

JUNEAU SAFE ROUTES TO SCHOOLS PLAN



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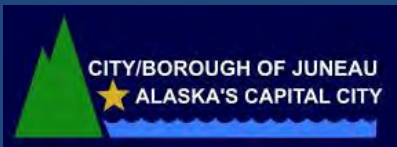
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The front cover photo of a unicyclist and student is courtesy of Michael Penn, Juneau Empire; All other photos provided by Sheinberg Associates unless noted.

INTRODUCTION

The purpose of the Juneau Safe Routes to Schools Plan is to create safe, convenient and fun opportunities for Juneau children to walk and bicycle to and from school and thus encourage more children to be physically active.

Juneau has rainy and snowy weather, but with the proper clothing, parent support and education, that doesn't need to dim enthusiasm for an active lifestyle – including the choice for how kid's get to and from school. The challenge is that significantly fewer children walk or cycle to school than they did a generation ago. In 1969, approximately half of students in grades K-8 (ages 5 through 14) walked or bicycled to school; by 2009, only 13% of students in these grades walked or bicycled to school.¹ Mirroring national trends, parents and students in Juneau in 2011 say that less than one-third (between 5-32%, grades K-8) walk or bike to school at least once a week².

In Juneau and nationally there are more parents driving their children to school today than ever before, and this has dramatically increased the amount of traffic congestion and air pollution around schools. This increase in driving kids to school is due to a number of factors, including land use patterns, increased traffic, and parental concerns about safety. The situation can be self-perpetuating: as more parents drive their children to school, there is increased traffic at the school site, resulting in more parents becoming concerned about traffic and driving their children to school. Schools are a crucial place both to create patterns that promote lifelong physical activity habits and to get healthy exercise.

The City and Borough of Juneau (CBJ) in partnership with Juneau's schools, parents and students, developed this Juneau Safe Routes to School plan for each elementary and middle school in Juneau. The Juneau's Safe Routes to School five programming and funding goals are to:

1. **Engineering:** Improve pedestrian and bicycle infrastructure - such as sidewalks, crosswalks and bicycle lanes - to increase the number of children walking and cycling to school.
2. **Encouragement:** Support formal and grassroots campaigns that promote walking, bicycling, skooter-riding, skateboarding, and even skiing as fun and safe transportation choices to and from school.
3. **Education:** Develop materials and programs to educate parents, students, and the community about safe walking, cycling and driving practices and about the benefits of active transportation.
4. **Enforcement:** Increase enforcement of traffic laws around schools.
5. **Evaluation:** Monitor and document outcomes and trends through the collection of data.

¹ McDonald N., Brown A., Marchetti L., Pedroso M. (2011). U.S. School Travel 2009: An Assessment of Trends. American Journal of Preventive Medicine.

² Combined results from October 2011 Juneau SRTS Parent Survey and Student Travel Tally.



HOW TO USE THIS PLAN

This Juneau Safe Routes to Schools (SRTS) Plan is a starting point to help each Juneau School - as well as the CBJ and Juneau School District (JSD) - dive deeper into SRTS.

The intent is that each Juneau elementary and middle school can use its School Audit Report, its list of 'interested volunteers,' the Safe Walking Map, and other tools and grants to jump more deeply into SRTS improvements and programs.

A critical factor in Juneau's success will be support by the Juneau School District and individual school principals.

This is because allocating staff to consistently be at school crosswalks for 25-30 minutes around arrival and dismissal times, or to make safe walking and cycling to and from school a part of the regular Physical Education curriculum, or to maintain the informal trails that kids use to avoid the streets when they walk to and from school, or to start a Walking School Bus to get more young students walking safely from a nearby neighborhood, or to promote and supervise encouragement activities - such as the Marathon Club that several elementary schools ran spring of 2012 - all require staff and teacher time. The backing of principals and the Juneau School District is needed to support allocating already short time if real change in the numbers of student walking and biking to school is to happen. Another way that Juneau School District support is important is helping to administer SRTS and related grants that support these activities.

Information and tools provided in this plan to help are:

- School Audit Reports itemize current conditions and offer an objective analysis of where engineering, encouragement, education and enforcement improvements are needed. Each School Audit Report identifies sidewalk, trail and intersection improvements that will assist students walk or cycle more safely. Schools are urged to have it be part of someone's job or recruit a parent volunteer to find one (or more) relevant encouragement activities and make them happen.



Volunteer Sue Baxter talks with ten-year-old Jade Kalk, a fifth-grader at Harborview Elementary School, about walking safely to school.



- Juneau’s sidewalks and many small, informal trails that students use to get to and from school were mapped. This and other information was used to prepare a Safe Walking Map for each school. Also on each map are guidelines that parents and their student can use together to plan a good route from their home to and from school.
- Ideas to reduce congestion at several school parking lots are offered, which is important because Juneau parents consistently indicate that congestion and traffic are key factors preventing them from allowing their student to walk. Parking lot reconfiguration and consistent adult supervision will reduce congestion and remedy some of the places where walkers were observed cutting in front of cars at school pick-up and drop-off time.
- This plan makes clear whose responsibility it is to remove snow from sidewalks and streets on the most well used routes to and from neighborhoods and schools. CBJ and State street maintenance crews helped assemble and review this information. Priority routes for snow removal, to promote safe walking in the winter, are also identified.
- Neighborhoods where students must cross difficult intersections as part of their daily commute to school are identified and recommended for improvement. In some neighborhoods where either there are many kindergarten to 5th grade children walking, or an especially difficult intersection must be crossed, a Walking School Bus is recommended. Parent interest and some school financial support will be needed to sustain successful Walking School Buses.



Top: Marathon Club at Harborview Elementary.
Center: Turn off Engine Signs at Sitka Elementary School. Bottom: Bike Rodeo



- Another important purpose of this project was to provide a mechanism to look objectively at the many Safe Routes to School needs in Juneau and provide a way to systematically review and help prioritize investment. It is hoped that the CBJ, JSD and ADOT&PF prioritize some of the infrastructure improvements and maintenance needs identified in this report to increase the safety of children walking and cycling to and from Juneau’s schools.
- At the completion of this project School Audit Reports with SRTS Walking Maps were emailed to the 195 parents that asked to know more about this plan and SRTS at their child’s school. Contact information for the parents and teachers who indicated interest in working further on Safe Routes to Schools was distributed to key SRTS project contacts at each school.

BACKGROUND

Safe Routes to School Origins and Funding

Safe Routes to School began in Denmark 30 years ago when it had Europe’s highest child pedestrian accident rate. Through implementation of the first Safe Routes to School program, planners in Denmark identified specific road dangers along with other measures that could be addressed to reduce the number of children killed or injured while walking and bicycling to school. Since 1970, the child pedestrian crash rate in Denmark decreased by 80 %.

Inspired by this success and faced with rising child pedestrian crash rates and childhood obesity, the Safe Routes to Schools concept spread internationally and to the US. In 1998, Congress funded pilot Safe Routes to School programs through the National Highway Traffic and Safety Administration. Within a year after establishing these pilot programs, grassroots Safe Routes to School efforts were being launched around the country, and efforts to include a larger Safe Routes to School program in federal legislation intensified.

The 2005 passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) institutionalized Safe Routes to School by allocating \$612 million among the fifty states.³ Safe Routes to School funds can be used for infrastructure and non-infrastructure projects, and are distributed to states based on student enrollment (with no state receiving less than \$1 million per year.) To date Alaska has received \$8 million (for 2005 through 2012).⁴ Alaska has a Safe Routes to School Coordinator housed within the Alaska Department of Transportation and Public Facilities.

³ This \$284 billion transportation act was steered by Alaska Representative Don Young.

⁴ <http://www.saferoutesinfo.org/program-tools/find-state-contacts/alaska>



Safe Routes to School programming is gaining popularity in Alaska and around the country due to its intended effects on health, safety, the environment, and land use. Many school officials, health advocates, and transportation professionals feel that increasing walking and biking to school can positively contribute to the well-being of children and help reverse recent trends

As this Plan goes to print, the federal highway transportation bill (SAFETEA-LU's successor) is up for reauthorization, but there is an effort to remove funding for non-motorized improvements, Safe Routes to Schools projects, and public transit from it.

Health Concerns

Increasing physical activity among the nation's youth is one of the objectives of Safe Routes to School. Experts recommend that children get at least 60 minutes of physical activity per day.⁵ However, significantly fewer children walk or bicycle to school than they did a generation ago. Even when the distance to school is relatively small, today's students are much more likely to be driven than to walk or bike. As noted in the introduction, Juneau parents and students say that less than one-third (between 5-32%, kindergarten-8 grade) walk or bike to school at least once a week (2011)⁶.

Children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease; and behaviors ingrained during childhood often translate into lifelong habits. The percentage of children aged 6–11 years in the United States considered obese increased from 7% in 1980 to nearly 20% in 2008.⁷ Overall, 34% of Alaska's children age 10-17 were obese or overweight in 2007.⁸ Studies show that children who walk and bicycle to school are more physically active, and have lower obesity levels.

Students who choose to walk or bike to school are rewarded with the health benefits of a more active lifestyle, responsibility and independence that come from being in charge of the way they travel, and learn at an early age that walking and biking can be safe, and enjoyable. Safe Routes to School programs offer additional benefits to neighborhoods by helping to slow traffic and provide infrastructure improvements that facilitate walking and biking for everyone.

Safety Issues

Another key objective of the Safe Routes to School program is to increase the safety of those walking or bicycling to school. One of the fundamental reasons parents do not allow their children to walk to school is a fear for their safety, which can be a legitimate concern. In 2009,

⁵ The U.S. Department of Health and Human Services

⁶ Combined results from October 2011 Juneau SRTS Parent Survey and Student Travel Tally.

⁷ Ogden CL, Carroll MD, Curtin LR, Lamb MM, Flegal KM. Prevalence of high body mass index in US children and adolescents, 2007–2008. *Journal of the American Medical Association* 2010.

⁸ 2007 National Survey of Children's Health, <http://www.childhealthdata.org/browse/snapshots>



318 pedestrians and bicyclists ages 14 and under were killed nationally, and approximately 21,000 children in this age group were injured while walking or bicycling.⁹ In Juneau between 1999 and 2011, there were 208 accidents involving a vehicle and either a pedestrian or bicyclist; of these 64 accidents were within ¼ mile of a Juneau school and four were fatalities.

Safety concerns linked to vehicle traffic are partly a result of a self-perpetuating situation noted before: as more parents drive their children to school, there is increased traffic at the school site, resulting in more parents becoming concerned about traffic and thus driving their children to school. School area vehicle congestion decreases the safety of students walking to, or even crossing a parking lot or street as they're being dropped off. Nationwide, parents driving their students to school comprise 20 to 25% of all morning rush hour traffic.¹⁰

Safe Routes to School programs uses various methods (from engineering to training) to improve the safety of children on their way to school. Preliminary studies show that these programs work. A safety analysis by the California Department of Transportation, for example, estimated that the safety benefits of the Safe Routes to School program was up to a 49% decrease in the child pedestrian and bicycle collision rates.¹¹

Residential Land Use Patterns

Parents who drive their children to school are sometimes simply responding to decades of auto-oriented land use and transportation planning that has neglected pedestrians and bicyclists as users of the transportation system. As communities accommodated increased motor vehicle traffic volumes, opportunities to walk and bicycle deteriorated. Some neighborhoods are located too far from school to make bicycling or walking practical. More closely situated neighborhoods may not have sidewalks or bike lanes, and when present, they may be blocked or in need of maintenance. With some land use practices that discourage children from walking and bicycling to school, it is not entirely surprising that in the last 30 years the proportion of children walking and bicycling to school has dropped dramatically.

In Juneau, many of the factors mentioned above are at play. For example, the majority of the children that attend Auke Bay Elementary and Dzantik'i Heeni Middle School do not live within walking distance; there is no pedestrian island for students that attend Glacier Valley Elementary who must cross the 75-100 feet wide, 40 mph Mendenhall Loop Road; and there

⁹ National Highway Traffic Safety Administration, Traffic Safety Facts 2009 Data, Children. Available: <http://www-nrd.nhtsa.dot.gov/pubs/811387.pdf>

¹⁰ "Introduction to Safe Routes to School: the Health, Safety and Transportation Nexus"

¹¹ Marla R. Orenstein, Nicolas Gutierrez, Thomas M. Rice, Jill F. Cooper, and David R. Ragland, "Safe Routes to School Safety and Mobility Analysis" (April 1, 2007). UC Berkeley Traffic Safety Center. Paper UCB-TSC-RR-2007-1. <http://repositories.cdlib.org/its/tsc/UCB-TSC-RR-2007-1>



are several places where the sidewalk system is missing segments or in poor repair within ¼ mile of schools, all of which discourage walking and biking.

The Five E's

Safe Routes to School programs are sustained efforts to improve the health and safety of children through the application of “The Five E's”, which are each introduced now.

Engineering

Safe Routes to School engineering measures address the physical environment, and include items such as adding sidewalks or fixing damaged ones, adjusting an intersection to make pedestrians more visible and improving opportunities to cross streets (such as the presence of adult crossing guards, raised medians, pedestrian islands, pedestrian activated crossing signals, or visible flags to hold and wave when crossing), or implementing infrastructure changes on a roadway to decrease traffic speeds.

When engineering measures are properly implemented, they can improve safety for children, and also encourage more walking and bicycling by all local residents.

Education

Children benefit from a combination of educational methods such as classroom curriculum, assembly activities, and hands-on skill building. Safe Routes to School education curriculum implemented in schools teach children the basics regarding pedestrian and bicycle safety. Assemblies can build school-wide excitement regarding walking and biking, while offering a way to introduce safety education in schools. Hands on training—sometimes called “driver's ed for biking/walking”— is common in European countries, and involves teaching students to look both ways at intersections, make eye contact with drivers before crossing, obey crossing guards, how to handle potentially dangerous situations, and the importance of being visible to drivers.



Pedestrian-activated crossing signal on Mendenhall Loop Road by Floyd Dryden Middle School



Marathon Club at Harborview Elementary School



Outside schools, educational efforts should target parents, neighbors and other drivers in the community to remind them to yield to pedestrians, to drive safely and take other actions to make it safer for pedestrians and bicyclists.

Encouragement

Encouragement strategies are often the most fun and creative component of the SRTS process. Encouragement activities build interest and enthusiasm and help ensure the program's continued success. Walking school buses and bike trains provide a fun, safe way for neighborhood groups to commute to school together. Other programs may include "Walk to School Days" or "Mileage Clubs and Contests" with awards to motivate students. Schools may also designate additional days or weeks during the school year as special encouragement days or may piggyback on an existing event, such as Earth Day or Bike to Work Week in May. Many schools host a weekly event such as "Walk and Bike Wednesdays" or "Walk and Roll Fridays," with special treats or activities for participating children. Some schools even reward parents who walk or bike with their children to school. Other contests and event ideas to encourage bicycling and walking to school include competitions in which classrooms compete for the highest proportion of students walking or biking to school (e.g. to win "The Golden Sneaker").



*School parent and volunteer Susan Hayes "drives" the walking school
Image from www2.ljworld.com (Lawrence, Kansas)*

Encouragement strategies generate excitement about walking and bicycling safely to school. Encouragement programs are needed in conjunction with engineering, education, and enforcement initiatives in the Safe Route to School program. Convincing children and parents that biking or walking to school is a safe, fun, and healthy activity can be difficult, and a strong encouragement program is essential in overcoming these difficulties.

Enforcement

The intent of enforcement is to get people to change dangerous behaviors that could cause a crash and subsequent injury or fatality. Police enforcement has a dramatic effect on driver behavior. Law enforcement includes a variety of methods that use both technology and personnel to raise awareness and remind motorists about safe driving behaviors and to follow safety rules. An



effective law enforcement program is more about providing visible police presence for improved behavior than writing a lot of tickets.

Not all enforcement is police focused. A variety of law enforcement methods can help change unsafe behaviors, making walking and bicycling safer and more attractive for children and their parents. Safe Routes to School enforcement programs include neighborhood speed watch programs, volunteer safety patrols, and adult crossing guards. The first step in developing an enforcement program is to identify unsafe behavior near school.

Evaluation

Evaluation—before and after—of the Safe Routes to School program is important to understand the effectiveness of the program, identify improvements, and ensure the continuation of the program long-term. There are several effective ways to evaluate a Safe Route to School programs, such as conducting student surveys to see if the number of students walking or biking has increased, conducting parent surveys to see if behaviors or concerns about children walking and biking have changed, or monitoring traffic citation and accident data in the areas around the school to see if there has been an improvement. It may be appropriate to regularly collect information at the beginning and end of the school year.

Related Ongoing Efforts in Juneau

The CBJ updated its Non-Motorized Transportation Plan in 2009. It lists high, medium and low priority improvements needed to complete and add to Juneau’s non-motorized transportation system. Some of these recommended improvements are near schools and echoed in this Plan’s recommendations. Where that is the case, it is noted.

The Alaska Department of Transportation and Public Facilities (ADOT&PF) Safe Routes to School Program, its Coordinator and AmeriCorps volunteers have funded and accomplished a number of SRTS projects and activities in Juneau over the last several years, including:

- Design and install a pedestrian activated crossing signal at Floyd Dryden Middle School
- Coordinate with schools to create School Walking Maps
- Purchase crossing guard equipment and flagger paddles for interested elementary schools
- Provide stick-on reflective tape to all elementary schools
- Provide reflectors to students for their backpacks
- Visits by the “Reflectasorus” to elementary schools to provide safe walking training
- Work by a parent group at Gastineau Elementary School on a Walking School Bus (not yet started)
- Provide training at schools and community events on safe biking and walking training

The ADOT&PF Safe Routes to School website has many excellent resources and links. <http://www.dot.state.ak.us/stwdplng/saferoutes/>, or the state coordinator is at 465-4069.



In partnership with ADOT&PF or on their own, individual Juneau schools are already establishing their priorities and taking action. For example, in 2012 Gastineau School pursued a Walking School Bus and installation of a rapid flashing beacon at its main school crosswalk.

PTAs, PTOs and other parent groups (for example, the Gastineau Parent Safety Group) work periodically on school improvements that relate to walking and biking safely to school. These groups are critical SRTS program partners, as are parent volunteers.

Data is needed to justify improvements to the transportation system. In addition to the data documented in this plan, the CBJ is now conducting systematic counts 2-4 times/year of the number of bicyclists and pedestrians using Juneau streets and sidewalks. This data is crucial to justifying improvements to the sidewalk and bicycle system. Citizen volunteers are needed and training is provided free of charge. To assist, contact the CBJ Community Development Department at 586-0770.

The Central Council of Tlingit Haida Indians of Alaska (CCTHITA) has a long-range transportation plan. In early 2012, they contracted to have a number of traffic counts conducted on streets not covered by the state in Juneau. This and other data is available through CCTHITA at its Tribal Transportation Department at 463-7187.



Reflectosaurus visits Riverbend Elementary School

In November 2011 the [State] Safe Routes to School (SRTS) program was able to go into three of Juneau elementary schools to teach students about walking/biking to and from school as safely as possible. The students have been learning to WALK LEFT & RIDE RIGHT. The SRTS program sent us enough zipper pull style reflectors for all of our elementary students and the teachers/staff in those schools.

WOW!!! That was amazing! With the students wearing them on their jackets and back packs they are visible up to 500'. With our teachers/staff wearing them too it models to the children how important it is to wear them.

During the safety presentations the SRTS staff teaches the students the correct way to cross the street by stopping and looking both ways before walking across. They also teach them to walk on the left side of the street with the traffic coming toward them so they can see the traffic and they can be seen.

Information from Juneau School District website www.juneauschools.org/parents/safe-routes-schools



JUNEAU SAFE ROUTES TO SCHOOL VISION, GOALS, AND OBJECTIVES

Vision

The City and Borough of Juneau is committed to ensuring that all students can use active transportation, such as walking and biking, for a safe and enjoyable trip to school. This Plan aims to identify and address the issues that limit active transportation in order to increase the number of youth walking and biking to Juneau's elementary and middle schools.

Goal 1 - Engineering: Provide safe and adequate routes to school and improve pedestrian and bicycle facilities so more students can walk and cycle safely to school.

Objectives:

1. Identify a priority list of specific infrastructure and maintenance improvements for each school to make pedestrian and bicycle travel to schools safer.
2. Develop effective drop-off and pick-up locations at each school and enforce the rules to avoid vehicle-walker conflicts and reduce congestion around schools.

Goal 2 – Encouragement: Promote walking, cycling, scooter-riding, skateboarding, and even skiing as fun and safe transportation choices. Select one or more 'fun' activity or contest and weave it into the school's Physical Education or other curriculum.

Objectives:

1. Have someone at each elementary and middle school be responsible for both encouragement activities at that school and education.
2. Establish and support a pilot Walking School Bus at every elementary school. "Care and Feed it" and support establishing others.
3. Support activities in the classroom and throughout the community that make active trips to and from school a fun part of the normal routine.
4. The presence of adult crossing guards leads to more parents feeling comfortable about their children walking or bicycling to school. Many Juneau elementary schools have a crossing guard, but they must be on duty longer and consistently - from 20 minutes before school starts until 5 minutes after, and at dismissal time from 5 minutes before school is over until 20 minutes after.

Goal 3 - Education: Develop materials, and both formal and grassroots campaigns and programs, to educate parents, students, and the community about safe walking, cycling and driving practices and about the benefits of active transportation.

Objectives:

1. Teach students, and remind parents and school officials, about the broad range of active transportation choices and the impacts and benefits of each mode of transportation.
2. Create Safe Routes to School Walking Maps for each school for distribution at the beginning of the year.



3. Educate parents about the self-perpetuating cycle of vehicle congestion at schools --- as more parents' drive children to school, there is increased traffic at the school site, resulting in congestion and more parents becoming concerned about traffic and thus driving their children to school.
4. Build public awareness about pedestrian, bicycle, and traffic laws, especially as they apply to school zones.
5. Educate students about bicycle and pedestrian rules and safety.

Goal 4 – Enforcement: Increase enforcement of existing traffic controls surrounding schools.

Objectives:

1. Partner with the Juneau Police Department, school crossing guards, and volunteers to increase monitoring of activity in school zones during arrival and dismissal times to deter hazardous behavior. This includes the enforcement of speeds, yielding to pedestrians at crossings, and proper pedestrian and cyclist behavior.
2. Evaluate existing safety programs at schools, and make necessary changes.

Goal 5 – Evaluation: Monitor and document outcomes and trends through the collection of data.

Objectives:

1. Repeat the in-class student Travel Tally every fall and spring in every school and every class to determine how many students are walking or cycling to school. A baseline was established in 2011 as part of this Juneau SRTS Plan.
2. As goals and objectives are completed, evaluate the impact and continue to update facility and programming priority lists.



*Marathon
Club at
Harborview
School, spring
2012*



PLANNING PROCESS

A number of steps occurred to involve school officials, parents/guardians, students, and the general public in the preparation of this Juneau Safe Routes to School Plan. Key process steps are now reviewed.

Initial Meetings with School Officials

Initial meetings with principals, vice-principals, or designated representatives at all schools occurred in September to introduce the project, establish a school liaison, and discuss the best outreach methods for each school.

School Open House and PTO/PTA Meetings

A Project Information Sheet, poster and sign-up sheet about this Safe Routes to School project were available at fall School Open Houses at all schools to inform parents about the project, schedule, and gain their involvement. The team was also able to talk to parents at Parent Teacher Organization meetings at Mendenhall River and Riverbend Schools.

Article in School Newsletters

A notice about the project was included in the September or October newsletters for seven schools: Mendenhall River, Riverbend, Floyd Dryden, Dzantik'i Heeni, Gastineau, Glacier Valley, and Harborview Schools. The article described the project and the survey that would be distributed in October.

Attend School Staff Meetings

In September or October a team member attended staff meetings at eight schools to talk with teachers and staff about the project and ask about their concerns regarding kids walking and cycling to school, and for support and help with the student travel tally and parent survey¹².

Student Travel Tally and Parent Survey

A Juneau Safe Routes to School planning question was why kids are not walking and bicycling to school. To understand this a Student Travel Tally and Parent Survey were conducted.

The Travel Tally was designed and distributed to every classroom in eight schools to ask students how they traveled to and from school that day. A total of 815 students were surveyed in October 2011.

A Parent Survey was designed and distributed in packets to every classroom at eight schools. A total of 1,286 parent surveys were returned from participating schools. Teachers sent the surveys home with students. Parents were given one week to fill-in and return the survey. An

¹² Auke Bay Elementary School did not wish to spend staff or parent time on the plan because so few students walk or bike to that school. Thus, the consultant team did not attend a staff meeting at Auke Bay Elementary School, nor was there a Travel Tally or Parent Survey at Auke Bay Elementary School.



incentive to complete and return the survey in most schools was a Pizza Party for the classroom with the highest percent returned surveys. The surveys asked parents and guardians how their children traveled to and from school, quizzed them about the factors that prevented parents from allowing students to walk or bike to school, had a place to list details about problem areas along the route to school, and a place for other comments and to sign up to stay informed about the Safe Route to School plan. The survey both provided data directly from parents and also was another tool to involve them in the project.

Accident Data

The location of all accidents between 1999 and 2011 that involved a vehicle and either a pedestrian or bicyclist was obtained from the CBJ Police Department. This data was mapped using a Geographic Information System (GIS) and analyzed to identify patterns around schools.

School Audits

School Audits were conducted at all schools during November 2011 to examine existing conditions during both student arrival and dismissal from school. The 192 parents who indicated they wanted to stay involved were contacted by email to see if they wished to assist with the audits. In addition to Sheinberg Associates staff, 11 volunteers and three city or state employees helped with the audits. Officials from each school were also contacted to discuss current school policies or programs about safe walking and bicycling to school. In addition, Juneau Police officers were interviewed about safety issues and programs.

Department of Transportation Meeting

The consultant team, City and Borough of Juneau project manager, and ADOT&PF engineers and planners met in December to discuss how ADOT&PF determines when a road, engineering or infrastructure improvement in a school zone is warranted.

Review of Draft Audit Memos

Draft School Audit Memos that described current conditions at each school and outlined draft infrastructure recommendations were distributed to city and state employees, interested parents, and school officials at each school. About three weeks was allowed for review and comments or corrections.

Draft and Final Plan

The draft plan was issued in March 19, 2012 for public review. A notice that it was available and a link to download it from the CBJ web site were sent to all on the project mailing list.

Comments were accepted through mid-April. The final plan was issued in June 2012. Each school's individual School Audit Report with a SRTS Walking Map was issued at that time too.



SIX RECOMMENDED JUNEAU SCHOOL DISTRICT (OR ALL-SCHOOL) ACTIONS

Six actions would benefit from endorsement by the Juneau School District even though most of them (except for the second and last action) would happen at each school. This will help because most actions require an allocation of school staff and teacher time, for which there are competing needs. Given budget realities these recommendations are not made lightly; however, to start a “culture change” at Juneau schools and seriously increase walking and biking it must be a small part of someone’s specific job or volunteer time to organize and help ensure these activities occur during the school year.

1. Alaska has received \$8 million (for 2005 through 2012) for Safe Routes to Schools projects.¹³ Grants are available annually through the Alaska Department of Transportation and Public Facilities’ Safe Routes to School Coordinator www.dot.state.ak.us/stwdplng/saferoutes
Action: The Juneau School District can help by providing support for SRTS grant administration and tracking.
2. **Action: Identify someone at each school who will specifically help organize Walking and Biking Encouragement Activities at the start of the school year,** whether a staff person, teacher, Parent Teacher Organization (PTO) volunteer or parent volunteer. Information from other SRTS efforts around the country shows that one or two enthusiastic teachers or volunteers can make a huge difference in making things happen. The designated or volunteer person(s) would distribute safe walking/biking information, such as safety kits or reflectors for children’s backpacks and the SRTS Walking Maps, make sure that safe crossing at school arrival and dismissal times is practiced, help initiate Walking School Buses by connecting parents, see that safe walking/biking and practice time is happening in the fall Physical Education classes (get good habits started at the beginning of the school year) and so on.

Juneau School District support for school-specific Encouragement Activities is important. School district recognition of the value of Encouragement Activities (for example Marathon Clubs, Bike Rodeos) is important. The district can promote them and related education efforts at teacher in-services or school all-staff meetings at the beginning of every school year. A menu of fun encouragement options is found in Appendix A. Establishing and supporting Walking School Buses at elementary schools is highly recommended to promote safety, teach good habits, and get neighborhoods and parents working together to support active transportation for children. Providing financial support for materials, participation rewards, snacks and volunteer stipends will be helpful.

¹³ <http://www.saferoutesinfo.org/program-tools/find-state-contacts/alaska>



3. **Action: Develop a Juneau School District-wide, Education Campaign aimed at parents (especially) and students about the self-perpetuating cycle**...that by driving their student (or being driven) to school they are personally contributing to school-zone congestion which causes congestion and discourages walking and biking. Educate, engage and empower Juneau parents to be part of the solution. Help them see the link that regularly driving their students discourages an active and independent lifestyle for their children. Producing Juneau-relevant graphics that reinforce this message that schools can use in their newsletters and for posters would be beneficial.
4. The presence of adult crossing guards can lead to more parents feeling comfortable about their children walking or bicycling to school. **Action: Crossing guards must be on duty longer and consistently**, from 20 minutes before school starts until 5 minutes after, and at dismissal time from 5 minutes before school is over until 20 minutes after. At one school during the SRTS audit the guard came on duty only 3 minutes before school started. There is a crossing guard in front of the school entrance at all schools except Auke Bay, Juneau Community Charter, Dzantik'i Heeni and Montessori Borealis Schools.
5. **Action: Juneau School District-wide support to have an adult monitor and enforce pick-up/drop-off rules at schools**, along with upgrades to signage that delineates and marks vehicle flow, parking and no parking areas/zones at schools. In a few cases parking lot redesign is needed. Monitoring and enforcement is especially important at the three times: at the beginning of the school year, when it begins to snow, and in the spring. This will enhance safety of walkers/bikers at school entrances, reduce parking lot congestion, and encourage parents to allow walking/biking. This is needed at all schools.

Some wonder why emphasis on a drive-to-school issue is part of a walk-to-school plan. It is because if vehicle-based pick-up and drop-off by school entrances is congested it causes parents to feel that this area is not safe for their children to handle on their own, and thus parents will not allow walking or biking. This results in more driving and a vicious cycle is perpetuated. Ensuring children cross safely into and out of school through parent pick-up/drop-off zones will result in less congestion, increased parent confidence in their child's safety and more walking and biking.

6. **Action: Repeat and tabulate results of a Student Travel Tally in all classrooms in the fall and spring each year, at every school, as part of Evaluation Efforts.** This is easy to do and takes about five minutes of teacher time. Baseline Travel Tally data was established as part of this plan's development. Schools could make it a contest and challenge students to beat the school's walking/biking percentages from last year.

Choosing Among More-Expensive Actions

Education, encouragement and enforcement activities tend to be lower cost, but involve more human time and effort. Engineering improvements tend to be more expensive but once installed require little human time and effort, with one exception. Most infrastructure needs



maintenance, which included snow removal, requiring both human time and financial support and priority. There are many school (and neighborhood) specific engineering recommendations in the individual School Audit Reports that follow.

In order to help evaluate which public investments could have higher returns in terms of safety gained, the table on the following page assembles information on:

- School attendance numbers,
- Number of accidents between vehicles and either pedestrians or bicyclists within $\frac{1}{4}$ mile of each school and within the school attendance area,
- Allowable population within $\frac{1}{2}$ mile of the school given the platted subdivisions and allowed density (because school attendance areas and census blocks don't match it is difficult to identify the existing density or population within the attendance area or a circle around the school),
- Speed limit on the road accessing the school,
- Average annual daily traffic for the section of road nearest the school, and
- How many students typically walk or bike to that school.



Members of the Gastineau Elementary School Marathon Running Club celebrates the culmination of their training with an annual Halloween run Friday afternoon at Sandy Beach Park. Photo: Klas Stolpe / Juneau Empire



Current Attendance, Traffic and Walking/Biking Information - Juneau Schools

	Floyd Dryden	Dzantik'i Heeni	Harborview	Mendenhall River	Glacier Valley	Auke Bay	Riverbend	Gastineau	Juneau Charter
# Students K-12 (2010-2011)	569	490	457	394	349	332	305	243	95
Grades	6-8	6-8	K-5	K-5	K-5	K-5	K-5	K-5	K-8
# Veh & Ped/Bike Accidents within 1/4 mile (1999-2011)	2	6	11	0	13	1	2	2	27
# Veh & Ped/Bike Accidents within Attendance Area (1999-2011) **=overlaps other school	69 (11**)	145 (11**)	77	13	46 (26**)	35 (9**)	52 (17**)	15	n/a
Build-out residential density within 1/2 mile of school	3,911	5,042	5,645	2,125	4,016	2,616	4,670	3,585	8,406
Average Annual Daily Traffic (AADT) <i>for section of road nearest school (2010)</i>	14,652 Mend. Lp Rd	12,278 Glacier Hwy (No counts Renninger)	3,581 Glacier Ave 2,237 W. 12th	4,788 Mend. Lp Rd 2,553 Tournure St	1,105 Tongass Blvd 15,879 Mend. Lp Rd	6,724 Glacier Hwy	9,668 Riverside Dr 2,045 James Blvd	6,036 Douglas Hwy	No counts for bordering road sections
Speed limit on road accessing school	40 mph Mendenhall Loop Rd/ 20 mph in school zn	40 mph Glacier Hwy / 20 mph in school zn 20 mph Renninger St/15 mph school zn	20 mph Glacier Ave/ 15 mph in school zn 20 mph W. Twelfth St	45 mph Mend. Lp Rd/ no school zn 20 mph Tournure St / 15 mph in school zn	20 mph Tongass Blvd / 15 mph in school zn 40 mph Mend Lp Rd/ 20 mph in school zn	35 mph Glacier Hwy / 20 mph in school zn	35 mph Riverside Dr/ 20 mph in school zn 25 mph James Blvd / 20 mph in school zn	30 mph Douglas Hwy/ 20 mph in school zn	20 mph Harris St / no school zn 20 mph Fourth St / no school zn
% Travel tally return	78%	54%	37%	59%	87%	0%	62%	37%	94%
% Parent survey return	37%	32%	33%	52%	79%	0%	50%	46%	23%
% walk or bike <u>everyday</u> (number walk or bike <u>everyday</u>)	24-31% (137-176)	5-9% (25-44)	10-12% (46-55)	6-8% (24-32)	13-20% (45-70)		14% (43)	18-22% (44-53)	27-32% (26-30)
% walk at least 1/wk (number walk at least 1/wk)	21-43% (119-245)	10-16% (49-78)	10-19% (46-87)	7-16% (28-63)	12-22% (42-77)	(3-5)	11-23% (34-70)	15-23% (36-56)	19-41% (18-39)
% bike at least 1/wk	11-18%	1-3%	1-12 %	0-7%	5-8%		3-22%	4-5%	2-9 %
% by bus at least 1/wk	6-15%	61-81%	31-42%	32-44%	12-24%		36-40%	25-39%	18-24%
% by vehicle at least 1/wk	40-68%	16-44%	43-56%	46-62%	49-74%		45-60%	53-59%	49-64 %



SNOW REMOVAL AROUND AND TO AND FROM SCHOOLS

The School Audits were performed in the winter and observations verified parent and school administrator concern regarding the need for consistent snow removal from sidewalks and crosswalks around schools.

