

The background image is split into two main sections. The top section shows a street intersection with a crosswalk, a gas station on the left, and a white pickup truck driving on the right. The bottom section shows a large, dark-colored school building under construction, with a concrete road in the foreground and a dirt area to the right.

USD 495
SAFE ROUTES TO
SCHOOL PLAN
City of Larned, Kansas

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BACKGROUND

The community of Larned is located approximately 21 miles southwest of Great Bend. Larned is home to about 3,900 residents, and many businesses. USD 495 is the Ft. Larned School District which serves the City of Larned. The district is composed of one high school, one middle school, a special education center, and one elementary school. The elementary school is new and has just been opened up at the beginning of the 2017-2018 school year. The elementary school consolidated the previous three elementary schools in town to one larger facility.



Ft. Larned Elementary is located at the far north end of the City and has an attendance of approximately 380 students. Approximately fifty-eight percent of the students are considered economically disadvantaged, according to the Kansas State Department of Education. In addition, 32 percent of the students are classified with disabilities. Prior to the new elementary school surveys estimated that approximately only 10% of students walked or biked to and from school. With the new school, superintendent Bryce Wachs suggests that 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 neighborhood that surrounds Ft. Larned Elementary is primarily open fields on all three sides with the exception of residential housing on the south side. Currently there is no pedestrian connections to the new school. The school was designed to provide parent pick up/drop off on the west side of the school and to provide bus pick up/drop off on the east side. The photo to the left illustrates the new school and its connections.

In the spring of 2017, Ft. Larned School District and the City of Larned 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 Larned, specifically targeting elementary aged children. The school district recognized the program as a way to address safe walking and biking in the vicinity of Ft. Larned Elementary. The school district and city has agreed that it was important to plan

and pursue a Safe Routes to School Phase 1 grant application. The school district has taken the lead to submit the phase one application and the city is prepared to submit the phase 2 application.

PLAN OF ACTION

This study was initiated to assist the City of Larned and USD 495 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 Ft. Larned Elementary in USD 495, and 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 January of 2018 USD 495 hired Alfred Benesch & Company to gather data and create a comprehensive report. The Benesch team met with city staff and the superintendent to understand concerns and collect important information about the target school. The SRTS team included USD 495 staff, the City of Larned, 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. Meetings were coordinated with the school to gather information on:

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

Benesch and representatives from USD 495 collected data to develop the existing conditions and discussions were 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 the 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 wellbeing.

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 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 495 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 district 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. For USD 495 the position has been determined to be the elementary school's assistant principal. This individual would be the school's SRTS coordinator and will serve as the lead coordinator to ensure the SRTS goals are achieved. Dustin will assign other tasks as needed to the school staff.

Even though this SRTS plan primarily addresses the concerns of Ft. Larned Elementary, many of these recommendations can be applied at the other schools within the district. 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 Ft. Larned Elementary, USD 495 administration, City of Larned, Larned Police Department, and any other local organizations wanting to engage in the program. Representatives from the other schools within the district could be included to help coordinate district wide events.

Representation from several different agencies will bring a variety of perspectives to the group. Currently the Larned 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 provided valuable insight during the development of the SRTS Plan. However, that 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 daily for traffic violations and also occasionally enter the school for trainings, 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, but 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 a training from police officers, local bike advocates, and City or School staff. 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 meetings, 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 Larned 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. The police department runs 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 museum. 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 Ft. Larned Elementary.

Since the completion of Ft. Larned Elementary, the school has been unable to promote any type of walking or biking to school 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
TOTAL ESTIMATED COST OF SRTS START UP					\$0.00

ENFORCEMENT

During the safe routes to school phase one planning it was discussed that the Larned Police Department and the Pawnee County Sheriff department has a good relationship with the school and that they would be willing to offer guidance and support for the SRTS plan.

Existing Conditions

Currently, USD 495 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 daily basis patrolling the area of the new 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 Larned Police Department and the Pawnee County Sheriff’s 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 from cell phone usage. Ordinances should be developed to create a hands-free policy creating restrictions on cell phone usage while driving within the city limits. The Larned 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” should be set up. For Ft. Larned Elementary, a scheduled patrol will be coordinated a couple of times during the school year. Notice of the patrol would be published in the school newsletters and local paper as suggested. Two officers would be in the vicinity of the school and specifically targeting 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 will be conducted to tally people seen using phones, seat belts, etc. The same post-auditing will 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 school district officials and parents, there appears to be minimal concern of dangerous predators throughout the community. However, the police department, USD 495, and the community should continue to work together to educate the public on crime in Larned. 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
	TOTAL ESTIMATED COST OF SRTS START UP				\$0.00

EVALUATION

In order to better understand parent attitudes and behaviors about children walking or bicycling to school, USD 495 conducted the National Safe Routes to School Parent survey in May of 2017. The survey was sent to every student at the three existing elementary schools prior to the consolidation at the new school. 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 will 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 Ft. Larned Elementary should implement initially and modify accordingly to assess needs at the school. 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 initiatives of the final "E," (Engineering) are discussed in the engineering section, Phase I Engineering Study.

USD 495 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 495 & Parents	Already Implemented On Going	Assistant Principal	USD 495 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	Already Implemented On Going	Assistant Principal	USD 495 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	August 2021	Assistant Principal	USD 495 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	August 2021	Assistant Principal & PTO	USD 495 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	August 2021	Assistant Principal	USD 495 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	August 2021	Principal & Police Department	USD 495 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	August 2021	USD 495 Larned Police Department	USD 495 Larned 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	August 2021	USD 495 City of Larned Police Department SRTS Committee	USD 495 City of Larned In-Kind	ED EN EF	Provide community awareness and interaction
Need for 2017-2018 data	Conduct SRTS Surveys	Students	August 2021	Classroom Teachers	USD 495 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 495 Background



USD 495 has one elementary school, one middle school and one high school within its city limits. Ft. Larned Elementary has been chosen for the program due to its geographic nature and lack of infrastructure surrounding the school. In previous years USD 495 consisted of three elementary schools throughout the town. As of August of 2017 the school district has consolidated the three elementary schools into one new facility located at the north edge of town. There is currently no pedestrian infrastructure within approximately five blocks of the new elementary school.

