Rim Rock Elementary School
Walking and Biking Audit

September 29, 2016

Rim Rock Elementary School Audit for Walking and Biking
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Audit Team Members:
Sam Atkins, City Engineer, City of Fruita
Jessica Carlson, Safe Routes to School, Mesa County
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Sharon Kallus, Rim Rock Elementary Principal
Judy Macy, Fruita Chief of Police
Matt Surad, Safety and Security Officer, School District 51
Terri Wenzlaff, Safe Routes to School, Mesa County

The Walk Audit was conducted before school on a rainy day with students arriving prior to a 8:50 a.m. bell. Personnel were stationed in the following locations for observation:

- Student drop-off/pick-up area
- Sidewalks and bike routes near school
- Bus Zone
- Along J 6/10 Rd.

Rim Rock Elementary School has approximately 653 students, 35.5% of whom qualify for Free or Reduced Lunch. There are four buses that use the loop on the west side of the school with an average of five kids per bus. Five total bike racks exist (one at the front of the school to the west of the building, one at the front of the school to the east of the building, and three racks behind the school), which provide a total of 150 places for students to park their bikes. Of the available 150 bicycles parking places, there were ten bikes and one scooter that occupied the bike rack in the front of the school to the west; 13 bikes and seven scooters in the bike rack in the front of the school to the east; and 22 bikes, four scooters and two skateboards occupied the three bike racks behind the school. There were a total of five helmets being used at the time of arrival.

The school has teachers act as crossing guards before school along with the help of Fruita Police Department. There is one crossing guard positioned on J 6/10 Rd.

Rider Count – 41 riders/5 helmets
Crosswalk Count – 48 walkers

Observations/comments:
The following observations and comments regarding the school arrival and departure were made by members of the audit team and the school principal.

Drop-off/Pick-up Area:

- Several students in wheelchairs were observed; they had to weave in and out of parked cars to access sidewalks.

Figure 1: Fremont does not have any signage indicating pedestrian/bicycle usage; it is a popular route.

- Parents parked in fire lanes and drop off lanes for extended periods of time.
- People park in front of the fire hydrant.
- Parents make u-turns to line up, which could create problems with students arriving at school.
- Traffic backs up on J 6/10 Road
- Parking issues along Fremont
- Students walk in-between parked cars and lines of traffic to get to school building, usually accompanied by a parent
- Crosswalk from back of school to modular needs repainting

Figure 2: Faded crosswalk on campus.

Figure 3: Isolated bike rack.

Bus loading zone:

- Buses turn around in cul-de-sac on the west side of school, so driveway is two-way traffic
- “Bus Service Entry Only” sign is small and peeling
- “No Trespassing During School Hours” sign – observer unclear what is intended

Walkers/Bikers:

- The sidewalk system is fully accessible from all directions; kids can access neighborhoods conveniently and safely from neighborhoods surrounding the school
- Students on bikes are trained to get off and walk their bikes as soon as they enter onto school grounds, all kids followed the rules
- Bike rack in the front of the building to the west cannot be viewed from a building window
- Most riders do not have helmets
- No tactile material on handicap ramp on west side of school and on middle ramp

Intersection and Traffic:

- There is a 20 mph school zone with flashers along with a police officer who helps with traffic control when available.
- Traffic backs up on J 6/10 Road. during pick-up/drop-off

Suggested Solutions:

Location of Interest	Obstacle	Proposed Solution	Responsible Parties
General	Information sharing of available resources (Safe Routes to school maps and WebApp; promotional ideas about getting kids to walk and bike to school.	Link on school website with pertinent information including SRTS maps.	School administration, SRTS personnel, parent involvement groups, school safety teams.
General	Inadequate signs and vests for crossing guards and staff who help pedestrians and cyclists safely across lanes of traffic	Crossing guards need Class A, Level 2 vests and bigger signs	SRO; District 51 Administration
Fremont St - east sidewalk/gravel road/.	Lack of signage indicating pedestrian/bicycle use	Add signage to bring awareness to kids walking/biking	City of Fruita
In-between back of school and modular building	Revamp crosswalks	Repaint	District 51
Bus Loop	Tarnished signs	Replace signage with new signs	District 51
Front East of Building	Bike Rack	Move to a viewable location	District 51

Best Practices:

- “Children Breathing - No Idle Zone” = Engines off sign (e.g. West MS photos)
- Pick-up/Drop-off areas by grade (e.g. Bookcliff MS, Pear Park ES). This may create a safer situation for walkers and bikers.
- Crossing guard gathers kids by school for crossing busy street (e.g. Mesa View ES)
- Crossing guards have standard stop signs, and Class A, Level 2 vests.
- Crossing guards are well trained -- on site training available (e.g. Chipeta report for more on this). Crossing guards need to be paid to take the training.
- Take the time to teach parents how to go through pick-up/drop-off process correctly. (e.g. Bookcliff MS)
- Teach kids to wear helmets.
- Having staff and faculty outside the building at the beginning and the end of day. (e.g. West MS, Rocky Mountain ES)
- Clear and predictable flow of traffic through parking lots. (e.g. Bookcliff MS)
- The Health Assistant and PE teachers are active in promoting healthy transportation to and from school. (e.g. Mesa View ES)
- Hosting a bike rodeo and teaching the bike safety and skills unit in PE.
- Crossing guards shouldn’t be teachers or other staff who can’t get to their stations in time. (e.g. Tope ES, where the PTO pays crossing guards, and “specials” teachers also have duty)

Walk Route Maps

Rim Rock Elementary School
Walk Route Map Summary

	1-Mile Radius ~ 341 street crossings		2-Mile Radius ~438 street crossings	
	Length	**Percent**	**Length**	**Percent**
Least Favored - 4	9.8	17%	27.8	30%
Not Favored - 3	5.5	9%	12.9	14%
Favored - 2	31.0	52%	38.7	41%
Most Favored - 1	12.8	22%	14.0	15%
	59.0	100%	93.5	100%

Key to Walk Route Map Ratings:

GREEN

Most favored route. May have a detached sidewalk and/or a bike lane. May be a path that has no vehicle traffic. (A detached sidewalk is separated from the roadway, often by a strip of grass, dirt or rocks.)

BLUE

Has attached sidewalks that are wide enough for 2 people to walk side by side. (An attached sidewalk is right next to the roadway).

YELLOW

Has a place to walk or ride that may be a sidewalk, but could be a path or simply sufficient unpaved space on the side of the road.