In several places, snow was observed bermed at street corners so that it reduced visibility of students at school crossings. For example, at Harborview Elementary School, snow was bermed at the corners of the intersection of West Twelfth Street and F Street which prevented students from being able to reach red crossing flags; at Riverbend Elementary, snow was bermed at the corners of the intersection of Riverwood Drive and Riverside Drive which prevented students from reaching the button to activate the pedestrian crossing light.

On school grounds, consistent snow shoveling and application of gravel or de-icer on sidewalks surrounding schools is needed. A volunteer “shovel-crew” that is organized before winter comes at schools could assist with snow removal; parents could be asked to help. Help keep the trails to and from Floyd Dryden, Riverbend, Gastineau Schools clear.

Snow removal along the sidewalks to and from schools, and around schools, is a big issue in Juneau as it is in other winter cities. When sidewalks are not clear students must walk in the street, which is always a concern but especially on streets where the speed limit exceeds 15 or 20 miles per hour. The table on the next page lists the most heavily used routes by walkers to and from school (in general the closer to the school the more walkers have been “funneled” together and numbers are higher).

Both the City and Borough of Juneau (CBJ) and Alaska Department of Transportation and Public Facilities (ADOT&PF) crews work around the clock on snow removal during storms. The table on the next page also shows the responsible party for sidewalk and street snow removal. In Juneau, it is always the legal responsibility of the property owner to remove snow from the adjoining sidewalk. However, as resources allow, ADOT&PF and the CBJ assist. To date, resources have allowed the CBJ & State to often assist as follows:

- ADOT&PF clears sidewalks of major roads after snow removal on streets is done
- CBJ Streets Department clears sidewalks and applies deicer along the main streets leading into business districts, on major school routes and on CBJ owned/maintained properties in the downtown area.

Ultimately though, snow removal from all sidewalks in Juneau is the adjoining property owner’s responsibility.

It is important to prioritize snow removal on sidewalks and streets used by higher numbers of walkers to and from school, and for property owners along routes to know their responsibilities and what assistance they typically receive from the CBJ or State. Understanding local snow



removal priorities and homeowner’s responsibilities better will help get snow removed more promptly and also set realistic expectations.

Whether the ADOT&PF, CBJ or a property owner is clearing the sidewalks, it greatly assists snow removal and keeping routes to schools open if cars, boats and garbage cans are removed from the right-of-way when it snows, and, if fences are not built in the right-of-way (this is illegal, but happens).

In Juneau it is **ALWAYS the property owner’s responsibility to remove snow from the adjoining sidewalk. Resources to date have allowed the CBJ & State to often assist as follows:

SAFE ROUTES TO SCHOOL			
SCHOOL	PRIORITY SNOW REMOVAL ROUTES	RESPONSIBILITY	
		SIDEWALK**	STREET
Auke Bay	Glacier Hwy (Mendenhall Loop to Bayview Ave)	State	State
	School Driveway & around Doors	School	n/a
Mendenhall River Community	Tournure Street (Mint Way to School Ped Path)	CBJ	CBJ
	Riverside Drive (Marion Dr to School Ped Path)	CBJ	CBJ
	School Driveway & around Doors	School	n/a
	Ped Path between Tournure & School	School	n/a
Riverbend	Riverside Drive (James Blvd to Riverwood Court)	CBJ	CBJ
	Intersection: Riverwood Ct/Riverside	CBJ	CBJ
	James Blvd (Riverside to Marsha Ave)	CBJ	CBJ
	Intersection: James Blvd & Riverside	CBJ	CBJ
	Rivercourt Way (all)	Homeowners	CBJ
	Intersection: Parkwood Drive/Riverside	CBJ	CBJ
	School Driveway & around Doors	School	n/a
Floyd Dryden	Mendenhall Loop Road (Stephen Richards to Taku Blvd)	State	State
	Separated Path Mendenhall Loop (Mendenhall Loop (“back loop”) to Stephens Richards)	State	n/a
	Valley Blvd (Mendenhall Loop to Delta)	Homeowners	CBJ **
	Mendenhall Blvd (Mendenhall Loop to Poplar Ave)	Homeowners	CBJ **
	Tongass Blvd (Hayes Way to Mendenhall Loop)	CBJ	CBJ
	Stephens Richards (Riverside to Mendenhall Loop)	CBJ ¹³	CBJ
	School Driveway & around Doors	School	n/a
	Ped Path from Amerigas to School	School	n/a
	Ped Path around School	School	n/a
Ped path through woods next to ball field	School	n/a	
Glacier Valley	Tongass Blvd (all)	CBJ	CBJ
	Haloff Way Mendenhall Loop Rd to Tongass)	CBJ	CBJ
	Trinity Drive (Mendenhall Loop Rd to Tongass)	CBJ (S side)	CBJ
	School Driveway & around Doors	School	n/a
Dzantik'i Heeni	Renninger Street (all)	CBJ	CBJ
	Glacier Hwy (Alaway to Walmart)	State	State
	Alaway Ave	CBJ (Glacier)	CBJ



In Juneau it is **ALWAYS the property owner's responsibility to remove snow from the adjoining sidewalk. Resources to date have allowed the CBJ & State to often assist as follows:

SCHOOL	SAFE ROUTES TO SCHOOL		RESPONSIBILITY	
	PRIORITY SNOW REMOVAL ROUTES		SIDEWALK**	STREET
		Hwy to Police)		
	School Driveway & around Doors	School	n/a	
	Switzer Marriott Trail between School and Alaska Ave	CBJ (Parks/Rec)	CBJ (Parks/Rec)	
Harborview	Glacier Ave (West Twelfth to Highland)	CBJ	CBJ	
	West Twelfth Ave (Egan Dr to Glacier Ave)	CBJ	CBJ	
	West Twelfth Ave (Glacier Ave to Calhoun)	S side-CBJ N side-home owners	CBJ	
	Intersection-West Twelfth/Glacier Hwy	CBJ	CBJ	
	Intersection- West Twelfth/F Street	CBJ ¹⁴	CBJ	
	Intersection-West Twelfth/D Street	S side-CBJ N side-home owners	CBJ	
	Calhoun (A Street to Main St)	CBJ	CBJ	
	School Driveway & around Doors	School	n/a	
Montessori Borealis	Glacier Ave (West Twelfth to Highland)	CBJ	CBJ	
	School Driveway & around Doors	School	n/a	
Juneau Community Charter	Calhoun (A Street to Main St)	CBJ	CBJ	
	Fourth Ave (Main St to Harris St)	Property owners	CBJ	
	Harris St (Fourth to Fifth St)	Property owners	CBJ	
Gastineau	Douglas Hwy (Crow Hill Drive to F Street)	State++	State	
	I Street (5 th to 2 nd)	Homeowners	CBJ	
	4 th Ave (F St to I St)	Homeowners	CBJ	
	Trail from Crow Hill to School	Property owners	n/a	
	2 nd St (F to I St)	Homeowners	CBJ	
	School Driveway & around Doors	School	n/a	

** "Second Tier" snow removal priority (after first tier done).

++ Snow removal from sidewalks is difficult to accomplish due to parked vehicles.

¹⁴ Businesses along road must not push snow cleared from their driveways into the sidewalk or sidewalk at the intersection.



FLOYD DRYDEN MIDDLE SCHOOL SAFE ROUTE TO SCHOOL- AUDIT, RECOMMENDATIONS & WALKING MAP

INTRODUCTION

Data for the Floyd Dryden Middle School audit report comes from systematic observation of student arrival and dismissal conditions on November 22; results and information from a parent survey (37% of students returned completed parent surveys); data from a teacher conducted show-of-hands tally about how students traveled to and from school one day during mid-October (78% of students tallied); accident data from the City and Borough of Juneau (CBJ) Police; and conversations with Floyd Dryden School teachers and staff during a staff meeting and an interview regarding school biking and walking programs or policies. Information about the Safe Routes to School plan was also published in a September school newsletter and available at the fall school open house.



Students meander through parking lot and idling cars

Observational Audit

- **Date:** November 22, 2011
- **Weather/Notes:** The audit was performed on an overcast day with light snow scattered throughout. There had been several inches of new snowfall within 48 hours of the audit.
- **Audit Participants:** Zoë Morrison, Donovan Bell, Marie Heidemann, Nancy Courtney, Aleya Puliafico

BACKGROUND AND PARENT ATTITUDES

Floyd Dryden Middle School has 569 grade 6-8 students (2010-2011 school year). It is located off of Mendenhall Loop Road, a state-owned road with an average annual daily traffic count of 14,652.

How Floyd Dryden Students Travel to/from School	
Mode	Share
Walk	21 - 43%
Bike	11 - 18%
Bus	6 - 15%
Vehicle	40 - 68%

Sources: October 2011 SRTS Parent Survey and Student Travel Tally

The attendance area is the Mendenhall Valley. Depending on the weather and other factors, the majority of students either walk or bike, or are driven to school. On any given day approximately 32 to 61% walk or bike. Of parents completing the survey, 24-31% indicate their



student walks or bikes every day; which is the 2nd highest percentage of walkers/bikers of any middle or elementary school in Juneau.

Floyd Dryden Middle School’s marked School Zone is on Mendenhall Loop Road, from just south of the Valley Baptist Academy to slightly south of Chancie Court. There is a crossing guard at the crosswalk on Mendenhall Loop Road at the main school driveway.

Between 1999 and 2011, CBJ Police records show there were two accidents involving a vehicle and either a pedestrian or bicyclist within ¼ mile of Floyd Dryden Middle School. (There were 11 at the Mendenhall Loop Road/Stephen Richards Memorial Drive intersection, but this is farther than ¼ mile from Floyd Dryden School.) In 2009, the State installed a high intensity pedestrian activated crosswalk (HAWK) across Mendenhall Loop Road at the Floyd Dryden School entrance, which is now used to assist with crossing this street.

Three-quarter (74%) of Floyd Dryden Middle School parents report that their child has asked for permission to walk to school at some point. The top reasons parents cite for not wanting their child to walk to or from Floyd Dryden School are weather, darkness, distance, time and safety.

Factors Affecting Floyd Dryden Parent Decisions to Allow Students to Walk to School		
	% parents that say <u>this factor affects my decision to let student walk</u>	% parents that say <u>if this factor is improved it would influence my decision to let student walk</u>
Weather	66%	44%
Darkness	65%	44%
Distance	64%	43%
Time	40%	30%
Safety	40%	34%
Activities	38%	27%
Backpack	37%	28%
Traffic	36%	33%
Sidewalks	34%	34%
Crime	33%	25%
Convenience	20%	18%
Bears	20%	18%
Crossing Guards	12%	19%
Adult	8%	13%

Source: 2011 Parent Survey

CURRENT CONDITIONS

School Programs/Policies to Encourage Walking and Biking

A safe biking unit is part of the Floyd Dryden Middle School Physical Education curriculum and there are posters up about safe street crossing practices. They celebrate Bike to School Day and have a Fun Run at the end of the year that also includes Fun Biking. When crossing guards notice speeding or other safety problems they call the Juneau Police Department who are responsive. School administrators are well aware of the high number of students walking or biking to school here each day. A top safety concern of school administrators is the configuration of the school parking lot, which leads to drivers lining up between parked cars and students cutting in all directions around running and idling vehicles.



Student Departure and Arrival on Foot

Approximately 32-61% of Floyd Dryden Middle School students walk to and from school at least once a week. This number varies seasonally and with weather conditions. The majority of students walk to school without adult supervision either by themselves or in groups. The students that live on the west side of Mendenhall Loop Road tend to cross the road at Mendenhall Boulevard if they live north of Mendenhall Boulevard, or, at the Floyd Dryden School intersection if they live south of Mendenhall Boulevard.

The intersection at Mendenhall Loop Road and Mendenhall Boulevard/Valley Boulevard has four crosswalks and a traffic light. Most students wait for the traffic light to turn green before crossing Mendenhall Loop Road. However, some students were observed not waiting for a green light to cross on the Valley Boulevard side.

The intersection of Mendenhall Loop Road and the school driveway has a HAWK light and a striped crosswalk. When it is dark at arrival and dismissal time from November to February there are generally two crossing guards at this intersection. The remaining months have one crossing guard. Crossing guards were observed on duty from 7:45 am to 8:30 am and from 2:55 pm to 3:30 pm.

There are several formal and informal trails that students use to walk to and from Floyd Dryden Middle School to both avoid streets and take the shortest route. These trails receive the highest foot traffic from students living on the east side of Mendenhall Loop Road.

Students walking from the north on Mendenhall Loop Road use a short formal trail that starts just south of the AmeriGas parking lot. On the snowy day of the audit it was partially snow-plowed. Another short trail, starting behind the school and going north to Kiowa Drive, is used by students living in the neighborhoods surrounding Valley Boulevard.

There are two trails that provide access to the neighborhoods off of Tongass Boulevard. One trail leads to Tongass Boulevard and the other to Dudley Street. The trail to Tongass Boulevard is longer and cuts through the woods. In the winter months this trail is dark. Students who take the trail to Dudley Street often cut across the baseball field which is open and has better lighting. There are also a number of unmarked trails that branch off of this main trail and loop around the school property to provide access to nearby neighborhoods. The main loop is plowed during the winter. However, the neighborhood access trails are not plowed.

Issues

- Only the north side of Mendenhall Boulevard has a sidewalk. Students often don't have the patience to wait to cross this road at the Mendenhall Loop Road intersection and therefore walk along the south side of Mendenhall Boulevard with no sidewalk and cut across the street when there isn't traffic.



- During the audit the sidewalk on the west side of the school parking lot was not maintained and covered with snow. This forced students to walk through the parking lot rather than use the walkway around it.
- The trail system around the school is not lit and dark in the winter months during arrival and dismissal times. Except for the main loop, adequate snow removal is lacking. Parents noted concern over poor trail conditions.
- Approximately 25 students were observed during the audit using the trail system near the baseball field to travel home in the afternoon. Students entering/exiting the trail system near the baseball field usually walk directly across the parking lot.

Student Departure and Arrival by Bicycle

Depending on the weather, up to 18% of students ride a bike to and from school. Mendenhall Loop Road has separated paths and bike lanes on both sides of the road. The school parking lot has separated paths on both sides of the parking lot. Students were observed mostly staying on the separated paths while biking on the school property. However, a few students were observed biking through a portion of the parking lot.

Issues

- There are no bike lanes on Mendenhall Boulevard, Columbia Boulevard, Valley Boulevard, or Taku Boulevard.

Student Departure and Arrival by Bus

Somewhere between 6 and 15% of students take the bus to or from school. This is less than any other school and it is primarily the Montana Creek neighborhood that is served. The drop-off and pick-up area for school buses is on the east side of the parking lot and students load/unload directly onto the sidewalk alongside the school. Student on and off loading of the special education buses is assisted by staff members.

Issues

- There is no separate lane for the busses to load/unload and the drop-off area is unmarked.
- Parents were observed dropping off students in the same area as buses.
- Many parents were observed stopping in the parking lanes to pick up/drop off students, who then must cross the bus drop off area, decreasing the field of vision and blocking passing vehicles view of students.

Student Departure and Arrival by Vehicle

Depending on the day at Floyd Dryden Middle School between 40-68% of students arrive to school by vehicle. Of this total, 5 to 6% said they are part of a carpool (travel tally data). When interviewed, school officials suggested that there was one bus and everyone else walked or



biked, indicating that administrators may not recognize that one to two-third of students are arriving or departing by vehicle. Drop-off and pick-up is disorganized, and many students coming and going by foot or bike were observed cutting in front of vehicles with motors running in several locations. Students were observed being dropped off on the curbside in front of the school, which is the bus zone and not for drop-off/pick-up. There were also many parents that drop students off in the parking lot or drop off on the east side of Mendenhall Loop Road in the AmeriGas parking lot. According to the crossing guard, many parents also drop their students off at the transit stop on the west side of Mendenhall Loop Road. All in all, it was chaotic, especially since there are so many walkers/bicyclers coming to and from Floyd Dryden School each day.

Issues

- There is no marked student drop off area for parents, which causes parents to drop students off at many locations throughout the parking lot, including in parking lanes.
- There are no one-way lanes in the parking lot. Although most vehicles traveled south on the west side of the parking lot and north on the east side of the parking lot, there were some vehicles going the opposite direction of the primary traffic flow causing congestion and making it hard to see crossing students.
- Students that are dropped off in the parking lot have to cross the main drop off area, which has a lot of traffic.

RECOMMENDED FLOYD DRYDEN SAFE ROUTE TO SCHOOL IMPROVEMENTS

KEY - SAFE ROUTES TO SCHOOL IMPROVEMENT TABLE			
Cost (estimated)		Human Effort(HE) (estimated)	
NC=no cost -$\\$100$	VL=$\\$100$-$\\$5,000$	PJ=part of existing job	OT=one time
L1=$\\$5,000$-$\\$50,000$	L2=$\\$50,000$-$\\$100,000$	VL= 1-5 hrs	L= 1-5 hrs/mon
M=$\\$100,000$-$\\$500,000$	H=$\\$500,000$-$\\1 million	M= 20 hrs/mon	H= fulltime job
VH= >$\\$1$ million		S=seasonal work, level of effort depends on weather	

IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
ENGINEERING, INFRASTRUCTURE, MAINTENANCE				
1. Better define, light and maintain the trail system leading to and around Floyd Dryden Middle School, including: a) Relocate and consolidate the trails through the woods west of the ball field so that they lead to a single point at the south corner of the parking lot to discourage cutting through parking lot. Then light/remove snow in winter/maintain. b) Light/remove snow/maintain trail to Short Way. c) Light/remove snow in winter /maintain trail from the Amerigas parking lot to the school. (New walk behind snow blower -$\\$4,000$, new sit-upon w plow-$\\$10,000$)	Trail Improvement	Floyd Dryden	L1	S
2. Remodel the Floyd Dryden Middle School parking lot to include a one-way road in front of school, directional	Vehicle Flow, pick-up/drop-offs	Floyd Dryden, JSD	M	OT



IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
<p>flow through the parking lanes, establish a drop-off/pick-up area for vehicles, etc. This would enable a more consistent system of pickup/drop off in the parking lot, which will discourage students from cutting in front of running cars. This will increase parent confidence about children’s safety when walkers arrive or leave school.</p>				
<p>3. Increase pedestrian crossing safety at Mendenhall Loop Road/Stephen Richards Memorial Drive intersection. Options include: putting one-two crossing guards at this location during arrival and dismissal times of both Glacier Valley Elementary School and Floyd Dryden Middle School, adding a pedestrian island/median, decreasing the turning radius by adding curb bulb-outs, or installing a signalized pedestrian crossing. There have been 11 pedestrian or bike and vehicle accidents here from 1999 to 2011, including one fatality. Mendenhall Loop Road speed limit is 40 mph. Mendenhall Loop Road is an Urban Minor Arterial and Stephen Richards Memorial Drive is an Urban Collector street.</p> <p>Also improve signage at Mendenhall Loop and Stephen Richards/Haloff Way intersection on the Haloff side by instructing "Left Turn Yields To All Incoming Traffic" not just "Left Turn Yields." At Stephen Richards, post an instructional sign stating, "Right Turn on Green Light Has Right of Way." Alternatively an occasional police officer directing traffic and educating/ticketing drivers could help reinforce proper driving rules.</p> <p>The ADOT&PF Highway Safety Improvement Program (HSIP) is in the final design stage of a project to reconfigure this intersection. A project goal is to shorten the crossing length of Mendenhall Loop Road on the north side. Improvements also focus on clarifying and formalizing left turns. Construction is scheduled for spring 2013. (Same recommendations for Glacier Valley School.)</p>	Intersection Crossing Improvement	ADOT&PF	H	OT
<p>4. Identify traffic gaps during arrival and dismissal times on Mendenhall Loop Road near Mint Way. If results in combination with other factors warrant, add a separated path or sidewalk on the north side of Mendenhall Loop Road from Mendenhall Loop Road/Glacier Spur Road to Montana Creek Road <u>and</u> add a pedestrian activated signalized crosswalk and School Zone at the intersection of Mint Way (or Glendale Road) and Mendenhall Loop Road.</p>	Sidewalk or separated path needed	State	VL then H if done	OT



IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
<p>Do because children living on the north side of Mendenhall Loop Road including the Montana Creek neighborhoods need to cross safely to get to Floyd Dryden Middle School. There have been three pedestrian/ vehicle accidents on this stretch of road and a fatality slightly west on Steelhead Street and Mendenhall Loop Road. Parents commented on the need for safe crossing of Mendenhall Loop Road and support adding pedestrian crossing improvements.</p> <p>Mendenhall Loop Road and Mint Way are urban collector roads. The AADT on this section of Mendenhall Loop Road is between 4,788 and 5,274; Mint Way has an AADT of 1,919. According to Alaska Traffic Manual Supplement to MUTCD, Table 7A-101, if traffic gaps are not adequate to support safe crossing and other criteria are met this would qualify for pedestrian signal, refuge, or grade separation if other criteria are met. According to that publication’s Table 3B-101 this crossing is not a crosswalk candidate due to the high speed limit, but would be if a pedestrian activated signalized crossing and School Zone were added. (Same recommendation for Mendenhall River Community School.)</p>				
<p>5. Complete Tongass Boulevard sidewalk system by adding segment on east side from Forest Lane to Mendenhall Loop Road (approx 950 ft). This would allow safer access to the Floyd Dryden Middle School trail system entrance at Short Way. Sidewalks will get walkers off Tongass Boulevard. Glacier Valley Elementary School parent concern was verified during audit when several vehicles appeared to exceed the speed limit on Tongass Boulevard. The AADT on Tongass Boulevard is 1,055. (Same recommendation for Glacier Valley Elementary School.)</p>	Sidewalk missing	CBJ	M	OT
<p>6. Determine if traffic warrants (MUTCD) adding stop signs on Dudley Street to make the Tongass Boulevard/Dudley Street intersection a 4-way stop. If stop signs warranted, also add a crosswalk parallel and across Tongass Boulevard, at Dudley Street. There are many walkers through this intersection to and from school and a 4 way stop would slow vehicular traffic. Glacier Valley Elementary School parent concern was verified during audit when several vehicles appeared to exceed the speed limit on Tongass Boulevard, and, rolled through the stop sign at this intersection. (Same recommendation for Glacier Valley Elementary School.)</p>	Intersection crossing Improvement	CBJ	VL then M if done	OT



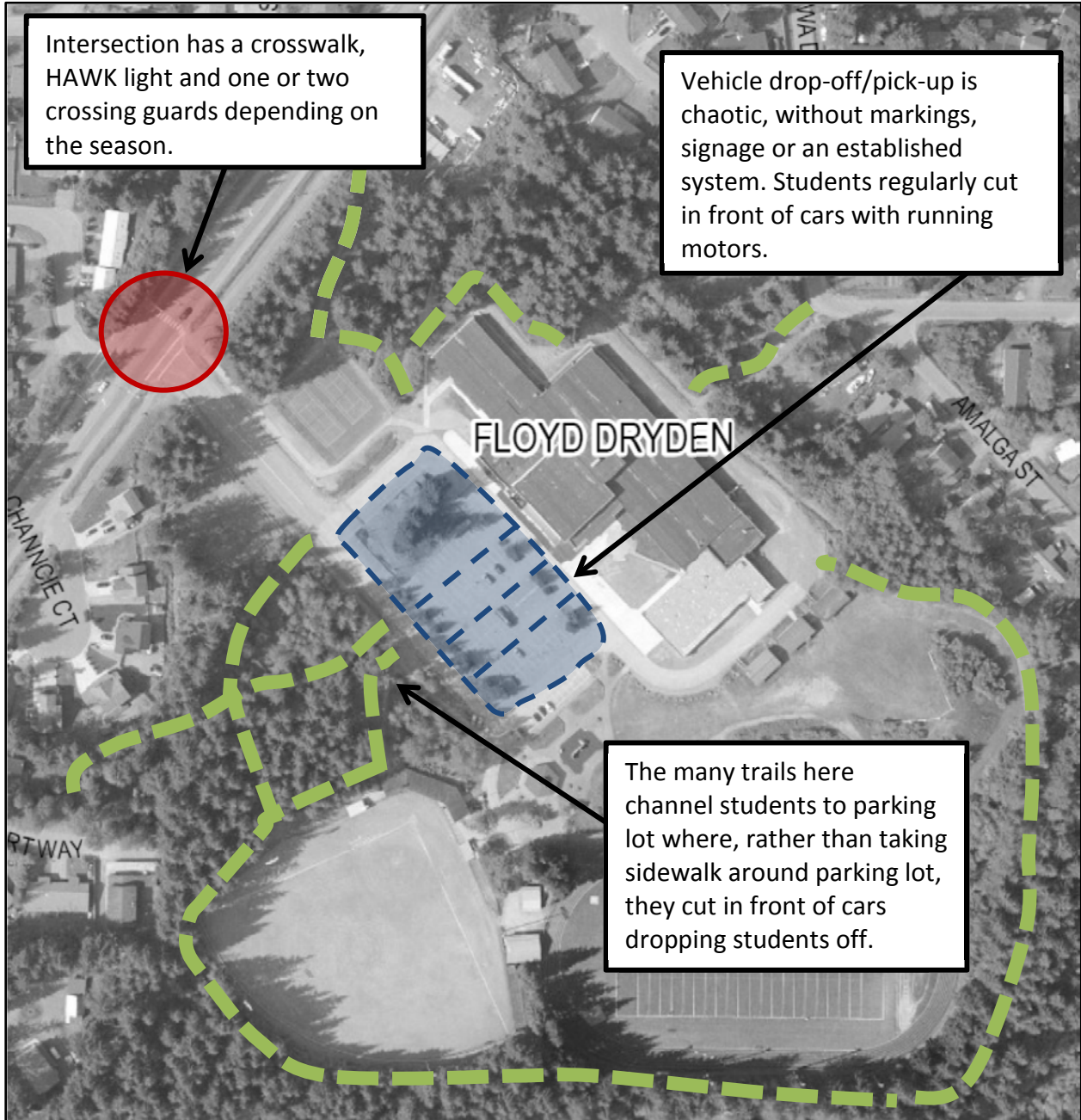
IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
7. Install traffic calming on Tongass Boulevard between Gail Avenue and Jennifer Drive to slow traffic. This part of Tongass “feels” like a 35 mph street because it is wide and lacks some stop signs, even though it is 20 mph. This is probably linked to the parent comments and observations about speeding on this street. Narrow the street to slow traffic by widening sidewalks or other techniques (will increase snow storage too). (Same recommendation for Glacier Valley Elementary School.)	Street/sidewalk infrastructure	CBJ	M	OT
8. Add a sidewalk on one side of Stephen Richards Drive between Meander Way and Riverside Drive (approx 1,050 ft). This improvement was recommended by parents from both Riverbend Elementary School and Floyd Dryden Middle School. This is a “walking collector street” used by the children living in neighborhoods west of Riverside Drive to get to both schools. There has been one pedestrian/vehicle accident along here at the intersection of Kant Court and Stephen Richards Memorial Drive in the last decade. The intersection of Stephen Richards Drive and Riverside Drive has a four way stop, and attracts a large portion of the traffic from the Meander Way neighborhood. (Same recommendation for Riverbend Elementary School.)	Sidewalk missing	CBJ	M	OT
ENCOURAGEMENT AND EDUCATION				
9. Identify someone at Floyd Dryden to specifically task with helping to organize Walking/Biking Encouragement Activities at the start of the school year, whether a staff person, teacher, PTO volunteer or parent volunteer. Many examples of fun Safe Routes to School education and encouragement programs and activities are listed in Appendix A. The Parent Teacher Organization, playground committee, safety committee or a similar group at the school should be designated/asked to identify activities or programs that seem exciting and relevant for Floyd Dryden Middle School. Select at least one activity and commit to doing it every year.	Education & Encouragement	Floyd Dryden	NC to VL	VL to L
10. Distribute the Floyd Dryden Walking Map to students at beginning of school year and again in spring, have available at School Fall Open-House.	Education & Encouragement	Floyd Dryden	NC	VL
11. Develop a Juneau School District-wide, Education Campaign aimed at parents (especially) and students about the self-perpetuating cycle... that by driving their student (or being driven) to school they are personally contributing to school-zone congestion which causes congestion and discourages walking and biking. Regularly use the materials developed by JSD in newsletters, etc.	Education	JSD, Floyd Dryden	VL	VL
12. Develop a School District-wide, safe walking, street	Education &	JSD, Floyd	VL	PJ

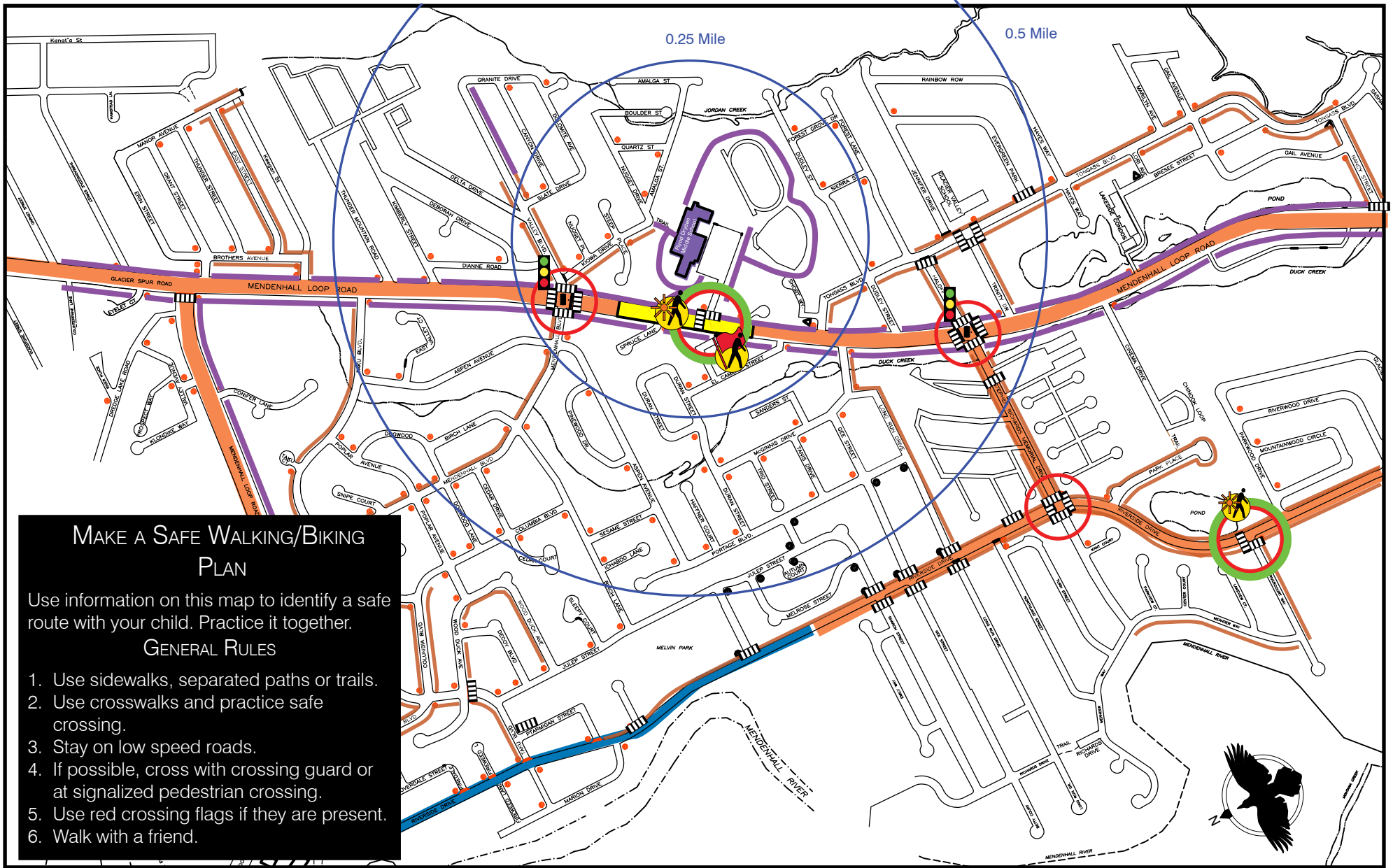


IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
crossing and biking curriculum for physical education classes (many examples exist) that includes hands-on outdoor practice sessions in the parking lot and on the sidewalk/streets each spring and fall.	Encouragement	Dryden		
13. Install anti-idling signs in parking lots and parent drop-off and pick-up areas. Vehicle emissions have negative health effects and should be minimized.	Education	JSD/ Floyd Dryden	VL	OT
ENFORCEMENT				
14. An adult should monitor and enforce traffic rules at the drop-off/pick-up area and greet students. This would create more consistent pick-up/drop-off in the parking lot, reduce congestion, enhance walker safety in this area, and as a result give parents more confidence about student safety when walking/biking to and from school.	Enforce Drop-off/Pick-up rules	Floyd Dryden/ PTO/etc	NC	M
15. Enforce School Zone speed limit on Mendenhall Loop Road by periodically using a mobile radar speed detection sign. Do so at the beginning of the school year, at the beginning of spring, and at random other times. (Same recommendation for Glacier Valley Elementary School.)	Speed limit enforcement	Juneau Police	NC	VL
EVALUATION				
16. Repeat and tabulate results of a Student Travel Tally in all classrooms in the fall and spring each year at Floyd Dryden. This is easy to do and takes about five minutes of teacher time. Baseline Travel Tally data was established as part of this plan's development. Make it a contest and challenge students to beat the school's walking/biking percentages from last year.	Evaluation	Floyd Dryden	NC	VL



Current Conditions - Floyd Dryden Middle School





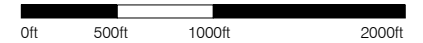
MAKE A SAFE WALKING/BIKING PLAN

Use information on this map to identify a safe route with your child. Practice it together.

