

For NHDOT use only:

Application #

Date Received: \_\_\_\_\_

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

**SAFE ROUTES TO SCHOOL**

Application Form for SRTS Reimbursement Funding  
Round 4

**GENERAL GRANTS**

Send completed applications to the Regional Planning Commission for your region. (See <http://www.nharpc.org/> for information on the RPCs or contact the SRTS coordinator.)

Provide a copy to:  
John W. Corrigan  
Safe Routes to School Coordinator  
Bureau of Planning and Community Assistance  
N.H. Department of Transportation  
7 Hazen Drive  
Concord, NH 03302-0483

[jcorrigan@dot.state.nh.us](mailto:jcorrigan@dot.state.nh.us)

**Part I: Applicant Information**

Applicant: Name of municipality, school district, and/or service provider. Include mailing and physical address, telephone number and e-mail address:

**City of Dover, New Hampshire**  
**288 Central Avenue**  
**Dover, NH 03820**  
**(603) 516-6000**  
**[m.joyal@ci.dover.nh.us](mailto:m.joyal@ci.dover.nh.us) (City Manager J. Michael Joyal, Jr.)**

Name, mailing address, telephone number, and e-mail address of contact person

**Matthew Cox**  
**Chairperson, WPS Task Force**  
**33 Fisher Street**  
**Dover, NH 03820**  
**(603) 749-6334**  
**[mcox@burnsbryant.com](mailto:mcox@burnsbryant.com)**

List by name, physical and mailing address, telephone number and e-mail address each of the schools affected by this application:

**Woodman Park Elementary School**  
11 Towle Avenue  
Dover, NH 03820-3935  
(603) 516-6700  
[p.boodey@dover.k12.nh.us](mailto:p.boodey@dover.k12.nh.us) (Patrick Boodey, Principal)

Identify by name, title, and mailing address the individuals authorized to sign a binding agreement on behalf of the school, municipality, and/or other service provider.

**J. Michael Joyal, Jr.**  
City Manager  
City of Dover, New Hampshire  
288 Central Avenue  
Dover, NH 03820  
(603) 516-6000  
[m.joyal@ci.dover.nh.us](mailto:m.joyal@ci.dover.nh.us)

Sponsoring Regional Planning Commission (RPCs will attach comments and recommendations. Please confirm that a copy of the application has been submitted to the RPC.)

**The sponsoring Regional Planning Commission is the Strafford Regional Planning Commission. This will confirm that a copy of the application has been submitted to the Strafford Regional Planning Commission, 2 Ridge Street, Suite 4, Dover, New Hampshire 03820-2505.**

## Part II: Budget

### 1) Non-infrastructure reimbursement funding sought:

Evaluation (includes planning)	\$	0
Education	\$	1250 <sup>1</sup>
Encouragement	\$	8,145
Enforcement	\$	12,533.50
<b>Total non-infrastructure</b>	<b>\$</b>	<b>21,428.50</b>

Attach a detailed budget estimate for each non-infrastructure element for which reimbursement is sought.  
**See attached Non-Infrastructure Budget Sheet.**

### 2) Infrastructure reimbursement funding sought:

Preliminary Engineering	\$	15,000
Right-of-Way	\$	0
Construction (includes construction engineering)	\$	211,990.54
Other (explain)	\$	0
<b>Total</b>	<b>\$</b>	<b>226,990.54</b>

Attach a detailed budget estimate supporting each of the above figures. (See the "Infrastructure" section of the *Application Guidelines* for a detailed explanation of the information to include in the estimate. Cost estimates should be prepared by a public works department staff member, town road agent or qualified engineering consultant.)

**See attached Infrastructure Budget Estimate.**

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<sup>1</sup> This includes an in-kind donation of time from a Nurse Practitioner valued at \$500, and thus the net SRTS reimbursement amount is \$750.

### Part III: Purpose of Application

This application is for:

Non-infrastructure

Infrastructure

Both

Very briefly summarize (in three or fewer sentences) the projects and programs that will be funded if this application is approved:

**If this application is approved, the primary project that will be funded is the sidewalk project aimed at creating and enhancing pedestrian access in the immediate vicinity of Woodman Park School. In addition, police patrols will be added in an effort to curb speeding motorists, and additional traffic control signage will be added. Finally, the Task Force will be implementing an exciting education and encouragement program aimed at substantially increasing the number of students who walk to school.**

Has the SRTS task force completed a travel plan? (1.a.1. of the *Scoring Criteria*)

Yes

No

## Part IV: Description of Program

- 1) Describe how this project addresses the “5Es:” Evaluation, Education, Encouragement, Enforcement, and Engineering.

a) Evaluation: (1.a.1-2 of the *Scoring Criteria* 25 points)

i) Have in-class and parental surveys been conducted? **Yes.**

ii) Has the survey data been submitted to the National Center for Safe Routes to School? (If not, this must be completed before the application will be accepted.) **Yes.**

Woodman Park School is a Pre-K-4 elementary school located in Dover, New Hampshire, a community which was incorporated in 1623 and now has the seventh largest population (28,775) in the state. The school currently serves approximately 534 students. However, it is noted that Woodman Park School and its nearby residential neighborhoods are themselves within the pedestrian shed (i.e. walkable zone) of both Dover Middle School and Dover High School. As such, improvements to the area surrounding Woodman Park School have the potential to promote walking and biking in an area affecting over a thousand additional students.

The pedestrian shed of Woodman Park School includes several dense residential neighborhoods. These neighborhoods, which are depicted and color-coded on the attached map, have been designated as follows: Washington to the far north of the pedestrian shed, Silver Street North to the immediate north of the school, Silver Street South to the immediate east of the school, and Rutland/Cataract to the far south of the pedestrian shed.

A few years ago, several interested parents and area residents began to informally discuss their common desire to promote and enhance “walkability” for the young students attending Woodman Park School. At the time, none of these individuals knew about the Safe Routes To School program, and their individual motives varied – some were interested in the “green” movement, some were trying to encourage exercise in the current era of childhood obesity, and some simply enjoyed the experience of walking to school with their children.

As the discussion continued, many of these residents began to ponder the broader issues associated with how children get to school. Some of these observations were intuitive, while others came as a surprise. Despite the fact that Woodman Park is located in a fairly dense residential area, with many students residing only a few blocks from the school, it seemed that very few children were walking to school. Among the few who were, some were young children unaccompanied by adults. Much of the discussion focused on the sheer astonishment at the number of private vehicle drop-offs. Finally, separate and apart from the effects on their children, many residents noted some unanticipated positives for themselves – the social benefit of meeting other parents, the opportunity to frequently interact with faculty, and the comfort of having a chance to meet the classmates their children were talking about at home.

Despite a strong affinity for their neighborhoods, these residents noticed several impediments to walkability in the Woodman Park School area. Informal discussions occurred with school officials and City of Dover employees as to possible means of rectifying these concerns. In the summer of 2008, some parents learned about the Safe Routes To School program, and realized that the SRTS objectives seemed to represent a perfect fit given the discussion that was already underway. Accordingly, in connection with the PTO, some interested parents organized a local “Walk To School Day” in connection with the International Walk To School Day in the fall of 2008. Participation seemed to be high, with many new students, parents and faculty walking to school.

By the summer of 2009, area residents ramped up the effort to identify specific safety concerns in the area of the school. In the late summer, some parents learned of the opening for SRTS general grant applications, and it was at this point that the formal SRTS initiative began in earnest.

With the help of the WPS administration, as well as many City of Dover officials, an SRTS Task Force was quickly formed. Using bikeability and walkability checklists, committee members conducted extensive fact-gathering in the Woodman Park School pedestrian shed. Considerable efforts were also made to obtain informal opinions from other parents and area residents, and formal survey data was obtained through Parent Surveys and faculty Tally Sheets.