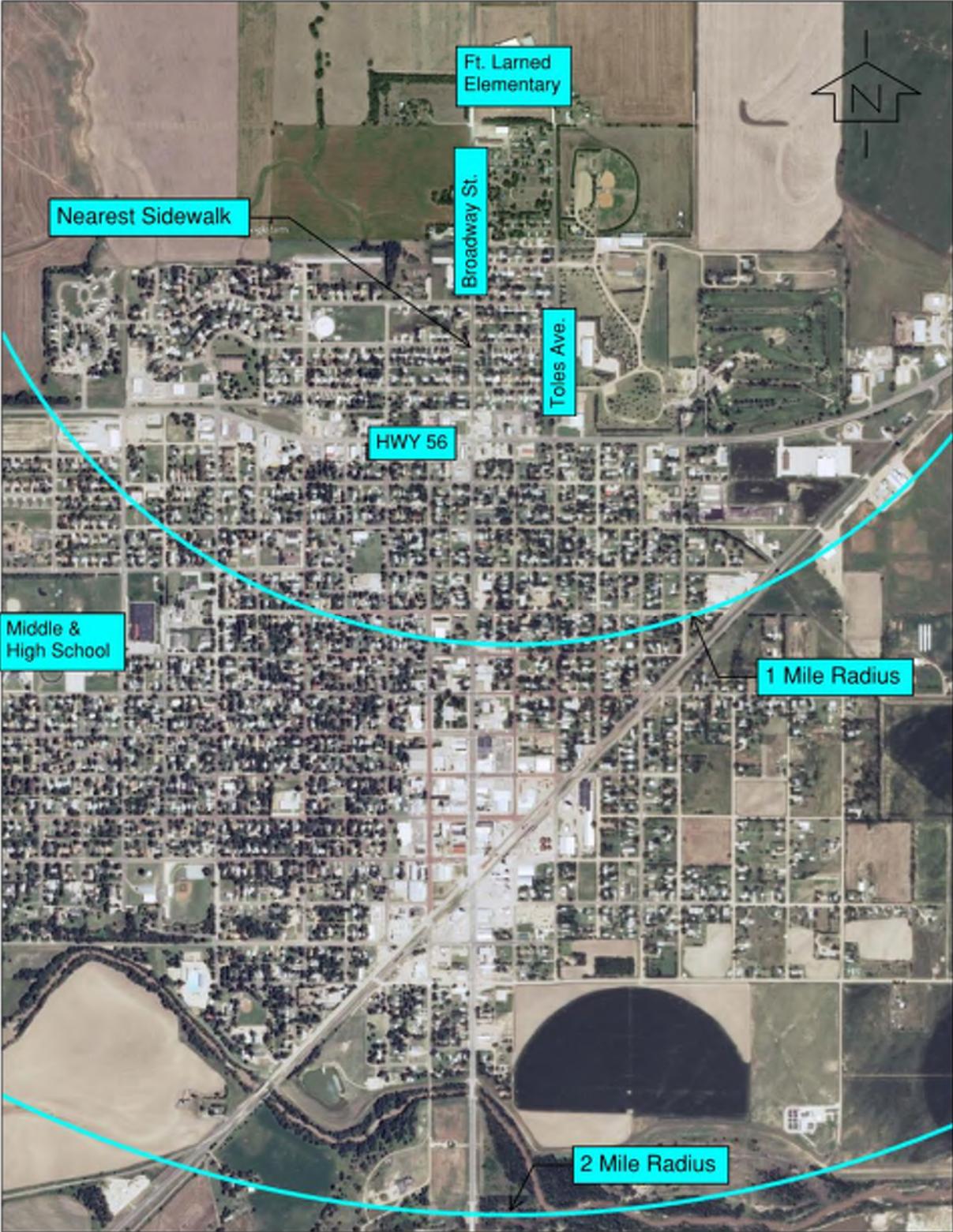
The City of Larned and USD 495 are working together to address walkability and biking opportunities within the City. With the new school in place, the City and USD 495 knew that pedestrian infrastructure would need to be constructed in the upcoming years. Currently one of the requirements that came with the completion of the new school was to provide bus stop locations all throughout the City. This is only a temporary solution until infrastructure can be constructed. The bus stop locations have been put into place at this time to provide safe

The figure above shows an empty bike rack in front of the school due to no safe way to get a bicycle to the school.

routes to school. Even though the new elementary school was constructed on the north edge of town, the entire city of 13,500 is still within 1.5 miles of the school. The City has also adopted a sidewalk program in town to assist residents in maintaining existing sidewalks already in place. The program in place provides the sidewalk materials to the residents free of charge.

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 Larned. The results from the schoolwide survey, completed by the existing three elementary schools, indicated that a large percentage of the residents live within a mile of the school. Parents reported environmental concerns as the primary concern allowing their child to actively commute 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 Larned.

Figure 5: Overview Map



Ft. Larned Elementary School

Ft. Larned Elementary has an enrollment of about 380 students. Based on the results of the SRTS survey, the majority of the students live less than one mile away from the school which is encouraging to promote safe walking and biking in the community of Larned. As shown in the overview map, the elementary school is located on the very edge of the north side of town. Approximately ½ mile south of the school is highway 56, which has an AADT count of 5100 vehicles per day.

Existing Circulation and Conditions

A field investigation was conducted in April of 2017 to observe pedestrian and traffic movements. On April 25th the weather was warm and sunny, providing for a good day for pedestrian traffic. This data was included with the data provided during meeting with school and city officials to provide a better understanding of the circulation patterns. A majority of the faculty parking is provided on the west side of the school in the parking lot and a smaller lot is also used on the east side of the school. 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 located along the west side of the school. Parents will enter at the south end of the school entrance and begin to line up along the sidewalk of the school. Both the east and west lots provide a counterclockwise circulation pattern. No parents are allowed to pick up or drop off their kids on the east side of the school. At this time the school does not utilize any crossing guards.



The figure above shows the only available area to walk to school is in the ditch.

During the observation period there was a total of five kids walking to and from school. The students were observed walking through the ditches on the southwest side of the school along Broadway 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.

Along with collecting data in the field, during the parent survey process we received multiple comments from residents demanding sidewalks along Broadway and Toles Streets to provide a safe route to school.

Recommendations

Signage

1. All existing signs have the fluorescent yellow-green background with a black legend and border. However, several signs do not meet minimum retro reflectivity requirements. All signage should be updated to meet the current guidelines in the Manual on Uniform Traffic Control Devices. (MUTCD).
2. Several crosswalk signs are the older S2-1 signs (Crossing warning sign with line under the children's feet). These signs have been removed from the MUTCD in 2000. The ten year compliance period for upgrading the signs to S1-1 expired in 2011. These signs should be upgraded. The proposed improvements map provides a summary of the existing signing located near the schools.
3. A proposed signing plan has been included on the proposed improvements map for the proposed crosswalks. All signage should conform to the latest edition of the MUTCD.

