



Abraham Wing Elementary School Access Plan

Glens Falls, New York

Prepared for:
Adirondack/Glens Fall
Transportation Council

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Final Report

DATA ■ ANALYSIS ■ SOLUTIONS



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1.0 INTRODUCTION

This study examines walking, biking and vehicular access issues at the Abraham Wing Elementary School in Glens Falls, NY. The school is classified as a “walking school,” as it is not dominated by excessive bus traffic or an auto-centric campus and its students all reside less than one mile away. This report presents a summary of existing conditions, summarizes the major access and safety issues and includes program and transportation facility design recommendations to help improve access for all transportation modes serving the school.

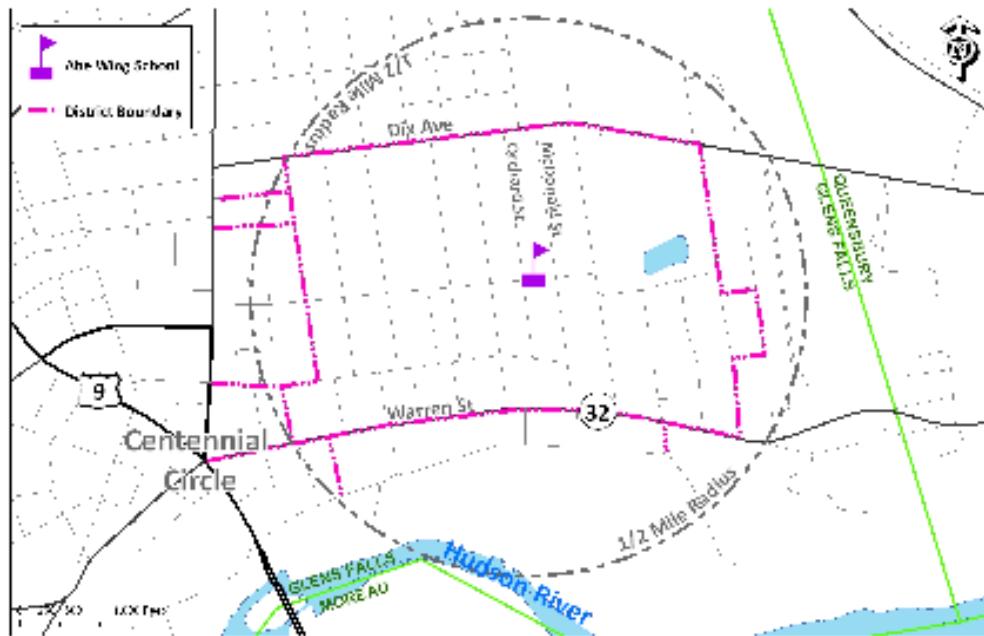
The study is funded by the Adirondack/Glens Falls Transportation Council (AGFTC) and has been prepared by Resource Systems Group, a traffic engineering and transportation planning consulting firm. This report is based on three primary sources of information: field observations by Resource Systems Group, Inc. (RSG), meetings with school officials and traffic and safety data provided by AGFTC.

1.1 School Background

The Abraham Wing Elementary School (“Abe Wing”) is part of the Glens Falls Common School District and has roughly 187 students in daily attendance. The school has Kindergarten through Sixth Grades. Students in the special education program are picked up and dropped off via a school bus to another school. There are about 32 faculty and staff members at the school including teachers, administrative staff, maintenance staff, and others. Roughly 25-30 students participate in the breakfast program.

The school is located between Orchard Street and McDonald Street to the west and east, respectively, and between Dix Avenue and Lawrence Street to the north and south, respectively. The location of the school proximate to downtown Glens Falls and the school catchment boundary (about 0.6 miles from the school) is shown in Figure 1.

Figure 1: Abe Wing Elementary School in Glens Falls, New York¹



¹ School district boundaries, as defined by the school Principal for the 2008-2009 school year. Note that there are several “spurs” that extend off of the boundary, which indicates that students from that road attend the Abe Wing School, whereas roads outside of the boundary and without spurs are not included in the district.



2.0 EXISTING CONDITIONS

2.1 Functional Classification

Abe Wing is located within a grid of streets and roads that serve different functions within the overall highway system. Functional classification is a means of grouping similar roadways based on their role within the transportation system. The groupings are based on each road's ability to perform two functions, which work in opposition:

- Mobility: provide capacity for high volumes of through traffic, with longer trip distances, traveling at higher speeds, and
- Access: provide safe and efficient access to adjacent land and between different types of roadways.

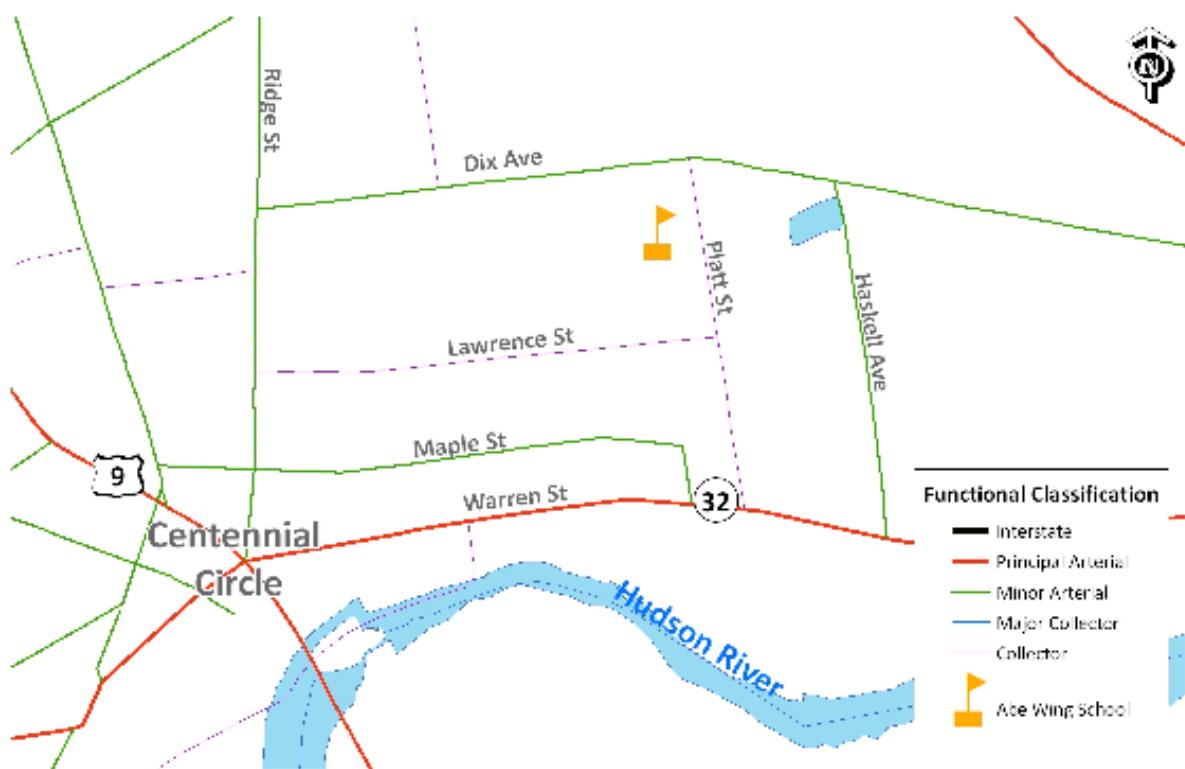
Listed in order from greatest mobility/least access to least mobility/greatest access, the classification system is organized as follows:

- Interstates – roadways that accommodate a large amount of traffic at higher speeds with no direct access to adjacent land.
- Principal Arterials – roadways that accommodate moderately high traffic volumes and speeds with some access to adjacent land
- Minor Arterials – interconnects the principal arterial system; lower priority on mobility and higher priority on access
- Collector Roads – provide land access and traffic circulation; may enter residential areas; connects arterials to local roads
- Local Roads – typically residential in nature; through traffic is discouraged; slow vehicular speeds, access to land is the highest priority; on-street parking is common and travel lanes are often shared with pedestrians and cyclists.

Abe Wing Elementary has the advantage of being surrounded by three local roads: Orchard Street, McDonald Street and Lawrence Street. Design treatments that provide for pedestrian and bicycle access, accommodate parking and encourage slower speeds are all consistent with the function of these local streets. Within the school's catchment area, there is one principal arterial that students may encounter (Warren Street) and several minor arterials, including Dix Avenue, Ridge Street, Haskell Avenue and Maple Street (Figure 2). These streets will have more traffic and higher speeds, but are less of a concern because they are not directly adjacent to the school.



Figure 2: Functional Classification (NOTE: local roads will be shown in next plan revision)



2.2 Roadway Characteristics

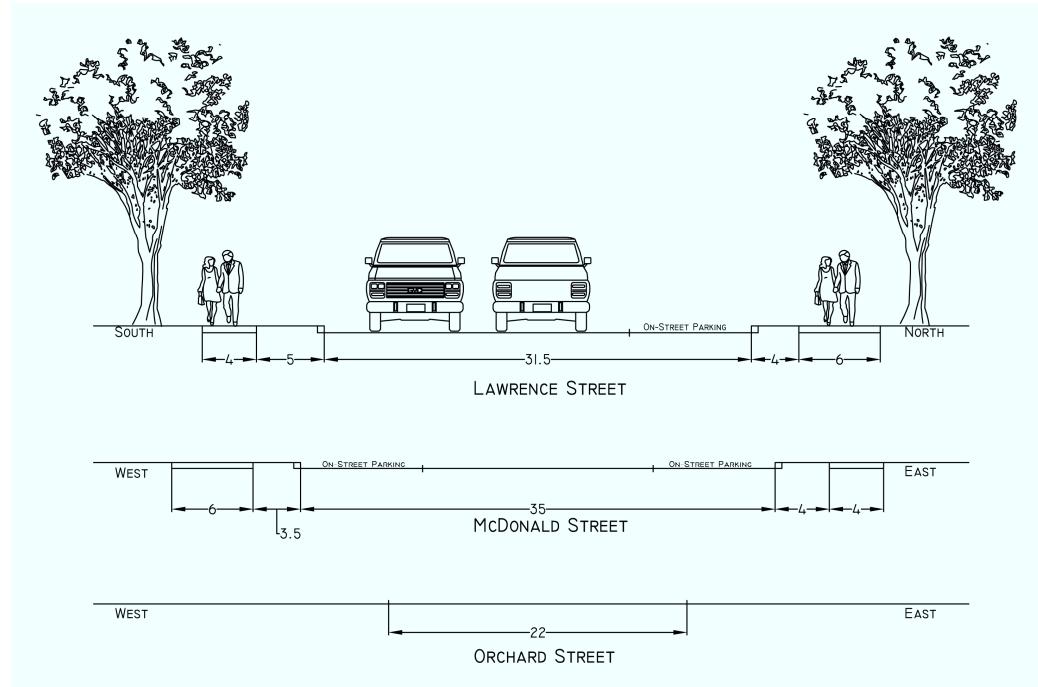
The roads surrounding Abe Wing Elementary School are all two-way with one lane in each direction of travel. There are no turn lanes at intersections in the study area. Four to six foot wide sidewalks line both sides of Lawrence and McDonald Streets, and there are no sidewalks on Orchard Street. Figure 3 and Figure 4 show the typical cross sections for the three roads that bound the Abe Wing School property.



Figure 3: Cross-Section Location



Figure 4: Typical Cross-Sections

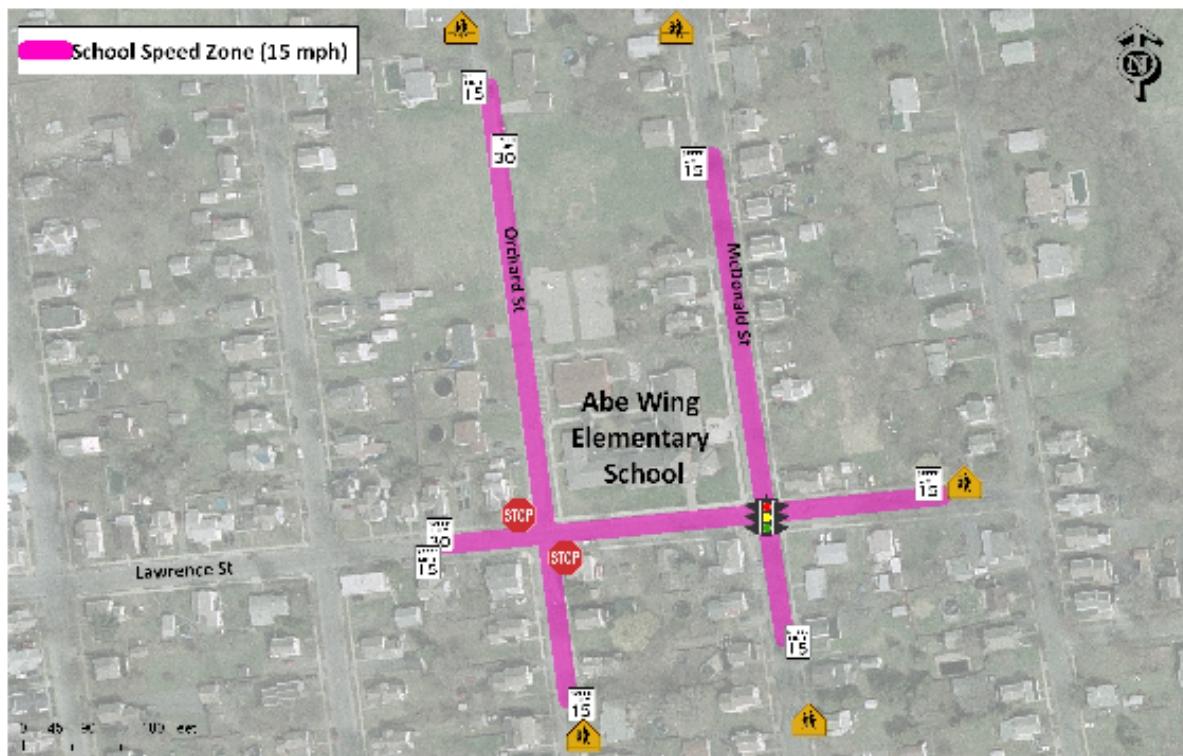


The intersection of Lawrence Street and McDonald Street is controlled by a traffic signal with “No Turn on Red (during school days)” restrictions for all approaches. This signal has a 60 second cycle length: 28 seconds for the North/South approaches, 26 seconds for the East/West approaches, 3 seconds of yellow and zero seconds of red clearance per phase. (Note that typical signal phasing includes 1-2 seconds of red clearance per phase). This signal timing is in effect during the AM and PM peak hours. There are pedestrian crosswalks on all approaches, however no pedestrian signal equipment.

The intersection of Lawrence Street and Orchard Street is controlled by stop signs on the Orchard Street approaches.

Speed limit restrictions to 15 miles per hour are in place throughout the study area. School crossing signs accompany most school zone speed limit signs. Outside of the school speed zone the speed limit is 30 miles per hour. The locations of existing signs marking these areas are shown in Figure 5.

Figure 5: School Speed Limit Zones



Per the 2003 Manual on Uniform Traffic Control Devices (MUTCD),¹ the following standards and guidelines² pertain to school warning and speed limit signs:

1. Standard: the School Advance Warning assembly shall be used...in advance of the first installation of the School Speed Limit assembly (Figure 6).
2. Standard: If used, the School Advance Warning assembly shall be installed not less than 45 m (150 ft) nor more than 210 m (700 ft) in advance of the school grounds or school crossings.

¹ Federal Highway Administration, *Manual on Uniform Traffic Control Devices, Part 7: Traffic Controls for School Areas*, 2003 ed.

² The MUTCD defines a “standard” as a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device; and is often described by using the verb “shall”. A “guidance” is a statement of recommended but not mandatory practice that is often indicated by the word “should”.



3. Guidance: the reduced speed zone should begin either at a point 60 m (200 ft) from the crosswalk, or at a point 30 m (100 ft) from the school property line, based on whichever is encountered first as traffic approaches the school.

The MUTCD also recommends using flashing beacons in critical situations, "...where greater emphasis of the special school speed limit is needed." Comments from school officials indicate that most other elementary schools in the Glens Falls area have flashing beacons on their advance warding assembly signs.

Figure 6: Advance Warning Sign and Reduced Speed Limit Assembly



The location of the existing advanced warning signs satisfy the MUTCD standards. The location of the existing reduced speed limit signs are inconsistent with the MUTCD guideline (100' from the school property line). In most instances the "school speed limit 15" signs are posted between 50' and 225' from the school property or on school property itself. These deficiencies are noted in Figure 7.

