



City of Topeka and Metropolitan Topeka Planning Organization  
Safe Routes to School Plan  
FINAL REPORT *Adopted February 2024*

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# Chapter 1. Introduction and Background

Safe Routes to School (SRTS) programs promote walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school. Such programs can improve safety and levels of physical activity for students. They can also be structured to incorporate exciting and fun learning opportunities around travel choices, safe behaviors, the environment, and more.

The City of Topeka and the Metropolitan Topeka Planning Organization (MTPO) have shown deep commitment to improving multimodal transportation opportunities and increasing access, safety, and convenience for all road users. With the development of this SRTS Plan, the City and MTPO recognize the importance of youth travel and the role of SRTS programs in this endeavor. This project represents a community partnership between the City, MTPO, Unified School District (USD) 501, LiveWell Shawnee County, Shawnee County Health Department, neighborhood associations, and other funding partners to build on the community's past efforts to improve the quality of life for Topeka residents and instill critical safety skills and active transportation habits in the community's youngest residents.

This SRTS plan examines all 14 open elementary schools in USD 501. The plan proposes policies, programming, and infrastructure improvements for each school based on detailed site assessments. The plan also provides information on implementation, funding, and potential demonstration projects. The planning process engaged the school district, schools, City, MTPO, and other partners to reflect local realities and priorities that will help guide strategic

implementation of both infrastructure improvements and non-infrastructure programming.

## Plan Goals

The SRTS assessment and recommendations summarized in this plan are guided by the following SRTS goals:

- Increase the number of youth bicycling, walking, carpooling and taking the bus or public transportation to and from school;
- Increase school travel safety for all modes with a focus on walking and bicycling needs;
- Ensure multimodal transportation access for students and families of all ages, abilities, and backgrounds, paying particular attention to vulnerable, underserved and minority communities;
- Increase awareness of how SRTS infrastructure and programming can be effective ways to address the above issues.

## Planning Process

Between February and May of 2023, a consulting team of planners conducted assessments of current walking and bicycling conditions, behaviors, and programming at all 14 elementary schools. These assessments included the following elements:

- Meetings with City and MTPO staff and representatives of the USD 501;
- Outreach calls to each principal to discuss general travel behaviors and any specific concerns around safety;
- Data collection to determine locations of existing sidewalks, bikeways, and crashes involving pedestrians and bicyclists;

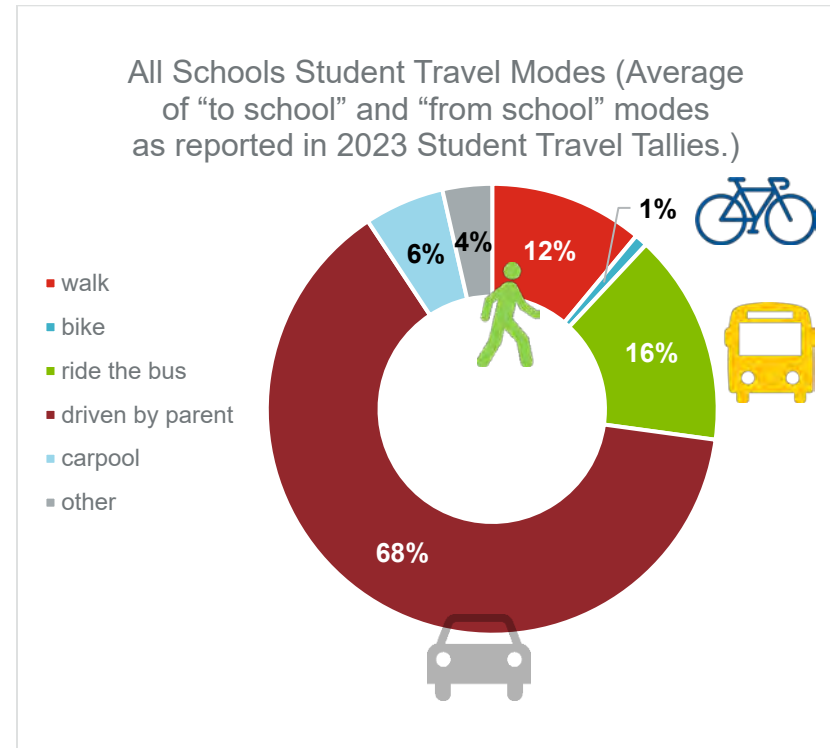


- Surveys of parents/caregivers regarding current and preferred travel modes and reasons behind family travel choices;
- Student travel tallies conducted in the classroom to provide a snapshot of travel modes;
- Observations of both arrival and dismissal at each school to understand travel patterns, behaviors and safety concerns;
- Walk audits of school neighborhoods within a half-mile of each elementary school.
- This planning process did not include the development of a SRTS committee or other ongoing stakeholder groups at the individual school level.

School specific reports with the detailed findings from each school along with infrastructure recommendations are provided in Chapter 3. A brief summary of summary of district-wide findings is provided below.

### District-Wide School Travel Snapshot

Teachers conducted one day student travel tally in the spring of 2023 providing a snapshot of how elementary school students in USD 501 travel to school. These tallies found that 68% of students were driven by a parent, 16% rode the bus, 12% walked, 6% carpoled and 1% rode a bike.

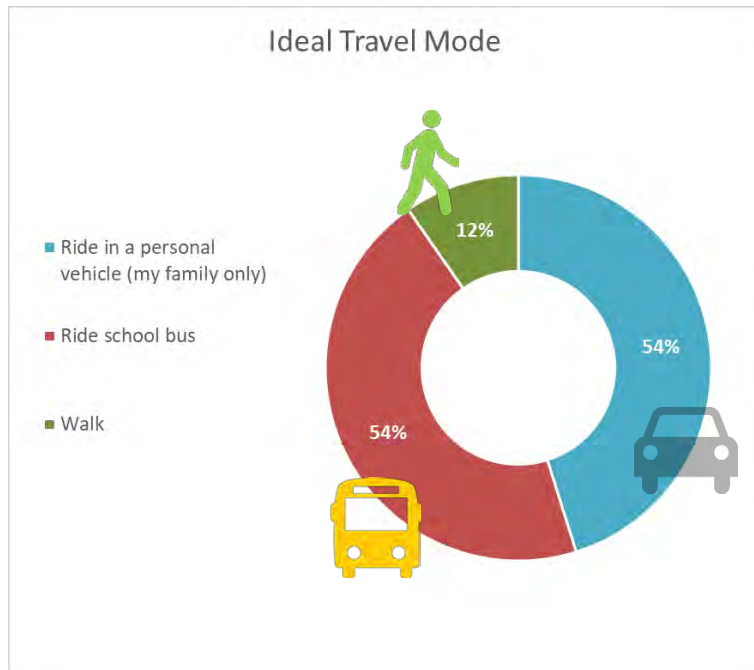




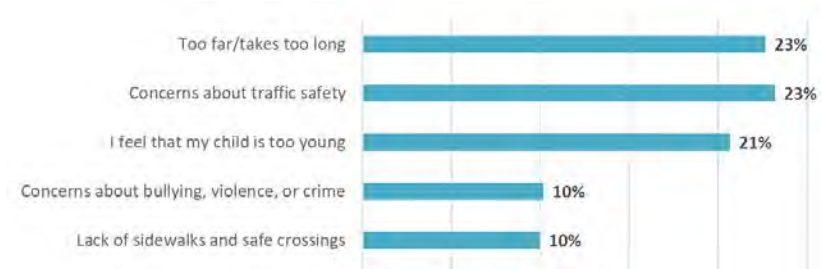
## District-Wide Caregiver Survey

The consulting team administered a SRTS caregiver survey at each school during the spring of 2023 to gain an understanding of parents’ attitudes about walking and bicycling safety and travel to school.<sup>1</sup> Highlights from the compiled district-wide results are provided below.

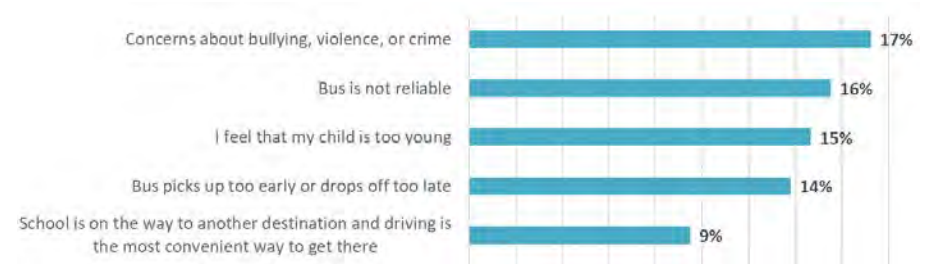
### How would you like your child to travel to and from her/his school ideally?



### Why doesn't your child WALK OR BICYCLE to school more frequently? (Top 5 Responses- Allowed more than one response.)



### Why doesn't your child ride the SCHOOL BUS to/from school more frequently?



<sup>1</sup> This survey did not garner enough responses to be statistically valid, however, it does provide a snapshot of caregiver opinions related to student travel.

## Common Issues

While Chapter 3 addresses school specific issues and infrastructure recommendations, there are several common issues among the elementary schools that create challenges to safe walking and bicycling and encouraging more students to use these modes. These include:

- **Lack of crossing guards.** There is no formal crossing guard program for the City or school district and, while many school staff serve as informal crossing guards, schools across the district struggle to provide adequate adult supervision of key crossings adjacent to the school and lack training for this role.
- **Some local neighborhood streets lack sidewalks.** While most schools have sidewalks on at least one side of the street immediately adjacent to the school and on many of the surrounding streets, nearly every school has pockets of residential streets with no sidewalks at all.
- **Poor maintenance of sidewalks and curb ramps.** The quality of sidewalks throughout the half-mile zone around each school varies considerably. Many brick sidewalks are nearly completely overgrown or in some state of disrepair. Older concrete sidewalks have sections of heaving pavement. The quality and presence of curb ramps varies throughout the city. Ramps often lack detectible warning surfaces.
- **Crossings lack high-visibility markings or need refreshed paint.** High-visibility crosswalks use patterns (i.e., continental, ladder, bar pairs) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. These markings have been used inconsistently at most schools and are often in

need of refreshed paint.



*A high-visibility "continental" crosswalk marking*

- **Adjacent arterials and collectors create challenges.** Arterial and Collector roadways typically have high speeds and high volumes of motor vehicles in addition to wide curb radii and long crossing distances making them difficult to cross.
- **Infrastructure issues are exacerbated by congestion at school drop-off and pick-up.** At nearly every school, there is a brief, but intense period of chaos around school arrival and dismissal. Drivers disregard one-way signs and parking restrictions. They speed past other caregivers dropping off students. Children walking (both with and without adults) cross at unsafe locations, and vehicles park in locations that reduce sight lines of children and families crossing streets.
- **Inadequate bike infrastructure and bike parking.** Most schools lack high quality bike facilities and modern bike u-shaped bike racks at the school entrance or other convenient and visible locations.
- **Lack of existing organizational structure for SRTS.** With a few exceptions, most of the USD 501 elementary schools in Topeka do not currently have any sort of SRTS programming and are starting "from scratch" with varying levels of interest in having a program that goes beyond simply providing basic infrastructure. There is also no citywide or district wide program SRTS structure at this time.

## The SRTS Seven “Es” Framework

Nationally, walking and bicycling to school has declined dramatically, from nearly 50% of K-8th grade students in the 1960s to only 11% as of 2017.<sup>2</sup> SRTS programs seek to reverse this decline by promoting walking and bicycling through a holistic set of strategies known as the seven “Es”. These Es serve as framework for the policies, programs, and infrastructure recommended in this plan. The Kansas Department of Transportation (KDOT) identifies and describes the “Es” as:

**Engineering:** Provide infrastructure like sidewalks, paths, and crossings that allow people to walk, bike, and roll safely within the community and to and from schools.

**Encouragement:** Promote and generate enthusiasm around walking and bicycling as ways to travel using events, activities, and programs.

**Education:** Ensure that everyone learns how to travel safely through classes, training, and events that teach the skills needed to walk, bike, and roll safely.

**Equity:** While improving safety for everyone, pay special attention to ensure safe, healthy, and fair outcomes for students with disabilities, low-income communities, communities of color, English language learners, and families experiencing homelessness.

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<sup>2</sup> According to 2017 data from the National Household Travel Survey (NHTS). Toole Design analyzed the NHTS data using the methodology outlined in this study: McDonald, N, Brown, A, Marchetti, Pedroso, M. “U.S. School Travel, 2009: An Assessment of Trends,” American Journal of Preventative Medicine, 2011; 41 (2): 146-151

**Engagement:** Listen to and empower students, families, teachers, community groups, and school leaders in creating a SRTS program that works uniquely for them.

**Evaluation:** Track progress toward achieving goals by reporting on and assessing what approaches work (or don't) and identifying program changes that can improve outcomes.

**Enforcement:** Increase compliance with traffic and parking laws in school zones and help reduce common unsafe driving behavior, such as speeding, failing to yield to pedestrians, turning illegally, or parking illegally.<sup>3</sup>



<sup>3</sup> It should be noted that the Enforcement "E" was dropped by the National Safe Routes to School Partnership and many other SRTS programs since 2020. As the KDOT SRTS program grows, we hope to have a collaborative discussion with partners about the best Es for Kansas. Learn more about this discussion here.



## Chapter 2. Policy and Programmatic Recommendations

While engineering and basic walking and bicycling infrastructure provide a critical foundation upon which to build a SRTS program, cities that have successfully increased the numbers of students who walk or bicycle to school and reduced bicycle and pedestrian fatalities have done so using a holistic approach to SRTS that encompasses all seven Es detailed above. This section highlights policy and programming recommendations for the City, MTPO, USD 501 and its partners to help grow a robust support system for SRTS in Topeka schools.

### Build Partnerships to Support Safe Routes to School Citywide

The partnership formed to develop this SRTS plan was an important first step in beginning to build partnerships to support SRTS, however ultimately ongoing collaboration through a committee or task force of multiple organizations and individuals will be needed to support a city-wide program, establish goals, and identify any staffing needs to support a robust city-wide program. At a minimum, partners in this effort should include the following:

- **Metropolitan Topeka Planning Organization (MTPO):** As the Metropolitan Planning Organization for the Topeka area, the MTPO is the region's lead for roadway planning and infrastructure, and is a logical entity to lead SRTS planning. The MPO also leads many grant writing efforts and partnerships that can help complete projects.
- **City of Topeka Public Works:** The Public Works department includes engineering, parking, and street maintenance all of which play a role in the walking and bicycling infrastructure around schools and often respond to stakeholder concerns.
- **USD 501:** The school district has existing relationships with school administrators, staff, and families. They make decisions around bussing policy, and they have strong communication infrastructure in place to communicate with staff, students, and families. They can help communicate safety messages and make decisions about the integration of safety programming in physical education and health classes.
- **Health Partners:** Topeka and Shawnee County have an active and supportive network of health organizations who are potential partners for SRTS efforts including Heartland Healthy Neighborhoods, Shawnee County Health Department, Sunflower Foundation, Blue Cross and Blue Shield Kansas Pathways, and others.
- **Kansas Department of Transportation (KDOT):** KDOT has recently relaunched its SRTS program with a new Program Coordinator, new funding opportunities, a growing selection of resources for Kansas communities.
- **Parent Teacher Organizations (PTO):** PTOs are a natural fit for SRTS. The mission of PTOs is to support and improve relationships between students, staff, families, and the community. PTOs organize fundraisers, communicate with families, organize events, and work to address concerns related to health, safety, education, and well-being of students.
- **Topeka Police Department:** TPD can play an important role in spot enforcement around schools and adjacent neighborhoods.

## Create a District Wide Crossing Guard Policy and Program

There is currently no formal crossing guard program in USD 501 placing the burden of providing arrival and dismissal crossing assistance on the staff and funding resources of individual schools. While many of the observed schools use teachers or other school staff as informal crossing guards, they do not always have the funding available to cover staff time. In addition, these staff members typically have little to no training on how to safely cross children and may lack the appropriate equipment. The City and USD 501 should develop a Crossing Guard Policy and Program that:

- formalizes crossing guard hiring (or use of volunteers),
- identifies priority crossing guard locations,
- and provides training programs for paid and volunteer adult crossing guards.



Specific considerations for crossing guard policy and program development, including the use of contracted crossing guard services can be found in the resources provided in Chapter 4. The annual cost of providing crossing guards at all 14 elementary schools through a contractor is estimated to be between \$150,000 and \$175,000. Many cities develop a cost sharing agreement between the school district and city to cover such costs.

The city and school district should also consider modifying their current policy, which does not allow Student Safety Patrols, to formally and safely engage students in the arrival and dismissal process. Kansas State law allows student safety patrols; however, many districts have disallowed it due to injury, liability, and insurance concerns. The safety of students is of utmost importance: USD 501 should encourage schools to work with AAA and other partners to create a program that addresses safety concerns to meaningfully engage students in arrival and dismissal.

## Develop a Safe Routes to School Info Kit for Topeka Schools

Most elementary schools in the USD 501 do not have any existing SRTS programming. A simple first step in supporting schools who want to encourage more active transportation is to develop a simple online or brochure style info kit for these schools that includes basic information about SRTS and how to run a school-based program in Topeka. Topics might include:

- An overview of the goals of a SRTS program;
- How to start a SRTS school committee at your school;
- City-wide contacts and resources for addressing traffic safety concerns and maintenance issues (who to call/email);

- Safety education resources including potential assembly speakers and traffic safety educators;
- Templates for communication around walking and bicycling messages and arrival and dismissal guidelines;
- Ideas and resources for activities such as Walking Wednesdays, Walk to School Day, Bike to School Day, Walking School Buses, Bike Trains, and other fun events to encourage more walking and bicycling.

### **Conduct Parent and Staff Safety Education Campaign at Individual Schools**

Information packets aimed at instructing parents and staff on traffic safety should be distributed at the beginning of each school year. These packets should contain information on arrival and dismissal procedures and maps, rules for arrival and dismissal, and general traffic safety tips for kids walking, biking, or riding the bus or with a caregiver. The MTPO and USD 501 could collaborate to create the basic packets that schools would tailor to their needs.

### **Collaborate to Promote Walk to School Day and Bike to School Day**

Fun events are an essential component of providing a school and community culture that promotes walking and biking as a safe, easy, and healthy transportation choice. The City, MTPO, USD 501, PTOs, KDOT and other partners listed above should work to jointly promote International Walk to School Day city-wide in October and Bike to School Day in May. City-wide events can provide economies of scale in communications, giveaways, and more. It's also an opportunity to educate families on the benefits of walking and bicycling to school and to share and reinforce safety messages.



### **Conduct a Bicycle Rodeo**

A bike rodeo can be conducted as a city-wide or school-based event. Bike rodeos teach children skills related to walking and bicycling safely, which increases confidence for biking or walking to school. In a bike rodeo, obstacle courses are set up with chalk and traffic cones. Adult supervision is present at each activity station or obstacle course, with the objective of teaching the children how to better control their bikes in a variety of situations within a controlled environment.

To organize a bike rodeo, partnerships between school administrators, parent associations, local bicycle clubs or stores, and other community members will need to be formed. These



partnerships can be leveraged for supplies, volunteers, and spreading the word throughout the community.

Different activities or obstacles that could be implemented in a bike rodeo include safety of gear, mounting and dismounting, stopping and starting, awareness of surroundings, changing directions, steering through tight spaces, and more. Links to more information about how to start a bike rodeo is available in Chapter 4.

### Provide Pedestrian Safety Training and Programming in Elementary Schools

Pedestrian Safety Training and Programming provides students with important safety and life skills including how to navigate crosswalks, streets, parking lots, and sidewalks on foot. Understanding basic traffic laws and safe street behaviors for all roadway users also help lay the foundation for future bicycling and driving skills. Educators use practical exercises and interactive curriculum to teach walking (or rolling, for students using a mobility device) as transportation. Through practical exercises, students gain the confidence to stay safe and walk smart in their community. Important skills to practice include:

- walking near traffic,
- crossing streets,
- and crossing intersections

Safe Routes Philadelphia (SRP)'s youth pedestrian and bicycle safety education program is a great example of a comprehensive safety program. It offers resources on transportation safety for students, parents/caregivers, and educators. Links to SRP's safety program and examples of safety education programs can be found in the resources in Chapter 4.

### Offer Bicycle Safety Education and Training and Programming

Bicycle Safety Education builds on pedestrian safety training and programming for older elementary school students. One program that is currently offered in some schools in Kansas is BLAST (Bicycle Lesson and Safety Training) Programming. BLAST teaches elementary school students the skills and knowledge required for safe and effective cycling. BLAST is a primer for students to gain an understanding of how to safely operate a bicycle in a variety of situations. This program aspires to produce cyclists who ride safely and skillfully. By inviting BLAST into the classroom, PE teachers are providing their students with a formal education on an important topic and helping to create an educational culture that values cycling as a basic life skill.



This program offering can also be tailored to younger students in Pre-BLAST, which recognizes differences in skill level, ability to ride a bike, and attention span of younger students as a precursor to regular BLAST cohorts. The end goal for all participants is to prepare them for the full BLAST training. For many participants, this may be their first time on a bike and an introduction to active transportation. Over the course of the program, students practice bike handling skills in a controlled environment with direction from trained instructors and assistance from the PE teacher. BLAST programming can be shared with district PE teachers in a “train the trainer” event which gives teachers the tools they need to provide this program in their classrooms.

### Expand Use of USD 501’s Bike Fleet

Since 2016, the Topeka Community Cycle Project has maintained a bike fleet with bikes and other equipment available for use across each elementary school. This fleet was funded by a grant from Heartland Healthy Neighborhood and the Topeka Community Foundation. The bike fleet is intended to be rotated around each school to complement gym class curriculum; however, is currently only being used by five of the 14 elementary schools at the discretion of Physical Education instructors. Most of the participation has been in more affluent areas rather than traditionally underserved areas within the district.

To expand the bike fleet’s reach, it has also been used during Topeka Public School summer programming with a goal of expanding into Shawnee County Parks and Recreation programming, should there be interest.

There are currently 51 bikes available that have been purchased over time. In response to teacher feedback, smaller bikes were

purchased in 2018 (18- and 20-inch wheel sizes) to accommodate more body types. All bikes are single speed with many using coaster brakes. This style was intentionally purchased to limit maintenance needs as the bike fleet is maintained by volunteers from the Topeka Community Cycling Project (TCCP).

In addition to bikes, the trailer also includes several adaptive bikes and maintenance items, including replacement tubes, tires, a pump, tire levers, and basic hand tools to make repairs. There are also cones, street signs for running drills, and helmets. The 501 District PE Coordinator organizes the schedule of where the bike trailer goes, and the 501 District maintenance crews move the trailer from school to school. When the bike fleet requires maintenance, TCCP assists.



Several challenges prevent teachers from using the fleet more regularly including:

- Needing more assistance to get kids ready to bike for the gym class, including distributing bikes and fitting helmets.
- Getting bikes loaded and unloaded each day for class. Because the gym often hosts before-school programming, the bikes must be stored every day, which is time consuming for teachers.

Currently, it is at the discretion of each school's PE teacher whether this program is offered or not. Providing financial and staff support to expand this program to more schools would help reach a greater number of students.

## Use Contests and Incentives to Encourage Walking and Biking

Walking and biking are not always the easy choice for many students and families to make. Assuming issues of safety and comfort are addressed, there are many tools that schools can use to encourage and even incentivize students to walk or bike to school.

- **Mileage Clubs.** Setting a certain number of miles that students can work toward before receiving a prize motivates them to walk or bike to school.
- **Single or Multi-Day Events.** Organizing more than one event per year that incorporates other activities could get more students involved in walking and biking. The events can have different themes, focusing on safety, maintenance, mapping your route, and more.
- **Rewards.** Motivate students by celebrating a specific accomplishment related to walking or biking. A class could

get a pizza party or other special event if a certain number of students walk or bike to school for one full week or meet other milestones.

- **Dismiss Walkers and Bikers First.** Everyone is eager to get out of school as fast as possible. By releasing students walking and biking before any other mode, families may be more encouraged to leave the car at home and walk or bike to/from school.


## Remote Arrival and Dismissal Parking Zones

Many schools in the district unofficially use nearby parking lots that are often vacant or underutilized during school hours as unofficial drop off and pick up locations for parents during arrival and dismissal. In some instances, the individual schools have coordinated with these parking lot owners and gotten permission to use them during arrival and dismissal, and sometimes even for overflow staff parking. However, in other instances, the school had been specifically asked to stop using these parking lots and unable to get parents to comply. One way the District can help with the need for more remote parking zones is to take on the coordination piece and get official permission to use these parking lots. This would allow schools to integrate these remote parking zones into their official arrival and dismissal procedures, enhancing circulation and safety. Potential remote parking partners include churches or other faith-based organizations, libraries, community centers, and government-owned lots.



## Create Walking School Buses and Bike Trains

Walking School Buses and Bike Trains consist of groups of students walking and bicycling together with adult supervision. Students are picked up along the way to school, just like a bus. These groups ensure students have adult supervision during the journey to school. This type of transportation addresses safety concerns, helps students and parents engage with one another and their neighborhoods, and has the added benefit of getting students active before and after school. Walking School Buses and Bike Trains are typically led by members of parent organizations (such as a PTO or Booster Club), or friends and family of the students. Randolph Elementary PTO continues to support a monthly bike train that was started in Spring of 2023. Some states have recently passed legislation to make it easier to reimburse staff or volunteers who lead these sorts of activities.



Walking is one of the simplest, most effective, and most affordable strategies for kids and adults to build physical activity into their lives. One mile of walking translates to  $\frac{2}{3}$  of the recommended 60 minutes of physical activity each day.

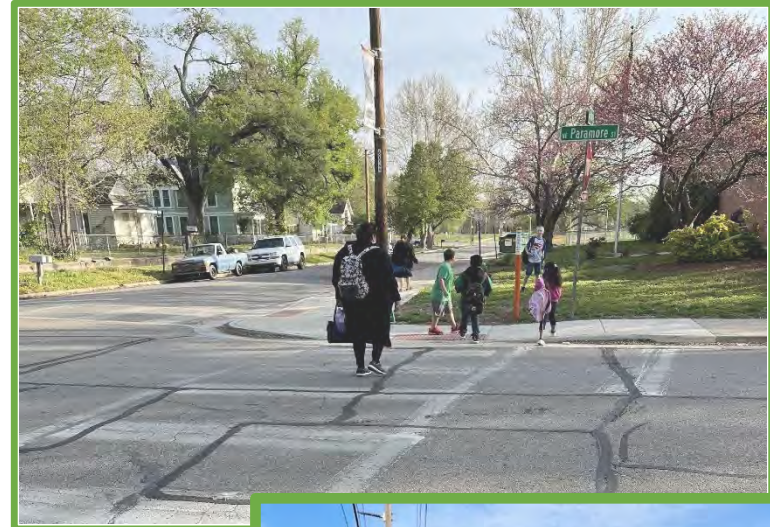
The benefits of walking extend beyond health. Studies show that there are links between physical activity and academic achievement, proving that active kids do better.

## Chapter 3. School Snapshots and Infrastructure Recommendations

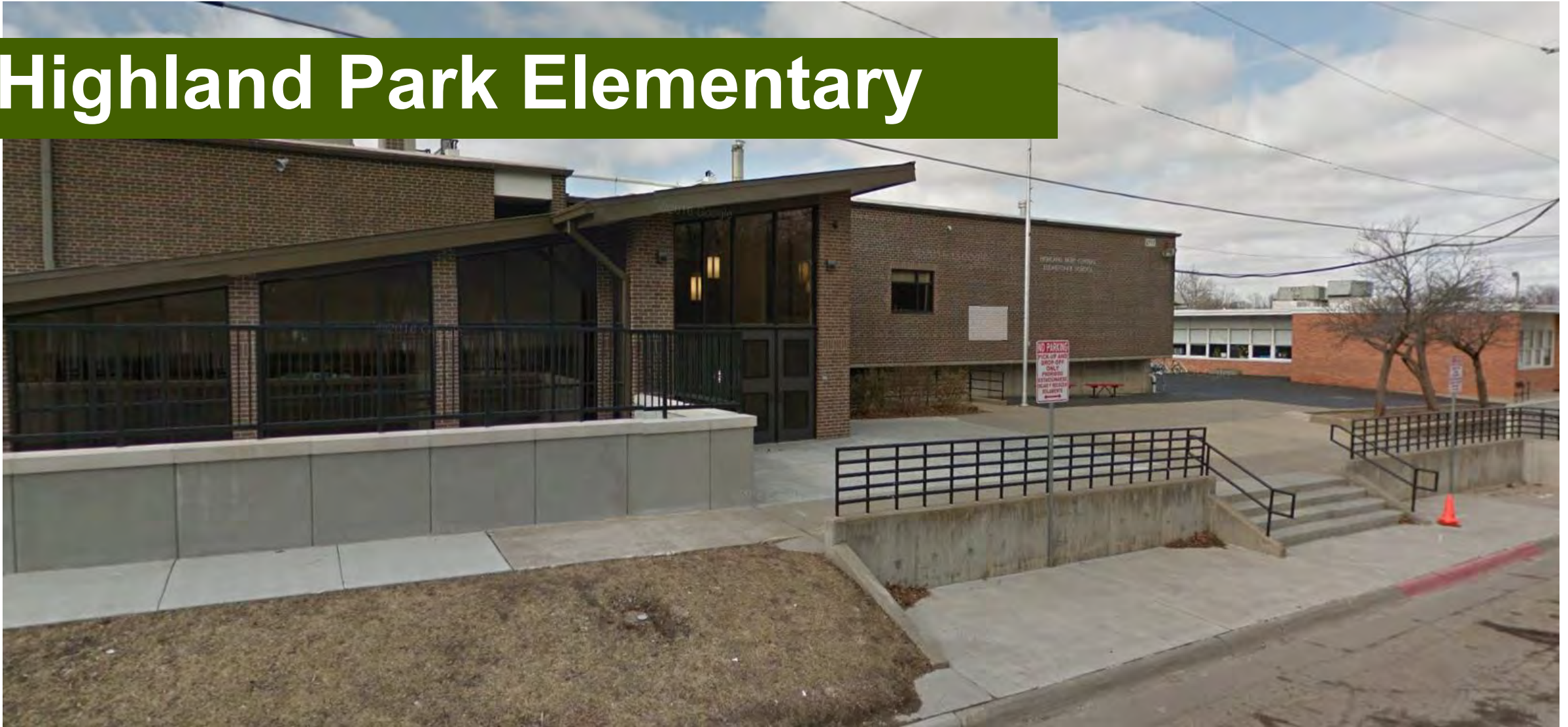
This chapter contains individual school snapshots and recommendations for all 14 elementary schools in USD 501. These schools include:

- Highland Park Central
- Jardine
- Lowman Hill
- McCarter
- McClure
- McEachron
- Meadows
- Quincy
- Randolph
- Ross
- Scott
- State Street
- Whitson
- Williams

The snapshots provide an overview of the school location, number of students, parent opinions on school travel, existing school travel by mode, behavior and infrastructure conditions, and recommendations based on the planning process and fieldwork described in Chapter 1.



# Highland Park Elementary

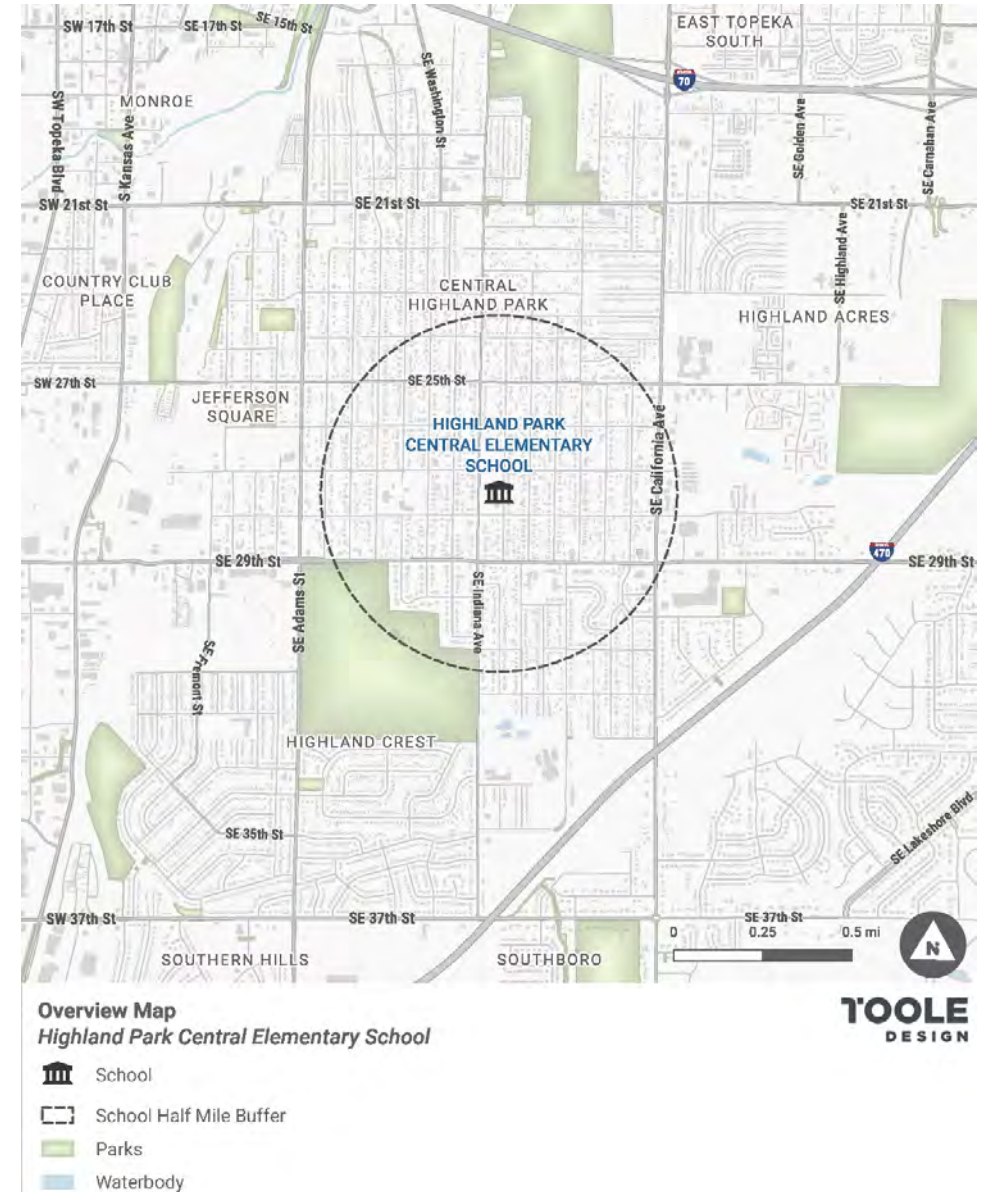




# Location and Background

Highland Park Central Elementary School is located on SE Illinois Avenue and takes up the entire block between SE 27th Street, SE 29th Street, and SE Indiana Avenue in a residential neighborhood, surrounded mostly by single family housing.

501 Students in Spring 2023

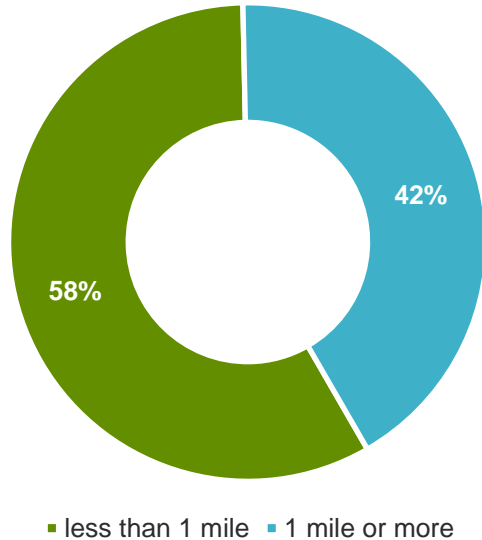


# Caregiver Survey Results

The response rate from the Spring 2023 parent survey at Highland Park Elementary was good. **A total of 54 responses were received from parents and caregivers of approximately 501 students.**

## STUDENT DISTANCE FROM SCHOOL

*As reported in 2023 Parent Survey (n=54)*



Distance	Percentage of Students
¼ mile	4%
½ mile	19%
1 mile	35%
2 miles	25%
>2 miles	17%

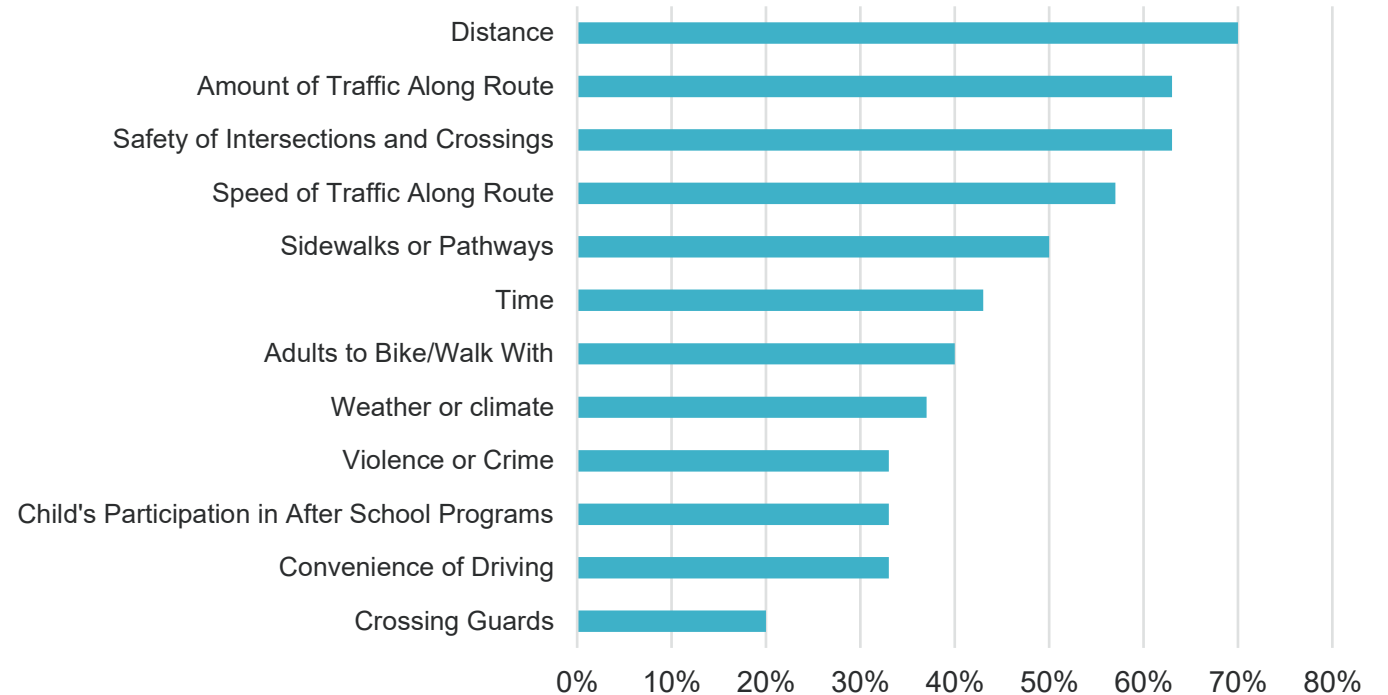
*As reported in 2023 Parent Survey (n=54)*

# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Distance (70%)
- Amount of traffic along route (63%)
- Safety of intersections and crossings (63%)

## Reasons Caregivers Don't Allow Children to Walk/Bike to School



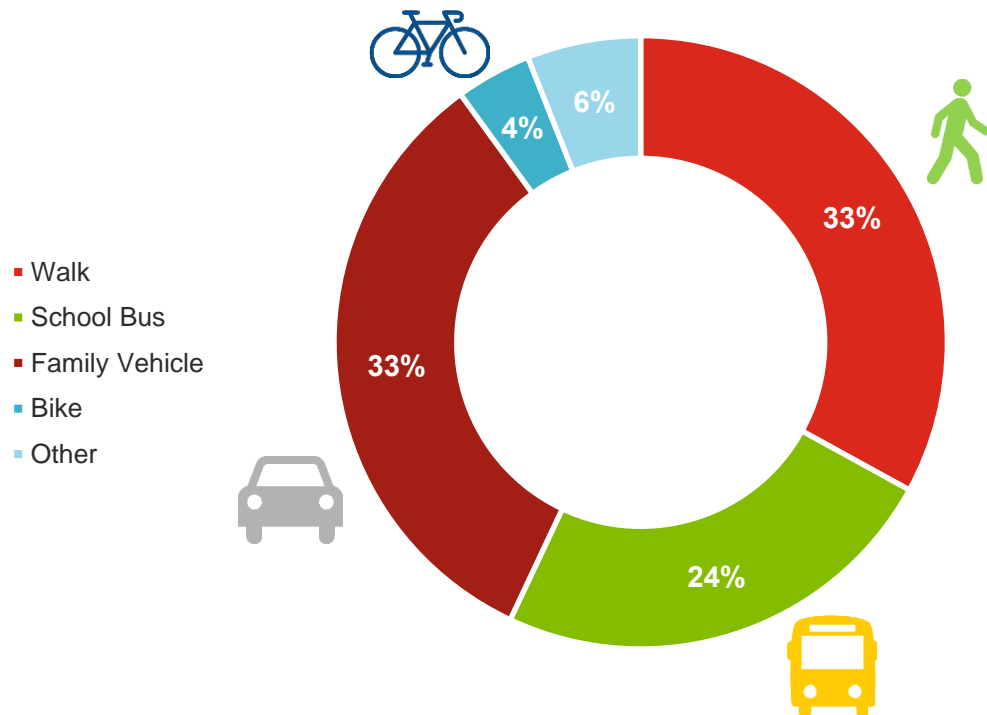


# Student Travel Tallies

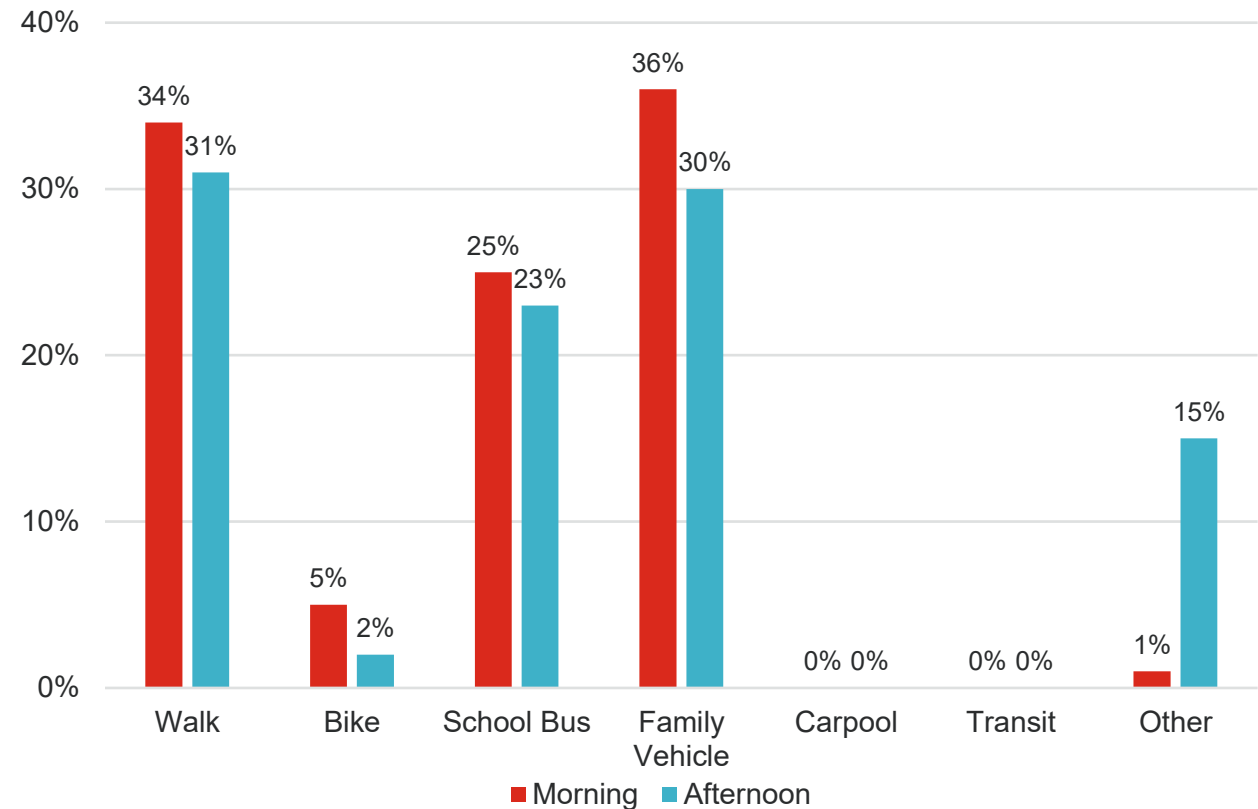
Teachers conducted one day student travel tallies in Spring 2023.

## Student Travel Modes

Average of "to school" and "from school" modes as reported in 2023 Student Travel Tallies.



## Morning and Afternoon Travel Mode Comparison



# Arrival/Dismissal Observations

## Arrival and Dismissal Times

- School starts at 8:30 AM, with most students arriving between 7:45 AM and 8:40 AM.
- School dismissal at 3:40 PM, with parents lining up in cars around 2:30 PM - 2:40 PM

## Adult Crossing Guard/Staff Role

- School staff are not on sidewalks, no crossing guards during arrival
- Staff member (teacher, not crossing guard) was posted at SE Illinois Avenue & SE 27th Street for dismissal

## Walkers and Bicyclists

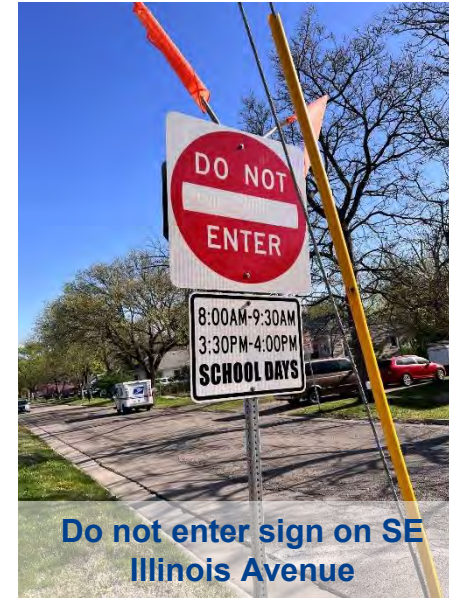
- Walkers and bicyclists access the school via SE 27th Street. and SE Illinois Avenue.
- Only two students observed bicycling

## Bus Lane

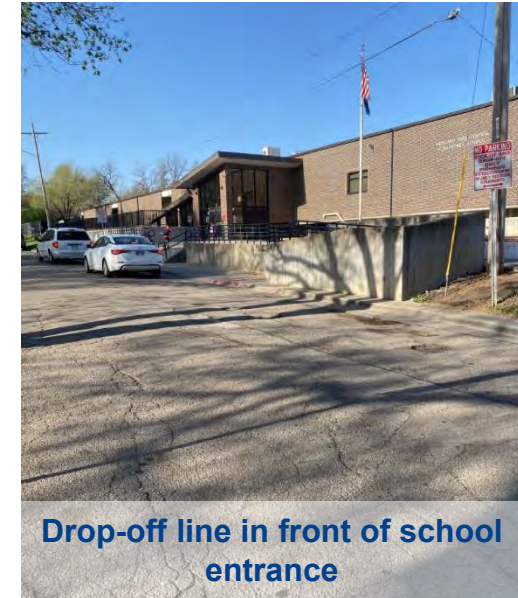
- School buses pull into the school's rear parking lot and enter from SE 28th Street. Students are dropped off at the rear doors.

## Family Vehicles

- The designated parent/caregiver drop-off zone is along SE Illinois Avenue in front of the school.
- The vehicle line wraps around the school and curves around SE 27th Street.
- Parents/caregivers may also use the short-term parking spaces along the north side of SE 28th Street and on the south side of SE 27th Street. to walk their students to the front entrance.
- There are signs posted at the south end of SE Illinois Avenue saying DO NOT ENTER during school arrival and dismissal times to prevent vehicles from driving north on that street.
- Some motorists did not comply with the one-way traffic pattern (SE Illinois Avenue.) during the posted times.
- Parents/caregivers parking in the short-term parking spaces along SE 27th Street parked their vehicles on the grass and blocked part of the sidewalk to walk students to the front of the school.



Do not enter sign on SE Illinois Avenue



Drop-off line in front of school entrance



No parking sign on SE Illinois





# Safety and Mobility- Network Summary

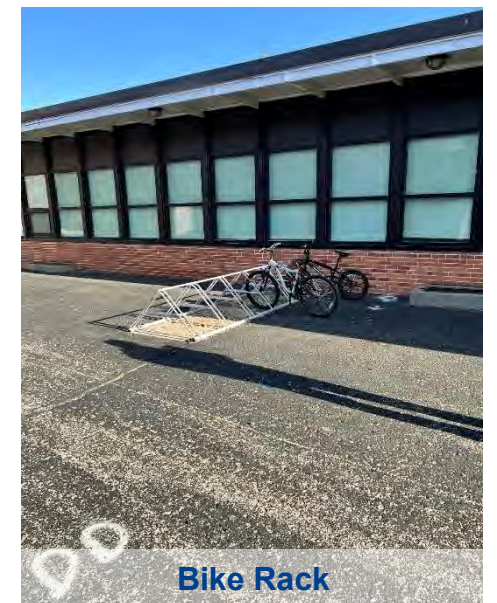
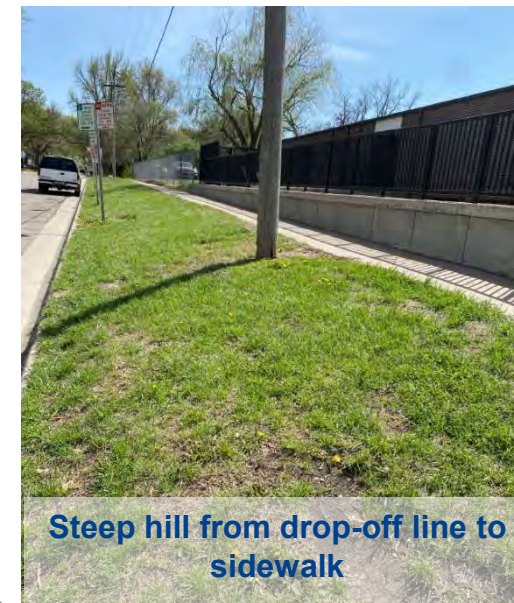
**Curb ramps** – Curb ramps at the intersections are usually present, however some lack a detectable warning surface, or do not connect with the sidewalk. Many curb ramps do not meet ADA standards and lack detectable warning strips.

**Intersections** – SE Indiana Avenue. & SE 29th Street. has high vehicle speeds, wide ROW, and is an uncomfortable place to cross. Lighting could be improved in intersections. During dismissal, many cars block SE Indiana Avenue. & SE 27th Street. reducing site distances and making it dangerous for students to cross.

**Street Segment** – Some motorists pass the queued parent/caregiver vehicles at high speeds.

**Bicycle Facilities** – There is one bike rack, but it is an older style that can damage bikes and it's located far from school entrances.

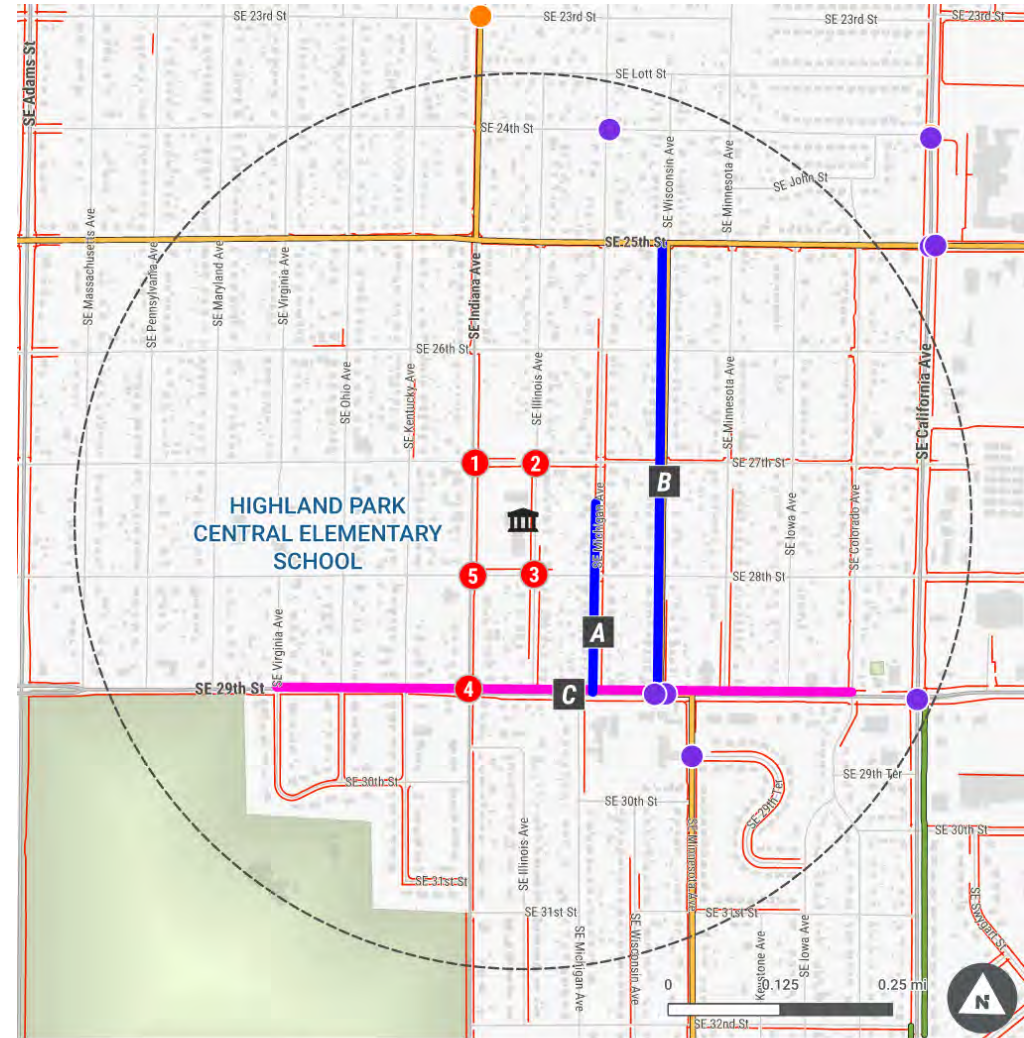
**Signs and Pavement Markings** – Streets adjacent to the school are marked with 20 MPH School Zone Signage. SE Illinois Avenue is a one-way street during arrival and dismissal times at the school (8:00 AM - 9:30 AM, 3:30 PM - 4:00 PM)





# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
A	SE Michigan Avenue from 27th Street to SE 29th Street	Sidewalk cracked, uplifted and obstructed	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
B	SE Wisconsin Avenue from 25th to SE 28th Street	Sidewalk cracked, uplifted and obstructed. Poor pavement conditions	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps. Repave the road to improve safety for bicyclists.
C	SE 29th Street from SE Virginia Avenue to SE Colorado Avenue	Wide ROW, insufficient sidewalk buffer and high motor vehicle speeds	Provide a wider buffer between the roadway and the sidewalk. Consider road diet to reduce high motor vehicle speeds.



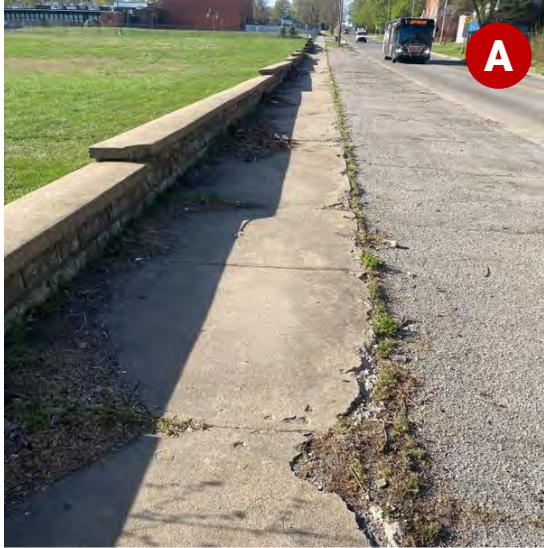
Issues and Recommendations  
Highland Park Central Elementary School

- School
- Existing Sidewalk
- Spot Issue/Recommendation
- School Half Mile Buffer
- Existing Sidepath
- Sidewalk Condition Issue/Recommendation
- Parks
- Existing Sharrow
- Speed Management Issue/Recommendation
- Waterbody
- Bike Crash
- Pedestrian Crash



Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide. [https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)

# Safety and Mobility- Issues and Recommendations



**Sidewalk in poor condition (SE Indiana Ave)**



**Existing sharrow covered with asphalt (SE Wisconsin Ave)**



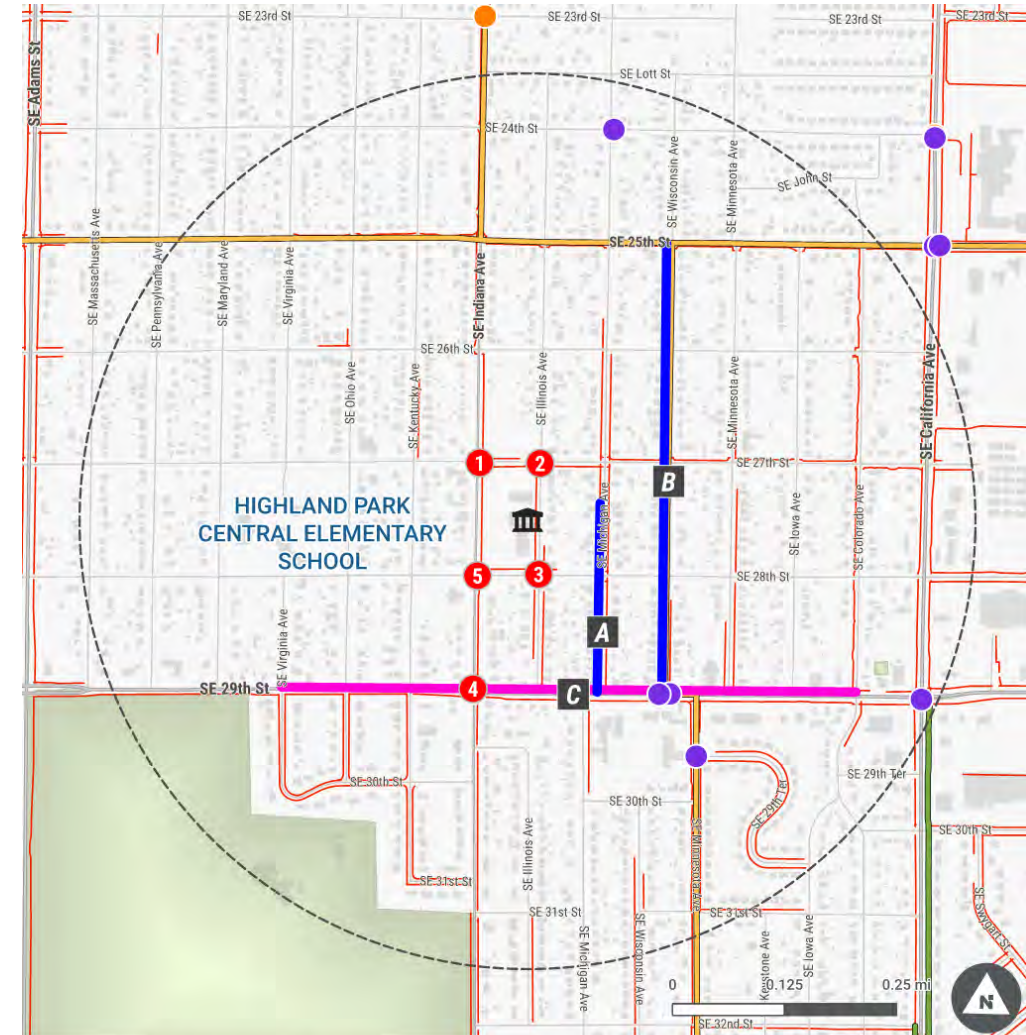
**Wide ROW and insufficient buffer (SE 29th St)**



# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	SE 27th St and SE Indiana Ave	Crosswalk markings faded and lack signage	Refresh crosswalk markings Add crossing signage
2	SE Illinois Ave and SE 27th St	Missing ADA compliant curb ramp and ramp not aligned	Install ADA compliant curb ramps
3	SE 28th and SE Illinois Ave	Crosswalk markings faded and missing ADA compliant curb ramp	Install ADA compliant curb ramps. Refresh crosswalk markings
4	SE Indiana Ave and SE 29 <sup>th</sup> St	Concern about motor vehicle turning and large curb radii	During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances.
5	SE Indiana Ave and SE 28th St	Crosswalk markings faded	Refresh crosswalk markings

\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide. [https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



## Issues and Recommendations

### Highland Park Central Elementary School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Sidepath
- Existing Sharrows
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Sidewalk Condition Issue/Recommendation
- Speed Management Issue/Recommendation



# Safety and Mobility- Issues and Recommendations





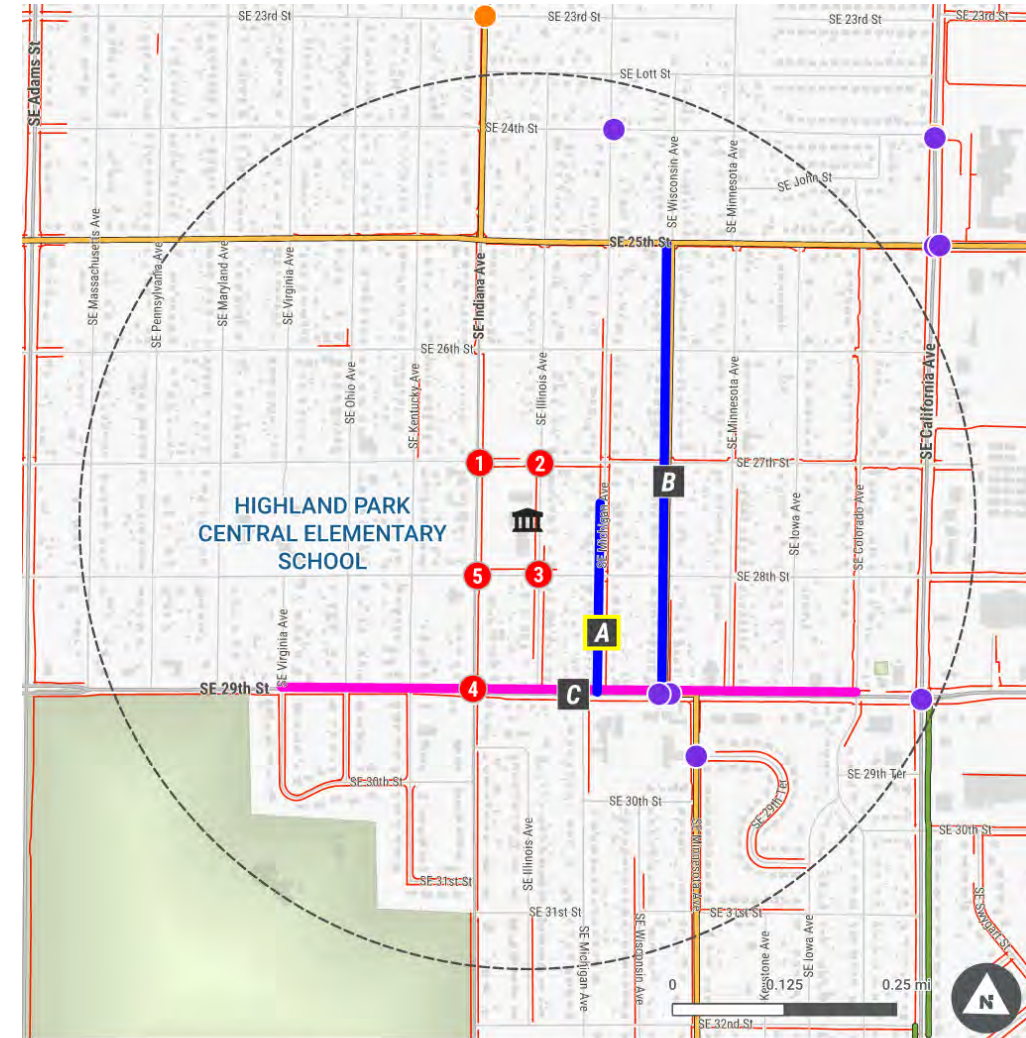
# Safety and Mobility- Priority Recommendations

Map ID	Location	Issue	Segment Recommendation	Cost*
A	SE Michigan Avenue from 27th Street to SE 29th Street	Sidewalk cracked, uplifted and obstructed	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.	\$72,000

Map ID	Location	Issue	Spot Recommendation	Cost*
1	SE 27th St and SE Indiana Ave	Crosswalk markings faded and lack signage	Refresh crosswalk markings Add crossing signage	\$35,200
2	SE Illinois Ave and SE 27th St	Missing ADA compliant curb ramp and ramp not aligned	Install ADA compliant curb ramps	\$32,000
3	SE 28th and SE Illinois Ave	Crosswalk markings faded and missing ADA compliant curb ramp	Install ADA compliant curb ramps. Refresh crosswalk markings	\$35,200
4	SE Indiana Ave and SE 29th St	Concern about motor vehicle turning and large curb radii	During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances.	\$20,000
5	SE Indiana Ave and SE 28th St	Crosswalk markings faded	Refresh crosswalk markings	\$3,200

\*Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.



### Issues and Recommendations

#### Highland Park Central Elementary School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Sidepath
- Existing Sharrows
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Sidewalk Condition Issue/Recommendation
- Speed Management Issue/Recommendation



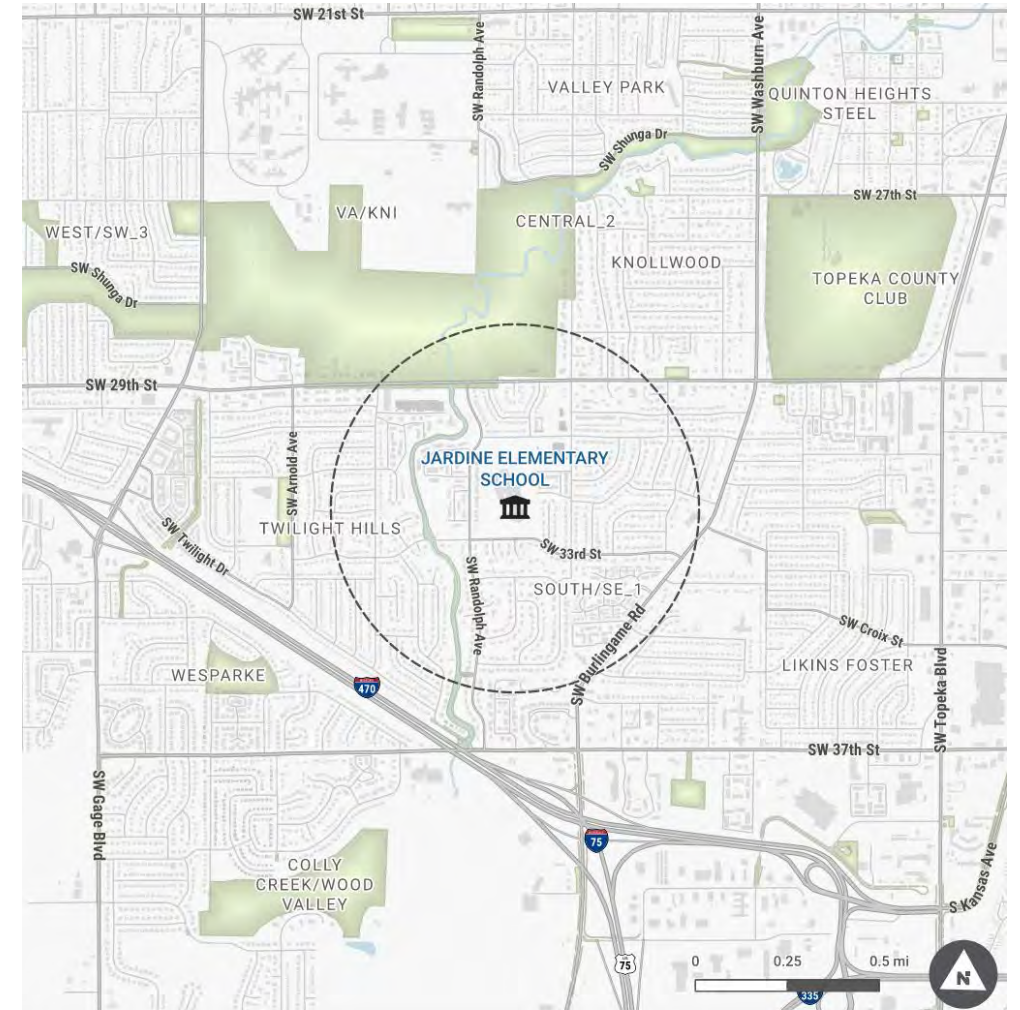
# Jardine Elementary School



# Location and Background

Jardine Elementary School is located at SW 33rd Street and Randolph Avenue. There also is an entrance at SW 30th Street and Randolph Avenue. The school is located within a residential neighborhood, surrounded by housing on all sides, and has both an Elementary school and a Middle school within the same campus.

800 combined Students in Spring 2023



Overview Map  
Jardine Elementary School

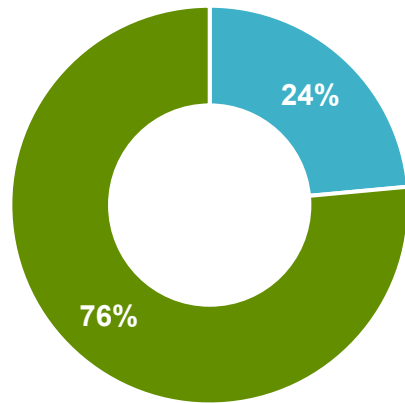
-  School
-  School Half Mile Buffer
-  Parks
-  Waterbody

# Caregiver Survey Results

The response rate from the Spring 2023 parent survey at Jardine Middle School was very low. **Only 18 responses were received from parents and caregivers of approximately 800 elementary and middle school students\***.

## STUDENT DISTANCE FROM. SCHOOL

*As reported in 2023 Parent Survey (n=18)*



■ 1 mile or more ■ less than 1 mile

Distance	Percentage of Students
Less than ¼ mile	29%
¼ mile up to ½ mile	24%
½ mile up to 1 mile	24%
1 mile up to 1 ½ miles	0%
1 ½ miles or more	24%

*As reported in 2023 Parent Survey (n=18)*



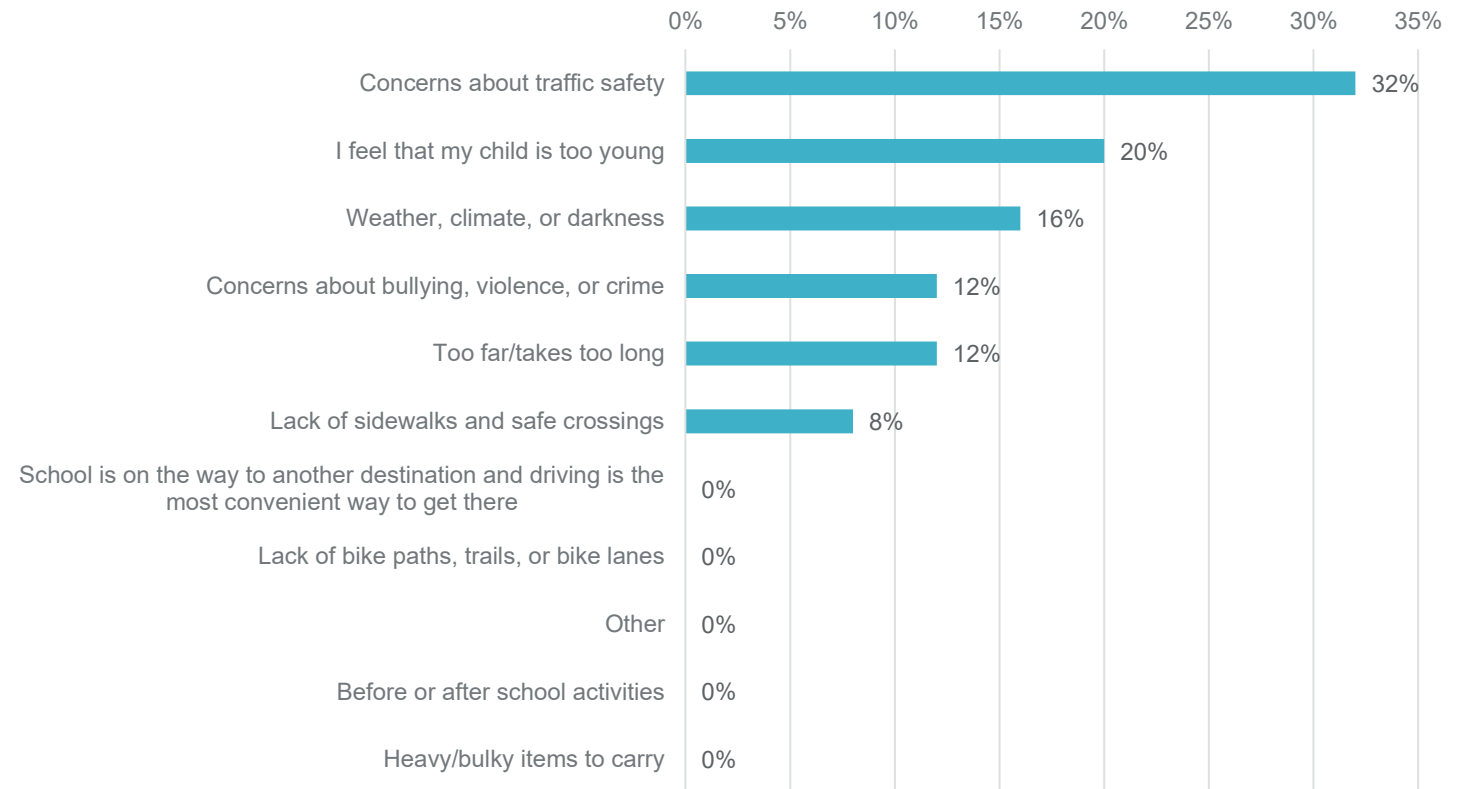
# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Traffic safety concern (32%)
- Child is too young (20%)
- Weather, climate, or darkness (16%)

**NOTE: Only 18 responses were received from parents and caregivers of approximately 800 students.**

## Reasons Caregivers Don't Allow Children to Walk/Bike to School

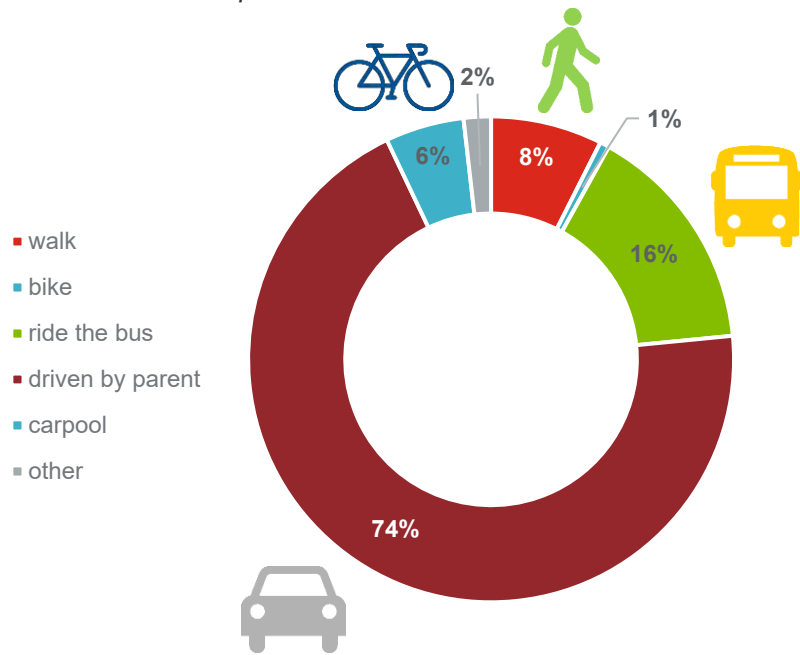


# Student Travel Tallies

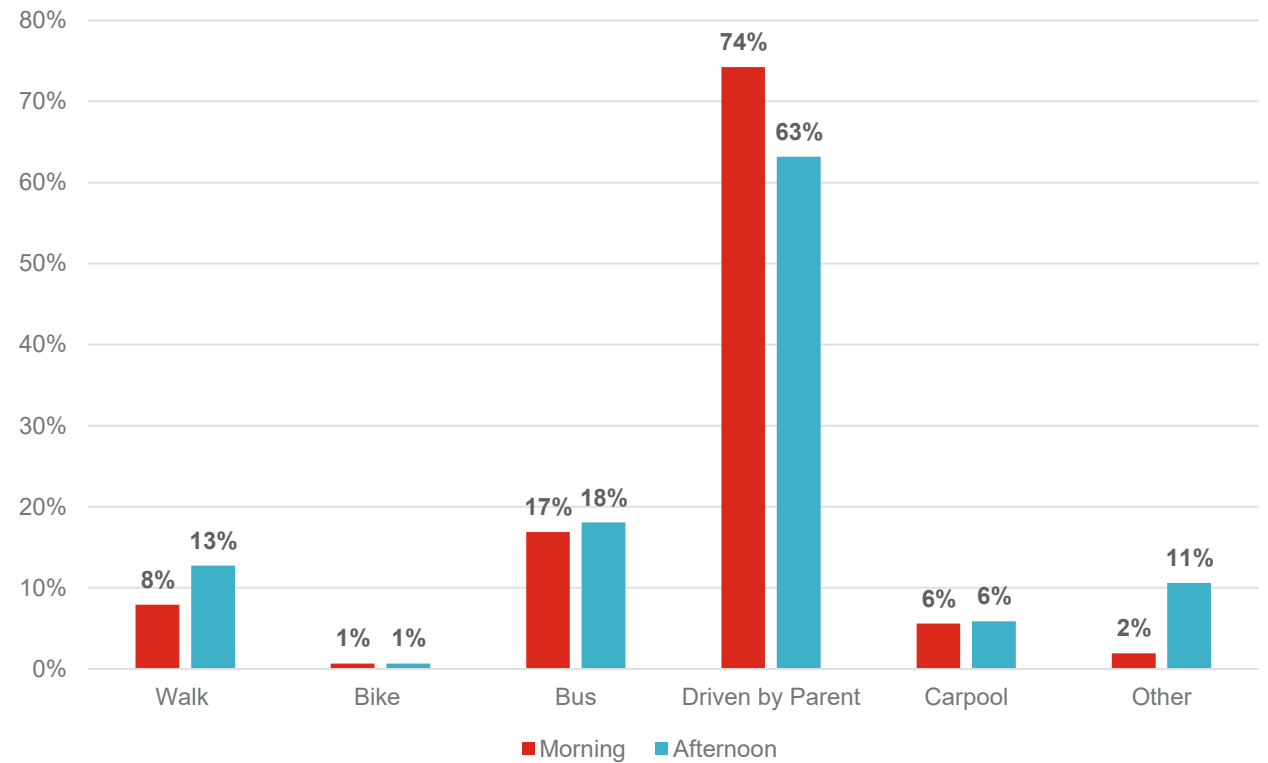
Teachers conducted one day student travel tallies in Spring 2023.

