
Moretown Elementary School

SCHOOL TRAVEL PLAN

Promoting Walking & Biking to School

April 2013



Developed with federal transportation funds administered by the
VTrans Safe Routes to School Program.

Maps provided by the Central Vermont Regional Planning Commission.

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INTRODUCTION

INTRODUCTION

Moretown Elementary School is located in the heart of Moretown village, which lines VT Route 100B. Route 100B is very much a through-corridor for commuters and visitors alike, linking the Mad River Valley to the Barre-Montpelier area and Interstate 89. The elementary school, historically a small building facing on the main street, has since had several additions so that the main entrance is now at the back of the school. The curbless asphalt sidewalks throughout Moretown village are scarcely more than slightly raised roadway shoulders, and are in poor condition.

Yet Moretown, like the rest of the Mad River Valley, has a strong community culture of walking and bicycling. The community is very fitness-oriented. Many parents and adults are walkers, runners, hikers, mountain bikers, bike racers, road bikers, or touring bicyclists. While the rural landscape and distances between destinations present challenges to daily transportation by human-powered means, many Moretown residents will walk, hike, or ride a bike as weather and circumstances permit.

The Moretown Safe Routes to School program has promoted walk/bike to school days, with strong participation from those who live in the village or are able to bike from rural roads nearby.

Bicycling has increased more than walking over the first year of the program. An informal bike train has formed with particularly avid bicycling dads leading the way.

Yet the program has been limited by safety concerns with the sidewalks and traffic speeds along Route 100B.

The Moretown SRTS team has identified progress toward infrastructure improvements along Route 100B as a top priority for this school travel plan.



WHY WALK & BIKE TO SCHOOL?

Aside from the obvious health benefits of physical activity in any format, walking and bicycling to school has some additional benefits to the individual student and to the community.

- Students learn better when they have been physically active before school starts. Walking or bicycling for transportation is one of the most effective ways for persons of any age to physical activity into daily routines.
- Students learn decision-making skills, socialize, and increase their own mobility for reaching childhood destinations such as the library, recreation fields, general store, or swimming hole.
- Walking and bicycling to school can reduce the traffic around the school, making it safer for all, and can also reduce traffic congestion near the school, providing improved air quality, reduced delay times, and safer travel for all modes.

Healthy **a** Social **m** Promotes Learning **q** Fun • **a** Exercise • **q** Adventure **l** Part of Growing Up **q** Decision-making **a** Mobility

MORETOWN'S SAFE ROUTES TO SCHOOL PROGRAM

SUMMARY OF PROGRESS TO DATE

Moretown Elementary applied and was accepted to the VTrans Safe Routes to School (SRTS) program in 2008, receiving a \$10,000 grant for education, encouragement, and enforcement programs. Moretown's participation in this program also makes the town eligible for application to the SRTS Infrastructure Grant Program which provides 100% federal funding to projects prioritized in the school travel plan. A successful SRTS infrastructure grant will result in the installation of Speed Feedback signs along the school approach. The school became a Partner of the Vermont Safe Routes to School Resource Center in February of 2012.

Fall 2008

The team promoted International Walk/Bike to School Day in October, including a hike to school component. The team also hosted a school travel plan meeting in November. The facilitated discussion produced the team's School Travel Plan which has served as a blueprint for the work over the course of the school year.



Spring 2009

The team expanded walk/bike promotions to a weekly event, added an in-street pedestrian crossing sign to the Route 100 crosswalk, provided driveway monitors and a crossing guard at the crosswalk. The team also used temporary yard signs to encourage motorists to slow down, particularly on event days. As many as 35 students were biking to school, in addition to those walking.

Success To-Date

The Moretown SRTS team has already made some significant strides toward improving conditions:

- The SRTS team applied for and received a \$19,760 Vermont Recreation Trails Program grant to develop and construct a trail loop system connecting South Hill Rd. to the Elementary School.
- At the request of the town and the SRTS team, the Central Vermont Regional Planning Commission coordinated a Road Safety Audit Review conducted by VTrans staff.
- The Regional Planning Commission funded a traffic calming and sidewalk study for Moretown in its 2010 workplan.
- With citizen support, the town passed a \$12,000 budget item at town meeting March 2009 to repair sidewalks.
- In 2008-09, school champion Michael Close conducted WalkSmart instruction & BikeSmart instruction. The SRTS team also hosted a bicycle safety fair on a Saturday in early May.
- Received a grant for four additional bike racks (2009).
- A series of promotional events in 2008-09 boosted participation levels in walking / biking from 8% walk / 2% bike (Fall) to 10% walk / 6% bike (Spring), despite the fact that the Fall data was collected in sunny weather and the spring data during a rainy week.
- Working with the school principal, the SRTS team reopened the historic front door of the school to pedestrians/bikers.

- Applied for and received permission from VTrans to use an in-street pedestrian crossing sign, and established a rotating duty for a crossing guard at the crosswalk.
- Participated in a valley-wide bicycle rodeo in May 2012.
- Received SRTS infrastructure funding for speed feedback signs (expected installation summer 2013).
- 2011/2012 Recipient of the Way to Go School Carbon Cup for the highest percentage of clean commuters in the state on the event day.
- Principal-led walking school bus kicked-off in the 2011/2012 school year.
- Increased driver awareness of pedestrians and bicyclists in the village through yard signs, homemade "kids" cutouts, and the visible use of the crosswalk.

