

Jericho Elementary School Safe Routes to School School Travel Plan

Last updated March 2010

Approved by Jericho Elementary School Board: May 12, 2010

Approved by Town Of Jericho, Town Planner, Seth Jensen: May 7, 2010

For information please contact

Pam Mathews

Regional Safe Routes to School Coordinator

Local Motion

pam@localmotion.org

(802)482-4120

(802)363-5231

Jericho School Travel Plan

The School

Jericho Elementary School, (JES), is a 265 student school serving area children in grade Pre-K, (EEE) through fourth. The school is located on Vermont Rte.15, a busy State highway and rural corridor. JES is served by a five member school board, transportation committee, a parent/teacher organization, Partners In Education (PIE); Playground committee, and numerous ad hoc committees

The Safe Routes to School Team

The Jericho VT Safe Routes to School team is a diverse group of dedicated people committed to providing the tools and physical environment necessary to enable Jericho Elementary School students to safely walk and bike to-and from school. School and town officials, educators, parents and other interested community members have worked together to create a vibrant SR2S program at Jericho Elementary School. The primary members of the team are as follows:

Name	Title	Contact Information
Laura Zambarano	SR2S Community contact, JES Parent	mattlauraz@comcast.net 802 899-2540
Victoria Graf	JES Principal	Victoria.graf@cesu.k12.vt.us 802 899-2272
Karen Glitman	School Board	KGlitman@comcast.net
Pat Connelly		
Seth Jensen	Town Planner	SJensen@JerichoVT.Gov 802 899-2287 ext 6
Cheryl Forsythe	PIE Chair, JES Parent	Todd.cheryl@adelphia.net
Laura Zambarano	JES Parent Volunteer	Mattlauraz@comcast.net 802-899-2540
Paul Sulva	JES parent	
Glenn Steinman	P.E Teacher JES	Glenn.steinman@cesu.k12.vt.us 802 899-2272 802 879-2890 (Home)
Pam Mathews	SR2S Coordinator, Chittenden County, Rural Schools	Pam@localmotion.org (802) 482-4120 802 363-5231

The SR2S team meets consistently on an as needed basis. Meetings are announced via email and school newsletter and attendees at the meetings are dependent on the agenda for any

particular week. Parents and other interested community members are always invited, welcome and encouraged and to attend.

Current School Travel Environment at JES

According to a data collected in fall 2006 using the VOAT Student Tally survey, Jericho Elementary School children travel to and from school utilizing the following modes:

Walk	11.10%
Bike	1.13%
School Bus	54.86%
Family Vehicle	32.54%
Carpool	0.42%

[For complete survey results and Vermont averages, see appendix A]

Latest School Tally results as of Fall 2009:

Walk	1.5%
Bike	3.2%
School Bus	58.7%
Family Vehicle	34.5%
Carpool	1.9%

The decrease in walkers is due to the discontinuation of the Walking Wednesday program. A team shift in parent volunteers has made the Walking Wednesday program currently unavailable. The school is currently reaching out to Kindergarten parents and others to revive this program.

Parent survey data collected in fall 2006 indicates that the JES student population is spread over a large distance from school, (see table and map below).

Less than ¼ mile	8%
¼ mile up to ½ mile	11%
½ mile up to 1 mile	13%
1 mile up to 2 miles	30%
More than 2 miles	38%

[For complete survey results, see appendix B]

Approximately 38% of students live more than two miles from school. The remaining 62% of students are limited in their ability to walk and bike to school due to safety concerns such as lack of sidewalks, unsafe crosswalks, and limited seasonal access to walking paths. (See map below).

Three neighborhood routes provide some opportunity for children to walk and bike: Griswold/Ross Lane and Sunny View are located adjacent to the rear of the school and students currently use crude footpaths to access the school playground. Students who live on Old Pump Road can access the existing sidewalk on VT Rte. 15 and cross Rte. 15 at the existing crosswalk that leads to the school grounds.

Many students who live in these neighborhoods as well as in other surrounding neighborhoods could walk or bike to school but do not due to safety concerns.

Parent survey results indicate that cultural and physical changes, e.g. education and infrastructure improvements such as adding sidewalks and safe crosswalks might positively affect parent decisions to allow their children to walk or bike to school, (*see table below*).

Issue	Issue affects travel decision		Change might affect travel decision	
	number	percent	number	percent
Distance	50	52.08%	25	26.04%
Driving Convenience	5	5.21%	5	5.21%
Time	23	23.96%	11	11.46%
Extracurricular Activities	8	8.33%	8	8.33%
Traffic Speed	58	60.42%	28	29.17%
Traffic Volume	58	60.42%	25	26.04%
Adults to Walk With	24	25.00%	25	26.04%
Sidewalks & Pathways	47	48.96%	30	31.25%
Intersection Safety	42	43.75%	22	22.92%
Crossing Guards	14	14.58%	14	14.58%
Violence or Crime	45	46.88%	23	23.96%
Weather or Climate	26	27.08%	7	7.29%

number of surveys 96

[For complete 2006 survey results, see Appendix B]

The Safe Routes to School team has addressed the issue of adult supervision by offering walking school busses from three locations during event weeks and on Wednesdays throughout the fall and spring. **The high level of student participation has illustrated a strong desire and willingness to walk and bike to school.**

JES has offered students in grades K-3 WalkSmart Pedestrian education each fall since 2007. BikeSmart has been taught in the spring to children in Grades 2-4 since spring 2008. This education addresses issues such as bike and pedestrian safety and stranger awareness, thus allowing more students to walk and bike safely.

The Safe Routes to School team, in collaboration with the Town of Jericho, is currently working to address infrastructure concerns by taking steps towards upgrading paths, creating safer intersections and crosswalks, and seeking grant funding for sidewalks that will allow more students a safe route to walk to school.

Update:

The Safe Routes to School team in collaboration with the town of Jericho applied for SRTS infrastructure funding to construct a sidewalk from Griswold Street to the school, improve and enhance the school crosswalk at VT Rte 15, and conduct engineering studies for making bike and pedestrian improvements on the school site and constructing a sidewalk up to Packard Road. JES was awarded \$148,000.00 in 2007 for construction of a sidewalk along VT RTE 15 from Griswold Street to JES, and for improvements and enhancements of the school crosswalk across VT Rte. 15. Funding for engineering studies was denied.

The Safe Routes to School team subsequently asked the CCMPO to conduct an engineering study of the school site. The MPO provided technical assistance through RSG. This study was completed in the spring of 2008.

In December 2009, The Safe Routes to School team, including School Board Chair, Karen Glitman and Town Planner Seth Jensen met to discuss moving forward with plans to improve bike and pedestrian circulation on the school site. The team reviewed the site study conducted by RSG, and began planning to apply for SRTS infrastructure funds to make the necessary improvements.

Chittenden East Supervisory Union #12 Transportation Policy (Revised)

The following policy was revised and adopted by the Jericho Elementary School Board on March 14, 2007.

TRANSPORTATION

It is the policy of the Chittenden East Supervisory Union #12 to provide a safe, efficient, and economical transportation system for its students. Except where mandated by federal and state law, the provision of transportation is a privilege and it is not required or mandated for most students. However, the CESU member districts are committed to providing transportation for all eligible students to and from school for regular school hours. Students living within one-half mile of their school are expected to walk to and from school and will not be included in the transportation system unless an exception is made for pedestrian safety or for other reasons as determined by the CESU Transportation Guidelines. The CESU member districts are also committed to providing full or partial transportation for school-related activities as availability and budget constraints allow. The Supervisory Union will periodically review transportation routes and stops and the utilization of assets for school-related activities to ensure the most efficient and economical system with an emphasis on safety for all riders. The Supervisory Union will adopt and enforce Transportation Guidelines necessary to ensure a safe environment for all students riding Supervisory Union buses. The Supervisory Union shall encourage programs that promote safe alternatives to automobile or bus use, such as bicycle riding and walking.

The JES Safe Routes to School Program

The Safe Routes to School team meets regularly to keep abreast of current issues related to school travel and to oversee ongoing education and encouragement initiatives. To implement the SR2S program, team members follow the guidelines of the National Safe Routes to School Program focusing their efforts on issues related to the Five E's.

Encouragement	
International Walk to School	2006, 2007, 2008, 2009
Walking Wednesdays	Fall 2006, Spring 2007, Fall 2007, Spring 2008
Walk to school, earn a foot campaign	Fall 2008, Spring 2009, Fall 2010
Way to Go! School Challenge	2007, 2008, 2009
Education	
Traffic Safety Magic Show	2008
School Travel Planning Forum	2007
Parent Safety Education Night	2008
WalkSmart	2007, 2008, 2009, 2010
BikeSmart	2008, 2009, 2010
Evaluation	
Student travel Tallies	2006, 2007, 2008, 2009, 2010
Parent Surveys	2006, 2007, 2008, 2009, 2010
Enforcement	
State Police support for walking events	2006, 2007
State Police presentation at parent Safety Night event	2008

Engineering	
Please see Action Plan, page 16	

Following are accomplishments for the 2006-2007 school year and upcoming plans for the 2007-2008 school year:

Encouragement

- Celebrated International Walk to School Day/Week with parent/teacher supervised walking school busses leaving from three locations.
- Offered a school-wide straw walk around playground during International Walk to School Day/Week to afford all students an opportunity to participate.
- Continued walking school busses on Wednesdays (Walking Wednesdays) until the Thanksgiving break.
- Spring Walking Wednesdays program began April 4th with walking school busses from three locations. Continued throughout school year.
- Participated in Way to Go Week with walking school busses and playground loops every day that week. 100% school participation.
- Toe token incentive program began April 4th with Walking Wednesdays, continued through Way to Go week and on Wednesdays until the end of the school year. Children who walked to school with the walking school bus or on their own on Wednesdays, and/or walked a playground loop during Way to Go Week and on Wednesdays thereafter earned a token. A prize ceremony was held at the end of the year. Those children who had who earned five tokens were entered in a raffle for a water bottle, those who earned ten or more tokens won a flashing safety strobe.

