

# Vermont SRTS School Travel Plan

## Browns River Middle School

### Underhill ID School



May 2014



## 1. Introduction

Browns River Middle School and Underhill ID School are committed to ensuring that all our students can utilize *physically active transportation*, such as walking and bicycling, for a safe and enjoyable trip to school. This school travel plan aims to address the issues that impede active transportation and seeks to strategically solve these problems by implementing a Safe Routes to School program.

Our community is motivated to pursue Safe Routes to School Because we:

- Highly value student physical activity and health.
- Wish to improve unsafe or insufficient walkways, bikeways, and crossings.
- Are committed to reducing speeding and reckless driving near school(s).
- Want to improve the air quality and reduce fuel consumption around our school(s)

## 2. The Safe Routes to School Team

We believe that a diverse Safe Routes to School team develops the most successful School Travel Plans. Our Team is comprised of a variety of stakeholders, each lending their own unique perspective and expertise in order to make walking and bicycling to school more safe, accessible and fun for our students.

The members of our team include

Name	Kevin Hamilton	Affiliation	BRMS Principal
Name	David Wells	Affiliation	UID Principal
Name	Heidi Klein	Affiliation	Parent SRTS Champion
Name	Gretchen Daly	Affiliation	Parent SRTS Champion/PTO
Name	Suzanne McDevitt	Affiliation	BRMS Teacher/Staff Champion
Name	Todd Odit	Affiliation	Jericho Town Administrator
Name	Jennifer Murray	Affiliation	Jericho Town Planner
Name	Doug Parker	Affiliation	BRMS Parent Champion

## 3. The Public Input Process

Our Team worked to include the entire community in developing our School Travel Plan.

To accomplish this, we:

- administered parent surveys
- conducted a community walking/bicycling audit
- incorporated our town's existing bike or pedestrian plan recommendations
- conducted engineering studies

Some highlights of our public input activities included: **SRTS efforts draw off of AARP liveable community coalition building grant. Grant included community meetings, walking audits, and feasibility study of bike and pedestrian improvements.**

**4. Description of School (s)**

Our School Travel Plan addresses the needs of (check only one):

- |   |  |
|---|--|
| <input type="checkbox"/> an individual school | <input checked="" type="checkbox"/> multiple schools include proximity (2 miles or less) |
| <input type="checkbox"/> a school district    | <input type="checkbox"/> a city/municipality   |
| <input type="checkbox"/> a county             | <input type="checkbox"/> a region (please describe) _____                                |
| <input type="checkbox"/> statewide            | <input type="checkbox"/> other _____   |

Note: For plans serving multiple schools, all remaining sections of the School Travel Plan should address all schools collectively, using aggregate information.

The school(s) included in our School Travel Plan is/are (include partnership levels):  
**Browns River Middle School (Silver-level Partner) and Underhill ID School (Silver-level Partner)**

**5. School Demographics**

Our student demographic information includes:

Browns River Middle School:

12% Free/Reduced Lunch

<1% ESL Students

18.5% Students with Disabilities (IEP: 12%, 504: 6.5%)

Underhill ID School:

3% Free/Reduced Lunch

16.07% ESL Students

3.9% Students with Disabilities

## 6. Current School Travel Environment

The following was collected using the student travel tally conducted the week of September 24, 2012. This is how our students travel to and from school:

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
UID	2%	2%	45%	49%	1%	0%	0.5%
BRMS	5%	2%	51%	43%	0%	0%	0%

These are the distances our students live from school:

School	Total Students Geocoded	# students within 2 miles	% students within 2 miles	#students within 1 mile	% students within 1 mile
BRMS	415	92	22%	56	13%
UID	113	103	<b>91%</b>	67	<b>59%</b>
Combined	528	195	37%	123	23%

We have the following supports or activities in place during student travel times (check each that applies):

- |   |  |
|---|--|
| <input type="checkbox"/> crossing guards            | <input type="checkbox"/> student patrol                                    |
| <input type="checkbox"/> parent patrol              | <input checked="" type="checkbox"/> staff presence during drop-off/pick-up |
| <input type="checkbox"/> Walking School Bus         | <input type="checkbox"/> Bike Train  |
| <input type="checkbox"/> police department support  | <input type="checkbox"/> crime or violence prevention program              |
| <input type="checkbox"/> Neighborhood Watch program | <input type="checkbox"/> school traffic safety plan                        |
| <input type="checkbox"/> Other _____                |  |

Our school arrival procedures:

Arrival plan is the same no matter how the student gets to school. They are dropped off or arrive at the front entrance - buses use the bus lane. Students are greeted at the school entrance by staff.

Our school dismissal procedures:

For pedestrians & bicyclists	Walkers and bicyclists are dismissed at the second bell
For school buses	Bus students are dismissed at the bell that sounds closest to the time of their bus run. Designated staff waits outside to supervise the bus lines.
For carpools	Students who get rides in carpools or as a single rider in a private vehicle can be picked up in front of school or in the parking lot.
For private vehicle drop-off/pick-up	

For teachers and staff

There are no special procedures for staff arrival and dismissal.

Our school  (does)  (does not) provide bus service to students.  
Bus service is provided to all children

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

Supervised walking school buses (3) organized for Walk to School Day events each month (the first Friday of each month) and lead by parents and staff members

## 7. Barriers to Active Transportation

We have identified and prioritized the following barriers to walking and bicycling to school (check each that applies, and circle its importance as 'high', 'medium', or 'low'):

- Distance** (high) (medium) (low)
- Convenience of driving** (high) (medium) (low)
- Time** (high) (medium) (low)
- Child's before and after-school activities** (high) (medium) (low)
- Speed along traffic route** (high) (medium) (low)
- Amount of traffic along route** (high) (medium) (low)
- Adults to walk or bike with** (high) (medium) (low)
- Sidewalks or pathways** (high) (medium) (low)
- Safety of intersections and crossings** (high) (medium) (low)
- Crossing guards** (high) (medium) (low)
- Violence or crime** (high) (medium) (low)
- Weather or climate** (high) (medium) (low)
- Other** Gaps in pedestrian accommodations on route 15. Including lack of sidewalks and unsafe crossings (high) (medium) (low)

This information was captured in our parent surveys.  
Date Parent Survey was administered in September 2012.

Following is some detail regarding each specific barrier we have identified, including locations and characteristics of specific situations:

**See Appendix B: Location-Specific Engineering Recommendations**

## 8. Traffic Counts

Below are the traffic counts that have been taken around our school:

N/A

Location	ADT Counts	Classification	Speed Limit	Average	85 <sup>th</sup> Percentile
River Road	3,500 VPD	Class 2	25 mph	Eastbound: 37mph Westbound: 36mph	Eastbound: 42mph Westbound: 43mph
Route 15	North of River Rd and South of Park Street: 11,400 VPD	State Highway	35 mph	36 mph	Northbound: 42mph Southbound: 41mph
Dickenson Road	100 VPD*	Class 3*	25 mph*		

\*Numbers sourced from the 2010 Dickinson Street Scoping Study. Remaining numbers were sourced from the VT 15 2014 SRTS/Bicycle Pedestrian Scoping Study

## 9. Creating Solutions

### Goals

Our primary goal(s) for active school transportation are to:

- Increase the number of students walking and bicycling to school;
- Improve the safety walking and bicycling routes to school.

### Strategies

We have identified strategies involving the 5 “E’s” of Safe Routes to School to address the barriers to walking and bicycling in our community and to achieve our stated goals.

**We have selected at least one strategy from each of the categories of Education, Encouragement, Enforcement and Evaluation,** in addition to any Engineering strategies that are indicated. The strategies we are working on include:

Following is a brief explanation of each of our proposed education activities:

#### a. Education Strategies (check at least one)

- teach pedestrian and bicycle safety skills to students and parents
- organize a Bicycle Safety Fair or training course to teach on-bike skills
- teach personal safety skills to students and parents
- teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents
- educate parents and caregivers about safe driving procedures at the school
- train school and community audiences about Safe Routes to School
- Other \_\_\_\_\_

Following is a brief explanation of each of our proposed encouragement activities:

**b. Encouragement Strategies (check at least one)**

- start a Walking School Bus program
- start a Bike Train program
- host International Walk to School Day or Vermont Walk to School Day
- initiate a walking/biking mileage club or other contest
- create a park-and-walk program
- promote Safe Routes to School in the community
- initiate an incentive program for safe travel behaviors among students
- host monthly walk and bike to school day events
- host weekly walk and bike to school days
- Other \_\_\_\_\_

Following is a brief explanation of each of our proposed enforcement activities:

**c. Enforcement Strategies (check at least one)**

- create a crossing guard training program
- create a parent or student patrol program
- lower speed limits in school vicinity
- utilize speed feedback trailers or signs
- conduct increased warning and ticketing efforts that target motorist
- start a Neighborhood Watch/Block Captain initiative
- conduct a community safe driving awareness campaign
- Other \_\_\_\_\_

Following is a brief explanation of each of our proposed engineering activities:

**d. Engineering Strategies within 2 miles of schools (check each that applies)**

- construct, replace, improve or repair sidewalks
- create on-street bicycle facilities (bike lanes, widened shoulders, etc.)
- build off-street walking/biking paths
- install street crossing improvements (crosswalks, curb extensions, median

refuges, raised crossings, pedestrian bridges or tunnels)

- install new or improved lighting for walkways or bikeways
- install new or improved signage (school zone, speed limits, crosswalk)
- install new or improved pavement markings or legends
- make existing walkways accessible to disabled students
- install bike parking near schools (bike racks, bike lockers, covered shelters)
- install traffic calming or speed reduction measures (curb extensions, speed humps, traffic circles, raised crosswalks, narrowing lanes, street closures)
- install traffic control devices (traffic signals, pedestrian signals, flashing beacons)
- design pick-up and drop-off procedures to increase safety and access
- divert traffic away from school zone or designated routes
- winter maintenance to keep walk and bike routes clear
- Other \_\_\_\_\_
- engineering strategies are not indicated at this time for our community.

