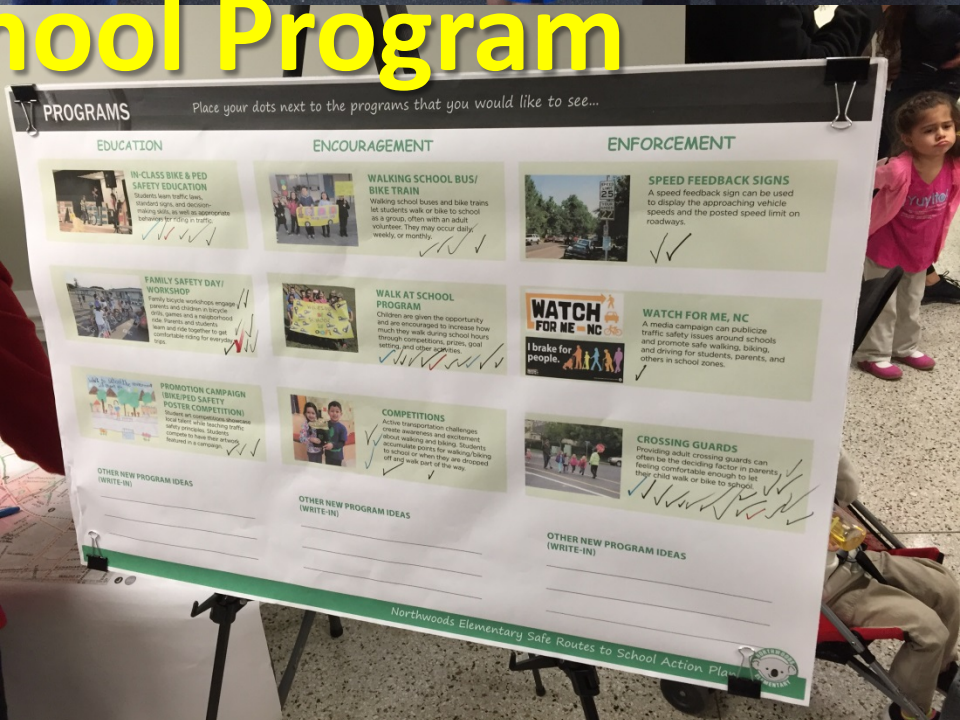




Capital Area MPO's Safe Routes to School Program



PROGRAMS

Place your dots next to the programs that you would like to see...

EDUCATION

IN-CLASS BIKE & PED SAFETY EDUCATION
Students learn traffic laws, standard signs and directions, riding skills, as well as appropriate behavior for riding in a parking lot.

FAMILY SAFETY DAY! WORKSHOP
Family focus workshops engage parents and children in bicycle safety, games and a neighborhood walk and ride together to gain confidence riding for everyday trips.

PROMOTION CAMPAIGN (BUILTUP SAFETY POSTER COMPETITION)
Students create posters about safe walking and biking habits to display in the school or when they are dropped off and pick up from school.

OTHER NEW PROGRAM IDEAS (WRITE-IN)

ENCOURAGEMENT

WALKING SCHOOL BUS/BIKE TRAIN
Walking school buses and bike trains let students walk or bike to school as a group, often with an adult volunteer. They may occur daily, weekly, or monthly.

WALK AT SCHOOL PROGRAM
Children are given the opportunity and are encouraged to increase how much they walk during school hours through competitions, prizes, goal setting, and other activities.

COMPETITIONS
Active transportation challenges create excitement and enthusiasm about walking and biking. Students accumulate points for the walking/biking to school or when they are dropped off and pick up from school.

OTHER NEW PROGRAM IDEAS (WRITE-IN)

ENFORCEMENT

SPEED FEEDBACK SIGNS
A speed feedback sign can be used to display the approaching vehicle speeds and the posted speed limit on roadways.

WATCH FOR ME - NC
I brake for people.

WATCH FOR ME, NC
A media campaign can publicize traffic safety issues around schools and promote safe walking, biking and driving for students, parents, and others in school zones.