Education

- SR2S information was presented at the fall 2006 Open house. Parents and students had an opportunity to discuss and learn about the Safe Routes Program.
- School Travel Forum. Public forum to explain the Safe Routes to School Program and gather public input for the School Travel Plan – 6/5/07
- Bike and pedestrian education coming Fall 2007 from the Center for Health and Learning

- Bike educator Training – 9/11/08
- Traffic safety Magic show – offered by the Governors Highway Safety Program – planned (if still available) for Fall or Winter 2008
- Bike safety Rodeo emphasizing helmet use, safe riding practices, bike upkeep – possibly spring 2008
- Spontaneous traffic safety education takes place during supervised activities such as walking school busses, bike trains, etc.
- Classroom presentations on safety delivered by local and state law enforcement - planned for 2007-2008 school year
- Classroom lessons, e.g. games targeting safety topics - ongoing
- Classroom education related to encouraging walking and biking can be integrated into the curriculum, e.g., mapping activities, creating graphs, writing assignments – 2007-2008 school year
- Education Forum for parents and kids on topics including how to pack and wear backpacks, stranger awareness, walking and crossing safely planned for Fall 2007

Enforcement

- Police presence during walking events on Rte 15 crosswalk. Officers parked cruisers with flashing lights to alert motorists of school crossing.

Engineering

The SR2S team has taken site walks, consulted with Town and School Officials, surveyed Parents and solicited input from the public regarding engineering aspects related to bike and pedestrian student travel. Engineering-related barriers and solutions are outlined in this plan.

Evaluation

Student Tally surveys were conducted in fall 2006 and again in June 2007. The baseline 2006 data can be found in appendix A. 2007 data had not yet been compiled at the time of this circulation.

Walking school bus participation has remained consistently heavy, (approximately 65 students per walking day, or 1/4th the student population) throughout the program indicating students' strong desire and commitment to walking to school.

Parent Surveys were conducted in fall 2006 and again in spring 2007. Complete 2006 survey results can be found in appendix B. 2007 survey results have not yet been compiled at the time of this circulation.

Public Input and Collaboration

During the 2006-2007 school year members of the SR2S attended the following meetings on behalf of the Safe Routes to School program:

- Safe Routes to School meeting at JES – recurrent throughout the year
- Jericho Corners Streetscape Project local concerns meeting – December, 2006
- Jericho Town Planning Commission meeting – 3/20/07
- Jericho Streetscape Steering Committee meeting - 5/2/07
- Meeting with Jericho Town Administrator, Town Planner – 5/24/07
- Jericho Streetscape Public Forum – 5/30/07
- Jericho Elementary School Board meeting - August 8, 2007
- Partners in Education (PIE) –
- Safe Routes to School Grant Pre-application Workshop – 5/29/07
- School Travel Planning Forum – 6/5/07 (see description, following)
- Special SR2S meeting to discuss the grant - 6/25/07

School Travel Planning Forum

The Safe Routes team offered a public forum on June 5, 2007 to detail the SR2S program and gather parent and community input on enhancing elements of the current program and writing the JES School Travel Plan. The agenda and minutes follow:

School Travel Planning Forum - Agenda

6pm	Welcome <ul style="list-style-type: none">- Introductions
6:10pm	Safe Routes To School <ul style="list-style-type: none">- Overview & Goals- History<ul style="list-style-type: none">EducationEngineeringEncouragementEnforcementEvaluation- Charting Our Future Course
6:45pm	Breakout groups <ul style="list-style-type: none">- Identifying & Prioritizing Next Steps
7:15pm	Report Back
7:45pm	Next Steps <ul style="list-style-type: none">- Meeting's comments will be incorporated in School Travel Plan- Finalized by Safe Routes Committee and presented to Select Board- Adjourn – <u>Thanks For Coming!</u>

For More Information:

Please feel free to contact either of us for more information on Safe Routes to School.

Pam Mathews Safe Routes Co-Coordinator pam@localmotion.org 482-4120	Jill Nye-McKeown Safe Routes Co-Coordinator jill@localmotion.org 860-7505
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Jericho Safe Routes to School Travel Planning Forum, June 5, 2007

Minutes

Objective:

Participants met to discuss the Jericho Elementary School Travel Plan which outlines current student travel to and from Jericho Elementary School (JES), barriers to walking and biking to school, and steps to be taken to alleviate those barriers where possible.

Procedure:

Participants at the Travel Forum Discussed the Five E's central to the safe Routes to School Program: Encouragement, Education, Engineering, Enforcement, and Evaluation.

Encouragement

Local Safe Routes to School coordinator Jesse Pelton described encouragement initiatives carried out during the 2006-2007 school year. Forum participants discussed these and additional initiatives during the break-out session.

Existing encouragement activities include:

- Ongoing Walking Wednesday program, supervised walking school busses from three locations: Sunny View, Griswold, and Old Pump Roads, leaving at 7:00 am Wednesday mornings throughout the fall and spring months
- Observation/celebration of walking events including International Walk to School Day/week in October and Way to Go Week in May
- Playground loops to encourage walking at recess
- Toe Token Campaign
- Articles in the School Newsletter

Proposed encouragement activities include:

- Similar, but distinct incentive program for the coming year
- Explore ways to make parents more comfortable with kids' safety while walking
 - Parent escorts to bus stops

- Articles in paper with pictures of walking school bus drivers
 - Safe Routes public relations campaign
 - Background checks for walking school bus drivers?
 - Red Sneaker Routes? – Safe houses or businesses along walking routes with background checked occupants
- Dignitaries to join walking school busses e.g. hockey players, baseball players, high school band, etc.

Education

Regional Safe Routes to School coordinator Pam Mathews described proposed and upcoming education initiatives at JES. Forum participants discussed these and others during the break-out session.

Proposed /upcoming education activities include:

- Instruction on safe cycling including:
 - Helmets and possible school helmet policy
 - Bike/Walk Smart instruction delivered by the Center for Health and Learning
 - Bike safety training for educators, Sept. 11, 2007
 - Bike Rodeo
 - maintenance
 - Choosing routes
- Instruction on safe walking
 - Stranger awareness
 - Proper back pack packing and use
 - Bike/Walk Smart instruction delivered by the Center for Health and Learning
- Public Service announcements for motorists, cyclists, pedestrians addressing safety/awareness issues
- Spontaneous pedestrian safety education instruction to children on walking school busses
- School meeting safety trivia

Engineering

Town Planner Seth Jensen discussed current Town initiatives including improving neighborhood paths on town easements that are adjacent to the school property and afford children a way to get to school, the Jericho Streetscape project and how it relates to school travel.

School Board Member Karen Glitman the connection between Safe Routes to School, the School, and the Town and how all are poised to work together to provide opportunities that will enable JES students to safely walk and bike to school.

Forum participants discussed physical barriers to walking and biking and prioritized possible solutions during the break-out session.

Identified gaps in sidewalk network:

- Need sidewalk on school side of Rte 15 from JES to Griswald, and on up to Cilley Hill Road, (feasibility study may be required for some of this).
- Need Sidewalk on school side of Rte 15 from JES to Grange building (School Evacuation Route).
- Need to secure paths from Sunny View and Griswald. (Town will Fund)
- Engineering study needed for school site to create a rear entrance to school and move motor and pedestrian/bike traffic more safely.

Enforcement

Forum participants discussed enforcement efforts to be explored for the coming year.