Following is a brief explanation of each of our proposed evaluation activities:

**e. Evaluation Strategies (check at least one)**

To gauge the success of our efforts, we collected data both before and after implementing our strategies. We are measuring the impact of our school travel plan by (check at least one):

- conducting the student tally (measure mode change among students)
- conducting the parent survey (measuring parent/guardian perceptions)
- conducting traffic counts
- conducting bicycle and pedestrian counts
- obtaining planning services for expanding or improving an existing SRTS plan
- we have developed additional safety evaluation measures that include:

Evaluation Method	"Before" Measure and Date Collected
Use student tally to count number of walking and bicycling students at both BRMS and Underhill ID	Date(s): % Walking: 4.0% % Bicycling: 2.0%
Measure parent perceptions of safety using parent survey	Date: Top 3 concerns: 1) Speed of Traffic Along Route - 94% 2) Amount of Traffic Along Route - 85% 3) Safety of Intersections and Crossings - 68%

**10.Improvements Mapping**

See Appendix A: Underhill ID/Browns River Middle School Infrastructure Location Key

## 11. The Action Plan

The Safe Routes to School Team is committed to realizing our vision for a safe, enjoyable and accessible walking and bicycling environment for our students. We will utilize the following Action Plan to keep our efforts focused and on track:

<b>PROPOSED SOLUTIONS FOR THE FIVE Es</b>		
<b>Education Actions</b>	<b>Responsibility</b>	<b>Time Frame</b>
Educate Students on Bike/Pedestrian Safety	PE Teachers	September, May
Share information about SRTS with parents, teachers, and greater community	Principals	Ongoing
<b>Engineering Actions</b>	<b>Responsibility</b>	<b>Time Frame</b>
Complete Walking Audit	SRTS Team	September
ID/Prioritize areas of Concern	SRTS Team	October
Put together SRTS Grant Application	SRTS Team	October
<b>Enforcement Actions</b>	<b>Responsibility</b>	<b>Time Frame</b>
Request speed feedback trailer	Principals	September, May
Work with local police to ID unsafe behaviors	SRTS Team	ongoing
<b>Evaluation Actions</b>	<b>Responsibility</b>	<b>Time Frame</b>
Conduct Student Tallies	SRTS Champion	September
Conduct Parent Surveys	Principal	September
Complete School Travel Plan	SRTS Team	October
<b>Encouragement Actions</b>	<b>Responsibility</b>	<b>Time Frame</b>
Participate in International Walk to School Day	SRTS Team	October
Participate in Vermont Walk and Roll to School Day	SRTS Team	May
Participate in monthly walk to school days with organized walking school buses	SRTS Team	Sept-June

**Appendix:**

**A. Location-Specific Engineering Recommendations**

**B. Underhill ID/Browns River Middle School Infrastructure Improvement Location**

**Key**

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) . Student Tally Results

- . Parent Survey Results

7. Walking School Bus Routes

8. Partnership Enrollment Forms

## Appendix A: Location-Specific Engineering Recommendations

SRTS engineering strategies create safer environments for walking and bicycling to school through improvements to the infrastructure surrounding schools. These improvements focus on reducing motor vehicle speeds and conflicts with pedestrians and bicyclists, and establishing safer and fully accessible crossings, walkways, trails and bikeways.

The following table provides a summary of engineering strategies recommended for Underhill ID & Browns River Middle Schools. These recommendations were developed by Broadreach Planning & Design and Toole Design Group, LLC based on input from the UID/BRMS SRTS Team. The table includes an estimate of the amount of time that is likely to be needed to implement the recommended improvements at each site (Estimated Time Frame).

**These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation and shall be in full compliance with the Manual on Uniform Traffic Control Devices for Streets and Highways, (MUTCD) 2009 Edition.**

**VTrans District Office staff will be involved in the planning and design process for any recommendation made on the state system.**

The summary table provided below is followed by information about implementation and a map, which shows where the recommendation sites are located in relation to the school.

# Street Classifications and Descriptions

Location	ADT Counts	Classification	Speed Limit	Average	85 <sup>th</sup> Percentile
River Road	3,500 VPD	Class 2	25 mph	Eastbound: 37mph Westbound: 36mph	Eastbound: 42mph Westbound: 43mph
Route 15	North of River Rd and South of Park Street: 11,400 VPD	State Highway	35 mph	36 mph	Northbound: 42mph Southbound: 41mph
Dickenson Road	100 VPD*	Class 3*	25 mph*	N/A	N/A

*\*Numbers sourced from the 2010 Dickinson Street Scoping Study.*

*Remaining numbers were sourced from the VT 15 2014 SRTS/Bicycle Pedestrian Scoping Study*

Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<p>A.</p> <p>Intersection of Route 15 &amp; River Road</p> <p>This is a “T” intersection. Traffic on River Road is stop-controlled. River Road intersects with a curve in Route 15.</p> <p>The intersection is comprised of two travel lanes each on River Road and Route 15. An existing crosswalk across Route 15 and south of the intersection connects the sidewalk on the SE side of river road with the sidewalk on the W side of Route 15.</p>	<p>The curve of Route 15 creates limited sightlines for pedestrians using the crosswalk and motor vehicles exiting River Road onto Route 15. Signage for the existing crosswalk is located in awkward locations.</p>	<p>A1. Undertake a feasibility study to reorganize the intersection, re-examine the need for a crosswalk on Route 15 and, if appropriate, identify a new location for a crosswalk and associated signage.*</p> <p><i>*Please note, as the recommendation falls on a state route, all proposed projects require approval from the VTrans District Office.</i></p>	<p>Short term</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> <i>Safety concerns.</i></li> <li><input checked="" type="checkbox"/> <i>Existing walking or bicycling routes.</i></li> <li><input checked="" type="checkbox"/> <i>Priorities for the school community.</i></li> </ul>	<p>High Priority</p>

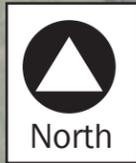
Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<p>B.</p> <p>Intersection of Route 15 and Dickinson Street.</p> <p>This is a “T” intersection. Traffic on Dickinson Street is stopped controlled.</p> <p>There are existing sidewalks along the north side of Route 15 from River Road to Palmer Lane.</p> <p>Dickinson Street is a 16’, low-volume, one-way road. The two ends at the Route 15 and River Road intersections are paved and include paved shoulders. The middle portion of the road between the intersections is gravel.</p>	<p>Dickinson Street provides a direct walking and bicycling link to the school grounds for students living along Route 15 and in the subdivisions on the opposite side of Route 15.</p> <p>A sidewalk has been funded along Route 15 to connect Palmer Lane with Park Street. This will complete the pedestrian linkage on Route 15 between River Road and Park Street.</p> <p>There is no crosswalk on Route 15 at the Dickinson Street intersection. The high traffic volumes and the observed average speed of drivers over the posted speed limit makes crossing Route 15 without a crosswalk difficult.</p>	<p>B1. Install a high-visibility, durable, ladder-style crosswalk across Route 15 at the intersection with Dickinson Street.</p> <p>B2. Install an ADA-compliant curb ramp on the existing sidewalk to align with the north side of the proposed crosswalk and an appropriate landing on the Dickinson Street wide paved shoulder to link with the south side of the crosswalk proposed in B1.</p> <p>B3. Install a rectangular rapid flashing beacon (RRFB) at the new crosswalk on Route 15 at the Dickinson Street intersection.</p>	<p>Short term</p>	<p><input checked="" type="checkbox"/> <i>Safety concerns.</i></p> <p><input checked="" type="checkbox"/> <i>Existing walking or bicycling routes</i></p> <p><input type="checkbox"/> <i>Priorities for the school community.</i></p>	<p>High Priority</p>

Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<p>C.</p> <p>River Road</p> <p>River Road is a town road approximately 24-foot wide with two 12-foot travel lanes.</p> <p>The posted speed limit is 35 mph and 25 mph within the existing school zone in front of the school campus.</p> <p>There is a sidewalk on the south side of the road from Route 15 to the school campus and one on the north side from the campus to Park Street.</p> <p>There is an existing crosswalk southwest of the intersection with Dickinson Street.</p>	<p>River Road is part of a direct walking route for students coming to the school grounds and is also regularly used by motorists in the mornings and evenings. Most students come from the north side of the road and cross the road to get to the sidewalk that leads to the school.</p> <p>The crosswalk is located at a convenient location for the students using it. However, the location makes it difficult for drivers to see students, especially when students are heading away from the school. Nearby slopes and wetlands make it difficult to relocate the sidewalks.</p> <p>Vehicles on River Road have been measured at speeds an average of 10 MPH higher than the posted speed limit with the 85<sup>th</sup> percentile traveling at more than 20 MPH over the speed limit. Drivers often do not have time to see pedestrians and stop for them in the existing crosswalk.</p>	<p>C1. Restripe the existing crosswalk on River Road near the Dickinson Street intersection with a high-visibility, durable, ladder-style crosswalk.</p> <p>C2. Install ADA-compliant curb ramps at either end of both crosswalks at the intersection of Dickinson Street and River Road.</p> <p>C3. Install a rectangular rapid flashing beacon (RRFB) at the restriped crosswalk on River Road.</p> <p>C4. Install 'SCHOOL' pavement markings on River Road at either end of the school zone - one before the curve in the road near the Dickinson Street intersection and one close to the intersection with Route 15.</p> <p>C5. Install 'SCHOOL' (S1-1) signs with 'AHEAD' (W16-9P) plaque on River Road approximately 200-ft east of the east entrance to the campus and west of the west entrance to the campus.</p> <p>C6. Obtain and permanently post two speed feedback signs on River Road at either end of the school zone.</p>	<p>Short term</p> <p>Short Term</p> <p>Short Term</p> <p>Short Term</p> <p>Short Term</p> <p>Short Term</p>	<p><input checked="" type="checkbox"/> <i>Safety concerns.</i></p> <p><input checked="" type="checkbox"/> <i>Existing walking or bicycling routes</i></p> <p><input checked="" type="checkbox"/> <i>Priorities for the school community.</i></p>	<p>High Priority</p> <p>5</p>

Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
C. River Road (continued)		C7. Install a sidewalk segment (approx. 350-ft) on the north side of River Road from Park Street to Maple Ridge Road.	Medium term	<input checked="" type="checkbox"/> <i>Safety concerns.</i>  <input checked="" type="checkbox"/> <i>Existing walking or bicycling routes</i>	High Priority
		C8. Install a curb radius reduction on the east and west sides of Park Street at the intersection of River Road, install ADA-compliant accessible ramps and restripe existing crosswalk with a high-visibility, durable, ladder-style crosswalk.	Medium term	<input checked="" type="checkbox"/> <i>Priorities for the school community.</i>	
		C9. Install a lane diet by reducing the travel lane width on River Road to 10-ft travel lanes with 2-ft solid white edge lines from Route 15 to Lower English Settlement Road. *  <i>*Note: Investigate the opportunity to plant street trees between the sidewalk and roadway limits.</i>	Medium term		

Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<p>D.</p> <p>Dickinson Street</p> <p>Dickinson Street is a 16', low-volume, one-way road with approx. 3-foot paved shoulders on either side of the road close to the Route 15 intersection for use by pedestrians.</p> <p>A pathway on the north side of River Road crosses Dickinson Street just north of the intersection of the two streets. The path continues on the SW side of Dickinson Street and crosses River Road to provide a connection to the school grounds.</p>	<p>Dickinson Street provides a direct walking and bicycling link to the school grounds for students living along Route 15 and in the subdivisions on the opposite side of Route 15.</p> <p>The existing shoulders on Dickinson Street are too narrow to act as an appropriate pedestrian facility despite their frequent use as such by the community.</p> <p>The pathway at the intersection of Dickinson Street and River Road is currently in a state of disrepair and not ADA-compliant.</p>	<p>D1. Restripe the existing paved portions of Dickinson Street with an ADA-compliant 5-foot shoulder on the south side of the road to provide appropriate space for pedestrians.</p> <p>D2. Reconstruct the existing pathway that crosses Dickinson Street to provide ADA-compliant ramps on either side of the crossing.</p>	<p>Short term</p> <p>Medium term</p>	<p><input checked="" type="checkbox"/> <i>Safety concerns.</i></p> <p><input checked="" type="checkbox"/> <i>Existing walking or bicycling routes</i></p> <p><input checked="" type="checkbox"/> <i>Priorities for the school community.</i></p>	<p>High Priority</p>

Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<p>E.</p> <p>Dumas Road/Poker Hill Road</p> <p>Dumas Road is a dead end town road approximately 16-foot wide and is unpaved.</p> <p>Poker Hill Road is a town road approximately 24-ft wide with no pavement markings.</p> <p>Roaring Brook currently separates the two existing roadway segments. Old Route 15 bridge was a previous connection for Dumas Road and Poker Hill Road so many of the supports are in place, however there is no structure existing.</p>	<p>There is no existing pedestrian connection between Dumas Road and Poker Hill Road. Students and pedestrians are forced to cross the narrow bridge on Route 15 with large volumes of high speed vehicular traffic.</p> <p>This pedestrian connection would provide access for many the students living north of the school.</p>	<p>E1. Investigate and study the feasibility to install a pedestrian bridge (approx. 135-ft) from the dead end of Dumas Road to Poker Hill Road. *</p> <p><i>*Note: Formalizing a pedestrian bridge connection will require ADA compliance, necessary easements and permits and parcel ownership verification for the proposed path alignment.</i></p>	<p>Long term</p>	<p><input checked="" type="checkbox"/> <i>Safety concerns.</i></p> <p><input checked="" type="checkbox"/> <i>Existing walking or bicycling routes</i></p> <p><input checked="" type="checkbox"/> <i>Priorities for the school community.</i></p>	<p>Medium Priority</p>



# BRMS AND UID LOCATION MAP 1 OF 2

Jericho/Underhill, VT  
Spring 2014

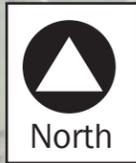
 School Location

 Segment Improvement

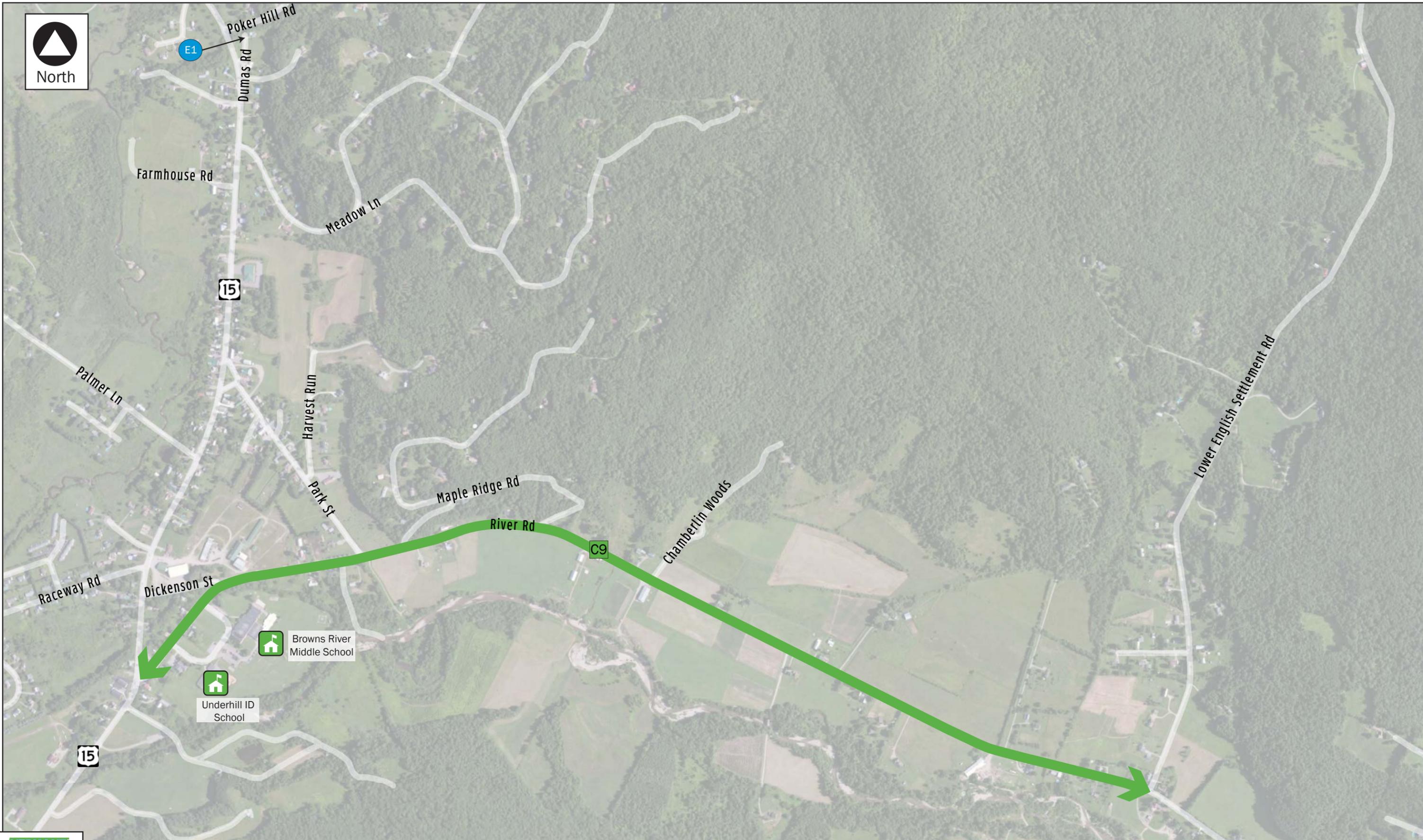
 Intersection/Spot Improvement

**BROADREACH**  
Planning & Design





North



# BRMS AND UID LOCATION MAP 2 OF 2

Jericho/Underhill, VT  
Spring 2014

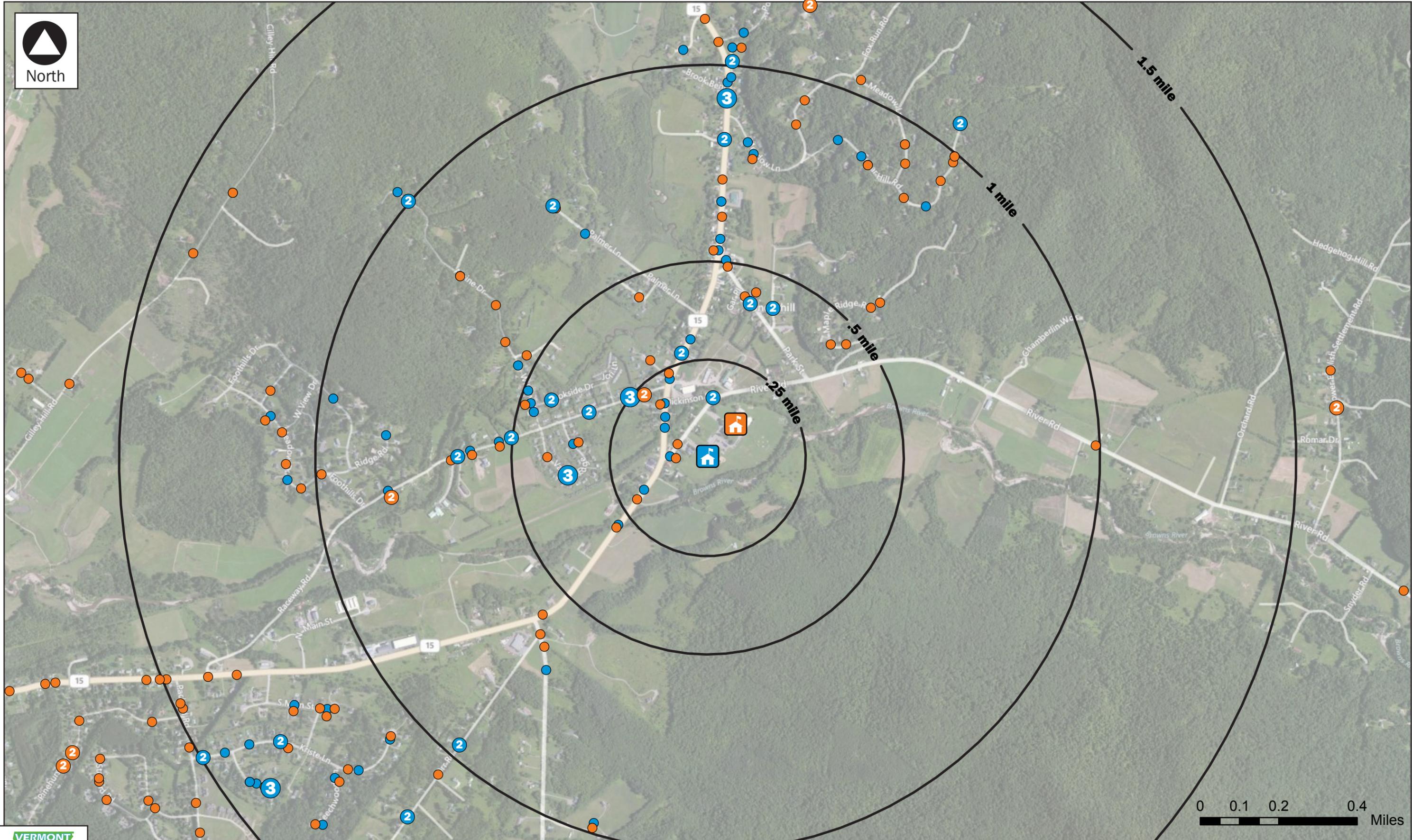
 School Location

 Segment Improvement

 Intersection/Spot Improvement

**BROADREACH**  
Planning & Design





### Underhill ID and Browns River Middle School Student Address Locator

Jericho, VT  
October 2012

-  Underhill ID School (UID)
-  UID Student Residence
-  Multiple UID Student Residences