As part of the evaluation process, the Task Force reviewed the current level of walking and biking underway at the school. This was accomplished in a number of ways, to include review of the Parental Surveys, review of the Tally Sheets, and frequent monitoring of the school during the morning commute and the afternoon release. The results were disappointing. The monitoring suggested that less than 20 students were walking or biking to school on a regular basis, and this seemed to correlate with the data extrapolated from the Parental Surveys and Tally Sheets. Considering that the school district had designated roughly 106 Woodman Park students as walkers, and considering that many students live in neighborhoods extremely close to the school, it was shocking to learn that only 1 in 5 of the designated walkers were actually walking to school.

However, the fact that the current level of walking and biking is disappointingly low speaks to the exciting potential that exists for the SRTS program at Woodman Park School. Even if the program were to accomplish nothing more than to secure the participation of the students already designated as walkers, that would represent over 80 additional students! Since these students are currently commuting via private vehicle drop-offs, that would also mean an estimated 120 fewer private vehicle round trips per day (at least some vehicles carry more than one student), and 600 fewer per week! It also bears emphasizing that the above figures pertain only to the students who are already supposed to be walking, but aren't. However, even though they may not be designated as walkers by the school district, many of the remaining 400 students (roughly 80% of the student body) are well within the pedestrian shed of the school. Thus, the Task Force believes that the Woodman Park SRTS program has the potential to exponentially increase the number of students walking and biking to school.

In light of the above information, the Task Force established a formal Travel Plan. Some of the main philosophical underpinnings are as follows. First and most importantly, while the installation of additional sidewalks may not be the most novel or exciting entry in an SRTS application, formal studies have confirmed that "the proportion of streets with sidewalks is the most important predictor in the built environment of whether students walked or biked to school." See *Design Guidelines for Pedestrian-Friendly Neighborhood Schools*, City of Raleigh, N.C. Planning Study (online at [www.raleigh-nc.org](http://www.raleigh-nc.org)), quoting U.S. EPA findings from 2003. Observance of this fundamental principal is critical to meeting the end goals of the SRTS program, and as such, it is at the heart of the Woodman Park School Travel Plan. In short, the teaching of these established studies is that if a community really wants to encourage students to walk or bike to school, the threshold priority must be the addition of sidewalks, with other initiatives being unlikely to enjoy success until that basic goal is met.

Related studies have established the importance that sidewalks be on both sides of the street. *Design Guidelines for Pedestrian-Friendly Neighborhood Schools*, City of Raleigh, N.C. Planning Study (online at [www.raleigh-nc.org](http://www.raleigh-nc.org)); see also *PedSafe, Pedestrian Safety Guide and Countermeasure Selection System* ([www.walkinginfo.org/pedsafe/](http://www.walkinginfo.org/pedsafe/)) (continuous sidewalks should be placed along BOTH sides of all fully improved arterial, collector, and local streets in urban and suburban areas). This goal is largely met in the more remote neighborhoods surrounding Woodman Park School where the pedestrian volume is lowest, but almost universally absent in the immediate vicinity of the school where the pedestrian volume is highest. In summary, the primary conclusion of the Travel Plan is that the best means of encouraging more students to walk and bike to Woodman Park School is by ensuring that the streets immediately surrounding the school are equipped with sidewalks on both sides of the street.

Other aspects of the Travel Plan flow naturally from the threshold principle articulated above. In light of the fact that Woodman Park School is a K-4 elementary school, it is very important to consider the target age group; most students are between 5 and 10 years old. At least in connection with this age group, the Task Force believes that paramount safety is achieved by making it easy and intuitive; while adults might be persuaded to follow rigid rules and complicated walking routes, children are predictably going to take the shortest distance between two points. Consistent with the

above, the accepted design approach for this age group is to identify the natural walking paths and then rectify any safety concerns, rather than attempt to redirect children onto walking paths which are unnatural and counterintuitive.

In keeping with these philosophies, the infrastructure estimates were established and the remaining four “E’s” were addressed as set forth below.

b) Education: (1.b. of the *Scoring Criteria*, 10 points)

Because Woodman Park School is an elementary school, the SRTS program represents an exciting opportunity to begin educating children as to the health and environmental benefits of walking and biking at an early age. If children are reached during these formative years, they are likely to develop healthy habits that will last a lifetime.

The educational aspects of the program will be addressed in several different ways. A safety presentation will be made to students in coordination with the Dover Police Department. This will include aspects of personal and pedestrian safety. Toward the end of the 2009-2010 school year, SRTS will coordinate with a “bike rodeo” program already in place through the police department and a local community center. In connection with this program, students will be offered the opportunity to register their bicycles (a theft-deterrent program already offered by the Dover Police Department). At approximately this same time frame, the school will make use of an in-kind donation by a local Nurse Practitioner who has offered to team up with Claudia Lynch, the school nurse, to develop a presentation to students relative to the health benefits (physical as well as emotional) of walking and biking to school. In addition, there will be a significant educational component to the pedometer “Encouragement” program discussed in more detail below.

In addition to the above, the SRTS program will integrate with the very popular fire safety music presentation given each year by the Dover Fire Department to elementary school children in the City of Dover. The Fire Department presentation takes popular pop songs and rearranges the lyrics to promote a message of personal or fire safety, then performs those songs live for the students. Following the show, the Fire Department offers Compact Disc recordings of the songs, and the recordings are likewise immensely popular with the students. In exchange for a monetary donation from the Woodman Park SRTS program, the Fire Department will devise an SRTS song as part of its presentation next year.

The Task Force believes that, particularly in light of the young age of the students involved, parent education is going to be just as important as student education. All of the student education in the world is unlikely to result in a meaningful increase in student participation if parents do not get behind the program. Accordingly, at the same time the educational efforts with the students are underway, an aggressive effort is planned to encourage parent education and participation. This is no small undertaking, as obesity and insufficient exercise are just as prevalent in the parent population. However, as discussed in the Evaluation section above, the parents on the Task Force strongly believe that the experience of walking one’s children to school is an enjoyable one which can quickly become habit forming for both parent and child. Furthermore, especially in the current economic climate, it is worth reminding area parents (many of whom face significant economic challenges) that there is also a monetary benefit in terms of the gas money they save when two round-trips to the school are avoided each day. Emphasis will be placed on the International Walk-to-School month in October, and a particular effort will be made to maximize participation on the occasion of the 2010 International Walk-to-School day.

c) Encouragement: (1.c. of the *Scoring Criteria*, 10 points)

The Task Force is very excited about an encouragement program it has developed involving the acquisition of pedometers for the students of Woodman Park School. If the application is approved, in the late spring of 2010, the students will receive pedometers and learn how to record mileage and time spent walking. Information will be sent home to parents on ways to incorporate walking and other physical activities into daily routines (such as the “LiveFIT NH” Challenge). The pedometer program will be incorporated into the existing health curriculum, which students attend once per

week. Students will be taught the proper use of the pedometers and will receive related information about how to increase physical activity. The pedometer program will also be coordinated with the existing "Running Club" which the school has been successfully promoting for the past few years. Since the pedometer data can be interpreted via computer, a similar coordination effort will be made to combine the pedometer program with the academic computer studies of the students.

When students return the pedometers and record their data at the end of the week, they will be entered into a raffle for prizes. In keeping with the SRTS philosophy of promoting healthy lifestyles, prizes will consist of sporting goods items and giftcards to stores which are consistent with this healthy theme.

