

THE VIRGINIA SCHOOL TRAVEL PLAN

Auburn Campus



By: New River Valley Planning District Commission
For: Montgomery County Planning Department



Safe Routes to School Travel Plan

Auburn Campus

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Section 1 – Introduction

This school travel plan addresses the needs of two (2) schools on the Auburn Campus located in the rural community of Riner, VA. Auburn Elementary (a Title 1 School) and Auburn Middle School is committed to ensuring that all our students can utilize *physically active transportation*, such as walking and bicycling, for a safe and enjoyable trip to school. This plan focuses on the issues that impede active transportation and seeks to strategically solve these problems by implementing a Safe Routes to School program.



Our community is motivated to pursue Safe Routes to School because:

- We highly value student activity and health
- We want to improve the air quality and environment around the schools
- We wish to improve unsafe or insufficient walkways, bikeways, and crossings
- We are committed to reducing speeding and reckless driving near schools
- This project is one of the pilot projects for SRTS in the unincorporated area of Montgomery County. We hope to find success in this project, and to use them as an example of the positive effects of SRTS.



This Safe Routes to School Plan is supported by the Riner Village Plan and the Village Transportation Links Plan (VITL) which were both adopted by Montgomery County in 2007. The Riner Village Plan- Statement of Preferred Future expresses that “The schools are the centerpiece of the community, designed and constructed for multiple uses and long term needs.” (*Riner Village Plan, pg. 319*)

Additionally, the following Land Use Policies were identified in the Riner area:

RVP 5.3 Safe Routes: Work with Parent Teach Organizations (PTO) at Auburn Elementary and Auburn Middle School to develop and construct safe pedestrian friendly facilities which encourage students in the Village of Riner to walk to school. Safe facilities may include special crosswalks, lighting, sidewalks, and other pathway facilities.

RVP 7.3 Safe Routes to Schools Program: Work with the Montgomery County Sheriff’s Department, the Riner/Christiansburg Rescue Squad sub-station, the Montgomery County Public Schools, the Parent Teacher Organizations, and the Montgomery County Parks & Recreation to develop pedestrian and bicycle safety programs and materials to be used in Auburn Elementary School and Auburn Middle School.

RVP 8.1.1 VITL Plan: Work with the Montgomery County Greenways and Pathways Citizens Advisory Committee and village residents to develop a VITL (Village Transportation Links) plan and implementation action plan for Riner.

The VITL Plan was funded by a grant received through the Virginia Department of Transportation. The VITL plan concept states that “The primary issue addressed was incorporating bicycle and pedestrian linkages along Route 8 with a paved shoulder and buffered sidewalk within the village core to connect important community focal points, such as the schools and commercial areas.” (*Village Transportation Links Plan, Pg. 15*)

Although the Auburn School Campus is considered the centerpiece within the Village, access to the school is dangerous because of high travel speeds along Riner Road (Rt. 8). The shoulders along the road are narrow and the nearby intersection with Fairview Church Road and Union Valley Rd. is dangerous. Trail systems play a critical role in providing safe pedestrian access throughout the community. The VITL Plan suggests that “traffic calming along Route 8 would also provide ideal locations for pedestrian crossings of Route 8 to better connect residences to the school complex...” (*Village Transportation Links Plan, Pg. 16*)

Montgomery County and the Village of Riner hope that through implementing a Safe Routes to School program, the goals outlined in the Riner Village Plan and VITL Plan, can be met. The VITL plan suggest funding sources should be obtained and states “...crossings and sidewalks within two miles of the school complex are eligible for Safe Routes to Schools grants...” (*Village Transportation Links Plan, Pg. 17*)

Section 2 – Safe Routes to School Team

We believe that a diverse Safe Routes to School Team develops the most successful School Travel Plans. Our Team is comprised of a variety of stakeholders, each lending their own unique perspective and expertise in order to make walking and bicycling to school more safe, accessible and fun for our students. The members of our team include:

- Lt. James Bowyer, Supervisor & Crime Prevention Specialist, Sheriff’s Office
- David Clarke, VDOT, Christiansburg Residency Office
- J. Kelly Dunn, Engineering Project Manager, Anderson & Associates
- Brad Hill, Parent Representative
- Brea Hopkins, Planning and Zoning Technician, Montgomery County
- Chris Lucas, DARE Instructor, Sheriff’s Office
- Rebecca Mummau, Transportation Director, Montgomery County Public Schools
- Steven Sandy, Planning Director, Montgomery County
- Marcia Settle, Principal, Auburn Elementary School
- Guylene Wood Setzer, Principal, Auburn Middle School
- Elijah Sharp, Regional Transportation Planner, NRV Planning District Commission
- Laura Williams, Grant Writer/Research Proposals, Mont. Co. Public School

The primary contact person for our School Travel Plan is:

Steven Sandy, AICP, CZA
Montgomery County Planning Director
755 Roanoke Street, Suite 2A
(540)394-2148
sandysm@montgomerycountyva.gov

Section 3 – The Public Input Process

Our Team worked to include the entire community in developing our School Travel Plan. To accomplish this, we:

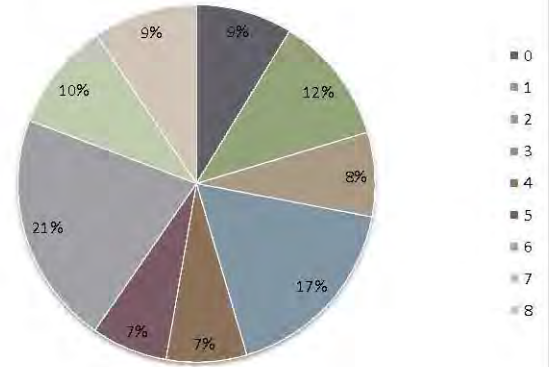
- ***Administered parent surveys***
Surveys were provided to families of Auburn Elementary and Auburn Middle School students in March 2012. The Parent Survey template provided by the federal SRTS online training program was utilized (shown on the following page). The schools distributed a total of 883 surveys. 279 surveys were returned within the 4-day timeline (about 32%). Additional survey feedback is provided on page 5.
- ***Interviewed key stakeholders***
The key stakeholders were included as part of the SRTS Team which held various meetings to discuss issues, goals, and possible solutions.
- ***Conducted a community walkabout along potential routes***
Members of the SRTS Task Force walked around the community and school grounds to identify barriers and potential solutions for safe walking/biking alternatives.
- ***Incorporated existing bike or pedestrian plan recommendations***
The Montgomery County Planning Department ensured that the School Travel Plan not only coordinated with the Riner Village Plan and the Village Transportation Plan, but also enhanced the existing plans and provided objectives that would clearly meet the goals of the pre-existing plans.
- ***Incorporated our School Wellness Policy objectives***
The School Travel Plan directly supports the objectives of the Auburn Elementary & Auburn Middle School. The Wellness Plan is included with this travel plan, on page 38.
- ***Hosted a public meeting***
A community open house was held to distribute information regarding the Safe Routes to School program in March 2012. Flyers were distributed throughout the community to invite community residents to the meeting. Large maps depicting existing infrastructure and proposed improvements were on display. A handout was prepared to provide a quick overview of the Travel Plan (see page 7). Those who attended the meeting were very favorable of the project and lived in the surrounding residential community. One of the meeting participants currently walks their children to school on nice days.
- ***Solicited student opinions***
A survey was distributed to Auburn Elementary and Auburn Middle classrooms. Students were polled to determine their methods of arrival and departure from the school grounds. Approximately 50% of the 880 students on the AES and AMS school campus participated in the Teacher Student Tally Survey. Additional results are provided on page 6.

