

2005-2020

VIRGINIA SAFE ROUTES TO SCHOOL SUCCESS BOOK



CONTENTS

INTRODUCTION	4
What this book is about	5
What is Safe Routes to School?.....	6
Virginia's Safe Routes to School Program	7
Virginia's Transportation Network and Travel to School.....	13
Federal and State Funding for SRTS	18
DISTRICT HIGHLIGHTS	19
Bristol	20
Culpeper	24
Fredericksburg.....	30
Hampton Roads	34
Lynchburg.....	42
Northern Virginia.....	46
Richmond.....	54
Salem.....	60
Staunton	68



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What this book is about

This book will illustrate the value of SRTS-related infrastructure and non-infrastructure projects for Virginia communities in relation to the:

Transportation Network

How do sidewalks and bikeways leading to our schools further Virginia's transportation goals and increase mobility, access and safety for a community?

Safety

How do SRTS projects contribute to safer traveling conditions for all, regardless of mode?

Community-building

How do SRTS projects contribute to a stronger, more vibrant community?

Health

How do SRTS projects support our children's health and a community's health?

This book also tells how kids are traveling to and from school in your area.

- Why do they walk or bike?
- What keeps them from doing so?
- How do complete and safe walking and bicycling streets affect their decisions?
- How can you make it easier and safer for kids to walk and bike around their community?

Put simply...

Students benefit from walking and bicycling to school, but many Virginia roads have limited safe walking and bicycling infrastructure, and many intersections are designed to move cars, not people. Quality sidewalks and trails, space for on-road bikeways, and multi-modal intersections are critical. In addition to physical infrastructure, sustained funding and support for safety education, encouragement programs, and enforcement of traffic laws are essential to increasing the number of students who walk and bicycle to school.



What is Safe Routes to School?

Safe Routes to School (SRTS) is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school. The federal SRTS Program was created with three goals:

1. Enable and encourage children to walk and bike to school,
2. Make biking and walking to school safer and more appealing, and
3. Facilitate projects and activities in the vicinity of schools that will improve safety, reduce traffic, reduce air pollution, and reduce fuel consumption.

The 2005 legislation that established the federal SRTS Program required that SRTS Programs be implemented nationwide, a clearinghouse be established to support the Program, and a task force be established to provide a onetime report. State departments of transportation were responsible for implementing the Program within their state with a federally funded, full-time SRTS Coordinator. Each state's allotment of federal SRTS funds was to be divided between infrastructure-related projects (70-90%) and non-infrastructure projects (10-30%).



Virginia's Safe Routes to School Program

With the passage of federal legislation, the Virginia Department of Transportation (VDOT) established a statewide Safe Routes to School Program in 2005 focusing on providing planning grants and infrastructure project grants to communities throughout the state. Locally, a SRTS effort can be started by almost anyone interested in encouraging kids to walk or bicycle to school, including local government and school staff and administration, parents, PTA members, law enforcement, non-profit groups, advocates and students. With 1,422 eligible elementary and middle schools within 210 school divisions, including 699 designated Title 1 schools, there are many opportunities to support schools with existing SRTS programs and to engage those without programs.¹

The VDOT SRTS Program identified three goals to help the state program meet the purposes set forth in the federal SRTS legislation:

- **Goal 1:** Create a greater awareness of SRTS throughout the state.
- **Goal 2:** Provide technical support or assistance to schools that wish to participate in SRTS, with priority for underserved populations.
- **Goal 3:** Progressively increase the percentage of children walking and bicycling to school by producing physical and programmatic changes that make it feasible, attractive and sustainable.

These goals and sustained funding at the state level have enabled Virginia's SRTS program to grow over the past 15 years, reaching hundreds of students in dozens of communities throughout the Commonwealth. This document provides an overview of the program's structure and purpose and highlights SRTS successes in each of VDOT's nine districts.



Program Structure

Today, the infrastructure and non-infrastructure elements of Virginia's SRTS program are administered by separate VDOT divisions.

Infrastructure

In 2012, the passage of the MAP-21 federal transportation bill, ushered in a new era for infrastructure projects in Virginia: one in which SRTS projects must compete for funding along with other projects as part of the Transportation Alternatives Program (TAP). TAP is managed by VDOT's Local Assistance Division, which develops policy and provides guidance for special funding programs and other programs that impact work performed by localities and serves as a liaison to local governments.

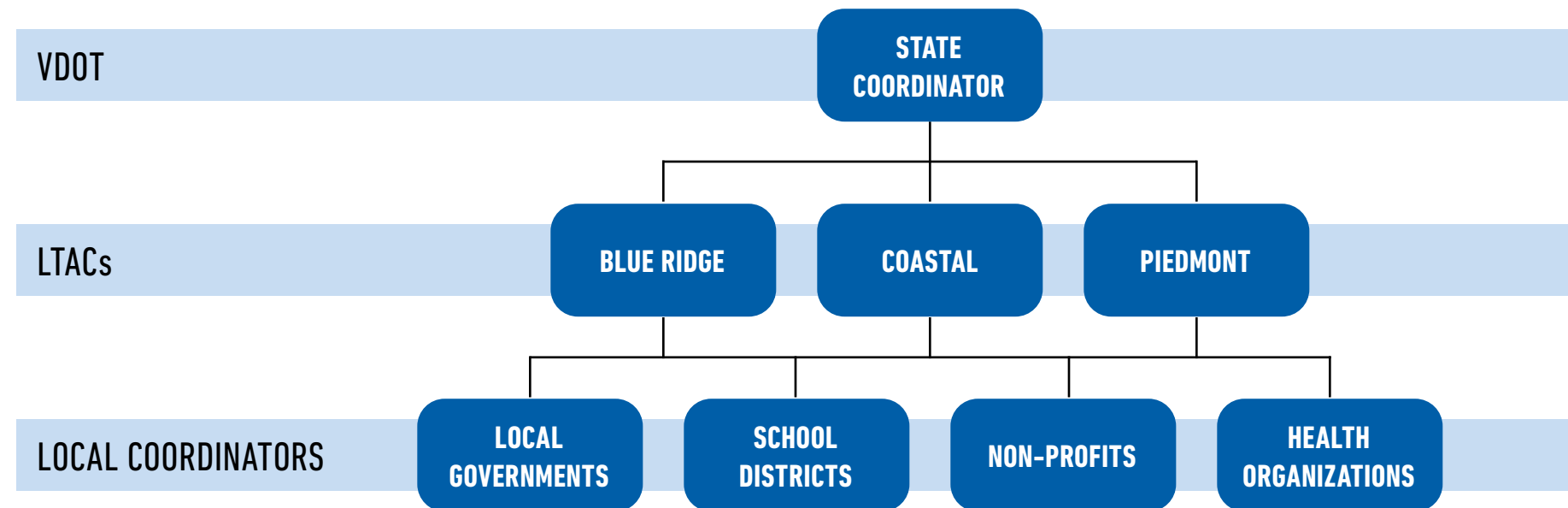
<http://www.virginiadot.org/business/local-assistance.asp>

¹ National Center for Education Statistics; Virginia Schools 2018-2019 School Year. https://nces.ed.gov/ccd/schoolsearch/school_list.asp?Search=1&InstName=&SchoolID=&Address=&City=&State=51&Zip=&Miles=&County=&PhoneAreaCode=&Phone=&DistrictName=&DistrictID=&SchoolType=1&SchoolType=2&SchoolType=3&SchoolType=4&SpecificSchlTypes=all&IncGrade=-1&LoGrade=-1&HiGrade=-1

Non-Infrastructure

The non-infrastructure side of Virginia's SRTS Program is managed by the State Safe Routes to School Coordinator, whose position is housed within the Transportation and Mobility Planning Division. The State Coordinator administers the non-infrastructure grant program used to fund Local SRTS Coordinators and SRTS activities throughout the state and oversees a consultant team that provides technical support.

The 2012-2017 Virginia SRTS Strategic Plan laid the groundwork for Virginia's unique and successful Local SRTS Coordinator program. Since 2013, VDOT has used non-infrastructure money to fund full- and part-time Local SRTS Coordinator positions at school divisions, local governments, non-profits and health organizations. The Local Coordinators are supported by a team of Local Technical Assistance Coordinators (LTACs) and the State Safe Routes to School Coordinator. The cohort of local coordinators has grown from 12 in 2013 to 20 during the 2019-2020 school year. The funded local coordinator program is unique to Virginia and is largely responsible for Virginia's high participation rates in nationwide events like Walk to School Day and Bike to School Day.



The Six Es

The Virginia Safe Routes to School program is organized around the 6Es. Program strategies include Engineering, Education, Encouragement, Enforcement, Evaluation, and Equity to ensure a comprehensive approach to improving the pedestrian and bicycling environment in cities and towns across the state. The strategies build off one another to institutionalize proper pedestrian and bicycling behaviors, enforcement strategies, and construction of key engineering improvements.


While many Safe Routes to School programs are able to educate, encourage, and enforce safe walking and bicycling practices, often improvements in the physical environment are necessary to address the safety concerns that many parents have when choosing whether or not to allow their children to walk or bicycle to school. SRTS infrastructure projects can help create the built environment that Safe Routes to School programs need to make walking and bicycling the norm.

The Six Es in the Virginia Safe Routes to School Program

The planning side of the Virginia SRTS program has been active in Virginia since 2007 and helps schools and communities make walking and biking to school a safe, convenient, natural activity.


Virginia's SRTS program offers a variety of resources and technical support for schools and communities, all built around the 6Es.

The Six E's




Education

educating children and families on how to safely walk and bike to school, and educating drivers about how to drive safely




Encouragement

inspiring children and families to walk and bicycle to school




Engineering

improving the safety of pedestrian and bicycling infrastructure




Enforcement

ensuring safe behavior by drivers, pedestrians and bicyclists



Evaluation

determining the effect of SRTS programs and studying possible improvements



Equity

promoting and expanding efforts in low resourced communities

Descriptions of these programs you'll see referenced throughout this book are below.

Evaluation

Student Travel Tallies

Using a 'show of hands' method at the beginning of the school day, Student Travel Tallies are a quick census of how students are traveling to and from school on two days in the same week.

Student Travel Tally Week takes place in the fall, allowing the program to compare travel-to-school modes from year to year. To date, nearly 500 schools have conducted travel tallies during Student Travel Tally Week, and there have been almost 300,000 biking or walking trips counted!



Encouragement / Enforcement

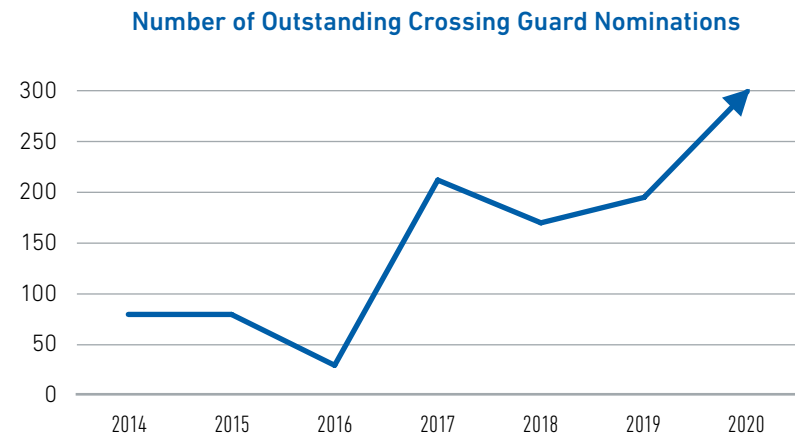
Crossing Guard Appreciation Day

As part of our comprehensive approach to improve the walking and bicycling environment, the Virginia SRTS Program held the first annual Crossing Guard Appreciation Day in February 2014. The event provided an opportunity for schools to teach pedestrian safety and communities a chance to come together and thank their crossing guard for the service they provide.

Since 2014, communities have submitted a total of 1,066 nominations for Virginia's Most Outstanding Crossing Guard Award, and 54 crossing guards have been awarded this honor. Each of VDOT's nine districts are represented, with the majority of the nominations coming from the population centers of Northern Virginia and Hampton Roads.

Number of Participating Schools			
Northern Virginia	140	Culpeper	9
Hampton Roads	65	Salem	8
Richmond	38	Lynchburg	5
Staunton	13	Bristol	3
Fredericksburg	9		

Crossing guards are key parts of a Safe Routes to School Program because they provide additional adult supervision of children walking to and from school, helping ensure student safety. Crossing guards also model proper pedestrian behaviors and encourage students to make use of crosswalks and signals.



Education / Encouragement

QuickStart Mini-grants

Schools are using these \$1,000 grants in many ways – supporting events, purchasing safety equipment, and installing bike racks - all of which can help address the concerns that parents may have regarding whether or not to allow their children to walk to school. Applications are accepted six times per year, with three due dates in the fall and three in the spring.

To date, 302 QuickStart Mini-grants have been awarded, with the total amount exceeding \$275,000 (if recipients are unable to use the entire \$1,000, they may accept a smaller portion of the grant). Just over half (51 percent) of QuickStart Mini-grant awards benefitted at least one Title 1 School.

