

SAFE ROUTES TO SCHOOL

PHASE 1 MASTER PLAN (July 7, 2017)

City of Coffeyville, Kansas & USD #445



ACKNOWLEDGEMENTS

This Master Plan was generated as a result of multiple agencies efforts. A few of the key partners acknowledged for their efforts in helping create this Plan are as follows:

- Kansas Department of Transportation
- City of Coffeyville, Kansas
- USD #445
- Community Elementary School Staff
- BG Consultants, Inc.

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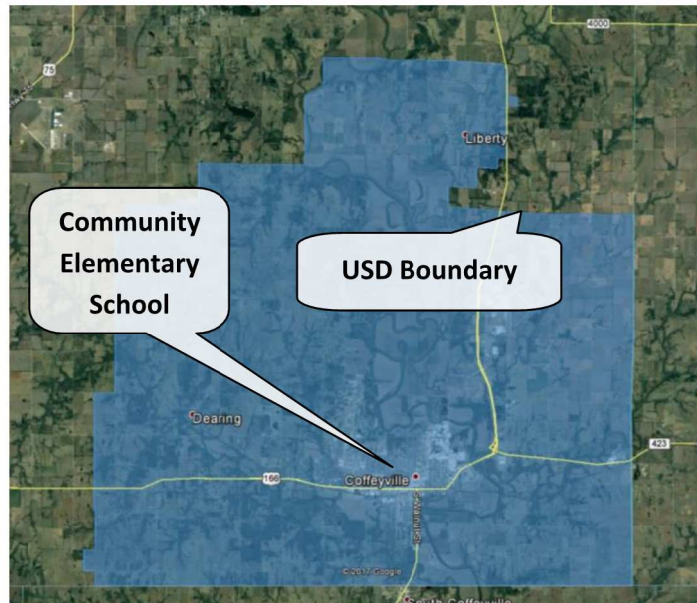
INTRODUCTION

Located in southeast Montgomery County, Kansas, the City of Coffeyville is a community of approximately 10,000 people. The city encompasses nearly 8.5 square miles and is home to a wide range of business, industry and residential neighborhoods. Data from the U.S. Census Bureau estimates 4,936 housing units within the City Limits and an occupancy rate of approximately 81%. The average household size is 2.4 people per unit and an estimated 27% of the community's population is comprised of children under the age of 18.

Serving these children and the area surrounding the City is the Coffeyville USD 445 school district.

Community Elementary School, located on the northwest side of Coffeyville, is a relatively new school having opened its doors to students in the Fall of 2003. It is the largest single elementary school in the State of Kansas with an annual enrollment consistently around 1,000 students.

The City of Coffeyville has the desire to implement initiatives that will better accommodate students' needs, particularly relating to safety measures and walkability to/from the Community Elementary School. The City has implemented a variety of initial improvements such as sidewalk extensions, school speed zones, ADA accessible improvements, etc., to enhance pedestrian and bicycle safety and mobility near the school. These initiatives have been a tremendous step forward to improving the community, but there is a strong desire to do more.



KEY STAKEHOLDERS & PUBLIC INPUT

Multiple groups and agencies have collaborated over the past several years and again during the development of this Safe Routes to School Master Plan. Some of the stakeholders include:

- City of Coffeyville, KS
- USD #445 Administration
- Community Elem. School
- Community Elem. Site Council
- Local Kiwanis Club
- BG Consultants, Inc.

Public input opportunities have been provided at multiple phases in the development of Coffeyville's Safe Routes to School project. During application for Phase 1 funding, City Staff educated the Community Elementary Site Council, and Kiwanis club on the goals of the program and to obtain input regarding infrastructure needs. The SRTS program was also broadcast on local radio and TV stations during the Phase 1 application. A City Commission meeting was then held on June 27, 2017 to inform the public of application for Phase 2 funding, describe the priority #1 infrastructure needs, and obtain input from the public and commission regarding the proposed Priority #1 improvements.

PURPOSE

The purpose of this Safe Routes to School Master Plan is to identify the obstacles that discourage or prohibit students from walking or biking to school. Understanding these obstacles then enables a comprehensive approach to be established and implemented to remove them. Obstacles come in many shapes and form. Some are physical infrastructure issues. Others are non-physical such as perceptions and inefficient communication. This Master Plan utilizes the five nationally accepted SRTS principles of Education, Encouragement, Engineering, Enforcement and Evaluation to create a better environment for students to walk and bike to and from school. These principles are known as the “5 E’s”.

BACKGROUND

The City of Coffeyville was awarded Safe Routes to School Phase 1 funds in 2016 to develop this Master Plan around the Community Elementary School. Agreements were put in place in the Spring of 2017 allowing the City to select a consulting firm and begin the infrastructure evaluation and identification of ways to deliver some of the initiatives of this Master Plan into the community.



However, the City’s effort to implement Safe Routes to School initiatives pre-dates this Master Plan. Coffeyville has historically been a proactive community for pedestrian and bicycle accommodations. The community annually performs in excess of \$100,000 of sidewalk and ADA improvements around the city. Stakeholders have also partnered in the recent past to get school speed zones established with supporting traffic control infrastructure. The City also has developed a trails master plan, portions of which are shown in the attached map in Appendix A. This trail system will connect vital community assets to neighborhoods and the Community Elementary School.

IMPLEMENTATION

City Staff and USD Staff have put significant effort into educating and encouraging citizens about Safe Routes to School for the past several years. Concurrently, the City has created a West Coffeyville Trail Master Plan to better connect assets within the community. Phase 1 of the Trail is underway will further enhance students ability to walk/bike to school. Combined, the Safe Routes to School and the West Coffeyville Trail initiatives will create a more recreation centered community and enable citizens to safely use alternative modes of transportation to travel about town and recreate. If awarded, the Safe Routes to School Phase 2 funds will be used to fund infrastructure construction.

EDUCATION

The goal of the “Education” initiative of this Safe Routes to School Master Plan is to teach children and parents about the broad range of transportation choices available in Olpe, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in Coffeyville. Led by the Stakeholders, several groups of citizens have been and will be targeted for various educational opportunities. They include students, parents, and neighborhood residents and drivers.

Students: Students are targeted primarily to teach children important lifelong skills that can lead to healthier lifestyles. Content includes efforts to educate students about:

- The benefits of physical activity.
- The proper way to walk and bike safely within the community.
- How pedestrians and bicyclists should interact with automobiles.

Parents of Students: Parents play a critical role in determining their children’s lifestyle choices. Parents often determine whether their child will walk or bike to and from school, or if their child will be transported via automobile. Content includes efforts to educate parents about:

- The importance of school zone safety.
- The designated safe routes to school.
- The encouragement initiatives set forth in this Master Plan.
- The proper procedures for pick-up and drop-off.

Neighborhood Residents and Drivers: The prior two groups of citizens will interact daily with other members of the community which have not been targeted as students or parents of students. Content includes efforts to educate neighborhood residents and drivers about:

- The importance of safe driving around schools.
- The importance of keeping the designated safe routes to school clear of hazards, obstacles, snow, and vegetation.

Education Action

There are two key goals of the SRTS educational efforts. The first goal is to reach out to parents, students, and citizens in the community which have not been informed of the SRTS initiatives. The second goal is to reinforce the importance of safety, particularly around schools and the designated safe routes to school, with groups which have been previously targeted with educational efforts. These folks are more likely to remember and practice the goals of this SRTS Master Plan when they continue to hear this critical message. Efforts for the Education initiative of this SRTS Master Plan are as follows.

- **Parent Surveys** – Surveys were performed during May 2017 by the USD #445 in an effort to not only evaluate existing concerns, but to help educate the community of the SRTS initiative.
- **Community Meeting** – A meeting was held on June 27, 2017 to give the City Commission an update about the SRTS Master Plan and the infrastructure recommendations. The public was provided an opportunity to provide input regarding the improvements and pursuit of Phase 2 funding to implement recommendations.

ENCOURAGEMENT

The goal of the “Encouragement” initiative of this Safe Routes to School Master Plan is to use a variety of events, activities and social media outlets to promote safe walking and bicycling. Some easily implemented encouragement efforts are described below.

- **Walking School Bus** – Community Elementary School and USD administrative staff, in conjunction with the PTO, should consider implementing a walking school bus program. Walking school busses can easily be organized, enhance student safety, and alleviate the stress and concern some parents experience by allowing their child to walk/bike between school and home.
- **“Walk to School Day” and “Bike to School Day” Events** – The community and the USD 445 should take advantage of these nation-wide events to further expand the encouragement of walking/biking to school as an alternate mode of transportation.
- **Additional Resources:** <http://guide.saferoutesinfo.org/encouragement/index.cfm>



ENGINEERING

The general goal of the “Engineering” initiative of this Safe Routes to School Master Plan is to identify physical barriers for pedestrians and bicyclists and to recommend infrastructure improvements leading to and surrounding schools. The improvements will eliminate congestion potential, improve or eliminate conflict points between motorists and pedestrians/bicyclists, and establish safer and fully accessible crossings, walkways, trails, and bikeways connecting residential neighborhoods with the Community Elementary School. The following major areas of concern were reviewed.

- Basic gravity model of traffic flow between residential areas and Community Elementary School.
- Student drop-off and pick-up procedures and associated traffic patterns.
- A walkability and accessibility assessment of existing infrastructure.
- School zone signing and pavement marking.

Identification of Safe Routes to School: A basic gravity model was generated to identify the potential paths which pedestrians may traverse between residential areas and the Community Elementary School. Based on this evaluation, several potential safe routes to school were identified. Those routes were then evaluated to determine the condition of existing infrastructure and the improvements needed.

Community Elementary School is a relatively new school. Given the size of the school, drop-off/pick-up lanes were created as a part of the site development. Congestion is unavoidable with such a large population base from the area attending this single location. A priority of the evaluation efforts therefore focused on how the pedestrians and vehicles interact during peak hours. Improvement recommendations then focused on how to address those areas by enabling students with routes away from the congestion surrounding the school property as quickly and safely as possible.

The heaviest traveled areas of pedestrians/bicyclists are primarily at the north and south sides of the school. From the north access (1st Street), students disperse primarily to the north and northwest of the school. From the south access (4th Street), students disperse primarily to the south and east of the school. Given these observations and the evaluation of origin-destination points, the highest priority of safe routes to school improvements should be considered along 4th Street (east and west of the school), Cline Road (extending south from 4th Street), 1st Street (extending west from the school), and Parkview Street (extending north from the school).

Infrastructure Assessment: As with many communities in this region, physical barriers to walking/biking are present. These barriers include a lack of sidewalks, a lack of curb ramps, inconspicuous or poorly positioned crosswalks, and a lack of continuity in the pedestrian infrastructure. In some instances, pedestrians and bicyclists are required to travel in the street during peak hours, including most of the areas to the north, west and south of the school.



Most residential neighborhoods surrounding Community Elementary School do not have sidewalks on either side of the street. This is a consistent pattern with residential development west of Buckeye Street. Neighborhoods to the east of Buckeye Street have sidewalks in varying condition (good to poor), but they are not connected to the elementary school.

Sidewalks South and East of Community Elementary School:

- **4th Street Sidewalk Improvements.** 4th Street extended east from the Community Elementary School serves as the primary route students traverse between the school and east neighborhoods. The existing sidewalk east of Cline Road is very narrow, in poor condition, and is not conducive to student traffic. Furthermore, students have been observed walking side-by-side in large groups along this route. Due to the narrow sidewalk, some students walk in the street. Improving the 4th Street sidewalk will connect the Community Elementary School to the neighborhoods to the east as well as Phase 1 of the City Trail. The City Trail master plan will extend throughout numerous neighborhoods, funneling students to 4th Street. Additionally, sidewalk gaps on the south side of 4th Street should be eliminated for several blocks east of the Phase 1 City Trail fully connect the school and housing east of Buckeye Street to the school.

