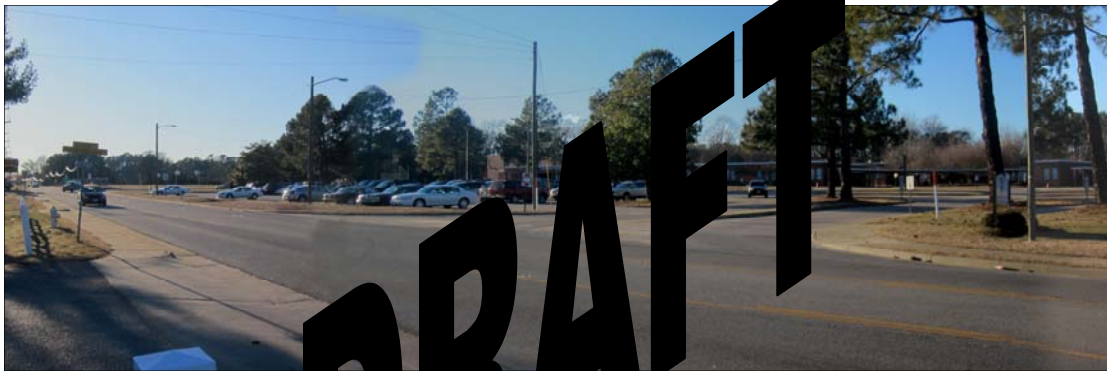


# Safe Routes To School Plan



Westside Elementary  
Isle of Wight, VA

May 20, 2011

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## **1. Introduction**

Westside Elementary in Isle of Wight County, Virginia is committed to ensuring that all our students can utilize physically active transportation, such as walking and bicycling, for a safe and enjoyable trip to school. This Safe Routes to School Plan aims to address the issues that impede active transportation and seeks to strategically solve these problems by implementing a Safe Routes to School program.

Our community is motivated to pursue Safe Routes to School because:

- We highly value student physical activity and health
- We wish to improve unsafe or insufficient walkways, bikeways, and crossings so that students who choose to walk or bike are able to do so safely.
- We believe that providing the opportunity for safe and active transportation to school is an important component in addressing the overweight crisis growing in our communities.
- We want to educate and encourage the involvement of parents and the wider community in ensuring the safety of our students.
- We want to help educate students, parents, and the larger community about the benefits of walking and bicycling to encourage more active transportation throughout the community. We also want to educate them on the proper safety measures surrounding those activities to improve the safety of students walking and bicycling.
- We believe that safe routes to school is an important component in achieving a vibrant community and has numerous quality of life benefits.

Isle of Wight County is one of the oldest county governments in the United States of America. Nestled on the shores of Virginia's James River, Isle of Wight's residents enjoy the rural nature of the county coupled with the quaint atmosphere of the two incorporated Towns, Smithfield and Windsor. While primarily a rural county, Westside Elementary is located in the town of Smithfield and is surrounded by many residential areas with in easy walking and bicycling distance.

Insert Location Map

## 2. Safe Routes to School Team

We believe that a diverse Safe Routes to School Team develops the most successful Safe Routes to School Plans. Our team is comprised of a variety of stakeholders, each lending their own unique perspective and expertise in order to make walking and bicycling to school more safe, accessible, and fun for our students. The team members include:

Name	Title	Affiliation
<b>School Representatives</b>		
Dr. Michael W. McPherson	School Superintendent	Isle of Wight County Schools
Richard Evans	School Transportation Supervisor	Isle of Wight County Schools
Peter Andreu	School Plant Facilities & Transportation	Isle of Wight County Schools
Katherine Goff	Public Communications Officer	Isle of Wight County Schools
Dr. John Caggiano	Principal, Ed. D.	Westside Elementary
Shelly Jenson	Westside PTA President 2010	Westside Elementary
<b>Local Government Representatives</b>		
Jane Hill, E.I.T.	Project Manager, Engineering	Isle of Wight County Public Works
William Saunders	Town Planner	Town of Smithfield
Leah Dempsey	District Representative	Isle of Wight County Planning Commission
Mark Furlo	Parks & Recreation Administrator	Isle of Wight County Parks and Recreation
<b>Other</b>		
Ray Hunt	VDOT District Planning	VDOT

### Primary Contact Person

Name: Jamie Oliver

Title: Long Range Planner

Address: P.O. Box 80, 17140 Monument Circle, Isle of Wight, VA 23397

Phone Number: 757-365-6336

Email: joliver@ilseofwightus.net

### **3. Key Stakeholder and Public Input Process**

Our team worked to include the entire community in developing our Safe Routes to School Plan. We are most encouraged by our work with the true key stakeholders, the students who live within a 2-mile radius of the school. A student advisory committee was established to work with the SRTS team to develop and implement aspects of the plan. In addition to this we also engaged in many other activities to involve the public and key stakeholders. For example we:

- Incorporated the towns existing bike and pedestrian plan recommendations
- Attended Back to School Night and talked with parents about the SRTS program.
- Interviewed Key Stakeholders
- Administered Parent Surveys
- Hosted several key stakeholder and public meetings to gain input both in the early stages of the plans development and for review of final recommendations.

