

# Alburgh Community Education Center Travel Plan



Community leaders, parents and schools across the U.S. are using Safe Routes to School to encourage and enable more children to safely walk and bicycle to school. Safe Routes focuses on five areas to achieve participation in bicycling, and walking:

- Engineering
- Enforcement
- Encouragement
- Education
- Evaluation

The National Center for Safe Routes to School aims to assist communities in developing successful Safe Routes programs and strategies. The Center offers a centralized resource of information on how to start and sustain a Safe Routes program, case studies of successful programs, and other resources for training and technical assistance.

## Table of Contents

Introduction .....
School Description .....
Program Activities .....
Travel Environment .....
Travel Behavior .....
Supporting Studies.....
Actions for Solution.....
Plan Signatures .....
Safe Route Contacts .....



## Introduction

Safe Routes to School is a nationwide program that promotes children and other members of the school community commuting by walking and biking: regularly, routinely, and safely. Alburgh Community Education Center would benefit from Safe Routes to School projects, particularly because there is currently no busing in the Village and learning safe, sustainable practices are paramount. The Safe Routes to School program integrates elements of transportation, economics, physical activity, environmental awareness, and safety. With funding through an Energy Efficiency and Conservation Block Grant from the Department of Energy and Department of Public Service and administered by the Northwest Regional Planning Commission, a Safe Routes to School program will be initiated in Alburgh. The school agrees to evaluate existing conditions and attitudes, actively encourage walking and bicycling by students, and identify infrastructure projects to make walking and bicycling safer. Increasing the number of people who walk or bike, reducing traffic congestion and carbon emissions are the main goals of the program with emphasis on encouraging more physical activity in the school community as well.

Educators and administrators in Alburgh have been working to improve the school travel environment. The Safe Routes program offers another tool for meeting this goal. This School Travel Plan documents current conditions, identifies problems associated with the school commute and describes strategies that the schools' can use to address these problems.

## School Description

### Population and Service Area

Alburgh Community Education Center (ACEC) is located in the heart of Alburgh Village on North Main Street. Alburgh is the northernmost town in Grand Isle County, and shares a border with Canada. The school includes grades K-8.

As there is no local high school, families may choose where students attend grades 9-12, with the majority choosing Missisquoi Valley Union High School in Swanton, Northeastern Clinton High School in Champlain, New York or Bellows Free Academy in St. Albans.

Alburgh's population is 1,998 according to the 2010 Census. Alburgh was chartered in 1781 and grew steadily until the mid-1800s after which it began a pattern of growth and decline over the decades of the 19<sup>th</sup>, 20<sup>th</sup> and early 21<sup>st</sup> century decades. This pattern is related to the status of the town's various railroads. Over the last decade, Alburgh experienced slow population growth, increasing just 2.3% between 2000 and 2010 comparable to the state at large, which grew 2.8% during that time.

## The School and its Neighborhood

ACEC is located in Alburgh Village on Route 2 (Main Street) at Champlain Street. The portion of Main Street which ACEC is on has posted speed limits of 30 mph, however, during school hours signs with flashing lights indicate a slower 25 mph zone. Crossing signs are also located to the north and south of the school property along Main Street.

ACEC has a somewhat unique situation because there is no busing in the Village, meaning that students that live in the village have to walk, bike or be driven to school. Students walking to and from school currently have to cross the street at a certain point to maintain access to sidewalks, and there is no crossing guard to help facilitate this safely.

### ACEC Hours and Enrollment

Grades K - 2<sup>nd</sup>: 8:00 – 2:45

Grades 3<sup>rd</sup> – 5<sup>th</sup>: 8:05 – 3:22

Grades 6<sup>th</sup> – 8<sup>th</sup>: 8:05 – 3:25

Enrollment 2011-2012: 176

## School History

Shortly after Alburgh became an organized Town in 1781 schools were established. By the early 1800's Alburgh had about 10 schools.

"Smart" students were selected by teachers to become future teachers. Sometimes they were appointed as a teacher right after graduation from the 8th grade.

There was an Academy at Alburgh Springs in the mid-1800's which was Alburgh's first high school. Alburgh High School, the current ACEC building, opened in 1939

and became the center of activities for many years. The High School closed in 1969, and from then on Alburgh students attended grades 9-12 at any school of their choice, although most choose to attend Missisquoi Valley Union High School, or Bellows Free Academy in St. Albans.