ACTION MATRIX – 2012-13 SCHOOL YEAR

<i>Approaches Integrated in Chronological Order</i>			<i>rev. 4.11.2013</i>
Ongoing	Education	Bulletin Board Updates and Newsletter Blurbs	SRTS School Coordinator / Team
October	Encouragement	Walk / Bike to School Days <ul style="list-style-type: none"> • International Walk in October • VT Walk and Roll/Way to Go Week in May • Walking Fridays each Fall & Spring 	SRTS School Coordinator / Champion/Team
January	Education	Winter Walking in PE class and during classes, snowshoe, x-c ski activities.	PE Teacher /teachers/parents
Fall & April – pre break	Education	WalkSmart program K-2 in PE classes	PE Teacher
Early April	Enforcement	Training for Crossing Guards (30-45 min.)	Video
April	Engineering	Develop possible options for school driveway/sidewalk reconfigurations.	SRTS Team / Consultant
Fall & April – pre break	Education	BikeSmart – PE presentation, grades 2-6	PE Teacher
April – pre break	Education	Lunchtime helmet fitting, when helmets come in.	School Nurse
April – right after break	Encouragement	Spring walk/bike kick off.	SRTS Coordinator/ Champion/Parents
April – after break until the end of the year	Enforcement	School custodian to place in-street pedestrian crossing sign. Crossing guard on event days.	School Principal SRTS Team
April/May	Enforcement	Radar Speed Cart – during spring kick off	Constable / Police

May	Education	Bike Swap at Waitsfield Elem, including bike safety checks & helmet fittings. Bike Skills Day / Bike Rodeo at Moretown Elem (every other year)	Parents / Champion
May	Encouragement	VT Intergeneration Walk & Roll Day – Valley Walk and Roll Festival, Way to Go Week. Review safety with assembled students at Town Hall.	SRTS Coordinator/ Parents/PE Teacher
May	Education	Walk & Roll Festival – driver outreach on safety / slow down	Valley Moves
May/June	Engineering	Installation of permanent speed feedback signs along 100B	SRTS Team/ Consultant
May / June	Evaluation	Classroom tallies, (avoid Memorial Day week)	
May / June	Encouragement	SRTS at Field Day, end of school – include helmet fittings, decorating activity/bike-ped safety refresher	SRTS Team, Parents

ACTION MATRIX – 2013 & BEYOND

Approaches Integrated in Chronological Order

FALL PROGRAM

TEAM MEETING – August, Start of School Year

August	Encouragement	Prepare for school year – announce walking / biking plans for 2013/2014	SRTS coordinator/ Principal
August	Enforcement	Recruitment and training for crossing guards (30-45 min.)	SRTS Coordinator / Team
September- November	Encouragement	Walk/Bike to School – Weekly event (Fridays). Crossing guard staffing & morning door supervision on event days. School custodian to place in-street pedestrian crossing sign.	SR2S Team / Parents
September –November	Education	Place "Slow Down" yard signs to alert drivers to children walking / biking.	SRTS Team / Parents
September	Evaluation	Classroom tallies (avoid Labor Day week)	School Nurse
September	Education	WalkSmart pedestrian skills instruction – at the start of school, focus on crosswalk education.	PE Teacher
September	Education	Driver outreach – Slow Down bumper magnets.	School Champion/ Parents
September	Encouragement	Meet with student assembly committee	School / SRTS team
September	Enforcement	Speeding and crosswalk enforcement	Constable/ Sheriff
TEAM MEETING – mid-September, plan for October school-wide event			
October	Encouragement	International Walk/Bike to School Month – large all-school event, with school-bus drop off and sheriff assistance. <ul style="list-style-type: none"> • Walk & Roll to School 	All / SR2S Team
TEAM MEETING – Fall assessment, evaluation/improvements for Spring			

SPRING PROGRAM			
TEAM MEETING – mid-March, to plan for Spring			
March	Education	Order low-cost bicycle helmets	School Nurse
Late March	Enforcement	Crossing guard training / refresher, as needed	SRTS Coordinator
Early April – pre break	Education	BikeSmart – during PE classes, grades 2-6	PE Teacher
April – pre break	Education	Lunchtime helmet fitting, when helmets come in.	School Nurse
April – right after break	Encouragement	Spring walk/bike kick off – In-street pedestrian sign placed in crosswalk. Walking school bus restarts on Fridays.	School Champion/ Team
April - Jun	Education	Place "Slow Down" yard signs to alert drivers to children walking / biking.	SRTS Team / parents
April	Enforcement	Involve police/constable in event safety	Constable / Police
TEAM MEETING – late April, to plan for May events			
Early May	Encouragement	Bike Swap at Waitsfield Elem in AM with bike safety checks and helmet fittings	Parents / Coordinator
Early May	Encouragement	Bike Skills Day / Bike Rodeo at Moretown Elementary with Kohl's Trailer	SRTS Team
mid May	Encouragement	Walk & Roll to School Day, Valley Walk and Roll Festival, Way to Go Week	SRTS Coordinator/ Parents
May	Education	Walk & Roll Festival – driver outreach on safety / slow down	Valley Moves
May / June	Evaluation	Classroom tallies, (avoid Memorial Day week)	School Nurse
TEAM MEETING – early June, wrap-up and plan for next year			
June	Encouragement	Wrap-up at Field Day or assembly, end of school	SRTS Team

Weekly Walk / Bike Days

In 2008-09, the SRTS team established weekly walk/bike to school days on Wednesdays starting in mid-May, with crossing guard coverage provided by volunteers, in the morning, and by former school principal Roberta Barone after school. The school used the front door for walker / biker access.

