Safe Routes To School Kick Off Meeting

Westside Elementary and Windsor Middle Schools

Isle of Wight County, VA

January 20, 2011

Meeting Agenda

- SRTS Program and Its Benefits

- Program Components – 5 E's

- Your Role as a Stakeholder

- Preliminary Analysis for Each School Review

- Brainstorming Items
  - Vision
  - Obstacles/Barriers and Opportunities
  - Marketing Tools/Media Milestones

- Next Steps / Project Schedule

SRTS Program
Every Step Counts

*A lifetime of being active
can begin on the way to school*

SRTS Program Statistics

- School Travel

  - In 1969 42% of students walked or bicycled to school

  - In 2001 16% of students walked or bicycled to school

  - Changes in school size and locations have affected children's ability to walk or bicycle to school

  - Most common barriers to walking or bicycling to school
    - Long distances   62%
    - Traffic danger   30%
    - Adverse weather   19%
    - Fear of crime danger   12%

SRTS Program Statistics

- Physical Inactivity

  - Most kids aren't getting the physical activity they need

  - Children should get at least 60 minutes of age appropriate physical activity most, preferably all, days of the week

  - It takes about 5-10 minutes for children to walk ¼ of a mile or bicycle an entire mile

  - Overweight children have an increased risk of:
    - Type 2 Diabetes
    - Low self esteem
    - Decreased physical function
    - Obesity in adulthood
    - Many other negative emotional and physical effects

SRTS Program Statistics

- Safety
  - Vehicle Speed is a key element in safety

  - A pedestrian hit at:
    - 40 mph has a 15% chance of survival
    - 30 mph has a 45% chance of survival
    - 20 mph has a 85% chance of survival

SRTS Program Benefits

- Health
  - Increases physical activity
  - Decreases air pollution - Air quality is measurable better around schools with more walkers and bicyclists
  - Increases a child's sense of freedom
  - Establishes life long habits

- Safety
  - Reduces congestion around schools
  - Teaches pedestrian and bicyclist skills

- Transportation
  - Improves walking and bicycling conditions
 - Can lead to cost savings for schools – reduce the need for "hazard" busing

SRTS – Isle of Wight County

- Preliminary Data

  – Currently no students walk or bike to school

  – Some students who live very close to the school (within easy walking distance) are the last to be dropped off.

  – No bicycle or pedestrian accommodations exist immediately surrounding Windsor Middle School

  – Some pedestrian accommodations do exist immediately surrounding Westside Elementary, but with no safe way for pedestrians to cross the streets.

SRTS – Isle of Wight County
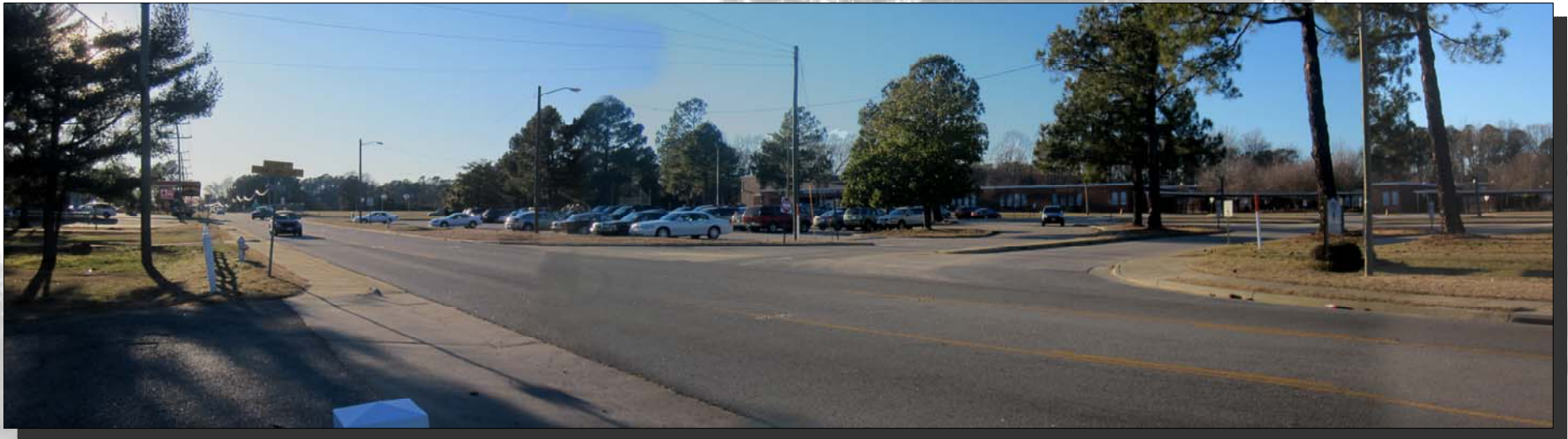
SRTS – Isle of Wight County

