



ROOSEVELT ELEMENTARY
Safe Routes to School Plan
McPherson, Kansas



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BACKGROUND

The community of McPherson is located between Salina and Wichita directly west of Interstate 135. McPherson is home to about 13,500 residents, multiple large industries/manufacturers, two colleges and many businesses. USD 418 is the McPherson School District which serves the City of McPherson. The district is composed of four elementary schools, one middle and high school all within city limits. Of the four elementary schools located in McPherson, one school, Roosevelt Elementary stands out to community leaders as benefitting the most from a Safe Routes to School Program.

Roosevelt Elementary is located in the southwest quadrant of the City and has an attendance of 348 students. Over sixty percent of the students are considered economically disadvantaged, according to the Kansas State Department of Education. In addition 16.76 percent of the students are classified with disabilities which is a higher percentage than all of USD 418 (15.88 percent).



Principal Todd Beam suggests that about 30 percent of students walk or bicycle to school. Only approximately a dozen students are bussed. This leaves a large number of students that ride to school with parents.

The neighborhood that surrounds Roosevelt elementary is older and well established. Sidewalks and crosswalks exist in some areas but are discontinuous and may not be in the most effective locations. Most students are located to the west and north of the school. As mentioned, lower income students that may not have access to motorized transportation are present. The trailer park developments located in the northwest portion of the neighborhood contributes significantly to the number of pedestrians and potential pedestrians for the school. In addition, the attendance area also extends east far enough to include newer, developing areas of the community.

In the spring of 2014, the McPherson City Commission 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 McPherson specifically targeting elementary aged children. The City Commission recognized the program as a way to address safe walking and biking in the vicinity of Roosevelt Elementary. The school district and community agreed that it was important to plan and pursue a Safe Routes to School Phase 1 grant application.

PLAN OF ACTION

This study was initiated to assist the City of McPherson 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 Roosevelt Elementary in USD 418 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 September of 2015 the City of McPherson hired Alfred Benesch & Company to gather data and create a comprehensive report. The Benesch team met with city staff and Principal of Roosevelt Elementary to understand concerns and collect important information about the target school. The SRTS team included USD 418 staff, the City of McPherson, McPherson Police Department, 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's Principal and parent teacher organization (PTO) to explain the program and to gather helpful information regarding:

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

Benesch and representatives from USD 418 attended a site council meeting at Roosevelt Elementary. The site council consisted of parents and teachers who meet regularly through-out the year. During the site council meeting, the existing conditions were developed 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 site council meetings. 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 including 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 418 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 McPherson the individual could be someone from the Roosevelt Elementary staff that has shown long term commitment to the PTO organization. This individual would be the school's SRTS coordinator.

Currently the SRTS program is administered at a school level at Roosevelt Elementary. The PTO is the SRTS team. The organization meets monthly and coordinates SRTS programs along with other duties outside of the program. This method has been very successful for not only Roosevelt, but for the other schools across the district. With success at the school level it is still recommended that a SRTS coordinator be designated within the PTO committee and meet quarterly with other SRTS chairs to facilitate SRTS on a district-wide level. This committee would be tasked with implementing the SRTS Plan and exchanging ideas for the development of a successful program. Even though this SRTS plan primarily addresses the concerns of Roosevelt Elementary many of these recommendations can be applied at the other schools in the district. It is important that the SRTS committee consist of individuals representing a variety of organizations and agencies. Suggested committee members include, at a minimum, representatives from Roosevelt Elementary, USD 418 administration, City of McPherson, McPherson Police Department, and any other local organizations wanting to engage in the program. Representatives from the other elementary schools should be included for the quarterly meetings to help coordinate district wide events.

Representation from several different agencies will bring a variety of perspectives to the group. Currently the McPherson 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 a full time staff member that is very involved across the district and community. The officer currently assists at PTO

meetings and provides coordination between the police department and the school district. She is stationed in the schools and develops relationships and provides guidance daily.

The SRTS Coordinator and committee should bring in outside expertise to train the committee, school staff, and volunteers to implement the program. The SRTS Coordinator should recruit presenters to teach effective SRTS strategies or new approaches to implementation. Committee members, school liaisons, and others involved in the SRTS program should take advantage of any health and wellness conferences held in the area each year, many of which are free or relatively inexpensive. This “train the trainer” approach allows for cost effective dissemination of information and ideas among all of those involved in implementing the SRTS program.

Roosevelt Elementary has been very proactive within their PTO. This organization is currently organizing bike rodeos, walk to school day and many other events. At this time each individual school in the district has been organizing walking/biking events throughout the year with much success. On the last walk to school day, Roosevelt Elementary had 130 students that participated. The structure already in place is a great start for keeping SRTS moving forward.

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 site council visits, 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 McPherson Police Department should develop material (print, social media, video, etc) that educates motorists on appropriate motor vehicle

use near children. Currently the police department uses Facebook and other social media to assist in providing the community up to date data and safety tips.

The last program that was brought up during the meetings was the re-establishment of providing “Safe Houses” across the community. In the past the police department ran screening and background checks for some well-established stay at home parents in the community. These houses were then declared safe houses for students to run to in need of an emergency during the morning and afternoon commutes. Students were made aware of these homes during school educational seminars. The program eventually faded out as parents either took jobs, moved, or their kids graduated on to other schools. Due to the previous success this program could be re-implemented.

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.



Above the McPherson Police Department speak to students during a gathering in Roosevelt Elementary.

During site council meetings, 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. The PTO also has coordinated with a local organization called "Safe Kids of McPherson County". The organization has recently helped in the purchase of yellow hard hats and reflective vests for students. From time to time older students with good merit use the purchased equipment to help assist other students in walking and biking around the school. These ideas are all recommended at Roosevelt Elementary.

Education and Encouragement Budget

Education and Encouragement Budget						
		Quantity		Unit Price		
1	Conference and Seminar SRTS Team Training					
	Conference	2	EA	\$300.00	\$600.00	
	Airfare	2	EA	\$600.00	\$1,200.00	
	Lodging	2	EA	\$500.00	\$1,000.00	
	Meals	1	LS	\$500.00	\$500.00	
2	Start Up Marketing Material (Brochures, Banners, Bike Licenses etc.)	1	LS	\$1,000.00	\$1,000.00	
TOTAL ESTIMATED COST OF SRTS START UP						\$4,300.00

ENFORCEMENT

During the safe routes to school phase one planning, the McPherson Police Department attended the PTO meeting and offered guidance and support for the SRTS plan. The meeting with the SRTS team took place to discuss the current conditions and ideas to create a safer environment.

Existing Conditions

Currently, USD 418 has a good relationship with the McPherson Police Department. The police department currently has one designated full time staff member present inside the school district. The officer rotates between the schools within the district. The officer plays a vital role and makes efforts to engage with the students on a daily basis to develop a strong relationship between the police force and the student population. She also serves as the main communication link between the school and the department.

Along with the presence in the school the police department also has one or two officers patrolling the school areas on a daily basis to help reduce the incidence of vehicular violations near the schools. Anecdotal data from the PTO has indicated potential speeders along Avenue A Street and along Main Street. The police are aware of this and work daily to prevent such occurrences.

At the request of the schools, the police department will also attend speaking engagements during the school year and assist at bike rodeos.

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 McPherson Police Department.

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

McPherson 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. McPherson Police Department should then strictly enforce this ordinance near schools and at typical commuting times.



The above photo shows the police presence around Roosevelt Elementary.

To promote behavior change near the schools a “school patrol program” should be set up. For Roosevelt 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 the McPherson Police Department, school district officials, and parents there appears to be minimal concern of dangerous predators throughout the community. However the police department, USD 418, and the community should continue to work together to educate the public on crime in McPherson. 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. As previously mentioned the police department engages in social media and other techniques to keep the community up to date with crime around the community.

Enforcement Budget

Enforcement Budget					
		Quantity		Unit Price	
1	Patrol Program				
		2 Officers	16	Hrs	\$75.00
					\$1,200.00
TOTAL ESTIMATED COST OF SRTS START UP					\$1,200.00

EVALUATION

In order to better understand parent attitudes and behaviors about children walking or bicycling to school, USD 418 conducted the National Safe Routes to School Parent survey in September 2015. The survey was sent to every student in Roosevelt Elementary. The survey should be conducted again in September 2016 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.

In addition, the City of McPherson will provide annual updates regarding the current sidewalk inventory and will provide updates regarding sidewalk upgrades and new connections. The current inventory will provide a good foundation to start with and will allow the City to show how the sidewalk improvement program has affected the condition and availability of sidewalks in the City of McPherson.

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. Currently the City of McPherson has taken this step and meet monthly within the PTO which also coordinates the SRTS program. The PTO/SRTS committee will provide a foundation for the SRTS program for years to come.

The structured approach below provides necessary stepping blocks and initiatives that Roosevelt 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.

CURRENT CONDITION	ACTIVITY	TARGET POPULATION	IMPLEMENTATION DATE	PERSONS RESPONSIBLE	BUDGET	*5 E's	FEDERAL OUTCOME ADDRESSED
Limited SRTS Coordination	Create a SRTS coordinator within the PTO to ensure success for years to come within the organization.	USD 418 & Parents	PTO/SRTS Implemented. Designated Coordinator On Going	PTO/SRTS	USD 418 In-Kind	ED EN EF	Organized policies to Encourage, Educate, and Enforce SRTS
Limited knowledge, training and ideas to provide guidance and leadership for SRTS	Send committee members to an experienced speaker that helps communities successfully implement SRTS programs	SRTS Coordinator/Team	July 2017	USD 418 & SRTS Team	USD 418 In-Kind	ED EN	How to successfully implement a SRTS program
Limited parent participation	SRTS committee discuss methods to encourage and increase walking and biking by increasing parent participation.	Parents	Already Implemented On Going	SRTS Committee & PTO	USD 418 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 2017	Principal	USD 418 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 2017	SRTS Committee & PTO	USD 418 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 2017	Principal	USD 418 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	2017-2018 School Year	Principal & Police Department	USD 418 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	2017-2018 School Year	USD 418 McPherson Police Department	USD 418 McPherson 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	Already Implemented On Going	USD 418 City of McPherson Police Department SRTS Committee	USD 418 City of McPherson In-Kind	ED EN EF	Provide community awareness and interaction
Need for 2017-2018 data.	Conduct SRTS Surveys	Students	Fall 2017	Classroom Teachers	USD 418 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 418 Background

USD 418 has four elementary schools, one middle school and one high school within its city limits. Roosevelt Elementary has been chosen for the program due to its geographic nature and lack of infrastructure surrounding the school. Also the existing infrastructure in the area is in poor condition.



