

SafeRoutes

National Center for Safe Routes to School



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. The Vermont Safe Routes to School Resource Center offers ongoing program support and valuable resources to schools as well as partnership opportunities.

Table of Contents

Introduction	1
School Description	2
Related Activities	3
Travel Environment	5
Travel Behavior	8
Supporting Studies.....	12
Actions and Solutions...	12
Plan Signatures	15
Safe Route Contacts	15

Isle La Motte Elementary School Safe Routes To School Travel Plan



Vision:

To foster a community – starting at the school and building outwards – where more kids and townspeople are confidently using the roads for biking and walking; cars are respectful of pedestrians and cyclists; and all people: pedestrians, cyclists & drivers are educated about and practice safe travel skills

Travel Plan Goal:

Increase the share of students riding to school from 20% to 30% in Year 1 and to 35% in Year 2.

Introduction

Isle La Motte School initiated its Safe Routes to School Program in early 2012. Safe Routes to School is about children walking and biking to school: regularly, routinely, and safely. The program integrates elements of transportation, economics, health and physical activity, environmental awareness, and safety into one program. The program also focuses on encouraging bicycling and walking by parents, teachers, and other people who travel to school-related facilities. Funding to develop this School Travel Plan, the first element of Isle La Motte's Safe Routes to School Program comes through the Northwest

Regional Planning Commission's Energy Efficiency Community Block Grant. In addition, the State of Vermont's Safe Routes to School Resource Center provides resources to partner schools in the form of technical assistance and funding opportunities. In exchange, the schools agree to evaluate existing conditions and attitudes, actively encourage walking and bicycling by students, and identify infrastructure projects to make walking and bicycling safer.

Educators, administrators, and parents in Isle La Motte have been working to build walking and cycling skills and to improve the level of physical activity and fitness of the students for several years. Recently, the a majority of town residents voted not to fund a school bus for the Elementary School, making the need for students to have the skills and knowledge to get around safely by foot and bike even more critical. The Safe Routes program offers a tool for meeting these objectives.

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.



Aerial view of Isle La Motte from the south

Safe Routes to School Team Members

Team Member	Group Representing
Edorah Rubin	School Principal
Kayli Hill	School Student
Shannon English	School Parent
Steve Sata	Selectboard
Art Larvey	Selectboard/Road Commissioner
Barbara Larvey	Physical Ed. Teacher
Ray Allen	Sheriff
Tara Liloia	School Board Chair
Dorey Myers	Northwestern Medical Center
Abby Mattera	Safe Routes to School Outreach Manager
Katelin Brewer-Colie	Regional Planner, Northwest Regional Planning Commission

School Description



School entrance driveway

Population and Service Area

Isle La Motte School is located in the Town of Isle La Motte in Grand Isle County, one of the four towns that comprise the Lake Champlain Islands. The school is part of the Grand Isle Supervisory Union. According to the 2010 Census, the Town of Isle La Motte has a population of 471 residents, 96 of which were school age youths (under 18

years). The school currently houses Pre-K through grade 6. For the 2011-2012 school year, 32 students were enrolled in these grades.

Isle La Motte was chartered in 1779 and in the first seventy-five years of its existence, the town's population grew rapidly to an all-time high of 564 then fluctuated close to that figure for the next fifty years. From 1920 to 1960, there was a steady decline to 238 and since 1960, the town experienced steady population growth until 2000 with a population of 488. Between 2000 and 2010 the town lost 3.6% population while the state at large grew 2.8% in the same time period. While the town's year round population is approximately 500, in the summer, its population swells to several times that number due to the many seasonal residences located along the lakeshore.

As there is no local high school, families may choose where students attend grades 7-12, with students attending their school of choice. Buses are provided to take students to Colchester High School and South Burlington High School.



The School and its Neighborhood

Isle La Motte Elementary School is located on School Street across from the Town Recreation Park near the village center, known as the "Four Corners." The Four Corners include the intersection of Main Street, School Street and Church Street. The posted speed in the westbound direction on School Street is 35 MPH, but there is no posted speed eastbound and therefore the legal speed limit is 50 MPH. Westbound on School Street, there is one sign indicating the school located with poor visibility.

Isle La Motte is a remote, rural agricultural and recreational/tourism community accessible via causeway from the Town of Alburch to the east, or by boat. 71 dwelling units are located within ½ mile of the four corners, 67 of which are year round housing units, as well as 10 public uses and 7 commercial uses.

Some of the schoolchildren living within a reasonable distance walk and bike to and from school. Children regularly cross School Street to reach the Town Recreation Park.

Isle La Motte has a somewhat unusual situation because as of the 2011-2012 school year the town no longer provides bus transportation, meaning that students have to bike, walk or be driven to school. There are no sidewalks or paths along Main Street, School Street or any of the other roadsides to safely facilitate this practice.