OTHER NEW PROGRAM IDEAS (WRITE-IN)

OTHER NEW PROGRAM IDEAS (WRITE-IN)

Northwoods Elementary Safe Routes to School Action Plan

Why Safe Routes to School Matters

Safety, Health & Transportation



Fewer kids are biking and walking More parents are driving



1969

48% walked or biked
12% driven

2009

13% walked or biked
44% driven

(U.S. DOT, 2009)

Parents driving



School travel by private vehicle accounts for 10-14% of morning rush hour traffic.

(McDonald, Brown, Marchetti Pedroso, 2011)

Promoting safe walking and bicycling is an ideal strategy to increase physical activity



Safe Routes to School goals

- Where it's safe, get kids walking and biking
- Where it's *not* safe, make changes



Elements of SRTS programs

- Education
- Encouragement
- Enforcement
- Engineering
- Evaluation
- Equity



Benefits of SRTS programs

- Improve safety for pedestrians and bicyclists
- Reduce traffic congestion around schools
- Reduce emissions
- Improve children's health



Other benefits of SRTS programs

- Cost savings for schools (reduce need for “hazard” busing)
- Teach fundamental safety skills
- Benefit local economy
- Strengthen family bonds
- Increase child’s sense of freedom and responsibility
- Provide more transportation options for everyone



Research shows SRTS programs work

A study of 801 schools between in 2007-2013 found increases in walking and bicycling.



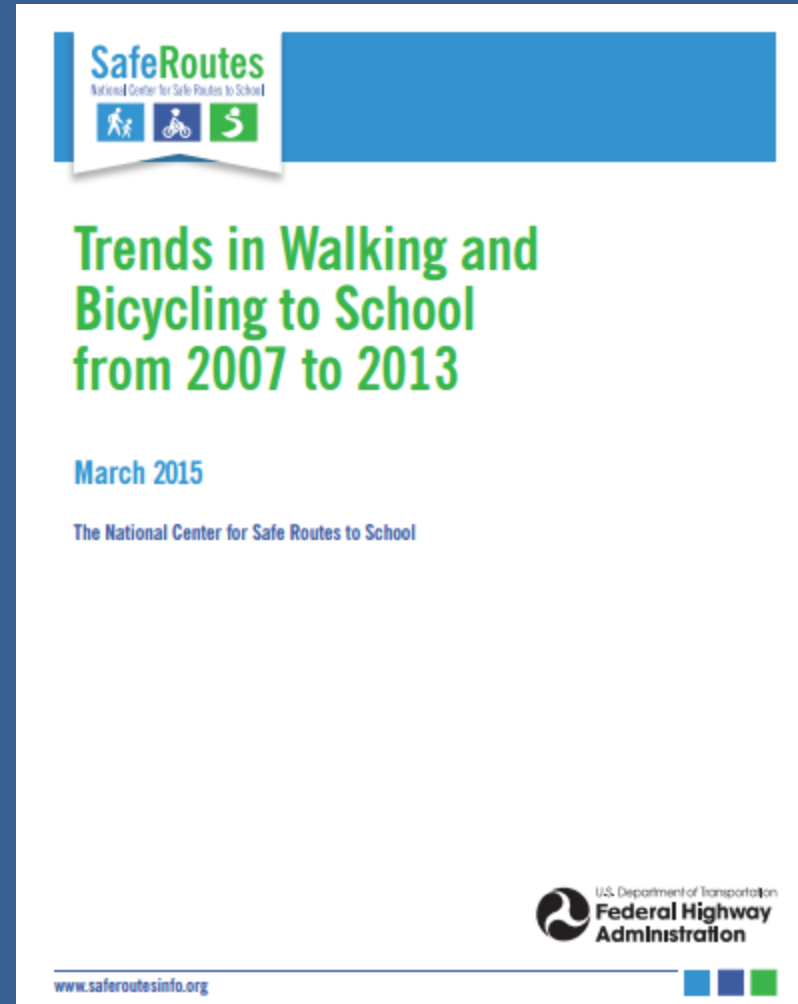
- 25% increase (5% per year) with education and encouragement programs
- 18% increase with infrastructure improvements

(McDonald, 2014)

More students are walking and biking to school

Parent survey data from 5,300 schools from 2007-2013 shows:

- 28% increase in the percentage of K-8 children who walk to school
- 53% increase in parent reports of school support for walking and bicycling



www.saferoutesinfo.org

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Connecting the trip to school with...