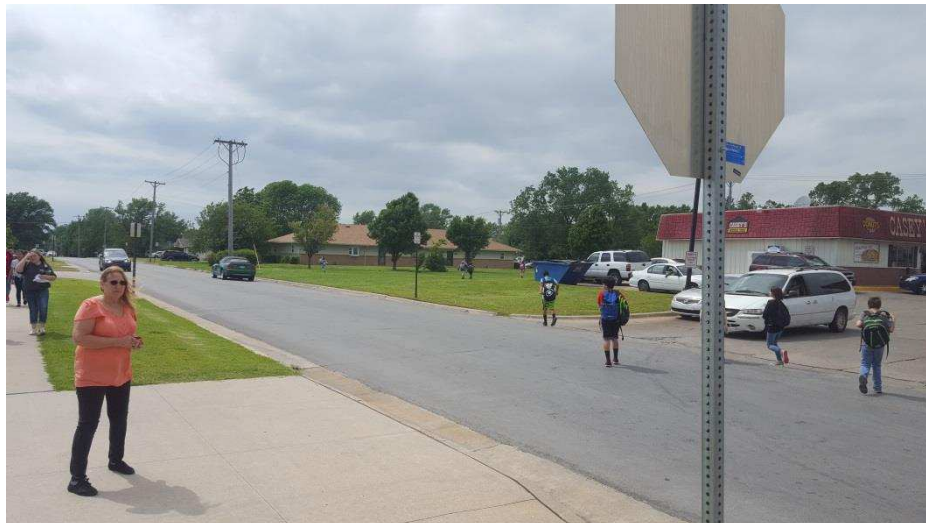


- Cline Road Sidewalk Improvements.** Cline Road serves as a north/south street conveying traffic to/from the school during peak hours. The intersection of 4th/Cline at the southeast corner of the Community Elementary School property has been improved with pedestrian facilities. However, sidewalks are non-existent to the south of 4th Street. Adding a sidewalk along the east side of Cline Road in Priority #1 improvements will serve the neighborhood southeast of the school and provide for future connection to the community's City Trail along and south of 8th Street.



Sidewalks North and Northwest of Community Elementary School:

- 1st Street Sidewalk Improvements.** 1st Street is a significant point of congestion with vehicles, busses and pedestrians/bicyclists interacting during peak hours of the day. The area near the northeast side of the school is of particular concern as it serves as an access point to the school building. The addition of a speed calming table to discourage higher vehicular speeds can also serve as raised crosswalk for a more controlled pedestrian crossing of 1st Street during peak hours. Because the neighborhoods north of the school lack sidewalks, students tend to leave the school grounds at this location and walk in streets and through private property.



- Parkview Street Sidewalk Improvements.** Neighborhoods to the north of the school don't have sidewalks. During departure times, students tend to leave the school grounds on the north side of the building and travel across private property and then into the street along Parkview Street, Ohio Street, and Edgewood Street. The Priority #1 extension of a sidewalk along Parkview Street going north from 1st Street will enhance pedestrian safety by encouraging students to stay out of 1st Street and off private property as they leave the busy and congested area surrounding the school.

Sidewalks South and Southwest of Community Elementary School:

- **Sidewalk Improvements to the Southwest of School.** The City of Coffeyville recently implemented improvements southwest of the school to better connect sidewalks and comply with ADA regulations. Future extension of sidewalks west of the school should focus initially on Norwood Street and Edgewood Street, connecting to the existing sidewalk infrastructure on the north side of 4th Street. Internal neighborhood sidewalks, when they are built in the future, can connect to these key routes ultimately leading students to/from the school.



- **Sidewalk Improvements to the South of School.** The neighborhood to the south of the school presents a number of potential students likely to walk/bike to school given the close proximity. However, there are no sidewalks in the neighborhood at this time. Currently, pedestrians cross 4th Street directly south of the school. To make this crossing, the pedestrians must cross the drop-off/pick-up lane and then cross 4th Street at an uncontrolled location. Ideally, this travel pattern should be discouraged and pedestrians should be routed to the southeast and southwest corners of the school property. If the public does not accept the option to eliminate this crossing, the installation of a raised crosswalk could help accentuate this crosswalk location and prevent vehicular traffic from traveling at undesirable speeds.

School Zone Traffic Control:

- A school zone speed limit beacon assembly exists on Cline Road and the signing around the school property appears mostly appropriate. Any aging signage that does not meet current MUTCD requirements should be replaced to comply with current standards.
- Pavement markings at most crosswalks are white painted longitudinal lines delineating the edges of the crosswalk. The City should consider implementing a higher visibility crosswalk (KDOT Type 2 Crosswalk) marking scheme where major streets cross safe routes to school paths.



Summary of Engineering Initiative Recommendations (Priority #1): Recommended infrastructure improvements follow with the Engineer's Opinion of Probable Costs and a Map describing the conceptual infrastructure needs is included in Appendix A.

- Designate safe routes to school and implement infrastructure improvements to provide safer and better connected pedestrian and bicycle facilities. Sidewalk and accessible ramp improvements will be necessary along the following locations:
 - 4th Street (North side from Cline to Medical Center), 6' sidewalk.
 - 4th Street (South side gaps between Phase 1 Trail and Buckeye), 5' sidewalk.
 - 1st Street (South side from Warwick to Ohio), 5' sidewalk.
 - 1st Street (North side from Cline to Ohio), 5' sidewalk.
 - Parkview Street (1st to Northfield), 5' sidewalk.
 - Cline Road (East side extending south from 4th as far as feasible), 5' sidewalk.
- Improve crossings/crosswalks leading from residential areas to the Community Elementary School.
 - 1st Street – North of School.
 - 4th Street – South of School.
- Crosswalks along designated Safe Routes to School should be considered for a more conspicuous marking scheme by using a KDOT Type 2 Crosswalk. KDOT Type 2 crosswalks accentuate the crossing location through the use of white crosswalk bars in a ladder pattern crossing the street rather than two lines to delineate the crosswalk area.



ENFORCEMENT

The goal of the “Enforcement” initiative of this Safe Routes to School Master Plan is to develop a partnership between the local law enforcement, members of the community and key stakeholders to improve compliance with traffic laws in the vicinity of the Community Elementary School property and along the designated routes of pedestrian/bicycle travel to school. An increased law enforcement presence can result in better enforcement of vehicular speeds, cars yielding to pedestrians and proper walking and bicycling behaviors.

- Maintain a local law enforcement presence around the school zone, particularly during peak times.
- Consider implementing a Crossing Guard training program for volunteers interested in participating.

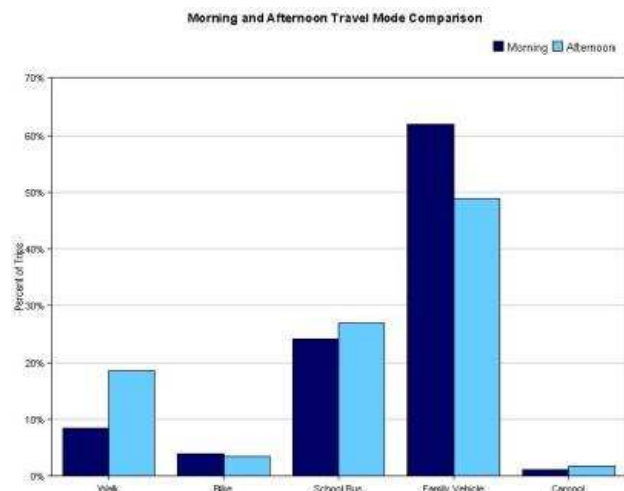


EVALUATION

The goal of the “Evaluation” initiative is to monitor and document needs, perceptions, and success of this Safe Routes to School Master Plan. This effort will identify trends of pedestrian and bicycle facility users by collecting before and after data. The results will help the key stakeholders understand which initiatives are working, which initiatives could be modified or improved, and which initiatives are not producing the desired outcomes.

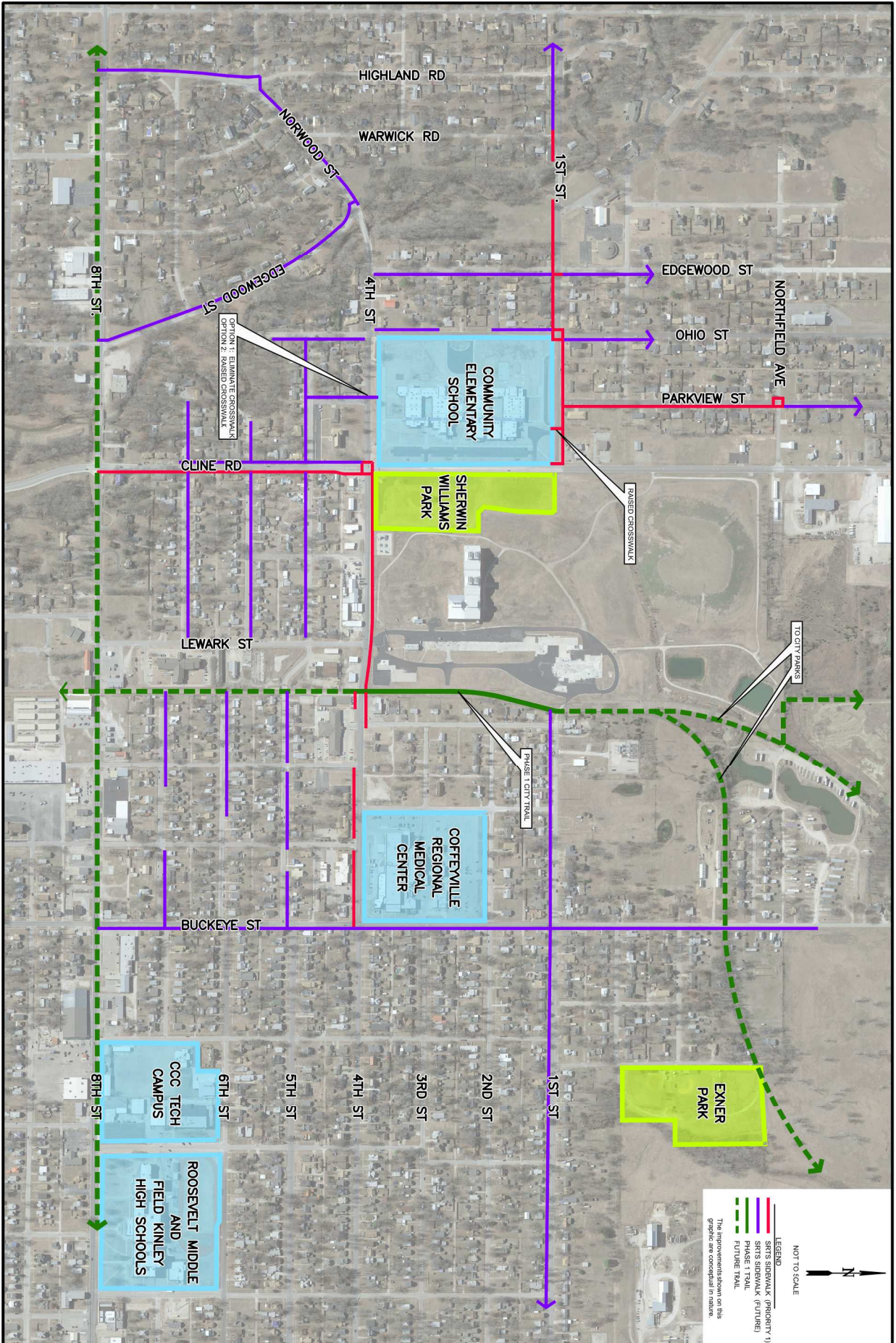
Initial Parent Surveys and a Student Tallies were performed at Community Elementary during May 2017. The information was submitted to the National Center for Safe Routes to School and the results are included in Appendix B. The Key Stakeholders should continue to perform future surveys and tallies, ideally once in the fall and once in the spring of the school calendar year.