ILMES Hours and Enrollment

- Grades PreK – 6th: 7:45am – 2:30pm
- Enrollment 2011-2012: K-6: 22 PreK: 10

School History

In the early 19th century, a schoolhouse was built in northern Isle La Motte to accommodate children who could not reach the south district through the impassable marsh. This school was located about a half mile north of the town center. Later locations included the Methodist church basement (1856), the second floor of Town Hall (1914), and a dedicated building on School Street (1930).

Families paid tuition for each child who attended classes and were also required to provide half a cord of firewood for heating the classroom. Often, parents fell behind on payments; in 1810, the north district was only able to collect \$12.42 of the \$200 owed to the school. The south district school currently houses the Isle La Motte Historical Society Museum.

The school in its current location opened in 1977.



Bike Hostel housed in the old schoolhouse on School Street, Isle La Motte

Related Activities

Establishing the Team

Isle La Motte Elementary School 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 in March 2012. Successful programs require a collaborative effort between school faculty, staff, parents and the greater community because students travel in the community and other commuters are affected by school traffic. Three meetings were held throughout the process to identify the needs and interests of the school communities and how to best implement activities.



Current Programs

Isle La Motte Elementary School already implements a variety of different programs aimed at improving safety skills, 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.

Starting around 2010, the School began hosting Bike Rodeos, where the Sheriff's Department demonstrates safe riding habits. The school also participates in Local Motion's Loaner Program, which gives schools free use of a trailer full of kids' bikes plus equipment for conducting on-bike skills trainings. In April 2012, the School participated in National Walk @ Lunch Day, where people are encouraged to improve health by starting a daily walking routine. In May 2012, the school participated in National Bike to School Day as part of National Bike Month and had 29 participants out of 32 students as well as many parents and staff.



As part of the Physical Education curriculum, Isle La Motte Students learn the Bike Smart On Bikes bicycle safety curriculum, how to use pedometers, as well as practice lifelong physical and recreation skills like canoeing, snowshoeing, sledding, cycling and hiking.

Isle La Motte participates in the GRACE (GrassRoots Afterschool Care Education) program, an after school enrichment program for K-6th 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 sprinting, walking, biking or spending time

outside. Bike training and pedestrian safety courses are part of the ongoing after school program curriculum. In Spring 2012, GRACE also offered yoga, cooking, Zumba, and gardening activities.

Programs such as these are assets to the Safe Routes Program because they incorporate the ideas and energy of students in projects that support Safe Routes to School's health and safety goals.

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. Isle La Motte is a primarily residential and recreational community with a commercial crossroads (the "Four Corners") that people travel through to reach their place of employment and to access services. For these reasons, people traveling during similar hours and nearby 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 meetings, the team solicited information about travel to school and barriers to walking and bicycling from students and parents. Articles were also submitted to the local newspaper (The Islander) as well as the school newsletter to raise awareness about Safe Routes to School.

Members of the Safe Routes to School committee 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 Isle La Motte 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-6 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 to School program has

affected travel behavior. Ideally, two sets of surveys will be completed to assess any change from the time when Safe Routes programs were first initiated to after program activities have been implemented. Weather on a particular day, seasonal climate and other factors may also affect the results. Tallies were completed in spring 2012 and may be administered again in fall 2012.

Parent Surveys

In spring of 2012, Parent Surveys were handed out for students to take home with their *Wednesday Weekly* newsletter. The survey asks parents how their child currently travels to and from school and what factors affect whether or not their children walk or bike to school. It also helps to determine the presence of key safety-related conditions along routes to school, and relevant background information. The survey results help 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.

Traffic and Pedestrian Counts

As part of the Safe Routes to School effort, the Northwest Regional Planning Commission placed vehicle traffic counters on streets that provide access to the school to collect data about traffic

Traffic Counter Location	Speed Limit (not currently posted)	Average Annual Daily Traffic (AADT)	85 th Percentile	50 th Percentile	Percent of Vehicles >35 MPH
School Street	50/35	290	47	33	32.5%
North Main Street	35	980	39	32	64%

Bike and Pedestrian Count Summary

Count Location	School - Park		School - Left		School - Right		Park - School		Park - Left		Park - Right		Left - Park		Right - Park		Left - School		Right - School	
	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P
School Street	0	15	4	3	0	0	0	15	0	0	1	0	1	0	0	0	0	0	1	0

volume, speed, and type. These were conducted in spring 2012 on School Street and Main Street. Pedestrian counts were also completed in the spring of 2012.

The Travel Environment



“The Four Corners”: intersection of School, Main and Church Streets

Facilities and Services

ILMES is located on School Street. The speed limit is 35 mph eastbound but due to lack of signage it is 50 MPH in the westbound direction. The Town Recreational Fields are located on the west side of School Street (a two-lane road) immediately across from the school, although there are no crossing facilities. The nearest intersection is the intersection of Main Street, School Street and Church Street, which is also the school access road. The area immediately surrounding the school is rural and residential in character, with more commercial and public buildings closer to the village center.

