

**Jackson County Central Schools  
District #2895**

**Safe Routes to School Plan  
Riverside Elementary**



**June 2013**

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# SafeRoutes

## National Center for Safe Routes to School



### Background and Purpose

The purpose of this Grant is for the State of Minnesota to disburse Federal Highway Administration (FHWA) funds to the Southwest Regional Development Commission (SWRDC) from the Safe Routes to School (SRTS) program under Section 1404 of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU). The administration of section 1404 has been assigned to FHWA's Office of Safety, which works in collaboration with FHWA's Offices of Planning and Environment (Bicycle and Pedestrian Program) and the National Highway Traffic Safety Administration (NHTSA) to guide the program.

The main deliverables of this grant is a finalized SRTS Plan for Jackson: Riverside Elementary and Lakefield: Pleasantview Elementary, JCC Middle School. The time period of the grant occurs from the starting period on August 1, 2012 through July 31, 2014. This plan has been developed jointly by the Jackson County Central School District, local law enforcement, city and county officials, parents, community members, and the Southwest Minnesota Regional Development Commission.

## **Summary**

SRTS Plans are community plans to promote an active lifestyle for all residents.

The focus of SRTS Plans are on teaching children pedestrian and bicycle safety, making the environment safer for children to walk and bicycle to school and around the community, and promote a healthy lifestyle. SRTS Plans encourage children and the community as a whole to walk, bike, and be more physically active. By promoting a more active lifestyle, there are a number of positive externalities that include: reduced traffic congestion near schools and in the community, better air quality around schools and in the community, and an overall healthier community.

## **Geographic Location**

The City of Jackson is situated in southwest Minnesota around the point of intersection of U.S. Highway 71, Interstate 90, and the Des Moines River. Jackson is located in the eastern section of Jackson County. The county's boundaries are joined by Cottonwood County to the north, Martin County to the east, Nobles County to the west, and the Minnesota/ Iowa border to the south. To the traveler passing through Jackson for the first time, the community's natural setting is characterized by the steep wooded hills, broad valley, and meandering river. The topography contributes greatly to the variety and overall appeal of the community.



TownMapsUSA.com



## **Jackson County Central School District**

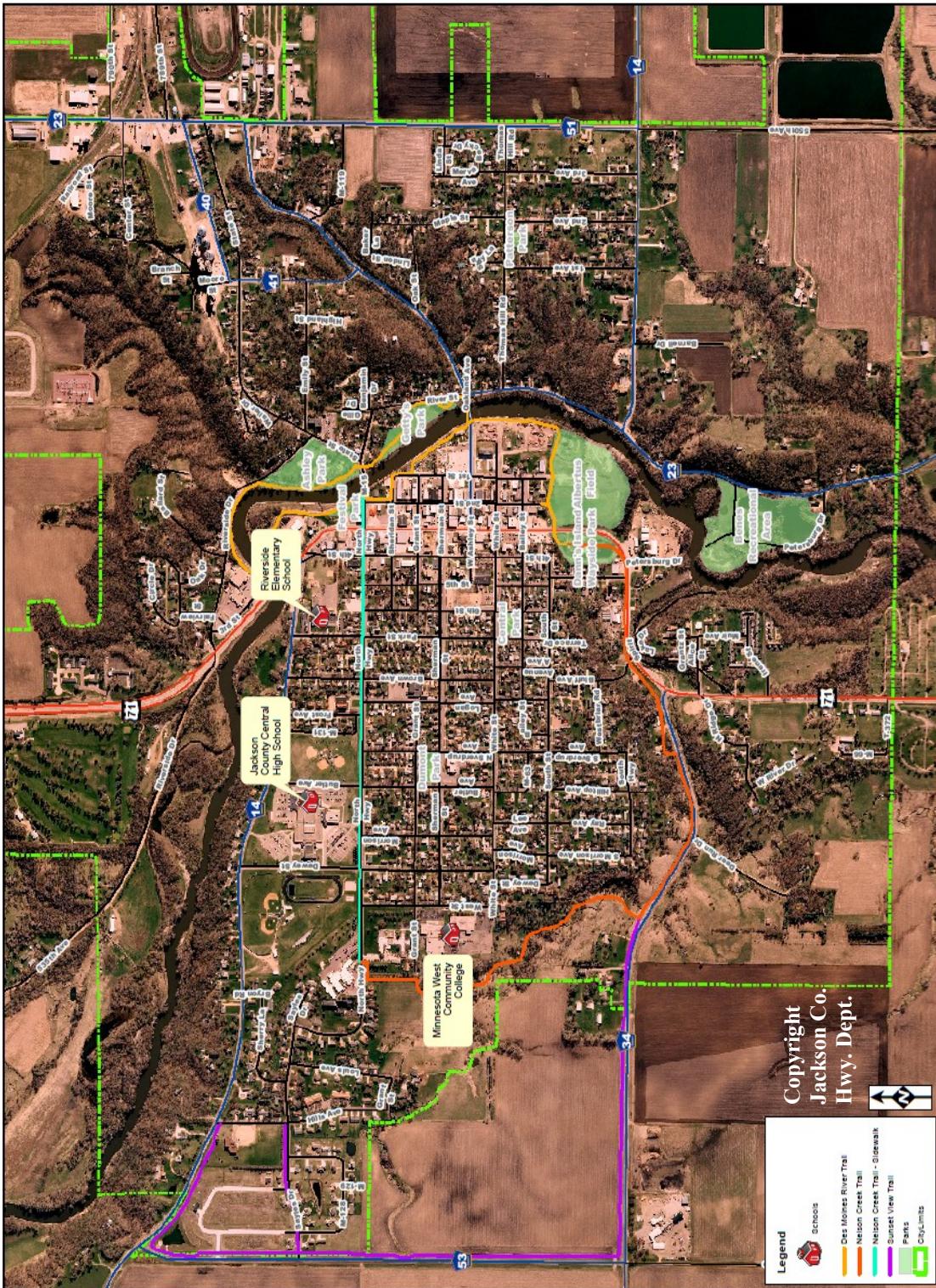
The Jackson County Central (JCC) School District is a rural district encompassing the majority of Jackson County. The JCC School District includes the City of Jackson, the county seat along U.S. Highway 71, along with the communities of Lakefield, Alpha, Petersburg, and Sioux Valley. The school district is cut in half by U.S. Interstate - 90, which travels east-west directly through the middle of the district. The Jackson County Central School District encompasses 440.03 square miles within Jackson County and has a Pre-K – 12<sup>th</sup> Grade Enrollment of 1,213 students in the 2012-13 school year.

The district includes: JCC High School, JCC Middle School, Pleasantview Elementary, Riverside Elementary, and Early Childhood Family Education. JCC High School is located at 1128 North Highway in Jackson, Minnesota. The JCC Middle School is located at 205 4<sup>th</sup> Ave. North in Lakefield, Minnesota, which is 12 miles from Jackson. Pleasantview Elementary is located at 110 Milwaukee Street in Lakefield, Minnesota. Riverside Elementary is located at 820 Park Street in Jackson, Minnesota.

The Jackson SRTS Plan is for Riverside Elementary. Riverside Elementary serves the community of Jackson and the surrounding rural area. The 2012-13 school year enrollment was 424 students Kindergarten through 5th grade at Riverside Elementary (refer to Appendix D for JCC Equal Education Opportunity Policy).



## City of Jackson



## **Planning Process**

The SRTS planning process is a comprehensive approach designed to identify the existing conditions so the SRTS team can determine goals to improving pedestrian and bicycle safety in the community, while promoting an active lifestyle. The plan covers five key areas: evaluation, engineering, education, encouragement, and enforcement. Planning starts and ends with a pre and post evaluation. This plan studied the existing conditions to understand and evaluate the current conditions, which enabled the SRTS Team to create an effective strategy for addressing the current issues. After the Plan has been implemented, a thorough evaluation is recommended. A post evaluation will provide evidence of the success or failure of the Plan strategies. The SRTS Team in Jackson used the five E (s) to formulate a strategy revolving around safety to analyze the issues and barriers in promoting a more active lifestyle in Jackson.

## **Barriers**

### **I. Existing attitude or behaviors**

- Why are kids not walking or riding their bike?
- Is it cool to walk or ride your bike?
- Do parents perpetuate the problem by wanting to drive the kids?

### **I. Physical barriers to walking or riding their bike**

- Is it realistic? Cold out, snow, hills...
- Safety an issue? Crossing major roadways
- Are there areas of the community where walking and bicycling is particularly difficult? What would make it safer and easier?

### **I. Existing policies**

- Bus Policy
- Drop-off and Pick-up Zones
- Transportation Plans

### **I. Information barriers**

- Do students and parents know about available transportation options and the real risks of walking or biking

## **Planning Process**

Evaluation provides the backbone in creating a SRTS Plan. By evaluating existing conditions in Jackson, and outlining possible options to address identified problems, the Jackson SRTS team, JCC School District, and the City of Jackson will be better able to understand the entire situation. Brought together was quantitative and qualitative data from the Parent Surveys, Travel Tallies, Walking and Bike Audits, Neighborhood Meeting, Walkability Survey, input from meetings, and MNDOT data that helped the SRTS Team to look at the issues from different perspectives. By bringing this information together in one plan, enabled the SRTS Team, JCC School District and the City of Jackson understand issues and develop strategies to address them..

Engineering can consist of different techniques varying from physical improvements to operational improvements. Physical improvements include but are not limited to: installing bike racks and benches, traffic calming devices, building more sidewalks and trails, curb extensions, building roads that are pedestrian and bicycle friendly, establishing safer and fully accessible crosswalks, and establishing community gardens. Operational improvements include but are not limited to: new parking protocol (reverse angle parking), creating a drop-off and pick-up policy, school zone traffic separation policy (designating streets strictly for bus drop-off and pick-up), reducing traffic volumes and speeds around school zones, and creation

of a hands-free policy for cell phones while driving in a school zone.



## **Planning Process**

The education component of the SRTS Plan includes: teaching students proper safety protocol when walking and bicycling; teaching children how to handle potentially dangerous situations; educating the public about right-of-way laws and sharing the road with bicyclists; educating children and the community about recommended routes in the community that are safer and pedestrian friendly; and educating the public about the benefits of walking and bicycling along with the risks.

Encouragement revolves around creating an environment where walking and bicycling is a convenient option. This means creating incentives for walking and bicycling and creating disincentives to drive. Making it more convenient may be implementing development policy that are pedestrian and bicycle friendly. Encouragement should also happen in the classroom, such as challenges to see which class can have the highest number of walkers and bicyclists in a week. Encouragement can take a variety of forms and competitions and prizes are a great way to get the children involved in the SRTS program.

Enforcement includes partnering with local law enforcement to ensure traffic laws are strictly enforced in school zones. Safety of children when they walk and bicycle to school starts with the community obeying traffic laws and watching out for pedestrians and bicyclists.

Maintaining a safe environment is critical in promoting walking and bicycling to school and in the entire community.

### **Jackson County Sheriff's Office**

*Mission Statement:* “Jackson County is committed to service, growth, and tradition in a diverse, rural environment.”



## **Planning Process**

The Jackson County Central School (JCC) District SRTS Plan for Riverside Elementary kicked off the planning process with a meeting at the JCC High School Boardroom in Jackson on Tuesday December 4, 2012. At this meeting, the SWRDC outlined the scope of work and deliverables under the grant along with a timeline created for the plan development by the SWRDC. The planning process starts with a thorough evaluation so we can understand the barriers and opportunities in the community. The different members on the SRTS team were given assignments to collect information about the existing conditions and barriers regarding Riverside Elementary.

The Jackson SRTS team collected information on school enrollment, bus routes and policy, drop-off and pick-up policy, pedestrian and bicycle safety programs, current plans pertaining to trails, street profiles, walking and bicycle zones on streets and around schools, street profiles, pedestrian and bicycle facilities, and a variety of other topics. Along with analyzing existing policy, plans, and current infrastructure, the Jackson SRTS team conducted a walking and bike audit, administered a parent survey, a student travel tally survey, and Walkability Checklist Survey. Synthesizing this information will help the Jackson SRTS team create a concrete hierarchical plan for addressing the issues related to walking and bicycling in Jackson.

### **Jackson SRTS Team**

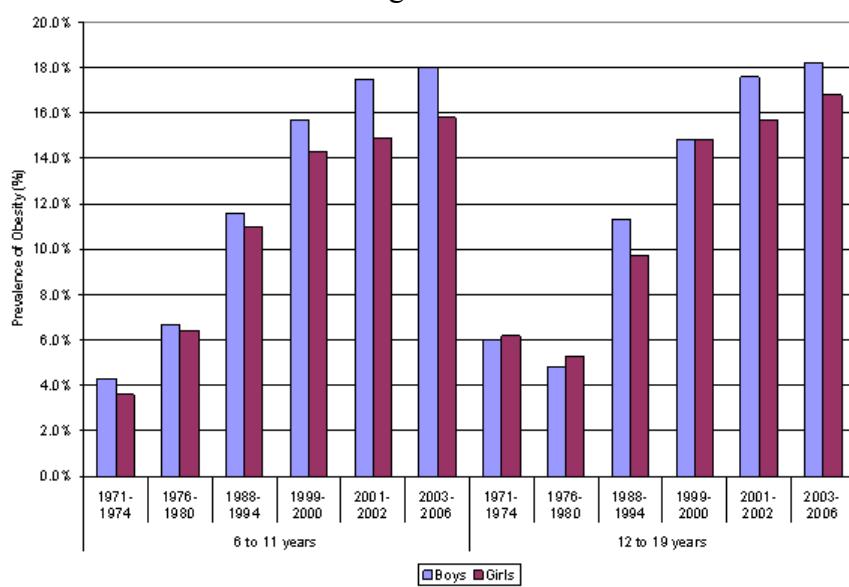
Lynne Anderson	Retired PS Teacher	Dan Beert	Riverside Principal
Jesse Cody	Southwest Coaches	Drew Hage	SWRDC
Roger Hawkinson	Jackson County Sheriff	Shelly Hotzler	PE Teacher
Diana Madsen	Public Health SHIP	Todd Meyer	JCC Superintendent
Tracey Mitchell	JCC District Nurse	Rose Schultz	Co Commissioner
Erin Reed	Jackson Co Hwy Dept Engineer		
Steve Walker	Assistant City Administrator		
George Tauer	Jackson Street Dept		

## Existing Health Issues

Research conducted by the USDA shows that one in three American children are overweight or obese, putting them at risk of preventable disease like diabetes, high blood pressure, and heart disease.<sup>1</sup> In 2008, the obesity rate in Jackson County was 28.2 percent while the state average is 25.9 percent. The number of residents in Jackson County who were obese in 2008 was 2,342 and these figures are projected to rise.<sup>1</sup>

Being overweight or obese not only increases the risk of premature death and many other diseases and health conditions, but there are substantial economic costs as well. There are both direct and indirect costs associated with being overweight or obese. Direct costs are the higher medical costs associated with diagnosing, treating, and trying to prevent conditions related to being overweight or obese.

Indirect costs of being overweight or obese include morbidity and mortality costs such as loss productivity, absenteeism, and premature death. “Based on national estimates, the overall financial burden of obesity in Minnesota in 2006 was estimated at \$2.8 billion.”<sup>2</sup> The medical costs associated with obesity nationally, were estimated in 2008 at \$147 billion. This translates into a \$1,429 higher yearly medical cost for people who are obese were than those of normal weight.<sup>2</sup>



Early Childhood Education Center

## **Existing Health Issues**

Since the late 1960s there has been a dramatic decline in the percentage of students who walked or bicycled to school. Nationally, only 13 percent of students grades Kindergarten through 8th grade reported usually walking or bicycling to school in 2009, while 48 percent of students kindergarten through 8th grade reported usually walking or bicycling to school in 1969. Distance is a strong indicator associated with how children get to school, but only 35 percent of Kindergarten through 8th grade students nationally, who lived within a mile of school, reported usually walking or bicycling to school once a week. In 1969, 89 percent of Kindergarten through 8th grade students, who lived within a mile of school, reported usually walking or bicycling to school once a week.<sup>3</sup>

Just a decade or two ago, a large number of children were free-range children. These children walked or bicycled around the neighborhood and community being more independent. Increasingly, children are dependent on their parents for transportation. Instead of walking or bicycling, children are getting rides. Five to seven percent of vehicle miles traveled and 10 to 14 percent of all personal vehicle trips made in high traffic times in the morning are personal vehicles taking Kindergarten through 8th grade students to school.<sup>3</sup>

Reducing a number of vehicle trips would create a more efficient, safe, and connected community. Getting children walking and bicycling again is one way to combat inactivity and the dramatic rise in obesity. Addressing obesity through SRTS and promoting an active lifestyle has a number of positive externalities.

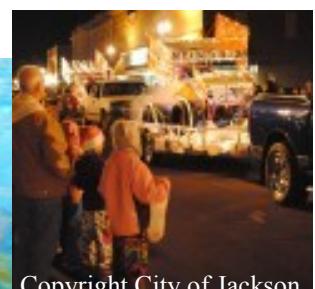


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**Rhythm of the River**



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**Lighted Parade  
Downtown Jackson**

## Traffic Volumes

The average annual daily traffic (AADT) volume on U.S. Highway 71 has an increasing trend through the City of Jackson . In 2008, the AADT volume entering or leaving Jackson on North Highway 71 was 2150 and in 2010 was 2300. In 2008, the AADT volume entering or leaving Jackson on South Highway 71 was 2050 and in 2010 it was 2150.<sup>4</sup> For a smaller rural town the size of Jackson, an AADT volume increase of 150 on the north side and 100 on the south side is significant. The AADT volume for North Highway 71 in Jackson was collected North of Interstate 90, so this increase could be diverging onto Interstate 90.