## Related Activities

### Establishing the Team

Alburgh Schools and the Northwest Regional Planning Commission began to assemble a team of interested school community members to help coordinate and implement Safe Routes to School activities. Successful programs require a collaborative effort between schools faculty, staff, parents and the greater community because students travel in the community and other commuters are affected by school traffic. The table below provides a list of the Alburgh Safe Routes to School Team members. Meetings were held to identify the needs and interests of the school communities and how to best implement activities.

<b>SRTS Team Member</b>	<b>Affiliation</b>
Barbara Burrington	Principal
Terry Muthig-Seekamp	Home-School Coord.
Charity D'Arby	After School Program
Lincoln Martin	Physical Education
Amanda D'Agostino	Staff Health Coord.
Ann Goodrich	School Nurse
Monica Green	Alburgh Streetscape Project
Mike Savage	School Board
Terry Tatro	Planning Commission

## Current Programs

ACEC already implements a variety of different programs aimed at decreasing environmental impacts, improving physical fitness, building social skills, and strengthening student involvement in and with the community. The Safe Routes team can capitalize on these activities to promote safe travel to school, reducing the use of fossil fuels and increasing students' fitness.

The school has already taken actions that decrease energy consumption and reliance on non-renewable energy sources, participating in Efficiency Vermont's lighting program, and has replaced light fixtures with energy efficient light bulbs throughout the school.

ACEC has a strong after school program. The GRACE program is an after school enrichment program for K-8th graders and activities include classes in the arts, athletics, academics and technology. Some activities offered which are particularly relevant to Safe Routes to School include walking, biking or spending time outside. Bike training and pedestrian safety courses are part of the ongoing after school program curriculum. In Spring 2011 there was a Walking for Fitness course and fitness competition as part of the after school program.

The GRACE program offers a Kids Cook class where students learn to cook food from scratch, as well as a Nutrition & Cooking Group, where parents talk about nutrition and cook and eat a meal together while learning new techniques. This program is sponsored in part by the Alburgh School, UVM Extension, PIRC and NCSS. The school is part of the Vermont Department of Education's Fresh Fruits & Vegetables Program which provides students with a variety of free fresh fruits

and vegetables throughout the school day. It is an effective and creative way of introducing fresh fruits and vegetables as healthy snack options.

The school participates in "Safety Awareness Day," once a year, where students walk, at scheduled times, to the Alburgh Fire & Rescue House and learn about the local Emergency Response Teams.

Programs such as these are assets to the Safe Routes Program because they incorporate the ideas and energy of students from these groups in projects that support this program's goals.

Additional school activities relevant to Safe Routes to School include the development of a walking and fitness path on school grounds, which was funded through the Vermont Education Health Initiative.

## Public Outreach

While the Safe Routes to School program is primarily aimed at school children, creating safe travel routes to the school benefits the larger community as well. Alburgh is a primarily residential community with some commercial nodes that people travel through to reach their place of employment or shopping centers and services. For these reasons, people traveling during similar hours and near by the school affect the travel environment.

The Safe Routes team will reach out to the community in several ways. Initial efforts are aimed at the school population. Through surveys and informational mailings, the team solicited information about travel to school and barriers to walking and bicycling from students and parents. Next, articles will be submitted to the local newspaper (The Islander) as well

as school newsletters to raise awareness about Safe Routes to School.

The team will have a presence at school events to explain the program and the benefits of walking and biking to parents and school community members. Methods for encouraging more car-pooling, walking and biking for students who do not ride the bus will be discussed. Information about these efforts will continue to be distributed in the community as well to raise awareness of the Safe Routes Program taking place in the Alburgh School.

The Safe Routes team will continue to inform community members about the program because they also interact with school travel directly as they travel to and from work, home, and village destinations.

Greater awareness will help to ensure the safety of students walking and biking. Motorists will have heightened sensitivity to watch for children during arrival and dismissal times. Community members and area law enforcement will also be able to keep a closer watch to ensure the safety of students.

Additionally, communication with the community is essential to identify potential partners, which can open opportunities for collaboration and future projects. Specific strategies for public outreach are discussed below.

