

SAFE ROUTES TO SCHOOL Halstead, KS USD #440

Phase 1 Report



Prepared September, 28th 2021

By

LOCHNER



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BACKGROUND

Located in central Harvey County, Halstead is a community of approximately 2,100 people. The city is home to a wide range of business, industry, residential neighborhoods, and governmental agencies. Data from the U.S. Census Bureau estimates 984 housing units within the City Limits and nearly 20% of the community's population is comprised of children under the age of 18. Serving these children is the Halstead-Bentley USD 440 school district. The school boundary covers approximately 160 square miles of Harvey County. Grades K-8 are split between two campus locations with K-3 in Bentley and 4-12 in Halstead. The majority of kids that go to Bentley are from Halstead and get picked up and dropped off in front of Halstead Middle School. Approximately 370 students are transported twice a day within USD 440. Both the Halstead Middle School and High School are located on W 6th Street adjacent to each other as shown below.



Map showing Halstead and Bentley school proximity

The City of Halstead was awarded Safe Routes to School Phase 1 funds in 2020 to develop this Master Plan around the Halstead school facilities serving grades K – 12. City-State Agreements were put in place and the City selected a consulting firm in the fall of 2020 to assist with the Master Plan creation, infrastructure evaluation, and identification of ways to deliver initiatives into the community.

The City’s emphasis on community improvement is evident given the local support for this project. This family oriented community has improved many sidewalks and sidewalk ramps throughout the City and has recently completed a bike rack project at the Kansas Learning Center with plans of a bike service station to be installed in the near future. The Kansas Learning Center has provided health centered education to over half a million children and adults, and is not only a highly significant center in Halstead but an important education center for the State of Kansas and beyond. The proximity of the Kansas Learning Center to both the Halstead Middle / Elementary and High school make this project beneficial to many of the project stakeholders.

The communities involvement in this project extended into providing the SRTS committee with comprehensive walking audits that are provided within the appendix of this report.



Photo: Crossing at Middle school on 6th St. just west of Chestnut St.

PLAN SUMMARY

The City plans to use Phase 2 funding to improve walking and biking to school that will benefit all children K-12 in the USD 440 school district as well as the countless Kansas area schools who visit the Kansas Learning Center. Future projects to continue the community's vision will be implemented as funding is available. Harvey County has created an initiative to interconnect cities within the county and having Harvey County as a partner, will ensure this plan will continue to work for the future. In order to best implement a SRTS master plan we will use the internationally recognized elements to make it safer, easier, and increase the frequency of children walking and biking to school. The five components we will use include **Education**, **Encouragement**, **Enforcement**, **Engineering**, and **Evaluation**.

These five elements cannot be carried out by any one group or individual. This plan will be administered with the help of a team formed by the City of Halstead to help ensure the success of this master plan. The team is comprised of the following partners who will be key to the implementation and continued application of the plan.

- City of Halstead
- USD #440
- Kansas Learning Center for Health
- Mayor and City Council Members
- Law Enforcement Representatives
- Parents / Members of PTA
- Lochner

EDUCATION

The goal of the "Education" initiative of this Safe Routes to School Master Plan is to teach children and parents about the broad range of transportation choices available in Halstead, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the community. Led by the Stakeholders, several target groups of citizens will be engaged for various educational opportunities. They include students, parents, and neighborhood residents and drivers.

Students

Students are engaged primarily to teach children important lifelong skills that can lead to healthier lifestyles. Content includes efforts to educate students about:

- The benefits of physical activity.
- The proper way to walk and bike safely within the community.
- How pedestrians and bicyclists should interact with automobiles.

Parents of Students

SRTS Routes and Drop-off/ Pick-up procedures: The evaluation portion of this report shows that a large portion of students are currently picked-up and dropped off by their parents / family. In order to increase safety and efficiency, information on safe and effective pick-up procedures will be distributed at the

beginning of the year to all parents / family of students at USD 440 K-12. This information is currently discussed with parents prior to the school year, maps outlining pick up / drop-off procedures, as well as Facebook posts providing up-to-date safety information. Utilizing all of these methods will also be useful to relay additional information on designated SRTS as well as encouragement initiatives as outlined in this report.

Community Members

Key SRTS stakeholders, but especially the City of Halstead and USD 440, as well as the parents and family of students will help inform the overall Halstead Community of SRTS routes, school zone safety, and upcoming encouragement activities. Stakeholders will also provide as appropriate to their function and role in the community the following principal areas of education for neighborhoods and the entire community:

- City of Halstead sidewalk ordinances
- Safe Driving near schools
- Safe loading and unloading of students
- Yielding to pedestrians and cyclists
- Keeping sidewalks clear of hazard conditions such as snow/ice, debris, and vegetation
- Benefits of walking and cycling

The City of Halstead and USD 440 will provide information on their respective websites and social media pages about upcoming and ongoing SRTS initiatives. Along with the posting of upcoming encouragement activities, a printable walking map will also be provided on the websites. SRTS information, encouragement activities, and social media posts will be shared with other stakeholders such as the Halstead Chamber of Commerce and Kansas Learning Center for Health to increase the visibility of the information for the entire community.

Continued Education

Achieving the SRTS education goal will take continued effort on behalf of the school and all community stakeholders to keep the student, parent, and community informed of all of the SRTS initiatives. To maintain the SRTS message of encouragement activities and most importantly safety in and around school zones, our plan will include the following.

- Parent surveys – Latest survey was completed in April of 2021 providing critical information on the current habits and current level of safety education. The community’s goal will be to issue these surveys as needed to continue to monitor walking and biking to school participation.
- Walking Audits & Pedestrian / Biking Counts – Harvey County has a county wide program to get audits and pedestrian counts from all communities. Each community including Halstead will establish a day to conduct a yearly count and audit, working with the school for the best time.



Photo: Kansas Center for Health (Located 6th & Main St.)

- **Community Meeting** – A community meeting was held in May of 2021. This gave the SRTS committee a chance to get feedback as well as to inform the community of the SRTS program and goals. The plan will be to hold community meetings as needed to keep the public involved in the progression of the SRTS project and educate on SRTS initiatives and safety.

ENCOURAGEMENT

One of the main objectives of the Safe Routes to School Master Plan is to use a variety of events, activities and social media outlets to promote safe walking and bicycling. These activities are to encourage the community's participation. The Halstead community has had a variety of input and ideas to encourage participation, below are several of the ideas Halstead will be looking to implement or continuing to implement.

- **Bike Rodeo** – Is an event to help students become a better bicyclist and improve biking safety awareness. These events can be big or small and can be focused to fit different age groups. Examples of events can be proper bike helmet fitting, bike inspection, rock dodges, or closed street biking instructions.
- **“Walk to School Day”, “Bike to School Day”, and “Pedal to the Pool” Events** – The community and the USD 440 have, and should continue to practice these events. “Pedal to the Pool” event will include an incentive allowing free admission for kids that walk or bike to the pool.
- **“Bike Share Programs”** – Share programs where mentioned during the community meeting as an exciting encouragement activity and could include involvement from the local Methodist Church and other communities members.
- **Additional Resources:** <http://guide.saferoutesinfo.org/encouragement/index>



Photo showing students walking home south on Chestnut St.

ENGINEERING

On April 13th Lochner, with assistance from the City of Halstead, performed a pedestrian audit. The audit included collecting information from morning and afternoon pick-ups at both the Middle School and High School. After evaluating the pedestrian patterns, a walking audit was performed in the highest pedestrian traffic areas. A general sidewalk condition was mapped for the area in closest proximity to both of the schools and Kansas Learning Center.

Travel Paths Identified

- Main travel corridors
 - 6th St (running east and west) in front of Halstead Middle School and High School
 - Chestnut St (running north and south) directly east of the Middle School
- Main crossings
 - The existing crossing for the High school at Harvey St does not get used. During the audit, the need for a crossing at 6th & Santa Fe was identified.
 - Mid-block on 6th St between Poplar St and Chestnut for Middle School and bus pick up to Bentley School.
 - Chestnut and 7th St for Elementary School

The full master plan showing the identified routes to be included in the master plan can be found in Appendix A Figure 2.



Photo showing sidewalk needing replacement (North side of 6th St)

Existing Conditions

Many of the streets in close proximity of the school currently contain sidewalks but most of the intersections and crossings do not currently have ADA compliant ramps. Many of the sidewalks that are present are deteriorated and will need to be replaced as part of the master plan. There are many locations along the north side of 6th street that have settlement issues around the curb inlets that will also need to be addressed. There are potential sections of the existing sidewalks that may be able to remain in place along the major travel paths identified and will enable the scope of the master plan to extend out and maximize the work that can be accomplished. The majority of the south side of 6th (school side) appears to have ADA compliant routes throughout. Existing cross walks will need to be re-stripped and some additional signage will need to be added to meet MUTCD standards.

Currently 6th St that runs in front of both the high school and middle school is a narrow (less than 11' / lane) 4 – lane street. An option to accommodate a bike route in front of the schools would be to reduce the 4 – lane to a 2 – lane (with middle turn lane). Reducing the through lanes would more than likely not affect capacity of 6th St and would provide wider thru lanes.

Priority #1 sidewalk improvements

6th Street Improvements:

The sidewalk in front of the schools along the north side of 6th St will have the most impact for improving the safety and accessibility to the schools. During the pedestrian audit it appeared that more than 50% of the students utilized the north side of 6th St when entering and exiting the school. None of the intersections along this route have ADA curb ramps. Many sections of the sidewalk have heaved sections and sidewalk that has deteriorated. There is currently no sidewalk located on Santa Fe between 5th St and 6th St.



Photo showing settling at curb inlet and no ADA curb ramp (North side of 6th St)

Recommendations:

- Construct an ADA compliant route from West St to Pine St along the north side of 6th St.
- Provide a connector route along Santa Fe from 6th St to 5th St.
- Remove existing crossing at Harvey St and move it east to Santa Fe St.
- Provide ADA ramps for crossing at front entrance of Middle School on 6th St and provide proper signing at both crossings.

Chestnut Street Improvements:

Most of the students traveling from the south side of town utilize Chestnut St to get to or from school. Chestnut & 7th St also serves as the entrance for the Elementary school (Located in Halstead Middle School). Portions of the sidewalk are either heaved, deteriorated, or less than desirable width. There are no ADA curb ramps along then entire route.



Photo showing entrance to Elementary potion of Halstead Middle school off Chestnut St.

Recommendations:

- Construct an ADA compliant route from 6th St to 10th St along the west side of Chestnut St.
- Improve the signage and accessibility of the crossing at 7th and Chestnut.

Road Diet:

Current traffic using 6th St does not use both through lanes during pick up and drop off and often times will stop behind vehicles turning left. There is currently no dedicated bike route around school. A Traffic study will be done to make sure that the current road does not warrant two thru lanes each direction.

Recommendation:

- Re-stripe 6th St. to include two through lanes and a middle turn lane with 4' bike lanes on the outside of both through lanes.
- Research funding for traffic study. (ie. Safety Program Services for LPA's)



Photo showing current 4 – lane configuration of 6th St.

Other improvements:

On the south side of 6th street at the Locust St intersection is an existing pump station. This pump station interferes with the visibility of pedestrians that are crossing the driveway directly south of that intersection, especially for motorist turning left from 6th St. into the parking lot.