GENERAL RULES

1. Use sidewalks, separated paths or trails.
2. Use crosswalks and practice safe crossing.
3. Stay on low speed roads.
4. If possible, cross with crossing guard or at signalized pedestrian crossing.
5. Use red crossing flags if they are present.
6. Walk with a friend.

Safe Routes to School Walking Map - Floyd Dryden Middle School



	Traffic Signal		Recommended Crossing		Separated Path		School Zone		20 mph or less
	Signalized Pedestrian Crossing		Difficult Intersection		Sidewalk		Attendance Boundary (if no boundary is shown, entirety of map is attendance area)		25 mph
	Crossing Guard		Stop Sign		Crosswalk				30 mph or more



DZANTIK'I HEENI MIDDLE SCHOOL SAFE ROUTES TO SCHOOL – AUDIT, RECOMMENDATIONS & WALKING MAP

Data for the Dzantik'i Heeni Middle School audit report is from systematic observation of student arrival and dismissal conditions on November 21; results and information from a parent survey (31% of students returned completed parent surveys); data from a teacher conducted show-of-hands tally about how students traveled to and from school one day during mid-October (54% of students tallied); accident data from the City and Borough of Juneau (CBJ) Police; conversations with Dzantik'i Heeni School administrators during a project kick-off meeting in September and with staff and teachers during a staff meeting in October; and an interview regarding school biking and walking programs or policies. Information about the Safe Routes to School plan was also published in a September school newsletter and available at the fall school open house.

Observational Audit

- **Date:** Monday November 21, 2011
- **Weather/Notes:** On the day of the audit, it was snowing during arrival time but cleared up by dismissal.
- **Audit Participants:** Zoë Morrison, Donovan Bell, Marie Heidemann

BACKGROUND AND PARENT ATTITUDES

Dzantik'i Heeni Middle School has 490 grade 6-8 students (2010-2011 school year). The school is located on CBJ-owned Renninger Street, which provides the single access route to the school. All vehicles and buses, and many pedestrians, approach the school via Glacier Highway, a state-owned road with an average daily traffic count (by Renninger Street) of 12,278.



The school attendance area includes Thane, Douglas, Downtown, Lemon Creek, neighborhoods south of Egan Expressway in the airport vicinity, and all parts of Juneau west of Mendenhall River (including Auke Bay) except the Montana Creek area north of Mendenhall Loop Road and the River Road area just south of the Mendenhall Loop Road.

The designation of School Zones is confusing and inadequate on Glacier Highway. The School Zone on Glacier Highway is to reduce speeds to 20 mph, and appears to be from just west of Northwood Drive to halfway between Alaway Street and Central Avenue. The start of School Zone is marked for those traveling outbound on Glacier Highway, but there is no sign to let drivers know when they've left the School Zone. Likewise, traveling inbound on Glacier Highway there is a School Zone sign before Alaway Street, but no sign to let drivers know they've left a School Zone. There is a crosswalk at Alaway Street with hand held flags to wave to assist students (and others) cross; there is no crossing guard. The second marked School Zone is on Renninger Street, to reduce speeds to 15 mph, and is from just below the intersection with Gruening Drive to the school. There are no flashing School Zone signs.

How Dzantik'i Heeni Students Travel to and from School	
Mode	Share
Walk	10 – 16%
Bike	1 – 3%
Bus	61 – 81%
Vehicle	16 – 44%

Sources: October 2011 SRTS Parent Survey and Student Travel Tally

Most students arrive and depart by school bus. Depending on the weather and other factors approximately 11-19% walk or bike on any given day. Of parents completing the survey, 5-9% say their student walks or bikes every day.

Factors Affecting Dzantik'i Heeni Parent Decision to Allow Student to Walk to School		
	% parents that say <u>this factor affects my decision to let student walk</u>	% parents that say <u>if this factor is improved it would influence my decision to let student walk</u>
Distance	80%	57%
Weather	55%	43%
Darkness	54%	39%
Traffic	53%	35%
Safety	41%	40%
Time	41%	36%
Crime	33%	24%
Bears	30%	20%
Sidewalks	29%	35%
Backpack	25%	17%
Activities	20%	16%
Convenience	16%	13%
Crossing Guards	14%	23%
Adult	10%	15%

Source: 2011 Parent Survey

Between 1999 and 2011, CBJ Police records show there were six accidents involving a vehicle and either a pedestrian or bicyclist within ¼ mile of Dzantik'i Heeni Middle School. All were along Glacier Highway, two at the intersection with Renninger Drive.

Thirty-three percent (33%) of Dzantik'i Heeni Middle School parents report that their child has asked for permission to walk to school at some point. The top reasons that parents cite for not wanting their students to walk are distance, weather, darkness, traffic, and safety.



CURRENT CONDITIONS

Programs/Policies to Encourage Walking and Biking to and from School

Dzantik'i Heeni Middle School administrators estimate that only about 10% of the student body lives within walking distance. The school celebrates national Walk to School day and bicycle safety is taught to staff during OSHA training and then staff teach it to students. The school has not called the police for assistance with traffic enforcement. The site council and a staff member have recently been working on improved signage to direct vehicles. A big concern of administrators is the need for updated signage to promote stopping and make clear where parents should drop students off. Because current signage is not clear parents end up in the upper bus lane where their cars and student drop-off/pick-ups conflict with 13 buses, cause congestion and make an unsafe situation. Staff members stand in front in the morning holding signs to direct cars, but neither this, automated calls or notices in the newsletters is helping. A parent volunteer (with an orange vest) serves as a crossing guard and helps students get from the bus drop off point to the school.

Student Departure and Arrival on Foot

Between 10-16% of Dzantik'i Heeni Middle School students walk to or from school on any given day. Students approaching from Switzer Village and Gruening Park use side streets that lead to Renninger Street. Students who live north of Glacier Highway between Switzer Creek and Lemon Creek walk to school either using the Switzer Trail connecting Alaska Avenue and Renninger Street, or, along the north side of Glacier Highway. Students who live south of Glacier Highway between Switzer Creek and Lemon Creek must cross Glacier Highway, ideally at Alaway Avenue where there is a crosswalk and pedestrian flags.



Solar powered LED bollards used to light trails.

Issues

- On the day of the audit sidewalks were plowed before school started but were still icy and snow covered.
- Many vehicles appeared to exceed the speed limit in the school zone on both Glacier Highway and Renninger Street.
- There are only sidewalks on the north side of Glacier Highway.
- Students were observed crossing Glacier Highway at the Renninger Street. intersection to get to the bus stop and Walmart. There is no crosswalk and this is not within a School Zone.
- The Switzer Trail between Renninger Street and Alaska Avenue is dark.
- There is no crosswalk across Renninger Street at Glacier Highway.



- There are no crosswalks parallel Renninger Street where Mallard Road or Blue Jay Avenue enter.
- The school zone on Glacier Highway doesn't include the Renninger Street/Glacier Highway intersection.
- When drivers use the upper bus lane for pick-up/drop-off it creates congestion for walkers.

Student Departure and Arrival by Bicycle

Depending on the weather and other factors between 1- 3% of bike to or from school. Pedestrian and bicycle transportation counts in this area have only been gathered for one day to date, and are documented below:

NATIONAL BICYCLE AND PEDESTRIAN DOCUMENTATION PROGRAM			
Location: Intersection of Renninger Street and Glacier Highway			
Date Collected	5/15/2012	5/15/2012	5/15/2012
Time Period	Weekday Lunch	Weekday AM	Weekday PM
Weather	1	1	2
Number Bicycles	13	18	26
Number Pedestrians	35	54	90
Number Other	0	0	0
<i>Source: CBJ Community Development Dept. Weather Key: 1 = Extreme (heavy rain, snow, freezing); 2 = Poor (32-50 degrees, light rain, wind); 3 = Acceptable (50-90 degrees, no rain)</i>			

Issues

- The bike lanes on Glacier Highway are not a consistent width, do not have consistent signage, and need better year-round maintenance.

Student Departure and Arrival by Bus

The majority of students (61-81%) arrive and depart by school bus. Another 2% use public transit. The pick-up/drop-off area for buses is directly in front of the school. Students do not need to cross any traffic to get into the school.

Student Departure and Arrival by Vehicle

Approximately 14-44% of students arrive or depart by vehicle. There is a one-way loop through the lower and middle parking lots for drop-off/pick-ups by vehicle. When followed, the system works well. Most drop-offs and pick-ups happen by the covered staircase in the middle of the parking lot, which allows students to get to and from school using the staircase and a crosswalk across the school bus driveway. The parking lot is a fairly busy place, especially at school dismissal time. Some parents were also observed using the turn-around on the other side of Renninger Street to wait for students.



Issues

- Some cars were observed entering the lower driveway, against one-way traffic, to pick up students.
- Students with waiting parents in the turn-around off Renninger Street have to cross this street without a crosswalk.
- The crosswalk used by students getting dropped off in the lower parking lot is hard to see, especially in winter.

RECOMMENDED SAFE ROUTE TO SCHOOL IMPROVEMENTS

KEY - SAFE ROUTES TO SCHOOL IMPROVEMENT TABLE			
Cost (estimated)		Human Effort(HE) (estimated)	
NC=no cost -\$100	VL=\$100-\$5,000	PJ=part of existing job	OT=one time
L1=\$5,000-\$50,000	L2=\$50,000-\$100,000	VL= 1-5 hrs	L= 1-5 hrs/mon
M=\$100,000-\$500,000	H=\$500,000-\$1 million	M= 20 hrs/mon	H= fulltime job
VH= >\$1 million		S=seasonal work, level of effort depends on weather	

IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
ENGINEERING, INFRASTRUCTURE, MAINTENANCE				
<p>1. School Zone Location and Signage Improvement. Include the Renninger/Glacier Highway intersection within the School Zone. Do this without lengthening School Zone by:</p> <p>1) Eliminate 500 feet (or so) of the school zone west of Alaway Ave (so it is only 100 feet before Alaway) and extend school zone 500 feet (or so) east of Alaway so it is now includes Glacier Highway/Renninger intersection. 2. On both east and west of Glacier Highway school zone, install signs alerting drivers that they are approaching a school zone and be prepared to slow their speed. 3. Signs notifying drivers that they are in a School Zone on Glacier Highway (both on east and west) should be flashing and highly visible and timed with school arrival and dismissals.</p> <p>The Renninger Street/Glacier Highway intersection is the main entrance to Dzantik'i Heeni Middle School, and there is heavy bus and vehicle traffic coming to and from school. Students were observed crossing at this intersection without a crosswalk and outside the school zone during the Dzantik'i Heeni School audit. Glacier Highway here is an urban minor arterial and since this intersection is not within the school zone the speed limit is 40 mph. The AADT is 12,278. Between 1999 and 2011, there were two walker/biker and car accidents at or near the Renninger Street/Glacier Highway intersection, and one at the Northwood Drive/Glacier Highway intersection.</p>	Change Location of School Zone	CBJ, Dzantik'i Heeni	L1	OT
<p>2. Renninger Street School Zone Signage Improvement. A. On Renninger Street, move School Zone sign south after</p>	School Zone Signage	CBJ, Dzantik'i	L1	OT



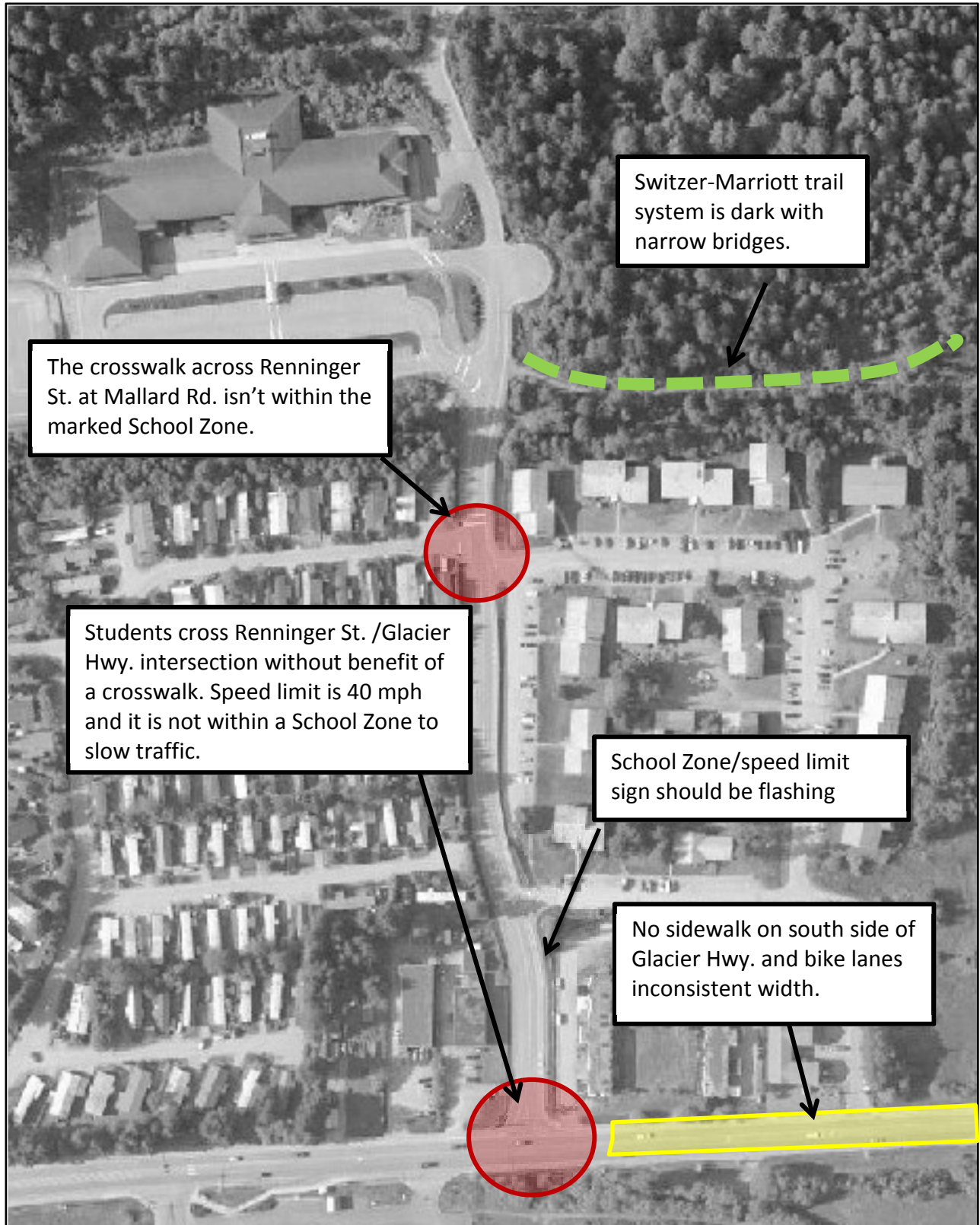
IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
exiting the school, so it is before (north) of the Mallard Street crosswalk. B. Change the southernmost School Zone sign (that is just before Gruening Drive) to a flashing sign. C. All School Zone signs on Renninger Street should be brighter and have flashing lights. Renninger Street is an urban collector road with a 20 mph speed limit (15 mph within school zone). During the audit students were observed crossing Renninger Street at several places.	Upgrade	Heeni		
3. Enhanced safety crossing Glacier Highway close to Renninger Street will be achieved by installation of the new pedestrian activated crossing signal at the Walmart entrance in spring 2012. NOTE: Now Installed	Crossing Improvement	ADOT&PF	H	OT
4. Install solar powered light bollards, improve bridges, and have snow removal along Switzer Marriott Trail from Renninger Street to Alaska Avenue and Lund Street. This trail is dark during the winter and bridges are narrow and can be icy. (New walk behind snow blower -\$4,000, new sit-upon w plow-\$10,000)	Trail improvement, maintenance	CBJ Parks & Rec (partner with JSD, neighborhood)	L1	MS
5. Add sidewalks on the south side of Glacier Highway from Anka Street to Walmart to encourage safe walking to school and transit stop. Glacier Highway has a 40 mph speed limit and an AADT of 12,278 vehicles. The 2012-2015 ADOT&PF STIP includes this project as STIP ID # 26112, scheduled for design (FY 12-14), and construction (FY 15).	Missing sidewalk	ADOT&PF	H	OT
6. Improve bike lanes on Glacier Highway as outlined in the Juneau Non-Motorized Transportation Plan (recommendations #45 and #53, page 4) to encourage biking to school and enhance safety. Make bike lanes a consistent width, install and maintain signage, frequently plow and sweep. Glacier Highway has a 40 mph speed limit and an AADT of 12,278 vehicles. The 2012-2015 ADOT&PF STIP includes this project as STIP ID # 26112, scheduled for design & ROW (FY12-14) and construction (FY 15).	Bike lane improvement	ADOT&PF		
7. Accomplish more consistent and timely snow and ice removal on sidewalks and crosswalks; focus on sidewalks and access to crosswalks on Renninger and ensure that snow berms do not block driver's sight lines near crosswalks.	Snow removal, maintenance	CBJ	NC	S
ENCOURAGEMENT AND EDUCATION				
8. Identify someone at Dzantik'i Heeni to specifically task with helping to organize Walking/Biking Encouragement Activities at the start of the school year, whether a staff person, teacher, PTO volunteer or parent volunteer. Many examples of fun Safe Routes to School education and encouragement programs and activities are listed in Appendix A. The Parent Teacher Organization, playground	Education & Encouragement	Dzantik'i Heeni	NC to VL	VL to L

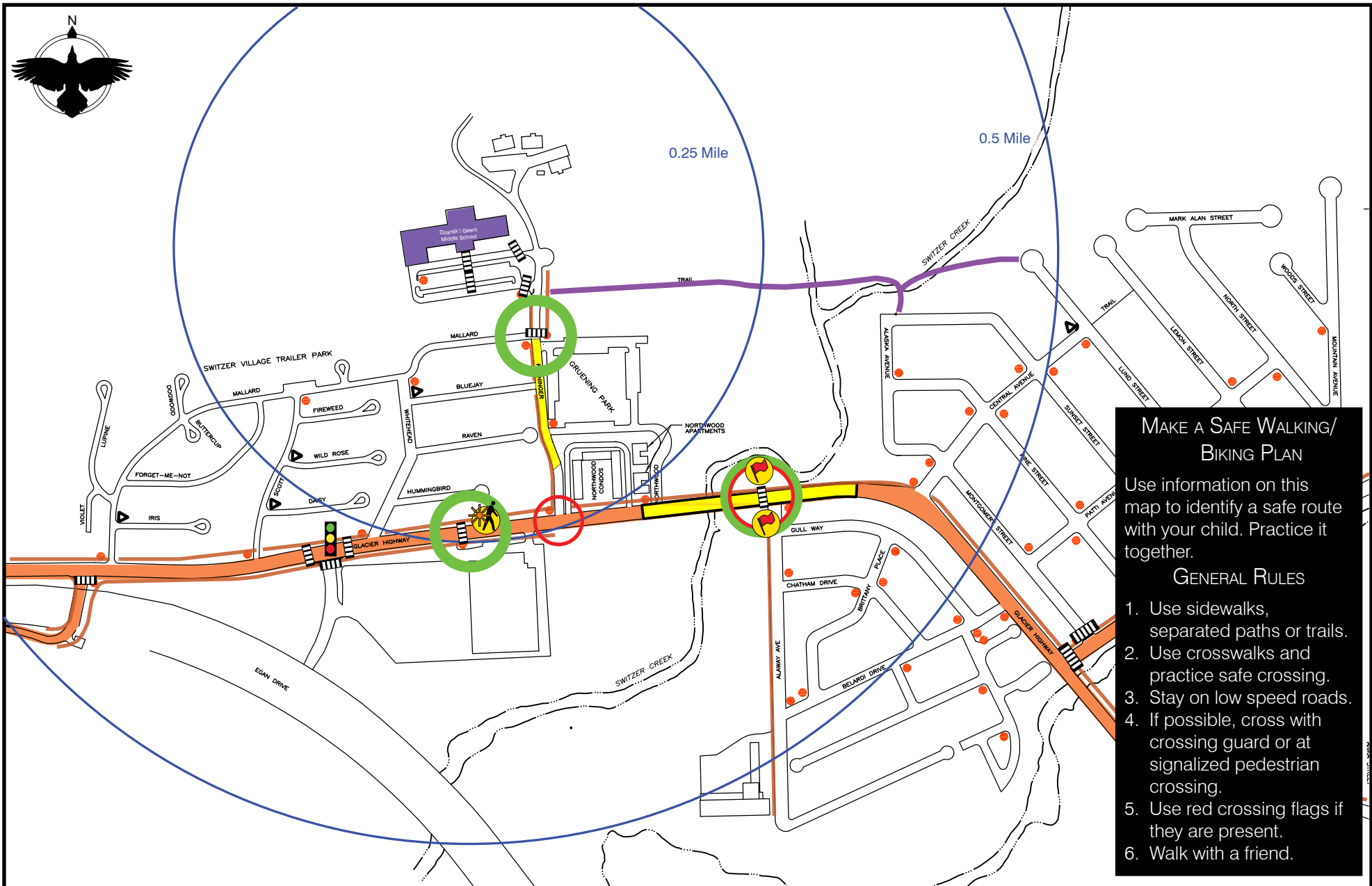


IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
committee, safety committee or a similar group at the school should be designated/asked to identify activities or programs that seem exciting and relevant for Dzantik'i Heeni Middle School. Select at least one activity and commit to doing it every year.				
9. Distribute the Dzantik'i Heeni Walking Map to students at beginning of school year and again in spring, have available at School Fall Open-House.	Education & Encouragement	Dzantik'i Heeni	NC	VL
10. Develop a Juneau School District-wide, Education Campaign aimed at parents (especially) and students about the self-perpetuating cycle... that by driving their student (or being driven) to school they are personally contributing to school-zone congestion which causes congestion and discourages walking and biking. Regularly use the materials developed by JSD in newsletters, etc.	Education	JSD, Dzantik'i Heeni	VL	VL
11. Develop a School District-wide, safe walking, street crossing and biking curriculum for physical education classes (many examples exist) that includes hands-on outdoor practice sessions in the parking lot and on the sidewalk/streets each spring and fall.	Education & Encouragement	JSD, Dzantik'i Heeni	VL	PJ
12. Install anti-idling signs in parking lots and parent drop-off and pick-up areas. Vehicle emissions have negative health effects and should be minimized.	Education	JSD, Dzantik'i Heeni	VL	OT
ENFORCEMENT				
13. An adult should monitor and enforce traffic rules at the drop-off/pick-up area and greet students. This would create more consistent pick-up/drop-off in the parking lot, reduce congestion, enhance walker safety in this area, and as a result give parents more confidence about student safety when walking/biking to and from school.	Enforce Drop-off/Pick-up rules	Dzantik'i Heeni/PTO/etc	NC	M
EVALUATION				
14. Repeat and tabulate results of a Student Travel Tally in all classrooms in the fall and spring each year at Dzantik'i Heeni. This is easy to do and takes about five minutes of teacher time. Baseline Travel Tally data was established as part of this plan's development. Make it a contest and challenge students to beat the school's walking/biking percentages from last year.	Evaluation	Dzantik'i Heeni	NC	VL



Current Conditions – Dzantik'i Heeni Middle School





Safe Routes to School Walking Map - Dzantik'i Heeni Middle School

0ft 300ft 600ft 1200ft

- | | | | | |
|--------------------------------|------------------------|----------------|--|-------------------|
| Traffic Signal | Recommended Crossing | Separated Path | School Zone | <u>Road Speed</u> |
| Signalized Pedestrian Crossing | Difficult Intersection | Sidewalk | Attendance Boundary
(if no boundary is shown, entirety of map is attendance area) | 20 mph or less |
| Red Hand-held Crossing Flags | Stop Sign | Crosswalk | | 25 mph |
| | | | | 30 mph or more |

HARBORVIEW ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL - AUDIT, RECOMMENDATIONS & WALKING MAP (& MONTESSORI BOREALIS)

Data for the Harborview Elementary School audit report is from systematic observation of student arrival and dismissal conditions on November 17; results and information from a parent survey (33% of students returned completed surveys); data from a teacher conducted show-of-hands tally about how students traveled to and from school one day during mid-October (37% of students tallied); accident data from the City and Borough of Juneau (CBJ) Police; conversations with Harborview School teachers and staff during a staff meeting; and an interview regarding school biking and walking programs or policies. Information about the Safe Routes to School plan was also published in a September school newsletter and available at the fall school open house.



Crossing guard helps students cross Glacier Avenue.

Observational Audit

- **Date:** November 17, 2011
- **Weather/Notes:** The audit was performed on a clear, cold, and windy day, three days after a snow storm.
- **Audit Participants:** Zoë Morrison, Donovan Bell, Marie Heidemann, Myra Pugh, Marc Wheeler, Jen LaRoe



BACKGROUND AND PARENT ATTITUDES

Harborview Elementary School has 457 grade K-5 students (2010-2011 school year). The Harborview School attendance area includes Downtown, Thane, Twin Lakes, and Lemon Creek neighborhood north to Alaway Avenue. Harborview School is located between Glacier Avenue, a CBJ-owned road with an average annual daily traffic count of 3,581, and Egan Drive, a state-owned highway with an average annual daily traffic count of 17,407.

The School Zone is on Glacier Avenue, starts just north of the J&J parking lot and ends at the Highland Drive/Glacier Avenue intersection. The marked School Zone was changed in late spring 2012 a year after the school entrance was reconfigured due to problems reported in this draft plan and by parents with snow removal. The incorrect location of the school zone sign resulted in the main school crosswalk on Glacier Avenue being outside of the marked School Zone and also caused problems with snow removal winter 2011. This has apparently now been remedied.

How Harborview Students Travel to and from School	
Mode	Share
Walk	10 – 19%
Bike	1 – 12%
Bus	31 – 42%
Vehicle	43 – 56%

Sources: October 2011 SRTS Parent Survey and Student Travel Tally

Most students are driven to school. Based on information from completed parent surveys and the travel tally, on any given day approximately 11-31% walk and bike, and 10-12% say their student walks or bikes every day.

Factors Affecting Harborview Parent Decision to Allow Student to Walk to School		
	<u>% parents that say this factor affects my decision to let student walk</u>	<u>% parents that say if this factor is improved it would influence my decision to let student walk</u>
Distance	72%	43%
Weather	58%	44%
Darkness	58%	44%
Time	52%	30%
Safety	50%	34%
Traffic	45%	33%
Adult	34%	13%
Bears	28%	18%
Sidewalks	25%	34%
Crossing Guards	19%	19%
Backpack	17%	28%
Crime	17%	25%
Activities	16%	27%
Convenience	14%	18%

Source: 2011 Parent Survey

Between 1999 and 2011, CBJ Police records show there were 11 accidents involving a vehicle and either a pedestrian or bicyclist within ¼ mile of Harborview Elementary School. There have been seven close to the school on Glacier Avenue, including two at Glacier Avenue and West Twelfth Street.

In 2010, the CBJ made significant pedestrian improvements to West Twelfth Street, a major walking route to school, by widening sidewalks and adding several crosswalks clearly denoted by colored pavers and striping.



Thirty-five percent (35%) of Harborview Elementary School parents report that their child has asked for permission to walk to school at some point. The top reasons that parents cite for not wanting their child to walk to or from school are distance, weather, darkness, time, and safety.

CURRENT CONDITIONS

Programs/Policies to Encourage Walking and Biking to and from School

An interview with Harborview School personnel on current practices, policies or curriculum related to safe walking and biking to and from school or the Safe Routes to School program showed that with the exception of some safe walking training for students before the school's annual 5K run, there is no pedestrian or bicycle safety education that is part of the school curriculum. Occasionally the ADOT&PF Safe Routes to Schools "Reflectosaraus" comes (happened in 2011) to do safe walking training but this is not consistent. An interested teacher took the initiative to apply for a grant to make stickers for vehicles that say, "Drive Safe around Harborview School." Police are not often involved in assisting with traffic speed enforcement, most often they are seen enforcing traffic rules during high school dismissal time.

A top recommendation from school administrators is to address the chaotic student drop-off in the morning. Parents park in drop-off areas and go into the school, which forces others to pull into staff parking, in between areas in the lot, around the school and into other areas to drop off students, which then forces students to walk between cars, in places where parents can't see around parked cars. All together this makes a congested scene which causes parents to feel they do not want to allow their child to walk to bike to school.

Student Departure and Arrival on Foot

Approximately 10-19% of students walk to or from Harborview Elementary School. This number will vary with the weather. Many students who walk are accompanied by an adult, but some arrive alone or in small groups. Most students cross at the four way stop at West Twelfth Street and Glacier Avenue, or at the Glacier Avenue crosswalk at the school driveway, which is monitored by a crossing guard. A significant amount of foot traffic was observed at the intersection at West Twelfth Street and F Street. Some students arriving from the Highlands area use the crosswalk at Spruce Street, but most walked on the sidewalk along Glacier Avenue, to use the crosswalk by the school driveway with the crossing guard. Red, hand held crossing flags are available to use on all four corners at the intersection of West Twelfth Street and Glacier Avenue, and on the northeast crossing of West Twelfth Street and F Street. Not many students were observed using the flags.

Although the audit was conducted a few days after a heavy snow fall, there were still sidewalks that were not cleared and snow banks that blocked visibility.



Observations

- The sidewalk along the north side of West Twelfth Street from F Street to Egan Drive was completely covered in snow, making it impossible to use.
- The southeast corner of F Street and West Twelfth Street was buried in snow making it impossible for students to use the sidewalk, crosswalk, or reach the crossing flags.
- A large snow berm at the northwest corner of the West Twelfth Street/Glacier Avenue made it hard for east bound drivers on West Twelfth Street to see students waiting to cross.
- A snow berm was left in middle of Glacier Avenue first blocking the school crosswalk, and then later when opened for the crosswalk made it difficult to see walkers.
- The West Twelfth Street/F Street Intersection only has three crosswalks.
- The crossing guard was present from 7:57 am to 8:05 am and from 2:34 pm to 2:41 pm, and many students were seen crossing before and after guard duty.
- Parents walking with children did not always follow safe pedestrian practices (for example cutting diagonally across school driveway and Glacier Avenue).
- The marked School Zone starts north of the Harborview School driveway and misses most of the non-motorized traffic associated with the school.
- The BlockBuster parking lot at West Twelfth and Glacier Avenue is a site of motorized/non-motorized conflict, including two documented pedestrian/bicyclist and car accidents. This is because vehicles park here (some related to school drop off/pick up, which is not allowed but still done) and must back-out of the parking spaces at the same time that walkers/bicyclists and vehicles are “cutting” through the parking lot due to the dual entrances on both West Twelfth and Glacier Avenue as well as human nature to take “short-cuts.”
- The Highland Drive/Glacier Avenue intersection is a located on a turn at a steep hill (Highland) which limits visibility for both vehicles and pedestrians.



Snow plows leaves a berm in the middle of the main school crosswalk to enter Harborview on Glacier Avenue. Better snow removal practices are needed.



Student Departure and Arrival by Bicycle

Depending on the weather, up to 12% of students ride bikes to and from school. There are no marked bike lanes on the streets surrounding the school. There are new bike racks near the front door of the school, though they are not covered.

Observations

- Missing bike lanes on Glacier Avenue.
- The marked School Zone starts north of the Harborview Elementary School driveway and misses most of the non-motorized traffic associated with the school (this was subsequently remedied.)
- Pedestrian and bicycle transportation counts in this area are documented (see table below); all of these counts occurred on school days.

NATIONAL BICYCLE AND PEDESTRIAN DOCUMENTATION PROGRAM						
Location: Intersection West Twelfth & Glacier Avenue						
Date Collected	1/12/2011	1/12/2011	1/12/2011	5/10/2011	5/11/2011	9/14/2011
Time Period	Weekday AM	Weekday Lunch	Weekday PM	Weekday AM	Weekday AM	Weekday AM
Weather	1	1	1	2	2	2
Number Bicycles	2	3	3	19	24	18
Number Pedestrians	89	191	267	138	226	224
Number Other Non-Motorized	0	0	0	5	2	0
<i>Source: CBJ Community Development Dept. Weather Key: 1 = Extreme (heavy rain, snow, freezing); 2 = Poor (32-50 degrees, light rain, wind); 3 = Acceptable (50-90 degrees, no rain)</i>						

Student Departure and Arrival by Bus

Somewhere between 31-42% of students take the bus to or from school. The drop-off and pick-up area for all school buses is on the west side of Glacier Avenue from the school driveway, past the staff parking lot, and to the Spruce Street/Glacier Avenue intersection. In the morning, most students who arrive by bus go directly into the main doors of the school via a paved sidewalk; some stop and play in the playground first. At the end of the day, students exit through both the north and south doors to get to buses.

Observations

- The lead bus parks just north of the school entrance to the school driveway and right next to the crosswalk on Glacier Avenue. This limits the field of vision for both pedestrians crossing Glacier Avenue and for drivers travelling south.
- Several parents used the school bus parking area to drop children off.
- Some students who exit through the north school doors cut across the staff parking lot instead of using the sidewalk to get to the buses.



Student Departure and Arrival by Vehicle

At Harborview Elementary School between 43-56% of students get a ride to or from school. Of this total, 4-7% said they are part of a carpool. Most students are dropped off and picked up in the school driveway; at arrival and dismissal times this area became congested. An on-street parking area that is heavily used for drop-offs is along both sides of West Twelfth Street between Egan Drive and Glacier Avenue. Other parents use the staff parking lot, the J&J parking lot, or the Blockbuster parking lot for drop-off and pick-up. Most parents who used the J&J or Blockbuster parking lot got out and walked their children across Glacier Avenue.

Parents of Montessori students pick-up and drop-off their children in the parking area in front of the school building. Low traffic volumes make this area safe.

Observations

- At dismissal time, cars were double parked in the school driveway and children crossed a row of parking cars to get to their waiting parents.
- At arrival time, the combination of high levels of traffic on West Twelfth Street, cars exiting the school parking lot, and parents dropping students off along West Twelfth Street creates congestion and risk for pedestrians.
- Parents using the south side of West Twelfth Street to drop students off often crossed the street with no crosswalk.

