

Champlain Elementary  
**School Travel Plan**  
February 9, 2010

**1. Identification of individuals and organizations involved in the local SR2S team**

The Safe Routes to School Team at Champlain Elementary School is composed primarily of members of the School Health Team (PE teacher, School Nurse), the PTO and parents. The committee is headed by Leslyn Hall, SR2S Parent Coordinator for Champlain, and is regularly attended by the following members:

- Leslie Colomb, Principal
- Nancy Pruitt, School Nurse
- Tammy Charbonneau, PE Teacher
- Karen Paul, Parent and City Councilor
- Jill Nye-McKeown, Safe Routes to School Regional Coordinator

**PTO**

The Safe Routes to School Coordinator regularly meets with the PTO throughout the school year during monthly meetings. The PTO provided the impetus for Champlain to develop a Safe Routes to School Program during the 2007 to 2008 school year, and has continued to fully support the program now that it has been established. For several years before that, the PTO had informally tried to develop a safe walking program. The Safe Routes to School Coordinator provides updates to the committee during the year and asks for feedback on all current events and activities related to SR2S.

**Other Parents**

- Ana Ruesnik, Andrew Barker, Austin and Jennifer Sumner, Mike Ballard, Caroline Beer, Elizabeth Brody, John Berlin, Jacques Bailly, and Leslyn Hall established and have maintained a walking school bus for the Quarry Neighborhood for the last three years – currently there are nine regular “riders” to this bus, and another dozen are less frequent.
- Joan Shannon, Sylvia Jope, Dawn Moskowitz, Rachel Stampul, all lead Walking School Buses and arranged events in their neighborhoods to make signs, banners, decorate bikes, and help get the kids excited about walking and biking to school.
- Jon Adams-Kolitz parent of a Champlain student, and a Walking School Bus Leader for International Walk to School Day works for CEDO, helped to coordinate the Burlington Bike Festival for the last two years, working hard to create events that would involve the community's children.
- Six parent teams, working with Local Motion, are working to map and identify all of the barriers to safe walking and biking within the Champlain school district.
- Twenty parent volunteers will help coordinate and host the Champlain Elementary's community participation in the alternative commuter challenge – Way to Go Week, five days of fun walking, biking, scootering, and not riding a motor vehicle to school or work.

## Town Officials

Karen Paul, City Councilor for Ward 6, and Joan Shannon, City Councilor for Ward 5 are both parents of children attending Champlain Elementary and supportive of the schools SR2S efforts. Joan Shannon coordinated a Walking School Bus for International Walk to School Day from the Lakeside Neighborhood. Karen Paul was involved with successfully passing the roundabout solution for the Shelburne Road, Ledge Road, South Union Street Intersection. Both work to keep pedestrian and biking issues considered with the planning for the Champlain Parkway.

## Assessment of the current levels of walking and biking

Currently just under half of students at Champlain Elementary go to and from school by car (46%), while a large number (26%) walk, and yet most of the students live within a half a mile of the school.

Classroom surveys conducted in the fall of 2008 show the following travel behavior:<sup>1</sup>

Method of Travelling to School	Overall	Morning	Afternoon
Walk	26%	27.3%	23.0%
Bike	7%	7.2%	6.0%
City Bus	19%	17.0%	22%
Family Vehicle	43%	42.6%	42.8%
Carpool	3%	2.8%	4.1%

The smaller number of children walking and biking to school has more to do with the following safety issues:

- The need to cross major arterial streets;
- The lack of regular, dependable crossing guards;
- The need for sidewalks;
- Speed of traffic and driver behavior; and
- Fear of strangers.

The smaller number of children walking and biking can also be contributed to the convenience of the children's parents trying to get to work more than anything else, and families' distaste for the bus (i.e. drivers not knowing the kids, no supervision, poor behavior of some children on the bus). According to the parent survey, parents tend to drop their children off in the morning, for convenience:

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<sup>1</sup> Champlain Elementary conducted a Parent Survey and a Teacher Tally during September 2009. The school shipped the data to the Safe Routes To School National Data Center for data entry. The results are still not available at this time.

- They want to give their children more time to wake-up in the morning and get ready;
- The school is on their way to work;
- They do not feel they have time to walk their children; and
- They do not know others walking.

Walking home from school is less likely than to school, even though there is more time for most children. How children get home from school, according to parents, seems to be dictated by after school activities:

- Parents are coming from work;
- Parents are picking up from the on-site after school program;
- Children are riding the bus to Evolution Yoga, Art Camps in the Five Sisters Neighborhood area or the YMCA; and
- Parents are picking up or carpooling to other after school appointments, practices, etc.

## **2. Identification of the physical and cultural barriers students face**

There are four sources of information used to identify physical and cultural barriers that students face walking and biking to school that have been used to create this Travel Plan:

- 1.) *Healthy Kids/Healthy Neighborhoods student projects:* Each year at Champlain the Grade 4/5 team selects a theme around which to orient the curriculum. In 2008-2009, the Healthy Kids/Healthy Neighborhoods inspired a group of children to examine traffic safety issues in their neighborhood around Locust Street and to develop a proposal to improve the situation. These children were invited by Steve Goodkind to present their proposal to the City of Burlington's Department of Public Work.
- 2.) *Local Motion's pedestrian and bike mapping project:* In 2010, six two-parent teams have each been appointed an area of the neighborhoods around Champlain Elementary. They walk both sides of every street in their areas noting sidewalks, signs, traffic lights, crossing guards, crosswalks, places with poor sight lines, places that could use a crosswalk, etc. This information will be data entered so that it can become a GIS layer, creating a comprehensive, detailed pedestrian/biking traffic map of the school's neighborhoods.
- 3.) *Parent surveys:* For two years, Champlain has conducted the Safe Routes to School Parent Surveys. They have provided a wealth of information about parents reasons for allowing or not allowing their children to walk and bike to school, as well as what needs to be changed for them to feel differently.
- 4.) *Parent, Teacher, and Student Input:* Through the school's weekly "Blue Note," PTO email newsletter, and PTO meetings the Safe Routes to School Committee has invited members of the community to provide feedback about barriers they perceive towards walking and biking to school.

## Unsafe Crossing/Intersection Safety

While children already walk and bike to school, even the parents of walking and biking children are uneasy about traffic safety, particularly those whose children must cross either the busy arterial roads (Shelburne Road or Pine Street.) to reach the school. Driver behavior, namely failure to stop for pedestrians at intersections, failure to stop for crossing guards, failure to stop for red lights, and speeding along arterials, are the most frequently cited safety problems. Crossing guards are utilized, but these are seen as undependable, as substitutes do not show up if the regular guard is not able to be present.

There are five intersections that are frequently mentioned by parents as problematic:

- Locust Street and Pine Street: There is only a sidewalk on the North side of the street, so children walking from the Five Sisters neighborhood need to cross at Pine Street where there is only a stop sign and no crossing guard. In the morning and afternoons, Locust Street becomes a busy cut through between Shelburne Road and Pine Street. Cars get impatient at opportunities to turn and often will ignore pedestrians trying to cross, and/or roll through the stop sign. During the warmer months it is possible to walk on Callahan Park grounds, but during the winter snow prevents this.
- Briarcliff Parkway and Cherry Lane: Briarcliff Parkway in the mornings and afternoons becomes a frequent cut through for cars between Shelburne Road and Pine Street. There is not a sidewalk west of Cherry Lane on the north side of Briarcliff, so children cross to the south side of the street. Furthermore, west of Cherry Lane are industrial/warehouse buildings with driveways and loading areas – making this an unsafe place for children to walk. The crosswalk while marked, is at the bottom of a hill and is not easily visible by speeding cars travelling west. Efforts to increase the visibility of this crosswalk and to slow traffic on Briarcliff would make this a safer crossing.
- Home Avenue and Pine Street: This is a four way stop with no crossing guard to assist children. There is only a sidewalk on the east side of Pine Street, so all pedestrians cross to get to that sidewalk. Parents report that cars in their hurry to get through the intersection ignore pedestrians.
- Shelburne Road and Prospect Parkway: While there is a traffic light and a crossing guard at this intersection, many cars do not stop for the red light in their hurry to either get into Burlington or leave the city. Parents report regularly observing cars going through the red light and have voiced concern for their crossing guard's safety.
- Flynn Avenue and Pines Street: This intersection has a traffic light and one crossing guard and yet children approach both from the South and the West needing assistance. Two years ago, a car that ignored the lights and crossing guard hit a police officer providing assistance as Champlain practiced its evacuation procedures to Saint Anthony's gym.

