Baldwin City

Safe Routes to School plans developed for final approval –

we want to hear your thoughts on the draft plans.

Even if your kids don't currently walk or bike to school, weigh in on our draft plans to make walking and biking to school in Lawrence, Eudora, and Baldwin City more comfortable. After temporarily pausing the Safe Routes to School planning process in March due to COVID-19, the Lawrence – Douglas County Metropolitan Planning Organization (MPO) has decided to move Lawrence, Eudora, and Baldwin City Safe Routes to School Plans forward for approval.

In Lawrence and Douglas County, the Safe Routes to School (SRTS) program is called Be Active Safe Routes. Safe Routes to School is a national program using comprehensive approaches to improving walking and biking for all kids. In addition to improving safety, Be Active Safe Routes benefits communities by reducing traffic congestion and air pollution, increasing the opportunity to be physically active and building community cohesion. The goal of the program is to develop comfortable routes for all and improve the health and well-being of children by encouraging them to safely walk and bicycle to school.

In 2019-2020, the SRTS working group (Lawrence-Douglas County Public Health, Lawrence Public Schools, the City of Lawrence, Lawrence-Douglas County MPO, USD 491, City of Eudora, USD 348, and City of Baldwin City) conducted a 15-month planning process to develop citywide SRTS plans. Through parent surveys, travel tallies, and mobile meetings, the SRTS working group developed mapped routes and strategies to make it easier and more comfortable for kids to walk and bike. Each plan contains strategies to construct and maintain comfortable routes to school, to implement traffic control to improve driver behavior, to evaluate crossing guards placement, and to educate and encourage families to bicycle and walk to school. Before these plans can be approved, we first need to hear from you!

The draft Safe Routes to School Plans will be available for public review online at: https://lawrenceks.org/safe-routes; paper copies are available for review at Lawrence City Hall Riverfront - Planning & Development Services Office (1 Riverfront Plaza, Suite 320) from 8 am to 4 pm, Baldwin City Public Library, Eudora City Hall, and Lawrence Public Library.

How YOU can help

- October 2 – October 19: Take our quick survey providing public comment at http://lawrenceks.org/mpo/tellus
- Mail public comments to Lawrence-Douglas County Metropolitan Planning Office, PO Box 708, Lawrence, KS 66044-0708

- **After the public comment period, October 2 – October 19, the plans are scheduled for review and approval at the following public meetings. If you would like to comment, please sign up in advance when each meeting's agenda is released prior to the meeting. Meeting agendas will be uploaded at https://lawrenceks.civicweb.net/Portal/5382/BoardsandCommissions.**
    - *Baldwin City and Eudora residents*
        - Technical Advisory Committee (TAC) meeting via Zoom
        - MPO Policy Board meeting via Zoom
    - *Lawrence residents*
        - Multimodal Transportation Commission meeting via Zoom
        - Technical Advisory Committee (TAC) meeting via Zoom
        - MPO Policy Board meeting via Zoom

*Dates for each meeting can be found at: https://lawrenceks.civicweb.net/Portal/5382/BoardsandCommissions.

For more information, go to https://lawrenceks.org/safe-routes. For questions, contact Jessica Mortinger, Transportation Planning Manager, Lawrence-Douglas County Metropolitan Planning Organization, at (785) 832-3165 or jmortinger@lawrenceks.org.

Scroll down to view the plan

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SAFE

ROUTES TO

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SCHOOL

Adopted by:

Lawrence-Douglas County MPO Policy Board	XXXX
Baldwin City Council	XXXX
USD 348 School Board	XXXX

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Funding Note: This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

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Table of Contents

INTRODUCTION 5
- Vision & Goals ... 7
- Benefits of Safe Routes to School ... 8
- The 6 E's Framework ... 9
- Policy Context ... 10
- The Planning Process ... 11
- What We Heard ... 12

CURRENT CONTEXT 15
- Schools ... 16
- Students Distance From School ... 17
- Busing ... 17
- Existing Sidewalk & Bikeways ... 18
- School Zones ... 19
- Road Speed & SRTS Routes ... 20
- Crossing Guards ... 21
- Walking & Bicycling Rates ... 22

ISSUES & STRATEGIES 23
- Traffic Control ... 24
- SRTS Maps ... 25
- Comfortable Crossings ... 26
- Constructing & Maintaining Routes ... 26
  - Baldwin City Safe Routes to School Infrastructure Map ... 27
  - Prioritized Safe Routes to School Segments Map ... 28
- Developing a Walking & Biking Culture ... 29
- Tracking Progress ... 30
- Other Best Practices ... 30

NEXT STEPS 31
- Action Plan ... 32
- Updating & Amending the Plan ... 33

APPENDICES
- Appendix A: Public Input ... A-1
- Appendix B: Implementation Strategies & National Best Practices ... B-1

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Introduction

Introduction

In Baldwin City and Douglas County, the Safe Routes to School (SRTS) program is called Be Active Safe Routes. The program is a comprehensive approach to make neighborhoods safe and accessible for everyone. In addition to improving safety, Be Active Safe Routes benefits communities by reducing traffic congestion and air pollution, increasing the opportunity to be physically active and building community cohesion. The goal of the program is to develop safe routes for all and improve the health and well-being of children by encouraging them to safely walk and bicycle to school.

The Baldwin City SRTS initiative began in 2019 as collaborative effort of Lawrence-Douglas County Public Health (LDCPH), USD 348 Baldwin City Public Schools, Baldwin City, the Lawrence-Douglas County Sustainability Office, and the Lawrence-Douglas County Metropolitan Planning Organization (MPO). This partnership provided the framework for developing the holistic SRTS program, which includes bicycling and walking encouragement, education, equity, engagement, evaluation, and engineering. This plan was developed for USD 348 Baldwin City Public School Primary, Intermediate, and Junior High Schools. Although input was garnered from each school, this SRTS Plan is a citywide plan.

Plan development began before the COVID-19 pandemic in 2020. The pandemic has upended all faucets of life and has impacted the nature of education. However, even if in-person learning is not possible, this plan needs to move forward so implementation planning can occur. We recognize there will be limitations on implementing SRTS on the intended timeline due to COVID-19 ramifications. Implementation discussions will be ongoing as appropriate, based on students returning to school in-person and will be accommodated as feasible based on the direction from Lawrence-Douglas County Public Health and Douglas County Smart and Safe School Reopening Guidance.[1]

The vision and goals of this plan were developed through evaluating best practices and available datasets.

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1 https://ldchealth.org/457/Smart-and-Safe-School-Reopening

Vision Statement:

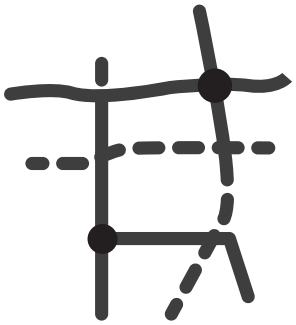
Baldwin City residents envision a community where children can safely and conveniently walk and bicycle as part of daily routines to get to and from school.

Goals:

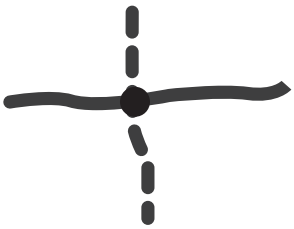
Increase walking and biking

Increase USD 348 district-wide student walking and bicycling rates to 15% by 2023.[1] (This data is included to elevate the conversation about what each percentage increase equates to in terms of students. The current walk and bike rate is 13.1%. 15% equates to 61 more students walking and biking.)

Improve biking and walking infrastructure



Increase the completed sidewalk along one side of safe routes to 100% by 2025. (Currently at 87% with existing and pending sidewalk projects.)



Improve the US-56 crossing as a critical connection to improve safety of the SRTS network by 2025.

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1 https://ldchealth.org/DocumentCenter/View/2440/2018-2023-Douglas-County-Community-Health-Plan-262019-update?bidId=

Benefits of Safe Routes to School

There are many benefits to the Safe Routes to School program described by the National Safe Routes Partnership. Focusing on building both social and physical infrastructure is an important step in supporting health and well-being for all, regardless of where a person lives, their race, or financial status. According to the CDC, physical inactivity increases the risk of diseases including cardiovascular disease and cancer. These diseases disproportionately affect Black and Native American populations in Douglas County.[1] Safe Routes to School, Complete Streets policies, new and expanded transit, and bicycle and pedestrian improvements have been identified as community design efforts that promote physical activity for all in the CDC's Active People, Healthy Nation.[2] The SRTS program uses a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and encouragement strategies to persuade more students to walk and bike. The CDC has recognized Safe Routes to School as one of a handful of programs that are cost-effective and show significant population health impacts within five years.

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SRTS Benefits and Graphic Source: https://www.saferoutespartnership.org/resources/fact-sheet/benefits-srts-infographic

1 https://ldchealth.org/DocumentCenter/View/2408/Health-Equity-Report
2 https://www.cdc.gov/chronicdisease/resources/publications/factsheets/physical-activity.htm

Comprehensive Safe Routes to School initiatives have been shown to be effective at increasing physical activity, reducing traffic congestion and air pollution, and increasing the number of opportunities to build a connection within the community.

The Safe Routes to School Framework summarize the key components of a comprehensive, integrated approach. Appendix E contains the implementation Strategies and National Best Practices, which includes many strategies to implement the Safe Routes to School Framework.

Engagement – Listening to students, families, teachers, and school leaders and working with existing community organizations, and build intentional, ongoing engagement opportunities into the program structure.

Education – Providing students and the community with the skills to walk, bicycle and ride buses safely, educating them about benefits of walking and bicycling, and deterring unsafe behaviors and encouraging safe habits by people walking, bicycling, and driving in school neighborhoods and along school routes.

Encouragement – Generating enthusiasm and increased walking and bicycling for students through events, activities, and programs.

Engineering – Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.

Enforcement* – Deterring unsafe traffic behaviors and encouraging safe habits by people walking, bicycling and driving in school neighborhoods and along school routes.

Equity – Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.

Evaluation – Providing a baseline understanding of what is happening in the community, such as how many children currently walk and bike, what the barriers are, and which strategies are most effective at addressing them.

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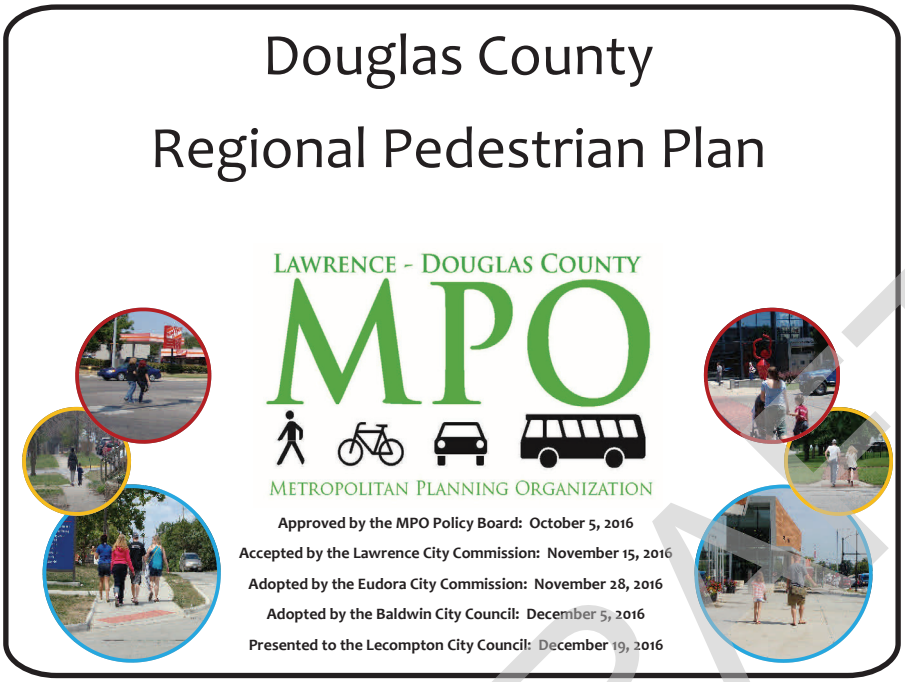
*Note: When the SRTS planning process began in 2019, Enforcement was one the framework elements and it is still part of the regulatory framework. However, as of June 9, 2020, the National SRTS Partnership removed enforcement and replaced it with Engagement. This was in a direct effort to acknowledge that they no longer feel the partnership with law enforcement as foundational to the start, maintenance or growth of successful Safe Routes to School programs. This plan still acknowledges the need to address driver behavior based on comments from parents in Baldwin City. More information about this change is available at: https://www.saferoutespartnership.org/blog/dropping-enforcement-safe-routes-school-6-e%E2%80%99s-framework. The Federal SRTS program still includes Enforcement as a component.

Policy Context

The Safe Routes to School initiative is supported by the multimodal long range transportation plan for Lawrence-Douglas County called Transportation 2040. Transportation 2040 has several strategies related to encouraging walking and bicycling through land development and investment. Furthermore, the Regional Pedestrian Plan identified preliminary SRTS routes as part of the priority pedestrian network and supports implementing the initiative.



Click on the image to view the plan[1]

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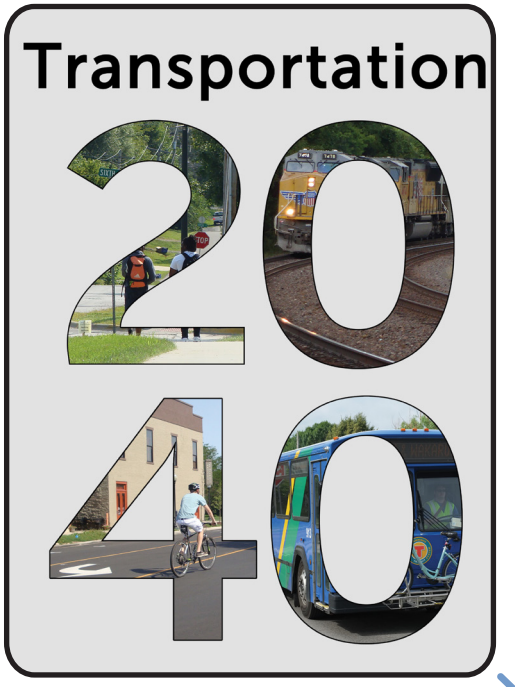

Click on the image to view the plan[2]

1 https://lawrenceks.org/mpo/pedplan
2 https://lawrenceks.org/mpo/T2040

In 2019-2020, the SRTS Working Group (Lawrence-Douglas County Public Health, Baldwin City, the Lawrence-Douglas County Metropolitan Planning Organization - MPO, USD 348 Baldwin City Public Schools, and Lawrence-Douglas County Sustainability Office) conducted a 15-month planning process to develop a citywide SRTS plan. The SRTS partnership kicked off the 2019-2020 planning process by collecting data through a parent survey and travel tallies.

