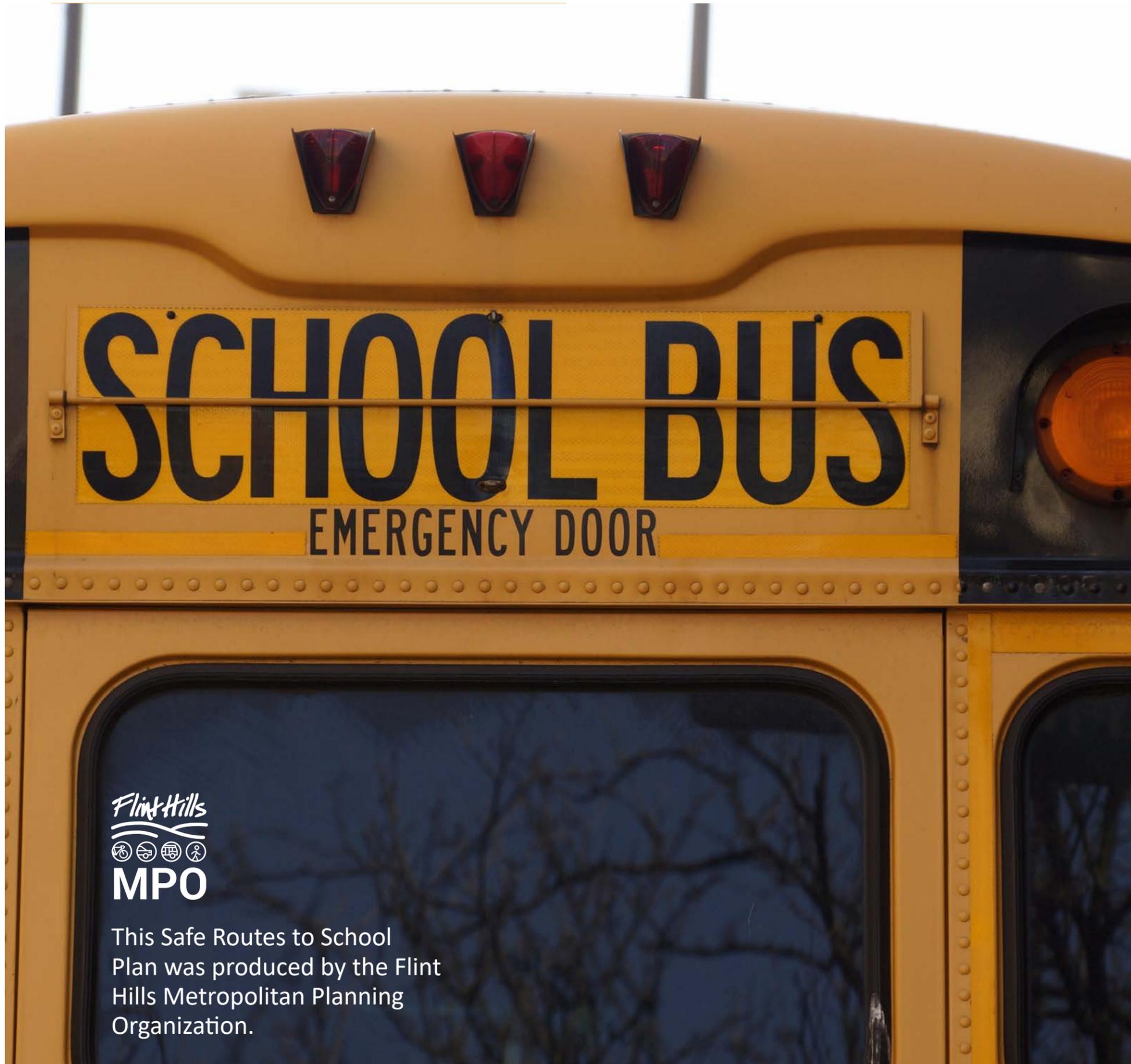


St. George Elementary

# Safe Routes to School Plan 2021





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This Safe Routes to School Plan was produced by the Flint Hills Metropolitan Planning Organization.

# Safe Routes to School Overview

Safe Routes to School (SRTS) is a federally-funded program administered by the Kansas Department of Transportation. The goal of the program is to improve safety for children walking and biking to school.

SRTS uses the Six Es to guide projects:

**Education** - teaches students, parents, drivers, and community residents about traffic safety and active transportation

**Encouragement** - gets children and their families excited about walking and biking to school

**Enforcement** - focuses on implementing traffic calming countermeasures or crossing guards

**Equity** - benefits all students, regardless of race, household income, ability, or gender

**Engineering** - physical improvements to the transportation infrastructure in a community, with respect to getting children to school safely

**Evaluation** - measures the impact of SRTS efforts over time and helps identify updates or changes

Figure 1: Six Es



Education



Encouragement



Enforcement



Equity



Evaluation



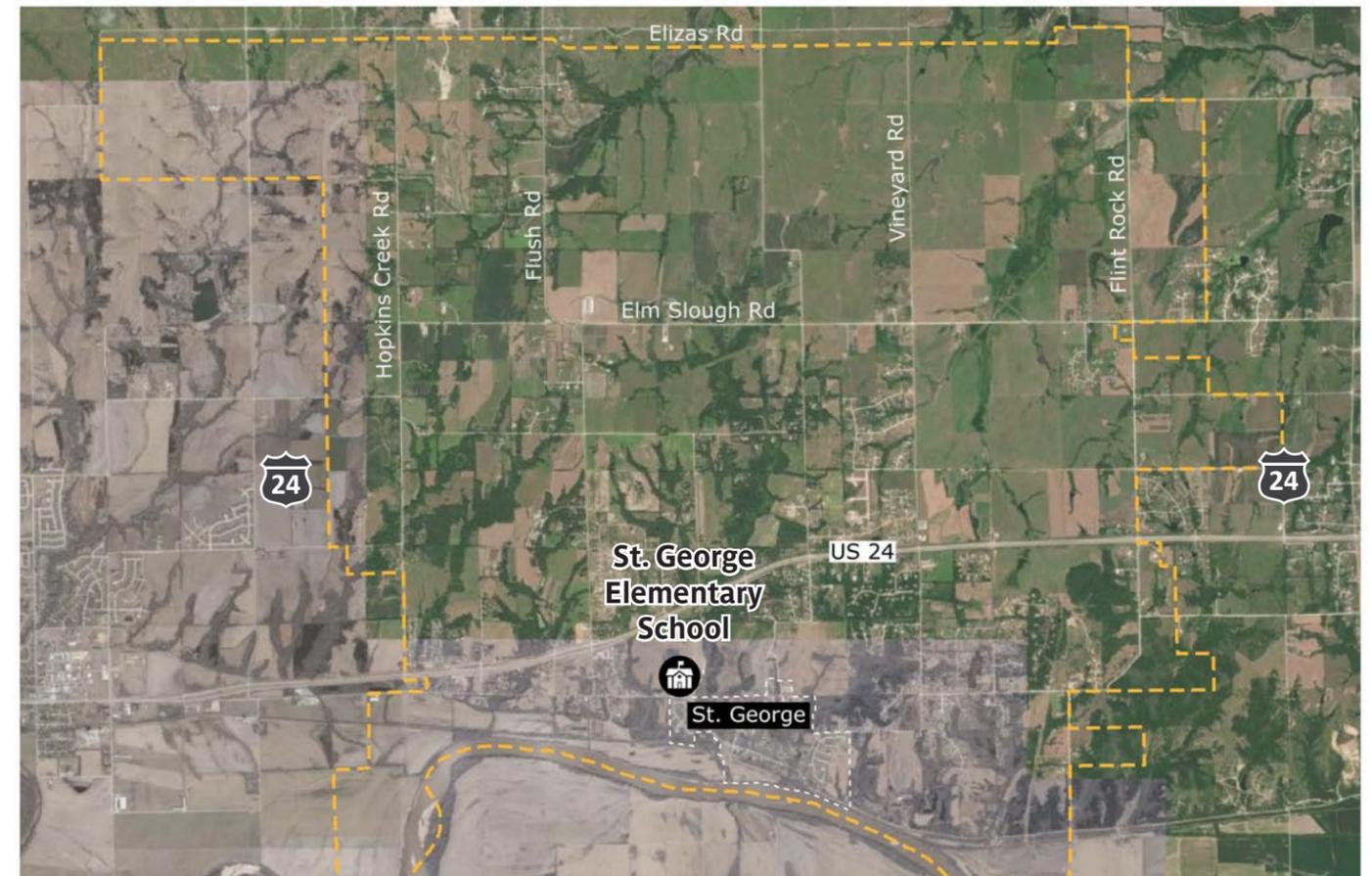
Engineering

# St. George Elementary Overview

St. George Elementary School is within Unified School District (USD) 323: Rock Creek, in southern Pottawatomie County. The Elementary School serves the City of St. George and surrounding rural areas.

The Elementary School includes pre-kindergarten through 5th grade, with a total student enrollment of approximately 345 students.

Figure 2: St. George Elementary Attendance Boundary



## Transportation Hub

The School District faces many challenges geographically given the rural nature of the area and distance between schools. The middle school and high school located roughly eight miles north of St. George along Flush Road. To efficiently transport children of all ages to school, USD 323 utilizes a unique and effective transportation system with St. George Elementary serving as a key hub.

