

Alpine School District Proposal for grants for unsafe routes pursuant to 53A-17a-126.5

Scope: Eligibility for a grant for an unsafe route requires that (1) the route between the students residence and school is shorter than the distance described in 53A-17a-127(1)(a) for a student enrolled in kindergarten through grade 6 and (2) due to a health or safety concern, dangerous for a student to walk.

Legacy Elementary School meets these two requirements.

First, the route is less than 1.5 miles as established under 53A-17a-127(1)(a) and R277-600.4. Measurements conducted by the Alpine School District Transportation used the Network Analyst tool in ESRI ArcMap (GIS software) and used road line data provided by Utah County. Upon verifying the measurements, a letter dated May 12, 2016 was provided to the Legacy Elementary Patrons informing them that bus services would be discontinued beginning Fall 2016.

Second, due to a safety concern, routes are dangerous for a student to walk. Legacy Elementary currently follows the steps outlined in the SNAP Plan Planning Guide and SNAP for Schools mapping software. When identifying the safest routes as identified under section 2d of the SNAP Plan Planning Guide, the SNAP team identified a Hazardous Busing which is defined as:

A neighborhood receives hazardous busing because it has been determined that it is not safe for students to walk safely to school from and/or through that area. It is not necessary to create walking or biking routes for these areas.

This hazard was noted on the schools SNAP plan as follows:

Students who live north of the Murdock Canal Trail and west of 6000 W have some safe routes they can follow. These will be difficult for younger students to navigate because of the complexity of the routes. It is recommended that these students carpool to school. A bus is provided at 9:15 for students who are unable to carpool.

It is further noted that no marked Safe Routes are shown on the SNAP map.

Requirements: To receive a grant, the Alpine School District respectively submits a proposal that includes:

1. A written statement describing the unsafe route.
2. The written statement must be acknowledged by:
 - a. the Alpine School District
 - b. Local law enforcement for the city of Highland, UT, and
 - c. The city of Highland where the unsafe route is located.

This proposal includes all of the requirements.

The undersigned, pursuant to 53A-17a-126.5, provides the enclosed description of unsafe route which describes why the route is unsafe.

Alpine School District

Date: _____

By: _____

Its: _____

Lone Peak Police Department

Date: _____

By: _____

Its: _____

Highland City

Date: _____

By: _____

Its: _____

[illegible]

The Windsor Meadows subdivision is approximately 1 mile north of Legacy Elementary School. Direct public street access from the subdivision to the school is not possible due to the Murdock Canal. Driving routes from the school are between 1.4 to 2 miles along highway speed roads that lack sidewalks. Direct walking/bike routes from the subdivision to the school are by way of local trail easements averaging approximately 1.75 miles which require children to navigate a complex route and are often hidden from view from public streets and area homes.

Alpine Highway: Alpine Highway is directly east of the Windsor Meadows Subdivision. The posted speed limit is 45 mph. Large sections of this highway are unpaved between the subdivision and Legacy Elementary School.

It is possible for children to walk along a section of the sidewalk on Alpine Highway and then back track along Canal Blvd. to an unmanned crosswalk along a wide boulevard. However, this route increases both the length and complexity identified in the current SNAP plan. The walking distance would be over 2 miles and require children to cross up to 15 streets and navigate over 10 turns.



6000 West: 6000 West is directly west of the Windsor Meadows Subdivision. The posted speed limit is 35 mph. Large sections of this road are unpaved between the subdivision and Legacy Elementary School. There is no alternate route along 6000 west that would utilize sidewalks.



Murdock Canal Trail: The Murdock Canal Trail is directly south of the Windsor Meadows Subdivision. Access from the subdivision to the trail is by way of neighborhood paved trail easements in favor of the city of Highland.

The Murdock Canal Trail is divided into two parallel paved paths running east to west from Lehi City to Provo Canyon. The path to the north is for cyclists and is nearest the

subdivision. The path to the south is for walking. There are access points from the north path to the south path east and west of the Windsor Meadows Subdivision. To the east of the Windsor Meadows subdivision on the south walking path is a paved easement path into the neighborhood to the south. By navigating this neighborhood path, children are able to access Canal Blvd near the unmanned crosswalk.

