



# City of Pearland, Texas

## Safe Routes to School Plan

### 2014



with specific recommendations for the following selected schools: Challenger Elementary School, Carlestown Elementary School, Cockrell Elementary School, Glenn York Elementary School, Harris Elementary School, Lawhon Elementary School, Pearland South Junior High School

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**TBD**



## 1. Introduction

### ***Safe Routes To School (SRTS)***

The term “Safe Routes to School” was first used in Denmark in the late 1970s as part of a very successful initiative to reduce the number of children killed while walking and bicycling to school. Safe Routes to School (SRTS) spread internationally, with programs springing up throughout Europe and in Australia, New Zealand, Canada, and the United States.

Research on the safety of children walking and bicycling to school began in the U.S. in the early 1970s and was highlighted by release of the US DOT publication “School Trip Safety and Urban Play Areas” in 1975. The first modern Safe Routes to School program in the U.S. began in 1997 in the Bronx, N.Y. In 1998, Congress funded two pilot SRTS programs through the US DOT. The National Highway Traffic Safety Administration (NHTSA) issued \$50,000 each for Safe Routes to School pilot programs in Marin County, California and Arlington, Massachusetts. Within a year after the launch of the pilot programs, many other grassroots Safe Routes to School efforts were started throughout the United States.

Efforts to include a larger SRTS program in federal legislation began in earnest in 2002. In 2003, the League of American Bicyclists organized the first meeting of leaders in pedestrian and bicycle issues to talk about Safe Routes to School and how a national program might work. At the same time, a number of states were developing their own SRTS programs, continuing to build momentum for the movement.

In July 2005, Congress passed federal legislation that established a National Safe Routes to School program to improve safety on walking and bicycling routes to school and to encourage children and families to travel between home and school using these modes. The program, which was signed into law in August 2005, dedicated a total of \$612 million towards SRTS from 2005 to 2009. The Federal Highway Administration administered the Safe Routes to School program funds and provided guidance and regulations about SRTS programs. Federal SRTS funds were distributed to states based on student enrollment, with no state receiving less than \$1 million per year. SRTS funds could be used for both infrastructure projects and non-infrastructure activities. The legislation also required each state to have a Safe Routes to School Coordinator to serve as a central point of contact for the state.

Safe Routes to School programs operate in all 50 states and D.C. With legislative extensions, the Federal Safe Routes to School Program has apportioned nearly \$1.15 billion to states as of September 30, 2012. These funds have benefited or will benefit more than 14,000 schools. In July 2012, Congress passed a transportation bill: Moving Ahead for Progress in the 21st Century (MAP-21). Beginning in October 2012, SRTS activities were eligible to compete for funding alongside other programs, including the Transportation Enhancements program and Recreational Trails program, as part of a program called Transportation Alternatives (TAP).

### ***Pearland, Texas***

Pearland, Texas is located immediately south of the southern limits of the city of Houston along what is known in the area as the “288 Corridor,” based on its adjacency to State Highway 288. Pearland is known primarily for its rapid growth, as it now resides among the top two fastest growing cities in the State of Texas, and among the nation’s top 15. Its population has more than tripled in the past 13 years, increasing by 66,360 people since the year 2000. With a current population of just over 104,000, it has become an important suburban community that supports the residential needs of citizens throughout the southeast region of the State of Texas.

As Houston’s closest suburb, and being located directly south of the city, Texas Medical Center employees make up a considerable segment of the Pearland population. Additionally, Pearland is mainly a “bedroom community” and therefore is mostly comprised of families. As a result, primary and secondary school populations make up a significant part of the population, with almost 30 percent of Pearland residents being identified as 18 years of age and younger in the 2010 U.S. Census. Two school districts mainly serve the Pearland population with primary and secondary schools – Pearland Independent School District and Alvin ISD. In addition, Pearland ISD provides school administration services for the Brookside Village community – a small city within the boundaries of the City of Pearland.

Pearland ISD serves the schools of the city of Pearland, with a student population of approximately 20,000, comprised of a diverse representation of ages, genders, races, nationalities, and backgrounds. Alvin ISD serves the west side of Pearland residents in the Shadow Creek Ranch area of town, as the City ultimately grew to annex portions of unincorporated lands that AISD was already in place to serve.

These overlapping characteristics of local boundaries, diverse citizens, rapid growth, and a mix of aging and improved infrastructure, have made for an interesting challenge for our local leaders. However, a mixture of interlocal agreements, mutual aid policies, regional planning, economic development strategies, responsive growth, and innovative local management have all played a substantive role in making sure the City not only grows accordingly, but also improves as it does so.

One challenge that the fast-paced growth of our city contends with relates to the number of new school and neighborhoods that have come to exist in Pearland. While roads, bridges and other transportation routes have flourished with the new growth, pathways for hiking and biking are often part of an aged system of sidewalk and drainage infrastructure or are non-existent and open ditches or unpaved areas prevail.

Combine these factors with a culture of transit that is very much “Texan,” and the perfect storm exists for traffic jams, environmental pollution, obesity, and safety impediments along the routes that parents rely on for their children to get to and from school each day. Pearland, therefore, has selected to embark on the development of a viable, research-based, living plan that will ultimately attempt to foster safer, more available, and continuous routes to schools.

### ***Local Population***

The City of Pearland boasts as one of the top two fastest growing cities in the State of Texas, and is ranked 15<sup>th</sup> nationwide, as it has increased population from 37,640 in 2000 to more than 91,000 as of the 2010 U.S. decennial census. In 2012 U.S. Census estimates indicated there to be 96,294 people in Pearland, but at the time of this report, local demographic research shows our population to exist at around 104,000. Conservative estimates suggest that by the year 2025, Pearland will be home to more than 200,000 citizens.

Diversity is one of the most prolific statistical notations about our city, as minority and ethnic nationality groups have grown increasingly since the year 2005. Asians have increased by 252 percent since the year 2000, and Hispanics now make up 20 percent of the Pearland population. Sixteen percent of the city's makeup is Black or African-American, exceeding the State average by 4.5 percent.

Growth in Texas cities is clearly attributable to the stronger growth in Texas' energy markets and the petrochemical industry. Lower housing costs, family formation, and less burdensome costs of living provide the region with the "perfect storm" for booming increases in residential population.

### ***Problem Statement***

Disconnects, trip hazards, and a vehicular culture that prevails throughout the Sun Belt states negatively affect our ability to foster customs such as walking or biking to and from school in a significant, community-wide fashion. Cultural and tangible impediments are the two major elements preventing communities such as ours from developing social norms that promote environmentally-friendly modes of transportation.

Pearland is no different. As a rapidly growing city, transit deficiencies, widespread geography, and a highly residential community, there are significant difficulties garnering support for the importance of walking or biking to school, as opposed to vehicle drop-offs and pick-ups.

The impetus for the Safe Routes To School (SRTS) program is highly self-explanatory – making the roadways, walkways and other pathways children and their families utilize to get to and from schools accessible, available, and safe. Often referred to as "alternative" modes of transportation, there is a strong sense that society must reach a "tipping point" in which driving is actually more of an alternative than walking and biking to school.

However, there exists a culture, particularly in the State of Texas, where the span of distances our local landscape requires us to cover in our daily comings and goings is significant. This is true throughout the "Sun Belt." Therefore, in addition to the need for improvements in infrastructure, a socio-cultural change in community norms and beliefs must also occur.

This plan emphasizes the important factors that will be considered as Pearland formally pursues its efforts to make our community safer for those who will walk or bike to/from school, and as we work together to encourage more people to do so.

### ***Policy Statement***

Each of the Elementary, Middle and Junior High schools in our Districts are committed to providing for, to the extent feasible, and promoting *physically* active transportation, such as walking and bicycling, for a safe and enjoyable trip to school. This Safe Routes to School Plan aims to address the issues that will impede active transportation and seeks to strategically solve these problems by implementing a Safe Routes to School program.

While the City of Pearland has taken on the task of commissioning and coordinating the development of this plan, it is within the guise of a collaborative partnership that involves leaders and designated official representatives from the respective school districts involved in the administration of education services to citizens of Pearland.

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

- We highly value student physical activity and health.
- We want to improve the air quality and environment around our schools.
- We wish to improve unsafe or insufficient walkways, bikeways, and crossings.
- We are committed to reducing speeding and reckless driving near schools.

## **2. The Safe Routes to School Team**

We believe that a diverse Safe Routes to School Team develops the most successful Safe Routes to School Plan. 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 stakeholders on our team include:

- **School Board Members and District and School Administrators** who provide leadership on student health and student safety, develop policies to support safe and active transportation, and oversee implementation and evaluation of results;
- **District Student Transportation Staff** who recommend and implement student transportation programs and conduct the evaluation of results;
- **Teachers** at each school who observe student behaviors and monitor student transportation activities on the school grounds
- **Crossing Guards** who observe student behaviors and monitor student transportation activities at the transitions between local streets and school grounds;
- **City Parks & Recreation Department** personnel that develop and implement programs, activities, state-of-the-art facilities, and public infrastructure designed to promote healthy lifestyles through recreation and athletics;

- **Law Enforcement Department** personnel who educate the public about school zone traffic regulations, provide enforcement in school zones, and address crime and traffic dangers around schools;
- **City Engineering & Capital Projects Department** personnel who provide infrastructure planning assistance, fund and construct infrastructure improvements;
- **City Public Works Department** personnel who provide infrastructure maintenance, planning assistance, funding, and construction services.
- **Parents** who are concerned about the safety of their children and make choices about the transportation of their student;
- **Students** of our schools who participated in surveys about their journey to and from school and helped identify issues
- **Local and Regional Health Departments** who support active transportation as part of public health for citizens, young and old; and
- **Local Businesses** which are supportive of the activities and programs of our schools.

The Champions (primary contact person) for our Safe Routes to School Plan are:

Tom Ried – Mayor, City of Pearland  
3519 Liberty Drive  
Pearland, Texas 77581  
(281) 652-1663  
[www.cityofpearland.com](http://www.cityofpearland.com)

Dr. John P. Kelly, Superintendant, Pearland ISD  
1928 N. Main, Pearland, Texas 77581  
(281) 485-3203  
[www.pearlandisd.org](http://www.pearlandisd.org)

Stakeholder contributions to the development and /or execution of this Plan include:

- From Pearland ISD
  - School no-bus boundaries and student location maps
  - Crossing Guard Locations and Procedures
  - Current student trip patterns to/from school
  - Facilitate family participation in Student Travel Survey (Survey Monkey)
  - Identification of Current Known Issues (Parents, Teachers, Students)
- From Alvin ISD
  - School no-bus boundaries and student location maps
  - Crossing Guard Locations and Procedures
  - Current student trip patterns to/from school
  - Facilitate family participation in Student Travel Survey (Survey Monkey)
  - Identification of Current Known Issues (Parents, Teachers, Students)
- From the City of Pearland
  - Sidewalk inventory
  - Infrastructure improvement plans (Trail Master Plan, Comprehensive Plan, etc...)
  - Coordination of the plan development process as a whole



- Extensions of general funds for content experts needed to complete the plan
- Hosting kick-off activities associated with plan development process
- Hosting of a regional training workshop conducted by TxDOT
- Site visits of local schools designed to promote observational research necessary for the plan development process
- Monitoring of the funding opportunities available to execute various aspects of the plan

### **3. The Public Input Process**

The City of Pearland incorporates public input into the decisions involving a great deal of its financial management, community development, and planning activities. Public hearings, citizen comments during City Council meetings, and residents' participation in research conducted by the City provide Pearland residents with the ability to have their opinions, experiences, preferences, and basic needs factored into how the City operates, builds roads and bridges, acquires property, or serves citizens.

Expenditures involving projects supported with federal, state, or locally-restricted funding often requires a public input process, but the City values the involvement of the families and individuals that ultimately will benefit from, or utilize, the end results of local government efforts. For this Safe Routes to School Plan, our team worked to include the key stakeholders and school administrators in developing our Plan.

After an initial effort by City of Pearland staff to design the framework for developing a plan, stakeholders were identified and provided with training and technical assistance from the Texas Department of Transportation in September of 2012. Representatives from throughout the region were invited to Pearland's City Hall and participated in a full-day training conducted by Michael J. Cynecki of Lee Engineering. This event provided participants with the opportunity to learn more about Safe Routes To School program activities and the structural elements required to successfully complete a plan.

The stakeholder group participated in a break-out session to kick-off the plan's development process, hosted by the City of Pearland and facilitated by Kevin St. Jacques of Freese & Nichols Consulting. At the end of the day, the core group of stakeholders was formed; representative of the local area academic, government finance, law enforcement, community development, capital improvements, and parks/recreation. The group's charge for developing a full-scale process for obtaining public input involved polling parents of students enrolled at the priority schools, for the purpose of obtaining their opinions and perspectives on the various options for creating a Safe Routes To School (SRTS) plan for the City of Pearland.

To accomplish this we:

- Administered an on-line survey conducted in the selected Elementary and Junior High Schools to be completed by parents of students in the 1<sup>st</sup> grade and higher, that queried:

- What form of transportation is typically taken to and from school (bus, ride in car, bicycle, walk, or other)
- An open ended question about challenges of walking or bicycling to school

An on-line version of the survey will be regularly administered in the Fall of the school year to gauge the progress of encouraging active transportation to school and update the Plan recommendations.

- Interviewed key technical stakeholders
  - Pearland City Engineer provided a succinct brief of the sidewalk construction specifications required by the City of Pearland. According to Pearland's City Engineer, the City of Pearland requires that sidewalks be installed upon development of the property. There are different width requirements for the types of street classifications in accordance with the City's Thoroughfare Plan; for example, as adopted by the Unified Development Code, sidewalks at least six feet wide are required along both sides of Major & Secondary Thoroughfares and Major & Minor Collectors. Where sidewalks four feet wide are required along both sides of all other streets.
  - Pearland's Parks and Recreation Director provided the effort with key guidance on the incorporation of important elements of the City's Parks and Recreation Master Plan into the SRTS Plan.
  - Pearland's Engineering and Capital Projects Director provided the effort with key guidance on the incorporation of important elements of the City's Comprehensive Plan, planned projects in the City's Capital Improvement Program (CIP), as well as other anecdotal and practicable aspects of local transportation modalities that could factor into our SRTS Plan.
  - Brazoria County Constable provided law enforcement support for our need to consider safety and community awareness elements that would benefit our planning and development activities.
- Input from school administration staff regarding the policies at their schools and known issues regarding walking and bicycling to school
  - School officials were interviewed and provided feedback on site-specific policies and procedures involving local student school transportation modalities.

#### 4. Pearland Elementary and Middle Schools

Our school Safe Route to School Plan addresses the needs of the Elementary and Middle Schools in the city of Pearland, including those schools in the Pearland ISD and one school in the Alvin ISD. A map of the schools in Pearland ISD is shown in Figure 1. Economically disadvantaged student information is included for the purposes of ensuring that low-moderate income community factors are included in the plan development and prioritization processes. **The priority schools listed in the plan are in bold**, several of which represent higher or moderate levels of low-moderate income students.

**Table 1. Pearland Elementary, Middle and Junior High Schools**

School Name	Address	Grades	Total # of Students	Econ. Disadv. # Students, %	
<b>Carleston ES</b>	<b>3010 Harkey Rd, Pearland 77584</b>	<b>PK-4</b>	<b>795</b>	<b>382</b>	<b>48%</b>
<b>Challenger ES</b>	<b>9434 Hughes Ranch Rd, Pearland 77584</b>	<b>PK-4</b>	<b>705</b>	<b>129</b>	<b>18%</b>
<b>Cockrell ES</b>	<b>3500 McHard Rd, Pearland 77581</b>	<b>PK-4</b>	<b>787</b>	<b>337</b>	<b>43%</b>
<b>C.J. Harris ES</b>	<b>2314 Schleider Dr, Pearland 77581</b>	<b>PK-4</b>	<b>680</b>	<b>196</b>	<b>29%</b>
<b>E.A. Lawhon ES</b>	<b>5810 Brookside Rd., Pearland 77581</b>	<b>PK-4</b>	<b>615</b>	<b>335</b>	<b>54%</b>
Magnolia ES	5350 Magnolia, Pearland 77584	PK-4	775	294	38%
Massey Ranch ES	3900 Manvel Rd., Pearland 77584	PK-4	737	163	22%
Rustic Oak ES	1302 Rustic Lane, Pearland 77581	PK-4	578	119	21%
Shadycrest ES	2405 Shadybend, Pearland 77581	PK-4	575	97	17%
Silvercrest ES	3003 Southwych Pky, Pearland 77584	PK-4	839	61	7%
Silverlake ES	2550 County Rd 90, Pearland 77584	PK-4	773	103	13%
Alexander MS	3001 Old Alvin Rd, Pearland 77581	5-6	617	142	23%
Sam Jamison MS	2506 Woody Rd, Pearland 77581	5-6	795	296	37%
Rogers MS	3121 Manvel Rd, Pearland 77584	5-6	892	99	11%
Leon Sablatura MS	2201 N. Galveston Ave, Pearland 77851	5-6	733	242	33%
Berry Miller JH	3301 Manvel Rd, Pearland 77584	7-8	820	147	18%
Pearland JH East	2315 Old Alvin Rd, Pearland 77581	7-8	647	124	19%
<b>Pearland JH South</b>	<b>4719 Bailey Rd, Pearland 77584</b>	<b>7-8</b>	<b>748</b>	<b>256</b>	<b>34%</b>
Pearland JH West	2337 N. Galveston Rd, Pearland 77581	7-8	699	258	37%
<b>Glenn York ES (Alvin ISD)</b>	<b>2720 Kingsley Rd, Pearland 77584</b>	<b>PK-5</b>	<b>701</b>	<b>228</b>	<b>33%</b>

### **Schools Initially Screened but Not Selected**

Pearland is a suburban city located about 20 miles south of Houston, Texas. Several of our newer schools are located adjacent to relatively new subdivisions that have been built according to more recent city standards that require sidewalks and connectivity to schools has been a focal point. For this reason, the following schools were considered to have fewer challenges involving sidewalk connectivity between the school and its adjacent residential community within the acceptable 1 – 2 mile walking distance:

- Magnolia Elementary School
- Massey Ranch Elementary School
- Shadycrest Elementary School
- Silvercrest Elementary School
- Silverlake Elementary School
- Alexander Middle School
- Rogers Middle School
- Barry Miller Junior High School
- Pearland Junior High School East
- Pearland Junior High School West

One other school, Rustic Oak Elementary School, is in a rural setting that was not considered viable at this time for further consideration in this Plan.