We also plan to:

- Incorporate our school wellness policy objectives. (attach school wellness policies in supporting documents if available.)
- Inform parents and students about SRTS through an informational table at the first SRTS event on October 5, 2011.

Some highlights of our public input activities included (including dates and level of participation)

**County Bike and Pedestrian Plan**—In 2006, the county completed a bikeways and trails plan with significant public involvement. The recommendations of that plan were referenced and incorporated into proposed SRTS routes wherever possible.

**Back to School Night**—In 2009, talked with xx parents about the SRTS program. Heard positive feedback. (get estimated number of parents talked to from Jane/Jamie as well as other events they attended)

**Interviewed Key Stakeholders**—Key stakeholders were invited to several meetings over the course of the planning process to discuss barriers and possible solution to biking/walking to Westside Elementary. The stakeholders included members of the school staff, the principal, Isle of Wight County and Town of Smithfield staff, the Smithfield Police Department, and area residents. The group agreed that the main barriers to walking and bicycling to school were the lack of adequate sidewalks, crosswalks, and the safety of students crossing main roads and intersections surrounding the school. In addition, the group saw the need for a cultural shift to take place and felt that encouragement activities will plan a big role, along with the needed engineering improvements, in a successful safe routes to school program.

**Key Parent Survey**—April 2011, 317 parents from Westside Elementary School replied to the survey. Approximately 30% of respondents lived within a 2 mile radius. Of those respondents that lived within a 1/2 mile of the school, 30-40% reported that their children had asked permission to walk or bike to school. See Supporting Documents for a complete summary of the results.



**County wide SRTS Kickoff Meeting**— 1/20/11. Approximately 27 key stakeholders attended the meeting and provided feedback on potential activities to address each of the program component areas.

**Westside Elementary Key Stakeholder Meeting**—3/10/11. Approximately 6 key stakeholders met to discuss the development of the plan.

**SRTS Initial Public Meeting**—5/31/11. Flyers announcing the meeting were distributed to all students. Approximately 5 individuals attended the meeting. (I'm being generous here and including everyone that came in to talk with us)

**Establishment of a Student Advisory Committee**—6/9/11. A group of 15 returning students that live within a 2-mile radius of the school were brought together to meet with the SRTS team. Activities for the group included:

- Providing direct input related to the needs and desires of the students to encourage walking/ biking to school and ensuring that the necessary improvements and tools are provided to do so.
- Promoting the idea of walking and biking to school to their peers.
- Helping to plan the first SRTS event at the school on October 5, 2011.

**SRTS Final Public Meeting**— (date to be determined in conjunction with a school board and/ or board of supervisors public meeting)

**Others?**

Include images of the meetings and student advisory committee.



## 4. Description of Schools

Our Safe Routes to School Plan addresses the needs of an individual school.

The school included in this Safe Routes to School plan is Westside Elementary. Below is a brief description of the school and its surroundings.

*Westside Elementary School*  
3800 West Main Street  
Smithfield, VA 23430  
4th-6th Grades  
823 Students Enrolled

The elementary school is surrounded by residential, commercial, vacant, and agricultural lands. It is located about 1-mile southwest of the Smithfield Historic District, a large multi-use district with many residences. The school fronts on Rt. 258, a primary county road. There currently are no crosswalks on Rt. 258 in front of the school and no crossing guard present to assist students across the street. Therefore, bussing is provided to all students, even those that live in the mobile home park directly across the street from the school.

There are narrow sidewalks immediately surrounding the school, some with a narrow grass buffer others directly adjacent to the roadway.

Approximately 18% (149) of students live within a 2 mile radius of the school.

The future land use plan for the area surrounding the school includes a mix of commercial and residential uses. As these areas develop, the number of students living within easy walking distance and needed safe travel ways will increase.



*School Dismissal*



*School Dismissal*



*Rt. 258 in front of the school*



*Existing sidewalks surrounding the school*

## 5. Current School Travel Environment

### *A. This is how our students (4-6) travel to school in the morning:*

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other	Total
Number of Students	2	0	554	182	22	0	0	760

Source: School Transportation Supervisor

Month/Year: 3/2011

### *This is how our students (4-6) travel from school in the afternoon:*

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other	Total
Number of Students	0	0	580	141	22	0	0	743

Source: School Transportation Supervisor

Month/Year: 3/2011

### *B. These are the distances our students live from their school:*

Distance lived from school	Less than .5 miles	.5 miles to 1 mile	From 1 to 2 miles	Greater than 2 miles
Number of Students	40	34	75	684

Source: School Transportation Supervisor

Month/Year: 3/2011

### *C. We have the following supports or activities in place during student travel times:*

- Teacher Patrol
- Staff presence during drop-off/pick-up
- Resource Officer Presence
- School Flashing Beacons



***D. Our school is already engaged in activities that enhance safe student travel, including:***

**Teacher Patrol**

Certain teachers are assigned at various locations to ensure correct drop off / pick up procedures.

**Staff presence during drop-off/pick-up**

Administrative staff and other staff members are present to assist with drop off / pick up procedures.

**Resource Officer Presence**

The Resource Officer is present during arrival and departure procedures and assists in safely exiting the busses from the campus during dismissal procedures.

**Flashing Beacons**

Flashing Beacons are located on Rt. 258 to alert motorists traveling in both directions of the school zone as well as school zone warning signage ahead of the flashing beacons and speed limit restrictions.

***E. Our school travel policies include:***

**Bussing Policy**—all students are provided bussing. The Transportation Department strives to ensure the safe transport of students in the Isle of Wight County school division. Our employees are dedicated to providing the safest, most efficient means possible in transporting our students to and from school. Bus routes and bus stops are established in accordance with Isle of Wight County School Board Policies. Students will not be required to walk more than 2/10 (.2) of a mile to a designated transportation stop. (This restriction may not apply when safety issues or dead-end roads with inadequate turnaround areas extend beyond the above stated limits). Bus drivers are only allowed to make stops listed on the route sheets.

**Walking/Biking Policy**—There is no official policy on walking or biking to school. Students are not encouraged or discouraged to walk or bike.

**Arrival / Departure Procedures—Parent Pick-up Policy:** parents are required to park and come into the school auditorium to pick up their child.

Others?

***F. Our school does provide bussing service to every student.***

All students are provided bussing due to the unsafe walking/biking environment surrounding the school. See bussing policy above.

***G. Our school arrival and dismissal procedures include:***

- Pedestrians and Bicyclists—no special procedures in place
- School Buses—?
- Private Vehicle Drop-Off/Pick-Up—During drop-off parents are required to either park and walk their student into the school or wait in the stacking line until they arrive at the de-signed location to let the student out. Staff then supervises their entrance into the school. During pick up parents are required to park and enter the site to sign their student out of the auditorium.
- For Carpools—no special procedures in place

## **6. Hazards and Barriers to Active Transportation**

We have identified and prioritized the following barriers to walking and bicycling to school.

- Missing or insufficient walkways (sidewalks and paths)
- No safe place to ride a bike to school
- Crossing streets and intersections are difficult or dangerous
- Bike parking at schools are missing, insufficient or non-secure
- Dangerous driving and speeding on streets

The following information provides some detail regarding each specific barrier we have identified including locations and characteristics of specific situations. A map is included on page 6-4 to graphically represent the existing roadways, existing/needed sidewalks, major/minor intersections, and residential areas surrounding the school that were targeted for our Safe Routes To School program.

**Missing or Insufficient Walkways**—Missing sidewalks and sidewalk segments create gaps in pedestrian access to Westside Elementary along Rt. 258 and Great Springs Road, the primary travel routes to school. The sidewalks that are present are relatively narrow (four feet wide and some without a buffer from the roadway). The rate of importance for each of these barriers is also listed for each item.

The specific roadway segment and existing conditions are listed below.

- High Importance—No safe pedestrian walkway from Rt. 258 on school property to the main school entrance. Inadequate sidewalks and handicapped ramps do exist but they require the pedestrian to make multiple crossing of driveways to access the main entrance.
- High Importance—Missing crosswalk and inappropriate crossing location for students traveling from the residential neighborhood directly adjacent to the east of the school. A narrow asphalt path leads from the neighborhood providing access but students are directed to a school driveway crossing away from the main entrance of school where no staff assistance is present.
- High Importance—Inadequate sidewalks along the south side of Rt. 258 from the Great Springs Road Intersection to school property. Narrow 4-foot wide sidewalks with out a buffer between it and the roadway does not provide adequate safe walking/biking space.
- Medium Importance—Inadequate sidewalks along the north side of Rt. 258 from the Great Springs Road Intersection to school property. Narrow 4-foot wide sidewalks are along the north side with a small grass buffer between them and the roadway.
- High Importance—Missing sidewalks along Great Springs Road between Quail Street and Rt. 258.
- High Importance—Missing sidewalks along the north side of Rt. 258 between a public parking lot just west of Cary Street and the Great Springs Road Intersection. A narrow inadequate sidewalk does exist along the south side of Rt. 258 in this area. It has handicapped accessibility issues along with power poles and other utilities located within the sidewalk. Additionally, this sidewalk requires pedestrians to cross the leg of the intersection with the

most vehicular turning movements whereas the south side of the intersection has minimal turning movements.

- **Low Importance**—Inadequate sidewalk along Rt. 258 from Cary Street about a half block west to the public parking lot. This is a narrow brick paver section of sidewalk that links to the main historic downtown district of Smithfield. The adjacent vegetation is encroaching on the walkway to exasperate its narrow width.

**No Safe Place to Ride a Bike to School**—When interviewed most students preferred to ride their bikes to school, although currently there are no safe places to ride bikes. The sidewalks that do exist do not meet the current standards for just pedestrians and are not adequate for accommodating both pedestrians and bicyclists. There are no on-street bike lanes in the study area and most of the roads are too heavily traveled to consider adding bike lanes for the age groups this plan is trying to serve.

The specific roadway segment and existing conditions are listed below.

**High Importance**—Adding or widening all the designated sidewalk segments in the previous section to a minimum of 10 feet to allow safe use by both pedestrians and bicyclists.

**Crossing Streets and Intersections Are Difficult or Dangerous**—Due to the location of Westside Elementary on the heavily traveled Rt. 258 and all but one of the surrounding residential areas having to travel along Rt. 258 to access the school, safe roadway and intersection crossings become very important. Currently, there are very limited or no provisions to help pedestrians traverse the intersections along Rt. 258 near the school.

The specific roadway segment and existing conditions are listed below.

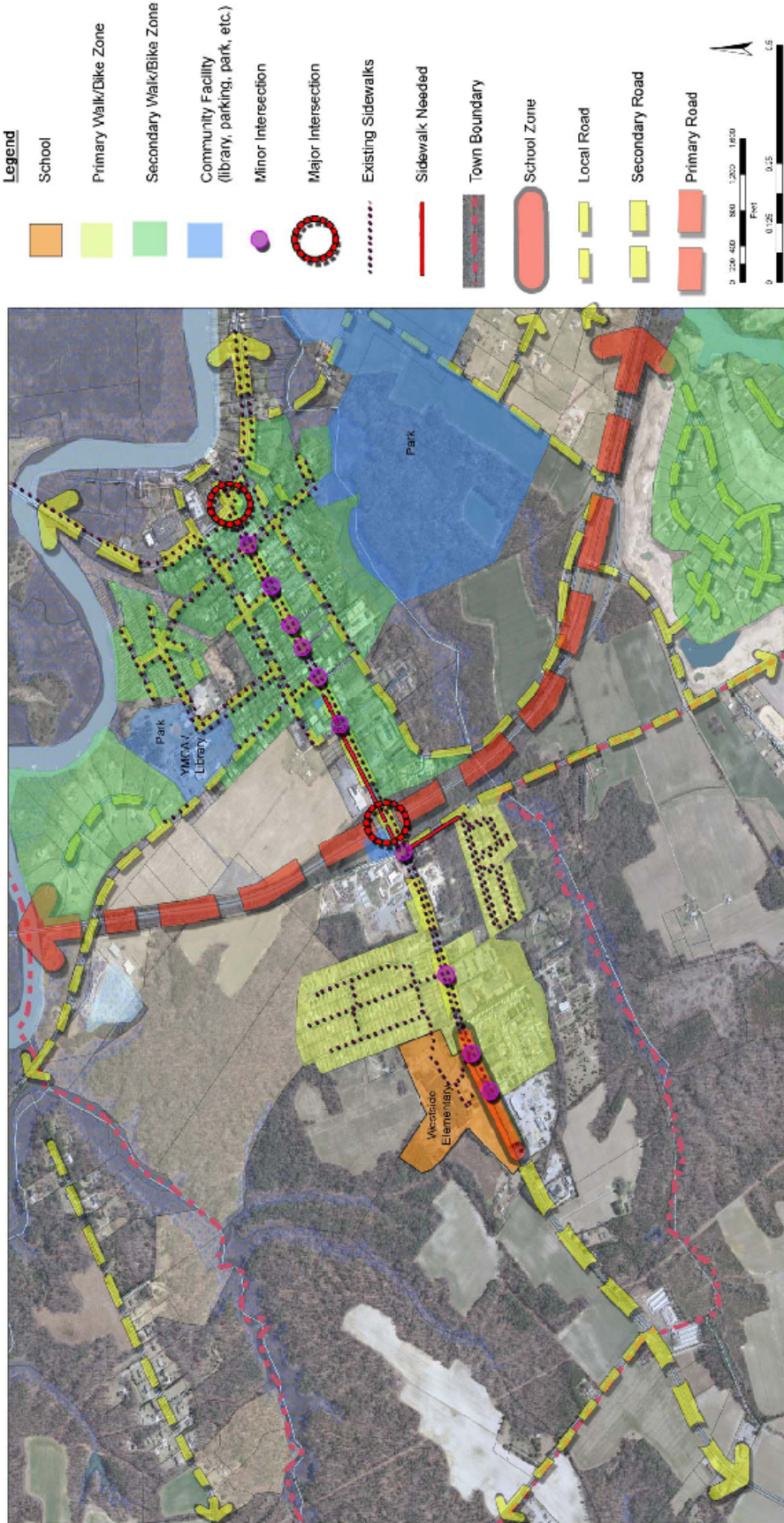
- **High Importance**—Adding a high visibility crosswalk in front of the school for pedestrians on the south side of Rt. 258 to cross safely. This location is also the location of the school resource officer when assisting buses exiting the school. Potentially this individual could manage both bus and pedestrian/cyclist traffic at this location during school arrival and dismissal times.
- **Medium Importance**—Utilizing signs and other low cost traffic directing devices to modify the way parents and visitors enter and exit the site during school arrival and dismissal procedures to ensure that they do not cross the path of a student walking or biking to school while on school property.
- **Medium Importance**—Adding high visibility crosswalks for pedestrians traveling along Rt. 258 at several intersecting side streets and major driveways serving apartment complexes and mobile home parks.
- **High Importance**—Install pedestrian signals, refuge islands, ADA accessible curb ramps and high visibility crosswalks on the north side of Rt. 258's intersection with Rt. 10.
- **High Importance**—Install ADA accessible curb ramps and high visibility crosswalks at the Rt. 258 / Cary Street intersection. This intersection is where the streetscape pattern along Rt. 258 changes upon entering the historic Smithfield district. As such, it is an ideal location to take advantage of that visual shift and enhance the safety of the intersection with needed pedestrian accommodations to capture and move pedestrians to the northern side of the road where new wide sidewalks are proposed.

**Bike Parking at School is Missing**—As stated earlier the preferred travel method for many students is biking. Currently there are no bike racks located on school property.

- High Importance—Adding a secure bike rack in a visible and accessible location adjacent to the schools main entrance.

**Dangerous Driving and Speeding on Streets**—Based on a recent speed limit study done by VDOT along Rt. 258 in front of the school due to a request from the County to lower the posted speed limit traveling west on Rt. 258, it was noted that the 85th percentile speed recorded 40 MPH in front of Westside Elementary school during the AM and PM 25 MPH reduced speed for the school zone. The study suggested greater law enforcement presence in needed during these times.

- High Importance—install speed indicator signs in both directions to alert motorist of their actual speed related to the posted 25 MPH school speed limit. This strategy should be done in association with increased law enforcement presence.



SRTS Opportunities / Constraints Analysis  
Westside Elementary School

January 15, 2011

10029

## 7. Creating Solutions

### Goals

Our primary goals for active school transportation are:

- Increase the number of students walking and bicycling to school
- Improve the safety of walking and bicycling students

### Strategies

We have identified strategies involving the 5 “E’s” of Safe Routes to School to address the barriers to walking and bicycling in our school community and to achieve our stated goals. We have selected at least one strategy from each of the categories of Education, Encouragement, Enforcement and Evaluation, in addition to any Engineering strategies that are indicated. The strategies we will use include:

#### A. *Education Strategies*

- Organize a Bicycle Rodeo to teach on-bike skills.
- Teach pedestrian safety skills and the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents (Do we want to do this one? If so how? We could add another barrier related to the cultural shift needed and propose a series of educational posters/flyers, etc...)
- Educate the community about safe driving procedures around the school.

Following is an explanation of each of our proposed education activities and the identified barrier(s) that each addresses.

**Organize a Bicycle Rodeo to Teach On-Bike Skills**—the County Parks and Recreation Staff conduct a bicycle rodeo every year. The SRTS team will coordinate with Parks and Rec Staff to incorporate the Bicycle Rodeo with other SRTS events. When polled, none of the students had attended one of the previous bike rodeos. Since that method of travel is most desired by them, it will be important that they have the necessary skills to do it safely.

*Barriers Addressed: Crossing streets and intersections are difficult or dangerous & Missing or insufficient walkways*

**Educate the Community About Safe Driving Procedures Around the School**—Utilize the media to educate the community about the importance of safe driving procedures around the school. This can be accomplished through the distribution of press releases to feature articles and stories.

*Barriers Addressed: Dangerous driving and speeding on streets*



## ***B. Encouragement Strategies***

- Host an international walk to school day event on October 5, 2011
- Initiate a walking/biking day either weekly or monthly

Following is an explanation of each of our proposed encouragement activities and the identified barrier(s) that each addresses.

**Host an international walk to school day event on October 5, 2011**—the Safe Routes to School team is currently working with the student advisory committee to plan a series of activities associated with the national walk to school day in 2011. Various activities will include walking school buses, bike trains, police and fire support, healthy snacks, encouragement and awareness posters, etc.

*Barriers Addressed: Crossing Streets and Intersections*

**Initiate a walking/biking day either weekly or monthly**—Through coordination with Westside Elementary WatchDOGS program a regular walking/biking day routine will be established. WatchDOGS is the safe school initiative of the National Center for Fathering that involves fathers and father figures to help create a more safe and secure learning environment in our nation's schools. WatchDOGS are fathers, grandfathers, step-fathers, uncles, and other father figures who volunteer to serve at least one day each year in a variety of school activities as assigned by the school principal or other administrator. The administrator of the Westside Elementary WatchDOGS program is always looking for a specific reason to have volunteers attend school for the day.

*Barriers Addressed: Crossing Streets and Intersections*

## ***C. Enforcement Strategies***

- Install speed indicator signs along Rt. 258 as motorists enter the school zone.
- Increase law enforcement presence during the AM and PM school zone 25 MPH speed reduction.
- Involve the public media to assist in driver awareness.

Following is an explanation of each of our proposed enforcement activities and the identified barrier(s) that each addresses.

**Install speed indicator signs along Rt. 258**—It is not uncommon for motorists to speed through the designated school speed reduction zone along Rt. 258. This may be due to the current lack of students crossing the street and other environmental indicators to trigger a natural reduction in speed. As we start to encourage students to walk, it will be important to first reduce the speed and awareness of motorists traveling through the school zone.

*Barriers Addressed: Crossing Streets and Intersections, Dangerous Driving and Speeding on Streets*

**Increase law enforcement presence during the AM and PM school zone 25 MPH speed reduction**—This strategy will be used in tandem with the speed indicator sign. Law enforcement officers will first give out warnings to those exceeding the designated school zone speed limit. After a period of time, officers will then begin to write tickets.

*Barriers Addressed: Crossing Streets and Intersections, Dangerous Driving and Speeding on Streets*

#### ***D. Evaluation Strategies***

To gauge the success of our efforts, we will collect data both before and after implementation of our strategies. We will measure the impact of our School Travel Plan by:

- Counting the number of students who walk and bicycle to and from school.
- Measuring parent / guardian perception of safety and attitudes toward walking/biking to school

Following is an explanation of each of our proposed evaluation activities and the identified barrier(s) that each addresses.

**Counting the number of students who walk and bicycle to and from school**—Students will be surveyed at least annually through conduction of the student travel tally to determine the number of students who walk/bike to and from school. In addition ,the number of students participating in the regular walking/biking to school days will be counted.

**Measuring parent / guardian perception of safety and attitudes toward walking/biking to school**—A parent survey will be conducted annually and will be compared to the previous years data to assess parent’s perceptions of the walking/biking environment and their attitudes toward walking and biking to school.

#### ***E. Engineering Strategies***

- Construct, replace, improve or repair sidewalks.
- Install, enhance, or repair crosswalks.
- Install new or improved signage (school zone, crosswalk).
- Install or modify traffic control devices (pedestrian signals).

Following is a brief explanation including the location of each of our proposed engineering improvements, and the identified barrier(s) that each addresses. The improvements are grouped by proposed project phasing. Improvements have been phased based on proximity to Westside Elementary School, beginning with Phase 1 at the school property and moving out further with each phase.

**Phase 1a—these proposed improvements are shown on Map C.**

1. Install a new safe sidewalk connection from Rt. 258 to the school entrance on the east side

of the school property so that students only have to cross the school driveway that can be staffed by a teacher patrol.

2. Install a new sidewalk connection redirecting the pathway students can use who live in the neighborhood just east of the school so they are directed to a common crossing location that is staffed.
3. Install a high visible crosswalk across Rt. 258 that can be staffed by the school resource officer during arrival and departure times to safely get students across Rt. 258. From that crosswalk install a new sidewalk to connect with the existing sidewalk students use to enter the school.
4. Install new signs and other low cost traffic control devices to redirect the way parents and visitors enter and exit the site during school arrival and dismissal procedures to ensure students do not have to cross the path of a parent or visitor dropping off a student.
5. Install a bike rack adjacent to the school entrance to provide a secure location for students to park their bikes.
6. Install speed indicator signs in both directions to alert motorist of their actual speed related to the posted 25 MPH school speed limit.

*Barriers Addressed: Missing or insufficient walkways (sidewalks and paths), No safe place to ride a bike to school, Crossing streets and intersections are difficult or dangerous, Bike parking at schools are missing, insufficient or non-secure, Dangerous driving and speeding on streets.*

**Phase 1b—these proposed improvements are shown on Map D.**

1. Improve the sidewalk on the south side of Rt. 258 from Great Springs Road intersection to the proposed crosswalk location in front of the school. Improved sidewalk should be wide enough to accommodate both pedestrians and bicyclist and include a buffer zone between it and the roadway if possible. Install high visibility crosswalks as needed along the route.
2. Improve/install sidewalk on the north side of Rt. 258 from the VDOT park and ride lot to the school. Improved/new sidewalk should be wide enough to accommodate both pedestrians and bicyclist and include a buffer zone between it and the roadway if possible. Install high visibility crosswalks as needed along the route.
3. Install a new sidewalk along Great Springs Road between Quail Street and Rt. 258. New sidewalk should be wide enough to accommodate both pedestrians and bicyclist and include a buffer zone between it and the roadway if possible. Install high visibility crosswalks as needed along the route.

*Barriers Addressed: Missing or insufficient walkways (sidewalks and paths), No safe place to ride a bike to school, Crossing streets and intersections are difficult or dangerous.*

**Phase 2—these proposed improvements are shown on Map E.**

1. Install sidewalk on the north side of Rt. 258 from the public parking lot just west of Cary Street west to the Rt. 258 / Rt. 10 intersection. Sidewalk should be wide enough to accommodate both pedestrians and bicyclist and include a buffer zone between it and the roadway if possible. Install high visibility crosswalks as needed along the route.
2. Update the intersection of Rt. 258 and Rt. 10. Provide high visibility crosswalks, update all crossing with ADA accessible curb ramps with detectable warning surfaces, and provide pedestrian refuge islands as appropriate. Add pedestrian signals to all legs of the intersection.

3. Update the intersection of Rt. 258 and Cary Street. Provide high visibility crosswalks and update all crossing with ADA accessible curb ramps with detectable warning surfaces.

*Barriers Addressed: Missing or insufficient walkways (sidewalks and paths), No safe place to ride a bike to school, Crossing streets and intersections are difficult or dangerous.*

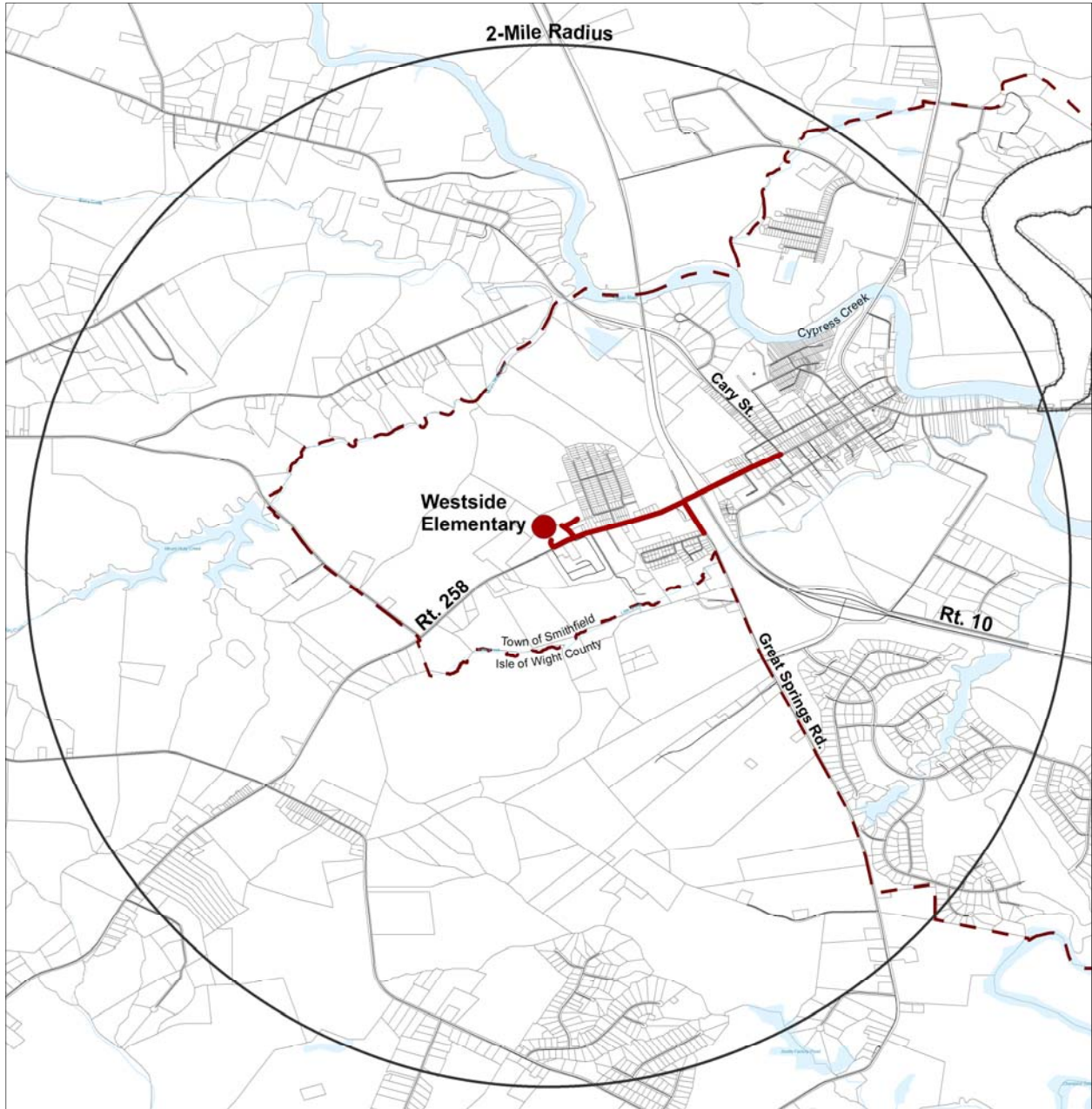
**Phase 3—these proposed future improvement areas are shown on Map F.**

1. Phase 3 improvements will focus on improving some of the existing sidewalks on local streets in the Downtown Smithfield area that are found to be heavily traveled by students due to the implementation of previous phases.

*Barriers Addressed: Missing or insufficient walkways (sidewalks and paths), No safe place to ride a bike to school, Crossing streets and intersections are difficult or dangerous.*

## 8. Mapping

Map A: School Overview Map



— Location of Proposed Engineering Strategies

0 1,000 2,000 4,000  
Feet



Note: School attendance zone includes everything within and extends beyond the 2-mile radius around the school.

0 0.5 1 2  
Miles

*Map B: Pedestrian and Bicycle Infrastructure*

*Map C, D, E, F, etc: Infrastructure Improvement Map(s)*



## 9. The Action Plan

The safe Routes to School Team is committed to realizing our vision for a safe, enjoyable and accessible walking and bicycling environment for our students. We will utilize the following Action Plan to keep our efforts focused and on track. Each of our strategies listed in our creating solutions section is detailed below.

Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected	Cost Est/ Funding Source
<b>Education</b>						
Organize a Bicycle Rodeo to Teach On-Bike Skills	<ul style="list-style-type: none"> <li>- Incorporate the Parks and Rec bike rodeo into the schools</li> <li>- Combine it with a SRTS event</li> </ul>	3-6 months	County Parks and Recreation Staff, Schools, and SRTS team members	Under development	100%	In-Kind, N/A
Educate the Community About Safe Driving Procedures Around the School	<ul style="list-style-type: none"> <li>- Distribute press releases</li> <li>- Encourage the media to do public safety announcements</li> <li>- Involve public media to assist in driver awareness.</li> </ul>	3-6 months	STRS team members	Not yet begun	100%	In-Kind, N/A
<b>Encouragement</b>						
Host an international walk to school day event on October 5, 2011	<ul style="list-style-type: none"> <li>- Work with the student advisory committee, parents and teachers to plan the event</li> <li>- Coordinate walking school buses &amp; bike trains from nearby neighborhoods, &amp; VDOT's park and ride lot .5 miles from school</li> </ul>	3-6 months	Student advisory committee, Westside Elementary, STRS Team members	Under Development	100%	\$2,000, Community Sponsors, SRTS Mini Grant
Initiate a walking/biking day	<ul style="list-style-type: none"> <li>- Work with the WatchDOG program to establish a regular walking/biking day</li> </ul>	3-6 months	WatchDOGS, and School Admin	Not yet begun	15% - 20%	Community Sponsors

Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected	Cost Est/ Funding Source
<b>Enforcement</b>						
Install speed indicator signs along Rt. 258	- install permanent speed indicator signs as part of standard school zone signage - for the beginning of the 2011/12 school year, place portable radar speed trailers during the first 2 weeks of school.	3-6 months	SRTS team members, Smithfield Police Department	Not yet begun	100%	\$xxx for actual signs— SRTS Implementation funding -or- In-Kind use of police department portable trailer
Increase law enforcement presence during the AM and PM	- Use this strategy in tandem with the above strategy - Give out warnings first, after a period of time start ticketing	3-6 months	Law Enforcement	Not yet begun	100%	N/A
<b>Evaluation</b>						
Count the number of students who walk/bike to and from school	- Conduct the National SRTS travel tally form annual to track number of students walking / biking - On designated walk/bike days count the number of students that participate in the event.	Annually	Westside Elementary, STRS Team members	Being Implemented	100%	N/A
Measure parent/guardian perceptions of safety and attitudes toward walking/ biking to school	- Conduct the parent survey annually to assess perception of the walking /biking to school	Annually	School Admin	On-going	100%	N/A



## **10. Plan Approval**

We believe that building a strong partnership between schools and local government is fundamental to the success of a Safe Routes to School Plan. We have included endorsement emails, letters or signatures below from each required official in the Supporting Documents section of this plan.

The following representatives have endorsed our Safe Routes to School Plan:

### **Westside Elementary School Official**

Name: Dr. John Caggiano

Title: Principal

Representing: West Side Elementary School

### **School District Official**

Name: Dr. Michael W. McPherson

Title: School Superintendant

Representing: Isle of White School Board

### **Local Government Official**

Name: William Saunders

Title: Town Planner

Representing: Town of Smithfield

### **Local Government Official**

Name: Jamie Oliver

Title: Senior Long Range Planner

Representing: Isle of White County

Add others as available.

## **11. Supporting Documents**

The following documents are included in this section:

- Letters of Support (gather and include)
- Local Bike / Pedestrian Plan (map)
- School Wellness Plan (If available)
- Parent Survey Results Summary
- Others?

***A. Local Bike / Pedestrian Plan***

***B. School Wellness Plan***



***C. Parent Survey Results Summary***