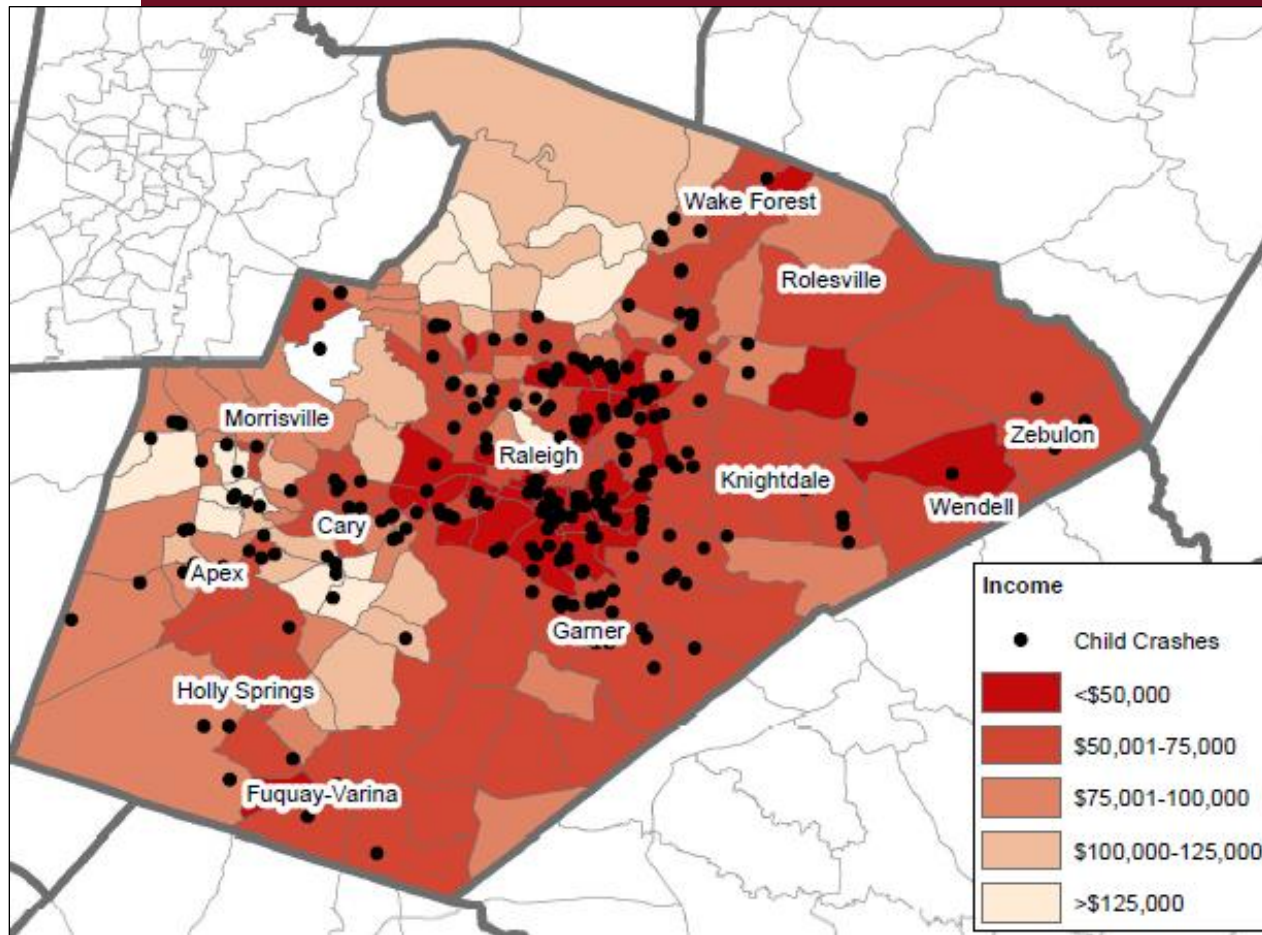


# Wake County Model Safe Routes to School Program

## Triangle Bicycle and Pedestrian Workshop

Kristen Brookshire  
UNC HSRC  
March 11, 2016





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

# Why focus on child pedestrian safety/SRTS?

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1. Increase understanding of and support for Safe Routes to School (SRTS) programs and appropriate policies and practices.
  - Develop SRTS model programs at 5 partner schools
  - Diffuse lessons from model programs county-wide
2. Explore municipal and school policies, plans, and practices to identify opportunities to improve safety for all users, particularly child pedestrians.
  - Engage various partners to share information and build capacity (knowledge, skills, commitment, and resources)
  - Provide data and technical assistance to support decision-making

