



**2017**  
***Safe Routes to School Plan***  
***For***  
***City of Dighton***



***Submitted to KDOT***  
***August 14, 2017***



[www.rmaengineer.com](http://www.rmaengineer.com)

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## I. History

In the summer of 2014, the City of Dighton applied to the Kansas Department of Transportation (KDOT) seeking funding to create a Safe Routes to School Plan. The City was selected to receive reimbursable funding in the amount of \$15,000 to create a Safe Routes to School Plan.

Upon notification of award, the City chose to hire an engineering consultant to assist in the creation of the plan and to perform necessary engineering analysis. The City elected to use RMA Engineering, LLC (RMA).

The City of Dighton is located in Western Kansas as shown on page 4 in Figure 1: Site Map. The City has a population of approximately 1,050 people. The school district (USD 482) has approximately 192 students whom attend the Elementary school. The school is shown in page 5 in Figure 2: Location Map.

A committee comprised of City, USD 482 personnel/students, law enforcement and RMA Engineering was formed to create a Safe Routes to School plan for the community of Dighton.

The committee's responsibility was to create and promote a community wide Safe Routes to School Plan that would be viable and implementable. The plan addresses five topic areas: **education, encouragement, enforcement, engineering and evaluation**. The five topic areas are commonly referred to as the 5'E's. The committee members are indicated in Table 1: Committee Members, shown on page 8.

The committee met on a regular basis for throughout the 2016-2017 school year to create a plan and promote the program. RMA facilitated the meetings by providing training manuals, examples and making suggestions regarding what had and had not been successful in other communities. RMA also provided engineering analysis and evaluation. Throughout the planning stages the committee was required to answer four questions pertaining to prospective activities, **"What, When, Who and How."**

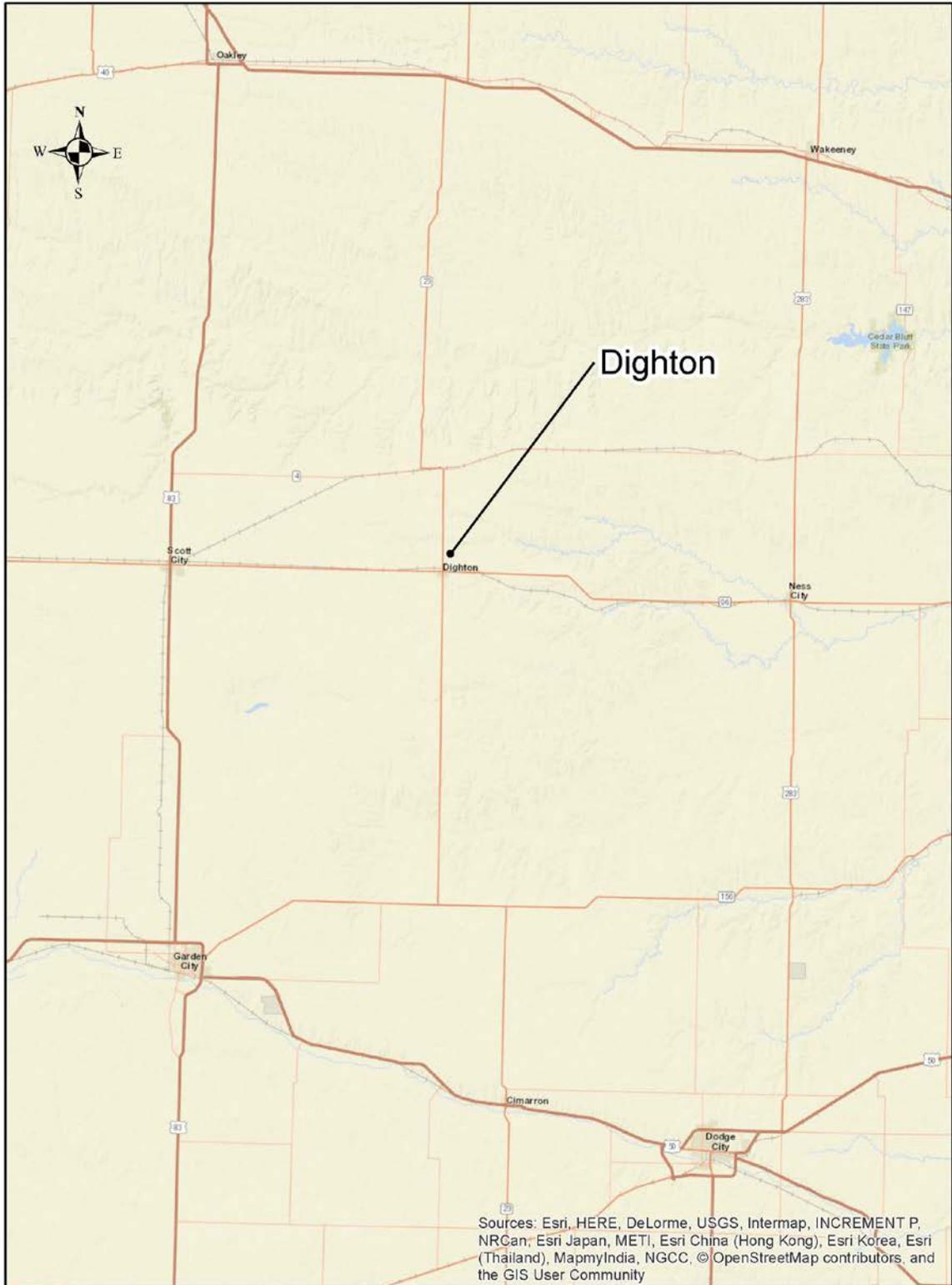


Figure 1: Site Map

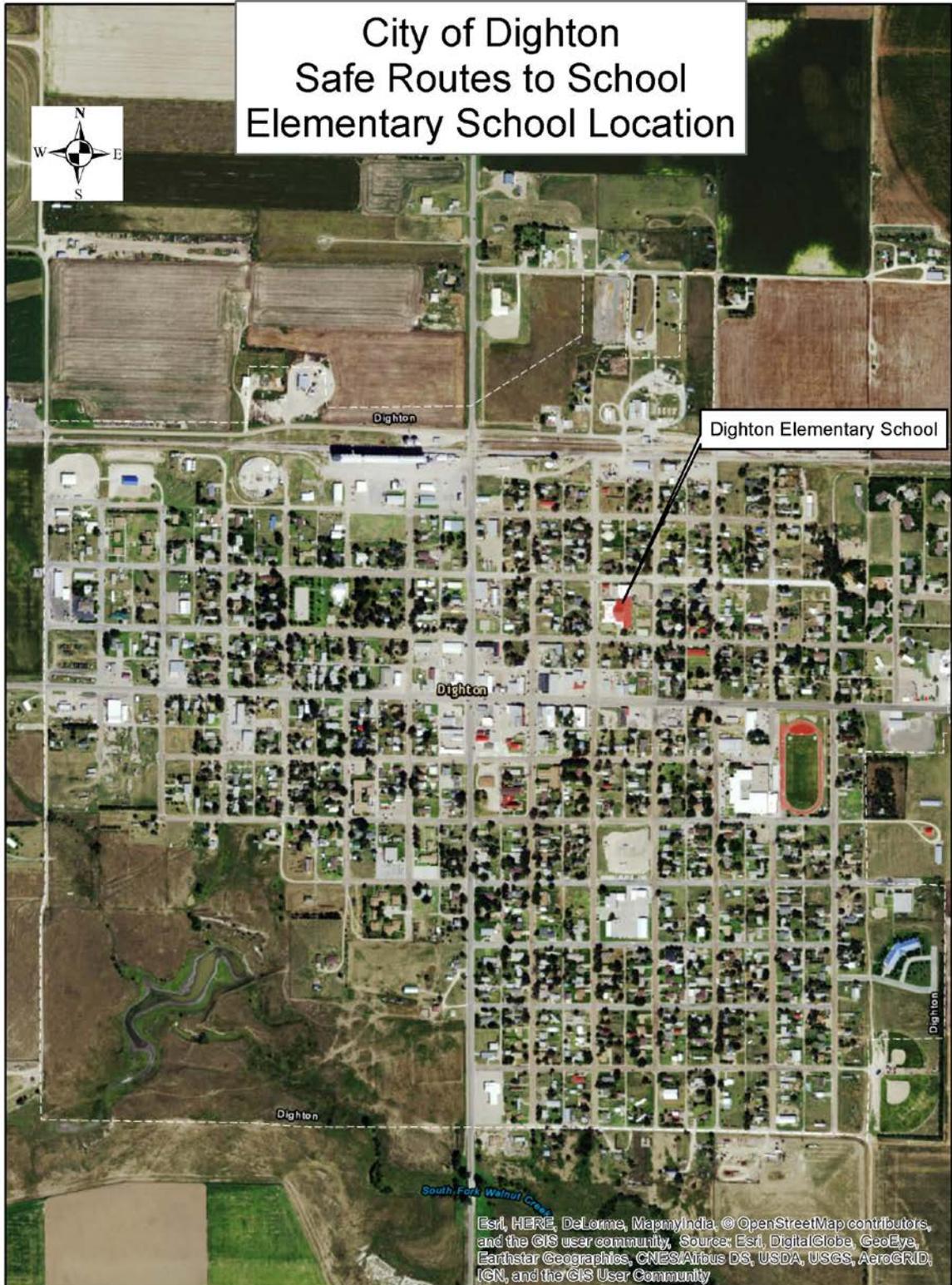


Figure 2: Location Map

To receive feedback from students and parents, baseline surveys were conducted. Surveys consisted of an in-class tally sheet completed by teachers over a one week period and a take home survey completed jointly by parents and students as a homework project. In addition to the standard survey forms provided by the National Safe Routes to School Clearinghouse, a walking map project was included with the take home survey. The walking map project is also part of the education/encouragement curriculum. Students were asked to sit down with their parents and map out the travel route they do or would use to walk or bicycle to school.