## Student Travel Modes

Average of "to school" and "from school" modes as reported in 2023 Student Travel Tallies.



## Morning and Afternoon Travel Mode Comparison



# Arrival/Dismissal Observations

## Arrival and Dismissal Times

- School starts at 8:20 AM, with most students arriving between 7:45 and 8:15 AM.
- School dismissal is at 3:40 PM, with most students being dismissed between 3:40 and 4:00 PM.

## Adult Crossing Guard/Staff Role

- No adult crossing guards were observed, but staff do direct traffic and walk with students.

## Walkers

- Most walkers and bicyclists access the school via SW 33rd Street and SW Randolph Avenue.
- Students also use sidewalk/driveway along the north side of the school.

## Bicyclists

- Bicyclists arrive and leave from the back of the school where bike rack is located.

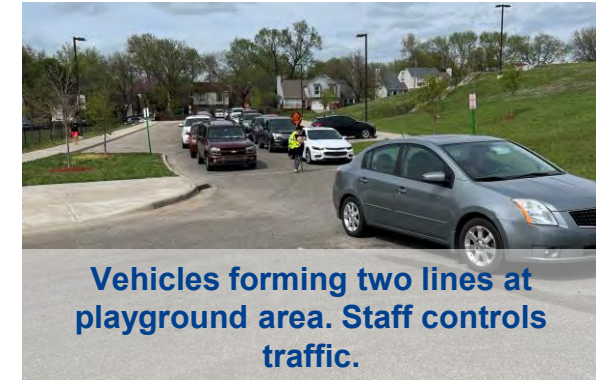
## Bus Lane

- School buses and additional daycare vans drop students off along the west side driveway of the building.
- Motorists/vans were observed parking in the bus lane, causing congestion.

## Family Vehicles

- The designated caregiver drop-off zone is on the east side, however, multiple caregivers dropped off or walked in students from the parking lot on the west side.
- Vehicles form a single-file line in one-way lane that enters from SW 30th Street
- At the top of the hill at the front of school two lines formed and there is some confusion and conflicts created from this.
- Vehicles do not stop at the stop sign at the top of the hill when leaving (driving in front of the middle school).
- Some vehicles were observed

speeding in the other lane around the official drop-off zone and pull in front of the school to drop-off students.



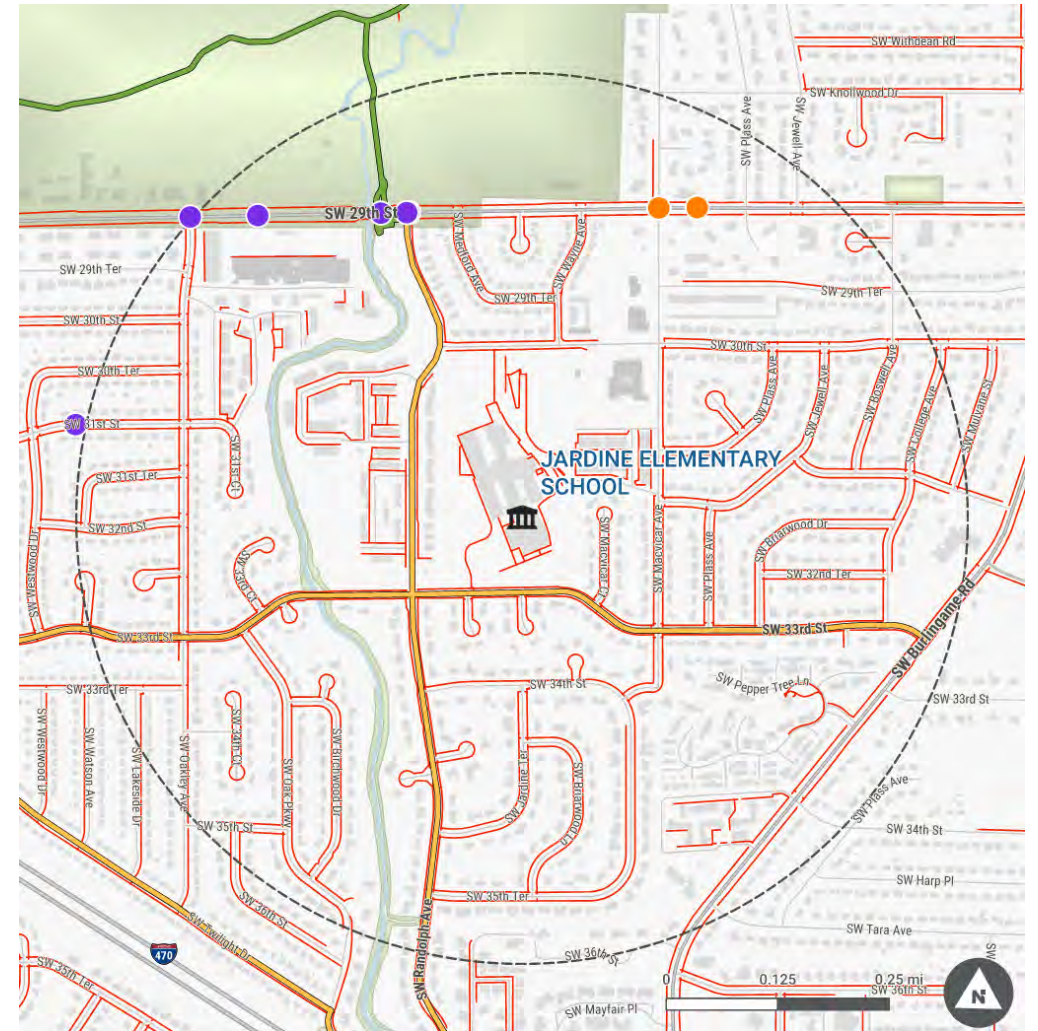


# Safety and Mobility- Network Summary








**Crashes:** There have been 4 crashes involving a pedestrian and 2 crashes involving a bicyclist within a half mile of the school, all occurring to the north on SW 29th Street.

**Sidewalks:** Most streets surrounding the school have sidewalks on one or both sides of the street. However, some sidewalks are in poor condition or have poor connections. To the north of the school is a small commercial space with a large parking lot along SW 29th Street, which has high motor vehicle speed (40 mph) and high traffic volume.

**Crosswalks:** Almost all intersections near the school are missing high-visibility crosswalks entirely or the existing pavement markings are faded.



**Existing Conditions**  
*Jardine Elementary School*

-  School
-  School Half Mile Buffer
-  Parks
-  Waterbody
-  Existing Sidepath
-  Existing Sharrow
-  Existing Sidewalk
-  Bike Crash
-  Pedestrian Crash



## Safety and Mobility- Network Summary

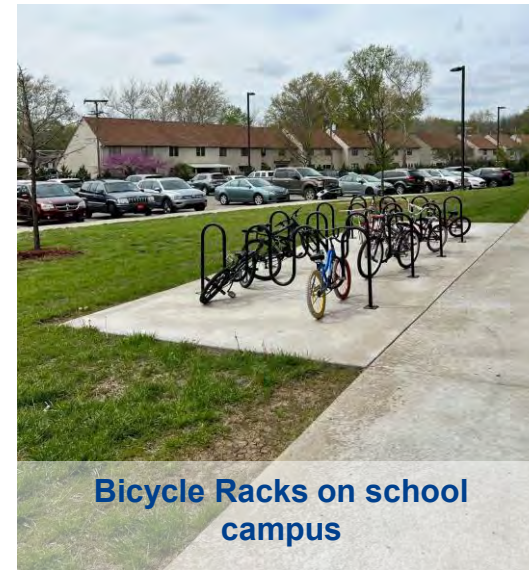
**Curb ramps** – Existing curb ramps near the school are missing detectable warning surfaces. Other intersections are missing ADA accessible ramps altogether or ramps are not well connected to sidewalks

**Intersections** – The 2-way stop at SW 33rd Street and SW Randolph Avenue has low motor vehicle traffic speed and volumes but is missing high-visibility crosswalk markings. SW 30th Street and SW Randolph Avenue is missing markings or warnings for crossing. SW 29th Street and SW Randolph Avenue is also missing crosswalk markings.

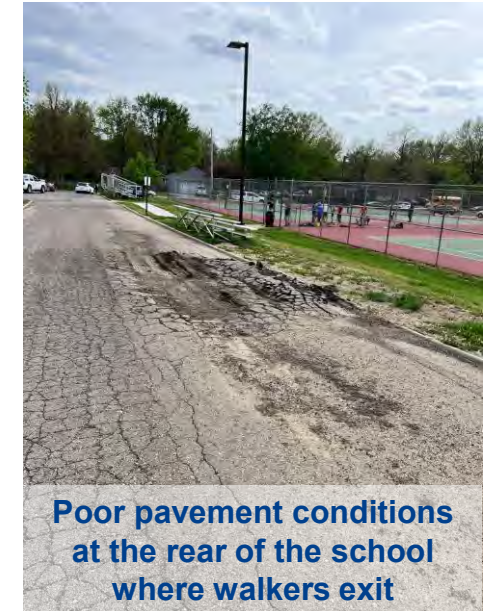
**Street Segment** – SW Randolph Avenue has relatively low motor vehicle traffic speed and sidewalks on both sides. SW 29th Street north of the school campus does have high motor vehicle traffic speed and volume and several commercial driveways.

**Bicycle Facilities** – There is a shared lane bike facility with sharrows on SW Randolph Avenue. SW Randolph Avenue and SW 33rd Street have low motor vehicle traffic speed and volume. There is a high quality U-shaped bike rack in the back of school.

**Signs and Pavement Markings** – SW 30<sup>th</sup> and SW 33<sup>rd</sup> Streets are marked with 20 MPH School Zone Signage. Randolph Avenue has a posted speed 30 MPH.



Bicycle Racks on school campus



Poor pavement conditions at the rear of the school where walkers exit



Missing markings at SW Randolph Avenue & 30th Street

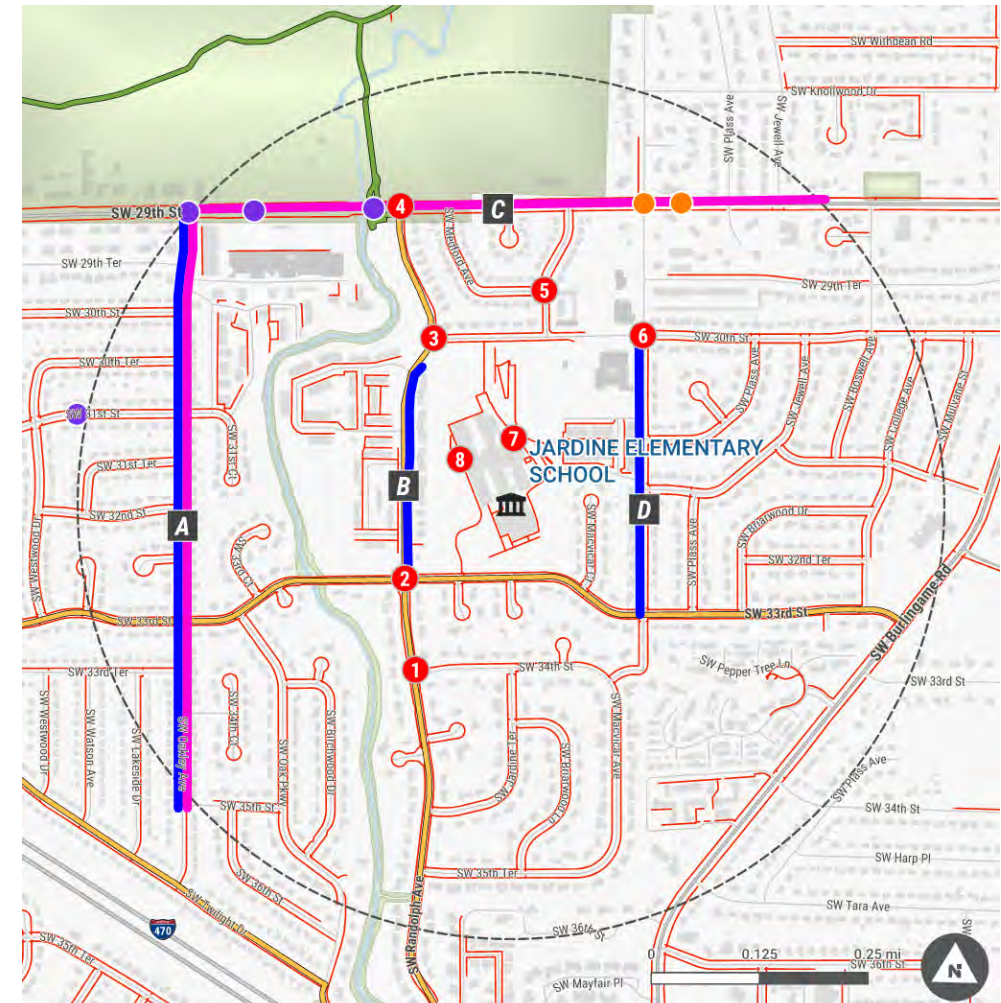


# Safety and Mobility- Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
A	SW Oakley Avenue from SW 29th Street to SW Twilight Dr	Sidewalk cracked, narrow; high motor vehicle speed and volume; and poor condition curb ramps throughout corridor	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps. Install traffic calming measures to reduce high motor vehicle speed.
B	SW Randolph Avenue from SW 33rd Street to SW 30th Street	Sidewalk cracked, narrow and lacking curb ramps	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps. During the next reconstruction of the street, explore the installation of new ADA compliant curb ramps that line up with crosswalks on the intersection.
C	SW 29th Street from SW Oakley Avenue to SW Jewell Avenue	High motor vehicle speed and volume	Install traffic calming measures to reduce high motor vehicle speed.
D	SW Macvicar Avenue from SW 30th Street to SW 33rd Street	Sidewalk cracked, narrow and poor pavement conditions	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps. During the next reconstruction of the street, repaved the road to improve safety for cyclist and pedestrian.

\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



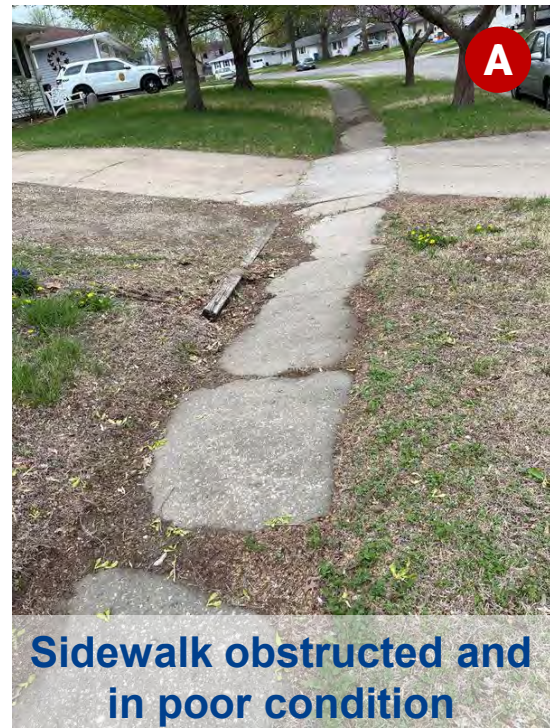
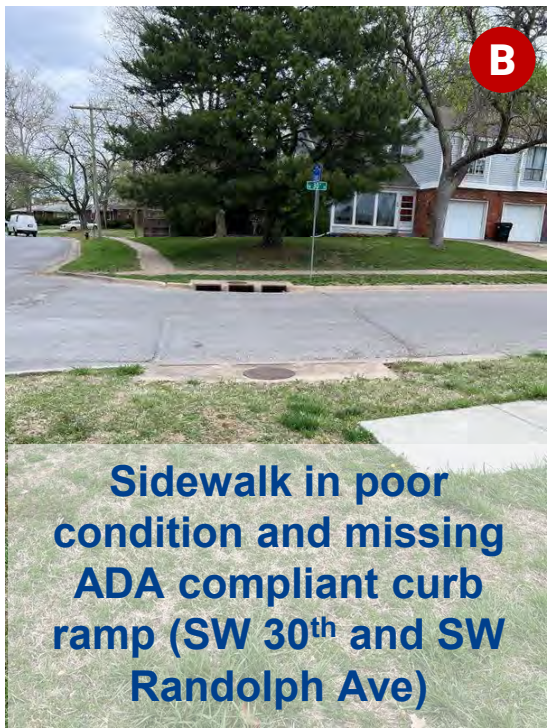
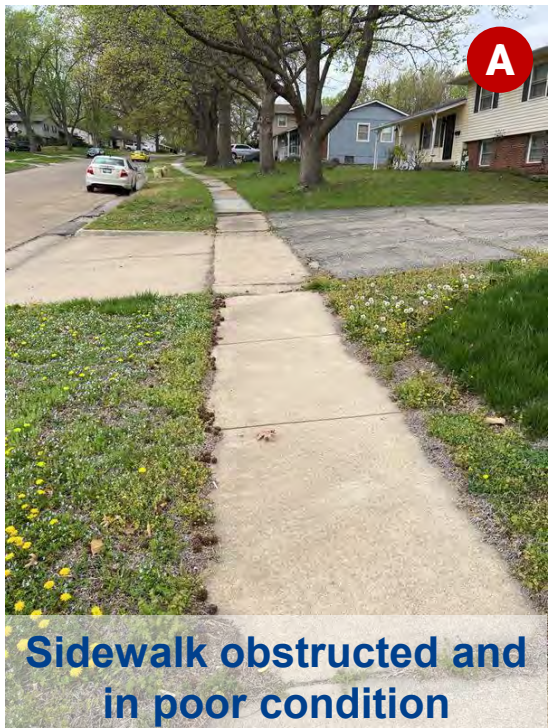
Issues and Recommendations  
Jardine Elementary School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Sidepath
- Existing Sharrows
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Sidewalk Condition Issue/Recommendation
- Speed Management Issue/Recommendation





# Safety and Mobility- Issues and Recommendations



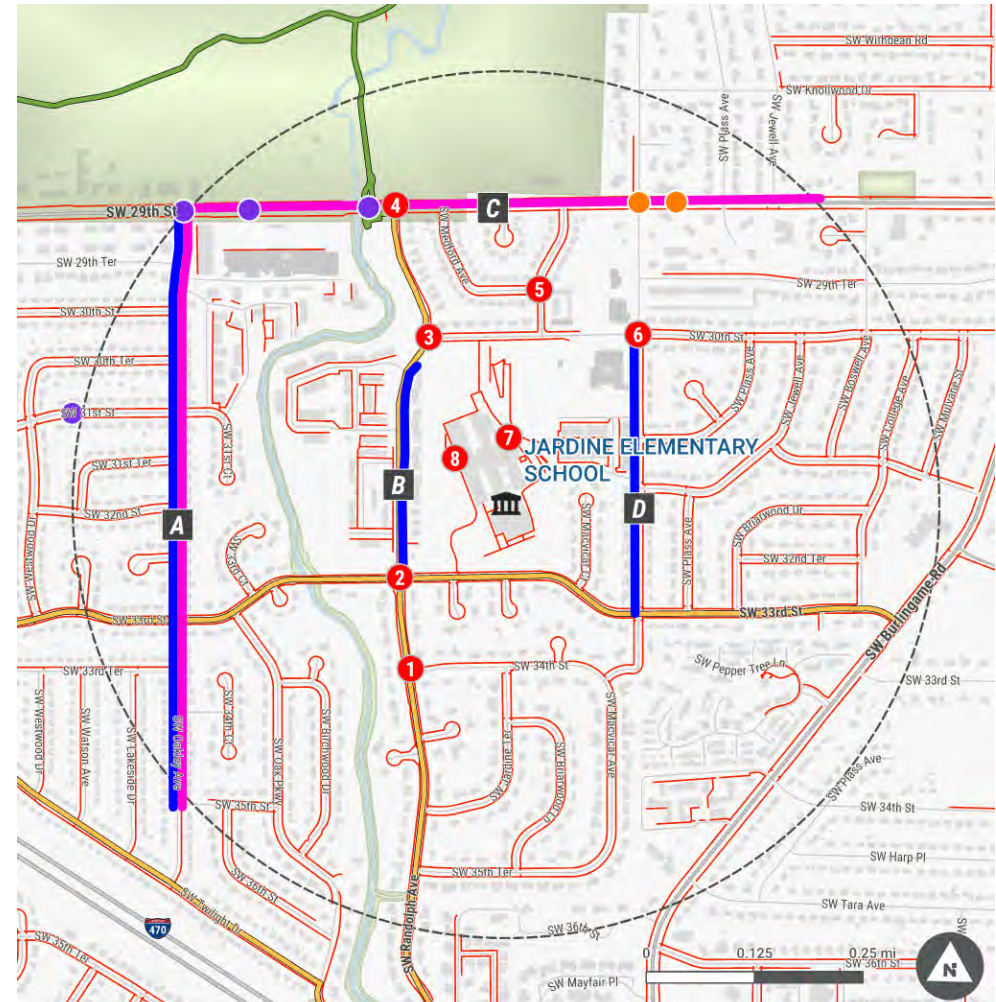


# Safety and Mobility- Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	SW Randolph Ave and 34th St	Curb ramps not ADA compliant and missing crossing markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
2	SW 33rd and SW Randolph Ave	Curb ramps not ADA compliant and crosswalk markings faded	Install ADA compliant curb ramps. Refresh crosswalk markings.
3	SW 30th and SW Randolph Ave	Missing ADA compliant curb ramp, lack of crossing opportunities and blind corner	During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps. Add high-visibility crosswalk markings at the intersection
4	SW 29th St and SW Randolph Ave	Curb ramps not ADA compliant and do not align, and missing crossing markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
5	SW Wayne Ave and SW 29th Ter	Missing ADA compliant curb ramp and missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.

Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



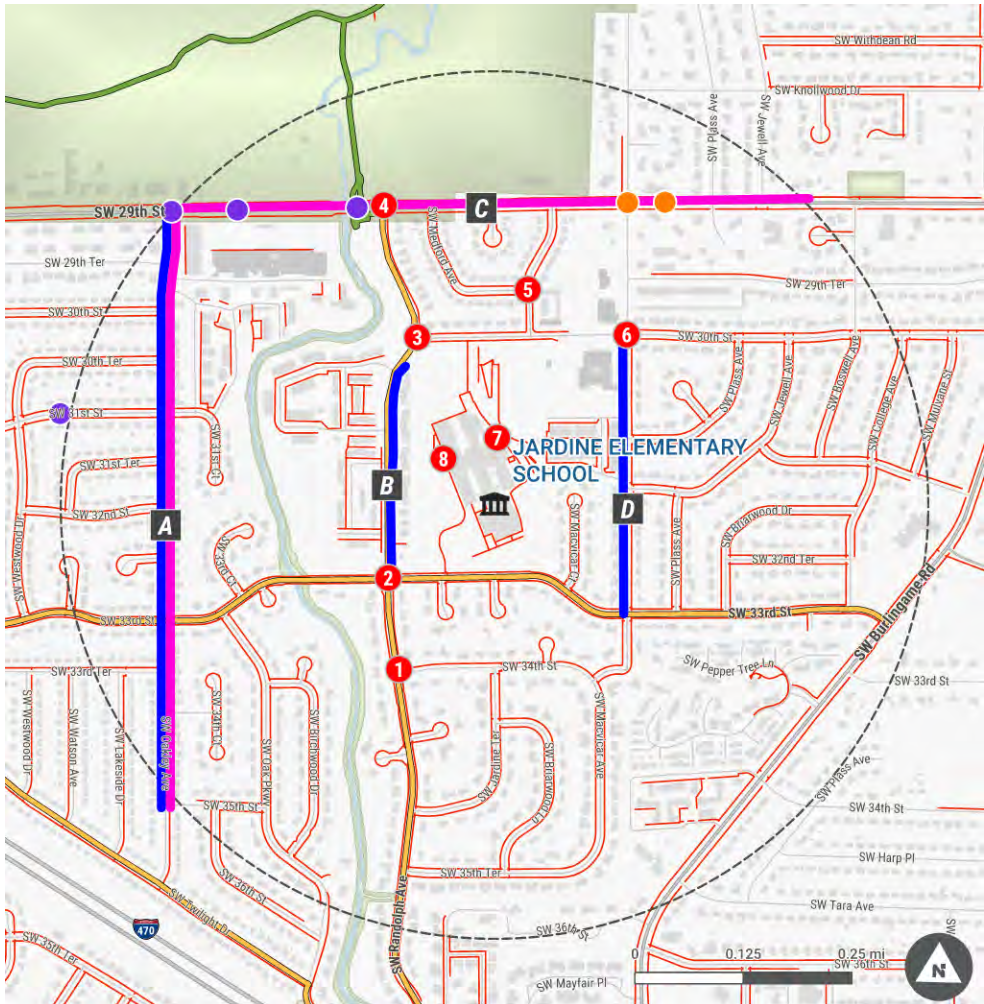
Issues and Recommendations  
Jardine Elementary School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Sidepath
- Existing Sharrows
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Sidewalk Condition Issue/Recommendation
- Speed Management Issue/Recommendation



# Safety and Mobility- Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
6	SW 30th St and SW Macvicar Ave	Missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
7	School campus	Curb ramps not ADA compliant	Install ADA compliant curb ramps.
8	School campus	Bike rack is located in the back of the school	Install high quality u-style bike rack near school entrance or other visible and accessible location.



**Issues and Recommendations**  
Jardine Elementary School

School	Existing Sidewalk	Spot Issue/Recommendation
School Half Mile Buffer	Existing Sidepath	Sidewalk Condition Issue/Recommendation
Parks	Existing Sharrows	Speed Management Issue/Recommendation
Waterbody	Bike Crash	Pedestrian Crash

\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide. [https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



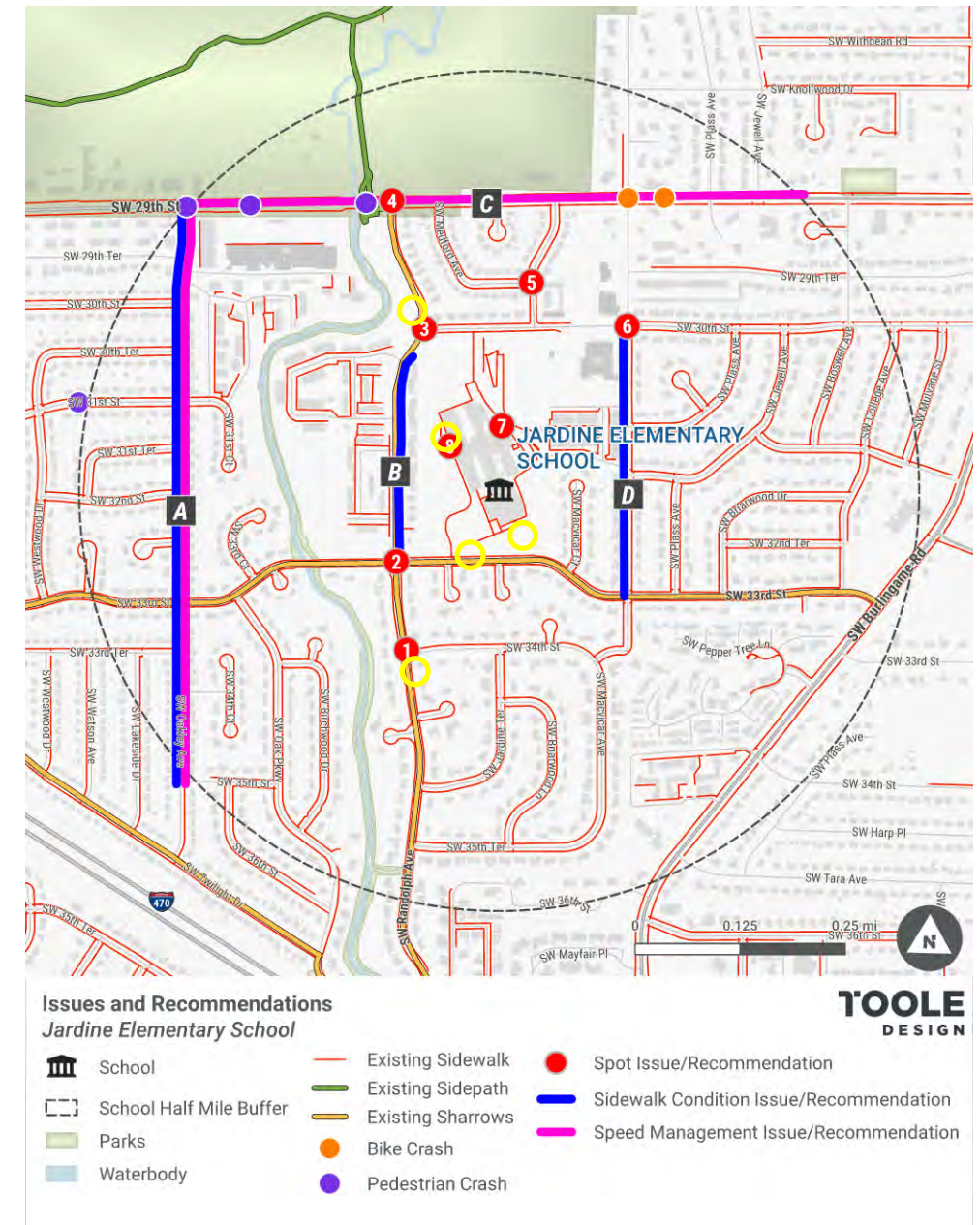
# Safety and Mobility- Issues and Recommendations



# Safety and Mobility- Priority Recommendations

Map ID	Location	Issue	Spot Recommendation	Cost*
2	SW 33rd and SW Randolph Ave	Curb ramps not ADA compliant and crosswalk markings faded	Install ADA compliant curb ramps. Refresh crosswalk markings.	\$35,200
3	SW 30th and SW Randolph Ave	Missing ADA compliant curb ramp, lack of crossing opportunities and blind corner	During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps. Add high-visibility crosswalk markings at the intersection	\$55,200
4	SW 29th St and SW Randolph Ave	Curb ramps not ADA compliant and do not align, and missing crossing markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$35,200
7	School campus	Curb ramps not ADA compliant	Install ADA compliant curb ramps.	\$8,800
8	School campus	Bike rack is located in the back of the school	Install high quality u-style bike rack near school entrance or other visible and accessible location.	\$175

\*Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.





# Lowman Hill Elementary

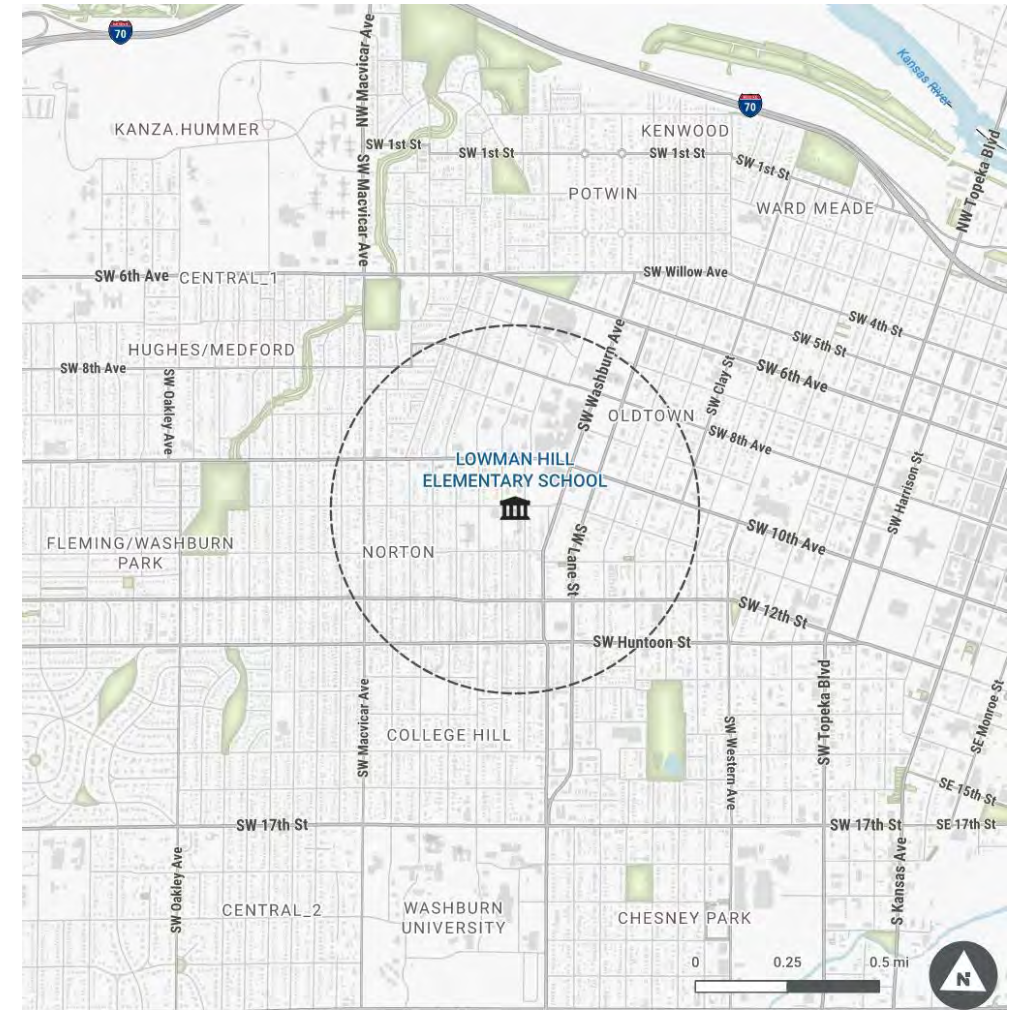




# Location and Background

The main building of Lowman Hill Elementary School is located between SW Mulvane Street and SW Garfield Avenue along SW 11th Street with the main entrance on Garfield. The school is surrounded by single- and multi-family housing and the Topeka Library sits directly to the northeast of the school campus.

320 Students in Spring 2023



Overview Map  
Lowman Hill Elementary School

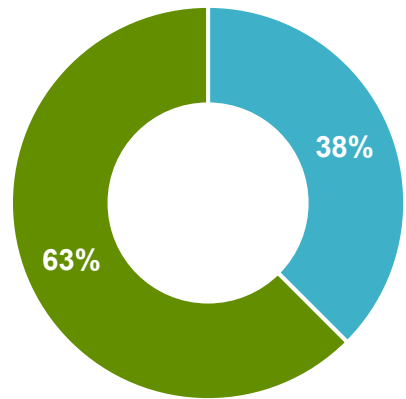
-  School
-  School Half Mile Buffer
-  Parks
-  Waterbody

# Caregiver Survey Results

The response rate from the Spring 2023 parent survey at Randolph Elementary was low. **Only 16 responses were received from parents and caregivers of approximately 320 students.**

## STUDENT DISTANCE FROM SCHOOL

*As reported in 2023 Parent Survey (n=16)*



■ 1 mile or more    ■ less than 1 mile

Distance	Percentage of Students
1 1/2 miles or more	19%
1 mile up to 1 1/2 miles	19%
1/2 mile up to 1 mile	25%
1/4 mile up to 1/2 mile	19%
Less than 1/4 mile	19%

*As reported in 2023 Parent Survey (n=16)*

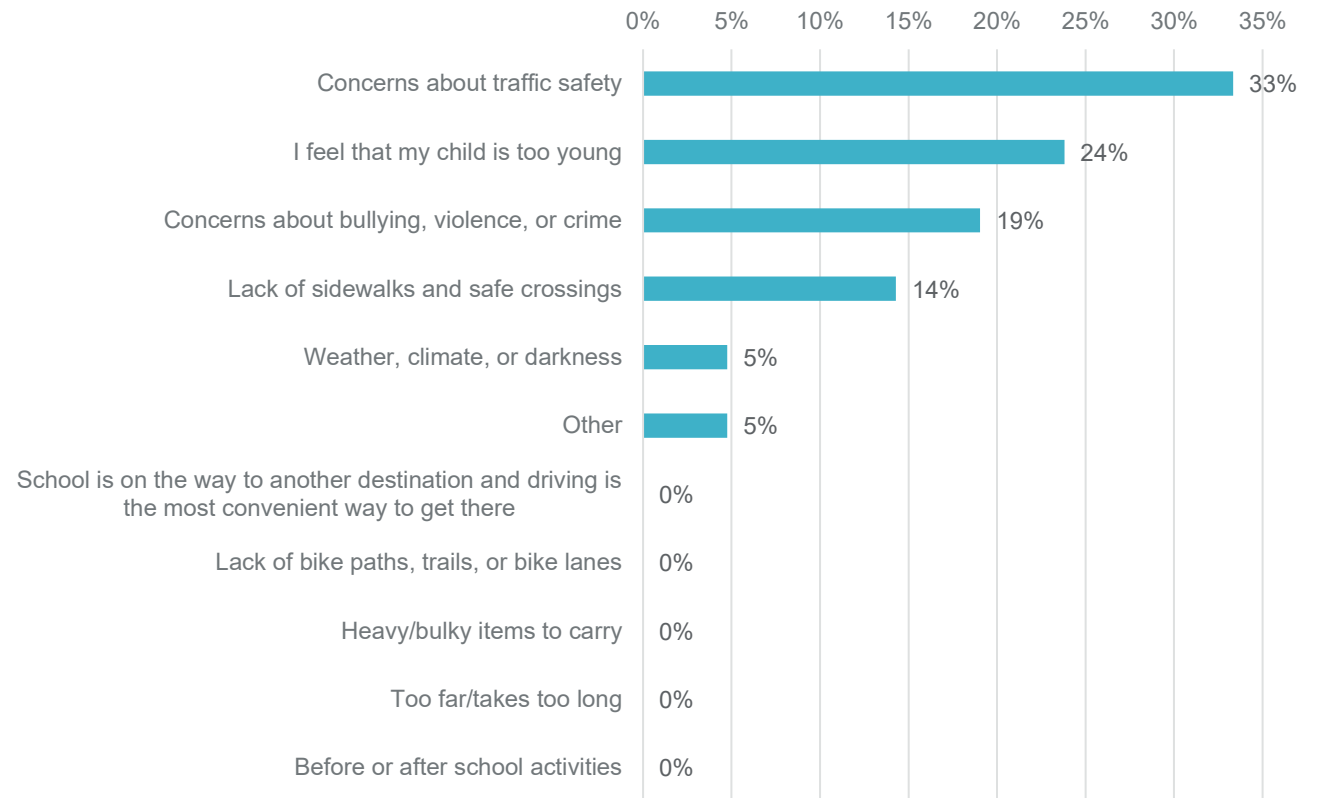
# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Traffic safety concern (33%)
- Child is too young (24%)
- Concern about bullying, violence, or crime (19%)

**NOTE: Only 16 responses were received from parents and caregivers of approximately 320 students.**

## Reasons Caregivers Don't Allow Children to Walk/Bike to School



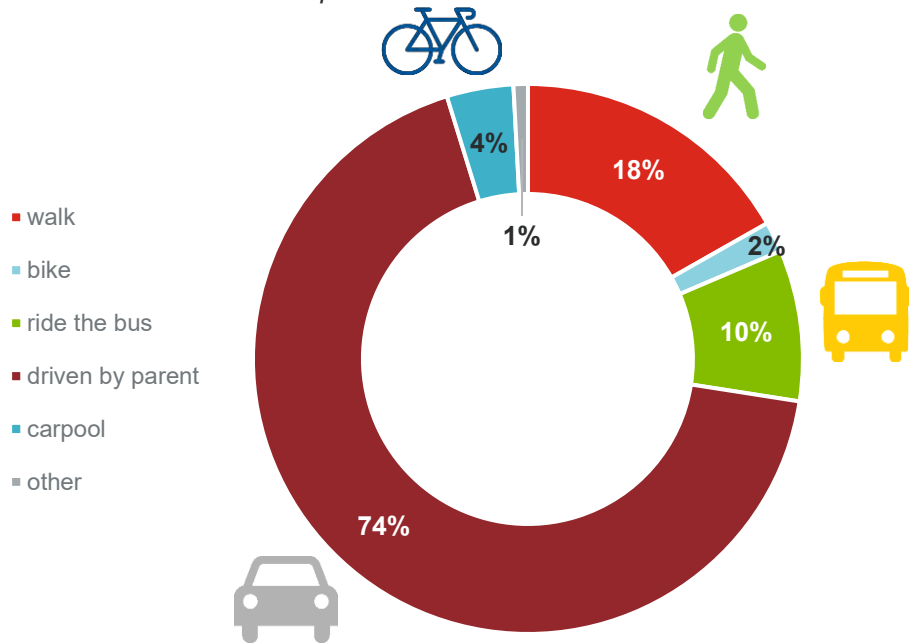


# Student Travel Tallies

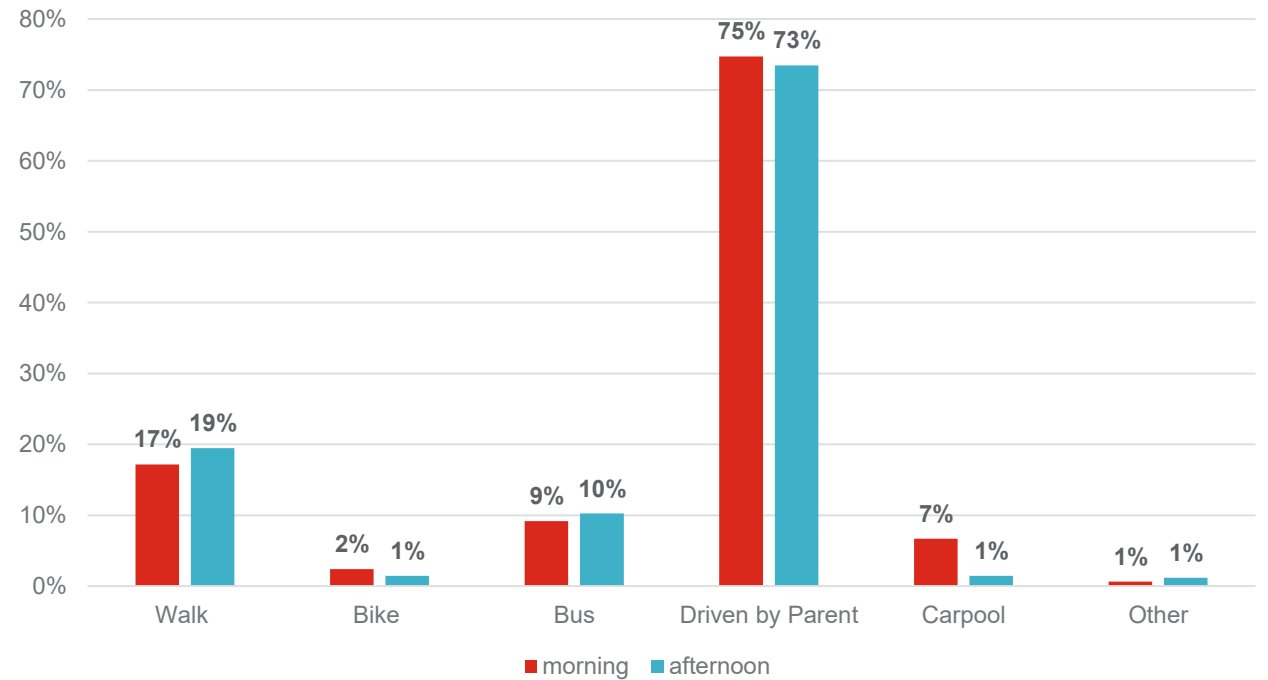
Teachers conducted one day student travel tallies in Spring 2023.

## Student Travel Modes

Average of "to school" and "from school" modes as reported in 2023 Student Travel Tallies.



## Morning and Afternoon Travel Mode Comparison



# Arrival/Dismissal Observations

## Arrival and Dismissal Times

- Parents and students begin arriving at 8:00 AM and wait outside, uncovered, until 8:20 AM due to the lack of staff available to supervise arrival. School officially starts at 8:40 AM
- School ends at 3:40, but Pre-school dismisses 10 minutes prior at 3:30 PM

## Adult Crossing Guard/Staff Role

- There is a staff crossing guard for dismissal at SW 11th Street and SW Garfield Avenue

## Walkers

- Most students did not use marked crossings, especially on SW Mulvane Street. Crossings are not staffed during arrival.
- Most walkers come from the east on SW 11th Street or the south on SW Mulvane Street.

## Bicyclists

- Only 2 bicyclists were observed, both riding on the sidewalk.

## Bus Lane

- The school has one bus that drops off and picks up students on SW 11th Street, which is also the drop-off for special education students.

## Family Vehicles

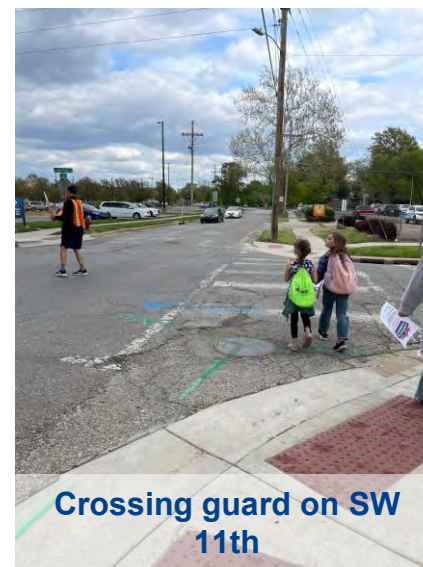
- School staff report lots of traffic from the nearby library and hospital. Several high-speed vehicles were observed cutting through traffic on SW 11th Street, eastbound.
- Arrival is more chaotic than dismissal, with conflicts caused by impatient parents, parking in non parking areas, and trash collection and funeral service conflicts observed.
- Parents use parking lots owned by the library for pick-up and drop-off.
- High motor vehicle traffic volumes on the intersections of SW 11th Street and SW Mulvane Street.



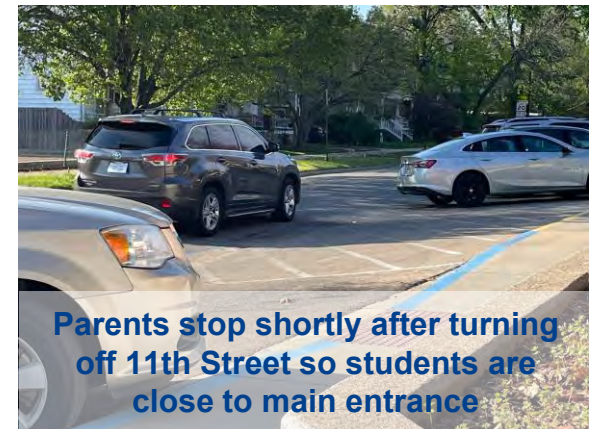
Bus drop-off on SW 11th



Illegal parking along east side of SW Garfield Avenue



Crossing guard on SW 11th



Parents stop shortly after turning off 11th Street so students are close to main entrance

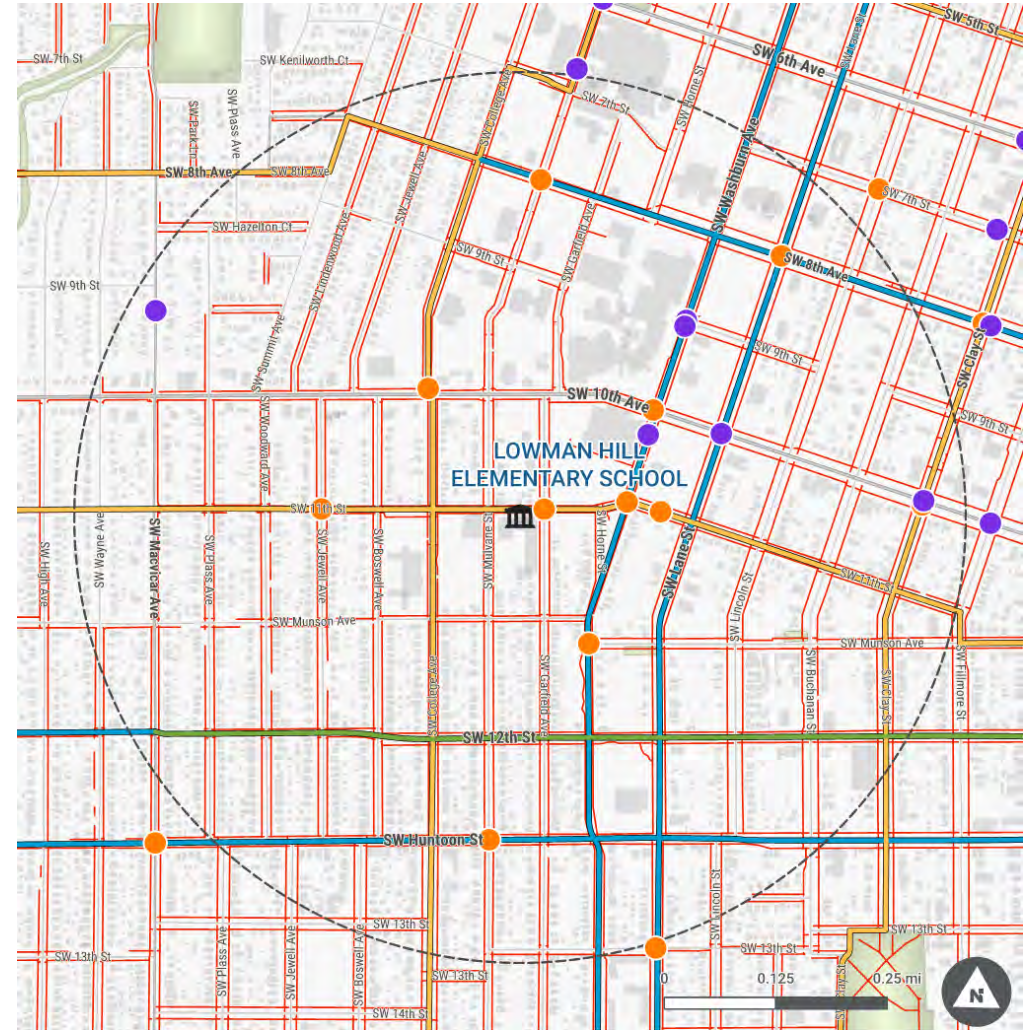


# Safety and Mobility- Network Summary

**Crashes:** There have been several crashes involving a bicyclist or pedestrian within a half mile of the school, including 3 bike and 3 pedestrian involved crashes on Washburn Avenue near the school.











**Sidewalks:** Nearly all streets surrounding the school have sidewalks on both sides of the street. However, many sidewalks were unmaintained brick that are overgrown with landscaping and uneven.

**Crosswalks:** Most intersections lack high-visibility crosswalk markings or signage. Most are missing features that would make them ADA compliant. Nearly all crossings in the neighborhood have faded crosswalk markings.



**Existing Conditions**

*Lowman Hill Elementary School*

-  School
-  School Half Mile Buffer
-  Parks
-  Waterbody
-  Existing Bike Lane
-  Existing Sidepath
-  Existing Sharrows
-  Existing Sidewalk
-  Bike Crash
-  Pedestrian Crash





# Safety and Mobility- Network Summary

**Curb ramps** – The curb ramps at many intersections in the neighborhood are not ADA compliant. Diagonal curb ramps were a common issue.

**Intersections** – Most intersections feature multiple issues with large curb radii and limited forewarning to drivers to be aware for crossing pedestrians.

**Street Segment** – The neighborhood is characterized by a lot of wide, one-way streets with high speeds and lack of crossing opportunities. Lots of students crossing roadways midblock in the morning.

**Bicycle Facilities** – Two bike racks exist. However, one is behind a fence and inaccessible, the other requires carrying bikes up/down a short staircase. These bike racks are an older style that tends to damage bikes and are difficult to properly lock the wheel and frame. One-way bike lanes with no vertical or horizontal separation were added to SW Washburn Avenue and SW Lane Street between SW Munson Avenue and SW 10<sup>th</sup> Avenue. There are also sharrows on SW 11<sup>th</sup> Street.

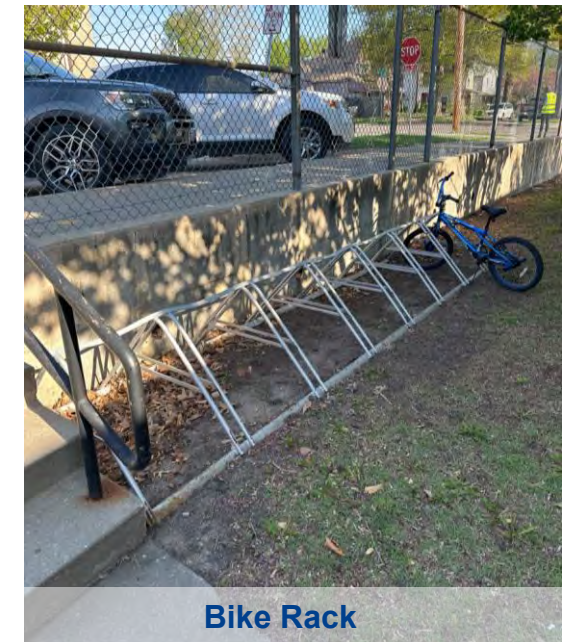
**Signs and Pavement Markings** – Streets adjacent to the school are marked with 20 MPH School Zone Signage. There are clear signs regarding parking on the streets surrounding the school, but they are not followed. There are some crosswalk ahead signs in the neighborhood and on the streets surrounding the school.



Faded crosswalk across 11th Street at intersection with SW Garfield Avenue



Faded crosswalk



Bike Rack

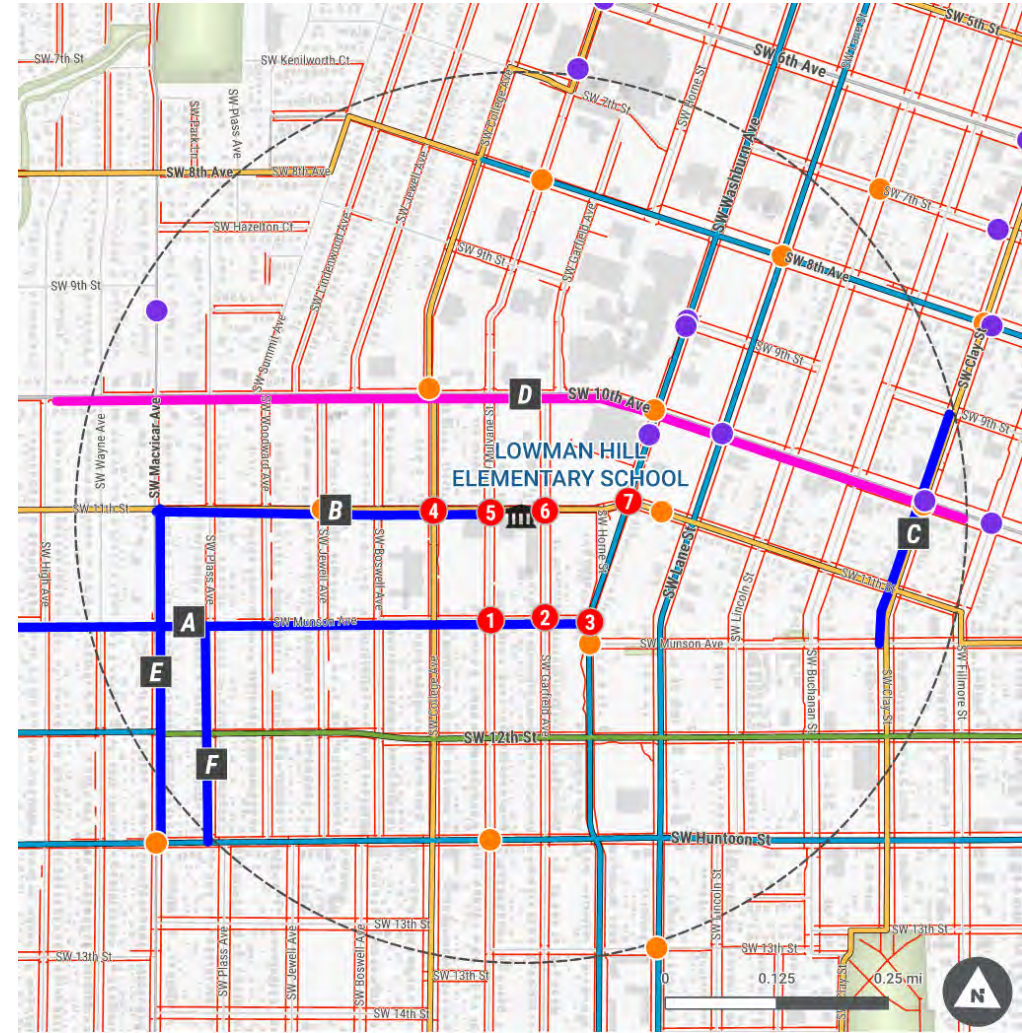


# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
A	SW Munson Avenue from SW Randolph to SW Washburn Avenue	Sidewalk cracked and obstructed	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
B	SW 11th Street from SW Macvicar Avenue to SW Mulvane Street	Sidewalk gaps and obstructed	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
C	SW Clay Street from SW 9th Street to SW Munson Avenue	Sidewalk obstructed and cracked	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
D	SW 10th Avenue from SW Macvicar Avenue to SW Clay Street	High motor vehicle speeds and volumes, and concern about driver behavior	Install traffic calming measures to reduce high motor vehicle speed.
E	SW Macvicar Avenue from SW Huntoon Street to SW 11th Street	Sidewalk obstructed, uplifted and cracked	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
F	SW Plass Avenue from SW Huntoon Street to SW Munson Avenue	Sidewalk obstructed	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.

\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



Issues and Recommendations  
Lowman Hill Elementary School

School	Existing Sidewalk	Spot Issue/Recommendation
School Half Mile Buffer	Existing Bike Lane	Sidewalk Condition Issue/Recommendation
Parks	Existing Sidepath	Speed Management Issue/Recommendation
Waterbody	Existing Sharrows	Bike Crash
	Pedestrian Crash	





# Safety and Mobility- Issues and Recommendations



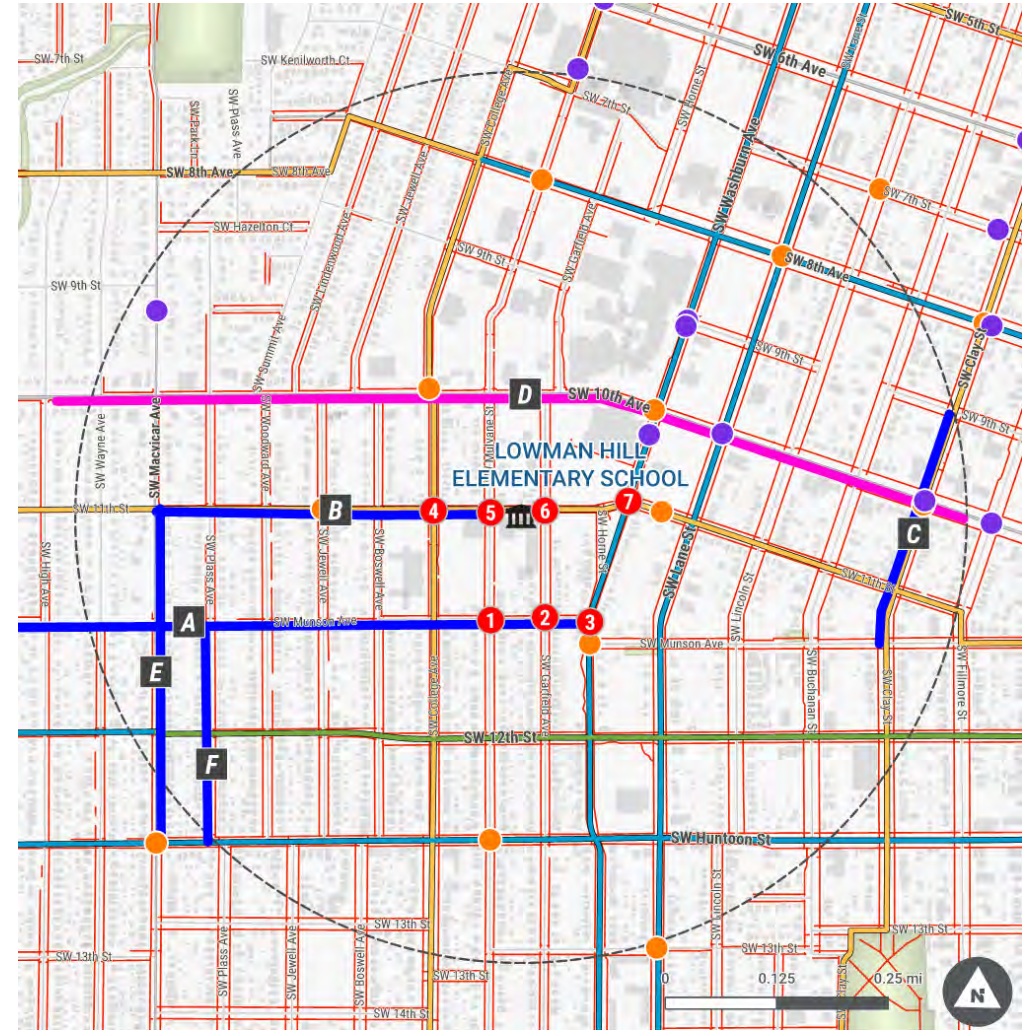


# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	SW Munson Ave and SW Mulvane St	Crosswalk markings faded	Install ADA compliant curb ramps. Refresh crosswalk markings
2	SW Garfield Ave and SW Munson Ave	Crosswalk markings faded	Refresh crosswalk markings.
3	SW Washburn Ave and SW Munson Ave	Crosswalk markings faded and missing ADA compliant curb ramp	Install ADA compliant curb ramps. Refresh existing crosswalk markings
4	SW College Ave and SW 11th St	Missing crosswalk markings and signage	Add high-visibility crosswalk markings at the intersection.
5	SW Mulvane St and SW 11th St	Crosswalk markings faded	Refresh crosswalk markings
6	SW 11th St and SW Garfield Ave	Crosswalk markings faded	Refresh crosswalk markings
7	SW Washburn Ave and SW 11th St	Concern about motor vehicle yielding, pedestrian signal confusing and crosswalk far from signal.	Refresh crosswalk markings

\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



Issues and Recommendations  
Lowman Hill Elementary School

- School
- Existing Sidewalk
- Spot Issue/Recommendation
- School Half Mile Buffer
- Existing Bike Lane
- Sidewalk Condition Issue/Recommendation
- Parks
- Existing Sidepath
- Speed Management Issue/Recommendation
- Existing Sharrows
- Waterbody
- Bike Crash
- Pedestrian Crash





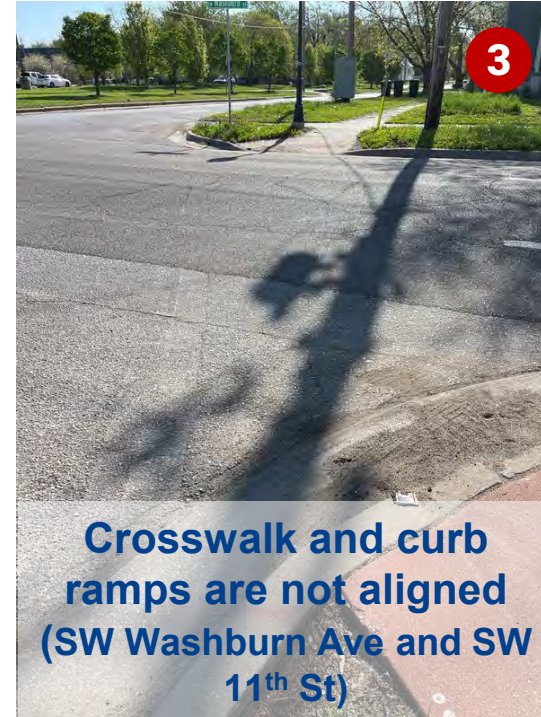
# Safety and Mobility- Issues and Recommendations



**Faded crosswalk  
marking and missing  
ADA compliant curb  
ramp (SW Munson Ave  
and SW Washburn Ave)**



**Diagonal curb ramp (SW  
Mulvane St and SW 11<sup>th</sup>  
St)**



**Crosswalk and curb  
ramps are not aligned  
(SW Washburn Ave and SW  
11<sup>th</sup> St)**

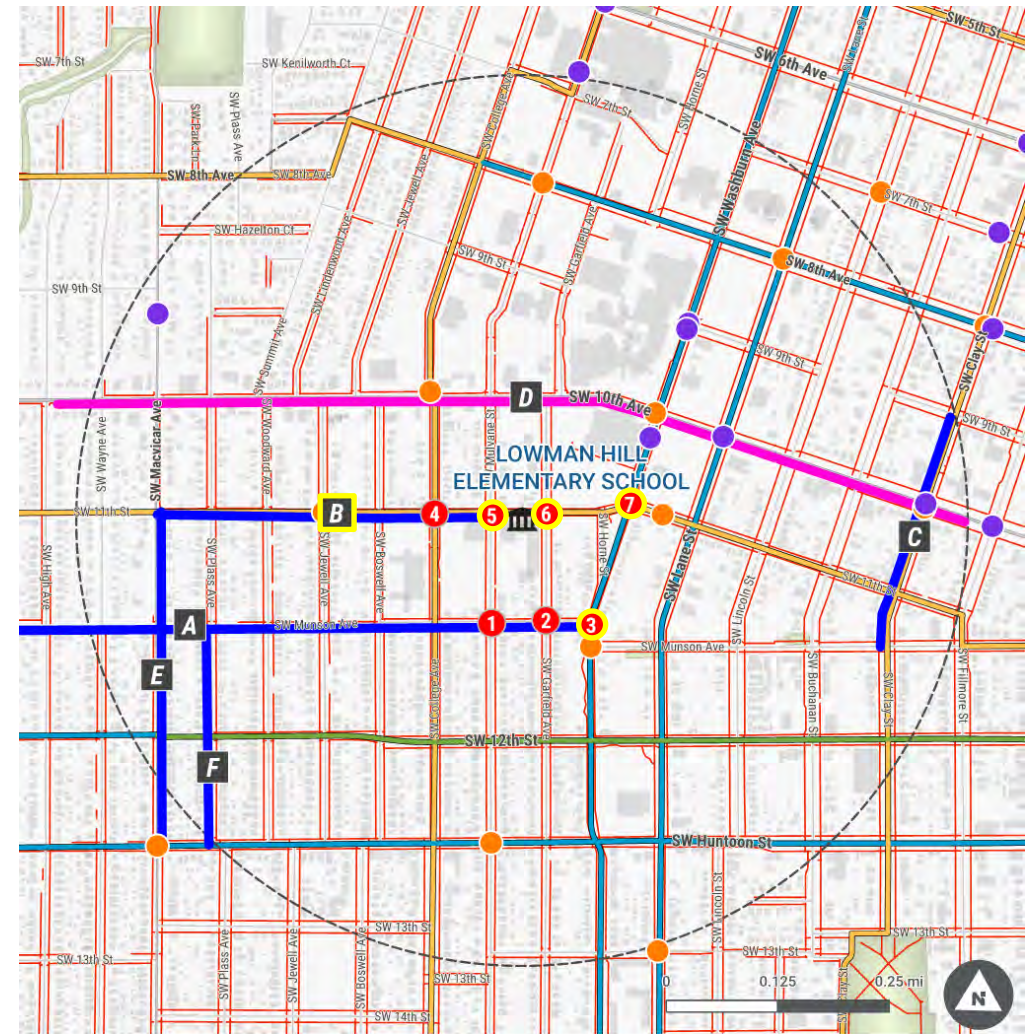


# Safety and Mobility- Priority Recommendations

Map ID	Location	Issue	Segment Recommendation	Cost*
B	SW 11th Street from SW MacVicar Avenue to SW Mulvane Street	Sidewalk gaps and obstructed	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.	\$79,080

Map ID	Location	Issue	Spot Recommendation	Cost*
3	SW Washburn Ave and SW Munson Ave	Crosswalk markings faded and missing ADA compliant curb ramp	Install ADA compliant curb ramps. Refresh existing crosswalk markings	\$35,200
5	SW Mulvane St and SW 11th St	Crosswalk markings faded	Refresh crosswalk markings	\$3,200
6	SW 11th St and SW Garfield Ave	Crosswalk markings faded	Refresh crosswalk markings	\$3,200
7	SW Washburn Ave and SW 11th St	Concern about motor vehicle yielding, pedestrian signal confusing and crosswalk far from signal.	Refresh crosswalk markings	\$3,200

\*Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.



**Issues and Recommendations**  
Lowman Hill Elementary School

	School		Existing Sidewalk		Spot Issue/Recommendation
	School Half Mile Buffer		Existing Bike Lane		Sidewalk Condition Issue/Recommendation
	Parks		Existing Sidepath		Speed Management Issue/Recommendation
	Waterbody		Existing Sharrows		Bike Crash
					Pedestrian Crash



# McCarter Elementary

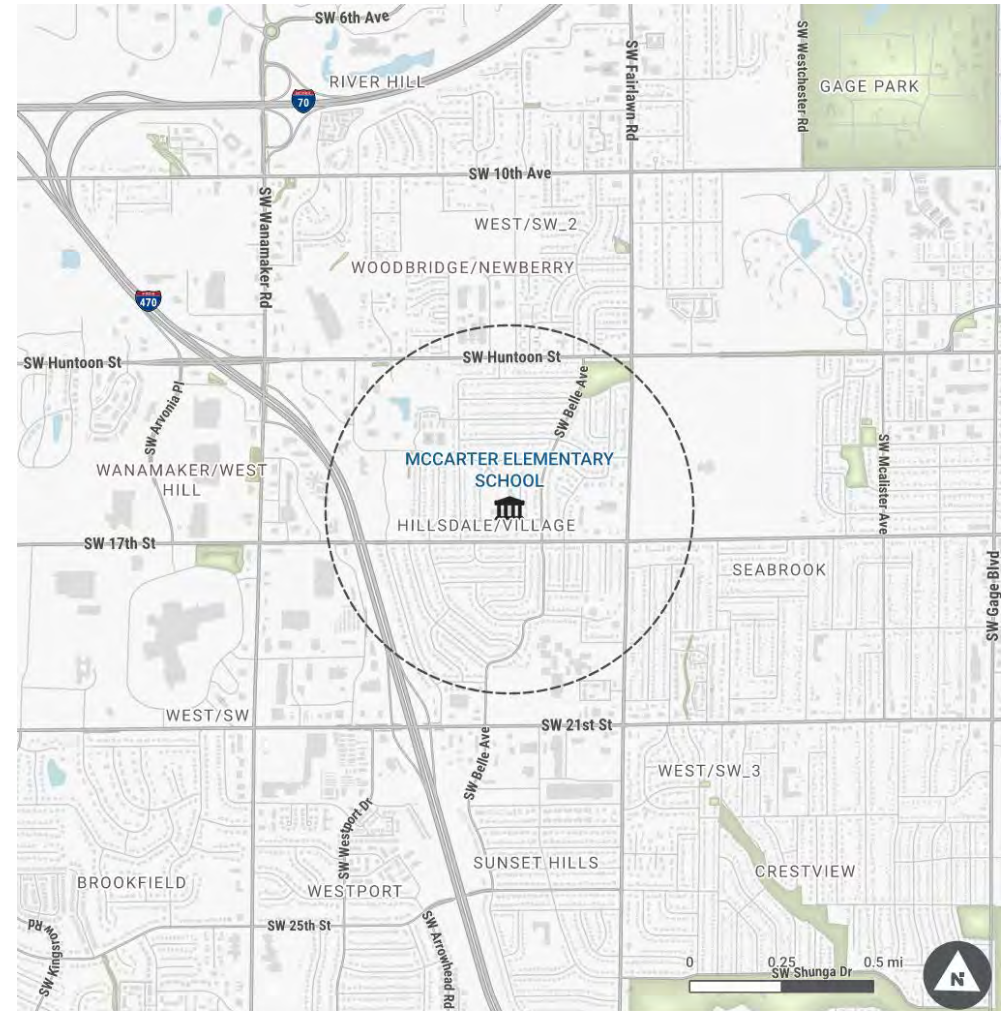




# Location and Background

McCarter Elementary School is located along SW 16th Street, between SW Kent Place and SW Brunswick Road, within a residential neighborhood surrounded by single-family housing on all four sides.

400 Students in Spring 2023



Overview Map  
McCarter Elementary School

-  School
-  School Half Mile Buffer
-  Parks
-  Waterbody

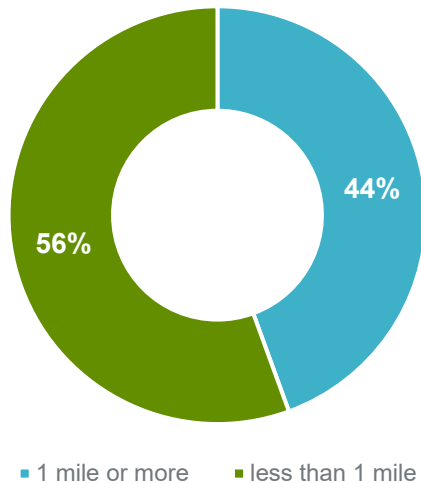


# Caregiver Survey Results

The response rate from the Spring 2023 parent survey at McCarter Elementary was very low. **Only 9 responses were received from parents and caregivers of approximately 400 students.**

## STUDENT DISTANCE FROM SCHOOL

*As reported in 2023 Parent Survey (n=9)*



Distance	Percentage of Students
1 1/2 miles or more	33%
1 mile up to 1 1/2 miles	11%
1/2 mile up to 1 mile	22%
1/4 mile up to 1/2 mile	11%
Less than 1/4 mile	22%

*As reported in 2023 Parent Survey (n=9)*



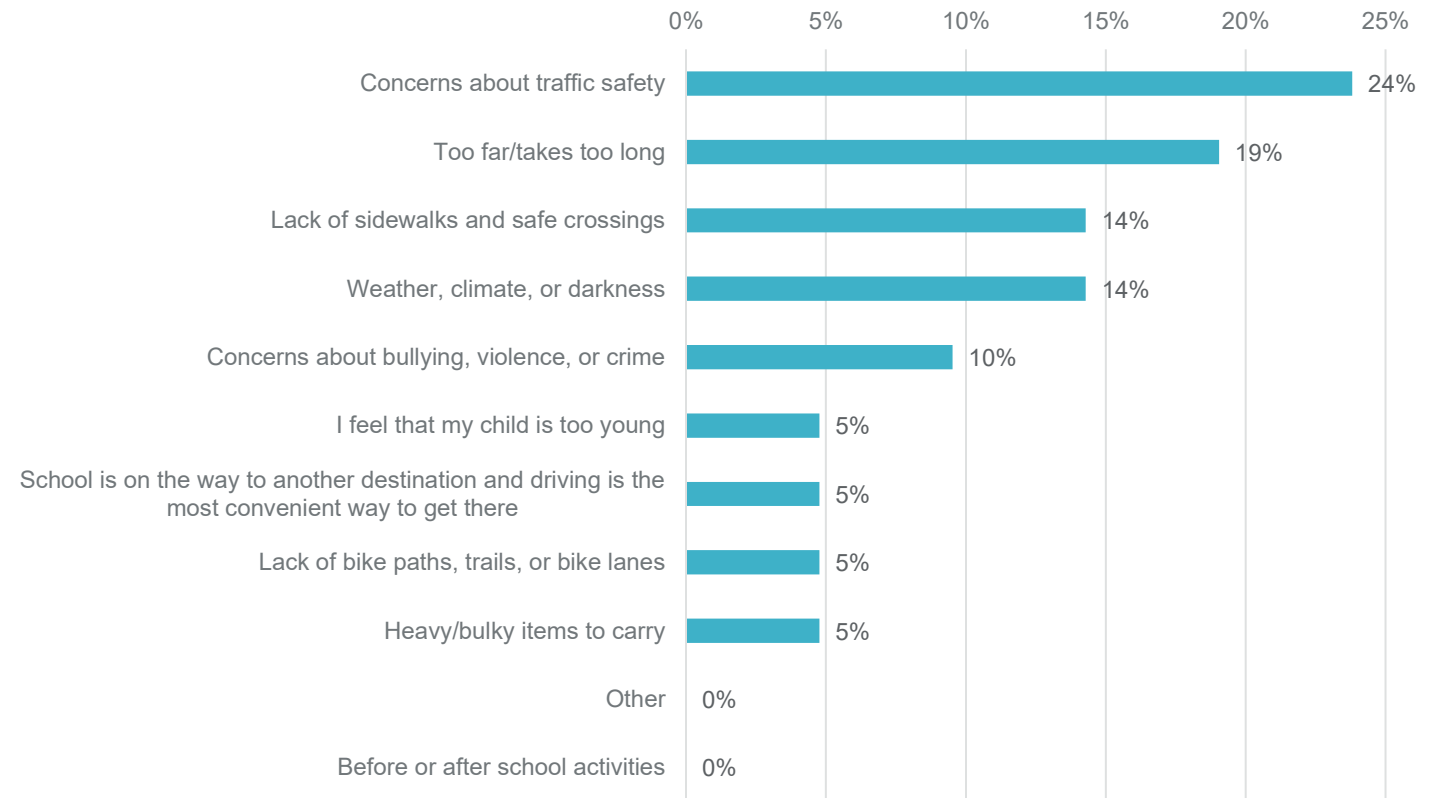
# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Traffic safety concern (24%)
- Distance (19%)
- Lack of pedestrian infrastructure (14%)
- Environmental factors (14%)

**NOTE: Only 9 responses were received from parents and caregivers of approximately 400 students.**

## Reasons Caregivers Don't Allow Children to Walk/Bike to School

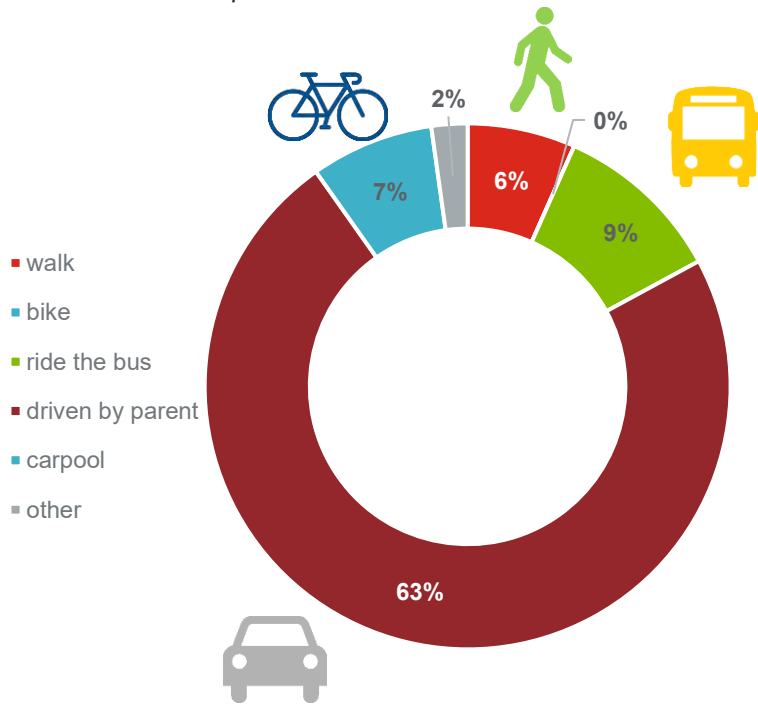


# Student Travel Tallies

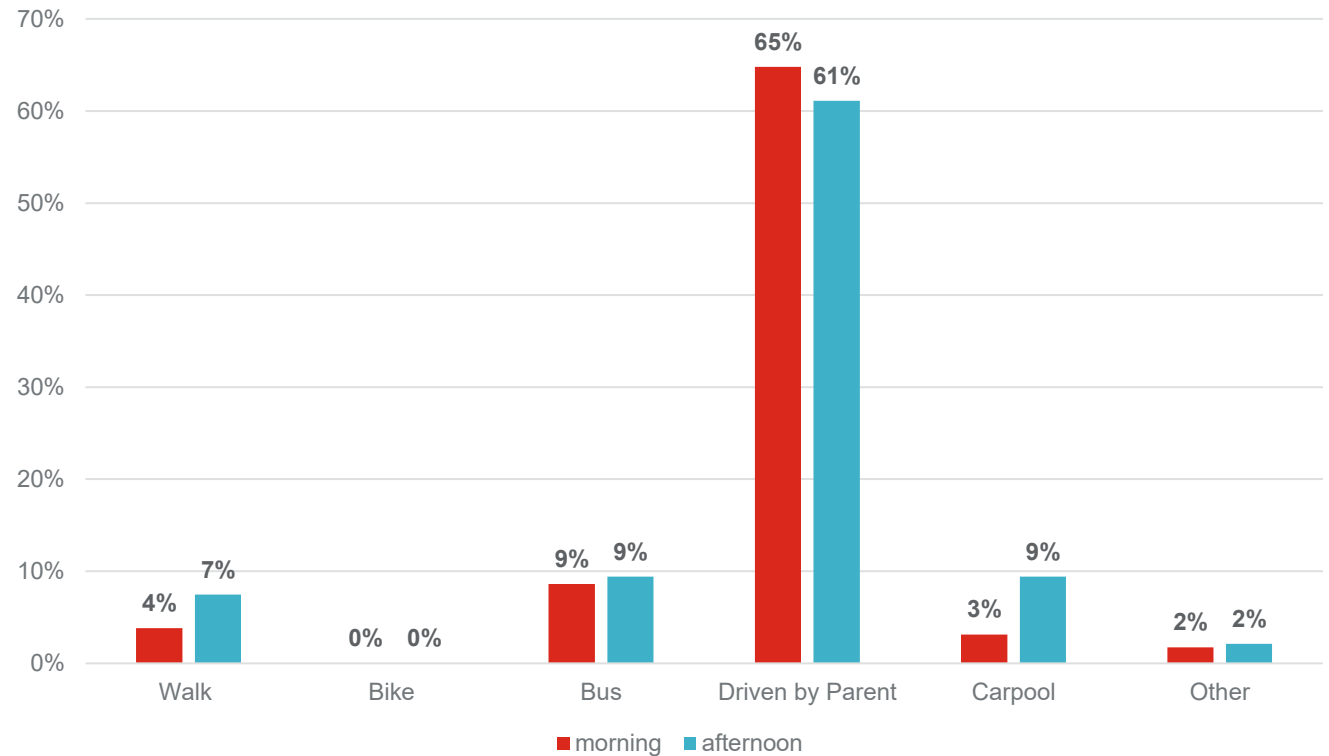
Teachers conducted one day student travel tallies in Spring 2023.

