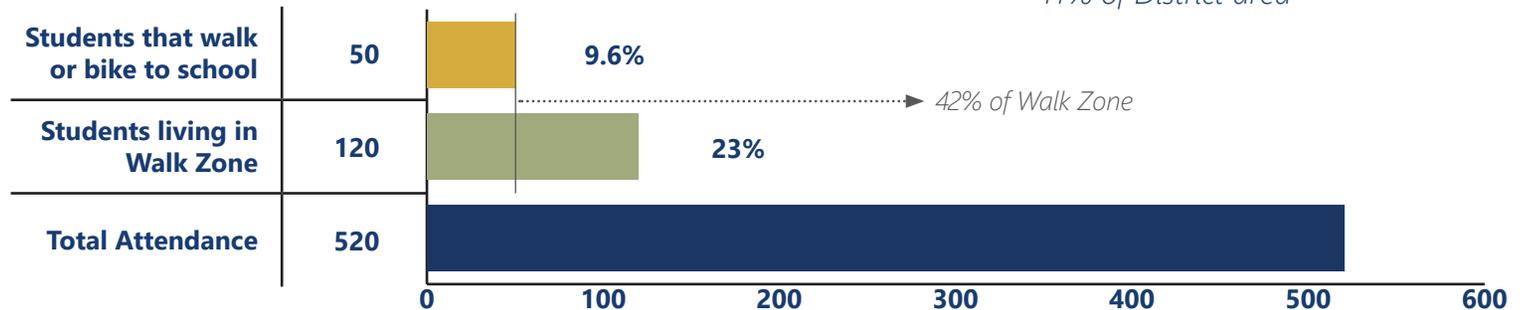
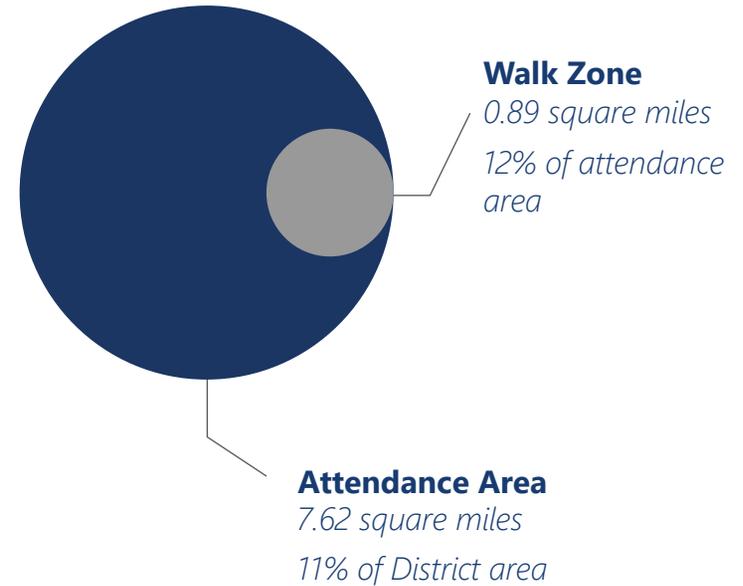




E.P. ROCK ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. E.P. Rock has the third largest elementary school attendance area and the largest walk zone in the District.

The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to schools were gathered from classroom tally sheets that were administered to students. E.P. Rock has the lowest percentage of students walking/biking compared to the number of students in their walk zone.