Key observations:

- The presence of a volunteer crossing guard coverage on Route 100B helps to slow down traffic.
- The school unlocked the front door in the mornings but did not provide direct supervision of that entrance. The front door was also unlocked well before students were actively arriving.
- Principal-led walking school bus from the lower village was successful (started 2011).

Plan for 2013-2014 School Year:

Continue with weekly walking/ biking events, primarily to support the students who are already walking / biking to school.

- Resume weekly walking events, moving the day of the week to Friday, due to less morning traffic.
- Solidify crossing guard duty and substitute arrangements in the event the crossing guard is unable to attend on a given day. If possible, seek to expand days that crossing guard coverage is provided.
- Moretown Mountain Road intersection supervision will be up to parents. Parents should be advised to walk / bike with their children, wearing bright clothing, and advised of preferred crossing locations (post office or school crosswalk).

School Wide Event Days – Fall & Spring

Twice a year, fall and spring, the Moretown SRTS team would promote walking / biking to school from a drop-off point in town; arrange a sheriff escort and parent participation/supervision, and facilitate a school bus / parent drop-off area. School bus drop-off is done by other schools in the state, including Dothan Brook School, Warren School, and Bradford Elementary School. Most schools require permission slips from parents for their children to exit the school bus at a location other than school.

Early October – International Walk / Bike to School Day

mid May – Valley Walk & Roll Festival/Way to Go Week/VT Walk and Roll

Bike to School – Grades 3+

This event would temporarily close Route 100B southbound, for about 5-10 minutes, with escort by the sheriff, and participation by 5-6 parent/adult supervisors. Advance driver outreach is key.

Walk to School – Grades K+

Use traffic cones along Route 100B to further emphasize the sidewalks from the Post Office to school, and provide supervised walking with flags, signs, and balloons. School buses could drop off by stopping on Route 100B. School buses in Hartford VT stop on U.S. Route 5 to drop students off at the Wilder path.

To prevent conflicts, hold walk and bike events on different days, possibly within the same week.

ENGINEERING: POTENTIAL PROJECTS

Moretown Elementary School's location on Route 100B puts it conveniently in the middle of the village but inconveniently along a busy state highway. In the local vernacular, Moretown includes the Upper Village, to the south, which includes the school, the library, the town clerk's office, the post office, the general store, and the town hall. "Upper" refers to the higher elevation of this portion of the village. At the intersection with Moretown Mountain Road, Route 100B dips down to the Lower Village, where it continues north past the town garage. The village ends as Route 100B curves to continue north across a bridge to the other side of the river.

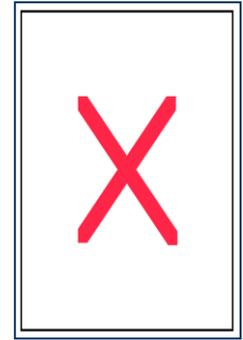
In the Upper Village, there are currently sidewalks without a curb, consisting primarily of a slightly elevated asphalt mound on the side of the road. In August, the sidewalks on the east side of the upper village were re-paved with asphalt with only minimal rolled curbs, but those on the west side remain in poor condition, with large cracks and heaves of asphalt. Although the town built a parking area in the late 1990s, partially with the idea of alleviating needs for street-side parking in the village, motorists continue to parallel park on the sidewalks.

Students from more rural areas of town, who may be able to bicycle on their local roads with less traffic, currently must also pass through the village to get to school.

Traffic speed was easily the top concern for Moretown Elementary School parents when asked about walking / biking to school. 81% identified traffic speed as a top concern preventing walking & biking to school. Below traffic speed, four concerns were clustered together as a concern for about 2/3 of parents. Lack of sidewalks & paths at 67% was the second highest concern, followed by intersections / crossings 63%, traffic volume 61%, and distance 60%. A further analysis of survey results appears in Appendix 3.

Infrastructure improvements

1. **Radar speed feedback signs on approaches to the village**, both northbound and southbound, located prior to the school flashing lights. Radar speed signs, because they are interactive, are more effective at slowing drivers than normal street signs. These signs are a permanent installation similar to the radar speed cart used by the Sheriff.



As part of installing the radar speed signs, the SRTS team plans to ask the Moretown Selectboard to petition VTrans to reduce the speed limit in the village from 30 mph to 25 mph, preferably at all times of the day. See below for a discussion of relevant speed limit policy.

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

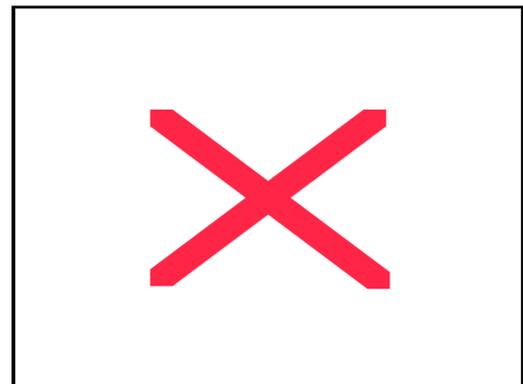
[http://www.aot.state.vt.us/documents/3014 Guidelines on the Use of Radar Speed Feedback Signs.pdf](http://www.aot.state.vt.us/documents/3014_Guidelines_on_the_Use_of_Radar_Speed_Feedback_Signs.pdf)

Item: 2-3 Radar Speed Feedback Signs, solar package
Cost: Approximately \$6000 per sign
Funding: 100% federal SRTS funds, competitive grant application

2. **Improved bicycle parking at the school.** Moretown has applied and received bike racks through the VTrans SRTS program. The school was awarded and delivered in early Fall 2009.