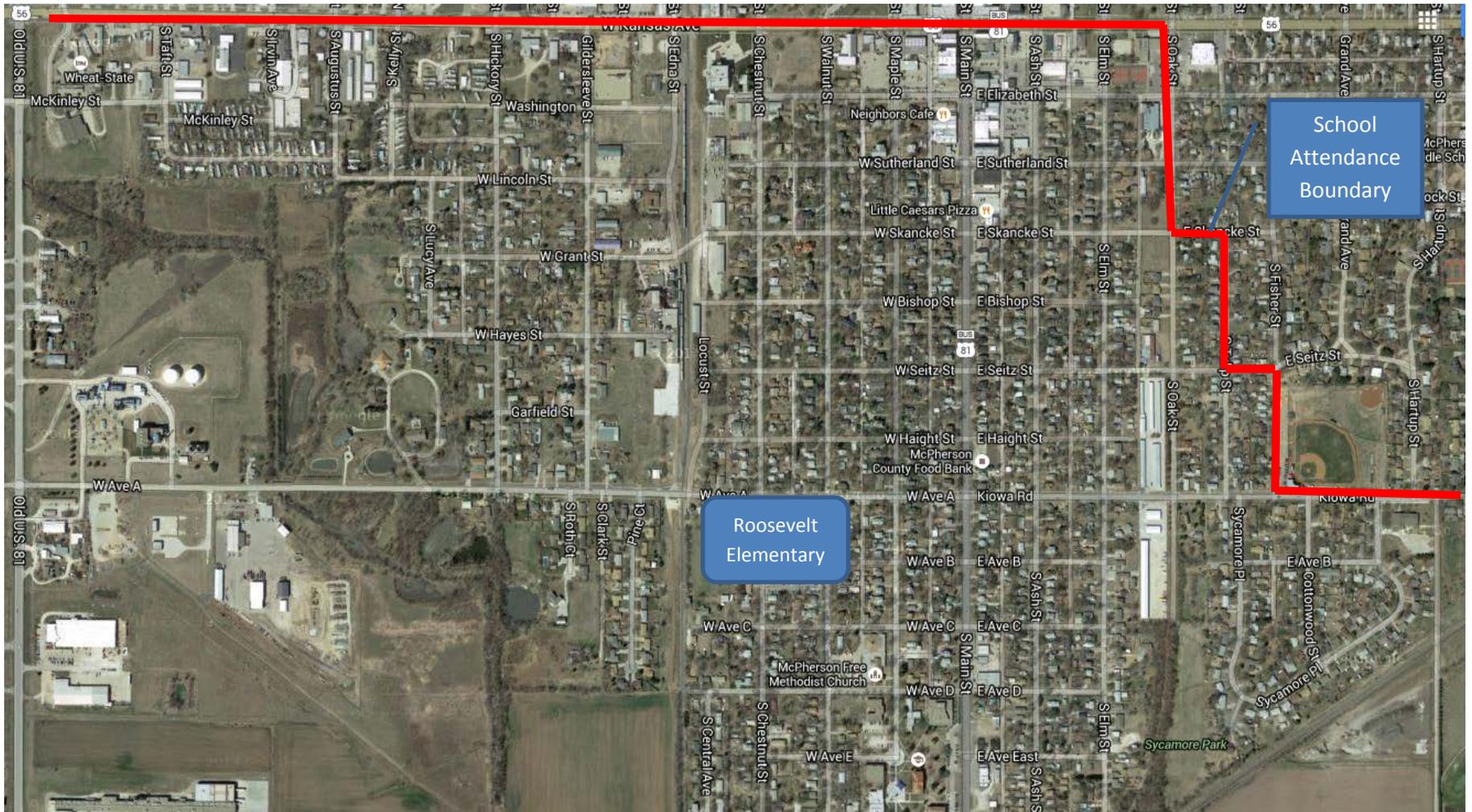
The figure above shows the lack of sidewalk connectivity along Sycamore Place.

The City of McPherson and USD 418 are working together to address walkability and biking opportunities within the City. Recent sales tax efforts strictly dedicated to sidewalk improvements have been passed by the tax payers. This demonstrates support for both youth and multi-modal development within the community. Concurrently, McPherson's masterplan for a city wide trail network is beginning to take form. Construction for a shared use path along Avenue A is slated for summer/fall 2016 construction. The path will allow students from the new subdivisions south of Avenue A on the easterly edge of the city a route to walk and bike to Roosevelt Elementary. McPherson has been proactive and submitted additional applications through the transportation alternatives program to continue the next phase of the trail network. In April of 2016 McPherson was

awarded their phase two application for a multi-use trail that continues along Avenue A to the east where it eventually turns north along Centennial Drive and provides a connection near Walmart. The excitement is carried through the City and School District. This is one more step towards encouraging kids and parents to participate in making safer routes to school in McPherson.

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 McPherson. The results from schoolwide survey, completed by Roosevelt Elementary, 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. Figure 5 on the next page is a map showing the attendance boundary for Roosevelt Elementary within the City of McPherson.

Figure 5: Overview Map



Roosevelt Elementary School

Roosevelt Elementary has an enrollment of about 348 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 McPherson. As shown in Figure 1, the elementary school is located just south of a main arterial street, Avenue A which has an AADT count varying from 2450 to 3440 vehicles per day.

Existing Circulation and Conditions

A field investigation was conducted in September of 2015 to observe pedestrian and traffic movements. This data was included with the data provided during the PTO meeting to provide a better understanding of the circulation patterns. Faculty parking is provided on the south side of the school in the parking lot and also along Chestnut Street on the west side of the school. The pick-up and drop off area for bussing is located on the west side of the school along Chestnut. There are only two busses which provide transportation for approximately a dozen students. Parents will generally drop their child off at the doors and then park on any of the local streets around the school during pick up. To provide a safer environment and improve circulation all of the local streets around the school are one way streets. Traffic is only allowed south on Walnut Street, west on Avenue C, and north on Chestnut Street, creating a clockwise only traffic circulation around the elementary school.

Five crossing guards were observed during the site visit. Two of the crossing guards are provided by the City of McPherson. These guards are located at the intersection of Avenue A and Chestnut Street, and Avenue A and Main Street. The other three guards are faculty at the elementary school. One is located at Avenue A and Walnut Street, one is located directly east of the school at Avenue B and Walnut Street while the last one helps students cross the school parking lot exit on the southeast side of the school.

The students that were observed leaving the elementary school to the northwest will utilize the crossing guard to cross Avenue A at Chestnut Street. Many students were observed turning west on Avenue A and crossing the railroad tracks. Several students were seen walking in Gildersleeve Street after they turned off of Avenue A. Currently Gildersleeve Street does not have any sidewalks. The remaining students that crossed Avenue A at the intersection of Chestnut Street would travel north along Chestnut.

Students that are traveling northeast would utilize the crossing guard at Walnut Street and Avenue A. A majority of the students would cross Walnut Street and continue east along Avenue A. The remaining students would cross Avenue A and continue north along Walnut Street. Cars were observed in the left hand turning lane on Avenue A, waiting to turn south onto Walnut Street. Many of the students that continued east along Avenue A would cross Main Street by utilizing the crossing guard from the City.

Students traveling southwest would leave the school and walk down a recently replaced sidewalk along Chestnut Street. However, when the students reach Avenue C the sidewalk ends therefore leaving students to walk in the street along Chestnut south of Avenue A.

Students that travel to the southeast will utilize the sidewalks along Walnut Street. Several students were observed heading across Walnut Street at Avenue C toward the McPherson Free Methodist Church. Many parents will park in the parking lot at the church during the afternoon pick up to avoid traffic congestion near the school. Other students were witnessed traveling east along Avenue C and continuing farther south along Walnut Street.

Many students that live directly east of Roosevelt use the crosswalk on Walnut Street to reach Avenue B. Since there are currently no sidewalks along Avenue B students walk in the streets to reach Maple Street or Main Street. A faculty member is present adjacent to the school to help assist student in crossing Walnut Street directly east of Roosevelt.



The photo above shows the sidewalk directly southwest of the school abruptly ends.

Recommendations

Signage

1. Based on the field review, there currently is a lack of appropriate crosswalk warning signs. Additional crosswalk signing is recommended to meet the current guidelines in the Manual on Uniform Traffic Control Devices (MUTCD).
2. 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.
3. 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.
4. A proposed signing plan has been included on the proposed improvements map. 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 be in accordance with the latest edition of the MUTCD. The City of McPherson 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.
3. Main Street is currently striped as a 4 lane road from Avenue A south to Avenue D. From Avenue D south it is currently striped as a 3 lane road. Since Avenue A is currently crossed in

many locations by students it is recommended to restripe Avenue A to Avenue D as a 3 lane section. This would reduce the effective crosswalk lengths and increase the safety amongst these crossings. A traffic study would be recommended prior to narrowing the section.

