USD 475
SAFE ROUTES TO SCHOOL
Phase I Plan

Spring Valley Elementary
2022 Update

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Flint Hills MPO
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Safe Routes to School Overview

Safe Routes to School (SRTS) is a national program with dedicated federal funding for implementation of recommendations made within SRTS Plans. The funding is administered by the Kansas Department of Transportation. The goal of the program is to improve safety for children walking and biking to school.

SRTS uses the Six Es to guide projects:

- **Education** - teaches students, parents, drivers, and community residents about traffic safety and active transportation
- **Encouragement** - gets children and their families excited about walking and biking to school
- **Equity** - benefits all students, regardless of race, household income, ability, or gender
- **Enforcement** - focuses on implementing traffic calming countermeasures or crossing guards
- **Evaluation** - measures the impact of SRTS efforts over time and helps identify updates or changes
- **Engineering** - physical improvements to the transportation infrastructure in a community, with respect to getting children to school safely

Safe Routes to School (SRTS) is a national program with dedicated federal funding for implementation of recommendations made within SRTS Plans. The funding is administered by the Kansas Department of Transportation. The goal of the program is to improve safety for children walking and biking to school.

The 2022 Safe Routes to School (SRTS) Plan for Geary County Schools Unified School District (USD 475) builds upon the foundation of previous planning efforts.

The 2022 update will include evaluation and recommendations for all Junction City elementary schools, Grandview Plaza Elementary School, Junction City Middle School, and Junction City High School. Milford Elementary and the schools on Fort Riley are not included in this report.

While the SRTS Plan in its entirety will be adopted later in 2022, the Spring Valley Elementary SRTS Plan was prioritized to fit within grant timelines.
Spring Valley Elementary is located in southwest Junction City, surrounded by one of the newer residential housing developments. There approximately 360 students in grades Kindergarten through 5th grade attending Spring Valley Elementary.

Bicycle Lesson and Safety Training (BLAST)
BLAST is a bicycle safety curriculum taught as part of physical education (P.E.) that includes classroom learning and lessons while riding a bike. The BLAST curriculum aims to improve students’ confidence and competence while biking, as well as to introduce rules of the road and provide education on road signage. Programs like BLAST are generally more impactful and reach more students than traditional bike rodeos.

Spring Valley 5th graders are scheduled to partake in the BLAST curriculum starting in the 2022-2023 school year. This is remain an annual component of the P.E. curriculum.
While the BLAST program focuses on educating students on bicycle safety, there are similar programs that can be implemented to encourage students to walk or bike to school.

One of the recommendations for Spring Valley Elementary is the formation of a Walking School Bus program. A Walking School Bus is a group of children that walk to school in a group with one or more trusted adults. Additional information on Walking School Buses can be found at WalkingSchoolBus.org.

While 93% of parents responding to the SRTS survey were interested in a Walking School Bus program, most expressed they would feel more comfortable if the program addressed several concerns, identified in Figure 5.

The more traditional form of enforcement was relying on local police departments to monitor school zones and enforce speed limits. However, this is not a long-term solution as police officers cannot monitor each school zone at every school, every day.

The new approach to enforcement reexamines the built environment and modifies the design of our streets to help enforce slower vehicle speeds and yielding to pedestrians.

Several of the recommendations included in the Engineering section of this plan seek to make the roadways near our schools safer through changes to the street design.

One of the most immediate and cost-effective ways to improve safety, enforce slower speeds, and encourage more kids to walk and bike to school is through installing semi-permanent projects. These are inexpensive, temporary improvements to the roadway that focus on improved crosswalks.

It is certainly helpful when the Junction City Police Department is present near school zones, but enforcing safe driving behavior shouldn’t fall fully on their shoulders. Modifying the design of streets near our schools creates a safer environment for everyone, regardless of police presence.
Equity is the newest of the Six Es added to the National Safe Routes to School Program to ensure all students, regardless of race, ethnicity, household income, gender, or ability, can experience the benefits of SRTS.

A comprehensive analysis of Equity will be completed as part of the larger SRTS Plan. For now, a table of common equity statistics is presented for each school, with Spring Valley Elementary highlighted.