Prioritized Improvements Wanted:

1. **Improve safety at the Moretown Mountain Rd. intersection**, which is hazardous for all modes of travel. Since the Moretown SRTS travel planning meeting, the Central Vermont Regional Planning Commission in cooperation with VTrans conducted a Road Safety Audit Review, which makes additional and more detailed recommendations for this intersection.
 - a. **Short term:** Make simple intersection improvements such as cutting trees or adding a guardrail. A more comprehensive set of recommendations is discussed in the Road Safety Audit Review.
 - b. **Medium term:** Research the feasibility of, and construct a work-around path route for walking and maybe bicycling. This was also identified in the Road Safety Audit Review as a priority.
 - c. **Long term:** Do a feasibility study for a more significant solution. The Central Vermont Regional Planning Commission has funded a



feasibility study as part of its FY2010 work program.

2. **Construct / reconstruct sidewalks along Route 100B in the Upper and Lower village.** Collaborate with the sidewalk committee about their sidewalk initiatives. Construction and major reconstruction of sidewalks in the village is a high priority of the SRTS team, yet it is ranked third because it is so daunting. A 1996 feasibility study of sidewalks developed a cost estimate that approached \$1.5 million in 2004 dollars. An update to this feasibility study has been funded by the Central Vermont Regional Planning Commission in its FY2010 work plan. The study will encompass sidewalks, traffic calming, and improvements to the Moretown Mountain Road intersection. *Completed Fall, 2010.*

Sidewalk funding sources could include both Transportation Enhancements (20% local match needed), and Bike/Ped Infrastructure grant (10% local match needed). These programs, however, provide funding only on the order of \$250,000-300,000 – a drop in the bucket for Moretown's sidewalks. *Moretown will pursue funding for sidewalk segments, in phases as detailed in 2010 CVRPC study.*

Another potential funding source is via a municipal bond, which allows a municipality to spread the cost of a capital improvement over a longer payback period than a single budget year, such as through a 20-year bond. Williston and Shelburne have both recently passed municipal bonds to construct sidewalks and paths. This is done through town meeting process (ballot item), and therefore requires considerable citizen support especially in challenging economic times. A bond vote requires a simple majority. Resources to assist in considering a municipal bond include:

Vermont Municipal Bond Bank - <http://vtbondagency.org>

Vermont League of Cities & Town – <http://www.vlct.org>

3. **Ensure safe pedestrian / bicyclist passage into the school, via a separated route on the school grounds.** After much discussion, in the spring of 2009, Moretown Elementary School began using the front door to the original school as the walker/biker entrance. The door is unlocked only at school arrival / dismissal time. The front door has a sidewalk separate from the narrow driveway to the school, and also ties into the crosswalk on Route 100B.

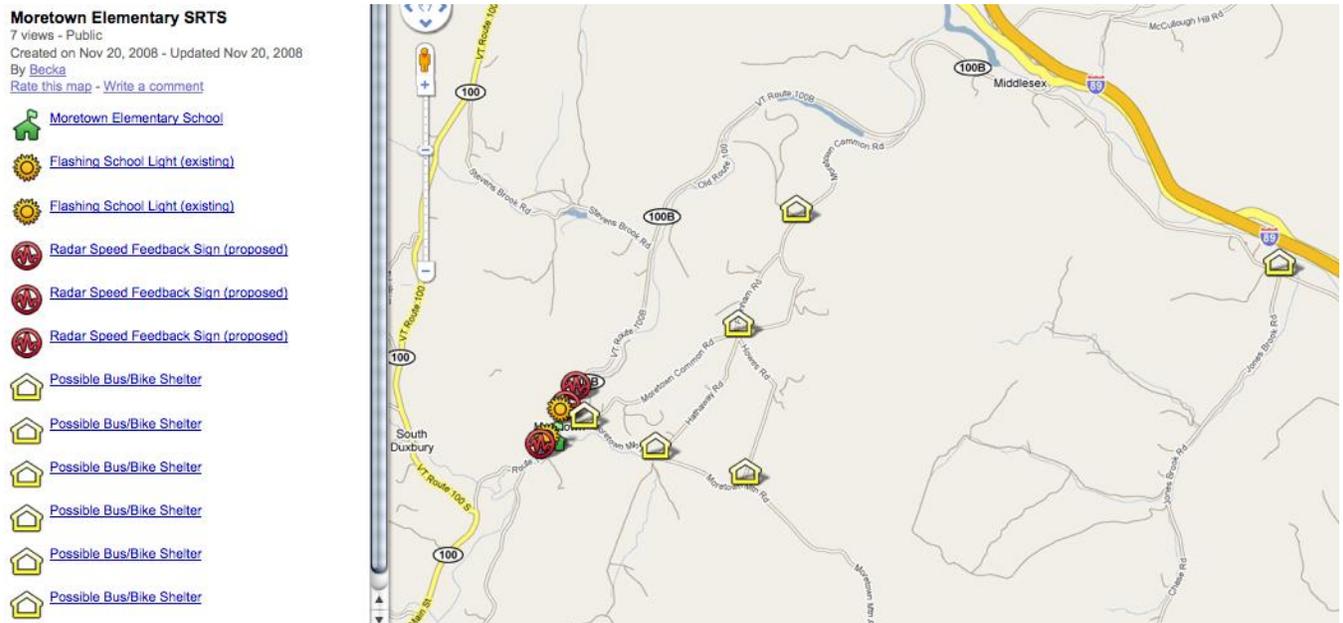
In the long term, it may be desirable to continue to use this entrance, or the school may decide to construct a sidewalk around the edge of the parking lot to the current main entrance to the school.

