

DRAFT

Safe Routes To School Plan



Windsor Middle Isle of Wight, VA

July 21, 2011

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1. Introduction

Windsor Middle 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, Windsor Middle is located in the town of Windsor 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
School Representatives		
Mrs. A. Katrise Perera, M.Ed	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
Susan Goetz	Principal	Windsor Middle
Michelle McManus	Windsor PTA President 2010-2011	Windsor Middle
Local Government Representatives		
Jane Hill, E.I.T.	Project Manager, Engineering	Isle of Wight County Public Works
Michael Stallings	Town Manager	Town of Windsor
T Hayes Griffin	District Representative	School Board Member
Mark Furlo	Parks & Recreation Administrator	Isle of Wight County Parks and Recreation
Other		
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

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3. Key Stakeholder and Public Input Process

Our team worked to include the entire community in developing our Safe Routes to School Plan. To accomplish this, 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 Windsor staff, the Windsor Police Department, and area residents. The group agreed that the main barriers to walking and bicycling to school were the lack of 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—May 2011, 188 parents from Windsor Middle School replied to the survey. Approximately 43% of respondents lived within a 2 mile radius. Of those respondents that lived within a 1/2 mile of the school, 40-50% 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

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.

Windsor Middle Key Stakeholder Meeting—3/8/11. Approximately 20 key stakeholders met to discuss the development of the plan.

SRTS Initial Public Meeting—7/13/11. Flyers announcing the meeting were distributed to all students. Four (4) individuals attended the meeting, including the Windsor Mayor, Vice Mayor and Councilmember.

SRTS Public Open House—10/5/11. The final draft of that plan along with proposed route improvements were available for review and comments at the first SRTS event held at Windsor Middle. The event was coordinated with the National Walk to School Day 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?



Windsor Middle Key Stakeholder Meeting—Walkabout

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 Windsor Middle. Below is a brief description of the school and its surroundings.

Windsor Middle School
23320 North Court Street
Windsor, VA 23487
6th-8th Grades
339 Students Enrolled

The middle school is surrounded by residential, vacant, and agricultural lands. It is located about 1/2-mile north of the heart of Windsor, a mixed-use area with many residences and commercial businesses. The school fronts on two roads, Rt. 258, a primary county road to the west and North Court Road a less traveled secondary road to the east. There currently are no sidewalks or crosswalks within a 1/4 mile of the school. The school resource officer assists the busses to exit the site. No crossing guards are present to assist students across the street. Bussing is provided to all students due to the lack of sidewalks surrounding the school.

There are narrow sidewalks located along North Court Street starting approximately 1/4 of a mile south of the school that extend into the heart of Windsor and link to other narrow sidewalks within the mixed-use area.

Approximately 32% (101) of students live within a 2 mile radius of the school.

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



School Dismissal



Rt. 258 in front of the school



North Court Road in front of the school



Existing sidewalks 1/2 mile from the school

5. Current School Travel Environment

A. This is how our students (6-8) travel to school in the morning:

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other	Total
Number of Students	1	0	220	108	7	0	0	336

Source: School Transportation Supervisor

Month/Year: 3/2011

This is how our students (6-8) travel from school in the afternoon:

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other	Total
Number of Students	7	0	277	47	7	0	0	338

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	18	29	55	214

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 along Rt. 258 (none along North Court Street)
- School Speed Limit signs along Rt. 258 and North Court Street.

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.

No Flashing Beacons are located on North Court Street although there are school zone warning signs.

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 are not 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 pick up their students at the main school entrance along North Court Street. Parents can either park and come in or wait in the drop-off /pick-up driveway area adjacent to the school entrance just off North Court Street. Some parents also park along the shoulder of North Court Street and students walk across the drop-off/pick-up driveway and a grassed area to access the vehicle.

Others?

F. Our school does provide busing 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—School busses utilize the school entrance/exit fronting on Rt. 258.
- Private Vehicle Drop-Off/Pick-Up—During drop-off parents are required to utilize the main entrance along North Court Street and either park and wait or come in and pick up their child. Staff supervises students as they wait just outside the main entrance.
- 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 and 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
- 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 create gaps in pedestrian access to Windsor Middle along Rt. 258 and North Court Street (the primary travel route to school). The sidewalks that are present are relatively narrow (three to four feet wide with intermittent barriers such as power poles, mailboxes, etc). The rate of importance for each of these barriers is listed below in the explanation of each item.

The specific roadway segment and existing conditions are listed below.

- High Importance—No pedestrian walkway along the west side of North Court Street from approximately 50 North Court Street north to the schools entrance. From this point south narrow sidewalks do exist along North Court Street. Eventual improvements to those sidewalks are recommended but have been determined to be a low priority.
- High Importance—Obtainment of an access easement and implementation of a sidewalk for students that live in the Windsor Manor Mobile Home Park to access the proposed high priority sidewalks along North Court Street mentioned above.
- High Importance—No pedestrian walkway along the eastern side of Rt. 258 from Windsor Way south to the North Court Street Intersection. Pedestrians are commonly seen walking along this section of roadway and it would provide a path for students living in the Windsor Woods subdivision a safe route along that section.
- High Importance—No pedestrian walkway along the eastern or western side of North Court Street from its intersection with Rt. 258 to the schools entrance. This high priority improvement has two options as described below.

Option A—improve the eastern side of North Court Street. Following this alignment students would not have the cross at the Rt. 258 / North Court Street intersection and a planned development along North Court Street has agreed to allocate the needed right-of-way for the sidewalk improvement. However, this alignment would require the use of a crossing guard to be present in front of the schools entrance to assist students across North Court Street.

Option B—improve the western side of North Court Street. Following this alignment

students would have to cross at the Rt. 258 North Court Street intersection and there are right-of-way constraints in the area north of the school.