- Somehow enforce rules on existing Rte 15 crosswalk
 - Cars don't stop
 - Yield for pedestrians in crosswalk sign either in the street or VTrans fixed sign
 - Newspaper articles
 - Sting
 - Progressive enforcement—people talk
- Speed
 - Occasional trooper enforcement
 - Speed trailer
- Police presence during walking events to raise awareness.
- Public service announcements; Radio and TV

Next Steps

- Incorporate forum Ideas into School Travel Plan
- Apply for Safe Routes to School Grant
- Implement ideas generated in Forum
- Revisit and Update School Travel Plan in 2008

Identified Barriers to Walking and Biking to School

The following barriers have been identified by the Safe Routes to school team and the greater community:

Physical barriers (Infrastructure)

1. The school is located on Vermont Rte. 15, a high-traffic corridor and critical east-west connection in the region. Motorists often exceed the posted speed limit on VT 15 and fail to notice or yield to pedestrians in existing crosswalks. Therefore, walking along VT 15 in the absence of sidewalks and safe crosswalks poses a serious traffic safety concern to children prohibiting them from safely walking or biking to school from the following roads and neighborhoods:
 - i. Packard Road
 - ii. Griswold Road
 - iii. Cilley Hill Road
 - iv. Grange building and proposed crosswalk at Town Hall
 - v. Mountainview Lane to proposed Streetscape sidewalk at Lawrence Heights
2. The existing crosswalk across VT 15 to the school grounds is poorly marked and motorists often fail to yield when pedestrians are present. On a busy traffic route such as this there is no way for JES school-aged children to cross safely.
3. The school has evolved into a drive-in only area in regards to pedestrian safety. Busses, parents dropping off and picking up children, and faculty/staff all enter the school lot through the same entrance with busses veering off to the left and other vehicles continuing straight. The school sidewalk placement causes children to cross the path of

all vehicles (except busses) entering and leaving school grounds. Students who walk to school and manage to cross VT 15 then have no way to enter the school safely

4. There is no marked or supervised rear entry to the school. Students who use footpaths to walk and bike to school lack adequate access and supervision once on school grounds.
5. Paths – Some students who live in the Sunny View and Ross/Lane Griswold neighborhoods use footpaths on town easements to enter JES grounds at the rear playground area. The paths currently lack adequate maintenance and students face challenges such as low hanging branches, poor visibility, lack of signage indicating the presence of children at the street end of the path, and inaccessibility when it rains or snows due to mud, snow and snow piling from the municipal plow.
6. Traffic speed in front of school too high.

Solutions

1. To provide pedestrian access to school for children who reside west of school along VT Rte 15 and roads connecting to Rte 15 as far as Packard road, the Safe Routes to School (SR2S) team will seek feasibility studies and construction funding for a section of sidewalk from the school as far as Packard Road.
2. The existing crosswalk across Rte 15 leading to the school grounds will be repositioned to provide safer access. The SR2S team is seeking grant funding to add safety enhancements to the new crosswalk.
3. The SR2S team is seeking grant money to fund an engineering study of the school grounds that will address traffic flow, school entrance points, and bike/pedestrian safety.
4. (see #3)
5. Paths—The Town Planning commission will work to improve paths leading to the school.
6. The School Board and town have petitioned the Vermont Agency of Transportation to designate a ‘School Speed Zone’ in front of JES.

***Updates marked with star, (in blue).**

JES Safe Routes to School Action Plan –Physical Barriers					
	Barrier	Solution	Who will take the lead?	Timeline	How will we know we’re succeeding?
1	No sidewalk on school side rte 15 to Griswold	Apply for SR2S grant funding for construction funds to	SR2S team	Application: Aug.’07, Awards announced Nov. ’07,	Win grant award *Awarded SRTS Infrastructure Funds 2007 to build sidewalk from school to Griswold—

		build sidewalk		construction 2008-2009	construction not yet begun As of June 2008
2	No sidewalk Griswold to Packard Road	Apply for Sr2S grant funding to conduct feasibility study for future sidewalk	SR2S team	Application Aug. '07, Awards announced Nov '07 Study will follow	Win grant award *Grant request denied. *Town will look into funding project in the future. No forward movement at this time
3	No sidewalk school side of Rte. 15 to Grange Bldg.	Include in streetscape project	Streetscape steering committee	*2009-2010	Install sidewalk. *Sidewalk will be installed as part of Streetscape project.
4	No sidewalk from proposed streetscape base project sidewalk at Lawrence Heights to Mountain-view Lane	No viable solution at this time. Keep in mind as future project	SR2S committee will continue to monitor issue	* Future?	Future installation of sidewalk *No forward movement planned for this project. Insufficient population, difficult terrain (ledge) would require extensive blasting.
5	Existing school crosswalk across Rte 15 poorly positioned	Reposition crosswalk	Streetscape steering committee	2008 *2009-2010	Crosswalk repositioned. *Study completed. Crosswalk will be repositioned with Streetscape Project.
6	Existing school crosswalk across Rte 15 inadequately marked	Apply for SR2S grant funds to add crosswalk enhancements and signage	SR2S team *Pam Mathews Meet w/ Streetscape committee to discuss enhancements Spring 2010.	Application Aug. '07, Awards Nov. '07. Enhancements added to new streetscape crosswalk 2008. *2009-2010	Crosswalk more visible to motorists, safer for pedestrian crossing. *Received SRTS award *Will add enhancements with Streetscape project
7	School parking lot currently motorist oriented. Not	Apply for SR2 grant funding for engineering study of	SR2S team	Application Aug. '07, Awards Nov. '07 Study completed	Win award, engineering study conducted, begin to explore funding and timeline for construction. *2007 Grant request

	safe for bikes or pedestrians	school grounds to improve bike/ped /motorist traffic flow		early 2008	denied. CCMPO funded study of school site in 2008. Study complete. Will look for funding to move forward with solutions.
8	*Funding needed to improve school site	Apply for SRTS Grant	SRTS team /School Board	May 2010	Win Award and proceed with Improvements!
9	No secure and inviting rear entry to school	Engineering study (see#7, above)	SR2S team	(see above)	*Study completed, (see above).
10	Paths adjacent to school playground in need of upgrades and maintenance	*Adding sure-pack to Griswold path, adjacent homeowner will continue to plow. School will provide other Maintenance. Town / homeowners will trim trees on Sunnyview path.	Town Planning Committee/ homeowners, school	*Fall 2009	
11	Speed too high in front of school	Designate school speed zone	School Board/Town	Underway *Completed	School Speed Zone designated, signs installed *Done. School speed zone now 25mph “when children are present.”
12					
13					
14					

JES Safe Routes to School Action Plan—Cultural Barriers					
	Barrier	Solution	Who will take the lead?	Timeline	How will we know we're succeeding?
1	Large part of student population too young to walk without adult supervision	Walking school busses and bike trains	SR2S Team	Ongoing, bike trains 2008-2009	Increased participation, more walking days
2	Parents concerned about crime and violence	Possible RAD Kids 'Stranger Awareness' education	State Police officer or other law enforcement officer	2007-2008 school year	Students receive education *School decided not to offer RAD Kids or Child Lures Prevention to date.
3	Parent concerns re: bike and pedestrian safety	Bike and pedestrian safety education	SR2S Team/Center for Health and Learning	2007-2008 school year	Students receive education *WalkSmart Ped Ed taught to grades K-3 in fall, BikeSmart taught to grades 2-4 in spring., ongoing.
4	Concerns about bike safety	Bike Rodeo	Pam Mathews/Local Motion	2007-2008 School Year	Kids participate in rodeo *no rodeo to date.
5	Concerns about traffic speed on Rte 15	Intensify enforcement efforts, e.g. sting, newspaper	SR2S Team/State Police	2007-2008 School Year	Motorists slow down for crosswalk and proposed school zone

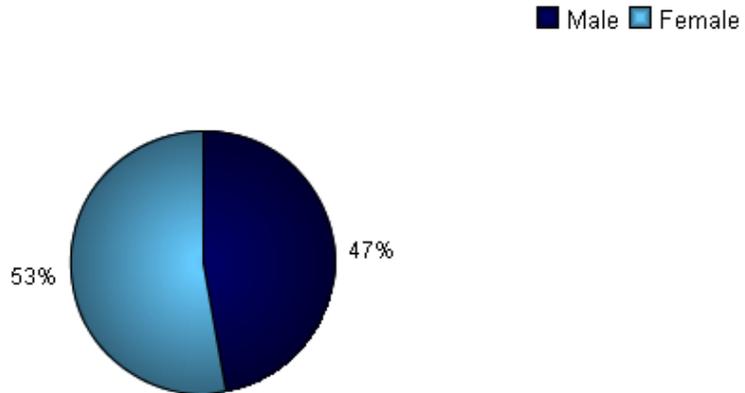
		article, speed carts			
6	Pedestrian safety concerns	Traffic Safety Magic Show	SR2S Team/Governors Highway Safety Program	2007-2008 School year	Safety Show presented at JES *Done
7	Parent Concerns re: students' carrying heavy backpacks.	Parent/student education on how to pack and wear backpacks	SR2S Team	2007-2008 school year	Education presented to parents and students *Presentation at parent safety forum spring 2008.
8	Concerns regarding helmet use	Possibly instate helmet policy at JES	JES administration, SR2S team	2007-2008 school year	Idea approved, rule instated