After the safety and infrastructure improvements have been implemented along our students' walking routes, the walking program will be expanded to coincide with October International Walk-to-School month. Again, prizes will be raffled for participants on a weekly basis and will culminate in a month-end celebration and grand prizes for both students and the parents that have pledged to increase their daily activity (especially walking or biking with their children). Parent/Staff incentives will also include raffle prizes for "Walking School Bus" leaders.

d) Enforcement: (1.d. of the *Scoring Criteria*, 10 points)

As the City's Chief of Police and a member of the Task Force, Chief Colarusso has developed an enforcement program tailored to the data obtained during the evaluation phase. Specifically, Rutland Street has been identified as a popular short cut for commuting motorists, and despite the existence of clearly marked crosswalks and flashing 20 mph speed limit signs in both directions, there is a continuing problem with speeding motorists who fail to stop at the marked crossing. Per Chief Colarusso's recommendation, the Travel Plan supplies increased enforcement in the form of police patrols that coincide with the commencement of school in the morning and the release of students in the afternoon. These patrols occur two mornings and two afternoons per week for a period of 30 weeks (attention being focused on the weeks when school is in session).

In addition, the Chief has recommended the periodic deployment of the Department's speed trailer in the area of Rutland Street. This comes at no cost, as the Department already owns the trailer and the deployment cost is negligible. This is a significant benefit to the program, since the traffic-calming effect on passing motorists is well documented, and the trailer also has the capacity to supply the Task Force with additional data (the equipment is capable of storing speed data in connection with the passing traffic).

Finally, also pursuant to the recommendations of Chief Colarusso, the application provides for significant additional and/or replacement signage.

e) Engineering: Attach a description of infrastructure ("engineering," the 5<sup>th</sup> "E") projects: (Name, purpose, need, location, and project details.) Include a map of the project location, and describe how the project will encourage and enable safe walking and bicycle riding from home to school. *Projects must be ADA compliant, in order to be eligible for funding.* (1.e. of the *Funding Criteria*, 20 points)

The primary infrastructure initiative is the sidewalk installation project on the roadways immediately in front of (i.e. to the east of) Woodman Park School. Specific line items in this project include:

- Woodman Park School Access Road – immediately in front of the school, adjacent to the bus route labeled as Woodman Park Access Road, there is an appropriate high-volume (i.e. 8 foot wide) sidewalk. However, the sidewalk ends mid-span, leaving no sidewalk on either side of the road. This is a major concern, since this route is the natural access for students walking from the Silver Street South and Rutland neighborhoods, and additional pedestrian use occurs as a result of the adjacent park, ball fields and children's play areas. Despite this dangerous combination of a high volume of vehicular traffic and a high volume of youthful pedestrians, there are no sidewalks on either side of the street. These conditions are depicted in the attached photos. The concerns will be resolved by adding a span of high-volume (8 foot wide) sidewalk to the outer arc of the access road between the termination of the existing sidewalk and the corner immediately behind the

baseball field backstop, followed by a span of medium-volume (6 foot wide) from this corner to the south corner of the intersection of Parker Street and Woodman Park Drive. Consistent with the primary goal of achieving sidewalks on both sides of the streets closest to the school, a standard-volume sidewalk will be also added along the inner arc of the loop formed by the Woodman Park Access Road and Woodman Park Drive.

- As noted above, two dense residential neighborhoods (Silver Street South and Rutland/Cataract) access the school via Parker Street. Despite the fact that all pedestrian traffic using this route arrives from south, there is no sidewalk on the south side of the street. It happens to be the case that several of the young children who currently walk to school without adult supervision come from the Rutland/Cataract neighborhood. Predictably, unaccompanied students are frequently observed walking in the road on the south side of the street rather than trying to cross Parker Street and use the sidewalk on the north side, a reality which confirms the conclusions reached in the engineering studies cited above in the evaluation section (namely that sidewalks are needed on BOTH sides of the road). This condition will be corrected by means of adding a standard volume (i.e. 5 foot wide) sidewalk on the south side of Parker Street from Rutland Street to Woodman Park Drive.
- In the same general location as the area described above, the evaluation phase revealed what is perhaps the most challenging safety consideration for pedestrians walking to Woodman Park School. By way of background, the Silver Street South neighborhood has a high volume of walkers (many of whom also ride bikes and/or scooters from time to time) and potential walkers. However, the access route requires these pedestrians and bikers to cross Rutland Street, a popular short cut for motorists which has been identified as a problem area for speeding motorists and drivers who do not stop at the marked crosswalk. Adding to the concern is the fact that, by necessity, the crossing had to be located in the middle of the Rutland Street span, where motorists would naturally be at their highest speeds, rather than at either end of the street where motorists would be slowing down anyway. Given these concerns, a proper sidewalk on both sides of the subject crosswalk is critical, however there is no true sidewalk on the school side (i.e. the west side) of Rutland where it meets the subject crosswalk. This condition will be corrected by means of installing a standard volume (i.e. 5 foot wide) sidewalk from the crosswalk area to the corner of Parker Street.
- Although Clifford Street directly abuts the school grounds and is a natural access point for students who live near the Silver Street corridor (in both the Silver Street North and the Silver Street South neighborhoods), there is no sidewalk on the north side of the street. Furthermore, when students reach the east end of Clifford Street and turn north onto the busy Rutland Street, the existing sidewalk on the west side of Rutland runs for a few hundred yards, then terminates mid-span. A new standard-volume sidewalk will be installed on the north side of Clifford Street, and the existing sidewalk on the west side of Rutland Street will be extended from the termination point to the intersection of Rutland and Silver.
- In addition to the above, the Travel Plan calls for the installation of numerous signs, the painting or repainting of crosswalks, and the institution of traffic calming measures. These items are described in detail on the Recommendations for Increasing Pedestrian Safety sheets (see attached), and thus will not be repeated here.

2) Demonstrated community support for program

a) List the members of the community SRTS Task Force:

Name	Affiliation
Patrick Boodey	Principal, Woodman Park School
J. Michael Joyal, Jr.	City Manager, City of Dover
Anthony Colarusso, Jr.	Chief of Police, City of Dover
Douglas W. Steele, II	Director of Community Services, City of Dover
Claudia Lynch	School Nurse, Woodman Park School
Zachary Weilbrenner	Phys Ed/Health Teacher, Woodman Park School
Matthew Cox	Neighborhood Resident and WPS Parent
Jason Lucey	Neighborhood Resident and WPS Parent
Katy Cox	Neighborhood Resident and WPS Parent
Melissa Glidden	Neighborhood Resident and WPS Parent
Chris Goodell	Neighborhood Resident and WPS Parent
Greg West	Neighborhood Resident and WPS Parent

b) Attach documentation of support from governing bodies (Include letters of support from school and/or municipal body (or designee) with authority to enter into a formal agreement (school board, city council, board of aldermen, board of selectmen)). Include documentation of local commitment to maintain any infrastructure. (2.b. of the *Scoring Criteria*, 5 points):

**See attached letters from J. Michael Joyal, Jr., City Manager for the City of Dover, and Patrick Boodey, Principal of Woodman Park School.**

c) Attach documentation (letters or survey results) of parental support (2.c. of the *Scoring Criteria*, 5 points).

**See attached letters from Chris Goodell and Melissa Glidden. In addition to these letters of parental support, please note that the SRTS Parental Survey sheets forwarded to the National Center contain abundant support for the proposition that many more children in the target neighborhoods would be walking or biking to school if the safety improvements addressed in this application were implemented.**

d) Attach any letters of support from representatives of the educational community (2.d. of the *Scoring Criteria*, 5 points).

