydrant
- No parking in the fire lane
- 15mph in school zones (5mph on ALL CCSD campuses)



Traffic Congestion. Nevada's rapid population growth over the last several years has created over-crowded conditions at most schools. School parking lots and drop-off lanes are not designed to handle these large volumes of vehicles and current city traffic planning does not include "queuing" studies as these vehicles get backed up onto the city or county streets.



Poor Visibility. Larger percentages of high profile vehicles are being used to transport children to and from schools. These vehicles when parked or stopped too close to a crosswalk prevent other drivers from seeing children entering the crosswalk. In addition, parents are not teaching their children how to properly cross the street in these conditions.



Lack of Respect. Today's children do not show respect for vehicle traffic. In some cases, this is a learned behavior taught by their parents. A pedestrian does not stand a chance against any vehicle no matter how invincible they believe they are. When crosswalks are provided, our children need to be encouraged to use them. Drivers also need to learn patience and yield to pedestrians; it's the law!

- d. Describe how the proposed project addresses the barriers or obstacles facing children who walk or bike to school.



Lack of Sidewalks. This project will provide a multi-use path on Hinson St to separate vehicle traffic from walking and biking students.



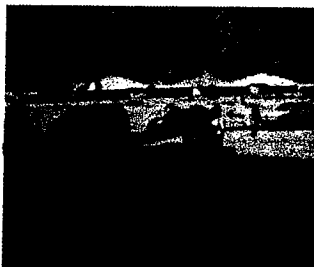
Poor Driving Habits. LOKA and PTA/PTO volunteers will attempt to educate drivers about Nevada's traffic laws during Walk-to-School events and using informational handouts. Center medians to prohibit u-turns and new bulb-outs along the multi-use path will eliminate illegal parking on crosswalks within Hyde Park's school zone.



Traffic Congestion. Clearly defined drop-off/pickup procedures will help ensure a safe and smooth interaction between cars and their pedestrians and cars with other cars or pedestrians. Drivers will understand what is expected of them when they are dropping off or picking up their students.



Poor Visibility. New bulb-outs along the multi-use path will eliminate illegal parking next to crosswalks within Hyde Park's school zone. These bulb-outs will also provide drivers better visibility of students as they crossing the roadway.



Lack of Respect. As the country of Denmark did in the 70's, Kids About will attempt to "grow" good pedestrians and drivers over the next few years. As our elementary school students and drivers (parents) move on to middle school, they will hopefully retain safe crossing and driving habits. As these middle school students become drivers in high school, they will hopefully achieve an awareness and respect for pedestrians crossing the street. As the county of Denmark realized, this cultural change will not happen overnight. It will take several years before significant changes will be measured.

- e. Provide the walking distance from this project to the affected schools.

2 miles

13. Schools

- a. List all schools involved or affected by this project and grade levels for each school.

Schools	Grade Levels
Hyde Park Middle	6-8
Vegas Verdes Elementary	K-5
Wasden Elementary	K-5
Griffith Elementary	K-5
Hancock Elementary	K-5
Our Lady of Las Vegas	K-8

- b. List the total number of K-8 students in each school involved or affected by this project.

Schools	# of Students
Hyde Park Middle	1680
Vegas Verdes Elementary	606
Wasden Elementary	650
Griffith Elementary	478
Hancock Elementary	504
Our Lady of Las Vegas	650
TOTAL	4568

- c. List the school district's designated walking distance for each school involved or affected by this project.

Schools	Walking Distance
Hyde Park Middle	2 Miles
Vegas Verdes Elementary	2 Miles
Wasden Elementary	2 Miles
Griffith Elementary	2 Miles
Hancock Elementary	2 Miles
Our Lady of Las Vegas	Private

- d. List the total K-8 students who live within the designated walking distance of each school that this project is expected to benefit.

Schools	# within Walking Distance
Hyde Park Middle	840
Vegas Verdes Elementary	606
Wasden Elementary	650
Griffith Elementary	478
Hancock Elementary	504
Our Lady of Las Vegas	150
TOTAL	3228

- e. Estimate current number of K-8 students who currently bike or walk to school for each school.

