



**Pedestrian and Bicycle  
Information Center**

# Re-Envisioning School Streets for Pandemic Recovery

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**Nancy Pullen-Seufert** UNC Highway Safety Research Center

**Rachel Buck** Transport for London

**Ashley Rhead** Seattle Department of Transportation

**Lauren Hassel** Arlington County (VA) Public Schools

# Housekeeping

- ⇒ **Submit your questions**
- ⇒ **Webinar archive: [www.pedbikeinfo.org/webinars](http://www.pedbikeinfo.org/webinars)**
- ⇒ **Live transcript: <https://link.ai.media/session?plink=HSRC>**
- ⇒ **Certificates and professional development hours**
- ⇒ **Follow-up email later today**
- ⇒ **Review previous episodes and sign up for upcoming sessions**

# Today's Panel



**Nancy Pullen-Seufert**  
UNC Highway Safety  
Research Center



**Rachel Buck**  
Transport for London



**Ashley Rhead**  
Seattle Department of  
Transportation



**Lauren Hassel**  
Arlington County (VA)  
Public Schools

# Re-envisioning School Streets as Part of Pandemic Recovery

May 25, 2021



Image courtesy of Kent School District



Image courtesy of Seattle DOT



TUESDAY 25<sup>TH</sup> MAY

## Delivering School Streets in London

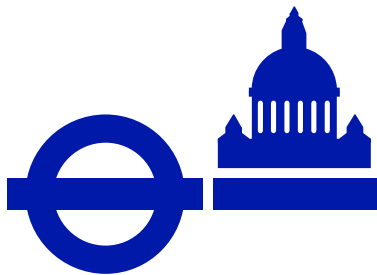
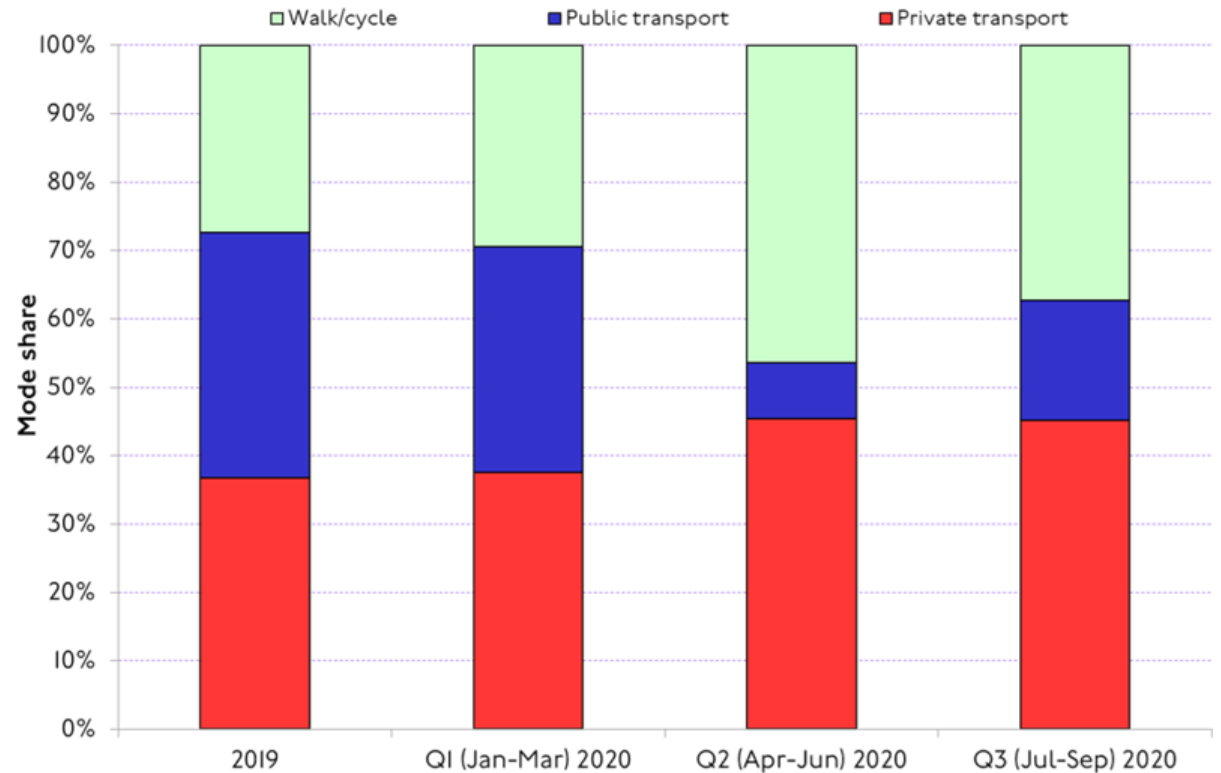
Rachel Buck, Principal City Planner, Transport for London



EVERY JOURNEY MATTERS

# Streetspace for London was the emergency response to the Coronavirus pandemic

- Objectives:
  - Provide space for social distancing
  - Encourage active journeys
  - Prevent a car based recovery from the COVID-19 pandemic
- Pre pandemic almost 40% of journeys in London were made using public transport



# Streetspace for London transformed London's streets by delivering:

- Temporary cycle lanes and wider footways
- Additional space for people walking and cycling in town centres and at transport hubs
- Low Traffic Neighbourhoods (LTNs) and School Streets