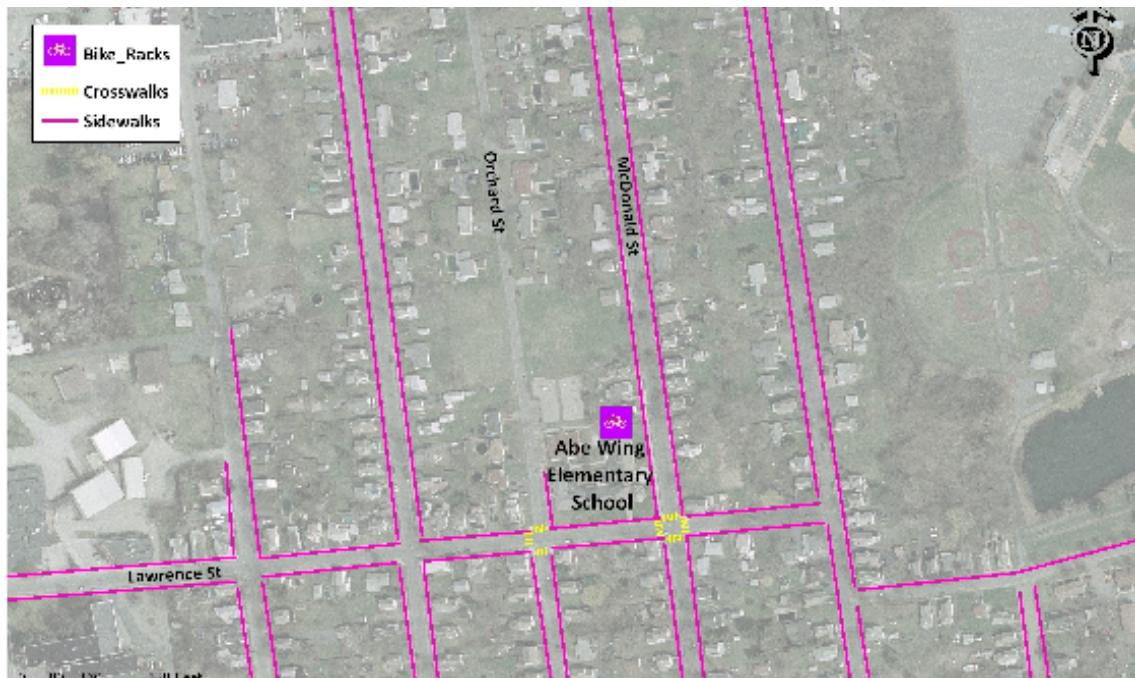
Figure 7: School Signage Deficiencies



2.3 Pedestrian and Bicycle Facilities

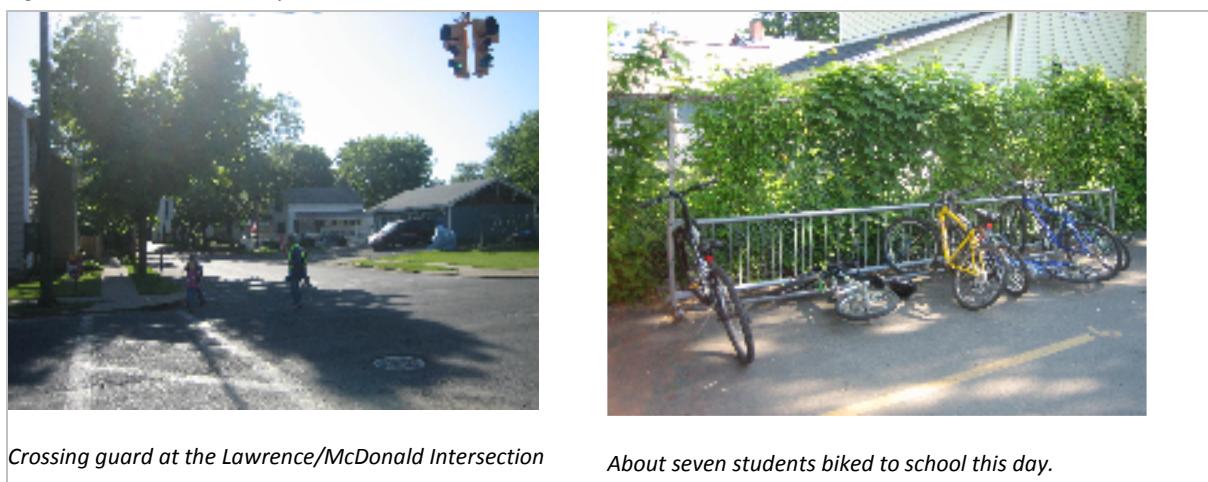
Four to five foot wide sidewalks line both sides of many streets in the immediate vicinity of the school, with the exception of Orchard Street which has no sidewalks on either side north of the school (Figure 8). Crosswalks in the immediate vicinity of the school, most of which are worn and faded, are also shown in Figure 8. There is a crosswalk missing on the east side of the Lawrence St/Orchard St intersection.

Figure 8: Pedestrian and Bicycle Facilities



All 4th, 5th and 6th grade students are eligible to ride their bicycle to school. Any 3rd grade students that have participated in the “Bike Rodeo” are also allowed to ride their bicycle to school.¹ The school bike rack is located behind the school in the playground/line-up area.

Figure 9: Pedestrian and Bicycle Access



¹ Abraham Wing School Policies and Procedures, Page 4.



2.4 School Access Characteristics

About 40% of Abe Wing students walk or ride their bicycle to school (based on a survey conducted by the school and summarized in Section 4.0 below); all others either carpool, are dropped off in vehicles, or arrive via a different mode. A crossing guard monitors the intersection of Lawrence Street/McDonald Street. Sidewalks are present on both sides of Lawrence Street and McDonald Street; sidewalks are present on the east side of Orchard Street for the length of the school building, no sidewalks are present on Orchard Street north the school.

The school designates where children enter and exit the building as follows:

- Grades K-2: at the rear of the school (north) from the east wing (close to McDonald Street)
- Grades 3-6: at the rear of the school from the west wing (close to Orchard Street)

The entrances are marked as they are used in Figure 10. During school hours, all entrances are closed except for the Main Entrance.

Figure 10: School Access Points



During the drop-off and pick-up periods, vehicles typically are parked on both sides of McDonald and Orchard Streets. Children line up in the rear of the building in the playground area adjacent to the Grades K-2 entrance (See Figure 11, page 8). The following is a schedule of typical start and end times throughout the school day:

- 7:50 am – Crossing guard arrives
- 8:00 am – Breakfast program begins
- 8:15 am – Students begin to line up in rear of building



- 8:30 am – School Begins
- 8:40 am – Crossing guards depart
- - School in Session -
- 2:40 pm – Crossing guards arrive
- 2:45 pm – School Ends
- 3:10 pm – Crossing guards depart
- 3:45 pm – Thursday homework club ends

The following observations were noted by RSG on May 21, 2009:

- Arrival Observations:
 - Since the line-up areas are in the rear (north side) of the school, most parents drop off their children on Orchard and McDonald streets.
 - Most of the Students dropped off on Orchard Street are from vehicles traveling in the northbound direction. These vehicles are adjacent to the school and students can exit directly from the passenger side of the vehicle to access through a marked walkway located between two handicapped parking spaces in the faculty/staff parking area (Figure 11). When there is more than one vehicle in the drop off area, students pass between other parked cars.
 - Some students are dropped off from vehicles traveling southbound on Orchard Street. To reach the school, students must cross the street – which is not marked with a crosswalk or designated as a drop-off area. These vehicles do not always pull out of the travel lane and occasionally block traffic.
 - One vehicle was observed performing a U-Turn in the middle of Orchard Street after dropping a student off.
 - Along McDonald Street, southbound vehicles can pull up directly adjacent to sidewalks to unload students. In the northbound direction, students need to cross the street before reaching the school (Figure 12).
- Dismissal Observations:
 - 75% of vehicles on McDonald Street were parked on the northbound side of the street (25% on the southbound side)
 - It was common to observe double-parked vehicles (similar to arrival period as shown in Figure 12)
 - Most parents got out of their vehicles and walked over to pick-up their kids. In some cases, parents parked in the travel lane on Orchard Street across from the striped walkway that provides access to the school (Figure 13). When this occurred, kids were observed running across Orchard Street to their parent's car without looking.
- Lawrence/McDonald Traffic Signal Observations:
 - Right Turn on Red prohibition was periodically ignored
 - Red-light running was observed



Figure 11: Arrival and Line Up at the Grades K-2 Entrance on McDonald Street



Figure 12: McDonald Street during Arrival



Short-term congestion during arrival

Students crossing the street after being dropped off.

Figure 13: Orchard Street Access to the School



Marked walkway between handicapped parking spaces

Faculty/Staff Parking along Orchard Street drop off area



2.4.1 Seasonal Access Issues

The drop-off and pick-up routines are most critical during the winter months when large snow banks can decrease the width of the streets and reduce sight distance, effectively reducing traffic to one-way. The Glens Falls School District removes the snow banks on the school's side of the streets. The City Department of Public Works is responsible for removing the rest of the snow banks.

2.4.2 Training & Awareness Programs

The school does not have a set curriculum for teaching kids that focuses on traveling safely to and from school. Teachers address walking and biking in their classes and safety is occasionally addressed at monthly student assemblies. Third and fourth graders (55 kids) participate in the bike rodeo (provided by the Cornell Cooperative Extension). Third graders can only ride to school if they've completed the bike rodeo. Students in the 4th, 5th and 6th grades are allowed to ride a bike to school even if they have not participated in the bike rodeo.

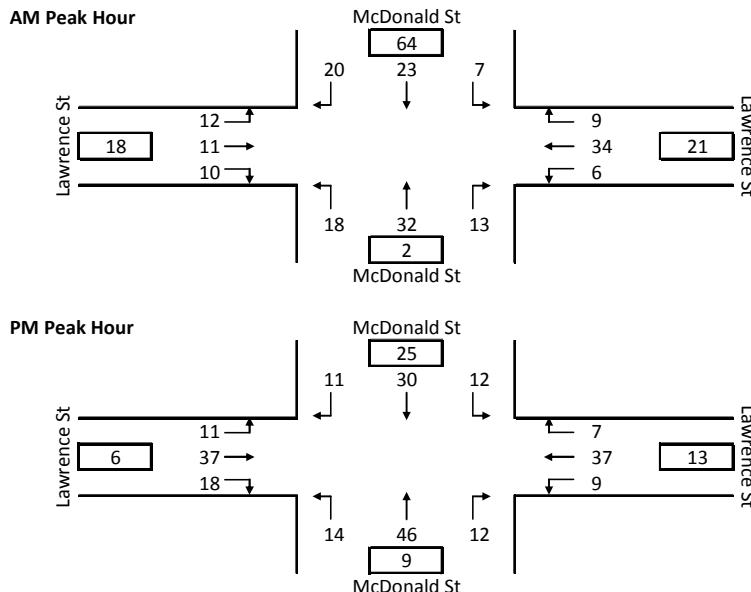
2.4.3 Planned Renovations

Renovations and a new library addition, which is located in the rear/center of the building, will be built during the summer of 2009. There are no changes to parking, driveways, or sidewalks as part of the project.

2.5 Traffic Volumes and Speeds

Turning movement counts were conducted by RSG at the McDonald Street/Lawrence Street intersection during the AM (7:45 – 8:45) and PM (2:30 – 3:30) peak hours on 21 May 2009. The volumes at this intersection are shown in Figure 14.

Figure 14: AM & PM Traffic Volumes at McDonald Street/Lawrence Street Intersection



2.5.1 Level of Service Definition

Level-of-service (LOS) is a qualitative measure describing the operating conditions as perceived by motorists driving in a traffic stream. LOS is estimated using the procedures outlined in the 2000 Highway



Capacity Manual. In addition to traffic volumes, key inputs include the number of lanes at each intersection and the traffic signal timing plans. The LOS results are based on the existing lane configurations and control types (signalized or unsignalized) at each study intersection.

The 2000 Highway Capacity Manual defines six qualitative grades to describe the level of service at an intersection. Level-of-Service is based on the average control delay per vehicle. Figure 15 shows the various LOS grades and descriptions for signalized and unsignalized intersections.

Figure 15. Level-of-Service Criteria for Signalized and Unsignalized Intersections

LOS	Characteristics	Unsignalized		Signalized	
		Total Delay (sec)	Total Delay (sec)	Total Delay (sec)	Total Delay (sec)
A	Little or no delay	≤ 10.0	≤ 10.0	≤ 10.0	≤ 10.0
B	Short delays	10.1-15.0	10.1-20.0	10.1-20.0	10.1-20.0
C	Average delays	15.1-25.0	20.1-35.0	20.1-35.0	20.1-35.0
D	Long delays	25.1-35.0	35.1-55.0	35.1-55.0	35.1-55.0
E	Very long delays	35.1-50.0	55.1-80.0	55.1-80.0	55.1-80.0
F	Extreme delays	> 50.0	> 80.0	> 80.0	> 80.0

The delay thresholds for LOS at signalized and unsignalized intersections differ because of the driver's expectations of the operating efficiency for the respective traffic control conditions. According to HCM procedures, an overall LOS cannot be calculated for two-way stop-controlled intersections because not all movements experience delay. In signalized and all-way stop-controlled intersections, all movements experience delay and an overall LOS can be calculated.

2.5.2 Level of Service Analysis

The Synchro (v7) software program was used to estimate level of service at the Lawrence St/McDonald St intersection during the AM and PM peak hours. The results for existing conditions are presented in Figure 16 (Detailed Synchro LOS worksheets are available in Appendix D). In addition to level of service and delay, the Volume to Capacity Ratio (v/c) is shown. The v/c ratio is another measure used to describe the amount of congestion. A v/c ratio greater than 1.0 indicates that there are more vehicles attempting to travel through an intersection or one of its approaches than can be accommodated for a specific amount of time (usually an hour).

Figure 16: Level of Service Results – Existing Conditions

Signalized Intersections	2009 - Existing Conditions					
	AM		PM		LOS	Delay
LOS	Delay	LOS	Delay			
Lawrence St/McDonald St						
Overall	A	10	0.08	A	10	0.10
Eastbound, on Lawrence St	B	10	0.05	B	10	0.10
Westbound, on Lawrence St	B	10	0.07	B	10	0.08
Northbound, on McDonald St	A	9	0.09	A	9	0.10
Southbound, on McDonald St	A	9	0.07	A	9	0.07

These results indicate that this signal operates efficiently and has no congestion issues. However, field observations indicate that this intersection can be improved to accommodate all modes with the following changes:



- The addition of all-red clearance time, to allow vehicles to clear the intersection before the next signal phase;
- The addition of a pedestrian interval after every cycle during school hours, which will stop traffic in all directions; and
- Optimization of the cycle length and splits.

The results of these changes are given in Figure 17.

Figure 17: Level of Service Results - Optimized

Signalized Intersections	2009 - Optimized					
	AM			PM		
LOS	Delay	v/c	LOS	Delay	v/c	
Staple St/3rd St						
Overall	B	16	0.15	B	17	0.17
Eastbound, on Lawrence St	B	19	0.12	B	17	0.06
Westbound, on Lawrence St	B	19	0.10	B	17	0.11
Northbound, on McDonald St	B	15	0.17	B	16	0.12
Southbound, on McDonald St	B	14	0.11	B	17	0.22

This optimization assumes a 40-second cycle length with the following phases;

- 13 seconds North/South; 7 sec green, 4 sec yellow and 2 sec all-red clearance;
- 12 seconds East/West; 6 sec green, 4 sec yellow and 2 sec all-red clearance;
- 15 seconds Pedestrian Phase; 4 sec walk, 9 sec flash don't walk, and 2 sec yellow.

2.5.3 Speeds

Speed studies were also conducted on the same day on McDonald, Lawrence, and Orchard Streets using a radar gun. The 85th percentile speed is commonly used to establish posted speed limits. It represents the speed at which 85% of drivers feel comfortable driving at or below (i.e. only 15% of drivers are observed driving faster than the 85th percentile speed). Figure 18 shows the recorded 85th percentile speeds during the respective observation periods.

Figure 18: Speed Study Results

	85th Percentile	Observation
	Speed (mph)	Time
Orchard Street	22.5	7:50am
McDonald Street	26.3	9:15am
Lawrence Street	24.0	11:00am

The posted speed limit on these three streets is 15 mph. The 85th percentile speeds on all three streets exceeded the posted speed limit.

Detailed vehicle speed data can be found in Appendix E.

2.6 Parking

Parking is provided for along the streets surrounding the school as shown in Figure 19. Un-restricted, on-street parking is allowed on most of Orchard and McDonald Streets. Short-term parking is provided for on Lawrence Street and on sections of McDonald Street and is controlled by signs limiting the duration to 15 minutes. Parking is prohibited on sections of Lawrence and McDonald Street with "No



Parking Stopping or Standing" and "No Parking Here to Corner" signs as shown (Figure 19). None of the on-street spaces are delineated with striping.

Figure 19: Parking



Parking for the school is located in spaces along Orchard Street and consists of 16 head-in spaces (two of which are designated for handicap use) and 5 parallel spaces. Vehicles parked in the head-in spaces obstruct the view of the Orchard Street student drop-off and pick-up area (see Figure 10, page 8). The school does not have a parking policy that regulates use of these spaces. The parking spaces are available on a first-come first-serve basis. Any overflow parking is accommodated by the other parking on-street spaces along Orchard and McDonald Streets.

Although the on-street parking spaces are not marked, based on standard on-street parking lengths (22'), there are 73 parking spaces available in the vicinity of Abe Wing Elementary School (Figure 20).

Figure 20: Parking Inventory

Parking Area	Non-Handicap Spaces	Handicap Spaces	Total Spaces
School Parking Area	19	2	21
Orchard Street*	37	0	37
McDonald Street*	16	0	16
Lawrence Street	0	0	0
TOTAL	71	2	73

*In the vicinity of the school property



3.0 SAFETY

Crash data were obtained from the Adirondack/Glens Falls Transportation Council for the period from November 30, 2005 – November 30, 2008 in the vicinity of the school. During this three-year period, there were a total of 28 crashes including 8 crashes with injuries. There were zero fatalities and no reported crashes involving pedestrians or cyclists. Four collisions occurred in the immediate vicinity of the school; including a sideswipe, a vehicle and tree, a rear end, and a left turn and thru movement. Crash locations are shown in Figure 21.

Figure 21: Crash Locations 2005-2008¹



Detailed crash data can be found in Appendix F.

¹ Seven crash locations were reportedly “unknown,” therefore only 23 crashes are mapped.



4.0 SCHOOL SURVEY

The Warren-Washington County Healthy Heart Program conducted a survey of parents' opinions and feelings about their children walking or bicycling to school. The survey was conducted in January 2009.

The results of this survey indicate that 38-43% of students walk or bike to school. The results are shown in Figure 22 and Figure 23.