Parent Survey Summary

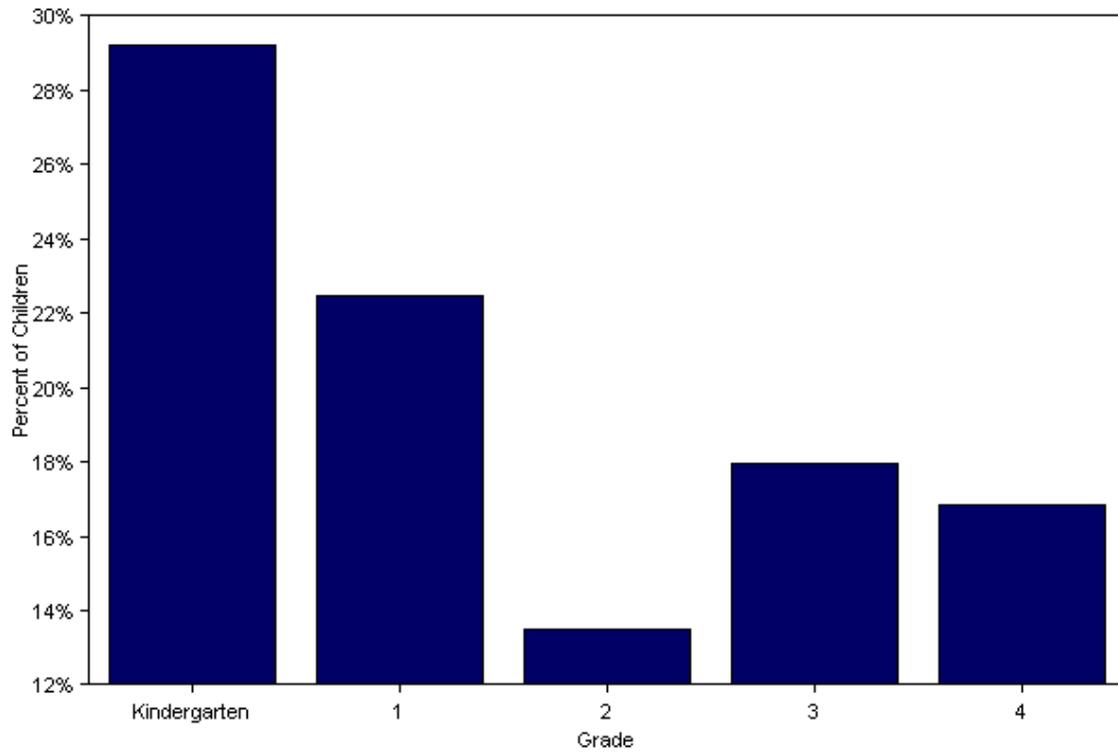
Program Name:	Local Motion	Month and Year Collected:	Fall 2009
School Name:	Jericho Elementary	Set ID:	2787
School Enrollment:	265	Date Report Generated:	12/14/2010
Enrollment within Grades Targeted by SRTS Program:	265	Number of Questionnaires Analyzed for Report:	89
Number of Questionnaires Distributed:	0		

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



Grade levels of children represented in survey

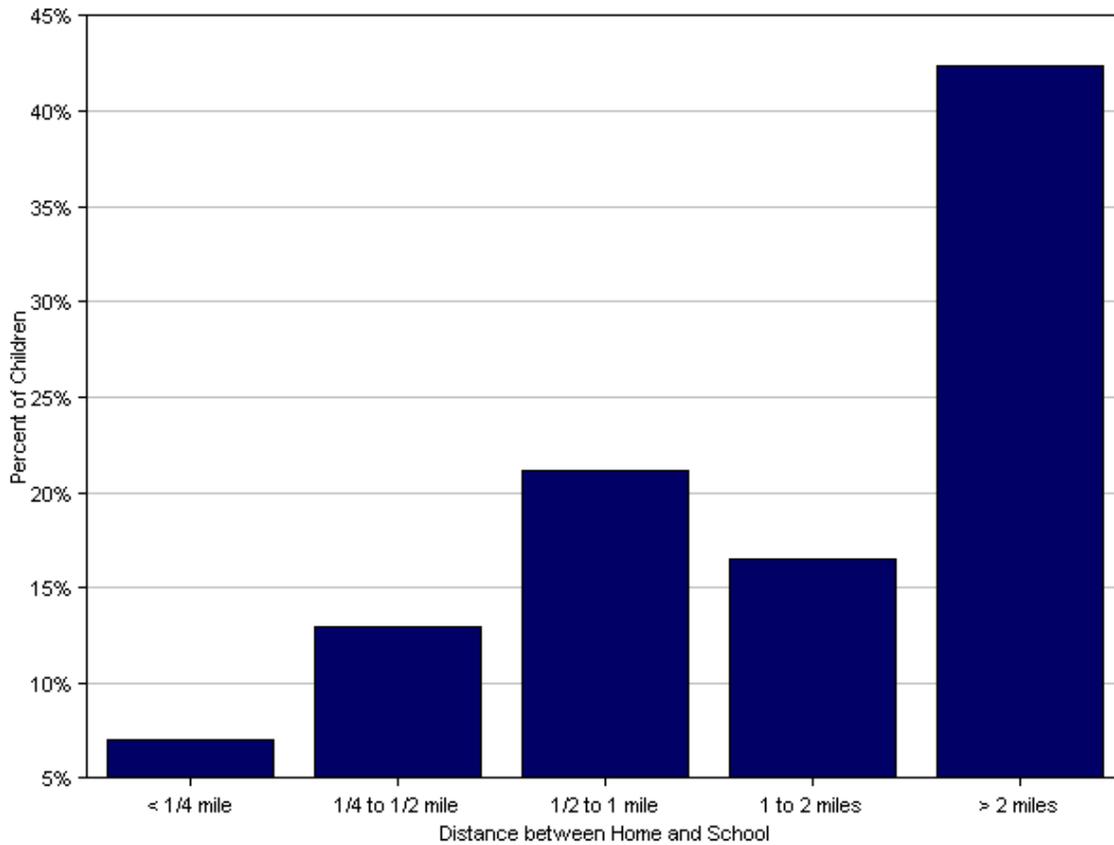


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	26	29%
1	20	22%
2	12	13%
3	16	18%
4	15	17%

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

Parent estimate of distance from child's home to school

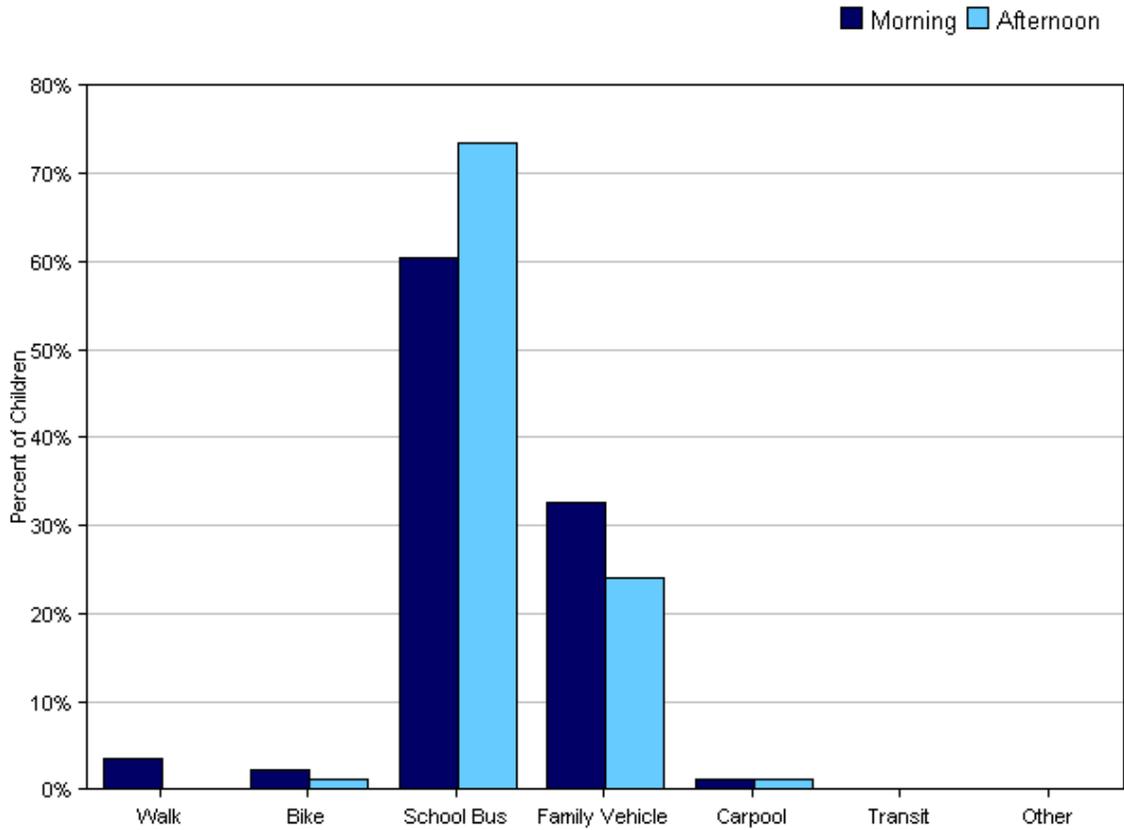


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	6	7%
1/4 mile up to 1/2 mile	11	13%
1/2 mile up to 1 mile	18	21%
1 mile up to 2 miles	14	16%
More than 2 miles	36	42%

Don't know or No response: 4
 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