Pavement Markings

1. It is recommended that at each signed crossing location, pavement markings should be in accordance with the latest edition of the MUTCD. The City of Larned 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

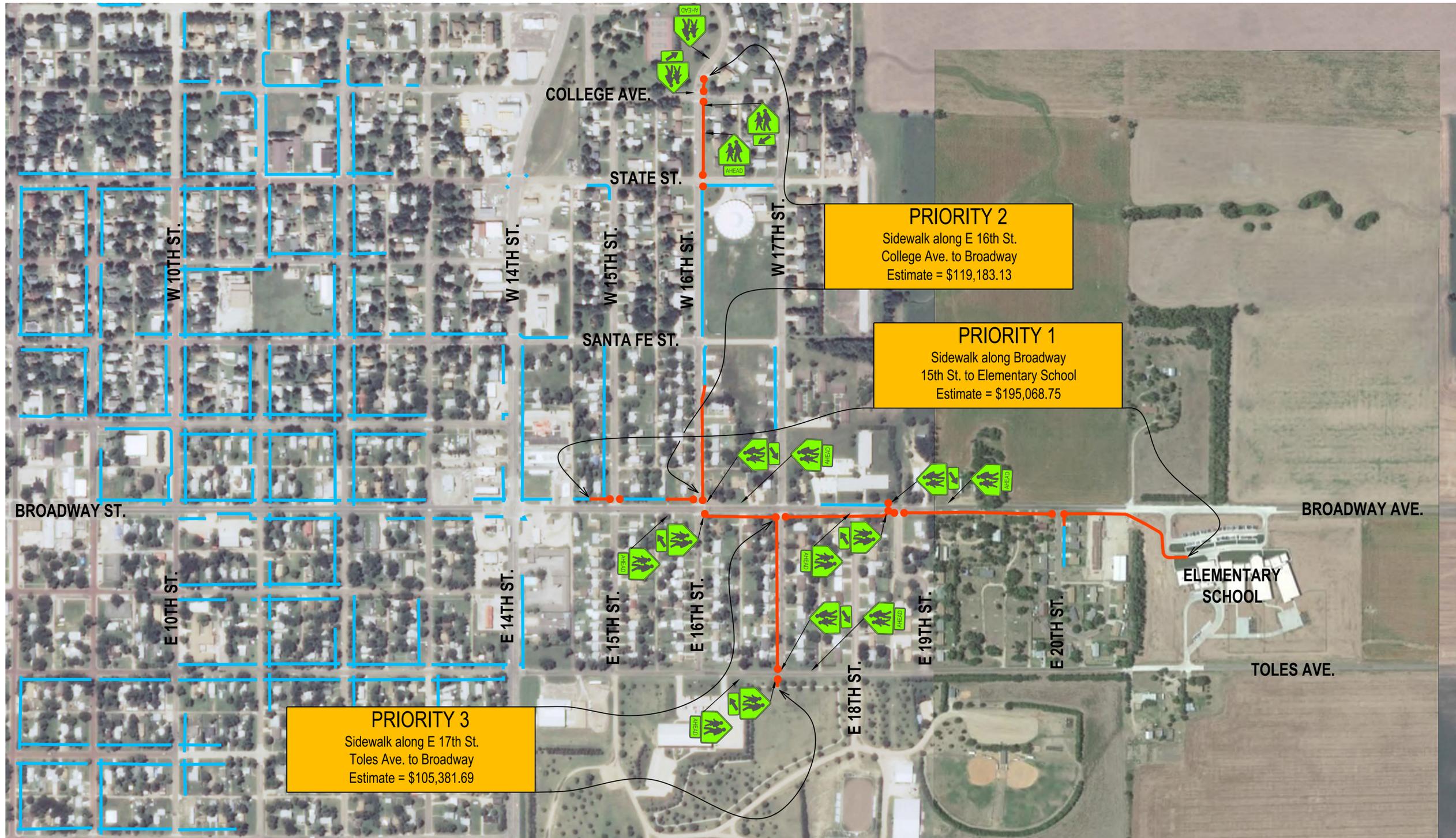
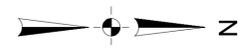
1. The proposed improvements map provides a summary of the existing sidewalk network around Ft. Larned Elementary. The figure also illustrates areas where additional sidewalks should be added to improve the overall sidewalk connectivity.
2. A sidewalk is recommended along the east side of Broadway Street. The sidewalk should connect into the existing sidewalk on the west side of the school and continue south along Broadway until 16th street. At 16th Street and Broadway the sidewalk should continue south until tying into the existing sidewalks. A crosswalk should be installed to direct children to the west side of Broadway. A crosswalk should also be installed to allow access to the Pawnee Plaza low income apartments.
3. A sidewalk is recommended along the north side of 16th Street from Broadway Street to College Avenue. The existing sidewalk between State Street and Santa Fe Street will be utilized. This will provide a connection to multiple houses along the west side of Broadway and it will also connect to Doerr Vernon Park.



4. A sidewalk is recommended along the south side of 17th Street from Broadway Street to Toles Avenue. This will connect many residents along 17th Street and will also provide a connection to the walking trail at the Community Center. A crosswalk would be installed and signed across Toles Avenue to make the trail connection.

Other

1. All routes should be updated with ADA compliant ramps and crossings.



Total Project Estimated Construction Cost
 Construction Cost = \$291,919.00
 Contingency(15%) = \$43,787.85
 Construction Engineering = \$83,926.71
 Total Cost = \$419,633.56

Does not include utility relocates, R/W acquisition, or design engineering

PROPOSED IMPROVEMENTS

- Existing Sidewalks..... —
- Proposed Sidewalks..... —
- Proposed ADA Ramps..... ●

NO.	REVISIONS	DATE

NOT FOR CONSTRUCTION

Existing/Proposed SRTS Design
 Elementary School

Safe Routes to Schools
 Larned, KS

Alfred Benesch & Company
 2225 Kimball
 Manhattan, Kansas 66503
 785-539-2202 Job No. - P1713243

PROJECT: P1713243
 DATE: June 2017
 JOB NO.: P1713243

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Safe Routes To School
City of Larned, Kansas
PHASE II - Engineer's Conceptual Cost Estimate
March 26, 2019