The Murdock Canal Trail was not intended to provide safe walking routes for children traveling north/south and numerous issues arise including, but not limited to the complexity of the route, children being hit by cyclists traveling east and west, and the inability for neighborhood homes to be in view of sections of the trail.





Joe Hayes, Director of Transportation

Craig Jensen, Assistant Director of Transportation

Vicki Skinner, Coordinator

Dot Dean, Coordinator

Derek Farnes, GIS Specialist

Jeremy Wardle, Fleet Manager

May 12, 2016

Dear Legacy Elementary Patrons,

In past years we have been able to transport regular education students at Legacy Elementary. Unfortunately the regular education school bus route no longer qualifies and will be discontinued at the end of the 2015-16 school year. **Beginning Fall 2016 there will be no regular education school bus transportation for Legacy Elementary.**

We understand this change will cause difficulty for some families as necessary adjustments are made. As a Transportation Department, we wish we could meet all the requests of our schools and communities, but this is not feasible. We know this is not news you would wish for, but we hope you will be understanding.

The following information may help answer some questions regarding this change. If you have additional questions regarding the bus route, please contact the Transportation office at 801-610-8850.

What does it take to qualify for a bus?

The State of Utah has determined that there must be at least 10 eligible students regularly riding the bus in order to qualify for transportation. (R-277-600-6. Bus Route Approval)

What is an eligible student?

An elementary student must (1) live at least 1.5 miles from the school and (2) live in the school boundary in order to be eligible for transportation. (R277-600-4. Eligibility)













How is the measurement determined?

According to state administrative code R277-600-4. Eligibility:

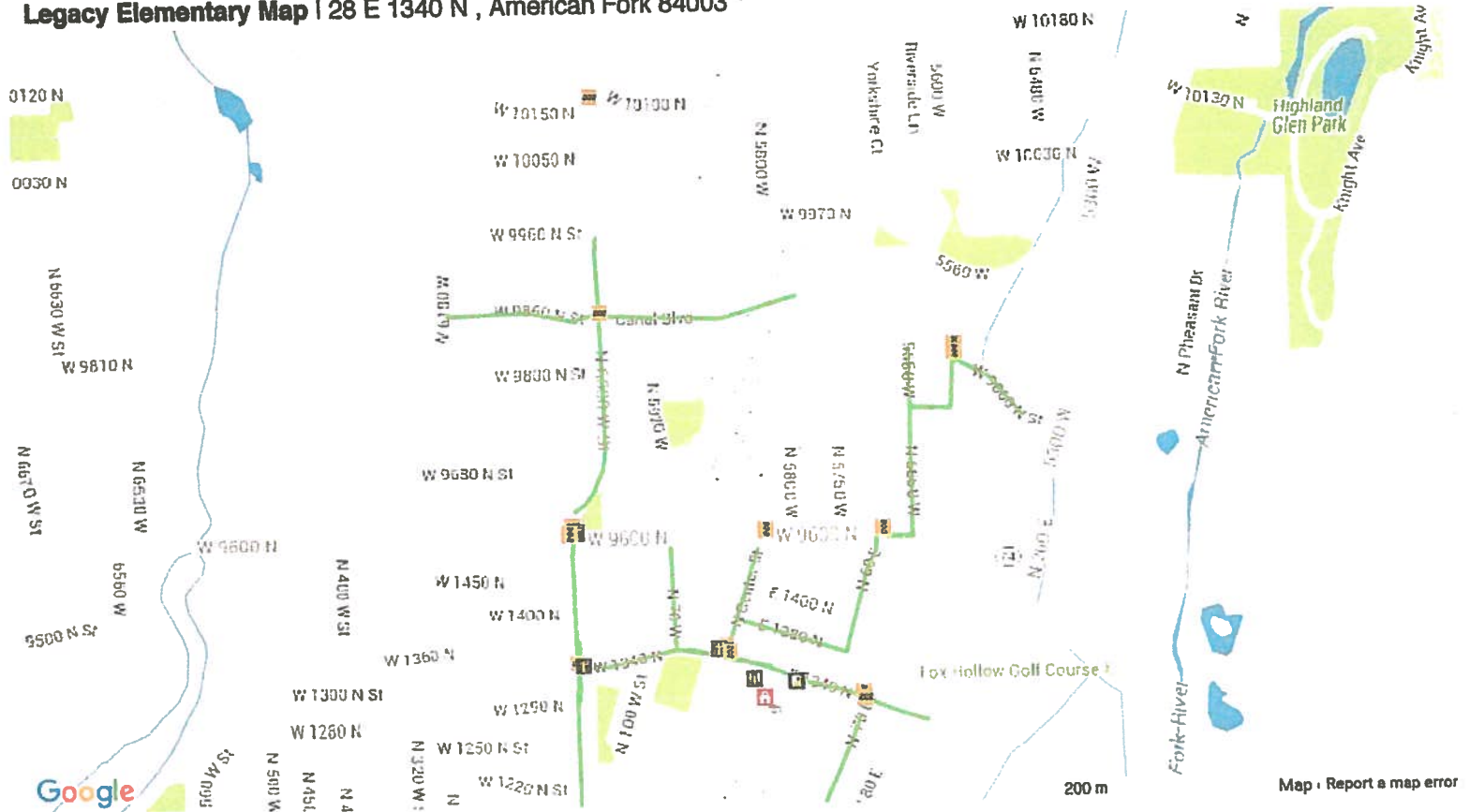
"The distance from home to school is determined as follows: From the center of the public route (road, thoroughfare, walkway, or highway) open to public use, opposite the regular entrance of the one where the pupil is living, over the nearest public route (thoroughfare, road, walkway, or highway) open regularly for use by the public, to the center of the public route (thoroughfare, road, walkway, or highway) open to public use, opposite the nearest public entrance to the school grounds which the student is attending."

