

BICYCLE & PEDESTRIAN REGIONAL/SUB-REGIONAL EDUCATION PROJECT

General Instructions:

This Excel form is to be used to request federal Congestion Mitigation and Air Quality (CMAQ) funding available through the Maricopa Association of Governments (MAG) for Bicycle Projects to be included in the FY2014-FY 2018 MAG Transportation Improvement Program. Funding is available for Federal Fiscal Year (FFY) 2015, 2016 and 2017.

This application form includes:

- Part A - Contact and Project Description,
- Part B - Segment Description and Proposed Improvements,
- Part C - Total Project Budget and Schedule,
- Part D - Checklist and Signature Page, and Transmittal Instructions and Schedule.

Each part is a separate tab of this excel file. Please complete Parts A - D. Alternative application forms are available upon request.

Deadlines and Transmittal Instructions:

- <mailto:state@azmag.gov>
- <mailto:tkennedy@azmag.gov>
- <mailto:MDeCindis@azmag.gov>

All information is required, unless noted by the word - Optional.

PART A - CONTACT AND PROJECT DESCRIPTION

Contact Information	
1. Sponsoring Agency	Valley Metro/RPTA
2. Contact Name	Dawn M. Coomer
3. Phone	(602) 523-6053
4. E-Mail Address	DCoomer@valleymetro.org
5. Mailing Address	101 N. 1st Avenue, Suite 1100 Phoenix, AZ 85003
Project Description	
6. Please provide the Project Title.	School Resource Officer Training Program
7. Please provide a general description of the project (Please no more than 200 characters)	
This three-phase project will develop an online and in-person training program to educate School Resource Officers (SROs) on bicycle and pedestrian safety techniques and protocols for youth.	
8. Please attach a map showing the service area.	Please attach map with transmittal
(OPTIONAL)	
GIS Submittal Instructions	

BICYCLE & PEDESTRIAN REGIONAL/SUB-REGIONAL EDUCATION PROJECT from Valley Metro/RPTA for 'School Resource Officer Training Program'

PART B - BICYCLE & PEDESTRIAN REGIONAL/SUB-REGIONAL EDUCATION PROJECT

This part of the form identifies the current characteristics and proposed improvements for each project.

Section 1 - General Project Description

1. Please describe the work to be performed on the project. What are the objectives of the project?

There is no current training program to teach SROs bicycle and pedestrian laws, neighborhood safety protocols, and bicycle and pedestrian safety techniques to implement to students on their campuses. SROs enforce the safety of students on school campuses. SROs have three major roles in schools, law enforcement officer, law-related counselor, and law related education teacher. SROs work closely with parents, students, faculty, and other members of neighboring communities to help keep school campuses and neighborhoods safe. The majority of SROs are grant funded and are responsible for fulfilling grant requirements enforced by the Arizona Department of Education. SROs are required to spend 100 hours teaching and educating their students about law enforcement and safety. This is a three-phase project to be completed over three years. The three phases are described below.

Phase 1: Research and Develop SRO Trainings and Curriculum

- 1) Identify bicycle and pedestrian crash data and statistics related to youth within a 3-5 mile radius of city of Phoenix schools that have a designated SRO on their campus.
- 2) Identify the number of SROs serving schools in the city of Phoenix.
- 3) Develop the online and in-person training curriculum for SROs.
- 4) Develop bicycle and pedestrian safety lessons and activities for SROs to teach to students in classrooms.
- 5) Develop evaluation assessments for SROs and students.

Phase 2: Coordinate and Conduct SRO Trainings

- 1) Schedule trainings at multiple locations.
- 2) Select SROs in the city of Phoenix to participate in the trainings.
- 3) Conduct SRO trainings.
- 4) SRO officers implement curriculum to students.

Phase 3: Evaluate and Expand SRO Trainings

- 1) Assess and evaluate SRO trainings.
- 2) Assess and evaluate students' knowledge of curriculum.
- 3) Compare bicycle and pedestrian crash data and statistics surrounding Phoenix schools where SRO officers were trained with program.
- 3) Modify needs based on evaluations and assessments.
- 4) Identify SROs in other partnering jurisdictions.
- 5) Repeat Phases 1, 2, and 3 to expand trainings to other cities in MAG region.

Phase I Objectives:

- 1) Spring 2015- Compile bicycle and pedestrian crash data and statistics for selected schools (8).
- 2) August 2015- Create SRO contact list for all schools in Phoenix
- 3) July 2015- Develop one online training and one in-person training curriculum.
- 4) July 2015- Develop, print, and distribute student bicycle and pedestrian lesson and activities.

Phase II Objectives:

- 1) January 2016- 85% of SRO's attend and participate in the bicycle and pedestrian safety trainings.
- 2) May 2016- 100% of trained SRO's will implement 10-12 hours of the curriculum to 60% of students in their schools.

Phase III Objectives:

- 1) December 2016- Assess and compile 100% of the evaluations from the SRO trainings.
- 2) December 2016- Assess and compile 100% of the evaluations from the students.
- 3) March 2017- One partnering city in MAG region to train fellow SRO's by March 2017.
- 4) June 2017- Phase 1 of the project will start in the partnering city.

