

HAVEN, KANSAS

SAFE ROUTES TO SCHOOL

COMPREHENSIVE PLAN



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BACKGROUND

The community of Haven is situated between Hutchinson and Wichita on K-96 Highway. Haven is home to about 1233 residents, a number of small businesses, and six major industries/manufacturers. USD 312 is the Haven School District which serves four communities—the largest geographic district in Reno County, Kansas. While much of the district is committed to busing in rural students, the community of Haven is the only in the district with preschool through 12th grade all within walking distance of any residence in town.

Haven Elementary has an enrollment of about 300 students with Haven Middle School enrollment around 100 students each year. In May 2014, Haven Elementary, Middle and High Schools participated in Safe Routes to School Parent Surveys. We found that 83% of respondents live within a mile of the school, which is promising in terms of encouraging safe walking and biking in the community of Haven.

Over the past several years, growing concern about the condition of sidewalks prompted the Haven City Council to study ways to address dangerous sidewalks where many young children and elderly had fallen or would choose to walk in the street. In October of 2013, the City of Haven passed a resolution to begin to address the safety concerns associated with sidewalks in Haven, including an inventory of all sidewalks and ramps currently in place across the city. The database also provides a ranking (good, fair, poor) of existing walks. This database provides the planning team current information about the pathways to each school in Haven.



Figure 1: Elementary Students on walk to school day.

In the spring of 2014, the Haven City Council was notified of the Safe Routes to School grant—a possible resource to help support funding for the efforts towards addressing safety concerns in the community of Haven. The City Council looked to the Haven Chamber of Commerce as an active community group to help garner support and community partners in the effort to address safe walking and biking in Haven.

In April of 2014, the Haven Chamber of Commerce hosted the second annual meeting of local organizations. The meeting was sponsored by the Chamber of Commerce to bring leaders of the various community clubs and organizations in Haven to discuss pressing issues. During the meeting, Safe Routes to School arose as a main topic of discussion and concern. The entire group agreed that it was important to continue to meet, and plan and pursue a Safe Routes to School Phase 1 grant application.

PLAN OF ACTION

This study was initiated to assist the city of Haven in completing a Safe Routes to School (SRTS) Phase 1 study and subsequently assisting with a Phase 2 funding submittal. The SRTS program is a federally

funded program administered by the Kansas Department of Transportation (KDOT). The objective of this study is to identify routes that children are taking to Haven Grade School and Haven Middle School in USD 312 and propose improvements to these areas. The ultimate goal will be to improve route conditions through a combination of traffic calming techniques; sidewalk, signage and striping improvements; and education initiatives to foster a safer environment for children to walk and bicycle to school. This comprehensive plan includes the 5 E's: Education, Encouragement, Enforcement, Engineering, and Evaluation.

In Late September of 2015 the City of Haven SRTS committee hired Alfred Benesch & Company to assist the city in gathering data and create a comprehensive report. The Benesch team met with the Haven SRTS project team to understand concerns and collect important information about the target schools. The SRTS team included USD 312, The City Haven, Haven Economic Development Director, Haven Police Department, and Alfred Benesch and Company (Benesch).

The kickoff meeting was conducted with the SRTS team to determine the plan of action needed to move forward with completing the SRTS planning document. Meetings were coordinated with each school's principal and PTA organization to explain the program and to gather helpful information regarding:

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

Benesch and representatives from USD 312 attended a site council meeting at Haven Elementary. The site council consisted of parents and teachers who meet regularly through-out the year. During the site council meeting, the existing conditions were developed and discussions were held to gain a better understanding of the local concerns and to help identify problematic areas. A field study was conducted in the vicinity of each school during the peak arrival and dismissal times to compare to the anecdotal data received during the site council meetings. Recommendations and cost estimates were assembled for each school location to include the 5 E's.

EDUCATION AND ENCOURAGEMENT

The overarching goal of a SRTS education campaign is to teach bicyclists, pedestrians, and motorists about all components of transportation. This including safety, environmental impact, and the overall affect transportation can have on health and wellbeing.

Current research on active transportation suggests that educational and encouragement campaigns are integral to the survival of a SRTS plan. James Sallis (University of California, San Diego) has intensely studied active transportation and the built environment. He suggests that physical environmental

changes are not sufficient to change behavior. To change an individual's mode of travel, education and encouragement needs to occur. This is even more important where the environment is poorly designed for biking and walking to school.