Ideally, a map of each school attendance zone would be analyzed, along with the current infrastructure to support walking and biking. However, USD 475 does not have an attendance zone map and parents can choose what school their student attends. This makes it difficult to analyze equity information by school. In lieu, the percentage of students not bused was evaluated to gauge the potential need for a safe walking and bicycling environment.

<table>
<thead>
<tr>
<th>School</th>
<th>Free/Reduced Lunch %</th>
<th>Minority %</th>
<th>% of students not bused</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eisenhower Elementary</td>
<td>48.4%</td>
<td>52.3%</td>
<td>73.2%</td>
</tr>
<tr>
<td>Grandview Plaza Elementary</td>
<td>37.4%</td>
<td>58.1%</td>
<td>94.4%</td>
</tr>
<tr>
<td>Lincoln Elementary</td>
<td>48.2%</td>
<td>43.7%</td>
<td>100%</td>
</tr>
<tr>
<td>Sheridan Elementary</td>
<td>46.1%</td>
<td>55.9%</td>
<td>91.4%</td>
</tr>
<tr>
<td>Spring Valley Elementary</td>
<td>47.9%</td>
<td>51.8%</td>
<td>88.3%</td>
</tr>
<tr>
<td>Washington Elementary</td>
<td>97.9%</td>
<td>80.9%</td>
<td>68.6%</td>
</tr>
<tr>
<td>Westwood Elementary</td>
<td>34.7%</td>
<td>58.8%</td>
<td>97.0%</td>
</tr>
<tr>
<td>Junction City Middle School</td>
<td>50.3%</td>
<td>53.8%</td>
<td>26.6%</td>
</tr>
<tr>
<td>Junction City High School</td>
<td>38.5%</td>
<td>56.3%</td>
<td>17.7%</td>
</tr>
</tbody>
</table>

Spring Valley Elementary ranks on the lower end in the percentage of students identified as low income and minority. Adding in the percentage of students not eligible for busing does little to change this ranking. However, there are many vacant lots in the Spring Valley Elementary attendance zone and these numbers could fluctuate as development occurs.

It should be noted that while 88% of students at Spring Valley Elementary are not bused, only 32.7% currently have a safe route to walk or bike to school. With the implementation of project SVS4 - Spring Valley Road Sidewalk (identified on page 17), 68.2% students would have a safe route to school.
The Evaluation portion of any Safe Routes to School project includes a parent/guardian survey and bicycle/pedestrian counts.

In the spring of 2022, all parents and guardians of children attending Spring Valley Elementary received a link via email to a SRTS survey. There were 87 responses received. The survey analysis focused on identifying concerns of parents whose students were close enough to walk, but are driven to/from school instead.

Parent Survey Summary (of those surveyed):
- 68% of all parents felt they lived close enough for their students to walk to school, but 71% still drove their children
- 93% of parents who drive their children to school feared their child may be hit by a vehicle if they walked
- 46% of parents whose children currently walk were concerned with their child getting hit by a car
- 81% of parents who drive their children feel it is easier and quicker than walking
- 93% of parents would support (59%) or be interested in (34%) a Walking School Bus

In-person counts are taken to better understand the drop-off and pick-up patterns, as well as how many students and parents are observed walking to or from school. At Spring Valley Elementary, the counts revealed a unique pattern of higher afternoon counts due to parents parking on nearby streets and walking to get their students from the school, then returning back to their parked vehicles.

Figure 9 provides the number of people counted at various locations in both the morning and afternoon. At the intersection of Hickory Lane and Clover Drive, morning and afternoon counts differ greatly. In the morning there are less people crossing Hickory Drive, while in the afternoon there are nearly eight times as many students and parents crossing. This is largely due to most students being driven to school in the morning, and despite the congestion issues, it is still relatively simple and quick to use the parking lot to drop students off near the school doors. However, in the afternoon, when all students are released at one time, it takes substantially more time to drive through the school parking lot to pick-up students. Therefore, many parents park along Hickory Lane and Clover Drive and walk to the school to meet their children, before returning to their vehicles parked along the street. Due to vehicle congestion and safety concerns, most parents accompany their child while crossing Hickory Lane.

Similar issues and patterns are found along Kathie Drive, where grades third through fifth are released.