2. Is this a one-time/unique opportunity?

Briefly describe: This education program can be expanded in future years to extend education to other SROs throughout other partnering jurisdictions in the MAG region to improve bicycle and pedestrian safety. According to the National Center for Safe Routes to School, cars taking K-12th grade students to school accounted for 5-7 percent of vehicle miles traveled and 10 to 14 percent of all personal vehicle trips made during the morning peak period. Future opportunities will help to educate additional SRO's and students throughout these jurisdictions on bicycle and pedestrian laws and safety. Increasing the safety of students traveling to-and-from school will help promote walking and bicycling, while also addressing traffic mitigation.

3. Guidelines used to develop project. (Check all that apply)

- MAG Pedestrian Policies and Design Guidelines Yes
- AASHTO Guide for Bicycle Facilities No
- MAG Complete Streets Guide No
- Other

Please specify:

Briefly describe: All public transportation users are pedestrians and some transit users' bicycle to public transportation. SROs educating youth on bicycle and pedestrian safety techniques, as well as bicycle and pedestrian traffic laws and regulations, will assist students to become safer pedestrians when using our regional public transportation system. They will have increased awareness and knowledge on safe ways to walk and bicycle, as youth and as adults. This program will enhance safety.

4. How is this project a benefit to the regional transportation system?

Briefly describe: This project can eventually impact jurisdictions throughout the state of Arizona. SROs are located throughout various counties in Arizona, including rural and urban communities. This project will be piloted in the city of Phoenix, and can be expanded to other SRO's in different cities and counties in Arizona. Training SROs in partnering MAG jurisdictions on bicycle and pedestrian safety will benefit each of the jurisdictions because it will educate more students on bicycle and pedestrian safety techniques and laws. This education will improve the safety of students on campuses, as well as assist in providing safer communities.

Section 2 - Detailed Project Description

6. Please describe how this project will address:

Bicycle Safety

This project is a bicycle safety project. This project will train SROs in various areas of bicycle safety, bicycle laws, traffic signals and signage, and proper bicycling techniques for youths. With this educational training, SROs will then be able to educate students on these three core areas of bicycling safety, with hopes of increasing students' safety behaviors as bicyclists

<p>Pedestrian Safety</p>	<p>This project is a pedestrian safety project. This project will train SROs in various areas of pedestrian safety, pedestrian laws, pedestrian traffic signals and signage, and proper pedestrian techniques for youths. With this educational training, SROs will then be able to educate students on these core areas of pedestrian safety, with hopes of increasing students' safety behaviors as pedestrians.</p>
<p>Persons with disabilities</p>	<p>This project will address persons with disabilities. There are students with disabilities who attend public and private schools throughout the city of Phoenix. The training for SROs can address special needs situations. Depending on the students' disability they may need additional safety education and materials as bicyclists and pedestrians. The SRO will then be able to assist with these needs to the best of their abilities after the training.</p>
<p>Lower socio-economic communities</p>	<p>This project will address lower socio-economic communities. Research has proven that lower socio-economic communities have more public health issues surrounding their communities compared to those that are not considered to be of a lower socio-economic status. The built environment of communities has also proven to have a large affect on the health of children and other community residents within that area. This project will train SROs in neighborhood protocols and dangers to assist them in addressing certain neighborhood crimes and issues related to students safety traveling to-and-from school via bicycling and walking. (i.e. stray dogs, unsafe walking paths, gangs, etc.) Creating education and awareness of bicycle and pedestrian safety to the students and the surrounding lower socio-economic communities, will increase morale and build a stronger community for the safety of the students through encouragement.</p>
<p>Seniors</p>	<p>There may be situations that arise during the SRO trainings, in which an SRO officer has problems or concerns with grandparent guardians of students or local neighborhood community seniors around the school campuses. Trainings will be adjusted based on the best knowledge possible to provide to the SRO officer and information will be prepared to address issues in advance.</p>
<p>7. Describe how this project may impact schools.</p>	<p>Currently, there are 53-54 SROs serving schools throughout the city of Phoenix for the 2012-2013 school year. These SROs are separated into four squads based on the location of their schools. SROs are often assigned more than one school in one district. The majority of SROs are grant funded through the Arizona Department of Education and are required to work with schools identified in their grant. SROs currently work with elementary, middle, and high schools in the city of Phoenix. Educating SROs on bicycle and pedestrian safety will target a large demographic of students all throughout the city of Phoenix. This education will improve the safety on students in these campuses and neighborhoods.</p>
<p>8. Describe the demographics of the target audience.</p>	<p>Target Audience 1: SROs in the city of Phoenix. The SROs demographics as defined by National Association of School Resource Officers (NARSO) includes any career law enforcement officer, with sworn authority, deployed in community-oriented policing, and assigned by the employing police department or agency to work in collaboration with schools and community-based organizations to a) address crime and disorder problems, gangs, and drug activities affecting or occurring in or around elementary or secondary school; b) develop or expand crime prevention efforts for students; c) educate likely school-aged victims in crime prevention and safety; d) develop or expand community justice initiatives and safety for students; e) train students in conflict resolution, restorative justice and crime awareness; f) assist in the identification of physical changes in the environment that may reduce crime and increase safety around the school; and g) assist in developing school policy that addressed crime and recommend procedural changes.</p> <p>Target Audience 2: Student populations: specific to the city of Phoenix SROs schools.</p> <p>Students may include those in Title 1 elementary and secondary (K-12) schools that are of low socio-economic status in the city of Phoenix and who live in lower socio-economic communities around the target school. According to the National Center for Education Statistics, the demographics of students in Title 1 schools can vary and the majority of Title 1 funding is provided to elementary schools (67% in 2002). Demographics of students within these schools can vary between white, non-Hispanic, African-American, Hispanic, Asian or Pacific Islander, American Indian or Alaskan Native, and other. Research proves that demographics of student academic standards, in schools with higher poverty, are much less than lower poverty schools.</p> <p>Further demographics, can be researched in Phase 1 of this project to assess the demographics of the students in the specific schools Phoenix SRO's will be working with.</p>
<p>9. Describe the specific message for each target audience. What is the call to action?</p>	<p>The overall specific message for each target audience is increasing bicycle and pedestrian safety in students through education and awareness. The call to action of this project is to increase bicycling and pedestrian safety behaviors in students by utilizing the powerful and positive influences of SRO's throughout schools and school districts in the city of Phoenix.</p>
<p>10. Describe how the message will be communicated to each target audience.</p>	<p>Safety is the key message of this project. Safety will be communicated using various techniques. This project will aim to communicate the key message of safety to SROs through training. The majority of SROs are not familiar with or have not been trained on bicycle and pedestrian laws, protocols, and safety techniques, especially related to youth. This training will provide SROs with the confidence to teach and educate students' in their schools about bicycle and pedestrian safety. This project will communicate the key message of safety to students using the authority and positive influence of the SROs. The SROs will be responsible to coordinate and implement the safety lessons and activities with the students at their schools. Students will participate in visual, hands-on, and real life examples using various techniques around the school and communities. These may include practicing using crosswalks, stop signs, walking signals, and identifying traffic lights, traffic signage, bike paths, and potential dangers.</p>
<p>11. Will the program include events and maps?</p>	<p>This program will aim to include events and maps as appropriate. The Valley Metro Safe Routes to School program (SR2S) currently hosts two main events throughout the school year that will complement and work with trained SROs to assist with hosting safety events for students at their schools. These events include an International Walk to School Day/Walk Month event and a Spring Bike Rodeo event. The Valley Metro SR2S program will also assist SROs in other bicycle pedestrian safety events as needed. Maps will be created in Phase I of the project to show the locations of the bicycle and pedestrian safety crashes and unintentional injuries within a 3-5 mile radius of schools (2010-2012 data) in the city of Phoenix. These maps will be updated in Phase III of the project to compare and contrast results of the program. Additional maps will be provided to teach SROs the safest routes for students to be traveling to-and-from school. Valley Metro will partner with the city of Phoenix to have these maps created to provide to SROs.</p>