-  Browns River Middle School (BRMS)
-  BRMS Student Residence
-  Multiple BRMS Student Residences



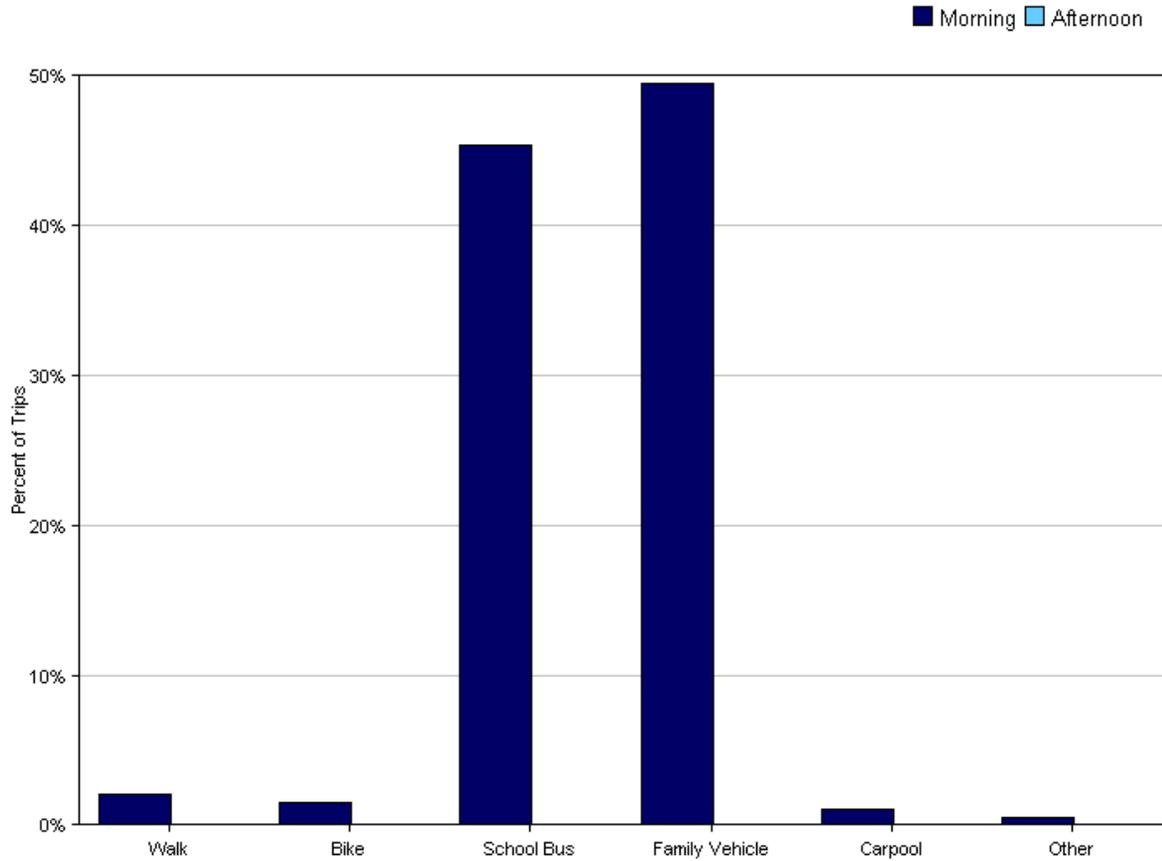
# Appendix D: Student Tally Results

## Tally Report Summary

<b>Program Name:</b>	Underhill ID/BRMS	<b>Month and Year Collected:</b>	October 2012
<b>School Name:</b>	Underhill ID School	<b>Set ID:</b>	10500
<b>School Enrollment:</b>	114	<b>Date Report Generated:</b>	10/25/2012
<b>Enrollment within Grades Targeted by SRTS Program:</b>	114	<b>Number of Classrooms Included in Report:</b>	7
<b>Number of Classrooms in School:</b>	6		

This report contains information from parents about their children's trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

### Morning and Afternoon Travel Mode Comparison

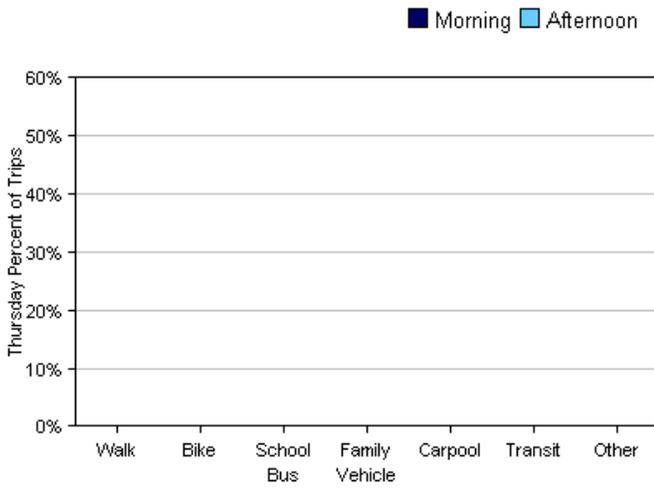
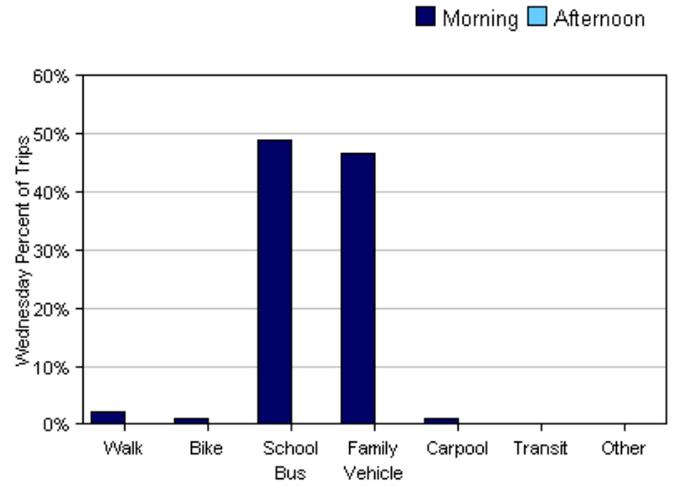
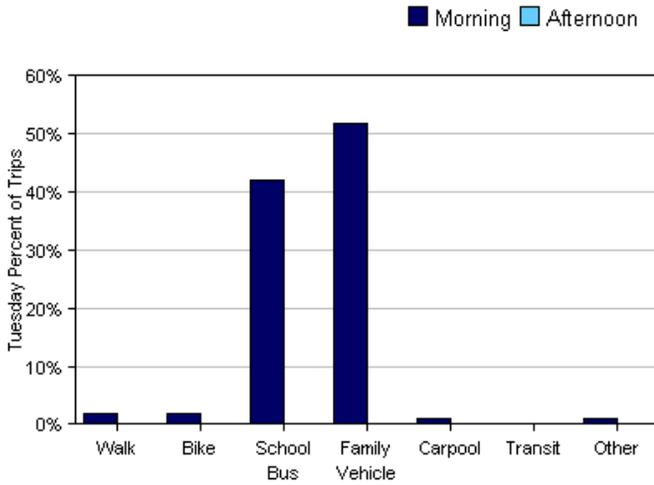


### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	194	2%	2%	45%	49%	1%	0%	0.5%
Afternoon	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

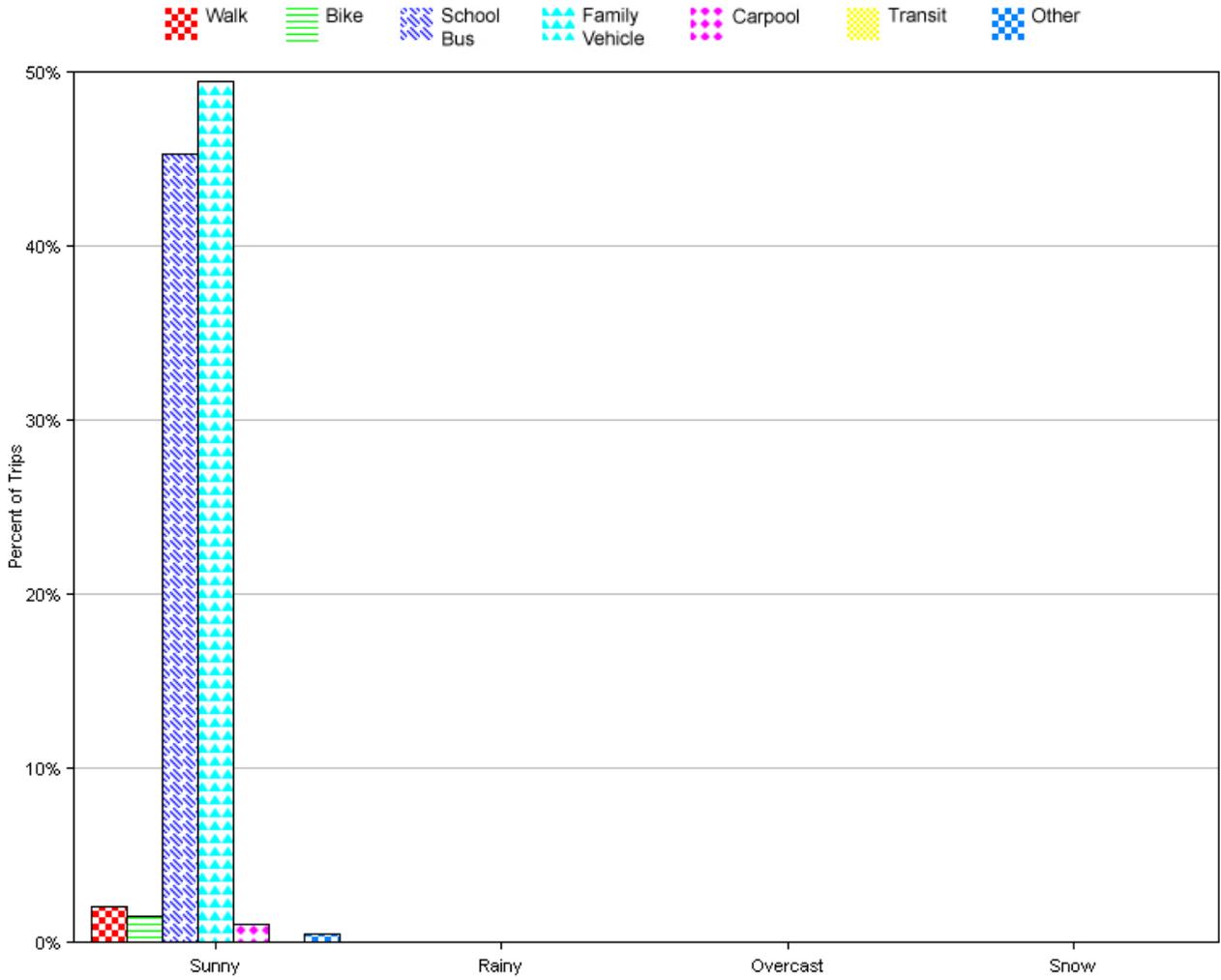


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	102	2%	2%	42%	52%	1.0%	0%	1.0%
Tuesday PM		0%	0%	0%	0%	0%	0%	0%
Wednesday AM	92	2%	1%	49%	47%	1%	0%	0%
Wednesday PM		0%	0%	0%	0%	0%	0%	0%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Travel Mode by Weather Conditions



### Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	194	2%	2%	45%	49%	1%	0%	0.5%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.