- Medium Importance—Missing sidewalk and ADA ramp from the eastern edge of the drop-off/pick-up driveway at the main school entrance to and along side the area along North Court Street where parents park to drop-off or pick up their students from school.
- Medium Importance—Missing sidewalks along the eastern side of Rt. 258 from the North Court Street intersection south to Rt. 460 (Windsor Blvd.) Currently no pedestrian accommodations exist.
- Medium Importance—Missing sidewalks along the north side of Rt. 460 (Windsor Blvd.) from Rt. 258 east approximately 66 LF.
- Low Importance—Improved sidewalks along both sides of North Court Road from approximately 50 North Court Street south to the Rt. 460 intersection. Currently narrow (four foot) sidewalks exist in this area that are separated from the roadway by on-street parallel parking.
- Low Importance—Improved sidewalks along the north side of Rt. 460 (Windsor Blvd.) from approximately 600 east of the Rt. 258 intersection to the North Court intersection. Currently narrow (four foot) sidewalks exist in this area that are separated from the roadway by a grass strip in most locations.

No Safe Place to Ride a Bike to School—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—Ensuring that when installed or improved all the designated sidewalk segments in the previous section are built 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 Windsor Middle between two heavily traveled roadways (Rt. 258 and North Court Street) safe roadway and intersection crossings become very important. Currently, there are no provisions to help pedestrians traverse the intersections located along the proposed routes except for minimal ADA ramp accommodations in one location.

The specific intersection location and existing conditions are listed below.

- High Importance—Adding a high visibility crosswalk in front of the main school entrance across the drop-off/pick-up driveway. Students regularly cross this driveway to access parked cars along North Court Street. Currently there is no crosswalk present to mark the appropriate crossing location.
- High Importance—Adding a high visibility crosswalk across North Court Street at its intersection with Rt. 258. Currently there is not crosswalk present. This crosswalk is only required should Option B at the bottom of page 6-1 be chosen.
- High Importance—Adding a high visibility crosswalk across North Court Street and pedes-

trian crossing signs at its intersection with A Street. Currently there is not a crosswalk present. This crosswalk and signage will alert motorists on North Court Street of potential pedestrian crossing from students who live along Duke Street, Virginia Ave, and Randolph Dr.

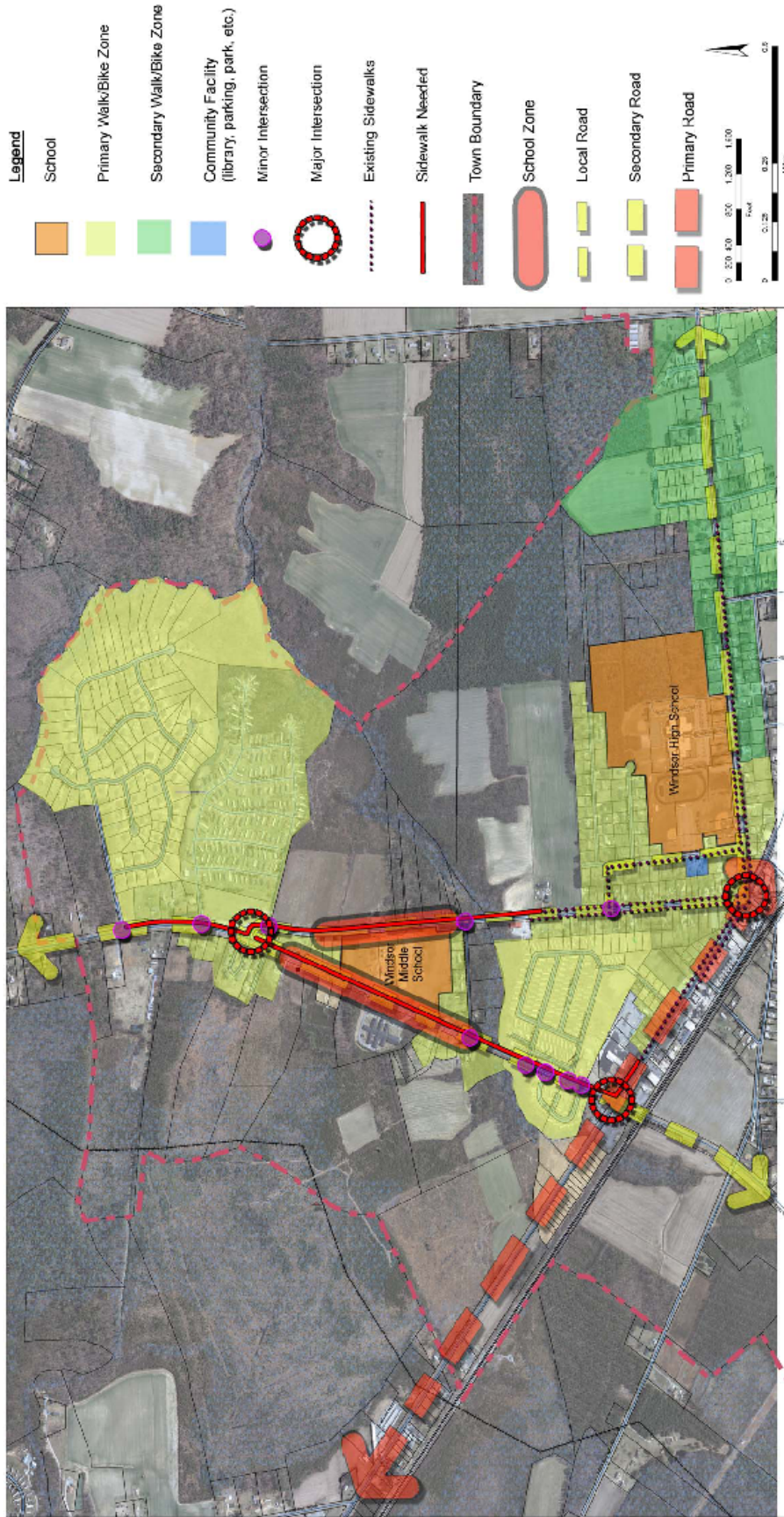
- **Medium Importance**—Adding a high visibility crosswalk across North Court Street and pedestrian crossing signs/signals at its intersection with Rt. 460. Currently the only pedestrian accommodations present are ADA ramps. These improvements must be incorporated into a comprehensive safety improvement project for this intersection. Several roadways come together at this junction and the traffic pattern is confusing for both motorists and pedestrians.
- **Medium Importance**—Adding a high visibility crosswalk across the northern portion of Mathews Drive and pedestrian crossing signs at its intersection with Rt. 258. This crosswalk and signage would be installed with the medium priority sidewalk improvements proposed along the east side of Rt. 258. It will provide a designated crossing point for students living in the mobile home park on the west side of Rt. 258 to access the proposed sidewalk on the east side of Rt. 258.