## Student Surveys

Teachers in grades k-8 surveyed students to determine how they arrived at school that day and how they planned to depart for home after school. The goal of this in-classroom tally is to help measure how students get to school and whether the Safe Routes program has affected travel behavior. Two sets of surveys will be completed to assess any change from the



time when Safe Routes programs were first initiated and after they have implemented. Weather on a particular day, seasonal climate and other factors may also affect the results. Tallies were completed in spring 2011 and again in late fall 2011.

## Parent Surveys

During spring of 2011, Parent surveys were handed out at the Evening of the Arts in June 2011. The survey asks parents how their child currently travels to and from school and what factors that affect whether or not their children walk or bike to school. It also seems to determine the presence of key safety-related conditions along routes to school, and relevant background information. The survey results helped determine how to improve opportunities for children to walk or bicycle to school. The team hopes that it will also help measure change in parental attitudes as the Safe Routes program advances.

## The Travel Environment

### Facilities and Services

ACEC is located on Main Street (Route 2) in Alburgh Village. The speed limit is 25 mph during school hours but the road is posted as 30 mph all other times. Main Street is a two-lane road. The nearest intersection is Champlain Avenue, which is also the school access road. The surrounding area is commercial and residential.

The school has a parking lot on the south side rear of the building that is used by faculty and staff. The lot has approximately 30 spaces. This lot is 100% occupied on an average school day.

ACEC uses the circulation area for the faculty and staff parking area for student pick-up and drop-off, which adjoins the school's main entrance. Vehicles enter from Main Street to Champlain Street, drive around the parking area and stop in the circulation area for drop-off /pick up. The entrance and exit become very congested during school pick-up and drop-off times.

All students and families must approach school from Champlain Street off of Main Street and the school's main frontage is along Main Street. Main Street, which is also US Route 2, serves as the primary route through Alburgh Village. Congestion from the school community, commuters and commercial activity can make this road busy.

Neighborhoods located outside the village may be conducive to car-pooling. The layout and width of streets allow for parents who prefer to drive to stop and pick-up other children. Increased carpooling would alleviate traffic both approaching the school and in the pick-up/ drop-off zones.

### Sidewalks and Bicycle Lanes

The limited sidewalks in Alburgh are located along Main Street. On the west side of Main Street, sidewalks run from Winters Lane to just across from the school. On the east side of the street (closest to the school), sidewalks are located from just south of Vantine Avenue to just past the school.