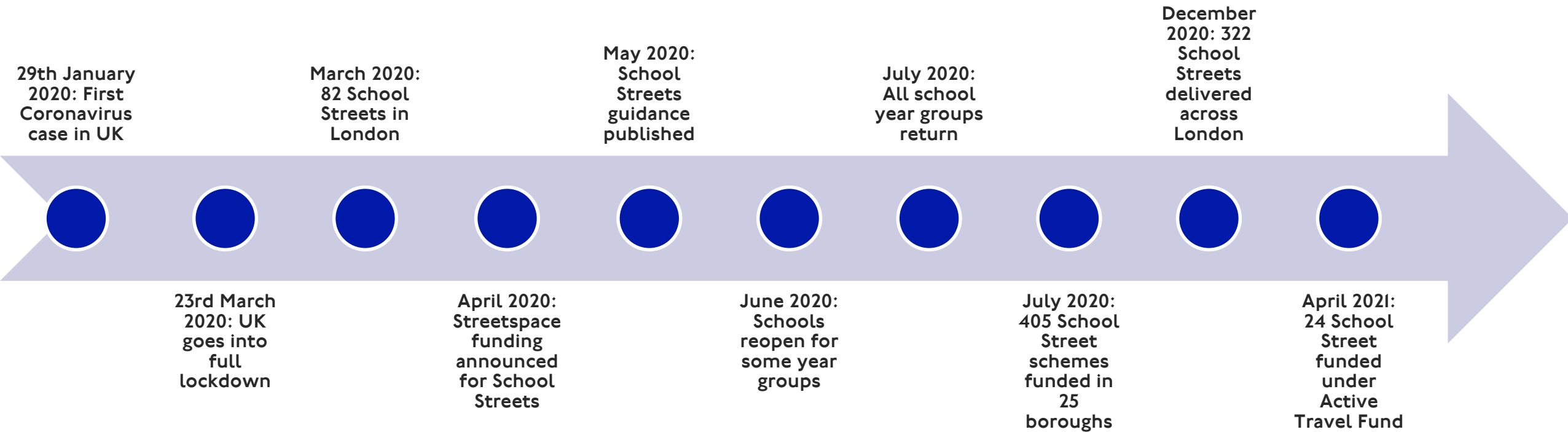
## London's streets changed at an unprecedented rate

- By January 2021 TfL and the London Boroughs delivered:
  - 86km of 24/7 bus lanes
  - 89km of new cycle routes
  - 22,500sqm of footway reallocated to pedestrians
  - 2,250 traffic signal timing changes to give priority to pedestrians
  - 109 Low Traffic Neighbourhoods
  - **322 School Streets schemes** (13 subsequently withdrawn)





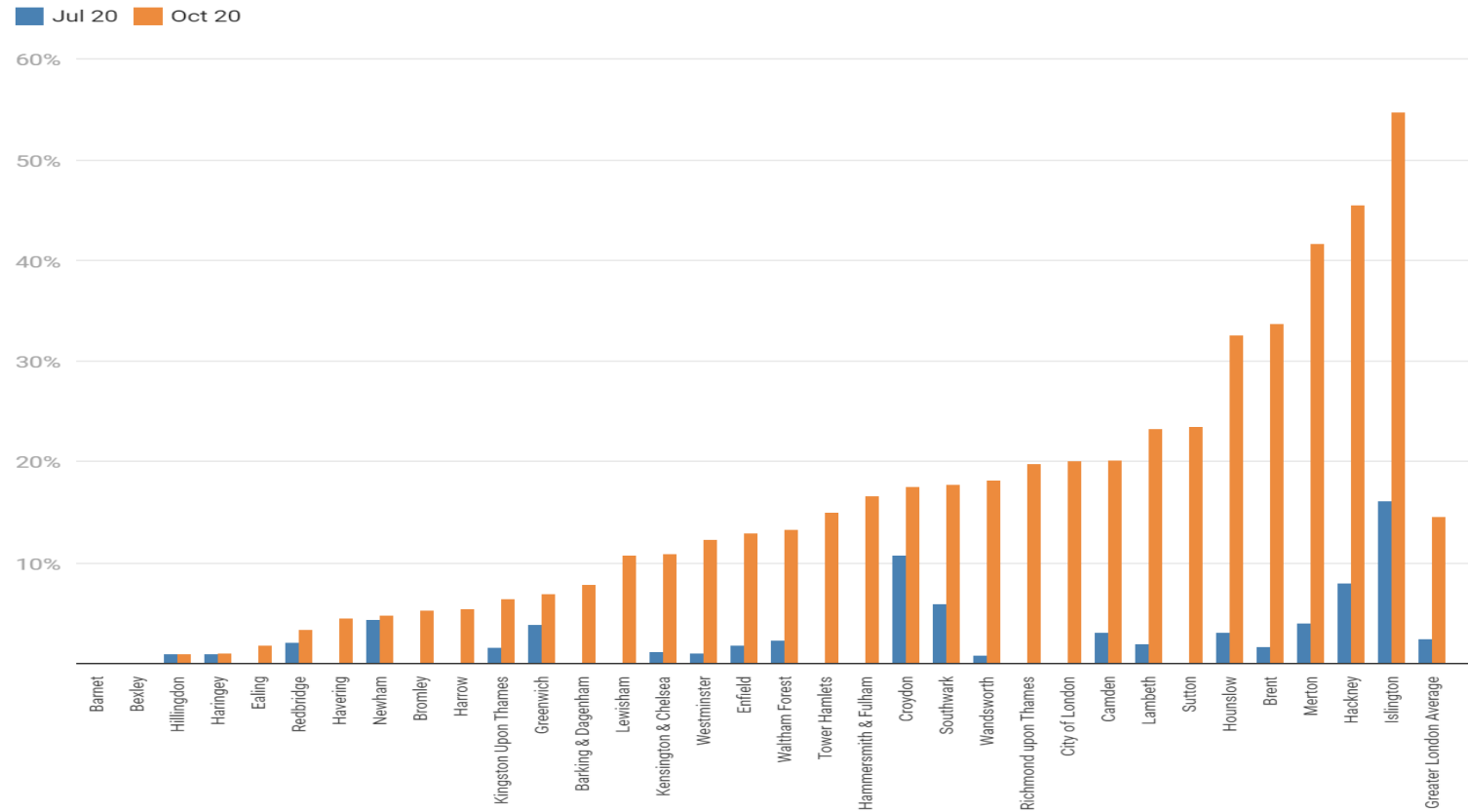
# School Streets timeline





### Traffic-free School Streets in operation or planned: July 2020 and October 2020, by London borough

Proportion of all borough schools with a traffic-free School Streets scheme operating, or planned, on the street/s outside the school in % for each borough and London average, comparing July 2020 and October 2020 Scorecard data.