- Parent Surveys (by USD).
- Student Arrival/Departure Tally (by USD).



Appendix A

Infrastructure Maps
Engineer's Opinion of Probable Costs



Engineer: JH
 Designer: JK
 Date: 7-7-2017

SAFE ROUTES TO SCHOOL IMPROVEMENTS
 COFFEYVILLE, KANSAS
 COMMUNITY ELEMENTARY SCHOOL

NO.	REVISIONS	DATE	INITIALS

BG CONSULTANTS
 ENGINEERS - ARCHITECTS - SURVEYORS

Safe Routes to School - Phase 2 Improvements
City of Coffeyville, KS
Engineer's Opinion of Probable Project Costs
July 7, 2017

No.	Description	Qty.	Units	Unit Price	Total Price
1.	Contractor Construction Staking	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
2.	Field Office and Laboratory (Type A)	1	Each	\$ 5,000.00	\$ 5,000.00
3.	Mobilization	1	Lump Sum	\$ 40,000.00	\$ 40,000.00
4.	Mobilization (DBE)	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
5.	Removal of Existing Structures	1	Lump Sum	\$ 10,000.00	\$ 10,000.00
6.	Clearing and Grubbing	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
7.	Grading and Earthwork	1	Lump Sum	\$ 25,000.00	\$ 25,000.00
8.	Storm Sewer Structure Modifications	1	Lump Sum	\$ 10,000.00	\$ 10,000.00
9.	Curb and Gutter (Combined)(AE)	500	Lin. Ft.	\$ 35.00	\$ 17,500.00
10.	Raised Crosswalk	1	Each	\$ 10,000.00	\$ 10,000.00
11.	Concrete Pavement (6")(AE)	250	Sq. Yds.	\$ 60.00	\$ 15,000.00
12.	Sidewalk Construction (4")(AE)	3,500	Sq. Yds.	\$ 40.00	\$ 140,000.00
13.	Sidewalk Ramps (AE)	46	Each	\$ 1,000.00	\$ 46,000.00
14.	24" Integral Sidewalk Wall	200	Lin. Ft.	\$ 60.00	\$ 12,000.00
15.	Stormwater Pollution Prevention	1	Lump Sum	\$ 10,000.00	\$ 10,000.00
16.	Seeding, Fertilizing and Mulching	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
17.	Permanent Signing	1	Lump Sum	\$ 7,500.00	\$ 7,500.00
18.	Permanent Pavement Marking	1	Lump Sum	\$ 20,000.00	\$ 20,000.00
19.	Traffic Control	1	Lump Sum	\$ 25,000.00	\$ 25,000.00
Construction Subtotal =					\$ 413,000.00
+ 10% Contingency for Unknowns =					\$ 41,300.00
Construction Total =					\$ 454,300.00
+ 12.5% Contingency for Construction Engineering =					\$ 56,800.00
TOTAL A (TA PROGRAM PARTICIPATING) =					\$ 511,100.00
+ 10% for Engineering Design =					\$ 51,200.00
+ Utilities and Right-of-Way =					None Expected
TOTAL PROJECT =					\$ 562,300.00
<i>Federal Funds (80% of "Total A", not to exceed \$400,000) =</i>					\$ 400,000.00
<i>City share of Participating Costs (Total A - Federal Funds) =</i>					\$ 111,100.00
<i>City pays 100% of Engineering Design =</i>					\$ 51,200.00
<i>City pays 100% of Utility Relocates and Property Acquisition =</i>					None Expected
Coffeyville's Responsibility of Total Project =					\$ 162,300.00

Appendix B

Student Tally Results (May 2017)
Parent Survey Results (May 2017)

Student Travel Tally Report: One School in One Data Collection Period

School Name: Community Elementary School

Set ID: 23681

School Group: Community Elementary School

Month and Year Collected: May 2017

School Enrollment: 0

Date Report Generated: 06/30/2017

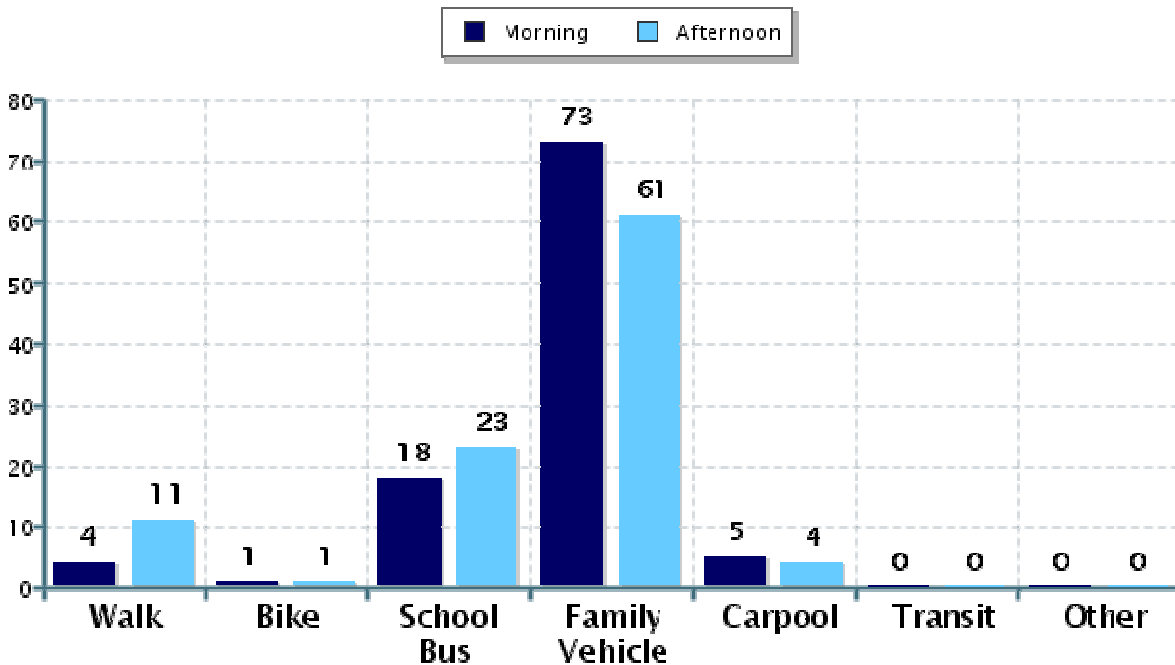
% of Students reached by SRTS activities:

Tags: Sidewalk - construct or improve

**Number of Classrooms
Included in Report:** 44

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

Morning and Afternoon Travel Mode Comparison



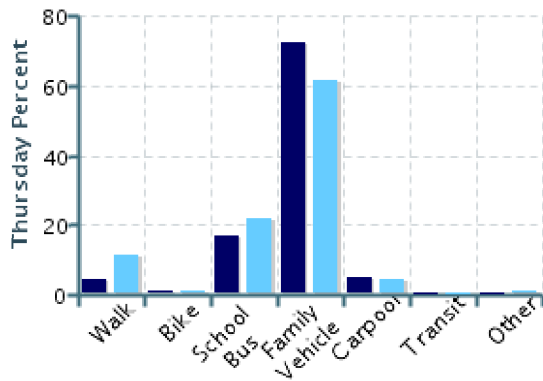
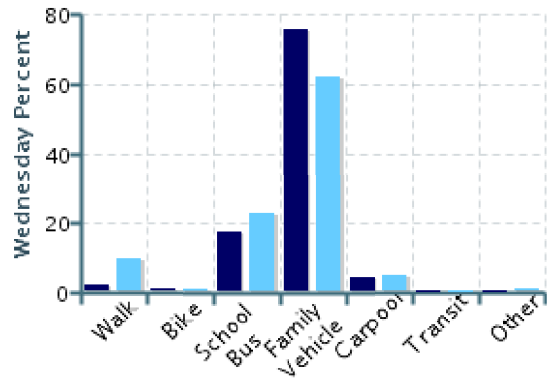
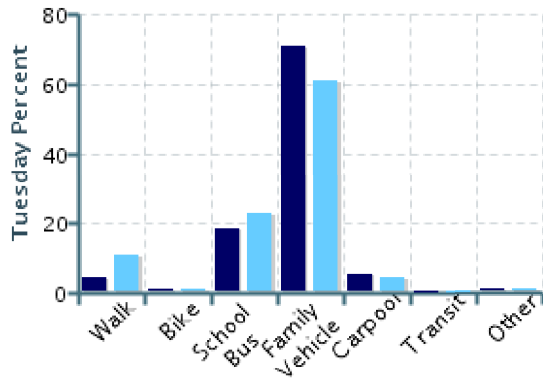
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	2221	4%	0.7%	18%	73%	5%	0%	0.1%
Afternoon	2244	11%	0.7%	23%	61%	4%	0%	0.4%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