Bicycle and Pedestrian Counts

<table>
<thead>
<tr>
<th>Location</th>
<th>Morning Count</th>
<th>Afternoon Count</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hickory Ln</td>
<td>6</td>
<td>52</td>
<td>46</td>
</tr>
<tr>
<td>Kathie Dr</td>
<td>6</td>
<td>38</td>
<td>32</td>
</tr>
<tr>
<td>Elm Creek Dr</td>
<td>6</td>
<td>14</td>
<td>8</td>
</tr>
</tbody>
</table>

Legend:
- Morning
- Afternoon
### Top concerns with child walking to school

- **Children crossing Hickory Lane is a concern:** 71% of respondents
- **Children crossing Spring Valley Road is a concern:** 63%
- **Parents strongly agree that it is easier to drive their kid to school:** 47%
- **Parents strongly agree that walking to school is a good form of exercise:** 63%
- **Parents strongly agree that other kids in the same neighborhood walk to school:** 24%
- **Parents do not want their kids alone after school if they were to walk:** 68%
- **Of students close enough to walk to school:** 68%

### What grade would you allow your child to walk/bike to school?

- <1%: 2%
- <.5%: 6%
- 1st grade: 5%
- 2nd grade or earlier: 24%
- 3rd grade: 18%
- 4th grade: 27%
- 5th grade: 15%
- 6th grade: 13%
- 7th grade: 14%
- 8th grade: 14%
- 9th grade or later: 12%

### Overall walking environment

- Convenient: 60%
- Well Maintained: 61%
- Quiet: 54%
- Nice things to see: 46%
- Well lit: 44%
- School zones well enforced: 47%

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**Winning Strategy for Safe Routes to School**

1. **Identify top concerns**
2. **Assess walkability**
3. **Develop strategies**
4. **Implement interventions**
5. **Monitor progress**
6. **Evaluate effectiveness**
This Safe Routes to School Plan identifies designated "safe routes" for children walking and biking to school. The City and School District should prioritize improvements to these routes and the crossings in order to improve the safety of children walking and biking to Spring Valley Elementary.

The existing sidewalk network in the immediate area surrounding Spring Valley Elementary is extensive, with most neighborhood roads having sidewalk on both sides. There are gaps in the sidewalk network along the major roadways including Spring Valley Road and Ash Street/Liberty Hall Road. These roadways serve as vital connections from residential neighborhoods to the school. Addressing the gaps and crossings along these major roadways should be a top priority.

Crosswalks are well marked near Spring Valley Elementary, specifically along Hickory Lane at Elm Creek Drive, Clover Drive, and Kathie Drive. Despite their adequate design, the functionality of the crosswalks is limited due to vehicle traffic during morning drop-off and afternoon pick-up. Addressing the flow of vehicles into and out of the school parking lot would alleviate many of these issues.

It should be noted that the crosswalk enhancements recommended in this chapter (i.e. curb extensions and pedestrian islands) are proven safety countermeasures, endorsed by the Federal Highway Administration.

<table>
<thead>
<tr>
<th>ID</th>
<th>Location</th>
<th>Project Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>SVS1</td>
<td>Kathie Drive</td>
<td>Fill in sidewalk gaps on the south side of the street</td>
</tr>
<tr>
<td>SVS2</td>
<td>Hickory Lane</td>
<td>Fill in sidewalk gaps on the east side of the street between Kathie Drive and Strauss Boulevard</td>
</tr>
<tr>
<td>SVS3</td>
<td>Valley Drive</td>
<td>Fill in sidewalk gaps along the south side of the street between Sprag Hill Drive &amp; Forest Park Lane</td>
</tr>
<tr>
<td>SVS4</td>
<td>Spring Valley Road</td>
<td>Connect the existing sidewalk south of Ash Street to Valley Drive on the west and to Ash Street on the east.</td>
</tr>
<tr>
<td>SVS5</td>
<td>Spring Valley Road</td>
<td>Extend the existing sidewalks at Strauss Boulevard further north to Valley Drive on the west and to Ash Street on the east.</td>
</tr>
<tr>
<td>SVS6</td>
<td>Ash Street</td>
<td>Fill in the sidewalk gap on the south side of the street from Spring Valley Road to the existing sidewalk at Chisolm Trail.</td>
</tr>
</tbody>
</table>
### Intersection Recommendations