The surveys served multiple purposes. First, the survey enabled parents and students alike to be involved in the planning process. Secondly, the results helped identify issues parents and students felt required improvement to encourage walking and/or bicycling to school. Finally, the surveys establish a baseline from which to measure future program success. Blank survey forms are included in Appendix A: Survey Forms.

The standard survey forms were collected and the data was entered into the National Safe Routes to School Clearing House database at the University of North Carolina in Chapel Hill. The walking map projects were analyzed by RMA to determine primary travel routes where engineering analysis was focused. Results from the National Safe Routes to School Clearing House evaluation are included in Appendix B: Survey Results.

Throughout the planning process the committee promoted the program and participated in annual community events such as the Health Fair and June Jaunt.



Figure 3: Annual Health Fair

The committee also collected letters of support from various community organizations, parents and businesses in support of the program which are included in Appendix C: Letters of Support. The initial resolution of support from the Phase I application is included in Appendix D: Resolution of Support.

<u>Name</u>	<u>Organization</u>	<u>Title</u>
Bryan Kough	LESO	Undersheriff
Tyler Lingg	USD 482	Student
Kelly Arnberger	USD 482	Superintendent
JP Metzler	RMA	Engineer
Jason Rourke	RMA	Engineer
Chelle Anderson	City	City Clerk

Table 1: Committee Members

## II. Summary

The Safe Routes to School committee met throughout the 2016-2017 school year to create a unique plan for the community of Dighton. The committee's purpose was to create a community wide Safe Routes to School Plan that would be viable and implementable. To create such a plan the committee focused on the 5-E's: **education, encouragement, enforcement, engineering and evaluation.**

This plan is intended to serve as a 'living' document. It is not meant to be a rigid handbook. Rather, it has been constructed such that summary tables and activity lists can be modified or changed in the future. This is intended so the program will stay flexible and viable for years to come.

A summary table of proposed activities and projected funding requirements is shown on the following page in Figure 4: Summary.

**Education/Encouragement Summary**

Bicycle Rodeo \$1,200

Safety Education Program \$150

Safe Route Maps \$150

**Enforcement Summary**

Crossing Guards \$3,600

**Engineering Summary**

Sidewalk Installation \$137,025

ADA Ramp Installation \$40,090

**Evaluation Summary**

Survey Forms \$185

Figure 4: Summary

### **III. Education**

As the committee began work on the education component they had to determine ‘Who’ the target audience was to be? The committee decided the answer was to divide the component into Student and Community Education. However, many of the activities overlap.

#### **Students**

Home education and encouragement is vital to the program’s success. A walking map project similar to that completed during the baseline surveys will be continued to provide parents the opportunity to review the safe routes program annually during the fall semester. The students are asked to sit down with their parents and map out the travel route they use or would use when walking or bicycling to school. The homework will also include information for parents regarding the benefits of educating and encouraging their children to develop healthy habits.

Student education is intended to be both school based and community based. The “Maryland Pedestrian and Bicycle Safety Education Program” is an example of student based education. The pre-developed lesson plans are intended to be utilized in the Physical Education curriculum and include education components related to crossing streets, bicycle safety, safety equipment, parking lot dangers and much more. The lesson plans are included in Appendix E: Safety Education Program.

The Healthy Habits for Life Grant has been implemented in the grade school. This program incorporates science, technology, English Language Arts, art and math. The primary goal is to get students out into the fresh air and have fun while learning about healthy diet and exercise. Each fifth and sixth grade student will have a gardening plot. They will plant and care for their plots and then be able to harvest, eat and share the bounty. A copy of the Healthy Habits for Life Grant Application can be found in Appendix F

## **Community**

In addition to providing educational materials, the City has been promoting public awareness and encouraging students and adults alike to walk or bicycle. The City, USD 482 and Lane County Sheriff's Department formed a partnership to implement a Safe Routes to School Program. They have utilized the community's message board to display Safe Routes information, set up a safe Routes booth at the Health Fair and conduct clinics for children the annual June Jaunt.

A bicycle rodeo is held annually in August. This is a well-attended event for all community members. Bicycle raffles have been done in the past and safety inspections are performed on bicycles for the kids.



Figure 5: Community Message Board

## **Education Summary**

<u>What</u>	<u>Who</u>	<u>How/When</u>	<u>Cost</u>
Bicycle Rodeo	City Police Dept. Health Dept.	Held in August	\$1,200
Safety Education Program	USD 482	Throughout School Year	\$150
Safe Route Maps	USD 482	Update Annually	\$150

#### **IV. Encouragement**

Encouragement and education overlap in many areas. The Health fair is an example of overlapping components. At the Health fair a booth is set up. They give away bicycle helmets and hold a drawing to give away two bicycles to students. Printed material is distributed pertaining to safety and education.

**Encouragement Summary**

<u>What</u>	<u>Who</u>	<u>How/When</u>	<u>Cost</u>
Bicycle Rodeo	City Police Dept. Health Dept.	Held in August	\$1,200

## V. Enforcement

Enforcement is essentially an extension of the education and encouragement components. However, when discussing enforcement one must ask “What” really needs to be enforced. Obviously, speed limits and other traffic regulations require enforcement but “What” additional enforcement protocol could be implemented to improve safety and encourage walking/bicycling? The answer seemed to be enforcing through encouragement and educating students to use the proper crosswalk locations.

Utilizing crossing guards at the designated crossings enforces drivers to stop and also encourages children to cross at the proper locations. Although this is an enforcement component it really serves as an encouragement component for parents to permit their children to walk or bicycle to school as they know adult supervision is present at the designated cross walks.

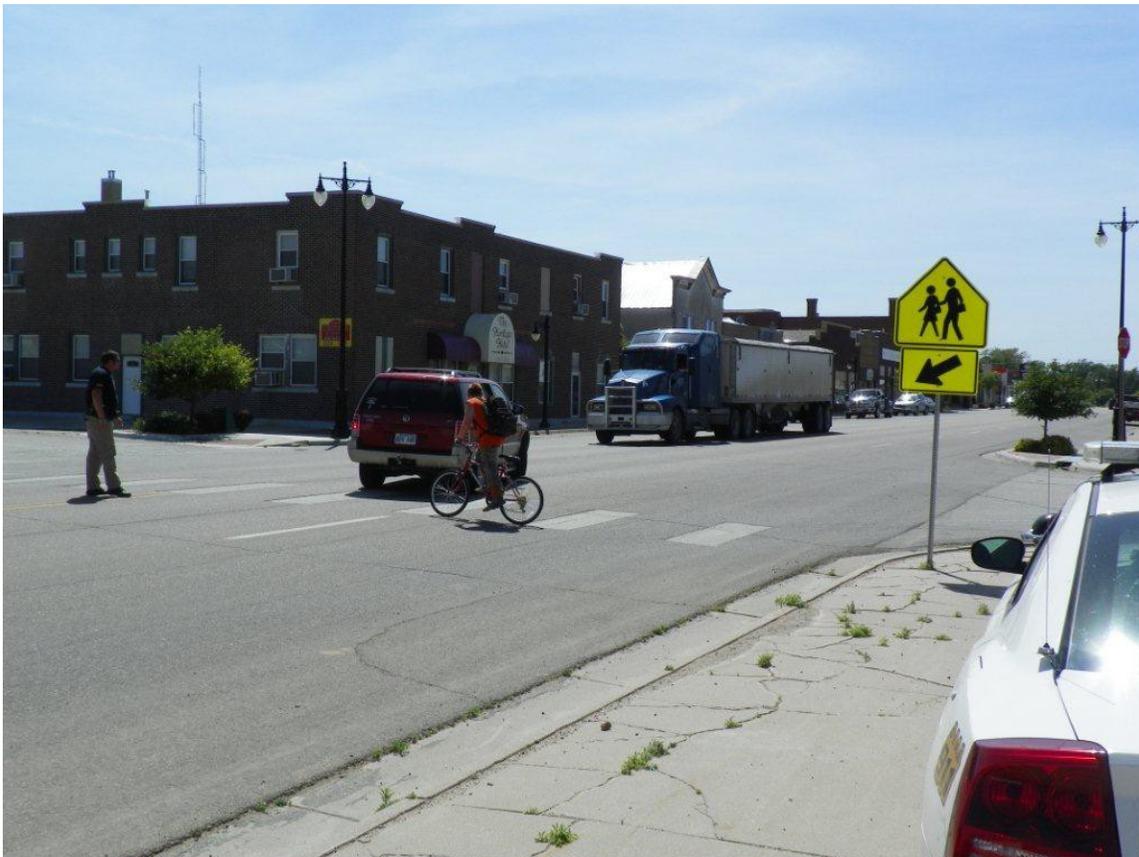


Figure 6: School Zone Crossing Guard

**Enforcement Summary**

<u>What</u>	<u>Who</u>	<u>How/When</u>	<u>Cost</u>
Crossing Guards	Police Dept. And EMS	Located at designated crossings. Daily	\$3,600*

\*Note: Computation as follows: 180 days \* 1 locations \* \$20/hr \* 1 hr/day = \$3,600

## **VI. Engineering**

The engineering component required evaluating the walking map projects to identify principle routes. This enabled engineers to identify where primary analysis should be focused. In addition to creating walking maps, engineering analysis included visual traffic flow evaluation, sidewalk and ADA ramp inventory along primary travel routes and school zone sign inventory.

