

# Vienna Elementary School

## Travel Plan

February 2011



Vienna Elementary School PTA  
Safe Routes to School Committee  
in cooperation with the  
Vienna Elementary School Administration  
and the  
Town of Vienna

## I. Introduction

The Vienna Elementary School (VES) community is committed to ensuring that our students can utilize a physically active mode of transportation, such as walking and bicycling, for a safe and enjoyable trip to school. This School Travel Plan aims to address the issues that impede active transportation and seeks to strategically solve these problems by implementing a Safe Routes to School (SRTS) Program.

Vienna Elementary is located in the recreational and governmental heart of Vienna along with the Town Hall, the Police Department, the Vienna Volunteer Fire Department and its hall, the Vienna Community Center and its adjacent sport fields, the public library, the Bowman House Arts and Crafts Center, and the W&OD regional pedestrian and bicycle trail. The Community Center has an after school program for grades 6 through 8 called "Club Phoenix" and many of our students participate in this program and the other after school activities offered at the center and the sports fields.

The Town of Vienna Comprehensive Plans since at least 1995 have a stated goal of providing sidewalks on one side of most streets in Vienna. In recent years the Town has made efforts to build sidewalks where there are none, however there are a substantial number of sidewalks to be built and insufficient funds to address all the needs. Within 3,600 feet of Vienna Elementary, there are two street segments (blocks) with a sidewalk scheduled for construction and twenty-six blocks that have no sidewalks on either side. Of these twenty-six missing sidewalk sections, fourteen are within a one half-mile radius of the school.

Vienna Elementary draws entirely from within the Town of Vienna population and so the Safe Routes to School program is a collaborative effort between the Town of Vienna and the Vienna Elementary School Administration and PTA. The Town of Vienna Department of Public Works (DPW) has requested that we only seek funding for large scale infrastructure projects such as sidewalks as it is more efficient for the town to fund smaller scale projects such as crosswalks and minor improvements without the overhead of federal funding guidelines. The Town is providing resources through DPW to write and manage funding proposals. The PTA through the SRTS Committee is providing this travel plan and working with the VES administration to provide bicycling and pedestrian-related education and activities.

Our community is motivated to pursue Safe Routes to School so that we can improve the insufficient pedestrian infrastructure near the school for both our walking students and for those students who use the after school recreational facilities at the school, fields, and Community Center. All community residents benefit from these same sidewalks since a safe route to Vienna Elementary provides a much needed safe pedestrian route to many key town recreational and governmental amenities.

## II. The Safe Routes to School Team

Our team consists of a variety of stakeholders representing parents, the school system, the town, and other advocates for safe routes to school:

Jeanette Black, Principal, VES

Jon Sidilau , Physical Education Teacher, VES

Dennis Johnson, Town of Vienna DPW

Stephen Kenney, Outgoing Chairman Town of Vienna TSC

Andrew Meren, Incoming Chairman Town of Vienna TSC

Keely Lauretti, Commissioner Town of Vienna TSC

Bruce Wright, Chairman Fairfax Advocates for Better Biking

Kathy Clark, VES Parent, President VES PTA

Sean McCall, VES Parent, Chairman VES PTA SRTS Committee

Tara MacCall, VES Parent, Member VES PTA SRTS Committee

Beth Glicker, VES Parent, Member VES PTA SRTS Committee

Ticia Berg, VES Parent, Member VES PTA SRTS Committee

The primary contact for this travel plan is:

Sean McCall, 440 Glyndon St NE, Vienna, VA 22180

703 938 3616 (h) 703 255 1400 (w) [seanmccall@promas.com](mailto:seanmccall@promas.com)

## III. Supporting Documents and Maps

Attached for reference at the end of this travel plan are the following documents and maps:

Survey – 2010 Survey Result Summary

Survey – Vienna Elementary PTS Sidewalk, Walking and Biking Survey

Map 1 – Vienna Area Schools Overview with a 1 mile radius drawn.

Map 2 – Existing Pedestrian and Bicycle Infrastructure Map with a ½ mile radius drawn.

Map 3 – Proposed Pedestrian and Bicycle Infrastructure Map with a ½ mile radius drawn.

Map 4 – 2007 Distribution of Walkers with a ½ mile radius drawn.

