

VERMONT Safe Routes to SCHOOL



Burke Town School

Safe Routes to School Travel Plan

September 2012



Prepared with assistance from the VT SRTS Resource Center

SafeRoutesVT.org

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INTRODUCTION

This Travel Plan represents the work of the Burke Town Elementary School Safe Routes to School (SRTS) Team. Our school is a Silver Level Partner with the Vermont Safe Routes to School Resource Center. We believe creating and maintaining this Travel Plan is a good way to ensure an on-going Safe Routes to School program at our school.

A SRTS team consisting of parents, teachers, and other community stakeholders provided input, guidance, and oversight in writing our plan.



The ideas and recommendations developed during this process will guide us in creating a well-balanced approach to building our SRTS program at Burke Town School. Our school team will use this document as a resource to plan our encouragement, education, enforcement, and evaluation efforts with assistance from the VT SRTS Resource Center.

The Vermont Agency of Transportation (VTrans), through the Vermont SRTS Resource Center, has provided technical assistance in producing this plan. With the help of the Resource Center, we have identified infrastructure

The Five E's

SRTS combines many different approaches to make it safer for children to walk and bicycle to school and to increase the number of children doing so.

Engineering strategies create safer environments for walking and bicycling to school through improvements to the infrastructure surrounding schools. These improvements focus on reducing motor vehicle speeds and conflicts with pedestrians and bicyclists, and establishing safer and fully accessible crossings, walkways, trails and bikeways.

Education programs target children, parents, caregivers and neighbors, teaching how to walk and bicycle safely and informing drivers on how to drive more safely around pedestrians and bicyclists. Education programs can also incorporate health and environment messages.

Enforcement strategies increase the safety of children bicycling and walking to school by helping to change unsafe behaviors of drivers, as well as pedestrians and bicyclists. A community approach to enforcement involves students, parents or caregivers, school personnel, crossing guards and law enforcement officers.

Encouragement activities promote walking and bicycling to school to children, parents and community members. Events such as Walk to School Day, contests such as a Frequent Walker/Bicyclist challenge, or on-going programs such as a Walking School Bus or Bicycle Train can promote and encourage walking and bicycling as a popular way to get to school.

Evaluation is an important component of SRTS programs that can be incorporated into each of the other E's. Collecting information before and after program activities or projects are implemented allow communities to track progress and outcomes, and provide information to guide program development.

- Excerpted from "Safe Routes to School: A Transportation Legacy", the report of the National Safe Routes to School Task Force

improvements that would have a positive impact on walking and biking to school. These infrastructure recommendations are considered planning level and will require further engineering analysis to determine feasibility. It is our hope that our recommendations can be the basis for grants and/or improvements initiated by the Town of Burke.

Members of the Burke Town School Travel Plan Team	
Stacy Rice Principal	Lisa Gray PE Teacher
Marc Brown Facilities Manager	Sam Sanderson Town Selectman
Rachel Roy PTO President	Dean Shatney Caledonia County Sheriff
Tim Tierney Kingdom Trails	Beth Amodeo School Admin Assistant
Gail Aloisio Planner, NVDA	Tony DeMasi Burke Town School Board

TEAM VISION

The SRTS program at Burke Town School aligns with the community's efforts towards promoting walking and biking. The SRTS program goals of combining engineering, education, enforcement, evaluation, and encouragement strategies (also known as the Five E's) to improve the safety and health of students who walk and bike to school, fit our school and town values perfectly.

Our vision for Burke Town School (and the surrounding neighborhoods) is:

- To provide a safe walking and biking experience along and across Burke Hollow Road
- To be a place where parents feel that their children are safe on all roads
- To be better connected with the Kingdom Trail network of paths as potential routes to school
- To be a school that has many opportunities for students to travel by foot or bike

This Travel Plan outlines our school's intentions for making walking to and from school more sustainable and safer for students and the community. Through our SRTS program we hope to reach ##### of our students walking or biking to school during year one and ##### of our

students walking or biking to school for year two. We believe this goal is attainable through developing and participating in park and walk sites within the community.