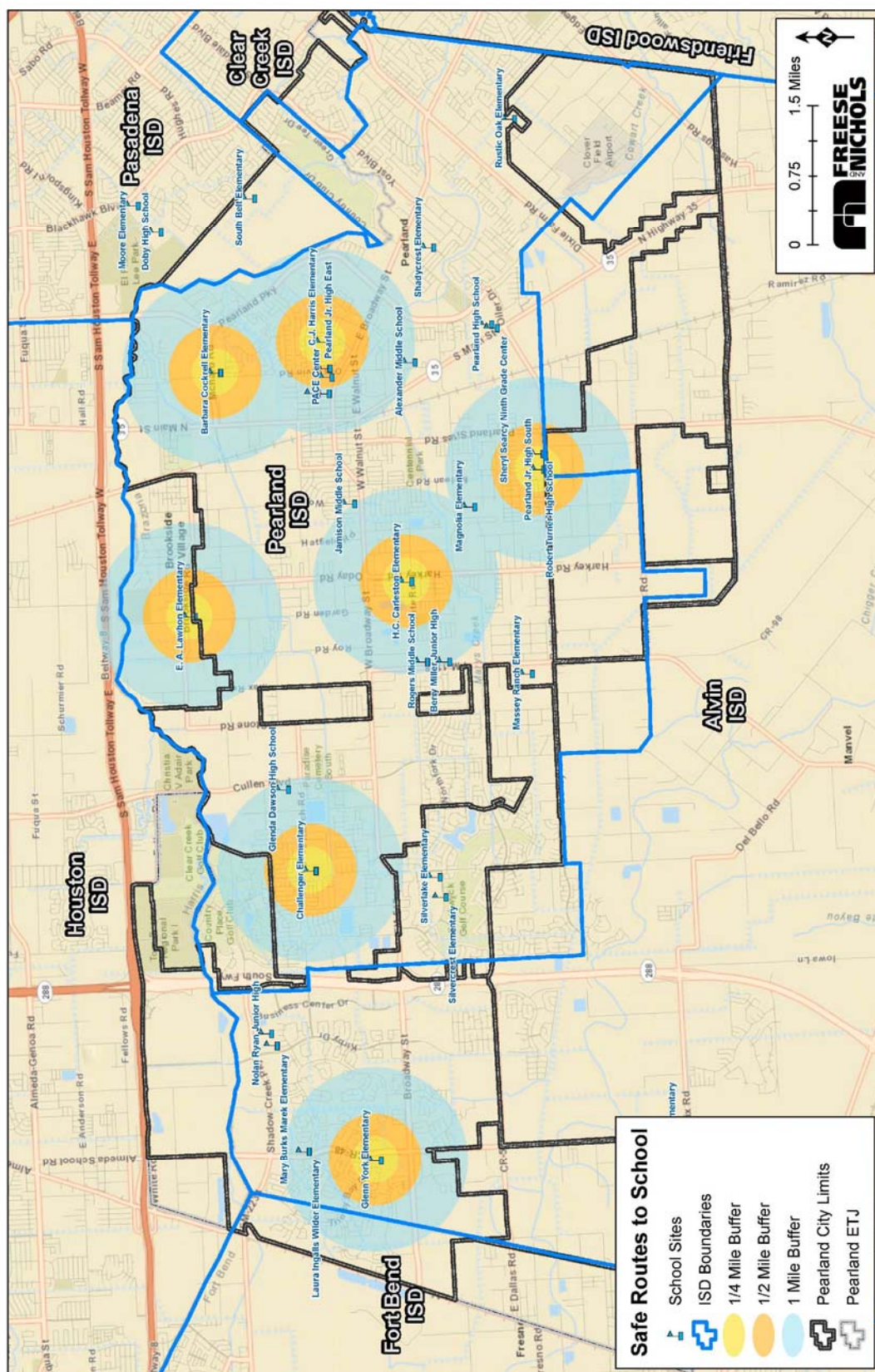
### **Priority Schools in Need of Safe Routes to School**

Thus, this Safe Routes to School Plan will focus on the schools in most need of enhancement and with the greatest potential for encouraging increased walking and bicycling to and from school. The schools included for assessment and development of recommendations are:

- H. C. Carleston Elementary School
- Challenger Elementary School
- Barbara Cockrell Elementary School
- C. J. Harris Elementary School
- E. A. Lawhon Elementary School
  - *Serves Pearland students, but located in the City of Brookside Village*
- Pearland Junior High School South
- Glenn York Elementary School (Alvin ISD, but within city of Pearland)

A map of the schools within the city of Pearland, with the targeted schools for safe routes assessments and recommendations, is shown in **Figure 1**.





## 5. Travel Environment

The following table represents a sampling of how our students travel to and from school, by percentage, based on responses to on-line surveys of parents of students in the six elementary schools. This survey includes responses from over 400 students from the targeted schools to a survey administered using Survey Monkey, an on-line surveying tool, during November 2012 through February 2013. A summary of the overall survey response to mode of transportation is shown in Table 2. Specific comments received from the survey regarding access to each school can be found in Section 6 of this report.

**Table 2. Summary of Mode Choice among Schools Selected for Evaluation**

Survey Responses by School								
Name				# of Resp.				
Carleston ES				58				
Challenger ES				92				
Cockrell ES				82				
Harris ES				74				
Lawhon ES				42				
Glenn York ES				11				
Pearland JH South				117				
Name		# of Resp.	Walk	Bike	School Bus	Family Vehicle	Carpool	Other
Overall Results	Survey	452	10%	6%	25%	46%	3%	10%

Over 40% of those responding indicated that they did not qualify for bus service. And, over 50% of those responding indicated that walking or riding a bike to and from school is difficult for their child due to missing sidewalks between their house and school. School specific responses and comments are included in the subsequent sections on each school's needs and recommendations.

Depending upon the geographic and development nature of each school site, the proportion of students beyond a 2-mile walking distance for qualification for busing can be large or small. The 2-mile No-Bus Zone is considered to be the actual walking passageway along public streets. The school districts provide free school bus service to those living beyond 2 miles from their assigned school. Families that live closer than 2 miles to school are able to pay to receive school bus service. Additionally, Alvin ISD provides free "hazardous route" busing of students who are within the 2-mile zone but must cross streets with high vehicle speeds and/or volumes, pass by potentially harmful activities, or cross very active railroad tracks.

Our schools are already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school boundary
- School Crossing Guards positioned at the first major street crossing nearest to the school along the school boundary
- School speed zones on the approach roadway, slowing traffic from 15 – 20 miles per hour below the posted speed limits
- Some neighborhoods have off-street paths that connect neighborhoods to school property

The following supports or activities are in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Staff escort of walking students from school building to near street crossing with crossing guard at most schools
- School traffic safety plan for bus and car pick-up and drop-off

School arrival and dismissal procedures at each targeted school are described in Section 6 of this report.

The City of Pearland subdivision regulations currently require the provision of sidewalks along local streets and the provision of sidewalks along each side of collector streets. However, many neighborhoods were developed before these requirements were adopted and so many older neighborhoods do not have continuous sidewalks and many collectors and arterial streets do not have sidewalks.

## **6. Barriers to Active Transportation:**

For each of the 6 Elementary Schools and 1 Junior High School selected for assessment and development of recommendations, we have compiled the following information:

- A map depicting the locations of the students during the 2012-13 school year;
- A sidewalk inventory, provided by the City, was compiled in GIS format for all streets within a one mile radius of the school;
- Barriers to walking and bicycling to school were identified; and
- Potential improvements to encourage walking and bicycling to and from school are suggested.

## 6.1 Active Transportation Plan for H.C. Carlestone Elementary School

### Overview

H. C. Carlestone Elementary is located at/near the intersection of Fite Road (CR 406) and Harkey Road, about 3 miles east of SH 288 and 1/2 mile south of Broadway in Pearland, Texas. The school is situated within a partially developed urbanized area of Pearland, with a mixture of newer subdivisions with sidewalks and rural single family homes and small housing clusters along rural roads without sidewalks. Within the two-mile no bus zone, the majority of the students appear to reside to the northwest, west and southwest, while a scattered few are located to the northeast and east along various roadways to which currently there are no pedestrian facilities. Although close to the school, the students living to the east do not have the proper facilities to enable them to walk to school safely. The students from the northwest, west and southwest of the school are adequately accommodated for walking and bicycling to school.

### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Programs to provide pedestrian crosswalks and ramps at the edges of the school boundary
- Bike racks at the two bicycling approach passages, one for the south and west located at the end of the covered walkway and another just beyond the northern end of the covered walkway at the trail from the neighborhood.
- Walking and Bicycling students are released 5 minutes before the bus students.
- Students are assisted across intersections by crossing guard(s) and supervised by campus staff.

This school has the following supports or activities in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Student patrol
- Parent patrol
- Law enforcement support
- Neighborhood Watch program
- Walking School Bus
- School traffic safety plan
- other

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

- Students must walk their bicycles on campus grounds. Students living in the West Oaks subdivision on the north side of our campus will be able to walk home. Parents are to wait at the end of the sidewalk to receive their child. Kindergarten and 1<sup>st</sup> grade students who do not have a parent waiting for them will be brought back to the school. Students living in West Oaks across Fite may walk home in the crossing guard walker line. Students will be escorted out of the building down the sidewalk and across Fite by the crossing guard. Parents must wait across Fite to receive their child. Kindergarten and 1<sup>st</sup> grade students who do not have a parent waiting for them will be brought back to the school.



Other school travel policies include:

- **Bus Policy:** During the first week of school the bus driver will give 1<sup>st</sup> – 4<sup>th</sup> grade children a transportation form that must be filled out and returned to the driver. Parents of Pre-K and Kindergarten students must register their children through the school office or the transportation office. Contact information for telephone and internet registration options are made available to the parents of these children.

In the interest of student safety, parents are instructed to discuss proper behavior for their children while on buses prior to the first day of school. If a student is in grades Pre-K or Kindergarten, an adult must be present with them at the bus stop with a valid photo ID to receive the child, or the driver must return the child to the school. Pre-K or Kindergarten children may get off the bus with an older sibling (1<sup>st</sup> grade or older) who rides the same bus.

#### Daycare

There are a number of daycare facilities that serve the school with aftercare services and daycare dismissal is located in the gym. Parents are instructed to rehearse with their child the name of his/her daycare provider. Teachers escort the students to the gym where they will be placed with other children who attend the same aftercare facility, and students are then loaded onto the daycare vans as they arrive. Parents must notify the daycare/aftercare in the event of a child's absence, or if their dismissal routine changes.

#### Car

The students will be seated by grade level on the sidewalk that faces Harkey. Parents pull into the school's driveway and drive up to the school's designated "announcer" who stands along the sidewalk with a bullhorn. Parents hold up a school-sanctioned sign with the child's name and grade level on it and the child is summoned to the vehicle, upon which the signage is shown again to the person placing the child in the vehicle. The line of parents awaiting their child(ren) moves consecutively along the driveway as students are placed in vehicles.

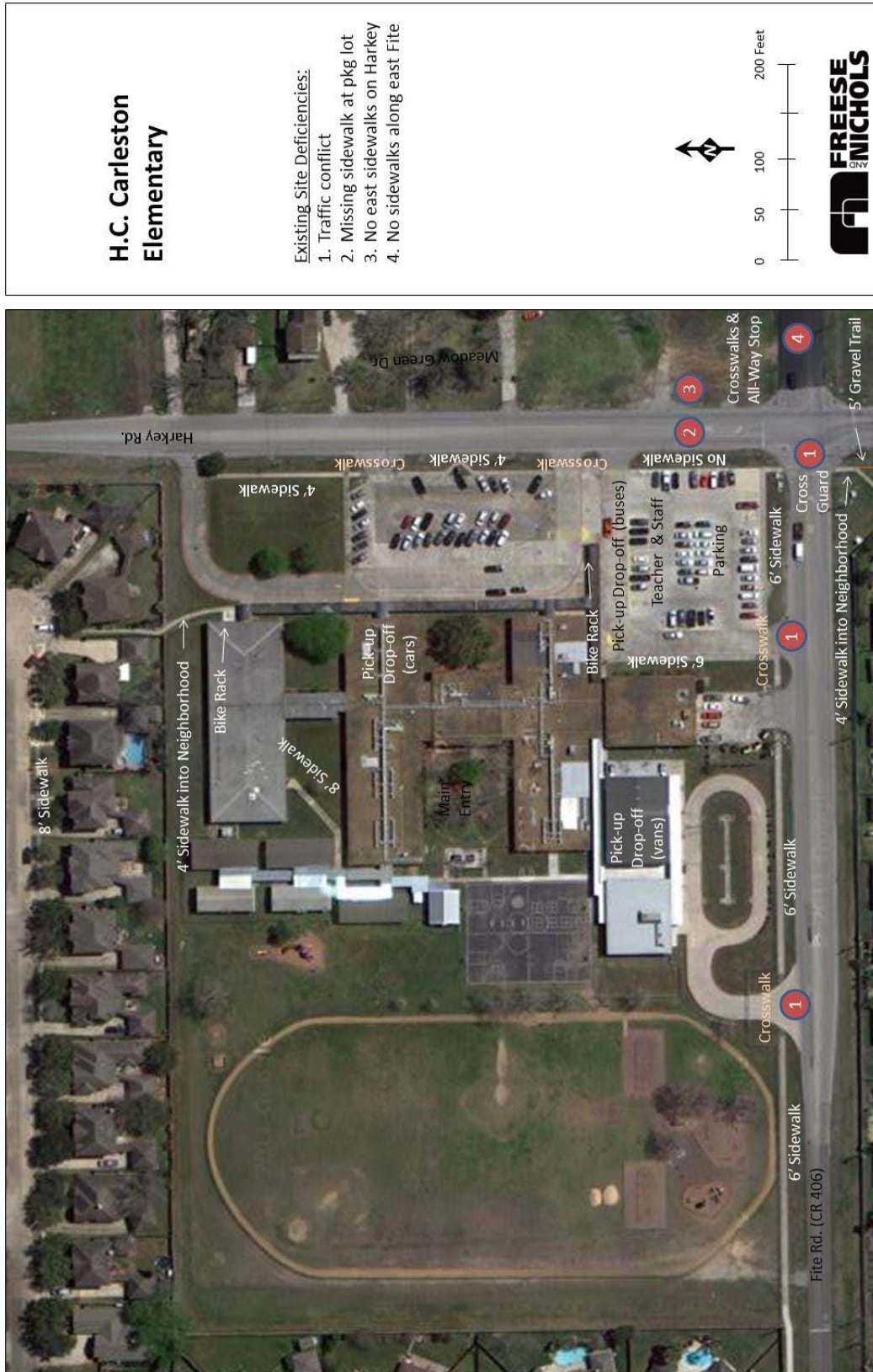


Figure 2A. Carleson Elementary Existing Conditions

### Comments from Survey

The following comments were received in response to the online survey from those indicating they had a student at Carlestone Elementary School:

- We walk to school at 2-3 times weekly.
- I would like to see cross guards into the West Oaks Village subdivision. I would love to have a continuous sidewalk across the school. Currently there is a ditch.
- Next year my child will be at Jamison M.S. and I did not see it on the list. I would like it to be added because she will be a walker next year & the sidewalk abruptly ends. I would like for the sidewalk to be continued down Woody so she can walk safely home and not have to cross the street traffic or get home safely because there was no access.
- Current zoning does not take advantage of zoning children to schools for which they could walk or ride. I do not favor any additional money being spent on sidewalks to schools for kids in neighborhoods who cannot actually attend that school.
- My child would sometimes like to walk or ride to school but we are unable to, due to no sidewalks. If we would walk or bike to school we would be on the street and we cross a very busy street.
- Sidewalks along Fite Road to Harkey would be great!
- We will have to drive to the middle school eventually because we are too close for bus service but there is no safe route (busy streets, no sidewalks).
- There is a gravel patch that could be fixed by the bridge between my house and the school.
- I have multiple children and therefore have different issues with each. The survey did not address this. My Carlestone student walks almost every day. I have a Jamison student (which is not included in the survey, but by far the worst situation) who should have transportation as the route is far (1.95 miles according to PISD) and totally unsafe (no sidewalks/shoulder, traveling along 518 and crossing 518. South is a little better and I think we've figured out a bike path, however, the amount of equipment my daughter drags to school precludes a safe ride.
- We are in bike riding distance but the street has far too much traffic to allow it. There is a deep ditch next to the street making it even more dangerous. Traffic on Fite Road and no shoulder or sidewalk.
- We often walk to school and are fortunate that there are sidewalks along the way. We live in West Oaks Subdivision where sidewalks already and thankfully exist
- Cars parking in the southern section of the West Oaks to drive children home are a great safety concern for us neighborhood walkers. Cars should not be using our neighborhood for pick-up but should be waiting in the line at the school as vehicles departing are not cautious of children who walk or ride their bikes and actually live in the neighborhood.
- I would support safe sidewalks to encourage and promote healthy habits of walking or biking to school.
- Besides no sidewalks, there aren't bike lanes.

- Thank you for adding the sidewalk last year between Centennial Park and Magnolia. It made a big difference



## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Enhance Intersection Traffic Control, Fite Road at W. Oaks Boulevard.** This improvement will improve the safety for students from the West Oaks Village subdivision and those that walk along Fite Road to and from areas to the southwest of the school.
2. **Provide Missing Sidewalk Connection along south side of Old Oaks Boulevard.** This improvement will eliminate unnecessary street crossings by students in the West Oaks Village subdivision, between Keithwood and Autumn Forest Drive.
3. **Provide 6-foot sidewalk along the south side of Fite Road, from Neches River Drive to Harkey Road.** This improvement will allow students that live to the east of the school to walk or ride bikes to school. It will also facilitate community access to the park along McLean Road.
4. **Provide 6-foot sidewalk along the north side of Fite Road, from McLean Road to Harkey Road.** This improvement will allow students that live to the east of the school to walk or ride bikes to school, and eliminate the need for students living north of Fite Road to cross Fite Road to get to school. It will also facilitate community access to the park along McLean Road.
5. **Provide 6-foot sidewalk along the east side of Harkey Road, from Fite Road and extending to the existing sidewalk just north of Josephine Street** This improvement will allow students that live to the east of the school along Harkey Road and along Josephine Street to walk or ride bikes to school.
6. **Provide 6-foot sidewalk along on side of Josephine Street.** This improvement will provide for enhanced safety of students walking along Josephine Street to access the proposed sidewalk along Harkey Road.
7. **Provide 6-foot sidewalk along Livingston Street to Fite Road.** This improvement will provide for enhanced safety of students walking along their neighborhood street to access the proposed sidewalk along Fite Road.
8. **Provide 6-foot sidewalk along Apple Springs Drive and Neches River Drive to Fite Road.** This improvement will provide for enhanced safety of students walking along their neighborhood streets to access the proposed sidewalk along Fite Road.
9. **Provide a Pedestrian Bridge to cross the ditch on Apple Springs Drive.** This improvement will connect the Parks at Walnut Bend subdivision to the neighborhood to its west and allow students from this neighborhood to walk or ride bicycle to the school. Consideration may be given to establishing a street connection as well.
10. **Provide 6-foot sidewalk along west side of Harkey Road from Patridge Drive to Magnolia Street.** This improvement fills the sidewalk gap between two subdivisions, allowing students in the further subdivision to walk or ride bicycle to school. This sidewalk connects to the hike and bike trail along Magnolia Street.