The increased AADT for vehicles traveling through Jackson pose an increased risk for bicycles and pedestrians through exposure to additional vehicles around U.S. Highway 71. The Jackson SRTS Plan has identified crossing U.S. Highway 71 for students walking and bicycling to school from the eastside of town as an increased risk area.

Average annual daily traffic volumes in Jackson decreased in the four locations that data was available for. On Highway 71 between County Road 34 and Kimball Ave, the AADT volume for in town traffic decreased from 4600 in 2008 to 4400 in 2010. On Highway 71 between County Road 14 and Ashley Street, the AADT volume for in town traffic decreased from 8100 in 2008 to 7800 in 2010. On Springfield Parkway the AADT volume decreased from 2300 in 2004 to 2150 in 2008. On Highway 14 between Highway 71 and River Street, the AADT volume decreased from 3150 in 2004 to 2950 in 2008.<sup>4</sup>

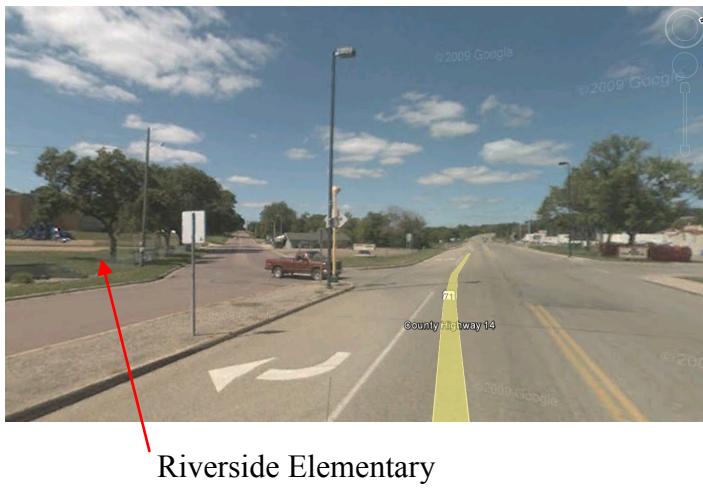


Intersection of North  
Highway and U.S. Highway  
71

## Traffic Volumes

The AADT volume on Springfield Parkway did decrease, but an average daily traffic volume of 2150 in 2008 is still relatively high. Springfield Parkway runs right by Riverside Elementary, so walking and bicycling on Springfield Parkway may be problematic. Children that need to cross or use Springfield Parkway while they walk or bicycle to school is a safety issue for parents, administrators, and policy makers to consider.

Springfield Parkway also turns north right when it connects to U.S. Highway 71. As a result, this intersection is often backed up with vehicles waiting to cross or merge onto U.S. Highway 71. This congestion and relatively high traffic volume poses an increased risk to pedestrians and bicyclists in the area.



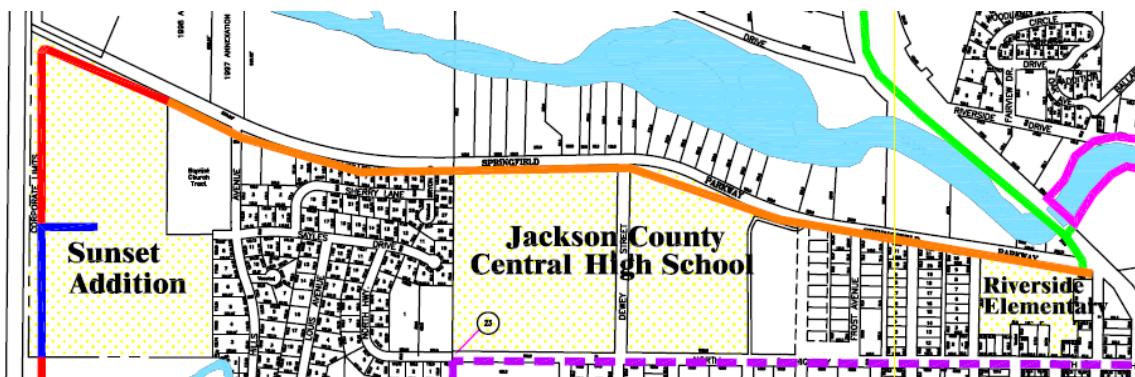
Intersection of Springfield  
Parkway and U.S. Highway  
71

Riverside Elementary

The intersection of Springfield Parkway and U.S. Highway 71 is problematic for both pedestrian and motorists. It is problematic for pedestrians due to the lack of crosswalks and traffic calming devices to help make crossing U.S. Highway 71 safer. The intersection is problematic for motorists for two main reasons. First, there are multiple intersections present at this location. Second, the intersection of Springfield Parkway and U.S. Highway 71 does not lineup at a 90 degree angle. A redesign of the intersection is planned for 2015 and will address these issues.

## Upcoming Projects

There are two projects to improve pedestrian and bicycle safety on and around Springfield Parkway. In 2013, Sunset Trail is going to be extended along Springfield Parkway down to U.S. Highway 71. Completing this section of trail along Springfield Parkway will help to make walking and bicycling in this area safer, but crossing U.S. Highway 71 by Springfield Parkway is an issue. Once Sunset Trail has been completed, Dan Beert, the Riverside Elementary Principal, has proposed to have 2 crossing guards on Springfield Parkway and Park Street.



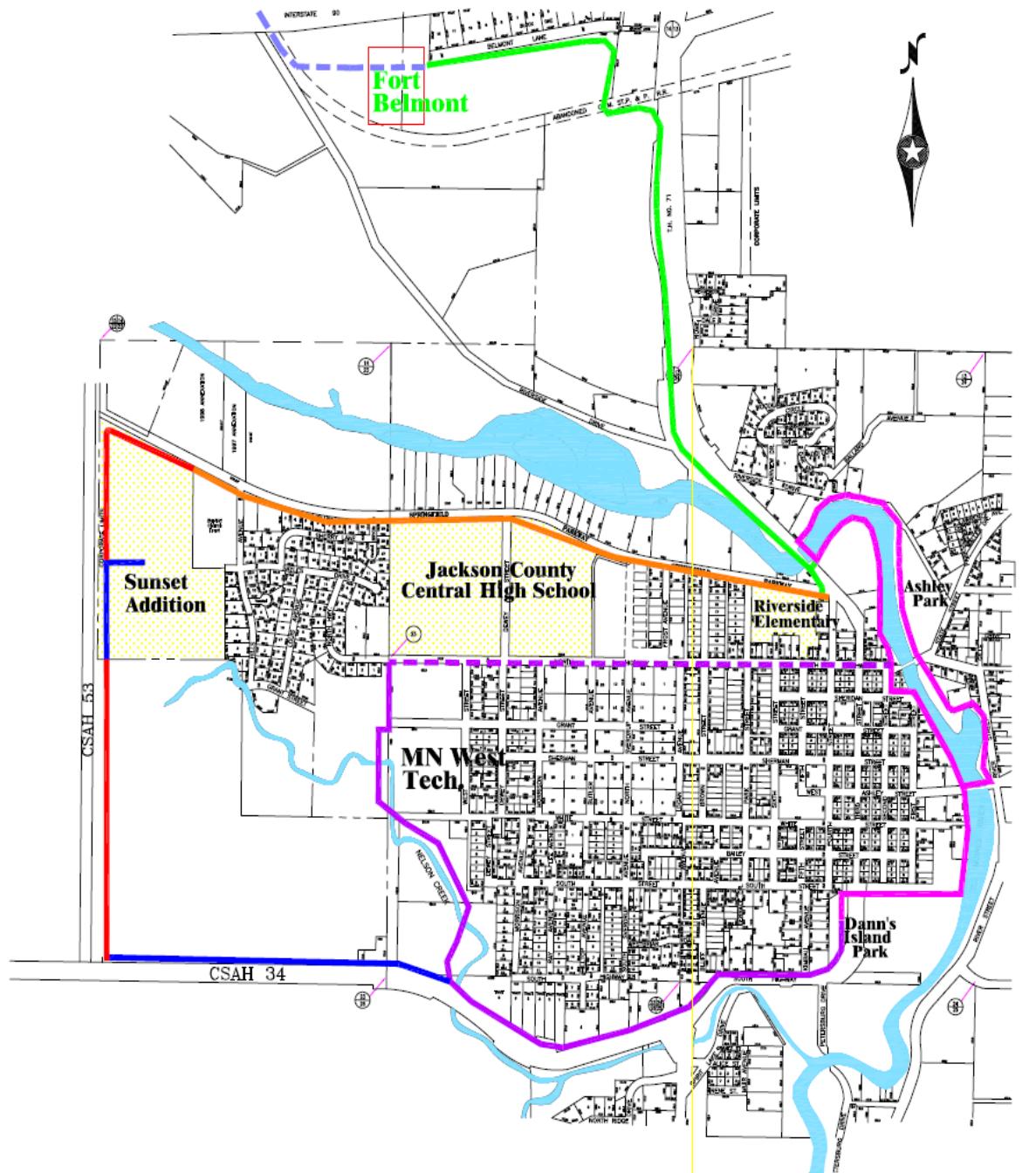
## Sunset Trail

In 2015, Minnesota DOT is planning to redesign the intersection of U.S. Highway 71 and Springfield Parkway. This project will connect the Sunset Trail and the Des Moines River Trail, make the intersection more pedestrian and bicycle friendly, and manage traffic more safely and efficiently.

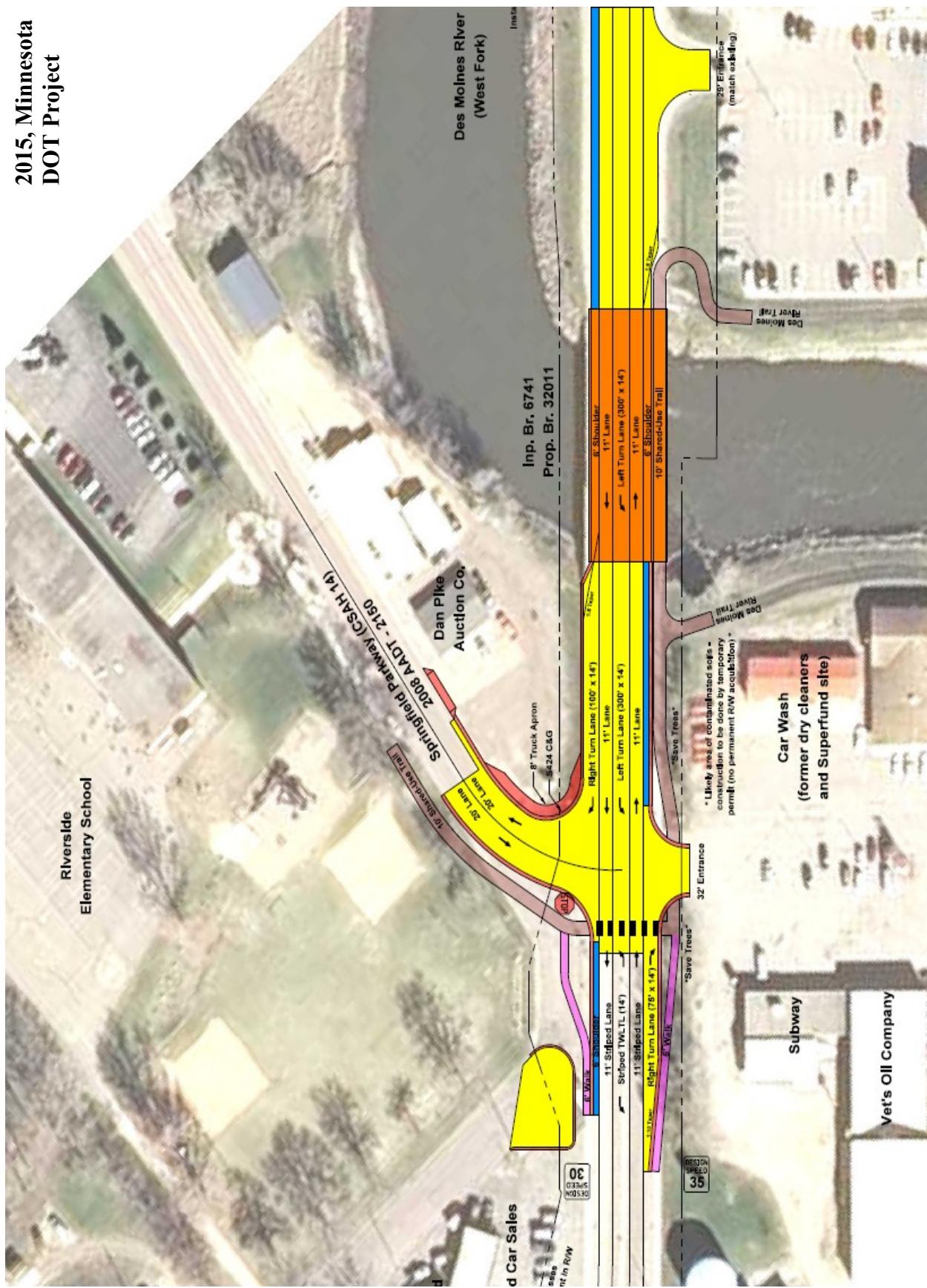
This project will incorporate a complete street design by having a pedestrian shield between the vehicle traffic lanes and the sidewalk / trail. This traffic separation, in the form of a paved shoulder and curb, will provide space between pedestrians on the sidewalk / trail and vehicle traffic on the road. A paved shoulder will also provide a place for bicyclists on the road. The two projects along Springfield Parkway will help to make walking and bicycling safer and a more convenient transportation option.

**MAP OF THE  
CITY OF JACKSON  
JACKSON COUNTY, MINNESOTA**

- |  |  |
|--|--|
| <b>Sunset Trail - 2008</b><br><b>Sunset Trail - 2013</b><br><b>Existing Sunset Trail</b> | <b>Des Moines River Trail - 2005</b><br><b>Nelson Creek Trail - 2007</b><br><b>Fort Belmont Trail - 2015</b> |
|--|--|



**2015, Minnesota  
DOT Project**



## Crash Data

South of Interstate 90 in the City of Jackson from January 2002 through September 2012, there were 281 vehicle accident reports within city limits.<sup>5</sup> Twenty-two percent of the vehicle accident reports occurred on U.S. Highway 71 between Bailey Street and North Highway and on North Highway between U.S. Highway 71 and West Street. These are two higher risk areas due to the high vehicle accident report density. On U.S. Highway 71 between Bailey Street and North Highway there were 35 vehicle accident reports. On North Highway between U.S. Highway 71 and West Street there were 28 vehicle accident reports.<sup>5</sup>

Within three blocks of Riverside Elementary there were 51 vehicle accident reports made from January 2002 through September 2012.<sup>5</sup> This three block radius around Riverside Elementary along with the other higher risk areas in Jackson identified above are safety concerns that need to be addressed when allowing children to walk or bicycle to school.



Crash Data, Minnesota DOT

## Crash Data

In the city of Jackson from January 2002 through September 2012, there were three vehicle accident reports involving bicycles. The first of these reports was caused by the driver of the vehicle being distracted and backing unsafely. The second and third reports were both caused by the bicyclist being over the center line. All three of the vehicle accident reports involving bicycles involved children under the age of 13.<sup>5</sup>

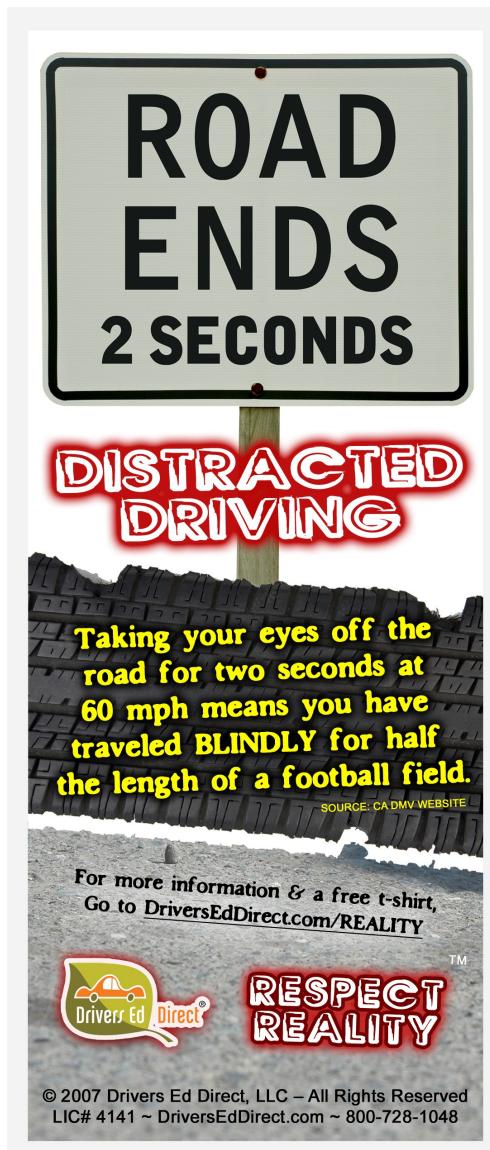
Distracted driving and visibility were issues in the one vehicle accident reports involving bicycles.

In Jackson, 72 of vehicle accident reports involved one of the drivers being distracted.<sup>5</sup> These collisions are a definite threat to safety regarding other drivers, pedestrians, and bicyclists.