Map 5 – Vienna Elementary and Neighboring Amenities .

## IV. The Public Input Process

Any sidewalk construction within the Town of Vienna is required to go through public hearings for both the design and construction phase. The Department of Public Works routinely solicits public comment on all proposed sidewalk projects. The Town Council created independent sidewalk committees that created reports in 1998 and 2008. These committees solicited public input, evaluated the need for sidewalks, and made recommendations to the Town Council. In addition to the Town of Vienna's established public input process, the SRTS Committee conducted a survey of VES parents in October 2010 to identify safety concerns, to track student walking and biking habits, and to assess parent attitudes towards school sponsored walking and biking events.

## V. About Vienna Elementary School

This travel plan is designed to specifically address the needs of Vienna Elementary School. The school is located at 128 Center Street South, Vienna, Virginia. Vienna Elementary is not a Title I school.

Vienna Elementary is the oldest continuously operated elementary school in Fairfax County. As shown in Map 5, the school property is bounded in the same block to the north by the Patrick Henry Branch of the Fairfax County Public Library, to the east by the W&OD regional bike trail, and to the south by the Vienna Community Center and Waters Field. To the west across Center Street is the Vienna Town Hall, the Bowman House Arts and Crafts Center, and the Vienna Police Department. Across the Cherry Street to the south is the Vienna Volunteer Fire Department and its hall facilities.

Vienna Elementary currently has 389 students from 301 households in grades K-6. It also provides classes for 54 special needs students and after school care (SACC) for 66 students.

## VI. Current School Travel Environment

Based on our October 2010 survey of VES households and figures provided by the school administration, the following is representative of how our students currently travel to and from school. Note that the totals for the modes of transportation exceed 100% since some households reported using multiple modes of transportation. For example, some students both walk and bike to school or get dropped off some days and walk others. We did not receive 100% participation in the surveys, so the figures for walkers are extrapolated from the survey results which had 81.7% participation by walkers. For all students, the survey had a 6.3% margin of error with 95% confidence with 48.8% participation. Figures from the school administration are labeled "Administration" and figures derived from the survey are labeled "Survey". The survey and a summary of results are appended to this Travel Plan for reference.

Students In Walking Area: 82 (Administration)

Students Ride Bus to School: 297 (Administration)

Pupil Placed Students (outside walking area, no transportation provided): 10

Students that Walk to / from School: 61 / 49 (Survey)

Students that Bike to / from School: 21 / 19 (Survey)

Average Kiss and Ride drop offs daily: 86 (Administration)

Percentage of households that identified unsafe routes: 40%

All of the 82 students in the designated walking area for VES and who are not provided busing service live within one mile of the school. These students live overwhelmingly to the the south and west of the school since Park Street and Maple Avenue have been determined to be unsafe to cross by the school system. However, survey results indicate that students do cross Park Street when walking home from after school activities at the Community Center and adjacent fields when they are no longer under school staff supervision and are therefore not bound by school dismissal policies.

The school system cannot provide information about the distribution of the students based on their distance from the school. However, Map 4 shows that in 2007 nearly all the walkers resided within one-half mile of the school and that the walking area extends only a few blocks beyond the one-half mile radius. It is the opinion of the SRTS committee that student distributions are poor measures of infrastructure need since these distributions change yearly and are subject to a complete turnover every 7 years. What is important is that infrastructure be provided in the entire walking area so that all current and future students in that area have safe routes to school. 97% of the VES parents who responded to our survey agreed with this proposition. Of additional importance, but outside of the scope of the VDOT SRTS program, is that our students have safe routes to all their walking destinations including to and from their bus stops. A complete system of sidewalks throughout town is essential to providing safe travel options for our students.

## VII. School Arrival and Dismissal Procedures and Rules from School Materials

Arrival: Safety patrols are assigned to each bus and the kiss and ride line. Two adults are positioned outside to help supervise the bus and car arrival. Two additional adults are in the main lobby and student patrols are positioned in strategic positions throughout the building.

Dismissal: Students are dismissed each day through a silent dismissal process. Two grade levels are dismissed at a time and the teacher walks the students to the appropriate stations for walkers, car riders, and bus riders. Safety patrols are positioned throughout the building at strategic positions to monitor safety. Patrols escort our students who walk to a nearby day care center, and adults supervise sixth grade students who attend an after school program at our local community center.