Older students living in St. George can ride the bus to the middle and high schools, but they are picked up and dropped off at St. George Elementary, not at their homes. This hub-style bus system encourages students of all ages to walk or bike from home to St. George Elementary.

After school, the bus system operates slightly different to better accommodate traffic and student flow. The elementary school is dismissed at 3:30pm to allow the younger children to begin walking home. The buses coming from the middle and high school with students then arrive at St. George Elementary at 3:35pm.

Students of any grade level living outside of St. George city limits are also eligible for busing. All students are picked up from their homes and taken to St. George Elementary. Middle and high school students are then taken to their respective schools.

The benefits of this transportation hub system are shared by the school district, the City of St. George, and the students. The school district saves on busing costs, the City has less traffic equating to less maintenance required, and students get the benefit of walking or biking.

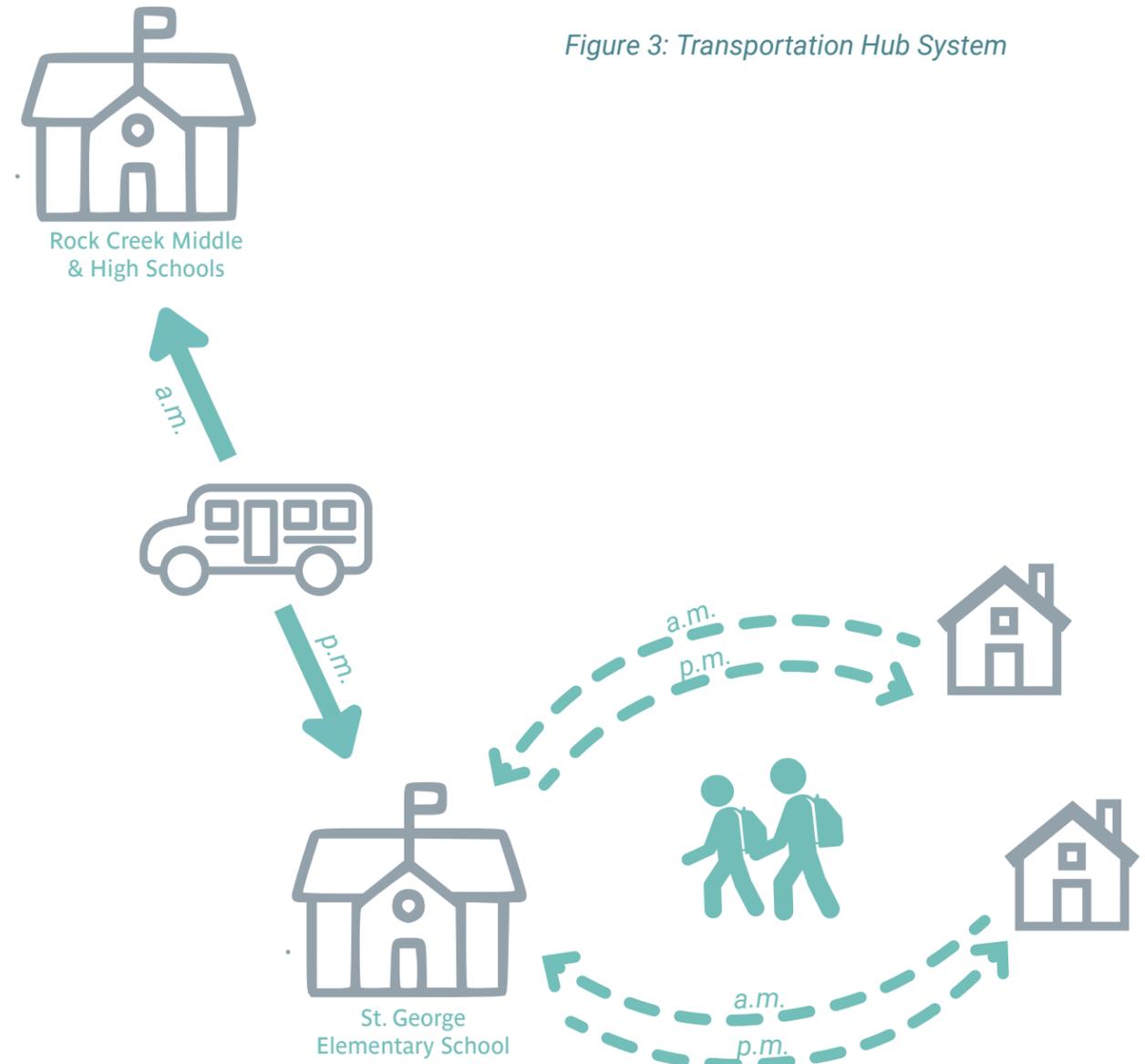


Figure 3: Transportation Hub System



# Education & Encouragement

While the hub-style busing system for older students provides considerable encouragement to walk or bike to school, there are opportunities to continue to improve education and encouragement opportunities.

Education	
Current Efforts	Future Opportunities
P.E. class touches on road safety and walking	Adopt and implement a bicycle & pedestrian safety curriculum (i.e. USD 383's Bicycle Safety Awareness Program)
2nd Grade Community Curriculum	SRTS parent orientation at beginning of each school year

Encouragement	
Current Efforts	Future Opportunities
Hub-style bus system for middle/high school students that encourages walking/biking	Implement a walking school bus program
	Annual classroom visits by St. George Police Department
	Host "Walk to School Day" or "Walking Wednesday"





# Enforcement

Enforcing responsible driving behavior is critical to the safety of students walking or biking to school, as well as for parent perceptions of safety. St. George excels in encouraging safe driving behavior with the city-wide 20 mph speed limits and continuous police presence near the school. Enforcement also focuses on implementing traffic calming countermeasures or crossing guards. The table below reflects the current work and activities aimed at enforcing safe driving near St. George Elementary and along routes children use to walk or bike to school.

Enforcement	
Current Efforts	Future Opportunities
Daily St. George Police Officer presence on Black Jack Road & Military Trail Road for school arrival and dismissal	Implement traffic calming countermeasures on roadways
Crossing guard present daily for crossing of Military Trail Road & Snyder Drive	Crossing guards at other key locations
Flashing school zone signs present around school	
City-wide 20 mph speed limit on all streets	





# Evaluation

The Evaluation portion of any Safe Routes to School project includes a parent/guardian survey and bicycle/pedestrian counts, at minimum. For the St. George Elementary School SRTS Plan, a community survey was also deployed.

These tools, the surveys and counts, help identify the existing issues with students' travel to and from school that are not otherwise visible from analyzing existing infrastructure at the site. This section will examine the results of the parent/guardian survey and community survey.

Below are the bicycle/pedstrian counts taken on the afternoon of October 14, 2021.

## People Crossing Blackjack Rd

Time (pm)	Kids Walking	Kids Biking	Adults Walking
3:15-3:30	-	-	1
3:30-3:45	17	6	1
3:45-4:00	9	-	-
<b>Total</b>	<b>26</b>	<b>6</b>	<b>2</b>

## People Crossing Military Trail Rd

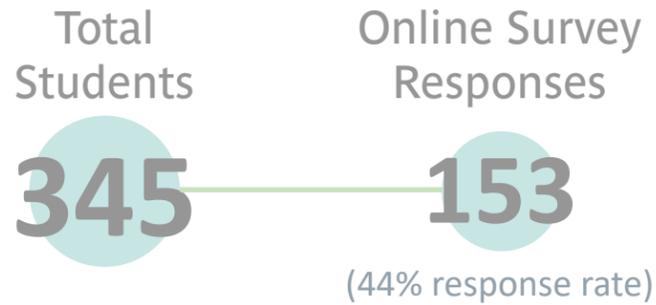
Time (pm)	Kids Walking	Kids Biking	Adults Walking
3:15-3:30	-	-	5
3:30-3:45	37	-	5
3:45-4:00	1	-	-
<b>Total</b>	<b>38</b>	<b>0</b>	<b>10</b>



# Parent/Guardian Survey

To accurately understand and make recommendations for the SRTS Plan, surveys were distributed to parents and guardians of students attending St. George Elementary School.

The survey consisted of 13 questions, asking respondents about their student(s), how their children get to and from school, the environment along their child's route to school, and the guardian's perception of travel and safety on the way to school.



**27** students are close enough to walk, but are driven

**56%** feel their child will be hurt or taken by a stranger

**78%** feel it is quicker or easier to drive their child



**0%** of students living north of US-24 walk to school



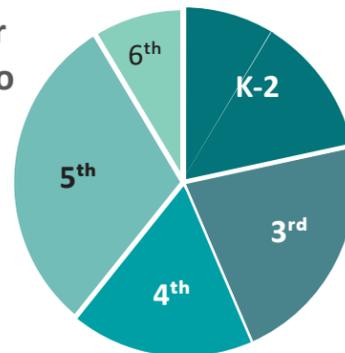
**27%** of students walk or bike to school

**9%** are female

**16%** are male

**2%** no response

In what grade did you allow your child to walk to school alone?



What do children encounter walking to school?

**36%** cross a busy street



**19%** cross an intersection without a signal or stop sign



**25%** cross an intersection without a crosswalk



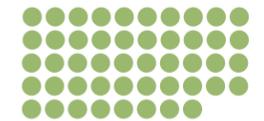
No Sidewalks



11%



Sidewalks on MOST or ALL streets



48%

How students get to/from school



67%



15%



18%

\*Many middle and high school students also walk or bike to St. George Elementary to access bus service

Are there sidewalks on the way to school?