There are Three Main Types of Distractions

- Manual: taking your hands off the wheel
- Visual: taking your eyes off the road
- Cognitive: taking your mind off driving

*“The best way to end distracted driving is to educate all Americans about the danger it poses.”* (Distraction.gov)



## **Existing Conditions**

## **Riverside Elementary**

Parent drop-off at Riverside Elementary starts as early as 7:00 am and continues until around 8:10 am. The majority of students are dropped off between 7:45 and 8:10 am. Parents drop off students in three different locations. The first location is the Lutheran Church parking lot, which is about 50 yards from the school. Students enter the school through the south parking lot doors. The second drop spot is on Park Street and students enter Riverside Elementary through the front entrance, which faces Park Street. The third drop spot is the north parking lot and students can enter the school through the north doors. The approximate percentages of students using the three entrances to school are: 40 percent of students enter school through the north parking lot doors, 40 percent of students enter school through the south parking lot doors, and 20 percent of students enter school through the main entrance facing Park Street, according to Dan Beert who is the Principle at Riverside Elementary.

Buses drop students off between 7:30 and 7:45am on Park Street. Students enter school using the front door of the building, which is on Park Street, and walk down the stairs where they have three choices. They can eat breakfast, go to the gym for recreational activities, or go outside for recreational activities. The first bell rings at 8:00 am and students are then directed to their classrooms. School begins at 8:10 am with the second bell.



Church Parking Lot

North Parking Lot



## **Existing Conditions**

## **Riverside Elementary**

The dismissal bell rings at 3:05 pm. Departure starts first for in town walkers/bicyclists and students getting picked up by a parent. Parents generally pick up students from 3:05 -3:25 pm. During this time the students are also walking and bicycling home. Parents pick-up their children at the same sites listed on the previous page with approximately the same percentages as the morning drop-off according to Dan Beert.

At 3:25 pm the buses arrive to pick-up students. Six buses park on Park Street in a diagonal formation and the students board between 3:25 and 3:30 pm. It is rare that a parent would pick up a student during this time and all of the walkers and bicyclists have already gone home. There are rare days when the buses arrive earlier, due to the Middle School students being in Jackson. When this happens, there is a large increase in the traffic flow and the number of parents picking up students while the buses are also loading students. This happens roughly two to four times per year.

Arrival and departure at Riverside Elementary on Park Street can be congested and this increases the risk of a pedestrian and vehicle accident. Currently, buses park for drop off and pick up on Park Street along with parents dropping off and picking up children. There is also residential traffic and parking on Park Street. During the Walk and Bicycle Audit on December 6<sup>th</sup>, 2012, there was some traffic congestion on Park Street, but comments were made about how it can be very congested on Park Street at times.



Park Street

North Parking Lot



## **Existing Conditions**

## **Riverside Elementary**

There are a number of features that increase safety, walk-ability, and bike-ability around the school zone that were evaluated during the Walk and Bicycle Audit on December 6th, 2012 which include: traffic separation on streets, traffic conditions, crossing guards, crosswalks, bike lanes, sidewalks, bike racks, and community infrastructure.

During the SRTS Walk and Bicycle Audit on December 6th, 2012, one student darted across Park Street in front of a car. There were multiple other students who stuck their heads out between buses to see if a car was coming before they crossed Park Street. Children running to their parent's car and poor crossing technique creates a high risk situation. The Jackson SRTS Plan identifies vehicle congestion on Park Street as an issue that needs to be addressed.

Park Street is a two way street. Congestion on Park Street becomes an issue when there are vehicles parked on the residential side of street (west side), buses are lined up on the street, vehicles meet each other on the street, and pedestrians are trying to cross the street. When vehicles meet each other, one of the two vehicles may have to let the other vehicle go by. This can cause traffic to back up and students may cross Park Street between vehicles.



### **Park Street**

- Congestion on Park Street
- Buses lined up
- Vehicles meeting each other
- Parked residential vehicle
- Pedestrians walking

## **Existing Conditions**

## **Riverside Elementary**

North Highway, around Riverside Elementary, has been identified in the Jackson SRTS Plan as a high risk area for children walking and bicycling to school. Traffic volumes increase on North Highway during arrival and departure, not only from parents dropping off students at Riverside Elementary, but also with the addition of high school students driving to and from school. During the Walk and Bicycle Audit on December 6<sup>th</sup> 2012, there were a number of high school students on cell phones driving by Riverside Elementary on North

Highway. This inattentive driving along with high school students being inexperienced drivers creates a safety risk for students walking and bicycling to school that have to cross North Highway.

There was also a car that drove through the intersection of Park Street and North Highway while the crossing flags were being put out during the Walk and Bicycle Audit. This may have been the result of the driver being distracted or a lack of knowledge pertaining to the crossing flags and the crosswalks not being painted and is a serious risk for children walking and bicycling to school.

Due to the traffic on North Highway it was difficult for vehicles to turn left from Park Street onto North Highway. This caused traffic to back up onto Park Street. This increased congestion makes it more difficult for students to cross Park Street because children have to look between cars to see if it is safe to cross.



North Highway



Intersection of North Hwy / Park St.

## **Existing Conditions**

## **Riverside Elementary**

To help with crossing streets, there are crossing guards on the intersections of 6th Street and North Highway and Park Street and North Highway. There are four student crossing guards with two adult supervisors for three cross walks during arrival and departure at Riverside Elementary. One of the crossing guards will help students cross Park Street and when the students cross North Hwy and Park two patrols go out into the street. It benefits younger students especially to having crossing guards to stop traffic and assist students in crossing. School patrol, in the form of crossing guards, did an excellent job according to the observers during the SRTS Walk and Bicycle Audit, the lack of painted crosswalks makes crossing the street more dangerous.

There are no painted crosswalks on North Highway by Riverside Elementary. There are a number of intersections near Riverside Elementary that could be improved by painting crosswalks. Painting crosswalks would make the intersection safer for pedestrians by making the crossing more visible to drivers. Drivers would be more aware of the crosswalk and their responsibility to yield to pedestrians.

There are no painted bike lanes on North Highway or on any other street leading to Riverside Elementary. North Highway is a wide street, so establishing a bike lane would manage traffic more safely. Drivers would be more aware of their responsibility to share the road with bicyclists, if bicycle lanes were established. Congestion, traffic, not having painted crosswalks and bike lanes, and inexperienced drivers all contribute to an increased safety risk for children to walk or bicycle to school around North Highway.



## **Existing Conditions**

## **Riverside Elementary**

The availability of sidewalks in Jackson is a positive infrastructure feature. There are 282 blocks within the city limits of Jackson and 57.09 percent have a sidewalk on one side of the street or the other. There are 87 blocks (30.85 percent) that have a sidewalk on both sides of the street. The availability of sidewalks in Jackson helps to create a safe environment for children walking and bicycling to school. This network of sidewalks make walking and bicycling in the community safer and more convenient, but newer development areas in Jackson have less pedestrian infrastructure than older parts of town.

Bicycle racks make it convenient and safe to ride and keep a bicycle at school. There were two bike racks on the south side of Riverside Elementary along the sidewalk that leads into school. There were no other bike racks. Not having racks in other locations may inconvenience students and lead them to not ride their bicycle to school.



Bike racks on the south side of  
Riverside Elementary

Park Street which has a sidewalk  
on both sides of the street



## Existing Conditions

## Riverside Elementary



**There are no painted crosswalks on North Highway**

Park Street      6th Street      5th Street

### Legend

- School Zone Sign (20 mph when children are present)
- End School Zone
- 20 mph School Zone Sign (when Children are Present)
- Bike Rack
- Caution Bike Sign
- Crosswalk Sign
- Watch Out for Children Sign

## **Existing Conditions**

There are painted crosswalks with traffic lights crossing U.S. Highway 71 on the intersection of North Highway and Highway 71 and Sherman Street and Hwy 71. Crosswalks and traffic lights improve the safety of the intersection, but the traffic volumes through the Jackson may still be an issue.

There are painted crosswalks by the JCC High School at the intersections of North Highway and North Sverdrup, North Highway and Butler, and North Highway and Dewey. The crosswalk at the intersection of North Highway and Dewey is very faded. The crosswalks are only two painted white parallel lines. During winter months it is often difficult to see the crosswalks. Repainting these crosswalks yellow and filling in these crosswalks with diagonal lines, that are painted yellow, would help make the crosswalk easier for drivers to see.

Identifying a school zone provides important information to drivers about the vehicle speed limits, increased pedestrian traffic, and increased numbers of children in the area. Since children may not use proper crossing techniques, the plan has identified this as a high risk area to therefore help increase awareness and safety within the school zone. School zone signage along with periodic sweeps by law enforcement help to make the school zone around Riverside Elementary safer.

Risk to pedestrians can be minimized by having policy in place to reduce traffic congestion near the schools along with having sidewalks, painted crosswalks and bicycle lanes, crossing guards, and effective signage. A number of these are in place at Riverside Elementary, but improvements can be made to increase the safety of children walking and bicycling to school.



## **Busing Policy**

The State of Minnesota requires that the school district provide transportation for all students who reside more than 2 miles from school. All other decisions relating to bus stop locations and routing is left to the local school board. Districts have to weigh the issues of cost, alternative transportation availability, distance, and safety.

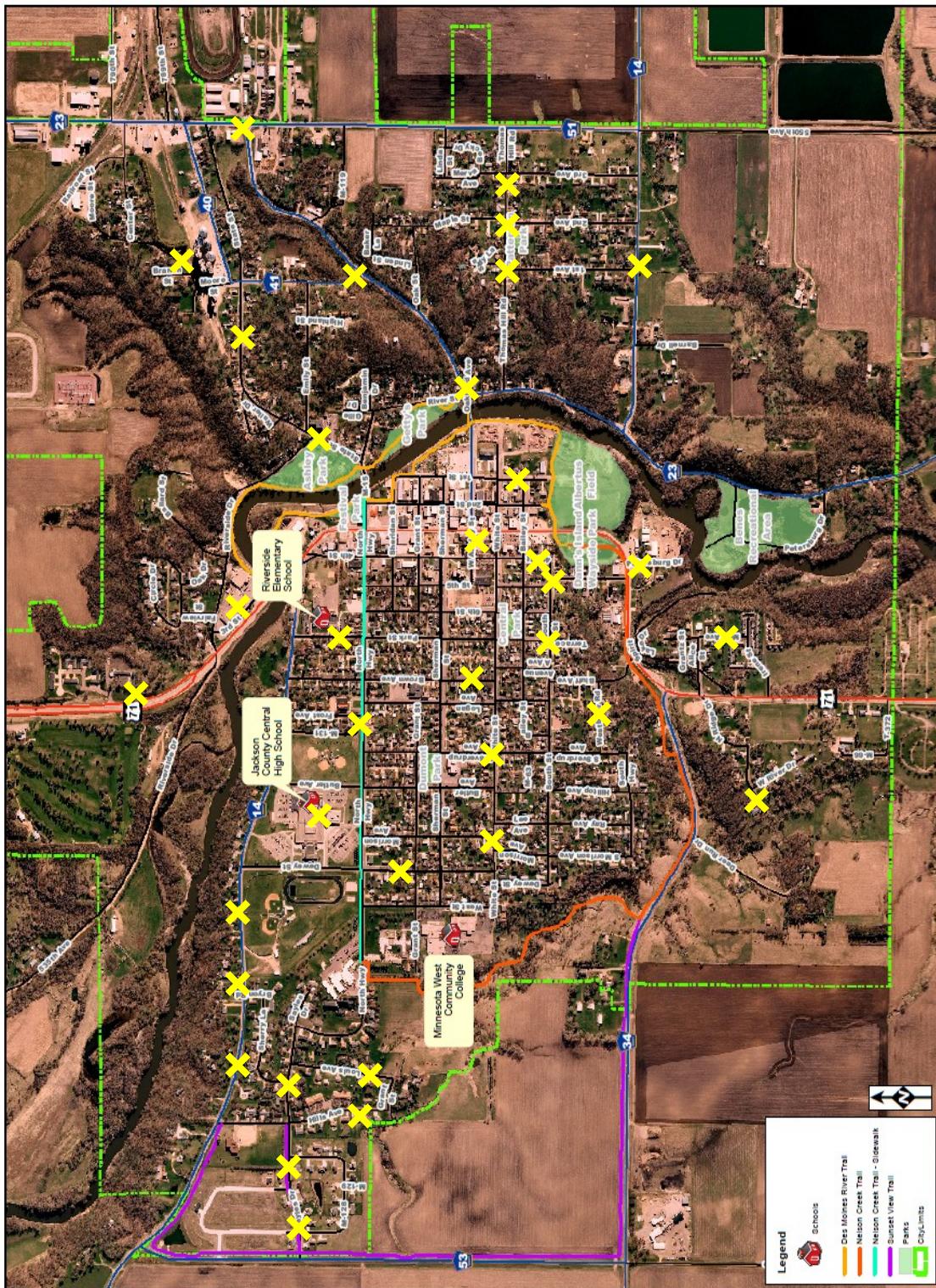
JCC School District is rural district with a number of the students living more than two miles away from school. The majority of students attending Riverside Elementary travel to and from school on the bus or are dropped off or picked by the family vehicle. This transportation system results in a large expense for the district to transport children to and from school.

According to the United States Census Bureau, the City of Jackson has an area of four square miles (10.4 km<sup>2</sup>) and a population of 3,299.<sup>6</sup> The population density in Jackson is 825 persons per square mile. Currently in the city limits of Jackson there are 38 bus stops. The number of bus stops is relatively high for a low density area. According to Jesse Cody with Southwest Coaches, Inc., “There are nine stops currently within the city limits of Jackson that only pick up one student at the bus stop.”

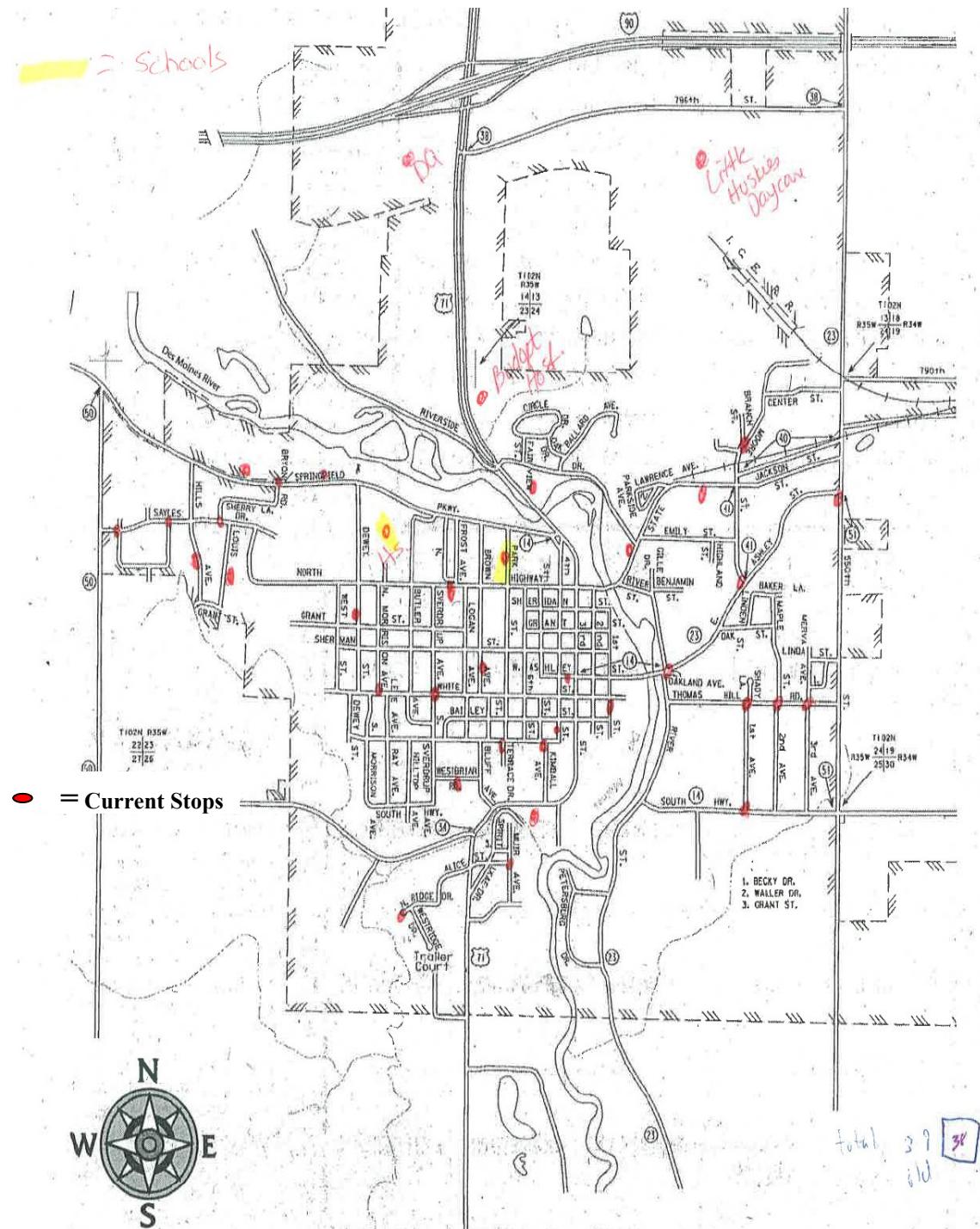
**“Most school bus fatalities occur while school buses are stopped to load/unload children. More stops mean greater potential for school bus fatalities.”<sup>7</sup>**



## **Bus Stops in Jackson**



## Current Bus Stops in Jackson



## **Existing Programs**

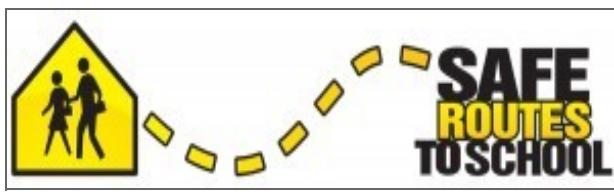
Riverside Elementary has participated in the National Walk to School day the past three years. The 2013 National Walk to School Day is scheduled for October 9. Riverside Elementary is planning to take part in this event to promote active transportation.