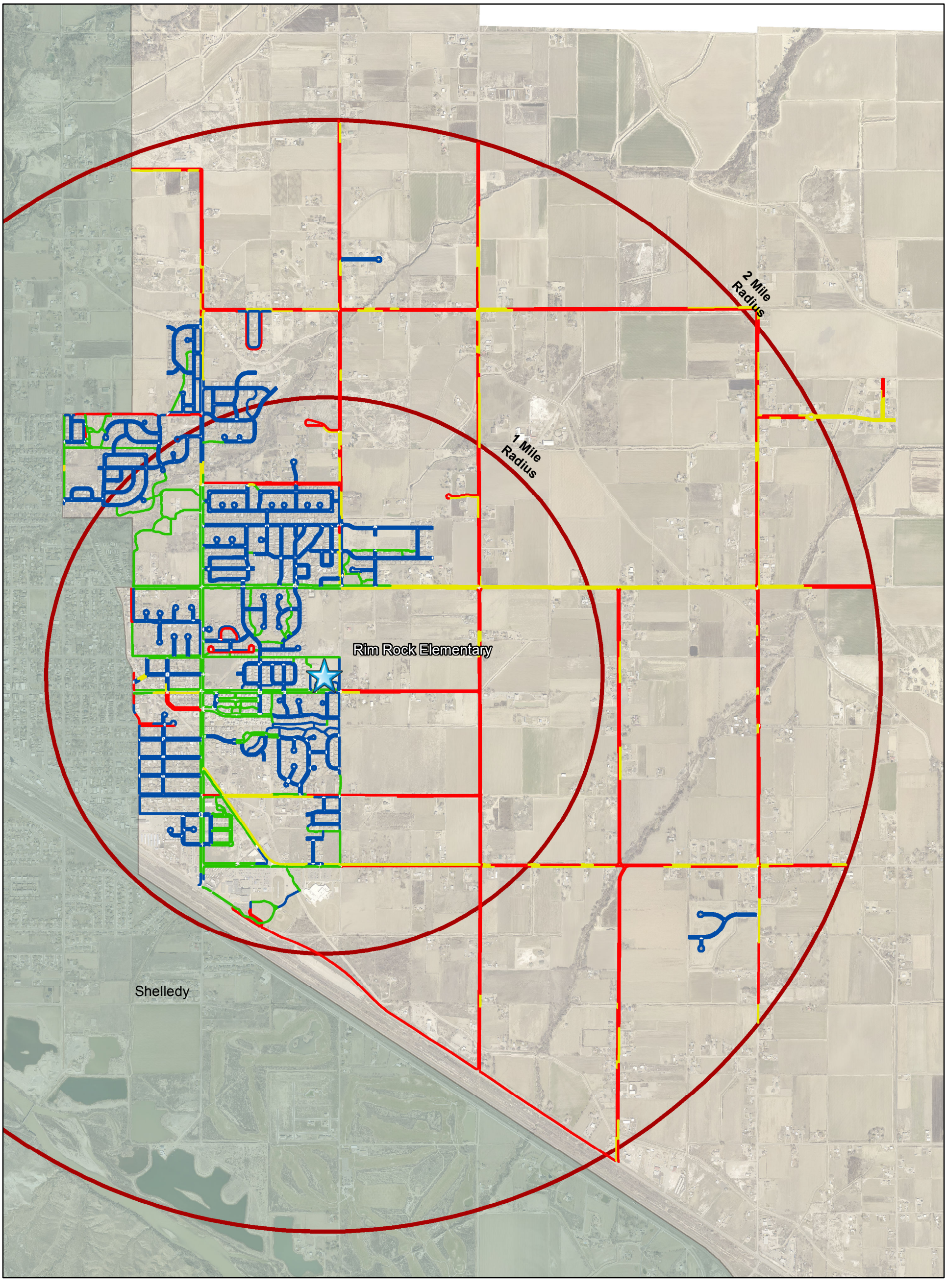
RED

Least favored route. Pedestrians and bicyclists must use the vehicle lanes to walk or ride. (No sidewalk and little or no space beyond the white edge line on the side of the road.)

SRTS 2016 - Rim Rock Elementary Path Ratings within 1 & 2 Mile Radii

Legend

- Most favored
- Favored
- Not favored
- Least favored
- Crosswalk
- 2 Mile Radius
- 1 Mile Radius



Classroom Tallies

Student Travel Tally Report: One School in One Data Collection Period

School Name: Rimrock Elementary School

Set ID: 22431

School Group: City of Fruita

Month and Year Collected: October 2016

School Enrollment: 0

Date Report Generated: 01/03/2017

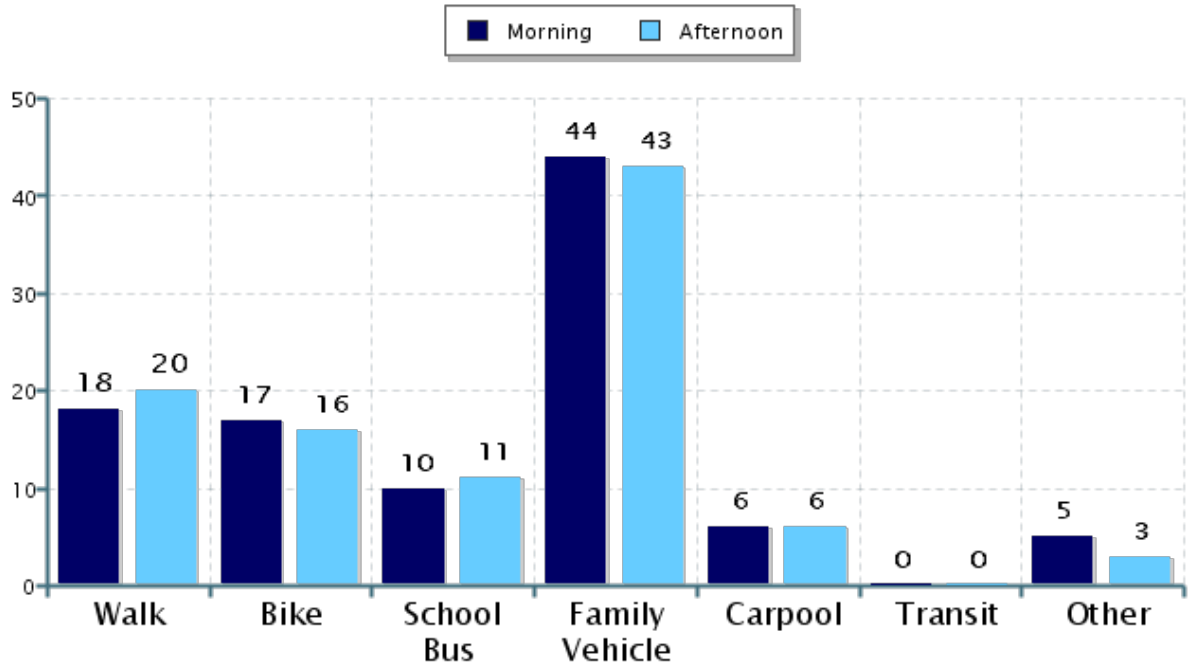
% of Students reached by SRTS activities:

Tags:

Number of Classrooms Included in Report: 6

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

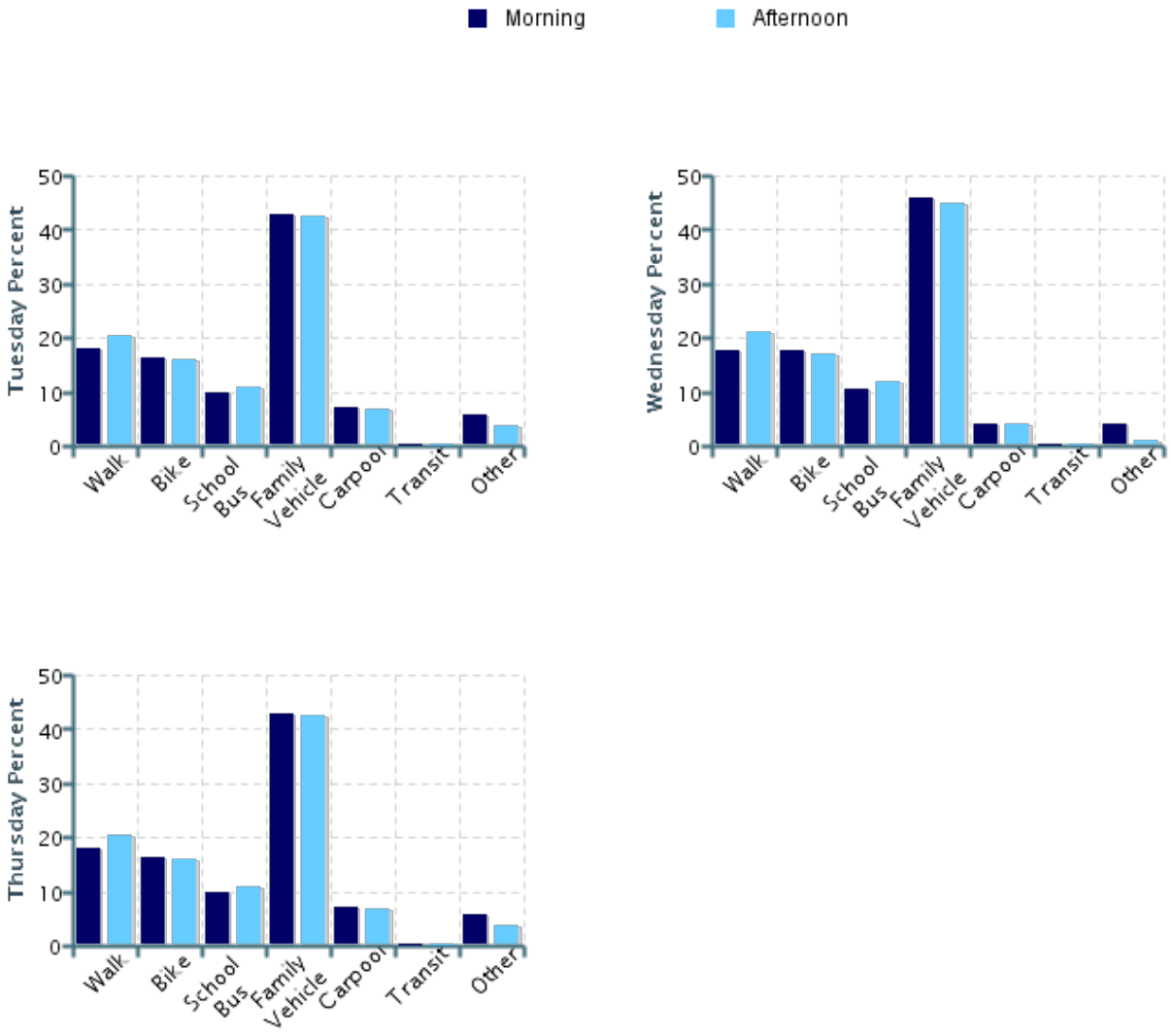


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	404	18%	17%	10%	44%	6%	0%	5%
Afternoon	416	20%	16%	11%	43%	6%	0%	3%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	154	18%	16%	10%	43%	7%	0%	6%
Tuesday PM	158	20%	16%	11%	42%	7%	0%	4%
Wednesday AM	96	18%	18%	10%	46%	4%	0%	4%
Wednesday PM	100	21%	17%	12%	45%	4%	0%	1%
Thursday AM	154	18%	16%	10%	43%	7%	0%	6%
Thursday PM	158	20%	16%	11%	42%	7%	0%	4%