Figure 22: Student Travel Mode to School (AM)

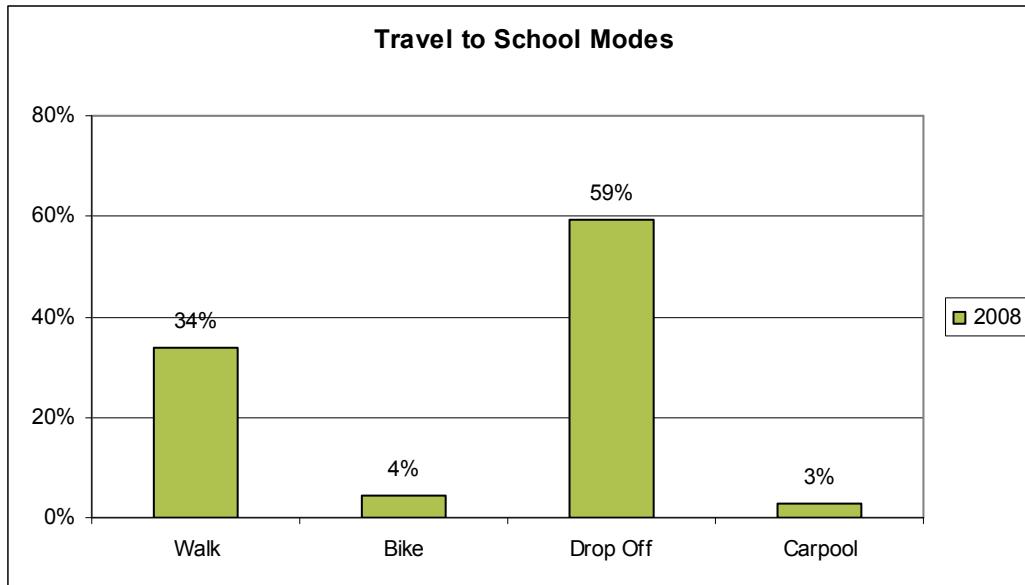
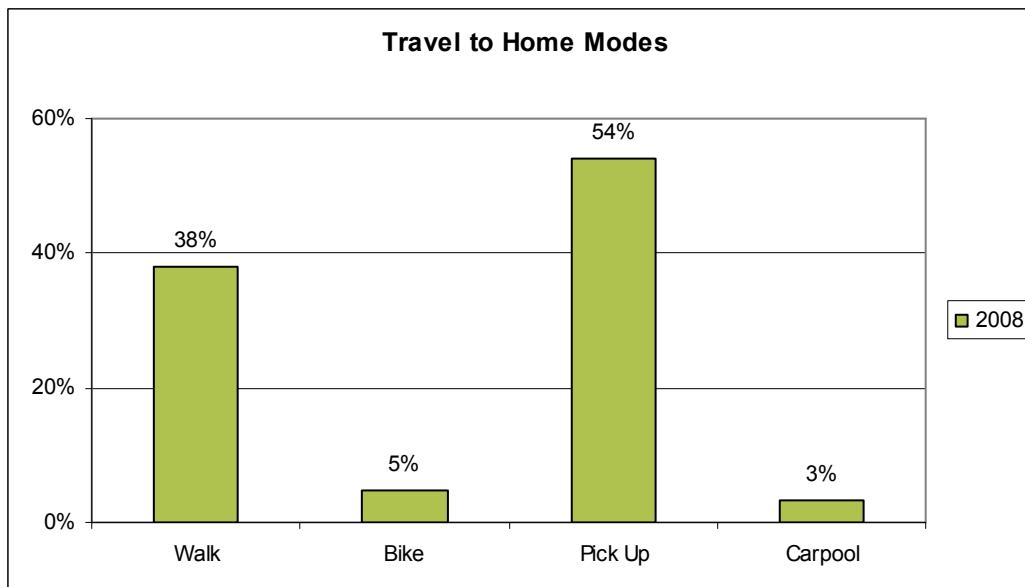


Figure 23: Student Travel Mode to Home (PM)



The parents responded that vehicle speeds and crime were the biggest concerns with their children walking or bicycling to school. Traffic, sidewalks, and traveling alone were listed as other significant concerns. The number one change that parents would like to see to encourage their students to walk or bike to school was the installation of a Crime Watch program. Other changes included another student or parent to walk with, less traffic, and improved sidewalks.

When asked about implementing a “Walk to School” program, parents felt that safety education would be the most important factor to the program. Other important elements include designating “safe houses,” adult supervision, crossing guards and police patrol, signs and sidewalks. When asked if parents would allow their child to participate in a walk-to-school program, 57% of parents responded they would be willing; which is a 19-23% increase over the existing walking percentage.

The summarized survey data can be found in Appendix C.

5.0 ISSUES

The summary of existing conditions, in combination with on-site field observations, has revealed the following issues with regard to student arrivals and departures, and general school safety procedures:

- Snow Banks – during winter months, snow banks reduce the effective width of travel lanes, restrict drop-off and pick-up areas, and reduce sight distances. These issues make it challenging to drop off and pick up children, reduce the ability of drivers to maneuver efficiently and increase the potential for conflicts. The situation also increases driver frustration which may occasionally prompt unsafe driving behaviors.
- Crime – a potential obstacle to kids walking to school is the number of sexual offenders that, according to mapping, are distributed throughout the Abraham Wing School district area. The school has kept parents aware of this situation. The parent survey supports this finding.
- Drop-off/Pick-up areas – areas are undefined; students are dropped off in front of the school building on both sides of street; children open the car door onto the street and run across without looking; difficulty accessing the “line up” area from the roadway.
- Sidewalks – there are no sidewalks on Orchard Street north of the school building.
- Signage – the location of school zone speed limit signs is not consistent with MUTCD guidelines.
- Traffic Signal Phasing – there is no red clearance time and no pedestrian phase.

6.0 RECOMMENDATIONS

Based on the issues described in the previous section, a series of recommendations have been developed for the Abe Wing Elementary School to address these deficiencies. The focus of these recommendations is to create more efficient and safer methods for approaching, circulating and departing from the school. Each of these recommendations is also depicted in plan form (if applicable), which is included in Appendix A of this report. Following this discussion is Figure 27 which presents 2009 order of magnitude cost estimates.

Note that Plan 1 shows the existing conditions at Abe Wing Elementary School.

6.1 Plan 2 and 3: School Area Improvements

The immediate school area is defined by the three streets that bound the school property - Orchard Street, McDonald Street, and Lawrence Street – and the school property line. Each of these



recommendations can be implemented individually over time, or concurrently. The recommendations presented in this section are shown in Plan 2.

6.1.1 Pavement Markings

School visibility is a key priority to the safety of its students. To this end, we recommend marking the pavement with the word "SCHOOL" on both approaches of these streets, for a total of six locations as shown in Plan 1.

Existing crosswalks should be enhanced by having long-lasting Streetprint Duratherm Textured Asphalt Paving, which imprints the look of brick or pavers into the existing asphalt. This textured surface is an additional reminder to drivers to slow down. Examples of these two recommendations are shown in Figure 24.

Figure 24: Pavement Treatments



"SCHOOL" pavement treatment

Streetprint Duratherm Textured Asphalt

At a minimum in the near term, a painted crosswalk should be installed for the westbound approach at the Orchard Street/Lawrence Street intersection.

6.1.2 Lawrence Street/McDonald Street Intersection

The Lawrence Street/McDonald Street intersection traffic signal should be updated with the revised signal timings recommended in section 2.5.2., which are:

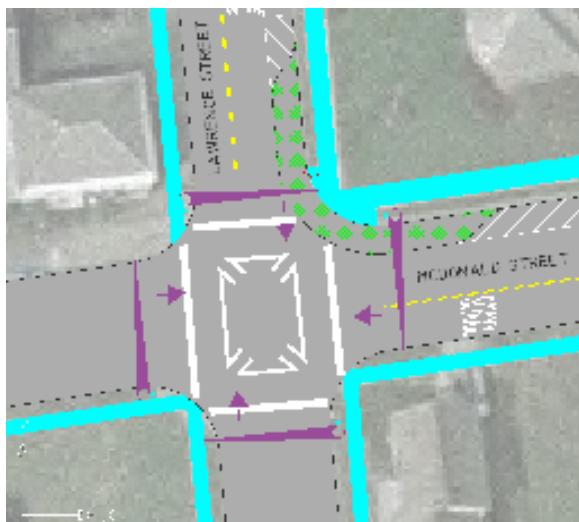
- 40-second cycle length;
- 13 seconds North/South (7 sec green, 4 sec yellow and 2 sec all-red clearance);
- 12 seconds East/West (6 sec green, 4 sec yellow and 2 sec all-red clearance);
- 15 seconds Pedestrian Phase (4 sec walk, 9 sec flash don't walk, and 2 sec yellow).

At a minimum, the industry standard of 4 seconds yellow time and 2 seconds red clearance should be installed.



Although a school crossing guard is present during key school hours, pedestrian safety would be enhanced at this intersection by installing pedestrian equipment and an exclusive pedestrian phase in the signal timing. These changes would allow pedestrians to cross the street in any direction, or diagonally (which is the desired path of many students, based on site observations) while vehicles on all approaches are stopped by a red light. A pedestrian-actuated push-button would allow this phase to be called whenever a pedestrian is present (rather than every cycle), which would minimize delay to drivers. Lastly, the addition of exclusive pedestrian phase pavement markings and Streetprint Duratherm crosswalks would further increase driver awareness and encourage student safety (Figure 25).

Figure 25: Exclusive Pedestrian Phase Pavement Markings at the Lawrence St/McDonald St intersection



6.1.3 Roadway Design Changes

Changes to the existing roadway design are recommended to slow vehicles down, increase driver awareness, and to encourage orderly parking. Recommendations include:

- Install curb bump-outs – to reduce pedestrian crossing distance and to reduce travel speeds
- Remove perpendicular parking and add parallel parking on Orchard Street – to improve circulation and access. Sheet 2 in Appendix A shows the parallel parking alternative. Sheet 3 presents an alternative with perpendicular parking.
- Define on-street parking spaces – to minimize impact of parked vehicles to neighbors, confusion in parking areas, and improve access to sidewalks and crosswalks that directly access the school
- Define drop-off/pick-up zones – to create short-term parking for students being dropped off and to move temporarily stopped vehicles out of the roadway travel lane
- Define bus area on McDonald Street – to create a safe and efficient means for the school bus to drop off and pick up students
- Stripe centerlines – to indicate to drivers that stopping in the travel lanes is not permitted
- Extend sidewalks – to connect new parking and existing neighborhoods to the school

All new loading zones and parking areas should be signed as such. Pavement markings should be used to reinforce the signage.



6.2 Plan 4: School Zone Traffic Control Signs

As noted in Figure 7: School Signage Deficiencies on page 6, the existing location for most of the school speed limit signs is inconsistent with MUTCD guidelines. The guidelines recommend that reduced speed limit signs should be installed 100 ft from the school property. Advance Warning signs shall be installed 200 to 700 ft from the school property. Plan 3 shows the recommended location (and the 100 and 200 ft perimeter lines) of these signs. The final location may vary somewhat based on field conditions (driveways, trees, etc.).

Installing flashing beacons on the school speed limit signs will further contribute to drivers' awareness of the school zone. As there are six approaches to the school property, these beacons can be installed at all locations, or selectively. Based on input from the October 5, 2009 PTA meeting, the following locations are the highest priority:

1. Lawrence Street Eastbound
2. McDonald Street Northbound

Flashing beacons should also be installed at the following locations as funding is available (the locations are listed in order of highest to lowest traffic volumes):

3. Lawrence Street Westbound
4. McDonald Street Southbound
5. Orchard Street Southbound
6. Orchard Street Northbound

Figure 26: Flashing Beacons and Speed Limit Sign



6.3 Programmatic Changes

While changes to the physical environment can impact vehicle speeds and pedestrian safety, awareness and public perception are just as critical to the overall feelings of safety and security. The following programmatic changes are recommended; some to support the physical changes, while others can be implemented at any time.



- 1) The School District should assume responsibility for removing snow from parking areas, loading zones, and bus drop-off areas.
- 2) Develop and conduct a pilot program that allows students that walk home to depart the school five or ten minutes sooner than students that are being driven. This off-set will allow walkers to clear the school zone before vehicles begin departing and would help avoid potential conflicts. It would also provide an incentive to students by rewarding those that choose to walk.
- 3) Encourage a staff member to monitor arrival and dismissal. On-site observations showed that many parents drop their child off on the opposite side of the street and allow their children to cross in front of or behind their car, thereby darting out in front of other moving vehicles. Staff supervision would aid in the training of parents to pull into the loading zone or a parking spot and escorting their children to the nearest sidewalk. The same behavior should be encouraged for dismissal.
- 4) Organize “walking school buses,” which is a group of children walking to school with one or more adults. Parents can take turns walking kids to school; picking up children at their houses along the way. Safety is just one accomplishment of this program; camaraderie and fitness are other positive byproducts. Additional reference material is provided in Appendix G.
- 5) Implement AAA Northway’s School Safety Patrol program – a program that supplies schools with information about forming a student patrol, and provides the necessary equipment needed for the student patrol members. This program is at no cost to the school. The “Quick Reference Checklist” for starting a patrol is included in Appendix H of this report. For additional information, including the AAA booklet and student materials, contact:
 - Kelley Baker, Traffic Safety Administrator, AAA Northway
 - (518) 761-6058
 - kdbaker@northway.aaa.com
- 6) Education efforts for children and parents, including:
 - One-time school assemblies or after school assemblies, with speakers ranging from teachers and parents to health officials (school nurse or public representatives) and local law enforcement officers.
- 7) Integrating educational efforts into lesson plans, such as:
 - Calculating average walking speeds or distances in math class.
 - Walking outdoors and collecting nature samples in science class.
 - Calculating heart rates and using pedometers in health class.
 - Designing posters encouraging students to walk/bike in art class.
- 8) Communicating regularly with parents, such as:
 - Sending home printed materials and posting information on the school website.
 - Posting signs and/or flyers on illegally parked vehicles reminding them of parking regulations and rules.
 - Media stories about walking and biking efforts on local news programs.



- Offering bicycle training and safety classes for parents, who may not feel they have the skills to adequately train their children.

6.4 Cost Estimates

Cost estimates for each of these recommendations, if applicable, are shown in Figure 27.

Figure 27: Recommendation Cost Estimates

Abe Wing Elementary School Recommendation Cost Estimates

Plan 1: Immediate School Area	Estimated Cost	Notes
Apply roadway pavement marking: "SCHOOL"	\$1,200	Per application. Six applications shown in plan.
Install curb bump-outs & pavement markings	\$73,000	Incl. all bump outs and markings shown in plan.
Stripe centerline to decrease lane width	\$1,900	Incl. stripe on Orchard, McDonald, and Lawrence Streets
Signs for 15 minute parking area, loading zone, etc.	\$700	Per sign.
Add pavement; extend parking on Orchard Street	\$28,500	Incl. pavement removal, topsoil and sodding
Install sidewalk on Orchard Street	\$150,000	5ft wide., Incl. pavement removal
Install crosswalk on WB approach of Lawrence/Orchard	\$240	~
Remove side parking lot pavement; add handicap spaces	\$38,200	Incl. pavement removal, topsoil and sodding
Install signal timing changes	\$2,500	With consultant assistance.
Install pedestrian signal equipment and phasing	\$17,000	~
Exclusive pedestrian phase pavement markings	\$240	~
Enhance cross-walks with pavement treatments	\$16,000	Streetprint Durathurm Textured Asphalt Paving
Install flashing beacon speed limit sign	\$3,400	Per installation. Incl. flashing beacon, sign and footing

7.0 PUBLIC INPUT

The findings and recommendations in this report were presented at the October 5, 2009 Parent Teacher Association (PTA) meeting. Meeting participants included the Abraham Wing School Superintendent, a teacher and approximately eight parents. The following comments were offered by the meeting participants:

- The meeting participants emphasized that snow banks are a significant issue. There was some concern with the study's recommendation that Abe Wing should take responsibility for removing snow banks. The recommendation was made because the City DPW does not remove the snow banks quickly enough. Some participants stated that since they already pay taxes to the City, the school should not be responsible for the cost of removing the snow banks. In addition, property owners should be reminded that they are responsible for removing snow from the sidewalks.
- A handicap space should be provided on Lawrence Street to provide closer access to the front of the school. This space would primarily be used by people accessing the school for evening meetings.
- The highest priority location for a flashing beacon speed sign should be Lawrence Street eastbound between Prospect Street and Orchard Street. The second priority should be McDonald Street northbound between Maple Street and Lawrence Street (this suggestion has been included in the final report).



- A suggestion was made to allow students walking home to leave earlier than students that are being picked up by parents with cars. A five or ten minute head start may be sufficient. This strategy would allow walkers to clear the school zone before cars begin departing (this suggestion has been included in the final report).
- There was some discussion on whether or not a neighborhood bus operated by Abe Wing would be feasible. Funding mechanisms administered by A/GFTC do not readily support bus enhancements. In addition, the purpose of this plan is to encourage more walking and biking and to improve safety around the school. If Abe Wing wants to pursue a bus, it will need to find a source of funds to purchase a bus and then to operate and maintain it on an annual basis.
- The AGFTC will work with Abe Wing to identify potential funding sources for the recommendations from city, state and federal sources.

8.0 SUMMARY

This study identifies and evaluates walking, biking and vehicular access issues at the Abraham Wing Elementary School in Glens Falls, NY. This report presents a summary of existing conditions, summarizes the major access and safety issues and includes program and transportation facility design recommendations to help improve access for all transportation modes serving the school. The study is funded by the Adirondack/Glens Falls Transportation Council (AGFTC) and has been prepared by Resource Systems Group, Inc.



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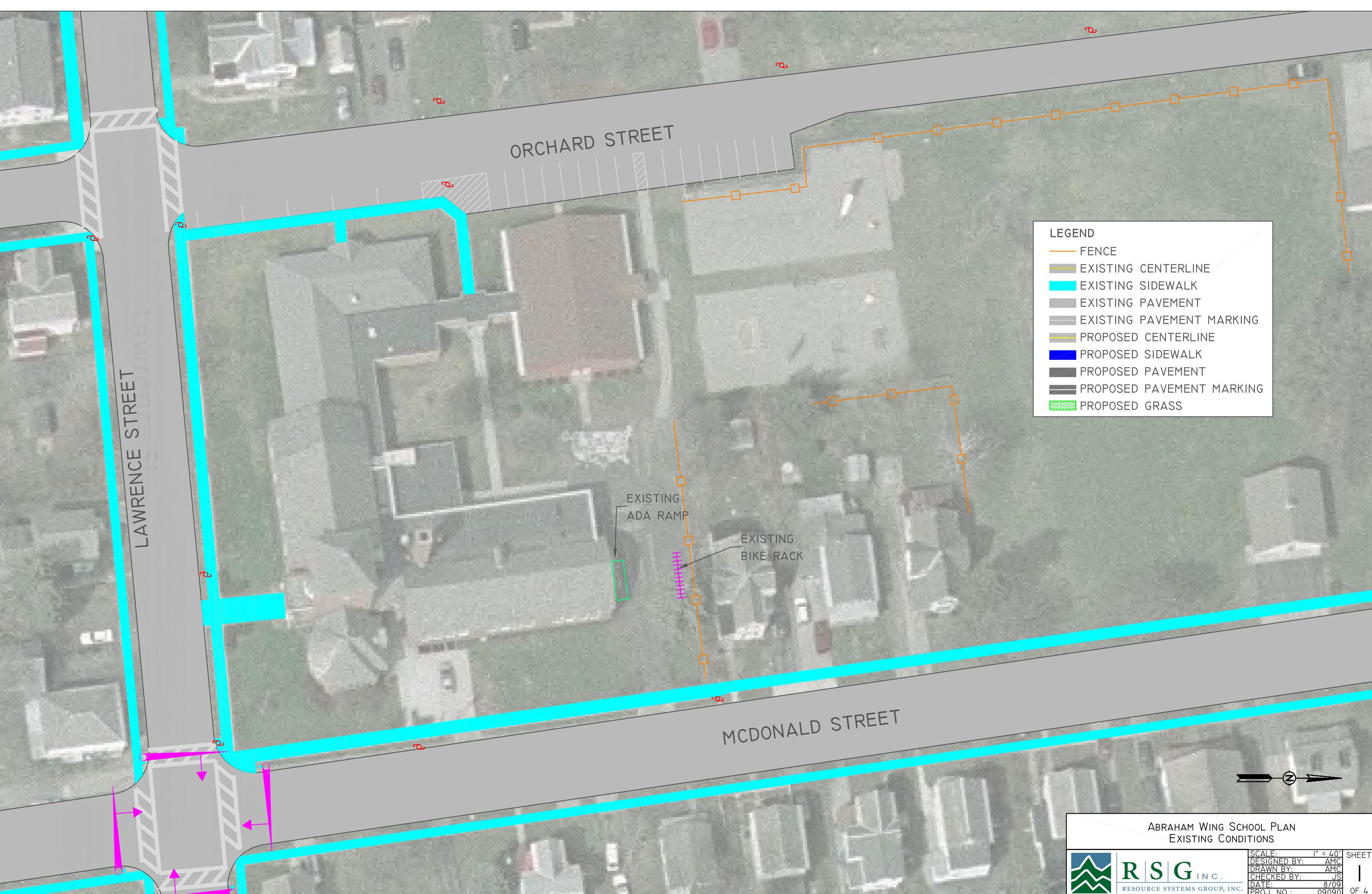