Recommendation:

- Create a traffic calming bulb out and provide additional signing to give more notification and awareness to drivers turning left into the parking lot at the 6th St and Locust St intersection.



Photo showing pump house interfering with pedestrian / driver sight at crossing.

Priority #2 sidewalk improvements

5th Street:

5th St is a secondary feeder route for the community. It also borders the north side of the Kansas Learning Center. Many children use 5th St as they funnel towards the middle school. Providing an accessible route along 5th St will be essential in the ADA route development within the community.

Recommendation: Provide ADA route between College and Walnut St along 5th St. Connect College, Harvey, Locust, Popular, and Pine Streets to 6th St with ADA routes.

Chestnut St. South of 10th St.:

The area of town south of 10th street has been growing in recent years and now is home to many of the students at the school. Currently there are no sidewalks in the new developments.

Recommendation: Provide an ADA route south of 10th Street along Chestnut St.



Photo of 5th Street just north of the Kansas Learning Center.



Photo of Chestnut and 10th Street looking south

ENFORCEMENT

During the site visit it was noted that local law enforcement regularly patrolled school zones and monitored public safety during the school AM and PM high traffic times. A crossing guard is located at the mid-block crossing on 6th St. West of Chestnut St.

Enforcement Action

The following items provide enforcement action “tools” to consider implementing in Halstead for improved Safe Routes to School success.

- Maintain/Continue current practice of an increased local law enforcement presence around the school zone, particularly during peak times.
- Continue with a crossing guard presence in front of Halstead Middle School during AM and PM Peak Hours. Utilize training resources from Kansas Department of Transportation produced guidance for implementing/training crossing guards which can be found at this webpage:
https://www.ksdot.org/burTrafficEng/sztoolbox/School_Crossing_Guard_Info.asp
- Implement existing sidewalk ordinances and maintenance of all SRTS.



Photo showing Middle School crossing on 6th St.



Photo showing SE Middle School crossing on Chestnut St & 7th

EVALUATION

Parent Surveys and a Student Tallies were performed at the Halstead Schools during April 2021. The information was submitted to the National Center for Safe Routes to School and the results are included in Appendix B. The Key Stakeholders should continue to perform future surveys and tallies at least once per year and ideally once in the fall and once in the spring of the school calendar year.

Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	100	8%	4%	15%	73%	0%	0%	0%
Afternoon	102	24%	5%	19%	50%	3%	0%	0%

No Response Morning: 3
 No Response Afternoon: 1
 Percentages may not total 100% due to rounding.

Appendix A

Figure 1 – City and Key USD Facilities Map

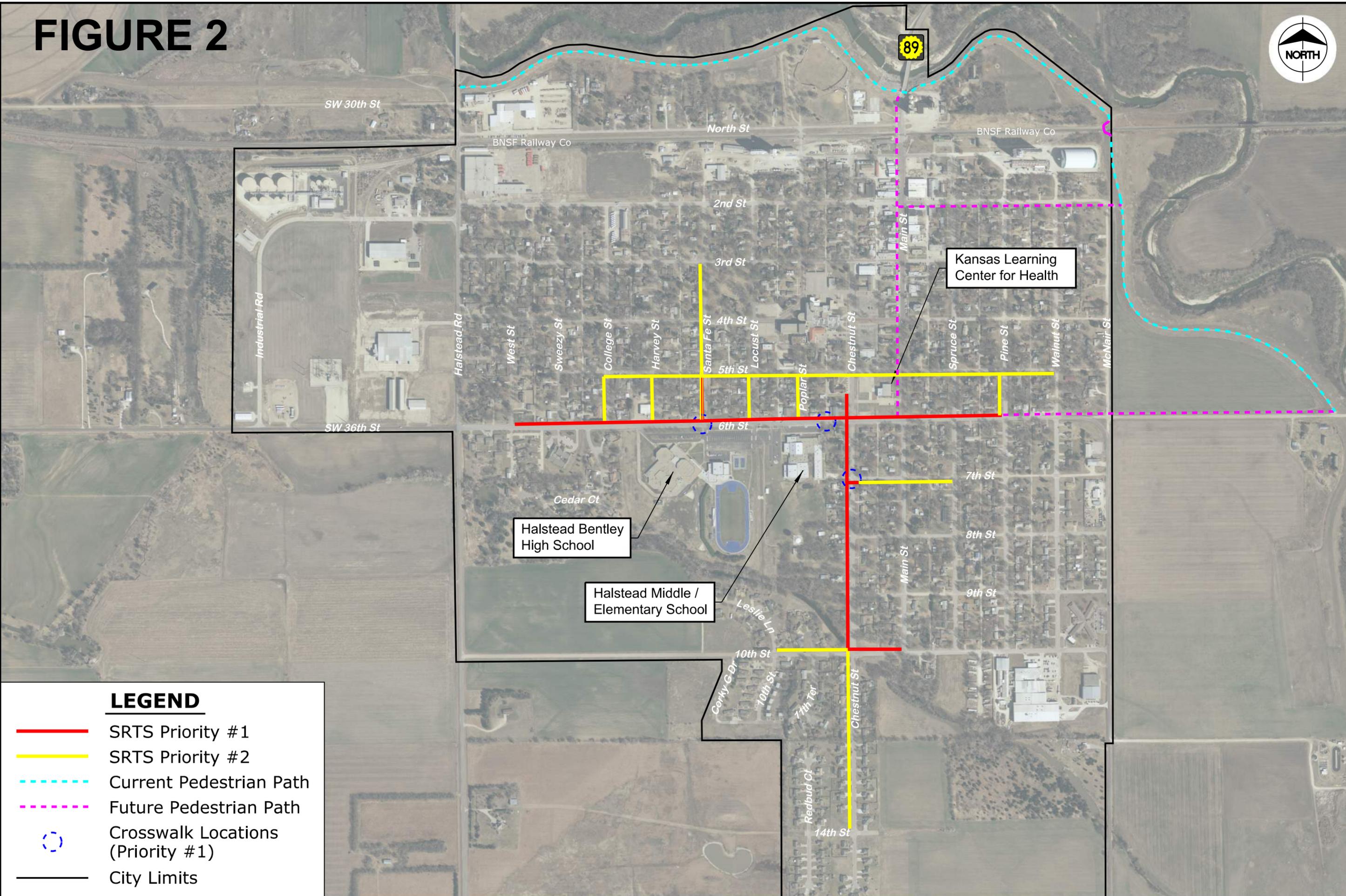
Figure 2 – Safe Routes to School Designation Map

Figure 3 – Safe Routes to School Improvements Priority Map

Figure 4 – Proposed High school parking lot safety improvement

Engineer's Opinion of Probable Costs – Priority #1

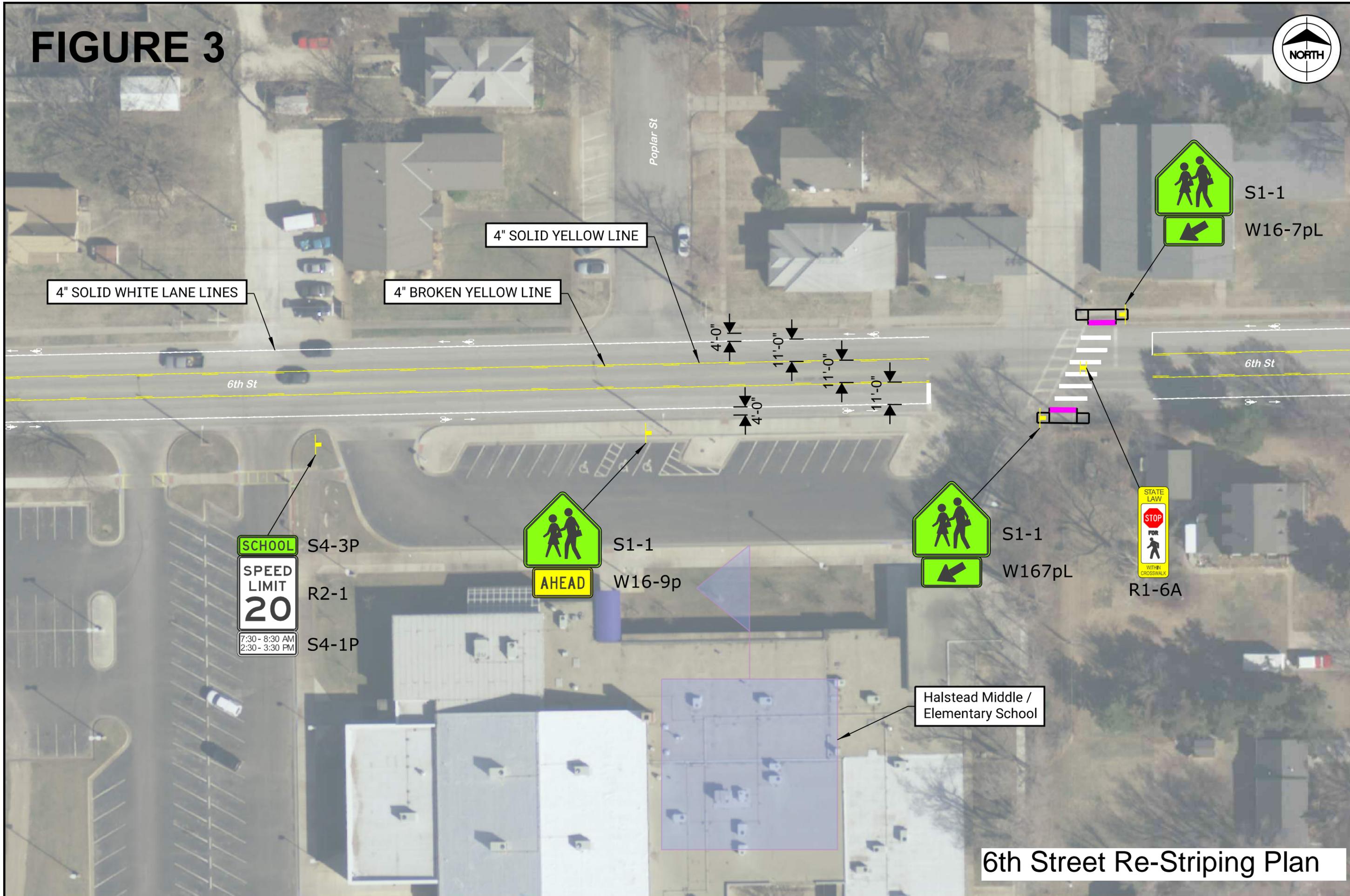
FIGURE 2



LEGEND

- SRTS Priority #1
- SRTS Priority #2
- - - Current Pedestrian Path
- - - Future Pedestrian Path
- (- - -) Crosswalk Locations (Priority #1)
- City Limits