# Why School Streets?



- School Street objectives:
  - Space for Social Distancing
  - Encourage active journeys
  - Reduce car trips
  - Improve air quality
- Rapid delivery is possible
- Relatively inexpensive
- Good community support
  - 60% of Londoners agree with the creation of School Streets (only 12% disagree)



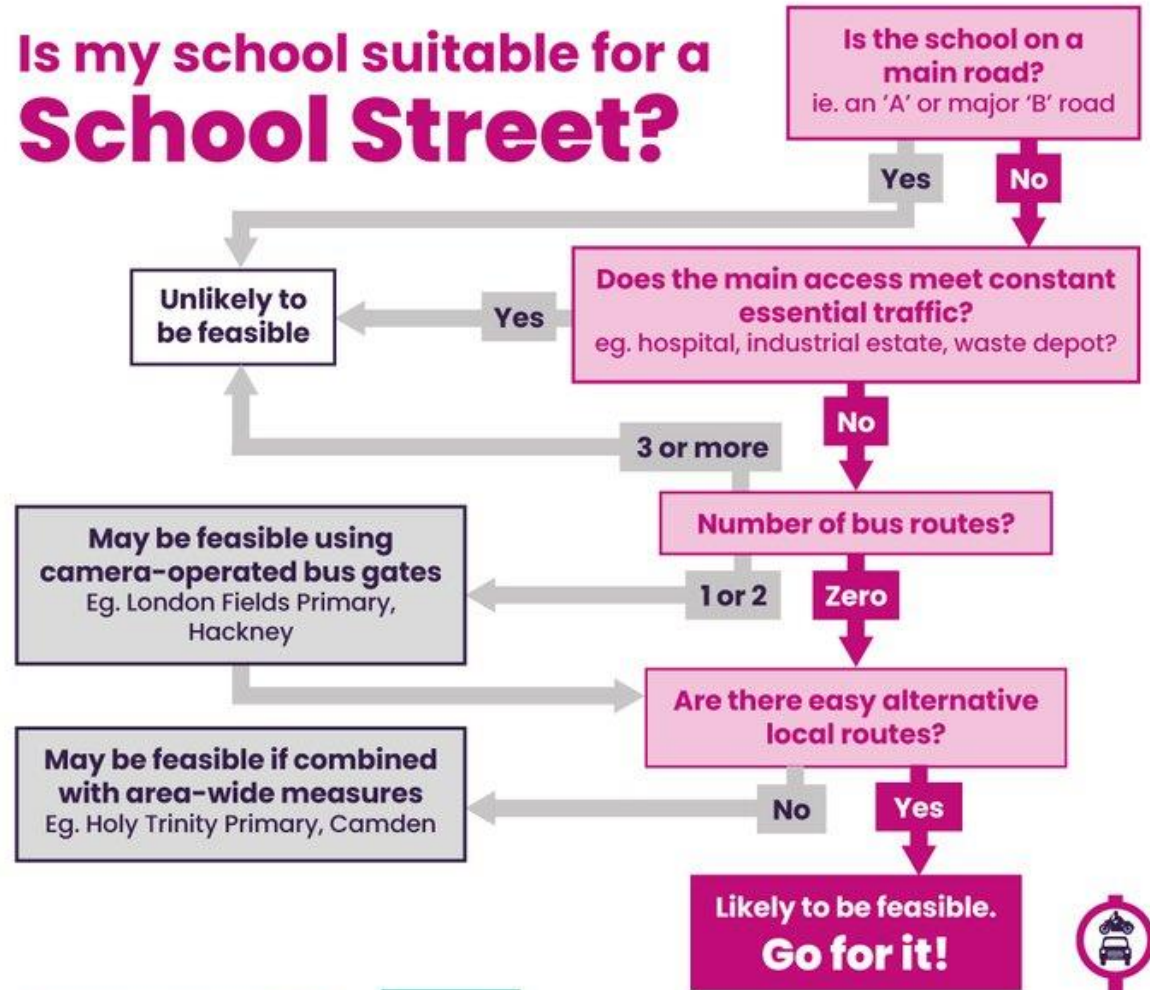


## What is a School Street?

- Timed access restrictions to motorised vehicles at drop off and pick up.
- 45mins-2hrs at either end of the school day
- Only pedestrians and cyclists can enter the School Street zone, plus exempted vehicles
- The road closure is enforced using either a physical barrier, cameras or street design clearly showing that the street is not open to motorised vehicles
- Each scheme reflects the needs of the school and local community
- Some School Streets are full road closures



# Is my school suitable for a School Street?



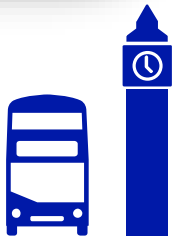
**Possible.**  
Inspiring climate action



# Ivybridge Primary, London Borough of Hounslow



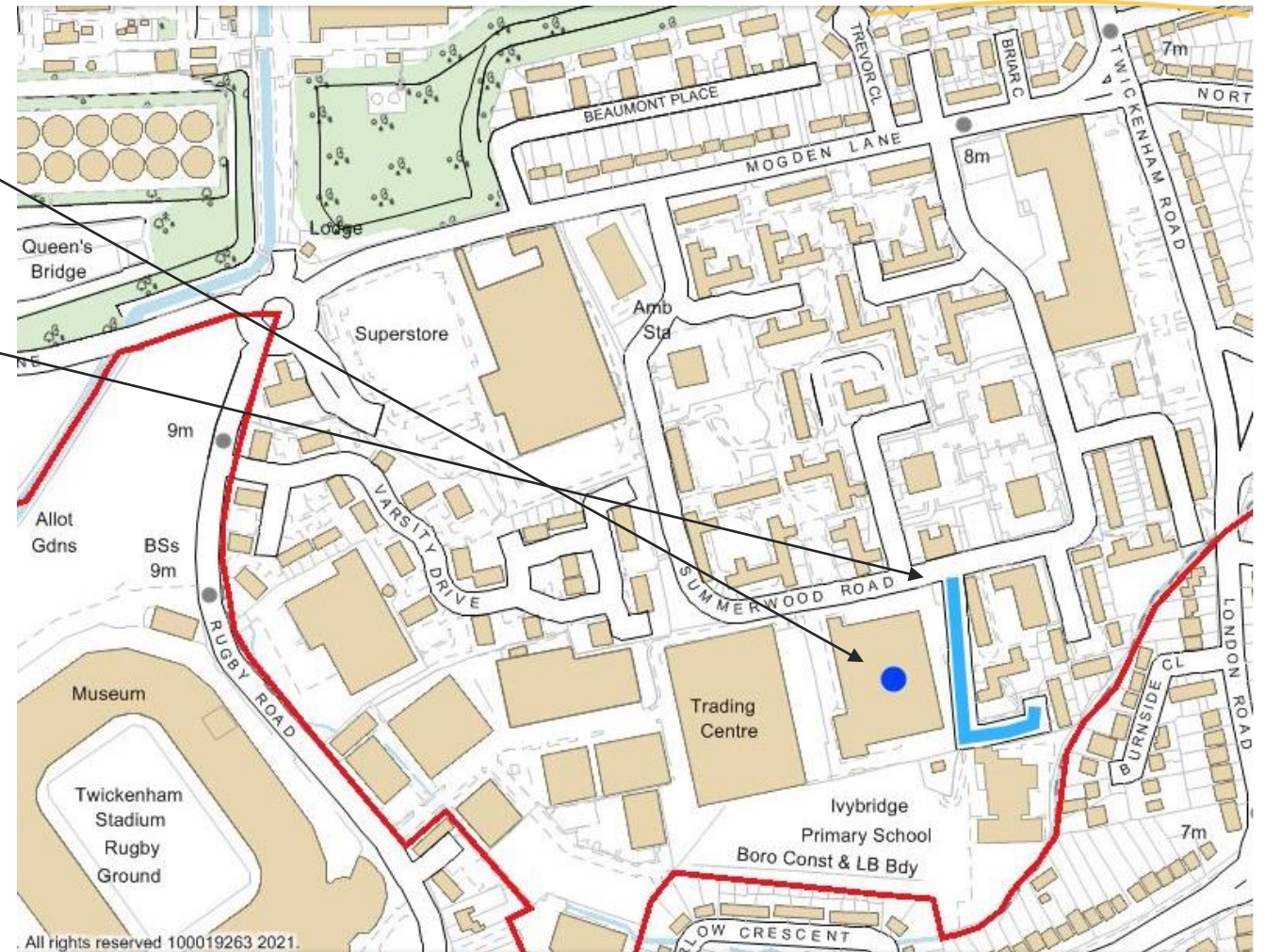
“Thank you so much for sorting the traffic measures - what a difference to the start of the day - it was amazing!!!” Headteacher, Ivybridge Primary