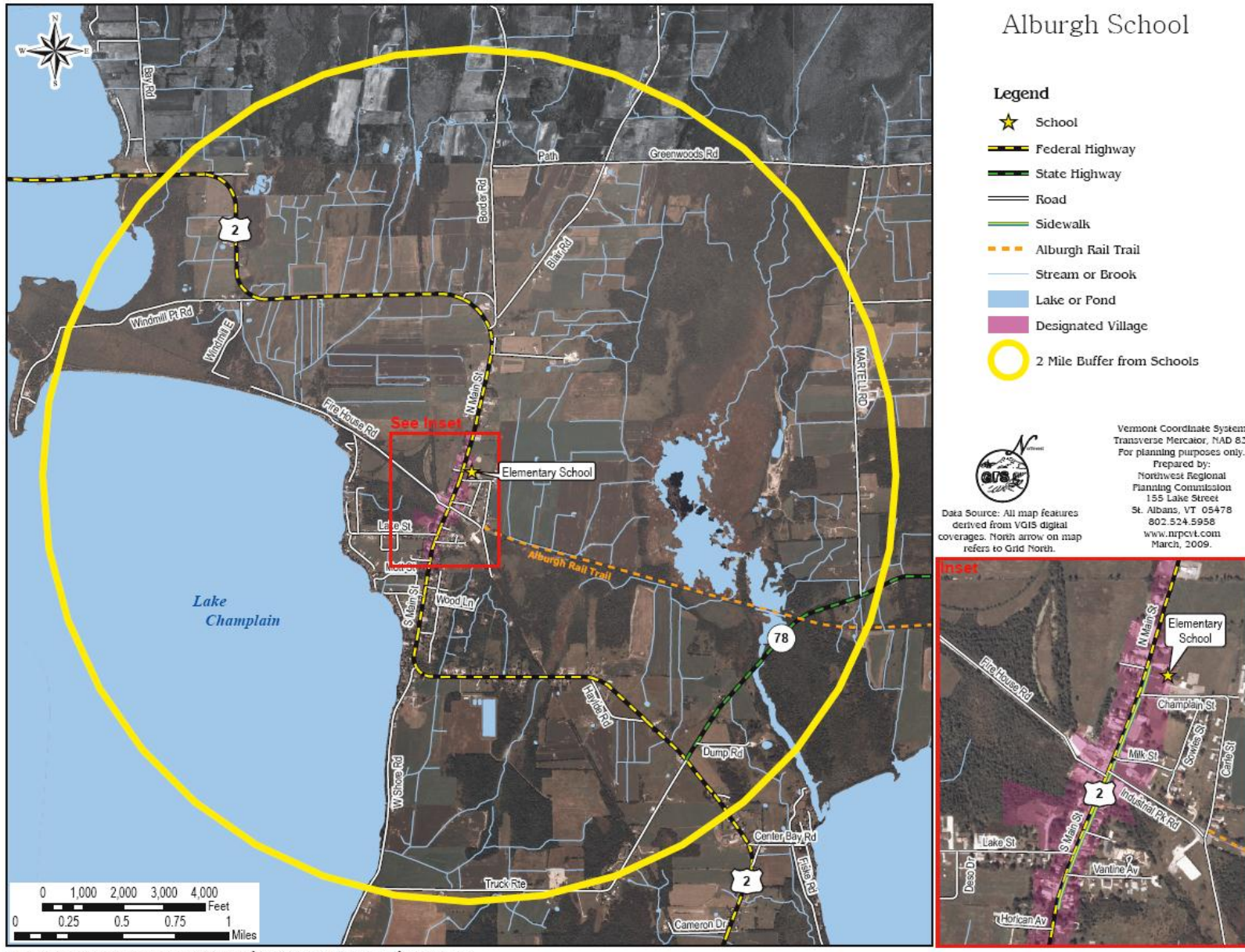
Plans for additional sidewalks are underway in the Village through funding from VTrans to improve pedestrian safety. The project includes extending, repairing and connecting targeted sidewalk segments from Peterson Place to the Alburgh Community Education Center, a

crosswalk and bulb out at Peterson Place to the Congregational Church.

Although Route 2 (Main Street) through Alburgh experiences frequent use by visiting cyclists there are currently no striped bicycle lanes in town. Route 2 does have a paved shoulder which is considered a “bike facility” according to Vermont Agency of Transportation. The

DRAFT

Figure 3: Two mile radius of School





condition and adequacy of the shoulder along Route 2 is variable.

The Alburgh Rail Trail could be a major asset to Bicycle and Pedestrian Travel in the Town as well. The trail broadly runs east/west out of Town. The shared use path extends over several miles along the former Rutland Railroad right of way. However, local feeling about the Rail Trail is that in its current unmaintained, unpoliced, underused state, it is a dangerous place for children to be, as it is used for illegal activity and there is little law enforcement thereon.



**ALBURGH TOWN OFFICE**

## Crosswalks

While there is crosswalk signage on Main Street located just north and south of the school, there are currently no striped crosswalks within the immediate vicinity of the School. Two striped crosswalks are proposed as part of the VTrans streetscape improvement project [described on page 8](#).

There is one Crossing Guard currently employed by the School District posted in front of the school at the intersection of Champlain Street and Main Street.

## Travel Patterns

As previously mentioned, the school is located in the Village and students travel from all directions around town and from within the Village to reach the school. From all directions students walking arrive at the school via Main Street (Route 2), with the exception of coming from the neighborhood to the north east, where they might use Carle Street or Sowles Street.

Because so many students ride in family vehicles or the school bus, traffic on Main Street increases significantly around school arrival and dismissal times. This creates a negative feedback cycle as parents perceive the area as less safe due to the amount of traffic and then drive their child, contributing to the traffic. This can be difficult to overcome, especially where sidewalks are not available. The presence of a crossing guard at peak traffic times and busy intersections can provide a safer environment for walkers and bicyclists.

With the exception of students living within the Village boundary, all ACEC students are offered busing, although some bus routes can take up to 40 minutes or more and require students to be ready long before school starts. This also contributes to parents driving their children in private vehicles.