**See attached letters from (1) Patrick Boodey, Principal of Woodman Park School; (2) Claudia Lynch, RN, BSN, Woodman Park School Nurse; and (3) Zachary Weilbrenner, Woodman Park School Health and Phys Ed teacher.**

e) Attach any letters of support from walking and bicycling organizations and other interested advocacy groups. (2.e. of the *Scoring Criteria*, 5 points)

**See attached letters from Seacoast Bike Routes, a local biking organization, and the New Hampshire Coastal Protection Partnership, a local environmental advocacy group.**

3) For infrastructure proposals, will the project be municipally managed? Yes No (If not municipally managed, indicate who will manage the project, and provide full contact information.)

4) Describe the source and amount of any non-SRTS funds used in connection with the infrastructure and/or non-infrastructure projects. (Do not include the requested reimbursable costs listed in the answers to Questions 4 and 5 above.)

**None, with the exception of the in-kind donations noted elsewhere in this application.**

5) Timeline: Attach your project schedule, from start to finish. Indicate interim progress in months, beginning with the date of written authorization to incur reimbursable expenses.

The awards for the current round of applications are due to be announced on March 29, 2010. If an award is issued to the Woodman Park School SRTS project, the Task Force will proceed immediately with the preliminary engineering outlined above. Concurrently, the new signage will be procured and installed through the Community Services Department, and the CSD will also coordinate the crosswalk painting. In connection with the infrastructure projects, RFPs will be sent out by the City of Dover in May, with contracts awarded during June. Sidewalk construction will be completed before the students return to school in the fall of 2010. Although most of the education component of the program is designed to begin in the fall of 2010 at the inception of the 2010-2011 school year, some student education will begin during the end of the 2010 school year in an effort to take advantage of the natural relationship between the SRTS program and the popular "Running Club" program, which takes place toward the end of the school year. The education and encouragement programs will begin in earnest in the fall of 2010, to include the Police Department presentation on walking safety and personal safety, the "bike rodeo" and bike registration program, and the health and pedometer education. The encouragement programs will primarily occur during October International Walk-to-School month, with special attention being directed to International Walk-to-School Day. The Fire Department's "Fire Safety" music presentation typically takes place in November, after Walk-to-School Month has concluded. Given the scope of the project, the Task Force realizes that schedule deviation, particularly in regard to the construction elements, are common.

6) Project Status: (Describe efforts completed to date or background on work efforts, including information about relationship of infrastructure projects to any existing transportation plan(s).)

The City of Dover has a formal Master Plan. In the Transportation component of the current Master Plan, the City recognizes that previous versions may have emphasized motor vehicle transportation needs at the expense of the convenience and safety of pedestrian traffic. The current Transportation Plan seeks to place greater emphasis on the promotion and safety of pedestrian transportation.

In the Evaluation component, the Task Force's overarching philosophy – that walking rates are closely tied to the presence of sidewalks – is discussed at length, with citations to some of the many engineering studies that have confirmed this basic principle. It is significant to note that the City's Transportation Plan accepts this same philosophy. In fact, the very first study principle listed in the pedestrian component of the Transportation Plan suggests that pedestrian volumes are directly related to infrastructure design.

As a result, sidewalk connectivity, particularly within the urban core (an area which includes Woodman Park School's pedestrian shed) has been identified as a priority in the Transportation Plan. To this end, the Community Services Department has an existing sidewalk improvement program which seeks funding through the City's Capital Improvements Program. While the City's sidewalk improvement program has certainly improved walking conditions in certain areas, the

simple reality is that in a historic community such as Dover, the sidewalk resources are far exceeded by the sidewalk needs. Furthermore, the outlook for the future of the City's sidewalk improvement program must be considered in light of the recent enactment of a tax cap in the City.

Given the above, the infrastructure component of this application is in complete harmony with the conceptual tenets of the City's Transportation Plan.

- 7) Communities with limited resources. If you believe the community qualifies, submit evidence to support your position. (See *the Scoring Criteria* and Page X of the *Application Guidelines* for details)

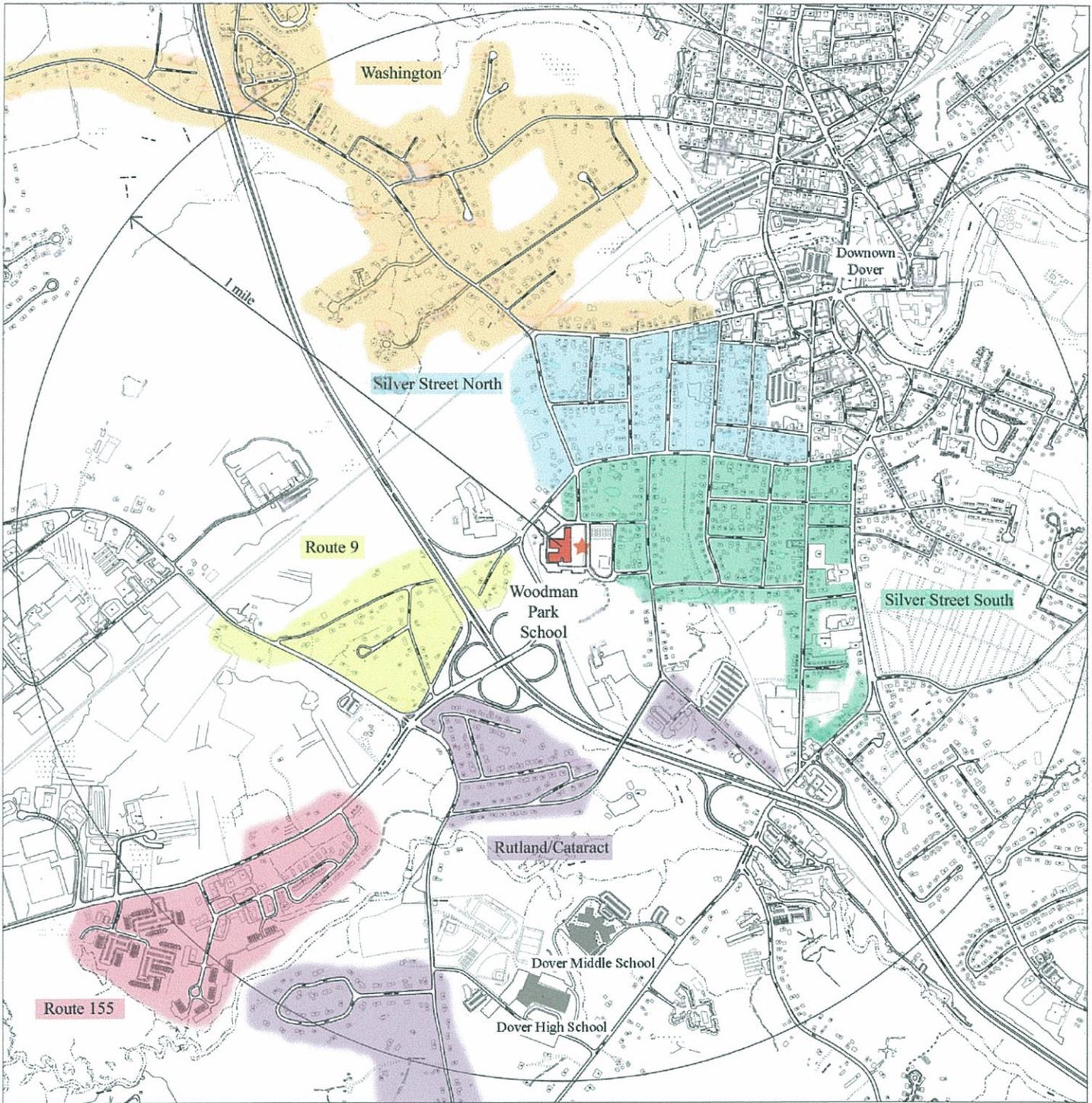
The Woodman Park School serves a community of very limited resources. The school has long been (and continues to be) a school-wide Title I school, and a high percentage of the students come from economically disadvantaged families. Compared to the City's two other public elementary schools, a highly disproportionate percentage of the City's low-income housing is located within the Woodman Park School district. In fact, there is only one other public school in the entire State of New Hampshire that services more federally funded residences than Woodman Park School. Sadly, the school currently has many students that are homeless. In the present school year, the free/reduced lunch program includes over 56% of the student body. The free lunch program has recently been enhanced by a grant which is providing fresh fruit to the students on a daily basis.