Larned Safe Routes to School Improvements, All 3 Locations

Item	Description	Bid Quantity	Units	Unit Price	Total
Sidewalk Along Broadway Street					
	Mobilization	1	LS	\$20,000.00	\$20,000.00
	Contractor Staking	1	LS	\$5,000.00	\$5,000.00
	Earthwork	1	LS	\$10,000.00	\$10,000.00
	4" Concrete Sidewalk (AE)(4' WIDE)	1100	SY	\$47.00	\$51,700.00
	Sidewalk Ramps	12	EA	\$1,000.00	\$12,000.00
	Crosswalk Signing	1	LS	\$4,000.00	\$4,000.00
	Driveway Replacements	14	EA	\$2,000.00	\$28,000.00
	Seeding/Restoration	1	LS	\$5,000.00	\$5,000.00
	Contingencies(15%)	1	LS	\$20,355.00	\$20,355.00
	Construction Inspection(25%)	1	LS	\$39,013.75	\$39,013.75
	Total Priority 1				\$195,068.75
Sidewalk 16th Street					
	Mobilization	1	LS	\$16,000.00	\$16,000.00
	Contractor Staking	1	LS	\$3,500.00	\$3,500.00
	Earthwork	1	LS	\$10,000.00	\$10,000.00
	4" Concrete Sidewalk (AE)(4' WIDE)	530	SY	\$47.00	\$24,910.00
	Sidewalk Ramps	5	EA	\$1,000.00	\$5,000.00
	Crosswalk Signing	1	LS	\$2,000.00	\$2,000.00
	Driveway Replacements	9	EA	\$2,000.00	\$18,000.00
	Seeding/Restoration	1	LS	\$3,500.00	\$3,500.00
	Contingencies(15%)	1	LS	\$12,436.50	\$12,436.50
	Construction Inspection(25%)	1	LS	\$23,836.63	\$23,836.63
	Total Priority 2				\$119,183.13
Sidewalk Along 17th Street					
	Mobilization	1	LS	\$16,000.00	\$16,000.00
	Contractor Staking	1	LS	\$3,500.00	\$3,500.00
	Earthwork	1	LS	\$10,000.00	\$10,000.00
	4" Concrete Sidewalk (AE)(4' WIDE)	347	SY	\$47.00	\$16,309.00
	Sidewalk Ramps	2	EA	\$1,000.00	\$2,000.00
	Crosswalk Signing	1	LS	\$2,000.00	\$2,000.00
	Driveway Replacements	10	EA	\$2,000.00	\$20,000.00
	Seeding/Restoration	1	LS	\$3,500.00	\$3,500.00
	Contingencies(15%)	1	LS	\$10,996.35	\$10,996.35
	Construction Inspection(25%)	1	LS	\$21,076.34	\$21,076.34
	Total Priority 3				\$105,381.69

**Safe Routes To School
City of Larned, Kansas
PHASE II - Engineer's Conceptual Cost Estimate
March 26, 2019**



Summary of Quantities					
1	Mobilization	1	LS	\$52,000.00	\$52,000.00
2	Contractor Staking	1	LS	\$12,000.00	\$12,000.00
3	Earthwork	1	LS	\$30,000.00	\$30,000.00
4	4" Concrete Sidewalk (AE)(4' WIDE)	1977	SY	\$47.00	\$92,919.00
5	Sidewalk Ramps	19	EA	\$1,000.00	\$19,000.00
6	Crosswalk Signing	1	LS	\$8,000.00	\$8,000.00
7	Driveway Replacements	33	EA	\$2,000.00	\$66,000.00
8	Seeding/Restoration	1	LS	\$12,000.00	\$12,000.00
9	Contingencies(15%)	1	LS		\$43,787.85
10	Construction Inspection(25%)	1	LS		\$83,926.71
TOTAL ESTIMATED CONSTRUCTION & INSPECTION COSTS					\$419,633.56
ITEM				KDOT MATCH	LOCAL MATCH
CONSTRUCTION & CONSTRUCTION INSPECTION				\$335,706.85	\$83,926.71
DESIGN ENGINEERING(25%)					\$104,908.39
R/W ACQUISITION (Assumed 23 parcels @ \$1500 ea.)(To Be Negotiated by City)					\$34,500.00
UTILITY RELOCATIONS (Assumed 5% of Const. Total.)					\$20,981.68
TOTAL ESTIMATED PARTICIPATING AND NON PARTICIPATING COSTS				<u>\$335,706.85</u>	\$244,316.78
ESTIMATED PROJECT TOTAL					\$580,023.63

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 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.

R/W acquisition was estimated above based on acquiring one temporary easement for each parcel located along Broadway Street and 18th Street. The estimate includes \$600 per parcel for creating an exhibit and staking the property one time. The remaining \$900 is the estimated cost the City may have to pay the property owner per easement. Based on conversations with the City, the City will use their own forces to meet with landowners and acquire the R/W internally. In order to do this the City must become KDOT R/W certified. Certification is free, online, and only takes a few hours.

SURVEY RESULTS

Time Period

May 2017

Parent Survey Aggregate Summary

Program Name: Larned Schools

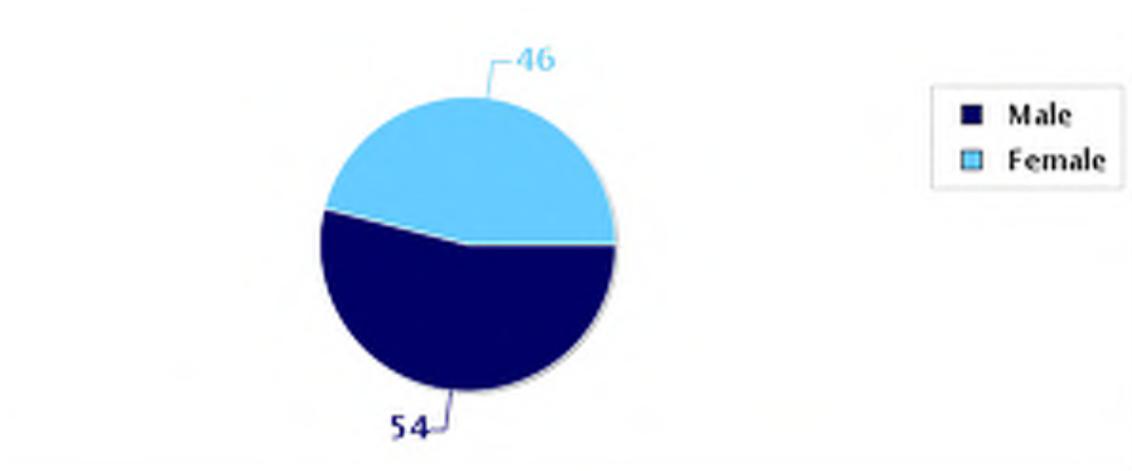
Date range: Spring 2017 (January - June 2017)