	PK	K	1	2	3	4	5	6	7	8
# of walkers							4	3	1	9

12. How many students biked on day 2? Record the number of bicyclists by grade.

	PK	K	1	2	3	4	5	6	7	8
# of bicyclists							6			2

## 5. Thank You!

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### Email confirmation

Oct 17, 2012 13:27:35 Success: Email Sent to: [suzanne.mcddevitt@cesuvt.org](mailto:suzanne.mcddevitt@cesuvt.org)

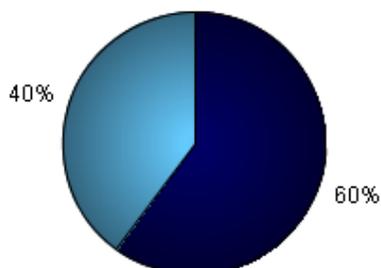
## Parent Survey Aggregate Summary

<b>Program Name:</b>	Underhill ID/BRMS 2709			<b>Date range:</b>	Fall 2012 (July - December 2012)
				<b>Date Report Generated:</b>	10/10/2012
<b>School Name(s):</b>	<b>Month &amp; Year Collected &amp; (Set ID)</b>	<b>School Enrollment:</b>	<b>Enrollment in Grades Targeted by SRTS Program:</b>	<b>Number of Questionnaires Distributed:</b>	<b>Number of Questionnaires Included in Report:</b>
Browns River Middle	September 2012 (8562)	398	398	398	20
Underhill ID School	September 2012 (8563)	110	110	110	16
			Total:	508	36

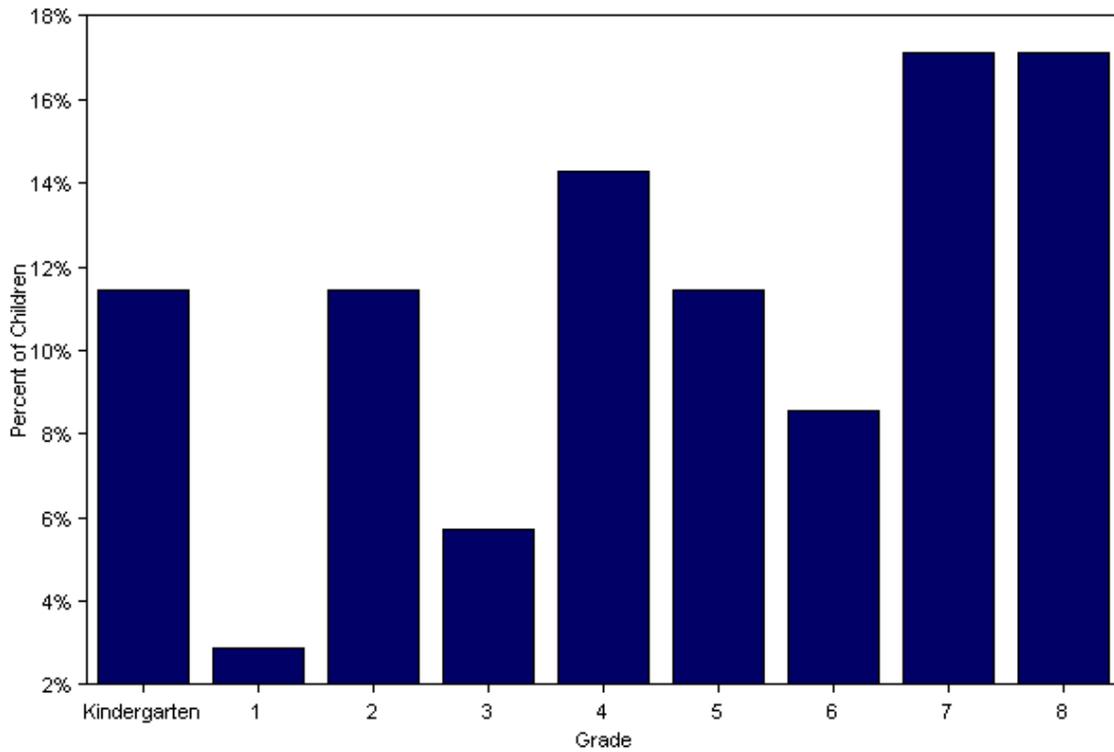
This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

### Sex of children for parents that provided information

■ Male ■ Female



### Grade levels of children represented in survey

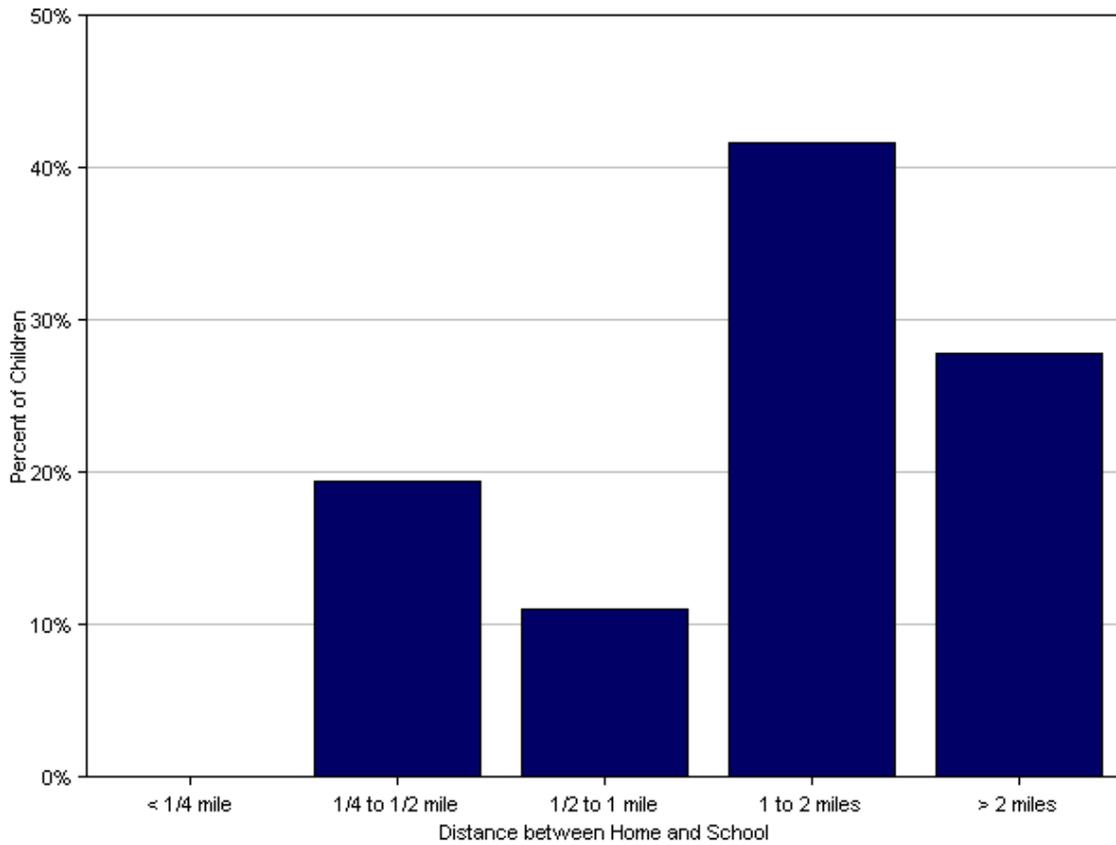


### Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	4	11%
1	1	3%
2	4	11%
3	2	6%
4	5	14%
5	4	11%
6	3	9%
7	6	17%
8	6	17%

No response: 0  
 Percentages may not total 100% due to rounding.