## Student Travel Modes

Average of "to school" and "from school" modes as reported in 2023 Student Travel Tallies.



## Morning and Afternoon Travel Mode Comparison





# Arrival/Dismissal Observations

## Arrival and Dismissal Times.

- School starts at 8:40 AM, with most students arriving between 8:00 to 8:20 AM. Students wait inside the building.
- School dismissal is at 3:30 PM, with most students picked up by 3:50 PM.

## Adult Crossing Guard/Staff Role

- There is a staff crossing guard stationed at SW 16<sup>th</sup> Street.

## Walkers

- Very few students were observed to be walking to/from home. Most “walkers” walked to a car parked outside the driver drop off/pick up lane.
- Students walking to school primarily use SW 16th Street, SW Kent Place, SW Brunswick Road, and SW Drury Lane.

## Bicyclists

- No students were observed biking.

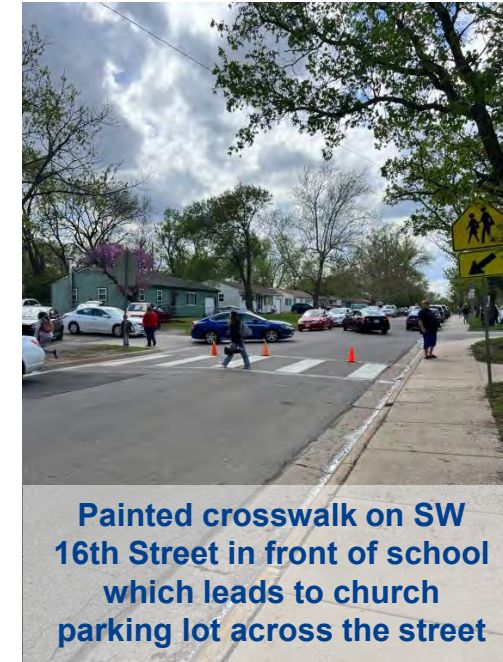
## Bus Lane

- School buses drop-off and pick-up

students on the west side of the school along SW Brunswick Road.

## Family Vehicles

- Vehicle lane is officially along SW Kent Place where minimal backups occur. Right turns onto SW 16th Street are restricted during drop-off and pick-up.
- Cones are placed to enforce the signed one-way traffic restrictions.
- Students who are dropped off on SW Kent Place are greeted by two teachers who open car doors.
- Some vehicles were observed illegally parking along SW 16th Street and students are released from cars randomly.
- Many students “walk” from school to the Church of Christ parking lot on SW 17th Street. The Church has requested parents not park in their lot, however, it was full for arrival and pickup.
- Some vehicles back up and create conflicts in front of the parking lot along SW 16th Street.

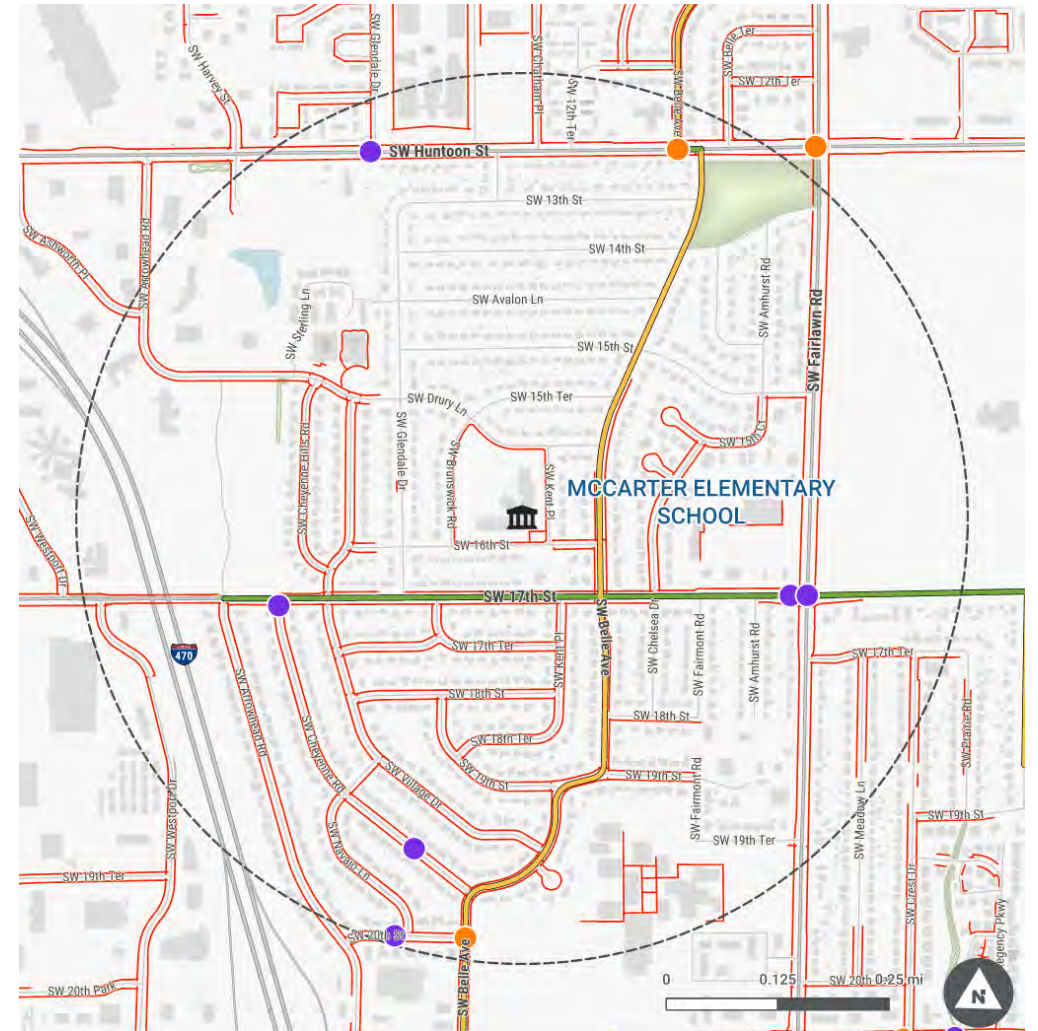


# Safety and Mobility- Network Summary

**Crashes:** There have been 6 pedestrian involved and 2 bicyclist involved crashes within a half mile of the school. Several of these incidents occurred on SW Huntoon or SW 17<sup>th</sup> Streets.

**Sidewalks:** Most streets to the south of the school have sidewalks on one or both sides of the street. Sidewalk coverage is less consistent north of the school where there are many streets lacking sidewalks. Sidewalks are cracked and in need of repair on SW Cheyenne Hills Road

**Crosswalks:** SW 16th Street, SW Kent Place, and SW Brunswick Road have marked crossings, however, most crossings within the ½ mile school area lack marked crossings or markings are faded.



**Existing Conditions**  
McCarter Elementary School

School	Existing Sidepath
School Half Mile Buffer	Existing Sharrows
Parks	Existing Sidewalk
Waterbody	Bike Crash
	Pedestrian Crash





# Safety and Mobility- Network Summary

**Curb ramps** – No curb ramps exist at the crosswalks surrounding the school. Most curb ramps within the ½ mile school area were not ADA compliant.

**Intersections** – Several intersections in the ½ mile neighborhood area lacked stop or yield signs. Many intersections have wide curb radii that allow higher speed turns and lack pedestrian crossing infrastructure.

**Street Segment** – Streets tend to be wide and sometimes have no marked center line. Parking typically occurs on-street and may occur in non-designated areas during drop-off and pick-up. High motor vehicle traffic speeds and volumes were observed. Major streets providing access to the school have physically long distances without a protected crossing for students.

**Bicycle Facilities** –. There is a lack of bicycle facilities around the school except for one school bike rack which is an older design that can damage bikes and makes it difficult to lock the wheel and frame properly.

**Signs and Pavement Markings** – SW 16th Street has a 20 MPH speed limit on school days from 8:00-9:00 AM and 3:15-4:15 PM. Fairlawn Road is a wide, high-volume roadway with a 40 MPH speed limit. SW 17th Street. is a two-lane road with high motor vehicle traffic volumes and is not pedestrian friendly.



Street signs along SW Kent Place.



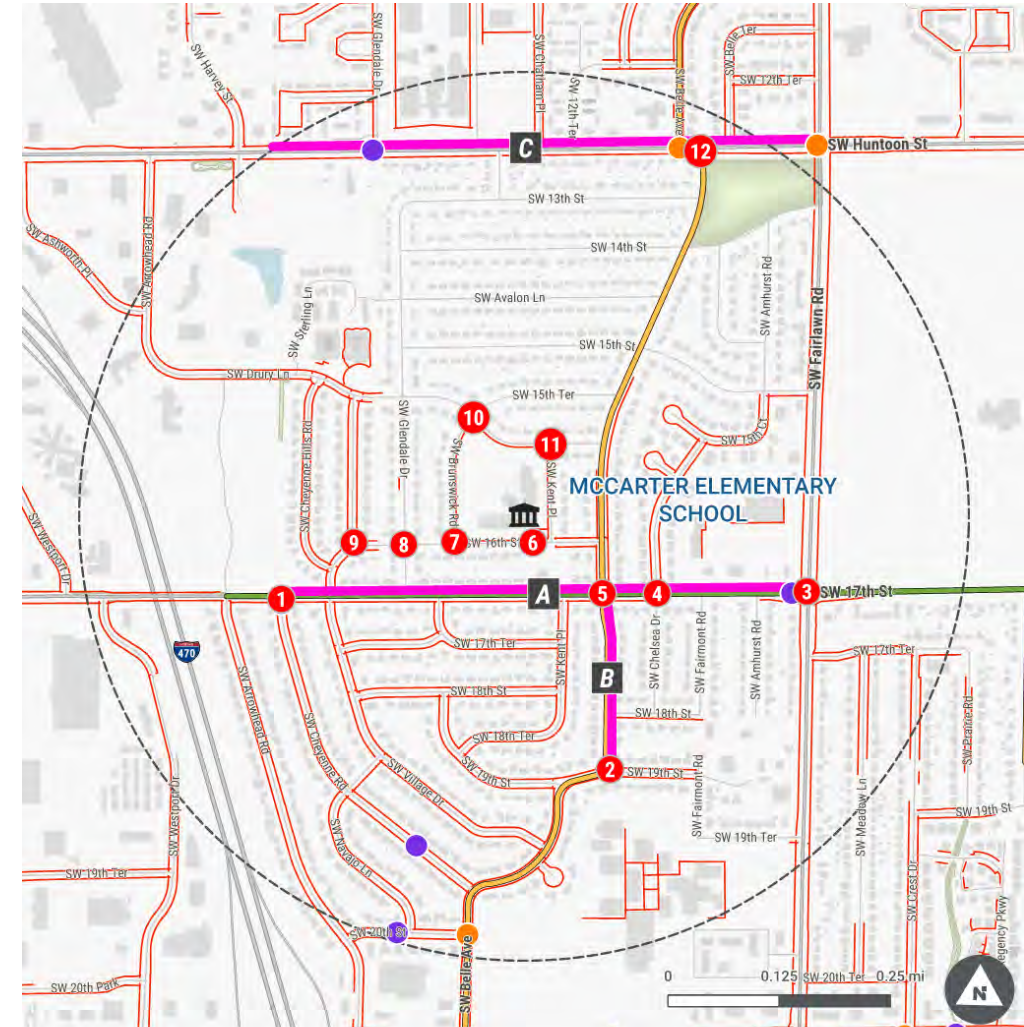
Painted crosswalk in front of school entrance on SW 16th Street



Intersection of Brunswick Road and SW 16th Street with crosswalk and warning sign

# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
A	SW 17th Street from SW Cheyenne to SW Fairlawn	High motor vehicle traffic speed and volume, and wide ROW	Install traffic calming measures to reduce high motor vehicle speed.
B	SW Belle From SW 17th Street to SW 19th Street	High motor vehicle traffic speed	Install traffic calming measures to reduce high motor vehicle speed.
C	SW Huntoon Street from SW Harvey Street to SW Fairlawn Rd	High motor vehicle traffic speed	Install traffic calming measures to reduce high motor vehicle speed.



\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)

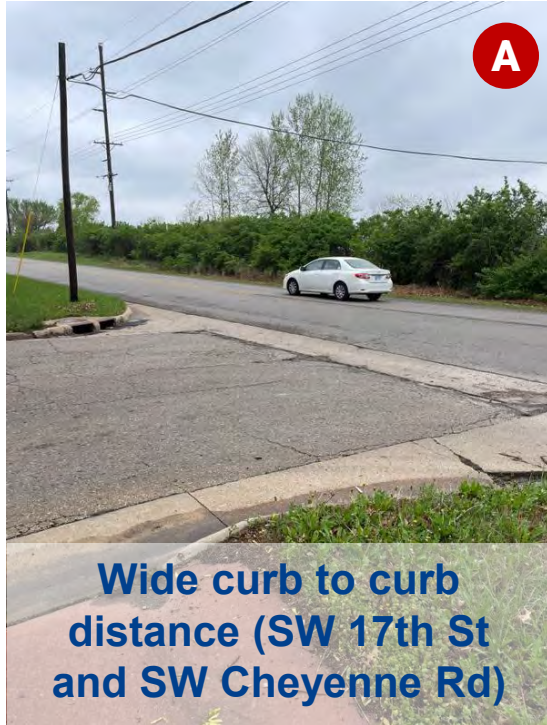
### Issues and Recommendations McCarter Elementary School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Sidepath
- Existing Sharrow
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Speed Management Issue/Recommendation





# Safety and Mobility- Issues and Recommendations

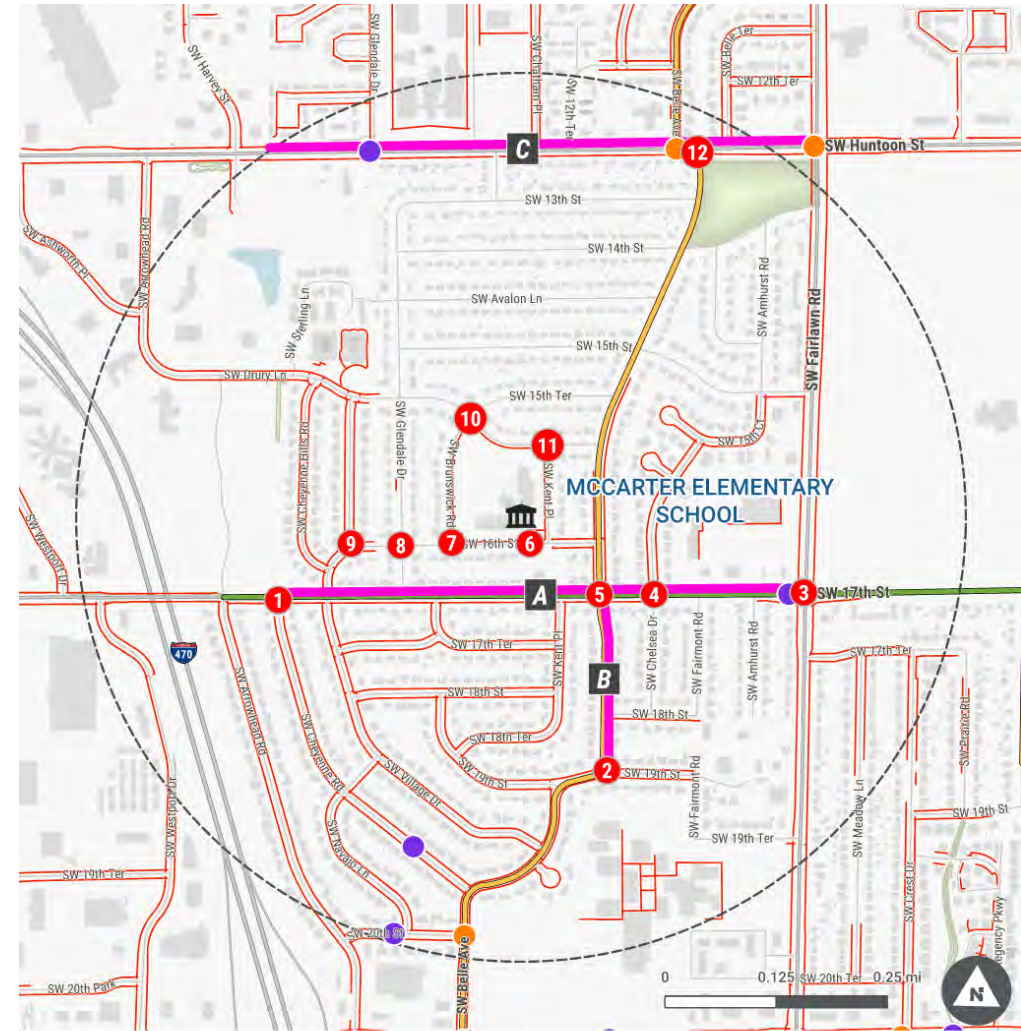


# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	SW 17th St and SW Cheyenne Rd	Missing crosswalk markings, curb ramps not ADA compliant	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
2	SW Belle Ave and SW 19th St	Missing crosswalk markings, no pedestrian signal, and high motor vehicle traffic speed and turning movement	Add high-visibility crosswalk markings at the intersection. During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps.
3	SW Fairlawn and SW 17th St	Curb ramps not ADA accessible, crosswalk marking faded, pedestrian pushbutton malfunctioning, and high motor vehicle traffic speed and turning movement	Consider redesign of intersection to improve pedestrian and bicyclist safety. Add high-visibility crosswalk markings at the intersection. During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps. Adjust the actuated pedestrian crossing time to allow for sufficient crossing time.
4	SW Chelsea Dr and SW 17th St	Missing ADA compliant curb ramp, missing crosswalk markings, and high motor vehicle traffic speed and volume	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps Install traffic calming measures to reduce high motor vehicle speed.
5	SW Belle Ave and SW 17th St	Crosswalk markings faded and pedestrian signal malfunctioning	Perform curb ramp maintenance project to correct damage, provide connectivity where needed, install ADA compliant curb ramps. Refresh crosswalk markings or add high visibility crosswalk markings. Adjust/repair pedestrian signal.

Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



Issues and Recommendations  
McCarter Elementary School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Sidepath
- Existing Sharrow
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Speed Management Issue/Recommendation

**TOOLE**  
DESIGN

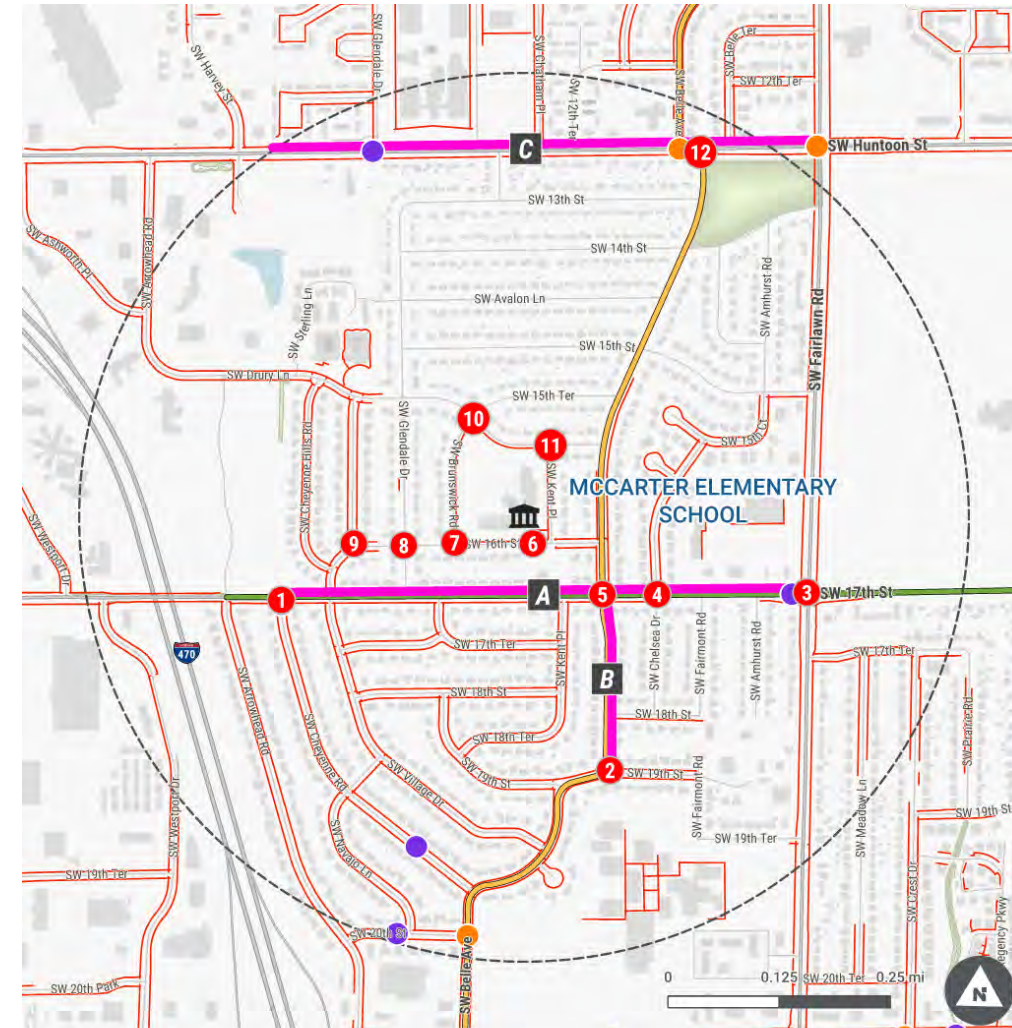


# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
6	School Campus	Missing ADA compliant curb ramps	Install ADA compliant curb ramps.
7	SW Brunswick Rd and SW 16th St	Missing ADA compliant curb ramps	Install ADA compliant curb ramps.
8	SW Glendale Dr and SW 16th St	Missing ADA compliant curb ramps and missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
9	SW 16th St and SW Village Dr	Missing crosswalk markings and curb ramps not ADA compliant	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
10	SW 15th Ter and SW Drury Ln	Missing ADA compliant curb ramps and crosswalk markings faded	Install ADA compliant curb ramps. Refresh crosswalk markings
11	SW Drury Ln and SW Kent Pl	Missing ADA compliant curb ramps and crosswalk markings faded	Install ADA compliant curb ramps. Refresh crosswalk markings
12	SW Belle Ave and SW Huntoon St	Crosswalk markings faded and long crossing distance	Install ADA compliant curb ramps Refresh crosswalk markings Extend pedestrian refuge to increase protection

\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

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### Issues and Recommendations

#### McCarter Elementary School

- School
- Existing Sidewalk
- Spot Issue/Recommendation
- School Half Mile Buffer
- Existing Sidepath
- Speed Management Issue/Recommendation
- Parks
- Existing Sharrow
- Bike Crash
- Waterbody
- Pedestrian Crash



# Safety and Mobility- Issues and Recommendations



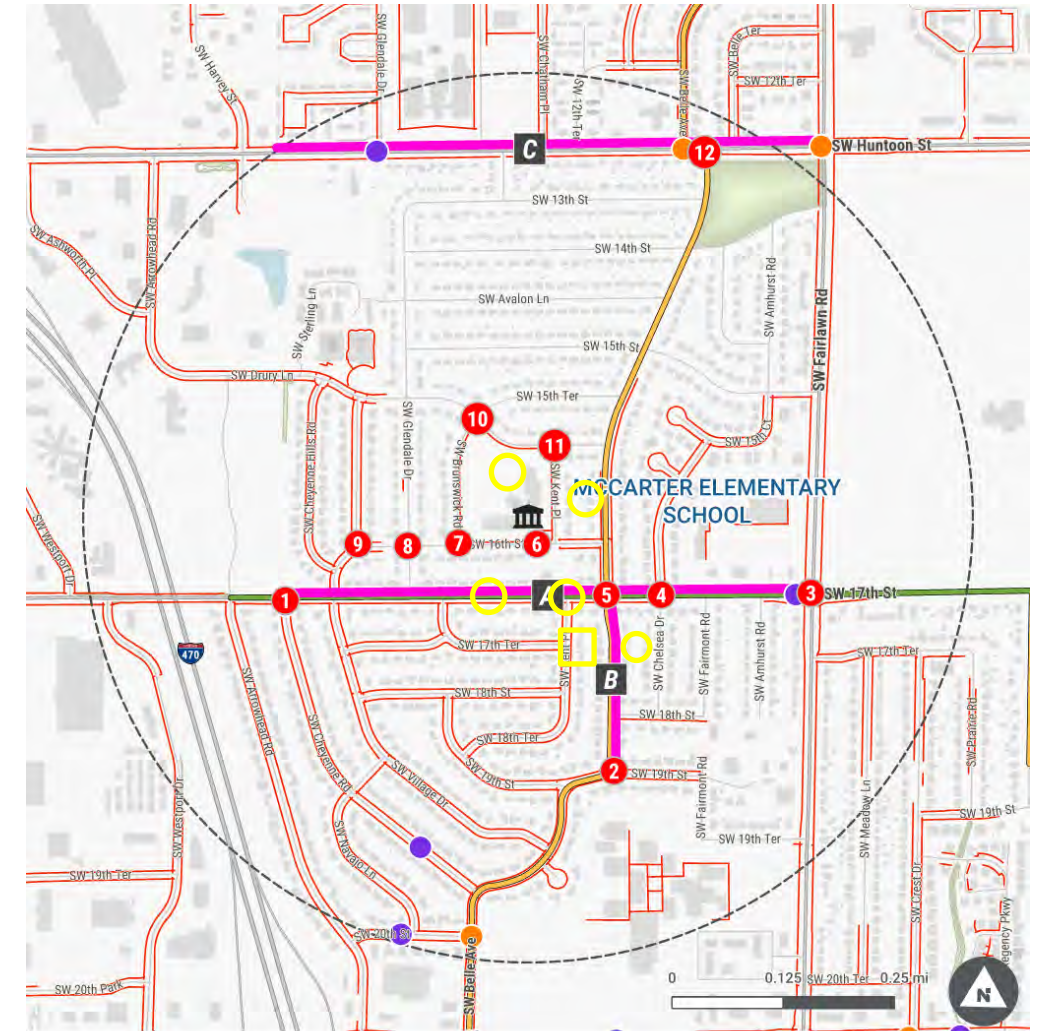


# Priority Infrastructure Recommendations

Map ID	Location	Issue	Segment Recommendation	Cost*
A	SW 17th Street from SW Cheyenne to SW Fairlawn	High motor vehicle traffic speed and volume, and wide ROW	Conduct speed and traffic calming study.	\$10,000

Map ID	Location	Issue	Spot Recommendation	Cost*
5	SW Belle Ave and SW 17th St	Crosswalk markings faded and pedestrian signal malfunctioning	Perform curb ramp maintenance project to correct damage, provide connectivity where needed, install ADA compliant curb ramps. Refresh crosswalk markings or add high visibility crosswalk markings. Adjust/repair pedestrian signal.	\$37,200
6	School Campus	Missing ADA compliant curb ramps	Install ADA compliant curb ramps.	\$16,000
7	SW Brunswick Rd and SW 16th St	Missing ADA compliant curb ramps	Install ADA compliant curb ramps.	\$32,000
10	SW 15th Ter and SW Drury Ln	Missing ADA compliant curb ramps and crosswalk markings faded	Install ADA compliant curb ramps. Refresh crosswalk markings	\$35,200
11	SW Drury Ln and SW Kent Pl	Missing ADA compliant curb ramps and crosswalk markings faded	Install ADA compliant curb ramps. Refresh crosswalk markings	\$35,200

\*Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.



**Issues and Recommendations**  
**McCarter Elementary School**

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Sidepath
- Existing Sharrows
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Speed Management Issue/Recommendation





# McClure Elementary

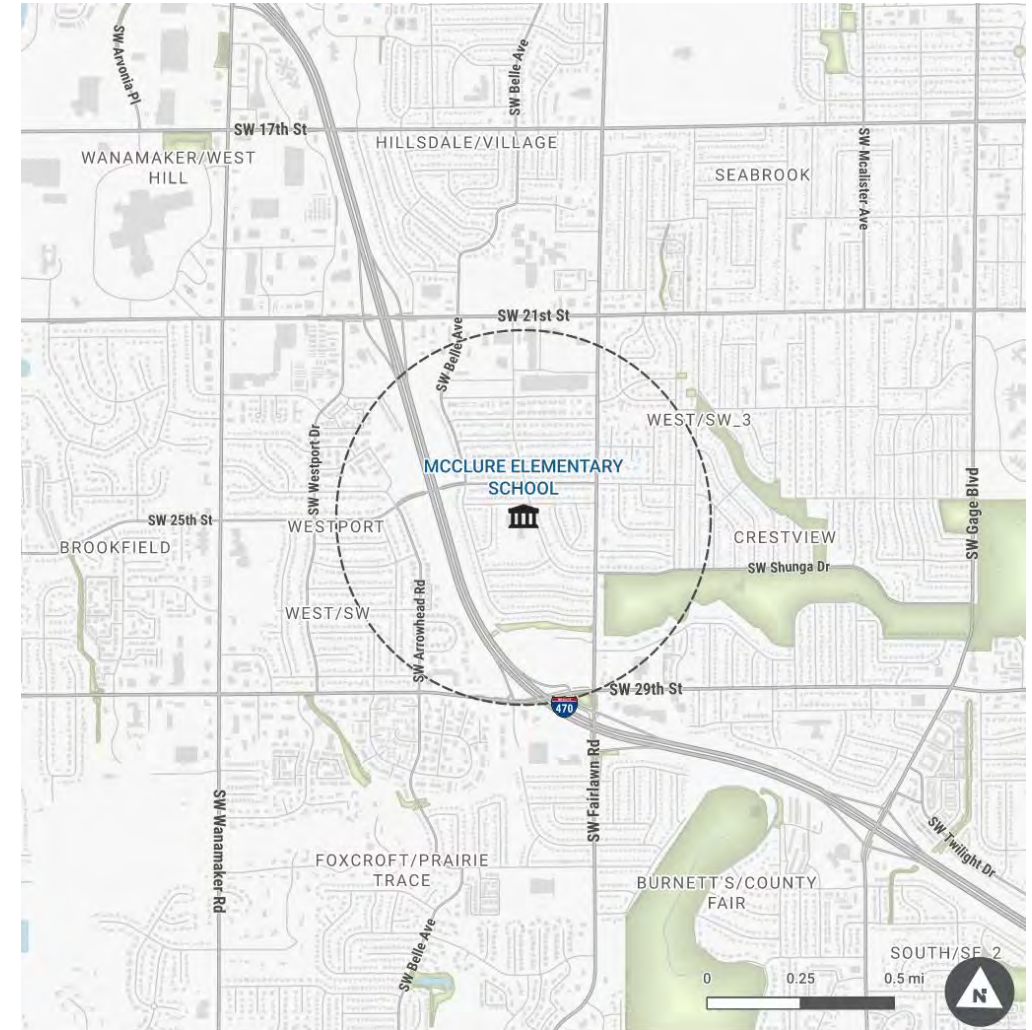




# Location and Background

McClure Elementary School is located at SW Chelsea Drive and SW 25<sup>th</sup> Terrace, in a residential neighborhood, surrounded mostly by single-family housing. The school area is bordered by I-470 to the west.

320 Students in Spring 2023



Overview Map  
McClure Elementary School

-  School
-  School Half Mile Buffer
-  Parks
-  Waterbody

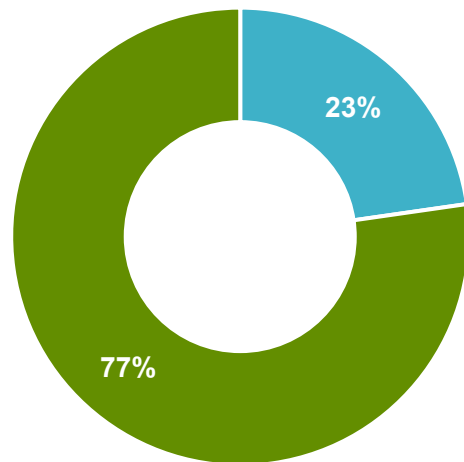


# Caregiver Survey Results

The response rate from the Spring 2023 parent survey at McClure Elementary was very low. **Only 22 responses were received from parents and caregivers of approximately 320 students.**

## STUDENT DISTANCE FROM SCHOOL

*As reported in 2023 Parent Survey (n=22)*



■ 1 mile or more ■ less than 1 mile

Distance	Percentage of Students
1 ½ miles or more	9%
1 mile up to 1 ½ miles	14%
½ mile up to 1 mile	32%
¼ mile up to ½ mile	18%
Less than ¼ mile	27%

*As reported in 2023 Parent Survey (n=22)*



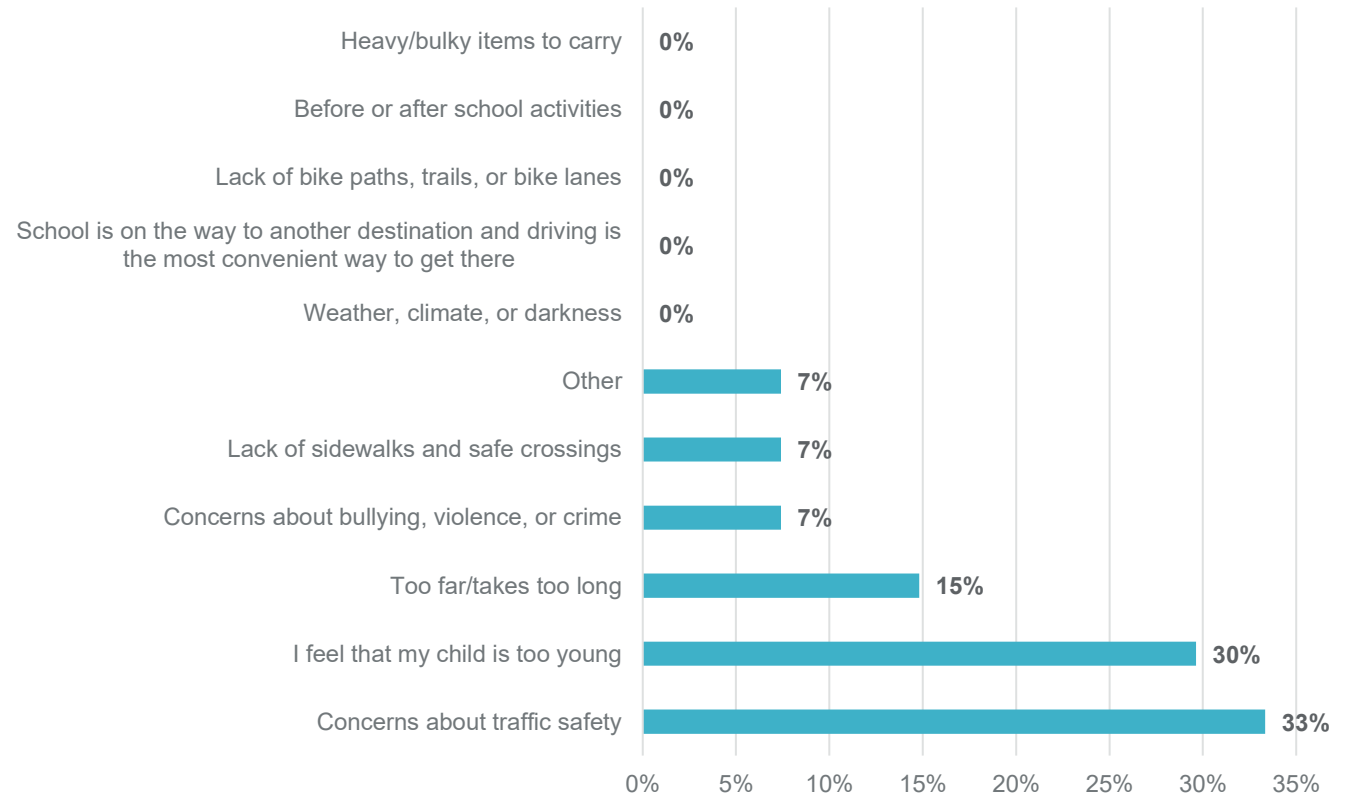
# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Concern about Traffic Safety (33%)
- Child is too young (30%)
- Distance (15%)

**NOTE: Only 22 responses were received from parents and caregivers of approximately 320 students.**

## Reasons Caregivers Don't Allow Children to Walk/Bike to School

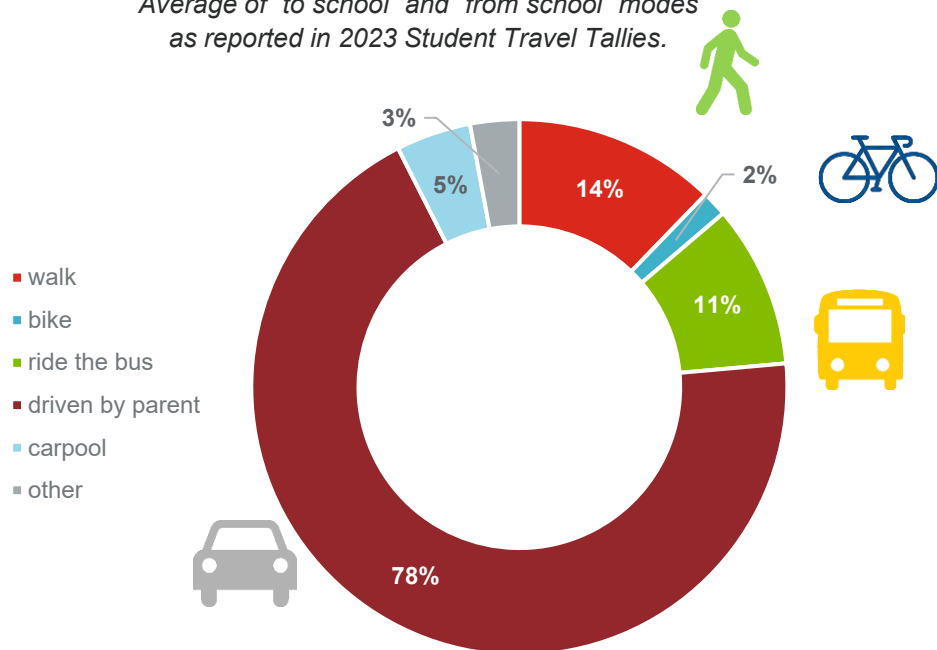


# Student Travel Tallies

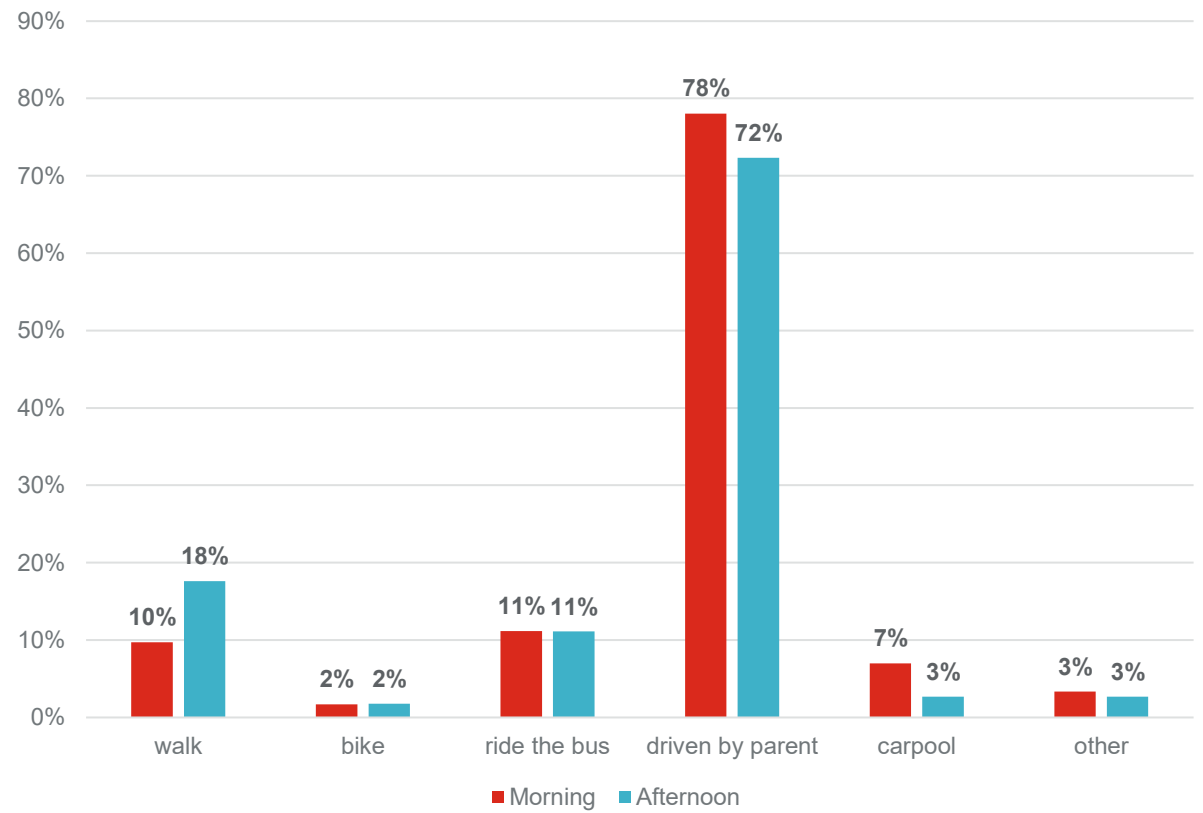
Teachers conducted one day student travel tallies in Spring 2023.

## Student Travel Modes

Average of "to school" and "from school" modes as reported in 2023 Student Travel Tallies.



## Morning and Afternoon Travel Mode Comparison





# Arrival/Dismissal Observations

## Arrival Times

- School starts at 8:40 AM, with most students arriving between 8:10 and 8:30 AM.
- School dismisses at 3:40 PM, with most students picked up by 3:50 PM.

## Adult Crossing Guard/Staff Role

- No crossing guards present during arrival, staff oversees the arrival and dismissal of students.
- Staff release students based off car tag number on the vehicle dashboard.

## Walkers

- Walkers enter the school building through the south gym doors, the same entrance used for all students.
- SW 25<sup>th</sup> Terrace and SW Chelsea Drive intersection has high pedestrian and bicyclist activity.
- Students observed crossing the street outside of marked crosswalks.

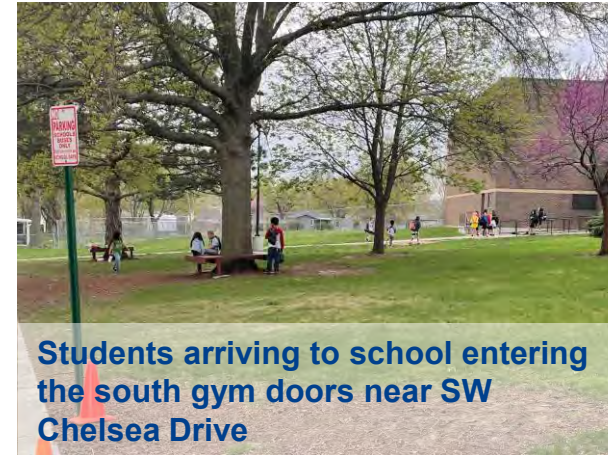
- Most walkers/bicyclists are accompanied by an adult during dismissal.

## Bicyclists

- Conflicts between walkers and bicyclists on sidewalks near the school.

## Bus Lane

- Buses line up on SW Chelsea Drive, students taking the bus walk through grass to enter the school.
- Bus drop-off and pick-up area is marked with signage.



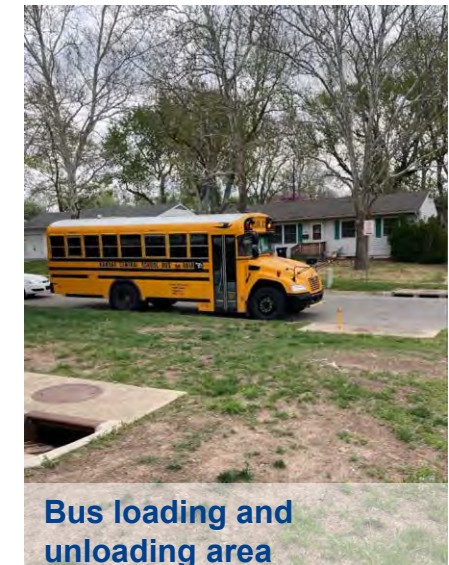
Students arriving to school entering the south gym doors near SW Chelsea Drive



School bus parking signage on SW Chelsea Drive



Crosswalk in drop-off zone has no curb cuts or ramps.



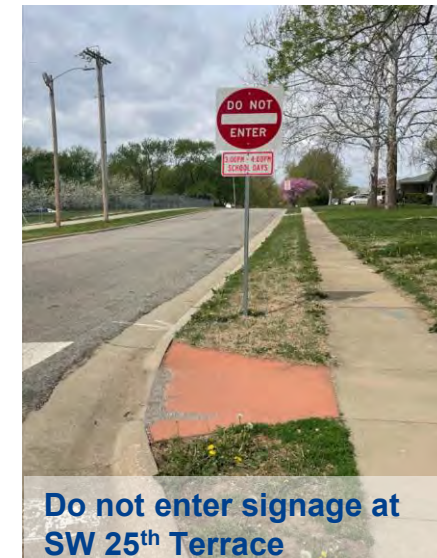
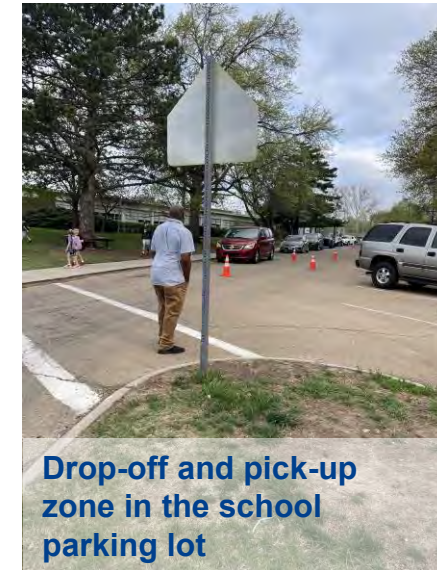
Bus loading and unloading area



# Arrival/Dismissal Observations

## Family Vehicles

- The designated parent drop-off and pick-up zone is in the school parking lot along SW Chelsea Drive.
- Vehicles park north of the school on SW 25th Terrace and east of the school on SW Chelsea Drive.
- Vehicles disregard “no parking” and “do not enter” signage.
- Residential driveways along SW Chelsea Drive and SW 25th Terrace sometimes blocked by vehicles dropping off students.
- SW 25th Terrace is a one-way during dismissal.
- Vehicles parking on SW 25th Terrace causing sight line issues for the intersection at SW Chelsea Drive.





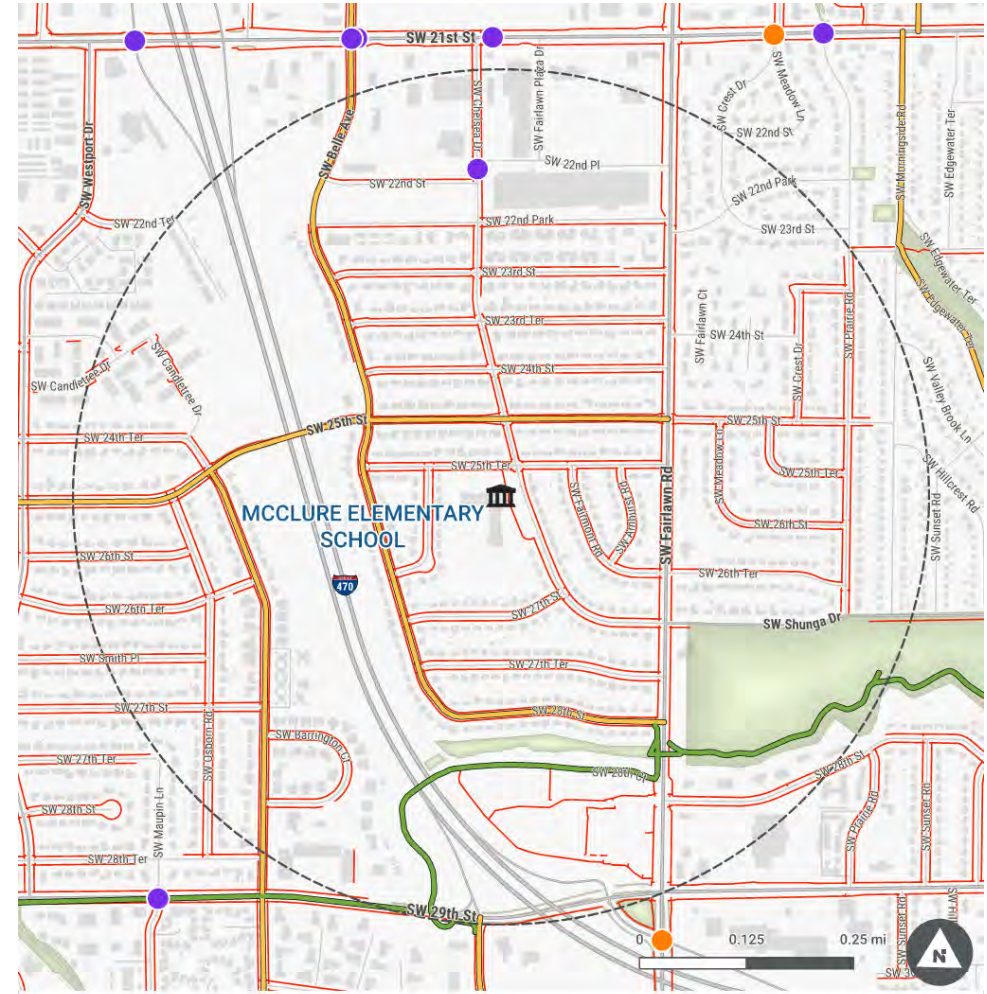
# Safety and Mobility – Network Summary

**Crashes** – Bicyclist/pedestrian crashes are concentrated along SW 21<sup>st</sup> Street, which is slightly outside of the .5-mile school buffer. The only crash within the buffer was at SW Chelsea Drive and 22<sup>nd</sup> Street.

**Sidewalks** – There are sidewalks on both sides of the streets surrounding the school. Sidewalk coverage is less consistent to the east of the school, around the edge of the .5-mile boundary.

**Crosswalks** – The intersection at SW Chelsea Drive and SW 25<sup>th</sup> Terrace has markings; however this intersection lacks detectable warning surfaces, and the paint is fading. This is common throughout surrounding neighborhoods.

**Curb Ramps** – There are no fully ADA compliant curb ramps on school property. Most ramps throughout the neighborhood surrounding the school do not have fully compliant ramps.



- Existing Conditions**  
 McClure Elementary School
- School
  - School Half Mile Buffer
  - Parks
  - Waterbody
  - Existing Sidewalk
  - Existing Sharrow
  - Existing Sidewalk
  - Bike Crash
  - Pedestrian Crash



# Safety and Mobility- Network Summary

**Intersections** – The intersection at SW 25th Terrace and SW Chelsea Drive is the most utilized crosswalk near the school. The existing markings are faded, and the ramps lack detectable warning surfaces.

**Street Segments** – Vehicles were observed speeding within the school zone. SW Fairlawn Road has high motor vehicle speeds and volumes.

**Bicycle Facilities** – SW Belle Avenue and SW 25th Street are bikeways with sharrow markings. Sharrows also exist on SW Arrowhead Road.

**Signs and Pavement Markings** – Streets adjacent to the school are marked with 20 MPH School Zone Signage for arrival and dismissal time periods.



SW 25<sup>th</sup> Terrace and SW Chelsea Drive intersection. No detectable warnings on ramps.



High vehicle speeds observed along SW Fairlawn Road



SW Belle Avenue is a bikeway with sharrow markings

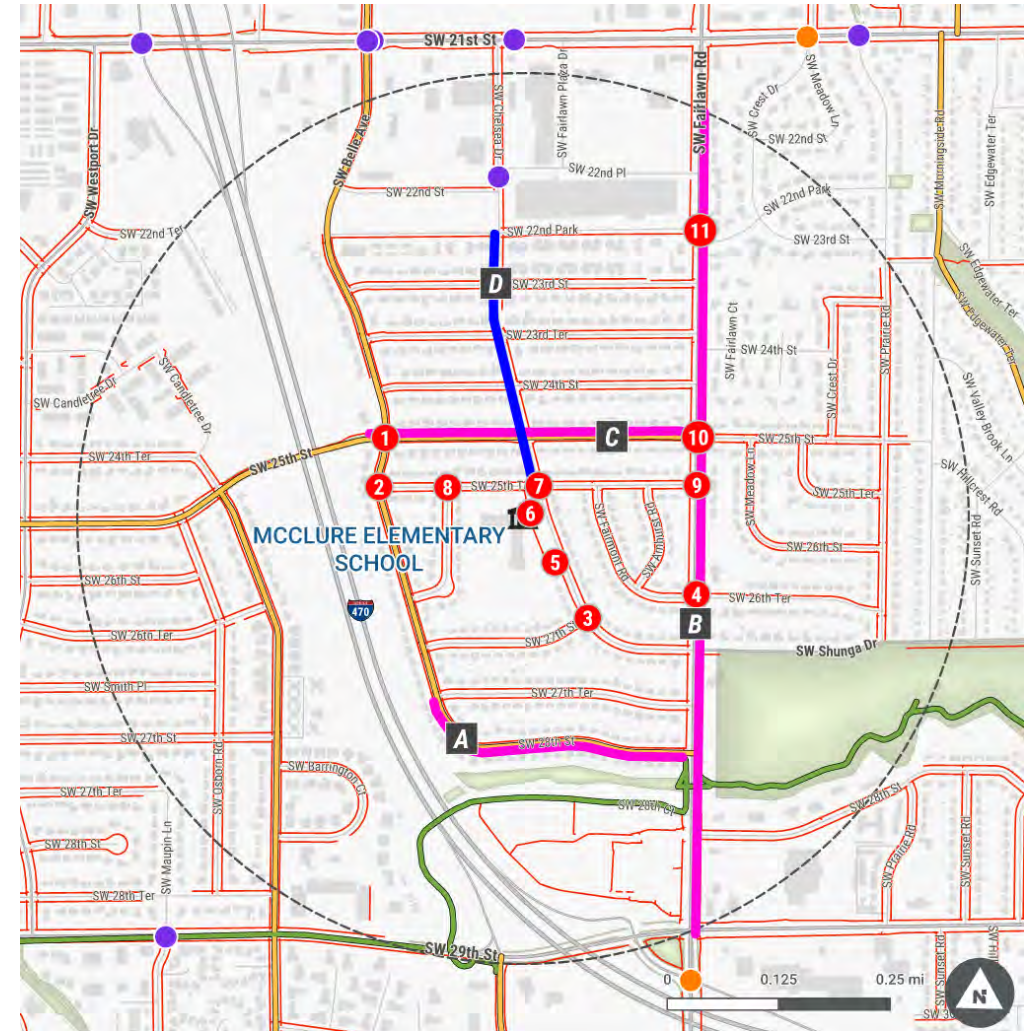


# Safety and Mobility- Segment Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
A	SW 28th Street from SW 27th Ter to SW Fairlawn Rd	High motor vehicle speed and volume, and wide ROW	Install traffic calming measures to reduce high motor vehicle speed.
B	SW Fairlawn Rd from SW 29th ST to north of SW 22nd PI	High motor vehicle speed and volume, and wide ROW	Install traffic calming measures to reduce high motor vehicle speed.
C	SW 25th Street from SW Belle Avenue to SW Fairlawn Rd	High motor vehicle speed	Install traffic calming measures to reduce high motor vehicle speed.
D	SW Chelsea Dr from SW 25th Ter to SW 22nd Park	Sidewalk gaps, cracked and uplifted	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.

\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



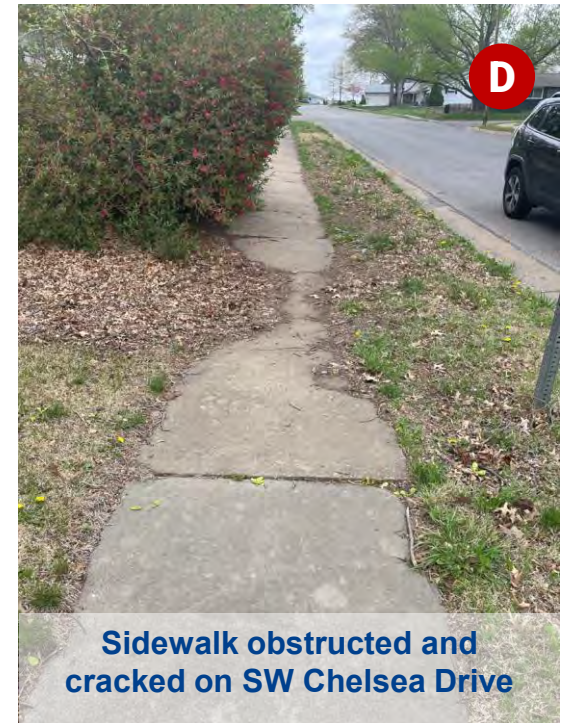
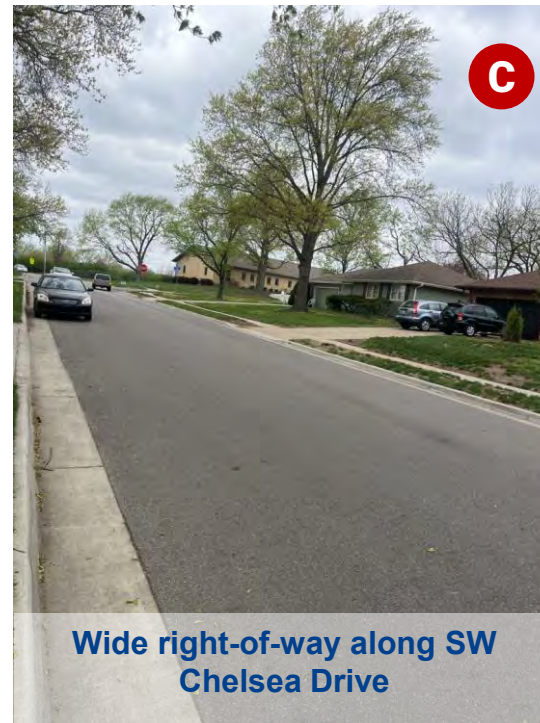
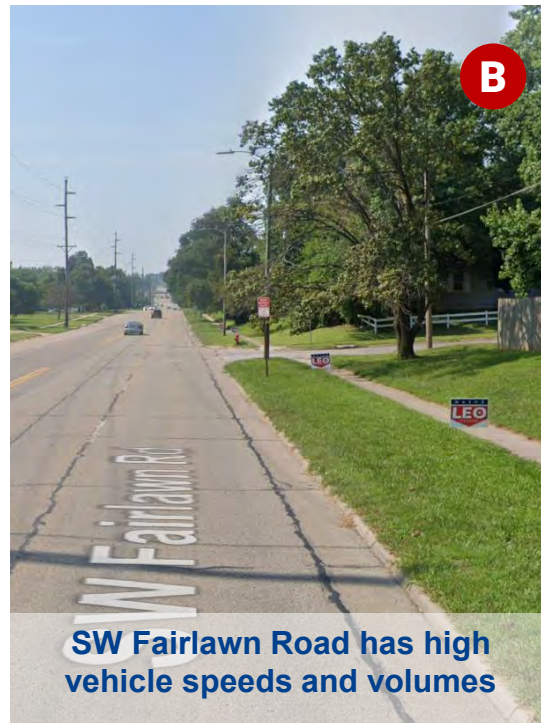
Issues and Recommendations  
McClure Elementary School

School	Existing Sidewalk	Spot Issue/Recommendation
School Half Mile Buffer	Existing Sidepath	Sidewalk Condition Issue/Recommendation
Parks	Existing Sharrows	Speed Management Issue/Recommendation
Waterbody	Bike Crash	
	Pedestrian Crash	





# Safety and Mobility- Segment Issues and Recommendations



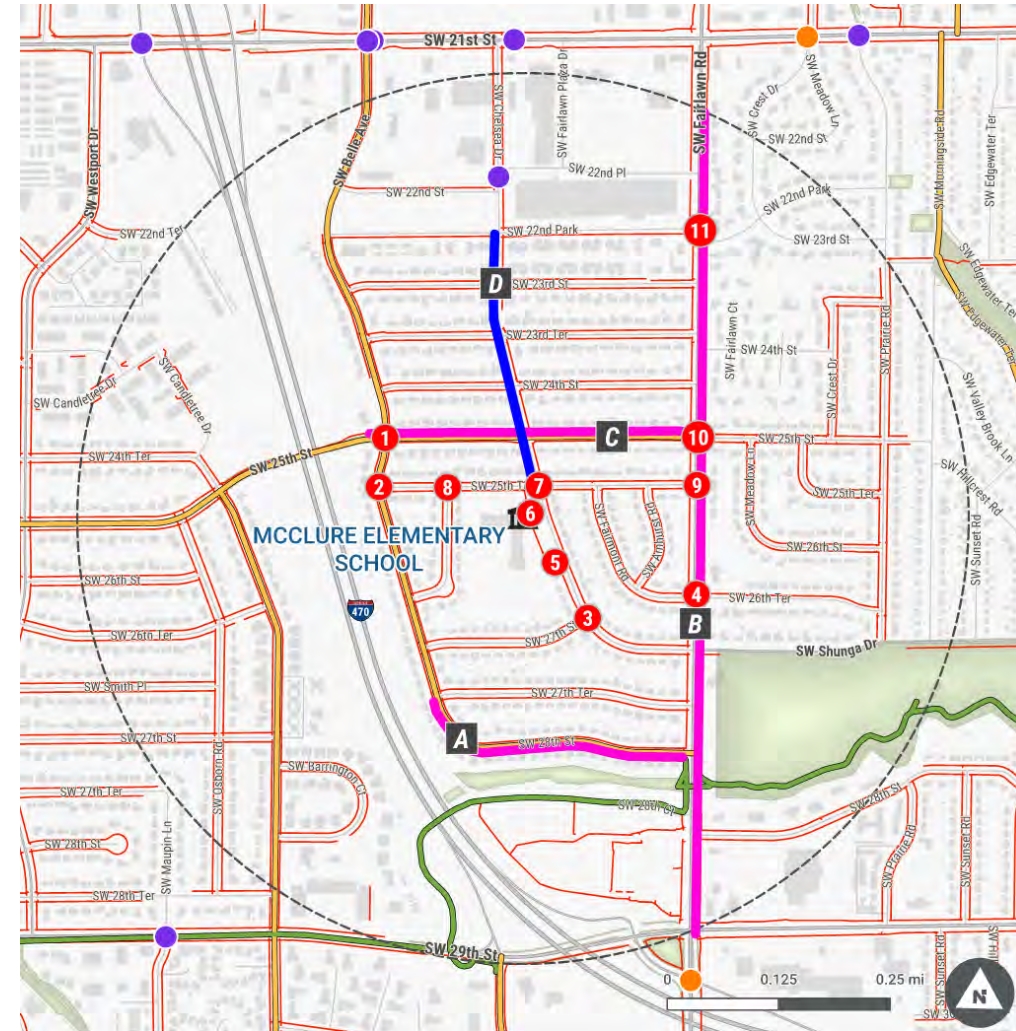


# Safety and Mobility- Spot Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	SW 25th St and Belle Ave	Crosswalk markings faded	Refresh crosswalk markings
2	SW 25th Ter and SW Belle Ave	Curb ramps obstructed, curb ramps not ADA compliant and missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
3	SW 27th Ter and SW Chelsea Dr	Curb ramps non-ADA compliant, missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
4	SW 26th Ter and SW Fairlawn Rd	Curb ramps non-ADA compliant, long crossing distance, missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps
5	School Campus	Missing ADA compliant curb ramps and missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
6	School Campus	Missing crosswalk markings and detectible surface	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.

\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



Issues and Recommendations  
McClure Elementary School

- School
- Existing Sidewalk
- Spot Issue/Recommendation
- School Half Mile Buffer
- Existing Sidepath
- Sidewalk Condition Issue/Recommendation
- Existing Sharrows
- Bike Crash
- Speed Management Issue/Recommendation
- Parks
- Waterbody
- Pedestrian Crash

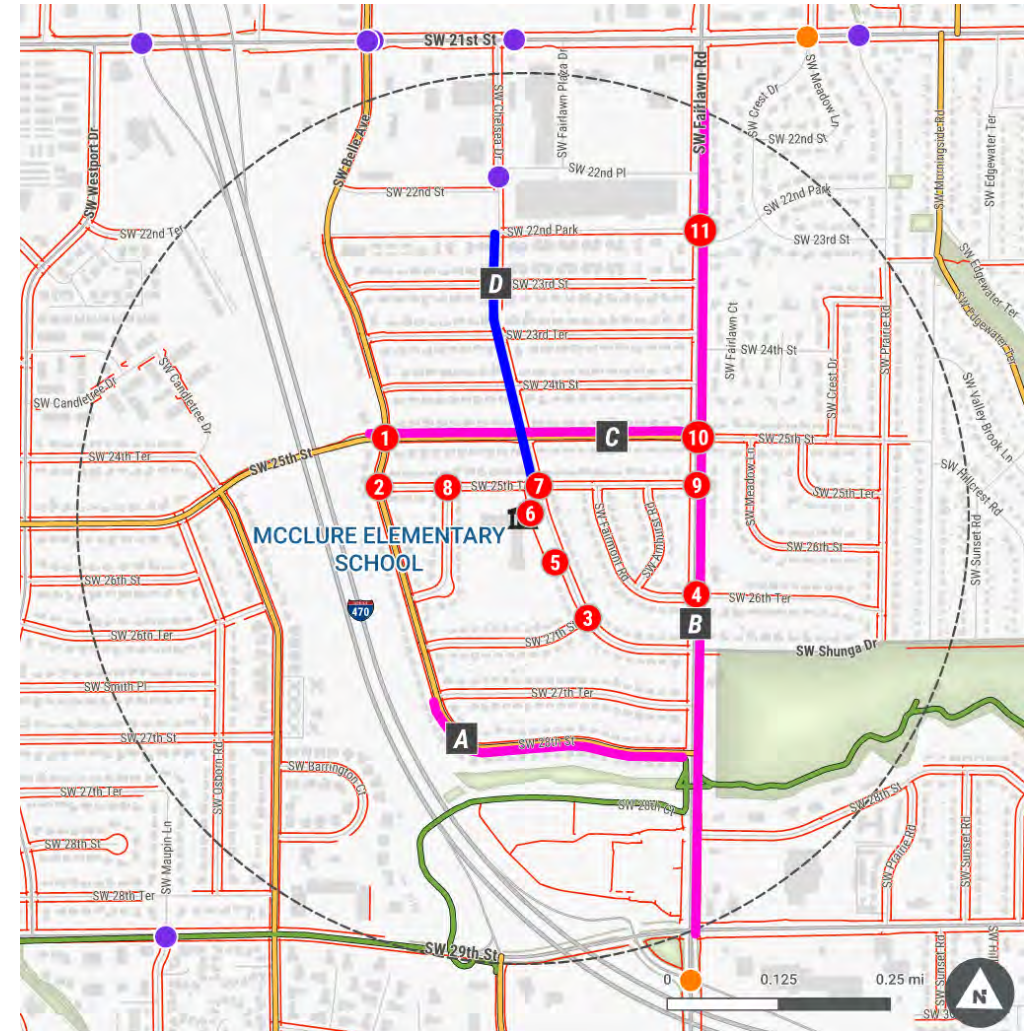


# Safety and Mobility- Spot Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
7	SW Chelsea Dr and SW25th Ter	Crosswalk markings faded and curb ramps non-ADA compliant	Install ADA compliant curb ramps. Refresh crosswalk markings
8	SW 25th Ter and SW Kent St	Curb ramps non-ADA compliant and missing crossing markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps
9	SW Fairlawn Rd and SW 25th Ter	Curb ramps non-ADA compliant, missing crosswalk markings, signage	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps
10	SW Fairlawn Rd and SW 25th St	Curb ramps non-ADA compliant, crosswalk markings faded, concern about motor vehicle movements and speeds	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
11	SW Fairlawn Rd and SW 22nd Park	Missing crosswalk markings, missing ADA compliant curb ramp, long crossing, concern about motor vehicle yielding and concern about turning movements	Add high-visibility crosswalk markings at the intersection. During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps.

\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



Issues and Recommendations  
McClure Elementary School

School	Existing Sidewalk	Spot Issue/Recommendation
School Half Mile Buffer	Existing Sidepath	Sidewalk Condition Issue/Recommendation
Parks	Existing Sharrows	Speed Management Issue/Recommendation
Waterbody	Bike Crash	
	Pedestrian Crash	



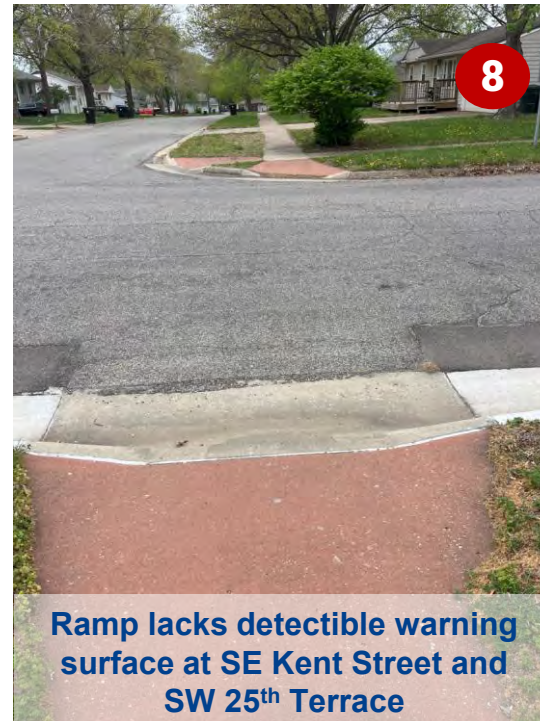
# Safety and Mobility- Spot Issues and Recommendations



**Curb ramps obstructed, not ADA compliant at SW 25<sup>th</sup> Terrace and SW Belle Avenue**



**Crosswalk on school campus lacks curb cuts and ramps**



**Ramp lacks detectible warning surface at SE Kent Street and SW 25<sup>th</sup> Terrace**



**Diagonal curb ramp at SW Fairlawn Road and SW 25<sup>th</sup> Street**



# Priority Infrastructure Recommendations

Map ID	Location	Issue	Segment Recommendation	Cost*
B	SW Fairlawn Rd from SW 29 <sup>th</sup> ST to north of SW 22 <sup>nd</sup> PI	High motor vehicle speed and volume, and wide ROW	Conduct speed and traffic calming study.	\$10,000

Map ID	Location	Issue	Spot Recommendation	Cost*
3	SW 27th Ter and SW Chelsea Dr	Curb ramps non-ADA compliant, missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$35,200

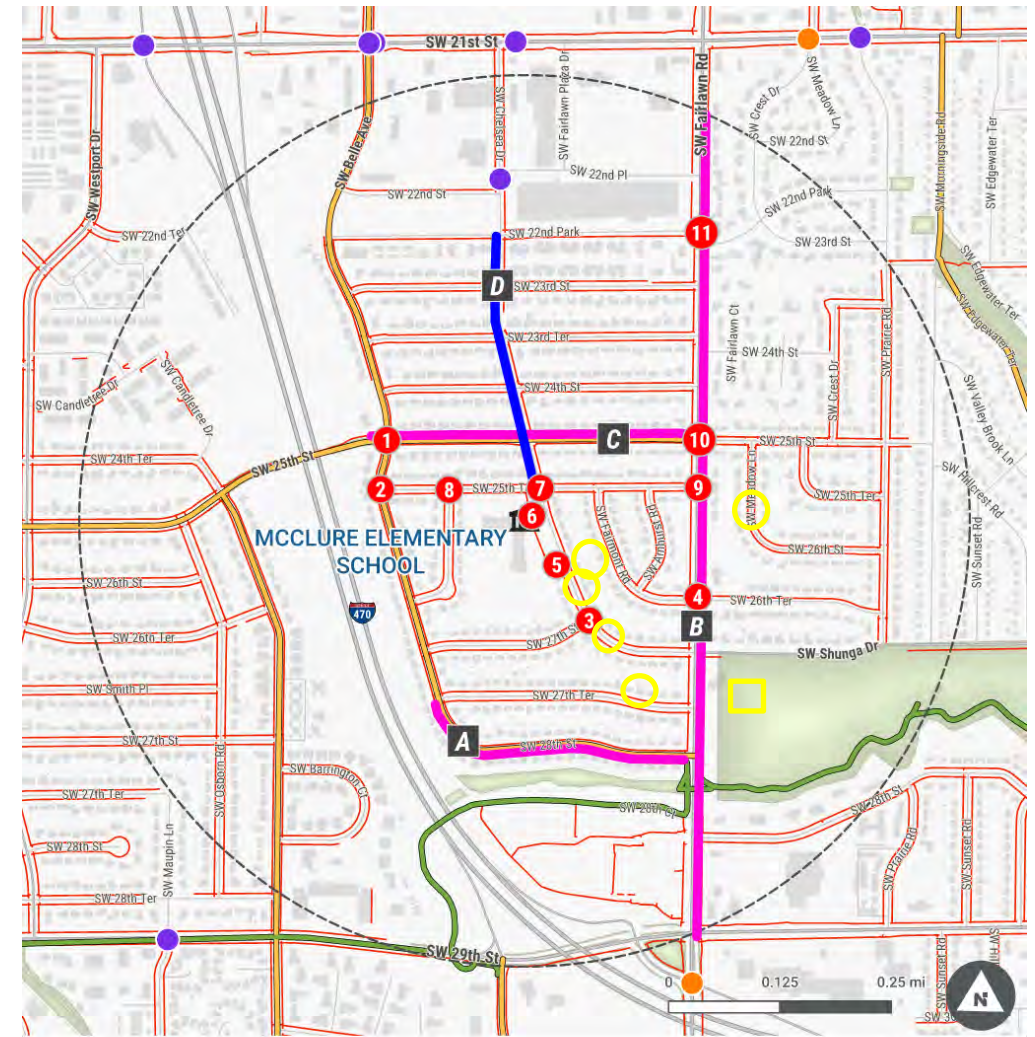
5	School Campus	Missing ADA compliant curb ramps and missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$8,800
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6	School Campus	Missing crosswalk markings and detectible surface	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$8,800
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7	SW Chelsea Dr and SW 25th Ter	Crosswalk markings faded and curb ramps non-ADA compliant	Install ADA compliant curb ramps. Refresh crosswalk markings	\$35,200
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10	SW Fairlawn Rd and SW 25th St	Curb ramps non-ADA compliant, crosswalk markings faded, concern about motor vehicle movements and speeds	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$35,200
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\*Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.



## Issues and Recommendations McClure Elementary School

- |                         |                   |   |
|-------------------------|-------------------|---|
| School                  | Existing Sidewalk | Spot Issue/Recommendation               |
| School Half Mile Buffer | Existing Sidepath | Sidewalk Condition Issue/Recommendation |
| Parks                   | Existing Sharrows | Speed Management Issue/Recommendation   |
| Waterbody               | Bike Crash        | Pedestrian Crash                        |

**TOOLE**  
DESIGN



# McEachron Elementary

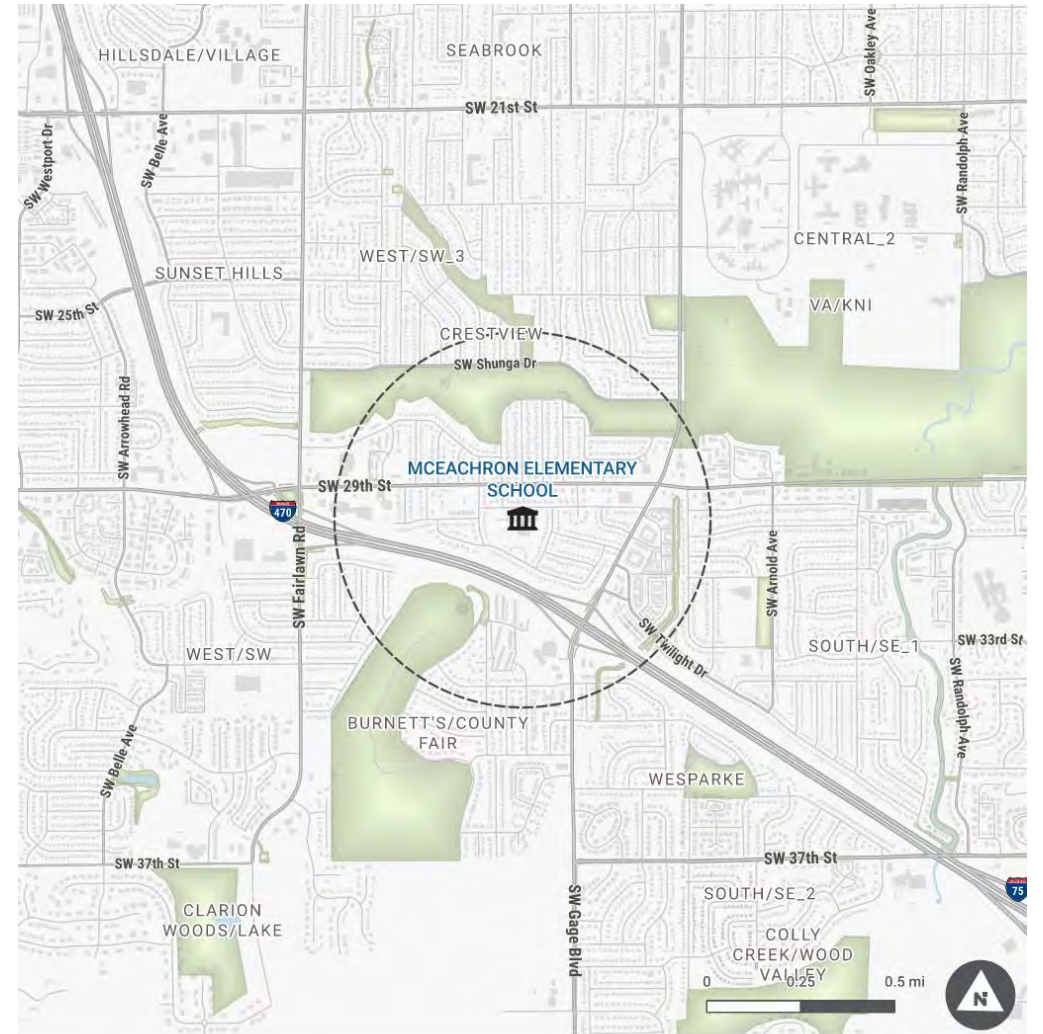




# Location and Background

McEachron Elementary School is located on SW 29<sup>th</sup> Terrace, between SW Eveningside Drive and SW Burnett Road, in a residential neighborhood, surrounded mostly by single-family housing. The school campus is just north of I-470.