**Figure 13: Intersection Recommendations Near the School**

<table>
<thead>
<tr>
<th>ID</th>
<th>Location Description</th>
<th>Type</th>
<th>Project Details</th>
<th>Eligible?</th>
</tr>
</thead>
<tbody>
<tr>
<td>SV1</td>
<td>Hickory Lane &amp; Elm Creek Drive Pedestrian Island</td>
<td>Install pedestrian islands on Elm Creek Dr crossings at Hickory Ln</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>SV2</td>
<td>Hickory Lane &amp; Clover Drive Pedestrian Island</td>
<td>Install new ramps and a pedestrian island at the mid-block crossing between Elm Creek Dr &amp; Clover Dr</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>SV3</td>
<td>Hickory Lane &amp; Clover Drive Curb Extension</td>
<td>Install a curb extension on the northwest corner of intersection where vehicles are allowed to park to provide visibility</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>SV4</td>
<td>Hickory Lane &amp; Kathie Drive Curb Extension</td>
<td>Install new ramps and a curb extension mid block between Kathie Dr and the school entrance</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>SV5</td>
<td>Hickory Lane &amp; Kathie Drive Crosswalk Removal</td>
<td>Remove east/west crosswalk when SV4 is constructed</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>SV6</td>
<td>Hickory Lane entrance &amp; exit driveway Curb Extension</td>
<td>Install curb extensions in the entrance and exit driveway off of Hickory Ln, creating right-in and right-out movements</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>SV7</td>
<td>Kathie Drive (mid-block) Pedestrian Island</td>
<td>Install new ramps and a pedestrian island at the mid-block crossing between parking lot entrance &amp; access road east of the school</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

Spring Valley Elementary attendance zone covers all residential areas west of US-77. Figure 15 provides an inventory of the sidewalks in the neighborhoods north of Ash Street. For the most part, this area of town has sidewalks present. As growth occurs in these neighborhoods or vacant lots are built upon, sidewalks, ADA ramps, and marked crossings should be required to be built as part of any new development or redevelopment.
SV1: Hickory Lane & Elm Creek Drive

The intersection at Hickory Lane and Elm Creek Drive should be improved through the installation of pedestrian islands and improved crosswalk markings. Each leg of the intersection should include continental crosswalk markings. The crosswalks on Elm Creek Drive should both have a six foot pedestrian island to improve safety and visibility of the crossing.

Figure 16: Elm Creek Drive Ped Island - Semi-Permanent

Figure 17: Elm Creek Drive Ped Island - Permanent

The pedestrian islands can be installed using semi-permanent materials until permanent construction can be installed.

SV2: Hickory Lane Mid-block Crossing

A mid-block crossing is proposed on Hickory, just south of the Elm Creek Drive intersection. This mid-block crossing will be the primary crossing for students walking or biking to school from the northwest. The pedestrian island located in the middle of the crossing will not only help with increasing visibility of the crossing, but will serve as a traffic calming measure.

Figure 18: Hickory Lane & Elm Creek Drive Pedestrian Islands

Figure 19: Hickory Lane Right In Only
SV3: Hickory Lane & Clover Drive Intersection
To improve the safety of children crossing Hickory Lane and traffic flow near the school, a curb extension should be added on the northwest corner of Hickory Lane and Clover Drive. Additionally, a curb extension on the south side of the parking lot exit would create a right turn only for vehicles exiting the school to improve traffic flow at drop-off and pick-up.

The southern crosswalk at the intersection should be improved and an ADA accessible ramp should be constructed on the southwest corner for the east-west crosswalk.

Design Note:
With curb extensions, it is recommended that two solid yellow centerlines be painted on either side of the crosswalk to discourage drivers from “avoiding” the curb extensions. It has been observed that some drivers will maneuver away from the curb extension (towards oncoming traffic), rather than slowing down to navigate safely past the curb extension. The yellow centerline is a reminder that vehicles should stay in their dedicated lane of travel.

SV4: Hickory Lane Mid-block Crossing
Mid-block crossings often tend to be safer than crossings at the intersection due to a lack of turning movements. Creating the mid-block crossing along Hickory Lane for the residents on the west side of the street would provide safer and more direct access to the school. The curb extension along the west side of Hickory Lane improves visibility for people crossing the road and prevents vehicles from parking too close to the crosswalk, making it difficult for vehicles to see children crossing the street.
SV5: Hickory Lane & Kathie Drive Intersection

The existing diagonal crossing creates safety issues for people walking as it puts them in an unusual and unexpected location in the street. This, together with the high amount of right turning vehicles from Kathie Drive, results in the recommendation to remove this crosswalk when project SV4 is completed.