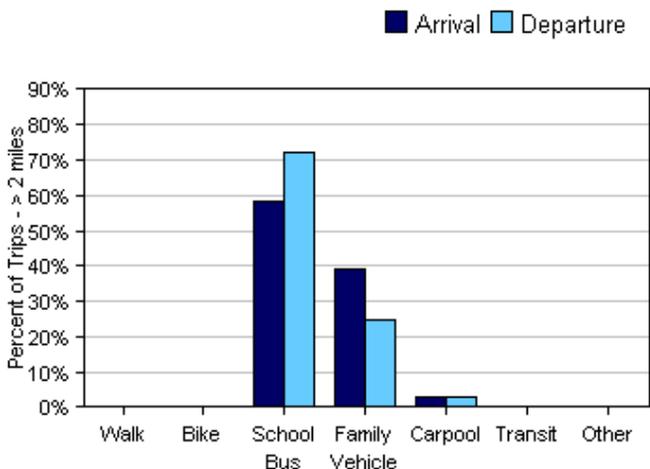
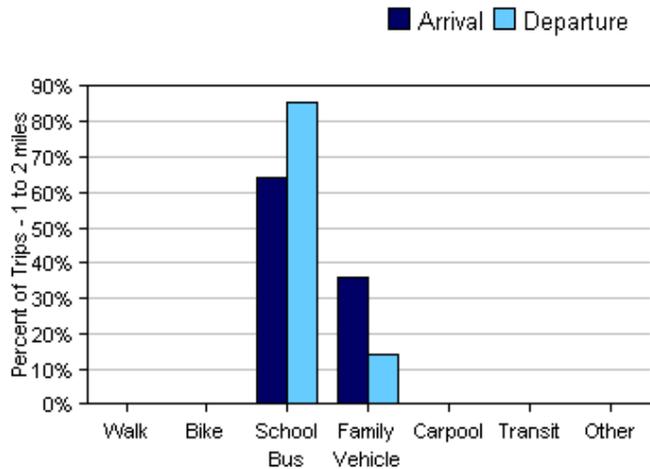
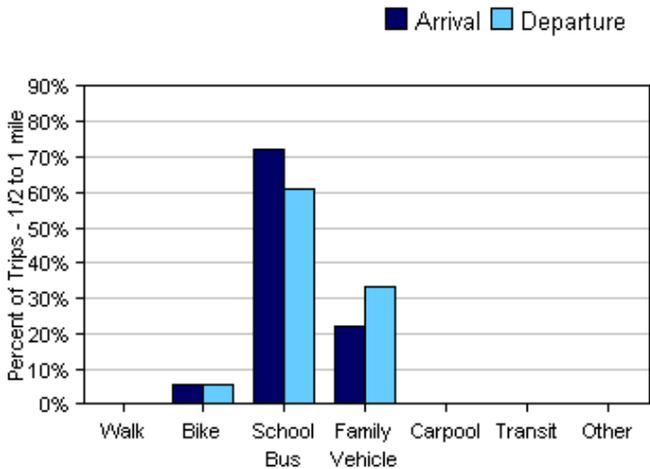
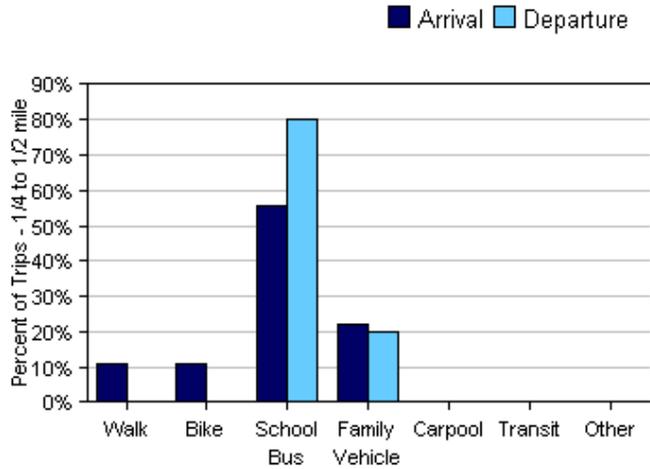
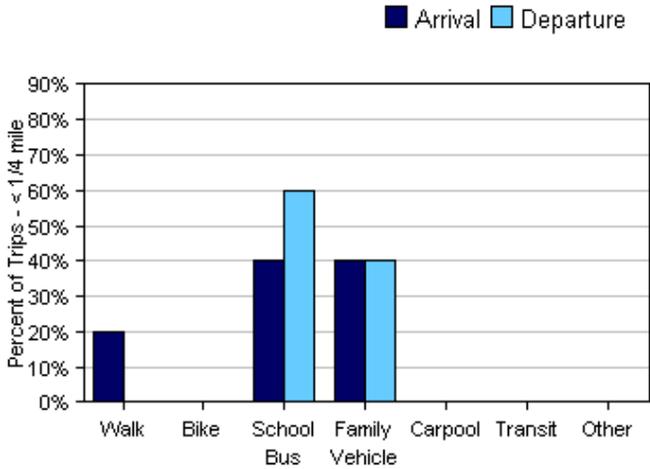
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	86	3%	2%	60%	33%	1%	0%	0%
Afternoon	87	0%	1%	74%	24%	1%	0%	0%

No Response Morning: 3

No Response Afternoon: 2

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	5	20%	0%	40%	40%	0%	0%	0%
1/4 mile up to 1/2 mile	9	11%	11%	56%	22%	0%	0%	0%
1/2 mile up to 1 mile	18	0%	6%	72%	22%	0%	0%	0%
1 mile up to 2 miles	14	0%	0%	64%	36%	0%	0%	0%
More than 2 miles	36	0%	0%	58%	39%	3%	0%	0%

Don't know or No response: 7

Percentages may not total 100% due to rounding.

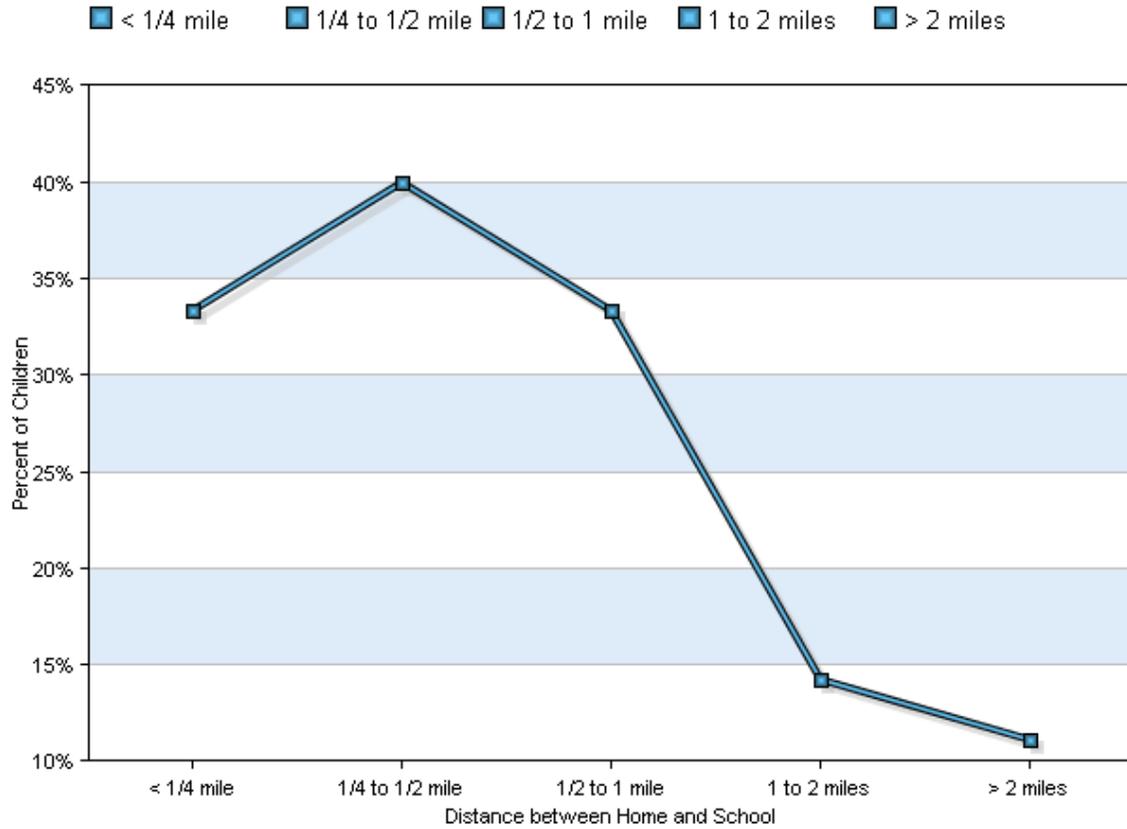
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	0%	0%	60%	40%	0%	0%	0%
1/4 mile up to 1/2 mile	10	0%	0%	80%	20%	0%	0%	0%
1/2 mile up to 1 mile	18	0%	6%	61%	33%	0%	0%	0%
1 mile up to 2 miles	14	0%	0%	86%	14%	0%	0%	0%
More than 2 miles	36	0%	0%	72%	25%	3%	0%	0%