APPENDIX A

Conceptual Plans

Abraham Wing Elementary School Access Plan
October 26, 2009



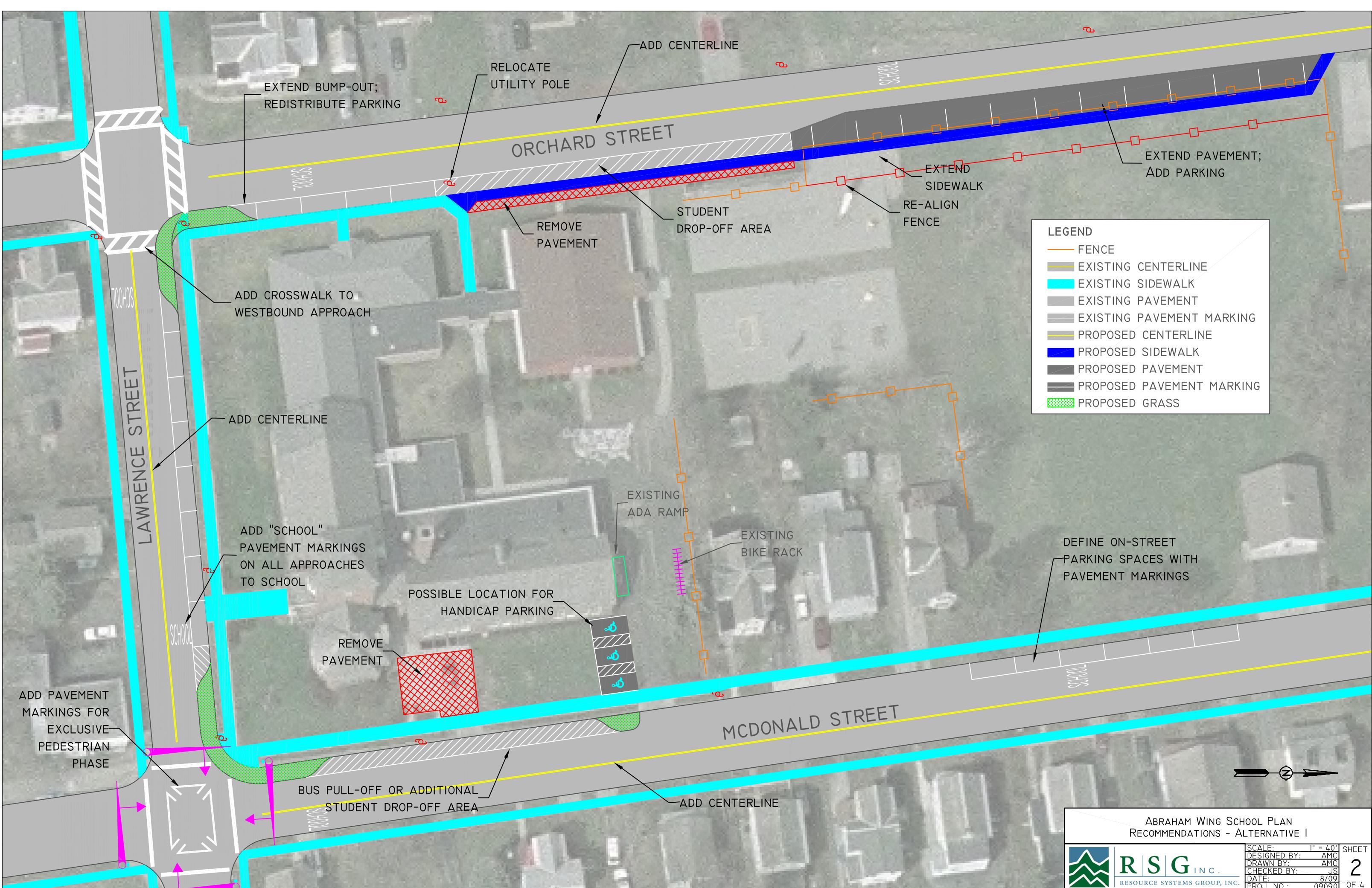


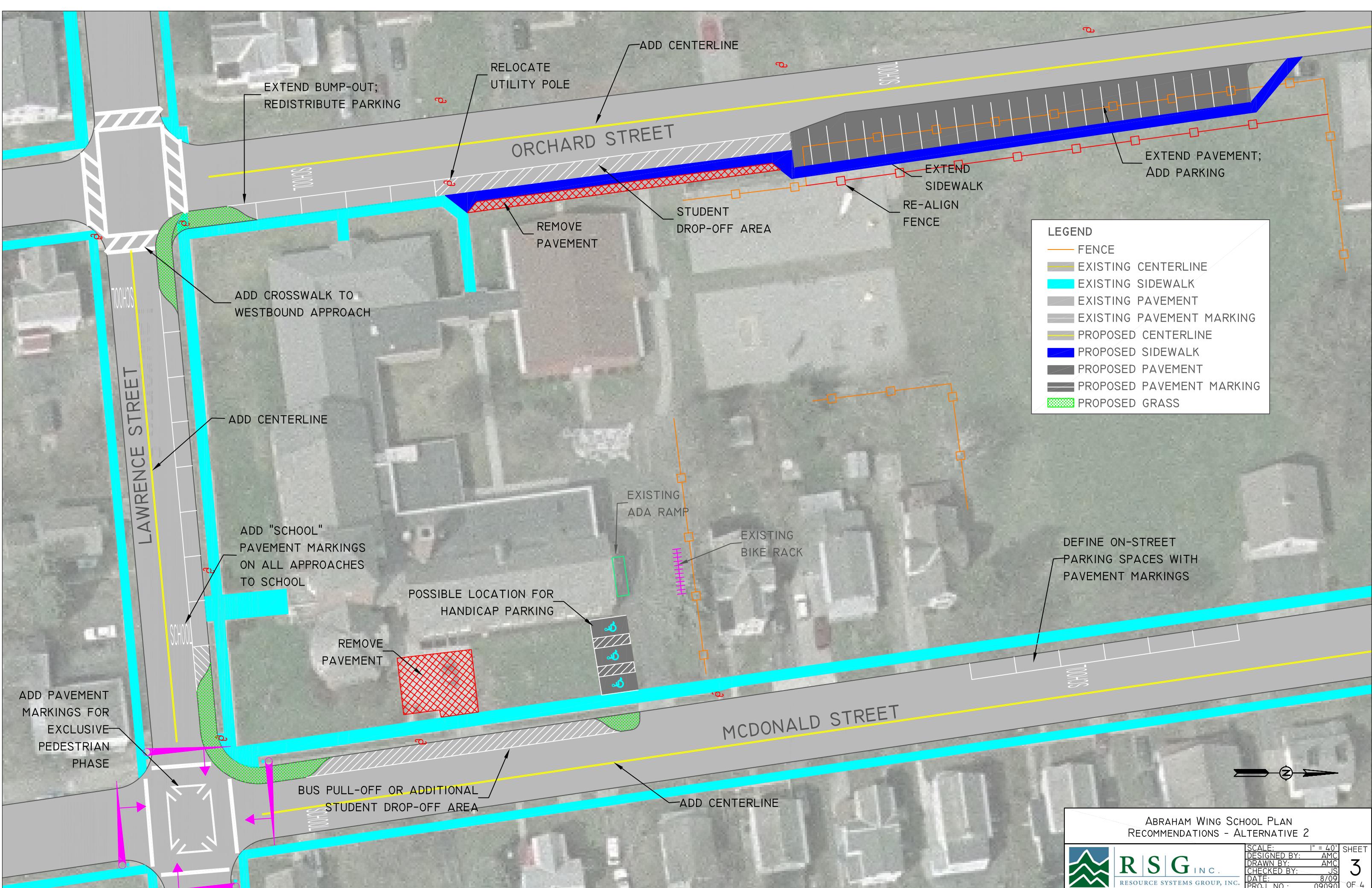
ABRAHAM WING SCHOOL PLAN
EXISTING CONDITIONS

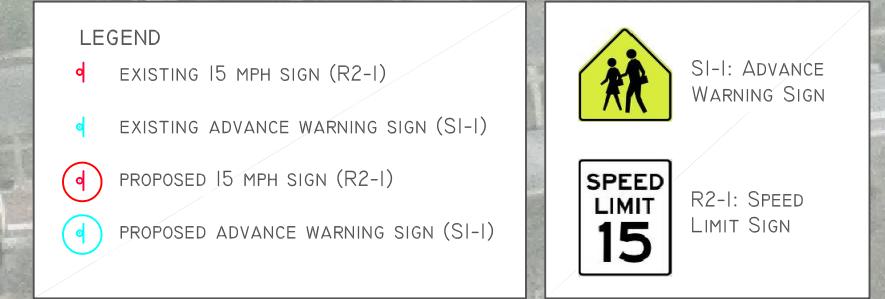


R|S|G INC.
RESOURCE SYSTEMS GROUP, INC.

SCALE: 1" = 40' SHEET
DESIGNED BY: AMC |
DRAWN BY: AMC |
CHECKED BY: JS |
DATE: 8/09 PROJ. NO.: 09090 | OF 4







APPENDIX B

Meeting Notes

Abraham Wing Elementary School Access Plan
October 26, 2009





Abraham Wing Multimodal Transportation Plan

May 21, 2009 Meeting Notes

Glens Falls, NY

Attendees: Ella Collins, Superintendent; Aaron Frankenfeld, Sarah Gebbie-Measeck, Adirondack/Glens Falls Transportation Council; Joe Segale, Beth Isler, Amanda Clancy RSG.

Prepared: May 22, 2009 by Joe Segale

Aaron provided background on how the project was initiated. Ella described her expectations, answered RSG questions and provided information about the school as summarized below.

- A focus should be the evaluation of student drop-off/pick-up points. PTA has considered doing different dismissal points instead of the 2 at the rear, but it could be difficult to organize the students since a family may have kids in different classes.
- The school is happy with the “line up” area, but getting to and from that point is difficult.
- There is little signage to indicate the school zone. Abraham Wing is the only school with flashing warning lights and feedback speed display.
- The study should identify funding options for recommendations.
- The Healthy Heart program supplied bike helmets and safety vests. The school is looking into getting bike locks for students.
- June 1st will be Walk to School Day.
- About 50% of kids walk, 50% are picked up/dropped off in cars. This approximation was validated by a survey of parents conducted in January 2009 anticipation of his study. Ella provided RSG with a copy of the survey results.
- The school does not have a parking policy. Some faculty/staff have to park on-street.
- The school designates where children exit the building as follows:
 - Grades K-2 exit at the rear of the school (north) from the east wing (close to McDonald Street)
 - Grades 3-6 exit at the rear of the school from the west wing (close to Orchard Street)
- Renovations and a new library addition will be built this summer. RSG was provided with a set of plans. There are no changes to parking, driveways, or sidewalks as part of the project.
- A crossing guard is provided by police. Only one crossing guard is provided per school. Crossing guards are paid. The guard monitors the Lawrence-McDonald intersection.
- School population: 187 students; 32 staff; about 25-30 kids are in the breakfast program.
- Students are not allowed to ride a bike without a helmet.

- The school does not have a set curriculum for teaching kids that focuses on traveling safely to and from school. Teachers address walking and biking in their classes and safety is occasionally addressed at monthly student assemblies. Third and fourth graders (55 kids) participate in the bike rodeo (provided by the Cornell Cooperative Extension). Third graders can only ride to school if they've completed the bike rodeo; fourth to sixth can ride regardless.
- There is one bus to transport students to Special Education programs at other schools.
- A likely obstacle to kids walking to school is the number of sexual offenders that, according to mapping, are distributed throughout the Abraham Wing School district area. The school has kept parents aware of this situation.
- There have been no serious pedestrian or cyclist injuries or fatalities in recent memory.
- Ella noted the boundaries of the school district on a map. Aaron has the boundaries of the school district in GIS. The school district does not cross Dix Avenue.
- Dismissal at 2:45 pm. On Thursdays, Homework Club goes until 3:45.
- Orchard Street is their biggest problem.
- Investigate whether or Kid's Safety Patrol-is illegal in NY.

Next Steps and Schedule

- RSG is conducting field work today.
- AGFTC will provide crash statistics, traffic count data, and base GIS data including the Abraham Wing school district boundaries
- RSG will write a draft report that summarizes findings and presents alternatives and recommendations for review by the AGFTC and School staff (mid-July)
- A final draft report will be presented at a PTA meeting in September.



APPENDIX C

Travel-to-School Survey

Abraham Wing Elementary School Access Plan
October 26, 2009



WALK-TO-SCHOOL PARENT SURVEY RESULTS
OF SURVEYS RETURNED - 58

3. In an average week, how many days does your child/children use the following modes of transportation to get to and from school ?

Walk to school - 24	Walk home from school – 24
Bicycle to school – 3	Bicycle from school – 3
Ride in a car to school – 42	Ride in a car from school – 34
Ride in a carpool – 2	Ride in a carpool – 2

4. What concerns do you have about your child/children walking to or from school?

Crime – 52
Traffic (neighborhood) - 44
Traffic (school) – 47
Speed – 53
No (or inadequate sidewalks) – 26
Distance – 15
Time - 14
After school schedule – 15
Convenience – 20
Walking alone – 38
Children don't want to – 13

5. What would make you more likely to allow your child to walk to school ?

Crime watch – 36
Less traffic – 26
Sidewalks/Bikeways – 18
Another child to walk with them - 27
An adult to walk with them – 32

6. Do you have any comments or suggestions about how this neighborhood should carry out the Kids Walk-to-School Program?

- Children should be educated on safety
- “safe houses”
- all students should have an adult
- need to walk in groups with some adult supervision
- speed bumps
- more crossing guards and police patrol
- buddy system
- adult meeting midway
- any adult must pass a background check
- signs around the school & additional sidewalks

7. Would you allow your child to participate in a walk-to-school program?
YES - 33 NO - 8 UNSURE - 17

8. Would you be interested in volunteering to help plan the program?
YES - 12 NO - 23 UNSURE - 25

9. Would you be interested in walking with a group of children?
YES - 11 NO - 25 UNSURE - 22

APPENDIX D

Traffic Data

Abraham Wing Elementary School Access Plan
October 26, 2009



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (vph)	12	11	10	6	34	9	18	32	13	7	23	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Fr _t		0.96			0.97			0.97			0.95	
Flt Protected		0.98			0.99			0.99			0.99	
Satd. Flow (prot)		1754			1804			1786			1749	
Flt Permitted		0.87			0.95			0.89			0.95	
Satd. Flow (perm)		1548			1733			1619			1671	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	12	11	7	37	10	20	35	14	8	25	22
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	36	0	0	54	0	0	69	0	0	55	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.0			7.0			8.0			8.0	
Effective Green, g (s)		7.0			7.0			8.0			8.0	
Actuated g/C Ratio		0.18			0.18			0.20			0.20	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		271			303			324			334	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.03			c0.04			0.03	
v/c Ratio		0.13			0.18			0.21			0.16	
Uniform Delay, d ₁		13.9			14.1			13.4			13.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d ₂		1.0			1.3			1.5			1.1	
Delay (s)		15.0			15.3			14.9			14.3	
Level of Service		B			B			B			B	
Approach Delay (s)		15.0			15.3			14.9			14.3	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay
HCM Volume to Capacity ratio
Actuated Cycle Length (s)
Intersection Capacity Utilization
Analysis Period (min)
c Critical Lane Group

14.9 HCM Level of Service
0.20 Sum of lost time (s)
40.0 18.8% ICU Level of Service

B
25.0
A

15

Baseline %user_name% Synchro 7 - Report
Page 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (vph)	12	11	10	6	34	9	18	32	13	7	23	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0			3.0			3.0			3.0		
Lane Util. Factor	1.00			1.00			1.00			1.00		
Frt	0.96			0.97			0.97			0.95		
Flt Protected	0.98			0.99			0.99			0.99		
Satd. Flow (prot)	1754			1804			1786			1749		
Flt Permitted	0.94			0.98			0.95			0.98		
Satd. Flow (perm)	1686			1786			1715			1725		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	12	11	7	37	10	20	35	14	8	25	22
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	36	0	0	54	0	0	69	0	0	55	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases		4			8			2			6	
Actuated Green, G (s)		26.0			26.0			28.0			28.0	
Effective Green, g (s)		26.0			26.0			28.0			28.0	
Actuated g/C Ratio		0.43			0.43			0.47			0.47	
Clearance Time (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		731			774			800			805	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.03			c0.04			0.03	
v/c Ratio		0.05			0.07			0.09			0.07	
Uniform Delay, d1		9.8			9.9			8.9			8.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.2			0.2			0.2	
Delay (s)		10.0			10.1			9.1			9.0	
Level of Service		A			B			A			A	
Approach Delay (s)		10.0			10.1			9.1			9.0	
Approach LOS		A			B			A			A	

Intersection Summary

HCM Average Control Delay
HCM Volume to Capacity ratio
Actuated Cycle Length (s)
Intersection Capacity Utilization
Analysis Period (min)

9.5 HCM Level of Service
0.08 Sum of lost time (s)
60.0 51.7% ICU Level of Service

A 6.0 A

C Critical Lane Group

15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (vph)	11	37	18	9	37	7	14	46	12	12	30	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Fr _t		0.96			0.98			0.98			0.97	
Flt Protected		0.99			0.99			0.99			0.99	
Satd. Flow (prot)		1778			1812			1803			1791	
Flt Permitted		0.93			0.93			0.93			0.92	
Satd. Flow (perm)		1673			1700			1692			1657	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	40	20	10	40	8	15	50	13	13	33	12
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	72	0	0	58	0	0	78	0	0	58	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.0			7.0			8.0			8.0	
Effective Green, g (s)		7.0			7.0			8.0			8.0	
Actuated g/C Ratio		0.18			0.18			0.20			0.20	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		293			298			338			331	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			0.03			c0.05			0.03	
v/c Ratio		0.25			0.19			0.23			0.18	
Uniform Delay, d ₁		14.2			14.1			13.4			13.3	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d ₂		2.0			1.5			1.6			1.2	
Delay (s)		16.2			15.5			15.0			14.4	
Level of Service		B			B			B			B	
Approach Delay (s)		16.2			15.5			15.0			14.4	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	15.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization		18.2% ICU Level of Service	A
Analysis Period (min)			
c Critical Lane Group			