Note: The location of the existing crosswalk is identified in Figure 23 as two dotted lines.

SV6: Hickory Lane Right-In Only

To improve safety and functionality of school drop-off and pick-up, the parking lot access drives along Hickory Lane should be adjusted to create a right-in/right-out system.

With the majority of vehicles approaching Spring Valley Elementary from the north, vehicle congestion occurs at Hickory Lane near Clover Drive. This traffic is exacerbated by the following:

1. Southbound vehicles on Hickory Lane attempting to turn left into the school parking lot must wait for northbound vehicles also turning into the drop-off parking lot. This causes traffic along Hickory Lane to back up.
2. A portion of vehicles exiting the drop-off parking lot attempt to turn left causing additional delays and potential safety issues.

The right-in/right-out layout will reduce the congestion on Hickory Lane as no southbound vehicles will be allowed into the drop-off zone. To accommodate vehicles coming from the north, rerouting would occur, utilizing Spring Hill Drive and Spring Valley Drive, to funnel traffic to Kathie Drive. By simplifying entry and exit into the parking lot, and the predictable movement of vehicles, safety of people walking, biking, and driving would be improved.

The pedestrian islands can be installed using semi-permanent materials until permanent construction can be installed.
SV7: Kathie Drive Mid-block Crossing

The mid-block crossing along Kathie Drive provides pedestrian access for the students living southeast of the school. By constructing a mid-block crossing, rather than a crossing at the parking lot entry further to the west, pedestrians can avoid turning vehicles.

The project would include a new sidewalk that would tie into the existing sidewalk along the east side of the parking lot, connecting to the existing sidewalk along the north side of Kathie Drive.

The sidewalk gap on the south side of Kathie Drive between the existing houses should also be filled in to create an accessible route to the crossing.

SV8: Crossing at McFarland Road

With higher vehicle volumes at the intersection of Spring Valley Road and McFarland Road, a mid-block crossing is recommended just south of the intersection.

Given the width of Spring Valley Road, a pedestrian island should be constructed in the center turn lane. Not only does this improve visibility of the crossing and shorten the crossing distance, but helps to enforce the 30mph speed limit of the roadway by making the roadway appear more narrow. The pedestrian island also allows for pedestrians to cross only one lane of traffic at a time.

Yield to pedestrian signs should be installed and rectangular rapid flashing beacons (RRFB) accompany the crossing.
SV9: Spring Valley Road Mid-block Crossing

The mid-block crossing north of McFarland Road provides a safer crossing for pedestrians than a crossing at the intersection of Spring Valley Road and McFarland Road as it avoids turning vehicles. The mid-block crossing would serve students living northeast of the school, walking along Spring Valley Road. This would also improve access for students living near Spring Valley Elementary and walking or biking north to the Middle or High Schools.

A pedestrian island should be constructed in the turn lane to shorten the crossing distance and improve the visibility of the crosswalk.

Yield to pedestrian signs should be installed and rectangular rapid flashing beacons (RRFB) accompany the crossing.
### Parent Survey

11. How do you feel about the following statements about walking or biking to school?

<table>
<thead>
<tr>
<th>Strongly Disagree</th>
<th>Disagree</th>
<th>Neither Agree nor Disagree</th>
<th>Agree</th>
<th>Strongly Agree</th>
</tr>
</thead>
<tbody>
<tr>
<td>My child may be taken or hurt by a stranger</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>My child may get lost</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>My child may be hit by a car</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>My child may get injured, teased, or欺负ed</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>My child may encounter settlement weather and extreme temperatures</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No one will be able to see or hear my child in the event of a medical emergency</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

13. Which of the following would make your feel more comfortable about your child using a Walking School Bus? (check all that apply)

- Having a parent or volunteer lead the Walking School Bus
- Having a school employee lead the Walking School Bus
- Knowing your child arrived at school
- Other (please specify): [ ]

14. What grade is your child in? (for multiple children, select all that apply)

- Kindergarten
- 1st grade
- 2nd grade
- 3rd grade
- 4th grade
- 5th grade

15. My child is (select all that apply for multiple children)

- Female
- Male
- Prefer not to answer

USD 475 Safe Routes to School Plan

Spring Valley Elementary
Community Survey Results

Q1 Does the school provide bus service for your child?
- Answered 67, Skipped 0
- Yes: 33.54%
- No: 66.46%
- Total: 74

Q2 Is your home close enough for your child to walk or bike to school?
- Answered 76, Skipped 9
- Yes: 73.85%
- No: 26.15%
- Total: 75

Q3 On a normal day, how does your child (children) travel from home to Spring Valley Elementary?