Safety



Health



Community



Choice



NEW
TRANSPORTATION
LEGISLATION
MAINTAINS SRTS
FUNDING THROUGH
2020

[Learn More](#)

**FAST
ACT**



SAFE ROUTES TOOLBOX

[Interactive Map](#)[Resources](#)[Webinars](#)

National Center for Safe Routes to School

5/26/2016: [Enhancing Active School Travel with Public Transit](#)

Opportunities & Announcements

[Communities Across the US Celebrate the Joy of Bike-powered Trips to School](#)

This Wednesday communities

[May 26 Webinar - Enhancing Active School Travel with Public Transit](#)

This webinar will feature presentations from two school

[Five Ways Safe Routes to School Can Help Advance Youth Pedestrian and Bicyclist Safety Beyond the Trip to School](#)

[Galax Safe Routes to School Program Receives 2016 Oberstar Safe Routes to School Award](#)

The National Center is pleased to

How MPOs can help with SRTS

- Revise project prioritization
- Facilitate regional SRTS trainings/meetings
- Serve as a repository of local SRTS activities
- Coordinate data collection
- Others?



Examples from across the U.S.

- Miami-Dade MPO
 - SRTS Infrastructure Plan developed using school-based safety prioritization tool from the National Center for SRTS
- San Diego Association of Governments
 - Regional SRTS Strategic Plan covers data collection, project coordination, technical assistance, education and encouragement strategies, and implementation process
- Nashville Area MPO
 - Director of Healthy Communities position focused on the built environment, active transportation, and health

Background in the Capital Area MPO

Wake Ped Net established in 2012 with funding from the John Rex Endowment

- Create capacity from existing people, organizations, and work
- Review challenges, solutions, and alternatives
- Seek additional funding for Phase 2: Model SRTS Program



CAMPO

Safe Routes to School Program



CAMPO Safe Routes to School Program

- Dedicated CAMPO subcommittee that builds on Wake Ped Net effort
- Formal SRTS program development initiated in June 2015
- Review of nationwide best practices and successful programs
- Developed CAMPO SRTS 'Program Elements'