Parent Survey Results

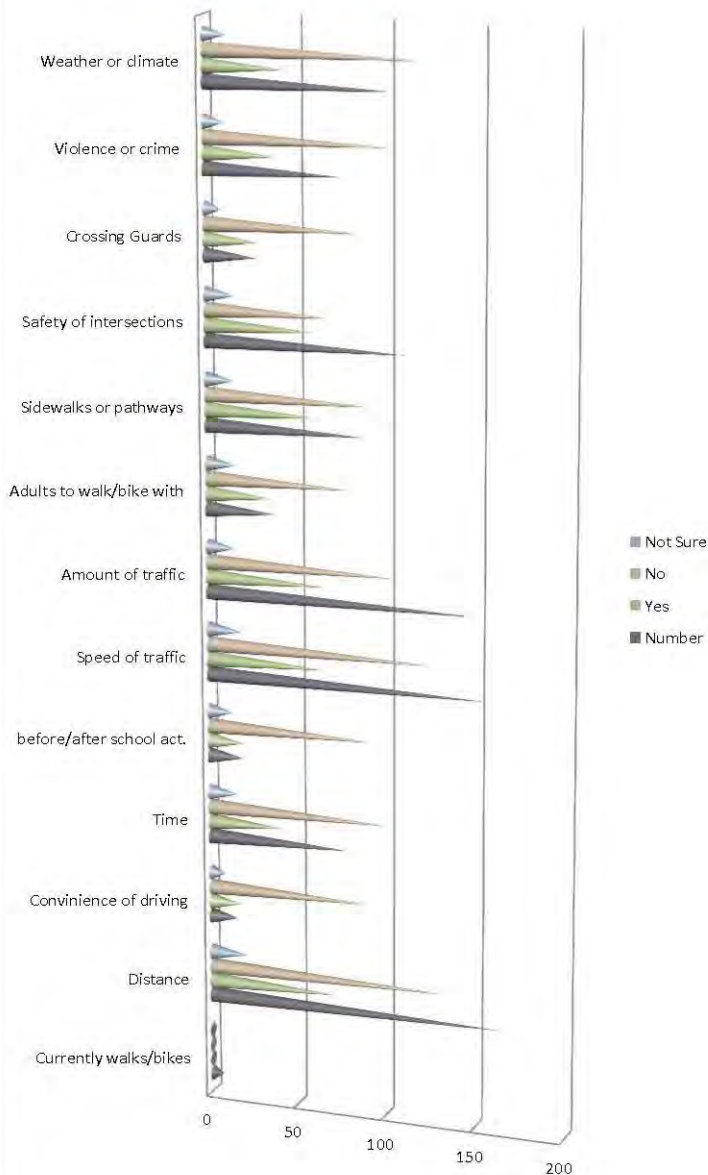
Response Demographics



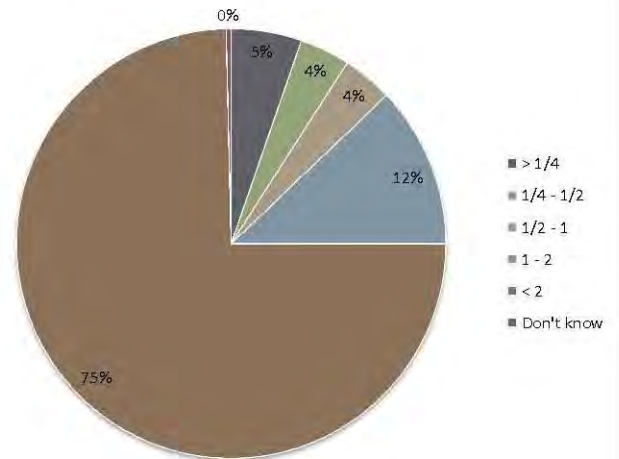
Grade of Student w/Survey



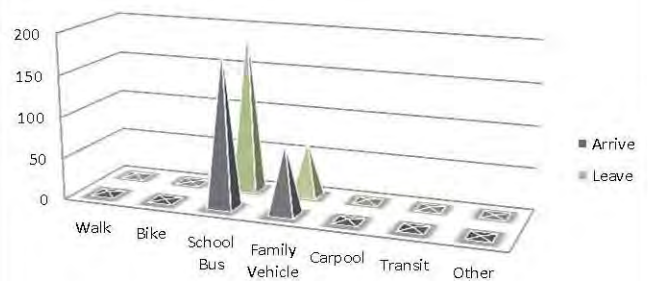
Issues - if changed or improved would you allow your child to walk/bike to school?



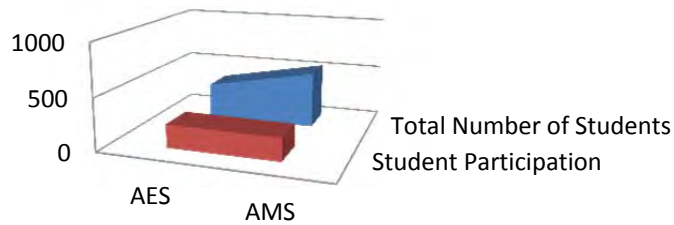
How far does your child live from school?



How does your child arrive and leave for school?

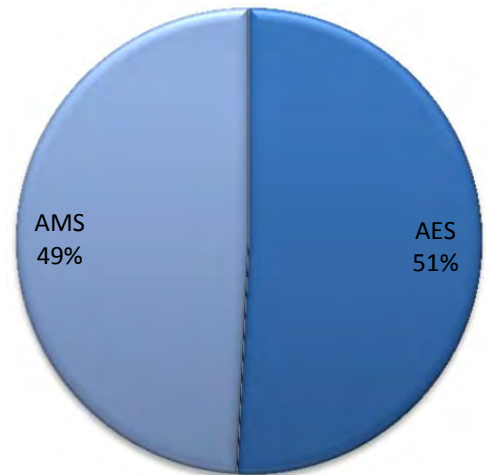


Participation vs. Enrollement

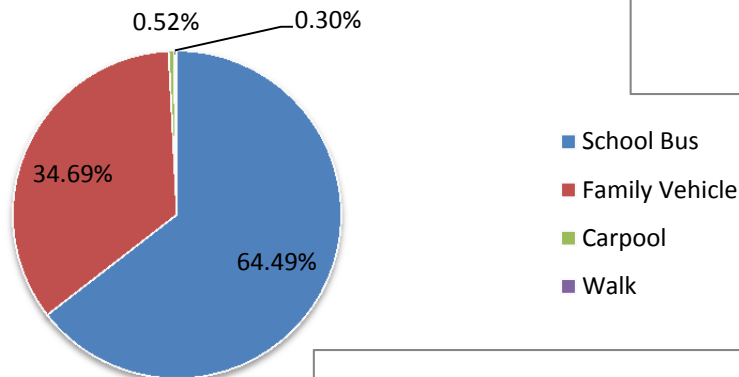


| | AES | AMS |
|--------------------------|-----|-----|
| Student Participation | 225 | 218 |
| Total Number of Students | 340 | 540 |

Percentage of Students who Contributed to the Survey

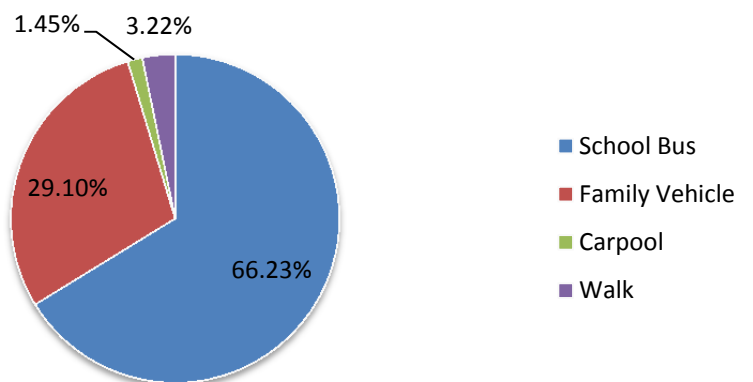


AES Arrival/Departure Mode of Transportation



- School Bus
- Family Vehicle
- Carpool
- Walk

AMS Arrival/Departure Mode of Transportation



- School Bus
- Family Vehicle
- Carpool
- Walk



March 15, 2012

RE: Auburn Campus Safe Routes to School Draft Travel Plan

Dear Parent or Guardian:

Montgomery County is partnering with Auburn Elementary School and Auburn Middle School to develop a Safe Routes to School (SRTS) Program. One of the most important components is to receive feedback from parents, students, and residents of the community.

The first step for developing a Safe Routes to School Program is for a school or community to develop a School Travel Plan. A Travel Plan puts in writing a school community's intentions for making travel to and from school an option. Furthermore, the plan is often the first step in a successful Safe Routes to School Program.

After the travel plan has been drafted, Montgomery County and Auburn Elementary and/or Auburn Middle school(s) may pursue grant funding to provide infrastructure making walking and biking to school an option.

A draft of the SRTS infrastructure plan is shown on the opposite side of this sheet for your review and comment. Any feedback is welcome and appreciated.

If you have any questions; please contact me by phone (540) 394-2148 or by e-mail hopkinsbg@montgomerycountyva.gov.

Thank you in advance for your help with this important program.

Sincerely,

Brea Hopkins
Planning and Zoning Technician
Montgomery Co. Planning & GIS

Auburn Elementary and Auburn Middle Schools' are committed to ensuring that students can utilize physically active transportation for a safe and enjoyable trip to and around school!



Section 4 – Description of School

Our School Travel Plan addresses the needs of multiple schools in close proximity. The Auburn Campus includes the area's Elementary, Middle, and High Schools. Each school is fully accredited by the Virginia Department of Education. Due to excessive capacity, the campus is undergoing the construction of a new Auburn High School and subsequent renovation for Auburn Middle School. Upon completion of the new high school (Summer 2013), the existing high school will be renovated and Auburn Middle School will be relocated (Summer 2014).

Auburn Elementary School
4315 Riner Road
Riner, Virginia 24149

Auburn Middle School
4069 Riner Road
Riner, Virginia 24149

Auburn Elementary was constructed in 1998 and has a current enrollment of 543 students. The school motto is "Where every child is a star." AES has the firm belief that each child can learn and has considerable value to contribute to our school and community. In addition, the faculty

and staff have the firm conviction to ensure that each child is able to reach his or her potential. Currently, 47% of students receive free or reduced lunch, 7.2% are gifted, and 7.7% require special education. Auburn Elementary encourages and promotes a healthy lifestyle through PE classes and various other initiatives including a "Fitness Thursdays" program.

Auburn Middle School opened in 1990 and currently has 340 students enrolled. The school motto is "Students first!" AMS believes that all students can learn, and that a safe and comfortable environment is the chief priority.

AMS has identified that students learn in different ways and each will be provided with

opportunities to apply their knowledge in a meaningful

context. Currently 45.11% of students qualify for free or reduced lunch. Nutrition and exercise, including a bike safety unit, is provided through activities in PE and Health class.



Existing pathway along Schoolhouse Drive

Section 5 – Current Travel Environment

A. How Students Regularly Travel to School

This is how all of Auburn Elementary & Auburn Middle School students (K-8) regularly travel to and from school:

| Travel Mode | Walk | Bike | School Bus | Family Vehicle | Carpool | Public Transit | Other | Total |
|--------------------|------|------|------------|----------------|---------|----------------|-------|-------|
| Number of Students | 1.8% | 0% | 65.3% | 31.9% | 1.0% | 0% | 0% | 880 |

Source: *Student Tally Sheet, March 2012 (approximately 50% of students, average between AMS and AES).*

B. Distances Students Live From School

These are the distances all of our students live from their school:

| Distance lived from school | Less than .5 mile | .5 mile to 1 mile | From 1 to 2 miles | <u>More than 2 miles</u> |
|----------------------------|-------------------|-------------------|-------------------|--------------------------|
| Number of Students | 60 | 96 | 107 | 617 |

Source: *Montgomery County Public Schools, February 2012*

C. Activities in Place During Student Travel Times

We have the following supports or activities in place during student travel times:

- Sheriff's Department support (part-time)
- School flashing beacons
- Staff presence during drop-off/pick-up

D. Current Activities to Enhance Safe and Active Student Travel

The Auburn area currently lacks supporting facilities to encourage student travel via walking or biking. Currently, bus safety training is provided on an annual basis at all schools on campus. Drop off/pick up safety is conveyed to parents routinely via newsletters and email. Auburn Middle School has a bike safety unit that is taught annually during PE class.

