

# **SCHOOL TRAVEL PLAN**

## **Promoting Walking & Biking to School**

Update: October 2012



*VTrans Safe Routes to School Program*

*Report Prepared by Kaiya Korb and Jennifer Stella*

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# Introduction & Perspective

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## Introduction

Education, Encouragement, Enforcement, and Engineering combine together to create a successful Safe Routes to School (“SRTS”) Program. This school travel plan lays out the ways in which the Waitsfield Elementary School is currently promoting and plans to continue to promote walking and bicycling to school.

The school travel plan also identifies infrastructure projects to improve routes for walking and bicycling to school, and serves as the basis of a potential infrastructure grant application.

This plan was developed as part of the school’s participation in the VTrans Safe Routes to School Program.

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## Safe Routes to School Team

Jennifer Stella	SRTS Coordinator, Parent Teacher Association, parent
Steve Gladczuk	Central Vermont Regional Planning Commission, parent
Kaiya Korb	School Principal
Sue Dillon	School Nurse
Bear Simmons	Parent Teacher Association, parent

With input from Valerie Capels (Town Administrator, Waitsfield), Joshua Schwartz (Mad River Planning District), Sue Freschette (Mad Bikes, Mad River Valley Health Center), Will Flender (Mad River Path Association)

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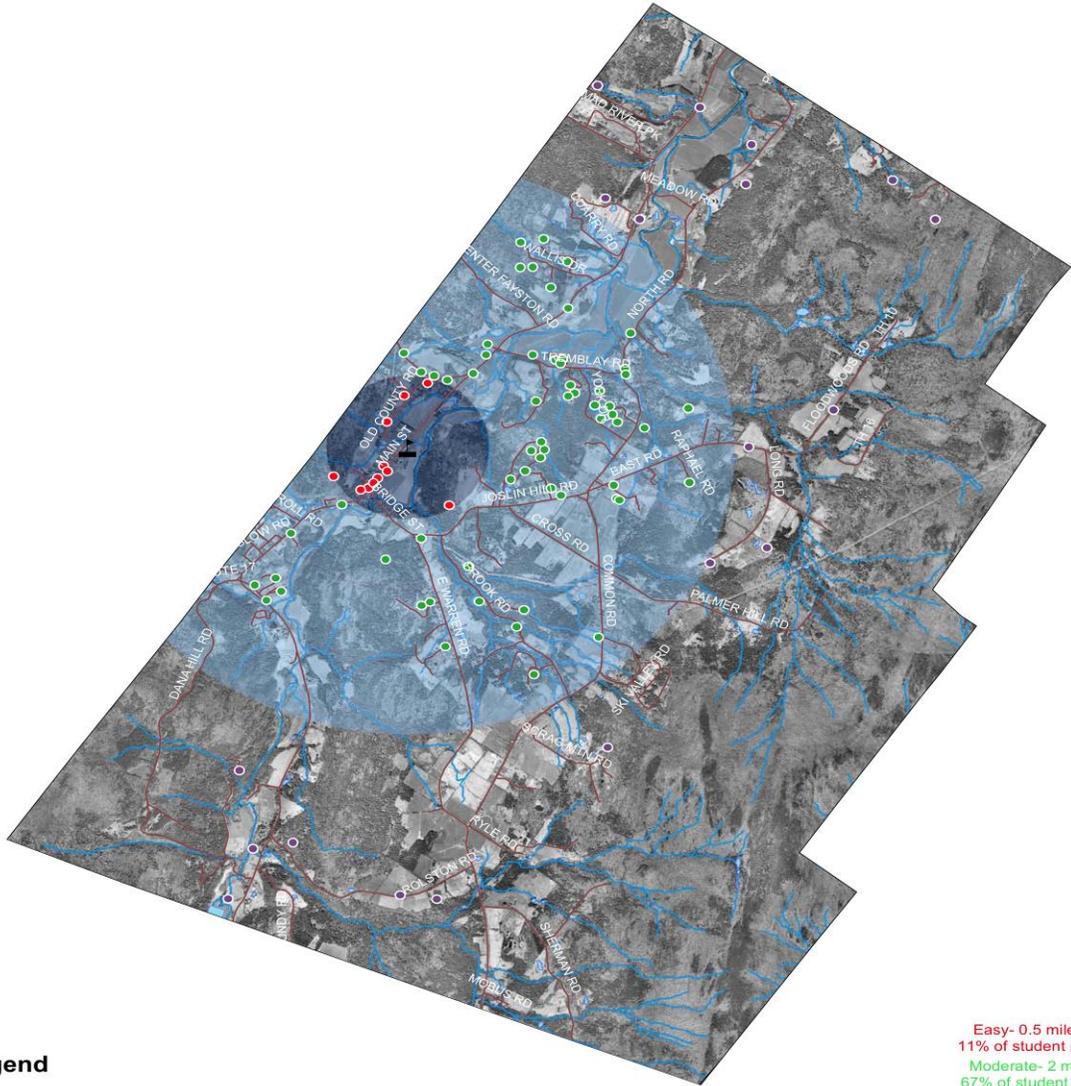
## School District & Community

Waitsfield Elementary School serves the approximately 150 PK-6 students living in Waitsfield, Vermont, a small town of approximately 1,700 residents in the Mad River Valley. The elementary school is located on the north end of Waitsfield Village, directly on VT Route 100, which has variable speed limits of 30 (village)-50 mph, one crosswalk (Bridge St.), and limited sidewalks.

Although Waitsfield is a rural community, the majority of students live within two miles of school, considered to be within walking / biking distance. The school is located well within the town and along the backbone corridor of Route 100. The core of the village includes Main St. (VT Route 100), Bridge St., and smaller side streets.

The map on the following page from the Central Vermont Regional Planning Commission shows an estimated 11% of students living within a half-mile of school, and 67% living between a half-mile and two miles of school as the crow flies. The parent survey corroborated this data; with over 14% of respondents reporting living within a half-mile of school, and an additional 58% reporting that they live between a half-mile and two miles of school.

# Waitsfield Elementary School Commuting Choices for Students



## Legend

### Household Distance to School

- Easy walk/bike
- Moderate walk/bike
- Challenging walk/bike
- ▲ Waitsfield Elementary School
- Roads

### Waitsfield Elementary School Buffer Distance

- Easy (0-0.5 miles)
- Moderate (0.5-2 miles)
- Challenging (Greater than 2 miles)

Easy- 0.5 mile radius  
11% of student population  
Moderate- 2 mile radius  
67% of student population  
Challenging- over 2 miles radius  
20% of student population

Student population percentage based on count of individual students in 2011-2012.



Map created 09/17/2012 by CVRPC  
M:\Transportation\Scale Routes\Waitsfield\waitsfield\_2012\_srts.mxd  
Data is only as accurate as the original sources.  
This map is for planning purposes only.  
The map may contain errors and omissions.



Waitsfield is a town that has a strong community and a culture of physical activity. With two bike shops in town, an active bike club (road and mountain), several popular sporting events including the Mad River Century, the Mad Dash running race, a popular four-event "triathlon" (ski-run-bike-canoe/kayak), the Mad Marathon and the Green Mountain Stage Race (bicycle) – many parents are themselves athletes or regular runners, skiers, bicyclists, etc. in this ski town.

In the past few years, the Mad River Valley has hosted its own variation on "Way to Go Week" in the form of the Valley Walk & Roll Festival. Held each May to correspond to National Bike Week, the Walk & Roll Festival has a more of a slant toward active transportation than the statewide event does. Waitsfield has also a local version of the Copenhagen free bikes program. In this small-town setting, so far, the bikes seem not to have suffered the vandalism and theft that has plagued similar free-bike programs even in nearby Montpelier.

Waitsfield’s involvement in SRTS began in 2009 and since that time the SRTS program has been integrated into daily school life for staff and families alike.

**2012 Pre-Program Levels of Walking & Biking**

According to the 58 Waitsfield Elementary families that participated in a September 2012 parent survey (60 responses), 7% reported walking to school and 13% reported biking to school.

**Typical mode of arrival at and departure from school**

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	60	7%	13%	27%	50%	2%	0%	2%
Afternoon	60	8%	8%	30%	48%	3%	0%	2%

No Response Morning: 0  
 No Response Afternoon: 0  
 Percentages may not total 100% due to rounding.

More students were reported walking home (8%). Walking home is typically more popular than walking to school, as parents may drop their children off on the way to work; the kids then walk home at the end of the day. The drop in biking home from school may be due to topography; Waitsfield like many Vermont towns has the village and school along the river valley. The bike ride uphill home is often less attractive than the easy morning roll downhill to school.

Given Waitsfield's culture of physical activity, and the proximity of the majority of students within walking / biking distance of school, it is surprising that 50% of students are driven to / from school by parents. The parent survey indicated that 93% of families report that walking and/or biking is very healthy for their child, 73% report that it is very fun and 81% feel that the school provides encouragement. The high number of drivers likely results from specific barriers that families face in making walking and biking a daily reality.

**Barriers to Walking / Biking**

The top three issues reported in the parent survey which affect decisions not to allow a child to walk or bike to or from school included speed of traffic along the route (86%), amount of traffic

(73%), and lack of sidewalks/pathways (70%). For parents who allow their children to walk or bike to/from school, the top three issues reported as lingering concerns (not including distance) were very similar, and included speed of traffic along the route (60%), amount of traffic (60%), and safety at intersections and crossings (60%). In this group, 40% were also concerned about lack of sidewalks or pathways. Time (26%) and distance (35%) were also barriers, but to a much lesser degree than those described above. Convenience of driving was not a major concern.

**Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school**

Issue	Child does not walk/bike to school	Child walks/bikes to school
Speed of Traffic Along Route	86%	60%
Amount of Traffic Along Route	73%	60%
Sidewalks or Pathways	70%	40%
Safety of Intersections and Crossings	43%	60%
Distance	36%	70%
Weather or climate	36%	50%
Adults to Bike/Walk With	27%	10%
Time	25%	60%
Crossing Guards	20%	0%
Convenience of Driving	11%	30%
Child's Participation in After School Programs	9%	10%
Violence or Crime	9%	0%
<b>Number of Respondents per Category</b>	<b>44</b>	<b>10</b>

Waitsfield's rural dirt roads, hilly landscape, lack of sidewalks/paths and the busy corridor of Route 100 present challenges to parents who want to encourage or allow their children to walk or bike to school. Fast traffic and blind curves/hills create potential hazards. Route 100 serves not only as a corridor for commuters, but has recently seen an uptick in construction and other commercial trucking post Tropical Storm Irene. A great many trucks and motorists pass through the village without slowing to village speeds; they also park along or on top of the limited sidewalks, obstructing the view from crosswalks and intersections for pedestrians, bikers and motorists alike.

The northern end of the village, where the school is located, was cited in the original travel plan as a particularly problematic area in terms of traffic speed. Since this area is less developed than the village core, many motorists begin to accelerate from the 30 mph zone to the 40-50 mph zone on the way out of town. Heading into town, many motorists neglect to slow down from 50 to 40 and then to 30 mph. New signage in the last 18 months has improved this situation. Radar feedback signs are also planned as part of the previous infrastructure grant.

In the Village of Waitsfield, Route 100 has a partially paved sidewalk along the east side from Bridge Street to WES. Sidewalk further south on Rte 100 from the village to Irasville is currently under construction. A short section of sidewalk on Bridge St. connects Main St. to the covered

bridge. The west side of Route 100 has limited sidewalk connectivity in the Village, and the remainder of the town lacks sidewalks.

There is currently one crosswalk over Route 100, and this is located at a four-corner intersection south of the school at Bridge Street. A second has been planned in front of the Waitsfield House, connecting across to a landing pad on Old County Road by the Health Center. This crosswalk was part of a previous SRTS infrastructure grant and is planned for construction in Spring 2013. The availability of crosswalks through the town is constrained by the need for sidewalks on each side of Route 100, which do not uniformly exist. This lack of sidewalks, crosswalks and paths/connectivity pose significant challenges for this Safe Routes to School Program.

Although not necessarily an issue for bikers and walkers, it should be noted that the current school parking lot lacks sufficient capacity, particularly during drop off hours, and there is commonly traffic back up onto Route 100 during the morning commute as a result. There have been a few fender benders and near misses, and there may be opportunities for a re-design of the lot. Certainly, adding necessary infrastructure to improve safety concerns and could encourage more folks to allow their children to walk/bike to school and would alleviate parking lot safety, overflow and Route 100 traffic concerns.

A large group of children who live along Tremblay Road still lack a safe route to school due to lack of sidewalks or footpaths, which presents a significant barrier for them to bike or walk to school.

### **Routes to School**

For the past five years, Waitsfield Elementary School has participated in the Safe Routes to Schools program. Since fall of 2009, when the Waitsfield SRTS team activated a park & walk program, many students have made walking/biking or otherwise rolling to school part of their routine.

The majority of children who bike or walk to school currently reside in or around the Village along the east and west sides of the Route 100 corridor; or come from Joslin Hill/Brook Road/East Warren Road; or come from along Old County Road. Each of these origination points pose specific challenges for the children, all of which include the lack of safe crossing points along Route 100, traffic speed and traffic volume as outlined in the previous section on Barriers. If we could find a safer way for those children living in the Tremblay Road area, program numbers would significantly increase.

There are several families who overcome distance and time constraints by making a regular routine of parking in the Village and walking the remaining way to school.

## **Goals of Waitsfield SRTS**

The overarching goal of the Safe Routes to School program is to increase safety for walking, bicycling and other environmentally friendly methods of coming and going to school. To achieve this goal, the Waitsfield program has been specifically designed to:

- Identify needed infrastructure changes;
- Teach and promote safety;

- Support energized children arriving at school awake and ready to learn;
- Foster independence, and promote health and physical activity; and
- Encourage environmentally friendly transportation alternatives.

We do not intend for these goals to be mutually exclusive or to be intrusive on the lives of our Waitsfield families. Rather, it is our intention to foster a safe, positive and sustainable program that can be enjoyed by all. Promoting walking and bicycling and necessary infrastructure changes through SRTS should also benefit the broader Waitsfield community, by:

1. Fostering pedestrian access by townspeople and visitors alike;
2. Reducing motorized traffic and its associated noise and air pollution; and
3. Promoting and enhancing the healthy, physical lifestyle image for which the Valley is known.

## Action Matrix: 2012-2013 School Year

5 Es Integrated in Chronological Order			
Sept. 2012	Evaluation	Pre-program parent surveys, online survey.	School staff
Sept. 2012	Education	Kick off Assembly	School staff
Sept. 2012	Education	School newsletter article emphasizing goals and health/learning benefits of SRTS	SRTS Coordinator, school staff
Sept. 2012	Evaluation	Classroom Tallies	School staff
Sept 2012-May 2012	Education	WalkSmart instruction, K-2 focus	School staff
Oct. 2012	Encouragement	Walk/Bike Challenge Week	SRTS team, parents, school staff
Oct. 2012	SRTS Team Mtg	Team meeting to discuss parent survey, tallies and challenge week results, analyze needs; collection of infrastructure improvement cost estimates; discuss with town and regional officials.	All
Oct. 2012	SRTS Coordinator	Revise School Travel Plan, prepare for infrastructure application grant	All
October 2012	Engineering	Meet w/Will Flender of Mad River Path Association to explore next steps for development of path to Tremblay Rd.	
April 2013	Education	BikeSmart in-classroom bike safety sessions, with short review of walking safety (WalkSmart)	School staff
April,	Enforcement	<i>Ask the police to position the radar speed cart on</i>	Sheriff

2013		<i>Route 100 as a spring reminder.</i>	
April 2013	SRTS Team Meeting	Reactivate daily encouragement and plan for May Challenge Week	All
Spring 2013	Engineering	Construction of sidewalk and crosswalk at Health Center on Route 100	
May 2012	Encouragement	Weeklong Challenge as part of Valley Walk & Roll Festival., including bike swap and helmet sales event.	
May-June	Encouragement	All children encourages to walk/bike as much as possible	
June 2013, or upon project completion	Encouragement	Celebration of crosswalk installation; focus in newsletter and school newspaper of students safely using the crosswalk and traveling to the fields on western side of route 100 corridor	
June 13 • Last Day of School (tentative)			

## Action Matrix: 2012-2013 School Year & Beyond

<i>At each SRTS Team Meeting, it is recommended to review upcoming events on the matrix.</i>			
Summer 2013	Engineering	Work with Mad River Path Association to support development & installation of a path to Tremblay Rd (may include a capital campaign & collaboration with the town of Waitsfield.)	
August 2013	Encouragement	Call SRTS meeting, review goals & establish target activities to best support participation for the year; prepare newsletter and calendar]	SRTS Coordinator
School Begins			
Sept. 2013	Education / Encouragement	Send home walking/biking flyer in start of school packet	School, SRTS Coordinator
September 2013	SRTS Team Mtg	Meet to plan for International Walk/Bike to School Challenge.	All
Sept. – Nov. 2013	Encouragement	Ongoing walking/riding promotion from early September through Thanksgiving break.	SRTS Team, SRTS Coordinator
Sept. 2013	Evaluation	Conduct & submit classroom tallies, using the forms created by the National Center for SRTS;	SRTS Coordinator, Classroom teachers
Sept. 2013 – May 2014	Education	WalkSmart classroom presentations, especially grades K-2	SRTS Coordinator, PE Teacher
October	Encouragement	International Walk/Bike to School Day, special full-week Challenge. (see	SRTS team, walking group

2013		<a href="http://www.iwalk.org">www.iwalk.org</a> for date)	leaders
Oct. 2013	SRTS Team Mtg	Team meeting to debrief from International Walk / Bike to School Challenge Week and plan winter ideas.	All
Thanksgiving Break (end of November)			
Nov.- Dec. 2013	Encouragement	End of fall program acknowledgement, prizes, etc.	SRTS team, walking group leaders
December Break (end of December)			
Jan. 2014	SRTS Team Mtg	Team meeting to prepare / organize for winter walking program	All
Jan. – Mar. 2014	Encouragement	<i>Winter walking program – Bridge St. and Loop Road Routes only. Try it once for the season, once a month, or weekly.</i>	SRTS Team, walking group leaders
Winter Break (end of February)			
Mar. 2014	SRTS Team Mtg	Team meeting to assess winter walking promotion and to organize for spring walking/biking program.	All
March 2014	Encouragement	<i>Spring kick-off for walk/bike to school events – Newsletter notices, etc.</i>	SRTS Team
March 2014	Education	<i>BikeSmart classroom lessons, Grade 2-4</i>	SRTS Coordinator, P.E. Teacher
April 2014	Enforcement	<i>Ask the police to position the radar speed cart on Route 100 as a spring reminder.</i>	Sheriff
April – June 2014	Encouragement	<i>Reactivate daily encouragement activities leading up to Walk/Roll week</i>	SRTS Team, walking group leaders
January – June 2013	Education	BikeSmart On-Bike, Grades 3-4	P.E. & Health Teacher
Spring Break (third week April)			
April or May 2014	SRTS Team Mtg	Team meeting to determine end of year celebrations, plan for continuation to next school year, and update matrix for the following year.	All
May 2014	Encouragement	Week-long Challenge promotion for Valley Walk & Roll Festival	SRTS Team
May 2014	Encouragement	Bike Swap, part of Valley Walk & Roll	
May 2014	Education	Bicycle Skills Day / Bicycle Safety Fair in collaboration with other Valley SRTS groups	<i>SRTS Team</i>
late- May 2014	Evaluation	Conduct classroom tallies, using the forms created by the National Center	SRTS Coordinator, Classroom teachers

		for SRTS; send in for computer scanning.	
Jun. 2014	Encouragement	End of School Celebration, including recognitions in incentive contests.	School, SRTS Team

In continuing to develop the program for each subsequent year, the team is encouraged to consider:

- What did the team learn from the previous year of the program?
- What can be done to make things run more smoothly?
- What programs can be taken to the "next level" and how to do this?
- Are there parts of the program that worked very well, and should be repeated?
- How to keep the concept "fresh," and volunteers energized?
- Are there any potential safety concerns, and what can be done to alleviate those?
- Without the education/encouragement funding from VTrans, how will the team obtain incentives for the program? *Possibly ask the PTO to provide a small amount of funding for incentives?*
- What is the best way to transfer coordinating and leadership positions from one "generation" of parents to the next?

## Fall 2012 Program Assessment

In October 2012, a “challenge week” was held during the week of October 1-5, 2012. This week employed encouragement of all families and children to try to walk or bike as much as possible during this week. Two preparatory meetings were held before initiating the week.

There was a high level of interest and involvement by the school staff, with the launch of the survey, tallies, reminders in the school newsletter and an assembly to kick off the challenge. Children were reminded of the benefits of arriving at school energized and ready to learn, and a program of movement before the start of school was initiated during the week to complement SRTS activities.

Compared to a normal week, traffic on Route 100 as well as in the parking lot / drop-off zone was greatly reduced. Although some parents did still drive to school, many combined driving with parking and walking. There were no crossing guards this time, although the Bridge Street crosswalk had been freshly painted and now has a “sign” to help grab motorists attention.

Generally, the SRTS team was enthusiastic about the program, and offered these insights and suggestions.

### PLUSES

- + Reinforced with a “movement” program allowed for those who could not walk or bike to experience the feeling of being energized before learning.
- + Fun.
- + Kids arrived at school awake and ready to learn.
- + Less traffic in the school parking lot, safer drop-off area due to fewer motor vehicles.
- + Strong message on goals of the program.
- + Bridge Street crossing safe without a crossing guard due to fresh paint and a “sign” to help grab



motorists attention.

- + Families parked and walked without any need to “pre-organize” as has been needed in the past.

## CHALLENGES

- △ Some families use drop off time as important family time and the early start to school day creates time crunch for many parents, who then drive to school.
- △ High traffic volume and speed of traffic combined with lack of safe crossings.
- △ Crosswalk from Old County Road to the school is still not complete, a crossing guard would have been helpful.
- △ Cars parked on the east sidewalk posed specific challenges .

A video was made of the week that captured the children’s enthusiasm for the program, and the overall environment of the Route 100 corridor through town during commuter hours. The video can be viewed at: [http://youtu.be/334zspDW\\_Pk](http://youtu.be/334zspDW_Pk).

## Engineering/Infrastructure Needs

The following projects have been identified as infrastructure needs of the Waitsfield SRTS program:

1. Crosswalk over Route near the school to the Health Center/Old Cty Rd./Flemer Field.\*
2. Radar Speed Feedback Signs.\*
3. Improve alignment of the southern end of the Old Cty Rd to create a safer and more functional intersection with Route 100.\*
4. NEW: Completion of the sidewalk on the west side of Route 100 including better delineation of the intersection at Parsonage Lane and contemplation of addition/better-located crossings.
5. NEW: A walking path to enable families from Tremblay Rd area to access the school by bike or on foot.

\* Note: projects 1-3 are carry-overs from previous infrastructure grant funding and are scheduled for construction/completion in spring 2013. Details of these projects can be found in Appendix 3.

## Sidewalk on West Side of Route 100

### Current Conditions

On the west side of Route 100, the presence of sidewalk is inconsistent from Farr Lane to the Valley Health Center. There is a sidewalk in front of the Village Pottery Shop and the Masonic Lodge, which is often used by cars for parking. This obstructs the view of traffic for pedestrians who must cross the road at town’s only available crosswalk across Route 100. There is some sidewalk in front of the Village Grocery, again often used by large trucks for parking, which then

continues to the Valley Players Theater. Sidewalk from Valley Players to the corner of Old County Road/Flemer field does not currently exist.

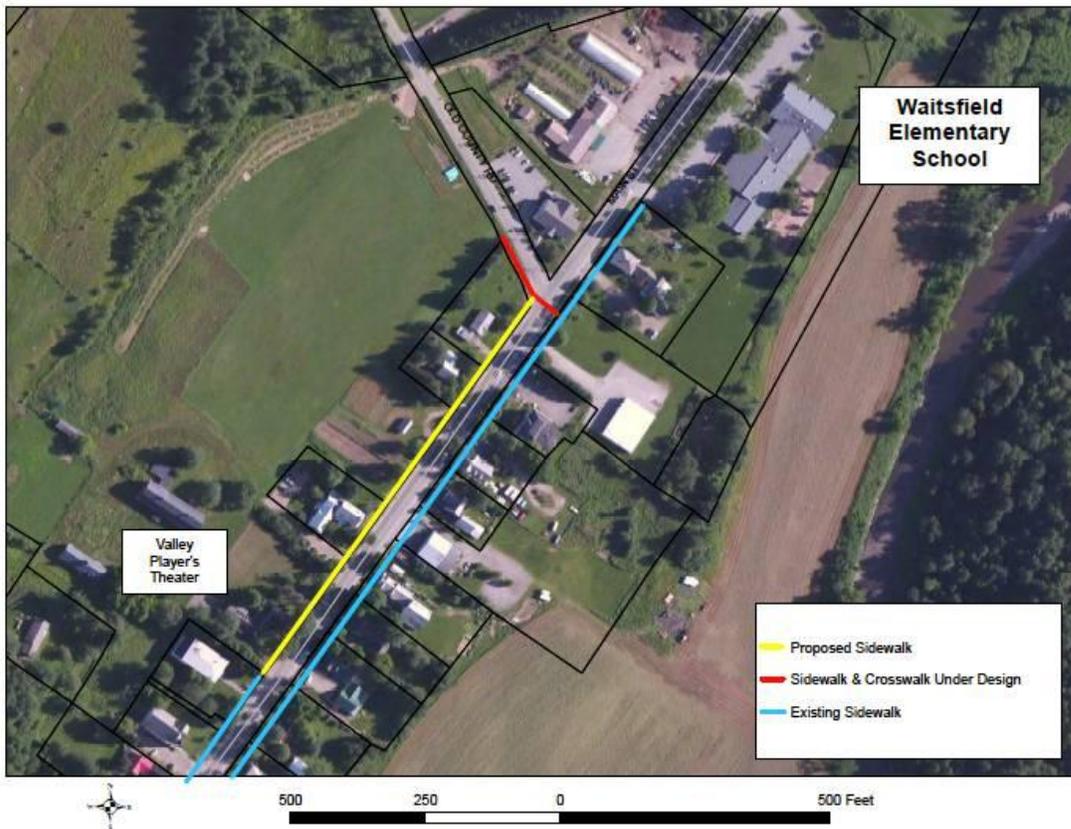
The intersection of Parsonage Lane and Route 100, adjacent to the Village Grocery parking area poses several safety hazards for pedestrians, motorists and bikers. A continuous sidewalk on the west side of Route 100 and delineation of this junction/parking area would enhance safety for children on their way to and from school and after school activities. It may also provide opportunities for additional crossings that may be safer or better located than the one at Farr Lane/Bridge Street.

### Need

A sidewalk / crosswalk system on the west side of VT Route 100 from Farr Lane to Old County Road would significantly enhance the safety of Waitsfield's walk/bike SRTS program. The need for a sidewalk / crosswalk system on the west side of VT Route 100 is defined by the following deficiencies that have been noted in the project area from Farr Lane to Old County Road:

- Lack of sidewalks and safe road crossings for children to safely use to walk and bike to school and from school to after school activities (Dance Studio, Village Grocery, Town Orchard at Flemer Field, other businesses in the Village/Irasville).
- Lack of a gateway at to slow traffic and identify the entrance to the Village and the School.
- Poor delineation and visibility for motorists and children at Farr Lane and Parsonage Lane approaches on the west side of VT Route 100.
- Lack of any defined crossing area in the vicinity of the Village Grocery where there is a school bus stop and a parking area for the church located on the opposite side of VT 100.
- Poor definition of parking and access for businesses along the west side of VT 100 resulting in cars and trucks parked on top of exiting sidewalks.
- Poor condition of the existing sidewalk / path which is not maintained, does not meet ADA requirements, and does not have a proper terminus.
- Lack of room for special event parking and even school events which overflow onto the road shoulder where people are walking / biking in the vicinity of the playhouse.

The SRTS team would like to call attention to the town's feasibility study and WEST SIDEWALK ALTERNATIVE C, which would involve construction of a 5 ft wide sidewalk from Farr Lane to Old County Road with a combination of areas with curbing, areas with on-street parking and other areas with a minimum 5 ft wide grass strip between the road and the sidewalk. The areas with on-street parking would require approximately 7 ft of roadway widening. The parking area would be separated from the sidewalk with curb and a minimum 3 ft wide grass strip. With this alternative, the overall pavement width of VT Route 100 would be approximately 43 ft. It is recommended in this alternative that a 15 ft wide lane with sharrow markings be provided to accommodate vehicles and bicyclists to meet the requirements of the Complete Streets legislation. A picture of pour proposed plan would be as follows:



In addition to improving safety for schoolchildren, a sidewalk / crosswalk system on the west side of VT Route 100 from Farr Lane north to Old County Road would support the Town's goals of:

- Providing a safe, pedestrian and bicycle friendly streetscape,
- Encouraging children to walk to school to school and people to walk for fitness,
- Reducing the reliance on the automobile;
- Providing a more shopper friendly commercial district; and
- Calming automobile traffic through Waitfield Village.

**Engineering Cost Estimates for Sidewalk on West Side of Route 100**

The following is a cost estimate prepared by Senior Transportation Planner Steve Gladczuk Of the Central Vermont Regional Planning Commission:

Waitsfield Safe Routes to School Application Cost Estimate

Concrete sidewalk (5' wide) with no curb west side of VT 100 (Valley Players Theater to Old County Rd.)

	Quantity	Unit Cost	Cost
Preliminary Engineering (15% Construction Cost)			\$27,991.20
Right of Way			\$5,000.00 *
Construction	856 LF	\$131	\$186,608.00
Mobilization (10% Construction Cost)			\$18,660.80
Construction Inspection (15% Construction Cost)			\$27,991.20
Administration (10% PE, ROW, Construction Cost)			\$21,959.92
Contingency (20% Construction Cost)			\$37,321.60
Total			\$325,532.72

Bituminous sidewalk (5' wide) with no curb west side of VT 100 (Valley Players Theater to Old County Rd.)

	Quantity	Unit Cost	Cost
Preliminary Engineering (15% Construction Cost)			\$12,711.60
Right of Way			\$5,000.00 *
Construction	856 LF	\$99	\$84,744.00
Mobilization (10% Construction Cost)			\$8,474.40
Construction Inspection (15% Construction Cost)			\$12,711.60
Administration (10% PE, ROW, Construction Cost)			\$10,245.56
Contingency (20% Construction Cost)			\$16,948.80
Total			\$150,835.96

\* Same ROW assumptions as Old County Rd. Project

**Letter of Support for Sidewalk on West Side of Route 100:**

**CENTRAL VERMONT REGIONAL PLANNING COMMISSION**



Valerie Capels  
Waitsfield Town Administrator  
9 Bridge St.  
Waitsfield, VT 05673

10/11/12

Dear Valerie,

The Central Vermont Regional Planning Commission finds your application to the VTrans Safe Routes to School Program consistent with the Regional Plan. The implementing the feasibility study to extend in the sidewalk network along VT 100 in Waitsfield Village, and improving pedestrian facilities are recommendations of the Regional Transportation Plan.

The proposed application is also consistent with the following regional goals and policies:

Promote a transportation system that encourages concentrated development, allows greater access to residences, employment, and services, and facilitates carpooling, bus and rail service, and non-motorized travel.

Promote projects that limit the conflicts between the motor vehicle traffic stream, and pedestrians.

Encourage traffic calming efforts to minimize conflicts between traffic and surrounding neighborhoods.

Promote a transportation system design that strives for aesthetic and functional characteristics that improve the quality of life.

Support the design of visually attractive and durable infrastructure such as roadways, pathways, and bridges.

To promote a regional transportation system that preserves and enhances residential and economic development potential in growth areas.

Encourage transportation system improvements that renew and improve downtowns, growth areas, and neighborhoods.

Please call me if I can be of further assistance in the preparation of your grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Gładczuk".

Steve Gładczuk  
Transportation Planner

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## Appendix 1: History & Background of SRTS

The Safe Routes to School (SRTS) movement started in the 1970s in Odense, Denmark, to address disturbing trends in traffic incidents involving students walking or bicycling to school. In the early 1990s, walking and bicycling advocates initiated a similar program in the United Kingdom, and the program then spread to other countries around the world. Pilot programs in the U.S. were initiated in the late 1990s in California and Massachusetts. Interest then spread across the country, with some states initiating programs using state funding sources. In Vermont, a pilot program was conducted from 2004-2006 with regional funding from the Chittenden County Metropolitan Planning Organization.

The national Safe Routes to School program began in 2005, when Congress incorporated funding for Safe Routes to School into the federal transportation bill (SAFETEA-LU), with small population states like Vermont receiving a minimum of \$1 million per year for five years. SRTS provides 100% federal funds, with 10%-30% of each state's allocation going to education and encouragement, and the remaining 70-90% to infrastructure projects.

The VTrans Safe Routes to School Program began in earnest in the spring of 2006, by soliciting schools to participate in education and encouragement activities. Another round of schools was selected in 2008, and a third round in 2009. Waitsfield Elementary School was a part of this third round.

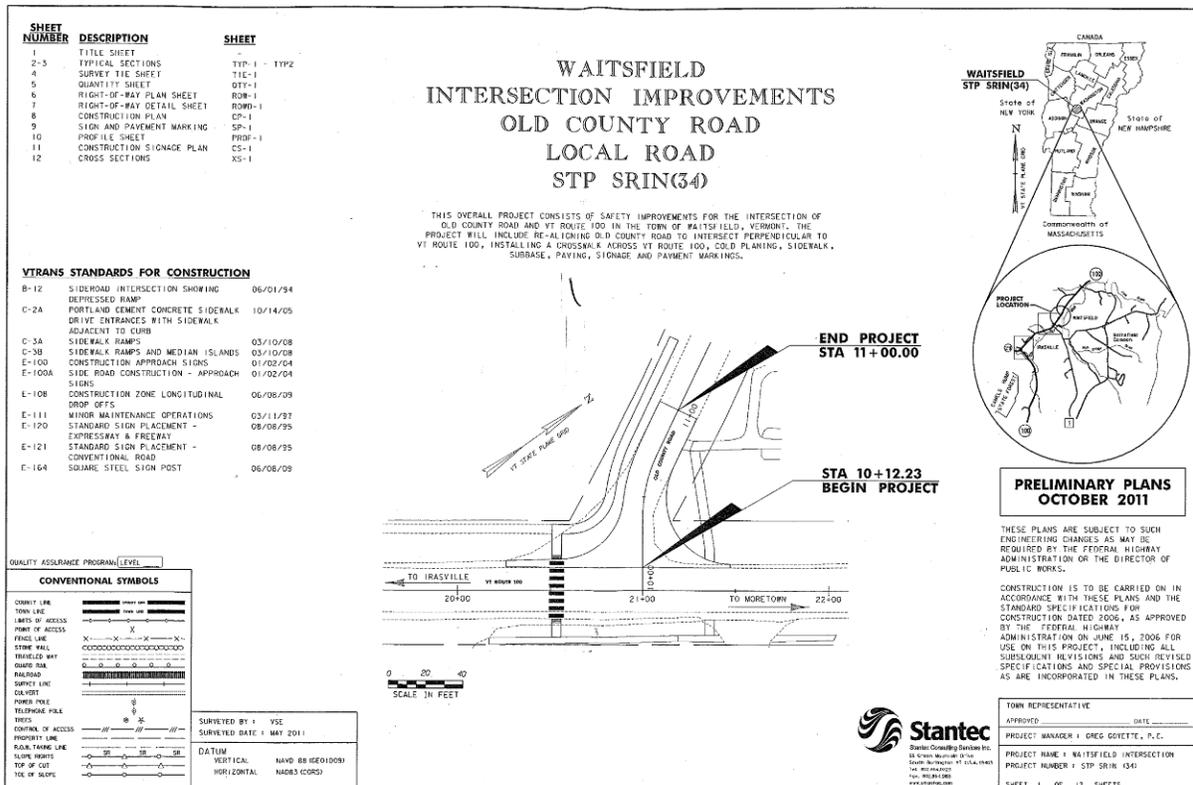
Schools that are participating in any round of the education and encouragement activities are eligible to apply for infrastructure grant funds, so long as the school is actively continuing to promote walking/biking to school. These grants, also administered by VTrans, provide 100% federal funds to key improvements identified in the School Travel Plan. No local match is required. In the 2007 grant round, VTrans accepted applications for projects up to \$250,000, and awarded a total of \$1.4 million.

