



Walk, Ride, and Roll Webinar Series
Curbing the Car Loop: Making Arrival and Dismissal Work for Everyone
Kori Johnson, Safe Routes Partnership
Wednesday March 15th, 2023



MISSION

The mission of the Safe Routes Partnership is to advance safe walking and rolling to and from schools and in everyday life, improving the health and well-being of people of all races, income levels, and abilities, and building healthy, thriving communities for everyone.





TODAY'S PRESENTERS

Kori Johnson

Program and Engagement Manager,
Safe Routes Partnership, Washington, D.C.

D'Shandi Coombs

Schools Organizer, Transportation Alternatives,
New York, NY

Jackson Chabot

Director of Advocacy and Organizing,
Open Plans, New York, NY

Say hi in the chat!

- *Name, location, connection to Safe Routes*

Arrival & Dismissal Basics



Why focus on arrival and dismissal?

- Family car trips to school make up **10-14%** of morning congestion (National Center for Safe Routes to School, 2011)
- High stress environment
- Negative effects on student safety and learning environment
- Chaotic arrival/dismissal discourages walking and rolling



Opportunities to Improve Arrival and Dismissal

- High transportation costs
- Bus shortages
- More funding to support bike-ped infrastructure
- Increased focus on climate and air quality
- More interest in walkable and rollable communities
- Current environment is not safe, comfortable, or enjoyable





Make student safety the priority, especially for students walking, biking, and rolling.

Arrival and dismissal can feel **SAFE** and **JOYFUL!**





Key Concepts for Arrival & Dismissal

- Prioritize walking and rolling
- Use a variety of approaches together
- Separate modes
- Clearly communicate about who goes where
- Engage the community throughout the process

This looks like...

- Engineering strategies
- Operational strategies
- Education campaigns
 - Promote positive behaviors by people walking, rolling, and driving
 - No idling/air quality awareness
- Incentive programs
- Consistent school-wide messaging
- Conversations with community members





Key Steps for Arrival & Dismissal

- Assess existing conditions
- Work with partners to identify potential solutions
- Create a plan
- Communicate the plan
- Implement changes
- Evaluate and adjust

Assessing Existing Conditions

- Perform arrival and dismissal observations
 - [Virginia SRTS Observation Field Guide](#)
- Talk with students, parents/caregivers, school staff, crossing guards, bus drivers, neighbors
- Document unsafe behaviors by people driving, walking, and rolling
- Invite others to observe



Work with Partners to Develop Solutions

- Administrators
- Parents/caregivers
- Support staff
- School district
- Students
- Neighbors
- Local businesses



Create a Plan

- Engineering plan
- Circulation plan
- Communications plan
- Community engagement plan
- Key stakeholder action steps



Implement Changes

- Long term
 - Engineering changes
 - Staff capacity
 - School siting and design
- Short term
 - Cones
 - Pavement markings
 - Bike/scooter racks
 - Remote drop off/pick up
 - Education campaigns
 - Tactical urbanism projects



Evaluate and Adjust

- Conduct follow-up observations
- Talk to students, families, staff, and community partners
- Adjust, change, or add strategies as needed



Case Study: Controlling the Car Loop

- Elementary school in Oregon
- PTA wanted to organize a formal car loop and place all bike racks behind the school, “safely away from cars”
- School bike club petitioned PTA for an alternative solution because...
 - Not enough volunteers
 - Too many intersections to control



Solution: Park a GRADE Away!

- If you have to drive, please park “a GRADE away” and walk the rest!
 - 5th grade: Five blocks
 - 3rd grade: Three blocks
 - Kindergarten: Closest to school
- Permission drivers to park in nearby business for drop off



The Result

- Success!
- Distributed flyers for four weeks then intermittently as needed
- More bike racks installed in front of building
- Bike club organized a Friday Bike Train



Takeaways

- Tailor solution to your school community
- Work within existing structures – PTA, bike club, wellness committee, SRTS committee, etc.
- Connect with decision makers
- Connect with community partners
- Craft a clear and consistent message
- Communicate often
- Use momentum to advocate for other changes





Chat: Other examples of improving arrival and dismissal?