**86%** worry their child will be hit by a car if they walk to school

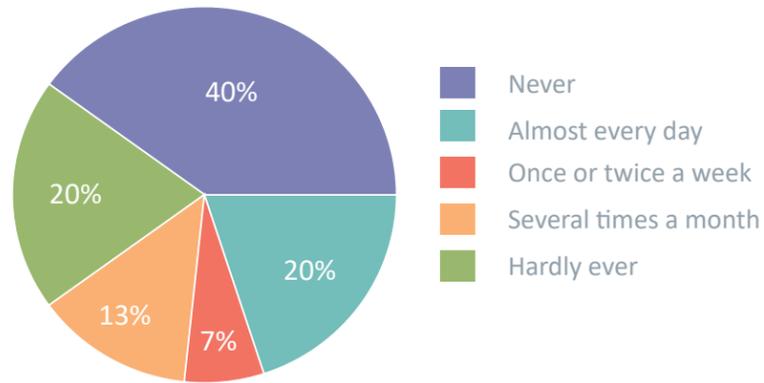


**69%** feel speed zones are well enforced

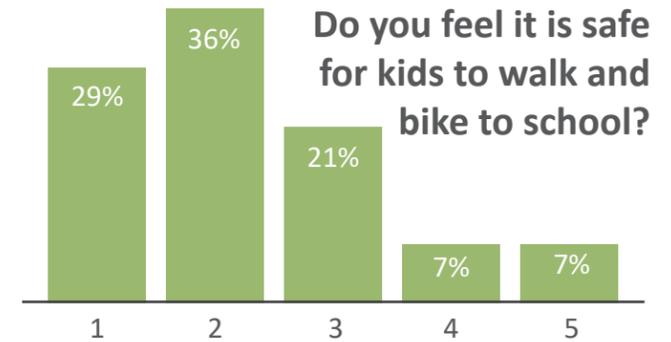
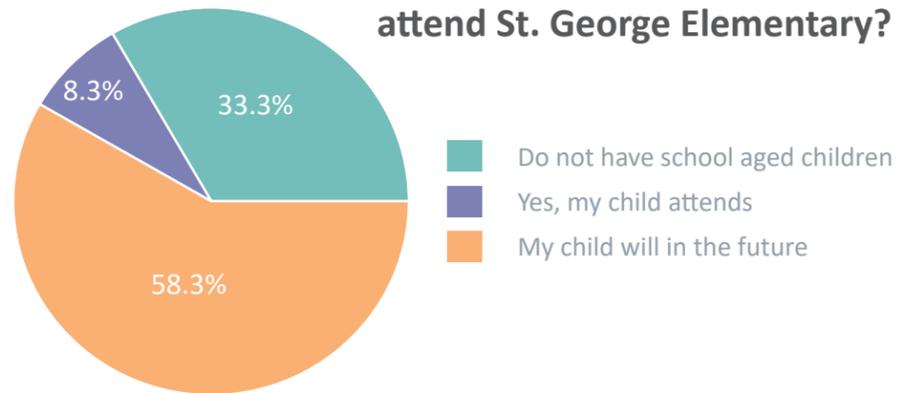
# Community Survey

In addition to the Parent/Guardian Survey, the Flint Hills MPO posted a community survey on their website. The survey was 11 questions, focusing on the importance of sidewalks to the St. George community and infrastructure needs. Overall, 25 individuals responded to the survey.

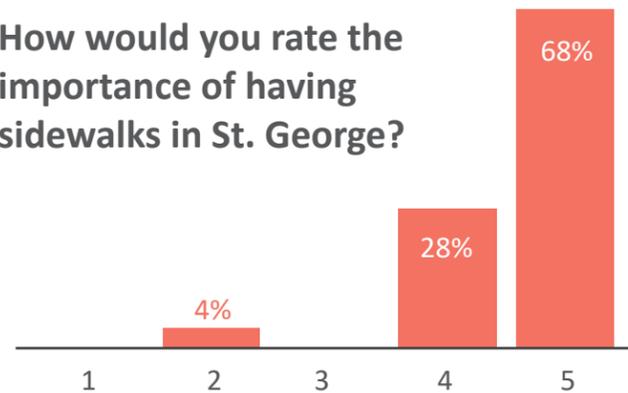
## How often does your child walk or bike to St. George Elementary?



## Do you have a child/children that attend St. George Elementary?



## How would you rate the importance of having sidewalks in St. George?



When asked why children don't walk or bike to school more often, two common responses were found:

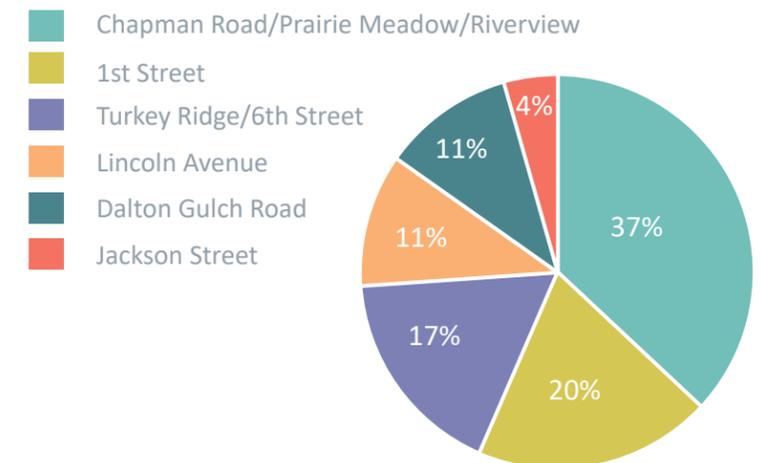


respondents said due to a lack of sidewalks or proper crossings



lack of lighting along streets was a concern

## Most mentioned locations in need of sidewalks.



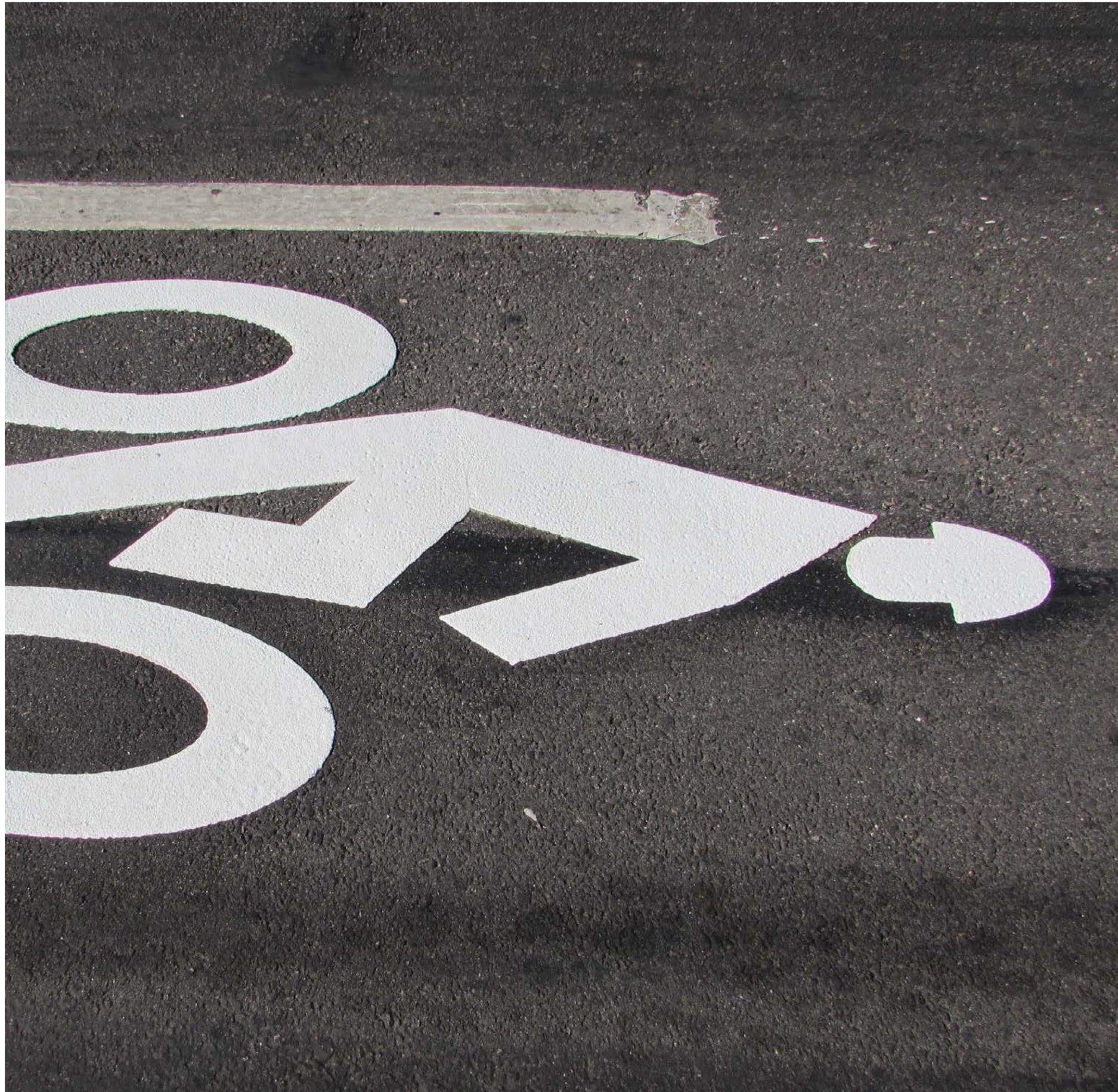


# Equity

Equity is the newest of the Six Es, added to the national Safe Routes to School Program to ensure all students, regardless of race, ethnicity, household income, gender, or ability, can experience the benefits of SRTS.