In developing and participating in the SRTS infrastructure and non-infrastructure projects, Burke Town School hopes to reach a rate of at least %%% of its student population through the next year, commuting by walking or biking to school.

ABOUT THIS PLAN

Our SRTS team met three times with the VT SRTS Resource Center to develop and adopt this SRTS Travel Plan. Each meeting provided education on the benefits of SRTS and highlighted successful program components and strategies. The “engineering meeting” included a guided walk audit of the areas around our school. We also discussed education, encouragement, enforcement, and evaluation strategies which helped identify needed and complimentary programs to support proposed engineering strategies.

Meeting Date	Content and Outcomes
August 2012	Kick-off Meeting: How the VT SRTS Travel Plan Works <ul style="list-style-type: none">- Award of the planning assistance grant- Overview of the planning process Engineering Meeting <ul style="list-style-type: none">- Team visioning- Opportunity and barrier discussions- Walk audit
September 2012	Plan Review <ul style="list-style-type: none">- Reviewed the draft plan- Observed arrival and dismissal- Identified roles and continued steps for non-engineering recommendations
October 2012	Plan Adoption <ul style="list-style-type: none">- Adopted Plan- Discussed continuation of non-infrastructure recommendations

TRAVEL PLAN CONTEXT

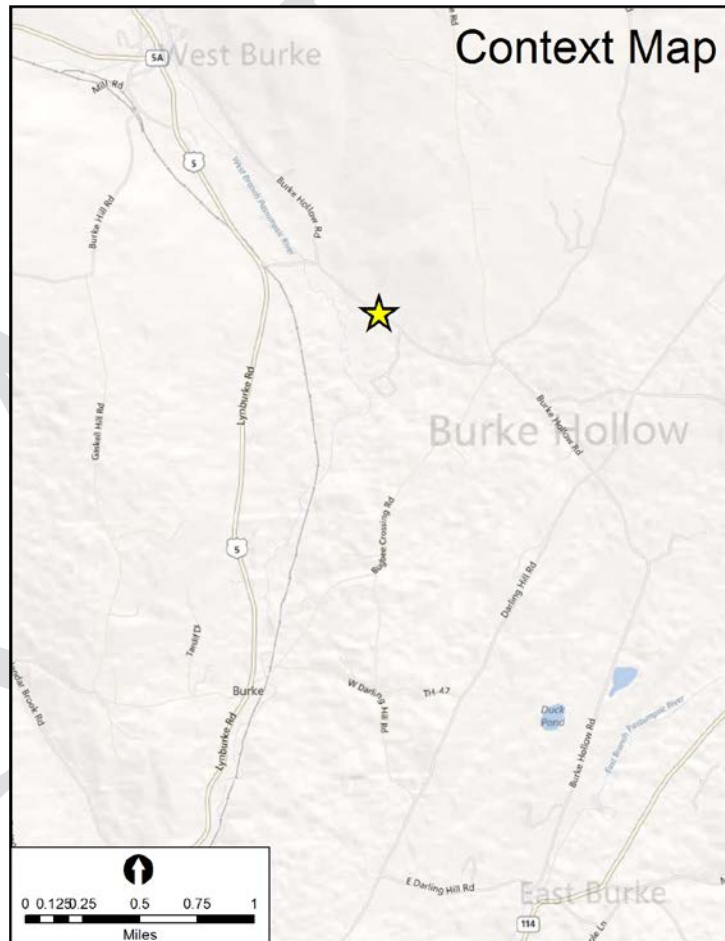
BURKE TOWN SCHOOL AND TOWN OF BURKE OVERVIEW

Burke Town School is located in Burke, VT, a small town comprised of the villages of East Burke, Burke Hollow, and West Burke in Vermont's Northeast Kingdom. The Town of Burke is known for its wide and diverse range of outdoor activities from skiing on Burke Mountain, to mountain biking, hiking, and cross-country skiing on over 110 miles of trails maintained by the non-profit group Kingdom Trails.