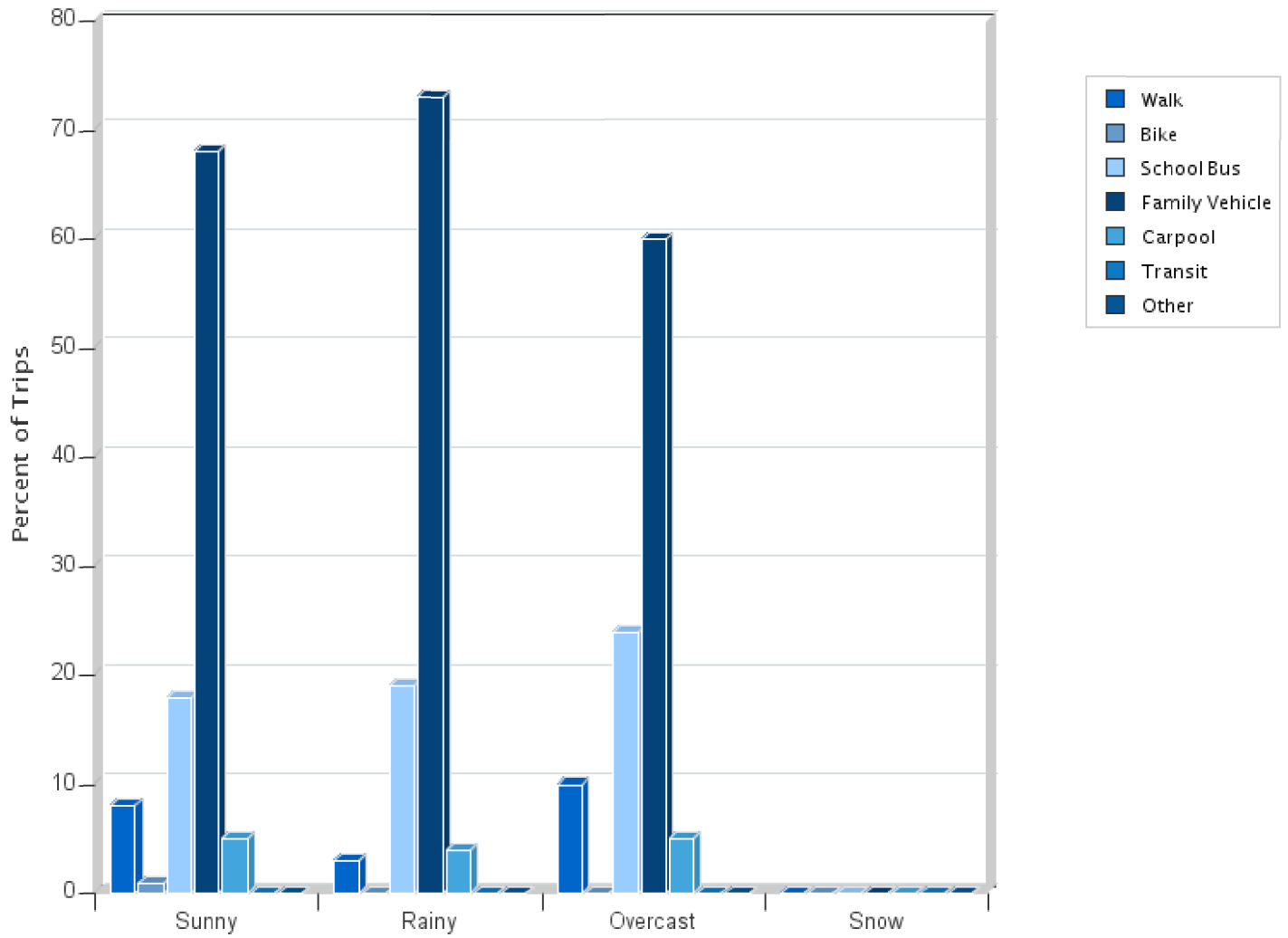


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	785	4%	0.8%	18%	71%	5%	0%	0.4%
Tuesday PM	797	11%	0.9%	23%	61%	4%	0%	0.4%
Wednesday AM	753	2%	0.3%	18%	76%	5%	0%	0%
Wednesday PM	750	10%	0.3%	23%	62%	5%	0%	0.4%
Thursday AM	683	4%	1%	17%	72%	5%	0%	0%
Thursday PM	697	11%	0.9%	22%	61%	4%	0%	0.4%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	2317	8%	0.9%	18%	68%	5%	0%	0.4%
Rainy	898	3%	0.2%	19%	73%	4%	0%	0.2%
Overcast	708	10%	0.3%	24%	60%	5%	0%	0.1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Parent Survey Report: One School in One Data Collection Period

School Name: Community Elementary School

Set ID: 16498

School Group: Community Elementary School

Month and Year Collected: May 2017

School Enrollment: 0

Date Report Generated: 06/30/2017

% Range of Students Involved in SRTS: Don't Know

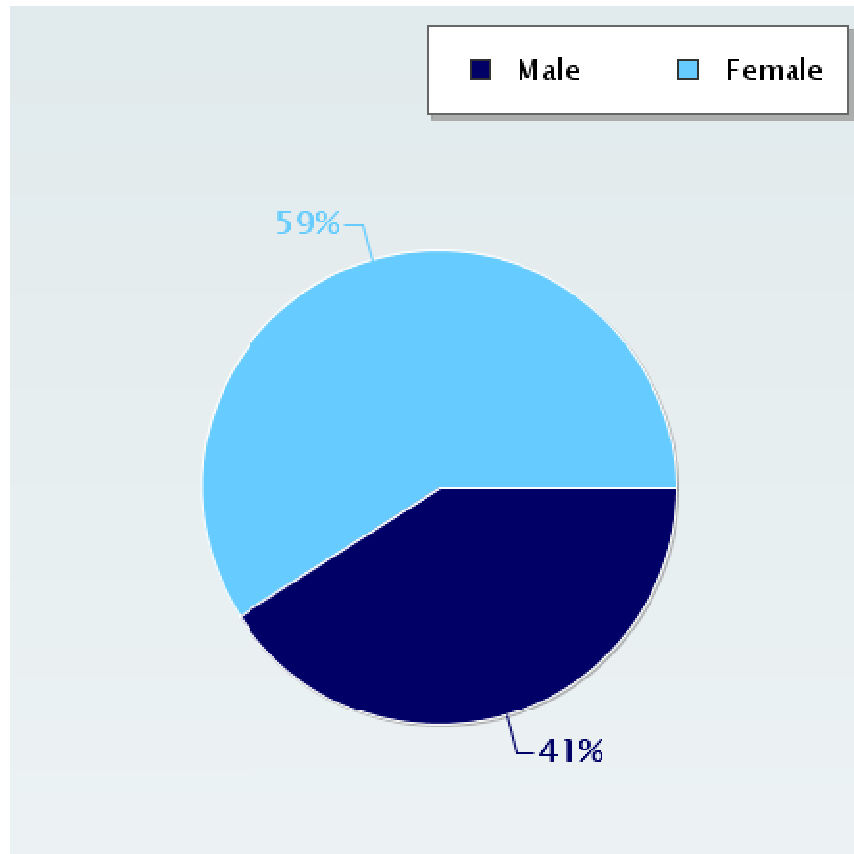
Tags: Sidewalk - construct or improve

Number of Questionnaires Distributed: 0

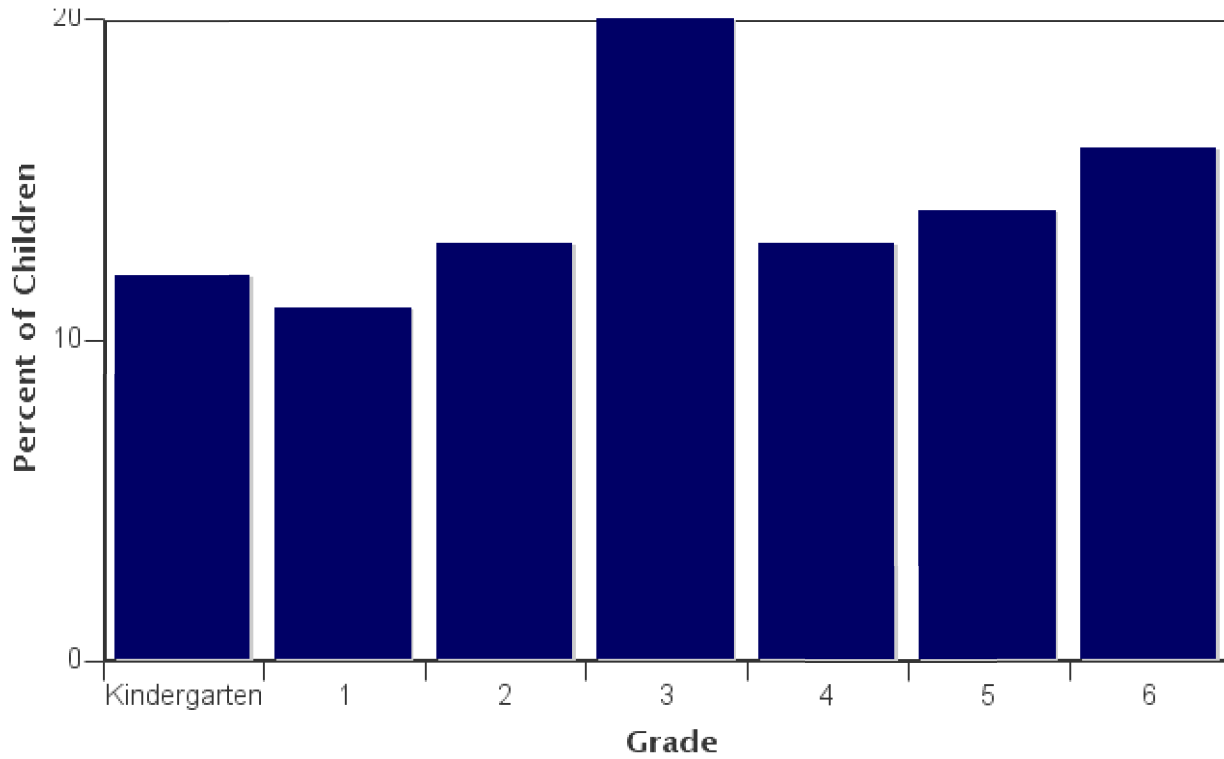
Number of Questionnaires Analyzed for Report: 406

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



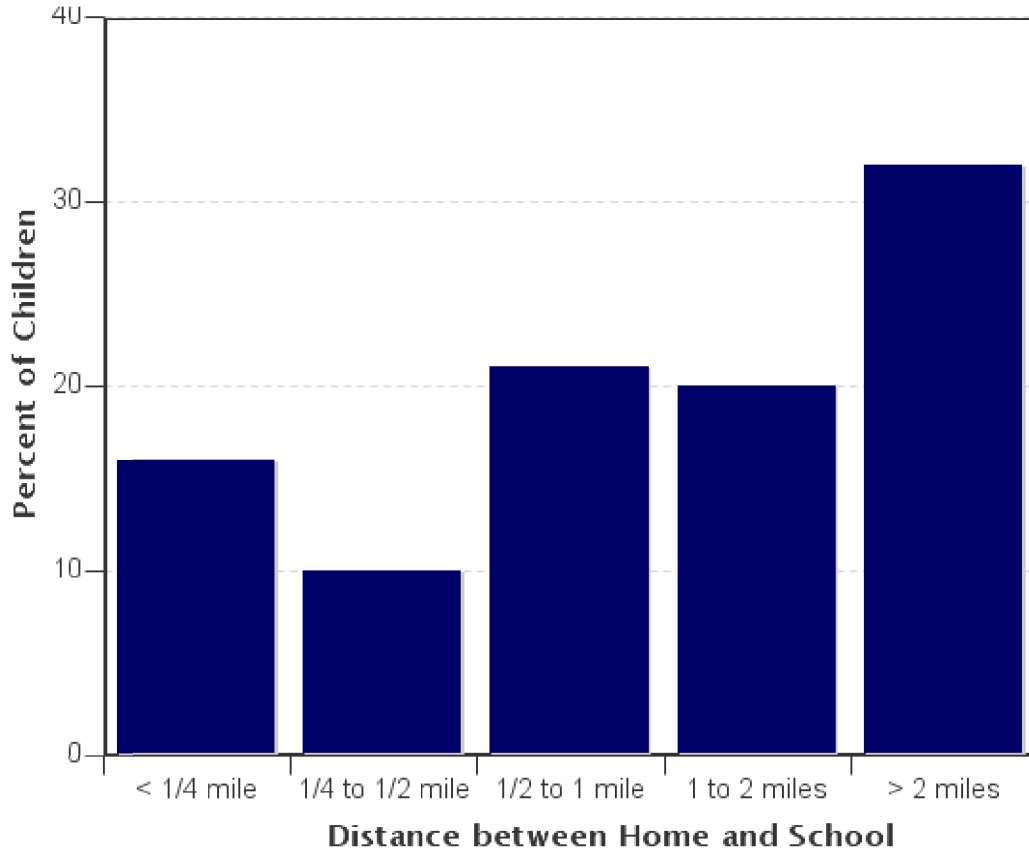
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	49	12%
1	46	11%
2	51	13%
3	79	20%
4	54	13%
5	58	14%
6	65	16%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