Don't know or No response: 6

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

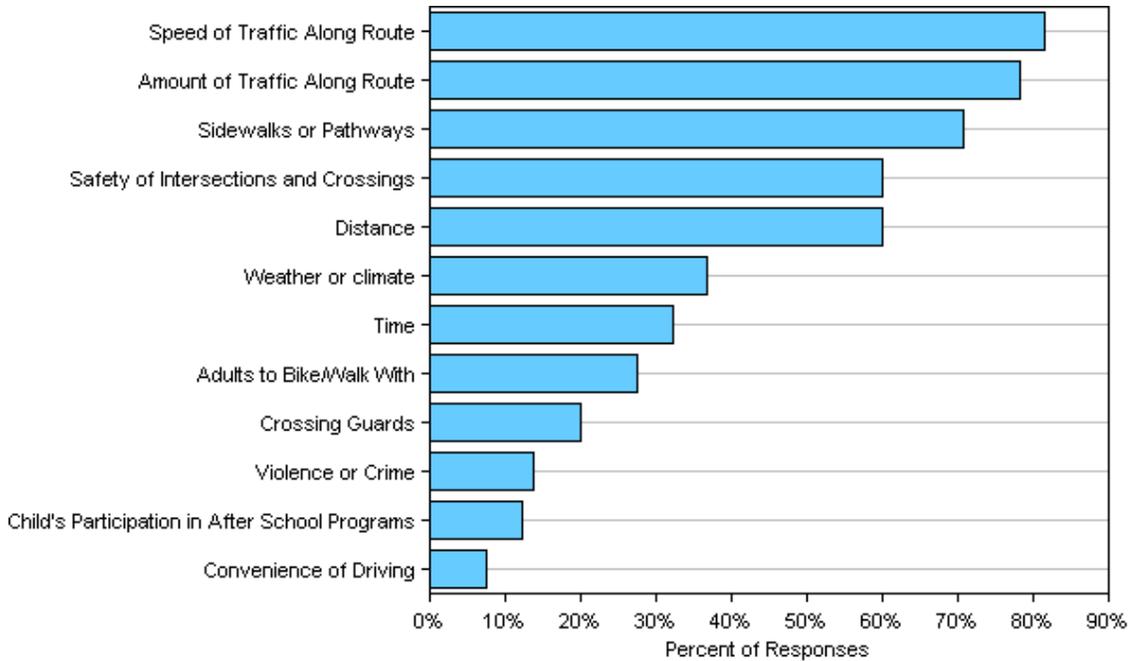


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

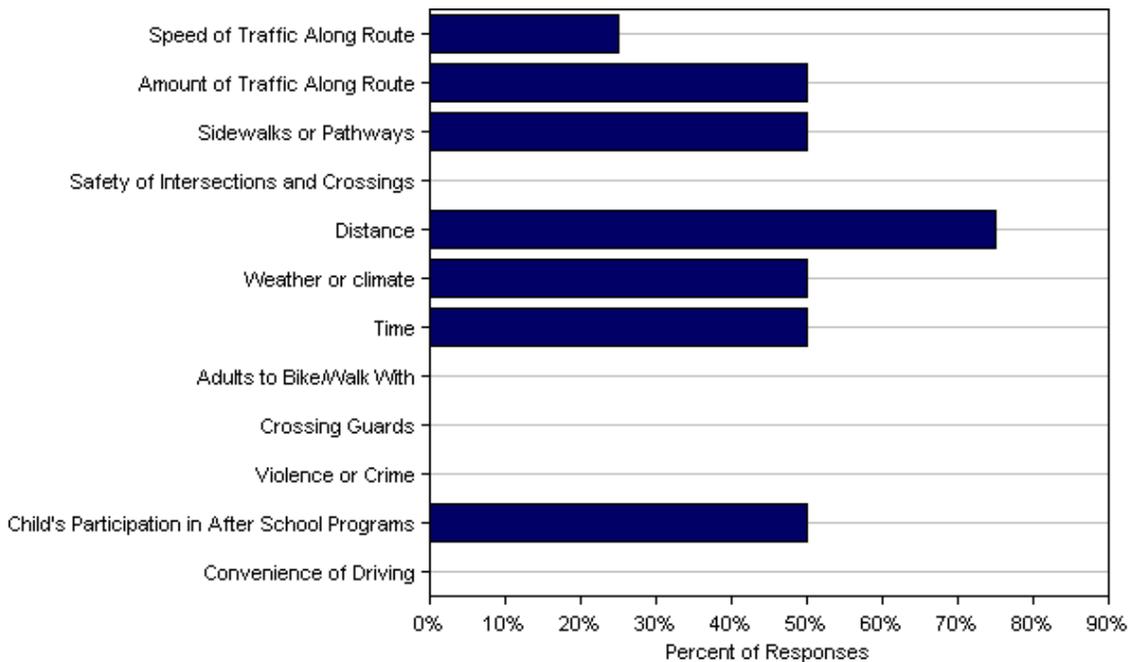
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	18	33%	40%	33%	14%	11%
No	66	67%	60%	67%	86%	89%

Don't know or No response: 5
 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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Speed of Traffic Along Route	82%	25%
Amount of Traffic Along Route	78%	50%
Sidewalks or Pathways	71%	50%
Safety of Intersections and Crossings	60%	0%
Distance	60%	75%
Weather or climate	37%	50%
Time	32%	50%
Adults to Bike/Walk With	28%	0%
Crossing Guards	20%	0%
Violence or Crime	14%	0%
Child's Participation in After School Programs	12%	50%
Convenience of Driving	8%	0%
Number of Respondents per Category	65	4

No response: 20

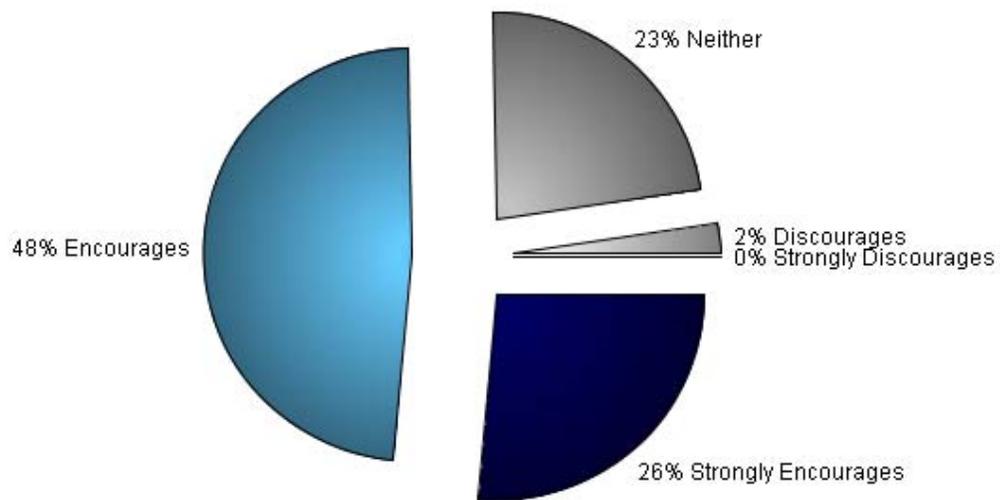
Note:

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

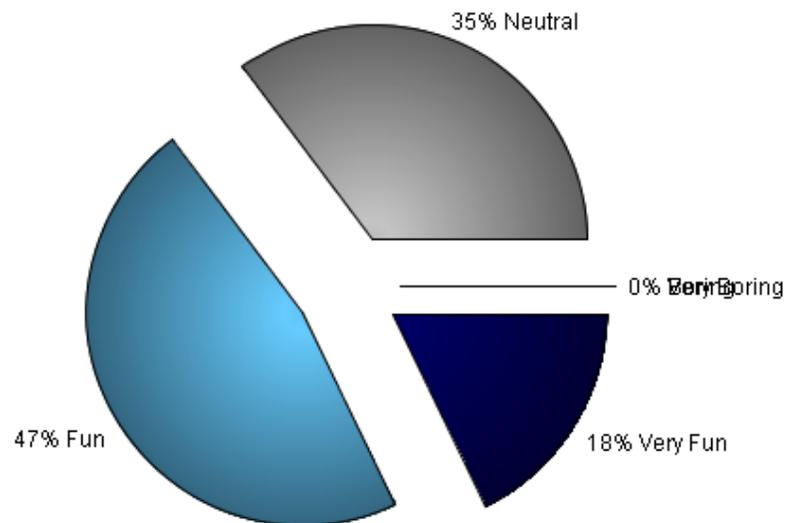
--Each column may sum to > 100% because respondent could select more than issue

--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.

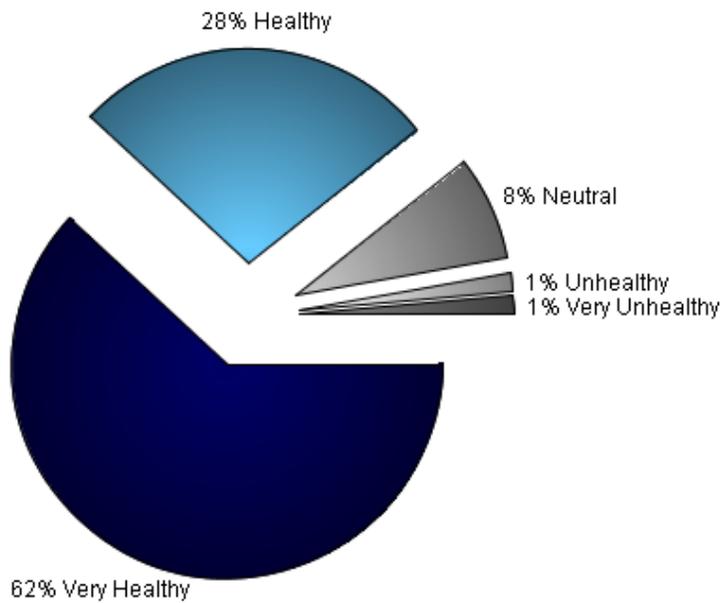
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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