After analyzing Environmental Justice data, it does not appear that there are any prevalent equity issues in St. George regarding access to school.



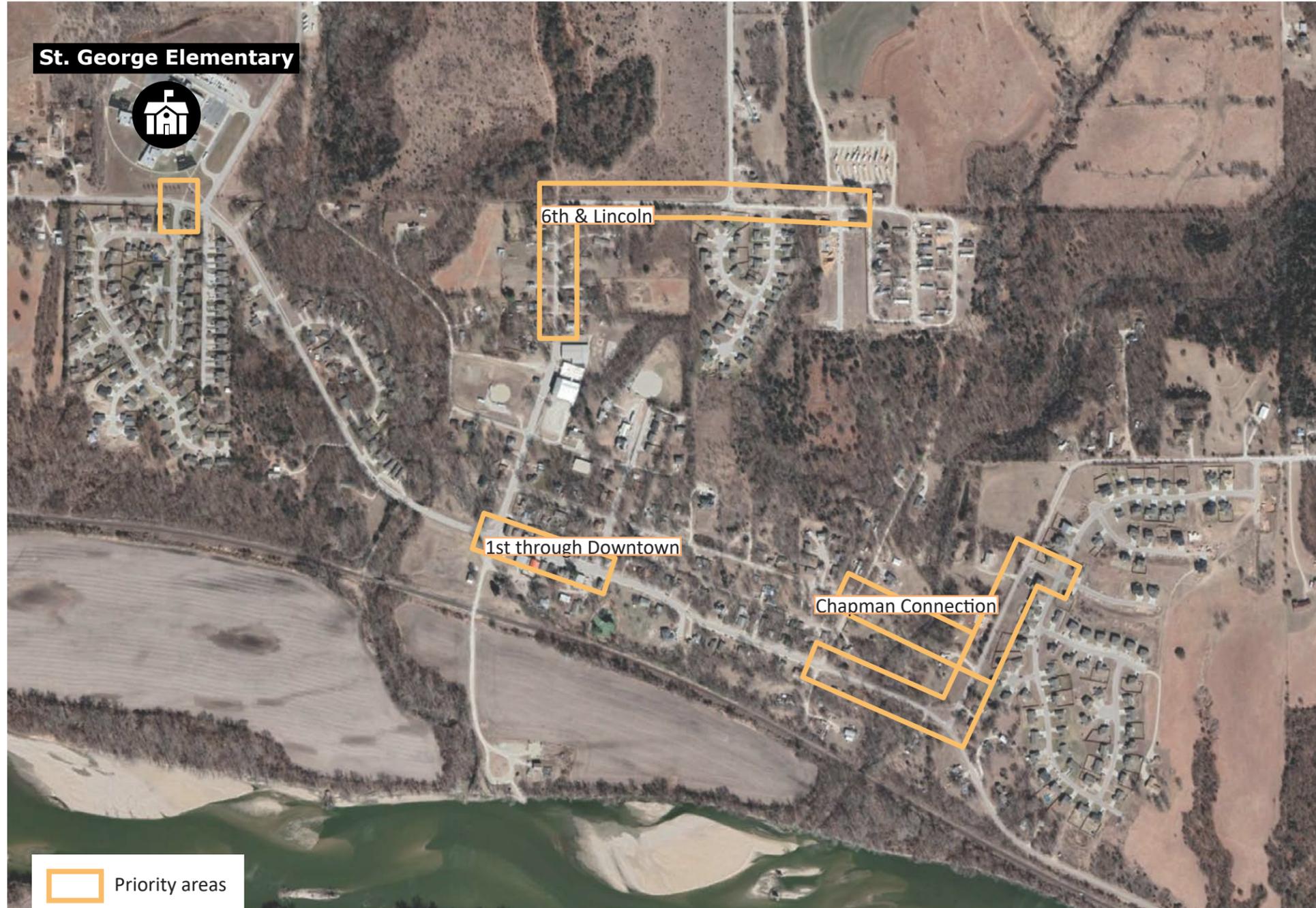


# Engineering

The purpose of the Engineering section is to understand the existing conditions in St. George's pedestrian network and identify areas of improvement. The projects identified in the SRTS Plan will help the City of St. George and USD 323 improve safety in the coming years to encourage walking and biking to school, but also improve the active transportation system for all residents.



Figure 4: Priority Areas



# Sidewalk Assessment

As part of the plan development process, an inventory is created of all existing city sidewalks. More importantly perhaps is the identification of streets without sidewalks. Residential areas lacking sidewalk connectivity to St. George Elementary School have been identified as priority areas, reflected in Figure 5.

The projects in this plan are prioritized to address the most important gaps and crossings that have the greatest impact given limited funding.

The following pages provide more detailed recommendations for these prioritized locations.

# Walkability of St. George

Figure 5 shows the walkability of each parcel within St. George along with the present or recommended sidewalks. While the parcels near the school are walkable, there are still several sidewalks that should be constructed along local roads.

While there are sidewalks connecting St. George Elementary to downtown and a few residential areas, most of the local and main roads lack sidewalks. As St. George continues to grow, connecting existing and new residential areas to the school should be a priority for the City. All new developments should include sidewalks as part of the development plan.

Figure 5: Parcel Walkability



- Walkable parcels
- Non-walkable parcels
- Recommended sidewalks
- Existing Sidewalks

## Chapman Road

A sidewalk is recommended along Chapman Road from Dalton Gulch Road south towards 1st Street. The location of the proposed sidewalk along Chapman Road is uncertain as the current roadway is narrow with culverts on either side. There are also elevation/slope concerns on the east side of the road and right-of-way restrictions on the west side.

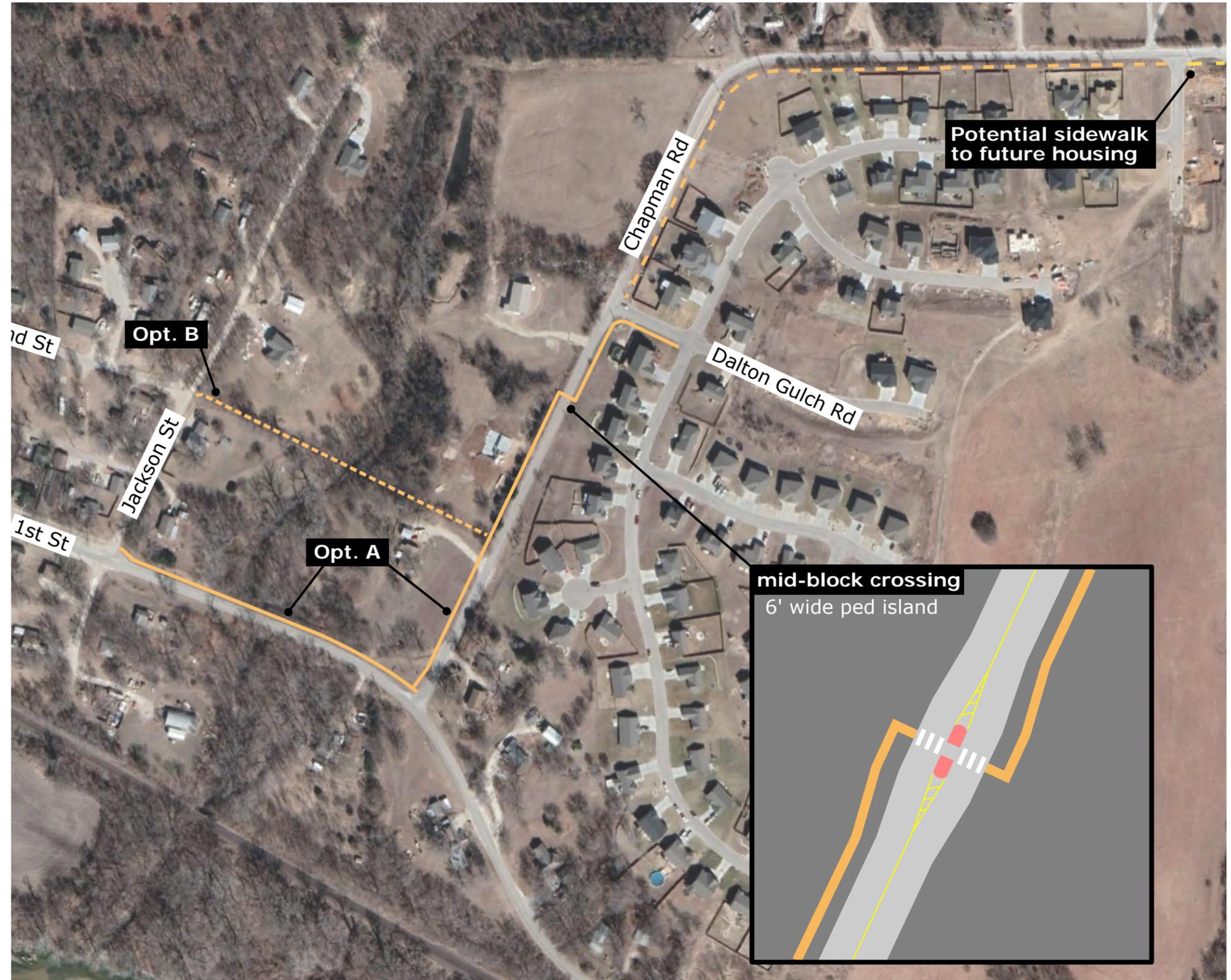
Ideally, the sidewalk would begin on the east side of the road near Dalton Gulch Road and continue south along Chapman Road for approximately 175 feet before crossing back over to the west side. The crossing should be mid-block and include crosswalk markings and a pedestrian island.