## **Safety**

More than three quarters of the parents surveyed had some sort of concern with safety along their chosen route to school. Parents identified the safety reasons mentioned above as priority along with the speed of traffic along Shelburne Road, speed of traffic along Pine Street, lack of sidewalks on the both sides of busy streets, hazards of poorly cleared sidewalks in the winter (i.e. poorer visibility, more difficult to negotiate intersections, having to walk in the road because the sidewalks are not cleared or too slippery, etc). A small number of parents cited concerns related to strangers, a mental health halfway house in the area, and crime as concerns impacting their decision to let their children walk or bike to school.

One out of four parents, approximately, expressed concerns over the physical safety of their children's bike or scooter – namely, that these items would be stolen.

- Parents mentioned how that there was no means to secure a scooter at school against theft and that this was an obstacle to scootering.
- Parents also mentioned that they often thought twice about biking: On nice days because there was not enough space at the bike rack to lock a bike, and on rainy or overcast days, because the racks were not covered and in a muddy area.

## **Speeding**

Speeding was identified as one of the top two factors affecting parents' travel decisions, and for more reasons than just safety. Speeding is a problem on Pine Street, Locust Street, Briarcliff Parkway, Shelburne Road, Home Avenue, Flynn Avenue, and other local roadways.

- Speeding contributes to lack of a safe pedestrian gap for children to cross and decreases stopping and sight distance, making for extremely dangerous crossings for children.
- In wet weather with poor road conditions, speeding results in pedestrians getting sprayed with water; they become drenched prior to reaching school even with an umbrella.

## **Education**

Children at Champlain Elementary have had some pedestrian and bicycle safety education in classroom, and there have been several bike/pedestrian safety all-school assemblies over the past few years. This year the school will implement the Walk Safe/Bike Safe Curriculum. The Walk Safe program will be provided to children in grades Kindergarten through second grade, and the Bike Safe with older children in the spring.

### **3. An outline of what steps will be taken to overcome these barriers**

Parents of Champlain Elementary students indicated that there were a number of factors which, if changed, would affect their decision to allow their child to walk or bike to school. The top issues which might affect their travel decision are the following:

1. Sidewalk/intersection safety;
2. Traffic speeds;
3. Complete the Local Motion Mapping Project;
4. Continue biking and pedestrian education;
5. Develop an encouragement program for the 2010-2011 school year;
6. A scooter shed to store scooters during the day, and
7. More and better bike racks.

Not all of the obstacles identified can be accomplished at the same time, and so Champlain has created a multi-phased plan based on commonly used pedestrian travel routes for key neighborhoods prioritizing routes where there are few safe alternative routes for children.

1. Shelburne Road: Children from the west side of Shelburne Road all need to cross it to get to school. The school district does not offer transportation to any children in these neighborhoods. If children walk or bike they all come to traffic light at Prospect Parkway to cross and then take the informal path along the school district property services fence to the back of Champlain School.
2. Pine Street Corridor: Children come from the south side of Home Avenue, South Meadow, and neighborhoods West of Pine, walk down Pine Street, primarily on the east side where there is sidewalk for the entire length of the street.
3. Five Sisters Neighborhood: Locust Street, Briarcliff Parkway  
Children travelling from the Five Sisters Neighborhood who walk to Champlain generally take one of two routes: (a) They walk south to Locust Street, then turn west and head to pine street, and then walk along Pine to School; or (b) they walk south to Locust Street, cross to Callahan Park, cut through the park (when the weather permits) to the Birchcliff Neighborhood, walk to Briarcliff Parkway, cross Briarcliff, walk west to Pine, and then to school.

## Infrastructure/Engineering

- Seek assistance with the City to calm the speed of traffic along Shelburne Road between the Prospect Street light and the Rotary at Shelburne Road, Ledge, St Paul, and South Willard through the installation of permanent radar speed signs.
- Seek assistance with the City to improve the pedestrian pathway along Pine Street corridor from Home Avenue to the school:
  - Add sidewalks on the west side of Pine Street between Baird Street and Lyman Avenue.
  - Mark the Pine Street and Home Avenue intersection with flashing Pedestrian crossing signs.
- Seek assistance with the City to conduct a feasibility study to improve the pedestrian pathways from the Five Sisters Neighborhood:
  - Create a bump out at the end of Catherine Street on Locust Street and at Callahan Park so that the distance needed to cross is shorter, easier, and safer for both kids walking along Pine or through Birchcliff and mark the crossing with a sign.

- Add a sidewalk on the south side of Locust Street for the length of the park to Pine Street.
  - Clearly mark the pedestrian crossing at the end of the street.
  - Briarcliff Parkway crossing mark with a flashing pedestrian crossing sign to increase its visibility to drivers.
- Use our Safe Kids Grant to Purchase a resin outdoor lockable shed to store scooters during the school day (The proposal is included as an Appendix to this Travel Plan).
  - Apply for a grant to purchase and install more, preferably covered bike racks, out of the mud.

## **Intersection Safety**

As mentioned in the section above, Champlain Elementary's SR2S Committee will seek assistance with the City of Burlington to improve the intersection safety at Pine Street and Home Avenue by placing flashing light pedestrian signs, and conduct a feasibility study for the best method to improve the safety at the intersection of Pine Street and Locust.

## **Bike/Pedestrian Education**

- The SR2S Parent Coordinator attended the September 18<sup>th</sup> training session for Bicycle and Pedestrian Safety educators. This education will be carried out and incorporated into the school's PE and Health curriculum in 2009-2010, and hopefully in 2010-2011.
- The SR2S Parent Coordinator in conjunction with the PTO will hold a Parents Evening to discuss Biking and Pedestrian Safety with children and how to organize Walking School Buses for a neighborhood. The event will be designed to address parents non-infrastructure safety concerns and community-based approaches to overcoming obstacles to walking and biking.
- The SR2S Parent Coordinator working with the School Nurse will submit monthly to the school Blue Note seasonally appropriate tips for parents and students concerning biking and pedestrian safety.

## **Encouragement**

- Special Events- We will continue to participate in the following events on a regular basis:
  1. International Walk to School Day/Week/Month (October 2009)
  2. Pedestrian Safety Education (December 2009)
  3. Way to Go week (May 2010)
  4. Bicycle Safety Education (March 2010)
- In each case, the Safe Routes to Parent Coordinator working with the Regional Coordinator and will prepare promotional materials and submit them to the school principal for insertion in the school newsletter, as well as to the editor of the PTO Newsletter. Copies of materials to be distributed to students will be given to the PE teacher, who will ensure that materials are distributed to students in their classrooms or backpack mail, whichever is appropriate.

- The Principal, School Nurse, PE Teacher, SR2S Parent Coordinator and members of the PTO are exploring utilizing the path in the school's woods for a walking trail that students who are not able to walk or bike to school could walk before classes.
- The SR2S Parent Coordinator and Title 1 Coordinator are planning on holding a book walk as part of the Way to Go Week festivities.
- The SR2S Parent Coordinator and Art Teacher are planning an Art Walk as another event for the Way to Go Week festivities.
- The SR2S Committee is working with the teachers at Champlain to develop an encouragement program for the 2010-2011 school year, similar to a Walking Wednesdays at other schools. Students who are not able to walk to school because of their parent's schedules, live too far away, etc. would be given an alternative walking path to fulfill before school or during recess. Students who meet milestones for number of days walked will receive reflective zipper pulls, water bottles, etc.

#### 5. A timeline for implementation and identification of who will take the lead for each step

SR2S Action Plan Champlain Elementary School				
Who	What	Category	Deadline	Start
SR2S Coordinator/ School Nurse/ PE Teacher/Principal	Special Event-Walk to School Day/Week/Month	Encouragement	October 2009	September 2009
PE Teacher Local Motion	Pedestrian Safety Skills Assembly	Education	December 2009	October 2009
School Nurse	Promote Heart Healthy Month	Education	February 2010	February 2010
PE Teacher/ SR2S Regional Coordinator/Local Motion	Bike Safety Skills Assembly	Education	March 2010	January 2010
SR2S Coordinator	Local Motion Pedestrian & Bike Mapping	Evaluation	April 2010	March 2010
SR2S Coordinator/	Install Scooter Shed	Engineering	May 2010	March 2010



**SR2S Coordinator/**

**School Nurse/ PE**

**Teacher/Principal**

**Way to Go Week Event**

**Encouragement**

**May 2010**

**March 2010**

**Insert supportive bike/ped articles re.  
SR2S**

**Weekly  
September,  
Monthly  
thereafter**

**School Principal**

**In school BlueNotes**

**Education**

**September 2009**

**SR2S Committee**

**Promote/evaluate SR2S Activities**

**Evaluation**

**Ongoing**

**Ongoing**

**Required Signatures:**

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Leslie Colomb  
Principal  
Champlain Elementary