## Current Travel Behavior

### Spring 2011 Parent Survey Results

The parent survey was sent home with each student in June of 2011 and handed out at the Evening of the Arts. A total of 54 surveys were returned. While almost half (44%) of respondents indicated that their

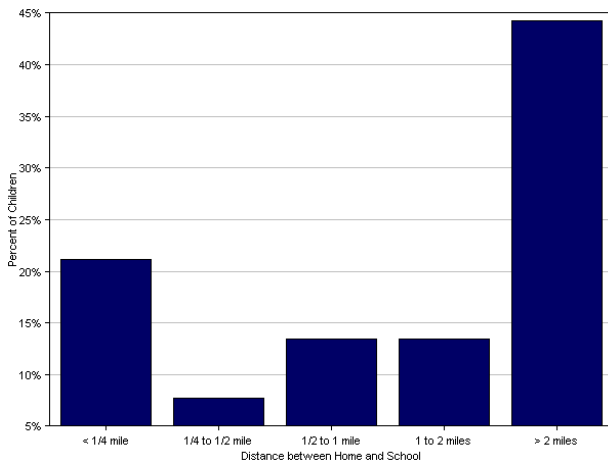


child lives more than two miles from the school, at least 25% live within ½ mile of it.

[Insert Photo of school buses, kids walking after school]

Ranking of Travel Modes to and from School	
<i>Travel Mode to School:</i>	
1. Family Vehicle	<b>45%</b>
2. School Bus	<b>34%</b>
3. Walk	<b>13%</b>
4. Carpool	<b>8%</b>
5. Bike	<b>0%</b>
<i>Travel Mode from School:</i>	
1. School bus	<b>42%</b>
2. Family vehicle	<b>40%</b>
3. Walk	<b>15%</b>
4. Carpool	<b>4%</b>
5. Bike	<b>0%</b>

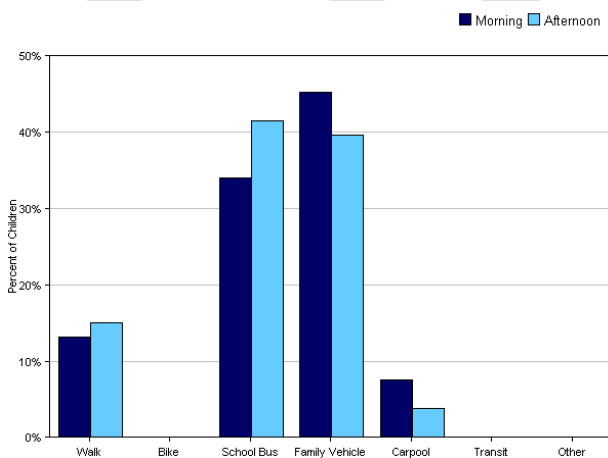
Estimated Miles from Home to School



Traffic speed and distance from school were the two most commonly stated issues reported to affect the parents' decision to not allow their child to walk or bicycle to school. **Traffic speed** along the route to school was indicated by **81%** of parents, and **distance** by **81%** of parents.

Closely following those issues were the **amount of traffic** along the route (**78%**) and **weather/ climate** (**63%**) that affected respondents decision to allow there child to walk or bike to school. The lack of **sidewalks or pathways** along the route was the fourth ranked issue (**59%**).

Travel Mode to and From School



Those who responded also indicated that **time** (**48%**), **safety at intersections and crossings** (**44%**), **violence and crime** (**44%**) are also issues that affect their decision not to let their child walk or bike to school.

Parents reported that 21 children (39%) of the 54 respondents have asked permission to walk to/from school. A majority (63%) of parents responded that they would feel comfortable allowing their child to walk or bike to school at an older age while 37% responded that they would not feel comfortable about their child walking to school at any age.

Some parents provided written comments, which primarily relayed their concern about the lack of complete sidewalks in the Village and general safety. Comments also suggested that the Town should bring back busing in the Village, and that there should be an additional crossing guard along the route.