Sidewalks

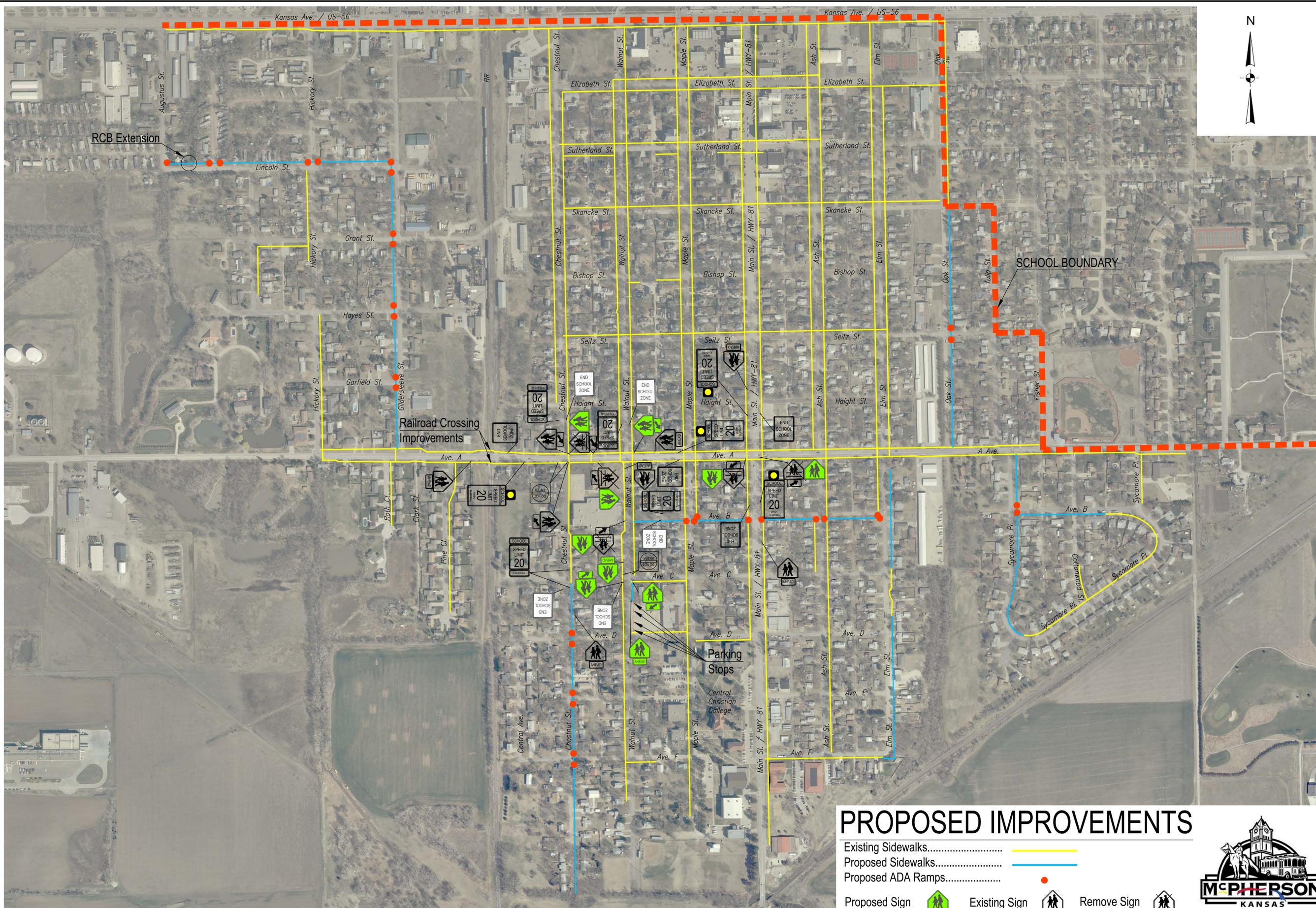
1. The proposed improvements map provides a summary of the existing sidewalk network around Roosevelt Elementary. The figures also illustrate areas where additional sidewalks should be added to improve the overall sidewalk connectivity.
2. A sidewalk is recommended along the east side of Chestnut Street from Avenue C south to the end of Chestnut. This will prevent students walking in the street that live south of Roosevelt.
3. A sidewalk is recommended along the south side of Avenue B from Walnut Street to Elm Street. Many students were observed using the crosswalk east of the school and then walking down Avenue B.
4. A sidewalk is recommended along the west side of Gildersleeve Street from Avenue A to Lincoln Street. There is some existing sidewalk between Grant and Lincoln but in poor condition and only three feet wide. This sidewalk should be replaced. This will allow all the students who cross the railroad tracks on Avenue A to utilize the sidewalk. It will also provide pedestrian access to many of the students living in the trailer communities.
5. A sidewalk is recommended along the north side of Lincoln Street from Gildersleeve Street to Augustus Street. This will provide pedestrian access to the local trailer communities. An RCP extension will be required to reach Augustus Street.
6. A sidewalk is recommended along the east side of Elm Street from Avenue A to Avenue F to provide access to the several residents along Elm. This will allow students to either travel to Main Street or Avenue A without needing to walk in the street.
7. A sidewalk is recommended on the east side of Sycamore Place from Avenue A south, and end at the existing sidewalk along Sycamore. Currently the entire neighborhood has no pedestrian access to anywhere in the city without this connection. This will provide a connection to many residential houses and provide a route to Roosevelt Elementary.
8. A sidewalk is recommended along the south side of Avenue B and connect into the recommended sidewalk along Sycamore Place on the west and tie into the existing sidewalk on the east.
9. A sidewalk is recommended along the east side of Oak Street from Skancke Street to Avenue A. Currently local students only option to school are to walk in the street or ride with their parents.



Other

1. Crosswalk signage and markings should be installed on the south leg of the intersection of Avenue C and Walnut Street. This will increase awareness of all of the students that walk to the McPherson Free Methodist Church. A sidewalk should be constructed from Avenue C south to the church parking lot. Parking stops should be placed within the church parking lot parallel to Avenue C to provide a safe walking buffer to allow students to reach Avenue D. This area should also be restriped to prevent unwanted parking.
2. The current pedestrian crossing over the railroad tracks on Avenue A was deteriorating during the start-up of the safe routes to school program. The city has already taken action and have already completed this project which includes new sidewalks creating a safe crossing.
3. All routes should be updated with ADA compliant ramps and crossings.
4. The crosswalks adjacent to the school properties should be painted with a yellow curb to prevent any parking within thirty feet of the crosswalks and no parking signs should be installed in these areas to allow for enforcement of parking violations.

File Location: Y:\Mcmpherson\130332\00 [Eng_Docs\Benesch\Benesch\McPherson.dwg] [Plot Date: 6/20/2016 1:54:30 PM] [Last Saved: 2/11/2016 3:18:27 PM, MWherry]



PROPOSED IMPROVEMENTS

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



NO.	REVISIONS	DATE

NOT FOR CONSTRUCTION

Existing/Proposed Infrastructure

SRTS Phase I
McPherson, KS

benesch
engineers · scientists · planners
Alfred Benesch & Company
3326 Kimball Avenue
McPherson, Kansas 66603
785-539-2202 Job No. -

PROJECT	130332.00
DATE	Nov.2015
JOB NO.	130332.00

Safe Routes To School
City of McPherson, Kansas
PHASE II - Engineer's Opinion of Probable Cost
June 30, 2016



McPherson Safe Routes to School Improvements					
Item	Description	Bid Quantity	Units	Unit Price	Total
	General				
1	Site Prep - Mobilization/Traffic Control/Cnst. Staking/Clearing	1	LS	\$20,000.00	\$20,000.00
2	Seeding/Restoration	1	LS	\$6,000.00	\$6,000.00
3	(Signage) S1-1	6	EA	\$175.00	\$1,050.00
4	(Signage) W16-7P	1	EA	\$75.00	\$75.00
5	(Signage) S5-2	5	EA	\$175.00	\$875.00
	Sidewalk along east side of Chestnut Street from Avenue C south to end of street				
1	4" Concrete Sidewalk (AE)(5' WIDE)	995	SY	\$47.00	\$46,765.00
2	ADA Ramps	6	EA	\$800.00	\$4,800.00
	South side of Avenue B from Walnut Street to Elm Street				
1	4" Concrete Sidewalk (AE)(5' WIDE)	731	SY	\$47.00	\$34,357.00
2	ADA Ramps	9	EA	\$800.00	\$7,200.00
3	Pavement Markings	200	LF	\$2.00	\$400.00
4	(Signage) S1-1	4	EA	\$175.00	\$700.00
5	(Signage) W16-9P	2	EA	\$75.00	\$150.00
6	(Signage) W16-7P	2	EA	\$75.00	\$150.00
	West side of Gildersleeve Street from Avenue A to Lincoln Street.				
1	4" Concrete Sidewalk (AE)(5' WIDE)	892	SY	\$47.00	\$41,924.00
2	ADA Ramps	8	EA	\$800.00	\$6,400.00
	North side of Lincoln Street from Gildersleeve Street to Augustus Street				
1	4" Concrete Sidewalk (AE)(5' WIDE)	632	SY	\$47.00	\$29,704.00
2	ADA Ramps	4	EA	\$800.00	\$3,200.00
3	RCP Extension	1	LS	\$5,000.00	\$5,000.00
	East side of Elm Street from Avenue A to Avenue F				
1	4" Concrete Sidewalk (AE)(5' WIDE)	850	SY	\$47.00	\$39,950.00

Safe Routes To School
City of McPherson, Kansas
PHASE II - Engineer's Opinion of Probable Cost
June 30, 2016



McPherson Safe Routes to School Improvements					
Item	Description	Bid Quantity	Units	Unit Price	Total
	East side of Sycamore Place from Avenue A south, and end at existing sidewalk along Sycamore Street				
1	4" Concrete Sidewalk (AE)(5' WIDE)	622	SY	\$47.00	\$29,234.00
2	ADA Ramps	2	EA	\$800.00	\$1,600.00
	South side of Avenue B and connect into the recommended sidewalk along Sycamore Place				
1	4" Concrete Sidewalk (AE)(5' WIDE)	279	SY	\$47.00	\$13,113.00
	East side of Oak Street from Skancke Street to Avenue A				
1	4" Concrete Sidewalk (AE)(5' WIDE)	776	SY	\$47.00	\$36,472.00
2	ADA Ramps	2	EA	\$800.00	\$1,600.00
	New Crosswalk/Sidewalk/Parking Blocks at Avenue C and Walnut Street				
1	4" Concrete Sidewalk (AE)(5' WIDE)	67	SY	\$47.00	\$3,149.00
2	Concrete Parking Stops	6	EA	\$500.00	\$3,000.00
3	Pavement Markings	500	LF	\$2.00	\$1,000.00
4	(Signage) S1-1	4	EA	\$175.00	\$700.00
5	(Signage) W16-9P	2	EA	\$75.00	\$150.00
6	(Signage) W16-7P	2	EA	\$75.00	\$150.00
	Railroad Crossing on Avenue A Street (Both Sides)				
1	4" Concrete Sidewalk (AE)(5' WIDE)(Railroad)	1	LS	Completed	\$0.00
	Restriping Main St. from Avenue A to Avenue D(3 to 2 lanes)				
1	Pavement Markings	9534	LF	\$2.00	\$19,068.00
Project Subtotal					\$357,936.00
Contingencies (15%)					\$53,690.40
TOTAL ESTIMATED COST OF CONSTRUCTION					\$411,626.40