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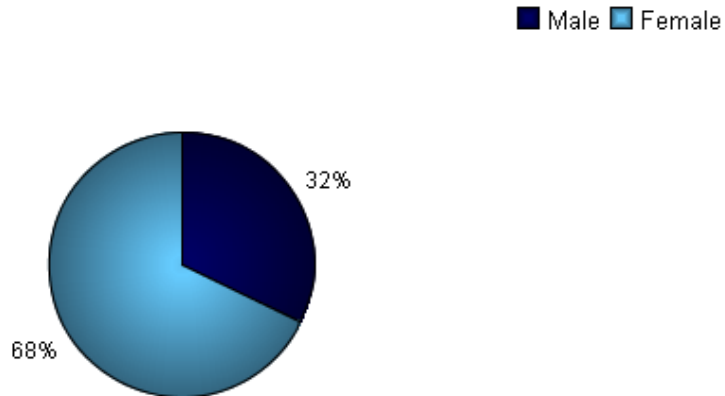
Karen Paul  
Burlington City Councilor

## Parent Survey Summary

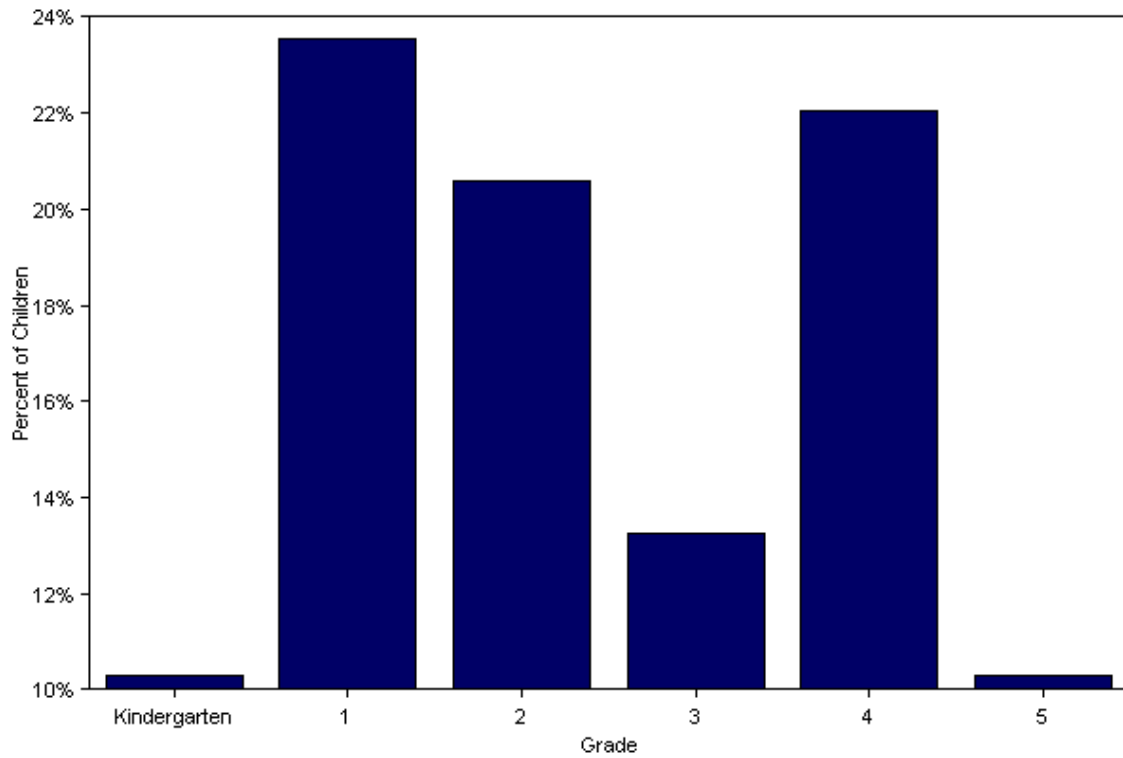
<b>Program Name:</b>	Local Motion	<b>Month and Year Collected:</b>	Fall 2009
<b>School Name:</b>	Champlain Elementary	<b>Set ID:</b>	2720
<b>School Enrollment:</b>	328	<b>Date Report Generated:</b>	12/14/2010
<b>Enrollment within Grades Targeted by SRTS Program:</b>	328	<b>Number of Questionnaires Analyzed for Report:</b>	68
<b>Number of Questionnaires Distributed:</b>	328		

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

### Sex of children for parents that provided information



### Grade levels of children represented in survey



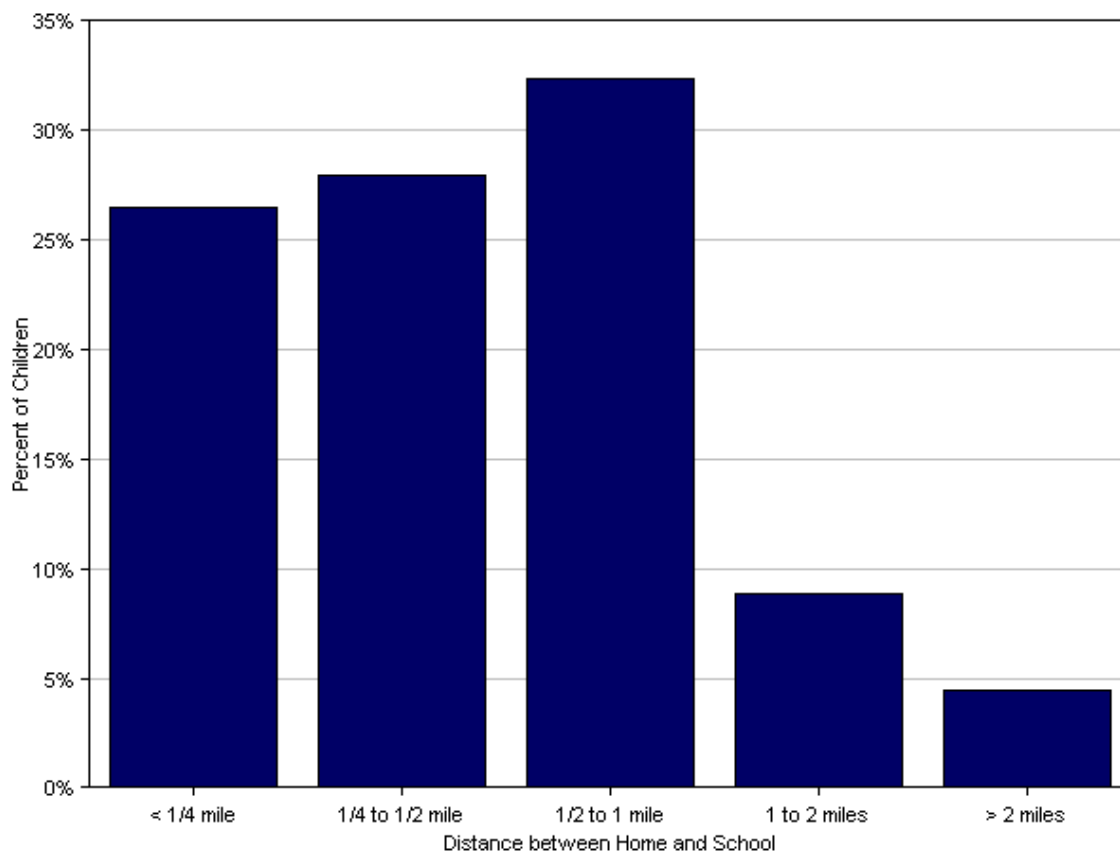
### Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	7	10%
1	16	24%
2	14	21%
3	9	13%
4	15	22%
5	7	10%

No response: 0

Percentages may not total 100% due to rounding.

### Parent estimate of distance from child's home to school



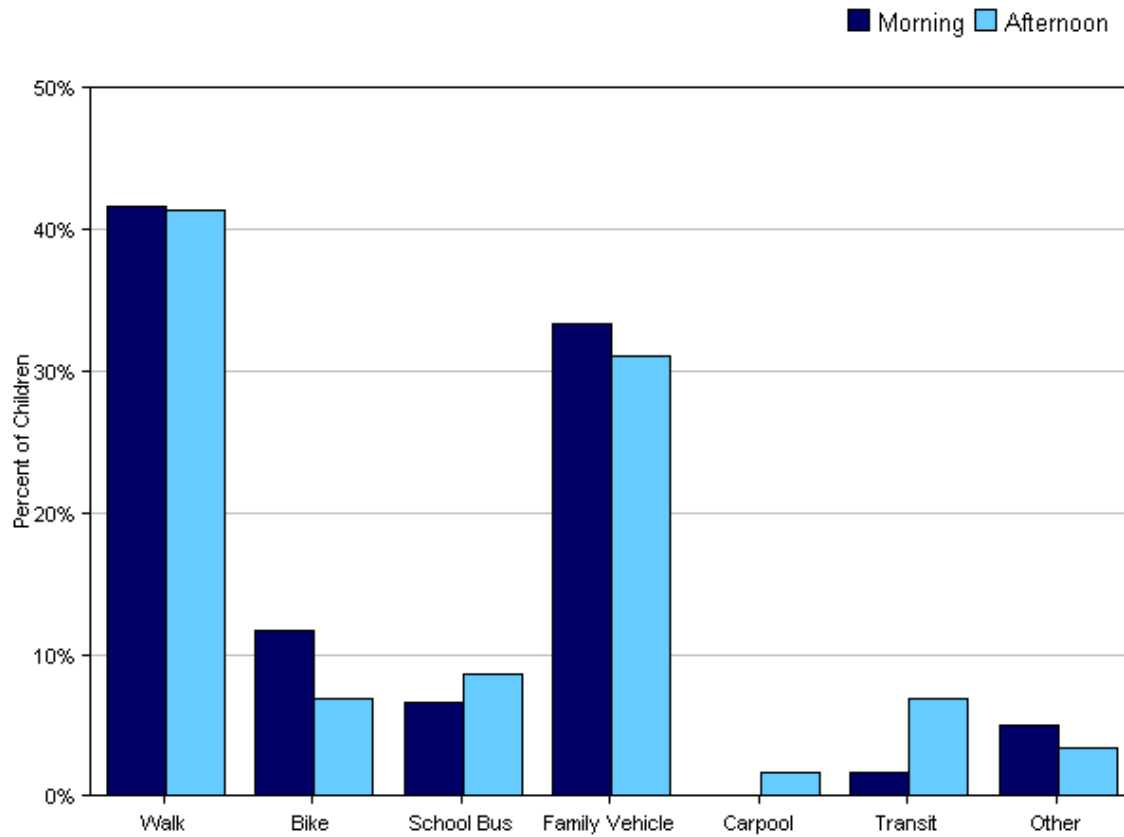
### Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	18	26%
1/4 mile up to 1/2 mile	19	28%
1/2 mile up to 1 mile	22	32%
1 mile up to 2 miles	6	9%
More than 2 miles	3	4%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

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



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

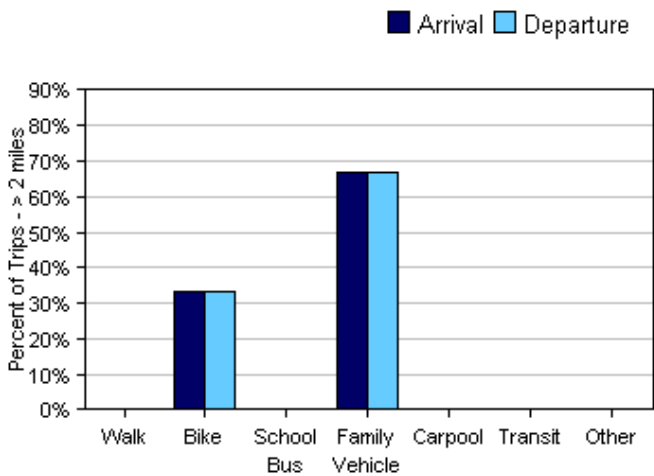
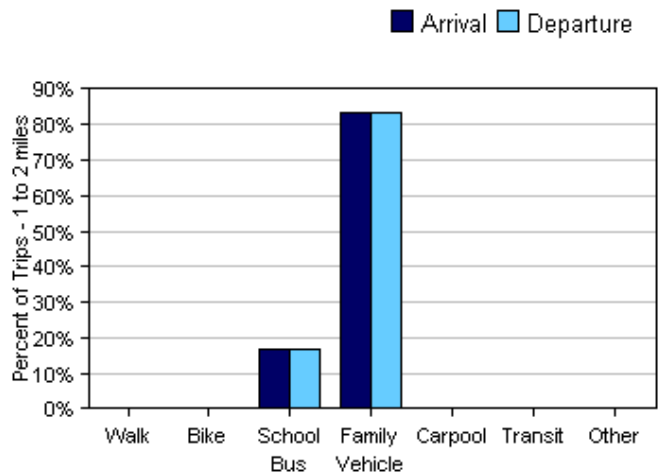
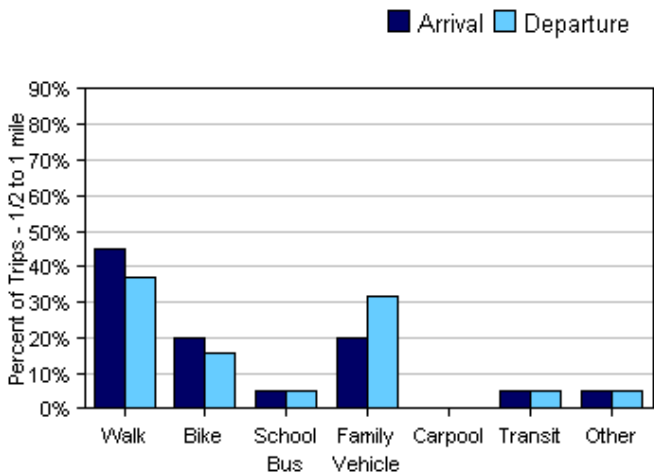
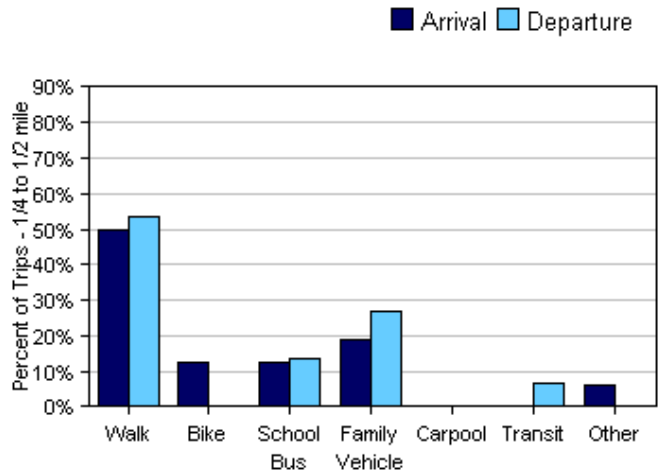
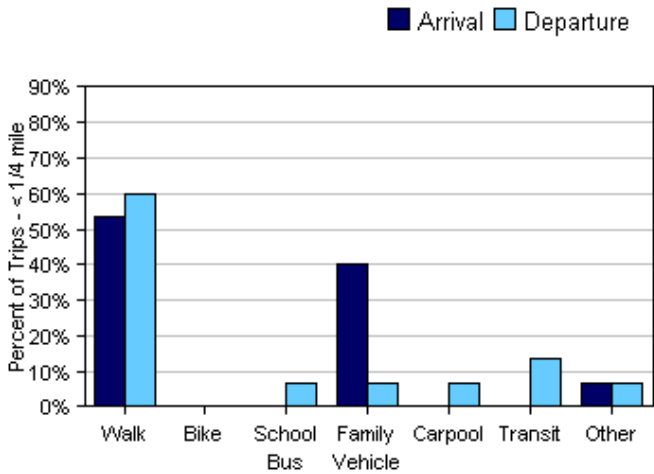
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	60	42%	12%	7%	33%	0%	2%	5%
Afternoon	58	41%	7%	9%	31%	2%	7%	3%

No Response Morning: 8

No Response Afternoon: 10

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



## Typical mode of school arrival and departure by distance child lives from school

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	15	53%	0%	0%	40%	0%	0%	7%
1/4 mile up to 1/2 mile	16	50%	13%	13%	19%	0%	0%	6%
1/2 mile up to 1 mile	20	45%	20%	5%	20%	0%	5%	5%
1 mile up to 2 miles	6	0%	0%	17%	83%	0%	0%	0%
More than 2 miles	3	0%	33%	0%	67%	0%	0%	0%

Don't know or No response: 8

Percentages may not total 100% due to rounding.

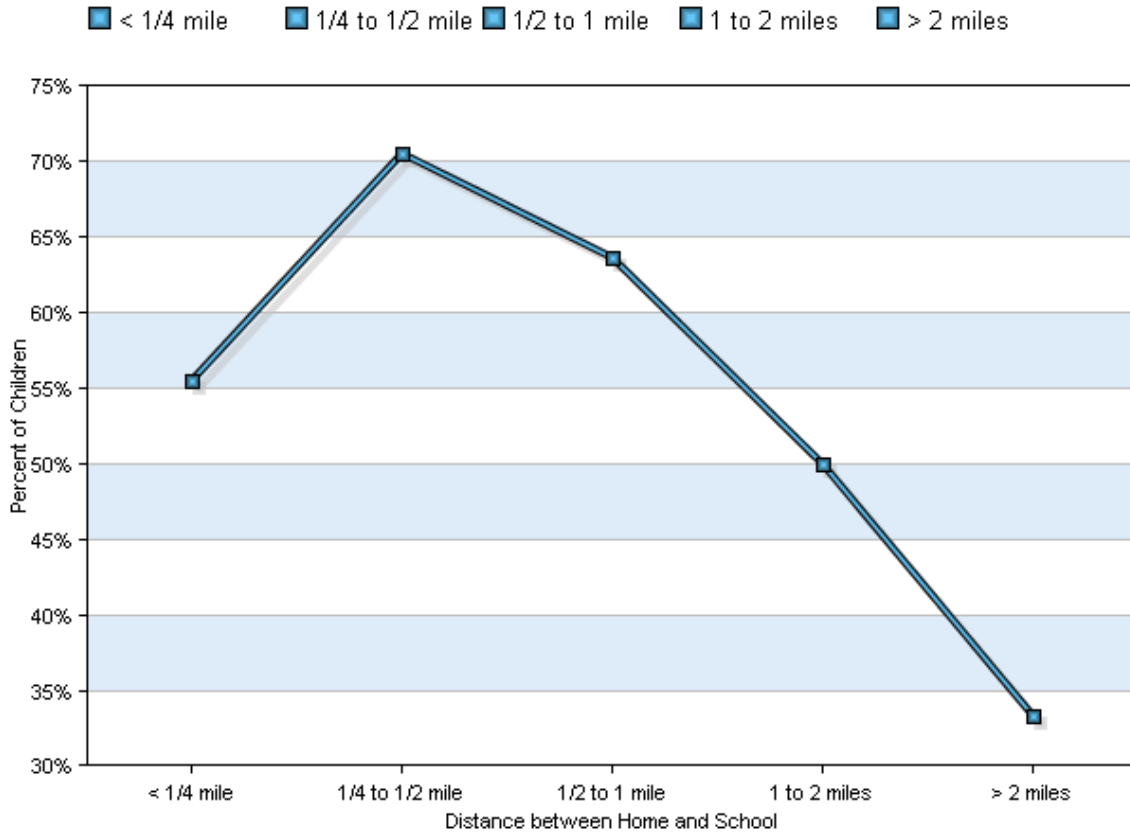
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	15	60%	0%	7%	7%	7%	13%	7%
1/4 mile up to 1/2 mile	15	53%	0%	13%	27%	0%	7%	0%
1/2 mile up to 1 mile	19	37%	16%	5%	32%	0%	5%	5%
1 mile up to 2 miles	6	0%	0%	17%	83%	0%	0%	0%
More than 2 miles	3	0%	33%	0%	67%	0%	0%	0%

Don't know or No response: 10

Percentages may not total 100% due to rounding.

### Percent of children who have asked for permission to walk or bike to/from school by distance they live from school



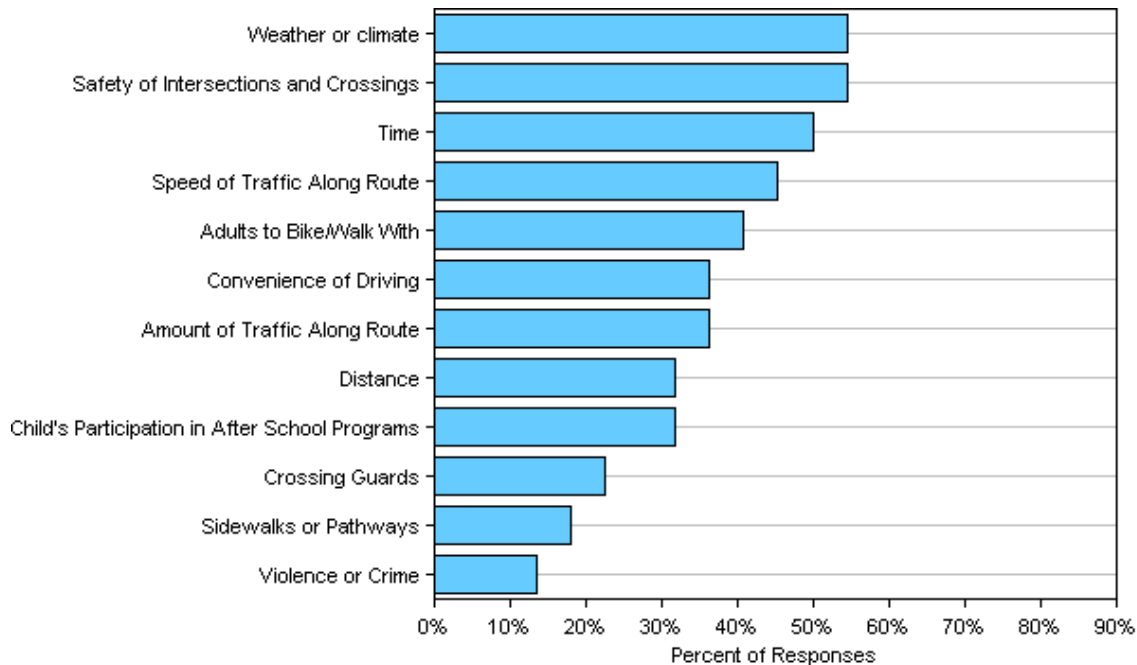
### Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	40	56%	71%	64%	50%	33%
No	26	44%	29%	36%	50%	67%

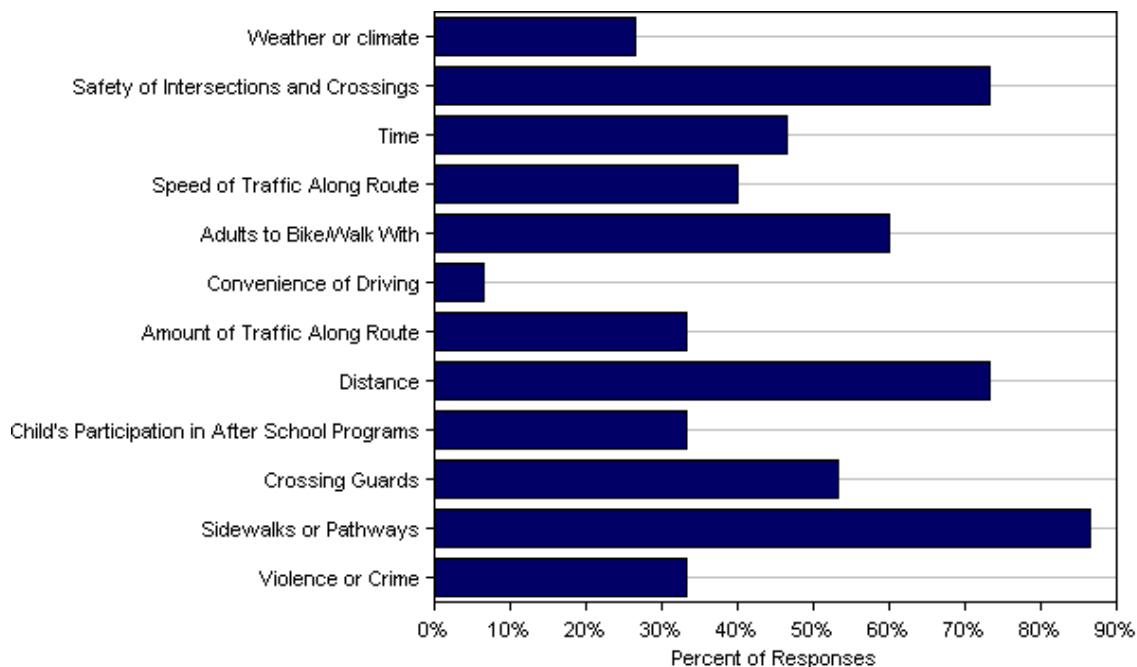
Don't know or No response: 2  
Percentages may not total 100% due to rounding.



### Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



### 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



**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**

<b>Issue</b>	<b>Child does not walk/bike to school</b>	<b>Child walks/bikes to school</b>
Weather or climate	55%	27%
Safety of Intersections and Crossings	55%	73%
Time	50%	47%
Speed of Traffic Along Route	45%	40%
Adults to Bike/Walk With	41%	60%
Convenience of Driving	36%	7%
Amount of Traffic Along Route	36%	33%
Distance	32%	73%
Child's Participation in After School Programs	32%	33%
Crossing Guards	23%	53%
Sidewalks or Pathways	18%	87%
Violence or Crime	14%	33%
<b>Number of Respondents per Category</b>	<b>22</b>	<b>15</b>

No response: 31

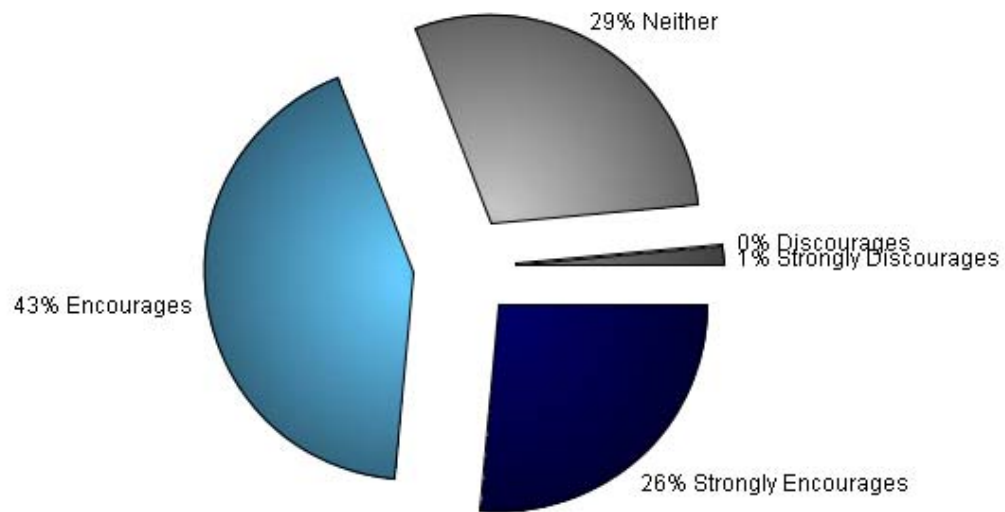
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

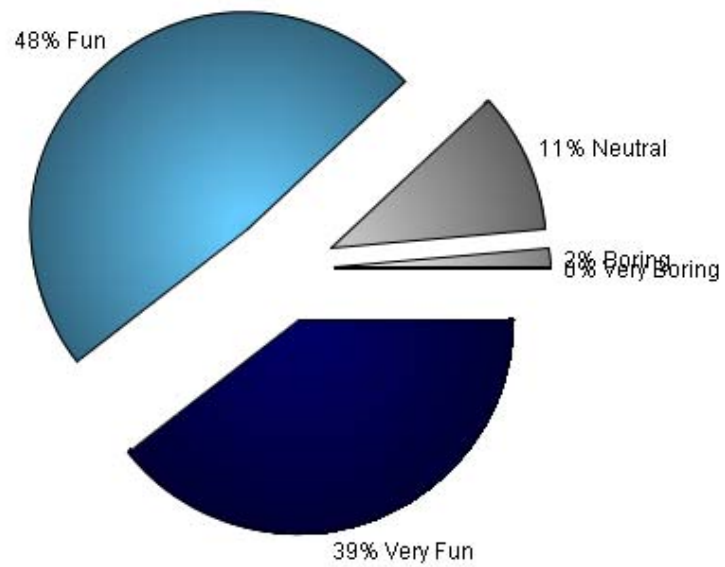
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

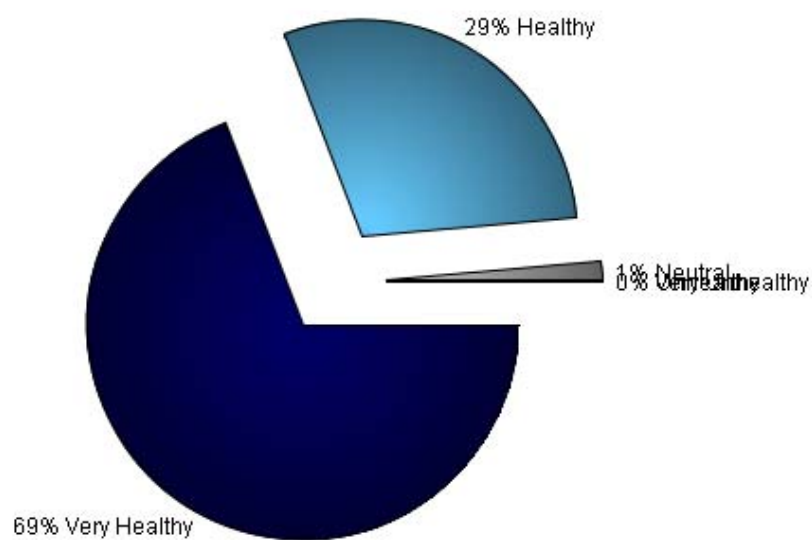
**Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school**



**Parents' opinions about how much fun walking and biking to/from school is for their child**



## Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

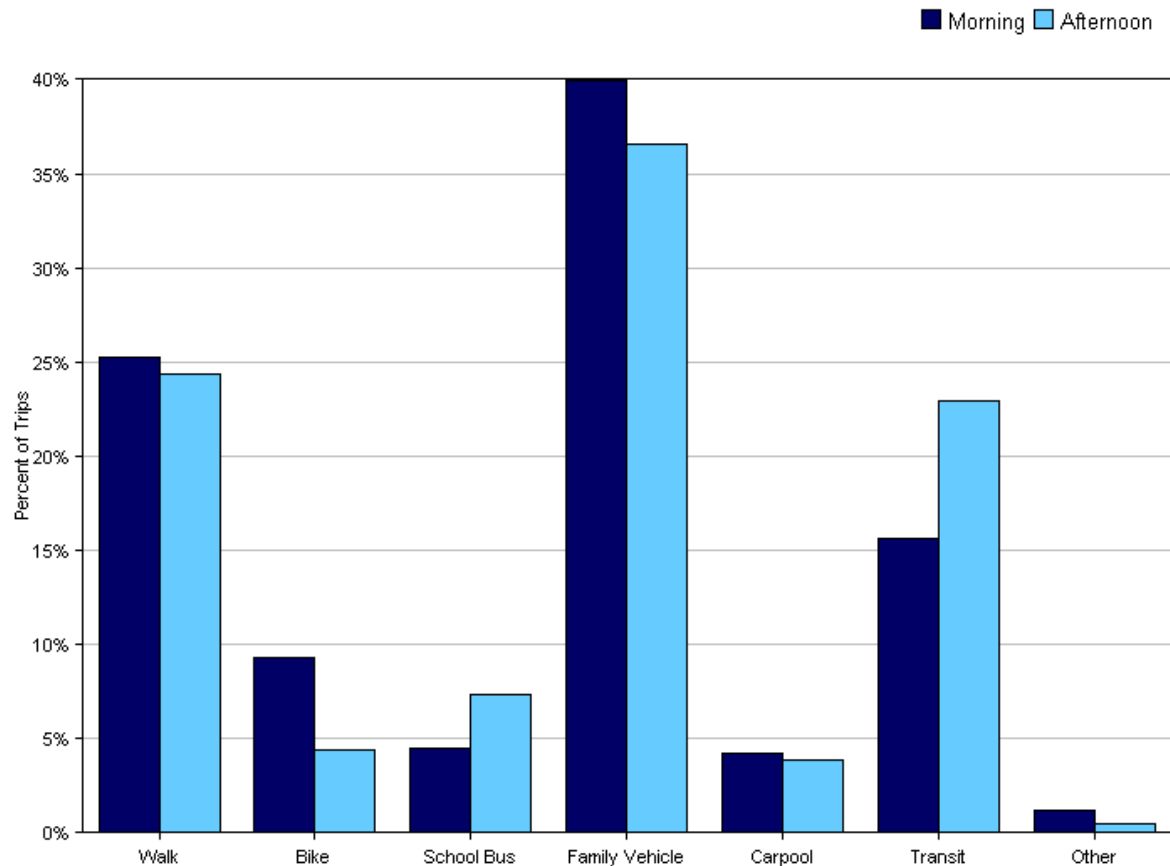
SurveyID	Comment
302454	THANKS FOR GATHERING THIS INFORMATION!
302455	WE HAVE JUST DECIDED TO LET OUR DAUGHTER WALK OR SCOOTER TO SCHOOL WITH 2-3 FRIENDS (NOT ALONE). I WOULD LIKE TO SEE A CROSSING GUARD AT THE INTERSECTION OF PINE ST AND LOCUST ST.
302460	I REALLY DON'T LIKE MY DAUGHTER WALKING/BIKING BY HERSELF UNTIL SHE'S OLDER. I GET VERY NERVOUS ABOUT THE BUS. BUT SHE DOES TAKE IT. THANKS
302469	MY STUDENT HAS BEEN BIKING TO AND FROM SCHOOL W/A PARENT. THIS IS WEATHER DEPENDENT (EX RAINING OR VERY COLD/SNOWY WEATHER) - WALKING IN WINTER SOMETIMES HAPPENS BUT USUALLY IS DRIVEN.
302470	PARENTS NEED TO HAVE WORK HOURS 8:30 - 2:30 TO HELP A CHILD UNDER 3RD GRADE WALK/BIKE TO SCHOOL - THIS MAY LIMIT SAVE FROM CHOOSING THIS MODE OF TRANSIT TO/FROM SCHOOL.
302478	BIGGEST IMPEDIMENT IS CRIME/SAFETY!
302481	DEVELOPMENTAL LEVEL OF CHILD ALSO IMPORTANT VERY IMPORTANT.
302483	SORRY COMMENTED THROUGHOUT. WE LIVE IN NORTH END. WALKING NOT AN OPTION. IF WE WERE CLOSER COULD MAYBE CONSIDER ALLOWING IT - 6TH OR 7TH IF WELL TRAVELED ROUTE. TOO MUCH ANXIETY!
302486	INTERSECTION OF SHELBURNE RD AND PROSPECT PARKWAY IS VERY DANGEROUS! IT IS CRITICAL THAT A CROSSING GUARD OR OTHER ADULT BE PRESENT IF MY CHILD CROSSES (OTHERWISE SHE'S BEEN TOLD TO WAIT FOR AN ADULT OR RETURN TO SCHOOL). TRAFFIC IS FAST DRIVERS INATTENTIVE & OFTEN RUN LIGHT ON SHELBURNE ROAD.
302488	I WOULD NOT ALLOW MY CHILD TO BIKE TO SCHOOL ALONE DUE TO LACK OF BIKE LANE ON PINE STREET AND DUE TO AMOUNT AND SPEED OF TRAFFIC.
302490	BIKING OR WALKING TO SCHOOL IS A GREAT WAY TO START THE DAY WITH YOUR CHILD.
302494	IN GOOD WEATHER SHE WALKS OR BIKES ALONE OR WITH FRIENDS. ON OTHER DAYS SHE RIDES THE SCHOOL BUS.
302496	WALKING IS GREAT! I'M GLAD THERE'S MOMENTUM BUILDING AROUND THIS ISSUE - THE MORE PEOPLE OUT THERE WALKING TO SCHOOL THE GREATER CHANCE OTHER FAMILIES WILL JOIN THEM.
302497	QUESTION #11 - CHILD WALKS W/A PARENT.
302499	KNOWING THAT MY 2 GIRLS (K & 4TH) WALK A ROUTE THAT MANY OTHER KIDS & FAMILIES WALK MAKES ME MORE COMFORTABLE. I KNOW NEIGHBORS WILL LOOK OUT FOR THEM OR HELP THEM IF NECESSARY.
302503	WE NEED A CROSSING GUARD AT PINE ST & HOME AVENUE!! THE SPEED AT WHICH CARS TRAVEL ON PINE ST IS TERRIFYING. WE LOVE WALKING TO SCHOOL BUT WE WISH DRIVERS RESPECTED US MORE.
302515	I WOULD ONLY ALLOW MY CHILD TO WALK TO SCHOOL ALONE OR WITHOUT ME IF: ALL FOUR OF MY CONCERNS IN SECTION 10 & 11 WERE MET. I HAVE A FEAR OF CHILD ABDUCTION. (AND THUNDER/LIGHTING STORMS)
302521	MY DAUGHTER I THINK IS TOO YOUNG TO WALK/BIKE TO SCHOOL RIGHT NOW UNLESS AN ADULT IS WITH HER. PLUS SHE TAKES THE BUS TO KING ST CT EVERYDAY AFTER SCHOOL.
302467	OUR SON WALKS OR BIKE TO SCHOOL MOST OF THE YEAR. IF THE WEATHER IS PARTICULARLY COLD OR RAINY HE TAKES THE BUS. AFTER SCHOOL HE EITHER WALKS OR BIKES HOME OR TAKES THE BUS TO THE YMCA FOR AFTER CARE. HIS FAVORITE IS BIKING.
302471	I HOPE TO HAVE MY KIDS WALK OR BIKE TO SCHOOL AT LEAST ONCE PER WEEK THIS YEAR! SO FAR WE HAVE ACHIEVED THIS GOAL!
302472	I WILL WALK W/CHILD AS OFTEN AS POSSIBLE.
302474	I WOULD LOVE FOR MY CHILD TO BE ABLE TO WALK OR BIKE TO SCHOOL BUT JUST NOT ALONE! MAYBE A BIKE TO SCHOOL POOL LIKE CARPOOL!

302475	I'M AMAZED AND SHOCKED BY THE WORLD WE LIVE IN. A LOT DIFFERENT THAN WHEN I WAS A CHILD WALKING TO/FROM SCHOOL. YOU CAN'T EVEN TRUST BUS DRIVERS ANYMORE. I TAKE MY CHILD'S SAFETY VERY SERIOUS. I AM RESPONSIBLE FOR HIM AS HIS MOTHER AND WILL KEEP HIM SAFE IN SITUATIONS THAT I MYSELF CAN CONTROL. QUESTION #10 - CONVENIENCE OF DRIVING - I LEAVE FOR WORK RIGHT AFTER DROP OFF. TIME - FASTER TO DRIVE THAN WALK. CHILD'S ACTIVITIES - IT WILL BE DARK IN WINTER MONTHS. WEATHER OR CLIMATE - TOO COLD OR TOO HOT AT TIMES!
302482	CROSSING GUARDS ARE GREAT - WE CAN GET MOST OF THE WAY TO SCHOOL ON THE BIKE PATH - MORE BIKE PATHS WOULD BE EVEN BETTER. PINE ST TRAFFIC IS A LITTLE TOO BUSY FOR SAFETY - WE'RE A LITTLE TOO FAR TO WALK (20-25 MINUTES) BUT AN EASY 5-10 MINUTE BIKE RIDE - WE RIDE AS OFTEN AS POSSIBLE (IF BOTH PARENTS DON'T HAVE TO WORK RIGHT AWAY).
302498	QUESTION #11 - CHILD WALKS W/A PARENT.
302507	MORE PEOPLE SHOULD WALK OR BIKE TO SCHOOL OR A BUS SERVICE SHOULD BE PROVIDED. IT ALWAYS AMAZES ME HOW SO MANY CARS ARE IN FRON OF THE SCHOOL SO MUCH POLLUTION. IT DOES NOT MAKE SENSE.
302520	I DON'T MIND MY SON TO WALK/RIDE A BIKE TO SCHOOL. BUT HE NEEDS TO TAKE THE BUS TO KING ST YOUTH CTR FOR THE AFTER SCHOOL PROGRAM DUE TO TRAFFIC/DISTANCE/CRIME RATE.
302465	BIKING/WALKING ENCOURAGED THROUGH TRAFFIC & PARKING ISSUES.
302468	FOR QUESTIONS 8-12 I AM ASSUMING YOU MEAN WITHOUT AN ADULT. IT IS NOT CLEAR THE WAY THEY ARE WRITTEN. I ANSWERED BASED ON THE ASSUMPTION OF NO ADULT PRESENT WALKING/BIKING WITH CHILDREN. I THINK IF THE QUESTIONS WERE CLEARER AND CONCISE I'D BE ABLE TO ANSWER THEM EFFECTIVELY. MY ANSWERS WOULD MOST LIKELY BE DIFFERENT BASED ON THE WORDING OF THE QUESTIONS. BY THAT I MEAN SPECIFYING 'WITH AN ADULT' OR 'WITHOUT AN ADULT' TO THE QUESTIONS FOR #8-#12.
302495	DESIGNATED BIKE LANES ON ALL STREETS WOULD MAKE ME FOR MORE LIKELY TO BIKE WITH MY CHILD TO SCHOOL.
302512	I THINK EVERYONE'S MAIN CONCERN ARE PREDATORS. WHEN I WAS A CHILD WE COULD GO ANYWHERE. NOW ALL YOU HEAR ABOUT ARE CHILDREN BEING ABDUCTED ALL OVER THE COUNTRY. IT CAN HAPPEN AT ANY GIVEN TIME. IT FRIGHTENS ME!
302516	CHILD ISN'T MOTIVATED TO WALK BUT GETS A LOT OF EXERCISE OTHER TIMES IN THE DAY. WOULD LIKE HER TO WANT TO WALK INSTEAD OF FIGHTING IT. OVERALL WE ARE JUST NOT PLANNING & SHOULD INSIST ON WALKING MOST DAYS.
302506	QUESTION #10 - PARENTS WORK SCHEDULES DON'T ALLOW TIME TO WALK.
302509	WHAT DOES MY LEVEL OF HIGHER EDUCATION HAVE TO DO WITH WALKING TO SCHOOL? THIS QUESTION MAKES ME WANT TO RECYCLE THIS PAPER. WHAT IS BEING ACCOMPLISHED BY THIS?