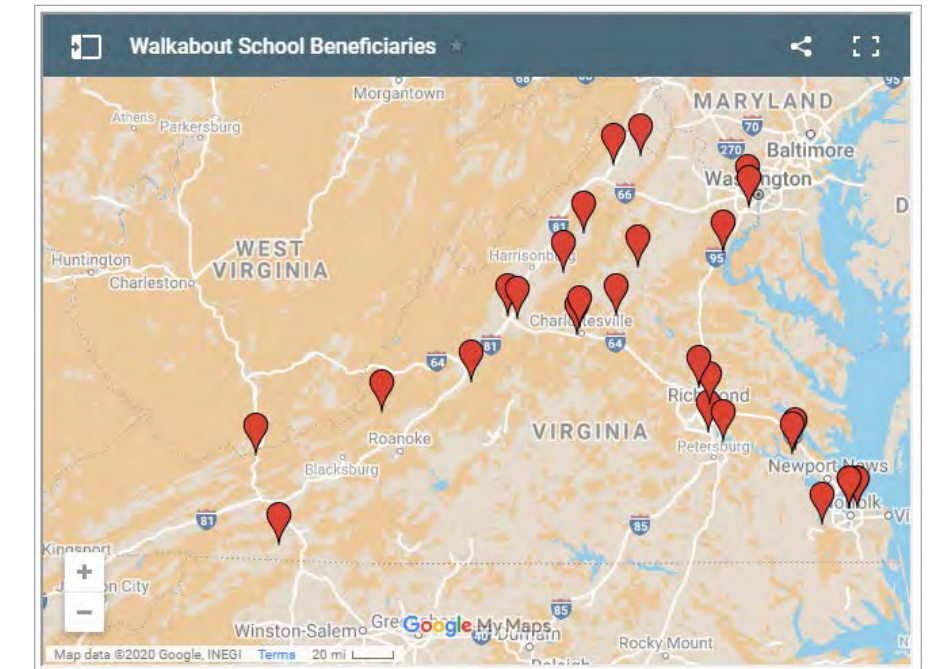
VDOT District	No. of awards	Amount awarded
Bristol	2	\$960
Culpepper	9	\$9,000
Fredericksburg	1	\$1,000
Hampton Roads	27	\$22,000
Lynchburg	3	\$3,000
Northern Virginia	134	\$120,000
Richmond	50	\$47,000
Salem	6	\$5,300
Staunton	70	\$68,000
Grand Total	302	\$276,260

Engineering

Walkabout Mini-grants

Walkabout Mini-grants provide schools and parents the opportunity to work with local government representatives, law enforcement and community groups to build consensus for improving the walking and bicycling environment around the school by identifying possible infrastructure improvements. Many of these grants have led to successful Transportation Alternatives Program grant applications for infrastructure improvements.

This map shows the locations of the 26 Walkabout Mini-grant awards between 2013-2019. Full reports for each school can be viewed on the program website - https://www.virginiadot.org/programs/srts_walkabout_mini-grants.asp



Encouragement

Walk and Bike to School Days

Walk and Bike to School Days are national events that raise awareness of the benefits of walking and biking and need for Safe Routes to School. The Virginia SRTS Program has developed several resources to help schools plan for these events and sets annual goals for participation.

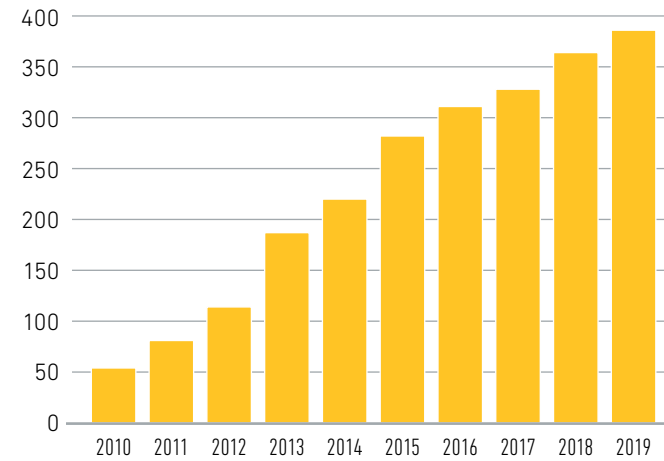
Since 2013:

- A total of 546 different schools have participated in Walk to School Day.
- A total of 485 different schools have participated in Bike to School Day.

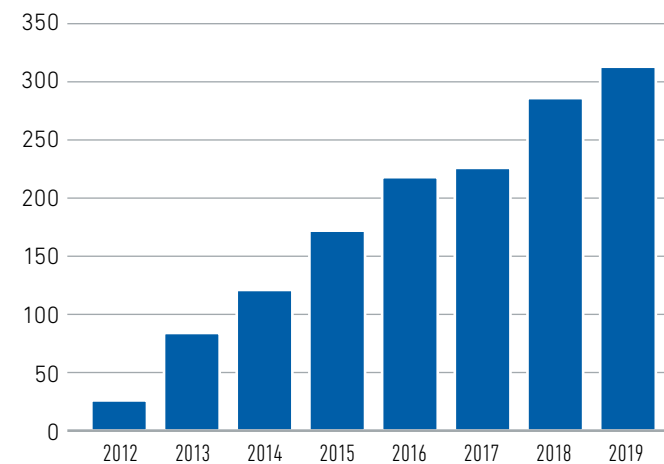
Participation in one of these events frequently inspires permanent behavior or infrastructure changes in the community. A successful Walk or Bike to School day is often just the spark that a school needs to get kids and parents to realize how easy and fun it is to do. An annual event one year might turn into a monthly or even weekly event the following year.



Walk to School Day Events in Virginia



Bike to School Day Events in Virginia



Virginia's Transportation Network and Travel to School

SRTS-related infrastructure projects are based on statewide and local policies and plans.

VDOT's mission statement is

"to plan, deliver, operate and maintain a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life."²

VDOT's [Policy for Integrating Bicycle and Pedestrian Accommodations](#) is based on the premise that "a strategic approach will consistently incorporate the consideration and provision of bicycling and walking accommodations into the decision-making process for [the] transportation network."

The Office of Intermodal Planning and Investment's goals are:

- "to promote transparency and accountability of the programming of transportation funds;
- to ensure that the Commonwealth has a multimodal transportation system that promotes economic development and all transportation modes, intermodal connectivity, environmental quality, accessibility for people and freight, and transportation safety;
- to encourage the use of innovation and best practices to improve the efficiency of the Commonwealth's surface transportation network and to enhance the efficacy of strategies to improve such efficiency; and
- to promote the coordination between transportation investments and land use planning".³

SRTS, with its emphasis on safety, walking and biking, and improving communities and quality of life, embodies many of the same principles.

² <https://www.virginiadot.org/about/missionandvalues.asp>

³ <http://oipi.virginia.gov/about/default.asp>

⁴ U.S. Department of Transportation [USDOT], 1972

⁵ National Household Travel Survey, 2017

How do students travel to and from school?

Riding the school bus and walking to school were the two most common ways students traveled to and from school a couple of generations ago. Walking or bicycling used to be the second most common way, especially for students living within a mile of schools. But, things have changed. Consider this national statistic:

In 1969...

- 48 percent of children 5 to 14 years of age usually walked or bicycled to school.⁴

In 2017...

- 11 percent of children 5 to 14 years of age usually walked or bicycled to school.⁵

Today, school buses are the most common way students travel to and from school, but family vehicles have replaced walking or bicycling to school as the second most common mode. School consolidation, minimum acreage requirements that lead to building schools on greenfields on the outskirts of town, and other trends have increased the distance many students have to travel to get to school.

Why don't kids walk or bike?

What do our instincts tell you about why kids don't walk to school?

- Too far? Unsafe? No time?
- Fear of strangers?
- Inconvenient?
- Bad weather?

Which of these reasons really affect walking and bicycling rates?

Virginia parents surveyed in the past five years (2015-2019) consistently rank the following issues in the top 3 reasons they don't let their children walk to school:⁶

- 1st: The distance to school
- 2nd: The safety of intersections and crossings
- 3rd: The amount and speed of traffic along walking routes to school

Can infrastructure projects help address some of these reasons?

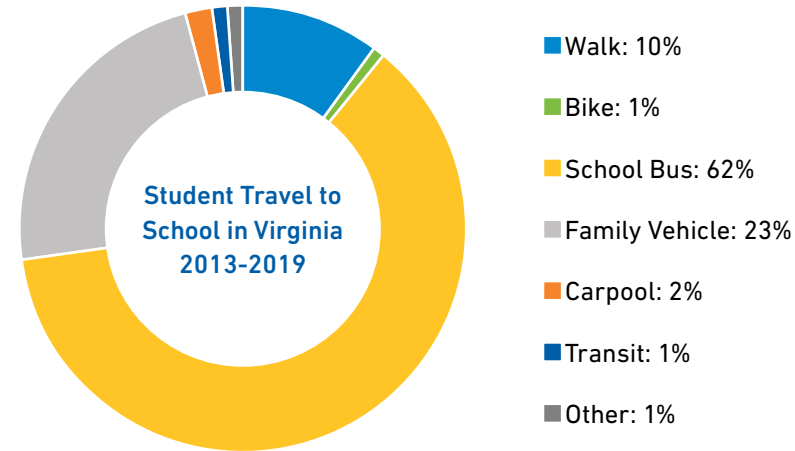
YES!

Intersection safety – crosswalks, signage, traffic pedestrian signals, lighting

Distance to school – pathways, trails, bridges and other connections

Traffic volumes and speeds – wider sidewalks and pathways away from the roadway reduce the impact of traffic volumes on pedestrians and speeds

⁶ Parent Survey reports for Virginia Schools from Fall 2015, Fall 2016, Fall 2017, Fall 2018 and Fall 2019, downloaded from saferoutesdata.org.



SRTS projects increase the likelihood kids will walk, scooter, and bike to school.

SRTS projects are part of state-wide and community-specific transportation networks.

Pedestrian and bicycle infrastructure in the right-of-way is part of a multi-modal system, enhances safety for all travelers, contributes to community and economic development, and supports overall public health goals. SRTS projects help us reach the goals in VDOT's vision for a multi-modal transportation system.

Safety

How do SRTS projects contribute to safer traveling conditions for all, regardless of mode?

Planners and engineers use crash reduction factors (CRF) to represent the decrease in crash rates that might be expected after implementing specific design treatments, like those listed below. CRF are determined based on numerous studies and vetted by the Federal Highway Administration.⁷

⁷ <https://safety.fhwa.dot.gov/provencountermeasures/>

⁸ <https://safety.fhwa.dot.gov/provencountermeasures/walkways/>

⁹ www.cmfclearinghouse.org/detail.cfm?facid=1719

¹⁰ www.cmfclearinghouse.org/detail.cfm?facid=4115

¹¹ http://www.cmfclearinghouse.org/collateral/FHWA_Desktop_Reference_Guide.pdf



Sidewalks – provide a place for pedestrians to walk along the roadway. Crash reduction factor: 65-89% decrease in crashes involving pedestrians walking along roadways.⁸



High visibility crosswalks – make pedestrian crossings more visible to motorists and pedestrians. Crash reduction factor: 40% decrease in pedestrian-motorists crashes.⁹



Traffic calming – changes the roadway geometry or markings to reduce speeds. Crash reduction factor: 32% decrease in crashes.¹⁰



Bike lanes – provide designated lane for bicyclists within the roadway. Crash reduction factor: 35% decrease in crashes¹¹



More time for pedestrians to cross the street – by changing walk signal timing to accommodate users moving at 3.0 feet per second, rather than 3.5 feet per second can help children cross the street more comfortably. Crash reduction factor: 50% fewer crashes involving pedestrians and motorists.

Community Development

How do SRTS projects contribute to a stronger, more vibrant community?

It's a community-wide effort. SRTS programs that look at safety needs for students tell a community that it's OK to walk and bike here.

Even though Safe Routes to School infrastructure projects are designed to help make the built environment safer for students and their families to walk or bicycle to school, they benefit everyone that walks and bikes in the community, regardless of whether they attend or have family members that attend the school.

Matthew Whaley Elementary School, Williamsburg

In 2017, the Williamsburg-James City County SRTS Coordinator and a cohort of parents successfully petitioned the Williamsburg City Government's Planning and Public Works departments to have signage added to increase safety for regular walkers and bikers.

Matthew Whaley Elementary School is located on Scotland Street, less than ¼ mile from Colonial Williamsburg. Parents were concerned about the crossings one block from the school at the intersection of Scotland Street and North Henry Street. North Henry Street is one of the main roads tourists use to access Colonial Williamsburg, and being from out of town, most are unaware they are passing close to a school.

In 2016, around 4 percent of students walked or biked to school at Matthew Whaley Elementary. With new signage and continued involvement in SRTS activities, 50 percent more students were walking and biking to school in 2018.¹²



(Before) North Henry Street at Scotland Street



(After) New pedestrian signage on North Henry Street improves the visibility of students walking to Matthew Whaley Elementary School

¹² As reported in the Williamsburg-James City County Activities and Programs Plans for 2016 and 2018.

Health

How does SRTS support a person's health?



SRTS is for the body and mind.

It's more than just eating breakfast. Walking or biking to school gets the "wiggles" out so kids are ready to learn.

One study noted kids who walk or bike to school concentrated better than those who are driven to school or take public transit. The positive effect on their concentration lasted throughout the morning. On average, active students scored 8.2 - 8.4 on a concentration test (of a possible 10) while non-active students scored an average of 7.6 - 7.8. This was more than the difference shown between students who ate breakfast (8 - 8.15) and those who didn't eat breakfast (8.1 - 8.25).¹³



It's part of a healthy lifestyle.

Walking or biking to school counts towards the recommended 60 minutes of physical activity per day.

Healthy kids become healthy adults. SRTS is helping to create a generation of students who view walking and biking as viable options for everyday travel.



SRTS also keeps kids more fit.

Schools that participate in SRTS are shown to have students that **are 60% more active than schools that do not participate in SRTS.**¹⁴

¹³ Egelund, Niels. Mass Experiment 2012. Aarhus University, Denmark.

¹⁴ Turner L, Slater S, Chaloupka FJ. Elementary School Participation in Safe Routes to School Programming is Associated with Higher Rates of Student Active Travel to School – A BTDC Research Brief. Chicago, IL: Bridging the Gap Program, Health Policy Center, Institute for Health Research and Policy, University of Illinois at Chicago; 2014.

¹⁵ <https://doi.org/10.1016/j.aap.2017.06.004>

Community Health

How do SRTS projects support a community's health?



SRTS encourages healthy living for the entire community.

When walking and biking is easier and safer for kids, it's easier and safer for everyone! SRTS-funded infrastructure projects are near schools and in neighborhoods which benefit students, their families, their neighborhoods, and the entire community.

There is also safety in numbers: pedestrians are less likely to be hit by a car at an intersection if there are a lot of people walking nearby.¹⁵ Communities with high pedestrian traffic are safer than communities with less walking activity.



SRTS promotes a healthier environment.