- Walk alone: 11.11%
- Walk with friends: 6.67%
- Walk with a parent/adult: 13.33%
- Bike: 0.00%
- Private car, including carpool: 75.11%
- Total: 100%
Community Survey Responses

Q4 On a normal day, how does your child travel from school to home (after school)?

Q5 At what grade would you allow your child to walk or bike without an adult to/from school?

Q6 Which of the following would your child have to cross if he/she walks or bikes to school? (Check all that apply)

[Images and charts showing survey responses]
Community Survey Responses

Q7 Are there sidewalks along your child’s way to school?

<table>
<thead>
<tr>
<th>ANSWER CHOICE</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, on all streets</td>
<td>20.08% 13</td>
</tr>
<tr>
<td>Yes, on most streets</td>
<td>20.07% 12</td>
</tr>
<tr>
<td>Yes, on some streets</td>
<td>24.46% 15</td>
</tr>
<tr>
<td>Yes, on very few streets</td>
<td>9.89% 4</td>
</tr>
<tr>
<td>No</td>
<td>11.11% 5</td>
</tr>
<tr>
<td>TOTAL</td>
<td>45</td>
</tr>
</tbody>
</table>

Q8 Is there any specific intersection/location that causes you concern about your child walking or biking to school? If so, please list the intersection and why it is concerning.

- Spring Valley and liberty hall/ash
- Spring hill and Kathie Dr. Vehicles are always speeding
- Spring Valley and Valley drive due to no side walks on Spring Valley Drive
- Spring valley and valley dr due to no sidewalks on that stretch of spring valley drive
- Ash and Spring Valley because it’s a busy 4 way and all the way down Liberty Hall to the end of the Spring Valley
- Yes, ash and spring valley as well as Liberty hall rd from spring valley to end of subdivision. Busy four way and For our middle schooler, we live on rivendell and on Spring Valley from Strauss to Ash, there is no sidewalk.
- Given this, and how people fly up and down Spring Valley, it isn’t safe at all for him to walk to school
- Ash and spring valley
- Ash st and spring valley
- Spring valley and ash/liberty hall
- Ash and Spring Valley
- All the streets going to the school no cross guards, everyone speeding on the streets. Its very dangerous
- Strays blvd. Spring Hill drive.
- Spring Hill/elm creek/elm creek/hickory/entrances to the school. People do not pay attention to walkers, the speed limit, stop signs, or basic traffic rules around the school.
- Liberty Hall/Ash and Spring Valley. The traffic is busy at this intersection and there are no painted crosswalks.
- Not to mention the fact that there are no sidewalks on the south side of Spring Valley so children are walking in the grass of someone’s yard or along the road where people aren’t as cognizant of children as they should be.
- Spring valley road no sidewalks along with no lighted pathway
- Kathie Dr, And Hickory Ln
- Hickory and valley dr
- Crossing spring valley road on ash and walking down liberty hall with no sidewalk and the traffic
- Hickory lane and the side street
- WHEN THEY CROSS HICKORY AND VALLEY. THEY DRIVE TO FAST AND THERE IS NO CROSS WALKS AND THEY RUN THAT STOP SIGN. HICKORY AND ELM CREEK THEY RUN THE STOP SIGNS. NOW OF THESE ROADS HAVE CROSS WALKS OR CROSSING SIGNS. HICKORY AND ELM
- The road next to the school has a lot of traffic. Many people are late and disregard traffic rules.
- The major concerns are the 2 or 3 as you leave the school. The traffic is bad and most kids do not pay attention or stop before crossing the street. Also most vehicles do not follow the posted speed limits and try to push through way through. I have seen many kids almost get hit due to one of the above.
Q9 What do you think about the overall walking or biking environment (including sidewalks & roads) along your child's way to/from school?

