

CITY OF FALLS CHURCH

SAFE ROUTES TO SCHOOL PLAN

Created as part of Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan by:

City of Falls Church

FINAL REPORT

April 2011

In association with:



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SECTION 1

INTRODUCTION

The City of Falls Church is an independent City located within the Washington D.C. Metropolitan Area. The City is approximately 2.2 square miles and has a population of 11,200. The City's boundaries extend west to Haycock Road, east to Wilson Boulevard, north to West Street, and South to Hillwood Avenue. Two major regional east-west and north-south routes traverse the City - Broad Street (Route 7) and Washington Street (Route 29). There are also a number of high-volume, high-speed minor arterials that traverse the City.

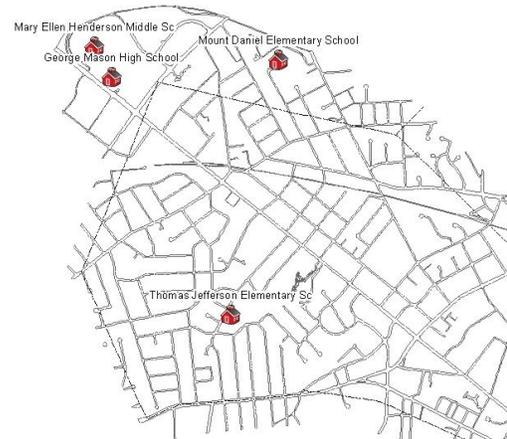


Figure 1: Falls Church City Public Schools

Our Safe Routes to School (SRTS) Plan addresses the four Falls Church City Public Schools (FCCPS): Mt. Daniel Elementary School (K-1), Thomas Jefferson Elementary School (2-4), Mary Ellen Henderson Middle School (5-7), and George Mason High School (8-12). These four schools are located within one mile of each other and comprise the City's independent school system. All the schools except Thomas Jefferson Elementary School are located just outside the City limits in the Fairfax County. The SRTS Plan provides the City with a guide to infrastructure improvements as well as education, enforcement, and encouragement activities that will improve the walking and biking environment for students. Since the schools are located within one mile of each other and have overlapping walking zones, our SRTS travel plan and application applies to all four schools.

The intent of this all-encompassing plan is to improve the quality of life for the entire student population of the City. This Plan is part of a larger Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan being conducted by the City of Falls Church.

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

- Wish to create a well-connected walkway and bikeway system
- Are committed to providing safe streets and crossings for all
- Are committed to reducing speeding and aggressive driving along the school routes
- Wish to improve our environment and quality of life by reducing traffic congestion and motor vehicle emissions
- Highly value student physical activity and health and want to encourage a culture of walking and biking from the student population that will carry through to adult life

SECTION 2

THE SAFE ROUTES TO SCHOOL TEAM

We, the community of Falls Church, believe that a diverse Safe Routes to School Team is essential to develop the most successful school travel plans. As such, we have brought together a team whose members want to make walking and bicycling to school safe and appealing for all City children. The team members are:

- Wendy Block Sanford, City of Falls Church Principal Planner/Transportation Planner
- Kristen Cunningham, Mt. Daniel Elementary School Assistant Principal
- Steve Knight, TJ Elementary School Instructional Technology Coordinator and Safety Patrol Sponsor
- Ellen Meinhart, Mary Ellen Henderson Middle School Parent Representative
- Mark Sokolowski, George Mason High School Teacher
- James Hickey, George Mason High School Student Representative
- Stephen Rau, School Resource Officer
- Nancy Hendrickson, School Bus Stop Coordinator
- William D. Hicks, City of Falls Public Works Director



Figure 2: The SRTS Team discusses the primary and secondary routes to school

SECTION 3

THE PUBLIC INPUT PROCESS

We used an extensive community involvement process to develop the Safe Routes to School Plan. The process included public meetings and neighborhood walk-thrus, school administration meetings, selection of a Citywide SRTS Team (including parent and student representatives), development of an interactive web tool, and meetings with regional stakeholders. The SRTS Plan was developed as part of a city-wide Pedestrian, Bicycle and Traffic Calming Strategic Implementation Plan.

Public Meetings — The City hosted two public meetings as part of the Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan. The SRTS plan and the community's vision for walking and bicycling to school were key items discussed at these meetings. Many parents participated in these meetings and voiced their desire to see improved walking/bicycling conditions on routes to school.

Community Walk or Bike-thrus — Six walk-/bike-thrus were conducted as part of the Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan.

Key Stakeholders Meeting — The City hosted a kick-off meeting on July 22, 2010 with school officials to solicit opinions from those directly involved with student travel on the school side. The meeting included school principals, the school transportation supervisor, the school resource officer, the City's traffic engineer and the City's transportation planner. More specifically, those attending the meeting included:

- Lois Berlin, Superintendent, Falls Church City Public Schools (FCCPS)
- Stephen Rau, School Resource Officer
- Nancy Hendrickson, Transportation Supervisor
- Kathy Halayko, Principal, Mt. Daniel Elementary School
- Bob Palermo, Principal, Thomas Jefferson Elementary School
- Jeanne Seabridge, Assistant Principal Mary Ellen Henderson Middle School
- Tyrone Byrd, Principal, George Mason High School
- Wendy Block Sanford, Principal Transportation Planner, City of Falls Church
- William D. Hicks, Public Works Director, City of Falls Church



Figure 3: Public Meeting #2 hosted at TJ Elementary on May 22nd, 2010

The meeting was designed to gather input on the existing conditions, create a vision for change, and to generate next steps for the SRTS program. Appendix A provides samples of the meeting materials.

Parent Surveys — The project team administered parent surveys issued by the National Center for Safe Routes to School. The survey was conducted in September 2010. Approximately 25% of the total school parent population, or 513 parents, responded to the online survey. Of the 513 respondents, 314 have students in grades K-8. Of the questions posed, the most revealing was question 13: “Are you likely to let your child walk or bike to/from school if this problem were changed or improved?” More than 75 percent of the parents of K-8th graders responded that they are willing to let their children walk/bike if conditions are improved. See Figure 3 below. Appendix B provides a complete summary of Parent Survey Results.

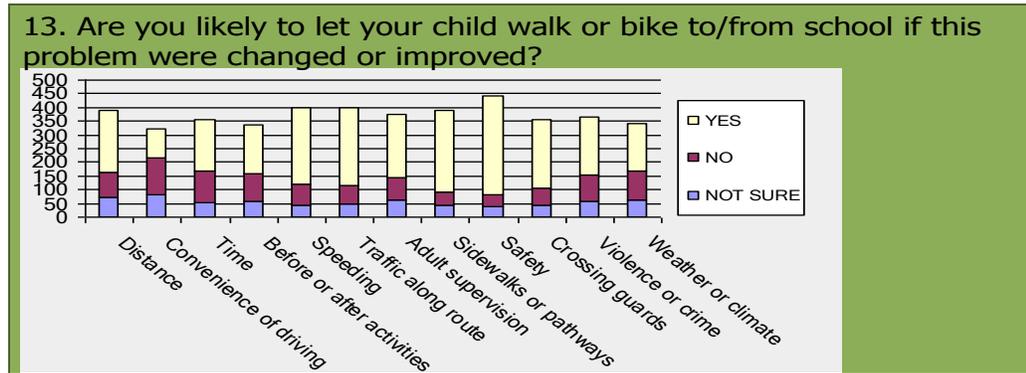


Figure 4: Sample Parent Survey Results

Interactive tool for gathering Public comments — As part of the Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan, the City created an online interactive tool to solicit citizen input on pedestrian and bicycle issues in the City. The tool allowed the community to pinpoint areas requiring improvement for pedestrians and bicyclists. The process generated more than 700 comments

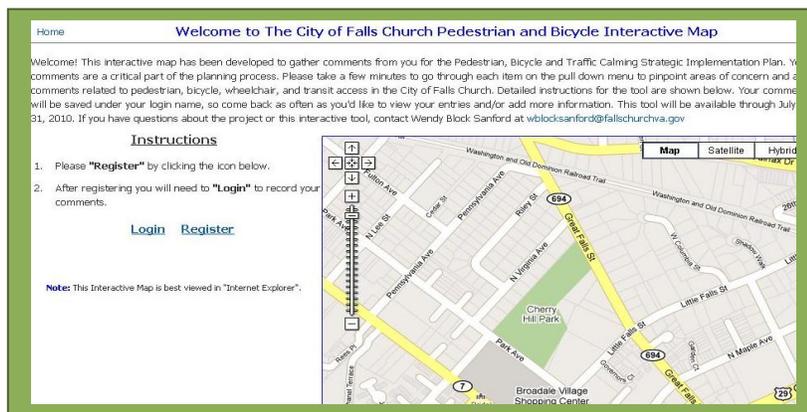


Figure 5: Pedestrian and Bicycle Interactive Map

Regional Meetings – The City held meetings with the pedestrian and bicycle planners in the neighboring jurisdictions of Fairfax County and Arlington County to discuss the project and ensure that designated walking and biking routes in the City are coordinated at the City’s borders. The jurisdictions are supportive of the City’s project and are willing to provide resources to connect routes when possible.

Incorporate Existing Bike Or Pedestrian Plan Recommendations – The City of Falls Church is currently developing a Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan. The Safe Routes to School Program is one key component. The outreach effort does not stop with the submission of the plan. The SRTS Team will continue to advance the program and be a key part of the overall Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan development/implementation. See Appendix E for a summary of the Pedestrian, Bicycle and Traffic Calming Strategic Implementation Plan and visit the City’s website for more information:

<http://www.fallschurchva.gov/Content/Government/Departments/DevelopmentServices/PedPlan.aspx?cnlid=3354>).

SECTION 4

DESCRIPTION OF SCHOOLS

The City operates an independent school system that consists of four schools: Mt. Daniel Elementary School (K-1), Thomas Jefferson Elementary School (2-4), Mary Ellen Henderson Middle School (5-7), and George Mason High School (8-12). These four public schools serve City of Falls Church residents only; however, all the schools except Thomas Jefferson Elementary School are located just outside the City Limits in Fairfax County.

The Safe Routes to School Plan addresses the needs of all the four public schools. The schools are located within 1 mile of each other. Combined attendance for grades K-8 in the schools in the 2010-2011 school year is 1,308 students (total attendance including grades 9-12 is 2,010 students).

Mt. Daniel Elementary School — The school is located in a residential area just outside the City in Fairfax County at 2328 North Oak Street, Falls Church, VA. There are 289 students from Grades K-1 attending this school. Less than 1% of the students walk to school.

Thomas Jefferson (TJ) Elementary School — The school is located in a residential area within the City at 601 South Oak Street, Falls Church VA. There are 423 students from Grades 2–4 attending this school. More than 25 % of the students walk/bike to the school.

Mary Ellen Henderson (MEH) Middle School — The school is located just outside the City in Fairfax County at 7130 Leesburg Pike, Falls Church, VA. There are 451 students from Grades 5–7 attending this school. The school shares the same campus with the George Mason High School. The school currently has a “no walking/ biking” policy. Separating the school campus from the City are high-speed arterials.

George Mason (GM) High School — The school is located just outside the City in Fairfax County at 7124 Leesburg Pike, Falls Church VA. There are 164 8th grade students attending this school, which is 19% of the school’s total population of 847 students. Approximately 15% of George Mason students walk or bike to the school. Note that it was not possible to collect the travel mode data for the 8th grade only since the student surveys were conducted in mixed-grade classes or the teachers did not indicate the grade level of the students on the tally forms. Separating the school campus from the City are high-speed arterials.



Figure 6: School Locations

SECTION 5

CURRENT SCHOOL TRAVEL ENVIRONMENT

A. Student Travel Mode (K–4, 8–12)

In Fall 2010, the Falls Church school administration conducted a survey of its students to assess the travel mode of its students. The survey was conducted of all students at Mt. Daniel Elementary School, TJ Elementary School, and George Mason High School. Eighth graders comprise 19 percent of the student population at George Mason; however, it was not possible to assess the travel mode of only these students since some of the classes surveyed have a mix of grades and some of the surveys did not indicate the classes’ grades on the forms. Surveys were not conducted at MEH Middle School since the school has a no-walk policy and therefore no students walk/bike to school. The following tables provide details of the traveling modes of students by school. Overall, 20% of surveyed students walk/bike to school. TJ Elementary School, grades 2-4, has the highest percentage of students (28%) who walk/bike to school. Based on the information provided in the parent and student surveys, this figure could increase to up to 50% when school routes are made safer. Appendix C provides a sample of the student tally sheets.

George Mason High School*						
Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Other
Number of Students	70 (a.m) (10%) 103 (p.m) (15%)	13	279	220	77	11

* Note that George Mason High School serves students in grades 8-12. The data above applies to all students in the school since the surveys were administered in classes with mixed grades or the surveys did not indicate a grade level (19% of the school population is in Grade 8).

TJ Elementary School						
Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Other
Number of Students	77 (a.m) (28%) 74 (p.m) (27%)	3	137	53	6	1

Mt. Daniel Elementary School						
Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Other
Number of Students	1	0	238	50	0	0

Source: Student tally sheets (Sep/Oct 2010)

B. Student Distances to School

Almost 50% of all students live within 1 mile of one of the City’s schools. An additional 38% live within 2 miles, as shown in the table below. Collectively, there is an opportunity to encourage almost 88% of all students to walk to school. Appendix B provides the parent survey results summary.

Distance lived from school	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Don't know
Mount Daniel Elementary	1.89%	5.66%	24.53%	50.94%	11.32%	5.66%
Thomas Jefferson Elementary	25.66%	24.78%	27.43%	18.58%	1.77%	1.77%
Mary Ellen Henderson Middle	4.81%	12.50%	27.88%	43.27%	8.65%	2.88%
George Mason High	3.29%	9.05%	30.04%	42.39%	11.52%	3.70%

Source: Online parent survey Sep/Oct 2010.

C. School(s) Activities In-Place during Student Travel Times

The City has several programs/activities to assist the students walking/biking to school. Following are examples of existing strategies that help to improve traffic safety and promote active transportation.

Mount Daniel Elementary

Staff presence during Drop-Off/Pick-Up — Staff assists parents/students at the drop-off and pick-up locations.

Thomas Jefferson Elementary

Staff presence during Drop-Off/Pick-Up — Staff assists parents/students at the drop-off and pick-up locations.

Crossing Guards — Crossing Guards are located at the following locations:

- Parker Avenue and South Oak Street
- Timber Lane and Parker Avenue
- Seaton Lane and South Oak Street
- Seaton Lane and Jackson Street



Figure 7: School Crossing Guard in front of TJ Elementary

School Signs with Flashers — A school sign with flashers is located on South Oak Street between West Broad Street and Seaton Lane.

Walking Trail — A walking trail called the “TJ Tiger Trail” designates a walking path to school using existing pedestrian facilities. The trail features specially designed directional signs, as shown in figure 8.

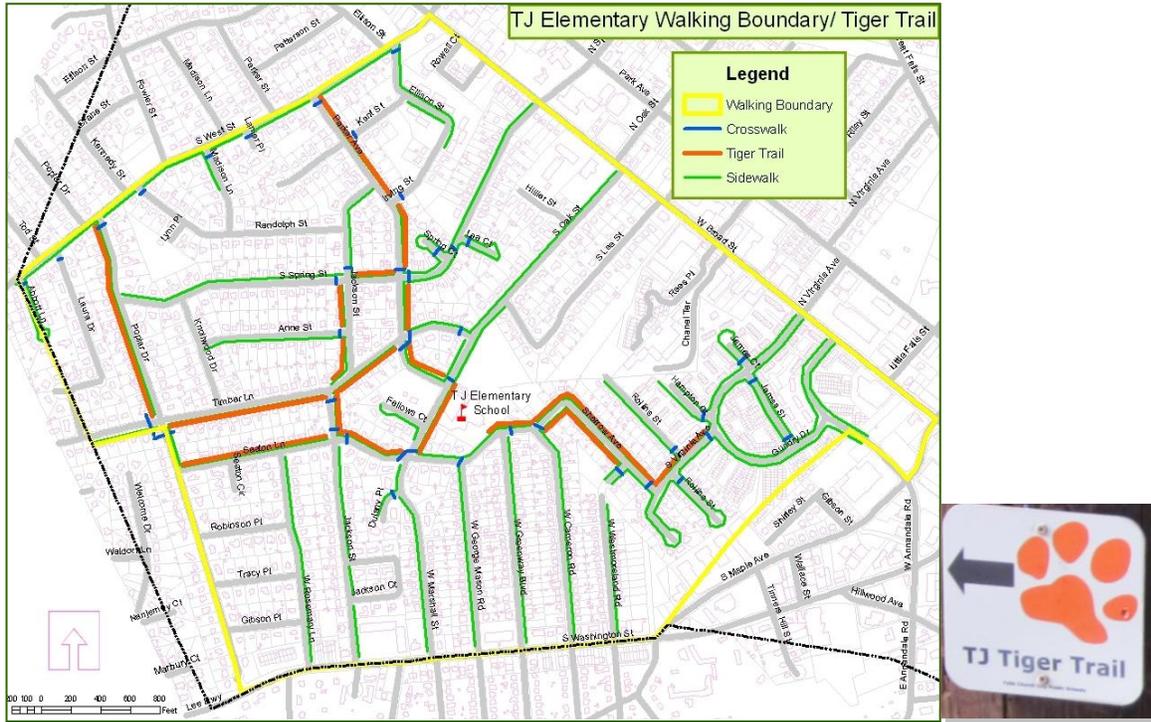


Figure 8: TJ Tiger Trail

Mary Ellen Henderson Middle School

Staff presence during Drop-Off/Pick-Up — Staff assists parents/students at the drop-off and pick-up locations.