<p>12. What are the materials/items to be developed?</p>	<p>The three major materials that will need to be developed to make this project successful are: 1) Online bicycle and pedestrian SRO training and training book (lessons, all materials, and assessments) 2) In-person instructor training book and resource guide (lessons, all materials, and assessments) 3) SRO bicycle and pedestrian lessons and activities to teach to students (curriculum)</p>
<p>13. If this is a way-finding/educational project, describe the type of signs and message. 14. How will this program promote biking and walking to transit (the last mile)?</p>	<p>N/A This program will increase safety for students walking to-and-from school. SROs will be responsible for educating students on safer bicycling and pedestrian behaviors to encourage more students to walk and bicycle to school. Some students at middle and secondary schools currently take public transit to get to-and-from school. Increasing their knowledge will help them to feel safer and more secure when taking public transportation.</p>
<p>15. What are the measures of success?</p>	<p>Success will be measured in two different phases of the project. Phase II of the project, SROs will be evaluated on the materials they received throughout the training course via test and survey assessments. 1) Increased SROs' knowledge of bicycle and pedestrian laws, neighborhood safety protocols, and bicycle and pedestrian safety techniques for youth. Phase III of the project, measures of success will be evaluated based on the assessment of the students taught by SROs. 1) Increased knowledge of students on bicycle and pedestrian safety techniques taught by SROs in school. 2) Decreased bicycle and pedestrian crash data and statistics over a two year time period after full implementation of the project. Each of the measurements will assess the knowledge and awareness of bicycle and pedestrian safety, by both the SROs and the students. The assessments of bicycle and pedestrian crash data and statistics will also help to determine if there was a decrease in unintentional injuries in youth, related to bicycle and pedestrian crashes within the 3-5 mile radius of the school.</p>
<p>Submit Cost Estimate Sheet BICYCLE & PEDESTRIAN REGIONAL/SUB-REGIONAL EDUCATION PROJECT from Valley Metro/RPTA for 'School Resource Officer Training Program'</p>	