## Project Overview

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- Advocates for Health in Action
- WakeUP Wake County
- Capital Area Metropolitan Planning Organization
- Wake County Public School System
- Wake County Human Services Active Routes to School Coordinator
- 12 Wake County municipalities
- NCDOT, Safe Routes to School program
- Advocates
- Subcontractor:
  - Alta Planning + Design

## Project Partners and Supporters

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WUWC and AHA:  
engage the broader  
community and policy  
makers regarding  
pedestrian issues

HSRC: provide training  
and technical  
assistance to local  
government and  
school staff

WCPSS, CAMPO, municipalities:  
examine/ modify polices,  
coordinate SRTS plan  
implementation



## Partner Roles

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## **2015-2016**

- Needs assessment
  - Crash analysis
  - Review plans, policies, practices (municipals, CAMPO, WCPSS)
  - Demonstration school identification
- SRTS action plan development
  - Working with Alta Planning + Design and partners to develop plans
- Technical assistance to partners and municipalities (resources, fact sheets, model policies, etc.)

## **2017-2018**

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

# Project Tasks and Timeline

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School	Highlights of fit with project
Bugg Elementary, <i>SE Raleigh</i>	<ul style="list-style-type: none"> <li>• #17 for child ped. crashes near Wake schools</li> <li>• Title I school (considered low income)</li> <li>• Principal had specific interest in SRTS</li> </ul>
Northwoods Elementary, <i>Cary</i>	<ul style="list-style-type: none"> <li>• Title I school</li> <li>• Interest from staff/parents, but barriers to increasing walking</li> </ul>
Hodge Road Elementary, <i>Knightdale</i>	<ul style="list-style-type: none"> <li>• Title I</li> <li>• Year-round</li> <li>• Opportunity to increase walking</li> </ul>
Lincoln Heights Elementary, <i>Fuquay-Varina</i>	<ul style="list-style-type: none"> <li>• Scheduled for renovation, may be valuable to learn how to support walking during reno.</li> </ul>
Ligon Middle, <i>Raleigh</i>	<ul style="list-style-type: none"> <li>• In top 12 for child ped crashes</li> <li>• 100 students in no bus transport zone</li> <li>• Middle school implementation</li> </ul>

# School Selection

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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
- 2<sup>nd</sup> Steering Committee meeting