## Ivybridge Primary School

### Timed closure

- Hours of operation:
  - 8:15-9:15 and 2:45-3:45
- The School Street is enforced using mobile cameras
- Residents, teachers and blue badge holders are exempt





## Ivybridge Primary School

Tackling congestion at the school gates and improving the environment for walking and cycling to school.

From **Monday 7 September 2020**, a section of **Summerwood Rd** (the cul-de-sac leading to the school) will become a pedestrian & cycle only zone.

Operating Monday - Friday during term time:  
**8:15 - 9:15am and 2:45 - 3:45pm**

Find out more and register for an exemption:  
[hounslow.gov.uk/schoolstreets](https://hounslow.gov.uk/schoolstreets)



## How does this work?

- A section of Summerwood Road, Isleworth (as marked below) will be a pedestrian and cycle only zone from **8:15 – 9:15am and 2:45 – 3:45pm** on school days.
- Access is permitted for local residents and school staff subject to vehicle registration.
- Vehicles driven by parents/guardians will not be permitted to enter the zone during the timed closure.
- Unauthorised vehicles entering the zone will be issued a penalty charge notice.



- Blue badge holders can apply for an exemption.
- The School Street is enforced by camera.



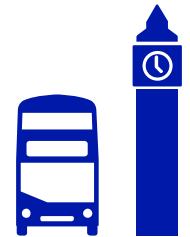
## Challenges

- Time for people to get used to the closure
- Mobile camera enforcement
- Small school, larger busier schools would have priority for cameras
- However, the temporary scheme has been positively received





# Walnut Tree Walk Primary, London Borough of Lambeth



# Walnut Tree Walk Primary, London Borough of Lambeth

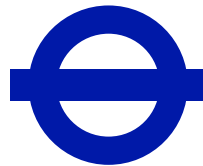
- School has two entrances
- Two roads are closed
- Feedback is that the scheme is successful in preventing vehicles accessing the street despite no camera enforcement
- Some complaints are displaced parking

Closure points 

School 







# 17 How are School Streets enforced?

Enforcement of School Street can be undertaken in a number of ways:

Automatic Number Plate Recognition (ANPR)



Volunteers and moveable barriers or gates



Physical bollards



Full road closure



## Which vehicles are able to access the street?

### Example A:

- Residents living inside the zone
- Blue badge holders
- Special education needs transport

### Example B:

- Example A exemptions – plus:
  - Taxis and private hire vehicles
  - Delivery vehicles



# Lessons learned

- Volunteer fatigue
- Strong support and commitment from the school is required
- Temporary measures can help trial more permanent arrangements
- School engagement with Travel Planning is an advantage (also useful to for access to travel data)
- Parents and residents should be fully engaged and consulted prior to implementation
- It is important to have clear and visible signage and advanced warning at the approach as well as entrance of the School Street Zone