Why was the bus route provided in the past, but not in the future?

In the past we operated under the impression that there were indeed at least 10 eligible students as required. As technology allows us to constantly improve we have found that there are less than 10 eligible students in the entire Legacy Elementary boundary.

- | | | |
|--|--|---|
|  School |  School Bus Loading |  Student Drop-Off/Pickup |
|  Hazard/Footnote |  Crossing Guard |  Traffic Signal |
|  Yield Sign |  Stop Sign |  Crosswalk Vertical |
|  Crosswalk Horizontal |  Boundary |  Safe Route |

Legacy Elementary Map | 28 E 1340 N , American Fork 84003



Contact:

SAFE ROUTES TO SCHOOL-LEGACY ELEMENTARY WALKING AND BIKING All students should walk or bike to main feeder streets identified on the Safe Routes Map. Crosswalks must be used at all times. Students who walk should use sidewalks at all times. Students on bikes should also use sidewalks, particularly along 1340 N, 150 W, 6000 W, and Canal Blvd. Crossing guards are provided at these intersections: 1340 North and Center Street (American Fork) 1340 North and 150 West (American Fork) 9600 North and 6000 West (Highland) Students are asked to use crosswalks with Crossing Guards to access the school. Students living to the west of 150 W or 6000 W must use the crosswalk at 1340 N 150 W, then travel on the south side of 1340 N to the school. Students living north of 1340 N and to the east of 150 W should travel to the crosswalk at Center Street and 1340 N. Students should always cross 1340 North at Center Street (never at any other intersection or portion of the street), even when this means some extra distance from their home. This includes students living on 70 East who will walk along the north side of 1340 North until they reach the crossing guard at Center Street. Students who live north of 9600 N and west of 6000 W in Highland should travel to the crosswalk at 9600 N 6000 W (4-way stop) where there is a crossing guard. Crosswalks are also provided for students along 9600 North at Center Street (AF) and at 60 E (AF). These crosswalks do not have a crossing guard, and students should be cautious when crossing. Students who live north of the Murdock Canal Trail and west of 6000 W have some safe routes they can follow. These will be difficult for younger students to navigate because of the complexity of the routes. It is recommended that these students carpool to school. A bus is provided at 9:15 for students who are unable to carpool. **BIKES, SCOOTERS, SKATEBOARDS** Children may ride bicycles or non-motorized scooters to school. Always walk bikes when crossing the street and use crosswalks. Bike racks are provided, and all bikes and scooters should be locked. When racks are full, students may also lock bikes to the fence near the bike racks, as long as bikes remain on the sidewalk only. For student safety, Legacy requests that all students WALK their bikes on the sidewalk along 1340 North along the ENTIRE property line of the school during the rush home at dismissal times. Students approaching the school from the east should enter school grounds at the FIRST driveway entrance along the sidewalk so as to