11. **Provide 6-foot sidewalk along east side of Harkey Road from Patridge Drive to Magnolia Street.** This improvement allows students living to the east of Harkey Road access to the pedestrian crossing signals at the intersection of Harkey and Manolia. This sidewalk also connects to the hike and bike trail along Magnolia Street.
12. **Install a traffic signal at the intersection of Fite Road and Harkey Road.** If warranted, a traffic signal will facilitate the increased pedestrian crossing activity and enhance the safety for pedestrians at the intersection.
13. **Provide 6-foot sidewalk along the south side of Broadway from Morenci Street to W. Oaks Boulevard.** This improvement connects the small subdivision to the existing sidewalk network, allowing students to walk or bicycle to school.

### **Coordination, Outreach and Publicity Strategy**

The walking and bicycling to and from school could be encouraged by the following activities:

- Student patrol to raise student awareness of importance of proper behaviors
- Walking School Bus routes for each neighborhood
- School traffic safety plan for parent packets tied to school code of conduct

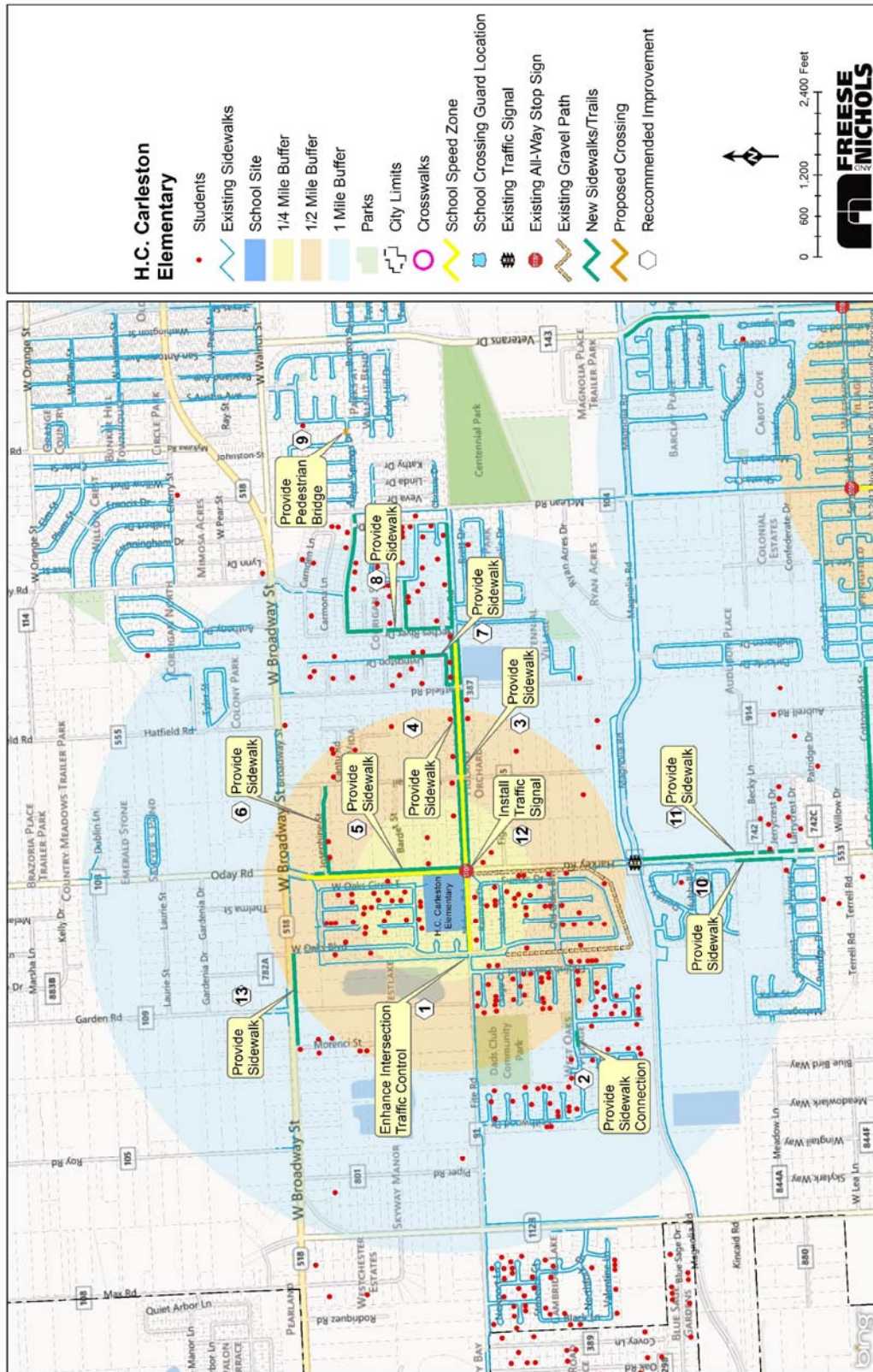


Figure 2B. Carleson Elementary Proposed SRTS Enhancements

## 6.2 Active 6.2 Active Transportation Plan for Challenger Elementary School

### Overview

Challenger Elementary is located amid old and new subdivisions, about one mile east of SH 288 and 1/2 mile north of Broadway in Pearland, Texas. The school is situated within a mostly developed urbanized area of Pearland, with a mixture of newer subdivisions with sidewalks and rural single family homes and small housing clusters along rural roads without sidewalks. Within the two-mile no bus zone, the majority of the students appear to reside to the north, northwest and west, while a scattered few are located to the east, south and southwest along various roadways. Although close to the school, the students living to the east, south and southwest do not have the proper facilities to enable them to walk to school safely. The students from the north, northwest, and west of the school are basically accommodated for walking and bicycling to school.

### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone

This school has the following supports or activities in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Student patrol
- School traffic safety plan

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

- Students are dismissed in a precise order so as to promote safety in the process of dismissing walkers and bikers, in the following order: bus riders, car riders, daycare/aftercare students, bridge bikers, bridge walkers, regular bikers and regular walkers.
- Teachers cross the bridge and street with the students to ensure safety.
- Teachers that do walker/biker duty have walkie talkies to communicate with the school's main office as needed.

Other school travel policies include:

- No parent walk-ups are allowed. Parents must either wait across the bridge or across the street to get their child if they are a walker or biker.
- No Kindergarten students are released until a parent is positively identified on the other side of the bridge waiting for them.
- Students will not be released if it is raining heavily, lightening is present, or other weather impediments exists. In these cases all students become subject to "parent pick-up."



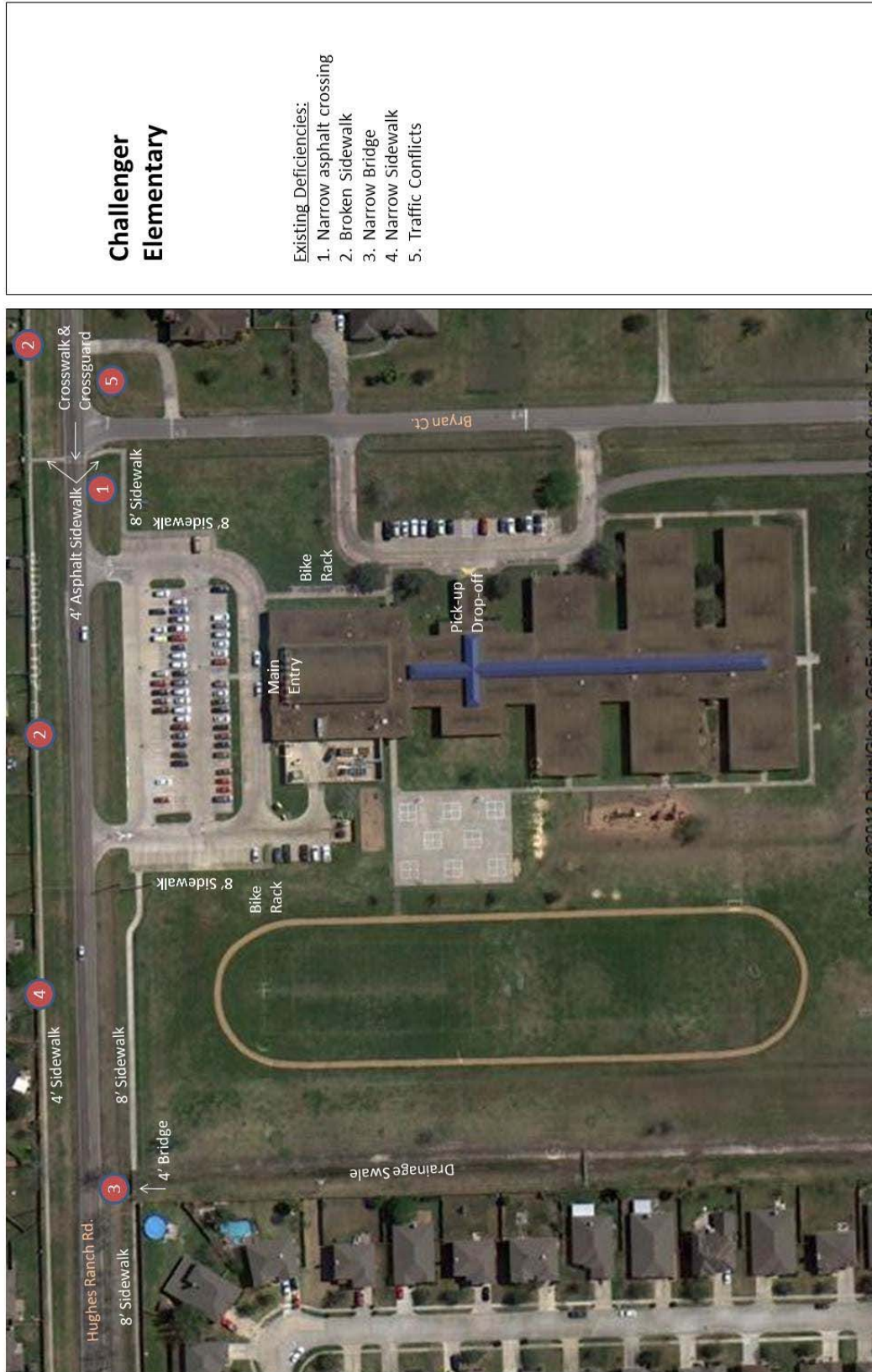


Figure 3A. Challenger Elementary Existing Conditions

### Comments from Survey

Numerous comments were offered by respondents to the on-line survey that was conducted for this Safe Routes to School Plan. The following comments were received from those indicating they had a student at Challenger Elementary School.

- We need sidewalks. I don't feel it is fair I have pay for bus service when the city doesn't provide sidewalks.
- My daughter has ridden her bike, but only if I have the time to watch her all the way: few missing sidewalks; but bigger issue is no crossing guards further down the road.
- There is a deep ditch along Hughes Ranch that children often fall into on their bikes and on foot. Sometimes they need help getting out of the ditch. I also worry about the kids that walk home to our neighborhood from Dawson High School - there is no sidewalk along Hughes Ranch for them and only a partial sidewalk along Hawk Road (which is a much longer route for some kids.)
- Some sections of the sidewalk along Hughes Ranch Road are broken.
- I really believe it is necessary for the safety of the Dawson High School students to build a sidewalk along Hughes Ranch Rd. connecting Dawson to the neighborhoods. I believe it is foolish and unwise to expect that High School students will always choose the safe route down Hawk Rd. Thanks for including us in your survey!
- Several houses on E Hampton and others streets have tree branches and bushes that are to low (not following CIA) guide lines therefore parents have to walk in the street.
- County Road 403 (Hughes Ranch Road) is not safe, because of the expansion of the road. The ditch has been cut deeper and made less room for the kids to walk. They have to walk too close to the road and it is not good.
- I'm afraid either a child or the crossing guard will get hit by a car across from Challenger Elementary School if Hughes Ranch Rd is not fixed. Due to the recent road construction on Hughes Ranch Rd across from Challenger Elementary School, a child safety issue has come about. I understand a turn lane was added to help the flow of traffic for parent drop-off and pick-up which is good. But now cars that are not dropping off their kids (they are on the main lane of Hughes Ranch Rd) are speeding way over the 20 mile speed limit in the morning and I'm afraid the crossing guard or kids will get hit. The police won't do anything about it. In addition, part of the new road that goes from the edge of the school to the entrance of "The Meadows of Southdown Subdivision" was carved out of the backside of the subdivision where kids bike and walk to school and home which is not good. The carve-out removed the majority of the safe space between the sidewalk and what used to be the ditch which is now part of the new road. In addition, I believe the new road from the edge of the school (Bryan St) to the entrance of Southdown (North Hampton Dr.) did not have to be done and contains dead zones which was not needed and is now endangering our kids. There are yellow striped and white striped areas called dead zones that were put into the new road to help with traffic flow but these dead zones took away the backside of the subdivision and now there is not enough room for the walkers and bikers to get to the end of the subdivision.

- The area across from the school is fine. However, after the kids cross the street via the cross-walk, the area between the school and the entrance to "The Meadows of Southdown Subdivision" dwindles sharply on where they can walk and ride as they go toward North Hampton Dr. to the stop sign and into the subdivision. The carve out has caused a major safety concern for parents of walkers and bikers. One side of the sidewalk has bushes for several yards. The other side that was grass (where the kids biked and walked) is now a ditch full of rocks. I have watch several bikers fall off their bikes from the sidewalk into the rocky ditch when they lose their balance. Also, other bikers and walkers are using the ditch to get to the stop sign because there is not enough room with just the sidewalk and a foot of grass next to it. Kids are walking along the shoulder as well to get to the entrance of the subdivision. I am also concerned about what happens when it rains and the ditch is full of water and mud. I am not alone. All the parents of the walkers and bikers are very concerned about this issue.
- The sidewalks are on our side of the street. In the Spring he will start riding bike to school.
- The lack of sidewalks between our subdivision and Challenger Elementary is extremely unfortunate for us as there is no safe way to walk or bike to school. We would often utilize this means if an adequate route existed. Unfortunately it would mean crossing a fairly busy street and walking through fields and ditches alongside the road.
- But if sidewalk was available, there would need to be police slowing traffic past the school. It is late to now be thinking of adding safe/walking for kids.
- I would prefer take my child to school.
- I think this survey is so important. I would love more sidewalks so my kids can bike/walk to school.
- I would like the opportunity to provide additional information for Glenda Dawson High School.
- Would love to see sidewalks on Hughes Ranch Road on the South side of Hughes Ranch. My child would be able to ride his bike if there were sidewalks.
- Sidewalks on our side are old and narrow, difficult to walk when there is a bike also sharing the sidewalk. The sidewalk across the street is wider, but crossing the street is dangerous because no one helping children cross. Solution would be to make the north side sidewalk wider.
- I made a complaint to the city over a year ago about no bridge across the ditch that is across from my neighborhood entrance. Because of this I have to pick up their bikes because its a steep drop off for someone their size and I have to walk their bikes through the ditch.
- This is not a commuter town for those who wish to ride a bike or walk. Most of the streets are unsafe to ride a bike or walk on. My oldest son rides his bike to school but it would be nice if Pearland had bike lane for those who wanted to ride around town. Younger child is not old enough yet.
- There is not a ramp from our neighborhood into the school parking lot

- I'm happy you are taking this survey. Nearly every student within a 2 mile radius of Challenger Elementary has to be driven to school by their parents because this street is too dangerous for elementary students to walk or bike. MY SON HAS TO TAKE THE BUS IN ORDER TO HAVE A SAFE TRANSIT TO SCHOOL. STUDENTS CAN'T WALK ON OUR STREET DUE TO NO LEVEL SURFACE , COMPLETE LACK OF SHOULDER ON ROAD AND A NARROW BRIDGE THAT CAN'T BE TRAVERSED SAFELY ON FOOT. Our street is not passable by bike or on foot. NO WALKING GUARDS ARE PROVIDED ON THE ROUTES.
- We have to pay for the school bus because we live within 2 miles radius and my daughter and i can't walk to school because there is no sidewalk in Miller Ranch Road. So I think it is unfair for us to pay for the bus.
- There needs to be sidewalks on Hughes Ranch Road between Cullen and Challenger. Many students walk down this path and have to walk through the grass.
- If we had appropriate sidewalks, this would keep them away from the busy street. Would be nice to have a cross guard at intersection just before the school block starts

## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Enhance Crossing of Hughes Ranch Road at Bryant Court and Repair Landings.** This improvement will increase the width of the crosswalk to 10 feet, add actuated flashers for the crossing, and provide 8 to 10 foot wide crosswalk approach paths between the sidewalks on either side of Hughes Ranch Road.
2. **Widen and repair the sidewalk along the north side of Hughes Ranch Road between Bryant Court and N. Hampton Drive.** This improvement will replace the existing concrete sidewalk in need of repair to a 8-foot wide sidewalk, from the crosswalk at Bryant Court to tie to the existing sidewalks in the neighborhood. The one block of existing sidewalk along the west side of N. Hampton would also be repaired.
  - a. Note: Hughes Ranch Road is planned to be widened in 2017 or 2018 and currently includes 5-foot sidewalks on both sides of the road.
  - b. The City is revisiting the design and considering additional sidewalk width. The City will use the SRTS recommendations to justify wider sidewalks where needed.
3. **Widen the existing pedestrian bridge along the south side of Hughes Ranch Road to 10 feet.** This improvement would facilitate student usage of the existing 8-foot wide path by eliminating the safety bottleneck of the existing 4-foot wide bridge.
4. **Widen and repair the sidewalk along the north side of Hughes Ranch Road between Bryant Court and S. Hampton Drive.** This improvement will replace the existing concrete sidewalk to a 8-foot wide sidewalk, from the crosswalk at Bryant Court to tie to the existing sidewalks in the neighborhood, to facilitate mixed bicycle and pedestrian use of the path.
  - a. Note: Hughes Ranch Road is planned to be widened in 2017 or 2018 and currently includes 5-foot sidewalks on both sides of the road.
  - b. The City is revisiting the design and considering additional sidewalk width. The City will use the SRTS recommendations to justify wider sidewalks where needed.
5. **Stripe the east-west crosswalks along Hughes Ranch Road at S. Hampton Drive.** This improvement will enhance the safety of the increased use of the sidewalks along Hughes Ranch Road.
6. **Provide 6-foot sidewalk along the one block of Bedford Avenue to connect to the sidewalk along the north side of Hughes Ranch Road.** This improvement will encourage students to walk or ride bicycles to school by making a more direct connection to the existing sidewalk network accessing the school.
7. **Provide 6-foot sidewalk along Harrington Drive and along the south side of Hughes Ranch Road from Harrington Drive to S. Hampton Drive.** This sidewalk would connect subdivisions to the existing 8-foot trail along the side of Hughes Road which connects to the school.