## **Bus Riders**

Bus transportation is provided for children who live more than one mile from school or when unsafe walking conditions exist. Bus stops & schedules are distributed in August. Unusually large objects are not permitted on school buses; parents should deliver large musical instruments to the office for the student.

## **Walkers and Crossing Guards**

Walkers should walk only on the sidewalk and cross only at intersections. School safety patrols and a crossing guard are stationed at major or hazardous intersections. Walkers are dismissed through door #14 by the Kiss N Ride sign. Crossing guards are located at Center and Locust and Cottage and Locust from 8:00 am – 8:30 am and from 3:00 pm to 3:25 pm.

## **Car Riders and Kiss N Ride**

When you enter our parking lot, bear right and drive around the perimeter of the lot to the “Kiss N Ride” sign by door #14. VES staff members help the children to exit/enter the vehicle. Please do not use the bus loop in front of the main lobby doors at any time during the school day – it is for FCPS buses and emergency vehicles only.

## **Bicycles**

Walkers in Grades 4-6 may ride their bicycles to and from school. Ask for the “Request to Ride Bike to School Form” and submit the form for principal approval BEFORE the child begins bicycling to school. Students are not permitted to roller-blade, skateboard, or ride motorized scooters or other powered transportation, to or from school.

## **Student Safety Patrols**

Patrols ensure that our students are safe at school. If you observe safety violations, contact an administrator.

## **VIII. Barriers to Active Transportation**

The SRTS Committee identified several barriers to walking and bicycling to and from school for those students who live close enough to reasonably walk. All of our students live close enough to walk to school, but the school system has deemed Maple Avenue and Park Street to be unsafe to cross. Of the highest importance to the remaining students is the lack of sidewalks in many blocks near the school outlined in a table at the end of this section. We also identified missing crosswalks and deficient sidewalks that were brought to the attention of the DPW and the Town Transportation Safety Commission (TSC) for action.

The items passed on to the TSC for review:

1. Need for additional crosswalks on Cottage St SW.
2. Unsafe sidewalk condition at the corner of Ayrhill Ave and Center St N.

3. Unsafe sidewalk conditions on Clark Crossing NE.

The items passed on to the DPW for review:

1. Lack of crosswalks and contiguous sidewalks near the Community Center and fire station. There is a small subdivision being built and the concerns are being addressed in the plans.
2. Unsafe conditions at the intersection of Park St and Locust St SE near the school. This has been the subject of active review for some time by the DPW and TSC. The town is considering hiring an outside consultant to address the problems at this intersection.

A list of missing sidewalks within 1 mile of VES provided by the DPW:

Description of Missing Sidewalk Segment	Approximate Length (ft)	Distance to School (ft)
1. 100 Block Hickory St SW (Cottage to East St)	400	800
2. 200 Block Cherry St SW (Courthouse to Cottage)	800	1500
3. 100 Block Cherry St SW (Cottage to East St)	200	1000
4. 500 Block Hillcrest St SW (Meadow to North)	200	2700
5. 600 Block Hillcrest St SW (Meadow to Ridge)	700	3000
6. 700 Block Hillcrest St SW (Ridge to Tapawingo)	600	3600
7. 500-600 Block Birch St SW (Battle to Oak)	700	2200
8. 200 Block Oak St SW (Birch to Cottage)	400	2500
9. 100 Block Oak St SW (Cottage to Center)	700	2200
10. 300 Block Arcadan St SW (Cottage to West)	300	3200
11. 800 Block Plum St SW (Cottage to Tapawingo)	700	3100
12. 200 Block Marian St SW (Cottage to East)	200	3400
13. 800 Block DeSale St SW (Moore to Elmar)	500	3000
14. 100 Block Elmar St SW (DeSale to Charles)	200	3000
15. 100 Block Elmar St SW (Charles to Elaine)	300	3000
16. 800 Block Charles St SW (Elmar to North)	100	3000
17. 100 Block Elmar St SE (Elaine to Park)	800	3000
18. 200 Block Manville St SE (Park to Glyndon)	700	2100
19. 200 Block Moore St SE (Park to Glyndon)	700	2800
20. 300 Block Moore St SE (Glyndon to Ninovan)	500	3100
21. 200-300 Block Glyndon St SE (Locust to Cabin)	600	1500
22. 400 Block Glyndon St SE (Cabin to Valley)	500	1800