Riverside Elementary also started a “Walking Wednesday” campaign, in 2011, to promote more students walking or biking to school. Every Wednesday in the fall and spring, weather permitting, students are encouraged to walk. Our buses drop students off at a local site, which is six to eight blocks away from the school. Riverside Elementary teaching staff takes turns walking the students to school in the morning. Walking Wednesdays are promoted by teachers and staff and notes are sent home to parents in the weekly newsletters regarding the Walking Wednesday campaign.

The Physical Education Department at Riverside Elementary plays a big role in promoting an active lifestyle. The Physical Education Department has a unit on walking and bicycle safety that is taught each year. The unit is specialized to the different grade levels, and emphasizes the importance of being active. The Physical Education Department at Riverside Elementary also collaborates with the Jackson County Sheriff’s Department to have an annual Bike Rodeo.



Walking Wednesday Campaign



## **Pedestrian and Bicycle Safety**

Riverside Elementary is currently using a pilot curriculum for pedestrian and bicycle safety from the Minnesota Department of Transportation (MNDOT). During the fall of 2012 there was time during the school day allocated to pedestrian and bicycling safety. The courses lasted approximately a week and included instructional videos, a bicycle rodeo, and a walk in the community. The videos were shown during Physical Education (PE) class and there was a discussion after the videos about proper safety protocol.

To allow the students to practice what they learned in the classroom a bicycle rodeo was included. The bicycle rodeo was held during the scheduled P.E. time, and students could bring their bicycles to ride on the course. The students in grades second through fifth could ride through the course and students in kindergarten and first grade would walk through the course, as if they were on a bicycle. Local law enforcement was brought in during the bicycle rodeo to talk to the children about pedestrian and bicycle safety. Students were required to wear a bicycle helmet if they were riding. Helmets were checked for condition and if they fit properly. Bicycles were also given a safety check, which helped students learn about maintaining their bicycle.

The walk around the community took place to have students practice the skills they learned in the classroom and at the bicycle rodeo in a public setting. The walk and ride had students encounter stop signs, stop lights, unmarked and marked crosswalks, and other signage and infrastructure barriers in the community. The curriculum has a planned review session in the spring for the students. This review session will help evaluate how effective the program was in the fall.

During the summer, the fall and spring session will be evaluated. Evaluating the program as a whole will allow for changes to be made and for the program to be specialized for Riverside Elementary. This pilot program will help the MNDOT develop statewide curriculum for the 2013-14 school year.

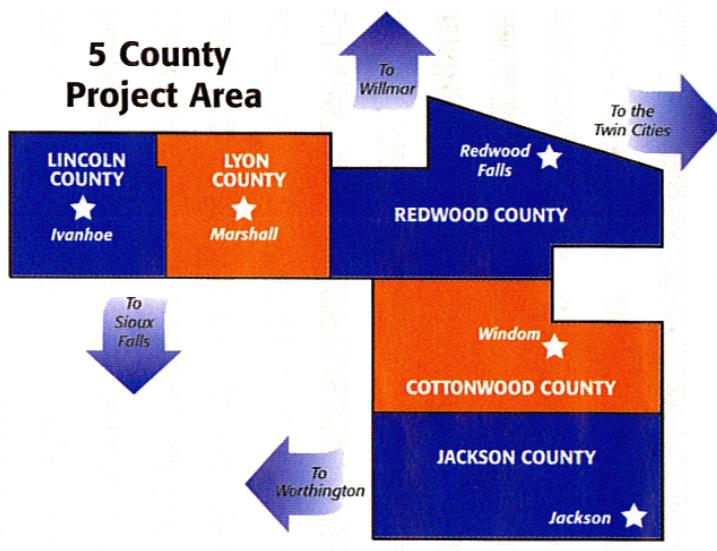


## Existing Programs

## Public Transportation

## Jackson County

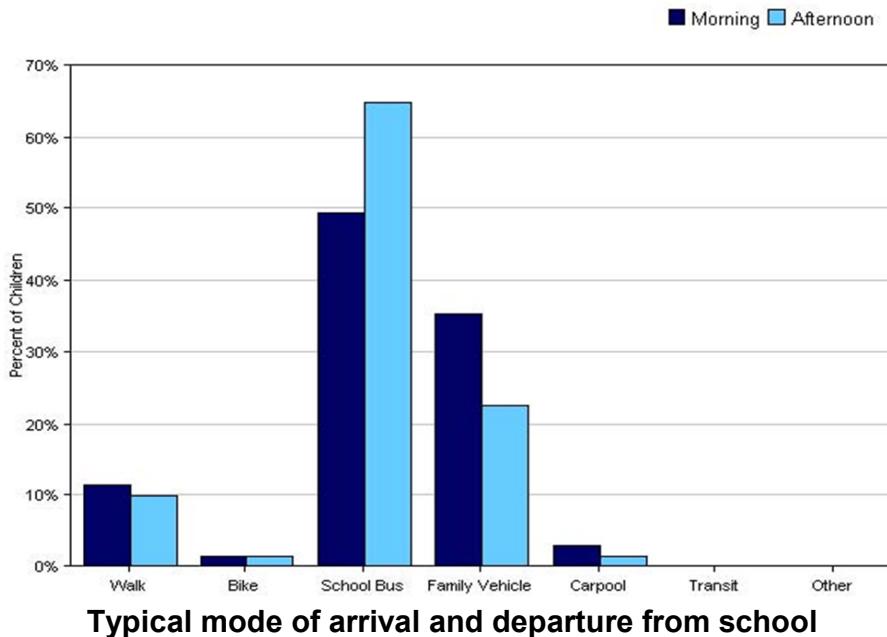
Western Community Action serves residents in Jackson County and provides transit services for residents of all ages who need a ride. Public transit buses are lift accessible. Volunteer Drivers are coordinated through Western Community Action. These drivers operate their own personal vehicles and are available for trips within the primary area (Cottonwood, Jackson, Lincoln, Lyon, and Redwood Counties) and to other locations such as the Twin Cities, Rochester, Sioux Falls, SD, Willmar, Mankato, and Worthington. The transit service does what it can to provide rides or to connect people who need a ride with someone who may be able to help.



## **Parent Survey Result**

## **Riverside Elementary**

In May of 2010 a parent survey was administered to the parents at Riverside Elementary. The school enrollment in 2010 was 382. There were 382 surveys distributed and 75 of those surveys were returned and analyzed. The parent survey consisted of 16 questions regarding current travel mode behavior and safety perceptions. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. Survey results from 2010 can be found in Appendix A.



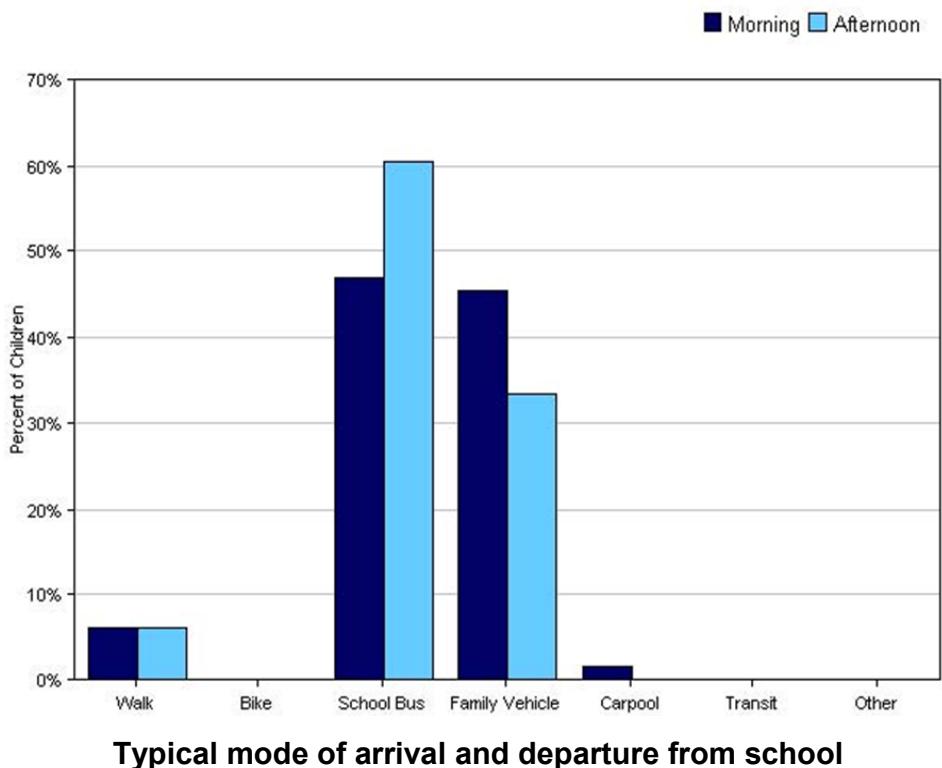
More than half of the parents surveyed reported living more than a mile away. Having 55 percent of the students living more than a mile away makes walking or biking not a feasible option. This is part of the reason for the small number of walkers and bicyclists.

In contrast, 22 percent of the survey respondents live within a 1/4 mile from school. This raises the question of why there are not more students walking and bicycling to school. Eleven percent of students walked to school while only one percent bicycled to school. Only 10 percent of students walked home from school, and bicycling was unchanged.

## **Parent Survey Results**

## **Riverside Elementary**

In May of 2011, the same parent survey was administered to the parents at Riverside Elementary. The school enrollment in 2011 was 384. There were 384 surveys distributed and 71 of those surveys were returned and analyzed. Survey results from 2011 can be found in Appendix A.



In 2011, 53 percent of the parents surveyed reported living more than a mile away. When comparing this with 2010, the percentage of students living more than a mile away is relatively constant. In 2011, the number of students living less than 1/4 mile was 17 percent, so there was a five percent decline in the number of students living less than a 1/4 mile away from school.

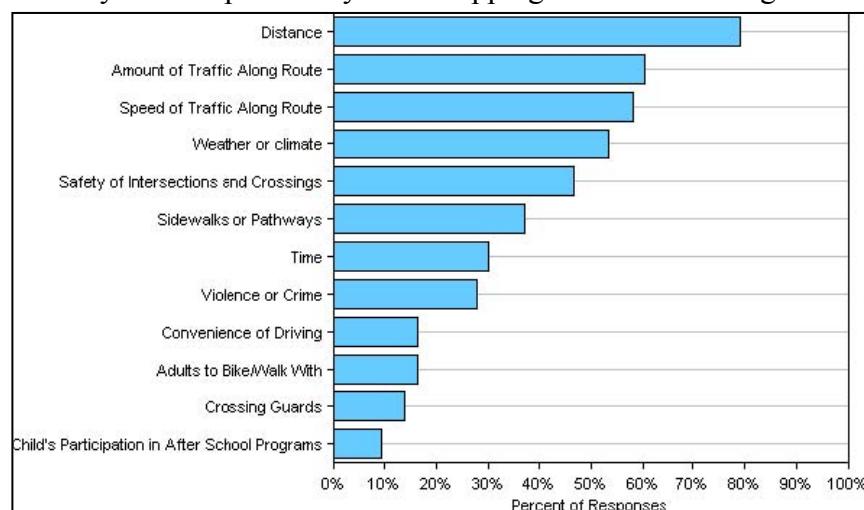
There was a seven percent decline in the percentage of students walking or bicycling to school from 2010 to 2011. In 2011, six percent of students walked to school and zero bicycled to school. The number of students who walk and bike to school is relatively low for Riverside Elementary.

When parents were asked why they let their child walk or bicycle to school the top four answers were: (1) distance, (2) convenience of driving, (3) safety of intersections and crossings, sidewalks and pathways, and (4) crossing guards. The top four reasons why parents did not let their children walk or bicycle were: distance, amount of traffic along route, speed of traffic along the route, and weather or climate. Refer to Appendix A for more information about why parents do and do not let their children walk or bike to school.

### Open ended Responses

In the open-ended response section of the Parent Survey, there were two main reasons why parents do not let their children walk or bike to school. The first reason listed was living too far from school. There were multiple comments about how walking or bicycling was not an option because they live in the county.

The second reason was parents are concerned about their children's safety. U.S. Highway 71 runs through the Jackson and this is a major road to cross. There were multiple comments about traffic volumes and speed being an issue. There was also a comment about child safety and the possibility of kidnapping and harm coming to their child.

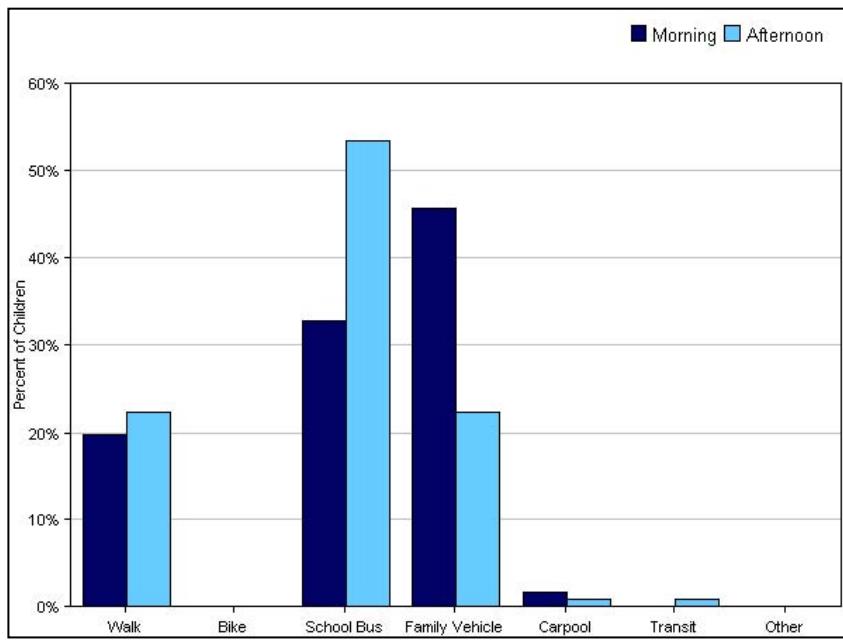


**Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school**

## **Parent Survey Result**

## **Riverside Elementary**

In January of 2013, a parent survey was administered to the parents at Riverside Elementary. The school enrollment in 2012 was 424. There were 237 surveys distributed and 121 of those surveys were returned and analyzed. The parent survey consisted of 16 questions regarding current travel mode behavior and safety perceptions. Survey results from 2013 can be found in Appendix A.



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

In 2013, 46 percent of the parents surveyed reported living more than a mile away. When comparing this with 2011, the percentage of students living more than a mile away has decreased by seven percent. The number of students surveyed living less than 1/4 mile away from school rose from 17 percent in 2011 to 23 percent in 2013 and a total of 35 percent live less than a 1/2 mile from school in 2013.

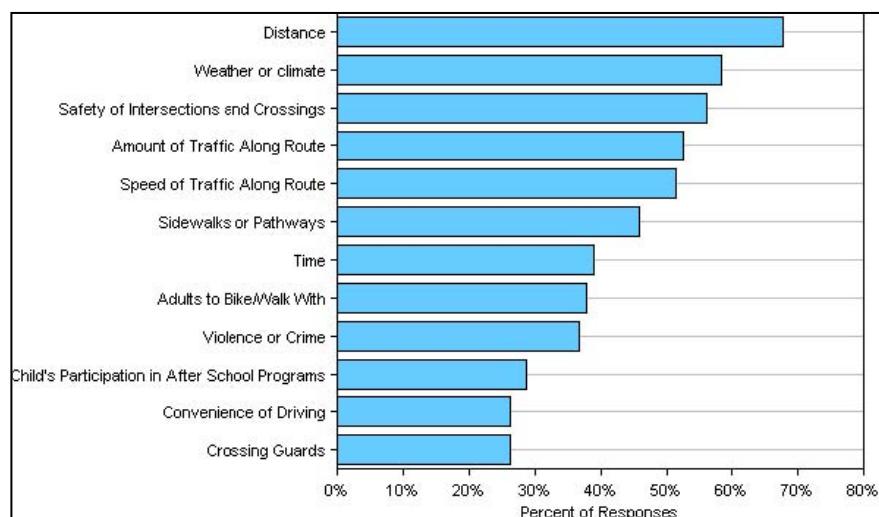
There was a uptick in the percentage of students walking to school. In 2011, six percent of students walked to school and in 2013 20 percent walked to school. Part of this uptick could be explained by the increase in survey respondents who live closer to school. A 20 percent of the of students surveyed walking and bicycling to school is very positive.

When parents were asked why they let their child walk or bicycle to school the top four answers were: distance, sidewalks and pathways, safety of intersections and crossings, and crossing guards. The top four reason why parents did not let their children walk or bicycle were: distance, weather or climate, safety of intersections and crossings, and amount of traffic along the route. Refer to Appendix A for more information about why parents do and do not let their children walk or bike to school.

#### Open-ended Responses

In the open-ended response section of the Parent Survey the main theme was safety. The child is too young, traffic speeds, inattentive driving by high school students were all comments pertaining to safety and the reason for not allowing their child to walk to school. A number of comments were similar to 2011 and that the distance they live away from school is too far for walking or bicycling to occur.

There were also several comments regarding the possibility of kidnapping and harm coming to their child if their child was allowed to walk or bicycle to school. The actual risk of a child being abducted is extremely small, but these are real concerns that parents have.