School Signs with Flashers — Three school signs with flashers are located on West Broad Street between Haycock Road and Oak Street and one school flasher on Haycock Road between West Broad Street and Falls Church Drive.

George Mason High School

Crossing Guards — Crossing Guards are located at the 100 block (mid-block crossing) of Haycock Road.

School Signs with Flashers — See MEH Middle School

All Schools

Resource Officer — The School Resource Officer (SRO), Stephen Rau, is the liaison between the Falls Church City Police Department and the Falls Church City Schools. The SRO is responsible for Law Enforcement, Safety Education, and Crime Prevention on the campuses of Falls Church City Schools. Mr. Rau is the SRTS champion and the designated SRTS representative on the Pedestrian, Bicycle, and Traffic Calming Strategic Advisory Committee (PBTAC).

D. School(s) Travel Policies

Mount Daniel Elementary — The School Board provides bus transportation for all kindergarten and first grade school age children living in the City of Falls Church. No walking boundary exists.

Thomas Jefferson Elementary — The School Board provides bus transportation for all second through fourth grade school age children residing in the City of Falls Church who are outside the school walking zone. For Thomas Jefferson Elementary School, this zone is defined as the area bounded by Lee Highway, South West Street and West Broad Street and within the City of Falls Church. Bus transportation is provided only for special education students within the walking zone.

Mary Ellen Henderson Middle School — The school administrators have designated Mary Ellen Henderson as a no-walk school due to various issues such as:

- Internal circulation problems
 - Large amount of vehicular traffic on school grounds during arrival and dismissal times
 - No defined walking path from MEH Middle School to Haycock Road (Students walk through the parking lot of the GM High School)
 - No well defined crossing locations for the students
 - Non-school traffic uses the internal routes to bypass the congested public roads
 - MEH Middle School and George Mason (GM) High School share the same school campus
 - Student drop-off and pick-up location conflicts with the student crossing locations
 - Students walking to MEH Middle School must go through the GM High School parking lot
- Other Issues
 - High vehicle speeds on surrounding streets
 - Major traffic routes, Route 7 and Haycock Road separate the school from the neighborhood
 - The intersections along Route 7 and Haycock Road are extremely dangerous for middle school students to cross

As a result, there is no formal walking zone for the middle school and bus transportation is provided to all students. However, the school administration is interested in changing the policy once the conditions around the school are safer.

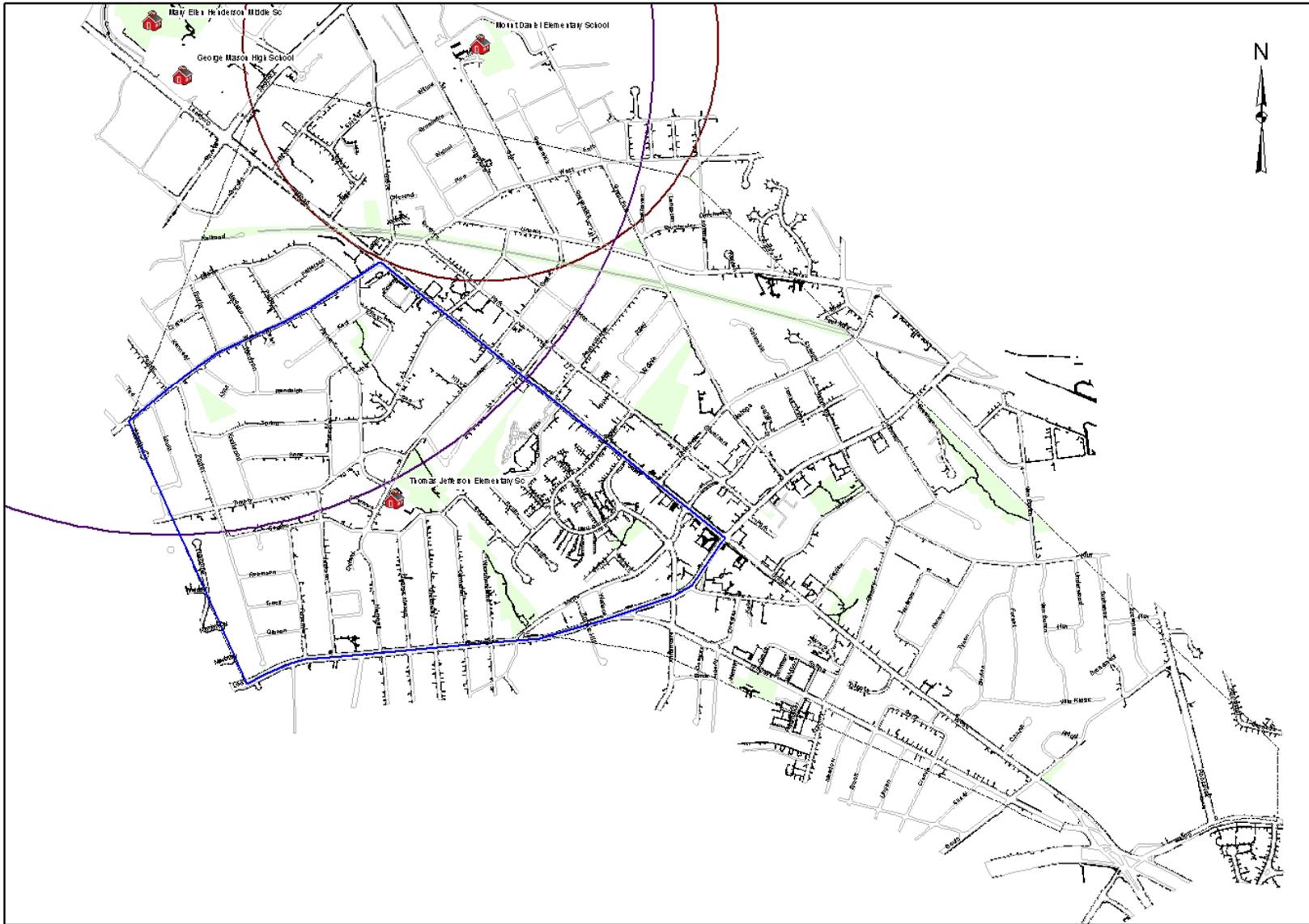
George Mason High School — The walking zone for George Mason High School is defined as a 1-mile radius of the school. Bus transportation is available to students who live outside the walking zone.

Appendix D provides our School Travel Policy.

D1. Walking Zone

As described above, Thomas Jefferson Elementary School and George Mason High School currently encourage walking to school. We have a keen interest in extending the walking and biking activities to MEH Middle School and Mt. Daniel Elementary School. As such, we propose a walking zone of 1-mile radius (same as GM High School) for MEH Middle school and a ½-mile radius for Mt. Daniel Elementary School. The walking zone for each school is shown on Map 1, and the existing infrastructure facilities are shown in Map 2.

1. SCHOOL WALKING ZONE



City of
Falls Church

**PEDESTRIAN, BICYCLE, AND
TRAFFIC CALMING STRATEGIC
IMPLEMENTATION PLAN**

LEGEND

SCHOOL WALKING ZONE

- MEH Middle School and GM High School walking zone (0.5 mile radius)
- Mt. Dabiel Elementary - (0.5 mile radius)
- TJ Elementary School walking zone

*Note: City's walking zones exist for Mt. Dabiel Elementary and MEH Middle School

- Falls Church School
- City of Falls Church Schools
- Sidewalk
- Park

2. EXISTING INFRASTRUCTURE FACILITIES



**City of
Falls Church**

**PEDESTRIAN, BICYCLE, AND
TRAFFIC CALMING STRATEGIC
IMPLEMENTATION PLAN**

LEGEND

SCHOOL-RELATED SIGNS



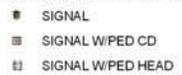
PEDESTRIAN-RELATED SIGNS



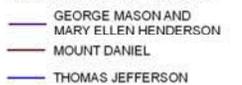
BICYCLE-RELATED SIGNS



SIGNALIZED INTERSECTION



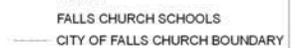
SCHOOL WALKING ZONE



CROSSWALK TYPE



ROADWAY CLASSIFICATION



D2. Primary and Secondary Routes to School

During the second SRTS Team meeting held on December 8, 2010 (as discussed in Section 2), we identified the primary and secondary walking routes to each school within the walking zone. In general, the primary routes are the streets directly adjacent to the schools and the secondary routes are the streets that connect to these primary routes. Combined, these routes form a single school network referred to as the combined walking zone. The combined walking zone and the primary and secondary routes to school as identified during the SRTS meetings are described below and shown in Map 3.

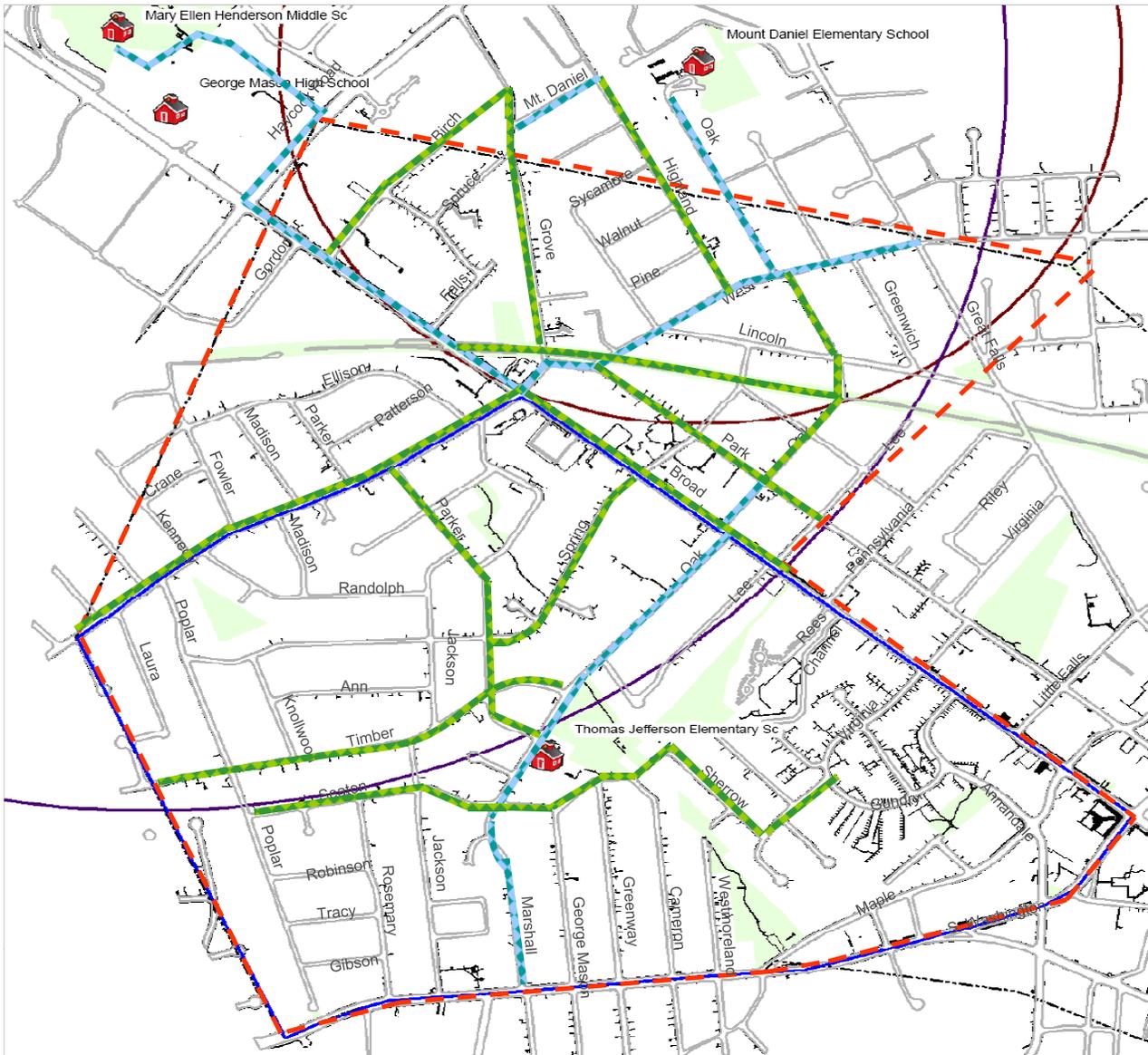
Primary Routes:

- Marshall Street between South Washington Street and Seaton Lane
- South Oak Street between Seaton Lane and West Broad Street
- North Oak Street between West Broad Street and Park Avenue
- North Oak Street between North West Street and Mt. Daniel Elementary School
- North West Street between West Broad Street and Great Falls Street
- West Broad Street between North West Street and Haycock Road
- Mt. Daniel Drive between Grove Avenue and Highland Road

Secondary Routes:

- South West Street between West Broad Street and City Limits
- Parker Avenue between South West Street and South Oak Street
- Timber Lane between South Oak Street and City Limits
- South Spring Street between West Broad Street and Parker Avenue
- Seaton Lane between Sherrow Avenue and Poplar Drive
- Sherrow Avenue between Seaton Lane and South Virginia Avenue
- South Virginia Avenue between Gundry Drive and Sherrow Avenue
- West Broad Street between North West Street and North Lee Street
- Park Avenue between North Lee Street and North West Street
- W&OD Trail between school walking limits
- North Oak Street between Park Avenue and North West Street
- Highland Avenue between North West Street and Mt. Daniel Drive
- Grove Avenue between South West Street and Birch Street
- Birch Street between West Broad Street and Grove Avenue

3. PRIMARY AND SECONDARY ROUTES TO SCHOOL



CITY OF FALLS CHURCH SAFE ROUTES TO SCHOOL PLAN

Legend

- Primary Routes*¹
- Secondary Routes*¹
- Mt. Daniel Elementary*² - (0.5 mile radius)
- TJ Elementary School Walking Zone
- MEH Middle School*² and GM High School Walking Zone (1 mile radius)
- Combined walking zone Schools

***Notes:**

¹All routes except primary and secondary within the combined walking zone are tertiary routes

²Currently no walking zones exist for Mt. Daniel Elementary and MEH Middle School

E. School(s) Busing Service

Our schools **do not** provide busing service to every student as described in the above section.

- Mt. Daniel Elementary and Mary Ellen Henderson Middle School provide busing service to all students attending the School.
- TJ Elementary and George Mason High School provide busing service to students outside of the walking zone of the School.

Bus stop locations are provided in Map 4.

F. School(s) Arrival and Dismissal Procedures

Mt. Daniel Elementary School – The school is located at the end of a cul-de-sac on North Oak Street just outside of the City in Fairfax County. North Oak Street is the only defined entrance/egress to the school. Most students are bused to the school; less than 30 percent either walk or are driven by parents. Students are dropped at a marked location where they are accompanied by an assigned teacher to the school.

TJ Elementary School – The school is located within the City neighborhood and hence almost 27% of the students are able to walk/bike to school. About 50% of the students are bused while others are dropped off (23%) by their parents at designated locations.

Mary Ellen Henderson (MEH) Middle School – The school is located in a commercial area just outside of the City in Fairfax County and is bounded by major State arterials on two sides. Currently, students do not walk to the middle school; all the students are dropped off or bused. This results in significant amount of vehicular traffic on school grounds during arrival and dismissal, which creates traffic congestion and leads to unsafe behaviors. The problems are further complicated as GM High School is also located on the same school campus.

George Mason High School — The school is located on the same campus as MEH Middle School. About 17% of GM High School students walk or bike to school by themselves. However, a larger percentage of students are bused (40%), dropped off, (31%), or carpool (11%). School buses drop off the students in front of the school and parents drop off on the side of the school.

4. SCHOOL BUS STOPS



**City of
Falls Church**

**PEDESTRIAN, BICYCLE, AND
TRAFFIC CALMING STRATEGIC
IMPLEMENTATION PLAN**

LEGEND

2010 School Bus Stops

- MT. DANIEL ELEMENTARY SCHOOL
- T.J. ELEMENTARY
- MEH MIDDLE SCHOOL
- GM HIGH SCHOOL
- FALLS CHURCH SCHOOLS
- CITY OF FALLS CHURCH BOUNDARY
- SIDEWALK
- PARK

SECTION 6

BARRIERS TO ACTIVE TRANSPORTATION

We have identified and prioritized the following barriers to walking and biking to school based on the data gathered through SRTS meetings, the public input process (including parent and student surveys), and the field inventory. Each barrier listed applies to all of the schools except where noted. Each barrier is described in more detail below.

HIGH PRIORITY

1. Unsafe drop-off and pick-up practices (Mary Ellen Henderson Middle School only)
2. School policy that prohibits bicycling/walking (Mary Ellen Henderson Middle School only)
3. Significant traffic crashes within the combined school walking zone
4. Missing or insufficient sidewalks along the primary and secondary routes
5. Difficult or dangerous intersections and crossings within the combined school walking zone
6. Presence of a major roadway that divides the School(s) from residential areas (Mary Ellen Henderson Middle School and George Mason High School only)
7. Speeding on primary or secondary Routes

MEDIUM PRIORITY

8. Walkways inaccessible to students with disabilities (being considered as part of broader Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan)
9. No safe place to ride a bike to school(s)

Details regarding barriers identified as high priority on the primary and secondary routes to school are discussed below.

