



**MSBA Superintendent - Designer Roundtable**  
***New School Exterior Circulation Design –  
Planning for a Safer Arrival and Dismissal Today***

**June 2024**

**Judith Crocker, MA Statewide Coordinator and Outreach Supervisor**



# *Agenda*

- Massachusetts Safe Routes to School (SRTS)
- Foundations for Exterior School Site Planning
- Evaluation Criteria
- Mitigation & Construction Communication
- School Policy
- Examples
- Q&A

# *Massachusetts Safe Routes to School*

Why

# Safety First



Where

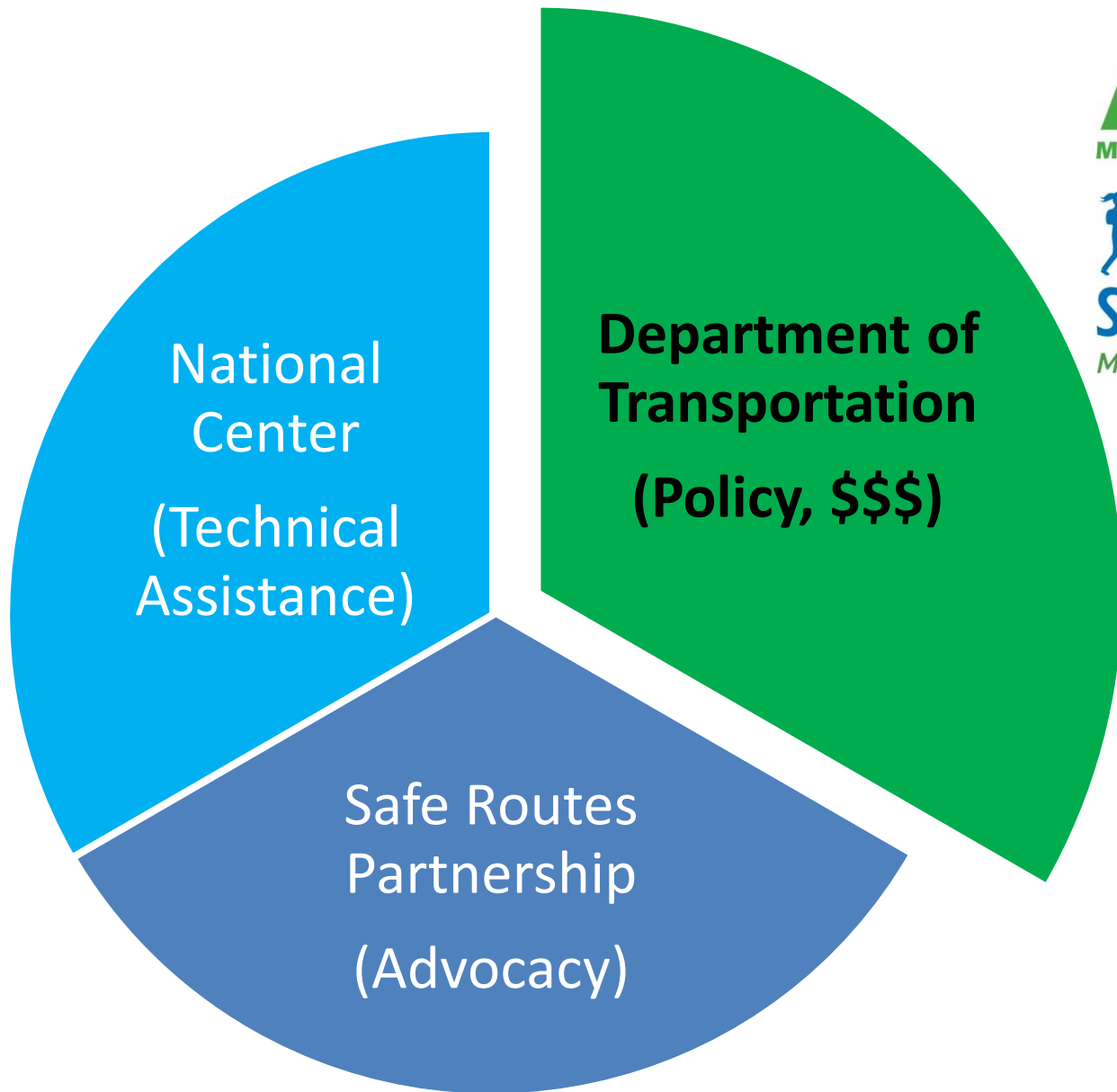
# SafeRoutes

National Center for Safe Routes to School



## Safe Routes PARTNERSHIP

Active Paths for Equity & Health



**massDOT**  
Massachusetts Department of Transportation

 MASSACHUSETTS  
**Safe Routes to School**  
MASS.GOV/SAFE-ROUTES-TO-SCHOOL

 U.S. Department of Transportation  
**Federal Highway Administration**   
www.nhtsa.gov



# Massachusetts Safe Routes to School

Partner Schools 1,165+

Alliance Partners 250+



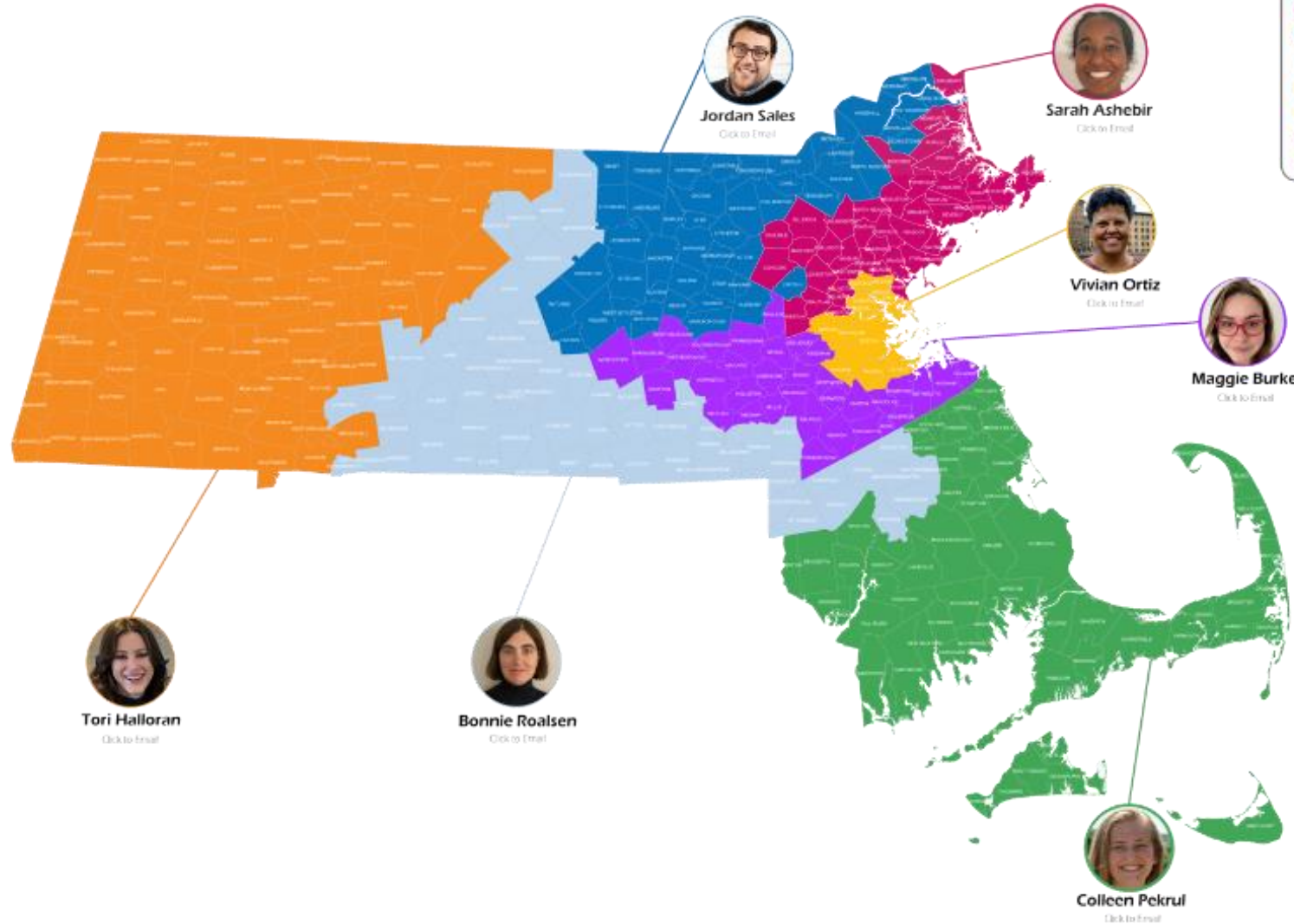


# MA SRTS Outreach Coordinators

Massachusetts 2022		
		<b>OVERALL SCORE</b> 164 / 200
Scoring Key: LAGGING (Yellow), NEARLY UP (Orange), MIXED (Green), LEADING (Dark Green)		
<b>COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING</b>		<b>39 / 40</b>
Complete Streets Policies	Adopted state Complete Streets policy Has strong state Complete Streets policy	5 / 5 19 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share Adopted a state pedestrian, bicycle, or active transportation plan	5 / 5 10 / 10
<b>FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING</b>		<b>39 / 40</b>
Use of Federal Funding for Active Transportation	Retained TAP funding without transfers Awarded TAP projects Obligated state-controlled TAP funds Provides special consideration for high-need communities in TAP awards Provides matching funds for high-need communities Provides support to TAP applicants	5 / 10 10 / 10 10 / 10 5 / 5 5 / 5 5 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation Amount of state funding for active transportation Provides special consideration for high-need communities in state awards	10 / 10 10 / 10 5 / 5
<b>SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES</b>		<b>70 / 75</b>
Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds Dedicates state or other funding for Safe Routes to School Funds SRTS non-infrastructure projects Provides Safe Routes to School planning grants or migrants	5 / 5 5 / 5 3 / 5 2 / 3
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants Provides a resource center or technical assistance to Safe Routes to School initiatives Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan Supports equitable access to Safe Routes to School programming	5 / 5 7 / 7 5 / 5 5 / 5
<b>ACTIVE NEIGHBORHOODS AND SCHOOLS</b>		<b>18 / 18</b>
Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities Provides funding/incentives in support of shared use of school facilities	6 / 10 0 / 5
School Siting and Design	Requires large school sites (minimum average grade)	0 / 5
Physical Education	Supports walking, bicycling and physical activity in school design guidelines Adopted PE minutes and graduation requirements	12 / 15 0 / 15

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)

43 Safe Routes Partnership | Making Strides 2022 State Report Card



<https://www.saferoutespartnership.org/resources/2022-state-report-map>





# Meeting Local Needs

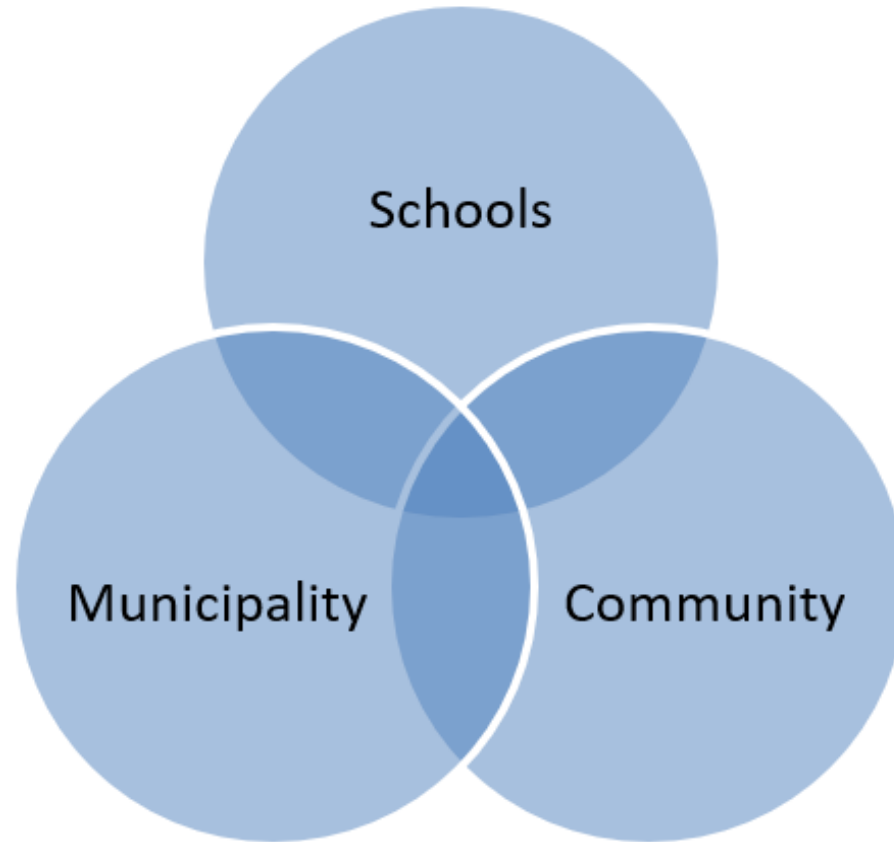


- Physical Activity
- Education
- Safety & Independence
- Traffic Congestion
- Built Environment
- Attendance and Tardiness
- **New Construction/Swing Space**
- Redistricting