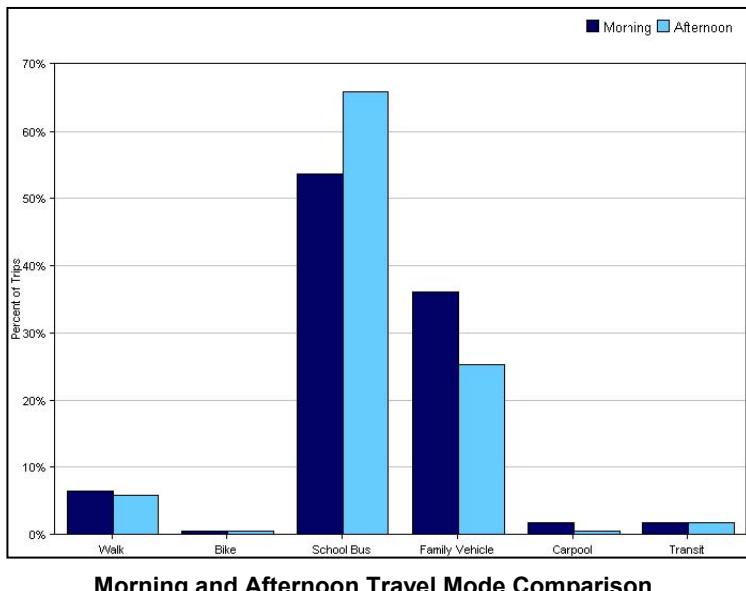
**Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school**

## **Student Arrival and Departure Tallies      Riverside Elementary**

From January 2011 through June of 2011, five classrooms at Riverside Elementary participated in the classroom tallies. The classroom tallies asked students how they traveled to and from school for three consecutive days. The tallies provide another quantitative analysis tool to study travel modes to and from school.

There were 172 total trips to school and 170 total trips home from school that were part of the analysis. Fifty-three percent of students rode the bus to school and 66 percent rode the bus home from school. Thirty-six percent of students rode to school in a family vehicle while only 25 percent got a ride home from school in a family vehicle. The percentage of students walking and bicycling did not break seven percent.

When analyzing the weather conditions and the mode of transportation to and from school, there was a small uptick in walking when it was nicer out. A comparison of the results to sunny days to overcast days indicated a five percent difference in walking when it was sunny; a comparison of sunny days to rainy days indicated a seven percent difference in walking when it was sunny. The percent of students that bicycled to school was too small to analyze. Weather did play a small factor in influencing the mode of transportation to and from school. Tally results from 2011 can be found in Appendix B.

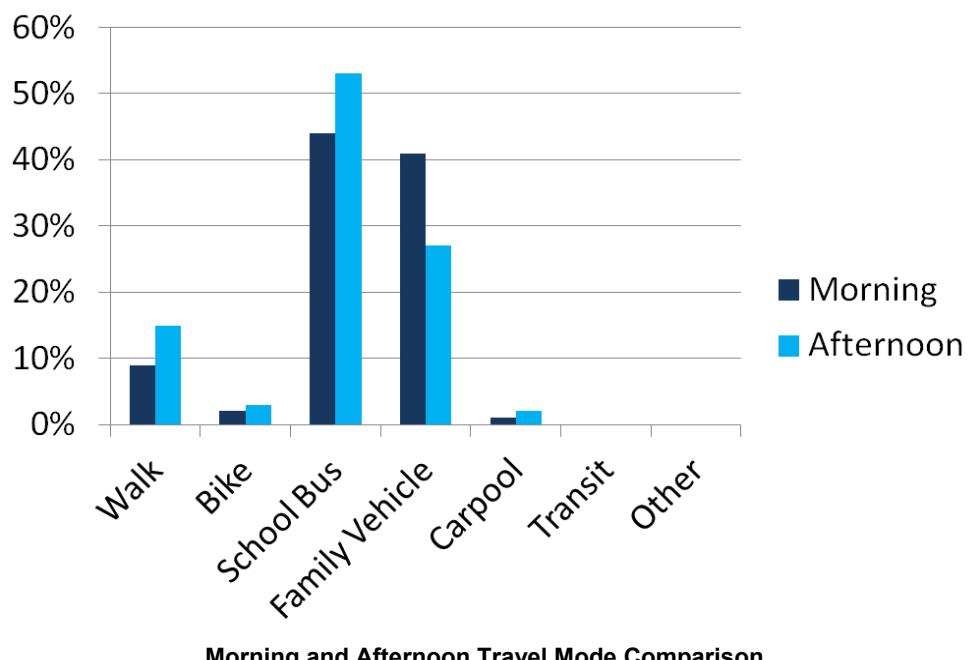


## **Student Arrival and Departure Tallies      Riverside Elementary**

In the Spring of 2012, 15 classrooms at the Riverside Elementary participated in the classroom tallies. Grades kindergarten through fifth grade were included in the analysis.

There were 867 total trips to school and 852 total trips home from school that were part of the analysis. Forty-four percent of students rode the bus to school and 53 percent rode the bus home from school. Forty-one percent of students got a ride to school in a family vehicle while only 27 percent got a ride home from school in a family vehicle. The percentage of students walking and bicycling to school was 11 percent and the percentage of students walking and biking home from school was 18 percent.

The weather conditions during the analysis were either sunny, overcast, or raining. Ninety-three percent of the trips made by walkers and bicyclists were during sunny conditions. Seven percent of the trips made by walkers and bicyclists were during overcast conditions and zero percent of the trips made by walkers and bicyclists were during rainy conditions. Poorer weather conditions did play a significant role in whether students walked or bicycled to school. Tally results from 2012 can be found in Appendix B.



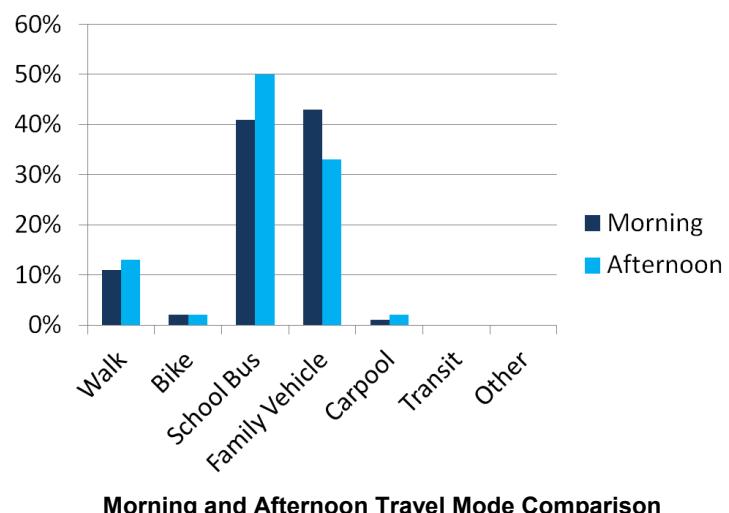
## **Student Arrival and Departure Tallies      Riverside Elementary**

In the Fall of 2012, 18 classrooms at the Riverside Elementary participated in the classroom tallies. Grades kindergarten through fifth grade were included in the analysis.

There were 943 total trips to school and 922 total trips home from school that were part of the analysis. Forty-one percent of students rode the bus to school and 50 percent rode the bus home from school. Forty-three percent of students got a ride to school in a family vehicle while only 33 percent rode home from school in a family vehicle. The percentage of students walking and bicycling to school was 13 percent and the percentage of students walking and biking home from school was 15 percent.

The weather conditions during the analysis were either sunny, overcast, or raining. Seventy-nine percent of the trips make by walkers and bicyclists were during sunny conditions. Fifteen percent of the trips make by walkers and bicyclists were during overcast conditions, and six percent of the trips make by walkers and bicyclists were during rainy conditions. Poorer weather conditions did play a significant role in whether students walked or bicycled to school.

There was a two percent increase in the percentage of students walking to and from school when comparing the Spring of 2012 with the Fall of 2012. Tally results from 2012 can be found in Appendix B.



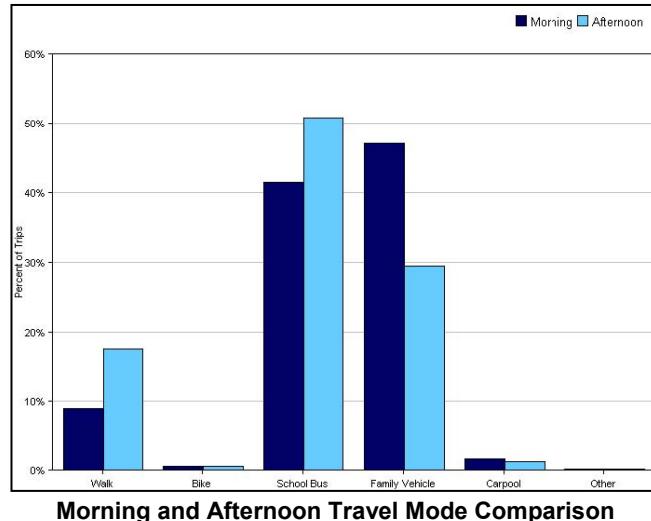
## **Student Arrival and Departure Tallies      Riverside Elementary**

In the Spring of 2013, 18 classrooms at the Riverside Elementary participated in the classroom tallies. Grades kindergarten through fifth grade were included in the analysis.

There were 1084 total trips to school and 1112 total trips home from school that were part of the analysis. Forty-two percent of students rode the bus to school and 51 percent rode the bus home from school. Forty-seven percent of students rode to school in a family vehicle while only 29 percent got a ride home from school in a family vehicle. The percentage of students walking and bicycling to school was 10 percent and the percentage of students walking and biking home from school was 19 percent.

The weather conditions during the analysis were either sunny, overcast, or raining. Sixty-nine percent of the trips to and from school were made during sunny conditions. Five percent of the trips were made during overcast conditions, and 26 percent of the trips were made during rainy conditions. When comparing sunny day trips to rainy day trips, rain did significantly impact the number of students walking. There was a relatively small change in the number of students who walked during overcast conditions. The percent of students that bicycled to school was too small to analyze.

There was a four percent decline in the percentage of students walking to school when comparing the Fall of 2012 with the Spring of 2013. There was a two percent increase in the percentage of students walking home from school when comparing this same time period. Tally results from 2013 can be found in Appendix B.



## **Recommendations Introduction**

The purpose of the Jackson SRTS Plan is to identify existing conditions in the community that influence whether you walk or bicycle to school or not. The SRTS Program strives to improve the health of children and the community by making walking and bicycling safer, more convenient, and more enjoyable. The SRTS team worked with parents, teachers, school administrators, and community members to evaluate the school surroundings at Riverside Elementary and other public spaces in the community.

Through evaluation and identifying the issues and barriers to walking and bicycling to school, the SRTS Team will use education, encouragement, and engineering to help create a community where students and community residents feel comfortable walking and bicycling throughout the community. There are many potential benefits of following this SRTS Plan which include: improved personal health, reduced traffic congestion, improved air quality by Riverside Elementary and in the community, and a more livable community for everyone.

**Vision**      Fostering partnerships to develop healthy, active, and connected life styles for people of all ages and ability.



## **Recommendations**

Planning efforts assessed a number of different issues and barriers to walking and bicycling including: assessing the safety of school travel routes; making changes such as building crosswalks, adding signage, or adding crossing guards; educating students and drivers about safe travel; and encouraging walking and biking to school. Through our planning process, the Jackson SRTS Team assessed the issues and barriers to walking and bicycling in Jackson and presented them in the Jackson SRTS Plan. The Jackson SRTS Team ranked the goals and action steps corresponding to the issues and barriers in the community, and weights were added to the recommendations to quantify the rankings.

Quantifying the rankings allows for an effective comparison of goals and action steps. The rankings are a prioritized list, but this list is not exhaustive. Other recommendations were made to address the issues and barriers and some of those recommendation were included in the plan and others were not. Refer to Appendix C for alternative recommendations that were discussed by not pursued at this time.

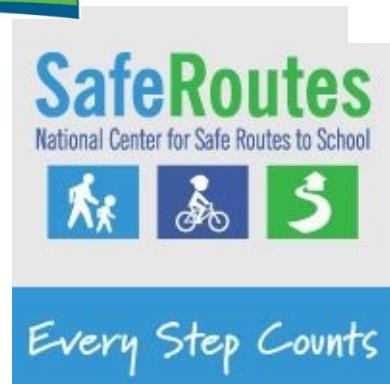
This prioritization does not mean that the first goal has to be accomplished before moving onto another goal. The purpose of the prioritization is to show that the SRTS Team talked about possible options and with unlimited resources, this is what they chose to accomplish first. Due to scarce resources, it may be necessary to start with a goal that has less costs upfront and is relatively easier to implement. The goals and action steps being outlined in the Jackson SRTS Plan are recommendations, so during implementation, modifications can take place.

**Planning Towards a  
Safer and More  
Active Community**



## Goals

1. Make crossing intersections around Riverside Elementary safer through the painting of crosswalks and road art
2. Make the school zone safer for pedestrians, bicyclists, and other vehicles
3. Make walking and bicycling safer in the City of Jackson
4. Make busing safer, more efficient, and more equitable while promoting a more active lifestyle
5. Educate children about proper pedestrian and bicycle safety
6. Create a policy that will decrease parent traffic flows onto Park Street while promoting walking and bicycling.
7. Slow traffic and increase safety for pedestrians and bicyclists
8. Encourage children to bicycle to school
9. Create a policy that will decrease traffic flows onto Park Street while promoting walking and bicycling.



Riverside  
Elementary

## **Goal #1**

Make crossing intersections around Riverside Elementary safer through the painting of crosswalks and road art

5(s): Engineering, Encouragement, and Education

Action Step: Implement a three school wide road art campaign.

This road art campaign will include Pleasantview Elementary, the JCC Middle School, and Riverside Elementary. The campaign will identify where crosswalks need to be painted, fill in crosswalks with stenciled footprints and husky paws to increase visibility, and paint entering school zone on streets. This campaign will encourage students to use crosswalks since they are taking part in the creation of the road art in the crosswalks.

An education component will also exist informing the students about the importance of using crosswalks. While the students are creating the road art, teachers can educate students about proper crossing protocol. This campaign will also educate the public about yielding to pedestrians and slowing down in school zones. Students will create drawings and flyers about what they have learned regarding proper crossing protocol, slowing down in school zones, and vehicles yielding to pedestrians. These drawings and flyers can then be displayed in the windows of different businesses in the community.

To evaluate the effectiveness of implementing a three school wide road art campaign a comparison study will be conducted. A Parent Survey and Travel Tally Survey was administered at all three schools during the 2012-13 school year. This existing data will provide an effective baseline data set for a comparison study. After the road art campaign has been implemented the same Parent Survey and Travel Tally Survey can be administered to analyze the effectiveness of encouraging students to walk and bicycle to school.

## **Goal #1 Continued**

North Highway around Riverside Elementary has been identified in the Jackson SRTS Plan as a high risk area for children walking and bicycling to school. North Highway has been labeled as high risk due to high traffic volumes during arrival and departure, inattentive driving along with high school students being inexperienced drivers, and no painted crosswalks. There are a number of intersections on North Highway that should have painted crosswalks.

There are painted crosswalks in Lakefield around Pleasantview Elementary and the Middle School. The problem is, the crosswalks are only two white colored parallel lines and during winter months it is often difficult to see the crosswalks. Repainting these crosswalks yellow and filling in these crosswalks with road art would improve the visibility of the crossing to drivers. Making the crosswalks more visible is especially important on Highway 86 in Lakefield. There are painted crosswalks crossing Highway 86 on 3<sup>rd</sup> Ave and 4<sup>th</sup> Ave leading to the Middle School. Improving the crosswalks to be more visible would greatly improve the safety of students crossing the intersection around Pleasantview Elementary, the Middle School, and Highway 86.

The cities of Lakefield and Jackson have a consolidated Middle School and High School, and the elementary schools share a number of staff. Implementing a district wide road art campaign would be a way of bringing the communities together, since the crosswalk would have a common theme. Filling in the crosswalks with road art not only makes the crosswalk more visible, but it creates ownership and pride for the students, parents, and volunteers who help with the project.



## **Goal #2**

Make the school zone safer for pedestrians, bicyclists, and other vehicles

Action Step: Enforcement

Create a hands-free policy for cell phones while driving in a school zone.

During the Walk and Bicycle Audit on December 6<sup>th</sup>, 2012, there were a number of high school students on cell phones driving by Riverside Elementary on North Highway.

This safety issue occurred during departure. There were a number of students walking home from school, and traffics volumes were high on North Highway. This inattentive driving along with high school students being inexperienced drivers creates a safety risk for students walking and bicycling to school that have to crossing North Highway.

Children are sometimes unpredictable, difficult to see, and may not always use proper street crossing technique. Drivers who use hand-held devices while driving are four times more likely to get into a crash.<sup>8</sup> A hands-free policy for cell phones while driving in a school zone will help to decrease inattentive driving in the school zone by Riverside Elementary. This policy will help to make walking and bicycling safer around Riverside Elementary.

Evaluation will take place by working with the Jackson County Sheriff's Department to create a monitoring policy. The Sheriff's Department can monitor the area periodically and can work with bus drivers, teachers, parents, and residents to report illegal cell phone usage while in a school zone. A yearly comparison of reported illegal cell phone usage can be analyzed. Comparing yearly data will allow the Jackson County Sheriff's Department to see if additional efforts need to be made to address the issue.



## **Goal #3**

Make walking and bicycling safer in the City of Jackson

5(s): Education and Enforcement

Action Step: Have a biannual education campaign in the City of Jackson regarding yielding to pedestrians, stop arms on buses, and slowing down in school zones.

“A school zone is any section of road next to public or nonpublic school property where children can enter the road. Any established school crossing is also considered a school zone.”<sup>9</sup> “A pedestrian struck by a vehicle traveling at 40 mph has an 85 percent likelihood of being killed, whereas the likelihood of death for a pedestrian struck by a vehicle traveling at 20 mph is only five percent.”<sup>9</sup> It is important to educate the community about school zone regulation. People become familiar with their surroundings and may not pay proper attention while driving in a school zone.