The school parking lot is located in the front on the west side of the building. ILMES uses the parking area for faculty and staff parking, as well as for student pick-up and drop-off at the main entrance. Vehicles

enter from School Street onto the access drive, drive around the parking area and stop in the circulation area for drop-off /pick up. The entrance and exit become congested during school pick-up and drop-off times and parents driving away too quickly is a major staff concern.



All students and families must approach school from the access drive off of School Street. School Street, with its high marked and unmarked speeds of 35-50 MPH is dangerous, especially during the busy parts of the day, and with seasonal traffic.

Residential areas located outside the village may be conducive to car-pooling. Increased carpooling would alleviate traffic both approaching the school and in the pick-up/ drop-off zones.

Sidewalks and Bicycle Lanes

There are no sidewalks in Isle La Motte and currently there are no plans underway to construct them. The town does not have a town plan, which is the policy document where the vision and need for facilities such as sidewalks and bicycle lanes and other utilities would be articulated.

The Four Corners, at the crossroads of Main Street, School Street and Church Street, would be a natural area in which to focus development of bike and pedestrian

facilities because there is a density of development and destinations within walking distance, and it is where civic buildings are located, such as the Town Office, the U.S. Post Office, and the Old Schoolhouse and (now a bike hostel).



Isle La Motte Town Hall

Cycling is extremely important to the Champlain Islands' culture and economy, including Isle La Motte. The Town is ideal for cycling because of its flat terrain, captivating lake views, interesting historical stops, and low traffic volumes. Most roads are paved and accessible to bikes, although they are shared roadways, with variable shoulder widths. A loop connecting West Shore Road, Main Street, School Street and Shrine Road is part of the Champlain Islands Bikeways, a 992 mile network made up of loops circling Lake Champlain in New York, Vermont and Canada. On Isle La Motte, these routes are marked with signs.

Crosswalks

There are no signed or striped crosswalks located in the town. The locations where crosswalks are most needed are across Main Street at the intersection of Main Street, School Street and Church Street,

and across School Street between the school property and the Town Recreational Fields where children cross daily to reach the fields. These locations should be signed and striped for pedestrian safety. There are currently no crossing guards employed by the School District to facilitate safe crossing.

Travel Patterns

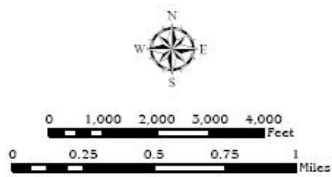
As previously mentioned, the school is located near the Four Corners and students travel from all directions around town to reach the school. From all directions students walking and biking arrive at the school via School Street.



Looking from Church St. toward School St. at the Four Corners

Because over 50% of students ride in family vehicles, traffic on School 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.

Distances to School Isle La Motte



LEGEND

Distances to School

- 1/2 Mile or Less
- 1/2 Mile to 1 Mile
- 1 Mile to 1 1/2 Miles
- 1 1/2 Miles to 2 Miles
- 2 Miles to 2 1/2 Miles
- 2 1/2 Miles to 3 Miles
- 3 Miles to 3 1/2 Miles
- More Than 3 1/2 Miles

Other Features

- ○ ○ Lake Champlain Bikeway
- ➔ Direction to School



Data Source: All map features derived from VGIS digital coverages. North arrow on map refers to Grid North.

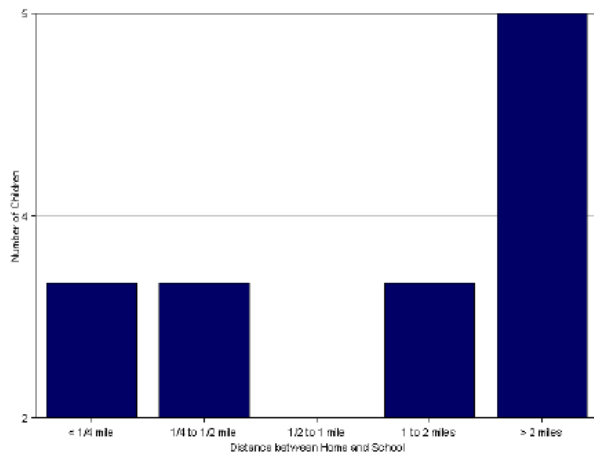
Vermont Coordinate System
Transverse Mercator, NAD 83.
For planning purposes only.
Prepared by:
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June, 2012.

Current Travel Behavior

Spring 2012 Parent Survey Results

The parent survey was sent home in March 2012 with each child's Wednesday Weekly newsletter. A total of 17 surveys were returned. Out of 24 families at school this represents a response rate of approximately 71%. While 5 respondents indicated that their child lives more than two miles from the school, at least 6 live within ½ mile of it, a very reasonable distance for walking and biking.