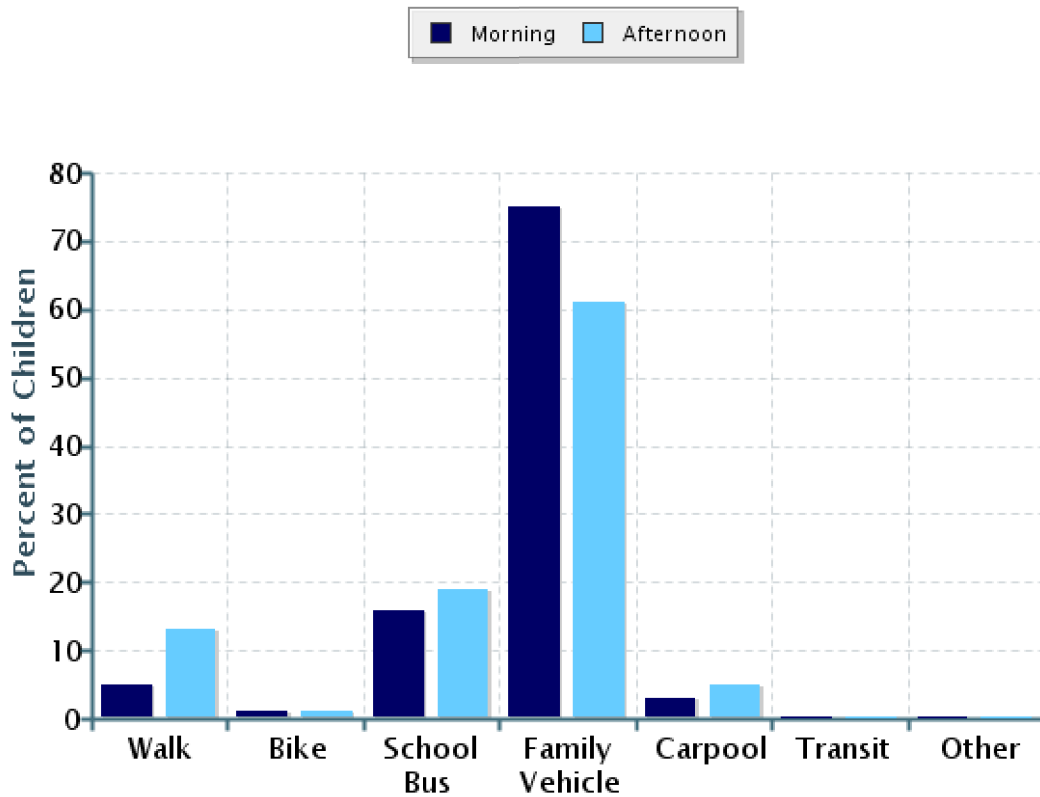


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	60	16%
1/4 mile up to 1/2 mile	36	10%
1/2 mile up to 1 mile	79	21%
1 mile up to 2 miles	76	20%
More than 2 miles	120	32%

Don't know or No response: 35
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	404	5%	0.7%	16%	75%	3%	0.2%	0%
Afternoon	387	13%	1%	19%	61%	5%	0.3%	0.3%

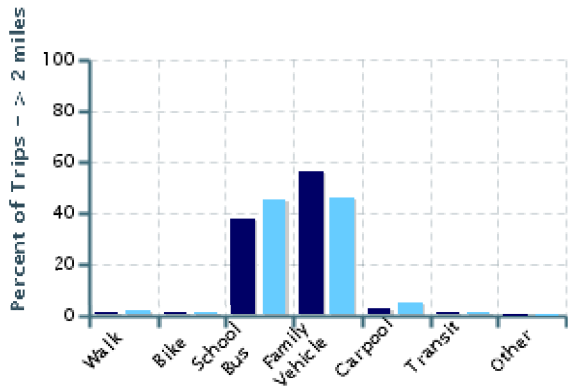
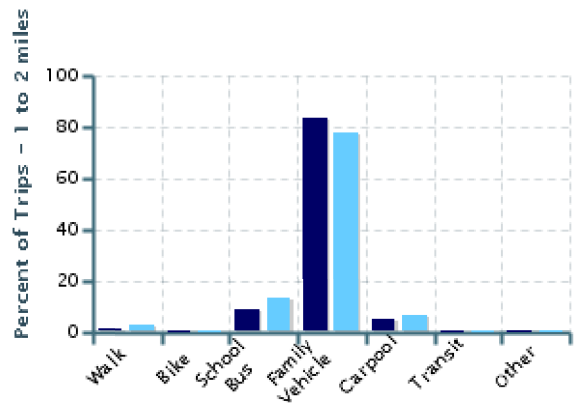
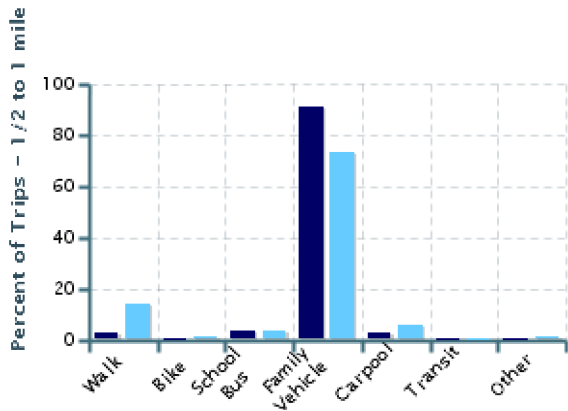
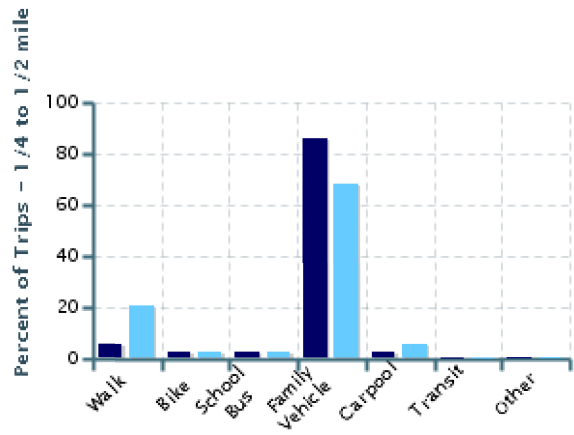
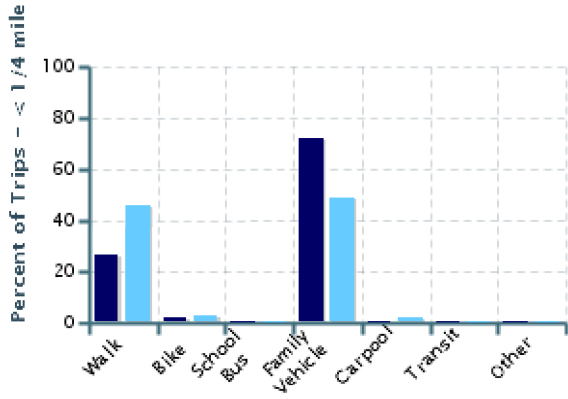
No Response Morning: 2

No Response Afternoon: 19

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	60	27%	2%	0%	72%	0%	0%	0%
1/4 mile up to 1/2 mile	36	6%	3%	3%	86%	3%	0%	0%
1/2 mile up to 1 mile	79	3%	0%	4%	91%	3%	0%	0%
1 mile up to 2 miles	76	1%	0%	9%	84%	5%	0%	0%
More than 2 miles	118	1%	1%	38%	56%	3%	1%	0%

Don't know or No response: 37

Percentages may not total 100% due to rounding.

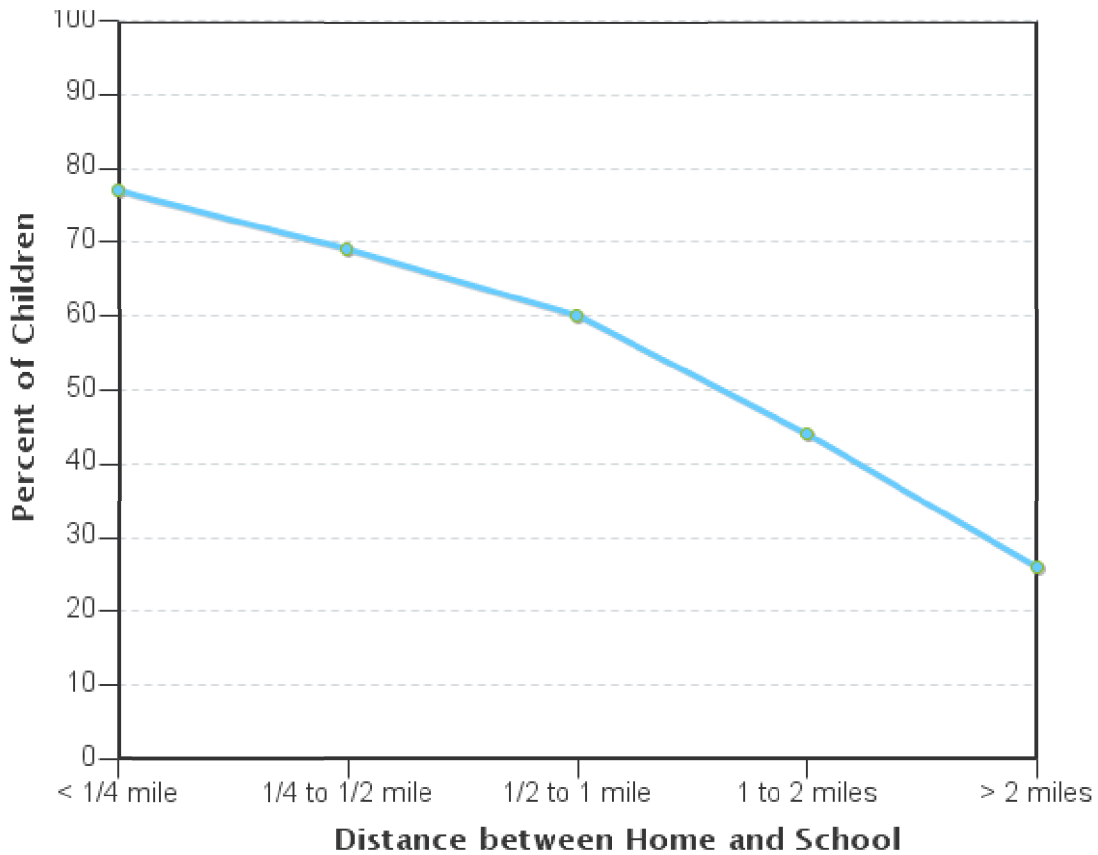
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	59	46%	3%	0%	49%	2%	0%	0%
1/4 mile up to 1/2 mile	34	21%	3%	3%	68%	6%	0%	0%
1/2 mile up to 1 mile	77	14%	1%	4%	73%	6%	0%	1%
1 mile up to 2 miles	72	3%	0%	13%	78%	7%	0%	0%
More than 2 miles	113	2%	1%	45%	46%	5%	1%	0%

Don't know or No response: 51

Percentages may not total 100% due to rounding.