SRTS infrastructure projects improve air quality and reduce travel delay for everyone through:

- Fewer cars on the road
- Less fuel consumption
- Reduced pollution

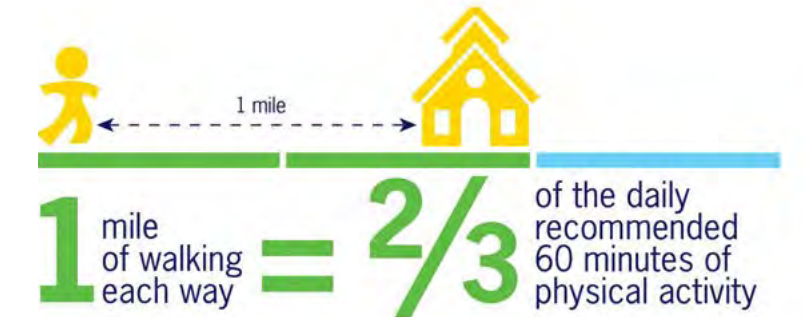


Image source: Safe Routes Partnership

Federal and State Funding for SRTS

Infrastructure Projects

Prior to MAP-21, Safe Routes to School (SRTS) projects were funded through a separate program included in the federal transportation bill passed in 2005, SAFETEA-LU. The federal transportation bill passed in 2012, MAP-21, ushered in a new era for infrastructure projects in Virginia: one in which SRTS projects must compete for funding along with other projects as part of the Transportation Alternatives Program (TAP). This change in the funding for SRTS programs recognizes the role of pedestrian and bicycle networks for travel to school as part of a community's overall transportation network. Since MAP-21's passage, Virginia's Commonwealth Transportation Board has consistently approved funding for SRTS TAP projects.

Between 2005 and 2018, Virginia awarded more than \$30 million in federal funds to Safe Routes to School projects. Project lists are included at the end of each district chapter that follow.

District	No. of awards	Total Award Amount
Bristol	2	\$800,000
Culpeper	10	\$2,783,142
Fredericksburg	1	\$60,784
Hampton Roads	13	\$3,876,271
Lynchburg	7	\$1,629,384
Northern Virginia	20	\$6,764,027
Richmond	20	\$5,688,160
Salem	17	\$4,157,307
Staunton	20	\$4,304,907
	110	\$30,063,982

Table: SRTS/TAP Funding 2007-2018

Non-Infrastructure Projects

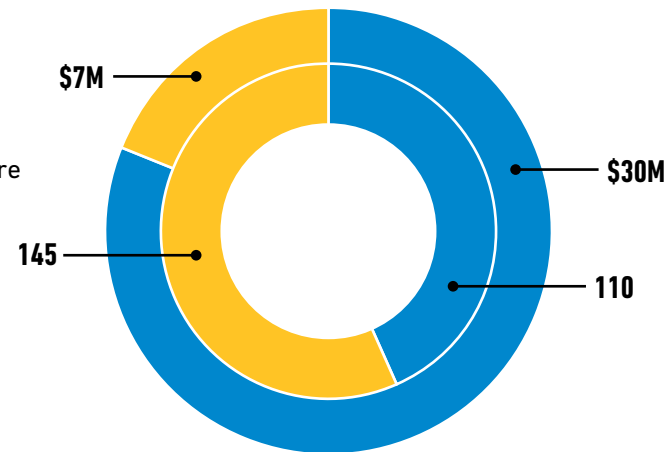
On the Non-Infrastructure side, between Fiscal Year 2007 and 2019, Virginia awarded more than \$7 million in SAFETEA-LU funding to 145 projects across all nine VDOT Districts.

District	No. of awards	Total Award Amount
Bristol	1	\$10,000
Culpeper	6	\$316,500
Fredericksburg	6	\$177,100
Hampton Roads	35	\$2,005,475
Lynchburg	5	\$256,400
Northern Virginia	38	\$2,465,826
Richmond	23	\$912,351
Salem	15	\$305,999
Staunton	16	\$659,072
	145	\$7,108,723

Local Benefits of SRTS in Virginia

Between 2005 and 2019, over \$37 million in SRTS funding has promoted more walking and biking and improved conditions for Virginia students, their families and members of their communities.

- Infrastructure
- Non-Infrastructure



The rest of this book highlights some of the most outstanding projects and programs this funding has supported in each of VDOT's nine districts. We hope that these examples demonstrate the excellent value and continued importance of the Virginia SRTS Program in achieving VDOT's key goals of improving safety and mobility and ensuring timely and efficient project delivery.

VIRGINIA SAFE ROUTES TO SCHOOL

DISTRICT HIGHLIGHTS



Bristol District SRTS Grant Awards

	No. of Projects	Total Award Amount
Infrastructure Grants	2	\$800,000
Non-Infrastructure Grants	1	\$10,000
	3	\$810,000

Bristol

Between 1992 and 2018, the Bristol District invested over \$49 million in pedestrian and bicycle facilities for new multi-use trails and trail connections, new sidewalks and walkways, pedestrian bridge retrofits and renovations, downtown improvements such as lighting and curb improvements, and greenway construction. In all, 91 separate pedestrian and bicycle infrastructure projects were funded as part of progress towards a comprehensive multi-modal network.

Safe Routes to School projects contribute to this transportation network. Two SRTS projects, awarded a total of \$800,000, built sidewalks at Norton Elementary School in Norton and improved trail quality and wayfinding in Bland County.



District Safe Routes Superstars

QuickStart Mini-grants. Schools in Bristol received two \$1,000 QuickStart Mini-grants to help encourage safe walking and bicycling:

- Van Pelt Elementary in Bristol held a walk to school event
- Shoemaker Elementary and Gate City Middle provided students with school crosswalks and safe travel education

SRTS Walkabout leads to new sidewalks in Rocky Gap. The community of Rocky Gap, in Bland County, was eager to expand its pedestrian and bicycling network to improve safety and a sense of place. Residents, local leaders and school officials participated in a SRTS Enhanced Walkabout to arrive at a consensus for pedestrian and bicycling infrastructure recommendations. The Commonwealth Transportation Board allocated nearly \$250,000 of TAP funds in fiscal year 2015 to construct the recommended sidewalks.

The project included new sidewalks that increased pedestrian safety and comfort along North Scenic Highway, the busy street adjacent to the elementary school. These sidewalks also make up a central component of the community's Greenway Plan.



Bristol 2018 Census Info

38,348
5-14 YEAR OLDS

11.0%
OF BRISTOL DISTRICT POPULATION

There are over 38,000 children in the Bristol District, aged 5-14 years, making up 11.0% of the population in the district.

Shared use path in Norton earns 2016 Innovation Award in Infrastructure.

The entrance to the City of Norton, the smallest independent city in Virginia, was once an active mine. Now abandoned, the mine and highwall were unattractive and a site for potential rockslides. The City used grants from VDOT and Virginia Department of Mines, Minerals, and Energy (VDMME) to convert the gateway to the city into a pedestrian- and bicycle-friendly space: the abandoned highwall was transformed into a terraced hill with a shared use path at the bottom.

Local students were invited to visit the construction site and learn about the project. Students were also part of the project unveiling: the City of Norton opened the nearly 4,000 foot-long sidewalk on Walk to School Day in 2015. The new facility provides a valuable connection to school, and many other community members use it for travel or recreation. In 2016, the Virginia Municipal League recognized the City of Norton's efforts with its Infrastructure Award.



Image source: Mattern & Craig

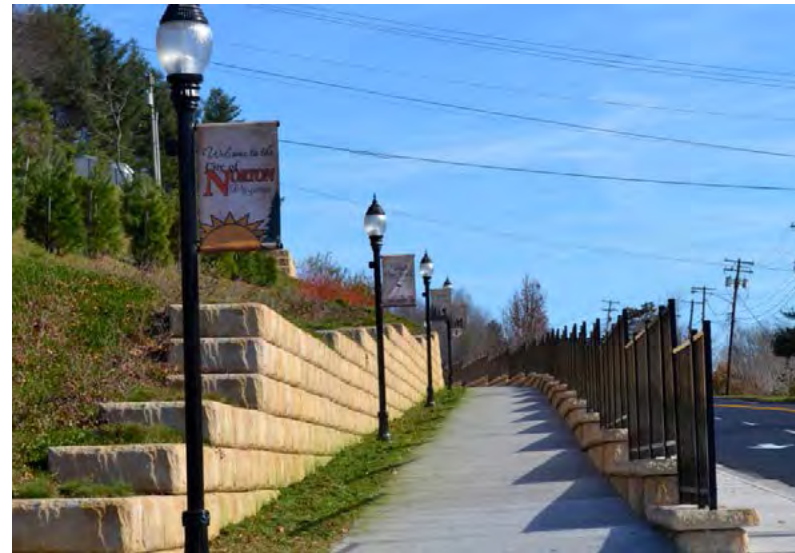


Image source: Mattern & Craig

Bristol SRTS Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
MAP-21	2007	Norton	Sidewalks	Norton ES	\$500,000
MAP-21	2017	Bland County	Trailhead, bridge rehab, and shared use path	Various	\$300,000

Bristol SRTS Non-Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2007	Norton	SRTS plan development	1	\$10,000



Culpeper District SRTS Grant Awards

	No. of Projects	Total Award Amount
Infrastructure Grants	10	\$2,783,142
Non-Infrastructure Grants	6	\$316,500
	16	\$3,099,642

Culpeper

The Culpeper District has invested over \$53.9 million in federal and local funds to build 68 different bicycle and pedestrian projects, such as sidewalk and trail constructions, trail access improvements, and pedestrian and bicycling facility improvements such as pedestrian lighting and landscaping.

The 10 SRTS-funded engineering projects, totaling to over \$2.8 million, are for walking and biking to schools in Charlottesville and in

Albemarle County. Other projects include new sidewalks, multi-use path construction, and bicycle facilities near schools in Culpeper. The 6 Non-Infrastructure projects have funded school travel plan development and a district-wide SRTS program in the City of Charlottesville for the past four years.



District Safe Routes Superstars

QuickStart Mini-grants. More than a dozen schools in the Culpeper district have applied for and received QuickStart Mini-grants, which provided the schools funding to host a SRTS event and initiate a sustainable SRTS program.

- Burnley Moran Elementary School in Charlottesville held a Walk-a-thon as part of a wellness event.
- Venable Elementary School in Charlottesville hosted a Walk to School Day event and purchased pedometers.
- Paul H. Cale Elementary School in Albemarle County purchased bikes and other materials for their popular afterschool mountain bike club.

Buford Middle School in Charlottesville purchased helmets to give to students without at the end of their bicycle unit in PE class.



SRTS Walkabout Leads to Infrastructure Funding Decision in Charlottesville. In 2013, school representatives, neighborhood association representatives, and parents of children at Jackson Via Elementary participated in a SRTS walkabout to arrive at a consensus for improving walking and bicycling conditions to the school. The resulting application for 2015 TAP funding was for curb ramps, crosswalks, bike lanes, and new pedestrian connections to fill the gaps in the existing network near the school. These improvements will make it easier for students to safely walk or bike to and from school. In 2014, the \$200,000 for this project was added to the FY 2015 Final Transportation Alternatives Allocations list.



Culpeper 2018 Census Info

49,238
5-14 YEAR OLDS

12.0%
OF CULPEPER DISTRICT POPULATION

There are nearly 50,000 children in the Culpeper District, aged 5-14 years, making up 12.0% of the population in the district.

Charlottesville Bicycling Community Shows Up to Support SRTS. For the past few years, Charlottesville's SRTS coordinator has been organizing an annual bike repair event to keep the schools' bike fleets in good condition. The event is usually held in February or March before the PE bike units in the spring. A local brewery with a large outdoor heated tent donates space and a proceed of their sales to the SRTS program, and dozens of volunteers show up to perform basic safety checks and minor repairs on the bikes. In 2018, there were 50 people volunteering and 115 bikes were repaired in 90 minutes! This is a perfect example of the creativity local SRTS coordinators apply to their jobs on regular basis that build community and strengthen their programs without additional funding.



Planning Ahead For Walking And Biking Access To School. The Walkabout for Pearl Sample and A.G. Richardson Elementary Schools that took place in December 2017 was a bit different than the typical Walkabout led by the Virginia SRTS program. Instead of focusing on the needs of current students walking and biking to school, this Walkabout considered future improvements to facilitate active travel to school as residential development occurs nearby. Culpeper County land use plans indicate there is strong potential for residential development near the schools along Madison Road.

The stakeholders participating in the Walkabout included teachers, administrators, and parents from both schools; representatives from Culpeper County, the Culpeper County Public Schools and school board; representative from the Rappahannock-Rapidan Regional Commission and representatives from the Virginia Department of Transportation. Recommendations include completing the sidewalk network on the schools' campuses, adding multi-use paths along busier roadways and connecting future developments and considering additional signage and signals to make crossings safer.



Pearl Sample and A.G. Richardson Elementary Schools Walkabout Recommendations

“We have a great deal of future development anticipated in the immediate area surrounding two elementary schools in the county. We need to better understand what infrastructure and improvements to plan for and implement in order to make walking and biking to school possible in the future.”