1. Unsafe Drop-Off and Pick-Up Practices (Mary Ellen Henderson Middle School only)

The unsafe drop-off and pick up practices apply only to MEH Middle School. The drop-off and pick-up process is somewhat unregulated and ill-defined at MEH Middle School. This results in numerous vehicular-student conflicts. Key concerns include:

- MEH Middle School and George Mason (GM) High School share the same school campus
- Student drop-off and pick-up location conflicts with the student crossing locations
- Students walking to MEH Middle School must go through the GM High School parking lot

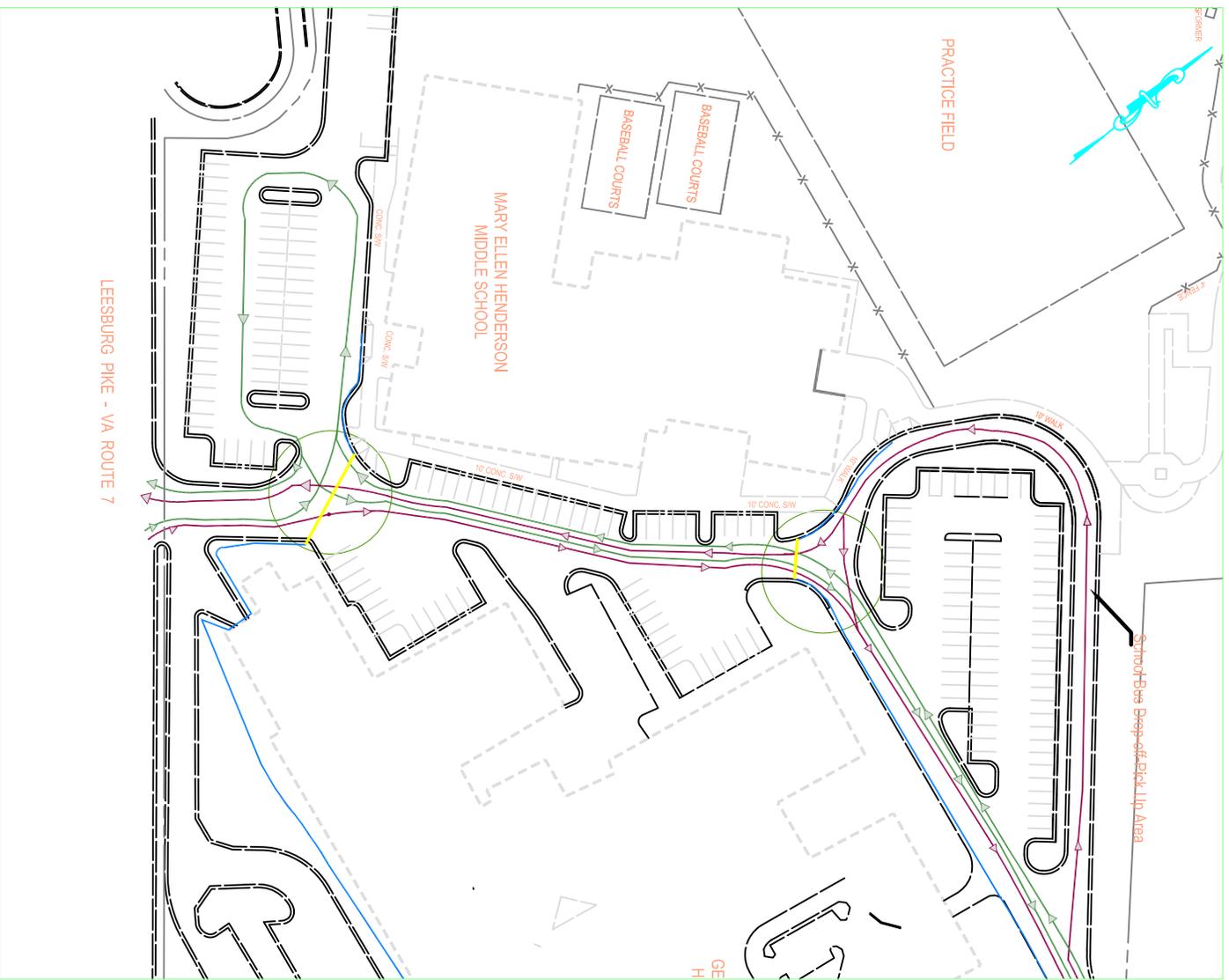
The current drop-off and pick up process is shown in Map 5.

2. School Policies that Prohibits Bicycling/Walking (Mary Ellen Henderson Middle School only)

Of all the four schools that make up the Falls Church City Public School System, only MEH Middle School has a policy that prohibits walking/bicycling. Almost 80% of the students are bused, while others are dropped off by parents. The parent drop-off process conflicts with the student crossing locations, creating an unsafe condition within the campus. Other reasons indicated for the ban on walking/biking include:

- Internal circulation problems
 - Large amount of vehicular traffic on school grounds during arrival and dismissal times
 - No defined walking path from MEH Middle School to Haycock Road (Students walk through the parking lot of the GM High School)
 - No well defined crossing locations for the students
 - Non-school traffic uses the internal routes to bypass the congested public roads
- Other problems
 - High vehicle speeds on surrounding streets
 - Major traffic routes, Route 7 and Haycock Road separate the school from the neighborhood
 - The intersections along Route 7 and Haycock Road are extremely dangerous for middle school students to cross

5. Existing Drop-Off/Pick-Up Process at MEH Middle School



CITY OF FALLS
CHURCH

SAFE ROUTES TO
SCHOOL PLAN

Legend

- Parent Pick-Up/Drop-Off Route
- School Bus Route
- Pedestrian Route
- Pedestrian Crossing
- Conflict Area

3. Significant Traffic Crashes within the Combined Walking Zone

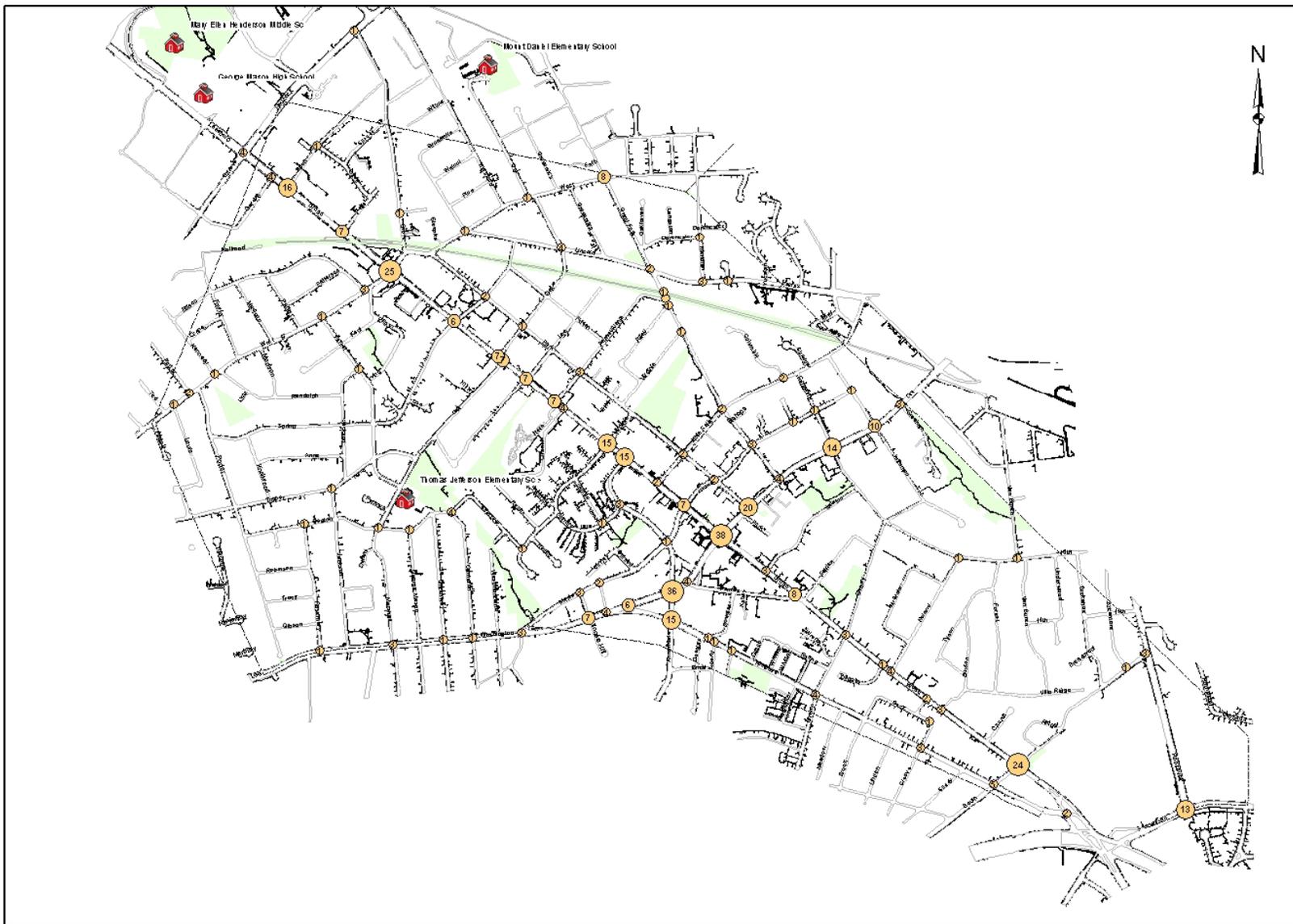
Based on the crash data analysis conducted within the combined walking zone (See section D2), West Broad Street between South Washington Street and the City limits had over 100 crashes during the last 3-year period. The high crash locations include:

- West Broad Street and Birch Street (25 crashes)
- West Broad Street and West Street (25 crashes)
- West Broad Street and Oak Street (14 crashes)
- West Broad Street and Virginia Avenue (15 crashes)
- West Broad Street and Annandale Street (15 crashes)
- West Broad Street and Maple Avenue (7 crashes)
- North West Street and Great Falls Road (8 crashes)

In addition, there were 11 pedestrian-/bicycle-related crashes along West Broad Street during within the same period.

The crash locations are provided in Map 6 and 7.

6. ALL CRASHES



**City of
Falls Church**

**PEDESTRIAN, BICYCLE, AND
TRAFFIC CALMING STRATEGIC
IMPLEMENTATION PLAN**

LEGEND

INTERSECTION CRASHES

- 1 to 5
- 6 to 10
- 11 to 20
- >20

- FALLS CHURCH SCHOOLS
- CITY OF FALLS CHURCH BOUNDARY
- SIDEWALK
- PARK

7. PEDESTRIAN AND BICYCLE CRASHES



City of
Falls Church

PEDESTRIAN, BICYCLE, AND
TRAFFIC CALMING STRATEGIC
IMPLEMENTATION PLAN

LEGEND

PEDESTRIAN CRASHES

- 1 TO 2
- 2 TO 4

BICYCLE CRASHES

- 1 TO 2

- FALLS CHURCH SCHOOLS
- CITY OF FALLS CHURCH BOUNDARY
- SIDEWALK
- PARK

4. Missing or Insufficient Sidewalks along the Primary and Secondary Routes

Sidewalks are the primary pedestrian facility providing children access to school by foot. There are sidewalks on at least one side of the street for most of the primary and secondary routes to school within the combined walking zone. The following section list streets on the primary and secondary routes where sidewalks are missing.

A. PRIMARY ROUTES

- North West Street between Grove Avenue and City Limits (minor arterial, north side)
- North Oak Street between West Street and Mt. Daniel Elementary School (local, outside the City limits, west side)
- North Oak Street between West Broad Street and Park Avenue (collector, south side)
- South Oak Street between West Broad Street and South Lee Street (collector, south side)
- Marshall Street between South Washington Street and Seaton Lane (collector, east side)
- Mt. Daniel Drive between Grove Avenue and Highland Avenue (local, outside the City limits, both sides)

B. SECONDARY ROUTES (MINOR ARTERIAL/COLLECTOR STREETS)

- South West Street between Ellison Street and Tod Street (minor arterial, north side)
- North Oak Street between Park Avenue and North West Street (collector, south side)

C. SECONDARY ROUTES (LOCAL STREETS)

- Spring Street between West Broad Street and Lea Court (south side)
- Parker Street between South West Street and South Oak Street (west side)
- Timber lane between South Oak Street and City Limits (south side from South Oak Street to Parker Street and north side afterwards)
- Seaton Lane between Poplar Drive and Sherrow Avenue/Cameron Road (south side)
- Park Avenue between North Spring Street and Lee Street (east side)
- Highland Avenue between North West Street and Mt. Daniel Drive (west side, outside City limits)
- Grove Avenue between Birch Street and North West Street (west side)
- Birch Street between Offutt Drive and Grove Avenue (south side from Offutt Drive to City limits and both sides afterwards)

The locations with no sidewalks are provided in Map 8.

8. NO SIDEWALK LOCATIONS (PROPOSED FOR NEW SIDEWALKS)



CITY OF FALLS CHURCH SAFE ROUTES TO SCHOOL PLAN

Legend

-  Primary Routes with no sidewalks
-  Secondary Routes with no sidewalks (Arterials/Collectors)
-  Secondary Routes with no sidewalks (Local)
-  Combined walking zone
-  Schools

*Note: Currently no walking zones exist for Mt. Daniel Elementary and MEH Middle School

5. Difficult or Dangerous Intersections or Crossings within the Combined Walking Zone

The most difficult intersections to cross within the combined walking zone are the signalized intersections along West Broad Street and West Street. Common issues include poor visibility, speeding, lack of adequate crossing facilities, and high traffic volumes. There are also a number of unsignalized intersections with deficiencies. These locations and associated issues (shown in Map 9) are described below:

SIGNALIZED INTERSECTIONS

West Broad Street Corridor: All intersections along West Broad Street are difficult to cross because of issues such as:

- Four lanes of through traffic (on West Broad Street)
- High turning movements
- Speeding
- High number of crashes (as noted in Item 1)

NORTH WEST STREET AND GREAT FALLS STREET

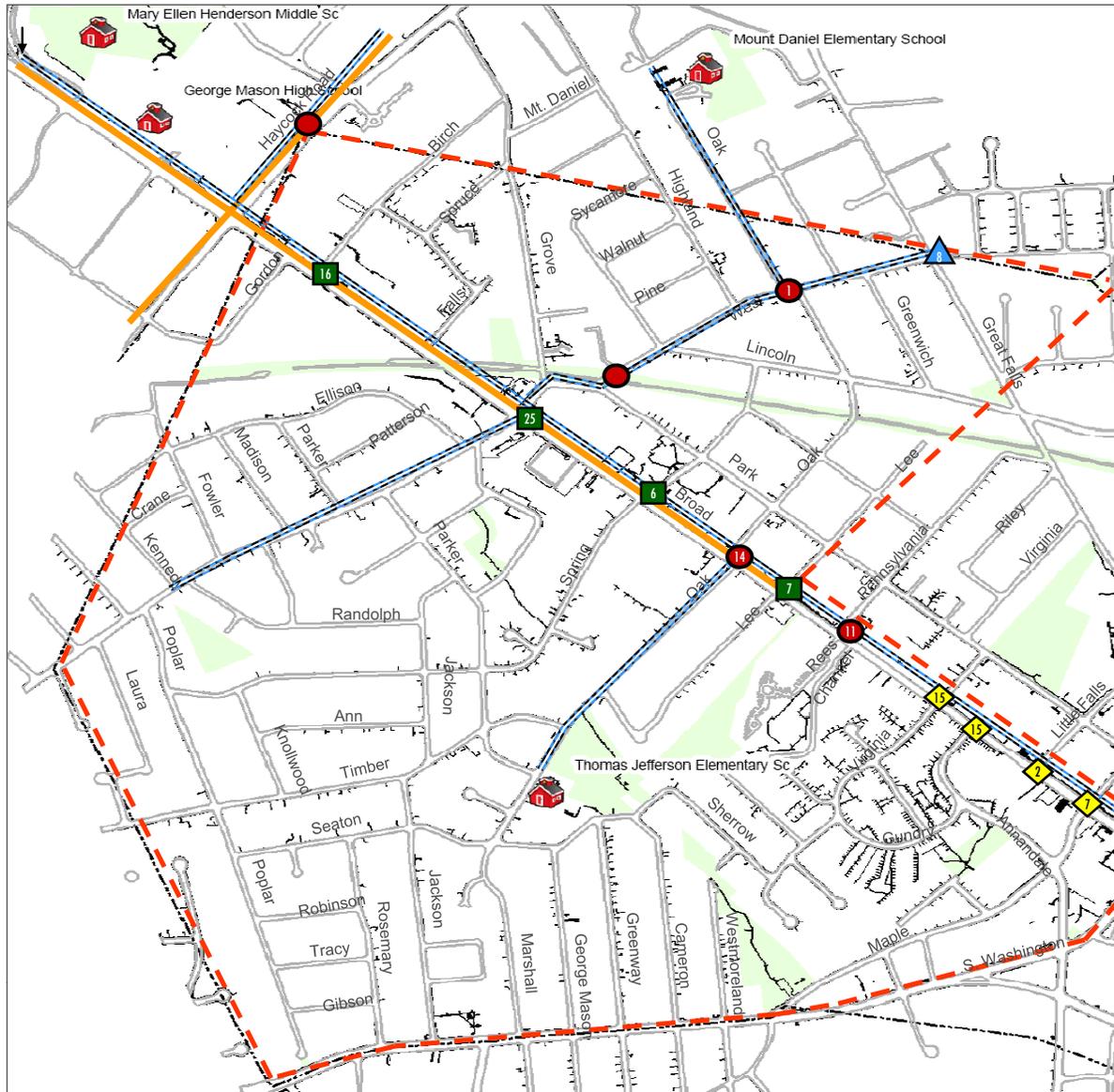
- No pedestrian signal
- High number of crashes (as noted in Item 1)
- Relatively constant flow of traffic on all approaches during morning and evening peak hours
- Speeding

UNSIGNALIZED INTERSECTIONS

NORTH WEST STREET AND NORTH OAK STREET

- Very close to Mt. Daniel Elementary School
- Sidewalk on south side only (All parents and children south of West Street need to cross at this intersection to go to school)
- Relatively constant flow of traffic during morning and evening peak hours on West Street
- Offset intersection (North Oak Street) resulting in poor visibility
- Speeding on West Street
- Unprotected crossing

9. EXISTING TRAFFIC SAFETY ISSUES ON PRIMARY AND SECONDARY ROUTES TO SCHOOL



CITY OF FALLS CHURCH

SAFE ROUTES TO SCHOOL PLAN

Legend

- Difficult Crossings* - Signalized with Pedestrian Countdown
- Difficult Crossings* - Signalized with Pedestrian Signal
- Difficult Crossings* - Signalized with no Pedestrian Signal
- Difficult Crossings* - Un-Signalized
- Difficult Crossings* - Un-Signalized
- Speeding Roadways (on primary and secondary routes)
- Major Roadways
- Combined Walking Zone
- Schools

*Notes:
Number inside the shape indicate crashes at that location

West Broad Street /Rees Place/Channel Terrace/Pennsylvania Avenue

- High number of crashes (as noted in Item 1)
- Four through traffic lanes on West Broad Street
- Constant flow of traffic on West Broad Street
- Speeding on West Broad Street
- Offset intersection with visibility issues

WEST BROAD STREET AND NORTH OAK ST

- High number of crashes (as noted in Item 1)
- Four lanes of through traffic on West Broad Street
- Constant flow of traffic on West Broad Street in both directions
- Speeding on West Broad Street
- Skewed intersection

The difficult or dangerous locations to cross are provided in Map 8.