A mid-block crossing is recommended as it would simplify the crossing of the road for students as there are no turning vehicles or conflict points found at intersections. The mid-block crossing of Chapman Road allows the students to focus on only one direction of vehicle traffic and cross only one lane at a time before reaching the pedestrian island. Pedestrian islands have been identified as a safety measure by the Federal Highway Administration. Placing the mid-block crossing approximately 175 feet south of the intersection at Dalton Gulch Road would allow students to cross on a flat segment of roadway, removing safety issues surrounding a lack of visibility at other locations along the road.

Continuing south from the mid-block crossing, two options exist to connect the Chapman Road sidewalk to the existing sidewalk along 1st Street. **Option A** would continue the sidewalk south along Chapman Road to 1st Street. Then continue west on the north side of 1st Street. One of the challenges with this route is the existing bridge over the creek on 1st Street is too narrow to add a sidewalk. The bridge would need to be replaced, extended, or a pedestrian-only bridge installed.

**Option B** would utilize a 30-foot wide strip of land owned by the City that connects Chapman Road to Jackson Street. Challenges for this route include significant elevation change between Chapman and Jackson, along with a new pedestrian bridge that would be needed to cross the creek. Creating an ADA accessible sidewalk would require significant grading and fill. Once at Jackson Street, the sidewalk would continue either south on Jackson Street to 1st Street or west on 2nd Street to Lincoln Street.

Figure 6: Chapman Road Improvements



## Chapman Road: Option B

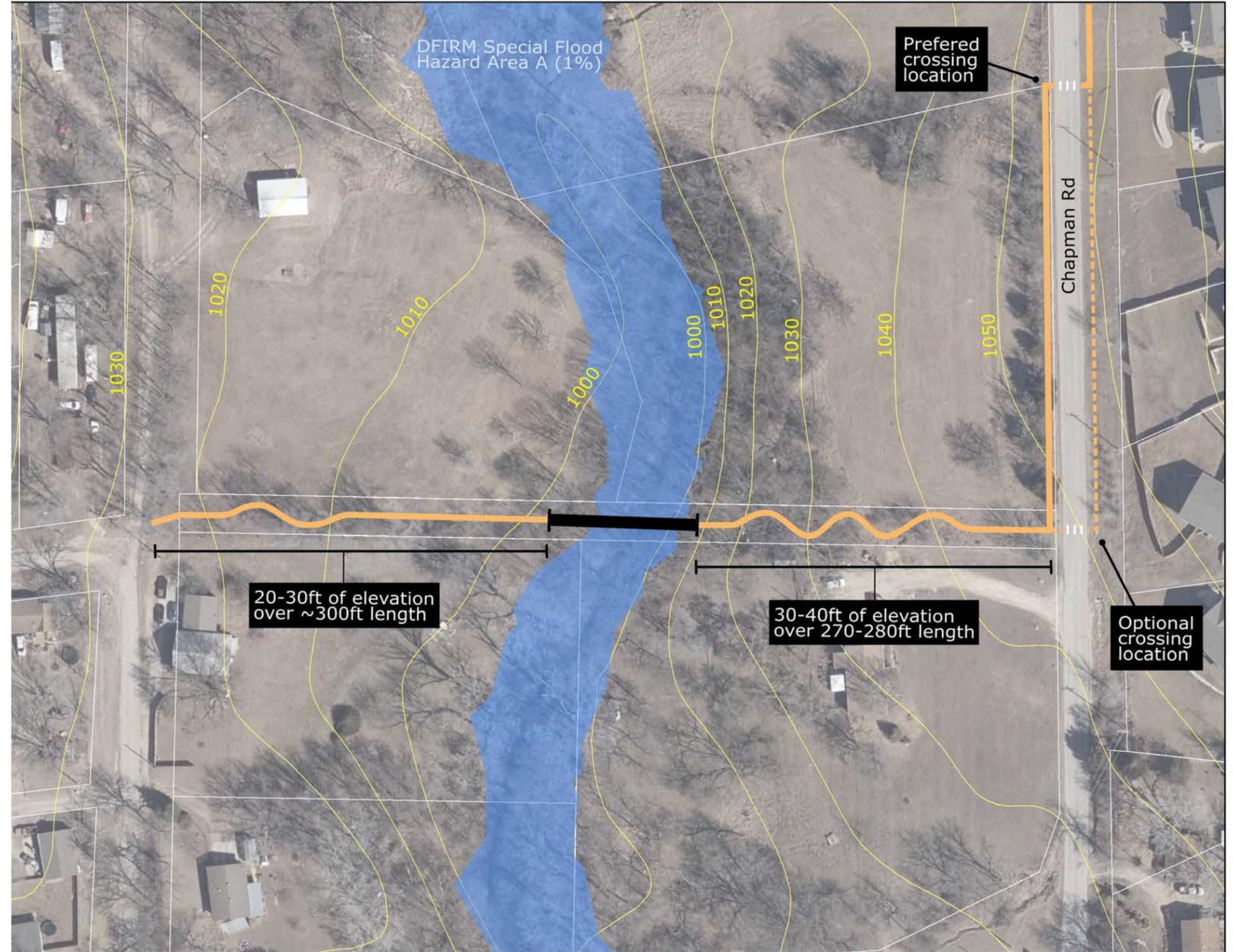
Capitalizing on the City's existing strip of land between Chapman Road and Jackson Street would provide a safe and direct connection removed from vehicles. However, there are several challenges with this option. First, there is significant elevation changes between Chapman Road and the creek bank. The area would need to be surveyed for detailed information, but LiDAR-generated contours show a difference of 30 to 40 feet, depending on the location of the bridge. Based on the distance and elevation change between Chapman Road and the bridge, the average slope is between 14% and 15%, three times as steep as ADA accessibility allows. Due to the 30-foot width of the land, creating effective switchbacks to offset the steep slope could be difficult. The City should work with an engineer to further study this route if ADA accessibility is desired. Having an ADA accessible route would also make it safer and easier for children to bike along this route.

The Kansas Department of Health & Environment's DFIRM flood data shows the proposed crossing of this low-lying creek does fall within the Kansas River's Special Flood Hazard Area. Therefore, a bridge of greater than 80 feet would be required to cross the Hazard Area.

West of the creek, the connection to Jackson Street has a grade of 8%. Again, an engineer should be consulted to determine the best design to meet ADA accessibility requirements.

It should be noted that ADA accessibility must be met in order to use federal dollars to construct the sidewalk, such as Safe Routes to School or Transportation Alternatives funding.

Figure 7: Chapman Road: Option B Improvements



## Lincoln Street & 6th Street

A sidewalk is recommended along the east side of Lincoln Street from the existing sidewalk, north to 6th Street. From there it would continue east along the south side of the road to Maple Street. This sidewalk has many issues including narrow right-of-way and a rural cross section with culverts along 6th Street. However, with the Turkey Ridge subdivision and planned growth along Rockenham Road, this is a key connection for St. George.

Figure 8: Lincoln Street and 6th Street Improvements



## 1st Street through Downtown

Improved crossings are recommended along 1st Street at Lincoln Street, Grant Street, and mid-block. The recommended crossing improvements are in line with the demonstration projects (see Figure 9) the MPO installed in September. Until permanent construction can occur, it is recommended the City implement the semi-permanent projects recommended in Figure 10.

Figure 9: 1st & Lincoln Demonstration Project



Figure 10: Downtown Semi-Permanent Recommendations



## Military Trail Road & Snyder Drive

An improved crossing of Military Trail Road at Snyder Drive is recommended. The current crossing is satisfactory when a crossing guard is present; however, the school's playgrounds and fields are utilized during times when a crossing guard is not present.

Figure 12: Existing Crossing at Military Trail & Snyder Road



The current crosswalk is poorly designed, as it places students on the roadway next to vehicles on the south side of Military Trail Road. This crosswalk configuration more than doubles the length of the crosswalk, from 21 feet to 55 feet (see Figure 12). This added length, together with the sharing the road with vehicles, and the limited sight lines due to the curve of Military Trail Road, creates a less than desirable connection to St. George Elementary.

Figure 11: Existing crossing



Two solutions have been identified to address the pedestrian crossing issues of Military Trail Road. The least expensive option includes the installation of a pedestrian island on Military Trail near Snyder Drive. Below are the pros and cons of this option.