Who

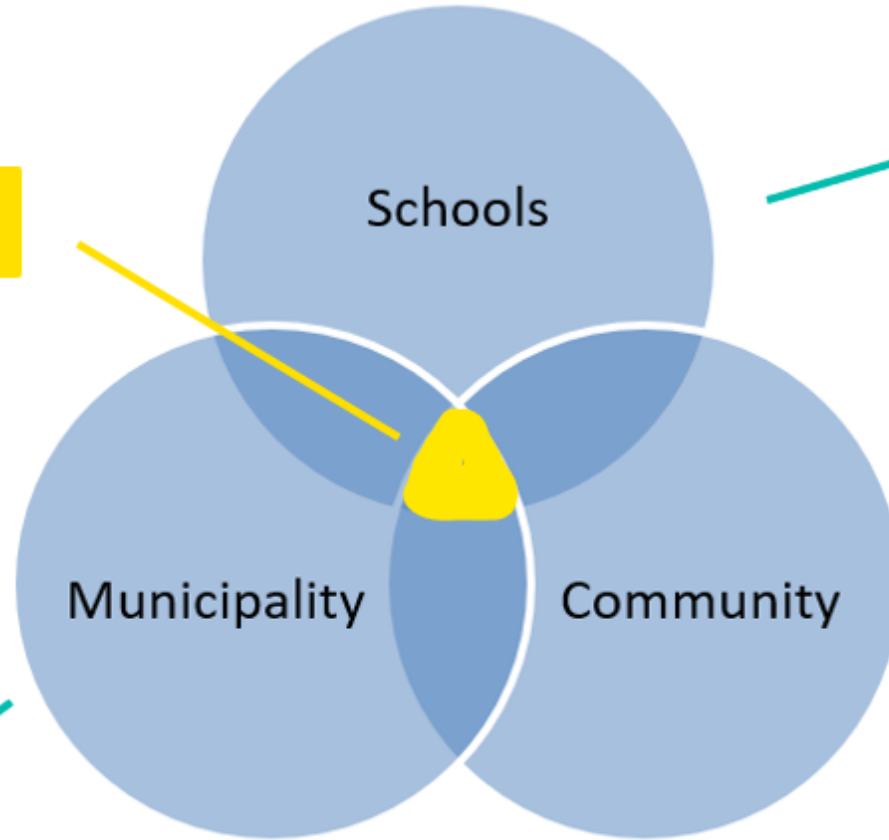
# Stakeholders



Who

# Lawrence Stakeholders

LPS-Safe Routes to School Task Force



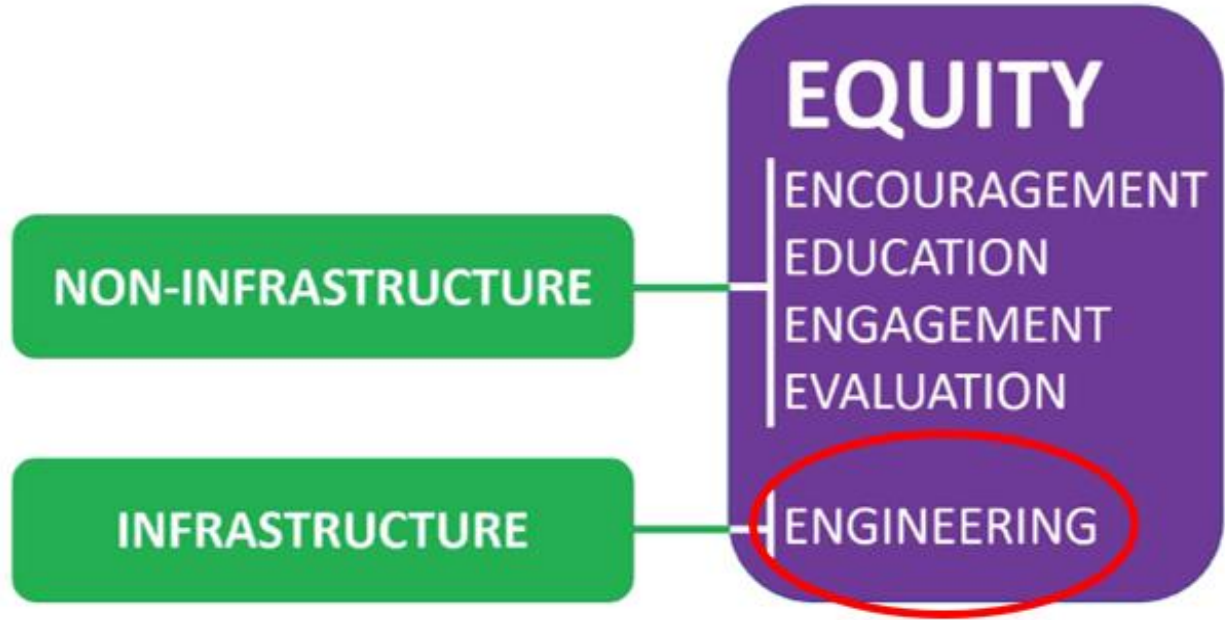
Families  
Lawrence Public Schools  
Lawrence Public Charter Schools  
School Committee  
Wellness Committee  
PTO/PTAs

DPW  
Engineering  
Mayor Health Task Force  
Planning  
Police  
Recreation Dept

Boys & Girls Club  
Groundwork Lawrence  
Mass in Motion  
Neighborhood Associations  
YMCA

How

# The Six E's

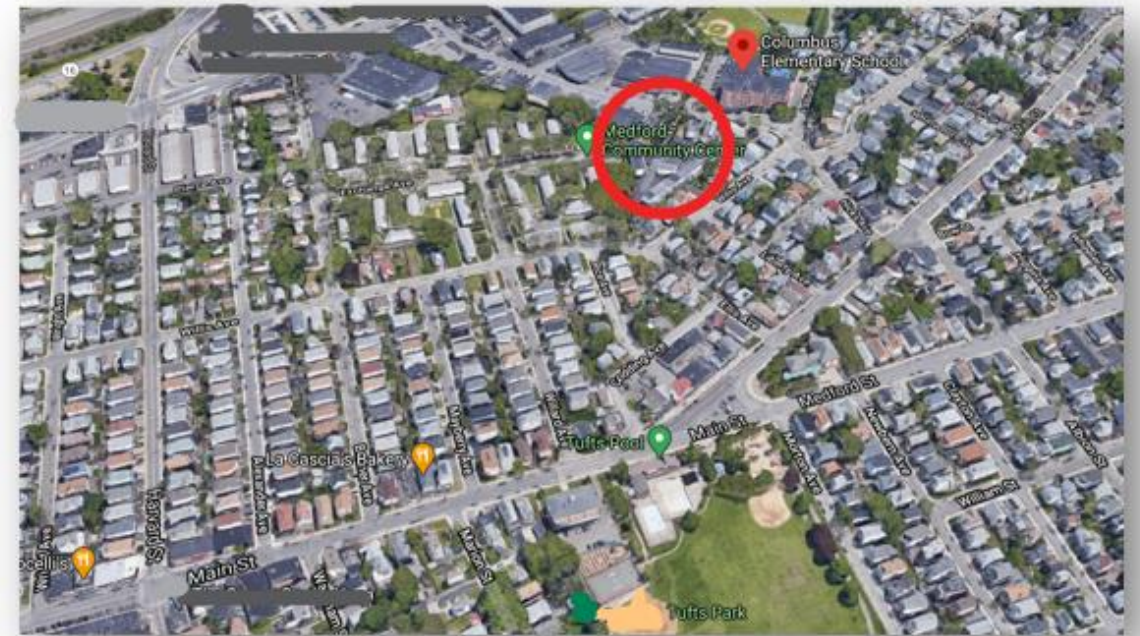


# Accommodating Five Travel Modes in every School Zone





# Engineering



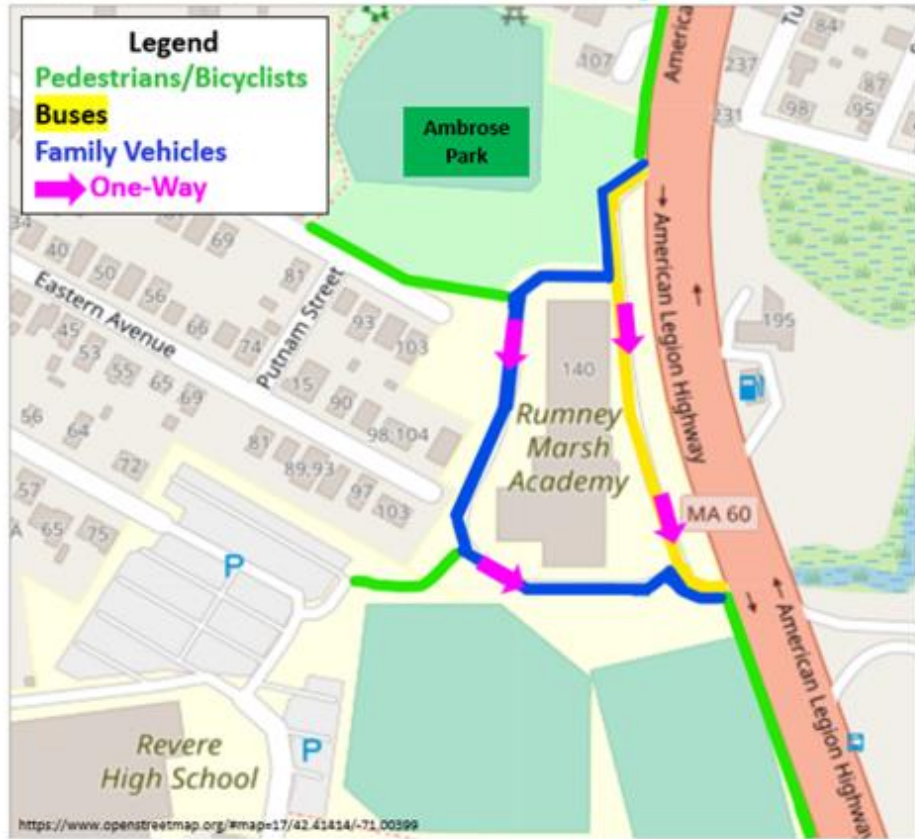
Arrival/Dismissal Observation

Walk Audit



# Engineering

## Arrival & Dismissal Plan: Rumney Marsh Academy



## Arrival & Dismissal Plan: Rumney Marsh Academy

Please be mindful of crosswalk, sidewalk, parking lot, and roadway safety.

For everyone's safety, all adults must sign in at the front office.

### School Hours

- 7:35 a.m. - 2:20 p.m.

### Arrival

- 7:35 a.m. - 7:50 a.m. - School breakfast
- 7:50 a.m. - Students arriving after this time will be marked tardy and will need to sign in at the front office

### Dismissal

- 2:20 p.m.