PART C - TOTAL PROJECT SCHEDULE AND BUDGET INCLUDING ALL SEGMENTS

Cost Estimate for the Project Including ALL Segments	Cost	Optional (Additional Notes)										
1. Estimated Cost of Materials and Services	205,650	Three year projected budget for materials and services include: Postage, photocopies, print materials for training program, as well as student lessons and activities, local meetings, mileage, possible facility charges for the trainings, as well as staff time (labor, fringe, overhead-project management and training).										
2. Additional Costs	60,000	Three year projected budget for additional costs include: consultant assistance to develop training materials and to assist with trainings.										
3. Total Cost	265,650	This total cost does not include the subtraction of the 5.7% local match.										
Requested MAG Programming												
4. Requested Programming		<table border="1"> <thead> <tr> <th data-bbox="682 840 714 987">Year</th> <th data-bbox="682 987 714 1218">Local Funding Source</th> <th data-bbox="682 1218 714 1449">Local Cost</th> <th data-bbox="682 1449 714 1680">Federal Cost</th> <th data-bbox="682 1680 714 1980">Total Cost</th> </tr> </thead> <tbody> <tr> <td data-bbox="714 840 763 987">2015</td> <td data-bbox="714 987 763 1218">Other</td> <td data-bbox="714 1218 763 1449">15,143</td> <td data-bbox="714 1449 763 1680">235,365</td> <td data-bbox="714 1680 763 1980">250,508</td> </tr> </tbody> </table>	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost	2015	Other	15,143	235,365	250,508
Year	Local Funding Source	Local Cost	Federal Cost	Total Cost								
2015	Other	15,143	235,365	250,508								

FALSE

NOTE: PLEASE SEE "ATTACHMENT C" FOR A MORE DETAILED BUDGET.

PART D - SIGNATURE AND CHECKLIST

As the jurisdiction's manager/administrator or designated representative, I certify that this application is accurate and complete and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected for federal funding.

Signature:	<i>Dawn M. Coomer</i>
Name:	<i>Dawn M. Coomer</i>
Title:	<i>TDM Manager</i>
Date:	<i>9-18-2012</i>

WILL FILL OUT AFTER QUESTIONS APPROVED.

Checklist - OPTIONAL

This check list is optional, but is included to facilitate applicant review and verification that all required fields in the form have been completed.

PART A - Contacts and Project Description Fields	Complete?
Contact Information, fields 1 – 5 are complete	
Project Description, fields 6 - 7 are complete	
Project Description, field 8 – project map is provided in the printed application. Please attach a PDF file in the electronic submittal.	
PART B - Segment Description and Proposed Improvements Fields	Complete?
Project Description, Section 1	
Fields 1 - 5 are complete	
Proposed Improvements, Section 2	
Fields 6 – 15 are complete	
Cost Estimate Sheet is Attached	
PART C - Total Project Schedule and Budget Including All Segment Fields	Complete?
Fields 1 – 3 are complete	
Fields 4 Years are complete	
Fields 5 Local Funding Sources are complete	
Fields 6 Local Costs are complete	
Field 7 Federal Costs are complete	
PART D - Signature Page Fields	Complete?
Form is signed	
Name, title and date fields are completed.	

BICYCLE & PEDESTRIAN REGIONAL/SUB-REGIONAL EDUCATION PROJECT from Valley Metro/RPTA for 'School Resource Officer Training Program'

MAG PROJECT/APPLICATION

ATTACHMENT PART A

Brief Project Description: 200 character maximum

This three-phase project will develop an online and in-person training program that will educate School Resource Officers (SROs) on bicycle and pedestrian safety techniques and protocols for youth.

ATTACHMENT PART B

Section I: Brief Project Description

1. Please describe the work to be performed on the project. What are the objectives of the project?

Briefly Describe: There is no current training program to teach SROs bicycle and pedestrian laws, neighborhood safety protocols, and bicycle and pedestrian safety techniques to implement to students on their campuses.

SROs enforce the safety of students on school campuses. SROs have three major roles in schools: law enforcement officer; law-related counselor; and law related education teacher. SROs work closely with parents, students, faculty, and other members of neighboring communities to help keep school campuses and neighborhoods safe. The majorities of SROs are grant funded and are responsible for fulfilling grant requirements enforced by the Arizona Department of Education. SROs are required to spend 180 hours teaching and educating their students about law enforcement and safety.

This is a three-phase project to be completed over three years. The three phases are described below.

Phase 1: Research and Develop SRO Trainings and Curriculum

1) Identify bicycle and pedestrian crash data and statistics related to youth within a 3-5 mile radius of city of Phoenix schools that have a designated SRO on their campus. 2) Identify the number of SROs serving schools in the city of Phoenix. 3) Develop the online and in-person training curriculum for SROs. 4) Develop bicycle and pedestrian safety lessons and activities for SROs to teach to students in classrooms. 5) Develop evaluation assessments for SROs and students.

Phase 2: Coordinate and Conduct SRO Trainings

1) Schedule trainings at multiple locations. 2) Select SROs in the city of Phoenix to participate in the trainings. 3) Conduct SRO trainings. 4) SRO officers implement curriculum to students.

Phase 3: Evaluate and Expand SRO Trainings

1) Assess and evaluate SRO trainings. 2) Assess and evaluate students' knowledge of curriculum. 3) Compare bicycle and pedestrian crash data and statistics surrounding Phoenix schools where SRO officers were trained with program. 3) Modify needs based on evaluations and assessments. 4) Identify SROs in other partnering jurisdictions. 5) Repeat Phases 1, 2, and 3 to expand trainings to other cities in MAG region.

Phase I Objectives:

- 1) Spring 2015- Compile bicycle and pedestrian crash data and statistics for selected schools (8).
- 2) August 2015-Create SRO contact list for all schools in Phoenix.
- 3) July 2015-Develop one online training and one in-person training curriculum.
- 4) July 2015-Develop, print, and distribute student bicycle and pedestrian lesson and activities.

