

ATTACHMENT A

**A RESOLUTION ON THE SAFE ROUTES TO SCHOOL ACTION PLAN
DRAFT RESOLUTION NO. 67/2010-11**

WHEREAS, *Carrboro Vision 2020* states that the “safe and adequate flow of bus, auto, bicycle and pedestrian traffic within and around Carrboro is essential”, and *Vision 2020* Policy 3.25 encourages pedestrian safety; and

WHEREAS, the Carrboro Comprehensive Bicycle Transportation Plan of 2009 recommends implementing Safe Routes to School planning activities and events; and

WHEREAS, the federal Safe Routes to School program was created in 2005 in the Federal Highway Administration to provide support for Safe Routes to School planning, projects, and promotions nationwide; and

WHEREAS, the Town of Carrboro, Carrboro and McDougle Elementary Schools, stakeholders, and consultants have developed a Safe Routes to School Action Plan to guide future decisions on increasing the viability and safety of walking and bicycling to school; and

WHEREAS, public comments on the plan were received at a Public Open House on May 3, 2010, and through other opportunities;

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Board of Aldermen receives the presentation of the Safe Routes to School Action Plan.

BE IT FURTHER RESOLVED that:

1. _____
2. _____
3. _____

This is the 15th day of February in the year 2011.

**Carrboro SRTS Action Plan
Kick Off Meeting
Date: December 7, 2009**

Location: Carrboro Town Hall
 Team Leaders: Greenways Inc. -- Matt Hayes and Britt Mylacraine
 Greene Transportation Solutions -- Christa Greene
 Town of Carrboro -- Jeff Brubaker
 Attendees: Patrenia McDowell, Stephanie Hebdon, Noreen McDonald, Steve Orton,
 Robert Maddry, Jim Ellis, Brendan Moore, David Poythress, Emily
 Bivins, Charlie Hileman

- I. Call to Order: The meeting was called to order by Jeff Brubaker, Town of Carrboro, who opened with the expectations of a visionary and productive action plan based on the participation and interest exhibited by the Town's stakeholders and citizens. A brief history of the program's origin was given followed by introductions of the attendees. The attendees offered their own brief history and accounting of childhood school transportation. This brought attention to the changing trends in school transportation over the last few decades.
- II. Christa Greene of Green Transportation Solutions was introduced to give a more detailed overview of the program history and importance. SRTS was developed not only as way to improve air quality through the reduction of congestion and emissions, but also as a means to improve the health and welfare of our nation's children. Ms. Greene cited the five E's as SRTS's essential elements: Education, Encouragement, Enforcement, Engineering and Evaluation.
- III. Matt Hayes of Greenways, Inc. continued with an overview of what has been accomplished thus far and elaborated on the steps moving forward in the development of Carrboro's SRTS Action Plan. He described the town of Carrboro as being full of potential for this program, as many children already live within a mile of the schools. In review, the results of the March workshops were very productive yielding constructive input that was incorporated into a list of detailed action items specific to the two schools and their on-site concerns noted by staff, stakeholders, and citizens. These items have been, and will be, used to continue the development of the school's action plans.

Looking ahead, data collection and goals for the team will include, but will not be limited to, the following within the district boundaries: crash data, GIS mapping, existing and potential pedestrian routes within a 2-mile radius, visual surveys/on-site assessments of route conditions and potential barriers, alternatives for participation improvement in outlying areas, and identification of obstacles. Matt discussed the goals of creating safe, walkable routes through the school walk zones and the need for improvement in the connectivity for the bike paths and sidewalks. He emphasized safety and the dangers of speed citing associated statistics, new technologies and treatments for signage and markings, and traffic calming

methodologies. He also cited the Carrboro Bicycle Plan as a successful model for increasing the safety of alternative transportation.