Capital Area MPO Safe Routes to School (SRTS) Subcommittee

Program Elements

PILLAR	OBJECTIVE/GOALS	POTENTIAL ACTIONS	WHO
Policy/Guidance	<i>Build on relationships with current partners and cultivate new partnerships</i>	Identify most effective ways to collaborate; who is already gathering data? Who is already conducting outreach? Advocate for the promotion of SRTS initiatives in the transportation plan for all local jurisdictions.	CAMPO, member jurisdictions, HSR, School Districts, AHA, WakeMed, CDC, Active Routes to School, BikeWalkNC, Bike Smart-Grow Smart, YMCA, service organizations, WakeUp Wake County
	<i>Research</i>	Continue iterative process of peeling relevant presentation topics that increase subcommittee's collective knowledge; gather insights through JRE grant policy audits and program development/implementation; literature review to identify national best practices; integrate best practices for data collection as part of SRTS program (i.e., NJ's "Bottleneck" tags, before/after vehicle speed data, etc.). Consider issues of equity when designing and implementing SRTS programs—some students have long bus rides to school and may not live in areas with walkable streets.	CAMPO, member jurisdictions, HSR, subcommittee, agency representatives, guest speakers, law enforcement
	<i>Identify/implement policies that will sustain and reduce the variability of SRTS funding</i>	Evaluate other state and local SRTS program funding mechanisms; provide recommendations to local municipalities and advocate for implementing sustainable funding sources at city and county levels; pursue corporate partnerships.	Subcommittee working group, CAMPO staff, NCDOT, member jurisdictions
	<i>School siting, Active Transport Zones, Transit Connectivity</i>	Advocate for policies that plan for SRTS when siting schools. Create SRTS travels for two-mile radius of existing and planned schools. Assist in assessing WOPS policy for establishing Active Transport Zones, and advocate for the use of a "school travel cost calculator" as part of the site selection process. Advocate for an integrative charterette type process at the front end of a new school or major renovation projects that is focused on active transportation.	School districts, Subcommittee working group, CAMPO staff, member jurisdictions, AHA, WakeUp Wake County
	<i>Monitor and evaluate the SRTS Program's reach and effectiveness</i>	TED as specific program elements are shaped; should evaluate equity of program.	Subcommittee working group, CAMPO staff, city staff
Outreach/Education	<i>Enhance public's knowledge of safe walking and bicycling practices</i>	Increase SRTS presence and engagement at local events through coordinated efforts with municipalities and partners to effectively reach entire MPO planning area; train the trainer programs to garner higher volunteer numbers; implement best practices identified in literature review; evaluate focus age groups? Promote "Taking the First Step" (AHA).	CAMPO, member jurisdictions, partners, school SRTS coordinators, school wellness committees, AHA, WakeUp Wake County
	<i>Increase level-of-comfort with walking and cycling to school</i>	What can CAMPO and municipalities do to encourage/incentivize events like W2S and Walking Wednesday? To increase exposure to walking/biking? Investigate which schools have walking prohibitions and why. Evaluate focus age groups? Bike Camps?	CAMPO, member jurisdictions, partners, school SRTS coordinators, school wellness committees
	<i>Provide relevant, easy to use tools and resources to further the SRTS program</i>	Coordinate with applicable partners to complete literature review to identify national best practices; if needed, fill in the gaps in guidance (ex. Links to NCDOT ADI maps, functional classification system). Help school SRTS coordinators identify grant opportunities and best prepare for application process (data collection, etc.). Identify resource gaps as part of subcommittee's evaluation JRE grant policy audits and research results.	Subcommittee, CAMPO staff, HSR, member jurisdictions, NCDOT, AHA
Infrastructure Improvements	<i>Develop strategy to effectively prioritize SRTS projects</i>	Gather geospatial data to support development of the SRTS prioritization process. Complete prioritization criteria that will be used as a factor in determining how projects will be incorporated into the annual UPWP for SRTS needs; prioritize schools so that resources spent identifying specific infrastructure needs will focus on the schools that rank highest. Promote greater uniformity in the application of school speed zones, and signage and markings to promote SRTS initiatives.	School districts, CAMPO, member jurisdictions, NCDOT
	<i>Advocate for Complete Streets</i>	Determine best method for delivery; incorporate SRTS; continue to improve future bike/ped elements of the MIP.	Subcommittee working group, CAMPO staff, member jurisdictions, NCDOT staff

NOTES: Performance measures/methods to be added. Assuming typical metrics would apply in most cases.
REFERENCES: National SRTS Task Force Vision, SRTS Five E's, NC SRTS focus on assessment, intervention, and evaluation, SAFETEA-LU language, NJ SRTS Strategic Plan Update, City of Portland SRTS Policy

Policy/Guidance

- **Objectives/Goals:**
 - Build on relationships with current partners and cultivate new partnerships
 - Research
 - Identify/implement policies that will sustain and reduce the variability of SRTS funding
 - School siting, Active Transport zones, transit connectivity
 - Monitor and evaluate the SRTS Program's reach and effectiveness



Outreach/Education

- **Objectives/Goals:**
 - Enhance public's knowledge of safe walking and bicycling practices
 - Increase level-of-comfort with walking and cycling to school
 - Provide relevant, easy to use tools and resources to further the SRTS program



Infrastructure Improvements

- **Objectives/Goals:**
 - Develop strategy to effectively prioritize SRTS projects
 - Advocate for Complete Streets



Potential Actions

- Brainstorming exercise
- Subject to change/refinement as program develops
- Examples



Who

- CAMPO member jurisdictions
- Wake County Public School System (WCPSS)
- UNC Highway Safety Research Center (HSRC) and Alta
- Active Routes to School
- NCDOT
- Community Partners: Advocates for Health in Action, Wake Up Wake County, BikeWalkNC, Bike Smart-Grow Smart
- Volunteers with private engineering firms: Stantec, Wetherill, others
- Many others potential partners: law enforcement, school wellness committees, school SRTS coordinators , YMCA, WakeMed