23. 300 Block Cabin St SE (Glyndon to Branch)	800	2100
24. 300 Block Branch Circle SE (Branch to West)	300	2300
25. 200-300 Block Charles St SE (Locust to Branch)	700	1900
26. 500-700 Block Spring St SE (Battle to Moore)	1200	2000

## IX. Creating Solutions

### Goals

Our primary goals for active school transportation are to increase the number of students walking and bicycling to school and to improve the safety of the routes for these students.

### Strategies

We have identified strategies involving the five “E”s of Safe Routes to School to address the identified barriers to walking and bicycling in our school community.

### Education

We are coordinating with the school principal and physical education instructor to provide in-school bicycle safety training. We are also planning a spring after school trail ride or bike rodeo that will include bicycle safety instruction. We are working with the PTA to have a SRTS home page on our website to provide links to bicycle safety videos. Our educational efforts are focused on supplementing the work of our physical education teacher to make sure our students can safely bike in our congested area.

The school has several in-place educational programs. Grades K and 3 participate in a bus safety demonstration. A bus comes to the school and the driver teaches the students about appropriate behavior. Our safety patrols meet monthly to discuss safety concerns and their role in protecting the students in our school. Safety is discussed in an assembly at the beginning of the school year and in an ongoing fashion through the year during guidance and health lessons in classrooms. In addition, we have held Cultural Arts Assemblies such as the BMX Riders who discussed bike safety.

### Encouragement

Vienna has participated in a spring Walk to School Day for several years. In 2010 we worked with the principal to add two fall walk / bike to school events and are planning a week long walk/bike to school challenge with other area schools in the spring of 2011. During this challenge week we are investigating the possibility of introducing a bike bus (also called bike train). Also in the spring we are planning an after school trail ride. Walk and bike to school

days provide parent participation and allows all of our students, including those that regularly take a bus because of distance or safety concerns, to experience the benefits of walking and bicycling.

## Enforcement

Vienna Elementary has a student patrol program to teach students safe walking habits and to provide a safer walking environment near the school.

## Evaluation

We conducted a survey of parents' attitudes and perceptions of safety and available activities that both identified safety concerns and can serve as a benchmark for progress in encouraging more students to walk and bike to school.

## Engineering

The Town of Vienna Department of Public Works is continuously working to construct, repair, and replace sidewalks. The Transportation Safety Commission meets monthly to address traffic calming measures and other safety issues. Vienna Elementary was recently renovated and included in the renovations at the request of Principal Black were additional bike racks for our students. The renovation also addressed the design of the pickup and drop-off area to provide better safety for both the walking and dropped off students. The Town government has been responsive to our safety concerns, so the only detailed engineering projects requiring SRTS funding are the missing sidewalks previously listed.

## X. Action Plan

The Safe Routes to School Team is committed to realizing our vision for a safe, enjoyable, and accessible walking and bicycling environment for our students. The following action plan items are to keep our efforts focused and on track. Note that all engineering items are those detailed in the Barriers to Active Transportation Section.

Type	Description of Items Funded by the VES PTA	Time Frame	Status	Estimated Cost
Evaluation	Parent Survey	< 3 months	Completed	\$50
Evaluation	Review Town Comprehensive Plans	< 1 month	Completed	\$35
Education	Bike Safety Assembly or Class	3-6	Approved	\$0

		months		
Encouragement	Trail Ride / Bike Rodeo	3-6 months	Approved	\$0
Encouragement	Walk / Bike to School Week Challenge	3-6 months	Approved	\$0
Encouragement	Bike Bus / Bike Train	3-6 months	Research	\$0
Enforcement	Patrol Program	Ongoing	In Place	<\$100/year