Phase II Objectives:

- 1) January 2016- 85% of SRO's attend and participate in the bicycle and pedestrian safety trainings.
- 2) May 2016-100% of trained SRO's will implement 10-12 hours of the curriculum to 60% of students in their schools.

Phase III Objectives:

- 1) December 2016-Assess and compile 100% of the evaluations from the SRO trainings.
- 2) December 2016-Assess and compile 100% of the evaluations from the students.
- 3) March 2017-One partnering city in MAG region to train fellow SRO's by March 2017.
- 4) June 2017-Phase 1 of the project will start in the partnering city.

2. Is this a one-time/unique opportunity?

Briefly Describe: This education program can be expanded in future years to extend education to other SROs throughout other partnering jurisdictions in the MAG region to improve bicycle and pedestrian safety. According to the National Center for Safe Routes to School, cars taking K-12th grade students to school accounted for 5-7 percent of vehicle miles traveled and 10 to 14 percent of all personal vehicle trips made during the morning peak period. Future opportunities will help to educate additional SRO's and students throughout these jurisdictions on bicycle and pedestrian laws and safety. Increasing the safety of students traveling to-and-from school will help promote walking and bicycling, while also addressing traffic mitigation.

3. Guidelines used to develop project: (Check all that apply)	
Guidelines MAG Pedestrian Policies and Design	Yes
AASHTO Guide for Bicycle Facilities	No
MAG Complete Streets Guide	No
Other:	Please specify:

4. How is this project a benefit to the regional public transportation system?

Briefly describe: All public transportation users are pedestrians and some transit users bicycle to public transportation. SROs educating youth on bicycle and pedestrian safety techniques, as well as bicycle and pedestrian traffic laws and regulations, will assist students to become safer pedestrians when using our regional public transportation system. They will have increased awareness and knowledge on safe ways to walk and bicycle, as youth and as adults. This program will enhance safety.

5. Describe how this project impacts multiple jurisdictions. How will each jurisdiction benefit?

Briefly describe: This project can eventually impact jurisdictions throughout the state of Arizona. SROs are located throughout various counties in Arizona, including rural and urban communities. This project will be piloted in the city of Phoenix, and can be expanded to other SRO's in different cities and counties in Arizona. Training SROs in partnering jurisdictions on bicycle and pedestrian safety will benefit each of the jurisdictions because it will educate more students on bicycle and pedestrian safety techniques and laws. This education will improve the safety of students on campuses, as well as assist in providing safer communities.

Section II: Detailed Project Description

6. Please describe how the project will address (bicycle safety, pedestrian safety, persons with disabilities, lower socio-economic communities, and seniors.)

Bicycle Safety: This project is a bicycle safety project. This project will train SROs in various areas of bicycle safety, bicycle laws, traffic signals and signage, and proper bicycling techniques for youths. With this educational training, SROs will then be able to educate students on these three core areas of bicycling safety, with hopes of increasing students' safety behaviors as bicyclists.

Pedestrian Safety: This project is a pedestrian safety project. This project will train SROs in various areas of pedestrian safety, pedestrian laws, pedestrian traffic signals and signage, and proper pedestrian techniques for youths. With this educational training, SROs will then be able to educate students on these core areas of pedestrian safety, with hopes of increasing students' safety behaviors as pedestrians.

Persons with Disabilities: This project will address persons with disabilities. There are students with disabilities who attend public and private schools throughout the city of Phoenix. The training for SROs can address special needs situations. Depending on the students' disability they may need additional safety education and materials as bicyclists and pedestrians. The SRO will then be able to assist with these needs to the best of their abilities after the training.

Lower socio-economic communities: This project will address lower socio-economic communities. Research has proven that lower socio-economic communities have more public health issues surrounding their communities compared to those that are not considered to be of a lower socio-economic status. The built environment of communities has also proven to have a large affect on the health of children and other community residents within that area. This project will train SROs in neighborhood protocols and dangers to assist them in addressing certain neighborhood crimes and issues related to students safety traveling to-and-from school via bicycling and walking. (i.e. stray dogs, unsafe walking paths, gangs, etc.) Creating education and awareness of bicycle and pedestrian safety to the students and the surrounding lower socio-economic communities, will increase morale and build a stronger community for the safety of the students through encouragement.

Seniors: There may be situations that arise during the SRO trainings, in which an SRO officer has problems or concerns with grandparent guardians of students or local neighborhood community seniors around the school campuses. Trainings will be adjusted based on the best knowledge possible to provide to the SRO officer and information will be prepared to address issues in advance.

7. Describe how this project may impact schools. Identify schools (elementary, middle, high schools, universities) that this project may benefit.

Currently, there are 53-54 SROs serving schools throughout the city of Phoenix for the 2012-2013 school year. These SROs are separated into four squads based on the location of their schools. SROs are often assigned more than one school in one district. The majorities of SROs are grant funded through the Arizona Department of Education and are required to work with schools identified in their grant. SRO's currently work with elementary, middle, and high schools in the city of Phoenix. Educating SROs on bicycle and pedestrian safety will target a large demographic of students all throughout the city of Phoenix. This education will improve the safety on students in these campuses and neighborhoods.