Date Report Generated: 06/13/2017

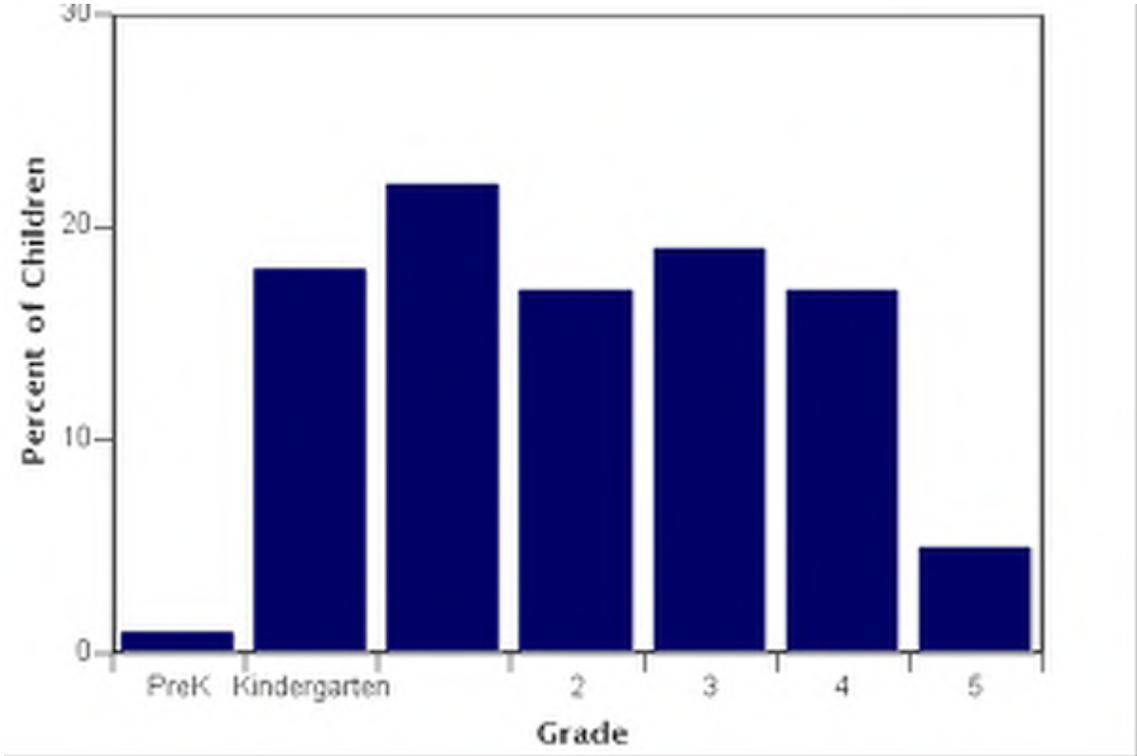
School Name(s):	Month & Year Collected & (Set ID)	School Enrollment:	Enrollment in Grades Targeted by SRTS Program:	Number of Questionnaires Distributed:	Number of Questionnaires Included in Report:
Hillside Elementary	May 2017 (16288)			0	29
Northside Elementary School	May 2017 (16290)	200		200	32
Phinney Elementary School	May 2017 (16332)			0	33
			Total:	200	94

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

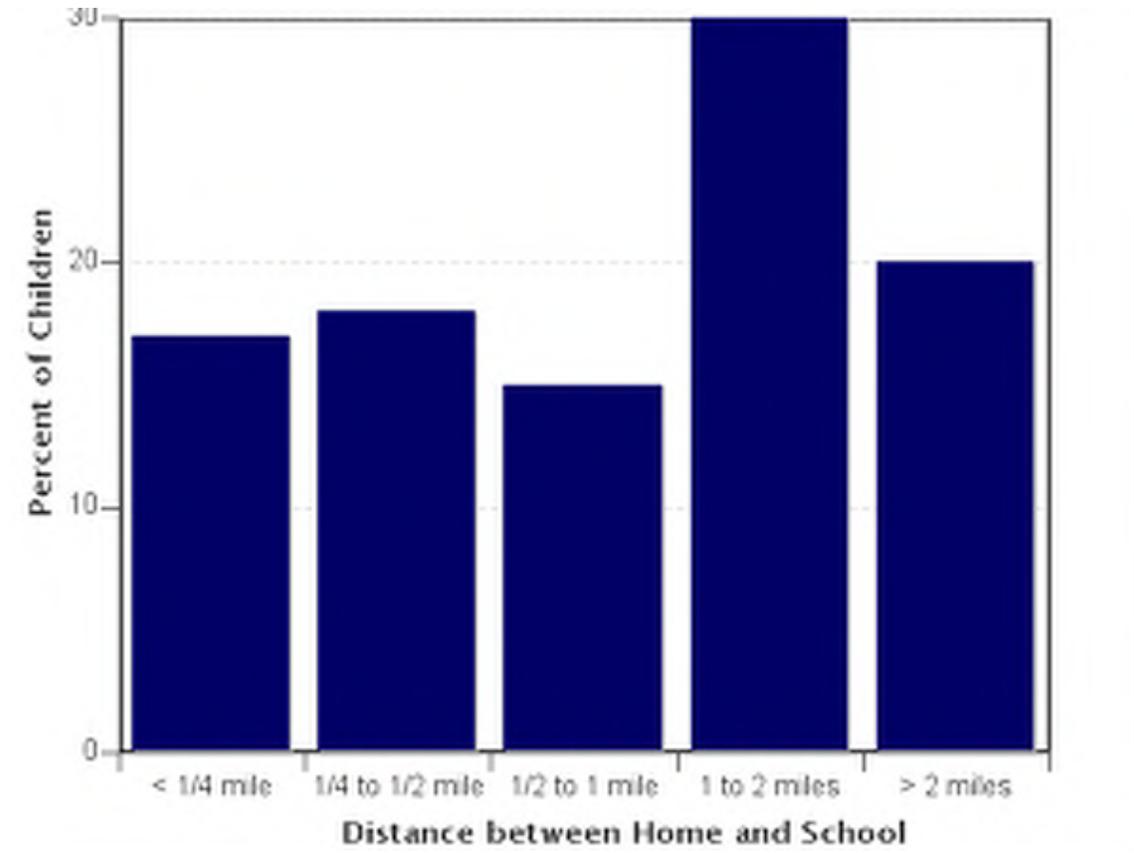


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	1	1%
Kindergarten	17	18%
1	21	22%
2	16	17%
3	18	19%
4	16	17%
5	5	5%