Burke Town School is located in the village of Burke Hollow on Burke Hollow Road, a class two local roadway which acts as a major connection between West Burke and East Burke. The areas surrounding the school are primarily natural with low-density residential interspersed. The speed limit on Burke Hollow Road is 30-40 mph and has two 11-foot travel lanes with no paved shoulders. Near the school, the posted speed limit is 25 mph. All students biking or walking to school must use Burke Hollow Road.

The SRTS program at Burke Town School is a key component in the school's efforts to improve the health of its students and community. It builds on the Town's strong inclination toward outdoor recreation and passion for biking and hiking.

Vermont passed Complete Streets legislation which took effect July 1, 2011. Complete Streets policies ensure that state and local transportation agencies consider all users in the design and operation of the right of way to make roads safer and more accessible for all users regardless of age or ability. Complete Streets policies working in tandem with the SRTS travel plan will continue Burke's walkable, bikeable, and sustainable approach.



The star identifies the location of Burke Town School.

Location of Burke Town School indicated by star

CURRENT SCHOOL DEMOGRAPHICS

Our school had a total of 183 students enrolled for the 2011-2012 school year. Our school serves grades K-8. **Burke Town School provides busing to all enrolled students.**

Demographic	Count	Percentage of student body
Free/Reduced Lunch	X	%
Students with Disabilities	X	%
Limited English proficient students	X	%
Distance From School		
Students living within 1/4 mile of school	X	%
Students living within 1/2 mile of school	X	%
Students living within 1 mile of school	X	%
Students living within 2 mile s of school	X	%
Students in grades K-3	X	%
Students in grades 3-6	X	%

CURRENT STUDENT TRAVEL MODES

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Percentage of Student Body (AM)	2%	2%	47%	45%	3%	0.7%	0%
Percentage of Student Body (PM)	0.5%	2%	62%	32%	3%	0.5%	0%

Data based on SRTS Student Tallies administered in Spring 2012

SCHOOL ARRIVAL AND DISMISSAL PROCEDURES

Burke Town School relies on policies, practices, and support activities to ensure a safe and orderly process for arrival and dismissal, regardless of how students travel to school. **Parents are reminded of these procedures in the student handbook and in newsletters that are mailed to students' homes.**

The morning bell for Burke Town School rings at 8:00 am. Three buses serve the school – Bandy's Bus, Chappy's Bus, and Pam's Bus. All buses arrive to school at 7:45-7:50 am in addition to an early run by Bandy's Bus which arrives at 7:35 am before heading out again for its regular round of pick-ups.

Students walking, biking, and travelling by car arrive staggered before school starts – typically between 7:20 am and 8:00 am.

Students travelling by bike currently park at the rear of the main building. In the future, bike parking will be relocated to the front of the main building for easier access. Burke Town School has purchased a new bike rack that can accommodate 18 bikes.

Dismissal procedures begin at 2:50 pm with bus riders leaving first. Car pickup follows at 2:55 pm. Walkers and bike riders are dismissed last at 3:00pm.



Location of future bike parking in front of Building One

Arrival		
Travel Mode	Procedure	Time
Walk	Arrive staggered.	7:30-8:00 am
Bike	Arrive staggered	7:30-8:00 am
School Bus	Arrive at designated times	7:35 am and 7:45-7:50 am
Family Vehicle	Arrive staggered.	7:20-8:00 am
Dismissal		
Travel Mode	Procedure	Time
Bus	NA	2:50 pm
Family Vehicle	NA	2:55 pm
Walk	Students walking are dismissed last so that they may walk safely along Burke Hollow Road after the majority of vehicles have left.	3:00 pm
Bike	Students riding bikes are dismissed last so that they may ride safely along Burke Hollow Road after the majority of vehicles have left.	3:00 pm

EXISTING TRAVEL HABITS

Students travel from all directions to Burke Town School, but primary access to the school grounds occurs via Burke Hollow Road. On September 25, 2012, (the day of our safety observation) ●● students were observed bicycling to school and ●● students walking to school.