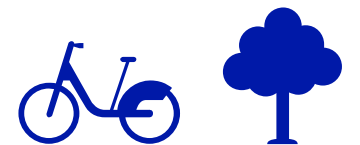
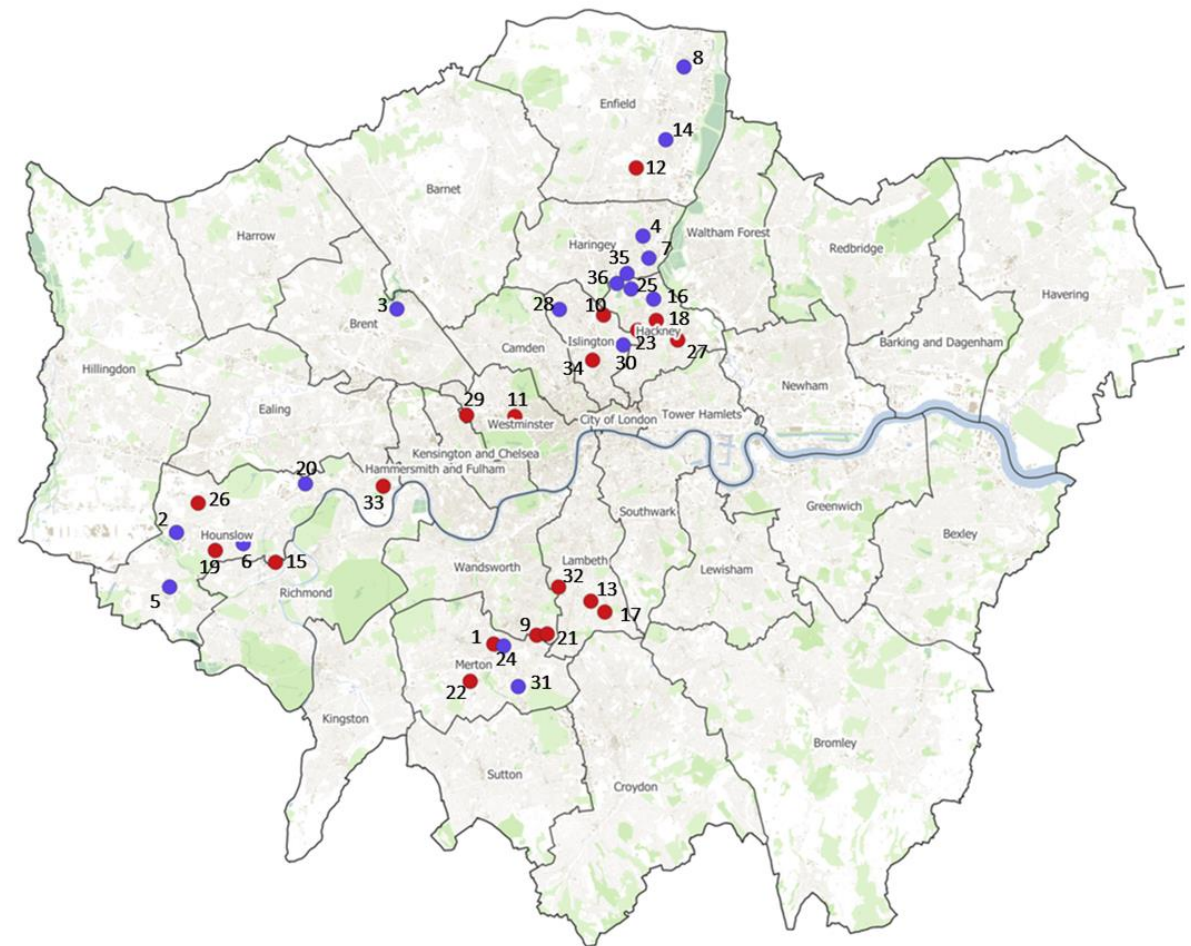


### Parent carer survey:

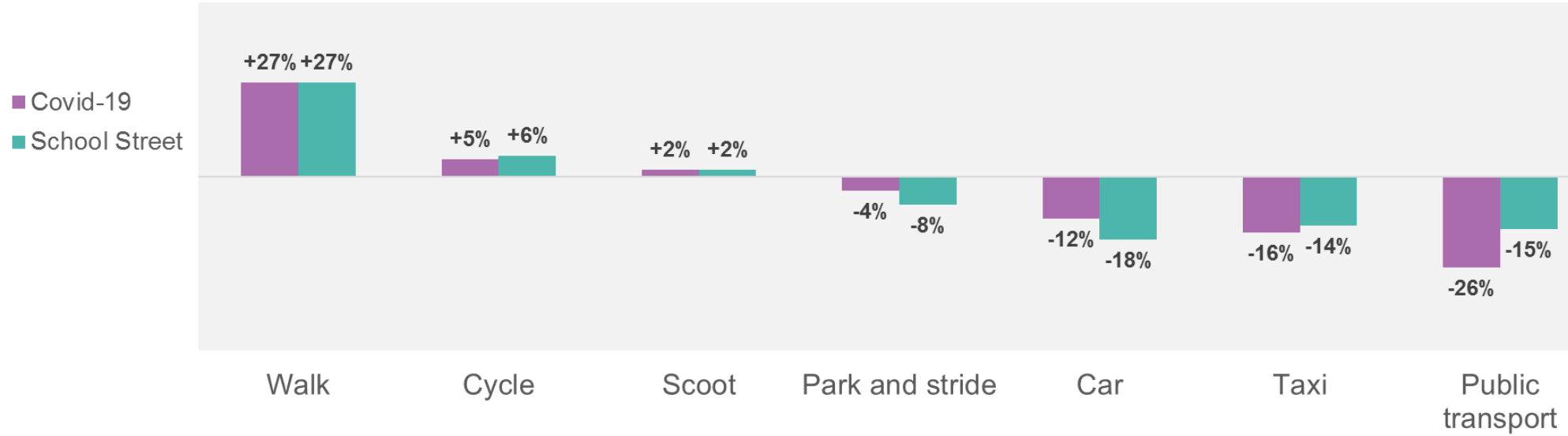
- 36 schools (50/50 School Streets vs control)
- Online survey
  - Good level of support for School Streets.
  - Impact of School Streets on travel behaviour is difficult to disentangle from the impact of Covid-19.
  - Parents at School Street schools claim to benefit from greater safety and ease of active travel
- <https://content.tfl.gov.uk/school-streets-evaluation-report-website.pdf>

### Resident interviews:

- 12 interviews
  - Local residents tended to have limited awareness of their local School Street or the scheme
  - Mixed views on whether the School Street was a good idea and depended on how much individuals benefitted and/or were inconvenienced.



Q: Are you using more or less of the following modes of transport as a result of the School Street and COVID-19.



Attitudes towards school area

Net Agree  
(top 2 box agree minus bottom 2 box disagree)

Q: Based on your recent experience, do you agree or disagree with the following statements?