MONTESSORI BOREALIS SCHOOL

The Montessori Borealis School is a kindergarten through 8th grade school with approximately 140 students that is located adjacent to Harborview School in the former Marie Drake Middle School. Enrollment is open to all and thus district-wide. This school was not originally included in the scope of work and there was no audit; however, one class room was surveyed and included in the Travel Tally through the Harborview attendance staff. The K-2 classroom that participated in the Travel Tally did so in mid-October and found that 15-20% walked or biked that day. A few parent surveys were returned and combined with Harborview School parent surveys.

Students arrive and depart at a different time schedule than the adjacent Harborview students. Students enter and depart through the Marie Drake door, and those walking or biking enter off Glacier Avenue and cross it either at Highland Drive, at the Behrends or Spruce Street crosswalks, at West Twelfth Street, or if they come early can cross in front of Harborview with the crossing guard (Montessori starts and dismisses one-half hour later than Harborview). Those arriving by car use the drive through in front of the turf field at the High School and drop students off.

Harborview Safe Routes to School recommendations 1,6,7,8,9,10,11,12,13,17 and 19 also apply to Montessori Borealis School. Recommendation 10 regarding bicycle racks is specific to Montessori. One parent commenter wished for crossing guard assistance given the traffic on



Glacier Avenue and young age of some students. The model that other schools in Juneau are using to accomplish this is to make this a duty for one of their staff; safety bibs, signs and training can be provided through a safe routes to school grant, or by teaming with Harborview School to obtain this.

RECOMMENDED SAFE ROUTE TO SCHOOL IMPROVEMENTS

KEY - SAFE ROUTES TO SCHOOL IMPROVEMENT TABLE			
Cost (estimated)		Human Effort(HE) (estimated)	
NC=no cost -\$100	VL=\$100-\$5,000	PJ=part of existing job	OT=one time
L1=\$5,000-\$50,000	L2=\$50,000-\$100,000	VL= 1-5 hrs	L= 1-5 hrs/mon
M=\$100,000-\$500,000	H=\$500,000-\$1 million	M= 20 hrs/mon	H= fulltime job
VH= >\$1 million		S=seasonal work, level of effort depends on weather	

IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
ENGINEERING, INFRASTRUCTURE, MAINTENANCE				
1. Improve safety of pedestrian crossing at main school entrance crosswalk. Options are to add a pedestrian median/island, a pedestrian activated signalized crossing, red handheld crossing flags, or other. Glacier Avenue is an Urban Collector road with an AADT of 3,581. The Glacier Avenue speed limit is 20 mph. According to Alaska Traffic Manual Supplement to MUTCD, Table 7A-101, this qualifies for pedestrian signal, refuge, or grade separation if other criteria are met (such as traffic gaps, which are likely to be insufficient here). In addition to Harborview Elementary School, there are two adjacent high schools and significant school and rush hour traffic. (This will also benefit Montessori Borealis School.)	Crossing improvement	CBJ	M	OT
2. Add a School Zone with flashing light and sign on West Twelfth Street between Egan Drive and Glacier Avenue. West Twelfth Street has a high level of both pedestrian and vehicle traffic. The east and west side of West Twelfth Street are used as a main parent drop-off/ pick-up zone. Several parents note concerns about student crossing safety here at West Twelfth Street.	School zone signage and signal improvement	CBJ	L1	OT
3. Add crosswalk on south side of West Twelfth Street/ F Street intersection. A crosswalk is needed on the south side of the West Twelfth Street/F Street intersection as this is the natural place to cross to get to school from the well-used 'informal' parent drop-off/pick-up along West Twelfth Street.	Intersection crossing improvement	CBJ	VL	O
4. Move lead school bus parking further north and away from the Glacier Avenue crosswalk because the bus blocks visibility of student crossing - even with a crossing guard - for southbound vehicles.	Vehicle flow/ drop-off & pick-up	CBJ, Harborview	NC	O
5. Improve snow and ice removal with a focus on clearing	Snow removal,	CBJ,	VL	S



IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
sidewalks around the school and the crosswalks adjacent to the school. Ensure that snow berms do not form to block driver's sight lines at intersections and also do not block student access to crossing flags. During the audit large snow berms on the corners of the F Street/West Twelfth Street intersection covered crossing flags so children couldn't reach them.	maintenance	Adjacent businesses		
6. Improve pavement markings and signs for bicyclists on Glacier Avenue, between Highland Avenue and West Twelfth Street. Recommend eliminating parking on one or both sides of street all the time, or during certain hours or days. This is one of 18 Highest Priority non-motorized infrastructure improvements for Juneau, as described in the Juneau Non-Motorized Plan (<i>No. 14, pg 51; bike route project #63, pg. 58</i>). (This will also benefit Montessori Borealis School.)	Bike lane marking, signage Possible parking change.	CBJ	L1	S OT per yr
7. Reconfigure the BlockBuster parking lot to eliminate ingress/egress onto West Twelfth Street. (This will benefit Montessori Borealis School too.)	Walker & cyclist safety	CBJ, Business owner	L1	OT
8. Increase visibility of the three pedestrian crosswalks at intersection of Highland Drive and Glacier Avenue by committing to paint freshening more regularly, making them ladder style, adding hand held crossing flags, or adding pedestrian activated flashing signs to warn cars that a pedestrian is entering the crosswalk. (This improvement will also benefit walkers/cyclists to and from Montessori Borealis School.)	Intersection crossing improvement	CBJ	L1 to L2	OT per yr
9. Improve pedestrian safety at the Main Street/Fourth Street intersection. Options include adding curb bulb-outs, pedestrian island/refuges, crosswalk signage and colored crossing pavers, a pedestrian activated overhead crossing light, or handheld red crossing flags. Between 1999 and 2011 there were four accidents between a car and a pedestrian or bicyclist here. The 20 mph speed limit is often exceeded on Main Street. Main Street has a AADT of 9,586 and Fourth Street at this location has an AADT of 3,202. According to ADOT&PF Table 7A-101 this crossing qualifies for a pedestrian signal, refuge, or grade separation if other criteria are met. (These improvements will also benefit walkers/bicyclists to and from Juneau Community Charter School and Montessori Borealis School.)	Intersection crossing improvement	CBJ	M to H	OT
10. Move and cover the Marie Drake bike rack for easier access and all-weather use. This improvement is for Montessori Borealis students.	Bicycling infrastructure	Montessori	NC to VL	OT

ENCOURAGEMENT AND EDUCATION



IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
11. Identify someone at both Harborview and Montessori Borealis to specifically task with helping to organize Walking/Biking Encouragement Activities at the start of the school year , whether a staff person, teacher, PTO volunteer or parent volunteer. Many examples of fun Safe Routes to School education and encouragement programs and activities are listed in Appendix A. The Parent Teacher Organization, playground committee, safety committee or a similar group at the school should be designated/asked to identify activities or programs that seem exciting and relevant for Harborview Elementary School and for Montessori Borealis School . Ideally, these two adjacent schools would collaborate on activities. Select at least one activity and commit to doing it every year.	Education & Encouragement	Harborview & Montessori	NC to VL	VL to L
12. Organize Walking School Buses, if there is parent interest, from the “Flats” neighborhood south of West Twelfth Street, and the Highlands area. Walking in a group with an adult would improve safety and encourage more walking and biking.	Encouragement	Harborview & PTO	VL	L to M
13. Develop a Juneau School District-wide, Education Campaign aimed at parents (especially) and students about the self-perpetuating cycle...that by driving their student (or being driven) to school they are personally contributing to school-zone congestion which causes congestion and discourages walking and biking. Regularly use the materials developed by JSD in newsletters, etc.	Education	JSD, Harborview & Montessori	VL	OT
14. Develop a School District-wide, safe walking, street crossing and biking curriculum for physical education classes (many examples exist) that includes hands-on outdoor practice sessions in the parking lot and on the sidewalk/streets each spring and fall.	Education & Encouragement	JSD, Harborview & Montessori	VL	PJ
15. Distribute the Harborview Walking Map to students at beginning of school year and again in spring, have available at School Fall Open-House.	Education & Encouragement	Harborview	NC	VL
16. Install anti-idling signs in parking lots and parent drop-off and pick-up areas. Vehicle emissions have negative health effects and should be minimized.	Education	JSD, Harborview	VL	O
ENFORCEMENT				
17. Crossing guard needs to be on duty longer and consistently from 20 minutes before school starts until 5 minutes after, and at dismissal time from 5 minutes before school is over until 20 minutes after. Parents registered concern about inconsistent and short guard shifts, affirmed during audit (guard on duty from 3 minutes before school to ~5 minutes after).	Walker/cyclist safety	Harborview	NC	M
18. Periodic police re-enforcement of the 20 mph speed limit	Enforce speed limit,	Juneau Police	NC	VL



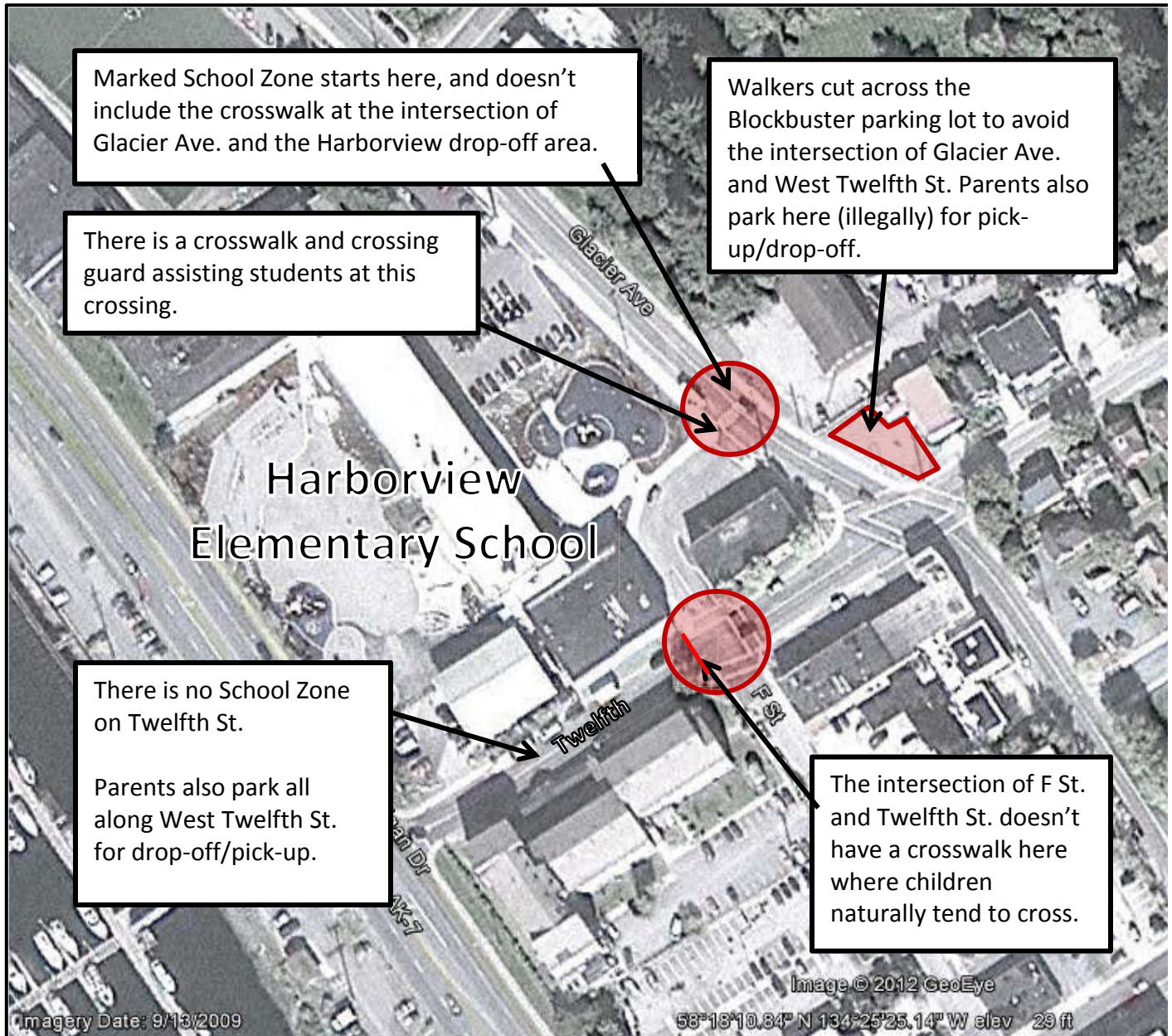
IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
on Calhoun Avenue is needed. Calhoun is a narrow winding road with narrow sidewalks in spots. This is a “short-cut” to bypass Egan that many vehicles take in the fall, winter and spring, and frequently exceed the speed limit according to parent observations.	walker/cyclist safety			
19. An adult should monitor and enforce traffic rules at the drop-off/pick-up area and greet students. This would create more consistent pick-up/drop-off in the parking lot, reduce congestion, enhance walker safety in this area, and as a result give parents more confidence about student safety when walking/biking to and from school.	Enforce Drop-off/Pick-up rules	Harborview	NC	M
EVALUATION				
20. Repeat and tabulate results of a Student Travel Tally in all classrooms in the fall and spring each year at Harborview. This is easy to do and takes about five minutes of teacher time. Baseline Travel Tally data was established as part of this plan’s development. Make it a contest and challenge students to beat the school’s walking/biking percentages from last year.	Evaluation	Harborview & Montessori	NC	VL



The Reflectosaurus visits Harborview Elementary School for Safe Routes to School, photo from school newsletter/website



Current Conditions - Harborview Elementary School

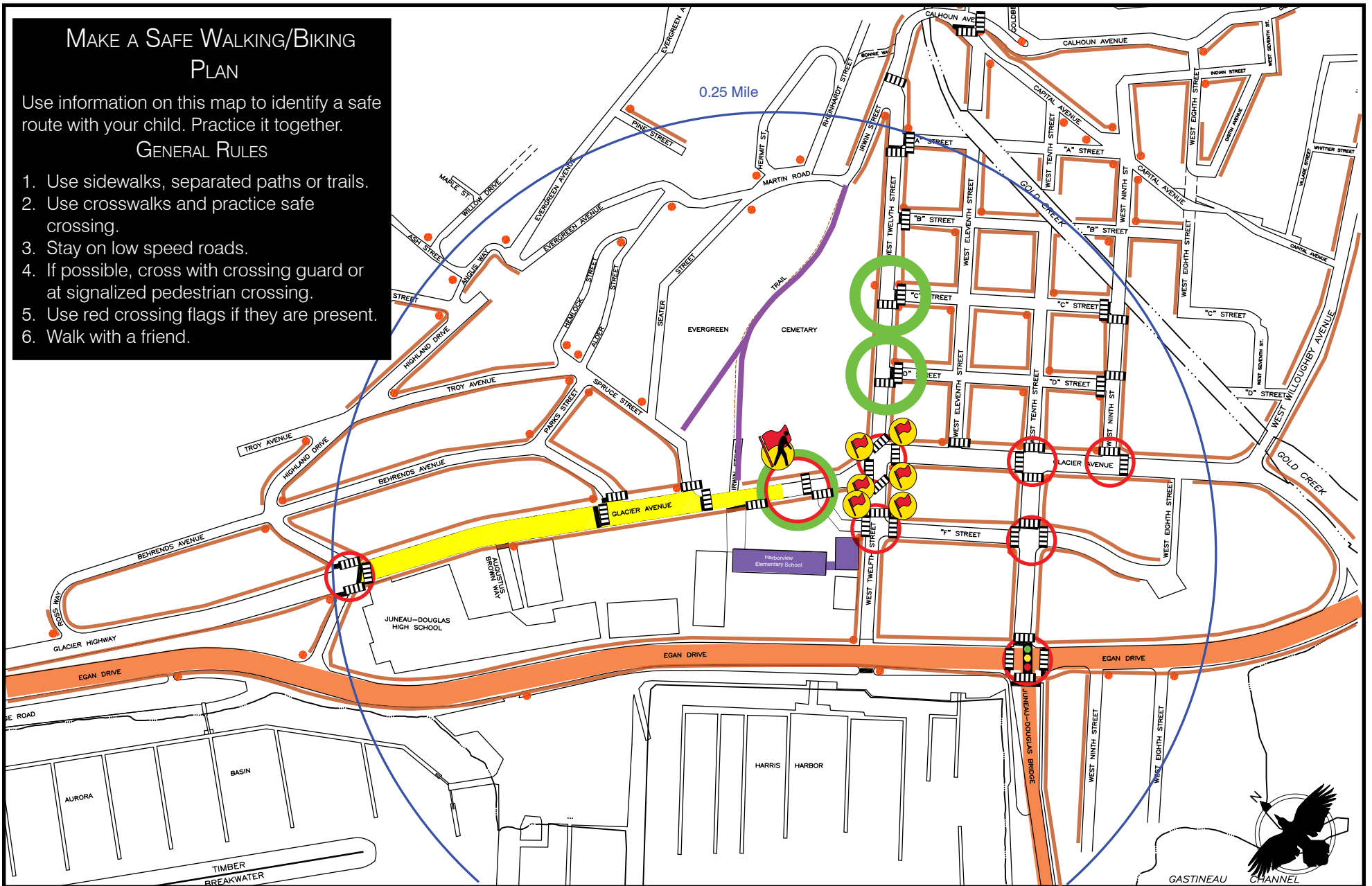


MAKE A SAFE WALKING/BIKING PLAN

Use information on this map to identify a safe route with your child. Practice it together.

GENERAL RULES

1. Use sidewalks, separated paths or trails.
2. Use crosswalks and practice safe crossing.
3. Stay on low speed roads.
4. If possible, cross with crossing guard or at signalized pedestrian crossing.
5. Use red crossing flags if they are present.
6. Walk with a friend.



Safe Routes to School Walking Map - Harborview Elementary School

0ft 200ft 400ft 800ft

 Traffic Signal	 Recommended Crossing	 Separated Path	 School Zone	 20 mph or less
 Crossing Guard	 Difficult Intersection	 Sidewalk	 Attendance Boundary (if no boundary is shown, entirety of map is attendance area)	 25 mph
 Red Hand-held Crossing Flags	 Stop Sign	 Crosswalk		 30 mph or more

MENDENHALL RIVER COMMUNITY SCHOOL SAFE ROUTES TO SCHOOL - AUDIT, RECOMMENDATIONS & WALKING MAP

Data for the Mendenhall River Community School audit report is from systematic observation of student arrival and dismissal conditions on December 2; results and information from a parent survey (52% of students returned completed surveys); data from a teacher conducted show-of-hands tally about how students traveled to and from school one day during mid-October (59% of students tallied); accident data from the City and borough of Juneau (CBJ) Police; conversations with Mendenhall River School teachers, parents and staff during a staff meeting and at a Parent Teacher Organization meeting in October; and an interview regarding school biking and walking programs or policies. Information about the Safe Routes to School plan was also published in a September school newsletter and available at the fall school open house.



Parents' correctly using student drop-off/pick-up area and students following trail to school.

Observational Audit

- **Date:** December 2, 2011
- **Weather/Notes:** The audit was performed on an overcast day with light rain. Juneau had received a snowfall of several feet a week prior to the audit and the warmer weather caused slush and puddle formation.



- **Audit Participants:** Zoë Morrison, Donovan Bell, Marie Heidemann, Whit Adams, Ben Lyman

BACKGROUND AND PARENT ATTITUDES

Mendenhall River Community School is a grade K-5 elementary school with 394 students (2010-2011 school year). The school attendance area includes all areas north of Division Street between Mendenhall River and Mendenhall Loop Road. The boundary also includes Glacier View neighborhood north of Division Street, and the Pleasant Gardens and Golden Nugget subdivisions east of Mendenhall Loop Road. The school is off of (south) the Mendenhall Loop Road, a state-owned road with an average annual daily traffic count of 4,788. Traffic volumes are high during the morning rush hour when students arrive at school. There is a student drop-off/pick-up zone on Tournure Street (behind the school), a CBJ-owned road with an average annual daily traffic count of 2,553.

Most students are driven to school. Depending on the weather and other factors approximately 7-23% walk and bike on any given day. Of parents completing the survey, 10-12% say their child walks every day.

Between 1999 and 2011, CBJ Police records show there were no accidents involving a vehicle and either a pedestrian or bicyclist within a ¼ mile of the Mendenhall River Community School attendance area.

Sixty percent of Mendenhall River Community School parents report that their child has asked for permission to walk to school at some point. The top reasons that parents cite for not wanting their child to walk to or from school are weather, darkness, distance, traffic and safety.

How Mendenhall River Students Travel to/from School	
Mode	Share
Walk	7 – 16%
Bike	0 – 7%
Bus	32 – 44%
Vehicle	46 – 62%

Sources: October 2011 SRTS Parent Survey and Student Travel Tally

Table 2. Factors Affecting Mendenhall River Community School Parent Decision to Allow Student to Walk to School		
	% parents that say <u>this factor affects my decision to let student walk</u>	% parents that say <u>if this factor is improved it would influence my decision to let student walk</u>
Weather	74%	41%
Darkness	74%	40%
Distance	55%	30%
Traffic	55%	36%
Safety	51%	40%
Time	39%	22%
Sidewalks	39%	27%
Adult	38%	27%
Bears	31%	12%
Crime	26%	17%
Activities	25%	12%
Convenience	19%	9%
Backpack	18%	8%
Crossing guards	11%	8%

Source: 2011 Parent Survey



CURRENT CONDITIONS

Programs/Policies to Encourage Walking and Biking to and from School

There are no walking or biking safety or encouragement programs or training for students at Mendenhall River Community School, though there are related posters hanging in the gym. Bus safety is taught. New metal signs were installed recently to make drop-off/pick-up areas more clear, but they aren't helping as much as had been hoped. The Playground Committee is interested in working on Safe Route to School activities. Para-educators are usually the crossing guards, and there are two-three locations that need to be staffed.

A top concern for school administrators is the drop off/pick up/parking situation by the school entrance. There is one big loop and people don't park/drop off where they should in lower lot with crossing guard help through upper lot, instead they use the upper lot which creates a congested and dangerous situation. Due to all the cars at the school at pick up and drop off and the congestion parents do not want to let their kids walk or bike. If this situation could be better managed school administrators believe that kids would be more likely to walk/bike. "Students that live too close to be on the bus route are usually driven by their parents; anything that can be done to get the message out to parents and reinforce safety to encourage safe walking and biking would be a big help."

Student Departure and Arrival on Foot

Approximately 7-16% of students walk to or from Mendenhall River Community School. This number will vary with the weather. Students walk to school both unaccompanied and with adults. The majority of students walking to school use the pedestrian path where Riverside Drive and Tournure Street merge, that leads to the school. There is also a crossing guard here. According to the crossing guard, some students cross the road before the crosswalk on Riverside Drive and walk along the west side of the road, which has no sidewalk. During the winter months, snow is sometimes plowed into the middle of Riverside Drive limiting visibility for both drivers and pedestrians and complicating pedestrian crossing to and from school.

There are two paved walking trails that lead to the school. One is on the north side of the school and runs along the side of the school driveway. The school boundary is east of the school driveway and there is little foot traffic using this pathway. There is also a trail on the south side of the school running from Mendenhall Loop Road to Tournure Street and then from Tournure to the school. Students traveling west on Mendenhall Loop Road use this commonly. Snow is not plowed from either trail.

Issues

- The speed limit on Mendenhall Loop Road is 45 mph and there is no School Zone.
- The two trails leading to the school are not plowed or well lit.
- Students sometimes walk on the west side of Riverside Drive, which doesn't have a sidewalk.



- Students living on the west side of Riverside Drive, such as the on Marion Drive, do not have a crosswalk to get to the east side of Riverside Drive, which has a sidewalk.
- Students who live on the north side of Mendenhall Loop Road don't have access to a crosswalk or sidewalk to travel to school.

Student Departure and Arrival by Bicycle

Depending on the weather, up to 7% of students ride bikes to and from school. There are bike lanes on both sides of the Mendenhall Loop Road and a separated path on the south side. Riverside Drive has bike lanes on both sides. Tournure Street has no bike lanes. There are covered bike racks on the north side of the school.

Issues

- The speed limit on Mendenhall Loop Road is 45 mph and there is no School Zone.
- There should be bike lanes on both sides of Tournure Street.
- Parents who drop their children off on the east side of Riverside Drive completely block the bike lane. There are cars parked in this area for the majority of the morning.
- Children living on the east side of Glacier Spur Road don't have access to a crosswalk to safely bike across the road.

Student Departure and Arrival by Bus

Somewhere between 32-44% of students take the bus to or from school. There are six regular or special education buses. The school buses drop off and pick up students on the sidewalk directly in front of the school and there is no traffic that students have to cross. In the afternoon, the special education buses park to the east of the crosswalk and the regular buses park to the west of it. Lines form for each school bus under the covered walkway in front of the school. There is an adult supervising and they allow only one bus to load at a time.

Issues

- Some parents use the bus zone to drop off/pick up their children before or after the buses are there.

Student Departure and Arrival by Vehicle

At Mendenhall River Community School between 40-62% of students get a ride to or from school. Of this total, 2 to 5% said they are part of a carpool. Many students are dropped off and picked up in the main school parking lot. In the morning, parents tend to drop their children off in the lower parking lot by the walkway, in the parallel parking area, at the crosswalk in front of the school and sometimes while other cars are stopped at the crosswalk in front of the school. During pick up, the majority of parents either park in the lower parking lot or wait in the parallel parking area. There was one parent that stopped at the crosswalk in front of the school to wait for their child. There is a crossing guard at the parking lot in front of the school that wears a



vest and uses a flashing stop sign that allows for safe walking to and from the lower parking lot. The parking lot is on a one way loop. Every passing vehicle has to cross the crosswalk to school causing the parking lot to be very congested, mainly in the afternoon.

Many parents also drop their children off near the crosswalk where Riverside Drive and Tournure Street merge. For southbound traffic on Riverside Drive, there is a student drop-off area on Tournure Street that is marked with a sign and has a pull off area that can fit 3 to 4 vehicles. There are some vehicles that park after the drop-off area; this can block the road and create traffic congestion and cause cars to pass in a no passing zone. There is no drop-off area for northbound traffic on Riverside Drive. Parents still tend to drop their children off on the crosswalk here as if it were a drop off zone. The children then follow the sidewalk to the crosswalk that has a crossing guard. Cars parking on the east side of Riverside Drive completely block the bike lane. More parents were observed using Tournure Street for drop-off than pick-up.

A few parents were observed dropping off and picking up students from the parking area on the north side of the school, which is not supervised.

Observations

- The parallel parking area along the sidewalk to the school congests traffic by having a mix of parked cars and parents dropping students off. There are also vehicles that jump the curb to parallel park, making walking on the sidewalk more dangerous.
- There are large puddles at the beginning and end of the covered walkway from the upper to the lower parking lot that create walking obstacles.
- Parents dropping students off on the east side of Riverside Drive block the entire bike lane.
- Vehicles that park outside of the drop off zone on Tournure Street block the road causing traffic congestion and occasionally passing in the no passing lanes.
- When vehicles exit the school parking lot they tend to quickly accelerate and speed on the rest of the school driveway.
- Vehicles were observed that appeared to be exceeding the speed limit on Riverside Drive and Tournure Street.



RECOMMENDED SAFE ROUTE TO SCHOOL IMPROVEMENTS

KEY - SAFE ROUTES TO SCHOOL IMPROVEMENT TABLE			
Cost (estimated)		Human Effort(HE) (estimated)	
NC=no cost -\$100	VL=\$100-\$5,000	PJ=part of existing job	OT=one time
L1=\$5,000-\$50,000	L2=\$50,000-\$100,000	VL= 1-5 hrs	L= 1-5 hrs/mon
M=\$100,000-\$500,000	H=\$500,000-\$1 million	M= 20 hrs/mon	H= fulltime job
VH= >\$1 million		S=seasonal work, level of effort depends on weather	

IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
ENGINEERING, INFRASTRUCTURE, MAINTENANCE				
1. Continue the bike lane along Tournure Street to Mint Way. The bike lane abruptly ends when Riverside Drive turns into Tournure Street. There can be high vehicle and pedestrian travel on this road; extending the bike lane would improve safety for all.	Bike lane missing	CBJ	L1	OT
2. Install a sidewalk along the west side of Riverside Drive from Marion Drive to the pedestrian path at the school (intersection with Tournure Street) to support safe walking for children living in neighborhoods west of Riverside Drive (approx 2,400 ft). There is no formal way to cross Riverside Drive to get to the east side with sidewalks. There were many parent comments about this Safe Routes to School need. This eliminates need in area for crosswalk/crossing of some type across Riverside Drive to allow students to access east sidewalk.	Sidewalk missing	CBJ	M to H	OT
3. Install lighted bollards along the school access trail from Mendenhall Loop Road to the Tournure Street/Riverside Drive trail. Maintain this trail year round. This will establish the trail as a main route to the school and keep students away from the road.	Trail improvement, maintenance	CBJ, Mendenhall River School	L1	S
4. Install sidewalks along east side of Julep Street (approx. 2,700 ft); it is a “walking collector street” for children walking to and from Mendenhall River Community School and has no sidewalks or bike lanes.	Missing sidewalk	CBJ	M to H	OT
5. Remove the parallel parking spaces before the bus loading zone; turn this area into a parent drop off zone. During the audit vehicles trying to parallel park were observed jumping the sidewalk while children were walking. Eliminating parking here will cause better traffic flow and help reduce traffic congestion at drop-off time.	Vehicle flow, drop-off/pick-up for walker/cyclist safety	Mendenhall River School	NC	OT
6. Snow removal priorities are to: A) Educate property owners along Taku and Columbia Boulevards about the importance of before 8 am snow removal on sidewalks. B) Support CBJ funding for priority snow clearance of	Snow removal	Home owners, CBJ	VL	S



IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
roads and sidewalks on Riverside and Tournure. C) Support school snow removal along pedestrian trail from Tournure Street.				
<p>7. Identify traffic gaps during arrival and dismissal times on Mendenhall Loop Road near Mint Way. If results in combination with other factors warrant, add a separated path or sidewalk on the north side of Mendenhall Loop Road from Mendenhall Loop Road/Glacier Spur Road to Montana Creek Road and add a pedestrian activated signalized crosswalk and School Zone at the intersection of Mint Way (or Glendale Road) and Mendenhall Loop Road. This is warranted because children living on the north side of Mendenhall Loop Road and in the Threadneedle area are close to Mendenhall River Community School yet have no way to walk or cross safely. According to the 2010 census there are 42 families with children under age 18 living in these two areas within the Mendenhall River School attendance area. Students from these areas as well as the Montana Creek neighborhoods need to cross safely to get to Floyd Dryden Middle School. There have been three pedestrian/vehicle accidents on this stretch of road and a fatality slightly west on Steelhead and Mendenhall Loop Road. Parents commented on the need for safe crossing of Mendenhall Loop Road and support adding pedestrian crossing improvements.</p> <p>Mendenhall Loop Road and Mint Way are urban collector roads. The AADT on this section of Mendenhall Loop Road is between 4,788 and 5,274; Mint Way has an AADT of 1,919. According to Alaska Traffic Manual Supplement to MUTCD, Table 7A-101, if traffic gaps are not adequate to support safe crossing and other criteria are met this would qualify for pedestrian signal, refuge, or grade separation if other criteria are met. According to that publication’s Table 3B-101 this crossing is not a crosswalk candidate due to the high speed limit, but would be if a pedestrian activated signalized crossing and School Zone were added. (Same recommendation for Floyd Dryden Middle School.)</p>	Sidewalk or separated path needed, crossing improvement	ADOT&PF	VL then H if done	OT
<p>8. Extend parent drop-off zone on the north side of Tournure Street eastward to double capacity. Illegal parking is partly because the space is not big enough to handle the demand. This will ease traffic congestion, allow for safer student crossing, and thus encourage parents to allow walking/biking.</p>	Vehicle flow, pick-up/drop off	CBJ	L1	O



