Jaffrey Grade School

2017 Safe Routes to School Action Plan

JAFFREY GRADE SCHOOL

SafeRoutes

JAFFREY-RINDGE
COOPERATIVE SCHOOL DISTRICT

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Jaffrey Grade School

SAFE ROUTES TO SCHOOL ACTION PLAN

ACKNOWLEDGEMENTS

During the 2016/2017 school year, Principal Shaw-Sarles worked with Southwest Region Planning Commission (SWRPC) to develop a Safe Routes to School Action Plan for Jaffrey Grade School (JGS). JGS and SWRPC are grateful for the contributions provided by Principal Shaw-Sarles.

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JAFFREY-RINDGE
COOPERATIVE SCHOOL DISTRICT

Southwest Region Planning Commission

Healthy MONADNOCK

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Jaffrey Grade School

SAFE ROUTES TO SCHOOL ACTION PLAN

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Above: A crossing guard helps students cross Main Street on their way to Jaffrey Grade School.
Image credit: SWRPC

INTRODUCTION

What is Safe Routes to School?

Safe Routes to School (SRTS) is a program with a simple goal: to improve the health and wellbeing of children by creating safe and convenient opportunities to walk and bike to school. Safe Routes to School programs employ a combination of evaluation, education, encouragement, enforcement and engineering strategies to address the specific needs of their school(s). This comprehensive approach, called the five (5) E's, is centered on an understanding that the barriers to safe walking and bicycling are both behavioral and physical. In 2015, the Safe Routes to School National Partnership introduced a sixth (6) E, Equity.

EDUCATION	Ensure that everyone learns how to travel safely
ENCOURAGEMENT	Promote walking and biking in the school community
ENGINEERING	Design streets for safety and predictability
ENFORCEMENT	Enforce traffic safety laws and target risky behaviors
EVALUATION	Track progress toward our shared safety goals
EQUITY	Increase access and opportunity for all residents, including disadvantaged, minority, and low income populations

EDUCATION

ENCOURAGEMENT

ENGINEERING

ENFORCEMENT

EVALUATION

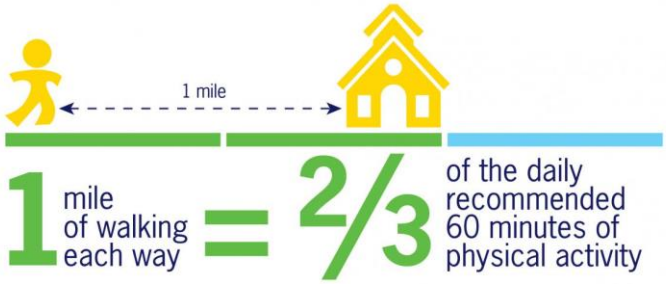
EQUITY

Benefits of Walking and Bicycling to School

Walking and bicycling to school is a fun and healthy activity that has numerous benefits for students, parents, and teachers.

- Safe Routes to School (SRTS) programs create a safer travel environment near schools by reducing motor vehicle congestion at school drop-off and pick-up zones.
- Students that choose to walk or bike to school are rewarded with the benefits of a more active lifestyle, as well as the responsibility and independence that comes from being in charge of the way they travel.
- By adopting Safe Routes to School programs, schools can improve students' health and readiness to learn without taking time away from existing school-day activities or placing additional burdens on teachers.

SRTS programs offer additional benefits to neighborhoods by helping to reduce school-related traffic and providing infrastructure improvements that facilitate walking and bicycling for everyone. In addition, by walking or bicycling, children encounter each other (and their other neighbors) on the way to school, increasing the feeling of community and social support.



One mile of walking each way is 2/3 of the CDC's recommended 60 minutes of physical activity for children.

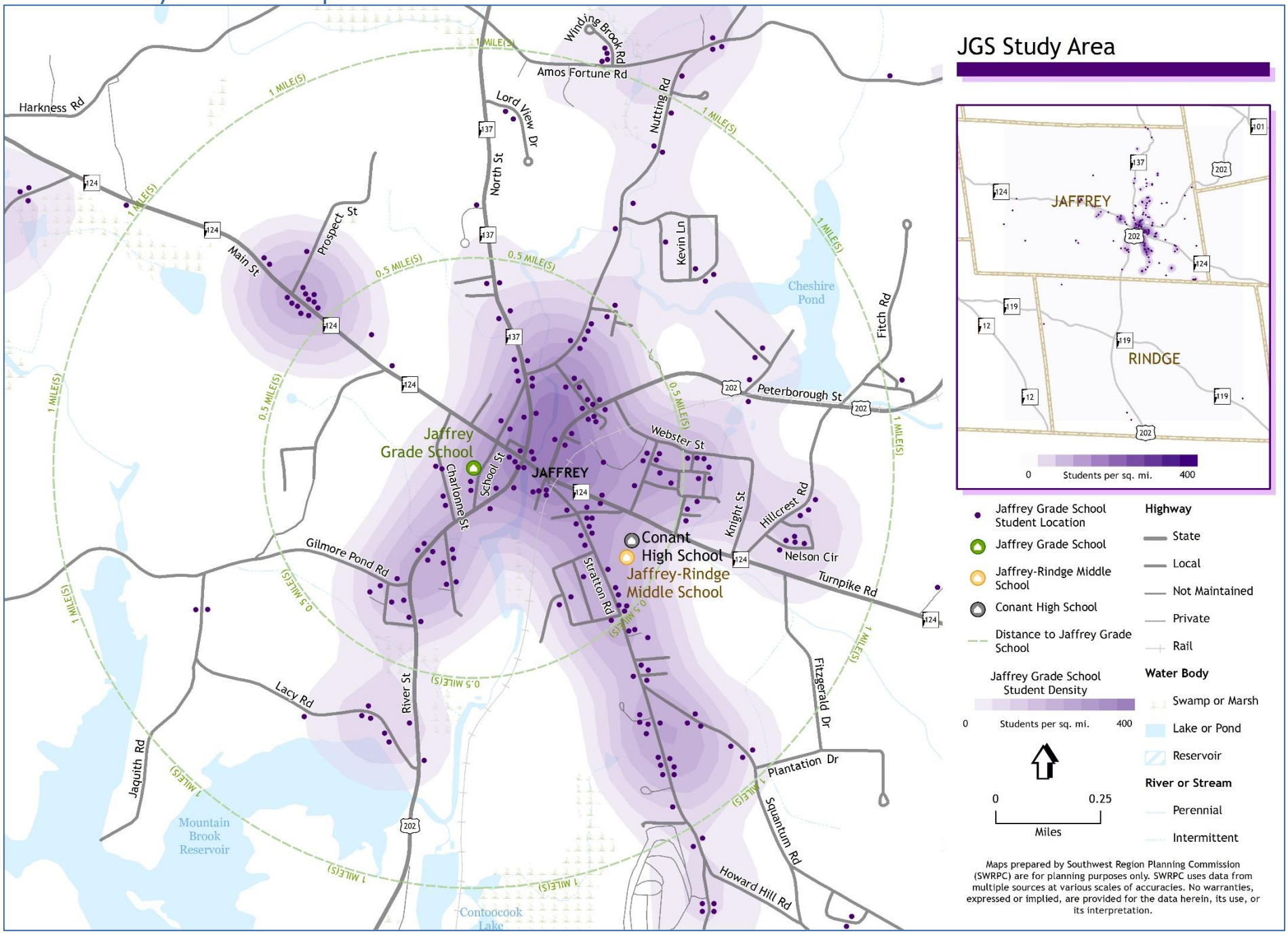
Above: A crossing guard helps students cross the road safely on their way to school.