## Parent estimate of distance from child's home to school

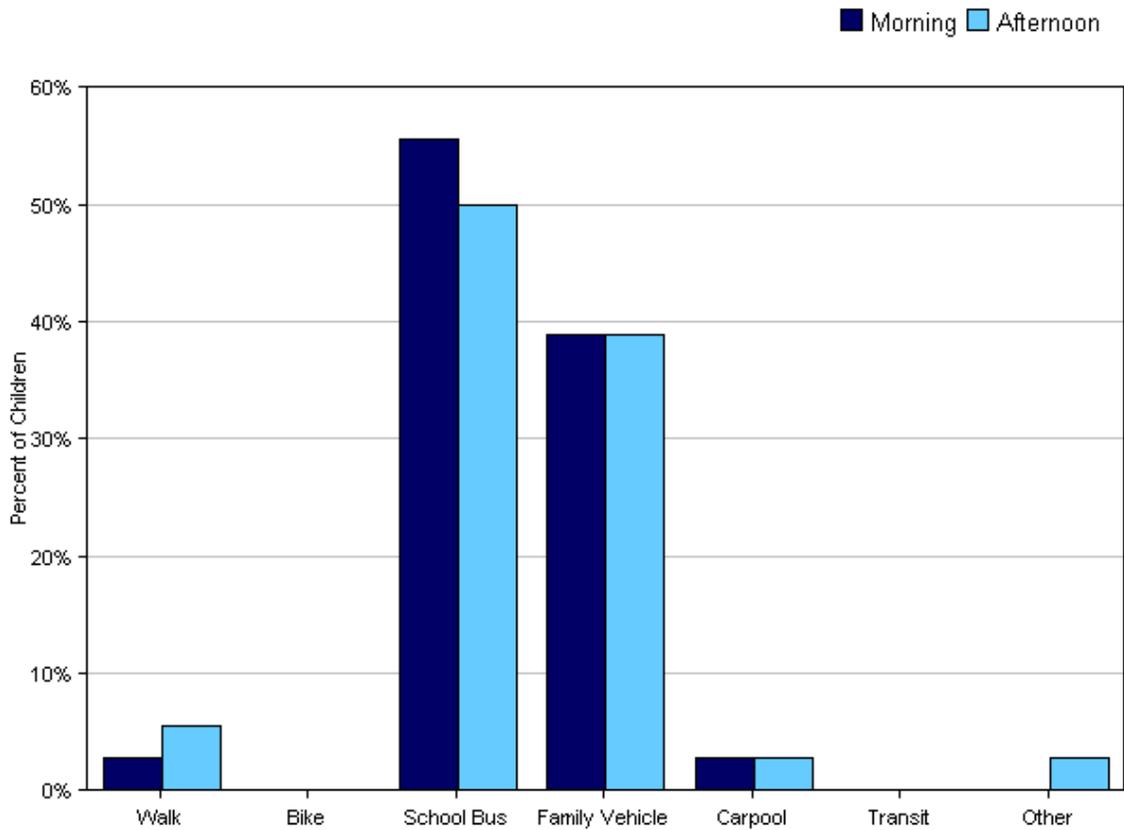


## Parent Survey Aggregate Summary

Distance between home and school	Number of children	Percent
Less than 1/4 mile	0	0%
1/4 mile up to 1/2 mile	7	19%
1/2 mile up to 1 mile	4	11%
1 mile up to 2 miles	15	42%
More than 2 miles	10	28%

Don't know or No response: 0  
 Percentages may not total 100% due to rounding.

### Typical mode of arrival at and departure from school



### Typical mode of arrival at and departure from school

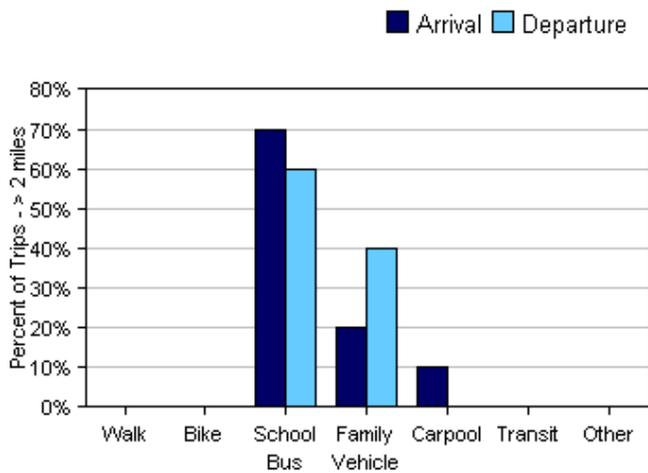
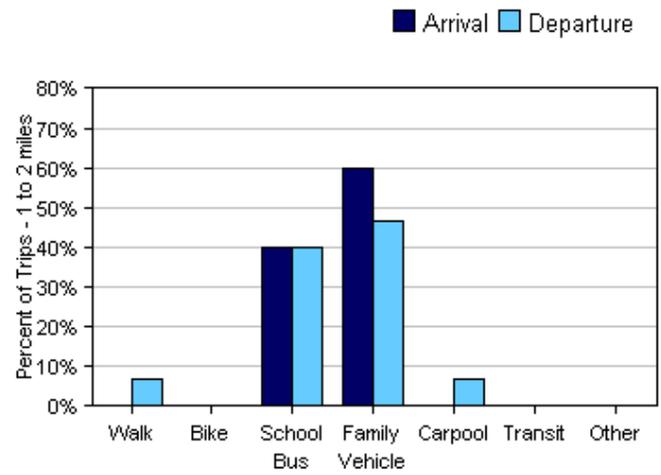
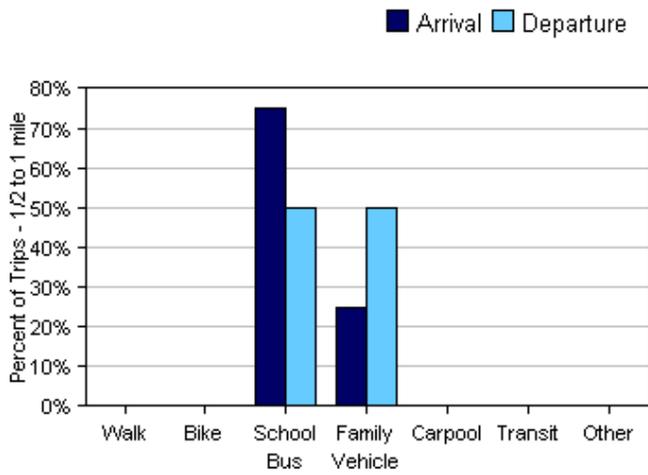
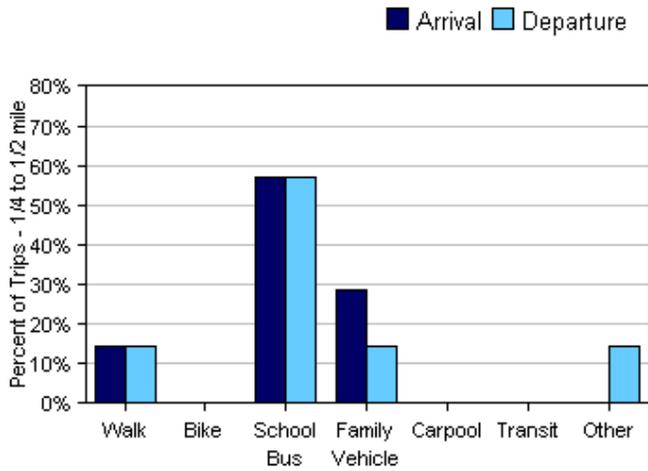
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	36	3%	0%	56%	39%	3%	0%	0%
Afternoon	36	6%	0%	50%	39%	3%	0%	3%

No Response Morning: 0

No Response Afternoon: 0

Percentages may not total 100% due to rounding.

## Typical mode of school arrival and departure by distance child lives from school



## Typical mode of school arrival and departure by distance child lives from school

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	0	0%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	7	14%	0%	57%	29%	0%	0%	0%
1/2 mile up to 1 mile	4	0%	0%	75%	25%	0%	0%	0%
1 mile up to 2 miles	15	0%	0%	40%	60%	0%	0%	0%
More than 2 miles	10	0%	0%	70%	20%	10%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

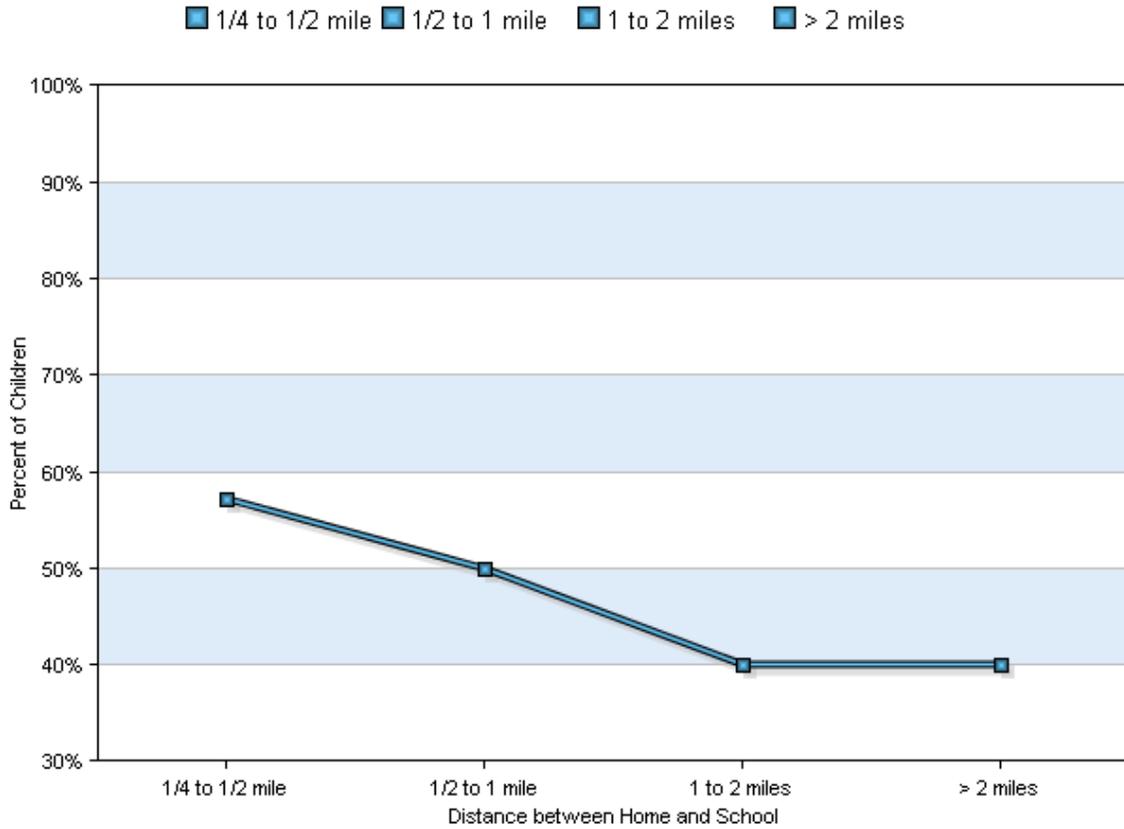
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	0	0%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	7	14%	0%	57%	14%	0%	0%	14%
1/2 mile up to 1 mile	4	0%	0%	50%	50%	0%	0%	0%
1 mile up to 2 miles	15	7%	0%	40%	47%	7%	0%	0%
More than 2 miles	10	0%	0%	60%	40%	0%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