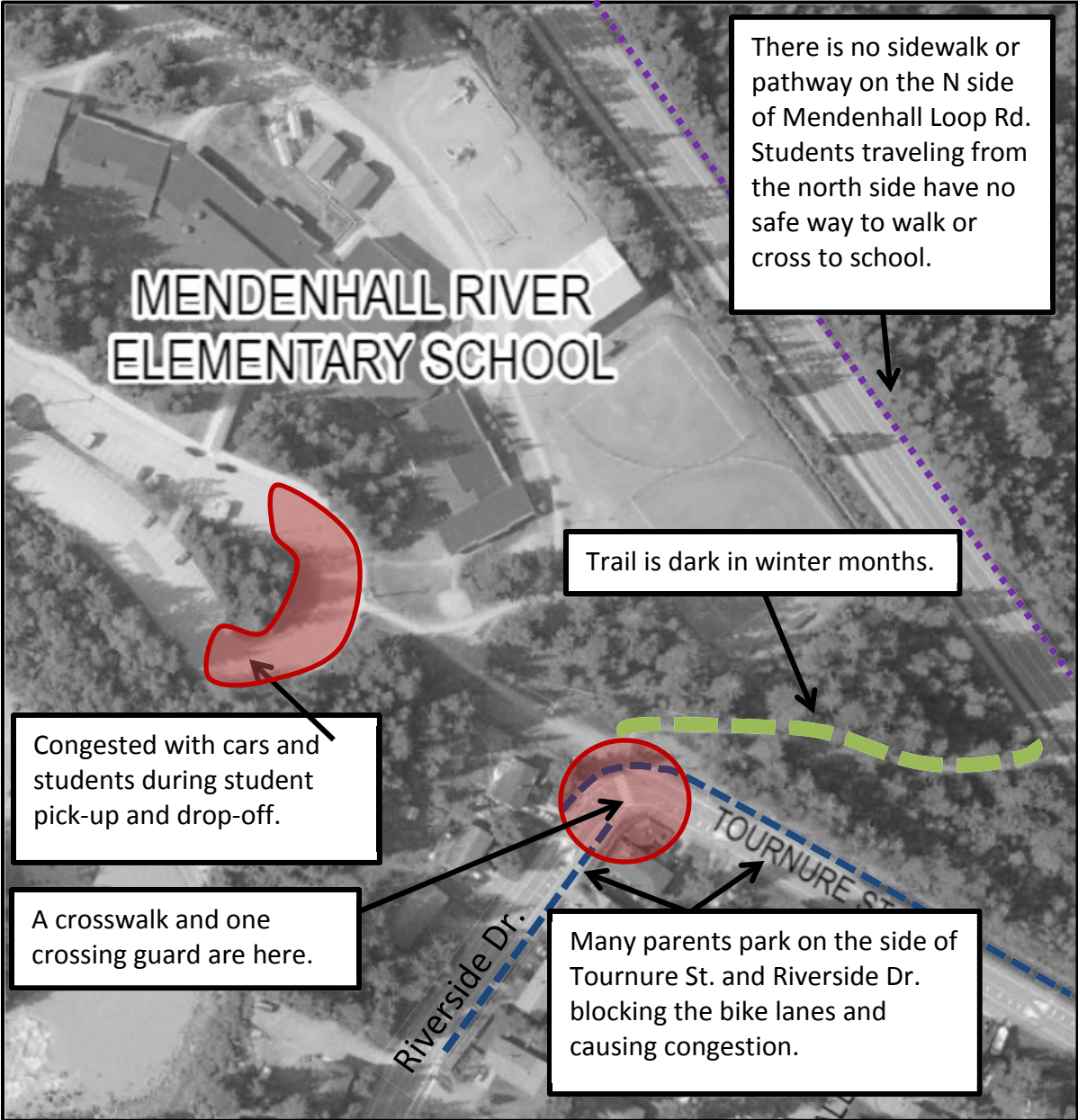
IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
ENCOURAGEMENT AND EDUCATION				
9. Identify someone at Mendenhall River to specifically task with helping to organize Walking/Biking Encouragement Activities at the start of the school year , whether a staff person, teacher, PTO volunteer or parent volunteer. Many examples of fun Safe Routes to School education and encouragement programs and activities are listed in Appendix A. The Parent Teacher Organization, playground committee, safety committee or a similar group at the school should be designated/asked to identify activities or programs that seem exciting and relevant for Mendenhall River Community School. Select at least one activity and commit to doing it every year.	Education & Encouragement	Mendenhall River	NC to VL	VL to L
10. Distribute the Mendenhall River School Walking Map to students at beginning of school year and again in spring, have available at School Fall Open-House.	Education & Encouragement	Mendenhall River	NC	VL
11. Organize Walking School Buses, if there is parent interest. Walking in a group with an adult would improve safety and result in more walking and biking.	Encouragement	Mendenhall River, PTO, parents, others	VL	L to M
12. Develop a Juneau School District-wide, Education Campaign aimed at parents (especially) and students about the self-perpetuating cycle... that by driving their student (or being driven) to school they are personally contributing to school-zone congestion which causes congestion and discourages walking and biking. Regularly use the materials developed by JSD in newsletters, etc.	Education	JSD, Mendenhall River	VL	VL
13. Develop a School District-wide, safe walking, street crossing and biking curriculum for physical education classes (many examples exist) that includes hands-on outdoor practice sessions in the parking lot and on the sidewalk/streets each spring and fall.	Education & Encouragement	JSD, Mendenhall River	VL	PJ
14. Install anti-idling signs in parking lots and parent drop-off and pick-up areas. Vehicle emissions have negative health effects and should be minimized.	Education	JSD, Mendenhall River	VL	OT
ENFORCEMENT				
15. Install No Parking signs along Tournure Street and Riverside Drive to encourage parents to use the marked drop-off zone. Now, cars park illegally in the bike lanes and sometimes on the sidewalk, on both Tournure Street and Riverside Drive, to drop children off. This completely blocks the bike lanes and narrows the field of vision for drivers, making it more difficult to see the crossing guard and crosswalk.	Signage needed, enforce drop-off/pick-up rules	CBJ, Mendenhall River	VL	OT

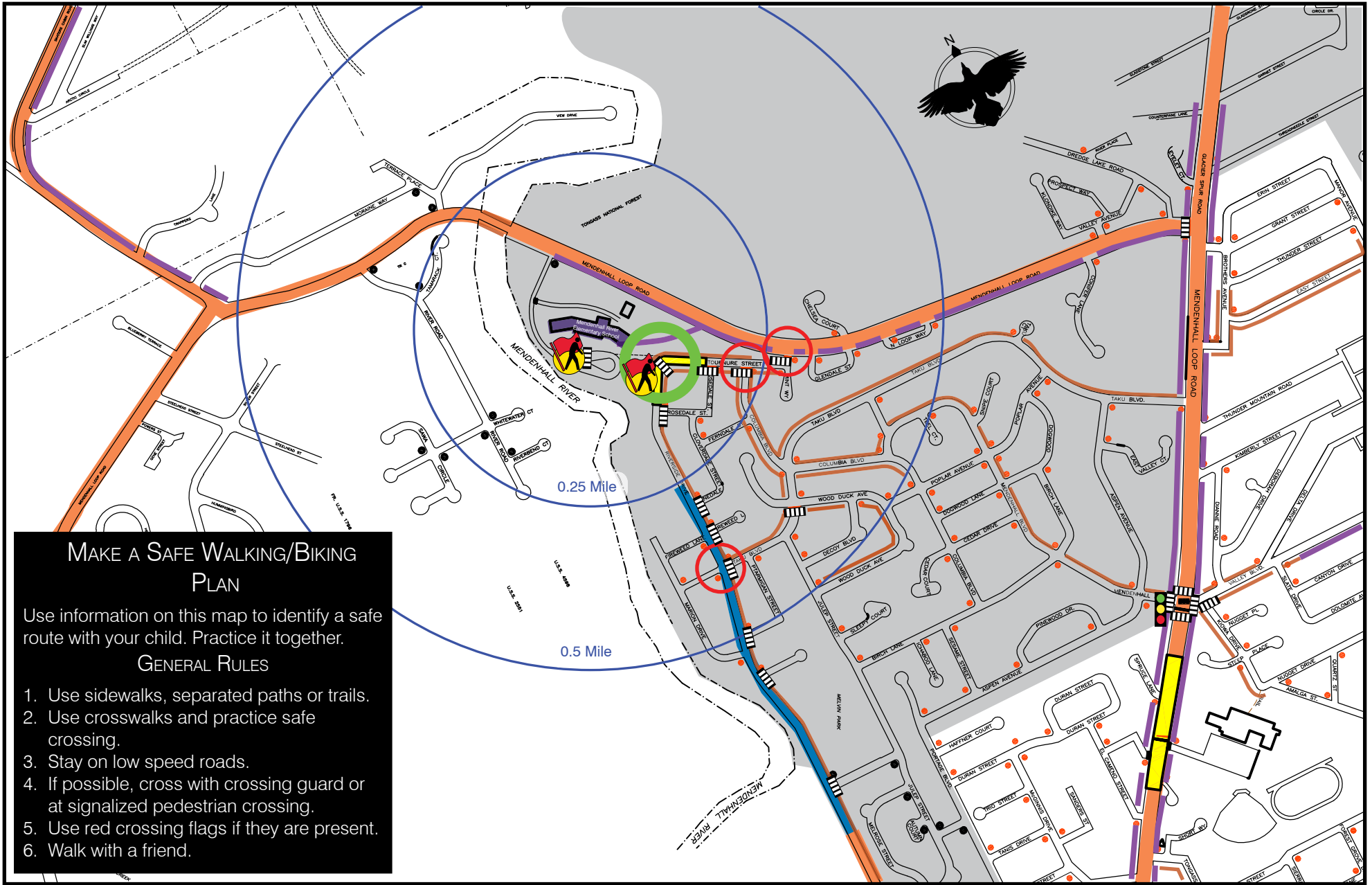


IMPROVEMENT/ACTION	TYPE	RESP PARTY	COST	HE
<p>16. An adult should monitor and enforce traffic rules at the drop-off/pick-up area and greet students at Riverside Drive /Tournure Street. Periodic police re-enforcement of the speed limit, passing and parking rules is also needed in this area. The PTO supports increased police presence here. Better monitoring and enforcement of the rules will reduce congestion and assist walkers, thus increasing parent confidence about student safety when walking/biking to and from school.</p>	<p>Enforce drop-off/pick-up rules</p>	<p>Mendenhall River, PTO</p>	<p>NC</p>	<p>M</p>
<p>17. Crossing guard needs to be on duty longer and consistently from 20 minutes before school starts until 5 minutes after, and at dismissal time from 5 minutes before school is over until 20 minutes after.</p>	<p>Walker/ cyclist safety</p>	<p>Mendenhall River</p>	<p>NC</p>	<p>M</p>
EVALUATION				
<p>18. Repeat and tabulate results of a Student Travel Tally in all classrooms in the fall and spring each year at Mendenhall River Community School. This is easy to do and takes about five minutes of teacher time. Baseline Travel Tally data was established as part of this plan’s development. Make it a contest and challenge students to beat the school’s walking/biking percentages from last year.</p>	<p>Evaluation</p>	<p>Mendenhall River</p>	<p>NC</p>	<p>VL</p>



Current Conditions – Mendenhall River Elementary School





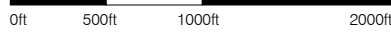
MAKE A SAFE WALKING/BIKING PLAN

Use information on this map to identify a safe route with your child. Practice it together.

GENERAL RULES

1. Use sidewalks, separated paths or trails.
2. Use crosswalks and practice safe crossing.
3. Stay on low speed roads.
4. If possible, cross with crossing guard or at signalized pedestrian crossing.
5. Use red crossing flags if they are present.
6. Walk with a friend.

Safe Routes to School Walking Map - Mendenhall River Elementary School



	Traffic Signal		Recommended Crossing		Separated Path		School Zone		20 mph or less
	Signalized Pedestrian Crossing		Difficult Intersection		Sidewalk		Attendance Boundary (if no boundary is shown, entirety of map is attendance area)		25 mph
	Crossing Guard		Stop Sign		Crosswalk				30 mph or more

AUKE BAY ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL - AUDIT, RECOMMENDATIONS & WALKING MAP

Data for the Auke Bay Elementary School audit report comes from systematic observation of student arrival and dismissal conditions on December 1; an introduction and conversation about the project with Auke Bay office staff; and accident data from the City and Borough of Juneau (CBJ) Police.

There was no parent survey or travel tally at Auke Bay School. The school attendance area covers a large area and the majority of students do not live within walking distance of the school. The school is also located on a section of Glacier Highway that lacks adequate infrastructure for pedestrians and is relatively high speed. Given these factors and that reportedly only two to five students walk or bike, the school administrators did not wish to take time away from other priorities to have parents or classrooms participate in project surveys. There was no interview regarding encouragement or education on safe walking and biking and it is assumed that there are no policies or curriculum in place in this regard.



Entrance to Auke Bay Elementary School

Observational Audit

- **Date:** Thursday December 1, 2011
- **Weather/Notes:** The audit was performed on an overcast day, with light rain. Juneau had received a snowfall of several feet in the week before the audit, and warmer weather had led to the formation of slush and puddles.
- **Audit Participants:** Zoë Morrison, Donovan Bell



BACKGROUND

Auke Bay Elementary School is a grade K-5 school with 332 students (2010-2011 school year) and a large attendance area that includes the area south of Egan Expressway near the airport, Mendenhall Peninsula, Mendenhall Loop Road west of Mendenhall River, the Auke Bay area, and out-the-road. Auke Bay School is located on Glacier Highway near Auke Bay Harbor, a state-owned road with an average annual daily traffic count of 6,724 in this area.

Neither a travel tally or parent survey were conducted at this school. Auke Bay Elementary School did not wish to spend staff or parent time on the plan because so few students walk or bike to the school. The consultant team did not attend any staff meetings here either. The marked School Zone is on Glacier Highway from the east end of the University of Alaska Southeast bookstore parking lot to the western end of the US Post Office parking lot. There are no crossing guards.

Between 1999 and 2011, CBJ Police records show there was one accident involving a vehicle and a pedestrian within one-quarter mile of Auke Bay Elementary School.

CURRENT CONDITIONS

Programs/Policies to Encourage Walking and Biking to and from School

It is assumed that there are no programs or policies regarding walking or biking to or from Auke Bay Elementary School. School administrators noted that in good weather two to five students walk to and from school.

Student Departure and Arrival on Foot

During the audit no students were observed walking to or from school. There is a ladder type crosswalk within the school zone at the start of the US Post Office parking lot. There is a sidewalk only on the north side of Glacier Highway.

Issues

- There are no sidewalks along the school driveway.
- There is no crosswalk across the school driveway at Glacier Highway.
- There is no sidewalk on the south side of Glacier Highway.
- The intersection of Mendenhall Loop Road and Glacier Highway is difficult for pedestrians and cyclists.
- Vehicles parking in the multi-business and UAS parking lot east of the school driveway back into the school driveway across the area where children walk.



Student Departure and Arrival by Bicycle

During the audit no students were observed biking to or from school. There are bicycle racks located on the west side of the school under the deck.

Student Departure and Arrival by Bus

There are seven school buses that take students to and from the school. Two buses and the short bus park directly in front of the school, one bus parks along the west side of the parking lot adjacent, and three buses park across from the school on the south side of the parking lot. Students do not cross traffic lanes to enter or exit from the buses. There are no issues with arrival and departure by bus.

Student Departure and Arrival by Vehicle

There is a drop-off/pick-up lane at the southeast corner of the school. In the morning parents wait in line to drop students at the corner of the school where a covered walkway leads directly into the building. In the afternoon, many parents park in empty spots in the parking lot, or along the either side of the driveway. They either go into the school to meet their children, or after they see their child exiting the school the car enters the pick-up lane and proceeds to the school entrance for pick-up.

This process is supervised by an adult in both the morning and afternoon and works smoothly. Next year school renovations will begin and the drop-off/pick-up lane will be moved during construction.

Planned Improvements to School and Grounds

Improvements to the school and grounds are planned for 2012-2013. The site plan designates new bus and parent drop-off/pick-up areas as well as new public and staff parking. The plans also include a sidewalk along the east side of the school driveway and a crosswalk leading into the school building.



RECOMMENDED SAFE ROUTE TO SCHOOL IMPROVEMENTS

KEY - SAFE ROUTES TO SCHOOL IMPROVEMENT TABLE			
Cost (estimated)		Human Effort(HE) (estimated)	
NC=no cost -\$100	VL=\$100-\$5,000	PJ=part of existing job	OT=one time
L1=\$5,000-\$50,000	L2=\$50,000-\$100,000	VL= 1-5 hrs	L= 1-5 hrs/mon
M=\$100,000-\$500,000	H=\$500,000-\$1 million	M= 20 hrs/mon	H= fulltime job
VH= >\$1 million		S=seasonal work, level of effort depends on weather	

IMPROVEMENT/ ACTION	TYPE	RESP PARTY	COST	HE
ENGINEERING, INFRASTRUCTURE, MAINTENANCE				
1. Construct a sidewalk on the east side of the school driveway, and a crosswalk (at the school end) so students can get safely from the sidewalk in to the school building. The planned sidewalk/driveway design should eliminate vehicles driving from the adjacent business/UAS parking lot into the school driveway. This work is planned in 2012-2013.	Sidewalk missing	JSD, Auke Bay	Part of \$16 M+ school remodel	OT
2. Add a crosswalk at the street end of the school driveway so walkers coming to (and from) the west can cross safely to the new school sidewalk that is along the east side of the driveway.	Crossing improvement	ADOT&PF		
3. Add a sidewalk along the south side of Glacier Highway from Mendenhall Loop Road to Seaview Avenue. The AADT at this section of Glacier Highway is 6,724. The 2012-2015 ADOT&PF STIP includes Project ID# 23475 to improve the road from Fritz Cove Road to Seaview Avenue, including improving pedestrian and bicycle facilities. This will include the construction of a sidewalk along the south side of Glacier Highway. It is scheduled for design & ROW in 2012, and construction in 2013-2014.	Sidewalk missing	ADOT&PF	VH Part of larger project	OT
4. Improve the intersection of Mendenhall Loop Road and Glacier Highway to make it easier and safer for pedestrians and bicyclists. The 2012-2015 ADOT&PF STIP includes Project ID# 18242 to improve this intersection but the project description does not specify non-motorized considerations. ADOT&PF reports that the preferred option is to build a roundabout here and it will improve conditions for pedestrians and cyclists. The project is scheduled for design in FY 12 and construction in FY 12-13. Follow project design to ensure safe crossing to and from Auke Bay Elementary School is included. The AADT from Mendenhall Loop Road through this intersection heading west is 2,247. The speed limit on Glacier Highway here is 35 mph and the AADT is 6,724; here	Intersection improvement	ADOT&PF	VH	OT



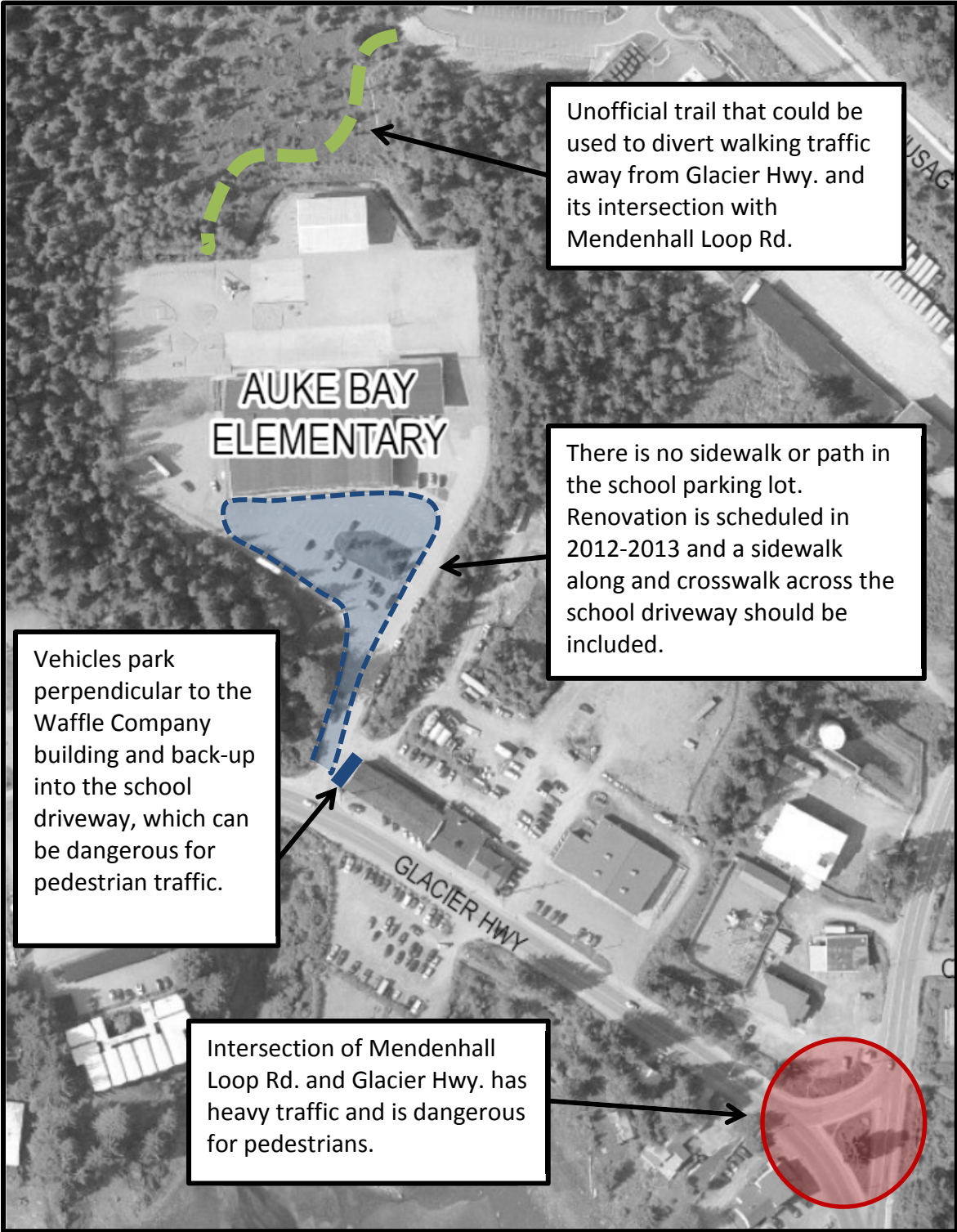
IMPROVEMENT/ ACTION	TYPE	RESP PARTY	COST	HE
on Mendenhall Loop Road the speed limit is 40 mph.				
5. Add a covered bike rack near the front door of the school to encourage students to ride bikes to school and keep their bikes in better condition.	Support biking	Auke Bay	VL	OT
ENCOURAGEMENT AND EDUCATION				
6. After the Glacier Highway and school driveway area pedestrian and bike facility improvements have been accomplished, encouragement and education activities should occur to help increase the number of students walking and biking. It is reported that only two-five students walk or bike per day; however, according to the 2010 US census in the four residential areas within about ¼ mile there are 25 families with children 18 or under. A Walking School Bus could help train new walkers. Identify someone at Auke Bay School to specifically task with helping to organize Walking/Biking Encouragement Activities at the start of the school year, whether a staff person, teacher, PTO volunteer or parent volunteer. Many examples of fun Safe Routes to School education and encouragement programs and activities are listed in Appendix A. The Parent Teacher Organization, playground committee, safety committee or a similar group at the school should be designated/asked to identify activities or programs that seem exciting and relevant for Auke Bay School. Select at least one activity and commit to doing it every year.	Education & Encouragement	Auke Bay	NC to VL	VL to L
7. Distribute the Auke Bay School Walking Map to students at beginning of school year and again in spring, have available at School Fall Open-House.	Education & Encouragement	Auke Bay	NC	VL
8. Develop a Juneau School District-wide, Education Campaign aimed at parents (especially) and students about the self-perpetuating cycle... that by driving their student (or being driven) to school they are personally contributing to school-zone congestion which causes congestion and discourages walking and biking. Regularly use the materials developed by JSD in newsletters, etc.	Education	JSD, Auke Bay	VL	VL
9. Develop a School District-wide, safe walking, street crossing and biking curriculum for physical education classes (many examples exist) that includes hands-on outdoor practice sessions in the parking lot and on the sidewalk/streets each spring and fall.	Education & Encouragement	JSD, Auke Bay	VL	PJ
10. Install anti-idling signs in parking lots and parent	Education	JSD, Auke Bay	VL	OT



IMPROVEMENT/ ACTION	TYPE	RESP PARTY	COST	HE
drop-off and pick-up areas. Vehicle emissions have negative health effects and should be minimized.				
EVALUATION				
<p>11. Initiate a Student Travel Tally in all classrooms in the fall and spring each year at Auke Bay. This is easy to do and takes about five minutes of teacher time. Auke Bay school data is the only data missing for the Juneau elementary and middle school baseline established in 2011. Once established, make it a contest and challenge students to beat the school’s walking/biking percentages from last year.</p>	Evaluation	Auke Bay	NC	VL



Current Conditions – Auke Bay Elementary School

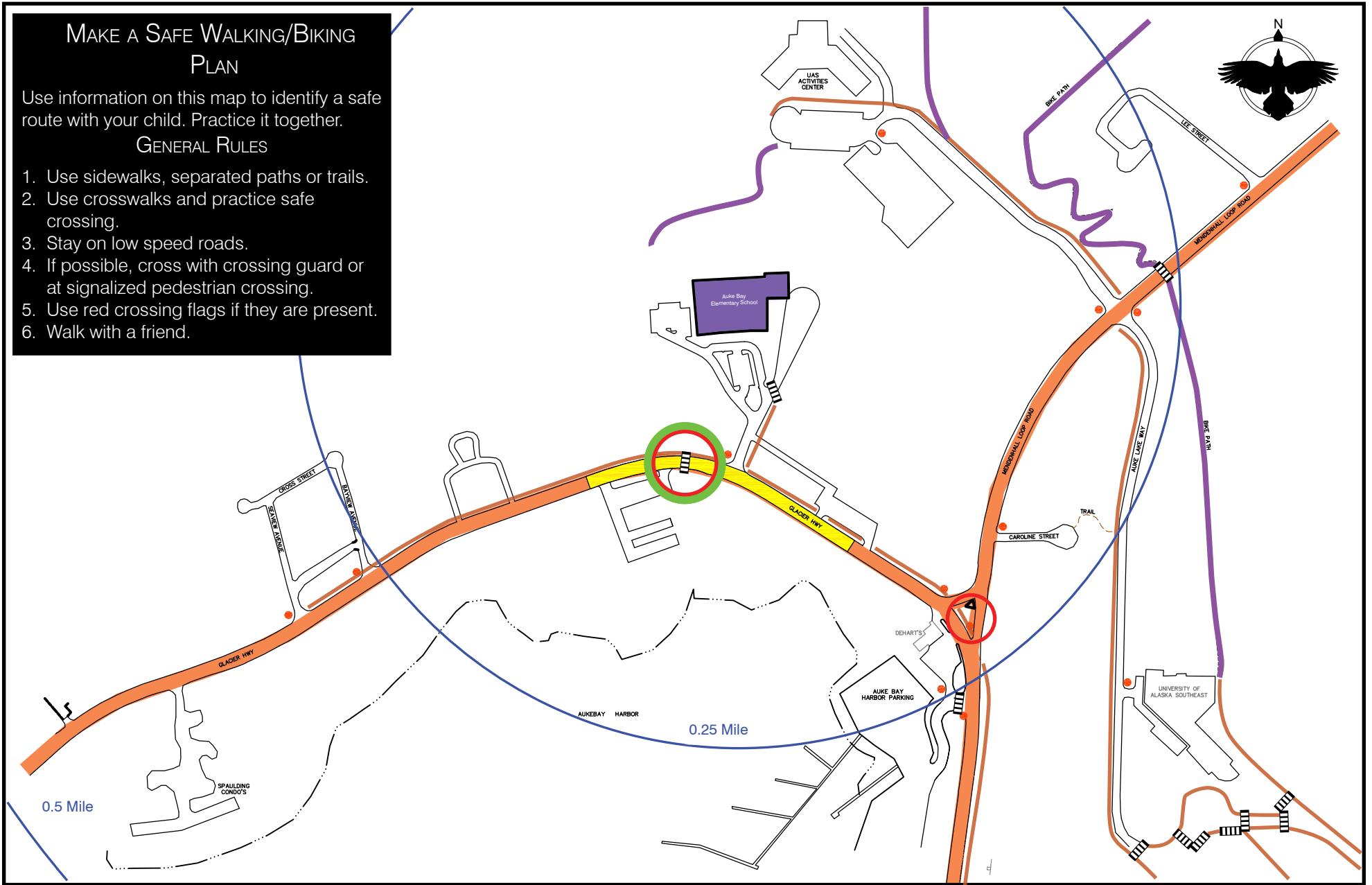


MAKE A SAFE WALKING/BIKING PLAN

Use information on this map to identify a safe route with your child. Practice it together.

GENERAL RULES

1. Use sidewalks, separated paths or trails.
2. Use crosswalks and practice safe crossing.
3. Stay on low speed roads.
4. If possible, cross with crossing guard or at signalized pedestrian crossing.
5. Use red crossing flags if they are present.
6. Walk with a friend.



Safe Routes to School Walking Map - Auke Bay Elementary School

0ft 200ft 400ft 800ft

- | | | | | |
|--------------------------------|------------------------|----------------|--|-------------------|
| Traffic Signal | Recommended Crossing | Separated Path | School Zone | <u>Road Speed</u> |
| Signalized Pedestrian Crossing | Difficult Intersection | Sidewalk | Attendance Boundary
(if no boundary is shown, entirety of map is attendance area) | 20 mph or less |
| Crossing Guard | Stop Sign | Crosswalk | | 25 mph |
| | | | | 30 mph or more |

GLACIER VALLEY ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL - AUDIT, RECOMMENDATIONS & WALKING MAP

Data for the Glacier Valley Elementary School audit report comes from systematic observation of student arrival and dismissal conditions on November 30; results and information from a parent survey (79% of students returned completed surveys); data from a teacher conducted show-of-hands tally about how students traveled to and from school one day during mid-October (87% of students tallied); accident data from the City and Borough of Juneau (CBJ) Police; conversations with Glacier Valley School teachers and staff during a staff meeting; and an interview regarding school biking and walking programs or policies. Information about the Safe Routes to School plan was also published in a September school newsletter and available at the fall school open house.

Observational Audit

- **Date:** November 30, 2011
- **Weather/Notes:** The audit was performed on an overcast day, with rain in the afternoon. Juneau received several feet of snow the week prior to the audit and the warmer weather lead to the formation of slush, ice and puddles
- **Audit Participants:** Zoë Morrison, Donovan Bell, Garry Remsberg, Ann Ferlauto

How Glacier Valley Students Travel to/ from School	
Mode	Share
Walk	12 – 22%
Bike	5 – 8%
Bus	12 – 24%
Vehicle	49 – 74%

Sources: October 2011 SRTS Parent Survey and Student Travel Tally



Walking students arrive and head into Glacier Valley School on a winter morning.



BACKGROUND AND PARENT ATTITUDES

Glacier Valley Elementary School is a grade K-5 school with 349 students (2010-2011 school year). Glacier Valley School is located on Tongass Boulevard between Jennifer Street and Evergreen Park Road. Tongass Boulevard is a CBJ-owned street with an average annual daily traffic count of 1,105.

The Glacier Valley Elementary School attendance area includes the area east of Mendenhall Loop Road from Egan Drive north to Erin Street, Sprucewood Park off Stephen Richards Memorial Drive, and a neighborhood to the west of Mendenhall Loop Road that includes McGinnis Drive, Portage Boulevard, and El Camino Street. To get to school, some students must cross Mendenhall Loop Road, which has an average annual daily traffic count of 15,879.

There are three designated School Zones: 1) Mendenhall Loop Road from just south of Trinity Drive to just south of Dudley Street; 2) on Trinity Drive in the half block west of Tongass Boulevard; and 3) on Tongass Boulevard from just south of Evergreen Park Road to just south of Haloff Way. There is a crossing guard at the Tongass Boulevard/Trinity Drive intersection.

Most students are driven to school. Depending on the weather and other factors on any given day approximately 13 to 30% walk and bike. Of parents completing the survey, 10-16% say their student walks every day.

Between 1999 and 2011, CBJ Police records show there were 13 accidents involving a vehicle and either a pedestrian or bicyclist within ¼ mile of Glacier Valley School. Eleven were at the intersection of Stephen Richards Memorial Drive and Mendenhall Loop Road, including one fatality. The last accident there was in 2008.

In 2009, the State installed a high intensity pedestrian activated crosswalk (HAWK light) across Mendenhall Loop Road at the Floyd Dryden Middle School entrance, which many now use to help cross this street. A pedestrian bridge over Mendenhall Loop Road built in 1977 near Glacier Valley Elementary School was damaged in 2011 and not rebuilt due to the nearby HAWK light, the overpass’s lack of compliance with the American with Disabilities Act, the low level of use it was getting, and the high cost of reconstruction.

Factors Affecting Glacier Valley Parent Decision to Allow Student to Walk to School		
	% parents that say <u>this factor affects my decision to let student walk</u>	% parents that say <u>if this factor is improved it would influence my decision to let student walk</u>
Weather	66%	34%
Darkness	62%	30%
Distance	59%	28%
Traffic	54%	35%
Safety	54%	35%
Time	38%	18%
Bears	35%	20%
Crime	35%	19%
Adult	29%	25%
Sidewalks	29%	22%
Convenience	21%	11%
Activities	19%	10%
Crossing Guards	15%	18%
Backpack	14%	7%
<i>Source: 2011 Parent Survey</i>		



In 2010, a portion of the Glacier Valley Elementary School parking lot was renovated, including the addition of a separated walkway from the crosswalks at Jennifer Avenue to the front entrance of the school.

Fifty-eight percent (58%) of Glacier Valley Elementary School parents report that their child has asked for permission to walk to school at some point. The top reasons that parents cite for not wanting their child to walk to or from school are weather, darkness, distance, traffic and safety.

CURRENT CONDITIONS

Programs/Policies to Encourage Walking and Biking to and from School

Each year a Juneau Police Officer comes and provides 30 minutes of training in each classroom, which includes pedestrian safety education. Teachers are encouraged to follow up on these lessons. The school Physical Education teacher also teaches bike safety in the spring and encourages helmet use. There has been a bike rodeo at the school in years past, but this was not sponsored by the school. Police occasionally assist with enforcement of traffic rules by the school. There is one staff crossing guard, parents have tried to staff additional locations, but this was inconsistent and did not work well. The school parent group is interested in working on Safe Routes to Schools. A top safety concern of school administrators is to clear walking routes of ice and snow hazards throughout the winter. Parents generally follow school drop-off/pick-up rules in front of the school, but not at the side entrance by the library. In addition, the intersection at Mendenhall Loop Road still needs work to be better for walkers/bikers.

Student Departure and Arrival on Foot

Approximately 10-22% of students walk to or from Glacier Valley Elementary School. Many students arriving on foot were observed to be accompanied by an adult, but some arrived alone or in small groups. Walkers/bicyclists mostly arrived from neighborhoods to the north and south along Tongass Boulevard. There is a crossing guard at the north side of the Tongass Boulevard/Trinity Drive intersection. The day of the audit the crossing guard was on duty from approximately 7:45 am to 8:05 am and from 2:30 pm to 2:50 pm.

Although the audit was conducted several days after a snow fall, there were still sidewalks that were snow covered and icy.

Only a couple of students were observed crossing Mendenhall Loop Road at Stephen Richards Memorial Drive the day of the audit and all were accompanied by an adult. Some middle school students, probably heading to Floyd Dryden Middle School, were seen crossing at this intersection. Many parent comments cite safety concerns about this intersection.

Issues

- Several nearby sidewalks used by walkers were completely snow covered and many sidewalks were icy.



- The Mendenhall Loop Road/Stephen Richards Memorial Drive intersection has high traffic speeds, high traffic volumes, a large crossing distance (approx. 80 ft), and has been the site of 11 accidents between a pedestrian/bicyclist and a car.
- Traffic on Mendenhall Loop Road was observed exceeding the 20 mph school zone speed limit.
- Sidewalks are missing on Jennifer Drive and Evergreen Park Road. Evergreen Park Road is a major drainage area for this section of the valley and adding a sidewalk would probably require burying the drainage system.
- Crosswalks are not consistently present along both sides of well-used Tongass Boulevard for students approaching from either direction. Drivers were observed rolling through the stop sign at the Tongass Boulevard/Dudley Street intersection.
- When vehicles stop on Tongass Boulevard at Dudley Street, it is difficult for drivers to see pedestrians without pulling forward into the intersection. There are no crosswalks at the Dudley Street/Tongass Boulevard intersection.
- During the observation period vehicles at times did not yield to pedestrians on green lights when turning from Stephen Richards Memorial Drive or Haloff Way onto Mendenhall Loop Road.
- Students arriving from the south cut across the southern part of the parking lot (where buses park) to get to the sidewalk that leads into the school. There is no crosswalk at the southern end of the main parking lot.
- Some students arriving from the north cut through the north parking lot to get to the building instead of staying on the sidewalk.
- At dismissal time several cars were observed at the Mendenhall Loop Road/Stephen Richards Memorial Drive intersection without headlights on, even though it was dark.
- Students were observed crossing Tongass Boulevard and Trinity Drive both before and after the crossing guard's shift.