Looking beyond Woodman Park School to the City of Dover as a whole, the latest census data confirms that Dover's median household income (\$43,873) is much lower than the county average (\$59,382). In turn, Strafford County has a lower median household income compared to the State of New Hampshire (\$62,048) as a whole. As discussed in the preceding section, funding opportunities at the City level are subject to a recently enacted tax cap.



Woodman Park School  
Dover, NH

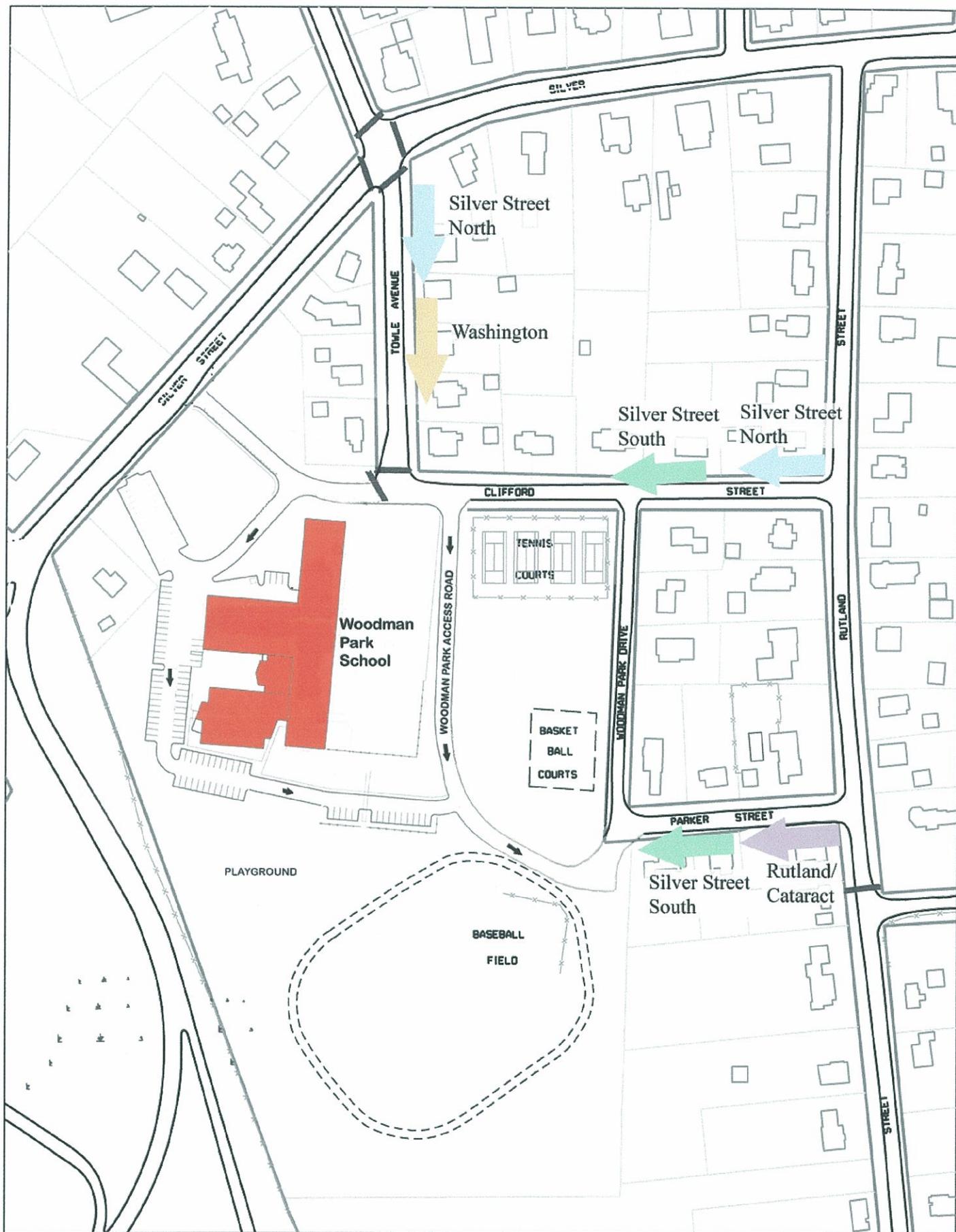
Dover Map  
(2 mile radius)



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Woodman Park School  
Dover, NH

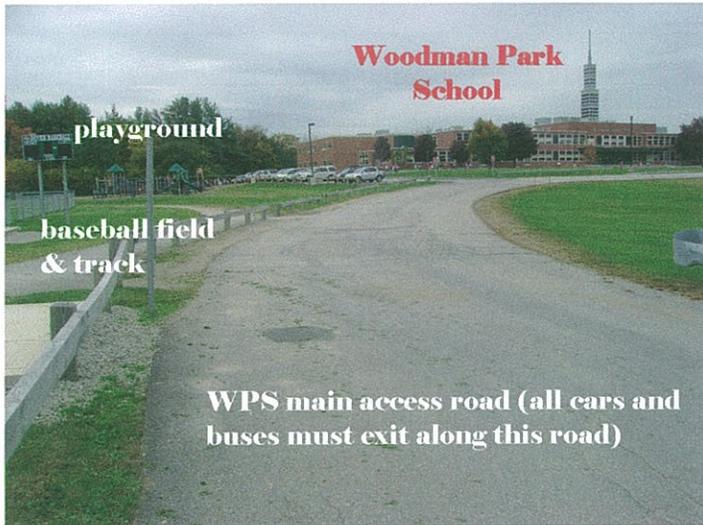
Neighborhood Map  
(1 mile radius)



Woodman Park School  
Dover, NH

Campus Map  
Neighborhood Access Points

## Woodman Park School



An overview of the Woodman Park School Campus (front of school, basketball courts & tennis courts to the right, playground, track and baseball field to the left) viewed from the intersection of Woodman Park Drive and the school's main entry access road.

A significant problem area was identified on the Woodman Park School access road, which accommodates the outflow from both the bus loop and the private vehicle drop off lanes. This is the natural access for students walking from the Silver South and Rutland neighborhoods, and additional pedestrian use occurs as a result of the adjacent park, ball fields and children's play areas. Despite a high level of vehicular traffic and a high volume of student pedestrians, there are no sidewalks on either side of the road.



This photo depicts cars parked along both sides of the main access road, forcing pedestrians with young children to walk in the middle of the road.



In the same area, an existing 8-foot wide "high volume" sidewalk terminates mid-span in an area of high vehicular traffic and high pedestrian volume.

## Woodman Park School Access Road



## Woodman Park Drive

The school side of Woodman Park Drive experiences a high volume of pedestrian use but lacks a sidewalk and signage.

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## Clifford Street

Despite the fact that it directly abuts the school, Clifford Street lacks a sidewalk on the north side of the street.