428 Students in Spring 2023



Overview Map  
McEachron Elementary School

-  School
-  School Half Mile Buffer
-  Parks
-  Waterbody

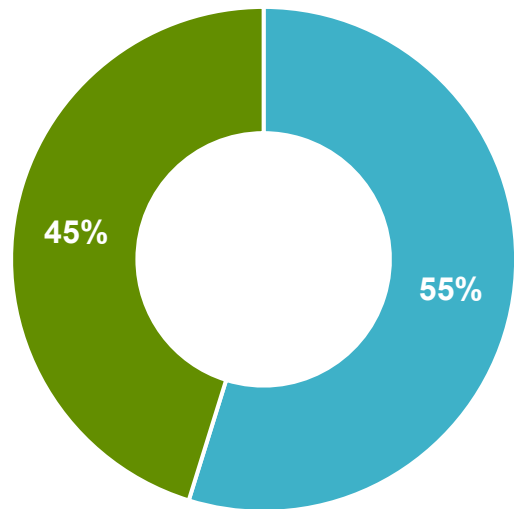




# Caregiver Survey Results

73 responses were received from families of approximately 428 students.

**STUDENT DISTANCE FROM SCHOOL**  
*As reported in 2023 Parent Survey (n=73)*



■ 1 mile or more    ■ less than 1 mile

Distance	Percentage of Students
1 ½ miles or more	21%
1 mile up to 1 ½ miles	34%
½ mile up to 1 mile	16%
¼ mile up to ½ mile	7%
Less than ¼ mile	22%

*As reported in 2023 Parent Survey (n=73)*

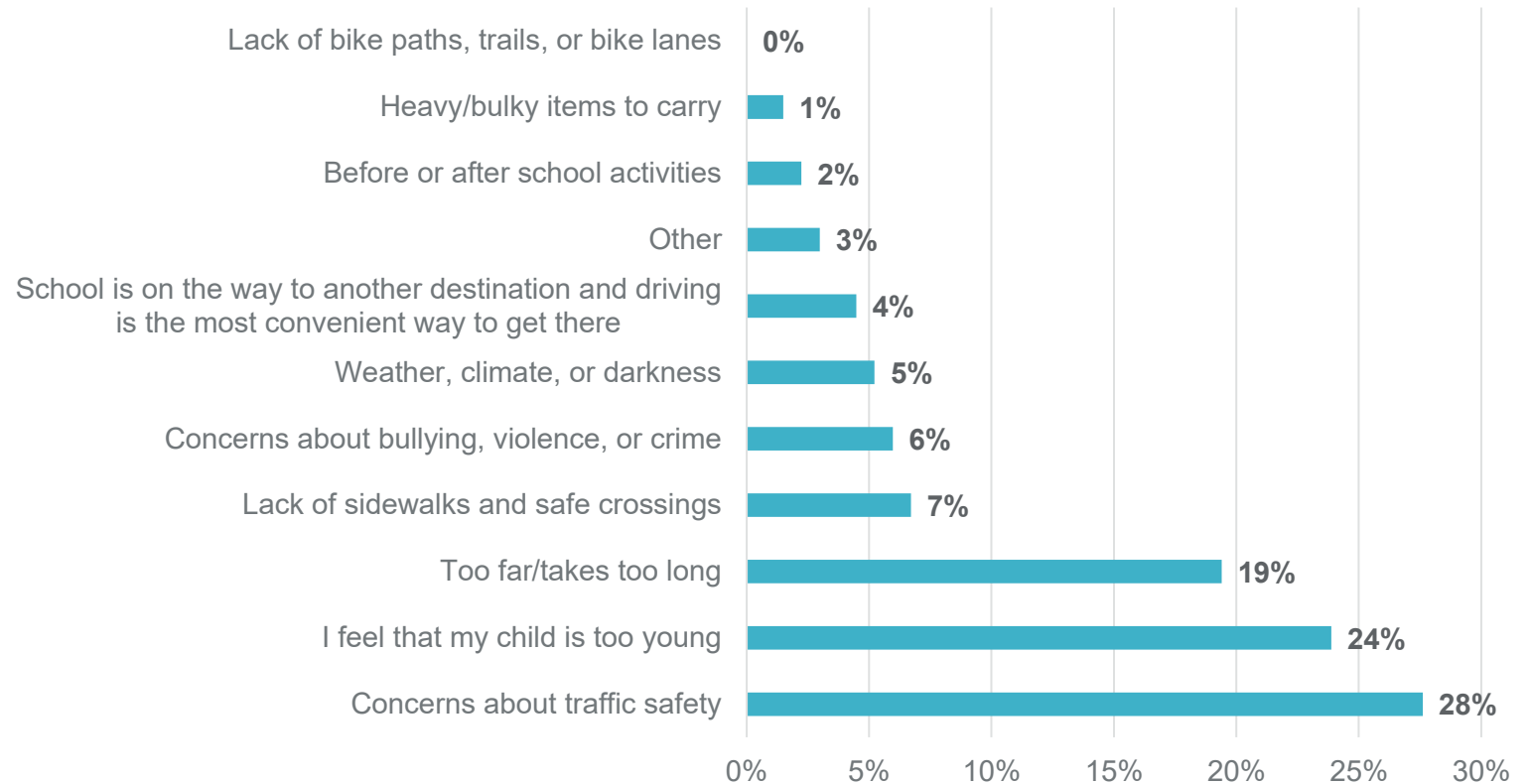
# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Concern about traffic safety (28%)
- Child is too young (24%)
- Distance (19%)

**NOTE: 73 responses were received from parents and caregivers of approximately 428 students.**

## Reasons Caregivers Don't Allow Children to Walk/Bike to School



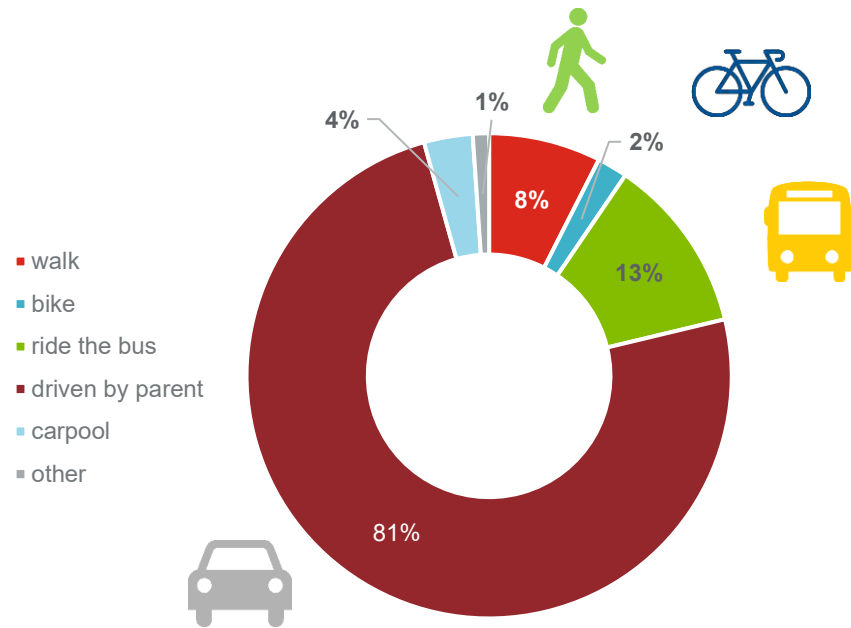


# Student Travel Tallies

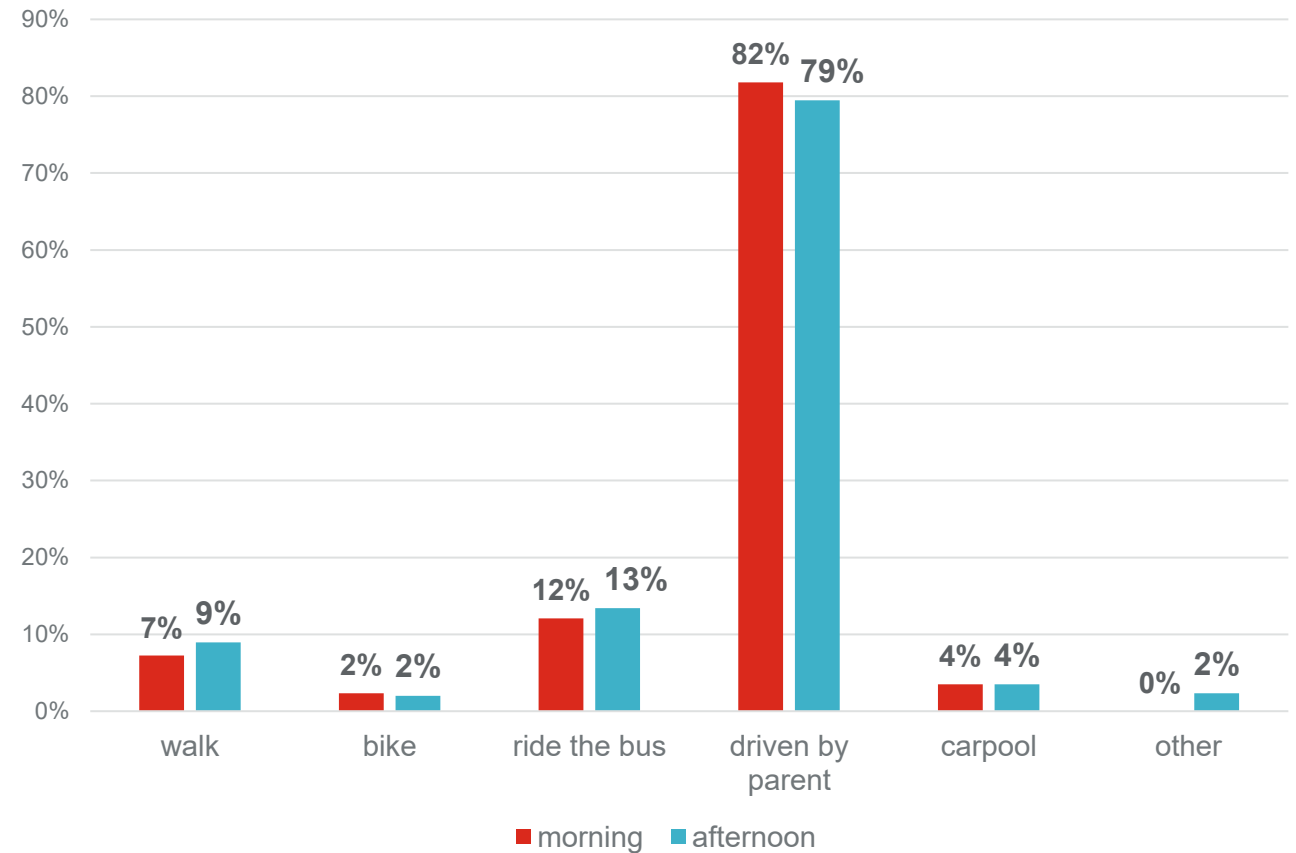
Teachers conducted one day student travel tallies in Spring 2023.

## Student Travel Modes

Average of "to school" and "from school" modes as reported in 2023 Student Travel Tallies.



## Morning and Afternoon Travel Mode Comparison



# Arrival/Dismissal Observations

## Arrival Times

- School starts at 8:40 AM, with most students arriving between 8:15 and 8:25 AM.
- School dismissal is at 3:40 PM, with most students gone by 4:00 PM

## Adult Crossing Guard/Staff Role

- School staff help students into their vehicles in the pick-up and drop-off zone.
- School staff positioned at the crosswalk on SW 29<sup>th</sup> Terrace with a stop sign.

## Walkers

- Walkers access the school via SW 29<sup>th</sup> Terrace. Walkers were observed traveling from both east and west of the school.
- Most students walking to school use the sidewalk and/or crosswalk near SW 29<sup>th</sup> Terrace.

## Bicyclists

- Students biking use the SW 29<sup>th</sup> Terrace entrance.
- Bicyclists were observed utilizing the sidewalk on SW Eveningside Drive.
- Some students bike on the sidewalk on school campus creating potential conflicts with walkers.

## Bus Lane

- Buses drop-off students in the designated bus area in front of the school on SW 29<sup>th</sup> Terrace.
- Most vehicles stay out of the bus lane during arrival.



Students crossing in the crosswalk on SW 29<sup>th</sup> Terrace



Student unicycling in the crosswalk on SW 29<sup>th</sup> Terrace



Student bicycling on sidewalk on school campus



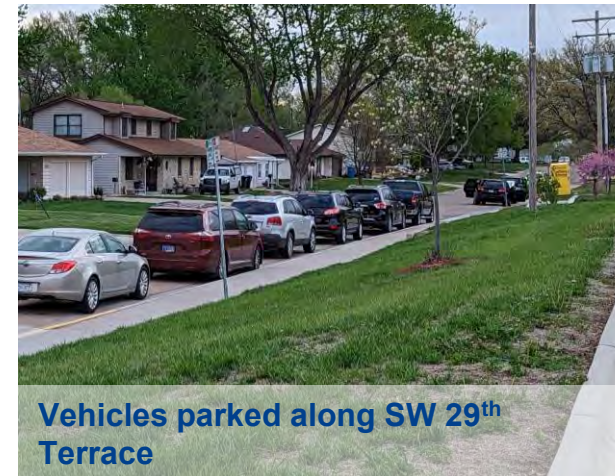
Bus zone off SW 29<sup>th</sup> Terrace



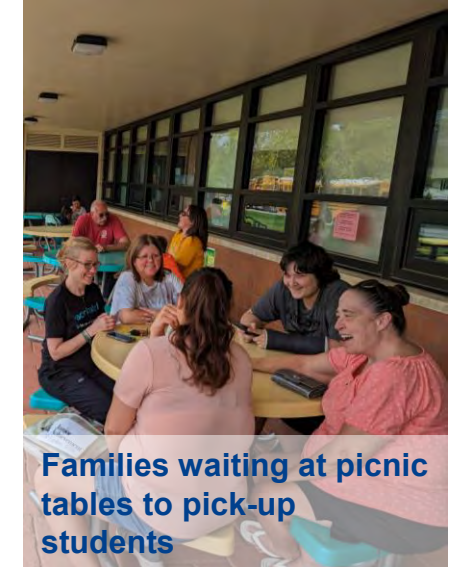
# Arrival/Dismissal Observations

## Family Vehicles

- The designated parent drop-off and pick-up zone is in the school parking lot, along SW 29<sup>th</sup> Terrace.
- SW 29<sup>th</sup> Terrace is a one way west of SW Burnett Road during arrival and dismissal times.
- The one-way signage on SW 29<sup>th</sup> Terrace is sometimes ignored by vehicles.
- Vehicles can block the crosswalk near the school entrance while exiting the drop-off/pick-up zone.
- Vehicles park along SW 29<sup>th</sup> Terrace to walk students to the school, avoiding the drop-off zone.
- Vehicles observed parking on the north side of SW 29<sup>th</sup> Terrace, in the school parking lot, and in the bus area to avoid the pick-up/drop-off zone.
- Several families wait to pick up their students at the school's picnic tables near the front entrance.



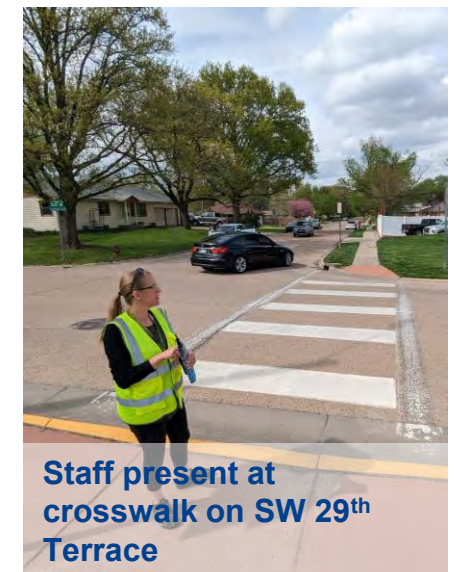
Vehicles parked along SW 29<sup>th</sup> Terrace



Families waiting at picnic tables to pick-up students



Pick-up line in school parking lot



Staff present at crosswalk on SW 29<sup>th</sup> Terrace

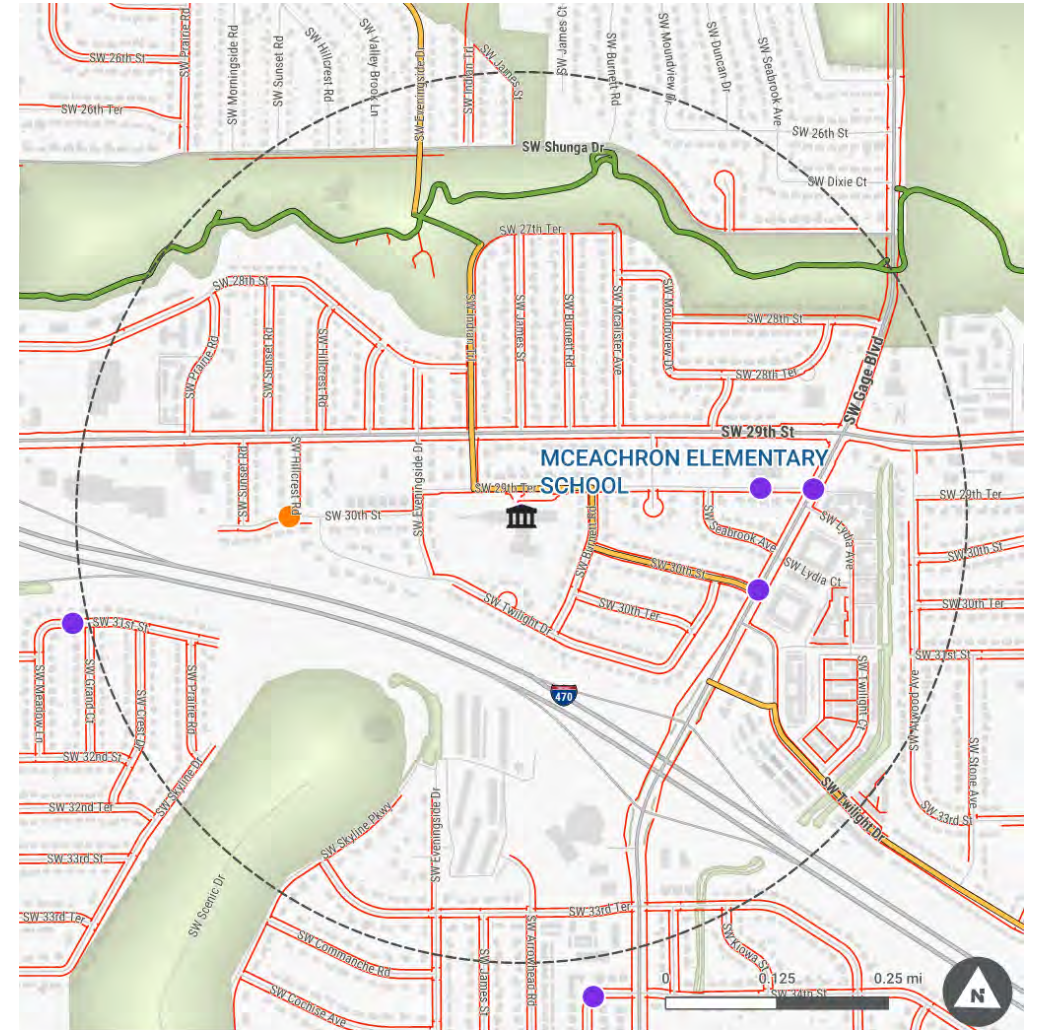
# Safety and Mobility Considerations

**Crashes** – Two crashes involving pedestrians have occurred on SW 29th Terrace close to and at the intersection with SW Gage Boulevard. Another crash occurred at SW Gage and SW 30th and one crash involving a bicyclist at SW 30th Street and SW Hillcrest Road..

**Sidewalks** – Near the school, sidewalks exist only on the south side of SW 29th Terrace and on the east sides of SW Eveningside Drive and SW Indian Trail. Most other neighborhood streets have sidewalks on both sides.

**Crosswalks** – There is a marked continental crosswalk on SW 29th Terrace between the school and SW Indian Trail. Marked continental crosswalks also exist at three driveways into the school where drivers enter/exit the parking lot. There is no marked crosswalk at the bus exit designated area.

**Curb Ramps** - The curb ramps on SW 29th Terrace for the crosswalk to SW Indian Trail do not have tactile warnings at the street edge. Many curb ramps throughout the neighborhood are missing or non-compliant with current ADA specifications.



**Existing Conditions**  
**McEachron Elementary School**

School	Existing Sidepath
School Half Mile Buffer	Existing Sharrow
Parks	Existing Sidewalk
Waterbody	Bike Crash
	Pedestrian Crash

**TOOLE DESIGN**



# Safety and Mobility Considerations

**Intersections** – At the intersection of SW 29th Terrace and SW Indian Trail, vehicles often park too close to the crosswalk making it hard for pedestrians and motorists to see each other.

**Street Segment** – Some drivers were observed driving faster than speed limit on SW 29th Terrace.

**Bicycle Facilities** – A bikeway with sharrow markings connects to the north of the school via SW Indian Trail and SW 29th Terrace, continuing east of the school along SW Burnett Road and SW 30th Street. The intersection of SW 29th Street and SW Indian Trail along this route has wide crossings and high-speed, high-volume traffic. Sharrows also exist on SW Twilight Drive and SW 33rd Terrace. Bike racks at the school are located near the entrance but older style racks that are difficult to secure bikes.

**Signs and Pavement Markings** - Streets adjacent to the school are marked with 20 MPH School Zone Signage. There is a pedestrian crossing sign for the crosswalk at SW Indian Trail and SW 29th Terrace.



Crosswalk at SW Indian Trail and SW 29th Terrace



School zone signage on SW 29th Terrace

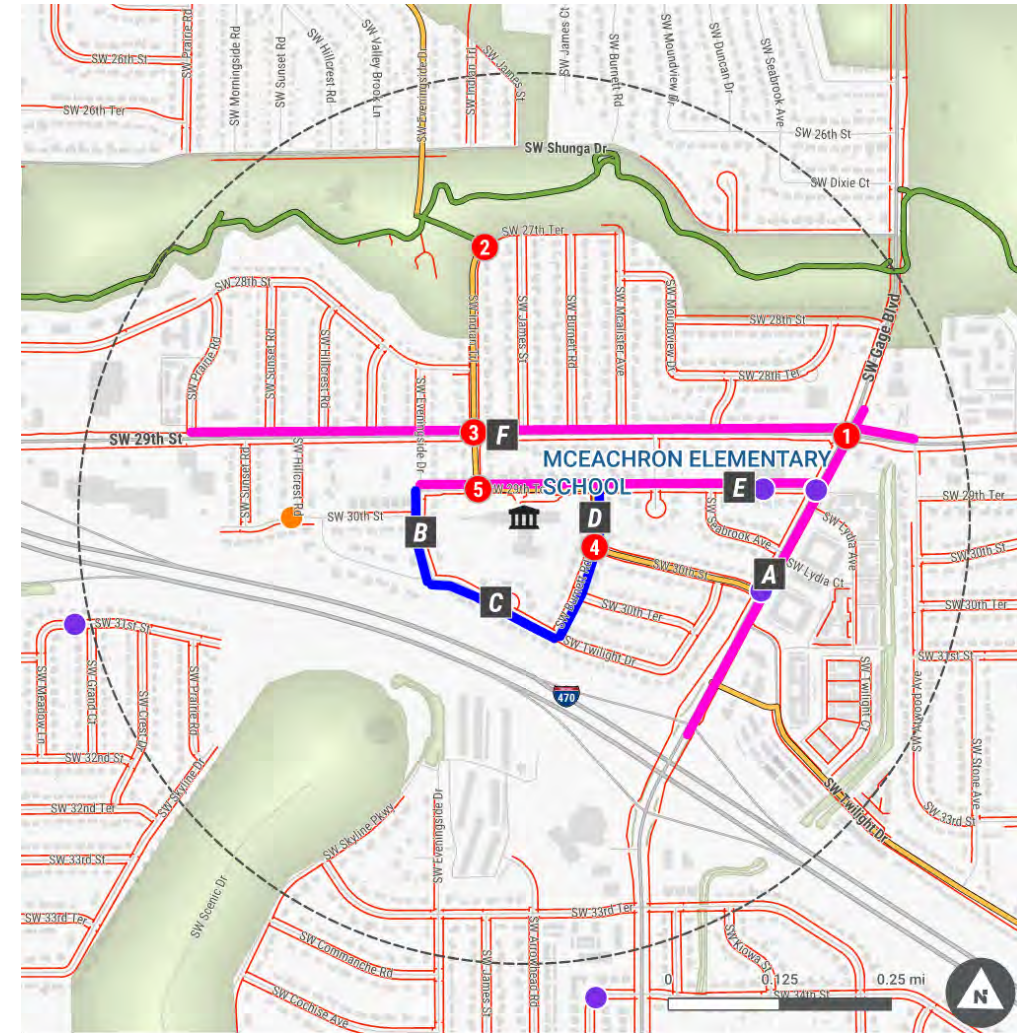


Older style bike racks at school entrance

# Safety and Mobility- Segment Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
A	SW Gage Blvd from I-470 to SW 29th Street	High motor vehicle speed and volume, and wide ROW	Install traffic calming measures to reduce high motor vehicle speed.
B	SW Eveningside Drive from SW 29th Ter to SW Twilight Dr	Sidewalk uplifted and steep cross-slope	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
C	SW Twilight Dr from SW Eveningside Dr to SW Burnett Rd	Sidewalk cracked and uplifted, and wide ROW	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
D	SW Burnett Rd from SW Twilight Dr to SW 29th Street	Sidewalk cracked and obstructed	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
E	SW 29th Ter from SW Eveningside Dr to SW Gage Blvd	High motor vehicle speed and wide ROW	Install traffic calming measures to reduce high motor vehicle speed.
F	SW 29th St from SW Prairie Rd SW Gage Blvd	High motor vehicle speed	Install traffic calming measures to reduce high motor vehicle speed.

\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide. [https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)

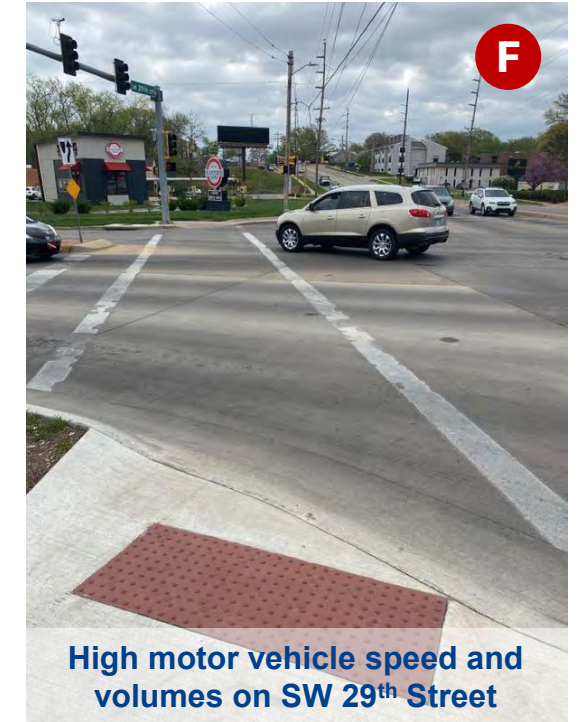


Issues and Recommendations  
McEachron Elementary School

- School
- Existing Sidewalk
- Spot Issue/Recommendation
- School Half Mile Buffer
- Existing Sidepath
- Sidewalk Condition Issue/Recommendation
- Parks
- Existing Sharrow
- Speed Management Issue/Recommendation
- Waterbody
- Bike Crash
- Pedestrian Crash



# Safety and Mobility- Segment Issues and Recommendations

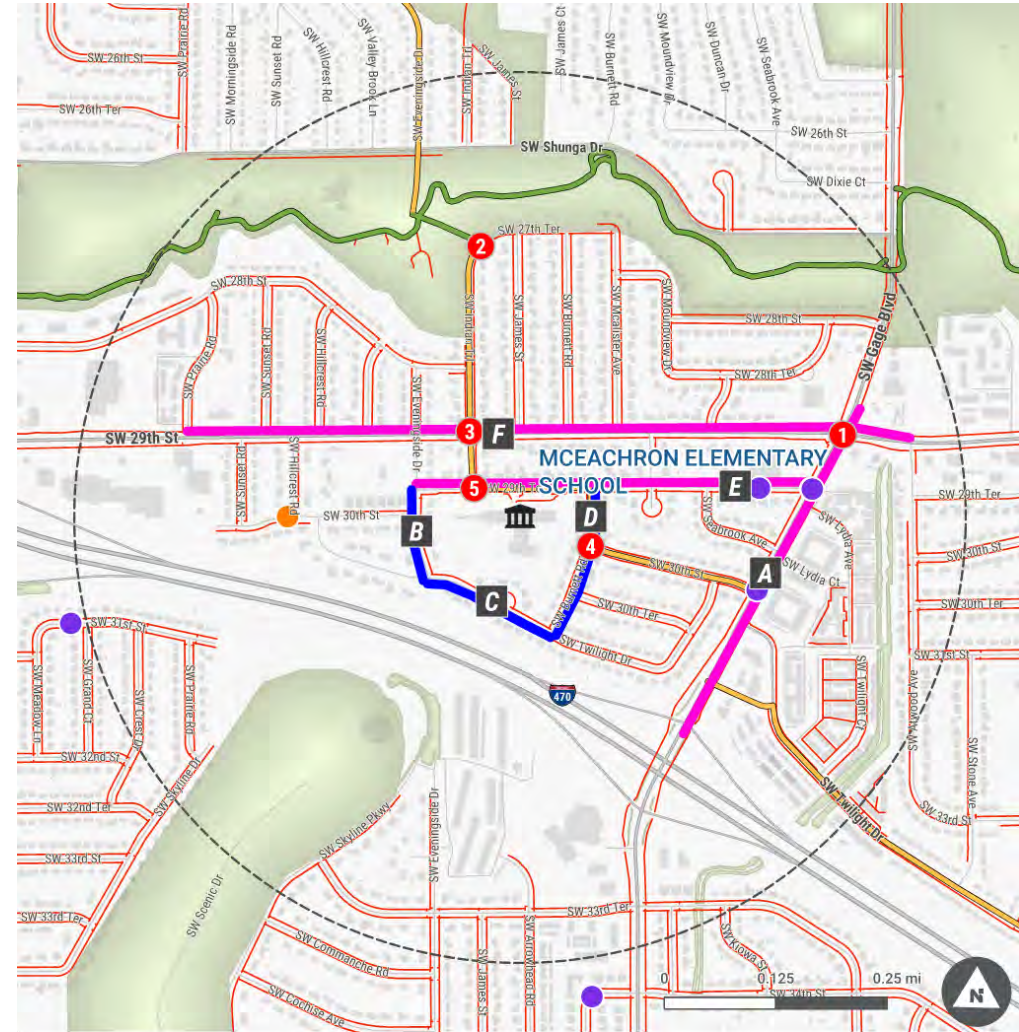




# Safety and Mobility- Spot Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	SW Gage Blvd and SW 29th St	Crossing markings faded, inadequate crossing opportunities, and concern about motor vehicle speed and turning	During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps. Add high-visibility crosswalk markings at the intersection Extend pedestrian island and install pedestrian signal heads and appropriate timings.
2	SW 27th St	Curb ramps not ADA compliant and missing crosswalk markings	Add high-visibility crosswalk markings at trail connection. Install ADA compliant curb ramps.
3	SW 29th St and SW Indian Trl	Insufficient crossing time	Adjust the actuated pedestrian crossing time to reflect a walking speed of 3.5-4 fps to help pedestrians cross the street before the signal changes.
4	SW 30 <sup>th</sup> St and SW Burnett Dr	Curb ramps not ADA compliant	Perform curb ramp maintenance project to correct damage, provide connectivity where needed, install ADA compliant curb ramps.
5	SW 29th Ter and SW Indian Trl	Curb ramps not ADA compliant and missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.

\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide. [https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



Issues and Recommendations  
McEachron Elementary School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Sidepath
- Existing Sharrows
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Sidewalk Condition Issue/Recommendation
- Speed Management Issue/Recommendation





# Safety and Mobility- Spot Issues and Recommendations



Faded markings and inadequate crossing time at SW Gage Boulevard and W 29<sup>th</sup> Street intersections



Insufficient crossing time at SW 29<sup>th</sup> Street and SW Indian Trail intersection



Missing ADA compliant curb ramp and obstructed at SW Burnett Road and SW 30<sup>th</sup> Street intersection



Missing crosswalk marking and ADA compliant curb ramp near school on SW 29<sup>th</sup> Terrace

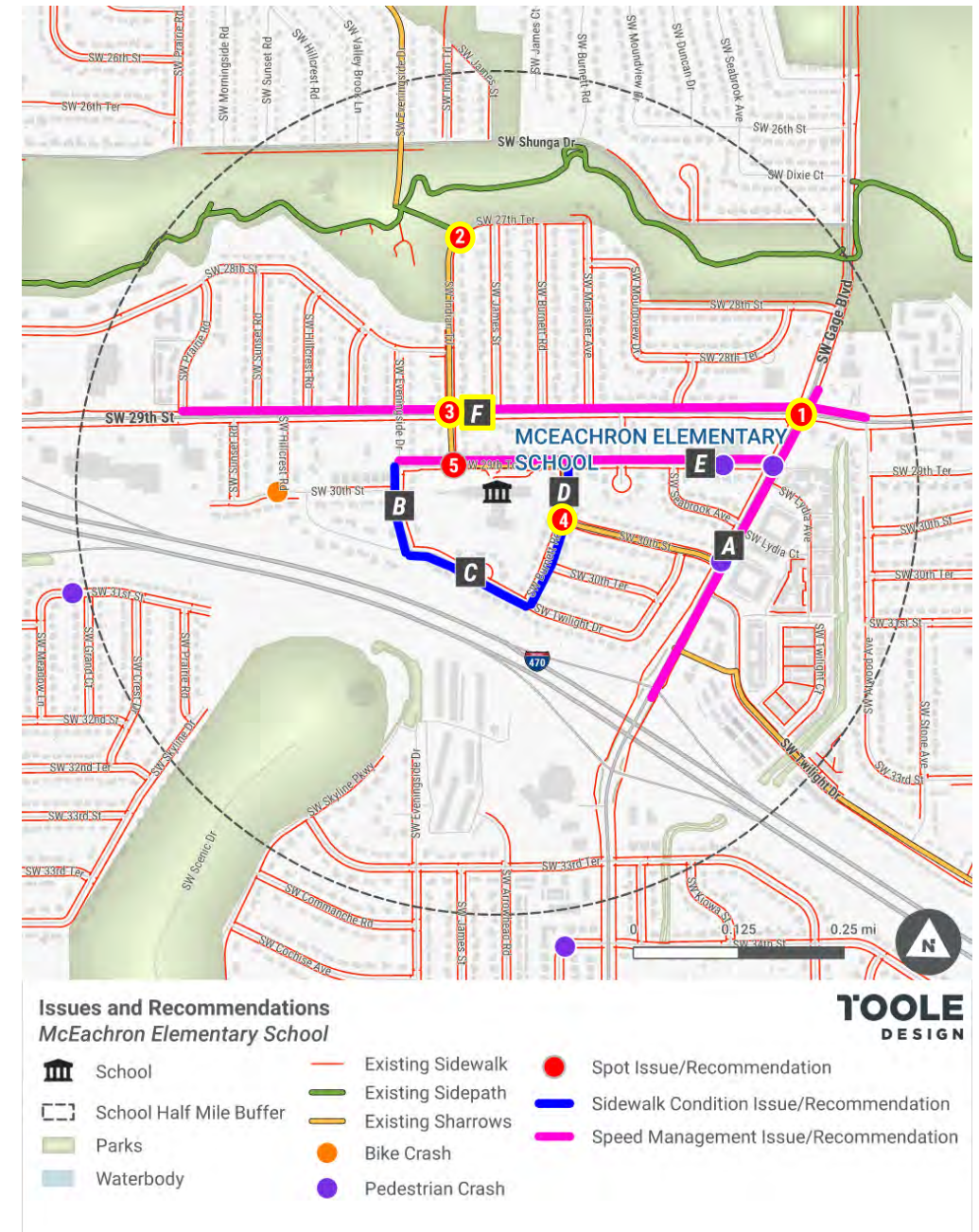


# Priority Infrastructure Recommendations

Map ID	Location	Issue	Segment Recommendation	Cost*
F	SW 29th Street from SW Prairie Rd SW Gage Blvd	High motor vehicle speed	Conduct speed and traffic calming study.	\$10,000

Map ID	Location	Issue	Spot Recommendation	Cost*
1	SW Gage Blvd and SW 29th St	Crossing markings faded, inadequate crossing opportunities, and concern about motor vehicle speed and turning	During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps. Add high-visibility crosswalk markings at the intersection Extend pedestrian island and install pedestrian signal heads and appropriate timings.	\$60,000
2	SW 27th St	Curb ramps not ADA compliant and missing crosswalk markings	Add high-visibility crosswalk markings at trail connection. Install ADA compliant curb ramps.	\$8,800
3	SW 29th St and SW Indian Trl	Insufficient crossing time	Adjust the actuated pedestrian crossing time to reflect a walking speed of 3.5-4 fps to help pedestrians cross the street before the signal changes.	\$2,000
4	SW 30 <sup>th</sup> St and SW Burnett Dr	Curb ramps not ADA compliant	Perform curb ramp maintenance project to correct damage, provide connectivity where needed, install ADA compliant curb ramps.	\$16,000

\*Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.





# Meadows Elementary





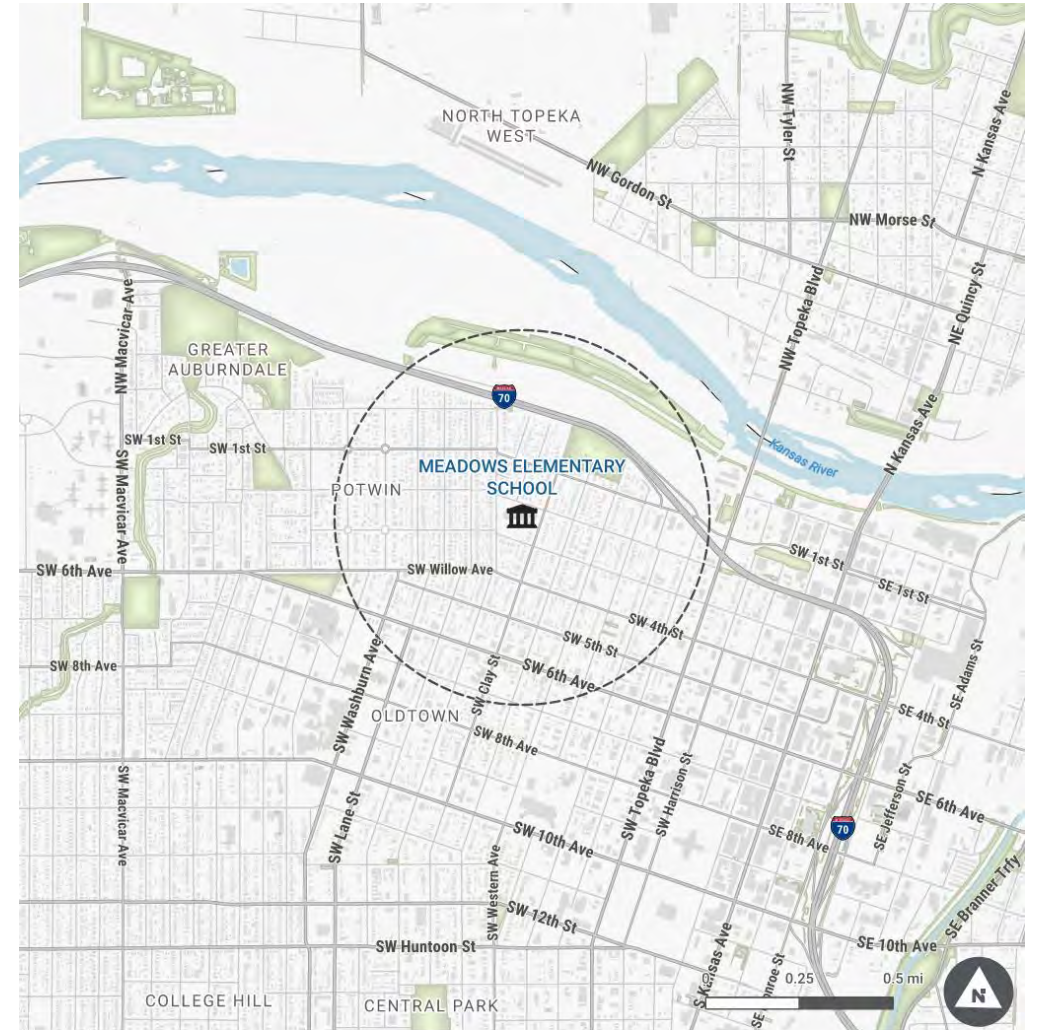
# Location and Background

Meadows Elementary School is located at SW Clay Street and SW 2<sup>nd</sup> Street in a residential neighborhood, surrounded mostly by single-family housing. I-70 is located north of the school.

425 Students in Spring 2023



DESIGN



Overview Map  
Meadows Elementary School

-  School
-  School Half Mile Buffer
-  Parks
-  Waterbody

**TOOLE**  
DESIGN

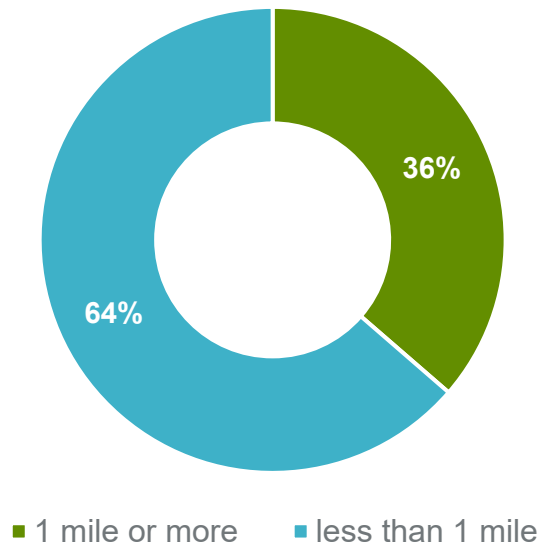


# Caregiver Survey Results

The response rate from the Spring 2023 parent survey at Meadows Elementary was very low. **Only 22 responses were received from parents and caregivers of approximately 425 students.**

## STUDENT DISTANCE FROM SCHOOL

*As reported in 2023 Parent Survey (n=22)*



Distance	Percentage of Students
1 ½ miles or more	27%
1 mile up to 1 ½ miles	9%
½ mile up to 1 mile	41%
¼ mile up to ½ mile	9%
Less than ¼ mile	14%

*As reported in 2023 Parent Survey (n=22)*

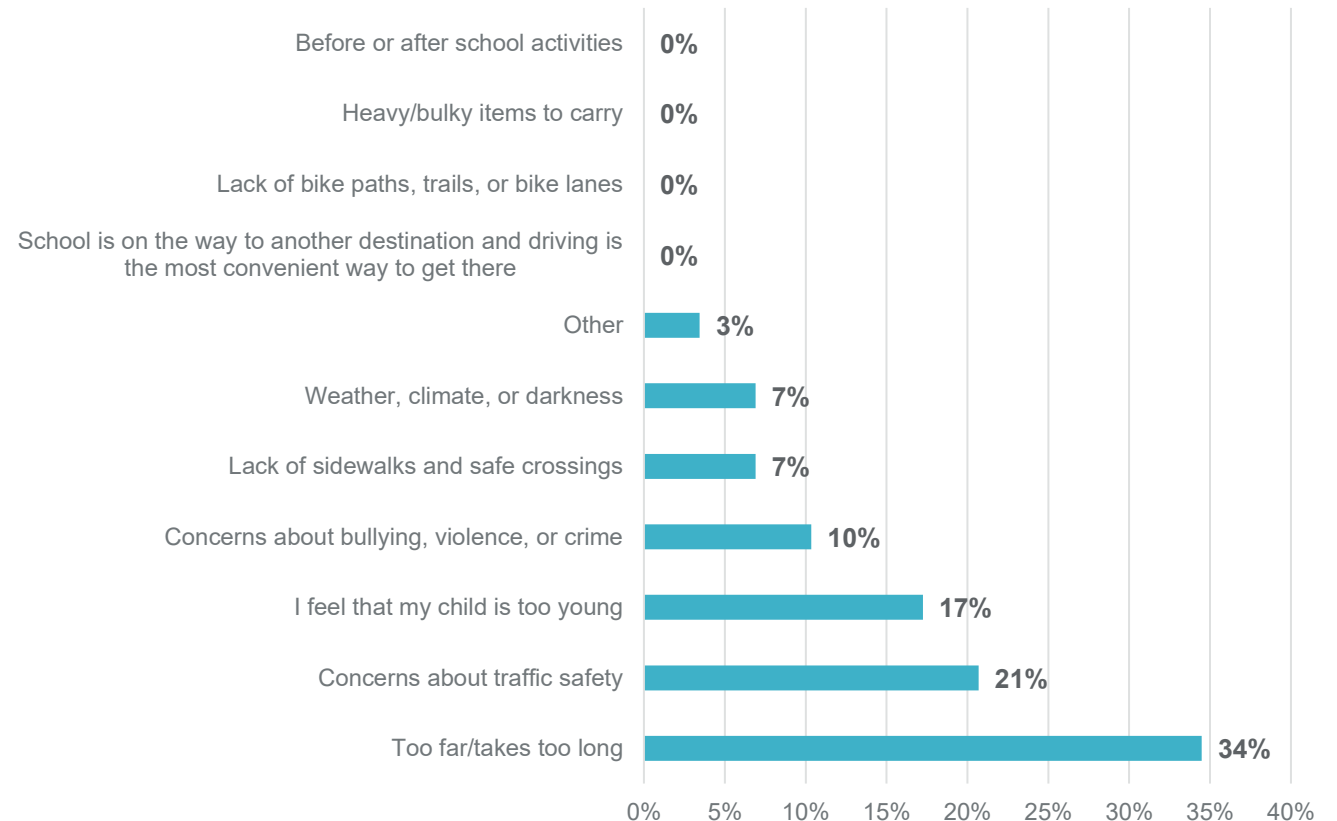
# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Distance (34%)
- Concern about traffic safety (21%)
- Feel their child is too young (17%)

**NOTE: Only 22 responses were received from parents and caregivers of approximately 425 students.**

## Reasons Caregivers Don't Allow Children to Walk/Bike to School



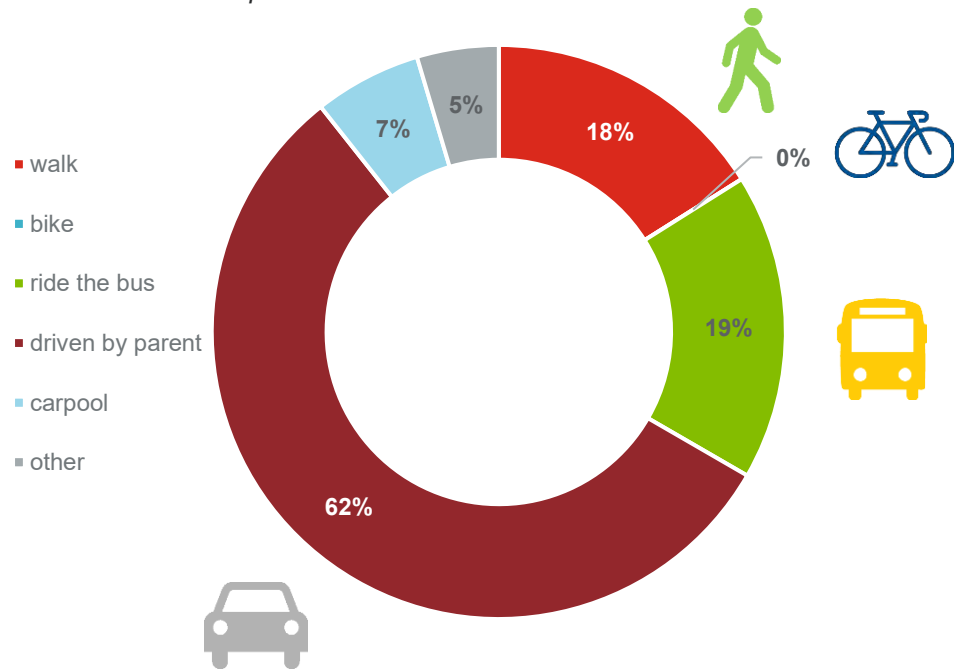


# Student Travel Tallies

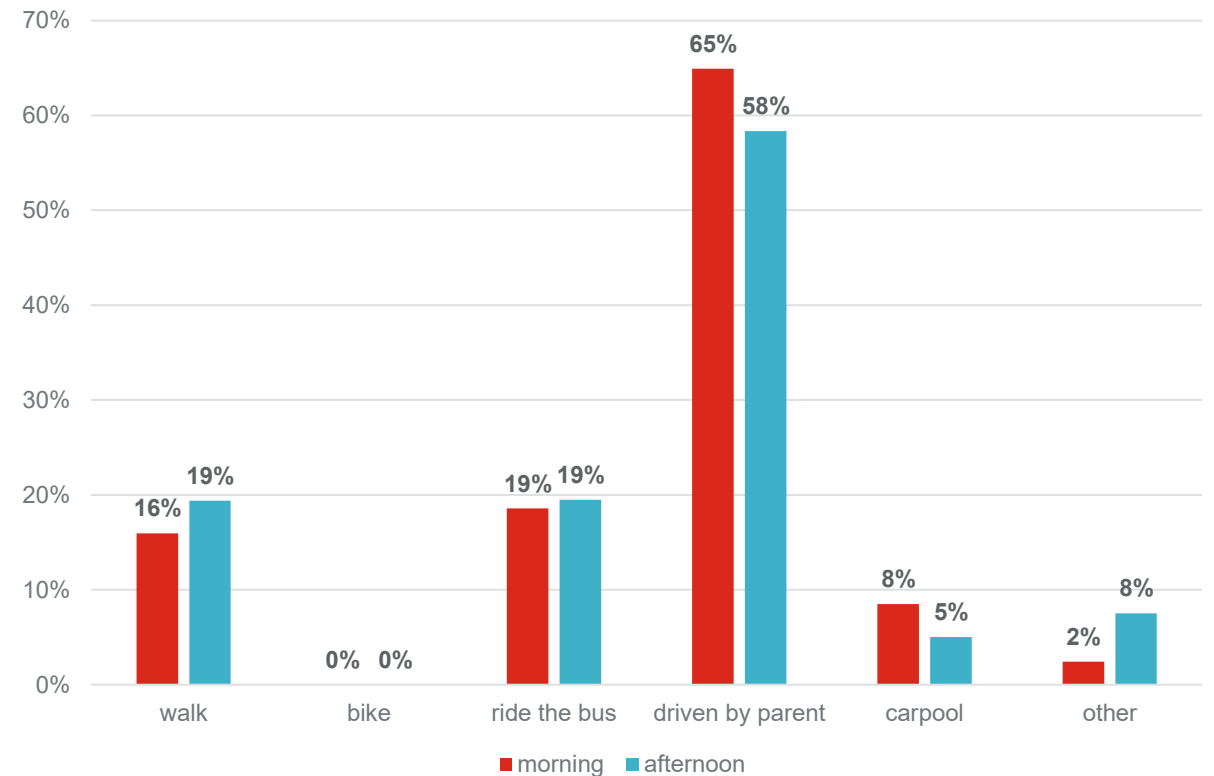
Teachers conducted one day student travel tallies in Spring 2023.

## Student Travel Modes

Average of "to school" and "from school" modes as reported in 2023 Student Travel Tallies.



## Morning and Afternoon Travel Mode Comparison



# Arrival/Dismissal Observations

## Arrival Times

- School starts at 8:40 AM, with most students arriving between 8:00 and 8:30 AM.
- School dismisses at 3:30 PM, with most students picked up by 4:00 PM.

## Adult Crossing Guard/Staff Role

- Staff are present at school doors and along sidewalk in front of the school during arrival and dismissal.

## Walkers/Bicyclists

- Walkers and bicyclists typically use SW 2<sup>nd</sup> Street, and SW Clay Street. Many students use the crossing at SW 2<sup>nd</sup> Street and SW Clay Street as well as the crosswalks along SW Quinton Avenue.
- There is a marked crossing at SW Clay Street and SW 2<sup>nd</sup> Street with high use by families and students.

## Bus Lane

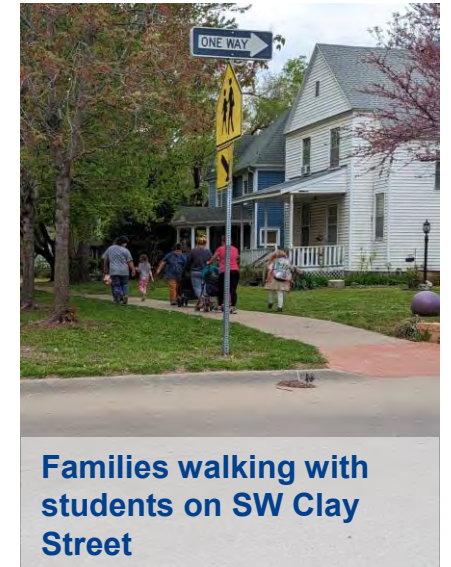
- School buses drop off students along SW Clay Street and SW 2<sup>nd</sup> Street, dropping off students at each pod along the school campus. The buses are mixed in with car drop off, creating some conflicts.

## Family Vehicles

- Most parents drop off students along SW Clay Street. Some parents drop off along SW 2<sup>nd</sup> Street as well as park on neighborhood streets and walk their students to school entrance.
- Clay Street is marked as a one-way during arrival and dismissal times. Some vehicles ignore this signage.
- Vehicles in the drop off zone occasionally block the crosswalk on SW Clay Street and SW 2<sup>nd</sup> Street.
- Some drivers turn into the circle driveway at school entrance on SW Clay Street to drop off students avoiding the formal drop-off zone.



Arrival line along SW 2<sup>nd</sup> Street



Families walking with students on SW Clay Street



Students cross SW Clay Street while vehicles encroach upon the crosswalk



No parking signage on SW Clay Street



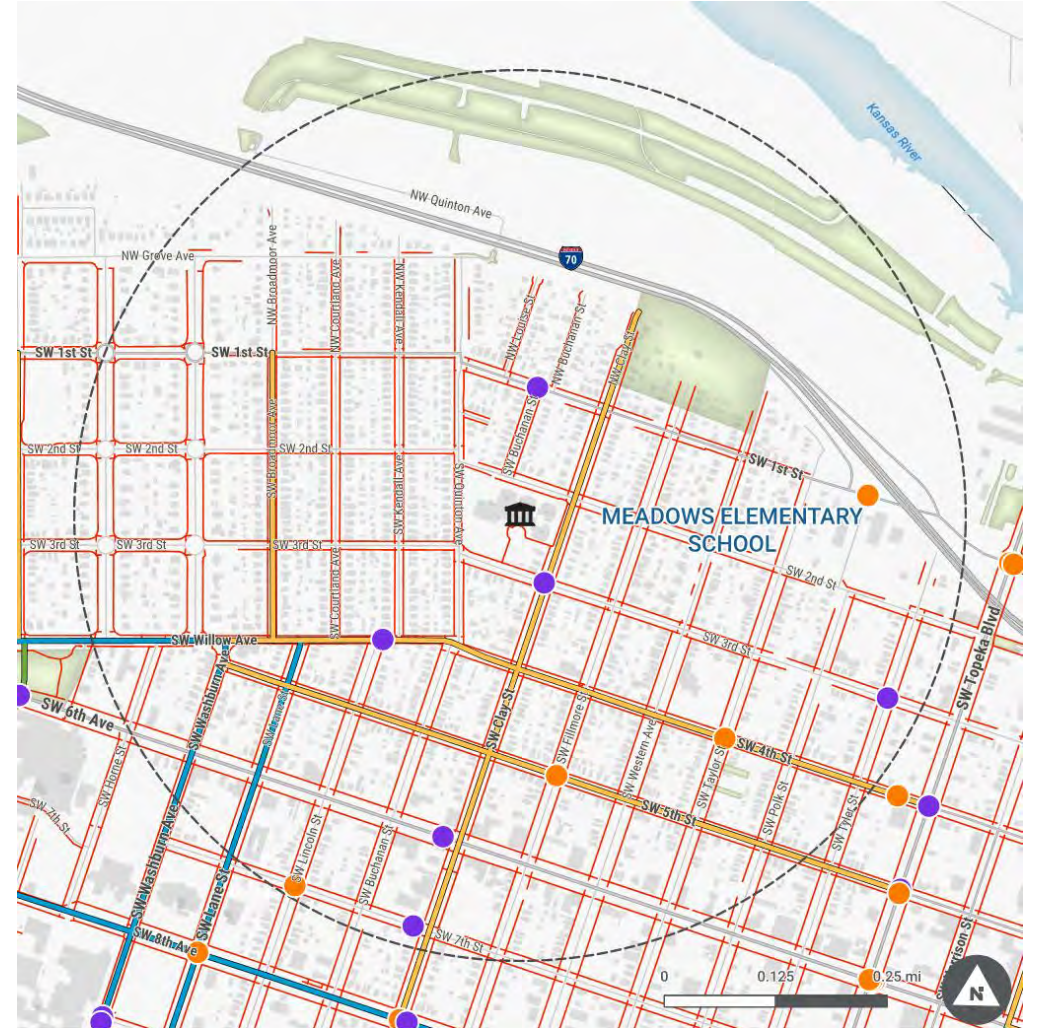
# Safety and Mobility Considerations

**Crashes** – There have been several crashes involving pedestrians and bicyclists within the 1/2-mile buffer around the school.

**Sidewalks** – Most streets around the school have sidewalks on one or both sides of the street except for a few streets north of the school near the highway. There are many brick sidewalks in this area with overgrowth and maintenance issues.

**Crosswalks** – Many of the intersections throughout the neighborhood lack marked crossings. SW Quinton Avenue and SW Willow Avenue is a particularly complex intersection.

**Curb Ramps** – Curb ramps at the intersections closest to the school lack full ADA compliance due to missing detectable warning surfaces. The conditions of the ramps vary throughout the neighborhood .5-mile radius, with many ramps lacking detectable warning surfaces.



**Existing Conditions**  
Meadows Elementary School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Bike Lane
- Existing Sidepath
- Existing Sharrows
- Existing Sidewalk
- Bike Crash
- Pedestrian Crash

# Safety and Mobility Considerations

**Intersections** – Intersections within the neighborhoods are typically low speed and volume. Along SW 6<sup>th</sup> Avenue there are longer crossing distances. However, crashes have occurred at several locations along Clay, 1<sup>st</sup>, 4<sup>th</sup>/Willow and 5<sup>th</sup> Streets.

**Street Segment** – The streets near the school are all low traffic volume and speed. On-street parking is designated with solid white lines.

**Bicycle Facilities** – SW 1<sup>st</sup> Avenue is a bikeway with sharrow markings. Sharrows also exist on SW Clay Street, SW 4<sup>th</sup> and 5<sup>th</sup> Streets, and SW Broadmoor Avenue. There are painted bike lanes southwest of the school on SW Willow Avenue, SW Washburn Avenue, and SW Lane Street. There are no bike racks at the school.

**Signs and Pavement Markings** – SW Clay Street and SW 2<sup>nd</sup> Street are both one-way streets during arrival and dismissal times. Signs could be added to the south on SW Clay Street to better indicate the upcoming one-way. Streets adjacent to the school are marked with 20 MPH School Zone Signage.



Vehicles observed parking the wrong way on SW 2<sup>nd</sup> Street during dismissal



Crossing distances are long along SW 6<sup>th</sup> Avenue

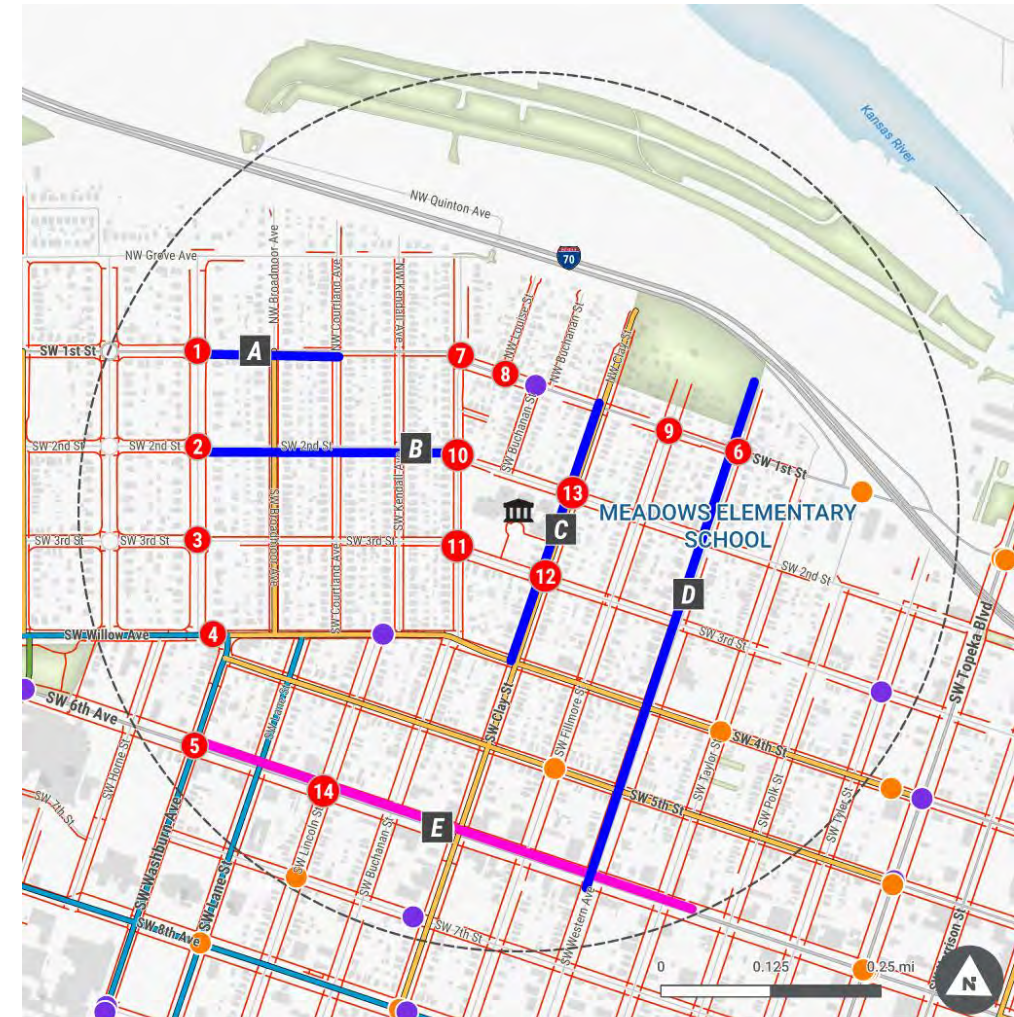


# Safety and Mobility- Segment Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
A	SW 1st Street from SW Greenwood Avenue to NW Courtland Avenue	Sidewalk narrow, cracked and uplifted	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
B	SW 2nd Street from SW Greenwood Avenue to SW Quinton Avenue	Sidewalk cracked and uplifted	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
C	SW Clay Street from SW 1st Street to SW 4th Street	Sidewalk obstructed, cracked and narrow	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
D	SW Western Avenue from SW 1st Street to SW 6th Avenue	Sidewalk obstructed, cracked and narrow	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
E	SW 6th Avenue from SW Washburn Avenue to SW Taylor Street	High motor vehicle speeds and volumes	Install traffic calming measures to reduce high motor vehicle speed.

\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)

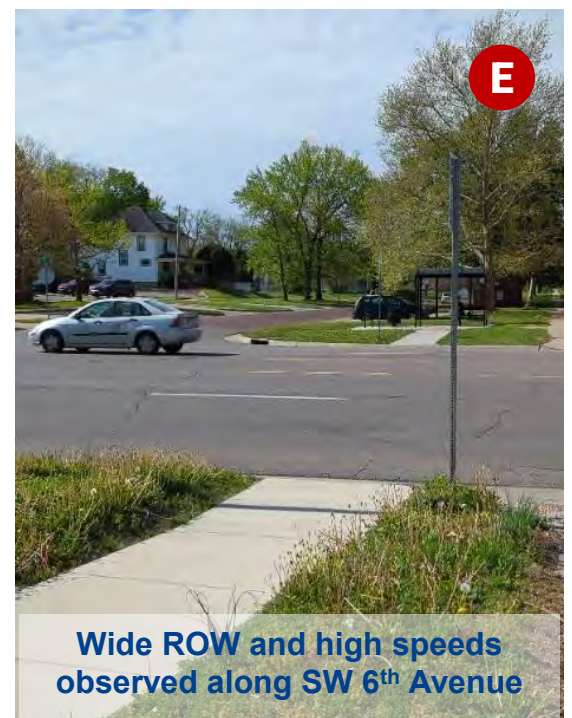
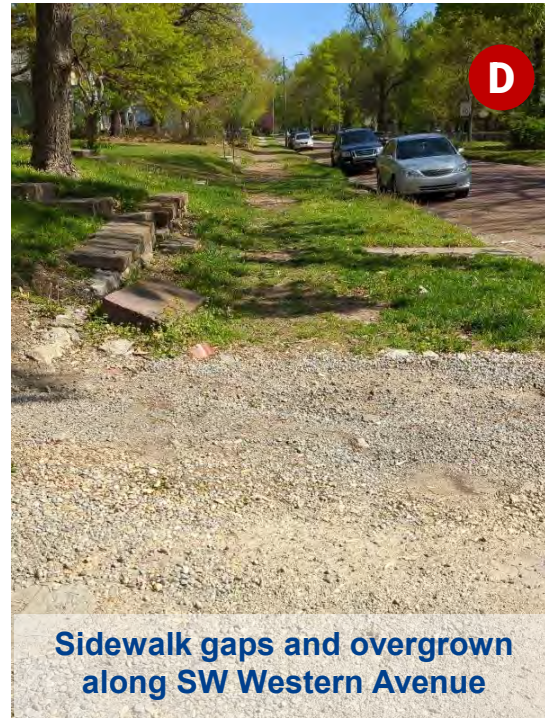
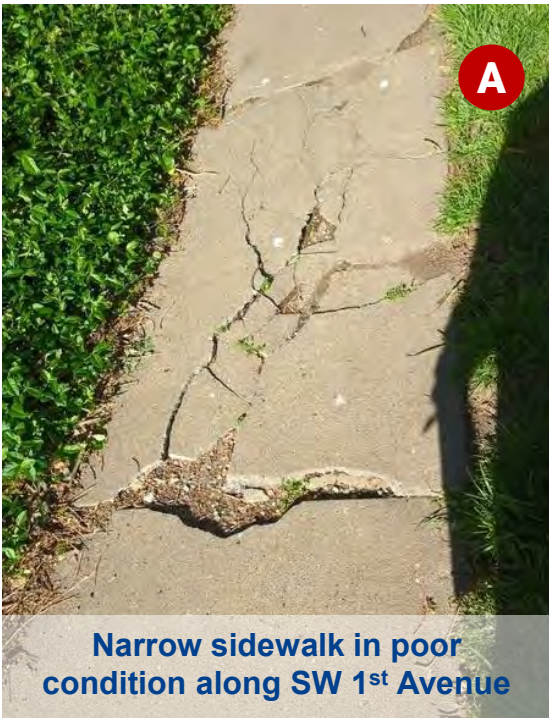


## Issues and Recommendations Meadows Elementary School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Bike Lane
- Existing Sidepath
- Existing Sharrows
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Sidewalk Condition Issue/Recommendation
- Speed Management Issue/Recommendation



# Safety and Mobility- Segment Issues and Recommendations



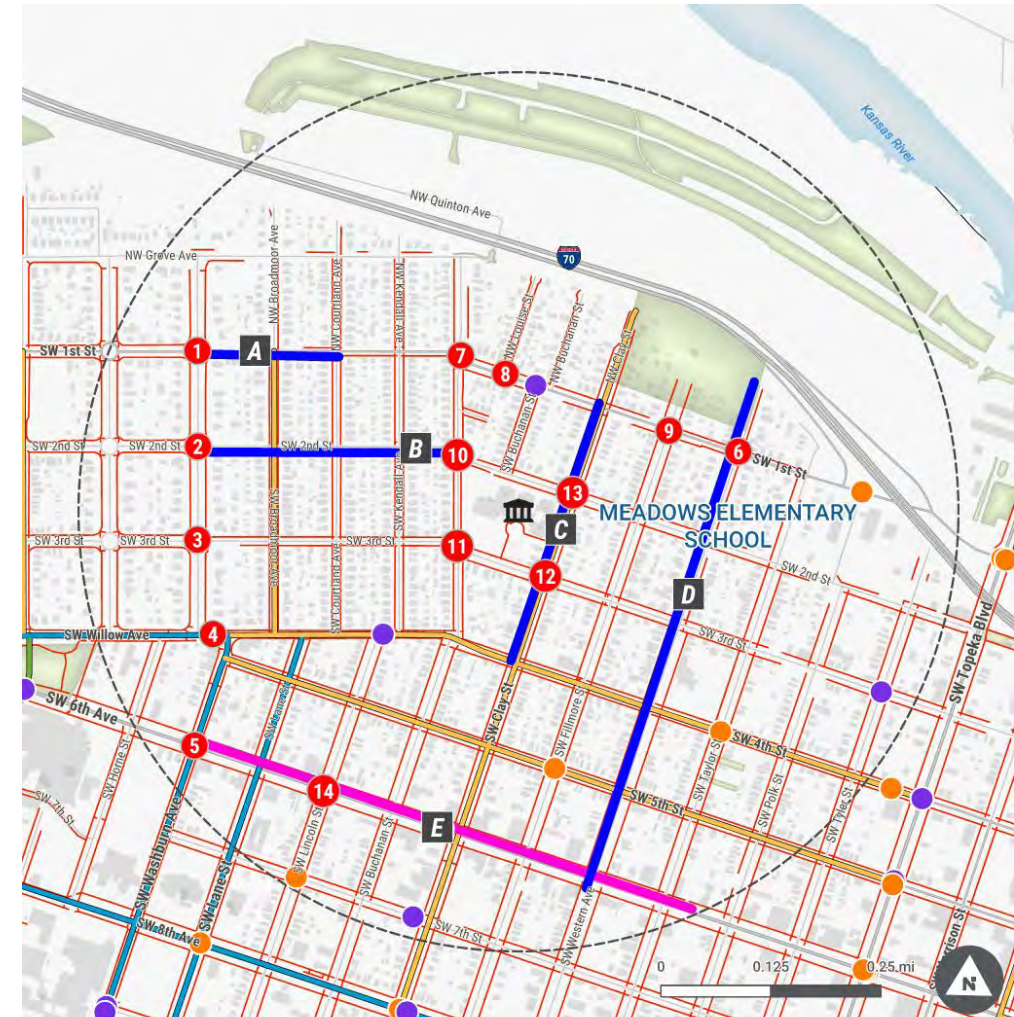


# Safety and Mobility- Spot Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	SW Greenwood Ave and SW 1st St	Missing ADA compliant curb ramps and stairs with no accessible alternative	Install ADA compliant curb ramps.
2	SW 2nd St and SW Greenwood Ave	Missing ADA compliant curb ramps and stairs with no accessible alternative	Install ADA compliant curb ramps.
3	SW 3rd St and SW Greenwood Ave	Missing ADA compliant curb ramps and stairs without accessible alternative	Install ADA compliant curb ramps.
4	SW Willow Ave and SW Washburn Ave	Concern about motor vehicle speeds, yielding and large curb radii intersection	Consider reconfiguration of this complicated intersection
5	6th and SW Washburn Ave	Missing crosswalk markings and concern about motor vehicle yielding	Add high-visibility crosswalk markings at the intersection.
6	SW 1st St and NW Western Ave	Missing ADA compliant curb ramps and stairs with no accessible alternative	Install ADA compliant curb ramps and remove the stairs before the crosswalk.
7	NW Quinton Ave and SW 1st St	Large curb radii and concern about turning car movements	During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps.