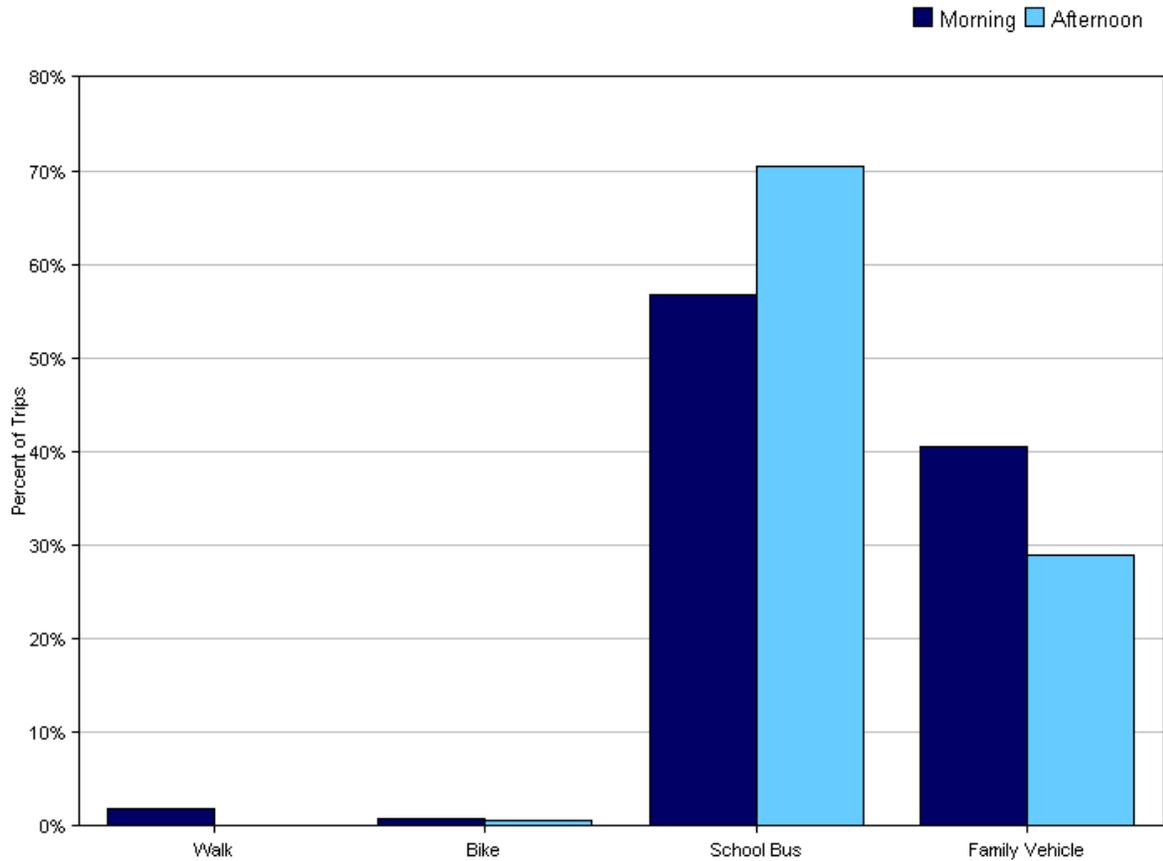
SurveyID	Comment
308872	I WOULD LOVE IT IF MY KIDS HAD SAFE SIDEWALKS/BIKE PATHS & COULD WALK OR BIKE TO SCHOOL! BROWN'S TRACE & LEE RIVER DON'T EVEN HAVE SHOULDERS!
308875	IF A SIDEWALK WAS PUT IN BY OUR HOUSE OR CLOSE WE WOULD WALK OUR CHILDREN TO SCHOOL MOST DAYS.
308878	MY BIGGEST CONCERN IS THE OVERALL SAFETY OF MY CHILD.
308892	AS A CHILD I WALKED OR BIKED TO/FROM SCHOOL EVERYDAY & WOULD LOVE FOR MY CHILDREN TO HAVE THIS OPPERTUNITY. WITH MORE SIDEWALKS & SAFE ROUTES I WOULD EFINITLY ENCOURAGE IT.
308893	@ THIS POINT THE BUSES WORK REALLY WELL IN OUR DISTRICT & I WOULD ENCOURAGE MORE PARENTS TO USE THE BUS-FEWER CARS. WE NEED MORE SIDEWALKS OR DESIGNATED SAFE ROUTES & BETTER PATHS/SIDEWALKS ONCE ON SCHOOL PROPERTY.
308897	IF WE HAD SIDEWALKS WE WOULD FEEL MORE COMFORTABLE. PEOPLE DRIVE VERY FAST DOWN OUR ROAD.
308903	ALTHOUGH WE ARE TOO FAR TO EVER WALK OR BIKE WE DO LIKE TO WALK NEAR SCHOOL AND WOULD LOVE IMPROVEMENTS TO SIDEWALKS AND CROSSWALKS.
308909	WE LIVE ON A VERY BUSY ROAD W/O BIKE WAYS/PATHS. IT IS VERY DANGEROUS TO BIKE OR WALK ON OUR ROAD. A SIDEWALK OR BIKE WAY WOULD BE EXTREMELY HELPFUL!!
308915	OUR TOWN NEEDS PATHS FROM MOST AREAS TO ALL 3 SCHOOLS. WOULD BE USED FOR SCHOOL RECREATION ADD CHARM SAFETY & HEALTH. LET'S DO IT!
308921	WE LIVE SO FAR FROM ALL SCHOOLS LEVELS IN OUR TOWN THERE IS NO REALISTIC OPTION FOR TRANSPORTATION TO/FROM SCHOOL OTHER THAN VEHICLES. A BUS RIDE OF 1 HOUR 15 MINUTES TO RETURN HOME IS TOO LONG BUT IT DOESN'T SEEM TO BE CHANGEABLE. SITTING FOR THIS LONG LIMITS OPTIONS FOR HEALTHY ACTIVE AFTER SCHOOL ACTIVITIES.
308926	QUESTION #9 - WOULD LOVE TO IF IT WERE NOT SO FAR
308861	WE WALK ON WEDS-TAHT IS A SCHOOL DAY WHEN WE ALL WALK (THE WHOLE SCHOOL EVENT).
308906	IF THERE WERE SIDWALKS HE'D NEVER RIDE THE BUS
308917	IF THERE WERE SIDEWALKS ALONG ROUTE 15 WITH A CROSSING GUARD I WOULD CONSIDER WALKING WITH MY SON TO SCHOOL.
308943	WE WALK TO THE BUS STOP WHICH IS ALMOST A MILE DOWN OUR ROAD.
308944	I THINK THAT THERE NEEDS TO BE MORE SIGNAGE FOR VEHICLES TO SLOW DOWN AND STOP FOR STUDENTS/PEDESTRIANS AT THE RT. 15/OLD PUMP RD. INTERSECTION CROSSWALK.
308905	UNFORUNATELY WE LIVE 3 + MILES FROM JES-BUT WE LIVE CLOSE TO THE HIGH SCHOOL-SO SOMEDAY THEY COULD WALK TO SCHOOL.
308935	THE LOGISTICS OF GETTING TO SHOOL ON TIME ALSO AN ISSUE-WALKING THE 1/2 MILE TAKES A CHUNK OF TIME ON A BUSY BUSY ROAD. EVEN WITH SIDEWALKS ALL THE WAY-TIME GETTING TO SCHOOL AN ISSUE.
308862	SPEED SHOULD BE REDUCED TO 25 MPH FOR 1/2 MILE ON EITHER SIDE OR DIRECTORY OF THE SCHOOL!!
308891	THE CROSS WALK ON RT. 15 AT OLD PUMP RD. NEEDS AN ORANGE STAND UP MARKES IN THE MIDDLE OF THE ROAD NEEDS TO BE RE-PAINTED & PREFERABLY WOULD HAVE A CROSSING GUARD.
308898	IF WE DIDN'T LIVE SO FAR I COULD BIKE WITH HIM WE'D BIKE TOGETHER WHEN THERE IS GOOD WEATHER.
308919	OTHER ADULT HAS A MASTERS DEGREE
308914	QUESTION 10 WAS CONFUSING SORRY! BASICALLY WE DRIVE HIM TO SCHOOL BECAUSE IT'S CONVENIENT-I DRIVE RIGHT BY ON MY WAY TO WORK. IF HE TOOK BUS HE'D HAVE TO LEAVE THE HOUSE 40 MINUTES EARLY. ALSO K-4 IS TOO YOUNG TO WALK/RIDE ON OWN.