- Laura Loveday, Special Projects & Grants Administrator, Culpeper County

Culpeper SRTS Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2007	Charlottesville	New sidewalks and crosswalk improvements	Buford MS	\$359,300
SAFETEA-LU	2007	Charlottesville	Multi-use trail connector	Venable ES	\$11,600
SAFETEA-LU	2008	Charlottesville	Sidewalks	Burnley-Moran ES	\$328,280
SAFETEA-LU	2010	Albemarle County	Sidewalk extension	Crozet ES	\$190,000
SAFETEA-LU	2012	Fauquier County	New/repaired sidewalk, off-street bike/pedestrian facility, and bike/pedestrian crossing improvements	Cedar Lee MS	\$500,000
SAFETEA-LU	2013	Charlottesville	High visibility intersection upgrades including crosswalk and ADA Improvements	Clark ES	\$190,000
MAP-21	2014	Louisa County	Shared use path	Louisa County MS	\$282,320
MAP-21	2014	Charlottesville	New sidewalk, curb ramps, crosswalks, and bike lanes	Jackson Via ES	\$199,967
MAP-21	2018	Albemarle County	Construction of Bike/Ped facilities	Cale ES	\$309,675
MAP-21	2018	Albemarle County	Construction of a Multi-Use Path	Greer ES/Joett MS	\$412,000

Culpeper SRTS Non-Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2008	Albemarle	SRTS plan development (Albemarle County Schools)	9	\$25,000
SAFETEA-LU	2008	Charlottesville	SRTS plan development (Charlottesville City Schools)	7	\$25,000
SAFETEA-LU	2016	City of Charlottesville	Division-wide SRTS program	8	\$56,000
SAFETEA-LU	2017	City of Charlottesville	Division-wide SRTS program	8	\$59,000
SAFETEA-LU	2018	City of Charlottesville	Division-wide SRTS program	10	\$77,000
SAFETEA-LU	2019	City of Charlottesville	Division-wide SRTS program	10	\$74,500



Fredericksburg District SRTS Grant Awards

	No. of Projects	Total Award Amount
Infrastructure Grants	4	\$863,465
Non-Infrastructure Grants	6	\$177,100
	10	\$1,040,591



Fredericksburg

In Fredericksburg District, 42 infrastructure projects totaling \$43.8 million are aimed at offering residents, employees and visitors opportunities for healthy and active travel, expanding the transportation network, and improving pedestrian and bicyclist safety. These projects range from trail and sidewalk construction to bicycle and pedestrian signage and enhancements in downtown areas, crossing improvements and bicycle racks.

Safer walking routes to Thompson Middle School in Stafford were created by a \$60,000 SRTS infrastructure project. Other infrastructure projects in West Point and Colonial Beach constructed and improved sidewalk conditions. There have also been 6 non-infrastructure projects in the district with a value over \$175,000.

District Safe Routes Superstars

Stafford County's multi-faceted SRTS program.

School Division Coordinator. Stafford County's VDOT-funded SRTS coordinator is working with schools to promote safe walking and bicycling by:

- Helping facilitate bike safety training at during middle school bicycle intramurals
- Coordinating with local bike shops to maintain school division bicycles
- Teaching bicycle safety curriculum to elementary and middle schools students



How do Stafford County Students travel to and from school? According to the fall 2014 student travel tallies from 10 Stafford County elementary and middle schools, about five percent of students walk or bike to and from school.

5%

OF STAFFORD COUNTY PUBLIC SCHOOL STUDENTS WALK OR BIKE TO SCHOOL

Around 76 percent of the students ride the school bus, and approximately 16 percent of students ride to school in a family vehicle.

Fredericksburg 2018 Census Info

66,405
5-14 YEAR OLDS

13.3%

OF FREDERICKSBURG DISTRICT POPULATION

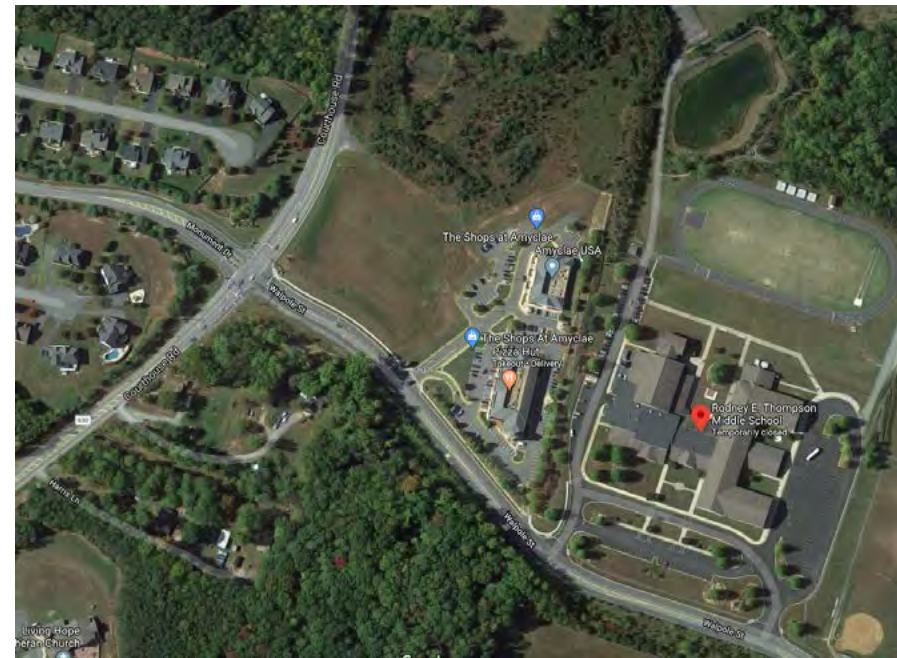
There are over 66,000 children in the Fredericksburg District, aged 5-14 years, making up 13.3% of the population in the district.

Thompson Middle School Safe Routes to School Infrastructure Project

This project installed 5' wide sidewalk along Walpole Street from Courthouse Road to Rodney Thompson Middle School. It also included crosswalk striping across turn entrances to commercial development and on school property and connected several existing ADA-compliant curb ramps.

After construction, Stafford County Public Schools (SCPS) was tasked with upkeep of the sidewalk, funded through its annual operating budget. SCPS personnel keeps the sidewalk free of debris and vegetation.

The sidewalk provides pedestrian access from existing residential / commercial areas to the middle school helping to fulfill one of the objectives in the Stafford County Comprehensive Plan. Chapter 2, Goal 6, Objective 6.3 promotes a system of sidewalks, bike paths and trails to provide non-motorized transportation alternatives.¹



Stafford Crossing Guard Recognized with Multiple Awards for Outstanding Service

Lawrence "Dick" Norton, a school crossing guard for Stafford County Public Schools, directs traffic at Stafford Senior High and Gayle Middle Schools. Dick arrives at Stafford Senior High at 6:30 AM every day no matter the weather, and in an hours' time, he controls and directs well over 3,000 vehicles, including school buses. With experience and vigilance, Dick accepts this challenge and has become a master at traffic safety and reporting infractions while maintaining a wonderful relationship with staff, students, neighbors, pedestrians and motorists alike. In the afternoon, Dick directs traffic and assists with crossing at Gayle Middle School.

As a role model for students and staff he believes in getting the job done with skill, pride and professionalism. In 2015, Dick was recognized by YOVASO (Youth of Virginia Speak Out About Traffic Safety) for his compassion and dedication to keeping his students safe. The same year, the Virginia SRTS Program also recognized him as one of the state's Most Outstanding Crossing Guards.



Fredericksburg SRTS Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2010	Stafford	Sidewalk, ADA ramps	Thompson MS	\$60,784
SAFETEA-LU	2012	West Point	Sidewalk	West Point ES, West Point MS	\$220,000
MAP-21	2015	Colonial Beach	Sidewalks, crosswalks, ADA improvements	Colonial Beach ES	\$497,703
MAP-21	2015	West Point	Sidewalk	West Point ES, West Point MS	\$84,978

Fredericksburg SRTS Non-Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2007	Colonial Beach	SRTS plan development	2	\$10,000
SAFETEA-LU	2007	Stafford County Public Schools	SRTS program implementation	38	\$25,000
SAFETEA-LU	2008	West Point	SRTS plan development and implementation	2	\$10,000
SAFETEA-LU	2010	Stafford	Bike Safety Education Program	5	\$12,600
SAFETEA-LU	2013	Stafford County Public Schools	Division-wide SRTS Program	18	\$52,000
SAFETEA-LU	2014	Stafford County Public Schools	Division-wide SRTS Program	13	\$67,500

¹ Fredericksburg Area Metropolitan Planning Organization. "FAMPO-Resolution-14-21-FY15-TA-Project-Endorsement-N.-Stafford" <https://www.fampo.gwregion.org/wp-content/uploads/2014/07/FAMPO-Resolution-14-21-FY15-TA-Project-Endorsement-N.-Stafford.pdf>



Hampton Roads District SRTS Grant Awards

	No. of Projects	Total Award Amount
Infrastructure Grants	13	\$3,876,271
Non-Infrastructure Grants	35	\$2,005,475
	48	\$5,881,746



Hampton Roads

The Hampton Roads District has actively promoted an active transportation agenda through its 95 bicycle and pedestrian related projects since 1992, investing over \$118.2 million of local and federal funds. These pedestrian and bicycle projects built sidewalks, trails, bikeways, and streetscape improvements in Cape Charles, Chesapeake, Norfolk, Virginia Beach, and Suffolk.

Safe Routes to School is a key part of continuing this progress and since 2009, there have been 13 approved SRTS infrastructure projects in Virginia Beach, Portsmouth, Williamsburg, Chesapeake, and Chincoteague, totaling \$3.9 million. These

projects include sidewalk and multi-use trail construction, pedestrian and bicycle signage, bicycle parking, crosswalk improvements, and traffic calming, which all support various elements of the Hampton Roads economy while providing walking and biking to school facilities. The Hampton Roads District also has a long tradition of supporting the programmatic elements of SRTS, with 35 SRTS non-infrastructure awards totaling over \$2 million.

District Safe Routes Superstars

Dedicated SRTS Coordinators. Safe Routes to School coordinators in the Chesapeake, Newport News, Norfolk, Portsmouth, and Williamsburg-James City County school divisions are hard at work. In the 2019-2020 school year, Hampton City Schools introduced their SRTS program, making it the sixth program in the Hampton Roads District and 18th program in Virginia overall.

- The **Chesapeake** SRTS coordinator has worked diligently to expand parent and community buy-in for Safe Routes to School. Since 2018, she has increased the number of schools teaching Bike Safety units by 60%. More schools are participating in Walk to School Day and held larger events last year than they had in the past. Increased outreach to PE teachers within the division had created more program champions and has brought more schools into the program. It has also created new opportunities: in winter 2020, the coordinator met with PE teachers to identify schools where new Bike Safety courses could be located. While schools were closed during the Covid-19 pandemic, she gave presentations to multiple classes throughout the division on walking and bicycling safety via Zoom.
- The **City of Hampton** joined the SRTS program in fall 2019, creating a Safe Routes to School program from scratch. The City held its first-ever Walk to School event at an elementary school in December 2019, followed by the City's first-ever Walking Wednesday event in January 2020. The city schools now have a new bike

fleet, new partnerships with a local bicycling group, a sports facility, a bike shop, and local restaurants, and is organizing their first-ever bike training for PE teachers.

- In **Newport News**, the division's program has grown by leaps and bounds. As more schools participate in the program, parent survey response rates have increased. More schools are introducing bicycle safety into their curricula and the division's bike fleet has expanded, with three trailers' worth of bikes rotating around Newport News throughout the school year. In fall 2019, the SRTS Program hosted the city's first Family Glow Ride with over 100 participants!



Hampton Roads 2018 Census Info

213,127
5-14 YEAR OLDS

12.2%

OF HAMPTON ROADS DISTRICT POPULATION

There are more than 213,000 children in the Hampton Roads District, aged 5-14 years, making up 12.2% of the population in the district.

- In 2019, the **Norfolk SRTS** program partnered with the advocacy group Bike Norfolk and local bike shops to produce “Ride Your Own Ride,” an instructional bike safety video starring local students.
- Creative outreach has helped grow the SRTS program in **Portsmouth**. Portsmouth’s SRTS coordinator got the word out about Safe Routes to School by working with schools to produce videos and interactive newsletters about SRTS events and reaching out to local news organizations. An article about Crossing Guard Appreciation Day in the *Virginian-Pilot* newspaper convinced two school administrators to participate in the program.



Walkabout Mini-grants. Several communities in the Hampton Roads District have taken advantage of the Virginia SRTS Program’s Walkabout mini-grants to convene stakeholders at a school for a dismissal observation and neighborhood walk audit. Stakeholders then discuss potential infrastructure projects that would improve access and safety for students walking and biking to school.

School	City	Key Recommendations
Berkeley Middle School	Williamsburg	Sidewalks, crossing enhancements
Clara Byrd Baker Elementary	Williamsburg	Sidewalks, crossing enhancements
Nansemond Parkway Elementary	Suffolk	Sidewalks, crossing enhancements
Norview Elementary	Norfolk	Reduced speed limit during school hours, crossing enhancements
St. Patrick Catholic School	Norfolk	Sidewalks, crossing enhancements



QuickStart Mini-grants. More than 50 schools in the Hampton Roads District have used QuickStart Mini-grants to host specific Safe Routes to School activities.

- *Chesapeake Public Schools, Chesapeake*; Walk and bike to school day incentive items—“Eleven schools participated in International Walk to School Day in October 2013, with much enthusiasm. Most of the students were learning about the Safe Routes to School program for the first time. I am hopeful that with more activities and exposure to the SRTS programming that students and parents will take advantage of opportunities to walk and bike in their communities.” Chad Triolet, Chesapeake City Public Schools former SRTS Division Coordinator
- *Matthew Whaley Elementary School, Williamsburg*; bicycle safety training and bicycle helmets—“Many students were unaware that bicyclists even use hand signals, so learning what they are can help with safety. Students practiced this, along with looking over their shoulders as they navigate the streets. We think those skills, combined with the tangible benefit of having a fitted bike helmet, will have a lasting effect on the program and will encourage students to safely navigate to school.” Cortney Cain, Williamsburg-James City County Public Schools former SRTS Division Coordinator
- *Park View Elementary School, Portsmouth*; installation of a bicycle rack and crossing guard safety equipment – “Our fall 2013 walk encouraged students to get outside and exercise. The teachers taught the students about safety during the walks such as the importance of crosswalks and how to cross a street safely. The new equipment is really enhancing safety in front of the building. I anticipate a lot of students will want to ride their bikes to school now that the bike rack gives them a safe place to park.” Lisa Lees, Park View Elementary School Physical Education teacher



Crossing Guard Appreciation Day

- Howard Wallace, the only crossing guard in the Williamsburg-James City County Public School system, received an honorable mention as one of Virginia’s Most Outstanding Crossing Guards in 2013. He was recognized by parents and the community James River Elementary School for his service.
- Since 2013, there have been six “Most Outstanding Crossing Guard” winners from three different cities in the Hampton Roads District – Chesapeake, Norfolk, and Newport News.