The parent survey contained the questions from the National Parent Survey pertaining to how K-8 students travel to school along with a few specific questions about Safe Routes to School concepts and the proposed Safe Routes to School routes.[1] The survey was available September 13th to November 25th, 2019; 73 surveys were received. This was the first time the survey was conducted in Baldwin City. Staff tabled at the parent teacher conferences at the Intermediate School on October 23rd and 24th to promote the survey, the planning process, and to answer questions. Tables with survey cards and information about the planning process were also set up at the Primary School and Junior High School. The display and surveys were collected at the end of the last day of conferences. The survey was also shared with parents on social media.

Travel tallies were also conducted in Baldwin City for the first time in the spring and fall of 2019. The tallies are self-reported by students in the classroom when the teacher asks, on specific dates, how students arrived at school and how they plan to get home. (These travel tallies should continue every semester to track walking and bicycling rates.)

Staff mapped anonymized student addresses by school. This data was then summarized into heat maps for each school to indicate where dense populations of students lived in relation to their school. The SRTS partners reviewed the data to draft proposed routes.

Staff reviewed the survey results to develop the plan and final proposed routes.

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In midst of the planning process, COVID-19 caused delays to the original timeline and intent to take the plan to the school board prior to students leaving for summer vacation. In effort to be sensitive to those experiencing extenuating circumstances, the Working Group temporarily delayed efforts to publish the completed plan until it was more appropriate to do so.

Following the development of the plan a public comment period was held from October 2 to October 19, 2020. Public comments are listed in Appendix A: Public Input.

The plan was reviewed by MPO's Technical Advisory Committee on [insert date]. The MPO Policy Board on [insert action and date]. The USD 348 Baldwin City Public Schools School Board on [insert action and date]. The Baldwin City City Commission on [insert action and date].

1 http://saferoutesdata.org/downloads/Parent_Survey_English.pdf

What We Heard

The parent survey questions about parents' comfort letting children to walk and/or bicycle to school. It also asked about specific Safe Routes to School Strategies parents liked. Appendix A contains the full survey results.

When asked to indicate levels of support between 13 different factors the following figures represent responses. Factors included:
Distance, Convenience of driving, Time, Child participation in before or after school activities, Speed of traffic along route, Amount of traffic along route, Adults to walk or bike with, Presence of sidewalks or pathways, Quality of sidewalks or pathways, Safety of intersections and crossings, Crossing guards, Violence or crime, Weather or climate

Top 4 Motivating Factors

- Child participation in before or after school activities - 13%
- Convenience of driving & Time - 12%
- Crossing guards - 8%
- Presence of sidewalks or pathways & Distance - 7%

Number of Responses - 215

Top 4 Barriers

- Distance & Speed of traffic along route - 10%
- Amount of traffic along route - 9.4%
- Presence of sidewalk or pathways - 9.3%
- Safety of intersections and crossings - 9.3%

Number of Responses - 508

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When asked to indicate levels of support between 14 different strategies the following figures represent responses. Strategies included:
Bike Lessons and Safety Training, Bike Rodeos, Equipment Giveaways, Girls in Gear, Marked Routes, Park and Walk Programs, Pedestrian Safety Education, Safety Reminders at Drop-off/Pick-up Locations, Special Events, Staggered Dismissal, Student-Produced Maps, Student Safety Patrols, Traffic Safety Campaign, Walking School Bus or Bike Trains

Top 4 Supported Strategies

- Pedestrian Safety Education - 92%
- Traffic Safety Campaign - 80%
- Bike Lessons and Safety Training - 85%
- Walking School Bus or Bike Trains - 85%

Number of Responses - 80

Top 4 Unsupported Strategies

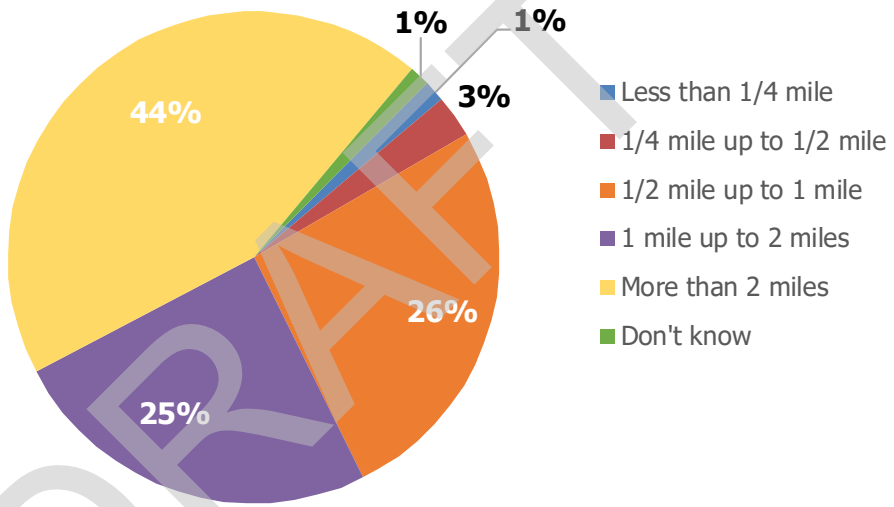
- Park and Walk Programs - 17%
- Bike Rodeos - 13%
- Staggered Dismissal - 13%
- Student-Produced Maps - 12%

Number of Responses - 80

According to the National Safe Routes Partnership, most kindergartners can walk up to half a mile to go to school, while a mile is reasonable for older elementary school kids.[1] Approximately 30% of Baldwin City public school students whose parents responded to our survey live less than a mile from school. However, 84% of the respondents reported that they had never walked or biked to school. (View Table 1 on page 17 to view the number of students per half mile from their school based on actual walking routes.)

This plan addresses the presence and quality of sidewalks, as well as the amount and speed of traffic, and acknowledges the safety of intersections and crossings (including Highway 56) needs to be improved so more students are comfortable walking or biking to school. Some factors which may prevent students from walking or bicycling to school, such as the distance between a student's home and their school can not be addressed by this plan.

Figure 1: Distance Child Lives from School



Number of Responses - 73

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WHAT WE HEARD

"Increased safety along walking routes would encourage our family to consider this as an option for getting to and from school."

1 https://www.saferoutespartnership.org/blog/too-far-walk

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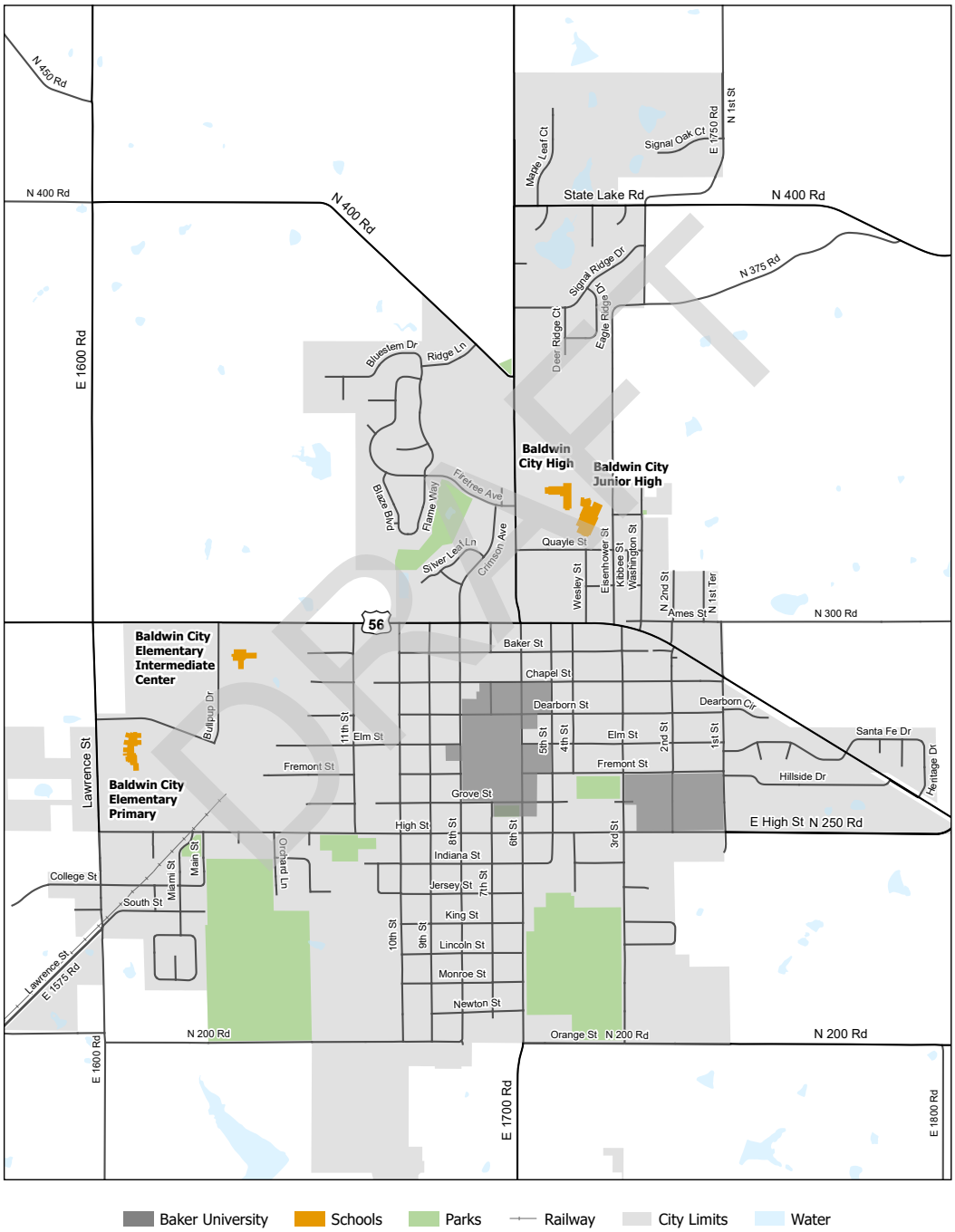
Current Context

Schools

USD 348 Baldwin City Public Schools has a Primary Center serving Pre-K through 2nd grade, an Intermediate Elementary Center with grades 3-5, a Junior High School, containing grades 6-8, and a High School which houses grades 9-12. The two Elementary schools are located on the western side of town near Lawrence Street and US 56/Ames St, while the Junior High and High School are bounded by 6th Street, Quayle Street, and Eisenhower Street.

Figure 2: Baldwin City Public Schools



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0 0.23 0.45 Miles

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Date Exported: 9/11/2020
Produced: Lawrence-Douglas County MPO

Students Distance From School

Table 1 shows the number of students in half mile increments from their school. It was developed by mapping the anonymized student data provided by USD 348. A walking analysis was performed using GIS and the pedestrian network (existing sidewalks and crossings) to develop walksheds (walking distances) from each school. Table 1 shows fewer students live within 1 mile of their school compared to the parent survey respondents discussed on page 13 and in Appendix A. This contrast could be due to parent perceptions vs. actual walking distance as well as the population which took the survey.

Table 1: Percentage of Students by Distance from School (2019-2020)

School	Percentage of Students per Mile Walkshed						
	0.5 mile	1.0 mile	1.5 mile	2.0 mile	2.5 mile	2.5+ mile**	Total Mapped*
Elementary Primary School	0%	8%	17%	13%	25%	38%	252
Intermediate School	1%	14%	23%	3%	16%	44%	289
Middle School	3%	25%	20%	7%	4%	42%	336
Total K-8 Students	**1%**	**16%**	**20%**	**7%**	**14%**	**41%**	**877**

* Total Mapped may vary from enrollment totals and was a point-in-time analysis using 2019-2020 data.
**Students who live 2.5 miles away from schools are eligible for bussing from USD 348 which is reimbursable through the State.
***The distances are based on actual walking distances from each school.

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Busing

Beginning in the fall of 2018, students living within 2.5 miles of their school were no longer eligible for busing[1]. USD 348 made this decision because fully staffing the bus drivers had been difficult. At least 250 students who relied on the busing were no longer eligible to be bused.

1 http://www.usd348.com/for-parents/transportation/

Existing Sidewalk & Bikeways

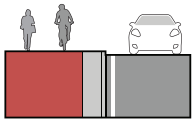
The Regional Pedestrian Plan developed a sidewalk inventory and condition assessment. It found that many streets in Baldwin City do not have sidewalk on both sides of the street and numerous streets do not have sidewalk on either side.

Baldwin City currently has two Shared Use Path segments totaling 1.3 miles and 0.57 will be constructed when the funded portion Maple Trail is constructed using FY21 Transportation Alternatives (TA) grant funds through KDOT. Shared Use Paths are larger sidewalks of at least 8 feet in width. No other bikeway infrastructure exists at this time. The inventory below was updated with current infrastructure in June 2020.

Miles within City of Baldwin City Current Infrastructure

Shared Use Path

1.3 miles

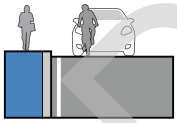


Miles along SRTS Routes: 0.9

A >8-foot wide sidewalk which provides a continuous corridor for bicycle riders and pedestrians that is separate from vehicular roadways. Paths work best when connected to an on-street network which meets robust safety and design standards. According to national standards, 10-foot shared use paths are recommend; however, under certain constraints 8-foot may be approved.[1] *This does not include the Maple Trail Transportation Alternative (TA) project being constructed in 2021.

Sidewalk

12.6 miles

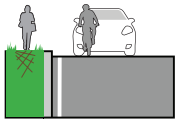


Miles along SRTS Routes: 5.2

A sidewalk is a path along the side of a road. It is often constructed of concrete or cement, though occasionally bricks or stones, and is designed for pedestrians. According to national standards, 6-foot sidewalks are recommended; however, under certain constraints 5-foot may be approved.[2] 2.0 miles of sidewalk are currently pending installation and are not included in the missing or existing categories.