▲ = sig. higher/lower @95% CL

Air quality study:

- 30 air quality sensors installed at 18 schools
- Sensors recorded Nitrogen Dioxide levels
- 23% reduction in Nitrogen Dioxide on the School Streets



# Next steps for School Streets in London





## Contact

Rachel Buck, Principal  
City Planner

[rachelbuck@tfl.gov.uk](mailto:rachelbuck@tfl.gov.uk)



# Seattle School Streets Program



# Our vision, mission, and core values

**Vision:** Seattle is a thriving equitable community powered by dependable transportation

**Mission:** to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- **Equity**
- **Safety**
- Mobility
- **Sustainability**
- Livability
- Excellence

# Presentation overview

- Background
- School Streets
  - What are they
  - Who is allowed
  - Where are they
  - Process
- Future

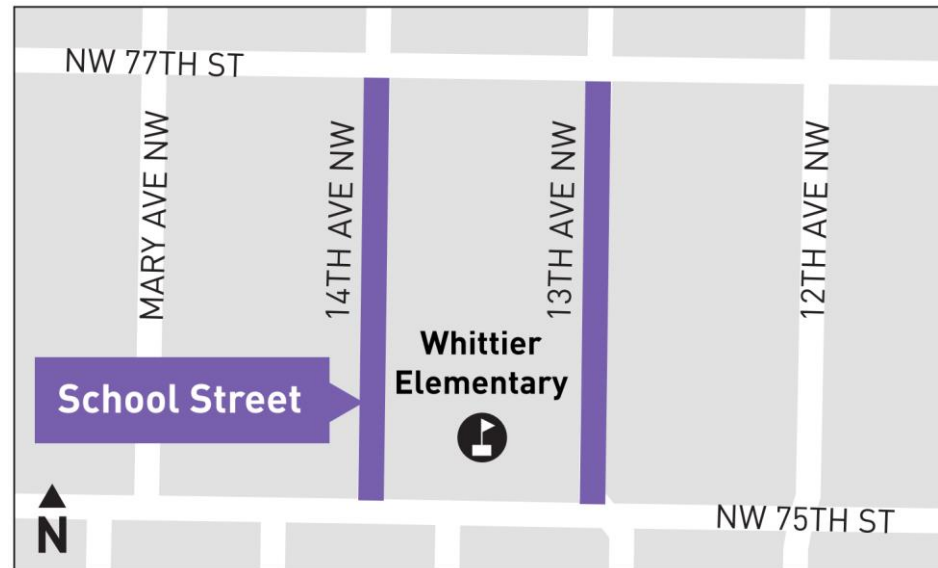


# Background

- Schools re-opened in person during the Covid-19 pandemic with
  - Short notice
  - Two daily start and end times
  - No general education bus service
- What is SDOT doing to support families going back to school?
- Started Stay Healthy Streets program in 2020
- Existing permit for a fee allows timed street closures next to schools

# School Streets

- What are they?
  - Close 1-2 blocks adjacent to school
  - Open up to families walking and biking
  - Opt-in only
  - 24/7



# School Streets

- School Streets help to:
  - Provide social distancing space
  - Reduce traffic congestion
  - Organize drop-off/pick-up activity
  - Improve air quality
  - Improve safety
  - Encourage walking and biking





# School Streets

- Who is allowed?
  - Local access for residents, deliveries, waste pickup, emergency vehicles
  - District provided transportation (school bus, ZUM, taxi, etc.) or students with mobility needs in family vehicle
- Who is NOT allowed?
  - Through traffic
  - Parents



The infographic is divided into two main horizontal sections. The top section has a yellow background and features purple icons of various buildings, including a school with a flag. The bottom section has a black background and features white icons of a delivery van, a person pushing a cart, a person on a bicycle, a person in a wheelchair, a family (parent and child), and a school bus. At the bottom of the black section is the URL [seattle.gov/schoolstreets](http://seattle.gov/schoolstreets). To the right of the infographic is a purple vertical panel with yellow text.

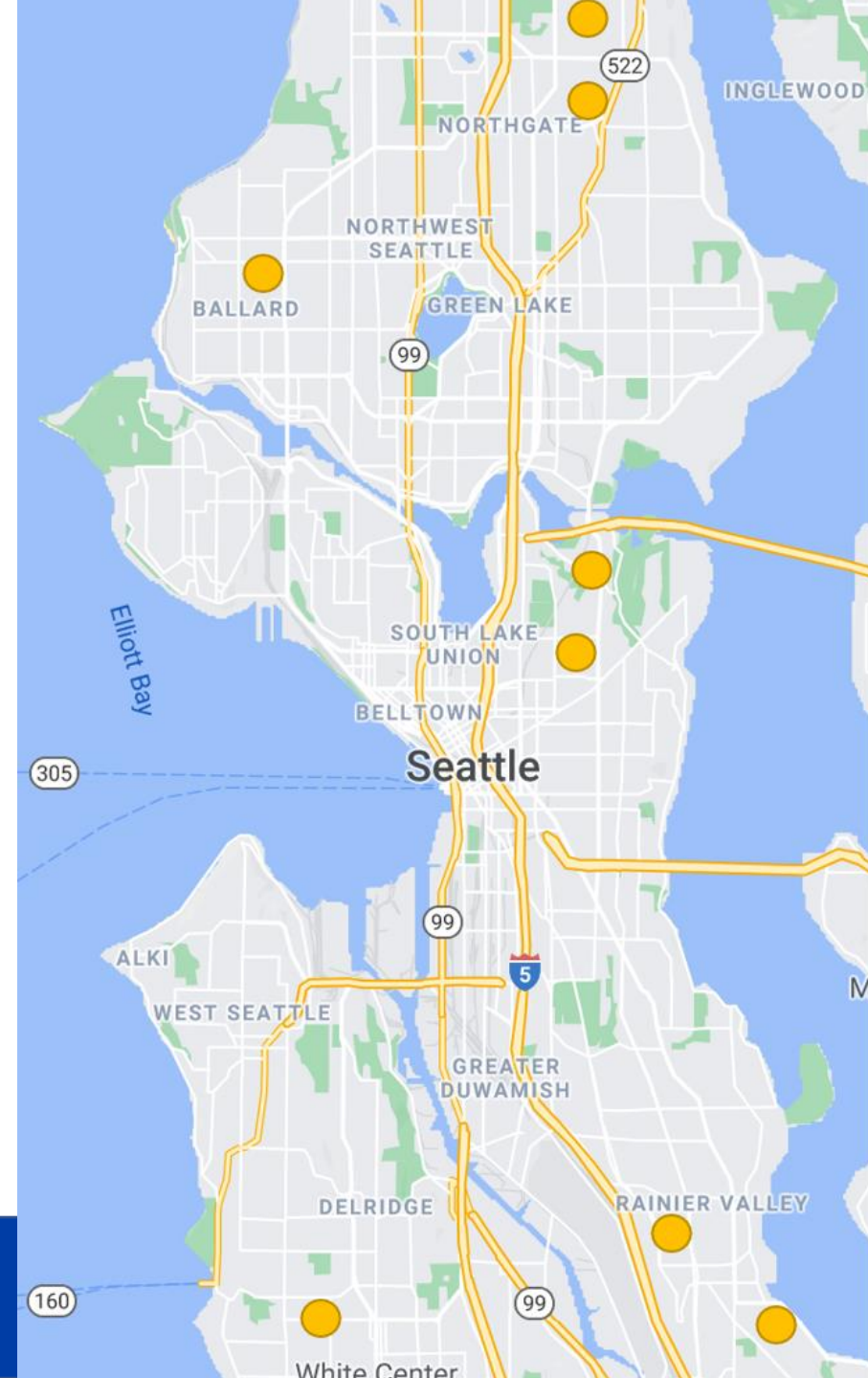
**LOCAL ACCESS ONLY FOR:**

- Residential access
- District provided transportation/ADA
- Local deliveries
- Non-motorized