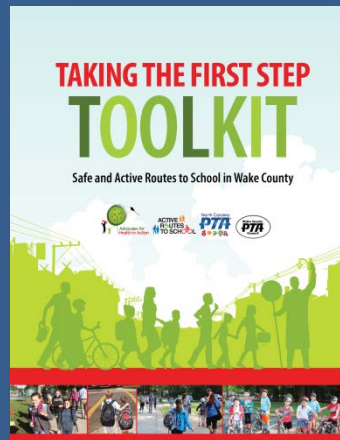


Current Status

- Program pillars approved by Committee in August 2015
- Program objectives/goals approved by the SRTS Subcommittee in October 2015
- Program Elements endorsed by CAMPO Executive Board in January 2016



*CAMPO Executive Director
Chris Lukasina at
Bike Smart-Grow Smart
train-the-trainer event*



*SRTS Subcommittee members
participated in the development
of AHA's SRTS toolkit*



SRTS Subcommittee members participating in AHA's SRTS Workshop (Nov. 2015)

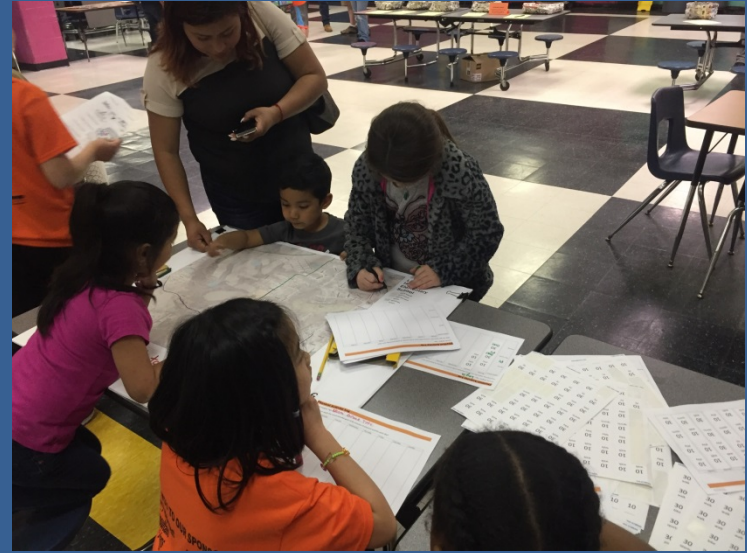
Current Activities

- Continue pursuing relevant presentation topics that increase the subcommittee's collective knowledge
- Working with WCPSS on how to best align with school system goals and work within existing policies and practices
- Developing strategy to effectively prioritize SRTS projects
- John Rex Endowment (JRE) child pedestrian safety grant:
 - Alta developing SRTS action plans for 5 partner schools
 - UNC-HSRC supporting plan implementation and local building capacity for policy change