E. Current School Travel Policies

Walking/Bicycling Policies:

Auburn Elementary School currently has a policy, based on existing safety concerns, that strongly recommends no student be allowed to walk or ride a bicycle to or from school. Auburn Middle School currently has students walking to school despite the lack of proper facilities. Each school has an arrival and dismissal procedure that is highlighted in section 5G.

Bus Transportation

Bus transportation is provided to every student in the Auburn School District. No student may get off at a location other than the designated home bus stop unless a written request is made by the parent/guardian to the principal. Bus drivers will be given appropriate notice when a

request is approved. Students in grades Pre-K through 2 shall have a parent, guardian, or an approved care-giver at the bus stop. If no-one is present at the bus stop to pick up the student, the child will not be allowed to get off the bus.

Drop off/Pick up Policy

Auburn Elementary School: Students may be dropped off at the school beginning at 8:30 am, but no earlier unless child is enrolled in the Adventure Club before school program. Children may be picked up beginning at 3:15 pm. A member of staff is present to ensure that students make it safely to and from vehicles. Students will not be permitted to leave with anyone other than the parent unless the school is notified in writing or contacted by telephone.



Auburn Middle School: Students may be dropped off at the school beginning at 7:15 am, and may be picked up beginning at 2:25 pm. A member of staff is present to ensure that students make it safely to and from vehicles. Students will not be permitted to leave with anyone other than the parent unless the school is notified in writing or contacted by telephone.

F. Existing Bus Service

Montgomery County Public Schools does provide bus service to every student in the Auburn School District. Currently 65% of students utilize the existing bus service and 32% of students arrive in a family vehicle.

G. Arrival and Dismissal Procedures

Both Auburn Elementary School (AES) and Auburn Middle School (AMS) have arrival and dismissal policies in place as previously discussed.

AES: In general, school buses arrive between 8:15 am and 8:55 am, and are dismissed at 3:30 pm. Private vehicles arrive between 8:30 am and 9:00 am, and are dismissed at 3:15 pm. The Adventure Club meets before school between 6:00 am and 8:30 am and after school between 3:15 pm and 6:00 pm.

AMS: In general, school buses arrive between 7:15 am and 7:30 am, and are dismissed at 2:25 pm. Private vehicles should arrive between 7:15 am and 7:30 am, and are dismissed at 2:25 pm. Organizations/Clubs meet after school and end between 3:15 and 4:00 pm.



Section 6 – Barriers to Active Transportation

Using data gathered from key stakeholders, surveys, and public input, the following barriers to walking and bicycling to school have been identified and prioritized:

High Priority Barriers (HP):

1. Drop-off and pick-up process creates congestion and unsafe behaviors
2. Missing or insufficient walkways (sidewalks and paths)
3. Crossing streets and intersections is difficult or dangerous
4. A major roadway divides the schools from residential areas
5. Dangerous driving and speeding on streets

Medium Priorities (MP):

1. Negative perceptions of parents and/or students
2. Weather & Climate
3. Adults for students to walk or bike with

Low Priorities (LP):

1. Walkways are not accessible to students with disabilities
2. Bike parking at schools is missing
3. School policies ban or prohibit walking and bicycling
4. Public safety concerns
5. Significant traffic crashes within 2-miles of schools over the last 3 years.

Details Regarding Specific Barriers and Situations:

During Task Force meetings, three major barriers were identified: (1) Route 8, (2) Pick-up/Drop-off area, and (3) Missing or insufficient bicycle and pedestrian connections.

Route 8 is a major thoroughfare for local commuter traffic that has 8,800 – 19,000 AADT, multiple driveways/entrances, and a posted speed limit of 45 mph. Limited resources inhibit the ability of local law enforcement agencies to enforce the speed limit within the school zone on a regular basis. (HP: 3, 4, 5; MP: 1; LP: 4, 5)

The pick-up/drop-off area for family vehicles at AES creates congestion and aggressive driving behaviors. In 2014, the proposed high school and newly renovated middle school will share the main entrance roadway with AES – creating additional traffic ingress/egress issues. An additional lane may create storage for vehicles in queue to pick-up children while allowing access to the adjacent parking areas. (HP: 1, 2; MP: 2)

The Auburn Campus is surrounded by residential property. An existing subdivision located to the east (across Route 8) currently has paved pathways circulating throughout the neighborhood. In addition, trail easements exist in the residential community located to the north of the school campus. Potential infrastructure improvements would provide opportunities for some students to walk or bike to school. (HP: 2, 3; MP: 1, 2, 3; LP: 1, 2, 3, 4)

Section 7 – Creating Solutions

Our primary goals for active transportation are: (1) improving the safety of walking and bicycling students, and (2) increasing the number of students walking and bicycling to school.

We have identified strategies involving the 5 “E’s” of Safe Routes to School to address the identified barriers to walking and bicycling in our school community and to achieve our stated goals. **We have selected at least one strategy from each of the categories of Education, Encouragement, Enforcement and Evaluation**, in addition to any Engineering strategies that are indicated. The strategies are outlined in sections 7A – 7E below.



A. Education Strategies

Educational strategies for the Auburn Campus include:

- Teach pedestrian safety and bicycle safety skills to students
- Organize a Bicycle Rodeo or training course to teach on-bike skills
- Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents
- Educate parents and caregivers about safe driving procedures at the schools
- Train school and community audiences about Safe Routes to School

Both AES and AMS integrate bicycle and pedestrian safety skills training into Physical Education class. Additional educational strategies have the potential to encourage and promote bicycling and walking in the Riner area.

B. Encouragement Strategies

Encouragement strategies for the Auburn Campus include:

- Start a Walking School Bus Program
- Promote Safe Routes to School in the Community
- Conduct a community safe driving awareness and education campaign

AES and AMS have dedicated faculty and parents to implement and sustain encouragement activities. A major barrier for encouragement activities is the lack of infrastructure to connect the schools’ with residential communities.

C. Enforcement Strategies

Enforcement strategies for the Auburn Campus include:

- Creating a safety patrol
- Supply equipment for new adult crossing guard
- Lower speed limits in School vicinity

The entire Auburn School Campus would benefit from additional enforcement activities. A decrease in the existing speed limit in combination of providing crossing guards along Route 8 may influence more students to choose walking or bicycling. In addition, AES may be interested in training 5th graders as safety patrols to assist with pick-up/drop-off procedures and other school functions.

D. Evaluation Strategies

Evaluation strategies for the Auburn Campus include:

- Counting the number of students who walk and bicycle to and from school
- Measuring parent/guardian perceptions of safety

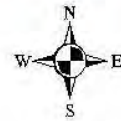
AES and AMS will begin collecting and maintaining student arrival and departure data by mode of travel. In addition, parents and guardian perceptions will be documented to assess SRTS program elements.

E. Engineering Strategies

Engineering strategies for the Auburn Campus include:

- Construct, replace, improve, or repair sidewalks
- Install traffic calming measures (curb extensions, raised crosswalks, etc.)
- Build off-street walking/bicycling paths
- Install, enhance or repair crosswalks
- Install new or improved signage (school zone, speed limits, and crosswalk)
- Install new or improved pavement markings or legends
- Install bicycle parking near schools (bike racks)
- Install median refuges for street crossings
- Install traffic control devices (pedestrian signals, flashing beacons, etc.)
- Increase safety and access for students walking and biking to school by redesigning pick-up and drop-off areas

Traffic calming and access management improvements along Route 8 are needed adjacent to the Auburn Campus. The installation of a crosswalk over Route 8 and connector trail would create active transportation options for the community of Hill Crest; which currently has a paved trail network. In addition, the construction of sidewalks within existing right-of-way and trail easements would create connections to the communities of Auburn Acres and Cloverlea. Currently 263 students live within a 2-mile radius; however, only 60% (106 of 179) of the proposed residential development is complete. The proposed infrastructure improvements will have an immediate and lasting connection to the school campus.