Parents of students who drive their children to school, listed the following reasons for doing so (the factors are listed from most to least influential):

- Speed of traffic along route
- Amount of traffic along route
- Distance
- Sidewalks or pathways are not present along entire walking route
- Safety of intersections and crossings
- Weather or climate
- Adults to bike or walk with
- Time
- Child's participation in after school programs
- Convenience of driving
- School crossing guards are not always present at key intersections along walking route



Burke Hollow Road is a key walking route for children and crossing it is a major concern.

(Data based on SRTS Parent Survey results administered in MONTH 2012)

The parent surveys (collected in MONTH 2012) showed that if some of the conditions listed above were changed, they would reconsider allowing their children to walk to school. Many of the issues in the list above can be addressed with either infrastructure or non-infrastructure strategies (or in some cases both). We kept these concerns in mind when picking the strategies that we want to accomplish this school year, 2012-2013.

KEY ISSUES

The team identified the following barriers when developing this Travel Plan:

Issue: A lack of marked crossings, shoulders, and challenging sight lines, as well as relatively high observed vehicular speeds are present on Burke Hollow Road.

Appropriate sidewalks or shoulders are not present on Burke Hollow Road. Marked crosswalks are also not present. In particular, the team noted a direct need to cross Burke Hollow Road safely in front of the school.

The Town of Burke had previously conducted a study in order to improve pedestrian and biking conditions along Burke Hollow Road from East to West Burke. The study sought recommendations for a shared-use path along the roadside, however the result was a proposal for 4-5 foot wide shoulders on either side of the roadway. The study also proposed a crosswalk in front of the school.



Crosswalk markings are absent along Burke Hollow Road.

State guidelines, however, recommend against crosswalks on rural roads like Burke Hollow Road as they are usually unexpected by motorists and do not provide the intended level of protection for crossing pedestrians.

These projects have not yet been implemented by the town as the required distance combined with construction costs have been so far prohibitive.

Issue: An overall lack of sidewalks along key walking routes deters parents from allowing their children to walk to school.

Burke Hollow Road and much of East and West Burke lack sidewalk infrastructure. Sidewalk maintenance costs are prohibitive in some areas of town where pedestrian usage does not justify the expenditure. Currently, sidewalks along Railroad Street in West Burke are scheduled for demolition as a result of disuse. In East Burke, however, sidewalks along a major portion of Route 114 are being restored and constructed to provide pedestrian access to town amenities and improving access to school bus stops.

Issue: The lack of a connected network of off-road paths on which students and parents can travel to school.

Burke is known as a hot spot for mountain biking in the region due largely to the vast network of high quality mountain bike trails (110+ miles) maintained by Kingdom Trails. While a large network of trails does exist, little if any of it may be suitable for student use since it is mostly for recreational purposes and not of appropriate quality for general travel. Many trails are remote and parents would not feel comfortable sending children to school on them unaccompanied by an adult. Furthermore, the school has expressed no desire for Kingdom Trails users or others to be connected to or travel on school property due to safety concerns. Nevertheless, there may be

opportunities in the future to formalize trail access to the school from nearby neighborhoods, or bypassing dangerous roads or intersections.

OVERVIEW: TRAVEL PLAN RECOMMENDATIONS

This Travel Plan is comprised of several sections detailing activities and programs for our school to implement now and projects for us to develop over time with local officials.

Non-Engineering Plan

This Travel Plan identifies best practice education, encouragement, enforcement, and evaluation activities and programs suitable for our school. Information on the advantages and considerations for each strategy, and resources to help us implement each, are included in the **Appendix G**.

16-Month SRTS Activity Calendar

Our team will pursue a smaller subset of items in the non-engineering plan during the next 16 months. We will review our work periodically, adding additional activities that will continue the SRTS program momentum.

Engineering Recommendations

With assistance from the Vermont SRTS Resource Center, we have identified short, medium and long-term engineering treatments to make walking and bicycling to school safer for our students.

Snow Removal Toolkit

Snow, sleet, slush, ice, and rain impact all modes of transportation, and the timely clearance and removal of the elements are essential for the functionality and accessibility of a Safe Routes to School program. A Snow Removal Toolkit can better inform communities about snow removal policies and procedures, and to provide tools to increase compliance and safety. Snow removal recommendations are located in **Appendix H**.