Student Departure and Arrival by Bicycle

Depending on the weather, up to 8% of students ride bikes to and from school. The day of the audit a few students rode bikes even though there was a lot of snow. There is a covered bike storage area directly adjacent to the front doors of the school. Most bicyclists arrive via Tongass Boulevard, which has bike lanes on both sides.

Student Departure and Arrival by Bus

Somewhere between 12-24% of students take one of four buses to or from school. The drop-off and pick-up area for school buses is in the main parking lot, just south of the school. Students use the sidewalk adjacent to the school to get to and from the buses; no staff supervised students.

Issues

- School bus parking area is not clearly marked.



Student Departure and Arrival by Vehicle

At Glacier Valley Elementary School between 43-74% of students get a ride to or from school. Of this total, 3-5% said they are part of a carpool. Most students are dropped off and picked up in the main school driveway; at arrival and dismissal times this area becomes quite congested. A second parent drop-off/pick-up area is in the parking lot on the north side of the school. Some parents also park in vacant spaces in the staff parking lot and walk students into school.

Issues

- Parents use the handicapped space for drop-off and pick-up. When pulling out of these spots there is potential conflict with cars pulling into the parking lot.
- Parents park along the front of school and go into the building with children. This leads to congestion in the main drop-off and pick-up area in front of the school. As a result some parents cannot find space to pull into the drop-off area and choose to drop children in locations where they have to walk across traffic lanes to get into the building.
- Some parents park in the southwest portion of the main parking lot to wait for children; children were observed crossing the parking lot to get to parents waiting in this area.
- Drop-off areas in both parking lots are not marked as one way.
- In the north parking lot, some parents go out the first entrance, against the main flow of traffic, instead of going out the second entrance.

RECOMMENDED SAFE ROUTE TO SCHOOL IMPROVEMENTS

KEY - SAFE ROUTES TO SCHOOL IMPROVEMENT TABLE			
Cost (estimated)		Human Effort(HE) (estimated)	
NC=no cost - \$100	VL=\$100-\$5,000	PJ=part of existing job	OT=one time
L1=\$5,000-\$50,000	L2=\$50,000-\$100,000	VL= 1-5 hrs	L= 1-5 hrs/mon
M=\$100,000-\$500,000	H=\$500,000-\$1 million	M= 20 hrs/mon	H= fulltime job
VH= >\$1 million		S=seasonal work, level of effort depends on weather	

IMPROVEMENT/ ACTION	TYPE	RESP. PARTY	COST	HE
ENGINEERING, INFRASTRUCTURE, MAINTENANCE				
1. Increase pedestrian crossing safety at Mendenhall Loop Road/Stephen Richards Memorial Drive intersection. Options include: putting one-two crossing guards at this location during arrival and dismissal times of both Glacier Valley Elementary School and Floyd Dryden Middle School, adding a pedestrian island/median, decreasing the turning radius by adding curb bulb-outs, or installing a signalized pedestrian crossing. There have been 11 pedestrian or bike and vehicle accidents here from 1999 to 2011, including one fatality. Mendenhall Loop Road speed limit is 40 mph. There are young (K-5) students crossing unassisted, including from dense residential areas. Many Glacier	Intersection crossing improvement	ADOT&PF	H	O



IMPROVEMENT/ ACTION	TYPE	RESP. PARTY	COST	HE
<p>Valley parents list concerns with crossing this intersection. Mendenhall Loop Road is an Urban Minor Arterial and Stephen Richards Memorial Drive is an Urban Collector street.</p> <p>Also improve signage at Mendenhall Loop and Stephen Richards/Haloff Way intersection on the Haloff side by instructing "Left Turn Yields To All Incoming Traffic" not just "Left Turn Yields." At Stephen Richards, post an instructional sign stating, "Right Turn on Green Light Has Right of Way." Alternatively an occasional police officer directing traffic and educating/ticketing drivers could help reinforce proper driving rules.</p> <p>The ADOT&PF Highway Safety Improvement Program (HSIP) is in the final design stage of a project to reconfigure this intersection. A project goal is to shorten the crossing length of Mendenhall Loop Road on the north side. Improvements also focus on clarifying and formalizing left turns. Construction is scheduled for spring 2013. (Same recommendations for Floyd Dryden Middle School.)</p>				
<p>2. More consistent and timely snow and ice removal on sidewalks is needed focusing on 1) sidewalks and access to crosswalks near the school, and 2) ensuring that snow berms do not block sight lines for drivers at crosswalks. Several parent comments noted about lack of snow removal with emphasis on Tongass Boulevard.</p>	Snow removal, maintenance	Home owners, CBJ	VL	S
<p>3. Install traffic calming on Tongass Boulevard between Gail Avenue and Jennifer Drive to slow traffic. This part of Tongass "feels" like a 35 mph street because it is wide and lacks some stop signs, even though it is 20 mph. This is probably linked to the parent comments and observations about speeding on this street. Narrow the street to slow traffic by widening sidewalks or other techniques (will increase snow storage too). (Same recommendation for Floyd Dryden Middle School.)</p>	Sidewalk improvement, street modification	CBJ	M	OT
<p>4. Complete Tongass Boulevard sidewalk system by adding segment on east side from Forest Lane to Mendenhall Loop Road (approx 950 ft). This would allow safer access to the Floyd Dryden Middle School trail system entrance at Short Way. Sidewalks will get walkers off Tongass Boulevard. Glacier Valley Elementary School parent concern was verified during audit when several vehicles appeared to exceed the speed limit on Tongass Boulevard. The AADT on Tongass Boulevard is 1,055. (Same recommendation for Glacier</p>	Sidewalk missing	CBJ	M	OT



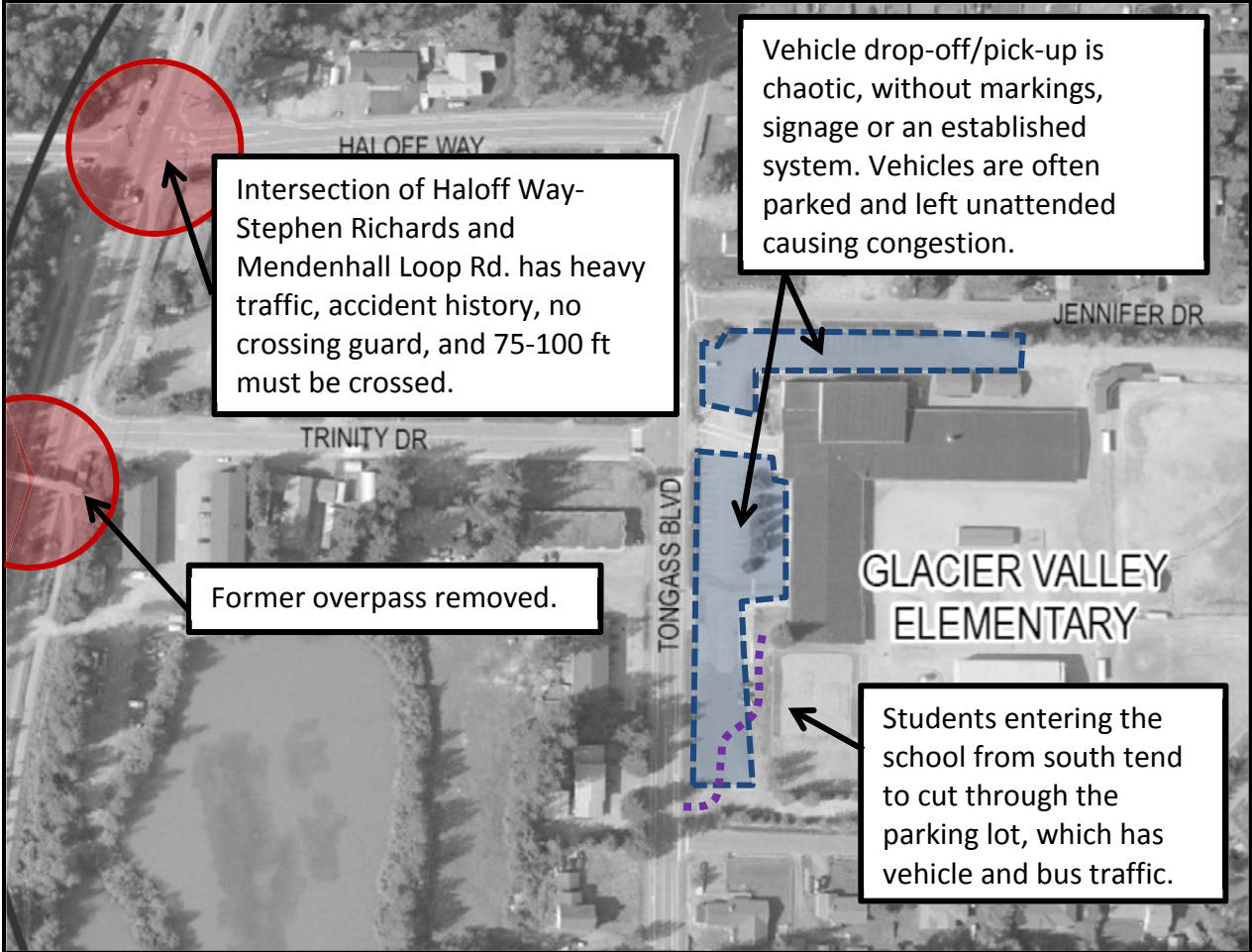
IMPROVEMENT/ ACTION	TYPE	RESP. PARTY	COST	HE
Valley Elementary School.)				
5. Determine if traffic warrants (MUTCD) adding stop signs on Dudley Street to make the Tongass Boulevard/Dudley Street intersection a 4-way stop. If stop signs warranted, also add a crosswalk parallel and across Tongass Boulevard, at Dudley Street. There are many walkers through this intersection to and from school and a 4 way stop would slow vehicular traffic. Glacier Valley Elementary School parent concern was verified during audit when several vehicles appeared to exceed the speed limit on Tongass Boulevard, and, rolled through the stop sign at this intersection. (Same recommendation for Floyd Dryden Middle School.)	Intersection crossing improvement	CBJ	VL then M if done	OT
6. Add sidewalks on at least one side of Jennifer Drive (approx. 1,200 ft).	Sidewalk missing	CBJ	M	OT
7. Direct flow of traffic in, through and out, of both main and north parking lots by adding signage to discourage parents from parking in the drop-off and pick-up areas. During the audit several drop-off/pick-up problems were noted that caused congestion around the school including: parents using handicap parking for drop off, parking in pick-up/drop-off zone and walking children into school causing congestion, and drop-off zones aren't marked as one-way causing traffic flow both directions. Remedying these issues will decrease congestion, enhance walker safety and thus give parents more confidence to allow students to walk/bike.	Vehicle flow/ drop-off & pick-up	Glacier Valley	L1	OT
ENCOURAGEMENT AND EDUCATION				
8. Identify someone at Glacier Valley to specifically task with helping to organize Walking/Biking Encouragement Activities at the start of the school year , whether a staff person, teacher, PTO volunteer or parent volunteer. Many examples of fun Safe Routes to School education and encouragement programs and activities are listed in Appendix A. The Parent Teacher Organization, playground committee, safety committee or a similar group at the school should be designated/asked to identify activities or programs that seem exciting and relevant for Glacier Valley Elementary School. Select at least one activity and commit to doing it every year. There are many cross-curriculum (PE, music, counseling, art) activities at the school already; build upon these models.	Education & Encouragement	Glacier Valley	NC to VL	VL to L
9. Distribute the Glacier Valley School Walking Map to students at beginning of school year and again in spring, have available at School Fall Open-House.	Education & Encouragement	Glacier Valley, PTO	NC	VL

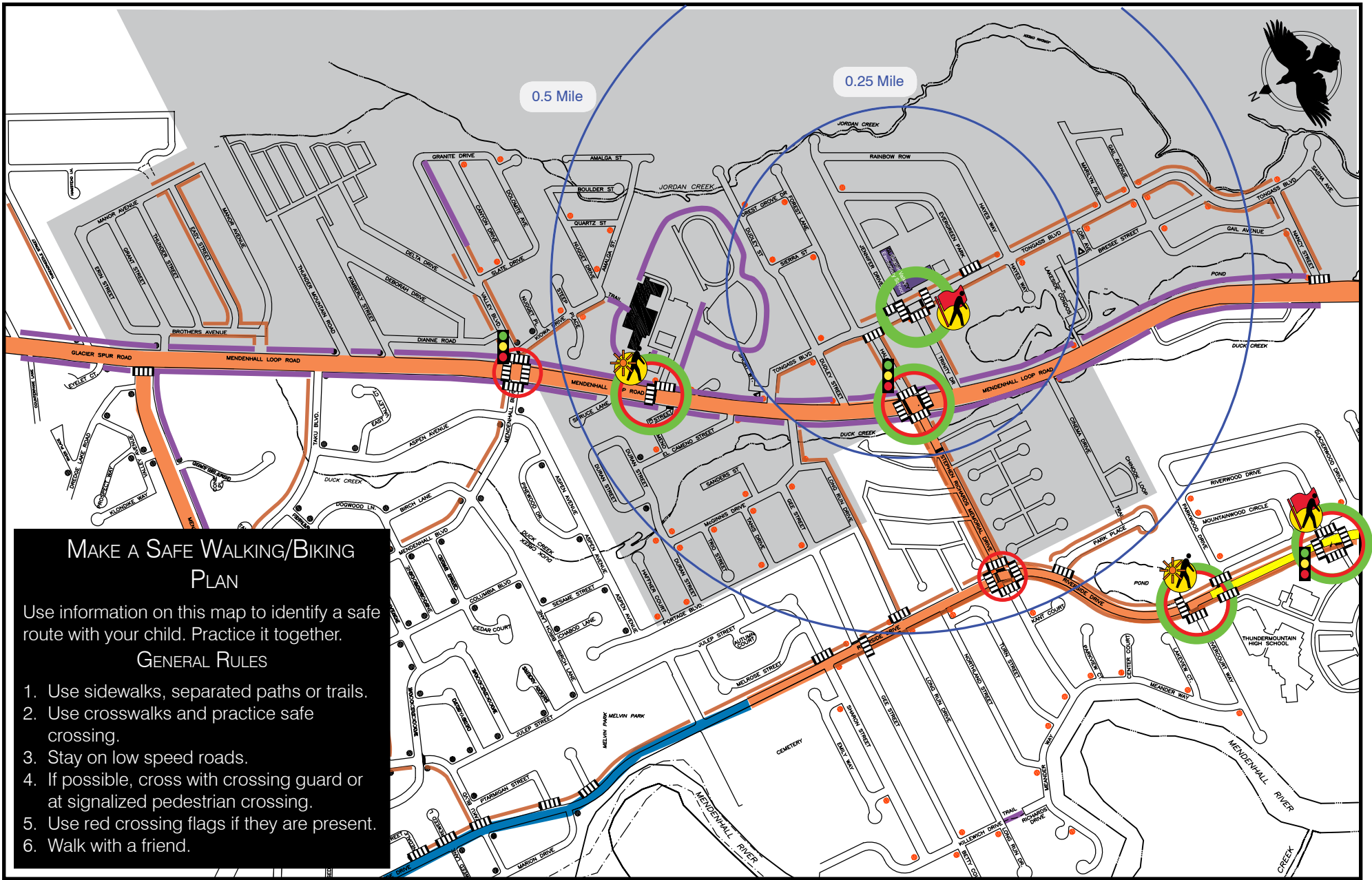


IMPROVEMENT/ ACTION	TYPE	RESP. PARTY	COST	HE
10. Organize Walking School Buses, if there is parent interest, from neighborhoods west of Mendenhall Loop Road including Sprucewood and Black Bear neighborhoods on either side of Stephens Richards Memorial Drive. These are the neighborhoods where grade K-5 students must cross Mendenhall Loop Road to get to Glacier Valley School. Walking in a group with an adult would improve safety and encourage more walking and biking.	Encouragement	Glacier Valley, PTO, parents, others	VL	L to M
11. Develop a Juneau School District-wide, Education Campaign aimed at parents (especially) and students about the self-perpetuating cycle... that by driving their student (or being driven) to school they are personally contributing to school-zone congestion which causes congestion and discourages walking and biking. Regularly use the materials developed by JSD in newsletters, etc.	Education	JSD, Glacier Valley	VL	VL
12. Develop a School District-wide, safe walking, street crossing and biking curriculum for physical education classes (many examples exist) that includes hands-on outdoor practice sessions in the parking lot and on the sidewalk/streets each spring and fall.	Education & Encouragement	JSD, Glacier Valley	VL	PJ
13. Install anti-idling signs in parking lots and parent drop-off and pick-up areas. Vehicle emissions have negative health effects and should be minimized.	Education	JSD, Glacier Valley	VL	OT
ENFORCEMENT				
14. Periodic police enforcement of the School Zone speed limit on Mendenhall Loop Road by adding a mobile radar speed detection sign at the beginning of the school year, at the beginning of spring, and at random other times and occasional ticketing. (Same recommendation for Floyd Dryden Middle School.)	Enforce speed limit/walker/cyclist safety	Juneau Police	NC	VL
15. An adult should monitor and enforce traffic rules at the drop-off/pick-up area & greet students. This will create more consistent pick-up/drop-off in the parking lot, reduce congestion, enhance walker safety in this area, and as a result give parents more confidence about student safety when walking/biking to and from school.	Enforce drop-off/pick-up rules	Glacier Valley, PTO	NC	M
EVALUATION				
16. Repeat and tabulate results of a Student Travel Tally in all classrooms in the fall and spring each year at Glacier Valley. This is easy to do and takes about five minutes of teacher time. Baseline Travel Tally data was established as part of this plan's development. Make it a contest and challenge students to beat the school's walking/biking percentages from last year.	Evaluation	Glacier Valley	NC	VL



Current Conditions – Glacier Valley Elementary School





MAKE A SAFE WALKING/BIKING PLAN

Use information on this map to identify a safe route with your child. Practice it together.

GENERAL RULES

1. Use sidewalks, separated paths or trails.
2. Use crosswalks and practice safe crossing.
3. Stay on low speed roads.
4. If possible, cross with crossing guard or at signalized pedestrian crossing.
5. Use red crossing flags if they are present.
6. Walk with a friend.

Safe Routes to School Walking Map - Glacier Valley Elementary School

0ft 500ft 1000ft 2000ft



RIVERBEND ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL - AUDIT, RECOMMENDATIONS & WALKING MAP

Data for the Riverbend Elementary School audit report comes from systematic observation of student arrival and dismissal conditions on November 29; results and information from a parent survey (50% of students returned completed surveys); data from a teacher conducted show-of-hands tally about how students traveled to and from school one day during mid-October (62% of students tallied); accident data from the City and Borough of Juneau (CBJ) Police; and conversations with Riverbend School teachers, parents and staff during a project kick-off meeting with front office staff in September, at a staff meeting and at a Parent Teacher Organization meeting in October; and an interview regarding school biking and walking programs or policies. Information about the Safe Routes to School plan was also published in a September school newsletter and available at the fall school open house.

Observational Audit

- **Date:** November 29, 2011
- **Weather/Notes:** The audit was performed on an overcast day that was slightly above freezing. Juneau had received heavy snow within a week of the audit so there were still icy conditions and large snow berms.
- **Audit Participants:** Zoë Morrison, Donovan Bell, Seanna Hines, Barbara Sheinberg, Beth McKibben

BACKGROUND AND PARENT ATTITUDES

Riverbend Elementary School has 305 grade K-5 students (2010-2011 school year). The school is located off of Riverside Drive, which is a CBJ-owned road with an average daily annual traffic count of 9,668. The school attendance area is Egan Drive on the south, Killewich Drive on the north, and Mendenhall River on the west. It zigzags across the valley to



Crossing Guard at intersection of James Blvd. & Riverside Dr. assists students walking to school through the intersection.



the east; stretching out to Mendenhall Loop Road at the south end, and only to Riverside Drive on the north end. Students living in Sprucewood Mobile Home Park attend Glacier Valley Elementary School while students living in Kodzoff Mobile Home Park attend Riverbend School. In addition, youth living around Dzantik’I Heeni Middle School and Sunny Point also attend Riverbend School.

The south end of the marked School Zone on Riverside Drive starts in front of JRC Alaska Club and the north end of the School Zone is between Parkwood Drive and Rivercourt Way. The School Zone also extends east for a short distance on James Boulevard.

Most students are driven to school. However, depending on the weather and other factors approximately 14-45% will walk or bike on any given day. Of parents completing the survey, 14% say their child walks or bikes every day.

How Riverbend Students Travel to/ from School	
Mode	Share
Walk	11 – 23%
Bike	3 – 22%
Bus	36 – 40%
Vehicle	45 – 60%

Sources: October 2011 SRTS Parent Survey and Student Travel Tally

Between 1999 and 2011, CBJ Police records show there were two accidents involving a vehicle and either a pedestrian or bicyclist within ¼ mile of Riverbend Elementary School, both along Riverside Drive. Sixty-six percent (66%) of Riverbend parents who completed a survey report that their child has asked for permission to walk to school at some point. The top reasons that parents cite for not wanting their students to walk are weather, darkness, distance, safety and traffic.

Factors Affecting Riverbend Elementary Parent Decision to Allow Student to Walk to School		
	% parents that say <u>this factor affects my decision to let student walk</u>	% parents that say <u>if this factor is improved it would influence my decision to let student walk</u>
Weather	73%	44%
Darkness	71%	41%
Distance	58%	28%
Safety	48%	28%
Traffic	47%	30%
Time	35%	22%
Bears	31%	17%
Sidewalks	31%	20%
Crime	29%	17%
Crossing Guards	23%	18%
Adult	21%	25%
Convenience	16%	9%
Activities	16%	6%
Backpack	10%	8%

Source: 2011 Parent Survey

CURRENT CONDITIONS

Programs/Policies to Encourage Walking and Biking to and from School

The Juneau Police Department comes to Riverbend Elementary School annually to conduct a pedestrian and bicycle safety training. At this event they also distribute bike helmets to kids that need them. A bike rodeo was held in 2010 in the school parking lot, but this was put on by a group not related to the school.



If crossing guards notice a problem, such as cars that are speeding, they call police who will reappear at arrival or dismissal time to ticket and enforce laws to 'remind' drivers. Despite this, there is a consistent problem with speeding on Riverside Drive and crossing guard safety is a top concern of school administrators. The school has two crossing guards and 'close calls' have occurred, especially when it is dark outside at arrival and dismissal time. Parents are informed about how student drop off works by signage and in the school newsletter. In early 2012 a new program began to have 4-8 staff members outside with different roles supervising and enforcing drop-off/pick-up rules at arrival and dismissal time.

Student Departure and Arrival on Foot

Approximately 11-23% of students walk to or from Riverbend Elementary School. Walkers coming to school from the north follow a sidewalk that goes around the parking lot and to the school. This sidewalk intersects the entrance to the teacher parking without a crosswalk.

There is a crossing guard and a crosswalk at the intersection of James Boulevard/Riverside Drive, which is used by the students who live in neighborhoods off of James Boulevard. There is also a crossing guard, crosswalks and a 4-way stop at Riverwood Drive and Riverside Drive. There is a ladder crosswalk and a pedestrian activated signalized crossing at the intersection of Riverside Drive and Rivercourt Way.

Some students follow an informal trail on the southern end of the school near the intersection of Riverside Drive/James Boulevard that leads to the neighborhood off of Postal Way. This trail is open and fairly well lit.

Although the audit was conducted several days after a snowfall, there were still sidewalks that were not cleared and snow banks that blocked visibility.

Issues

- The sidewalks on the east side of Riverside Drive were partially covered by snow banks that made the sidewalk very narrow and sometimes covered it completely.
- The intersection of Riverwood Drive/Riverside Drive had snow banks at each corner, making it hard for children to reach the pedestrian crossing button, and causing them to stand in unsafe areas of the intersection.
- There is no crosswalk across Riverside Drive at the intersection of Riverside Drive and Parkwood Drive.
- The only crosswalk on James Boulevard is at the intersection with Riverside Drive. Many students were observed crossing James Boulevard further east of Riverside Drive where there are no crosswalks.
- The sidewalks on Riverbend Elementary School property are cleared of snow but still very icy the day of the audit.
- Vehicles were observed that appeared to be exceeding the School Zone speed limit; particularly those heading south on Riverside Drive (toward Egan Drive) after passing



the school entrance driveway. The School Zone on Riverside Drive is for both Riverbend Elementary School and Thunder Mountain High School and covers roughly half a mile. The north bound traffic passing Riverbend School has just entered the School Zone and tends to follow the speed limit. The southbound traffic, however, has been in the School Zone for a long enough period of time that, after crossing the Riverbend School driveway entrance, they tend to speed up past Riverbend School and the James Boulevard pedestrian crossing into the school.

Student Departure and Arrival by Bicycle

Depending on the weather, up to 22% of students bike to and from school. There are bike lanes on Riverside Drive and James Boulevard. A bike parking area at Riverbend School is located on the west side of the school parking lot along the sidewalk. The storage area is both covered and fenced. The CBJ has begun collecting pedestrian and bicycle data in this area though to date there is only one count.

Student Departure and Arrival by Bus

At Riverbend Elementary School between 36-40% of students take the bus to and from school. School buses enter the school driveway at the same place as vehicles. The buses then turn left onto a separate bus lane that is east of the school parking lot. The bus lane also has a separate exit onto Riverside Drive (at James Boulevard) which reduces traffic congestion. Students are picked up and dropped off onto a sidewalk that leads directly to the school. Most of the bus drop-off area is located between the bus lane and the parking lot.

NATIONAL BICYCLE AND PEDESTRIAN DOCUMENTATION PROGRAM	
Location: Intersection of Riverside Drive and Riverwood	
Date Collected	5/17/2012
Time Period	Weekday AM
Weather	2
Number Bicycles	15
Number Pedestrians	21
Number Other Non-Motorized	0
<i>Source: CBJ Community Development Dept. Weather Key: 1 = Extreme (heavy rain, snow, freezing); 2 = Poor (32-50 degrees, light rain, wind); 3 = Acceptable (50-90 degrees, no rain)</i>	

Issues

- The students have to walk around a portion of the parking lot to get to and from the bus. There is no one monitoring this area to ensure the students don't take the 'short-cut' across the drop-off/pick-up area.

Student Departure and Arrival by Vehicle

There are 45-60% of students arriving or departing school by vehicle. There is a student drop-off/pick-up area on a one-way road that is delineated by removable orange parking cones, which the majority of parents were observed obeying.



Issues

- It isn't clear that the orange cones are being used to mark a student drop-off area and some cars park before or after the coned off area.
- A difficult left turn from the school driveway onto Riverside Drive causes significant traffic backup while vehicles exit the school.

RECOMMENDED SAFE ROUTE TO SCHOOL IMPROVEMENTS

KEY - SAFE ROUTES TO SCHOOL IMPROVEMENT TABLE			
Cost (estimated)		Human Effort(HE) (estimated)	
NC=no cost -\$100	VL=\$100-\$5,000	PJ=part of existing job	OT=one time
L1=\$5,000-\$50,000	L2=\$50,000-\$100,000	VL= 1-5 hrs	L= 1-5 hrs/mon
M=\$100,000-\$500,000	H=\$500,000-\$1 million	M= 20 hrs/mon	H= fulltime job
VH= >\$1 million		S=seasonal work, level of effort depends on weather	

IMPROVEMENT/ ACTION	TYPE	RESP PARTY	COST	HE
ENGINEERING, INFRASTRUCTURE, MAINTENANCE				
1. Install the pedestrian activated signalized crossing at James Boulevard and Riverside Drive that was part of the Thunder Mountain High School project. This is scheduled for 2014. Until then, install another flashing School Zone sign (can be temporary) just north of James Boulevard for southbound traffic. Speeding on this road, particularly southbound after the Riverbend driveway entrance, was observed and reported. School officials and crossing guards report several "near misses." Riverside Drive is an Urban Minor arterial road and James is an Urban Collector road. Riverside Drive's AADT is 9,668 and its speed limit is 35 mph outside of the school zone and 20 mph within it. James Boulevard has an AADT of 2,045, a speed limit of 25 mph outside of the school zone and 20 mph within it. According to Alaska Traffic Manual Supplement to MUTCD, Table 7A-101, if traffic gaps are not adequate to support safe crossing and other criteria are met the intersection qualifies for pedestrian signal, refuge, or grade separation.	Intersection crossing improvement	CBJ	M to H	OT
2. More consistent and timely snow and ice removal and is needed focusing on 1) clearing sidewalks and access to crosswalks near the school, and 2) ensuring that snow berms do not block sight lines for drivers at crosswalks or access to pedestrian crossing buttons on light. Focus on the east side of Riverside Drive, between Stephen Richards Memorial Drive and Riverbend Elementary School, and at the intersection of Riverside Drive and Rivercourt Way.	Snow removal, maintenance	Home owners, CBJ	VL	S
3. Add a sidewalk on one side of Stephen Richards Drive between Meander Way and Riverside Drive (approx	Missing sidewalk	CBJ	M	OT



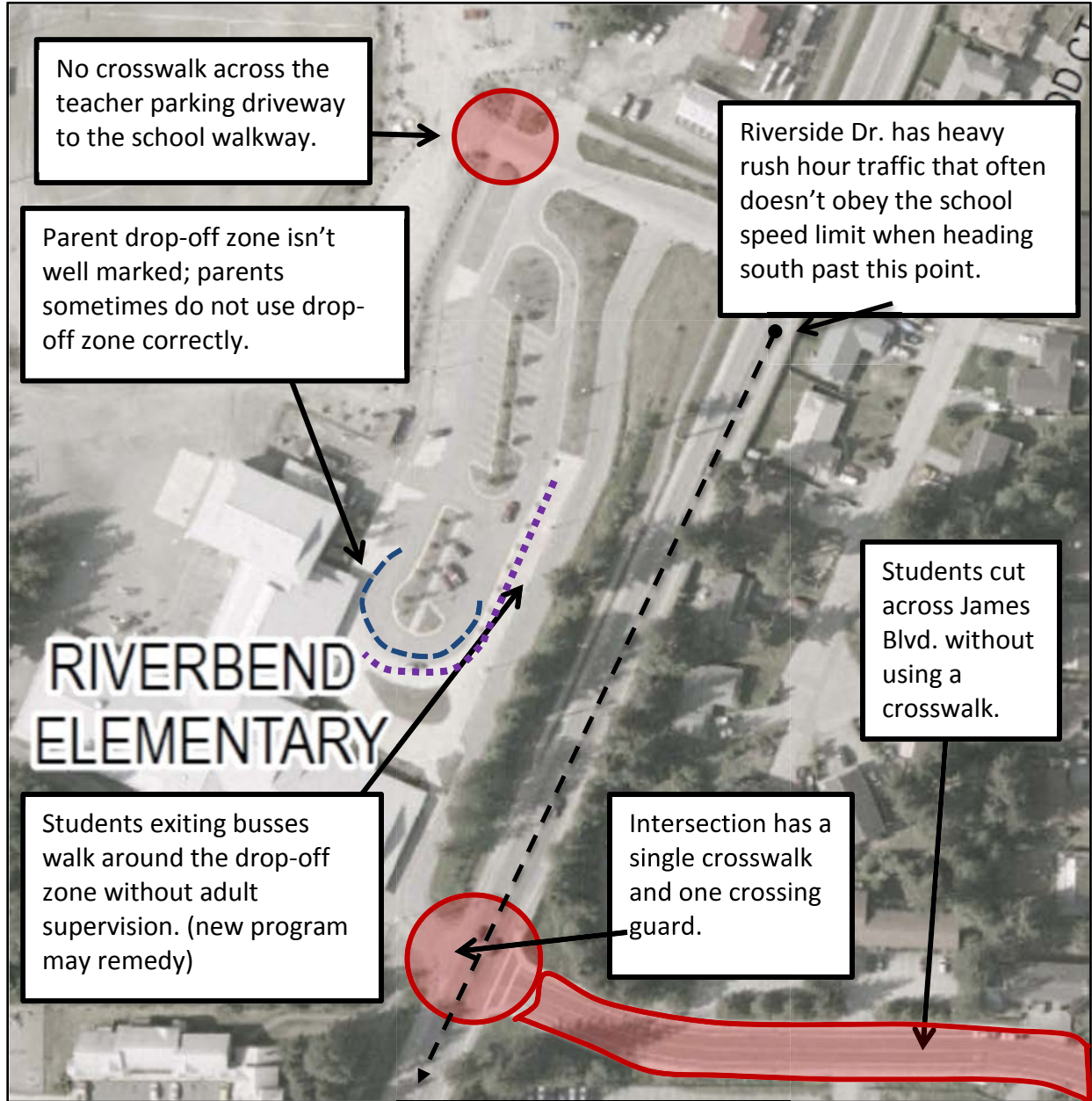
IMPROVEMENT/ ACTION	TYPE	RESP PARTY	COST	HE
1,050 ft). This improvement was recommended by parents from both Riverbend Elementary School and Floyd Dryden Middle School. This is a “walking collector street” used by the children living in neighborhoods west of Riverside Drive to get to both schools. There has been one pedestrian/vehicle accident along here at the intersection of Kant Court and Stephen Richards Memorial Drive in the last decade. The intersection of Stephen Richards Drive and Riverside Drive has a four way stop, and attracts a large portion of the traffic from the Meander Way neighborhood. (Same recommendation made for Floyd Dryden Middle School.)				
4. Formalize the parent drop off zone by adding signs and directional markings. The drop-off zone is currently marked by orange cones and what’s being marked isn’t obvious. Vehicles often park by the drop-off zone. Signage would ease traffic congestion and increase safety.	Vehicle flow, pick-up/drop-off	Riverbend	VL	OT 1 per yr
ENCOURAGEMENT AND EDUCATION				
5. Identify someone at Riverbend to specifically task with helping to organize Walking/Biking Encouragement Activities at the start of the school year, whether a staff person, teacher, PTO volunteer or parent volunteer. Many examples of fun Safe Routes to School education and encouragement programs and activities are listed in Appendix A. The Parent Teacher Organization, playground committee, safety committee or a similar group at the school should be designated/asked to identify activities or programs that seem exciting and relevant for Riverbend Elementary School. Select at least one activity and commit to doing it every year.	Education & Encouragement	Riverbend	NC to VL	VL to L
6. Distribute the Riverbend School Walking Map to students at beginning of school year and again in spring, have available at School Fall Open-House.	Education & Encouragement	Riverbend, PTO	NC	VL
7. Organize a Walking School Bus, if there is parent interest. Walking in a group with an adult would improve safety and result in more walking and biking.	Encouragement	Riverbend, PTO, parents, others	VL	L to M
8. Develop a Juneau School District-wide, Education Campaign aimed at parents (especially) and students about the self-perpetuating cycle... that by driving their student (or being driven) to school they are personally contributing to school-zone congestion which causes congestion and discourages walking and biking. Regularly use the materials developed by JSD in newsletters, etc.	Education	JSD, Riverbend	VL	VL
9. Develop a School District-wide, safe walking, street crossing and biking curriculum for physical education	Education & Encouragement	JSD, Riverbend	VL	PJ