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

Parent estimate of distance from child's home to school

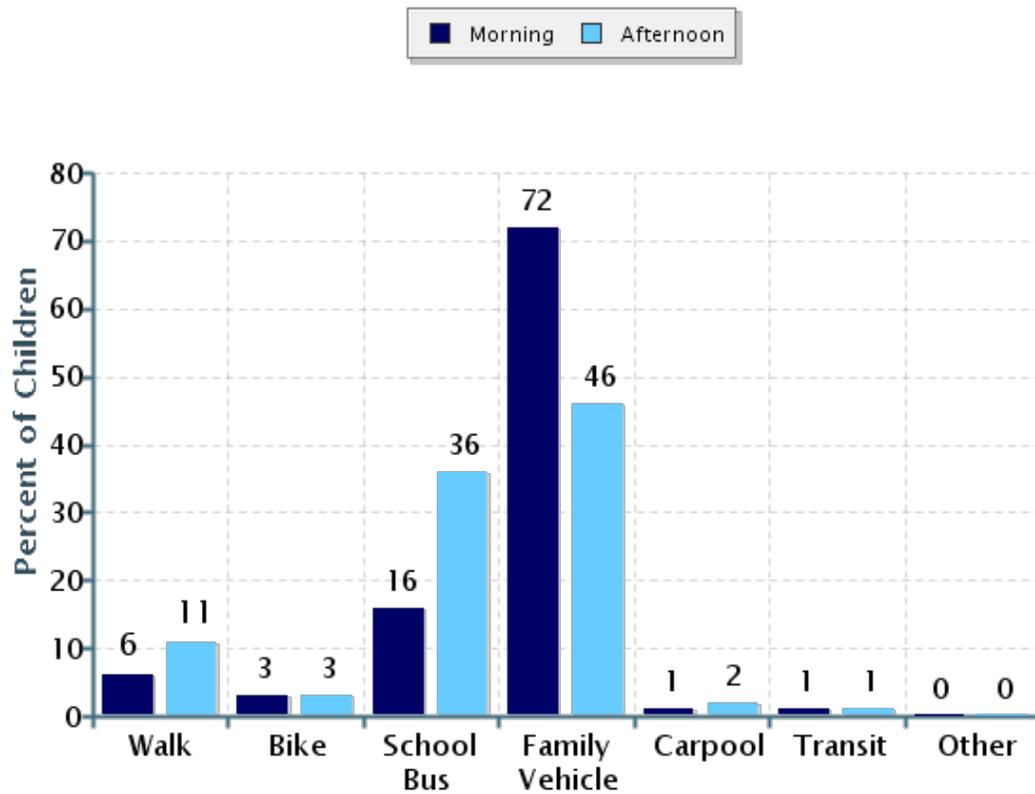


Parent Survey Aggregate Summary

Distance between home and school	Number of children	Percent
Less than 1/4 mile	15	17%
1/4 mile up to 1/2 mile	16	18%
1/2 mile up to 1 mile	13	15%
1 mile up to 2 miles	27	30%
More than 2 miles	18	20%

Don't know or No response: 5
 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	86	6%	3%	16%	72%	1%	1%	0%
Afternoon	87	11%	3%	36%	46%	2%	1%	0%

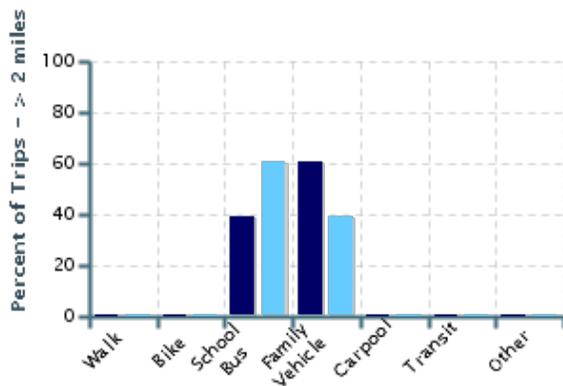
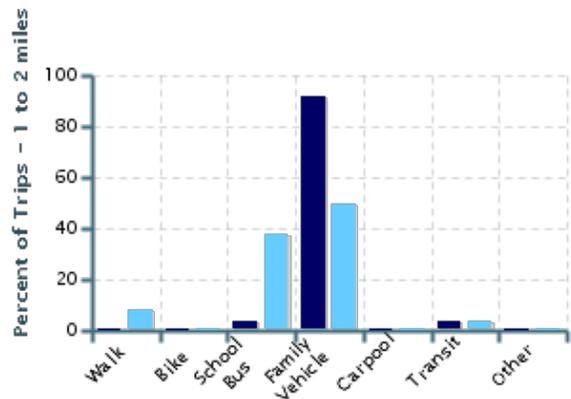
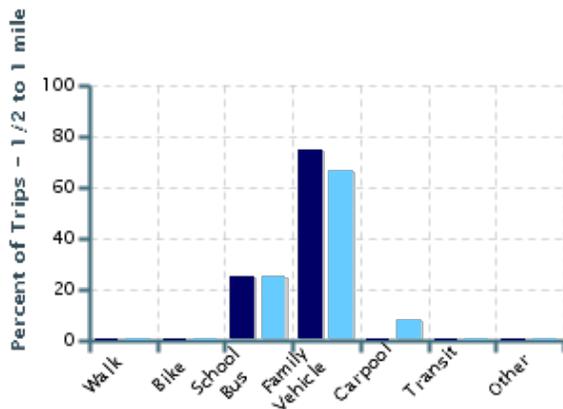
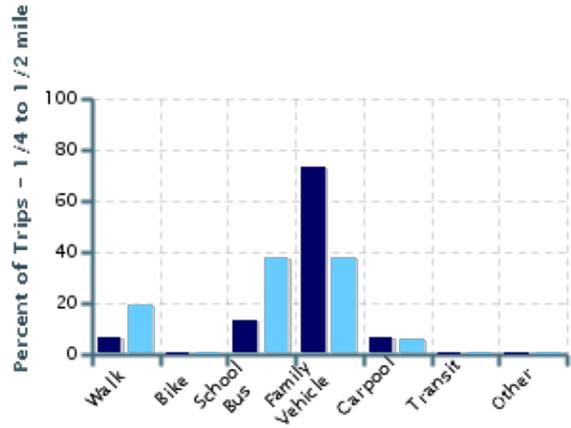
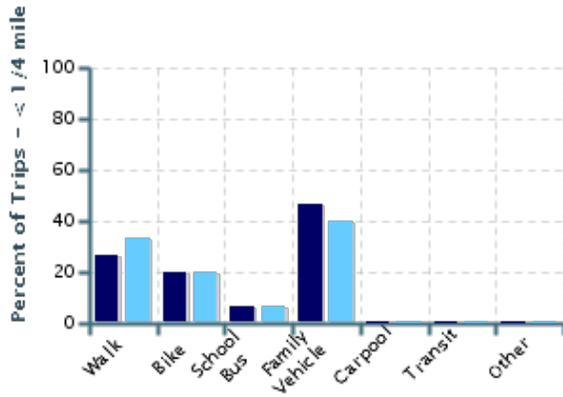
No Response Morning: 8

No Response Afternoon: 7

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	15	27%	20%	7%	47%	0%	0%	0%
2 1/4 mile up to 1/2 mile	15	7%	0%	13%	73%	7%	0%	0%
3 1/2 mile up to 1 mile	12	0%	0%	25%	75%	0%	0%	0%
4 1 mile up to 2 miles	26	0%	0%	4%	92%	0%	4%	0%
5 More than 2 miles	18	0%	0%	39%	61%	0%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