NON-ENGINEERING TRAVEL PLAN

We identified a number of activities and programs to promote walking and biking to school. These activities and programs, while grouped by “The Five E’s”, are dependent upon each other for their individual success. We plan to work on our highest priority programs this year, following up with other programs in successive years. We used the timeframe below to determine when to initiate programs:

Type	Short	Medium	Long
Encouragement, Education, Enforcement, Evaluation	<i>What we plan to do this school year</i>	<i>What we plan to do next school year</i>	<i>What we plan to do starting in two years</i>

Burke Town School currently organizes and participates in a multitude of programs that engage the student population with activities that promote walking and a healthy lifestyle. Some activities that the school is taking part in or has already established are:

- Organizing a three-day WalkSmart/Bike Smart Vermont! Curriculum training through Local Motion to make sure students have the skills needed to stay safe while walking and biking to school
- Kingdom Sense of Place workshops to teach safe mountain biking skills to students in grades 2 through 8.
- International Walk to School Day and Vermont Walk and Roll to School Day are on school calendar for the upcoming year, with hopes of repeating the highly successful events held last year.

EDUCATION STRATEGIES

The education strategies included in our 16-month activity calendar are aimed at providing all students with safe pedestrian walking skills. Our education activities this year will include:

- Scheduling a kindergarten bike safety day each year (October)
- Distributing the town pamphlet of existing walking trails
- Providing walking and bicycling safety materials to parents through backpack mail
- Helmet distribution and education each spring

Other education strategies we will work on after this year are:

- Continuing to engage Kingdom Trails for assistance educating students on safe biking and mountain biking skills
- Incorporating Walk Smart/Bike Smart Vermont! curriculum into 2012/2013 school year
- Sharing tips and tools on school's website and/or newsletter

- Providing free or reduced cost bicycle helmets

ENCOURAGEMENT STRATEGIES

Encouragement strategies included in our 16-month activity calendar will help students and their parents feel more comfortable and confident about walking and bicycling to school. Our encouragement activities this year will include:

- Continuing to participate in Kingdom Sense of Place workshops
- Continuing International Walk to School Day and Vermont Walk and Roll to School Day activities
- Developing a program for students to walk during recess
- Encouraging the use of park/walk sites for walking school buses and bike trains
- Utilizing the VT SRTS Resource Center incentive items and implementing our own items for biking/walking to school



Encouragement of existing off-road paths is a priority for this Travel Plan.

ENFORCEMENT STRATEGIES

Our SRTS enforcement strategies are aimed at both changing the behavior of drivers and making the neighborhood safer and more secure for students walking to and from school. Our enforcement activities this year will include:

- Working with local enforcement officers to better communicate and address unsafe behaviors
- Providing positive reinforcement to students displaying safe and healthy behaviors (Caught Being Good Program)
- Temporary speed trailer/feedback machine for Burke Hollow Road



Enforcement of existing town policies will have a major role in this Travel Plan.

EVALUATION STRATEGIES

Evaluation is an important component of our SRTS program. We plan to regularly complete in-classroom student tallies, and evaluation tools, such as the student tally and parent survey forms provided by National Center for Safe Routes to School (NCSRTS). We first administered these in October 2011, which provided base line information on student travel behavior. Subsequent student tallies were completed in May of 2012. Over the course of a school year Burke Town School was able to increase the number of bikers by 1%! Parent surveys will help us measure the effectiveness of SRTS efforts over time and will be completed in the Fall of 2012.

We will continue to conduct annual walk audits to evaluate the existing walking and biking environment as well as monitor the progress of recommended projects.