avoid crossing in front of cars entering and leaving the school. They should follow the same route when returning home. Skateboards of any kind are not allowed at school. **ARRIVAL AT SCHOOL. DROP-OFF AND PICK-UP** School begins promptly at 8:00 a.m. for the early session and at 9:15 a.m. for the late session. Students remain outside until their start time, and each grade is assigned a door to line up at. A five-minute warning bell will ring when students should line up and wait for teachers to escort them to class. Students are to arrive at school no earlier than fifteen minutes before the start of their school day and should return home promptly when dismissed. Supervision is not provided for students who arrive early or stay late. Please arrange your schedule and your child's so as to avoid early arrivals. This will ensure your child's safety and will prevent distractions for other students. Parents who drive their children to school are asked to use the loading/unloading zone in front of the school. For your child's safety, please do not drop off or pick up your student in the parking area, on the street directly in front of the school, or in the bus zone. Please prepare your child for school prior to arrival. The drop off area is NOT intended as a parking or waiting zone. Drop students along either yellow curb, never in the center travel lane, then pull forward and exit through the center travel lane. Be courteous and use your turn signal to help others navigate our drop-off area. If you need to come into the school, please park in the parking area. Parents of preschool students are allowed to briefly leave their vehicle to sign in their students. All students and parents must use the crosswalk located at the main doors of the school. For the safety of students, please form a habit of always using the crosswalk, even when you accompany your child. Inclement weather: Students should come dressed appropriately for the weather, especially during winter months. A red flag will be posted at the front entrance on extremely cold (20 degrees or colder) or wet days. A.M. students will go directly to class on red flag days. P.M. students will go the gym until their 9:15 start time. **BUS ARRIVAL/DEPARTURE** The bus zone is located in front of the school on the east end of the building. Students who ride the bus will enter and exit directly at the sidewalk. The bus zone is not intended for other vehicle traffic when students are loading or unloading.

SNAP Plan Planning Guide

UDOT Student Neighborhood
Access Program (SNAP)TM

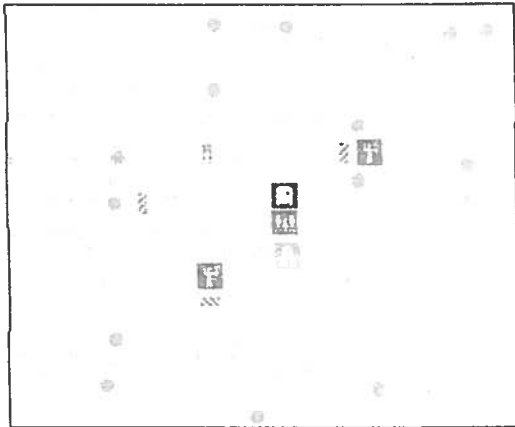


2d. Identifying the Safest Routes

Once the required and suggested elements from the inventory are mapped, the SNAP Team is ready to determine the safest walking and biking routes based on these elements. It is only necessary to identify a safe biking route when it differs from the safe walking route.