Just as each school environment in Haven is different, so should be the approach used for each of their education and encouragement campaigns. This section will provide an overview of the educational and encouragement programs from a structural perspective. However, each school is expected to assess their environment and develop a unique approach for their social, physical, and administrative environments.

Goal 1: Create a structure that provides long-term sustainability of a SRTS plan

It is important that USD 312 students, parents, and teachers feel that the Safe Routes to School program is supported by the school board, high-level administrators, and City staff. To facilitate a top-down approach, it is important that structural changes be made. The first suggested recommendation is to identify a single individual with the responsibility of coordinating the Safe Routes to School program and implementing the plan. An individual with marketing, public health, and behavioral experience is ideal. To make this economically feasible, this person will likely have duties outside of Safe Routes to School program.

It is recommended that a standing SRTS committee be created and meet monthly to facilitate SRTS on a district-wide level. This committee would be tasked with implementing the SRTS Plan. It is important the SRTS committee consist of individuals representing a variety of organizations and agencies. Suggested committee members include, at a minimum, representatives from Haven Elementary, and Middle School, USD 312 administration, City of Haven, Haven Police Department, and any other local organizations wanting to engage in the program.

Representation from several different agencies will bring a variety of perspectives to the group. For example, Haven Police Department plays an important enforcement role in the program planning and implementation of the Plan. The Police Department has a unique perspective on travel behavior and provided valuable insight during the development of the SRTS Plan. However, that insight will also be valuable in the future as the program develops.

Data on the relationship between physical activity and educational attainment is robust and comprehensive. Research shows that children who engage in physical activity typically demonstrate higher test scores, have greater levels of concentration, and are more likely to graduate from high school. In order to make physical activity a higher priority, social and administrative environments need to be changed. To provide long-term sustainability and commitment to the SRTS program, it is important to identify someone at each school to serve as a SRTS school liaison and lead the program at the school-level. This liaison, whether a teacher, administrator, or parent, should have an interest in or recognize the importance of SRTS. They should have a working knowledge of what may or may not work for their school. Each SRTS school liaison will serve as a member of the SRTS standing committee and provide

insight into the site-specific needs of their individual school. The SRTS school liaisons should find ways to educate and encourage walking and biking to school.

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



Figure 2: Elementary students formed a walking school bus for walk to school day.

The City of Haven has been very proactive and already has assembled a SRTS committee and have been meeting monthly. The committee has been and currently are organizing bike rodeos, walk to school day and are assembling walking school buses. The structure already in place will pave the path for future years to come.

Goal 2: Increase the educational opportunities for students, parents, and teachers regarding walking and biking to school.

In order for SRTS to succeed, it must be an integral part of the first few days of the school year. Large-scale implementation of the program should be conducted to teach children the best ways to walk and bike to school, to establish walking school busses and bike trains, to curb the effects of vehicular transportation on active transit, and mitigate any other concerns by parents. Before the semester begins, systems for promoting walking and biking to school—like walking school busses or bike trains—should be in place to encourage children to use an alternative mode of transportation. The success of both of these approaches requires a partnership between the schools and the parents to encourage children to walk or bike, but also to recruit parents to serve as volunteers to “pick-up” children on the way to school. During the first few days of school, all children should attend training from police officers, local bike advocates, and City staff. This bike rodeo will allow kids to learn the rules of the road, safe commuting guidelines, and the benefits of active transit. Additionally, children should be required to teach their parents about the benefits of active commuting. Parents should be required to review material regarding pick-up and drop-off of children at the school. This encourages children to increase physical activity, while also creating a safe environment for children walking and biking to school. Lastly, parents should be able to give feedback and receive education on any other concerns that they might have regarding allowing their child to walk or bike to school.

During the site council visits, one issue highlighted was the safety concerns of the vehicular transportation. Parents should be educated on local laws (e.g. three feet passing law for bicyclists) and ways to be safe around the schools. The SRTS Coordinator will develop material (print, social media, video, etc) that educates motorists on appropriate motor vehicle use near children.

Goal 3: Encourage children to walk and bike to school.