Safe Routes To School
City of McPherson, Kansas
PHASE II - Engineer's Opinion of Probable Cost
June 30, 2016



Summary of Quantities					
1	Site Prep - Mobilization/Traffic Control/Cnst. Staking/Clearing	1	LS	\$20,000.00	\$20,000.00
2	Seeding/Site Restoration	1	LS	\$6,000.00	\$6,000.00
3	Pavement Markings	10234	LF	\$2.00	\$20,468.00
4	Crosswalk Signage (S1-1)	14	EA	\$175.00	\$2,450.00
5	Supplemental Plaques (W16-7P)	5	EA	\$75.00	\$375.00
6	Supplemental Plaques (W16-9P)	4	EA	\$75.00	\$300.00
7	End School Zone (S5-2)	5	EA	\$175.00	\$875.00
8	4" Concrete Sidewalk (AE)(5' WIDE)	5844	SY	\$47.00	\$274,668.00
9	ADA Ramps	31	EA	\$800.00	\$24,800.00
10	Concrete Parking Stops	6	EA	\$500.00	\$3,000.00
11	4" Concrete Sidewalk (AE)(5' WIDE)(Railroad)	1	EA	Completed	\$0.00
12	RCP Extension	1	LS	\$5,000.00	\$5,000.00
PROJECT SUBTOTAL (w/o contingency)					\$357,936.00
Construction Inspection (15%)					\$53,690.40
Contingencies (15%)					\$53,690.40
PROJECT TOTAL					\$465,316.80

NOTE: Bid prices are from the Kansas Department of Transportation 2015 Bid Tabs
 Engineers estimate does NOT include Utility Relocates or Easement and Right of Way Acquisitions

COMMUNITY SUPPORT



CHAMBER OF COMMERCE
—· McPHERSON ·—

306 N. Main - P.O. Box 616 - McPherson, KS 67460
Phone 620/241-3303
web: www.mcphersonchamber.org

*Together We Are Stronger, Together We Succeed,
Together We Are Better, Together We Are McPherson*

August 19, 2016

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

Dear Mr. Messina,

As the Executive Director of the McPherson Chamber, I am submitting a letter of support on behalf of the Chamber of Commerce membership and board for the funding request for improvements outlined in the Safe Routes to School Plan tendered by USD #418 and the City of McPherson.

Our community treasures our young learners and wants to insure their safety as well as promoting a healthy lifestyle choice for each one of them. Through evaluation, communication and a plan of action, our community leaders intend to implement sidewalk improvements, signage, pavement markings and educational opportunities to encourage children to walk and bike to school. Not only would this physical activity be a benefit to their health, but the socialization that occurs along their commute could be an amazing opportunity to connect with peers and community members.

Thank you for considering this proposal for funding that would allow McPherson to set in motion a valuable Safe Routes to School Plan, with the ultimate goal of improving the safety and health of our children.

Sincerely,

Jennifer Burch
Executive Director



CONVENTION & VISITORS BUREAU

PO Box 616 • McPherson, KS 67460 • (800) 324-8022 • Fax (620) 241-8708 • visitmcperson.com

August 16, 2016

Attn: Matt Messina, Bicycle & 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 Matt:

The City of McPherson is dedicated to establishing and maintaining community connections. This is accomplished by providing quality infrastructure, safe neighborhoods and meaningful community activities. Numerous groups work collectively to entice visitors to seek temporary respite while giving residents a reason to stay. As a representative for community development and local tourism, I am pleased to be a part of the process.

It is with great enthusiasm I provide a letter of support for the Safe Route to School grant, which will be used to improve the neighborhood surrounding one of our four elementary schools. Roosevelt Elementary School is well established in our community; however, many of the sidewalks and crosswalks surrounding the school are ineffective. Pathways lack continuity and crosswalks are not in effective locations. The school's principal has indicated at least 30 percent of his students walk or bicycle to school. Many of these students come from lower income homes and do not have access to motorized transportation.

It is imperative the City of McPherson obtain funding to establish quality walking and bicycle paths. We must keep our children safe! From a tourist perspective, some of those newly developed pathways will intersect with the historical walking tour located just north of the elementary school.

I am confident the Safe Route to School program is a logical way to address safety in our elementary school neighborhood and to improve overall community aesthetics. Thank you for your consideration.

Respectfully yours,

Joni Regnier
Director, McPherson CVB



CITY OF MCPHERSON FIRE DEPARTMENT

312 E KANSAS- MCPHERSON KS 67460 620-245-2505

FIRE CHIEF, JEFF DEAL

August 16, 2016

Matt Messina
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,

I have reviewed the SRT report, and to be quite frank with you I was very impressed. I know the area very well, as I live just a block south of Roosevelt school, and traverse that area with my own kids all the time. I feel that Benesch did a very good job discovering the true concerns with our routes to school in our town. As a father and Fire Chief I am very concerned about the safety of our kids as they move about our community. I believe this phased approach to correcting some of the routes goes a long way to insuring their and everyone's safety.

Thank you for considering the safety of our citizens.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Deal", with a stylized flourish at the end.

Jeff Deal

McPherson Fire Department, Fire Chief



McPherson Unified School District 418

Mr. Mark K. Crawford
Superintendent of Schools

August 18, 2016

Safe Routes to School Application

Dear Sir or Madam:

McPherson Unified School District 418 would like to thank you for your financial support of the McPherson community's first phase of our safe routes to school endeavor. We believe the initial efforts are proving worthwhile and thus support the continued focus of safe routes to school.

As in the past, our school district wishes to continue a partnership with our local government and the City of McPherson to assist and provide safe walking and biking routes to our students and families. Too many students and families start off their day traveling to school in less than desirable walking/biking conditions. We see this work as vital in correcting this dilemma and in creating a safe, community-centered school environment.

Please accept this letter as a means of thanking Kansas Safe Routes to Schools for assistance in the past as well as a letter of support in securing further funds to continue the important work our community has begun.

Sincerely,

Angie McDonald
McPherson USD 418
Director of Teaching & Learning



MANAGED BY

Via Christi Health

1000 Hospital Drive
McPherson, KS 67460-2326
620-241-2250

mcpersonhospital.org

August 26, 2016

Matt Messina
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 66693-3754

Dear Mr. Messina:

This letter is in support of the funding by KDOT and the comprehensive plan developed by the City of McPherson, USD #418 and Alfred Benesch & Company for safe routes to schools for the families and children of McPherson.

We pride ourselves on having a safe, family friendly community here in McPherson. I, as well as many in the community, want to know that we are doing all that we can to assure that we keep our community and children safe.

Thank you for your consideration and know that these funds will go to good use in securing the safety of our community.

Sincerely,

A handwritten signature in black ink that reads "Rob Monical".

Rob Monical
President & Chief Executive Officer
McPherson Hospital



Roosevelt Elementary School

Todd Beam, Principal

September 12, 2016

Roosevelt Elementary School understands the need and importance of promoting not only the health and wellness of our students but also their safety as well. In recent years, our school has worked hard with all of our Pre-K through grade five students to reinforce the importance of establishing healthy lifetime habits. In addition of focusing on fitness, we have also focused on the good nutritional habits.

Bicycling and walking to school can have a positive impact on both the mental and physical wellness of children and can help them arrive at school ready to engage in learning. To decrease the chance of pedestrian or bicycling related accidents while students walk or bike to school, it is critical that children have safe routes to travel both to and from school.

The Kansas Safe Routes to School program could help to encourage and educate students on the benefits of walking or bicycling to school, and this program could also help make this activity safer for all children.

I understand that a successful Safe Routes to School program requires many different organizations to work cooperatively. Roosevelt Elementary would be very excited to have the opportunity to work cooperatively with our local government, the City of McPherson and the McPherson Health Foundation to assist in providing improved walking and bicycling routes for our students. Through collaboration, this program will help ensure that children can safely travel to school safely.

Sincerely,

Todd Beam

RES Principal



McPherson Police Department

1177 W. Woodside
McPherson, Kansas 67460
620-245-1200
FAX 620-245-1213

ROBERT D. MCCLARTY
CHIEF OF POLICE

MICHAEL N. TERRY
ASSISTANT CHIEF OF POLICE

September 2, 2016

Matt Messina
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:

The safety and well being of the children of McPherson is a high priority for our City and our Department. After the City received notification they had received the Federal Award for Safe Routes to School, we began working with Unified School District #418, and Alfred Benesch & Co. in an effort to target and prioritize the areas of town in the most need of safe routes to school. It was quickly found that the area surrounding Roosevelt School was a top priority. This area of town has a higher percentage of children walking or biking to school. The Police Department began attending Roosevelt Elementary PTO meetings so we could hear directly from families regarding their concerns for the safety and well-being of their children as they traveled to and from school.

The comprehensive plan developed by Alfred Benesch & Company offers many ideas and solutions for Safe Routes to School, including educational and encouragement programs, continuity of sidewalks, street markings and additional signage. The City of McPherson Police Department is very pleased with the plan and we look forward to our continued involvement with the Safe Routes to School Program.

Thank you for the award and for your consideration of the Alfred Benesch comprehensive plan.

Respectfully,

A handwritten signature in black ink, appearing to read 'Chief Robert D. McClarty'.