During the Walk and Bicycle Audit on December 6th, 2012, there were a number of high school students using cell phones driving by Riverside Elementary on North Highway. This inattentive driving along with inexperienced high school students drivers creates a safety risk for students walking and bicycling to school that have to cross North Highway. Also during the audit there was a car that drove through the intersection of Park Street and North Highway while the crossing flags were being put out. This may have been the result of the driver being distracted or a lack of knowledge pertaining to the crossing flags and the crosswalks not being painted.



### **Goal #3 Continued**

Children are sometimes unpredictable, difficult to see, and may not always use proper street crossing technique. Drivers need to be aware of the heightened risk of driving in a school zone. The educational campaign will educate students at Riverside Elementary about school zones and hazards to watch out for when walking and bicycling to school. The elementary students will make drawings and flyers highlighting what they learned. These drawings and flyers will be displayed at the High School, library, Jackson County Court House, and at any businesses that would like to take part in the campaign.

People become familiar with their surroundings. It is important to highlight the importance of yielding to pedestrians, stop arms on buses, and slowing down in school zones. Having an educational campaign in Jackson will educate and refresh students and residents of Jackson about their responsibility while walking, bicycling, and driving in the community.

For this educational campaign to be effective, the campaign needs to be paired with the Jackson County Sheriff's Office. The Jackson County Sheriff's Department can conduct periodic sweeps of the school zone by Riverside Elementary. The Jackson County Sheriff's Department along with the educational campaign will help to make the school zone safer by Riverside Elementary.

Evaluation will take place by working with the Jackson County Sheriff's Department to compare driving offenses before and after the campaign has been administered. The comparison study will analyze monthly and yearly figures since the educational campaign is biannual. Comparing monthly and yearly data will allow the Jackson County Sheriff's Department to see if additional efforts are needed in the months the educational campaign is not being administered.

## **Goal #4**

Make busing safer, more efficient, and more equitable while promoting a more active lifestyle

5(s): Engineering and Encouragement

Action Step: Implement a new busing policy based on safety, efficiency, equity, and promoting an active lifestyle.

Safety: “Most school bus fatalities occur while school buses are stopped to load/unload children. More stops mean greater potential for school bus fatalities.”<sup>7</sup> In the city limits of Jackson the bus route has a number of stops that could be consolidated.

Efficiency: Managing the number of bus stops will help to keep the in town bus route efficient. It is important to annually review the stops, so efficiency can be maintained.

Equity: By basing the busing routes on safety and efficiency, there will be no conflict based on favoring one child or family over another. Students that do not require any special assistance will be required to walk to the bus stop, which will not exceed three blocks. Basing the busing routes on safety and efficiency will create a more equitable busing system.

Active Lifestyle: It is recommended that by the Center for Disease Control and Prevention that children and adolescents should get one hour or more of physical activity everyday. Children today are less active and may need to be encouraged more. Having children walk to the bus stop will help children to reach their one hour or more goal of daily activity.

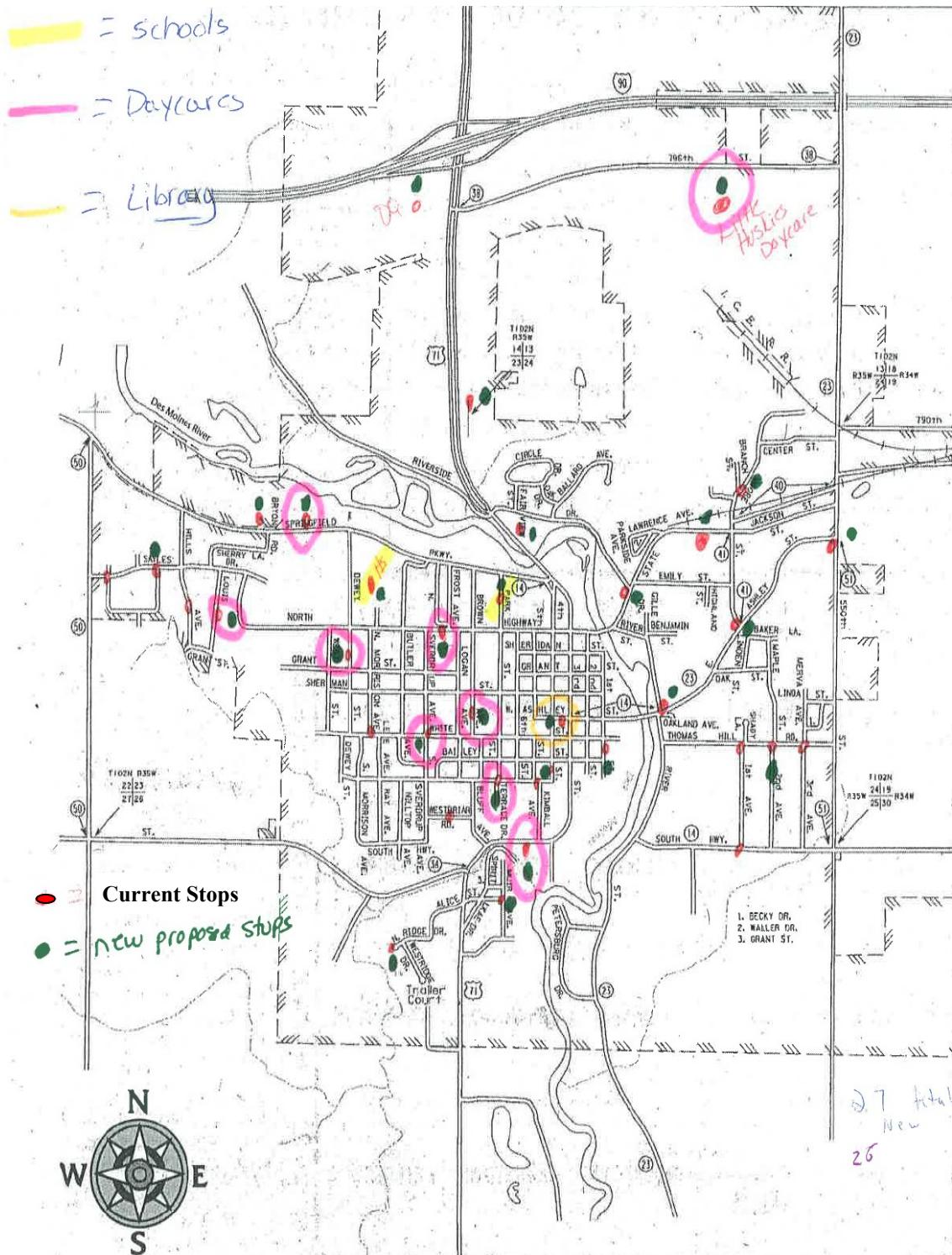
To evaluate the effectiveness of the busing policy, the number of bus stops will be analyzed yearly. School administrators will sit down with bus drivers, Southwest Coaches, and school board members to discuss the number of stops. This analysis will allow administrators to discuss stops and see if changes should be made based on safety, efficiency, equity, and promoting an active lifestyle.

#### **Goal #4 Continued**

There has been one proposal to alter the Jackson bus route for the 2013-14 school year by Jessie Cody with Southwest Coaches. According to Jesse Cody with Southwest Coaches, Inc., “There are nine stops currently within the city limits of Jackson that only pick up one student at the bus stop.” Jessie proposed that it would be feasible to decrease the number of stops from 38 to 26. (refer to page 53 for a map of current bus stops and proposed bus stops in Jackson).

Before a policy to decrease the number of stops can be implemented, a discussion has to occur between parents, teachers, school administrators, school board members, and other vested parties to discuss possible options. The final decision is left up to the JCC School Board and Administrators.

## Current and Proposed Bus Stops in Jackson



## **Goal #5**

In the Spring of 2013,

Educate children about proper pedestrian and bicycle safety

5(s): Education

Action Step: Evaluate pedestrian and bicycle safety class every five years to keep information new and exciting.

The majority of walking injuries happen at mid-block or someplace other than an intersection for the age group 19 and under.<sup>10</sup> This statistic emphasizes the importance of an effective pedestrian and bicycle safety course. Children in this age group need to be taught proper pedestrian and bicycle safety and this behavior needs to be reinforced by adults setting a good example.

It is important to keep the pedestrian and bicycle safety course up to date and exciting for the students. Revisiting the pedestrian and bicycle safety course every few years will help to accomplish that. Revisiting the course will also allow for discovery of what's new in regards to curriculum and discussion can take place to see what improvements can be made in the existing course.

The current program has a section in the fall that includes instructional videos, a bicycle rodeo, and a walk and ride in the community. The curriculum has a planned review session in the spring for the students. This review session will help evaluate the effectiveness of the fall program.

During the summer, the fall and spring session will be evaluated. Evaluating the program as a whole will allow for changes to be made and for the program to be specialized for Riverside Elementary. The pedestrian and bicycle safety curriculum being used at Riverside Elementary is a pilot program from the Minnesota Department of Transportation (MNDOT).

## **Goal #6**

Create a policy that will decrease traffic flows onto Park Street while promoting walking and bicycling.

5(s): Engineering

Action Step: Make Park Street into a one-way street heading north.

Congestion on Park Street occurs when there is parent and residential traffic, buses are lined up, and there are vehicles parked on the residential side of Park Street (west side). There is not enough room when vehicles meet each other, so traffic can get backed up. This congestion makes it more dangerous for children to cross.

Congestion at the intersection of Park Street and North Highway can be contributed to congestion on Park Street and Traffic on North Highway. Traffic volumes increase on North High during arrival and departure, not only from parents dropping off students at Riverside, but High School driving to and from school. Due to the traffic on North Highway, it was difficult for vehicles to turn left from Park Street onto North Highway. This congestion caused traffic to back up onto Park Street.

Congestion on Park Street and at the intersection of Park Street and North Highway makes it more dangerous for students to cross the street. Children peek out between buses and vehicles to see if the street is clear to cross. The intersection may be blocked which may cause children to jaywalk.

The Federal Highway Administration's Pedestrian Safety Report on One-way and Two-way Streets found that there are advantages and disadvantages to one-way streets. In regards to congestion, one-way streets allow for more cars, thereby decreasing congestion. Extra time may be spent driving around a block to get on to a one-way street but high traffic volumes can be handled on a one-way street when compared to a two-way street.<sup>11</sup>

One-way streets may have a positive and negative effects in regard to pedestrian safety.

## **Goal #6 Continued**

The positive effect is, one-way streets may have gaps between traffic flows, which makes crossing during that time safer. The negative effect is, one-way streets have been found to increase the traffic speeds on a street, which makes crossing less safe.

On Park Street, congestion is an issue. Converting Park Street into a one-way street heading north would help to alleviate some of the congestion issue. Traffic would not become backed up as easily with one lane of traffic heading in one direction while still accommodating parent and residential traffic, the bus line up, and parked vehicles on the residential side of Park Street (west side). There would be reduced congestion at the intersection of Park Street and North Highway, since vehicles will not be waiting for traffic on North Highway to turn left off of Park Street onto North Highway.

This decrease in congestion would create a safer walking and bicycling to school environment. Children will not have to peek out between buses and vehicles to see if the street is clear to cross. The intersection of North Highway and Park Street will not become blocked as easily, thereby decreasing jaywalking by the children. In regards to congestion, Park Street will be safer for pedestrians.

When considering whether to convert a two-way street into a one-way street, traffic speeds need to be considered. There is only one block of Park Street by Riverside Elementary, if it were converted into a one-way street, traffic speeds should not be an issue. This area is also a school zone, so cars are traveling at slower speeds already.

Evaluation will take place by conducting a qualitative study analyzing congestion. Interviews will take place with parents, teachers, teacher assistants, and school administrators before and after Park Street is converted into a one-way street. During these interviews, questions will be asked regarding congestion and safety. Parents, teachers, teacher assistants, and school administrators observe arrival and departure on a daily basis. Their opinion will help to evaluate the effectiveness of converting Park Street into a one-way street.

## **Goal #7**

In the Spring of 2013,

Slow traffic and increase safety for pedestrians and bicyclists

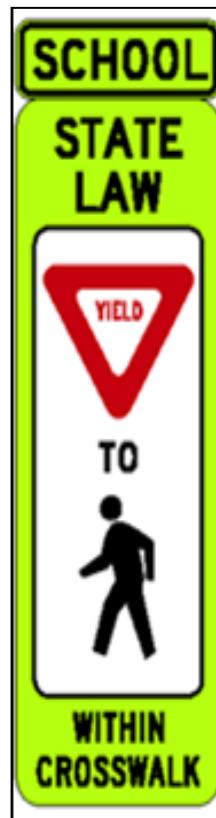
5(s): Engineering, Encouragement, and Education

Action Step: Have rollout in-street yield to pedestrian sign on North Highway at the intersection of Park Street.

North Highway, around Riverside Elementary, has been identified in the Jackson SRTS Plan as a high risk area for children walking and bicycling to school. According to the Jackson SRTS Plan, there are three main factors why this area has been identified as high risk. Congestion on Park Street is the first issue. Congestion on Park Street occurs when there is parent and residential traffic, buses are lined up, and there are vehicles parked on the residential side of Park Street (west side). There is not enough room when vehicles meet each other, so traffic can get backed up.

The second issue is traffic on North Highway. Traffic volumes increase on North High during arrival and departure, not only from parents dropping off students at Riverside Elementary, but High School driving to and from school. Due to the traffic on North Highway it was difficult for vehicles to turn left from Park Street onto North Highway. This congestion caused traffic to back up onto Park Street.

The third issue is the intersection of North Highway and Park Street. This intersection has the most pedestrian traffic compared to the other intersections around Riverside Elementary. When this intersection becomes congested it is difficult for children to see if it is safe to cross. Children peek out between vehicles to see if the street is clear to cross. The intersection may be blocked which may cause children to jaywalk.



## **Goal #7 Continued**

By using a rollout yield to pedestrian sign on North Highway at the intersection of Park Street, the crossing would be more visible to motorists and safer for pedestrian and bicycles. The in-street rollout yield sign not only makes the crossing more visible, but it reinforces the state law requirement for drivers to yield to pedestrians in a crosswalk. The yield sign may also act as a traffic calming device and slow the speed of traffic by informing drivers of the crossing.

During arrival and departure there are four student patrols with two adult supervisors. The two adult supervisors are aware of the existing conditions. A qualitative analysis can be used for the evaluation of the rollout yield to pedestrian sign. The adult supervisors can be asked questions regarding congestion, traffic, and visibility before and after the sign has been in use. Comparing the opinions of the adult supervisors will allow for an effective evaluation to take place.

## **Goal #8**

In the Spring of 2013,

Encourage children to bicycle to school

5(s): Encouragement and engineering

Action Step: Install a bike rack on the north side of Riverside Elementary.

Currently, there were only two bike racks at Riverside Elementary and they are both on the south side of the school. During warm weather days these bicycle racks can be rather full. The Sunset Trail is planned to be expanded and will run along the length of Springfield Parkway when completed. Sunset trail will make walking and bicycling to school safer and more convenient for students who live west of Riverside Elementary.

Making it more convenient to bicycle to school will hopefully increase the number of students riding their bicycles to school. To accommodate students bicycling on Sunset Trail and arriving to school on the north side of the school, bicycle racks should be installed. Having a bicycle rack installed on the north side of the school will also make it more convenient to use the outdoor recreational facilities at Riverside Elementary.

To evaluate the effectiveness of installing a bike rack on the north side of Riverside Elementary, a comparison study analyzing usage rates will take place. A Student Arrival and Departure Tally Survey was administered at Riverside Elementary in the spring 2011 and during the 2012-13 school year. This will provide a baseline data set for a comparison study. When you ride your bicycle to school currently, the only bicycle racks available are on the south side of Riverside Elementary.

After the bicycle rack is installed on the north side of the school, the same Arrival and Departure Tally Survey should be administered to analyze the effectiveness of encouraging children to bicycle to school. All of the increase may not be the result of this rack. The daily usage rates of the rack should be recorded as well. Usage rates

### **Goal #8 Continued**

should be recorded for 3 days in a row during three different weeks. A comparison of the Student Arrival and Departure Tally Surveys and the usage rates should provide enough data for an effective evaluation.

## **Goal #9**

Create a policy that will decrease parent traffic flows onto Park Street while promoting walking and bicycling.

5(s): Education, Encouragement, and Engineering

Action Step: Create a new traffic separation policy around Riverside Elementary.

Traffic separation is often used to address the safety of pedestrians in school zones. Traffic separation in school zones refers to having designated areas for buses, parents dropping off or picking up children, bicyclists, pedestrians, and parking. Separating traffic flows more effectively will help to create a safer environment during arrival and departure, which are times of higher traffic volume. Traffic separation is needed at the Riverside Elementary to address congestion on Park Street, congestion at the intersection of Park Street and North Hwy, and to promote a safe drop-off and pick-up location that promotes walking (refer to section: Existing Conditions Riverside Elementary for more detailed information).

Congestion on Park Street occurs when there is parent and residential traffic, buses are lined up, and there are vehicles parked on the residential side of Park Street (west side). There is not enough room when vehicles meet each other, so traffic can get backed up. This congestion makes it more dangerous for children to cross.

Congestion at the intersection of Park Street and North Highway can be contributed to congestion on Park Street and Traffic on North Highway. Traffic volumes increase on North High during arrival and departure, not only from parents dropping off students at Riverside Elementary, but High School driving to and from school. Due to the traffic on North Highway, it was difficult for vehicles to turn left from Park Street onto North Highway. This congestion caused traffic to back up onto Park Street.