Type	Description of Items Funded by the Town of Vienna	Time Frame	Status	Estimated Cost
Engineering	Inadequate Sidewalks on Creek Crossing Road.	Unknown	Under TSC Review	Unknown
Engineering	Inadequate Sidewalks on Center Street near Ayr Hill North.	6-12 months	Under TSC Review	< \$1000
Engineering	Crosswalks needed on Cottage Street. Curb cuts exist, only painting is needed.	6-12 months	Under TSC Review	<\$5000

Engineering Solutions. All are missing sidewalk blocks. All are seeking VA-SRTS as a FUTURE funding source. None are under construction or design. All are managed by the Town of Vienna DPW with time frame dependent on funding. Numbering is for cross reference only.	Approximate Length (ft)	Estimated Cost
1. 100 Block Hickory St SW (Cottage to East St)	400	\$92,000
2. 200 Block Cherry St SW (Courthouse to Cottage)	800	\$184,000
3. 100 Block Cherry St SW (Cottage to East St)	200	\$46,000
4. 500 Block Hillcrest St SW (Meadow to North)	200	\$46,000
5. 600 Block Hillcrest St SW (Meadow to Ridge)	700	\$161,000
6. 700 Block Hillcrest St SW (Ridge to Tapawingo)	600	\$138,000
7. 500-600 Block Birch St SW (Battle to Oak)	700	\$161,000
8. 200 Block Oak St SW (Birch to Cottage)	400	\$92,000
9. 100 Block Oak St SW (Cottage to Center)	700	\$161,000
10. 300 Block Arcadan St SW (Cottage to West)	300	\$69,000
11. 800 Block Plum St SW (Cottage to Tapawingo)	700	\$161,000

12. 200 Block Marian St SW (Cottage to East)	200	\$46,000
13. 800 Block DeSale St SW (Moore to Elmar)	500	\$115,000
14. 100 Block Elmar St SW (DeSale to Charles)	200	\$46,000
15. 100 Block Elmar St SW (Charles to Elaine)	300	\$69,000
16. 800 Block Charles St SW (Elmar to North)	100	\$23,000
17. 100 Block Elmar St SE (Elaine to Park)	800	\$184,000
18. 200 Block Manville St SE (Park to Glyndon)	700	\$161,000
19. 200 Block Moore St SE (Park to Glyndon)	700	\$161,000
20. 300 Block Moore St SE (Glyndon to Ninovan)	500	\$115,000
21. 200-300 Block Glyndon St SE (Locust to Cabin)	600	\$138,000
22. 400 Block Glyndon St SE (Cabin to Valley)	500	\$115,000
23. 300 Block Cabin St SE (Glyndon to Branch)	800	\$184,000
24. 300 Block Branch Circle SE (Branch to West)	300	\$69,000
25. 200-300 Block Charles St SE (Locust to Branch)	700	\$161,000
26. 500-700 Block Spring St SE (Battle to Moore)	1200	\$276,000

## **XI. Endorsements**

Letters of endorsement are provided after the maps. The following are included:

Jeanette M. Black, Principal  
Representing Vienna Elementary School

M. Jane Seeman, Mayor  
Representing the Town of Vienna

Douglass T. O'Neill, M.S., R.E.H.S., Coordinator, Safety and Environmental Health  
Representing Fairfax County Public Schools

## **XII. Acknowledgements**

Special thanks to Town of Vienna employee Jennifer Sigler who prepared the maps and to Town of Vienna employee Sarah Wick who provided editorial assistance.

## Appendix

### Supporting Documents and Maps

# Vienna Elementary School PTA Safe Routes to School Committee

## 2010 Survey Results

### Introduction

The Virginia Department of Transportation (VDOT) administered Safe Routes to School (SRTS) program provides funding to build sidewalks and other infrastructure. The first phase to any funding request is a School Travel Plan which includes the identification of safety and other barriers to walking and bicycle travel to and from school. A parent survey is a key component to the Travel Plan. This year's survey was sent home with Vienna Elementary School (VES) children with their back to school information packets with instructions to return one survey per household.

### The Response

There are 301 households in the VES community and we received 134 survey responses including one from a family with children that live in the VES walking area but do not attend VES. These households represent 287 school age children and 188 of VES's 385 students. With this level of response, the survey reflects the opinions of the VES community within a 6.3% margin of error at 95% confidence. There is also some margin of error associated with households that may have returned more than one survey. The survey was anonymous and so there is no way to determine to what extent, if any, this happened.