Bike Parking at School is Missing—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.

Speeding on Streets—Based on stakeholder comment, it was noted that speeding within the school zone during school arrival and dismissal hours is common.

- **High Importance**—install speed indicator signs in both directions along North Court Street and Rt. 258 to alert motorist of their actual speed related to the posted school speed limit. This strategy should be done in association with increased law enforcement presence.



SRTS Opportunities / Constraints Analysis
Windsor Middle 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 Recreation Staff to incorporate the Bicycle Rodeo with other SRTS events.

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

- Expansion of the teacher mileage club to students

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 interested stakeholders and county staff to plan a series of activities associated with the national walk to school day on October 5, 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—Please note that due to the lack of pedestrian facilities surrounding the school this activity will not be begun until the accomplishment of engineering strategies that install needed sidewalks are completed. Through coordination with interested parents and teachers a regular walking/biking day routine will be established.

Barriers Addressed: Crossing Streets and Intersections

Expansion of the teacher mileage club to students—Please note that due to the lack of pedestrian facilities surrounding the school this activity will not be begun until the accomplishment of engineering strategies that install needed sidewalks are completed. To encourage more students and teachers to walk to school the current teacher mileage club will be expanded to students.

Barriers Addressed: Crossing Streets and Intersections

C. Enforcement Strategies

- Install speed indicator signs along Rt. 258 and North Court Street as motorists enter the school zone.
- Increase law enforcement presence during the AM and PM school zone 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 both Rt. 258 and North Court Street. 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 reduce the speed and increase the 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 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

Involve the public media to assist in driver awareness—This strategy will be used in tandem with the speed indicator signs and increased law enforcement presence. Press releases and/or public service announcements will be drafted and distributed to local media informing the public about the installation of speed indicator signs, increased law enforcement and the importance of obeying the reduced speed limits in school zones. This will be done on an annual or bi-annual basis.

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 once they begin.

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. To better evaluate the needs and attitudes of parents within the 2-mile walk zone, it is recommended that surveys are limited to those households.

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 Windsor Middle School in association with the presence of residential areas within reasonable walking/ biking distances, 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 crosswalk, pedestrian crossing signage, ADA ramps, and a new sidewalk to provide a continuous safe pedestrian corridor from the schools main entrance out to and along the informal parking area on the west side of North Court Street. New sidewalks should be wide enough to accommodate both pedestrians and bicyclists.
2. Install a sidewalk along the east side of Rt. 258 from Windsor Way to the North Court Intersection. Sidewalks should be wide enough to accommodate both pedestrians and bicyclist and include a buffer zone between it and the roadway.
3. Install a sidewalk along the east (Option A) or west (Option B) side of North Court Street from Rt. 258 to the school main entrance. Sidewalks should be wide enough to accommodate both pedestrians and bicyclist and include a buffer zone between it and the roadway. Install high visibility crosswalks and ADA ramps as needed along the route. Depending on the side chosen high visibility crosswalks may or may not be warranted at the Rt. 258 / North Court Street intersection and across North Court Street in front of the schools main entrance. With either route, crossing guards will be required at roadway crossing locations.
4. Install a sidewalk along the west side of North Court Street from the school’s main entrance to Joyner Town Lane. Sidewalks should be wide enough to accommodate both pedestrians and bicyclist and include a buffer zone between it and the roadway. Install high visibility crosswalks and ADA ramps as needed along the route.
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 and flashing lights in both directions along North Court Street 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. Install a sidewalk on the west side of North Court Street from Joyner Town Lane to approximately 50 North Court Street to link to the existing sidewalk. Install a high visibility cross walk and ADA ramps as needed at the Joyner Town Lane intersection. A raised bridge structure will be required to cross the creek and associated wetlands just south of Joyner Town Lane.
2. Obtain an access easement and install a pedestrian connection from the Windsor Manor Mobile Home Park to the sidewalk along the west side of North Court Street to provide safe pedestrian access for students in the mobile home park.
3. Install a high visibility crosswalk and ADA ramps as needed across North Court Street and pedestrian crossing signage for the North Court / A Street intersection.

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 a new sidewalk along the east side of Rt. 258 from North Court Street south to Rt. 460 (Windsor Blvd.). New sidewalk should be wide enough to accommodate both pedestrians and bicyclist and include a buffer zone between it and the roadway. Install high visibility crosswalks and ADA ramps as needed along the route. Improvements should also include appropriate linkages to existing sidewalks on school property.
2. Install a new sidewalk along the north side of Rt. 460 (Windsor Blvd.) from Rt. 258 east approximately 600 feet to link with the existing sidewalk. The 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 and ADA ramps 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.