- *Note: Hughes Ranch Road is planned to be widened in 2017 or 2018 and currently includes 5-foot sidewalks on both sides of the road.*
  - *Note: The City is revisiting the design and considering additional sidewalk width. The City will use the SRTS recommendations to justify wider sidewalks where needed.*
8. **Stripe the east-west crosswalks along Hughes Ranch Road at Miller Ranch Road.** This improvement will enhance the safety of the increased use of the sidewalks along Hughes Ranch Road.
  9. **Provide 6-foot sidewalk along the south side of Southdown Drive from the north side of Hughes Ranch Road to Woodbridge Avenue.** This improvement would provide for enhanced safety of students walking along their neighborhood street to access the existing sidewalk network.
  10. **Provide 6-foot sidewalk connection along Fair Oaks Street.** This improvement will complete the gap in the sidewalk network, allowing students living south of the small lake to use the existing sidewalk network to walk or bicycle to school.
  11. **Provide a new hike & bike trail along the Hooks Road and drainage right-of-way from Summer Breeze Drive to the school.** This improvement will connect subdivisions south of the school directly to school, greatly encouraging students to walk or ride bike to school. Two pedestrian bridges are anticipated to be needed to cross the drainage ditch.
  12. **Provide 6-foot sidewalk along the south and east side of W. Sterling Drive from the Hooks Road Trail to Hughes Ranch Road.** This improvement will connect the Sterling Estates subdivision to the school, encouraging students to walk and bicycle to school.
  13. **Provide a new hike & bike trail connector between the Crystal Lake subdivision and the Sterling Estates subdivision.** This improvement will connect the Crystal Lake subdivision to the school, encouraging students to walk and bicycle to school.
    - *Note: The Crystal Lake subdivision will be connected to the school via the sidewalks included in the Hughes Ranch Road widening project, which will make this connection unnecessary.*

### **Outreach and Publicity Strategy**

The walking and bicycling to and from school could be encouraged by the following activities:

- Parent patrol program of rotating assignments to raise awareness of issues
- Walking School Bus routes for each neighborhood
- School traffic safety plan for parent packets tied to school code of conduct

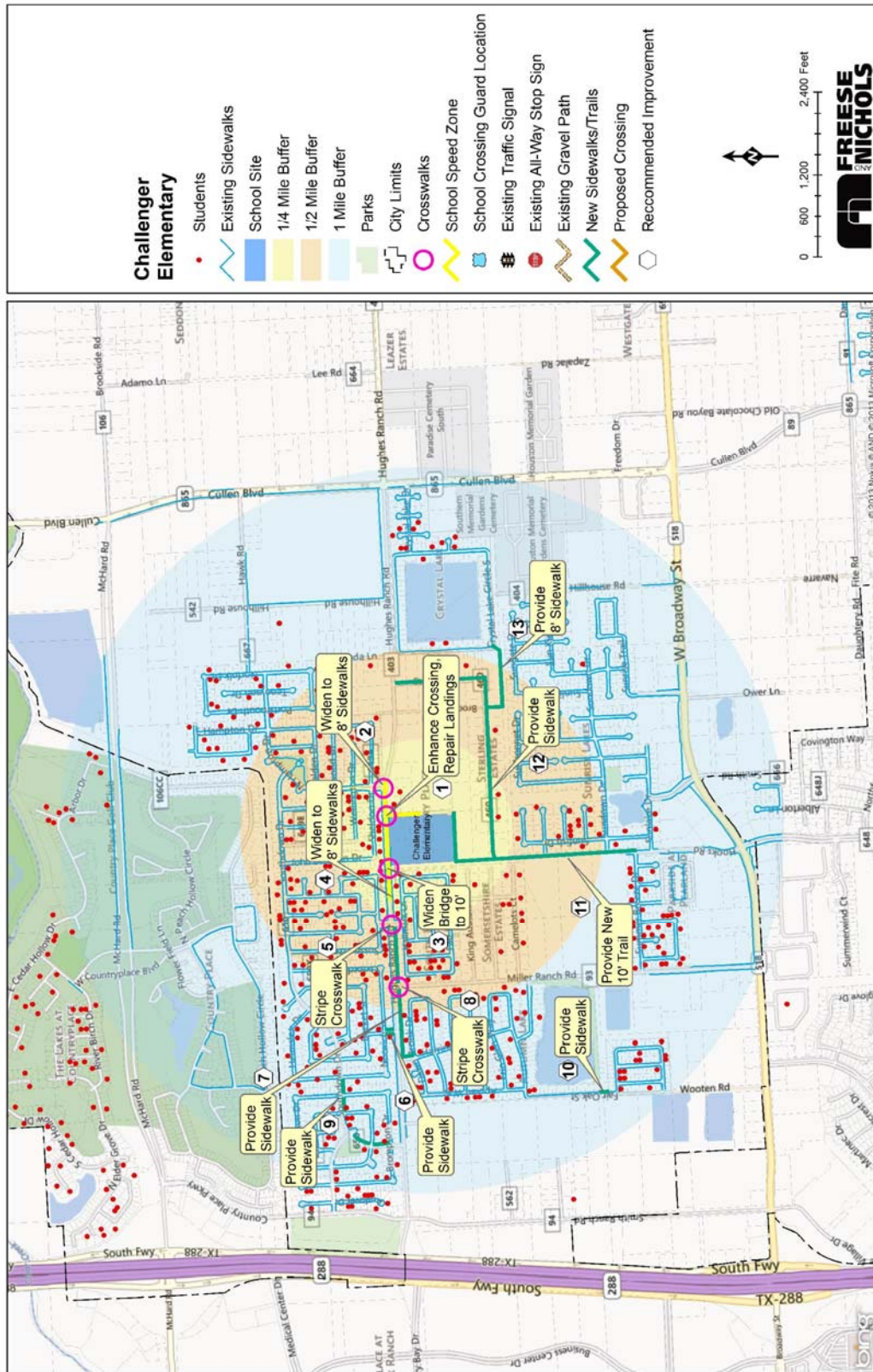


Figure 3B. Challenger Elementary Proposed SRTS Enhancements

### 6.3 Active Transportation Plan for Barbara Cockrell Elementary School

#### Overview

Barbara Cockrell Elementary is located in a growing segment of northeast Pearland, Texas, with many newer subdivisions nearby, but limited sidewalk network to access the school. The school is located off of Pearland Parkway, about 1 mile south of the Sam Houston Tollway. Within the two-mile no bus zone, the majority of the students appear to reside to the near south, further north beyond undeveloped land, and to the east and southeast across Pearland Parkway. The students living to the south of the school are basically accommodated for walking and bicycling to school, but there lacks a sidewalk that connects from sidewalk along Old Alvin Road directly to the school entry.

#### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone

This school has the following supports or activities in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Law enforcement support

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

- BIKE RIDERS
  - As students arrive on campus they are to walk their bikes while on school property, securing them with bike locks as the school is not responsible for damage or theft. During afternoon dismissal, students are escorted similarly across the bus driveway along Old Alvin Road to the off-campus area for release.
- WALKERS
  - During afternoon dismissal, students are escorted across the bus drive to the sidewalk along Old Alvin Road to the off-campus area for release.

Other school travel policies include:

- Morning Drop Offs:
  - Parents who drop off or pick up their children from school in vehicles must do so by using the front driveway when monitors are on duty, which is no earlier than 7:15 a.m. Parents that wish to walk their child(ren) into school are directed to park in the Parent Parking Lot and walk their child in from their car.
  - Option 1 for morning drop-off's by vehicle takes place in the front of the building between 7:15 a.m. and 8:00 a.m.
    - From 7:30 a.m. – 8:00 a.m. staff will be available to open car doors, greet students, and assist children that need support getting into the building.
    - Parents are instructed to pull up to the drop-off area and keep the line moving.

- NO students may be dropped off in the parking lot and the parking lot is typically reserved for emergencies only.
- Option 2 is reserved for drop-offs that take place at the back of the school building AFTER 7:45 a.m. Bus drivers, daycare transportation operators, and teachers are the only authorized persons allowed to utilize the back parking lot before 7:45 a.m.
- From 7:45 a.m. – 8:00 a.m. students who are able to independently exit vehicles and enter the building may be dropped off along the breezeway and enter the double doors by the cafeteria.
- Staff members will not be available to open car doors.
- Doors to the back entrance of the building will promptly be locked at 8:00 a.m. Students arriving after 8:00 a.m. will need to be dropped off at the front of the building to receive a tardy slip.
- NO visitor parking in teacher parking lot. All visitors are required to enter through the front of the building, show proper ID, and receive a visitor's badge.
- Drivers are instructed to follow the entrance all the way around to the back parking lot when visiting the school and not to make any left turns at the school's dumpsters, so as to avoid accidents.

#### DISMISSAL PROCEDURES

The school day ends at 3:00 p.m. Student identification signage must be displayed in the passenger side windshield of vehicles when car transporters are waiting in the car rider line. Parents are instructed to not meet their child during afternoon dismissal in the foyer of the school as it interferes with safety protocols as staff escort students during dismissal. Parents may not approach students in the car rider line on foot. Students designated as car riders will be placed in a vehicle with the child's name.

In the afternoon, students will be sitting according to grade level to create a swift pick-up. Children will not be allowed to walk to the Parent Parking Lot. For our students' safety, all parents need to wait in their cars to pick up car riders. Students designated as car riders will only be released to an adult in a vehicle. Please do not approach the car rider line on foot.

#### BUS LANE

The bus lane is reserved for PISD buses and daycare vans only.



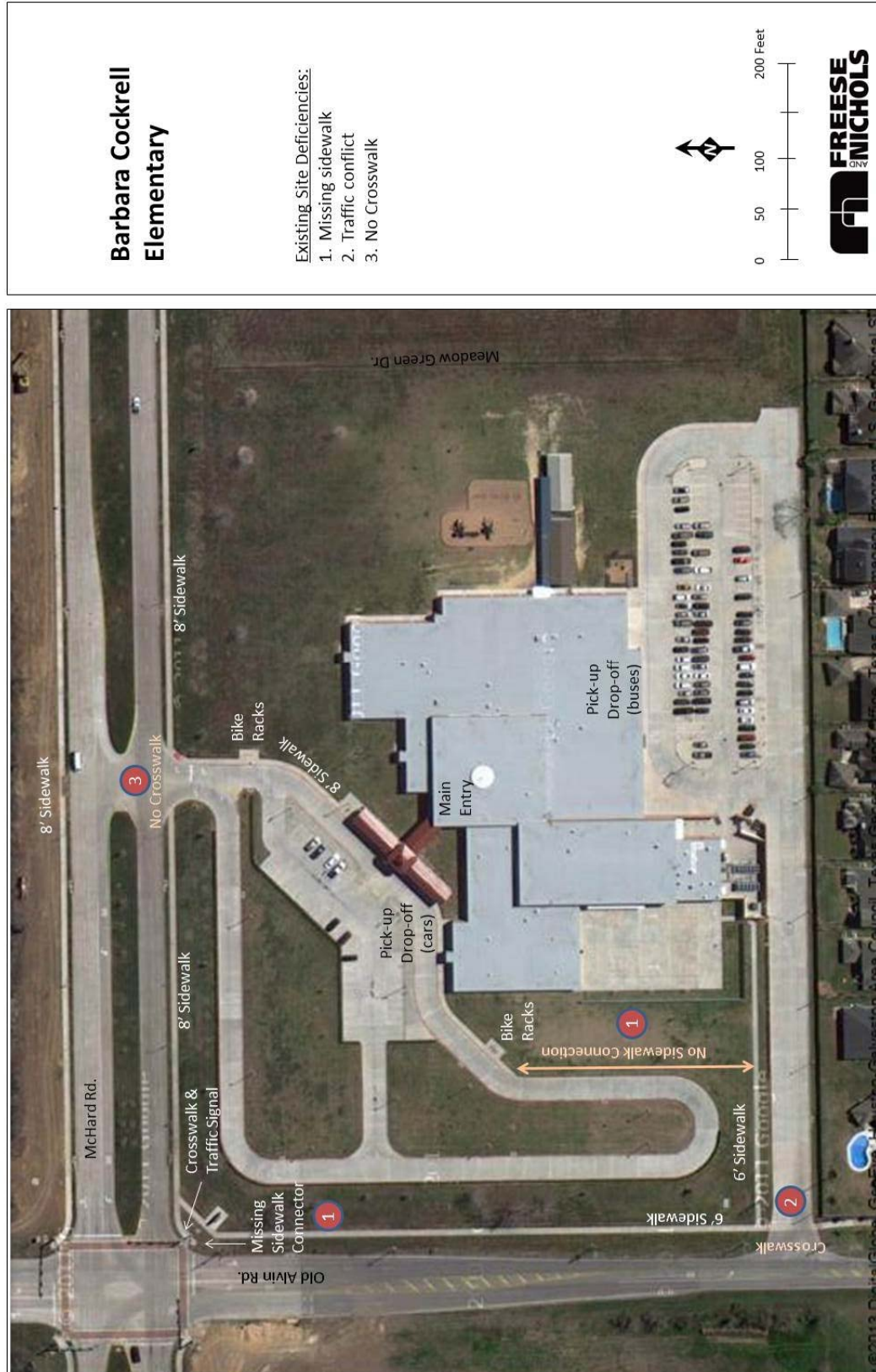


Figure 4A. Cockrell Elementary Existing Conditions



### Comments from Survey

Numerous comments were offered by respondents to the on-line survey that was conducted for this Safe Routes to School Plan. The following comments were received from those indicating they had a student at Cockrell Elementary School.

- Old Alvin Road must get a sidewalk!
- Need complete sidewalk on Old Alvin road. Bike lane on Old Alvin is also very important.
- I am a grandmother of 3 that live here in my neighborhood too...that is why I am filling out this survey. We do need sidewalks, there are many elementary kids in this neighborhood.
- Cars do not follow the posted speed limit during school hours. We need to have crossing guards to ensure the kids' safety.
- Doesn't affect my child, but the children who walk home to the apartments on Old Alvin must cross a busy street in the middle of the block with no crossing guard. Need to add crossing guard, or add sidewalk on Old Alvin, from McHard to the apartments so they could cross at intersection and use sidewalk to get home. Thank you.
- I've been living here at this address for 6 years now, and our neighborhood has asked before for sidewalks. Which the answer was "No Funds" I notice some new sidewalks thru the years being put on between schools and neighborhoods, I though no Funds means for everyone not just this side of town. We really need sidewalks from our neighborhood to school, this is a community with a lot of elementary kids that need to be driven to school instead of exercising with this short walk to school. It seems that this neighborhood is always last and forgotten by the city. Finally after several year our main road its been fixed, While other are done every year without needing it. I really hope this sidewalk can be a reality this time.
- We need cross guard - too much traffic
- This is crucial. Sidewalks are needed!!!!!!
- I would let my son take the bus if I didn't have to pay for it. You'd think that because we live with 2 miles of the school that we save the district money on fuel and should not have to be "punished" for it. Right now my son is only 6 and we drop him off; but we would like to have other options for when he gets older.
- We need a fence and sidewalk on McHard road. It is unsafe for students to play so close to the 45 mph street without fences.
- My 2nd grader is able to ride bus. My 8th grader is unable to ride the bus because we live "too close"....I have to drive him daily to and from school which is a conflict with my work schedule! It would not be safe for him to walk or ride a bike. He would be crossing 2 major intersections at a high traffic time of day!
- We need a light on Pearland Parkway to slow the traffic!! The street is very busy and it is completely unsafe for a child to cross or to ride alongside on a bicycle. Or, an 'up-and-over' sidewalk could be an option - but the cars still move entirely too fast for a child to be unsupervised near Pearland Parkway.
- please give free bus service for all students.

- Thankfully our neighborhood has sidewalks. We will let our child walk to school when he's older - probably third grade. Parents have to be at work a certain time and child is too young to walk alone.
- My oldest daughter attends Dawson High. There are large gaps where there is no sidewalk. You would have to walk in the ditch or walk in the street. There is absolutely no shoulder on Hughes Ranch Road. I have tried to walk myself and feel very unsafe the speed of cars passing me.
- Old Alvin Road is the worst. A lot of kids cannot walk or even ride a bike down this street because there is not even a shoulder.
- We have an easy walk to the school. Crossing the bus lane would be a deterrent to me sending her by herself, but I walk with her. A crossing guard might be needed at that corner. It is also access to the teacher parking so it is quite busy. The sidewalk abruptly ends at the edge of the school so anyone coming from the front of the neighborhood is not able to get to school on a sidewalk.
- I would love for my children to be able to walk to and from their schools. At this time, it is just not safe. Also, I have younger children that will be attending Barbara Cockrell and Pearland Jr High, so my concerns about walking are not just for my currently enrolled children, but also for those that will attend in the future.
- If the sidewalk along old Alvin road was complete I would allow my child to ride his bike to and from school
- We would love to walk to school or bike together but there is not a sidewalk on Old Alvin Rd. we live less than a mile from the school. Please add a sidewalk!!!!
- We would love to walk to school but it's impossible to cross Pearland Parkway on foot
- My children could ride bikes straight down Old Alvin rd if there was a safe side walk from Brentwood to McHard. If instead, they try to go down back streets through Lakes of Highland Glen, it is more than 2 miles one way.
- I went before the City of Pearland and asked them to place sidewalks down Old Alvin Rd, but they said that it would be too expensive. I would have to pay for bus service because I live within two miles of the school.
- We need sidewalks along Old Alvin Road.
- Crossing the busy street would easily be re-mediated by having a cross-walk monitor. But that's only if we had sidewalks from my neighborhood to the school.
- Would have to cross RR tracks
- Large ditches on either side of two lane road. Also, I find it appalling that I have to pay for bus service when my school taxes are so high and that fact that there is not a safe route for my oldest to get to Pearland Jr High West without the bus makes paying for the service even more aggravating. The excuse that there is a Texas law that "allows" them to charge was not well received, especially since we just moved from Pasadena ISD and they have lower taxes, more kids and still manage to fund free bus service as it should be.

## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Provide sidewalk connection along the pickup-drop-off roadway.** This improvement provides a missing 8-foot wide sidewalk connecting the existing sidewalk from the south to the bike racks and sidewalk on the west side of the school leading to the front door.
2. **Provide short sidewalk connection at the southeast corner of Old Alvin Road and McHard Road.** This small improvement provides a short sidewalk connector that facilitates the north-south movement at the corner.
3. **Provide short sidewalk connection along Highland Glen Lane at the entry to the community pool.** This small improvement provides a short sidewalk connector that facilitates student and resident walking along Highland Glen Lane.
4. **Provide 6-foot sidewalk along the south side of Pearland Parkway from Hidden Glen Lane to tie to the existing sidewalks at the school.** This improvement will provide a more direct route for some students to walk or ride bicycles to school, and will provide connectivity choices.
5. **Provide 6-foot sidewalk along the east side of Old Alvin Road from Knapp Road to McHard Road.** This improvement provides sidewalk connection to the subdivisions north of the school and connection to the pedestrian crossing signal at the intersection of McHard and Old Alvin Road.
  - a. *Note: The City has a development agreement with a developer to build 585 linear feet of 6-foot sidewalk on the west side of Old Alvin from McHard Road to the north.*
  - b. *Note: In the same agreement the City is committed to building 630 linear feet of 6-foot sidewalk on the east side of Old Alvin.*
  - c. *Note: The remaining portion of the sidewalk to Knapp road needs to remain in the plan as a recommendation.*
6. **Provide 6-foot sidewalks along Knapp Road, Union Valley Drive, Robinson Drive and Glastonberry Drive.** This improvement would provide for enhanced safety of students walking along their neighborhood street to access the existing and proposed sidewalk network.
7. **Provide a Pedestrian Bridge across Pearland Parkway south of Hidden Glen Lane.** This improvement would connect the trails on either side of Pearland Parkway, thus connecting the two large subdivisions east of Pearland Parkway to the subdivisions and school west of the parkway.

## Outreach and Publicity Strategy

The walking and bicycling to and from school could be encouraged by the following activities:

- Parent patrol program of rotating assignments to raise awareness of issues
- Collaborations with Neighborhood Watch program during arrival and departure
- School traffic safety plan for parent packets tied to school code of conduct

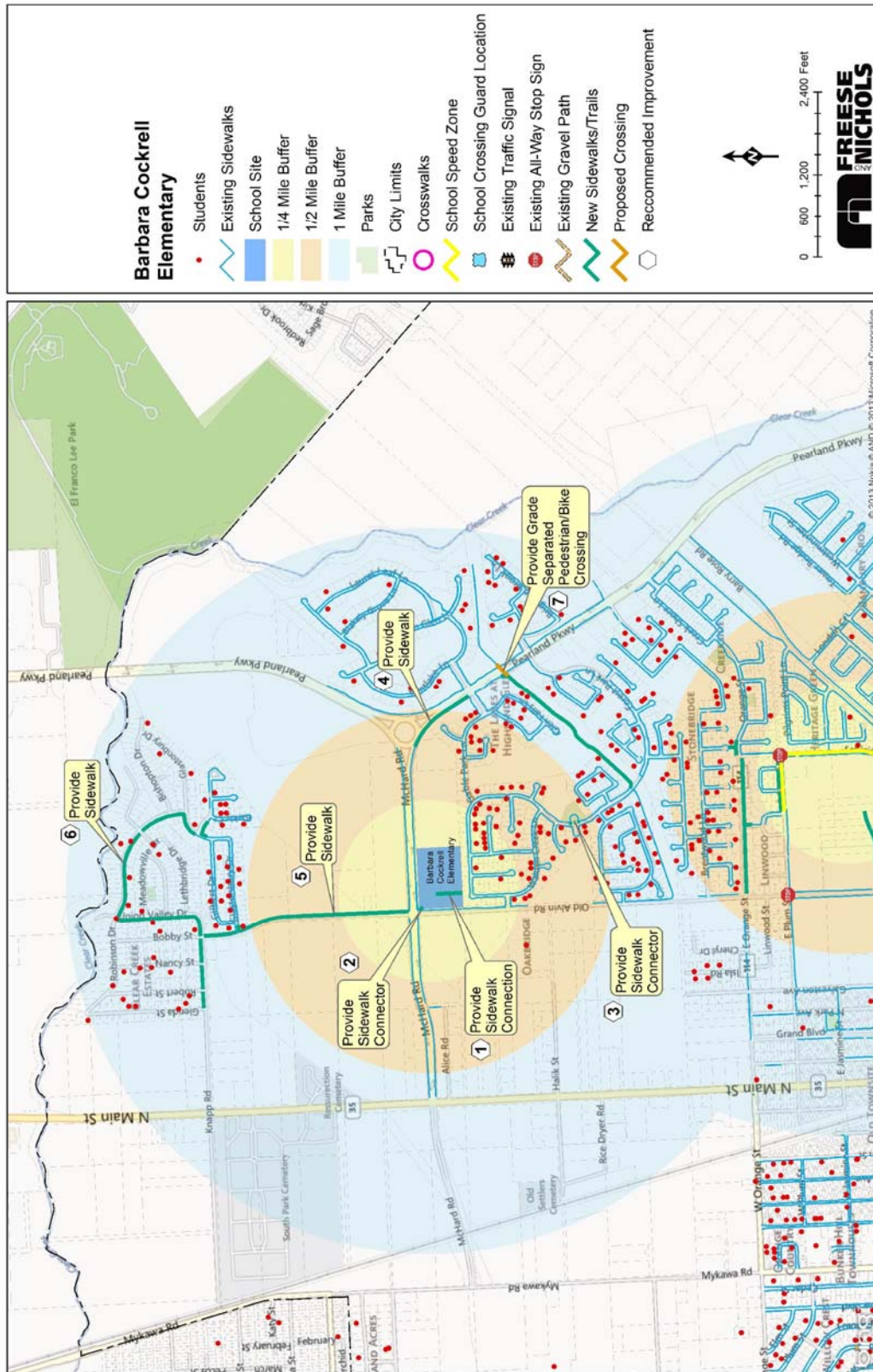


Figure 4B. Cockrell Elementary Proposed SRTS Enhancements



## 6.4 Active Transportation Plan for C. J. Harris Elementary School

### Overview

C. J. Harris Elementary is located amid old and new subdivisions, about 10 miles east of SH 288 and 1/2 mile north of Broadway in Pearland, Texas. The school is situated within a mostly developed urbanized area of Pearland, with a mixture of newer subdivisions with sidewalks and rural single family homes and small housing clusters along rural roads without sidewalks. Within the two-mile no bus zone, the majority of the students appear to reside to the north, northwest and west, while a scattered few are located to the east, south and southwest along various roadways. Although close to the school, the students living to the east, south and southwest do not have the proper facilities to enable them to walk to school safely. The students from the north, northwest, and west of the school are basically accommodated for walking and bicycling to school.

### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone
- A path leading to and from the subdivision directly east of the school
- A pedestrian crosswalk at the three way intersection of Schleider and Barry Rose including a crossing guard for morning and afternoon
- A crossing guard stationed at Schleider and Plum in the morning and afternoon
- A crossing guard stationed at Old Alvin and Plum in the morning and afternoon
- Bicycle racks provided for student and parent use

This school has the following supports or activities in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Teachers and Staff assist students out of cars
- Teachers or Staff members safely walk groups of students who are walking or bicycling off of the campus at dismissal

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

- We have crossing guards at three intersections and one directly across the street to assist students that are walking or bicycling to and from school. Once all of our buses have left in the afternoon, the walkers and bicycle riders are escorted off the campus by teachers or staff. The school's driveways that students will walk are monitored by staff members in the morning and the afternoon to assist students to cross the driveways safely. As a safety precaution to themselves and others, bicycle riders must walk their bicycles on school property rather than ride them.

Other school travel policies include:

- Staff and teachers park in the side parking lot to allow parents ample parking in front, so they can walk students into the school.
- Crossing guards are not allowed to use their cellular/mobile phones while on duty.
- Students that walk or ride bicycles are required to enter and exit specific doors.



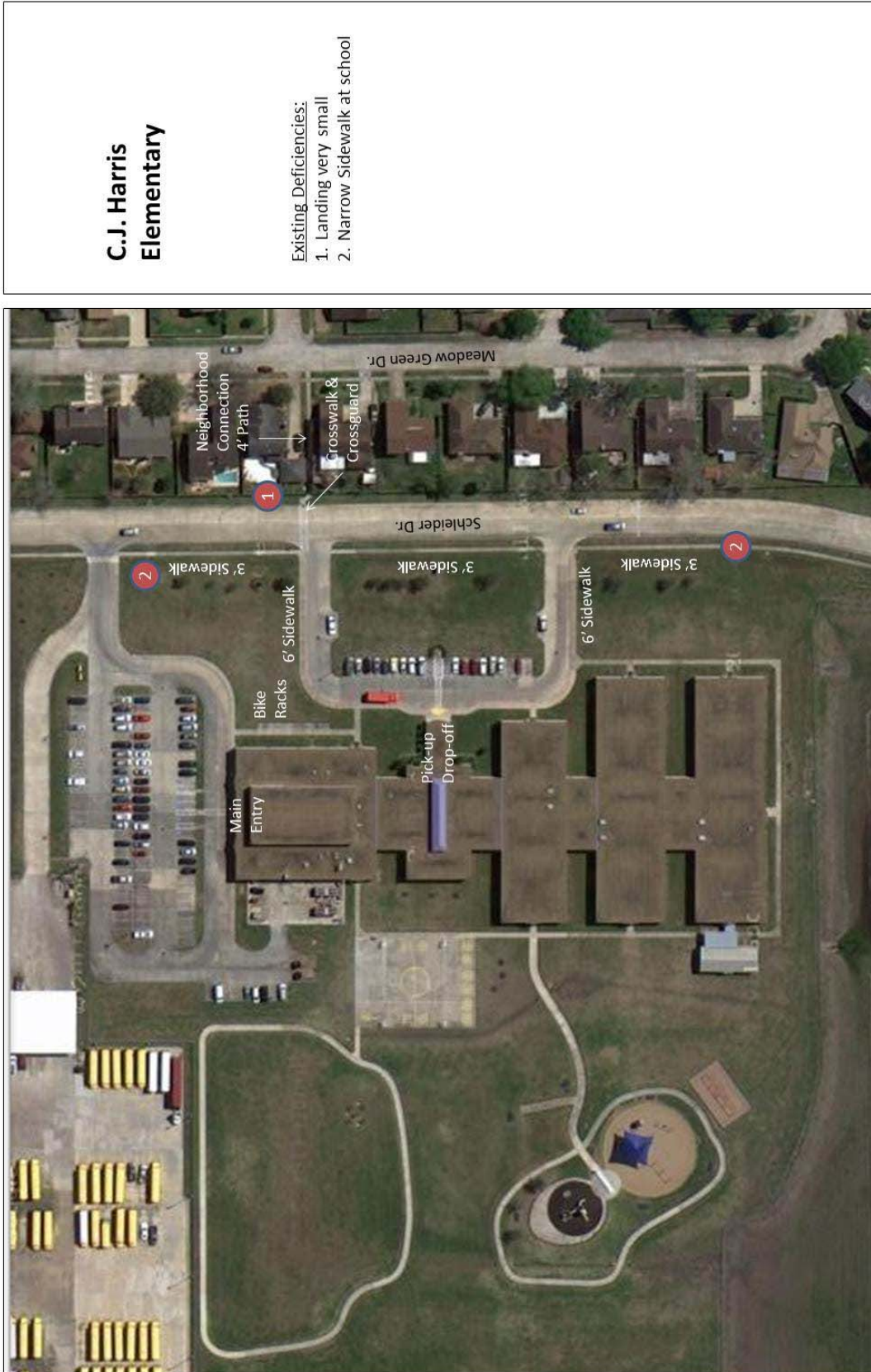


Figure 5A. Harris Elementary Existing Conditions

Numerous comments were offered by respondents to the on-line survey that was conducted for this Safe Routes to School Plan. The following comments were received from those indicating they had a student at Harris Elementary School.

- WE NEED A CROSSING GUARD AT THE CORNER OF PLUM AND OLD ALVIN RD. BY THE CHURCH!!!!!! THEY HAVE ONE FOR THE JR. HIGH KIDS BUT NOT FOR THE ELEMENTARY KIDS....
- Even if I had a safe route between my house and the school, I would be afraid to let my 6 year old bike to school 1.5+ miles with the potential for my child or any child being abducted.
- There is only one crossing guard and she is only at the street of the school and does not show up until after 7:30 and since my kids have to be at school before then because of clubs and student council so there is no safe way to cross the busy 4-lane road
- We live in the Twin Lakes subdivision on Veterans. My child would have to cross train tracks, 35, and 518 in order to get to CJ Harris from our house. We are 1.9 miles away and it is not feasible for children to do this (walking or riding a bike). The neighborhood across the street from mine (The Parks at Walnut Glen) gets free busing. My house is actually farther away from the school than that bus stop and those students get free busing. This is very frustrating for my family.
- We need a crossing guard at old Alvin and Plum during Elementary school hours there is one at this intersection during Jr High hours, but smaller children require a little extra help at this large intersection. Instead of the Schlieder and Plum 3 way stop.
- We love riding bikes/ walking but broken sidewalks and lack of them makes it harder, and dangerous. We appreciate what has been replaced and hope it continues all the way to us. Thanks again for helping to keep our kids safe and parents involved!!
- Crossing guarding being available at schedule times.
- 518 is a very busy road, there is no cross guard and my work hours interfere with school hours. It's unfair to have to pay for transportation services to and from school. Especially when you're a single parent!
- My son is old enough and close enough to ride his bike. However, I worry about the traffic. The cars drive terribly, and he would have to cross a busy intersection that does not have a crossing guard.
- We live less than two miles from school but even with added sidewalks and bike lanes I have concerns. FM 518 has become a congested street and asking primary or elementary students to walk across that is dangerous, might as well ask them to cross Hwy 288! Also, I don't think sidewalks and bike lanes are no longer the problem, its society alone and a parents worse fear of their child being abducted.
- There should be a side walk on both sides of Alexander Middle School. On the right side of the school, there is an S curve with no side walk or shoulder for the kids to be safe, the curve has blind spots & many cars drive fast with no regards to the school being there

## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Widen the existing sidewalk to 8-feet wide along the west side of Schleider Drive from Berry Rose Road to E. Plum Street.** This improvement will facilitate the safety of existing and increased walking and bicycle riding by students living in the apartments and subdivisions south of the school.
2. **Provide 6-foot sidewalk along the north side of E. Plum Street from Linwood Oaks Street to Schleider Drive.** This improvement will facilitate walking and bicycling by students that live north of E. Plum Street, eliminating the crossing of E. Plum Street to access the existing sidewalks on the south side of the street.
3. **Provide 6-foot sidewalk along the south side of E. Orange Street from Old Alvin Road to Schleider Drive.** This improvement will facilitate walking and bicycling by students that live north of E. Plum Street. The sidewalk will also encourage walking by all residents in the area and provide access to the park to the east along E. Orange Street.
4. **Provide 6-foot sidewalk from Stonewood Heights Court to new 6-foot sidewalk extension along north side of E. Orange Street to tie to intersection with Schleider Drive.** This improvement provides a shorter route to school from the subdivision, encouraging walking and bicycling.
5. **Provide 6-foot path from the pedestrian bridge at Shiela Street to the sidewalks at the west side of the school.** This improvement encourages walking and bicycling from the neighborhood southwest of the school. The pedestrian bridge already encourages walking and bicycling to the Junior High School.
6. **Provide short segment of 6-foot sidewalk along the west side of Sherwood Street that completes the sidewalk from the subdivision to Broadway.** This improvement will facilitate walking and bicycling by students that live in the Sherwood subdivision. Pedestrian signals and crosswalks are provided for all approaches at the intersection of Sherwood at Broadway.
7. **Widen the sidewalk along the north side of Broadway from Sherwood Street to Berry Rose Road.** Change the narrow sidewalk at the back of curb to a 6-foot sidewalk separated from the curb by at least 5 feet to encourage walking along the corridor and enhance the safety for students.
8. **Widen the east side landing of the crossing of Schleider Drive to the path to the subdivision to the east.** This improvement enhances the safety of improved utilization of this connection.

## Coordination, Outreach and Publicity Strategy

The walking and bicycling to and from school could be encouraged by the following activities:

- Student patrol to raise student awareness of importance of proper behaviors
- Parent patrol program of rotating assignments to raise awareness of issues
- Collaborations with Neighborhood Watch program during arrival and departure

- Walking School Bus routes for each neighborhood
- School traffic safety plan for parent packets tied to school code of conduct
- Coordinate with the Junior High School to extend the crossing guard duties to the hours that support Harris Elementary School as well.