- + Utilizes existing sidewalk network along Snyder Dr
- + Smaller project scope (less expensive)
- + More route direct to/from school
- + Only one road to cross (Military Trail Road)
- No turning lanes

Figure 13: Improvement Option 1



Figure 14: Improvement Option 2

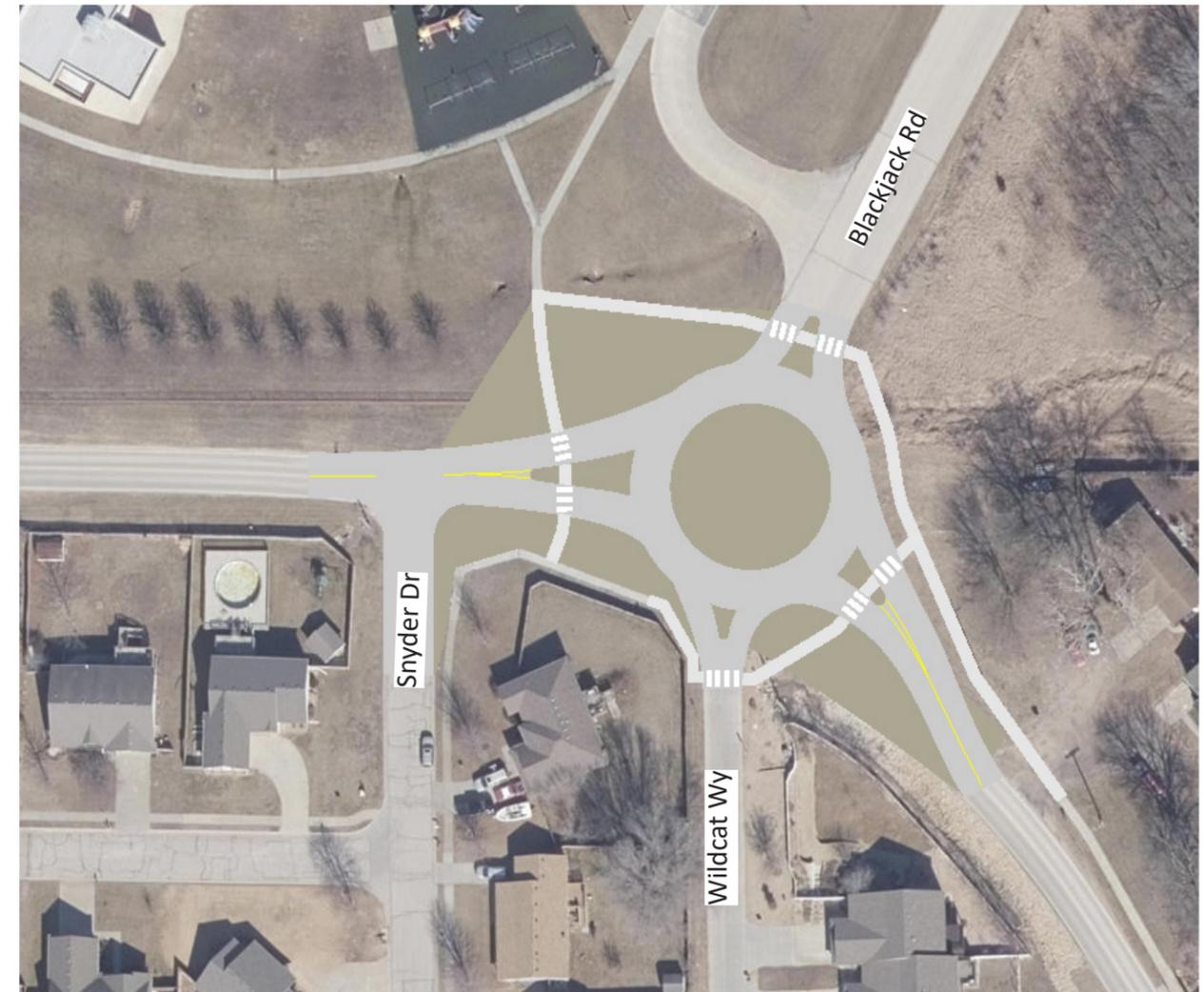


The second option also includes a pedestrian island along Military Trail Road, but is less direct than the previous option. It does include turning lanes to better accommodate vehicles movements though.

- + Creates turn lanes for vehicles turning on Blackjack Rd
- + Places crossing away from turning vehicles/intersection
- Larger project scope (more expensive)
- Less direct for students walking to school
- Two roads to cross (Military Trail Rd & Snyder Rd)

Another possible option would be to construct a roundabout at the intersection of Military Trail Road, Blackjack Road, Snyder Drive, and Wildcat Way. While this would be a more expensive option, this would better address potential conflict points for vehicles, pedestrians, and bicyclists. This option also greatly improves pedestrian connectivity near the school and surrounding neighborhoods.

Figure 15: Conceptual Roundabout at Military Trail & Snyder



# Recommendations

Project #	Sidewalk Recommendations	Map
S1	Construct sidewalk on Chapman Rd from Dalton Gulch Rd to 1st	Figure 6
S2a	Construct sidewalk on north side of 1st St from Jackson St to Chapman Rd	Figure 6
S2b	Construct sidewalk on Chapman Rd from Dalton Gulch Rd to ROW connection to Jackson St	Figure 6
S3	Construct sidewalk on south side of Dalton Gulch Rd from Chapman Rd to Prairie Meadow Rd	Figure 6
S4	Construct sidewalk on east side of Lincoln St from Baptist church to 6th St	Figure 8
S5	Construct sidewalk on south side of 6th St from Lincoln St to Maple St	Figure 8
S6	Construct sidewalk on all residential streets, on at least one side of the street, preferably on both sides (lower priority)	Figure 5

Project #	Crossing Recommendations	Map
C1	Install mid-block crossing on Chapman Rd	Figure 6
C2	Improve crossing at Military Trail Rd & Snyder Dr	Figures 13-15
C3	Install curb extensions at mid-block crossing of 1st St and at intersections with Lincoln St and Grant St	Figures 9 & 10
C4	Repaint and manage existing crosswalks to maintain visibility for pedestrians	--

Project #	Future Recommendations	Map
F1	Plan for and construct sidewalk on Chapman Rd north and east of Dalton Gulch Rd, as development occurs	Figure 6
F2	Plan for and construct sidewalk on Rockenham Rd north of 6th St, as development occurs	Figure 8
F3	Install crossing on 6th St on the east side of Rockenham Rd	Figure 8

Figure 16: Project Recommendations



# Parent Survey

## St. George: Safe Routes to School survey

Form description

On a normal day, how does your child travel from home to school?

- Walk alone
- Walk with friends
- Walk with a parent/adult
- Bike
- School bus
- Private car, including car pool

On a normal day, how does your child travel from school to home (after school)?

- Walk alone
- Walk with friends
- Walk with a parent/adult
- Bike
- School bus
- Private car, including car pool

Is your home close enough for your child to walk to school?

- Yes
- No

At what grade would/did you allow your child to walk or bike without an adult to/from school?

- Kindergarten
- 1st grade
- 2nd grade
- 3rd grade
- 4th grade
- 5th grade
- 6th grade
- I would not feel comfortable at any grade

How many minutes does it take to get to school?

Short answer text

Does the school provide bus service for your child?

- Yes
- No

Which of the following would your child have to cross if he/she walks to school? (Check all that apply)

- Highway
- Road with busy traffic
- Intersection without a painted crosswalk
- Intersection without street signals or stop signs
- None of the above

Are there sidewalks along your child's way to school?

- Yes, on all streets
- Yes, on most streets
- Yes, on some streets
- Yes, on very few streets
- No

What do you think about the overall walking environment (including sidewalks & roads) along your child's way to/from school?

	Strongly Disagr...	Somewhat Disa...	Neither Agree n...	Somewhat Agree	Strongly Agree
It is convenient ...	<input type="radio"/>				
It is well mainta...	<input type="radio"/>				
It is quiet (with...	<input type="radio"/>				
There are nice t...	<input type="radio"/>				
Streets are well...	<input type="radio"/>				
School zones a...	<input type="radio"/>				

# Parent Survey

Do you have any of the following concerns about your child walking to school?

Strongly Disagr... Somewhat Disa... Neither Agree n... Somewhat Agree Strongly Agree

My child may b...	<input type="radio"/>				
My child may g...	<input type="radio"/>				
My child may g...	<input type="radio"/>				
My child may b...	<input type="radio"/>				
My child may e...	<input type="radio"/>				
Exhaust fumes ...	<input type="radio"/>				
No one will be ...	<input type="radio"/>				

How do you feel about walking considerations?