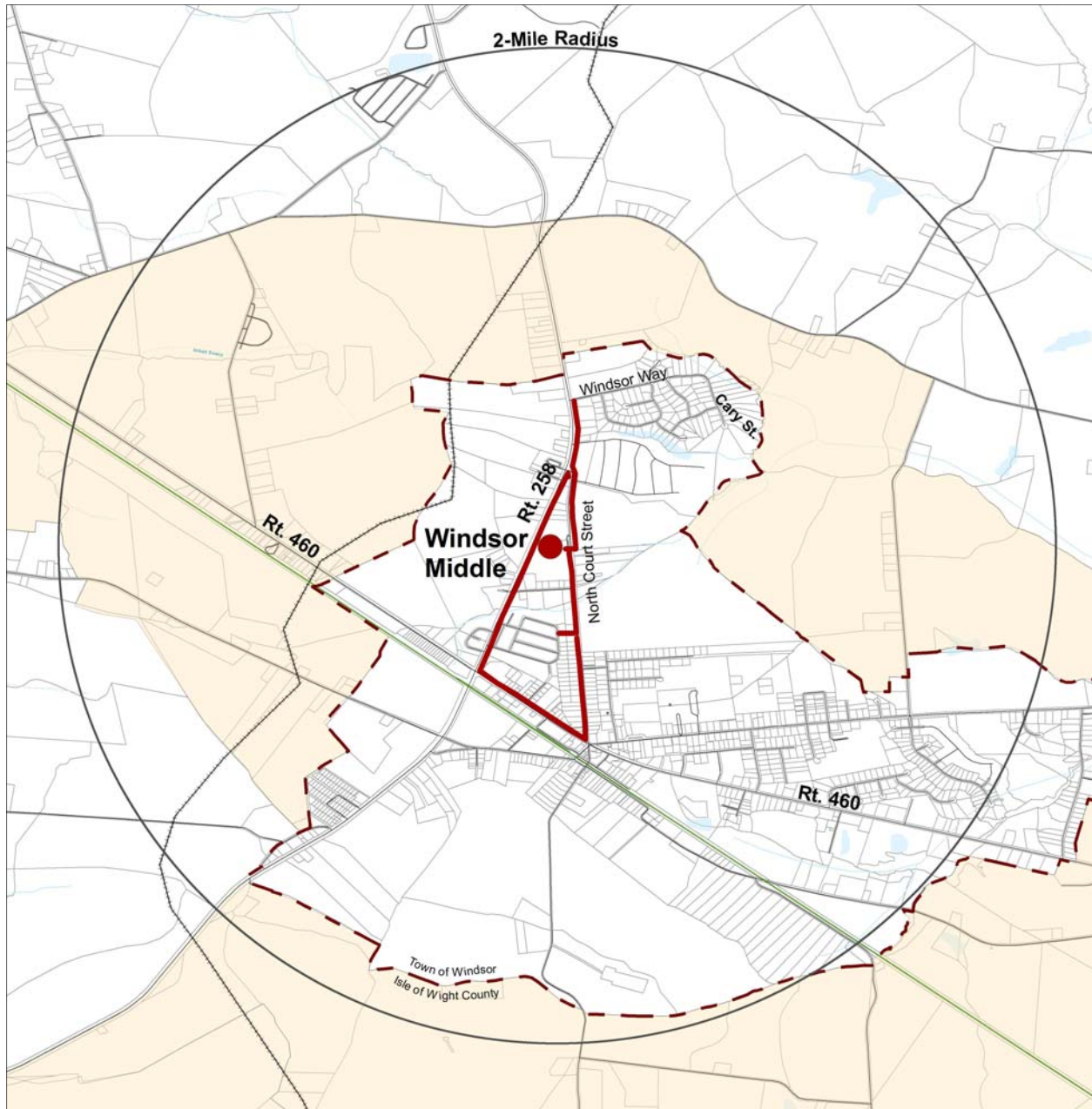
Phase 3—these proposed future improvement areas are shown on Map F.

1. Improve the sidewalks along both sides of North Court Street from approximately 50 North Court Street south to Rt. 460 (Windsor Blvd.). Improved sidewalks should be wide enough to accommodate both pedestrians and bicyclist and include a buffer zone between it and the roadway where possible. Install high visibility crosswalks and ADA ramps as needed along the route.
2. Improve the sidewalks along the north side of Rt. 460 (Windsor Blvd.) from approximately 600 feet east of the Rt. 258 intersection to the North Court Intersection. Improved sidewalks should be wide enough to accommodate both pedestrians and bicyclist and include a buffer zone between it and the roadway where possible. Install high visibility crosswalks and ADA ramps as needed along the route.
3. Improve the safety of the Rt. 460 / North Court Street intersection. For this project the most vital leg of the intersection needing improvements is crossing of North Court Street at Rt. 460. Provide high visibility crosswalks, update all crossing with ADA accessible curb ramps with detectable warning surfaces, and provide pedestrian signals for this crossing. This area of improvements would best be done in association with general safety improvements for the intersection as a whole.

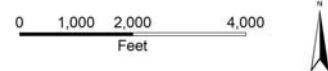
Barriers Addressed: Missing or insufficient walkways (sidewalks and paths), No safe place to ride a bike to school, Crossing streets and intersections are difficult or dangerous.

8. Mapping

Map A: School Overview Map



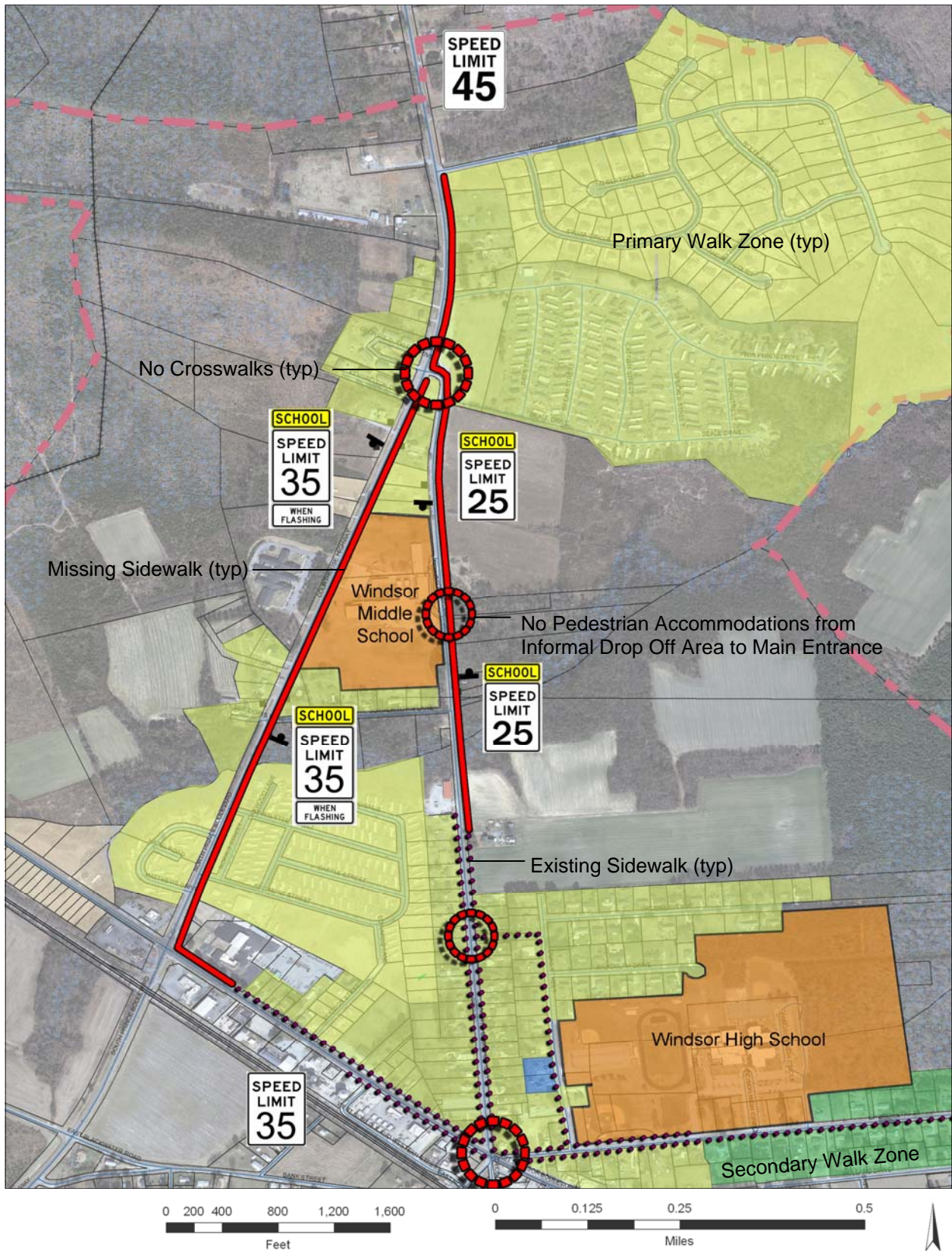
- Location of Proposed Engineering Strategies
- County's Development Service District