\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



Issues and Recommendations  
Meadows Elementary School

School	Existing Sidewalk	Spot Issue/Recommendation
School Half Mile Buffer	Existing Bike Lane	Sidewalk Condition Issue/Recommendation
Parks	Existing Sidepath	Speed Management Issue/Recommendation
Waterbody	Existing Sharrows	Bike Crash
	Pedestrian Crash	



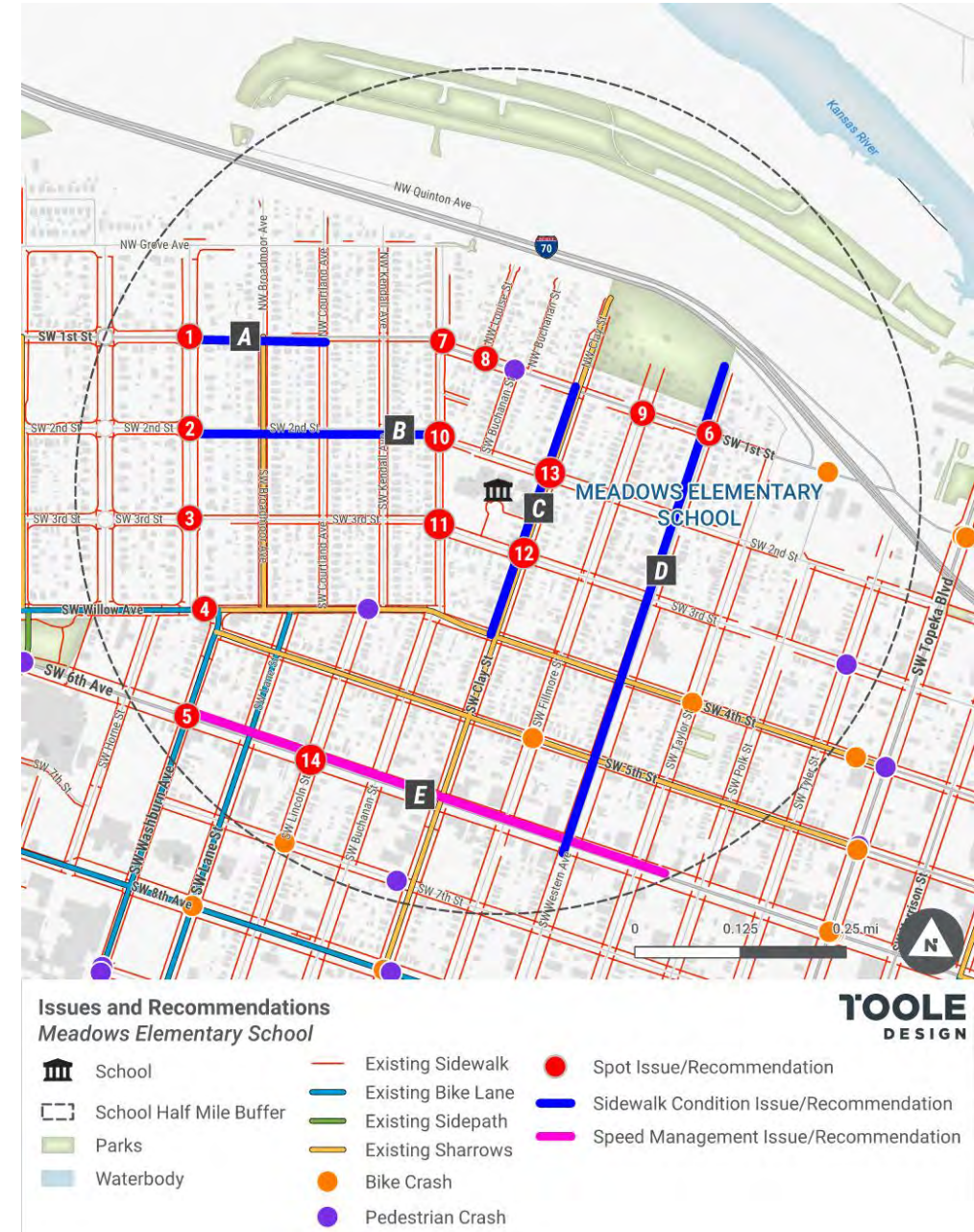


# Safety and Mobility- Spot Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
8	SW 1st St and NW Louise St	Missing ADA compliant curb ramps and stairs without accessible alternative	Install ADA compliant curb ramps.
9	SW 1st St and NW Fillmore St	Missing ADA compliant curb ramps and stairs without accessible alternative	Install ADA compliant curb ramps.
10	SW Quinton Ave and SW 2nd St	Missing ADA compliant curb ramps, missing crosswalk markings, signage and concern with driver behavior	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
11	SW Quinton Ave and SW 3rd St	Crossing markings faded	Refresh crosswalk markings
12	SW Clay St and SW 3rd St	Faded crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
13	SW Clay St and SW 2nd St	Crossing markings faded and crossing pavement in poor conditions	Repave Install ADA compliant curb ramps. Refresh crosswalk markings

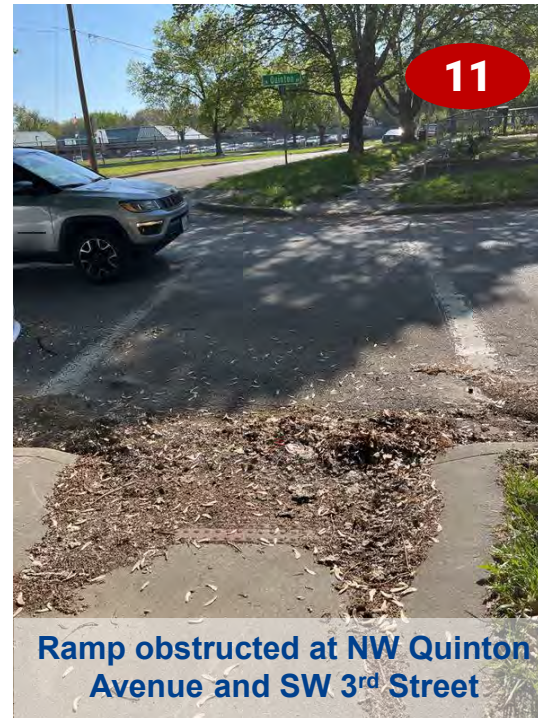
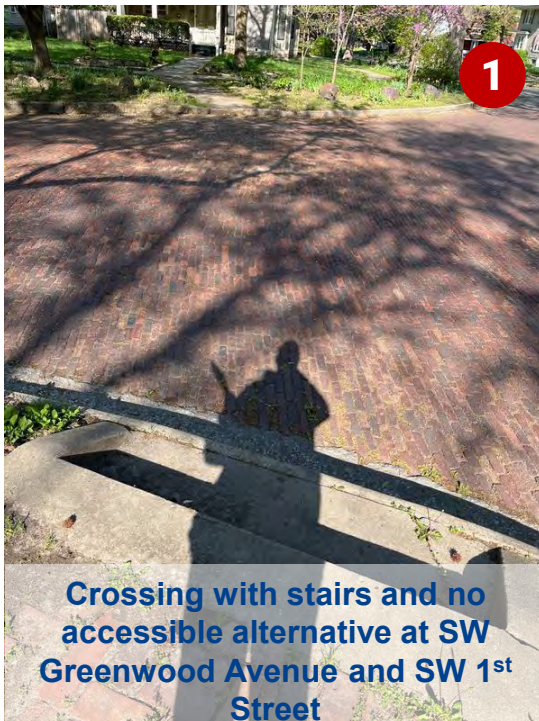
\*Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)





# Safety and Mobility- Spot Issues and Recommendations

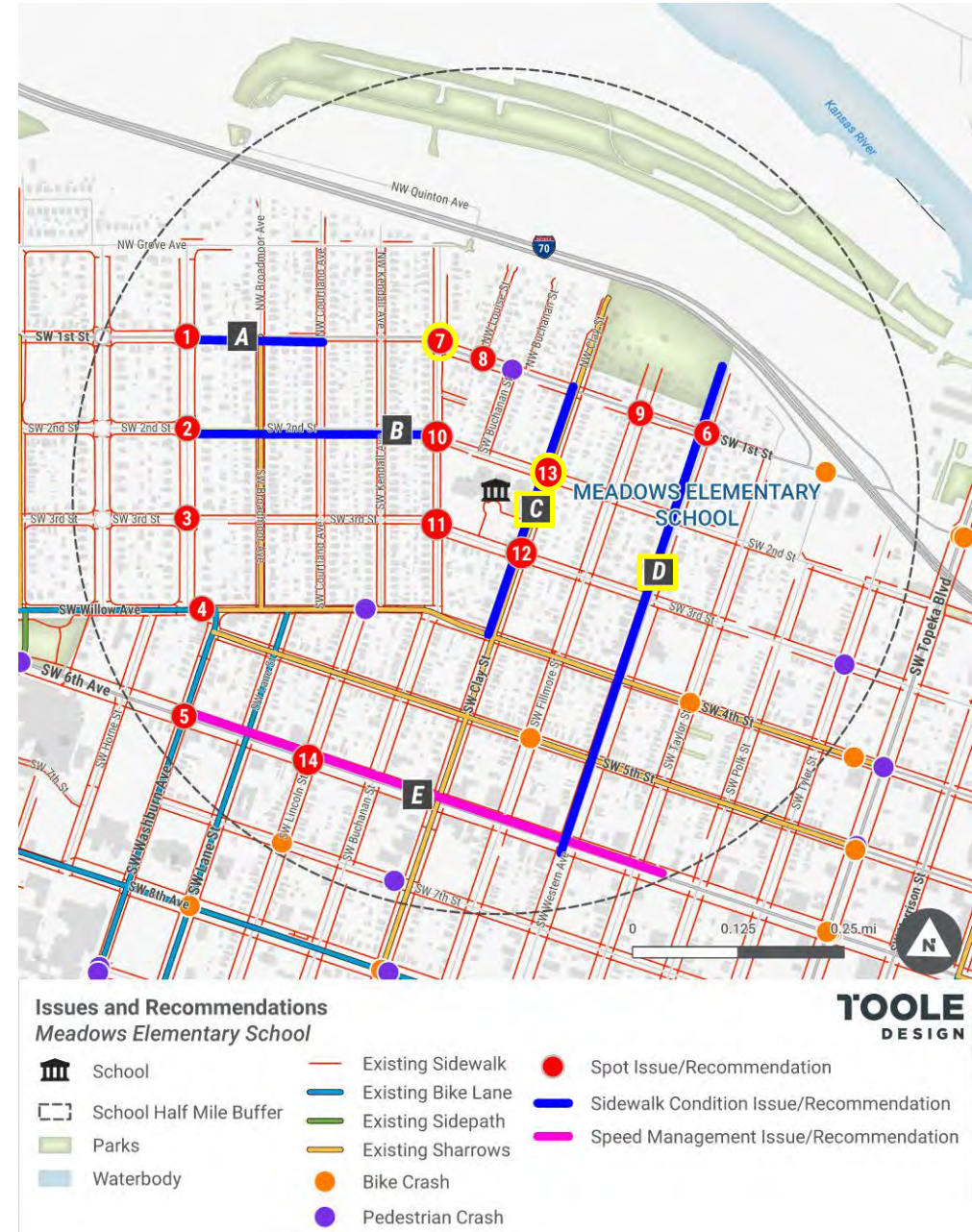




# Priority Infrastructure Recommendations

Map ID	Location	Issue	Segment Recommendation	Cost*
C	SW Clay Street from SW 1st Street to SW 4th Street	Sidewalk obstructed, cracked and narrow	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.	\$129,600
D	SW Western Avenue from SW 1st Street to SW 6th Avenue	Sidewalk obstructed, cracked and narrow	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.	\$216,320
Map ID	Location	Issue	Spot Recommendation	Cost*
7	NW Quinton Ave and SW 1st St	Large curb radii and concern about turning car movements	During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps.	\$36,000
13	SW Clay St and SW 2nd St	Crossing markings faded and crossing pavement in poor conditions	Repave Install ADA compliant curb ramps. Refresh crosswalk markings	\$85,200

\*Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.





# Quincy Elementary





# Location and Background

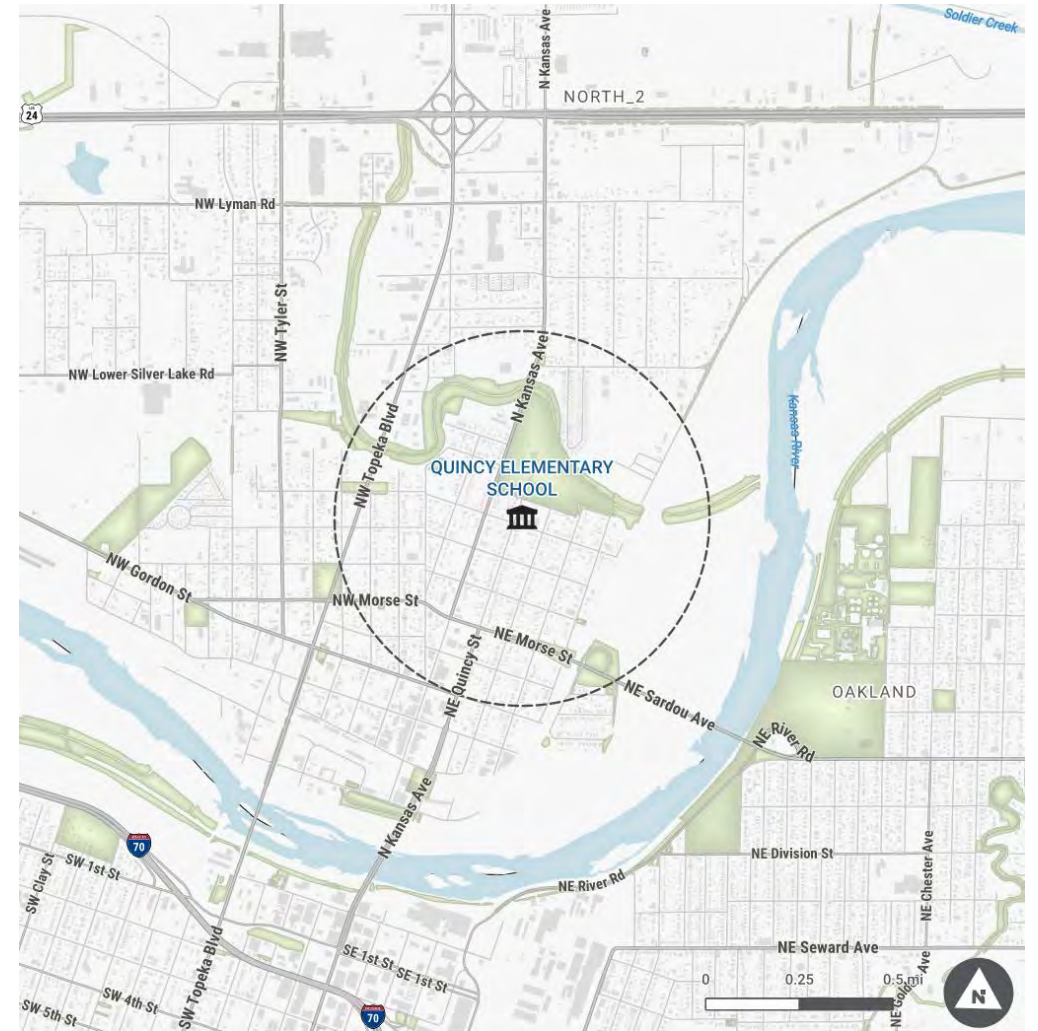
Quincy Elementary School is located between NE Quincy Street and NE Monroe Street north of NW Paramore Street in a residential neighborhood, surrounded mostly by single-family housing. Garfield Park is directly north of the school campus.

Quincy Elementary recently underwent a round of Safe Routes to School improvements.

160 Students in Spring 2023



DESIGN



Overview Map  
Quincy Elementary School

-  School
-  School Half Mile Buffer
-  Parks
-  Waterbody

**TOOLE**  
DESIGN

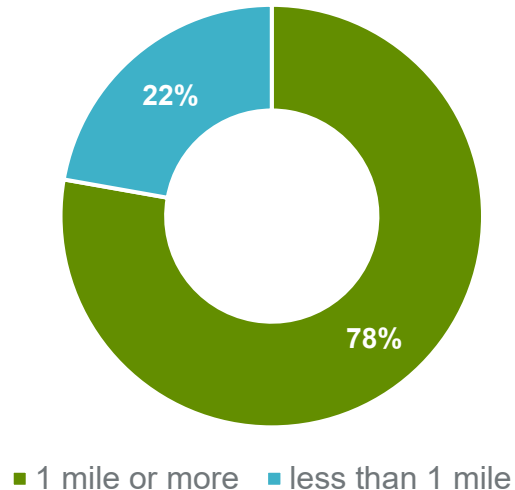


# Caregiver Survey Results

The response rate from the Spring 2023 parent survey at Quincy Elementary was very low. **Only 9 responses were received from parents and caregivers of approximately 160 students.**

## STUDENT DISTANCE FROM SCHOOL

*As reported in 2023 Parent Survey (n=9)*



Distance	Percentage of Students
1 ½ miles or more	56%
1 mile up to 1 ½ miles	22%
½ mile up to 1 mile	0%
¼ mile up to ½ mile	0%
Less than ¼ mile	22%

*As reported in 2023 Parent Survey (n=9)*

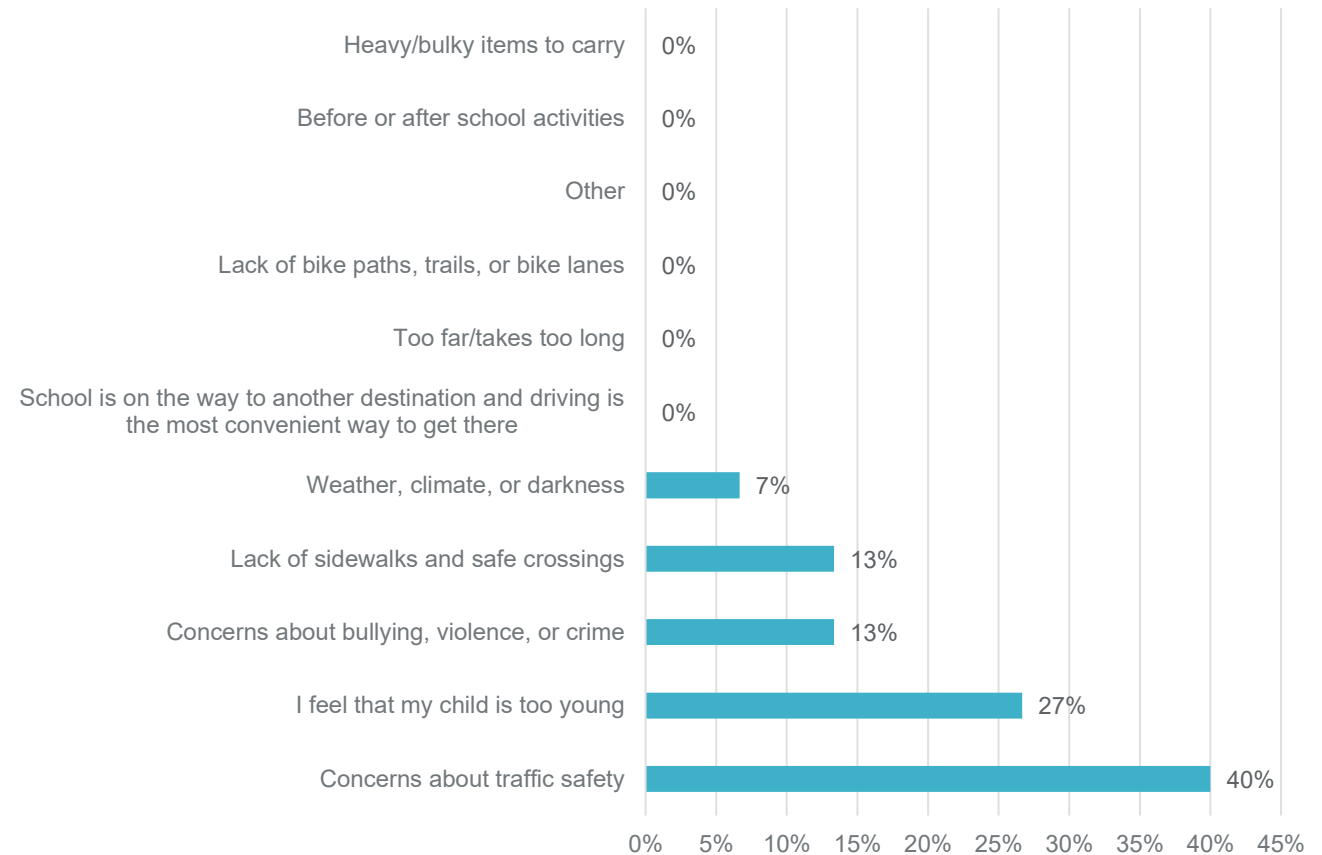
# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Concern about traffic safety (40%)
- Child is too young (27%)
- Concern about bullying, violence, or crime (13%)
- Lack of pedestrian infrastructure (13%)

**NOTE: Only 9 responses were received from parents and caregivers of approximately 160 students.**

## Reasons Caregivers Don't Allow Children to Walk/Bike to School



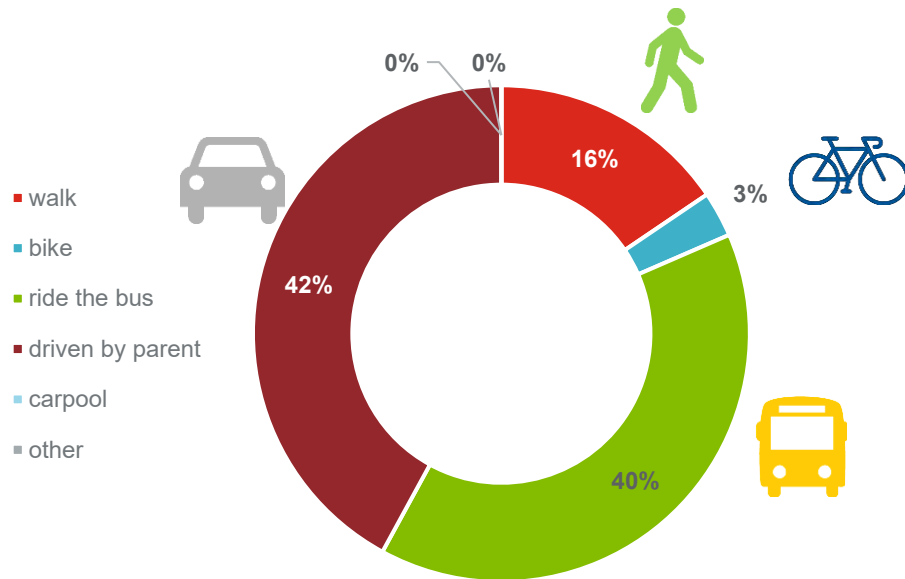


# Student Travel Tallies

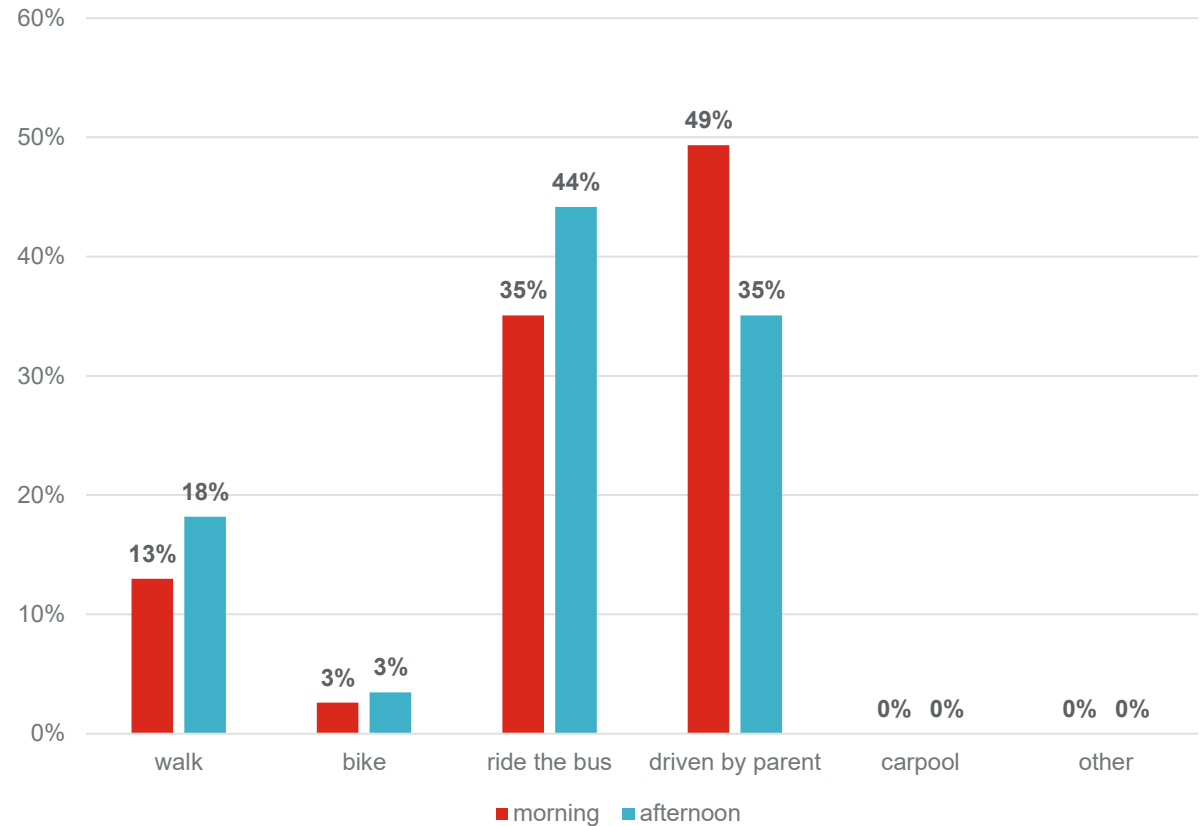
Teachers conducted one day student travel tallies in Spring 2023.

## Student Travel Modes

Average of "to school" and "from school" modes as reported in 2023 Student Travel Tallies.



## Morning and Afternoon Travel Mode Comparison



# Arrival/Dismissal Observations

## Arrival Times

- School starts at 8:40 AM, with most students arriving between 8:00 and 8:40 AM.
- School dismisses at 3:40 PM, with most students picked up by 4:00 PM.

## Adult Crossing Guard/Staff Role

- There are staff members positioned at the school front doors
- The staff was not observed having interaction with the drop-off line.

## Walkers

- All students walking traveled along NE Paramore Street towards N Kansas Avenue and down NE Paramore Street to NE Monroe Street.
- Potential driver/walker conflicts at NE Paramore Street and NE Quincy Street intersection.

## Bicyclists

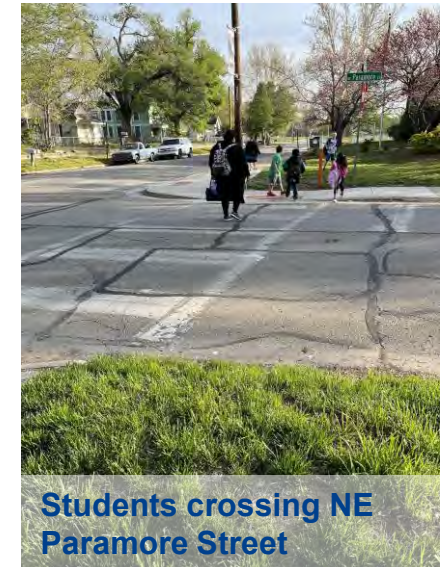
- Bicyclists access the school from NE Paramore Street and NE Quincy Street.
- Bicyclists leave their bikes at the front entrance rather than the racks provided on the east side of the school.
- The school bike racks are located behind an unlocked fenced-in area on NE Paramore Street.

## Bus Lane

- The loading/unloading zone is at the front door near the NE Quincy Street and NE Paramore Street intersection.
- Vehicles also drop off along NE Quincy Street, causing some congestion between buses and other vehicles during peak arrival/dismissal time.



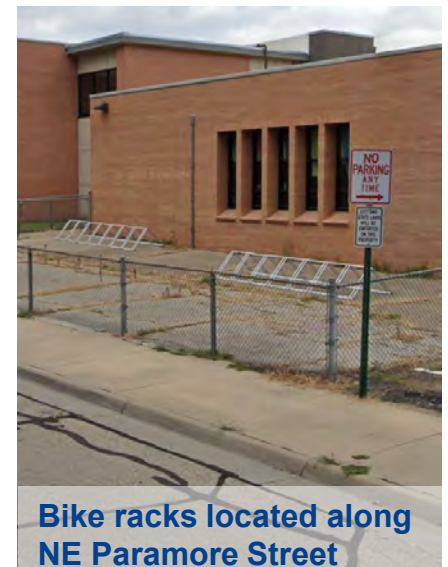
Ped/Bike signal on NW Topeka Boulevard



Students crossing NE Paramore Street



Crosswalk at NE Paramore Street and N Kansas Avenue



Bike racks located along NE Paramore Street



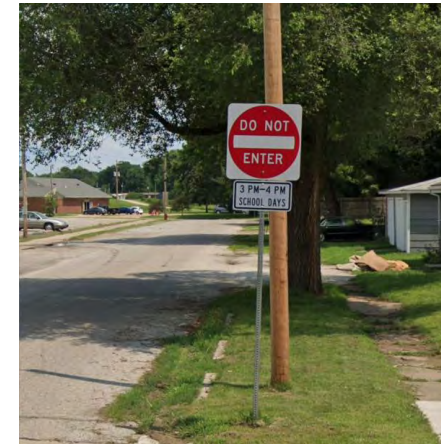
# Arrival/Dismissal Observations

## Family Vehicles

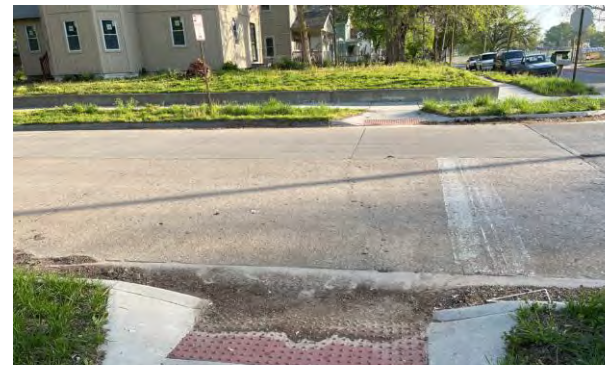
- The designated family vehicle drop-off/pick-up zone is along NE Paramore Street.
- There are multiple vehicles that park on NE Paramore Street causing conflicts and visibility issues during both arrival and dismissal.
- Some vehicles park and allow students to exit vehicles from the driver's side.
- At the back of the school on the corner of NE Paramore Street & NE Monroe Street, some drivers do not observe the 4-way stop.
- Vehicles observed speeding towards N Kansas Avenue.
- NE Monroe Street is a one-way during arrival and dismissal times. Vehicles observed disregarding this restriction.
- Parents park on neighborhood streets and along NE Quincy Street and NE Paramore Street to avoid getting in the drop-off/pick-up line.
- Some vehicles exited onto NE Paramore Street from an alleyway between NE Monroe Street and NE Madison Street, creating “near-miss” situations, with vehicles nearly colliding.



**Stop sign is placed far back from the intersection at NE Paramore Street and NE Monroe Street**



**Do not enter signage on NE Monroe Street**



**Ramp obstructed at NE Paramore Street and NE Quincy Street**



**Poor pavement conditions on NE Monroe Street**

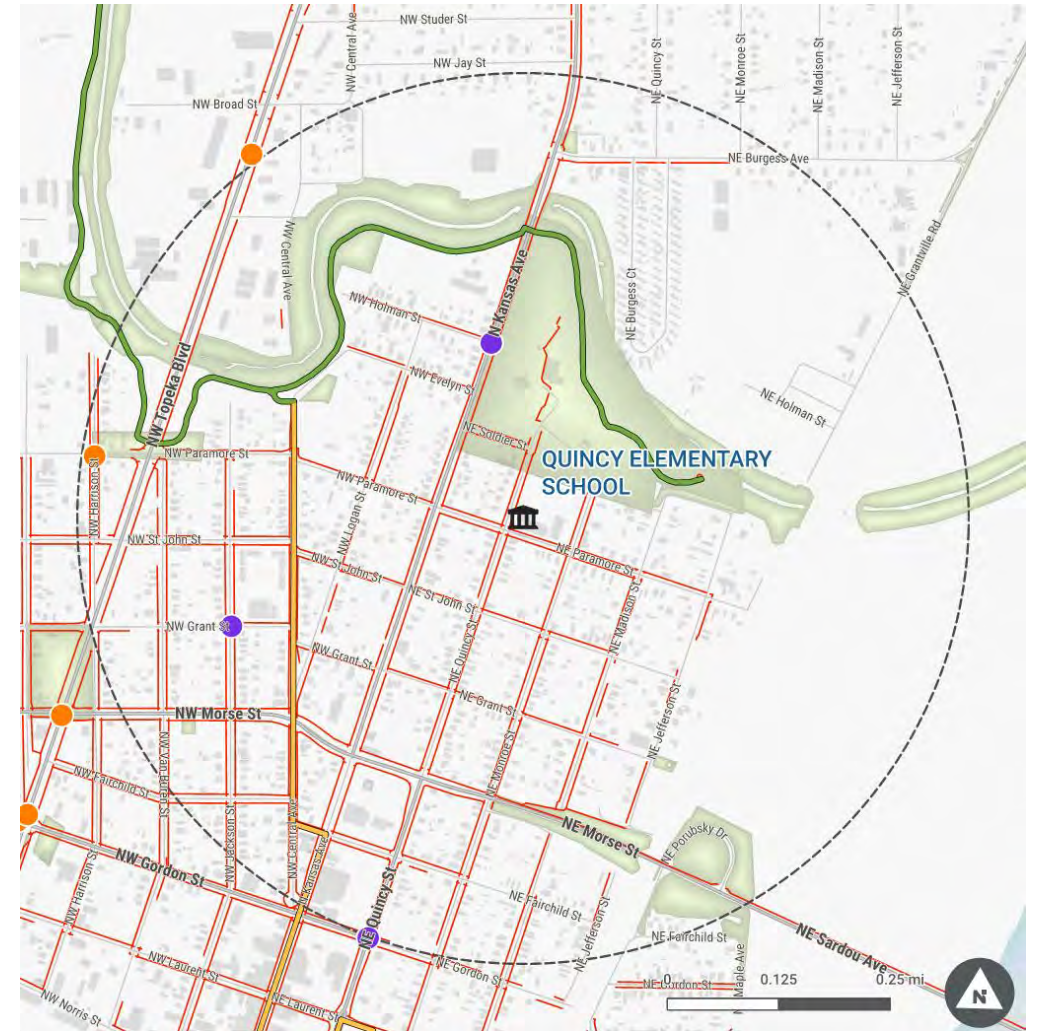
# Safety and Mobility Considerations

**Crashes** – There have been bicyclist and pedestrian crashes on the periphery of the study area on N Kansas Avenue, NW Topeka Boulevard, NW Grant Street, NE Quincy Street, and NW Harrison Street.

**Sidewalks** – Most streets to the south of the school have sidewalks on one or both sides of the street. Sidewalk coverage is less consistent to the east of the school, but due to Soldier Creek and the rail lines, very few of these streets are through streets. The sidewalks throughout the adjacent neighborhoods were often cracked, uplifted, or obstructed by vegetation.

**Crosswalks** – The most active intersections near the school are at NE Paramore Street and SE Quincy Street where the crosswalk markings are beginning to fade and at NE Monroe Street and NE Paramore Street which lacks crosswalk markings. Most of the neighborhood street intersections lacked marked crossings. There are higher visibility crossings along N Kansas Avenue.

**Curb Ramps** – Curb ramps at the intersections near the school meet typically do not meet ADA compliance. Often lacking contrasting color and detectable warning surfaces.



**Existing Conditions**  
Quincy Elementary School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Sidepath
- Existing Sharrows
- Bike Crash
- Pedestrian Crash





# Safety and Mobility Considerations

**Intersections** – Many of the intersections at neighborhood streets are lower traffic volumes and typically do not have crosswalk markings.

**Street Segments** – NE Paramore Street, NE Quincy Street, and NE Monroe Street are all low traffic volume and low speed streets. Some neighborhood streets to the east and south of the school have relatively narrow rights-of-way and lack sidewalks.

**Bicycle Facilities** – NW Central Avenue is a bikeway with sharrows markings. Sharrows also exist on N Kansas Avenue. There is a sidepath along NW Topeka Boulevard, which connects to the trail in Garfield Park. The school has two large bike racks along the south side of the school behind a locked fence; however, no bikes were observed there. The existing racks are not of the preferred style which may result in damage or theft.

**Signs and Pavement Markings** – Streets adjacent to the school are marked with 20 MPH School Zone Signage.

**Other Issues** – Some neighborhoods and streets around the study area do not feel pedestrian friendly. Streets also have minimal street lighting in some areas impacting walking and bicycling safety.



Streets east of the school do not have pedestrian facilities, and did not feel pedestrian friendly



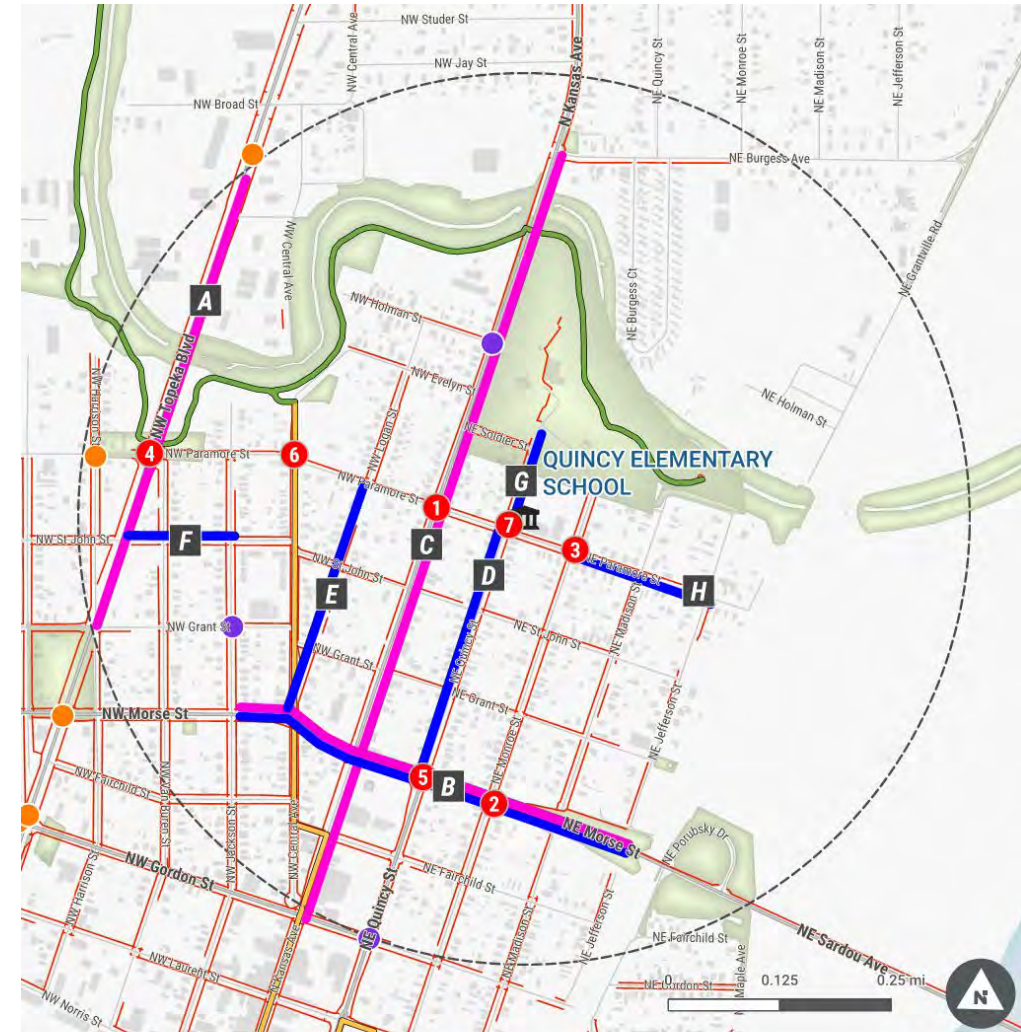
Typical intersection conditions in the adjacent neighborhoods. At NW Logan Street and NW Paramore Street

# Safety and Mobility- Segment Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
A	Topeka Blvd	High motor vehicle speed	Install traffic calming measures to reduce high motor vehicle speed.
B	NE Morse Street from Jackson Street to Monroe Street	Narrow sidewalks and wide ROW	Reconstruct sidewalks to provide a wider surface (5' or more).
C	Kansas Avenue from Burgess Avenue to Gordon Street	High motor vehicle speeds and wide ROW	Install traffic calming measures to reduce high motor vehicle speed.
D	Quincy Street from Paramore Street to Morse Street	Sidewalk obstructed, cracked and missing	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
E	Logan Street from Paramore Street to Morse Street	Missing sidewalks and non-ADA compliant curb ramps	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
F	John Street from Topeka Blvd to Jackson Street	Sidewalks in poor condition	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
G	Quincy Street	Sidewalk with too much cross slope and cracked	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
H	Paramore Street	Sidewalk cracked, narrow and uplifted	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)

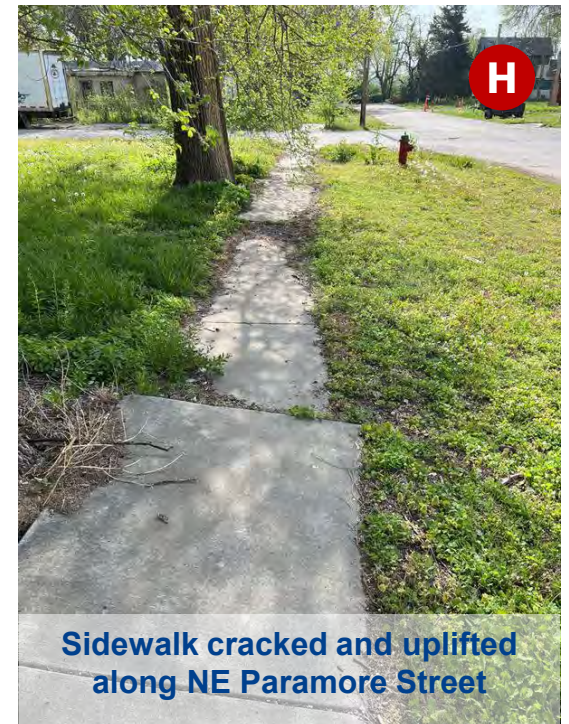
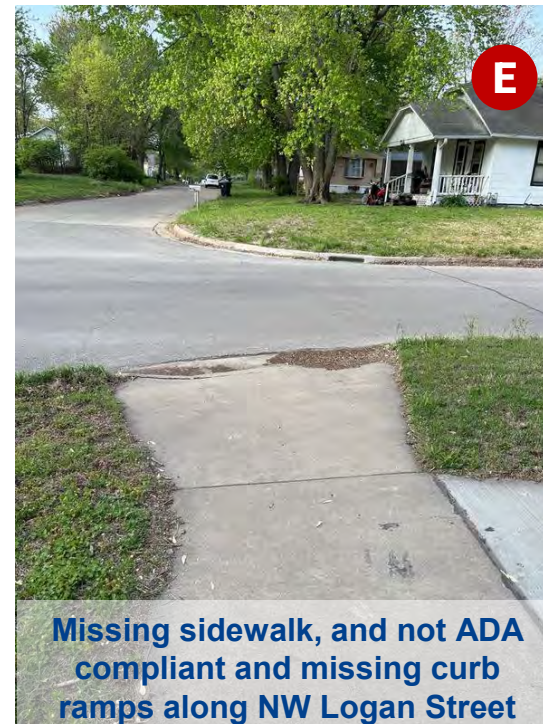
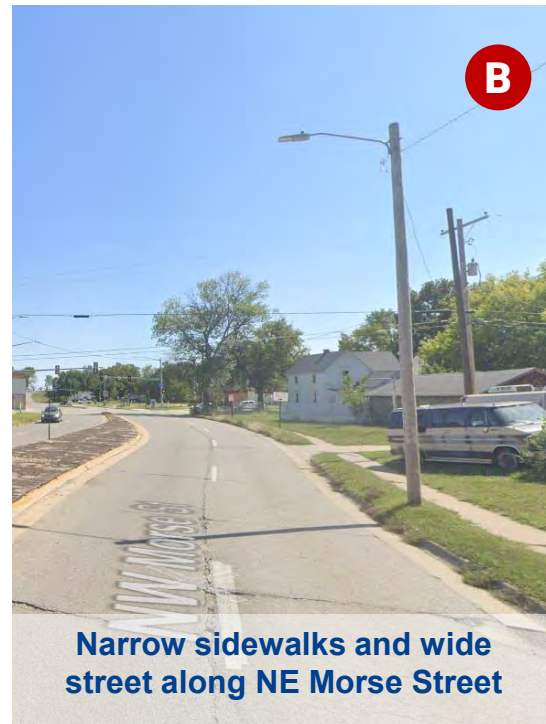
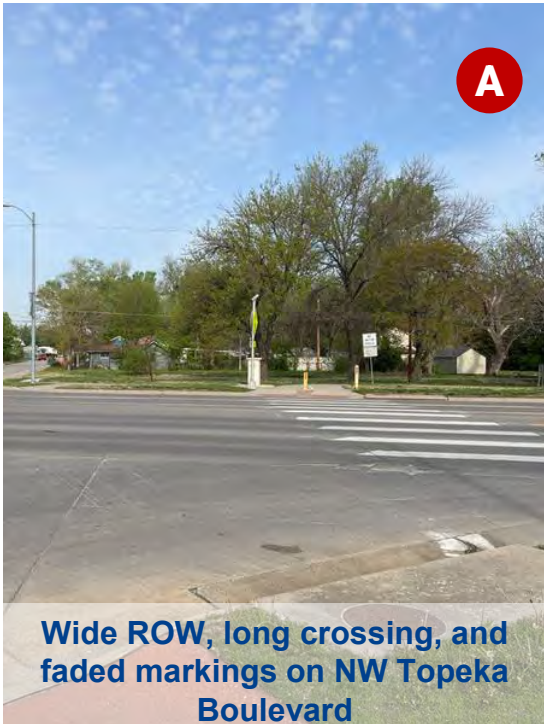


Issues and Recommendations  
Quincy Elementary School





# Safety and Mobility- Segment Issues and Recommendations



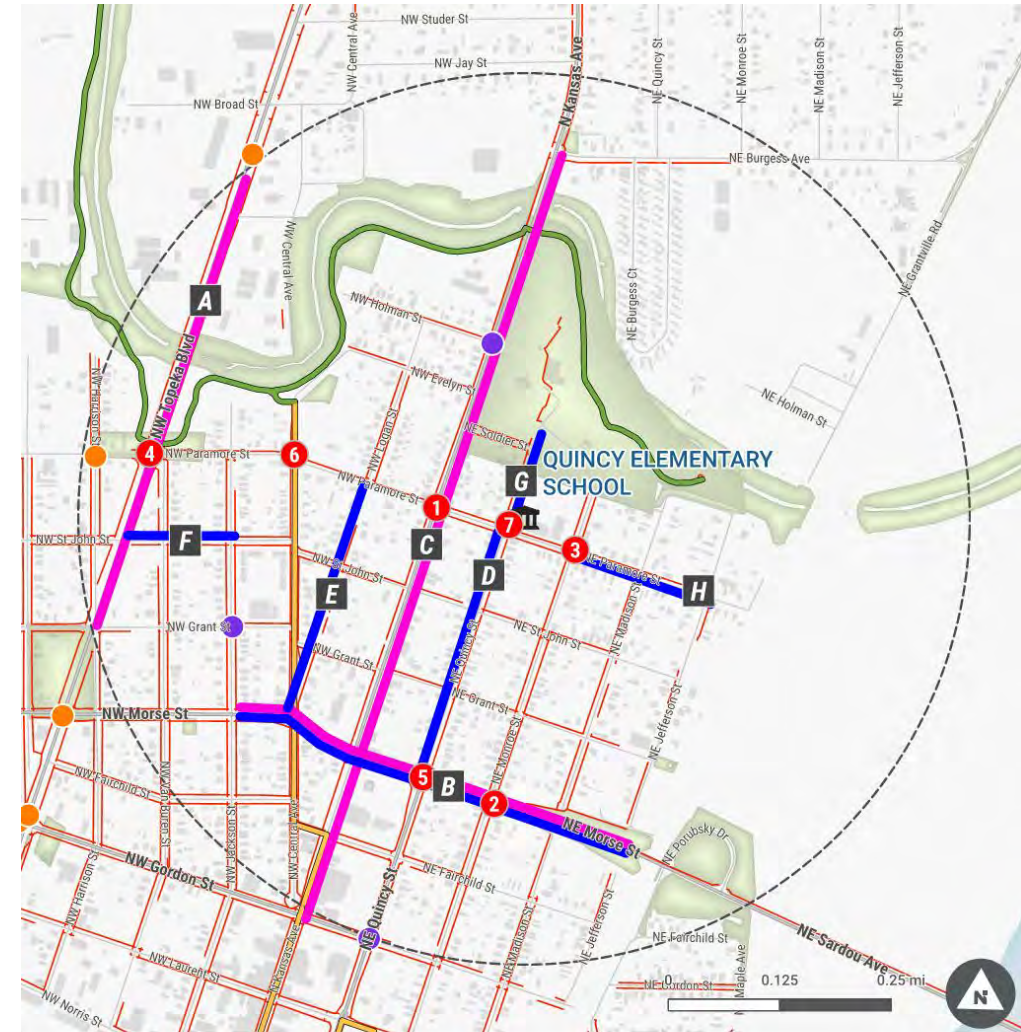


# Safety and Mobility- Spot Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	N Kansas Ave and NW Paramore St	Crosswalk markings faded and diagonal ramps	Refresh crosswalk markings
2	NE Morse St and Monroe St	Missing crossing markings and ADA compliant curb ramps	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps. Install traffic calming measures to reduce high motor vehicle speed.
3	NE Monroe St and NE Paramore St	Missing crosswalk markings and ADA compliant curb ramps	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
4	NW Topeka Blvd and NW Paramore St	Complex intersection with long crossings, wide curb radii, in sufficient curb ramps, motor vehicle speeds and volumes.	Consider redesign of intersection to improve pedestrian and bicyclist safety. Add high-visibility crosswalk markings at the intersection. During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps. Adjust the actuated pedestrian crossing time to allow for sufficient crossing time.
5	NE Morse St and NE Quincy St	Crossing markings faded and pedestrian signal is not on auto recall	Refresh crosswalk markings Adjust pedestrian signal timing
6	NW Paramore St and NW Central Ave	Misaligned intersection and missing crosswalk markings	Reconfigure intersection to increase safety for all users. Consider interim treatments such as stop bars and crosswalk markings.
7	NE Paramore St and NE Quincy St	Faded crosswalk markings	Refresh crosswalk markings

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)

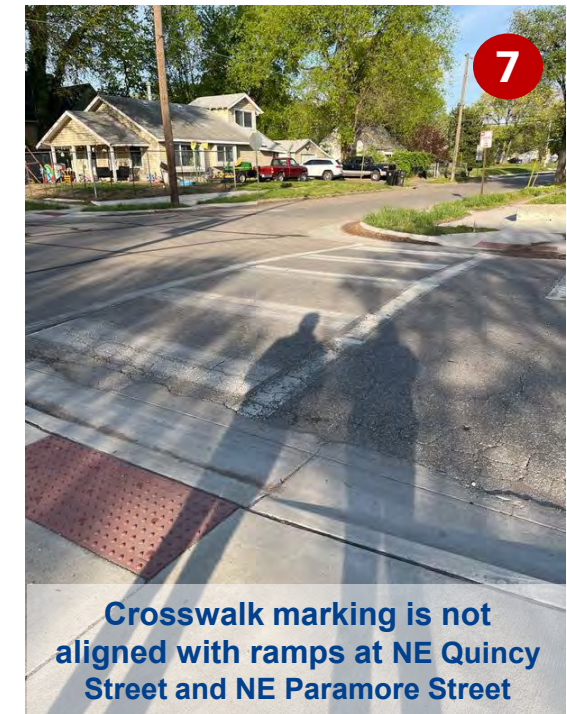
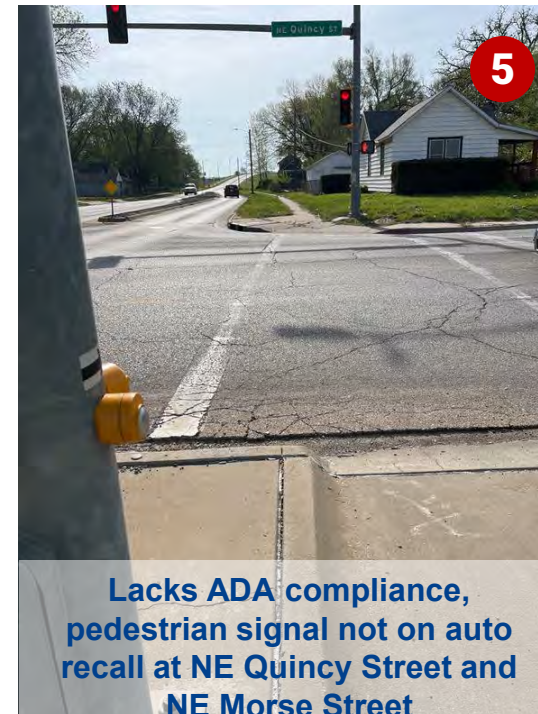
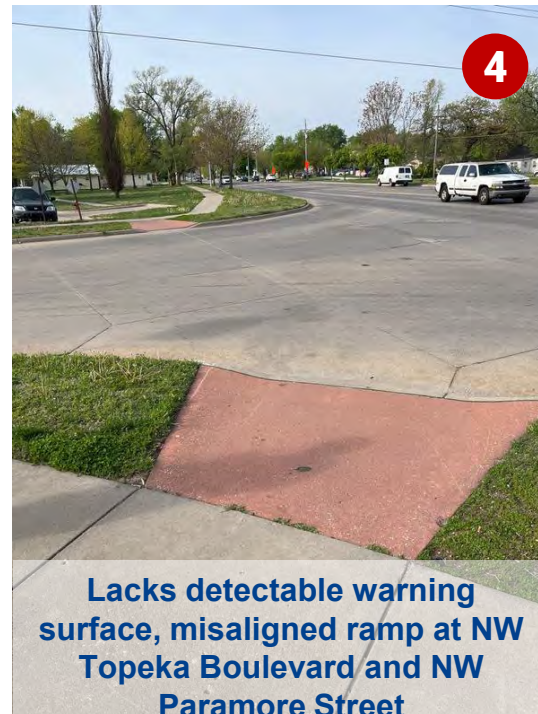


Issues and Recommendations  
Quincy Elementary School

- School
- Existing Sidewalk
- Spot Issue/Recommendation
- School Half Mile Buffer
- Existing Sidepath
- Sidewalk Condition Issue/Recommendation
- Existing Sharrows
- Parks
- Bike Crash
- Speed Management Issue/Recommendation
- Waterbody
- Pedestrian Crash



# Safety and Mobility- Spot Issues and Recommendations

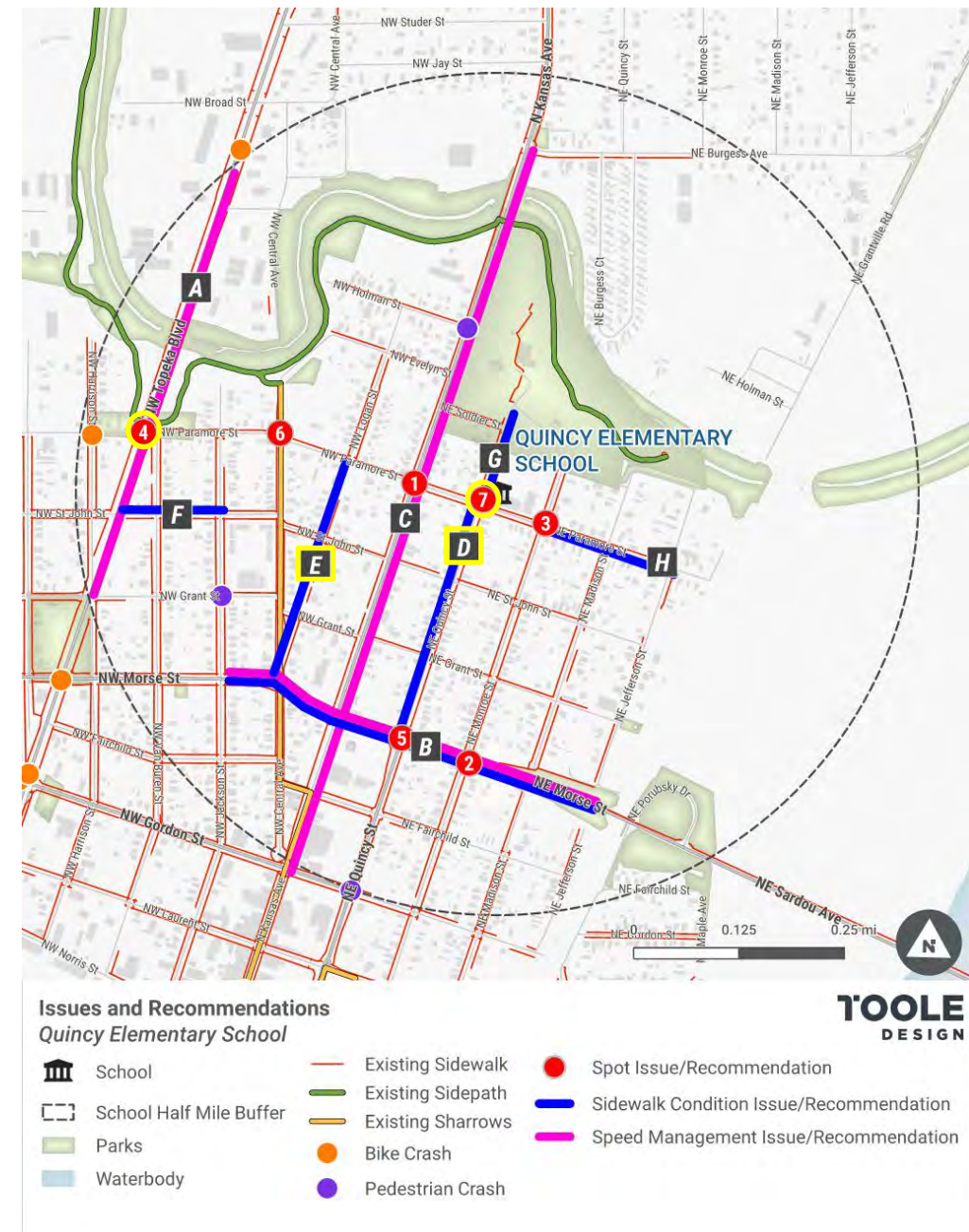




# Priority Infrastructure Recommendations

Map ID	Location	Issue	Segment Recommendation	Cost*
D	Quincy Street from Paramore Street to Morse Street	Sidewalk obstructed, cracked and missing	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.	\$121,200
E	Logan Street from Paramore Street to Morse Street	Missing sidewalks and non-ADA compliant curb ramps	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.	\$57,600
Map ID	Location	Issue	Spot Recommendation	Cost*
4	NW Topeka Blvd and NW Paramore St	Complex intersection with long crossings, wide curb radii, in sufficient curb ramps, motor vehicle speeds and volumes.	Consider redesign of intersection to improve pedestrian and bicyclist safety. Add high-visibility crosswalk markings at the intersection. During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps. Adjust the actuated pedestrian crossing time to allow for sufficient crossing time.	\$57,200
7	NE Paramore St and NE Quincy St	Faded crosswalk markings	Refresh crosswalk markings	\$3,200

\*Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.





# Randolph Elementary

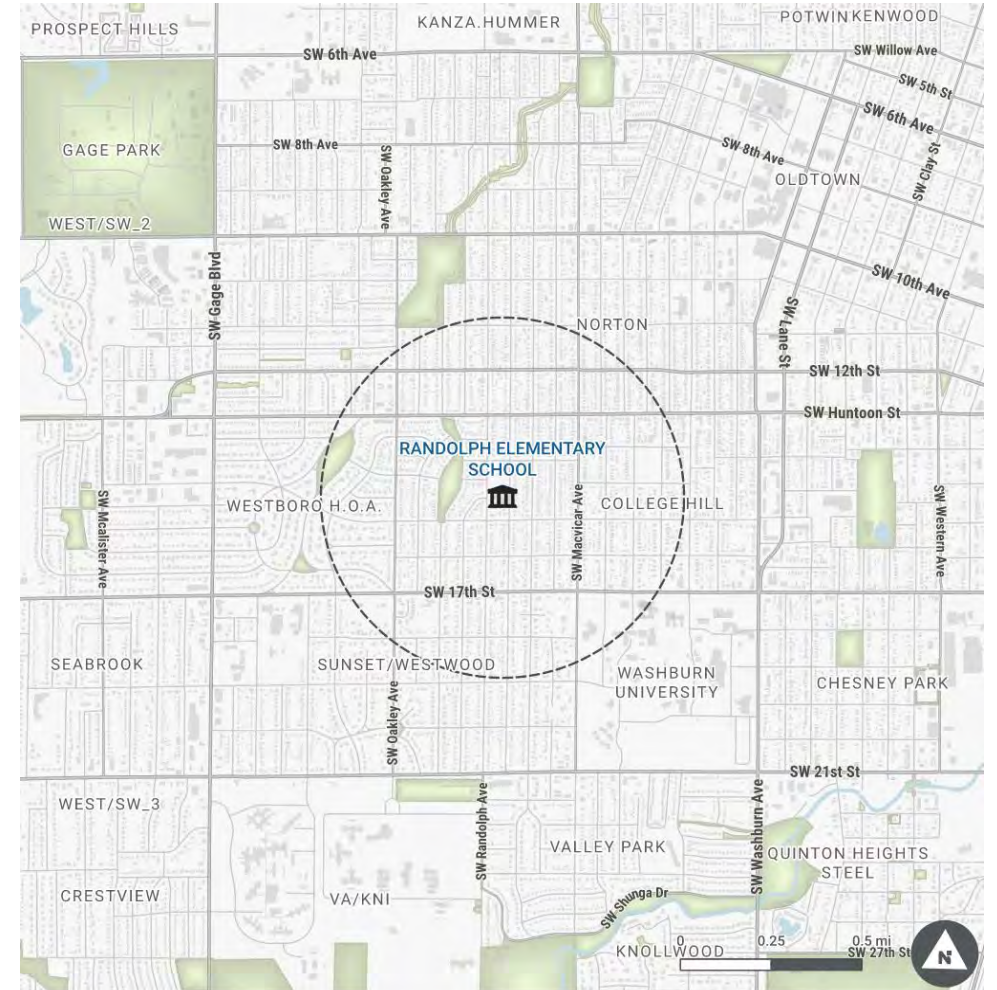




# Location and Background

Randolph Elementary School is located between SW Randolph and SW Medford Avenues between 13<sup>th</sup> and 15<sup>th</sup> Streets in a residential neighborhood, surrounded mostly by single-family housing.

365 Students in Spring 2023



Overview Map  
Randolph Elementary School

-  School
-  School Half Mile Buffer
-  Parks
-  Waterbody



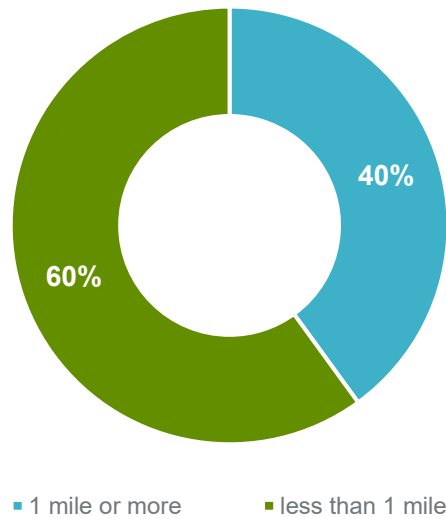


# Caregiver Survey Results

The response rate from the Spring 2023 parent survey at Randolph Elementary was very low. **Only 5 responses were received from parents and caregivers of approximately 365 students.**

## STUDENT DISTANCE FROM SCHOOL

*As reported in 2023 Parent Survey (n=5)*



Distance	Percentage of Students
1 ½ miles or more	20%
1 mile up to 1 ½ miles	20%
½ mile up to 1 mile	0%
¼ mile up to ½ mile	20%
Less than ¼ mile	40%

*As reported in 2023 Parent Survey (n=5)*

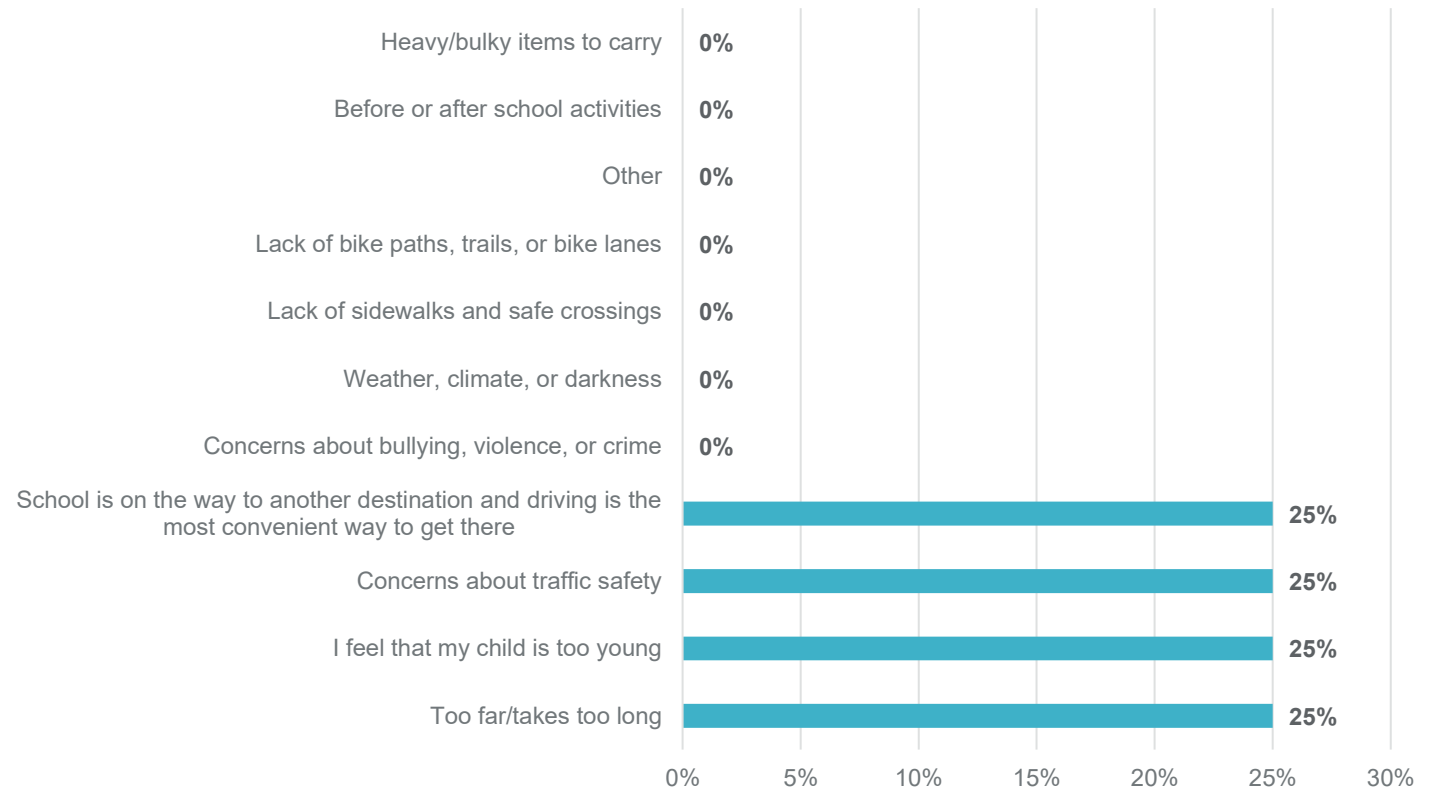
# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Distance (25%)
- Child is too young (25%)
- Concern about traffic safety (25%)
- On the way to another destination (25%)

**NOTE: Only 5 responses were received from parents and caregivers of approximately 365 students.**

## Reasons Caregivers Don't Allow Children to Walk/Bike to School



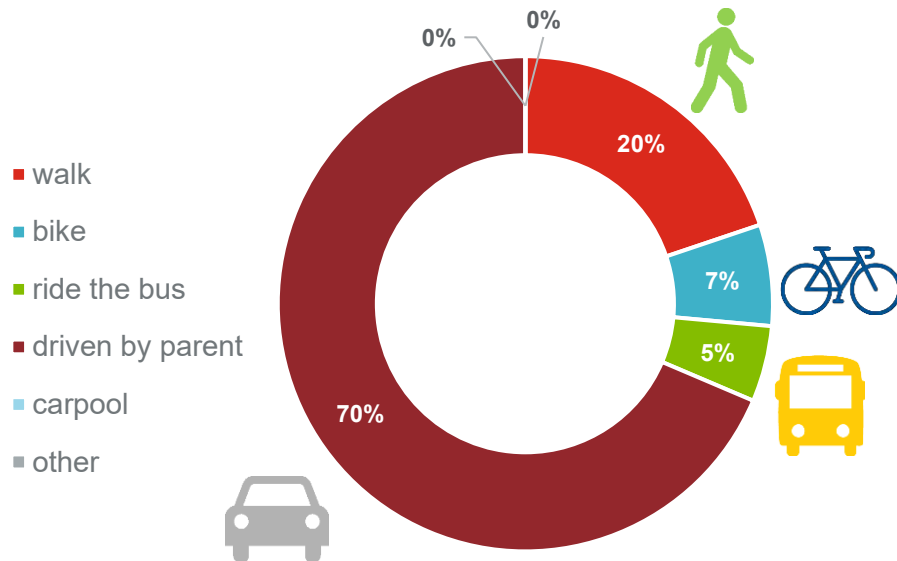


# Student Travel Tallies

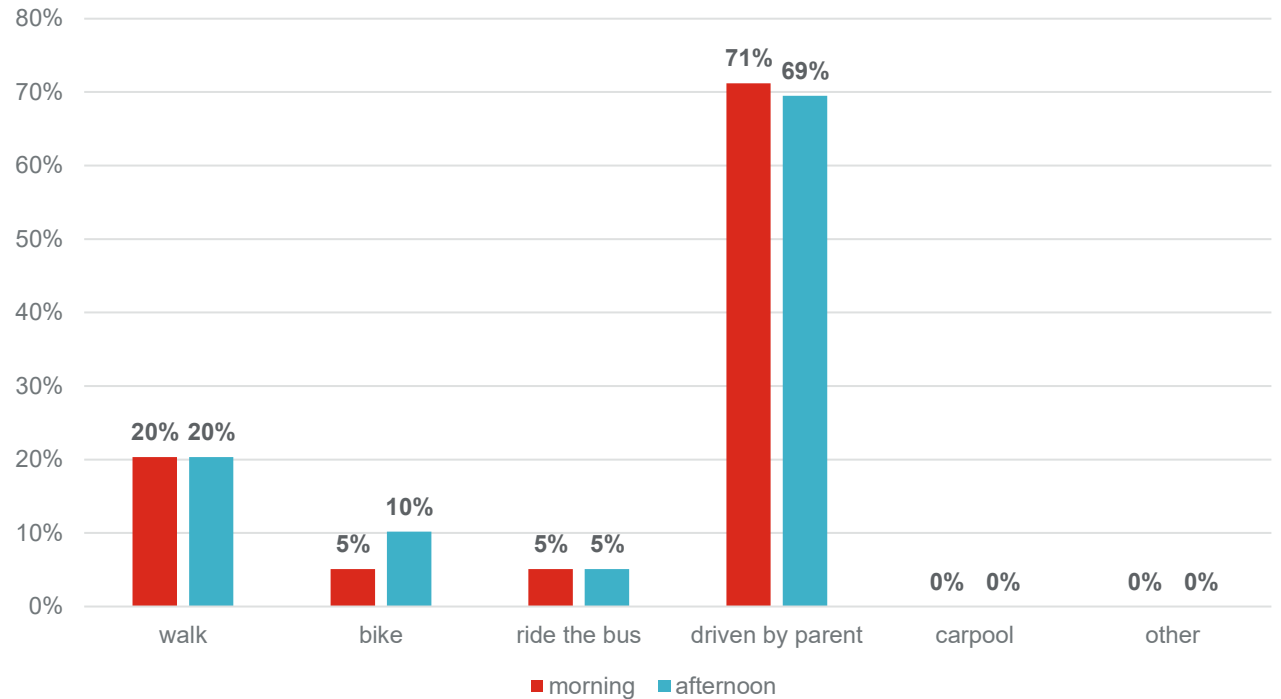
Teachers conducted one day student travel tallies in Spring 2023.

## Student Travel Modes

Average of "to school" and "from school" modes as reported in 2023 Student Travel Tallies.



## Morning and Afternoon Travel Mode Comparison



# Arrival/Dismissal Observations

## Arrival Times

- School starts at 8:40 AM, with most students arriving between 8:10 and 8:30 AM.
- School dismissal is at 3:40 PM, with most students gone by 4:00 PM

## Adult Crossing Guard/Staff Role

- Inconsistent crossing guard presence at 13<sup>th</sup> and Medford.
- School staff serve as crossing guards and help students unload/load into cars and buses.

## Walkers

- Most walkers enter school on SW 13<sup>th</sup> Street.

## Bicyclists

- Students biking use the shared lane on SW Randolph Avenue.
- A bike train program led by parent volunteers had about 20 students participate last year.

## Bus Lane

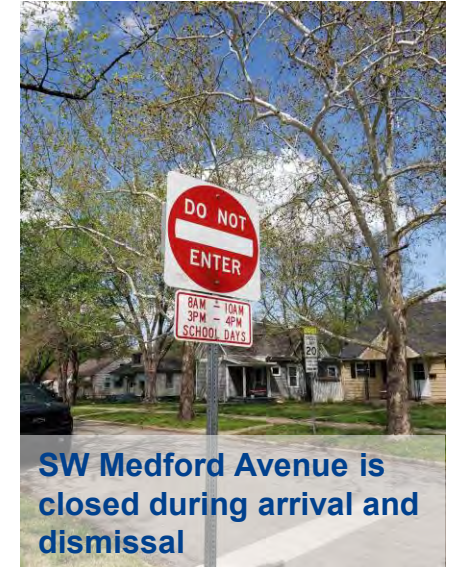
- Three buses drop-off and pick-up on Randolph Avenue.
- Some vehicles park and block buses.

## Family Vehicles

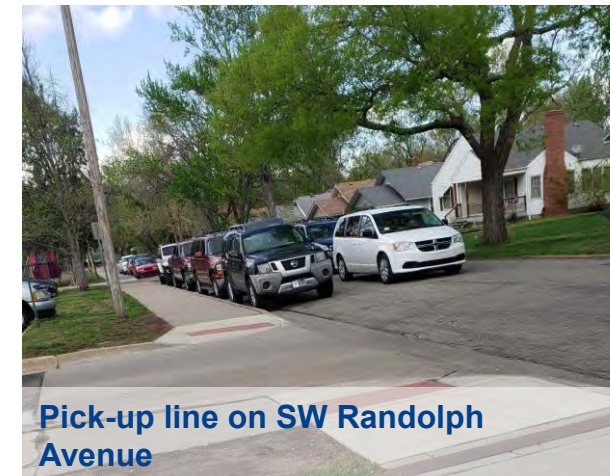
- The designated parent drop-off and pick-up zone is along SW Medford Avenue.
- During specific hours, SW Medford Avenue becomes a one way for arrival/dismissal purposes
- Some students exit vehicles from the driver's side
- Thru traffic drives parallel to queued cars and vehicles pass unloading vehicles
- Vehicles drop-off or park on 13<sup>th</sup>, 15<sup>th</sup>, and Randolph for drop-offs/pick-ups sometimes blocking buses and creating some sight distance issues



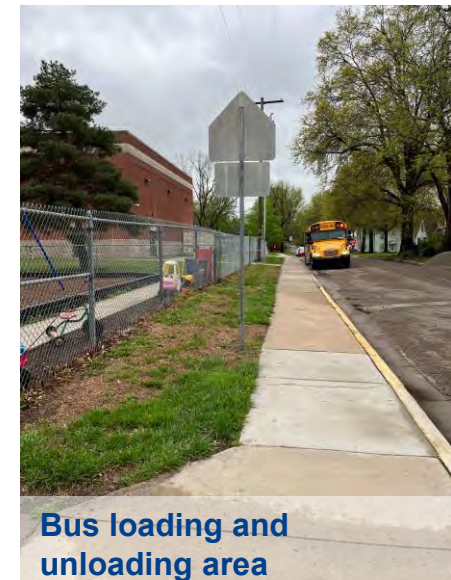
SW Medford Avenue is closed during arrival and dismissal



SW Medford Avenue is closed during arrival and dismissal



Pick-up line on SW Randolph Avenue



Bus loading and unloading area



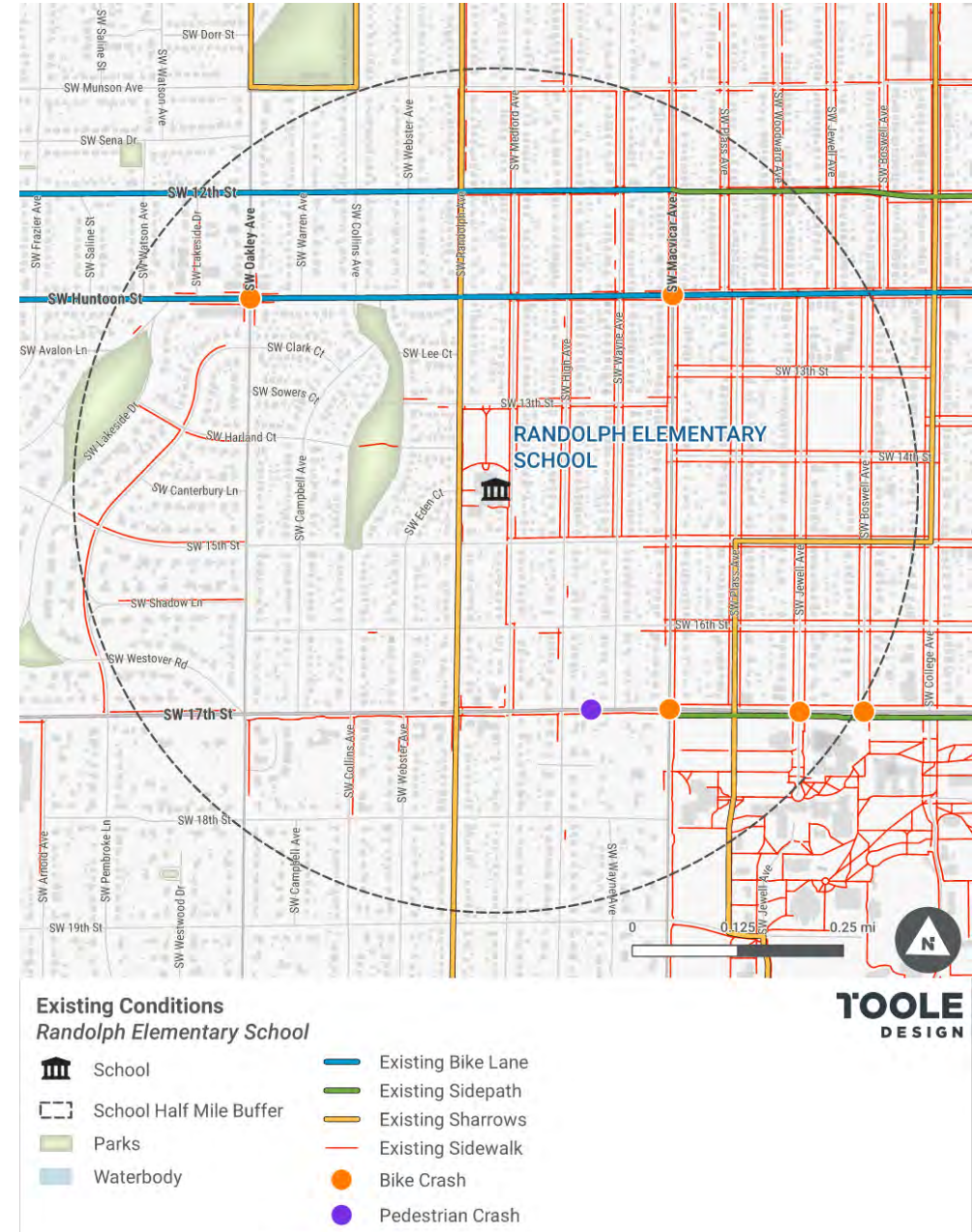
# Safety and Mobility- Network Summary

**Crashes:** Pedestrian and Bicycle crashes have occurred along SW Huntoon Street and SW 17<sup>th</sup> Street.

**Sidewalks:** Most streets to the northeast of the school have sidewalks on one or both sides. Sidewalk coverage is less consistent to the west and south of the school with many gaps throughout the neighborhood as shown in the map at right.

Key locations immediately adjacent to or in front of the school the school are missing sidewalks on one or both sides of the street including segments of SW Medford Avenue, SW Randolph Avenue, 13<sup>th</sup> Street and 15<sup>th</sup> Street.

**Crosswalks:** There are many marked crossings throughout the neighborhood including along SW Medford Ave at SW 13<sup>th</sup> Street and SW 15<sup>th</sup> Street and along SW Randolph Avenue, Eden Court and Harland Court. SW Randolph Ave and SW 13<sup>th</sup> Street lack crosswalk markings. Markings are a mix of high-visibility continental markings and standard parallel lines.





# Safety and Mobility- Network Summary

**Curb ramps** – Curb ramps are present at most intersections. Not all ramps align with crosswalks.

**Intersections** – Intersections surrounding the school campus are low speed and low traffic volume roadways. There are a few signal-controlled intersections in the ½ mile radius of the school, with the highest concentration being along SW 17th St near the Washburn University Campus.

**Street Segment** – The streets immediately adjacent to the school, SW Randolph Avenue, SW Medford Avenue, 13<sup>th</sup> Street, and 15<sup>th</sup> Street are relatively low speed, low volume roadways. Higher volumes and speeds occur on Oakley, Huntoon, and 17<sup>th</sup>.

**Bicycle Facilities** – SW Randolph Avenue is a designated bikeway with sharrow markings. The observation team witnessed students biking on SW Randolph Ave and SW 13th Street.

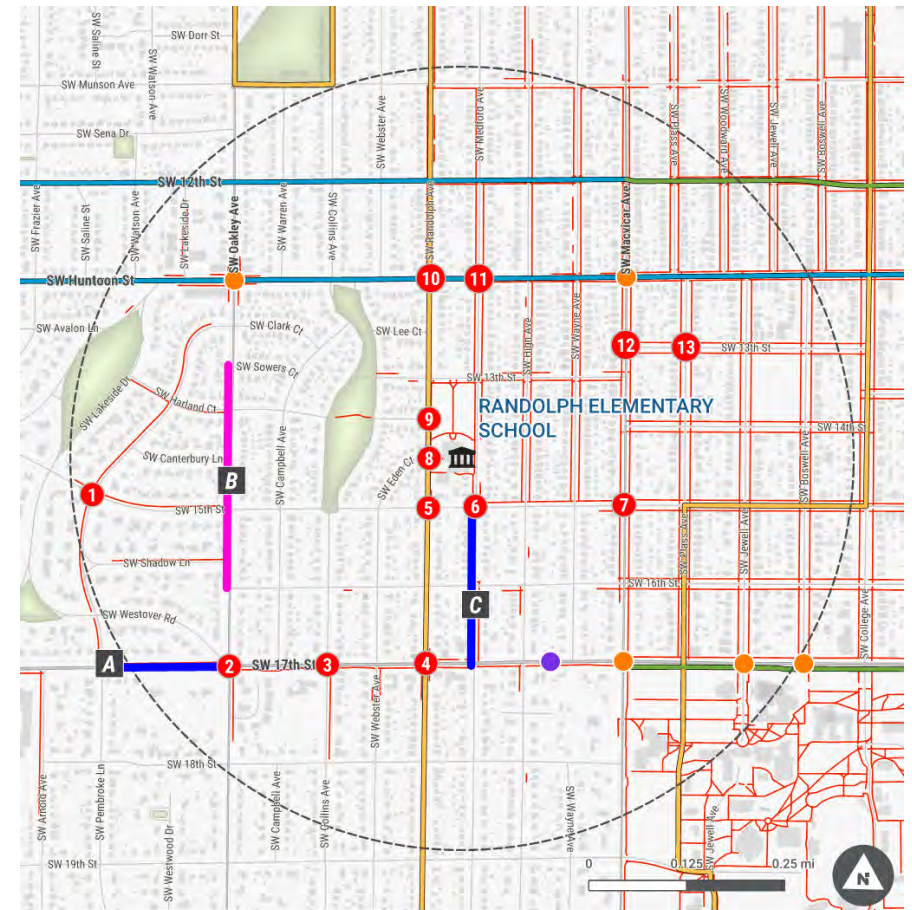
**Signs and Pavement Markings** – Streets adjacent to the school are marked with 20 MPH School Zone Signage. Most neighborhood streets lack stop bars.