Community Survey Responses

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neither Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>It is convenient to walk/bike</td>
<td>15.58%</td>
<td>37.78%</td>
<td>17%</td>
<td>4.44%</td>
</tr>
<tr>
<td>The route is well maintained &amp; clean</td>
<td>13.33%</td>
<td>42.32%</td>
<td>19%</td>
<td>4.44%</td>
</tr>
<tr>
<td>It is quiet (without much noise from cars, etc.)</td>
<td>28.99%</td>
<td>11.11%</td>
<td>5%</td>
<td>2.22%</td>
</tr>
<tr>
<td>There are nice things to see on the way</td>
<td>13.33%</td>
<td>48.55%</td>
<td>22%</td>
<td>0%</td>
</tr>
<tr>
<td>Streets are well lit</td>
<td>31.11%</td>
<td>17.78%</td>
<td>8%</td>
<td>0%</td>
</tr>
<tr>
<td>School zones are well enforced</td>
<td>42.32%</td>
<td>23.22%</td>
<td>10%</td>
<td>0%</td>
</tr>
</tbody>
</table>

USD 475 Safe Routes to School Plan

Spring Valley Elementary
Q10 Do you have any of the following concerns about your child walking or biking to school?

<table>
<thead>
<tr>
<th>Concern</th>
<th>STRONGLY AGREE</th>
<th>AGREE</th>
<th>NEITHER AGREE</th>
<th>DISAGREE</th>
<th>STRONGLY DISAGREE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>My child may be taken or hurt by a stranger</td>
<td>2.27%</td>
<td>2.27%</td>
<td>10.82%</td>
<td>40.81%</td>
<td>22.73%</td>
<td>44</td>
</tr>
<tr>
<td>My child may get lost</td>
<td>9.26%</td>
<td>49.19%</td>
<td>10.18%</td>
<td>15.91%</td>
<td>13.54%</td>
<td>44</td>
</tr>
<tr>
<td>My child may be hit by a car</td>
<td>0.00%</td>
<td>0.00%</td>
<td>9.09%</td>
<td>4.14%</td>
<td>54.55%</td>
<td>44</td>
</tr>
<tr>
<td>My child may get bullied, teased, or harassed</td>
<td>4.08%</td>
<td>11.63%</td>
<td>40.93%</td>
<td>15.87%</td>
<td>18.70%</td>
<td>43</td>
</tr>
<tr>
<td>My child may encounter inclement weather and extreme temperatures</td>
<td>0.00%</td>
<td>0.00%</td>
<td>6.52%</td>
<td>3.21%</td>
<td>40.91%</td>
<td>44</td>
</tr>
<tr>
<td>No one will be able to see or hear my child in the event of a medical emergency</td>
<td>4.55%</td>
<td>25.10%</td>
<td>22.73%</td>
<td>29.95%</td>
<td>19.10%</td>
<td>44</td>
</tr>
</tbody>
</table>

**Spring Valley Elementary**

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USD 475 Safe Routes to School Plan

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Community Survey Responses
Community Survey Responses

Q11 How do you feel about the following statements about walking or biking to school?

Answered: 44  Skipped: 43

- It makes it easier/faster to get to school...
- It is a good way to get exercise...
- My child has too much to carry...
- My child gets too hot or sweaty...
- It is a good way to interact with your child...
- It is a good way to get exercise...
- It involves too much planning/shed
- It is a little harder for me to drive my child to/from school...

![Survey Responses Graph]

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USD 475 Safe Routes to School Plan

Spring Valley Elementary
Q12 Would you support or use a Walking School Bus program for your child? A Walking School Bus is when an adult or two escorts a group of children from the same neighborhood to/from school on a set route daily.

Q13 Which of the following would make your feel more comfortable about your child using a Walking School Bus? (check all that apply)

Q14 What grade is your child in? (for multiple children, select all that apply)

Community Survey Responses
Community Survey Responses

Q15 My child is (select all that apply for multiple children)

<table>
<thead>
<tr>
<th>Answer</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Female</td>
<td>65.94%</td>
</tr>
<tr>
<td>Male</td>
<td>34.06%</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>1.02%</td>
</tr>
<tr>
<td>Total responses: 77</td>
<td></td>
</tr>
</tbody>
</table>

USD 475 Safe Routes to School Plan