SRTS – Isle of Wight County

- Benefits
  - Improve student health, safety, and transportation alternatives around the schools

  - Improve pedestrian and bicycle mobility in Windsor and Smithfield

  - Link neighborhoods to existing community service facilities

  - Start to build the foundation for planned future multi-use paths and greenways

Program Components – 5 E's

Encouragement

Engineering

Education

Enforcement

Evaluation

Education Component

- Comes before encouragement

  - Education for the team (done as part of the planning process)
    - Existing school travel statistics
    - Parent attitudes toward walking/biking to school
    - Existing travel environment for walking/biking

  - Education for children/parents/drivers/neighbors
    - Ped/Bike safety skills
    - Correct drop off / pick up procedures
    - Safe driving practices near schools
    - Keep sidewalks clear

Encouragement Component

- Have Fun

  - Special Events – Walking Wednesday's, National Walk to School Day (October 5, 2011)

  - Walking School Buses

  - Bike Trains

  - Park and Walk Programs

Enforcement Component

- Identify Unsafe Behaviors
  - Speeding
  - Stopping in crosswalks
  - Failing to yield
  - Darting out between parked cars
  - Not following directions of crossing guard

- Address those behaviors
  - Educational flyers
  - Warnings
  - Staff/Parent/Student patrol program

Engineering Component

- School Zone (area around school and a couple of blocks out
    - Signs and pavement markings (MUTCD)
    - Drop off / pick up procedures
    - Sidewalks, crosswalks, etc
    - Presence of bike racks

- Up to a 2 mile radius out
    - Identify safe travel routes
    - Safe street crossings
    - Adequate path widths
    - ADA accessibility

- Types of Improvements
    - Simple – signs and paint
    - Complex – new sidewalks, street crossings, etc
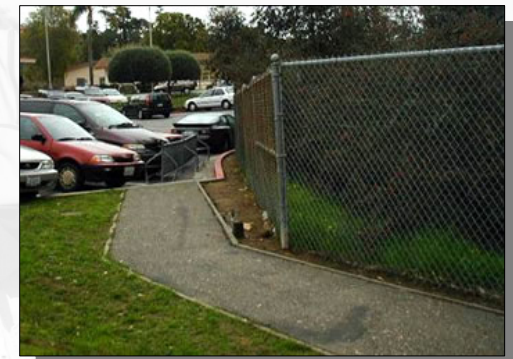
Evaluation Component

- Evaluation
  - Before
    - Student travel tally
    - Parent survey
    - Route assessments
    - Share the results
  - During
    - Number of attendants at activities
    - Number of flyers handed out
    - Share the results
  - After
    - Student travel tally
    - Parent survey
    - Route assessments
    - Compare results
    - Share results

Evaluation Tools
  - SRTS survey and evaluation tools
  - Observations
  - Informal interviews with parents / principals / town planners and engineers / local police
  - Existing data – crash data / GIS data

Your Role as a Stakeholder

- Two Parts

  – Development of the SRTS Plan

  – Execution of the SRTS Plan

Your Role as a Stakeholder

- Development of the SRTS Plan

  - Visioning
    - Why is SRTS important to our community

  - Data Gathering / Analysis
    - School Info
    - Student travel tally's
    - Parent surveys
    - Identification of hazards and barriers to active transportation
    - Student opinions

  - Strategy Development – how do we address the 5 E's
    - What is appropriate for our community/school
    - Ensure SMART (Specific, Measurable, Achievable, Relevant, & Time-bound) objectives

Your Role as a Stakeholder

- Execution of the SRTS Plan

  - Sustained effort

  - Incorporation of the SRTS strategies into existing programs/activities

Ideal Key Stakeholder Groups

- School
  - Principal and other administrators
  - Parents and students
  - Health/physical education teachers
  - PTA representatives
  - School nurse
  - School district transportation director
  - Adult school crossing guards
  - Public communications officer