15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (vph)	11	37	18	9	37	7	14	46	12	12	30	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.96			0.98			0.98			0.97	
Flt Protected		0.99			0.99			0.99			0.99	
Satd. Flow (prot)		1778			1812			1803			1791	
Flt Permitted		0.97			0.97			0.97			0.96	
Satd. Flow (perm)		1744			1777			1760			1741	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	40	20	10	40	8	15	50	13	13	33	12
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	72	0	0	58	0	0	78	0	0	58	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		26.0			26.0			28.0			28.0	
Effective Green, g (s)		26.0			26.0			28.0			28.0	
Actuated g/C Ratio		0.43			0.43			0.47			0.47	
Clearance Time (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		756			770			821			812	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			0.03			c0.04			0.03	
v/c Ratio		0.10			0.08			0.10			0.07	
Uniform Delay, d1		10.0			10.0			8.9			8.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.3			0.2			0.2			0.2	
Delay (s)		10.3			10.1			9.2			9.0	
Level of Service		B			B			A			A	
Approach Delay (s)		10.3			10.1			9.2			9.0	
Approach LOS		B			B			A			A	

Intersection Summary

HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.10		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization		51.7% ICU Level of Service	A

Analysis Period (min)
c Critical Lane Group

15

Lawrence St/McDonald St
Glens Falls, NY
AM: 5/21/2009
PM: 5/21/2009
AM: 3rd Thursday
PM: 3rd Thursday

note:

Source: Resource Systems Group

	Eastbound Lawrence St				Westbound Lawrence St				Northbound McDonald St				Southbound McDonald St				Pedestrians				15 Min Total	Hour Total			
	L	(t)	T	(t)	R	(t)	L	(t)	T	(t)	R	(t)	L	(t)	T	(t)	R	(t)	EB	WB	NB	SB			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	1	0	0	0	1	0	2	0	11	0	0	0	8	0	11	0	2	0	1	0	3	0	3	1	57
8:00 AM	2	0	6	1	3	0	1	1	12	0	3	0	5	0	4	0	3	0	1	1	3	0	9	10	29
8:15 AM	6	0	2	0	3	0	1	0	4	0	3	0	0	0	7	0	4	0	1	1	13	0	10	4	3
8:30 AM	3	0	2	0	3	0	1	0	6	1	2	1	5	0	10	0	4	0	1	0	5	0	3	0	13
8:45 AM	0	0	8	0	1	0	0	0	7	0	1	0	0	0	7	2	3	0	0	4	0	1	0	34	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	9	0	8	0	7	0	2	0	8	0	4	0	6	0	8	0	6	0	2	0	4	0	1	2	65
2:45 PM	2	0	12	0	3	0	2	1	8	3	3	0	2	0	11	2	3	0	9	0	12	0	5	2	80
3:00 PM	0	0	7	0	6	0	3	0	7	0	0	0	3	0	11	2	1	0	1	0	7	0	0	2	48
3:15 PM	0	0	10	0	2	0	1	0	11	0	0	0	3	0	11	1	2	0	0	6	1	3	0	2	51
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

AM (6AM-12PM) Peak | 195
PM (12PM-6PM) Peak | 244

AM Peak Hour

Lawrence St/McDonald St
Glens Falls, NY
5/21/2009
3rd Thursday
RSG Count

Volumes

LT	12	6	18	7
TH	11	34	32	23
RT	10	9	13	20
Enter	33	49	63	50
Exit	31	72	53	39
% Trucks	3.0%	6.1%	0.0%	6.0%
Peds	18	21	2	64
Peak Hour	PHF			
	0.50	1.00	1.00	0.88
	1.00	1.00	1.00	0.44
	0.83	0.75	0.81	0.50
	0.75	1.00	1.00	0.50
	Int.			
	0.89			

AM Peak Hour

McDonald St
Glens Falls, NY
5/21/2009
3rd Thursday
RSG Count

Volumes

LT	11	9	14	12
TH	37	37	46	30
RT	18	7	12	11
Enter	66	53	72	53
Exit	61	62	64	57
% Trucks	0.0%	7.5%	6.9%	5.7%
Peds	6	13	9	25
Peak Hour	PHF			
	1.00	0.75	1.00	0.33
	0.77	0.84	0.88	0.63
	1.00	0.58	1.00	0.39
	0.97	0.78	1.00	0.47
	Int.			
	0.76			

PHF

Appr.

Int.

0.76

Int.

</

APPENDIX E

Speed Data

Abraham Wing Elementary School Access Plan
October 26, 2009



Street Name: McDonald St
Count Location: Southbound on McDonald Street, Northeast of School Property

Date:	5/21/09
Time:	11am
Posted Speed:	30

	N/S	Car/Truck/Bus /Motorcycle?	Speed
1	N	Car	28
2	N	Car	22
3	N	Car	27
4	S	Car	25
5	S	Car	22
6	S	Car	23
7	N	Car	15
8	N	Car	25
9	S	Car	18
10	N	Car	18
11	N	Car	32
12	S	Truck	25
13	N	Car	24
14	N	Car	20
15	S	Car	23
16	S	Car	17
17	N	Car	22
18	S	Car	27
19	N	Car	30
20	N	Car	23
21	N	Truck	28
22	S	Car	10
23	N	Car	16
24	N	Motorcycle	15
25	N	Car	19
26	S	Car	25
27	S	Motorcycle	17
28	S	Car	20
29	S	Car	16
30	S	Car	25
31	S	Car	15
32	N	Car	25
33	N	Car	24

	N/S	Car/Truck/Bus /Motorcycle?	Speed
34	N	Car	30
35	S	Car	24
36	S	Car	22
37	N	Car	25
38	S	Car	19
39	N	Car	24
40	N	Car	24
41	N	Car	27
42	S	Car	22
43	N	Car	16
44	N	Car	18
45	N	Car	27
46	N	Car	19
47	N	Car	29
48	N	Car	23
49	N	Car	24
50	S	Car	21
51	N	Car	26
52	N	Car	19
53	N	Car	28
54	N	Car	24
55	S	Car	17
56	N	Car	22
57	N	Car	23
58	N	Car	21
59	S	Car	18
60	S	Car	20
61	N	Truck	24
62	S	Car	18
63	N	Car	28
64	N	Car	26
65	N	Car	24
66	N	Car	25

	N/S	Car/Truck/Bus /Motorcycle?	Speed
67	N	Car	24
68	N	Car	22
69	N	Car	25
70	N	Car	26
71	S	Car	23
72	N	Car	27
73	N	Car	22
74	S	Car	21
75	S	Car	21
76	S	Car	30
77	S	Car	14
78	N	Car	19
79	N	Car	26
80	S	Car	14
81	N	Car	20
82	S	Car	25
83	N	Car	21
84	S	Truck	15
85	N	Car	24
86	N	Car	23
87	N	Car	25
88			
89			
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			

Street Name: Lawrence St
Count Location: Southeast corner of Lawrence & Orchard
 pointed Eastward

Date: 5/21/09
Time: 9:15am
Posted Speed: 30

	Car/Truck/Bus /Motorcycle?	Speed
E/W		
1	- Truck	20
2	- Truck	23
3	- Car	31
4	- Car	23
5	- Car	23
6	- Car	21
7	- Car	29
8	- Car	24
9	- Motorcycle	13
10	- Car	22
11	- Car	14
12	- Car	25
13	E Car	19
14	E Car	16
15	E Car	12
16	E Car	19
17	E Car	13
18	E Car	18
19	W Car	17
20	W Car	21
21	W Motorcycle	15
22	W Car	16
23	W Car	14
24	W Car	20
25	E Car	23
26	E Car	13
27	W Car	19
28	E Car	13
29	E Car	13
30	E Car	18
31	E Truck	20
32	E Car	30
33	W Car	25

	Car/Truck/Bus /Motorcycle?	Speed
E/W		
34	W Car	21
35	W Car	18
36	W Car	20
37	W Car	19
38	W Car	12
39	E Truck	10
40	E Truck	22
41	W Car	31
42	E Car	27
43	W Car	27
44	E Truck	18
45	W Car	26
46	W Car	15
47	W Car	19
48	W Car	24
49	W Car	26
50	W Car	22
51	E Car	22
52	W Car	27
53	W Car	22
54	E Car	22
55	W Car	23
56	E Car	21
57	E Car	23
58	E Car	18
59	W Car	25
60	W Car	28
61	E Car	20
62	E Car	19
63	E Car	18
64	E Car	18
65	E Car	23
66	E Car	27

	Car/Truck/Bus /Motorcycle?	Speed
E/W		
67	E Car	19
68	W Car	23
69	W Car	18
70	W Car	17
71	W Car	24
72	W Car	15
73	E Car	22
74	E Car	12
75	E Motorcycle	19
76	E Car	19
77	E Car	18
78	W Car	16
79	W Car	19
80	E Car	20
81	E Car	12
82	W Car	18
83	W Car	22
84	E Car	12
85	E Car	21
86	E Car	23
87	E Bus	12
88	W Car	12
89	W Car	21
90	W Car	18
91	W Car	23
92	E Car	19
93	W Car	13
94	W Car	20
95	E Car	20
96	E Car	14
97	E Car	18
98	W Car	25
99	W Car	18
100	E Car	24

Street Name: Orchard St
Count Location: _____

Date: 5/21/09
Time: 7:50am
Posted Speed: 30

	N/S	Car/Truck/Bus /Motorcycle?	Speed
1	S	Car	23
2	S	Car	18
3	N	Car	25
4	N	Car	38
5	S	Car	17
6	S	Car	19
7	S	Car	13
8	S	Car	10
9	S	Motorcycle	13
10	S	Car	20
11	S	Car	22
12	N	Car	32
13	N	Car	20
14	S	Car	18
15	S	Car	20
16	S	Car	24
17	N	Car	12
18	N	Car	15
19	N	Car	11
20	N	Car	11
21	N	Car	15
22	N	Car	18
23	N	Car	20
24	N	Car	17
25	N	Car	22
26	S	Car	20
27	S	Car	15
28	S	Car	15
29	N	Car	18
30	N	Car	20
31	N	Car	28
32	N	Car	17
33	N	Car	15

	N/S	Car/Truck/Bus /Motorcycle?	Speed
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
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61			
62			
63			
64			
65			
66			

	N/S	Car/Truck/Bus /Motorcycle?	Speed
67			
68			
69			
70			
71			
72			
73			
74			
75			
76			
77			
78			
79			
80			
81			
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APPENDIX F

Safety Data

Abraham Wing Elementary School Access Plan
October 26, 2009



NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

Date: 05/22/09 09:01

Page: 1

Complete Accident Data From NYSDMV Is Only Available thru 31-OCT-2008

Reqn/Cnty: 17 WARREN
 Street: MAPLE ST

Municipality: 01 C GLENS FALLS
 Links: 23672 - 23674 Thru 23680 - 23700

Dates: JAN-01-2003 - DEC-31-2007

*** Node: 23672 MCDONALD ST ***

FEB-28-2004 SAT 05:22PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2004-30871916
 Accident Class: INJURY Police Agency: GLENS FALLS CITY PD Num of Veh: 1
 Type of Accident: COLLISION WITH OTHER Traffic Control: STOP SIGN
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP	Registered Weight: 3216	State of Registration: NY
Num of Occupants: 1	Driver's Age: 56	Citation Issued: NO
Direction of Travel: EAST	Public Property Damage: YES	School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD		Second Event: COLLISION WITH BUILDING/WALL
Apparent Factors: LOST CONSCIOUSNESS	UNKNOWN	

*** Node: 23702 PROSPECT ST ***

OCT-09-2004 SAT 12:00AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2004-31316696
 Accident Class: INJURY Police Agency: GLENS FALLS CITY PD Num of Veh: 1
 Type of Accident: COLLISION WITH BICYCLIST Traffic Control: STOP SIGN
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING AGAINST SIGNAL

Veh: 1 OTHER	Registered Weight: UNKNOWN	State of Registration: UNKNOWN
Num of Occupants: 0	Driver's Age: UNKNOWN	Sex: UNKNOWN Citation Issued: NO
Direction of Travel: SOUTH	Public Property Damage: NO	School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD		
Apparent Factors: UNKNOWN	UNKNOWN	

Veh: 2 BICYCLE	Registered Weight: N/A	State of Registration: N/A
Num of Occupants: N/A	Bicyclist's Age: 27	Citation Issued: NO
Direction of Travel: NORTH-WEST	Public Property Damage: NO	School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN		
Apparent Factors: ALCOHOL INVOLVEMENT	PEDESTRIAN'S ERROR/	

MAY-24-2005 TUE Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31494503
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NOT ENTERED Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: UNKNOWN Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP	Registered Weight: 2419	State of Registration: NY
-----------------------	-------------------------	---------------------------

NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

Date: 05/22/09 09:01

Page: 2

Complete Accident Data From NYSDMV Is Only Available thru 31-OCT-2008

Reqn/Cnty: 17 WARREN
 Street: MAPLE ST

Municipality: 01 C GLENS FALLS
 Links: 23672 - 23674 Thru 23680 - 23700

Dates: JAN-01-2003 - DEC-31-2007

*** Node: 23702 PROSPECT ST (Continued) ***

Num of Occupants: 1	Driver's Age: 50	Sex: FEMALE	Citation Issued: NO
Direction of Travel: SOUTH	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: GOING STRAIGHT AHEAD			
Apparent Factors: UNKNOWN	UNKNOWN		

Veh: 2 TRUCK	Registered Weight: 57000	State of Registration: NY	
Num of Occupants: 1	Driver's Age: 25	Citation Issued: NO	
Direction of Travel: WEST	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: GOING STRAIGHT AHEAD			
Apparent Factors: UNKNOWN	UNKNOWN		
Truck/Bus Clsf.: NOT ENTERED			

NOV-30-2005 WED 06:00PM	Persons Killed: 0	Persons Injured: 1	Extent of Injuries: C	Case: 2005-31670466
Accident Class: INJURY	Police Agency: NOT ENTERED			Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: STOP SIGN			
Manner of Collision: REAR END	Weather: CLEAR			
Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DUSK		
Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE			

Veh: 1 CAR/VAN/PICKUP	Registered Weight: 2509	State of Registration: NY	
Num of Occupants: 2	Driver's Age: 21	Citation Issued: NO	
Direction of Travel: EAST	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: GOING STRAIGHT AHEAD			
Apparent Factors: UNKNOWN	UNKNOWN		

Veh: 2 OTHER	Registered Weight: UNKNOWN	State of Registration: UNKNOWN	
Num of Occupants: 1	Driver's Age: 35	Citation Issued: NO	
Direction of Travel: EAST	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: GOING STRAIGHT AHEAD			
Apparent Factors: UNKNOWN	UNKNOWN		

*** Node: 23677 LEONARD ST ***

AUG-29-2005 MON 01:20PM	Persons Killed: 0	Persons Injured: 1	Extent of Injuries: C	Case: 2005-31611374
Accident Class: INJURY	Police Agency: GLENS FALLS CITY PD			Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: TRAFFIC SIGNAL			
Manner of Collision: RIGHT TURN (WITH OTHER CAR)	Weather: CLEAR			
Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT		
Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE			

Veh: 1 CAR/VAN/PICKUP	Registered Weight: 5000	State of Registration: NY
Num of Occupants: 1	Driver's Age: 20	Citation Issued: NO
Direction of Travel: NORTH	Public Property Damage: NO	School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

Date: 05/22/09 09:01

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Complete Accident Data From NYSDMV Is Only Available thru 31-OCT-2008

Reqn/Cnty: 17 WARREN
 Street: MAPLE ST

Municipality: 01 C GLENS FALLS
 Links: 23672 - 23674 Thru 23680 - 23700

Dates: JAN-01-2003 - DEC-31-2007

*** Node: 23677 LEONARD ST (Continued) ***

Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: TURNING IMPROPER

UNKNOWN

Veh: 2	CAR/VAN/PICKUP	Registered Weight: 3095	State of Registration: NY
	Num of Occupants: 4	Driver's Age: 21	Citation Issued: NO
	Direction of Travel: SOUTH	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: STOPPED IN TRAFFIC		
	Apparent Factors: UNKNOWN	UNKNOWN	

*** Node: 23700 KEENAN ST ***

DEC-22-2003 MON 11:31AM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2003-31087212
			Police Agency: NOT ENTERED	Num of Veh: 2
	Accident Class: PROPERTY DAMAGE		Traffic Control: UNKNOWN	
	Type of Accident: COLLISION WITH MOTOR VEHICLE		Weather: UNKNOWN	
	Manner of Collision: SIDESWIPE	Road Char.: UNKNOWN	Light Condition: UNKNOWN	
	Road Surface Condition: UNKNOWN		Action of Ped/Bicycle: NOT APPLICABLE	
	Loc. of Ped/Bicycle: NOT APPLICABLE			

Veh: 1	CAR/VAN/PICKUP	Registered Weight: UNKNOWN	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 38	Citation Issued: NO
	Direction of Travel: UNKNOWN	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: UNKNOWN		
	Apparent Factors: UNKNOWN	UNKNOWN	

Veh: 2	CAR/VAN/PICKUP	Registered Weight: 3404	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 24	Citation Issued: NO
	Direction of Travel: UNKNOWN	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: UNKNOWN		
	Apparent Factors: UNKNOWN	UNKNOWN	

TOTAL NUMBER OF ACCIDENTS PRINTED: 6

ABSENCE OF NODE OR LINK WITHIN A SPECIFIED ROADWAY SECTION + TIME PERIOD INDICATES NO ACCIDENTS FOUND

*** END OF REPORT ***

NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

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Complete Accident Data From NYSDMV Is Only Available thru 31-OCT-2008

Reqn/Cnty: 17 WARREN
 Street: MCDONALD ST

Municipality: 01 C GLENS FALLS
 Links: 23654 - 23672 Thru 30303 - 30337

Dates: JAN-01-2003 - DEC-31-2007

*** Node: 23654 WARREN ST NY32 ***

MAY-01-2003 THU 02:19PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2003-30919491
 Accident Class: INJURY Police Agency: GLENS FALLS CITY PD Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3950 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: MALE Citation Issued: NO
 Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: STARTING IN TRAFFIC Apparent Factors: OTHER (HUMAN) UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3665 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 34 Sex: FEMALE Citation Issued: NO
 Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: STOPPED IN TRAFFIC Apparent Factors: UNKNOWN UNKNOWN