# Safety and Mobility- Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
A	SW 17th Street from SW Pembroke Ln to SW Oakley Avenue	Sidewalk obstructed, cracked	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
B	SW Oakley Avenue from SW Sowers Ct to SW 16th Street	High motor vehicle speeds, volumes, wide ROW	Install traffic calming measure to reduce high motor vehicle speed.
C	SW Medford Avenue from SW 15th Street to SW 17th Street	Sidewalk cracked, uplifted, gaps	Perform spot sidewalk maintenance



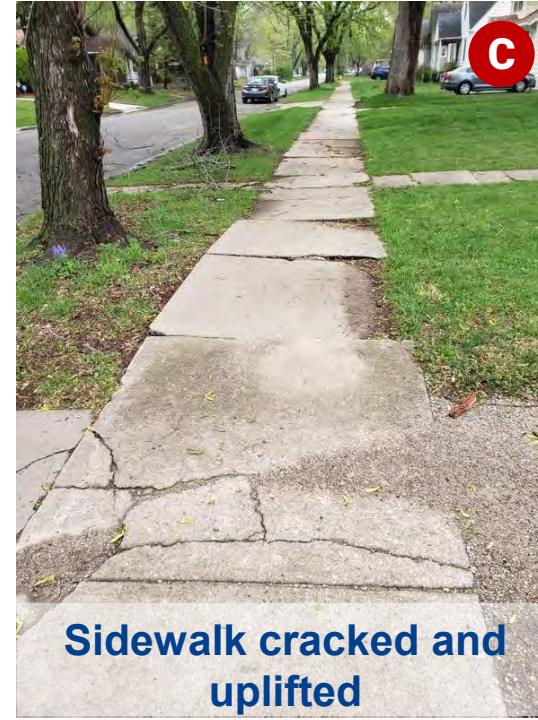
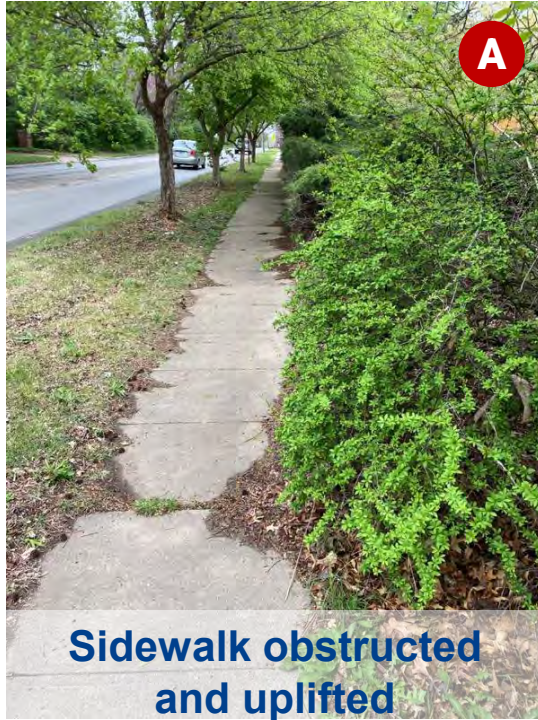
**Issues and Recommendations**  
Randolph Elementary School

	School		Existing Sidewalk		Spot Issue/Recommendation
	School Half Mile Buffer		Existing Bike Lane		Sidewalk Condition Issue/Recommendation
	Parks		Existing Sidepath		Speed Management Issue/Recommendation
	Waterbody		Existing Sharrows		Bike Crash
					Pedestrian Crash

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)

# Safety and Mobility- Issues and Recommendations



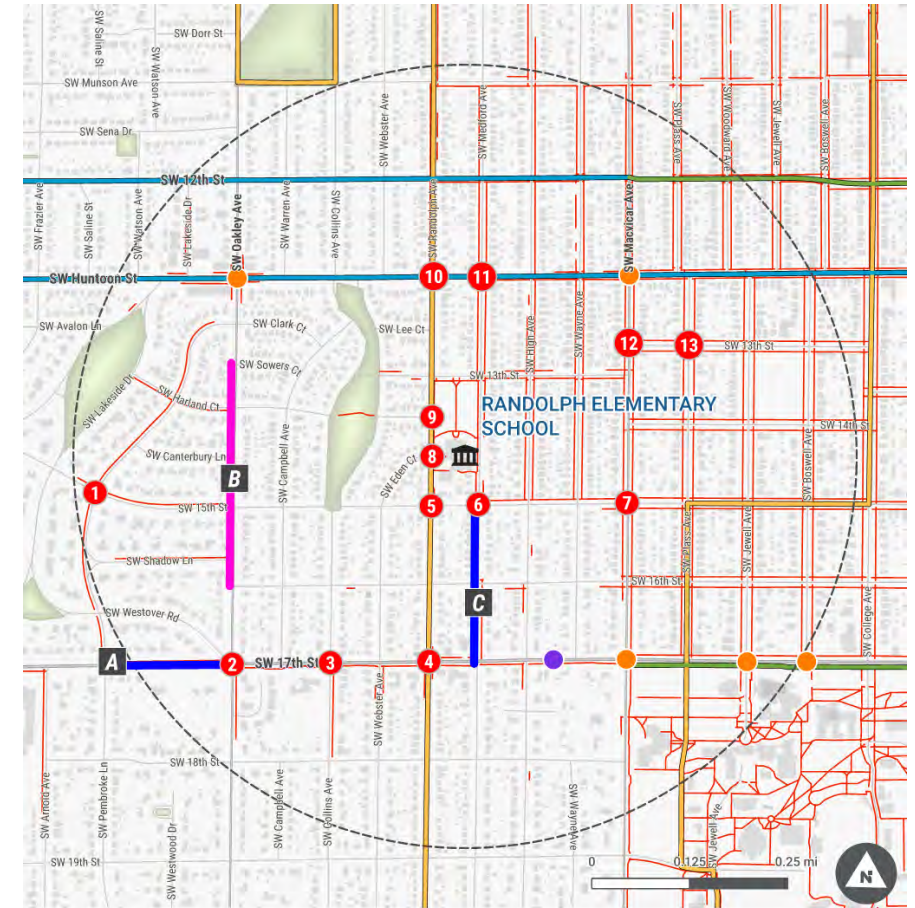


# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	SW Pembroke Ln and SW 15th St	Ramp too steep, ramp has insufficient level landing and missing crosswalk markings	Install ADA compliant curb ramps.
2	SW 17th St and SW Oakley Ave	Concern about motor vehicle yielding, turning, large curb radii, no crossing markings and missing ramps	During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps. Add high-visibility crosswalk markings
3	SW Collins Ave and SW 17th St	Missing crosswalk markings, curb ramp has insufficient landing and crosswalk pavement is in poor condition	Add high-visibility crosswalk markings at the intersection. During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps.
4	SW Randolph Ave and SW 17th St	Missing ADA compliant curb ramps	Install ADA compliant curb ramps
5	SW 15th St and SW Randolph Ave	Missing ADA compliant curb ramps and crosswalk markings faded	Install ADA compliant curb ramps. Refresh crosswalk markings
6	SW 15th St and SW Medford Ave	Crosswalk markings faded and ramps not ADA compliant	Install ADA compliant curb ramps. Refresh crosswalk markings

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the *KDOT Crosswalk Guide*.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



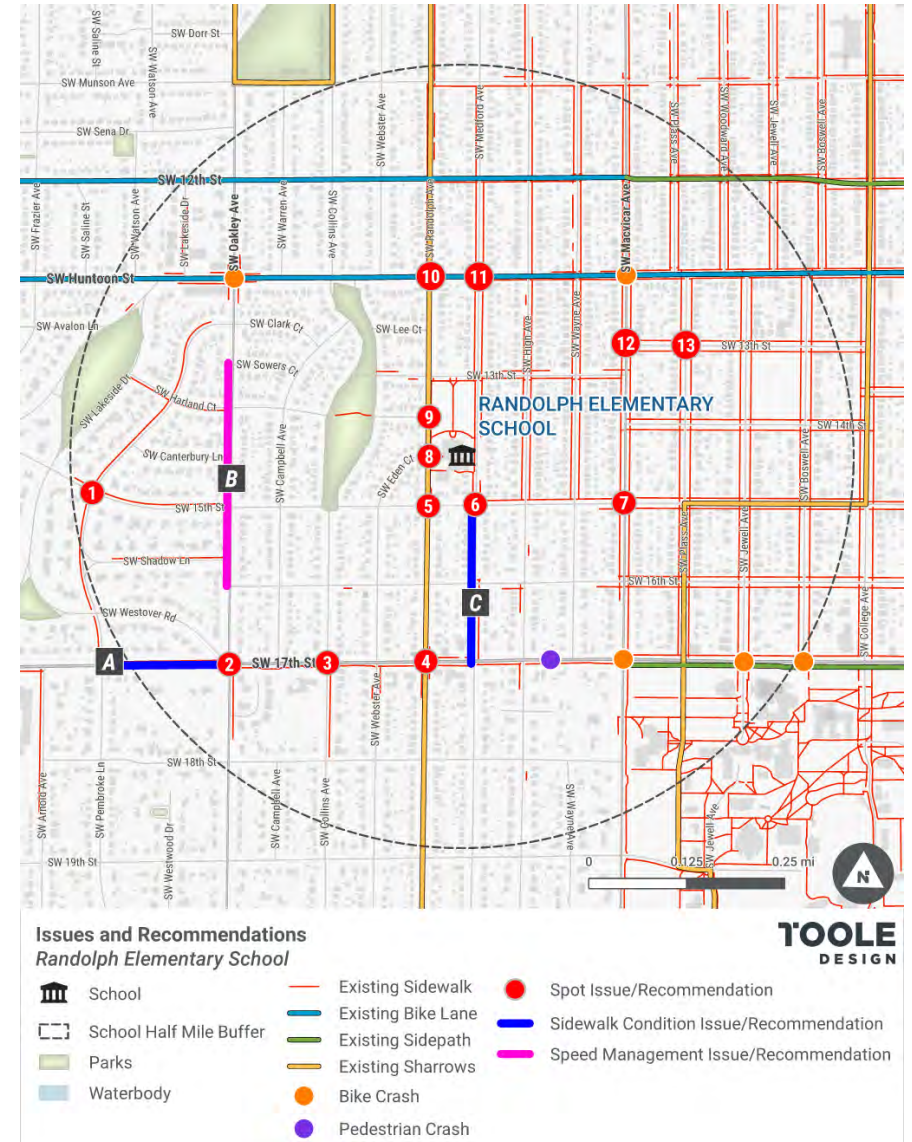
**Issues and Recommendations**  
Randolph Elementary School

	School		Existing Sidewalk		Spot Issue/Recommendation
	School Half Mile Buffer		Existing Bike Lane		Sidewalk Condition Issue/Recommendation
	Parks		Existing Sidepath		Speed Management Issue/Recommendation
	Waterbody		Existing Sharrows		Bike Crash
					Pedestrian Crash

# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
7	SW Macvicar Ave and SW 15th St	Crosswalk markings faded	Refresh crosswalk markings
8	SW Eden Ct and School Campus	Missing ADA compliant curb ramps	Install ADA compliant curb ramps
9	SW Harland Ct and School Campus	Missing ADA compliant curb ramps	Install ADA compliant curb ramps.
10	SW Huntoon St and SW Randolph Ave	Missing ADA compliant curb ramps and crosswalk markings faded	Install ADA compliant curb ramps. Refresh crosswalk markings
11	SW Medford Ave and SW Huntoon St	Crosswalk markings faded and ramps not ADA compliant	Install ADA compliant curb ramps. Refresh crosswalk markings
12	SW Macvicar Ave and SW 13th St	Crosswalk markings faded and curb ramps missing or not ADA compliant	Install ADA compliant curb ramps. Refresh crosswalk markings
13	SW Plass St and SW 13th St	Stairs without accessible alternative	Install ADA compliant sidewalk and ramps.

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide. [https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



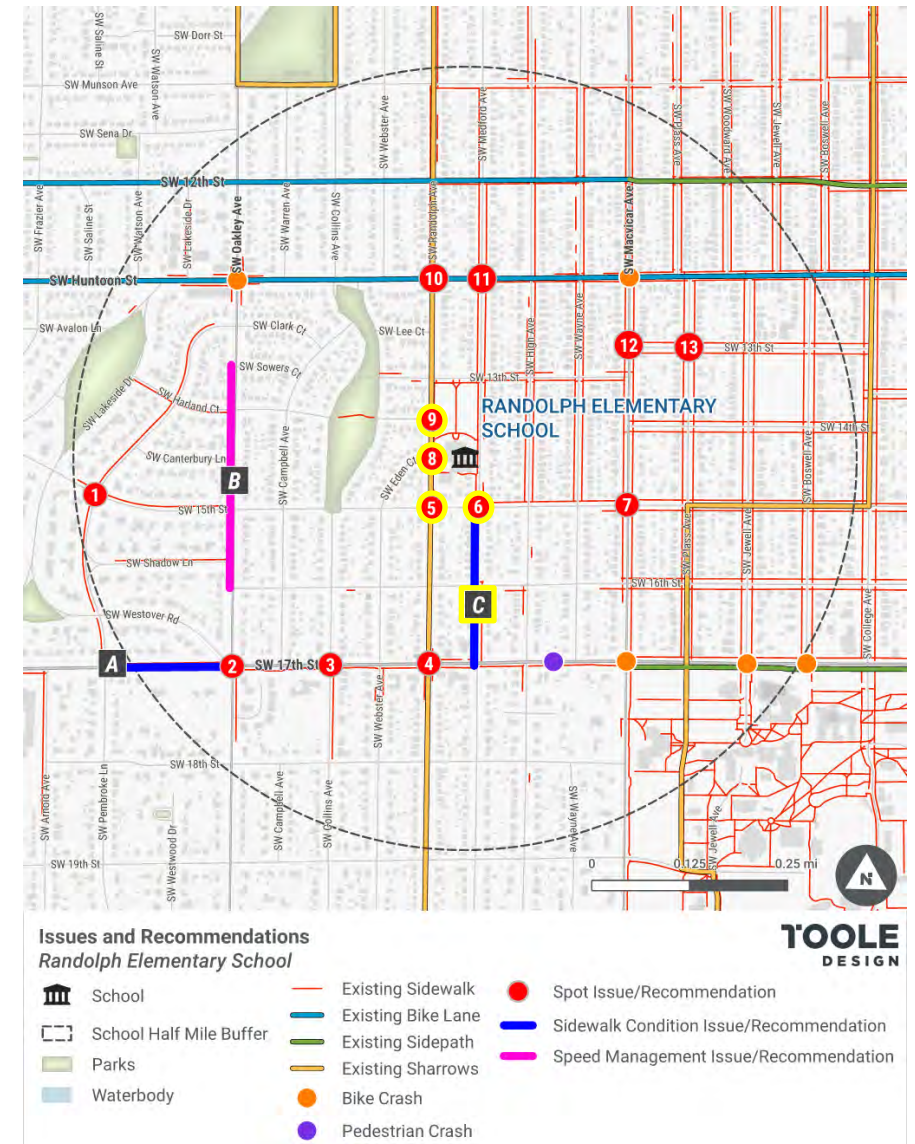


# Safety and Mobility- Priority Recommendations

Map ID	Location	Issue	Segment Recommendation	Cost*
C	SW Medford Avenue from SW 15th Street to SW 17th Street	Sidewalk cracked, uplifted, gaps	Perform spot sidewalk maintenance	\$ 41,600

Map ID	Location	Issue	Spot Recommendation	Cost*
5	SW 15th St and SW Randolph Ave	Missing ADA compliant curb ramps and crosswalk markings faded	Install ADA compliant curb ramps. Refresh crosswalk markings	\$35,200
6	SW 15th St and SW Medford Ave	Crosswalk markings faded and ramps not ADA compliant	Install ADA compliant curb ramps. Refresh crosswalk markings	\$35,200
8	SW Eden Ct and School Campus	Missing ADA compliant curb ramps	Install ADA compliant curb ramps	\$8,000
9	SW Harland Ct and School Campus	Missing ADA compliant curb ramps	Install ADA compliant curb ramps.	\$8,000

\*Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.





# Ross Elementary

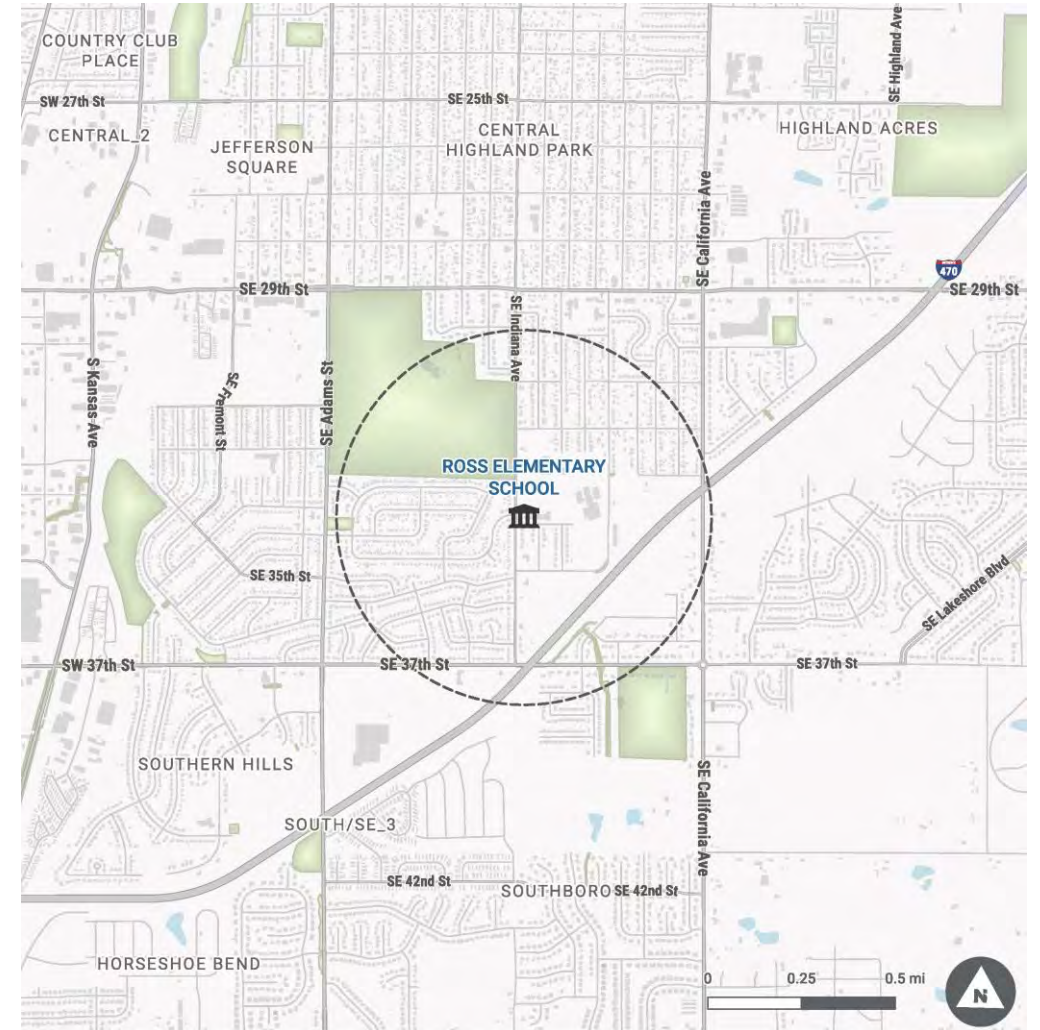




# Location and Background

Ross Elementary School is located on SE 34<sup>th</sup> Street, between SE Indiana Avenue and SW Minnesota Avenue, in a residential neighborhood surrounded mostly by single-family housing. Ross Elementary shares a campus with Eisenhower Middle School. I-470 is located southeast of the school area.

575 Students in Spring 2023



Overview Map  
Ross Elementary School

-  School
-  School Half Mile Buffer
-  Parks
-  Waterbody

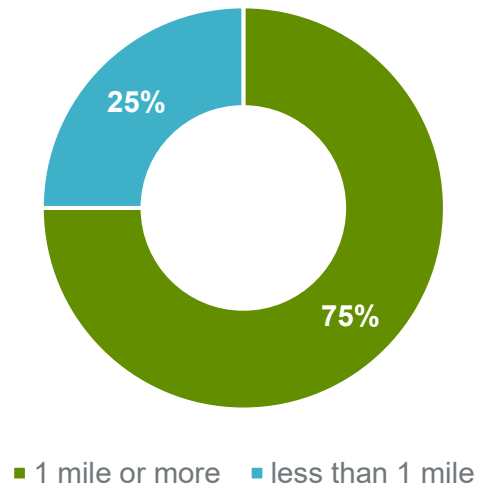
**TOOLE**  
DESIGN

# Caregiver Survey Results

The response rate from the Spring 2023 parent survey at Ross Elementary was very low. **Only 4 responses were received from parents and caregivers of approximately 575 students.**

## STUDENT DISTANCE FROM SCHOOL

*As reported in 2023 Parent Survey (n=4)*



Distance	Percentage of Students
1 ½ miles or more	50%
1 mile up to 1 ½ miles	25%
½ mile up to 1 mile	25%
¼ mile up to ½ mile	0%
Less than ¼ mile	0%

*As reported in 2023 Parent Survey (n=4)*



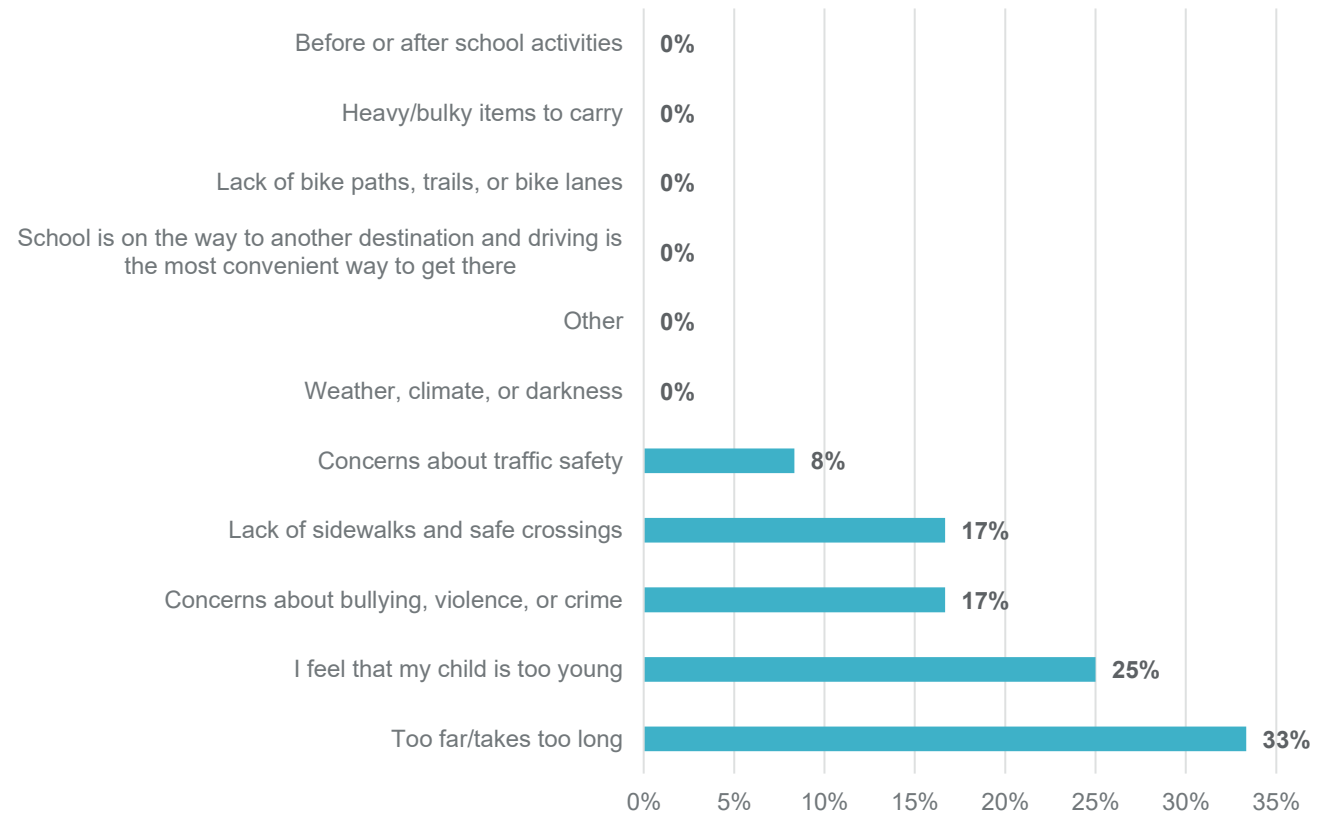
# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Distance (33%)
- Child is too young (25%)
- Concern about bullying or violence (17%)
- Lack of pedestrian infrastructure (17%)

**NOTE: Only 4 responses were received from parents and caregivers of approximately 575 students.**

## Reasons Caregivers Don't Allow Children to Walk/Bike to School



# Arrival/Dismissal Observations

## Arrival Times

- School starts at 8:20 AM, with most students arriving between 7:45 and 8:20 AM.
- School dismisses at 3:30 PM, with most students picked up by 3:45 PM.

## Adult Crossing Guard/Staff Role

- A school staff member serves as a crossing guard at SE Illinois Avenue and SE 34th Street.
- Another school staff member directs traffic into the school parking lot at SE Michigan Avenue and SE 34th Street.

## Walkers

- Walkers access the school from SE Indiana Avenue and SE Minnesota Avenue.
- Many students walking on SE Indiana Avenue were coming from the area to the south of the school.

- Students walking from SE Minnesota Avenue walk on the paths through the Eisenhower Middle School campus.
- Many walkers use the signalized crossing at SE Indiana Avenue and SE 34<sup>th</sup> however more students were observed crossing SE Indiana near 35<sup>th</sup> Street where there is no signal or marked crosswalk.

## Bicyclists

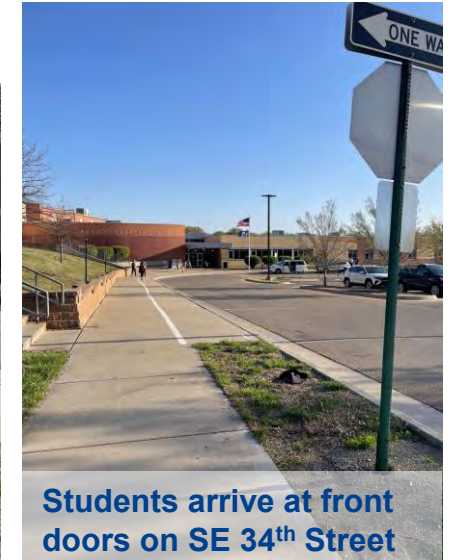
- Bicyclists access the school from SE Indiana Avenue and SE Minnesota Avenue.

## Bus Lane

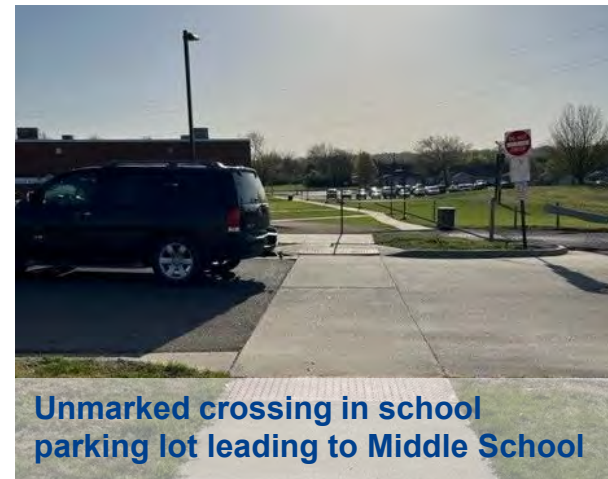
- School buses unload/load on the west side of the school from the parking lot adjacent to SE Indiana Avenue.
- Bus riders enter in the west side of the building from the parking lot adjacent to SE Indiana Avenue.



Students crossing at SE 34<sup>th</sup> Street and SE Illinois Avenue



Students arrive at front doors on SE 34<sup>th</sup> Street



Unmarked crossing in school parking lot leading to Middle School



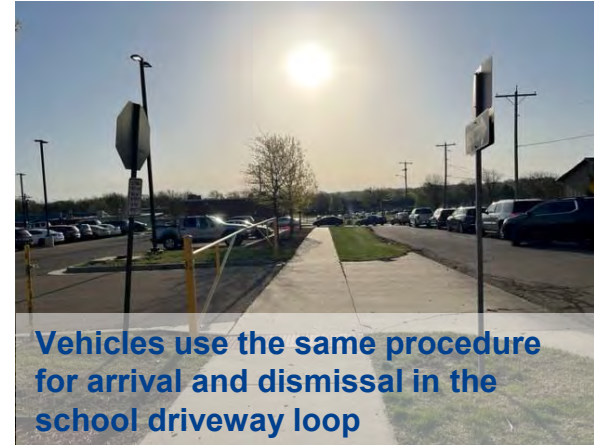
Marked, signalized crossing at SE Indiana Avenue and SE 34<sup>th</sup> Street



# Arrival/Dismissal Observations

## Family Vehicles

- The designated family drop-off/pick-up zone is in the parking lot to the south of the school. Vehicles queue along SE Michigan Avenue and a small portion of SE 34th Street.
- Vehicles park on side streets such as Illinois Ave and 35th Street to avoid drop-off line traffic.
- Vehicles also drop-off/pick-up students along SE 35<sup>th</sup> Street and SE Indiana Avenue, many students are dropped off near the churches at this intersection and walk to the school.
- 34<sup>th</sup> Street is a one-way street during arrival and dismissal times.







# Safety and Mobility- Network Summary

**Intersections** – Most intersections around the ½ mile study area do not have crosswalk markings or ADA ramps. Intersections within the neighborhoods are lower volume and speed. Intersections along SE Indiana Avenue have higher motor vehicle speeds and volumes.

**Street Segments** – The residential streets around the school often do not have pavement markings or curbs. SE Indiana Avenue is a major thoroughfare near the school and has adequate markings.

**Bicycle Facilities** – SE Minnesota Avenue is a bikeway with sharrow markings. Sharrows also exist on SE 35<sup>th</sup> Street, and the south end of SE Indiana Avenue. There is a sidepath along SE California Avenue that continues west at SE 37<sup>th</sup> Street. Bike racks are present near the school entrance.

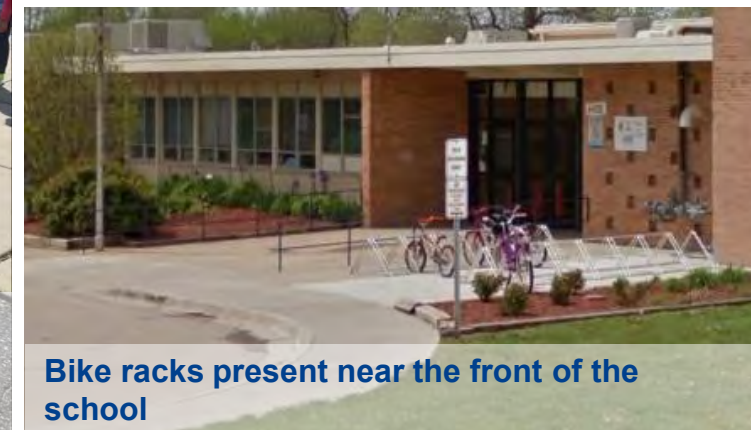
**Signs and Pavement Markings** – SE 34<sup>th</sup> Street is a one-way street marked with 20 MPH School Zone Signage.



The intersection at SE 34<sup>th</sup> Street and SE Illinois Avenue has signage and markings



High vehicle speeds and volumes observed on SE Indiana Avenue

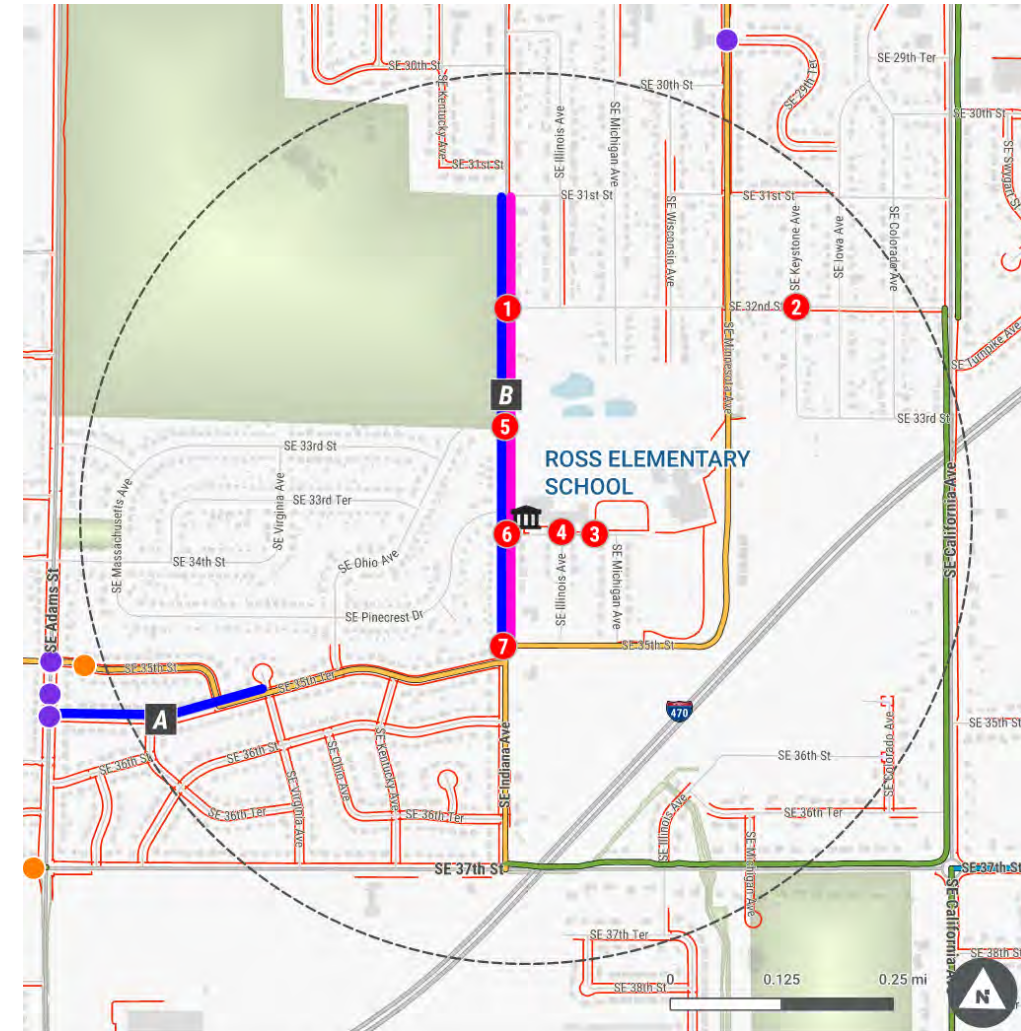


Bike racks present near the front of the school

# Safety and Mobility- Segment Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
A	SE 35th Ter from SE Virginia Avenue to SE Adams Street	Sidewalk cracked, obstructed and cross-sloped	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
B	SE Indiana Avenue from SE 31st Street to SE 35th Ter	Sidewalk uplifted, cracked, insufficient sidewalk buffer, high motor vehicle speed and wide ROW	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps. Install traffic calming measures to reduce high motor vehicle speed.

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the [KDOT Crosswalk Guide](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf).



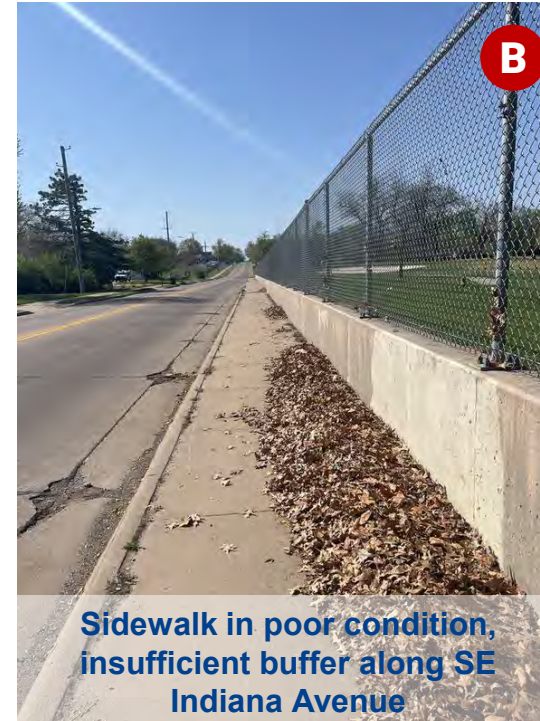
Issues and Recommendations  
Ross Elementary School

	School		Existing Sidewalk		Spot Issue/Recommendation
	School Half Mile Buffer		Existing Bike Lane		Sidewalk Condition Issue/Recommendation
	Parks		Existing Sidepath		Speed Management Issue/Recommendation
	Waterbody		Existing Sharrow		Bike Crash
					Pedestrian Crash





# Safety and Mobility- Segment Issues and Recommendations

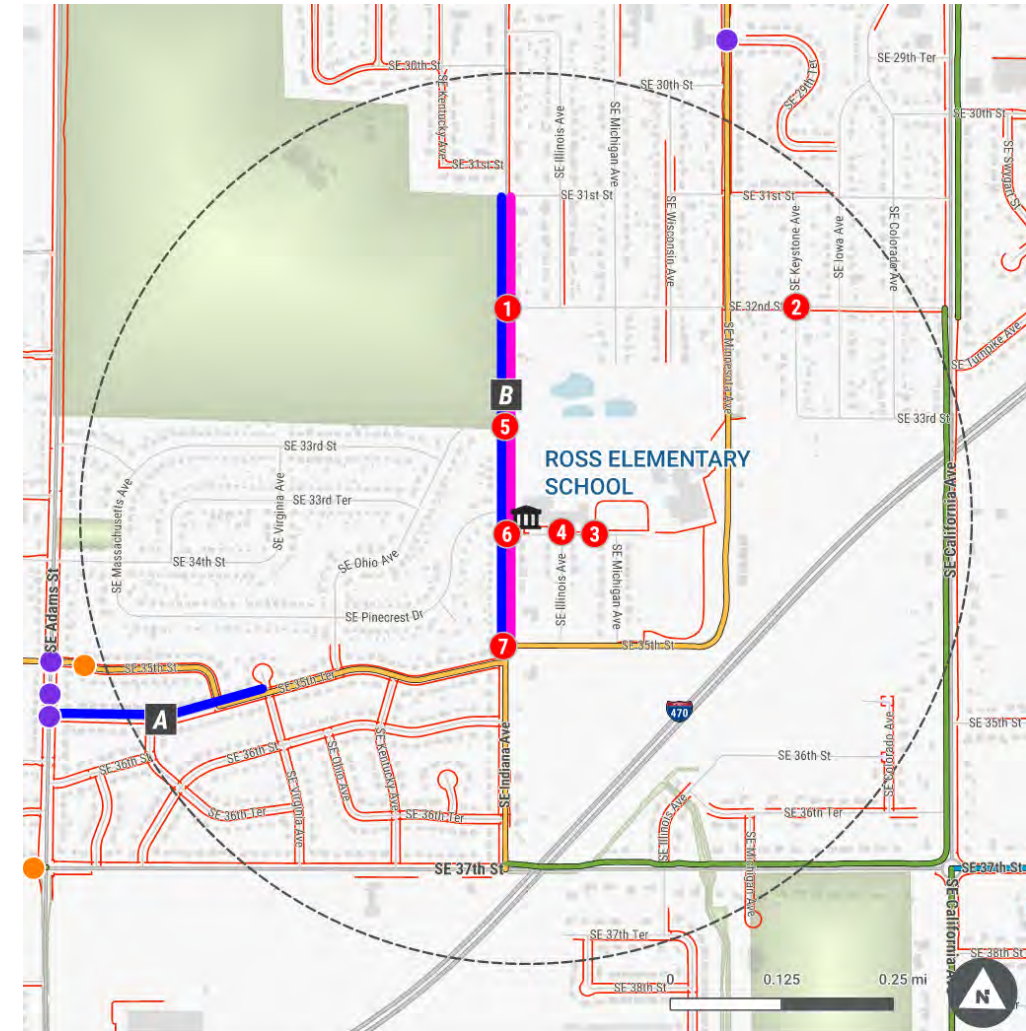


# Safety and Mobility- Spot Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	SE Indiana Ave and SE 32nd St	Missing crosswalk markings, ramp not aligned with crossing and diagonal ramp	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
2	Keystone and SE 32nd St	Diagonal ramp and not aligned with crossing	Install ADA compliant curb ramps
3	School driveway	Missing crosswalk markings and detectible warning surface	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
4	School driveway	Missing crosswalk markings and detectible warning surfaces	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
5	SE Indiana Ave and SE 33rd St	Missing crosswalk markings and signage	Add high-visibility crosswalk markings and signage at the intersection.
6	SE Indiana Ave and SE 34th St	Curb ramps not ADA compliant, markings faded and pedestrian pushbutton difficult to access	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps. Move the pedestrian pushbutton for easier access.
7	SE 35th Ter and SE Indiana Ave	Missing crossing markings and curb ramps not ADA compliant	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



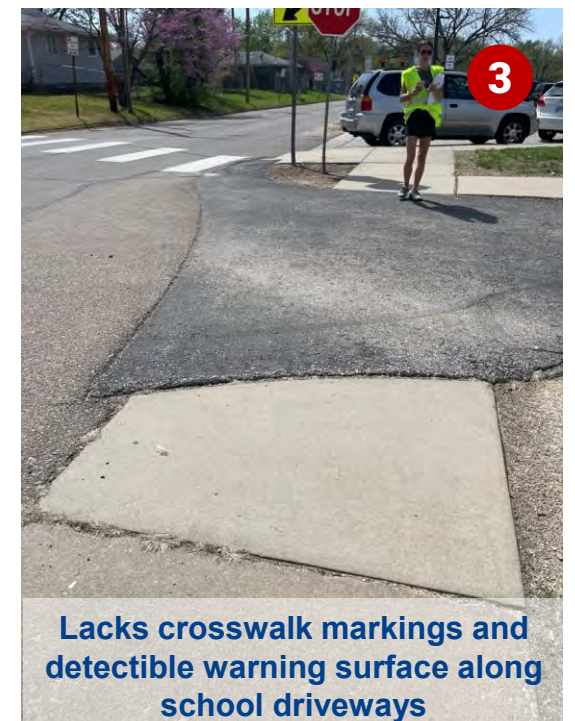
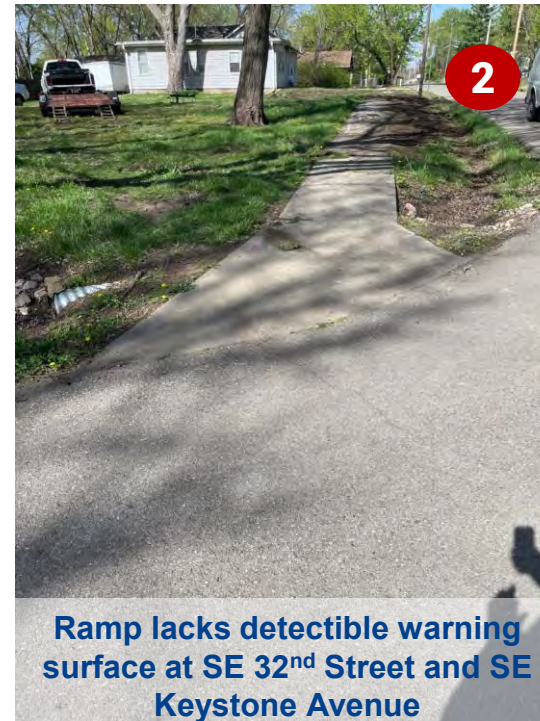
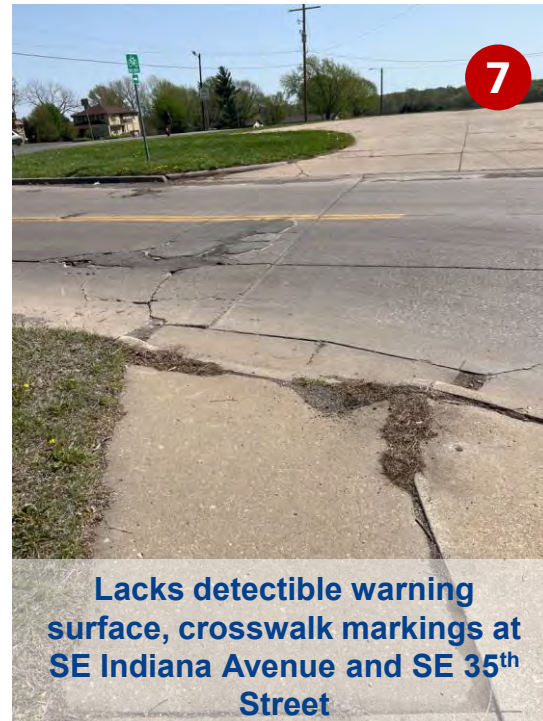
Issues and Recommendations  
Ross Elementary School

School	Existing Sidewalk	Spot Issue/Recommendation
School Half Mile Buffer	Existing Bike Lane	Sidewalk Condition Issue/Recommendation
Parks	Existing Sidepath	Speed Management Issue/Recommendation
Waterbody	Existing Sharrow	Bike Crash
	Pedestrian Crash	





# Safety and Mobility- Spot Issues and Recommendations





# Priority Infrastructure Recommendations

Map ID	Location	Issue	Segment Recommendation	Cost*
B	SE Indiana Avenue from SE 31st Street to SE 35th Ter	Sidewalk uplifted, cracked, insufficient sidewalk buffer, high motor vehicle speed and wide ROW	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps. Conduct speed and traffic calming study.	\$106,000

Map ID	Location	Issue	Spot Recommendation	Cost*
1	SE Indiana Ave and SE 32nd St	Missing crosswalk markings, ramp not aligned with crossing and diagonal ramp	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$35,200
6	SE Indiana Ave and SE 34th St	Curb ramps not ADA compliant, markings faded and pedestrian pushbutton difficult to access	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps. Move the pedestrian pushbutton for easier access.	\$50,200
7	SE 35th Ter and SE Indiana Ave	Missing crossing markings and curb ramps not ADA compliant	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$35,200

\*Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.



### Issues and Recommendations Ross Elementary School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Bike Lane
- Existing Sidepath
- Existing Sharrows
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Sidewalk Condition Issue/Recommendation
- Speed Management Issue/Recommendation





# Scott Dual Language Magnet Elementary





# Location and Background

Scott Elementary School is located on SE 4<sup>th</sup> Street between SE California Avenue and SE Market Street in a residential neighborhood, surrounded mostly by single-family housing. Scott Elementary is a magnet school, meaning students are more likely to be traveling from further distances outside of the neighborhood to get to school.

390 Students in Spring 2023



Overview Map  
Scott Dual Language Magnet School

- School
- School Half Mile Buffer
- Parks
- Waterbody

TOOLE  
DESIGN

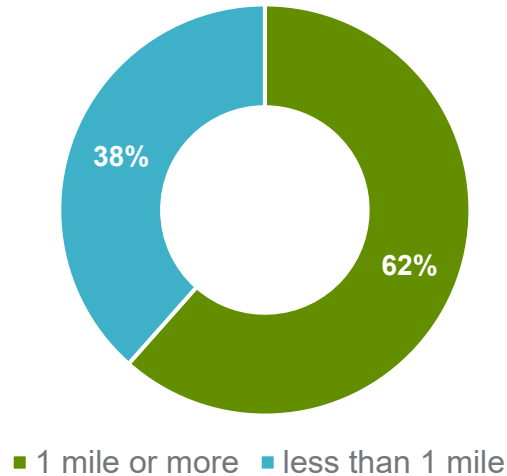


# Caregiver Survey Results

The response rate from the Spring 2023 parent survey at Scott Elementary was low. **Only 26 responses were received from parents and caregivers of approximately 390 students.**

## STUDENT DISTANCE FROM SCHOOL

*As reported in 2023 Parent Survey (n=26)*



Distance	Percentage of Students
1 ½ miles or more	4%
1 mile up to 1 ½ miles	19%
½ mile up to 1 mile	35%
¼ mile up to ½ mile	25%
Less than ¼ mile	17%

*As reported in 2023 Parent Survey (n=26)*

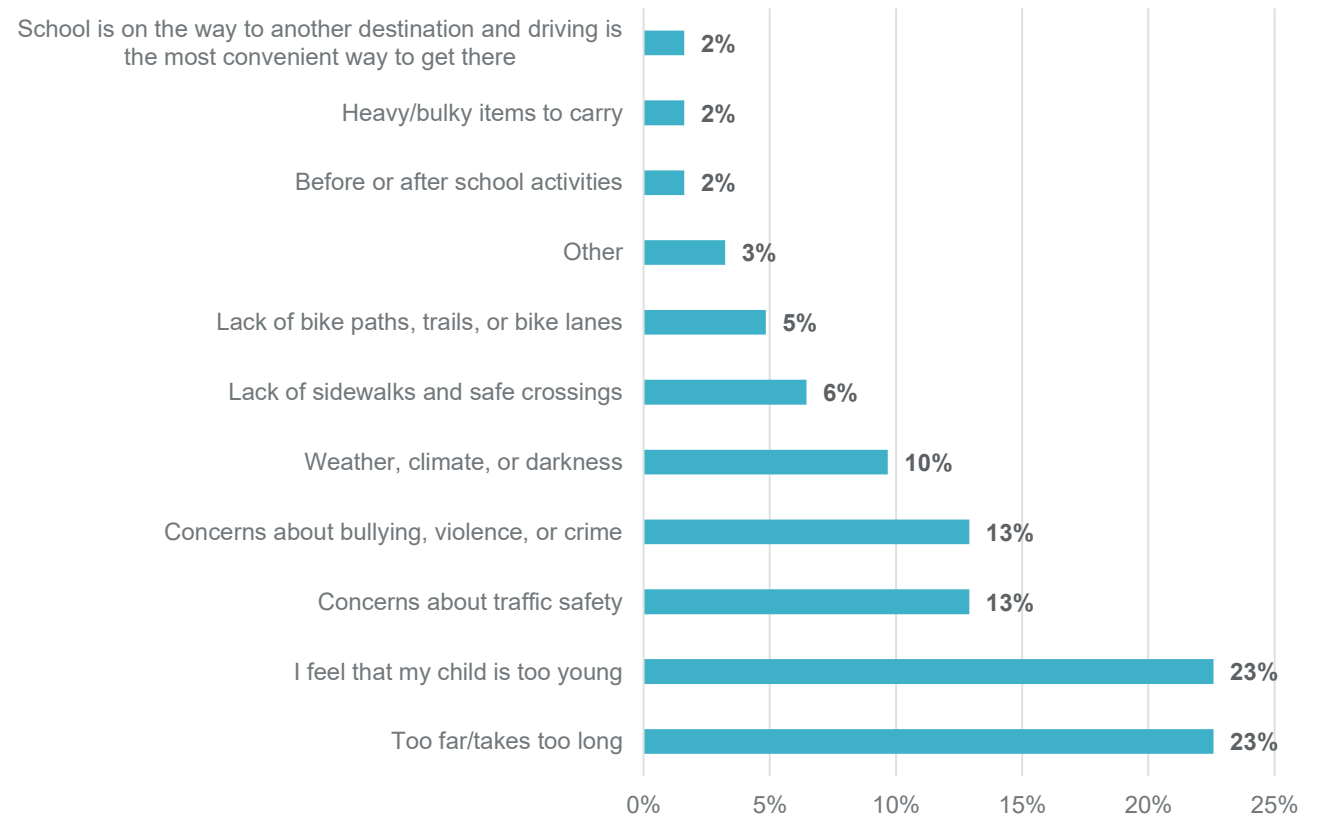
# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Distance (23%)
- Child is too young (23%)
- Concern about traffic and safety (13%)
- Concern about bullying, violence, or crime (13%)

**NOTE: Only 26 responses were received from parents and caregivers of approximately 390 students.**

## Reasons Caregivers Don't Allow Children to Walk/Bike to School





# Arrival/Dismissal Observations

## Arrival Times

- School starts at 8:40 AM, with most students arriving between 8:20 and 8:35 AM.
- School dismisses at 3:40 PM, with most students picked up by 3:50 PM.
- All students use entrances on three sides of the school, depending on their grade level.

## Adult Crossing Guard/Staff Role

- No crossing guards are present during arrival/dismissal.
- Staff members approach cars with and release students as their vehicle is present.
- Staff members walk students to the buses.

## Walkers

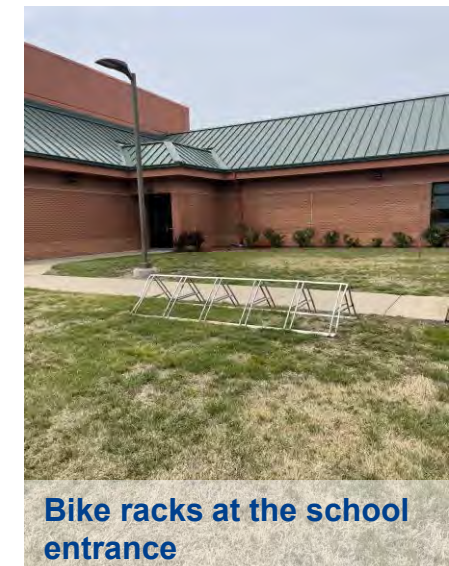
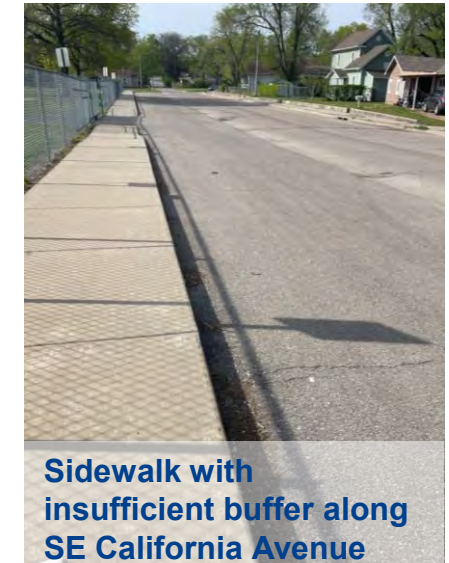
- According to the principal, there are currently about 5 to 7 families whose students walk to school.

## Bicyclists

- Bike racks are present on school campus.
- The current bike racks are an older style that can damage bikes and make it difficult to secure their bike property.

## Bus Lane

- School buses drop-off and pick-up students on SE 4th Street. Vehicles drop off students in this area too, causing conflicts.
- The bus loading zone length is inadequate given the quantity of buses.
- Signs indicate the street outside of the bus zone is designated space for 15-minute car drop-off.



# Arrival/Dismissal Observations

## Family Vehicles

- The designated parent drop-off/pick-up zone is on SE 4<sup>th</sup> Street and in front of the school on SE Market Street.
- Vehicles line up on the east side of SE 4<sup>th</sup> Street, waiting to turn into the two east entrances.
- There is a sign indicating No Parking on School Days on SE Market Street. This area is reserved for passenger loading from 8:00 AM – 5:00 PM.
- SE California Avenue is a one-way street.
- Parents often get out of car and walk student to door creating congestion on SE Market Street.
- Students were often dropped off in front of their specific entrance and drivers ignored directions to pull all the way forward resulting in additional back-up.
- The drop-off/pick-up zones are short in length, which creates traffic down SE Market Street and SE 4<sup>th</sup> Street.
- Vehicles were observed parking along SE 4<sup>th</sup> Street and SE Market Street to avoid the designated drop-off/pick-up zone.





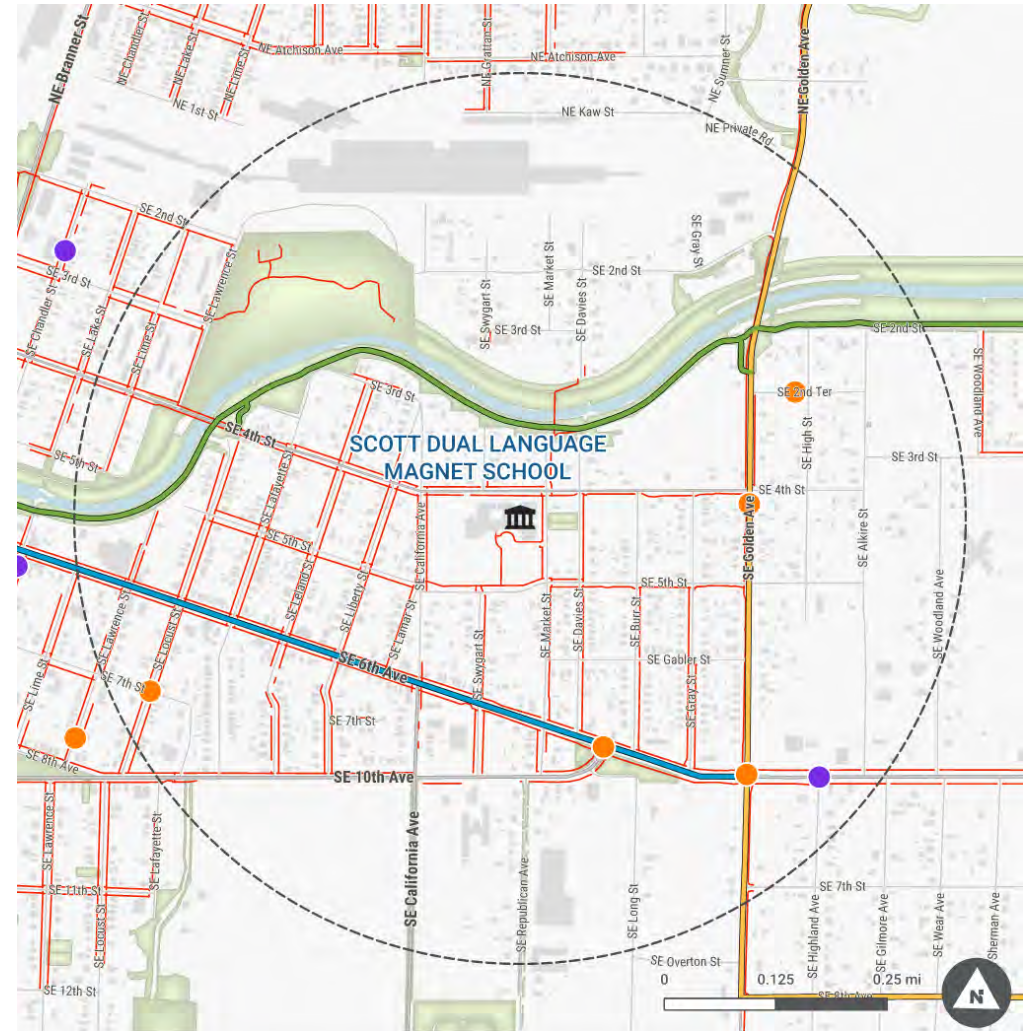
# Safety and Mobility Considerations

**Crashes** – There have been several bicyclist involved and one pedestrian involved crash within the half-mile school buffer. These occurred on SE 6<sup>th</sup> Avenue, SE Golden Avenue, and SE 2<sup>nd</sup> Terrace.

**Sidewalks** – There are sidewalks on one or both sides of the streets surrounding the school. Most of the streets in the neighborhood have sidewalks on at least one side of the street. Sidewalks on both sides are more common on the west side of the school.

**Crosswalks** – There are several crossings that vary in visibility, signage, and markings around the school. Throughout the neighborhood there are areas lacking marked crosswalks.

**Curb Ramps** – Many neighborhood curb ramps do not all meet ADA requirements including a lack of tactile warning surfaces in most instances.



**Existing Conditions**  
*Scott Dual Language Magnet School*

School	Existing Bike Lane
School Half Mile Buffer	Existing Sidepath
Parks	Existing Sharrows
Waterbody	Existing Sidewalk
	Bike Crash
	Pedestrian Crash



# Safety and Mobility- Network Summary

**Intersections** – Most intersections lack marked crossings and ADA compliant ramps. SE 6<sup>th</sup> Street lacks high visibility crossings between signalized intersections resulting in pedestrians having to walk to SE Leland Street or SE Golden Avenue for a pedestrian signal.

**Street Segments** – Speeding was not observed in the neighborhoods surrounding the school; however high-speed, high-volume traffic was observed along SE 6<sup>th</sup> Avenue.

**Bicycle Facilities** – Sharrow markings exist on SE 4<sup>th</sup> Street, SE Golden Avenue, SE Market, and SE 10<sup>th</sup> Avenue. There is a painted bike lane along SE 6<sup>th</sup> Avenue, west of SE Golden Avenue. There is a bike rack at the front entrance of the school, however, it is an older style that can damage bikes and is difficult to properly secure the frame and wheels.

**Signs and Pavement Markings** – Streets adjacent to the school are marked with 20 MPH School Zone Signage. A Do Not Enter sign is located on SE 4<sup>th</sup> Street and SE California Avenue which prohibits cars from entering at all times.



Wide streets and high speeds observed along SE 6<sup>th</sup> Avenue



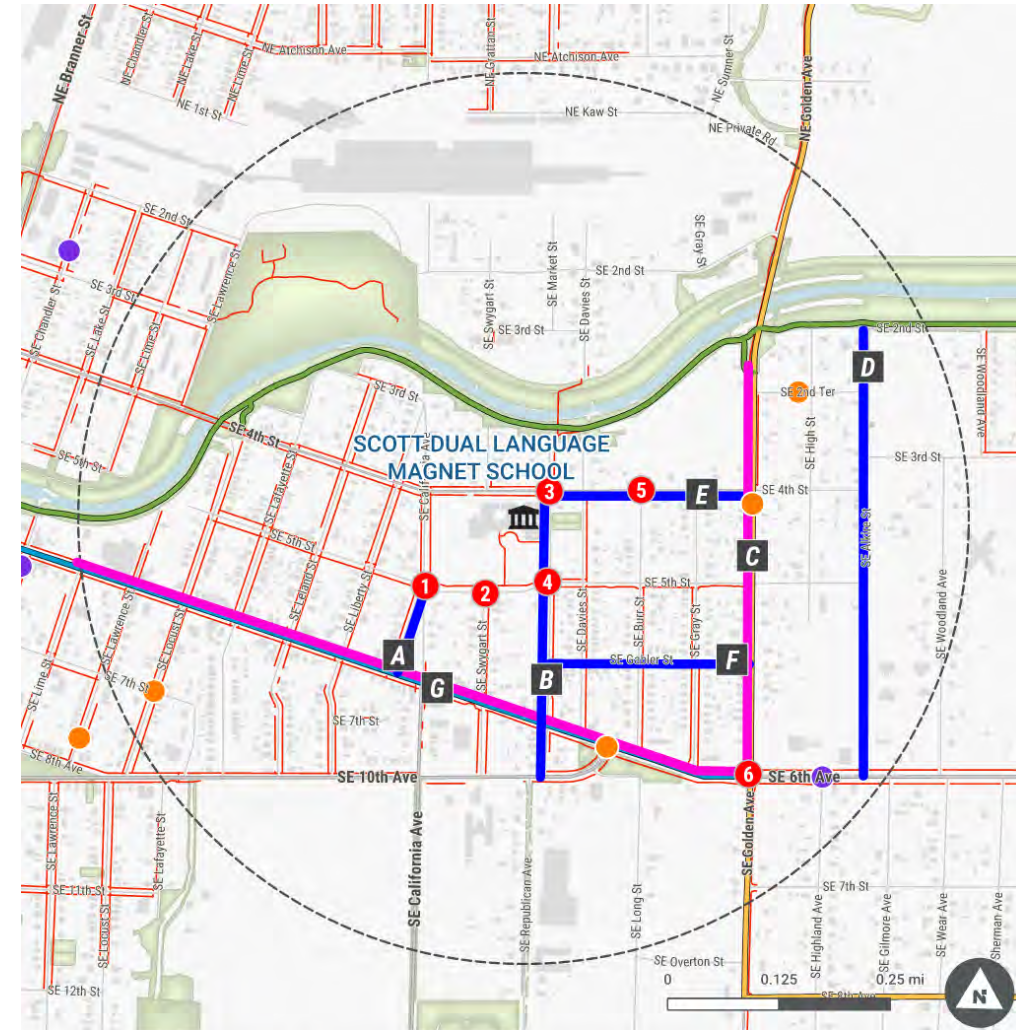
Faded crosswalk markings faded at SE 5<sup>th</sup> Street and SE Lamar Street intersection



# Safety and Mobility- Segment Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
A	SE Lamar Street from SE 6th Avenue to SE 5th Street	Sidewalk obstructed	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
B	SE Market Street from SE 4th Street to SE 10th Street	Missing sidewalk one side and missing crosswalk markings	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps. Add high-visibility crosswalk markings at the intersection.
C	SE Golden from SE 2nd Street to SE 6th Avenue	High motor vehicle speed and volume	Install traffic calming measures to reduce high motor vehicle speed.
D	SE Alkire Street from SE 2nd Street to SE 6th Avenue	Poor pavement conditions and narrow street; missing sidewalk	During the next street reconstruction, repaved the road to improve safety for cyclist and pedestrian. Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
E	SE 4th Street from SE Market Street to SE Golden Avenue	Sidewalk narrow, insufficient buffer and obstructed at some parts	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
F	SE Gabler Street from SE Market Street to SE Golden Avenue	Missing sidewalk both sides	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
G	SE 6th Street from SE Lime Street to SE Golden Avenue	High motor vehicle speeds and volume, missing crosswalk markings and ADA compliant curb ramps	Install traffic calming measures to reduce high motor vehicle speed. Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

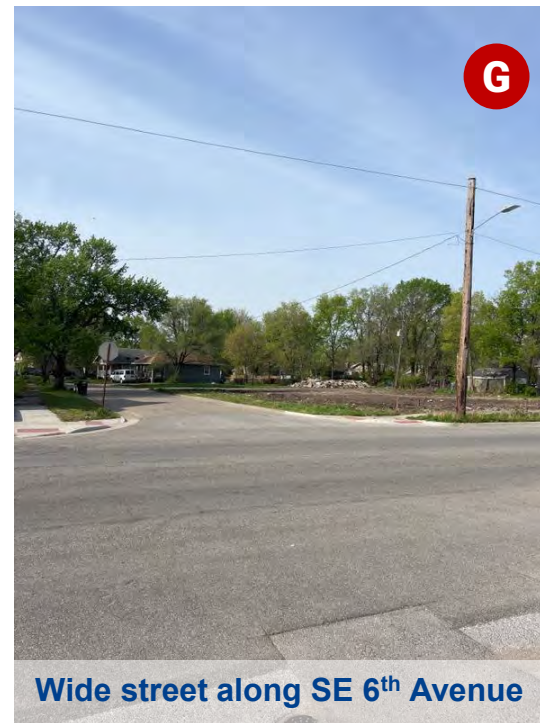
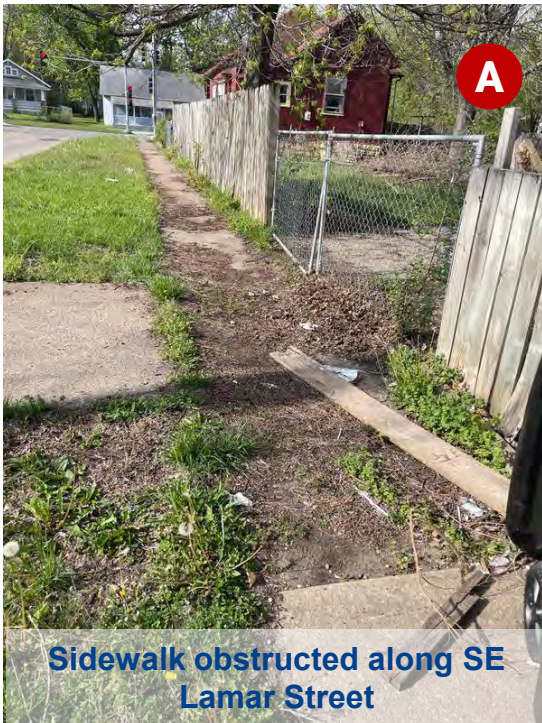


Issues and Recommendations  
Scott Dual Language Magnet School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Bike Lane
- Existing Sidepath
- Existing Sharrows
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Sidewalk Condition Issue/Recommendation
- Speed Management Issue/Recommendation



# Safety and Mobility- Segment Issues and Recommendations

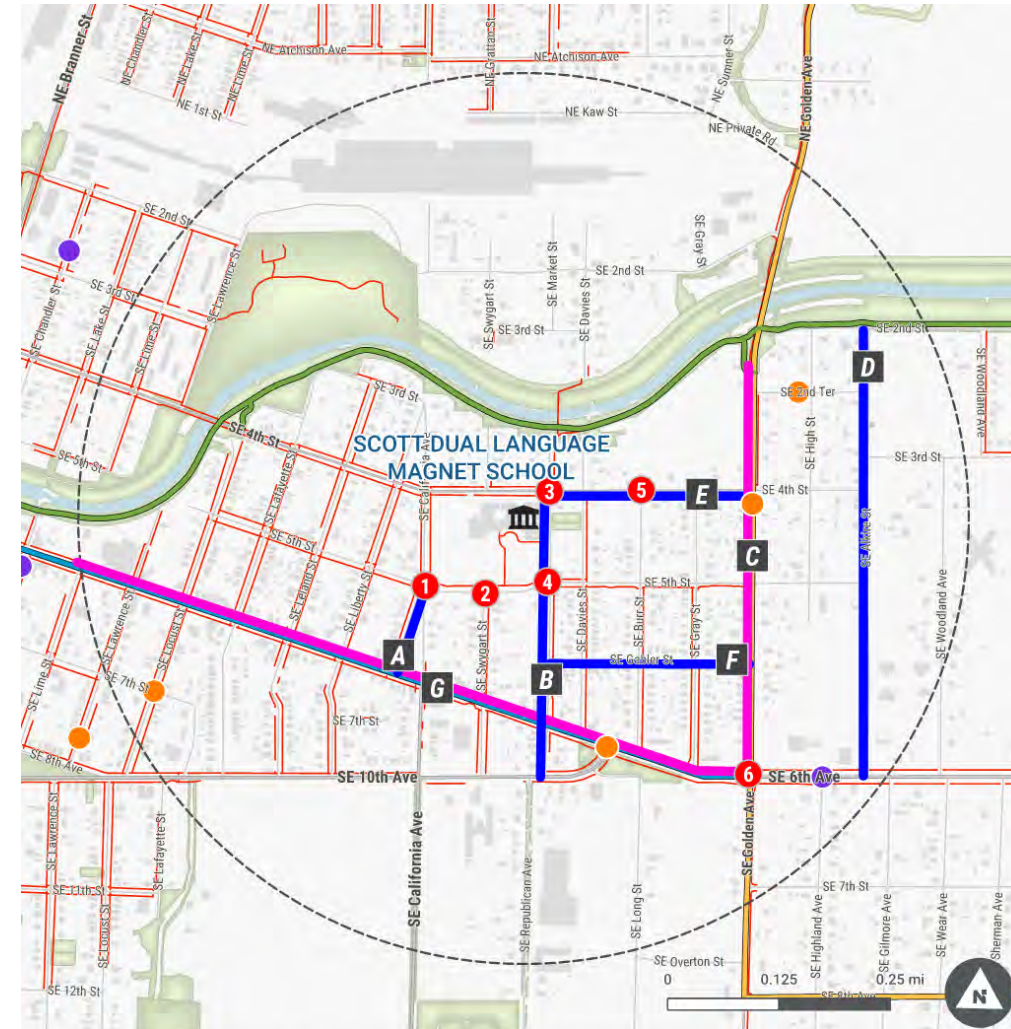




# Safety and Mobility- Spot Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	SE 5th St and SE California Ave	Crosswalk markings faded, confusing intersection configuration for students	Consider intersection redesign of confusing intersection. Refresh crosswalk markings or add high visibility crosswalk markings. Install signage to direct pedestrian flow.
2	SE 5th St and SE Swygart St	Crosswalk markings faded	Refresh crosswalk markings
3	SE 4th St and SE Market St	Crosswalk markings faded	Refresh crosswalk markings
4	SE Market St and SE 5th St	Missing crosswalk markings and curb ramps lacking detectable warning surface	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
5	SE Burr St and SE 4th St	Curb ramps not ADA compliant	Install ADA compliant curb ramps
6	SE Golden Ave and SE 6th Ave	Faded crossing markings, missing crossing signage	Install ADA compliant curb ramps Refresh crosswalk markings

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the [KDOT Crosswalk Guide](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf).



## Issues and Recommendations

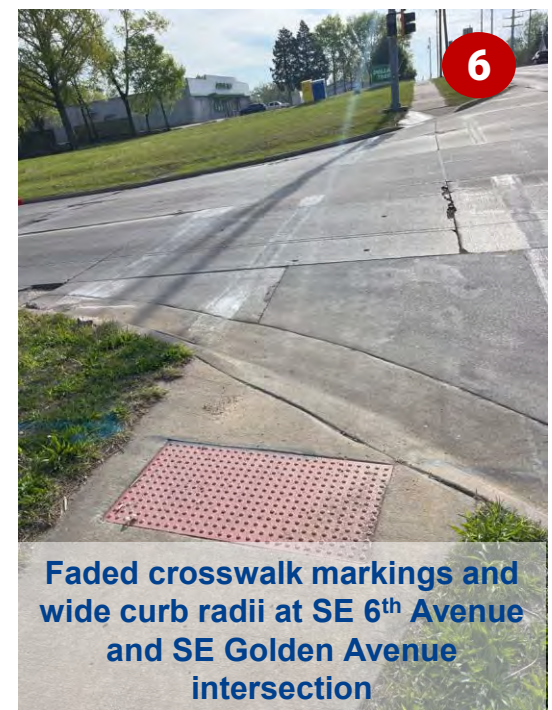
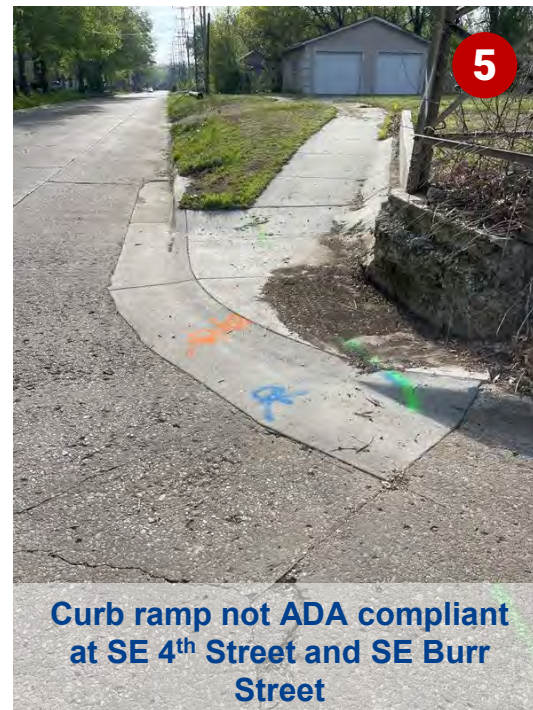
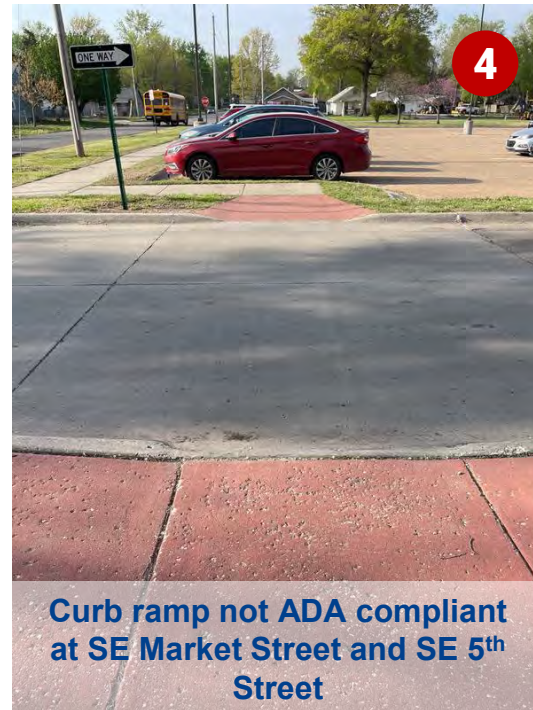
### Scott Dual Language Magnet School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Bike Lane
- Existing Sidepath
- Existing Sharrows
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Sidewalk Condition Issue/Recommendation
- Speed Management Issue/Recommendation





# Safety and Mobility- Spot Issues and Recommendations

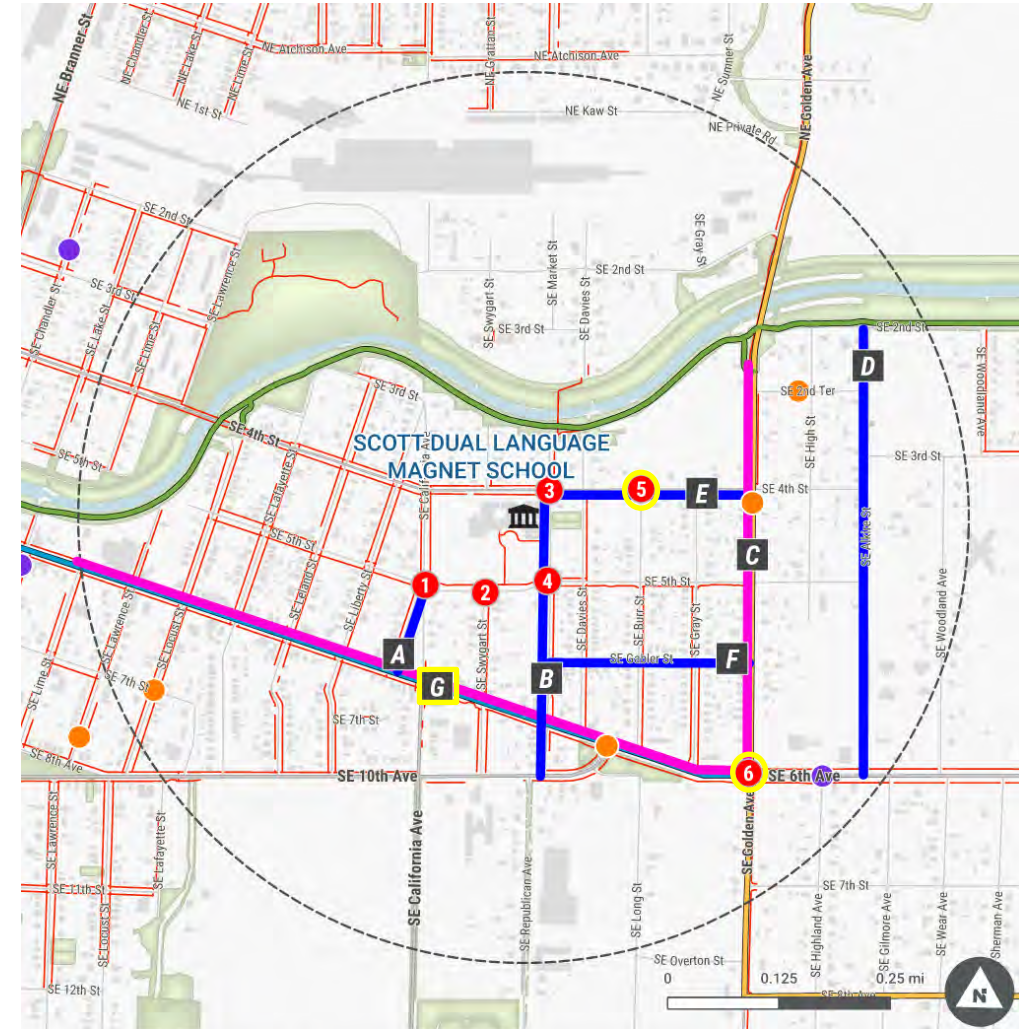




# Priority Infrastructure Recommendations

Map ID	Location	Issue	Segment Recommendation	Cost*
G	SE 6th Street from SE Lime Street to SE Golden Avenue	High motor vehicle speeds and volume, missing crosswalk markings and ADA compliant curb ramps	Install traffic calming measures to reduce high motor vehicle speed. Add high-visibility crosswalk markings Install ADA compliant curb ramps.	\$41,600
Map ID	Location	Issue	Spot Recommendation	Cost*
5	SE Burr St and SE 4th St	Curb ramps not ADA compliant	Install ADA compliant curb ramps	\$32,000
6	SE Golden Ave and SE 6th Ave	Faded crossing markings, missing crossing signage	Install ADA compliant curb ramps Refresh crosswalk markings	\$35,200

\*Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.