Robert D. McClarty
Chief of Police
McPherson Police Department

SURVEY RESULTS

Time Period

September 2015

Parent Survey Aggregate Summary

Program Name: Roosevelt Elementary

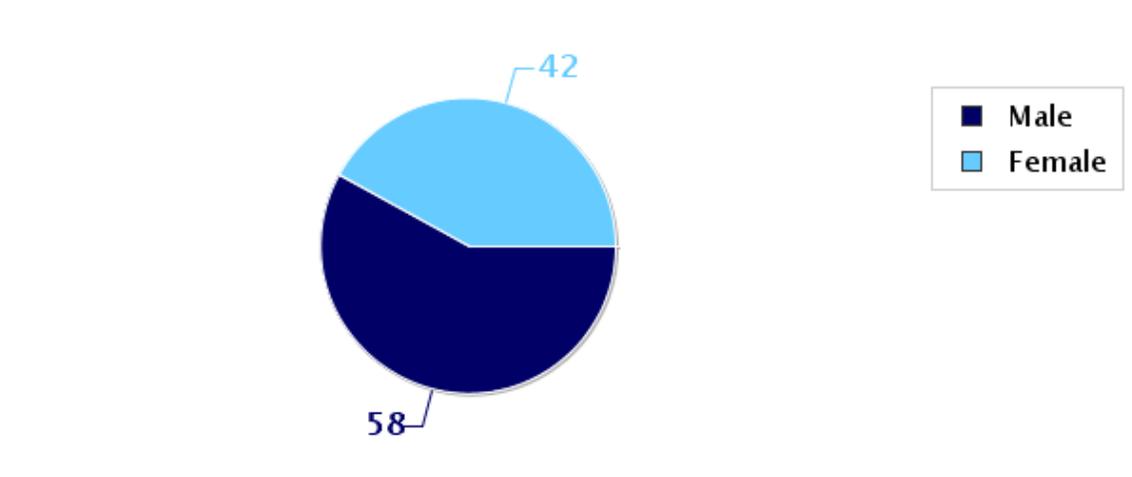
Date range: Fall 2015 (July - December 2015)

Date Report Generated: 10/06/2016

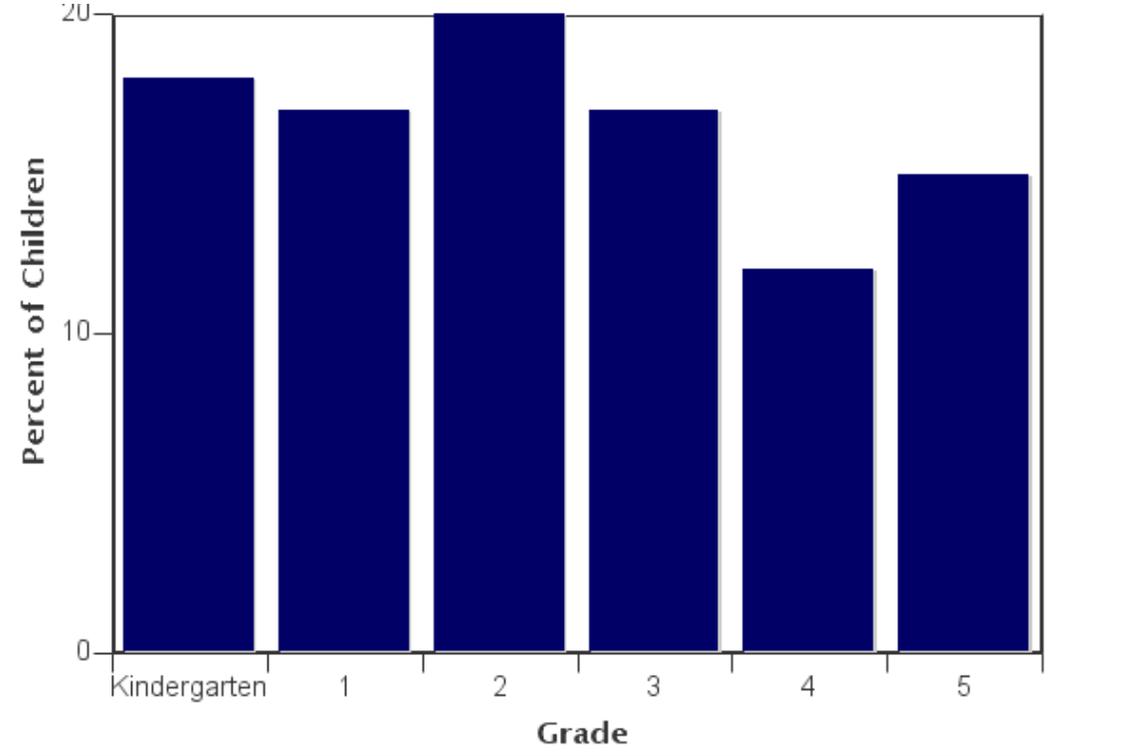
School Name(s):	Month & Year Collected & (Set ID)	School Enrollment:	Enrollment in Grades Targeted by SRTS Program:	Number of Questionnaires Distributed:	Number of Questionnaires Included in Report:
Roosevelt Elementary School	October 2015 (13972)	350		350	138
			Total:	350	138

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

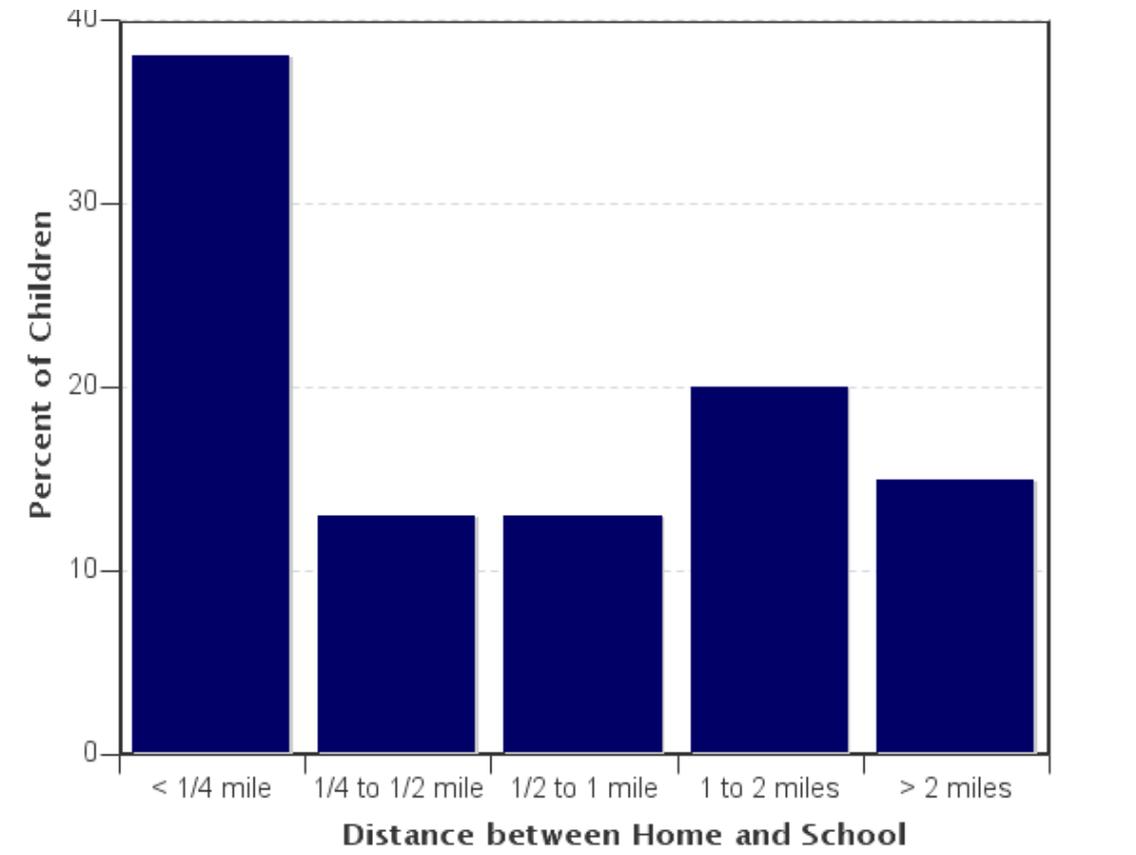


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	25	18%
1	23	17%
2	28	20%
3	23	17%
4	17	12%
5	21	15%

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

Parent estimate of distance from child's home to school

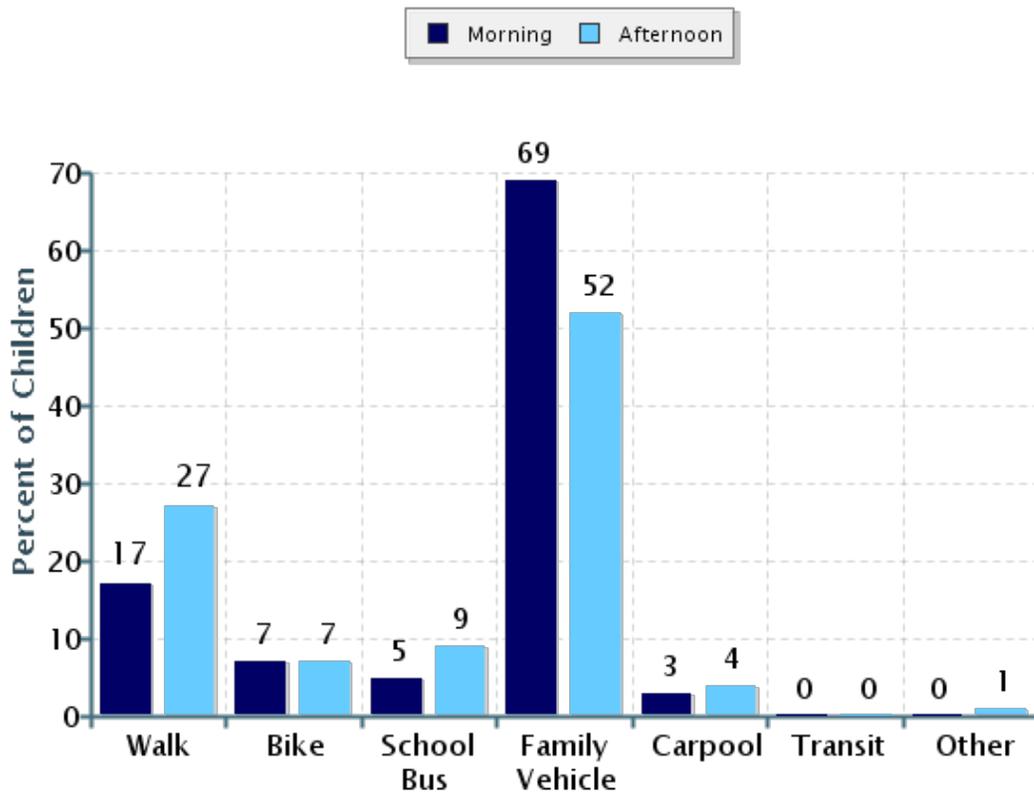


Parent Survey Aggregate Summary

Distance between home and school	Number of children	Percent
Less than 1/4 mile	51	38%
1/4 mile up to 1/2 mile	18	13%
1/2 mile up to 1 mile	18	13%
1 mile up to 2 miles	27	20%
More than 2 miles	20	15%