- Local Government
  - Transportation planner or traffic engineer
  - Neighborhood planner
  - Public health professional
  - Law enforcement officer
  - Local community representatives

- Community
  - Local pedestrian, bicycle and safety advocates
  - Neighborhood association members
  - Community members
  - Local businesses

Preliminary School Analysis

- School locations / attendance zones

- Adjacent residential areas

- Existing walking/biking facilities

- Adjacent community facilities

- Roadway and intersection characteristics/conditions

- Future plans for the area

Westside Elementary
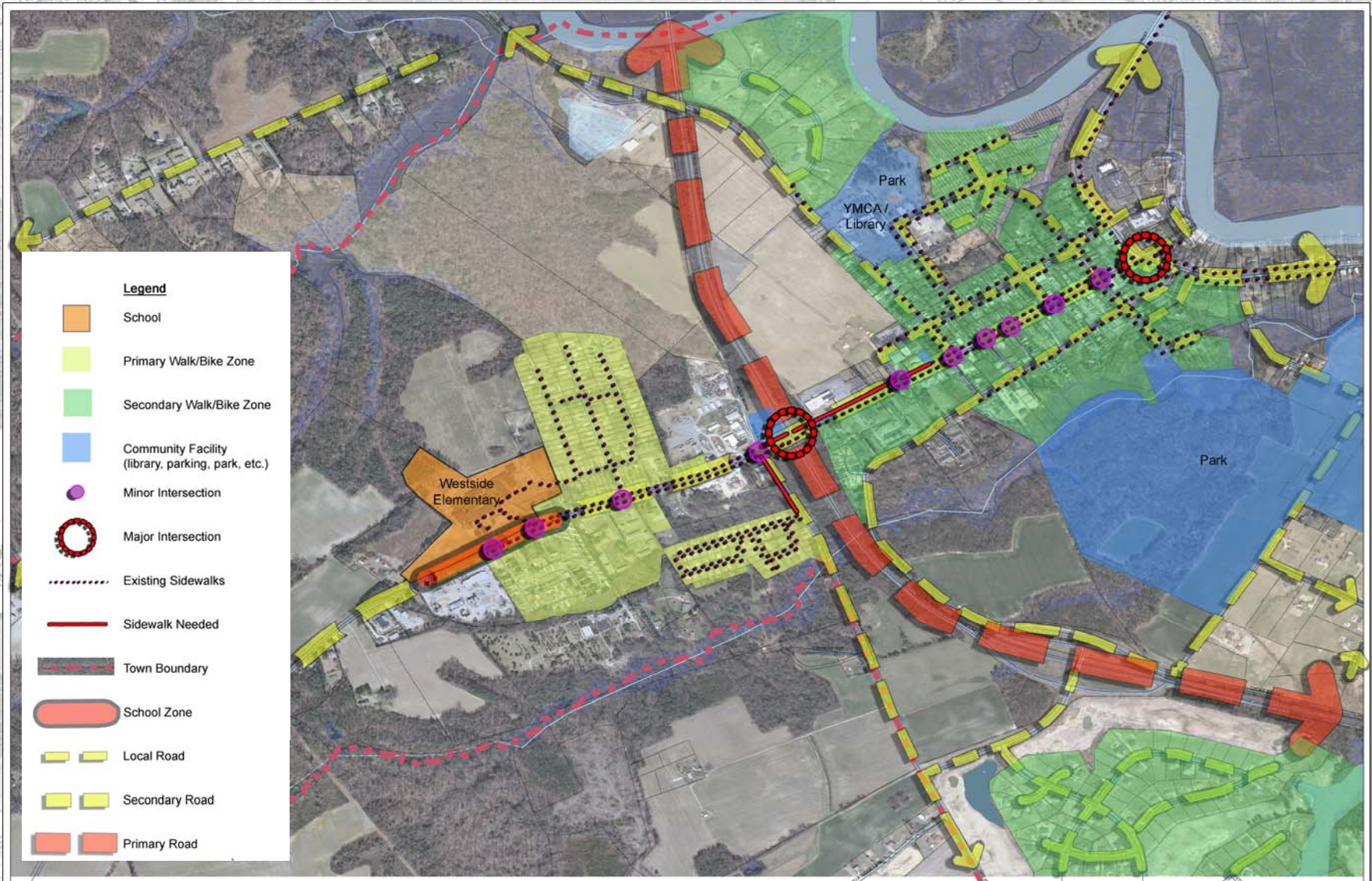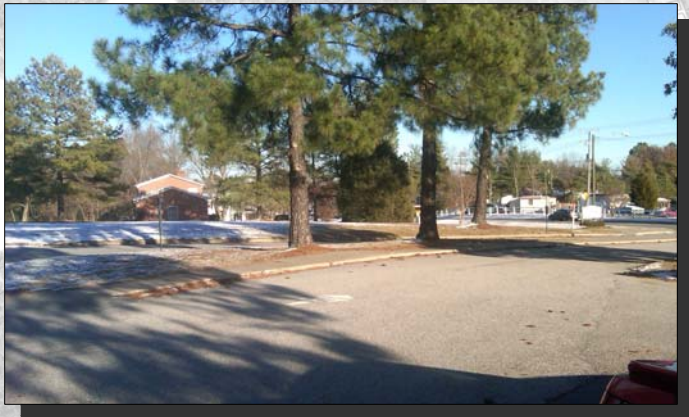
Westside Elementary