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## Parker Street

Parker Street is the main access route from both the Silver South and the Rutland neighborhoods. Despite the fact that all pedestrian traffic using this route arrives from the south, there is no sidewalk on the south side of the street. Predictably, unaccompanied students are frequently observed walking in the road on the south side of the street rather than trying to cross Parker Street and use the sidewalk on the north side



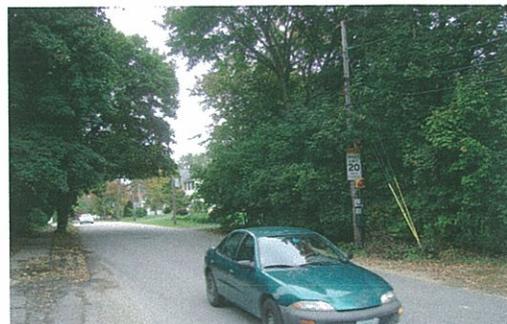
## Rutland Street

This crosswalk services nearly the entire Silver South neighborhood and is the site of significant complaints about speeding vehicles and motorists failing to stop for the crosswalk. The school side of the street lacks a true sidewalk and is used by both the Silver South neighborhood and the Rutland/Cataract neighborhood.



Many students from the Silver North neighborhood use the Clifford Street egress point. After using the crosswalk to access the sidewalk on the west side of Rutland, the sidewalk terminates mid-span along a street that experiences significant problems with speeding motorists

Despite being posted with prominent traffic control signage in both directions, Rutland Street, which represents a popular shortcut for vehicular traffic, continues to pose problems with speeding motorists and drivers who fail to slow or stop at marked crossings.





## Silver Street

These photos depict the intersection of Silver and Towle, the biggest vehicular intersection in the vicinity of Woodman Park School. Despite being equipped with traffic lights, crosswalks, pedestrian crossing signals, and a budgeted (though not always filled) crossing guard position, parents remain concerned with the safety of this part of the pedestrian commute due to the extremely high volume of vehicular traffic and proximity to highway on & off ramps.





In some of the neighborhood areas more removed from the school such as the Cushing Street area depicted in this photo (part of the “Silver Street North” neighborhood), existing sidewalk conditions are quite favorable, however in the higher volume areas closer to the school, significant challenges remain.

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Even in areas where adequate sidewalks are already in existence, there is much opportunity for improvement. These photos depict otherwise adequate sidewalks that are rendered deficient because of vehicular blockage, encroaching shrubbery, and a significant "shy zone" (the name given to the portion of the sidewalk rendered unusable because it is too close to traffic or an obstruction). The unsafe conditions can be corrected through education, enforcement and encouragement.

**NON-INFRASTRUCTURE BUDGET SHEET**  
**SRTS Project, Woodman Park School**

**Evaluation (includes planning):**                   \$       N/A

**Education:**   \$       1250<sup>1</sup>

- Copying estimate for copying pedometer instructions, informational materials and educational materials - \$250.
- Donation to annual Dover Fire Department Fire Safety Show - \$500
- Donation of time by local Nurse Practitioner to help educate students and parents regard the physical and emotional health benefits of walking and biking to school. - \$500 value

**Encouragement:**                                       \$       8,145

- Walk for Life Pedometers (with online charting for students). 550 pedometers in 34 Physical Activity Packs = \$6445.00
- Program flyer and educational material printing costs: 250<sup>2</sup>
- Prizes for Spring Trial week:
  - Children's raffles: Five \$20 giftcards to local sporting goods and/or bike shop
- Prizes for October Walk-to-School Month:
  - Children's raffles: One grand prize bicycle \$300, Five runner-up \$40 giftcards, Four \$25 giftcards per week x 4 weeks
  - Parents/Staff raffles: One grand prize \$100 giftcard to local sporting goods or shoe store, five runner-up \$20 giftcards, four \$25 giftcards per week x 4 weeks, five \$20 giftcards for Walking School Bus leader raffle. Sub-Total Prizes = \$1,700

**Enforcement:**   \$       12,533.50

- 2 patrols per week at 2 hours each to be conducted while children go to school and when they are released from school. Total 4 hours per week @42.00 per hour. Total cost \$5,040.00.
- Signage, crosswalk painting, etc. (specifics detailed on attached Recommendations for Increasing Pedestrian Safety Sheets)- \$7,493.50

**TOTAL = \$21,428.50**

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<sup>1</sup> This includes an in-kind donation of time from a Nurse Practitioner valued at \$500, and thus the net SRTS reimbursement amount is \$750.

<sup>2</sup> Budgeted under education

## Recommendations for Increasing Pedestrian Safety

### Woodman Park School Safe to Routes to School Task Force

STREET	EXISTING SAFETY MEASURES	RECOMMENDED SAFETY ADDITIONS	COST
<b>WPS Access Road (Bus Loop):</b>	Crosswalk at Towle intersection	A. 2 speed limit signs B. stop sign at Parker C. 2 crosswalks at Parker D. curb cut at WPS	A. \$ 116 B. \$ 125 C. \$ 110 D. \$ 500
<b>WPS Parent Drop-off Loop:</b>	“caution children crossing” cone	none	
<b>Woodman Park Drive</b>	Crosswalk doesn't align with sidewalk	A. Repaint crosswalk B. 2 school zone signs & post covers C. Road stencil “school zone”.	A. \$ 55 B. \$ 185 C. \$ 34.50
<b>Parker Street</b>	Crosswalk at Rutland intersection	A. Road stencil “school zone” B. Pedestrian sign & post cover	A. \$ 34.50 B. \$ 185
<b>Towle Avenue</b>	Faded paint on street. Older, small sign.	A. Repaint “School Ahead” B. New fluorescent sign & post cover	A. \$ 34.50 B. \$ 185
<b>Clifford Street</b>	Faded paint on street	A. Repaint “School Ahead” B. New fluorescent sign & post cover C. Stop sign at Towle D. Crosswalk at Towle	A. \$ 34.50 B. \$ 185 C. \$ 185 D. \$ 55

STREET	EXISTING SAFETY MEASURES	RECOMMENDED SAFETY ADDITIONS	COST
<b>Rutland Street</b>	Small, old signage. Flashing 20 MPH. Crosswalk signs (2).	<ul style="list-style-type: none"> <li>A. New fluorescent sign &amp; post cover</li> <li>B. Repaint crosswalk at Fisher</li> <li>C. Flashing yellow light over crosswalk at Fisher</li> <li>D. In street signing at crosswalk</li> <li>E. Pavement stencils "slow school crossing"</li> <li>F. Radar trailer</li> <li>G. Trim trees around Flashing 20 MPH.</li> </ul>	<ul style="list-style-type: none"> <li>A. \$ 185</li> <li>B. \$ 55</li> <li>C. \$3,600</li> <li>D. \$ 420</li> <li>E. \$ 34.50</li> <li>F. In-Kind</li> <li>G. In-Kind</li> </ul>
<b>Fisher Street</b>	none	<ul style="list-style-type: none"> <li>A. New fluorescent sign &amp; post cover</li> <li>B. Trim hedges from Belknap to Rutland</li> </ul>	<ul style="list-style-type: none"> <li>A. \$ 185</li> <li>B. In-Kind</li> </ul>
<b>Silver Street</b>	walk signals and crossing guard at Arch St./Towle Ave	<ul style="list-style-type: none"> <li>A. Paint crosswalks (x7) at all cross streets b/t Locust &amp; Arch</li> </ul>	<ul style="list-style-type: none"> <li>A. \$ 385</li> </ul>
<b>Arch Street</b>	none	<ul style="list-style-type: none"> <li>A. New fluorescent sign &amp; post cover</li> </ul>	<ul style="list-style-type: none"> <li>A. \$ 185</li> </ul>
<b>Washington Street</b>	Crosswalk & crosswalk signage at Arch St.	<ul style="list-style-type: none"> <li>A. In street signing at crosswalk</li> </ul>	<ul style="list-style-type: none"> <li>A. \$ 420.</li> </ul>

**INFRASTRUCTURE BUDGET ESTIMATE**  
**SRTS Project, Woodman Park School**

**NOTE:** The following cost estimates have been determined in consultation with a licensed architect and the Director of Community Services for the City of Dover. The City maintains bid data from existing sidewalk projects, and the average bid for new installation of concrete sidewalk with granite curb is \$53.50 per lineal foot for a standard 5 foot width, which translates to \$10.70 per square foot. Because these figures were generated from the existing bid experience of the City of Dover, it is felt that the estimates have a high degree of reliability.