IV. Mr. Hayes summarized a proposed timeline for the completion of the project:

1. Base Maps and Kick Off Meeting (Dec 2009)
2. Data Collection & Assessment (January – March 2010)
3. Barriers & Solutions Public Workshop (April 2010)
4. Draft of the SRTS Action Plan (May 2010)
5. Review of Draft SRTS Action Plan (July 2010)
6. Final SRTS Action Plan (Fall 2010)

V. Work Session I. - Group Brainstorm for Five Year Goals

Group discussion and brainstorming session was lead by Greenways, Inc. and Greene Transportation Solutions to define the goals and visions of Carrboro's SRTS Action Plan as seen by the project's stakeholders. The following items were posted on the flip charts:

- increase the percentage of children walking and biking to school to 25% by year 2015
- expand the walk zones
- change parents' expectations
- implement incentive programs for participating kids
- relieve parents' fears about walking and bicycling
- create a culture that encourages walking
- develop encouragement / incentive programs that will include all children (including the ones that cannot walk or bike to school)
- develop new greenways
- parents and children educated on the benefits of walking and bicycling
- incorporate pedestrian and bicycle safety in PE classes
- increase school board participation and support
- incorporate/consider SRTS in new site selection
- neighborhood connectivity
- develop guidelines and set priorities for actual projects that will encourage and increase walkers (will require DOT support)
- neighborhood education and support initiatives to address current opposition
- develop programs for working parents
- involve/develop collaboration with local businesses and agencies for park and walk locations and sponsorships
- have bi-lingual education and encouragement plans
- create and maintain evaluation and monitoring subgroups

VI. Work Session II - Mapping Session

Two groups were broken out around the individual school site maps. Participants, staff and town stakeholders identified concerns both route- and barrier-related and listed improvements they would like to see, if feasible.

VII. Jeff Brubaker concluded the meeting for the Town of Carrboro by thanking everyone for their time and work efforts noting the anticipation of a successful plan. Meeting adjourned.

A**PUBLIC INPUT**

Chapter Outline:

A.0 Overview **A.1** Citizen and Staff-Based Steering Committee **A.2** Newsletter and Flyers **A.3** Public Workshop **A.4** Project Website **A.5** SRTS Parent Surveys and Student Tallies

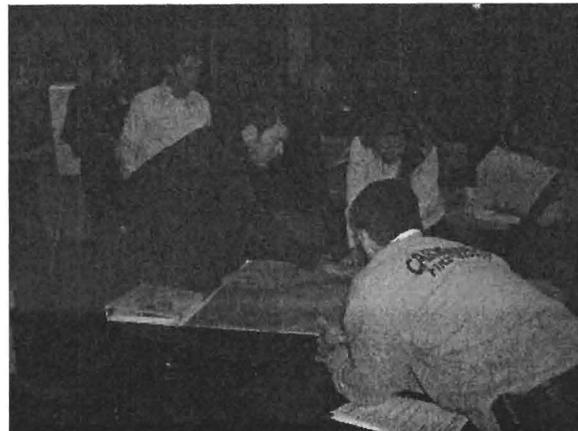
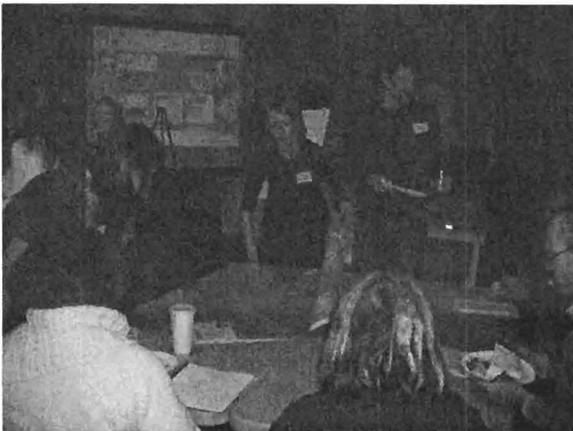
**A.0 OVERVIEW**

In order to gain local knowledge and input, a public outreach component was included as an integral part of planning efforts for the Carrboro SRTS Action Plan. Public input was used to help craft the existing conditions summary and recommendations of this Plan. Public input was gathered through several different means including the following: Steering Committee meetings, a public workshop at Carrboro Elementary, newsletters/flyers, project website, SRTS parent surveys, and SRTS student tallies. This offered the representatives, citizens, parents, and students of Carrboro opportunity to contribute to the Plan's development.

A.1 CITIZEN AND STAFF-BASED STEERING COMMITTEE

The committee was composed of citizens, Town staff, police/fire department, public health, and Carrboro Elementary/McDougle Elementary School staff. The group met twice during the planning process. The group established visions and goals for the Plan and identified areas in need of bicycle and pedestrian improvements. Committee members also identified key opportunities and strategies for engineering, education, encouragement, enforcement, and evaluation improvements. Committee members marked up maps and identified bicycle and pedestrian problem areas and possible solutions. The goals are listed in Chapter 1 and input from the Committee is reflected throughout the recommendations of this planning document.