West Main Street

- ### School Zone
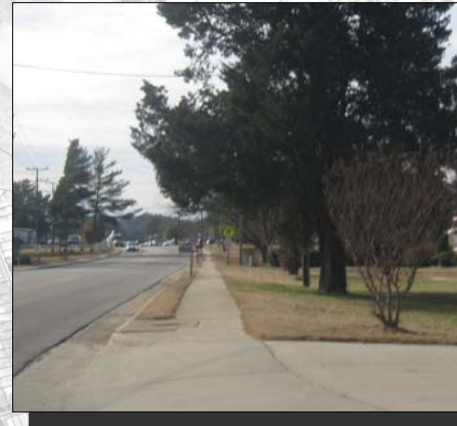 - From east 25 mph to 25 mph
  - From west 35 mph to 25 mph
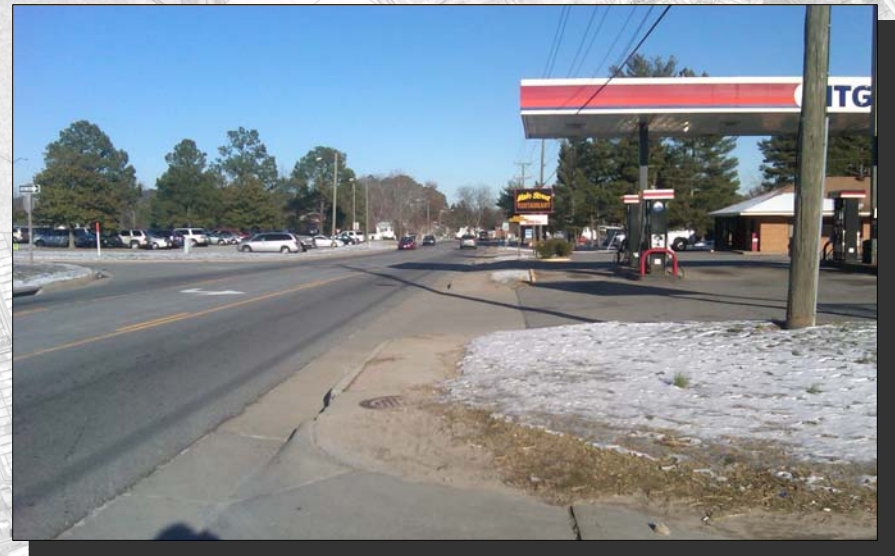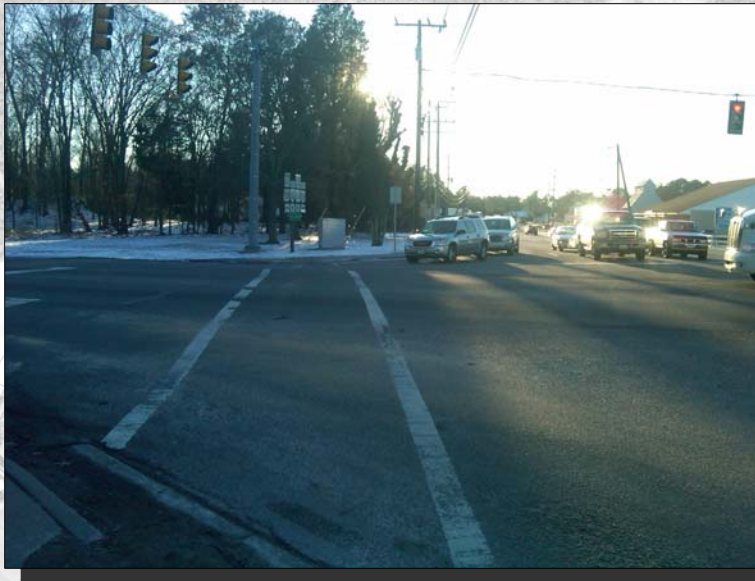
Westside Elementary