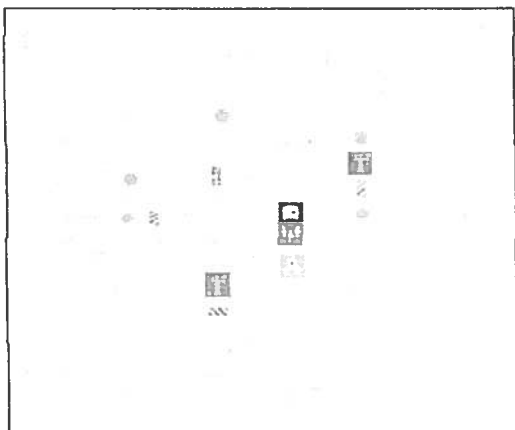
A SNAP Plan should identify the **safest** walking and biking route(s) to school. In some cases, avoiding hazards will result in walking/biking routes that are longer than a direct route. At the same time, students are likely to ignore a route that takes too much time. The SNAP Team should use discretion to create a SNAP Plan that is both safe and manageable, to encourage student compliance.

The following are recommendations for identifying the safest route(s):



1. **Only draw main walking and biking routes to avoid confusion over which route is safest.**

2. **Don't create a safe route on every street.** Students should be funneled to the safest routes as determined by *their parents' best judgment*. By funneling students who walk and bike from the same geographic area onto one main route, you naturally create a safer route because no one is walking alone. This also reduces clutter on the map and makes the map easier to read and follow.



3. **Draw toward the school.** Start at the main streets and neighborhoods and work toward the school, identifying the best walking route from each neighborhood within the school walking area.

4. **Avoid using shoulders for routes.** Many communities have streets without sidewalks. In these cases, roadway shoulders must accommodate pedestrians. When alternative routes are not available, encourage students to walk on the outside edge of the roadway shoulder, facing traffic. A School Advance Warning sign stating that there will be a shoulder should identify the route.
5. **Select the safest crossing locations.** When children are required to cross streets on their way to school, safe routes should use established crossings to minimize hazards to students. When possible, choose crossings with good visibility, low traffic volume and low traffic speed. Crossings at intersections are preferred over mid-block crossings. The best crosswalks are those with crossing guards, and these should be labeled on the Administrator Map as part of the inventory.
6. **Minimize the number of crossings.** The risk of pedestrian/vehicular incidents increases when students are crossing streets. Fewer crossings mean less exposure to vehicles and a safer route to school.
7. **Use low-speed and low-volume roads.** When choosing between roads, and where possible and practical, avoid directing students along high-speed roads or roads with high traffic volume.
8. **Travel in groups.** Students should be encouraged to travel in groups for improved visibility, security and safety. Merge walking routes whenever possible. Select routes with sufficient sidewalk areas for students to travel together in groups.
9. **Hazardous busing.** A neighborhood receives hazardous busing because it has been determined that it is not safe for students to walk safely to school from and/or through that area. It is not necessary to create walking or biking routes for these areas.
10. **Identify safest biking routes.** If the safest route for cyclists is different from the safest route for pedestrians, a separate biking route should be identified on the map. If the routes are the same, identifying just the safest walking route is sufficient (explain in the text description that the biking route is the same or different).

To help students easily find and follow the safest route(s), the safe routing map should **NOT** include every element from the Administrator Map and inventory.

SCHOOL BUS ROUTE GRANT PROGRAM

2016 GENERAL SESSION

STATE OF UTAH

Chief Sponsor: Jon E. Stanard

Senate Sponsor: J. Stuart Adams

LONG TITLE

General Description:

This bill creates a grant program to fund certain school bus routes.

Highlighted Provisions:

This bill:

- defines terms;
- creates a grant program to provide transportation funding for routes that are unsafe for a student to walk; and
- makes technical and conforming changes.