Missing Sidewalk

17.2 miles

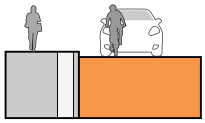


Miles along SRTS Routes: 1.1

Sidewalk does not exist causing pedestrians to either walk in the street or across yards.

Roadway

30.6 miles



Miles along SRTS Routes: 5.3

These roadways are maintained by Baldwin City.

Note: Sidewalk miles are centerline distances, meaning one line is figured for both sides of the road. Shared Use Paths are wide sidewalks, but are not included in the sidewalk total because they would be double counted.

1 https://ruraldesignguide.com/physically-separated/shared-use-path
2 https://ruraldesignguide.com/physically-separated/sidewalk

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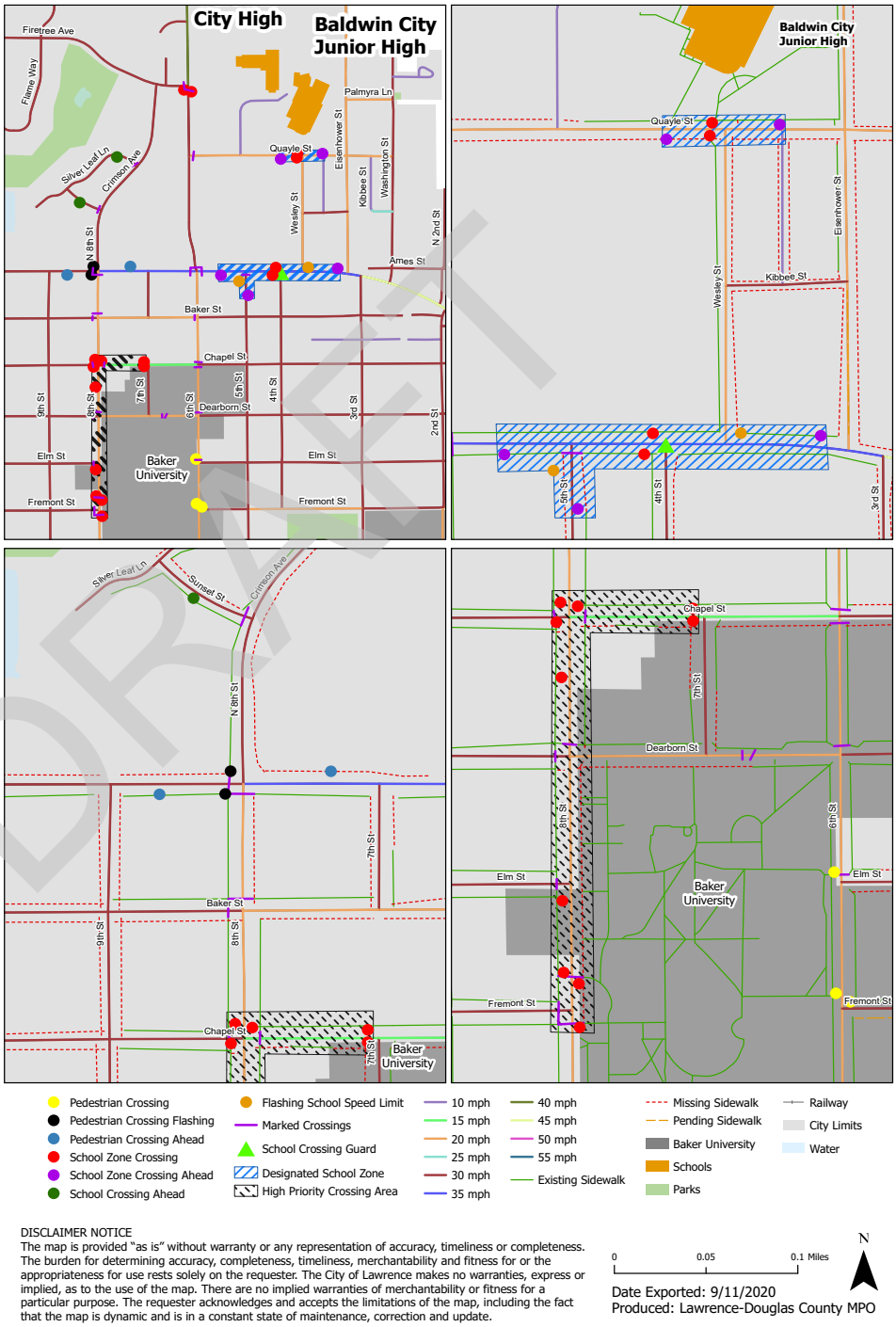
According to the Kansas School Zone Program through the Kansas Department of Transportation, "The 'School Zone' starts at the front door of the school and includes the entire campus and as many of the surrounding neighborhood blocks that have a significant level of school-generated traffic. This usually includes the streets along the perimeter of the school and the area of one or two blocks surrounding it. This zone should then be marked with special signage to alert drivers of the high concentration of children. School crossing signs, speed signs, school zone pavement markings and other traffic calming devices remind drivers to treat the area with special care and attention.

The **School Zone Program** is an excellent program provided by the State of Kansas that improves school zones in towns with a population of fewer than 20,000 people. The improvements to school zones that are provided include: pavement striping, school zone signs, and reduced speed assemblies."[1]

There are two designated school zones in Baldwin City (shown in Figure 3). There are no specific speed reductions in the school zones during school commute times as the roads within the school zones already have slower speed limits. Additionally, no specific higher fines are assessed within the school zones. The higher priority crossing area (shown in black hatchmarks) northwest of Baker University is currently signed as a designed school zone due to a former school on Chapel St, but no K-12 school exists near it today. However, the signs will most likely stay to indicate crossings by Baker University students.

Figure 3: School Zones



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1 http://www.ksdot.org/bureaus/burTrafficEng/sztoolbox/School_Zone_Program.asp

Road Speed & SRTS Routes

The speed of a roadway limits the driver's field of vision. The field of vision is the amount of space a person can view while driving down the road. The faster you drive the less you can view. Thus faster speeds lead to more crashes as drivers are not able to view pedestrians and bicycle riders soon enough to avoid a crash. According to the AAA Foundation for Traffic Safety the average risk for death of a pedestrian increases as the speed of the vehicle increases (Table 2).[1] Figure 4 displays the posted road speeds for Baldwin City roads as well as the Safe Routes to School Route. Reducing the posted speed limit could be considered for increased comfort biking and walking.

Figure 4: Posted Road Speed and Safe Routes to School Routes

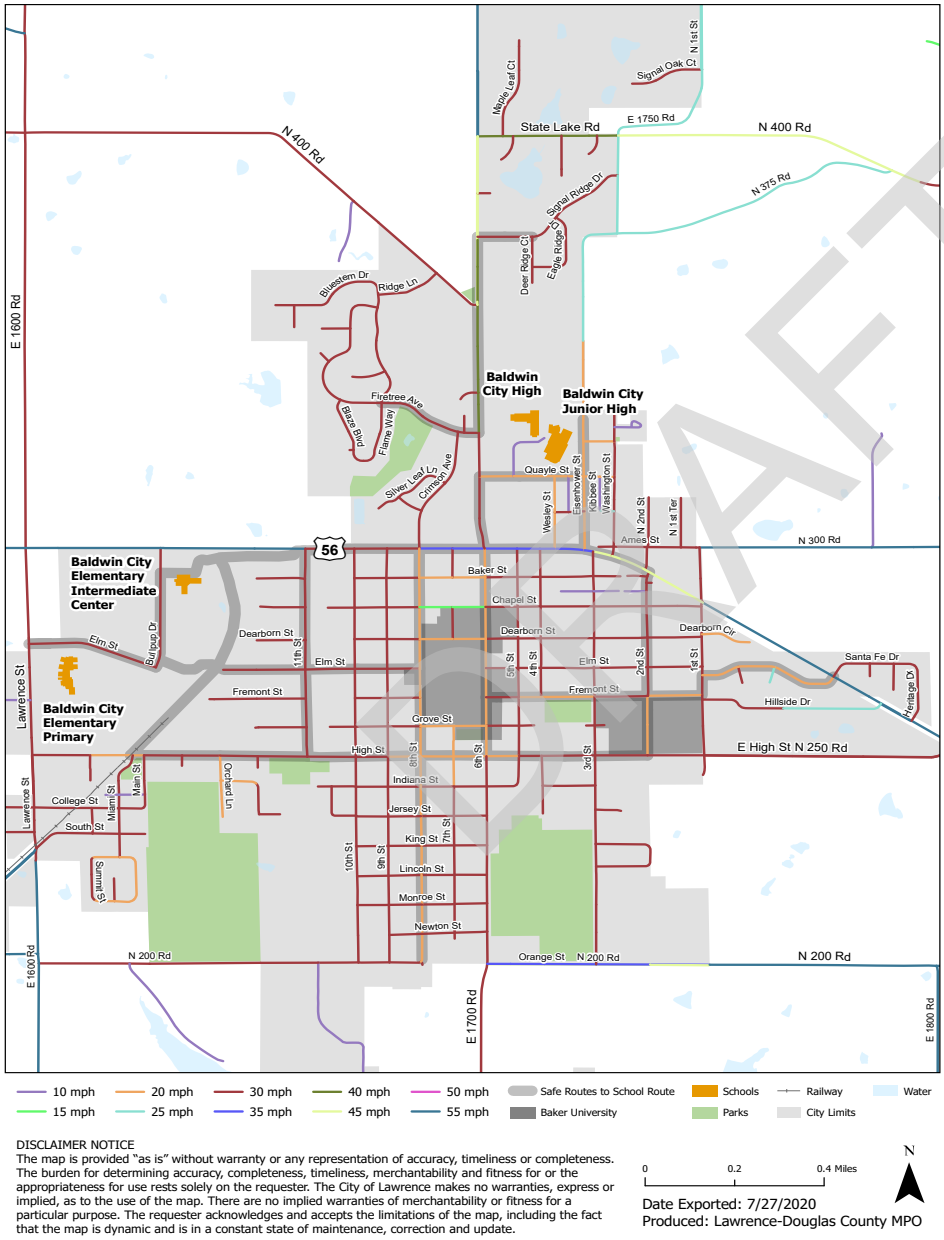

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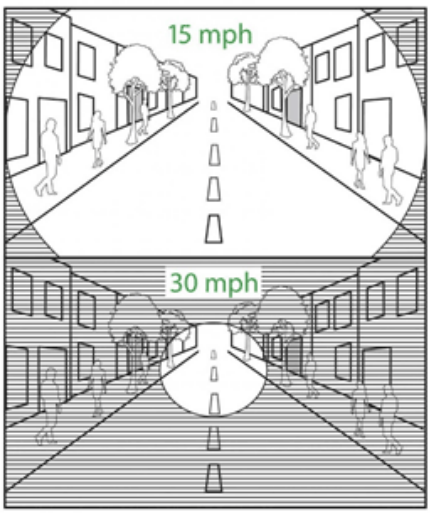
Table 2: Average Risk of Pedestrian Severe Injury or Death Based on Vehicle Miles per Hour Speed[1]

	Severe Injury	Death
10%	16 mph	23 mph
25%	23 mph	32 mph
50%	31 mph	42 mph
75%	39 mph	50 mph
90%	46 mph	58 mph

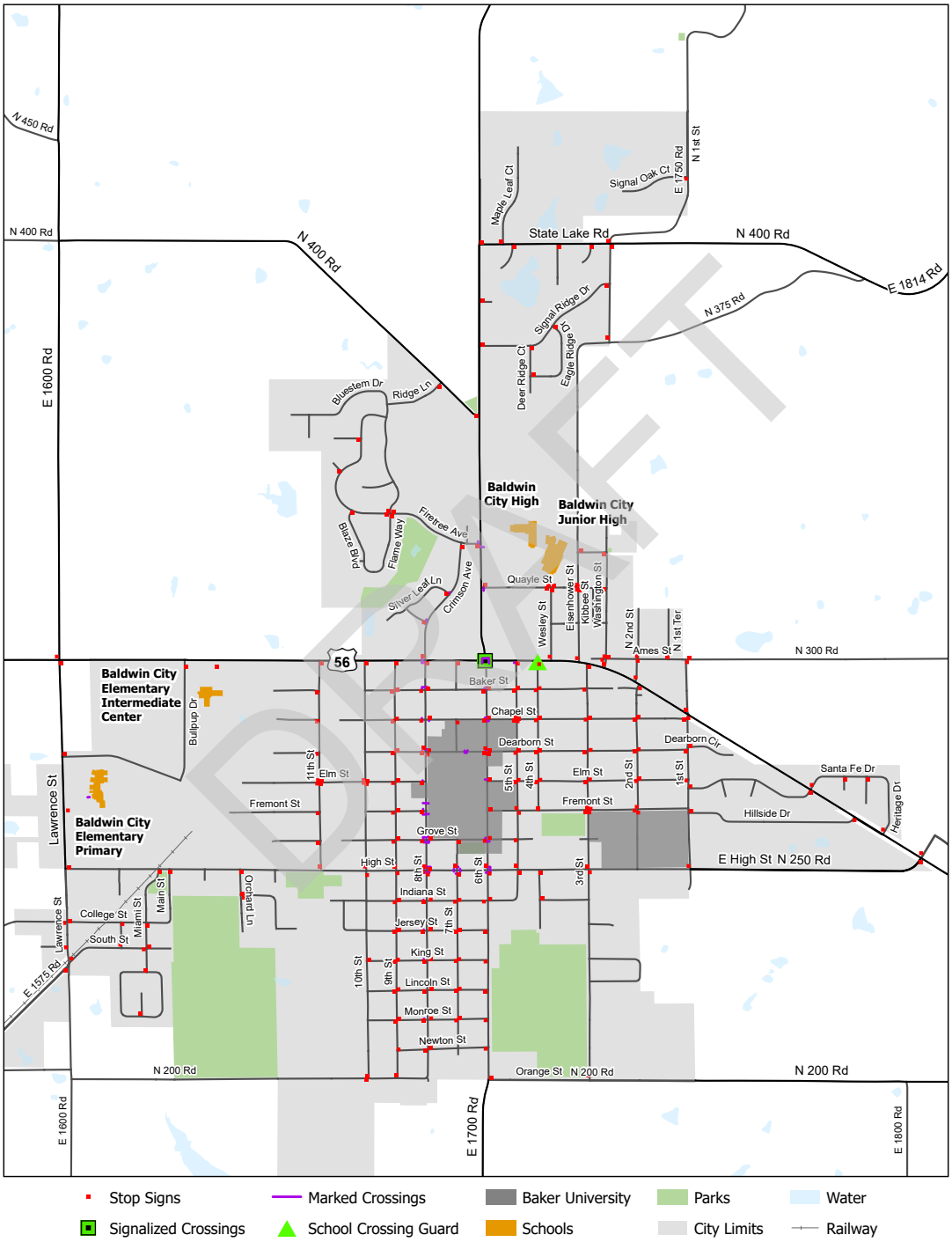
Field of Vision based on speed of motorist[2]



1 Impact Speed and a Pedestrian's Risk of Severe Injury or Death. AAA Foundation for Traffic Safety. https://aaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/
*Note: Risks vary significantly by age.
2 Speed as a Safety Problem. https://www.ite.org/technical-resources/topics/speed-management-for-safety/speed-as-a-safety-problem/

One crossing guard is located at Ames St/US 56 and 4th St. The crossing guard guides students across the uncontrolled marked crosswalk. The crossing guard is employed by the City through the Police Department. During the 7 - 8 am crossing period typically 20-50 students are crossed, while during the 3 - 4 pm crossing more than 75 students are crossed.