Sidewalks on School Property

Westside Elementary
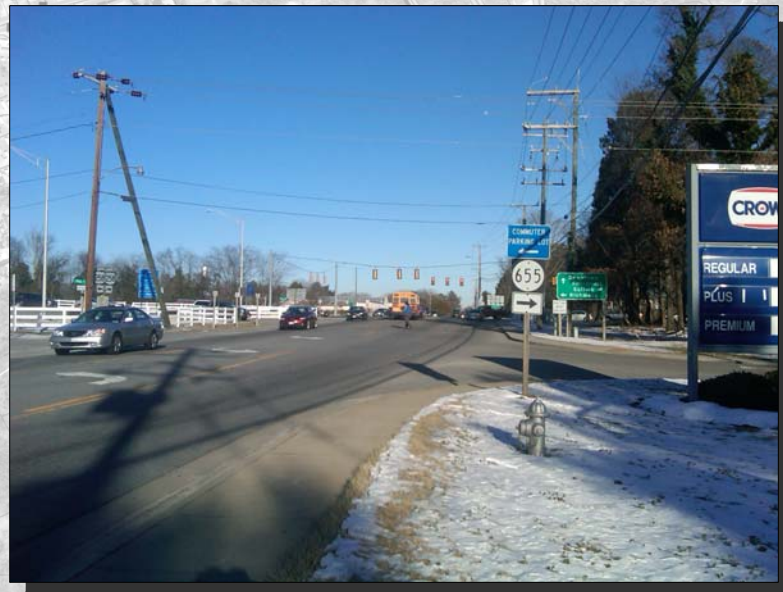
Sidewalks in the
wider community
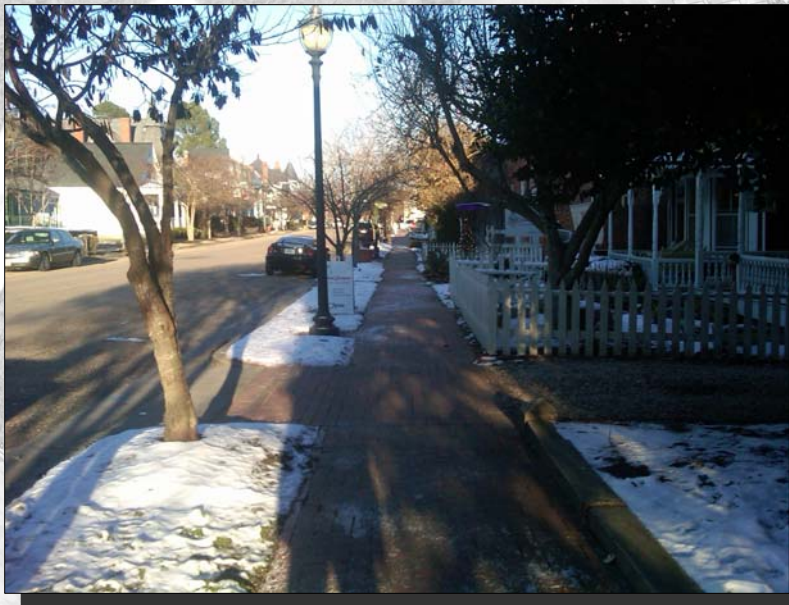
Westside Elementary

Intersections

Main Street / Great Springs Int. (East Coast Greenway)