Don't know or No response: 4
 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	138	17%	7%	5%	69%	3%	0%	0%
Afternoon	135	27%	7%	9%	52%	4%	0%	0.7%

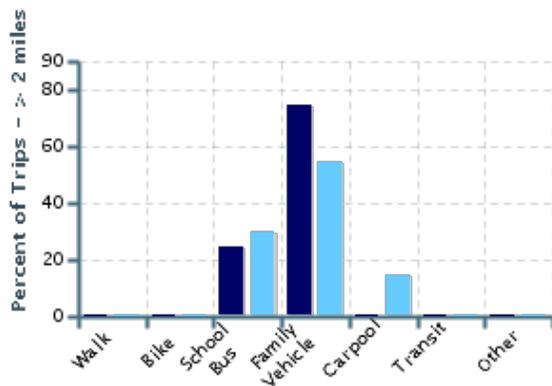
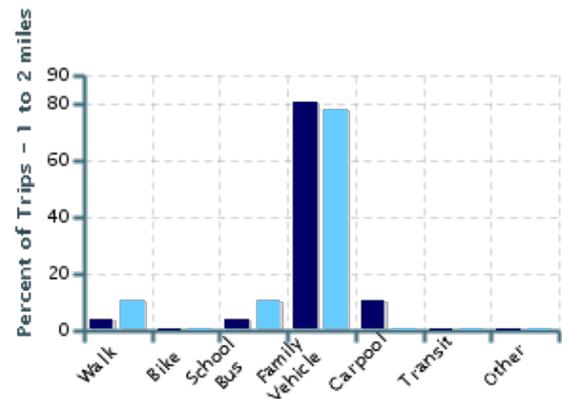
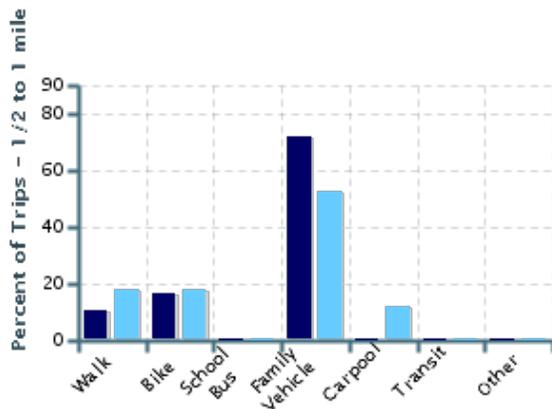
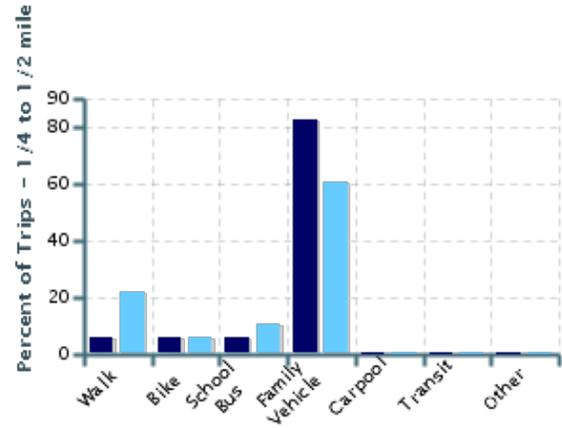
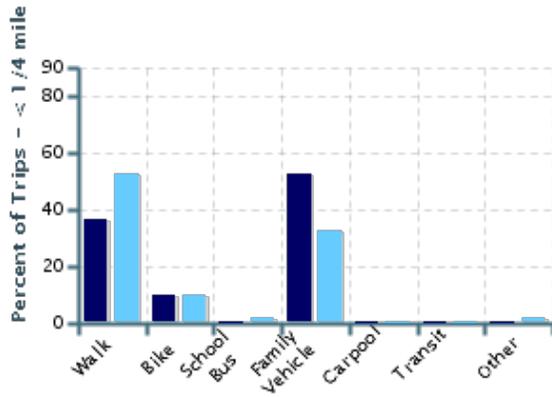
No Response Morning: 0

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	51	37%	10%	0%	53%	0%	0%	0%
2 1/4 mile up to 1/2 mile	18	6%	6%	6%	83%	0%	0%	0%
3 1/2 mile up to 1 mile	18	11%	17%	0%	72%	0%	0%	0%
4 1 mile up to 2 miles	27	4%	0%	4%	81%	11%	0%	0%
5 More than 2 miles	20	0%	0%	25%	75%	0%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

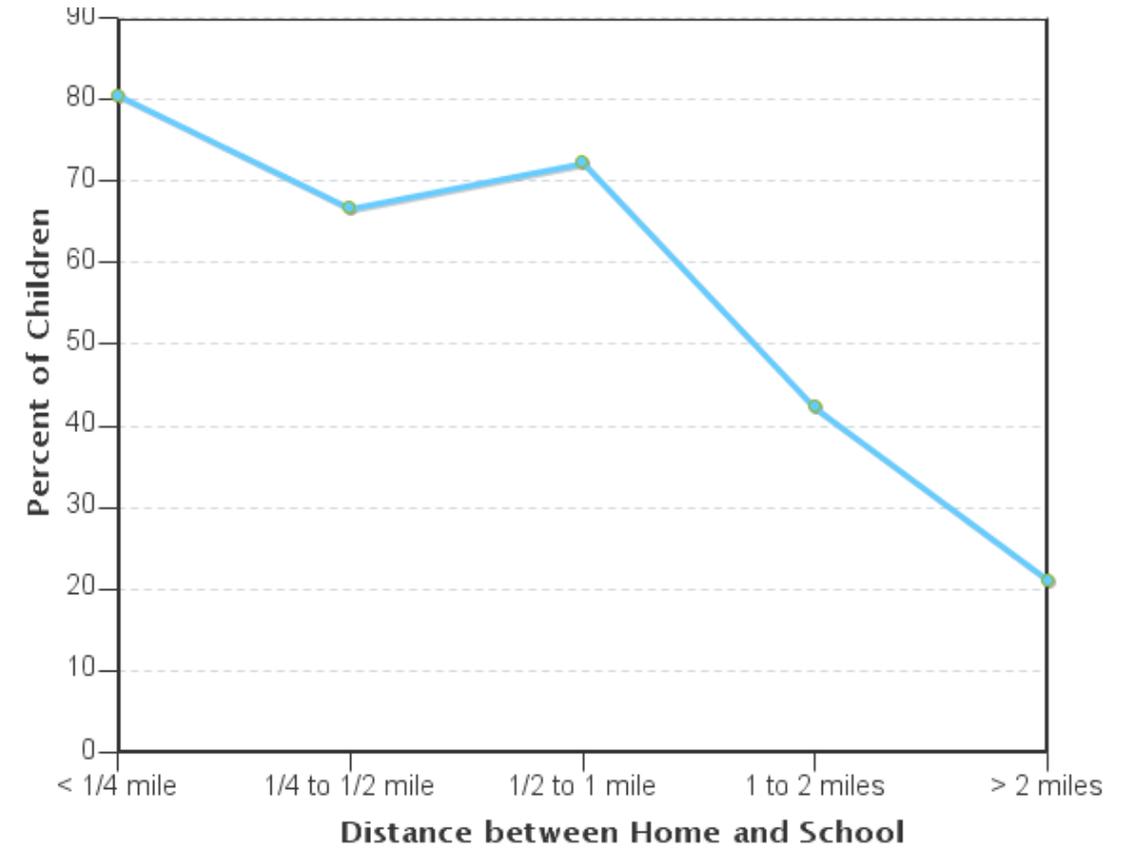
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	49	53%	10%	2%	33%	0%	0%	2%
1/4 mile up to 1/2 mile	18	22%	6%	11%	61%	0%	0%	0%
1/2 mile up to 1 mile	17	18%	18%	0%	53%	12%	0%	0%
1 mile up to 2 miles	27	11%	0%	11%	78%	0%	0%	0%
More than 2 miles	20	0%	0%	30%	55%	15%	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