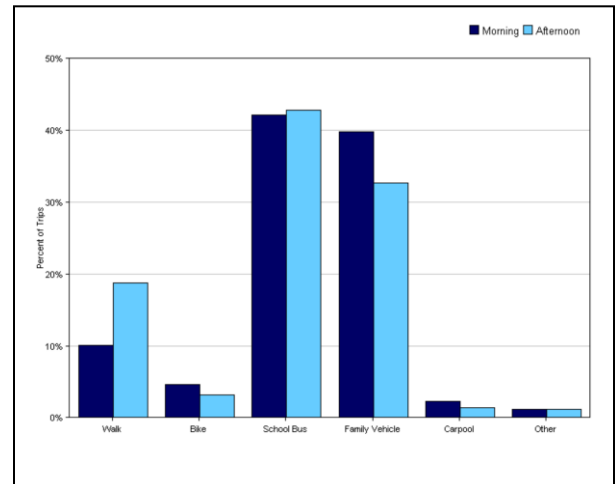
Looking back at the Parent Survey, 21% of respondents' children live within ¼-mile of ACEC and 39% of kids have asked permission to walk or bike to/from school. It seems that there is an incredible opportunity for Alburgh to increase the amount of kids walking and biking to school if ACEC can address the existing safety issues through better infrastructure and safety education.

### Spring 2011 Student Tallies

Student travel tallies are designed to randomly assess the mode of transportation that students use to travel to and from school. Teachers were asked to have students indicate by a raise of hands how they travelled to and from school that particular day.

The 3-day tallies were conducted in 10 classrooms. A majority of students either rode the school bus to and from school or were driven alone on the days the tallies were taken. 10%-20% of students walked and 3-5% biked, and 1%-2% carpooled on these days.

### Travel Mode to and from School



School community members and parents both expressed concern that vehicle speed and volume of traffic on roads around the school posed a safety risk to bicycle and pedestrian travel. Main Street has a reduced speed limit during school hours; however, motorists may not always reduce their speed.

### Current Programs in Place

Alburgh Community Education Center provides a variety of different programs aimed at increasing physical fitness, building safety skills and self-awareness, and strengthening student involvement in and connection to the community. These programs support the Safe Routes initiative and include:

- ☞ President's Physical Fitness Challenge
- ☞ GRACE after school program that encourages biking, walking and running
- ☞ Girls on Track program
- ☞ Yoga and Dance Instruction
- ☞ Golf
- ☞ Cheerleading



**Alburgh Dunes State Park**

## Community Support

Communities that form Safe Routes partnerships with schools usually experience increased participation and longer lasting effects in improving the safety of students walking and biking to school. Alburgh has several community assets that can contribute to the Safe Routes to School program goals.

The 625-acre Alburgh Dunes State Park boasts the longest beach in Vermont, including walking and biking trails within its border, in addition to a beach and other opportunities for physical recreation. It is, however, located over 5 miles from the school.

The Public Library is located on Main Street within the Village and just a few blocks from the school. This can serve as an excellent resource for continued encouragement of healthy activities.

As noted earlier, the Town is in partnership with VTrans for a streetscape improvement project, which will improve pedestrian facilities in town including extending, repairing and connecting targeted

sidewalk segments from Peterson Place to the Alburgh Community Education Center, and adding a crosswalk and bulb out at Peterson Place to the Congregational Church.

In addition, the 2011 Alburgh Town Plan strongly supports the development of programs and facilities that promote good health and pedestrian and bicycle access and safety, particularly the development of sidewalks, paved road shoulders, and paths for people and non-motorized vehicles.

For many years the Town has been planning to develop public property into a recreation area to provide a safe, accessible place for families and kids to swim in the warm weather. This was listed as a five year priority action item in the 2011 Alburgh Town Plan.

Another Action Item in the 2011 Town Plan is to improve the Health Center and other non-profits to offer expanded health care services, a pharmacy, drugstore and dental care to townspeople.

## Barriers to Walking, Biking and Carpooling

Responses to the Parent Survey indicate that distance from the school is a major barrier to walking and biking to school for many families. While the 21% of families surveyed that live in the Village boundary present a major opportunity, the reality is that 44% of students live more than two miles from school and thus, walking is really not feasible for them. Despite living outside of the Village, programs can be implemented that still provide physical activity and reduce congestion in the Village during peak travel times.

Speed and amount of traffic along

school routes are also commonly stated as barriers to students walking and biking. Municipal governments can help to regulate these factors with speed ordinances. The amount of traffic is a difficult because it is part of a feedback loop. With more traffic, fewer parents allow their children to walk thereby creating more traffic which further contributes to the negative impact of traffic.