Money Appropriated in this Bill:

This bill appropriates:

- to the State Board of Education -- Minimum School Program -- To and From School -- Pupil Transportation, as an ongoing appropriation:
 - from the Education Fund, \$500,000.

Other Special Clauses:

None

Utah Code Sections Affected:

AMENDS:

53A-17a-126, as last amended by Laws of Utah 2012, Chapter 398

ENACTS:

53A-17a-126.5, Utah Code Annotated 1953

Be it enacted by the Legislature of the state of Utah:

Section 1. Section 53A-17a-126 is amended to read:

53A-17a-126. State support of pupil transportation.

(1) Money appropriated to the State Board of Education for state-supported transportation of public school students shall be apportioned and distributed in accordance with Section 53A-17a-127, except as otherwise provided in this section or Section 53A-17a-126.5.

(2) (a) The Utah Schools for the Deaf and the Blind shall use its allocation of pupil transportation money to pay for transportation of their students based on current valid contractual arrangements and best transportation options and methods as determined by the schools.

(b) All student transportation costs of the schools shall be paid from the allocation of pupil transportation money specified in statute.

(3) (a) A school district may only claim eligible transportation costs as legally reported on the prior year's annual financial report submitted under Section 53A-3-404.

(b) The state shall contribute 85% of approved transportation costs, subject to budget constraints.

(c) If in a fiscal year the total transportation allowance for all districts exceeds the amount appropriated for that purpose, all allowances shall be reduced pro rata to equal not more than the amount appropriated.

Section 2. Section 53A-17a-126.5 is enacted to read:

53A-17a-126.5. Grants for unsafe routes.

(1) As used in this section:

(a) "Board" means the State Board of Education.

(b) "Transportation Advisory Committee" means the review committee for addressing school transportation needs described in Subsection 53A-17a-127(5).

(c) "Unsafe route" means a route between a student's residence and school that is:

(i) shorter than a distance described in:

(A) Subsection 53A-17a-127(1)(a) for a student enrolled in kindergarten through grade

6; or

58 (B) Subsection 53A-17a-127(1)(b) for a student enrolled in grades 7 through 12; and
59 (ii) due to a health or safety concern, dangerous for a student to walk.
60 (2) Subject to legislative appropriations for grants for unsafe routes provided under this
61 section, the board shall:
62 (a) solicit proposals from school districts to receive a grant; and
63 (b) award grants to school districts.
64 (3) To receive a grant under this section, a school district shall submit a proposal to the
65 board that:
66 (a) describes an unsafe route for which the school district intends to receive a grant;
67 (b) includes a written statement from the following describing why the route is unsafe:
68 (i) the school district;
69 (ii) local law enforcement; and
70 (iii) the municipality or county in which the described route is located; and
71 (c) includes other information as required by the board.
72 (4) (a) The Transportation Advisory Committee shall:
73 (i) evaluate a proposal submitted to the board under Subsection (3); and
74 (ii) make recommendations to the board regarding whether to fund the proposal.
75 (b) The board shall consider the recommendations of the Transportation Advisory
76 Committee before awarding a grant described in Subsection (2)(b).
77 (5) In awarding a grant under this section, the board may not:
78 (a) contribute an amount exceeding 85% of the cost of an unsafe route funded by the
79 grant; or
80 (b) award more than 15% of the appropriation under this section to a particular school
81 district.
82 (6) The Transportation Advisory Committee shall:
83 (a) review each year an unsafe route funded by a grant; and
84 (b) make a recommendation to the board regarding whether the board, subject to
85 legislative appropriations, should renew the grant.

(7) In accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, the board shall make rules to implement the grant program described in this section.

Section 3. Appropriation.

Under the terms and conditions of Title 63J, Chapter 1, Budgetary Procedures Act, for the fiscal year beginning July 1, 2016, and ending June 30, 2017, the following sums of money are appropriated from resources not otherwise appropriated, or reduced from amounts previously appropriated, out of the funds or amounts indicated. These sums of money are in addition to amounts previously appropriated for fiscal year 2017.