IMPROVEMENT/ ACTION	TYPE	RESP PARTY	COST	HE
classes (many examples exist) that includes hands-on outdoor practice sessions in the parking lot and on the sidewalk/streets each spring and fall.				
10. Install anti-idling signs in parking lots and parent drop-off and pick-up areas. Vehicle emissions have negative health effects and should be minimized.	Education	JSD, Riverbend	VL	OT
ENFORCEMENT				
11. The crossing guard at James Boulevard and Riverside Drive should also assist students crossing James Boulevard, and be on duty consistently from 20 minutes before school starts until 5 minutes after and at dismissal time from 5 minutes before school is over until 20 minutes after.	Walker/ cyclist safety	Riverbend	NC	M
12. An adult should monitor and enforce traffic rules at the drop-off/pick-up area and greet students. This would create more consistent pick-up/drop-off in the parking lot, reduce congestion, and give parents more confidence about student safety when walking/biking to and from school. (The school may recently have begun doing this.)	Enforce drop-off/pick-up rules	Riverbend, PTO	NC	M
EVALUATION				
13. Repeat and tabulate results of a Student Travel Tally in all classrooms in the fall and spring each year at Riverbend. This is easy to do and takes about five minutes of teacher time. Baseline Travel Tally data was established as part of this plan’s development. Make it a contest and challenge students to beat the school’s walking/biking percentages from last year.	Evaluation	Riverbend	NC	VL



Current Conditions - Riverbend Elementary School

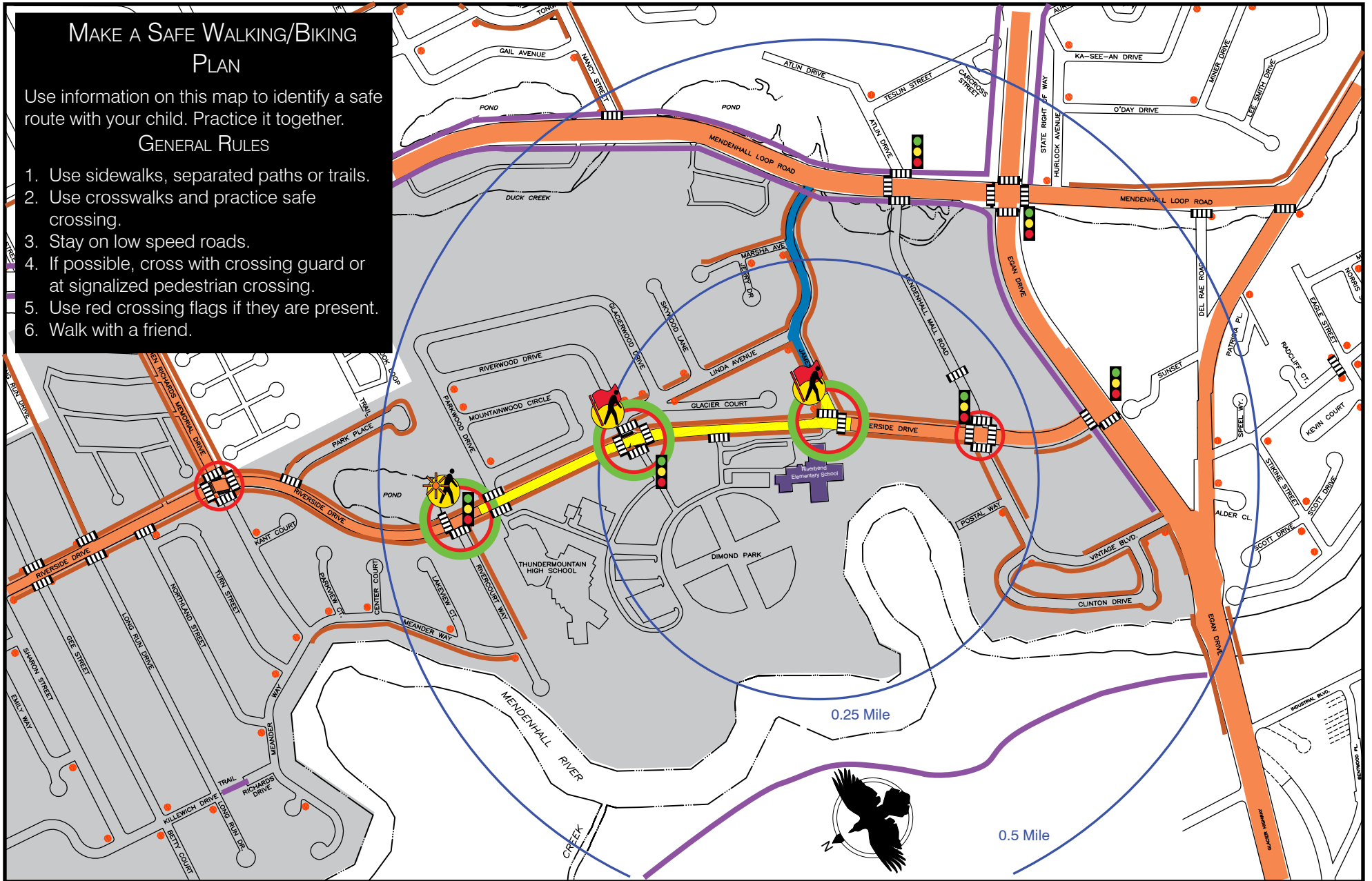


MAKE A SAFE WALKING/BIKING PLAN

Use information on this map to identify a safe route with your child. Practice it together.

GENERAL RULES

1. Use sidewalks, separated paths or trails.
2. Use crosswalks and practice safe crossing.
3. Stay on low speed roads.
4. If possible, cross with crossing guard or at signalized pedestrian crossing.
5. Use red crossing flags if they are present.
6. Walk with a friend.



Safe Routes to School Walking Map - Riverbend Elementary School

0ft 400ft 800ft 1600ft

 Traffic Signal	 Recommended Crossing	 Separated Path	 School Zone	<u>Road Speed</u>
 Signalized Pedestrian Crossing	 Difficult Intersection	 Sidewalk	 Attendance Boundary (if no boundary is shown, entirety of map is attendance area)	 20 mph or less
 Crossing Guard	 Stop Sign	 Crosswalk		 25 mph
				 30 mph or more

GASTINEAU ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL - AUDIT, RECOMMENDATIONS & WALKING MAP

Data for the Gastineau Elementary School audit report comes from systematic observation of student arrival and dismissal conditions on November 15; results and information from a parent survey (46% of students returned completed surveys); data from a teacher conducted show-of-hands tally about how students traveled to and from school one day during in mid-October (37% of students tallied); accident data from the City and Borough of Juneau (CBJ) Police; conversations with Gastineau School teachers and staff during a staff meeting; and an interview regarding school biking and walking programs or policies. Information about the Safe Routes to School plan was also published in a September school newsletter and available at the fall school open house.

Observational Audit

- **Date:** November 15, 2011
- **Weather/Notes:** The audit was performed after a heavy snow day. The areas directly adjacent to the school were cleared, but there were still many snow banks and sidewalks along Douglas Highway north and south of the school that were snow covered.
- **Audit Participants:** Zoë Morrison, Barbara Sheinberg, Claire Murphy, Meg Butler, Ursula Sfraga, Marie Heidemann

How Gastineau Students Travel to/from School	
Mode	Share
Walk	15 – 23%
Bike	4-5%
Bus	25 - 39%
Vehicle	50 - 59%

Sources: October 2011 SRTS Parent Survey and Student Travel Tally



Left: Students cutting in front of cars on Douglas Hwy/3rd Street, being forced to walk in road due to snow covered sidewalks (and parked car that makes it difficult to clear streets & sidewalks), and waiting for Dzantik'i Heeni bus in snow berm. Below: a parent walking two children home from Gastineau School.



BACKGROUND AND PARENT ATTITUDES

Gastineau Elementary School has 243 grade K-5 students (2010-2011 school year). The Gastineau School attendance area is all of Douglas Island. Gastineau School is located on Douglas Highway (also called Third Street), a state-owned road with an average annual daily traffic count of 6,036, at the intersection with I Street.

The School Zone is located on Douglas Highway, from just south of the H Street intersection to the intersection with Chatham Drive at the entrance to Geneva Woods neighborhood. It is marked with a flashing yellow light. There is a crossing guard at the intersection of I Street/Douglas Highway.

Most students are driven to school, however, depending on the weather and other factors on any given day approximately 19-27% walk or bike. Of parents completing the survey, 18-22% said their student walks or bikes every day.

Between 1999 and 2011, CBJ police records show there were two accidents involving a vehicle and a bicyclist (none with pedestrians) within ¼ mile of Gastineau Elementary School. One was right by the school at H Street and Douglas Highway; the other was along Crow Hill Drive.

Changes to the school’s driveway and landscaping along Douglas Highway and I Street will be completed by the beginning of the 2012-2013 school year. Under the new plan, most school buses will continue to park north of the driveway on Douglas Highway. The new driveway will be for special education buses and parent drop-off and pick-up. The small pull-out on I Street will also be available for parent drop-off and pick-up. This new configuration will solve some of the vehicle/pedestrian congestion and conflict with vehicle drop-offs along I Street. Additionally, students getting dropped off on Douglas Highway will no longer have to cross the school driveway to get into the school building.

Factors Affecting Gastineau Elementary Parent Decision to Allow Student to Walk to School		
	% parents that say this factor affects my decision to let student walk	% parents that say if this factor is improved it would influence my decision to let student walk
Distance	69%	38%
Weather	62%	31%
Traffic	55%	38%
Time	53%	32%
Darkness	50%	31%
Safety	40%	32%
Sidewalks	33%	27%
Adult	28%	18%
Bears	24%	11%
Crime	19%	10%
Convenience	18%	13%
Activities	17%	14%
Crossing Guards	17%	13%
Backpack	15%	7%
<i>Source: 2011 Parent Survey</i>		

Thirty-three percent (33%) of Gastineau Elementary School parents report that their child has asked for permission to walk to school at some point. The top reasons that parents cite for not wanting their child to walk to or from school are distance, weather, traffic, time and darkness.



CURRENT CONDITIONS

Programs/Policies to Encourage Walking and Biking to and from School

An interview with school personnel on current practices, policies or curriculum related to safe walking and biking to and from school or the Safe Routes to School program showed that safe walking and biking instruction is not a formal part of the curriculum. However, the Physical Education teacher takes children on hikes around the school campus, which often involves walking along or crossing roads. Before going on these hikes, the children are taught safe walking practices. Police do assist with enforcement of the speed limit in the school zone a few times a year. A new parent-staff Safety Committee formed in late 2011 and is interested in Safe Routes to School improvements and training as well as other safety improvements at the school. In late 2011, Gastineau Elementary School applied for Safe Route to School funding to start a Walking School Bus program and to install a flashing crossing beacon at Douglas Highway and I Street, the most dangerous intersection that students need to cross if walking or biking to school. Top safety concerns of school administrators are the lack of snow removal on sidewalks near the school that forces those walking into the street, and the need to slow traffic and improve safety at the main crosswalk at Douglas Highway/I Street.

Student Departure and Arrival on Foot

Approximately 15-23% of students walk to or from Gastineau Elementary School. This number will vary with the weather. Many students arriving on foot are accompanied by an adult, but some arrive alone or in small groups. Students who live on the east side of Douglas Highway must cross at the crosswalk at the I Street intersection. Many use an informal trail that cuts through the treed area in front of the school. This crosswalk is marked with zebra striping, crosswalk signs, and has a crossing guard during arrival and dismissal times.

Students who arrive from the areas south of the school and west of Douglas Highway travel to school via Fourth Street. Students who walk from the side of Crow Hill that is closer to the school use an informal path from Crow Hill Drive to the back of the school. Students arriving from the side of Crow Hill farther away from the school, thorough Lawson Creek/Vista Drive area must walk along Douglas Highway in the bike lane to get to school, or, cross the Highway to use the sidewalk on the other side then cross back again. There are many children living in this area, which is close enough to the school that it does not receive school bus service (closer than 1/2 mile), yet there is no sidewalk for children without crossing Douglas Highway.

Issues

- There are no sidewalks on either side of I Street (and it is not paved).
- There are no crosswalks at the intersection of I Street and Fourth Street.
- During the audit the crossing guard was on duty from 7:52 am until 8:03 am and 2:30 pm and 2:45 pm and many students crossed without assistance both before and after the guard was on duty.



- Lack of snow removal on sidewalks and streets was observed as a problem throughout the area but especially: 1) at Douglas Highway south of I Street where snow forced people to walk on the street, 2) a large berm at the end of the school driveway that limited visibility, and 3) snow on both sides of the street limited space for pedestrians especially on I Street where drop-offs are taking place.
- There is no sidewalk on the school side of Douglas Highway from Lawson Creek to the school.
- There is no sidewalk through the parking lot in front of the school. Students meeting the Juneau Community Charter School bus do not have a safe place to walk through the parking lot.
- Students were observed disregarding proper safety rules (i.e. running across crosswalk, crossing I Street mid-block, walking on the right side of Fourth Street, with traffic as opposed to against it)

Student Departure and Arrival by Bicycle

Depending on the weather, up to 4% of students ride a bike to and from school. There are paved shoulders on both sides of Douglas Highway north and south of the school, however given the high traffic volumes and the number of cars and buses pulling in and out near the school, it is not a good route for young children. There is an old, bent covered bike rack near the front doors of the school.

Pedestrian and bicycle transportation counts in this area are documented as follows:

NATIONAL BICYCLE AND PEDESTRIAN DOCUMENTATION PROGRAM								
Location: Intersection Douglas Hwy and Cordova Street								
Date Collected	1/8/2011	1/11/2011	1/11/2011	1/11/2011	5/11/2011	5/12/2011	7/7/2011	9/15/2011
Time Period	Weekend Lunch	Weekday AM	Weekday Lunch	Weekday PM	Weekday PM	Weekday AM	Weekday PM	Weekday AM
Weather	1	1	1	1	3	2	3	2
Number Bicycles	3	3	2	4	29	19	29	6
Number Pedestrians	36	26	22	44	87	50	44	44
Number Other Non-Motorized	0	0	0	0	2	0	2	0
Location: 3rd St. at the Douglas Post Office								
Date Collected	1/11/2011	5/11/2011						
Time Period	Weekday AM	Weekday PM						
Weather	1	3						
Number Bicycles	0	19						
Number Pedestrians	16	118						
Number Other	0	3						
<i>Source: CBJ Community Development Dept. Weather Key: 1 = Extreme (heavy rain, snow, freezing); 2 = Poor (32-50 degrees, light rain, wind); 3 = Acceptable (50-90 degrees, no rain)</i>								



Issues

- Bicycle rack is old and bent and should be replaced with a new one.

Student Departure and Arrival by Bus

Somewhere between 23-39% of students take the bus to or from school. The drop-off and pick-up area for the two regular school buses is on the west side of Douglas Highway just north of the school driveway. This area is supervised by a teacher during arrival and dismissal time. Students use a paved pathway to get to and from the school and do not have to cross traffic. The special education buses pull into the school driveway and drop students off directly in front of the main school doors. During peak arrival and dismissal times, cones are used to prevent traffic other than school buses from using the driveway.

Students headed for the Juneau Community Charter School are picked up at the Gastineau Elementary School bus drop-off and pick-up area. Dzantik'i Heeni Middle School students are picked up on southwest corner of the Douglas Highway/I Street intersection.

Issues

- Lack of snow clearing forced middle school students waiting for bus into street and caused congestion.
- Several parents raised concern about school bus stops for their elementary age students along North Douglas Highway, including lack of snow removal where students wait for the school bus, the traffic along this road which lacks sidewalks, and lack of student visibility due to these concerns and poor lighting in the winter.

Student Departure and Arrival by Vehicle

At Gastineau Elementary School between 41-59% of students get a ride to or from school. Of this total, 3- 4% said they are part of a carpool. The two main drop-off/pick-up locations are along both the east and west sides of Douglas Highway in front of the school and on both sides of I Street, between Douglas Highway and Fourth Street. Parents seem to select a drop-off location based on their direction of travel and the availability of space. Several parents were observed parking and walking their student into the school.

The safest drop-off location is on the west side of Douglas Highway because a student only needs to cross the school driveway to get to school and traffic is generally limited to two school buses during peak times. This area is not big enough to accommodate all drop-offs, and parents who cannot find a place to pull over here seem to turn onto I Street to drop students off. The I Street drop-off area poses safety challenges (see “issues” below).

The school encourages parents to drop children off on Douglas Highway, but there is often insufficient space and school staff do not police or enforce this.



Issues

- Drop-off/pick-up area on I Street between Douglas Highway and Fourth Street is disorganized. Problems include:
 - Some drivers pull into the school driveway against one way traffic.
 - Drivers pull up to the west side of I Street (next to Gastineau Elementary School) facing wrong direction so students do not need to cross traffic to get to school.
 - Students dropped on parts of I Street must cross the street to get to school and there are no crosswalks anywhere along I Street (except at Douglas Highway).
 - When cars are parked on both sides of I Street, between the school driveway and Douglas Highway, space for pedestrians is very limited. This is magnified when there are snow banks.
 - There are no sidewalks on either side of I Street.
 - Drivers use handicap parking spaces to drop students off.
- Some drivers did not follow proper safety rules (i.e. speeding in school zone, parking incorrectly on I Street).
- Many cars were left idling while parents walked to the school with children.

RECOMMENDED SAFE ROUTE TO SCHOOL IMPROVEMENTS

KEY - SAFE ROUTES TO SCHOOL IMPROVEMENT TABLE			
Cost (estimated)		Human Effort(HE) (estimated)	
NC=no cost -$\\$100$	VL=$\\$100$-$\\$5,000$	PJ=part of existing job	OT=one time
L1=$\\$5,000$-$\\$50,000$	L2=$\\$50,000$-$\\$100,000$	VL= 1-5 hrs	L= 1-5 hrs/mon
M=$\\$100,000$-$\\$500,000$	H=$\\$500,000$-$\\1 million	M= 20 hrs/mon	H= fulltime job
VH= >$\\$1$ million		S=seasonal work, level of effort depends on weather	

IMPROVEMENT/ ACTION	TYPE	RESP PARTY	COST	HE
ENGINEERING, INFRASTRUCTURE, MAINTENANCE				
1. Add pedestrian crossing improvements at intersection of Douglas Highway and I Street. Options include a pedestrian activated signalized crossing, overhead crosswalk sign, reflective sign post covers, curb bulb-outs or installing median pedestrian refuge islands to shorten crossing distance. Douglas Highway/Third Street here has a speed limit of 30 mph and 20 mph in the school zone. It is an Urban Collector road with an AADT of 6,036. There were four pedestrian/bike and vehicle accidents on Douglas Highway between H Street and Crow Hill Drive between 1999 and 2011. Several parents raised concerns regarding crossing rush hour traffic on Douglas Highway to get to school. According to Alaska Traffic Manual Supplement to MUTCD, Table 7A-101, this crossing qualifies for a pedestrian signal, refuge, or grade separation if other criteria are met.	Intersection crossing improvement	ADOT&PF	M to H	OT



IMPROVEMENT/ ACTION	TYPE	RESP PARTY	COST	HE
<p>2. Pave, add sidewalks and crosswalks on I street, from Douglas Highway to Fifth Street (approx 450 ft); and on Fourth Street, from I Street to H Street (approx 250 ft). Add crosswalk at intersection of I Street and Fourth Street. These are well used walking routes close to the school and they are unpaved with no sidewalks, markings or paths. I Street borders the school and the area is also used as a main, but informal, drop-off/pick-up zone. The speed limit is 20 mph on both Fourth Street and I Street. Several parents raised concerns regarding traffic on Fourth Street. During the audit it was observed to be quite congested with arriving and departing students walking in front of and around both parked and idling cars.</p>	Sidewalks missing	CBJ	M	OT
<p>3. Add a sidewalk on the school-side of Douglas Highway, from Lawson Creek (or Vista Drive) to Gastineau Elementary School (approx 2,000-3,000 ft). There are many children living in this area, which is close enough to the school that it does not receive school bus service (closer than 1/2 mile), yet there is no sidewalk for children to walk to school without crossing Douglas Highway.</p>	Sidewalk missing	ADOT&PF	H	OT
<p>4. Define the drop-off area on I Street from Fourth Street to Douglas Highway. Several parent driving behaviors lead to congestion including drop-offs in handicap area, vehicles ‘sneaking in’ to park from I Street (directly over crosswalk), vehicles facing wrong direction on I Street as drop-offs occur, drop-offs on east side of I Street. All force students to cross the road a congested situation.</p>	Vehicle flow/ drop-off, pick-up	CBJ, Gastineau	L1	OT
<p>5. Consistent and timely snow removal is needed with no berms blocking crosswalks or site lines for pedestrians and drivers. Snow removal priorities should be the sidewalks along Douglas Highway, the crosswalk at the Douglas Highway/I Street, the place where students wait to catch the Dzantik’i Heeni Middle School bus, removing snow berms that reduce driver’s sight distances at intersections near the school, and at school bus stops and crosswalks along North Douglas Highway. Parents raised concerns with several of these areas, and, during the audit a large berm at the end of the school driveway limited visibility. Snow on both sides of the street near Gastineau Elementary School also was observed to limit space for pedestrians, especially on I Street where drop-offs take place. Consider a parent “snow brigade” to help with snow removal. (New walk behind snow blower -\$4,000, new sit-upon w plow-\$10,000)</p> <p>Also, North Douglas Highway parents note that there are no sidewalks, it is dark, snow piles up, and traffic is moving</p>	Snow removal, maintenance	ADOT&PF	VL	S



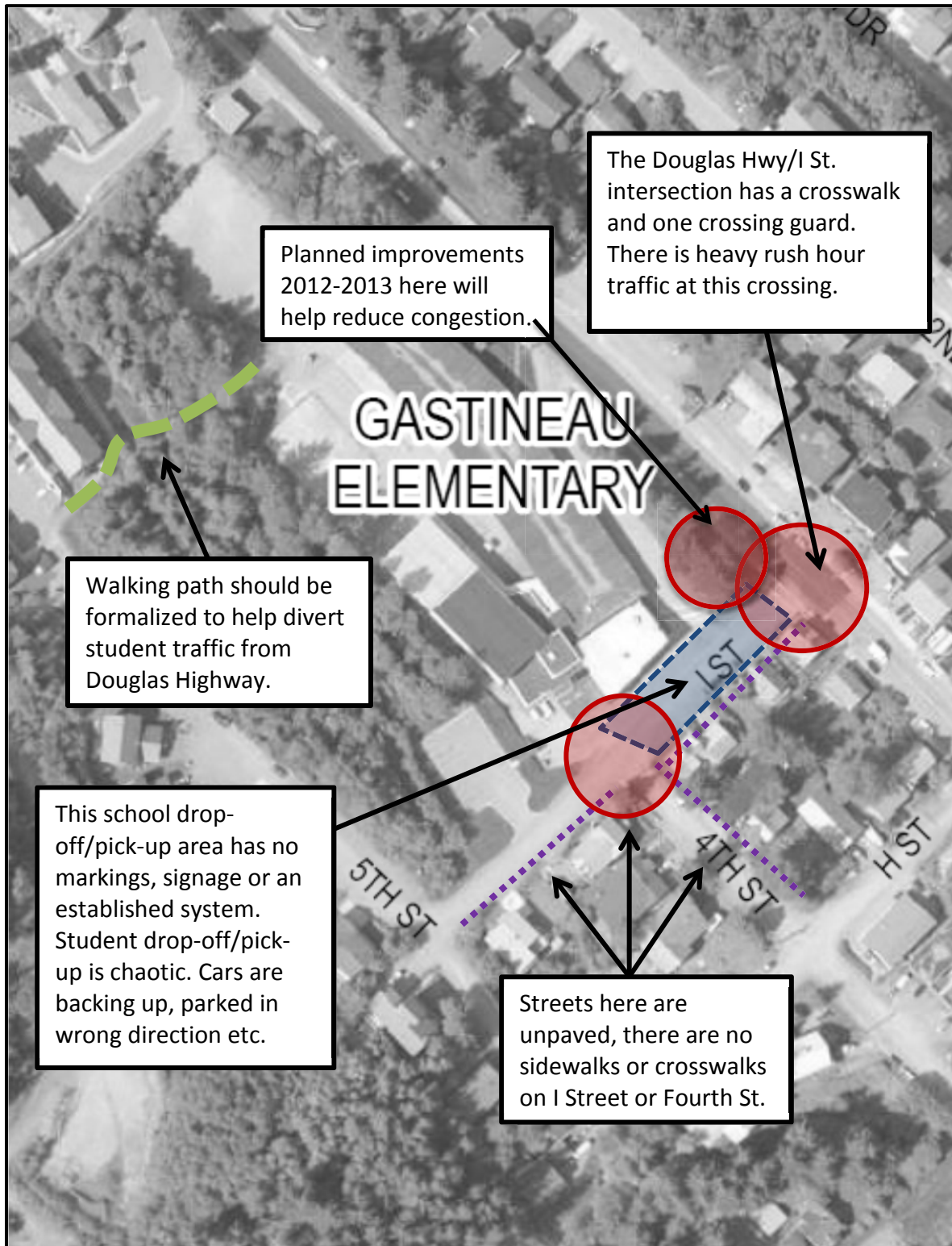
IMPROVEMENT/ ACTION	TYPE	RESP PARTY	COST	HE
along at 35-40 mph where their children wait for the school bus.				
6. Formalize and maintain the walking path from Geneva Woods/Crow Hill Drive to encourage more use and thus avoid walking on Douglas Highway. (New walk behind snow blower -\$4,000, new sit-upon w plow-\$10,000)	Trail improvements	Property owners, Gastineau	VL	S
7. Move the parking areas back away from the corners at the intersection of Douglas Highway/I Street by 20 to 30 feet to increase sight distance for drivers and pedestrians. Vehicles parked on the corners of this intersection limit the sight distance for traffic that is entering Douglas Highway from I Street. This increases traffic congestion and force the driver's attention to turning rather than watching for pedestrians.	Intersection crossing improvement	ADOT&PF, CBJ	NC	OT
ENCOURAGEMENT AND EDUCATION				
8. Identify someone at Gastineau School to specifically task with helping to organize Walking/Biking Encouragement Activities at the start of the school year, whether a staff person, teacher, PTO volunteer or parent volunteer, or someone from the Safety Committee. Many examples of fun Safe Routes to School education and encouragement programs and activities are listed in Appendix A. The Parent Teacher Organization, playground committee, safety committee or a similar group at the school should be designated/asked to identify activities or programs that seem exciting and relevant for Gastineau Elementary School. Select at least one activity and commit to doing it every year.	Education & Encouragement	Gastineau	NC to VL	VL to L
9. Organize a Walking School Bus from the neighborhood north (across) Douglas Highway and other neighborhoods that are interested. Walking in a group with an adult would improve safety and result in more walking and biking.	Encouragement	Gastineau, PTO, parents, other	VL	L to M
10. Distribute the Gastineau School Walking Map to students at beginning of school year and again in spring, have available at School Fall Open-House.	Education & Encouragement	Gastineau, PTO, parent Safety Comm	NC	VL
11. Develop a Juneau School District-wide, Education Campaign aimed at parents (especially) and students about the self-perpetuating cycle... that by driving their student (or being driven) to school they are personally contributing to school-zone congestion which causes congestion and discourages walking and biking. Regularly use the materials developed by JSD in newsletters, etc.	Education	JSD, Gastineau	VL	VL
12. Develop a School District-wide, safe walking, street crossing and biking curriculum for physical education	Education & Encouragement	JSD, Gastineau	VL	PJ



IMPROVEMENT/ ACTION	TYPE	RESP PARTY	COST	HE
classes (many examples exist) that includes hands-on outdoor practice sessions in the parking lot and on the sidewalk/streets each spring and fall.				
13. Install anti-idling signs in parking lots and parent drop-off and pick-up areas. Vehicle emissions have negative health effects and should be minimized.	Education	JSD, Gastineau	VL	OT
ENFORCEMENT				
14. Crossing guards need to be on duty longer and consistently from 20 minutes before school starts until 5 minutes after and at dismissal from 5 minutes before school is over until 20 minutes after.	Walker/ cyclist safety	Gastineau	NC	M
15. An adult should monitor and enforce traffic rules at the drop-off/pick-up area and greet students. This includes the enforcement of all no parking zones. This would create more consistent pick-up/drop-off in the parking lot, reduce congestion, and give parents more confidence about student safety when walking/biking to and from school. Enforce no parking for teachers along I street parking next to school.	Enforce drop-off/pick-up rules	Gastineau, PTO, Parent Safety Comm	NC	M
EVALUATION				
16. Repeat and tabulate results of a Student Travel Tally in all classrooms in the fall and spring each year at Gastineau School. This is easy to do and takes about five minutes of teacher time. Baseline Travel Tally data was established as part of this plan’s development. Make it a contest and challenge students to beat the school’s walking/biking percentages from last year.	Evaluation	Gastineau	NC	VL



Current Conditions – Gastineau Elementary School

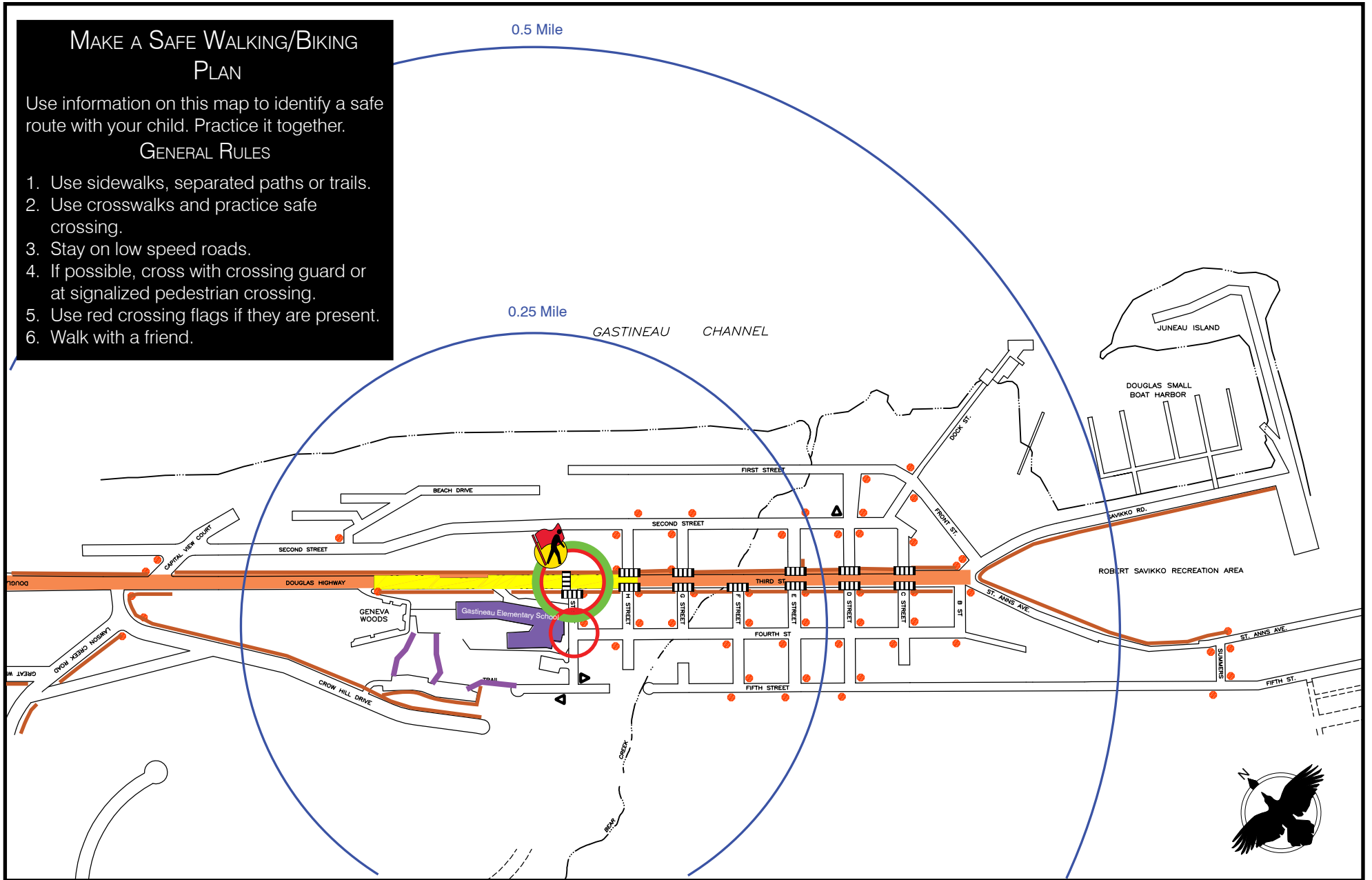


MAKE A SAFE WALKING/BIKING PLAN

Use information on this map to identify a safe route with your child. Practice it together.





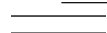




GENERAL RULES

1. Use sidewalks, separated paths or trails.
2. Use crosswalks and practice safe crossing.
3. Stay on low speed roads.
4. If possible, cross with crossing guard or at signalized pedestrian crossing.
5. Use red crossing flags if they are present.
6. Walk with a friend.