Go Slow and Share the Road

# School Streets - Where are they?

- Non-arterial streets
- No public bus route
- No new dead-ends
- Currently at 8 public schools (out of approx. 100)



# School Streets - Process

- Fill out form on website or contact me
  - All principals and PTAs were notified through District
- Transportation Operations Division
  - Reviews the request on a Sharepoint spreadsheet
  - Approves or sets up meeting to discuss
  - Provides TCP
- Third party (National Barricade) sets up barricades
- Notification: We provide flyers to school and mail postcard to neighbors
- Process can take as little as 1 day

# School Streets

- “Street Closed” sign (NOT “Local Access”) removes street priority from vehicles – it’s now okay to walk in the street
- On a request basis only – strong nexus with a need at the school increases parent buy-in and improves neighbor support
  - We do not enforce School Streets
- School identifies the street to close based on their needs and traffic circulation
- SDOT manages the street closure and takes the liability, not schools. For that reason, they are in place 24/7 until end of school year.
  - Schools do not touch the barricades, but notify us of any issues.

# School Streets - Future

- Results
  - Do School Streets result in mode shift? Improved feelings of safety?
- Program operation
  - Equity: Should SDOT manage the barricades or provide free permit for schools? Or both?

# Questions?

Ashley.Rhead@seattle.gov | (206) 379-4342

[www.seattle.gov/schoolstreets](http://www.seattle.gov/schoolstreets)

[www.seattle.gov/transportation](http://www.seattle.gov/transportation)



# *Arlington Public Schools Safe Routes to School*



*Re-envisioning  
School Streets  
as Part of Pandemic  
Recovery*

*UNC Highway Safety Research Center/May 25, 2021*

# Context

## Arlington Public Schools



### By the numbers:

@27,000 students

- 150 nations/114 languages
- 29.1% free/reduced lunch
- All modes and means
- 41 schools and programs
  - 23 elementary schools
  - 6 middle schools (6-8)
  - 1 secondary program (6-12)
  - 11 high schools and programs (9-12)

### APS Quick Facts

APS is an inclusive community that empowers all students to foster their dreams, explore possibilities, and create their futures. APS ensures that all students learn and thrive in safe, healthy, and supportive learning environments.

**APS STRATEGIC PLAN GOALS**

- Multiple Pathways to Success for All Students
- Healthy, Safe, and Supported Students
- Engaged Workforce
- Operational Excellence
- Strong and Mutually Supportive Partnerships

**About Arlington Public Schools**

Total FY19 Budget:	\$669,314,705
Average Teacher Salary:	\$74,554
Projected Pre-K-12 Enrollment:	28,495

**Our Schools & Programs**

Elementary Schools:	23
Middle Schools:	6
High Schools:	4
Secondary (grades 6-12):	1
Other Programs:	7

**Our Students**

APS' students hail from 147 nations and speak 112 languages.

White:	46.9%
Hispanic:	27.6%
Black/African American:	9.7%
Asian:	9.0%
Amer. Indian/Alaskan Nat.:	0.3%
Nat. Hawaiian/Pac. Islander:	0.1%
Multiple:	6.4%

**About Arlington, Virginia**

Arlington County is a diverse, dynamic, and professional community located across the Potomac River from Washington, D.C. APS is 13th largest among Virginia's 132 school divisions.

**Area:** 26 Square Miles

**Population:** 226,400

**Median Household Income:** \$112,138

**Per Capita Income:** \$99,487

**Residents' Highest Level of Education:**

Bachelor's Degree:	72%
Graduate Degree:	39%

**The Superintendent & Executive Leadership Team**

Superintendent (Interim):	Cintia Johnson
Chief of Staff:	Julia Burgos
Administrative Services (Acting):	Jeanette Allen
Facilities & Operations:	John Chadwick
Finance & Management Services:	Leslie Peterson
Information Services:	Raj Adusumilli
Human Resources (Interim):	Dan Redding
School & Community Relations (Interim):	Catherine Ashby
Teaching & Learning:	Bridget Loft

**The Arlington School Board**

Tannia Talento, Chair  
 Monique O'Grady, Vice-Chair  
 Dr. Barbara Kanninen, Member  
 Reid Goldstein, Member  
 Nancy Van Doren, Member

703-228-6015  
 school.board@apsva.us  
 Melanie Elliott, Clerk of the School Board  
 Claudia Mercado, Deputy Clerk

updated Aug. 2019

**1,459 GRADUATES**  
Class of 2018

**95% Graduation Rate**

**Dropout Rate Reduced by 45%** since 2009

**66% of APS grads earned an Advanced Studies Diploma\***

**78% completed one or more College-Level Courses**

**91% Plan to Attend 2- or 4-year College**

**76% of students take Algebra I or Geometry by 8th grade**

**\$29M in scholarships**

**APS STUDENTS SURPASS THEIR PEERS**

SAT Average Scores	
APS	1188
VA	1176
US	1080
ACT Average Scores	
APS	28.5
VA	28.0
US	23.0
AP Pass Rates	
APS	95%
WORLD	76%

**The Challenge Index 2018**

APS Ranked in **Top 3%** in Nation

**RISE BEST SCHOOLS**

APS Ranked **#1 in VA** #86 in U.S.