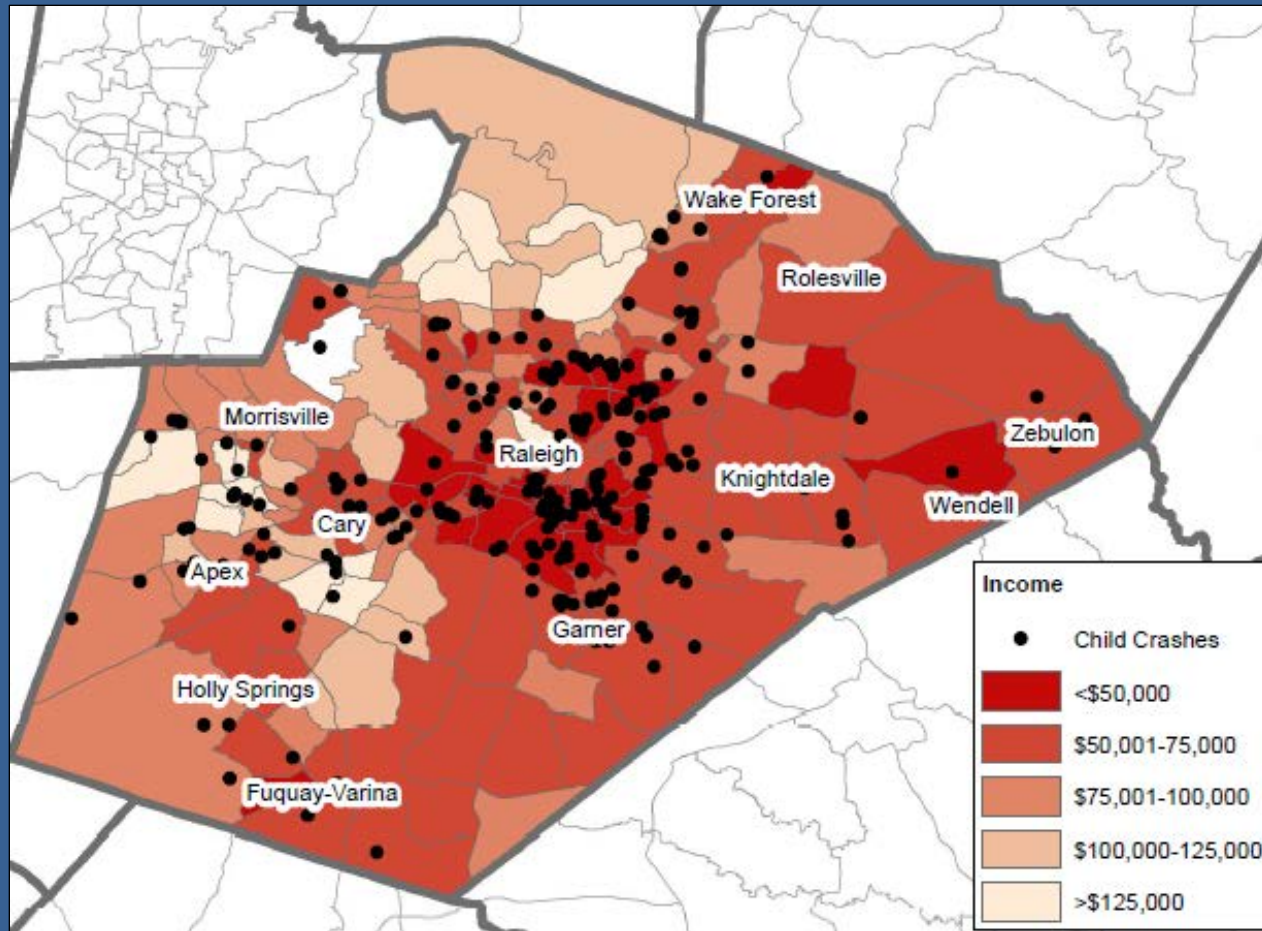
Next Steps

- SRTS prioritization process
 - Complete GIS database
 - Develop draft prioritization process in collaboration with HSRC
 - Validate/refine draft prioritization process
 - Integrate SRTS prioritization into LAPP ranking process
- WCPSS coordination
 - Information session with Board of Education
 - Develop policy directive to integrate SRTS-related procedures
 - Develop method to delineate Active Transport Zone (ATZs)
 - Develop school-specific materials to promote walking/biking in ATZs

Wake County Model SRTS Program



Why focus on child pedestrian safety?



In Wake County, pedestrian injury is the **3rd leading cause of mortality** for children ages 0 to 17

Project Purpose

Opportunity to address shared priorities:

- Health
- Academic achievement
- Equity
- Environment



Project Overview

1. Increase understanding of and support for Safe Routes to School (SRTS) programs and appropriate policies and practices.
2. Explore municipal and school policies, plans, and practices to identify opportunities to improve safety for all users, particularly child pedestrians.

Partners and Supporters

- Wake County Public School System
- Capital Area Metropolitan Planning Organization
- 12 Wake County municipalities
- Advocacy organizations
- NCDOT Safe Routes to School Program



Project Tasks and Timeline

2015-2016

- Needs assessment
 - Crash analysis
 - Review plans, policies, practices (municipals, CAMPO, WCPSS)
 - Demonstration school identification
- SRTS action plan development
- Technical assistance to partners and municipalities

2017-2018

- SRTS Plan implementation and technical assistance/training
 - \$16K per school/municipality to support plan implementation
- Program evaluation and diffusion of lessons learned