Other evaluation strategies we will work on after this year are:

- Administering the parent surveys annually to capture opinions of new parents and change in overall parental perceptions
- Collecting student tally data each year to measure progress towards goals
- Keeping the SRTS Travel plan updated and use it as tool for increased SRTS activities

Evaluation Tool	Leader	Schedule
Parent Surveys	PE Teacher/Principal	Annually, two weeks before school
Student Tallies	PE Teacher/Principal	Annually Spring and Fall
Walk Audits	SRTS Team	Annually, within first two months of school

ENGINEERING TRAVEL PLAN

Our goal for engineering improvements is to improve the physical environment along existing walking routes that students use. Engineering improvements generally fall into three categories: providing sidewalks and paths, improving crossings, and infrastructure projects associated with improving the safety and efficiency of school drop-off and pick-up practices. Descriptions of typical engineering recommendations can be found in **Appendix B**.

We recognize that infrastructure improvements can take time to complete and are a collaborative effort between Burke Town School, the Town of Burke and potentially the Vermont Agency of Transportation (VTrans) to implement the projects. The following short,

medium and long timeframes are a guide for anticipated project completion, but actual timeframes may vary:

Short term	Within 2 years
Medium term	Within 5 years
Long term	Longer than 5 years

The team prioritized the infrastructure improvements as high, medium, or low. The factors affecting this ranking include:

- Locations with specific safety concerns
- Locations along existing student walking or bicycling routes, or with a significant number of school family residences
- Locations that are priorities for the school community

Engineering Recommendations for specific locations in the vicinity of Burke Town School can be found in **Appendix C**.

CONSIDERATIONS FOR DESIGN AND FUNDING

Design

- All infrastructure recommendations in this plan are considered “planning level” and will require further engineering analysis, design, or public input before implementation.
- Recommended changes to existing traffic patterns (adding a signal, adding a stop sign, changing lane patterns, etc.) will require a study to evaluate the potential impact that the recommendation could have on existing traffic conditions.
- Drainage, existing utilities and ADA compliance will need to be evaluated for all recommendations at the time of design. ADA guidelines recommend particular design features to accommodate persons with disabilities. ADA design considerations for curb ramps, sidewalks and paths, include appropriate slopes, landing areas, surface conditions, and use of detectable warning materials for visually impaired pedestrians, among other design features.
- Right-of-way was not evaluated as a part of this project. Recommendations assume that sufficient right-of-way exists or that a method to gain needed right-of-way will be identified as the project progresses.

- VTrans district office staff will be involved in the planning and design process for any recommendation made on the State system.
- All infrastructure recommendations should comply with federal, state, and local standards including the American Association of State Highway and Transportation Officials' Policy on Geometric Design of Highways and Streets and the Manual on Uniform Traffic Control Devices (MUTCD).
- Refer to the Vermont Pedestrian and Bicycle Facility Planning and Design Manual for guidelines on pedestrian and bicycle accommodations.

Funding

- A variety of funding sources may be used for the recommendations. For example, projects requiring right-of-way acquisition or existing utilities relocation are not typically eligible with SRTS funds, but may be funded through other sources.

More information on the types of projects eligible for SRTS funding through VTrans can be found online at: saferoutes.vermont.gov/getting_started/funding.

ATTACHMENTS

- A. Non-infrastructure Strategy Calendar
- B. Typical Infrastructure Recommendations
- C. Location-Specific Engineering Recommendations (Location Key and Recommendations Table)
- D. Burke Town School Student Population
- E. School Profile
- F. Student Travel Tally/Parent Survey Reports October 2011 and May 2012
- G. Non-Engineering Strategies Resource Guide
- H. Snow Removal Toolkit
- I. Infrastructure Strategies Resource Guide

Appendix C: Location-Specific Engineering Recommendations

SRTS engineering strategies create safer environments for walking and bicycling to school through improvements to the infrastructure surrounding them. These improvements focus on reducing motor vehicle speeds and conflicts with pedestrians and bicyclists, as well as establishing safer and fully accessible crossings, walkways, trails, and bikeways.

The following table provides a summary of the engineering strategies recommended for the Burke Town School. These recommendations were developed by Toole Design Group, LLC based on input from the Burke Town School SRTS Team. The table includes an estimate of the amount of time that is likely needed to implement the recommended improvements at each site (Estimated Time Frame). The table also indicates the priority of the proposed improvements at each site for the Burke Town School SRTS Team (Team Priority).