IMPROVE YOUR SCHOOL ARRIVAL AND DEPARTURE PROCEDURES

A TOOLKIT FOR SCHOOL SAFETY COMMITTEES



[Feet First Arrival and Dismissal Toolkit](#)



Keep Calm and Carry On to School:
Improving Arrival and Dismissal for
Walking and Biking



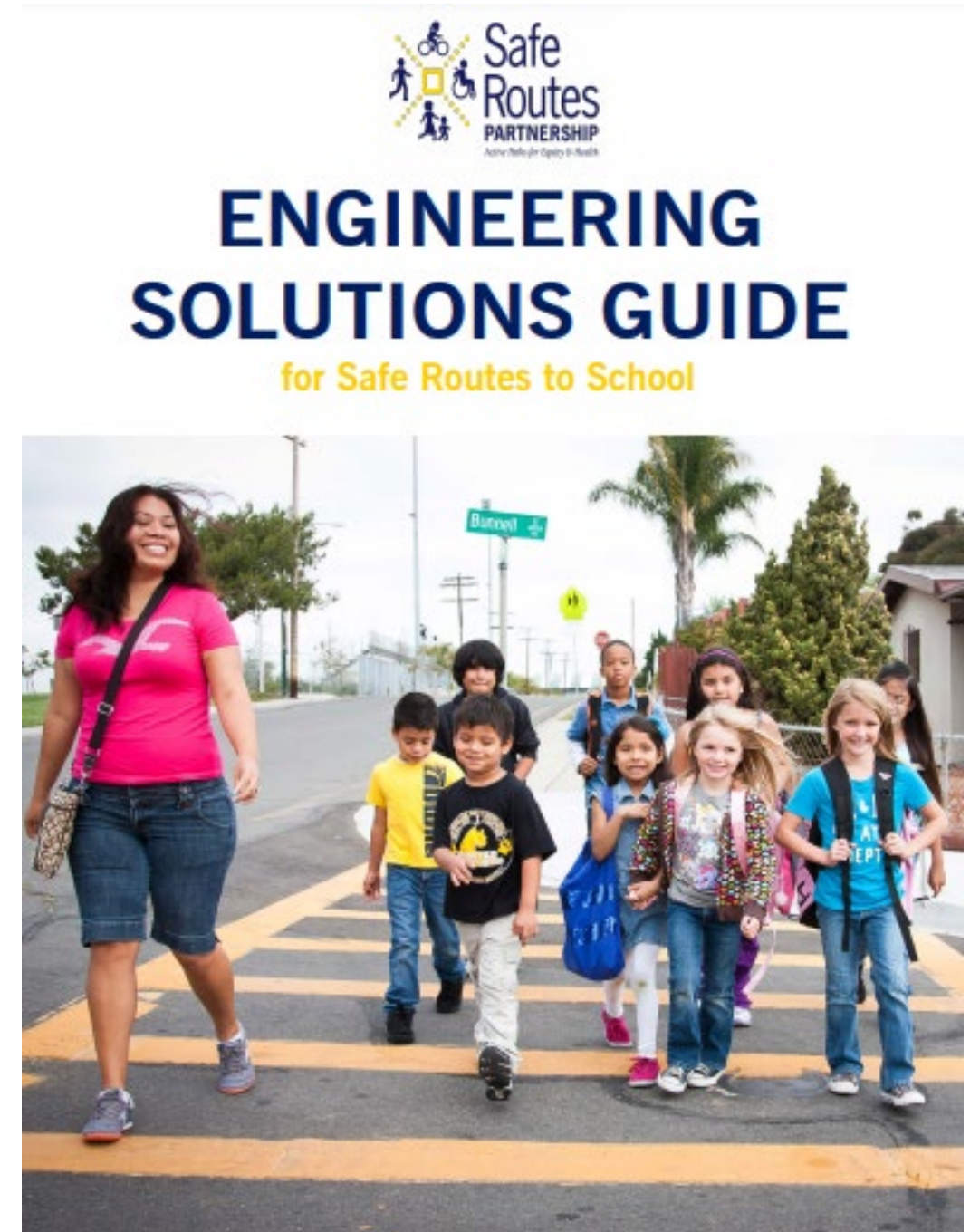
A student's experience arriving at school sets the tone for the entire school day. But often, the last block of the school commute is challenging and unwelcoming, in particular for students arriving on foot or by bicycle. School travel by family cars accounts for 10 to 14 percent of vehicle trips made during morning rush hour.¹ High traffic volumes near schools and disorganized drop offs and pick-ups mean that families feel afraid to let children walk or bicycle—resulting in even more cars at schools. Chaotic drop offs and pick-ups make the front of the school into a high stress environment, with negative effects on student safety and the learning environment. How can we improve safety and comfort during school arrival and dismissal for students walking and bicycling, encouraging more active travel versus drop off and pick up by car?