Figure 5: Crossing Guard



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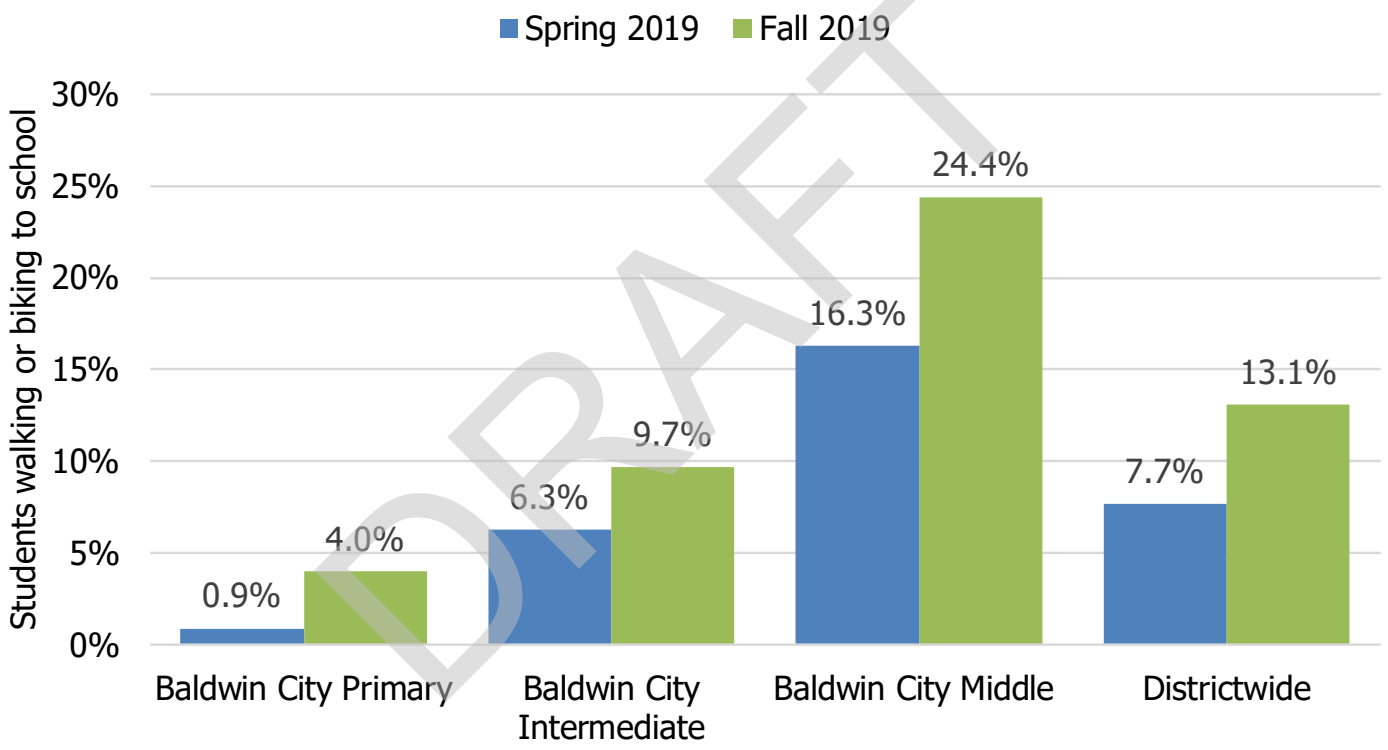
Walking & Bicycling Rates

As mentioned previously, travel tallies are self-reported in the classroom. An instructor asks students how they arrived at school that day and how they intend to go home. Students are asked if they are going to travel by foot, bike, school bus, vehicle, carpool, or other. There was a higher percentage of students walking or biking in the fall, which could be due to the weather. The weather is generally more conducive to walking and biking in August (during the fall count) rather than April (during the spring count) and students are used to being outside after having the summer break.

By comparison in 1969, nationally 48% of students in grades K-8 walked or biked to school.[1]

Figure 6: Per Semester Active Travel



Source: Semi-Annual Travel Tally - AM Tuesday/Thursday Counts

1 Walking to School: Trends, Issues and Evidence. http://www.walkbiketoschool.org/plan/get-media-attention/talking-points

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Issues & Strategies

Issues & Strategies

The following issues were identified through the planning process as key to improving the walking and biking environment for students walking/biking to school. This section identifies the issue and strategies to address it. The Action Plan states organizations and stakeholders responsible implementing strategies.

Traffic Control

In the 2019 Parent Survey, the speed and amount of traffic along routes were two of the top three barriers to allowing children to walk or bike to school. Addressing traffic control around schools is key in parents comfort in letting their kids walk or bike to school.

- City of Baldwin City and USD 348 shall adopt the Infrastructure Safe Routes to School map as part of this plan development and work with the MPO and SRTS Working group to develop the Circulation and Encouragement maps (next page).
- The City of Baldwin City shall continue to enforce traffic laws in school zones and neighborhoods with particular focus on speed limits, yield laws, and other laws which impact safe vehicle operation and students walking & bicycling to school.
- The City of Baldwin City should explore the safety benefits of lowering speed limits on local streets to reduce the severity of crashes and improve comfort.
- The SRTS Working Group, in consultation with USD 348, shall establish a Circulation Map/Plan for each school. Implement arrival and dismissal policies to reduce conflicts between cars, buses, pedestrian, bicycle riders, and others.
    - Potential strategies include:
        - Advanced dismissal for walkers and bicycle riders.
        - Reduction in posted speed limits.
        - Remote drop off/pickup – students are driven most of the way to school, but are often dropped off at a designated location approximately a quarter of a mile from school so they can walk the rest of the way to school.
        - Encourage walking school buses – create a how to guide describing how to develop walking school buses.
        - Encourage carpooling.
        - Encourage valet systems to assist students with exiting/entering vehicles.

WHAT WE HEARD

"I would like to see more adult presence (crossing guard, law enforcement) patrolling the route on 56 Hwy."

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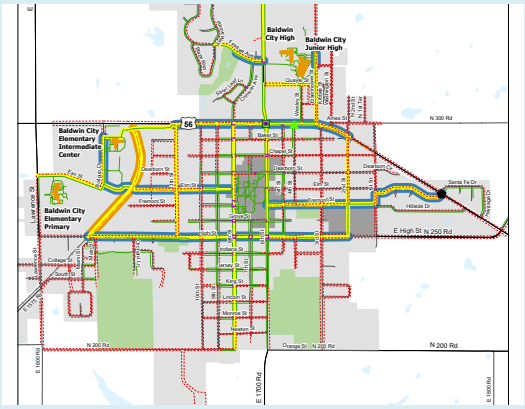
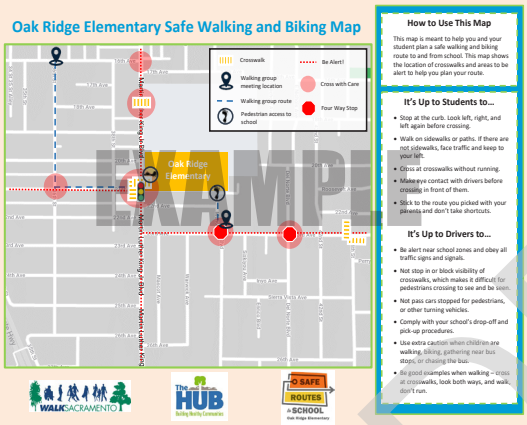
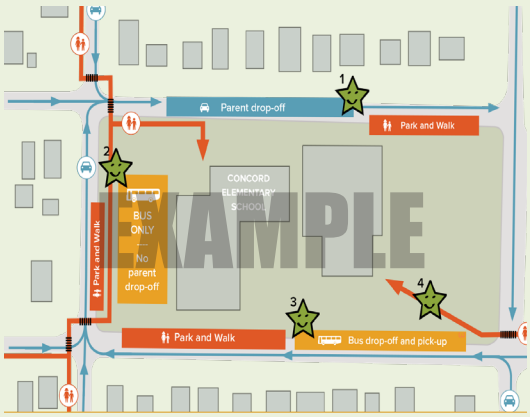
	Elements	Use	Developer	Updates
Infrastructure  Located: beactivesaferoutes.com	• Establishes routes • Existing crossing guards • Streets • Existing sidewalks • Designated school zones • Existing and planned bikeway network	City infrastructure planning – determine sidewalk/bike gap projects	SRTS Working Group with USD 348 input	Routes planning & evaluation every 5 years except as necessary due to school boundary change or request from USD 348. The map may be updated to reflect the actual environment (built projects, crossing improvements, etc.) in the intervening years
Encouragement*  Located: beactivesaferoutes.com	• Simple walking/ biking route map for students and parents • Shows existing infrastructure (sidewalk, crossings, bike parking, etc) • Includes safety user information	Schools and parents walking and biking to/from school	SRTS Working Group	As necessary
Traffic Circulation  Located: beactivesaferoutes.com & USD 348 student handbooks and/or websites	• Establishes routes • Existing crossing guards • Streets • Existing sidewalks • Designated school zones • Posted speed limits • Bike infrastructure • Circulation plan - separate from the map	Schools and parents for drop off/ pick up procedures	MPO with USD 348 and City's technical guidance upon request	As necessary

*Eventually the SRTS Encouragement map will have the same routes as the infrastructure map once sidewalk/bike gap projects are constructed.

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Comfortable Crossings

In the 2019 Parent Survey, the safety of intersections and crossings was a top barrier to allowing children to walk or bike to school. Making crossings comfortable is fundamental to more students walking and bicycling to school.

The following actions shall be taken to advance comfortable crossings:

- Baldwin City and the Kansas Department of Transportation and shall improve the comfort of crossing Highway 56 by increasing visibility of crossers by installing a pedestrian crossing (High intensity activated crosswalk – HAWK, or Rectangular Rapid Flashing Beacon – RRFB).
- Baldwin City should employ a crossing guard at Ames St/ US 56 and 4th street until the intersection is improved and is no longer an uncontrolled marked crossing, afterward the crossing guard shall be evaluated for appropriateness.

Constructing & Maintaining Routes

As of June 2020, there is 48 miles of missing sidewalk in Baldwin City. This takes into account both sides of the road. Priority should be placed on installing sidewalk on at least one side of the street along the Safe Route to School Routes identified in Figure 7. An equitable approach is recommended for constructing and maintaining routes. Prioritization should consider equity as a primary factor impacting low income and/or minority families.

The following actions shall be taken to ensure routes are being constructed and maintained.

- Baldwin City shall pursue funding to construct ADA ramps, crossing improvements, and install sidewalk along at least one side of the established Safe Routes to School Routes.
- Baldwin City shall achieve the goal of continuous sidewalk along one side of identified Safe Routes to School Routes by 2025. (Currently 13% of the route is missing sidewalk on one side of the street equaling 1.1 miles.)
- Baldwin City shall pursue funding to construct bikeways and prioritize street infrastructure and safety improvements around schools and identified Safe Routes to School. Figure 9 displays the prioritized sidewalk projects.
- Baldwin City shall create a maintenance plan for sidewalks and bikeways. Safe Routes to School routes shall be prioritized in the maintenance plan.

WHAT WE HEARD

"I'd be more comfortable if there were groups of walkers, crossing guards, and more visuals for cross walks."