Strongly Disagr... Somewhat Disa... Neither Agree n... Somewhat Agree Strongly Agree

Walking to sch...	<input type="radio"/>				
It's easier/faste...	<input type="radio"/>				
My child has to...	<input type="radio"/>				
My child gets t...	<input type="radio"/>				
My child thinks ...	<input type="radio"/>				
Walking is a go...	<input type="radio"/>				
Walking to sch...	<input type="radio"/>				
I do/would enjo...	<input type="radio"/>				
Other kids walk...	<input type="radio"/>				

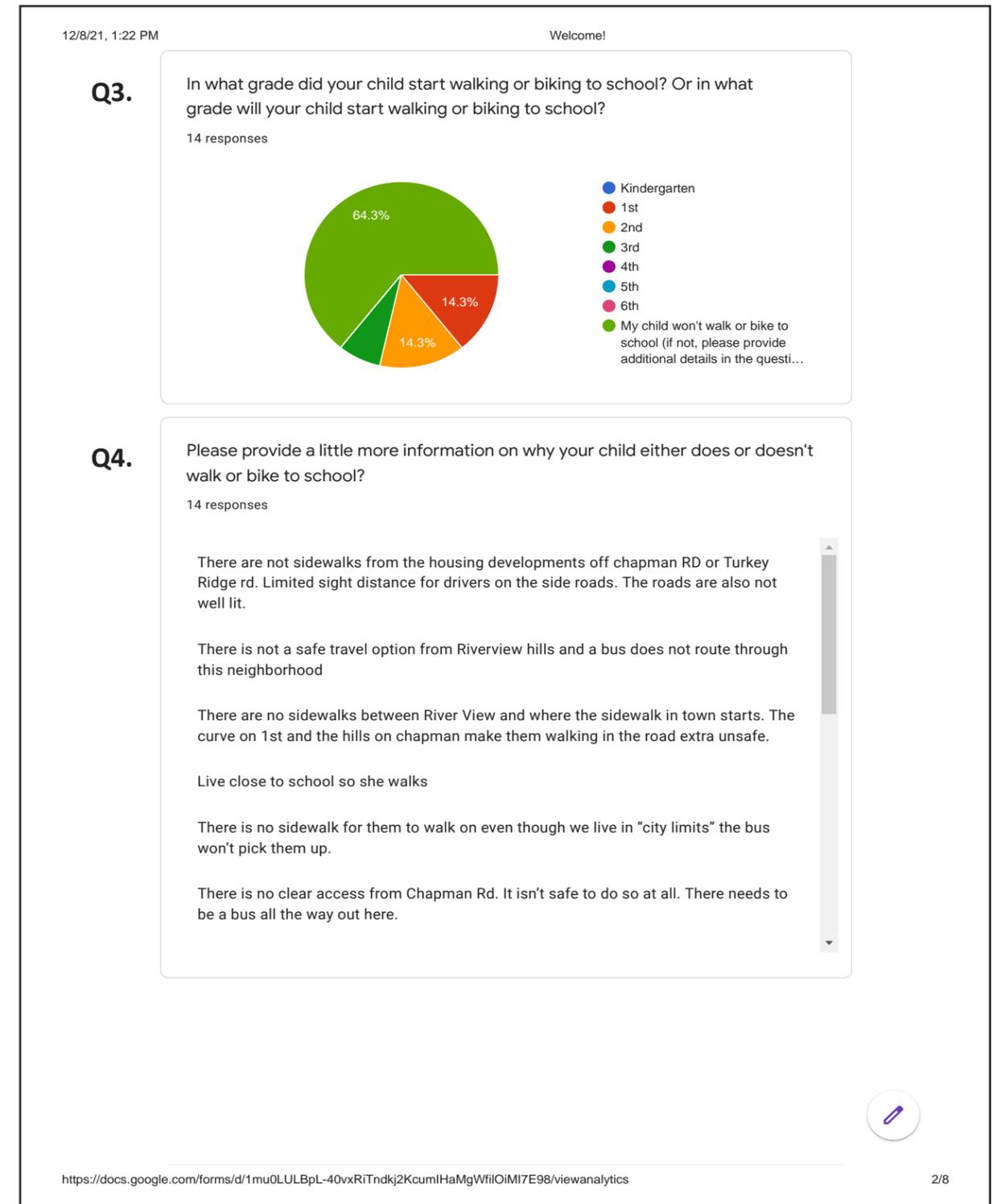
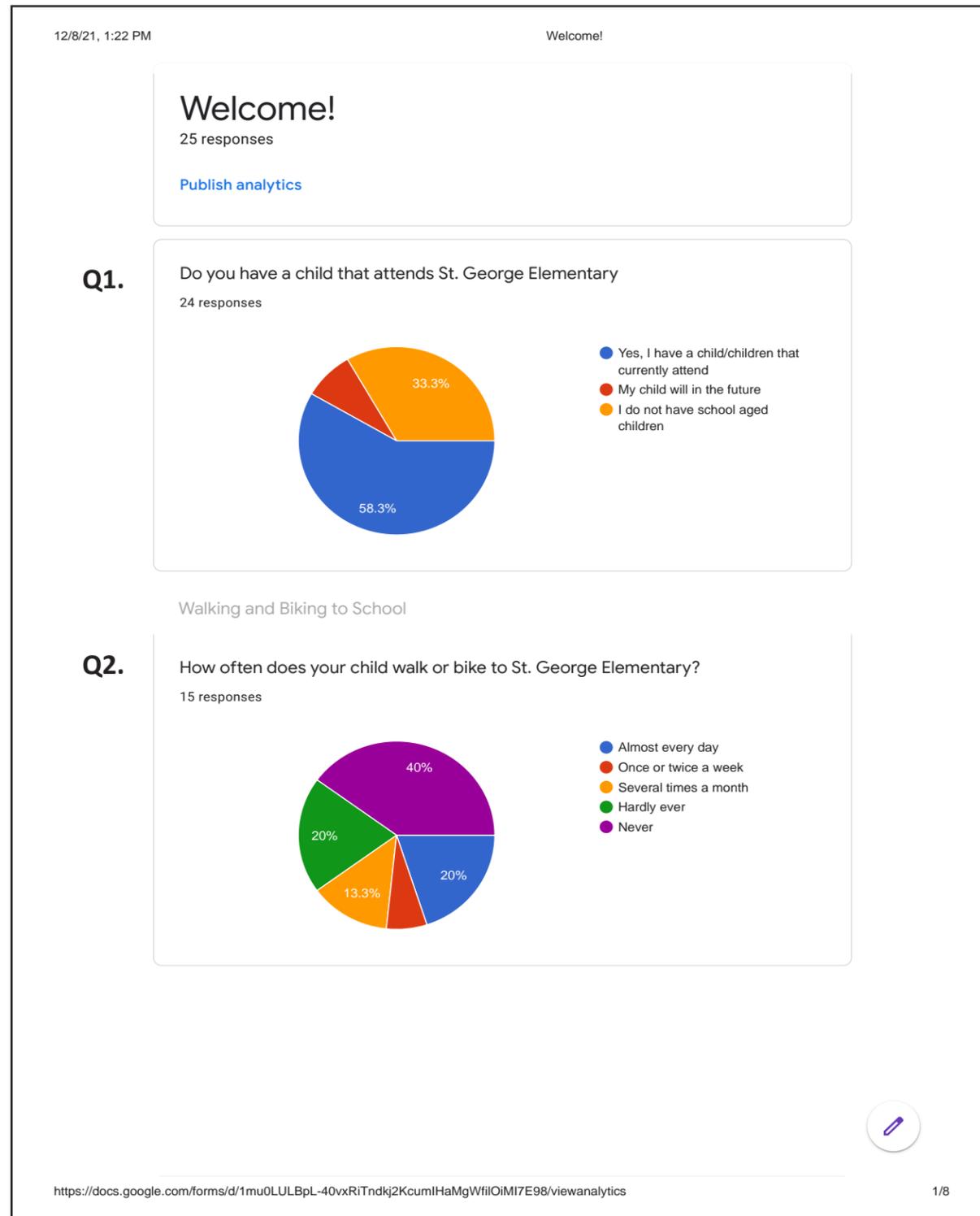
Child's Grade

- Kindergarten
- 1st grade
- 2nd grade
- 3rd grade
- 4th grade
- 5th grade
- 6th grade

Child is

- Male
- Female

# Community Survey Responses



# Community Survey Responses...continued

## Q4.

Please provide a little more information on why your child either does or doesn't walk or bike to school?

14 responses

Drop them off in car

We do not have safe sidewalks for our children to walk on to school.

Not alone since St. George won't provide sidewalks among first street to Chapman Rd. Nor street lights or bus stops

No sidewalks along Chapman and among First St. from Chapman to Jackson

My child walks home from the shuttle bus.

We currently live in an area that is bussed to school. But soon will be living in Riverview Hills subdivision. I have 4 kids and don't feel comfortable having them walk 1.5 miles to school. I am a single mom that works [REDACTED] so my day starts long before they can be at the school. [REDACTED]

He would bike or walk to school more often if there were sidewalks off of the Chapman development and along 1st St. It is not safe for him to walk more often.

There are no safe direct routes to the Elementary school from Turkey Ridge dr. No sidewalks on 6th st to Lincoln. And only part of Lincoln has some sort of walkway. We are 1.6 miles away and my kids would have to walk along a route that isn't safe. Especially at the corner of 6th and Lincoln. The vegetation to see around the corner is **non existent in a car so how would a driver even see anyone walking? They can't.**

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2/8

12/8/21, 1:22 PM

Welcome!

## Q5.

Are there specific improvements you would like to see that would make you feel more comfortable allowing your child to walk or bike to school?

14 responses

Additional sidewalk structures put in place to and from the newest housing additions to St. George. The downtown area is not of concern.

There would need to be a bus route or sidewalks for walking from Riverview hills to the school

Sidewalks up chapman and and on first.

There should be a 4 way stop sign at Wildcat way and military trail. It would make traffic flow better and make it safer for people to cross

Yes sidewalks all the way through Main Street and out to and down Chapman.

A sidewalk that goes from Dalton Gulch Rd to Chapman. Down Old Military Trail Rd that has clearance for both walkers and bikers with law enforcement help to keep an eye on the intersections for safety reasons. Or simply bud them from these locations with no access to safely walking to school.