STUDY AREA

JGS is located on School Street in downtown Jaffrey as shown in Figure 1 below. The school is within walking distance of several neighborhoods and the downtown center. The school includes grades pre-K through 5 and enrolled 320 students at the beginning of the 2016-2017 school year. Of these, 27.3% lived within a half mile walking distance of the school, and 56.2% live within a 1 mile walking distance. The JGS Study Area map on the next page shows the extent of the study area for this Plan and where students live within the study area. The JGS Walking Distance Map on page 5 shows students who live within a ¼-mile, ½-mile, 1-mile, and 2-mile walking distance of JRMS.

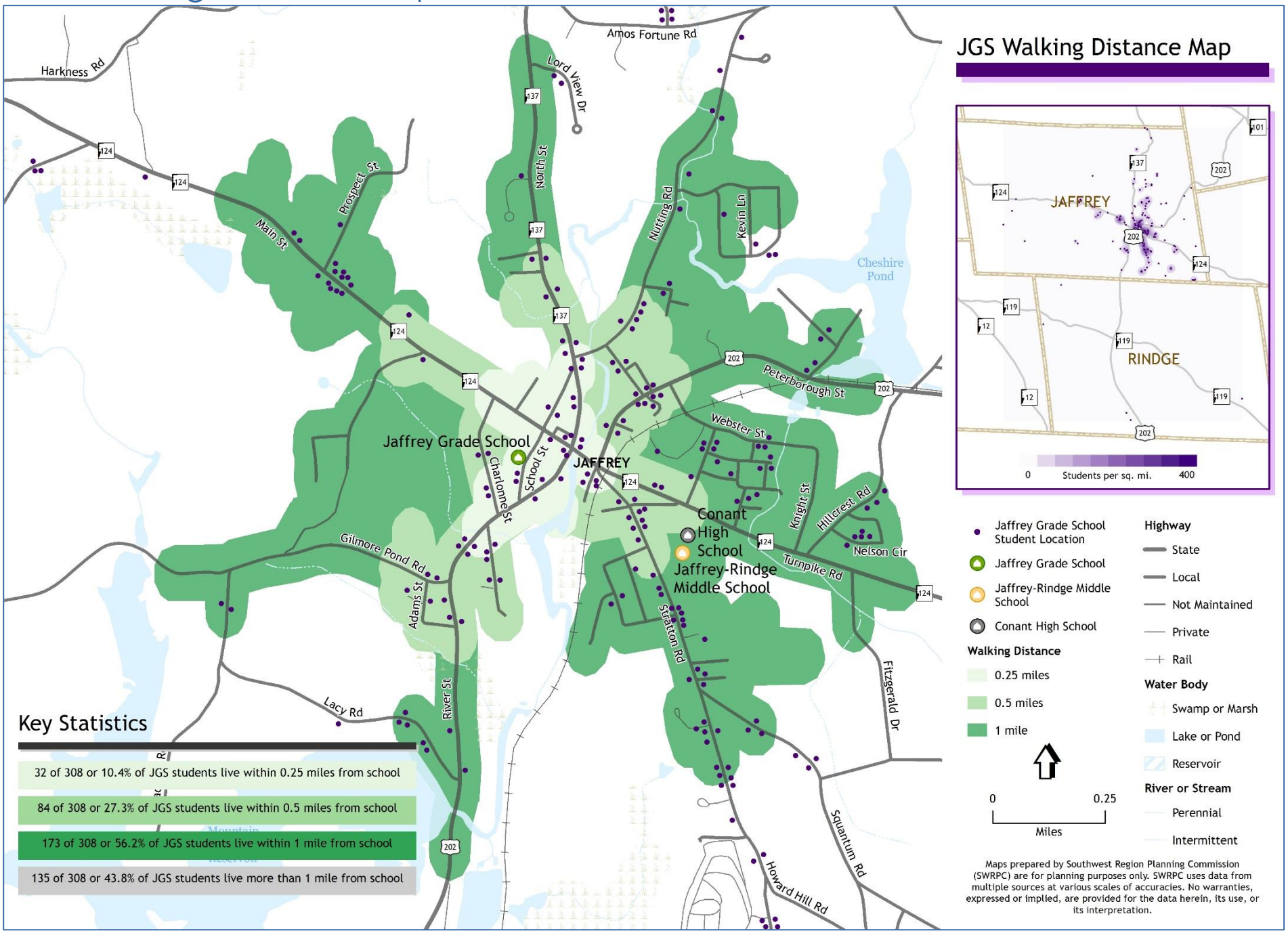
Figure 1. Aerial view of Jaffrey Grade School in downtown Jaffrey, NH.

JGS Study Area Map



Note: Student location data is from December 2016.

JGS Walking Distance Map



Note: Student location data is from December 2016.

EXISTING CONDITIONS

To better understand existing travel conditions within the study area, SWRPC staff worked with JGS to do the following:

i. Conducted a field observation to review the behaviors and travel patterns of students, buses, and motorists at JGS during drop-off and pick-up hours;
ii. Conducted the National Safe Routes to School Parent Survey About Walking and Biking to School;
iii. Conducted the National Safe Routes to School In-Classroom Travel Tally;
iv. Assessed pedestrian infrastructure conditions near the school; and
v. Collected traffic speed and volume data at 5 locations in Jaffrey.

A review of these observations and analysis is summarized in the sections below.

Field Observation

SWRPC staff conducted a field observation at JGS on Thursday, October 13, 2016 during morning arrivals and afternoon departures. The goal of the field observation is to better understand travel patterns on or near the school campus and identify potential safety concerns. School starts at 8:30 a.m. and lets out at 3:00 p.m. (2:58 p.m. for kindergarten).

Parent Drop-off and Pick-Up

On the day of the observation, parents began arriving at 8:05 a.m. and lined up in front of the school on School Street. Parents also used the driveway north of the school to drop off students near the playground, as shown in red in Figure 2.

A staff person came outside at 8:20 a.m. to supervise children waiting in front of the school until they were allowed inside at 8:30 a.m.

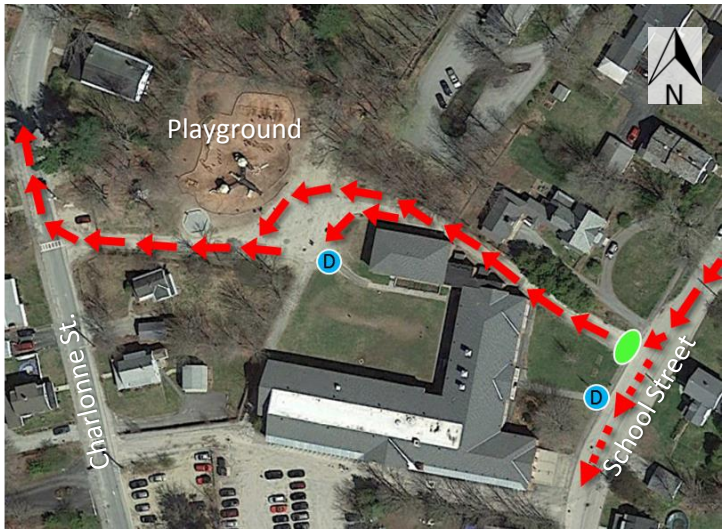


Figure 2: *JGS Parent drop-off and pick-up route.*

LEGEND

PARENT DROP-OFF ROUTE

ALTERNATE PARENT DROP-OFF ROUTE

DROP-OFF LOCATION D

AREA OF SAFETY CONCERN

Field Observation (Continued)

Parent Drop-off and Pick-Up (Continued)

During both morning drop-off and afternoon pick-up, parent vehicles turning into the driveway north of the school cross the path of students walking to school. This unmarked area was identified as a safety concern for students walking to school due to the high volume of turning traffic, shown in green in Figure 2 and circled in red in Figure 3 to the right. Other safety concerns observed include two parents who dropped off their children on the opposite side of School Street, where there are no crosswalks. In addition, parent traffic backed up onto School Street during afternoon pick-up, which could become an issue if it backs up onto Main Street.

Figure 3: *Driveway entrance north of the school where turning vehicles cross the path of students walking to school. The area circled in red was identified as a safety concern.*

Bus Drop-off and Pick-Up

Buses drop-off and pick-up students on the south side of the school, as shown in orange in Figure 4. A sign posted near the bus entrance indicates that this area is a bus zone during the hours of 8:15-8:45 a.m. and 2:45-3:15 p.m. Overall, bus drop-off and pick-up proceeded smoothly. Staff supervised students unloading and loading in the bus zone, and no buses were observed idling.

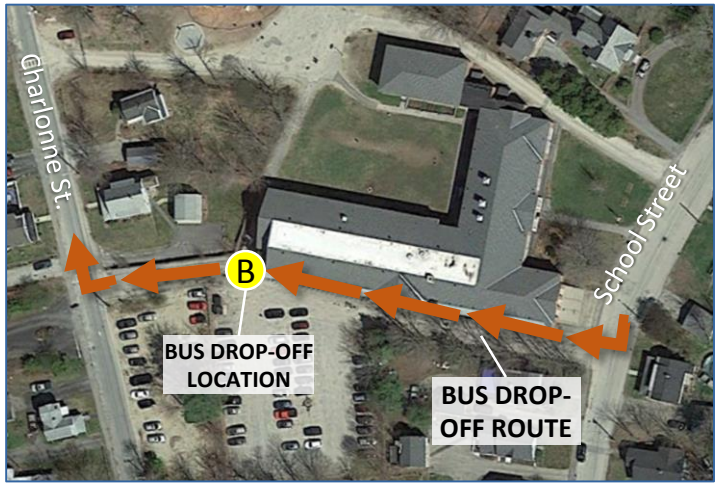


Figure 4: *JGS bus drop-off and pick-up route.*

Walking & Bicycling Arrivals & Departures

Walkers and bicyclists enter the school via the front entrance. The majority of students (21) arrived to school via School Street, however one student was observed arriving via Charlonne Street on the day of the observation. Thirty five students were observed walking home, and two students rode their bicycles home. Aside from the safety concern identified along the parent drop-off and pick-up route, there were no other safety concerns observed on the day of the observation.

Parent Survey

The parent survey collects information from parents about how their children travel to and from school and what concerns parents have about their child walking or biking to school. This information is used to help identify strategies to improve safety and increase convenience for students who already walk and bike to school, as well as address barriers for students who do not currently walk or bike to school. The National Safe Routes to School Parent Survey about Walking and Biking to School can be found in Appendix B.

JGS conducted the parent survey in January and February of 2017. Seventy three households responded to the Parent Survey, representing a total of 142 students in grades K-8. The breakdown of grades represented in the survey is shown in Figure 5.

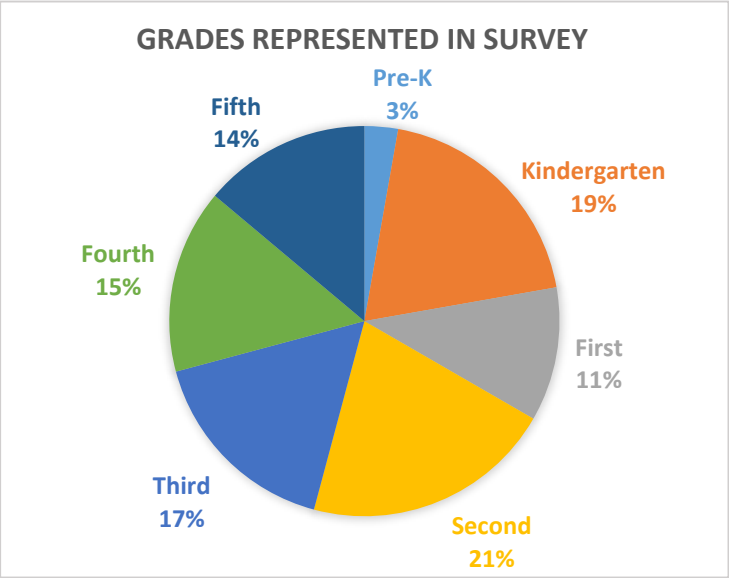


Figure 5: *Breakdown of grades represented in the JGS Parent Survey about Walking and Biking to School.*

The primary arrival mode, as indicated by parents, is school bus (53% of households) followed by family vehicle (33% of households) and walking (14% of households). In the afternoon, a slightly higher percentage of students rode the bus compared to the morning (59%) and fewer students traveled by family vehicle (25%). Slightly more students walked in the afternoon compared to the morning (15%). No households reported bicycling to or from school.

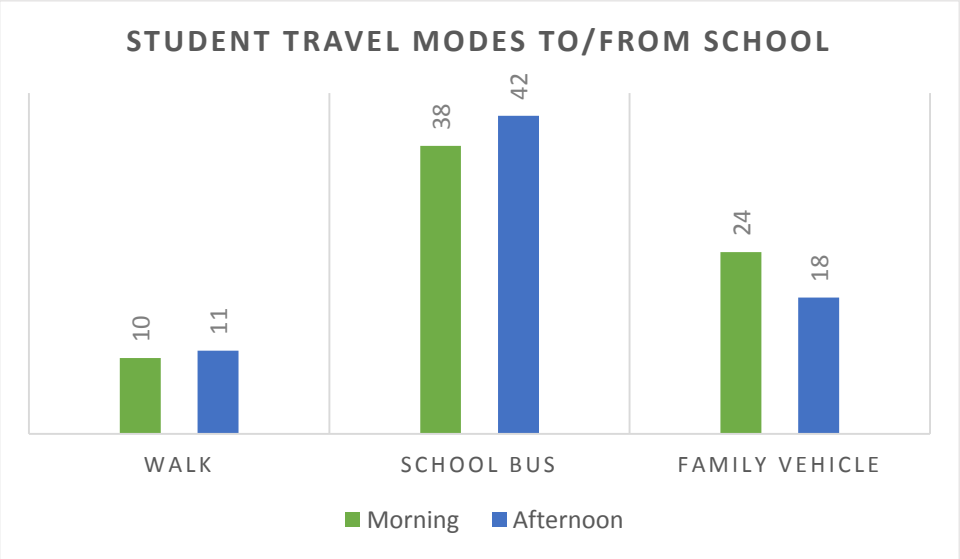


Figure 6: *JGS student arrival and departure modes, as reported by parents.*

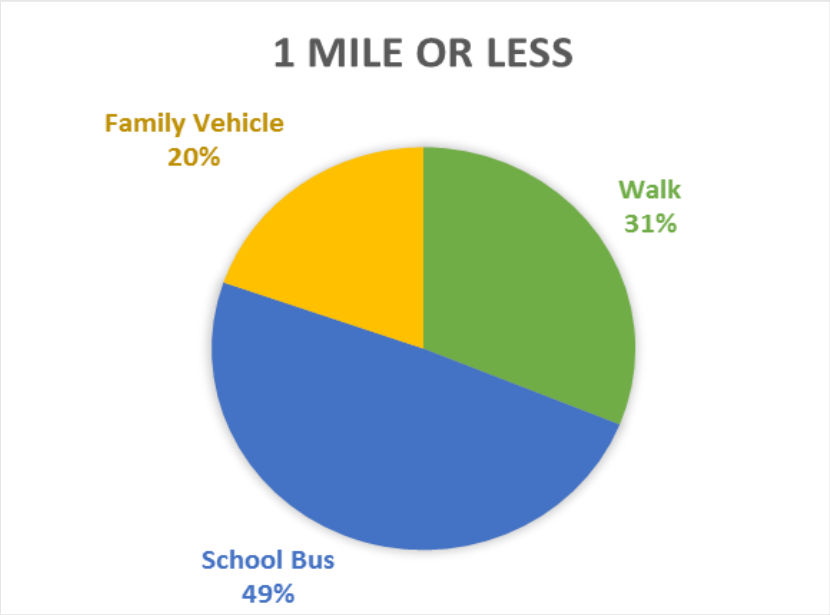
Parent Survey (Continued)

Figure 7, below, compares travel modes of students who live within a mile of school to students who live more than a mile from school. Students who live within a mile of school are more likely to walk and less likely to ride in a family vehicle or take the bus than students who live more than a mile from school.

Table 1 on the right shows parent responses to the question "At what grade would you allow your child to walk or bike to/from school without an adult?" Results vary by distance of the family from school; almost half (46%) of families who live more than a mile from school were more likely to report that they would not feel comfortable allowing their child to walk or bike to school at any grade, compared to families who live within a mile of school (24%).

Grade parent would allow child to walk to school without an adult	1 Mile or Less	Greater than 1 Mile
Three	20%	3%
Four	20%	6%
Five	20%	9%
Six	28%	26%
Seven	4%	6%
Eight	0%	9%
Ten	4%	0%
No Grade	24%	46%

Table 1: *Grade parents would allow their child to walk or bike to/from school without an adult, by distance from school.*



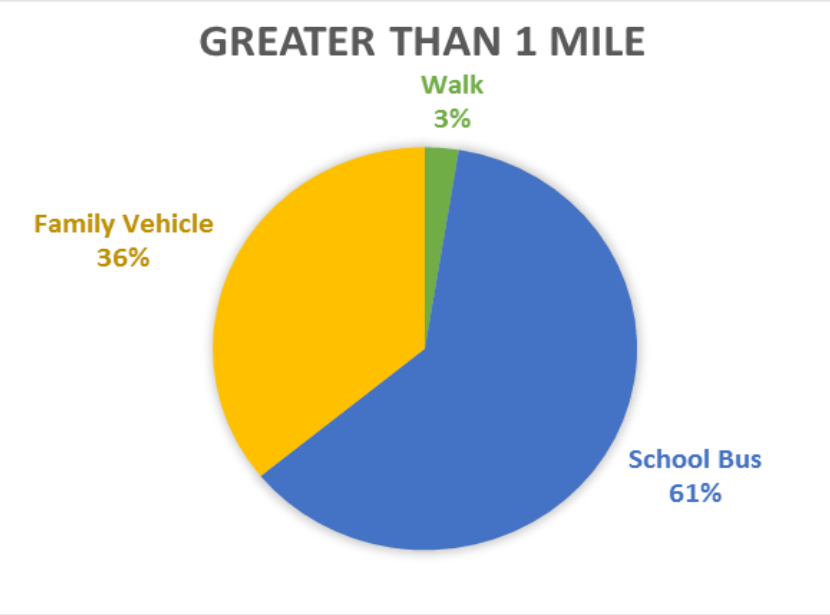


Figure 7: *JGS student travel modes (average of arrival and departure modes) by distance of family home from school, as reported by parents. Note: 2 respondents did not know how far they live from school; these responses are not included in this figure.*

Parent Survey (Continued)

Similarly, parent responses to the question "What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school?" vary slightly by distance from school. For families who live more than a mile from school, the top issue is distance (31%) followed by amount of traffic along route (17%), speed of traffic along route (17%), and weather or climate (17%). For families who live a mile or less from school, the top issues are the speed and amount of traffic along route and safety of intersections and crossings (19% each) followed by weather or climate (13%).

Figure 9, below, shows parents responses to questions about how much the school encourages walking and biking to school, how fun walking to school is for their child, and how healthy walking to school is for their child.

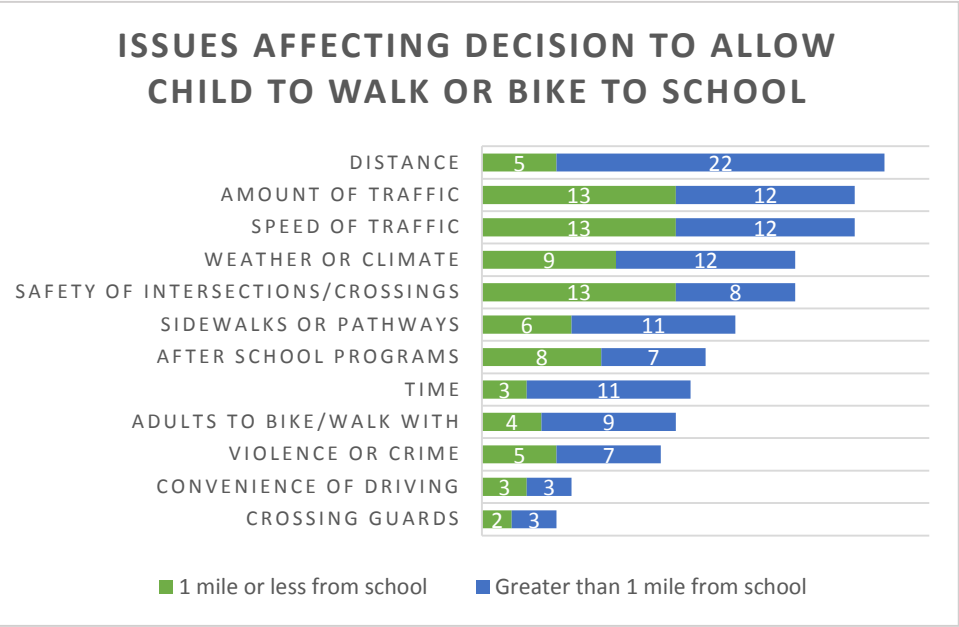
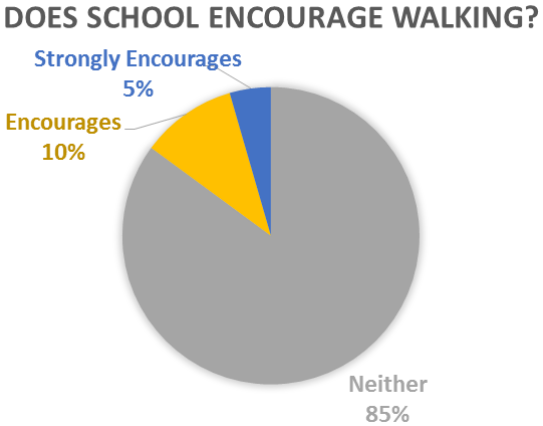
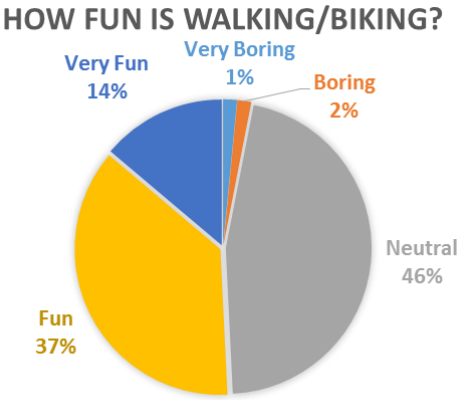
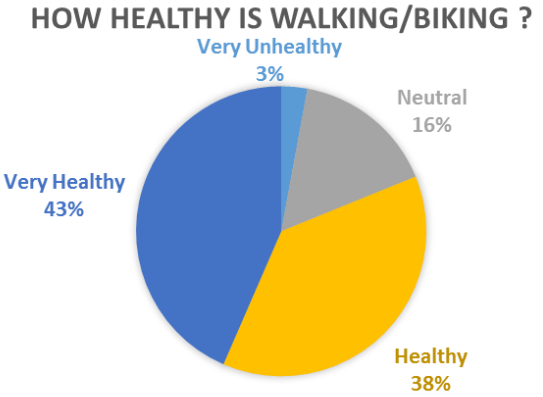