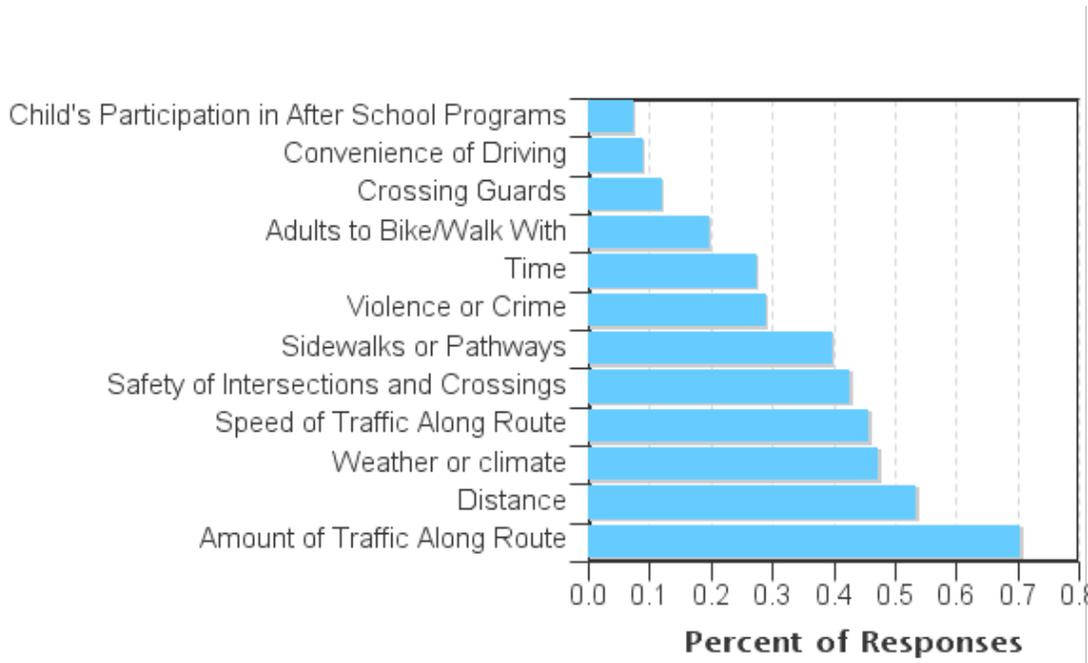


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

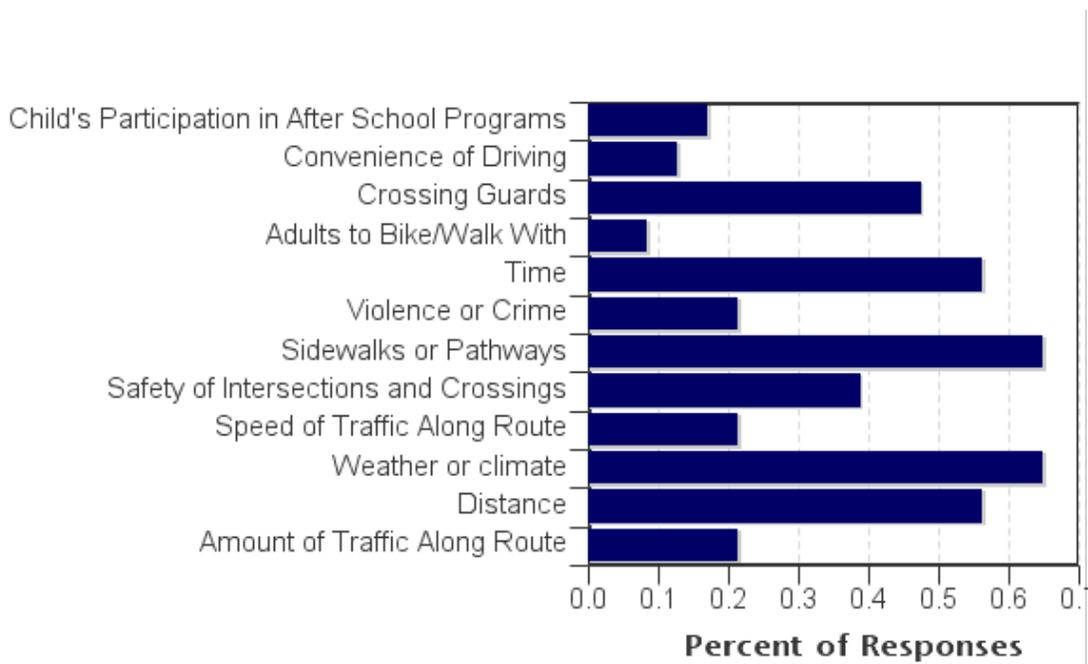
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	405	80%	67%	72%	42%	21%
No	255	20%	33%	28%	58%	79%

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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	71%	22%
Distance	54%	57%
Weather or climate	48%	65%
Speed of Traffic Along Route	46%	22%
Safety of Intersections and Crossings	43%	39%
Sidewalks or Pathways	40%	65%
Violence or Crime	29%	22%
Time	28%	57%
Adults to Bike/Walk With	20%	9%
Crossing Guards	12%	48%
Convenience of Driving	9%	13%
Child's Participation in After School Programs	8%	17%
Number of Respondents per Category	65	23

No response: 50

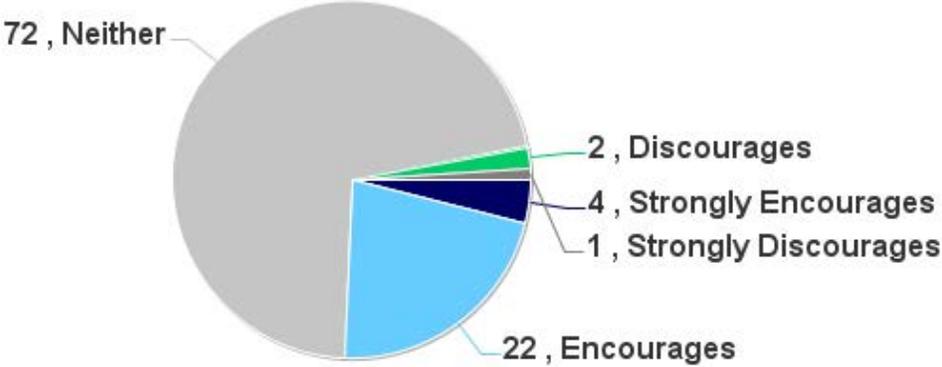
Note:

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

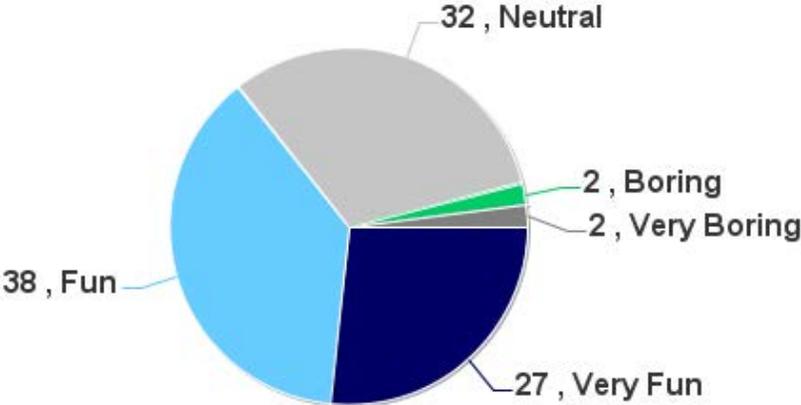
--Each column may sum to > 100% because respondent could select more than issue

--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.

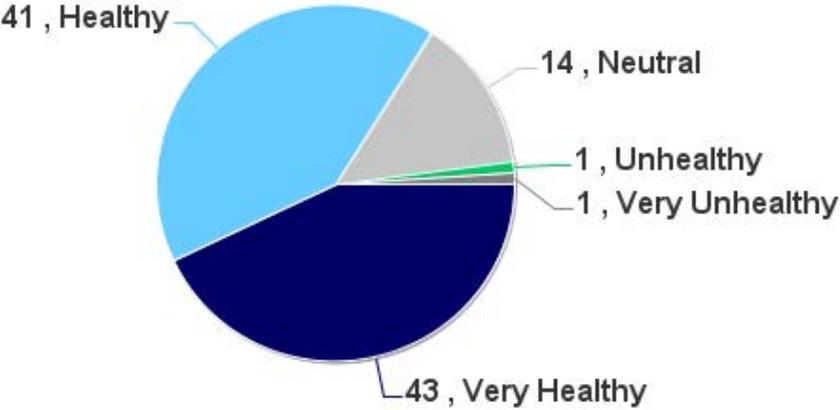
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
Roosevelt Elementary School	1366819	My child Logan Gatewood walks with his brothers which is 5th grade and with his sister which is in the 3rd grade. if it wasn't for older siblings being with him I would walk him. Were only 1/2 block from school.
Roosevelt Elementary School	1366823	I will allow my child to walk with a parent or family member now but he is to young to go by himself this year, maybe in 1st or 2nd grade.
Roosevelt Elementary School	1366825	Child walk to school for breakfast. Child usually walks home with parent/siblings.
Roosevelt Elementary School	1366831	The issue for us is younger siblings. Even when our oldest is old enough, he will have younger siblings that are not quite ready to cross major intersections w/o an adult.
Roosevelt Elementary School	1366834	Our children live to far to walk.
Roosevelt Elementary School	1367171	There is no safety at the railroad crossing by Turkey Creek and the lack of sidewalks will keep my child from walking to school.
Roosevelt Elementary School	1367175	My daughter walks/rides her bike because we don't have a lot of options...There are NO SIDEWALKS on either side of the street until she gets to the school grounds. This is not a safe environment for her or the often kids in our neighborhood.
Roosevelt Elementary School	1367177	We currently live to far from school for our children to walk.
Roosevelt Elementary School	1367178	I always park my car when I drop my son off I hate that I can't leave because other parents park behind us! It always seems like a huge mess dropping off and picking up.
Roosevelt Elementary School	1367187	We live too far for walking/biking to/from school to be possible.
Roosevelt Elementary School	1367191	My child has rode his bike to school a couple of times. I think it might be a little to far.
Roosevelt Elementary School	1367193	Would let my child walk or ride bike if we lived closer to school.
Roosevelt Elementary School	1367196	I trust my child to walk/bike to/from home and school. However the intersection mentioned is very busy and I am not as trusting with strangers.
Roosevelt Elementary School	1367201	The railroad crossing is Not Safe and the speed of cars travel in that area. If there was bridge in that area I would be totally for it.
Roosevelt Elementary School	1367217	Sidewalks on all of oak street would be amazing!
Roosevelt Elementary School	1367240	I would like to see a crossing guard and crosswalks added to S. Walnut and Avenue C. Cars do not yield for children like they should. The tree lined streets reduce visibility of small children. A lot of families utilize parking at the free Methodist church, and this make their walk much safer.

Roosevelt Elementary School	1367246	Crossing areas on Chestnut would be nice.
Roosevelt Elementary School	1367255	My kids walked to and from school everyday until we moved to an area that does not have sidewalk access to the school.
Roosevelt Elementary School	1367260	Our situation is unique. The kids get dropped off in the morning by car then walk to their fathers house and ride their bikes to my house.
Roosevelt Elementary School	1367262	The school has no incentives to walk. This is completely our decision as parents. We actually CHOSE to buy a house near their school so they could walk.
Roosevelt Elementary School	1367272	We don't allow the girls to bike/walk to school because we never know if they arrive on time or at all. I know the school would call if they didn't show but that could be a hour or more-too much time to go missing.
Roosevelt Elementary School	1367277	My child would ride his bike if his school would allow him to but because he's in K, they won't allow him too, which upsets him.
Roosevelt Elementary School	1367281	Child is too young to walk by himself. He is not disciplined enough to know the way.
Roosevelt Elementary School	1367289	Would love for child to walk to school, but concerned of safety.
Roosevelt Elementary School	1367291	We live very close to RES, which I like. However, the Main st./Ave. A intersection is very busy, which is a concern when it comes to the safety of my children, I am not entirely trusting. It's unfortunate, because I walked to school and home when I was their ages. Society is just different.
Roosevelt Elementary School	1367331	I think walking/biking to school are an important part of school for my children. It encourages personal responsibility, exercise solving, and environmental consideration.
Roosevelt Elementary School	1367353	I do not feel as though my child is old enough to walk to/from school. She is also not old enough to stay home alone.
Roosevelt Elementary School	1367354	My kids walked to and from school everyday until we moved to an area that does not have sidewalk access to the school.
Roosevelt Elementary School	1367356	We live in the country, so walking or biking is not an option. However if we lived in tow, would try it.
Roosevelt Elementary School	1367364	My kids walked to and from school everyday until we moved to an area that does not have sidewalk access to the school.
Roosevelt Elementary School	1367376	If they had nice sidewalk along Ave. A, walking/biking would be an option.
Roosevelt Elementary School	1367387	My child walks to his grandparents house after school as we live out of town. All info is based off that.
Roosevelt Elementary School	1367391	The main reason I have issues with walking/biking is my child has special needs.
Roosevelt Elementary School	1367395	Our children will not walk to school because of distance.