JUL-18-2003 FRI 07:15PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2003-30966481
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GLENS FALLS CITY PD Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
 Manner of Collision: UNKNOWN Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 1938 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 Sex: FEMALE Citation Issued: NO
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: BACKING Apparent Factors: BACKING UNSAFELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3310 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 Sex: FEMALE Citation Issued: NO
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: STOPPED IN TRAFFIC Apparent Factors: UNKNOWN UNKNOWN

JUN-02-2004 WED 09:21PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2004-31232492
 Accident Class: INJURY Police Agency: GLENS FALLS CITY PD Num of Veh: 1
 Type of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

Date: 05/22/09 08:58

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Complete Accident Data From NYSDMV Is Only Available thru 31-OCT-2008

Reqn/Cnty: 17 WARREN
 Street: MCDONALD ST

Municipality: 01 C GLENS FALLS
 Links: 23654 - 23672 Thru 30303 - 30337

Dates: JAN-01-2003 - DEC-31-2007

*** Node: 23654 WARREN ST NY32 (Continued) ***

Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Veh: 1 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: SOUTH-WEST Pre-Accd Action: MAKING RIGHT TURN Apparent Factors:NOT APPLICABLE	Registered Weight: 6000 Driver's Aqe: 51 Public Property Damage: NO UNKNOWN	Action of Ped/Bicycle: ALONG HIGHWAY AGAINST TRAFFIC Sex: MALE State of Registration: NY Citation Issued: NO School Bus Involved: NO
Veh: 2 BICYCLE Num of Occupants: N/A Direction of Travel: WEST Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors:PEDESTRIAN'S ERROR/CONFUSION	Registered Weight: N/A Bicyclist's Aqe: 30 Public Property Damage: NO PASSING OR LANE USA	State of Registration: N/A Sex: FEMALE Citation Issued: NO School Bus Involved: NO

JAN-27-2005 THU 09:00AM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2005-31363236
Accident Class: PROPERTY DAMAGE	Police Agency: NOT ENTERED		Num of Veh: 2	
Type of Accident: COLLISION WITH MOTOR VEHICLE			Traffic Control: UNKNOWN	
Manner of Collision: RIGHT ANGLE			Weather: UNKNOWN	
Road Surface Condition: UNKNOWN	Road Char.: UNKNOWN		Light Condition: UNKNOWN	
Loc. of Ped/Bicycle: NOT APPLICABLE			Action of Ped/Bicycle: NOT APPLICABLE	

Veh: 1 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: UNKNOWN Pre-Accd Action: UNKNOWN Apparent Factors:UNKNOWN	Registered Weight: 4000 Driver's Aqe: 57 Public Property Damage: NO UNKNOWN	State of Registration: NY Sex: MALE Citation Issued: NO School Bus Involved: NO
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Veh: 2 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: UNKNOWN Pre-Accd Action: UNKNOWN Apparent Factors:UNKNOWN	Registered Weight: 3450 Driver's Aqe: 55 Public Property Damage: NO UNKNOWN	State of Registration: NY Sex: MALE Citation Issued: NO School Bus Involved: NO
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NOV-10-2006 FRI 02:24PM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2006-32106745
Accident Class: PROPERTY DAMAGE	Police Agency: NOT ENTERED		Num of Veh: 2	
Type of Accident: COLLISION WITH MOTOR VEHICLE			Traffic Control: UNKNOWN	
Manner of Collision: UNKNOWN			Weather: UNKNOWN	
Road Surface Condition: UNKNOWN	Road Char.: UNKNOWN		Light Condition: UNKNOWN	
Loc. of Ped/Bicycle: NOT APPLICABLE			Action of Ped/Bicycle: NOT APPLICABLE	

Veh: 1 CAR/VAN/PICKUP Num of Occupants: 1 Direction of Travel: UNKNOWN Pre-Accd Action: UNKNOWN	Registered Weight: 3541 Driver's Aqe: 27 Public Property Damage: NO	State of Registration: NY Sex: MALE Citation Issued: NO School Bus Involved: NO
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NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

Date: 05/22/09 08:58

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Complete Accident Data From NYSDMV Is Only Available thru 31-OCT-2008

Reqn/Cnty: 17 WARREN
 Street: MCDONALD ST

Municipality: 01 C GLENS FALLS
 Links: 23654 - 23672 Thru 30303 - 30337

Dates: JAN-01-2003 - DEC-31-2007

*** Node: 23654 WARREN ST NY32 (Continued) ***

Apparent Factors: UNKNOWN

UNKNOWN

Veh: 2	CAR/VAN/PICKUP	Registered Weight: 2372	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 62	Citation Issued: NO
	Direction of Travel: UNKNOWN	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: UNKNOWN		
	Apparent Factors: UNKNOWN	UNKNOWN	

JAN-17-2007 WED 09:24AM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2007-32116714
Accident Class: PROPERTY DAMAGE		Police Agency: GLENS FALLS CITY PD		Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE			Traffic Control: TRAFFIC SIGNAL	
Manner of Collision: LEFT TURN (AGAINST OTHER CAR)			Weather: CLEAR	
Road Surface Condition: DRY		Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT	
Loc. of Ped/Bicycle: NOT APPLICABLE			Action of Ped/Bicycle: NOT APPLICABLE	

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2617	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 47	Citation Issued: NO
	Direction of Travel: SOUTH-EAST	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: MAKING LEFT TURN		
	Apparent Factors: FAILURE TO YIELD RIGHT OF WAY	UNKNOWN	

Veh: 2	TRUCK	Registered Weight: 73021	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 23	Citation Issued: NO
	Direction of Travel: NORTH	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: UNKNOWN	UNKNOWN	
	Truck/Bus Clsf.: NOT ENTERED		

JUL-06-2007 FRI 10:45AM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2007-32320746
Accident Class: PROPERTY DAMAGE		Police Agency: GLENS FALLS CITY PD		Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE			Traffic Control: TRAFFIC SIGNAL	
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR)			Weather: CLEAR	
Road Surface Condition: DRY		Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT	
Loc. of Ped/Bicycle: NOT APPLICABLE			Action of Ped/Bicycle: NOT APPLICABLE	

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2998	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 69	Citation Issued: NO
	Direction of Travel: WEST	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: MAKING RIGHT TURN		
	Apparent Factors: PASSING OR LANE USAGE IMPROPERLY	TURNING IMPROPER	

Veh: 2	CAR/VAN/PICKUP	Registered Weight: 2626	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 21	Citation Issued: NO
	Direction of Travel: WEST	Public Property Damage: NO	School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

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Reqn/Cnty: 17 WARREN
Street: MCDONALD STMunicipality: 01 C GLENS FALLS
Links: 23654 - 23672 Thru 30303 - 30337

Dates: JAN-01-2003 - DEC-31-2007

*** Node: 23654 WARREN ST NY32 (Continued) ***

Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE

UNKNOWN

AUG-08-2007 WED Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32295409
 Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
 Manner of Collision: UNKNOWN Weather: UNKNOWN
 Road Surface Condition: UNKNOWN Light Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4135 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 55 Sex: MALE Citation Issued: NO
 Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: MAKING RIGHT TURN Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 Sex: FEMALE Citation Issued: NO
 Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: UNKNOWN Apparent Factors: UNKNOWN

*** Link: 23654 - 23672 ***

MAY-23-2003 FRI 01:33PM Case: 2003-30547319
 Accident Class: NON-REPORTABLE Police Agency: GLENS FALLS CITY PD Num of Veh: 2

*** Node: 23672 MAPLE ST ***

FEB-28-2004 SAT 05:22PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2004-30871916
 Accident Class: INJURY Police Agency: GLENS FALLS CITY PD Num of Veh: 1
 Type of Accident: COLLISION WITH OTHER Traffic Control: STOP SIGN
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3216 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 56 Sex: MALE Citation Issued: NO
 Direction of Travel: EAST Public Property Damage: YES School Bus Involved: NO
 Pre-Accd Action: GOING STRAIGHT AHEAD Second Event: COLLISION WITH BUILDING/WALL
 Apparent Factors: LOST CONSCIOUSNESS UNKNOWN

NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

Date: 05/22/09 08:58

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Complete Accident Data From NYSDMV Is Only Available thru 31-OCT-2008

Reqn/Cnty: 17 WARREN
 Street: MCDONALD ST

Municipality: 01 C GLENS FALLS
 Links: 23654 - 23672 Thru 30303 - 30337

Dates: JAN-01-2003 - DEC-31-2007

*** Link: 23672 - 23675 ***

SEP-09-2006 SAT 11:41AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31917605
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GLENS FALLS CITY PD Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: SIDESWIPE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP	Registered Weight: 2881	State of Registration: NY
Num of Occupants: 1	Driver's Age: 20	Citation Issued: YES
Direction of Travel: NORTH	Public Property Damage: NO	School Bus Involved: NO
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY		
Apparent Factors:DRIVER INATTENTION	UNKNOWN	

Veh: 2 CAR/VAN/PICKUP	Registered Weight: 4309	State of Registration: NY
Num of Occupants: 2	Driver's Age: 26	Citation Issued: NO
Direction of Travel: SOUTH	Public Property Damage: NO	School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD		
Apparent Factors:UNKNOWN	UNKNOWN	

NOV-21-2006 TUE 04:24AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32025133
 Accident Class: PROPERTY DAMAGE Police Agency: GLENS FALLS CITY PD Num of Veh: 1
 Type of Accident: COLLISION WITH TREE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP	Registered Weight: UNKNOWN	State of Registration: NY
Num of Occupants: 1	Driver's Age: 24	Citation Issued: NO
Direction of Travel: NORTH	Public Property Damage: YES	School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD		
Apparent Factors:FELL ASLEEP	NOT APPLICABLE	

*** Node: 30303 LAWRENCE ST ***

JAN-23-2007 TUE 05:58PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32066572
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GLENS FALLS CITY PD Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP	Registered Weight: 3360	State of Registration: NY
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NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

Date: 05/22/09 08:58

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Complete Accident Data From NYSDMV Is Only Available thru 31-OCT-2008

Reqn/Cnty: 17 WARREN
 Street: MCDONALD ST

Municipality: 01 C GLENS FALLS
 Links: 23654 - 23672 Thru 30303 - 30337

Dates: JAN-01-2003 - DEC-31-2007

*** Node: 30303 LAWRENCE ST (Continued) ***

Num of Occupants: 1	Driver's Age: UNKNOWN	Sex: UNKNOWN	Citation Issued: NO
Direction of Travel: NORTH	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: PARKED	UNKNOWN		
Apparent Factors: UNKNOWN			

Veh: 2 OTHER	Registered Weight: UNKNOWN	State of Registration: UNKNOWN	
Num of Occupants: 0	Driver's Age: UNKNOWN	Sex: UNKNOWN	Citation Issued: NO
Direction of Travel: NORTH	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: GOING STRAIGHT AHEAD	UNKNOWN		
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY			

SEP-09-2007 SUN 07:41PM	Persons Killed: 0	Persons Injured: 2	Extent of Injuries: CC	Case: 2007-32321661
Accident Class: PROPERTY DAMAGE AND INJURY	Police Agency: GLENS FALLS CITY PD	Num of Veh: 2		
Type of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: TRAFFIC SIGNAL			
Manner of Collision: RIGHT ANGLE	Weather: RAIN			
Road Surface Condition: WET	Road Char.: STRAIGHT AND LEVEL	Light Condition: DARK-ROAD LIGHTED		
Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE			

Veh: 1 CAR/VAN/PICKUP	Registered Weight: 3266	State of Registration: NY	
Num of Occupants: 1	Driver's Age: 28	Sex: MALE	Citation Issued: YES
Direction of Travel: NORTH	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: GOING STRAIGHT AHEAD	UNKNOWN		
Apparent Factors: ALCOHOL INVOLVEMENT	FAILURE TO YIELD RI		

Veh: 2 CAR/VAN/PICKUP	Registered Weight: 3139	State of Registration: NY	
Num of Occupants: 1	Driver's Age: 42	Sex: FEMALE	Citation Issued: NO
Direction of Travel: EAST	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: GOING STRAIGHT AHEAD	UNKNOWN		
Apparent Factors: UNKNOWN			

*** Link: 30303 - 30337 ***

SEP-08-2004 WED 03:20PM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2004-31276326
Accident Class: PROPERTY DAMAGE	Police Agency: NOT ENTERED	Num of Veh: 2		
Type of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: NONE			
Manner of Collision: REAR END	Weather: CLEAR			
Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT		
Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE			

Veh: 1 CAR/VAN/PICKUP	Registered Weight: 2635	State of Registration: NY	
Num of Occupants: 1	Driver's Age: 39	Sex: FEMALE	Citation Issued: NO
Direction of Travel: SOUTH	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: GOING STRAIGHT AHEAD			

NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

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Complete Accident Data From NYSDMV Is Only Available thru 31-OCT-2008

Reqn/Cnty: 17 WARREN
 Street: MCDONALD ST

Municipality: 01 C GLENS FALLS
 Links: 23654 - 23672 Thru 30303 - 30337

Dates: JAN-01-2003 - DEC-31-2007

*** Link: 30303 - 30337 (Continued) ***

Apparent Factors: UNKNOWN	UNKNOWN		
Veh: 2 CAR/VAN/PICKUP	Registered Weight: 3389	State of Registration: NY	
Num of Occupants: 1	Driver's Age: UNKNOWN	Sex: UNKNOWN	Citation Issued: NO
Direction of Travel: SOUTH	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: PARKED			
Apparent Factors: UNKNOWN	UNKNOWN		

*** Node: 30337 DIX AVE ***

MAR-30-2005 WED 03:45PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31459807
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NOT ENTERED Num of Veh: 2

Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: UNKNOWN Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP	Registered Weight: 2698	State of Registration: NY	
Num of Occupants: 1	Driver's Age: 40	Sex: FEMALE	Citation Issued: NO
Direction of Travel: NORTH	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: MAKING RIGHT TURN			
Apparent Factors: UNKNOWN	UNKNOWN		

Veh: 2 CAR/VAN/PICKUP	Registered Weight: UNKNOWN	State of Registration: UNKNOWN	
Num of Occupants: 1	Driver's Age: 33	Sex: FEMALE	Citation Issued: NO
Direction of Travel: NORTH	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: OTHER			
Apparent Factors: UNKNOWN	UNKNOWN		

TOTAL NUMBER OF ACCIDENTS PRINTED: 16

ABSENCE OF NODE OR LINK WITHIN A SPECIFIED ROADWAY SECTION + TIME PERIOD INDICATES NO ACCIDENTS FOUND

*** END OF REPORT ***

NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

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Reqn/Cnty: 17 WARREN
 Street: LAWRENCE ST

Municipality: 01 C GLENS FALLS
 Links: 30300 - 30301 Thru 30303 - 30304

Dates: JAN-01-2003 - DEC-31-2007

*** Node: 30301 PROSPECT ST ***

FEB-12-2007 MON 07:14AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32116922
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GLENS FALLS CITY PD Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 BUS Registered Weight: UNKNOWN State of Registration: NY
 Num of Occupants: 2 Driver's Age: 71 Sex: MALE Citation Issued: NO
 Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN
 Truck/Bus Clsf.: NOT ENTERED

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4500 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 32 Sex: MALE Citation Issued: NO
 Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE UNKNOWN

*** Node: 30303 MCDONALD ST ***

JAN-23-2007 TUE 05:58PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32066572
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GLENS FALLS CITY PD Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3360 State of Registration: NY
 Num of Occupants: 1 Driver's Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: PARKED
 Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
 Num of Occupants: 0 Driver's Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY UNKNOWN

SEP-09-2007 SUN 07:41PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2007-32321661

NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

Date: 05/22/09 08:59

Page: 2

Complete Accident Data From NYSDMV Is Only Available thru 31-OCT-2008

Reqn/Cnty: 17 WARREN
 Street: LAWRENCE ST

Municipality: 01 C GLENS FALLS

Dates: JAN-01-2003 - DEC-31-2007

Links:30300 - 30301 Thru 30303 - 30304

*** Node: 30303 MCDONALD ST (Continued) ***

Accident Class: PROPERTY DAMAGE AND INJURY	Police Agency: GLENS FALLS CITY PD	Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: TRAFFIC SIGNAL	
Manner of Collision: RIGHT ANGLE	Weather: RAIN	
Road Surface Condition: WET	Road Char.: STRAIGHT AND LEVEL	Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE	

Veh: 1 CAR/VAN/PICKUP	Registered Weight: 3266	State of Registration: NY
Num of Occupants: 1	Driver's Age: 28	Sex: MALE Citation Issued: YES
Direction of Travel: NORTH	Public Property Damage: NO	School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD		
Apparent Factors:ALCOHOL INVOLVEMENT	FAILURE TO YIELD RI	
Veh: 2 CAR/VAN/PICKUP	Registered Weight: 3139	State of Registration: NY
Num of Occupants: 1	Driver's Age: 42	Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST	Public Property Damage: NO	School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD		
Apparent Factors:UNKNOWN	UNKNOWN	

*** Node: 30304 PLATT ST ***

MAR-15-2005 TUE 02:20PM	Persons Killed: 0	Persons Injured: 0	Extent of Injuries:	Case: 2005-31421019
Accident Class: PROPERTY DAMAGE	Police Agency: NOT ENTERED			Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: NONE			
Manner of Collision: UNKNOWN	Weather: CLEAR			
Road Surface Condition: WET	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT		
Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE			

Veh: 1 CAR/VAN/PICKUP	Registered Weight: 3208	State of Registration: NY
Num of Occupants: 1	Driver's Age: 53	Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH	Public Property Damage: NO	School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD		
Apparent Factors:UNKNOWN	UNKNOWN	
Veh: 2 CAR/VAN/PICKUP	Registered Weight: 9900	State of Registration: NY
Num of Occupants: 1	Driver's Age: 45	Sex: MALE Citation Issued: NO
Direction of Travel: NORTH	Public Property Damage: NO	School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN		
Apparent Factors:UNKNOWN	UNKNOWN	

NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

Complete Accident Data From NYSDMV Is Only Available thru 31-OCT-2008

Date: 05/22/09 08:59

Page: 3

Reqn/Cnty: 17 WARREN
Street: LAWRENCE ST

Municipality: 01 C GLENS FALLS Dates: JAN-01-2003 - DEC-31-2007
Links:30300 - 30301 Thru 30303 - 30304

ABSENCE OF NODE OR LINK WITHIN A SPECIFIED ROADWAY SECTION + TIME PERIOD INDICATES NO ACCIDENTS FOUND

*** END OF REPORT ***

NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)

Date: 05/22/09 09:00

Page: 1

Complete Accident Data From NYSDMV Is Only Available thru 31-OCT-2008

Reqn/Cnty: 17 WARREN
 Street: ORCHARD ST

Municipality: 01 C GLENS FALLS

Dates: JAN-01-2003 - DEC-31-2007

Links:23674 - 30308 Thru 30302 - 30335

*** Link: 23674 - 30308 ***

NOV-08-2003 SAT 01:00AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2003-31055211
 Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
 Manner of Collision: REAR END Weather: UNKNOWN
 Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2383	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 18	Citation Issued: NO
	Direction of Travel: UNKNOWN	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: MAKING LEFT TURN		
	Apparent Factors:UNKNOWN	UNKNOWN	

Veh: 2	CAR/VAN/PICKUP	Registered Weight: 3046	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 36	Citation Issued: NO
	Direction of Travel: UNKNOWN	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: UNKNOWN		
	Apparent Factors:UNKNOWN	UNKNOWN	

*** Link: 30302 - 30335 ***

JUN-14-2005 TUE 07:47PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31536046
 Accident Class: INJURY Police Agency: GLENS FALLS CITY PD Num of Veh: 1
 Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 4995	State of Registration: NY
	Num of Occupants: 5	Driver's Age: 20	Citation Issued: NO
	Direction of Travel: NORTH-EAST	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: BACKING		
	Apparent Factors:DRIVER INATTENTION	UNKNOWN	

TOTAL NUMBER OF ACCIDENTS PRINTED: 2

ABSENCE OF NODE OR LINK WITHIN A SPECIFIED ROADWAY SECTION + TIME PERIOD INDICATES NO ACCIDENTS FOUND

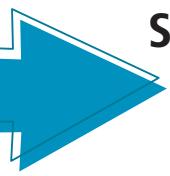
*** END OF REPORT ***

APPENDIX G

Walking School Bus Information

Abraham Wing Elementary School Access Plan
October 26, 2009





Starting a walking school bus: the basics

Why develop a walking school bus?