Year School Built
1956

Number of Students
520

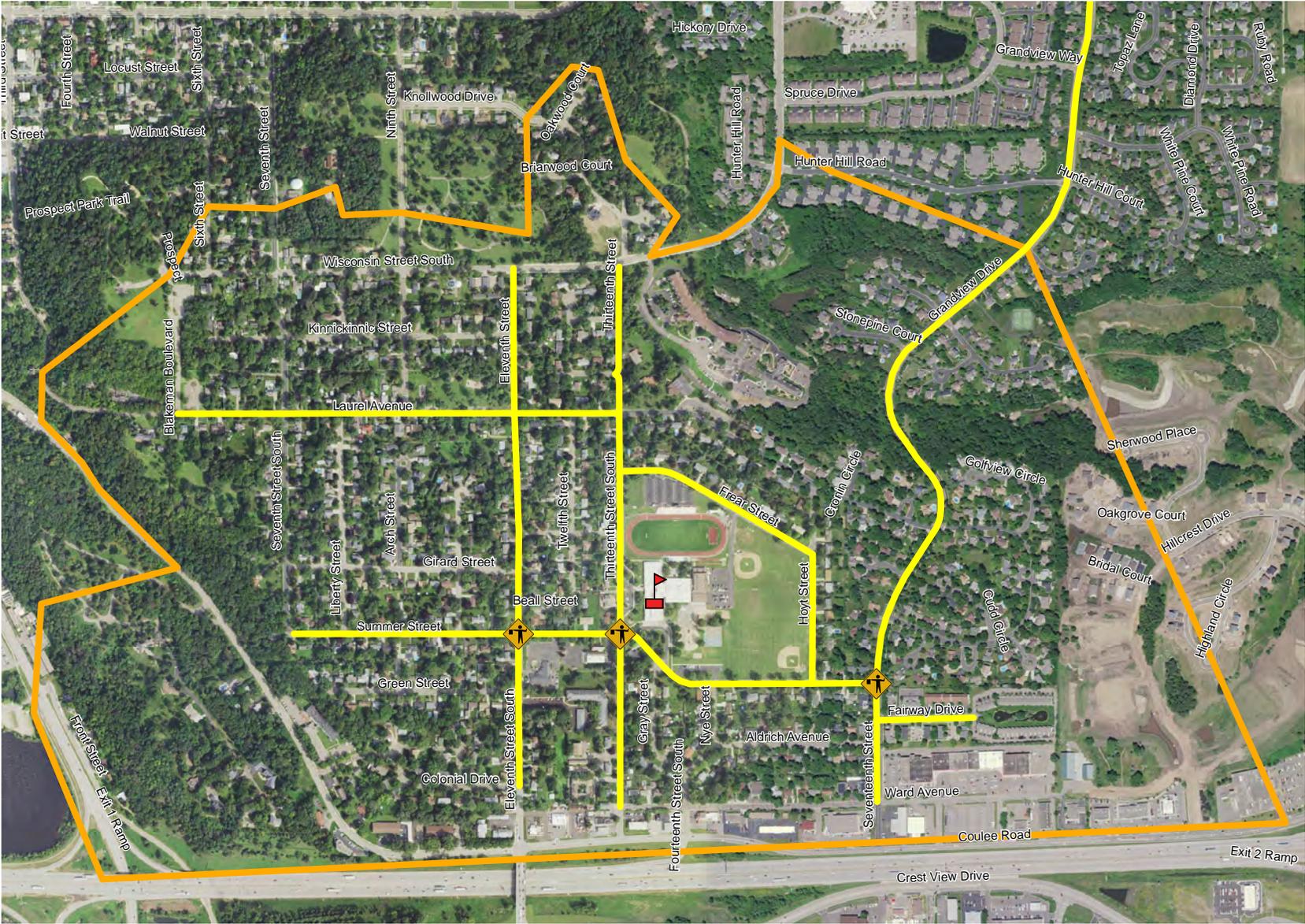
Sections
4

Economically Disadvantaged
24.8%

E.P. Rock Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

March 2018



Data Sources:
2017 Aerial Image (USDA)
Hudson School District
WCWRPC





Issues

1. Traffic to and from Hudson High School cuts through on 13th and travel speeds are high.
2. Students have to walk in the street along Summer, Hoyt, and Frear.
3. Students walk on wrong side of the street (side without white lines and signs).
4. Summer is very wide and traffic speeds are above speed limit.
5. Summer and 13th intersection is congested and unsafe.
6. Walk/bike lanes are designated by white lines and signage.
7. There is no 15mph sign on Summer east of Hoyt.
8. There is an existing school rule that students in 3rd, 4th, and 5th grades can bike to school. Younger students need to be with a parent.
9. Crossing guards are out between 8:30-8:45am and for 10 minutes after school is dismissed.
10. Student crossing guards were observed playing in street and standing off the curb.
11. Student and adult crossing guards do not all have same vests/jackets and safety green flags.