Roosevelt Elementary School	1367398	I am from a very small farm town. Everyone knew everyone else. McPherson is a lot bigger then where I am from. In my opinion if I can't leave my kids alone in the safety of my own home why would I let them walk home alone for anyone to have access to them.
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Student Travel Tally Report: One School in One Data Collection Period

School Name: Roosevelt Elementary School

Set ID: 19146

School Group: Roosevelt Elementary

Month and Year Collected: October 2015

School Enrollment: 350

Date Report Generated: 10/06/2016

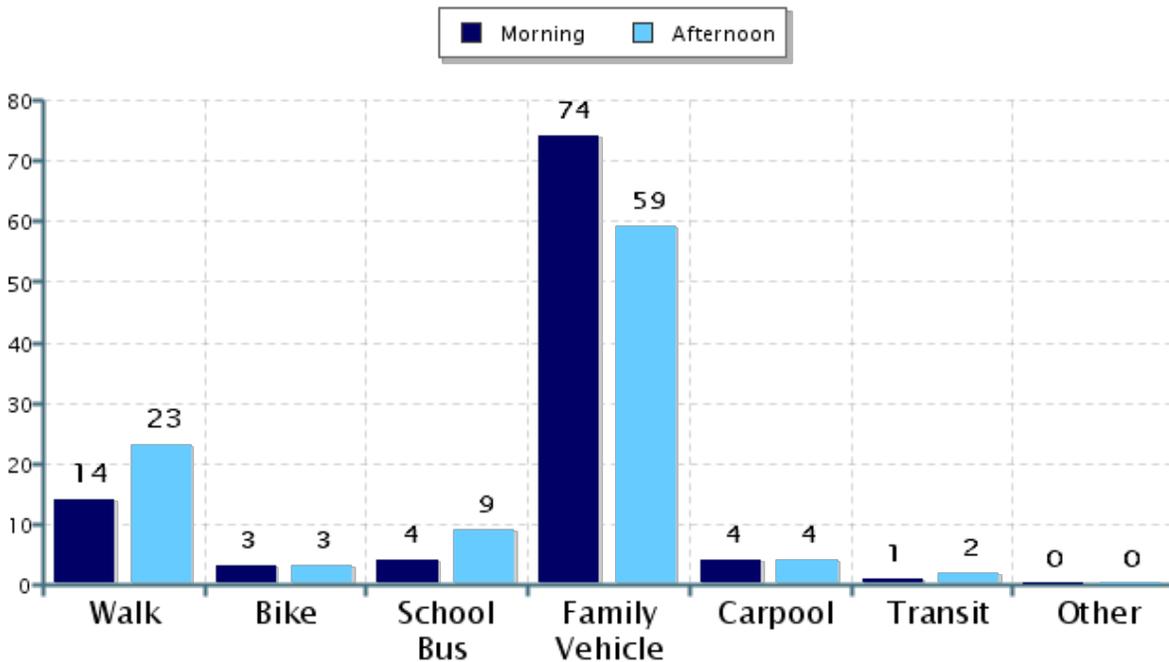
% of Students reached by SRTS activities: Don't Know

Tags:

**Number of Classrooms
Included in Report:** 13

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



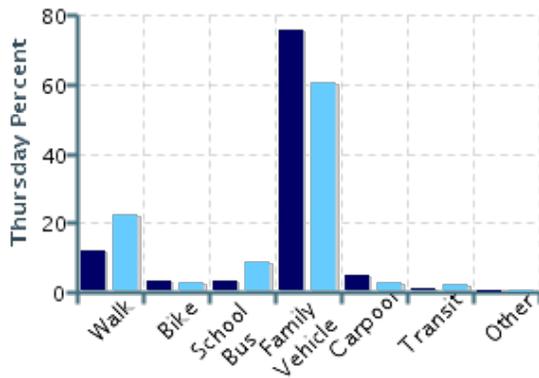
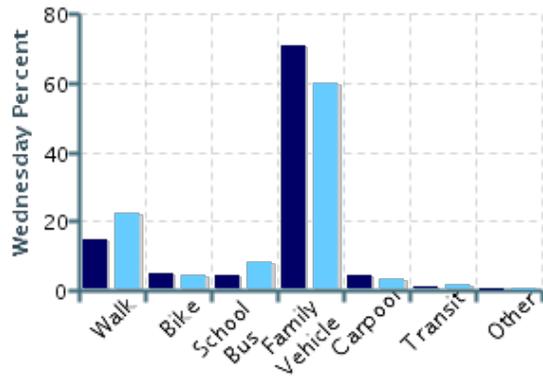
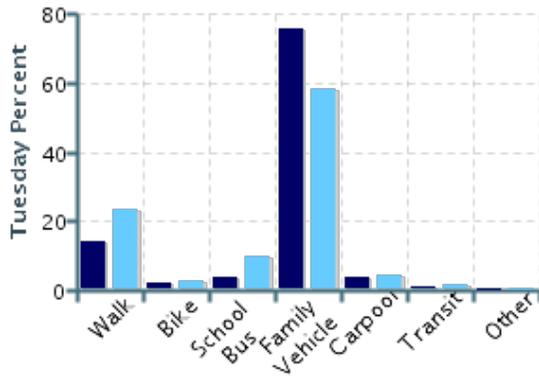
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	731	14%	3%	4%	74%	4%	1.0%	0%
Afternoon	733	23%	3%	9%	59%	4%	2%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

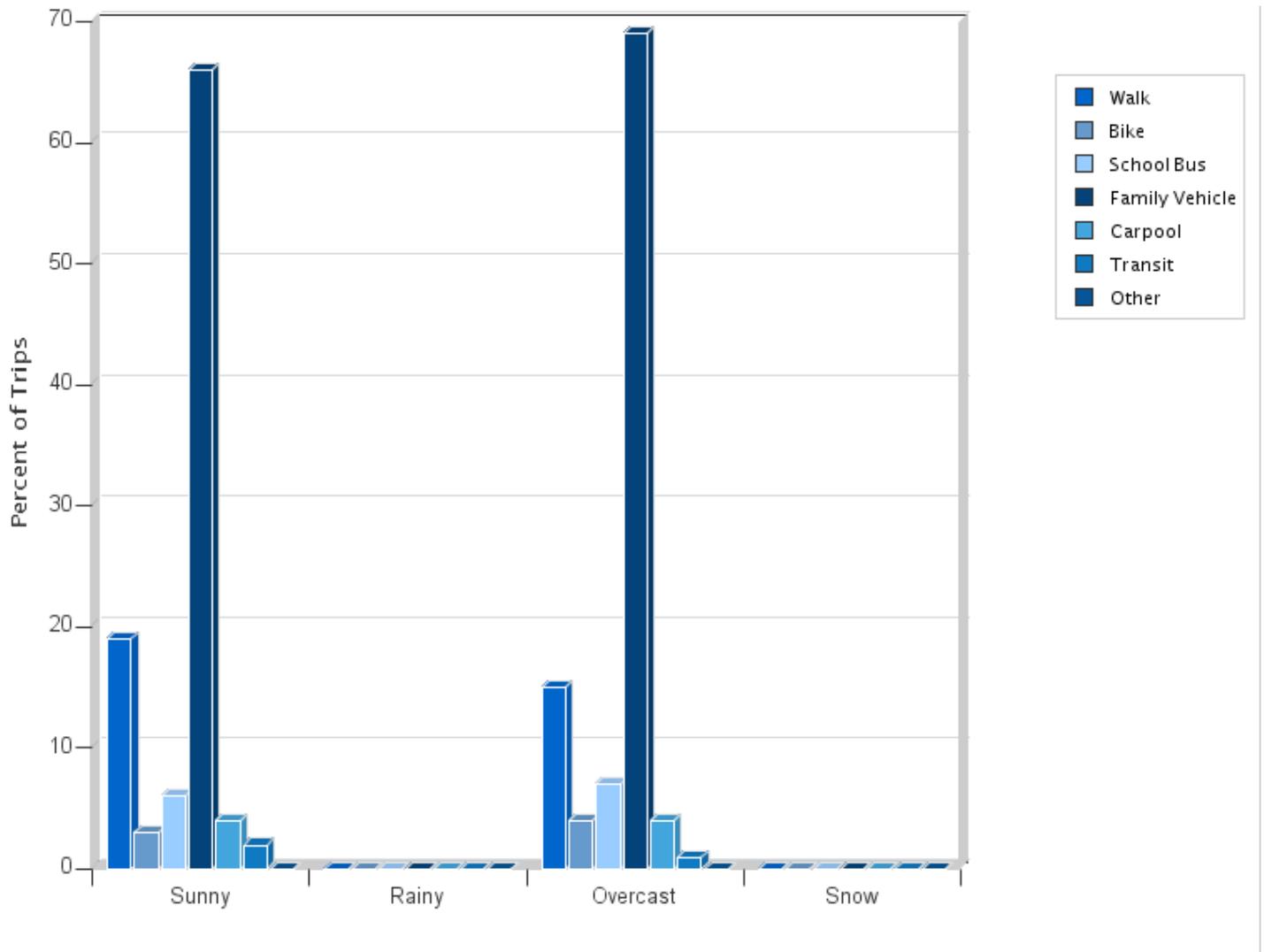


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	252	14%	2%	4%	75%	4%	0.8%	0%
Tuesday PM	250	23%	3%	10%	58%	4%	2%	0%
Wednesday AM	249	14%	5%	4%	71%	4%	1%	0%
Wednesday PM	248	23%	4%	8%	60%	3%	2%	0%
Thursday AM	230	12%	3%	3%	76%	5%	0.9%	0%
Thursday PM	235	23%	3%	9%	60%	3%	2%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1003	19%	3%	6%	66%	4%	2%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	461	15%	4%	7%	69%	4%	0.7%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.



ALFRED BENESCH & COMPANY

785-539-2202