The Steering Committee also provided comments on the Draft Plan. These comments led to revisions made by the Consultant in the development of the Final Plan.



In these photos, members of the SRTS Steering Committee view maps of the Carrboro area and come up with goals and visions at the Kick off meeting.

A.2 NEWSLETTERS AND FLYERS

One flyer and one newsletter were developed during this planning process. A flyer was developed for the public input session and distributed in both digital and hardcopy form to invite Carrboro residents to the input session. The newsletter was two-sided and provided a project digest for citizens of Carrboro. It also listed important dates (such as the public workshop) and contact information. The flyer can be seen below, and the newsletter can be seen on pages A-3 and A-4.

Monday, May 3rd
7:00-9:00 PM

Help shape the future of your community!

**PUBLIC OPEN HOUSE for Carrboro's
SAFE ROUTES TO SCHOOL ACTION PLAN**

WHERE: Carrboro Elementary
400 Shelton Street, Carrboro, NC

- Attend this meeting to provide input about how to make it safer for walking and biking to **McDougle Elementary** and **Carrboro Elementary**.
- Talk with your neighbors, project consultants, and Town staff about program ideas to encourage more kids to walk and bike to school!

Contact Info: Mr. Jeff Brubaker
E-mail: JBrubaker@ci.carrboro.nc.us
Phone: 919-918-7329

Flyer for the public input session.

SPRING 2010

NEWSLETTER for the TOWN OF CARRBORO

SAFE ROUTES TO SCHOOL STRATEGIC ACTION PLAN

*Project Contact
Information:*

Mr. Jeff Brubaker

By Mail:

301 W. Main St.
Carrboro, NC 27510

By Phone:

919-918-7329

Email:

JBrubaker@ci.carrboro.
nc.us

Website:

www.greenways.com/
srts_carrboro



PROJECT BACKGROUND

This study will identify major opportunities and constraints for walking and biking to McDougle Elementary and Carrboro Elementary. An action plan will be developed that includes recommendations to improve bicycle and pedestrian connectivity and safety. These recommendations will include future sidewalks, crosswalks, bicycle-friendly streets, trails, and programs (education, encouragement, and enforcement).

PROJECT VISIONS AND GOALS

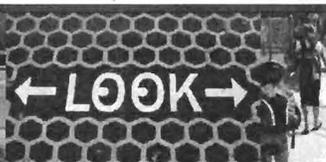
A project kickoff meeting was held in December 2009 with town staff, consultants, school administrators, and active citizens. Key visions and goals for this project included:

- Create safer walking and biking environments.
- Increase the percentage of children walking and biking to school by 25%.
- Implement new programs to encourage more kids and parents to walk to school such as walking school buses.
- Incorporate pedestrian and bicycle safety into PE courses.
- Provide greater connectivity between neighborhoods and schools.



Above: Images from fieldwork at Carrboro Elementary (above) and McDougle Elementary (below).

- Educate parents and children about the benefits of walking and bicycling.
- Relieve parents' fears about their children walking and biking to school.
- Create and maintain a Safe Routes to School advocacy group that would champion this plan and evaluate the progress of this Plan.



PAGE 1

Above: Images from around the country by Greenways Incorporated and from PBIC Image Library (www.pedbikeimages.org).

The Newsletter that provided a project digest for citizens.



Work Completed and Next Steps

About Safe Routes to School:

The National Center for Safe Routes to School assists communities in enabling and encouraging children to safely walk and bike to school. SRTS programs examine conditions around schools and conduct projects and activities that work to improve safety and accessibility, and reduce traffic and air pollution in the vicinity of schools. As a result, these programs help make bicycling and walking to school safer and more appealing transportation choices thus encouraging a healthy and active lifestyle from an early age.

Project Kick-off Meeting

Project consultants, Town staff, and school administrators met in December to learn about the national Safe Routes to School program, discuss visions and goals for Carrboro, and to identify areas of safety concern within the school zones of McDougle Elementary and Carrboro Elementary.