**Preliminary Engineering:** to include drainage analysis, engineering standards analysis, warrant analysis, etc. \$15,000

**Right-of-Way:** N/A

**Construction (includes construction engineering):**

- Woodman Park Access Road – continue existing 8’ sidewalk to edge of drop-off area access road. 79’ @ 85.60 per lin foot – \$6,762.40.
- Woodman Park Access Road – 8’ sidewalk to run along outer circumference of Woodman Park Drive adjacent to track and baseball field. 318’ @ 85.60 per lin foot – \$27,220.80.
- Woodman Park Drive – 6’ sidewalk from end of ballfield fence to south side of Parker Street. 82’ @ 64.20 per lin foot – \$5,264.40.
- Woodman Park Drive – 5’ sidewalk around inner circumference of Woodman Park Drive (excluding existing run along tennis court that was recently resurfaced). 1161’ @ 53.50 per lin foot – \$62,113.50.
- Rutland – standard 5’ sidewalk along west side of Rutland from Parker to Fisher. 135’ @ 53.50 per lin foot – \$7,222.50.
- Rutland – correct terminal sidewalk on west side of Rutland Street between Clifford and Silver by extending standard 5’ sidewalk to Silver. 438’ @ 53.50 per lin foot – \$23,433.00
- Parker – 5’ sidewalk along south side of Parker from Rutland to Woodman Park Drive. 350’ @ 53.50 per lin foot – \$18,725.00.
- Clifford – 5’ sidewalk along north side of Clifford from Rutland to Towle. 628’ @ 53.50 – \$33,598.00.
- 15% Contingency on sidewalk contracts = \$27,650.94

**Other (explain):** N/A

**TOTAL = \$226,990.54**

J. MICHAEL JOYAL, JR  
City Manager  
m.joyal@ci.dover.nh.us



288 Central Avenue  
Dover, New Hampshire 03820-4169  
(603) 516-6023  
Fax: (603) 516-6049  
www.ci.dover.nh.us

## City of Dover, New Hampshire

OFFICE OF THE CITY MANAGER

November 3, 2009

To Whom It May Concern:

As the City Manager of Dover and a member of the Woodman Park SRTS Task Force, I am writing to confirm that the Woodman Park grant application has the strong support of City government. Woodman Park is a Title I elementary school located in a dense residential area which includes some of the older neighborhoods in the City. There are significant infrastructure needs in terms of sidewalks, pedestrian safety, etc. The SRTS initiative represents a profound benefit to the health and safety of the students served by this school.

I am also writing to confirm that as City Manager, I have legal authority to enter into a binding agreement on behalf of the City of Dover in regard to the SRTS initiative.

Finally, I wish to confirm that the City is well aware of the fact that SRTS is a reimbursement program, such that if a grant is awarded, approved funds would first have to be expended by the City, subject to reimbursement thereafter through the program.

The City of Dover enthusiastically supports the SRTS application being submitted on behalf of Woodman Park School.

Sincerely,

  
J. Michael Joyal, Jr.  
City Manager

JMJ:cb

**Woodman Park School**  
**11 Towle Avenue**  
**Dover, NH 03820**  
[www.dover.k12.nh.us](http://www.dover.k12.nh.us)



**Patrick Boodey, Principal**  
[p.boodey@dover.k12.nh.us](mailto:p.boodey@dover.k12.nh.us)  
Phone: (603) 516-6700  
Fax: (603) 516-6703

"Be Safe Be Caring Be Respectful Be Here Be Ready"

October 22, 2009

This letter is to support our school's participation in the SRTS grant application. Promoting the walking to school has many potential benefits for our school's population. As a school we are a long time, school wide, Title I school. Our free or reduced lunch numbers for this academic year for grades Kindergarten through fourth grade are at 56%. Currently we have several students that are "homeless". Additionally, our school services the second largest number of federally funded housing in the State of New Hampshire. A focus for our school is to help our economically disadvantaged children. Our school district has recently received a grant to provide fresh fruit everyday for every child in our school. The students have multiple recesses and a curriculum that stresses healthy habits in each of their separate but weekly classes of Health and Physical Education. For the past several years we have also had a school wide running club that utilizes a nearby municipal quarter mile track. And the results of these efforts have helped produce students staying on task better in their studies and our attendance rate has slightly increased over the years. Healthy habits are a priority for our school. But we have a missing component. Twenty percent of our over five-hundred student population qualifies to be labeled a 'walker' to and from our school. However, even more students live within a mile to a mile and a half of our school. We would like to be able to establish the healthy and safe habits of walking to and from school! Many of our students are not walking but rather receiving rides to and from school. Through the SRTS grant and program. We can make a real difference in further establishing a mind set and life long habits of safe pedestrian practices. To quote Dover native and Olympian Cathy Schiro-O'Brien when she spoke at a school wide assembly at our school a few years ago, "A healthy lifestyle is a recipe that makes life taste so sweet". We at Woodman Park endorse such an attitude and would enthusiastically participate in the SRTS program if offered the opportunity. Thank you for your consideration.

Sincerely,

Patrick Boodey  
Principal



level



November 3, 2009

To Whom It May Concern:

As a parent of three children whom attend public school in Dover, I want to express my support for the Safe Routes to School initiative that is currently being organized by Matt Cox.

Both my wife and I frequently choose to walk or bike with our children to school, and believe it creates healthy habits for both us and our kids. Also, I feel it is a great chance to build on our sense of community, meeting neighbors along the way and having a chance to communicate with the kids' teachers once we are at the school.

I agree with Matt and the SRTS committee that there are opportunities within Dover's streets and sidewalks that could be addressed with additional funding, and am confident in the committee's ability to effectively put those funds to good use.

Sincerely,

A handwritten signature in cursive script, appearing to read "Chris Goodell".

Chris Goodell  
11 Lexington St.  
Dover, NH 03820

11 Lexington Street  
Dover, NH 03820  
PH: 603.674.3939  
FAX: 603.299.1070  
[www.levelrepair.com](http://www.levelrepair.com)

Melissa F. Glidden  
26 Fisher Street  
Dover, New Hampshire 03820  
603-749-2078

November 4, 2009

Safe Routes to School

To whom it may concern:

As a resident of Dover, New Hampshire with two daughters who daily walk to Woodman Park Elementary, I strongly support the SRTS grant application being submitted by Matthew Cox.

One portion of our route to school does not have a sidewalk and another section has an unsafe sidewalk. I would be very pleased to see funding appropriated to help our town provide safe routes for the children to use.

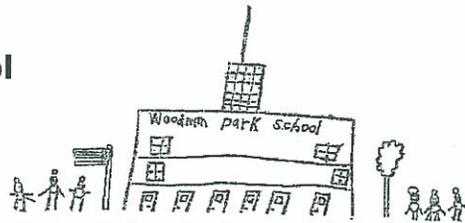
If you have questions, please contact me at 603-749-2078 or [melissag@zwi.net](mailto:melissag@zwi.net). Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Melissa F. Glidden".