These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation and shall be in full compliance with the Manual on Uniform Traffic Control Devices for Streets and Highways, (MUTCD) Latest Edition adopted by the state.

The summary table provided below is followed by information about implementation and a map which shows where the recommendation sites are located in relation to the school.

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Description of Streets with Engineering Recommendations

Street name	Classification of Town Highways	Speed Limit	Curb/No curb & Surface
Burke Hollow Road	Class Two	30-40	No curb, asphalt
McDowell Road	Class Three	20	No curb, gravel
Bugbee Crossing Road	Class Three	35	No curb, gravel/asphalt

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Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<p>A</p> <p>Burke Hollow Road</p> <p>Burke Hollow Road is a two-way Class Two road with two, 11-foot travel lanes. The speed limit is 30 mph toward East Burke and 40 mph toward West Burke. School Zones of 25 mph exist on either side of the school.</p> <p>Burke Hollow Road is the only road that provides direct access to Burke Town School.</p>	<p>With students traveling from all directions to access the school, it is highly desirable for the community to have safe pathways and crosswalks to access the school.</p> <p>The lack of sidewalks and pedestrian crossings on Burke Hollow Road does not properly alert motorists that pedestrians are present and creates uncomfortable walking conditions for this corridor.</p>	A1. Construct ADA-compliant, 5-foot wide shoulders or a shared-use path along Burke Hollow Road from Bugbee Crossing Road to McDowell Road. If constructed in segments, first priority should be from the school towards West Burke. Shoulders must be constructed on both sides of the roadway, whereas a separated path should use the south-side of the roadway.	Long term	<p>☑ <i>Safety concerns.</i></p> <p>☑ <i>Existing walking or bicycling routes.</i></p> <p>☑ <i>Priorities for the school community.</i></p>	High
		A2. Install a high-visibility, durable, ladder-style crosswalk in front of the school across Burke Hollow Road if shoulders are constructed in A1. The crosswalk should be installed just to the SE of the school exit driveway connecting to the proposed pathway in B1.	Long term		
		A3. Install two high-visibility, durable, ladder-style crosswalks: one across the school entry driveway and one across the exit driveway.	Long term		
		A4. Install a removable in-street “Yield to Pedestrian within Crosswalk” placard within the crosswalk on the roadway centerline.	Long term		

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Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
A Burke Hollow Road (cont.)		A5. Install School Crosswalk Warning signage, S1-1 and W16-9p in advance of the crosswalk, and signs S1-1 and W-16-7p at the crosswalk.	Long term	<input checked="" type="checkbox"/> <i>Safety concerns.</i> <input checked="" type="checkbox"/> <i>Existing walking or bicycling routes.</i> <input checked="" type="checkbox"/> <i>Priorities for the school community.</i>	High
		A6. Install “SCHOOL” pavement markings on Burke Hollow Road 200’ in advance of the school driveways.	Short term		
		A7. Install solar powered speed feedback signage on existing school zone signs along Burke Hollow Road.	Short term		

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Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<p>B</p> <p>School Front Parking Lot and Driveways</p> <p>The school ground entry and exit driveways function as one-way pairs providing entry via the northern driveway and exit via the southern driveway.</p>	<p>The front parking lot does not provide a designated path for pedestrians and bicyclists to travel between Burke Hollow Road and the school entrance.</p>	B1. Install an ADA-compliant walkway along the SE side of the exit driveway from the existing walkway in front of Building One to the proposed crosswalk location in A2 on Burke Hollow Road.	Short term	<input checked="" type="checkbox"/> <i>Safety concerns.</i> <input checked="" type="checkbox"/> <i>Existing walking or bicycling routes.</i> <input checked="" type="checkbox"/> <i>Priorities for the school community.</i>	High
		B2. Install an ADA-compliant pathway along the NW side of the entry driveway from Burke Hollow Road to the proposed sidewalk along the rear of Building 2 in E2.	Medium term		
		B3. Install a high-visibility, durable, ladder-style crosswalk from the proposed pathway in B2 connecting to the proposed sidewalk along the rear of Building 2 in E2.	Medium term		
		B4. Install ADA-compliant curb ramps at the ends of the proposed crosswalk in B3.	Medium term		