More sidewalks.

Sidewalks all the way from river view to the school

Side walks out to Prairie Meadow. Which includes among first street out to Chapman and North to Dalton Gulch

Crosswalks at Dalton Gulch and Chapman. Crosswalks at Chapman and First St. sidewalks to the houses along Prairie Meadow. Or even a bus stop for the kids

No. The route to our home is fine

I want the school to bus our kids. There are no sidewalks for at least a half mile and the streets are busy. I pay just as much in taxes as the parents of kids who ride the bus. My property line is the city limit edge. A bus should be provided for the kids in St George.

Sidewalks. Please put in sidewalks.

I think there should be a bus stop here in the housing area so kids can get to school safely. Not everyone has the means to be an at home parent. But to answer your question, if there was a direct path for us then I'd let them. We aren't the only area with this issue.

# Community Survey Responses...continued

12/8/21, 1:42 PM Welcome!

**Q6.** Are there missing sidewalks or improvements needed to existing sidewalks? (If yes, please provide specific locations.)  
22 responses

No route that I feel is safe from the River View Hills Development to school.

Yes from Riverview to downtown

Yes new sidewalks up past lighthouse baptist church N on 6th st to Turkey ridge road.

The Riverview addition. Kids walk down Chapman Rd that have no side walks. Then from Chapman Rd west on Military Trail road to the first street (i cant think of the street name) have no sidewalks as well.

Many parts of downtown, in the neighborhood between Lighthouse Baptist and downtown do not have any sidewalks and people have to walk in the street.

Yes. From Riverview into the sidewalk on 1st

2nd st. 3rd st. grant jackson chapman

The sidewalk along military trail is very close to the road. A guardrail would be great

Yes Chapman rd and the last part of Main Street to chapman

From in town all the way to Chapman to dalton gulch there is no sidewalk.

Yes. West of Chapman and on Chapman.

Yes on military trail and chapman

The sidewalk on Lincoln needs to be improved. Especially from 3rd St to Military Trail.

Yes. The side wall ends at Jackson St. it needs to continue East all the way to Chairman and North to Dalton Gulch

Yes. There are no sidewalks on the East side of First St. from Jackson to Chapman or north along Chapman



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12/8/21, 1:25 PM Welcome!

**Q6.** Are there missing sidewalks or improvements needed to existing sidewalks? (If yes, please provide specific locations.)  
22 responses

Yes, north of Lighthouse church on Lincoln

Missing sidewalks in the Riverview Hills addition, Turkey Ridge addition, no sidewalks on Chapman Road, or Military Trail to Jackson Street, and sidewalks in disrepair throughout the city.

300 block of First street needs retaining walls in front of nearly every house. There is one property with sand covering the sidewalk, and the owner does nothing to maintain it.

Yes, Chapman Road and then connecting to the sidewalk along 1st street.

Chapman and on into town. From the far entrance to Riverview Hills subdivision

Yes. Dalton Gulch, Chapman, 1st St, and the entire Chapman development could benefit from sidewalks for our children's safety.

**Yes! All of Rockingham, 6th st to Lincoln as well as down Lincoln**



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# Community Survey Responses...continued

12/8/21, 1:22 PM Welcome!

**Q7.** Are there pedestrian crossings that need improved or are missing? (If yes, please provide specific locations).

16 responses

Is there one on Chapman and 4th Street?

220 First Street

Same, Riverview area

Yes across 6th street

Probably

lincoln and 1st

Same as above

Chapman and old military trail road

The crossing for the ball fields should be repainted if they haven't already.

There's absolutely no traffic control or pedestrian control devices at Chapman and First St. there's also nothing to help cross from the houses along Chapman, Dalton Gulch, Prairie Meadow. There are a large number of families with school age children who would benefit from this development

Yes, as mentioned above

Is there one on Lincoln on the north side of 1st Street?

Yes, Chapman Road.

Probably from Dalton Gulch to Chapman.

Yes by the post office and the intersections around town. Bring back those awesome easy to see crosswalks downtown.

A crossing guard on blackjack to many kids are almost getting hit due to people Turing on to blackjack to go to school.



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12/8/21, 1:22 PM Welcome!

**Q8.** Do you have other concerns with children walking or biking to school in the community?

15 responses

Yes. On Military Trail there is a young man who rides his bike to school during school drive time. He lives west of the school in a rental. He's pretty small and I'm always afraid for him when I see him. [REDACTED]

Yes the distance and limited sidewalks are concerning

There are not much for street lights in the Riverview development all the way into town. That would help on winter mornings.

no

No safe route period to walk from river view and turkey ridge areas.

Yes

Not at this time.

There's absolutely no sidewalks, so all pedestrian traffic it's pushed into the roadway which is already clogged with parked vehicles. The road is too narrow for all this traffic. Also the side walk at Lincoln Ave and First St needs improvement. The handrail is not safe

Other than no sidewalks or bus stops

Because of the distance from the school to the new housing additions, I don't really see that many kids walking or riding bikes. But there should still be a safe way (sidewalks in good repair) for those kids to get to school.

If children are going to ride in the street, they need to be taught bicycle safety.

Heading up Lincoln Ave.

When winter months hit, there are no street lights for the kids when daylight lessens.

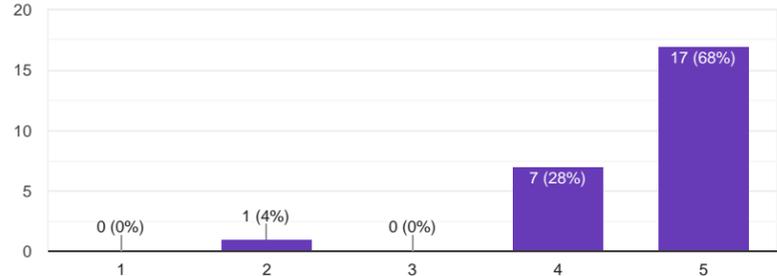
This isn't just an elementary school issue. It's for ALL school aged kids. Would you want your daughter to walk alone 1.6 miles, on a dangerous road, being the oldest in a community of mostly preteens and younger and with registered [REDACTED] offenders within 1 mile?

People need to slow down they are driving way to fast and not even waiting for kids to cross the street before they pull on to military trail.

# Community Survey Responses...continued

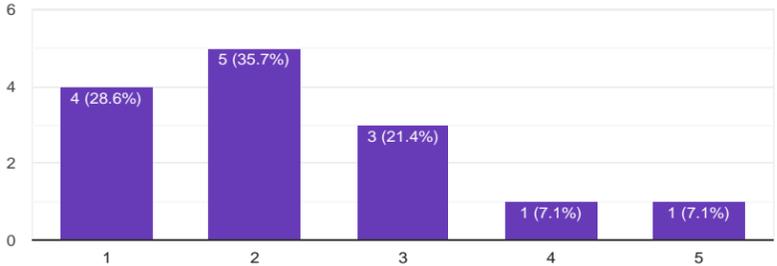
**Q9.** How would you rate the importance of having sidewalks in St. George?

25 responses



**Q10.** Overall, do you feel it is safe for kids to walk and bike to school? (Note: this is not referring to community safety or crime, this question is referring to traffic safety)

14 responses



**Q11.** Are there additional thoughts you would like to provide?

13 responses

The crossing signs and paint down by the post office and "downtown" area are eye sores and not concerning areas for the walk to school issues in the community. Sidewalk infrastructure on main roads "military trail to champman Rd and up 6th street to Turkey ridge are vital to pedestrian safety.

No

The one that are done now look more like they were done for the hideout. Not many kids cross at the part that they have "improved"

Yes. I spoke with the superintendent of Rock Creek schools and he told me buses can't come up into the area. Number 1, yes they can. Number 2 you can get a full size fire engine or emergency vehicle in here by code. So therefore a bus would fit.

Bus service needs to be in place of there is not sidewalks

I think the cross walks are great and the no parking areas. the "cones" are a bit much and the parking needs to addressed on Military Trail as well which will help with people not seeing pedestrians and other times not during school hours. Angled parking would help with this in my opinion.

All of this development down town needs to consider development of the rest of the town as well if [redacted] want to keep this community growth

Walking to the other side of town, from the school is not safe

Realtors and city should help new community members understand the district 323 policy on busing. (Not within the city limits) and that this issue is bigger than just their neighborhood. Policy changes in St. George would also affect those in Westy. In addition, aside from the need to by additional buses if the policy were changed, there is a sever shortage of bus drivers nation wide, and this was even pre-pandemic. Poor planning on the city/developers parts would also not allow for buses to get through the new additions, and in the case of Riverview Hills, there is no safe place on Chapman Road to stop a bus.

# Community Survey Responses...continued

**Q11.**

Are there additional thoughts you would like to provide?

13 responses

Speed limits need to be enforced in town, not just on the west and east sides. I live on first street where the limit changes from 30 to 20. Numerous cars don't slow down or speed up early.

I would be curious to know how many parents would stop driving their students to school if the sidewalks were improved.

The walk to school is far enough from the Chapman area that kids should be able to bus to school, but this has not been provided as an option.

Yes, please set up a sheltered bus stop for our children to be picked up from. I can understand why a bus couldn't easily turn around in a cul-de-sac. Kids that are more than a mile away will benefit from a bus coming to a bus stop. As I said, not every family has parents that one can afford to stay home. Bring more business (not chain restaurants) to St George so that tax money can help the community.