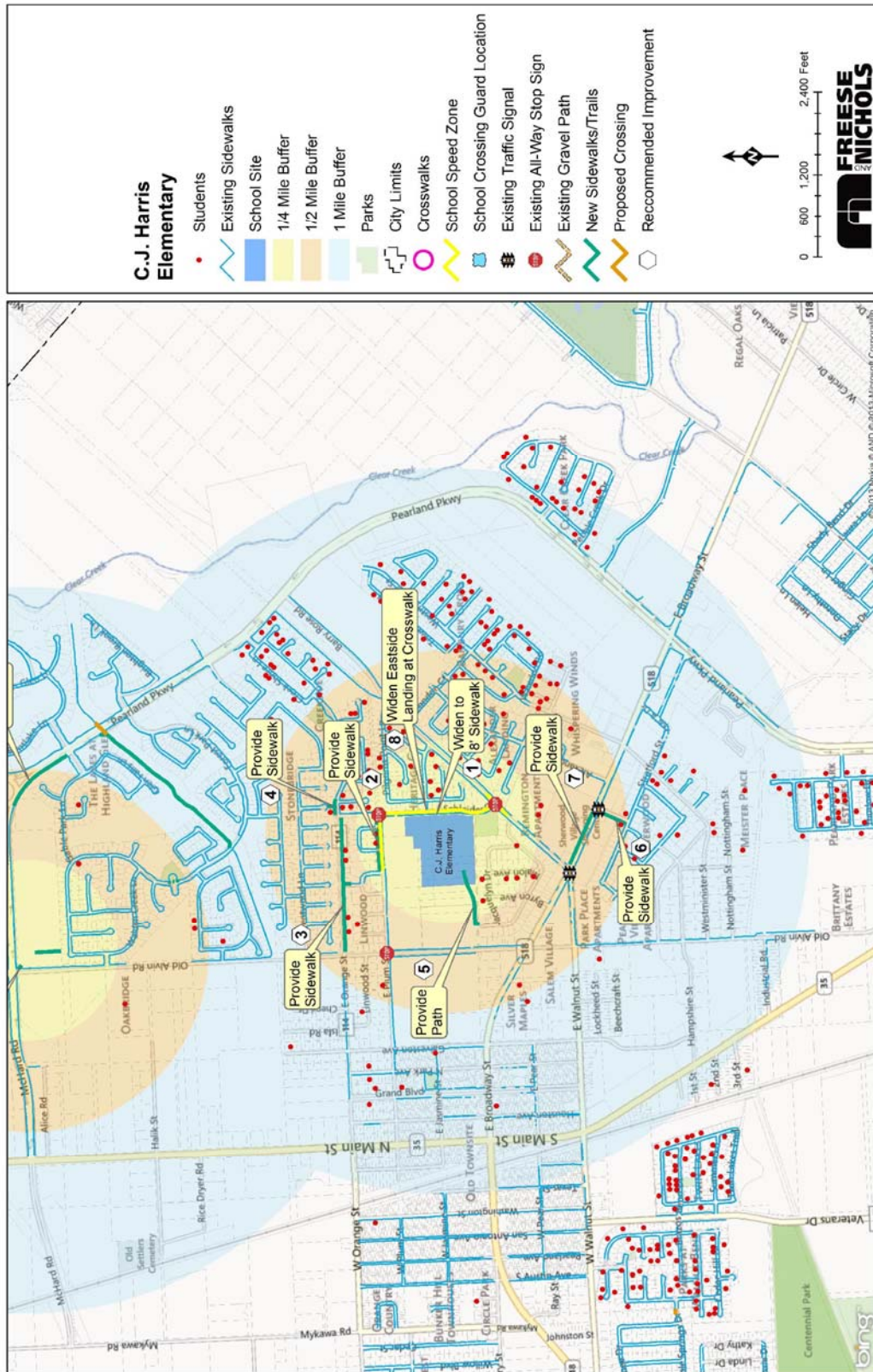


Figure 5B. Harris Elementary Proposed SRTS Enhancements



## 6.5 Active Transportation Plan for E. A. Lawhon Elementary School

### Overview

E. A. Lawhon Elementary is located amid a mixture of rural residential, older subdivisions and mobile homes, about 3 miles east of SH 288 and 1/2 mile south of Beltway 8, physically in Brookside Village (population approx.1,500) but also serving students living in the northern edge of the City of Pearland. The school serves a mostly rural area with a mixture of old and newer low density housing and small housing clusters along rural roads without sidewalks. Within the two-mile no bus zone, the majority of the students appear to be scattered in all directions, with a small concentration in a mobile home park to the southeast in Pearland. Although close to the school, the students do not have the proper facilities to enable them to walk to school safely.

### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone

This school has the following supports or activities in place during student travel times:

- Staff presence during drop-off/pick-up
- Student patrol for car riders
- Law enforcement support at the main intersection near the school during drop-off/pick-up

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

- Due to deep ditches and no sidewalks, students do not walk or ride bikes to school. However, parents do park their cars and walk students across the pedestrian crosswalk in the school parking lot during drop-off/pick-up times. They also have the option of driving their car through the car rider line to drop-off/pick-up their child where staff members unload/load the child into the car.

Other school travel policies include:

- N/A

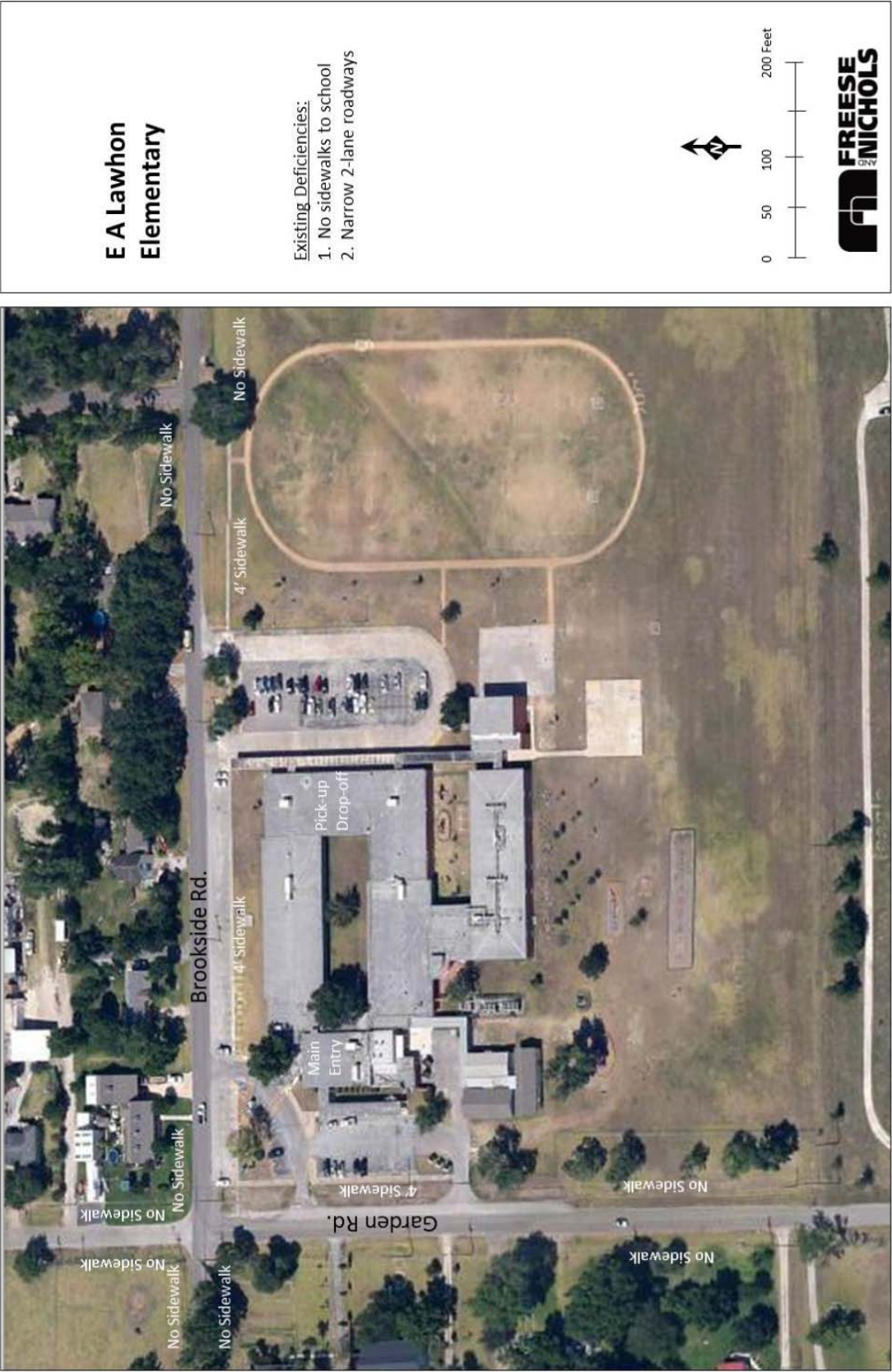


Figure 6A. Lawhon Elementary Existing Conditions

### **Comments from Survey**

Numerous comments were offered by respondents to the on-line survey that was conducted for this Safe Routes to School Plan. The following comments were received from those indicating they had a student at Lawhon Elementary School.

- There should be sidewalks so the children could safely walk home if they have to. I would not let him ride his bike by himself
- My daughter and/or I are unable to walk or bike due to the road is kind of narrow, dangerous for walk or bike. It is very nice if City of Pearland build side walks around 2 miles from school. I look forward for good news.
- If the sidewalks extended farther down Brookside Road and there was a stop sign or cross walk my kids would ride their bike to school.
- I think the survey should consists a question of whether or not the parent would allow their child(ren) to go to and from school on their own. There are not many sidewalks near us and the Pearland parents are crazy drivers no matter what time of day. Always speeding in the school zone, most parents and daycare drivers treat it as a race. My child is too young to walk to school.
- If there were sidewalks then we would consider bikes

## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Provide 6-foot sidewalk along east side of Oday Road from Pearland Heights Mobile Home Park to Brookside Road and along south side of Brookside Road to existing sidewalk at school. Conduct a “warrant study” to determine if the intersection at Oday and Brookside should be an all-way stop to improve its safety as a pedestrian crossing.** This improvement could allow for students to walk or ride bicycle to school that could not have otherwise.
2. **Provide 6-foot sidewalk along north side of Brookside Road from Brookside City Hall to Oday Road.** This improvement allows students to walk or ride bicycle to school that could not have otherwise. The segment of sidewalk also provides community access to city hall.
3. **Provide 6-foot sidewalk to complete the connection along the east side of Oday Road from the mobile home park to Butler Road.** This improvement allows students to walk or ride bicycle to school that could not have otherwise and extends the reach of local residents for walking.
4. **Provide 6-foot sidewalk on Butler Road at entry to Village Grove subdivision.** This improvement connects the subdivision sidewalks to the proposed sidewalks along Oday Road and Butler Road.
5. **Provide 6-foot sidewalk connector on both sides of Village Grove Drive.** This improvement connects the sidewalk network on the two sides of the subdivision, connecting the east side to the proposed sidewalk network to access the school.
6. **Provide 6-foot sidewalk on the east side of Old Alvin Road from Butler Road to Brookside Road.** This improvement allows students to walk or ride bicycle to school that could not have otherwise.
7. **Provide 6-foot sidewalk on Butler Road between Old Alvin Road and Oday Road.** This improvement connects the subdivision sidewalks to the proposed sidewalks along Oday Road and Butler Road.

## Outreach and Publicity Strategy

The walking and bicycling to and from school could be encouraged by the following activities:

- Student patrol to raise student awareness of importance of proper behaviors
- Parent patrol program of rotating assignments to raise awareness of issues
- Collaborations with Neighborhood Watch program during arrival and departure
- Walking School Bus routes for each neighborhood
- School traffic safety plan for parent packets tied to school code of conduct



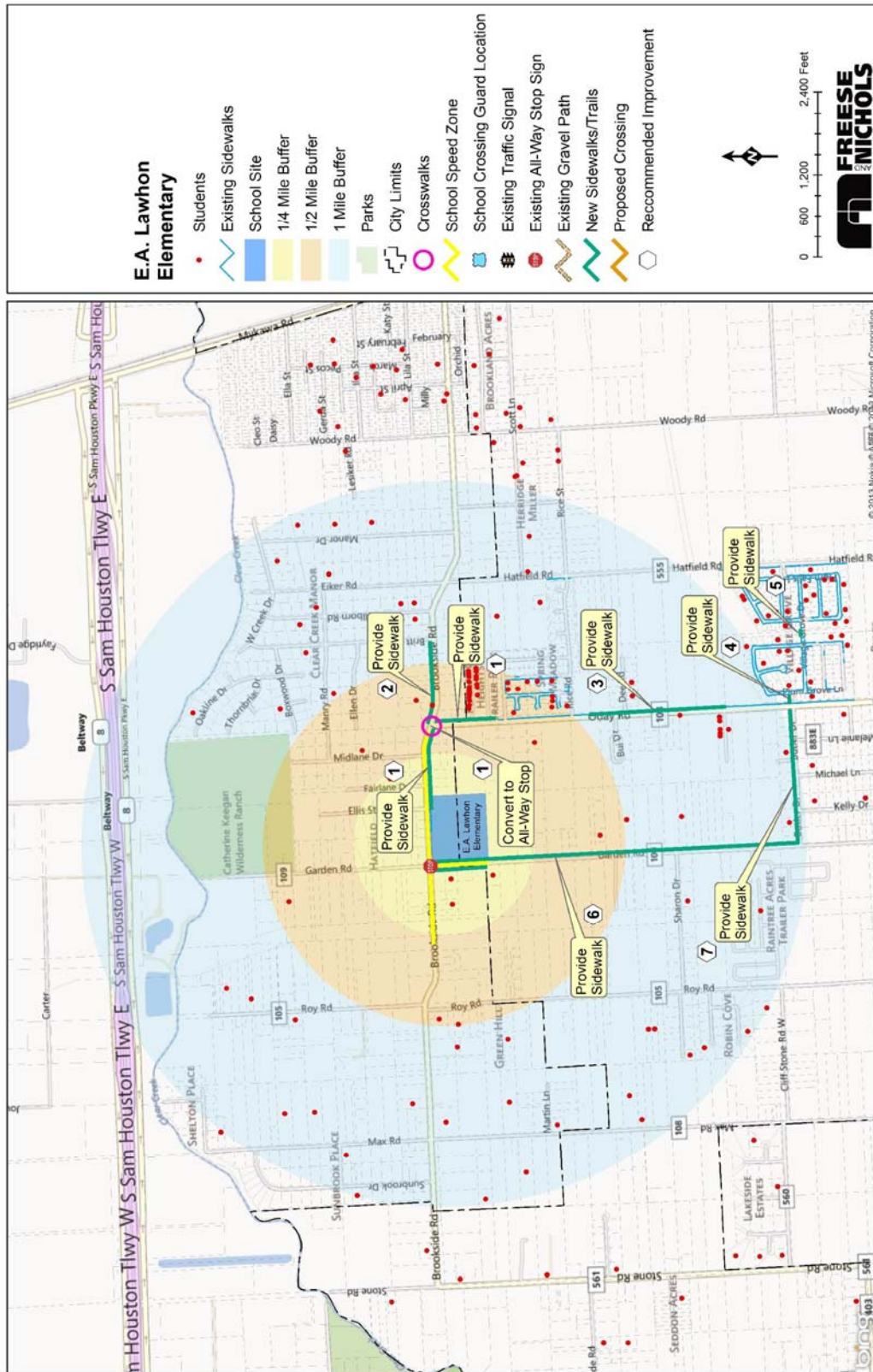


Figure 6B. Lawhon Elementary Proposed SRTS Enhancements



## 6.6 Active Transportation Plan for Glenn York Elementary School

### Overview

Glenn York Elementary is located amid relatively new subdivisions, about 1.5 miles west of SH 288 and 1/4 mile north of Broadway in Pearland, Texas. The school is situated within a mostly developed urbanized area of Pearland, with mostly newer subdivisions with sidewalks. Within the two-mile no bus zone, the majority of the students appear to reside to the northeast, north, northwest and west, while many are located in the subdivisions to the south of Broadway. Sidewalks are provided along the local and collector roads within the subdivisions north of Broadway, providing walking and bicycling opportunities for the majority of students. Broadway is a major arterial roadway running east-west just south of the school, posing a hazardous crossing for students and qualifying those students living south of Broadway for school bus service.

### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone
- Staff escorts walking and bicycling students to corner of Kingsley Drive and Trinity Bay Drive where crossing guard is positioned to get students safely across the intersection for continuation on sidewalks to the north and east.

This school has the following supports or activities in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Law enforcement support
- School traffic safety plan

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone

This school has the following supports or activities in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Student patrol
- School traffic safety plan

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

### Walkers and bikers who reside to the southwest of Glenn York

#### *Dismissal*

- Students living in the Shadow Creek neighborhood north of Broadway and west of Kingsley are escorted out of the south end of the building by school personnel.
- Staff members escort these students along the sidewalk heading south on Kingsley to the boundary of the Glenn York Elementary property line.
- From there, walkers and bikers turn west on the existing sidewalk that leads to their neighborhood.
- Walkers and bikers who live in this neighborhood are not required to cross any streets or roadways.

*Arrival*

- Because students are not required to cross any streets or roadways, they walk or bike directly to the school building without assistance from staff members.

**Walkers and bikers who reside to the north, northwest, northeast, east, or southeast of Glenn York**

*Dismissal*

- Students who live in these neighborhoods are escorted out of the north end of the building by school personnel.
- For students who live to the east of Kingsley Dr., staff members escort these students to the corner of Kingsley Dr. and Trinity Bay where they are met by a crossing guard.
- The crossing guard escorts these walkers and bikers across Kingsley and releases them on the east side of the street where they walk or ride home independently from there.
- With the recent addition of The Avenues at Shadow Creek Ranch Apartments located on the corner of Kingsley Dr. and Broadway, students who reside there are required to walk independently after being released by the crossing guard on the east side of Kingsley heading south towards Broadway.
- For students who live to the west of Kingsley Dr., staff members escort these students west on Trinity Bay to the boundary of the Glenn York Elementary property line and release them from there.

*Arrival*

- Walkers and bikers who live to the east of Kingsley Dr. and north of Trinity Bay walk to meet the crossing guard at the corner of Kingsley Dr. and Trinity Bay. The crossing guard escorts them across Kingsley Dr. heading west and releases them to continue their walk to the school building.
- Students who live west of Kingsley Dr. walk east along Trinity Bay to meet a staff member near the boundary of the Glenn York property line. From there, the staff member will escort them east on Trinity Bay, across the entrance to the staff parking lot, and to the sidewalk that leads to the main entrance of the building.

Other school travel policies include:

- Bikers are asked to walk their bikes once they arrive on Glenn York property to the designated bike racks.