8. Describe the demographics of the target audience.

Target Audience 1: SROs in the city of Phoenix. The SROs demographics as defined by National Association of School Resource Officers (NARSO) includes any career law enforcement officer, with sworn authority, deployed in community-oriented policing, and assigned by the employing police department or agency to work in collaboration with schools and community-based organizations to a) address crime and disorder problems, gangs, and drug activities affecting or

occurring in or around elementary or secondary school; b) develop or expand crime prevention efforts for students; c) educate likely school-aged victims in crime prevention and safety; d) develop or expand community justice initiatives and safety for students; e) train students in conflict resolution, restorative justice and crime awareness; f) assist in the identification of physical changes in the environment that may reduce crime and increase safety around the school; and g) assist in developing school policy that addressed crime and recommend procedural changes.

Target Audience 2: Student populations: specific to the city of Phoenix SROs schools.

Students may include those in Title 1 elementary and secondary (K-12) schools that are of low socio-economic status in the city of Phoenix and who live in lower socio-economic communities around the target school. According to the National Center for Education Statistics, the demographics of students in Title 1 schools can vary and the majority of Title 1 funding is provided to elementary schools (67% in 2002). Demographics of students within these schools can vary between white, non-Hispanic, African-American, Hispanic, Asian or Pacific Islander, American Indian or Alaskan Native, and other. Research proves that demographics of student academic standards, in schools with higher poverty, are much less than lower poverty schools.

Further demographics of student populations, can be researched in Phase I of this project to assess the demographics of the students in the specific schools Phoenix SRO's will be working with.

9. Describe the specific message for each target audience. What is the call to action?

The overall specific message for each target audience is increasing bicycle and pedestrian safety in students through education and awareness. The call to action of this project is to increase bicycling and pedestrian safety behaviors in students by utilizing the powerful and positive influences of SRO's throughout schools and school districts in the city of Phoenix.

10. Describe how the message will be communicated to each target audience.

Safety is the key message of this project. Safety will be communicated using various techniques. This project will aim to communicate the key message of safety to SROs through training. The majorities of SROs are not familiar with or have not been trained on bicycle and pedestrian laws, protocols, and safety techniques, especially related to youth. This training will provide SROs with the confidence to teach and educate students' in their schools about bicycle and pedestrian safety.

This project will communicate the key message of safety to students using the authority and positive influence of the SROs. The SROs will be responsible to coordinate and implement the safety lessons and activities with the students at their schools. Students will participate in visual, hands-on, and real life examples using various techniques around the school and communities. These may include practicing using crosswalks, stop signs, walking signals, and identifying traffic lights, traffic signage, bike paths, and potential dangers.

11. Will the program include events and maps?

This program will aim to include events and maps as appropriate. The Valley Metro-Safe Routes to School program (SR2S) currently hosts two main events throughout the school year that will complement and work with trained SROs to assist with hosting safety events for students at their schools. These events include an International Walk to School Day/Walk Month event and a Spring Bike Rodeo event. The Valley Metro SR2S program will also assist SROs in other bicycle pedestrian safety events as needed. Maps will be created in Phase I of the project to show the locations of the bicycle and pedestrian safety crashes and unintentional injuries within a 3-5 mile radius of schools (2010-2012 data) in the city of Phoenix. These maps will be updated in Phase III of the project to compare and contrast results of the program. Additional maps will be provided to teach SROs the safest routes for students to be traveling to-and-from school. Valley Metro will partner with the city of Phoenix to have these maps created to provide to SROs.

12. What are the materials/items to be developed?

The three major materials that will need to be developed to make this project successful are:

- 1) Online bicycle and pedestrian SRO training and training book (lessons, all materials, and assessments)
- 2) In-person instructor training book and resource guide (lessons, all materials, and assessments)
- 3) SRO bicycle and pedestrian lessons and activities to teach to students (curriculum)

13. If this is a way-finding/educational project, describe the type of signs and message.

N/A

14. How will this program promote walking and biking to transit (the last mile)?

This program will increase safety for students walking to-and-from school. SROs will be responsible for educating students on safer bicycling and pedestrian behaviors to encourage more students to walk and bicycle to school. Some students at middle and secondary schools currently take public transit to get to-and-from school. Increasing their knowledge will help them to feel safer and more secure when taking public transportation.

15. What are the measures of success?

Success will be measured in two different phases of the project.

Phase II of the project, SROs will be evaluated on the materials they received throughout the training course via test and survey assessments.

- 1) Increased SROs' knowledge of bicycle and pedestrian laws, neighborhood safety protocols, and bicycle and pedestrian safety techniques for youth.

Phase III of the project, measures of success will be evaluated based on the assessment of the students taught by SROs.

- 1) Increased knowledge of students on bicycle and pedestrian safety techniques taught by SROs in school.
- 2) Decreased bicycle and pedestrian crash data and statistics over a two year time period after full implementation of the project.

Each of the measurements will assess the knowledge and awareness of bicycle and pedestrian safety, by both the SROs and the students. The assessments of bicycle and pedestrian crash data and statistics will also help to determine if there was a decrease in unintentional injuries in youth, related to bicycle and pedestrian crashes within the 3-5 mile radius of the school.