### Highlights

More than 50 households commented on 18 specific pedestrian safety issues which are detailed in a separate section. There was a near unanimous consensus that sidewalks are needed on at least one side of the road throughout the VES walking region and that adjacent neighbors should not be able to stop their construction. There was also very strong support for the same level of sidewalks all over town:

97% support a sidewalk system on at least one side of the road in the VES walking area

75% support a sidewalk system on at least one side of the road in the town of Vienna

97% did **not** agree that the construction of sidewalks should be able to be obstructed by a majority of the adjacent homeowners.

40% of those surveyed identified unsafe routes to school or nearby amenities.

There was strong support for more walking and biking related special events at VES:

46% would like to see more walk and bike to school days

40% would like to see a bike bus (chaperoned biking groups)

## Missing or Unsafe Sidewalks Mentioned By Name (\*\* VES Walkers)

Cherry St SE \*\*  
Desalle St SE \*\*  
Electric Ave SE  
Spring St SE \*\*

Cottage St SW \*\*  
Hillcrest Dr SW \*\*  
Meadow Lane SW \*\*  
Plum St SW \*\*

Ayr Hill Rd NE  
Beulah Rd NE  
Center St N  
Creek Crossing Rd NE  
Lawyers Rd NE  
Park St NE (Ayr Hill to Church)

## Safety Related Comment Frequency by Topic

17 households mentioned missing sidewalks or “sidewalks to nowhere”.

12 households mentioned speeding and the need for more speed enforcement or traffic control devices.

9 households would like to see more crosswalks, special interest in the fire station crossing.

8 households would like to see a crossing guard or light at a Park St crossing.

2 households commented on the condition of the sidewalks.

2 households commented on the fact that drivers don't pay attention.

## Raw Data and Surveys

The VES SRTS committee will make the raw results of the survey and the surveys themselves available to the school system or Town of Vienna if either body would like to analyze the data further. The raw data and survey comments will be reviewed with the Vienna Department of Public works to go over specific safety issues.

## Conclusions

The lack of sidewalks in the VES walking region poses a safety risk that needs to be addressed. There is near unanimous support among the VES parents that sidewalks are needed nearly everywhere that students are not provided bus service and that pockets of neighborhood opposition should not stop the construction this necessary infrastructure. VDOT SRTS program funding may be able to help fund some sidewalks, but a review of a map of Vienna shows that there are too many missing sidewalks to expect SRTS funding to address

all of the students' needs. Any serious effort to provide safe routes to school for all our children will require aggressive action at the town level.

## Vienna Elementary PTA Safe Routes to School Committee Sidewalk, Walking, and Biking Survey

Dear Parent or Caregiver,

This short survey is being conducted to seek state funding for safety improvements such as new sidewalks that will allow Vienna Elementary children to have safer routes to school and to allow the PTA to work with the Town of Vienna to identify safety issues for our students. Whether or not your child is a walker your participation in this survey is appreciated.

**Please complete only one survey per household and return it to school in your child's "Wednesday Folder" by September 15<sup>th</sup>.**

**If you have more than one child, for questions that ask for an average number of trips taken per month please report the combined total for all of your children.**

If you have any questions about the survey please contact Sean McCall from the Safe Routes to School Committee at [seanmccall@promas.com](mailto:seanmccall@promas.com) or (703) 938-3616.

Please answer all questions in the following section.

1. How many school age children reside in your household?	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> Other ____
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2. How many children in your household attend Vienna Elementary?	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> Other ____
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3. How many children in your household are too young to attend school?	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> Other ____
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4. On what street block is your home?	<hr style="border: 0.5px solid black;"/> <p style="text-align: center;">(Example: 400 block of Glyndon St NE)</p>
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Check here if you reside outside of the walking area for Vienna Elementary and if so, please skip to question 10.