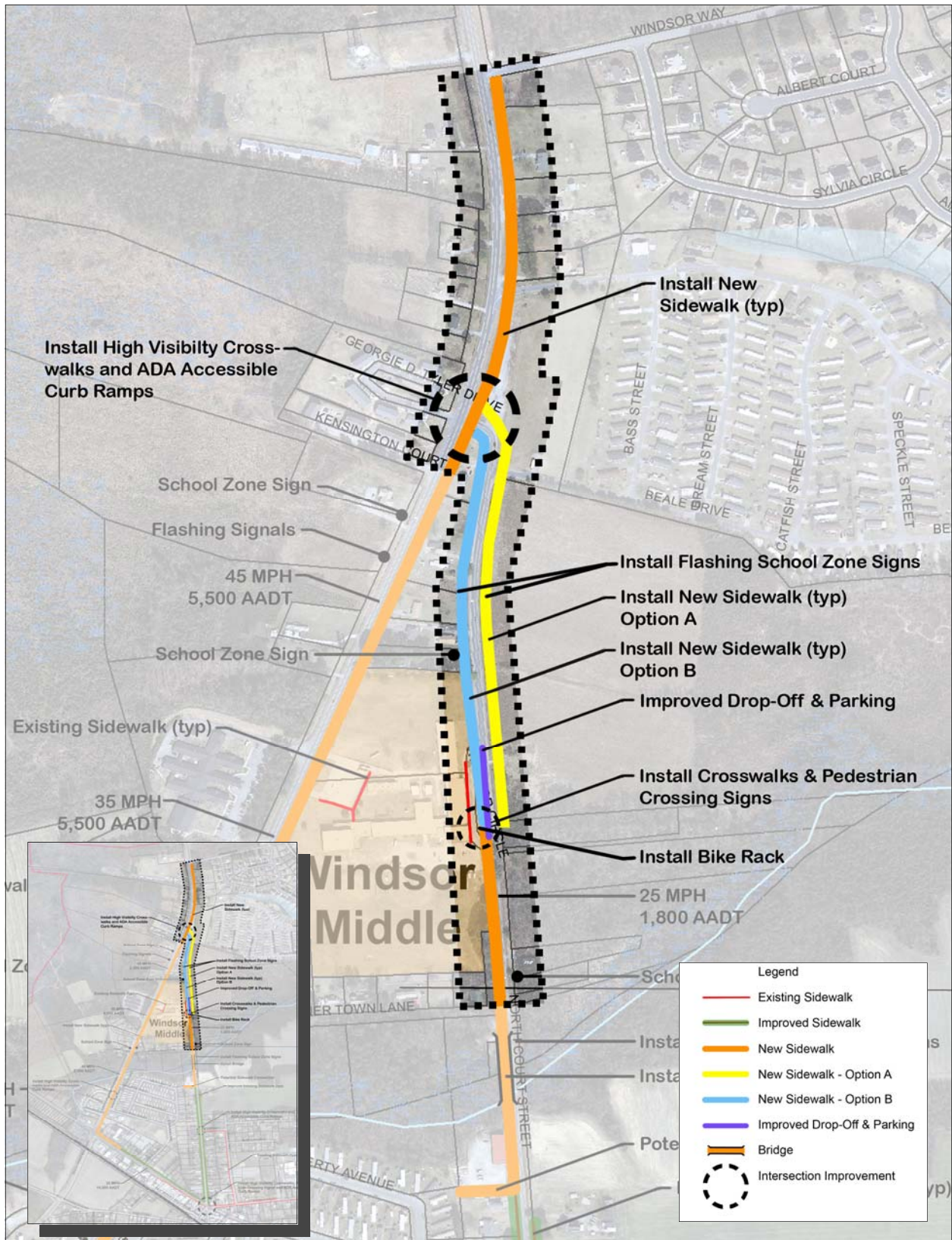
Note: School attendance zone includes everything within and extends beyond the 2-mile radius around the school.