Strategies/Opportunities

1. Review the painted walk/bike lanes that lead to the school. Make sure they are consistent with parking, traffic patterns, desired SRTS corridors, and appropriate sides of the street.
2. Review the possibility of a 4-way stop, adult crossing guard, and/or some other mitigation at Laurel and 13th.
3. Incorporate SRTS signage on signs that designate walk/bike lanes.
4. Construct bumpouts and other lane narrowing techniques to slow traffic along 13th and along Summer.
5. Install 15mph sign on Summer, east of Hoyt.
6. Purchase and clothe crossing guards and safety patrol in identical high-visibility vests and jackets.
7. Investigate opportunities to install sidewalks along designated SRTS corridors.



A student walking home in the pedestrian/bike lane along Summer. This situation is not ideal, but without sidewalks, it is better than no lane. Additional signage can be added to the sign showing this is a SRTS route.

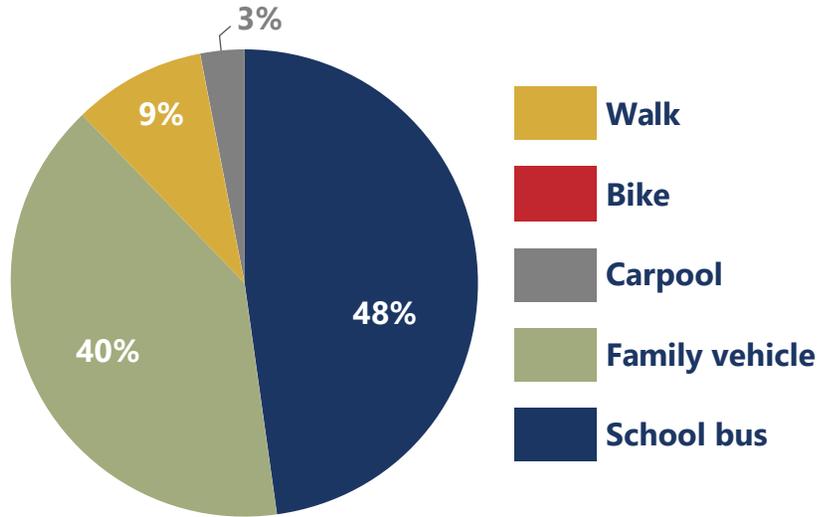
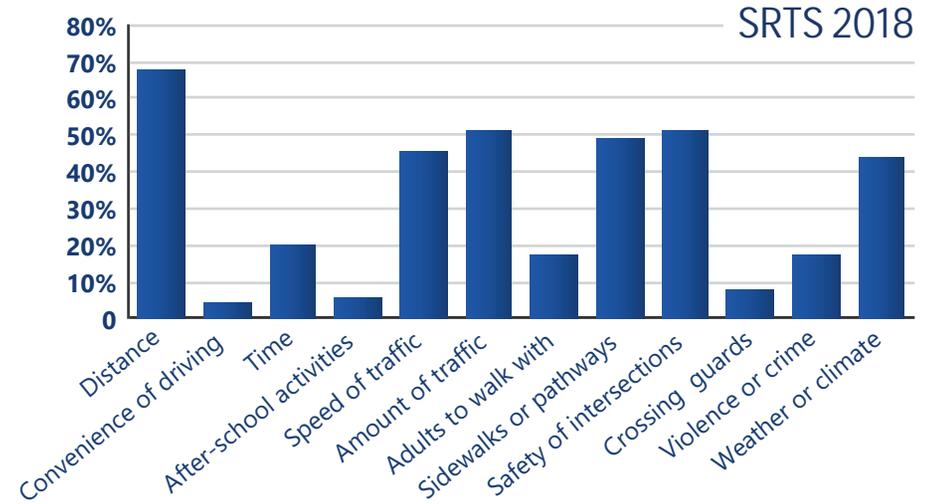
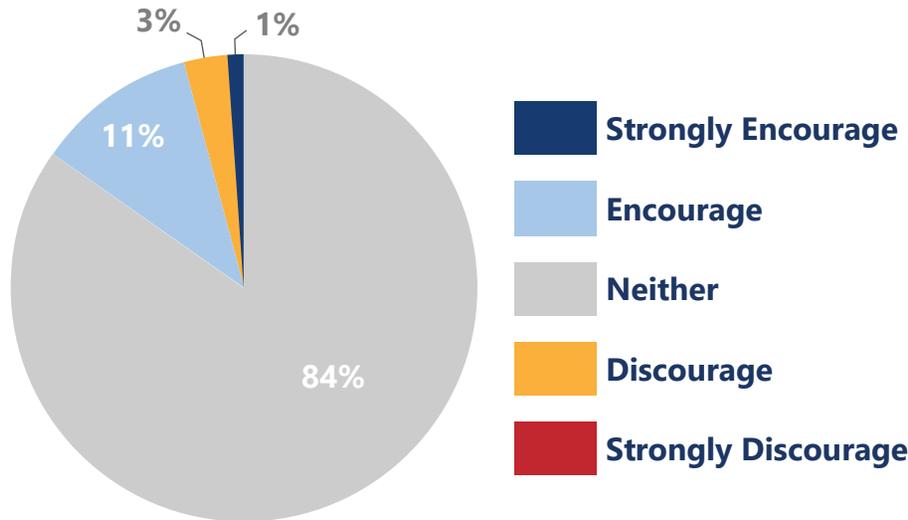