To State Board of Education -- Minimum School Program -- To and From

School -- Pupil Transportation

From Education Fund

\$500,000

Schedule of Programs:

Grants for Unsafe Routes

\$500,000

The Legislature intends that:

(1) the State Board of Education use the appropriation under this section to offer grants for unsafe routes described in Section 53A-17a-126.5; and

(2) the appropriations provided in this section be:

(a) ongoing; and

(b) nonlapsing.

U Appearance
6-7-14

We, the undersigned do respectfully object to the removal of the bus transportation to Legacy Elementary.
We do not agree that the proposed walking routes to school are safe or reasonable for young children.

Printed Name Address Distance to School # Children attending Signature
(miles) School 2016-2017

Stephanie & Darin Juncker	5167 W. 10100 N. Highland	~1.5 miles	2	Stephanie Juncker
Rustin & Kilee Taylor	9911 N. Coventry Ct. Highland	1.3 miles	4	Kyle Taylor
Kali Forsberg	9912 Yorkshire Ct.	1.3 miles	1	Kali Forsberg
Stephanie Winger	5159 W. 9970 N. Highland	1.3 miles	3	Stephanie Winger
Annette Steduff	9444 N. 5740 W	1.5 miles	1	Annette Steduff
Richard Steduff	Highland Ht	1.5 miles	1	Richard Steduff
Carol Kaskela	1197 N. 5750 W. Highland	1.5 miles	2	Carol Kaskela
Camille Kaskela	8910 N. 5750 W. Highland	1.5 miles	2	Camille Kaskela
Mindy Vreugden	10205 N. 5800 W Highland	1.5 miles	1	Mindy Vreugden
Brenda Swanson/White	1023 N 5800 W	1.5 miles	2	Brenda Swanson
Randy Veeney	10163 N 5750 W	1.5 miles	1	Randy Veeney
Whitney Young	10163 N 5750 W	1.5 miles	1	Whitney Young
Leeann Whiffen	10213 N 5750 W	1.5 miles	1	Leeann Whiffen
Susan Whiffen	10213 N 5750 W	1.5 miles	1	Susan Whiffen
Lori Davis	10213 N 5750 W	1.5 miles	1	Lori Davis
Brad Eldredge	5822 W 10100 N	1.5 miles	1	Brad Eldredge
Amy Pallard	10145 N. 5890 W		2	Amy Pallard
Michelle Teney	10101 N. 5890 W	1.5	1	Michelle Teney
Jan Wanelin	5958 W 10100 N	1.5	2	Jan Wanelin
Jessica Wanelin	5815 W. 10040 N	1.5	2	Jessica Wanelin
Holly Dixon	9979 N. 5800 W. Highland	1.5	2	Holly Dixon
Paul Dixon	9979 N 5800 W Highland	1.5	1	Paul Dixon
Charles Eldredge	5987 W 9970 N Highland	1.5 miles	2	Charles Eldredge
Chantelle Eldredge	5987 W 9970 N Highland	1.5 miles	2	Chantelle Eldredge
Michelle Stephens	5738 W 9970 N Highland	1.5 miles	2	Michelle Stephens
Matthews Murray	5738 W 9970 N Highland	1.5 miles	1	Matthews Murray
Allison Murray	5706 W 9970 N Highland	1.5 miles	2	Allison Murray
Emily Walbrich	9897 N Yorkshire Ct. Highland	1.3	2	Emily Walbrich
Jeff Wiese	9921 Yorkshire Ct. Highland	1.4	3	Jeff Wiese
Andrea Mumford	9959 N. Wellington Ct. Highland	1.4	3	Andrea Mumford
Susan Mumford	9959 N. Wellington Ct. Highland	1.4	3	Susan Mumford
Corey Taylor	9944 Wellington Ct Highland	1.5	4	Corey Taylor
Sharon Taylor	9944 Wellington Ct Highland	1.5	4	Sharon Taylor
Trish Thorpe	9977 N Wellington Ct	1.5	3	Trish Thorpe