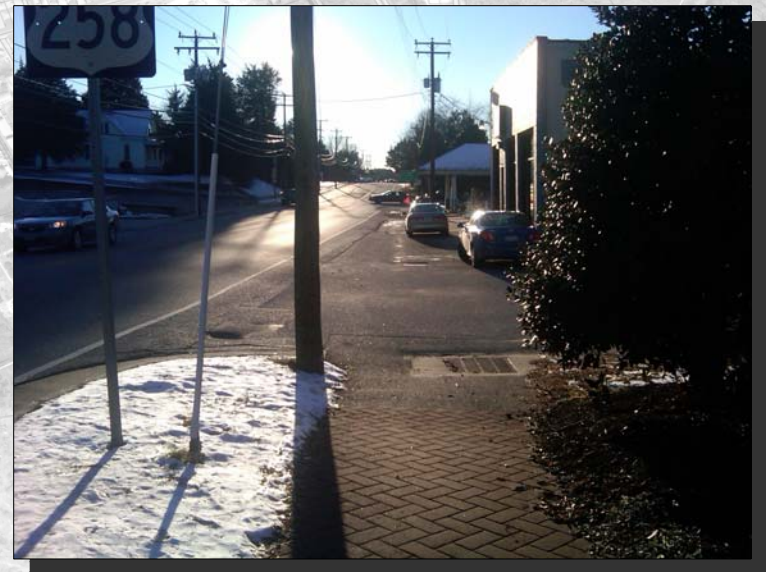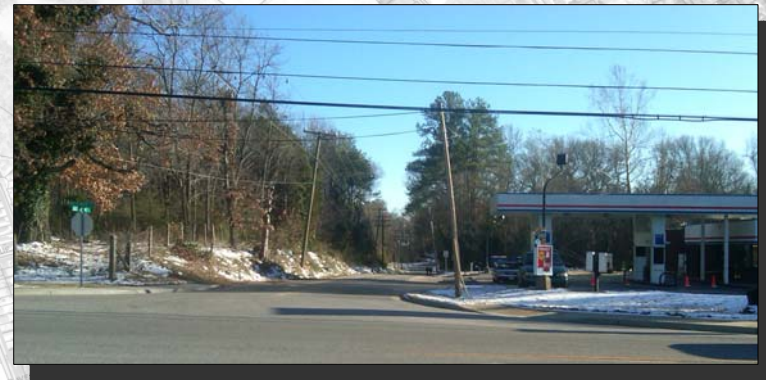Rt. 258 / Main Street
Intersection

Westside Elementary
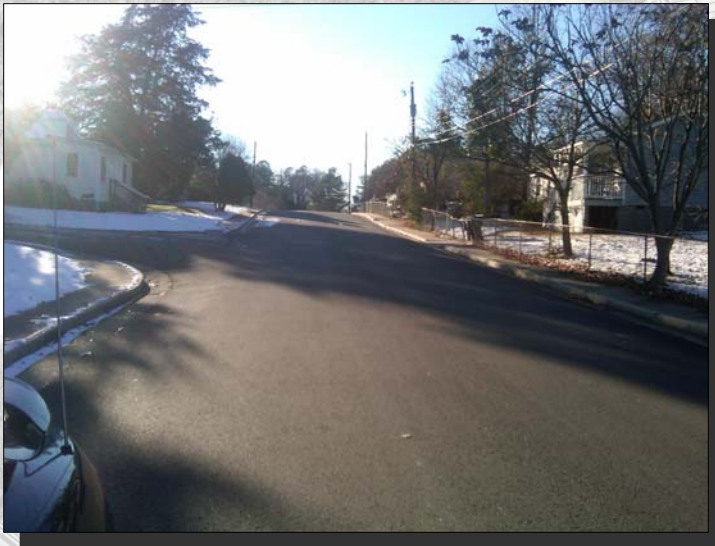
Missing Sidewalks
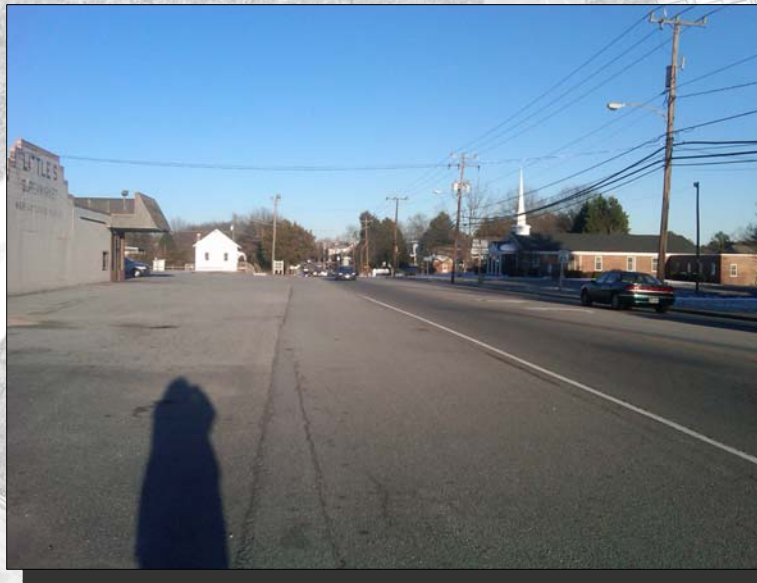
Main Street Looking East

Main Street Looking West

Westside Elementary

Adjacent Residential Areas
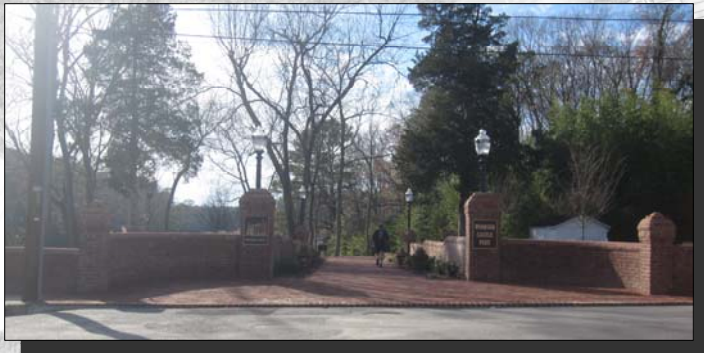

Neighborhood off Great Springs Road

Cypress Creek Neighborhood
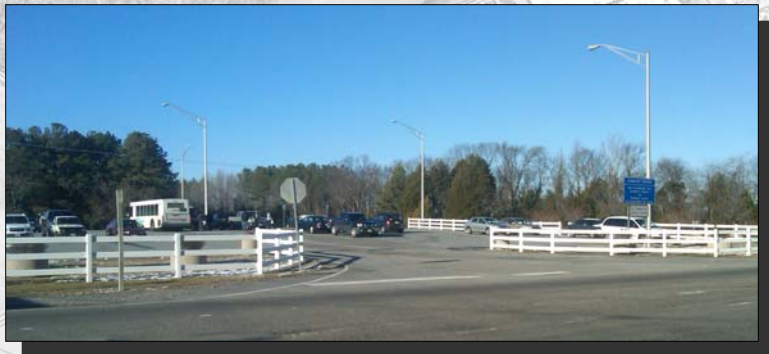

Neighborhood Northeast of the School

Westside Elementary

Adjacent Community Facilities

Windsor Castle Park

Library and Community College

VDOT Park and Ride Facility

YMCA

Westside Elementary

Existing Dismissal Procedures

Windsor Middle

Legend

- School
- Primary Walk/Bike Zone
- Secondary Walk/Bike Zone
- Community Facility (library, parking, park, etc.)
- Minor Intersection
- Major Intersection
- Existing Sidewalks
- Sidewalk Needed
- Town Boundary
- School Zone
- Local Road
- Secondary Road
- Primary Road