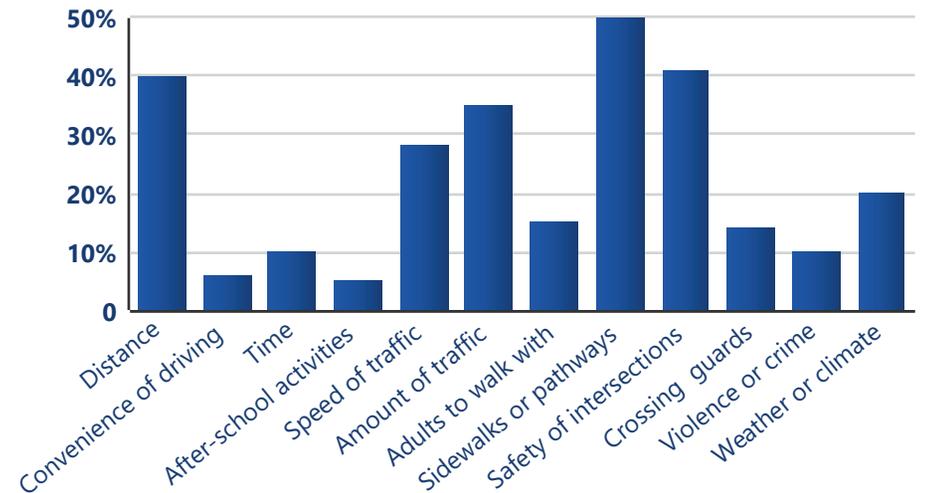
Chart showing student travel mode to/from school in percent (teacher survey tally).



The graph above shows the reasons parents do not allow their children to walk/bike to/from school (parent survey).



Results of Parent Survey Question: "How much does your child's school encourage or discourage walking/biking to/from school?"



The graph above shows which issues, if resolved, would result in parents allowing their children to walk/bike to/from school (parent survey).