6. Major Roadway(s) that Divides School(s) from Residential Areas (Mary Ellen Henderson Middle School and George Mason High School only)

Route 7 and Haycock Road are major state arterial routes within the combined walking zone that separate MEH Middle school and GM High School from neighborhood areas. All students at these schools who walk or bike must cross one or both routes. The situation is so unsafe that many students walk through various parking lots to avoid the high-speed roads.

These major routes are shown in Map 9.

7. Speeding on Primary or Secondary Routes

The City streets form a network that facilitates traffic flow within and between surrounding jurisdictions. This allows drivers to bypass the more congested arterials/collectors. Drivers often violate the posted speed limit of 25 mph. Key primary/secondary routes within the combined walking zone where drivers speed include:

- West Broad Street between Lee Street and Haycock Road
- South West Street between Randolph Road and Ellison Street
- South Oak Street between West Broad Street and Parker Street
- North Oak Street from West Street to School
- North West Street between West Broad Street and Great Falls Street

The speeding locations are provided in Map 9. These locations were identified from police records of traffic violations, speed counts, and on-site observations.

SECTION 7

CREATING SOLUTIONS

GOALS

The primary goals of the SRTS Team, the community, and the City are:

- Improve the safety of the routes to school (within and external to campus)
- Increase the number of students walking and bicycling to school
- Improve the overall quality of life for all students

STRATEGIES

We have identified strategies for each of the five E’s, Education, Encouragement, Enforcement, Evaluation, Engineering, to address identified barriers to walking and bicycling in our school community and to achieve our stated goals. The following provides a detailed discussion of each strategy.

I. EDUCATION STRATEGIES

Education strategies are designed to educate students about safe walking and biking behaviors, and raise awareness of the SRTS concept. Education strategies are linked closely to encouragement strategies, as the safety skills learned through education will help the students participate in the encouragement activities safely. Each strategy shown in the table is described below.

Education Strategies	Mt. Daniel	TJ	MEH	GM
1. Educate students and parents on safe walking/biking habits	x	x	x	x
2. Improve bicycle safety skills of students and parents – Safety lecture by SRO followed by Bike Rodeo		x	x	x
3. Raise awareness of the health, environmental and sustainable transportation benefits of walking and the SRTS program		x	x	x
4. Educate parents and caregivers about safe driving procedures at the School(s)- Create educational materials such as flyers, etc	x	x	x	x

1. Educate Students and Parents on Safe Walking/Biking Habits

This strategy applies to all four schools. The schools, assisted by the City, would establish a yearly program to educate parents, children, school administration, PTA, and City officials about safe walking/biking habits.

Ideally, the schools could use a retired police officer to teach this program although there are other options. This could also be integrated into the physical education curriculum.

2. IMPROVE BICYCLE SAFETY SKILLS OF STUDENTS AND PARENTS

This strategy applies to TJ Elementary School, MEH Middle School, and GM High School. The schools, assisted by the City, will establish a yearly bike education program. It is possible that this activity can be combined with item 1 above. One option for improving the bicycle safety skills of students and parents is through a Bike Rodeo, which will educate students and their parents about safe biking practices. It will also teach young cyclists the basic rules of the road and the health benefits of riding. The proposed event would take place at the school(s) parking lot during school year 2010- 2011 to include all students. The event will start with bike and helmet fitting of the participants followed by a 30–45 minute presentation on the rules of the road. This will be followed by a bike-riding course, designed to test skills learned in the lecture. All participants who finish the course will receive lunch, as well as certificates noting their completion of the Bike Rodeo.

3. RAISE AWARENESS OF HEALTH, ENVIRONMENTAL AND SUSTAINABLE TRANSPORTATION BENEFITS OF WALKING AND BIKING AND SRTS PROGRAM

This strategy applies to TJ Elementary School, MEH Middle School, and GM High School. There are various options to achieve the strategy including:

- Incorporate the health, environmental and sustainable transportation benefits of walking and biking as part of physical education and health classes.
- Create and distribute brochures/handouts to parents and students that detail the health, environmental and sustainable transportation benefits of walking and biking.
- Launch a City-wide campaign to raise awareness of the benefits of walking and bicycling

4. Educate Parents and Caregivers about Safe Driving Procedures at School(s)

This strategy applies to all the four schools. To achieve the strategy, materials will be developed (i.e. brochure, website tool) that provide safe driving tips, best practices, school statistics, etc. Materials could be distributed to parents either online or at PTA meetings.

II. ENCOURAGEMENT STRATEGIES

Encouragement helps generate excitement and interest in walking and bicycling and increase the number of children who walk and bicycle to school. The following are our team’s encouragement strategies.

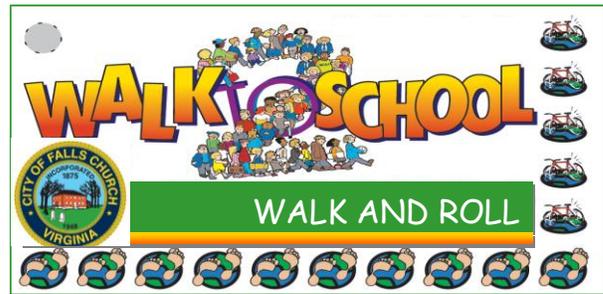
Encouragement Strategies	Mt. Daniel	TJ	MEH	GM
1. Walking School Bus/Bike Train Wednesdays		x	x	
2. Walk to School Contest	x	x		
3. Host International Walk to School Day	x	x	x	x
4. Biking/Walking Log It Program		x		
5. Student incentive to walk/bike to school (gym membership)				x
6. Walking tour			x	

1. WALKING SCHOOL BUS/BIKE TRAIN AND/OR SCOOTER TRAIN WEDNESDAYS

This strategy applies to TJ Elementary and MEH Middle Schools. These schools plan to initiate a Walking School Bus/Bike Train and/or Scooter Train Program within the next academic year. The Walking School Bus/Bike Train will consist of group of children walking to school with one or more adults. The program will be initiated by having two or more interested families taking turns walking their children to school. Along the route to school, additional students are encouraged to join in to create the walking school bus.

2. WALK-TO-SCHOOL CONTEST

This strategy applies to Mt. Daniel and TJ Elementary Schools. These schools plan to organize a Walk-to-School-Contest in the 2011-2012 school years. Each student who walks/bikes will be noted by the teacher (on a walk-to-school punch card) before entering the school. At the mid-point and end of year, the student with most number of days walked/biked to school wins a prize and school recognition. In addition, students who walked/biked a certain number of days will receive a school branded T-Shirt.



Walk to School Punch Card

3. HOST INTERNATIONAL WALK-TO-SCHOOL DAY

This strategy applies to all the four schools. An international walk to day school will be organized an all FCCPS schools on October 5, 2011. The SRTS Champion (SRO) will organize this event across all the four schools. Every attempt will be made to have local as well as regional press coverage to increase awareness of the event. An email will be sent to all parents.

In addition, we will look at options to expand the program on a weekly basis, assigning a particular weekday for walk-to-school day to each school. We will also consider options to work with environmental clubs (such as Northern Virginia Volksmarchers) to encourage students to walk to school.

4. BIKING/WALKING LOG IT PROGRAM

This strategy applies to TJ Elementary School only. Log It program is an ongoing online program for TJ Elementary, where students can log the amount of physical activity they are getting each day. Currently all 3rd and 4th graders are required to do this after each Physical Education as part of their participation grade.

In addition, students are able to use pedometers during recess and log in their steps at the conclusion of recess. Students are also able to access this program at home and enter any physical activity that they are getting outside of school. The school will occasionally conducts class challenges where one class will compete against another class to get the most steps in a certain period.

TJ Elementary is reviewing the possibility of extending the program to incorporate student bikers through a school-parent partnership. In addition, the viability of initiating this program for the other three schools will be examined.

5. STUDENT INCENTIVE TO WALK/BIKE TO SCHOOL (GYM MEMBERSHIP)

This strategy applies to GM High School only. A frequent walker/biker club will be formed at GM High School. Each day, group leaders will note who walked/biked to school. The club meets once every month and the student who walked the most days will get a one-month free gym pass. Over the school year, the student who walked the most days will be given a gym pass for 6 months. In addition, students who walked/biked a certain number of days will receive a school branded T-Shirt. This program will be modified and extended to MEH Middle school, once the no-walking-to-school policy is changed.

6. WALKING TOUR

This strategy applies to MEH Middle school only. Each grade of the middle school will be taken on a walking tour to demonstrate safe walking/biking practices on the school campus. This will raise awareness and highlight potential conflict points.

III. ENFORCEMENT STRATEGIES

Enforcement strategies will help to discourage unsafe behaviors of drivers, pedestrians, and bicyclists. This will increase the safety of students who walk and bike to school.

Enforcement Strategies	Mt. Daniel	TJ	MEH	GM
1. Create a parent or student patrol program	x	x		

1. CREATE A PARENT OR STUDENT PATROL PROGRAM

This strategy applies to Mt. Daniel and TJ Elementary Schools. TJ Elementary School will continue its existing student patrol program inside the school while we will look at options to initiate a new parent/student patrol program at intersections adjacent to schools. Similarly, we will examine the options to create a parent patrol program at Mt. Daniel Elementary School.

IV. EVALUATION STRATEGIES

It is important to evaluate the strategies implemented to assess their success and/or failure. Strategies will be evaluated on a yearly basis, and those performing poorly will be removed or replaced with other proven, successful programs. Evaluation strategies include:

Evaluation Strategies	Mt. Daniel	TJ	MEH	GM
1. Number of students who walk and bicycle to and from school (Student Tally)	x	x	x	x
2. Parent/guardian perceptions of safety (Online Parent Survey)	x	x	x	x
3. Number of students participating in various education and encouragement activities	x	x	x	x

1. NUMBER OF STUDENTS WHO WALK AND BICYCLE TO AND FROM SCHOOL (STUDENT TALLY)

This strategy applies to all the four schools. A student tally was conducted as part of SRTS travel plan in Sep/Oct 2010 (sample sheets are provided in the Appendix). This will be used as a baseline for comparison and other surveys will be conducted each summer.

2. PARENT/GUARDIAN PERCEPTIONS OF SAFETY (ONLINE PARENT SURVEY)

This strategy applies to all the four schools. A parent survey was conducted in Sep/Oct 2010. Appendix B provides the summary results, which will be used as a baseline. A new survey will be conducted each summer and compared to the baseline.

3. NUMBER OF STUDENTS PARTICIPATING IN VARIOUS EDUCATION AND ENCOURAGEMENT ACTIVITIES

This strategy applies to all the four schools. The student participation in the following programs will be noted:

1. Bike Rodeo (number of participants)
2. Walking School Bus/Bike Train Wednesdays (number of returned punch cards per year)
3. Walk to School Contest (number of returned punch cards per year)
4. International Walk to School Day (number of participants per year)

V. ENGINEERING STRATEGIES

Engineering strategies are more permanent and can affect the existing geometric characteristics of the roadway. These strategies can range from simple tasks such as installing signs and markings to more complex tasks such as intersection redesigns. In line with SRTS vision of safe streets and increased student activity, we are trying to create a series of clearly defined walking/biking routes within the combined walking zone that will serve all four schools. The intent is that drivers who reside within and outside the City clearly recognize the environment change and modify their driving behavior. Further, the parents will be encouraged as their children will be safer on these walking routes. The range of strategies selected addresses multiple problems and includes:

1. Redesign of pick-up and drop-off areas
2. New sidewalks
3. Raised crosswalks/Bulb-outs
4. Median refuge
5. Signage and road marking
6. Traffic control devices (traffic signals, pedestrian signals, flashing beacons)
7. Realign intersection /redesign

Following is a brief explanation including the location of each of our proposed engineering improvements and the identified barrier(s) that each addresses.

1. REDESIGN PICK-UP AND DROP-OFF AREAS FOR MEH MIDDLE SCHOOL (TIER-1)

This strategy is one of the most important within the SRTS plan as it seeks to change the “no walking” policy for MEH Middle School. A primary hurdle to reversing this policy is the existing pick-up and drop-off process, which conflicts with the student walking/crossing locations. This plan proposes the redesign of the pick-up and drop-off procedures in order to reduce the number of vehicular-pedestrian conflict locations and provide a safer walking environment. The proposed improvements include:

- Installing curb bulb-outs (4), and raised crosswalks (2) at the conflict areas
- Creating a new exit for parent drop-off/pick-up
- Providing teacher/student assistance at designated crossing locations

These proposed improvements are shown in Map 10.

2. NEW SIDEWALKS

Locations proposed for new sidewalks on the primary and secondary routes to school are described below and shown in Map 8.

A. PRIMARY ROUTES (TIER 1)

- North West Street between Grove Avenue and City Limits (minor arterial, north side)
- North Oak Street between West Street and Mt. Daniel Elementary School (local, outside the City limits, west side)
- North Oak Street between West Broad Street and Park Avenue (collector, south side)
- South Oak Street between West Broad Street and South Lee Street (collector, south side)
- Marshall Street between South Washington Street and Seaton Lane (collector, east side)
- Mt. Daniel Drive between Grove Avenue and Highland Avenue (local, outside the City limits, both sides)

B. SECONDARY ROUTES (MINOR ARTERIAL/COLLECTOR STREETS) (TIER 2)

- South West Street between Ellison Street and Tod Street (minor arterial, north side)
- North Oak Street between Park Avenue and North West Street (collector, south side)

10. Proposed Drop-Off/Pick-Up Process at MEH Middle School



LEESBURG PIKE - VA ROUTE 7



CITY OF FALLS CHURCH

SAFE ROUTES TO SCHOOL PLAN

Legend

- Parent Pick-Up/Drop-Off Route
- School Bus Route
- Pedestrian Crossing
- Conflict Area

C. SECONDARY ROUTES (LOCAL STREETS) (TIER 2)

- Spring Street between West Broad Street and Lea Court (south side)
- Parker Street between South West Street and South Oak Street (west side)
- Timber lane between South Oak Street and City Limits (south side from South Oak Street to Parker Street and north side afterwards)
- Seaton Lane between Poplar Drive and Sherrow Avenue/Cameron Road (south side)
- Park Avenue between North Spring Street and Lee Street (east side)
- Highland Avenue between North West Street and Mt. Daniel Drive(west side, outside City limits)
- Grove Avenue between Birch Street and North West Street (west side)
- Offutt Drive between West Broad Street and Grove Avenue (south side from Offutt Drive to City limits and both sides afterwards)

3. RAISED CROSSWALKS/BULB-OUTS

A raised pedestrian crossing is essentially a speed table with a flat top portion for the width of a crosswalk. This helps to channelize pedestrian crossings, providing pedestrians with a level street crossing. In addition, by raising the level of the crossing, pedestrians are more visible to approaching motorists.

Bulb-outs extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. This significantly improves pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street.