**Percent of children who have asked for permission to walk or bike to/from school by distance they live from school**

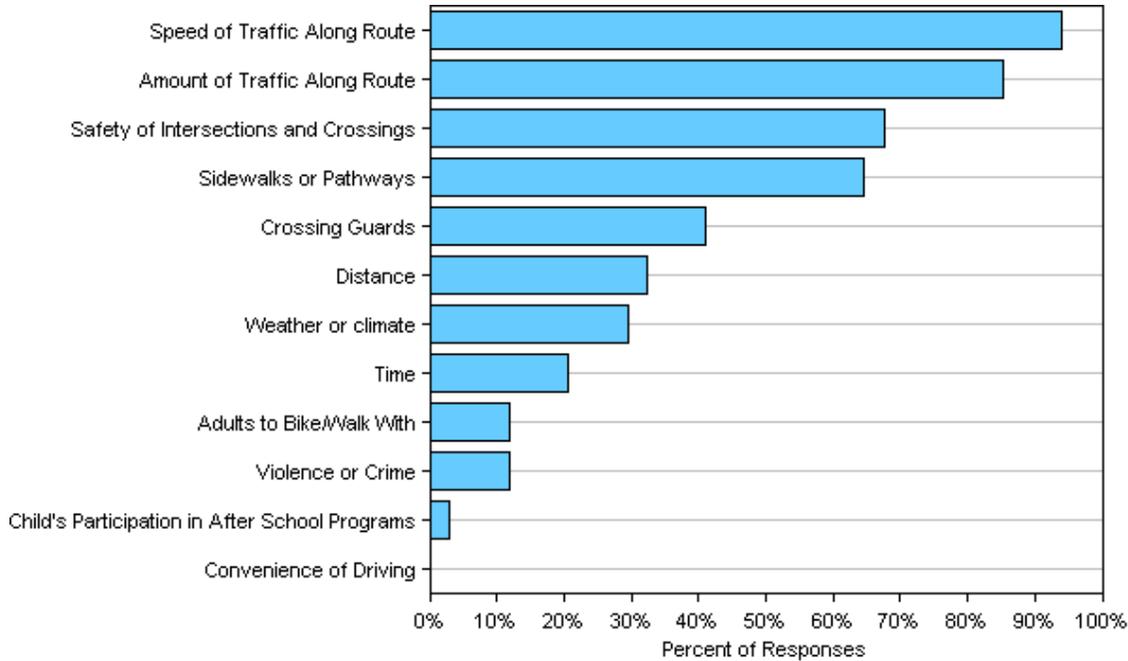


**Percent of children who have asked for permission to walk or bike to/from school by distance they live from school**

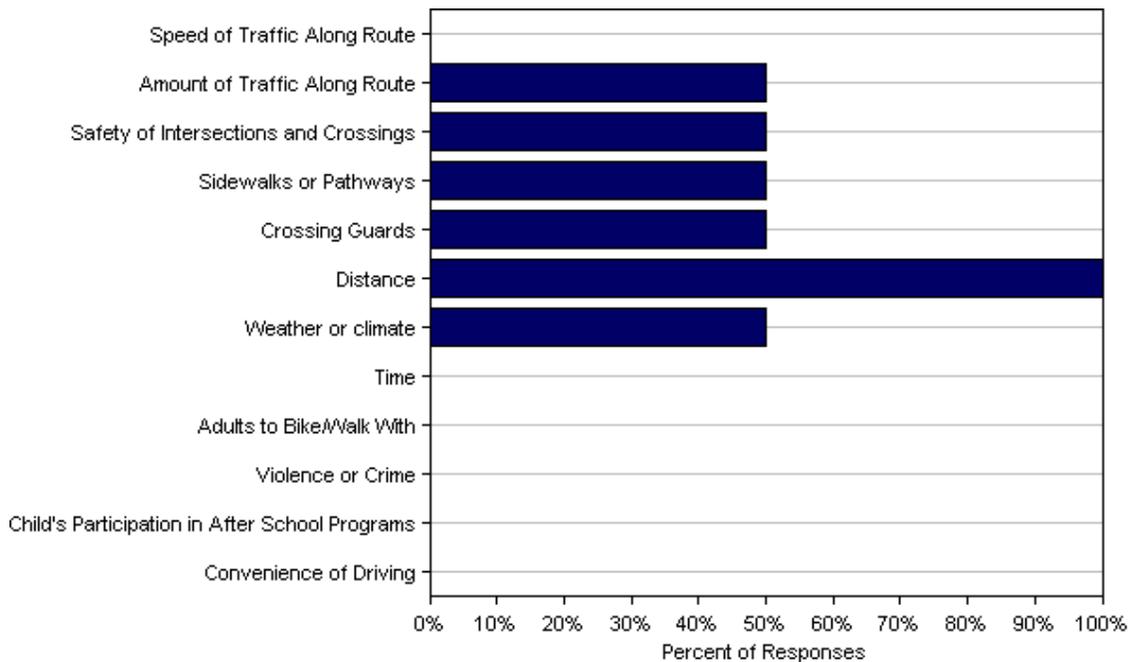
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	16	0%	57%	50%	40%	40%
No	20	0%	43%	50%	60%	60%

Don't know or No response: 0  
 Percentages may not total 100% due to rounding.

**Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school**



**Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school**



**Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school**

<b>Issue</b>	<b>Child does not walk/bike to school</b>	<b>Child walks/bikes to school</b>
Speed of Traffic Along Route	94%	0%
Amount of Traffic Along Route	85%	50%
Safety of Intersections and Crossings	68%	50%
Sidewalks or Pathways	65%	50%
Crossing Guards	41%	50%
Distance	32%	100%
Weather or climate	29%	50%
Time	21%	0%
Adults to Bike/Walk With	12%	0%
Violence or Crime	12%	0%
Child's Participation in After School Programs	3%	0%
Convenience of Driving	0%	0%
<b>Number of Respondents per Category</b>	<b>34</b>	<b>2</b>

No response: 0

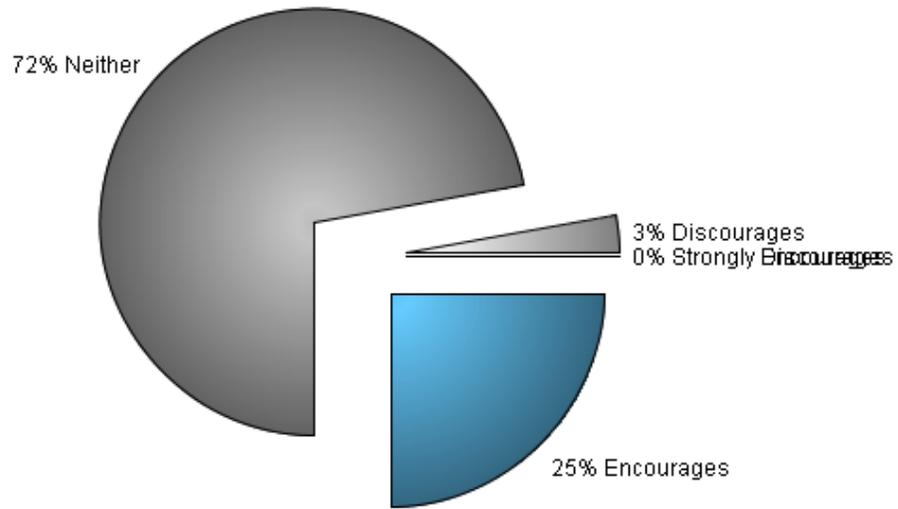
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

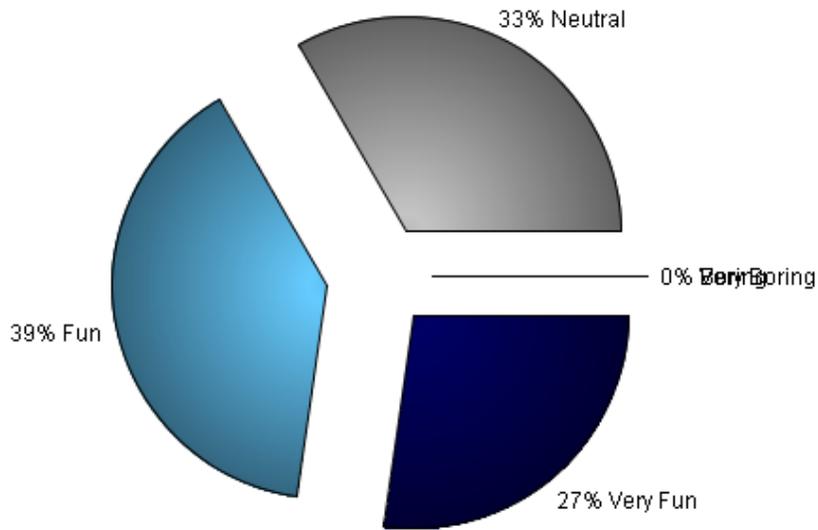
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

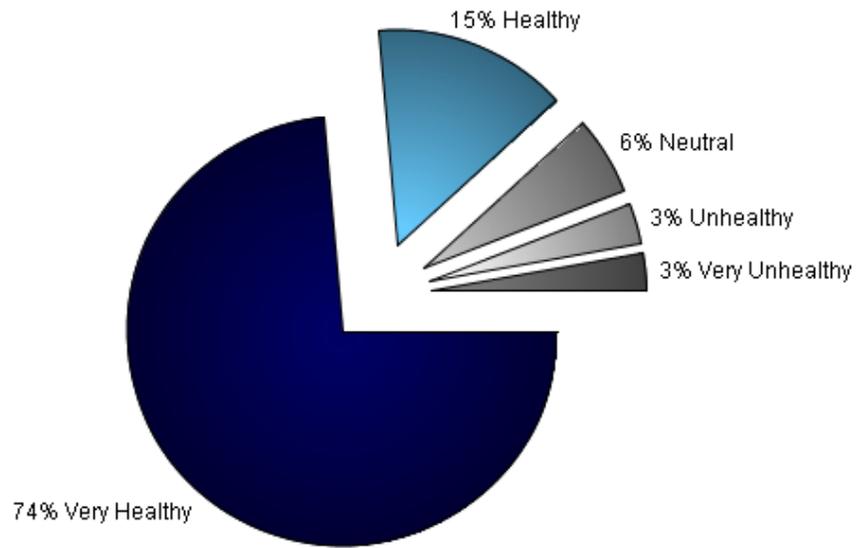
**Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school**