Congestion on Park Street and at the intersection of Park Street and North Highway make it more dangerous for students to cross those streets. Children peek out between

## **Goal #9 Continued**

buses and vehicles to see if the street is clear to cross. The intersection may be blocked which may cause Children to jaywalk.

A child should get 60 or more minutes of physical activity each day which includes either moderate-intensity aerobic activity, such as brisk walking, or vigorous-intensity activity, such as running.<sup>12</sup> Walking a block or two to and from school helps children get their recommended minutes of physical activity per day. Students arrive focused and ready to learn.

A discussion regarding parent and bus drop-off and pick-up needs to take place, so parents, teachers, school administrators, and other vested parties can agree on an effective traffic separation policy. Balancing concerns from the different parties is important, but the need to address the issues of congestion and trying to promote walking and bicycling is also important.

Evaluation can take place by conducting a comparison study and comparing traffic volumes during arrival and departure on Park Street. Currently, there is no baseline data for the study. Data would have to be collected before and after the traffic separation policy has been implemented. School Administrators, teachers and teacher assistants monitor arrival and departure, so data could be easily collected for the comparison.

Evaluation can also take place by conducting a comparison study and analyzing the effectiveness of encouraging children to be dropped off a block or two from Riverside Elementary. A Student Arrival and Departure Tally Survey was administered at Riverside Elementary in the spring 2011 and during the 2012-13 school year. This will provide a baseline data set for a comparison study. After the parent drop-off and pick-up location is in use, a similar Student Arrival and Departure Tally Survey should be administered to analyze the effectiveness of encouraging children to walk to school. The survey will have one more travel mode option that includes: walk from remote drop-off and pick-up location.

## **Goal #9 Continued**

- It has been suggested to locate the busing drop-off and pick-up zone to the east of Riverside Elementary on 4<sup>th</sup> Street by the old used car lot. This location would allow for a safe area to drop-off and pick-up students. Fourth Street borders school property. Students would have to walk a block or so across an athletic field and recreational area to get to the school building.

In 2015, Minnesota DOT is planning to redesign the intersection of U.S. Highway 71 and Springfield Parkway. This project is proposed to turn Fourth Street into a dead-end street (cul-de-sacs). Making 4th Street into a cul-de-sac will help to decrease traffic volumes and traffic speeds on 4th Street. A bus boarding zone on 4th Street will provide a safe location for arrival and departure and the location will help to increase daily activity levels.

Moving the busing zone to 4th street will also help to decrease traffic congestion on Park Street. Parents will still be dropping off and picking up children on Park Street, but the vehicles will no longer get backed up due to buses taking up a large portion of the street. To make this busing zone on 4th Street possible, the turnaround area on the north end of 4th Street will have to be widened.

School Administrators, the City of Jackson, and the Southwest Regional Development Commission will have to work with MnDOT to make this busing zone a reality. If this turnaround area is created at the end of 4<sup>th</sup> Street, an ideal drop-off and pick-up location for buses would be created.

## **Additional Recommendations**

Make development more pedestrian and bicycle friendly.

5(s): Engineering, Encouragement, and Education

Action Step: Implement a new development policy based not only on motor vehicles, but on pedestrians and bicyclists as well.

Older developments tended to use a traditional neighborhood development of a grid street network. Older development in Jackson followed this grid street network that consists of having sidewalks on both sides of the street, garages facing the alleyway behind the house, and similar sized lots. This older neighborhood design promotes interconnectedness within the community and walking and bicycling.

Newer developments in Jackson have moved away from sidewalks on both sides of the street, having garages facing the alleyway behind the house, and having similar sized lots. This creates a disincentive to walk and bicycle and decreases the interconnectedness of the community. A study conducted by the University of British Columbia found that lowering a neighborhood's walkability increases the use of motor vehicles and, therefore, raises the air pollution and body mass index per capita.<sup>13</sup> Cul-de-Sacs were also found to decrease the walkability of a neighborhood.

The Jackson SRTS team recommends that any new development plans in Jackson consider pedestrians and bicyclists. This means having a discussion within the community about possible options and inviting bike advocacy groups, organizations that promote walking and bicycling, and engineers to talk about ways to make the development a more holistic development.



## **Additional Recommendations**

Make Park Street less congested during departure.

5(s): Engineering

Action Step: Establish a no parking policy on the east side of Park Street, where the buses pull up, during departure from 3:15 to 3:45 pm.

Establishing a no parking policy on Park Street during departure will help departure operations more smooth. Parents generally pick up students from 3:05-3:25 pm and at 3:25 pm buses arrive to pick-up students. Sometimes parents will park on the east side of Park Street, where the buses park, and will stay longer than anticipated. This creates an issue when the buses pull up to load students, and there is no place to park.

Parents will have a ten minute window, from 3:05-3:15 pm to pick up their child. At 3:15 pm the no parking policy will take effect. This will help to guarantee that the buses will have a place to park. By 3:15 pm most parents have already picked up their children. If parents have not picked up their children by that time, parents can still park in the parking lots to the north and south and on the west side of Park Street.

This policy will have to be administered jointly with the Jackson County Sheriff's Department. An educational handout along with well positioned signage will help to inform the public. The Jackson County Sheriff's Department will monitor compliance and this will help to insure that buses have a clear zone for pick-up.



## **Conclusion**

The Centers for Disease Control and Prevention recommends that children have one hour of physical activity every day.<sup>7</sup> Walking and bicycling to school help contribute to children reaching their recommended daily active levels. SRTS not only promotes walking and bicycling to school, but SRTS tries to create a safe environment so parents feel comfortable letting their children walk and bicycle to school.

There are a number of potential benefits of regular physical activity for children that include: builds and maintains healthy bones, muscles, and joints; helps control weight, builds lean muscle and reduces fat; improves sense of self-image and autonomy; fosters healthy social and emotional development.<sup>7</sup> Research conducted by James B. Grissom has shown a positive relationship between overall fitness and academic achievement, as fitness scores improved, achievement scores also improved.<sup>14</sup>

Being active by walking and bicycling have a variety of health benefits as well as social benefits. These societal health benefits include a higher degree of community coherence, increased social support, reduced local crime and violence, reduced traffic congestion, and improved environmental health.<sup>15</sup> Designing neighborhoods and cities to match the needs of pedestrians, not just motor vehicles, is critical in promoting an active lifestyle and a sustainable community. This starts with access to safe infrastructure for walking and bicycling to school.

For this SRTS Plan to be effective, the entire team including teachers, school administrators, parents, and community members need to come together to implement the plan. The goals vary by how demanding they are to implement, so this may dictate which goals are pursued first. Assigning groups to specific goals will help make the plan more manageable to implement.

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**Appendix A****Parent Survey Result Riverside Elementary****May 2010**

<b>Program Name:</b>	JCC Safe Routes to School	<b>Month and Year Collected:</b>	May 2010
<b>School Name:</b>	Riverside Elementary	<b>School Enrollment:</b>	382
<b>Number of Questionnaires Distributed:</b>	382	<b>Number of Questionnaires Analyzed for Report:</b>	75

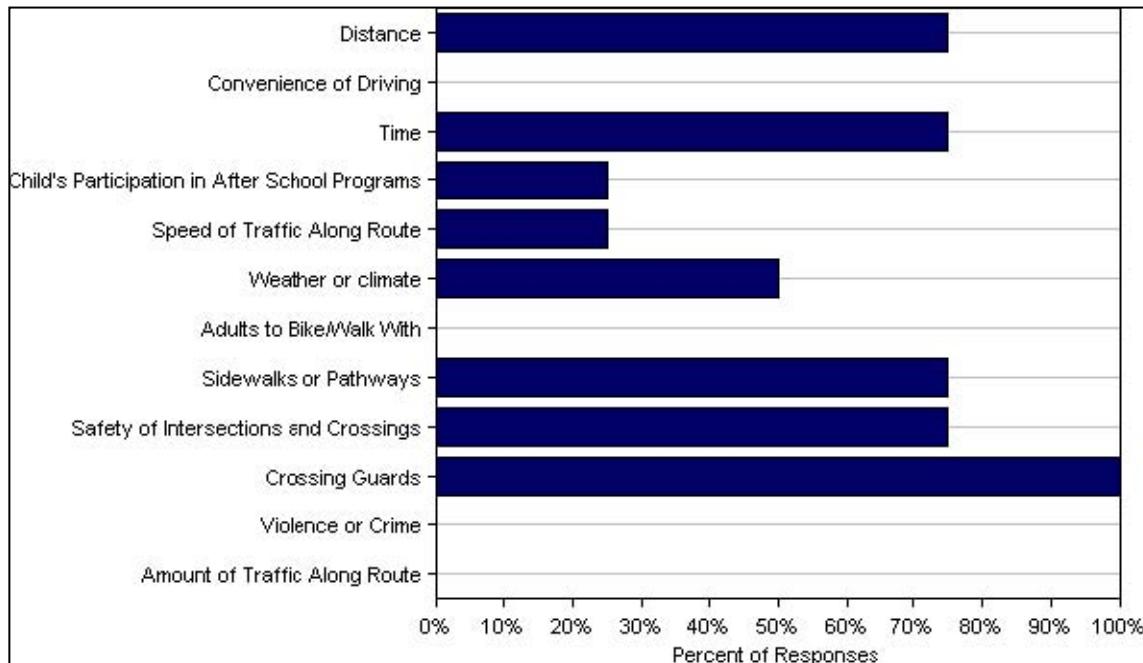
<b>Distance between home and school</b>	<b>Number of children</b>	<b>Percent</b>
Less than 1/4 mile	16	22%
1/4 mile up to 1/2 mile	8	11%
1/2 mile up to 1 mile	9	12%
1 mile up to 2 miles	15	21%
More than 2 miles	25	34%

<b>Asked Permission?</b>	<b>Number of Children</b>	<b>Less than 1/4 mile</b>	<b>1/4 mile up to 1/2 mile</b>	<b>1/2 mile up to 1 mile</b>	<b>1 mile up to 2 miles</b>	<b>More than 2 miles</b>
Yes	24	38%	13%	17%	25%	8%
No	49	14%	10%	10%	18%	47%

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

<b>Time of Trip</b>	<b>Number of Trips</b>	<b>Walk</b>	<b>Bike</b>	<b>School Bus</b>	<b>Family Vehicle</b>	<b>Carpool</b>	<b>Transit</b>	<b>Other</b>
Morning	71	11%	1%	49%	35%	3%	0%	0%
Afternoon	71	10%	1%	65%	23%	1%	0%	0%

**Typical mode of arrival and departure to and from school**

**Appendix A****Parent Survey Result Riverside Elementary****May 2010**

**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**

**Appendix A****Parent Survey Result Riverside Elementary****May 2011**

<b>Program Name:</b>	JCC Safe Routes to School	<b>Month and Year Collected:</b>	May 2011
<b>School Name:</b>	Riverside Elementary	<b>School Enrollment:</b>	384
<b>Number of Questionnaires Distributed:</b>	384	<b>Number of Questionnaires Analyzed for Report:</b>	71

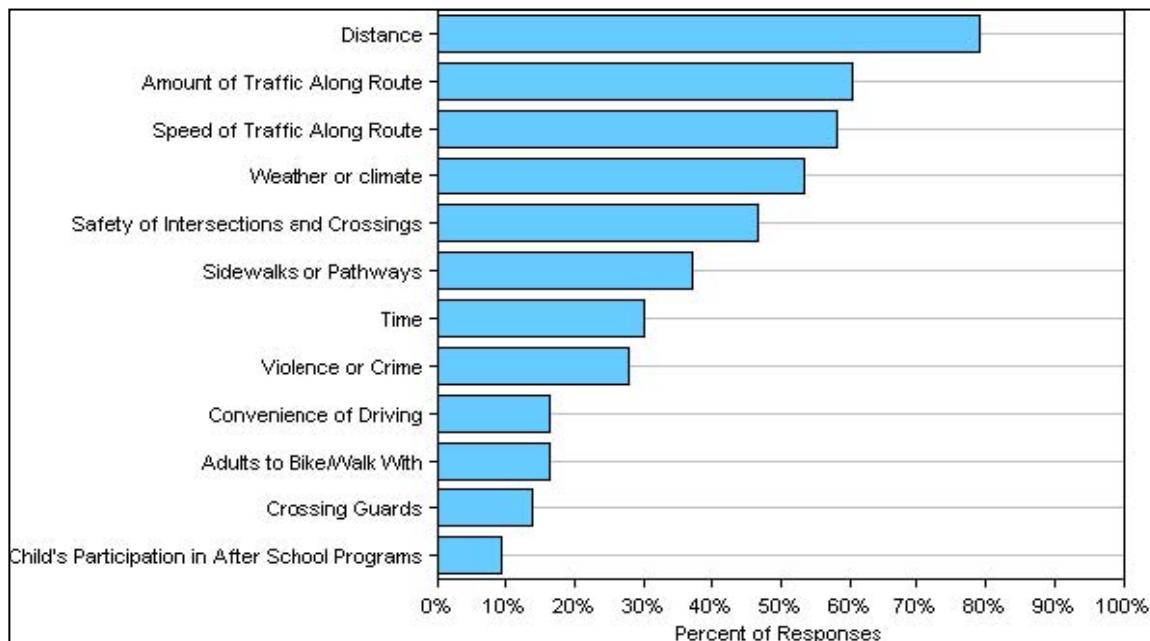
<b>Distance between home and school</b>	<b>Number of children</b>	<b>Percent</b>
Less than 1/4 mile	12	17%
1/4 mile up to 1/2 mile	8	11%
1/2 mile up to 1 mile	13	19%
1 mile up to 2 miles	10	14%
More than 2 miles	27	39%

<b>Asked Permission?</b>	<b>Number of Children</b>	<b>Less than 1/4 mile</b>	<b>1/4 mile up to 1/2 mile</b>	<b>1/2 mile up to 1 mile</b>	<b>1 mile up to 2 miles</b>	<b>More than 2 miles</b>
Yes	26	42%	86%	62%	30%	15%
No	43	58%	14%	38%	70%	85%

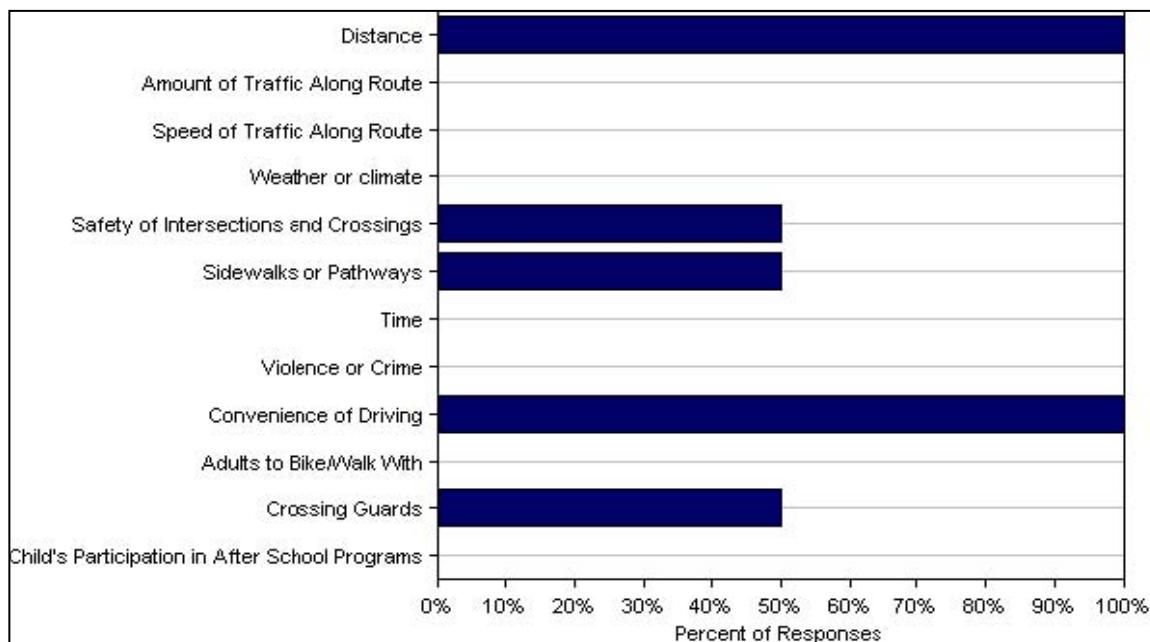
**Percent of children who have asked for permission to walk or bike to/from school by distance they live from school**

<b>Time of Trip</b>	<b>Number of Trips</b>	<b>Walk</b>	<b>Bike</b>	<b>School Bus</b>	<b>Family-Vehicle</b>	<b>Carpool</b>	<b>Transit</b>	<b>Other</b>
Morning	66	6%	0%	47%	45%	2%	0%	0%
Afternoon	66	6%	0%	61%	33%	0%	0%	0%

**Typical mode of arrival and departure to and from school**



**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**

**Appendix A**

**Parent Survey Riverside Elementary**

**2013**

<b>Program Name:</b>	JCC Safe Routes to School	<b>Month and Year Collected:</b>	January 2013
<b>School Name:</b>	Riverside Elementary	<b>School Enrollment:</b>	424
<b>Number of Questionnaires Distributed:</b>	237	<b>Number of Questionnaires Analyzed for Report:</b>	121