Raised Crosswalk



Bulb-Out

These devices improve the overall safety and provide a more defined and safer crossing path for children walking to school. Suggested locations along West Broad Street include:

1. West Street – both approaches (Tier-1)
2. Falls Avenue – SB approach (Tier-1)
3. Birch Street – SB approach (Tier-1)

4. Gordon Street – NB approach (Tier-1)
5. Maple Avenue – both approaches (Tier-2)
6. Little Falls Street – SB approach (Tier-2)
7. Annandale Road – both approaches (Tier-2)
8. Virginia Avenue – both approaches (Tier-2)
9. Channel Terrace – NB approach (Tier-2)
10. Rees Place – NB approach (Tier-2)
11. Pennsylvania Avenue – SB approach (Tier-2)
12. Lee Street – both approaches (Tier-2)
13. Oak Street – both approaches (Tier-2)
14. Spring Street – both approaches (Tier-2)

4. MEDIAN REFUGE (TIER-1)

Medians refuges are raised barriers in the center portion of the street or roadway that can serve as a place of refuge for pedestrians who cross a street midblock or at an intersection location. By breaking the crossing into two stages, crossing islands improve pedestrian wait time, reduce crossing distance and allow pedestrians to focus on one direction of traffic at a time.



Pedestrian Refuge Island

A refuge island is recommended at the intersection of North West Street and North Oak Street, the closest intersection to Mt. Daniel Elementary School. Currently, this intersection on North West Street is uncontrolled and there is a relatively constant flow of traffic during morning and evening peak periods.

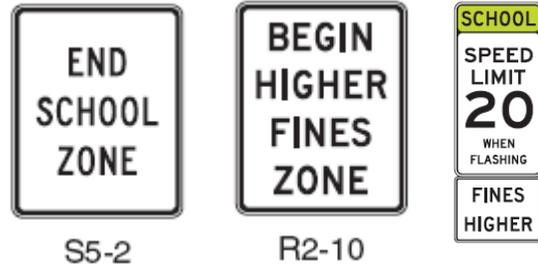
It is also recommended that the existing median along West Broad Street at the intersection of West Broad Street and West Street be extended to provide refuge on both approaches. This will provide a refuge to parents and students who cross West Broad Street.

The median refuges will be designed to accommodate vehicles with larger turning radii.

5. INSTALL NEW OR IMPROVED SIGNAGE (SCHOOL ZONE, SPEED LIMITS)

School zone speed limit sign with flashers (Tier-1) - 25 mph school zone speed limit sign with flashers will be installed on primary walking routes to schools. The flashers will be activated during school opening and closing hours, when most children will be walking to/from schools. This will be accompanied by enforcement. The streets include:

1. West Broad Street (25 mph)
2. North West Street (25 mph)
3. South Oak Street/ Marshall Street (25 mph)
4. North Oak Street (25 mph)
5. Haycock Road (25 mph)



School Zone Signs

End school zone signs/school zone continues signs (Tier-1) — School zone signs will be posted at the beginning and end of primary routes to clearly define the school zone. The school zone locations will be accompanied by higher fines. This will help to reduce speeding and aggressive driving on these streets during school opening and closing hours, while children are walking to/from schools.

6. INSTALL TRAFFIC CONTROL DEVICES (TRAFFIC SIGNALS, PEDESTRIAN SIGNALS, FLASHING BEACONS)

The following traffic control improvements will enhance the safety of difficult/dangerous intersections.

Signalize with pedestrian count down signals (Planned)

West Broad Street/Pennsylvania Avenue/Rees Place/Channel Terrace (planned)

Install new pedestrian countdown signal with crosswalks (after installation of sidewalks) (Tier-1)

North West Street and Great Falls Street

Upgrade the pedestrian signals to pedestrian countdown signal (Tier-1)

1. West Broad Street and Maple Avenue
2. West Broad Street and Little Falls Street
3. West Broad Street and Annandale Road
4. West Broad Street and Virginia Avenue

Install lead pedestrian interval – (assist pedestrians by providing a head start) (Tier-1)

1. West Broad Street and Maple Avenue
2. West Broad Street and Little Falls Street
3. West Broad Street and Annandale Road
4. West Broad Street and Virginia Avenue
5. West Broad Street and Lee Street
6. West Broad Street and Spring Street
7. West Broad Street and West Street
8. West Broad Street and Birch Street
9. West Street and Lincoln Avenue



Right Turning Vehicles Yield to Pedestrian Sign

Install turning vehicle yield to pedestrian sign at all approaches for the above listed intersections.

School/pedestrian crossing sign with flashing beacons (Tier-1)

1. North West and North Oak Street (rapid flash beacons)
2. North West and W&OD Trail (rapid flash beacons, also see Item 7)

Signal Warrant Analysis (Tier-1)

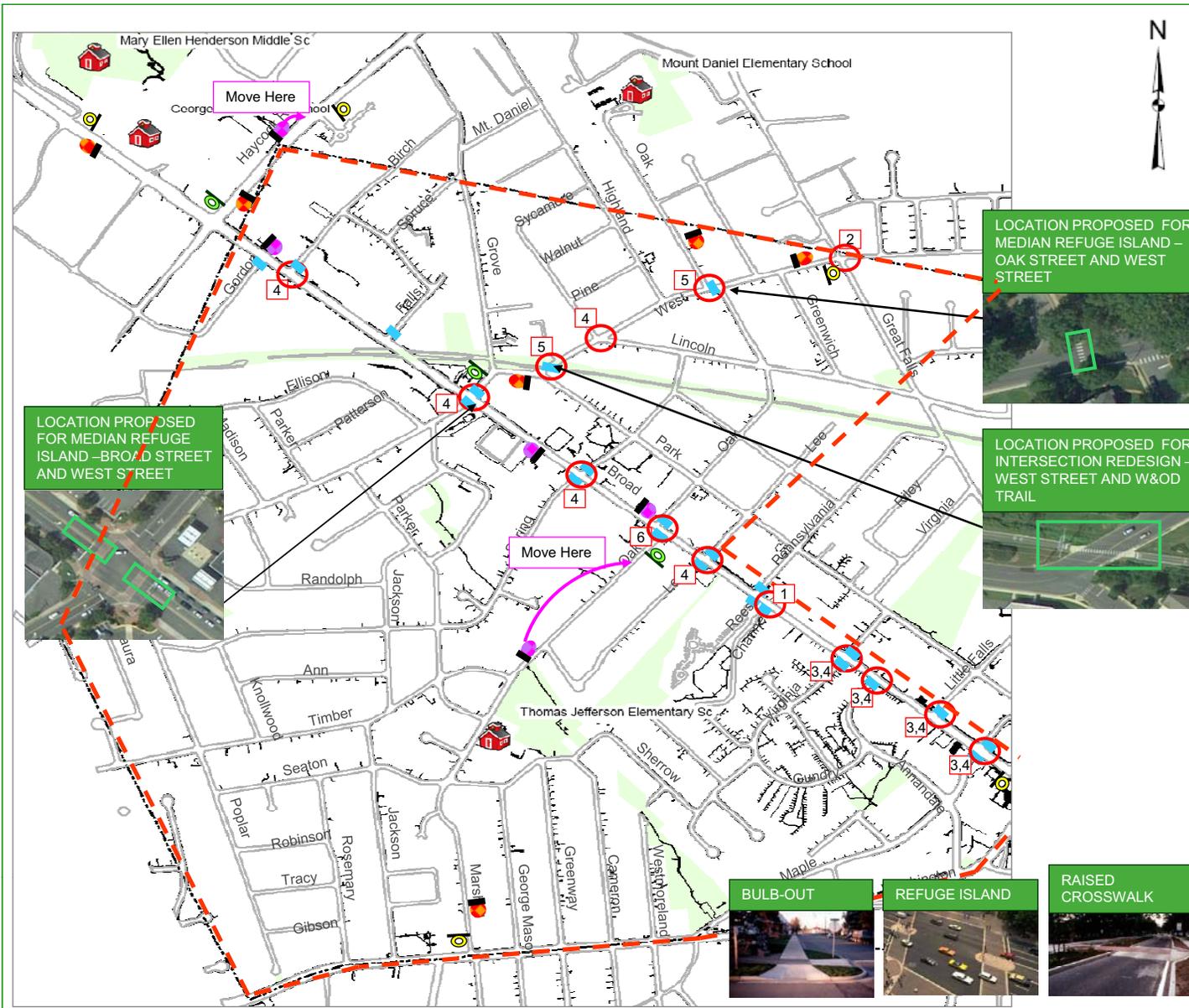
West Broad Street and Oak Street

Locations for engineering improvement are provided in Map 11.

7. REALIGN INTERSECTION/REDESIGN (TIER-1)

The W&OD Trail intersects with North West Street at a skewed angle. This is further complicated by the alignment of North West Street. The realignment of the trail is required to improve driver-pedestrian safety in the short term.

11. PROPOSED ENGINEERING STRATEGIES



CITY OF FALLS CHURCH SAFE ROUTES TO SCHOOL PLAN

Legend

- Raised Crosswalk/ Bulb-Outs
- End School Zone Sign
- School Zone Continues Sign
- School Speed Limit Sign with Flashers – Existing
- School Speed Limit Sign with Flashers - Proposed
- Traffic Control Improvements
- 1. New Traffic Signal with Pedestrian Countdown Signals
- 2. New Pedestrian Countdown Signal
- 3. Upgrade to Pedestrian Countdown Signal
- 4. Lead Pedestrian Interval and Turning Vehicle Yield Sign
- 5. School/Pedestrian Crossing Sign with Flashing Beacons
- 6. Signal Warrant Analysis
- Combined Walking Zone
- Schools

SECTION 8

MAPS

LIST OF MAPS

MAP 1: SCHOOL WALKING ZONE

MAP 2: EXISTING INFRASTRUCTURE FACILITIES

MAP 3: PRIMARY AND SECONDARY ROUTES TO SCHOOL

MAP 4: SCHOOL BUS STOPS

MAP 5: EXISTING DROP-OFF AND PICK UP PROCESS AT MEH MIDDLE SCHOOL

MAP 6: ALL CRASHES

MAP 7: PEDESTRIAN AND BICYCLE CRASHES

MAP 8: NO SIDEWALK LOCATIONS

MAP 9: EXISTING TRAFFIC SAFETY ISSUES ON PRIMARY AND SECONDARY ROUTES TO SCHOOL

MAP 10: PROPOSED DROP OFF AND PICK UP PROCESS AT MEH MIDDLE SCHOOL

MAP 11: PROPOSED ENGINEERING STRATEGIES

SECTION 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 use the following Action Plan to keep our efforts focused and on track:

#	Strategy Type	Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected (K - 8)	Quantity	Est. Cost (\$)	Funding Source	Tier (1-2)*
1.0	Education-1	Educate students and parents on safe walking/biking habits	This strategy applies to all four schools. The schools, assisted by the City, would establish a yearly program. Ideally, the schools could use a retired police officer (RPO) to teach this program although there are other options.	1 Year	FCCPS	To be initiated	100		30,000	Other	1
2.0	Education-2	Improve bicycle safety skills of students and parents	This strategy applies to TJ Elementary School, MEH Middle School, and GM High School.								
2.1		Safety Lecture	The schools, assisted by the City, will establish a yearly bike education program. It is possible that this activity can be combined with item 1 above.	2 Year	FCCPS	To be initiated	See above item		See above item	Other	1
2.2		Bike Rodeo	Host Bike Rodeo, which will educate students and their parents about safe biking practices.	1 Year	FCCPS	To be initiated	100		1,000	VDOT	1
3.0	Education-3	Raise awareness of the health, environmental and sustainable transportation benefits of walking and the SRTS program	This strategy applies to TJ Elementary School, MEH Middle School, and GM High School. There are various options to achieve the strategy including:	1 Year							

#	Strategy Type	Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected (K - 8)	Quantity	Est. Cost (\$)	Funding Source	Tier (1-2)*
3.1			Incorporate the health, environmental and sustainable transportation benefits of walking and biking as part of physical education and health classes.	1 Year	FCCPS	To be initiated	85		no cost	NA	1
3.2			Create and distribute brochures/handouts to parents and students that detail the health, environmental and sustainable transportation benefits of walking and biking.	1 Year	FCCPS	To be initiated	85		1,000	Other	1
3.3			Launch a City-wide campaign to raise awareness of the benefits of walking and bicycling	1 Year (yearly event every spring)	FCCPS	To be initiated	85		10,000	Other	1
4.0	Education-4	Educate parents and caregivers about safe driving procedures at the School(s)- Create educational materials such as flyers, etc.	This strategy applies to all the four schools. To achieve the strategy, materials will be developed (i.e. brochure, website tool) that provide safe driving tips, best practices, school statistics, etc.	1 Year (September, January, and April yearly)	FCCPS	To be initiated	100		1,000	Other	1
5.0	Encouragement-1	Walking School Bus/Bike Train Wednesdays	This strategy applies to TJ Elementary School and MEH Middle Schools. The Walking School Bus/Bike Train will consist of group of children walking to school with one or more adults. The program will be initiated by having two or more interested families taking turns walking their children to school.	1 Year	FCCPS	To be initiated	21		no cost	NA	1

#	Strategy Type	Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected (K - 8)	Quantity	Est. Cost (\$)	Funding Source	Tier (1-2)*
6.0	Encouragement-2	Walk to School Contest	This strategy applies to Mt. Daniel and TJ Elementary Schools. These schools plan to organize a Walk-to-School-Contest in the 2011-2012 school years. Each student who walks/bikes will be noted by the teacher (on a walk-to-school punch card) before entering the school. At the mid-point and end of year, the student with most number of days walked/biked to school wins a prize and school recognition. In addition, students who walked/biked a certain number of days will receive a school branded T-Shirt.	1 Year	FCCPS	To be initiated	36		500	Other	1
7.0	Encouragement-3	Host International Walk to School Day									
7.1			This strategy applies to all the four schools. An international walk to day school will be organized an all FCCPS schools on October 5, 2011.	Yearly event	FCCPS	Ongoing	100		500	Other	1
7.2			In addition, we will look at options to expand the program on a weekly basis, assigning a particular weekday for walk-to-school day to each school.	1 Year (weekly event)	FCCPS		100		1,000	Other	1
8.0	Encouragement-4	Biking/Walking Log It Program	This strategy applies to TJ Elementary School only. Log It program is an ongoing online program for TJ Elementary, where students can log the amount of physical activity they are getting each day.	Ongoing	FCCPS	Ongoing	21		1,200	Other	1

#	Strategy Type	Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected (K - 8)	Quantity	Est. Cost (\$)	Funding Source	Tier (1-2)*
9.0	Encouragement-5	Student incentive to walk/bike to school (gym membership)	This strategy applies to GM High School only. A frequent walker/biker club will be formed at GM High School. Each day, group leaders will note who walked/biked to school. The club meets once every month and the student who walked the most days will get a one-month free gym pass. Over the school year, the student who walked the most days will be given a gym pass for 6 months. In addition, students who walked/biked a certain number of days will receive a school branded T-Shirt.	1 Year	FCCPS	To be initiated	100		1,800	Other	1
10.0	Encouragement-6	Walking tour	This strategy applies to MEH Middle school only. Each grade of the middle school will be taken on a walking tour to demonstrate safe walking/biking practices on the school campus.	1 Year	FCCPS	To be initiated	23		no cost	NA	1
11.0	Enforcement-1	Create a parent or student patrol program	This strategy applies to Mt. Daniel and TJ Elementary Schools. TJ Elementary School will continue its existing student patrol program inside the school, while we will look at options to initiate a new parent/student patrol program at intersections adjacent to schools.	1 Year	FCCPS	Ongoing (parent patrol program to be initiated)	36		250	Other	1

#	Strategy Type	Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected (K - 8)	Quantity	Est. Cost (\$)	Funding Source	Tier (1-2)*
12.0	Evaluation-1	Number of students who walk and bicycle to and from school (Student Tally)	This strategy applies to all the four schools. A student tally was conducted as part of SRTS travel plan in Sep/Oct 2010 (sample sheets are provided in the Appendix). This will be used as a baseline for comparison and other surveys will be conducted each summer.	Yearly (every summer)	FCCPS	Ongoing	100		no cost	NA	1
13.0	Evaluation-2	Parent/guardian perceptions of safety (Online Parent Survey)	This strategy applies to all the four schools. A parent survey was conducted in Sep/Oct 2010. Appendix B provides the summary results, which will be used as a base line. A new survey will be conducted each summer and compared to the base line.	Yearly (every summer)	FCCPS	Ongoing	100		no cost	NA	1
14.0	Evaluation-3	Number of students participating in various education and encouragement activities	This strategy applies to all the four schools. The student participation in the following programs will be noted:								
14.1			Bike Rodeo (number of participants)	Yearly (at the end of school year)	FCCPS	To be initiated	100		no cost	NA	1
14.2			Walking School Bus/Bike Train Wednesdays (number of returned punch cards per year)	Yearly (at the end of school year)	FCCPS	To be initiated	101		no cost	NA	1
14.3			Walk to School Contest (number of returned punch cards/year)	Yearly (at the end of school year)	FCCPS	To be initiated	102		no cost	NA	1
14.4			International Walk to School Day (number of participants per year)	Yearly (at the end of school year)	FCCPS	To be initiated	103		no cost	NA	1