**Parents' opinions about how much fun walking and biking to/from school is for their child**



**Parents' opinions about how healthy walking and biking to/from school is for their child**



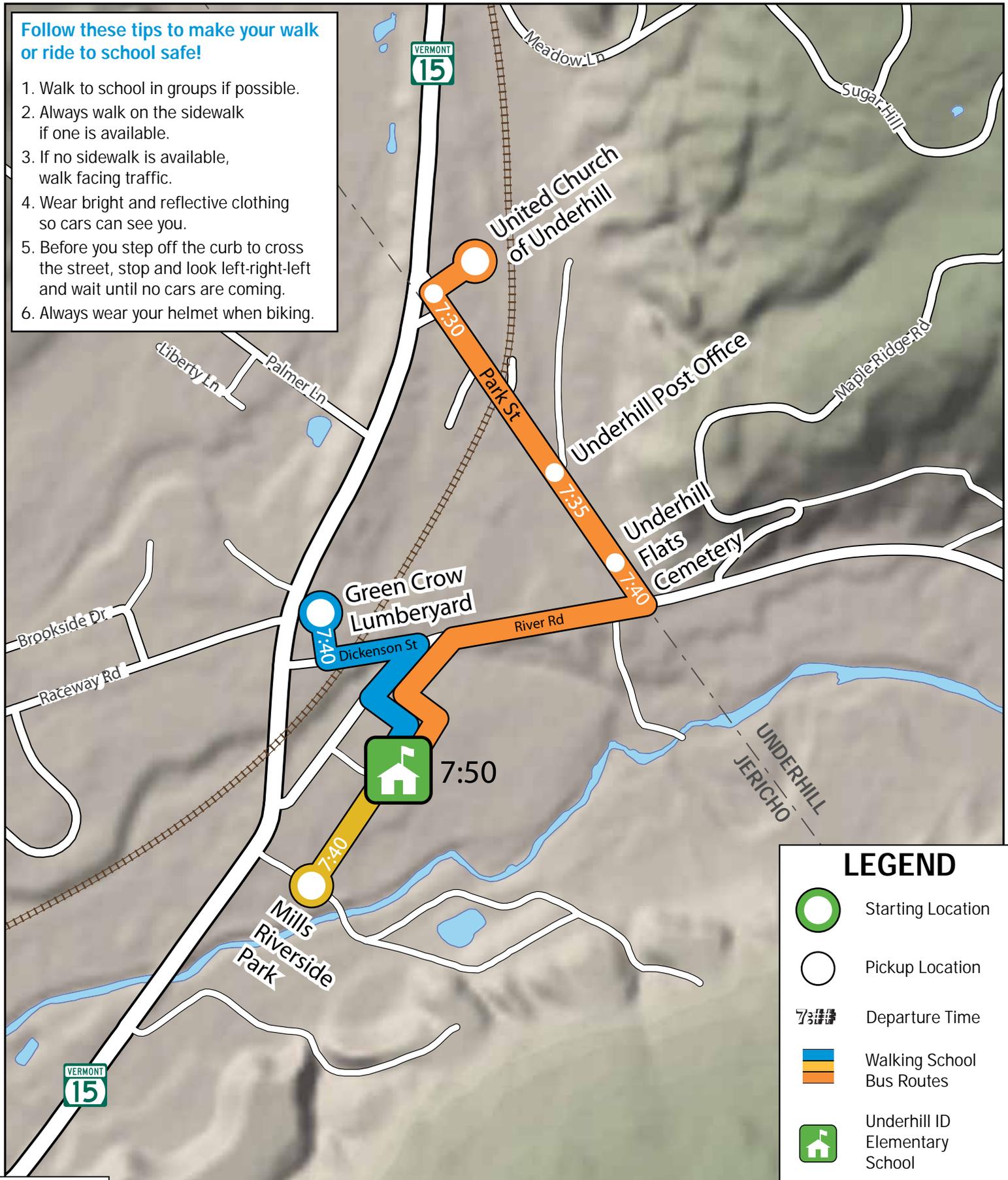
## Comments Section

School	SurveyID	Comment
Browns River Middle	897297	Route 15 is too unsafe for any student K-8 to ride a bike on. It is my opinion at this time that no student at UID or BRMS should be encouraged by the schools to ride a bicycle on Rt. 15 - the shoulder along the route is narrow, the traffic is very heavy during the commute time to school, and far too many drivers are distracted (particularly by cell phone texting - I experience, multiple times daily, drivers on Rt. 15 looking down in the direction of their laps where their cell phone sits, clearly reading and writing texts). If there were a bike path constructed parallel to it, that would be the only safe option for biking to school from our neighborhood.
Browns River Middle	897298	If there was a multi use rec path from JES to Mills River--My child would ride as weather allowed. If the sidewalk that now ends at griswold continued to MRP, he would ride. If the intersection of 15 and Browns trace were not so dangerous, I would probably let him ride now.
Browns River Middle	897301	We need safe places to cross Rt.15
Browns River Middle	897320	If we could get school crossing guards by the Jolly store to allow kids to get across route 15 I'd let me kids walk or bike to school. Traffic just moves too fast and is too congested at that hour of the morning.
Browns River Middle	897322	I would feel better about my child biking if there was an alternative to them having to ride on Rte 15. If they could get from Poker Hill to Meadow lane to Park Street to BRMS without riding on Rte 15,it would be 100X safer.
Browns River Middle	897336	If we had a sidewalk from Mills Riverside to Poker Hill I think a lot more students would ride bikes to school. As it stands now, 15 is way too dangerous for kids.
Browns River Middle	897392	Rural living with roadways that are too narrow to feel safe riding or walking. Path would be wonderful but....
Browns River Middle	897424	Anytime my son wants to ride his bike to school, I am all for it. The benefits far outweigh any risks. I think parents in general are too uptight about this, and should let go a little.
Browns River Middle	897481	If there were sidewalks to at least Poker Hill Road my son would walk or ride his bike to school most days (weather permitting). I am more likely to let him walk home from school now as the traffic in the morning is so heavy and he would be walking on the side of the road for half the trip
Browns River Middle	897495	The route to BRMS from our house includes over 2 miles along rt 15, which renders walking or biking to school completely untenable. There is pretty much nothing that could be done to make this a viable option.
Browns River Middle	897537	Having better, safer routes between the local neighborhoods and the schools (JES, UID, BRMS and MU) would be ideal for so many reasons, not the least of which is getting to/from school - but also the ability to meet friends, attend events, and extend the use of these facilities beyond the school day. We desperately need safer routes.
Browns River Middle	906614	It would be wonderful to have a crossing guard at the intersection of Dickenson Street again to cross children on Route 15
Browns River Middle	906703	If there was a culture of walking in the Underhill Flats area, the numbers of walkers to school would grow. There are gaps in safe pedestrian access to school, namely in designated pedestrian/bicycle walkways and safe cross walks.
Browns River Middle	906724	If my child could safely walk to and from school, she would definitely do it. Speed, traffic and no sidewalks are the reasons that she does not.
Underhill ID School	897573	We need a sidewalk along rte. 15 so that is is safe for us to walk along that busy route. I would love to be able to walk and/or bike back and forth to school but unfortunately it is not a safe environment for my children without a sidewalk.

Underhill ID School	903839	i would love to see a bikepath system along route 15 and brown's trace that ultimately connects UID/BRMS/mills riverpark with MMU and Jerico circle or at least a path along route 15.
Underhill ID School	903840	i would love to see a bikepath system along route 15 and brown's trace that ultimately connects UID/BRMS/mills riverpark with MMU and Jerico circle or at least a path along route 15.
Underhill ID School	904389	I would love for my child to bike to school but the route is a death wish. Even in a car it's dangerous. I see families walking trying to cross the road and it's almost impossible. There are no safe side walks the traffic gets backed up so drivers take unsafe risks to get onto 15. As an adult I don't feel safe walking in the village so I would never even consider it for my child unless drastic changes were implemented
Underhill ID School	904409	Route 15 is very unsafe I would suggest a drop off along Route 15 at the sawmill so parents do not have to drive in and out of the school driveway and try to get back on Route 15 by Jolleys. Kids can cross the road with a crossing guard and be at school safely.
Underhill ID School	906470	I would allow my child to bike or walk if there were a crossing guard so that I knew she could safely cross Vermont route 15 and River Road to get to school.
Underhill ID School	906594	Crossing Rt. 15 is THE reason we don't walk/bike to school. I think that a crossing guard at the Raceway/Lumber yard cross would lead to many kids in the neighborhoods off of Raceway to walking or biking to school. Similarly, if there was a sidewalk or path from Jericho East to the DRML/UID/BRMS/Mills River area, that would be a huge boon.
Underhill ID School	907418	If there was a bike/walk path adjacent to Rte.15 but separated from the vehicle travel lanes then we would gladly allow our children to walk/bike to school.

**Follow these tips to make your walk or ride to school safe!**

1. Walk to school in groups if possible.
2. Always walk on the sidewalk if one is available.
3. If no sidewalk is available, walk facing traffic.
4. Wear bright and reflective clothing so cars can see you.
5. Before you step off the curb to cross the street, stop and look left-right-left and wait until no cars are coming.
6. Always wear your helmet when biking.



**LEGEND**

-  Starting Location
-  Pickup Location
-  Departure Time
-  Walking School Bus Routes
-  Underhill ID Elementary School



**Underhill ID Elementary School & Browns River Middle School  
Walking School Bus Routes**

Jericho, VT  
Winter 2013



# Vermont Safe Routes to School Partnership Form

Please complete entire form and return to [info@saferoutesvt.org](mailto:info@saferoutesvt.org) or fax to 802.828.5712. Forms can also be sent to:  
 Vermont Agency of Transportation, Program Development - LTF,  
 1 National Drive, Montpelier, VT 0563-5001, Attn: Almee Pope.

# SafeRoutes

Vermont Safe Routes to School



School Name: Browns River Middle School

Address: 20 River Road Jericho VT 05465

Telephone: 802-899-3711

Fax: 802-899-4281

School Hours: 7:30-3:30

1. Do you have an existing Safe Routes to School Program?  YES  NO

If yes, please check the SRTS Elements your school currently participates in:

Education  Enforcement  Encouragement  Evaluation  Engineering

2. Has your school completed a SRTS Travel Plan?  YES  NO

If no, would you like to be considered for hands-on Travel Plan assistance offered by the Resource Center?  YES  NO

3. How many students attend this school? List total student population per grade:

K	1	2	3	4	5	6	7	8
					104	105	103	86

4. Approximately what percentage of students live within one mile 25 or two miles 40 of the school?

5. Approximately how many students currently walk 15 or bike 10 to school?

6. How many crossing guards are assigned to this school? 0

7. Please CHECK the stakeholders that will participate in the SRTS Program:

Principal  Parents  School staff  Safety/patrol Officer  Local Health Department

Local Planning or Engineering Department  Other: Future of the Flats Community Action Group

The below contacts express their interest and support of becoming a Safe Routes to School Partner

**Main Point of Contact(s)**

Name Heldi Klein

Title Parent

Email zelle32@comcast.net

Telephone 899-1415

**Principal Information**

Name Kevin Hamilton

Signature \_\_\_\_\_ Date 9-27-11

Email kevin.hamilton@cesu.k12.vt.us

Comments: