



Safe Routes to School

A plan to make walking and biking to school a safe, fun activity

R.L. STEVENSON ELEMENTARY

Fridley Public Schools, Fridley, MN

JUNE 2017



ACKNOWLEDGMENTS

The following key people/entities participated in the Safe Routes to School (SRTS) plan efforts for Fridley Public Schools. Their creativity, energy, and commitment were critical to the success of this effort.

JULIE JONES

City of Fridley

CINDY MCKAY

Fridley Public Schools

JIM KOSLUCHAR

City of Fridley

DENNIS CRAFT

Fridley Public Schools

KAY QUALLEY

City of Fridley

JACK FORSLUND

Anoka County

GRETCHEN ETZLER

Anoka County

BRANDON BRODHAG

City of Fridley

MATTHEW BOUCHER

Fridley Public Schools

MARK MICKELSON

Fridley Public Schools/
Fridley Police Department

BEN RICHARDS

Fridley Public Schools

JOHN PIOTRASCHKE

Fridley Public Schools





Contents

ACKNOWLEDGMENTS.....2

01

INTRODUCTION + CONTEXT 4

The Six Es..... 6

Navigating this Plan 7

The Vision 8

Stevenson Elementary in Context..... 9

02

PROGRAMS 10

Introduction to Programs 11

Existing Programs 12

Program Recommendations 12

Recommended Programs List..... 13

Program Descriptions 14

03

INFRASTRUCTURE.....16

Introduction to Infrastructure 17

Infrastructure Recommendations 20

04

HOW TO GET INVOLVED.....22

Using this Plan.....23

Who are You?.....24

A

APPENDICES 26

Appendix A. For More Information..... 28

Appendix B. SRTS Facts for School Communication 29

Appendix C. Summary of Planning Process 32

Appendix D. Existing Conditions 34

Appendix E. Student Residences 38

Appendix F. Parent Survey..... 39

Appendix G. Student Hand Tally..... 51

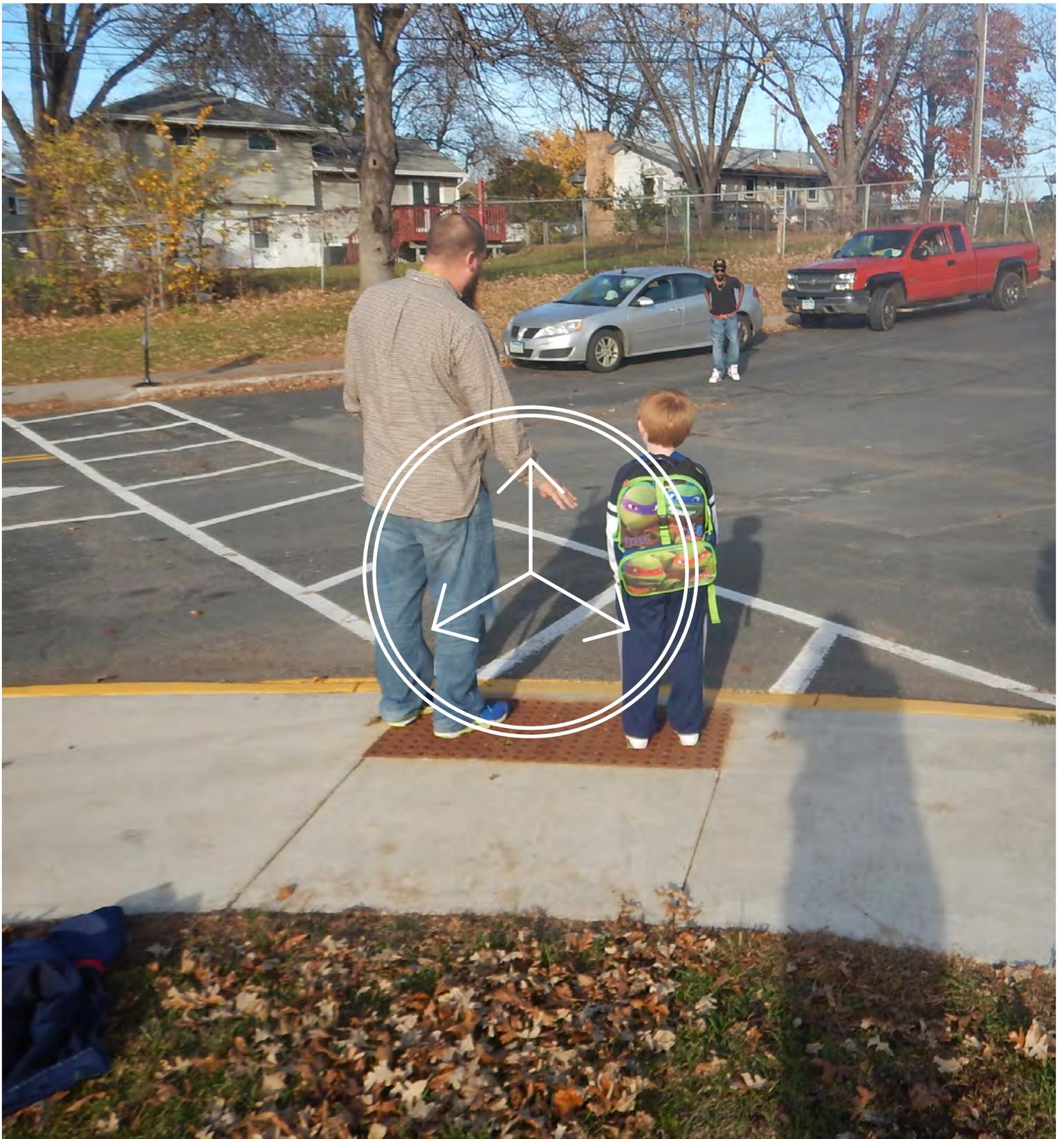
Appendix H. Infrastructure Toolbox 55

Appendix I. Bike Parking for Schools..... 63

Appendix J. Maintenance Planning 65

Appendix K. Equity in SRTS Planning 66

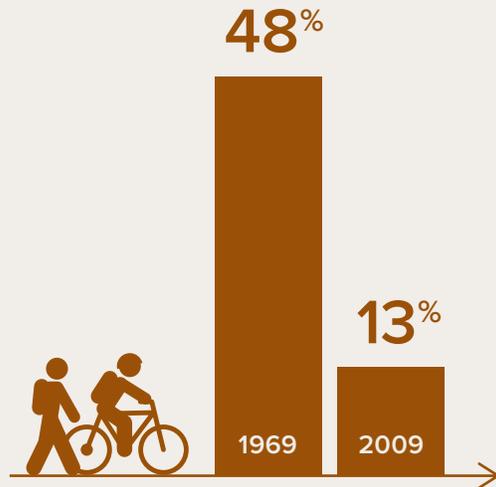
Appendix L. Existing School Maps 71



01

INTRODUCTION + CONTEXT

Why Safe Routes to School?



THE PERCENTAGE OF CHILDREN WALKING OR BIKING TO SCHOOL HAS DROPPED PRECIPITOUSLY WITHIN ONE GENERATION



MOST KIDS ARE NOT GETTING ENOUGH PHYSICAL ACTIVITY



ROADS NEAR SCHOOLS ARE CONGESTED, DECREASING SAFETY AND AIR QUALITY FOR CHILDREN

KIDS WHO WALK OR BIKE TO SCHOOL:



Arrive alert and able to focus on school



Get most of the recommended 60 minutes of daily physical activity during the trip to and from school



Are more likely to be a healthy body weight



Demonstrate improved test scores and better school performance*



Are less likely to suffer from depression and anxiety

THE VICIOUS CYCLE OF INCREASED TRAFFIC LEADING TO REDUCED WALKING AND BICYCLING:



Fewer students walking & biking to school

More parents driving children to school

Rising concern about safety of walking & biking

Increased traffic at and around school

*More information, including primary sources, can be found at <http://guide.saferoutesinfo.org>



The Six Es

Safe Routes to School programs use a variety of strategies to make it easy, fun and safe for children to walk and bike to school. These strategies are often called the “Six Es.”



Education

Programs designed to teach children about traffic safety, bicycle and pedestrian skills, and traffic decision-making.



Encouragement

Programs that make it fun for kids to walk and bike, including incentive programs, regular events or classroom activities.



Engineering

Physical projects that are built to improve walking and bicycling conditions.



Enforcement

Law enforcement strategies aimed at improving driver behavior near schools and ensuring safe roads for all users.



Evaluation

Strategies to help understand program effectiveness, identify improvements, and ensure program sustainability.



Equity

Is an overarching concept that applies to all of the E's, ensuring that all residents have access to and can take advantage of the resources provided through the program.



Navigating this Plan

Below is a roadmap for navigating the way through this plan. Use it to find all the information you need for helping students be safer and more active!



Programs

Getting kids to walk and bike to school requires fun and engaging programs for schools and families. Turn to this section for recommended events, activities, and strategies that will get students moving.



Infrastructure

Ensuring the safety of students on their trips to and from school means upgrading the streets. See this section for suggestions to improve the safety, comfort and convenience of walking and biking, including paint, signage, and signals.



How to get involved

The more people who are involved with a local Safe Routes to School process, the more successful it will be! Use this section to find out how you can be a part of this important initiative.



Appendices

There is more information available than could fit in this plan. For additional resources, turn to this section.



The Vision

In the spring of 2016, Fridley Public Schools (ISD 14) was awarded a Minnesota Department of Transportation (MnDOT) Safe Routes to School (SRTS) planning assistance grant to develop an SRTS Plan. In addition to Stevenson Elementary, Hayes Elementary and Fridley Middle School were selected to receive this planning assistance.

This plan was made possible by support from MnDOT and developed in coordination with the city and the school district. It is the product of several meetings and visits to Fridley, plus discussions with city employees, teachers, school staff, students, and community members. The plan offers recommendations on how to make it easy, fun and safe for children to walk and bike to school.

The following pages offer both program and infrastructure suggestions - all of which fall under the 6 E's model described on page 6. All recommendations are intended to be on an approximate five-year timeline. While not all of these recommendations can be implemented immediately, it is important to achieve short-term successes while laying the groundwork for progress toward some of the larger and more complex projects.



ADDITIONAL SRTS PLANNING IN THE AREA

FURTHER READING

Fridley and Columbia Heights have engaged in SRTS planning over the past few years. In 2013, SRTS plans were completed for Columbia Academy Middle School, Highland Elementary School, and Valley View Elementary School in Columbia Heights. Additionally, a plan was completed for North Park Elementary School in Fridley.



APPENDIX

FURTHER READING

The main body of this plan is intended to be concise in an effort to provide the most pertinent information to the reader. There are several resources in the appendix section for those interested in learning more about SRTS, including specific roles for implementing SRTS, the SRTS planning process at a glance, existing conditions, and talking points to effectively communicate messages related to SRTS.



Stevenson Elementary in Context

R. L. Stevenson Elementary sits on the west side of Fridley along East River Road, a key artery through Fridley. Directly to the west of campus flows the Mississippi River. During the 2016-2017 school year, there were 545 students enrolled. The school draws students from within the City of Fridley as well as students who reside within the Northwest Suburban Integration School District who may choose to open enroll within the eight district consortium (about 40% open enroll overall; see maps in the Appendix L).

Based on the 2016 parent surveys, the majority of parents report their children traveling to and from school by school bus (62.5%) or family vehicle (35.4%), while a very small portion walk (2.1%) and none bike. These percentages vary by distance from school. 10% of students living within a half mile of school report walking, 30% report receiving a ride in a family vehicle, 60% take the school bus, and no students generally ride their bikes. As the distance from school increases to one mile or greater, the share of walking trips decreases, and family vehicle and school bus trips increase (37% and 63%, respectively). See the appendix for in-person observations about student travel modes.

East River Road and the railroad are significant barriers to walking and biking to R. L. Stevenson Elementary. Between 2006 and 2015, no crashes involving vehicles and a bicyclist or pedestrian were reported within a one-half mile radius of the school. Seventy-five percent and 70% of parents reported the safety of intersections and crossings and the amount of traffic affected their decision to allow their children to walk or bike to school.



APPENDIX

FURTHER READING

The summary on this page takes information from a more detailed existing conditions report found in the appendix. There you'll find a report that talks about how students and parents report traveling to and from school, a map showing pedestrian and bicyclist-involved crashes, and a map of residences of students who attend Stevenson Elementary. This information helped planners and community stakeholders develop the best strategies for increasing safety and comfort for students walking and biking to school.





Introduction to Programs

The Safe Routes to School movement acknowledges that infrastructure changes are a necessary but insufficient condition for shifting school travel behavior. Programs are a necessary component of any successful SRTS plan.

While engineering improvements such as sidewalks, crosswalks, and bikeways are important, equally important are **education** programs to give children and families basic safety skills, **encouragement** programs to highlight walking and bicycling to school as fun and normal, **enforcement** against unsafe and illegal motorist behavior, and **evaluation** of the impact of investments and non-infrastructure efforts. Often, programs that help to get more kids walking and biking lead to increased public support for infrastructure projects - they can be an important first step towards building out the physical elements that make walking and biking safer and more comfortable. And relative to certain infrastructure projects, most programs are very low cost.



Existing Programs

Fridley Public Schools and Stevenson Elementary have actively been working towards providing safe and inviting spaces around the school campus for students. This foundation of encouraging student travel safety is valuable for expanding programs to encourage more students to walk and bike. Here are a few programs that already exist in Fridley and at Stevenson Elementary:

- Police Department provides a bike helmet clinic and sells bike helmets at a discount
- Wellness programs and encouragement from school staff
- Summer safety camp with police and fire departments
- Partnership with Free Bikes 4 Kidz and Alina Health for bike giveaways
- Targeted enforcement by Fridley Police Department
- Crossing guards (on campus)
- Safety communication sent home to parents (see www.fridley.k12.mn.us/page.cfm?p=2799)
- City prioritizes snow maintenance on sidewalks near schools
- Bike Rodeo for seniors (not at the school)

Program Recommendations

The following programs were identified as priority programs by the local SRTS team for Stevenson Elementary during the SRTS planning process. These programs were selected to meet the interest and needs of the school community in the near term (one to five years).

Each recommended program shows the “E” it falls under, plus suggested lead, support, and priority.



APPENDIX

FURTHER READING

For a complete list of all potential programs and descriptions, see <http://mnd-otsrts.altaprojects.net/>

Recommended Programs List



PROGRAM	WHICH "E"?	PROGRAM LEADER	PROGRAM SUPPORT	PRIORITY
Bus Drop and Walk/Park and Walk¹	Encouragement	Fridley Public Schools	School staff	Short term
Walk to School Day	Encouragement	Fridley Public Schools	Parents, school staff	
Walking School Bus	Encouragement	Fridley Public Schools	Parents, school staff	
Bike Rodeo²	Education	Fridley Community Education	Fridley Police Department	
Walking route maps	Education/ Encouragement	Fridley Planning Department	Fridley Public Schools	Medium term
Walk! Bike! Fun! Curriculum	Education	Fridley Public Schools	School staff	

REFERENCES AND NOTES

1 Identified as a priority by School District transportation director

2 A program similar to a student bike rodeo is currently offered to seniors in the city



EVALUATION

PARENT SURVEYS AND STUDENT TRAVEL TALLIES

There are two great tools to evaluate all the SRTS work in your community:

Parent Surveys: Recommended to be done once every 2-3 years. A hard copy survey or link to the survey can be sent to parents which asks their perceptions of walking and biking to school.

Student Travel Tally: Recommended to be done fall and spring of every year. These in-class tallies ask students how they travel to and from school.

More information on both the parent survey and the student travel tally can be found at <http://guide.saferoutesinfo.org/evaluation/>

Program Descriptions

The following descriptions provide more information about the recommended programs found in the table on the previous page.

Bus Drop and Walk/Park and Walk

This program is designed to give those who ride the bus or commute with a parent a chance to get physical exercise before school. School administration should choose a location a quarter to half mile away from school where drop off from buses and parent vehicles can occur on a single day. Not all students are able to walk or bike the whole distance to school; they may live too far away or their route may include hazardous traffic situations. This program allows students who are unable to walk or bike to school a chance to participate in Safe Routes to School programs.

Additional Resources

National Safe Routes to School Guide: http://guide.saferroutesinfo.org/encouragement/park_and_walk.cfm



Walk/Bike to School Day

Walk and Bike to School Day is an international event that attracts millions of participants in over 30 countries in the fall. The event encourages students and their families to try walking or bicycling to school. Parents and other adults accompany students, and staging areas can be designated along the route to school where groups can gather and walk or bike together. These events are often promoted through press releases, backpack/folder/electronic mail, newsletter articles, and posters. Students can earn incentives for participating or there is a celebration at school following the morning event. These events can be held for more than a day,

Additional Resources

MnDOT Walk and Bike to School Day: http://www.dot.state.mn.us/mnsaferoutes/programs/walk_to_school_day.html



Bike Rodeo

Bicycle Rodeos are events that offer bicycle skills and safety stations for children - and sometimes parents - to visit (e.g., obstacle course, bicycle safety check, helmet fitting, instruction about the rules of the road, etc.). Bicycle rodeos can be held as part of a larger event or on their own, and either during the school day or outside of school. Adult volunteers can administer rodeos, or they may be offered through the local police or fire department.

Additional Resources

An Organizer's Guide to Bicycle Rodeos: http://www.bike.cornell.edu/pdfs/Bike_Rodeo_404.2.pdf



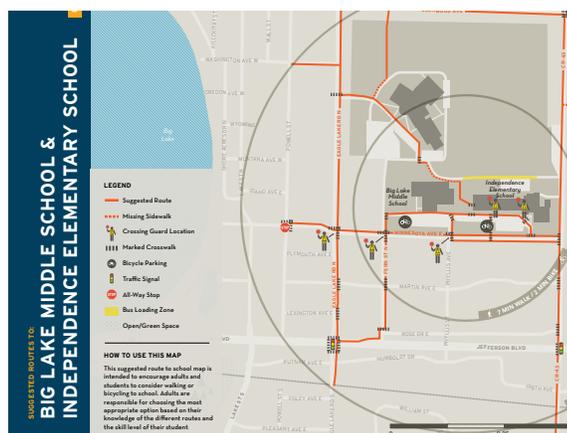


Walking Route Maps

Route maps show signs, signals, crosswalks, sidewalks, paths, crossing guard locations, and hazardous locations around a school. They identify the best way to walk or bike to school. Liability concerns are sometimes cited as reasons not to publish maps; while no route will be completely free of safety concerns, a well-defined route should provide the greatest physical separation between students and traffic, expose students to the lowest traffic speeds, and use the fewest and safest crossings.

Additional Resources

National Safe Routes to School Guide: http://guide.saferroutesinfo.org/engineering/school_route_maps.cfm



Walking School Bus

A Walking School Bus is a group of children walking to school with one or more adults. Parents can take turns leading the bus, which follows the same route every time and picks up children from their homes or designated bus stops at designated times. Ideally, buses run every day or on a regular schedule so families can count on it, but they often begin as a one-time pilot event. A Walking School Bus can be as informal as a few parents alternating to walk their children to school, but often it is a well-organized, PTA-led effort to encourage walking to school.

Additional Resources

http://www.saferoutespartnership.org/sites/default/files/resource_files/step-by-step-walking-school-bus.pdf



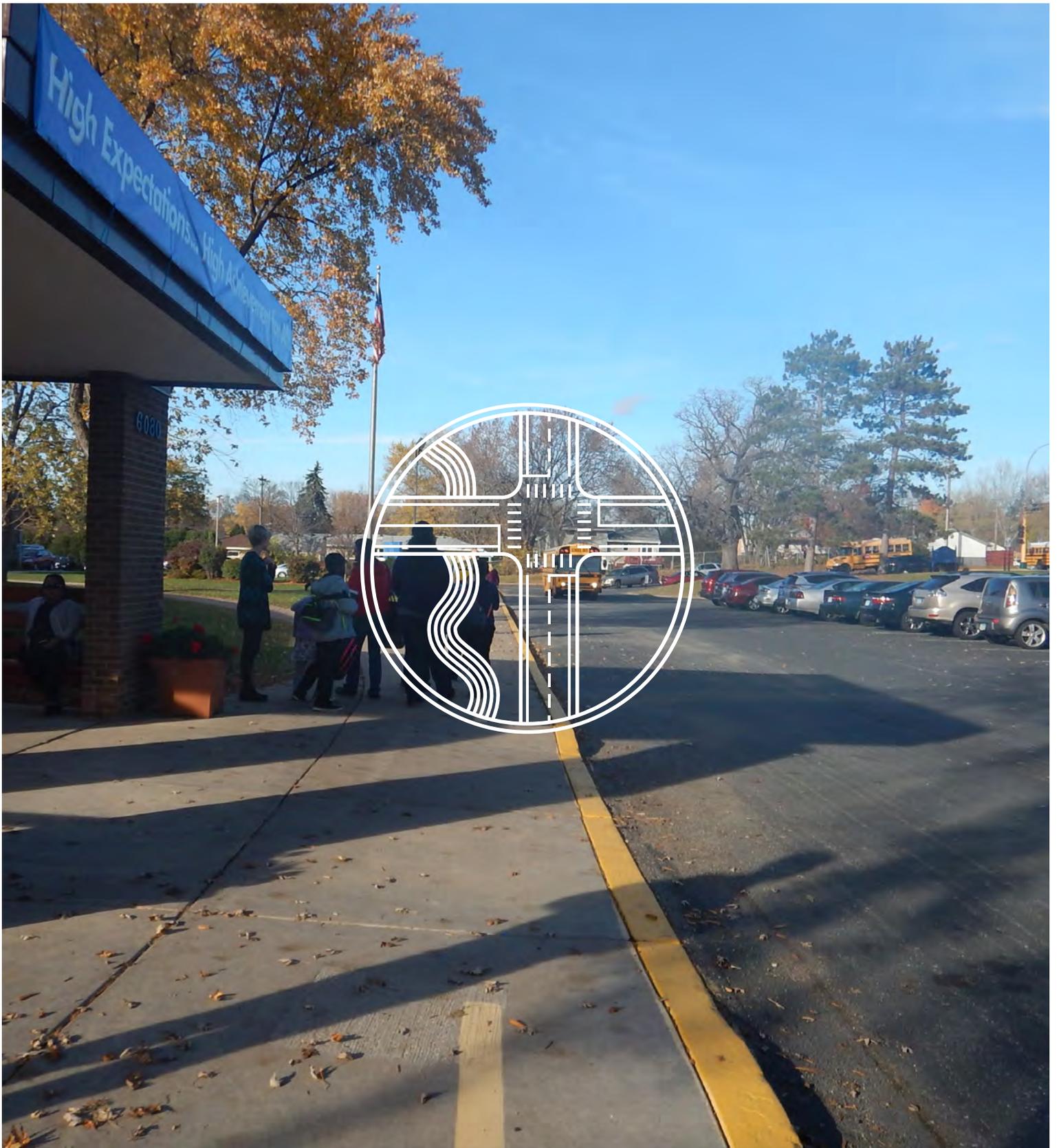
Walk! Bike! Fun! Curriculum

Pedestrian safety education aims to ensure that every child understands basic traffic laws and safety rules. It teaches students basic traffic safety, sign identification, and decision-making tools. Training is typically recommended for first- and second-graders and teaches lessons such as “look left, right, and left again”. Curriculum often includes three parts: in-class lessons, mock street scenarios, and on-street practice. Walk! Bike! Fun! includes lessons for both safe walking and biking, although the latter is recommended for students in fifth grade and older. This curriculum was developed by The Bicycle Alliance of Minnesota with support from the Minnesota Department of Transportation and Blue Cross Blue Shield of Minnesota. It teaches safe traffic behavior through classroom activities and on-the-streets skills practice.

Additional Resources

Minnesota Walk! Bike! Fun!: <http://www.dot.state.mn.us/saferoutes/pdf/toolkit/walk-bike-fun-curriculum.pdf>







Introduction to Infrastructure

In addition to program recommendations, changes to the streetscape are essential to making walking and biking to school safer and more comfortable.

The initial field review and subsequent meetings yielded specific recommendations to address the key identified barriers to walking and bicycling at Stevenson Elementary.

This plan does not represent a comprehensive list of every project that could improve conditions for walking and cycling in the neighborhood, but rather the key conflict points and highest priority infrastructure improvements to improve walking and cycling access to the school. The recommendations range from simple striping changes and school signing to more significant changes to the streets, intersections and school infrastructure.

All engineering recommendations are shown on the Recommended Infrastructure Improvements Map on page 19 and described in the table on page 20. It should be noted that funding is limited and all recommendations made are planning-level concepts only. Additional engineering studies will be needed to confirm feasibility and final costs for projects.



WINTER MAINTENANCE

FURTHER READING

In colder climates, it is important to consider how winter can affect the safety and comfort for youth walking and biking to school. See Appendix J for information related to winter maintenance that will allow kids to stay active and healthy year round.



APPENDIX

FURTHER READING

For a complete list of infrastructure to increase bicyclist and pedestrian safety and comfort, turn to Appendix H. The toolkit found here will help you brainstorm additional improvements for Fridley.

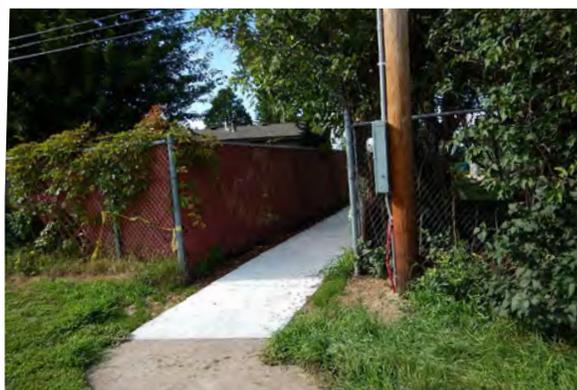
EXISTING INFRASTRUCTURE



View of pedestrian pathway on south side of school connecting to the Mississippi River Regional Trail. This trail leads to Anna Ave, which provides access to housing directly south of school.



View of entrance/exit to school grounds from East River Road.



View of pedestrian pathway at the north side of school grounds (see location D on the following page).



View of East River Road looking north past 61st Way NE. Pedestrians must cross seven lanes of traffic to reach the opposite side of the street. No median refuge large enough to safely and comfortably accommodate pedestrians.

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS

R.L. STEVENSON ELEMENTARY



Infrastructure Recommendations

	LOCATION	PROBLEM/ISSUE	POTENTIAL SOLUTION/ RECOMMEN- DATION	ANTICIPATED OUTCOME	LEAD	PRIORITY
A	East River Rd, west side of street, north of 61st Way NE	Gap in sidewalk at various locations	Complete sidewalk network; ; coordinate with future East River Road (CSAH 1) corridor improvements	Increased safety and comfort for people walking north of school	Anoka County	Medium
B	East River Rd, at 61st Way NE	Long crossing distance and high vehicle speeds	Install pedestrian median to wide enough to comfortably accommodate several people	Increased visibility of people crossing East River Rd; safe resting area for people	Anoka County	High
C	Driveway exiting school grounds at East River Rd and 61st Way NE	Large driveway apron does not adequately identify space for pedestrians, parking, and vehicle travel	Reconfigure driveway space to provide a prioritized path for people walking from the intersection to the school; narrow the remaining apron and regulate parking	Increased comfort and safety for people walking and biking to the school from East River Rd	Fridley Public Schools with the City of Fridley	High
D	Pedestrian path extending from the north west side of campus to 62nd Way NE	The current path is established but not well defined or described for users; portions of the route are shared with vehicles and others are dark and uninviting	Formalize path with lighting and signage; clear brush; paint shared street space markings to formalize pedestrian space	Safer, more comfortable, and more recognized route to school	City of Fridley with Fridley Public Schools	High
E	Chases Island Rd, at Anna Ave NE	Regional trail access to campus is often obscured by cars and brush	Formalize access point using signage, lighting; install wide, high visibility crosswalk; increase sightlines by maintaining and clearing vegetation and restricting motor vehicle parking approaching the crossing	Increased safety and comfort for people walking and biking to campus via the regional trail	City of Fridley	Medium
F	Proposed redevelopment land immediately south of campus	The neighborhood south of campus is planned to be redeveloped; biking and walking conditions can be improved throughout the area	Coordination as development continues to provide safe and comfortable environment for people walking and on bikes	Increased trips to school by walking and biking from this area once redeveloped	City of Fridley	High (depends on timing of redevelopment)
G	61st Ave NE, at Main St	N/A	Potential Bus Drop and Walk location	Increased physical activity before/after school for students; an opportunity for students to walk to school who live too far away to walk from home	Fridley Public Schools	
H	Stevenson Elementary campus, near primary entrance/exit on East River Rd	No bicycle parking present	Install bicycle parking that meets the guidance shown in Appendix I.	More people bicycling to school	Fridley Public Schools	High





04

HOW TO GET INVOLVED

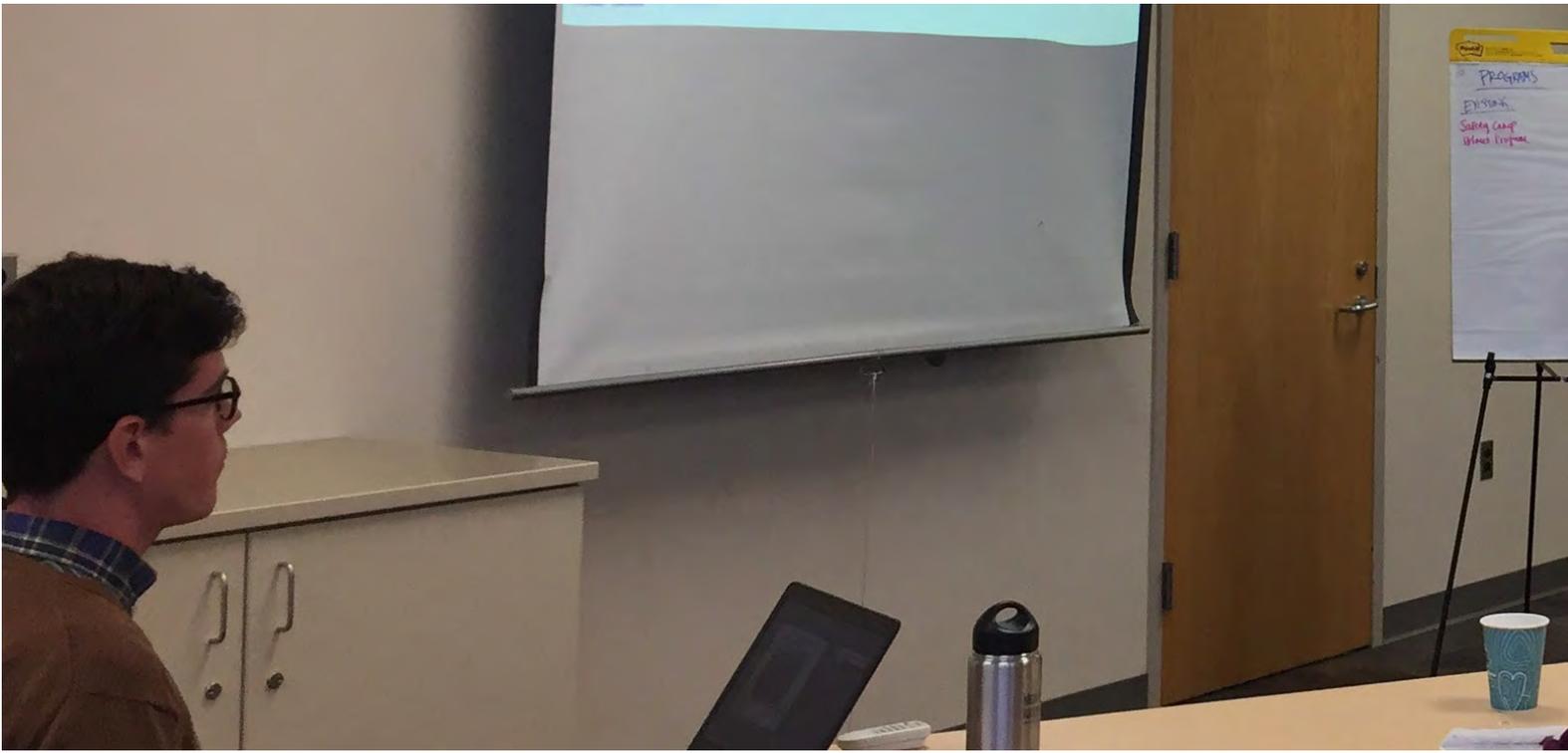


Using this Plan

At the heart of every successful Safe Routes to School comprehensive program is a coordinated effort by parent volunteers, school staff, local agency staff, law enforcement and community advocates, such as public health.

This plan provides an overview of Safe Routes to School with specific recommendations for a 6 E's approach to improve the safety and the health and wellness of students. The specific recommendations in this plan are intended to support improvements and programs over the next 5 years. These recommendations include both long- and short-term infrastructure improvements as well as programmatic recommendations.

It should be noted that not all of these projects and programs need to be implemented right away to improve the environment for walking and bicycling to school. The recommended projects and programs listed in this plan should be reviewed as part of the overall and ongoing Safe Routes to School strategy. Some projects will require more time, support, and funding than others. It is important to achieve short-term successes while laying the groundwork for progress toward some of the larger and more complex projects.



Who are You?

Successful programs are achieved through the coordinated efforts of parent volunteers, school staff, local agency staff, law enforcement and community advocates, such as public health. Each partner has a key role to play in contributing to a plan's success. The following paragraphs highlight the unique contributions of key partners in Safe Routes to School.

I AM A PARENT

Parents can use this report to understand the conditions at their children's school and to become familiar with the ways an SRTS program can work to make walking and bicycling safer. Concerned parents or city residents have a very important role in the Safe Routes to School process. Parent groups, both formal and informal, have the ability and the responsibility to help implement many of the educational and encouragement programs suggested in this plan. Parent groups can also be key to ongoing success by helping to fundraise for smaller projects and programs.

I AM A COMMUNITY MEMBER

Community residents, even if they don't currently have children enrolled in school, can play an important role in supporting implementation of the plan. They can use this report to better understand where there may be opportunities to participate in programming ini-

tiatives and infrastructure improvements. Community members, including seniors or retirees who may have more flexible schedules than parents with school-aged children, may volunteer in established programs or work with school staff or community partners to start new programs recommended in this plan.

I WORK FOR THE SCHOOL DISTRICT

School district staff can use this report to prioritize improvements identified on District property and develop programs that educate and encourage students and parents to seek alternatives to single family commutes to school.

District officials are perhaps the most stable of the stakeholders for a Safe Routes to School program and are in the best position to keep the program active over time. District staff can work with multiple schools, sharing information and bringing efficiencies to programs at each school working on Safe Routes.

I AM A SCHOOL ADMINISTRATOR

School administrators have an important role in implementing the recommendations contained within this SRTS plan. For a plan to succeed, the impetus for change and improvement must be supported by the leadership of the school.



School administrators can help with making policy and procedural changes to projects that are within school grounds and by distributing informational materials to parents within school publications. Please read the SRTS Facts for School Communication in Appendix B.

I WORK FOR THE CITY OR COUNTY

City and County staff can use this report to identify citywide issues and opportunities related to walking and bicycling and to prioritize infrastructure improvements. City staff can also use this report to support Safe Routes to School funding and support opportunities such as:

- MnDOT Safe Routes to School (SRTS) grants
- Federal Safe Routes to School (SRTS) grants
- Statewide Health Improvement Program (SHIP)

For all infrastructure recommendations, a traffic study and more detailed engineering may be necessary to evaluate project feasibility, and additional public outreach should be conducted before final design and construction. For recommendations within the public right-of-way, the responsible agency will determine how (and if) to incorporate suggestions into local improvement plans and prioritize funding to best meet the needs of each school community.

I WORK FOR THE POLICE DEPARTMENT

Police department staff can use this report to understand issues related to walking and bicycling to school and to plan for and prioritize enforcement activities that may make it easier and safer for students to walk and bike to school. The Police Department will be instrumental to the success of the enforcement programs and policies recommended in this plan. The Police Department will also have a key role in working with school administrations in providing officers and assistance to some of the proposed education and encouragement programs.

I WORK IN PUBLIC HEALTH

Public health staff can use this report to identify specific opportunities to collaborate with schools and local governments to support safety improvements and encourage healthy behaviors in school children and their families.