5. On average, how often does your child <b>walk</b> to Vienna Elementary in the morning?	<input type="checkbox"/> Never <input type="checkbox"/> On rare occasions <input type="checkbox"/> 1-5 times a month <input type="checkbox"/> 6-10 times a month <input type="checkbox"/> 11-15 times a month <input type="checkbox"/> 16 or more times a month
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<p>6. On average, how often does your child <b>bike</b> to Vienna Elementary in the morning?</p>	<input type="checkbox"/> Never <input type="checkbox"/> On rare occasions <input type="checkbox"/> 1-5 times a month <input type="checkbox"/> 6-10 times a month <input type="checkbox"/> 11-15 times a month <input type="checkbox"/> 16 or more times a month
<p>7. On average, how often does your child <b>walk</b> home after school in the afternoon?</p>	<input type="checkbox"/> Never <input type="checkbox"/> On rare occasions <input type="checkbox"/> 1-5 times a month <input type="checkbox"/> 6-10 times a month <input type="checkbox"/> 11-15 times a month <input type="checkbox"/> 16 or more times a month
<p>8. On average, how often does your child <b>bike</b> home after school in the afternoon?</p>	<input type="checkbox"/> Never <input type="checkbox"/> On rare occasions <input type="checkbox"/> 1-5 times a month <input type="checkbox"/> 6-10 times a month <input type="checkbox"/> 11-15 times a month <input type="checkbox"/> 16 or more times a month
<p>9. Please check all issues that <b>negatively</b> affect your decision to allow your children to walk or bike to or from school.</p>	<input type="checkbox"/> My child already walks or bikes to school  <input type="checkbox"/> Distance <input type="checkbox"/> Convenience <input type="checkbox"/> Time <input type="checkbox"/> Before or after school activities <input type="checkbox"/> Speed of traffic along route <input type="checkbox"/> Amount of traffic along route <input type="checkbox"/> No adult to accompany children <input type="checkbox"/> Lack of sidewalks or pathways <input type="checkbox"/> Safety of intersections and crossings <input type="checkbox"/> Lack of crossing guards <input type="checkbox"/> Violence or crime <input type="checkbox"/> Weather or climate

Please answer all questions in the following section.

10. Are there missing sidewalks or other safety improvements that can be addressed to make walking or biking between your home and Vienna Elementary safer?

- No – the route to Vienna Elementary is safe
- No – our walking and biking habits would not change even if there was a safer route
- Yes (please elaborate in the space below or in the comments at the end of the survey)

11. On average, how often does your child walk or bike between your home and the Community Center, the Community Center sports fields, or Vienna Elementary after school hours?

- Never
- 1-5 times a month
- 6-10 times a month
- 11-15 times a month
- 16 or more times a month

12. Are there missing sidewalks or other safety improvements that would make walking or biking between your home and nearby destinations safer? This can include locations such as stores, parks, or neighbor's homes that you currently walk or bike to or would be more likely to walk or bike to if the safety of the route was improved.

- No – we have safe routes to nearby destinations
- No – we would not walk or bike to nearby destinations even if there were safer routes
- Yes – we are missing sidewalks or have other safety concerns (please elaborate below)

13. What is your position on the long term need for sidewalks in town? Please check all that apply. You may add any comments in the space below.

- Sidewalks are needed on both sides of every street with rare exception such as a dead end street with no destination other than homes.
- Sidewalks are needed on at least one side of every street with rare exception such as a dead end street with no destination other than homes.
- Sidewalks are needed on at least one side of every street where students are in the county designated walking area for Vienna Elementary.
- Sidewalks are only needed on a case by case basis.
- A simple majority of land owners in a block adjacent to any sidewalk section should be able to veto its construction even if the town owns the land where the sidewalk will be constructed.

14. Would you allow you child to participate if the PTA sponsored more walking or biking related events? Please check all that apply.

A “bike bus” is a group of children and supervising adults that would leave from a meeting point and travel directly to the school. Minimum adult to child ratios would be required.

All events are required to meet FCPS guidelines and must be approved by the school administration.

No

Chaperoned biking (“bike bus”) from nearby neighborhoods.

More walk or bike to school days. This is currently only done once in the spring.

Other suggestion (please specify)

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Thank you for taking the time to complete this survey. Please add any additional comments below. If you would like to serve on the PTA Safe Routes to School Committee, to chaperon walk or bike to school days, or to discuss any issues with a committee member please contact Sean McCall at [seanmccall@promas.com](mailto:seanmccall@promas.com) or (703) 938–3616.