ATTACHMENT C

Valley Metro RPTA: School Resource Officer Training Program Budget				
	Year 1	Year 2	Year 3	Total
Staff Time (Labor, Fringe, Overhead - Project Management and Training)	\$ 52,000.00	\$ 52,000.00	\$ 52,000.00	\$ 156,000.00
Postage	\$ 100.00	\$ 100.00	\$ 100.00	\$ 300.00
Photocopies	\$ 250.00	\$ 250.00	\$ 250.00	\$ 750.00
Print Materials	\$ 10,000.00	\$ 17,500.00	\$ 17,500.00	\$ 45,000.00
Miscellaneous (Local meetings and mileage)	\$ 1,200.00	\$ 1,200.00	\$ 1,200.00	\$ 3,600.00
Consultant Assistance (Develop Training Materials; assist with trainings)	\$ 30,000.00	\$ 15,000.00	\$ 15,000.00	\$ 60,000.00
Sub-Total	\$ 93,550.00	\$ 86,050.00	\$ 86,050.00	\$ 265,650.00
Less: 5.7% Match	\$ (5,332.35)	\$ (4,904.85)	\$ (4,904.85)	\$ (15,142.05)
Grand Total	\$ 88,217.65	\$ 81,145.15	\$ 81,145.15	\$ 250,507.95

NOTE: This project will be carried out over the course of three years.

September 10th, 2012

Letter of Support: Valley Metro

To whom it may concern:

It is my pleasure to write this letter of support for Valley Metro. I strongly encourage the MAG Bicycle and Pedestrian Committee to consider Valley Metro's grant application for the "School Resource Officer Training Program" for 2015-2017.

As a city of Phoenix School Resource Officer (SRO), it is my duty to keep school campuses and neighborhoods safe for our students. It is also my duty to educate students on safety techniques and protocols related, but not limited to; drug abuse, violence, sexual harassment, bullying, and gang related activity.

One important area that we have not been officially trained on is bicycle and pedestrian safety protocols and techniques for youth aged K-8. As an SRO, I witness dangerous bicycle and pedestrian behaviors on a daily basis at the schools I work with. Some which include, but are not limited to, students not wearing helmets (at all or properly), high-traffic volumes of vehicles around schools, students not using crosswalks or walk signals arriving to-and-from school, unsafe walking paths for students, and unsafe behaviors in surrounding neighborhoods that put students at increased danger.

An SRO training program does not currently exist, that teaches myself or fellow SRO's bicycle and pedestrian safety protocols and techniques. This is a cause for concern.

This "School Resource Training Program" by Valley Metro will teach us proper bicycle and pedestrian protocols and techniques, as well as provide us with professional lessons and activities, to help us educate our students on our campuses. This will also allow us to teach bicycle and pedestrian safety to a larger demographic of students in our schools.

It is for the reasons above that I am in full support of the "School Resource Training Program" and ask you once again to consider this grant application from Valley Metro. This program will provide the necessary tools to help us enforce bicycle and pedestrian safety throughout our schools, while also improving bicycle and pedestrian behaviors of our students for the long run.

If I can answer any questions or provide additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Corona" followed by the number "6377" in a separate circle.

Jason Corona
School Resource Officer
City of Phoenix
(602) 495-5008

September 10th, 2012

Letter of Support: Valley Metro

To whom it may concern:

It is my pleasure to write this letter of support for Valley Metro. I strongly encourage the MAG Bicycle and Pedestrian Committee to consider Valley Metro's grant application for the "School Resource Officer Training Program" for 2015-2017.

As a city of Phoenix School Resource Officer (SRO), it is my duty to keep school campuses and neighborhoods safe for our students. It is also my duty to educate students on safety techniques and protocols related, but not limited to; drug abuse, violence, sexual harassment, bullying, and gang related activity.

One important area that we have not been officially trained on is bicycle and pedestrian safety protocols and techniques for youth aged K-8. As an SRO, I witness dangerous bicycle and pedestrian behaviors on a daily basis at the schools I work with. Some which include, but are not limited to, students not wearing helmets (at all or properly), high-traffic volumes of vehicles around schools, students not using crosswalks or walk signals arriving to-and-from school, unsafe walking paths for students, and unsafe behaviors in surrounding neighborhoods that put students at increased danger.

An SRO training program does not currently exist, that teaches myself or fellow SRO's bicycle and pedestrian safety protocols and techniques. This is a cause for concern.

This "School Resource Training Program" by Valley Metro will teach us proper bicycle and pedestrian protocols and techniques, as well as provide us with professional lessons and activities, to help us educate our students on our campuses. This will also allow us to teach bicycle and pedestrian safety to a larger demographic of students in our schools.

It is for the reasons above that I am in full support of the "School Resource Training Program" and ask you once again to consider this grant application from Valley Metro. This program will provide the necessary tools to help us enforce bicycle and pedestrian safety throughout our schools, while also improving bicycle and pedestrian behaviors of our students for the long run.

If I can answer any questions or provide additional information, please do not hesitate to contact me.

Sincerely,



Michelle Bishop
School Resource Officer
City of Phoenix
(602) 495-5008

September 12th, 2012

Letter of Support: Valley Metro

To whom it may concern:

It is my pleasure to write this letter of support for Valley Metro. I strongly encourage the MAG Bicycle and Pedestrian Committee to consider Valley Metro's grant application for the "School Resource Officer Training Program" for 2015-2017.