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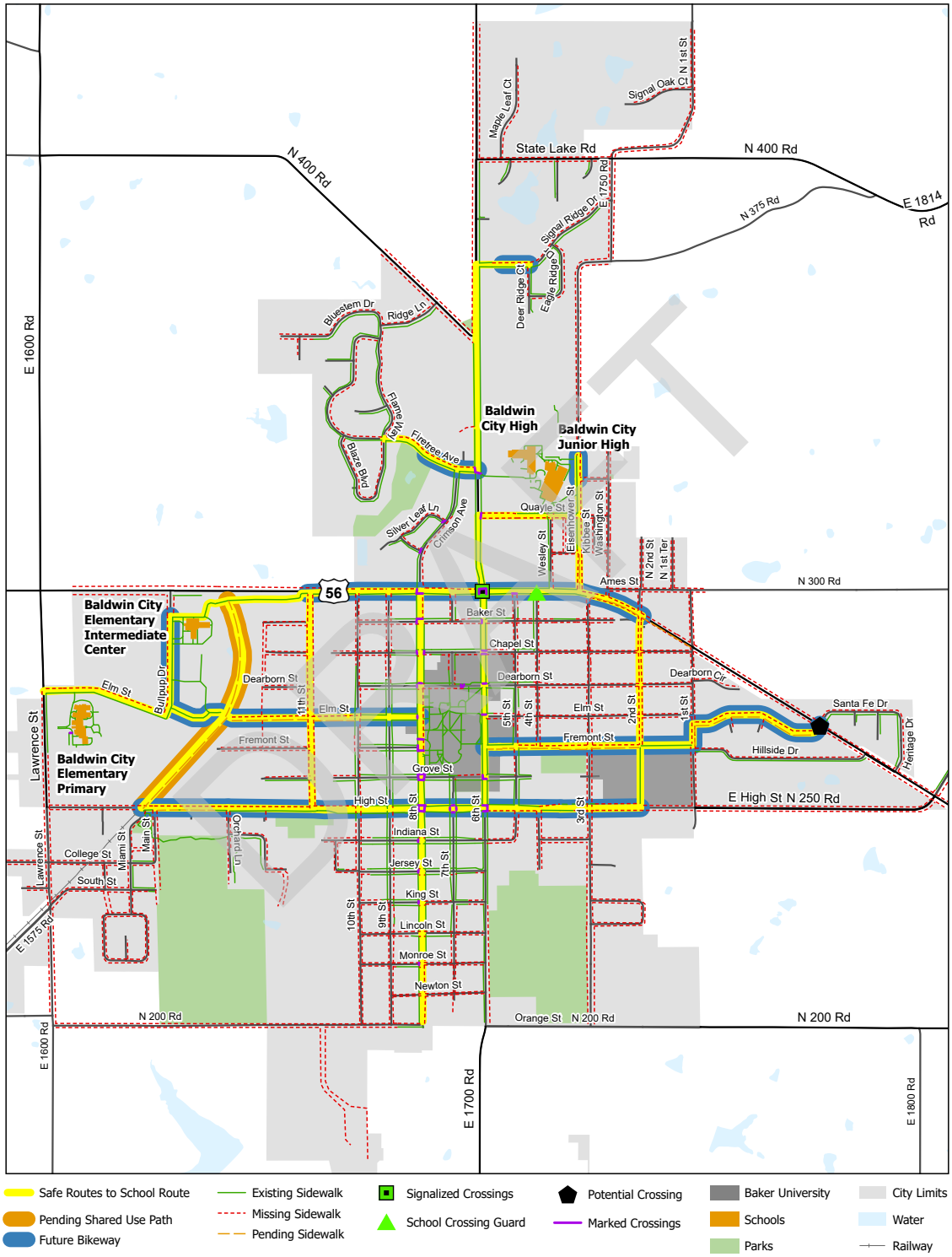
The Infrastructure Routes also identify the bikeways. When routes are implemented bikeways should be included.

Figure 7: Safe Routes to School Infrastructure Routes and Bikeways



*Street walk is included north and west of Liston Stadium at Fremont St. and 2nd St.

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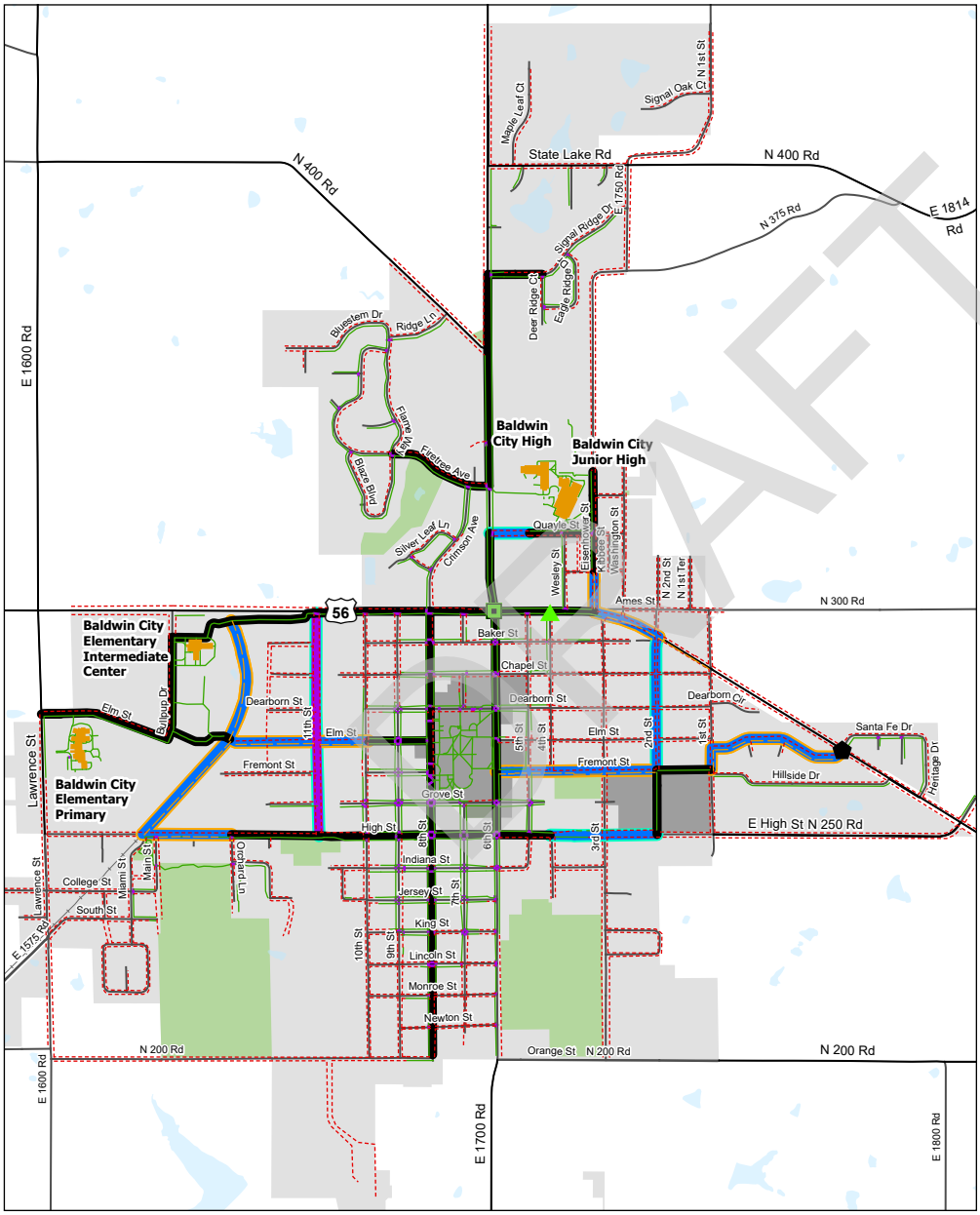
Prioritized Safe Routes to School Segments Map

Specific projects were identified to complete a network of sidewalk on at least one side of the street. Figure 8 displays the priority projects. Segments in blue are the primary priority, while segments in purple are the secondary priority. Baldwin City is currently improving/installing sidewalks using sidewalk bond and KDOT administered Transportation Alternative (TA) funding. This equates to 2.0 miles of pending sidewalk outlined in yellow. Eighty-seven percent of the SRTS routes will have sidewalk on at least one side of the street when the pending sidewalks are completed. Therefore, only 13% of the network or 1.1 miles is missing to have a 8.9 mile network of sidewalks on at least one side of the street (highlighted in teal).

Figure 8: Priority Projects



5.2 Miles Existing Sidewalk

2.0 Miles Pending Sidewalk

1.1 Miles Missing Sidewalk

Primary SRTS Missing Sidewalk
Secondary SRTS Missing Sidewalk
SRTS w/Existing Sidewalk
Missing Sidewalk
Sidewalk Pending Installation
Existing Sidewalk
Missing Sidewalk
Pending Sidewalk
Signalized Crossings
Marked Crossings
Potential Crossing
School Crossing Guard
Baker University
Schools
Parks
City Limits
Water
Railway

Sidewalk on at least one side of the Safe Routes to School Route

DISCLAIMER NOTICE *Street walk is included north and west of Liston Stadium at Fremont St. and 2nd St.
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According to the 2019 Parent Survey, 84% of students have never walked or biked to school. Developing a walking and biking culture does not happen overnight and will take both policy changes as well as changing parent attitudes about the safety of walking and biking and developing a sense of excitement among students to walk and bike to school. Various activities encouraging and educating students about safe walking and biking behaviors need to be implemented. For example, we recommend:

- USD 348, in conjunction with LDCPH, shall host Walk and Bike to School Days. LDCPH develop handouts for Walk and Bike to School Day which includes information about safe walking and bicycling behaviors.
- USD 348 shall provide programs and events which encourage walking, bicycling, and use of other forms of active transportation (such as skateboards or scooters) to and from school. Institute Marathon Clubs and Girls in Gear/Girls on the Run. Develop an incentive program for walking and bicycling to school and hold Bike Rodeos to give students the opportunity to learn and practice safe bike handling skills.
- USD 348 continue to teach Pedestrian Safety Education curriculum which includes safety rules about appropriate walking/crossing places and rules of the road.
- USD 348 shall teach Bike Education Safety Training (known as LBEST in Lawrence) curriculum ensuring that students learn the skills, laws, and safety practices involved bicycling. Obtain a bicycle fleet to provide this on-bike experience.
- USD 348 shall integrate biking and walking education into all subject areas, not only teaching it in PE class. Perhaps conduct walk audits and have students write about it in English class, photo voice activities in art class, or other activities.
- USD 348 shall implement policies (e.g. staggered dismissal, etc) which ensure walking or biking to school is feasible and encouraged as well as decreasing conflicts between motor vehicles and students.
- LDCPH shall continue to host the beactivesaferoutes.com website.
- The SRTS Working Group shall create a how to guide for school champions and parents to establish Walking School Buses or Bike Trains. Each "bus" walks or rides along a set route with adults leading the walk/ride picking up children along the way.

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WHAT WE HEARD

"I support a plan that will encourage more students to walk or bike to school."

Tracking Progress

To know progress is being made in implementing the Safe Routes to School program performance and implementation should be tracked through three data sources. To understand the impact transportation choice has on equity, the MPO will continue to track Transportation 2040 performance measures specifically the access to sidewalk and bikeways in relation to low-moderate income and/or minority populations.[1] Lawrence-Douglas County Public Health will continue to track measures related to health equity in their Health Equity Report.[2]

The following actions shall be taken to ensure the SRTS Plan is making progress.

- Lawrence-Douglas County Public Health (LDCPH) shall conduct parent surveys every 5 years.
- LDCPH and USD 348 shall continue to conduct student travel tallies each semester that in-person learning takes place.
- MPO shall continue to document sidewalk and crossing improvements to determine progress on completing a continuous network of roads with sidewalks on at least one side as well as crossing improvements and bikeway infrastructure.

Other Best Practices

Through the review of Safe Routes to School, best practices, the following were identified as high priorities for Baldwin City.

The following actions shall be instituted to improve students' ability to walk or bike to school.

- The USD 348 Baldwin City Public Elementary and Middle School shall appoint one person, either a parent or non-administrative staff, to be their school champion. This person needs to have the enthusiasm and time to build a strong Safe Routes to School program in each school. A deliberate approach towards equity should be taken when recruiting school champions by intentionally seeking a diverse membership. Representative characteristics to look for include school geography, school rate of free and reduced meals, race, and ability. This person will be the point of contact for parents when they have questions about SRTS items, help advertise Walk and Bike to School Days, table at Back to School Day to educate parents about Safe Routes to School routes and opportunities to walk or bike to school, assist in the distribution and collection of the parent surveys, and ensure the SRTS Circulation Plan is occurring as desired (once the plan/map is developed). A districtwide school champion group will be formed from the individual school champions. The group will meet 1-2 times a year to discuss Safe Routes to School and receive training about Safe Routes to School.
- Before new schools are sited or boundary changes are made, USD 348 shall work with the City of Baldwin City and the Lawrence- Douglas County MPO to consider the overall transportation system including walkability and bikeability.
- Incentivize walking and biking home from school through staggered dismissal which allows "walkers" to leave school grounds earlier than other students in order for them to be home sooner, and out of the way of vehicle or bus traffic.

1 https://lawrenceks.org/mpo/t2040/pm
2 https://ldchealth.org/DocumentCenter/View/2408/Health-Equity-Report

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Next Steps

Action Plan

When people typically think of Safe Routes to School programs they immediately think of sidewalks, ramps, and other costly infrastructure improvements. However, there are many programmatic activities which can increase the safety of walking and biking. The implementation of Safe Routes to School programs and policies will be successful if entities take ownership of specific responsibilities, thus there are champions within each of the partner organizations. The community will hold the partners accountable to their commitments.

	Recommendation	Champion	Partners	Timeline
Traffic Control	Adopt the Infrastructure SRTS Routes & work on the Encouragement and Circulation maps	City	USD 348	Year 1
	Enforce traffic laws in school zones and consider safety benefits of lowering speed limits on local streets	City		Ongoing
	Establish Circulation Map/Plan for each school	SRTS Working Group	USD 348	Year 1
Comfortable Crossings	Improve the the comfort of crossing Highway 56	City		Ongoing
	Continue the crossing guard program on designated Safe Routes	City		Ongoing
Constructing and Maintaining Routes	Construct bikeways, ADA ramps, crossing improvements, and sidewalk on at least one side of established SRTS routes	City/Developer*		Ongoing
	Achieve the goal of 100% continuous sidewalk along one side of identified SRTS routes by 2025	City		Ongoing
	Pursue funding to prioritize sidewalk gap fill projects and safety improvements around schools and identified SRTS routes	City		Ongoing
	Create a maintenance plan for sidewalks and bikeways prioritizing SRTS routes	City		Year 1
Developing a Walking and Biking Culture	Host Walk and Bike to School Days	USD 348	LDCPH	Ongoing
	Programs and events to encourage walking and bicycling, which can include Marathon clubs, Girls in Gear/Girls on the Run, and incentive programs	USD 348		Year 2
	Continue to teach basic Pedestrian Safety Education, pursue more robust curriculum	USD 348		Year 1
	Obtain a bike fleet and teach Bike Education Safety Training (LBEST)	USD 348		Year 2
	Integrate biking and walking education into all subject areas, not only PE class	USD 348		Year 1
	Maintain beactivesaferoutes.com	LDCPH		Ongoing
	Implement policies which ensure walking or biking to school is feasible and encouraged	USD 348		Year 2
	Develop simple encouragement walking and biking route maps	SRTS Working Group		Year 1
	Create a how to guide for establishing walking school buses or bike trains	SRTS Working Group		Year 2
Tracking Progress	Conduct parent surveys every 5 years	LDCPH		Ongoing
	Continue to conduct student travel tallies each semester	LDCPH/USD 348		Ongoing
	Inventory sidewalk and bikeway network annually	MPO		Ongoing
Other Best Practices	Appoint a "School Champion" for each school	USD 348		Year 1
	Consider the overall transportation system including walkability and bikeability before new schools are sited or boundary changes are made	USD 348	City	Ongoing
	Implement staggered dismissal policies	USD 348		Year 2

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* Developer/Property owner during development under the Land Development Code.

**Based on the direction from Lawrence-Douglas County Public Health and Douglas County Smart and Safe School Reopening Guidance (https://ldchealth.org/457/Smart-and-Safe-School-Reopening), we recognize there will be limitations on implementing SRTS on the intended timeline. Implementation discussions will be ongoing as appropriate, based on students returning to school in person and will be accommodated as feasible.

Updating & Amending the Plan

Plans are not set in stone; however, infrastructure projects like sidewalks or crossing improvements require large amounts of funding and time to implement. Thus, Safe Routes to School routes need to stay consistent over time so infrastructure improvements are not implemented in areas which are no longer Safe Routes. Plan progress will be reviewed by the MPO in five years (2025) to determine if a plan update is warranted.

Specific SRTS routes will be reviewed in the intervening years based on either:

1. A school attendance boundary change or
2. A school site council requests a change to the USD 348 School Board who then recommends the change to the Lawrence Douglas County MPO and the City of Baldwin City. The City of Baldwin City and MPO will work with the SRTS Working group to address and respond to the request.

The SRTS Infrastructure and Encouragement maps will be updated to reflect the actual environment (built projects, crossing improvements, etc) in between plan update cycles and will be attached to this plan as appropriate.

The SRTS Circulation maps will be updated when necessary.

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APPENDIX A

Public Input

Overview

In 2019-2020, Lawrence-Douglas County Public Health (LDCPH), City of Eudora, and the Lawrence-Douglas County Metropolitan Planning Organization (MPO) formed a SRTS Working Group to conduct a 15-month planning process to develop a SRTS Plan for each of the three school districts within Douglas County (USD 348, USD 497, and USD 491). The SRTS Working Group collaborated with the school district in their respective city to develop the plan. The planning process included collecting input through the parent survey, attending parent teacher conferences, and discussions with city and school board members. A full record of survey responses and public comments are found in this Appendix. The results are shown citywide.

The first phase of public engagement in Baldwin City began with the Parent Survey. This Parent Survey was administered through the USD 348 Primary, Intermediate, and Junior High. The survey was conducted from October 14th to November 25th, 2019; 73 surveys were received. This was the first time the survey was conducted.

The second phase of public engagement included tabling at Parent-Teacher Conferences on October 23rd, 2019 and October 24th, 2019 from 12- 8 pm at the Intermediate Center. While tabling, parents and interested community members had the opportunity to provide feedback on proposed routes, crossing priorities, and preferences for comprehensive Safe Routes to School strategies. The Parent Survey was made available through both paper copies and an online system which parents had the ability to fill out during the parent-teacher conference on ipads brought by the SRTS Working Group. Paper surveys and posters with information were also left on unattended tables at the Primary Center and Junior High and collected at the end of the last day of conferences.

The draft plan was available for public comment October 2 - October 19, 2020.

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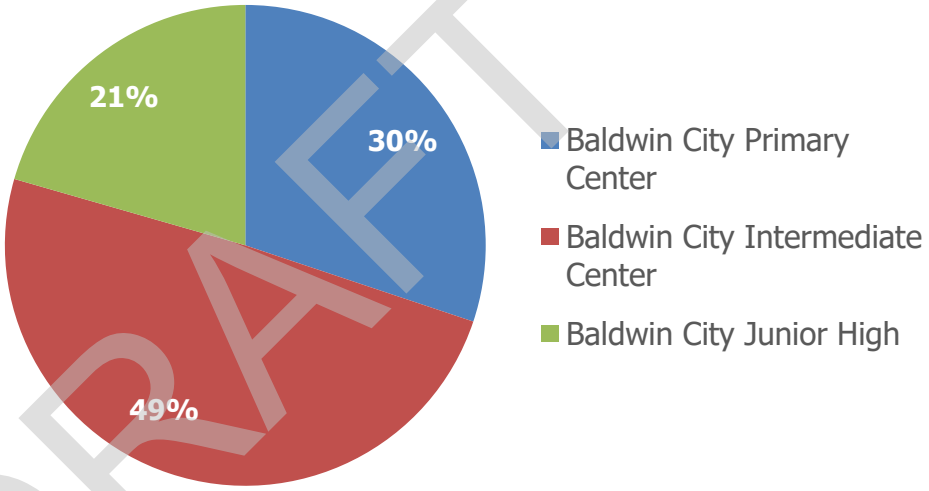
Parent Survey Results

This Parent Survey was administered through the USD 348 Primary, Intermediate, and Junior High. The survey was conducted from October 14th to November 25th, 2019; 73 surveys were received. This was the first time the survey was conducted.

Figure A1: Responses by School

Category	Total
Baldwin City Primary Center	22
Baldwin City Intermediate Center	36
Baldwin City Junior High	15



Number of Responses - 73

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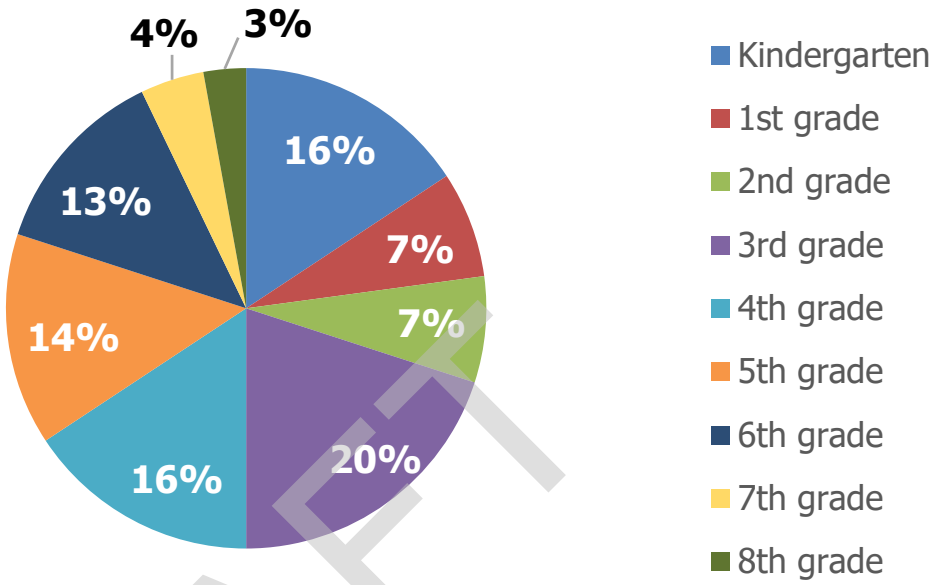
Parent Survey Responses By Question

Question 1:

When asked "In what grade is your child?" respondents indicated:

Figure A2: Students Year in School

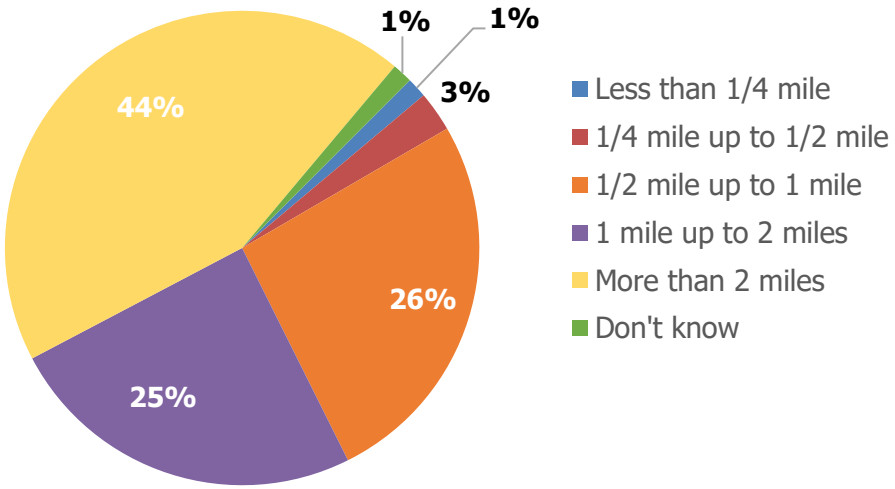


Number of Responses - 70

Question 2:

When asked "How far does your child live from school?" respondents indicated:

Figure A3: Distance from school



Number of Responses - 73

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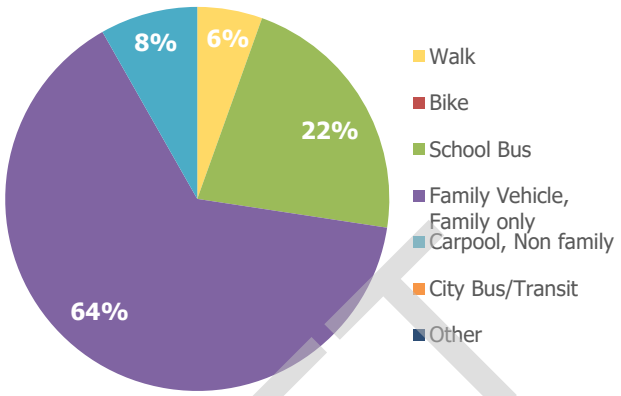
QUESTION 3:

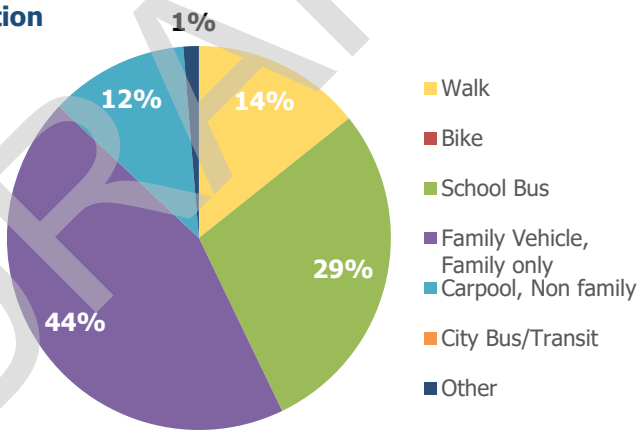
When asked "On most days, how does your child arrive at school and leave for home after school? " respondents indicated:

Figure A4: Arrive At School Transportation



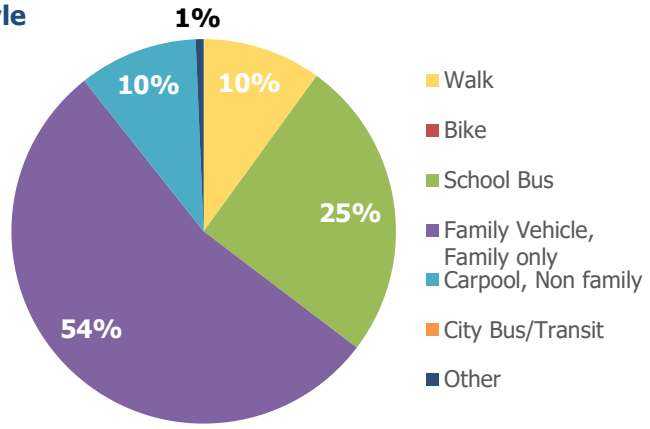
Number of Responses - 73

Figure A5: Leave for Home Transportation



Number of Responses - 77

Figure A6: Average Transportation Style



Number of Responses - 150

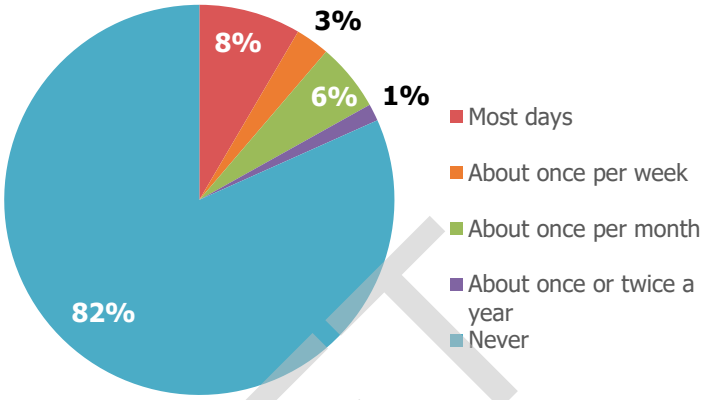
DRAFT

Parent Survey Responses By Question

Question 4:

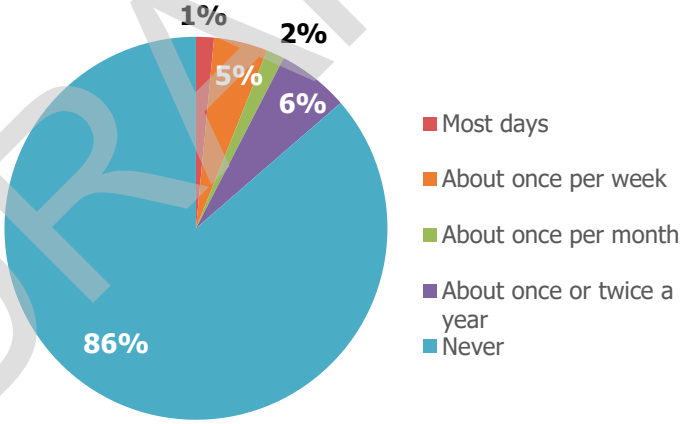
When asked "How often does your child walk to school or bike to school? " respondents indicated:

Figure A7: Frequency of Walk to School



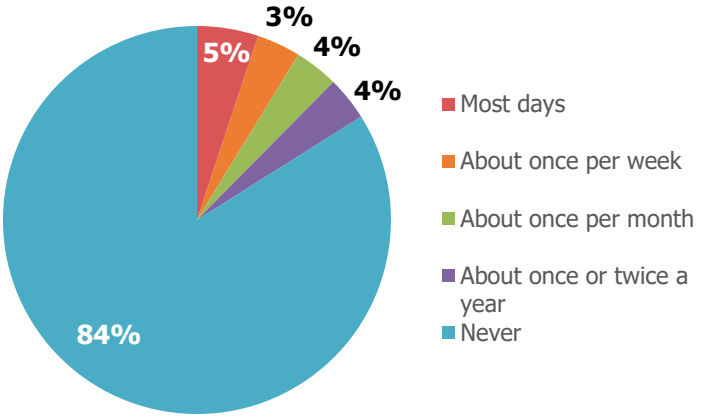
Number of Responses - 71

Figure A8: Frequency of Bike to School



Number of Responses - 66

Figure A9: Walk/Bike to School



Number of Responses - 137

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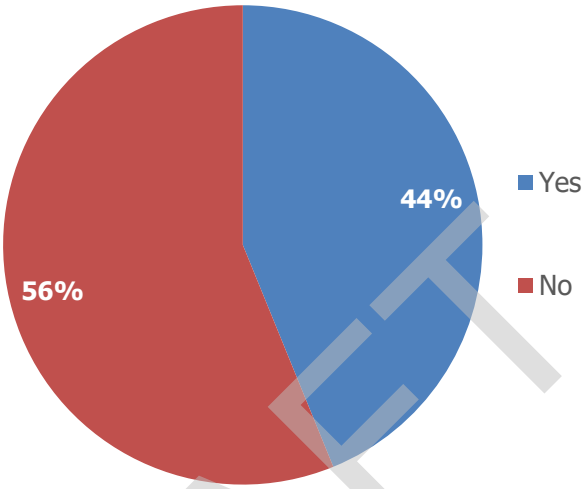
QUESTION 5:

When asked "Has your child asked you for permission to walk or bike to/from school in the last year?" respondents indicated:

Figure A10: Students Interested in Walk/Biking to School

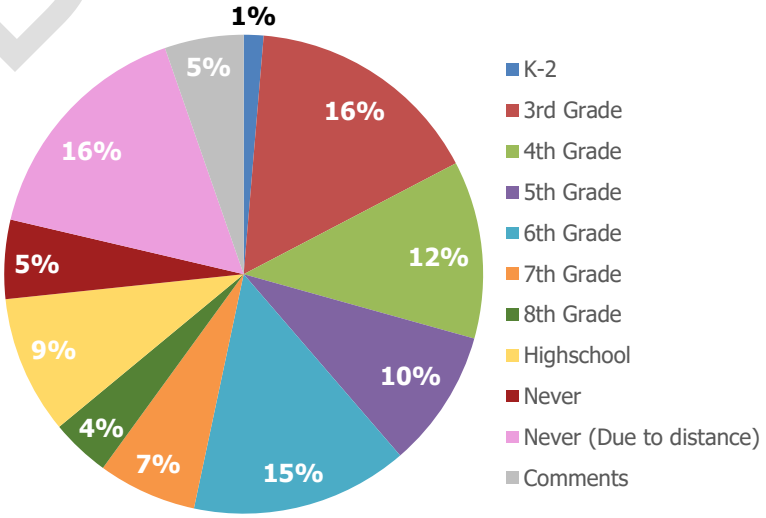


Number of Responses - 73

QUESTION 6:

When asked "At what grade would you allow your child to walk or bike without an adult to/from school? " respondents indicated:

Figure A11: Grade allowed to walk/bike alone



Number of Responses - 71

Question 6 was a write-in answer style of question, therefore many of the answers were "if…" or explaining some obstacle their child has to overcome to walk to school at a specific grade/age. Therefore this graph may not fully reflect the opinions of parents. Please refer to the open comments section for further parent input

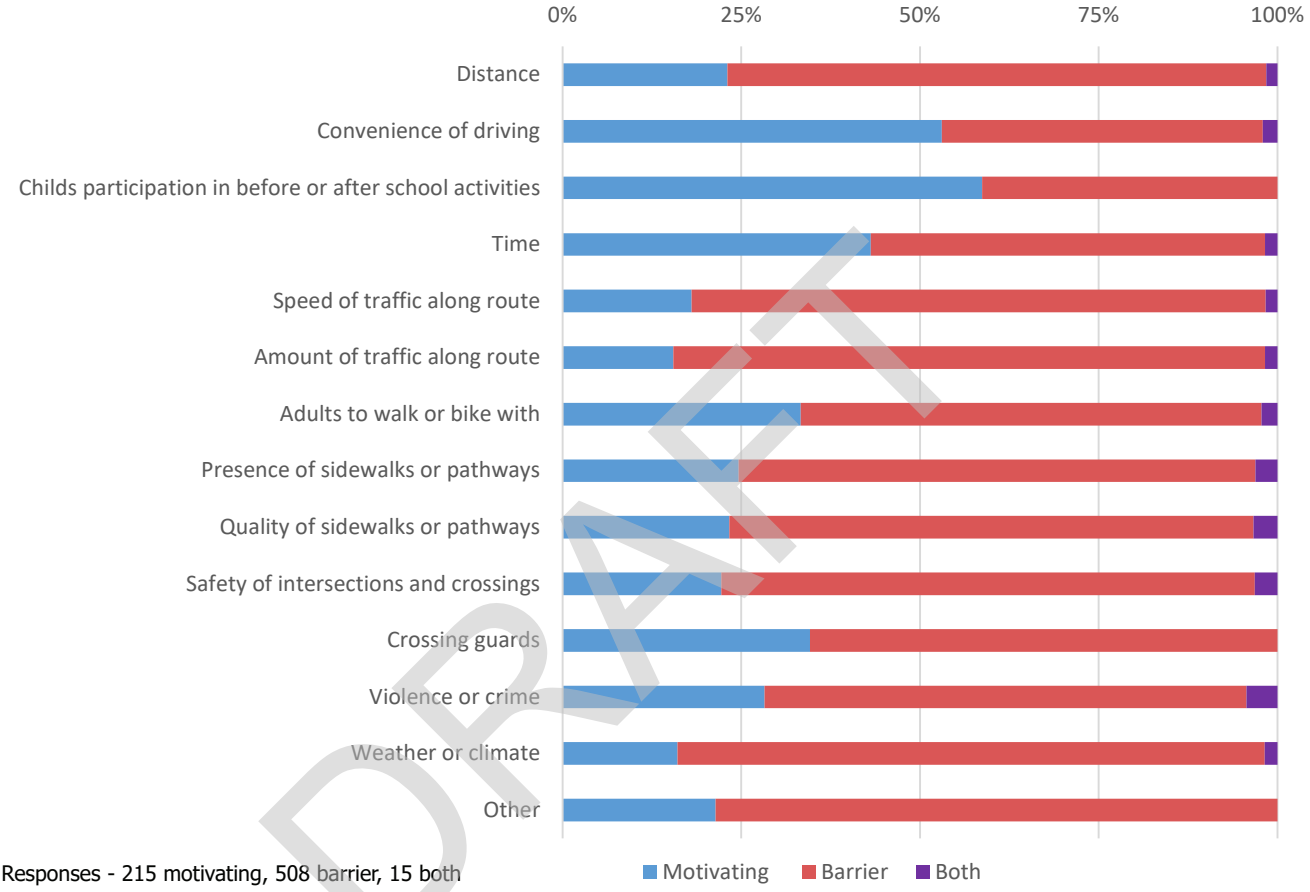
DRAFT

Parent Survey Responses By Question

Question 7:

When asked "Please mark whether the following items are a motivating factor or a barrier in allowing your child to walk or bike to/from school." respondents indicated:

Figure A12: Barrier or Motivating Factor



Number of Responses - 215 motivating, 508 barrier, 15 both

DRAFT

Question 8:

When asked "Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain" respondents answered:

- Additional crossing gaurds would make me feel safer allowing my child to walk to school
- Additional crossing guard at 6th or 8th Street. Sidewalks between 6th and 8th streets. Sidewalks along Washington or Eisenhower.
- Allow in-town shuttle for children within city limits, but "outside" bus route
- Can't do anything about the weather

When asked "Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain" respondents answered:

- Crossing 56 HWY from Heritage development into town is such a dangerous intersection! Traffic is going at least 55 mph! There is no other means of leaving the neighborhood other than crossing the highway. There are no sidewalks or crosswalks. I feel nervous crossing as an adult. It makes me terrified for my children to cross, just to come home from school, to pool, the park, etc. Our neighborhood feels cut off from the rest of the community.
- For this child I have no problems with to or from school but the jr. High is 27 min walk on cold or rainy days that would be horriable
- Groups of walkers, crossing guards, more visuals for cross walks.
- If we lived in town I would not be comfortable with my kids walking through town with no sidewalks on bad weather days
- I'm comfortable with his route on bull pup drive between the schools
- Main issue, too many streets to cross and only one has a cross walk out of the 8 or so that would have to be crossed. And worried about drivers not paying attention and/or my child not paying attention.
- More crossing guards around town, more sidewalks
- No (4X)
- No - The distance is still too great for Children
- No - we live too far away for our son to walk or bike to school.
- no sidewalk near us and I dont feel comfortable having her cross the highway
- No, because the distance from our house to the elementary schools can not be changed.
- No, not comfortable with young child walking along the highway over 2 miles to get to school.
- No, not going to move any closer to town
- No, we live in the country and new at that time we would either have to drive them or they would need to ride the bus.
- No. We simply live too far from the school. Yes, if we lived in town.
- Not at this age, no.
- Not really applicable...too far from school.
- Not really bc distance is the main factor but sidewalks would improve safety for children who can walk or bike to school
- not sure because most do not pertain to my child because we live in the country!
- Not until my child is older. I see too many young kids walking, that I don't believe should be.

DRAFT

Parent Survey Responses By Question

When asked "Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain" respondents answered:

- Right now I'm very fortunate to have an easy and safe route for my kids to get to the PC/IC but when they get to middle school sidewalks and safe crossing would need to be improved for me to allow them to walk.
- Safe sidewalks with crossing guards
- Side walks; winter weather
- sidewalks in plain sight that went straight to school
- There are no sidewalks on 11th street. It is a busy road and kids have to walk in the street.
- This survey really is not worded well.
- Until my students get to a main road, there are no sidewalks to utilize. Even once they get to the "main" road, it is a very busy through-town highway.
- we live in the country so walking is not an option but is a necessity
- We live on a country road so no sidewalk or safe place to walk
- we need a bus because we live along the highway, 2.6 miles away. Walking isn't really an option for an elementary student.
- Would like to see improved sidewalks to provide multiple avenues to school
- Yes (3X)
- yes and exercise is important!
- Yes more sidewalks
- Yes quickest way to school is along highway where people dont go the speed limit or want to stop for pedestrians
- Yes- shorter bus ride
- yes sidewalk on north side of Ames and a stoplight at 8th street would help or a safer way to cross the highway
- yes, we have not Sidewalks for over 50% of the distance. Over 75% of the distance is on a Hwy. We do not feel safe letting young child (specifically girl) walk nearly a mile on the Hwy alone. Final, barrier is the weather, while most days a nice, my kids have arrived at school socked more than once, and spent all day sitting in wet clothes. Not to mention walking over a mile in extreme temperatures.
- Yes, i believe we need safe sidewalks and crossing guards. I hear of too many accidents!
- Yes, need safe sidewalks, pathways, and crossings for kids
- yes, no sidewalks available for most of the area. Also has to cross highway on way.

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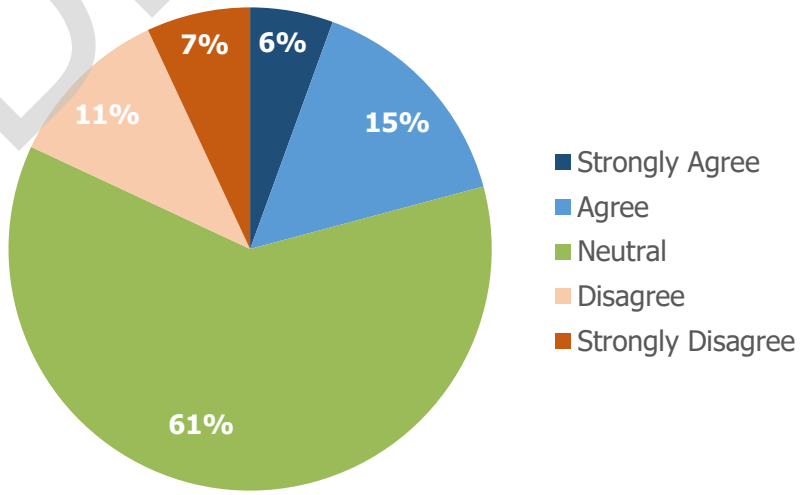
When asked "Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain" respondents answered:

- yes, sidewalks installed where absent, traffic lights installed at busy intersection such as 11th & Aimes
- Yes, we need a safe way to cross the highway or a sidewalk on the north side of the highway all the way into town.
- YES. Better Sidewalks are needed and to make sure they are CLEANED off when we have snow! Also more safety of some sort for kids crossing every little side road that meets up to 56 HWY.
- Yes. I would like to see more adult presence (crossing guard, law enforcement) patrolling the route on 56 Hwy.
- Yes. Speed at our intersection is too fast. No sidewalks the majority of the way.
- Yes. We live on a very busy road with no sidwalks making it unsafe for walking or biking

QUESTION 9:

When asked what their level of agreement with the following statement: "My child's school encourages walking and biking to/from school." was, respondents indicated:

Figure A13: Encouragement of Active Transportation



Number of Responses - 72

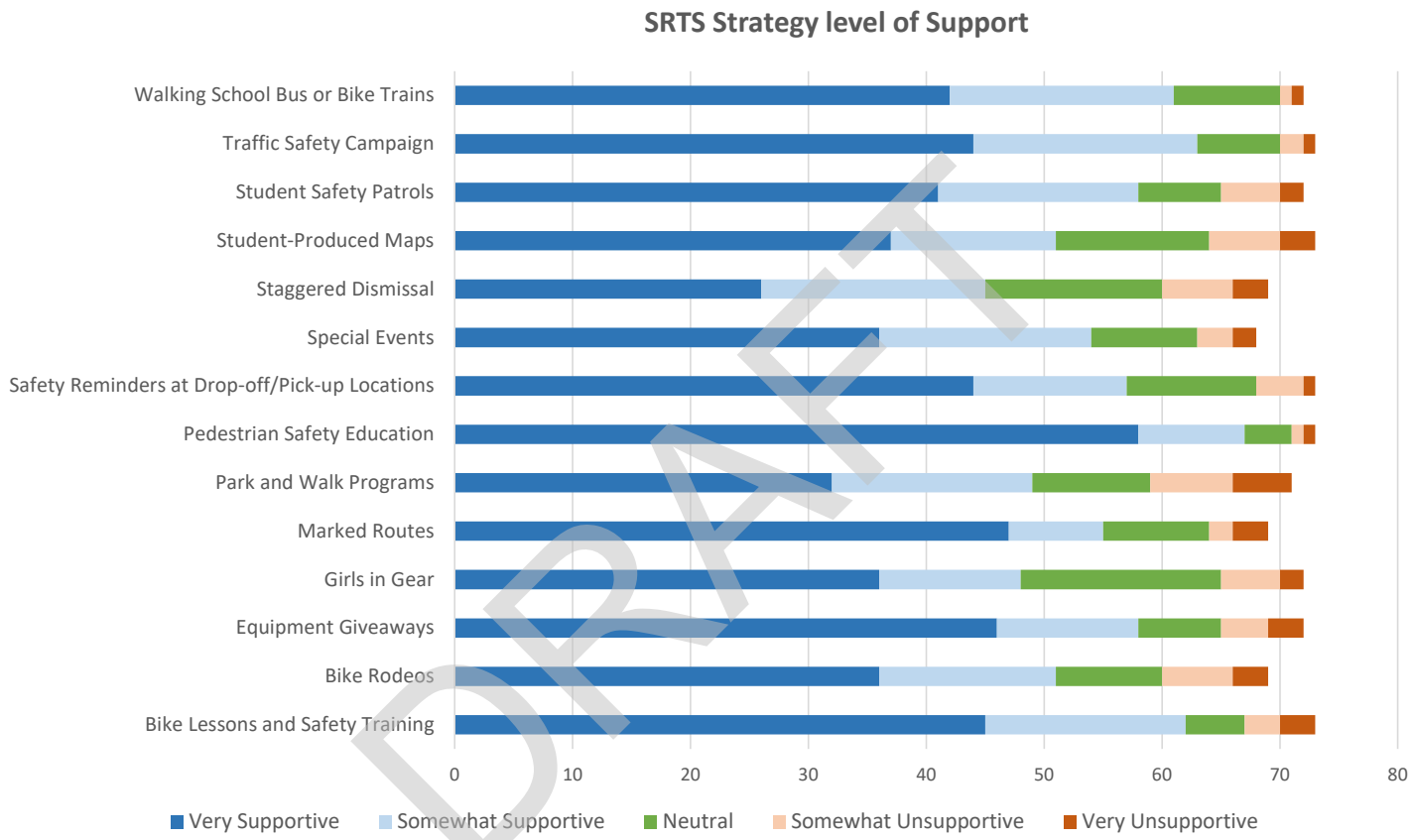
DRAFT

Parent Survey Responses By Question

Question 10:

When asked "Identify your level of support for the following Safe Routes to School concepts by marking the corresponding box." respondents indicated*:

Figure A14: Level of support for SRTS strategies



Number of Responses - 570

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When given the opportunity to provide any additional comments, respondents indicated:

- Park and Walk Programs is my favorite
- I see children walking on the grass verge on the side of US 56 every day east of Eisenhower to 1st, just a few feet from high speed traffic. They then walk north on Washington, a non-standard narrow street without sidewalks. It is posted at 20 mph but school traffic typically travels over 35 mph.
- Need to teach kid the rules of the road when walking. Too many kids walk 3 or 4 side by side and/or walk on the wrong side of the road.
- As a teacher in another school district, it floors me that every time I have dropped my kids off st school for the past 6 years there has never been a staff member in duty outside . This seems important for three reasons 1-general safety and supervision, 2- give students a positive greeting as the arrive at school and 3- gives parents a feeling of security when dropping kids off as well as just general good "PR" for the school. I have never taught in a building that doesn't do this And I just can not believe Baldwin doesn't do it.
- If this program was about health, recreation, and community wellbeing I'm 100% in support. However, so far it has only been presented as to how can we keep form providing safe transportation for kids (school bus).

  I can not support making a grade school child walk over a mile to a school that is on the outer edges of town in the weather. My children have spent many long cold wet days shivering at school because of wet clothes by the time they walked to school in the rain or snow.

  Thankfully we live in a "safe" community, My kids can walk to school if they choose. On a nice day when they do not have 20 or more pounds of stuff to carry (books, band, sports, or other supplies) they do walk. Biking is not an option. My children have not learned, not to a lack of trying, it is just not their thing, and balance is an issue in our family.

  Currently, my wife was forced to take a lower-paying job to accommodate the schedule required to transport our kids to and from school. While I was not thrilled with paying a bus fee, I understood the need to assist. We now have lost much more than just a bus ride to school. "
- I feel I have thought my kids road/bike safety and they are responsible kids. What worries me is the younger kids walking along 56 Hwy to the PC or IC. My child was hit by a vehicle that was on a side road, pulling out onto 56 HWY. They were in TOO big of a hurry and just didn't pay attention to kids on bikes. SO, again safety for kids crossed each 'side road' that meets up with 56 HWY. My kids walk about 9-10 blocks next to 56 HWY. SO they have to cross around 9-10 cross roads.
- Perhaps you could provide incentive for families whose kids are eligible for bus service but elect to transport themselves.
- Need more busses for students

DRAFT

Parent Survey Responses By Question

When given the opportunity to provide any additional comments, respondents indicated:

- 11th and Aimes needs a traffic light installed. There is a tremendous amount of fast work/ school traffic at this point each morning and at times it is difficult for kids to get across the street. Also, where Elm St ends and the sidewalks begin behind the ballfields directly behind the Intermediate School, is a short span of area that crosses the train tracks. Kids that walk from that part of town pass thru this area to get to either the Primary or the Intermediate. It is a fairly secluded, and possibly unsafe wooded area and the railroad has abandoned cars, etc. on both sides of the path. The railroad has locked gates installed there, but some kids squeeze thru and are messing with the equipment there regardless. I feel its a risk area because it has very low visibility from either side and its a largely undeveloped area for pedestrians and/or public use. In addition, on the east end of the sidewalk that runs along Aimes from 11th to the Intermediate, there is a curve in that sidewalk as it turns and starts up the hill which is directly next to the highway lane. A child coming down the hill on a bike too fast perhaps, or even running on foot might swerve too far out onto the highway. I walk with my kids and that spot always feels a bit dangerous to me. Like it needs a guardrail for instance to block the curve. One last comment, the bridge on Aimes between 10th and 11th is not kept up by the city. It is overgrown with brush, tree limbs, and weeds and mud is washed into low spots in the concrete on a regular bases. This bridge is directly on the current typical route to the Intermediate school.
- I support a plan that will encourage more students to walk or bike to school.
- Car or bus are the only safe transportation in this world we're raising our kids in. Walking or biking is not safe due to no sidewalks, temperatures, bullying, and strangers/kid napping/ trafficking. All these different programs listed sounds like they would fizzle our over time then no adult supervision ect.
- For a large portion of the school year, weather is too unreliable to plan for children to walk or bike to school, and for some children, they are just too young and/or inexperienced to be set loose to walk or ride. While I appreciate the ideas presented to make biking and walking safer for children and to help promote physical activity, I think our school district is doing a great disservice to families by not offering a busing option, even if it involved a fee for those who could pay, because we simply have no means of alternate transportation within the community for parents to fall back on when needed. If you truly care about the safety of children in this community, my suggestion would be to find a way to offer transportation for all elementary aged children and transportation to all students on days where temperatures and weather conditions present a danger, rather than, perhaps, spending our taxpayer dollars on more "community beautification" projects.
- Lack of buses has made school travel difficult increased safety along walking routes would encourage our family to consider this as an option for getting to and from school.
- My kids like to walk to their grandmas after school and I feel we need more sidewalks in main areas especially around the JR high
- Those kids that live on rural routes need shorter bus rides- which means more drivers for rural routes

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[Insert public comment once the public comment period is completed.]

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APPENDIX B

Implementation Strategies & National Best Practices

Implementation Strategies & National Best Practices

The National SRTS partnership has a framework that includes the following focus areas: engagement, equity, engineering, encouragement, education, and evaluation. When the SRTS planning process began in 2019, Enforcement was one the framework elements. However, as of June 9, 2020, the National SRTS Partnership removed enforcement and replaced it with Engagement. This was in a direct effort to acknowledge that they no longer feel the partnership with law enforcement as foundational to the start, maintenance or growth of successful Safe Routes to School programs. More information about this change is available at: https://www.saferoutespartnership.org/blog/dropping-enforcement-safe-routes-school-6-e%E2%80%99s-framework. The community was asked about their preference and support of these strategies through public engagement and the results of those comments are included in Appendix A.

Annual Travel Tally – Baseline measurement of the number of students who walk, bike, carpool, take the bus, or get a ride to school from a caregiver. The tallies help gauge the effects of non-infrastructure programs on student travel choices. These are administered in September and May each school year, most recently occurring in September 2019.

Bike and Walk to School Days – These national days encourage bicycling and walking to school. National Walk to School day is in October, while National Bike to School day is in May.

Bike Education Safety Training – This training integrates bike lessons and safety training into physical education programs. Students learn about proper helmet fit, rules of the road, bicycle safety checks, road hazards, and how to safely navigate through an intersection. Some students learn how to ride a bike for the first time. In Lawrence this program is called Lawrence Bike Education Safety Training (LBEST).

Bike Friendly Driver Training - The Bicycle Friendly Driver program, presented by the Lawrence Bicycle Club, is a quick class designed to expand awareness on the ways in which motor vehicles are supposed to interact with bicycles. Topics include sharing the road/taking the lane, infrastructure, bicycle laws, common points of conflict/crashes.

Bike Rodeos – A bike rodeo is an event that provides elementary and middle school children with the opportunity to learn, practice, and demonstrate bike handling skills in a fun, safe, and encouraging atmosphere. Adult volunteers run an obstacle course set up using chalk and traffic cones, with the objective of teaching the children how to better control their bikes.

Equipment Giveaways – Students may not have the proper equipment, such as bikes, helmets, locks, and lights, to safely bike to school. Schools can encourage biking by offering discounted, loaned, or free bicycle safety equipment to students. Programs are directly coordinated through the school or as a part of partnerships with outside community organizations who offer resources, helmets, and other equipment.

Girls in Gear and Girls on the Run – Statistically girls are half as likely to walk or bike to school than boys. Some Safe Routes to School programs host after-school clubs or programs that are designed to overcome the barriers that may impede girls and non-binary students in more traditional programs. These programs create an environment that nurtures girls' health, love for bicycling, and knowledge of safe pedestrian practices.

Identify a Building Champion per School – A person with enthusiasm and time to provide leadership to the group is necessary to build a strong Safe Routes to School program.

Incentive Program for Walking and Biking – Schools can track the number of times students have walked or biked to school and provide giveaways, extra recesses time, or various other items to encourage kids to participate.

Marathon Club – A school Marathon Club is a free program to encourage students to enjoy the outdoors and walk or run a mile during club days. The goal is to accumulate 26 miles during the school year. Students earn rewards once they've completed a marathon.

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Marked Routes – Schools can paint a small icon on the sidewalk indicating the Safe Route to School (SRTS) Routes. For example, if the school mascot is the panther, small paw prints could be painted along the route.

National Bike Month and National Bike Challenge – Students can participate in the organized promotion of the National Bike Month every May and the National Bike Challenge every May 1 to September 30.

Parent Survey – This survey asks for information about what factors affect whether parents allow their children to walk or bike to school, the presence of key safety-related conditions along routes to school, and related background information. The survey results help determine how to improve opportunities for children to walk or bike to school, and measure parental attitude changes as local SRTS programs occur. This survey was conducted in 2014, 2015, and the fall of 2019.

Park and Walk Programs – Generally for families who live too far away to walk, this is a way to include them in Safe Routes to School. "Park and walk" sites would be designated off-site, parents can then walk from that location with students, reducing traffic around the school and encouraging physical activity.

Pedestrian Safety Education – Teaching students safety rules about appropriate walking/crossing places and rules of the road. Teachers, administrators, or other staff can offer education on bullying, crime, abduction, and offer strategies such as walking with friends and identifying safe spaces along routes.

Regular Communication to Parents about SRTS – Schools can share Safe Routes to School route information, safety information, reminders about pick up and drop off procedures, and much more to parents. This can occur on a monthly basis.

Safe Routes to School Route Maps – Individual school's route maps should be available on their website, provided to students at the beginning of the school year, and discussed prior to Bike and Walk to School Days.

Safety Reminders at Drop-off/ Pick-up Locations – Vehicle drop-off and pick-up zones are often areas where unsafe driver behavior occurs. School staff or volunteers can remind drivers of safe behaviors by handing out fliers with information about procedures and following the rules.

Safety Valets – Volunteers open and close curb-side motor vehicle doors for students entering and exiting vehicles. Parents remain in their vehicle and leave immediately after the child exits. Valets help speed up the drop-off/pick-up process by allowing parents to remain in the car while students are channeled directly from the vehicle zone to the pedestrian zone.

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Example: Pedestrian Safety Education

Pedestrian Safer Journey, online video series

Tacoma, Washington Public Schools

School SRTS Team (Includes Students) – The School Building Champion needs support from a School SRTS Team, which includes students to help identify SRTS events and programming.

Staggered Dismissal – Allow bicycle riders and walkers to be dismissed earlier than students traveling by bus or car.

Student Safety Patrols – Upper grade students are trained to assist other students with navigating challenging areas like driveways and reinforcing safe behaviors with the support of school staff, adult volunteers or crossing guards.

Student-Produced Maps – Mapping activities, either in class or at a separate event, to educate children about the best route to travel and allow them to view their trip in a new way. Children draw buildings, parks, and landmarks on their maps as a fun way to make them more interested in their surroundings as they walk.

Traffic Safety Campaign – Program designed specifically to improve the safe operating conditions through driver awareness, education, and enforcement.

Walk/Bike Activities – Various other walking and biking activities are conducted not associated with the National Bike and Walk to School days. Walking and biking activities should be encouraged more than twice a year.

Walking Audits – Walk audits help improve walking, health, and the quality of life of our community by identifying what makes streets feel comfortable for walking and what is missing.

Walking School Bus or Bike Trains – A way for children to travel to and from school on foot with adult supervision. Each "bus" walks along a set route with one or more adults leading it, picking children up at designated stops along a predetermined route and walking them to school. The process is reversed in the afternoons on the way home from school.

DRAFT

Example: Walking School Bus or Bike Train

Walking School Bus - Bailey Gatzert Elementary School, Seattle, WA

Walking School Bus - Olive Chapel Elementary School, Apex, NC

Bicycle Train - Mason Elementary School, Duluth, GA