## Social Barriers

44% of parents who responded to the survey reported that concern about possible violence and crime prohibited them from allowing their children to walk or bike to school. While crimes against children are a valid concern, actual crime rates should be evaluated. If actual crime rates are high, additional Law Enforcement presence should be considered.

An additional barrier that teachers have mentioned is that some students do not think it is 'cool' either to walk, bike or wear a helmet. While it may take some time to change this thinking, schools can 1) enforce helmet rules and 2) take a long term approach with a safety campaign and marketing effort. Parents are of primary importance in requiring their child's use of helmets. Thus parent education should be considered.

## Lack of Sidewalks and Connectivity

Sidewalks exist along portions of Main Street (Route 2) in the Village but they are not on both sides of Main Street, forcing pedestrians to cross the street to stay on a sidewalk. As a result, crossing the road to

reach the sidewalk becomes an additional barrier.

Specific locations where sidewalks do not exist but a need has been identified is on Main Street from Peterson Place to the school.

## Lack of or Inadequate Crosswalks

Part of the VTrans streetscape improvement project will include a crosswalk and bulb-out for safer crossing at Peterson Place to the Congregational Church as well as a crosswalk in front of the school from Champlain Street across Main Street. The project should consider designing the school crosswalk to include a bulb-out as well, to increase crossing safety.

There is currently a Crossing Guard at the intersection of Champlain and Main Streets in the afternoons, which the school has deemed sufficient.

## Lack of Connectivity

Once the streetscape improvement project is complete, Main Street in Alburgh Village will have sufficient pedestrian connectivity. Outside of the Village it becomes more of an issue. Connecting the sidewalks to paths and neighborhoods elsewhere would improve safety for walking and biking.

Some routes noted as in need of improvements and better connectivity are:

- ✓ From one side of the street to the other in front of the school.
- ✓ On the residential streets in the village.

## Conflicts with Vehicles



The amount and speed of traffic along routes to school was commonly stated as a reason they would not feel comfortable allowing their children to walk.

Rural routes with higher speed limits pose a particular barrier; however, in the Village and close to the school, speed limits are lower and there are some sidewalks to help limit potential conflicts. Improved sidewalks, bulb outs, crosswalks, signage and the addition of crossing guards would further decrease conflicts with vehicles.

The amount of traffic on Main Street and Champlain Street during peak times especially dismissal is also a concern. Both private family vehicles and school buses line Champlain Street waiting for students. After leaving the school traffic gets backed up at the intersection with Main Street because it can be difficult to make a left turn.

DRAFT

Figure 4: Existing Sidewalk Locations



# Summary of Supporting Studies

## Alburgh Town Plan

Alburgh adopted a new Town Plan on July 26, 2011. The plan features several policies aimed at improving pedestrian and bicycle facilities and infrastructure. The plan also includes policies and objectives related to public health.

## Alburgh Streetscape Improvement Project

This project was initiated in 2007 by the Town and VTrans along with Economic Development Association and is now being managed by NRPC. The project will improve pedestrian facilities in town including extending, repairing and connecting targeted sidewalk segments from Peterson Place to the Alburgh Community Education Center, and adding a crosswalk and bulb out at Peterson Place to the Congregational Church. Construction for this project is expected to commence in 2013-2014.

# Actions and Solutions

## Travel Goals

In implementing the Safe Routes to School program, the primary goals of ACEC, the community, and NRPC are to encourage and educate students about walking and bicycling safely to school as well as reducing traffic in the school environment to reduce carbon emissions and improve safety.

## Strategies

The Safe Routes team members have identified the following strategies to improve safety and increase the number of students that walk or bike.

## Educating Travelers

Education programs teach students how to walk and bicycle safely and inform adults how to drive more safely around pedestrians and bicyclists.

- ❑ Include or continue to include biking, walking and running as options in the after school program.
- ❑ Continue to educate students about safety in Physical Education class. And provide materials for students to share with parents such as the *Walk Smart/Bike Smart Vermont! Curriculum*.
- ❑ Share bicycling and walking safety checklist with parents to bring awareness and encourage families to determine the safety of their routes to school;
- ❑ Educate drivers outside of the school community through newspaper articles (e.g. Islander or Front Porch Forum)
- ❑ Continue to increase awareness in the community about the Safe Routes to School initiative.
- ❑ Build partnerships in the community to increase education.