Figure 8 (above): *Issues affecting the decision to allow, or not allow, students to walk or bike to/from school by distance from school, as reported by parents.*

Figure 9 (below): *Parent responses to questions 12-14 on the JGS Parent Survey about Walking and Biking to School. .*







Parent Survey Comments

Parent comments from the survey are included below. Many of these comments emphasize that infrastructure, traffic conditions, safety, and distance are factors that influence a parent's decision to allow their child to walk and bike to school.

COMMENTS RELATED TO INFRASTRUCTURE & TRAFFIC CONDITIONS

- River St sidewalks are in very poor conditions between our home and Main St. The intersection at River and School St is almost blind. Walkers cannot be seen well.

- The only reason my child walks after school is due to after school activities. She only walks to the library where I meet her and we walk home together. Nutting Rd is very dangerous. Cars constantly speed and there is no sidewalk all the way to our house. We almost always just miss getting hit by speeding cars.

- The sidewalk down Nutting Road stops halfway to our home and the cars go very fast down that road. My children and I have almost been hit by a car many time where there is no sidewalk.

- The middle & high schools are much closer to our home and I would feel comfortable with my son walking/biking to those (they are less than 1 mile away). The major intersection in downtown Jaffrey causes me concern for any children walking/biking to school - I don't feel it's safe. I would be concerned about my child biking to school if the weather turned - I don't want him having to bike home in inclement weather. But if he walks at least he could always take the bus home. I would happily carpool right now if there was a carpool sign-up sheet. I would also feel more comfortable walking if there was a walking "club" or group of kids/parents that went together.

- I would feel comfortable if my children walked/biked to school as long as they didn't go by themselves. In regards to other safety issues the sidewalks along Humiston field are in terrible condition. The intersection at the end of Humiston field playground is dangerous in the wintertime - once stopped at that stop sign most vehicles slide around trying to get moving again because it is slightly uphill. Walking students trying to navigate in the same area is quite dangerous.

- 1) I live on School Street, and it is a one-way street. The one way sign at the ingress intersection and the do not enter sign at the egress intersection are not visible enough to prevent traffic from travelling the wrong way down the street. I see this occur a minimum of 2 times weekly. 2) There is a crossing guard at Main/School St. but not at School/Rte. 202. Both ends of the street need to be covered because of observation 1). 3) There are only sidewalks on one side of the street. This side of the street also happens to be where cars are allowed to park. This inhibits visibility of children to and from the school side of the street. 4) At the 202 end of School Street the winter plowing is less than desirable. The plows leave much snow in the road which hardens/ices over and creates a bottle neck for cars exiting the street which is a visibility issue.

Parent Survey Comments (Continued)

COMMENTS RELATED TO SAFETY

- Due to violence or crime I would never allow my child to walk or bike home without an adult.
- I would love to have my daughter walk to school its healthy. However I just don't feel it's safe.
- Many apartment buildings with crime and registered sex offenders at one of the main intersections in town. Will not let my middle schooler or 4th grader walk alone.
- My child will never walk to school or bike because there is too many crazy people in the world and I do not want to lose my daughter
- The world is a crazy place these days and I would still worry about my child walking by herself.

COMMENTS RELATED TO DISTANCE

- We live 1.3 miles from school and on nice days we do walk home from school (parent with children). We choose to drive in a family vehicle most days because of distance and time. We choose not to have the children ride the school bus because it would be a 45 min drive.
- We live too far away for my kids to walk or bike to school. I do allow my 6th grader to walk from middle school to the grade school.
- We live too far to walk or bike

OTHER COMMENTS

- I often have to drive my child in the morning because I also work at the school and cannot be late.
- My son has special needs we are working with him to walk independently to school next year.
- At this time my child is too young so I am not positive on my answers.

In-Classroom Tally

The National Safe Routes to School In-Classroom Student Travel Tally was administered by 18 classrooms at JGS in mid-October 2016. Teachers surveyed students each morning and afternoon for three consecutive days (Tuesday – Thursday) on their mode of travel to and from school. An average of 291 students (91%) shared their arrival modes each day and an average of 287 (90%) shared their departure modes. The results of the travel tally are shown in Figure 10 and Table 2 below.

In the morning, an average of 26 students, or about 9% of respondents, walked to school. This number increased to 45 (16%) for the afternoon. An average of six students (2%) reported bicycling to and from school. The majority of students either took a bus or rode in a family vehicle to get to and from school; in the morning an average of 254 students (87%) arrived by bus or family vehicle, and in the afternoon an average of 212 students (80%) departed by bus or family vehicle. Approximately four students (1%) carpool to school, and six (2%) carpool home from school.

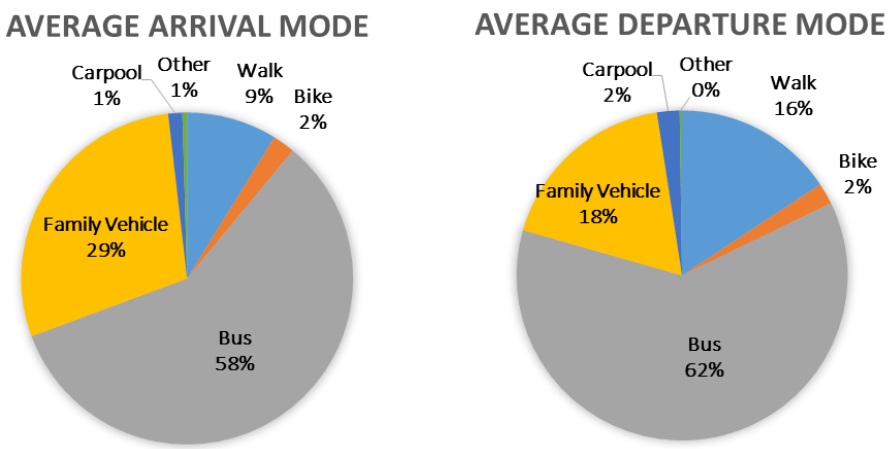


Figure 10: *Average arrival and departure modes at JGS, given in percentages.*

Travel Mode	Average # Students	
	Morning	***Afternoon***
Walk	26	45
Bike	6	6
Bus	170	177
Family Vehicle	84	52
Carpool	4	6
Other	1	1