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

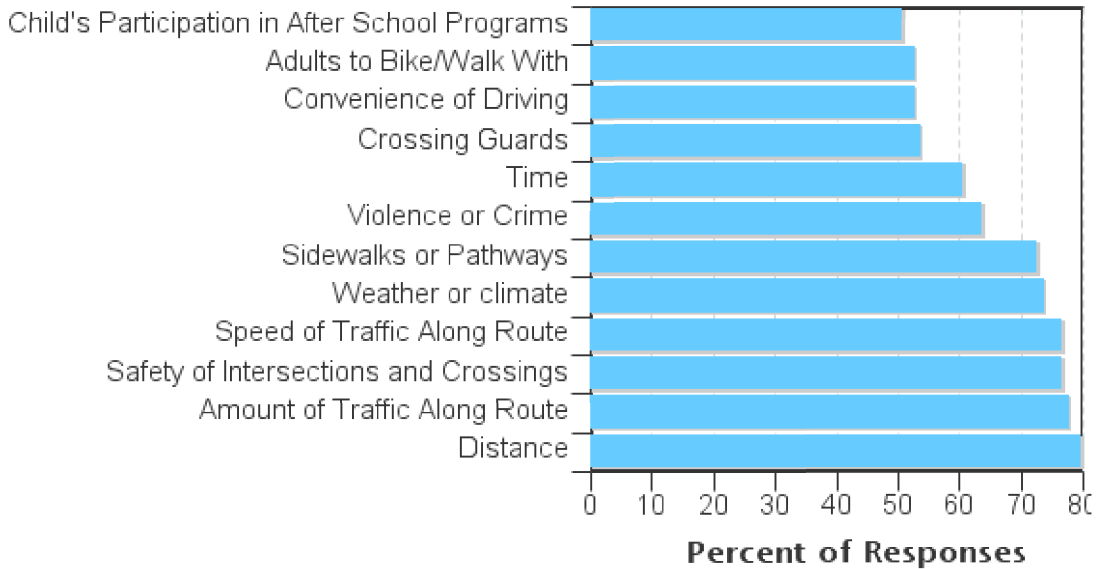


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

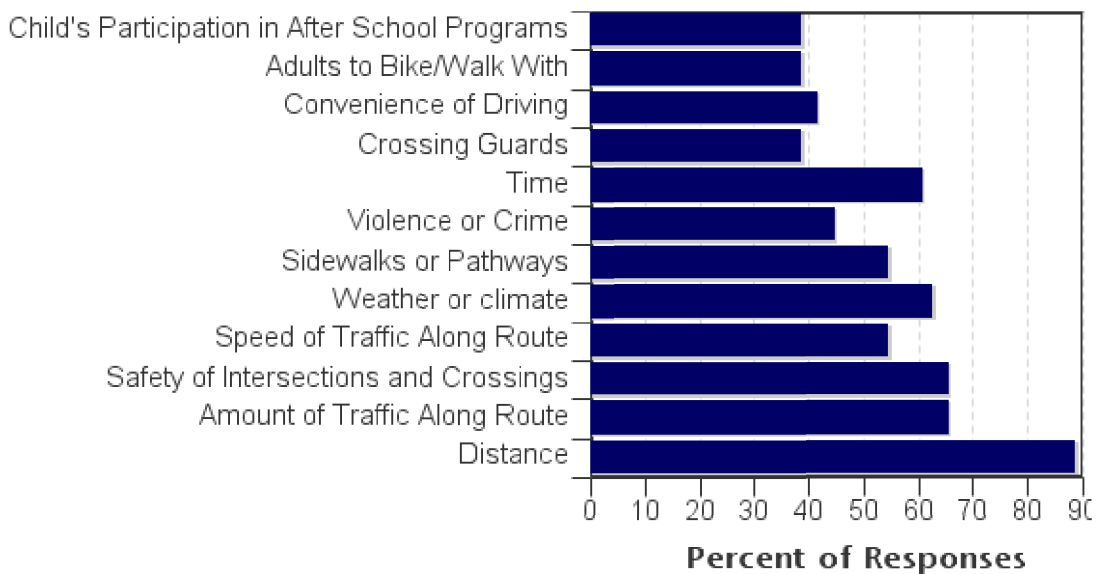
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	181	77%	69%	60%	44%	26%
No	185	23%	31%	40%	56%	74%

Don't know or No response: 40
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	80%	89%
Amount of Traffic Along Route	78%	66%
Safety of Intersections and Crossings	77%	66%
Speed of Traffic Along Route	77%	55%
Weather or climate	74%	63%
Sidewalks or Pathways	73%	55%
Violence or Crime	64%	45%
Time	61%	61%
Crossing Guards	54%	39%
Convenience of Driving	53%	42%
Adults to Bike/Walk With	53%	39%
Child's Participation in After School Programs	51%	39%
Number of Respondents per Category	348	38

No response: 20

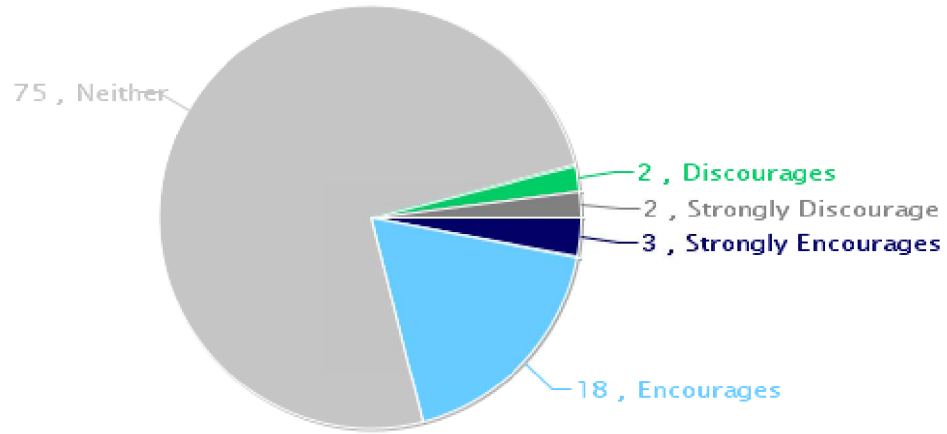
Note:

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

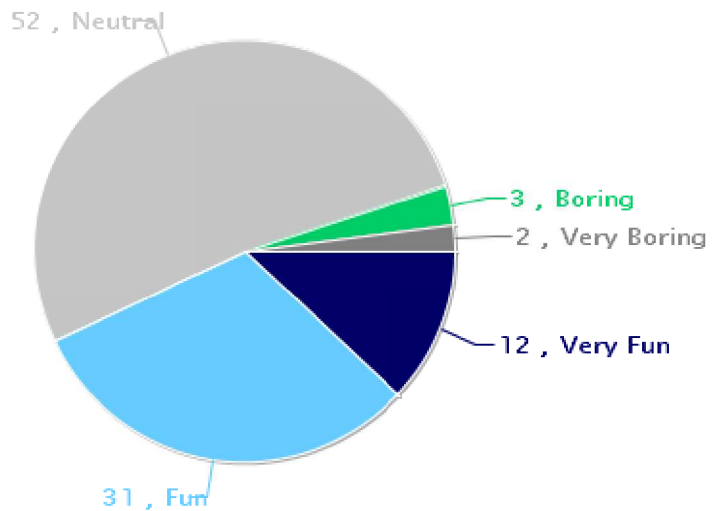
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

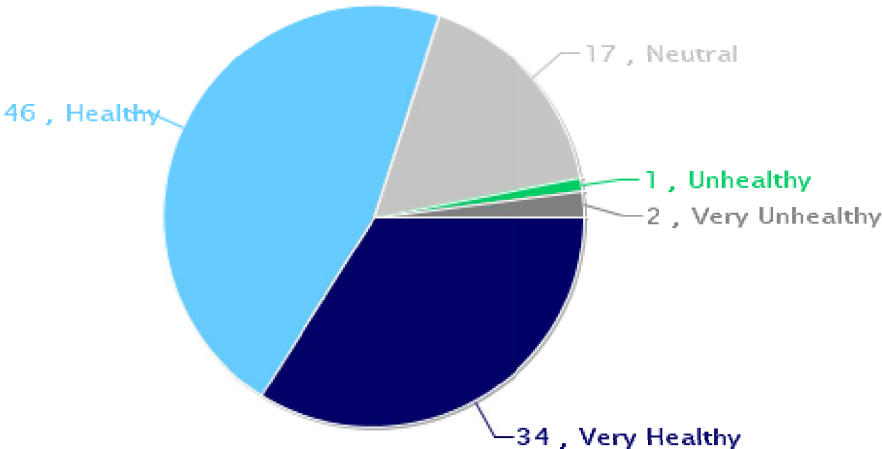
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1547996	Montgomery County has one of the highest crime rates in KS, this greatly affects my decision to let my kids walk/bike to school.
1548229	She walks with older sisters.
1548336	We live in rural area.
1548337	#1 Issue is not knowing if they made it to school safely or not.
1548387	Please provide sidewalks around the school!! We like to walk and bike in the evenings. Too and there just isn't any safe place to be.
1548389	I think a sidewalk would be great from the intersection of Highland & 4th down to the Bridge on 4th Street going to CES. There are so many people that speed without paying attention going around curves.
1548390	I would love for my child to walk to school. I just don't feel she is responsible enough to do so at this time.
1548392	I walked/rode my bike every day to school. I lived 7 blocks from school. Walked to school in AM, home for lunch, back to school, and home after school. Walking/riding is great exercise and kids who live close enough should be encouraged to do this. Living in the country and close to a major highway is Not safe.
1548394	We live very close to the school (1 block), so I'm comfortable sending her by bike when there are school activities that make her late coming home (choir). For bad weather, I pick her up for safety and health.
1548956	There are not enough room on current sidewalks, and they need a crossing guard by hospital.
1549070	I've noticed improved mood on days my child walks home from school.
1549072	I think if there were wider sidewalks and a fence to block street from sidewalks, it would be safe. There is too much traffic around school and down 4th street going east from school.
1547992	I have no issue allowing my child the opportunity to walk home. The lack of sidewalks is a concern so the kids aren't in the street and crossing overlook because of traffic. Answering #10's questions didn't make sense - I would drop my child off in the AM and have him walk to me.
1548008	We live in the country and it is a great distance to school.
1548120	Would never let them walk or ride bikes to school with the traffic and all the intersections between our house and the school. Not safe to allow this.
1548130	We live in the country so I would not let my child walk or ride bike.
1548335	Trace is to walk to car once release by the teacher after each school day.
1548338	I probably would not allow my child to walk if we didn't live as close as we do to the school.
1548386	Coffeyville is not a very responsible town when it comes to public safety or the city streets. Only on the wealthiest editions are there any improvements being done, even when the vote for improvements are for the whole!

1548391	There is too much traffic from school down 4th towards the east, sidewalks need to be wider and a fence put up so children do not step in traffic. That is a huge problem. It is not safe.
1548959	Be safe, safety starts with you.
1548961	No sidewalks or proper signage and appropriate lights to safely travel to and from school. I refuse to have my child walk in other persons yard (rude) or in the street (unsafe).
1549018	Child lives out of town but walks to grandparents house after school.
1549019	Wish my kids could walk or ride their bike to school but crime is too high and the world is crazy.
1549075	I will not allow my children to walk or ride bikes around the school because there are no sidewalks and it is not safe. We like walking and biking as a family, but it is not safe around our school.
1549166	Yo dejaria mis ninos ir ala escuelas caminando solo si viviera mucha proteccion para ellos.
1547988	My child is still a little young in my opinion to travel on her own. If our residence stays the same as she is older, I've considered it. However, the traffic around school is a lot and not everyone follows street guidelines. Especially when pulling out of drive through at school on K-3 side.
1548007	I will never allow my children to walk to school.
1548072	Some of this survey was as if you child walks to school already no other option like N/A. I would never let her walk or ride anything mainly due to safety. Call me overprotective.
1548122	My child is too young right now to walk/bike.
1548123	I would not allow my child to walk or ride a bike alone. Too many sickos anymore in this world.
1548124	*Comments for this surveyor reveal child personal information and are purposely omitted.
1548135	There are no sidewalks along my street (Cline). There are several students that walk along this street. Yard are fine, but sidewalks would be better and safer.
1548339	Although not a necessity, sidewalks would be awesome.
1548340	We live on North Overlook and one big factor is no sidewalks and cars that speed.
1548342	BUSSING CONTRACT NEEDS IMPROVED!! We live ALMOST 2 miles away from school & outside city limits on road with 45 mph speed limit & no sidewalks. Bus will not pick them up.
1548466	4th Street is very dangerous. I walk and pick up my child there so I ensure safety crossing the road. Cars do not stop.
1548468	Our neighborhood is full of drug users and sketchy people. Even if I allowed my child to walk home, I wouldn't let her stay home alone.
1548963	As long as her bike is in a safe area during school, she can ride her bike if she likes.
1548966	Traffic is bad because of other students going to H.S. and Jr. High. They don't always pay attention because they are in a hurry. Also, if my child will pay attention or be too distracted.
1549017	People do not pay attention to the traffic signs or children at drop off on the north end.
1547990	My main concerns are distance and crimes. Most others are mild.