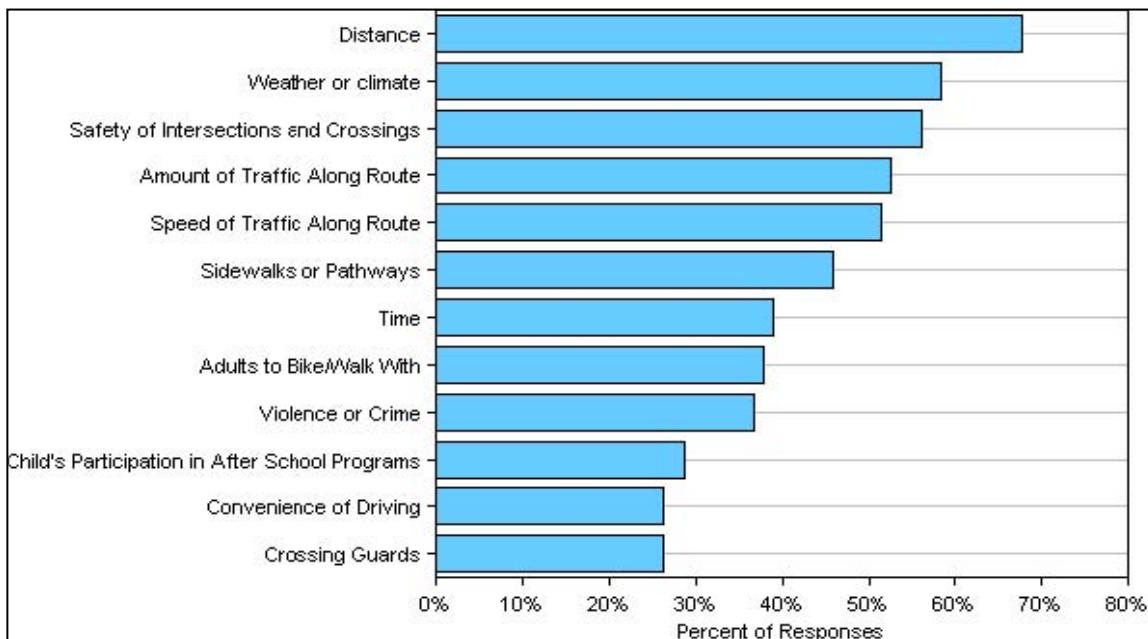
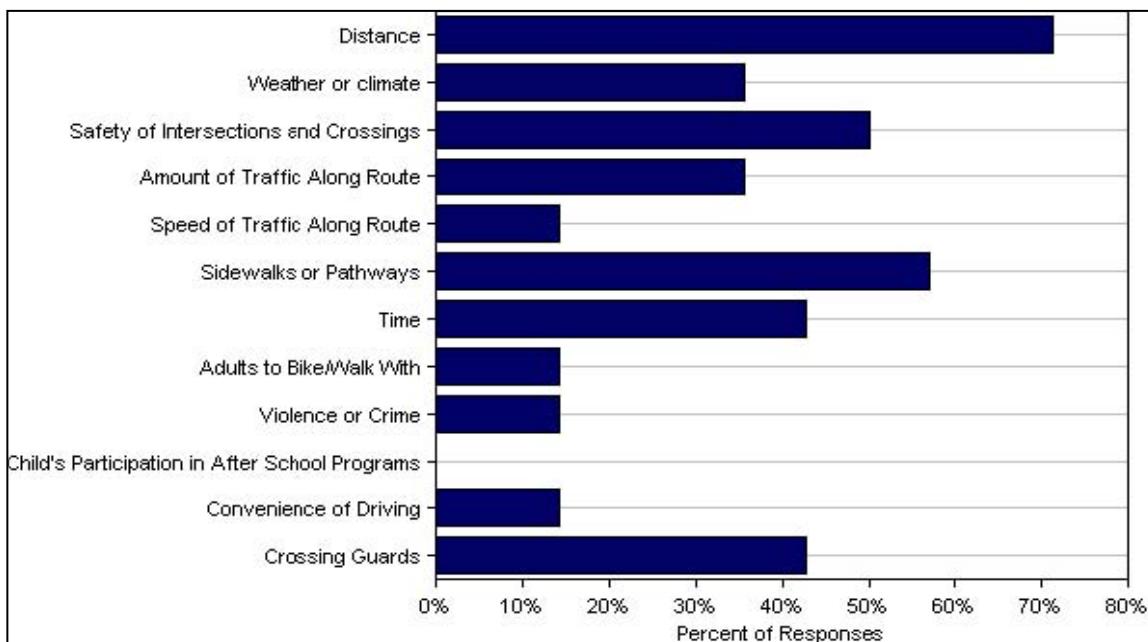
<b>Distance between home and school</b>	<b>Number of children</b>	<b>Percent</b>
Less than 1/4 mile	27	23%
1/4 mile up to 1/2 mile	14	12%
1/2 mile up to 1 mile	21	18%
1 mile up to 2 miles	27	23%
More than 2 miles	26	23%

<b>Asked Permission?</b>	<b>Number of Children</b>	<b>Less than 1/4 mile</b>	<b>1/4 mile up to 1/2 mile</b>	<b>1/2 mile up to 1 mile</b>	<b>1 mile up to 2 miles</b>	<b>More than 2 miles</b>
Yes	58	78%	79%	62%	38%	13%
No	53	22%	21%	38%	62%	87%

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

<b>Time of Trip</b>	<b>Number of Trips</b>	<b>Walk</b>	<b>Bike</b>	<b>School Bus</b>	<b>Family Vehicle</b>	<b>Carpool</b>	<b>Transit</b>	<b>Other</b>
Morning	116	20%	0%	33%	46%	2%	0%	0%
Afternoon	112	22%	0%	54%	22%	0.9%	0.9%	0%

**Typical mode of arrival and departure to and from school**

**Appendix A****Parent Survey Riverside Elementary****2013****Issues reported to affect the decision to not allow a child to walk or bike to/from****Issues reported to affect the decision to allow a child to walk or bike to/from school**

**Appendix B****Travel Tallys****Riverside Elementary****2011**

<b>Program Name:</b>	JCC Safe Routes to School	<b>Month and Year Collected:</b>	May 2011
<b>School Name:</b>	Riverside Elementary	<b>School Enrollment:</b>	384
<b>Number of Questionnaires Distributed:</b>	384	<b>Number of Classrooms Included:</b>	5

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	184	9%	0%	59%	30%	2%	1%	0%
Rainy	59	2%	2%	69%	24%	0%	3%	0%
Overcast	92	4%	1%	57%	35%	1%	2%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	172	6%	0.6%	53%	36%	2%	2%	0%
Afternoon	170	6%	0.6%	66%	25%	0.6%	2%	0%

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	62	6%	0%	55%	35%	2%	2%	0%
Tuesday PM	58	7%	0%	66%	24%	2%	2%	0%
Wednesday AM	39	5%	0%	64%	26%	3%	3%	0%
Wednesday PM	39	3%	0%	69%	26%	0%	3%	0%
Thursday AM	71	7%	1%	46%	42%	1%	1%	0%
Thursday PM	73	7%	1%	64%	26%	0%	1%	0%

Percentages may not total 100% due to rounding.

**Appendix B****Travel Tallies****Riverside Elementary****2012**

**Jackson County Central Schools  
Safe Routes to School Tallies**

School Name	% of students	Spring 2012 - Morning Tallies					Spring 2012 - Afternoon Tallies					Fall 2012 - Morning Tallies					Fall 2012 - Afternoon Tallies					
		Walk	Bike	School Bus	Family vehicle	Carpool	Transit	Other	Walk	Bike	School Bus	Family vehicle	Carpool	Transit	Other	Walk	Bike	School Bus	Family vehicle	Carpool	Transit	Other
JCC Middle	% of students	20%	2%	52%	25%	1%	0%	0%	27%	2%	53%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pleasantview	% of students	10%	5%	44%	32%	3%	0%	0%	11%	6%	51%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Riverside	% of students	9%	2%	44%	41%	1%	0%	0%	15%	3%	53%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
JCC Middle	% of students	18%	2%	61%	19%	0%	0%	0%	20%	2%	57%	20%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pleasantview	% of students	9%	3%	56%	32%	0%	0%	0%	10%	3%	69%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Riverside	% of students	11%	2%	41%	43%	1%	0%	0%	13%	2%	50%	33%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%

**Appendix B****Travel Tallys****Riverside Elementary****2013**

<b>Program Name:</b>	JCC Safe Routes to School	<b>Month and Year Collected:</b>	April 2013
<b>School Name:</b>	Riverside Elementary	<b>School Enrollment:</b>	424
<b>Number of Questionnaires Distributed:</b>	424	<b>Number of Classrooms Included:</b>	18

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family-Vehicle	Carpool	Transit	Other
Sunny	1524	15%	0.5%	44%	38%	2%	0%	0.2%
Rainy	107	3%	0%	53%	43%	0.9%	0%	0%
Overcast	565	11%	1%	50%	37%	0.9%	0%	0.2%
Snow	0	0%	0%	0%	0%	0%	0%	0%

	Number of Trips	Walk	Bike	School Bus	Family-Vehicle	Carpool	Transit	Other
Morning	1084	9%	0.6%	42%	47%	2%	0%	0.2%
Afternoon	1112	18%	0.6%	51%	29%	1%	0%	0.2%

	Number of Trips	Walk	Bike	School Bus	Family-Vehicle	Carpool	Transit	Other
Tuesday AM	364	8%	0%	41%	49%	1%	0%	0.3%
Tuesday PM	364	18%	0%	51%	30%	0.8%	0%	0.3%
Wednesday AM	369	9%	2%	42%	46%	2%	0%	0.3%
Wednesday PM	386	19%	2%	48%	29%	2%	0%	0%
Thursday AM	351	10%	0%	42%	47%	2%	0%	0%
Thursday PM	362	16%	0%	54%	29%	0.6%	0%	0.3%

Percentages may not total 100% due to rounding.

## **Appendix C**

## **Alternative Recommendations**

Below are Action Steps that were discussed but were not included in the Jackson SRTS Plan:

- Organize a Walking School Bus (provide reflective/highly visible items for backpacks and/or outerwear).
- Have bike lanes painted of on North Highway.
- Develop a SRTS walking and bicycle map for the warmer weather conditions and for winter months.
- Organize a Ride Right/Walk Left educational campaign.
- Implement an idling reduction campaign for buses and parents at Pleasantview Elementary and the Middle School. (cold winters in Minnesota make this campaign not practical. During warm months parents generally turn off their vehicles.)

**Appendix D****JCC Equal Education Opportunity Policy**

*Adopted:* 8/27/2007

*Revised:* 4/25/2011

**102 EQUAL EDUCATIONAL OPPORTUNITY****I. PURPOSE**

The purpose of this policy is to ensure that equal educational opportunity is provided for all students of the school district.

**II. GENERAL STATEMENT OF POLICY**

- A. It is the school district's policy to provide equal educational opportunity for all students. The school district does not unlawfully discriminate on the basis of race, color, creed, religion, national origin, sex, marital status, parental status, status with regard to public assistance, disability, sexual orientation or age. The school district also makes reasonable accommodations for disabled students.
- B. The school district prohibits the harassment of any individual for any of the categories listed above. For information about the types of conduct that constitute violation of the school district's policy on harassment and violence and the school district's procedures for addressing such complaints, refer to the school district's policy on harassment and violence.
- C. This policy applies to all areas of education including academics, coursework, co-curricular and extracurricular activities, or other rights or privileges of enrollment.
- D. It is the responsibility of every school district employee to comply with this policy conscientiously.
- E. Any student, parent or guardian having any questions regarding this policy should discuss it with the appropriate school district official as provided by policy. In the absence of a specific designee, an inquiry or a complaint should be referred to the superintendent.

**Legal References:** Minn. Stat. Ch. 363 (Minnesota Human Rights Act)  
Minn. Stat. § 121A.03, Subd. 2 (Sexual, Religious, and Racial Harassment and Violence Policy)  
42 U.S.C. § 12101 *et seq.* (Americans with Disabilities Act)  
20 U.S.C. § 1681 *et seq.* (Title IX of the Education Amendments of 1972)

**Cross References:** MSBA/MASA Model Policy 402 (Disability Nondiscrimination)  
MSBA/MASA Model Policy 413 (Harassment and Violence)  
MSBA/MASA Model Policy 521 (Student Disability Nondiscrimination)  
MSBA/MASA Model Policy 522 (Student Sex Nondiscrimination)

# Tips for Walking Safely to School

Walking is fun, but you need to be safe while doing it. Follow these tips to make sure you get to and from school without any problems.

## Walk together

Younger children should always walk with an adult. Tell your parents that walking is great exercise and a nice way to spend time together.

If your parents say that you can walk to school on your own, remember these tips:

- Walk with a friend when possible.
- Ask your parents to help you pick a safe route to school; one that avoids dangers.
- Stick to the route you picked with your parents. Don't let friends talk you into shortcuts that are more dangerous.
- When you are near the street, don't push, shove, or chase each other.
- Never hitchhike or take rides from people not arranged by your parents.
- Talk to your parents and teacher about any bullying that may happen during your walk.

## Be seen

Remember, drivers may not be able to see you well. Always wear bright-colored clothes and if it is dark or hard to see, carry flashlights or wear reflective gear.

## Look for traffic

Watch out for cars and trucks at every driveway and intersection on your walk to school. Look for drivers in parked cars. They may be getting ready to move.

## Cross the street safely

1. Stop at the curb or edge of the street.
2. Look left, right, left and behind you and in front of you for traffic.
3. Wait until no traffic is coming and begin crossing.
4. Keep looking for traffic until you have finished crossing.
5. Walk, don't run across the street.

## Obey traffic signs, signals and adult school crossing guards

For more resources and information on Safe Routes to School, please visit the National Center for Safe Routes to School Web site at [www.saferoutesinfo.org](http://www.saferoutesinfo.org).

# Tips for Parents and Other Adults For Teaching Pedestrian Safety to Children

**SafeRoutes**

National Center for Safe Routes to School



**TIP SHEET**

Walking is a fun and healthy way to spend time with your children while teaching them skills that can serve them well throughout life. The walk to school is a great time to use these safety tips.

## Be a walking role model

Children learn through experience. Walking with parents or another caregiver is an important way for children to practice crossing real streets and picking safe places to walk. There is no magic age when children are old enough to walk without an adult. But, as a parent, you should decide when your child has the skills and experience to deal with traffic safely without you.

As you walk with your child, remember these safety tips:

- Wear bright-colored clothes, and carry flashlights or wear reflective gear if it is dark or hard to see.
- Look for traffic at every driveway and intersection. Be aware of drivers in parked cars that may be getting ready to move.
- Obey all traffic signs and signals.
- Cross the street safely:
  1. Stop at the curb or edge of the street.
  2. Look left, right, left and behind you and in front of you for traffic.
  3. Wait until no traffic is coming and begin crossing.
  4. Keep looking for traffic until you have finished crossing.
  5. Walk, don't run across the street.



## Choose the safest route to school

Select a walking route with less traffic and intersections.

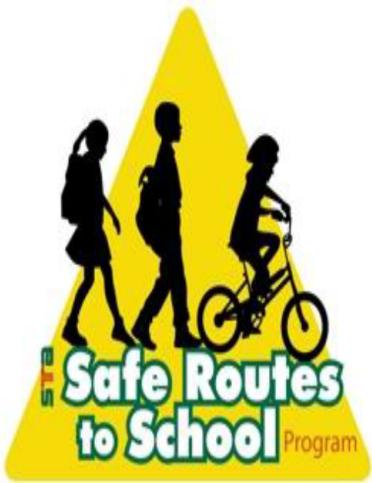
- Pick places where there are sidewalks or paths separated from traffic. If there are no sidewalks or paths, walk as far from the motor vehicles as possible and, if possible, on the side of the street facing traffic.
- Limit the number of street crossings. When available, cross at a location with an adult school crossing guard.
- Avoid crossing busy or high-speed streets.

## Understand your child's limitations

Children are not small adults. It will take time and practice for a child to develop the ability to deal with lots of traffic. Over time, children develop the ability to accurately judge the speed and distance of oncoming traffic. Young children may think that a car is able to stop, when in fact, it is not. Also, children may think that if they can see a driver, the driver can see them. But, children are smaller and harder for drivers to see. Get down to a child's height to experience their perspective and see what they see.

For more resources and information on Safe Routes to School, please visit the National Center for Safe Routes to School Web site at [www.saferoutesinfo.org](http://www.saferoutesinfo.org).

## Jackson County Central Safe Routes to School (SRTS)



### What is SRTS?

Safe Routes to School (SRTS) helps kids walk and bicycle to school more often through infrastructure improvements, education, and promotional activities. SRTS is more than just a program; it is a comprehensive strategy to instill life-long habits that support physical activity and health.

The Jackson County Central School District was awarded a SRTS program planning grant from the Minnesota Department of Transportation (MN/DOT) to identify and address the unique safety concerns on and around the school and community for students (and residents) walking and biking.

### The planning process starts with a thorough evaluation...

**Evaluation:** study the current conditions so we understand what opportunities and barriers there are.

**Education:** educate about the benefits of walking and bicycling, impart safety skills, create community awareness, and foster life-long habits of active living.

**Encouragement:** build programs and policy around encouraging an active lifestyle.

**Enforcement:** partner with law enforcement to target problem areas, increases awareness for pedestrians and bicyclists, and improve driver behavior through community education programs.

**Engineering:** create safer conditions for walking and bicycling, implement physical improvements that make it more attractive to walk and bicycle, and influence the way people behave in the street network.

**Evaluation:** Determines if the program is making a difference.

SRTS programs help kids get more physical activity. Children are recommended to get 60 minutes of physical activity a day. A 15-minute trip one-way helps children to meet that goal. Students Arrive ready to learn.

For more information on SRTS contact:

Drew Hage; Development Planner; SWRDC  
2401 Broadway Ave; Slayton, MN 56172  
[drewh@swrdc.org](mailto:drewh@swrdc.org); phone 507.836.1633  
[www.swrdc.org](http://www.swrdc.org)

### Program Goals

- Make bicycling and walking safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the community.

## Promoting an Active Lifestyle for all Residents