This infobrief provides information on how schools, school districts, cities and counties, and community partners can address arrival and dismissal in developing school travel plans, as well as other planning, policy, and programming efforts. While each school needs to employ specific approaches customized for its particular site configuration, adjacent street network, and surrounding neighborhood, this infobrief outlines general strategies, best practices, and considerations to improve school arrival and dismissal. We begin with an overview of key principles for a successful arrival and dismissal program and then describe specific strategies and techniques in three categories: engineering, operations and programming, and education and enforcement.

[Safe Routes Partnership Arrival and Dismissal Factsheet](#)

[Toolkit: Engineering Solutions Guide for Safe Routes to School](#)

- Engineering strategies that work to keep kids safe
 - Reduce vehicle speeds
 - Pedestrian crossings
 - Bike connectivity
 - Intersection Safety
- 17 fact sheets on engineering solutions
 - Estimated costs
 - Safety considerations
 - Safety outcomes
 - Public art opportunities
- Safe Routes to School engineering case studies



School Streets



What are School Streets?

School streets are open to students walking, biking, and rolling, mainly during pick-up and drop-off times.

- Located in blocks or areas next to the school
- Street closed to vehicles and pass through traffic
- Open to activities – walking and biking, games, sidewalk chalk



Where did School Streets originate?

- Spin-off of Play Streets, Open Streets, and Cicolvías
- Started in Italy in the 1990s
- UK cities first to introduce School Streets
- School Streets movement growing across Europe and Canada

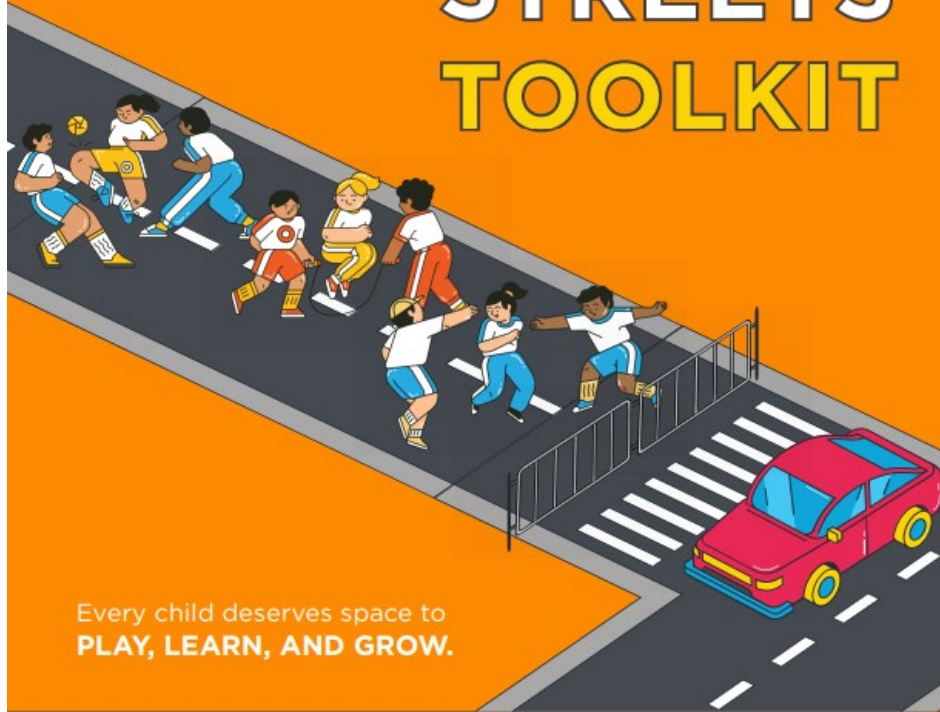


[April 2022: Child Health Initiative School Streets Report](#)

- Over 1000 school streets in a dozen countries
- Large increase during COVID-19
- School streets can address climate change and air quality
- Guidance, advice, and toolkits for school street implementation
- [Read the full report](#)



SCHOOL STREETS TOOLKIT



Every child deserves space to
PLAY, LEARN, AND GROW.



SCHOOL STREETS TOOLKIT

WHAT IS A SCHOOL STREET?

A school street is a street near a school building that is closed to car traffic for certain hours during the school day. Popular in cities across the globe, they reimagine a roadway not dominated by cars but instead one where children play, learn, and thrive. The NYC Department of Transportation's (DOT) official program for this type of street is called Open Streets Full Closure: Schools. These Open Streets are run, maintained, and programmed by the applying school. This program [has been proven to increase safety](#) on the streets that New York City students use daily to get to school.

