

Source: City of Nome, crash data

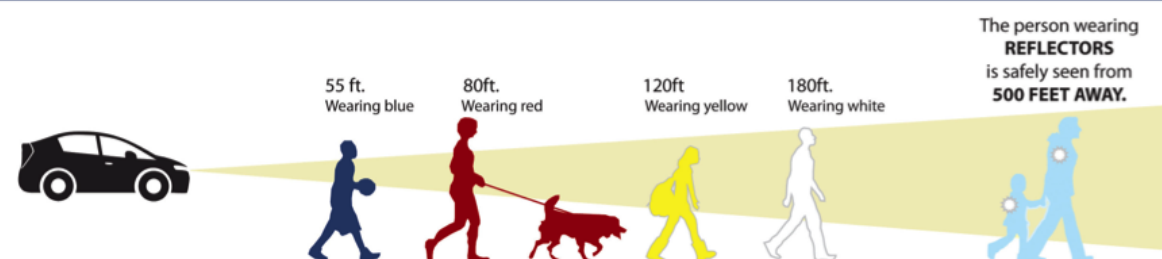


KIDS THAT WALK OR BIKE TO SCHOOL **CONCENTRATE** BETTER

Children who walk or cycle to school rather than being driven by their parents have an increased power of concentration, and the effect of this 'exercise' lasts all morning! Read more at: <http://www.saferoutesinfo.org/about-us/newsroom/national-bike-school-day-2013-registration-now-open>

BE SAFE. BE SEEN.

Why wearing white is **NOT** enough



ENGINEERING

- Improve school parking lot flow and clearly announce changed traffic pattern
- Provide flashing school warning signs
- Establish crosswalks at 5th and K
- Increase lighting on routes to school, like 6th
- Clearly sign bus stops, construct shelters
- Apply more gravel at 4-way stops
- Fix snow drift problems

EDUCATION

- Form education committee, working with NSHC Injury Prevention Program
- Create Nome safety video
- Tailor Safe Routes safety tips for Nome
- Discuss route safety in PE classes
- Develop community education program
- Educate public about bus stops
- Use multiple ways to educate public
- Announce safety tips in newsletter

ENCOURAGEMENT

- Encourage reflectors/headlamps
- Organize walking school bus
- Continue to hold events like bike rodeo

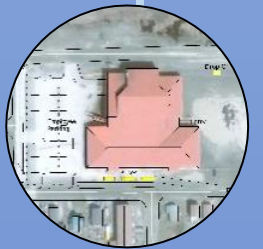
ENFORCEMENT

- Enforce loose dog regulations
- Hire crossing guards (consider Jr. ROTC, Seniors)
- Provide whistles for crossing guard
- Police monitor school in morning
- Make ½-mile radius around school a "school zone" and enforce speed limits
- Enforce School Zone speed limits

EVALUATION

- Redistribute survey after improvements
- Conduct and compare bicycle and walking audits
- Review accomplishments on regular basis
- Develop and monitor a SRTS Action Plan

OUR PRIORITIES — THE “E’S”



Nome Safe PLAN

Routes 2 School



THE GOAL

To improve school transportation safety, reduce traffic conflicts, and increase the number of students walking or bicycling to school.

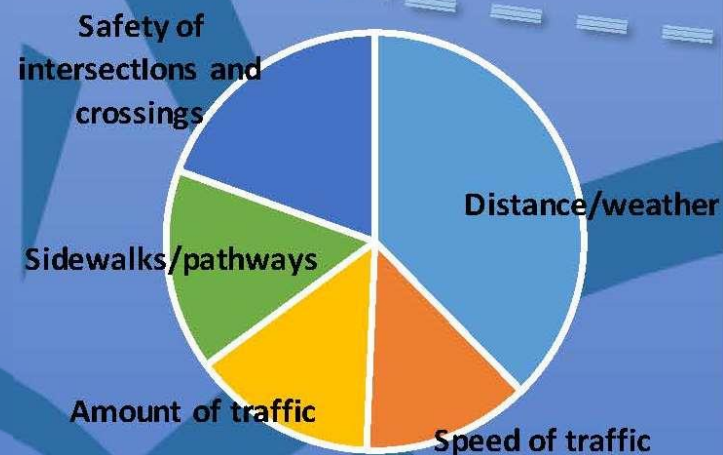
IDENTIFYING ISSUES & ESTABLISHING PRIORITIES

In the fall of 2013, Nome Eskimo Community received a state grant to develop a Safe Routes to School Plan for Nome Elementary School and kick start a program to improve conditions for students walking and biking to school. They formed a steering committee made up of representatives from agencies, individuals within the Tribe, the City of Nome, Kawerak Inc., the Alaska Department of Transportation and Public Facilities (ADOT&PF), Norton Sound Health Corporation, the PTA, and the Nome School District. After researching local, state and federal documents, and conducting interviews, planners worked with the Steering Committee to identify barriers and hazards:

- Congested drop-off and pick-up process, with no separation between motorized and non-motorized traffic, causing potential conflicts and air pollution
- Missing or insufficient walkways
- Crossing streets and intersections hazardous- no delineated crosswalks around the school
- Insufficient lighting and signage
- Dangerous driving and speeds on streets with limited enforcement
- Lack of bus shelters and signage
- Poor visibility of children walking in the dark
- Kids walking in street due to lack of snow removal and unfenced dogs
- Limited walking/bicycling education or encouragement events

These issues assisted in developing priorities around the following subject areas: education, engineering, encouragement, enforcement and evaluation. These "5 E's" were compiled by the Safe Routes to School Steering Committee, with input gathered at a public meeting held on December 12, 2013. Some actions identified (listed on the reverse) can be realized at no or relatively low cost, while others will take more resources and face funding challenges. It is the intent that the Steering Committee use these priorities and work with local, state and federal entities to see that they become a reality and that the Safe Routes to School Program continues well into the future.

Major Issues Affecting Walking or Bicycling to School



STUDENT SURVEY

Nome Elementary School teachers distributed parent surveys and received 58 responses, representing families with a total of 98 students K through 8th grade. The survey, which took place in September 2013, was modeled after a national *Safe Routes to School* survey that asked questions about student travel patterns and parental perceptions of school travel. Planners used the survey to identify issues and opportunities to improve student travel and increase walking and bicycling to school. It is also intended to be repeated after improvements are made to evaluate the program's success.

The survey revealed that parents are more likely to drive their children to school in the morning and are concerned about allowing their children, particularly the youngest children, to ride their bicycle or walk to school. One of the primary reasons after weather and distance concerns is unsafe intersections, followed by lack of sidewalks or pathways, amount and speed of traffic (see chart).

WALKING AND BICYCLING AUDIT

Observations of student travel occurred on the sunny morning and afternoon of October 1, 2013. Additional wintertime observations occurred on November 13 and December 12 with similar pedestrian and vehicular patterns observed. A tally was made of walkers and cyclists as seen from the parking lot of the school, confirming that more children are dropped off in the morning than are picked up in the afternoon and the younger children, dismissed at 2:00 pm, are less likely to walk or bike. The following observations were made during the October 1, 2013 audit:

	5th W	5th E	K St S	K St N	E. Nugget Alley	Total
7:30 – 8:00 AM						
Walkers	14					14
Cyclists	7					7
MORNING TOTAL	21	0	0	0	0	21
2:00 2:30 PM						
Walkers	13	4	4		10	31
Cyclists						
2:30 – 3:00 PM						
Walkers	12		9	2	10	33
Cyclists	5	2				7
AFTERNOON TOTAL	30	6	13	2	20	71