Studies show that fewer children are walking and biking to school, and more children are at risk of becoming overweight. Changing behaviors of children and parents require creative solutions that are safe and fun.

Implementing a walking school bus can be both.



What is a walking school bus?

A walking school bus is a group of children walking to school with one or more adults. If that sounds simple, it is, and that's part of the beauty of the walking school bus. It can be as informal as two families taking turns walking their children to school to as structured as a route with meeting points, a timetable and a regularly rotated schedule of trained volunteers.

A variation on the walking school bus is the bicycle train, in which adults supervise children riding their bikes to school. The flexibility of the walking school bus makes it appealing to communities of all sizes with varying needs.

Parents often cite safety issues as one of the primary reasons they are reluctant to allow their children to walk to school. Providing adult supervision may help reduce those worries for families who live within walking or bicycling distance to school.

Starting simple

When beginning a walking school bus, remember that the program can always grow. It often makes sense to start with a small bus and see how it works. Pick a single neighborhood that has a group of parents and children who are interested. It's like a carpool—without the car—with the added benefits of exercise and visits with friends and neighbors. For an informal bus:

1. Invite families who live nearby to walk.
2. Pick a route and take a test walk.
3. Decide how often the group will walk together.
4. Have fun!



When picking a route, answer these four questions:

- 1. Do you have room to walk?**
Are there sidewalks or paths?
Is there too much traffic?
- 2. Is it easy to cross the street?**
- 3. Do drivers behave well?**
Do they yield to walkers?
Do they speed?
- 4. Does the environment feel safe?**
Are there loose dogs?
Is there criminal activity?

For more help identifying walkable routes, use the Walkability Checklist that can be found at www.walktoschool.org/buildevent/checklists.cfm.



Reaching more children

Success with a simple walking school bus or a desire to be more inclusive may inspire a community to build a more structured program. This may include more routes, more days of walking and more children. Such programs require coordination, volunteers and potential attention to other issues, such as safety training and liability. The school principal and administration, law enforcement and other community leaders will likely be involved.

► First, determine the amount of interest in a walking school bus program. Contact potential participants and partners:

Parents and children	Principal and school officials
Law enforcement officers	Other community leaders

► Second, identify the route(s).

The amount of interest will determine the number of walking routes.

Walk the route(s) without children first.



Mill Valley, CA



Sacramento, CA

►► Third, identify a sufficient number of adults to supervise walkers.

The Centers for Disease Control and Prevention recommend one adult for every six children. If children are age 10 or older, fewer adults may be needed. If children are ages 4 to 6, one adult per three children is recommended.

►►► Next, finalize the logistical details.

Who will participate?

How often will the walking school bus operate? Will the bus operate once a week or every day?

When do children meet the bus? It's important to allow enough time for the slower pace of children, but also to ensure that everyone arrives at school on time.

Where will the bus meet children—at each child's home or at a few meeting spots?

Will the bus operate after school?

What training do volunteers need?

What safety training do children need? See "Walking School Bus: Guidelines for talking to children about pedestrian safety" at <http://www.walkingschoolbus.org/safety.pdf>.

►►► Finally, kick-off the program.

A good time to begin is during International Walk to School Month each October. Walk and look for ways to encourage more children and families to be involved. Have fun!

For more detailed instructions on how to organize a walking school bus, go to:

- How to Organize a Walking/Cycling School Bus, Go for Green Canada, <http://www.goforgreen.ca/asrts>. Pick "English," then "Tools and Resources."
- The walking bus: A safe way for children to walk to school, Friends of the Earth UK, <http://www.foe.co.uk/campaigns/transport/resource/parents.html>
- Walking School Bus - A Guide for Parents and Teachers, VicHealth Australia, <http://www.vichealth.vic.gov.au>. Select "Local Government," then "Walking School Bus." Scroll to bottom to find link to download the guide.
- KidsWalk-to-School Guide, Centers for Disease Control and Prevention, <http://www.cdc.gov/nccdphp/dnpa/kidswalk/resources.htm>

APPENDIX H

Excerpts from the AAA Safety Patrol Program Manual

Abraham Wing Elementary School Access Plan
October 26, 2009





AAA SCHOOL SAFETY PATROL

OPERATIONS MANUAL



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Proud AAA tradition

AAA School Safety Patrols play an important role in helping young pedestrians learn and fulfill responsibilities regarding traffic safety.

Millions of U.S. boys and girls have honorably served their classmates since the AAA School Safety Patrol program was started in the early 1920s. Interest in the program has spread around the world. At least 30 other countries, including New Zealand, the Netherlands, England, Germany and France, have emulated the AAA School Safety Patrol program. The experience is the same — a reduction in traffic death rates.

Boys and girls who contribute their time as AAA School Safety Patrols deserve special thanks for their efforts. AAA recognizes the AAA School Safety Patrol program as an outstanding school safety activity. We commend school personnel who administer the programs and law enforcement officials who contribute to the success of programs in their communities.

For more than 75 years, AAA clubs have proudly sponsored, promoted and aided AAA School Safety Patrol programs as a community service in the interest of safety for all schoolchildren. AAA clubs have been the leading non-school civic agencies active in patrol work in most communities. During its long and distinguished history, the AAA School Safety Patrol program has provided a safer pedestrian environment and a wide spectrum of educational opportunities for millions of children. AAA has provided the means for the patrol to succeed.

This manual will serve as a resource to community organizations, school administrators and supervisors who are coordinating AAA School Safety Patrol programs. The policies and practices presented in this manual are the result of the combined efforts of several national educational, law enforcement and safety organizations. It represents the cumulative experience of AAA School Safety Patrol operations in every corner of the United States.

Consistent, uniform operating procedures across the country are essential for the motorist and pedestrian to know what to expect. For this reason, uniform AAA School Safety Patrol identification and operating procedures are highly recommended.

Robert L. Darbelnet,
AAA President and CEO



Role of the School Safety Patrol

AAA School Safety Patrols are school-sponsored student volunteers from upper elementary, middle, and junior high schools.

Patrols direct children, not traffic. As school-age leaders in traffic safety, patrol members teach other students about traffic safety on a peer-to-peer basis. They also serve as role models for younger children who look up to them.

School Safety Patrol members:

- Complete training in traffic safety
- Protect students from the hazards of crossing roads and highways on their way to and from school
- Assist bus drivers in safely transporting students to and from school
- Teach fellow students about traffic safety.
- Serve other leadership functions under the direction of school officials

Typically, teachers and principals appoint Patrol members, who participate with parental approval. A teacher usually serves as patrol supervisor.



History

As members of AAA School Safety Patrols, students have protected their classmates since 1916.

In the 1930s, three national organizations: the American Automobile Association, the National Congress of Parents and Teachers, and the National Safety Council — collaborated on Standard Rules for the Operation of School Boy Patrols. These guidelines have been updated over the years to become the operating standards for AAA School Safety Patrols.

Today, more than 50,000 schools sponsor patrols, protecting pedestrians and school bus riders in all 50 states.

School safety patrol members have grown up to be U.S. presidents, governors, members of Congress, Supreme Court justices, astronauts, and Olympic medalists, as well as educators, executives, and community leaders throughout the country.

As the value of the program has gained recognition, two national awards have been introduced. Lifesaving Awards debuted in 1945. The Patroller of the Year award was first bestowed in 2002. *For more information, please refer to pages 30-31.*



Benefits

AAA School Safety Patrols benefit students, schools, and communities.

Students gain:

- Safety awareness
- Leadership
- Teamwork
- Pride
- Citizenship
- Respect for law enforcement

Schools benefit from opportunities to promote:

- Traffic safety awareness
- Peer-to-peer education
- Character-building opportunities
- A constructive outlet for students' energy
- A positive relationship with parents, law enforcement, and the overall community

Communities benefit from:

- Safer environments for pedestrians and motorists
- A spirit of volunteerism and civic-mindedness
- A positive collaboration between students, parents, schools, and law enforcement



Partnerships

The most effective patrol programs come from a strong partnership between AAA, schools, Parent Teacher Associations, law enforcement, and the community.

The role of AAA:

- Sponsorship
- Traffic Safety Education and awareness presentations
- Public outreach and recognition
- Source for resources, such as equipment
- Source of patrol guidelines

The role of the school:

- Supervisors are responsible for implementation of school safety patrols in elementary schools within their school system.
- Principals appoint teachers to serve as patrol supervisors
- Area patrol supervisors meet to exchange best practices

The role of the Parent Teacher Association (where applicable):

- Support of the school's patrol program, including recognition programs
- Sponsors equipment and training
- Liaison between the school and the community

The role of law enforcement:

- Advisor to the program
- Advocate on behalf of the patrol to motorists and the community
- Contribute to training and development of patrols

The role of the community:

- Civic organizations may provide recognition and community awareness programs
- These organizations could include
 - Police auxiliary
 - Women's clubs
 - School booster clubs
 - American Legion posts
 - Other safety or civic groups



Concerns

Safety of Patrols

The safety of Patrols should be achieved through training on traffic safety, operation, and the responsibilities of each post; dedicated adult supervision; and regular inspections help protect safety patrols.

To remain safe on duty, patrol members must remain at their assigned posts and always properly display their belts and badges.

Patrollers are trained to seek adult help in the following examples of specific traffic situations:

- Parked cars blocking the view of an intersection
- Parked cars blocking school bus stop or student loading or unloading zone
- Failure of motorists to obey traffic control device
- Suspicious activity by adult or older students
- Vehicles turning at T-intersections
- Wrong-way traffic on one-way streets
- Emergencies and injuries
- Electrical wires down near the patrol post
- Domestic or wild animal threats
- Student fights
- Emergency vehicle response near the post.
- Any situation beyond the realm of the daily operation of duties at a patrol post



Concerns (continued)

"Stranger Danger"

Patrol members are trained to report problems with strangers to the patrol supervisor, teachers, parents, and/or law enforcement. These "Stranger Danger" precautions are part of patrol training:

Patrol members should be trained to never:

- Approach cars or allow other students to approach unknown motorists
- Accept candy or presents from strangers
- Help strangers with directions or search for a lost pet
- Allow their photos to be taken
- Divulge their name, address, phone number, or other family information

Patrol members are trained to seek immediate help if:

- They encounter someone who appears to be under the influence of drugs or alcohol
- They become suspicious of the behavior of older students or adults
- They are followed

Patrol members learn that if they are grabbed by a stranger, they should make as much noise as possible.



Securing Official School Authorization

Before school principals institute the AAA School Safety Patrol program, they must obtain approval from the school superintendent or school board.

The approval process will vary according to community and school system requirements. In some cases, principals may seek support for the program from community organizations.

Although most superintendents are familiar with patrols in general, they may not understand the details of operation.

To gain support in the community and in the school system, a principal introducing a patrol should be prepared to:

- Identify community needs
- Present the patrol's objectives
- Explain operational requirements
- Outline available resources that will support the program

Limiting Liability

- Create a statement of purpose that outlines the objectives of a school safety patrol program
- Grant authority to principals or supervisors of safety education or transportation to maintain safety patrols and establish rules and regulations for their supervision
- Limit the age group from which patrols may be selected and determine any exclusions from participation, such as health concerns
- Extend the same protection to the school safety patrol, supervisors, and those involved in the program that applies to other student volunteer programs
- Provide guidelines to ensure consistency between patrol programs so students benefit equally from participation
- Each school should develop a policy regarding times when school safety patrollers should not be on post due to inclement weather



Determining Patrol Size

Schools should work with the traffic engineering agency in their area to make the proper determinations regarding the number of patrols that should be assigned at various intersections. A traffic specialist can provide traffic data, conduct traffic studies, evaluate information about the school and help to implement safety procedures for students walking to and from school. The analysis can be used to plan school safety patrol posts where they can operate satisfactorily, keeping in mind the age and developmental nature of Patrol membership. Busy crossings require more than one Patrol member. Occasionally it will be found best NOT to use the same crossing place to-school pupil traffic as is used for from-school traffic, because of changes in traffic volumes and direction at different times of day.

Selecting the Patrol Supervisor

The School Safety Patrol Supervisor is a responsible adult, typically a teacher, appointed by the school principal to oversee the patrol. More than any other individual, the School Safety Patrol Supervisor determines the success of the program.

The ideal supervisor demonstrates:

- A strong belief in the value of the program
- Knowledge of traffic safety
- Leadership
- Organizational skills
- People skills, including the ability to share praise and constructive criticism
- Ability to inspire confidence and respect
- Dependability
- Ability to establish rapport with students, school leaders, the community, and law enforcement

Supervisor duties include:

- Serving as the source of information on all aspects of the program
- Selecting patrol members and assigning duties
- Training all patrol members, including officers
- Supervising all patrol operations
- Conducting training sessions, reviews, and administrative meetings
- Advising all adult sponsoring committees on the patrol's activities



Selecting Patrol Members

AAA encourages the formation of a patrol force that is just large enough to fulfill the needs of the school. Coordination is much easier with a smaller group. After determining the optimum size of the patrol a school needs, choose members based on demonstrated:

- Leadership
- Maturity
- Reliability
- Ability to follow rules
- Punctuality
- Health (or ability to perform duties)
- Interest in traffic safety
- Sound judgment
- Good attendance record
- Courtesy
- Respect for classmates and others
- Desire to help others

Select reserve patrol members to ensure trained patrol members are available at all times.



Selection of Intersections

In selecting intersections for posts, gather recommendations from:

- School personnel
- Law enforcement
- Bus drivers
- Area businesses
- PTA officials

Review coverage annually. New roads or subdivisions and changes in bus or walking patterns may change patrol needs.

Assign patrol posts based on:

- Intersections near the school
- The side of the street from which students approach
- Traffic direction and density
- Nearness of the post to patrol member's home

Parental Permission

Students must have permission from parents or guardians to participate in the patrol program.

When they understand the educational value, service, and character-building aspects of the program, most parents are proud to give their permission for participation.

AAA can provide a special consent form which explains the aims, objectives, and operation of the AAA School Safety Patrol. This standard form also contains the membership application and pledge taken by patrol members.



Training

Thorough training is an absolute requirement. Training may take place in school or special summer camps.

Trainers can be the Patrol Supervisor, a AAA representative, or a law enforcement officer.

When possible, train new patrol members for the upcoming year before the end of the prior year. Schedule refresher training for both new and veteran members should be provided before the school year begins.

Information to cover in your training:

- Fundamentals of traffic safety
- Duties of each patrol post
- Identifying sufficient gaps in traffic to allow safe crossing
- Special hazards
- Dealing with pedestrians
- School bus safety procedures
- Safety procedures on school grounds
- Maintaining records (for officers)

School training may be conducted as:

- Classes
- On-the-job personal direction
- Written guidelines and oral or written quizzes
- Joint clinics held in cooperation with other schools and involving new and veteran members
- Viewing of training videos from the local AAA club or AAA Foundation for Traffic Safety followed by discussion
- Diagramming a duty corner and highlighting hazards and a patrol plan for the specific crossing
- School bus drills

Training methods can be used individually or in combination.

Because officers take on more responsibility and have more complex duties, most schools provide additional training for incoming officers.

Some communities schedule a Patrol Member Training Camp over summer vacation. This camp may be open to all patrol members or officers.



Training (continued)

Camps are ideally scheduled just before school reopens so the training is fresh in the minds of patrol members on the first day of school.

Camps combine traffic safety education with fun activities. Classes may be taught by law enforcement, safety experts, and representatives from your local AAA club. Veteran patrol members also may lead discussion sessions or conduct role-playing exercises.

Most camps end with an exam and “graduation” ceremony in which successful trainees receive certificates, pins, and a training camp T-shirt.

Civic organizations and PTAs may cover fees for training camps.



Installation

A formal installation ceremony instills pride and reinforces the importance of your patrol's service to the school and community.

Many schools make the installation part of a school assembly or PTA meeting. Some schools broadcast their installation ceremony on educational or public Television. Your school district's information officer may help you promote your ceremony.

Consider inviting the mayor, city official, school officer, a representative from law enforcement or AAA. Your visiting dignitary may be invited to lead the pledge and present badges.

Reciting the AAA School Safety Patrol Pledge (see appendix), or creating your own school-specific pledge, is an easy but powerful way to create a spirit of shared responsibility and teamwork.

AAA can provide a safety patrol ID card (see appendix) that includes the standard pledge. These cards can be presented at installation, along with badges, belts and other equipment.



Officer Selection

The Patrol Supervisor selects officers. The supervisor may do this individually or by supervising an election by patrol members. Officers generally serve for one semester.

Typically, a patrol has a captain, lieutenant, and a sergeant. The size of the patrol unit determines the number of officers needed. Patrol officers take on additional responsibility and help lead activities. Officers also must be trained to substitute for any post. One of the lieutenants becomes acting captain when the captain is not available for duty.

Encourage officers to rely upon respect and cooperation, rather than authority. Specific officer duties are outlined later in the manual.