Table 2: *Arrival and departure modes at JGS, in average number of students.*

Pedestrian Infrastructure

Pedestrian infrastructure includes sidewalks, crosswalks, paved shoulders, off-road trails or paths, and amenities such as lighting and street furniture. The presence or lack of pedestrian infrastructure has a large impact on safety, both real and perceived. Studies have shown that for students living within 1 mile of school, implementation of effective pedestrian interventions can reduce the traffic dangers (real or perceived) that prevent students from walking to school.[1,2]

STATEWIDE ASSET DATA EXCHANGE SYSTEM (SADES) DATA

In order to better understand pedestrian infrastructure conditions near the school, SWRPC staff assessed the conditions of sidewalks and crosswalks in Jaffrey using the NH Statewide Asset Data Exchange System, or SADES. SADES provides a common set of collection and training standards, ensuring that data collected throughout the state is comparable and assessed uniformly.

The sidewalk assessment includes data such as the width of the sidewalk, sidewalk condition (good, fair, or poor), curb condition (good, fair, or poor), and the presence of buffer strips, curb ramps and crosswalks. The Pedestrian Infrastructure Map on the next page shows the extent of the sidewalk and crosswalk network in Jaffrey and sidewalk structural conditions. **"Good condition"** indicates little or no distress or vertical displacements on the sidewalk, **"fair condition"** indicates the presence of narrow cracks and/or sidewalk displacements less than ½ inch, and **"poor condition"** indicates sidewalk cracks and/or large vertical displacements greater than ½ inch.

Above: A sidewalk in good condition on Stratton Road.

Above: A sidewalk in fair condition on School Street.

[1] Beck, Laurie F. and Greenspan, Arlene I. "Why Don't More Children Walk to School?" Journal of Safety Research. 39.5 (2008): 449-52.
[2] Nasar, J.L. (2015). Creating places that promote physical activity: Perceiving is believing. [Research brief.] Active Living Research.

Jaffrey Pedestrian Infrastructure Map

Downtown Jaffrey

Jaffrey Center

Sidewalk Surface Condition

Good | Fair | Poor | Unknown

Crosswalk

Good condition: indicates little or no distress or vertical displacements on the sidewalk.

Fair condition: indicates the presence of narrow cracks and/or sidewalk displacements less than ½ inch.

Poor condition: indicates sidewalk cracks and/or large vertical displacements greater than ½ inch.

Traffic Conditions Near Jaffrey Grade School

To better understand traffic conditions near the school, SWRPC staff conducted traffic volume and speed counts at six locations within walking distance of JGS, including the driveway at the southern entrance to the school (Site A), School Street north of JGS (Site B), School Street south of JGS (Site C), Peterborough Street near Sunset Lane (Site D), Stratton Road north of JRMS (Site E), and Turnpike Road near Grove Street (Site F). The automatic traffic recorder (ATR) locations are shown in Figure 11 below.

In addition, SWRPC staff conducted a pedestrian signal/"No Right Turn on Red" driver compliance study at the intersection of Peterborough St./Route 202, Turnpike Rd./Route 124, Stratton Rd., and Blake Street. The goal of this study was to better understand driver compliance with NH's state law which prohibits turning at signalized intersections during the pedestrian walk phase.

Figure 11: *Automatic Traffic Recorder (ATR) locations in Jaffrey, NH.*

Traffic Conditions (Continued)

Traffic Volumes

Traffic volumes for Sites A through F are shown in Table 3. Values are shown for the average number of vehicles on weekday mornings from 8:00-9:00 a.m., the average number of vehicles on weekday afternoons from 3:00-4:00 p.m., and the average number of vehicles per day. The highest traffic volumes were observed at Site D on Peterborough Road, which is a major route through town. The second-highest volumes were observed on Turnpike Road/Rt. 124 (Site F), followed by Stratton Road (Site E). It is interesting to note that traffic volumes on School Street north of JGS (Site B) are higher than the traffic counts on School Street south of the school (Site C). Since School Street is a one-way street, the difference in vehicle counts is likely due to parent vehicle traffic that cuts through the school to get to Charlonne Street and reverse direction.

Weekday Vehicle Counts	Site A	Site B	Site C	Site D	Site E	Site F
Morning average (8-9 a.m.)	36.3	91.7	65.5	623.3	222.0	241.0
Afternoon average (3-4 p.m.)	8.3	140.3	90.0	898.0	362.0	410.7
Daily average	162.0	1,030.3	701.3	10,600.7	4,298.7	4,585.3

Table 3: *Average weekday vehicle counts at Sites A – F for the morning (8:00-9:00 a.m.), the afternoon (3:00-4:00 p.m.), and the total daily average.*

Traffic Speeds

The average, 85th percentile, and maximum traffic speeds in mph at Sites A – F for the morning (8:00-9:00 a.m.) and afternoon (3:00-4:00 p.m.) are shown in Table 4. The 85th percentile speed is the speed at which no more than 15% of traffic is exceeding. Figure 12 on the next page show the breakdown of speeds at each site.

Weekday Traffic Speeds (mph) During School Arrivals and Departures	Site A	Site B	Site C	Site D	Site E	Site F
Average speed	9.9	20.7	19.8	30.9	28.2	36.5
85th Percentile speed	13.1	25.3	24.0	35.0	32.2	41.3
Maximum speed	15.9	36.0	34.8	46.1	43.0	51.6

Table 4: *Average, 85th percentile, and maximum speeds at Sites A-F during school arrival and departure times. Values shown are the average of the morning (8:00-9:00 a.m.) and afternoon (3:00-4:00 p.m.) weekday speed statistics.*

Traffic Conditions (Continued)