### **Walking Map Projects**

The walking map project was completed simultaneously with the baseline surveys which will be continued as part of the education component. As a homework project students were asked to sit down with their parents and map out the travel route they use or would use when walking or bicycling to school. They were also asked to identify on the maps any deficiencies they felt required improving to encourage additional students to walk or bicycle to school. Using the data from the maps engineers were able to determine the routes that were utilized by the largest number of students. This enabled engineers to focus their efforts along paths receiving the greatest traffic. The paths identified based on walking map projects are shown on the following page in Figure 7: Primary Travel Paths.

### **Drop Off and Pick-Up**

There were no changes recommended for the drop off and pick up procedures. There was minimal congestion and traffic moved smoothly.

### **Sidewalk Inventory**

The primary travel routes determined from the walking map project were inventoried with global position satellite (GPS) equipment and entered into a geographic information system (GIS) for analysis. Utilizing the GIS enabled engineers to perform preliminary sidewalk design utilizing spatially correlated aerial photography and data collected with GPS. The GIS also enabled recapitulation of quantities regarding existing sidewalk/ADA ramps and proposed sidewalk/ADA ramps. The route inventories showing where ADA ramps and new sidewalk is needed are shown on page 20 in Figure 8: Sidewalk Inventory.

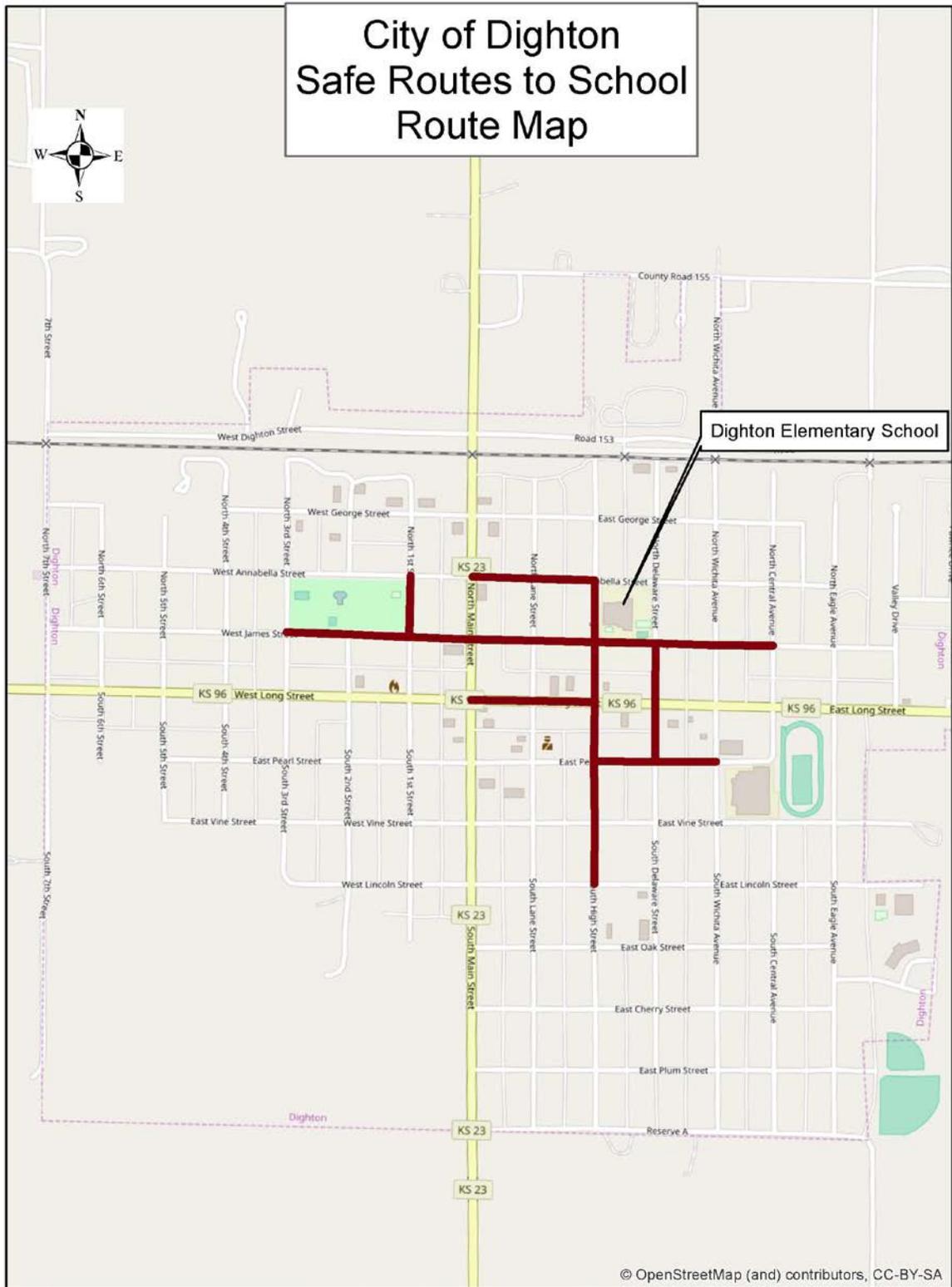


Figure 7: Primary Travel Paths

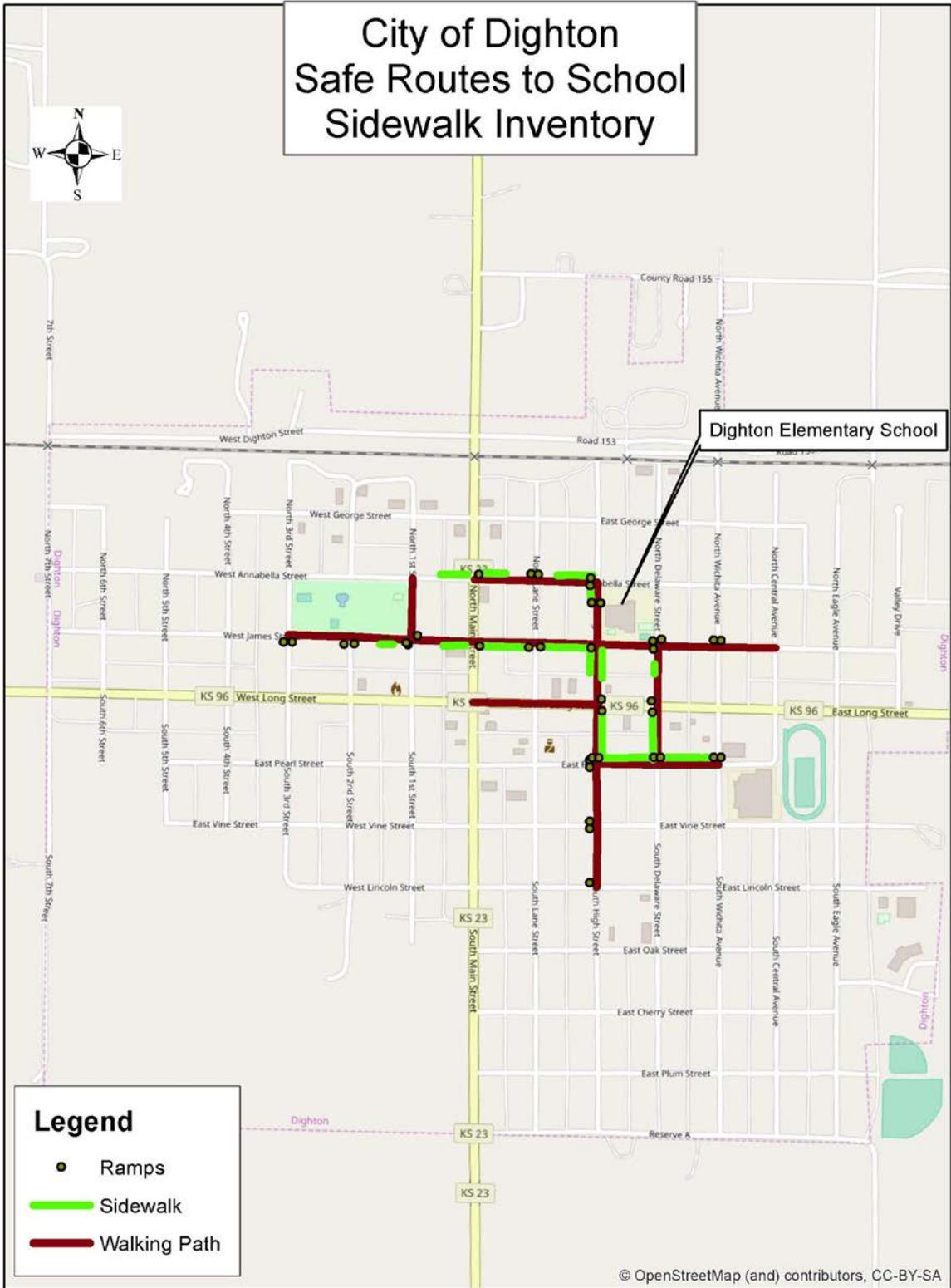


Figure 8: Sidewalk Inventory

### **General Conditions**

The following photographs are taken throughout the community and show both operational and infrastructural conditions such as concrete condition, ramp conditions, vegetative obstructions and lack of connectivity. These are all items that are proposed to be corrected along the primary travel routes as funding is available.



Figure 9: Walking Assessment, No ADA Ramps



Figure 10: Walking Assessment, No ADA Ramps and Sidewalk



Figure 11: Walking Assessment, No Sidewalk



Figure 12: Walking Assessment, bulging sidewalk



Figure 13: Walking Assessment, No ADA ramp

**Engineering Summary**

<u>What</u>	<u>Who</u>	<u>How/When</u>	<u>Cost</u>
Sidewalk Installation	Bid	Dependent Upon SRTS Phase II Funding	\$137,025
ADA Ramp Installation	Bid	Dependent Upon SRTS Phase II Funding	\$40,090

Infrastructure Cost Opinion

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Total</u>	<u>Notes</u>
Sidewalk Repair/Installation	3,045	Sq Yd	\$45.00	\$137,025	Sidewalk Const (4")(AE)
ADA Ramp Installation	38	Each	\$1,050.00	\$40,090	
TOTAL				\$177,115	

Note: ADA Ramp is computed as 6 yd<sup>2</sup> at \$175/yd<sup>2</sup>

## VII. Evaluation

The National Safe Routes to School survey forms will be utilized to gather student information. The surveys will continue to be analyzed by the National Safe Routes to School Clearinghouse to track changes in program participation. Blank survey forms are included in Appendix A: Survey Forms.

### Evaluation Summary

<u>What</u>	<u>Who</u>	<u>How/When</u>	<u>Cost</u>
Survey Forms	USD 482	Distribute to Students Bi-Annually*	\$185

\*Note:

Survey frequency may be increased dependent upon Phase II funding requirements if received.

## Appendix A: Survey Forms

## Safe Routes to School Survey

### Background Information:

The City of Stockton and School District are currently working together to apply for funding to create a 'Safe Routes to School' Plan. The purpose of the 'Safe Route to School' program is to educate and encourage students to walk to school. The country is experiencing epidemic rates of obesity and diabetes amongst our children and we as a community want to help our children foster a lifestyle of healthier living and lifestyles. As part of the 'Safe Routes to School' program there is potential funding to make improvements to sidewalks and ADA ramps throughout the community so we can provide safe direct routes to school. We are needing your help in completing this survey to not only show support for the program but to identify what you as a parent feel are the greatest obstacles discouraging students in town from walking or bicycling to school. Please help us make a difference.

<u>Questions:</u>	<u>Yes</u>	<u>No</u>
1. Do your children currently walk to school?	[ ]	[ ]
2. Do your children currently bicycle to school?	[ ]	[ ]
3. Do you drive your children to school?	[ ]	[ ]
4. Does your child's route to school have 'good' sidewalk all the way to the school?	[ ]	[ ]
5. Does your child's route to school have ADA ramps all the way to the school?	[ ]	[ ]
6. Is your child's route to school well lit all the way to the school?	[ ]	[ ]
7. Does your child cross a major high-way on the way to school?	[ ]	[ ]
8. If your children do not currently walk or bicycle to school is the reason due to safety (please check Yes) or convenience (please check No)?	[ ]	[ ]
9. If your children do not currently walk or bicycle to school would you be more inclined to encourage walking or bicycling if you knew there were sidewalks and ADA ramps the entire distance to the school?	[ ]	[ ]
10. Would you as a parent be interested in walking with your child to school and possibly other children if sidewalks and ADA ramps are in place the entire distance to school?	[ ]	[ ]
11. If you have other suggestions or know obstacles that have not been represented in this survey please take a moment and tell us your thoughts below.		

## Appendix B: Survey Results

# Parent Survey Report: One School in One Data Collection Period

**School Name:** Dighton

**Set ID:** 16285

**School Group:** Dighton Public Schools

**Month and Year Collected:** January 2017

**School Enrollment:** 0

**Date Report Generated:** 08/22/2017

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

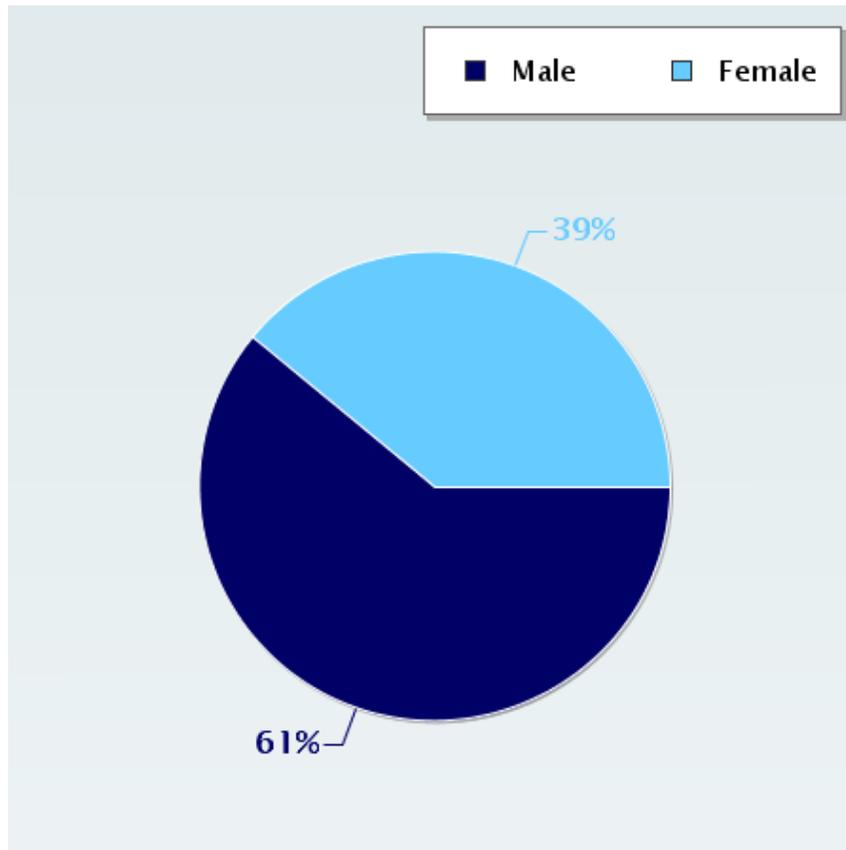
**Tags:**

**Number of Questionnaires Distributed:** 0

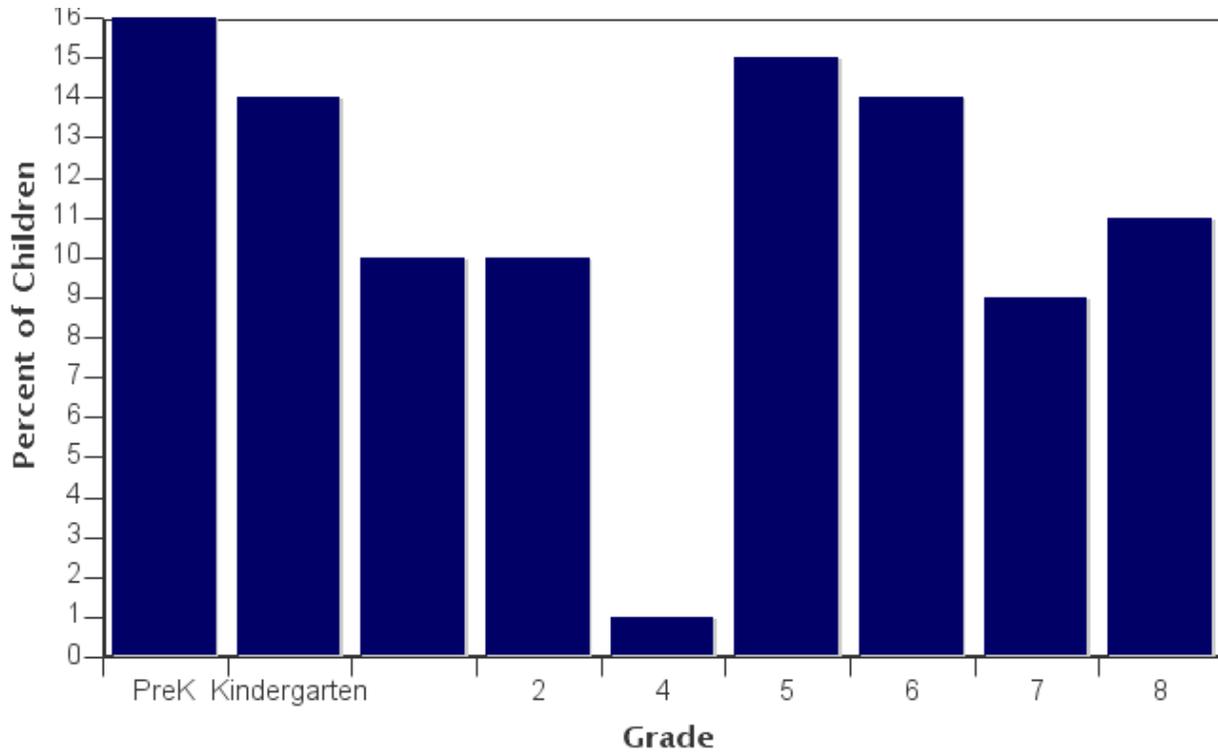
**Number of Questionnaires Analyzed for Report:** 89

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

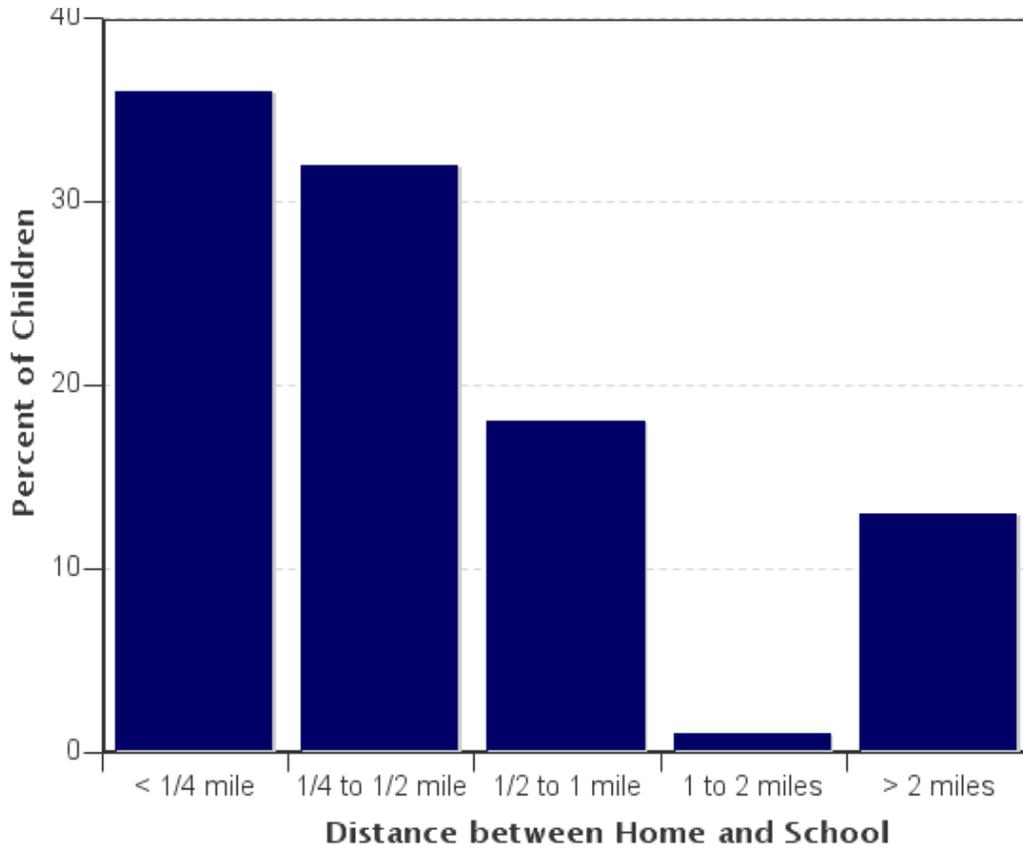


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	14	16%
Kindergarten	12	14%
1	9	10%
2	9	10%
3	0	0%
4	1	1%
5	13	15%
6	12	14%
7	8	9%
8	10	11%

No response: 0  
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



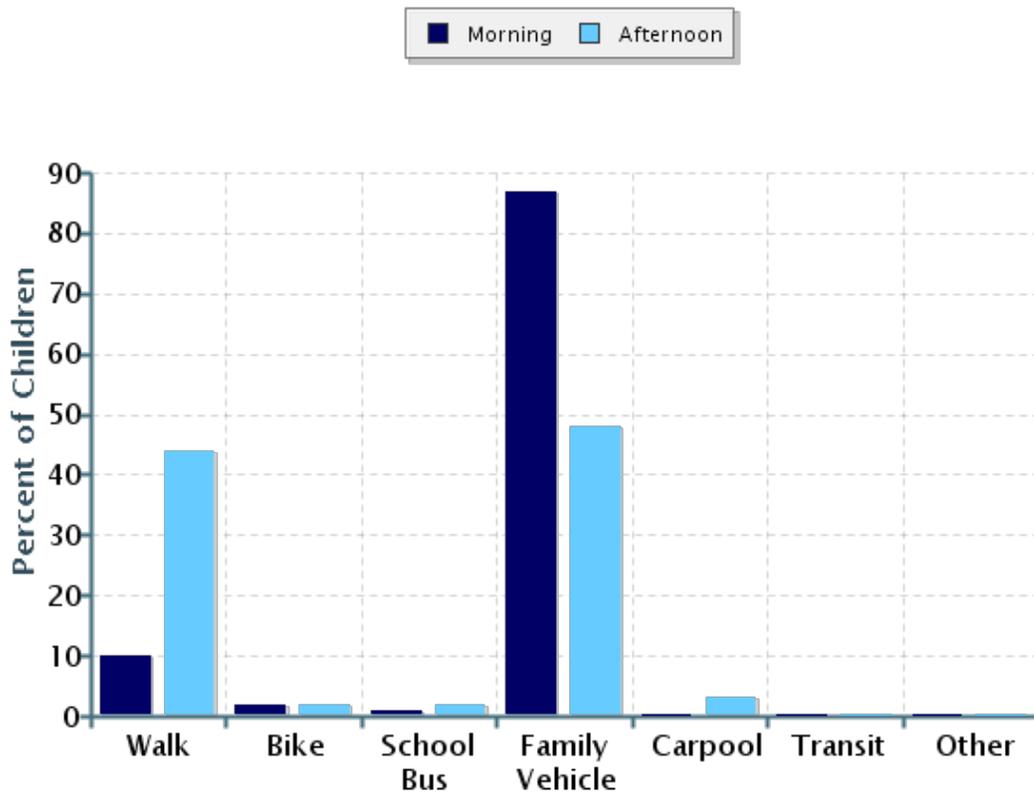
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	31	36%
1/4 mile up to 1/2 mile	28	32%
1/2 mile up to 1 mile	16	18%
1 mile up to 2 miles	1	1%
More than 2 miles	11	13%

Don't know or No response: 2

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	89	10%	2%	1%	87%	0%	0%	0%
Afternoon	87	44%	2%	2%	48%	3%	0%	0%

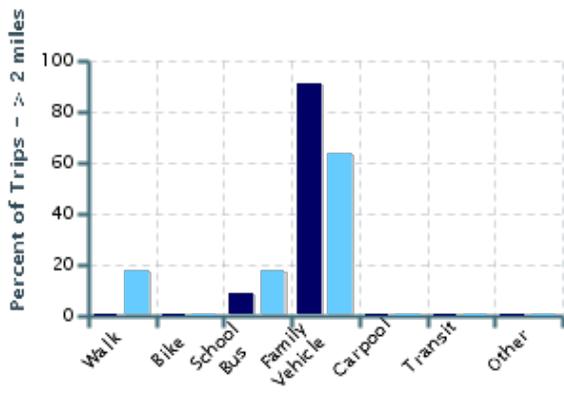
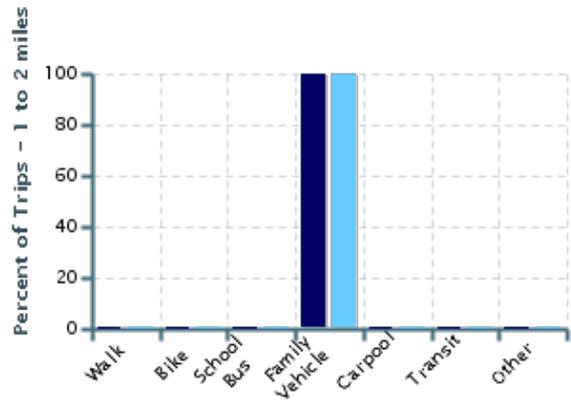
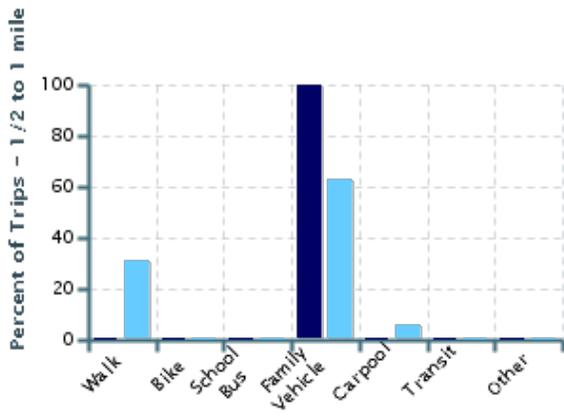
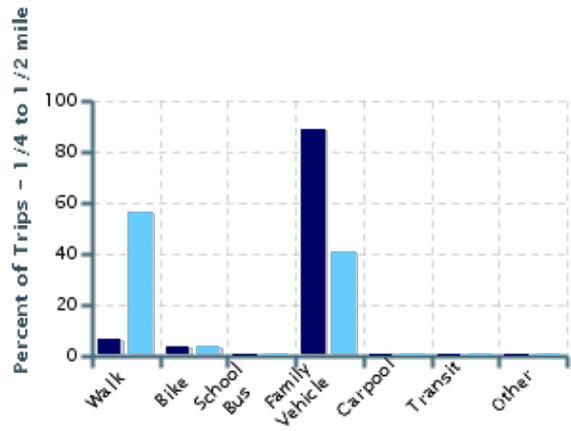
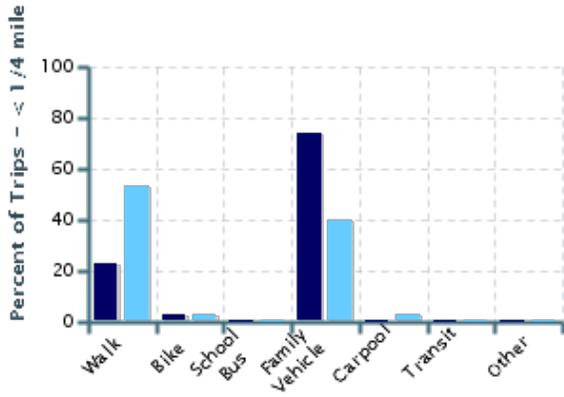
No Response Morning: 0

No Response Afternoon: 2

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	31	23%	3%	0%	74%	0%	0%	0%
1/4 mile up to 1/2 mile	28	7%	4%	0%	89%	0%	0%	0%
1/2 mile up to 1 mile	16	0%	0%	0%	100%	0%	0%	0%
1 mile up to 2 miles	1	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	11	0%	0%	9%	91%	0%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

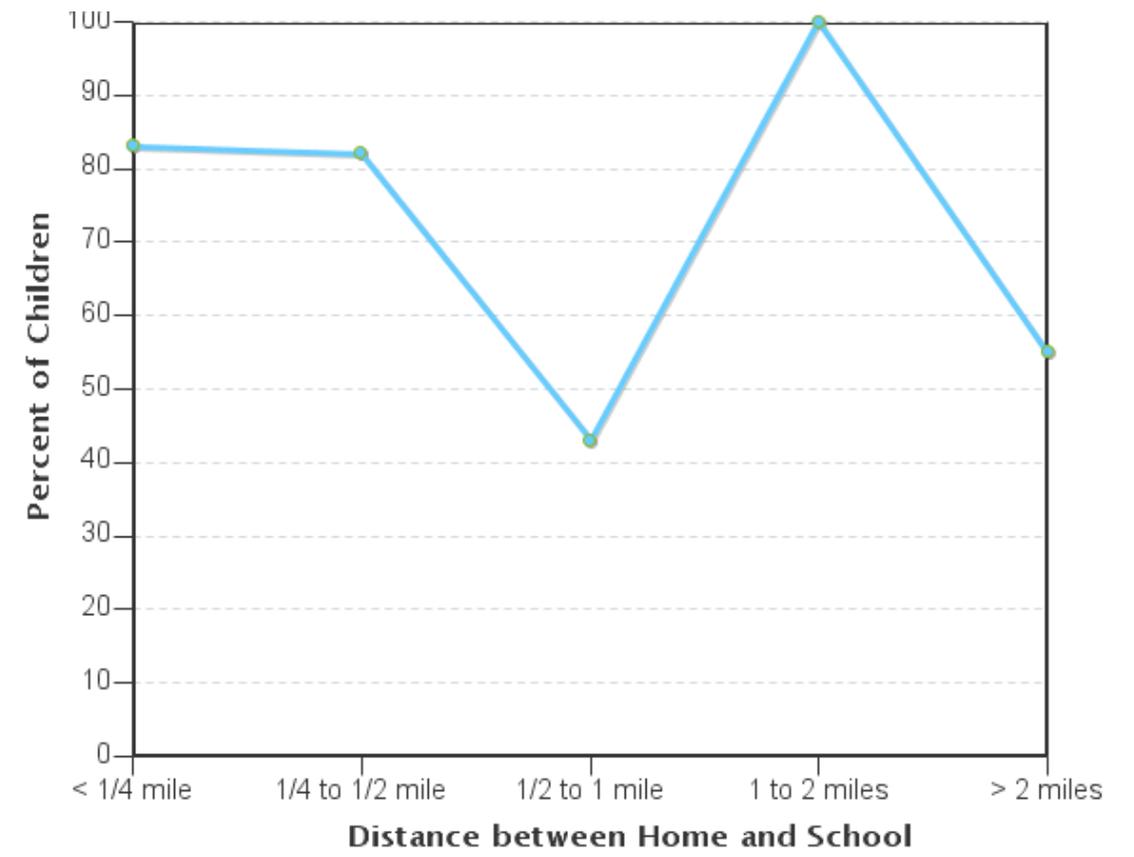
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	30	53%	3%	0%	40%	3%	0%	0%
1/4 mile up to 1/2 mile	27	56%	4%	0%	41%	0%	0%	0%
1/2 mile up to 1 mile	16	31%	0%	0%	63%	6%	0%	0%
1 mile up to 2 miles	1	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	11	18%	0%	18%	64%	0%	0%	0%

Don't know or No response: 4

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

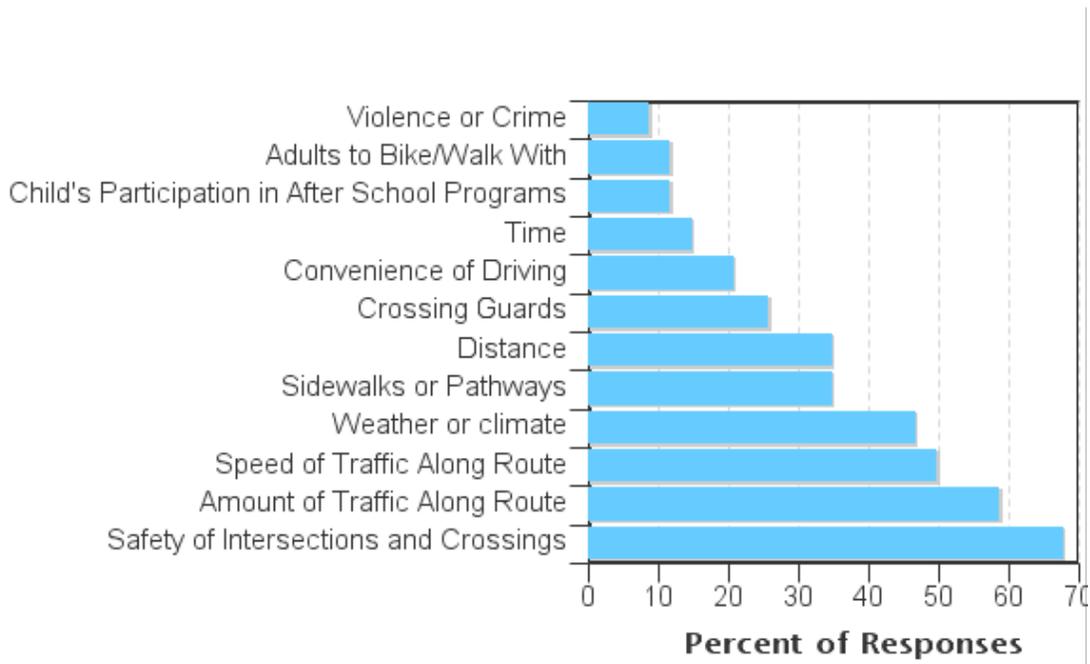


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

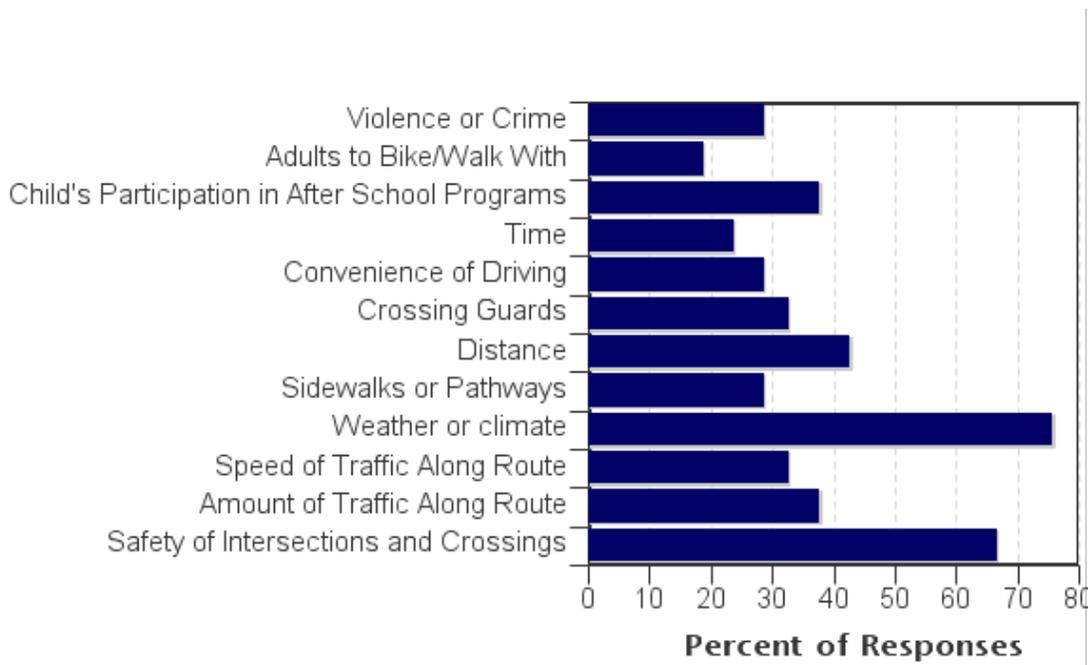
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	61	83%	82%	43%	100%	55%
No	23	17%	18%	57%	0%	45%

Don't know or No response: 5  
 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
Safety of Intersections and Crossings	68%	67%
Amount of Traffic Along Route	59%	38%
Speed of Traffic Along Route	50%	33%
Weather or climate	47%	76%
Sidewalks or Pathways	35%	29%
Distance	35%	43%
Crossing Guards	26%	33%
Convenience of Driving	21%	29%
Time	15%	24%
Child's Participation in After School Programs	12%	38%
Adults to Bike/Walk With	12%	19%
Violence or Crime	9%	29%
<b>Number of Respondents per Category</b>	<b>34</b>	<b>21</b>

No response: 34

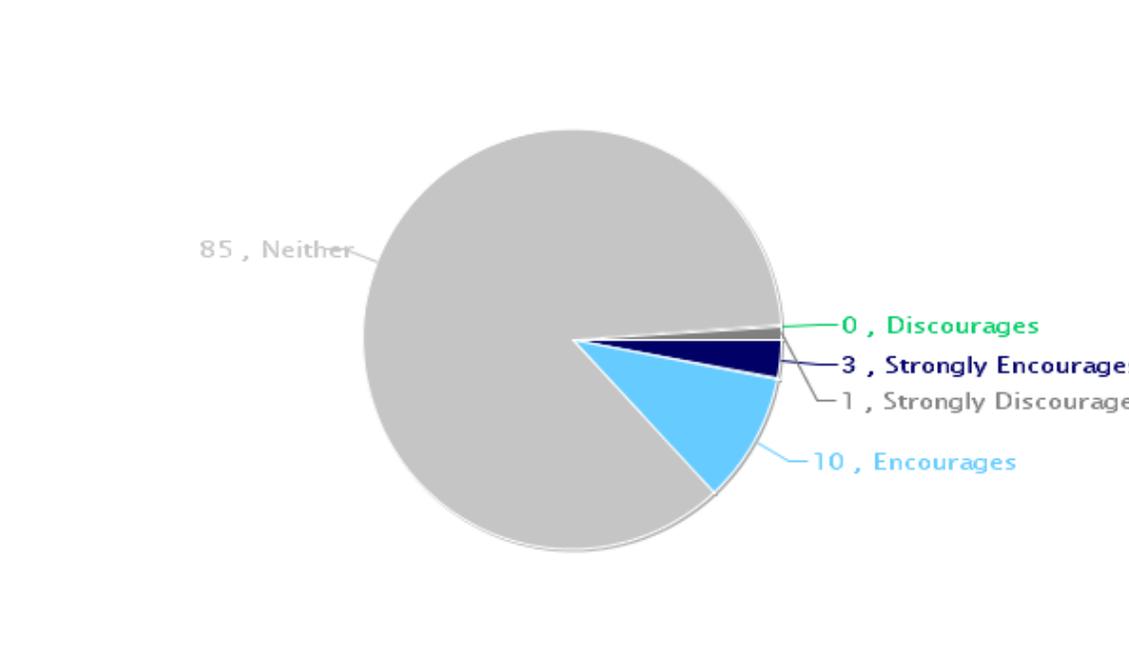
Note:

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

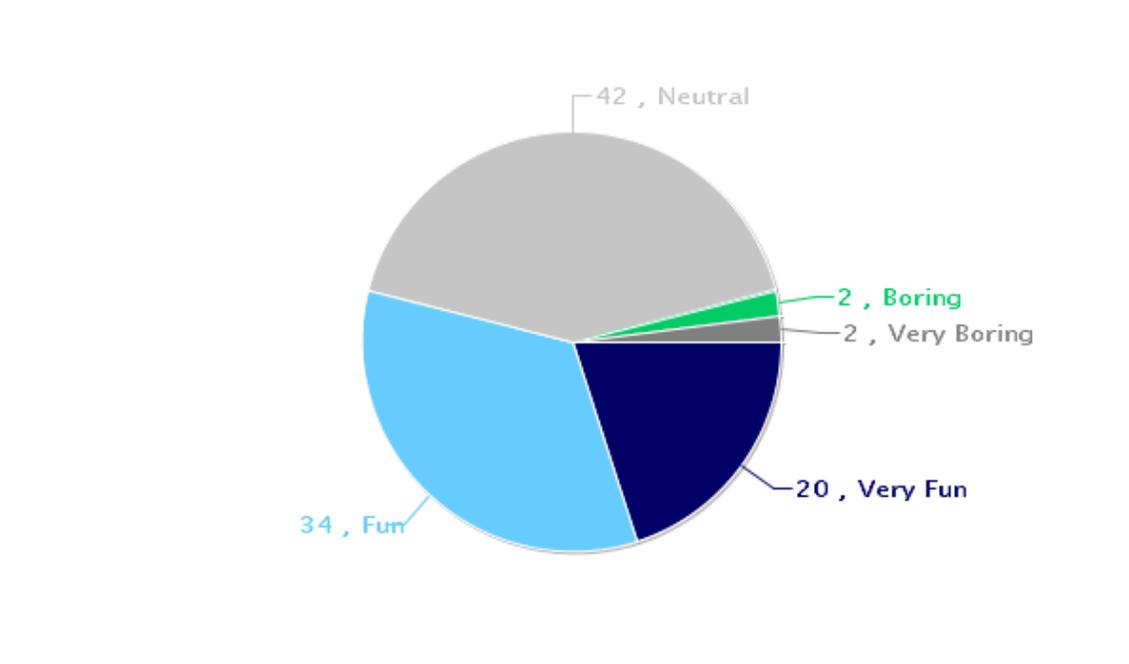
--Each column may sum to > 100% because respondent could select more than issue

--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.

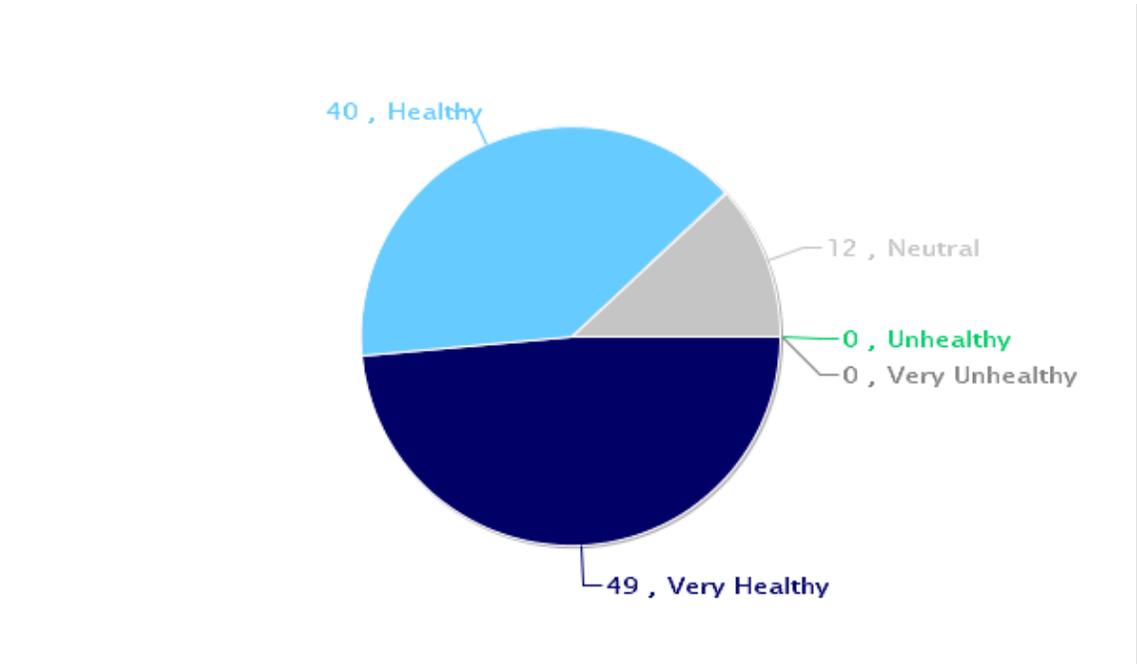
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
1541577	My kids don't live in town but they do walk to their grampa's from time to time or to their fathers workplace.
1541296	We are lacking good sidewalks and crossing guards at major intersections. The kids have to cross a highway to get to school.
1541310	Dighton is safe. There are times the crosswalk is unattended but a group of kids will go together. Sometimes a parent will block the road with their vehicle.
1541367	Place my child walks to after school is daycare. That is the intersecting streets that were used.
1541389	Cash asks to ride his bike everyday. I would let him if he didn't have to cross main street.
1541571	If we lived in town my child would love walking/riding bike to/from school and I would let him with an adult now and by himself when older.
1541305	We live out of town, but they walk most days after school.
1541329	Thanks for taking the time to help make getting to and from school more safe! Thanks!
1541388	I am a teacher so my child comes to and from school with me.
1541294	If we lived in town I would let them walk/bike to school.
1541349	We live 15 minutes in the country, so it would be nearly impossible to walk or bike. But before we moved, they always biked to school.
1541376	I was always concerned with the drop off at the elementary school in the mornings and I felt more comfortable taking my children. Not safe.
1541581	The main highway is an issue and only having one crossing that's supervise is an issue. My son isn't old enough to understand safety precautions. But I love taking him!

## Appendix C: Letters of Support

# Lane County Health Department

P.O. Box 943  
125 West Long Street  
Dighton, KS 67839-0943

Phone 620-397-2809  
Fax # 620-397-2185  
Cell# 620-397-3775

Arlene Doll, R.N. / Administrator

May 22, 2014

Ms. Becky Pepper  
State Safe Routes of School Coordinator  
Kansas Department of Transportation  
700 SW Harrison, 2nd Floor  
Topeka, KS 66603-3754

RE: SAFE ROUTES TO SCHOOL PROJECT

Dear Ms. Pepper,

On behalf of the Lane County Health Department, I would like to extend our support to the City of Dighton for applying for the Safe Routes to School Project.

As a public health department we are most interested in projects that focus on childhood obesity and increased physical activity that will promote healthy lifestyle. Lane County Health Department supports any initiative that promotes walking, biking and increased physical activity with our youth. The Safe Route to Schools project will hopefully increase physical activity by allowing more children to walk or bike to school in a safe environment.

Lane County Health Department will assist the City of Dighton by supporting and promoting the Safe Routes to School Project.

Sincerely,



Crystal Hoffman

Lane County Health Department

Lane County Commissioners

Tom Bennett ; Kathleen Delaney ; Jon Risley



*Lane County Sheriff's Office  
144 S. Lane St  
Dighton Ks, 67839  
(620) 397-2828 Office  
(620) 397-5933 Fax  
Sheriff Steven R. Edler*

*May 9th, 2014*

*Safe Routes to School Application*

*The Lane County Sheriff's Office is writing this letter to show support to the City of Dighton in the participation for the safe routes to school. Our Department has been involved with bicycle safety programs in the previous years with the Dighton Unified School District 482.*

*Our department will be participation with the Safe Routes to School Committee as I personally will be on the committee. We have provided a school crossing guard for as many years as I can remember. Our department has not been unable to do any type of enforcement in the school zones for many years, due to the lack of officer availability because they are crossing guards.*

*We are happy to assist the city with the Safe Routes to School Program; our students are crossing multiple highways and several main streets through town. The city has taken steps on their own and has improved signage, and has expanded school zones around the schools.*

*As a small city we have a lot school age children commuting to school on bicycles and walking to school. We believe that with some assistance we can greatly improve the safety of our students in our community.*

By:   
*Sheriff Steven R. Edler  
Lane County Sheriff's Office*



Electric Cooperative

P.O. Box 758 • Dighton, KS 67839 • Phone (620) 397-5327 • Fax (620) 397-5997

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June 2, 2014

Ms. Becky Pepper  
State Safe Routes to School Coordinator  
Kansas Department of Transportation  
700 SW Harrison 2<sup>nd</sup> Floor  
Topeka, KS 66603-3754

RE: Safe Route to School Application

Dear Ms. Pepper,

Lane-Scott Electric Cooperative enthusiastically supports the application for the Kansas Department of Transportation Safe Routes to School funding program. As a member of the business community, we see the need to improve the routes to our local schools.

Walking and biking routes provide a safer environment as students travel to and from school. Parents will also feel more secure when allowing their children to walk or bike to school.

We whole-heartedly support USD 482, the City of Dighton and Kansas Department of Transportation with the Safe Routes to School Program. This is an excellent opportunity to help our students and community.

Best Regards,

A handwritten signature in black ink that reads "Ed Wiltse".

Ed Wiltse  
General Manager  
Lane-Scott Electric Cooperative, Inc.

**DALE E. PIKE**  
**DIGHTON CITY ATTORNEY**

*235 East Pearl P. O. Box 818, Dighton, KS 67839 620-397-2450 620-397-2521 Fax*

May 28, 2014

**RE: CITY OF DIGHTON – SAFE ROUTES TO SCHOOL APPLICATION**

I would like to take this opportunity to provide support for the application by the City of Dighton for a Kansas Department of Transportation Safe Routes to School funding program. I have observed the need for improvement on the routes to school in our community. I believe the City of Dighton, has in the past and will continue in the future, to make the safety of children as they go to school and return from school a high priority.

The improved walking and biking routes will give our students safe routes to travel and parents a secure feeling letting their students walk or bike to school.

Very Truly Yours,



Dale E. Pike  
Dighton City Attorney

## Appendix D: Resolution of Support

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**RESOLUTION NO. 2014-4**

A RESOLUTION DECLARING THE ELIGIBILITY OF THE CITY OF DIGHTON TO SUBMIT AN APPLICATION TO THE KANSAS DEPARTMENT OF TRANSPORTATION FOR USE OF SAFE ROUTES TO SCHOOLS FUNDS SET FORTH BY MAP-21 FOR THE SAFE ROUTES TO SCHOOL PROJECT IN DIGHTON AND AUTHORIZING THE CITY CLERK TO SIGN THIS APPLICATION.

**Whereas**, the City of Dighton, Kansas, has the legal authority to apply for, receive, and administer federal, state, and other monies through Home Rule Power under the Constitution of the State of Kansas and authorized by K.S.A. 12-1662, regarding the expenditure of federal aid to public agencies; and

**Whereas**, the City of Dighton, Kansas, desires to submit an application to the Kansas Department of Transportation for Safe Routes to Schools funds set forth by MAP-21; and

**Whereas**, the City of Dighton, Kansas, is participating in the Kansas Department of Transportation's Safe Routes to Schools program set forth by MAP-21; and

**Whereas**, Federal monies are available under a Safe Routes to Schools program set forth by MAP-21, administered by the State of Kansas, Department of Transportation, for the purpose of creating safer routes to schools in Kansas; and

**Whereas**, after appropriate public input and due consideration, the Governing Body of City of Dighton, Kansas has recommended that an application be submitted to the State of Kansas for the Safe Routes to School project.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE City of Dighton, KANSAS:

SECTION 1. That the City of Dighton, Kansas, does hereby authorize the City Clerk to submit an application to the Kansas Department of Transportation for Safe Routes to Schools program funds set forth by MAP-21 on behalf of the citizens of City of Dighton, Kansas.

SECTION 2. That the City of Dighton, Kansas, hereby assures the Kansas Department of Transportation that sufficient funding for the Safe Routes to School project is available, as the Safe Routes to Schools Program is a reimbursement program.

SECTION 3. That the City of Dighton, Kansas, hereby assures the Kansas Department of Transportation that sufficient funding for the operation and maintenance of the Safe Routes to School project will be available for the life of the project.

SECTION 4. That the City of Dighton, Kansas, hereby assures the Kansas Department of Transportation that the City of Dighton, Kansas, will have title or permanent easement to the Safe Routes to School project by the time of project letting, if necessary.

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SECTION 5. That the City Clerk of City of Dighton, Kansas, is authorized to sign the application to the Kansas Department of Transportation for Safe Routes to Schools program funds set forth by MAP-21 on behalf of the citizens of City of Dighton, Kansas. The City Clerk is also authorized to submit additional information as may be required and act as the official representative of the City of Dighton in this and subsequent related activities.

SECTION 6. That the City of Dighton, Kansas, hereby assures the Kansas Department of Transportation that the City of Dighton, Kansas, is willing and able to, if the Safe Routes to School project is selected for funding, administer all activities involved with the Safe Routes to School project.

ADOPTED AND PASSED by the Governing Body of the City of Dighton, Kansas, this 9th of June, 2014.

  
Doyle Capra, Mayor

ATTEST:

  
Chelle J. Anderson, City Clerk

# Appendix E: Safety Education Program

## Health Curriculum Information

Pre K – Nutrition, School Nurse, periodically (once a week)

1<sup>st</sup> grade – Extension Office – Spring, once a week for 3-4 weeks – Nutrition

5<sup>th</sup> – Puberty discussion, school nurse

Whole grade – Western Kansas Child Advocacy Center – Personal Safety

7<sup>th</sup> – Sex Ed. – One week, school nurse

9<sup>th</sup> Grade – health curriculum – once a week throughout year

Jrs/Srs – Advanced Sex education – Every two years – One week – School nurse

HS Offerings –

Nutrition and Wellness 9-12 elective – Year long

8<sup>th</sup> – Two eight sessions on nutrition in 8<sup>th</sup> FACS

Human Development

Consumer/Personal Finance – Healthy lifestyle for adults on a budget

# Appendix F: Healthy Habits for Life Grant Application

# Healthy Habits for Life Grant Application

## Dighton Elementary School

### Overview

This project is a unit which incorporates science, technology, English Language Arts, art, and math. It targets the fifth and sixth grade students but it will encompass all grade levels K-6 at Dighton Elementary School. The primary goal that we have set is to get students out into the fresh air and have fun while learning about healthy diet and exercise.

We want children to realize that there is more to exercise than calisthenics and physical education programs. Being outside and working in the garden provides healthy exercise. The students will learn how to provide food for themselves and be self-sustaining adults if necessary. We will help them establish the requirements necessary to grow their own food. They will acknowledge that physical work and planning are important components of gardening because they are required to do the work in their gardening plot.

Each fifth and sixth grade student will have a gardening plot approximately 3 ft. by 4 ft. They will plant their starter from seed or bulb and grow it in our existing greenhouse before transplanting it to their gardening plot in the spring. All weed removal, fertilization, harvest, and monitoring the health of the plant will be the responsibility of the student. Data collection will be taken which is to include growth, yield, and cost involved. The student will be required to research prior to planning to find appropriate plants for this geographical area.

The students will study plants and flowers that repel harmful insects, so that pesticides will not be necessary in our gardens. We will also be researching plants that will attract pollinators to aid in gardening success.

Using [ChooseMyPlate.gov](http://ChooseMyPlate.gov), the students will participate in a ten-lesson series about healthy eating habits. For example, students will design a poster picturing a balanced meal in which their

product is a part of the meal. This will include a drawing of their plate and appropriate serving size from all food groups.

We have an existing greenhouse on school property, but it does not have adequate ventilation or heating. We need funds to help us get the greenhouse to the point where it is usable. We have done some fundraising, and the district will match funds on the heater and electric to help us. We need to purchase tools to help with the planting and weeding process, plus hoses and timers so water efficiency is being implemented. Due to the hardness of our city water, we will need to put a filtration system on the water hydrant.



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