Map A
Auburn Elementary School
1/2 and 2 Mile Radius

Legend

- Corporate Line
 - State Roads
 - Interstate Highway
 - Planned Highway
 - Private Roads (Named)
 - Railroad
 - Hydrology
 - Auburn Elementary Property
 - 1/2 Mile Radius (Auburn)
 - Two Mile Radius (Auburn)
- Elementary School Zones**
- Auburn Elementary School

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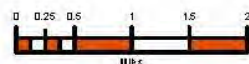
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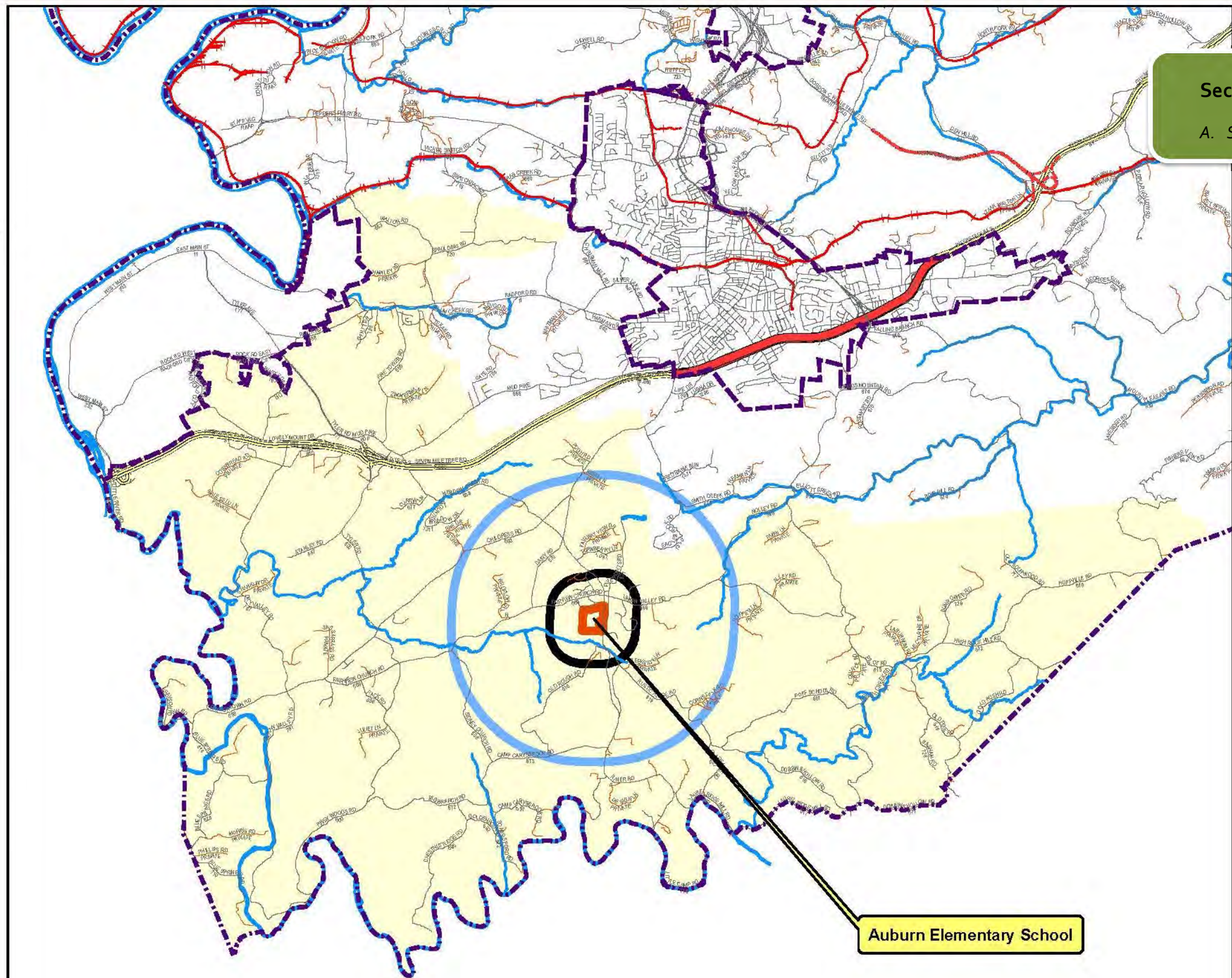
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Section 8 – Mapping

A. School Overview Map



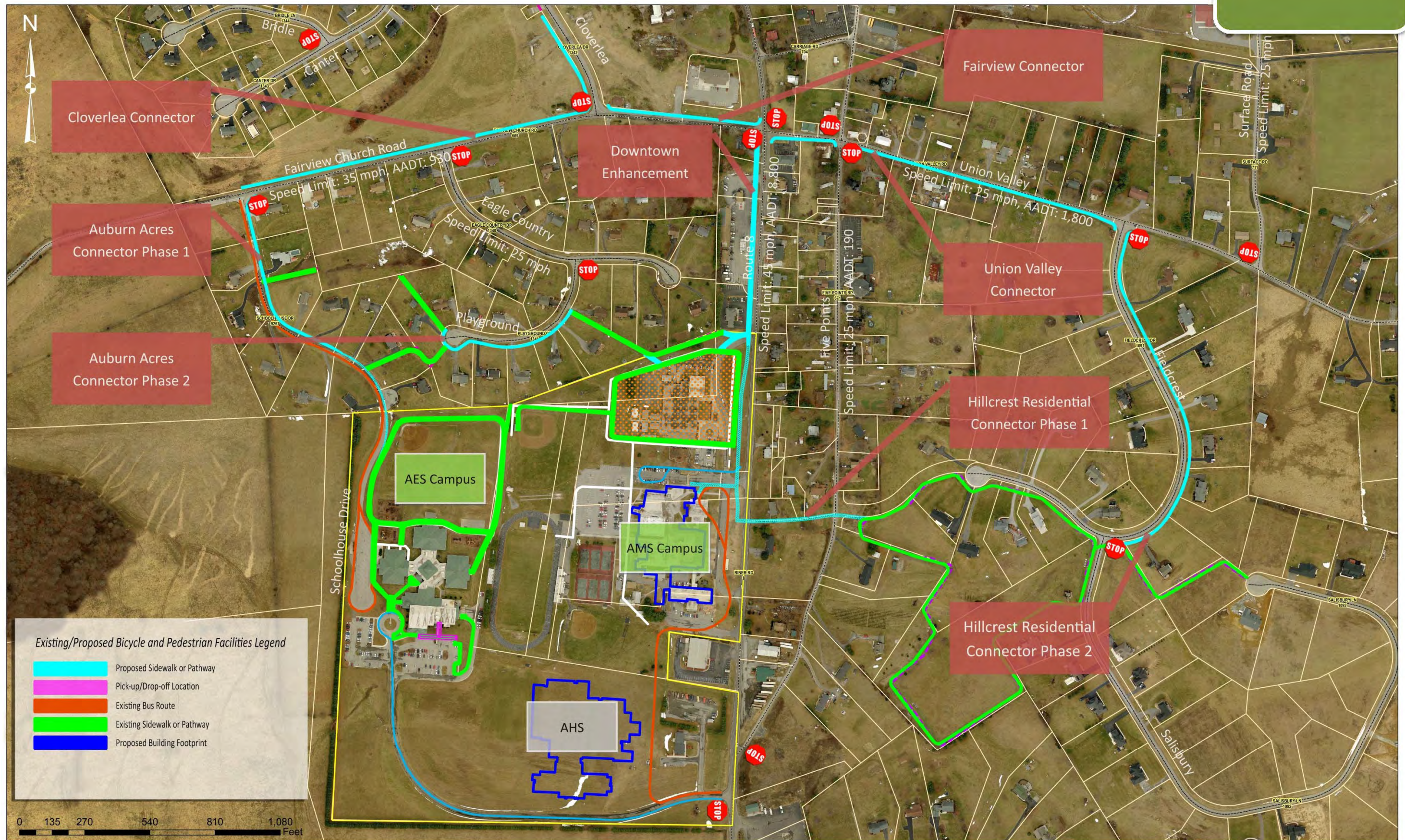
Auburn Campus Existing Infrastructure & Proposed Around-Campus Improvements

B. Existing Infrastructure & Around-Campus Improvements



Auburn Campus—Proposed Infrastructure Improvements

C. Proposed Infrastructure



Section 9 – The 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. We will utilize the following Action Plan to keep our efforts focused and on track:

| Auburn Campus Safe Routes to School - Action Plan | | | | | | | | |
|---|---|--|----------------|---|---------------|------------------------|----------------|--|
| Strategies | Strategy Name | Strategy Detail | Time-frame | Responsible Party | Status | % of Students Affected | Estimated Cost | Funding Source |
| Educational | Teach pedestrian safety and bicycle safety skills to students and parents. | Local Sheriff's department staff and/or bicycle organization safety training staff will be invited to a school-wide assembly and/or a booth will be set up at the "Meet the Teachers Night." | Annual | AES, AMS, MCSO, Local Organizations | Active | 100% | \$500 | SRTS, PTO, AMS, AES, MCSO, Local Organizations |
| | Organize a Bicycle Rodeo or training course to teach on-bike skills. | Event to be held at AES/AMS and local police department and/or bicycle organization volunteers will inspect bikes for safety. Activities would tie into existing P.E. curriculum. | 12 months | AES, AMS, MCSO, Local Organizations | Not yet begun | 25% - 30% | \$2,000 | SRTS, Local Organizations |
| | Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents. | AES/AMS will work with VDOT to develop educational materials about the beneficial impacts of a successful SRTS program. Articles will be featured in the school newsletters. | Every 2 months | AES, AMS | Active | 100% | \$500 | SRTS, AES, AMS, PTO |
| | Educate parents and caregivers about safe driving procedures at the schools. | Materials regarding driving procedures for AES and AMS will be developed and sent home with students. The local YOVASO clubs could help lead the process. | Ongoing | AES, AMS, State Police, MCSO | Active | 100% | \$3,000 | SRTS, AES, AMS, Mont. County |
| | Train school and community audiences about Safe Routes to School. | AES/AMS will provide information about the SRTS program at school functions. The principal will include content during the beginning of the year expectations presentation to each grade level, and create lessons for P.E. classes. | Ongoing | AES, AMS, Local Organizations | Active | 40% - 100% | \$1,000 | SRTS, Local Organizations |
| Encouragement | Start a Walking School Bus Program | AES/AMS/PTO will work with the local community areas identified in the School Travel Plan to establish a Walking School Bus Program. | 48 months | PTO, Local Organizations, Community (existing HOAs, etc.) | Not yet begun | 5% - 10% | \$0 | Local Community |
| | Promote Safe Routes to School in the Community | AES/AMS/PTO will annually send educational materials home with students and invitations to special training/programs. | 12 months | AES, AMS, PTO | Not yet begun | 20% - 100% | \$500 | SRTS |
| | Conduct a community safe driving awareness and education campaign | AES/AMS will work with YOVASO, the local Sheriff's department, and Montgomery County to develop a program. | 24 months | AES, AMS, MCSO, YOVASO | Not yet begun | 100% | \$1,000 | SRTS, Local Businesses |