308934	JEREMY OFTEN WALKS TO SCHOOL WITH HIS BROTHERS WHO CATCH THE BUS @ JES TO GO TO BRMS
308933	WE LIVE MORE THAN 4 MILES AWAY FROM J.E.S. BIKING OR WALKING IS NOT AN OPTION.
308949	DUE TO ROUTE 15 ONLY THE KIDS FROM GRISWOLD NEIGHBORHOOD CAN SAFELY WALK/BIKE. ALL OTHER KIDS NEED TO BE BUSSED OR DROPPED OFF. NO KIDS EAST OF CLARKS TRUCK STOP SHOULD WALK/BIKE FOR SAME REASON TO BRMS. SPENDING \$ & RESOURCES ON THIS WOULD BE BETTER SPENT ON OTHER TOWNS SUCH AS ESSEX JUNCTION WHERE TANGIBLE RESULTS PROVIDE KIS ABILITY TO BIKE/WALK
308876	I FEEL THE SCHOOL DISTRICT SPENDS TOO MUCH ON BUSSING-NOW THERE IS SR 25 GRANT. IF MORE KIDS START WALKING WILL YOU CUT DOWN ON BUS EXPENSE IN THE BUDGET?
308910	IN A RURAL COMMUNITY LIKE JERICHO I DON'T THINK IT IS COST EFFECTIVE TO TRY AND MAKE IT SAFE FOR THE VAST MAJORITY OF KIDS TO WALK TO SCHOOL. IF EXERCISE IS THE GOAL PLAN FOR MORE ACTIVITIES AT SCHOOL TO REACH THAT GOAL.
308911	AT THE ELEMENTARY AGE RIDING/WALKING ALONE WOULD NOT BE APPROPRIATE FOR THE 1 MILE TRIP.

Tally Report

Program Name:	Local Motion	Month and Year Collected:	September 2009
School Name:	Jericho Elementary	Set ID:	3369
School Enrollment:	265	Date Report Generated:	12/14/2010
Enrollment within Grades Targeted by SRTS Program:	265	Number of Classrooms Included in Report:	19
Number of Classrooms in School:	0		

Morning and Afternoon Travel Mode Comparison

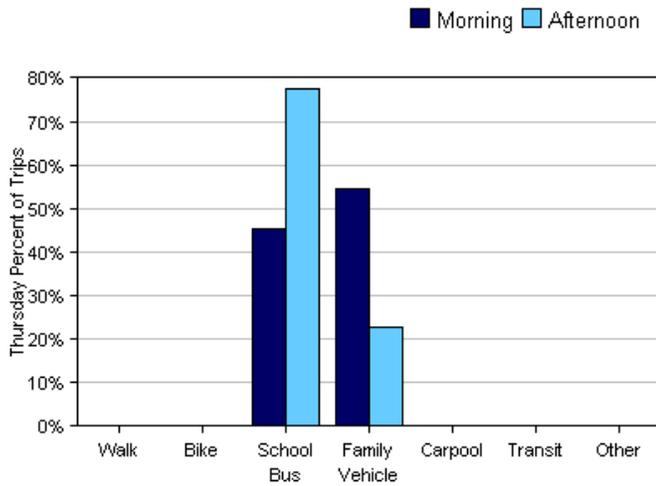
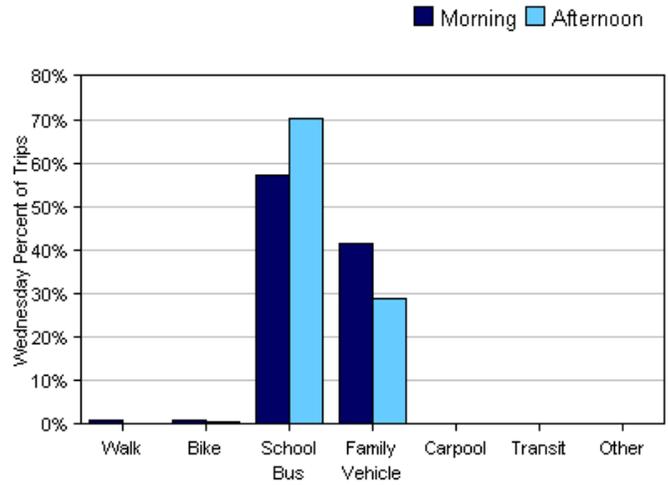
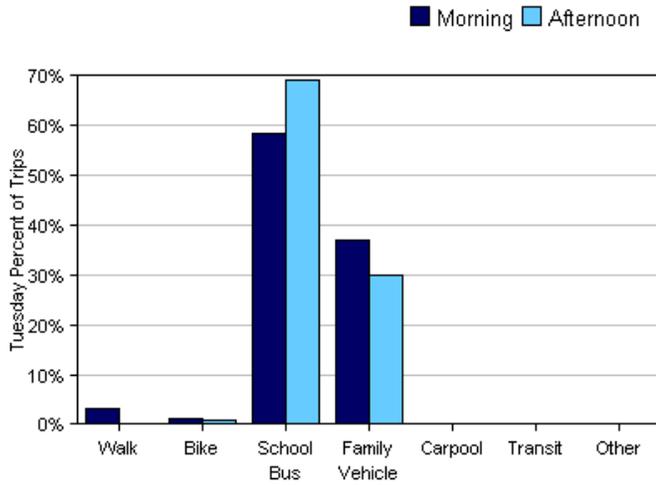


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	589	2%	0.8%	57%	41%	0%	0%	0%
Afternoon	592	0%	0.7%	70%	29%	0%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

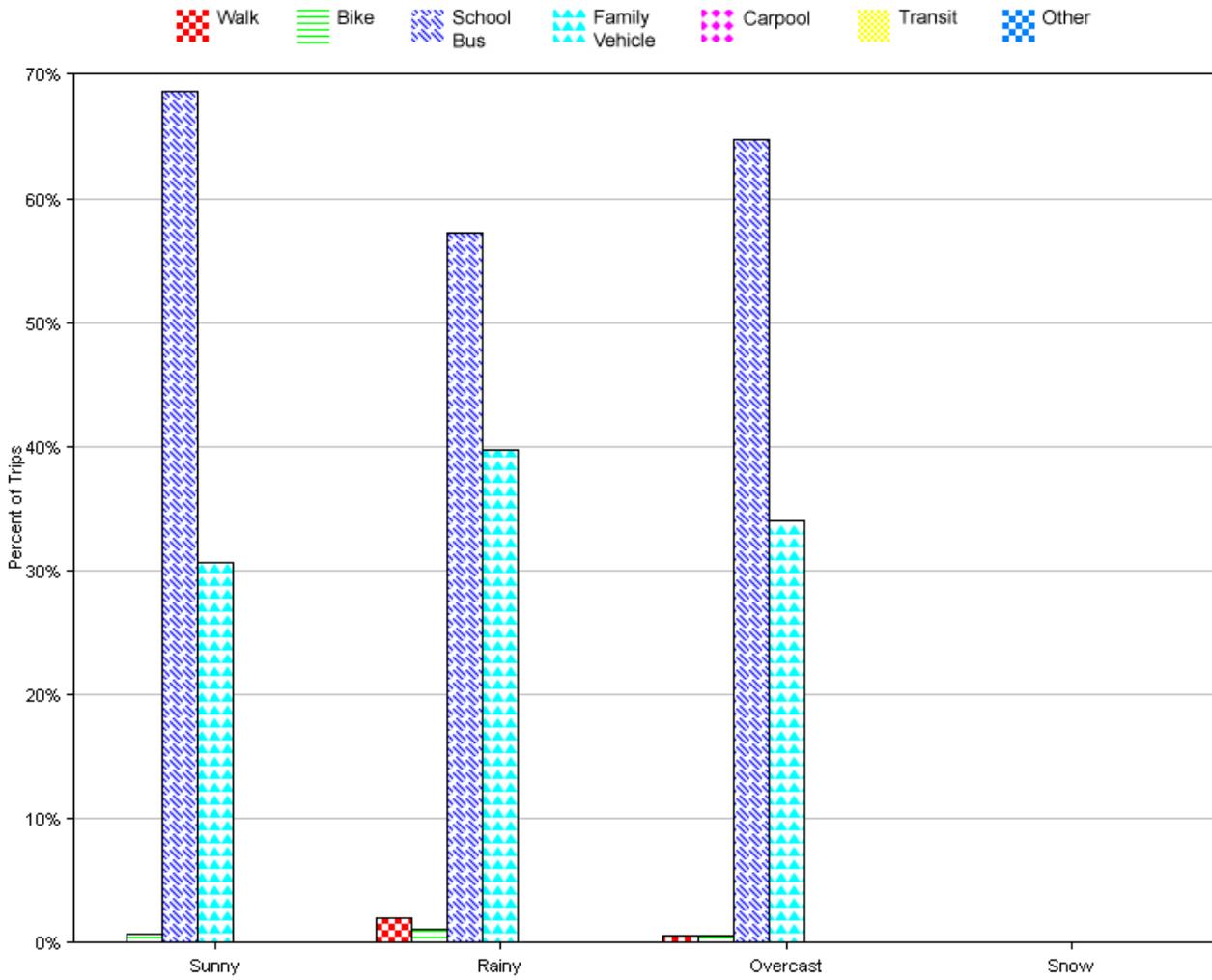


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	275	3%	1%	59%	37%	0%	0%	0%
Tuesday PM	273	0%	0.7%	69%	30%	0%	0%	0%
Wednesday AM	261	0.8%	0.8%	57%	41%	0%	0%	0%
Wednesday PM	266	0%	0.8%	70%	29%	0%	0%	0%
Thursday AM	53	0%	0%	45%	55%	0%	0%	0%
Thursday PM	53	0%	0%	77%	23%	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	297	0%	0.7%	69%	31%	0%	0%	0%
Rainy	456	2%	1%	57%	40%	0%	0%	0%
Overcast	341	0.6%	0.6%	65%	34%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.