The 2010 infrastructure grant round was announced in February 2010, with a letter of intent due March 15 and the full application due in May. A total of \$1 million is available, with the maximum award of \$250,000. About 75 communities will be eligible to apply for infrastructure funds in 2010.

While VTrans currently has remaining funds to award based on the federal allocation from SAFETEA-LU (2005-2009), a future and additional grant rounds awaits the new federal transportation bill. As of February 2010, federal transportation funds are operating under a continuing resolution.

# Appendix 2: Previous Infrastructure Grant Projects

The following projects (which have been combined into one project) are under design and are to be constructed in spring of 2013. Design file:



## 1. Crossing of Vermont Route 100: Establishing a marked crosswalk near the school from the east side of VT Route 100 to the west side is important for several reasons.

An estimated 20-30 students live along the Old County Road or the Old Fayston Rd. Although these roads do not have sidewalks, children and parents commonly walk along the roadsides, and parents have expressed that they consider these roads to be reasonable to walk along even in the winter. Second, the crossing would help to reinforce the north village as a walkable part of town. Third, the crossing would connect the village sidewalk to two other important resources on the west side of the road: the Mad River Valley Health Center and town soccer fields. As part of this project, a short section of sidewalk would be constructed at the Mad River Valley Health Center along the Old County Road.



**NEXT STEPS:**

Apply to the VTrans SRTS Infrastructure program for construction of the above improvements.

Item: Marked crosswalks, associated signs, short sidewalk connection.

Cost: Approximately \$5,000-10,000.

Funding: 100% federal SRTS funds, competitive grant application.

**2. Radar Speed Feedback Signs:** Radar speed feedback signs are most needed on the way into and out of the village area, where the streetscape does not provide sufficient cues for drivers travel at village speeds. Additionally, the SRTS team identified two additional locations for radar speed signs and/or pedestrian-activated flashing lights to remind drivers to slow down on the rural roads on the east side of the Mad River. Radar speed signs, because they are interactive, are more effective at slowing drivers than normal street signs. These signs are a permanent installation similar to the radar speed cart used by the Sheriff.



Add radar speed feedback signs at the following locations, as shown on the map below,

- Vermont Route 100, southbound, just prior to passing Waitsfield Elementary School.
- Vermont Route 100, northbound, just prior to the southern intersection of the Old County Road (near Health Center / Wait House).
- Vermont Route 100, northbound, heading toward Bridge St.
- Bridge Street, on the east side of the river.
- Joslin Hill Road, near the curve in the road.

Note that VTrans has new guidelines as of January 2009 on the use of Radar Speed Feedback signs on state highways:

[http://www.aot.state.vt.us/documents/3014 Guidelines on the Use of Radar Speed Feedback Signs.pdf](http://www.aot.state.vt.us/documents/3014_Guidelines_on_the_Use_of_Radar_Speed_Feedback_Signs.pdf)



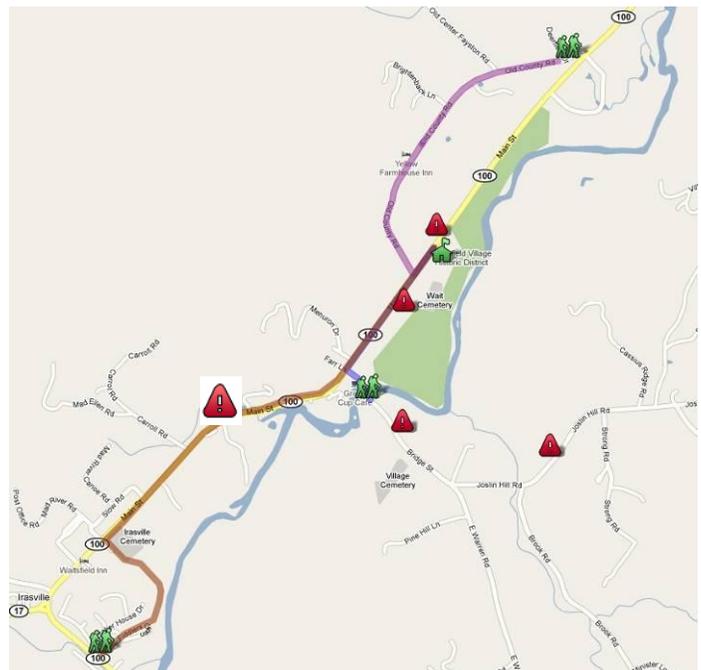
**NEXT STEPS.**

1. Apply to the VTrans SRTS Infrastructure program for construction of the above improvements.
2. Ask the Waitsfield Selectboard to petition VTrans to set a school speed zone in the village, reducing the speed limit from 30 mph to 25 mph near the school, *as part of the installation of the radar speed signs.*

Item: 5 Radar Speed Feedback Signs, solar package

Cost: Approximately \$6,000 – 8,000 per sign

Funding: 100% federal SRTS funds, competitive grant application



**3. Improve alignment of the southern end**