Hampton Roads SRTS Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2009	West Point	Sidewalks and signage	West Point ES	\$220,000
SAFETEA-LU	2010	Virginia Beach	Sidewalks	Bayside MS	\$445,367
SAFETEA-LU	2010	Portsmouth	Sidewalks, multi-use trail, and bike parking	Churchland ES	\$396,270
SAFETEA-LU	2010	Williamsburg	Pedestrian crossing upgrade	James River ES	\$126,000
SAFETEA-LU	2010	Chesapeake	Sidewalk and traffic calming	Western Branch Intermediate School	\$158,202
SAFETEA-LU	2012	Chincoteague	Off-street bike/pedestrian facility, secure bicycle parking	Chincoteague Combined School, Chincoteague ES	\$205,840
SAFETEA-LU	2012	Colonial Beach	New/repaired sidewalks and bike/pedestrian crossing improvements	Colonial Beach ES, Colonial Beach MS	\$482,053
SAFETEA-LU	2012	West Point	Sidewalk	West Point ES, West Point MS	\$84,978
MAP-21	2015	Chincoteague	Shared use path, lighting, and signage	Chincoteague Combined School, Chincoteague ES	\$300,000
MAP-21	2016	Greensville County	Sidewalk	Greensville County ES	\$132,108
MAP-21	2018	City of Virginia Beach	Construction of a 10' wide Asphalt Path	Three Oaks ES	\$370,672
MAP-21	2018	James City County	Construction of Sidewalk and Crosswalk	Clara Byrd Baker ES	\$361,349
MAP-21	2016	Virginia Beach	Sidewalks	John B Dey ES, Great Neck MS, Frank Cox HS	\$593,432

Hampton Roads Non-Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2008	Virginia Beach	SRTS plan development (for pilot program)	1	\$25,000
SAFETEA-LU	2008	Portsmouth	SRTS plan development	2	\$24,935
SAFETEA-LU	2009	Chincoteague	Education, encouragement and enforcement activities	2	\$17,040
SAFETEA-LU	2013	Chesapeake Public Schools	Division-wide SRTS program with coordinator	19	\$52,000
SAFETEA-LU	2013	Williamsburg James City-County Public Schools	Division-wide SRTS program with coordinator	12	\$26,000
SAFETEA-LU	2013	Portsmouth Public Schools	Division-wide SRTS program with coordinator	8	\$26,000
SAFETEA-LU	2014	Chesapeake Public Schools	Division-wide SRTS program with coordinator	38	\$90,000
SAFETEA-LU	2014	Williamsburg James City-County Public Schools	Division-wide SRTS program with coordinator	5	\$51,000
SAFETEA-LU	2014	Norfolk Public Schools	Division-wide SRTS program with coordinator	11	\$85,000
SAFETEA-LU	2014	Portsmouth Public Schools	Division-wide SRTS program with coordinator	13	\$56,000
SAFETEA-LU	2015	Chesapeake County Public Schools	Division-wide SRTS program with coordinator	38	\$84,000
SAFETEA-LU	2015	Williamsburg James City-County Public Schools	Division-wide SRTS program with coordinator	5	\$41,000

Hampton Roads Non-Infrastructure Projects cont.

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2015	Norfolk Public Schools	Division-wide SRTS program with coordinator	11	\$87,000
SAFETEA-LU	2015	Portsmouth Public Schools	Division-wide SRTS program with coordinator	13	\$52,000
SAFETEA-LU	2016	Chesapeake Public Schools	Division-wide SRTS program with coordinator	38	\$64,000
SAFETEA-LU	2016	Williamsburg James City-County Public Schools	Division-wide SRTS program with coordinator	5	\$45,000
SAFETEA-LU	2016	City of Newport News	Division-wide SRTS program with coordinator	14	\$60,000
SAFETEA-LU	2016	Norfolk Public Schools	Division-wide SRTS program with coordinator	32	\$90,000
SAFETEA-LU	2016	Portsmouth Public Schools	Division-wide SRTS program with coordinator	12	\$40,000
SAFETEA-LU	2017	Chesapeake Public Schools	Division-wide SRTS program with coordinator	38	\$61,500
SAFETEA-LU	2017	Williamsburg James City-County Public Schools	Division-wide SRTS program with coordinator	6	\$45,000
SAFETEA-LU	2017	City of Newport News	Division-wide SRTS program with coordinator	23	\$82,000
SAFETEA-LU	2017	Norfolk Public Schools	Division-wide SRTS program with coordinator	34	\$92,000
SAFETEA-LU	2017	Portsmouth Public Schools	Division-wide SRTS program with coordinator	12	\$40,000

Hampton Roads Non-Infrastructure Projects cont.

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2018	Chesapeake Public Schools	Division-wide SRTS program with coordinator	38	\$59,000
SAFETEA-LU	2018	Williamsburg James City-County Public Schools	Division-wide SRTS program with coordinator	7	\$44,000
SAFETEA-LU	2018	City of Newport News	Division-wide SRTS program with coordinator	25	\$82,000
SAFETEA-LU	2018	Norfolk Public Schools	Division-wide SRTS program with coordinator	41	\$87,000
SAFETEA-LU	2018	Portsmouth Public Schools	Division-wide SRTS program with coordinator	12	\$30,500
SAFETEA-LU	2019	Chesapeake Public Schools	Division-wide SRTS program with coordinator	38	\$58,000
SAFETEA-LU	2019	Williamsburg James City-County Public Schools	Division-wide SRTS program with coordinator	7	\$38,000
SAFETEA-LU	2019	City of Hampton	Division-wide SRTS program with coordinator	10	\$67,000
SAFETEA-LU	2019	City of Newport News	Division-wide SRTS program with coordinator	25	\$82,000
SAFETEA-LU	2019	Norfolk Public Schools	Division-wide SRTS program with coordinator	41	\$87,000
SAFETEA-LU	2019	Portsmouth Public Schools	Division-wide SRTS program with coordinator	12	\$34,500



Lynchburg District SRTS Grant Awards

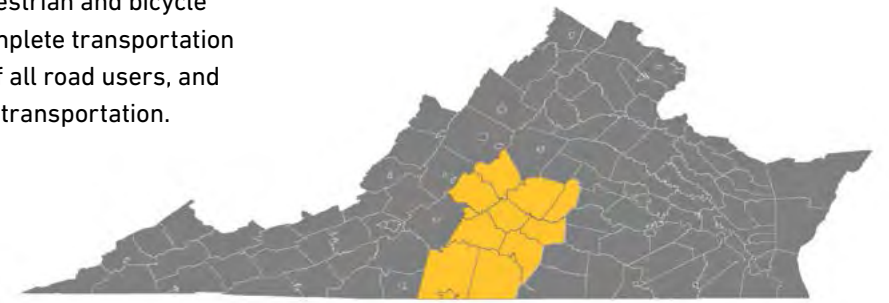
	No. of Projects	Total Award Amount
Infrastructure Grants	7	\$1,629,384
Non-Infrastructure Grants	5	\$256,400
	12	\$1,885,784

Lynchburg

Sixty-six pedestrian and bicycle projects have been funded between 1992 and 2018. Over \$62.5 million in federal and local funds went towards trail construction, downtown streetscaping, and pedestrian facilities such as street lights and sidewalks.

The Lynchburg District has received seven Safe Routes to School infrastructure grants totaling \$1.6 million to build sidewalks, improve pedestrian crossings at intersections, shared-use paths, and bike racks, benefitting 13 schools. These

projects have been supported by \$250,000 of non-infrastructure grants, building on the district's continuing investment in pedestrian and bicycle infrastructure to create a complete transportation network, emphasize safety of all road users, and promote healthy avenues for transportation.



District Safe Routes Superstars

SRTS Infrastructure Addresses Parent Concerns Regarding Safety. In the spring 2010, elementary schools in the City of Lynchburg conducted student travel tallies, which take a snapshot census of how students are traveling to and from school, and a parent survey of student travel, which explores general trends of student travel and parent attitudes about walking and bicycling to and from school.

What did they learn?

- Over 60 percent of students rode the school bus, and 35 percent of students traveled to school in a family vehicle. It also showed that 2 percent of students walked and almost no students bicycled to school.
- While 70 percent of parents responding think walking and biking to and from school is healthy or very healthy, distance, amount of traffic, speed of traffic, and safety of intersections and crossings affect their decision to allow or not allow their children to walk and bike to school.

What can help?

Sidewalks, crosswalks, and pedestrian signals! In 2012, Lynchburg received a \$376,000 [SRTS Infrastructure](#) grant for new sidewalks, crosswalks, and timed pedestrian signals allowing students to safely walk to and from Perrymont, T.C. Miller, and Dearington Elementary Schools.

City-wide SRTS Coordinator. From 2013 through 2016, Lynchburg City Schools had a SRTS coordinator who taught students safe walking and biking skills and promoted Walk and Bike to School Days. In the summer of 2016, the SRTS Coordinator partnered with a local author to create a 'storywalk' route with the book *PT Gets Moving*. The book follows PT (an elementary school student) who walks home from R.S. Payne Elementary School with his friends. His walk, which is a mile and a half long, stops at several landmarks along the way. Students and their families that participated in the 'storywalk' followed the same route and stopped periodically at the large, laminated pages of the book posted by the SRTS Coordinator.

New sidewalks, upgrades to give Lynchburg students safe routes to school



Lynchburg 2018 Census Info

43,774
5-14 YEAR OLDS

11.0%
OF LYNCHBURG DISTRICT POPULATION

There are nearly 44,000 children in the Lynchburg District, aged 5-14 years, making up 11.0% of the population in the district.



QuickStart Mini-grants. Multiple schools have used QuickStart Mini-grants to help encourage pedestrian and bicycling safety. Two of these Mini-grants have focused on Bicycle Rodeo safety trainings, where students learn what to do before and during a bicycle ride. They learn how to properly wear a bicycle helmet, and how to check the tire pressure, brakes, and bicycle chain before riding. They also learn about riding on streets in mixed traffic, such as how to cross intersections safely, and how to be mindful of other vehicles on the road.

Cumberland County Elementary School, Cumberland; Bicycle Rodeo safety training – “The grant allowed us to share something a lot of our students have never been shown. We are a rural community with no sidewalks or parks, so taking the time to show students these useful lessons was very important. We will try to hold a bike rodeo each year to teach bike safety and repair.” Mark Mabey, Cumberland Elementary School Principal

Phenix Elementary School, Phenix; bicycle safety training, helmet giveaway, and ponchos for student safety patrol – “I think providing the students with the bicycle safety program was most effective. Some students would be riding bicycles without helmets so I feel great that we provided about 44 students with helmets. We do not have a huge population of students who walk or ride bicycles to school, but I think the ones who do are more aware of walking and bicycle safety.” Carolyn Baker, Charlotte County Public Schools Finance and Federal Programs Director

Lynchburg SRTS Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2009	Danville	Sidewalk, bike lanes, pedestrian signal, bike rack, and signage	Bonner MS	\$159,850
SAFETEA-LU	2009	Danville	Sidewalk, pedestrian signal, bike rack, and signage	Forest Hills ES, Gibson MS	\$76,450
SAFETEA-LU	2012	Lynchburg	New sidewalks and bike/pedestrian crossing improvements	Perrymont ES, Thomas C Miller ES, Dearington ES	\$376,796
SAFETEA-LU	2013	Lynchburg	Sidewalks, crosswalks, ADA ramps, and signage	Bass ES, Linkhorne ES MS	\$296,188
MAP-21	2016	Lynchburg	Sidewalk	Dearington ES	\$168,244
MAP-21	2016	Charlotte Court House	Sidewalk	Randolph-Henry HS	\$251,856
MAP-21	2017	Lynchburg	Shared use path and bridge renovation	Linkhorne ES, Linkhorne MS	\$300,000

Lynchburg SRTS Non-Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2009	Appomattox	Education, encouragement and evaluation activities	2	\$8,000
SAFETEA-LU	2009	Danville	Education and encouragement activities, SRTS program manager for pilot schools	3	\$54,400
SAFETEA-LU	2013	Lynchburg City Schools	Division-wide program with SRTS coordinator	7	\$78,000
SAFETEA-LU	2015	Lynchburg City Schools	Division-wide program with SRTS coordinator	7	\$41,000
SAFETEA-LU	2016	Lynchburg City Schools	Division-wide program with SRTS coordinator	13	\$75,000



Northern Virginia District SRTS Grant Awards

	No. of Projects	Total Award Amount
Infrastructure Grants	20	\$6,764,027
Non-Infrastructure Grants	38	\$2,465,826
	58	\$9,229,853



Northern Virginia

Between 1992 and 2018, the Northern Virginia District committed over \$106 million in state and federal funds to 119 pedestrian and bicycle projects, including multi-use trails, sidewalks, crosswalks, and pedestrian scale lighting. SRTS grants provided an additional \$6.8 million for 20 Safe Routes to School engineering projects

and \$2.5M for 38 non-infrastructure grants. The SRTS investments not only improved walking and biking conditions for students but also for other members of the school community.

District Safe Routes Superstars

Every county in the Northern Virginia district and the City of Alexandria have Local SRTS Coordinators funded by Non-Infrastructure Grants. Many of these coordinators have served in their positions since the program began in fall 2013 and have worked hard to expand their programs to reach more students and their families each year. Each locality approaches SRTS a bit differently; below are some of their biggest successes.

Fairfax County—A Leader in Bicycle Safety Education

With 141 elementary schools and 23 middle schools, Fairfax County Public Schools is the largest school division in the state and the 10th largest school division in the country. Many Fairfax County schools participate in annual Walk to School Day and Bike to School Day events, which is a key reason why Virginia consistently ranks near the top of all states for schools participating in Walk to School Day and Bike to School Day events, routinely outperforming more populous states like Texas and New York.

Fairfax County Public Schools also has one of the most well-developed bicycle safety education programs in Virginia. The program was spearheaded by the Division’s long-time, VDOT-funded Safe Routes to School coordinator, who has delivered bicycle safety education to schools throughout the County, including to schools with students who are at risk or have special needs. In support of the program, the coordinator has

helped build, maintain, and coordinate FCPS’s bicycle fleet, and conducts annual trainings for PE teachers to equip them with the knowledge and skills they need to teach bicycle safety education to students, including bicycle maintenance skills.