Schools	# of Current Walkers	# of Current Bikers
Hyde Park Middle	150	50
Vegas Verdes Elementary	484	25
Wasden Elementary	40	15
Griffith Elementary	100	25
Hancock Elementary	100	25
Our Lady of Las Vegas	15	0
TOTAL	889	140

- f. Estimate the number of students, who currently do not bike or walk, that are anticipated to change transportation mode to bicycling and walking as a result of this project.

Schools	# of Non-Walkers	# of Non-Bikers
Hyde Park Middle	150	50
Vegas Verdes Elementary	122	5
Wasden Elementary	100	5
Griffith Elementary	50	5
Hancock Elementary	50	5
Our Lady of Las Vegas	45	5
TOTAL	517	75

- g. Estimate the number of students, who are currently "Hazard Bused", that are anticipated to change transportation mode to bicycling and walking as a result of this project.

Schools	# of Hazard Bused	Estimated Change of Hazard Bused
Hyde Park Middle	840	50
Vegas Verdes Elementary	0	0
Wasden Elementary	252	0
Griffith Elementary	168	0
Hancock Elementary	168	0
Our Lady of Las Vegas	0	0
TOTAL	1428	50

14. Who Will Own This Property When Project Is Completed?
City of Las Vegas

15. Maintenance Of This Project Will Be Provided By:
City of Las Vegas

16. Rights-Of-Way For This Project Will Be Provided By:
City of Las Vegas and Clark County School District

17. Environmental Impacts

The proposed multi-use path will enable and encourage more students to walk and ride their bike, thus, reduce air pollution.

18. This Project Is Supported By:

AAA Nevada

City of Las Vegas

Clark County School District

Las Vegas Fire and Rescue

Las Vegas Metropolitan Police Department

Look Out Kids About

Nevada Department of Transportation

Nevada PTA

Regional Transportation Commission of Southern Nevada

Safe Community Partnership (UNLV)

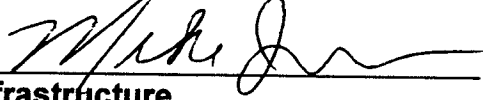
Safe Kids

Southern Nevada Health District

University Medical Center

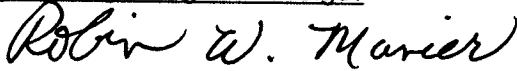
19. Signatures

Project Contact Individuals



Infrastructure

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Non-Infrastructure

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Project Sponsor Contact

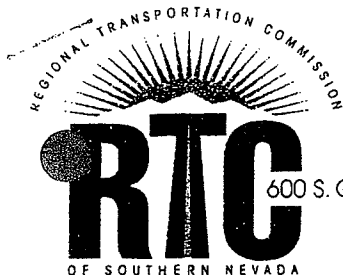


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ltarkanian@lasvegasnevada.gov

MPO Official

SEE LETTER OF SUPPORT DATED 2/13/09

Jacob Snow
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Fax: (702) 676-1713
snowj@rtcsonv.com



600 S. Grand Central Parkway, Suite 350 • Las Vegas, Nevada 89106-4512 • 702-676-1500 • Fax: 702-676-1518

Jacob L. Snow,
General Manager

February 13, 2009

The Honorable Lois Tarkanian
Las Vegas City Council
City Hall, Fourth Floor
400 Stewart Avenue
Las Vegas, Nevada 89101

Dear Councilwoman Tarkanian:

We appreciate this opportunity to review your staff's proposal for Safe Routes to School Upgrades for Hyde Park and the surrounding area. We are in support of improvements to the pedestrian corridors in our community, particularly as they allow people of all ages to travel from their homes to schools, employment, shopping and other destinations.

As planned, these improvements will also allow pedestrians to access several of our transit routes more safely via calmer streets and continuous walkways.

We look forward to coordinating these efforts with your staff.

Sincerely,

JACOB L. SNOW
General Manager

JLS:pc