

CITY OF HERINGTON | USD 487

# SAFE ROUTES TO SCHOOL COMPREHENSIVE PLAN

September 18, 2018  
Project No. 130562.00



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## BACKGROUND

The community of Herington, KS is located approximately 28 miles south of Junction City, KS along Highway 77. Herington is home to about 2,500 residents and numerous businesses. USD 487 is the Herington School District which serves the City of Herington. USD 487 currently supports one elementary school, one middle school, and one high school within a single building complex located on the north edge of the City of Herington. The districts 2016-2017 attendance was 234 (K-5), 112 (6-8), and 141 (9-12).



Approximately sixty-three percent of the students are considered economically disadvantaged according to the Kansas State Department of Education. In addition, twenty-one percent of the students are classified with a disability. Based on community and faculty input, as well as site observations, a minimal amount of students walk or bike to school due to a lack of infrastructure. Currently the school is not promoting walking or biking to school due to lack of infrastructure and safety concerns. This leaves a large number of students that ride to school with parents or are bussed into school.



The area that surrounds Herington School complex is primarily open fields on all three sides with the exception of planned residential housing on the east side across a busy County Road that provides access to Herington from the north. Currently there is no pedestrian connections from the school complex to the City. Elementary and Middle School parent pick up/drop off is separated from the High School Parking area. The Middle/Elementary School access is to the north, the High School parking/access is to the south. The photo to the left illustrates the school and its connections.

In the spring of 2017, the City of Herington was notified of the Safe Routes to School Program - a possible resource for planning efforts that address walking and bicycling efforts in the community of Herington specifically targeting elementary aged children. The City recognized the program as a way to address safe walking and biking in the vicinity of the Elementary/Middle School. The school district and city agreed that it was important to plan and pursue a Safe Routes to School Phase 1 grant application. The City took the lead to submit the phase one application and is currently looking to the school district to help fund and submit the phase two application.

## PLAN OF ACTION

This study was initiated to assist the City of Herington and USD 487 in completing a Safe Routes to School (SRTS) Phase 1 study and subsequently assist with a Phase 2 funding submittal. The SRTS program is a federally funded program administered by the Kansas Department of Transportation (KDOT). The objective of this study is to encourage walking and bicycling to the school including identifying routes that children are taking to Herington Elementary in USD 487 and then propose improvements to these areas. The ultimate goal will be to improve route conditions through a combination of traffic calming techniques; sidewalk, signage and striping improvements; and education initiatives to foster a safer environment for children to walk and bicycle to school. This comprehensive plan includes the 5 E's: Education, Encouragement, Enforcement, Engineering, and Evaluation.

In March of 2018 the City of Herington hired Alfred Benesch & Company to gather data and create a comprehensive report. The Benesch team met with City staff and the USD 487 superintendent to understand concerns and collect important information about the target school. The SRTS team included USD 487 staff, the City of Herington, and Alfred Benesch and Company (Benesch).

The kickoff meeting was conducted with the SRTS team to determine the plan of action needed to move forward with completing the SRTS planning document. Information was gathered from the school regarding:

- Dismissal and arrival processes
- Crossing guard information
- Before and after school programs
- Attendance
- Busing procedures
- Expected parent participation

Benesch and representatives from USD 487 collected data to develop the existing conditions. Discussions were also held to gain a better understanding of the local concerns and to help identify problematic areas. A field study was conducted in the vicinity of the school during the peak arrival and dismissal times to compare to the anecdotal data received during the meetings with City and school staff. Recommendations and cost estimates were assembled for the school to include the 5 E's.

## EDUCATION AND ENCOURAGEMENT

The overarching goal of a SRTS education campaign is to teach bicyclists, pedestrians, and motorists about all components of transportation. This includes safety, environmental impact, and the overall affect transportation can have on health and well-being.

Current research on active transportation suggests that educational and encouragement campaigns are integral to the survival of a SRTS plan. Research on active transportation and the built environment suggests that physical environmental changes are not sufficient to change behavior. To change an

individual's mode of travel, education and encouragement need to occur. This is even more important where the environment is poorly designed for biking and walking to school.

Just as each school environment across the country is different, so should be the approach used for each of their education and encouragement campaigns. This section will provide an overview of the current & proposed educational and encouragement programs with recommendations to sustain the program from a structural perspective.

### **Goal 1: Create a structure that provides long-term sustainability of a SRTS plan**

It is important that USD 487 students, parents, and teachers feel that the Safe Routes to School program is supported by the school board, high-level administrators, and City staff. To facilitate a top-down approach, it is important that an open line of communication exists between the school and City to express the importance of SRTS and the importance to the community for a healthy lifestyle. The first suggested recommendation is to identify a single individual with the responsibility of coordinating the Safe Routes to School program and implementing the plan. An individual with marketing, public health, and behavioral experience is ideal. To make this economically feasible, this person will likely have duties outside of Safe Routes to School program. This individual would be the school's SRTS coordinator and will serve as the lead coordinator to ensure the SRTS goals are achieved.

It is important that the SRTS chair communicate with individuals representing a variety of organizations and agencies. Suggested coordination could include, at a minimum, representatives from Herington Elementary and Middle Schools, USD 487 administration, City of Herington, Herington Police Department, and any other local organizations wanting to engage in the program.

Representation from several different agencies will bring a variety of perspectives to the group. Currently the Herington Police Department plays an important enforcement role in the program planning and implementation of the Plan. The Police Department has a unique perspective on travel behavior and will provide valuable insight during the development of the SRTS Plan. This insight will also be valuable in the future as the program develops. The police department has full time staff members that are very involved across the district and community. The officers currently patrol the school for traffic violations and also occasionally from time to time enter the school for training and community presence.

### **Goal 2: Increase the educational opportunities for students, parents, and teachers regarding walking and biking to school.**

In order for SRTS to succeed, it must be an integral part of the first few days of the school year. Large-scale implementation of the program should be conducted to teach children the best ways to walk and bike to school, to establish walking school busses and bike trains, to curb the effects of vehicular transportation on active transit, and mitigate any other concerns by parents. Before the semester begins, systems for promoting walking and biking to school—like walking school busses or bike trains— should be in place to encourage children to use an alternative mode of transportation. The success of both of these approaches requires a partnership between the schools and the parents to encourage children to walk or

bike, and also to recruit parents to serve as volunteers to “pick-up” children on the way to school. During the first few days of school, all children should attend training from police officers, local bike advocates, and City or School staff, such as a bike rodeo. This bike rodeo will allow kids to learn the rules of the road, safe commuting guidelines, and the benefits of active transit. Additionally, children should be encouraged to dialog with their parents about the benefits of active commuting. Parents should be encouraged to review material regarding pick-up and drop-off of children at the school. This encourages children to increase physical activity and personal self-achievement, while also creating a safe environment for children walking and biking to school. Lastly, parents should be able to give feedback and receive education on any other concerns that they might have regarding allowing their child to walk or bike to school.

During the meeting with the City and District Superintendent, one issue highlighted was the safety concerns of the vehicular transportation. Parents should be educated on local laws (e.g. three feet passing law for bicyclists) and ways to be safe around the schools. The SRTS Coordinator or Herington Police Department should develop material (print, social media, video, etc) that educates motorists on appropriate motor vehicle use near children.



One program that is used in some communities is the establishment of providing “Safe Houses” across the community. How this works is the police department will run screenings and background checks for some well-established stay at home parents in the community. These houses would then be declared safe houses for students to run to in need of an emergency during the morning and afternoon commutes. Students would be made aware of these homes during school educational seminars.

### **Goal 3: Encourage children to walk and bike to school.**

Reward programs are often cited as one of the reasons that individuals begin to change physical activity behaviors. Initiation of physical activity is well studied and research shows that individuals, especially children, engage in a behavior that is positively reinforced. The SRTS Coordinator could develop a “Mileage Club,” “Walk Off” or other program that provides reinforcement by creating a positive social environment that facilitates that behavior. Additionally, awards could be given to individuals and groups in various categories to be defined by the organizers.

Organizers could reinforce the beginning of the year programming by celebrating when an individual or group reaches benchmarks. Additionally, events like Walk to School Day should be recognized by walking to places that provide additional learning opportunities: schools could walk to the police station to learn about safety and what the Police do. They could also learn about various businesses around town and visit the library or museums. This is also an opportunity for the police department to educate motorists on appropriate driving behavior near students that are walking and biking.

Safe walking/riding programs should be initiated to mitigate safety concerns. These programs can be walking school busses or bike trains. Each school leader should organize volunteers to help walk or bike students to school. After school, an adult would meet the students at the school and walk or bike with them back to their homes. While this takes considerable volunteer resources, it mitigates most concerns of safety. If the design of the neighborhood allows, a neighborhood watch program could be started during the hours before and after school when students are commuting. By providing a point of contact at the school, parents and local residents are much more likely to call with concerns about suspicious behavior.



During meetings with the school, multiple education and encouragement strategies were discussed. A few of them included: walking school buses, interclass and district-wide competition, recess or other incentives, buddy systems, bike rodeos, safety classes, and issuing bike licenses to students passing safety courses to provide a sense of ownership. These ideas are all recommended at Herington Elementary and Middle School.

However, due to the location of the complex, the school has been unable to promote any type of walking or biking efforts. It is a real concern that the promotion of walking would only encourage students to walk in the streets and ditches due to a lack of infrastructure. The school has already received complaints about unsafe walking conditions to and from school. The school is interested in organizing future bike rodeos, walk to school day and many other events upon the completion of the infrastructure.

### Education and Encouragement Budget

Education and Encouragement Budget					
		Quantity		Unit Price	
2	Start Up Marketing Material (Brochures, Banners, Bike Licenses etc.)	1	LS	In-Kind	In-Kind
<b>TOTAL ESTIMATED COST OF SRTS START UP</b>					<b>\$0.00</b>

## ENFORCEMENT

During the safe routes to school phase one planning it was indicated that the Herington Police Department has a good relationship with the school and that they would likely be willing to offer guidance and support for the SRTS plan.

### Existing Conditions

Currently, USD 487 has a good relationship with the local Police Department. The police department will be in the elementary school from time to time to show their presence and discuss important safety procedures such as “stranger danger”, how to call in case of an emergency, etc. The police department has also been seen on a routine basis patrolling the area of the school during morning and afternoon releases.



At the request of the schools, the police department will also attend additional speaking engagements during the school year and assist at any planned events.

As briefly discussed in the education and encouragement sections, enforcement is a crucial part of the SRTS program. The school district should continue its partnership with the Herington Police Department.

### Enforcement Goal 1: Reduce the incidence of vehicular violations near the schools

The local Police Department should work to actively prevent vehicular violations near schools. To alleviate traffic violations and speeders, a number of mitigation tools could be used. These tools include: increased traffic patrols near schools, environmental change, speed indication signs, and other potential alternatives. Other SRTS programs across the nation have used excess funds from citations to further support additional components of their SRTS program.

Statistics have shown that increasing accidents and inattentive driving can be attributed to cell phone usage while driving. Ordinances should be developed to create a hands-free policy creating restrictions on cell phone usage while driving within the city limits. The Herington Police Department should then strictly enforce this ordinance near schools and at typical commuting times.

To promote behavior change near the schools, a “school patrol program” could be set up. For Herington, a scheduled patrol could be coordinated a couple of times during the school year. Notice of the patrol could be published in the school newsletters and local paper as suggested. Officers could be in the vicinity

of the school and specifically target drivers for vehicular citations for cell phone usage, speeding, seat belts, parking violations, and other potential moving violations. In order to evaluate the success of this program, the school could administer pre- and post-auditing of the school environment. Prior to releasing the patrol program publicly, surveys around the school could be conducted to tally people seen using phones, seat belts, etc. The same post-auditing would happen after the program is conducted.

### Enforcement Goal 2: Reduce the perception of crime near schools

One of the largest parental concerns across the nation is the potential of child abduction. After talking with the school district and City officials, there appears to be minimal concern of dangerous predators throughout the community. However, the police department, USD 487, the City, and the community should continue to work together to educate the public on crime in Herington. It should be a continued priority to keep the town safe and inform the community if it becomes a concern. The police department should continue a presentation at the school for “stranger danger” techniques.

### Enforcement Budget

Enforcement Budget					
		Quantity		Unit Price	
1	Patrol Program				
	2 Officers	16	Hrs	In-Kind	In-Kind
<b>TOTAL ESTIMATED COST OF SRTS START UP</b>					<b>\$0.00</b>

## EVALUATION

In order to better understand parent attitudes and behaviors about children walking or bicycling to school, USD 487 conducted the National Safe Routes to School Parent survey in May of 2017. The survey was sent to every student at the elementary and middle schools. The survey should be conducted again in September 2021, after the completion of the infrastructure, and each year following to measure the success. The National Safe Routes to School Data Processing Center will be a good partner in helping compile survey results. The survey results can be found in the appendices.