### Issues and Recommendations Scott Dual Language Magnet School

- School
- Existing Sidewalk
- Spot Issue/Recommendation
- School Half Mile Buffer
- Existing Bike Lane
- Sidewalk Condition Issue/Recommendation
- Parks
- Existing Sidepath
- Speed Management Issue/Recommendation
- Waterbody
- Existing Sharrows
- Bike Crash
- Pedestrian Crash



# State Street Elementary

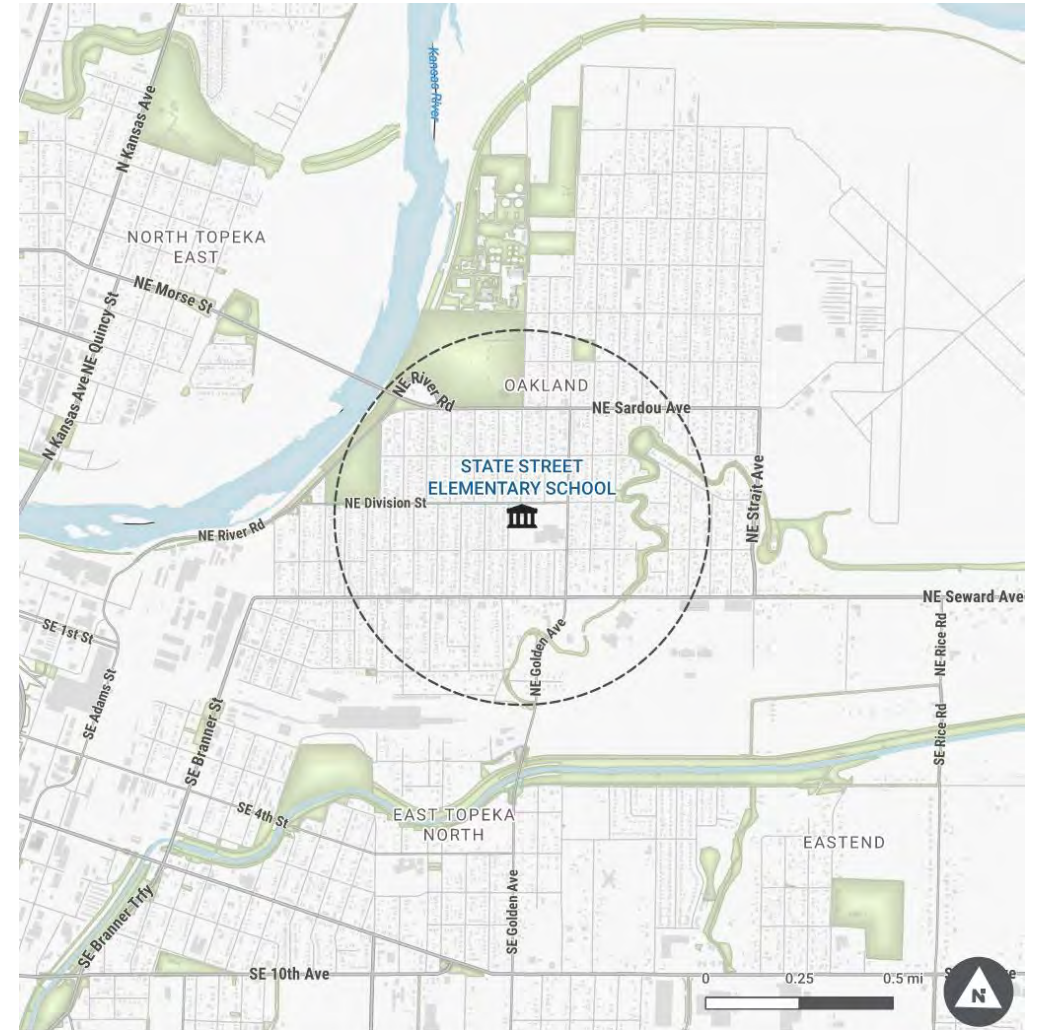




# Location and Background

State Street Elementary School is located at the corner of NE Sumner Street. It shares a campus with Chase Middle School which sits directly to the southeast of the elementary school. This residential neighborhood includes mostly single-family housing.

456 Students in Spring 2023



Overview Map  
State Street Elementary School

-  School
-  School Half Mile Buffer
-  Parks
-  Waterbody

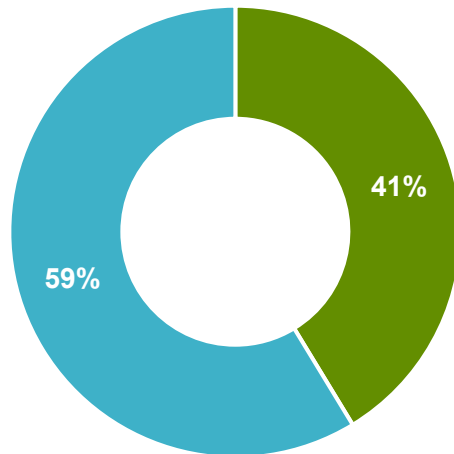


# Caregiver Survey Results

Parents/Caregivers at State Street Elementary were surveyed in Spring 2023. **Only 46 responses were received from parents and caregivers of approximately 456 students.**

## STUDENT DISTANCE FROM SCHOOL

*As reported in 2023 Parent Survey (n=46)*



■ 1 mile or more   ■ less than 1 mile

Distance	Percentage of Students
1 ½ miles or more	4%
1 mile up to 1 ½ miles	19%
½ mile up to 1 mile	35%
¼ mile up to ½ mile	25%
Less than ¼ mile	17%

*As reported in 2023 Parent Survey (n=46)*



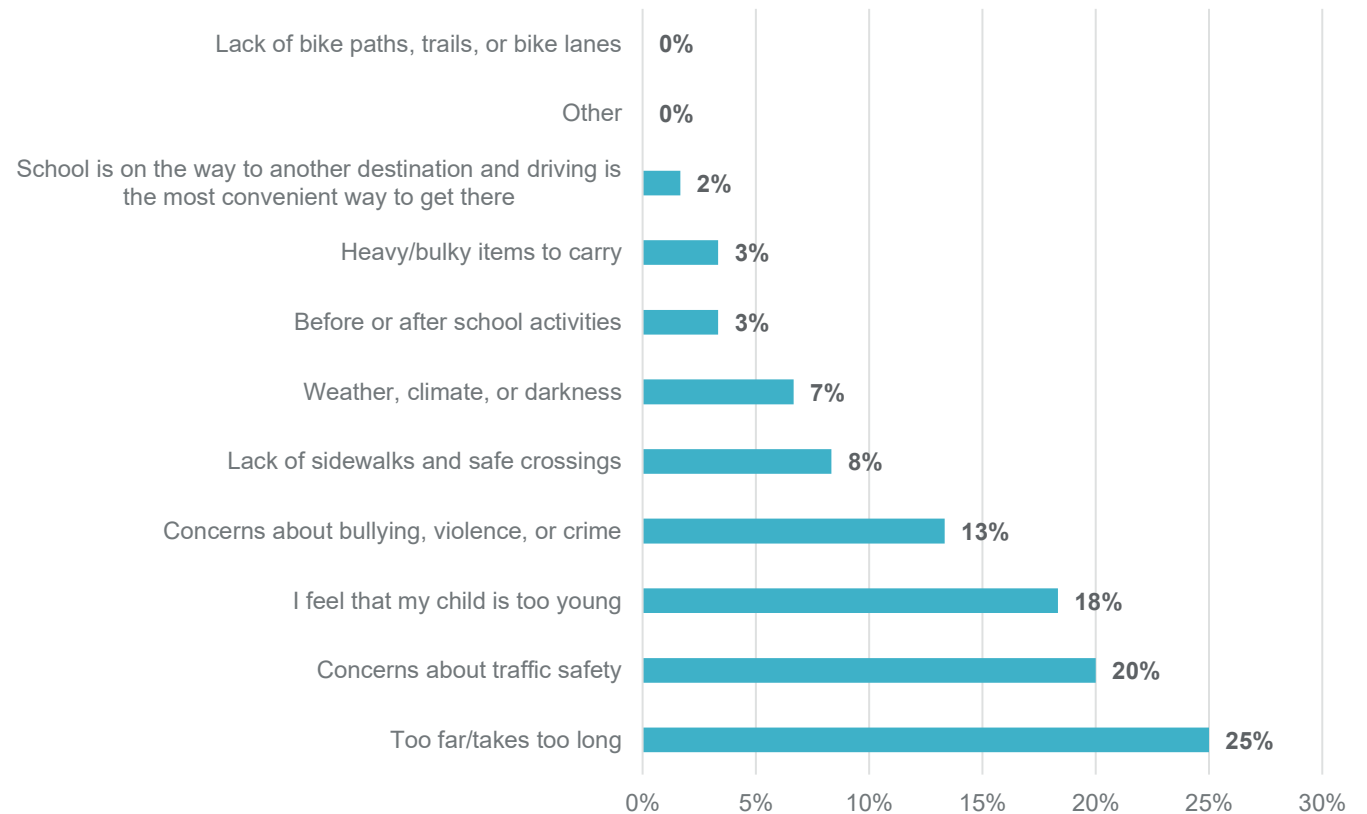
# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Distance (25%)
- Concern about traffic safety (20%)
- Feel their child is too young (18%)

**NOTE: 46 responses were received from parents and caregivers of approximately 456 students.**

## Reasons Caregivers Don't Allow Children to Walk/Bike to School

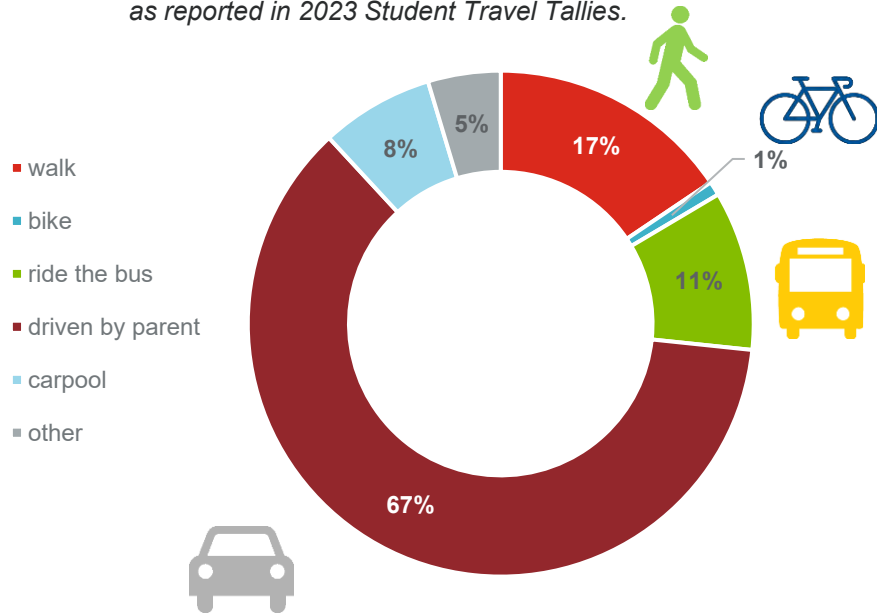


# Student Travel Tallies

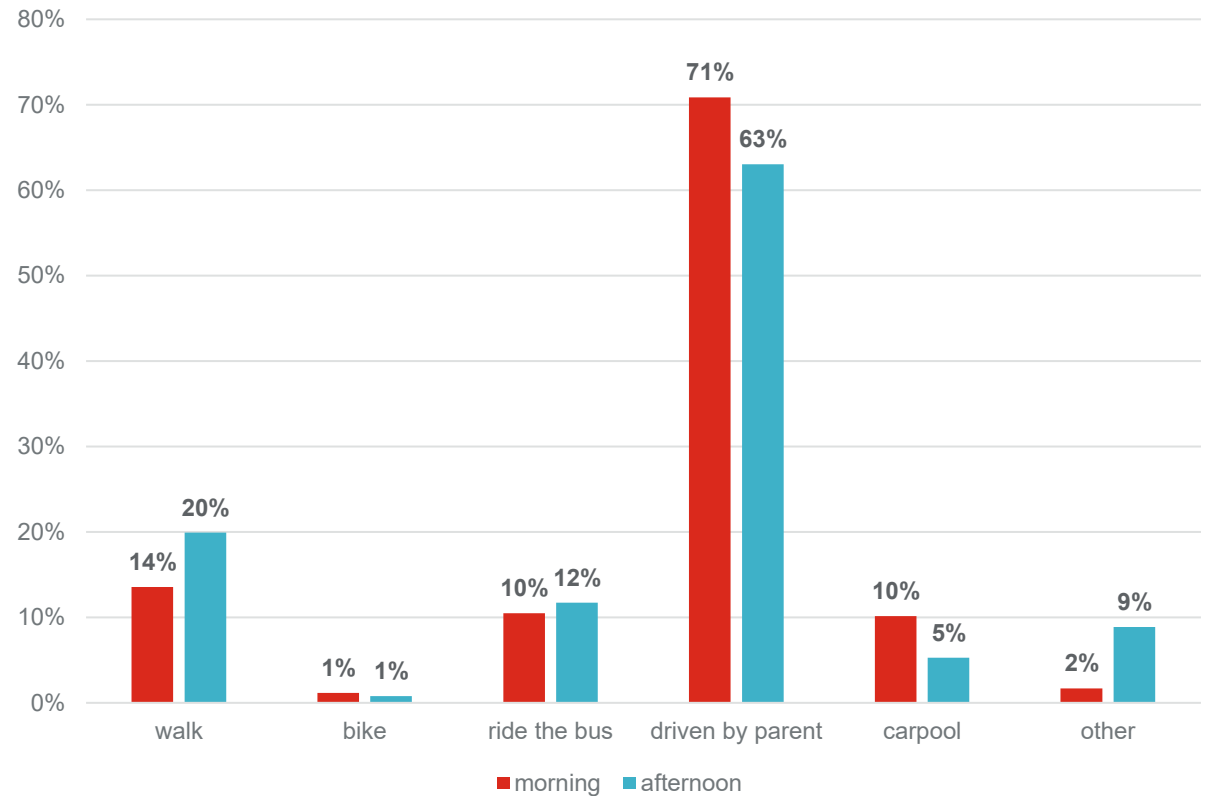
Teachers conducted one day student travel tallies in Spring 2023.

## Student Travel Modes

Average of "to school" and "from school" modes as reported in 2023 Student Travel Tallies.



## Morning and Afternoon Travel Mode Comparison





# Arrival/Dismissal Observations

## Arrival Times

- School starts at 8:20 AM, with most students arriving at 7:45 AM.
- School dismissal is at 3:35 PM, with most students gone by 4:00 PM

## Adult Crossing Guard/Staff Role

- School staff serve as crossing guards and help students cross streets and driveways in front of the school.
- Crossing guards are located at the intersections of NE Sumner St with NE State St, and NE Division St and NE Poplar St.

## Walkers

- Most walkers enter the school at the front entrance.

## Bicyclists

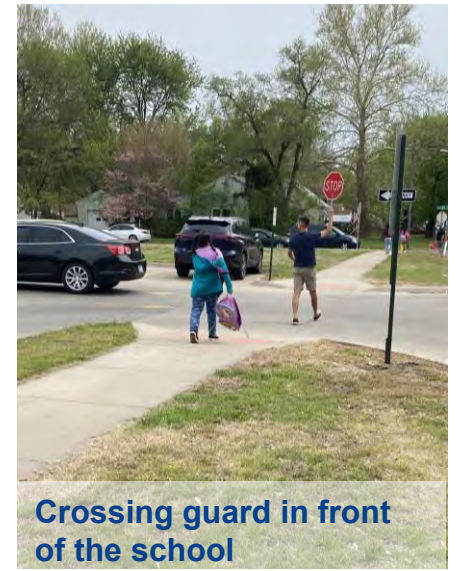
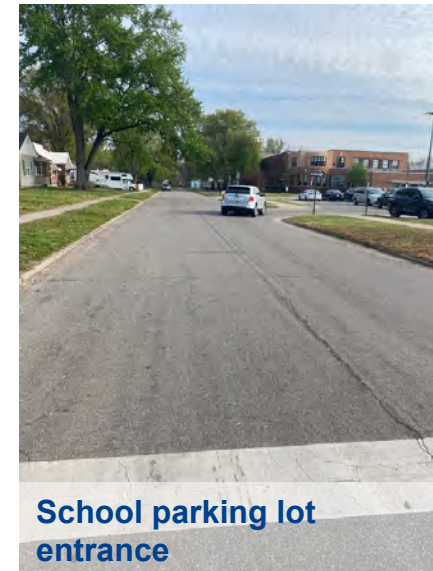
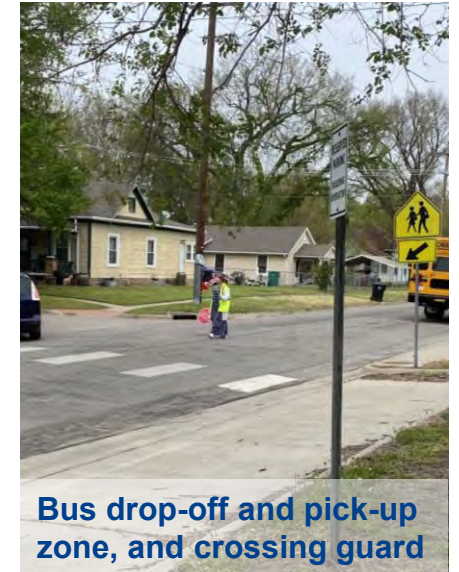
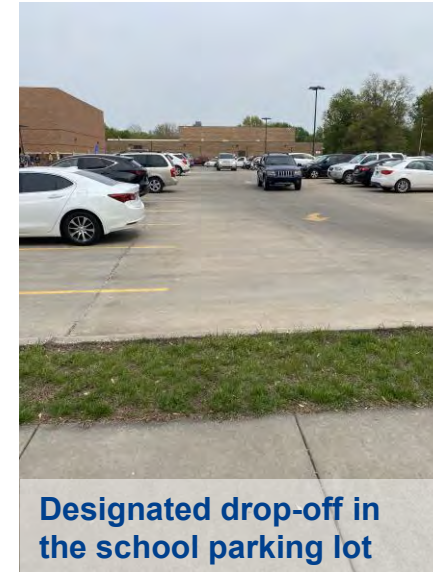
- One student bicyclist was observed arriving at 8:10 AM and entering through the front door

## Bus Lane

- Four buses drop-off students on the north curb of NE Division St.

## Family Vehicles

- The designated drop-off loop is in the school parking lot. Parents are requested to line up inside the school parking lot and loop around to drop-off students in front of the school.
- Families were observed dropping children off on the opposite side of the street of school.
- Potential vehicle conflict with walkers occurs when parents drive out of the parking lot.
- Some students exit vehicles from the driver's side.



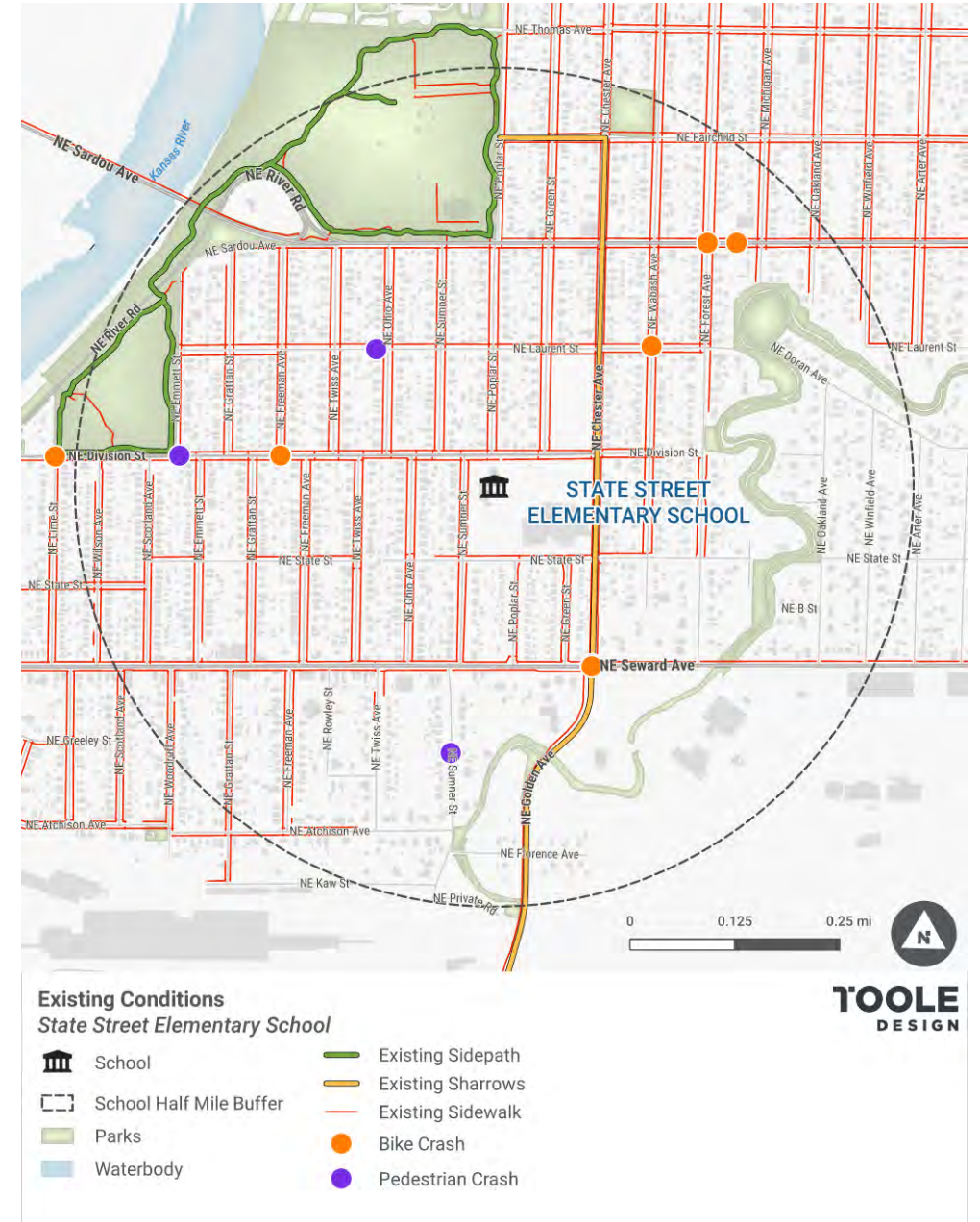
# Safety and Mobility- Network Summary

**Crashes:** Pedestrian and Bicycle crashes have occurred along NE Sardou Ave, NE Laurent St, NE Seward Ave and NE Sumner St.

**Sidewalks:** Existing sidewalks around the school. Most of the neighborhood's streets have sidewalks on both sides, but sidewalks are in poor condition. Sidewalk segments on NE Division St do not provide enough buffer.

**Crosswalks:** Most of the crosswalks around the school are marked with high-visibility perpendicular crosswalks. However, there are a few crosswalks with the transverse crosswalk marking. Most crosswalks within a 1/2 mile of the school are not marked.

**Curb ramps** – Curb ramps at the intersections are usually present, yet some lack a detectable warning surface or do not align with a sidewalk and crosswalk. Several curb ramps within a 1/2 mile are too steep or don't have a proper level landing area





# Safety and Mobility- Network Summary

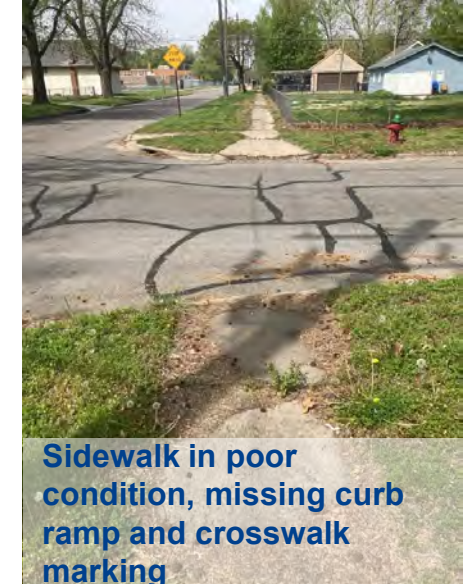
**Intersections** – Most intersections throughout the ½ mile study area lack crosswalk markings or ADA ramps. Intersections along NE Seward Ave have higher motor vehicle speeds and volumes and larger curb radii.

**Street Segment** – High vehicle speeds on NE Seward Ave and NE Golden/NE Chester Ave. Many roads within ½ mile are in poor condition.

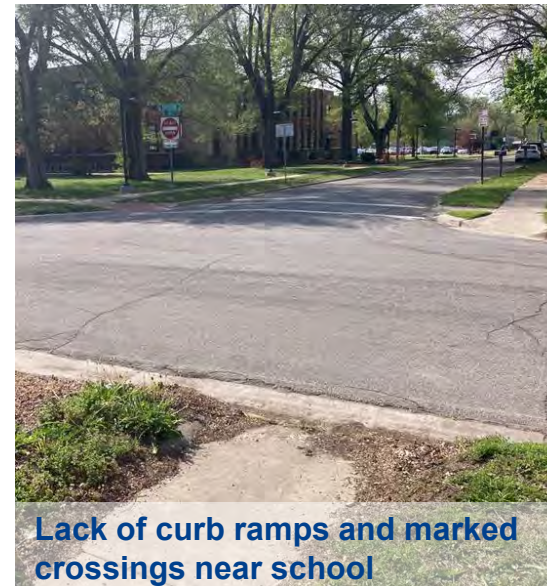
**Bicycle Facility** – The shared-lane markings along NE Golden/NE Chester Ave do not provide a low-stress bicycle route.



Lack of crosswalk markings, long crossing on NE Seward Ave



Sidewalk in poor condition, missing curb ramp and crosswalk marking



Lack of curb ramps and marked crossings near school



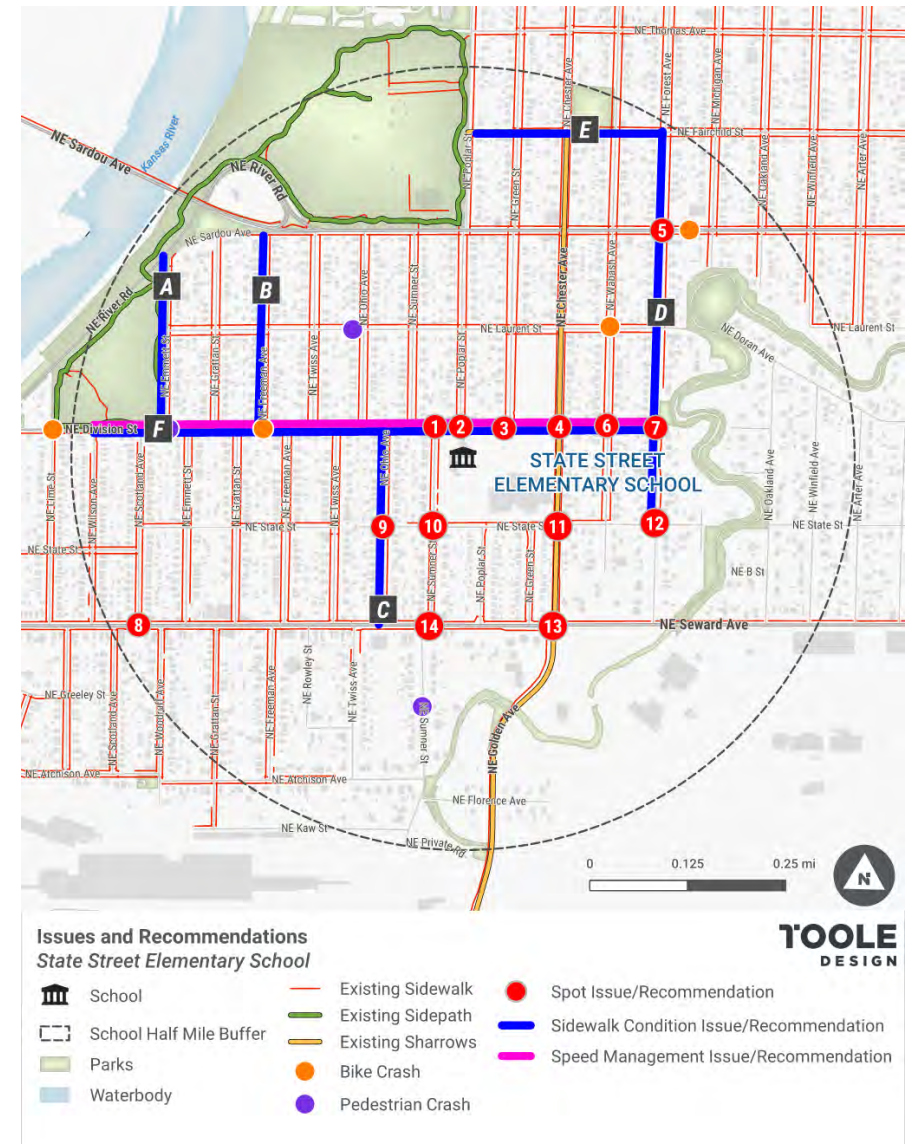
Missing curb ramps, sidewalk obstructions and gaps

# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
A	NE Emmett Street from NE Sardou Avenue to NE Division Street	Sidewalk cracked, uplifted and obstructed	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
B	NE Freeman Avenue from NE Sardou Avenue to NE Division Street	Sidewalk cracked and uplifted	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
C	NE Ohio Avenue from NE Division Street to NE Seward Avenue	Sidewalk in poor condition, cracked and uplifted, and ramps not ADA compliant	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
D	NE Forest Avenue from NE Fairchild Street to NE State Street	Sidewalk in poor condition, missing from NE Laurent Street to NE Division Street, not ADA compliant ramps	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
E	NE Fairchild Street from NE Polar Street to NE Forest Avenue	Sidewalk racked and uplifted	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
F	NE Division Street from Wilson Avenue to NE Forest Avenue	Sidewalk in poor condition, narrow cracked and uplifted, and ramps missing or not ADA compliant	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.

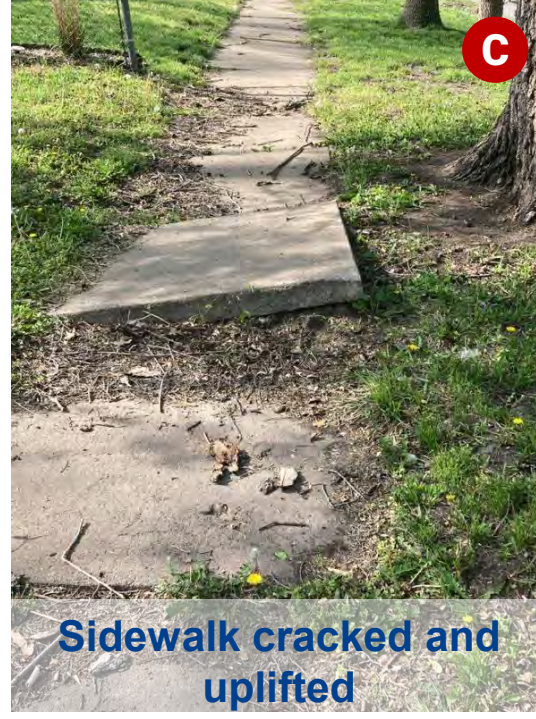
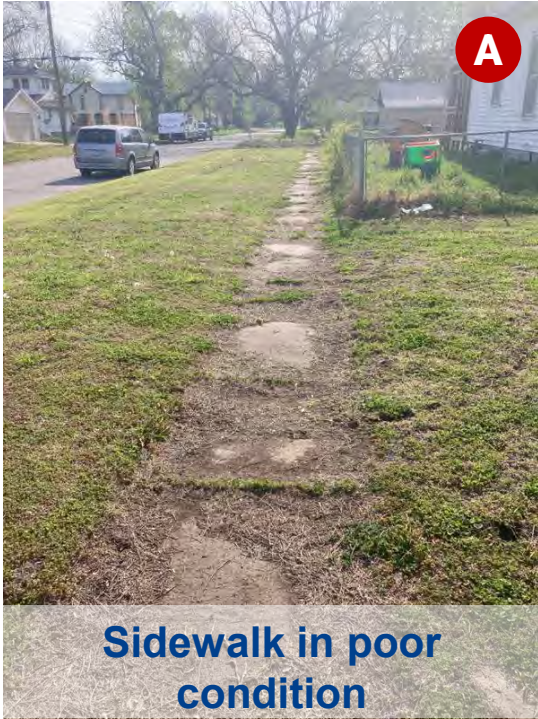
\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)





# Safety and Mobility- Issues and Recommendations

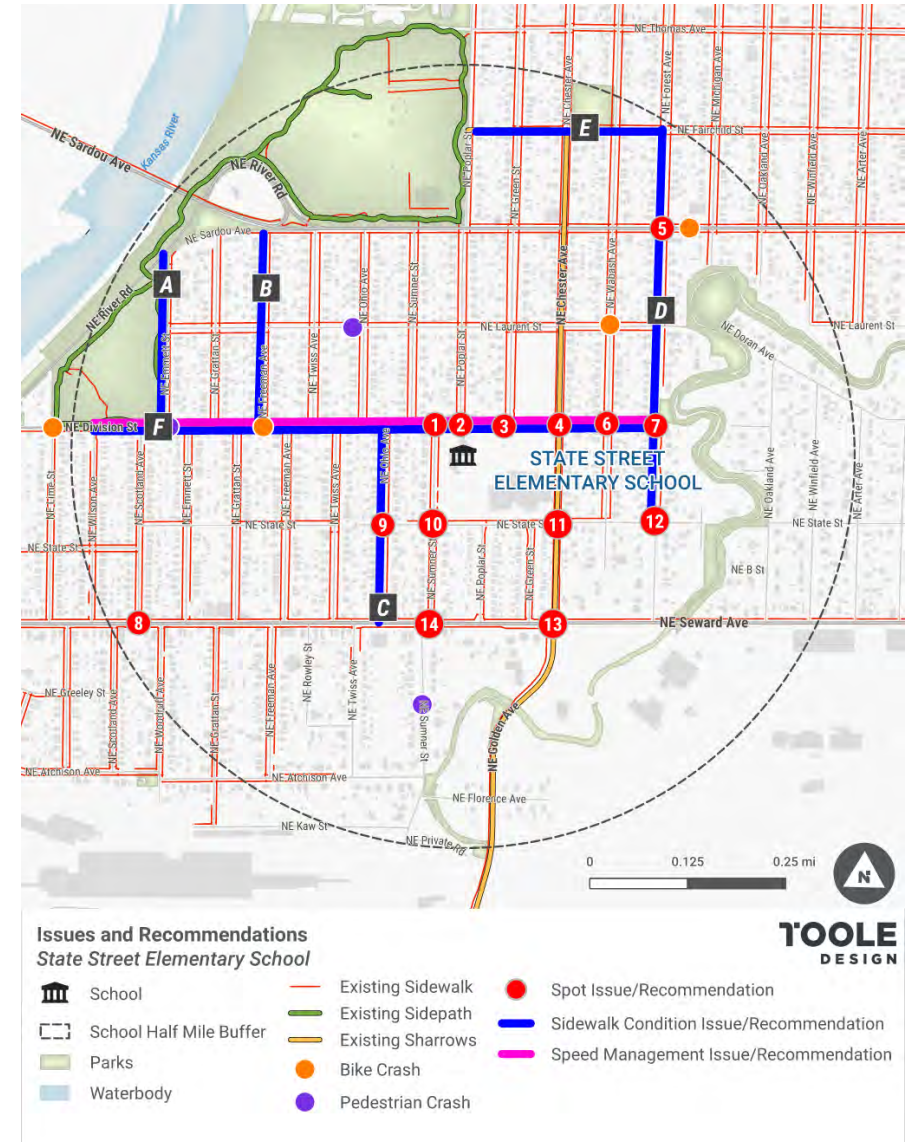




# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	NE Division St and NE Sumner St	Missing ADA compliant curb ramps and crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
2	NE Division St and NE Sumner St	Missing ADA compliant curb ramps and crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
3	NE Division St and NE Green St	Missing ADA compliant curb ramps and crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
4	NE Division St and NE Chester Ave	Faded Crosswalk markings and non-compliant ramps.	Refresh crosswalk markings. Install ADA compliant curb ramps.
5	NE Sardou Ave and NE Forest Ave	Missing crosswalk markings	Add high-visibility crosswalk markings at the intersection.
6	NE Wabash Ave and NE Division St	Missing ADA compliant curb ramps and crosswalk markings faded	Install ADA compliant curb ramps. Install high-visibility crosswalk markings.
7	NE Division St and NE Forest Ave	Missing ADA compliant curb ramps	Install ADA compliant curb ramps.
8	NE Scotland Ave and NE Seward Ave	Missing crosswalk markings	Add high-visibility crosswalk markings at the intersection.

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide. [https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)

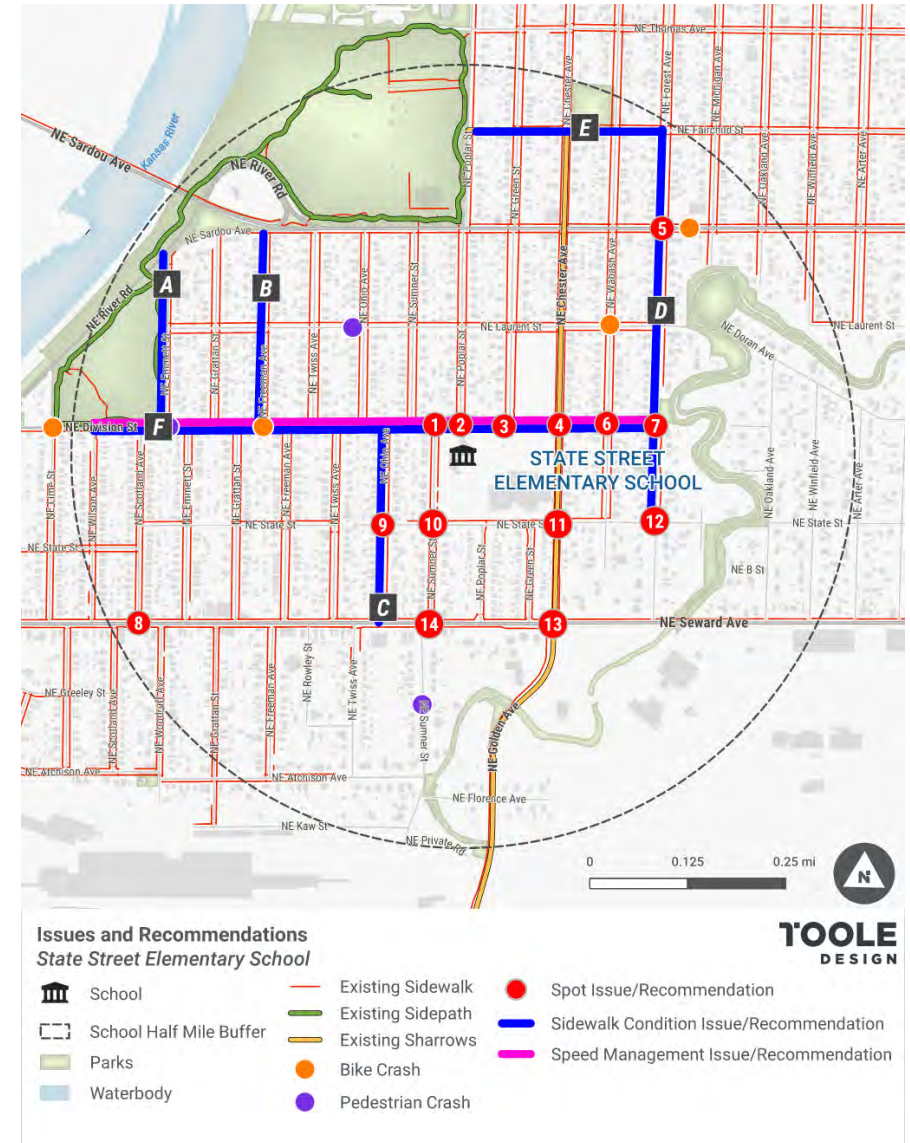




# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
9	NE State St and NE Ohio Ave	Missing ADA compliant curb ramps	Install ADA compliant curb ramps
10	NE Sumner St and NE State St	Missing ADA compliant curb ramps and Missing crosswalk markings	Install ADA compliant curb ramps. Add high-visibility crosswalk markings at the intersection.
11	NE Chester Ave and NE State St	Missing ADA compliant curb ramps	Install ADA compliant curb ramps.
12	NE State St and NE Forest Ave	Missing ADA compliant curb ramps	Install ADA compliant curb ramps.
13	NE Golden Ave and NE Seward Ave	Missing ADA compliant curb ramps, light post obstruction and crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps. Relocate the light post and electric box.
14	NE Sumner St and NE Seward Ave	Inadequate crossing time or crossing opportunities	Consider pedestrian refuge islands on NE Seward Ave to shorten crossing distances. Install RRFB

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the [KDOT Crosswalk Guide](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf).

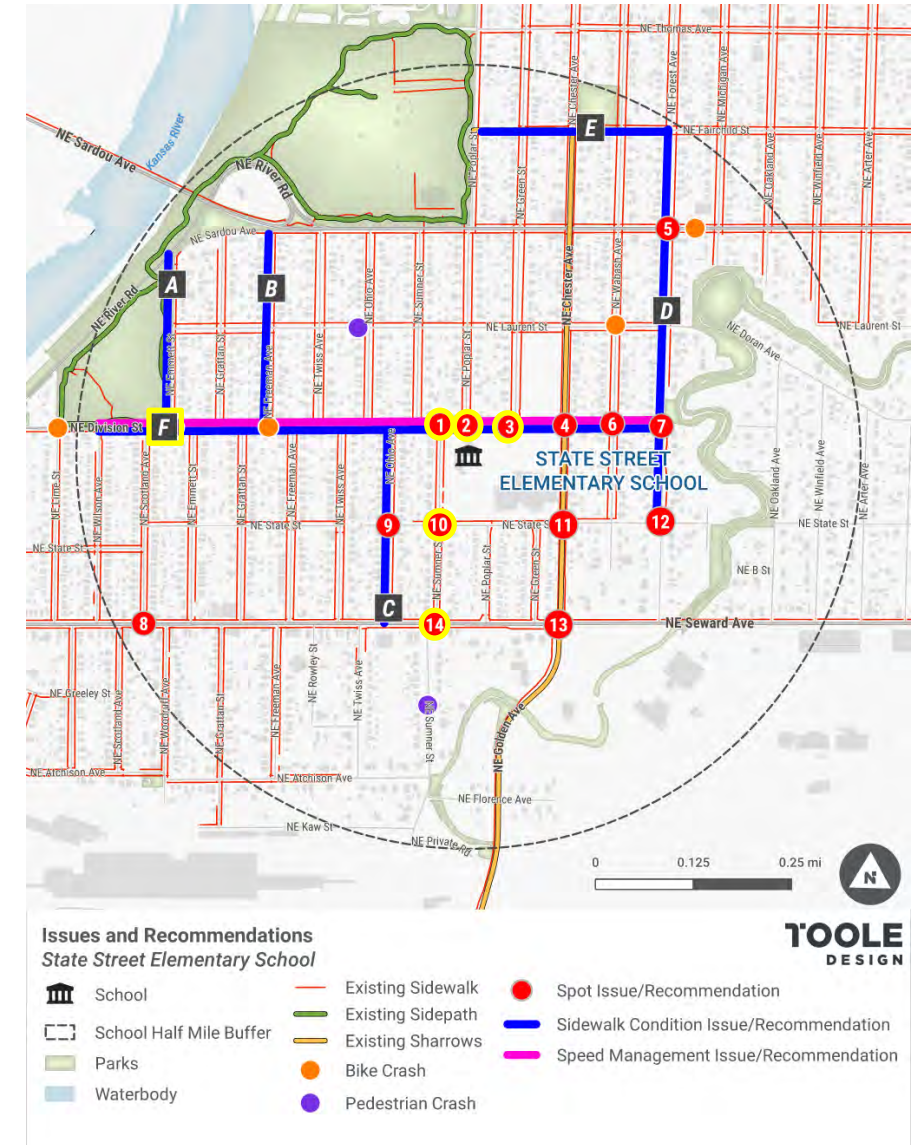


# Priority Infrastructure Recommendations

Map ID	Location	Issue	Segment Recommendation	Cost*
F	NE Division Street from Wilson Avenue to NE Forest Avenue	Sidewalk in poor condition, narrow cracked and uplifted, and ramps missing or not ADA compliant	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.	\$304,000

Map ID	Location	Issue	Spot Recommendation	Cost*
1	NE Division St and NE Sumner St	Missing ADA compliant curb ramps and crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$35,200
2	NE Division St and NE Sumner St	Missing ADA compliant curb ramps and crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$35,200
3	NE Division St and NE Green St	Missing ADA compliant curb ramps and crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$35,200
10	NE Sumner St and NE State St	Missing ADA compliant curb ramps and Missing crosswalk markings	Install ADA compliant curb ramps. Add high-visibility crosswalk markings at the intersection.	\$35,200
14	NE Sumner St and NE Seward Ave	Inadequate crossing time or crossing opportunities	Consider pedestrian refuge islands on NE Seward Ave to shorten crossing distances. Install RRFB	\$21,000

\*Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.





# Whitson Elementary

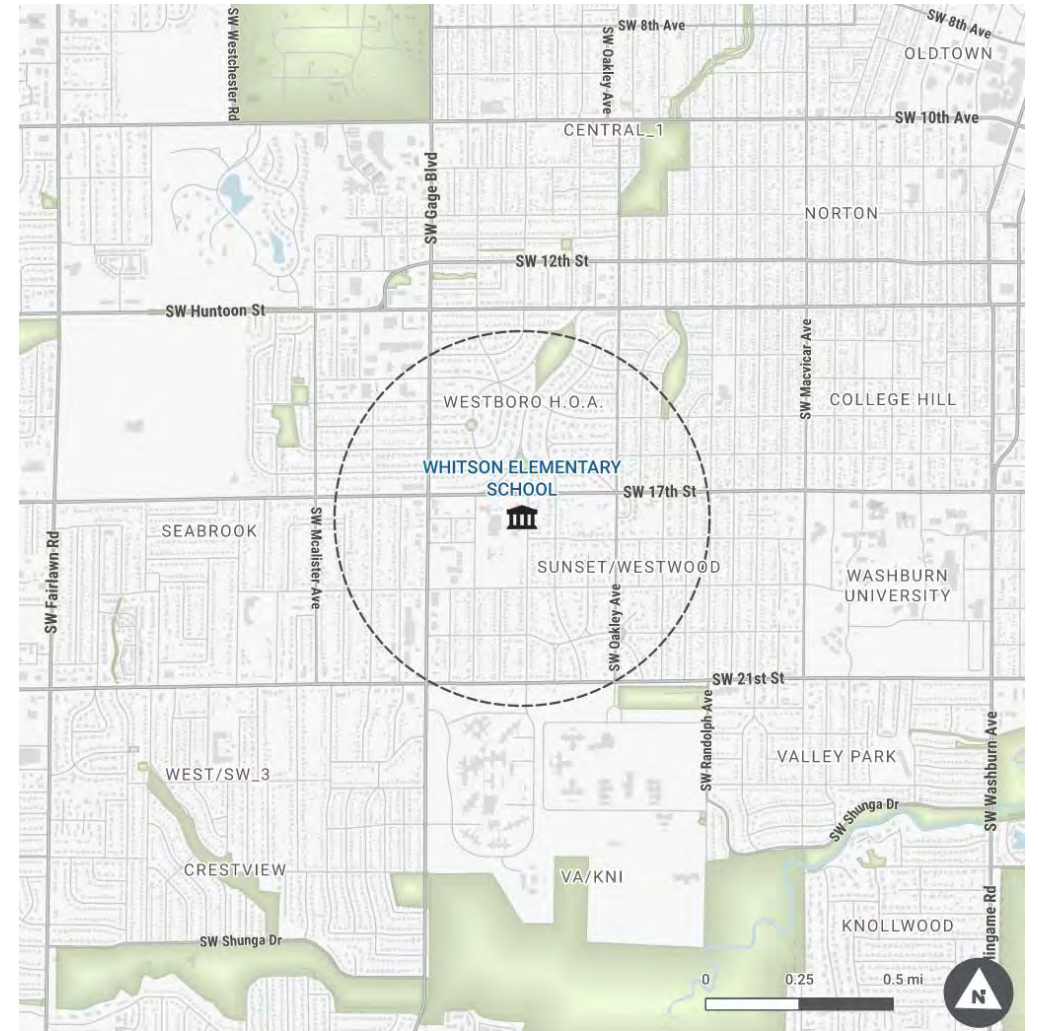




# Location and Background

Whitson Elementary School is located on SW Arnold Avenue between SW 17th Street and just south of SW 18th Street in a residential neighborhood, surrounded mostly by single-family housing. The west side of the school is adjacent to a private Catholic School campus.

390 Students in Spring 2023



Overview Map  
Whitson Elementary School

-  School
-  School Half Mile Buffer
-  Parks
-  Waterbody



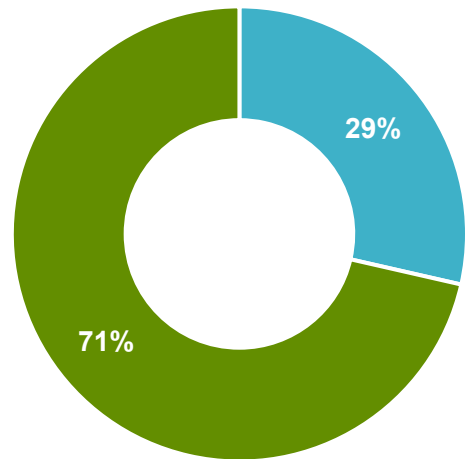


# Caregiver Survey Results

The response rate from the Spring 2023 parent survey at Whitson Elementary was low. **Only 14 responses were received from parents and caregivers of approximately 390 students.**

## STUDENT DISTANCE FROM SCHOOL

*As reported in 2023 Parent Survey (n=14)*



■ 1 mile or more ■ less than 1 mile

Distance	Percentage of Students
1 ½ miles or more	21%
1 mile up to 1 ½ miles	7%
½ mile up to 1 mile	29%
¼ mile up to ½ mile	29%
Less than ¼ mile	14%

*As reported in 2023 Parent Survey (n=14)*

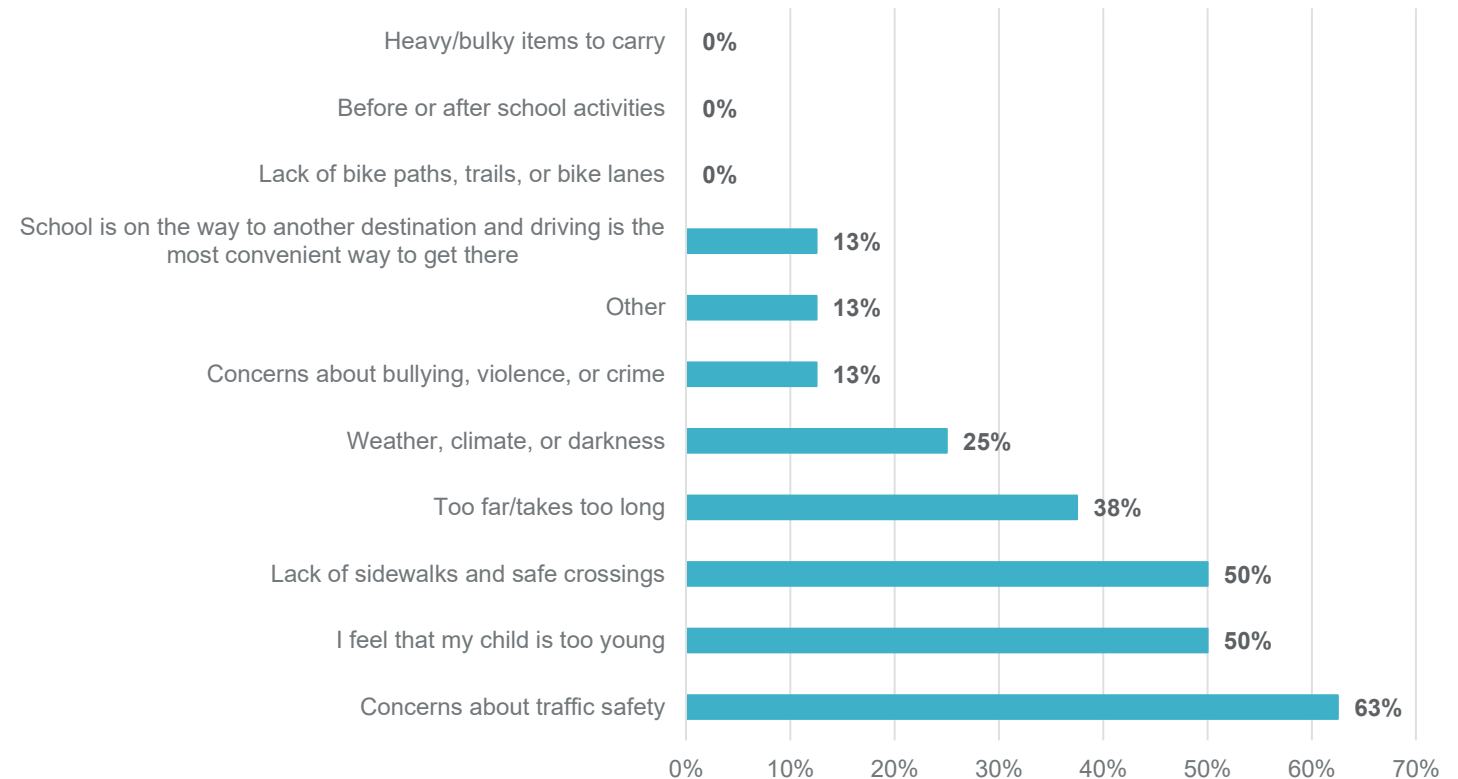
# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Concern about traffic safety (63%)
- Child is too young (50%)
- Lack of pedestrian infrastructure (50%)

**NOTE: Only 14 responses were received from parents and caregivers of approximately 390 students.**

## Reasons Caregivers Don't Allow Children to Walk/Bike to School



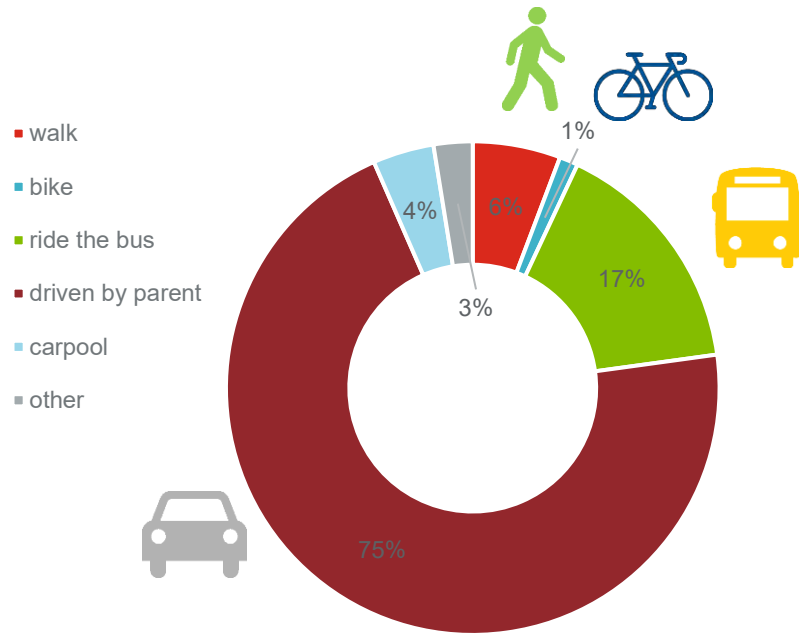


# Student Travel Tallies

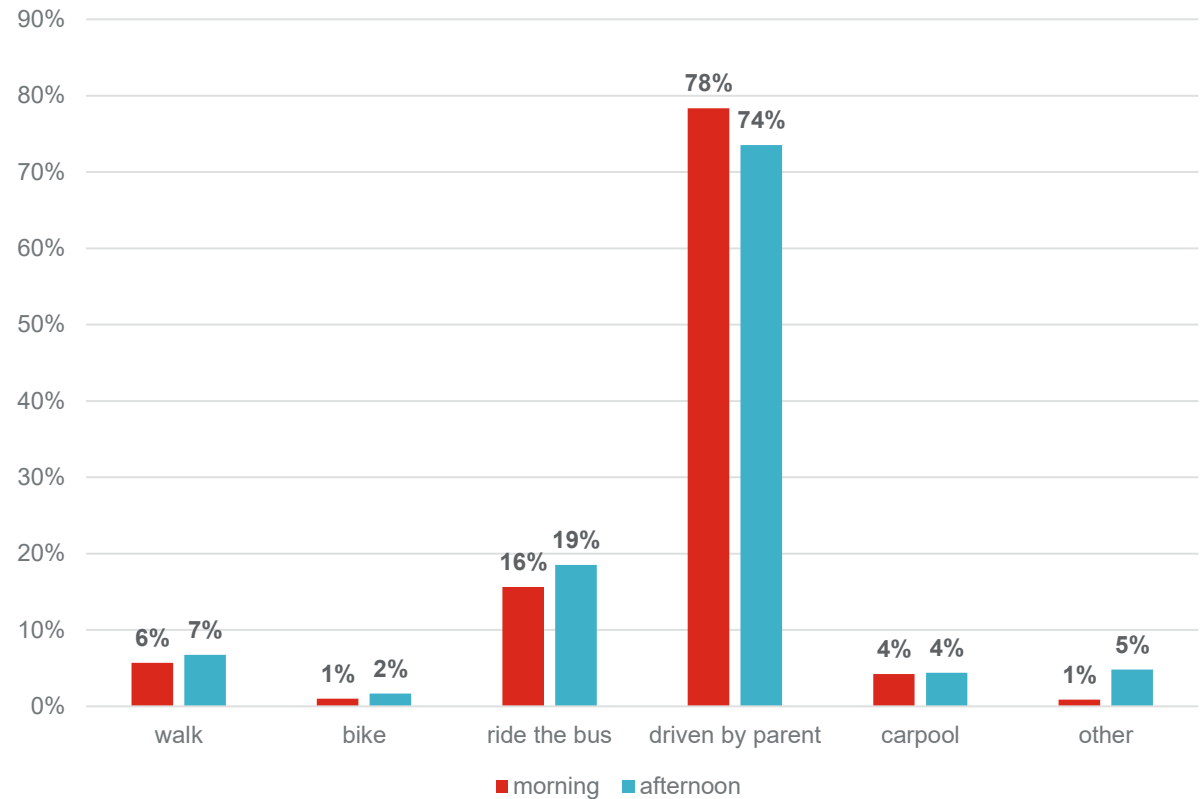
Teachers conducted one day student travel tallies in Spring 2023.

## Student Travel Modes

Average of “to school” and “from school” modes as reported in 2023 Student Travel Tallies.



## Morning and Afternoon Travel Mode Comparison



# Arrival/Dismissal Observations

## Arrival Times

- School starts at 8:40 AM, with most students arriving between 8:15 and 8:20 AM.
- School dismissal is at 3:40 PM.

## Adult Crossing Guard/Staff Role

- A crossing guard (teacher) is located on SW 18th St and SW Arnold Ave and school staff help students unload/load into cars and buses.

## Walkers

- Several students walk with family from SW 17th Street and cross at the pedestrian signal at SW 17th St and SW Stone Ave/SW Lakeside Dr.

## Bicyclists

- One student biked and crossed at the signal at SW 17th St and SW Stone Ave/SW Lakeside Dr.

## Bus Lane

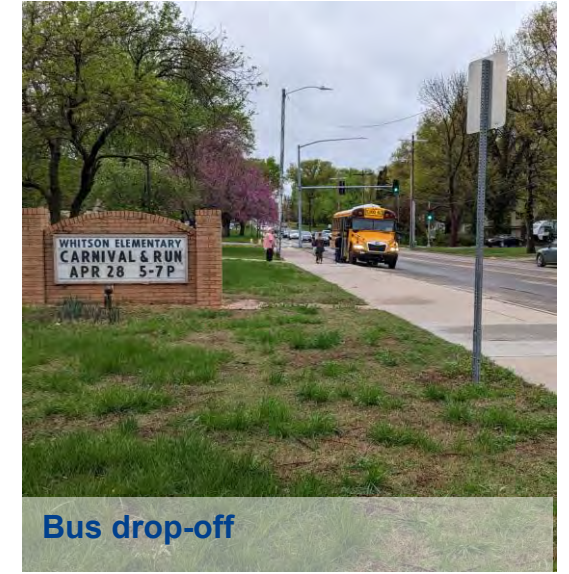
- School buses drop off on SW 17th St. in a designated bus zone, where teachers are there to greet the students.

## Family Vehicles

- Vehicles pull up to the curb on SW Arnold St. from SW 17th St.
- The designated drop-off loop is in front of the school.
- Families were observed dropping children off on the opposite side of the street of school.
- Potential vehicle conflict occurs when parents drive out of the parking spot.
- Some students exit vehicles from the driver's side.
- Vehicles block the ADA curb ramp in front of the school.



Family pick-up



Bus drop-off



Vehicles drop-off on SW 17th St



# Safety and Mobility- Network Summary

**Crashes:** Pedestrian and Bicycle crashes have occurred along SW 19th St, SW 21<sup>st</sup> St, and SW Gage Blvd.

**Sidewalks:** There are very few sidewalks on neighborhood streets within the ½ mile buffer around the school.

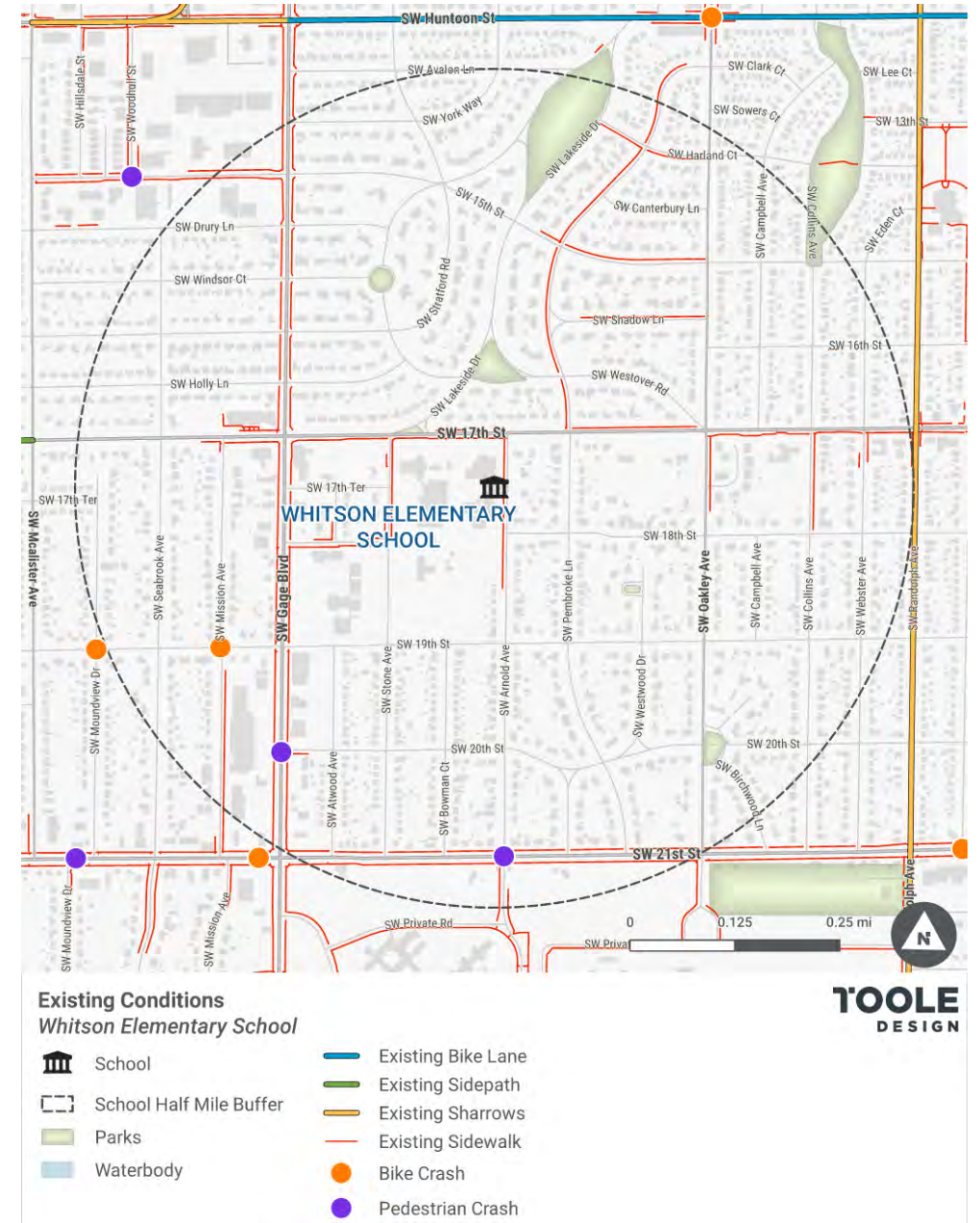
**Crosswalks:** Faded crosswalks around the school were repainted in the summer of 2023 (after project fieldwork), and new sidewalks were installed on SW 18th Street.

**Intersections** – Many curb ramps within the ½ mile radius of the school are non-ADA compliant.

**Street Segment** – Relatively low motor vehicle volumes on the neighborhood streets.

**Bicycle Facility** – None – some families ride on the sidewalks

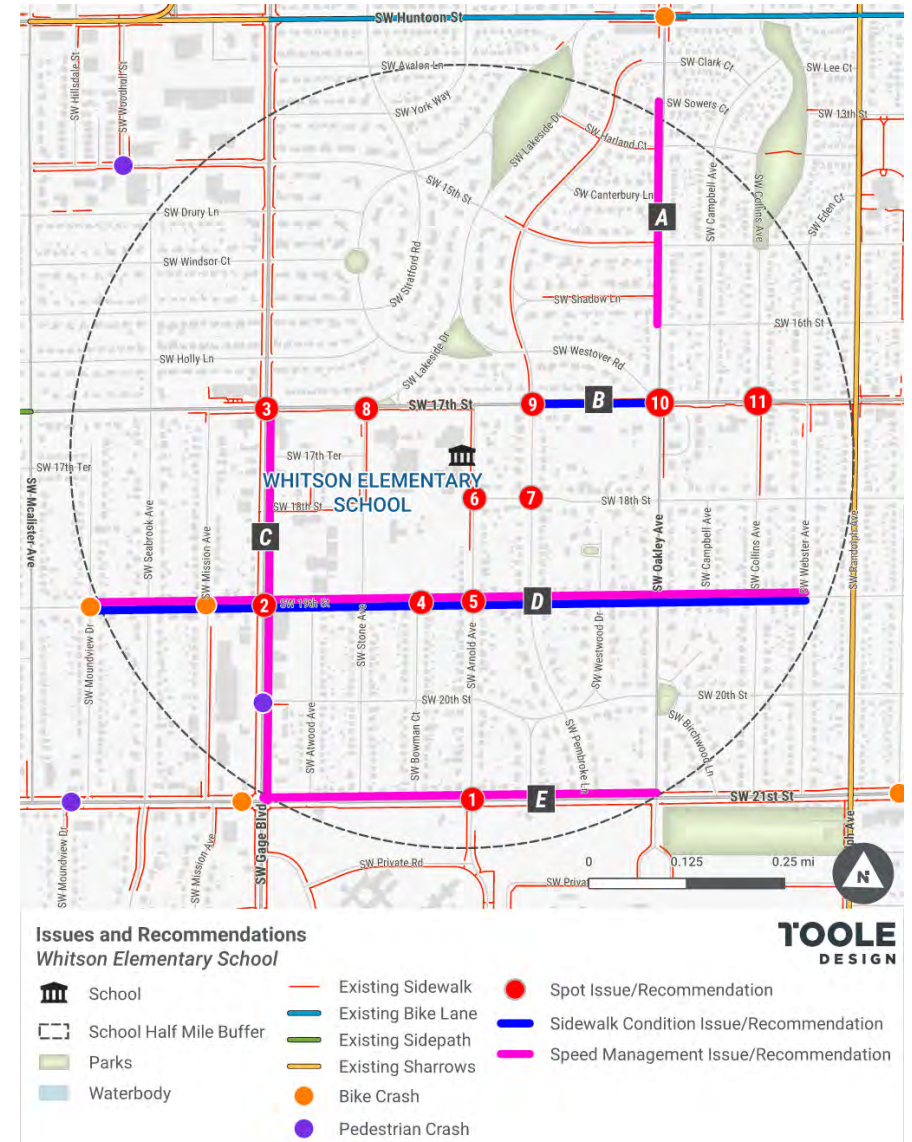
**Signs and Pavement Markings-** New signs were installed in 2023 to change one-way circulation to northbound on Arnold. Streets adjacent to the school have posted speeds of 20 MPH during school hours.



# Safety and Mobility-Issues and Recommendations

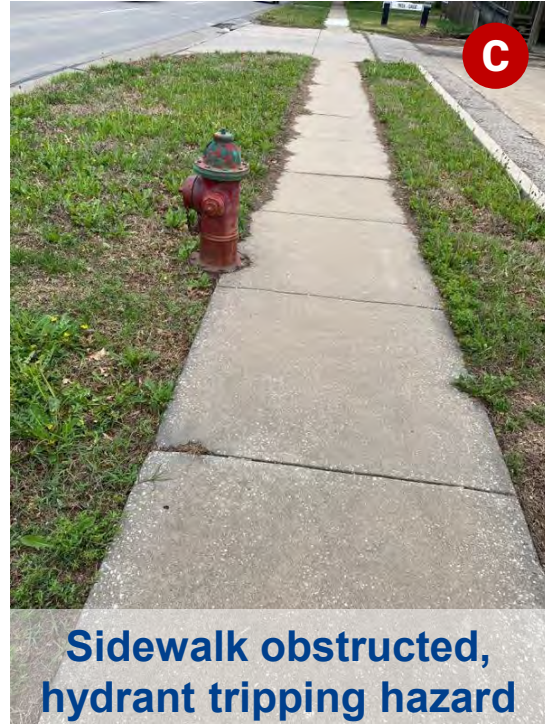
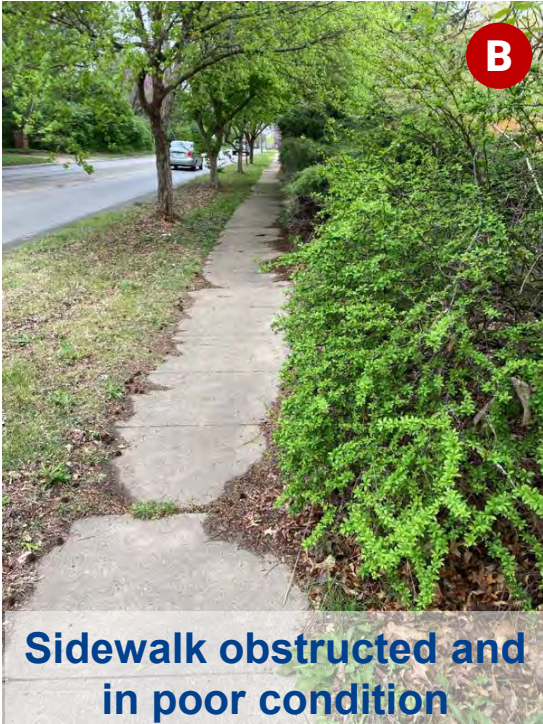
Map ID	Location	Issue	Segment Recommendation
A	SW Oakley Avenue from SW Sowers Ct to SW 16th Street	High motor vehicle speed and volume, and wide ROW	Install traffic calming measures to reduce high motor vehicle speed.
B	SW 17th Street from SW Pembroke Ln to SW Oakley Avenue	Sidewalk obstructed and cracked	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
C	SW Gage Blvd from SW 17th Street to SW 21st Street	High motor vehicle speed and volume, and wide ROW	Install traffic calming measures to reduce high motor vehicle speed.
D	SW 19th Street from SW Moundview Dr to SW Webster Avenue	Poor pavement conditions, missing sidewalks and no bicycle facility	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
E	SW 21st Street from SW Gage Blvd to SW Oakley Avenue	High motor vehicle speed and volume, concern about vehicle turning, and wide ROW	Install traffic calming measures to reduce high motor vehicle speed. Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the *KDOT Crosswalk Guide*. [https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)





# Safety and Mobility- Issues and Recommendations



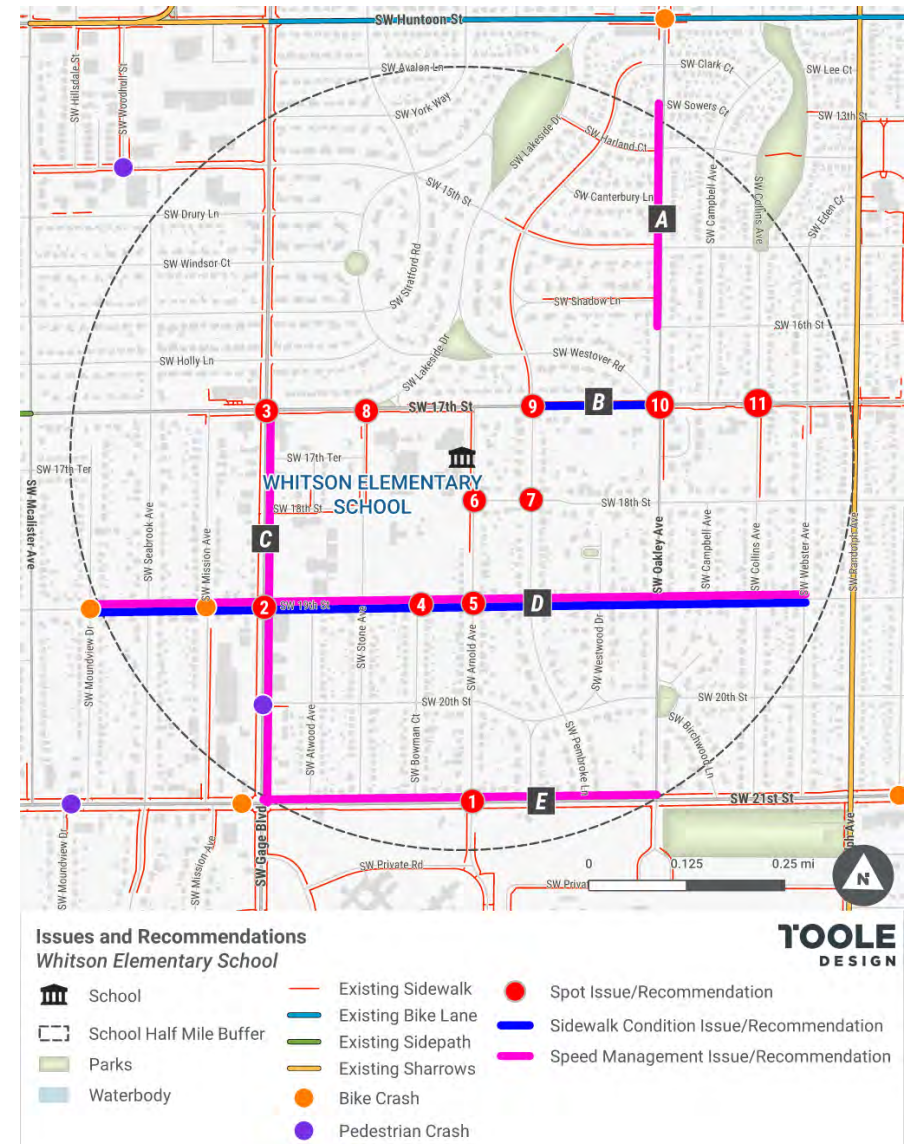


# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	SW Arnold Ave and SW 21st St	Missing crosswalk markings, curb ramps not ADA compliant, high motor vehicle speed and volume, and concern about turning	Add high-visibility crosswalk markings at the intersection. During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps.
2	SW Gage and SW 19th St	Missing ADA compliant curb ramps, inadequate crossing opportunities, crosswalk markings faded and lacks signage	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps. Adjust the pedestrian crossing time
3	SW 17th and SW Gage Blvd	Curb ramps not ADA compliant, concern about motor vehicle speed and turning movements and crossing distance long	Add high-visibility crosswalk markings at the intersection. During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps.
4	SW Bowman Ct and SW 19th St	Missing ADA compliant curb ramps	Install ADA compliant curb ramps.
5	SW Arnold Ave and SW 19th St	Missing ADA compliant curb ramps and crosswalk markings faded	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
6	SW Arnold Ave and SW 18th St	Curb ramps not ADA compliant and crosswalk markings faded	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the *KDOT Crosswalk Guide*.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



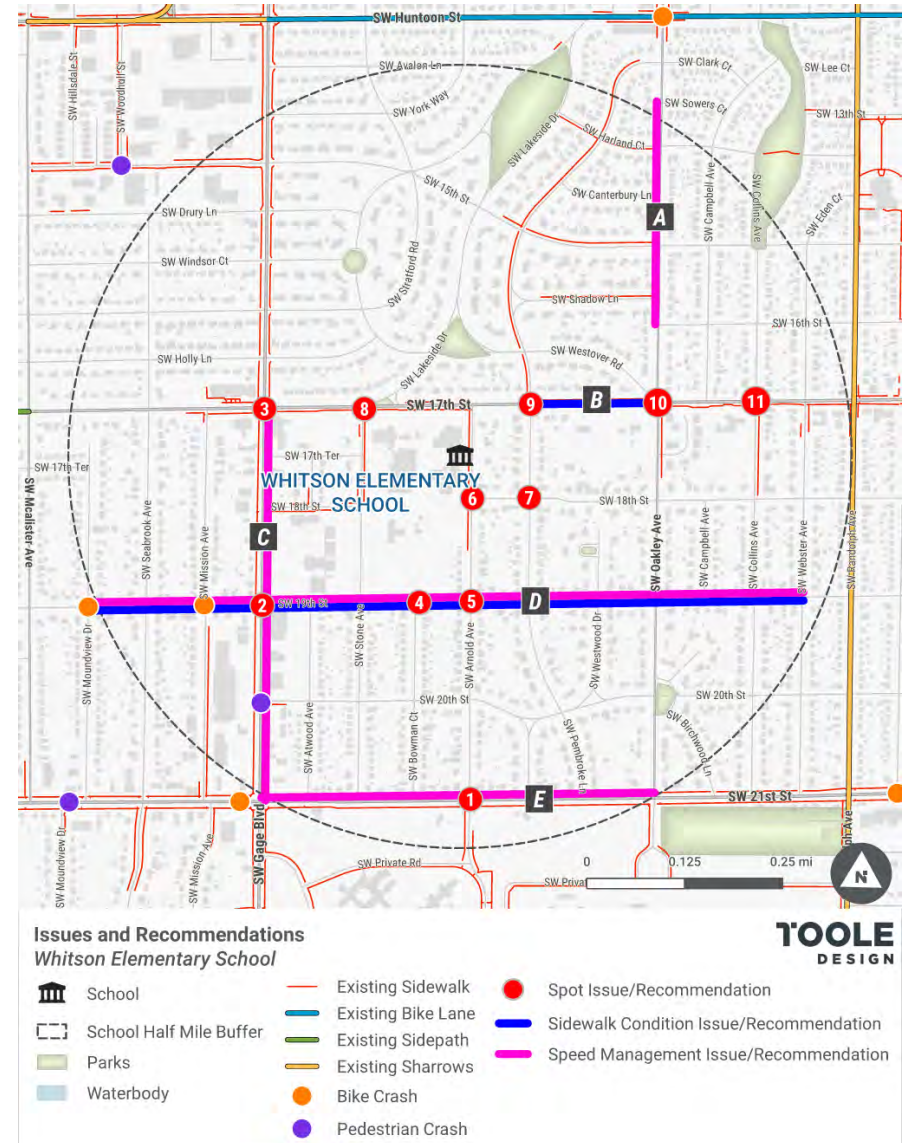


# Safety and Mobility-Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
7	SW Pembroke Rd and 18th St	Missing ADA compliant curb ramps and missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
8	SW Stone Ave and SW 17th St	Curb ramps not ADA compliant and missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
9	SW Pembroke Rd and SW 17th St	Curb ramps not ADA compliant and missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.
10	SW 17 <sup>th</sup> St and SW Oakley Ave	Concern about motor vehicle yielding, turning, large curb radii, missing ADA compliant curb ramps and crosswalk marking	During the next reconstruction of the intersection, tighten the curb radii to reduce turning speeds and shorten crossing distances. Install ADA compliant curb ramps. Add high-visibility crosswalk markings
11	SW Collins Ave and SW 17th St	Missing crosswalk markings and signage	Add high-visibility crosswalk markings and pedestrian signage. Consider RRFB.