**Beginning in January 2022, the sixth grade door will no longer be used**

- ✓ **Walkers** - Please enter through the closest entrance.
- ✓ **Bikers** - Please use the bike racks located at the front and rear of the building and enter through the closest entrance.
- ✓ **Buses** - ONLY use the designated front school driveway. Students then enter through the front entrance (formally the seventh grade door).
- ✓ **Family Vehicles** - ONLY use the designated rear school driveway. Students then enter through the rear entrance (formerly the eighth grade door).
  - Pull all the way to the school's back door (formerly the 8<sup>th</sup> grade door)
  - Do NOT pass loading/unloading vehicles
  - Place your vehicle in park
  - Do NOT drop off or pickup in the high school parking lot
  - Do NOT idle your vehicle engine
  - Students should ONLY enter or exit a vehicle through the right passenger side
  - Yield to pedestrians in crosswalks
- ✓ **Changes to Dismissal** - The front office requires a written note.

## Exterior Circulation Planning & Communication

# Does your school have an Arrival/Dismissal Plan?

## Plan Content:

- ✓ Customized per school
- ✓ Includes a map, text, and school hours

## Communication:

- ✓ Publish on website and in school handbooks
- ✓ Distribute in school newsletters and summer school mailing
- ✓ Communicate plan to Crossing Guards and the police
- ✓ Multiple languages

# *Foundations for Exterior School Site Planning & Policy*



# Planning & Policy

- ✓ All students *arrive and depart* school.
- ✓ Massachusetts' nearly 1,000,000 students and staff arrive and depart their school properties twice daily using *numerous modes of transportation*.
- ✓ Supporting and managing these school-related interactions on and abutting school property prioritizes the *health and safety* of those on school campus and within the greater community.

# Effective Safety Measures



# Keeping Everyone Safe





# Families are not IN traffic, They ARE the traffic





# School versus Municipal Property

## Municipal Property

- Signage rules are very specific
- Need local government approvals recommended by traffic engineers to enlist change
- All schools abut municipal property

## School Property

- Signage rules are inconsistent
- Do not need approvals to enlist change
- School principals are property managers

# Signage





# Informational Signage





# Regulatory Signage

Figure 7B-1. School Area Signs

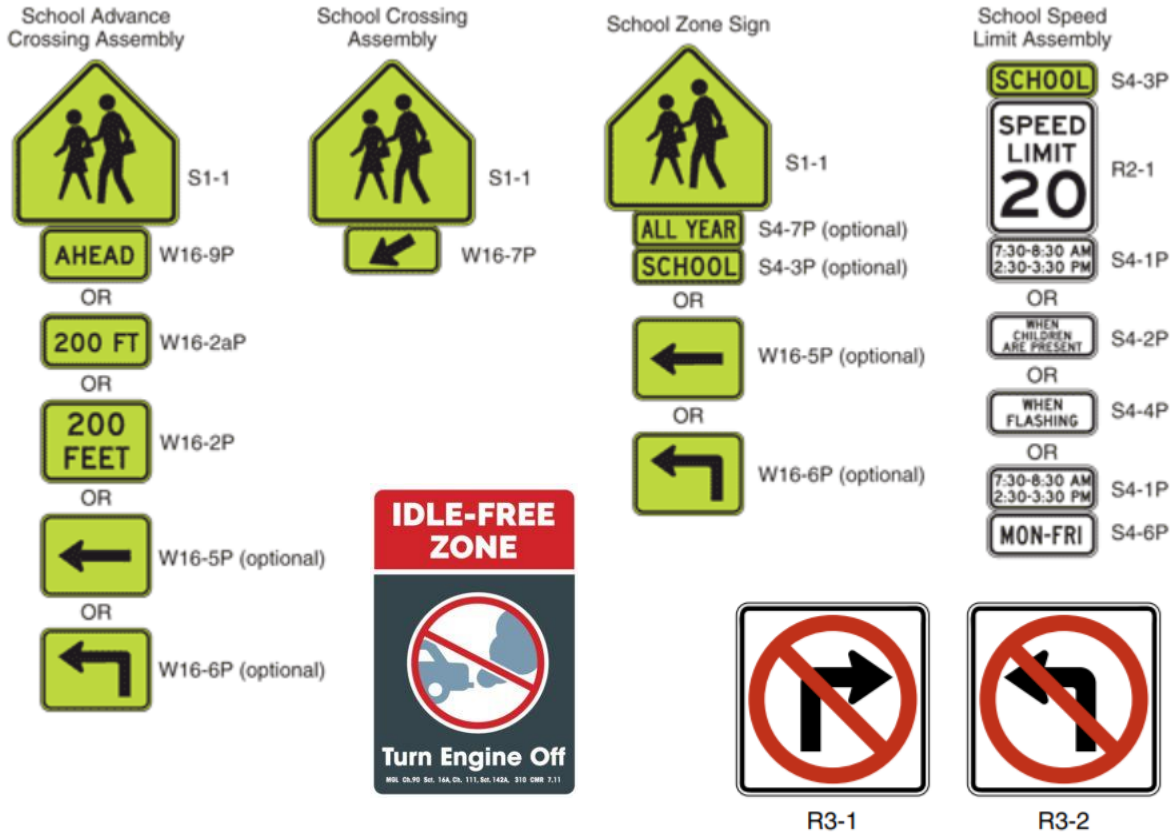
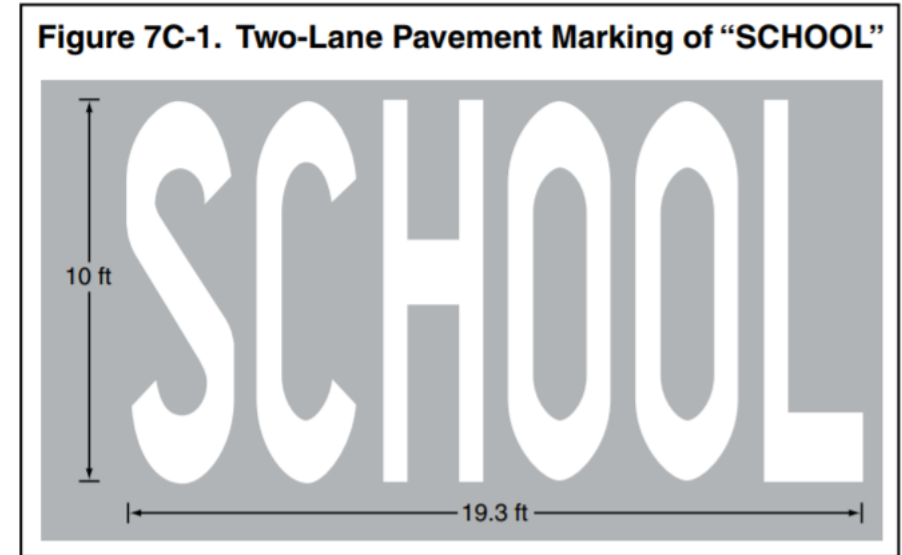


Figure 7C-1. Two-Lane Pavement Marking of "SCHOOL"



# *Establishing Evaluation Criteria*

# Establishing Exterior Circulation Criteria

**Who** - Principals and School Committees



Property Managers



Policy



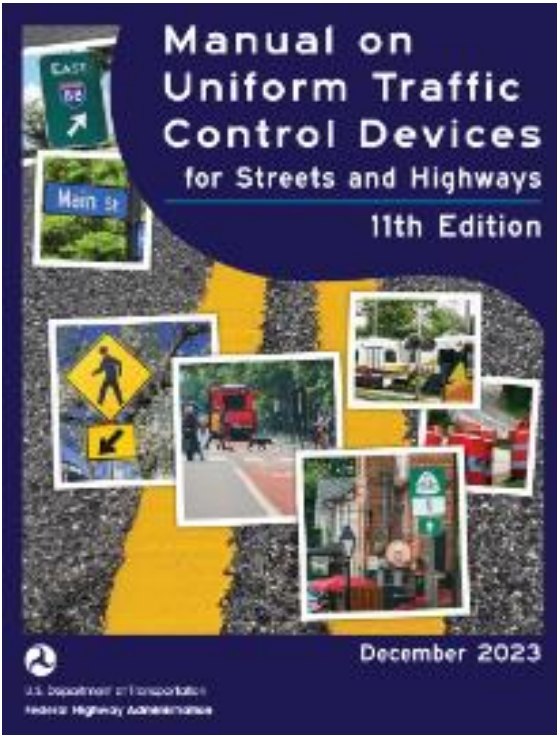
# Establishing Exterior Circulation Criteria

How - #1 Separation of transportation modes



# Establishing Exterior Circulation Criteria

**How - #2** Proper use of regulatory and informational signage





# Establishing Exterior Circulation Criteria

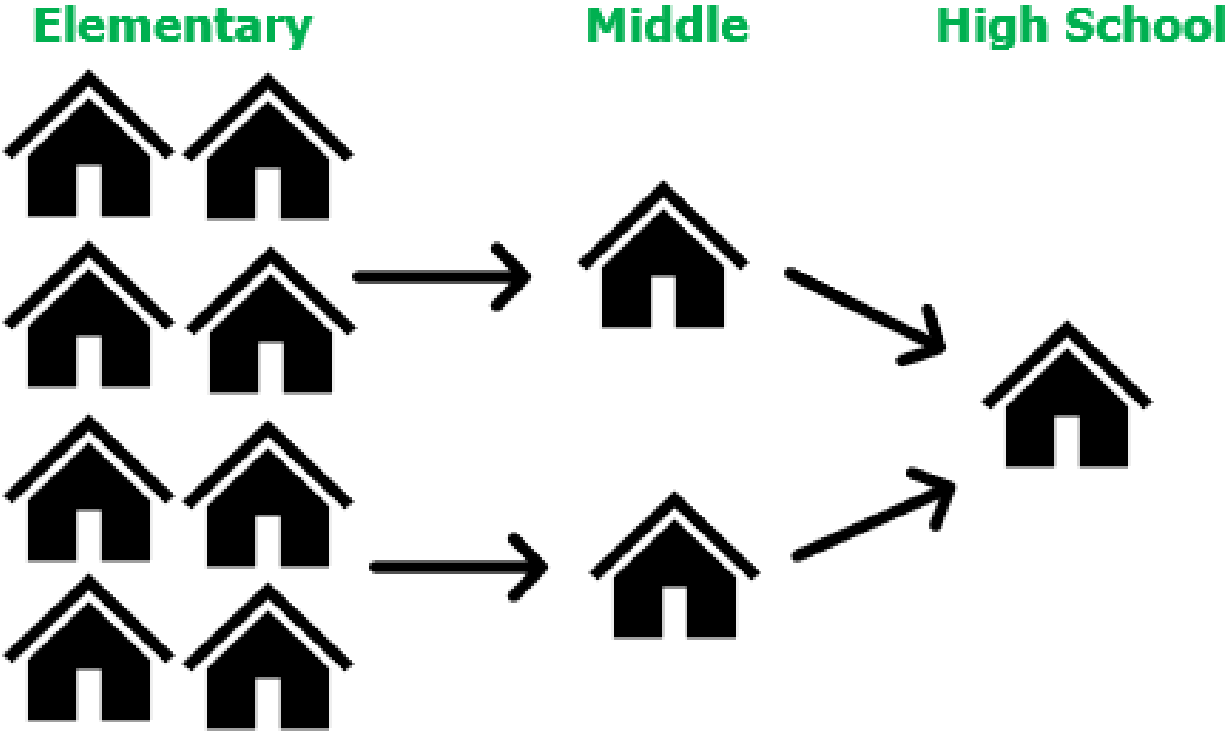
**How - #3** School's front door use is for mass transit, walkers, bikers, emergency & handicapped access