In addition, the Fairfax coordinator has championed implementation of traffic safety gardens, which are simulated street environments where students can learn pedestrian and bicycle safety skills. She helped coordinate construction of FCPS’s first traffic safety garden at Holin Meadows Elementary in 2019, including assisting with an application for a QuickStart Mini-grant, and hopes to institutionalize traffic safety gardens throughout FCPS, so that whenever a school black top is repaved a traffic garden is considered for implementation.



Northern Virginia 2018 Census Info

335,181
5-14 YEAR OLDS

13.6%
OF NORTHERN VIRGINIA DISTRICT POPULATION

There are over 335,000 children in the Northern Virginia District, aged 5-14 years, making up 13.6% of the population in the district.

Alexandria—An Early Adopter Expands Division-wide

Alexandria has had a formal Safe Routes to School program since 2003 and was the first school division in Virginia to receive funding from VDOT for a SRTS coordinator covering multiple schools. The success of Alexandria’s multi-school program led VDOT to expand funding for local SRTS coordinators and to establish formal processes for supporting them.

More recently, the City of Alexandria developed comprehensive Safe Routes to School travel plans for all 16 ACPS elementary and middle schools and implemented numerous pedestrian and bicycle infrastructure projects near schools. The City has also expanded its Safe Routes to School programmatic offerings to all 16 schools, including the BITS (Bicycling in Schools) and PCAP (Port City Alexandria Pedestrian) safety education initiatives, which in 2019 reached 1,800 and 500 students, respectively. Also in 2019, the Safe Routes to School program achieved its highest ever participation rate in Walk to School Day.

Arlington—Fully Integrating SRTS into a School Division’s Transportation Planning and Policy Approach

Arlington Public Schools has participated in Safe Routes to School activities such as Walk to School Day and Bike to School Day since the federal program was established in 2005. In recent years, the division has moved to integrate Safe Routes to School into its approach to transportation planning. The move was prompted

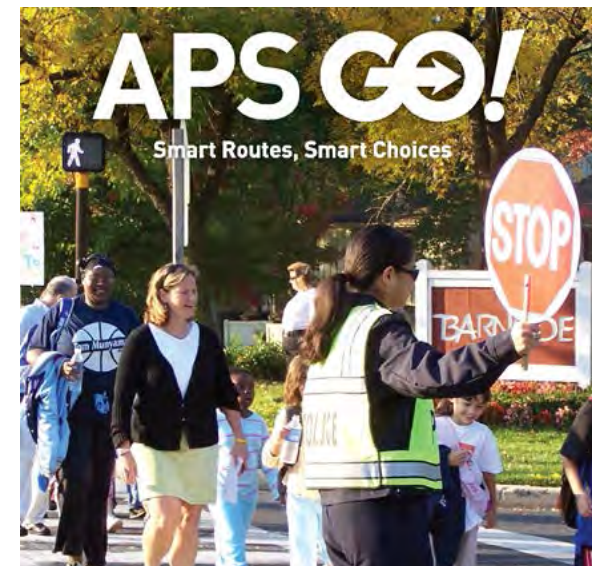
by rapidly rising student enrollment, which led to a wave of school construction projects. To mitigate the impact on traffic, APS developed a first-in-the-nation districtwide transportation demand management (TDM) plan called APS Go!. Among other things, the plan includes a goal to increase the student walking and bicycling rate from 24% to 30% between 2014-2021 and a recommendation to hire a full-time TDM coordinator.

APS implemented the TDM coordinator recommendation in 2018, when it hired a new Director of Multimodal Transportation Planning position within its Facilities and Operations Department. The Director works with Arlington County government, APS staff, and community stakeholders to further develop and implement the APS GO! transportation demand management program. The Director also oversees the division’s VDOT-funded Safe Routes to School Coordinator position, which has been in place since 2013 but was transferred from APS’s Department of Teaching and Learning to the Facilities and Operations Department in 2019. The transfer resulted in the Safe Routes to School Coordinator being more involved than ever in the Division’s transportation planning and policy discussions. She participates in School Board sessions on transportation policy, sits on two county-level transportation committees, provides support and outreach to newly constructed schools on transportation issues, and assists with a district-wide survey effort to collect feedback from APS staff, parents, and students about their transportation choices.

Loudoun—“Congestion Must Go” Campaign

In fast-growing Loudoun County, home to Virginia’s third-largest school system, traffic congestion around schools is a major problem. Staff, parents, and students alike are frustrated by long drop-off lines and crowded streets. In response, Loudoun County Public Schools introduced the Congestion Must Go campaign, which intends to reduce the number of vehicles in and around schools.

Congestion Must Go is the result of a collaboration between the division’s VDOT-funded Safe Routes to School coordinators and a planner with the school division’s planning office. The campaign’s slogan, “Just Think About It Differently,” is a gentle nudge encouraging people to consider other travel modes, like walking, biking, carpooling, or riding the bus to school. The campaign, which was implemented



at eight elementary schools and three middle schools in fall 2019, is focused on education and behavior change, with distinct strategies for each school. The coordinators visit each school, observe traffic patterns, and survey students and parents about their needs and concerns. This can lead to a variety of solutions, from adjusting traffic circulation in the drop-off line, to installing bike racks, to providing toolkits for parents and students interested in trying a new travel mode. The campaign also includes outreach to different segments of the school community, including staff members, PTAs, and nearby homeowners’ associations. A website offers educational flyers and videos with tips on how to reduce congestion in the drop-off queue or start a walking school bus. All information is provided in English and Spanish, reflecting a school division where 18% of students are English language learners.

Prince William County—Clarifying Safe Routes to School Liability Issues

Prince William County Public Schools has had a very active local Safe Routes to School coordinator since 2013. She has implemented a wide range of Safe Routes to School activities at many schools throughout the county, including Walk to School Day and Bike to School Day events, bicycle rodeos, walk audits, and Crossing Guard Appreciation Day celebrations, and has helped schools to plan and implement pedestrian and bicycle infrastructure projects. One of her primary contributions to Virginia Safe Routes to School Program has been to help clarify Safe Routes to School-related liability questions. After

talking with school principals in her division, she realized that concerns about liability were among the chief stumbling blocks to implementing Safe Routes to School activities. She spoke to PWCPSS’s risk officer and others within the school district to gain a better understanding how the division’s liability policies addressed various Safe Routes to School activities, and then reached out to principals to educate them about what she had found, later sharing her insights on a webinar for the Virginia Safe Routes to School program.

McKinley Elementary School Pedestrian and Bicycle Infrastructure Improvements

Over the course of two fiscal years (2016 and 2017), VDOT awarded Arlington County \$840,000 in Transportation Alternatives funding for modifications to McKinley Road to reduce motor vehicles speeds and improve pedestrian and bicycle access to McKinley Elementary School. The modifications, which include buffered bike lanes, curb extensions, pedestrian crossing islands, and signage, were the result of a school expansion and renovation planning process that included a Safe Routes to School element. They will coordinate with modifications to McKinley Road that were installed with construction of the expanded school in 2017.



Northern Virginia SRTS Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2007	Alexandria	Crossing, bike parking and facilities, and pedestrian signals improvements	Barrett ES, Hammond MS, Mason ES	\$492,047
SAFETEA-LU	2012	Alexandria	Bike/ped crossing and sidewalk improvements	Matthew Maury ES, Mount Vernon Community School, William Ramsey ES, James Polk ES	\$275,000
SAFETEA-LU	2012	Vienna	Sidewalks	Cunningham Park ES	\$300,000
SAFETEA-LU	2012	Manassas Park	Sidewalk and off-street bike/pedestrian facility	Manassas Park MS	\$425,000
SAFETEA-LU	2012	Falls Church	New and repaired sidewalks, bike/ped crossing improvements and traffic calming	Mt. Daniel ES, Mary Ellen Henderson MS	\$472,300
SAFETEA-LU	2012	Fairfax County	Bike/pedestrian crossing improvements	Terra Centre ES	\$150,000
SAFETEA-LU	2013	Prince William	Sidewalk and crosswalk	Antietam ES	\$300,000
SAFETEA-LU	2013	Fairfax County	Crosswalk realignment and high visibility intersection upgrade	Flint Hill ES	\$235,000
SAFETEA-LU	2013	Fairfax County	High visibility crossing	Graham Road ES	\$165,000
SAFETEA-LU	2013	Herndon	Sidewalks and ped signal upgrade	Herndon ES	\$497,696
SAFETEA-LU	2013	Vienna	Sidewalks, crosswalks, and ADA ramps	Vienna ES	\$241,500
MAP-21	2014	Arlington County	New sidewalk and trail extension	Ashlawn ES, Williamsburg ES	\$400,000
MAP-21	2014	Fairfax County	Sidewalk	Westbriar ES	\$400,000

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
MAP-21	2014	Loudoun County	Sidewalks	Loudoun County Public Schools	\$413,018
MAP-21	2015	Arlington County	Raised medians, curb extensions, and buffered bike lanes	McKinley ES	\$440,000
MAP-21	2015	Fairfax County	Sidewalks	Westbriar	\$280,000
MAP-21	2015	Loudoun County	Sidewalks	Loudoun County Public Schools	\$415,580
MAP-21	2015	Vienna	Sidewalks and curb extensions	Louise Archer ES	\$292,000
MAP-21	2016	Prince William County	Sidewalk	Kilby ES	\$369,886
MAP-21	2018	Fairfax County	Improved Cosswalk and Channelization of Traffic	Wolftrap ES	\$200,000

Northern Virginia SRTS Non-Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2007	Alexandria	SRTS program implementation	5	\$25,000
SAFETEA-LU	2007	Vienna	SRTS plan development and program implementation.	1	\$12,170
SAFETEA-LU	2009	Alexandria	Education and encouragement activities, SRTS program manager, and planning for 'walking school bus' routes	9	\$95,000
SAFETEA-LU	2009	Arlington	Education and encouragement activities - bike safety education pilot	1	\$13,550

Northern Virginia Non-Infrastructure Projects cont.

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2009	Springfield	Education, encouragement, and activities	1	\$5,000
SAFETEA-LU	2010	Alexandria	Education and Encouragement activities	7	\$76,500
SAFETEA-LU	2010	Springfield	Trips for Kids Metro DC Education, Encouragement and Evaluation activities	1	\$5,000
SAFETEA-LU	2013	Arlington County Public Schools	Division-wide SRTS Program with coordinator	27	\$67,600
SAFETEA-LU	2013	Fairfax County Public Schools	Division-wide SRTS Program with coordinator	164	\$99,300
SAFETEA-LU	2013	Loudoun County Public Schools	Division-wide SRTS Program with coordinator	10	\$67,600
SAFETEA-LU	2013	Prince William County Public Schools	Division-wide SRTS Program with coordinator	25	\$67,600
SAFETEA-LU	2014	Arlington County Public Schools	Division-wide SRTS Program with coordinator	28	\$71,811
SAFETEA-LU	2014	Fairfax County Public Schools	Division-wide SRTS Program with coordinator	164	\$50,000
SAFETEA-LU	2014	Loudoun County Public Schools	Division-wide SRTS Program with coordinator	21	\$67,600
SAFETEA-LU	2014	Prince William County Public Schools	Division-wide SRTS Program with coordinator	20	\$73,732
SAFETEA-LU	2015	Arlington County Public Schools	Division-wide SRTS Program with coordinator	30	\$94,750
SAFETEA-LU	2015	Fairfax County Public Schools	Division-wide SRTS Program with coordinator	164	\$87,899
SAFETEA-LU	2015	Loudoun County Public Schools	Division-wide SRTS Program with coordinator	20	\$67,600
SAFETEA-LU	2015	Prince William County Public Schools	Division-wide SRTS Program with coordinator	60	\$65,800
SAFETEA-LU	2016	Arlington County Public Schools	Division-wide SRTS Program with coordinator	30	\$88,000
SAFETEA-LU	2016	Fairfax County Public Schools	Division-wide SRTS Program with coordinator	164	\$95,600

Northern Virginia Non-Infrastructure Projects cont.

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2016	Loudoun County Public Schools	Division-wide SRTS Program with coordinator	20	\$67,600
SAFETEA-LU	2016	Prince William County Public Schools	Division-wide SRTS Program with coordinator	28	\$65,800
SAFETEA-LU	2017	Alexandria City Public Schools	Division-wide SRTS Program with coordinator	7	\$53,800
SAFETEA-LU	2017	Arlington County Public Schools	Division-wide SRTS Program with coordinator	29	\$82,600
SAFETEA-LU	2017	Fairfax County Public Schools	Division-wide SRTS Program with coordinator	169	\$83,800
SAFETEA-LU	2017	Loudoun County Public Schools	Division-wide SRTS Program with coordinator	20	\$67,600
SAFETEA-LU	2017	Prince William County Public Schools	Division-wide SRTS Program with coordinator	36	\$61,800
SAFETEA-LU	2018	Alexandria City Public Schools	Division-wide SRTS Program with coordinator	12	\$62,700
SAFETEA-LU	2018	Arlington County Public Schools	Division-wide SRTS Program with coordinator	30	\$80,600
SAFETEA-LU	2018	Fairfax County Public Schools	Division-wide SRTS Program with coordinator	168	\$75,777
SAFETEA-LU	2018	Loudoun County Public Schools	Division-wide SRTS Program with coordinator	22	\$66,600
SAFETEA-LU	2018	Prince William County Public Schools	Division-wide SRTS Program with coordinator	30	\$58,800
SAFETEA-LU	2019	Alexandria City Public Schools	Division-wide SRTS Program with coordinator	16	\$66,460
SAFETEA-LU	2019	Arlington County Public Schools	Division-wide SRTS Program with coordinator	31	\$76,600
SAFETEA-LU	2019	Fairfax County Public Schools	Division-wide SRTS Program with coordinator	168	\$75,777
SAFETEA-LU	2019	Loudoun County Public Schools	Division-wide SRTS Program with coordinator	22	\$68,600
SAFETEA-LU	2019	Prince William County Public Schools	Division-wide SRTS Program with coordinator	30	\$53,800



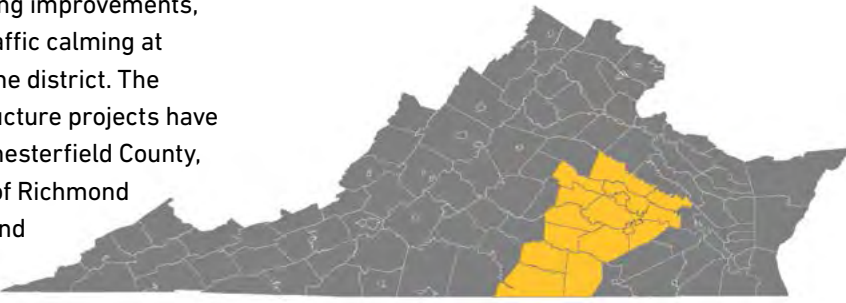
Richmond District SRTS Grant Awards

	No. of Projects	Total Award Amount
Infrastructure Grants	20	\$5,688,160
Non-Infrastructure Grants	23	\$912,351
	43	\$6,600,511

Richmond

During the past 20 years, Richmond’s commitment to safe walking and biking is evident through nearly \$116.7 million in funding for 111 pedestrian and bicycle network infrastructure projects. The pedestrian and bicycle project awards are a mix of projects aimed at improving downtown walkability and providing connectivity through trails, and lighting and streetscape upgrades – all through a mix of federal and local investments.