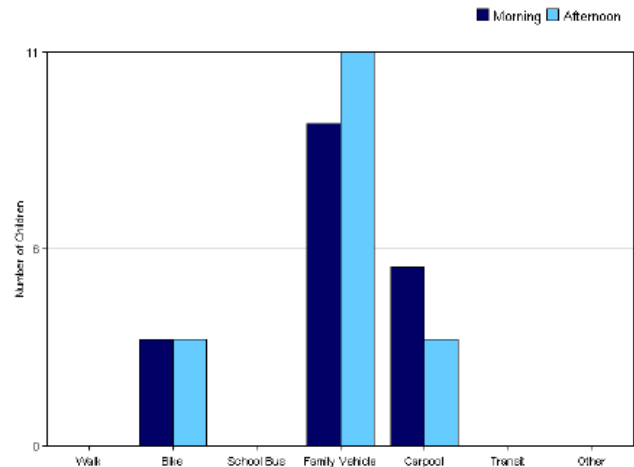
Estimated Miles from Home to School



Distance between home and school	Number of children
Less than 1/4 mile	3
1/4 mile up to 1/2 mile	3
1/2 mile up to 1 mile	2
1 mile up to 2 miles	3
More than 2 miles	5

Don't know or No response: 1

Travel Mode to and From School



Ranking of Travel Modes to and from School

Travel Mode to School:		
1. Family Vehicle	9	53%
2. Carpool	5	29%
3. Bike	3	18%
4. Walk	0	0%
17		100%
Travel Mode from School:		
1. Family vehicle	11	65%
2. Carpool	3	17.5%
3. Bike	3	17.5%
4. Walk	0	0%
17		100%

Amount and **speed of traffic** were the two most commonly stated issues reported to affect the parents' decision to not allow their child to walk or bicycle to school, indicated by **53%** and **47%** of parents.

Following those issues were the **safety of intersections and crossings** along the route (**41%**) and **lack of sidewalks and pathways, distance, and violence or crime** are tied (**35%**) as the issues affecting respondents' decision not to allow their child to walk or bike to school.

Those who responded also indicated that **weather or climate, time, adults to walk and bike with, and convenience of driving**

equally affected their decision not to let their child walk or bike to school (**29%**), **availability of crossing guards**, and **child's participation in after school activities** were the least cited issues (**24%**).

Parents reported that 10 children (**59%**) of the 17 respondents have asked permission to walk to/from school. 58% of parents responded that they would feel comfortable allowing their child to walk or bike to school at an older age while 41% 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 busing in town, allowing their children to ride bikes because there is no bus, the high speed of traffic along Main Street and that if there was an adult monitor he or she would allow his or her child to ride to school.

Looking back at the Parent Survey, 35% of respondents' children live within ½ mile of ILMES and 59% of kids have asked permission to walk or bike to/from school. It seems that there is an incredible opportunity for Isle La Motte to increase the amount of kids walking and biking to school if the town and school can address existing safety issues through improved infrastructure and safety education.

Spring 2012 Student Tallies

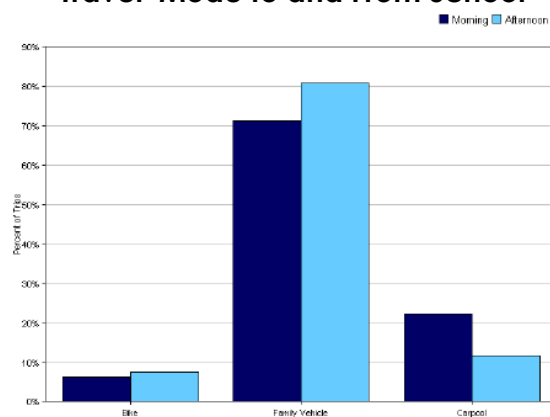
Student travel tallies are designed to randomly assess the mode of transportation that students use to travel to and from school. Teachers were asked to have students indicate by a raise of hands how they travelled to and from school that particular day.

The 2-day tallies were conducted in all 8 school classrooms and all 32 school students, including PreK. A majority of students were driven alone on the days the tallies were taken. 6%-7% of students biked, and 12%-22% carpoolled on these days. No students walked.



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, particularly on School Street, where the speed is not adequately marked, and Main Street where people drive very fast approaching the village.

Travel Mode to and From School



Current Programs in Place

Isle La Motte Elementary School provides a variety of 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:

GRACE after school program that encourages biking, walking and running P.E. class instruction in lifelong physical activities such as hiking, snowshoeing and biking.

Participating in National Walk @ Lunch Day and National Bike Month
President's Physical Fitness Challenge
Summer programs that focus on outdoor activity such as nature camp



One of the many historical sites on Isle La Motte

Community Support

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

A Town Recreation Department was established in 2007 with the mission "to enrich the lives of community members by developing high quality and affordable programs, activities and events for citizens of all ages." The Department maintains town fields and sponsors events such as a 5K race including a kids' fun run, Nature Awareness Camp, and Learn to Ski Program.

The Isle La Motte Community Organization (ILMCO) functions "to promote good government, community relations, economic development, and to facilitate inclusion and communications among all people of Isle La Motte, VT". It also plays a role as a non-regulatory forum for issues of community interest and concern.

Champlain Islands Bikeways are five loops that are part of the Champlain Bikeway, a network of over 900 miles of routes around Lake Champlain in Vermont, New York and Quebec. The Isle La Motte loop passes the town's many historical sites, including St. Anne's Shrine, statue commemorating Samuel de Champlain's 1609 landing, and Fisk Farm. The Islands Bikeways offer many opportunities for educational and physical activities.

Isle La Motte Free Public Library is located on Main Street just north of the Four Corners and can serve as an excellent resource for continued encouragement of healthy activities through its children's programming.

Barriers to Walking, Biking and Carpooling

Responses to the Parent Survey indicate that **speed** and **amount of traffic** along school routes such as Main Street and School Street are major barriers to students walking and biking. Towns can help to regulate these factors with speed ordinances, and Isle La Motte's Selectboard is exploring where speed limits should be reduced. The amount of traffic is more 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.

Students' **distance** from the school is a barrier to walking and biking to school for many families. While the 35% of families surveyed that live within ½ mile of school present a major opportunity, the reality is that 29% of students surveyed live more than two miles from school and thus, walking is really not feasible for them. Despite living a greater distance from the school, programs (such as a walking school bus, bike trains, carpooling, and walking to the bus stop) can be implemented that still provide physical activity and reduce congestion at the school during peak travel times.

Social Barriers

35% 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.

Unleashed dogs make kids fearful of walking and biking past some properties. Education about safe behavior in this situation could help to alleviate their fears.

Lack of or Inadequate Crosswalks

Safety of Intersections and **Lack of Crosswalks** were named as concerns by school parents. Currently, not one crosswalk exists on Isle La Motte. Areas that have been identified where crosswalks are most needed to make street crossings safer include crossing School Street between the school and the Recreation Fields and crossing Main Street at the Four Corners. Crosswalks should include both painted striping and signage indicating the crosswalk.

Lack of Sidewalks and Connectivity

There are currently no sidewalks or other pedestrian connections in the historic village area around the Four Corners. The Four Corners is where the greatest concentration of civic and commercial buildings are located in the town. A sidewalk or multi-use path between the Four Corners and the school would provide a much needed connection for the community.

Conflicts with Vehicles

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

Rural routes with higher speed limits pose a particular barrier; especially in the village and close to the school, where speed limits are not as low as they should be. The addition of a sidewalk, bulb outs, crosswalks, signage and the addition of a crossing guard would decrease conflicts with vehicles.

This is particularly the case on Main Street coming out of the swamp, where cars travel significantly faster than the legal speed limit and the shoulders are very narrow. A Boardwalk or other alternative route through the swamp is one idea that the public has for remedying this situation.

School drop-off and pick-up are other times that could lead to vehicle conflicts as private family vehicles fill up the access road waiting for students and often leave at higher speeds than are considered safe.

Summary of Supporting Studies

Community Development Plan

In 1999, Northwest Regional Planning Commission prepared a Community Development Plan, which according to the VT Community Development Program, addresses the town's needs, priorities, and strategies in the four program areas of housing, economic development, public facilities, and public services. There are no goals or objectives related to pedestrians, cyclists, or to facilities that would better serve them, and in support the town's economic development. The town may want to consider updating the Community Development Plan to update data and town priorities.

Actions and Solutions



Travel Goals

In implementing the Safe Routes to School program, the primary goals of Isle La Motte Elementary School, the community, and NRPC are to encourage and educate students about walking and bicycling safely to school, improving safety, as well as reducing traffic in the school environment, and decreasing carbon emissions.

Strategies

The Safe Routes to School 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.

- Educate the entire community about bike and pedestrian safety, especially drivers in and outside of the school community and seasonal residents using the *Islander* and *Front Porch Forum*, reminding them to drive slowly at and around the school.
- Educate kids about safety around unleashed dogs, such as a PSA in the *Wednesday Weekly* newsletter, so that they can bike and walk safely in the community
- Continue to include biking, walking and running as options in the after school program
- Continue to participate in events such as National Bike Month, International Walk and Roll to School Day and National Walk @ Lunch Day
- Continue to educate students about bike and pedestrian safety in Physical Education class with the Walk Smart/Bike Smart Vermont! curriculum, bike rodeos, and the Local Motion Lender program
- Provide materials for students to share with parents such as the *Walk Smart/Bike Smart Vermont!* curriculum such as "A Parent's Guide to Safe Bicycling Essentials"
- Share bicycling and walking safety checklist with parents to bring awareness and encourage families to determine their travel safety
- Continue to increase awareness in the community about the Safe Routes to School initiative using VT Safe Routes to School Resource Center and Local Motion

- Build partnerships in the community to increase education, e.g. Recreation Department, Champlain Bikeway, and Isle La Motte Community Organization

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 at least one Bike Train and/or Walking School Bus before the end of the 2011-12 school year and three per year afterwards
- Plan and implement at least three Bike Trains and/or Walking School Buses per year
- Create parent incentives, such as a once a month coffee for parents biking with their child to school
- Create a walking incentives program rewarding them with incentives such as water bottles, lanyards, banners, or pedometers
- Coordinate a "Story Walk" for students to use the trails at Goodsell Ridge and eventually on the school grounds, stopping at different stations for a few pages of a book
- Encourage organizers of afterschool programs to assist parents in forming carpools.
- Use the school stipend to provide free or reduced cost reflective vests, helmets, bike flags, odometers and other safety gear.
- Obtain bikes and safety gear so that every child who needs or wants a bike has one.
- Encourage families who do walk or bike to school to encourage other families by starting walking school buses or bike trains
- Profile a biking student in the *Islander*

Enforcing Rules and Laws

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

- Increase Law Enforcement presence at the Four Corners, especially during the 45 minute school arrival window to make kids and parents more comfortable with walking and biking.
- Work with Grand Isle Sheriff to install a Speed Feedback Trailer so drivers can self-monitor their driving speed.
- Purchase a "Slow Pedestrian Crossing" signs that can be placed in the road to provide traffic calming on Main Street at the Four Corners.
- Recruit community members (e.g. parents and retirees) to be "eyes on the street" from their homes along the way during morning and afternoon commute times and to report their observations.
- Develop a "safe house" program where kids could go if they need help on their way to or from school.
- Revive the "Caught Being Good" program (with the help of the Grand Isle Sheriff) and get the word out about it.
- Work with Selectboard to reduce speed on School Street and Main Street and adopt a new ordinance if necessary.
- Evaluate the need to station a crossing guard at the Four Corners at pick-up and drop-off times.

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 continue to perform traffic counts annually on streets that access the school to collect data about traffic volume, speed, and type.
- Use SRTS student tallies to annually track whether the number of people participating in Safe Routes to School and other walking, biking or carpooling programs increases.
- Use SRTS parent survey to annually determine the barriers that prevent more families from walking, biking and carpooling.
- Keep school travel plan updated and relevant by reviewing it with the ILM Transportation Committee and charting progress annually.

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.

- **Priority Project #1:** Redesign the Four Corners intersection for improved safety, including a "bulb out" and explore the addition of a blinking yellow light.
- **Priority Project #2:** Construct a safe, multi-use path between the school and the Four Corners on the south side of School Street.
- **Priority Project #3:** Obtain permanent signage for the school zone to remind travelers to drive slowly.
- Utilize school travel plan to obtain grants that support walking and biking infrastructure improvements.
- Post signage so that legal and appropriate speed is enforceable on School Street
- Construct a crosswalk, including striping

and signage across School Street between the school and the Recreation Fields.

- Construct a crosswalk, including striping and signage across Main Street at the Four Corners.
- Establish a safe waiting place at the Four Corners for kids on bikes, perhaps with a shelter
- Obtain temporary signage for the Four Corners reminding drivers of “kids crossing.”
- Construct a sign at the entrance and exit to Isle La Motte reminding residents and visitors that there are children biking and walking
- Improve cycling facilities on the narrow shoulders of Main Street in the marsh area; consider a separated foot/bike path
- Secure new bike parking for the School
- Secure covered bike parking for the School and at Town Hall, in a visible location.
- Maintain Gold Partnership Status with the VT Safe Routes to School Resource Center for long term program support and to be eligible for infrastructure grants
- Ensure that routes commonly used by walkers and bikers are adequately marked and maintained (e.g., “Share the Road” signs).
- Advocate for changes in road design to favor bicycle and pedestrian travel.
- Develop the trail system at Isle La Motte Elementary School
- Install wayfinding signage to help locate the school at the Four Corners

Plan Approval Signatures

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

Chair, Town School Board

Chair, Isle La Motte Select Board

Isle La Motte School Board Member

Select Board Member

Isle La Motte School Board Member

Select Board Member

Isle La Motte School Board Member

Select Board Member

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Select Board Member

For more information about Safe Routes to School, contact:

On Isle La Motte:

Isle La Motte Elementary School, Principal: Edorah Rubin, (802)

EdoRubi@gisu.org

In Franklin and Grand Isle County:

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

In Vermont:

VT Safe Routes to School Resource Center, State Outreach Manager: Abby Mattera, (802) 598-8651; abby@saferoutesVT.org; www.saferoutes.org

Implementing The 5 E's: Education, Encouragement, Enforcement & Evaluation Actions

	Category	Action	Priority Short Term = 1 yr Med Term = 2-3 yr. Long Term = 4+ yrs	Responsible Party	Status
Edu -1	Education	Educate the entire community about bike and pedestrian safety, especially drivers in and outside of the school community and seasonal residents using the <i>Islander</i> and <i>Front Porch Forum</i> , reminding them to drive slowly at and around the school.	All	ILM School	Ongoing
Edu -2	Education	Educate kids about safety around unleashed dogs, such as a PSA in the <i>Wednesday Weekly</i> newsletter, so that they can bike and walk safely in the community	All	ILM School	Ongoing
Edu -3	Education	Continue to include biking, walking and running as options in the after school program	All	ILM School	Ongoing
Edu -4	Education	Continue to participate in events such as National Bike Month, International Walk and Roll to School Day and National Walk @ Lunch Day	All	ILM School	Ongoing
Edu -5	Education	Continue to educate students about bike and pedestrian safety in Physical Education class with the Walk Smart/Bike Smart Vermont! curriculum, bike rodeos, and the Local Motion Lender program	All	ILM School	Ongoing
Edu -6	Education	Provide materials for students to share with parents such as the <i>Walk Smart/Bike Smart Vermont!</i> curriculum such as "A Parent's Guide to Safe Bicycling Essentials"	All	ILM School	Ongoing
Edu -7	Education	Share bicycling and walking safety checklist with parents to bring awareness and encourage families to determine their travel safety	All	ILM School	Ongoing
Edu -8	Education	Continue to increase awareness in the community about the Safe Routes to School initiative using VT Safe Routes to School Resource Center and Local Motion	All	VT SRTS Resource Center/ Local	Ongoing

	Category	Action	Priority Short Term = 1 yr Med Term = 2-3 yr. Long Term = 4+ yrs	Responsible Party	Status
				Motion/School	
Edu -9	Education	Build partnerships in the community to increase education, e.g. Recreation Department, Champlain Bikeway, and Isle La Motte Community Organization	Short Term	ILM School	
Enc -1	Encouragement	Plan and implement at least one Bike Train and/or Walking School Bus before the end of the 2011-12 school year and three per year afterwards	Short Term	ILM School	√
Enc -2	Encouragement	Plan and implement at least three Bike Trains and/or Walking School Buses per year	All	ILM School	Ongoing
Enc -3	Encouragement	Create parent incentives, such as a once a month coffee for parents biking with their child to school	Short Term	ILM School	
Enc -4	Encouragement	Create a walking incentives program rewarding them with incentives such as water bottles, lanyards, banners, or pedometers	Short Term	ILM School/SRTS Resource Ctr	
Enc -5	Encouragement	Coordinate a "Story Walk" for students to use the trails at Goodsell Ridge and eventually on the school grounds, stopping at different stations for a few pages of a book	Medium Term	ILM School	
Enc -6	Encouragement	Encourage organizers of afterschool programs to assist parents in forming carpools.	Medium Term	ILM School	
Enc -7	Encouragement	Use the school stipend to provide free or reduced cost reflective vests, helmets, bike flags, odometers and other safety gear.	Short Term	ILM School/NRP C	√
Enc -8	Encouragement	Obtain bikes and safety gear so that every child who needs or wants a bike has one.	Medium Term	ILM School	
Enc -9	Encouragement	Encourage families who do walk or bike to school to encourage other families by starting walking school buses or bike trains	Short Term	ILM School	
Enc -	Encouragement	Profile a biking student in the <i>Islander</i>	Short Term	ILM School	

	Category	Action	Priority Short Term = 1 yr Med Term = 2-3 yr. Long Term = 4+ yrs	Responsible Party	Status
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Enf -1	Enforcement	Increase Law Enforcement presence at the Four Corners, especially during the 45 minute school arrival window to make kids and parents more comfortable with walking and biking.	Short Term	Grand Isle County Sheriff's Department	
Enf -1	Enforcement	Work with Grand Isle Sheriff to install a Speed Feedback Trailer so drivers can self-monitor their driving speed.	Medium Term	Sheriff's Department/ ILM School	
Enf -2	Enforcement	Purchase a "Slow Pedestrian Crossing" signs that can be placed in the road to provide traffic calming on Main Street at the Four Corners.	Medium Term	ILM School	
Enf -3	Enforcement	Recruit community members (e.g. parents and retirees) to be "eyes on the street" from their homes along the way during morning and afternoon commute times and to report their observations.	Medium Term	ILM School	
Enf -4	Enforcement	Develop a "safe house" program where kids could go if they need help on their way to or from school.	Long Term	Sheriff's Department/ ILM School	
Enf -5	Enforcement	Revive the "Caught Being Good" program (with the help of the Grand Isle Sherriff) and get the word out about it.	Short Term	Sheriff's Department/ ILM School	
Enf -6	Enforcement	Work with Selectboard to reduce speed on School Street and Main Street and adopt a new ordinance if necessary.	MediumTerm	ILM School/ Town	
Enf -7	Enforcement	Evaluate the need to station a crossing guard at the Four Corners at pick-up and drop-off times.	Medium Term	ILM School/ Town	
Eval - 1	Evaluation	Work with Northwest Regional Planning Commission to continue to perform traffic counts annually on streets that access the school to collect data about traffic volume, speed, and type.	All	ILM School/ Town/NRPC	Ongoing

	Category	Action	Priority Short Term = 1 yr Med Term = 2-3 yr. Long Term = 4+ yrs	Responsible Party	Status
Eval – 2	Evaluation	Use SRTS student tallies to annually track whether the number of people participating in Safe Routes to School and other walking, biking or carpooling programs increases.	All	ILM School	Ongoing
Eval – 3	Evaluation	Use SRTS parent survey to annually determine the barriers that prevent more families from walking, biking and carpooling.	Both	ILM School	
Eval – 4	Evaluation	Keep school travel plan updated and relevant by reviewing it with the ILM Transportation Committee and charting progress annually	All	ILM School/NRPC C	Ongoing

Implementing The 5 E's: Engineering Actions

	Category	Action	Priority Short Term = 1-2 Long Term = 3+yrs	Responsible Party	Status
Eng -1	Engineering	Priority Project #1: Redesign the Four Corners intersection for improved safety, including a “bulb out,” signage and explore the addition of a blinking yellow light.	Long Term	Town/School/NRPC	
Eng -2	Engineering	Priority Project #2: Construct a safe, multi-use path between the school and the Four Corners on the south side of School Street.	Long Term	Town/School/NRPC	
Eng -3	Engineering	Priority Project #3: Obtain permanent signage for the school zone to remind travelers to drive slowly	Short Term	Town/School/NRPC	
Eng -4	Engineering	Utilize school travel plan to obtain grants that support walking and biking infrastructure improvements.	Short Term	ILM School/SRTS Resource Center	Ongoing
Eng -5	Engineering	Post signage so that legal and appropriate speed is enforceable on School Street	Short Term	Town	
Eng -6	Engineering	Construct a crosswalk, including striping and signage	Short Term	Town/School/NRPC	

	Category	Action	Priority Short Term = 1-2 Long Term = 3+yrs	Responsible Party	Status
		across School Street between the school and the Recreation Fields.			
Eng -7	Engineering	Construct a crosswalk, including striping and signage across Main Street at the Four Corners.	Short Term	Town/School/NRPC	
Eng -8	Engineering	Establish a safe waiting place at the Four Corners for kids on bikes, perhaps with a shelter	Long Term	Town/School	
Eng -9	Engineering	Obtain temporary signage for the Four Corners reminding drivers of "kids crossing."	Short Term	Town/School/SRTS Resource Center	
Eng -10	Engineering	Redesign the Four Corners intersection for improved safety, including a "bulb out" and explore the addition of a blinking yellow light.			
Eng -11	Engineering	Construct a sign at the entrance and exit to Isle La Motte reminding residents and visitors that there are children biking and walking	Short Term	Town/School/NRPC	
Eng -12	Engineering	Improve cycling facilities on the narrow shoulders of Main Street in the marsh area; consider a separated foot/bike path	Long Term	Town/School/NRPC	
Eng -13	Engineering	Secure new bike parking for the School	Short Term	School/SRTS Resource Center	
Eng -14	Engineering	Secure covered bike parking for the School and at Town Hall, in a visible location.	Long Term	School/Town	
Eng -15	Engineering	Maintain Gold Partnership Status with the VT Safe Routes to School Resource Center for long term program support and to be eligible for infrastructure grants	Long Term	School/SRTS Resource Center	
Eng -16	Engineering	Ensure that routes commonly used by walkers and bikers are adequately marked and maintained (e.g., "Share the Road" signs).	Long Term	Town/School/NRPC	
Eng -17	Engineering	Advocate for changes in road design to favor bicycle and pedestrian travel.	Short Term	School/NRPC	

	Category	Action	Priority Short Term = 1-2 Long Term = 3+yrs	Responsible Party	Status
Eng - 18	Engineering	Develop the trail system at Isle La Motte Elementary School	Both	School/NRPC	
Eng - 19	Engineering	Install wayfinding signage to help locate the school at the Four Corners	Short Term	School/Town	

Infrastructure Recommendations