Reward programs are often cited as one of the reasons that individuals begin to change physical activity behaviors. Initiation of physical activity is well studied and research shows that individuals, especially children, engage in a behavior that is positively reinforced. The SRTS Coordinator could develop a "Mileage Club," "Walk Off" or other program that provides reinforcement by creating a positive social environment that facilitates that behavior. Additionally, awards could be given to individuals and groups in various categories, to be defined by the organizers.

Organizers could reinforce the beginning of the year programming by celebrating when an individual or group reaches benchmarks. Additionally, events like Walk to School Day should be recognized by walking to places that provide additional learning opportunities: schools could walk to the police station to learn about safety and what the Police do. They could also learn about various businesses around town and visit the library. This is also an opportunity for the police department to educate motorists on appropriate driving behavior near students that are walking and biking.

Safe walking/riding programs should be initiated to mitigate safety concerns. These programs can be walking school busses or bike trains. Each school leader should organize volunteers to help walk or bike students to school. After school, an adult would meet the students at the school and walk or bike with them back to their homes. While this takes considerable volunteer resources, it mitigates most concerns of safety. If the design of the neighborhood allows, a neighborhood watch program could be started during the hours before and after school when students are commuting. By providing a point of contact at the school, parents and local residents are much more likely to call with concerns about suspicious behavior.

During site council meetings, multiple education and encouragement strategies were discussed. A few of them included: walking school buses, interclass and district-wide competition, recess or other incentives, buddy systems, bike rodeos, safety classes, and issuing bike licenses to students passing safety courses to provide a sense of ownership. These ideas are recommended at both schools.



Figure 3: The local newspaper advertises for walk to school day and the upcoming bike rodeo.

Education and Encouragement Budget

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

ENFORCEMENT

During the safe routes to school phase one planning, Haven Police Department is a member of the SRTS committee and expresses their concerns and offered guidance and support for the SRTS plan. A few meetings within the SRTS team took place to discuss the current conditions and ideas to create a safer environment.

Existing Conditions

Currently, USD 312 has a good relationship with the Haven Police Department. At the request of the schools, the police department will attend speaking engagements during the school year. It was discussed within the meetings that the police department would like to teach the students proper bike and walking procedures during speaking engagements and community events such as bike rodeos. It was determined that the police department currently did not have much knowledge on proper bike safety and would like to be trained. It is recommended that an officer be sent to a training class to learn the proper procedures and bring the training back to the community.



Figure 4: The Haven Police Department assisting during the fall festival and bike rodeo.

The City of Haven currently has at least one officer on duty at all times. During the morning, officers will patrol from time to time around the school and answer to any calls received. In the afternoon, officers patrol the area around the schools on a regular basis. The primary concerns are directly north of the elementary school along 5th Avenue. The community and police department have stated that 5th Avenue is the main road through town and drivers have a tendency to speed. Officers were on site patrolling 5th Avenue during the site investigations confirming the data received during the site council and SRTS meetings.

As briefly discussed in the education and encouragement sections, enforcement is a crucial part of the SRTS program. The school district should continue its partnership with Haven Police Department.

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

Haven Police Department should work to actively prevent vehicular violations near schools. To alleviate traffic violations and speeders, a number of mitigation tools could be used. These tools include: increased traffic patrols near schools, environmental change, speed indication signs, and other potential alternatives. Other SRTS programs across the nation have used excess funds from citations to further support additional components of their SRTS program.

Statistics have shown that increasing accidents and inattentive driving can be from cell phone usage. Ordinances should be developed to create a hands-free policy creating restrictions on cell phone usage while driving within the city limits. Haven Police Department should then strictly enforce this ordinance near schools and at typical commuting times.

To elicit behavior change near the schools a “school patrol program” should be set up across the district. For Haven Elementary and Middle School, a scheduled patrol will be coordinated a couple of times during the school year. Notice of the patrol would be published in the school newsletters and local paper as suggested. Multiple officers would be in the vicinity of the school and specifically targeting drivers for vehicular citations for cell phone usage, speeding, seat belts, parking violations, and other potential moving violations. In order to evaluate the success of this program the evaluation will include additional pre- and post-auditing of the school environment. Prior to releasing the patrol program publicly, surveys around the school will be conducted to tally people seen using phones, seat belts, etc. The same post-auditing will happen after the program is conducted.