Safe Routes to School Walking Map - Gastineau Elementary School



 Traffic Signal	 Recommended Crossing	 Separated Path	 School Zone	<u>Road Speed</u>
 Signalized Pedestrian Crossing	 Difficult Intersection	 Sidewalk	 Attendance Boundary (if no boundary is shown, entirety of map is attendance area)	 20 mph or less
 Crossing Guard	 Stop Sign	 Crosswalk		 25 mph
				 30 mph or more



JUNEAU COMMUNITY CHARTER SCHOOL SAFE ROUTES TO SCHOOL - AUDIT & RECOMMENDATIONS

Data for the Juneau Community Charter School audit report comes from systematic observation of student arrival and dismissal conditions on November 28; results and information from a parent survey (23% of students returned completed surveys); data from a teacher conducted show-of-hands tally about how students traveled to and from school one day during in November (94% of students tallied); accident data from the City and Borough of Juneau (CBJ) Police; conversations with Juneau Charter School staff during an October meeting; and an interview regarding school biking and walking programs or policies.

Observational Audit

- **Date:** November 28, 2011
- **Weather/Notes:** On the day of the audit, there was light rain and snow. In the week before the audit there was considerable snow accumulation. Many sidewalks in the downtown area were partially or completely covered in snow.
- **Audit Participants:** Zoë Morrison, Donovan Bell

How Juneau Charter School Students Travel to/ from School	
Mode	Share
Walk	19 – 41%
Bike	2 - 9%
Bus	18 - 24%
Vehicle	49 - 64%

Sources: October 2011 SRTS Parent Survey and Student Travel Tally



Kids and parents walk to Juneau Community Charter School in the winter, and leaving in the spring. There is typically parent supervision.

BACKGROUND AND PARENT ATTITUDES

Juneau Community Charter School is a grade K-8 school with 95 students (2010-2011 school year). The Juneau Charter School attendance area is district wide. The Juneau Charter School is located downtown in an office building on the corner of Harris Street and Fourth Street. There is no average daily traffic count for the blocks directly adjacent to the school. Both Gold Street, between Fourth Street and Fifth Street, and Fourth Street, between Franklin Street and Gold



Street, get approximately 1,000 vehicles a day. There is no designated School Zone for the Juneau Charter School.

While most students are driven to school, on any given day from 21-50% walk or bike. Of parents completing the survey, 27-32% said their student walks every day. This is the highest percentage of everyday walkers/bicyclers of any school.

Between 1999 and 2011, there were 27 accidents involving a vehicle and a pedestrian or bicyclist within ¼ mile of the Juneau Community Charter School. The closest were four at Main Street/Fourth Street intersection, and one at Fourth Street and North Franklin. None have been on Gold Street.

Thirty-five percent (35%) of Juneau Community Charter School parents report that their child has asked for permission to walk to school at some point. The top reasons that parents cite for not wanting their child to walk to or from school are distance, time, sidewalks, safety and traffic.

CURRENT CONDITIONS

Programs/Policies to Encourage Walking and Biking to and from School

Juneau Community Charter School’s 6-8 grade students can choose “hike and bike” as part of their Physical Education choices and about 12-15 choose this each trimester. No other walking and biking education is part of the regular curriculum. The school administrator is interested in the walking school bus program, and the school does participate in the Juneau School District-wide incentive program to exercise 30 minutes day 3 times per week. The school bus stop is 1.5 blocks away from the school and was recently changed for safety and space reasons. A top safety concern is clearing ice and snow from sidewalks around the school and to and from the school bus stop. There is no marked School Zone and no crossing guard.

Factors Affecting Juneau Charter School Parent Decision to Allow Student to Walk to School		
	% parents that say <u>this factor affects my decision to let student walk</u>	% parents that say <u>if this factor is improved it would influence my decision to let student walk</u>
Distance	94%	56%
Time	50%	31%
Sidewalks	39%	31%
Safety	33%	44%
Traffic	28%	38%
Bears	28%	25%
Weather	28%	25%
Darkness	28%	25%
Activities	22%	19%
Adult	22%	6%
Backpack	11%	6%
Crossing Guards	6%	13%
Crime	6%	13%
Convenience	0%	6%

Source: 2011 Parent Survey

Student Departure and Arrival on Foot

Approximately 19-41% of students walk to or from Juneau Community Charter School. This number will vary with the weather. Most walkers arrive from the Federal Flats, Starr Hill/Chicken Ridge, Gastineau Avenue, and the Capital Park areas. On streets surrounding the



school, traffic speeds are generally low and sidewalks are present on both sides of the street. There is no designated School Zone.

Issues

- There is no School Zone bordering the school; the issue isn't slowing speeds as they are already slow, rather it is the need to increase driver's awareness of children in the area.
- The intersection of Main Street and Fourth Street is busy and has a large crossing distance. There have been four documented accidents here involving pedestrians or bicyclists and vehicles since 1999. This was the only intersection mentioned by parents as being dangerous.
- Winter maintenance is an issue throughout the area and snow covered sidewalks force children to walk in the streets.
- Sidewalks on West Eighth Street, West Ninth Street, and Indian Street behind the Governor's Mansion need improvement.
- During the audit some drivers on Gold Street were observed exceeding the speed limit.

Student Departure and Arrival by Bicycle

Depending on the weather, up to 9% of students ride bikes to and from school. There are no designated bike lanes in the downtown area.

Issues

- There is no bicycle rack at the school.
- Calhoun Avenue is difficult for cyclists because it is narrow, has short sight distances, and traffic can move relatively quickly.
- The intersection of Main Street and Fourth Street is busy and has a large crossing distance. There have been four documented accidents here involving pedestrians or bicyclists and vehicles. This was the only intersection mentioned by parents as being dangerous.
- There is no School Zone bordering the school to increase driver's awareness of children.

Student Departure and Arrival by Bus

Somewhere between 18-24% of students take the bus to or from school. Students who arrive by bus are dropped on Fourth Street, just west of Franklin Street and walk with an adult along Fourth Street to the school. At dismissal time, students walk with an adult along Fourth Street to Main Street to wait for the bus in the plaza by the Dimond Court House. The bus stops on Main Street adjacent to the plaza and students get on the bus directly from the sidewalk.

Safety concerns with the trip along Fourth Street are minimized because the group is always supervised by an adult. Inconsistent snow removal along this route was observed to force students to walk on the street in some blocks, which is dangerous even with adult supervision.



Issues

- Inconsistent snow removal along Fourth Street forces students to walk in the street.

Student Departure and Arrival by Vehicle

At Juneau Community Charter School between 49-64% of students get a ride to or from school. Of this total, 22-34% said they are part of a carpool. The two main drop-off/pick-up locations are in front of the school along Harris Street and Fourth Street, and in the school parking lot west of the school accessed from Gold Street.

There is a loading zone on the north side of Fourth Street directly in front of the school that can accommodate three cars. Parents also pull over onto the south side of Fourth Street and into driveways on both sides of the street. Some parents park adjacent to the school on Harris Street to drop students off or to go into the school.

Issues

- Both Fourth Street and Harris Street are very narrow, so, when there are snow banks or cars are parked on both sides of the street, traffic flow is restricted.
- Parents are parking in private driveways along Fourth Street.
- The loading zone on Fourth Street is too small and sometimes cars are left there for much longer than the posted 10 minutes.
- When students are dropped off in the school parking lot, they must cross the parking lot to make their way into the building.
- When parents stop on the south side of Fourth Street, students must cross the street to get into the school.

RECOMMENDED SAFE ROUTE TO SCHOOL IMPROVEMENTS

KEY - SAFE ROUTES TO SCHOOL IMPROVEMENT TABLE			
Cost (estimated)		Human Effort(HE) (estimated)	
NC=no cost - \$100	VL=\$100-\$5,000	PJ=part of existing job	OT=one time
L1=\$5,000-\$50,000	L2=\$50,000-\$100,000	VL= 1-5 hrs	L= 1-5 hrs/mon
M=\$100,000-\$500,000	H=\$500,000-\$1 million	M= 20 hrs/mon	H= fulltime job
VH= >\$1 million		S=seasonal work, level of effort depends on weather	

IMPROVEMENT/ ACTION	TYPE	RESP PARTY	COST	HE
ENGINEERING, INFRASTRUCTURE, MAINTENANCE				
1. Designate School Zones on Fourth Street and Harris Street including installing flashing school zone signs. This is needed to promote awareness of children crossing and walking for drivers. This would also increase speeding fines. Alternatively post "Children Crossing" signs. Fourth Street is an Urban Collector road with an AADT of 1,166, the speed limit on both Harris Street and Fourth Street is 20 mph. There were 27 accidents between a car and a	School zone missing,	CBJ	VL to L	OT

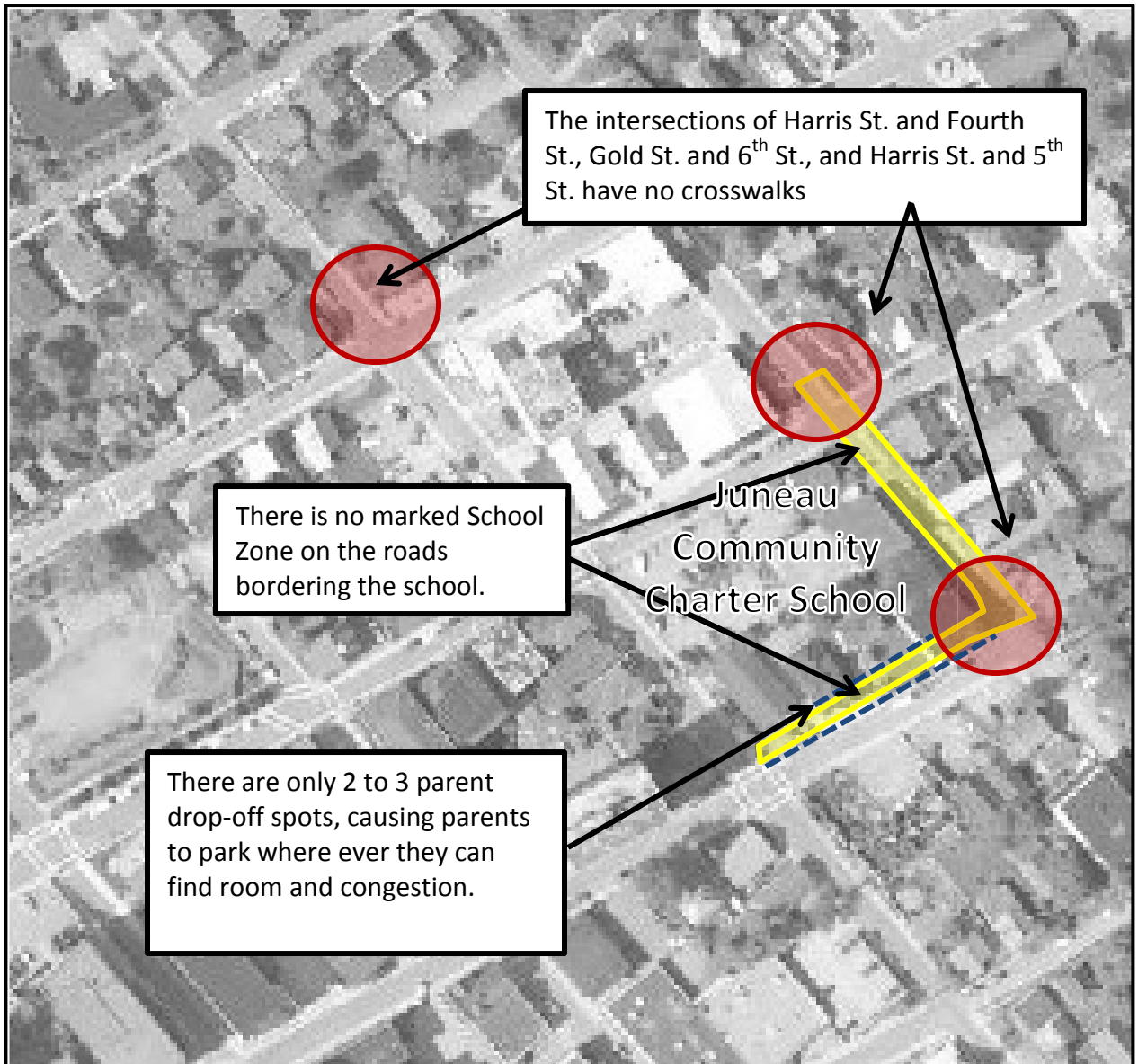


IMPROVEMENT/ ACTION	TYPE	RESP PARTY	COST	HE
pedestrian or bicyclist within one-quarter mile of the school between 1999 and 2011, more than any other school.				
2. Improve pedestrian safety at the Main Street/Fourth Street intersection. Options include adding curb bulb-outs, pedestrian island/refuges, crosswalk signage and colored crossing pavers, a pedestrian activated overhead crossing light, and handheld red crossing flags. This improvement will also benefit walking and cycling Harborview Elementary School students. Between 1999 and 2011 there were 4 accidents between a car and a pedestrian or bicyclist here. The 20 mph speed limit is often exceeded on Main Street. Main Street has an AADT of 9,586 and Fourth Street at this location has an AADT of 3,202. According to ADOT&PF Table 7A-101 this crossing qualifies for a pedestrian signal, refuge, or grade separation if other criteria are met. This will benefit students attending Harborview School also.	Intersection crossing improvement	CBJ	M	OT
3. Ensure that winter maintenance is consistent, timely, and thorough on sidewalks surrounding the school, especially within the proposed School Zone and along Fourth Street where students walk to and from the bus stops. Snow storage should be planned so that berms do not obscure driver’s view of pedestrians at intersections near the school. The downtown streets are busy and aren’t safe if the children are unable to use the sidewalks. (New walk behind snow blower -\$4,000, new sit-upon w plow-\$10,000)	Snow removal, maintenance	Property owners, JCC School	VL	S
4. Add crosswalks on all streets at intersections of Third Street/Gold Street, Third Street/Harris Street, Fourth Street/Harris Street, and Fourth Street/Gold Street.	Intersection crossing improvement	CBJ	VL to L1	OT 1 per yr
5. Add a second drop-off/pick-up (loading) zone for one to three cars on the west side of Harris Street. Additional loading/unloading spaces would ease congestion and create a less hectic and safer drop-off area.	Vehicle flow/ drop-off & pick-up	CBJ, JCC School	VL	OT
6. Rehabilitate the rundown sections of sidewalk along Calhoun Avenue from Cope Park to Main Street. Raise them to provide more contrast between street and sidewalk, widen where possible.	Walker safety	CBJ	L2	OT
ENCOURAGEMENT AND EDUCATION				
7. Identify someone at Juneau Community Charter School to specifically task with helping to organize Walking/Biking Encouragement Activities at the start of the school year, whether a staff person, teacher, PTO volunteer or parent volunteer. Many examples of fun Safe Routes to School education and encouragement	Education & Encouragement	JCC School	NC to VL	VL to L



IMPROVEMENT/ ACTION	TYPE	RESP PARTY	COST	HE
<p>programs and activities are listed in Appendix A. The Parent Teacher Organization, playground committee, safety committee or a similar group at the school should be designated/asked to identify activities or programs that seem exciting and relevant for the Charter School.</p> <p>Select at least one activity and commit to doing it every year.</p>				
<p>8. Develop a Juneau School District-wide, Education Campaign aimed at parents (especially) and students about the self-perpetuating cycle...that by driving their student (or being driven) to school they are personally contributing to school-zone congestion which causes congestion and discourages walking and biking. Regularly use the materials developed by JSD in newsletters, etc.</p>	Education	JSD, JCC School	VL	VL
<p>9. Develop a School District-wide, safe walking, street crossing and biking curriculum for physical education classes (many examples exist) that includes hands-on outdoor practice sessions in the parking lot and on the sidewalk/streets each spring and fall. It may be appropriate to contract with the Juneau Community Charter School or its PE teacher to assist, building off its grade 6-8 biking/hiking PE class.</p>	Education & Encouragement	JSD, JCC School	VL	PJ
<p>10. Install anti-idling signs in parking lots and parent drop-off and pick-up areas to minimize vehicle emissions which have a harmful health effect.</p>	Education	JSD, JCC School	VL	O
ENFORCEMENT				
<p>11. An adult should monitor and enforce traffic rules at the drop-off/pick-up area and greet students. This would create more consistent pick-up/drop-off in the parking area, reduce congestion, enhance walker safety in this area, and as a result give parents more confidence about student safety when walking/biking to and from school.</p>	Enforce drop-off/pick-up rules	JCC School	NC	M
<p>12. Periodic enforcement of the 20 mph speed limit on Calhoun Avenue is needed. Calhoun is a narrow winding road with narrow sidewalks in spots. It is a “short-cut” to bypass Egan that many vehicles take in the fall, winter and spring and vehicles frequently exceed the speed limit (Harborview parent observation).</p>	Enforce speed limit, walker/cyclist safety	Juneau Police	NC	VL
EVALUATION				
<p>13. Repeat and tabulate results of a Student Travel Tally in all classrooms in the fall and spring each year at Juneau Community Charter School. This is easy to do and takes about five minutes of teacher time. Baseline Travel Tally data was established as part of this plan’s development. Make it a contest and challenge students to beat the school’s walking/biking percentages from last year.</p>	Evaluation	JCC School	NC	VL

Current Conditions – Juneau Community Charter School



APPENDIX A: ENCOURAGEMENT, EDUCATION AND ENFORCEMENT IDEAS & PROGRAMS

Encouragement, education and enforcement is the heart of Safe Routes to Schools.

Encouragement and education activities, contests and programs get kids excited, give them the knowledge they need, and challenge them to be more independent and start good active transportation habits that will help 'lock-in' a healthy lifestyle. Individual Juneau Schools are already doing some of these activities, and the State ADOT&PF assists when the Reflectosaurus visits Juneau elementary schools. The desire for education and encouragement in the Juneau Safe Routes to School plan is both to 'institutionalize' some key activities so they become school district-wide (such as safe walking and biking lessons and outdoor practice during all elementary physical education classes) and, to also support individual schools in finding a particular program that is exciting and motivating.

Materials in this appendix are gathered from many sources.

Encouragement Programs

Encouragement strategies are often the most fun and creative component of the SRTS process. Encouragement activities build interest and enthusiasm and help ensure the program's continued success. Encouragement programs can include annual events; ongoing activities (daily, weekly, or monthly activities); or contests and clubs.

Annual National/International Scheduled Events

International Walk to School Day – October 3, 2012 (Grades K-8)

International Walk to School Day is on the first Wednesday in October. This gives children, parents, school teachers and community leaders an opportunity to be part of a global event as they celebrate the many benefits of walking. In 2009, millions of walkers from around the world walked to school together, hoping to create communities that are safe places to walk. Register for the event at www.walktoschool.org



National Bike to School Day - May 9, 2012 (Grades K-8)

Many communities and schools have been holding spring walk and bicycle to school events for years. The first-ever **National Bike to School Day** will take place on **May 9, 2012**, as part of National Bike Month. This event encourages children to safely bicycle to school. National Bike to School Day provides an opportunity for schools across the country to



join together to celebrate. Communities, schools and organizations will be able to register events and individuals will be able to register as resources for others planning events in their states.

Walking for Water – March 17-25, 2012 (Grades 6-8)

Walking for water is an awareness and fundraising initiative that takes place around World Water Day (22 March). School children aged 10-13 are sponsored by friends and family to walk 3.7 miles while carrying 1.5 gallons of water in a backpack (children in developing countries around the world must walk an average of 3.7 miles every day to get clean water). Originally started in the Netherlands in 2003, 2011 was the first year that Walking for Water became an international event.



Other Annual Walk/Bike to School Events Around the US (Grades K-8)

- **Earth Day** is a great time to promote walking and biking to school while celebrating the environment: April 22nd (2012, Sunday)
- **Halloween** can be a day for children to parade to school in their costumes. October 31st (2012, Wednesday)
- **Presidential Election Day** - Walking to the polls on Election Day is another great opportunity for walking and education. November 6, 2012 (Tuesday)
- **First Day of School** – Some neighborhoods gather and walk together with parents and children on the first day of school (August 20, 2012)



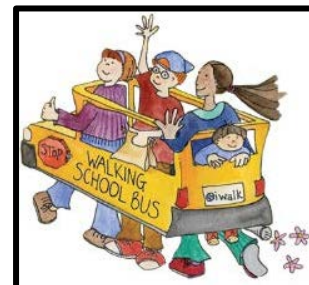
What to Do For Annual Events

A special event is usually a one-day activity to celebrate walking and bicycling to school. Most often, families walk or bicycle from home or from a group meeting area. Signs, balloons and banners can be used to create an air of excitement and celebration. When they arrive at the school, participants might be greeted by the school principal or a school mascot and receive snacks and small gifts like stickers. A press conference, songs, flag salute or other group activity round out the event.

Ongoing Activities: Daily, Weekly, or Monthly Events

Walking School Bus (Grades K-5)

Parents taking turns walking with groups of children to school. A Walking School Bus is just like a regular school bus, but without the walls and seats, and instead of wheels, we use our feet. A walking school bus can operate on a daily, weekly, or once per month basis, depending on interest. It can be as informal as two families taking turns walking their children to school to as structured as a route with meeting points, a timetable and a regularly rotated schedule of



trained volunteers.

Bike Train (Grades 3-5)

A Bike Train is an organized group of students who ride into school together (with adult supervision). Based on the Walking School Bus model, the Bike Train is an easy way to get a group of kids in your neighborhood more active.



“Park and Walk” or “Stop and Walk” (Grades K-8)

For “Park and Walk,” parents park at a designated spot (such as a community park) and walk their children the rest of the way to school, allowing all students to participate. Another variation is “Stop and Walk” which encourages parents driving to school to drop-off their children 2-4 blocks away from school. These programs also can reduce traffic congestion at schools.

Any day of the week can be designated as a walk/bike day by the school

- Weekly Concept: “Walk and Roll Fridays”
- Monthly Concept: Some schools have designated the first Wednesday of every month as “Walking Wednesday”.

Contests/ Programs/Clubs

Mileage Clubs (Grades K-8)

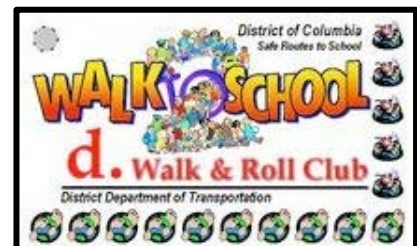
Mileage clubs and contests encourage children either to begin walking and bicycling to school or to increase their current amount of physical activity by making it fun and rewarding. Generally children track the amount of miles they walk or bicycle and get a small gift or a chance to win a prize after a certain mileage goal is reached. Mileage Club options include:



- Individual competitions
- Classroom vs. other classrooms competition: competitions in which classrooms compete for the highest proportion of students walking or biking to school (e.g. to win “The Golden Sneaker” award),
- School vs. other school competition

Frequent Walker/Rider Punch Card Program or “Walk and Roll” Club (Grades K-5)

An alternative concept (or one that can be used in conjunction with a mileage club) is a Frequent Walker/Rider Program. On each Walk to School day, parent volunteers and



teachers meet children to punch students' Frequent Walker/Rider Punch Cards. As incentives for participation, walkers and bicycle riders receive small prizes, and the school holds a year-end event to recognize children who have participated on the majority of the Walk or Roll to School days.

“Walk the Iditarod Trail” or “Walk Across America” programs (Grades 3-8)

Other resources to encourage active behavior include websites where children can log steps and virtually walk across an area such the United States or the Iditarod Trail. Children keep track of how far they walk, with the ultimate goal of walking enough distance to walk across the



designated area. There are several web-based tools to encourage physical activity including several virtual trails including the Iditarod. (The Iditarod Trail requires a total of 266,118 steps.)

“Marathon Club” (Grades 2-5)

This is more of an exercise program than a walk to school program. A Marathon Club, tracks the amount of mileage students run/walk before school.

Students run around the gym, tracking laps, on poor weather days, and run outside when possible. A reward system encourages greater student involvement. Harborview and Gastineau both are establishing slightly different versions of this program.



Rewards are Key to Success

Mileage clubs and contests usually involve incentives like prizes or small gifts, or recognition. In order to be most effective, incentives need to be provided in concert with other strategies over a period of time — not just given once.

- Publishing the names of student participants in the newspaper can be an effective means of encouraging student involvement.
- Special treats for participating children (or even adults)
- Recognition at an assembly
- Posting the names of winners in the school newsletter or on a bulletin board
- Get out of Homework Free Coupons
- Cafeteria coupons
- Treasure Chest prizes (can be recycled or donated gifts)
- Tee-shirts or water bottles



Incentives from the Juneau Police

The Juneau Police Department currently has a program in which they provide free McDonalds ice cream cone coupons to children they see wearing bicycle helmets – one component of safe routes to schools.

Education Programs

Children benefit from a combination of educational methods such as classroom curriculum, assembly activities, and hands-on skill building. Some of the pedestrian and bicyclist safety skills that children need require practical experience. Hands-on activities such as simulated street crossings and bicycle handling drills provide children with the opportunity to watch and apply safety skills.

Adults learn best when they feel the topic is relevant to them. Parents should be provided with information how to create and promote safe walking and bicycling behaviors and environments for their children, and community members should be reminded of the importance of yielding to pedestrians, and slowing down in and near school zones. Both state statute and city ordinance require drivers to yield to pedestrians.

Lessons integrated into classroom subjects (Grades K-6)

Safety education can be integrated into traditional classroom subjects to meet education standards in many ways. Examples include:

- **Physical Education (PE):** Safe walking, street crossing and cycling lessons combined with outdoor practice on the streets children use around their school and neighborhood is highly recommended. This Plan suggest the Juneau School District work with district PE teachers that have already developed this type of training and make it a district-wide program, promoting its use by all elementary and middle school PE teachers, every year. Other popular activities promote physical conditioning. Learn walking warm-ups and stretches and do some progressively longer walks in class to prepare for Walk to School Day. At least two elementary schools in Juneau sponsored a very popular Marathon Club before or after school in 2011-2012.
- **Art, Computer Class:** Create posters promoting Walk to School Day and safe driving and walking messages.
- **Geography:** Survey and create maps of walking routes to school. Tracking students' walking and bicycling mileage and plotting it on a map (i.e. Iditarod map)
- **Health:** Learning about the cardiovascular system, and why activity is good for health. Use pedometers to measure steps, or simply measure walking time accumulated by students; study health benefits of physical activity.



- **Mathematics:** Keep logs of walking time or steps; calculate speeds and distances, individual and group averages, trends and statistical analyses (do boys or girls walk more?)
- **Physics:** Study the biomechanics of walking. For example, measure stride lengths-do they vary with height, weight, age, leg length? How does walking speed depend on you step speed and stride length?
- **Biology:** Look for specific plant or animal species, or inventory indigenous species along walking routes. Catalogue seasonal changes in the flora and fauna.
- **English:** Write press releases and public service announcements to promote Walk to School Day. Write essays or keep a diary about your experiences walking.
- **History:** Study historical locations in your community by walking to them.
- **Social Sciences:** Photograph important things about your community observed while walking to school. Anything you'd like to change? What can you do about it?

Visits by Reflectosaurus (Grades K-5)

One-time annual instruction, such as an assembly with the Reflectosaurus, offers an opportunity to reach many children quickly. The event builds school-wide excitement about walking and biking while offering a way to introduce safety education in schools where competing demands for class time do not allow for more extensive instruction. Educational messages may be taught through skits, songs, chants, photographic or artistic presentations, videos, guest speakers or other ways of engaging a large audience. Classes working on related topics, such as health or air quality, can share what they have learned with other children in the audience. The Juneau Police Department is available to assist with pedestrian safety training including “stranger danger” upon request. What the JPD will teach evolves depending on the interests of the school resource officer in the unit.



Reinforcement Through Newsletter, etc. (Grades K-5)

One-time methods can be made more effective by reinforcing them throughout the year by inserting messages in school-wide announcements, signs and newsletter articles. Newsletters are also a good way of reaching out to parents. For example, promoting a school’s Walking School Bus or reminding parents graphically each month why driving students to school all the time contributes to the congestion problems and is contrary to promoting an active lifestyle,

Bicycle Rodeo (Grades K-8)

Bicycle rodeos are one-time events for children to practice basic bicycling techniques and can serve as an opportunity to check children's bicycles for fit and functioning and to provide



instruction on proper helmet use. Rodeos require a knowledgeable instructor and use a simulated setting for practice. Simulated settings may be playgrounds or parking lots set up with stop signs, traffic cones, and other props. Often a stop sign course is set up to teach children how to stop and look for oncoming traffic. Other activities teach balance, stopping, turning and control. Rodeos are often community-sponsored instead of solely conducted by a school. (In the past, AmeriCorps has worked with the Juneau Police Department to hold bicycle rodeos in Juneau).

Bicycle Safety Training (Grades 3-8)

Bicycle safety training generally lasts five to ten hours over several sessions and includes both information and on-bicycle practice of safe ways to operate a bicycle. At the end of the course participants apply their knowledge and skills in simulated or actual on-road settings. Good bicycle curriculums should include at least the following basics:

- how to cross the street safely –stop, look and listen
- basic bike and helmet fitting – especially important for parents
- how to position yourself properly on the road – the three positions
- how to let drivers know your intentions – be predictable
- how to safely negotiate turns and intersections – hand signals, signs, traffic awareness
- the basics of traffic law – right of way and rules of the road
- skills practice – 3-6 adult-led hours on a bike; one hour walking in a neighborhood

Enforcement Programs

The Law Enforcement Approach

A variety of law enforcement methods can help change unsafe behaviors, making walking and bicycling safer and more attractive for children and their parents. Law enforcement includes a variety of methods that use both technology and personnel to raise awareness and educate motorists about their driving behaviors and how they relate to the safety rules. An effective law enforcement program is more about providing visible police presence for improved behavior than writing tickets. The intent of enforcement is to get people to change dangerous behaviors that could cause a crash and subsequent injury or fatality.

Speed Trailers or Monitors

Portable speed trailers visually display drivers' real-time speeds compared to the speed limit. Active speed monitors are permanent devices to keep drivers aware of their speeds and the need to slow down near schools. These devices may be effective in reducing speeds and increasing awareness of local speed limits.



This concept is supported by the JPD. JPD currently does have speed trailers that have been in school zones, but not regularly. JPD was considering applying for a Speed Monitors grant using SRTS funding. The concept was to have all school zone signs equipped with a permanent radar display showing how fast drivers were going, and the sign would flash if drivers go too fast. However, because State agency would have to install and maintain (as most roads are state and not local) there did not seem to be much of a positive response, and no one moved forward with the application.

Traffic Complaint Hotlines

A traffic complaint hotline allows community members to report traffic problems directly to police. It is used to identify the worst traffic problem areas and the most frequent traffic complaints. Police follow up with enforcement in the identified area and schedule additional enforcement if needed.

Increased Speeding Enforcement

Issuing tickets is the strongest strategy of an enforcement program.¹⁵ Strict enforcement of speed laws in school zones is one law enforcement tool that can improve the safety for children walking and bicycling to school as well as motorists. A 'zero tolerance' policy for speeders in school zones and even an increase in fines for drivers who violate the posted school zone speed limit are potential approaches. While effective, issuing tickets is a resource consuming form of enforcement, and draws local police away from other duties.

Issuing an increased number of warnings is another option. This allows police to contact up to 20 times as many non-compliant motorists than the writing of citations does. In addition, the high frequency of stops ensures not only that many people directly make contact with law enforcement, but also that many others witness these stops and are prompted to start to obey the rules.

While the JPD has no set school zone enforcement schedule, they are responsive to requests for increased enforcement by school administrators, and the JPD does increase the frequency of enforcement at the beginning of each school year. The following is posted on the JPD website: "The start of the school year does mean increased speed enforcement around schools, especially at the start and end of the school day when there are lots of pedestrians. Typically the school resource officers, this year they are Officer Jason Van Sickle and Officer Sarah Hieb, will start their days at school zones. Patrol also provides a couple of officers regularly to help with speed enforcement in school zones."¹⁶

Speeding has been cited as the number one safety concern in Juneau by Juneau residents.¹⁷

¹⁵ There is no scheduled enforcement schedule for school zones. Officers are responsive to requests to increased enforcement when a problem is identified, and will enforce the school zone based on availability.

¹⁶ <http://www.juneaupolice.com/viewindividualdispatch.php?UID=263>

¹⁷ Officer Jason Van Sickle



The Community Enforcement Approach

All adults in a community need to set good examples for their children and others by crossing streets in crosswalks when they are available and following other traffic rules. Representatives of communities and schools can improve safety behaviors in many ways.

Student Safety Patrols

Older students can become safety patrol members and help during drop-off and pick-up times at the schools. Such efforts allow students to participate in promoting traffic safety where they learn skills they can use in their everyday lives. Having a student safety patrol program at a school requires approval by the school, as well as a committed teacher or parent volunteer to coordinate the student trainings and patrols. (JPD used to have explorer scout program but has never has this type of program).

Volunteer Crossing Guards

Adult school crossing guards can be parent volunteers, school staff or paid personnel. Adults can volunteer to become crossing guards to enforce safe behaviors at crossings. Annual classroom and field training for adult school crossing guards as well as special uniforms or equipment to increase visibility are recommended.

Crossing Guard work can be difficult in Juneau, especially when conducted by so few. According to the Juneau Police Department website: "Crossing guards do incredibly important work to keep kids safe. It's miserable work. It is wet, cold, and often dark. Crossing guards take their own lives in their hands as they, themselves, risk getting run over by drivers on cell phones."¹⁸

Neighborhood Speed Watch Programs

Neighborhood speed watch programs can provide opportunities for residents to educate drivers about their driving speeds while making drivers aware that the neighborhood is concerned about safety. There are several ways to do this, one of which is posted on the JPD website.

According to the Juneau Police Department: "If other neighbors/parents are concerned as well, you can organize to 'patrol' the area yourself demonstrating what it means to drive the speed limit during times kids are walking in the area. Peer pressure is a powerful motivator and can greatly assist the police in making for a safe environment. If every concerned parent in that neighborhood did a couple of extra 'laps' at the speed limit in the morning and after school to slow down the speed demons, you might see big changes."¹⁹

¹⁸ <http://www.juneaupolice.com/viewindividualdispatch.php?UID=399>

¹⁹ <http://www.juneaupolice.com/viewindividualdispatch.php?UID=345>



Appendix A - Encouragement, Education and Enforcement Ideas

In another neighborhood speed watch program, residents record speed data in their neighborhood using radar units borrowed from the city. Residents record the speed and license plate information of speeding motor vehicles. This information along with a letter is sent to the owner of the vehicle informing them of the observed violation and encouraging them or other drivers of their vehicle to drive at or below the posted speed limit. This type of awareness encourages some speeding motorists to slow down. (However, according to the JPD – radar devices are expensive, and are not likely to be handed over for this purpose.)