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the *KDOT Crosswalk Guide*.

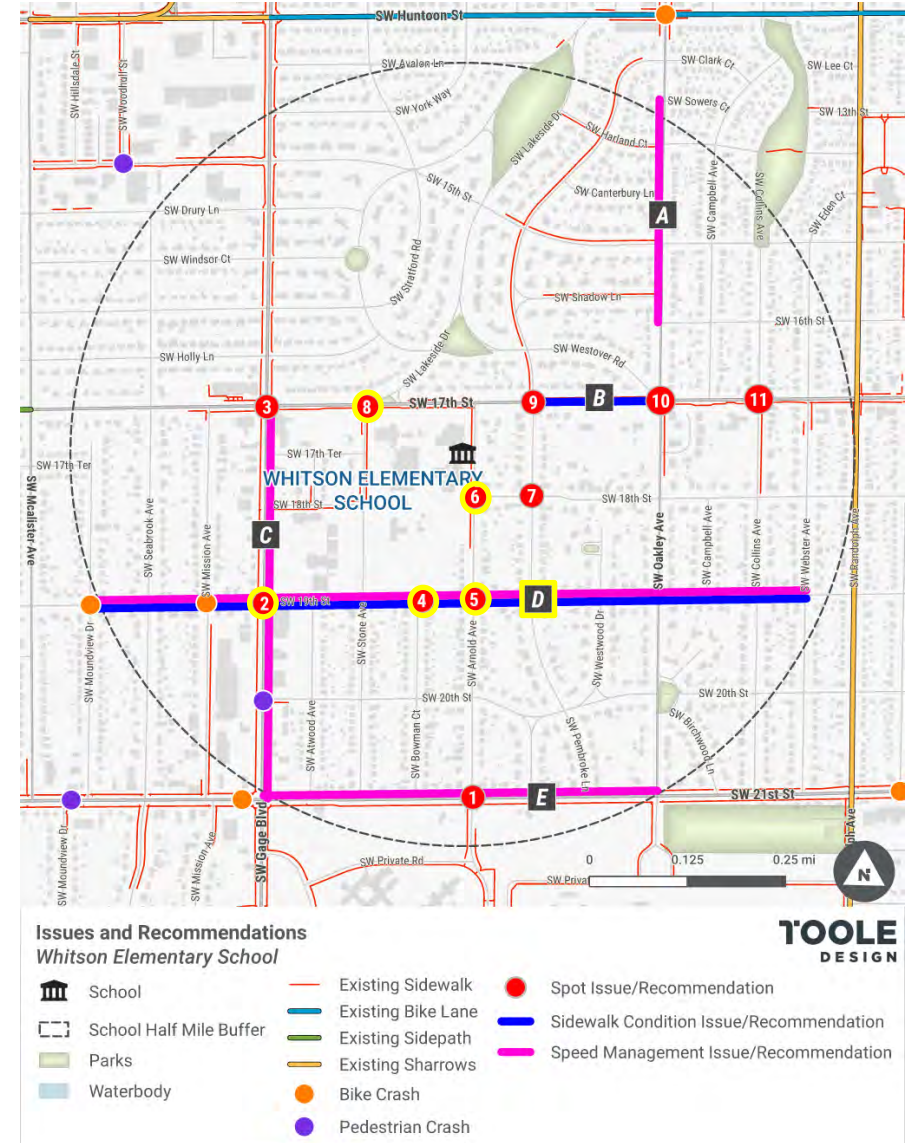
[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



# Priority Infrastructure Recommendations

Map ID	Location	Issue	Segment Recommendation	Cost*
D	SW 19th Street from SW Moundview Dr to SW Webster Avenue	Poor pavement conditions, missing sidewalks and no bicycle facility	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.	\$ -

Map ID	Location	Issue	Spot Recommendation	Cost*
2	SW Gage and SW 19th St	Missing ADA compliant curb ramps, inadequate crossing opportunities, crosswalk markings faded and lacks signage	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps. Adjust the pedestrian crossing time	\$37,200
4	SW Bowman Ct and SW 19th St	Missing ADA compliant curb ramps	Install ADA compliant curb ramps.	\$32,000
5	SW Arnold Ave and SW 19th St	Missing ADA compliant curb ramps and crosswalk markings faded	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$35,200
6	SW Arnold Ave and SW 18th St	Curb ramps not ADA compliant and crosswalk markings faded	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$35,200
8	SW Stone Ave and SW 17th St	Curb ramps not ADA compliant and missing crosswalk markings	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$35,200



\* Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.



# Williams Science & Fine Art Magnet Elementary



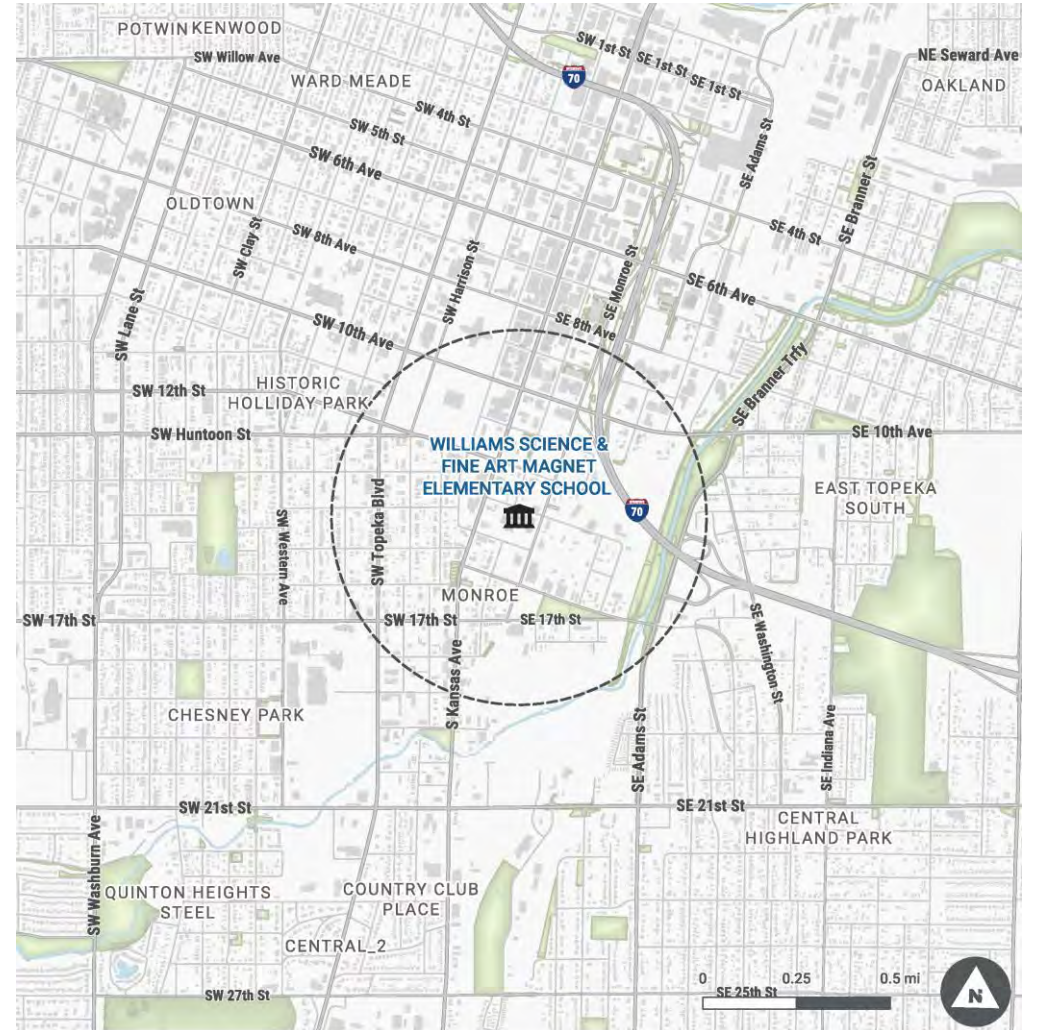


# Location and Background

Williams Elementary School is located on SE Monroe Street and SE 13<sup>th</sup> Street in an industrial neighborhood surrounded mostly by warehouses. The southwest side of the school campus abuts a utility right of way and the Odenton Natural Area. There are more single-family houses on the west side of the school.

Williams Elementary is a magnet school, meaning students are more likely to be traveling from further distances outside of the neighborhood to get to school.

425 Students in Spring 2023



**Overview Map**  
*Williams Science & Fine Art Magnet Elementary School*

- School
- School Half Mile Buffer
- Parks
- Waterbody

**TOOLE DESIGN**

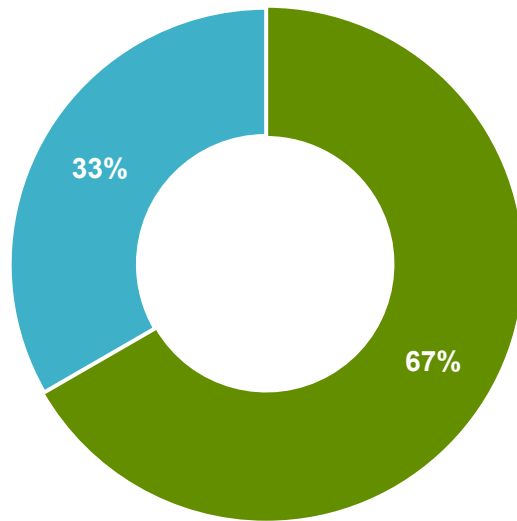


# Caregiver Survey Results

42 responses were received from parents and caregivers of approximately 425 students.

## STUDENT DISTANCE FROM SCHOOL

*As reported in 2023 Parent Survey (n=42)*



■ 1 mile or more ■ less than 1 mile

Distance	Percentage of Students
1 ½ miles or more	52%
1 mile up to 1 ½ miles	14%
½ mile up to 1 mile	14%
¼ mile up to ½ mile	14%
Less than ¼ mile	5%

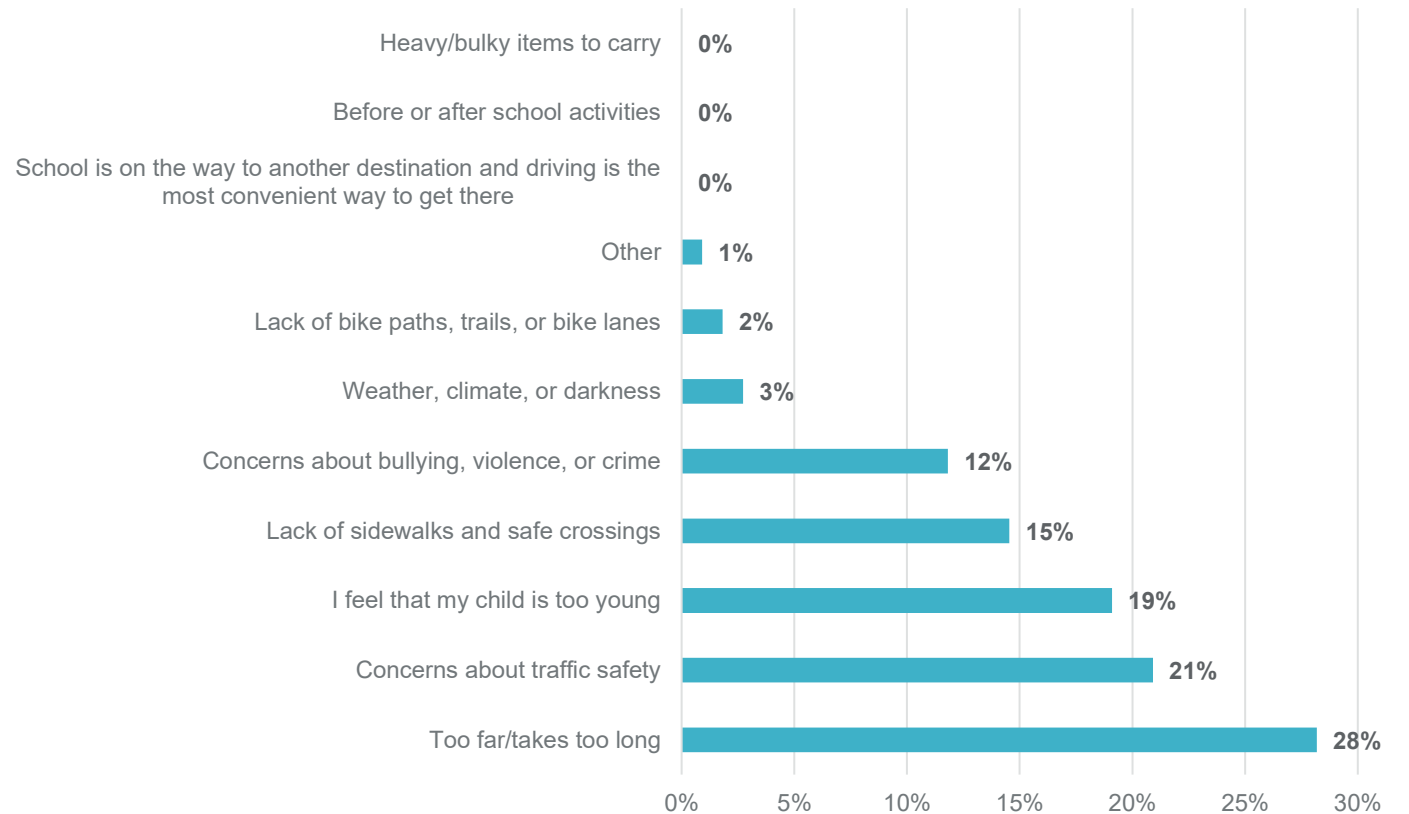
*As reported in 2023 Parent Survey (n=42)*

# Caregiver Survey Results

## Top Reasons Caregivers Don't Allow Children to Walk/Bike to School

- Distance (28%)
- Concern about traffic safety (21%)
- Child is too young (19%)
- Lack of pedestrian infrastructure (15%)

## Reasons Caregivers Don't Allow Children to Walk/Bike to School



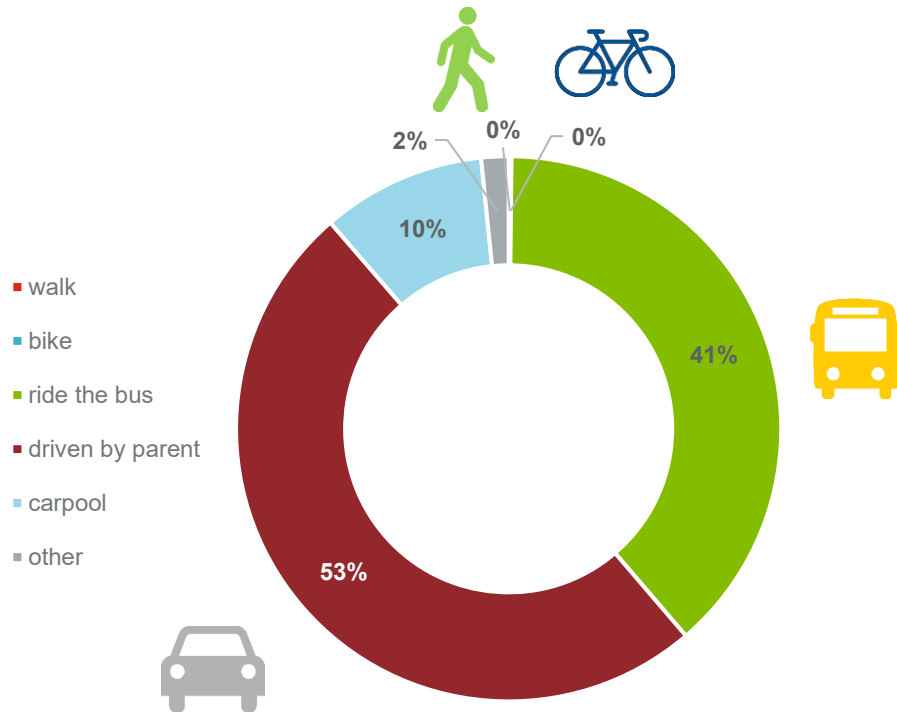


# Student Travel Tallies

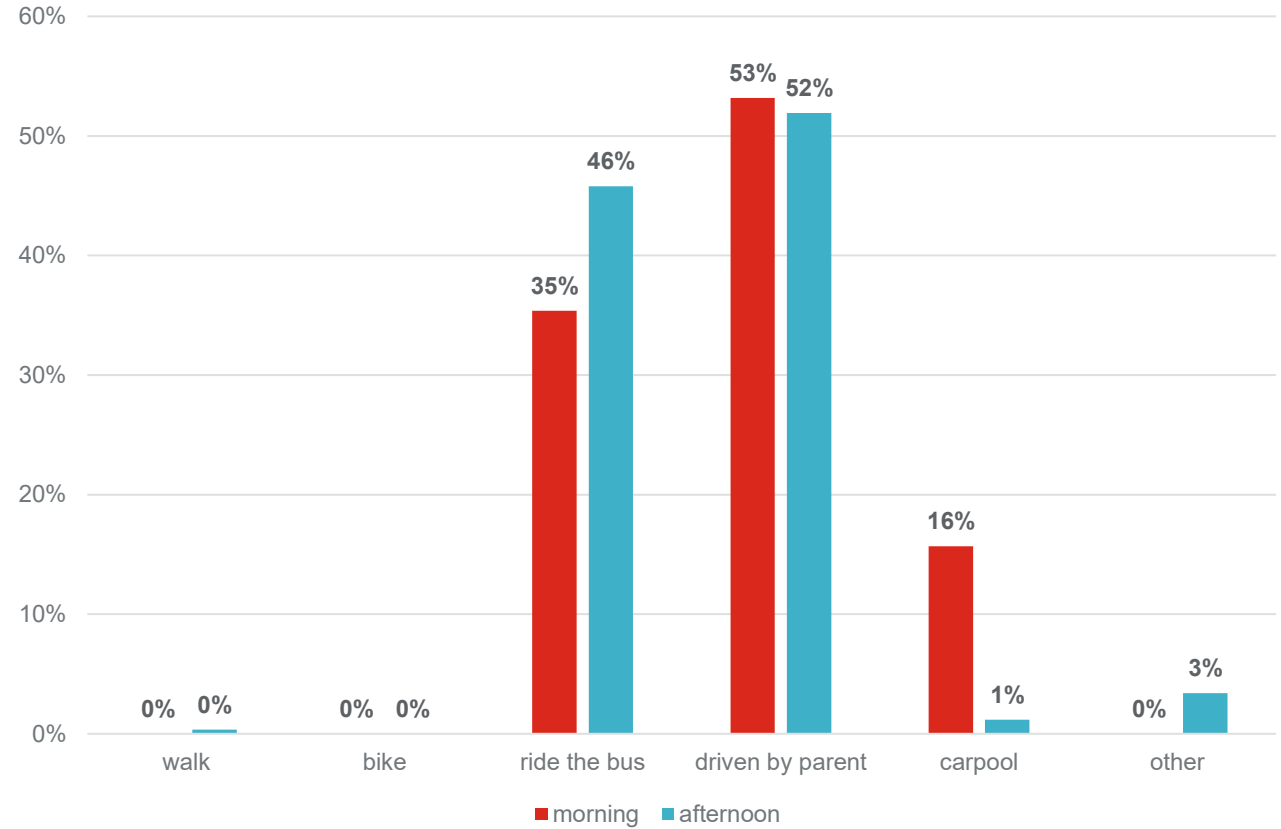
Teachers conducted one day student travel tallies in Spring 2023.

## Student Travel Modes

Average of "to school" and "from school" modes as reported in 2023 Student Travel Tallies.



## Morning and Afternoon Travel Mode Comparison



# Arrival/Dismissal Observations

## Arrival Times

- School starts at 8:20 AM, with most students arriving between 7:55 and 8:30 AM.
- School dismisses at 3:35 PM, with most students picked up by 4:00 PM.

## Adult Crossing Guard/Staff Role

- School uses a number system for dismissal. Caregivers post placards on their windshield, and teachers release students with corresponding numbers to that vehicle.
- No crossing guards were present for arrival or dismissal.

## Walkers

- According to the principal, the school is not a neighborhood school. Most students are bussed or drop-off by vehicles.
- Vehicles parked on adjacent streets and allow their students to walk from their car to the school.

- Students were observed crossing midblock with no crossing or guard.

## Bicyclists

- No bike activity was observed.
- There is a bike rack in front of the school, but it is an older style that can damage bikes and is hard to lock wheel and frame.
- The bike rack has difficult access and is covered with vegetation.

## Bus Lane

- School buses drop off students on the north curb of SW 13th Street and the west curb of SE Monroe Street.
- There are posted signs restricting stopping and parking in the bus lane from 7:00 AM to 4:00 PM on school days.



Bus parking zone on SW 13<sup>th</sup> Street



Poor quality and difficult to access bike rack.



# Arrival/Dismissal Observations

## Family Vehicles

- The designated drop-off loop is in the school parking lot south of the school building.
- Vehicles were observed parking and letting students out along SE 14<sup>th</sup> Street and SE Quincy Street.
- Vehicles observed making U-turns, traveling at high speeds, and entering the parking lot the wrong way during arrival and dismissal. All these behaviors create potential conflicts between vehicles, pedestrians, and bicyclists.



Vehicles dropping off in school parking lot



Wide street along SE 14<sup>th</sup> Street

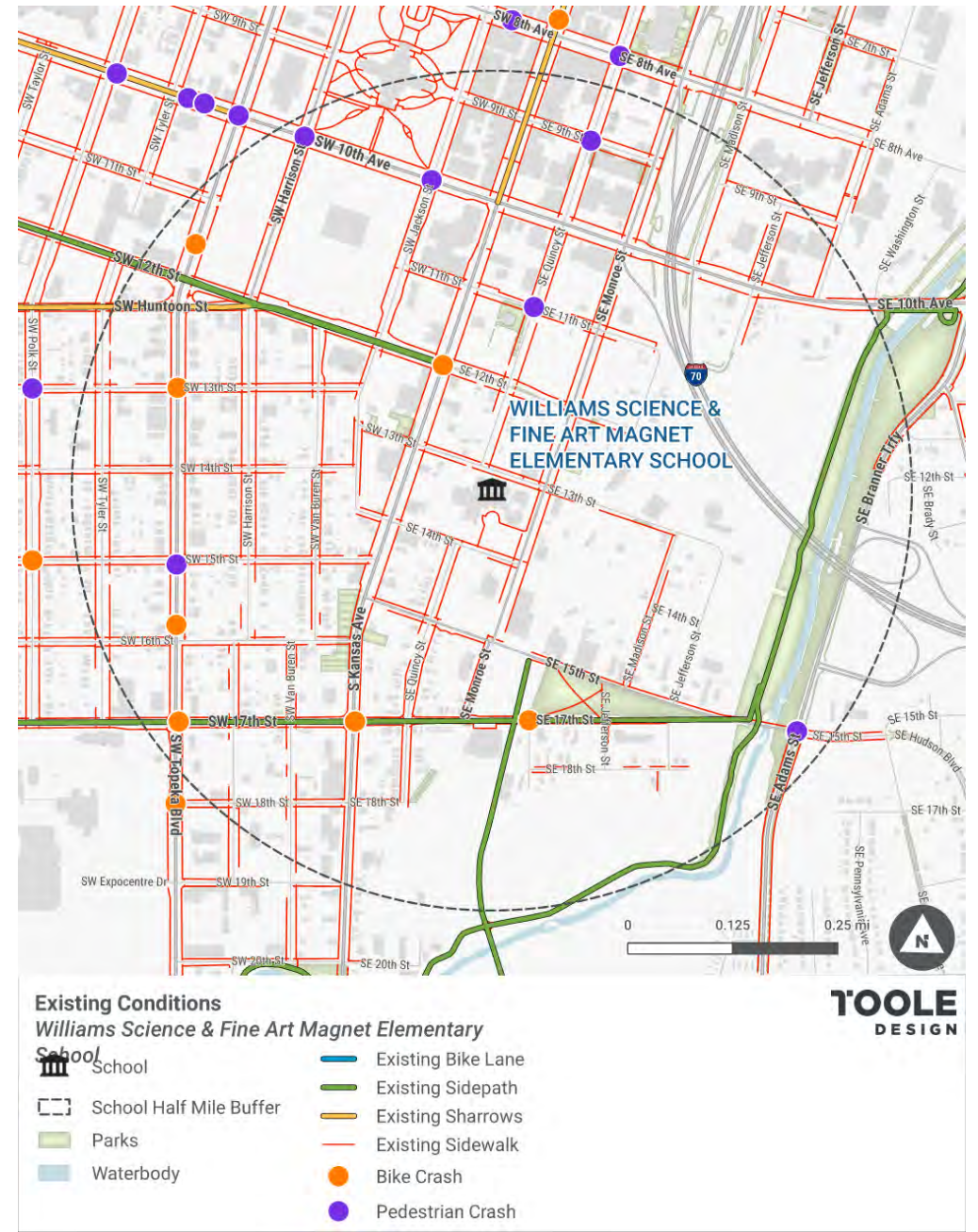
# Safety and Mobility – Network Summary

**Crashes** – There have been several bicyclist and pedestrian crashes within the school half-mile buffer. Crashes occurred along SW Topeka Boulevard, SW 17<sup>th</sup> Street, SW 10<sup>th</sup> Avenue, and SE Quincy Street.

**Sidewalks** There are new sidewalks around the school. Sidewalks in the surrounding areas of the school are in poor condition.

**Crosswalks** – There are two crosswalks without markings in front of the school. Most crosswalks within a 1/2 mile of the school lack marked crossings.

**Curb Ramps** – Curb ramps at the intersections are usually present. However, they tend to lack a detectable warning surface and/or do not align with a sidewalk. Several curb ramps within the 1/2 mile radius are too steep or lack a proper level landing area. Most ramps are not ADA compliant.





# Safety and Mobility- Network Summary

**Intersections** – Most intersections throughout the ½ mile study area do not have crosswalk markings or ADA ramps. Intersections along SW Topeka Boulevard, S Kansas Avenue and SE 17th Street have higher motor vehicle speeds and volumes, and larger curb radii.

**Street Segments** – High vehicle speeds on SE Monroe St, SW Topeka Boulevard, S Kansas Avenue and SE 17th Street. Roads within ½ mile are not in good condition.

**Bicycle Facilities** – There are multiple sidepaths in the half-mile school buffer along SW 12<sup>th</sup> Street, SW 17th Street, and along the Shunganunga Creek. The bike rack at the school is obstructed.

**Signs and Pavement Markings** – Streets adjacent to the school are marked with 20 MPH School Zone Signage for arrival and dismissal times.



Ramps along SE 17<sup>th</sup> Street are diagonal, not ADA compliant.



High vehicle speeds observed along SW Topeka Boulevard



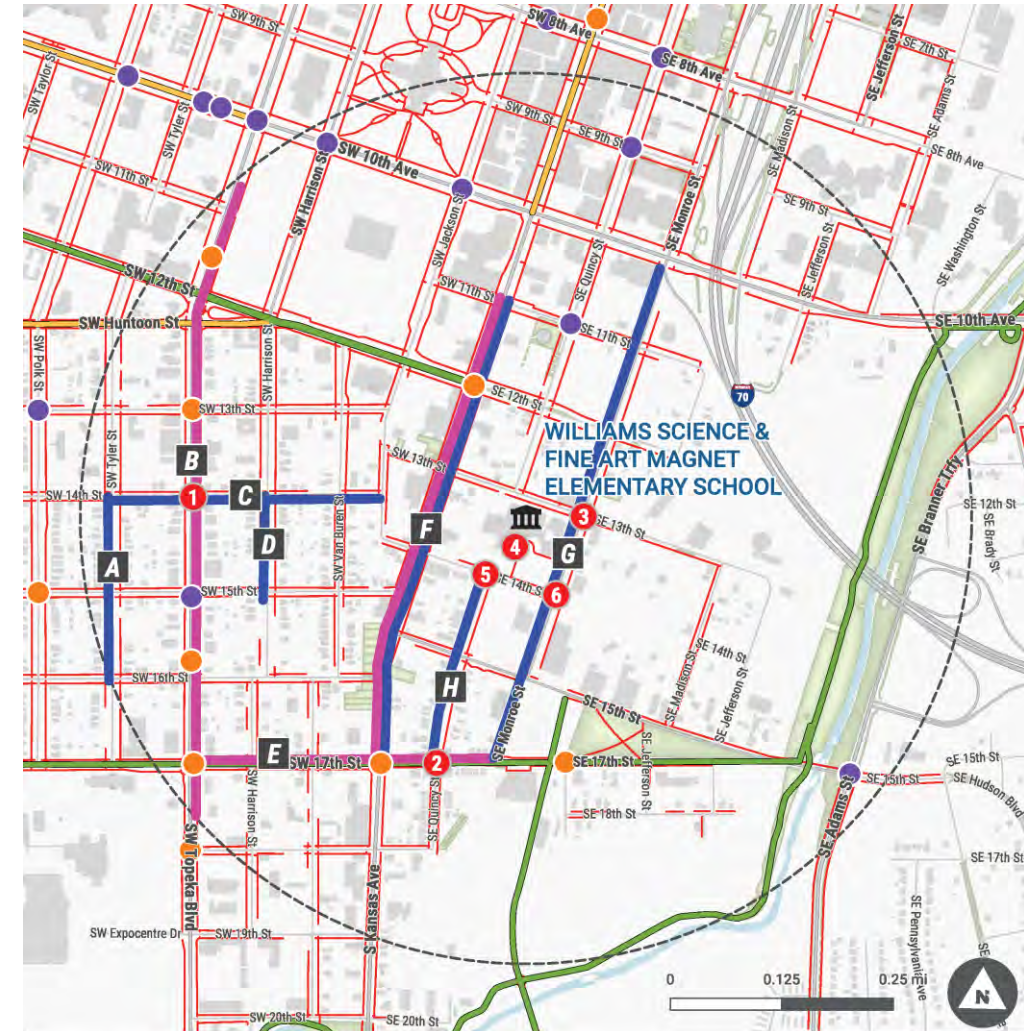
School zone signage along SE Monroe St



# Safety and Mobility- Segment Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
A	SW Tyler Street from SW 14th Street to SW 16th Street	Sidewalk obstructed	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
B	SW Topeka from SW 17t Street to SW11th Street	High motor vehicle traffic speed and volume and inadequate crossing time	Install traffic calming measures to reduce high motor vehicle speed. Adjust the actuated pedestrian crossing time to reflect a walking speed of 3.5-4 fps to help pedestrians cross the street before the signal changes.
C	SW 14th Street from SW Tyler Street to SW Jackson Street	Sidewalk obstructed	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
D	SW Harrison Street from SW 14th Street to SW 15th Street	Sidewalk obstructed	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.
E	SW 17th Street and SE 17th Street from SW Topeka Blvd to SE Monroe Street	High motor vehicle traffic speed and inadequate crossing opportunities	Install traffic calming measures to reduce high motor vehicle speed. Add pedestrian refuge island or curb bump out to shorten crossing distances and improve pedestrian safety.

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the [KDOT Crosswalk Guide](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf).



### Issues and Recommendations

#### Williams Science & Fine Art Magnet Elementary School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Bike Lane
- Existing Sidepath
- Existing Sharrows
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Sidewalk Condition Issue/Recommendation
- Speed Management Issue/Recommendation

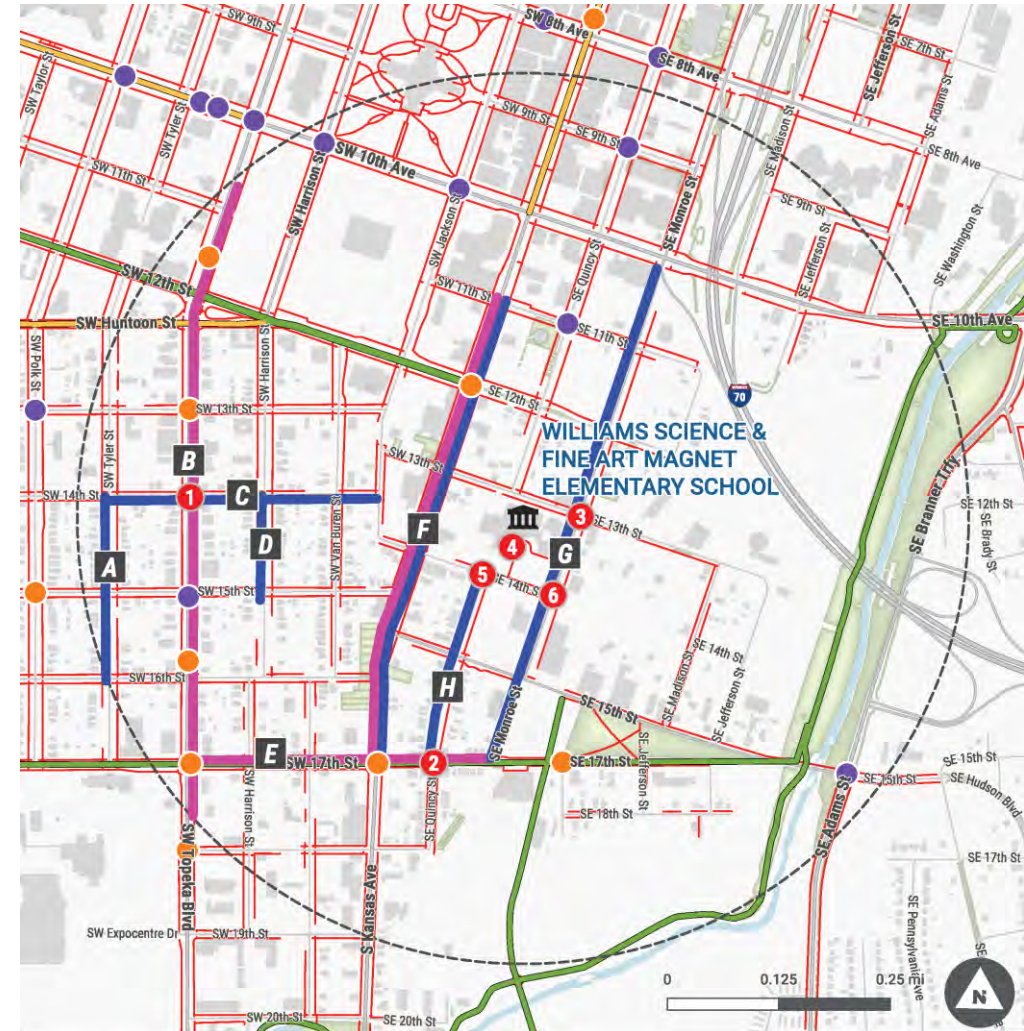


# Safety and Mobility- Segment Issues and Recommendations

Map ID	Location	Issue	Segment Recommendation
F	S Kansas Avenue from SW 17th Street to SE 11th Street	Sidewalk cracked, uplifted, narrow, High motor vehicle traffic speed and wide ROW	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps. Install traffic calming measures to reduce high motor vehicle speed. Add pedestrian refuge island or curb bump out to shorten crossing distances and improve pedestrian safety.
G	SE Monroe from SE 10th Avenue to SE 17th Street	Sidewalk obstructed and missing ADA compliant curb ramps	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps. Install ADA compliant curb ramps.
H	SE Quincy Street from SE 14th Street to SE 17th Street	Sidewalk obstructed and cracked	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

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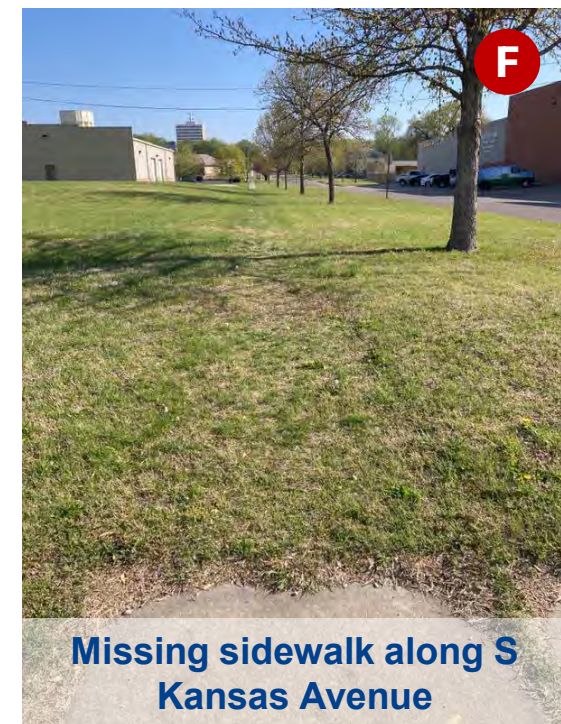
## Issues and Recommendations

### Williams Science & Fine Art Magnet Elementary School

- School
- School Half Mile Buffer
- Parks
- Waterbody
- Existing Sidewalk
- Existing Bike Lane
- Existing Sidepath
- Existing Sharrows
- Bike Crash
- Pedestrian Crash
- Spot Issue/Recommendation
- Sidewalk Condition Issue/Recommendation
- Speed Management Issue/Recommendation



# Safety and Mobility- Segment Issues and Recommendations



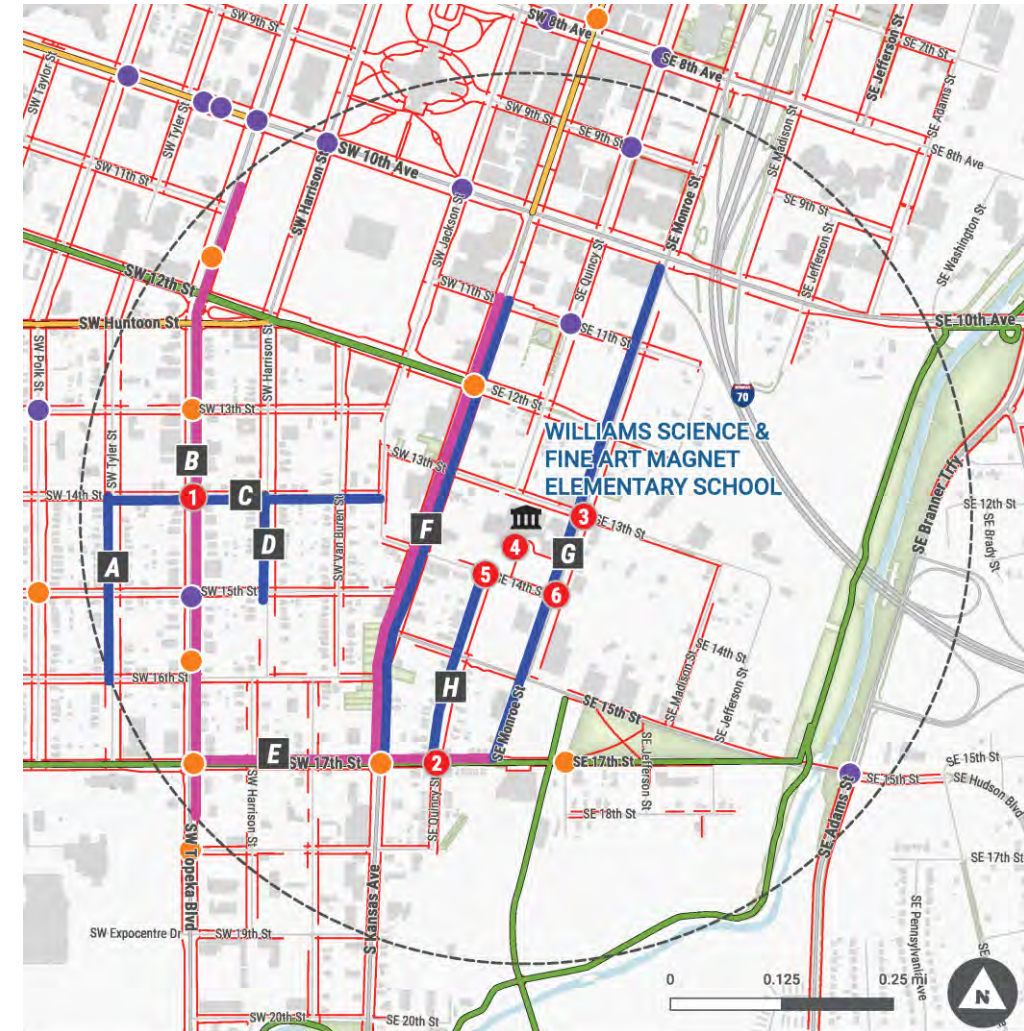


# Safety and Mobility- Spot Issues and Recommendations

Map ID	Location	Issue	Spot Recommendation
1	SW Topeka Blvd and SW 14th St	Crosswalk markings faded, lacks detectible warning surfaces and concern with motor vehicle yielding	Refresh crosswalk markings or add high visibility crosswalk markings. Install ADA compliant curb ramps. Install traffic calming measures to reduce high motor vehicle speed. Consider pedestrian signal.
2	SE 17th St and SE Quincy St	Missing ADA compliant curb ramps, missing crosswalk markings and signage	Install ADA compliant curb ramps. Add high-visibility crosswalk markings at the intersection.
3	SW 13th St and SW Monroe St	Ramps lack detectible warnings and faded crosswalk markings	Install ADA compliant curb ramps. Add high-visibility crosswalk markings at the intersection.
4	School Driveway	Missing ADA compliant curb ramps and bike rack in poor conditions	Install ADA compliant curb ramps. Install high quality u-style bike rack near school entrance or other visible and accessible location.
5	SW 14th St and SE Quincy St	Missing crosswalk markings and high motor vehicle speeds	Add high-visibility crosswalk markings at the intersection. Install traffic calming measures to reduce high motor vehicle speed.
6	SE 14th St and SE Monroe St	Missing crosswalk markings and curb ramps not ADA compliant	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.

\* Note that at all locations where installation of new sidewalks is recommended, ADA compliant curb ramps and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding. High-visibility crosswalk markings should be installed following the KDOT Crosswalk Guide.

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)



### Issues and Recommendations

#### Williams Science & Fine Art Magnet Elementary School

- School
- Existing Sidewalk
- Spot Issue/Recommendation
- School Half Mile Buffer
- Existing Bike Lane
- Sidewalk Condition Issue/Recommendation
- Parks
- Existing Sidepath
- Speed Management Issue/Recommendation
- Waterbody
- Existing Sharrows
- Bike Crash
- Pedestrian Crash



# Safety and Mobility- Spot Issues and Recommendations



Faded crosswalk markings, lack of detectible warning surface at SW Topeka Boulevard and SW 14<sup>th</sup> Street



Lacks ADA compliant curb ramps, and missing crosswalk markings and signage at SE 17<sup>th</sup> Street and SE Quincy Street



Ramps lack detectible warning surface and crosswalk markings faded at SW 13<sup>th</sup> Street and SW Monroe Street



Bike rack in poor condition at school driveway



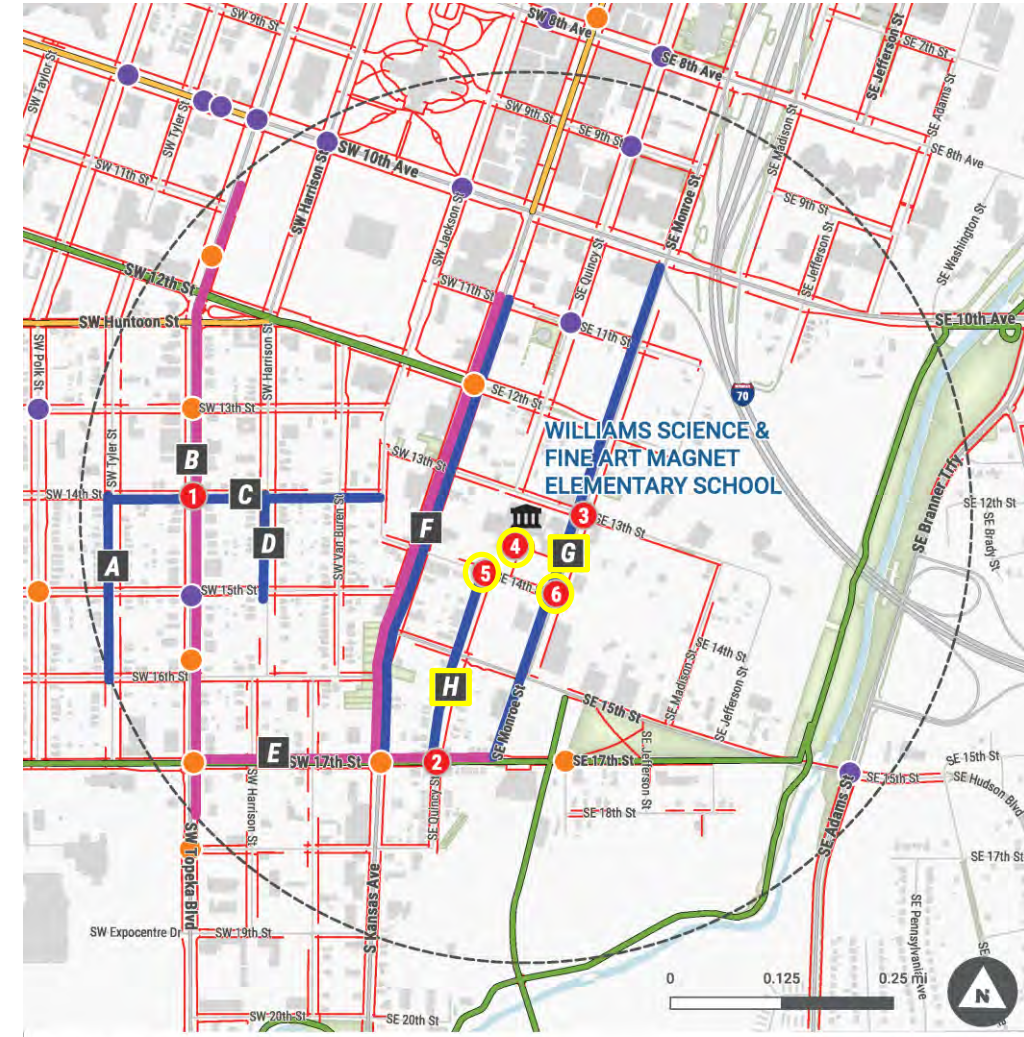
# Priority Infrastructure Recommendations

Map ID	Location	Issue	Segment Recommendation	Cost*
G	SE Monroe from SE 10th Avenue to SE 17th Street	Sidewalk obstructed and missing ADA compliant curb ramps	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps. Install ADA compliant curb ramps.	\$ 252,000
H	SE Quincy Street from SE 14th Street to SE 17th Street	Sidewalk obstructed and cracked	Repair or replace with sidewalk of at least 5 feet width and ADA compliant curb ramps.	\$ 92,000

Map ID	Location	Issue	Spot Recommendation	Cost*
4	School Driveway	Missing ADA compliant curb ramps and bike rack in poor conditions	Install ADA compliant curb ramps. Install high quality u-style bike rack near school entrance or other visible and accessible location.	\$16,975
5	SW 14th St and SE Quincy St	Missing crosswalk markings and high motor vehicle speeds	Add high-visibility crosswalk markings at the intersection. Install traffic calming measures to reduce high motor vehicle speed.	\$3,200
6	SE 14th St and SE Monroe St	Missing crosswalk markings and curb ramps not ADA compliant	Add high-visibility crosswalk markings at the intersection. Install ADA compliant curb ramps.	\$35,200

\*Costs provided are high-level planning cost estimates. These estimates have been developed at the conceptual level; there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.



**Issues and Recommendations**  
Williams Science & Fine Art Magnet Elementary School

School	Existing Sidewalk	Spot Issue/Recommendation
School Half Mile Buffer	Existing Bike Lane	Sidewalk Condition Issue/Recommendation
Parks	Existing Sidepath	Speed Management Issue/Recommendation
Waterbody	Existing Sharrows	
	Bike Crash	
	Pedestrian Crash	



## Chapter 4. Implementation, Priorities, and Funding

### Implementation

Building a strong and sustained SRTS program in Topeka will require partnerships, funding, and staff resources as well as buy-in and involvement from school administration and families. This plan recognizes that developing a robust SRTS program will take time. While many of the policy and infrastructure recommendations can be implemented within a year or two, other infrastructure and policy actions may take longer to complete or may continue indefinitely. This chapter recommends several priority focus areas to improve the safety of walking and bicycling near elementary schools and to encourage more students to walk and bicycle when it is safe to do so.

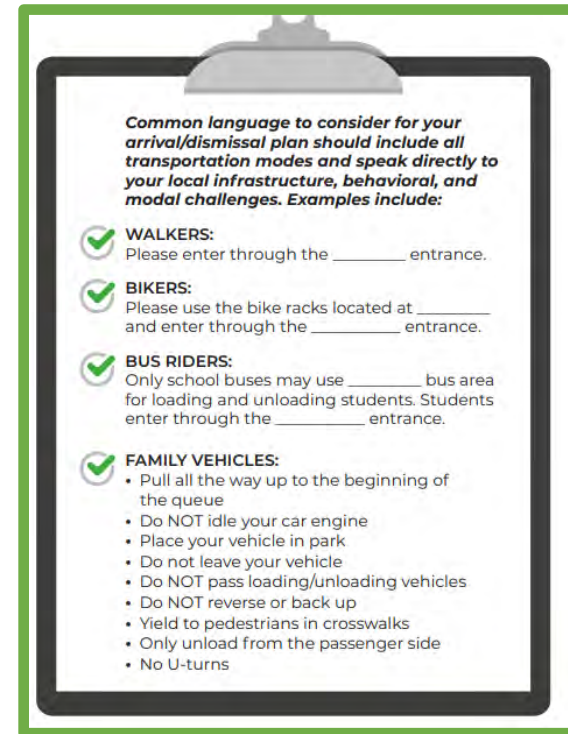
Information on potential funding sources and policy, programming, and design resources are also provided.

### Short Term Policy and Programming Priorities

There are many policy and programming recommendations described in Chapter 2. In the short (1-2 years) term, the City, MTPO, USD 501 and partners should focus on the following activities to set a firm foundation for the future of SRTS in Topeka and to facilitate implementation of the longer-term recommendations:

- Build Partnerships to Support Safe Routes to School Citywide
- Develop a Safe Routes to School Info Kit for Topeka Schools

- Conduct Parent and Staff Safety Education Campaign at Individual Schools
- Collaborate to Promote Walk to School Day and Bike to School Day



### Long Term Policy and Programming Priorities

The long term (2-5 years) policy and programming priorities are no less important than the short-term priorities, however these will likely take longer to integrate into city-wide and school-based programming. The groundwork for developing and funding many of



the following efforts should be started now because of the time it will take to implement them.

- Create a District Wide Crossing Guard Policy and Program
- Provide Pedestrian Safety Training and Programming in Elementary Schools
- Conduct a Bicycle Rodeo
- Offer Bicycle Safety Education and Training and Programming
- Expand Use of USD 501's Bike Fleet
- Use Contests and Incentives to Encourage Walking and Biking
- Create Walking School Buses and Bike Trains

## Infrastructure Priorities

Providing infrastructure that allows people to walk and bicycle to school safely is an essential first step in SRTS efforts. Chapter 3 provided a comprehensive list of engineering infrastructure recommendations for each school and a shorter list of priority projects for each school. Engineering treatments include sidewalks, signs and pavement markings such as high-visibility crosswalks, and self-enforcing street designs such as speed humps, reductions in curb radii, or curb extensions that encourage people who are driving to slow down and be alert.

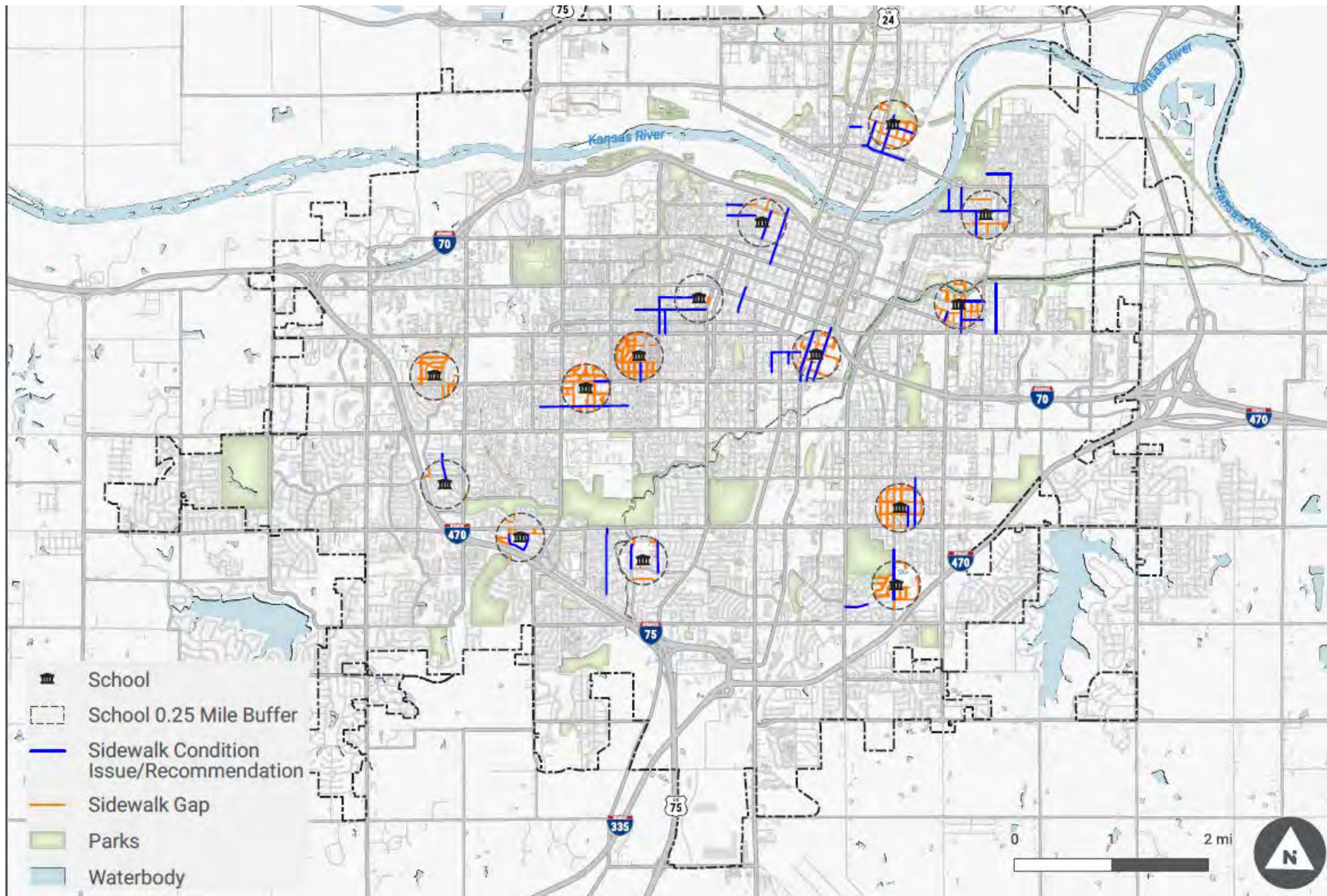
Due to the large number of projects recommended in Chapter 3, the City and MTPO should use the following as a guide to prioritize projects with that will have the greatest impact on the safety and ease of walking and bicycling and should focus on schools that have the greatest needs. The following should be used as a guide for short- and long-term infrastructure projects:

### Short-Term/Low-Cost (1-3 years)

- New/refreshed high-visibility crosswalk markings immediately adjacent to the school and nearby crossings of arterials and collectors.
- Demonstration projects to test locations for pedestrian islands, curb extensions, and crossing visibility enhancements.
- Sidewalks repairs on segments with low to moderate amounts of cracks and uplifted sections
- Pedestrian signal enhancements at existing signals

### Long-Term/Higher Cost Projects (3+ years)

- Installation of new, ADA compliant sidewalks in locations with existing sidewalk gaps or significantly damaged sidewalks. Sidewalks immediately adjacent to the school and on neighborhood streets within ¼ mile of the school should be prioritized. Approximately 40 miles of sidewalk fall into this category and are shown on the following page.
- Traffic calming (road/lane diets, permanent curb-extensions, pedestrian islands, etc.)
- RRFBs or other signal upgrades
- Installation of missing ADA curb ramps





## Planning Level Cost Estimates

The following table provides very high-level cost estimates. It is recognized that these estimates are being developed at the conceptual level and that there are many unknowns at this phase of project development. Itemized costs shown here are for typical treatments used on Transportation Alternatives (TA) projects and should be adjusted for project-specific conditions. The costs shown are for typical sizes and/or units of a particular item and should be adjusted for project-specific conditions. These costs do not include the following: maintenance and protection of traffic, right-of-way costs, design costs (typically 30% of construction), contingency costs or utility relocation costs.

<b>Recommendation Types</b>	<b>Planning Level Construction Costs</b>
<b><u>Curb Ramps</u></b>	
Install new curb ramp	\$4,000 EA
Reconstruct or repair existing curb ramps	\$4,000 EA
<b><u>Sidewalks</u></b>	
Install new sidewalk	\$40/LF
Reconstruct or repair existing sidewalk	\$40/LF
Widen sidewalk	\$8/LF
Relocate or remove obstacle	\$1,000
<b><u>Crosswalks</u></b>	
Install new high-visibility crosswalk	\$800/EA
Install new standard crosswalk	\$400/EA
Remark existing crosswalk with existing marking style	\$400/EA

Remark existing crosswalk with high-visibility markings	\$800/EA
Mark new stop bar	\$100/EA
Remark existing stop bar	\$100/EA
Remark existing advance stop line	\$100/EA
Mark new advance stop line	\$100/EA
<b>Recommendation Types</b>	<b>Planning Level Construction Costs</b>
<b><u>School Zone Signs and Pavement Markings</u></b>	
Install new sign or pavement marking	\$250-500 per sign or pavement marking
Repair or replace school zone flasher	\$15,000 per each
<b><u>Other Intersection/Crossing Recommendations</u></b>	
Install curb extensions/curb radius reduction	\$5,000/EA
Install median crossing island	\$3,000 per
Install school crossing signs with downward pointing arrows	\$250 per sign
Install RRFB	\$15,000
Install HAWK	\$150,000
Install traffic signal	\$250,000
Increase pedestrian crossing time	\$2,000 per intersection
Re-time signal to provide more frequent crossing opportunities	\$2,000 per intersection

Install pedestrian signal	\$15k per leg
Relocate pedestrian signal or remove obstacle	\$15k per leg
Repair pedestrian pushbutton	\$15k per leg
<b><u>Bicycle Facilities</u></b>	
Install new inverted U rack	\$175/EA

## Funding

There are a growing number of funding opportunities to support Safe Routes to School infrastructure and programming projects. As local streets are scheduled for reconstruction or repaving, the City should continue to follow its Complete Streets policy to design them for the comfort, safety, and needs of all users, including people traveling on bus, by bicycle, on foot, and using mobility devices.

Both the City’s annual Capital Improvement Program (CIP) and the MTPO’s Transportation Improvement Program (TIP) list future infrastructure projects for the next 4-5 years and identify the sources of funds for each project. These projects are typically funded through a combination of local, state, and federal funds.

## Local Funding Sources

Traditionally, the City’s CIP has used a variety of funding sources, including the following. Some of these sources can be used to fund projects that are not eligible for federal funding or to match federal funds<sup>4</sup>:

- **GO Bond:** This funding source is used to finance major capital projects with an expected life of 10 or more years. A general obligation (GO) bond is secured by the City's pledge to use any legally available resources, including tax revenue, to repay bond holders. The City used a portion of the property tax levy to finance the debt service payments.
- **Revenue Bond:** The Parking, Water, Water Pollution Control, and Stormwater funds are enterprise funds, which are supported by fees for service rather than by taxes. Revenue bonds are a type of loan in which the loan is repaid with revenues from the enterprise, not by contributions from the General Fund.
- **Citywide Half Cent Street Sales Tax:** This is funded by a voter approved half cent sales tax initiative. It is dedicated to maintenance and repairs and cannot be used for new street construction. The tax sunsets in 2029 and collects approximately \$13.8m per year.
- **Countywide Half Cent Street Sales Tax:** This is funded by a voter approved half cent sales tax initiative. A new addition to the CIP, these projects represent what is proposed to be completed with the second round of funds collected from 2017-2031.
- **Federal Funds:** Funds received from the Federal government. (See below for description of federal funds.)
- **Cash:** When available and appropriate, the General Fund and Enterprise Funds pay for capital projects directly out of the operating budgets

<sup>4</sup> Funding source description from <https://projects.topeka.org/>



**City of Topeka's 50/50 Sidewalk Replacement Program.** This program recognizes that sidewalks are a critical element of the transportation network. Per Kansas law, sidewalk repair is the responsibility of the property owner, but the City of Topeka has taken responsibility in sharing some of this cost to help maintain sidewalks throughout the city and help homeowners with the burden of sidewalk repair.

More information on the 50/50 sidewalk repair cost sharing program can be found on the [City's Engineering department website](#).

## State and Federal Funding Sources

**Kansas Active Transportation Enhancement Program (KATE)** provides grants, technical assistance, outreach, and programming to improve active transportation in Kansas. There are currently two programs under KATE designed specifically to support SRTS: SRTS Planning & Programming (P&P) grants provide both technical assistance and kick-start grants to schools and communities interested SRTS programs and projects. The next round of P&P grants will be launched in Spring 2024.

- **Planning Grants** fund development of SRTS Plans, including an analysis of existing conditions, public outreach, and identification of potential infrastructure and non-infrastructure solutions to help more children safely walk and bicycle to school. This Topeka SRTS project summarized in this report has already conducted such analysis and recommendations at 14 elementary schools, but the KDOT SRTS Planning Grants could be a potential source for developing future plans for middle or high schools in USD 501 or schools in other districts within the MTPO area.

- **Kick-Start Grants** are intended to help “kick start” SRTS programs with an initial program, event, or project that will help nurture the development of a more robust program in the future. Eligible activities include but are not limited to development of SRTS programs, public awareness campaigns, planning and developing walking and biking events, and bicycle and pedestrian safety curricula, materials, and trainers.

More information and resources for Kansas Safe Routes to School can be found on the [KDOT SRTS website](#).

**Transportation Alternatives (TA)** is a federal program administered by KDOT that provides funding for a variety of alternative transportation projects. These funds help communities implement projects that have significant local and regional impacts for people walking, cycling, and rolling. Eligible projects include the construction of pedestrian and bicycle facilities, infrastructure to access public transportation, accessibility improvements, improvements to the state's scenic or environmental assets, projects supporting Safe Routes to School (SRTS) programs and more. In some cases, the local match requirement for these funds can be provided by HSIP funds (see below).

SRTS non-infrastructure funds are also available under the TA program. The funds do not-require a match. The amounts are dependent on size of the community and level of need. Communities must have a SRTS Master Plan to be eligible, proposed activities should be based on priorities identified in the Master Plan.

More information on Transportation Alternatives funding through KDOT can be found on the [KDOT TA website](#).

**The Recreational Trails Program (RTP)** provides funds to states for developing and maintaining recreational trails and trail-related facilities for motorized and nonmotorized recreational trail uses. Though this SRTS planning effort did not result in any trail recommendations, there may be trail projects that inadvertently improve or create safe routes for students getting to and from school.

More information about the RTP is available on the [KDWP website](#).

**Highway Safety Improvement Program Funds (HSIP)** is a federal aid program with the purpose of achieving a significant reduction in fatal and serious injury crashes on all public roads. KDOT's HSIP is comprised of 8 programs, including intersections, signage, pavement markings, lighting, rail-highway grade crossings, guardrail, high risk rural roads, and general safety improvements.

The Kansas Vulnerable Road User Assessment (VRUA) was published in 2023. This assessment includes recommendations and the identification of high risk and high injury networks. In response, the Bureau of Transportation Safety committed \$3 million of Highway Safety Improvement Program (HSIP) funds to support up to 20% match on pedestrian and bicycle TA projects that include countermeasures identified in the VRUA.

Kansas Highway Safety Improvement Program annual reports can be found on the [KDOT Strategic Highway Safety website](#).

**Safe Streets and Roads for All (SS4A)** funds initiatives through grants to prevent roadway deaths and serious injuries. Eligible activities include low-cost roadway safety treatments, transforming roadway corridors, pedestrian safety enhancements, creating safe routes to school, and improving first responder services.

Communities can apply for planning and demonstration grants, or implementation grants.

- **Planning and Demonstration Grants** provide federal funds to develop, complete, or supplement a comprehensive safety action plan.
- **Implementation Grants** provide funds to implement projects and strategies identified in a safety action plan to address a roadway safety problem. To be eligible for implementation funds, the jurisdiction must have a safety action plan.

More information on SS4A funding can be found on [the USDOT's website](#).

**KDHE Chronic Disease Risk Reduction (CDRR) Community Grant Program** provides funding, training, and technical assistance to communities to address chronic disease risk reduction through evidence-based strategies that impact tobacco use, physical activity, and nutrition. The increase physical activity strategy is relevant to SRTS because funds can be used to improve community infrastructure and opportunities for physical activity.

More information is available on the [KDHE Division of Public Health's website](#).

## Private Funding Sources

**Blue Cross Blue Shield Pathways Program** provides community coalitions with tools and resources that they need to engage their communities and remove barriers to healthy living. The Pathways program is designed to address increasing physical activity, healthy eating, and avoiding tobacco use. Blue Cross provides communities



with technical assistance for planning, evaluation, communications, and measurement.

More information can be found on the [Blue Cross Blue Shield Pathways website](#).

**Sunflower Foundation** partners with communities, schools, and nonprofits across Kansas to ensure that all Kansans have access to trails and can enjoy the many benefits that come with connecting to nature. The foundation has supported over 200 trail projects through community-based trail builder grants, the Trail-in-a-Box community volunteer program and other regional trail planning initiatives.

To learn more about the Sunflower Foundation's work, [visit their website](#).

**People for Bikes Community Grant Program** supports bicycle infrastructure projects and targeted initiatives that make it easier and safer for people of all ages and abilities to bike. The funds must be used to help build connections in a low-stress bikeway network or improve access to recreational amenities. Eligible activities include development of permanent, quick-build, or demonstration bike infrastructure, as well as events or programming to support cultural acceptance and support for bicycling.

More information is available on the [People for Bikes website](#).

## Resources

Many states and communities across Kansas and the U.S. have well established SRTS programs. The following sampling of best practices from these programs can be used by the City, MTPO and local schools as resources as they work to improve both city-wide and school-based SRTS programs.

## General SRTS Resources

### Kansas Department of Transportation

- <https://saferoutes.ksdot.gov>
- <https://walkbikeroll.ksdot.gov>

### Safe Routes to School Partnership

<https://www.saferoutespartnership.org/>

## Policies, Education, and Programming Resources

### Safe Routes to School Policies

[https://www.saferoutespartnership.org/sites/default/files/resource\\_files/srts\\_district\\_policy\\_workbook\\_final\\_12-19.doc](https://www.saferoutespartnership.org/sites/default/files/resource_files/srts_district_policy_workbook_final_12-19.doc)

### Crossing Guards Programs-General Overview and Program Costs

<https://www.lincoln.ne.gov/files/sharedassets/public/v/1/ltu/transportation/traffic-engineering/school-zone-standards/attachment-c.pdf>

### Crossing Guard Training

[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/6-resources/crosswalk-safety/2020-school-crossing-guard-training-guidelines.pdf?sfvrsn=39a5c39a\\_0](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/6-resources/crosswalk-safety/2020-school-crossing-guard-training-guidelines.pdf?sfvrsn=39a5c39a_0)

### Developing Arrival and Dismissal Procedures

<https://www.saferoutespartnership.org/resources/fact-sheet/keep-calm-and-carry>

<https://www.mass.gov/doc/srts-arrivaldismissal-guide/download>

### **Walking and Bicycling Safety Tips for Parents/Caregivers**

<https://www.phila.gov/documents/safe-routes-philly-parent-or-caregiver-tip-sheets/>

### **Pedestrian and Bike Safety Education Programs and Curriculum**

<https://bikewalkkc.org/education/youth/>

<https://www.phila.gov/programs/safe-routes-philly/resources/>

<https://www.saferoutespartnership.org/state/bestpractices/curriculum>

### **Bike Rodeos**

<https://www.saferoutespartnership.org/resources/fact-sheet/bike-rodeos>

### **Encouragement Activities**

Walking School Bus:

[https://www.saferoutespartnership.org/sites/default/files/step\\_into\\_a\\_walking\\_school\\_bus\\_program\\_handout.pdf](https://www.saferoutespartnership.org/sites/default/files/step_into_a_walking_school_bus_program_handout.pdf)

Bike Train:

[https://www.saferoutespartnership.org/sites/default/files/resource\\_files/the\\_wheels\\_on\\_the\\_bus\\_go\\_round\\_and\\_round.pdf](https://www.saferoutespartnership.org/sites/default/files/resource_files/the_wheels_on_the_bus_go_round_and_round.pdf)

Mileage Clubs and Contests:

[http://guide.saferoutesinfo.org/encouragement/mileage\\_clubs\\_and\\_contests.cfm](http://guide.saferoutesinfo.org/encouragement/mileage_clubs_and_contests.cfm)

## **Design and Infrastructure Resources**

### **FHWA Proven Safety Countermeasures**

<https://highways.dot.gov/safety/proven-safety-countermeasures>

### **KDOT Crosswalk Guide and Guide to Midblock Crossings**

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)

### **Demonstration Projects**

<https://www.flinthillsmmpo.org/demoprojects>



## Appendix A: Demonstration Projects

Demonstration projects, also sometimes called “pop-up” projects are low-cost, short-term projects that allow public agencies to test and refine various infrastructure treatments and recommendations and give the public an opportunity to experience them and share their input. Demonstration projects can be a great way to test Safe Routes to School (SRTS) recommendations, particularly those that enhance crosswalk visibility and shorten crossing distances such as:

- high-visibility crossings,
- pedestrian safety islands, and
- curb extensions.

This appendix provides generalized guidance for key SRTS demonstration project examples that could be applied at the various elementary schools at locations where crossings were recommended in this SRTS Plan with elements such as temporary striping, hardscape features (planter boxes, etc.), artwork, and other items. These demonstration project activities can be implemented directly by the City in coordination with the school district, or, as has been done in many communities, collaboratively with students, parents, staff, and the larger community in a fun and engaging way that helps build momentum for safer infrastructure and provides educational opportunities around safe walking and bicycling. When organized with the school community, these projects can also incorporate learning goals where students have opportunities to collect data like a scientist or be artists with the streets and sidewalks as their canvases. Students, families, and community members can practice teamwork with each other, problem solve, engage their community, and work alongside local government.



*Temporary Curb Extensions shorten crossing distances in Long Beach, CA*

While many of these projects can be implemented simply and cost effectively by volunteers and community members, they must always be done so in close collaboration with the city, school, and other partners. The best candidates for the SRTS demonstration projects shown in the examples below have:

- support from local government roadway officials,
- occur within the public right-of-way or on other public property,
- have been identified as priority locations by the public,
- do not require significant operational changes to traffic, such as a signal change,
- are within two blocks of a school,
- include a single block or intersection (or a single block with both intersections),
- have clear existing sight distances,
- have 3 lanes or fewer and posted speeds 30 mph or less.

## Data Collection and Engagement

One advantage of demonstration projects is they allow for data to be collected before and after implementation to assess the effectiveness of the safety countermeasure before funds are spent on more permanent and expensive installations. Evaluations can lead to project refinements, redesign, full removal, or future implementation of a permanent project. Evaluation should include both public feedback and collection of before and after data such as:

- vehicle speeds,
- stop or yield compliance,
- pedestrian/bicycle counts,
- pedestrian crossing distance/crossing time,
- user perceptions.



Example Demonstration Event Flyer

In addition to planning for data collection in advance of the installation, it is important to get the word out to the public about the temporary project through press releases, social media, mailings, school communications, and other methods to make sure the public understands the goals of the demonstration project and how to provide their feedback. In addition, many communities have found that a workshop or event related to the demonstration project is a good way to share information about the purpose of the project and collect input from the community.

## Other Considerations

**MUTCD Compliance:** The Manual of Uniform Traffic Control Devices MUTCD is a set of national standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. Extensive coordination between the MTPO, City Public Works, and the community will be needed before any demonstration project installations to ensure that any relevant requirements are met.

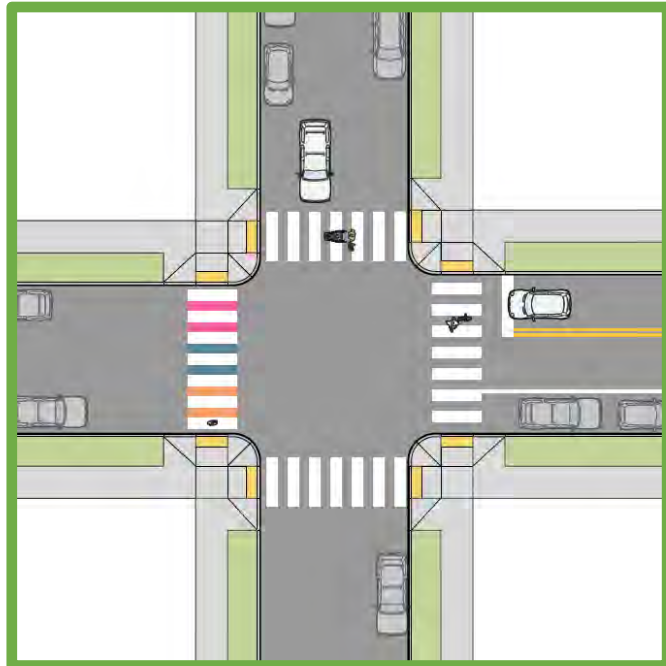
**Safety and Liability:** It's important to consider safety and liability issues related to both the installation of temporary demonstration projects in the public right-of-way by volunteers and any school rules related to volunteers on school campuses or physical changes that might impact school property outside the public right-of-way.

**Lending Library:** For all their benefits, pop-up demonstration events require a lot of time, work, and resources. The City may want to consider establishing a "lending library" or "kit" of materials to simplify demonstration project logistics around the short-term implementation of these types of projects.



## Demonstration Project 1: High-Visibility Crossings

High-Visibility Crossings are an essential element of a safe walking environment for all ages, including children who may be more difficult for drivers to see due to their size and whose cognitive abilities and ability to judge gaps in traffic are still developing. High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from further away compared to traditional transverse line crosswalks. High visibility demonstration crossings can be installed on their own or in combination with other crossing enhancement demonstration



projects such as the pedestrian safety islands or curb extensions described on the following pages.

Materials:

- White traffic paint, tempera paint + cornstarch, or pavement marking tape
- Vibrant colored paint or sidewalk chalk for artistic designs (if desired and approved by public works)
- 6-inch paint roller, broom, bucket
- Crosswalk stencil



*1Active SGV Staff install a crosswalk demonstration project in the San Gabriel Valley in California*

## Demonstration Project 2: Pedestrian Safety Islands

Median crossing islands visually narrow the roadway, which helps slow motorists. They also turn one longer crossing into two shorter ones, giving pedestrians and bicyclists refuge while they wait for an opportunity to complete the crossing. This makes crossing the street much easier, safer, and less stressful, especially for children, seniors, and people with mobility challenges. This treatment should be installed in combination with a marked crosswalk if one does not already exist.

### Materials:

- Traffic paint or pavement marking tape, tempera paint (various colors) + corn starch
- Vibrant colored paint or sidewalk chalk for artistic designs (if desired and approved by public works)
- Flexible delineator posts with bases and butyl pads
- 6-inch paint roller, broom, bucket
- Crosswalk stencil
- “Yield to pedestrian” sign
- “Keep right” sign



*Pedestrian Safety Island demonstration project on Green Valley Road in Manhattan, KS*



### Demonstration Project 3: Curb Extensions

Curb extensions—also called bulb outs or bump outs—extend a small section of sidewalk or planted area into the roadway at intersections or at midblock crossings. Curb extensions increase safety and pedestrian comfort by shortening crossing distances and increasing visibility between drivers and people walking. They also create tighter corner radii, which slow down turning motorists. Curb extensions provide additional space to install directional curb ramps. They also provide space for amenities like plantings, bike racks, or public art, and they improve sight lines for all users by keeping parked vehicles away from the intersection.



*Temporary curb extension comprised of straw wattles and potted plants*

Curb extension demonstration projects can be created using a variety of materials and may include plants and flowers for landscaping adding greenery to the street. A straw wattle barrier or lumber painted yellow defines the new curb. If high-visibility crosswalks do not already exist, they should be installed as well.

#### Materials:

- White traffic paint, tempera paint + cornstarch, or pavement marking tape for crosswalks
- Vibrant colored paint or sidewalk chalk for artistic designs (if desired and coordinated with public works)
- Flexible delineator posts with bases and butyl pads
- 6-inch paint roller, broom, bucket
- Crosswalk stencil
- Straw wattle barrier or 4 x 4 lumber painted yellow
- Miscellaneous potted flowers and plants



## Demonstration Project Resources:

For more information and detailed instructions on installation projects, see the following resources:

[https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide\\_FINAL.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/KansasATP/documents/KDOTCrosswalkGuide_FINAL.pdf)

KDOT Walk Bike Roll Virtual Series #3: Active Transportation Demonstration Projects 101, [Slides](#), [Q&A](#), [Recording](#)

<https://www.flinthillsmo.org/demoprojects>

<https://www.dot.state.mn.us/saferoutes/demonstration-projects.html>

<https://www.aarp.org/livable-communities/tool-kits-resources/info-2019/pop-up-tool-kit.html>

[https://scag.ca.gov/sites/main/files/file-attachments/kop\\_playbook\\_final.pdf?1661211228](https://scag.ca.gov/sites/main/files/file-attachments/kop_playbook_final.pdf?1661211228)