Next steps:

- a. Determine whether the school will use the front door, ongoing, including a plan for supervision when the door is unlocked. If so, add curb extensions to highlight the existing crosswalk.
4. **Improve trail connections to avoid Route 100B or the Moretown Mountain Road intersection.**
 1. Improve the South Hill Road trails to make them bikeable by student mountain bikers – currently the trails require expert skills. In January 2009, the SRTS team applied for and received a Vermont Recreation Trails Program grant to design and construct these trails. Trail designs were developed over the Summer of 2009. As of August 2009, the final approval of these trails by the town (the landowner) is still pending. *Trails as designed rejected by Select Board and School board, project shelved due to concerns about the water springs used by some village residents.*
 2. Consider one or more trail shortcut for pedestrians (and possibly bicyclists) to avoid the Moretown Mountain Road Intersection. This was also recommended by the Moretown Mountain Road Road Safety Audit Review. A preliminary assessment of potential routes on private lands appears in a separate document, which may be obtained through the Moretown SRTS Coordinator. Due to landowner sensitivity, this information has not been included directly in this document.
 5. **Construct shelters at bus stops at key junctions along the rural roads**, and promote walk/bike to the bus stop. Bus stops could include integral (covered?) bike racks. Research options to possibly fund this

privately through donations? VTrans funding may carry too many requirements for design. On overall study of bus route efficiency in the Washington West Supervisory Union may be pursued.

Based on brainstorming at the November 2008 school travel plan meeting, this preliminary map shows potential locations:



For further detail, see this map on Google Maps at <http://tinyurl.com/MoretownSRTS>.

SPEED LIMIT ON ROUTE 100B

The SRTS team would like to reduce the speed limit on Route 100B to 25 mph, preferably all the time, not just at school arrival and dismissal. A village speed limit of 25 mph is preferred throughout the day as after school activities and children's use of the town library, recreation fields, and other village services are not tied to the school day.

In brief, the process by which the SRTS team would request a lower speed limit is to ask the town selectboard to petition VTrans Operations staff for the lower speed limit. The VTrans Operations staff will then do a study of the road and make a recommendation to the Traffic Safety Committee, consisting of the Secretary of Transportation, the Director of Public Safety, and the Commissioner of Motor Vehicles. The town could ask for an overall change in the speed limit, or a "school speed zone" which would be in effect only during school arrival and dismissal times. In either case, the school should provide a letter of support to the request.

However, the Traffic Safety Committee is unlikely to reduce the speed limit on Route 100B under the current circumstances, and in fact might raise it. The speeds on Route 100B at the start of the Safe Routes to School program were faster than would permit a 30 mph speed limit per state/federal policies. The policies require that the speed limit should be set within 5 mph of the 85th percentile speed. Initial traffic counts for this project put the 85th percentile speed at 38 mph past the school. A request to reduce the speed limit from 30 mph to 25 mph would very likely not be honored – without other changes being made to the roadway. The installation of the radar speed feedback signs will be a change that might help with obtaining a lower speed limit.

The Regional Planning Commission will take additional traffic speed data in early September 2009, and this data may show a reduction in speed as a result of driver outreach and the use of the in-street pedestrian crossing sign.

APPENDIX 1 : HISTORY & BACKGROUND OF SRTS

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

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

The VTrans Safe Routes to School Program began in earnest in the spring of 2006, by soliciting schools to participate in education and encouragement activities. A second round of schools was selected in 2008, and Moretown Elementary School is among the schools in this second round. In total, around 80 schools in Vermont have participated in Safe Routes to School.

Schools that are participating in the education and encouragement activities are eligible to apply for infrastructure grant funds, also administered by VTrans. In the 2007 grant round, VTrans accepted applications for projects up to \$250,000, and awarded a total of \$1.4 million.

The 2009 infrastructure grant round has not yet been announced; the criteria and total award amounts may change for the new application. Schools participating in either round of the education /encouragement program will be eligible to apply, so long as the school is actively continuing to promote walking/biking to school. As many as 60 schools could be eligible to apply for infrastructure funds in 2009.

APPENDIX 2: SAFE ROUTES TO SCHOOL TEAM

Name	School / Community Role	SRTS
Dara Torre	Parent, Parent-Teacher-Network (PTN), WalkSmart BikeSmart trained	Team Leader
Duane Pierson	The Moretown School Principal	Champion
Karyn Kaminski/Clayton Wetzal	The Moretown School Nurses	Team, Wellness Comm. Liaison
Ray Drake	The Moretown School P.E. Teacher	Team
Michelle Beard	Moretown Selectboard Member	Team
John Lynch	VT Driving School, traffic safety advocate	Team, Crossing help
Eric Howes	Moretown Fire Warden	Traffic calming
John Atkinson	Mad River Riders, BikeSmart On-Bike trained	Team
Michael Close	The Moretown School Music Teacher, bicycle commuter, WalkSmart/BikeSmart trained	Team
Matt Strassberg	Parent, bicyclist	Team
Sarah Zschau	Parent, Moretown Sidewalk Committee	Team
Maxine Grad	State Legislator, Moretown Sidewalk Committee	Team
Dennis Fekert	Moretown Sidewalk Committee	Team

This core team is supplemented by parent volunteers who are engaged in Walk/Bike to School Days. Town Constable David Van Deusen is also available to assist with the events.