#	Strategy Type	Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected (K - 8)	Quantity	Est. Cost (\$)	Funding Source	Tier (1-2)*
15.0	Engineering-1	Redesign Pick-Up and Drop-Off Areas for MEH Middle School	Creating a new exit (1), Install bulbouts (4), raised crosswalks (2), and pedestrian flashing beacons at crossing locations (4)	1 year	CFC	Preliminary Planning	22		100,000	VDOT	1
16.0	Engineering-2	New Sidewalks									
16.1	Engineering-2.1	Primary Routes	North West Street between Grove Avenue and City Limits (minor arterial, north side)	2 Years	CFC	Preliminary Planning	30	14,292 Sq. ft.	357,300	VDOT	1
16.2			North Oak Street between West Street and Mt. Daniel Elementary School (local, outside the City limits, w/side)	2 Years	CFC	Preliminary Planning	30	8,640 Sq.ft	216,000	other	1
16.3			North Oak Street between West Broad Street and Park Avenue (collector, south side)	2 Years	CFC	Preliminary Planning	28	1,140 Sq.ft	28,500	Other	1
16.4			South Oak Street between West Broad Street and South Lee Street (collector, s/side)	2 Years	CFC	Preliminary Planning	38	6,858 Sq. ft.	171,450	Other	1
16.5			Marshall Street between South Washington Street and Seaton Lane (collector, e/side)	2 Years	CFC	Preliminary Planning	10	8,124 Sq. ft.	203,100	Other	1
16.6			Mt. Daniel Drive between Grove Avenue and Highland Avenue (local, outside the City limits, both sides)	2 Years	CFC	Preliminary Planning	30	7,050 Sq.ft	176,250	Other	1
16.7	Engineering-2.2	Secondary Routes (arterial/collector)	South West Street between Ellison Street and Tod Street (minor arterial, north side)	5+ Years	CFC	Preliminary Planning	38	14,682 Sq.ft	367,050	Other	2
16.8			North Oak Street between Park Avenue and North West Street collector, south side)	5+ Years	CFC	Preliminary Planning	38	9,858 Sq.ft	246,450	Other	2
16.9	Engineering-2.3	Secondary Routes (local)	Spring Street between West Broad Street and Lea Court (south side)	5+ Years	CFC	Preliminary Planning	38	4,092 Sq.ft	102,300	Other	2

#	Strategy Type	Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected (K - 8)	Quantity	Est. Cost (\$)	Funding Source	Tier (1-2)*
16.10			Parker Street between South West Street and South Oak Street (west side)	5+ Years	CFC	Preliminary Planning	38	8,356 Sq.ft	208,900	Other	2
16.11			Timber lane between South Oak Street and City Limits (south side from South Oak Street to Parker Street and north side afterwards)	5+ Years	CFC	Preliminary Planning	38	10,408 Sq. ft.	260,200	Other	2
16.12			Seaton Lane between Poplar Drive and Sherrow Avenue/ Cameron Road (south side)	5+ Years	CFC	Preliminary Planning	10	9,000 Sq. ft.	225,000	Other	2
16.13			Park Avenue between North Spring Street and Lee Street (east side)	5+ Years	CFC	Preliminary Planning	38	3,612 Sq. ft.	90,300	Other	2
16.14			Highland Avenue between North West Street and Mt. Daniel Drive (west side, outside City limits)	5+ Years	CFC	Preliminary Planning	30	6,000 Sq. ft.	150,000	Other	2
16.15			Grove Avenue between Birch Street and North West Street (west side)	5+ Years	CFC	Preliminary Planning	30	7,080 Sq. ft.	177,000	Other	2
16.16			Birch Street between Offutt Drive and Grove Avenue (south side from Offutt Drive to City limits and both sides afterwards)	5+ Years	CFC	Preliminary Planning	30	5,400 Sq. ft.	135,000	Other	2
17.0	Engineering-3	Raised C-walks/Bulb-Outs	At cross streets along West Broad Street								
17.1			West Street – both approaches	2 Years	CFC	Preliminary Planning	40	2/4	36,000	Other	1
17.2			Falls Avenue – SB approach	2 Years	CFC	Preliminary Planning	28	1/2	18,000	VDOT	1
17.3			Birch Street – SB approach	2 Years	CFC	Preliminary Planning	28	1/2	18,000	VDOT	1
17.4			Gordon Street – NB approach	2 Years	CFC	Preliminary Planning	28	1/2	18,000	Other	1
17.5			Maple Avenue – both approaches	5+ Years	CFC	Preliminary Planning	10	2/4	36,000	Other	2

#	Strategy Type	Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected (K - 8)	Quantity	Est. Cost (\$)	Funding Source	Tier (1-2)*
17.6			Little Falls Street – SB approach	5+ Years	CFC	Preliminary Planning	10	1/2	18,000	Other	2
17.7			Annandale Road – both approaches	5+ Years	CFC	Preliminary Planning	10	2/4	36,000	Other	2
17.8			Virginia Avenue – both approaches	5+ Years	CFC	Preliminary Planning	10	2/4	36,000	Other	2
17.9			Channel Terrace – NB approach	5+ Years	CFC	Preliminary Planning	10	1/2	18,000	Other	2
17.10			Rees Place – NB approach	5+ Years	CFC	Preliminary Planning	10	1/2	18,000	Other	2
17.11			Pennsylvania Avenue – SB approach	5+ Years	CFC	Preliminary Planning	10	1/2	18,000	Other	2
17.12			Lee Street – both approaches	5+ Years	CFC	Preliminary Planning	38	2/4	36,000	Other	2
17.13			Oak Street – both approaches	5+ Years	CFC	Preliminary Planning	38	2/4	36,000	Other	2
17.14			Spring Street – both approaches	5+ Years	CFC	Preliminary Planning	38	2/4	36,000	Other	2
18.0	Engineering-4	Median Refuges									
18.1			Across North West Street at the intersection of North West Street and North Oak Street	2 Years	CFC	Preliminary Planning	30	1	15,000	VDOT	1
18.2			West Broad Street approaches at the intersection of West Broad Street and West Street	2 Years	CFC	Preliminary Planning	40	2	28,000	Other	1
19.0	Engineering-5	Install New or Improved Signage (School Zone, Speed Limits)									
	Engineering-5.1	School zone speed limit sign with flashers									
19.1			West Broad Street	1 year	CFC	Preliminary Planning	38	1	8,000	Other	1
19.2			North West Street	1 year	CFC	Preliminary Planning	28	2	16,000	Other	1
19.3			South Oak Street/ Marshall Street	1 year	CFC	Preliminary Planning	38	1	8,000	Other	1

#	Strategy Type	Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected (K - 8)	Quantity	Est. Cost (\$)	Funding Source	Tier (1-2)*
19.4			North Oak Street	1 year	CFC	Preliminary Planning	2	1	8,000	Other	1
19.5			Haycock Road	1 year	CFC	Preliminary Planning	28	1	8,000	Other	1
19.6	Engineering-5.2	End school zone/school zone continues signs and higher fine school zone signs	West Broad Street	1 year	CFC	Preliminary Planning	38	2	800	Other	1
19.7			South West Street	1 year	CFC	Preliminary Planning	28	2	800	Other	1
19.8			South Oak Street/ Marshall Street	1 year	CFC	Preliminary Planning	38	2	800	Other	1
19.9			Haycock Road	1 year	CFC	Preliminary Planning	28	2	800	Other	1
20.0	Engineering-6	Install Traffic Control Devices (Traffic Signals, Pedestrian Signals, Flashing Beacons)									
20.1	Engineering-6.1	Signalize with pedestrian count down signals (Planned)	West Broad Street/Pennsylvania Avenue/Rees Place/Channel Terrace (Signalization)	1 year	CFC	Planned	10	1	250,000	Other	1
20.2	Engineering-6.2	Install /Upgrade to new pedestrian countdown signal	North West Street and Great Falls Street (Install new countdown signal with crosswalks, after installation of sidewalks)	1 Year	CFC	Preliminary Planning	30	4	38,000	Other	1
20.3			West Broad Street and Maple Avenue (Upgrade)	5+ Years	CFC	Preliminary Planning	10	4	30,000	Other	2
20.4			West Broad Street and Little Falls Street (Upgrade)	5+ Years	CFC	Preliminary Planning	10	2	15,000	Other	2
20.5			West Broad Street and Annandale Road (Upgrade)	5+ Years	CFC	Preliminary Planning	10	4	30,000	Other	2
20.6			West Broad Street and Virginia Avenue (Upgrade)	5+ Years	CFC	Preliminary Planning	10	4	30,000	Other	2
20.7	Engineering-6.3	Install lead pedestrian interval	West Broad Street and Maple Avenue	1 year	CFC	Preliminary Planning	10	4	20,000	Other	1

#	Strategy Type	Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected (K - 8)	Quantity	Est. Cost (\$)	Funding Source	Tier (1-2)*
20.8			West Broad Street and Little Falls Street	1 year	CFC	Preliminary Planning	10	3	15,000	Other	1
20.9			West Broad Street and Annandale Road	1 year	CFC	Preliminary Planning	10	4	20,000	Other	1
20.10			West Broad Street and Virginia Avenue	1 year	CFC	Preliminary Planning	10	4	20,000	Other	1
20.11			West Broad Street and Lee Street	1 year	CFC	Preliminary Planning	38	4	20,000	Other	1
20.12			West Broad Street and Spring Street	1 year	CFC	Preliminary Planning	38	4	20,000	Other	1
20.13			West Broad Street and West Street	1 year	CFC	Preliminary Planning	40	4	20,000	Other	1
20.14			West Broad Street and Birch Street	1 year	CFC	Preliminary Planning	28	3	15,000	Other	1
20.15			West Street and Lincoln Avenue	1 year	CFC	Preliminary Planning	30	4	20,000	Other	1
21.0	Engineering-6.4	Install turning vehicle yield to pedestrian sign at all approaches for the following listed intersections.	West Broad Street and Maple Avenue	1 year	CFC	Preliminary Planning	10	4	2,000	Other	1
21.1			West Broad Street and Little Falls Street	1 year	CFC	Preliminary Planning	10	2	1,000	Other	1
21.2			West Broad Street and Annandale Road	1 year	CFC	Preliminary Planning	10	4	2,000	Other	1
21.3			West Broad Street and Virginia Avenue	1 year	CFC	Preliminary Planning	10	4	2,000	Other	1
21.4			West Broad Street and Lee Street	1 year	CFC	Preliminary Planning	38	4	2,000	Other	1
21.5			West Broad Street and Spring Street	1 year	CFC	Preliminary Planning	38	4	2,000	Other	1
21.6			West Broad Street and West Street	1 year	CFC	Preliminary Planning	40	4	2,000	Other	1
21.7			West Broad Street and Birch Street	1 year	CFC	Preliminary Planning	28	2	1,000	Other	1
21.8			West Street and Lincoln Avenue	1 year	CFC	Preliminary Planning	30	4	2,000	Other	1

#	Strategy Type	Strategy Name	Strategy Detail	Time-frame	Responsible Party	Status	% of Students Affected (K - 8)	Quantity	Est. Cost (\$)	Funding Source	Tier (1-2)*
22.0	Engineering-6.5	School/pedestrian crossing sign with flashing beacons	North West and North Oak Street (rapid flash beacons)	1 year	CFC	Preliminary Planning	30	2	16,000	Other	1
22.1			North West and W&OD Trail (rapid flash beacons, also see Item 7)	2 Years	CFC	Preliminary Planning	30	2	16,000	Other	1
23.0	Engineering-6.6	Signal Warrant Analysis	West Broad Street and Oak Street	1 year	CFC	Preliminary Planning	38	1	5,000	Other	1
24.0	Engineering-7	Realign Intersection/Redesign		2 Years	CFC	Preliminary Planning	30	1	125,000	Other	1

The costs provided are based on preliminary estimates and may vary during design.

*Tier 1 - Highest Priority; Highest Priority projects are those generally located along a primary route to school as defined in the SRTS Travel Plan.

Responsible Party:

FCCPS - Falls Church City Public Schools

CFC - City of Falls Church

Funding Source:

VDOT - Virginia Department of Transportation Safe Routes to School funding (proposed)

Other - Includes local funding and/or possible grant funding. The City has available funds to implement some pedestrian and bicycle improvements. Also the City is pursuing other outside grant funds to implement projects.

Cost by Strategy Type

Education Total Cost (Tier 1)	<u>\$43,000</u>
Encouragement Total Cost (Tier 1)	<u>\$5,000</u>
Enforcement Total Cost (Tier 1)	<u>\$250</u>
Engineering Total Cost (Tier 1)	<u>\$2,072,800</u>
Engineering Total Cost (Tier 2)	<u>\$2,355,200</u>

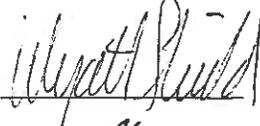
Cost by Tier

Tier 1 Total Cost	<u>\$2,121,050</u>
Tier 2 Total Cost	<u>\$2,355,200</u>
Grand Total	<u>\$4,476,250</u>

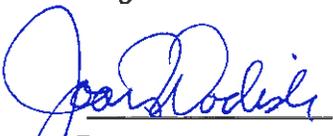
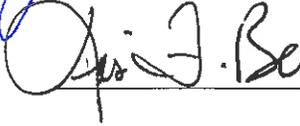
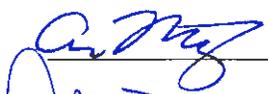
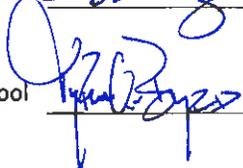
This SRTS application request is for \$500,000 to support Tier 1 Engineering projects.

SECTION 10 PLAN ENDORSEMENTS

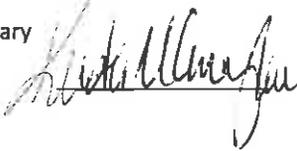
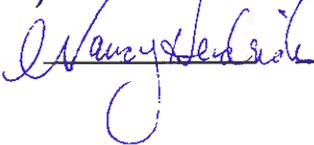
The City of Falls Church

Name	Title	Representing	Signature	Date
Nader Baroukh	Mayor	The City of Falls Church		<u>3/14/11</u>
Wyatt Shields	City Manager	The City of Falls Church		<u>3-14-11</u>
William D. Hicks	Public Works Director	The City of Falls Church		<u>3/14/11</u>
Wendy Block Sanford	Principal Planner/ Transportation Planner	The City of Falls Church		<u>3/14/11</u>

Falls Church City Public Schools

Name	Title	Representing	Signature	Date
Joan Wodiska	School Board Chair	School Board		<u>3-14-11</u>
Lois Berlin	Superintendent	School Board		<u>3-14-11</u>
Kathy Halayko	Principal	Mt. Daniel Elementary School		<u>3/14/11</u>
Bob Palermo	Principal	Thomas Jefferson Elementary School		<u>3/14/11</u>
Ann McCarty	Principal	Mary Ellen Henderson Middle School		<u>3-14-11</u>
Tyrone Byrd	Principal	George Mason High School		<u>3/14/11</u>

Safe Routes to School Team

Name	Title	Representing	Signature	Date
Kristen Cunningham	Assistant Principal	Mt. Daniel Elementary School		3-14-11
Steve Knight	Instructional Technology Coordinator and Safety Patrol Sponsor	Thomas Jefferson Elementary School		3/19/11
Ellen Meinhart	Parent Representative	Mary Ellen Henderson Middle School		3.14.11
Mark Sokolowski	High School Teacher	George Mason High School		3-14-11
James Hickey	Student Representative	George Mason High School		3/14/11
Stephen Rau	School Resource Officer	All Schools		3/14/11
Nancy Hendrickson	School Bus Stop Coordinator	All Schools		3/14/11



SRTS Team members signing the plan

Mayor signing the plan

Plan Endorsement Ceremony - March 14, 2011

APPENDICES

- A. SRTS Team — Meeting Details/Materials
- B. Parent Survey Results
- C. Student Tally Sheets
- D. School Travel Policy
- E. Resolutions and/or Letters of Support

APPENDIX A - SRTS ADVISORY COMMITTEE MEETING DETAILS AND MATERIALS

The Safe Routes to School (SRTS) Advisory Committee met four times during the plan development process, including one site visit to MEH Middle School. See section 3 for the list of SRTS Advisory Committee members.

Meeting #1 — The first SRTS Advisory Committee meeting occurred on October 13, 2010. Meeting participants discussed the roles and responsibilities of the SRTS Team, reviewed parent survey data and outlined the SRTS process. Stephen Rau, the School Resource Officer, was selected as the SRTS champion and the group's representative on the Pedestrian, Bicycle, and Traffic calming Advisory Committee, the citizen group advising the City on the larger Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan.

Meeting #2 — The second SRTS Advisory Committee meeting took place December 8, 2010. Meeting participants identified the primary and secondary routes within the school walking zones for all schools and discussed the issues preventing students from walking/bicycling to school. Team members also used the meeting to identify several education, enforcement, and evaluation strategies that could be implemented at the schools.

Site Visit — The SRTS Advisory Committee, City staff, and the middle and high school principals met on site at the middle and high school campus on January 13, 2011, to assess the drop-off / pick-up issues within the MEH Middle School grounds. The Team, after observing the drop-off and pick-up issues, met to discuss the various options to solve the identified problems.

Meeting #3 — The third SRTS Advisory Committee meeting was held February 15, 2011. At this meeting, the participants reviewed the draft SRTS application, which includes the recommendations developed by the Advisory Committee during Meeting #2 and the site visit. The committee reviewed the entire application but focused their discussion on the recommendations in Section 7, Creating Solutions. The committee had minor comments on the application but overall concurred with the recommendations in the plan.



CITY OF **FALLS**
CHURCH

**Safe Routes to School Advisory Committee
Meeting Agenda
October 13, 2010
7:30 PM
City Council Chambers**

- I. Introductions**
- II. Binder Review**
- III. Pedestrian, Bicycle and Traffic Calming Strategic Implementation Plan Overview**
- IV. Committee Roles and Responsibilities**
- V. Progress to Date**
- VI. Parent Survey Data Review**
- VII. Meeting Schedule**
- VIII. Questions / Comments**
- IX. Adjourn**



The City of Falls Church is committed to the letter and spirit of the Americans with Disabilities Act. To request a reasonable accommodation for any type of disability call 703 248-5041 (TTY 711).