Enforcement Goal 2: Reduce the perception of crime near schools

One of the largest parental concerns across the nation is the potential of child abduction. After talking with the Haven Police Department, school district officials, and parents there is currently no concern of dangerous predators throughout the community. However the police department, USD 312, and the community should work together to educate the public on crime in Haven. It should be a continued priority to keep the town safe and inform the community if it becomes a concern. The police department should still complete a presentation at the school for “stranger danger” techniques.

Enforcement Budget

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

EVALUATION

In order to better understand parent attitudes and behaviors about children walking or bicycling to school, USD 312 conducted the National Safe Routes to School Parent survey in May 2014. The survey was sent to every student in Haven Elementary, Haven Middle, and Haven High Schools. The survey was conducted again in September of 2015 and will be conducted again in May 2016 and each year following to measure our success. The National Safe Routes to School Data Processing Center will be a good partner in helping compile survey results. The survey results can be found in the appendices.

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

The evaluation of the education and encouragement sections of this SRTS plan will be conducted by documenting the process and the outcome of the evaluation. The SRTS Coordinator will write a yearly report outlining the process of the program and the current outcomes. The SRTS committee should review this report and develop an action plan for the following year. Additionally, a strategic plan outlining five year goals and objectives should be conducted and documented at the appropriate intervals. While the overarching goal of increasing walking and biking to school will remain the same, the strategy will be to respond to changing social, political, and physical environments.

Education Encouragement, and Enforcement Summary

To successfully implement the most effective SRTS program, coordination and district-wide policy is necessary to create a structured foundation. Currently the City of Haven has taken this step and already formed a SRTS committee which provides a foundation for the SRTS program for years to come.

Each individual school is different due to geographic constraints, local infrastructure, parent involvement, and other variables. Therefore, the structured approach below provides necessary stepping blocks and initiatives that each school should implement initially and modify accordingly to assess needs at each school. The table that follows includes initiatives for 4 of the 5 E's (Education, Encouragement, Enforcement, and Evaluation) at the two local schools. The table chronologically presents items that should be conducted as this plan is implemented. It also suggests a timeframe for implementation and identifies the federal outcome addressed. The initiatives of the final "E," (Engineering) are discussed in the engineering section, Phase I Engineering Study.

City of Haven/USD 312 Safe Routes to School Phase 1 Report

CURRENT CONDITION	ACTIVITY	TARGET POPULATION	IMPLEMENTATION DATE	PERSONS RESPONSIBLE	BUDGET	*5 E's	FEDERAL OUTCOME ADDRESSED
Limited District Wide Coordination	Create a SRTS committee to provide district wide coordination and structure	USD 312 & Parents	Already Implemented	USD 312 School Board	USD 312 In-Kind	ED EN EF	Organized policies to Encourage, Educate, and Enforce SRTS
Limited knowledge, training and ideas to provide guidance and leadership for SRTS	Send committee members to an experienced speaker that helps communities successfully implement SRTS programs	USD 312 & Community	July 2016	USD 312 & Health and Wellness Committee	USD 312 In-Kind	ED EN	How to successfully implement a SRTS program
Limited parent participation	SRTS committee attend PTO, Site Council meeting to encourage and provide methods to increase walking and biking.	Parents	Already Implemented On Going	SRTS Committee & PTO, Site Council	USD 312 In-Kind	ED EN	Get parents and community involved and increase walking and biking
Students walk home after school in fall and spring	Parent Orientation at beginning of year. Encourage walking and biking. Share Safe Routes	Parents	August 2016	Principal	USD 312 In-Kind	ED EN	More Children walking and biking to school
Students walk home after school in fall and spring	Site Council Meeting to get parents involved. Set up Walking School Buses, buddy systems, and incentives to walk and bike.	Parents	August 2016	SRTS Committee & PTO, Site Council	USD 312 In-Kind	ED EN	Get parents and community involved and increase walking and biking
Students walk home after school in fall and spring	Newsletter article about safe routes Include Pick up/Drop off procedures to parents	K-8 Students & Parents	August 2016 & April 2017	Principal	USD 312 In-Kind	ED EN	Encouragement of healthy and active lifestyles
Unsafe student walking and biking behaviors	Police visits school to educate safety and danger concerns. Issue "bike licensees" after completion of a short test	K-8 Students	2016-2017 School Year	Principal & Police Department	USD 312 In-Kind	ED EN EF	Improved community security, awareness, personal ownership
Local traffic speeding through school zones.	Create a Patrol Program and Enforce vehicular violations	Local Community	2016-2017 School Year	USD 312 City of Haven Haven Police Department	USD 312 City of Haven Police Depart.	EF	Decrease localized speeding
Limited community and district events	Coordinate with the City during bike week and hold city wide "bike rodeos" to increase public awareness and pedestrian safety.	Community	Already Implemented On Going	USD 312 City of Haven Police Department SRTS Committee	USD 312 City of Haven In-Kind	ED EN EF	Provide community awareness and interaction
Need for 2016-2017 data.	Conduct SRTS Surveys	K-8 Students	Fall 2016 Spring 2016	Classroom Teachers	USD 312 In-Kind	EV	Increased community involvement