APPENDIX 3: PRE-PROGRAM CONDITIONS

LEVELS OF WALKING & BIKING: CLASSROOM TALLIES

Moretown Safe Routes to School – Pre/Post Tallies

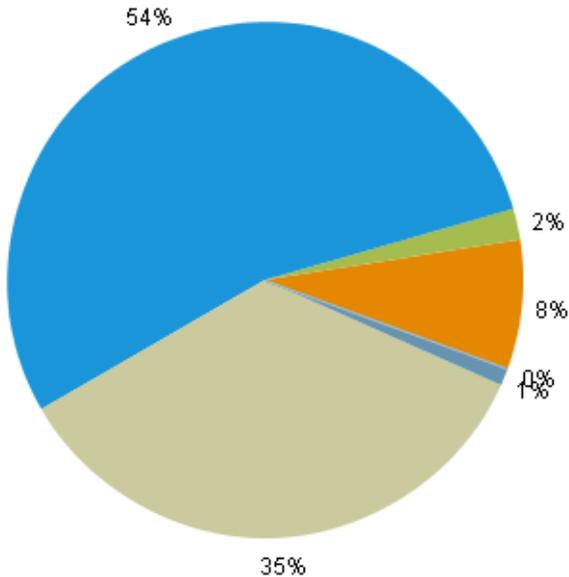
Moretown began promoting walking & biking to school before participating formally in the Safe Routes to School Program, with a spring walk and bike to school day in May 2008.

FALL 2008 • Week of 9/15/08

The "pre" data was collected in September, prior to initiation of fall walk/bike to school events.

Students Traveling by Each Mode (across all reported days)

Walk Bike School Bus Family Vehicle Carpool Transit Other

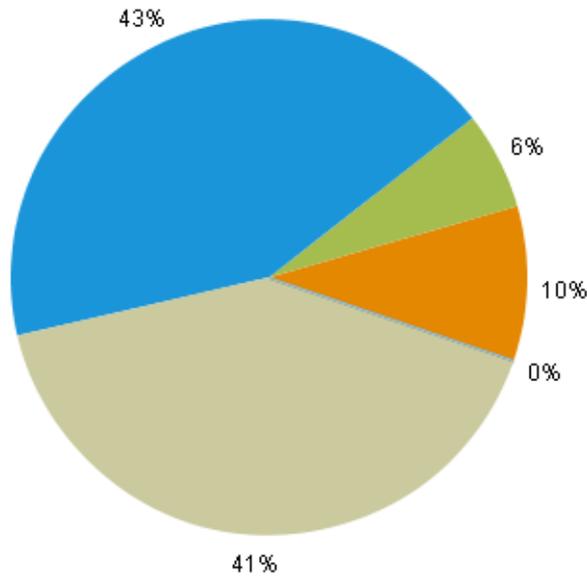


SPRING 2009 • Week of 6/1/09

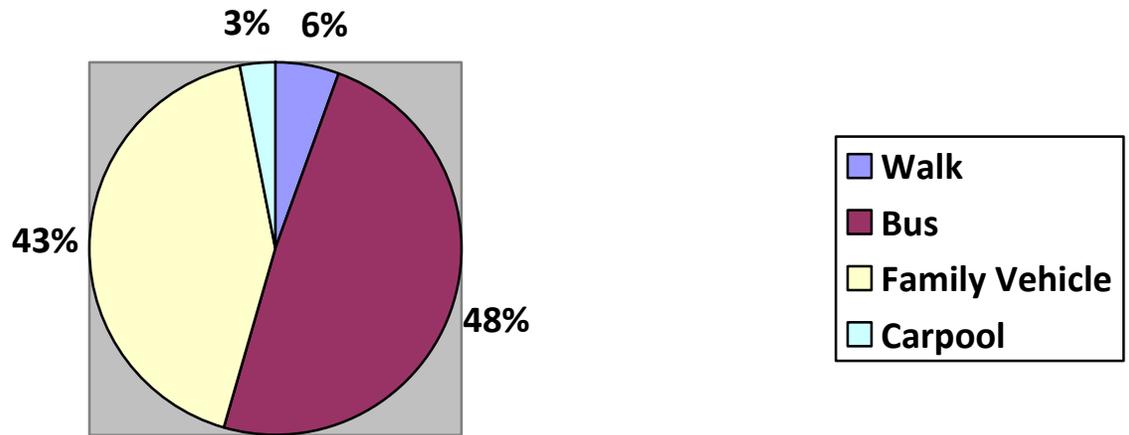
This data was collected in early June, when a crossing guard was available to support walking/biking to school. The data was collected Tues-Wed-Thurs. Moretown's normal "walk/bike to school day" was Wednesday.

Students Traveling by Each Mode (across all reported days)

■ Walk
 ■ Bike
 ■ School Bus
 ■ Family Vehicle
 ■ Carpool
 ■ Transit
 ■ Other



SPRING 2012 • Week of 6/1/09



BARRIERS TO WALKING & BIKING: PARENT SURVEY

In September / October 2008, the Moretown SRTS team sent home the Parent Survey, to get parent opinions about walking/biking to school.