CITY OF FALLS CHURCH

**Safe Routes to School Advisory Committee
Meeting Agenda
December 8, 2010
7:30 PM
Training Room**

- X. Identify school routes/zones for SRTS application**
- XI. Select strategies for implementation**
- XII. Review school drop-off/pick-up procedures**
- XIII. Review school transportation and wellness policies**
- XIV. Meeting Schedule**
- XV. Questions / Comments**
- XVI. Adjourn**



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CITY OF FALLS CHURCH

**Safe Routes to School Advisory Committee
Meeting Agenda
February 15, 2011
7:30 PM
Training Room**

XVII. Project Update

XVIII. Safe Routes to School Application

XIX. Project Schedule

XX. Adjourn



The City of Falls Church is committed to the letter and spirit of the Americans with Disabilities Act. To request a reasonable accommodation for any type of disability call 703 248-5041 (TTY 711).

5 hardest to implement
 1 easiest to implement

SRTS STRATEGIES TOOL BOX

Put an "x" for the ones you are interested in (below respective schools).

STRATEGIES	Mt. Daniel	TJ	MEH	GM	COMMENTS
Education Strategies			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
1. Organize a Bicycle Rodeo or training course to teach on-bike skills			X	X	3
2. Teach pedestrian and bicycle safety skills to students and parents			X	X	2
3. Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents					
4. Educate parents and caregivers about safe driving procedures at the school(s)			X	X	1
5. Create educational materials for distribution			X	X	1
6. Teach personal safety skills to students and parents					
Encouragement Strategies					
1. Start a Walking School Bus program					
2. Start a Bike Train program					
3. Host International Walk to School Day or other special event			X	X	3
4. Initiate a walking/biking mileage club or other contest			X	X	5
5. Create a park-and-walk program					
6. Promote Safe Routes to School as a community activity					
7. Initiate an incentive program for safe travel behaviors among students					
Enforcement Strategies					
1. Create a crossing guard training program					
2. Create a parent or student patrol program					
3. Lower speed limits in school(s) vicinity					

SRTS STRATEGIES TOOL BOX

Put an "x" for the ones you are interested in (below respective schools).

STRATEGIES	Mt. Daniel	TJ	MEH	GM	COMMENTS
Education Strategies					
1. Organize a Bicycle Rodeo or training course to teach on-bike skills		X			
2. Teach pedestrian and bicycle safety skills to students and parents		X			
3. Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents		X		1	
4. Educate parents and caregivers about safe driving procedures at the school(s)	X	X			
5. Create educational materials for distribution					
6. Teach personal safety skills to students and parents	X				
Encouragement Strategies					
1. Start a Walking School Bus program					
2. Start a Bike Train program		X ³			
3. Host International Walk to School Day or other special event	X				
4. Initiate a walking/biking mileage club or other contest		X ²			
5. Create a park-and-walk program					
6. Promote Safe Routes to School as a community activity	X	X ⁴			
7. Initiate an incentive program for safe travel behaviors among students					
Enforcement Strategies					
1. Create a crossing guard training program					
2. Create a <u>parent</u> or student patrol program	X				
3. Lower speed limits in school(s) vicinity					

Outreach Effort

Focus on walking @ Mt. Daniel
" " biking @ TJ.

SRTS STRATEGIES TOOL BOX

Put an "x" for the ones you are interested in (below respective schools).

STRATEGIES	MT Daniel	TU	MEH	GM	COMMENTS
Education Strategies					
1. Organize a Bicycle Rodeo or training course to teach on-bike skills		X			
2. Teach pedestrian and bicycle safety skills to students and parents	X	X	X		SATURDAY EVENT
3. Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents	X	X	X	X	HEALTH CLASS
4. Educate parents and caregivers about safe driving procedures at the school(s)	X	X	X	X	ALWAYS AN ISSUE
5. Create educational materials for distribution	X	X	X	X	EASY
6. Teach personal safety skills to students and parents	X	X	X	X	OLD
Encouragement Strategies					
1. Start a Walking School Bus program					?
2. Start a Bike Train program					?
3. Host International Walk to School Day or other special event		X		X	
4. Initiate a walking/biking mileage club or other contest		X		X	
5. Create a park-and-walk program					?
6. Promote Safe Routes to School as a community activity					
7. Initiate an incentive program for safe travel behaviors among students					
Enforcement Strategies					
1. Create a crossing guard training program					
2. Create a parent or student patrol program					
3. Lower speed limits in school(s) vicinity					

Discussion Item #2-Selection Strategies

SRTS STRATEGIES TOOL BOX

Put an "x" for the ones you are interested in (below respective schools).

STRATEGIES	Mt. Daniel	TJ	MEH	GM	COMMENTS
Education Strategies					
1. Organize a Bicycle Rodeo or training course to teach on-bike skills		(A)			
2. Teach pedestrian and bicycle safety skills to students and parents		2 (A)			
3. Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents		3 (A)			
4. Educate parents and caregivers about safe driving procedures at the school(s)	1 (A)				
5. Create educational materials for distribution					
6. Teach personal safety skills to students and parents	2 (A)				
Encouragement Strategies					
1. Start a Walking School Bus program					
2. Start a ^{walk} Bike Train program		4 (C)			
3. Host International Walk to School Day or other special event	3 (B)				
4. Initiate a walking/biking mileage club or other contest	3 (B)	1 (B)			
5. Create a park-and-walk program					
6. Promote Safe Routes to School as a community activity	4 (A)	5 (D)			
7. Initiate an incentive program for safe travel behaviors among students					
Enforcement Strategies					
1. Create a crossing guard training program					
2. Create a parent or student patrol program	5 (C)				
3. Lower speed limits in school(s) vicinity					

SRTS STRATEGIES TOOL BOX

Put an "x" for the ones you are interested in (below respective schools).

STRATEGIES	MT Daniel	TJ	MEH	GM	COMMENTS
Education Strategies					
1. Organize a Bicycle Rodeo or training course to teach on-bike skills					<i>could we regulate/dag bikes like wedo w/cats so kids must complete course? + limited space</i>
2. Teach pedestrian and bicycle safety skills to students and parents					
3. Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents					
4. Educate parents and caregivers about safe driving procedures at the school(s)			(X)		
5. Create educational materials for distribution					
6. Teach personal safety skills to students and parents					
Encouragement Strategies					
1. Start a Walking School Bus program					
2. Start a Bike Train program					
3. Host International Walk to School Day or other special event					<i>* Any way to restrict driving students who are within the zone?</i>
4. Initiate a walking/biking mileage club or other contest					
5. Create a park-and-walk program					
6. Promote Safe Routes to School as a community activity					
7. Initiate an incentive program for safe travel behaviors among students					<i>- Good but hard to implement</i>
Enforcement Strategies					
1. Create a crossing guard training program					
2. Create a parent or student patrol program					
3. Lower speed limits in school(s) vicinity					

Discussion Item #2-Selection Strategies

SRTS STRATEGIES TOOL BOX

Put an "x" for the ones you are interested in (below respective schools).

STRATEGIES	Mt. Daniel	TJ	MEH	GM	COMMENTS
Education Strategies					
1. Organize a Bicycle Rodeo or training course to teach on-bike skills		✓ A			
2. Teach pedestrian and bicycle safety skills to students and parents		✓ A			
3. Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents		✓ A			
4. Educate parents and caregivers about safe driving procedures at the school(s)	✓ A				
5. Create educational materials for distribution					
6. Teach personal safety skills to students and parents	✓ A				
Encouragement Strategies					
1. Start a Walking School Bus program					
2. Start a Bike Train program		✓ C			
3. Host International Walk to School Day or other special event	✓ B				
4. Initiate a walking/biking mileage club or other contest	✓ C	✓ B			
5. Create a park-and-walk program					
6. Promote Safe Routes to School as a community activity	✓ A	✓ A			
7. Initiate an Incentive program for safe travel behaviors among students					
Enforcement Strategies					
1. Create a crossing guard training program					
2. Create a parent or student patrol program	✓ C				
3. Lower speed limits in school(s) vicinity					

Discussion Item #2-Selection Strategies

SRTS STRATEGIES TOOL BOX

Put an "x" for the ones you are interested in (below respective schools).

pedu - heavy biking focus on biking.

STRATEGIES	Mt. Daniel	TJ	MEH	GM	COMMENTS
Education Strategies					
Organize a Bicycle Rodeo or training course to teach on-bike skills		1	3		
Teach pedestrian and bicycle safety skills to students and parents			2		
Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents			2		
Educate parents and caregivers about safe driving procedures at the school(s)	OE 1		1		
Create educational materials for distribution			1		
Teach personal safety skills to students and parents	OE 1				
Encouragement Strategies					
Start a Walking School Bus program					
Start a Bike Train program			2		
Host International Walk to School Day or other special event	2		1		
Initiate a walking/biking mileage club or other contest	2	2	5	6	
Create a park-and-walk program					
Promote Safe Routes to School as a community activity	OE 1	4			
Initiate an incentive program for safe travel behaviors among students	4				
Enforcement Strategies					
Create a crossing guard training program					
Create a parent or student patrol program	3				
Lower speed limits in school(s) vicinity					

parents bike with kids in summer
pedometer out at recess
novelty bike contest

Car free day
Go green

Log of program
in school
expand to bikes

2 Busstop by event

incl. parents

3 student duty

NOTES FOR DISCUSSION ITEM #3-REVIEW SCHOOL DROP-OFF/PICK-UP PROCEDURES

TJ - Parking in FREE LANE obstructs

Drop OFF Flow

MT DANIEL

Single entrance/egress

Parent/child incentive to walk/Bike to school
Gym membership

APPENDIX B - PARENT SURVEY RESULTS

The survey was administered via an online survey provider (Survey Monkey) to all parents in the school system in September 2010. The survey questions were taken from the National Center for Safe Routes to School and followed the standard format approved by the Safe Routes to School program. The survey included questions on whether parents allow their children to walk or bike to school, what conditions needs to be changed to increase walking/biking, and related background information. The City received a total of 513 responses; 314 of the respondents indicated that they had a child in grades K – 8. The data that follows shows the survey results for all 513 responses; it is possible to extract the answers from just the K-8 parents for some questions, but for others it is more difficult given the complexity of the survey format. The survey results assisted in determining how to improve opportunities for children to walk or bike to school and will act as a baseline for evaluating the performance of the program. Appendix B provides a summary of the results.

FCCPS/Falls Church City Walking & Biking to School Survey

1. School Name

Answer Options	Response Percent	Response Count
Mount Daniel Elementary	10.3%	53
Thomas Jefferson Elementary	22.0%	113
Mary Ellen Henderson Middle	20.3%	104
George Mason High	47.4%	243
<i>answered question</i>		513

2. What is the grade of your child?

Answer Options	Response Percent	Response Count
Pre-K	0.2%	1
Kindergarten	3.7%	19
1	6.6%	34
2	5.3%	27
3	6.8%	35
4	9.9%	51
5	7.6%	39
6	6.8%	35
7	5.7%	29
8	8.8%	45
9	11.9%	61
10	10.1%	52
11	9.0%	46
12	7.6%	39
<i>answered question</i>		513

3. Is your child male or female?

Answer Options	Response Percent	Response Count
Male	51.1%	262
Female	48.9%	251
<i>answered question</i>		513

5. How far does your child live from school?

Answer Options	Response Percent	Response Count
Less than 1/4 mile	8.4%	43
1/4 mile up to 1/2 mile	12.9%	66
1/2 mile up to 1 mile	28.5%	146
1 mile up to 2 miles	38.2%	196
More than 2 miles	8.8%	45
Don't know	3.3%	17
<i>answered question</i>		513

6. On most days, how does your child ARRIVE AT SCHOOL?

Answer Options	Response Percent	Response Count
Walk	15.8%	81
Bike	1.6%	8
School Bus	58.3%	299
Family vehicle (only children in your family)	21.2%	109
Carpool (Children from other families)	2.7%	14
Transit (Metrobus, MetroRail, George, etc.)	0.2%	1
Other (skateboard, scooter, inline skates, etc.)	0.2%	1
<i>answered question</i>		513

7. On most days, how does your child LEAVE FROM SCHOOL?

Answer Options	Response Percent	Response Count
Walk	20.7%	106
Bike	1.9%	10
School Bus	55.8%	286
Family vehicle (only children in your family)	18.9%	97
Carpool (Children from other families)	2.3%	12
Transit (Metrobus, MetroRail, George, etc.)	0.4%	2
Other (skateboard, scooter, inline skates, etc.)	0.0%	0
<i>answered question</i>		513

8. How long does it normally take your child to GET TO SCHOOL?

Answer Options	Response Percent	Response Count
Less than 5 minutes	11.5%	59
5-10 minutes	32.9%	169
11-20 minutes	41.1%	211
More than 20 minutes	8.8%	45
Don't know/Not sure	5.7%	29
<i>answered question</i>		513

9. How long does it normally take your child to GET HOME FROM SCHOOL?

Answer Options	Response Percent	Response Count
Less than 5 minutes	10.1%	52
5-10 minutes	22.2%	114
11-20 minutes	45.8%	235
More than 20 minutes	16.4%	84
Don't know/Not sure	5.5%	28
<i>answered question</i>		513

10. Has your child asked permission to walk or bike to/from school in the last year?

Answer Options	Response Percent	Response Count
Yes	50.7%	260
No	49.3%	253
<i>answered question</i>		513

11. At what grade would you allow your child to walk or bike to/from school without an adult?

Answer Options	Response Percent	Response Count
Not comfortable at any grade.	8.4%	43
Pre-K	0.0%	0
Kindergarten	0.4%	2
1	0.4%	2
2	2.5%	13
3	5.1%	26
4	11.1%	57
5	12.1%	62
6	12.1%	62
7	10.5%	54
8	17.7%	91
9	11.3%	58
10	4.9%	25
11	2.1%	11
12	1.4%	7
<i>answered question</i>		513

12. Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

Answer Options	Response Percent	Response Count
Distance	59.6%	306
Convenience of driving	7.6%	39
Time	36.6%	188
Child's before or after school activities	30.8%	158
Speed of traffic along route	48.7%	250
Amount of traffic along route	57.3%	294
Adult supervision for walking or biking	32.2%	165
Sidewalks or pathways	54.4%	279
Safety of intersections and crossings	72.1%	370
Crossing guards	25.5%	131
Violence or crime	33.1%	170
Weather or climate	40.2%	206
<i>answered question</i>		513

13. Are you likely to let your child walk or bike to/from school if this problem were changed or improved? (Select ONE CHOICE per line)

Answer Options	YES	NO	NOT SURE	Response Count
Distance	226	91	71	388
Convenience of driving	105	133	82	320
Time	190	112	55	357
Child's before or after school activities	175	104	57	336
Speed of traffic along route	279	77	45	401
Amount of traffic along route	284	69	47	400
Adult supervision for walking or biking	234	79	64	377
Sidewalks or pathways	300	48	42	390
Safety of intersections and crossings	357	46	37	440
Crossing guards	248	65	41	354
Violence or crime	207	96	60	363
Weather or climate	176	105	62	343
<i>answered question</i>				513

14. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

Answer Options	Response Percent	Response Count
Strongly Encourages	4.3%	22
Encourages	10.1%	52
Neither	55.9%	287
Discourages	13.5%	69
Strongly Discourages	16.2%	83
<i>answered question</i>		513

15. How much fun is walking or biking to/from school for your child?

Answer Options	Response Percent	Response Count
Not Applicable	19.7%	101
Very Fun	17.3%	89
Fun	28.3%	145
Neutral	31.0%	159
Boring	1.8%	9
Very Boring	1.9%	10
<i>answered question</i>		513

16. How healthy is walking or biking to/from school for your child?

Answer Options	Response Percent	Response Count
Very Healthy	53.0%	272
Healthy	34.3%	176
Neutral	11.3%	58
Unhealthy	1.0%	5
Very Unhealthy	0.4%	2
<i>answered question</i>		513

17. What is the highest level of education YOU completed?

Answer Options	Response Percent	Response Count
Grades 1 through 8 (Elementary)	0.2%	1
Grades 9 through 11 (Some high school)	0.0%	0
Grade 12 or GED (High school graduate)	0.6%	3
College 1 to 3 years (Some college/tech school)	6.8%	35
College 4 years or more (College graduate)	90.4%	464
Prefer not to answer	1.9%	10
<i>answered question</i>		513

APPENDIX C - STUDENT TALLY SHEETS

The survey was administered verbally using tally forms by teachers at Mt. Daniel Elementary School, Thomas Jefferson Elementary School and George Mason High School in September-October, 2010. The survey was not administered at Mary Ellen Henderson Middle School as the school has a no walk/ no bike policy. The tally forms were taken from the National Center for Safe Routes to School and followed the standard format approved by the Safe Routes to School program. The form was used to record specific information about how children arrive and depart from school on several days in a week. The City received a total of 71 tally sheets. The information collected provided the SRTS Team with an idea of the travel pattern by school and will also be used to help track the success of the SRTS program. Included in Appendix C is a sample tally sheet from each school. Note that the tally sheets from George Mason High School include information from students in grades 8-12; it was not possible to isolate the data on just the 8th graders since although some tally sheets came from 8th grade-only classes, others either did not indicate a grade level or indicated that the class contains a mix of grade levels (19% of the school population is in Grade 8).