Find us on social media: [Facebook](#) [Twitter](#) [Instagram](#) [LinkedIn](#) [YouTube](#)

Arlington Public Schools | 2110 Washington Blvd., Arlington, VA 22204 | www.apsva.us

+ Department of Multimodal Transportation Planning – 2017-present

+ Virginia Dept of Transportation/Safe Routes to School Grant – 2013-present



# Components

## Return to School Planning



**Timing** – Planning for 20-21 started Spring '20 / APS reopened March '21

**Team** – APS Depts, County Staff, Police, Community Partners,

Families,  
Students,  
Volunteers  
+ DMV/Va/US Support



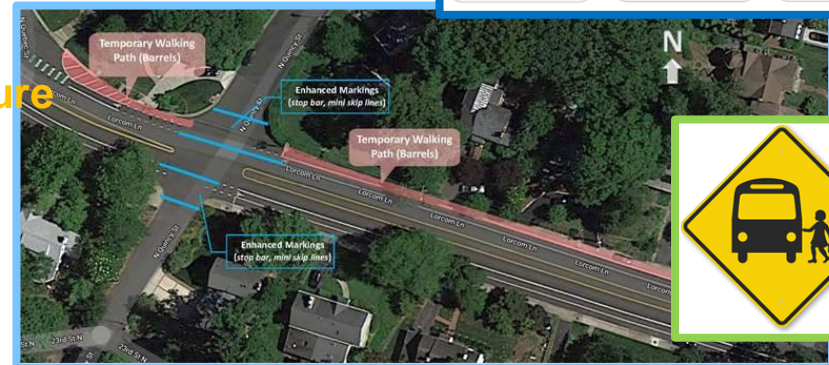
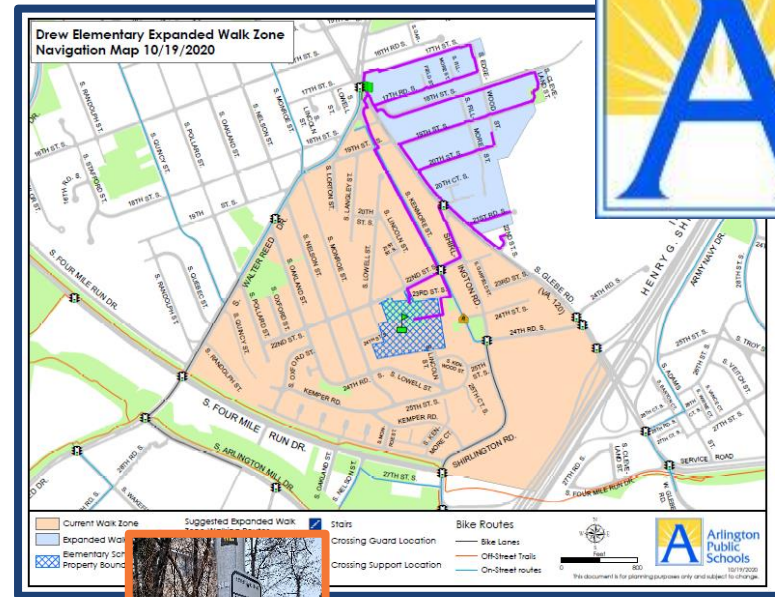
+ Workgroups/Meetings

2-3x/week March 2020-March 2021!

# Considerations

## Return to School Planning

- **School Bus Transportation**
  - Challenges / Mitigations
- **Walk & Bike Access**
  - Expanded Walk Zones / Resources
- **Park & Walk**
  - Remote Locations / MOT
- **Evaluation**
  - Crossings / Interventions
- **Engineering**
  - Infrastructure / Non-infrastructure
- **Engagement / Encouragement**
  - Activities, Tactics + Outreach
- Equity



# Continuity/Co-Benefits

## Return to School

## Behavior Change

- Opportunity
- Flexibility
- Community

## Sustainability

- Expanded Walk Zones
- Park & Walk / Remote Drop-off
- Walking School Buses/  
Bike Trains
- *Necessity = new innovations  
yet to come....?*



# Continuity/Lessons Learned

## Return to School Planning

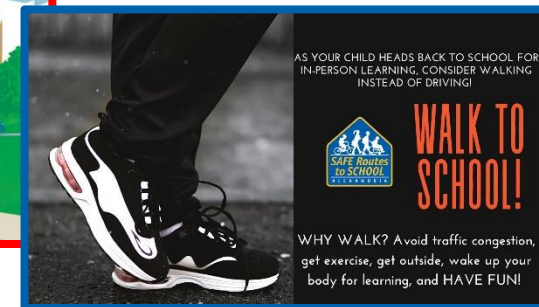
### Trust but Verify

- Peers
- Partners
- New Variables
- Wild Cards

### ABC's

= Always Be Communicating

- APS/Internal and External
- County/Police/Partners
- Traditional + Social Media
- Word of Mouth / N'hoods



# Continuity/Changes

## Return to School Planning

### APS

#### Redefined Priorities

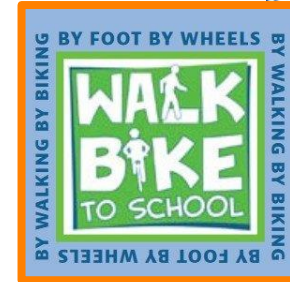
- New Possibilities

### SRTS

#### Redefined Role

- Engineering
- Engagement
- Equity
- Funding

= **AGILITY**



# Contact Info



**Lauren Hassel**  
**Safe Routes to School Coordinator**  
**Arlington Public Schools**  
**Department of Facilities & Operations**  
**Multimodal Transportation Planning**  
**Arlington, Virginia**  
**[lauren.hassel@apsva.us](mailto:lauren.hassel@apsva.us)**  
**[www.apsva.us](http://www.apsva.us)**



**Traffic Garden Installation / October 31, 2020**

# Discussion

⇒ **Send us your questions**

⇒ **Follow up with us:**

⇒ **Nancy Pullen-Seufert** [Pullen@hsrc.unc.edu](mailto:Pullen@hsrc.unc.edu)

⇒ **Rachel Buck** [RachelBuck@tfl.gov.uk](mailto:RachelBuck@tfl.gov.uk)

⇒ **Ashley Rhead** [Ashley.Rhead@seattle.gov](mailto:Ashley.Rhead@seattle.gov)

⇒ **Lauren Hassel** [lauren.hassel@apsva.us](mailto:lauren.hassel@apsva.us)

⇒ **General Inquiries** [pbic@pedbikeinfo.org](mailto:pbic@pedbikeinfo.org)

⇒ **Archive at** [www.pedbikeinfo.org/webinars](http://www.pedbikeinfo.org/webinars)