Melissa F. Glidden

**Woodman Park School**  
**11 Towle Avenue**  
**Dover, NH 03820**  
[www.dover.k12.nh.us](http://www.dover.k12.nh.us)



Patrick Boodey, Principal  
[p.boodey@dover.k12.nh.us](mailto:p.boodey@dover.k12.nh.us)  
Phone: (603) 516-6700  
Fax: (603) 516-6703

"Be Safe Be Caring Be Respectful Be Here Be Ready"

November 3, 2009

To Whom It May Concern:

As the school nurse here at Woodman Park Elementary, I am very enthusiastic about the possibilities this Safe Routes to School grant has to offer! My role on this committee, as I perceive it, is to help support the health and well-being of our population in a holistic manner, physically and emotionally. With the growing obesity problem in our culture, there is a critical need to involve our youth in education that is experiential. Classroom teachings about nutrition and exercise/activity is important, but actually living it really teaches them firsthand how beneficial for both the emotions and the physical body it can be.

Physical activity has been scientifically proven to enhance concentration, memory, circulate endorphins which improve mood, reduce stress and improve the efficiency of the physical processes of the body thereby improving health. What better way to teach families about all of these benefits!

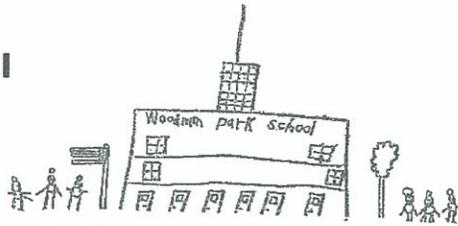
Thank you for this opportunity to bring families together in such a wholesome way. Beginning and concluding their school day with a safe path and healthy activity is the least we can offer our community.

Respectfully submitted,

*Claudia L. Lynch*

Claudia L. Lynch, RN, BSN, Lifestyle Educator  
School Nurse  
(603) 516-6712

**Woodman Park School**  
**11 Towle Avenue**  
**Dover, NH 03820**  
[www.dover.k12.nh.us](http://www.dover.k12.nh.us)



**Patrick Boodey, Principal**

[p.boodey@dover.k12.nh.us](mailto:p.boodey@dover.k12.nh.us)

Phone: (603) 516-6700

Fax: (603) 516-6703

"Be Safe Be Caring Be Respectful Be Here Be Ready"

To whom it may concern:

As a member of the Woodman Park Safe Roads to School task force and as the school's physical education/ health teacher I feel that it is my job and responsibility to make sure that students of this school are getting every single opportunity possible to be physically active. The reason for this being that a vast majority of the students at this school do not have the necessary pieces in place to best support them in living a healthy life. Many students attending Woodman Park do not have access to healthy foods to eat. A lot of snacks that students bring in are junk food, if they have a snack at all. This puts students at a greater risk for becoming overweight. Our students also have limited access to safe areas to play. Many students live in apartments or other units that have small yards that are not conducive to movement or play. This limits the students' after school choices to sedentary indoor activities further adding to their risk for becoming overweight or obese. By providing these students with a safe route to walk/ bike to school we will be giving them a chance to combat these obesity factors that face them. Students who walk/ bike to school will be exposed to the many health enhancing benefits of physical activity. Regular physical activity increases physical, mental and social well being, sleep quality, and immune system function. It increases lean body mass, good cholesterol, heart capacity/ efficiency, and bone density. Regular physical activity will also reduce body fat, lowers bad cholesterol and blood pressure, decrease cancer risk, and lower stress and anxiety.

There has been a great push in our school for increased academic success due to our status as a Title I school and a school in need of improvement under No Child Left Behind. Physical activity and walking/ biking to school in particular can play a significant role in improving our students' academic success. There have been numerous studies showing that youth who participate in regular physical activity show increased academic attributes such as increased brain function, higher concentration levels, increased self esteem, and better behavior. By providing as many Woodman Park School students as possible with an opportunity to walk/ bike to school we are not only helping these deserving students to live a healthier live but we are helping them to achieve higher levels of academic success.

Sincerely,

*Zac Weilbrenner* 11/4/09

Zac Weilbrenner  
Physical Education/ Health Teacher  
Woodman Park Elementary School  
11 Towle Avenue  
Dover, NH 03820



## Seacoast Area Bicycle Routes

PO Box 765, Portsmouth, NH 03802

[www.seacoastbikes.org](http://www.seacoastbikes.org)

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To Whom It May Concern:

Please accept this letter as an indication of our strong support for the Safe Routes To School (SRTS) application being submitted on behalf of Woodman Park School in Dover. One of the important goals of our organization is to encourage more people to get involved in biking, and there is no better way to do that than to expose children to the many benefits of biking at an early age. The SRTS program is a great vehicle for getting the message out to this age group, particularly since it involves both infrastructure improvements and student education.

We enthusiastically support the SRTS application being submitted on behalf of Woodman Park School.

Sincerely,

Josh Pierce

President

### Seacoast Area Bicycle Routes Board of Directors

Josh Pierce  
*President*

Scott Bogle  
*Secretary*

Nicole Vinet  
*Treasurer*

Brian Keegan

David Balkin

Debra Chase

Sofia Piel

Bob Hillery



November 5, 2009

To Whom It May Concern:

I am writing on behalf of the NH Coastal Protection Partnership (“NH Coast”) to express our organization’s strong support for the Safe Routes To School (SRTS) application being submitted on behalf of Woodman Park School in Dover. While we certainly applaud the many collateral benefits that an SRTS initiative would appear to provide in terms of exercise, etc., the primary focus of our organization is the environment.

Generations ago, nearly all students arrived at school on foot, by bicycle, or via mass transportation (i.e. buses). Today, many children are dropped off at school by a family vehicle, often with only one student per vehicle. Many of these vehicular trips are initiated from residences in very close proximity to the schools. This development has resulted in a significant negative effect on the environment, particularly as drop-off lanes jam up with long lines of SUVs which are left idling. As you may be aware, atmospheric deposition is one of the primary culprits behind current water quality problems in the Great Bay Estuary.

We strongly support initiatives like SRTS which promote the benefits of walking and biking from the environmental perspective. It is particularly exciting to see such efforts in the context of an elementary school population, since if learned at an early age, “green” practices like this tend to become second nature.

Our organization is very pleased to support the SRTS application on behalf of Woodman Park School.

Sincerely,

Derek R. Durbin, Esq.  
Chairman of the Board, NH Coast

Lori Nollet  
Co-President Woodman Park School PTO  
11 Towle Avenue  
Dover, NH 03820

Mr. John Corrigan  
Safe Routes to School Coordinator  
Office of Planning and Community Assistance  
New Hampshire Dept. of Transportation  
7 Hazen Drive  
Concord, NH 03302

October 29, 2009

Re: Safe Routes To School (SRTS) Application, Woodman Park School

Dear Mr. Corrigan,

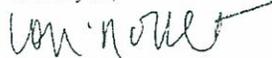
I'm writing to you today on behalf of a concerned group of parents and volunteers from Woodman Park School who have dedicated themselves to improving the sidewalks surrounding our school to promote the Safe Walks to School Initiative.

Last year, we had the pleasure of learning about this program when the parents spearheaded the initiative to participate in the International Walk to School Program. Response was overwhelmingly positive, with students walking and biking to school with enthusiasm. What made this day so successful is that the parents were able to tap a group of children who had previously not participated in these activities, even though their geography would have enabled them to do so.

This year, the parents are hoping to benefit from some much needed resources to improve the sidewalks and passageways to keep those same students engaged in this healthy and green alternative. Our school is located in a very dense, urban neighborhood where many of the sidewalks are in desperate need of repair, or need to be created outright to ensure the safety of students. Last year saw many children walking unaccompanied by an adult, and our parents want to make sure that if we are promoting this activity, that we are doing so in as safe a manner as possible.

Our PTO fully supports the efforts of these parents, but unfortunately is not in a position to provide the needed financial resources. Your consideration is greatly appreciated, and should funds be awarded, we will do whatever is necessary to promote and rally the required volunteers to assist with their efforts.

Thank you,



Lori Nollet