Officer Duties

Captains are responsible for:

- Preparing reports for the Patrol Supervisor
- Proposing the agenda for patrol meetings
- Assigning posts
- Monitoring patrol performance
- Presenting safety talks to younger classes
- Enforcing all patrol rules
- Ensuring patrol members maintain and wear belts and badges
- Arranging for substitutes as needed
- Maintaining the Captain's Record Book

Lieutenants are responsible for:

- Acting for the captain, as assigned
- Assisting the captain in checking posts and buses
- Contributing to operational reports
- Filling in for absent patrol members

The Sergeant is responsible for:

- Acting as unit secretary
- Maintaining the patrol bulletin board
- Inventorying equipment and recommending repairs, replacements, and acquisitions



Length of Service

AAA recommends that schools appoint a set number of patrols to serve all year with a selection of alternates to fill in when regular members are absent. Assign only the necessary number of patrols to a single post.

Being a school safety patrol should be considered “special”. Do not make everyone in the class a patrol. This dilutes the special feeling of being selected a patrol and seriously limits resources.



Equipment

The two identifying pieces of equipment for safety patrol members are:

- Official patrol belts
- Badges pinned to the shoulder strap of the belt at chest level

Schools also may provide additional equipment, such as ponchos, caps, and flags.

Assigned equipment should be documented. Officers must maintain a roster with each patrol member's name and a notation of equipment provided to them.

Please contact your local AAA club for specific ordering information.

Equipment: Care

Each patrol member must wear a belt and badge when on duty. Assign a sergeant to see that patrol members are accountable for the care of equipment assigned to them. It is the sergeant's responsibility to keep a daily record of the condition of this school property.

Equipment includes:

- | | | |
|----------|---------|-----------|
| • Belts | • Flags | • Ponchos |
| • Badges | • Caps | |

The sergeant responsible for equipment works with the captain and patrol sponsor to order replacement equipment. Equipment which is lost or misplaced must be replaced. Worn out equipment should be destroyed.

Encourage students to refer to the Patrol Member Handbook for proper wear and care of Patrol equipment.

Note: AAA has studied roadside visibility issues and is researching ways to improve existing equipment to increase the visibility of AAA School Safety Patrols to approaching motorists.



Daily Operations

Schools should distribute the list of patrollers to staff and train patrol members to leave their classes quietly and report to an assigned patrol assembly point.

The patrol captain or lieutenant:

- Takes attendance
- Ensures that all members are wearing their belts and badges
- Verifies that all posts are covered.
- Reminds patrol members to walk quietly and carefully to their posts

Mechanics of the Street Patrol

“Mechanics” are defined as the process, moves, and maneuvers of a patroller on duty. The basic mechanics are:

- Arrive at your post early
- Determine how to judge a safe gap for your posted position
- Take a position at least one step back from the curb (or edge of the street), arms down at a 45 degree angle, palms facing back
- Check all directions for traffic
- Keep students a safe distance from traffic
- Keep arms and palms positioned to hold all students from traffic until there is a safe gap
- Never allow students to walk in front of a car that stops to allow them to cross
- Step aside and motion students across the street
- Continue to monitor traffic, when the safe gap ends, cut the flow of students

A patrol member should only step into the street far enough to see around an obstruction.



Determining the Gap

The first important duty of patrol members is to determine a safe gap in traffic. The patrol captain or supervisor will assist patrol members in determining when there is a break in traffic that will allow students to safely cross the street.

To determine a safe gap, patrol members judge:

- Speed of vehicles
- Traffic volume
- Road and weather conditions
- Number of lanes of traffic
- Time required for small children to cross the street

To establish a safe gap:

- Walk across the street at normal speed when there is no traffic
- Count the seconds to cross safely and add five seconds to allow for students who start across later than the lead student
- Pick a fixed point - such as a mailbox or signpost - about 1000 feet from the student crossing point
- When a vehicle passes this point, count the seconds until the vehicle reaches the crossing

Patrol members must pay attention to parked cars that may enter traffic, and vehicles that may come from driveways or alleys.

To determine gaps at intersections with signals:

- On average, it takes 10 seconds for a child to cross
- If the signal remains green for 30 seconds, count 20 seconds, then stop students from crossing until the next green light

Record Keeping

AAA provides two resources that help captains standardize recordkeeping: the Captain's Record Book and the Monthly Patrol Record Form.

The Captain maintains the Captain's Record Book. Patrol records should cover:

- Daily attendance
- Number of times a patrol member is late
- Number of times a patrol member fails to wear proper equipment



Meetings

Procedures

Schedule meetings twice a month. At least once a month, the school safety officer should attend. It also may be appropriate to invite the principal, police, adult crossing guards and bus drivers.

When conducting a meeting, follow parliamentary procedure, which is a set of widely accepted rules that give meetings structure and order. Procedure books such as the popular, *Robert's Rules of Order* can be found in local public libraries.

The Patrol Captain presides at all meetings. The Lieutenant presides in the Captain's absence.

Patrol members wear belts and badges to meetings.

Agenda

Patrol officers should plan an agenda focused on both old and new patrol business.

Below is a sample agenda, incorporating parliamentary procedure:

- Call to order
- Pledge of Allegiance
- Roll call and inspection
- Secretary reads minutes of previous meeting
- Captain corrects or approves minutes
- Old business from previous meeting completed
- New business discussed
- Contributions from guests
- Training
- Captain requests motion to adjourn
- Captain asks for motion to be seconded
- Captain states the motion and asks for "ayes" and "nays"
- Captain officially adjourns the meeting (and may announce time and date of next meeting)



Meetings (continued)

Minutes

The secretary records meetings in a consistent format. A completed set of minutes is signed by the secretary and becomes part of the official record of the patrol.

Elements which must be in the minutes:

- School name
- Date and time of meeting
- Attendance
- Results of inspection
- Summary of old business
- Summary of new business
- Additional comments/contributions from guests (such as police officers, principals)
- Additional information (for example, training or recognition)
- Time meeting was dismissed

The secretary signs meeting minutes before turning them in to the captain.

Supervision

Overall responsibility for the patrol rests with the Patrol Supervisor.

On a daily basis, the Captain assigns posts, enforces rules, arranges for substitutes, and maintains discipline.

The Captain is assisted by Lieutenants and a Sergeant.



Role of Patrol at Signalized Intersections

Only police officers or adult crossing guards can stop vehicles. Patrol members have specific duties based on their posts.

Duties of patrol members:

- Stand on the sidewalk, at least one step back from the curb and midway between crosswalk lines
- Watch traffic flow and children approaching
- At red lights, signal students not to enter the intersection by holding arms down at 45-degree angle to the body
- At green lights, determine all approaching traffic has stopped before allowing students to cross
- Check traffic in all directions for a suitable gap and then permit children to cross
- Before the light changes back to red, return to the outstretched arms position to prevent children from being caught in the middle of the intersection

Bus Loading and Unloading

Bus stop patrol is an important duty. Students often arrive at bus stops early and may not pay attention to traffic while waiting.

School officials should encourage students to arrive no earlier than 10 minutes before the bus is scheduled to arrive. The school also should designate a waiting area away from the road.

The bus stop patrol:

- Keeps students out of the street and away from traffic
- Lines students up for boarding when the bus arrives
- Assists small students in boarding the bus
- Checks the bus stop to ensure no belongings are left behind
- If a school bus must be evacuated, safety patrols may assist bus drivers.
If a bus driver is incapacitated, the patrol may direct the evacuation.



On the Bus

Assign one to three patrol members to a bus. They remain seated when the bus is moving.

Front patrol members sit in the right front seat of the bus and:

- Disembark at all regular stops to assist students entering and leaving the bus
- Assist the driver in keeping objects out of the aisles
- Remind students to keep heads and arms inside the bus
- Reaffirm the track is clear at railroad crossings

Middle patrol members sit in the middle of the bus and:

- Monitor student noise and behavior
- Keep students seated and aisles clear
- Remind students to keep arms and heads inside the bus
- Assist loading and unloading

Rear patrol members sit near the back emergency door and:

- Check the bus for articles left behind by students
- Operate the rear emergency door in case of emergency

Note: Bus Patrol members are typically students from the first bus stops in the morning and the last bus stops in the evening that provide assistance to the bus driver for the entire route.

Carpools

Some schools place patrols at pick-up and drop-off spots in front of the school to protect carpoolers.

Patrol members assigned to these positions:

- Help students enter and exit vehicles safely
- Assist small children and students whose arms are full
- Monitor students and keep them on the sidewalk until traffic has stopped
- Direct students to proceed in an orderly fashion from the parking lot to the school



Reporting Dangerous Practices

Part of the pledge school patrollers take is a promise to “report dangerous student practices.” Just what are those practices? A dangerous practice endangers students.

When a patrol member observes a dangerous practice they should:

- Politely explain the risk to the offender (if it is another student)
- Seek an adult if the behavior continues
- Only touch another student in an emergency
- Report dangerous situations to a patrol officer or Patrol Supervisor for follow-up

If another patrol member is involved in a dangerous practice, this should be reported to the Patrol Supervisor. Individual school system guidelines should be in place to handle such disciplinary actions, including probation, suspension and dismissal.

Role of Police

In many communities, law enforcement officers work directly with patrols. They serve as safety patrol coordinators who contribute to operations, training, and development.

Law enforcement can make an important contribution to the success of your patrol program, including:

- Promoting motorist awareness of patrols
- Promoting community respect for patrols
- Contributing to patrol training

Only police officers and adult crossing guards can stop vehicles.



Role of Adult Crossing Guards

Adult crossing guards may be assigned to high-traffic areas. They can help create safe gaps in traffic, control turning traffic, and assist large groups of children crossing busy intersections. They are typically community employees supervised by law enforcement.

Adult crossing guards are typically assigned to:

- High-traffic streets with safe gaps more than a minute apart
- Signalized intersections where turning automobiles are a hazard
- Crossings near schools with a high volume of walking students
- Locations where 85 percent of the traffic speed exceeds the speed limit
- Areas of reduced visibility
- School districts with inadequate school route plans
- Locations beyond the capability of student patrols

Patrols can be deployed to assist an Adult Crossing Guard. This is particularly useful at wide crossings or locations with heavy pedestrian volumes. The adult crossing guard and the police will establish procedures consistent with guidelines for patrol deployment described in this manual.



School Support

The more importance and visibility the school gives to the AAA School Safety Patrol, the more the potential benefit. The program deserves recognition as:

- A safety measure
- A character-building program
- As a leadership development program
- Citizenship and volunteerism in action
- A real-world “lab” that teaches life skills such as teamwork, responsibility, problem-solving, and effective communication
- Means to enhance rapport between students and authority figures (school officers, law enforcement)
- A program that creates positive role models for younger students
- An opportunity for students to learn about traffic safety and the rules of interfacing with traffic

Schools should encourage teachers to participate, involve the PTA and community groups, and make the recognition of the contribution made by the AAA School Safety Patrol a priority.

Fundraising

Schools across the country have raised funds for their school safety patrols by:

- Hosting a movie for students and selling popcorn
- Holding a bake sale
- Contacting fundraising companies that provide sale items
- Creating buttons or stickers for a small cost
- Offering a gift-wrapping service at the holidays
- Car washes
- Collecting recyclables
- Setting up a compost heap “fed” by classrooms and the cafeteria each day. Sell bags of fertilizer in the spring
- Obtaining plants or seedlings from the parks department and selling them to the community
- Setting up a booth at a town street fair or similar community celebration and providing face-painting or simple goods or services
- Holding a safety fair and inviting AAA, the Red Cross and other safety organizations to participate
- Challenging students to a walk-a-thon, bike-a-thon (with helmets!) or bowl-a-thon and asking sponsors to pledge contributions



Discipline

Patrol members must understand there are serious consequences for breaking rules. Most patrols maintain discipline with a merit/demerit system. Parents should be advised prior to any disciplinary action.

Merit points are awarded for:

- Work in addition to regular duty
- Conducting safety talks to classes
- Making constructive suggestions
- Additional contributions to teamwork

Demerit points are awarded for:

- Attempting to direct traffic
- Leaving the sidewalk
- Allowing children to cross without ensuring the way is clear
- Leaving their post without permission
- Being tardy or absent without an acceptable reason
- Behavior unbecoming a patroller
- Arriving for duty without badge or belt
- Breaking safety rules
- Disobedience

By accumulating merit points, a patrol member may earn more important assignments. Accumulating demerits may result in suspension or dismissal from the patrol.



Morale Building

A key duty of the Patrol Supervisor is to maintain enthusiasm and commitment to the program. Attention by the school and ownership by students keep morale high.

It is important for schools to recognize the educational value and service of the entire school patrol.

Many schools recognize this service with certificates of appreciation, merit pins, and thank-yous to the school patrol in school newsletters and Web sites.

Schools also may ask area businesses for small contributions, such as gift certificates or coupons for patrol members. Examples of gifts may include inexpensive raincoats or watches, or catering for a recognition luncheon or dinner.

Activities that may be introduced to build Safety Patrol pride and morale include:

- Reserving a section of the school newsletter or school web site for safety patrol news
- Assigning a display or bulletin board to the patrol
- Writing personalized notes of appreciation to parents
- Introducing and thanking the patrol at assembly
- Involving the student council in recognition activities
- Creating a safety patrol honor guard
- Hosting an annual patrol luncheon or dinner
- Proclaiming AAA School Safety Patrol Day or Patrol Appreciation Day at a local attraction
- Promoting a friendly sporting competition between neighboring patrols
- Establishing a special weekly play period for patrol members
- Offering refreshments such as hot chocolate or ice cream to patrol members
- Hosting special events such as pizza parties, movie outings, sporting events, or end-of-year picnics



Recognition Programs

AAA makes available award certificates and a pin that can be presented at school assemblies or celebrations. Contact your local AAA Club for details.

Certificates of Merit are available for students who satisfactorily complete service as a patrol member.

Service Pin in silver is available for outstanding service while a patrol member.

There are two national awards programs to recognize the efforts of AAA School Safety Patrollers: The Lifesaving Award Medal and the National Patroller of the Year.

Lifesaving Award Medal

In 1949, AAA held the first Lifesaving Medal Awards to recognize those Safety Patrollers who while on duty saved a life or prevented the injury of a fellow student. As we approach 2005, over 380 students have been presented with prestigious honor.

The Lifesaving Medal is awarded by an independent review board to a member of any authorized School Safety Patrol when there is conclusive proof that:

1. The life of the person saved was in imminent danger;
2. The act was performed while the patrol member was on duty, going to or from a duty post, or while on duty as a bus patrol member;
3. No negligence on the part of the patrol member caused or contributed to the person rescued being in danger.

The AAA Lifesaving Medal has been presented by U.S. Presidents Ford, Johnson, Kennedy and Eisenhower; Vice Presidents Mondale, Humphrey, Nixon and Barkley; First Lady Mamie Eisenhower; justices of the U.S. Supreme Court; cabinet officials; and other dignitaries.



Recognition Programs (continued)

National Patroller of the Year

In 2002, AAA introduced the National Patroller of the Year Award to recognize the patroller that best exemplifies leadership qualities and performs their duties effectively and responsibly, without incident. The National Patroller of the Year is selected from the field of Club Patrollers of the Year that our nominated by local AAA clubs.

School Safety Patrol advisers may nominate one current-year patrol member with the following qualifications. The candidate must:

- Be enrolled in the highest participating grade level of the School Safety Patrol
- Demonstrate leadership qualities, safety skills, school involvement, and citizenship/volunteerism
- Value the patrol experience

Contact your local AAA Club for details



Resources

School's Open Drive Safely

For more than 50 years, AAA has sponsored the School's Open – Drive Safely campaign.

The goal of this awareness campaign is to reduce the number of traffic crashes involving school-age pedestrians and school bus riders by reminding drivers to be extra-cautious.

Participating schools may obtain colorful posters for display and other "School's Open" items. Contact your local AAA Club for details.

Best Route to School

Safety experts at AAA have developed 10 rules that help parents and children determine the Best Route to School. Use the following tips to aid AAA School Safety Patrols in the promotion of safe walking practices to fellow students:

- *Walk on sidewalks:* Watch out for cars pulling into, and backing out of driveways
- *Walk on the left facing traffic if there are no sidewalks:* Staying to the left allows you to watch oncoming traffic and get out of the way if necessary
- *Cross only at corners:* Avoid the dangerous practice of "jaywalking." Cross at an intersection controlled by a traffic light wherever possible
- *Stop and look all ways before crossing:* If there's no traffic light, wait until oncoming cars are at least a block away before crossing
- *Watch For Turning Cars:* Children sometimes forget to look and unintentionally walk into the side of a turning vehicle
- *Continue to look left, right and left again as you cross:* It's easy to miss an oncoming car
- *Never cross between parked cars:* It's almost impossible for drivers to see youngsters who enter the roadway from between parked cars
- *Play away from traffic:* Playgrounds, schoolyards and your own backyard are the safest places to play
- *Be especially alert in bad weather:* Rain, snow, fog and even umbrellas can obstruct vision. Also, drivers may be unable to stop quickly. Children should wear brightly colored and retro-reflective clothing
- *Obey police officers, adult crossing guards, AAA Safety Patrol members, and traffic signals:* These "safety guardians" can greatly enhance a child's safety when going to and from school



Resources (continued)

Check with your local AAA club for safety patrol equipment, materials, and awards to support your AAA School Safety Patrol Program. Available materials may include:

Printed Materials, Guides and Forms

- Handbooks
- Brochures
- Manuals
- Captain's Record Book
- Policies and Practices

Recognition Awards

- Certificates
- Patches
- Pins

Patrol Equipment

- Belts
- Badges
- Patrol Hats
- Ponchos
- Flags



Top Tips

- Solicit contributions and expertise from Parent Teacher Associations or Parent Teacher Organizations, bus drivers, teachers, traffic and safety experts, and law enforcement
- Dedicate a section of the school newsletter or Web site to school safety patrol news and highlight a patrol member each month
- Encourage communication between patrols by arranging get-togethers, such as shared training or recognition events
- Reward patrol members with ice cream, hot chocolate, or a meal hosted by Parent Teacher Associations or Parent Teacher Organizations
- Dedicate an exhibit case or bulletin board to school safety patrol information; including a map with posts identified. Add a photo of the patrol member assigned to each post
- Write a thank-you note to the members of your school safety patrol and their parents



How to begin a AAA School Safety Patrol

Quick Reference Checklist

- Contact your local AAA Club
- Develop partnerships with the School, AAA, PTA, Law enforcement, and the community
- Secure official school authorization
- Establish policies and procedures
- Select Patrol Supervisor
- Select Patrol Members and obtain parental permission
- Select posts and intersections for duty
- Train Patrol Members on equipment care, procedures and standards
- Select officers
- Assign duties and posts
- School announcements
- Installation of Patrol



Traffic Safety Programs