Safe Routes to School Students Arrival and Departure Tally Sheet

+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +

School Name: **MOUNT DANIEL** Teacher's First Name: **AMY** Teacher's Last Name: **BLOUET**

Grade: (PK,K,1,2,3...) **K** Monday's Date (Week count was conducted) **09 13 2010** Number of Students Enrolled in Class: **18**

0 2 M M D D Y Y Y Y 1 5

- Please conduct these counts **on two of the following three days Tuesday, Wednesday, or Thursday.** (Three days would provide better data if counted)
- **Please do not conduct these counts on Mondays or Fridays.**
- Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once.
- Ask your students as a group the question **"How did you arrive at school today?"**
- Then, reread each answer choice and record the number of students that raised their hands for each. **Place just one character or number in each box.**
- Follow the same procedure for the question **"How do you plan to leave for home after school?"**
- You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions.
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1. Fill in the weather conditions and number of students in each class

Step 2. AM – "How did you arrive at school today?" Record the number of hands for each answer.
PM – "How do you plan to leave for home after school?" Record the number of hands for each answer.

Key	Weather		Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	S= sunny R= rainy O=overcast SN=snow		Number in class when count made	-	-	-	Only with Children from your family	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	S	N	20	2	3	8	3		3	1
Sample PM		R	19	3	3	8	1	2	2	
Tues. AM										
Tues. PM										
Wed. AM	S		18	0	0	18	0	0	0	0
Wed. PM	S		18	0		14	4	0	0	0
Thurs. AM	S		18	0		17	1	0	0	0
Thurs. PM	S		18	0		16	2	0	0	0

Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.

+ +

Safe Routes to School Students Arrival and Departure Tally Sheet

+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +

School Name: THOMAS JEFFERSON Teacher's First Name: JULIE Teacher's Last Name: CUSTER

Grade: (PK,K,1,2,3...) 02 Monday's Date (Week count was conducted) 09 13 2010 Number of Students Enrolled in Class: 22

- Please conduct these counts on two of the following three days Tuesday, Wednesday, or Thursday. (Three days would provide better data if counted)
- Please do not conduct these counts on Mondays or Fridays.
- Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once.
- Ask your students as a group the question "How did you arrive at school today?"
- Then, reread each answer choice and record the number of students that raised their hands for each. Place just one character or number in each box.
- Follow the same procedure for the question "How do you plan to leave for home after school?"
- You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions.
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1. Fill in the weather conditions and number of students in each class
Step 2. AM – "How did you arrive at school today?" Record the number of hands for each answer.
 PM – "How do you plan to leave for home after school?" Record the number of hands for each answer.

Key	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	S= sunny R= rainy O= overcast SN=snow	Number in class when count made	-	-	-	Only with Children from your family	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	S N	2 0	2	3	8	3		3	1
Sample PM	R	1 9	3	3	8	1	2	2	
Tues. AM	S	22	4	0	16	2	0	0	0
Tues. PM	S	22	4	0	13	5	0	0	0
Wed. AM	S	22	4	1	15	2	0	0	0
Wed. PM	S		4	1	13	4	0	0	0
Thurs. AM	S	22	5	1	13	3	0	0	0
Thurs. PM	R	22	5	1	12	4	0	0	0

Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.

+ +

Safe Routes to School Students Arrival and Departure Tally Sheet

+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +

School Name: G E O R G E M A S O N Teacher's First Name: F B B Y Teacher's Last Name: A D U K K A L I L

Grade: (PK,K,1,2,3...) 08 Monday's Date (Week count was conducted) 10 25 2010 Number of Students Enrolled in Class: 19
0 2 M M D D Y Y Y Y 1 5

- Please conduct these counts on two of the following three days Tuesday, Wednesday, or Thursday. (Three days would provide better data if counted)
- Please do not conduct these counts on Mondays or Fridays.
- Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once.
- Ask your students as a group the question "How did you arrive at school today?"
- Then, reread each answer choice and record the number of students that raised their hands for each. Place just one character or number in each box.
- Follow the same procedure for the question "How do you plan to leave for home after school?"
- You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions.
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1. Fill in the weather conditions and number of students in each class

Step 2. AM – "How did you arrive at school today?" Record the number of hands for each answer.
 PM – "How do you plan to leave for home after school?" Record the number of hands for each answer.

Key	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	S= sunny R= rainy O=overcast SN=snow	Number in class when count made	-	-	-	Only with Children from your family	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	S N	20	2	3	8	3		3	1
Sample PM	R	19	3	3	8	1	2	2	
Tues. AM	S	19	3	0	11	5	0	00	0
Tues. PM	S	19	5	0	9	0	2	00	0
Wed. AM	R	19	1	0	7	7	2	00	0
Wed. PM	R	19	7	0	8	1	2	00	0
Thurs. AM	S	19	1	0	13	3	1	00	0
Thurs. PM	S	19	6	0	10	1	1	00	0

Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.

+ +

APPENDIX D - SCHOOL TRAVEL POLICY

The Falls Church City Public Schools has one Policy Manual for all the four public schools. Appendix D contains the excerpted section from this manual on Student Transportation policy.

STUDENT TRANSPORTATION

A. Elementary Students

1. Mount Daniel Elementary

To provide a safe method of transportation, the School Board provides bus transportation for all kindergarten and first grade school age children residing in the City of Falls Church. At the beginning of the year, bus safety rules will be distributed to all students.

Mt. Daniel elementary school policy is to request that parents, or someone designated by them, accompany their young children to and from the bus stop. Written notification to the Mount Daniel principal and bus driver should be completed by every parent indicating the authorized designee(s) who have permission to take their child to and from the bus stop in the event a parent is unable to meet the bus. This list of authorized designees is kept both on the bus and at Mount Daniel. An authorized designee form is included in the child's package on the first day of school.

Students who are not met at the bus stop by a parent or authorized designee will be brought back to Mount Daniel. The Mount Daniel staff will then call the parent and/or authorized designee, who will be asked to come to the school and pick the child up. If school staff is unable to reach a parent or authorized designee, then the emergency contact will be called.

Parents who wish their child to be released at the bus stop without the presence of a parent or authorized designee must put this request in writing to the bus driver and the Mount Daniel principal. Upon receipt of this notification, the bus driver will release the child without the presence of a parent or authorized designee.

2. Thomas Jefferson Elementary

The School Board provides bus transportation for all second through fourth grade school age children residing in the City of Falls Church for whom walking to school is considered unsafe. The walking zone for Thomas Jefferson Elementary students is defined as that area bounded by Lee Highway, South West Street, and West Broad Street and within the City of Falls Church. Bus transportation will not be provided, except for special education students for students whose residences are located within this area.

B. Middle School Students

Due to the traffic, location of the middle school, and the age of the students, there are no walking zones and bus transportation will be provided to all Mary Ellen Henderson Middle School students.

C. Secondary Students

The walking zone for George Mason High School is defined as that area that is within one mile of the school.

Bus transportation is available to students who reside outside the walking zone.

D. Non-resident Tuition Students

Students who attend Falls Church City Public Schools as tuition students may use such bus transportation as is otherwise made available for students of the same grade level without separate charge, so long as they arrange to make their own way to a regularly scheduled bus stop for the school of their grade level.

E. Thomas Jefferson High School for Science and Technology

Transportation for students attending Thomas Jefferson High School for Science and Technology is provided under the following conditions:

FCCPS and Fairfax County Schools have agreed to provide regular bus transportation for FCCPS students attending TJHSST from two existing bus locations- one at Falls Church High School and one at George Marshall High School. The agreement is contingent upon space being available on the Fairfax County buses.

FCCPS parents may choose to have their student ride from either of those locations on the following terms:

- The choice to use bus transportation and the location selected, must be made and communicated to the FCCPS Finance Office by the Friday before the first day of school.
- Once made, the bus stop location choice is effective for the entire school year and cannot be changed.

- Bus transportation is provided without charge to the parents.
- Bus transportation is for regular school hours and does not include transportation for before- or after- school activities.
- Parents are responsible for transporting the student to the chosen TJHSST bus stop in sufficient time to meet the bus.
- Parents may elect to transport their student directly to TJHSST.

F. Arlington Career Center

Transportation for students enrolled at the Arlington Career Center will be provided from George Mason High School to the Career Center and back, without separate charge.

APPENDIX E - RESOLUTIONS AND/OR LETTERS OF SUPPORT

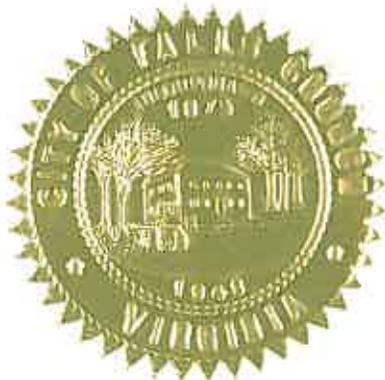
RESOLUTION TO ENDORSE THE CITY OF FALLS CHURCH'S
APPLICATION FOR SAFE ROUTES TO SCHOOL FUNDING FOR THE 2011
GRANT CYCLE.

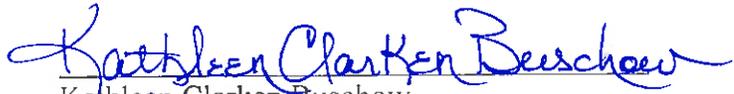
- WHEREAS, The Safe Routes to School (SRTS) program, funded by the U.S. Department of Transportation's Federal Highway Administration, seeks to improve walking and bicycling opportunities for children in grades K-8 through engineering, encouragement, education and enforcement activities; and
- WHEREAS, Funding is available for infrastructure improvement projects such as traffic calming, pedestrian and bicycle facilities, traffic control devices and sidewalk improvements; and
- WHEREAS, The City of Falls Church has prepared a SRTS travel plan and application focusing on the City's four schools; and
- WHEREAS, The City conducted a parent survey and student survey to evaluate student travel to school modes and parent attitudes towards walking and bicycling; and
- WHEREAS, The City is working with a Safe Routes to School Advisory Committee comprised of teachers, parents, students, and administrators to promote walking and bicycling within the schools and prepare the SRTS application; and
- WHEREAS, The City's SRTS application includes data on the current travel environment, identifies barriers to active transportation, and recommends solutions to overcome those barriers; and

NOW, THEREFORE, BE IT RESOLVED that the City of Falls Church does hereby support the Safe Routes to School program, which seeks to improve the walking and bicycling opportunities for its school age students, and endorses the City's SRTS application requesting funding to complete infrastructure improvements along the routes leading to the City's schools.

Reading: 3-14-11
Adoption: 3-14-11
(TR11-08)

IN WITNESS WHEREOF, the foregoing was adopted by the City Council of the City of Falls Church, Virginia on March 14, 2011 as Resolution 2011-06.




Kathleen Clarken Buschow
City Clerk



FALLS CHURCH CITY
PUBLIC SCHOOLS

March 14, 2011

To Whom It May Concern:

It is my pleasure to write this letter on behalf of the Falls Church City Public School Board in support of the Safe Routes to School (SRTS) Travel Plan and application to the U.S. Department of Transportation's Federal Highway Administration for infrastructure funding. If funded, the SRTS Travel Plan will accomplish one of the three goals of the Pedestrian, Bicycle and Traffic Calming Strategic Implementation Plan, and will help to make bicycling and walking to our schools a safe and healthy endeavor for our students.

The FCCPS Board has been committed to student health and well being and has demonstrated that with a number of policies and projects that promote healthful meals in our schools. The SRTS Travel Plan is a natural extension of our efforts and one that we fully support. Our school administrators and our school community of parents, staff and students are ready to participate in efforts to make safe walking and bicycling to school a reality. We are particularly committed to seeing traffic calming plans become a reality at our Mary Ellen Henderson MS/George Mason High School campus where traffic is heavy and often hazardous for pedestrians.

The School Board and I look forward to promoting and participating in this very worthy and necessary plan.

Sincerely,

Joan E. Wodiska
School Board Chairman
Falls Church City Public Schools

MOUNT DANIEL SCHOOL
2328 N. Oak Street
Falls Church, Virginia 22046

Kathleen A. Halayko
Principal

Telephone: (703) 248-5640
Fax: (703) 248-5642

April 28, 2011

Mr. Robert Williams
Safe Routes to School Coordinator
Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Re: Safe Routes to School Grant Application

Dear Mr. Williams:

On behalf of Mount Daniel School, I am writing to express my support for the City of Falls Church's Safe Routes to School (SRTS) Travel Plan and grant application. Our school is excited to be a partner in the Safe Routes to School initiative and we support the effort to encourage more students to walk and bike to schools in our community.

The Safe Routes to School program is an important initiative to improve the safety of streets around and within school campuses in order to create a more suitable environment for walking and biking. Encouraging children to walk and bike from an early age is an important step in promoting a healthy lifestyle. We commend the SRTS program for recognizing this value and providing funds to advance the effort.

The City of Falls Church is requesting funds to construct sidewalks and improve the safety of intersections leading to Mount Daniel School. The application also outlines numerous programs to promote walking and biking within our schools.

The City and the schools have worked together on this application. Mount Daniel School pledges its support of the City's SRTS Travel Plan and grant application that will improve walking and biking conditions and improve the quality of life for our children.

Sincerely,

Kathleen A. Halayko
Principal

THOMAS JEFFERSON ELEMENTARY SCHOOL

Robert Palermo, Principal
Mary Kay Howard, Vice Principal

April 25, 2011

Mr. Robert Williams
Safe Routes to School Coordinator
Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Re: Safe Routes to School Grant Application

Dear Mr. Williams:

On behalf of Thomas Jefferson Elementary School I am writing to express my support for the City of Falls Church's Safe Routes to School (SRTS) Travel Plan and grant application. Our school is excited to be a partner in the Safe Routes to School initiative and we support the effort to encourage more students, parents, and staff members to walk and bike to school.

The Safe Routes to School program is an important initiative to improve the safety of streets around and within school campuses in order to create a more suitable environment for walking and biking. Encouraging children to walk and bike from an early age is an important step in promoting a healthy lifestyle. We commend the SRTS program for recognizing this value and providing funds to advance the effort.

The City of Falls Church is requesting funds to construct sidewalks and improve intersections leading to our school. The application also outlines numerous programs to promote walking and biking within our schools.

The City and the schools have worked together on this application. Thomas Jefferson Elementary pledges its support of the City's SRTS Travel Plan and grant application that will improve walking and biking conditions and improve the quality of life for our children, staff, and community members.

Sincerely,



Robert Palermo, Principal



MARY ELLEN HENDERSON MIDDLE SCHOOL

A Falls Church City Public School

7130 Leesburg Pike

Falls Church, Virginia 22043

(703) 720-5700

Fax: (703) 720-5710

April 27, 2011

Mr. Robert Williams
Safe Routes to School Coordinator
Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Re: Safe Routes to School Grant Application

Dear Mr. Williams:

On behalf of Mary Ellen Henderson Middle School, I am writing to express my support for the City of Falls Church's Safe Routes to School (SRTS) Travel Plan and grant application. Our school is excited to be a partner in the Safe Routes to School initiative and we support the effort to encourage more students to walk and bike to school.

The Safe Routes to School program is an important initiative to improve the safety of streets around and within school campuses in order to create a more suitable environment for walking and biking. Encouraging children to walk and bike from an early age is an important step in promoting a healthy lifestyle. We commend the SRTS program for recognizing this value and providing funds to advance the effort.

The City of Falls Church is requesting funds to construct sidewalks and improve intersections that lead to our school. The application also outlines numerous programs to promote walking and biking within our schools.

The City and the schools have worked together on this application. Mary Ellen Henderson Middle School pledges its support of the City's SRTS Travel Plan and grant application that will improve walking and biking conditions and improve the quality of life for our children.

Sincerely,

A handwritten signature in black ink that reads "Dr. Ann M. McCarty". The signature is written in a cursive, flowing style.

Dr. Ann M. McCarty
Principal



GEORGE MASON HIGH SCHOOL

A Falls Church City Public School
7124 LEESBURG PIKE
FALLS CHURCH, VIRGINIA 22043

HS (703) 248-5500
FAX (703) 248-5533
www.fccps.org/gm

April 25, 2011

Mr. Robert Williams
Safe Routes to School Coordinator
Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Re: Safe Routes to School Grant Application

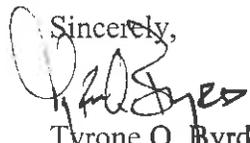
Dear Mr. Williams:

On behalf of George Mason High School, I am writing to express my support for the City of Falls Church's Safe Routes to School (SRTS) Travel Plan and grant application. Our school is excited to be a partner in the Safe Routes to School initiative and we support the effort to encourage more students to walk and bike to school.

The Safe Routes to School program is an important initiative to improve the safety of streets around and within school campuses in order to create a more suitable environment for walking and biking. Encouraging children to walk and bike from an early age is an important step in promoting a healthy lifestyle and the George Mason community collectively commends the SRTS program for recognizing this value and providing funds to advance the effort. Their efforts will ensue that our children can walk or bike to school throughout the school year thus easing campus traffic and student parking constraints.

The City of Falls Church is requesting funds to construct sidewalks and improve intersections leading to our school. The application also outlines numerous programs to promote walking and biking within our schools.

The City and the schools have worked together on this application. George Mason High School pledges its support of the City's SRTS Travel Plan and grant application that will improve walking and biking conditions and improve the quality of life for our children.

Sincerely,

Tyrone Q. Byrd
Principal

Tyrone Q. Byrd
Principal

Timothy M. Guy
Assistant Principal

Kenneth L. Siekman
Assistant Principal

Paige E. Whitlock
Assistant Principal

Amy S. Kurjanowicz
Director of Counseling

Thomas W. Horn
Director of Athletics