1547994	We live in the country, so no my kids will not ride their bikes to school. They would have to go across the highway and ride on it for awhile.
1548000	I don't feel comfortable for my children to walk or ride to school. It too dangerous, especially with what going on in the country.
1548118	I think a sidewalk would be great starting from the intersection of Highland & Fourth to the bridge on Fourth, going to CES. There are so many vehicles that don't pay attention going around both the curves to speeds.
1548133	BUSSING CONTRACT NEEDS IMPROVED!! We live ALMOST 2 miles away from school & outside city limits on road within 45 mph speed limit & no sidewalks. Bus will not pick them up.
1548344	Shuttle bus from CES to RMS for middle school and then high school. That would be helpful as both parents work outside the home and the city from 8 am to 5 pm.
1548944	Siento que el ir caminando o en bicicleta a la escuelas es algo bueno que ayuda a modular a un nino apartir del 5th ano, siempre y cuando viva a una distancia corta de la escuelas.
1548951	My children walk/bike depending on weather. My youngest will start kindergarten this August and will join her siblings. I always take the route with them the first week of a new change. I trust my children to make the right decisions and to watch traffic, others around them, and their surroundings.
1548343	This survey, for our kids, didn't really apply to us due to distance - we live out in the country. Walking to school is NOT an option.
1548467	Safe friendly neighborhood.
1548964	Olivia lives where she has to cross 11th Street. I don't encourage that without an adult.
1549073	Would allow child to walk if we lived closer and on a more residential road with slower and less traffic.
1547998	The traffic and lack of sidewalks make walking unsafe without an adult. Biking in school area is unsafe as well.
1548129	We live in a separate town so he wouldn't be able to "walk".
1548388	No one watches all the crosswalks and people park in the cross walks, but the school doesn't do anything.
1548393	If we lived closer, I would allow my child to walk or bike but we're about 6 miles away and that's far for me.
1548464	The traffic and a lack of sidewalks to walk on make walk or riding a bike unsafe around our school.
1548469	We live in the country, so walking really isn't an option for them.
1548957	We live 6 miles away, but if we lived within 3 or 4 blocks of the school, we would be okay with them walking or biking to school.
1549071	The school system should provide transportation. It does not matter the distance - provide...
1549078	I don't let my children ride or walk to or from school because of my work schedule. Sometimes I'm not home in morning and I never know how late I'll be at work.
1548341	The distance is just too great to allow my children to walk/bike.

1548465	Lack of sidewalks and the fact that buses travel our neighborhood streets make it unsafe for walkers and bike riders. I am disappointed that these issues are ignored.
1548119	We just live too far from the school for my children to walk or bike.
1548005	We live on Meadow St. (A private drive with 3 houses) on a hill with lots of traffic and no sidewalks by the swimming pool, and Pfister Park. Wish there was a bus that could come get him.
1548003	I won't allow my children to walk, too many sickos in this world.
1548073	We live too far from town for my kids to ever be able to walk or bike to school.
1548954	My child does not walk or ride the bus.
1548125	It would never be safe for my kids to walk or ride a bike to school.
1548260	Solo fu 3 Anos a la escuelas. Mis hidos van y Regiesum en el autobus escolar. Porque me combiene mas que vevartos asta la escuelas pero yo se los llevo y lo recodo en la estacion de bus.
1548345	He's got special needs and we feel safer taking him.
1548385	We live 15 miles from school so this doesn't really apply to our children at this time.
1549156	Solo fui 3 anos mis hijos van y regresan en el auto bus escolar y yo se los llevo y los recejo en la estacion de bus porque me queda mas cerca que llevarlos asta la escuelas.

Appendix C

Letters of Support



COFFEYVILLE USD 445

BOARD OF EDUCATION OFFICE

DR. CRAIG A. CORRELL, Superintendent

615 Ellis

Coffeyville, Kansas 67337

Telephone 620.252.6400

www.usd445.org

June 30th, 2017

State SRTS Coordinator: Mike Spadafore
Bureau of Transportation Planning
Kansas Department of Transportation
700 S.W. Harrison
Topeka, Kansas 66603

Re: Safe Routes to School Grant

Dear Mr. Spadafore:

I am writing this letter in support of the Safe Routes to School grant, Phase II, to increase an added measure of safety for our students. I have worked in the district office for nine years and can attest that this is a need discussed every year.

Community Elementary School is the largest elementary school in the state of Kansas. There are just under 1000 Kindergarten through Sixth Grade students that attend daily. The majority of these students live in town and walk to and from school each day. As you can imagine, this creates a very dangerous situation when there are limited sidewalks available. This grant will help implement the district goal of providing safe access to our schools.

Thank you in advance for your consideration to help make Coffeyville a safer community for our students. Coffeyville Public Schools, USD 445, gives this project it's complete support.

Sincerely,

Dr. Craig A. Correll
Superintendent of Schools



Community Elementary School

102 S. Cline ▪ Coffeyville, KS ▪ 67337

620-252-6430

November 4, 2015

To Whom It May Concern:

I am writing this letter in support of the Safe Routes to School Grant that the City of Coffeyville and USD 445 are collaborating together to acquire. I have been the principal at Community Elementary for the past ten years and can attest to the definite need that exists for sidewalks to be available for our children that walk to and from school. During my tenure at this school, there have been at least three children struck by cars on their way to/from school. These children were forced to walk out in the street due to the absence of sidewalks.

Community Elementary is the largest elementary school in the state of Kansas. We maintain an enrollment of close to a thousand students and serve grades Kindergarten through Sixth grade. We are the only elementary school in the community and therefore all children age five-twelve attend our school. Less than half of our students qualify for bussing services as they live at least 2.5 miles from the school. However, the majority of our students walk or have parents bring them to school. Without the option of sidewalks on some highly traveled streets, our students are forced out into the traffic.

Our students need and deserve to have safe routes provided for them. For the past three years, our school Site Council in collaboration with the previous Chief of Police, have been working to solve this issue. Two years ago, the Chief of Police in conjunction with the City of Coffeyville, secured flashing traffic lights in and around the school in order to alert drivers of the upcoming school area. It is now time for us to continue this collaboration and take measures to provide safe routes for children that walk to school. The Safe Routes to School grant funding would allow us to lay sidewalks in high traffic areas in an effort to keep our children safe.

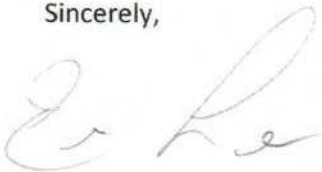
Sincerely,

Jennifer Bright
Principal

To the Safe Routes to School Grant Committee:

I am writing this letter on behalf of the site council for Community Elementary in Coffeyville, Ks. We are pleased to offer our letter of full support for the Safe Routes to School grant project. We are a group of parents, teachers, administrators, and community members that fully believe there is a great need of improvement to the blocks surrounding the school in order to make it a safer place for our children. Currently, there are no sidewalks around the busy corner of 1st and Ohio streets to the north or west. There is also a lack of continuous sidewalks west on 4th street. With the addition and repair of sidewalks, our students will have the opportunity to walk or bike to and from school in a safe and inviting environment. We believe the Safe Routes project will be a great investment of time, money, and resources for the betterment of our children's lives as well as the community. In closing, I have attached a couple letters from members of our group that are parents of students attending Community Elementary. Thank you in advance for this opportunity for the City of Coffeyville.

Sincerely,

A handwritten signature in cursive script, appearing to read "Erin Lee".

Erin Lee

Community Elementary Site Council President

Attention Safe Routes to School committee:

I am writing this letter as support for the City of Coffeyville's pursuit to provide safe routes to school for our children. I am a parent of 5 children that currently attend Community Elementary school in Coffeyville. My family lives less than 3 blocks from the school where there are no sidewalks and a heavy amount of traffic during drop off and pick up times of school. My husband and I have made the decision not to allow our children to walk or ride their bicycles to school in spite of their numerous requests to do so. We feel very passionately that it is a great danger for our children as well as any other children, or even adults. There are no sidewalks on the streets to the north and west of Community Elementary. This area is very busy with traffic before and after school. I feel that there are a lot of students that also miss the opportunity to walk or ride their bikes to school because of a lack of safe routes. The students that do walk or bike to school have to walk on the streets or through yards.

With the addition of sidewalks on the blocks surrounding the school, there would be a new opportunity for more students and families to walk to school or ride a bike rather than ride in a car. This would also allow the students that already walk or bike to get to and from school safely. By adding sidewalks, the community would also be encouraged to be more active and healthy.

Therefore, I am supportive and excited about this possibility for our school, children, and community. Please allow the City of Coffeyville and Community Elementary the precious opportunity to make our city, school, and community members safer and healthier!

Sincerely,

A handwritten signature in black ink, appearing to read 'Jessica Herring', written in a cursive style.

Jessica Herring
PTO President

November 17, 2015

To Whom It May Concern:

What is more important than the life of a child? Under this umbrella, comes two additional questions: Shouldn't we do everything reasonably possible to increase the quality of life for our youngest citizens? What if neighborhood sidewalks could benefit both the safety and the educational experiences of our young learners?

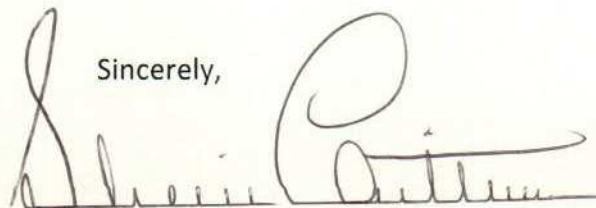
My classroom is located in a local nursing home here in Coffeyville. The local school district and Windsor Place Nursing Home collaborated several years ago to offer an intergenerational kindergarten classroom to both the children and the elderly in our community. While our days here at *Age-to-Age Kindergarten* are spent at the nursing home learning social skills, academics, and about "doing life together" in an intergenerational environment, there are times our kindergartners need to join their peers at Community Elementary School. While the school is only six blocks from the nursing home—certainly close enough to walk—there are limitations.

Most of our "commute" to Community Elementary consists of walking on the street, keeping 20 kindergartners as close to the curb as possible. There are times, however, when we rearrange or cancel trips due to water accumulation or muddy conditions. The ability to walk on sidewalks would remedy these frustrating and disappointing cancellations. Even in the best weather conditions, sidewalks would certainly make walking safer and more enjoyable.

When I heard about the possibility of neighborhood sidewalks, I was excited—not only for my classroom of kindergartners, but for the children in our community who walk to school. Of course, traffic safety can be taught, but most people acquainted with young children understand the dangers of walkers and vehicle traffic sharing the same space. Sidewalks in our neighborhood would certainly help keep our children safe.

When reflecting on this letter's original question: What is more important than the life of a child—I thank you on behalf of the Age-to-Age kindergartners and the children of Coffeyville for your kind consideration when determining the recipients for the *Safe Routes to School Grant*.

Sincerely,

A handwritten signature in black ink, appearing to read "Sherri Chittum". The signature is written in a cursive style with a large initial "S" and a long horizontal stroke at the end.

Sherri Chittum



James H. Grimmatt, Fire Chief

PO Box 1629, Coffeyville, KS 67337

620.252.6147

Fax: 620.252.6049

October 30, 2015

On behalf of the Coffeyville Fire Department, I give my full support for the Safe Routes to Schools grant application. It is essential that we provide our community with adequate pedestrian and bicycle opportunities for all ages especially our school age children. The inability of safe travel is not only a safety issue but it detracts from the quality of life.

Overall, the inclusion of safer routes to schools will help Coffeyville capture that vision of being a livable, walkable community.

Respectfully,

A handwritten signature in black ink that reads "James H. Grimmatt". The signature is written in a cursive style with a large initial "J".

James H. Grimmatt
Fire Chief



Coffeyville Police Department

7th/Walnut • P.O. Box 1629 • Coffeyville, KS 67337
620-252-6160

C Kwin Bromley • Chief of Police

November 10, 2015

To Whom It May Concern:

The integration of safety, health and fitness, traffic relief, and environmental awareness in the mission of Safe Routes to Schools presents opportunities for positive results from one program that can improve the quality of life for all residents, and warrants the support of our local law enforcement.