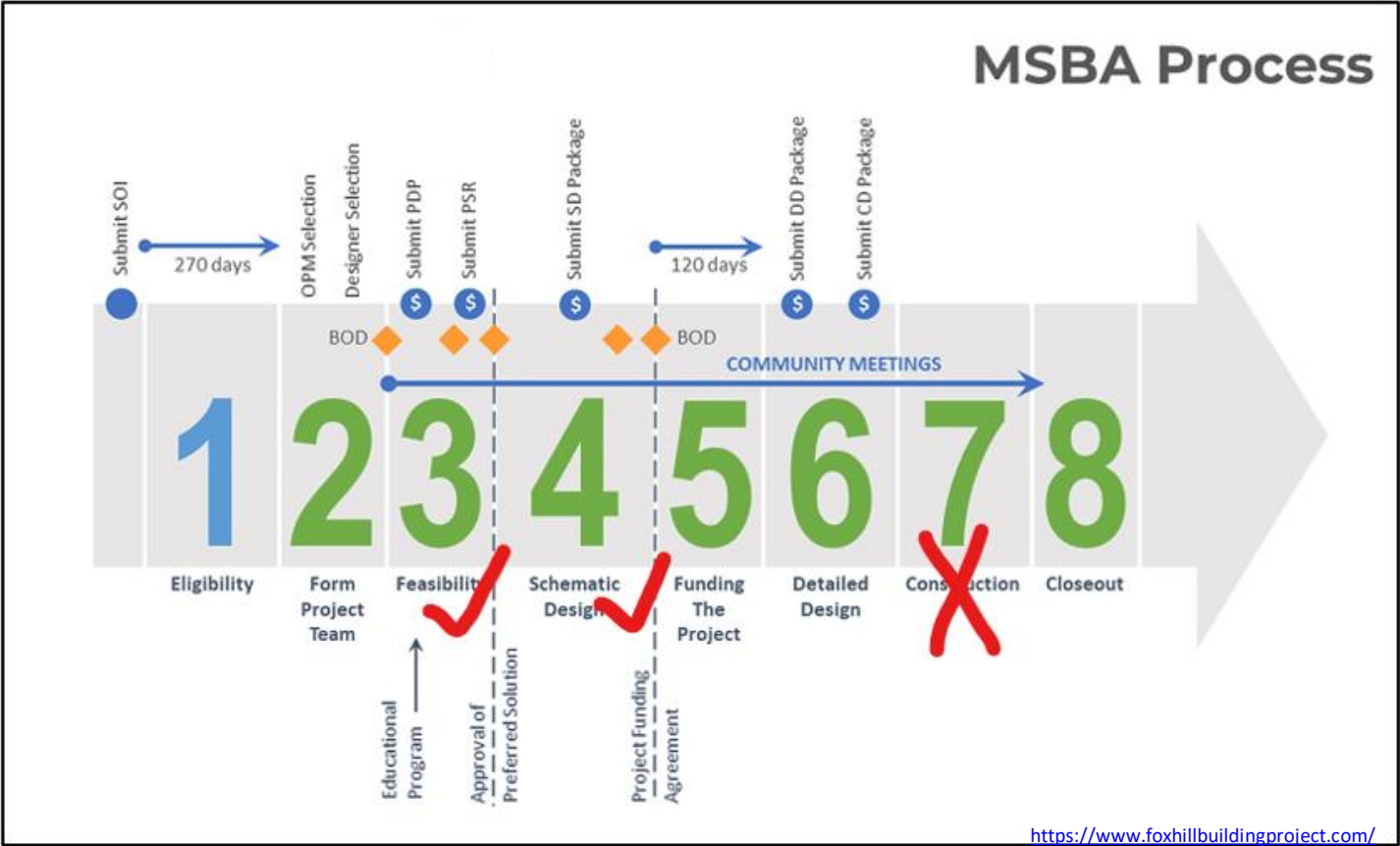
# Establishing Exterior Circulation Criteria

**How - #4** Uniform arrival and dismissal planning and communication



# Establishing Exterior Circulation Criteria

When – During the **Feasibility** or **Schematic Design** Phase

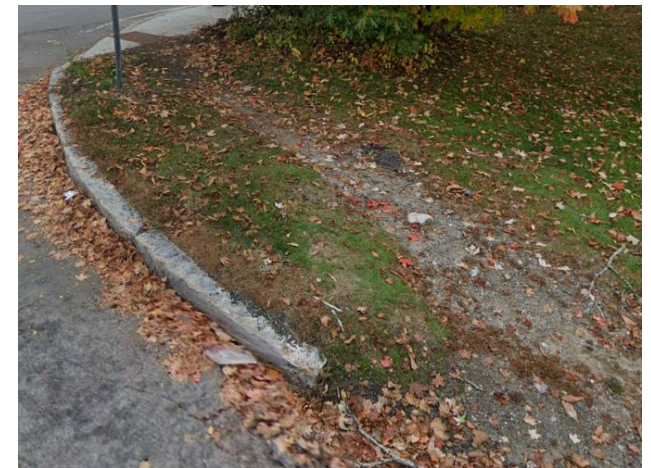
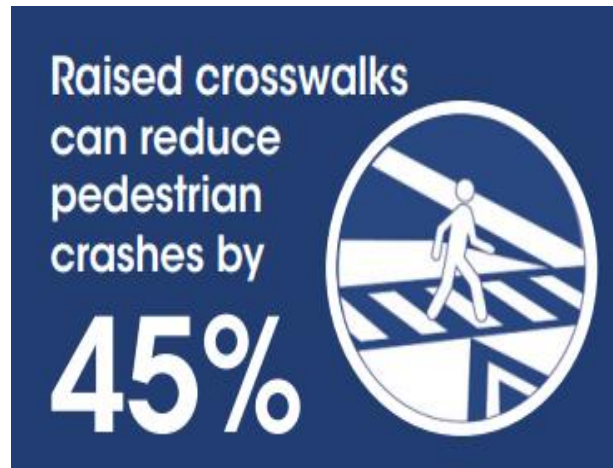


# *Additional Evaluation Criteria*



# Comfort, Visibility, & Line-of-Sight

- Raised crosswalks
- Crosswalk pattern
- Reflective signage
- Pedestrian plaza
- Building access points
- Ball field proximity to parking lots
- Bollards
- Human nature
- Bike lanes



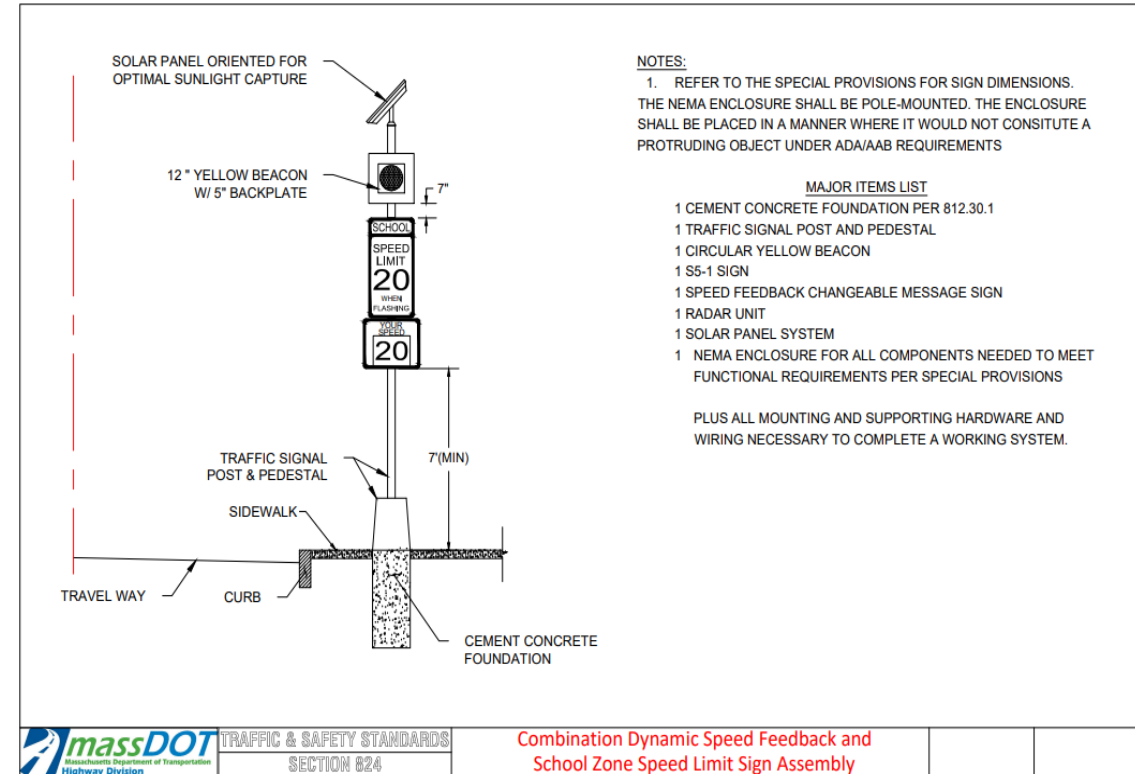
[https://safety.fhwa.dot.gov/ped\\_bike/step/docs/techSheet\\_RaisedCW2018.pdf](https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RaisedCW2018.pdf)

# Signage

- No Idling
- No dogs
- Shared property use
- School zone signage



**IMG** ANIMALS IN SCHOOL  
[https://z2policy.ctspublish.com/masc/browse/masterset/master/IMG/z2Code\\_IMG](https://z2policy.ctspublish.com/masc/browse/masterset/master/IMG/z2Code_IMG)



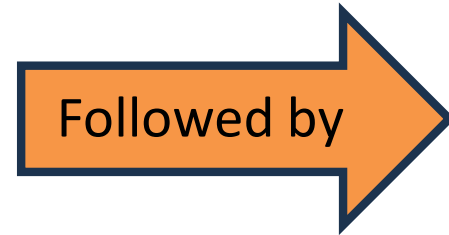
# Bike Racks



- Location(s)
- Style
- Covered
- Quantity

# Staggered Dismissals

*“True”* Walkers  
Bikers  
Bussed Students



Family  
Vehicles



# Bussing

- Dedicated bus lane
- Turning radius (AA)
- Length of queue area
- Egress accessibility
- Mass transit use
- Van use



# Family Vehicles

- Accommodations for queue length

# Parking

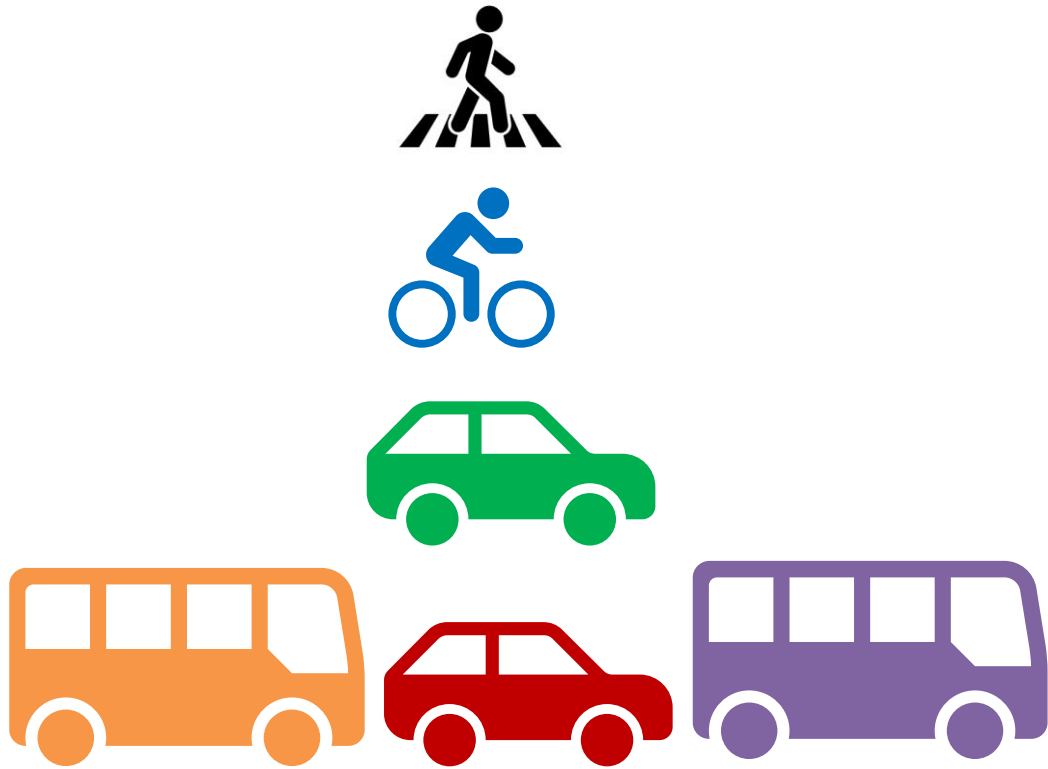
- Staff, visitors, handicapped
- Students
- Signage
- Shared community use