Auburn Campus Safe Routes to School - Action Plan (Continued)

| Strategy | Strategy Name | Strategy Detail | Time-frame | Responsible Party | Status | % of Students Affected | Estimated Cost | Funding Source |
|-------------|--|--|------------|--------------------|----------------------|------------------------|----------------|-----------------------------|
| Enforcement | Create a safety patrol. | AES will initiate a student safety patrol program. 5th graders will be trained by local Sheriff's department officers to serve as safety patrols with equipment provided by SRTS funds. | 12 months | AES, MCSO | Not yet begun | 100% | \$1,000 | SRTS |
| | Supply equipment for new adult crossing guards. | Purchase equipment such as: reflective white gloves and vests for crossing guards. | 48 months | MCSO | Not yet begun | 5% | \$1,000 | SRTS, MCSO |
| | Lower speed limits in School vicinity. | Montgomery County will continue ongoing correspondence with VDOT to lower the speed limit within School Zone and Village Area. | 12 months | VDOT, Mont. County | Negotiation Underway | 100% | \$0 | VDOT |
| Evaluation | Counting the number of students who walk and bicycle to and from school. | AES/AMS will maintain records on student arrival and departure. | Ongoing | AES, AMS | Active | 100% | \$0 | AES, AMS |
| | Measuring parent/guardian/student perceptions of safety. | AES/AMS will work with Montgomery County to improve Safe Routes to School Assets based on parent/guardian feedback. Information will be collected by utilizing electronic listserve and take-home surveys. | 48 months | AES, AMS | Not yet begun | 70% - 100% | \$500 | AES, AMS, SRTS |
| Engineering | Hillcrest Residential Connector Phase 1. | Construct a multipurpose trail - connecting the existing Hillcrest trail system to the Auburn School Campus. Install a crosswalk along Route 8 that includes a pedestrian refuge area, pedestrian activated traffic control devices, reflective pavement markings, and new/improved signage. | 36 months | Montgomery County | Not yet begun | 4% | \$275,000 | SRTS, Mont. County |
| | Hillcrest Residential Connector Phase 2. | Construct an ADA compliant sidewalk along Fieldcrest Drive that connects the existing Hillcrest trail system to Union Valley Drive. | 48 months | Montgomery County | Not yet begun | 4% | \$125,000 | SRTS, Private |
| | Union Valley Connector | Construct an ADA compliant sidewalk along Union Valley Drive between Fieldcrest Drive and Route 8. | 48 months | Montgomery County | Not yet begun | 3% - 10% | \$150,000 | SRTS, Private |
| | Auburn Acres Connector Phase 1. | Construct an ADA compliant sidewalk along Schoolhouse Drive - connecting the existing trail system at AES to Fairview Church Road. Existing Trail easements are located in the Auburn Acres area. | 36 months | Montgomery County | Not yet begun | 1% - 3% | \$125,000 | SRTS, Private |
| | Auburn Acres Connector Phase 2. | Construct an ADA compliant sidewalk along Playground Court - connecting existing trail easements to the Auburn School Campus. | 48 months | VDOT/Mont. County | Not yet begun | 2% | \$70,000 | SRTS, Private |
| | Cloverlea Connector | Construct an ADA compliant sidewalk along Fairview Church Road and Cloverlea Drive from Canter Drive to Schoolhouse Drive - connecting Cloverlea to the Auburn Campus. | 60 months | Montgomery County | Not yet begun | 3% | \$200,000 | SRTS, Private |
| | Downtown Enhancement | Construct a multipurpose sidewalk along Route 8 from Fairview Church Road to the Auburn Campus. | 60 months | Montgomery County | Not yet begun | 1% | \$500,000 | SRTS, Mont. County, Private |
| | Fairview Connector | Construct an ADA compliant sidewalk along Fairview Church Road between Cloverlea Drive and Route 8. | 60 months | Montgomery County | Not yet begun | 1% | \$85,000 | SRTS, Private |
| | Construct a formal pick-up/drop-off area. | Construct a covered walkway at AES. | 36 months | Montgomery County | Not yet begun | 32% | \$45,000 | SRTS, MCPS, PTO |
| | Improve ingress/egress during AES pick-up/drop-off procedures. | Construct a second lane of roadway from the proposed High School entrance into the AES parking area. | 60 months | Montgomery County | Not yet begun | 50% | \$95,000 | SRTS, VDOT, MCSO |

Section 10 – Plan Approval

We believe that building a strong partnership between schools, local governments, local organizations/businesses, and the surrounding community is fundamental to the success of a School Travel Plan. We have included endorsements from the following:

- Auburn Elementary School Principal, Marcia Settle
- Auburn Middle School Principal, Guylene Wood Setzer
- Montgomery County Public Schools Superintendent, Brenda Blackburn
- Montgomery County Administrator, Craig Meadows
- Montgomery County Planning Commission
- Blacksburg-Christiansburg-Montgomery Area Metropolitan Planning Organization Executive Director, Dan Brugh
- New River Valley Planning District Commission Executive Director, Kevin Byrd



Office of the Principal

AUBURN ELEMENTARY SCHOOL
4315 River Road
River, VA 24149
Phone: (540) 381-6521
Fax: (540) 381-6530



March 16, 2012

Robert J. Williams
Safe Routes to School Program Coordinator
Transportation and Mobility Planning Division
Virginia Department of Transportation
1401 E. Broad St.
Richmond, VA 23219

Dear Mr. Williams,

I am pleased to offer the support of Auburn Elementary School for the attached SRTS School Travel Plan. This plan was developed through an active needs assessment process, with the involvement of teachers, staff members, parents, and other community members, as well as the Montgomery County Planning Department, the Planning District Commission, and representatives from local law enforcement. We feel this plan will be the first step in addressing barriers to safe walking/biking to school for AES students. We look forward to being a part of future projects and activities that make walking/biking to school a safer option for those students who live within walking/biking distance of our school.

Thank you for your review and consideration of our School Travel Plan. We are excited about the prospect of ongoing participation in the Safe Routes to School Program. If I can be of further assistance, please feel free to contact me.

Respectfully,

Marcia A. Settle, Principal
Auburn Elementary School



Telephone: 540-382-5165
Fax: 540-381-6562

Auburn Middle School

4069 Riner Road
Riner, VA 24149

Students First: "Looking to the Future"

March 16, 2012

Robert J. Williams
Safe Routes to School Program Coordinator
Transportation and Mobility Planning Division
Virginia Department of Transportation
1401 E. Broad St.
Richmond, VA 23219

Dear Mr. Williams,

It is my pleasure to offer the support of Auburn Middle School for the attached SRTS School Travel Plan. This plan was developed through an active needs assessment process, with the involvement of staff members, parents, and other community members, as well as the Montgomery County Planning Department, the Planning District Commission, and representatives from local law enforcement. We feel this plan will be the first step in addressing those things limiting safe walking/biking to school for the students of Auburn Middle School. We look forward to being a part of future projects and activities that make walking/biking to school a safer option for those students who live within walking/biking distance of our school.

Thank you for your review and consideration of our School Travel Plan. We are excited about the prospect of ongoing participation in the Safe Routes to School Program. If I can be of further assistance, please feel free to contact me.

Sincerely,

Guylene Wood-Setzer, Principal
Auburn Middle School

"Montgomery County Public Schools is an equal opportunity education institution and will not discriminate on the basis of race, color, national origin, sex, disability and/or age in its activities, programs or employment practices as required by Title VI, Title IX and Section 504."



Montgomery County
Public Schools

March 12, 2012

Robert J. Williams
Safe Routes to School Program Coordinator
Transportation and Mobility Planning Division
Virginia Department of Transportation
1401 E. Broad St.
Richmond, VA 23219

Dear Mr. Williams:

I am pleased to offer support from Montgomery County Public Schools (MCPS) for the Auburn Elementary and Middle Schools' Safe Routes to School Travel Plan. This plan was developed through an active needs assessment process with the involvement of teachers, staff members, parents, and other community members as well as the Montgomery County Planning Department, the Planning District Commission, and representatives from local law enforcement. MCPS feels that this plan will be the first step in helping to address barriers to safe walking/biking to school for Auburn Elementary School (AES) and Auburn Middle School (AMS) students. We know that the AES/AMS school community is looking forward to being a part of future projects and activities that make walking/biking to school a safer option for those students who live within walking/biking distance of the schools.

Thank you for your review and consideration of the Auburn Elementary and Middle Schools' School Travel Plan. We hope the Virginia Department of Transportation will look favorably on the plan, and we look forward to supporting the efforts of AES and AMS as part of this project.

Sincerely,

Brenda B. Blackburn
Superintendent

PREPARING STUDENTS FOR: THEIR LIVES, THE COMMUNITY, THE WORLD.

200 Junkin Street | Christiansburg, Virginia 24073 | PHONE: 540-382-5100 | FAX: 540-381-6127 | WEB: www.mcps.org



OFFICE OF COUNTY ADMINISTRATION
MONTGOMERY COUNTY

E CRAIG MEADOWS, COUNTY ADMINISTRATOR

755 ROANOKE STREET, SUITE 2E, CHRISTIANSBURG, VIRGINIA 24073-3181

April 20, 2012

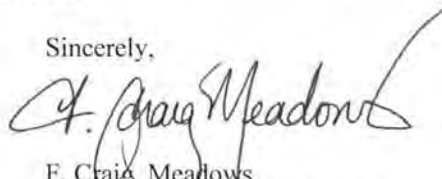
Robert J. Williams
Safe Routes to School Program Coordinator
Transportation and Mobility Planning Division
Virginia Department of Transportation
1401 E. Broad St.
Richmond, VA 23219

Dear Mr. Williams:

I am pleased to support Auburn Elementary and Auburn Middle Schools in their endeavor to submit the attached SRTS School Travel Plan. This plan was developed through an active needs assessment process with the involvement of teachers, staff members, parents, and other community members, as well as the Montgomery County Planning Department, the Planning District Commission, and representatives from local law enforcement. We feel this plan will be the first step in addressing barriers to safe walking/biking to school for Auburn School students. We hope that this plan represents the beginning of future projects and activities that make walking/biking to school a safer option for those students who live within walking/biking distance of our schools.