TIMELINE

DOT will take about 90 days to deliver a response after the submission of your application. We recommend allocating additional time prior to submitting the application to gather data and engage with school community members. Keep in mind that receiving letters of support may take longer than expected, so plan ahead.



School Streets in the U.S.

- [Los Angeles](#) – City of LA Safe Routes to School
- [Portland](#) – PBOT Safe Routes to School
- [Seattle](#) – Seattle Department of Transportation
- Still a growing movement
- Can also be great for small cities and towns!



Los Angeles Safe Routes to School

- School Streets pilot project – NACTO grant to City of LA and Los Angeles Walks
- Six weeks: October – November 2021
- Removed parking and added street barriers
- Community events
- Surveyed families and neighbors regularly
 - Respondents felt more encouraged to walk and bike; felt safer walking and biking
- [Full project report](#)

SRTS School Street: Pilot Project



Safe Routes to School Los Angeles

Dayton Heights

Elementary School / Early Education Center

SRTS School Street

Westmoreland Avenue, between Melrose and Clinton Streets

October – November 2021



Portland Safe Routes to School

- School Streets pilot project through Portland Bureau of Transportation (PBOT)
- Six weeks: October – November 2021
- Four elementary schools and two middle schools
- Used similar language to [Slow Streets](#) pilot projects during COVID-19
- Positive feedback from participating schools



Seattle Safe Routes to School

- [School Streets program](#) through Seattle Department of Transportation
- Developed in response to school reopening during COVID-19
- Schools can request a School Street
- Materials for each school site:
 - School Streets definition
 - Who has access
 - Site map
 - Walking and biking tips

SCHOOL STREETS



Montlake Elementary School

Montlake Elementary School has a School Street that is open for students and adults walking, rolling, and biking and closed to pass through traffic, including parents.

What is a School Street?

School Streets are open for people walking, rolling, and biking, and closed to pass through traffic, including parents. The goals are to:

- provide social distancing space for daily attestation at school start times
- reduce traffic congestion in front of schools
- encourage families to walk or bike to school or park a few blocks away and walk

When is a School Street in effect?

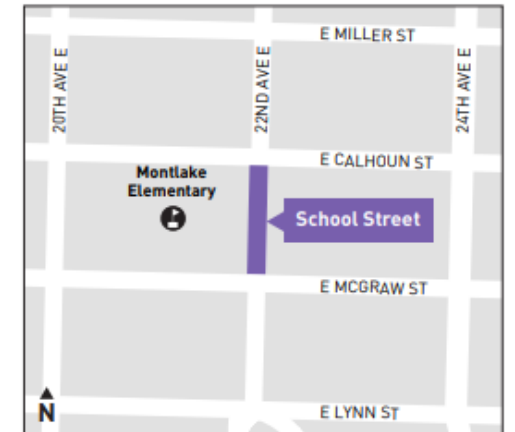
School Streets are in effect 7AM-5PM on school days.

With the designation of School Streets, it becomes okay to walk in the street to keep 6 feet apart.

How can I use a School Street when taking my child to and from school?

- When possible, walk, roll, or bike with your child to school
- If you must drive to school, try parking 1 block away and finishing the trip on foot
- Students provided with district transportation or with mobility needs can access the block

To learn more about School Streets visit our website at: www.seattle.gov/schoolstreets





Funding School Streets

- Safe Routes to School grants
- Local agency funds
 - Transportation
 - Public Health
 - Parks and Recreation
- Foundation mini-grants
- Volunteers and donations



Who Needs to Be Involved?

- School
- School district
- City or county – street closure permit may be required
- Students and families
- Neighbors
- Volunteers and community partners



Getting People On Board

- Acknowledge this is something new – can be scary and exciting
- Explain the need and student benefits
 - Reduce traffic congestion
 - Reduce air pollution
 - Provide safe outdoor play space
 - Encourage walking and biking
- Come with a plan
- Show success stories
- Demonstrate community support



Try it out!

- Conduct dismissal observations before event
- Start small
 - One school or handful of schools
 - Pair with Walk/Bike & Roll to School Day
 - One day event or short pilot program
- Keep it simple
- Communicate in a clear and timely manner
- Evaluate what worked and what didn't

SRTS Open Zoom Networking Session

Wednesday, April 19th, 3pm ET





Colorado SRTS Webinar Series

Tuesday, April 25th, 11am MT

**Bike/Ped Meets Higher Ed:
Partnering with Colleges and Universities**

Contact Information

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