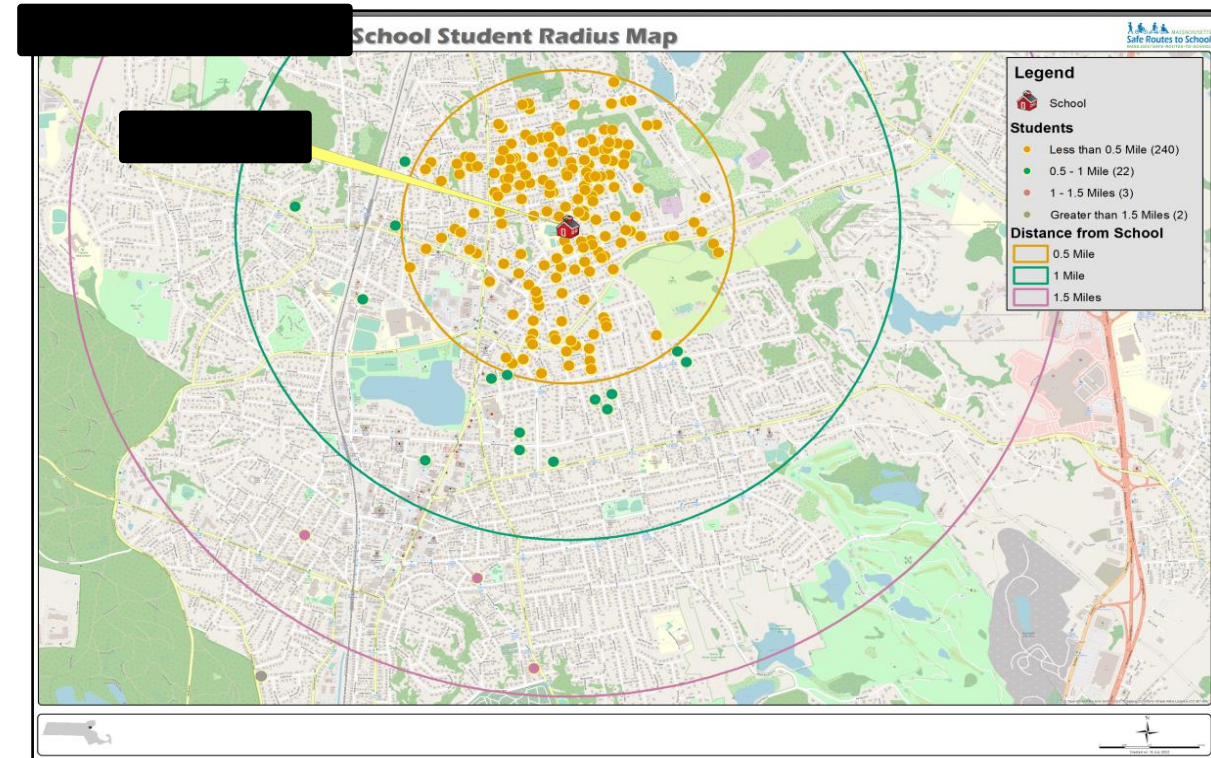
<https://www.lancerspiritonline.com/37378/opinion/editorial-new-traffic-pattern-keeps-students-safe/>



# Modal Count Assumptions



# Student Address Maps

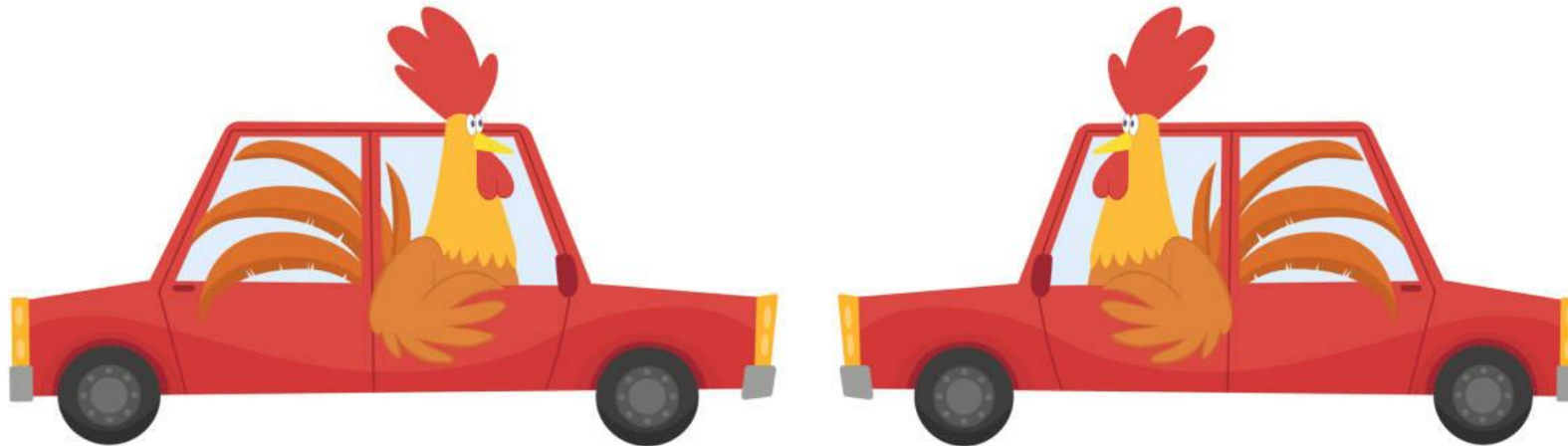




# *Mitigation & Construction Communication*

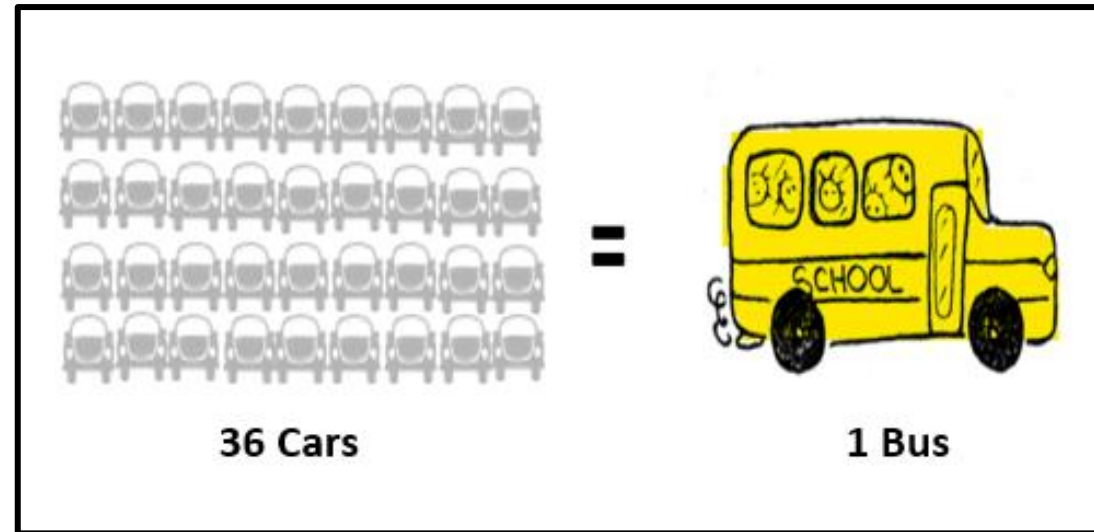
# Mitigation

- Conflict between two or more transportation modes
- Personnel training
- Need for staff or Crossing Guards to control modal flow



# School Construction Process

- Requires a *new school* circulation plan
- May require *phased current school* circulation plans, based on land and current building use
- Suggest highlighting bus ridership, if feasible





# School/District Website Documents

## BURLINGTON ELEMENTARY SCHOOL BUILDING COMMITTEE

[Home](#) [About](#) [Existing Conditions](#) [Official Documents](#) [Preliminary Design Program Options](#) [Agendas & Minutes](#) [More](#)

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Fox Hill Statement of Interest  
Fox Hill Feasibility Study Agreement  
Fox Hill Maintenance and Capital Planning Record  
Fox Hill Initial Compliance Certification  
Fox Hill MSBA Enrollment Agreement

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MSBA PDP Review Comments Cover Letter  
MSBA PDP Review Comments Attachment A  
1Facilities Assessment Subcommittee Guidance Memorandum  
MSBA's Staff Recommendation for 2018 STE Area Guidelines

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Criteria Matrix Results  
Fox Hill ES PDP Submission  
Fox Hill Enrollment Projections  
Fox Hill Educational Program (Draft)  
Fox Hill Space Summary (Draft)  
Fox Hill and Pine Glen Educational Program (Draft)

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Preliminary Geotechnical Report - 3/11/23

Fox Hill Facilities Audit - 3/27/17

Fox Hill 2021 AHERA Report

Fox Hill Hazardous Materials Report

Fox Hill Environmental Site Assessment

**Fox Hill Safe Routes to School Existing Plan**

Traffic Existing Conditions Report - April 2023

Fox Hill Traffic Assessment Progress Memo (June 2023):

*\*Further analysis will be required, the remainder of the study will be concluded after PDP\**

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Project Schedule 6/28/23

Total Project Budget Form

Total Project Budget Summary Form

PDP Estimate 6/21/23

Summary of Basis of Design Costs for PDP

<https://www.foxhillbuildingproject.com/>

# *School Policy*

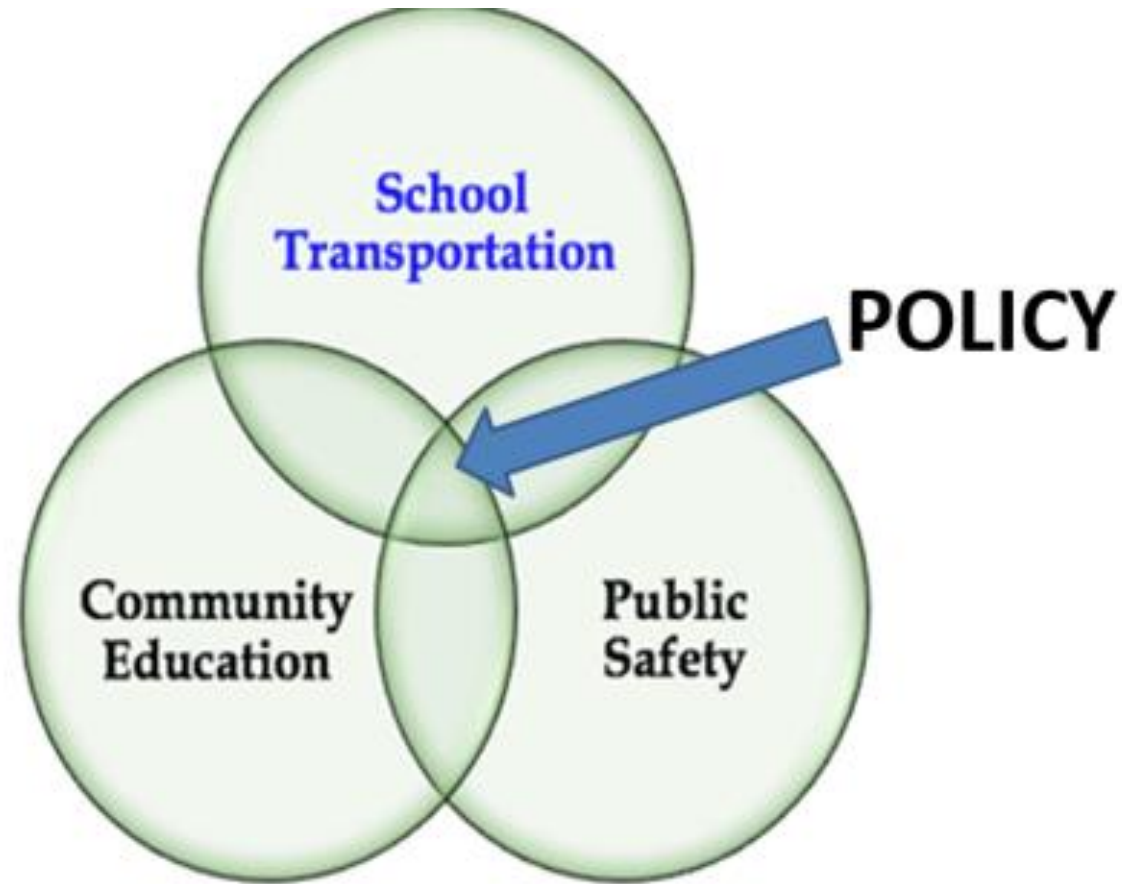
# Why Now? Safety

There is a **NEED** for sustainable transportation policies that encourage desired transportation modes.

- Perceived convenience with 2+ cars in most driveways
- Family vehicle queuing on public roadways
- Most school properties designed for walkers and buses, not family drivers and for less staff
- Family fees for most “extras” including school buses
- Everything climate change and carbon footprint
- New England Weather
- Backpacks and Chromebooks



# Policy sets the Foundation for Behavioral Change



# Policy Builds Uniform Expectations Across a District

Elementary-Middle-High

Policy Defines Preferred Behavior



# Wellness Policy – SRTS Active Transportation Amendments

<https://www.mass.gov/info-details/safe-routes-to-school-equity#school-wellness-policy-%E2%80%93-amended-active-transportation-language->

## *Use to codify the benefits of safe student active transportation*

- ✓ Municipal counterpart is Complete Streets Policy
- ✓ Current policies exist for school buses
- ✓ Partnered with Massachusetts Association of School Committees
- ✓ Includes language that:
  - Encourages walking and biking to school
  - Provides for appropriate infrastructure, resources



# Current School Traffic Safety & Mitigation Policy

 **Lexington Public Schools:**

<https://z2policy.ctspublish.com/masc/browse/lexingtonset/lexington/EEAC/z2Code EEAC>

**File: EEAC - TRAFFIC SAFETY AND MITIGATION**

The School Committee and administration strive to ensure overall safety of students, employees, and community members while on school property. The School Committee encourages walking, bicycling, school bus, carpool, and other means of mass transit to access school property. In addition, the School Committee is aware of and understands that traffic conditions on school property and subsequently residential streets abutting school property affect the neighborhoods' livability.

The goal of the School Committee Traffic Safety and Mitigation Policy is to improve safety by affecting driver behavior and the quality of life for residents, pedestrians, bicyclists, and motorists. In addition, it is to ensure that school traffic plans do not hinder quick response time for emergency service vehicles including fire trucks, police cars, ambulances, and large vehicles such as school buses and trucks used for providing essential municipal, school, and resident services.

# Current School Traffic Safety & Mitigation Procedure

## BLUE ZONE RULES FOR DROP-OFF



Mason-Rice School, Newton  
Blue Zone Video

<https://youtu.be/444yI5U2MT>

### Help Keep the Blue Zone Safe

The Blue Zone in front of the school (marked by a blue curb and blue signs) is an active pick up and drop-off area designed for our children's safety. We need everyone's cooperation to make school pick up and drop-off safe and efficient.

#### In the Blue Zone during designated hours:

- ✓ There is active loading and unloading only: adults should remain in car.
- ✓ Children should exit on the sidewalk side only, not out into the street.
- ✓ No parking, U turns, or double parking is allowed.
- ✓ By state law, no idling is allowed. Keep the air clean for young lungs!
- ✓ Follow the directions of crossing guards, school staff, and police.
- ✓ **Parents cannot escort their children to their classrooms.**

#### Is my child ready for the Blue Zone?

- ⊗ Does your child need help opening the curbside car door?
- ⊗ Does your child need "one last hug" before entering school?
- ⊗ Does your child resist getting out of the car at drop-off?
- ⊗ Does your child need help getting belongings into school?

#### If any of these statements are true, the Blue Zone isn't appropriate for you.

Your child must be able to exit the vehicle independently and promptly upon arriving at school and proceed to the school entrance. School staff will make sure that your child will safely arrive at his or her classroom after drop off.

#### What if we can't use the Blue Zone?

- ✓ Park on neighborhood streets, but observe all parking restriction signs and yellow curbs. Do not block driveways or curb cuts. Cross safely.
- ✓ Consider dropping off your child along safe walking routes further away from the school.
- ✓ Always watch for other parents and kids crossing the street.
- ✓ Consider walking, biking, or participating in a carpool on as many days as possible.

We want every child to arrive at school and get back home safely. Patience, courtesy and understanding help make things go smoothly and set a good example for our students. Thanks for doing your part!

Newton Safe  
Routes to School

Proudly partnering with  
MASSACHUSETTS  
Safe Routes to School

2019-01-08

# *Draft SRTS School Transportation Safety & Mitigation Policy*

***Use to codify circulation evaluation criteria used for traffic safety and mitigation on school property***

- ✓ Goes beyond current smart growth design practices followed by MSBA guidelines or LEED design
- ✓ Template for policy makers to clarify their expectations
- ✓ “If you build it, they will come”
- ✓ Set best practice standards for new construction

# Proposed SRTS School Transportation Safety & Mitigation Policy



## School Transportation Safety and Mitigation Policy

While on school property, the general safety of students, staff, and the community is an overarching commitment of any public school district. Supporting active transportation and managing school travel mode interactions on and abutting school property prioritizes the health and safety of students and strengthens equitable opportunities for sustainable travel across all \_\_\_\_\_ Public Schools. In addition to public safety vehicles, walkers, bicyclists, school bus/van riders (where applicable), carpools, and other means of mass transit should have preferred access to school property. Mitigation includes the management of points of conflict between all transportation modes.

### Purpose

The adoption of a universal school transportation policy that codifies criteria used for transportation safety and mitigation on and abutting \_\_\_\_\_ school property will improve the safety and equity of all modes of student arrival and dismissal through:

- separation of transportation modes;
- proper use of regulatory and informational signage;
- dedicated arrival/dismissal use of the school's front entrance;
- uniform arrival and dismissal planning and communication;
- encouragement of desired student transportation modes.

Such transportation policy elements will be in keeping with smart growth school building design and construction practices utilized under Leadership in Energy and Environmental Design<sup>1</sup>, Massachusetts School Building Authority guidelines<sup>2</sup>, municipal Complete Streets Policy<sup>3</sup>, and \_\_\_\_\_ Public

<sup>1</sup> 2020 U.S. Green Building Council, Leadership in Energy and Environmental Design <https://www.usgbc.org/resources/leed-v41-om-beta-guide>

<sup>2</sup> Massachusetts School Building Authority, [https://www.massschoolbuildings.org/programs/model\\_school](https://www.massschoolbuildings.org/programs/model_school)

<sup>3</sup> Massachusetts Complete Streets Policy, <https://www.mass.gov/files/documents/2018/08/13/FundingProgramGuidance.pdf>



### Schools Wellness Policy<sup>1</sup>.

#### School District Responsibilities On and Abutting School Property

- The School Committee and school administration are responsible for school transportation safety and its mitigation on and abutting school property.
- School principals act as school property managers, implementing policy and operational procedures for the safe and appropriate transfer of arriving and departing students.
- Students, parent/guardians, staff, and the community are responsible for following all posted school transportation safety policies, regulations, and procedures.

#### School Transportation Safety and Mitigation Process

- Superintendents/designees will monitor the implementation of the policy and provide necessary support to principals and facilities/designee.
- Superintendents/designees will be appointed to the municipality's Transportation Safety Group or similar staff-orientated municipal working group.
- Principals will implement the policy through individual school building arrival and dismissal procedures.
- Change to a school's arrival /dismissal plan must be reviewed by the municipality's Transportation Safety Group or similar before being approved by the School Committee and implemented by the school principal.

#### Separation of Transportation Modes

- All efforts will be made to implement a school circulation plan where pedestrians, bicyclists, buses, and family vehicles have minimal interaction with each other. All efforts will be made to limit the areas of conflict between transportation modes on school property.
- Where appropriate, trained staff and/or engineering methods will be utilized to increase safety in areas of modal interaction. Any trained staff assisting in arrival and dismissal will be identified

<sup>1</sup> School Wellness Policy, \_\_\_\_\_



ements that meet ANSI 107 (OSHA) requirements and by using hand-signaling  
entral traffic.

### Signage

asonable, signage and pavement markings used on \_\_\_\_\_ Public Schools  
rty will be Manual on Uniform Traffic Control Devices (M.U.T.C.D.) compliant.  
mpliant No Idling signage will be used on all school properties.

If signage can be used to augment M.U.T.C.D. signage and pavement markings,  
g that these are not enforceable by the police.

on and parking regulations promulgated by the Commonwealth of Massachusetts  
n/City of \_\_\_\_\_ are enforceable by police on school property.  
iven by school designated traffic personnel must be followed by families and staff.

### Planning and Communication

l and dismissal plans will include a map identifying the location of all student  
n modes on school property; text of the arrival and departure procedure; and  
if modal transportation locations differ for arrival versus dismissal, two maps may

l and dismissal plans will be published on the school website and school

They will be reviewed annually by the principal and superintendent/designee to the  
s Transportation Safety Group or similar.

e development of any school arrival and dismissal plan will include input from  
rotation, the building principal, police, Department of Public Works, Town  
building facilities, and a Massachusetts Safe Routes to School representative.  
will be posted on the district calendar and school web sites.

### Desired Student Transportation Modes

ossible, any \_\_\_\_\_ Public School's front entrance will be used for pedestrians,  
ed students, handicapped accessibility, and public safety.



in proximity to the school's front door.  
give first preference to pedestrians, bicyclists, and

<sup>1</sup> FHWA, State Supplement, Massachusetts  
F. 1.9M8) <https://www.fhwa.dot.gov/>

<https://www.mass.gov/info-details/about-bicycles-in-massachusetts-law>

<https://www.mass.gov/info-details/about-bicycles-in-massachusetts-law>

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<https://www.mass.gov/info-details/about-bicycles-in-massachusetts-law>



# *Examples of SRTS*

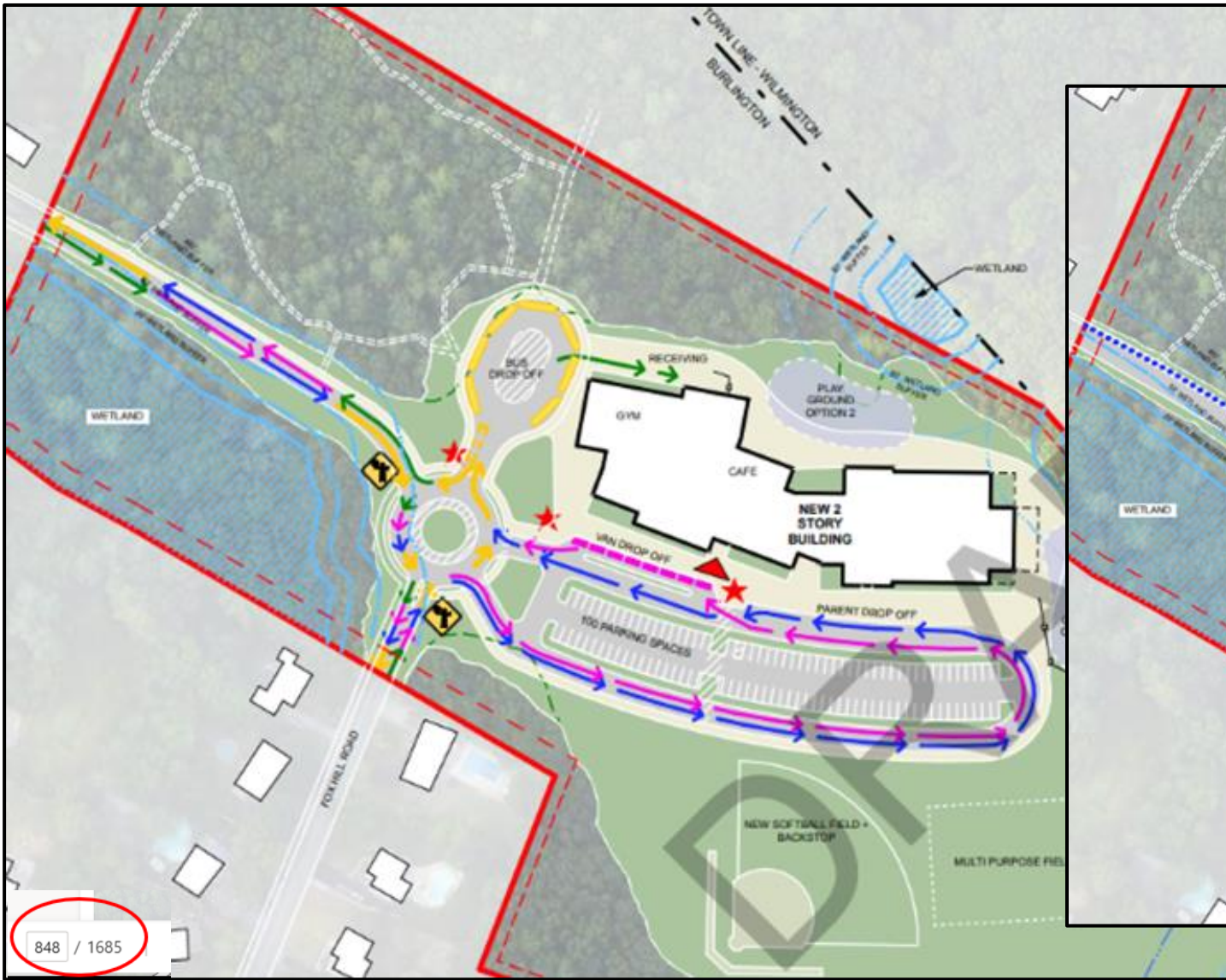
## *Exterior Circulation*

### *Site Planning*



<https://sites.google.com/walthampublicschools.org/waltham-high-building-project/home>

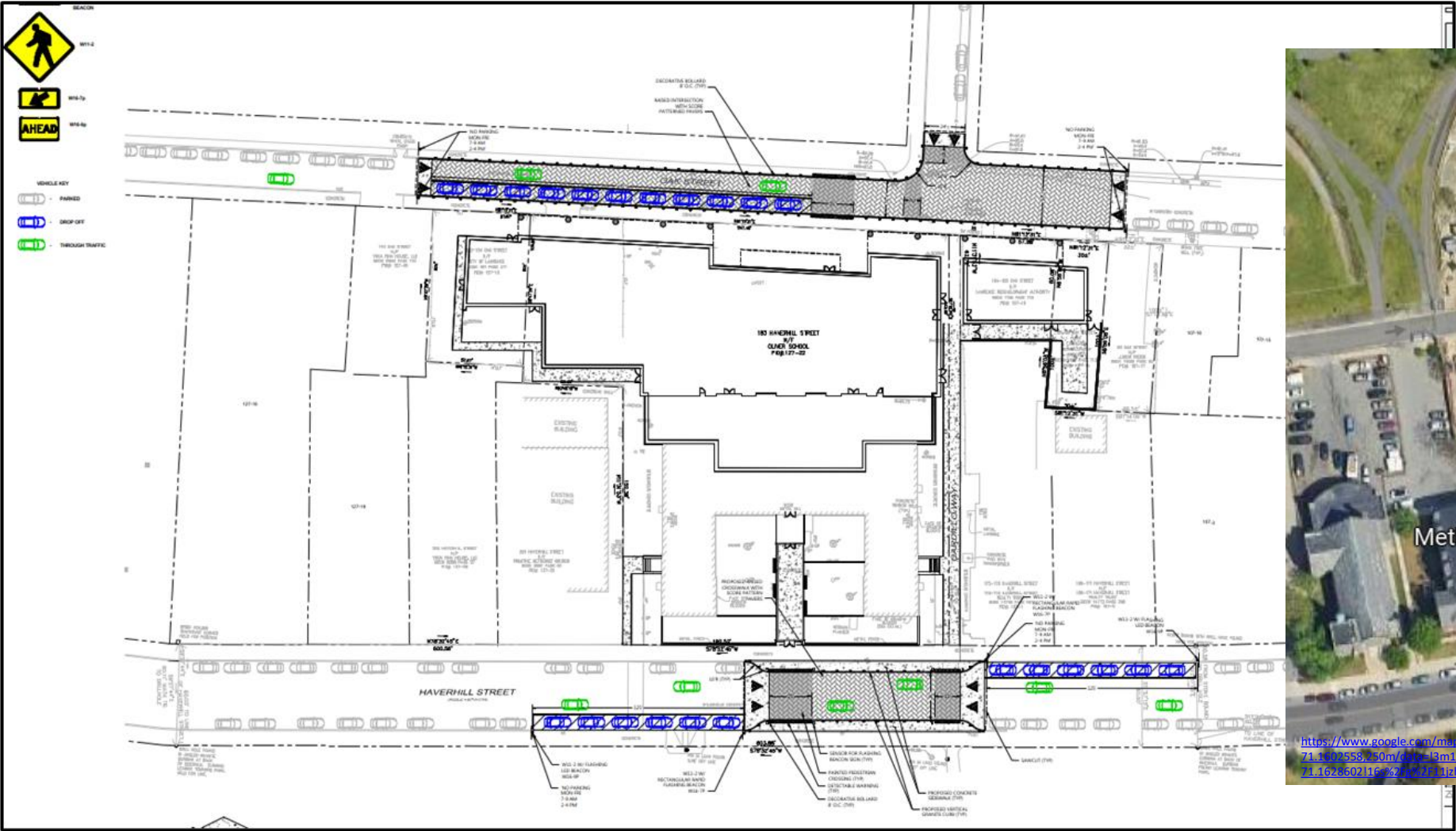




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<https://www.foxhillbuildingproject.com/>



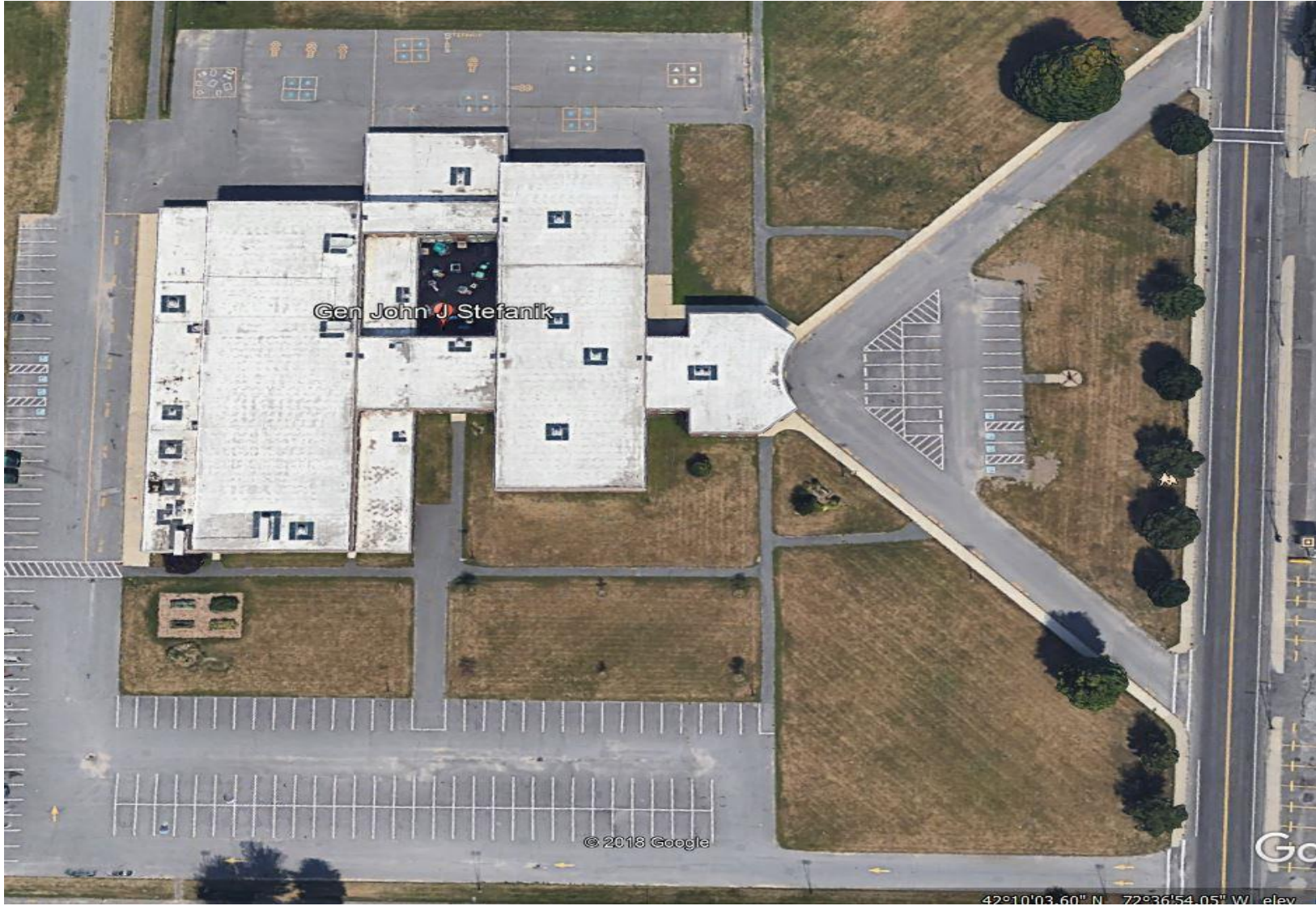




# After Policy Improvements







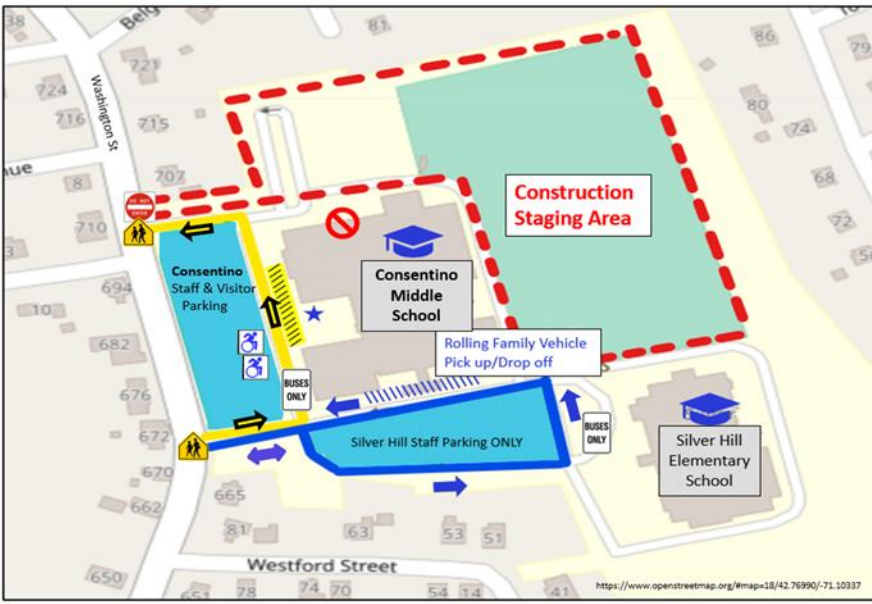
## Arrival & Dismissal Plan Silver Hill School August 2023

- Legend**
- ★ Bike Racks
  - Buses & Vans ONLY**
  - ||||| Rolling Family Vehicles
  - Staff Parking**
  - ➔ One Way
  - 🚶 Crosswalks
  - 🚧 Construction Vehicles ONLY
  - 🚫 North Entrance CLOSED



## Arrival & Dismissal Plan Consentino Middle School October 2023

- Legend**
- ★ Bike Racks
  - Buses & Vans ONLY During Arrival & Dismissal**
  - ||||| Rolling Family Vehicles
  - Staff Parking**
  - ➔ One Way
  - 🚶 Crosswalks
  - 🚧 Construction Vehicles ONLY
  - 🚫 North Entrance CLOSED



# Phased Arrival/Dismissal Plan

## Arrival & Dismissal Plan: Consentino Middle School **Safety is #1 During Construction**

Please be mindful of crosswalk, sidewalk, parking lot, and roadway safety.

Follow BOTH Silver Hill and Consentino traffic patterns.

For everyone's safety, all adults must use the front door and sign-in at the main office.

### School Hours

- 8:05 a.m. - 2:45 p.m.

### Arrival

- 8:05 a.m. - Breakfast program
- 8:05 a.m. - Students enter the building

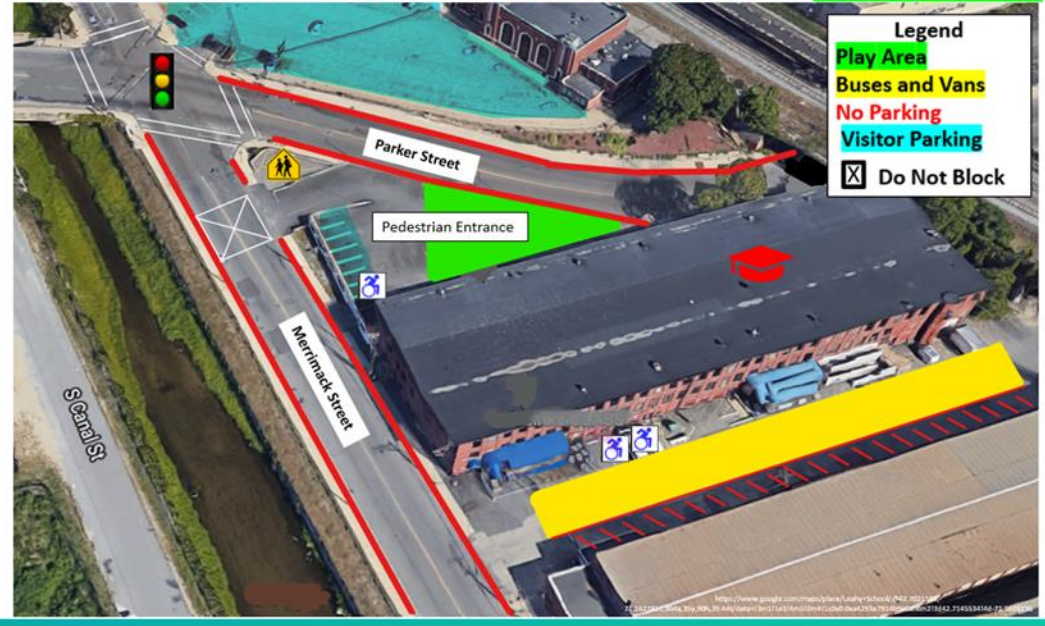
### Dismissal

- 2:45 p.m.

- ✓ **Walkers** - Please enter through the front entrance.
- ✓ **Bikers** - Racks are located near the front entrance. Students enter through this entrance.
- ✓ **Buses, Vans, and Permitted Vehicles** - Only use the designated bus lane in front of the school. Students enter through the front entrance.
- ✓ **Family Vehicles** - This site has LIMITED parking which is reserved for staff and handicapped parking only. These spaces are NOT to be used for school scheduled arrival/dismissal.
  - ONLY use the rolling Drop-Off/Pick-Up area at the side entrance
  - Do NOT drop-off or pick-up in the Silver Hill parking lot or bus lane
  - Do NOT use the Silver Hill parking lot to access the rolling Family Vehicle area
  - Do NOT park near crosswalks or private driveways
  - Yield to pedestrians and Crossing Guards in crosswalks
  - Do NOT jaywalk or cross midblock
  - Do NOT park in posted "NO PARKING" areas

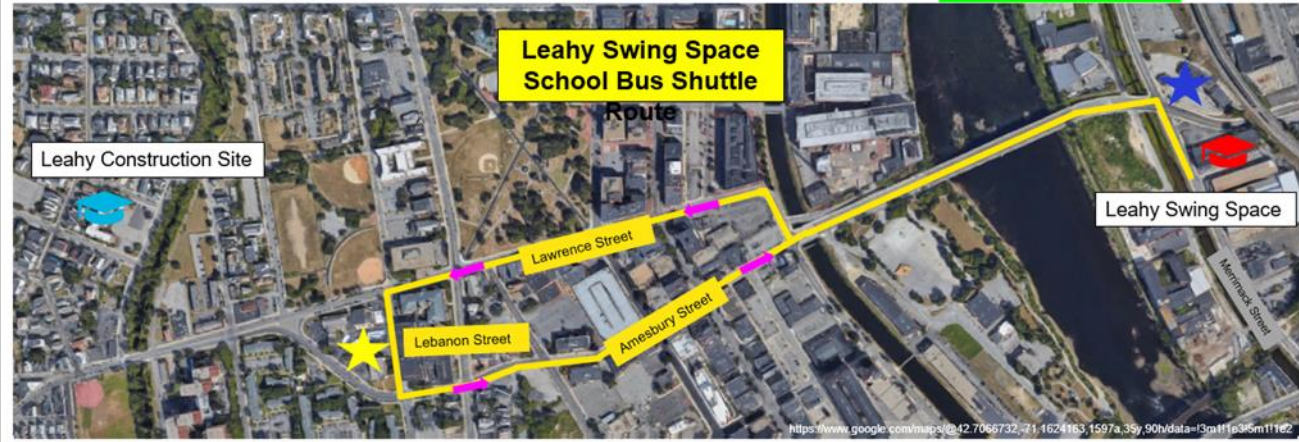


## Arrival & Dismissal Plan: Leahy School Swing Space Thru Nov 2022



# Phased Arrival/Dismissal Plan

## Arrival Dismissal Plan: Leahy School Swing Space Thru Nov 2022



## Arrival & Dismissal Plan: Leahy School Swing Space Thru Nov 2022

Please be mindful of crosswalk, sidewalk, parking lot, and roadway safety.

For everyone's safety, all adults must sign in at the main office via the One Parker Street parking garage roof entrance.

### School Hours

- 7:50 a.m. - 2:50 p.m.

### Arrival

- 7:40 a.m. - Breakfast program
- 7:50 a.m. - Students enter the building. Students arriving after this time will be marked tardy and will need to sign-in at the main office.

### Dismissal

- 2:50 p.m.

The use of school buses from/to the Lebanon Street is encouraged

- ✓ **Walkers** - Please enter through the ramp at one Parker Street
  - Do not congregate on the sidewalks or the garage ramp
  - Students enter through the main entrance
- ✓ **Buses, Vans, and Permitted Vehicles** - Only use the designated bus lane in the 55 Merrimack Street shared driveway. Students enter through the shared driveway entrances.
  - Do NOT drop off or pick up on Merrimack Street
  - Do NOT park near crosswalks or private driveways
  - Yield to pedestrians and Crossing Guards in crosswalks
  - Do NOT make U-turns or jaywalk
  - Do NOT park in posted "NO PARKING" areas
  - Obey the traffic signals
- ✓ **Family Vehicles** - This site has LIMITED parking which is reserved for visitor and handicapped parking only. These spaces are NOT to be used for school scheduled arrival/dismissal. Consider using designated satellite parking areas.
  - Do NOT drop off or pick up on Merrimack Street
  - Do NOT park near crosswalks or private driveways
  - Yield to pedestrians and Crossing Guards in crosswalks
  - Do NOT make U-turns or jaywalk
  - Do NOT park in posted "NO PARKING" areas
  - Obey the traffic signals

✓ **Changes to Dismissal** - The front office requires a written note.

**School Bus Shuttle**

**Departs:** St. Anthony Church/Lebanon Street at 7:10/7:30 a.m.\*

**Arrives:** Lebanon Street at 3/3:20 p.m.\*

\*According to your student's bus pass

For those who need to drive to the bus stop, please do not park on Lebanon

*Always arrive 5 minutes early for your student's bus*

**Family Vehicle Designated Areas**

- Old Station Square parking lot
- South Lawrence Public Library, 135 Parker St

### Student Safety is #1

- Leahy Site Restrictions:
- No family vehicle area
  - Limited pedestrian space





# *Take Aways*

**Exterior Circulation Planning should occur  
BEFORE the Construction Phase**

**SRTS Role: Educating School Committees and School Building Committees to define their circulation planning criteria**

**SRTS Tools: Wellness Policy Active Transportation Amendments  
*Draft* School Transportation Safety & Mitigation Policy  
Arrival/Dismissal Plans & Reports  
Site Planning Guidance**

# Supporting Our Student Commuters





**Judith Crocker, Statewide Coordinator**

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#781-454-6617



[www.facebook.com/SafeRoutes.MA](https://www.facebook.com/SafeRoutes.MA)



[www.twitter.com/SafeRoutes\\_MA](https://www.twitter.com/SafeRoutes_MA)



[www.instagram.com/srts\\_ma/](https://www.instagram.com/srts_ma/)



[www.linkedin.com/company/ma-safe-routes-to-school](https://www.linkedin.com/company/ma-safe-routes-to-school)

# Resources

## Massachusetts Safe Routes to School

<https://www.mass.gov/safe-routes-to-school>

## Safe Routes to School National Partnership

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

<https://www.saferoutespartnership.org/>

## MassDOT Municipal Resource Guide for Walkability

MassDOT created this Guide to help municipalities address some of the most common questions and challenges regarding walkability.

[https://www.mass.gov/files/documents/2018/09/17/MunicipalResourcesGuideForWalkability\\_2018-08-24.pdf](https://www.mass.gov/files/documents/2018/09/17/MunicipalResourcesGuideForWalkability_2018-08-24.pdf)

## MassDOT Complete Streets Program

The MassDOT Complete Streets Funding Program provides technical assistance and construction funding to eligible municipalities. Eligible municipalities must pass a Complete Streets Policy and develop a Prioritization Plan. All Program news, guidance, and registration information are available through an online Portal.

<https://www.mass.gov/complete-streets-funding-program>

## Manual on Uniform Traffic Control Devices

The Federal Highway Administration's guide to traffic control devices for all public streets, highways, bikeways, and private roads open to public travel.

<https://mutcd.fhwa.dot.gov/>

## Traffic Safety Grants

<https://www.mass.gov/service-details/traffic-safety-grants>

## Mass DEP Green Team

THE GREEN TEAM is an interactive educational program that empowers students and teachers to help the environment through waste reduction, recycling, composting, energy conservation and pollution prevention. Participating classes receive certificates of recognition and are eligible to win awards.

<https://thegreenteam.org/>

## Massachusetts Anti-Idling Law

This state law outlines that any vehicle idling for more than five minutes is excessive. Many Massachusetts communities have stricter local by-laws.

<https://malegislature.gov/laws/generallaws/parti/titlexiv/chapter90/section16a>

## Massachusetts Handsfree Law

<https://malegislature.gov/laws/generallaws/parti/titlexiv/chapter90/section12a>

## Massachusetts Bicycle Laws

These laws require following rules of the road and helmet use for youth aged 16 or younger.

<https://www.mass.gov/info-details/massachusetts-law-about-bicycles#massachusetts-laws->

## Massachusetts School Zone Law

The school zone is defined as a 300-foot radius of the real property comprising a school property.

<https://malegislature.gov/Laws/GeneralLaws/PartI/TitleXV/Chapter94c/Section32j>

## MassTrails Grants

MassTrails provides matching grants to communities, public entities and non-profit organizations to design, create, and maintain the diverse network of trails, trail systems, and trails experiences used and enjoyed by Massachusetts residents and visitors. Applications are accepted annually for a variety of well-planned trail projects benefiting communities across the state.

<https://www.mass.gov/guides/masstrails-grants>