Before the program began, over half of Moretown students had asked permission to walk or bike to school. This question is used to measure latent demand for walking / bicycling. Clearly more kids want to walk / bike than are currently doing so.

Parents report that walking/biking is fun or very fun (69%), or neutral (26%). The health message is, interestingly, less strong in Moretown than in some other communities, with just over 50% reporting that walking/biking is healthy or very healthy.

Moretown is a rural community, and a fairly small number of students live in the village. Based on the parent survey, about 55% of families report living more than 2 miles from school. This corresponds to the 60% of parents reporting distance as a concern for walking/ biking to school.

Although distance is understandably a concern, even more parents (81%) identified traffic speed as a concern. Lack of sidewalks / paths came in a distant second at 67%, followed by concerns about intersections/crossings and amount of traffic.

Moretown kids seem to be ready for the weather – 39% is a fairly low percentage responding to weather / climate compared to other Vermont towns. More typically, around 50% of parents report that weather is a concern.

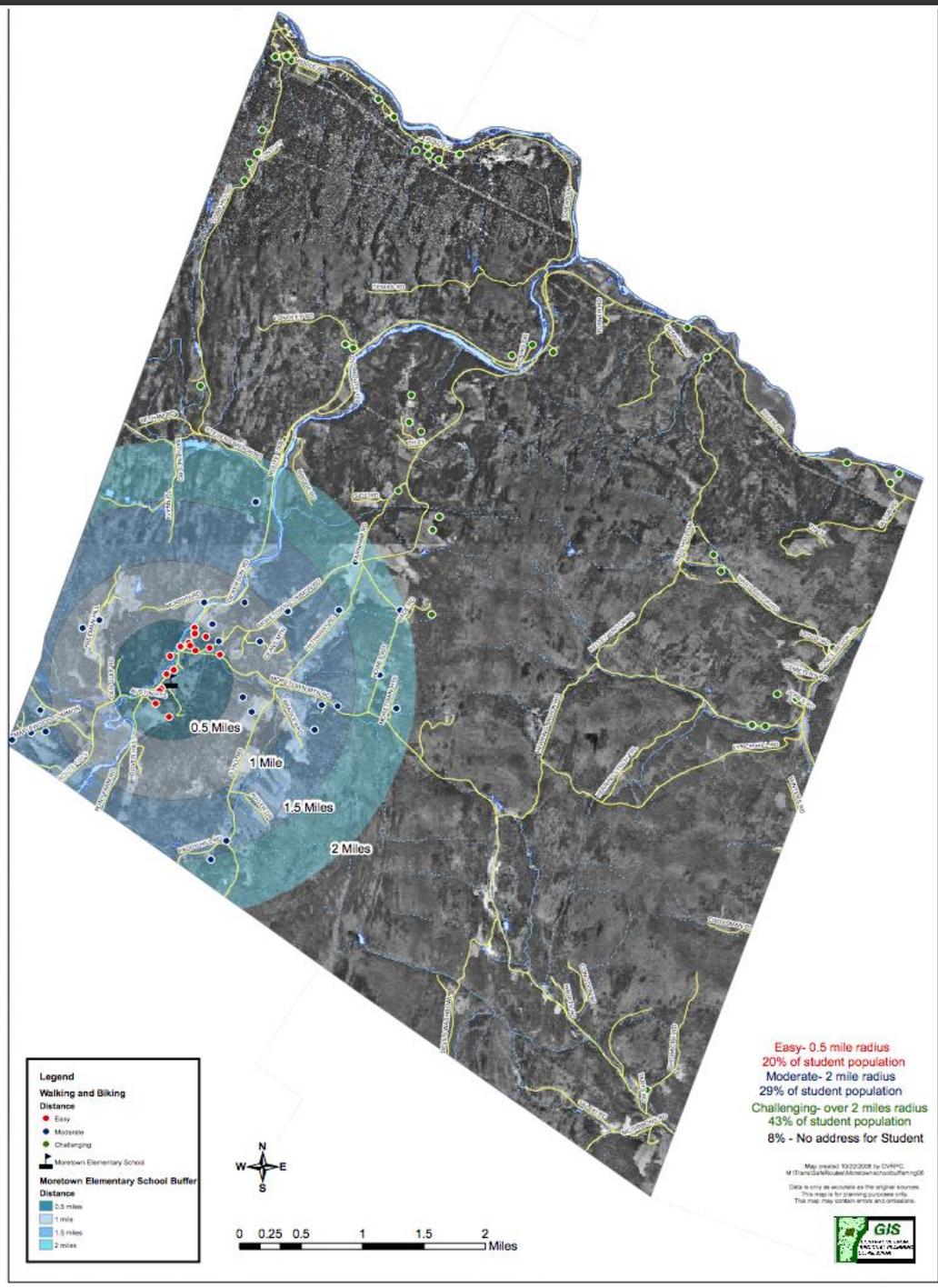
Interestingly, few parents report the lack of a crossing guard as a concern.

Comments from the May 2013 Parent Survey:

Comments Section

SurveyID	Comment
1012127	Would love to see improved sidewalks in Moretown Village.
1012202	We really only participate in Walk/Bike to school from the Town Hall to school. The road to school is long (5 miles) and steep and dangerous. I have ridden a tandem bike with her, but I think it is unlikely that she will ever bike to school on her own.
1012125	We live so far from the school that walking/biking is not realistic for us. However, it would be great if sidewalks within the village of Moretown (and/or a bike lane) extended further to allow more children to walk or bike to school more safely.