As a city of Phoenix School Resource Officer (SRO), it is my duty to keep school campuses and neighborhoods safe for our students. It is also my duty to educate students on safety techniques and protocols related, but not limited to; drug abuse, violence, sexual harassment, bullying, and gang related activity.

One important area that we have not been officially trained on is bicycle and pedestrian safety protocols and techniques for youth aged K-8. As an SRO, I witness dangerous bicycle and pedestrian behaviors on a daily basis at the schools I work with. Some which include, but are not limited to, students not wearing helmets (at all or properly), high-traffic volumes of vehicles around schools, students not using crosswalks or walk signals arriving to-and-from school, unsafe walking paths for students, and unsafe behaviors in surrounding neighborhoods that put students at increased danger.

An SRO training program does not currently exist, that teaches myself or fellow SRO's bicycle and pedestrian safety protocols and techniques. This is a cause for concern.

This "School Resource Training Program" by Valley Metro will teach us proper bicycle and pedestrian protocols and techniques, as well as provide us with professional lessons and activities, to help us educate our students on our campuses. This will also allow us to teach bicycle and pedestrian safety to a larger demographic of students in our schools.

It is for the reasons above that I am in full support of the "School Resource Training Program" and ask you once again to consider this grant application from Valley Metro. This program will provide the necessary tools to help us enforce bicycle and pedestrian safety throughout our schools, while also improving bicycle and pedestrian behaviors of our students for the long run.

If I can answer any questions or provide additional information, please do not hesitate to contact me.

Sincerely,

 #7820

Lindsay McKnight
School Resource Officer
City of Phoenix
(602) 495-5008

September 12th, 2012

Letter of Support: Valley Metro

To whom it may concern:

It is my pleasure to write this letter of support for Valley Metro. I strongly encourage the MAG Bicycle and Pedestrian Committee to consider Valley Metro's grant application for the "School Resource Officer Training Program" for 2015-2017.

As a city of Phoenix School Resource Officer (SRO), it is my duty to keep school campuses and neighborhoods safe for our students. It is also my duty to educate students on safety techniques and protocols related, but not limited to; drug abuse, violence, sexual harassment, bullying, and gang related activity.

One important area that we have not been officially trained on is bicycle and pedestrian safety protocols and techniques for youth aged K-8. As an SRO, I witness dangerous bicycle and pedestrian behaviors on a daily basis at the schools I work with. Some which include, but are not limited to, students not wearing helmets (at all or properly), high-traffic volumes of vehicles around schools, students not using crosswalks or walk signals arriving to-and-from school, unsafe walking paths for students, and unsafe behaviors in surrounding neighborhoods that put students at increased danger.

An SRO training program does not currently exist, that teaches myself or fellow SRO's bicycle and pedestrian safety protocols and techniques. This is a cause for concern.

This "School Resource Training Program" by Valley Metro will teach us proper bicycle and pedestrian protocols and techniques, as well as provide us with professional lessons and activities, to help us educate our students on our campuses. This will also allow us to teach bicycle and pedestrian safety to a larger demographic of students in our schools.

It is for the reasons above that I am in full support of the "School Resource Training Program" and ask you once again to consider this grant application from Valley Metro. This program will provide the necessary tools to help us enforce bicycle and pedestrian safety throughout our schools, while also improving bicycle and pedestrian behaviors of our students for the long run.

If I can answer any questions or provide additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Susan Heimbigner", with a handwritten number "#6291" to the right of the signature.

Susan Heimbigner
School Resource Officer
City of Phoenix
(602) 495-5008

September 12th, 2012

Letter of Support: Valley Metro

To whom it may concern:

It is my pleasure to write this letter of support for Valley Metro. I strongly encourage the MAG Bicycle and Pedestrian Committee to consider Valley Metro's grant application for the "School Resource Officer Training Program" for 2015-2017.

As a city of Phoenix School Resource Officer (SRO), it is my duty to keep school campuses and neighborhoods safe for our students. It is also my duty to educate students on safety techniques and protocols related, but not limited to; drug abuse, violence, sexual harassment, bullying, and gang related activity.

One important area that we have not been officially trained on is bicycle and pedestrian safety protocols and techniques for youth aged K-8. As an SRO, I witness dangerous bicycle and pedestrian behaviors on a daily basis at the schools I work with. Some which include, but are not limited to, students not wearing helmets (at all or properly), high-traffic volumes of vehicles around schools, students not using crosswalks or walk signals arriving to-and-from school, unsafe walking paths for students, and unsafe behaviors in surrounding neighborhoods that put students at increased danger.

An SRO training program does not currently exist, that teaches myself or fellow SRO's bicycle and pedestrian safety protocols and techniques. This is a cause for concern.

This "School Resource Training Program" by Valley Metro will teach us proper bicycle and pedestrian protocols and techniques, as well as provide us with professional lessons and activities, to help us educate our students on our campuses. This will also allow us to teach bicycle and pedestrian safety to a larger demographic of students in our schools.

It is for the reasons above that I am in full support of the "School Resource Training Program" and ask you once again to consider this grant application from Valley Metro. This program will provide the necessary tools to help us enforce bicycle and pedestrian safety throughout our schools, while also improving bicycle and pedestrian behaviors of our students for the long run.

If I can answer any questions or provide additional information, please do not hesitate to contact me.

Sincerely,



John Wilson
School Resource Officer
City of Phoenix
(602) 495-5008