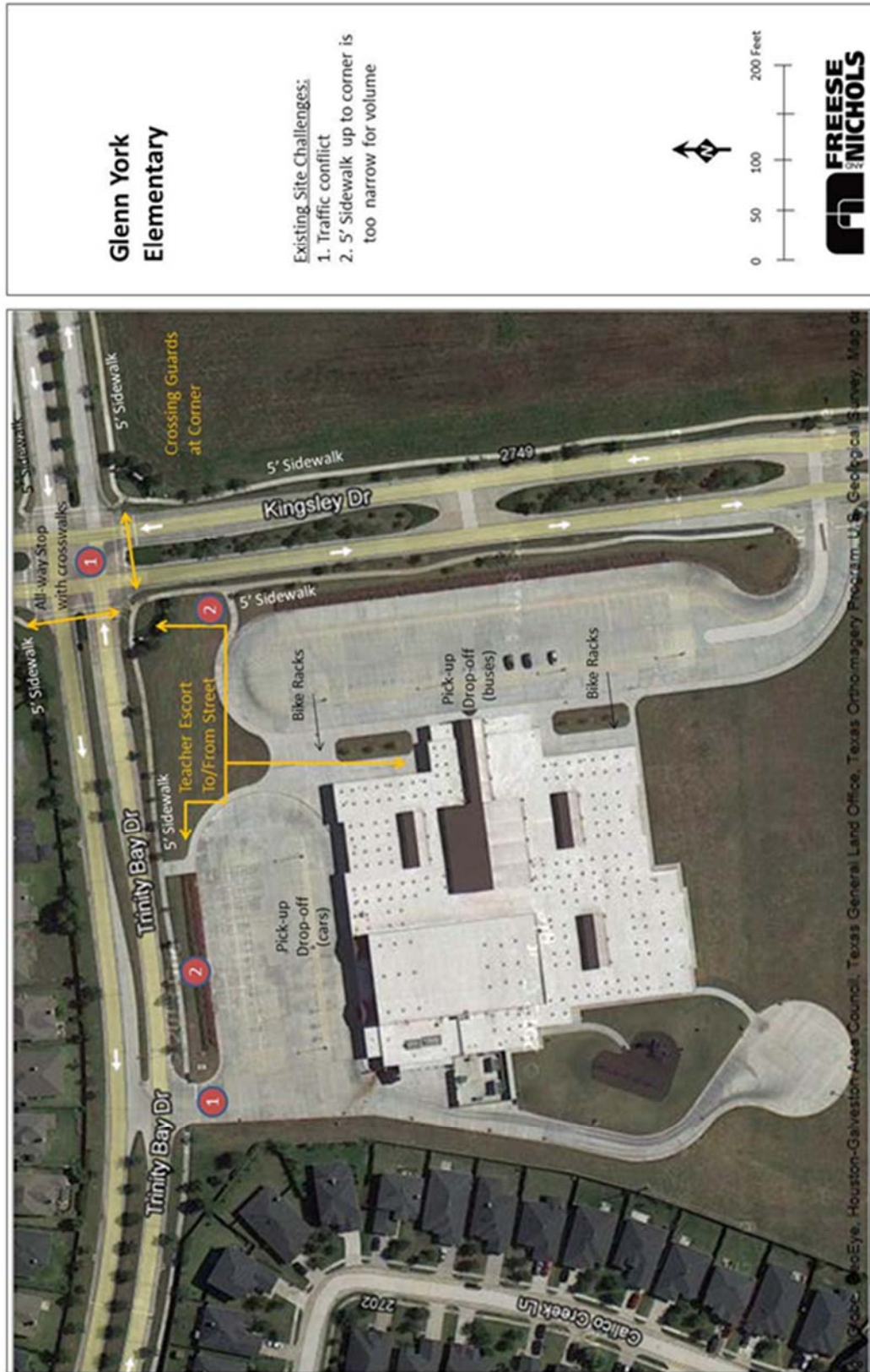


Figure 7A. York Elementary Existing Conditions

### **Comments from Survey**

Numerous comments were offered by respondents to the on-line survey that was conducted for this Safe Routes to School Plan. The following comment was received from those indicating they had a student at Glenn York Elementary School.

- I would love for me and my child to ride our bikes or walk, but I don't feel riding a bike, since the sidewalk ends and he has to get onto Trinity Bay which is a very busy street. Also he has to cross two big streets. It would be nice if there were more signs warning about children walking or biking. It would be great to have some markings for walkers and bikers on the surface of the street. And what would be absolutely fabulous is to have a more direct way of getting to school. If we could go across we'd be able to save a lot of time.

## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Provide 6-foot sidewalk along west side of Kingsley Drive from Southern Trails Drive to Broadway Street.** This improvement allows students to walk or ride bicycle to school that could not have otherwise. Currently these students within one mile southwest of school are eligible to be bused due to the “hazardous” crossing of Broadway.
  - a. *Note:* Sidewalks along Kingsley (CR48) are being provided by developer or are included in Brazoria County’s plans for widening CR48, which is scheduled to start in 2014.
2. **Provide 6-foot sidewalk along west side of Kingsley Drive from Southern Trails Drive to Broadway Street..** This improvement allows students within one mile southeast of school to walk or ride bicycle to school that would have otherwise had to walk further to cross Broadway using the signal at Half Moon Bay. Currently these students are eligible to be bused due to the “hazardous” crossing of Broadway.
  - a. *Note:* Sidewalks along Kingsley (CR48) are being provided by developer or are included in Brazoria County’s plans for widening CR48, which is scheduled to start in 2014.
3. **Provide 6-foot sidewalk along the east side of Indigo Bay Drive from Trinity Bay Drive to Hampton Bay Drive and along the north side of Trinity Bay Drive from Indigo Bay Drive to Biscayne Bay Drive.** This improvement allows students to walk or ride bicycle to school from their neighborhood to use the crossing control point at Biscayne Bay Drive and Trinity Bay Drive.
  - a. *Note:* This appears to be a sidewalk that the developer should have installed. The City is currently verifying this information and shall update this plan upon additional findings.
4. **Provide standard crosswalk along the south side of Trinity Bay at Park Springs Drive. Provide standard crosswalks along the south and north side of Winter Springs Drive at Park Springs Drive.** This improvement enhances the sidewalk system intended for use to access the school to and from the neighborhood.
5. **Provide 6-foot sidewalk along the east side of Indigo Bay Drive and the north side of Trinity Bay Drive..** This improvement reduces the crossing of streets internal to the neighborhood to access the sidewalk system along Trinity Bay Drive intended for use to access the school to and from the neighborhood.
6. **Enhance the Crosswalks at the All-way Stop Controlled intersection of Biscayne Bay Drive and Trinity Bay Drive.** A higher order of crosswalk pavement markings is suggested to enhance the visibility, and thus the safety, of the pedestrian crossings on all four approaches to the intersection.
7. **Enhance the Crosswalks at the All-way Stop Controlled intersection of Trinity Bay Drive and S. Clear Lake Loop.** A higher order of crosswalk



- pavement markings is suggested to enhance the visibility, and thus the safety, of the pedestrian crossings on all four approaches to the intersection.
8. **Enhance the Crosswalks on the north side of the intersection of S. Clear Lake Loop at Silent Shores Lane.** A higher order of crosswalk pavement markings is suggested to enhance the visibility, and thus the safety, of the pedestrian crossings on all three approaches to the intersection.
  9. **Provide standard crosswalk along the east side of Rustling Creek Drive at the entry drive to the Briarwood North subdivision.** This improvement enhances the sidewalk system intended for use to access the school to and from the neighborhood.
  10. **Provide a short (20-foot) 6-foot sidewalk connector from the cul-de-sac at the east end of Imperial Shore Drive to the sidewalk along Biscayne Bay Drive.** This improvement reduces the walking distance from the neighborhood to access the sidewalk system along Biscayne Bay Drive intended for use to access the school to and from the neighborhood.
  11. **Provide standard crosswalk along the west side of Indigo Bay and the south side of Trinity Bay Drive at this intersection.** This improvement enhances the sidewalk system intended for use to access the school to and from the neighborhood.
  12. **Provide an enhanced crosswalk along the west side of Indigo Bay Drive and a standard crosswalk the south side of Trinity Bay Drive at this intersection.** This improvement enhances the sidewalk system intended for use to access the school to and from the neighborhood. The enhanced crosswalk – ladder striping or a complete color or pattern in the crosswalk – increases the visibility and thus the safety of this uncontrolled pedestrian crossing Trinity Bay Drive.
  13. **Re-stripe the crosswalks at all four legs of the intersection of Biscayne Bay Drive and Regents Bay Drive.** This improvement enhances the sidewalk system intended for use to access the school to and from the neighborhood.

### **Coordination, Outreach and Publicity Strategy**

The walking and bicycling to and from school could be encouraged by the following activities:

- Student patrol to raise student awareness of importance of proper behaviors
  - Parent patrol program of rotating assignments to raise awareness of issues
  - Collaborations with Neighborhood Watch program during arrival and departure
  - Walking School Bus routes for each neighborhood
- School traffic safety plan for parent packets tied to school code of conduct

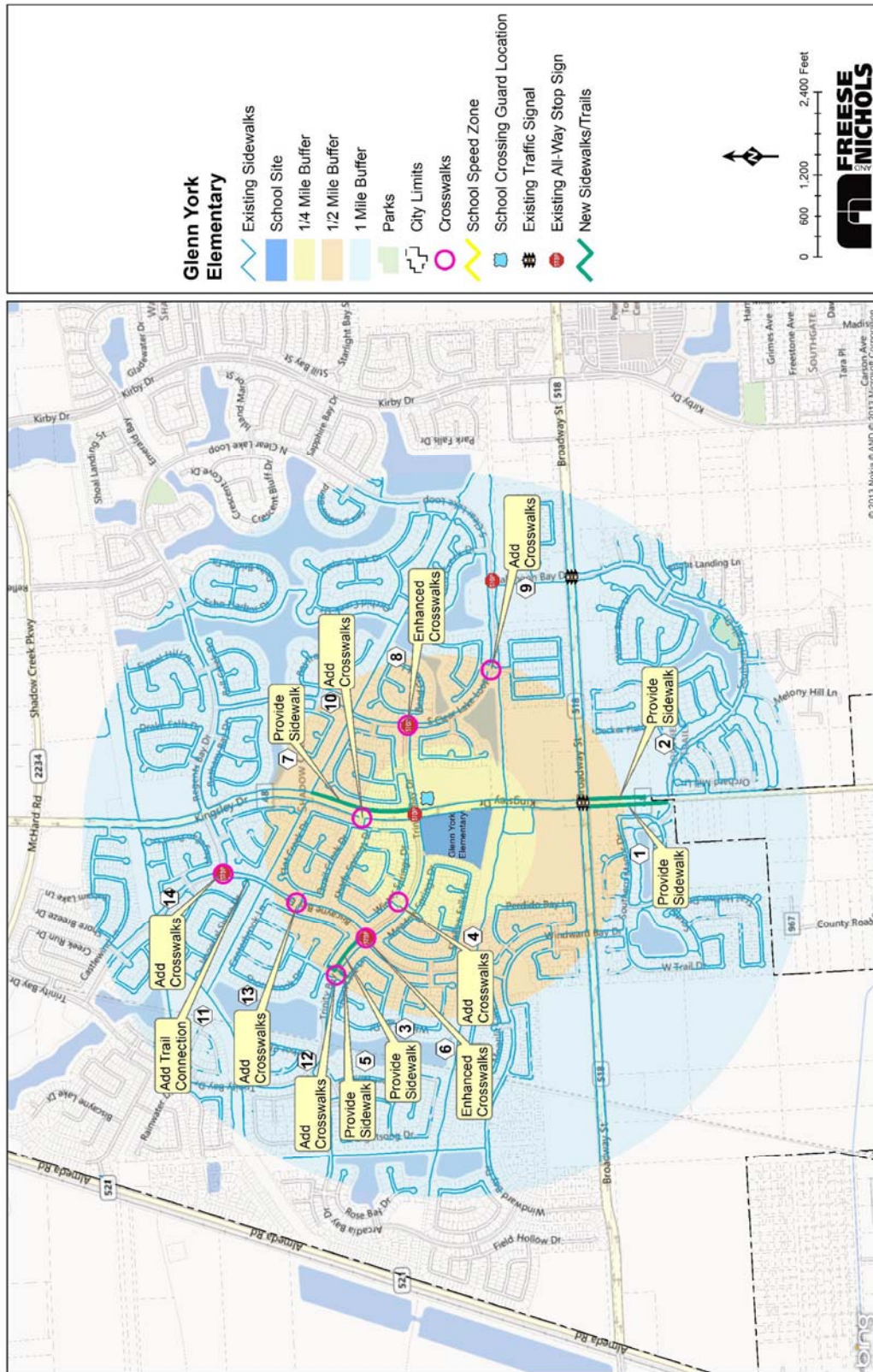


Figure 7B. York Elementary Proposed SRTS Enhancements

## 6.7 Active Transportation Plan for Pearland Junior High School South

### Overview

Pearland Junior High School South is located in the developing southeast sector of Pearland, Texas, about 5.5 miles east of SH 288 and 2 miles south of Broadway. The school is situated within a partially developed urbanized area of Pearland, with a mixture of newer subdivisions with sidewalks and rural single family homes and small housing clusters along rural roads without sidewalks. Within the two-mile no bus zone, the majority of the students appear to reside to the west, northwest and north, while a scattered few are located to the south and east along various roadways to which currently there are no pedestrian facilities. Although close to the school, the students living to the southeast and southwest do not have the proper facilities to enable them to walk to school safely. The students from the north and northwest of the school are adequately accommodated for walking and bicycling to school, though several enhancements need to be made.

### Current Programs, Policies and Issues for Walking and Bicycling to School

This school is already engaged in activities that enhance safe and active student travel, including:

- Pedestrian crosswalks and ramps at the edges of the school zone
- Others

This school has the following supports or activities in place during student travel times:

- Staff presence during drop-off/pick-up
- Law enforcement support
- Neighborhood Watch program
- School traffic safety plan

The arrival and dismissal procedures that address walking and bicycling to and from this school are described below:

- Students who live in the neighborhoods to the northwest are directed to arrive/leave by the tennis courts and practice football fields.
- Students who live in the neighborhoods to the northeast are directed to arrive/leave by the front of Turner High School and Veterans Drive.
- Students that walk or bike are encouraged to leave the school grounds at 4pm due to the heavy student pick-up traffic from 3:45 – 4:00pm.
- New parent pick-up procedures implemented in the 2013 school year require that parents form a single car-rider pick-up line, for safety purposes.



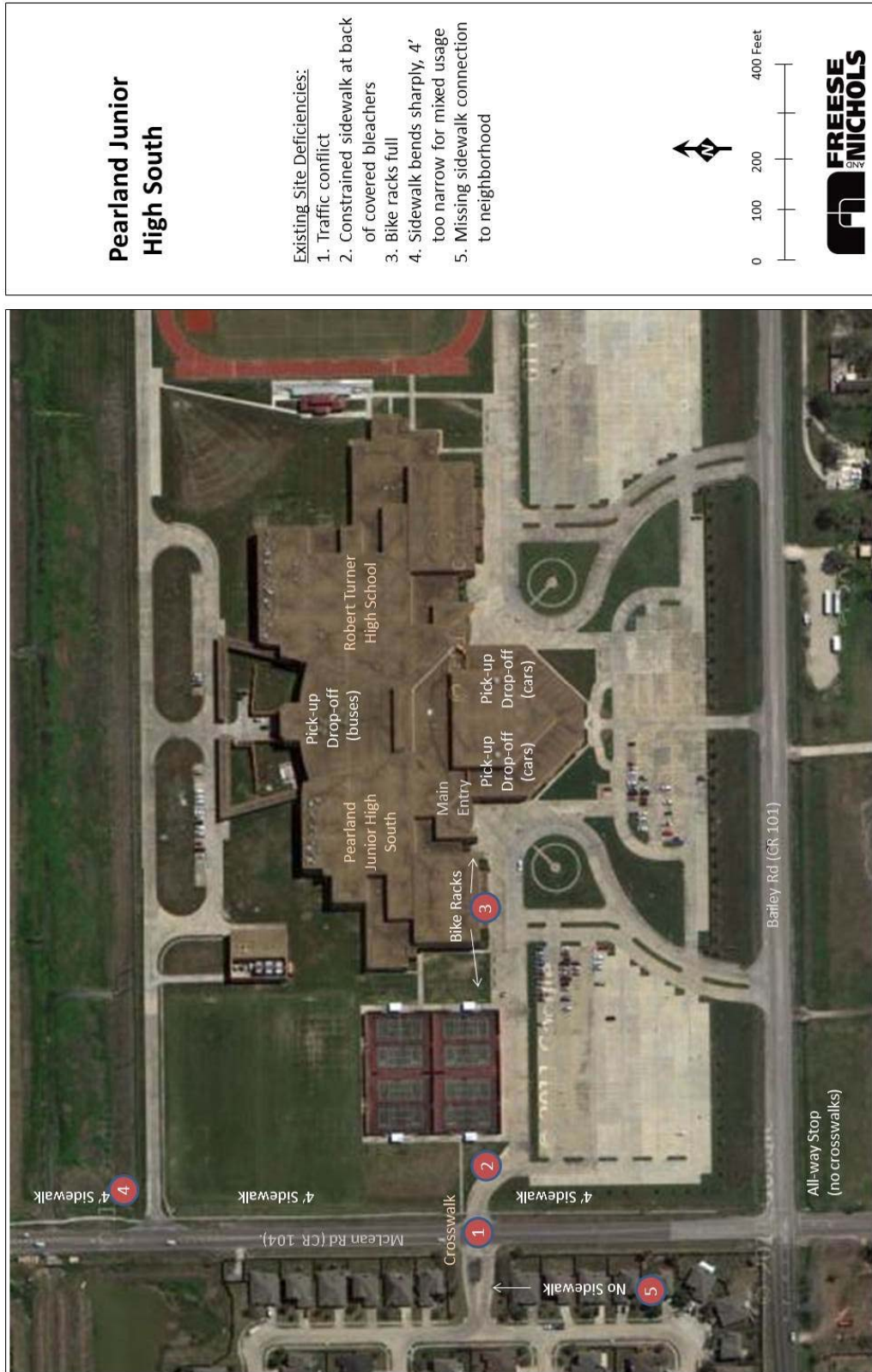


Figure 8A. Pearlland JH South Existing Conditions

### Comments from Survey

Numerous comments were offered by respondents to the on-line survey that was conducted for this Safe Routes to School Plan. The following comments were received from those indicating they had a student at Pearland Junior High School South.

- I noticed some of the other PISD schools are not on the survey and don't have sidewalk routes to them. My child's grandparents live near Rustic Oaks Elementary and there ARE NO SIDEWALKS up to the schools property as well as it is dangerous since parents park all over the place (not in a line of cars but literally EVERYWHERE!) VERY dangerous school to be around and then the school zones are the largest in the area! other zones like Carlston and Lawhon have school zones about 500 feet past the schools but Rustic has them over a 1/2 mile. Very inconsistent in the Pearland area.
- I drive Veteran's to 35 daily and see many students riding bikes/walking along busy road with no shoulder/sidewalk in places or crossing 35 with the construction. so scary and dangerous that I can't believe it.
- He plays the trombone and it is easier to walk and carry than to balance the trombone on the bike and ride.
- Sidewalks are needed on Bailey starting at PJHS all the way to the Natatorium for students walking or biking there after school, or even to the High School.
- The route does have sidewalks on one side of the street - would be helpful to have on both sides and would be helpful to have better/safer crossing areas for students who walk or ride bikes.
- You didn't ask about Magnolia Elementary but there is a major traffic problem there in the mornings. We live too close to the school for my kindergarten child to ride the bus without paying for it. It's difficult with work schedules to not have bus service for such young children.
- One busy intersection to cross, McLean Road
- The crossing from Park Village Estates to Jr. High South is scary to see as a parent. I do my part and contact police, but they can't be everywhere. The main problem is people making turns into the school in an entrance CLEARLY marked do not enter. It is dangerous for walking kids as well as cars turning out of the drive. Perhaps a stop sign can be considered here clearly stating no turn and 3 way??
- At PJHS at the exit from the front parking lot onto McLean Rd there is a Do Not Enter sign. Is it possible to get this sign moved back about 30 ft to allow people to enter the parking lot from this direction. Moving the sign back would prevent people from driving down the main student pickup lane.
- On the west part of McLean road from our Springfield subdivision there is no sidewalk, this is a concern.
- I have multiple children and therefore have different issues with each. The survey did not address this. My Carlestone student walks almost every day. I have a Jamison student (which is not included in the survey, but by far the worst situation) who should have transportation as the route is far (1.95 miles according to PISD) and totally unsafe (no sidewalks/shoulder, traveling along 518 and crossing 518. South is



a little better and I think we've figured out a bike path, however, the amount of equipment my daughter drags to school precludes a safe ride.