## Encouraging Change

Encouragement programs can help walking, bicycling and carpooling more appealing and popular to families. Focus on fun and excitement for students.

Plan and implement two Walking School Buses before the end of the

2011-12 school year and encourage families living outside the village to participate.  
 Develop parent incentives – such as a once a month coffee for parents walking their child to school.  
 Continue to explore opportunities in the school to create incentives for students who walk or bike such as water bottles, lanyards, and banners.  
 Coordinate a “Story Walk” for students to use the fitness path or Rail Trail and stop at different stations for a few pages of a book.  
 Continue to offer after school options related to walking and biking.  
 Encourage organizers of afterschool programs to assist parents in forming carpools.

## Enforcing Rules and Laws

Enforcement programs will help protect children walking and bicycling and improve driver behavior (slower speeds, increased yielding to pedestrians).

- ❑ Encourage families who do walk to support other walkers and bikers
- ❑ Work with law enforcement to increase presence at drop-off and pick-up.
- ❑ Set campus expectations and possibly consequences and rewards related to wearing a bike helmet.
- ❑ Use positive reinforcement to encourage responsible pedestrian and bicycle behavior among the students and families at Alburgh;
- ❑ Work with Grand Isle Sheriff to install a Speed Trailer so drivers can monitor their driving speed.
- ❑ Find a resource for “Green Turtle” signs that can be placed near the road to provide traffic calming on US Rte 2.

## Engineering Safe Places

Engineering infrastructure deals with the built environment and places to walk or bike. Improving infrastructure for vehicles, bicyclists and pedestrians can improve safety, enabling more children to walk and bike.

- ❑ Become a partner with the VT Safe Routes to School Resource Center for long term program support and to be eligible for infrastructure grants.
- ❑ Continue to take part in the planning process for the VTrans Streetscape Improvement Project and take part in planning for other sidewalks or bike lanes and maintenance of existing infrastructure.
- ❑ Ensure that routes commonly used by walkers and bikers are adequately marked and maintained.
- ❑ Advocate for changes in road design to favor bicycle and pedestrian travel.
- ❑ Recruit parents or retirees to be “eyes on the street” from their home during arrival or dismissal times.
- ❑ Revive the “Caught Being Good” program (with the help of the Grand Isle Sherriff) and get the word out about it.
- ❑ Provide free or reduced cost bicycle lights, helmets, bike flags, or other safety gear through Safe Kids Vermont.

## Evaluation

Evaluation is used to identify which strategies are working well and which are not going as planned and why.



- ❑ Work with Northwest Regional Planning Commission to set up traffic counts on streets that access the school to collect data about traffic volume, speed, and type.
- ❑ Track whether the number of people participating in Safe Routes to School and other walking, biking or carpooling programs increases.
- ❑ Survey students each fall to determine if more students are bicycling, walking or carpooling to school and to determine if/when existing walkers and bicyclists feel safer.
- ❑ Determine the barriers that prevent more families from carpooling.

DRAFT

## Plan Approval Signatures

This School Travel Plan was duly adopted by the Alburgh Town School Board as well as the Town of Alburgh Select Board.

---

Chair, Town School Board

---

Alburgh School Board Member

---

Alburgh School Board Member

---

Alburgh School Board Member

---

Alburgh School Board Member

DRAFT

**For more information about Safe Routes to School, contact:**

**In Alburgh:**

SATEC, Principal, Angela Stebbins, (802) 524 – 7191

**In Franklin and Grand Isle Counties:**

Northwest Regional Planning Commission, Katelin Brewer-Colie, (802) 524-5958 or [kbrewercolie@nrpcvt.com](mailto:kbrewercolie@nrpcvt.com)

**In Vermont:**

Abby Mattera, State Outreach Manager; (802) 598-8651; [abby@saferoutesVT.org](mailto:abby@saferoutesVT.org); [www.saferoutes.org](http://www.saferoutes.org)

---

Chair, Alburgh Select Board

---

Select Board Member

---

Select Board Member

---

Select Board Member

---

Select Board Member

DRAFT