Existing Conditions Analysis

Project consultants completed fieldwork in late winter/early spring, examining conditions around McDougle Elementary and Carrboro Elementary. The fieldwork included a thorough on-site assessment of existing infrastructure within the school zone; and an evaluation of both traffic and behavioral patterns exhibited by roadway users during drop-off and pick-up. The field assessment broadly analyzed school traffic patterns, characteristics of the transportation network users, and the existing infrastructure strengths and weaknesses within the school zone.

Public Workshop The first workshop is **May 3, 2010** at Carrboro Elementary.

Draft Plan and Final Plan During the rest of the spring, and into the summer, project consultants will generate a full draft plan that includes policy recommendations, program ideas, and an implementation strategy. The final plan is scheduled for completion in fall 2010.



How to Stay Involved

Project Consultants:

GREENE
TRANSPORTATION
SOLUTIONS

GREENWAYS
INCORPORATED

1. Check out www.greenways.com/srts_carrboro for links to additional project information.

2. Attend the Public Open House:

When: Monday, May 3, 2010 7:00 PM - 9:00 PM

Where: Carrboro Elementary; 400 Shelton St., Carrboro, NC

3. If you prefer to send a letter with your ideas, make a phone call, or to email, please refer to the contact information on page one.

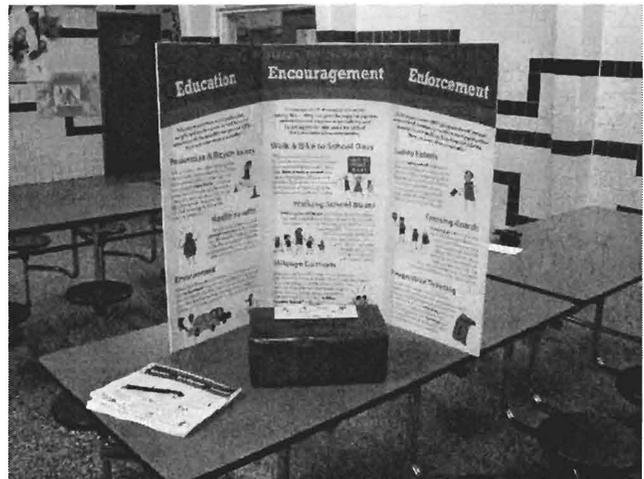
A.3 PUBLIC WORKSHOP

One public input session was conducted during the planning process as a drop-in style, open house workshop open to the public. Consultant staff and Committee members conducted an evening workshop session at Carrboro Elementary School. Input was received in the cafeteria on May 3, 2010. Approximately 35 people attended to learn about the SRTS plan and to provide input. The input session sought to gather preliminary input from citizens to assist in the development of draft recommendations for the plan. Public input was taken in the form of map markups, visions/goals board edits, written comments, question and answer sessions, and through discussions between citizens, Consultant staff, and Town staff.

In addition, an education, encouragement, and enforcement board was developed to gather further input. A hardcopy comment form, working in tandem with the board, was developed and distributed for hand written responses during each meeting. Responses from these comment forms helped inform the recommendations in Chapter 5.

Significant and meaningful input was provided by residents, parents, and schoolchildren. Input included:

- Specific locations of sidewalk and crosswalk needs
- Specific programs needed, especially walking school buses and incentive programs.
- Traffic speed issues (need for calming and enforcement)
- Neighborhood connectivity issues
- Bike parking needs
- School zone extension requests



Photos from the public input meeting.



A.4 PROJECT WEBSITE

A project website was utilized during this planning process. It provided general project background and updated materials such as meeting minutes, newsletters, and flyers. It also served as access to the digital version of the Draft Plan for committee and public review.

A.5 SRTS PARENT SURVEYS AND STUDENT TALLIES

The National Safe Routes to School Center provides standard parent surveys and student tallies that are being used around the country. At the start of this planning process, Carrboro was asked to conduct these surveys at McDougle Elementary and Carrboro Elementary. These were conducted at both schools. 25% of the distributed parent surveys and 3% of the distributed student tally forms were completed for Carrboro Elementary. 25% of the distributed parent surveys and 2% of the distributed student tallies were completed for McDougle Elementary. The Town and schools should work to achieve a higher response rate in the future.

As discussed in Chapter 6, it is recommended that these surveys and tallies be conducted every year as a means to evaluate the SRTS program. The results from these surveys and tallies helped to inform the recommendations of this Plan. The following pages contain the complete results of these survey instruments.