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Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
C Off-Road Paths on or connecting to school grounds	<p>The town has a large amount of off-road paths and open space, but none of it is currently used to provide off-road connections for students to the school.</p> <p>Most existing trails are recreational in nature and remote.</p> <p>It may be possible in the future to construct some trails within the school grounds, from the south near Bugbee Crossing Road, or from the west near Hayden's Crossing.</p>	C1. Continue to work with Kingdom Trails on strategies for connecting with their existing path network. New path connections will require necessary easements and permits, and parcel ownership verification for any proposed path alignment.	Long term	<input checked="" type="checkbox"/> <i>Safety concerns.</i> <input checked="" type="checkbox"/> <i>Existing walking or bicycling routes.</i> <input checked="" type="checkbox"/> <i>Priorities for the school community.</i>	Low

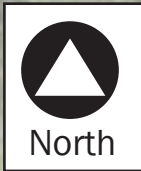
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Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
D Bike Parking on School Grounds	<p>Bicycle parking is currently located in front of Building One adjacent to the front parking lot.</p> <p>Bike parking was recently upgraded from an informal location in the rear of the main building to the new rack in front. Some members of the school community have expressed concern for the safety of bicycles in the new location.</p>	D1. Relocate bike parking to the side of Building One in a well-lighted, secure location and install secure bicycle racks.	Short term	<input checked="" type="checkbox"/> <i>Safety concerns.</i> <input checked="" type="checkbox"/> <i>Existing walking or bicycling routes.</i> <input checked="" type="checkbox"/> <i>Priorities for the school community.</i>	High
		D2. Install a covered, secure facility for bicycle parking in a well-lighted convenient location.	Long term		

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Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<p>E</p> <p>School Rear Parking Lot</p> <p>The rear parking lot is currently composed of crushed gravel. Asphalt walkways run around the SE half of the parking lot connecting Building 2 to the Middle School Building via pathways leading to Building One.</p>	<p>The rear parking lot currently functions as a one-way loop during arrival and dismissal for parents dropping-off and picking-up children. Since it is made of gravel, safety cones and temporary signage must be placed in order to control the flow of traffic.</p> <p>Plans are in place to pave and stripe the rear parking lot, adding curbs and sidewalks where existing pathways are located. And extending the sidewalk along the rear of Building 2 to the edge of the entry/exit drive.</p> <p>Plans to formalize traffic flow in the rear parking lot with permanent, MUTCD-compliant signs and striping should continue in order to improve the pedestrian environment.</p>	E1. Pave and stripe the rear parking lot, adding MUTCD compliant striping and signage for automobile traffic where necessary for traffic control.	Short term	<p>☑ <i>Safety concerns.</i></p> <p>☑ <i>Existing walking or bicycling routes.</i></p> <p>☑ <i>Priorities for the school community.</i></p>	High
		E2. Construct sidewalks and curbs around the NE, SW, and SE edges of the parking lot, where current asphalt paths are located.	Short term		

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C1

A5

A3

B2

B4,B5

Building 2

E2

E1

E2

E2

D1,D2

Building 1

Burke Town School

B1

A3

A2,A4,A5

A5

Burke Hollow Road

A1



Burke Town School Location Key 1 of 2

Burke, VT
October 2012



School Location



Segment Improvement

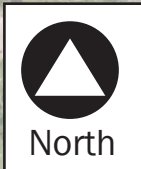


Intersection/Spot Improvement



School Arrival/Dismissal Location





Walking School Bus
Location

McDowell Road

1 mile

.5 mile

.25 mile

Hayden Crossing

A7

A6

Burke Hollow Road

Burke Town
School

A6

A7

A1

Sugarhouse Road

Burke Hollow Road

Bugbee Crossing Road

Brook Road

C1



Burke Town School Location Key 2 of 2

Burke, VT
October 2012

- * School Location
- Segment Improvement
- Intersection/Spot Improvement
- ▲ School Arrival/Dismissal Location