April/  
May

- Final SRTS Action Plan
- Potential 3<sup>rd</sup> Steering Committee meeting

2016/  
2017

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



# Process at Partner Schools

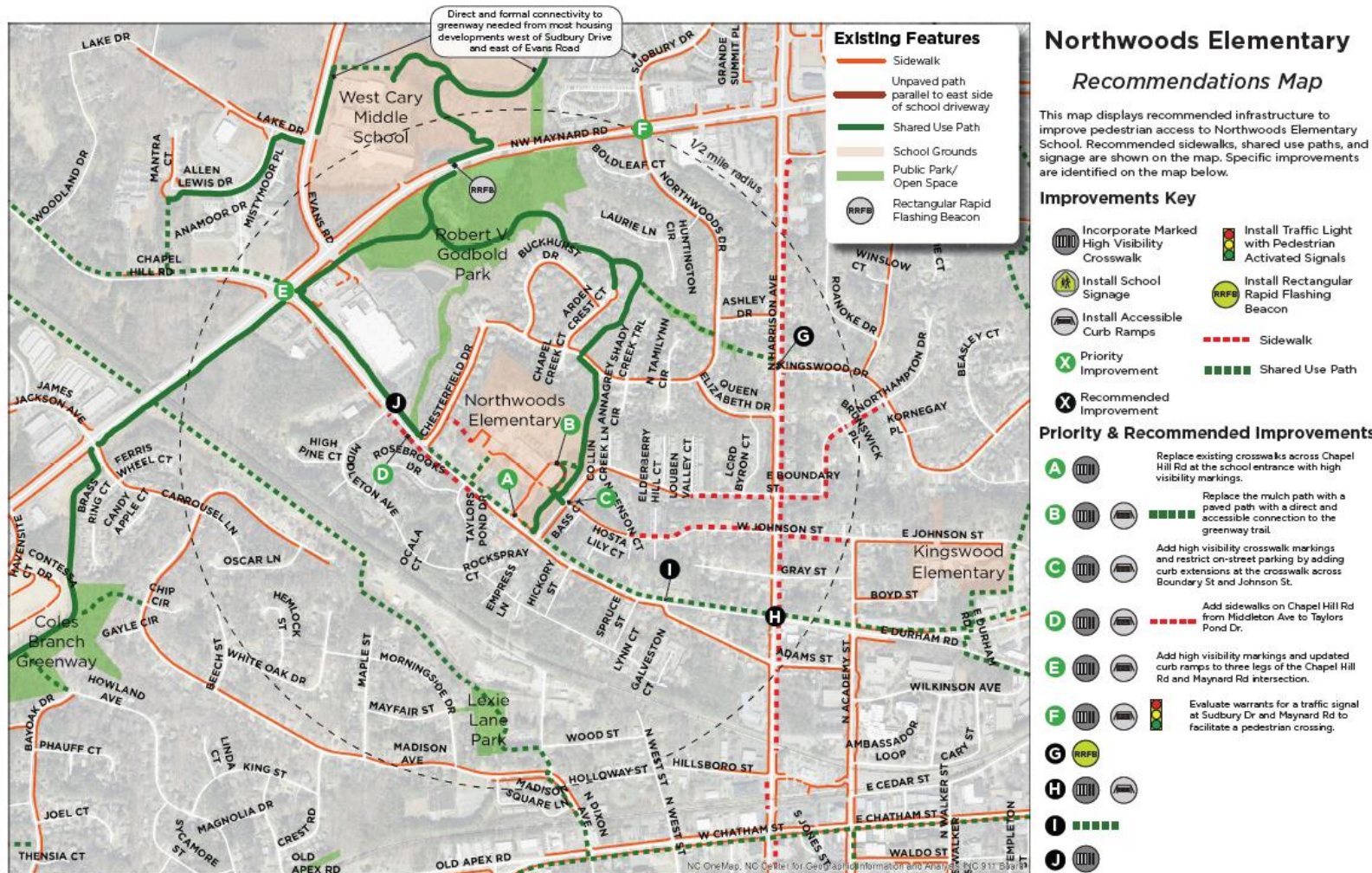
- Issues that span most of the 5 schools:
  - Greenway connections
  - Drop-off/idling practices
  - Options for remote drop-off
  - Municipal/NCDOT school zone policies
  - How to initiate walking school buses or remote drop-off sites
  - Communication/collaboration between schools and municipals



## Common Challenges

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# Sample: Recommendations Map

- 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

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- 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

## Plans, Policies, & Practices

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

## State of the Practice: Opportunities & Recommendations

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- Municipality
  - Make sure plans include schools/SRTS
  - Specify policies for school zone pavement markings, speed limits, signs, and crossing guards
- School District
  - Consider how travel options are communicated to families
  - School site design, connectivity, siting
- MPO
  - Data (GIS facility inventory, clearinghouse for travel tallies)
  - Coordination (subcommittee or task force)
  - Project prioritization

## SRTS/Ped. safety at all levels

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[www.saferouteswakecounty.org](http://www.saferouteswakecounty.org)

## Safe Routes Wake County

About

News & Events

Get Involved

Resources

Other Organizations



### Latest News

**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.

# Resources

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# Contact Us

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