School Selection

- Criteria
 - Pedestrian crash history, Title I status, input from municipals, district recommendations
- 5 Partner Schools
 - Bugg ES, Raleigh
 - Northwoods ES, Cary
 - Hodge Road ES, Knightdale
 - Lincoln Heights ES, Fuquay-Varina
 - Ligon Magnet MS, Raleigh



Process at Partner Schools

Oct/Nov
2015

- Kick-off meeting with Steering Committee
- Initial field review and data collection

Dec/ Jan

- Pick up/drop off observations
- Develop draft recommendations

Feb/
March

- Opportunity for public input
- 2nd Steering Committee meeting

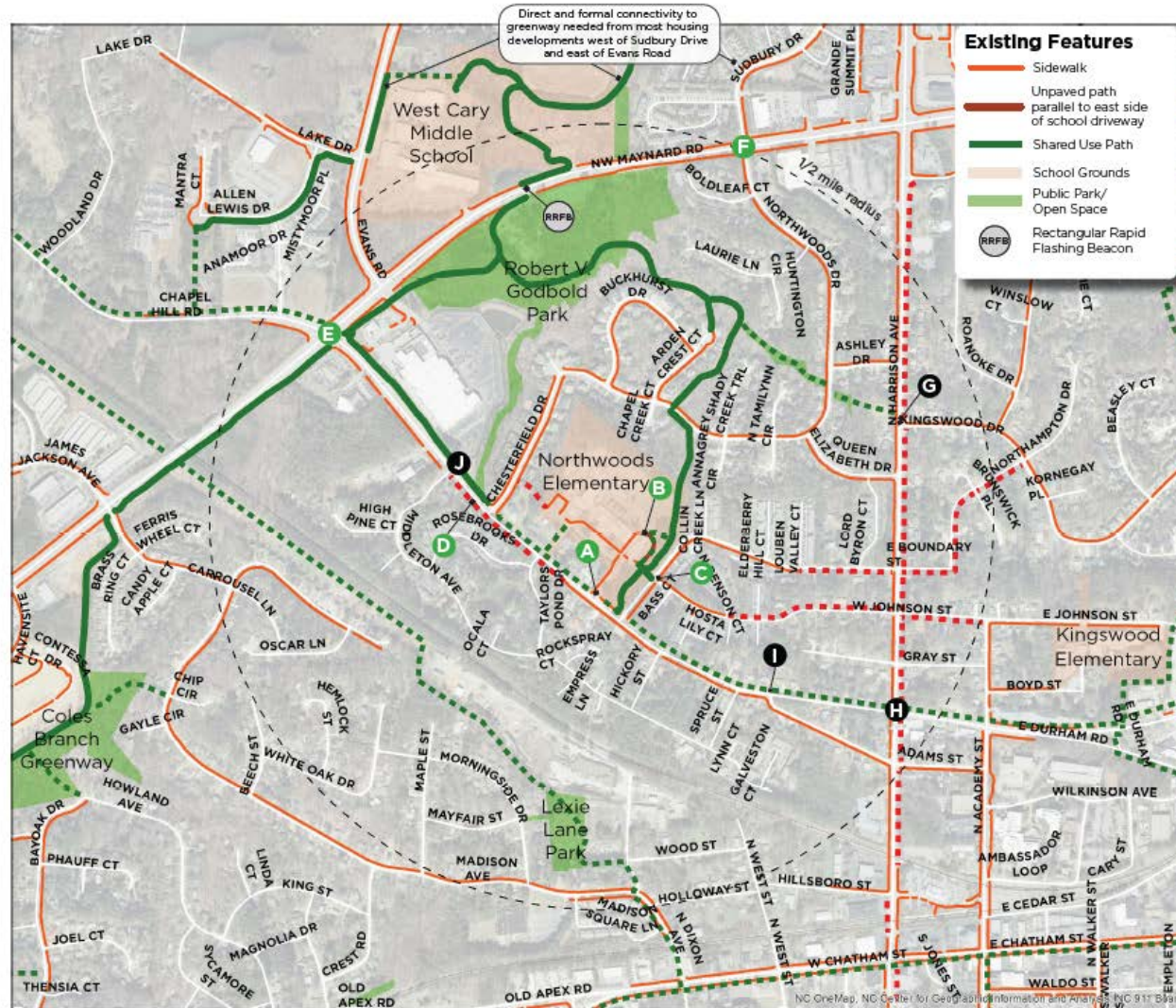
April/
May

- Final SRTS Action Plan
- Potential 3rd Steering Committee meeting

2016/
2017

- Action Plan implementation and dissemination
- Continued support for partner schools