The evaluation of the education and encouragement sections of this SRTS plan will be conducted by documenting the process and the outcome of the evaluation. The SRTS Coordinator should write a yearly report outlining the process of the program and the current outcomes. The SRTS committee should review this report and develop an action plan for the following year. Additionally, a strategic plan outlining five year goals and objectives should be conducted and documented at the appropriate intervals. While the overarching goal of increasing walking and biking to school will remain the same, the strategy will be to respond to changing social, political, and physical environments.

## Education Encouragement, and Enforcement Summary

To successfully implement the most effective SRTS program, coordination and continued SRTS meetings are necessary to create a structured foundation.

The structured approach below provides necessary stepping blocks and initiatives that Herington Elementary and Middle Schools should implement initially and modify accordingly to assess needs at the schools. The table that follows includes initiatives for 4 of the 5 E's (Education, Encouragement, Enforcement, and Evaluation). The table chronologically presents items that should be conducted as this plan is implemented. It also suggests a timeframe for implementation and identifies the federal outcome addressed. The initiative of the final "E," (Engineering) is discussed in the engineering section, Phase I Engineering Study.

## City of Herington Safe Routes to School Phase 1 Report

CURRENT CONDITION	ACTIVITY	TARGET POPULATION	IMPLEMENTATION DATE	PERSONS RESPONSIBLE	BUDGET	*5 E's	FEDERAL OUTCOME ADDRESSED
Limited SRTS Coordination	Create a SRTS coordinator to ensure success for years to come within the organization.	USD 487 & Parents	Fall 2021	SRTS Coordinator	USD 487 In-Kind	ED EN EF	Organized policies to Encourage, Educate, and Enforce SRTS
Limited parent participation	SRTS committee discuss methods to encourage and increase walking and biking by increasing parent participation.	Parents	Fall 2021	SRTS Coordinator	USD 487 In-Kind	ED EN	Get parents and community involved and increase walking and biking
Students walk home after school in fall and spring	Parent Orientation at beginning of year. Encourage walking and biking. Share Safe Routes	Parents	Fall 2021	SRTS Coordinator	USD 487 In-Kind	ED EN	More Children walking and biking to school
Students walk home after school in fall and spring	PTO Meeting to get parents involved. Set up Walking School Buses, buddy systems, and incentives to walk and bike.	Parents	Fall 2021	SRTS Coordinator & PTO	USD 487 In-Kind	ED EN	Get parents and community involved and increase walking and biking
Students walk home after school in fall and spring	Newsletter article about safe routes Include Pick up/Drop off procedures to parents	Students & Parents	Fall 2021	SRTS Coordinator	USD 487 In-Kind	ED EN	Encouragement of healthy and active lifestyles
Unsafe student walking and biking behaviors	Police visits school to educate safety and danger concerns. Issue "bike licensees" after completion of a short test	Students	Fall 2021	Principal & Police Department	USD 487 In-Kind	ED EN EF	Improved community security, awareness, personal ownership
Local traffic speeding through school zones.	Create a Patrol Program and Enforce vehicular violations	Local Community	Spring 2019	USD 487 Herington Police Department	USD 487 Herington Police Depart.	EF	Decrease localized speeding
Limited Awareness for Bike Rodeos/Walk to School Day	Coordinate with the City and community to increase public awareness, event schedule, and pedestrian safety.	Community	Fall 2021	USD 487 City of Herington Police Department SRTS Committee	USD 487 City of Herington In-Kind	ED EN EF	Provide community awareness and interaction
Need for 2017-2018 data.	Conduct SRTS Surveys	Students	Fall 2022	Classroom Teachers	USD 487 In-Kind	EV	Increased community involvement

**Plans to Successfully Implement the SRTS program using the "5 E's Initiatives"**

ED-Education | EN-Encouragement | EF-Enforcement | EV-Evaluation

## ENGINEERING

### USD 487 Background

USD 487 has one elementary school, one middle school, and one high school within a single building complex just north of the City of Herington. Herington Elementary and Middle Schools have been chosen for the program due to its geographic nature and lack of infrastructure surrounding the school. Currently the existing elementary and middle school campus can only be accessed by vehicular traffic. There is no pedestrian access to the campus.

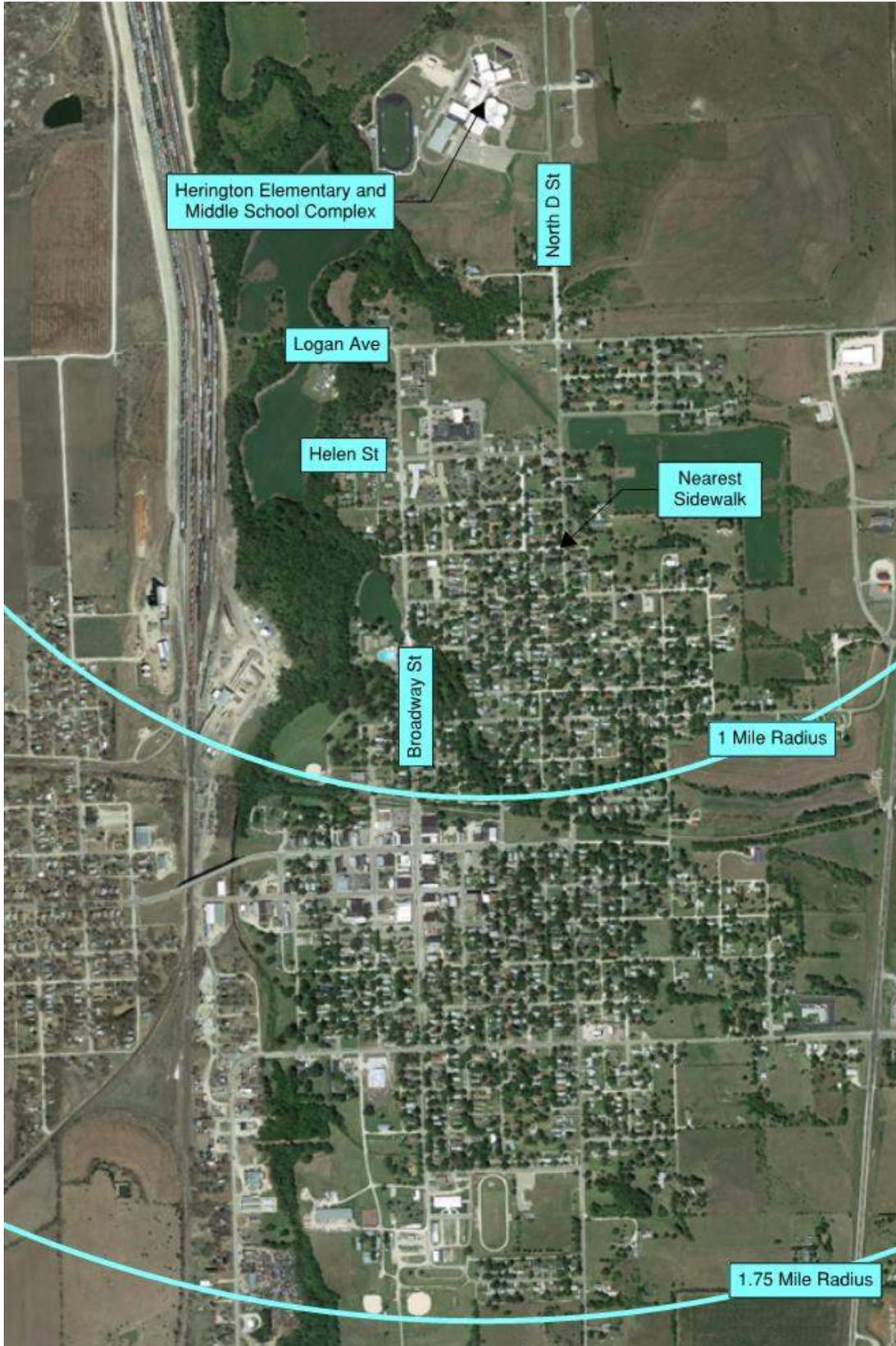


The figure above shows the existing roadway to the school complex with open ditches and no walking path.

The City of Herington and USD 487 are working together to address walkability and biking opportunities within the City. The School and its partners have not implemented many efforts over the past several years to promote walking and bicycling to school because there is not a designated pedestrian route to the schools. However, school and community leaders have expressed a deep interest in implementing effective programs that will promote walking and biking if a safe pedestrian route were established.

By cataloging issues, prioritizing issues and improvements, and facilitating education and encouragement within schools to mitigate issues, a

Safe Routes to School program is likely to be highly effective in Herington. The results from a schoolwide survey, completed by the district has indicated that a large percentage of the residents live within a mile of the school. Parents reported environmental concerns as the primary concern preventing their child from actively commuting to school. These concerns can be addressed through engineering. The figure on the next page is a map showing the school location within the City of Herington.



Overview Map

## Herington Elementary and Middle School

Herington Elementary and Middle Schools together has an enrollment of about 346 students. Based on the results of the SRTS survey, the majority of the students live less than one mile from the school which is encouraging to promote safe walking and biking in the community of Herington. As shown in the overview map, the elementary school is located on the very edge of the north side of town.

### Existing Circulation and Conditions

A field investigation was conducted in May of 2018 to observe pedestrian and traffic movements. The after school traffic patterns were observed on May 3<sup>rd</sup> and the before school patterns on May 7<sup>th</sup>. The weather for both days was warm and sunny, providing good days for pedestrian traffic. This data was included with the data provided during a meeting with school and city officials to provide a better understanding of the circulation patterns. A majority of the faculty and high school student parking is provided on the south side of the school complex in a dedicated parking lot. A smaller lot is also used on the east side of the school. A small overflow parking lot is located on the north side of the school but is typically blocked off to traffic for use as a playground.

The pick-up and drop off area for bussing is located on the east side of the school. There are multiple busses which provide transportation for a majority of the students. Parent pick up/drop off is also located along the east side of the school next to the bus parking. Parents will enter and exit the same school entrance to the east of the building onto North D Street. At this time the school does not utilize any crossing guards.

During the observation period there was a total of eight kids walking from school and four kids walking to the school. The students were observed walking through the high school parking lot to the south of the school. The majority of the kids walked across the school districts open field to the south and then along a private fence line south of the school in line with C Street. They continued south down the narrow unpaved C Street corridor. The remainder of the kids walked along the west ditch line of D Street. There was no other pedestrian activity in the area. As noted in earlier sections, the school does not recommend or promote walking/biking at this time due to safety concerns.



The figure above shows the ditch on the west side of D Street.

During the parent survey process we received multiple comments from residents supporting the installation of sidewalks to provide a safe route to the school.

## Recommendations

### Pavement Markings

1. It is recommended that at each crossing location, pavement markings should be installed in accordance with the latest edition of the MUTCD. The City of Herington should continue to routinely inspect and maintain pavement markings at all posted crosswalks. Any new crosswalks should be marked accordingly during construction.
2. The curbs at each signed crosswalk should be painted yellow for a minimum of thirty feet on each side of the crosswalk to prevent parking and increase the available sight distance. “No Parking” signs should be posted as needed to allow for parking enforcement.

### Sidewalks and Crosswalks

1. The proposed improvements map following this section provides a summary of the existing sidewalk network around Herington. The figure also illustrates areas where additional sidewalks should be added to improve the overall sidewalk connectivity.
2. A ten foot sidewalk is recommended along the west side of D Street. The sidewalk should connect into the existing sidewalk on the east side of the school and continue south along D Street until Helen Street. It is likely that this sidewalk would need to be installed on private property due to the existing roadway ditch. This would require permanent easements which is included in the attached cost estimates. While it was observed that students currently walk along C Street, it is recommended to install a sidewalk along D Street. It is believed to provide a greater level of safety to children walking along the more frequently traveled D Street corridor than the unimproved and rarely traveled C Street corridor. There is a valid concern that a sidewalk along C Street may provide too many locations obscured from the general public view that may unintentionally encourage unwanted behavior.
3. A four foot wide sidewalk is recommended along the west side of D Street filling in gaps and matching the existing sidewalk from Helen Street south to Main Street. This will provide unbroken access to points south of Main Street. It is anticipated that this section of sidewalk would not require any permanent easements.
4. A ten foot wide sidewalk is recommended on the north side of Helen Street from D Street west to Broadway. Then turning south along the east side of Broadway Street from Helen Street to Chestnut Street. This will complete a connection to the existing sidewalks on Broadway Street allowing for access to most of the Downtown area, City Pool, and Park. This would also fit into the City’s long term plan of connecting Downtown, the pool, park, and the Flint Hills Nature Trail



The figure above shows the ditch on the west side of D Street. The proposed sidewalk would need to be located on the right side of the power poles.

with an established hike and bike path. It would also provide for a starting point for future trail projects.