In appreciation of all efforts of the Safe Routes to Schools program, the Coffeyville Police Department lends our support for this current grant application process.

We look forward to the benefits for our community.

Respectfully,

A handwritten signature in black ink, appearing to be "Kwin Bromley", written over a horizontal line.

Kwin Bromley
Chief of Police
Coffeyville Police Department



Coffeyville Public Library

311 W 10th Street ~ Coffeyville, Kansas 67337

620-251-1370

www.coffeyvillepl.org

November 9, 2015

Kansas Department of Transportation
Bureau of Transportation Planning
700 SW Harrison
Topeka, KS 66603

To whom it may concern:

I write to you today in support of the City of Coffeyville's grant application for the Safe Routes to School program. I moved to Coffeyville, Kansas in the fall of 2013 to fill the open Library Director position. Since becoming a resident of Coffeyville I have found myself actively involved in several civic organizations, committees, and other community groups. It is with this service that I have discovered just how much the citizens and community leaders of Coffeyville care for the children that call our town home.

Coffeyville has so much to offer our children who are seeking a rich and diverse upbringing. We have an active city recreational department, a wonderful and recently updated public library, a new aquatic center, a nationally recognized early learning center, a robust Boys & Girls club, and a school district that has recently seen growth in enrollment. All of these wonderful organizations and programs provide excellent services to the young people of our town.

Many of these groups work hard at promoting a healthy lifestyle and the importance of eating nutritious foods and exercising regularly. For example, the library will focus on fitness and wellness for the 2016 Summer Reading Program. The slogan is On Your Mark, Get Set, Read and all of our weekly programs this summer will focus on sports and recreation and maintaining a healthy lifestyle. I understand that the City of Coffeyville also wishes to encourage students to opt for walking and biking to school as a way to make healthier choices and being selected for the Safe Routes to School Program would allow them to not only encourage students to make these choices but also provide them with the necessary sidewalks and bike paths to do so safely.

With society's push towards health and wellness it behooves any community to strive to make improvements within their own infrastructure to ensure a healthy and prosperous future. I commend the City and their efforts to receive the necessary funding to create a healthy atmosphere and the ability for the children and their families of Coffeyville to make healthy choices. I encourage you to select Coffeyville for the Safe Routes to School Program.

Sincerely,

A handwritten signature in black ink, appearing to read 'Katie Hill', with a long horizontal flourish extending to the right.

Katie Hill
Library Director



Mike Spadafore
Kansas Department of Transportation
700 SW Harrison
Topeka, Kansas 66603

Dear Mr. Spadafore:

On behalf of the City of Coffeyville, I am writing to give my full support for the Safe Routes to School grant application.

Our goal as a community is to promote walking and bicycling to school as an essential part of a healthy lifestyle, and to ensure that those are safe, enjoyable and routine activities. However, budgetary constraints make that a difficult goal to achieve. The City of Coffeyville's partnership with USD 445 in this grant application demonstrates the community's commitment to work together to make this a reality for the youth of our community.

Thank you for your consideration of this proposal. The Safe Routes to School grant will be integral in helping to ensure that Coffeyville achieves its vision of being a healthy and safe community.

Sincerely,

A handwritten signature in black ink, appearing to read "Kendal Francis", with a long horizontal flourish extending to the right.

Kendal Francis
City Manager
City of Coffeyville, Kansas

Coffeyville, Kansas
— Area —
Chamber ♦ of Commerce

November 6, 2015

Mike Spadafore
Kansas Department of Transportation
700 SW Harrison
Topeka, KS 66603

Dear Mr. Spadafore:

On behalf of the Coffeyville Area Chamber of Commerce, I would like to express my support for the City of Coffeyville's Safe Routes to School grant application. Our organization is focused on making a positive impact on our community, including the welfare of our children. It is crucial for us to encourage a healthy lifestyle for our young, while providing a safe opportunity for them to participate in this way of life.

The Coffeyville Area Chamber of Commerce believes that this opportunity is necessary for Coffeyville in order to provide a healthy, safe, great quality of life in our community. This funding is critical for the Coffeyville community and our children. Thank you for your consideration of the grant proposal.

Sincerely,



Stacia Meek
Executive Director
Coffeyville Area Chamber of Commerce

807 Walnut * PO Box 457 * Coffeyville, Kansas * 67337
620.251.2550 (P) * 620.251.5448 (F) * 620.252.9929 (C)
www.coffeyvillechamber.org * chamber@coffeyville.com

Coffeyville Community College

November 5, 2015

400 WEST 11TH ST.

COFFEYVILLE, KANSAS 67337



State SRTS Coordinator: Mike Spadafore
Bureau of Transportation Planning
Kansas Department of Transportation
700 S.W. Harrison
Topeka, Kansas 66603

Re: Safe Routes to School Grant

Dear Mr. Spadafore:

Please accept this letter as evidence of Coffeyville Community College's support for the City of Coffeyville and Unified School District 445's grant proposal requesting funds to develop safe routes to school. I cannot stress enough the importance of this funding to the Coffeyville community and more importantly for the health and safety of our children.

Coffeyville Community College operates a Business and Industry Training Center which is less than one block from the elementary school. This Center has significant usage causing vehicular traffic to flow routinely through the area. In addition the Cline Road area is on a direct path to Veterans Memorial Stadium. The stadium is used daily by staff and college-age drivers creating another potential high risk area concerning pedestrian safety. Interventions which provide safe infrastructure near the schools will unquestionably make a big difference for the health and safety of our students and their families. This grant would help in providing the necessary resources to effectively integrate the visions and goals of USD 445 and the City of Coffeyville in creating the essential services of school safe routes.

Thank you for your thoughtful consideration of the grant proposal. Again, Coffeyville Community College gives this proposal our full support and endorsement. I am confident the citizens of Coffeyville will appreciate any help you can provide.

Sincerely,

A handwritten signature in cursive script that reads "Linda Moley".

Linda Moley
President

LM:kb



Kiwanis

*Coffeyville Kiwanis Club
PO Box 401
Coffeyville, KS 67337*

November 9, 2015

Kansas Department of Transportation
Bureau of Transportation Planning
700 SW Harrison
Topeka, KS 66603

To whom it may concern:

The Coffeyville Kiwanis group would like to show our support for the City of Coffeyville's grant application for the Safe Routes to School Program offered by the Kansas Department of Transportation.

Kiwanis International and the Coffeyville Kiwanis Club are dedicated to serving children. Our motto states that "Kiwanis is a global organization dedicated to improving the world one child and one community at a time". Our club works hard to do just that by donating our time and money to the children of Coffeyville in the form of scholarships, the purchasing of equipment for the schools, and the financial support of local youth programs and events.

Our club recently heard a presentation about the Safe Routes to School program that the City of Coffeyville will work towards implementing. This program is exactly what our community needs. We have one, large elementary school (Community Elementary School) that was constructed in the last decade and it is serving the needs of the community wonderfully, but there is one downside to the facility; it lacks adequate sidewalk and bike paths for the students walking and biking to school. A community can provide all the programs and activities a child could ever want or need, but if the child cannot safely get to these events then the community must come together to guarantee the safety of our children.

The City of Coffeyville's efforts to secure funding to improve our sidewalks and bike paths around Community Elementary is a necessary step to ensure the safety of the children of Coffeyville. The Coffeyville Kiwanis club supports the City's application and we wholeheartedly encourage you to select their application for the project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Katie Hill', with a long horizontal line extending to the right.

Katie Hill
Club President

A handwritten signature in black ink, appearing to read 'Griffin Walker', with a long horizontal line extending to the right.

Griffin Walker
Club Vice President

To whom it may concern,

Hello, my name is Tosha Williams and I am writing this letter on behalf of my family. On October 24, 2012 my son Heath Williams was walking to school for an ordinary day of 6th grade. We live right behind the elementary school and have cross walks at our corner. My son had safely walked to our neighbors house and was standing on the side of the road at a cross walk waiting to enter. A driver waved my son into the crossing so my son started across the road. That is when our lives changed forever. A driver that was headed West did come to a partial stop then went through the crossing, the only thing that was wrong was my son was hit by this car. This driver took off and my son made his way to the sidewalk and into the school and reported the injuries.

The phone call no parent wants to ever receive. Mrs. Williams they said, this is the principal of CES and I need to report to you that your son was struck by a car this morning and the police and ambulance are on their way to the school. We have your son in the nurses office. He is ok but very shaken and complaining of his knee hurting. It was the longest 17 miles that I have ever had to drive. Once I arrived to the school, my heart stopped and I lost it for a minute. A police car and the ambulance was at the front door of the school for my son that they said was fine. I went into the school and the look my son gave me was he was scared and in pain. Me and my husband took my son to the urgent care, they braced my son leg and sent us straight to the ER for X-rays. My son was an athlete and very physically fit due to wrestling season. His small little leg was placed in a brace and now on crutches with no weight bearing to his leg. Thankfully once the swelling went down they confirmed no torn ligaments or broke bones it was just a sprain.

I made it a mission from that point to find out what I could do as a parent to protect our kids. I used to stand at the very same corner with a stop sign to allow kids to safely walk across the road. I noticed the more I stood out there the more I found was wrong. The road behind the elementary school is a one way during school hours and people would drive down it the wrong direction, school buses would pull up to the intersection in the left lane but could not see if a kid was safely crossing due to the car in the right lane. People would speed, block the school crossing for the kids, kids would go in between cars to cross. WHAT COULD I DO? I realized I had a voice and someone needed to listen to me as a parent and a citizen. I went to every city commission meeting, school board meeting, and spoke to every newspaper I could find. What did get accomplished? I found Coffeyville has 5 schools and nothing being marked to notify the drivers of a school zone. I went to every school within 50 miles and found that we were the only school without flashing school zone lights. What a simple task you would think, but it wasn't but finally after one year of not going away I finally got 5 signs around the elementary school, 2 around the high school and middle school, and 2 around the private catholic school. I was very pleased, yet not complete. I started to notice that at the elementary school on the North end on first street we have no sidewalks once kids leave school grounds. These kids walk in the street. How is this safe? I have a great concern for the youth Coffeyville.

The one place a child should feel safe is walking to school and at school. As a parent of two smaller children that will attend the very same school that my son did next year I want them to feel safe. Allowing Coffeyville this grant for safe routes to school can and will help keep our youth safe as they attend school to become great leaders. Thank you for your time in this matter.

Thank you,
Tosha Williams

Attention Safe Route to Schools Grant Committee,

I am writing this letter to ask for your help in creating a sidewalk for our students to safely walk and ride bicycles to and from school. There is an extremely dangerous block directly next to Community Elementary School. I pick up my children every day after school and I am extremely concerned about the safety of students who walk and ride their bikes home. Each day, I see students riding their bikes in the street, bobbing and weaving through vehicles. I see students walking in front yards of homes to avoid being hit walking in the street. There is one driveway that has a concrete barrier on one side of the driveway. Students must go over or around this barrier. The homeowner often gets her mail at that time and confronts students walking through her yard and over her driveway. Please consider Community Elementary School sidewalk a top priority for your grant. In the past 5 years, one student was nearly hit by a vehicle and another student's bicycle was hit by a vehicle. The vehicle traffic is very concentrated on this side of the school before and after school. Please help us provide a safe place for our students to walk and ride their bikes to and from school. This is an opportunity to save a child's life.

The section of road that is the highest priority is on 1st St. from Ohio to Edgewood, on the South Side of the street. The second priority is on 1st St. from Edgewood to the bridge at Sycamore Creek, on the South side of the street. The third priority is on 1st St. from Ohio to Cline on the North side of the street.

A Sincerely Concerned Parent,

Heather Turner

A handwritten signature in blue ink that reads "Heather Turner". The signature is written in a cursive style with a large initial 'H'.