- I would love for my children to be able to walk to and from their schools. At this time, it is just not safe. Also, I have younger children that will be attending Barbara Cockrell and Pearland Jr High, so my concerns about walking are not just for my currently enrolled children, but also for those that will attend in the future.
- My son would have to walk in the ditch or on the road if he were to walk. His only route to take is Bailey, which is a very high traffic two lane road without any shoulders . We live almost to 1128. That is a very long distance for someone to walk. The school should provide a bus this far away and with Bailey being the only option to walk.
- My problem is not with him walking to PJHS, it was when he attended Jamison. He rode the bus but we had to pay but just one street over in our subdivision Jamison students did not have to pay. The alternative was to have him walk and cross 518.
- We need sidewalks for sure between the Natatorium and South and around the cow pasture between them.
- Thank you for adding the sidewalk last year between Centennial Park and Magnolia. It made a big difference

## Recommendations

The following recommended improvements are listed in relative priority, based on a combination of factors including ease of implementation and number of students served.

1. **Provide 6-foot sidewalk connections on Springfield Avenue west of McLean Road to the sidewalk along the east side of McLean Road.** This improvement connects the existing sidewalk networks on either side of McLean to each other, and the subdivision to the west of McLean to the sidewalk that lead to the school.
2. **Widen the sidewalk to 8 feet along the east side of McLean Road from Springfield Avenue to Village Creek Drive.** This improvement will facilitate and encourage the increased walking and bicycling to the school from the residential areas to the north.
3. **Provide 6-foot sidewalk along the west side of Veterans Road from Magnolia southward to tie to the existing sidewalk north of Springfield Avenue.** This improvement provides a more direct path from the Cobblestone subdivision and the Magnolia Place Trailer Park to the existing sidewalk network that leads to the school.
4. **Provide and enhance the pedestrian crossings at the all-way stop controlled intersection of Veterans Road at Springfield Avenue.** This improvement will provide pedestrian crosswalks at all four approaches to the intersection and enhance the signage for the intersection. This same improvement needs to be done for the north-south crossings at Barrington Way.
5. **Provide the 6-foot sidewalk connection and bridge along the east side of Veterans Road at the drainage ditch north of the school.** This improvement provides a secondary access path from neighborhoods to the north and direct connection to the athletic complex east of Veterans Road.
6. **Enhance the pedestrian crossing of Veterans Road at the athletic complex.** This improvement would provide pedestrian actuated crossing flashers and crosswalk striping to enhance the visibility of this crossing.
7. **Provide 6-foot sidewalk connections along Village Creek Drive west of McLean Road.** This improvement will facilitate the student walking and bicycling to the school from the neighborhoods to the west. The existing crosswalk markings and signage will be enhanced.
8. **Provide 6-foot sidewalk along the north side of Bailey Road between Lawrence Place and Lavaca Drive.** This improvement connects the sidewalks of the two subdivisions and provides walking and bicycling access from the western subdivision through the existing sidewalks to the school.
  - a. *Note: The Bailey Road expansion project includes a 10-foot sidewalk along the north side of Bailey Road. The project is scheduled to start construction in late 2015.*
9. **Provide 6-foot sidewalk along south side of Cottonwood Street from Harkey Road to Spring Branch Drive West.** This improvement provides walking and bicycling access further west into the less developed residential areas.
10. **Provide 6-foot sidewalk along east side of Harkey Road from Ravenwood Drive to Patridge Drive.** This improvement provides walking and bicycling

access further west into the less developed residential areas and connects to sidewalk improvements along Harkey Road to Magnolia Street.

### **Coordination, Outreach and Publicity Strategy**

The walking and bicycling to and from school could be encouraged by the following activities:

- Student patrol to raise student awareness of importance of proper behaviors
- Parent patrol program of rotating assignments to raise awareness of issues
- Collaborations with Neighborhood Watch program during arrival and departure
- Walking School Bus routes for each neighborhood
- School traffic safety plan for parent packets tied to school code of conduct
- School traffic safety plan during parent nights, concerns, and extracurricular activities
- Communication of safety procedures using call-out phone messages, email blast, Pearland Junior High South website, and other electronic, mobile/cellular applications

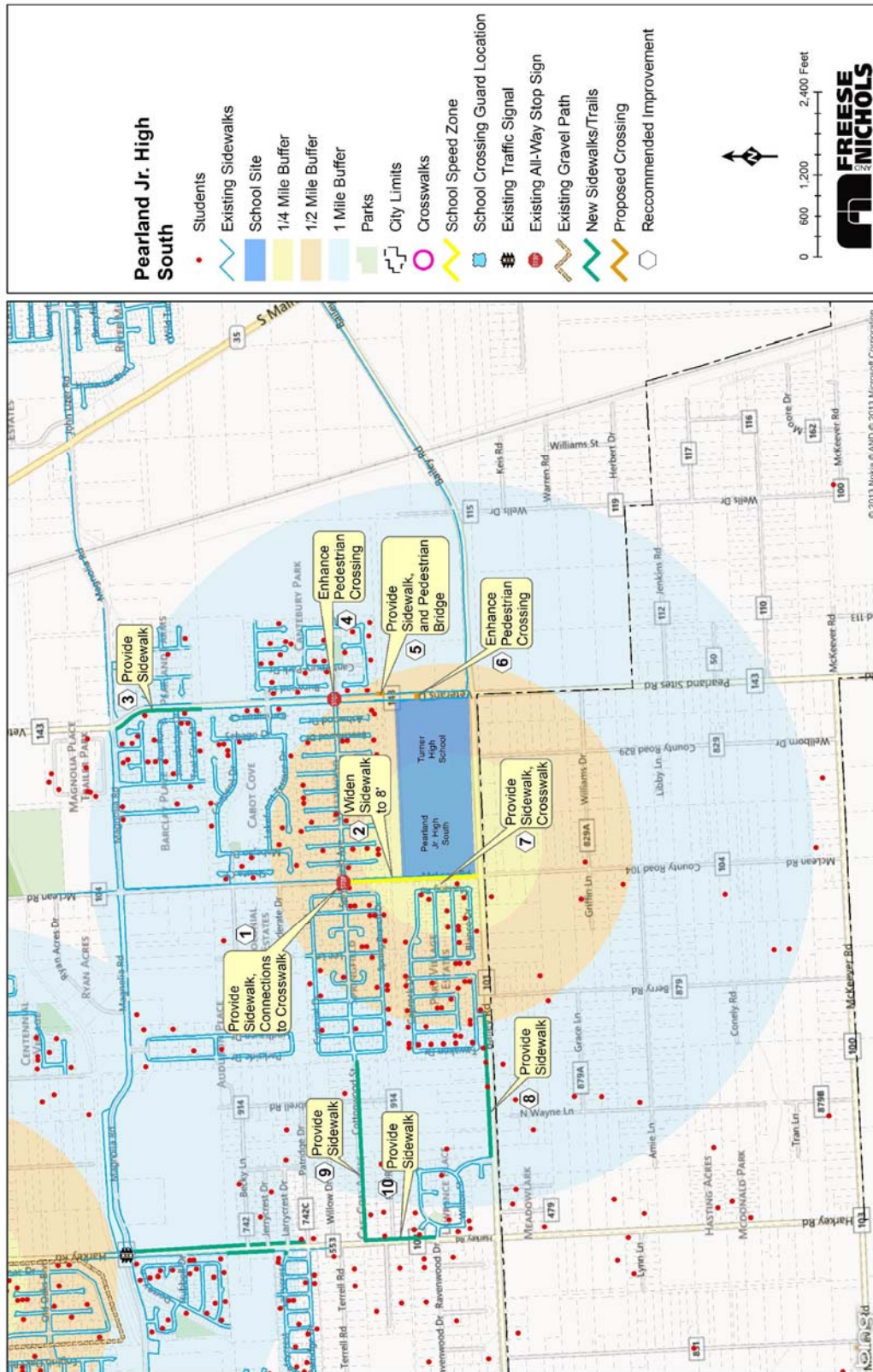


Figure 8B. Pearland JH South Proposed SRTS Enhancements



## **7. Outreach and Publicity Strategy District-wide and Focus Areas**

1. Conduct the Transportation to School Survey Regularly
  - a. At least biannually, conduct the on-line survey of how families get their students to school and the issues they face.
  - b. Track and publish the performance measures gathered in the survey - mode of transport, sense of safety, stated issues, etc.
2. Engage the Community
  - a. Collaborate with local media for public service announcements before the start of each school year regarding the importance of school speed zones and watching for young people walking and bicycling to school.
  - b. Contact neighborhood associations along walking routes to school to assure that signs are visible, trees and brush are trimmed, and sidewalk obstacles are addressed.
  - c. Contact each neighborhood association to request extension of the neighborhood watch program to monitor students walking to and from school.
  - d. Contact businesses along safe routes to school to solicit their participation in keeping walking routes clear of obstructions and to look for ways to enhance the safety and aesthetics of the walking environment at their property.
3. Participate in the National Walk to School Week program each October and the National Bike to School Week program in May.
  - a. Draft a news release or media advisory for the events. Template media materials are available at [www.walktoschool.org/resources](http://www.walktoschool.org/resources). Follow up with key media contacts. Pre-arrange interviews.
  - b. Choose a difference focus school and backstory each year.
  - c. Conduct a highly visible event to bring greater awareness to the event's theme, varying the focus of the message each year (i.e. increasing physical activity, making it safer for walkers, or the environmental benefits of walking).
  - d. Go beyond the school to include other prominent community members and organizations in Walk to School. Invite your town mayor, congressperson, a local celebrity or the mascot of a sports team to attend and possibly speak at your event.
  - e. Seek Opportunities for Co-Promotion with media, local youth-oriented organizations and business.
4. Sustain an incentive program for ridesharing, walking and bicycling to school.
  - a. Incentives for commitment to rideshare, walk or ride bike
  - b. Performance rewards to students and families
  - c. Rewards for parent/guardian leadership of walking school buses, route monitors, rideshare coordinators, etc.
  - d. Participation rewards to school administrators and staff for administering program
  - e. Regular and visual celebrations of the program

## **8. Creating Solutions**

### **Goals**

Our primary goal for active school transportation are:

1. improve the health and safety of students walking and bicycling to school, and the parents that participate as chaperones and in other walking/biking activities
2. increase the number of students walking and bicycling to school
3. decrease traffic congestion at school pick-up/drop-off routes

### **Strategies**

We have identified strategies involving the 5 E's (Engineering, Education, Enforcement, Encouragement, and Evaluation) of Safe Routes to School to address the barriers to walking and bicycling in our school community and to achieve our stated goals. The strategies we will use include:

#### **8a. Engineering Strategies (within 2 miles of schools), with specific improvements as noted in Section 6 for each school**

- Construct, replace, or repair sidewalks
- Build off-road walking/bicycling paths with connections to schools, where feasible
- Install, enhance, or repair crosswalks
- Install curb extensions to reduce the crossing distance on streets
- Install new or improved street lighting
- Install new or improved signage and pavement marking or legends
- Install traffic calming measures (curb extensions, speed bumps, traffic circles, raised crosswalks, narrowing lanes, etc.)

#### **8b. Education Strategies**

- Teach pedestrian and bicycle safety skills to students and parents
- 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 school
- Train school and community audiences about Safe Routes to School

#### **8c. Encouragement Strategies**

- Sustain a Walking School Bus program, with at least one route per school where practical
- Host annual Walk to School Day (first Wednesday in October), annual Bike to School Day, or other events
- Initiate a walking/biking mileage club or other contest
- Promote Safe Routes to School in the community
- Create a Safe Passage or extended Neighborhood Watch program
- Conduct a community safe driving awareness and education program

#### **8d. Enforcement Strategies**

- Continue the crossing guard training program, increasing the number of crossing guards where applicable
- Create a parent or student patrol program
- Utilize speed feedback trailers or signs to deter speeding in school zones

- Increase traffic law enforcement during school hours at strategic locations
- Install “NO TEXTING IN SCHOOL ZONE” signs at all schools where applicable

#### **8e. Evaluation Strategies**

- Surveying/counting the number of students who are signed up to regularly walk and bicycle to and from school
- Tracking the number and type of crashes and speeding violations within 2 miles of school
- Monitor parent/guardian feedback on perceptions of safety by conducting surveys of parents each school year, similar to that done for this Plan

## 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:

### Engineering Strategies

Strategy	Goal	Responsible Party	Status	Funding Source
• Construct, replace, or repair sidewalks	10,000 LF/yr	City PW	Ongoing	Local, CDBG
• Build off-road walking/bicycling paths with connections to schools	5,000 LF/yr	City P&R	Ongoing	Local, Federal
• Install, enhance, or repair crosswalks	50 per year	City PW	Ongoing	Local, CDBG
• Install curb extensions to reduce the crossing distance on streets	10 per year	City PW	Future	Local, CDBG
• Install new or improved street lighting	As needed	City PW	Ongoing	Local, CDBG
• Install new or improved signage (school zone, speed limits, crosswalks, etc.)	As needed	City PW	Ongoing	Local, CDBG
• Install new or improved pavement marking or legends	As needed	City PW	Ongoing	Local, CDBG
• Make existing walkways accessible to disabled students	20 per year	City PW	Ongoing	Local, CDBG
• Install bicycle parking near schools	As needed	ISD	Ongoing	Local, CDBG
• Install traffic calming measures (curb extensions, speed bumps, traffic circles, raised crosswalks, narrowing lanes, etc.)	Perform special studies	City PW	Future	Local, CDBG
• Create traffic controls using traffic lights, flashing beacons or signs	As needed	City Traffic	Ongoing	Local, CDBG

### Education Strategies

Strategy	Goal	Responsible Party	Status	Funding Source
• Teach pedestrian and bicycle safety skills to students and parents	1 class per school/yr	PISD, AISD	Ongoing	Local
• Organize a Bicycle Rodeo or training course to teach on-bike skills	1 class per school/yr	City PD, PISD, AISD, Parks/Rec	Ongoing	Local
• Teach personal safety skills to students and parents	1 class per school/yr	City PD, PISD, AISD, Parks/Rec	Ongoing	Local



• Teach health, environmental and sustainability benefits of walking and bicycling to students and parents	1 class per school/yr	Parks/Rec, PISD, AISD	Future	Local, Federal
• Educate parents and caregivers about safe driving procedures at the school	Brochure for each school	City PD, PISD, AISD	Ongoing	Local, Federal
• Create and distribute bicycle and pedestrian safety educational materials	Update every 3 yrs	Parks/Rec, PD, PISD, AISD	Ongoing	Local, Federal
• Train school and community audiences about Safe Routes to School	1 class per school/yr	Parks/Rec, PISD, AISD	Future	Local, Federal

### Encouragement Strategies

Strategy	Goal	Responsible Party	Status	Funding Source
• Start a Walking School Bus program	1 route per school/yr	PISD/AISD	Future	Local, Private
• Host Walk to School Day (first Wednesday in October) or other special event	50% schools every year	PISD, AISD Parks/Rec	Future	Local, Private
• Initiate a walking/biking mileage club or other contest	50% schools every year	PISD/AISD	Future	Local, Private
• Promote Safe Routes to School in the community	Fall every yr	PISD/AISD	Future	Local, Private
• Initiate a reward program for safe travel behaviors among students	50% schools every year	PISD/AISD	Future	Local, Private
• Create a Safe Passage or Neighborhood Watch program	Add 1 ea. yr	PISD/AISD	Ongoing	Local, Private
• Conduct a community safe driving awareness and education campaign	2 Media events/yr	PISD/AISD	Future	Local, Federal
• Host Bike to School Day	50% schools every year	PISD/AISD	Future	Local, Federal

### Enforcement Strategies

Strategy	Goal	Responsible Party	Status	Funding Source
• Continue the crossing guard training program	Annual Program	PISD, City PD, AISD	Ongoing	Local, Private

• IN SCHOOL ZONE” signs at all schools where applicable	75% schools	PISD,AISD, City PW	Ongoing	Local, Private
• Create a parent or student patrol program	As needed	PISD/AISD	Ongoing	Local
• Lower speed limits in school vicinity	As needed	City PD/Engineering	Ongoing	Local
• Utilize speed feedback trailers or signs to deter speeding in school zones	As needed	City PD/PW	Ongoing	Local
• Increase traffic law enforcement during school hours at strategic locations	All schools	City PD	Ongoing	Local
• Install or confirm “NO TEXTING	All schools	City PW	Ongoing	Local

### Evaluation Strategies

Strategy	Goal	Responsible Party	Status	Funding Source
• Surveying/counting the number of students who are signed up to regularly walk and bicycle to and from school	100% of schools Reporting	PISD,AISD, City PD, City Adm,	Ongoing	Local
• Tracking the number and type of crashes and speeding violations within 2 miles of school	Monthly Reporting	PISD,AISD, City PD, City Adm,	Ongoing	Local
• Monitor parent/guardian feedback on perceptions of safety by conducting surveys of parents each school year, similar to that done for this Plan	Annual survey	PISD,AISD, City PD, City Adm,	Ongoing	Local

### 10. Evaluation, Coordination, and Support Activities:

- Activities that address the monitoring, review, and update process
  - Perform annual survey of travel to school
  - Compile class tracking of walk/bike versus bus and pickup
  - Update sidewalk inventory regularly
  - Each school annually to review and update its safe routes to school
- Plan for how initiatives(s) will be sustained
  - Each school to annually disseminate safe routes to school plan to parents of students
  - School district to annually incentivize walking and biking to school, at school and at student level
  - School district to solicit parent involvement in promoting and conducting walking and biking programs
  - School district to solicit local agency and business involvement in sponsoring walking and biking programs
- Methods and measures of success for strategies

- Increase in students walking or bicycling to school (self-reporting to teachers)
  - Decrease in students being dropped off or picked up at school (measure at school curbside)
  - Increase in length of sidewalk facilities within 2 miles of school (city inventory)
- Reference to or inclusion of a non-motorized master plan or similar document
  - Safe routes to school plan to be incorporated into city-wide pedestrian master plan
  - Safe routes to school plan to be incorporated into system-wide pedestrian access to transit plan

## **11. Plan Endorsement**

We believe that building a strong partnership between schools and the local government is fundamental to the success of a Safe Routes to School Plan. Our Safe Routes to School Plan has been endorsed by the following entities:

**Pearland ISD**

**Alvin ISD**

**City of Pearland – Mayor & Council**