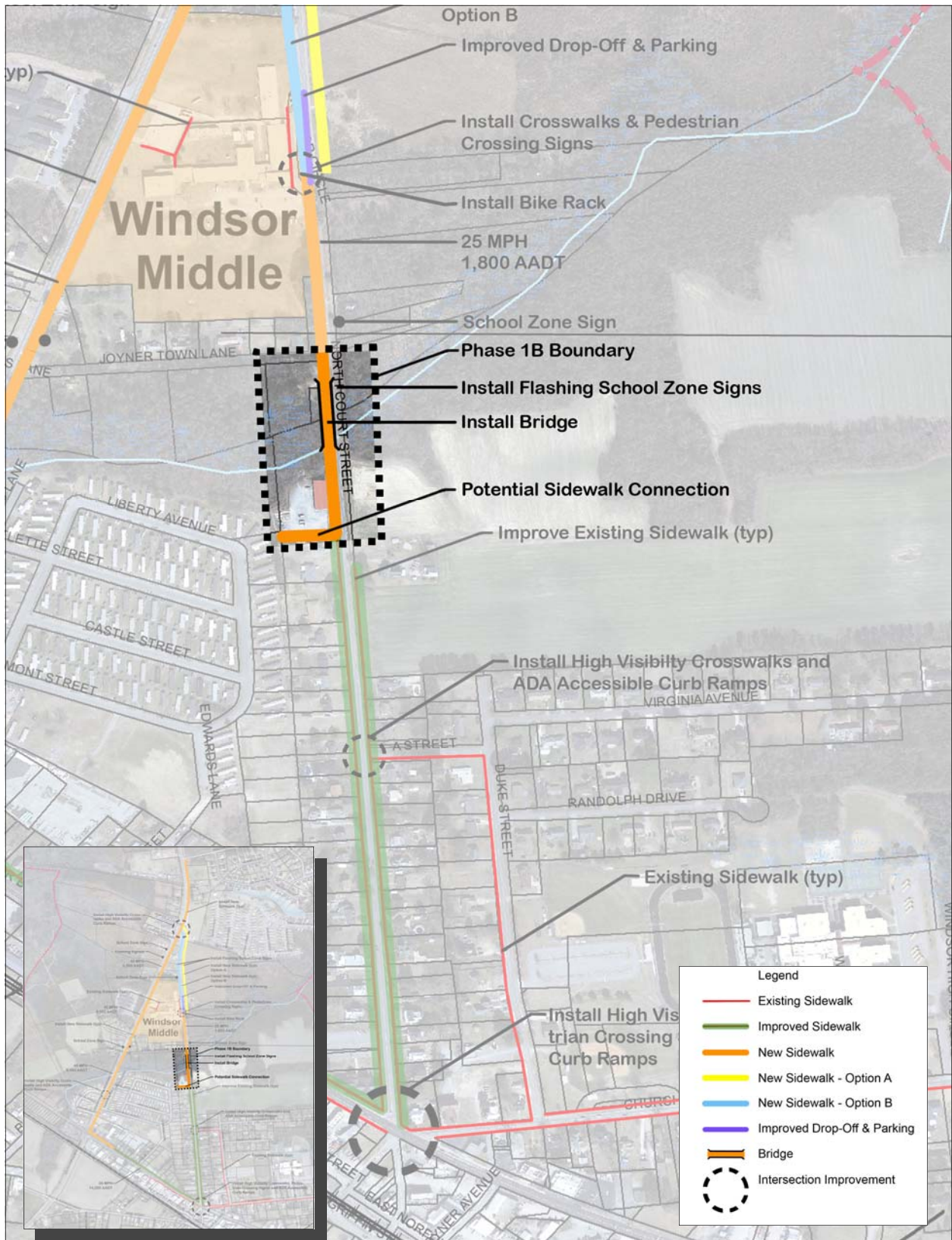
Map B: Existing Conditions and Barriers



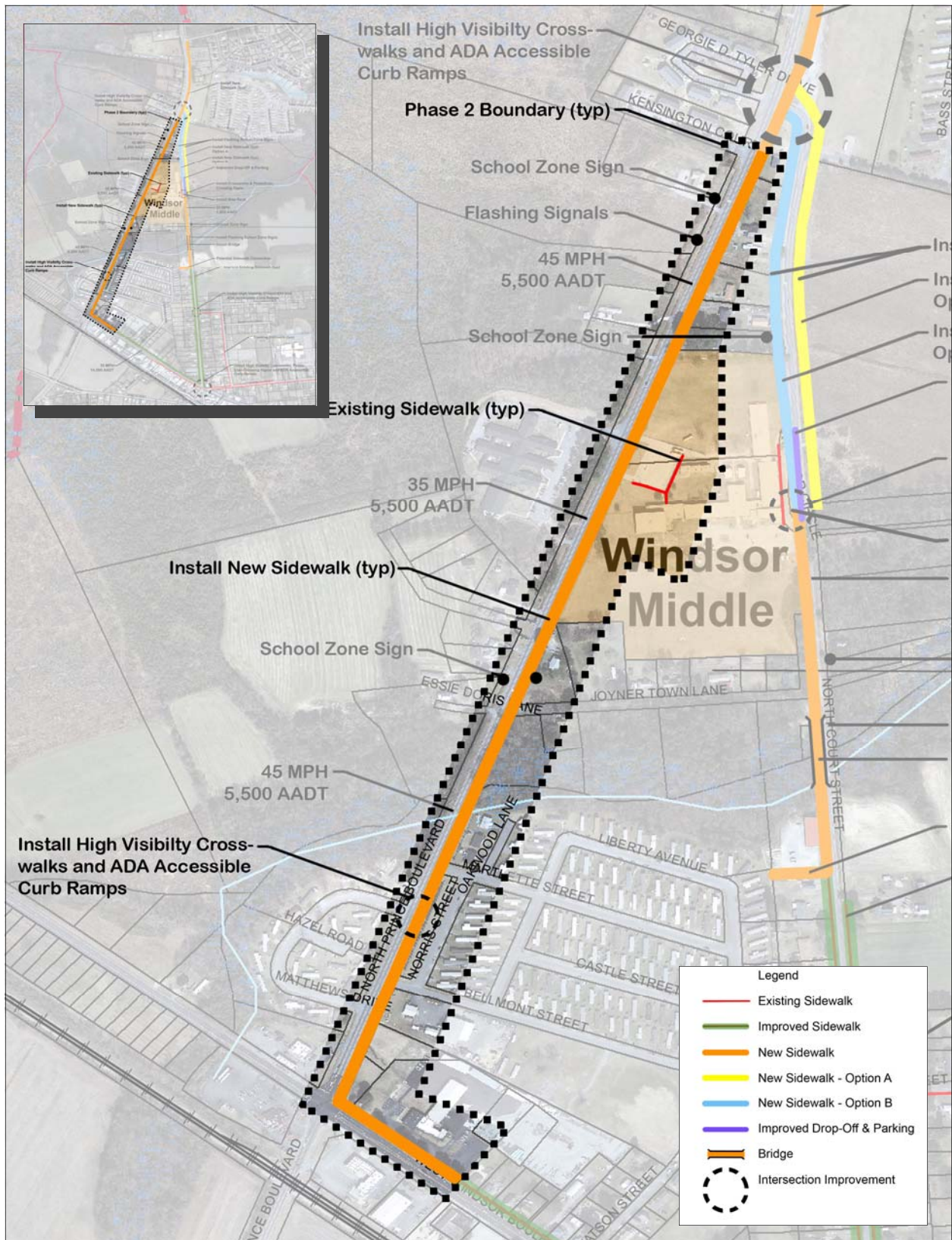
Map C: Phase 1a Infrastructure Improvement Map