SRTS Plan: Infrastructure



Northwoods Elementary Recommendations Map

This map displays recommended infrastructure to improve pedestrian access to Northwoods Elementary School. Recommended sidewalks, shared use paths, and signage are shown on the map. Specific improvements are identified on the map below.

Improvements Key

- Incorporate Marked High Visibility Crosswalk
- Install School Signage
- Install Accessible Curb Ramps
- Priority Improvement
- Recommended Improvement
- Install Traffic Light with Pedestrian Activated Signals
- Install Rectangular Rapid Flashing Beacon
- Sidewalk
- Shared Use Path

Priority & Recommended Improvements

- A** Replace existing crosswalks across Chapel Hill Rd at the school entrance with high visibility markings.
- B** Replace the mulch path with a paved path with a direct and accessible connection to the greenway trail.
- C** Add high visibility crosswalk markings and restrict on-street parking by adding curb extensions at the crosswalk across Boundary St and Johnson St.
- D** Add sidewalks on Chapel Hill Rd from Middleton Ave to Taylors Pond Dr.
- E** Add high visibility markings and updated curb ramps to three legs of the Chapel Hill Rd and Maynard Rd intersection.
- F** Evaluate warrants for a traffic signal at Sudbury Dr and Maynard Rd to facilitate a pedestrian crossing.
- G** Rectangular Rapid Flashing Beacon
- H** High Visibility Crosswalk
- I** Shared Use Path
- J** High Visibility Crosswalk

SRTS Plan: Programs

- Programs toolkit
 - Education
 - Enforcement
 - Encouragement
- Cost/time estimates
- Resources
- Implementation worksheet

PARENT EDUCATION

Parents are the most important role models for their children. The following resources can help teach parents safe pedestrian and bicycling behavior that they can then model for their children.

Best Practice Resources:

- NCDOT has a number of **Parental Education** materials available.
- **Let's Go NC** provides parent and caregiver tip sheets.
- The National Center for SRTS has additional resources for parental education- **Handouts and web links** on safe walking & bicycling behaviors.
- Back-to-school night information
- Parent Trainings

Cost: \$-\$\$

SRTS Plan: Suggested Routes

Map by Alta Planning + Design



Common Challenges

- Issues that span most of the 5 schools:
 - Greenway connections
 - Drop-off/idling practices
 - Municipal/NCDOT school zone policies
 - How to initiate walking school buses or “park and walk” sites
 - Communication/collaboration between schools and municipals
 - Identifying avenue for teaching Let’s Go NC! Pedestrian safety curriculum



Plans, Policies, & Practices

- Provide a sense of the broader policy and planning **context** in which the model SRTS programs are operating
- Establish a “**baseline**” of policies, programs, and practices that can be monitored over the course of the grant to assess any changes
- Identify **opportunities** that could be pursued as part of the scope of the grant (i.e., through training, technical assistance, and advocacy)

Plans, Policies, & Practices

- Municipalities
 - Planning for pedestrians
 - School-related policies
 - Funding sources
 - Mechanisms to support plan/policy implementation
- WCPSS
 - Transportation
 - Health education
- CAMPO
 - Funding processes
 - Data collection and performance monitoring

State of the Practice: Opportunities & Recommendations

- Communication and coordination
- Data and information for decision-making
- Training and capacity building
- Advocacy to support policy change
- School and school district action

Resources

www.saferouteswakecounty.org

Safe Routes Wake County

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Latest News

March 10, 2016: Hodge Road and Lincoln Heights Elementary Schools hosted SRTS booths at their STEM night events.

Feb. 5, 2016: Jennifer Baldwin of Alta Planning + Design presented a process for developing an [SRTS Action Plan](#).

Jan. 28, 2016: Northwoods Elementary School promoted walking and bicycling during its [International Night](#) event.

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