## Tally Report

Program Name:	Local Motion	Month and Year Collected:	September 2009
School Name:	Champlain Elementary	Set ID:	3266
School Enrollment:	328	Date Report Generated:	12/14/2010
Enrollment within Grades Targeted by SRTS Program:	328	Number of Classrooms Included in Report:	8
Number of Classrooms in School:	0		

### Morning and Afternoon Travel Mode Comparison

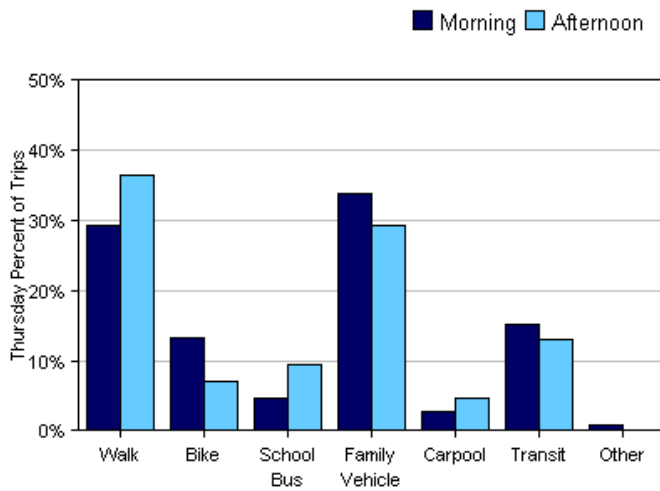
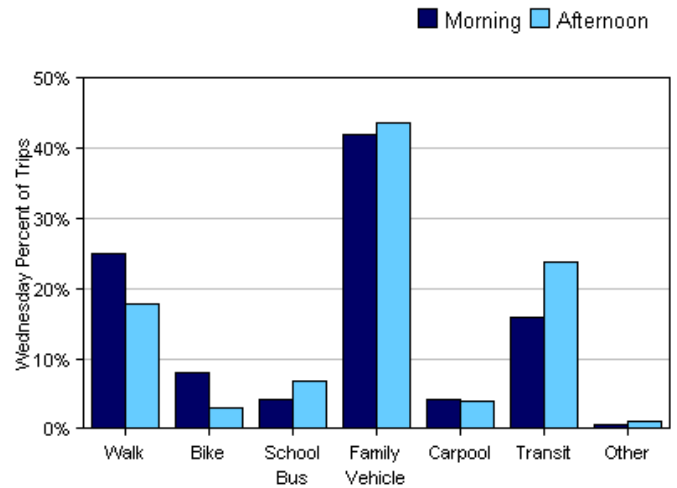
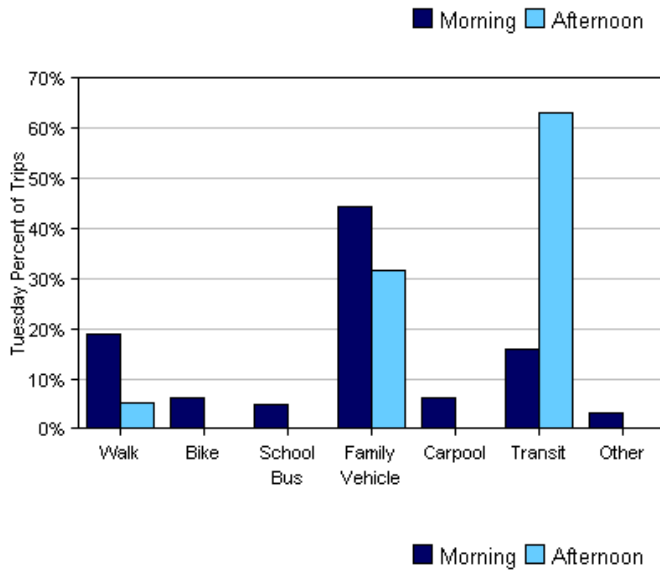


### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	333	25%	9%	5%	40%	4%	16%	1%
Afternoon	205	24%	4%	7%	37%	4%	23%	0.5%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day



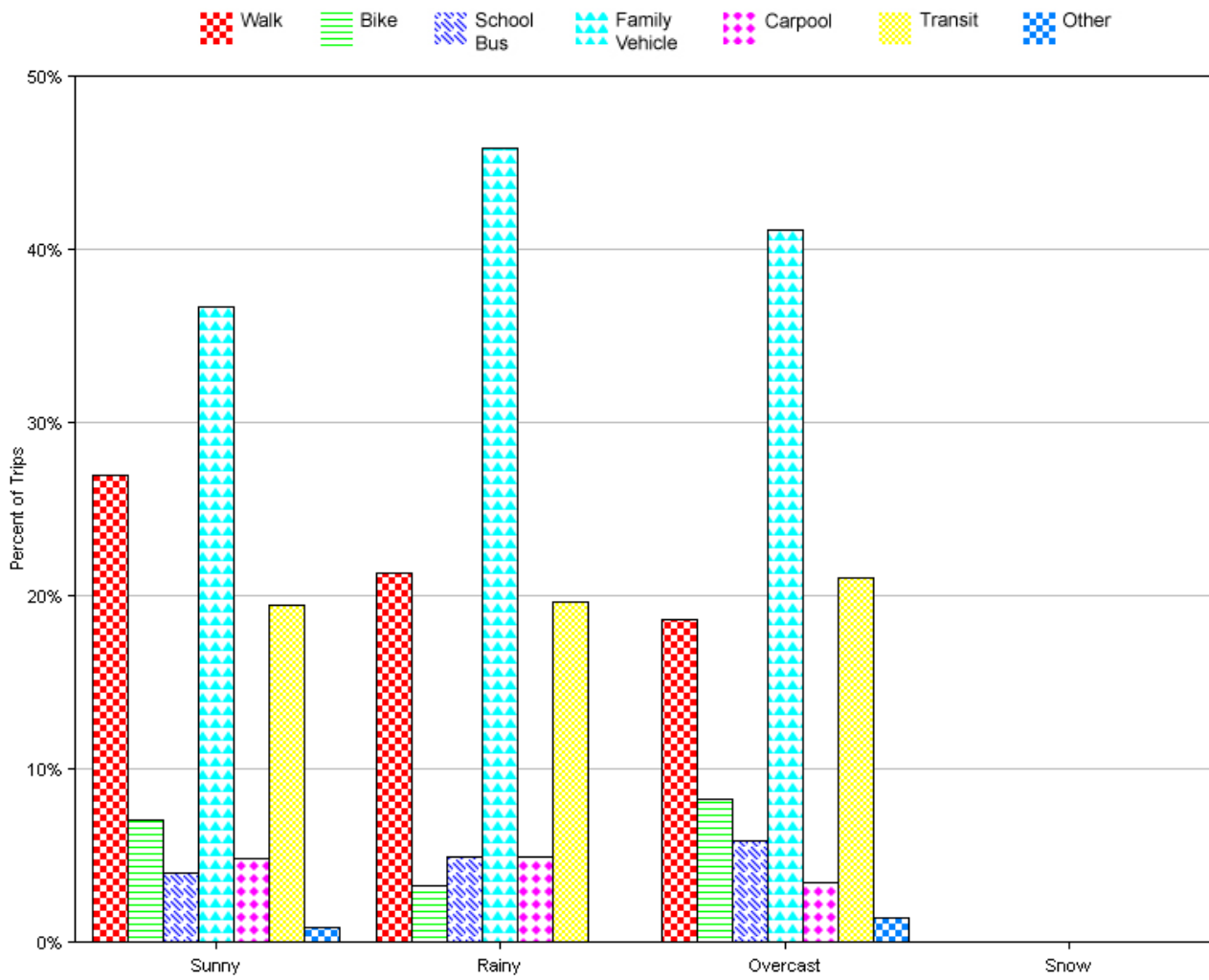
### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	63	19%	6%	5%	44%	6%	16%	3%
Tuesday PM	19	5%	0%	0%	32%	0%	63%	0%
Wednesday AM	164	25%	8%	4%	42%	4%	16%	0.6%
Wednesday PM	101	18%	3%	7%	44%	4%	24%	1.0%
Thursday AM	106	29%	13%	5%	34%	3%	15%	0.9%
Thursday PM	85	36%	7%	9%	29%	5%	13%	0%

Percentages may not total 100% due to rounding.



**Travel Mode by Weather Conditions**



**Travel Mode by Weather Condition**

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	226	27%	7%	4%	37%	5%	19%	0.9%
Rainy	61	21%	3%	5%	46%	5%	20%	0%
Overcast	204	19%	8%	6%	41%	3%	21%	1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.