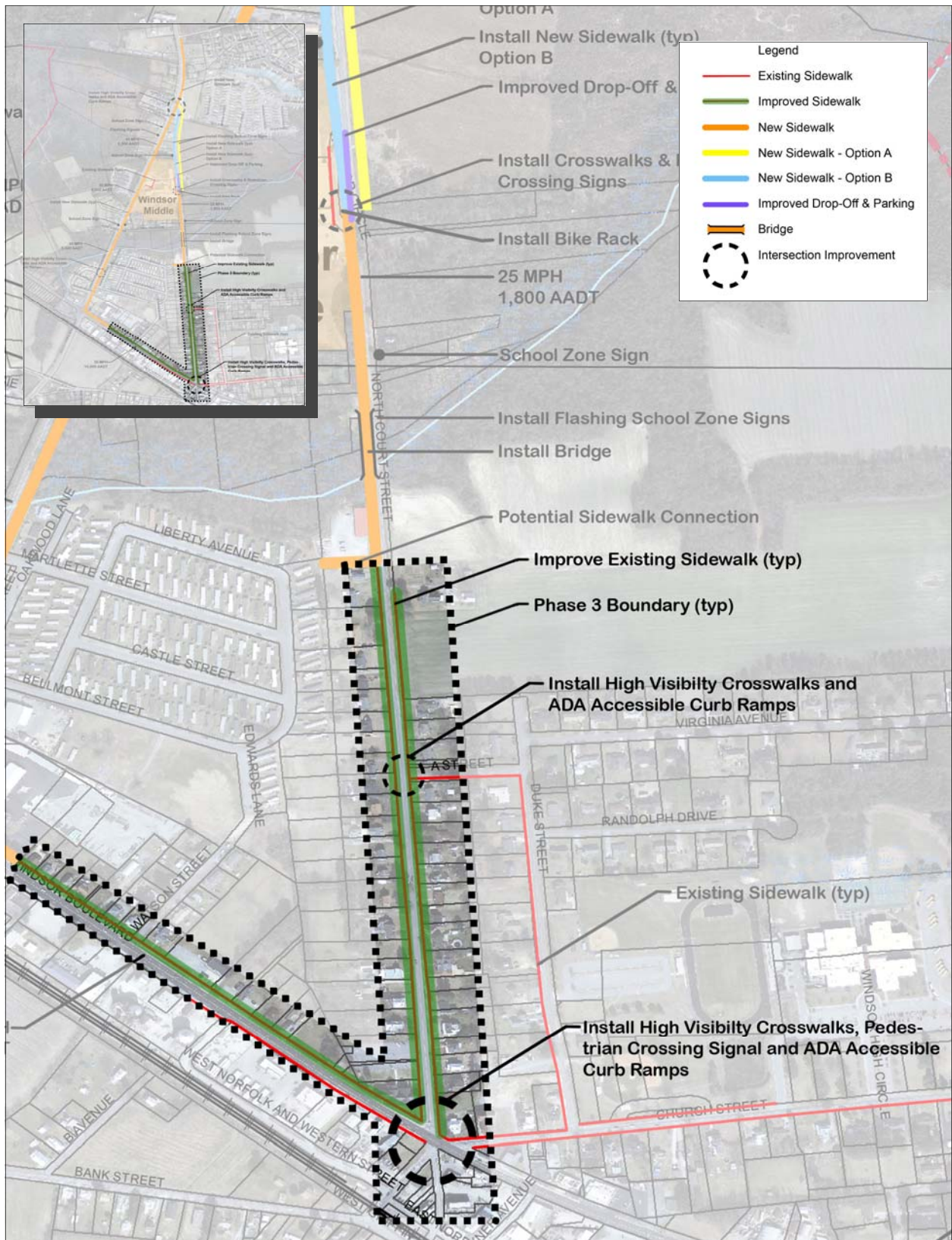
Map D: Phase 1b Infrastructure Improvement Map



Map E: Phase 2 Infrastructure Improvement Map



Map F: Phase 3 Infrastructure Improvement Map



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
Education						
Organize a Bicycle Rodeo to Teach On-Bike Skills	<ul style="list-style-type: none"> - Incorporate the Parks and Recreation's bike rodeo into the schools - Combine it with a SRTS event 	3-6 months	County Parks and Recreation Staff, Schools, and SRTS team members	Under development	100%	In-Kind
Educate the Community About Safe Driving Procedures Around the School	<ul style="list-style-type: none"> - Distribute press releases - Encourage the media to do public safety announcements - Involve public media to assist in driver awareness. 	3-6 months	STRS team members	Not yet begun	100%	In-Kind
Encouragement						
Host an international walk to school day event on October 5, 2011	<ul style="list-style-type: none"> - Work with key stakeholders, parents, and teachers to plan the event - Coordinate walking school buses & bike trains from nearby neighborhoods, & the High Schools parking lot approximately .6-miles from school 	3-6 months	Windsor Middle, STRS Team members	Under Development	100%	\$2,000, Community Sponsors, SRTS Mini Grant
Initiate a walking/ biking day	<ul style="list-style-type: none"> - Work with interested parents and teachers to establish a regular walking/ biking day 	1 year	School Admin	Not yet begun	20% - 30%	Inkind— Community Sponsors

Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected	Cost Est/ Funding Source
Enforcement						
Install temporary speed indicator signs along Rt. 258 and North Court Street.	- 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, Windsor Police Department	Not yet begun	100%	In-kind, In-Kind use of police department portable trailer
Install permanent school zone warning signs	- install flashing school zone warning signs with permanent speed indicator signs along North Court Street	6-12 months	SRTS team members, Windsor Police Department	Not yet begun	100%	\$5,000 — SRTS Implementation funding
Install permanent speed indicator signs along Rt. 258 and North Court Street.	- install permanent speed indicator signs along Rt. 258 and North Court Street	6-12 months	SRTS team members, Windsor Police Department	Not yet begun	100%	\$5,000 — SRTS Implementation funding
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
Evaluation						
Count the number of students who walk/bike to and from school	- Conduct the National SRTS travel tally form annually to track number of students walking / biking - Count the number of students that participate in walk/ bike to school days.	Annually	Windsor Elementary, STRS Team members	Being Implemented	100%	N/A

Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected	Cost Est/ Funding Source
Evaluation (cont.)						
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
Engineering						
Phase 1a—Item 1—install crosswalk, signage and sidewalk extending from school entrance	- install crosswalk, pedestrian crossing signage and 450 LF of sidewalk extending from the school to and along the informal parking area on the west side of North Court Street.	6-12 moths	Isle of Wight County Engineering	Not yet begun	34%	\$60,000 SRTS Implementation funding
Phase 1a—Item 2—install sidewalk along Rt. 258	- install a 10' wide 1,400 LF sidewalk along the east side of Rt. 258 from Windsor Way to North Court Street.	6-12 moths	Isle of Wight County Engineering	Not yet begun	10%	\$175,000 Highway Safety Improvement Grant
Phase 1a—Item 3—install sidewalk along North Court Street from Rt. 258 to school entrance. The route has 2 options.	- install a 10' wide 1,800 LF sidewalk along North Court Option 1—utilize the east side of the road and provide a crosswalk/ pedestrian crossing signage across North Court St in front of the school Option 2—utilize the west side of the road and provide a crosswalk/ pedestrian crossing signage across North Court at Rt. 258.	6-12 moths	Isle of Wight County Engineering	Not yet begun	15%	\$225,000 Highway Safety Improvement Grant

Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected	Cost Est/ Funding Source
Engineering (cont.)						
Phase 1a—Item 4—install sidewalk along North Court Street from school main entrance to Joyner Town Lane.	- install a 10' wide 800 LF sidewalk along the west side of North Court Street from the schools entrance to Joyner Town Lane.	6-12 moths	Isle of Wight County Engineering	Not yet begun	15%	\$100,000 Highway Safety Improvement Grant
Phase 1a—Item 5—install bike racks	- install a bike rack at and accessible point adjacent to the schools main entrance.	6-12 moths	Isle of Wight County Engineering	Not yet begun	15%	\$1,000 Highway Safety Improvement Grant
Phase 1a—Item 6—install additional school zone signage along North Court Street	- install speed indicator signs and flashing lights in both directions along North Court Street	6-12 months	Isle of Wight County Engineering	Not yet begun	35%	\$6,000 Highway Safety Improvement Grant
Phase 1b—Item 1—install sidewalk on North court Street from Joyner Town Lane to connect to existing sidewalk	- install a 10' wide 750 LF sidewalk along the west side of North Court Street from Joyner Town Lane to approximately 50 North Court Street. A bridge section will be required across an existing creek and wetland area.	1-2 years	Isle of Wight County Engineering	Not yet begun	20%	\$95,000 SRTS Implementation funding

Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected	Cost Est/ Funding Source
Engineering (cont.)						
Phase 1b—Item 2—provide a pedestrian connection from the Windsor Manor Mobile Home Park to the sidewalk along North Court Street.	- obtain a access easement and install a 10' wide 400 LF sidewalk from the mobile home park to North Court Street.	1-2 years	Isle of Wight County Engineering	Not yet begun	10%	\$50,000 SRTS Implementation funding
Phase 1b—Item 3—install crosswalk and ADA ramps as needed at North Court / A Street intersection	- install a high visibility crosswalk and ADA ramps as needed across North Court Street at the A Street intersection.	1-2 years	Isle of Wight County Engineering	Not yet begun	15%	\$2,500 SRTS Implementation funding
Phase 2—Item 1—install sidewalk along Rt. 258 from North Court Street south to Rt. 460	- install a 10' wide 4,500 LF sidewalk along the east side of Rt. 258 from North Court Street south to Rt. 460.	2-3 years	Isle of Wight County Engineering	Not yet begun	15%	\$560,000 SRTS Implementation funding
Phase 2—Item 2—install sidewalk along Rt. 460 from Rt. 258 to link to existing sidewalk	- install a 10' wide 600 LF sidewalk along the north side of Rt. 60 from Rt. 258 to approximately 46 West Windsor Blvd.	2-3 years	Isle of Wight County Engineering	Not yet begun	5%	\$75,000 SRTS Implementation funding
Phase 3—Item 1—improve sidewalks along North Court Street	- improve the existing sidewalks along both sides of North Court Street from approximately 50 North Court Street south to Rt. 460	3-4 years	Isle of Wight County Engineering	Not yet begun	15%	\$590,000 SRTS Implementation funding

Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected	Cost Est/ Funding Source
Engineering (cont.)						
Phase 3—Item 2—improve sidewalks along Rt. 460	- improve the existing sidewalk along the north side of Rt. 460 from approximately 46 West Windsor Blvd (Rt. 460) to North Court Street.	3-4 years	Isle of Wight County Engineering	Not yet begun	10%	\$250,000 SRTS Implementation funding
Phase 3—Item 3—improve the safety of the Rt. 460 / North Court Street intersection (if possible do in combination with overall intersection improvements)	- provide high visibility crosswalks, ADA ramps and pedestrian signals across North Court Street at Rt. 460	3-4 years	Isle of Wight County Engineering	Not yet begun	10%	\$25,000 SRTS Implementation funding

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:

Windsor Middle School Official

Name: Susan Goetz

Title: Principal

Representing: Windsor Middle School

School District Official

Name: Mrs. A. Katrise Perera, M.Ed

Title: School Superintendant

Representing: Isle of White County School District

Local Government Official

Name: Michael Stallings

Title: Town Manager

Representing: Town of Windsor

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