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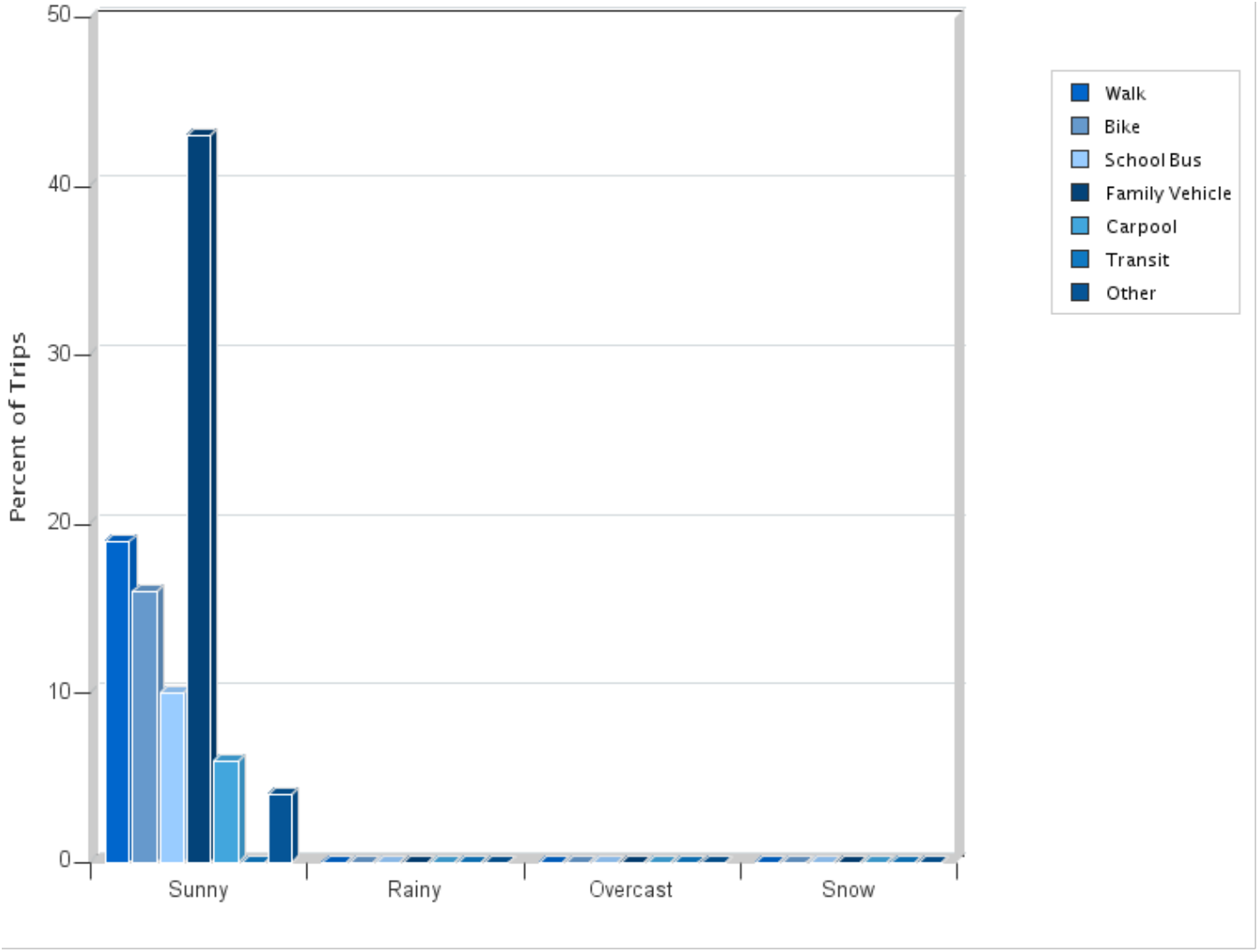
Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	820	19%	16%	10%	43%	6%	0%	4%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.