Twenty SRTS engineering projects support walking and bicycling to 17 schools through sidewalk construction, pedestrian crossing improvements, intersection treatments, and traffic calming at or near schools in throughout the district. The district’s 23 SRTS non-infrastructure projects have funded SRTS coordinators in Chesterfield County, Henrico County and in the City of Richmond as well as school travel plans and curriculum development.



District Safe Routes Superstars

Richmond Public Schools Crossing Guard Pilot and Walking School Bus Program. The City of Richmond’s VDOT-funded Safe Routes to School Coordinator has helped create multiple programs that address the challenges faced by under-resourced schools. One program the schools faced was a lack of crossing guards along key walking and biking routes. The Richmond SRTS Coordinator helped implement a crossing guard pilot to transfer responsibility for crossing guards from the Richmond Police Department to Richmond Public Schools (RPS). The transfer resulted in a kind of alchemy. With the same level of funding, RPS was able to expand the crossing guard program from seven crossing guards at seven schools to 36 crossing guards at 12 schools. What made this magic possible?

One of the keys was recruiting crossing guards from within the schools and paying them with a stipend, which proved to be considerably easier than recruiting from the general public.

The Richmond SRTS Coordinator has also worked with local partners to establish walking school bus programs at several Richmond schools. The first one was implemented at Fairfield Court Elementary, a school in Richmond’s East End with high absentee and tardiness rates. The Fairfield Court walking school bus program was an instant success, reducing absences by 77% and tardies by 62% in the first month after implementation. It also helped motivate adoption of walking school bus programs at other schools.



Richmond 2018 Census Info

157,987
5-14 YEAR OLDS

12.2%
OF RICHMOND DISTRICT POPULATION

There are over 156,000 children in the Richmond District, aged 5-14 years, making up 12.2% of the population in the district.

Chesterfield County Public Schools Bicycle Fleet

The VDOT-funded SRTS coordinators in Chesterfield County have mastered the logistics of purchasing, maintaining, and storing a growing fleet of bikes for bicycle safety education. They work with local bike shops to purchase and assemble the bikes and a mobile repair mechanic to keep them in good working order. They have also helped schools in the division purchase shipping containers to store the bicycles. This behind the scenes work helps support a robust bicycle safety education program that includes a bicycle safety curriculum, bicycle fieldtrips, and other activities.



Robious Elementary School, Midlothian

QuickStart Mini-Grants augment SRTS Infrastructure's Impact

After building new sidewalks that connected to the school with a \$500,000 SRTS grant in 2010, Robious Elementary School in Chesterfield County used a QuickStart Mini-grant in 2012 to support a walking school bus encouragement activity. The school also purchased a bicycle rack for the school campus with the \$1,000 grant.

This two-step approach addressed parents' concerns expressed in a 2011 survey about walking and bicycling to school. Parents specifically cited the lack of sidewalks along roads leading to the school as a deterrent



allowing their children to walk or bike. Other top issues from the survey were the amount of traffic, the speed of traffic, and intersection safety.

"This is our school's first bike rack and parents and students were very enthusiastic about it and it is being used regularly. Also participation in our Walking School Bus days is increasing now that more families are aware of the new sidewalks. In sum, there is a continuing and positive impact on SRTS at Robious Elementary." – Suzanne Mazzeo-Bender, parent of a Robious Elementary School student.

QuickStart Mini-grants. More than 70 schools in the Richmond district have used QuickStart Mini-grants to help create a safe walking and bicycling environment for students, their families, and the community.

MORE THAN
70 schools
 IN THE RICHMOND DISTRICT HAVE USED
 QUICKSTART MINI-GRANTS

Richmond SRTS Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2007	Colonial Heights	New sidewalk and crossing improvements	Colonial Heights MS	\$212,000
SAFETEA-LU	2009	Colonial Heights	Intersection improvement	Colonial Heights MS	\$117,050
SAFETEA-LU	2009	Hanover County	Sidewalk	Laurel Meadow ES	\$50,000
SAFETEA-LU	2010	Ashland	Sidewalk	Henry Clay ES, John Gandy ES	\$49,184
SAFETEA-LU	2010	Chesterfield	Sidewalk	Robious	\$500,000
SAFETEA-LU	2010	Victoria	Sidewalk	Victoria ES	\$107,158
SAFETEA-LU	2012	Colonial Heights	Sidewalks	Colonial Heights MS	\$179,276
SAFETEA-LU	2012	Ashland	New sidewalks and bike/ped crossing improvements	Henry Clay ES	\$472,000
SAFETEA-LU	2013	Richmond	Raised	Fox ES, Munford ES	\$160,000
SAFETEA-LU	2013	Kenbridge	New crosswalks, ped signals upgrades, and signage upgrade	Kenbridge ES	\$47,400
SAFETEA-LU	2013	Colonial Heights	Sidewalks	North ES	\$250,092
MAP-21	2014	Chesterfield County	Sidewalk	Midlothian HS	\$300,000
MAP-21	2014	Richmond	Sidewalk	Munford ES	\$320,000
MAP-21	2015	Richmond	Shared use path and new pedestrian bridge	Oak Grove-	\$280,000

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
MAP-21	2016	Chesterfield County	Sidewalk	Manchester HS	\$720,000
MAP-21	2016	Petersburg	Sidewalk and crosswalk improvements	Various	\$100,000
MAP-21	2017	Chesterfield County	Sidewalk	Hening	\$880,000
MAP-21	2017	Richmond	Sidewalks and crosswalks	Greene ES	\$304,000
MAP-21	2018	City of Richmond	New Traffic Signal at Intersection	Patrick Henry ES - Phase I	\$240,000
MAP-21	2018	City of Richmond	Modernize Traffic Signals/Improve Traffic Operations	Patrick Henry ES - Phase II	\$400,000

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2010	Chesterfield	Education, Encouragement, Evaluation activities	4	\$38,791
SAFETEA-LU	2010	Richmond	Evaluation activities	28	\$15,374
SAFETEA-LU	2013	Henrico County Public Schools	Division-wide SRTS program with coordinator	56	\$26,000
SAFETEA-LU	2014	Chesterfield County Public Schools	Division-wide SRTS program with coordinator	4	\$38,505
SAFETEA-LU	2014	Henrico County Public Schools	Division-wide SRTS program with coordinator	9	\$71,000
SAFETEA-LU	2015	Chesterfield County Public Schools	Division-wide SRTS program with coordinator	7	\$48,529
SAFETEA-LU	2015	Greater Richmond Fit4Kids	Division-wide SRTS program with coordinator	5	\$33,000
SAFETEA-LU	2015	Henrico County Public Schools	Division-wide SRTS program with coordinator	15	\$81,000
SAFETEA-LU	2016	Chesterfield County Public Schools	Division-wide SRTS program with coordinator	9	\$63,000
SAFETEA-LU	2016	Greater Richmond Fit4Kids	Division-wide SRTS program with coordinator	6	\$45,000
SAFETEA-LU	2017	Chesterfield County Public Schools	Division-wide SRTS program with coordinator	10	\$57,292
SAFETEA-LU	2017	Greater Richmond Fit4Kids	Division-wide SRTS program with coordinator	7	\$43,000
SAFETEA-LU	2018	Chesterfield County Public Schools	Division-wide SRTS program with coordinator	11	\$56,750
SAFETEA-LU	2018	Greater Richmond Fit4Kids	Division-wide SRTS program with coordinator	7	\$43,000
SAFETEA-LU	2019	Chesterfield County Public Schools	Division-wide SRTS program with coordinator	11	\$55,350
SAFETEA-LU	2019	Greater Richmond Fit4Kids	Division-wide SRTS program with coordinator	7	\$40,000

Richmond SRTS Non-Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2007	Colonial Heights	SRTS plan development	3	\$25,000
SAFETEA-LU	2007	Richmond	US Open Cycling Championships SRTS Program		\$65,000
SAFETEA-LU	2008	Chesterfield	SRTS walkability audits and curriculum	38	\$25,000
SAFETEA-LU	2008	Goochland	SRTS plan development	2	\$10,170
SAFETEA-LU	2008	Victoria	SRTS plan development	3	\$25,000
SAFETEA-LU	2009	Hanover	Education and encouragement activities	1	\$5,000
SAFETEA-LU	2010	Ashland	Safety patrol and crossing guard training program	2	\$1,590



Salem District SRTS Grant Awards

	No. of Projects	Total Award Amount
Infrastructure Grants	17	\$4,157,307
Non-Infrastructure Grants	15	\$305,999
	32	\$4,463,306

Salem

The Salem District's commitment to safe walking and biking is evident through nearly \$65 million in funding for 65 pedestrian and bicycle network infrastructure projects. Federal and local funding went towards a mix of projects aimed at improving downtown walkability, including sidewalk construction and pedestrian signals. Funding also expanded and repaired Salem District's expansive trail network.

Seventeen SRTS infrastructure projects with a total value of \$4 million support walking and bicycling to school through sidewalk and shared use path construction, traffic calming, and pedestrian crossing improvements, among others, at schools throughout the district. These engineering projects are supported by 15 non-infrastructure projects with a total value of almost \$306,000.



District Safe Routes Superstars

Harding Elementary, Blacksburg

The school's 2010 grant of \$225,000 has gone a long way to improve walking and biking conditions for students, their families and others in the community. Using a 'bullseye' approach to phasing improvements, median islands at the corner of Haring Avenue and Owings Road were installed first, slowing down motorists traveling through the intersection and increasing safety for students walking or biking to school. Next came filling various sidewalk gaps in neighborhoods close to the school where students could easily walk. The showcase project – a 10' wide multi-use trail, constructed in summer 2014, connected neighborhoods next to the school and the larger community to a nearby park and downtown Blacksburg.

"All these upgrades increased the number of students and parents walking and biking to school each Friday. And, all who live in this area are enjoying the benefits, too!" – Principal Meggan Marshall



Figure 1: The multi-use trail provides a direct route for students and other town residents to their destinations.



Figure 2: Traffic calming islands were completed first at Harding Elementary School in Blacksburg

Salem 2018 Census Info

74,472
5-14 YEAR OLDS

10.8%
OF SALEM DISTRICT POPULATION

There are over 74,000 children in the Salem District, aged 5-14 years, making up 10.8% of the population in the district.

Comprehensive SRTS program

Local SRTS Coordinator. The City of Galax has received seven Virginia SRTS Non-Infrastructure grants to fund their SRTS Coordinator and walking and biking education and promotional activities such as Walk and Bike to School Days, a community bike library and bike clubs at both Galax Elementary and Galax Middle School.

National SRTS Award Winner. The Galax SRTS Program was awarded the 2016 James L. Oberstar Safe Routes to School Award by the National Center for Safe Routes to School. The award recognizes outstanding achievement by a local Safe Routes to School (SRTS) program that has greatly improved the safety or increased the number of elementary and/or middle school students who walk and bicycle to school. In Galax, the percentage of students walking to school has nearly doubled in the past three years. This increase is the result of a comprehensive SRTS program with strong education, encouragement, enforcement, evaluation and infrastructure components.



Galax SRTS Coordinator Linda Mock instructs students completing a bicycle safety obstacle course.

Sidewalk and crossing improvements. The City of Galax received a Safe Routes to School Infrastructure grant for \$51,000 to add 120 feet of new sidewalk, and add two high visibility crosswalks to a busy intersection near Galax Elementary School, Galax Middle School, and the community center. These improvements will increase the safety of the intersection and help nearly 850 students from the elementary and middle school reach the community center and sports fields.



QuickStart Mini-grants boost programs in Salem District Communities

Pearisburg

With pedometers in hand, students from Macy McClaugherty Elementary and Middle School set personal exercise goals in advance of a community 5K walk and run co-sponsored by the town, the United Fund, and the Adult Youth Partnership.

The 5K route highlighted new sidewalks that were built with Transportation Enhancement funds that also serve the school and was accessible to runners and walkers of all levels and ages.

Motivated by the race and pedometers, Macy McClaugherty Elementary started a SRTS program and repeated the 5K run in the spring 2014.



Roanoke

Preston Park Elementary School in Roanoke held two bicycle safety seminars in July 2013, teaching 80 students how to safely ride a bicycle and how to properly wear a helmet. Each student also received a bicycle helmet – for many this was the first they'd ever owned!

The Roanoke City Parks and Recreation Department partnered with the school for the training.



Salem SRTS Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SRTS	2007	Roanoke	New sidewalk and crossing improvements	Addison MS	\$325,982
SRTS	2009	Radford	Shared use path	Breckinridge MS, Monterey ES, Preston Park Primary	\$500,000
SRTS	2009	Blacksburg	Sidewalks	Gilbert Linkous ES	\$267,000
SRTS	2010	Salem	Sidewalks	Andrew Lewis MS	\$76,544
SRTS	2010	Blacksburg	Traffic calming including pedestrian islands	Harding Avenue ES	\$105,000
SRTS	2010	Blacksburg	Crosswalk markings and multi-use trail	Harding Avenue ES	\$120,000
SRTS	2010	Martinsville	New sidewalk and crossing improvements	Martinsville MS	\$260,929
SRTS	2012	Galax	Bike/ped crossing improvements, new/ repaired sidewalks, and secure bike parking	Galax ES	\$463,000
SRTS	2012	Roanoke	New/repaired sidewalk, off-street bike/ ped facility, and bike/pedestrian crossing improvements	Garden City ES	\$417,435
SRTS	2012	Blacksburg	Off-street bike/ped facilities and secure bike parking	Harding Avenue ES, Margaret	\$281,500
SRTS	2013	Montgomery County	High visibility crossing	Auburn ES, Auburn MS	\$265,000
SRTS	2013	Montgomery County	High visibility crossing	Belview ES	\$235,000
MAP-21	2013	Fincastle	Sidewalk	Breckinridge ES	\$169,697
MAP-21	2013	Patrick County	Shared use path	Blue Ridge ES	\$105,238
MAP-21	2015	Montgomery County	Shared use path	Christiansburg HS	\$250,000
MAP-21	2015	Radford	Sidewalk	McHarg	\$79,760
MAP-21	2017	Galax	Sidewalk improvements	Galax ES	\$235,222

Salem SRTS Non-Infrastructure Projects

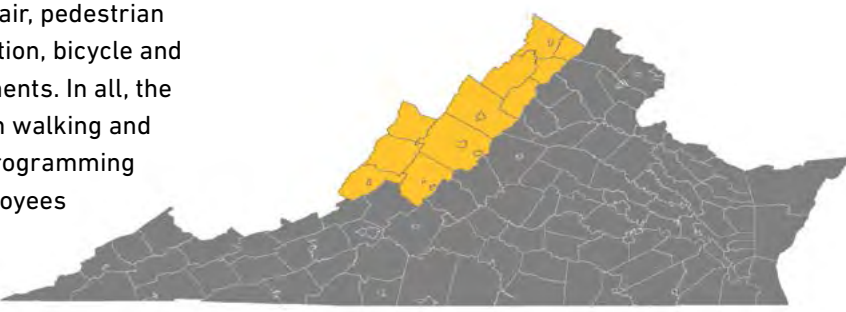
Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2007	Roanoke	SRTS plan development and program implementation		\$25,000
SAFETEA-LU	2008	Forest	SRTS plan development	2	\$15,000
SAFETEA-LU	2008	Salem	SRTS plan development	1	\$10,000
SAFETEA-LU	2008	Vinton	SRTS plan development, Bicycle education	1	\$17,610
SAFETEA-LU	2009	Blacksburg	Education and encouragement activities	1	\$5,000
SAFETEA-LU	2009	Radford	Education and encouragement activities	3	\$3,910
SAFETEA-LU	2010	Martinsville	MHC Coalition education, encouragement and enforcement activities	3	\$36,400
SAFETEA-LU	2013	City of Galax	Division-wide program with SRTS at three schools	3	\$54,750
SAFETEA-LU	2013	Giles County Public Schools	Division-wide program with SRTS at three schools	1	\$6,000
SAFETEA-LU	2014	City of Galax	Division-wide program with SRTS at three schools	3	\$41,000
SAFETEA-LU	2015	City of Galax	Division-wide program with SRTS at three schools	3	\$20,000
SAFETEA-LU	2016	City of Galax	Division-wide program with SRTS at three schools	3	\$20,000
SAFETEA-LU	2017	City of Galax	Division-wide program with SRTS at three schools	3	\$17,103
SAFETEA-LU	2018	City of Galax	Division-wide program with SRTS at three schools	3	\$17,116
SAFETEA-LU	2019	City of Galax	Division-wide program with SRTS at three schools	3	\$17,110

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Staunton District SRTS Grant Awards

	No. of Projects	Total Award Amount
Infrastructure Grants	20	\$4,304,907
Non-Infrastructure Grants	16	\$659,072
	36	\$4,963,979



Staunton

Almost a hundred bicycle and pedestrian infrastructure projects were funded in the Staunton District by \$83 million from federal and local sources. Pedestrian and bicycle mobility were improved through sidewalk and shared-use path construction.

Twenty SRTS infrastructure projects addressed the physical conditions for walking and biking near elementary and middle schools and have

been supported by 16 non-infrastructure awards. The SRTS infrastructure projects include sidewalk construction and repair, pedestrian signage, bicycle lane construction, bicycle and pedestrian crossing improvements. In all, the nearly \$5 million investment in walking and bicycling infrastructure and programming will benefit all residents, employees and visitors.

District SRTS Superstars

Harrisonburg's SRTS program approaches SRTS from all angles.

Working out of Rockingham Memorial Hospital, Harrisonburg City Public Schools has had several VDOT-funded SRTS coordinators working to create a culture where walking or biking to school is a viable and safe choice. Harrisonburg's SRTS Program features:

- **Volunteers from the Shenandoah Valley Bicycle Coalition:** Volunteers assist with bicycle safety lessons in PE classes, walk and bike to school day events and more.
- **Bicycle-related career exploration:** The SRTS program works with kids in after school programs and recently organized a series of guest speakers with bicycle-related jobs including a pedi-cab driver and bicycle powered compost service.



¹ Shenandoah Valley Bicycle Coalition. "Greenways, Golf Courses, Parks, and Schools" blog post from May 29, 2020. <https://svbcoalition.org/greenways-golf-courses-parks-and-schools2/#page-content>

- **Hands-on advocacy:** Delegate Tony Wilt and Nathan Barge, the former Harrisonburg City Schools Safe Routes to Schools Coordinator, discuss Bike to School while cycling with the Skyline Middle School PE class.
- **Practical incentives:** Students who participate in walking school buses or other regular walking events are rewarded with gear that makes it easier to make their trip in all sorts of weather – warm wool socks and umbrellas.

#ConnectOurSchools Campaign

In addition to volunteering with SRTS in the schools, the Shenandoah Valley Bicycle Coalition is leading an initiative to increase pedestrian and bicycle access to multiple schools in Harrisonburg. As stated on their blog, "We don't build schools without parking lots or road connections and we shouldn't build them without a way to safely walk or bike to the front door." While the trail to connect to Bluestone Elementary School was not completed by the time the school opened as originally hoped, the city has secured a VDOT Revenue Sharing Grant, and if all goes as planned, the shared-use paths will be built and completed in 2021.¹

Staunton 2018 Census Info

63,567

5-14 YEAR OLDS

11.5%

OF STAUNTON DISTRICT POPULATION

There are more than 63,000 children in the Staunton District, aged 5-14 years, making up 11.5% of the population in the district.

CONNECTING OUR SCHOOLS
Garbers Church Road Shared Use Path and Cale Trail
CITY OF HARRISONBURG



Elkton Walkabout leads to more walking

On September 12, 2017, stakeholders at Elkton Elementary School in Elkton, Virginia met to examine the walking and bicycling networks around the school and identify potential improvements to be included in a future Transportation Alternatives Program grant application. The key barriers and issues identified by the Walkabout Team and Virginia SRTS Program included an incomplete sidewalk network, a lack of well-marked pedestrian crossings, missing ADA-compliant curb ramps, and low levels of encouragement for walking and biking to school despite limited safety concerns and the short distance between many students' homes and school.

Inspired in part by the Walkabout meeting, Elkton PE teacher Pat Failes organized a walking school bus during Walk to School Week. On the biggest day, about 20 students joined Pat and other adult volunteers on the walk to school.²



SRTS Activities Encourage Infrastructure Use in Waynesboro.

In 2012, Berkeley Glenn Elementary School celebrated the completion of sidewalk construction with a Ribbon cutting and a Walk to School Day event. School staff, Waynesboro police, students, local officials, and parents came together to express their support for walking and biking to school, which can be done safely using the sidewalks funded by a SRTS infrastructure grant funded in 2009. Since the sidewalk has been completed more students and families are walking to school. One parent commented on the new sidewalk, "Anything they do to lower our dependency on oil and gas, plus making us healthier at the same time, I think it's great."³



"Anything they do to lower our dependency on oil and gas, plus making us healthier at the same time, I think it's great."

² VA SRTS Newsletter, Fall 2018. https://www.virginiadot.org/programs/resources/safe_routes/2018/Newsletters/2018_12_20_VA_SRTS_Back_to_School_Newsletter.pdf

³ Byknish, Dave. "New sidewalks and crosswalks keep students safe." WHSV. October 2012. www.wHSV.com/home/headlines/New-Sidewalks-and-Crosswalks-to-Keep-Students-Safe-172900391.html

QuickStart Mini-grants

Nearly 100 QuickStart Mini-grants have been awarded to schools in the Staunton District since the fall of 2012!

Thomas Harrison Middle School, Harrisonburg.

The school used six Mini-grant-funded bicycles for bike safety education during PE class and a walk and bike to school kick-off event for the school's Safe Routes program. "These funds truly inspire us to think of ways to encourage and promote safe bicycling and walking. Our PE teachers were "over the moon" about the new bikes and are very eager to promote Safe Routes to School." Teresa Hulleman, Thomas Harrison Middle School PTO President



Keister Elementary School, Harrisonburg.

Keister Elementary School used a QuickStart Mini-grant to augment and improve its already successful Walking School Bus program, where so many students are walking to school that an entire bus route was eliminated each Friday. The grant allowed the school to purchase reflective vests for walking school bus participants and to fund additional communication efforts to expand the walking school bus program. "Every Friday, there are now over 100 K-4th grade students participating in one of our four walking school bus routes. The new vests encourage more students to participate." Becky Johnston, Rockingham Memorial Hospital Obesity Prevention and Health Promotion Specialist



Staunton SRTS Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2008	Harrisonburg	Sidewalks	Keister ES	\$455,335
SAFETEA-LU	2009	Waynesboro	New sidewalk and bike rack, signage and crossing improvements	Berkeley Glenn ES	\$231,756
SAFETEA-LU	2010	Rockingham County	Sidewalk	Mountain View ES	\$225,573
SAFETEA-LU	2010	Rockingham County	Sidewalks	Mountain View ES	\$274,325
SAFETEA-LU	2010	Timberville	Sidewalk	Plains ES	\$202,376
SAFETEA-LU	2010	Staunton	New sidewalk and crossing improvements	Shelburne MS, Ware ES	\$171,000
SAFETEA-LU	2010	Harrisonburg	Sidewalks	Waterman ES	\$208,313
SAFETEA-LU	2010	Harrisonburg	Sidewalks and bike lanes	Waterman ES	\$147,901
SAFETEA-LU	2010	Harrisonburg	Sidewalk	Waterman ES	\$143,584
SAFETEA-LU	2012	Staunton	New/repared sidewalk, off-street bike/ped facility, bike/ped crossing improvements, and secure bike parking	McSwain ES	\$409,505
SAFETEA-LU	2012	Stanley	Bike/ped crossing improvements, speed feedback sign	Stanley ES	\$75,967
SAFETEA-LU	2012	Waynesboro	New/repared sidewalk, off-street bike/ped facility, bike/ped crossing improvements, and secure bike parking	Westwood Hills ES, William Perry ES, Wenonah ES, Kate Collins MS	\$409,700

SAFETEA-LU	2013	Waynesboro	Sidewalk and ADA ramp improvements	Berkeley Glenn ES	\$241,715
SAFETEA-LU	2013	Berryville	Sidewalk	Johnson-Williams MS	\$87,357
SAFETEA-LU	2013	Harrisonburg	Sidewalks, crosswalks, and ADA ramps	Stone Spring ES	\$292,244
MAP-21	2014	Augusta County	Sidewalk	Stuarts Draft ES	\$177,200
MAP-21	2015	Buena Vista	New crosswalk, ped signal, sidewalk, and curb ramps	Enderly	\$164,155
MAP-21	2016	Staunton	Sidewalk, crosswalks, and lighting	Bessie Weller ES	\$283,646
MAP-21	2017	Berryville	Shared use path and curb ramps	Johnson-Williams MS	\$27,767
MAP-21	2018	City of Lexington	Construction of Crosswalks	Lynburn	\$75,488

Staunton SRTS Non-Infrastructure Projects

Funding	Year funded	Location	Project Summary	Schools Impacted	Award Amount
SAFETEA-LU	2007	Lexington	SRTS plan development	2	\$10,000
SAFETEA-LU	2008	Stanley	SRTS plan development	1	\$10,000
SAFETEA-LU	2009	Waynesboro	Education and encouragement activities	1	\$5,000
SAFETEA-LU	2013	Harrisonburg City Public Schools	Division-wide SRTS program with coordinator	8	\$26,000
SAFETEA-LU	2014	Sentara RMH Medical Center - Harrisonburg	Division-wide SRTS program with coordinator	7	\$61,000
SAFETEA-LU	2015	Rockingham County Public Schools	Division-wide SRTS program with coordinator	19	\$86,000
SAFETEA-LU	2015	Sentara RMH Medical Center - Harrisonburg	Division-wide SRTS program with coordinator	7	\$51,000
SAFETEA-LU	2016	Rockingham County Public Schools	Division-wide SRTS program with coordinator	19	\$90,000
SAFETEA-LU	2016	Sentara RMH Medical Center - Harrisonburg	Division-wide SRTS program with coordinator	7	\$35,000
SAFETEA-LU	2017	Rockingham County Public Schools	Division-wide SRTS program with coordinator	19	\$86,000
SAFETEA-LU	2017	Sentara RMH Medical Center - Harrisonburg	Division-wide SRTS program with coordinator	8	\$27,534
SAFETEA-LU	2018	Rockingham County Public Schools	Division-wide SRTS program with coordinator	19	\$48,000
SAFETEA-LU	2018	Sentara RMH Medical Center - Harrisonburg	Division-wide SRTS program with coordinator	8	\$23,519
SAFETEA-LU	2019	City of Waynesboro	Division-wide SRTS program with coordinator	5	\$38,500
SAFETEA-LU	2019	Rockingham County Public Schools	Division-wide SRTS program with coordinator	19	\$38,000
SAFETEA-LU	2019	Sentara RMH Medical Center - Harrisonburg	Division-wide SRTS program with coordinator	8	\$23,519



2005-2020

VIRGINIA SAFE ROUTES TO SCHOOL SUCCESS BOOK