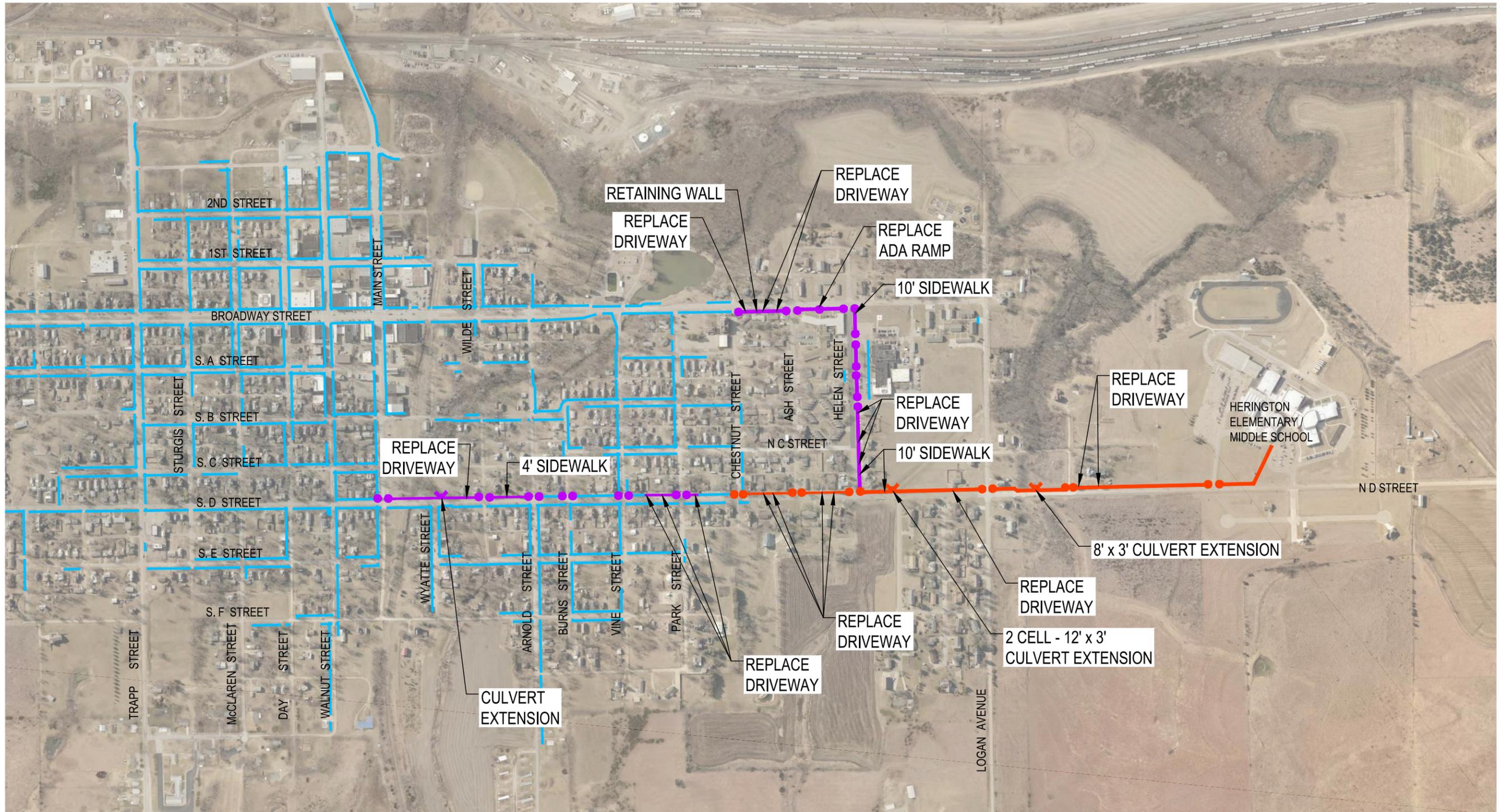
### Other

1. All routes should be updated with ADA compliant ramps and crossings.
2. The recommended path along the west side of D Street would also likely require the extension of three box culverts to allow the sidewalk to cross existing drainage paths.

### Phasing

Due to the estimated cost to construct the recommendations in a single project, and after discussion with the City, it is recommended to complete the project in two phases. The first phase would include the installation of the ten foot sidewalk from the school to Helen Street and two blocks of four foot sidewalk from Helen Street to Chestnut Street. This would provide a connection from the school to the community and mitigate most of the safety concerns. This phase would also include right-of-way acquisition and the extension of two of the three box culverts. The City has indicated that they do not wish to submit for SRTS Construction Phase Funding at the time this report was completed (Fall 2018). However, the City plans to budget for the Phase I design to occur in 2020 with Phase I Construction in 2021.

Phase II would include the remainder of the sidewalk along D Street and extending the ten foot sidewalk along Helen and Broadway Streets. Also included is the extension of the last box culvert near Main Street. For discussion and budgeting purposes, it is anticipated that the Phase II design would occur 2022 with Phase II Construction in 2023. This of course assumes that the KDOT SRTS funding programs remains intact and relatively unchanged.



File Location: I:\Mentation\13056200\_Herington\_SRTS\_Plan\Eng\_Docs\Exhibits\Project\_Locations.dwg [Plot Date: 8/20/2018 12:53:58 PM] [User: Sward: 8/20/2018 1:22:12 PM, Benesch]

NO.	REVISIONS	DATE

NOT FOR CONSTRUCTION

Existing/Proposed SRTS Design

Safe Routes to Schools  
Herington, KS

Alfred Benesch & Company  
3225 Kimball Avenue  
Manhattan, Kansas 66503  
785-539-2202 Job No. - P1713243

PROJECT: HERINGTON SRTS

DATE: August 2018

JOB NO.: 130562.00

**Project Total Phase I (FY 2021)**

	KDOT Funds	City Funds	Project Totals
Estimated Construction Total	\$320,000	\$85,350	\$405,350
Construction Design	\$0	\$81,100	\$81,100
Utility Relocates	\$0	\$20,300	\$20,300
Easement Negotiation & Acquisition	\$0	\$18,500	\$18,500
Construction Engineering	\$80,000	\$21,300	\$101,300
<b>Project Total</b>	<b>\$400,000</b>	<b>\$226,550</b>	<b>\$626,550</b>

**Project Total Phase II (FY 2023)**

	KDOT Funds	City Funds	Project Totals
Estimated Construction Total	\$302,456	\$75,614	\$378,070
Construction Design	\$0	\$75,600	\$75,600
Utility Relocates	\$0	\$18,900	\$18,900
Easement Negotiation & Acquisition	\$0	\$37,500	\$37,500
Construction Engineering	\$75,600	\$18,900	\$94,500
<b>Project Total</b>	<b>\$378,056</b>	<b>\$226,514</b>	<b>\$604,570</b>

**PROPOSED IMPROVEMENTS**

- Existing Sidewalks.....
- Proposed Sidewalks (Phase I).....
- Proposed ADA Ramps (Phase I).....
- Proposed Culvert Extension (Phase I).....
- Proposed Sidewalks (Phase II).....
- Proposed ADA Ramps (Phase II).....
- Proposed Culvert Extension (Phase II).....

**City of Herington - Phase I**



**Safe Routes to School**

Estimator: Brent Chesnut, P.E. (Alfred Benesch & Company)

Date: 20-Aug-18

Benesch Proj.#: 130562.00

**ENGINEER'S OPINION OF PROBABLE COST**

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNITS	ESTIMATED UNIT PRICE	TOTAL
1	CONTRACTOR CONSTRUCTION STAKING	1.0	LSUM	\$7,500.00	\$ 7,500.00
2	MOBILIZATION	1.0	LSUM	\$20,000.00	\$ 20,000.00
3	CLEARING AND GRUBBING	1.0	LSUM	\$5,000.00	\$ 5,000.00
4	REMOVALS	1.0	LSUM	\$5,000.00	\$ 5,000.00
5	EARTHWORK	1.0	LSUM	\$10,000.00	\$ 10,000.00
6	4" SIDEWALK CONSTRUCTION (AE)(10' Wide)	3,000.0	SQ.YD.	\$45.00	\$ 135,000.00
7	4" SIDEWALK CONSTRUCTION (AE)(4' Wide)	300.0	SQ.YD.	\$45.00	\$ 13,500.00
8	SIDEWALK RAMP	60.0	SQ.YD.	\$170.00	\$ 10,200.00
9	CURB AND GUTTER, Type I	200.0	LIN.FT.	\$25.00	\$ 5,000.00
10	CONCRETE PAVEMENT (6" UNIFORM)(AE)	250.0	SQ.YD.	\$60.00	\$ 15,000.00
11	AGGREGATE BASE (AB-3)(6")	250.0	SQ.YD.	\$16.00	\$ 4,000.00
12	CULVERT EXTENSION	2.0	EACH	\$40,000.00	\$ 80,000.00
13	TEMPORARY SEEDING	1.0	LSUM	\$2,500.00	\$ 2,500.00
14	GENERAL EROSION CONTROL	1.0	LSUM	\$5,000.00	\$ 5,000.00
15	SEEDING	1.0	LSUM	\$5,000.00	\$ 5,000.00
16	RETAINING WALL	0.0	LIN.FT.	\$65.00	\$ -
17	PAVEMENT MARKING	100.0	LIN FT	\$20.00	\$ 2,000.00
18	SIGNING	1.0	LSUM	\$5,000.00	\$ 5,000.00
19	TRAFFIC CONTROL	1.0	LSUM	\$7,500.00	\$ 7,500.00
<b>ESTIMATED CONSTRUCTION COST (FY 2018)</b>					<b>\$ 337,200.00</b>

	Best Case	Likely Case	Worse Case
ESMT. CONSTRUCTION COST (FY 2018)	\$ 337,200.00	\$ 337,200.00	\$ 337,200.00
ESMT. CONSTRUCTION COST (FY 2021)(% Yearly Growth Rate)	2% \$ 357,800.00	3% \$ 368,500.00	4% \$ 379,300.00
Contingencies	5% \$ 17,890.00	10% \$ 36,850.00	15% \$ 56,895.00
<b>ESTIMATED CONSTRUCTION COST (FY 2021)</b>	<b>\$ 375,690.00</b>	<b>\$ 405,350.00</b>	<b>\$ 436,195.00</b>
Design	20% \$ 75,100.00	20% \$ 81,100.00	20% \$ 87,200.00
Utility Relocates	0% \$ -	5% \$ 20,300.00	15% \$ 65,400.00
Easement Negotiation	\$ -	\$ 11,000.00	\$ 22,500.00
Easement Acquisition	\$ -	\$ 7,500.00	\$ 15,000.00
Construction Engineering	25% \$ 93,900.00	25% \$ 101,300.00	25% \$ 109,000.00
<b>Project Total (FY 2021)</b>	<b>\$ 544,690.00</b>	<b>\$ 626,550.00</b>	<b>\$ 735,295.00</b>

KDOT Funds			
Item	KDOT Match	KDOT Match	KDOT Match
Construction	\$ 300,552.00	\$ 320,000.00	\$ 320,000.00
Design	\$ -	\$ -	\$ -
Utility Relocates	\$ -	\$ -	\$ -
Easement Negotiation	\$ -	\$ -	\$ -
Easement Acquisition	\$ -	\$ -	\$ -
Construction Engineering	\$ 75,120.00	\$ 80,000.00	\$ 80,000.00
<b>Total</b>	<b>\$ 375,672.00</b>	<b>\$ 400,000.00</b>	<b>\$ 400,000.00</b>

City Funds			
Item	City Match	City Match	City Match
Construction	\$ 75,138.00	\$ 85,350.00	\$ 116,195.00
Design	\$ 75,100.00	\$ 81,100.00	\$ 87,200.00
Utility Relocates	\$ -	\$ 20,300.00	\$ 65,400.00
Easement Negotiation	\$ -	\$ 11,000.00	\$ 22,500.00
Easement Acquisition	\$ -	\$ 7,500.00	\$ 15,000.00
Construction Engineering	\$ 18,780.00	\$ 21,300.00	\$ 29,000.00
<b>Total</b>	<b>\$ 169,018.00</b>	<b>\$ 226,550.00</b>	<b>\$ 335,295.00</b>

<b>City Budget (Calendar 2020)</b>	<b>\$ 75,100.00</b>	<b>\$ 119,900.00</b>	<b>\$ 190,100.00</b>
<b>City Budget (Calendar 2021)</b>	<b>\$ 93,918.00</b>	<b>\$ 106,650.00</b>	<b>\$ 145,195.00</b>

NOTE: Bid prices are from the Kansas Department of Transportation 2017 Bid Tabs  
 A Conceptual Estimate of Probable Costs outlines the estimated costs for the design, permitting, and construction of the preferred conceptual plan. This estimate is based on 2017/2018 construction costs. It is possible that the design development process may reveal conditions at the site which could not be anticipated or known and which could alter the necessary services and construction costs. Consultant has no control over the cost of labor, materials, equipment, or services furnished by others or over the Contractor(s) methods of determining prices, or over competitive bidding or market conditions. Consultant makes no warranty that the Client's actual Total Project or Construction Costs will not vary from the Consultant's estimate.  
 Easement Negotiation and Acquisition costs estimated above are based on acquiring one permanent easement for each parcel located along the 10' path. The Negotiation estimate includes \$1,500 per parcel for creating an exhibit, staking the property one time, and hiring a firm or individual to complete negotiations with the land owners. The Acquisition estimate includes \$1000 per parcel cost the City may have to pay the property owner per easement.  
 Utility Relocation estimated above is based on a standard engineering practice of 15% of the total construction. This estimate could increase or decrease based on survey results and actual utility and sidewalk design locations.

**City of Herington - Phase II**



**Safe Routes to School**

Estimator: Brent Chesnut, P.E. (Alfred Benesch & Company)

Date: 20-Aug-18

Benesch Proj.#: 130562.00

**ENGINEER'S OPINION OF PROBABLE COST**

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNITS	ESTIMATED UNIT PRICE	TOTAL
1	CONTRACTOR CONSTRUCTION STAKING	1.0	LSUM	\$7,500.00	\$ 7,500.00
2	MOBILIZATION	1.0	LSUM	\$15,000.00	\$ 15,000.00
3	CLEARING AND GRUBBING	1.0	LSUM	\$7,500.00	\$ 7,500.00
4	REMOVALS	1.0	LSUM	\$7,500.00	\$ 7,500.00
5	EARTHWORK	1.0	LSUM	\$7,500.00	\$ 7,500.00
6	4" SIDEWALK CONSTRUCTION (AE)(10' Wide)	2,000.0	SQ.YD.	\$45.00	\$ 90,000.00
7	4" SIDEWALK CONSTRUCTION (AE)(4' Wide)	530.0	SQ.YD.	\$45.00	\$ 23,850.00
8	SIDEWALK RAMP	115.0	SQ.YD.	\$170.00	\$ 19,550.00
9	CURB AND GUTTER, Type I	375.0	LIN.FT.	\$25.00	\$ 9,375.00
10	CONCRETE PAVEMENT (6" UNIFORM)(AE)	450.0	SQ.YD.	\$60.00	\$ 27,000.00
11	AGGREGATE BASE (AB-3)(6")	450.0	SQ.YD.	\$16.00	\$ 7,200.00
12	CULVERT EXTENSION	1.0	EACH	\$40,000.00	\$ 40,000.00
13	TEMPORARY SEEDING	1.0	LSUM	\$2,500.00	\$ 2,500.00
14	GENERAL EROSION CONTROL	1.0	LSUM	\$5,000.00	\$ 5,000.00
15	SEEDING	1.0	LSUM	\$5,000.00	\$ 5,000.00
16	RETAINING WALL	100.0	LIN.FT.	\$65.00	\$ 6,500.00
17	PAVEMENT MARKING	150.0	LIN FT	\$20.00	\$ 3,000.00
18	SIGNING	1.0	LSUM	\$5,000.00	\$ 5,000.00
19	TRAFFIC CONTROL	1.0	LSUM	\$7,500.00	\$ 7,500.00
<b>ESTIMATED CONSTRUCTION COST (FY 2018)</b>					<b>\$ 296,475.00</b>

	Best Case	Likely Case	Worse Case
ESMT. CONSTRUCTION COST (FY 2018)	\$ 296,475.00	\$ 296,475.00	\$ 296,475.00
ESMT. CONSTRUCTION COST (FY 2023)(% Yearly Growth Rate)	2% \$ 327,300.00	3% \$ 343,700.00	4% \$ 360,700.00
Contingencies	5% \$ 16,365.00	10% \$ 34,370.00	15% \$ 54,105.00
<b>ESTIMATED CONSTRUCTION COST (FY 2023)</b>	<b>\$ 343,665.00</b>	<b>\$ 378,070.00</b>	<b>\$ 414,805.00</b>
Design	20% \$ 68,700.00	20% \$ 75,600.00	20% \$ 83,000.00
Utility Relocates	0% \$ -	5% \$ 18,900.00	15% \$ 62,200.00
Easement Negotiation	\$ -	\$ 22,500.00	\$ 45,000.00
Easement Acquisition	\$ -	\$ 15,000.00	\$ 30,000.00
Construction Engineering	25% \$ 85,900.00	25% \$ 94,500.00	25% \$ 103,700.00
<b>Project Total (FY 2023)</b>	<b>\$ 498,265.00</b>	<b>\$ 604,570.00</b>	<b>\$ 738,705.00</b>

KDOT Funds			
Item	KDOT Match	KDOT Match	KDOT Match
Construction	\$ 274,932.00	\$ 302,456.00	\$ 320,000.00
Design	\$ -	\$ -	\$ -
Utility Relocates	\$ -	\$ -	\$ -
Easement Negotiation	\$ -	\$ -	\$ -
Easement Acquisition	\$ -	\$ -	\$ -
Construction Engineering	\$ 68,720.00	\$ 75,600.00	\$ 80,000.00
<b>Total</b>	<b>\$ 343,652.00</b>	<b>\$ 378,056.00</b>	<b>\$ 400,000.00</b>

City Funds			
Item	City Match	City Match	City Match
Construction	\$ 68,733.00	\$ 75,614.00	\$ 94,805.00
Design	\$ 68,700.00	\$ 75,600.00	\$ 83,000.00
Utility Relocates	\$ -	\$ 18,900.00	\$ 62,200.00
Easement Negotiation	\$ -	\$ 22,500.00	\$ 45,000.00
Easement Acquisition	\$ -	\$ 15,000.00	\$ 30,000.00
Construction Engineering	\$ 17,180.00	\$ 18,900.00	\$ 23,700.00
<b>Total</b>	<b>\$ 154,613.00</b>	<b>\$ 226,514.00</b>	<b>\$ 338,705.00</b>

<b>City Budget (Calendar 2022)</b>	<b>\$ 68,700.00</b>	<b>\$ 132,000.00</b>	<b>\$ 220,200.00</b>
<b>City Budget (Calendar 2023)</b>	<b>\$ 85,913.00</b>	<b>\$ 94,514.00</b>	<b>\$ 118,505.00</b>

NOTE: Bid prices are from the Kansas Department of Transportation 2017 Bid Tabs  
 A Conceptual Estimate of Probable Costs outlines the estimated costs for the design, permitting, and construction of the preferred conceptual plan. This estimate is based on 2017/2018 construction costs. It is possible that the design development process may reveal conditions at the site which could not be anticipated or known and which could alter the necessary services and construction costs. Consultant has no control over the cost of labor, materials, equipment, or services furnished by others or over the Contractor(s) methods of determining prices, or over competitive bidding or market conditions. Consultant makes no warranty that the Client's actual Total Project or Construction Costs will not vary from the Consultant's estimate.  
 Easement Negotiation and Acquisition costs estimated above are based on acquiring one permanent easement for each parcel located along the 10' path. The Negotiation estimate includes \$1,500 per parcel for creating an exhibit, staking the property one time, and hiring a firm or individual to complete negotiations with the land owners. The Acquisition estimate includes \$1000 per parcel cost the City may have to pay the property owner per easement.  
 Utility Relocation estimated above is based on a standard engineering practice of 15% of the total construction. This estimate could increase or decrease based on survey results and actual utility and sidewalk design locations.

# COMMUNITY SUPPORT

July 6, 2017

Matt Messina, MUEP  
Bicycle & Pedestrian Coordinator  
Kansas Dept. of Transportation  
Bureau of Transportation Planning  
700 SW Harrison, 2nd Floor  
Topeka, KS 66603

Re: SRTS Letter of Support

Mr. Messina,

I am the City Manager of Herington, Kansas. Since I took this position with the City of Herington, I have been concerned with the community's children having to walk in the streets or in the ditches on their way to school. Currently, the danger for our children is very high at best. It is my preferred aspect on this, to never hear of an injured child, or the death of a child, because they were placed or forced to be in a dangerous or untenable position, or because the city was unable to afford to make their paths to walk or ride their bikes to school safe ones.

I am very supportive of the SRTS Program for our children. I am willing to include monies set aside for ADA issues in the downtown area to make their travels to school safe for all children. Their pathways to school must be safe; regardless of age, disability or the ability of their parents to take them to school every day. As City Manager, I hope all adults involved will feel as passionate about SRTS as I do. We need your help, and that of KDOT, to achieve this seriously needed program in our community to protect our children.

Although I am not in Herington at the current time, and the fact that my children are grown adults, I will be fighting to get this necessary program off the ground and garnered for the sake of our current and future generations.

Thank you for your time and consideration!

*Ed Patton, City Manager*  
P: 785-258-2541  
C: 785-258-4140  
E: [cmanager@cityofherington.com](mailto:cmanager@cityofherington.com)



100 East Helen Herington, KS 67449 \* 785-258-2207 \* FAX 785-258-5127

July 7, 2017

Matt Messina, MUEP  
Bicycle and Pedestrian Coordinator  
Kansas Department of Transportation  
Dwight D. Eisenhower State Office Building  
Bureau of Transportation Planning  
700 SW Harrison, 6<sup>th</sup> Floor  
Topeka, KS 66603-3754

Dear Mr. Messina,

Thank you for your consideration of the funding request from the City of Herington for safe routes for school children. Your time and attention to this request are greatly appreciated.

I am the administrator for Herington Municipal Hospital. I am honored to serve the citizens of Herington and eagerly support their efforts for continuing and improving health and safety. As the primary source of health care for the community, our hospital serves the community with emergency services. One of the worst things we have to encounter in health care is the treatment of children who have been involved in accidents that could have been avoided. The funds for this program would not only provide for improved access to the school for the children of our community, but also help prevent any accidents that might cause one of the children to require emergency services. This is a very proud community and our children provide the future for its continued existence.

Thank you once again for considering our community with this funding request.

Respectfully,

Alan Meisinger  
Administrator  
Herington Municipal Hospital

Kathleen Souza, Mayor  
City of Herington  
17 N. Broadway  
Herington, KS 67449

July 7, 2017

Matt Messina, MUEP  
Bicycle & Pedestrian Coordinator  
Kansas Dept. of Transportation  
Bureau of Transportation Planning  
700 SW Harrison, 2nd Floor  
Topeka, Kansas 66603

RE: Safe Routes to School

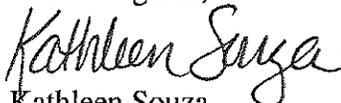
Dear Mr. Messina,

I hope this letter finds you well. I'm writing today to offer my unyielding support for the Safe Routes to School funding for the City of Herington. I come to you in my official capacity as Mayor, but also as a mother of elementary aged children who feels incredibly uncomfortable allowing my children ride their bicycles or walk to school due to the lack of available space and heavy flows of traffic during the morning and afternoon periods, even though we live just blocks from the school. I am not alone in this feeling, and I am very hopeful that the surveys that were completed show much of the same. The City of Herington has attempted to procure this funding for years without positive result, and we will continue to request the same for the safety and well-being of our school-aged children should the City again be unsuccessful in this attempt. If nothing else, persistence can be a helpful factor for us, as City officials, School officials, and parents alike are absolutely in favor of a safe route to school.

We've often been told that as the City offers bus routes, we are unable to gain any assistance with this funding. As the City of Herington and surrounding rural areas in our school district is spread out over 5 square miles, a bus route is necessary; however, many children who live in the vicinity of the school who DO walk or ride their bicycles are either forced to encounter heavy traffic, or unwalkable paths due to mud and rain. I feel we can do better and offer a safe alternative, and I'm hopeful that this funding will be able to help us achieve that goal of a safer alternative.

Should you have any questions or request to speak with me, please do not hesitate to contact me. I would be happy to help in any way possible for the sake of not only my children, but all of those in town.

Warm Regards,



Kathleen Souza

Mayor, City of Herington

[Hcc.katsouza@gmail.com](mailto:Hcc.katsouza@gmail.com)

(785)512-0686



# HERINGTON POLICE DEPARTMENT

*"Proudly Serving Our Community"*

700 South Broadway Street  
Herington, Kansas 67449

Dispatch: (785) 258-2226

Fax: (785) 258-3453

Matt Messina  
Bicycle and Pedestrian Coordinator  
Dwight D. Eisenhower State Office Building  
Bureau of Transportation Planning  
700 SW Harrison, 6<sup>th</sup> Floor  
Topeka, KS 66603-3754

Dear Mr. Messina:

This letter is in support of the funding request for safe routes for school children that the City of Herington and U.S.D 487 are pursuing.

I believe our school district is a perfect candidate for this program as all of our schools are located in a centralized location. By way of comparison, our elementary school used to be on the south side of town and our middle school was in the center of town. This provided the opportunity for a large portion of the students to walk to school. Currently, all three schools are located on the far north side of town and it is an unsafe and inconvenient walk. The road leading to the schools is a narrow two lane street that is easily congested with no shoulders. This makes for an impossible route to use when walking to school.

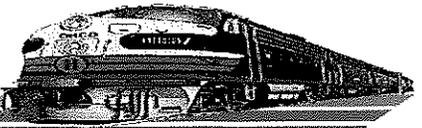
Thank you so much for your consideration of funding for this project. This will have an immediate positive impact on our community. More importantly, it will improve the safety of the current situation we are in.

Respectfully,

Chief Russell Almes  
Herington Police Department  
700 S. Broadway  
Herington, Kansas 67449  
(785)258-4106

# Herington

*Trailers*



Herington Unified School District #487  
Telephone: (785) 258-2263 \* Fax: (785) 258-2982  
19 North Broadway  
Herington KS 67449-2430

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May 25, 2017

Matt Messina, MUEP  
Bicycle & Pedestrian Coordinator  
Kansas Dept. of Transportation  
Bureau of Transportation Planning  
700 SW Harrison, 2<sup>nd</sup> Floor  
Topeka, KS 66603

Dear Matt,

On behalf of Herington Elementary School and USD 487, I submit this letter of support for the Kansas Safe Routes to School Program grant application. Promoting active, healthy lifestyles within our community has been a focus for USD 487 for quite some time. Even with this focus in the forefront, I discourage my students from biking or walking to school each day. Largely this is because there is currently not a safe route to do so.

In the absence of sidewalks or bike trails that access the schools, my students would have to walk along side or bike in the high traffic volume streets that lead to and from my school. The safety concerns this presents have inhibited our ability to help students develop healthy lifetime habits related to physical activity.

It is for these reasons that I'm supportive of the Kansas Safe Routes to School Program. The USD 487 staff and administration are committed to working with the City of Herington and other agencies to create solutions which will provide our students with access to safe walking and biking routes to our schools.

Thank you for your consideration in providing this funding opportunity to support and protect our students.

Respectfully,

Donalyn Biehler  
Herington Elementary School Principal  
USD 487

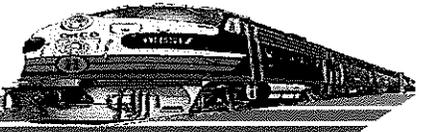
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AN EQUAL EMPLOYMENT/EDUCATIONAL OPPORTUNITY AGENCY

Herington U.S.D. 487 does not discriminate on the basis of sex, race, color, national origin, religion, handicap, or age in admission to, or treatment or employment in, its programs or activities. Any questions regarding the district's compliance with Title VI, Title IX, Section 504, ADA (including information about the existence and location of services, activities and facilities that are accessible to and usable by disabled persons) may be directed to the Superintendent of Schools, who can be reached at (785)258-2263, 19 N. Broadway, Herington, KS 67449, or to the Assistant Secretary for Civil Rights, U.S. Department of Education.

# Herington

*Railers*



Herington Unified School District #487  
Telephone: (785) 258-2263 \* Fax: (785) 258-2982  
19 North Broadway  
Herington KS 67449-2430

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May 24, 2017

Matt Messina, MUEP  
Bicycle & Pedestrian Coordinator  
Kansas Dept. of Transportation  
Bureau of Transportation Planning  
700 SW Harrison, 2nd Floor  
Topeka, KS 66603

Dear Matt,

The USD 487 staff is actively engaged with students to promote safe and healthy lifestyles. The schools have purposely not encouraged walking or riding bikes to school because there currently is not a safe route for Herington students to walk or ride their bikes the school. The opportunity for students to safely walk and ride bicycles to school will provide a new avenue for daily exercise and help students develop healthy lifetime habits.

In the absence of sidewalks accessing the schools, I have witnessed students walking and riding on the high traffic volume streets leading to and from the schools in the past and have been concerned for their safety.

It is for these reasons that I'm so supportive of the Kansas Safe Routes to School Program. The USD 487 staff and administration is committed to working with the City of Herington and governmental agencies to create solutions which will provide safe walking and biking access to our schools.

Please accept this letter as support for the Kansas Safe Routes to School Program grant application. Thank you for your consideration in providing this funding opportunity to support and protect our children.

Respectfully,

Denis Yoder  
Superintendent of Schools  
USD 487 Herington

**AN EQUAL EMPLOYMENT/EDUCATIONAL OPPORTUNITY AGENCY**

Herington U.S.D. 487 does not discriminate on the basis of sex, race, color, national origin, religion, handicap, or age in admission to, or treatment or employment in, its programs or activities. Any questions regarding the district's compliance with Title VI, Title IX, Section 504, ADA (including information about the existence and location of services, activities and facilities that are accessible to and usable by disabled persons) may be directed to the Superintendent of Schools, who can be reached at (785)258-2263, 19 N. Broadway, Herington, KS 67449, or to the Assistant Secretary for Civil Rights, U.S. Department of Education.

# Herington Fire Department

700 South Broadway Herington, KS 67449 785-258-3020 Fax 785-258-3579

July 5, 2017

Matt Messina, MUEP

Bicycle and Pedestrian Coordinator

Dwight D. Eisenhower State Office Building

Bureau of Transportation Planning

700 SW Harrison 6th Floor

Topeka, KS 66603-3754

Dear Mr. Messina,

As Fire Chief in a small community our utmost priority is the safety of our citizens. Even more so than that is the safe keeping of our children. Whenever children are involved it pulls on our heart strings and it is impossible (for me anyway) to separate the parent in me. This is the very reason I write today.

Herington is very nice smaller community but bolsters a newer and very nice school complex. Unfortunately it is located on the North side of our community away from the majority of the town. The worst part of it is that there is not a means for the children who choose to walk to and from school in a safe manner. The only street that goes to the school has no sidewalks and is not a very wide road.

Many times I have found myself picking up my own children after school from sports practice to find other kids walking down towards their homes. I usually stop and ask if they need a ride. As a Fire Chief and a parent I have try to help find a better safer path for these children.

This subject has come up in school planning meetings that I have attended and also City Commission meetings in the past. The biggest limiting factor is funding. I believe this is our biggest priority but we will never be able to achieve this in a timely manner without your assistance in funding.

Please consider our request in helping to keep our children safe.

Sincerely,



Ken Staatz

Fire Chief

# Central National Bank

Richard J. Kramer, President  
Angie M. Becker, Retail Supervisor

101 South Broadway  
Herington, KS 67449

Phone (785) 258-2265  
FAX (785) 258-2384  
centralnational.com

July 6, 2017

Matt Messina, MUEP  
Bicycle and Pedestrian Coordinator  
Kansas Department of Transportation  
Dwight D. Eisenhower State Office Building  
Bureau of Transportation Planning  
700 SW Harrison, 6<sup>th</sup> Floor  
Topeka, KS 66603-3754

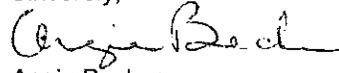
Dear Mr. Messina:

This letter is in support of the funding request for safe routes for school children that the City of Herington and our school district are pursuing.

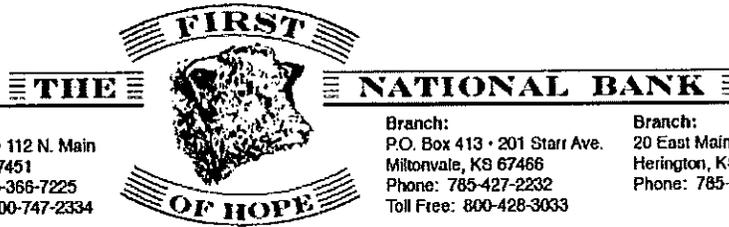
Herington is a family-oriented community that focuses on the health and safety of our children. Walking is a great exercise for children, but the safety of the walking paths that connect our schools to surrounding neighborhoods needs to be improved. Funds are needed to move forward with improving the routes to schools.

Thank you for your consideration in this funding opportunity for our public schools.

Sincerely,



Angie Becker  
Retail Office Supervisor  
Central National Bank



www.fnbks.com  
hope@fnbks.com

Main:  
PO Box 67 • 112 N. Main  
Hope, KS 67451  
Phone: 785-366-7225  
Toll Free: 800-747-2334

Branch:  
P.O. Box 413 • 201 Starr Ave.  
Miltonvale, KS 67466  
Phone: 785-427-2232  
Toll Free: 800-428-3033

Branch:  
20 East Main  
Herington, KS 67449  
Phone: 785-258-6611

July 6, 2017

Matt Messina, MUEP  
Bicycle and Pedestrian Coordinator  
Kansas Department of Transportation  
Dwight D. Eisenhower State Office Building  
Bureau of Transportation Planning  
700 SW Harrison, 6<sup>th</sup> Floor  
Topeka, KS 66603-3754

Dear Mr. Messina:

This letter is in support of the funding request for a safe route for school children that the City of Herington and our school district are pursuing.

Herington is a family-oriented community that focuses on the health and safety of our children. Currently the K-12 school doesn't have walk/biking path connecting the school to our neighborhood. Our Herington School is located on one of the busiest streets in our community with no shoulder access. Funds are needed in order to move forward with creating safe route to our school.

Thank you for your consideration in this funding opportunity for the safety of our children.

If you have any questions, please contact me at 785-366-7225.

Sincerely,

Gary Coup  
Vice President/Cashier



*There's "Hope" For Your Money!*



Herington Recreation Commission  
2 South A  
Herington, KS 67449  
785-258-3577

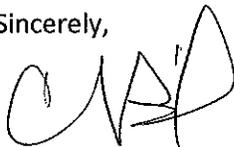
July 6, 2017

Matt Messina, MUEP  
Bicycle and Pedestrian Coordinator  
Dwight D Eisenhower State Office Building  
Bureau of Transportation Planning  
700 SW Harrison, 6<sup>th</sup> Floor  
Topeka, KS 66603-3754

Dear Matt:

I am writing this letter for the support of the funding request for Safe Routes for school children in the City of Herington. Herington is a small community that focusses on the health and safety of our children, at this time we do not a walking path, our school is on one of the busiest streets in Herington. Thank you for your consideration in this funding opportunity for or public schools here in Herington.

Sincerely,

A handwritten signature in black ink, appearing to read 'JBaird', written in a cursive style.

Jason Baird



Custom Metal Fabricators, Inc.  
PO 286  
Herington, KS 67449

July 1, 2017

Kansas Safe Routes to School

One of the main goals of the Herington public schools (USD 487) is to work with all students to reinforce the importance of healthy living, and healthy habits. Walking to school has long been a key opportunity for students to get daily exercise. Several years ago, all of our schools were consolidated to a single campus, on the edge of town. This has afforded us many advantages, but has created a logistical problem for students that walk to, and from, school. There are no public sidewalks for pedestrian traffic. Students must either walk on private property, or on the edge of the street.

We, the entire school system, would like to work with our local government, The City of Herington, to provide safe walking and biking routes for our students, staff and patrons. Together we can provide safe and long lived routes to our school complex that can be used by all for many years. The support in our community is strong, as our schools are a key component of our town's growth and entertainment.

Please accept this letter as support for efforts in securing grant funds through the Kansas Safe Routes to School Program.

Best Regards,

A handwritten signature in cursive script that reads 'Ben Meyer'.

Ben Meyer  
President – Custom Metal Fabricators  
Chairman – USD 487 Board Of Education



*Herington Middle School*  
1317 North "D" Street  
Herington, Kansas 67449  
Telephone: (785) 258-2448

May 24, 2017

Matt Messina, MUEP  
Bicycle and Pedestrian Coordinator  
Kansas Dept. of Transportation  
Bureau of Transportation Planning  
700 SW Harrison, 2<sup>nd</sup> Floor  
Topeka, KS 66603  
Phone: 785-296-7448  
Email: [Matthew.Messina@ks.gov](mailto:Matthew.Messina@ks.gov)

Dear Mr. Messina,

I am writing this in regards to Kansas Safe routes to School Program. It has long been a desire to have sidewalks to our schools. We have many students that walk to school and I cringe every time I see them on the area with no sidewalk because it is so dangerous. I represent both Herington High/ Middle School as the administrator. We do not encourage students to walk home, but would if there were sidewalks.

I support the Kansas Safe Routes Program. You have my commitment to work with the City of Herington to see success with this program. I would love the opportunity to encourage students to walk to and from school and would even consider walking a class to the park on them.

Thank you so much.  
Sincerely,

Brandi Hendrix, Principal

**BC MOTORS  
902 E TRAPP  
HERINGTON, KS 67449**

July 7, 2017

Matt Messina

Bicycle and Pedestrian Coordinator

Kansas Department of Transportation

Dear Matt;

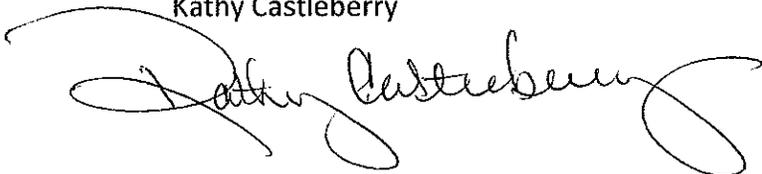
This letter is in support of the funding request for safe routes for school children that the City of Herington and our school district are pursuing.

Herington is a family-oriented community that focuses on the health and safety of our children. Walking is a great exercise for children, but the lack of the walking paths that connects our schools to surrounding neighborhoods needs to be improved. Funds are needed in order to move forward with improving the routes to school.

Thank-you for consideration in this funding.

Sincerely,

Kathy Castleberry

A handwritten signature in black ink, appearing to read "Kathy Castleberry", with a large, decorative flourish at the end.

**DR. JOHN D. MOSIER**

1005 North B Street  
Herington, KS 67449

Telephone: (785) 258-2275

Fax: (785) 258-2276

July 6, 2017

Matt Messina, MUEP  
Bicycle and Pedestrian Coordinator  
Kansas Department of Transportation  
Dwight D. Eisenhower State Office Building  
Bureau of Transportation Planning  
700 SW Harrison, 6th Floor  
Topeka, KS 66603-3754

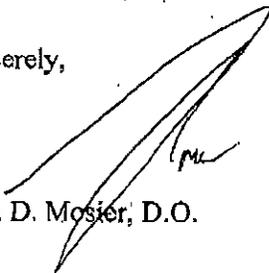
Dear Mr. Messina:

This letter is in support of the funding request for safe routes for school children that the City of Herington and School District #487 are pursuing.

Herington is a family oriented community that focuses on the health and safety of our children. Walking is a great exercise for children, but the safety of the walking paths that connect to our schools needs to be improved. Funds are needed though in order to move forward with improving the routes to school.

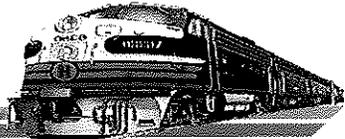
Thank you for your consideration in this funding opportunity for our public schools.

Sincerely,



John D. Mosier, D.O.

# Herington Railers



Herington High School  
1401 North "D" Street  
Herington, Kansas 67449  
Telephone: (785) 258-2261 FAX: (785) 258-3013

Tom Flax - Athletic Director

E-Mail: [tflax@usd487.org](mailto:tflax@usd487.org)

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June 29, 2017

Matt Messina, MUEP  
Bicycle and Pedestrian Coordinator  
Kansas Department of Transportation  
Bureau of Transportation Planning  
700 SW Harrison 2<sup>nd</sup> Floor  
Topeka, KS 66603

Dear Matt,

The health and safety of the students of USD 487 is of the utmost importance to the faculty and staff at USD 487. Many students have the means and ability to ride a bike or walk to school but there is not a route that they can take that is free from great risk. The lack of sidewalks or bike trails that lead to the school put students at risk because if they want to ride a bike or walk to school they have to do so along the busy roads that lead to and from the school.

The Kansas Safe Routes to School Program Grant would be great for the community and school district. The opportunity for our students to have another avenue to make healthy choices and also be active is something that all of us at USD 487 look for. These lifelong skills are something that is hard to promote when there is not a safe route for our students.

I am supportive of the Kansas Safe Routes to School Program. The school district, the community and City of Herington will work to solve the issue of safe routes to school. Thank you for taking the time to consider Herington and USD 487 for the Kansas Safe Routes to School Program Grant.

Respectfully,

Tom Flax  
HHS/HMS Athletic Director  
USD 487

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AN EQUAL EMPLOYMENT/EDUCATIONAL OPPORTUNITY AGENCY

Herington U.S.D. #487 does not discriminate on the basis of sex, race, color, national origin, religion, handicap, or age in admission to, or treatment or employment in, its programs or activities. Any questions regarding the district's compliance with Title VI, Title IX, Section 504, ADA (including information about the existence and location of services, activities and facilities that are accessible to and usable by disabled persons) may be directed to the Superintendent of Schools, who can be reached at (785) 258-2263, 19 N. Broadway, Herington, KS 67449, or to the Assistant Secretary for Civil Rights, U.S. Department of Education.

9 North Broadway  
Herington, Ks 67449  
785-258-252



Tandi Reiff, Agent

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July 6<sup>th</sup>, 2017

**Matt Messina, MUEP  
Bicycle and Pedestrian Coordinator  
Kansas Department of Transportation  
Dwight D. Eisenhower State Office Building  
Bureau of Transportation Planning  
700 SW Harrison, 6<sup>th</sup> Floor  
Topeka, KS 66603-3754**

Hello,

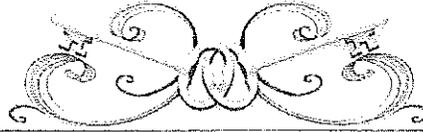
**This letter is in support of the funding request for Safe Routes for school children that the City of Herington and our School District are pursuing.**

**Herington is a family oriented community that focuses on the health and safety of our children. Walking is a great exercise for children, but the safety of the walking paths that connect our schools to the surrounding neighborhoods needs to be improved. Funds are needed to move forward.**

**As a citizen, business owner and the Agent for the City of Herington I am passionate about this cause. The children of Herington enjoy the small town environment to being able to walk to school, at the current time there is no safe path. This would help our community and the children to further maintain a safe environment while walking to and from school.**

**Thank you or your consideration.**

**Sincerely,  
Tandi Reiff  
Agent/Owner**



## HERINGTON HOUSING AUTHORITY

201 E. Helen Street  
Herington, Kansas 67449  
785-258-2510

publichousing@att.net



785-258-2825 fax  
TDD/TTY 1-800-766-3777

July 6, 2017

Matt Messina, MUEP  
Bicycle and Pedestrian Coordinator  
Kansas Department of Transportation  
Dwight D. Eisenhower State Office Building  
Bureau of Transportation Planning  
700 SW Harrison, 6<sup>th</sup> Floor  
Topeka, KS 66603-3754

Dear Mr. Messina;

The Herington Housing Authority proudly supports the funding request for safe routes for school-children that the City of Herington and our school district are pursuing.

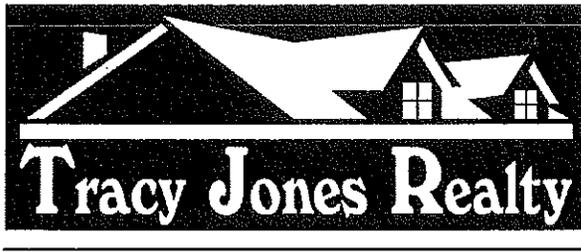
This is a family-oriented community that is perfect for school aged children to walk to and from school via sidewalks. Walking has always provided valuable opportunities in many areas of learning such as responsibility, being on time, planning, problem-solving and socializing while walking which benefits their health. Safe walking paths also enable children the benefit of extra-curricular activities involvement and being able to stay after school should additional instruction time is needed. The environmental impacts of walking should also not go unrecognized.

Herington needs this funding to improve, and in some areas, provide, walking paths that connect our schools to the surrounding community so children and their families may benefit from the experiences of walking safely to and from school and the various activities they provide.

This is an excellent opportunity for our community and we appreciate your consideration in funding our safe routes for school children.

Sincerely,

Debbie Goembel  
Executive Director



Multiple Listing Service  
14 N Broadway  
Herington, KS 67449  
Office: 785-258-2522 • Fax: 785-258-9076

July 7, 2017

Matt Messina, MUEP  
Bicycle and Pedestrian Coordinator  
Kansas Dept. of Transportation  
Dwight D. Eisenhower State Office Building  
Bureau of Transportation Planning  
700 SW Harrison, 6th floor  
Topeka, KS 66603-3754

Dear Mr. Messina,

Tracy Jones Realty is very much in support for the funding request for safe routes for our school children in the City of Herington Ks.

Herington is a very nice small town and we encourage anything that promotes the safety of our children.

Thank you for your work you all do to serve our great State of Kansas and considering this funding request.

Sincerely,

  
Tracy Jones

Broker Owner

Tri-County Chamber of Commerce  
106 N. Broadway, Herington Kansas  
785-258-2115 officeadmin@tricitychamber.net

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Matt Messina, MUEP  
Bicycle Department of Transportation  
Dwight E. Eisenhower State Office Building  
Bureau of Transportation Planning  
700 SW Harrison, 6th Floor  
Topeka, KS 66603-3754

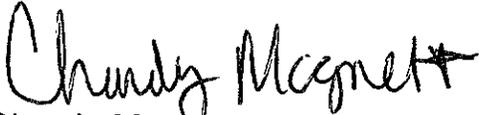
Dear Ms. Pepper,

On behalf of the Tri-County Chamber of Commerce members and Board of Directors, I submit our support for the funding request from the city of Herington in collaboration with our public school USD #487.

Herington values the safety of students and children and we want to do a better job in providing a safe route for them to use while getting to and from the school building. We want to improve the safety of the routes that connect the neighborhoods to the school.

Thank you for your consideration in providing this funding opportunity for our public schools.

Sincerely,

  
Chardy Magnett  
Chamber of Commerce Board Member

# SURVEY RESULTS

Time Period

May 2017

# Parent Survey Aggregate Summary

**Program Name:** USD 487

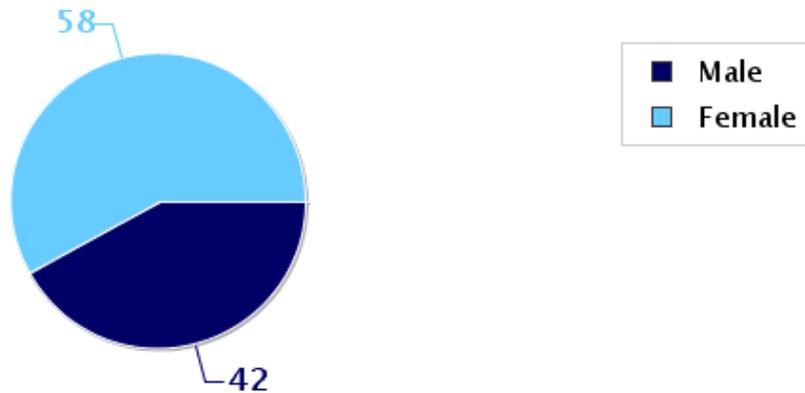
**Date range:** Spring 2017 (January - June 2017)

**Date Report Generated:** 06/13/2017

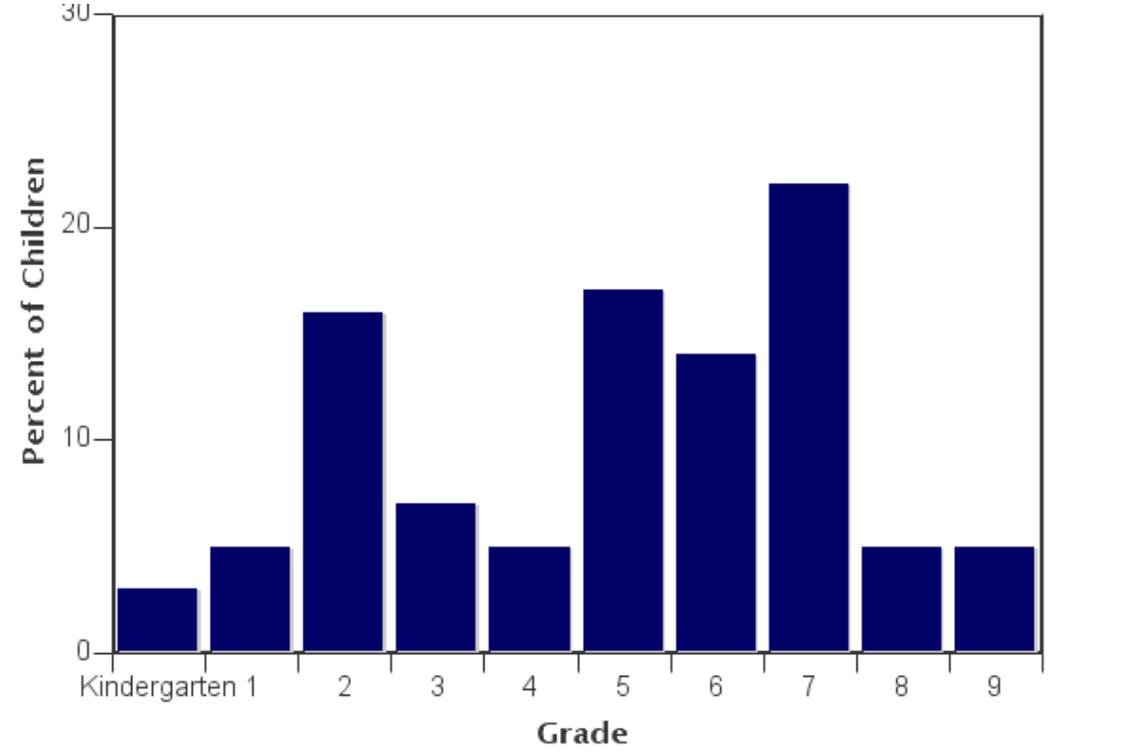
School Name(s):	Month & Year Collected & (Set ID)	School Enrollment:	Enrollment in Grades Targeted by SRTS Program:	Number of Questionnaires Distributed:	Number of Questionnaires Included in Report:
Herington Elementary School	May 2017 (16330)			0	45
Herington Middle School	May 2017 (16331)			0	15
			Total:	0	60

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



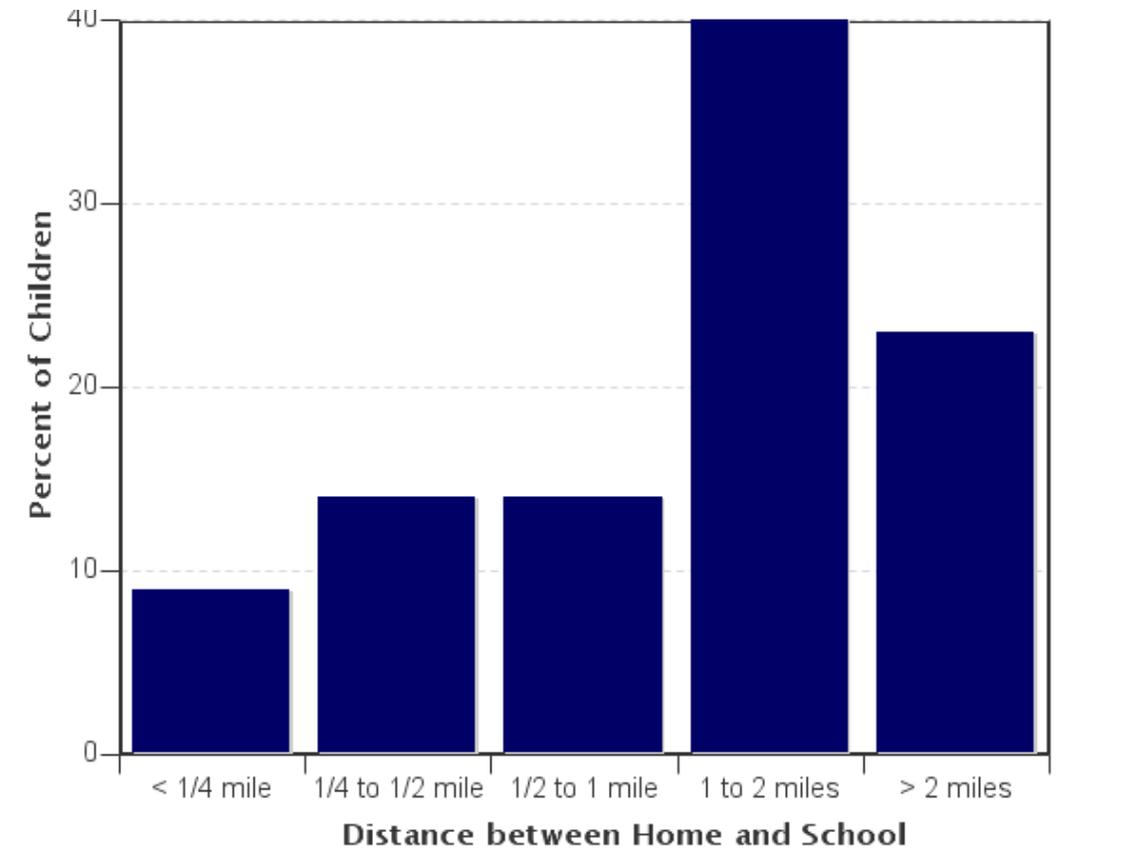
# Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	2	3%
1	3	5%
2	9	16%
3	4	7%
4	3	5%
5	10	17%
6	8	14%
7	13	22%
8	3	5%
9	3	5%

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



## Parent estimate of distance from child's home to school

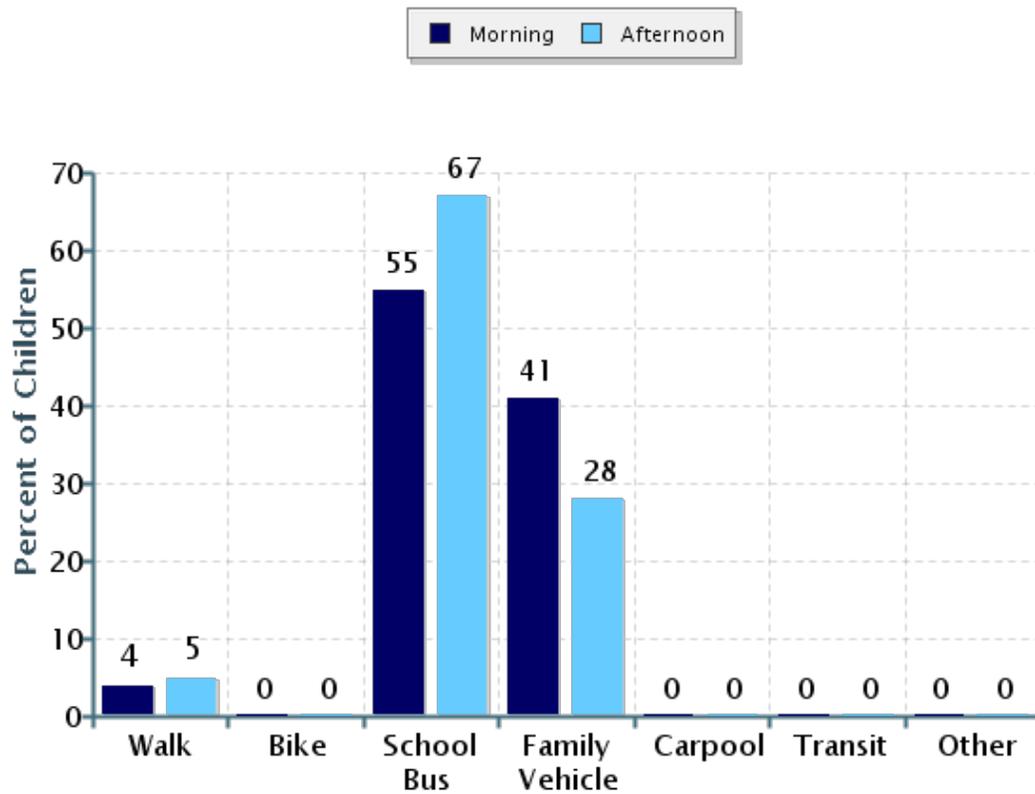


## Parent Survey Aggregate Summary

Distance between home and school	Number of children	Percent
Less than 1/4 mile	5	9%
1/4 mile up to 1/2 mile	8	14%
1/2 mile up to 1 mile	8	14%
1 mile up to 2 miles	23	40%
More than 2 miles	13	23%

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	56	4%	0%	55%	41%	0%	0%	0%
Afternoon	57	5%	0%	67%	28%	0%	0%	0%

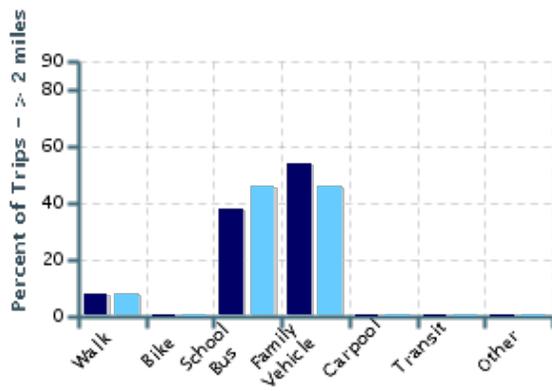
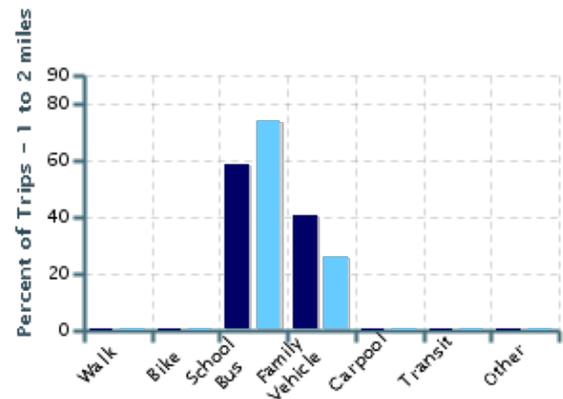
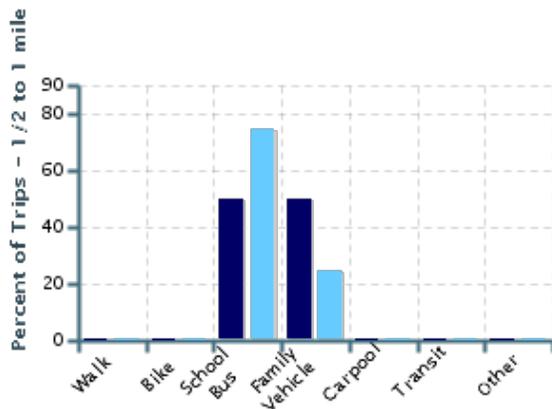
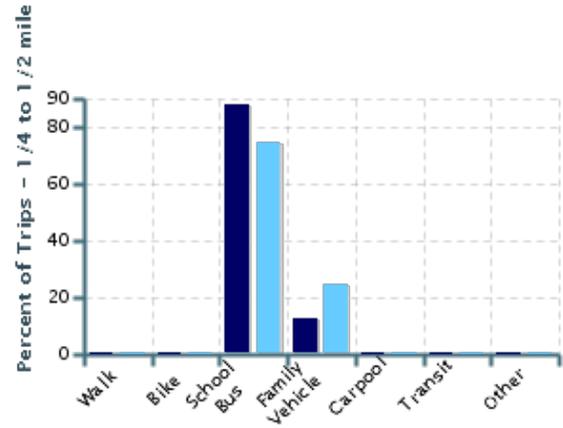
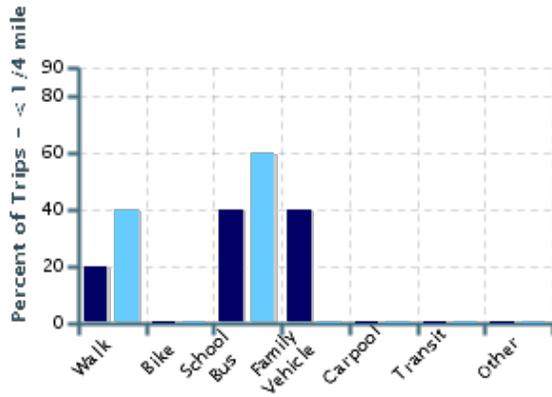
No Response Morning: 4

No Response Afternoon: 3

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
1 Less than 1/4 mile	5	20%	0%	40%	40%	0%	0%	0%
2 1/4 mile up to 1/2 mile	8	0%	0%	88%	13%	0%	0%	0%
3 1/2 mile up to 1 mile	8	0%	0%	50%	50%	0%	0%	0%
4 1 mile up to 2 miles	22	0%	0%	59%	41%	0%	0%	0%
5 More than 2 miles	13	8%	0%	38%	54%	0%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

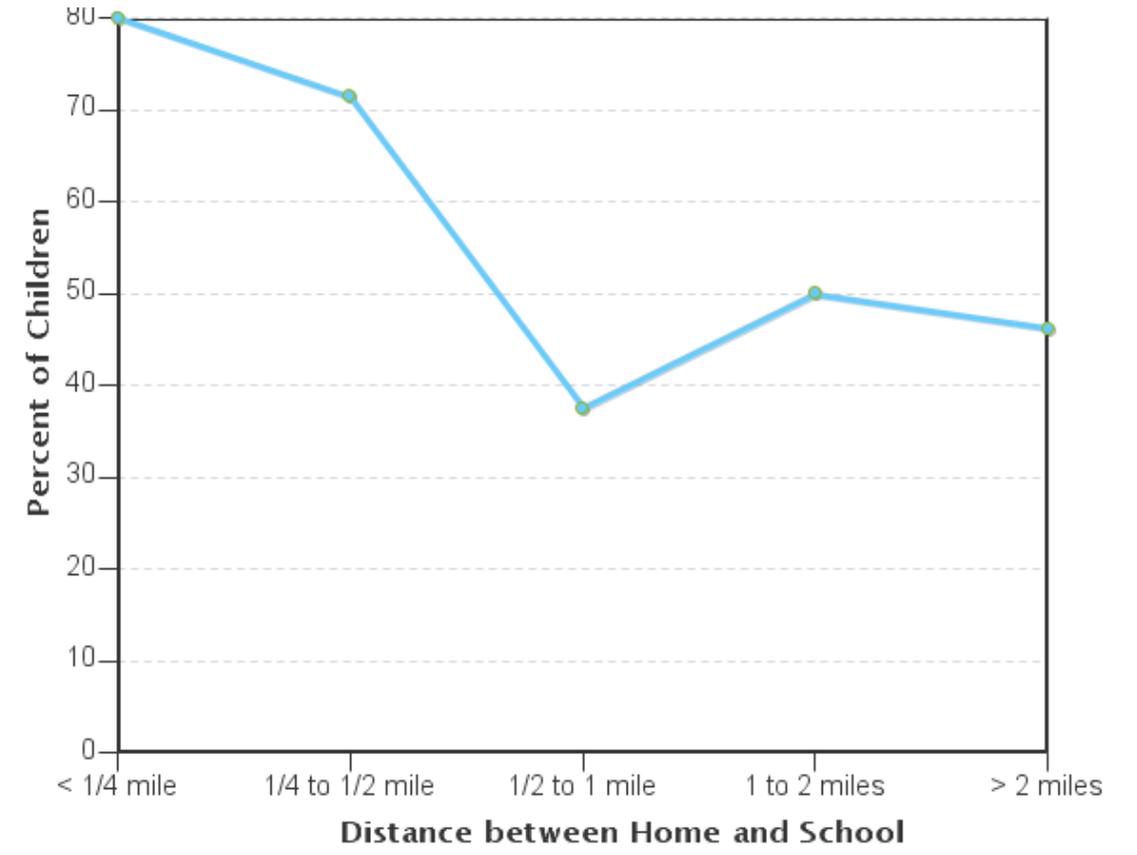
## School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	40%	0%	60%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	8	0%	0%	75%	25%	0%	0%	0%
1/2 mile up to 1 mile	8	0%	0%	75%	25%	0%	0%	0%
1 mile up to 2 miles	23	0%	0%	74%	26%	0%	0%	0%
More than 2 miles	13	8%	0%	46%	46%	0%	0%	0%

Don't know or No response: 0

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

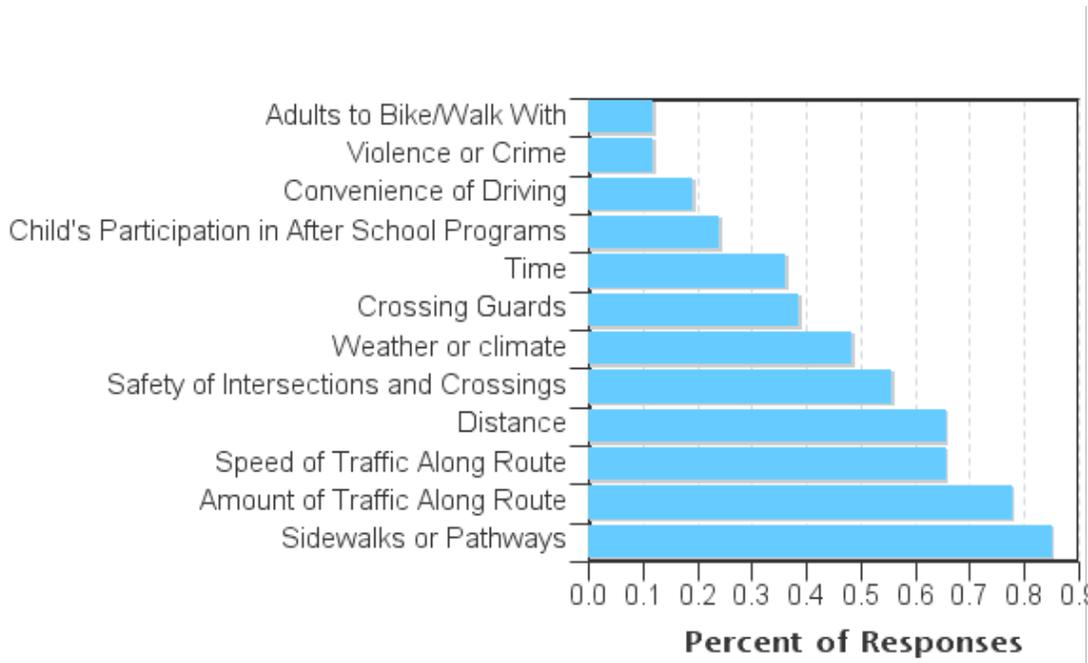


## Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

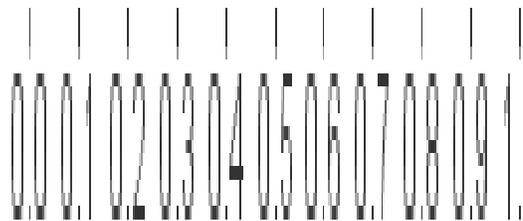
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	145	80%	71%	38%	50%	46%
No	130	20%	29%	63%	50%	54%

Don't know or No response: 0  
 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



Percent of Responses

## 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
Sidewalks or Pathways	85%	100%
Amount of Traffic Along Route	78%	100%
Speed of Traffic Along Route	66%	100%
Distance	66%	0%
Safety of Intersections and Crossings	56%	100%
Weather or climate	49%	100%
Crossing Guards	39%	100%
Time	37%	0%
Child's Participation in After School Programs	24%	0%
Convenience of Driving	20%	0%
Violence or Crime	12%	100%
Adults to Bike/Walk With	12%	0%
<b>Number of Respondents per Category</b>	<b>41</b>	<b>1</b>

No response: 18

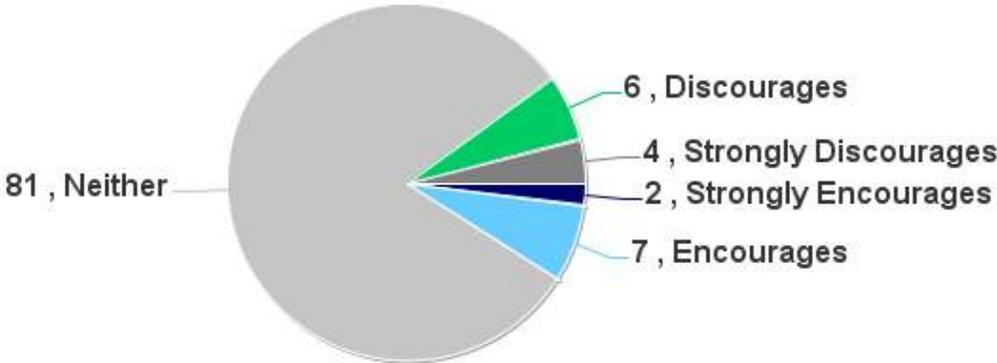
Note:

--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.

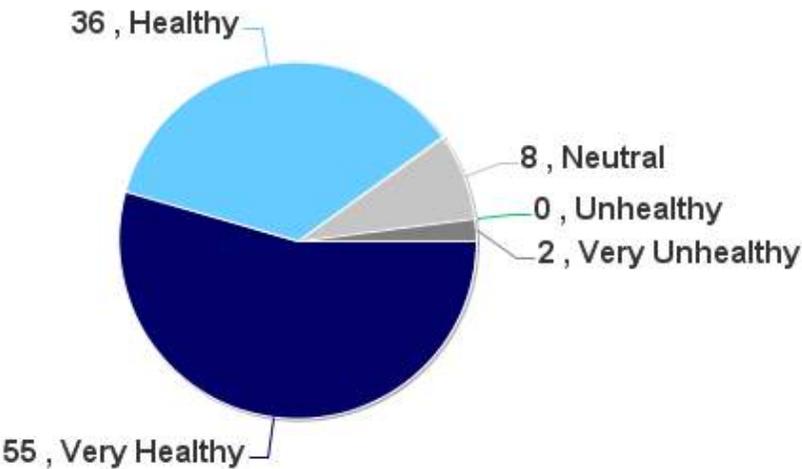
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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

School	SurveyID	Comment
Herington Elementary School	1543647	I would love to see sidewalks all the way to the school!
Herington Elementary School	1543648	Safe, well paved sidewalks would make a significant difference in our ability to walk/ride to/from school. It would also provide opportunities for a healthier lifestyle in our small community.
Herington Elementary School	1543657	I heard that this is because our school wants to get rid of school bus transportation for our district. That would be a grave mistake.
Herington Elementary School	1543658	Our children would absolutely LOVE to ride their bikes or walk to school, however there are no sidewalks or pathways for them to do so even though we are just a short distance from the school. The traffic would not be so much of an issue, however the street is too narrow to allow for traffic in both directions as well as room for bicycles or pedestrians. A safe pathway would mean SO much for the school and community!
Herington Elementary School	1543659	Our children would absolutely LOVE to ride their bikes or walk to school, however there are no sidewalks or pathways for them to do so even though we are just a short distance from the school. The traffic would not be so much of an issue, however the street is too narrow to allow for traffic in both directions as well as room for bicycles or pedestrians. A safe pathway would mean SO much for the school and community!
Herington Elementary School	1543661	If there was a sidewalk up D street to the school I would be much more comfortable letting them walk to and from school. Usually they don't walk in the morning as there is so much traffic going in and out if the school and down D street.
Herington Elementary School	1543662	I would like to see our Bus that drops kids off on Franklynn street stop halfway down the street to drop off all kids instead of stopping a quarter of the way. We have Alot of kids that get off on our bus stop on both ends of the street. Stopping half way would be convenient to all kids and safe instead of kids running/walking to their homes.
Herington Elementary School	1543711	I Think a pathway is great!! Since all schools are located in the same area, but roads are not wide enough for me to let my children walk/bike due to too much texting/distracted drivers now adays.
Herington Elementary School	1543712	I Think a pathway is great!! Since all schools are located in the same area, but roads are not wide enough for me to let my children walk/bike due to too much texting/distracted drivers now adays.
Herington Elementary School	1543761	Child lives 2 1/2 miles from school. Poor or no sidewalks. Herington schools are on far side of town.there is no safe way for child to walk on north d street from Logan to school.
Herington Elementary School	1543769	If there was a sidewalk with safe places to cross the street I would let my children ride their bikes to school. The way it is right now they will never get to ride their bikes to school because I feel it is very unsafe. Heavy traffic with a large amount of teenagers driving to the school scares me.
Herington Elementary School	1543790	It isn't very safe to walk or ride a bike to school in our community. The roads around the school are very busy and there isn't a sidewalk for kids to walk or ride their bikes on.
Herington Elementary School	1543805	I have not allowed my kids to walk from school because of it being in a busy road. If there were sidewalks where they could take a Backroad home I would allow them to walk when they needed to
Herington Elementary School	1543882	Although I live a distance away from the school, having the option of the children riding their bikes to school would be nice. I have noticed there is a strong police presence at the school in the mornings, that greatly helps drivers stay on the rules of the road.
Herington Elementary School	1543913	It is not safe to walk to school right now. But if sidewalks were made, I would let my child walk to school. She would love that! And it would solve all of the over crowding on the buses.

Herington Elementary School	1543924	Herington NEEDS sidewalks/pathways to school!!!!
Herington Elementary School	1544053	Right now my daughter is too young to walk to school in my opinion. Some of my answers may have been different had she been older but for now walking or biking is not going to be an option for her.
Herington Elementary School	1544149	There are currently NO sidewalks for children to ride bikes or walk to school and there is lots of traffic on the road by the school. My child would like to ride a bike but it's just too dangerous with the amount of cars and lack of shoulder, sidewalk, or pathway. I feel it's very discouraged to walk or ride a bike out of concern for the safety of the children.
Herington Elementary School	1544188	We live outside city limits, so I feel as though my input should be weighted accordingly. If we lived on the East side of Herington, I would allow my child to walk/bike to/from school with a group of children. A walking path would be highly beneficial & improve safety concerns for most parents. Since the high school is along the same route younger children travel, inexperienced, sometimes inattentive drivers on their way to school are a concern.
Herington Middle School	1543800	There are no sidewalks leading out to the school presently. I would love for sidewalks to be put in. Currently students who do not ride bus have to walk along the edge of a busy road to get to the school. A sidewalk along D street here in Herington would be great!!
Herington Middle School	1543884	Keeping a strong police presence at the school helps keep drivers to follow the rules of the road

**Alfred Benesch & Company**

785.539.2200