FIGURE 3



SAFE ROUTES TO SCHOOL 6TH STREET RESTRIPING PLAN
HALSTEAD, KANSAS

6th Street Re-Striping Plan

FIGURE 4

Locust St



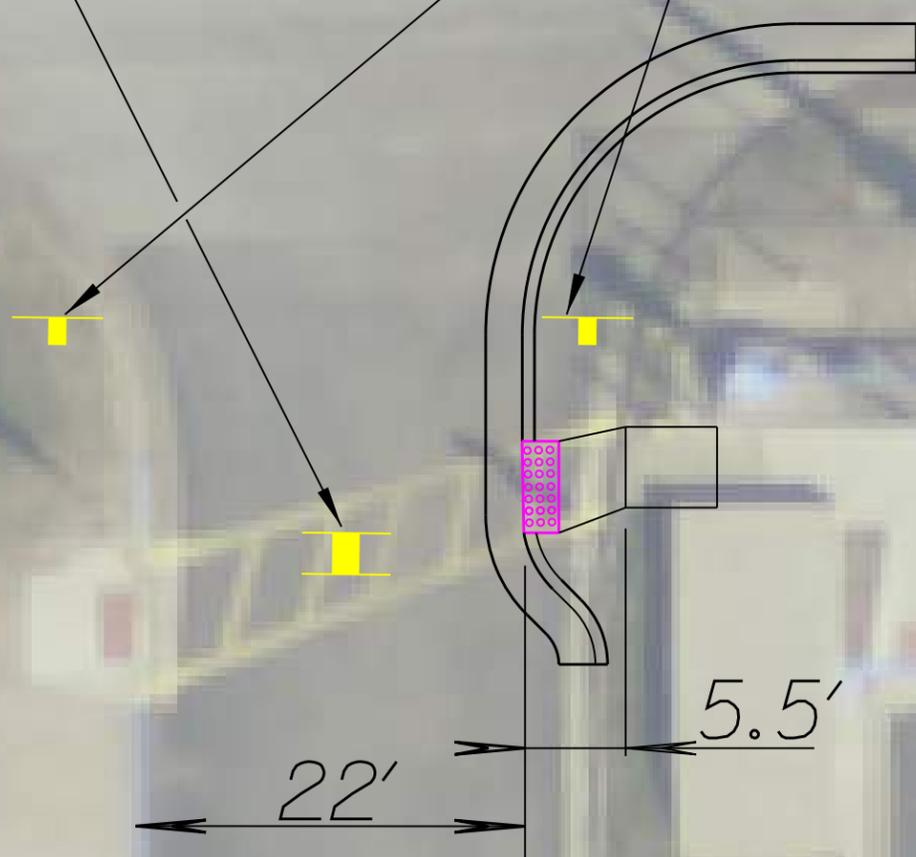
R1-6A

6th St



S1-1

W167pL



OPINION OF PROBABLE CONSTRUCTION COST

CITY OF HALSTEAD, SAFE ROUTES TO SCHOOL

Priority #1

LOCHNER PROJ NO. 18394

09/30/21

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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COMMON QUANTITIES (Priority #1):

Contractor Construction Staking	1	Lump Sum	\$3,000.00	\$3,000.00
Mobilization	1	Lump Sum	\$25,000.00	\$25,000.00
Clearing and Grubbing	1	Lump Sum	\$5,000.00	\$5,000.00
Temporary Seeding	1	Lump Sum	\$1,000.00	\$1,000.00
Seeding	1	Lump Sum	\$4,000.00	\$4,000.00
Signing	1	Lump Sum	\$4,000.00	\$4,000.00
Traffic Control	1	Lump Sum	\$5,000.00	\$5,000.00
Flagger (Set Price)	1	Hour	\$25.00	\$25.00
			Subtotal =	\$47,025.00
				Common Subtotal:
				\$47,025.00

Priority #1 QUANTITIES:

6th Street Improvements (Including Santa Fe):

Common Excavation	5	Cu. Yd.	\$25.00	\$125.00
Rock Excavation	319	Cu. Yd.	\$15.00	\$4,791.60
Curb and Gutter (Combined) (AE)	315	Lin. Ft.	\$30.00	\$9,450.00
Concrete Pavement (6" Uniform) (AE)	500	Sq. Yds.	\$60.00	\$30,000.00
Sidewalk Construction (4") (AE)	2061	Sq. Yds.	\$45.00	\$92,750.00
Sidewalk Ramp	120	Sq. Yds.	\$175.00	\$20,912.50
			Subtotal =	\$158,029.10

Chestnut Street Improvements (Including 10th St):

Common Excavation	5	Cu. Yd.	\$25.00	\$125.00
Rock Excavation	145	Cu. Yd.	\$15.00	\$2,170.20
Curb and Gutter (Combined) (AE)	235	Lin. Ft.	\$30.00	\$7,050.00
Concrete Pavement (6" Uniform) (AE)	376	Sq. Yds.	\$60.00	\$22,560.00
Sidewalk Construction (4") (AE)	1197	Sq. Yds.	\$45.00	\$53,875.00
Sidewalk Ramp	29	Sq. Yds.	\$175.00	\$4,987.50
			Subtotal =	\$90,767.70

6th Street Restriping Plan (Including Bike Lanes and Crossings):

Pavement Marking (Intersection Grade)(White)(24")	300	Lin. Ft.	\$14.00	\$4,200.00
Pavement Marking (Multi-Component)(4")	7200	Lin. Ft.	\$0.35	\$2,520.00
Pavement Marking (Multi-Component)(6")	7200	Lin. Ft.	\$0.50	\$3,600.00
Pavement Marking (Intersection Grade)(White)(Bicycle)	36	Each	\$350.00	\$12,600.00
Pavement Marking Removal	11000	Lin. Ft.	\$0.50	\$5,500.00
			Subtotal =	\$28,420.00

6th St Driveway Safety Improvement:

Common Excavation	7	Cu. Yd.	\$25.00	\$175.00
Rock Excavation	10	Cu. Yd.	\$15.00	\$150.00
Curb and Gutter (Combined) (AE)	50	Lin. Ft.	\$30.00	\$1,500.00
Concrete Pavement (6" Uniform) (AE)	25	Sq. Yds.	\$60.00	\$1,500.00
Sidewalk Construction (4") (AE)	3	Sq. Yds.	\$45.00	\$135.00
Sidewalk Ramp	5	Sq. Yds.	\$175.00	\$875.00
			Subtotal =	\$4,335.00

Priority #1 Subtotal: \$281,551.80

Project Subtotal \$328,576.80

Construction Engineering and Design @ 25% = \$82,144.20

Project Total \$410,721.00

Appendix B

Parent Surveys (April 2021)
Student Tally Results (April 2021)

Parent Survey Report: One School in One Data Collection Period

School Name: Halstead Middle School

Set ID: 19748

School Group: City of Halstead - USD440

Month and Year Collected: April 2021

School Enrollment: 0

Date Report Generated: 07/17/2021

% Range of Students Involved in SRTS: Don't Know

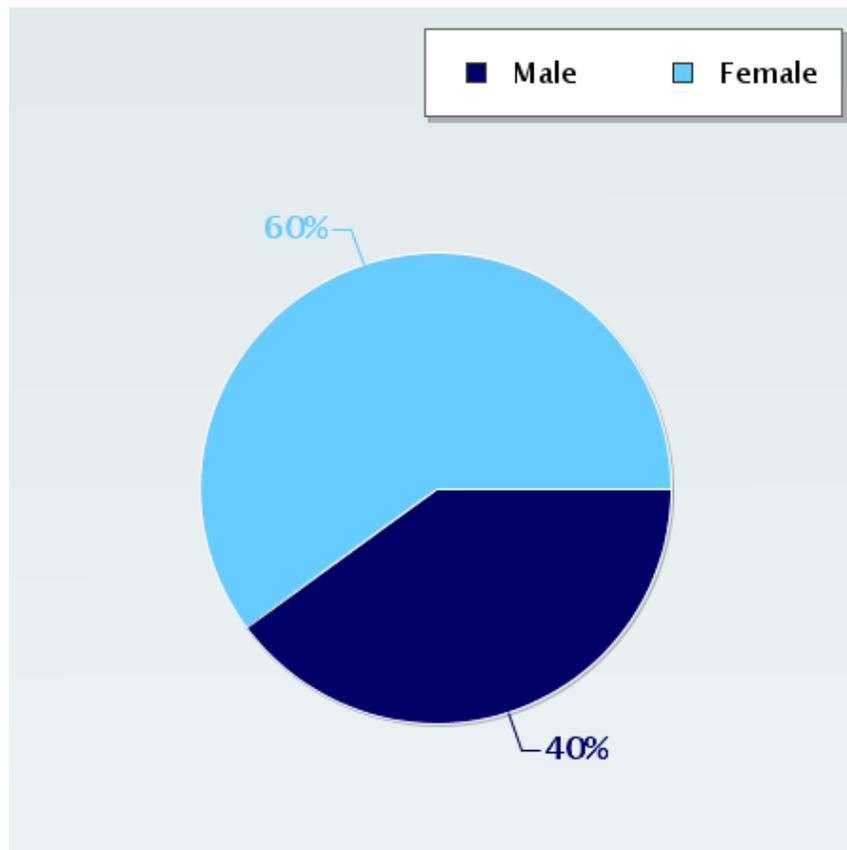
Tags: ADA improvements - install or improve

Number of Questionnaires Distributed: 0

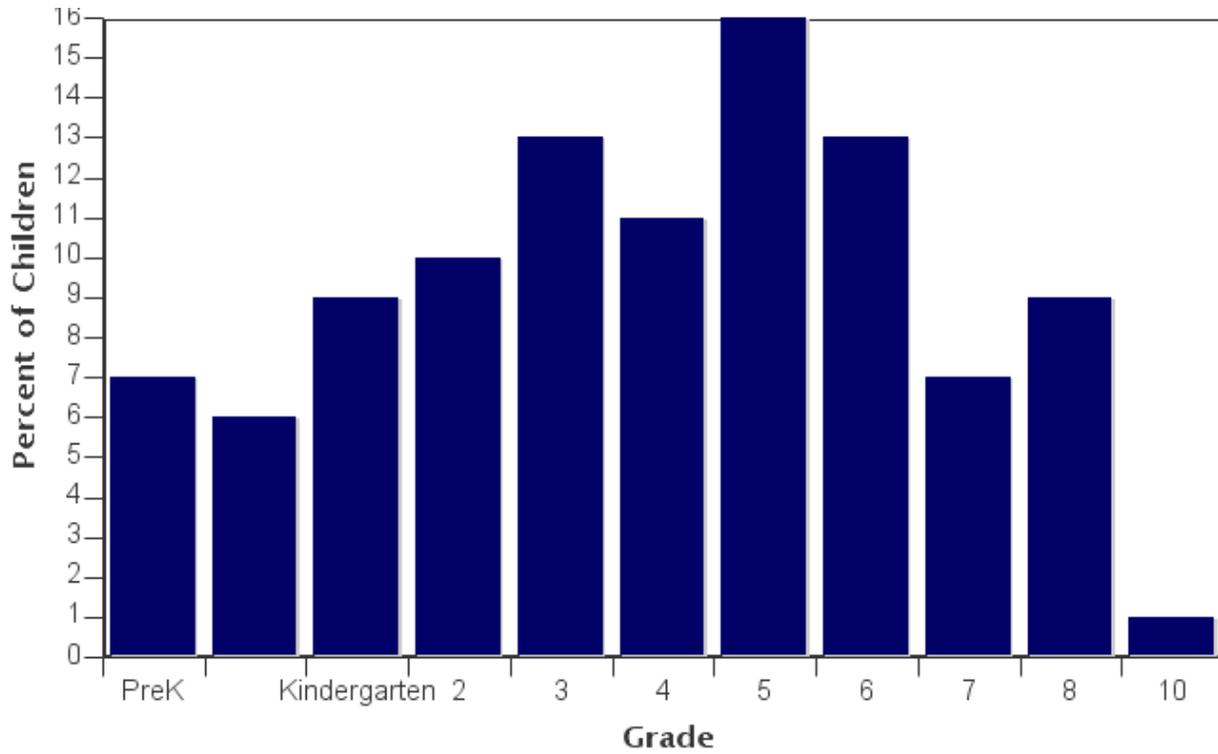
Number of Questionnaires Analyzed for Report: 103

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



Grade levels of children represented in survey

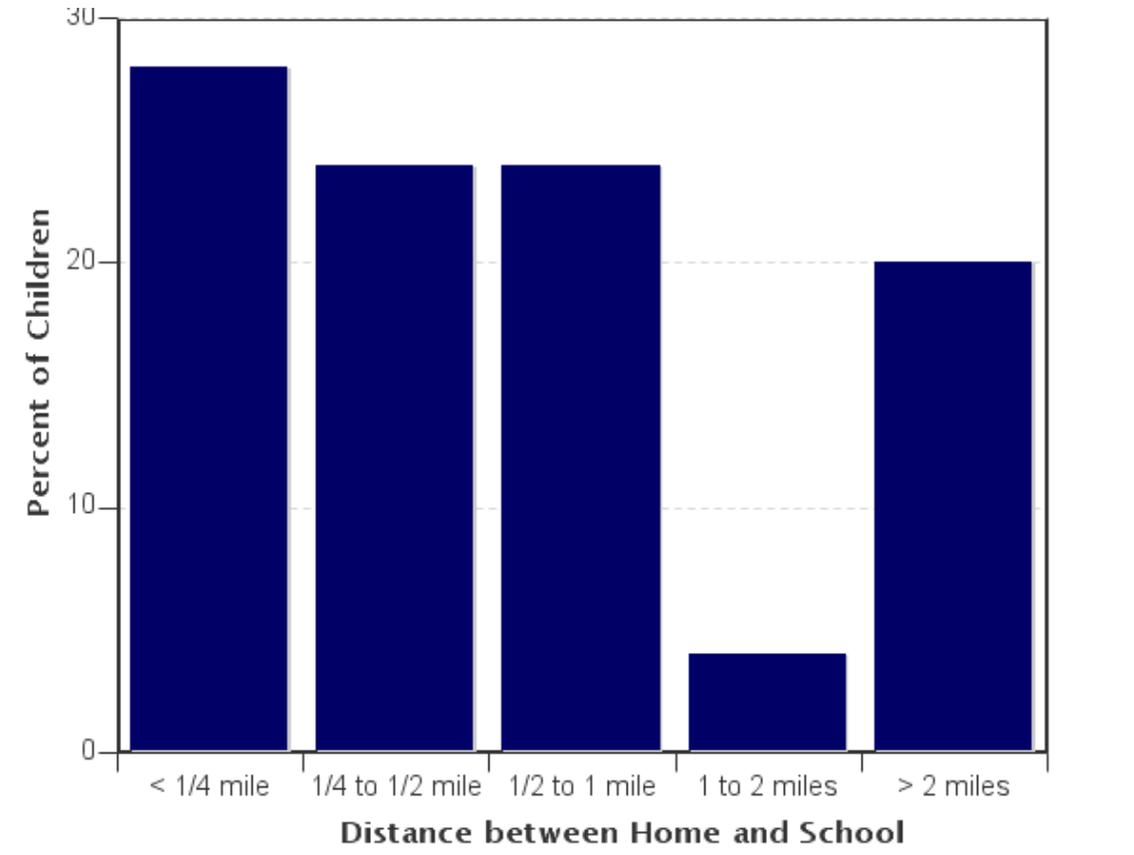
Grade in School	Responses per grade	
	Number	Percent
PreK	7	7%
Kindergarten	6	6%
1	9	9%
2	10	10%
3	13	13%
4	11	11%
5	16	16%
6	13	13%
7	7	7%

8	9	9%
10	1	1%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

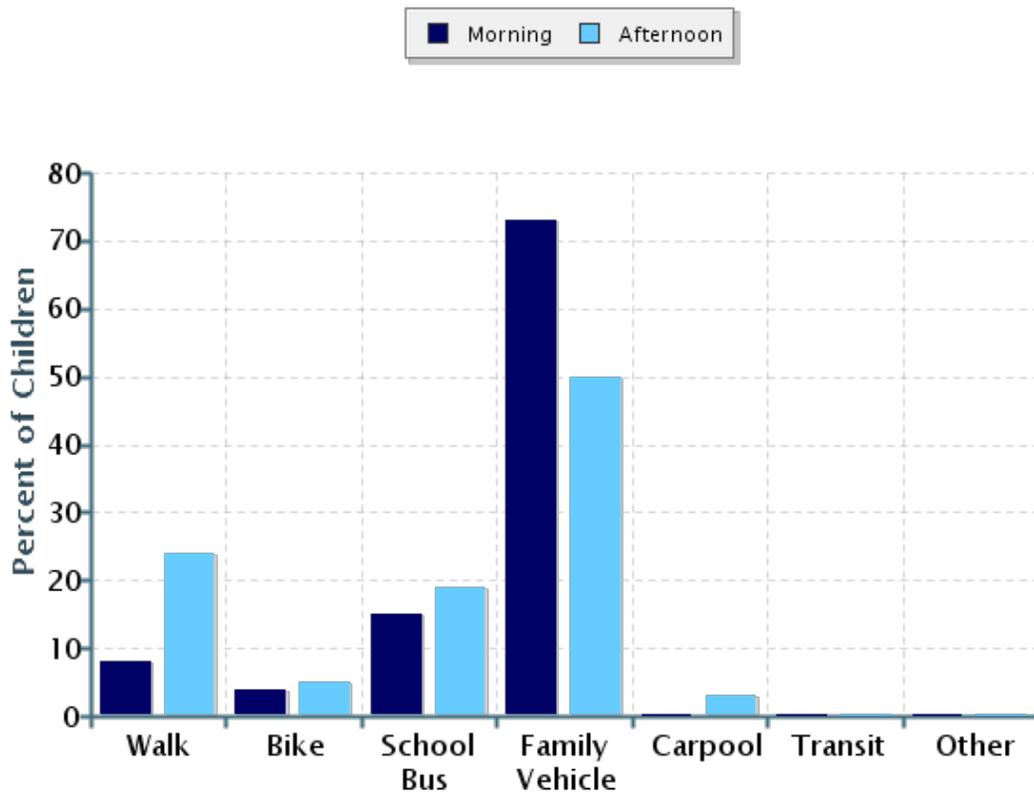


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	28	28%
1/4 mile up to 1/2 mile	24	24%
1/2 mile up to 1 mile	24	24%
1 mile up to 2 miles	4	4%
More than 2 miles	20	20%

Don't know or No response: 3
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	100	8%	4%	15%	73%	0%	0%	0%
Afternoon	102	24%	5%	19%	50%	3%	0%	0%

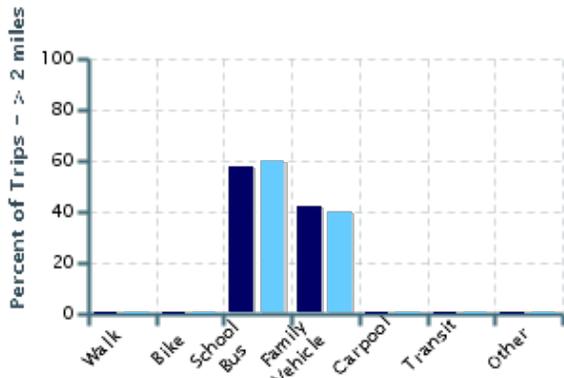
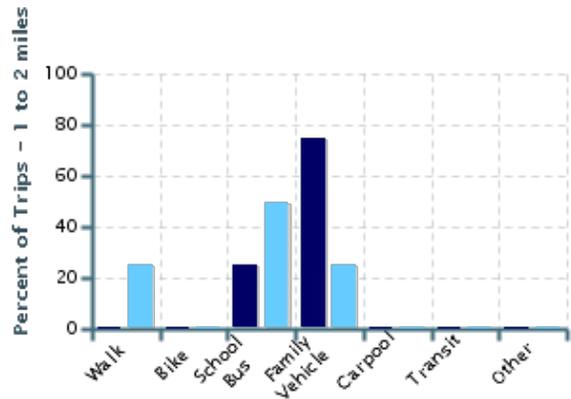
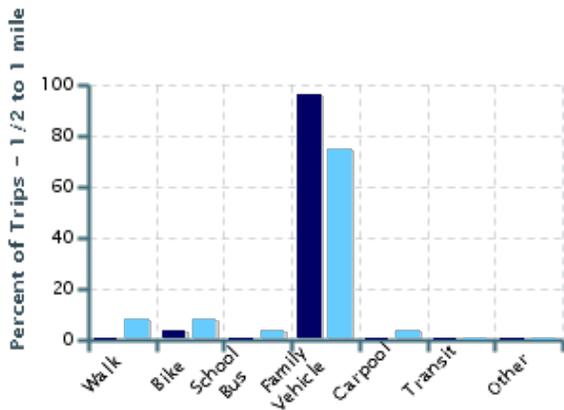
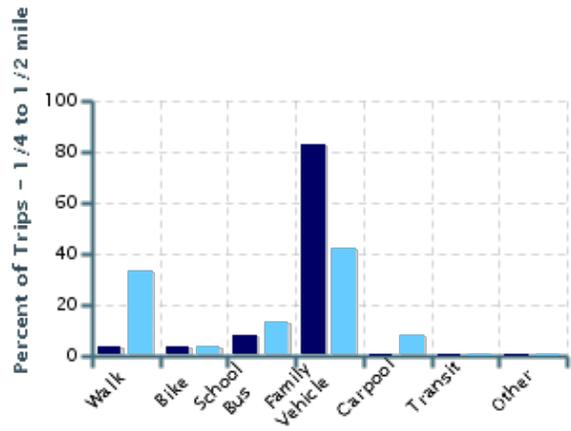
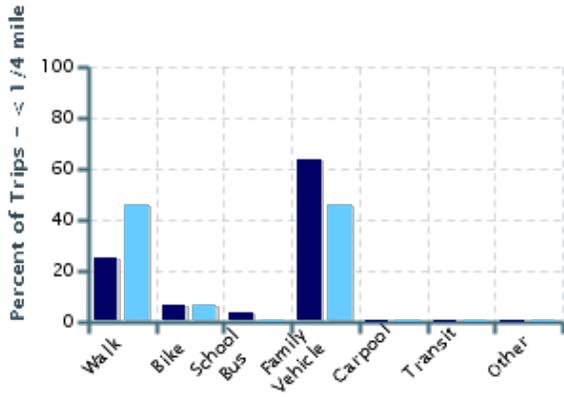
No Response Morning: 3

No Response Afternoon: 1

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	28	25%	7%	4%	64%	0%	0%	0%
1/4 mile up to 1/2 mile	24	4%	4%	8%	83%	0%	0%	0%
1/2 mile up to 1 mile	23	0%	4%	0%	96%	0%	0%	0%
1 mile up to 2 miles	4	0%	0%	25%	75%	0%	0%	0%
More than 2 miles	19	0%	0%	58%	42%	0%	0%	0%

Don't know or No response: 5

Percentages may not total 100% due to rounding.

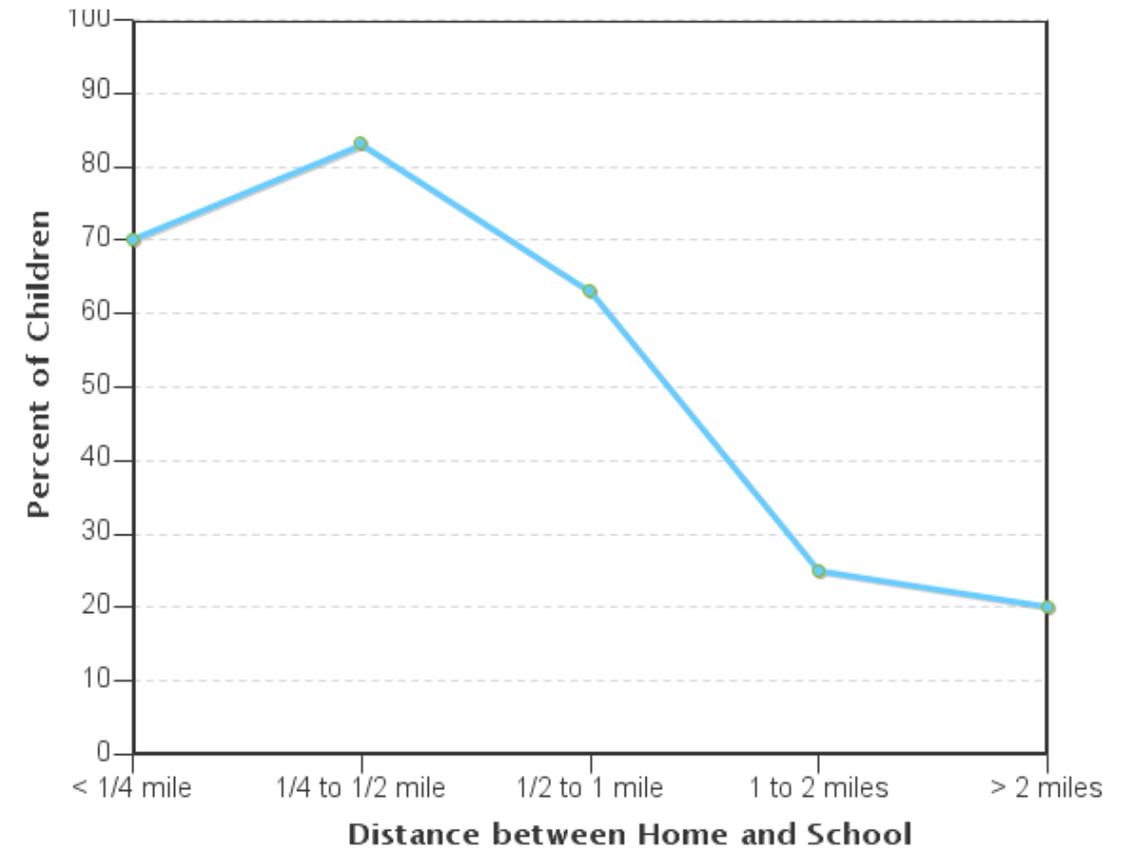
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	28	46%	7%	0%	46%	0%	0%	0%
1/4 mile up to 1/2 mile	24	33%	4%	13%	42%	8%	0%	0%
1/2 mile up to 1 mile	24	8%	8%	4%	75%	4%	0%	0%
1 mile up to 2 miles	4	25%	0%	50%	25%	0%	0%	0%
More than 2 miles	20	0%	0%	60%	40%	0%	0%	0%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

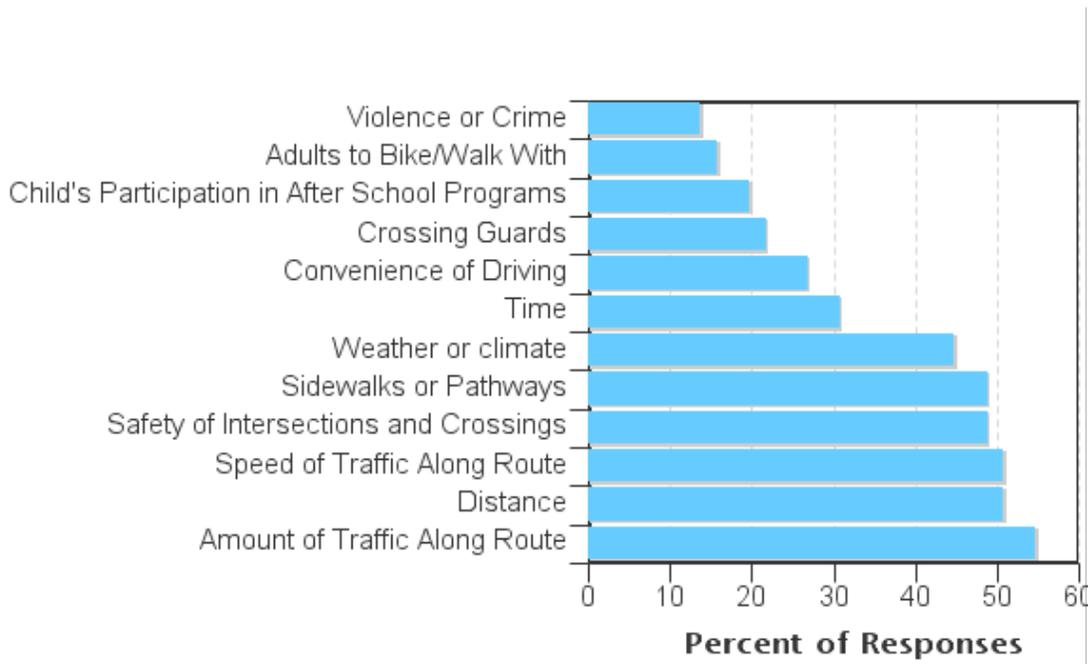


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

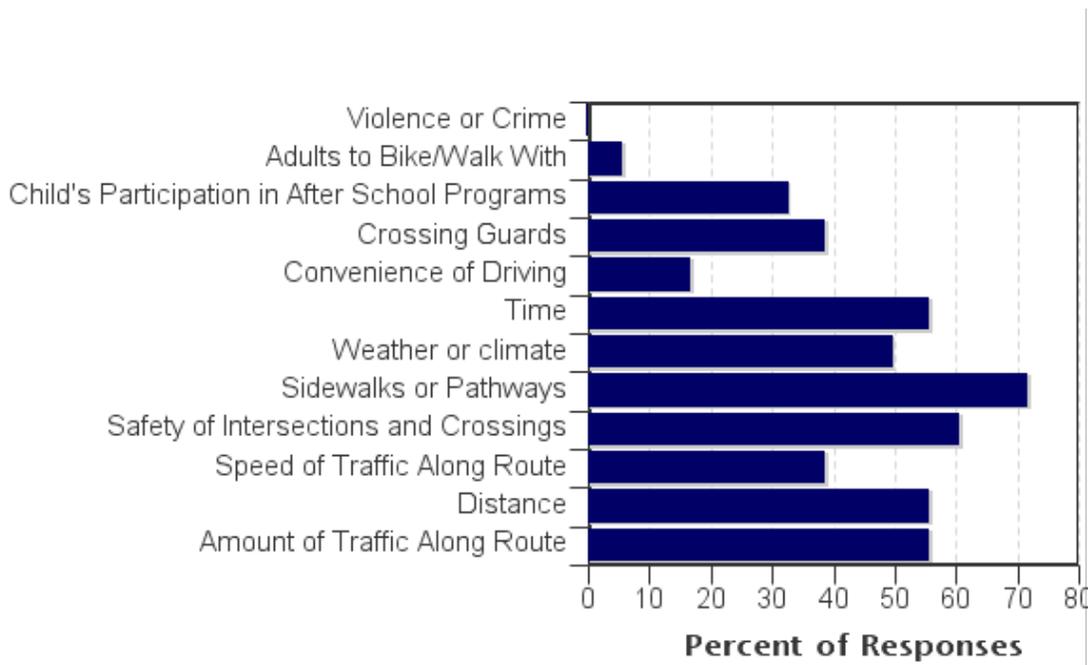
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	59	70%	83%	63%	25%	20%
No	40	30%	17%	38%	75%	80%

Don't know or No response: 4
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	55%	56%
Distance	51%	56%
Speed of Traffic Along Route	51%	39%
Safety of Intersections and Crossings	49%	61%
Sidewalks or Pathways	49%	72%
Weather or climate	45%	50%
Time	31%	56%
Convenience of Driving	27%	17%
Crossing Guards	22%	39%
Child's Participation in After School Programs	20%	33%
Adults to Bike/Walk With	16%	6%
Violence or Crime	14%	0%
Number of Respondents per Category	51	18

No response: 34

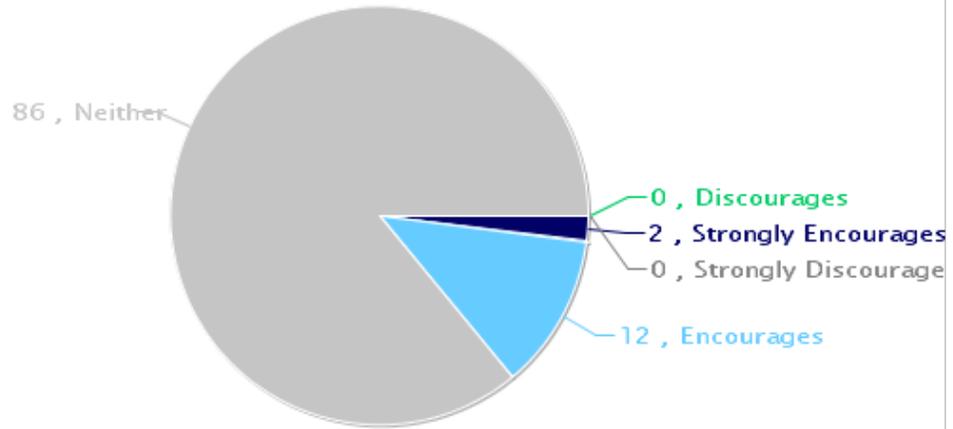
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

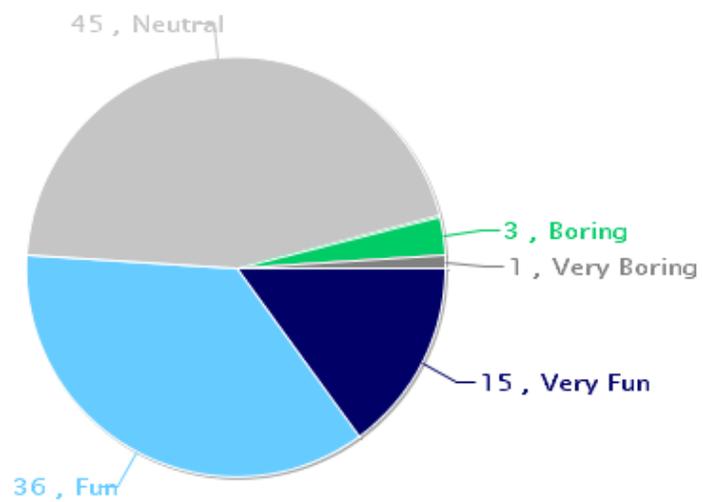
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

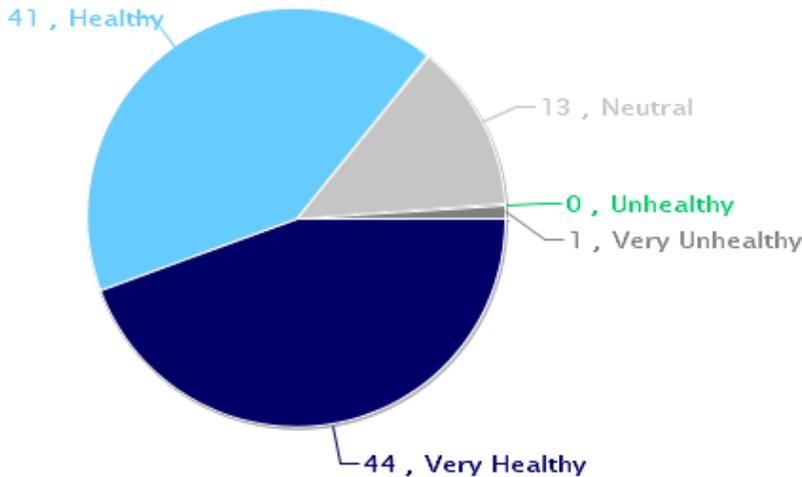
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1708231	My two have been biking to school since the 3rd grade. The speed of traffic worries me. It especially worries me when high school lets out and people drag race along my kids' route. The crossing guard is wonderful. Not just having one, but how he treats the children. I truly believe his energy and interaction make the kids feel respected, safe, and happy. He is the first, and last, school person they see every day.
1708158	I would love to see more parent involvement and small incentives for children to walk or bike to school. I would also like to see local police presence to increase safety awareness
1708163	The high school drivers are a huge concern of mine for the younger walkers and bikers.
1708167	We live in the country so I would never consider letting my kids ride a bike or walk to school although they have done so with me on non school days. If we lived in town I probably wouldnt have a problem with it.
1708232	We live in Bentley and rely on the bus to help get our child to school every morning. Due to parents work schedule he attends after school program this year as he would have to walk home from Bentley elementary by himself. Would feel more comfortable if there was a drop off closer to our home.
1708154	The amount of high school aged children flying down the roads not paying attention is what scares me most. Also, my child crossing main street is a big fear as well.
1708165	Our family lives in the country, 6+ miles from HMS/HHS. I would only allow biking to school (i doubt they'd want to walk) once they are of driving age and understand the rules of the road better.
1708166	There are no sidewalks near our house which is the main reason our kids don't walk or ride bicycles to school.
1708204	I would love to have my kids walk or bike to school more, but having them cross 6th Street is where I fear for their safety the most.
1708216	We walk together when nice weather. Fearful about kids walking alone. Concerns are crossing 6th street at crosswalk without guard on west side. There is a crosswalk but stop sign isn't always there, and traffic doesn't always stop. I was almost hit as an adult there when one lane stopped and other lane didn't. If they cross at crossing guard, they will have to cross more side streets going west where sometimes vehicles hurry across 6th going north. Would be really nice if there was a pedestrian stop light to cross 6th street.
1708183	There are no sidewalks in my neighborhood. Many high school kids driving don't pay attention to kids walking or biking. Many kids on bikes don't pay attention to cars at all. Kids need training on bike riding, parents need to do better teaching bike safety.
1708190	Major issue are lack of sidewalks/ cracked sidewalks. Lots of loose dogs in town and many act aggressive. People in town are not taught to drive "with bikers" (example: do not look in side rear view mirror when turning right; leads to cutting of a biker). Police should hold workshops to teach cars and children how to safely ride, hand signal and watch for each other.
1708246	I would feel SO Much more comfortable with letting them walk/ride if 1. There was a cross guard at 6th and main and 2. If there were sidewalks that they could ride/walk on.
1708146	Too many criminals live between my house and school.

1708152	We have both a 1st grader and a 5th grader. Our oldest has been riding his bike since 4th grade. They both this year ride their bikes and or walk to and from school when the weather and time permits them to do so. With the distance that they travel I have no worries as my oldest has a cell phone that we can track.
1708159	The high schoolers and their speeding is what makes me uncomfortable with any student walking. If the cops were to sit at our intersection they would be busy pulling kids over all day.
1708168	He busses to Bentley and then after school he walks from the middle school to home. He absolutely loves it. I do worry about traffic not paying attention.
1708210	I think there needs to be another crosswalk along 6th St. Children cross at Locust and at Santa Fe and I always try my best to stop for them. Not everyone does, and it scares me.
1708218	Biggest issue with Halstead is the new Crosswalk of Death at the middle school put in, public uses it but Staff doesn't use it but walk in front of cars.
1708223	I used to fear the high school drivers; however, the more I am watching the parking lot, it is the parents who I am more fearful of. I see parents rushing to get where they are going and many on their phones. I see 2 key areas parents not watching. 1st - the new cross walk leading from the middle school parking lot to the band room door of the middle school building. I like this cross walk and maybe a stop sign on both sides of both driveways (4 total) to make parents stop and look. 2nd - the crosswalk by the water building. (not sure what that building is. It is the crosswalk between the high school and middle school parking lots. Again parents not paying attention. Recently I saw 4 kids almost get hit to the point where the car hit their brakes so hard their car rocked backwards. This person was pulling into the lot coming from the west on 6th street. A child was riding his bike with 3 others running. They were coming off the sidewalk going west into the crosswalk behind a car that was waiting to exit the lot. The kids were hidden and I feel the parent was turning too fast not aware of a cross walk there at all. I would like to see this exit be an exit one way only - no one to enter. Or at least no entry during certain hours. Oh one more place is the cross walk leading from the high school teachers lot to across 6th street. Would be nice if we could get a stop light that would be triggered by someone pushing a button waiting to cross. I have seen a car in one lane stop to let someone cross but the car in the other lane not see the child and not stop. Not that I have thought of this any - hahaha.
1708156	We drop off and pick up most days. Picking up on Chestnut is kind of scary with all of the vehicles coming and going from the small dirt parking lot on the SE corner of the school. Have witnessed (almost weekly), parents backing up from their parking spots while kids are walking behind their vehicles. Only a matter of time before something really bad happens there. That whole area could be reworked and provide a one way in and one way out loop, reducing the amount of backing that is done (similar to the loop in the west parking lot of the middle school). Please consider this!
1708206	Traffic and routes to the middle school are terrible. The entire route in and out needs rethought. For instance high School kids should not be using the east parking exit. that exit has lots of young kids crossing and high middle school traffic. Getting in and out of Middle school cars are going all different directions. Our kids went to a different school most of there lives and it had very controlled one way lanes to avoid most of the cross traffic. Also Had people to make sure they followed the rules or were banned from using the lanes.
1708212	I don't allow my child to walk anywhere alone. She has walked to and from school with her older sibling or friends, but I worry about the safety of crossing Chestnut as well as the many registered offenders in town.

1708160	Need to Have more Police looking out for the Children Walking and Biking. Not ever see Police to often, maybe once a week. The High School needs to be let out at a different time than the K-8 children for their Safety. They do Not pay attention to the children crossing at the High School. They always speed out of there and pay no attention to Traffic or to children walking or biking.
1708179	We live in the country so it is not ideal for my kids to walk or bike to and from school
1708151	I will never let my kids walk/bike to or from school. We are 12.5 miles from Halstead. We also live too far from BPS to bike/walk-we are country bus kids. Not to mention my kids don't have bikes. This is not an option for my family.
1708176	If we lived in Bentley instead of Halstead I would likely let my child walk/bike to school by 2nd or 3rd grade.
1708241	In my opinion, the pick up process is unorganized, messy, dangerous and chaotic. There are unsupervised children running around and sometimes stepping into the path of moving vehicles. If we're not going to have the option within the Halstead city limits of having buses pick up and drop our children off each day, then at the very least you should have someone or a few people standing along the pick up area directing traffic to keep things moving along in a safe and organized manner.
1708239	We live in a town 8 miles from the middle school so it is difficult to answer these questions. My child who is at the middle school is in pre-k and I would not feel comfortable with her riding her bike or walking to school at this time.
1708236	This survey was designed for city schools. Please consider revising for country dwellers! (It is very unhealthy to get hit by cars. Is that what you mean with question 14?)
1708220	Need to get the parents to stop parking in loading zone at BPS. And needs to stop at stop signs
1708240	We live in the country, so waljing/biking isn't an option.

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

School Name: Halstead Middle School

Set ID: 31423

School Group: City of Halstead - USD440

Month and Year Collected: April 2021

School Enrollment: 0

Date Report Generated: 07/17/2021

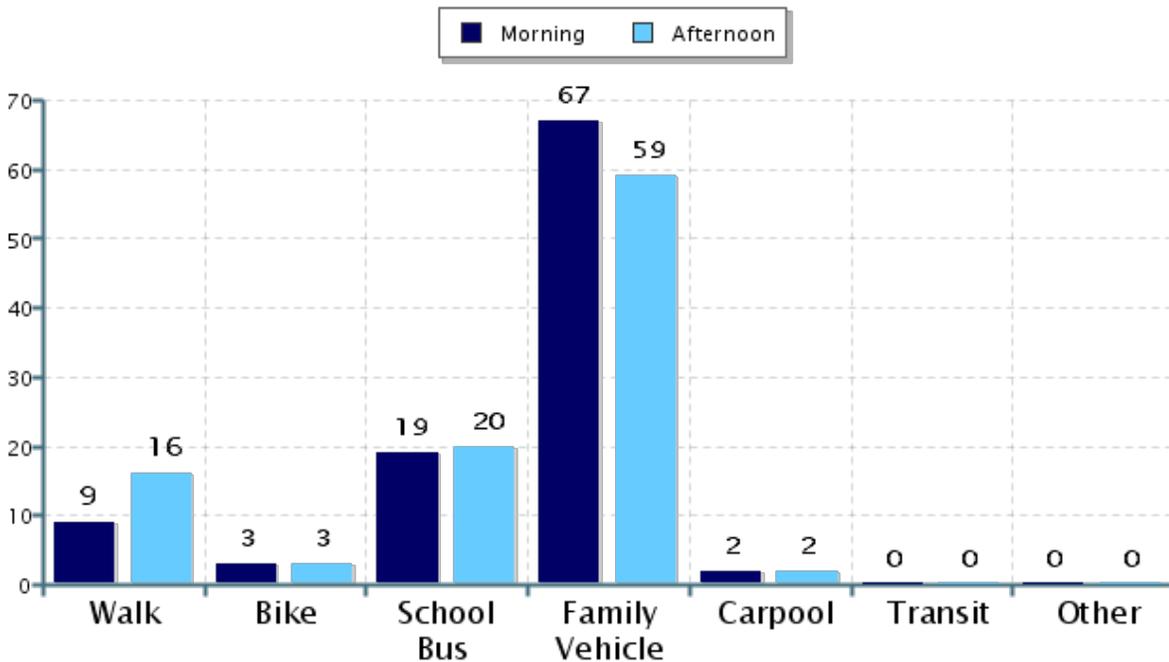
% of Students reached by SRTS activities:

Tags: ADA improvements - install or improve

**Number of Classrooms
Included in Report:** 44

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



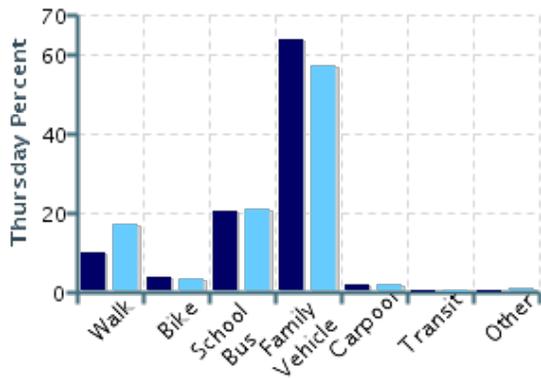
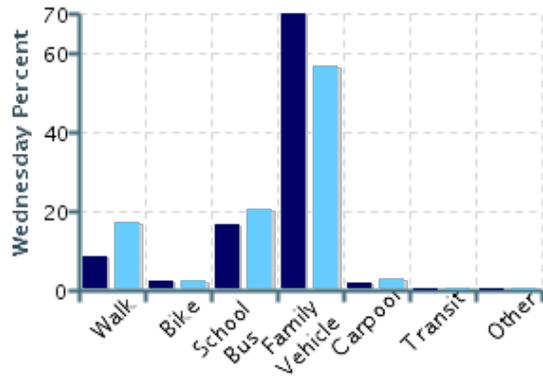
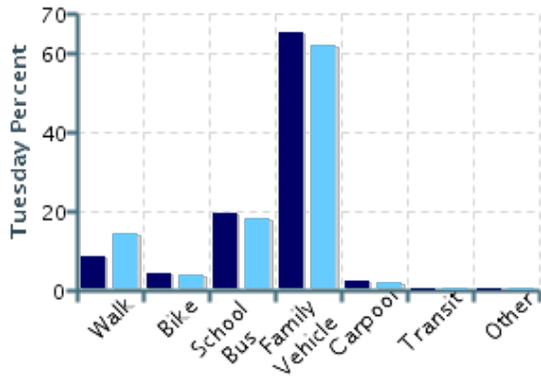
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1470	9%	3%	19%	67%	2%	0%	0%
Afternoon	1474	16%	3%	20%	59%	2%	0%	0.1%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

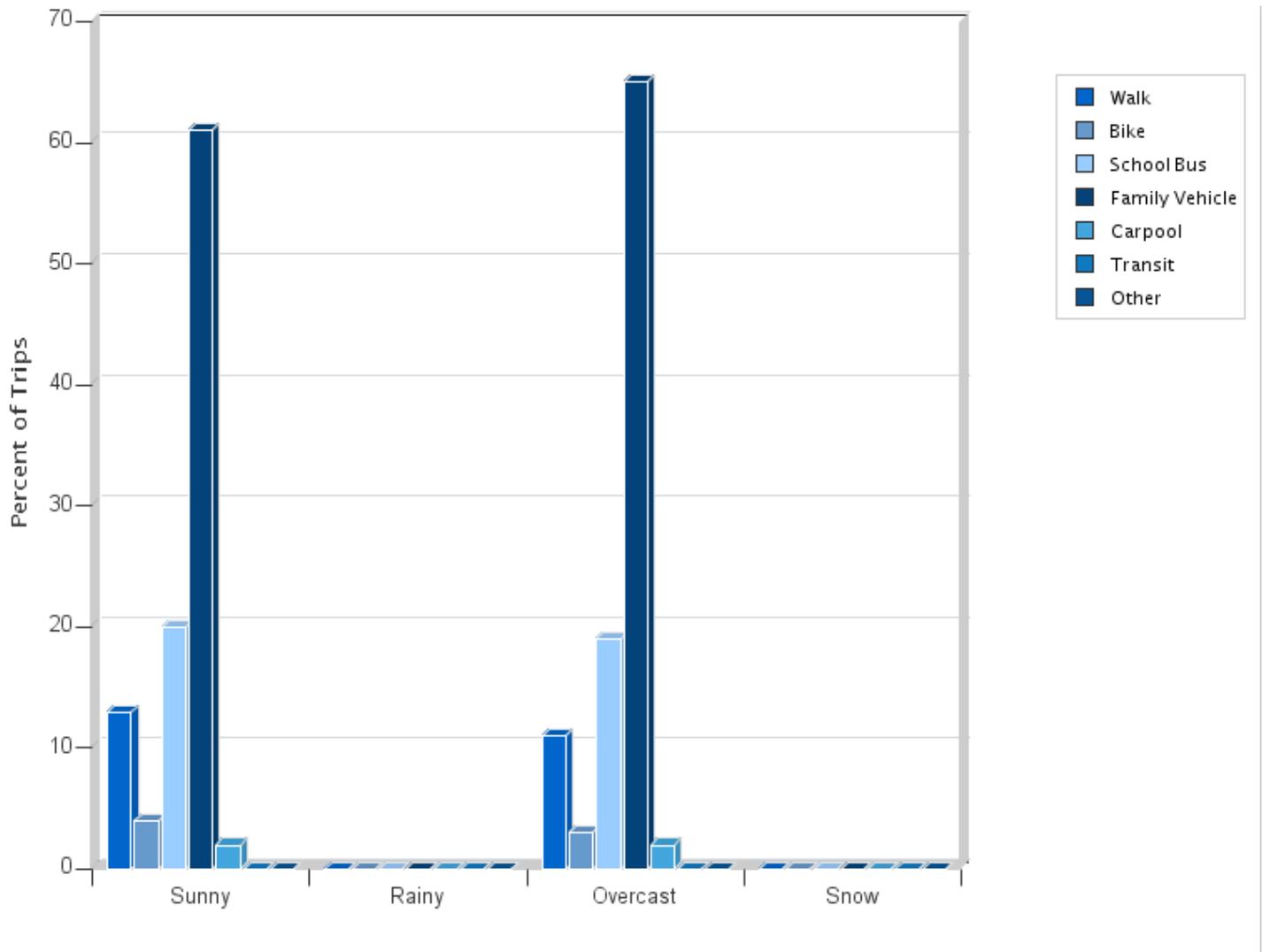


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	463	9%	4%	20%	65%	3%	0%	0%
Tuesday PM	586	14%	4%	18%	62%	2%	0%	0%
Wednesday AM	556	9%	3%	17%	70%	2%	0%	0%
Wednesday PM	440	17%	3%	21%	57%	3%	0%	0%
Thursday AM	451	10%	4%	20%	64%	2%	0%	0%
Thursday PM	448	17%	3%	21%	57%	2%	0%	0.2%

Percentages may not total 100% due to rounding.

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	1177	13%	4%	20%	61%	2%	0%	0.1%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	1691	11%	3%	19%	65%	2%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Appendix C

Letters of Support

Halstead - Bentley USD #440

www.usd440.com

USD #440 will engage in continuous improvement to develop successful learners.

Date: October 29, 2019

City of Halstead
303 Main Street
Halstead, KS 67056

Re: Letter of Support for Safe Routes to School Grant Application

Dear Governing Body of the City of Halstead,

It is with great enthusiasm that we at USD 440 add our support as a partner in the application by the City of Halstead to seek grant funding through the Kansas Department of Transportation's Transportation Alternatives Program. We support the City of Halstead's request for grant funding to help develop a Safe Routes to School plan for the Halstead Community which currently has no guiding plan.

We believe outcomes of this grant will result in a better place not only for our children, specifically students at Halstead Middle and High school buildings, but also all Halstead residents. A community where residents are healthier, happier and better connected would be the end result of any such efforts in addition to increased safety for our students. A community based strategic plan also indicated walkability and connectivity as a top priority for the city.

The systematic Safe Routes To School approach starts with conducting walking and biking audits, evaluating needs, surveying parents, school staff and students, and developing an action plan. Funds are made available to improve and build bike lanes, sidewalks, crosswalks, trails, lighting etc., as well as funding for important education and encouragement programs to ensure that this new infrastructure is well used. The City of Halstead is seeking funding to help develop a plan for future improvements and infrastructure that ensures public money is spent efficiently and effectively. USD 440 is committed to being a partner and supporting these planning efforts.

We believe the following are some of the positive outcomes and reasons for supporting this grant:

1. Creating a walking and bicycling culture sets habits for an active, healthy lifestyle through life

District Office
521 W. 6th
Halstead, KS 67056
316.835.2641

Halstead High School
521 W. 6th
Halstead, KS 67056
316.835.2682

Halstead Middle School
221 W. 6th
Halstead, KS 67056
316.835.2694

Bentley Primary School
212 N. Phelps
Bentley, KS 67016
316.796.0210

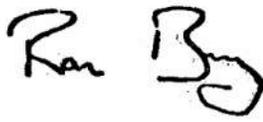
2. All of the many positive benefits that come from actively transporting yourself to school such as:

- better concentration and cognitive abilities in class
- stronger sense of community and understanding of the built environment
- learning to safely navigate around our community
- more exercise and increased sense of empowerment and independence

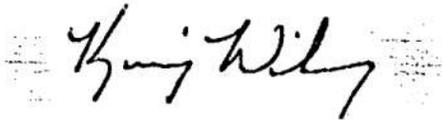
4. We believe it is the right of all children to be able to walk and bike to school safely.

5. A lack of physical activity plays a leading role in rising rates of obesity, diabetes and other health problems among children.

Sincerely,



Ron Barry
USD 440 Superintendent



Kevin Wilson
USD 440 Board of Education President

Halstead Middle School

221 W 6th Street ~ Halstead ~ Kansas ~ 67056 ~ 316-835-2694
Mrs. Jana R. Wedel, Principal

August 30, 2021

TO WHOM IT MAY CONCERN:

Halstead Middle School fully supports the Safe Routes to School program Phase 1 grant application that is being submitted.

Our community is unique in that every elementary student that lives in Halstead comes to the middle school to be transported to our elementary school in Bentley. Our student population that is routed through the middle school is roughly 400 students.

The benefit of Safe Routes to Schools is providing routes within the town that are common pathways for students to safely travel. Many of our middle school students walk or bike with their younger siblings. Utilizing the Safe Routes to School program is a positive step for our students and our community.

Sincerely,

Mrs. Jana Wedel
HMS Principal
USD 440 Halstead-Bentley



July 15, 2021

To Whom It May Concern:

The Kansas Learning Center for Health supports the Safe Route to Schools grant application for Halstead, KS.

Safe Routes to School activities greatly improve the walk/rideability for area students to safely get to and from school. It also encourages a healthier lifestyle for our residents, focusing on outdoor movement.

KLCH is centrally located in Halstead, diagonally from the Halstead Middle School, therefore we see the large number of children walking and biking to school on a regular basis. KLCH's motto is 'Education for a Healthy Life' so we love seeing the children (and adults) outdoors and active! But we need to make sure the routes are safe for everyone.

Each year, typically in August, KLCH hosts a children's bike rodeo. We also recently received a bike repair station through a grant, and have a bike rack that will be here soon. We support this grant and look forward to how it can create a safer environment for outdoor activities for Halstead.

Sincerely yours,

Carrie Herman
Executive Director

HALSTEAD POLICE DEPARTMENT

P: 316.835.2266 • F: 316.835.3759 • E: police@halsteadks.com

303 Main • Halstead, KS 67056

September 24, 2021

To whom it may concern:

The Halstead Police Department fully supports the Safe Routes To School (SRTS) grant for the City of Halstead Ks.

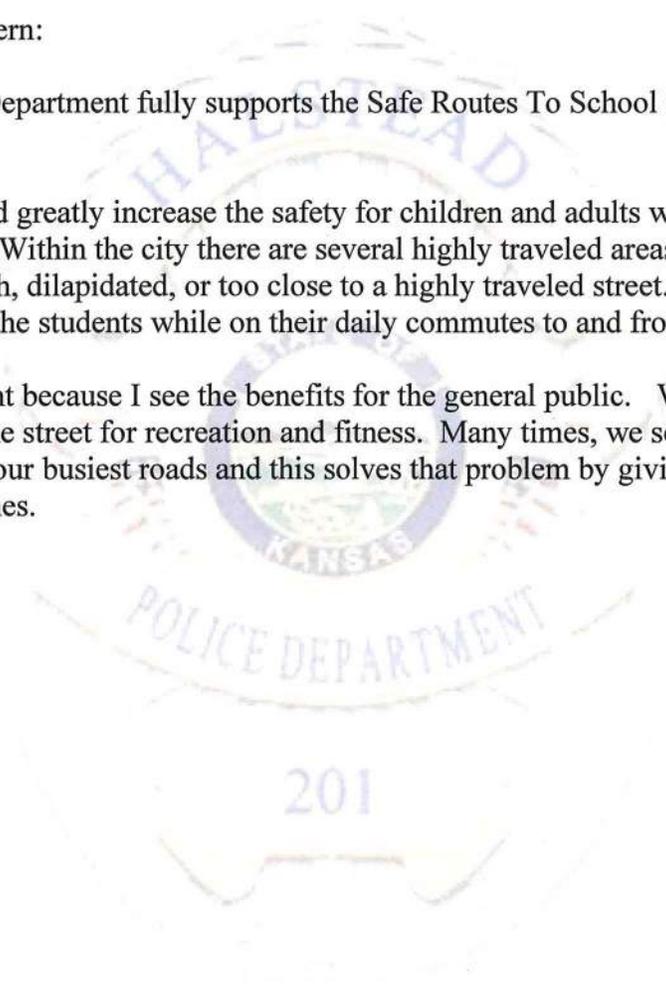
The SRTS grant would greatly increase the safety for children and adults while enroute to school and school activities. Within the city there are several highly traveled areas of sidewalk which are unsafe due to width, dilapidated, or too close to a highly traveled street. This grant would enhance the safety of the students while on their daily commutes to and from school.

I also support this grant because I see the benefits for the general public. We have many people who run and bike in the street for recreation and fitness. Many times, we see them competing with traffic on one of our busiest roads and this solves that problem by giving them adequate sidewalks and bike lanes.

Sincerely,



Chief Josh Orem



Appendix D

Walking Audits from Community

Halstead – 6th Street (South side) from Chestnut Street to Cedar Drive, this is where sidewalk stops even though houses/apartments continue. Sidewalk is straight and even on this side. There was plenty of room to walk. Intersections seem safe, although there are no crosswalk lines painted or lights. Drivers behaved well, seemed to follow speed limit. Pleasant area to walk on sidewalk; however, there was no bike lane and unless biking on the sidewalk it would not have been safe. Four lanes of traffic and no bike lane would make it difficult and/or dangerous to bike in the street.

6th Street (North side) from Halstead Road to Main Street. Sidewalk was straight, but bumpy and uneven in places. (See picture below) There was room to walk and intersections seem safe, although there are no crosswalk lines painted or lights. Drivers behaved well, seemed to follow speed limit. Area was somewhat pleasant to walk on sidewalk; however, there was no bike lane and biking on sidewalk would have been very uncomfortable and possibly unsafe. Four lanes of traffic and no bike lane would make it difficult and/or dangerous to bike in the street.

There was no sidewalk or bike lane East of Main Street on 6th Street. This obviously makes it difficult to walk or bike, which can be unsafe with traffic going both directions.

What would make it better?

- Having a bike lane would improve this area, and a smoother sidewalk on the North side would make walking more pleasant. Having any bike or walking lane east of Main street (on either side) would be beneficial.



Halstead – Sweezy Street between 2nd – 6th. Small portion of sidewalk that begins in the middle of a yard between 4th and 5th, east side only. No sidewalk on west side anywhere between 2nd – 6th. – College Street between 2nd – 6th. No sidewalk on east or west side between 2nd – 3rd. Some sidewalk begins between 3rd and 4th Street and is positioned right next to the road



on the east side, but stops in the middle of a yard.

on the east side, but stops in the middle of a yard. Sidewalk begins again at 4th Street but stops about six feet before the end of the block (see picture)



Do you have room to walk? – Where there was sidewalk, there was room to walk. However, most streets had little or no sidewalk which required walking in the road.

Do you have a place to bike safely? – Only place to bike was in the street. For the most part streets were smooth and even, with a few cracks. Traffic was minimal, so I would have felt safe biking in the street.

How is the street/sidewalk surface? – Where sidewalk was present, it was mostly smooth and even, with minimal cracks.

How are the intersections? Crosswalks? Distance? – Intersections appeared safe, although they were not marked with paint or signs. Traffic was minimal.

Do the drivers behave well? – Very minimal traffic, but drivers who were present appeared to behave well.

Is it easy to use your bike here? (dogs, hills, parking, road signs, etc) – If riding bike on the road, then it would have been easy to use a bike in this area since traffic was minimal and streets were smooth. No animals were present, no bike lanes were marked.

Is it pleasant to walk or ride here? – Yes, it was pleasant to walk here because the street was shaded by lots of trees, it was easy to walk quickly on the road, and traffic was very minimal.

Does it feel safe to walk or ride here? – Yes, it felt safe to walk here and I assume it would feel safe to bike here as well.

What would make it better? – Sidewalks that continued throughout the length of the street and did not start or stop in the middle – seems useless.

Halstead – Walnut Street between 6th – 10th. No sidewalk available on either side, only street to walk/bike.

However, street had lots of cracks and dips at every intersection. – Pine Street between 6th – 10th, no sidewalk on east side of street. West side of street, sidewalk started on 6th and continued to 8th. Sidewalk was right next to street, bumpy with lots of grass growing through it. (no sidewalk between 8th-10th). –

Spruce Street between 6th – 9th Street. Sidewalk on east side only, which was bumpy with lots of tripping hazards. Sidewalk stopped right before 9th Street, in the middle of someone's property. There was a brief stretch of sidewalk on the west side of Spruce Street beginning 8th Street, but only in front of apartment complex. Small stretch of sidewalk picks up again on west side of Spruce Street beginning on 7th, but changes from concrete to brick and ends in the middle of someone's front yard.

Do you have room to walk? – There was no room to walk on any of these streets unless walking in the road, which was also bumpy.

Do you have a place to bike safely? – Could bike in the street, but it was bumpy with dips at each intersection. Would have felt safe to bike on the side of the road since traffic was minimal.

How are the intersections? Crosswalks? Distance? – Curb at each intersection (when sidewalk was present). No crosswalks visible.

Do the drivers behave well? – Very minimal traffic, but drivers behaved well and were friendly.

Is it easy to use your bike here? (dogs, hills, parking, road signs, etc) – Did not see any signs, biking would have been possible, but somewhat uncomfortable due to bumps and cracks in the street.

Is it pleasant to walk or ride here? – Neighborhood was pleasant, but bumpy and cracked streets made it somewhat unpleasant to walk and probably ride.

Does it feel safe to walk or ride here? – Yes, it felt safe to walk and ride here.

What would make it better? – Having smooth streets would make it better here.

Halstead – 10th Street between McNair and Leslie Lane. Walking West from Sunflower Heights (Halstead Housing Authority), The only sidewalk visible in this area is around the apartment complexes and entrances. There is no sidewalk on either side of the road. There is a gravel road directly north of the Sunflower Heights apartments, which turns to concrete at Leslie Lane. There is no sidewalk anywhere along 10th Street, although the street is paved, smooth, and easily walkable. The majority of the side streets have “no outlet” signs. Small bit of sidewalk is visible right in front of the Legg Company building, this is not near the road. Another small part of sidewalk visible in front of the parking spaces for Halstead Health and Rehabilitation Center. (see picture)



Do you have room to walk? – Only in the street, but the road is smooth and straight.

Do you have a place to bike safely? - Only in the street, but the road is smooth and straight.

How is the street/sidewalk surface? – Street is smooth and mostly free from cracks. No sidewalk present.

How are the intersections? Crosswalks? Distance? – Intersections are open with no signs or crosswalk.

Do the drivers behave well? – Very few drivers in this area, but those present did behave well.

Is it easy to use your bike here? (dogs, hills, parking, road signs, etc) – It would be easy to do these things in the street.

Is it pleasant to walk or ride here? – Yes, pleasant and easy to move.

Does it feel safe to walk or ride here? – Somewhat, traffic is minimal, and street is easy to walk on. Some neighborhoods were not in the best condition, and as I approach McNair the street appeared to become some type of highway with faster moving traffic

What would make it better? – Intersection signs or crosswalks.

Halstead – 7th Street between Chestnut and McNair. 7th Street is entirely a gravel road between McNair and Pine Street, except for intersections where cross street is concrete. The gravel road slows my walking pace and makes me feel a little unsafe (like I might fall). Sidewalk on 7th is sporadic throughout this stretch. Sidewalk begins and ends in various places, usually in front of particular homes. One short stretch of sidewalk is near the street with a low curb (see picture). 7th Street becomes concrete at the intersection with Main. There is also a “yield” sign for both east and west sides of 7th street traffic.



Halstead - 8th Street between Chestnut and McNair.
Closer to McNair, there is no sidewalk on either side of 8th Street and the road has lots of cracks in it with grass growing through, and some small potholes. There is some sidewalk on the south side at Spruce and 8th, but it becomes very cracked and bumpy at the ally and is hard to navigate (see picture). The sidewalk ends in the middle of a yard prior to the block ending (see picture).





Do you have room to walk? – The lack of / inconsistency of sidewalk requires me to walk in the street most of the time. There is room to walk; however, the street is very cracked and bumpy.

Do you have a place to bike safely? – The only place to bike would be in the road. The gravel on 7th street would probably make this unsafe, and the excessive cracks and bumps on 8th Street would require constant attention.

How is the street/sidewalk surface? – Street is either cracked with small potholes, or gravel.

How are the intersections? Crosswalks? Distance? – Intersections appear normal distance. There are no visible crosswalks on road, other than “yield” signs at Main Street.

Do the drivers behave well? – Very minimal traffic, I don't think I saw any vehicles.

Is it easy to use your bike here? (dogs, hills, parking, road signs, etc) – I don't think it would be easy to use a bike in this area due to the poor condition of the roads and alternation between gravel and concrete.

Is it pleasant to walk or ride here? – Not really, the gravel road makes me feel like I could fall and I constantly had to look at my feet to make sure I wouldn't trip over anything.

Does it feel safe to walk or ride here? – It doesn't feel unsafe, but it's not the most comfortable place to walk and ride.

What would make it better? – Smoother streets, all paved streets.