

## Iowa LTAP Mission

To foster a safe, efficient, and environmentally sound transportation system by improving skills and knowledge of local transportation providers through training, technical assistance, and technology transfer, thus improving the quality of life for Iowans.

### Staff

**Stephen J. Andrie**  
Director of CTRE  
andrie@iastate.edu

**Duane Smith**  
Director of Iowa LTAP  
desmith@iastate.edu

**Marcia Brink**  
Communications Manager  
mbrink@iastate.edu

**Tom McDonald**  
Safety Circuit Rider  
tmcdonal@iastate.edu

**Georgia Parham**  
Secretary  
gparham@iastate.edu

**Alison Weidemann**  
Designer

**Michele Regenold**  
Contributing Writers

## Advisory Board

The people listed below help guide the policies and activities of Iowa LTAP. Contact any of the advisory board members to comment, make suggestions, or ask questions about any aspect of LTAP.

**Gary Fox**  
Traffic and Transportation Director  
City of Des Moines  
Telephone: 515-283-4973

**John Goode**  
Monroe County Engineer  
Telephone: 641-932-7123

**Neil Guess**  
Howard R. Green Company  
Telephone: 515-278-2913

**Becky Hiatt**  
Operations Engineer  
FHWA - Iowa Division  
Telephone: 515-233-7321

**Bret Hodne**  
City of West Des Moines  
Telephone: 515-222-3475

**Charlie Purcell**  
Local Systems, Iowa DOT  
Telephone: 515-239-1532

**Wally Mook**  
Director of Public Works  
City of Bettendorf  
Telephone: 319-344-4128

**Greg Parker**  
Johnson County Engineer  
Telephone: 319-356-6046

**Bob Sperry**  
Story County Engineer  
Telephone: 515-382-7355

**Chris Whitaker**  
Transportation Planner  
Region XII Council of Governments  
Telephone: 712-792-9914

## Safe Routes to School

Did you know?

- In 1969, roughly half of all children walked or biked to school. Today, only about 15 percent do so.
- There are more than three times as many overweight children today as there were 25 years ago.
- As much as 20 to 30 percent of morning rush hour traffic can be attributed to parents driving children to school.

Statistics like these have led to development of the national Safe Routes to School (SRTS) program. This concept has actually been in existence in a few states for several years. It is now being implemented across the nation as a result of the federal transportation bill—SAFETEA-LU—authorized last summer.

Basically, SRTS is a federal funding program to increase the number of children bicycling and walking to school. In addition, it is intended to encourage healthy and active lifestyles; improve safety; and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

### One million dollars in grants for Iowa

A few key points about this competitive grant program are

- The funds are intended to help get more children bicycling and walking to and from school safely.
- Eligible schools are elementary and middle schools (grades K through 8).
- Eligible applicants are cities, counties, local governments, schools, or nonprofit organizations.
- Some of the eligible projects include sidewalks, bicycle and pedestrian crossings, traffic calming improvements, public awareness campaigns, safety education and enforcement, and many others.
- All projects should address both infrastructure and noninfrastructure elements.



Source: Toolbox to Address Safety and Operations on School Grounds and Public Streets Adjacent to Elementary and Middle Schools in Iowa.

- Infrastructure projects must be within two miles of the school.
- No local match is required.
- Iowa will receive a minimum of \$1 million per year.

The Iowa DOT will administer the program for Iowa. It is in the process of developing the application and funding process with the assistance of an advisory committee and hope to be ready to receive applications by the end of this year.

### For more information

If you would like to be on the mailing list to receive additional information as it becomes available, please contact Kathy Ridnour, Iowa's Safe Routes to School Coordinator, Iowa DOT, 515-239-1713, kathy.ridnour@dot.iowa.gov. A website will soon be established. ■

**Editor's note:** This article was adapted from one written by Kathy Ridnour for the March 2006 issue of Iowa Bicyclist, the newsletter of the Iowa Bicycle Coalition.