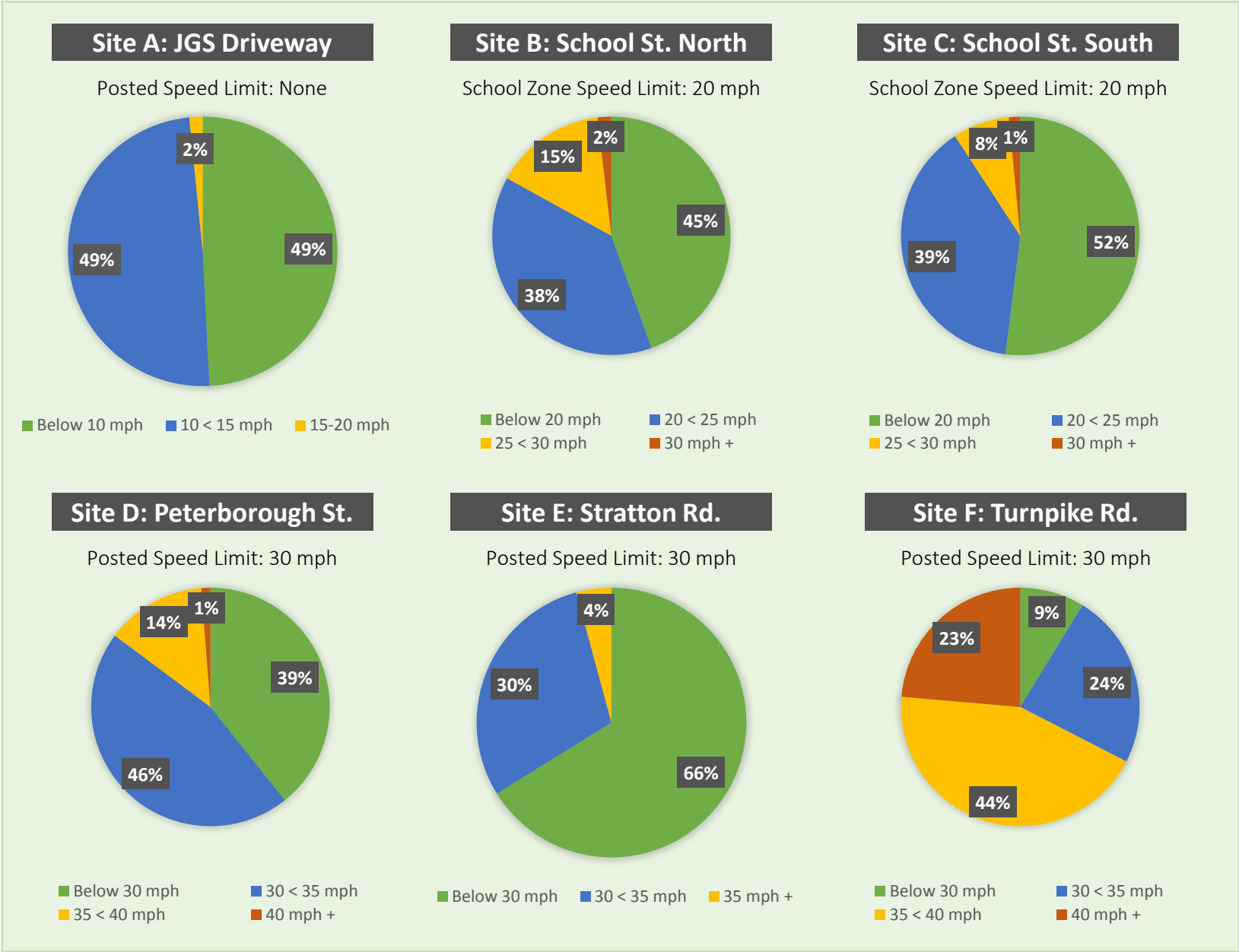


Figure 12: *Breakdown of speeds at sites A-F during morning (8:00-9:00 a.m.) and afternoon (3:00-4:00 p.m.) hours. Values shown are the average of the morning (8:00-9:00 a.m.) and afternoon (3:00-4:00 p.m.) weekday speed statistics over a period of three days.*

Traffic Conditions (Continued)

Traffic Speeds (Continued)

The maximum speed detected at Site A (JGS driveway) during school arrival and departure times was 15.9 mph, and almost half (49% or 62 vehicles) were going less than 10 mph. This indicates that speeding is not an issue at Site A, which is mostly used by school staff and busses during drop-off and pick-up. Traffic speeds on School Street north of JGS were slightly higher than those south of JGS; about 17% of vehicles (218 vehicles) were going more than 5mph above the school zone speed limit at Site B, whereas at Site C, only 9% of vehicles (72 vehicles) were going more than 5 mph above the school zone speed limit.

Site D on Peterborough St. only had 15% of vehicles going more than 5 mph above the speed limit. However, due to the high traffic volumes on this road, this is still a high number: 484 vehicles were going between 30-35 mph, and 44 vehicles were going 40 mph or faster. Site E, which is located on a calmer road (Stratton Road), only had about 4% of vehicles (62 vehicles) going more than 5 mph above the speed limit, only 2 of which (0.01%) were going above 40 mph.

The highest speeds were detected at Site F on Turnpike Road just east of Grove Street. The maximum detected speed at this site was 52 mph, and about two thirds of traffic exceeded the posted speed limit of 30 mph by more than 5 mph. Twenty three percent (355 vehicles) were going more than 40 mph at this site.

Above: An automatic traffic recorder (ATR) on Stratton Road (Site E).

Pedestrian Phase/"No Turn on Red" Compliance Study

In order to better understand driver compliance with NH state law which prohibits right turns while the pedestrian walk signal is active, SWRPC staff observed the intersection of Peterborough St./Route 202, Turnpike Rd./Route 124, Stratton Rd., and Blake St. for two hours during the morning (7:00-9:00 a.m.) and the afternoon (2:00-4:00 p.m.) and recorded driver turning behavior.[3] In total, there were 66 vehicles that approached this intersection while the pedestrian walk phase was active. Of these, 9 (14%) made a right turn while the pedestrian signal was active. Two vehicles (3%) turned while the pedestrian signal was active and there was a pedestrian in the crosswalk. These vehicles proceeded through the intersection on a red light while the pedestrian signal was active without stopping.

For the full traffic study report, which include traffic volume and speed statistics as well as the data collected for the pedestrian phase/"No Turn on Red" compliance study, please see Appendix C.

[3] NH RSA 262-A:10. 1963, 330:1. 1973, 24:4. 1981, 146:1. 1994, 135:1, eff. Jan. 1, 1995.

RECOMMENDED STRATEGIES

The following section includes a list of recommendations for JGS organized by the 5 "Es": Evaluation, Education, Encouragement, Enforcement, and Engineering. Short-term (1-2 years) and long-term (3-5 years) priority strategies are listed in the Implementation section on pages 24 and 25.

EVALUATION STRATEGIES

1. **Administer the "Safe Routes to School Arrival and Departure Tally Sheet" on an annual basis to track trends over time.** Work with school staff and faculty to administer the 3-day tally each year to track travel trends over time. Enter data on the National Safe Routes to School online Data Collection System: http://saferoutesdata.org.
2. **Administer the "Parent Survey about Walking and Biking to School" on a bi-annual basis (every two years).** Work with wellness committee or safety committee and parents to conduct parent survey every two years.

EDUCATION STRATEGIES

1. **Engage students and their families in walkability assessments of routes near school.** Work with students and their families to assess the walkability of routes near school using the SRTS walkability checklist or other assessment tool.
2. **Incorporate walking and bicycling safety into school curriculum.** Work with teachers to identify ways to incorporate walking and bicycling safety into the school curriculum.
3. **Give presentations about Safe Routes to School at School Board meetings, Parent Group meetings, and other meetings as appropriate.** Work with the wellness committee and/or parent volunteers to share information about the school's efforts to promote walking and bicycling to school and improve safety.
4. **Share information about how students can walk, bike, carpool, and take the bus.** Work with the school district to add information about the best routes to walk or bike to school, how parents can organize carpools, and bus route information to the parent handbook, school website, newsletters, emails, etc. Additionally, consider posting this plan on the JGS website.
5. **Continue to coordinate a bike safety day on an annual basis.** Work with local partners to coordinate bike safety days in order to teach students to bicycle safety skills in a safe and fun environment.

RECOMMENDED STRATEGIES (Continued)

ENCOURAGEMENT STRATEGIES

1. **Organize Walk/Bike to School Day events to promote walking and bicycling to school.** Form a school committee to work with parent volunteers and organize school-wide walk and bike to school days in the spring and fall.
2. **Organize a "Walking School Bus" with parents and community members.** A walking school bus is a group of children who walk to school with adult supervision. Work with parent volunteers and community members to organize a walking school bus. Consider establishing one or more locations where families can meet to walk to school together.
3. **Create a School-Wide Mileage Club or Contest to offer incentives to students who bike or walk to school.** Create an incentive program that tracks number of trips and rewards students, classes, and/or grades with highest number of trips made by walking or bicycling.
4. **Establish a Remote Drop-Off Location to encourage students who live further away to participate in walking or bicycling to school.** Identify locations ¼ - ½ mile from school where parents can drop off students, then work with property owners to establish remote drop-off location(s).

ENFORCEMENT STRATEGIES

1. **Continue and expand crossing guard program.** Work with local law enforcement to continue the presence of crossing guards at the School Street/Main Street intersection, and consider expanding to include the School Street/River Street intersection or other key crossing locations.
2. **Work with local law enforcement to enforce "no parking" zone on School Street.** Work with school district and local law enforcement to enforce the "No Parking" area on School Street to prevent parents from letting their kids out of the car across the street from the school.
3. **Place active Speed Monitors or Radar Speed Trailers to Enforce Speed Limit on key roads near the school.** Work with the Town to place speed feedback signs on roads near the school where speeding is a concern.
4. **Work with local law enforcement to educate drivers about NH RSA 262:A 10**. Work with local law enforcement to raise awareness of the law which prohibits drivers from turning right on red while the pedestrian signal is active.

RECOMMENDED STRATEGIES (Continued)

ENGINEERING STRATEGIES

1. **Increase visibility of school driveway entrance north of JGS.** Work with the JRCSD and the Town of Jaffrey to improve the visibility of pedestrians walking across the driveway entrance to the parent drop-off area. Example treatments could include painting a crosswalk, installing pedestrian crossing signs, and installing a raised crossing.
2. **Increase safety of crossings at signalized Main Street intersections.** Work with the Town of Jaffrey to improve safety at the signalized intersections on Main Street. For example, adding curb extensions would shorten the crossing distance for pedestrians, improve visibility for pedestrians and motorists, and slow turning traffic.
3. **Improve pedestrian infrastructure on River Street/Rt. 202.** Work with the Town of Jaffrey, NHDOT, and other partners to improve the existing sidewalk on River Street/Rt. 202, which is currently in poor condition. Also, consider adding a crosswalk at the School Street/River Street intersection for students who cross at this location.
4. **Work with the Town of Jaffrey to reduce the width of School Street.** Consider narrowing the vehicle travel lane on School Street in order to slow traffic, reduce the use of the street as a cut-through for local traffic, and create space for other uses such as shoulders, bicycle lanes, a wider sidewalk, and/or a green buffer between the sidewalk and the road.
5. **Work with Town of Jaffrey and NHDOT to improve and expand pedestrian infrastructure on Nutting Road and North Street.** Work with the Town of Jaffrey to extend the sidewalk on Nutting Road to Letourneau Drive, and work with the Town and NHDOT to add a crosswalk at the Nutting Road/North Street intersection for students who cross at this location to get to JGS via Goodnow St.

Left: *A temporary crosswalk was installed at the driveway entrance to the parent drop-off area using removable traffic tape.*

Right*: Walkers use the temporary crosswalk on their way to school.*

Image source: SWRPC

IMPLEMENTATION

The following pages describe short-term (1-2 years) and long term (3-5 years) priority strategies for JGS to focus on as the school launches its Safe Routes to School program. These strategies were prioritized based on discussions with JGS administration, faculty, and the JGS parent group as well as a prioritization exercise. JGS should form a SRTS committee, or assign an existing school committee, to work on implementing these strategies.

Key Players for Implementing the JGS SRTS Action Plan

- SCHOOL ADMINISTRATION: Many of the strategies outlined in this plan require leadership and support from school administration. School administrative staff should consult the Action Plan when setting goals for the year and ensure the plan is clearly communicated to school faculty, staff, parents, and the school board.
- WELLNESS COMMITTEE OR OTHER SCHOOL COMMITTEE: The school wellness committee (or other committee) can use the action plan as a framework for developing a JGS SRTS program. The committee should revisit the plan on an annual basis to choose priority strategies for the upcoming academic year.
- PARENTS: Parents can use the action plan to become familiar with the SRTS program and its goals. Parents should also be engaged to provide feedback to the school, volunteer to help out with the SRTS program, and share data with the school to assist with evaluation of the program.
- FACULTY & STAFF: School faculty and staff can use the action plan to learn about the program and its goals, understand the benefits for students, and as a resource for incorporating walking and bicycling into the school curriculum. Faculty and staff should be invited to become active participants in the development of the JGS SRTS program.
- TOWN OFFICIALS & STAFF: Town officials and staff can use this action plan to identify priority areas in town to improve safety for students who walk and bike to school. Coordination with the NH Department of Transportation may be necessary to address some of the strategies identified in this action plan.

Short-Term Priority Strategies (1-2 years)

STRATEGY	POTENTIAL LEAD	POTENTIAL PARTNERS	RESOURCES
Increase visibility of school driveway entrance north of JGS.	JRCSD	JGS Administration; Town of Jaffrey	SRTS Engineering Guide
Organize a Walk/Bike to School Day event to promote walking and bicycling to school	School Committee	JGS Administration; JGS Parent Group; Town of Jaffrey	How to Plan a Walk to School Day Event Guide
Engage students and their families in walkability assessments of routes near school	School Committee	JGS Parents; JGS Faculty; JGS Administration	Walkability Checklist
Administer the "Safe Routes to School Arrival and Departure Tally Sheet" on an annual basis to track trends over time	JGS Administration	JGS Faculty; SWRPC (to enter data)	SRTS In-Classroom Tally Sheet (see Appendix B); National SRTS online Data Collection System
Work with local law enforcement to enforce "no parking" zone on School Street	JRCSD & Jaffrey Police Department	JGS Administration; Town of Jaffrey	SRTS Enforcement Guide

Students assess walking routes near their school to determine a good location for a "park and stride" lot. As part of the assessment, students learn about pedestrian safety.

Image credit: St. Ciaran's National School (Ireland).

Long-Term Priority Strategies (3-5 years)

STRATEGY	POTENTIAL LEAD	POTENTIAL PARTNERS	RESOURCES
Incorporate walking and bicycling safety into school curriculum	JGS Faculty	JGS Administration	Safe Routes to School's Bicycle and Pedestrian Curricula Guide
Increase safety of crossings at signalized Main Street intersections	Town of Jaffrey & NHDOT	JRCSD; SWRPC	NHDOT Transportation Alternatives Program
Improve pedestrian infrastructure on River Street/Rt. 202	Town of Jaffrey & NHDOT	JRCSD; SWRPC	NHDOT Transportation Alternatives Program
Organize a "Walking School Bus" with parents and community members	School Committee & Parent volunteers	JGS Parent Group; JGS Administration	Starting a Walking School Bus Guide
Continue and expand crossing guard program	Jaffrey Police Department	Town of Jaffrey; JRCSD; JGS Administration	Adult School Crossing Guard Guidelines
Administer the "Parent Survey about Walking and Biking to School" every two years	JGS Administration or School Committee	JGS Parent Group; JGS Faculty; SWRPC (to enter data)	Parent Survey (see Appendix A); National SRTS online Data Collection System

A "walking school bus" is a fun way to get more students walking safely to school.

Left image credit: Beach Cities Health District

Right image credit: C.P. Smith Elementary School, Burlington, VT