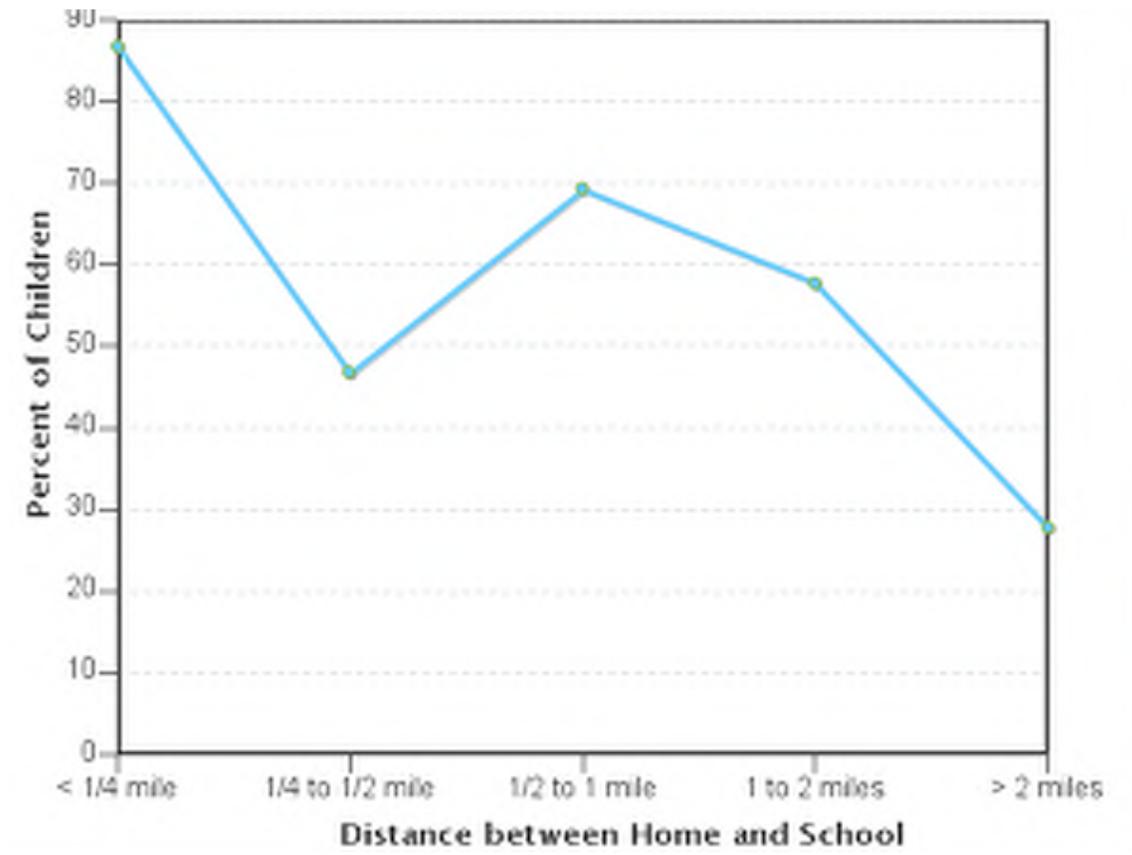
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	15	33%	20%	7%	40%	0%	0%	0%
1/4 mile up to 1/2 mile	16	19%	0%	38%	38%	6%	0%	0%
1/2 mile up to 1 mile	12	0%	0%	25%	67%	8%	0%	0%
1 mile up to 2 miles	26	8%	0%	38%	50%	0%	4%	0%
More than 2 miles	18	0%	0%	61%	39%	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

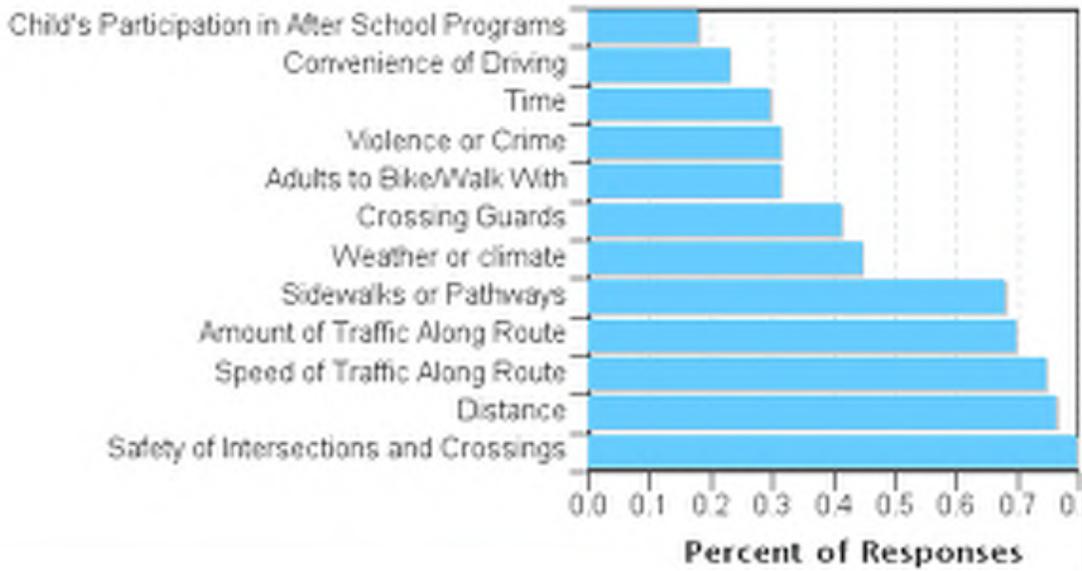


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

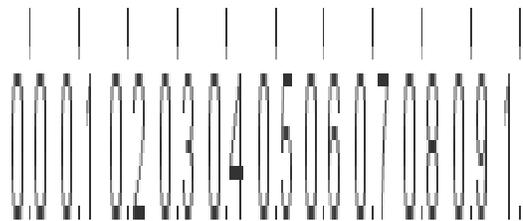
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	245	87%	47%	69%	58%	28%
No	190	13%	53%	31%	42%	72%

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
Safety of Intersections and Crossings	80%	50%
Distance	77%	50%
Speed of Traffic Along Route	75%	88%
Amount of Traffic Along Route	70%	88%
Sidewalks or Pathways	68%	88%
Weather or climate	45%	100%
Crossing Guards	42%	50%
Adults to Bike/Walk With	32%	38%
Violence or Crime	32%	38%
Time	30%	38%
Convenience of Driving	23%	50%
Child's Participation in After School Programs	18%	25%
Number of Respondents per Category	60	8

No response: 26

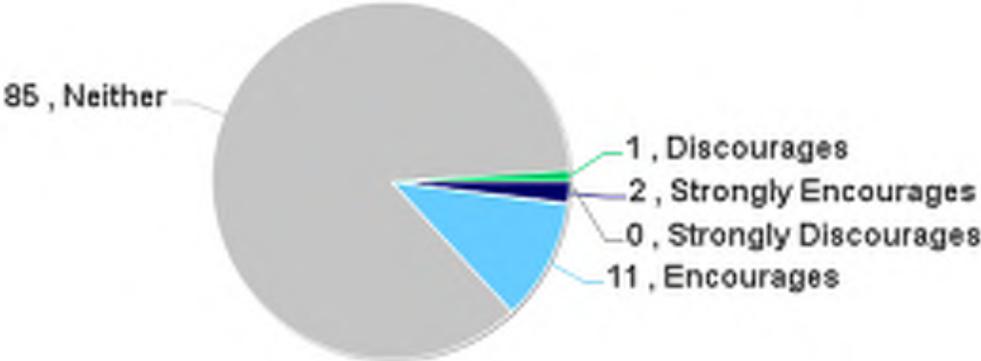
Note:

--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

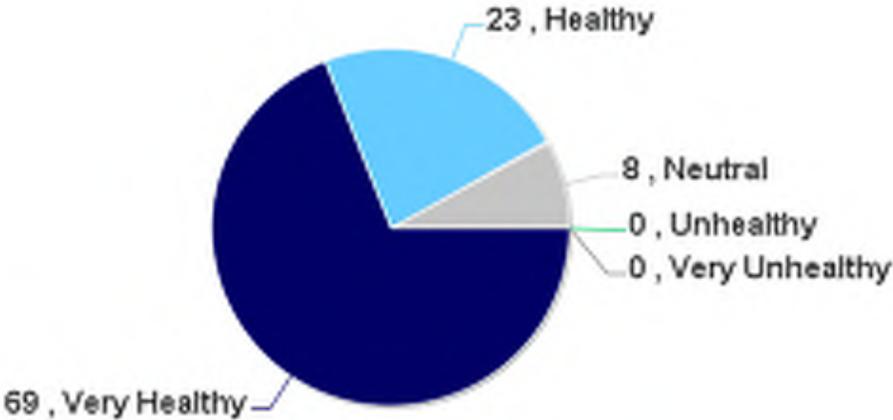
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention 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
Hillside Elementary	1544343	My child lives in Garfield, 12 miles from school. If we lived less than a mile from school, I would consider letting him walk once he was in 4th grade or if we had neighbors with trustworthy older children who would walk with him.
Hillside Elementary	1544369	We are moving to E 20th Street and would love to be able to walk my daughter to school. I would love for there to be sidewalks so it can be safe for us.
Hillside Elementary	1544401	One of the main reasons I don't want my kid to walk to or from school is his age. He has a tendency to get distracted too. I remember walking to and from school when I was his age but that was a long time ago. Now people get in trouble for some of the stuff parents used to do, whether I agree with that or not.
Hillside Elementary	1544906	Would an overhead walkway over 14th St. be a feasible option? Are bus stops being considered around the city to transport kids to & from school? What measures are available to protect kids from violence or crime, or weather-related issues? Where would crossing guards be available? For some kids to walk or bike to school, they will be traveling from the north city limits to the south city limits...what measures can be taken to protect them?
Northside Elementary School	1544359	We have allowed our child to ride his bike to school this year because of the sidewalks that line most of the route, especially near the old school. However, next year with our amazing new school, we are considering other options due to the lack of sidewalks. We live in the neighborhood of the new school, and the amount of traffic currently along Broadway (without the added presence of parents dropping off, children walking/biking, etc) raises concerns. At this time, I do not feel that I can safely send children to school on bike or on foot, even though the distance to school will be nearly the same.
Northside Elementary School	1544360	We have allowed our child to ride his bike to school this year because of the sidewalks that line most of the route, especially near the old school. However, next year with our amazing new school, we are considering other options due to the lack of sidewalks. We live in the neighborhood of the new school, and the amount of traffic currently along Broadway (without the added presence of parents dropping off, children walking/biking, etc) raises concerns. At this time, I do not feel that I can safely send children to school on bike or on foot, even though the distance to school will be nearly the same.
Northside Elementary School	1544362	We have allowed our child to ride his bike to school this year because of the sidewalks that line most of the route, especially near the old school. However, next year with our amazing new school, we are considering other options due to the lack of sidewalks. We live in the neighborhood of the new school, and the amount of traffic currently along Broadway (without the added presence of parents dropping off, children walking/biking, etc) raises concerns. At this time, I do not feel that I can safely send children to school on bike or on foot, even though the distance to school will be nearly the same.
Northside Elementary School	1544375	The kids are too young to cross the busy highway by themselves with that much traffic especially in the mornings before school and when school it out.
Northside Elementary School	1544376	I am extremely nervous about allowing my 5th grader to walk home unless there are sidewalks. With all the traffic and the distance it scares me. If there are sidewalks I will be much more likely to let her continue walking.
Phinney Elementary School	1544351	My son is autistic, so I wouldn't let him walk\ride by himself go school. However, I think it's a great idea that many kids/families could benefit from.
Phinney Elementary School	1544373	We live 4 blocks from the new school, but my daughter will not be walking at all, unless we have sidewalks.
Phinney Elementary School	1544384	Fort Larned School District desperately needs sidewalks developed on Toles St. and Broadway St near our new elementary school. Both streets, Broadway and Toles, are narrow streets, not leaving much room for school buses and cars to travel on while children are walking or biking. Additionally, Toles St. is a busy street that is often used by semi-trucks. Children, parents, school staff, and the community need to have the comfort of knowing that the children will be walking or biking to school or home safely with the option of sidewalks along both of these streets. I would allow my child to walk to the community center after school (which is only a half a mile away from the school) to pick him up to enable some relief from traffic around the school. However, there is not a sidewalk for him to walk on, therefore, this is not an option. I understand that many families that live in the area near the school would have their child walk/bike to school or home, however, there is not a safe route due to not having a sidewalk. The safety issue is the amount of traffic that is on both streets and children not having the option to walk/bike on a sidewalk to stay safe and away from the traffic.

Phinney Elementary School	1544391	A bike/walking path would be a huge improvement to the current location. Right now I fear for kids walking or riding bikes because there are 2 roads that lead to and from the school, which will cause an abundance of traffic. Please approve this grant for the well being of our children.
Phinney Elementary School	1544394	It has always been a concern to me about the safety of even my older children walking or riding their bikes to school. Our house to the middle school is a busy area after school, without many sidewalks or stop signs at intersections.
Phinney Elementary School	1544417	This would help greatly to make sure my child gets to school safely. I am not always able to take/pick up to and from school on days that I work. On these days my children must walk to and from school.
Phinney Elementary School	1544434	I think the safe bike paths should work in conjunction with our community trails and bike path plan that was developed in 2010. This would connect hospital, city parks, and schools for safe ways and put sidewalks in our town- which we do not have right now. If questions- Call Dr. Frick on this issue.
Phinney Elementary School	1544646	Put a sidewalk in to the new school

The background image is a composite of two photographs. The top portion shows a wide, multi-lane asphalt road intersection with a crosswalk. In the background, there are commercial buildings, including a gas station with a red and white canopy, and various signs. A white pickup truck is driving on the road. The bottom portion of the image shows a construction site with a large, dark-colored building under construction. There are construction materials, equipment, and a fence in the foreground. The sky is clear and blue.

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