Windsor Middle School

Windsor High School
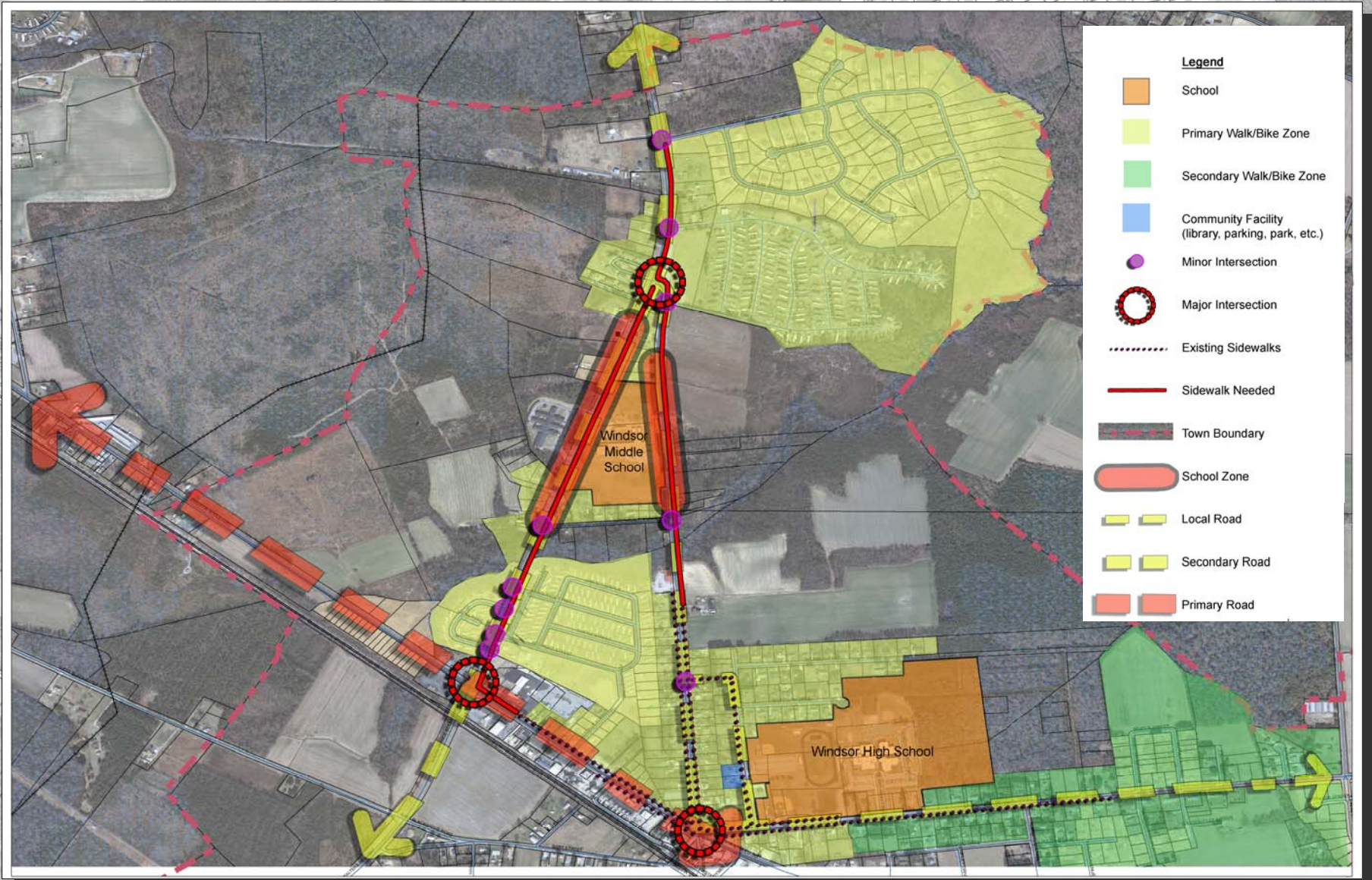
Windsor Middle

School Zone

– North Court 25 mph

– Courthouse Hwy 45 mph to 35 mph

Rt. 60 – North Court Street

Rt. 258 – Courthouse Highway (Planned Multi-Use Path
up to Courthouse Area)

Windsor Middle

School Sidewalks

Windsor Middle

Other Sidewalks

Rt. 460 – Windsor Blvd.

North Court Street

Windsor Middle

Missing Sidewalks / Adjacent Residential Areas

Windsor Manor Mobile Home Park

Windsor Woods Neighborhood

North Court Street – south of school

North Court Street – north of school

Windsor Middle

Existing Dismissal
   Procedures

Brainstorming Items

- SRTS Vision – Community Specific

- Identify the obstacles and potential barriers to success - what do we need to know now

- Marketing Tools / Media Milestones

Next Steps – Plan Development

March
- "Kick Off" meeting at each school
  - Review program tasks
  - Conduct walkabout / school analysis
  - Begin data collection / SRTS Plan Development

April
- Public Involvement – data gathering
  - Public meeting for each school
  - Two additional meetings as need for each school

May
- Plan Development Progress Meeting
  - Review draft plan sections / discuss strategies and information from public involvement / update plan

June
- Public Involvement – data verification
  - Public meeting for each school
  - Present plan and strategies for additional feedback

July
- Finalize SRTS Plans
  - Review of final draft w/ modifications as needed
  - School Board / Board of Supervisors adoption of plan

August - November
- Implement Plan and Apply for Needed Funding to address the 5 E's

Next Steps – Infrastructure Improvements

June • Priority Infrastructure Improvement Needs are Identified
- Crosswalks
- Sidewalks
- Signage
- Etc.

July/August • Survey Completed of Prioritized Areas

August/ • Preliminary Design (30% submittal) of Prioritized Areas
September

no GAS REQUIRED

Questions?