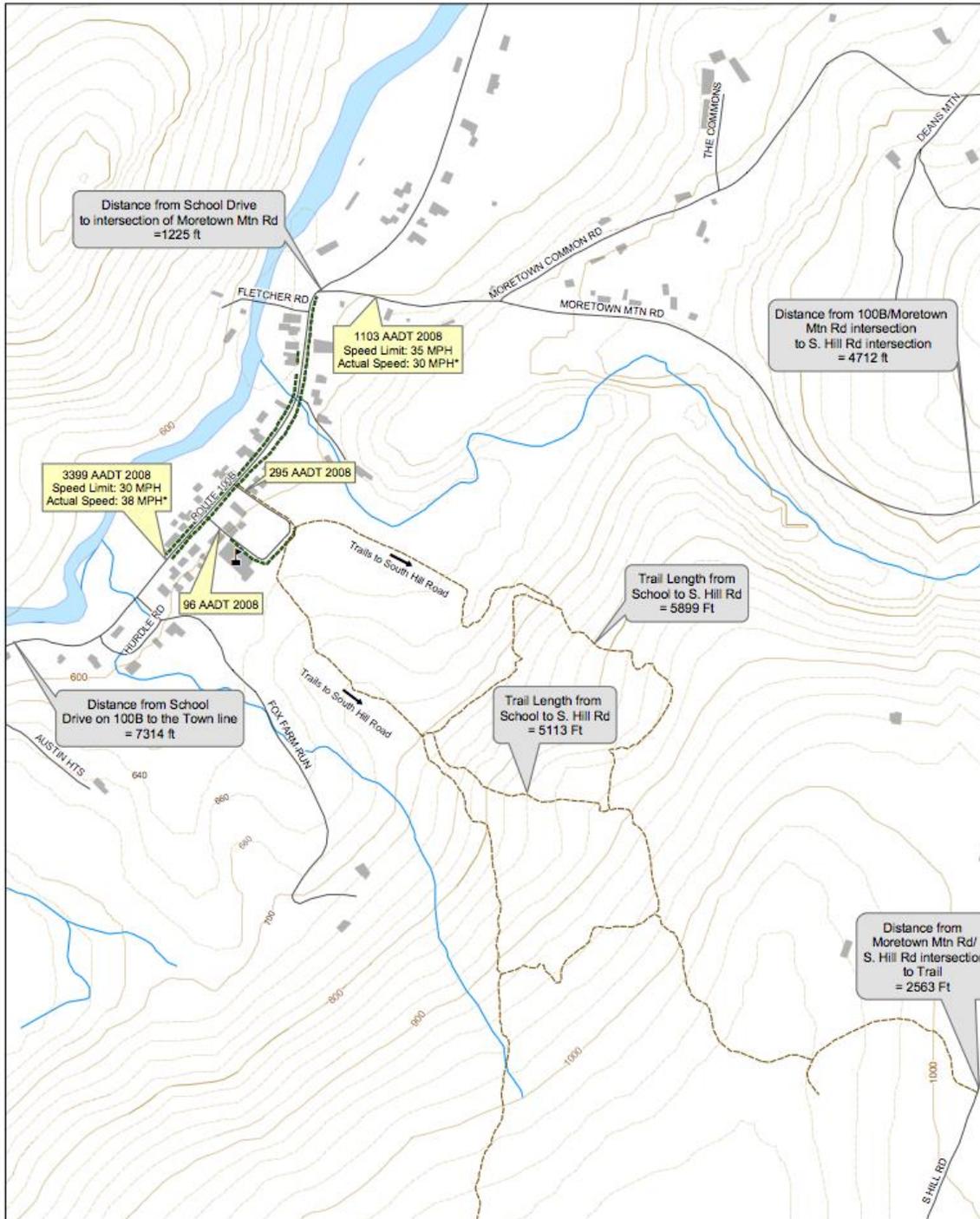
APPENDIX 4 : MAPS & TRAFFIC COUNTS



This map shows the approximate distribution of student homes, as the crow flies.

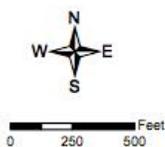
Distance	Percentage	Notes
Within 1/2 mile of school	20%	Walking distance
Between 1/2 mile & 2 miles	29%	Bicycling distance
Over 2 miles from school	43%	Bicycling distance for the very dedicated
Unknown / could not locate	8%	PO Box or address did not match E911 data.

Moretown Village Sidewalks and Traffic Data



Legend

- Moretown Elementary School
- Buildings
- Sidewalks
- Walking Trails
- Roads
- Rivers and Streams
- 20 Foot Contours**
 - 100 ft Interval
 - 20 ft Interval



*The actual traffic speed was measured with automatic traffic recording equipment. The map shows 85th percentile traffic speed at certain locations. This represents the speed below which 85% of motorists travel at a specified location.

Traffic volumes are also shown on the map as Annual Average Daily Traffic (AADT), which is adjusted for seasonal variations. The year for each traffic count is also shown.

Source:
 School: E911 2007
 Buildings: CVRPC 2007
 Sidewalks: CVRPC 2008
 Roads: VTrans 2008
 Rivers and Streams: VCGI 2006

Map created 10-29-08 by CVRPC.
 M:\Trans\Safe Routes\Moretown\Moretownsidewalks_11x17.mxd

Data is only as accurate as the original sources. This map is for planning purposes only. This map may contain errors and omissions.