Thank you for your review and consideration of our School Travel Plan. We are excited about the prospect of ongoing participation in the Safe Routes to School Program. If I can be of further assistance, please feel free to contact me.

Sincerely,



F. Craig Meadows
Montgomery County Administrator

FCM/jk

Attachment

cc: The Honorable Board of Supervisors

WWW.MONTVA.COM • 540-382-6954 • FAX 540-382-6943

Auburn Campus – Safe Routes to School Travel Plan

AT A REGULAR MEETING OF THE MONTGOMERY COUNTY PLANNING COMMISSION HELD ON THE 18TH DAY OF APRIL 2012 AT 7:00 P.M. IN THE BOARD CHAMBERS, MONTGOMERY COUNTY GOVERNMENT CENTER, CHRISTIANBURG, VA:

On a motion by Mr. Donahue, seconded Mr. Tuttle and carried unanimously,

A RESOLUTION SUPPORTING A
SAFE ROUTES TO SCHOOL TRAVEL PLAN
FOR THE AUBURN SCHOOL CAMPUS

WHEREAS, there is a need to provide options that allow children to walk and bicycle to school safely, and Safe Routes to School (SRTS) programs can address these challenges through a coordinated action plan;

WHEREAS, Congress has designated funding to develop the National Safe Routes to School Program;

WHEREAS, Safe Routes to Schools programs use a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and encouragement strategies to entice more children to walk and bicycle;

WHEREAS, the Safe Routes to School program has provided localities with an annual grant opportunity for up to \$500,000 to support engineering (infrastructure) projects that will increase the number of children who bike and walk to school based upon a School Travel Plan;

WHEREAS, the Safe Routes to School program is fully supported by federal funds and requires no local match;

WHEREAS, the Montgomery County Comprehensive Plan, Riner Village Plan, and Village Transportation Links (VITL) Plan adopted by Montgomery County supports and provides guidance for this initiative;

WHEREAS, a coordinated effort has taken place over the last year in which the County, the New River Valley Planning District Commission, Montgomery County Public Schools, the Auburn School staff, and the Montgomery County Sheriff's Office developed a proposal to initiate the Safe Routes to School program in 2012 at Auburn Elementary and Auburn Middle Schools;

WHEREAS, the School Travel Plan has been developed and submitted by Montgomery County and the New River Valley Planning District Commission, with a signature of support from the Montgomery County Public School Superintendent;

WHEREAS, the approved School Travel Plan, allows Montgomery County Public Schools to submit an infrastructure grant application to fund engineering solutions in support of the School Travel Plan; and

NOW, THEREFORE, BE IT RESOLVED by the Montgomery County Planning Commission supports the Safe Routes to School Travel Plan developed for implementation at Auburn Elementary and Auburn Middle School.

The vote on the foregoing resolution was as follows:

Ayes: Donahue, Lau, Miller, Rice, Seitz, Thum, Tuttle

Nays: None

Attest: 
Dari Jenkins, Planning & Zoning Administrator

**Blacksburg/Christiansburg/Montgomery Area
Metropolitan Planning Organization**

755 Roanoke Street, Suite 2I
Christiansburg, VA 24073

March 26, 2012

ROBERT J. WILLIAMS
SAFE ROUTES TO SCHOOL COORDINATOR
VDOT Central Office
1401 E BROAD STREET
RICHMOND VA 23219-2052

RE: Safe Routes to School Program – Auburn Elementary and Middle, Belview
Elementary – Montgomery County

Robert,

The Blacksburg, Christiansburg, Montgomery Area MPO supports the Safe Routes to School Program administered by VDOT. This program is included in our 2035 Long Range Plan.

Montgomery County has developed Travel Plans for the schools listed above. The MPO Policy Board will be meeting May 3, 2012 and will provide an official resolution of support for these plans at that time.

This letter is to convey the MPO's support of the program in general and Montgomery County's efforts specifically to enhance pedestrian and bicycle safety around schools and, in this case, Auburn Elementary, Auburn Middle, and Belview Elementary. Upon acceptance of the Travel Plans, grants to implement the plans could be pursued. These efforts will enhance bicycle and pedestrian safety around these schools.

If there are any questions, feel free to contact me.

Sincerely,



Dan Brugh
Executive Director

JDB

NEW RIVER VALLEY PLANNING DISTRICT COMMISSION

6580 Valley Center Drive, Suite 124
Radford, Virginia 24141

Phone: (540) 639-9313

Fax: (540) 831-6093

E-Mail: nrvpdc@nrvpdc.org

Website: www.nrvpdc.org



Kevin R. Byrd, AICP
Executive Director

March 23, 2012

Robert J. Williams
Safe Routes to School Program Coordinator
Transportation and Mobility Planning Division
Virginia Department of Transportation
1401 E. Broad St.
Richmond, VA 23219

Dear Mr. Williams,

I would like to extend my support for the Auburn Campus School SRTS School Travel Plan. The Planning District Commission was pleased to work with Montgomery County and a variety of local stakeholders including teachers, law enforcement, VDOT representatives, and local engineers to prepare the plan.

Transportation priorities for the New River Valley region include projects that connect residential areas to schools and projects that educate the use of bikeways and walkways.

Thank you for your review and consideration of the Auburn Campus Travel Plan. Many of our regional partners are excited about the prospect of ongoing participation in the Safe Routes to School Program. If I can be of further assistance, please feel free to contact me.

Sincerely,

Kevin R. Byrd, AICP
Executive Director

Counties:
Floyd, Giles, Montgomery, Pulaski

Towns:
Blacksburg, Christiansburg, Floyd
Pulaski, Narrows, Pearisburg, Rich Creek

Universities:
Radford University
Virginia Polytechnic Institute & State University

City:
Radford

Section 11 – Supporting Documents

The following supporting documents are included in Section 11 of the Plan:

- A. 2007 Village Transportation Links Plan – Riner Village Area
- B. 2007 Riner Village Plan (applicable sections)
- C. 2004 Montgomery County 2025 Comprehensive Plan (applicable sections)
- D. 2011 Regional Bikeway, Walkway, Blueway Plan – Regional Priorities
- E. 2011 – 2012 MCPS Wellness Policy

A. Village Transportation Links Plan – Riner Village Area

1. VILLAGE PROFILE

The Village of Riner is located along Rt. 8, south of Christiansburg. Though currently one of the smallest Villages in the County in land area, much of the undeveloped land is already platted for subdivision lots that, once built out, will triple the size of the community. With this increased development comes the opportunity to connect current and future residents to centers of activity within the Village. Riner is unique in that it has an elementary, middle and high school in one location that is a “campus.” The challenge, however, is connecting residents from the surrounding subdivisions to this important community facility. At present, there are primary residential areas located opposite the schools along Route 8, a heavily trafficked thruway that connects Christiansburg to Floyd County. Some residential development is also currently taking place on the western side of Route 8 in Cloverlea, but no pedestrian or bicycle connections currently exist to the school. The existing Hillcrest subdivision has privately constructed trails, which can serve as a model for future trail development within the Village.

2. CONNECTIVITY ISSUES

The following issues were expressed in the community workshops:

- Develop a safe crossings of Route 8
- Intersection and pedestrian safety improvements at the Rt. 8 / Union Valley/Fairview Church Road intersection
- Connect existing and proposed subdivisions to the Village and the schools
- Improve connections within the school campus
- Develop appropriate standards for incorporating bicycle and pedestrian amenities into new development
- Connect food store and market shops along Route 8
- Connect subdivisions together and across Route 8
- Sidewalks on Route 8 and connect to Historic District

3. VITL CONCEPT

The primary issue addressed was incorporating bicycle and pedestrian linkages along route 8 with a paved shoulder and buffered sidewalk within the village core (see standard D) to connect important community focal points, such as the schools and commercial areas. Additional linkages were provided to connect trail networks in existing and future subdivisions to the schools. These linkages are primarily off-road multi-use trails and incorporate improved crossings across Route 8 where necessary. Because of the high traffic

and high speeds along Route 8, regional networks focus on Union Valley/Fairview Church Road.

4. IMPLEMENTATION

Community members identified the following implementation priorities during the public workshops for the plan:

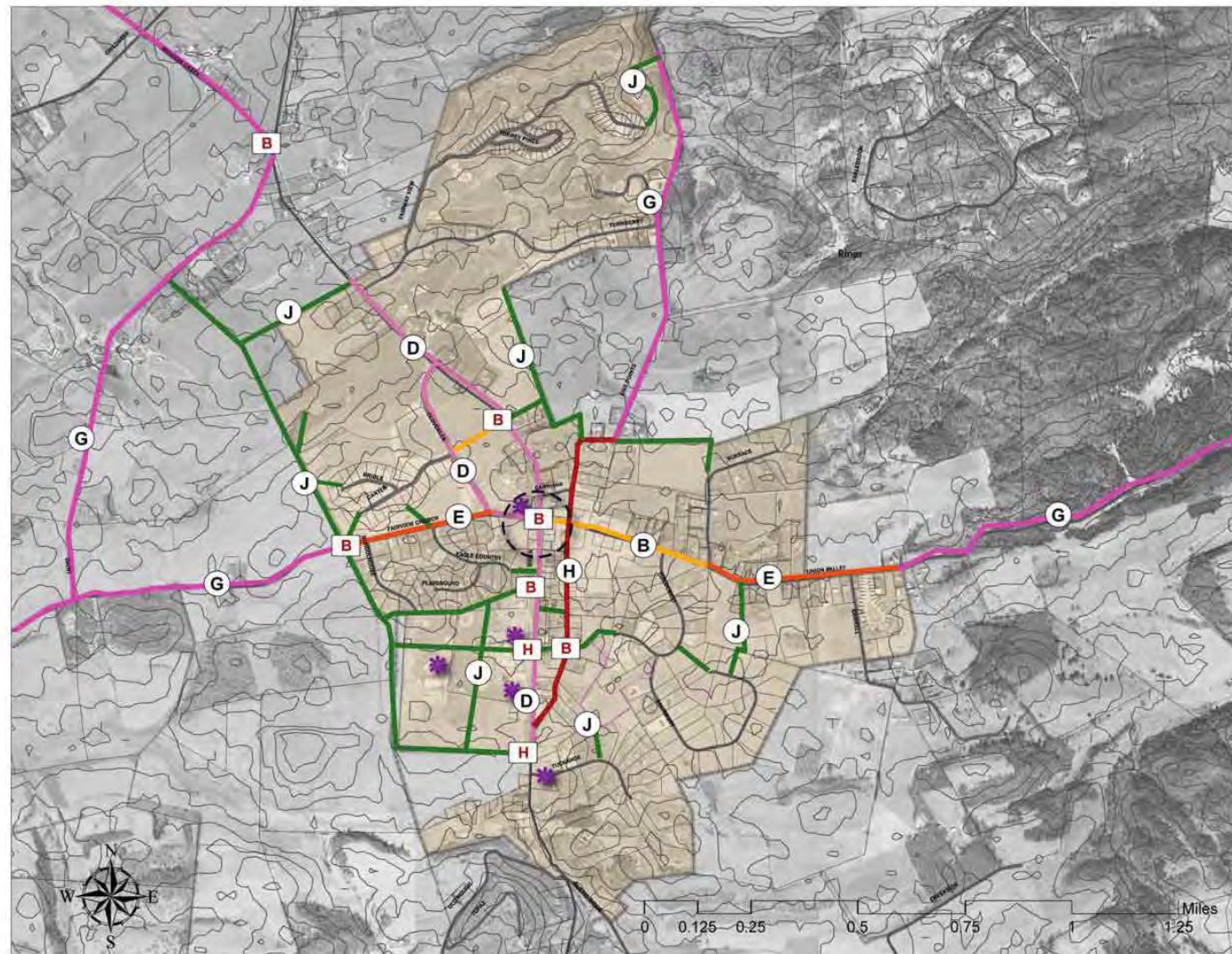
1. Demonstration project: Develop safe crosswalk improvements at the Union Valley/Route 8 intersection as part of a future roundabout
2. Connect Five Points Road to the schools
3. Construct sidewalk and improve the crossing to connect the market to the schools
4. Construct 'B' standard network from the cul-de-sac in Cloverlea to Auburn Hills and improve crossing (group suggested B standard) at Rt 8
5. Construct facilities, including B standard crossing, to connect Cloverlea at the proposed road connection to the east end of the village.

Traffic calming along Route 8 is an important consideration for implementing the Riner VITL. The Virginia Department of Transportation has identified the need to improve the Union Valley/Route 8 intersection. However, due to lack of funding, the improvement has been tabled for the time-being. This plan recommends constructing a roundabout at the intersection of Union Valley and Route 8 with appropriate bicycle and pedestrian facilities to calm traffic along this high-speed, high-traffic route to improve the overall cycling and pedestrian environment within the Village. By policy, VDOT is required to investigate the feasibility of a roundabout as an alternative to installing a traffic signal. Specific challenges at this intersection include minimizing the impact on surrounding property owners and providing adequate sight distance for vehicles approaching the roundabout on Route 8. Both pedestrian and bicycle safety and sight distance can both be improved by slowing vehicle traffic on Route 8 through Riner. One possibility is to install gateway treatments such as a narrow median that would slow traffic as it enters Riner north of this intersection and south of the school complex. Medians, chokers, or other traffic calming features could be used between these gateways to reduce traffic speeds along Route 8 through the Village.

Constructing chokers, medians, or other points of traffic calming along Route 8 would also provide ideal locations for pedestrian crossings of Route 8 to better connect residences to the school complex, market, and other shops along Route 8. Because points of traffic

calming reduce speeds and require drivers to be more alert, pedestrians will be safer and more visible at these points.

In addition to the traditional funding sources indicated in the Implementation Section of this report, crossings and sidewalks within two miles of the school complex are eligible for Safe Routes to Schools grants, a new funding source dedicated towards improving walking and biking conditions around elementary and middle schools. Proposals for development in Colverlea or elsewhere in Riner provide opportunities for recommended projects to be constructed by the developer to achieve consistency with the Comprehensive Plan.



RINER
VITL FINAL DRAFT
 Includes public input from
 all community workshops

Legend

Trail Typology

- (B)
- (C)
- (D)
- (E)
- (F)
- (G)
- (H)
- (I)
- (J)

- B Potential Crossing Point*
 - ★ Public Facilities or Activity Centers
 - + Demonstration Plan Location
 - Major Rivers or Streams
- * Letter denotes crossing type.

Village Transportation Links Plans Montgomery County, VA

- Herd Planning and Design
- RENAISSANCE PLANNING GROUP

MONTGOMERY COUNTY VILLAGE TRANSPORTATION LINKS (VTL) PLAN - Final June 25, 2007

18

5. DEMONSTRATION PROJECT

This plan recommends constructing a roundabout at the intersection of Union Valley and Route 8 with appropriate bicycle and pedestrian facilities to calm traffic along this high-speed, high-traffic route to improve the overall cycling and pedestrian environment within the Village.



Existing view along Route 8 looking north toward Christiansburg



Proposed roundabout at the Route 8/Fairview Church intersection to calm traffic and improve bicycle and pedestrian safety along Route 8.

6. COST ESTIMATES

PROPOSED PROJECTS

| Village | Route Description | Short-term Trail Type | Long-term Trail Type | Length (feet) | Cost |
|---------|---|-----------------------|----------------------|---------------|-----------|
| Riner | 5 Point Connector | G | | 5050 | \$574 |
| Riner | 669/ Riner to Dairy Road | G | | 3492 | \$397 |
| Riner | Connect Five Points to Surface | J | | 1593 | \$50,913 |
| Riner | Connect off-road to Rt. 8 near church | J | | 510 | \$16,300 |
| Riner | Connect Rt. 8 to Five Points near Campus | J | | 360 | \$11,506 |
| Riner | Dairy to Meadowcreek | G | | 4369 | \$496 |
| Riner | East/ West connection at Five Points | H | B | 367 | \$167 |
| Riner | Fairview Church/ Cloverlea to boundary | E | | 1841 | \$156,903 |
| Riner | Five Points Historic Core | H | B | 3709 | \$1,686 |
| Riner | Internal East/ West connection in school campus | J | | 1721 | \$55,004 |
| Riner | Internal North/ South connection in school campus | J | | 1910 | \$61,044 |
| Riner | New Cloverlea Connection from Rt. 8/ Union Valley | D | | 2752 | \$384,655 |
| Riner | new Cloverlea Road at Canter | B | | 753 | \$41,073 |
| Riner | North Rt 8 to new Cloverlea Rd at Canter | D | | 2624 | \$366,764 |
| Riner | Off road/ Bridle to western boundary | J | | 378 | \$12,081 |
| Riner | Off road/ Canter to Eagle Country | J | | 385 | \$12,305 |
| Riner | Off road/ Canter to Fairview Church | J | | 452 | \$14,446 |
| Riner | Off road/ Cloverlea to western boundary | J | | 513 | \$16,396 |
| Riner | Off road/ Eagle Country to Rt. 8 | J | | 374 | \$11,953 |
| Riner | Off road/ existing subdivision tr. to Tuckahoe | J | | 455 | \$14,542 |
| Riner | Off road/ Fieldcrest to Rt. 8 | J | | 1089 | \$34,805 |
| Riner | Off road/ Rt. 8 North to Western boundary | J | | 1598 | \$51,072 |
| Riner | Off road/ Salisbury to Fieldcrest | J | | 479 | \$15,309 |
| Riner | Off road/ Salisbury to Union Valley | J | | 1284 | \$41,037 |
| Riner | Offroad connection golf course to Five Points (N) | J | | 1236 | \$39,503 |
| Riner | Offroad connection golf course to Five Points (S) | J | | 2495 | \$79,741 |
| Riner | Off-road connection on western boundary | J | | 8324 | \$266,037 |
| Riner | Off-road on northern edge of school campus | J | | 1989 | \$63,569 |
| Riner | Rt. 8 from Central Campus to Tuckahoe | D | | 1234 | \$172,480 |
| Riner | Rt. 8 from new Cloverlea Rd to proposed round. | D | | 1363 | \$190,510 |
| Riner | Rt. 8 south of roundabout to N. Campus Trail | D | | 804 | \$112,377 |
| Riner | Rt. 8 south from N. Campus to Central Campus | D | | 768 | \$107,345 |
| Riner | Union Valley Rd/ village boundary to Surface Rd | E | | 2378 | \$202,670 |
| Riner | Union Valley Road east of Five Points | B | | 2161 | \$117,873 |

DEMO PROJECT

| Village | Route Description | Short-term Trail Type | Long-term Trail Type | Length (feet) | Cost |
|------------|-------------------|-----------------------|----------------------|---------------|-----------|
| Riner | Roundabout | | | | \$500,000 |
| Total cost | | | | | \$500,000 |

CROSSINGS

| Village | Description | Crossing Type A | Crossing Type B | COST |
|---------|---|-----------------|-----------------|----------|
| Riner | Rt 8 North of Market | H | | \$50,000 |
| Riner | Rt 8 at School | H | | \$50,000 |
| Riner | Five Points Road in historic area | B | | \$3,000 |
| Riner | Fairview Church/ Union Vally Intersection | B | F | \$28,000 |
| Riner | Rt 8 south of Eagle Country Extd | B | | \$3,000 |
| Riner | Rt 8 North/ Cloverlea and Hillcrest | B | | \$3,000 |
| Riner | Roundabout at Meadowcreek/ Dairy/ Rt8 | B | F | \$28,000 |

B. Riner Village Plan

In June 2007, Montgomery County Board of Supervisors adopted the Riner Village Plan. The purpose of the village plan is to guide development in the village, while maintaining the village's distinct identity. The following sections from the Riner Village Plan have been included to show that a Safe Routes to School Plan can enhance the existing plans and help the County to clearly meet the goals of the pre-existing plans.

The "Community Input" section of the Riner Village Plan states that "Transportation issues centering on Route 8 dominated most of the comments. Concerns included the level of traffic in the morning and the difficulty of turning onto Route 8, specifically at the school campus entrances in southern Riner, the Fairview Church/Union Valley intersection in the village center, and the Dairy Road intersection at the north end of the Village". (Riner Village Plan, Pg.314)

The following policies were developed in meetings with village citizens. These policies are to guide the actions of the County, State Agencies, and private landowners to achieve the preservation and development of Riner in accord with the Vision of this Plan.

- **RVP 5.3 Safe Routes to Schools.** Work with the Parent, Teacher organizations (PTOs) at Auburn Elementary, Auburn Middle, and Auburn High School to develop and construct safe pedestrian friendly facilities which encourage students in the Village of Riner to walk to school. Safe facilities may include special crosswalks, lighting, sidewalks, and other pathway facilities. (RVP, Educational Resources, Pg. 324).
- **RVP 7.3 Safe Routes to Schools Program.** Work with the Montgomery County Sheriff's Department, the Riner/ Christiansburg Rescue Squad sub-station, the Montgomery County Public Schools, the Parent/Teacher/Student organizations and the Montgomery County Department of Parks and Recreation to develop pedestrian and bicycle safety programs and materials to be used in Auburn Elementary School, Auburn Middle School, and Auburn High School. (RVP, Public Safety Resources, 326)
- **RVP 8.1 Trails, Pathways, and Bikeways.** Support the development of a safe alternative transportation network of trails, pathways, sidewalks, and bikeways for the Village of Riner, which links residential, commercial, and civic neighborhoods with each other and which links Riner with other communities. (RVP, Recreational Resources, 326)
- **RVP 8.1.1 VITL (Village Transportation Links) Program.** Work with the Montgomery County Greenways and Pathways Citizens Advisory Committee and village residents to develop a VITL (Village Transportation Links) plan and implementation action plan for Riner. (RVP, Recreational Resources, Pg. 326)
- **RVP 9.1 "Calm" the Traffic.** Use traffic calming devices, including roundabouts and turn lanes, for the major roadways through the village, especially on Route 8 (Riner Road) within the Village New Village Center. This is an important priority for Riner. (RVP, Transportation Resources, 326)

- **RVP 9.11 Plan for Long-Term and Through-Traffic by Phasing Key Road Improvements.** Limit the impact of local and through traffic by building traffic-calming features along Route 8 and improving connectivity within the village. These improvements should be phased in accord with the phasing concepts as described in the Riner Village Plan: (1) Transform Route 8 into Riner’s “Main Street,” (2) Improve Pedestrian and Vehicular Connectivity, (3) Gateway Improvements, (4) New Alternative Routes.
- **RVP 9.5 Make All Travel Modes Safe.** Work with VDOT to ensure pedestrian and bicycle mobility and safety on all public roadways. (RVP, Transportation Resources, 326)
- **RVP 9.9 Pursue Alternative and Public Transit Opportunities.** Pursue opportunities for public transit, such as a trolley or bus system service to provide access to Christiansburg, and alternative transportation opportunities, including bikeways, walkways, pathways, and sidewalks. (RVP, Transportation Resources, 327)

C. Montgomery County 2025 Comprehensive Plan

The Montgomery County 2025 Comprehensive Plan also includes guidance relating to encouraging alternative modes of transportation. The “Transportation” Chapter specifically guides the County to work towards pedestrian oriented facilities, and the alleviation of traffic congestion.

The following policies were developed in meetings with Montgomery County citizens. These policies are to guide the actions of the County, State Agencies, and private landowners to achieve the goals of the Comprehensive Plan.

- **TRN 1.3.5 Pedestrian Oriented Facilities.** Require the provision of pedestrian facilities (sidewalks, walkways, trails, etc.) in new developments in the Village, Village Expansion, Residential Transition, and Urban Expansion Areas. (Montgomery County Comprehensive Plan, Transportation, Pg. 221)
- **TRN 2.3 Alleviating Traffic Congestion and Accidents.** Identify congestion and accident prone routes and intersections and adopt policies to alleviate congestion, increase safety, and decrease car trips. (Montgomery County Comprehensive Plan, Transportation, Pg. 221)

D. Regional Bikeway, Walkway, Blueway Plan – Regional Priorities

Tables and Maps

Regional

2011 Plan Objectives

The 2011 Plan provided the PDC an opportunity to work closely with local and regional partners. Because of this close partnership and interaction, the plan has a higher level of detail than previous plans. The final product provides the flexible framework needed to develop facilities based on local needs – while being aware of adjacent jurisdictions plans. Common interests may create opportunities for multiple stakeholders to work collaboratively on similar efforts.

This information sharing resource is intended to provide better communication with local, state, regional, and federal partners. The Plan simply adds to the framework that has been ongoing for over 40 years in the New River Valley, and will continue to improve with each plan update.



Hierarchical priorities for the Region include:

1. Projects that connect towns, villages, and community centers to existing Regional Assets (listed on pages 3-5).
2. Projects that connect more than 1 community or region.
3. Projects that provide connections to other modes of transportation (public transit, park and ride lots, public parking areas, etc.)
4. Projects that connect residential areas to a school, library, or historical place of interest.
5. Projects that connect residential areas to community assets (grocery store, employment center, etc.)
6. Projects that utilize local resources and environmental friendly practices.
7. Projects that provide access to waterways – partner with VDOT to provide access near bridges.
8. Projects that establish attractive wayfinding signage for existing and proposed assets.
9. Projects that promote the education of bikeways, walkways, and blueways.

New River Valley
Bikeway, Walkway, Blueway Plan
55

E. School Wellness Policy

The Montgomery County School Board is committed to providing school environments that promote and protect staff members' and children's health, well-being, and ability to learn by supporting healthy eating and physical activity. Therefore, the School Board has consulted with students, parents, staff, food service professionals, health professionals, and other interested community members in the development of this policy. Each Montgomery County School will choose representatives from students, staff, food service personnel, and parents to form a School Wellness Team, which is responsible for the implementation of this Policy in its school.

The development and adoption of this policy is mandated by the Child Nutrition and WIC Reauthorization Act of 2004 and is established in accordance with United States Department of Agriculture (USDA) regulations and guidance, and existing Virginia regulations and guidance, as they apply to school nutrition programs. The nutrition guidelines incorporated in accompanying regulation 7-5.5 are equally as restrictive as the state and federal school nutrition laws and will be modified in the event that new legislation is enacted.

Wellness Policy Goals

- The Montgomery County Child Nutrition Program will comply with federal, state, and local requirements and be accessible to all children.
- All schools will provide adequate time for students to eat in clean, safe, and pleasant settings.
- All foods and beverages provided by the school (including those available through vending machines, concessions, a la carte, student stores, and school fundraisers) during the school day should be consistent with the most recent nutrition recommendations of the *U.S. Dietary Guidelines for Americans*.
- Schools will provide sequential and interdisciplinary nutrition education based on the most recent nutrition recommendations of the *U.S. Dietary Guidelines for Americans* to foster lifelong habits of healthy eating for staff, students, and their families.
- All staff and students in grades K-12 will have opportunities, support, and encouragement to be physically active on a regular basis.
- All schools will provide developmentally appropriate physical education as defined by state guidelines, which will include opportunities to foster lifelong habits of physical activity.
- In order to help staff and students establish patterns of meaningful physical activity in their lives outside the classroom, all schools will form partnerships with relevant community resources to provide physical activity experiences for all community members at school and in the community.

- The School Board encourages and supports each staff member to serve as a healthy role model.
- All schools will work in collaboration with parents, staff and community agencies to promote mental health as part of a total approach to wellness.
- The School Board will collaborate with the community in its health and wellness endeavors.
- All school-based activities will be consistent with local wellness policy goals.
- School personnel are encouraged to use non-food rewards and refrain from using physical activity as a consequence.

Policy Adoption and Implementation

This policy has been adopted before, and will be implemented with, the opening of the 2006-2007 school year.

Implementation and Monitoring Plan

The division superintendent and school principals will assume responsibility for ensuring that each school meets the requirements of this policy.

This policy will be evaluated by surveying Wellness Team Chairs . The surveys will be used to determine whether nutrition and physical activity have been positively affected by the implementation of this policy and accompanying regulations. The Montgomery County School Health Advisory Board (SHAB) will be encouraged to work collaboratively with School Wellness Teams to promote wellness through the implementation of this policy.

LEGAL REFERENCE: Code of Virginia, 1950, as amended, § 22.1-275.1.; Public Law108-265, Child Nutrition and WIC Reauthorization Act of 2004; Virginia Department of Education Superintendent's Memo Number 7 (May 20, 2005); Virginia Regulations for the School Breakfast Program, 8 VAC 20-580-10 et. seq.; National School Lunch Program, 7 C.F.R. Part 210; National School Breakfast Program, 7 C.F.R. Part 220.

Adopted: June 6, 2006