Plans to Successfully Implement the SRTS program using the "5 E's Initiatives"

ED-Education | EN-Encouragement | EF-Enforcement | EV-Evaluation

ENGINEERING

USD 312 Background

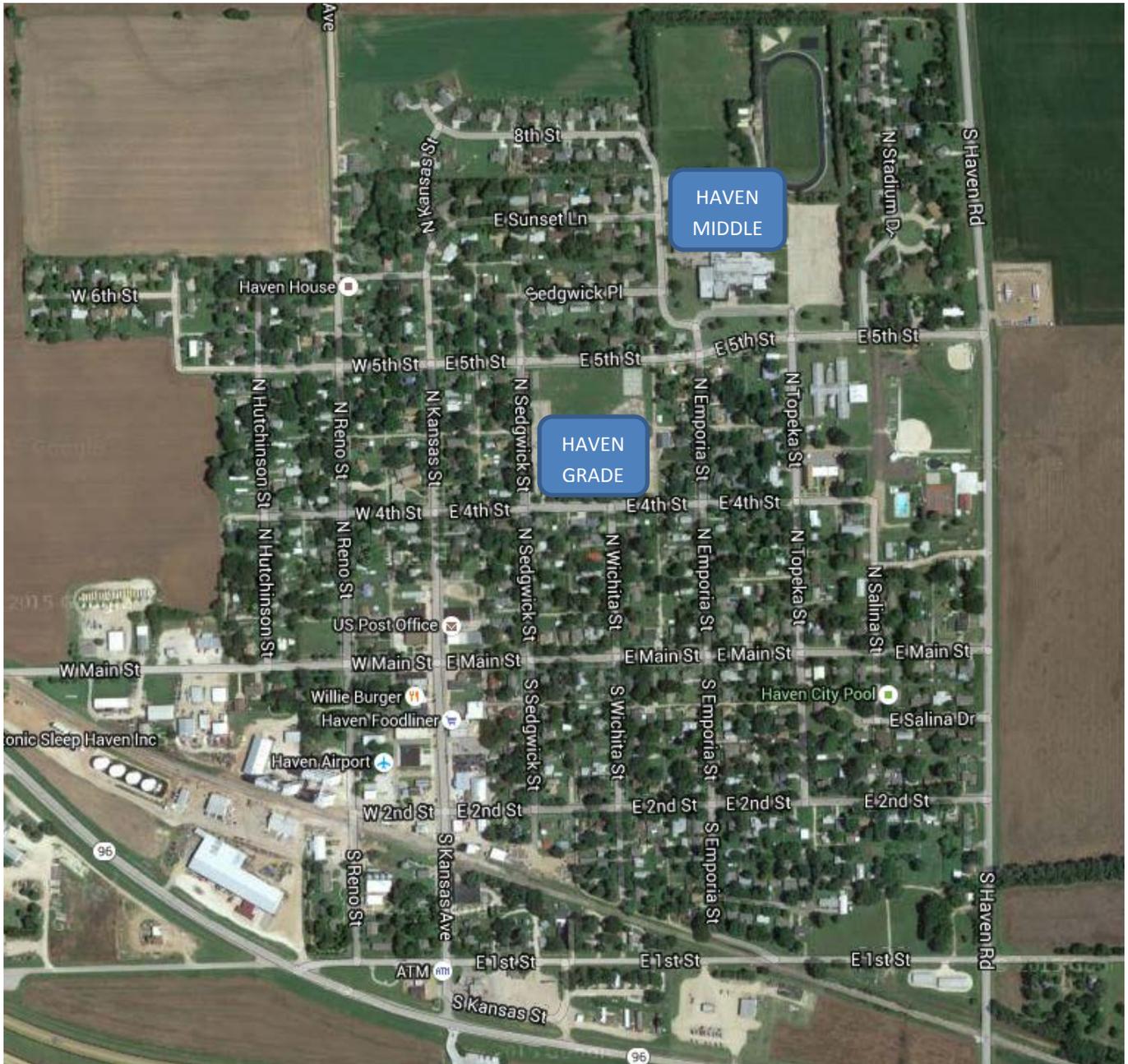
The City of Haven has one elementary school and one middle school within its city limits. All are within Haven USD 312 which serves 400 students from Kindergarten through eighth grade. The two schools listed below will clearly benefit from the establishment of a SRTS program:

- Haven Grade School
- Haven Middle School

The City of Haven and USD 312 are working together to address walkability and biking opportunities within the City. They have incrementally improved areas around town over the past few years by creating a sidewalk program. The City has inventoried the sidewalks across town and painted “x” on sidewalk panels needing replaced. Letters were then sent to homeowners requiring the residents to replace the sidewalks in despair. The City provided the materials needed and the landowner was required to pay for the labor needed. Over a couple years almost all of the sidewalks have been patched throughout the city. The City of Haven has been using their sidewalk fund to upgrade ADA ramps throughout the City. Many have been constructed but there are still several gaps throughout the city. Despite the best efforts of the City and School District, additional work is needed create safer walking and bicycling environments.

By cataloging issues, prioritizing issues and improvements, and facilitating education and encouragement within schools to mitigate issues, a Safe Routes to School program is likely to be highly effective in Haven. The results from the SRTS survey, completed in May of 2014, indicated that 83% of the residents live within a mile of the school. Parents reported environmental concerns as the primary concern allowing their child to actively commute to school. These concerns can be addressed through engineering. Figure 5 is a map of Haven with schools identified that were included in this study.

Figure 5: Overview Map



Haven Grade School & Haven Middle School

Haven Elementary has an enrollment of about 300 students and the Haven Middle School enrollment is around 100 students each year. Based on the results of the SRTS survey, the majority of the students live within a mile of school which is encouraging to promote safe walking and biking in the community of Haven. As shown in Figure 1, the elementary school is located near the center of town and the middle school is located as part of the middle/high school campus area on the northern edge of town.

Existing Circulation and Conditions

Haven Elementary School

A field investigation was conducted in September of 2015 to observe pedestrian and traffic movements. This data was included with the data provided during site council meetings to provide a better understanding of the circulation patterns. For Haven Elementary School, faculty parking is provided on the west and east side of the school. The pick-up and drop off area is located on the south and east side of the school. During the morning hours the buses will drop off students as the buses arrive. During the afternoon, the buses line up along 4th Street. 4th Street is completely closed during the release until the buses leave. To enforce the closed street, buses will block the intersection of 4th and N Sedgwick Street. Sedgwick Street is also a one-way street with traffic flow directed from south to north during this time. When the buses are loaded they all travel north on Sedgwick and then turn east on 5th street. The buses will then enter the high school/middle school pick up zone by turning left on N. Topeka Street. Some faculty will park on the west side of the school along Sedgwick and others will park in the school parking lot directly east of the school.



Figure 6: Buses lined up along 4th Street during the afternoon release. Busses block the intersection of 4th Street and Sedgwick Street during pick-up

The students that were observed leaving the grade school to the north generally walk to 5th Street and then travel east or west on the sidewalk on the south side of the road. Students will then cross 5th Street at different locations and then walk in the street to get to their destination on the north side of 5th Street.

Students that are traveling northeast generally walk in the alleyway directly east of the school. The students will then cross 5th Street at a midblock crosswalk directly north of the alleyway. Based on GIS information, the alleyway is currently owned by the school district.

Students living south and west of the school use the crosswalks at the intersection of 4th Street and N Sedgwick Street. It was observed on the day of the site investigation that some faculty members were parked next to the stop signs and crosswalks at the intersection of 4th Street with Sedgwick Street creating very poor visibility for pedestrians. Students would then continue south on Sedgwick Street or east on 4th Street.

Many students heading directly south will cross directly in front of the school on the south side and head down N. Wichita St. It was observed on site that the intersection of 4th St. and Wichita St. is an uncontrolled intersection. Others will continue farther east and cross 4th St. at Emporia St.

Main Street is located one block south of 4th Street and is a main east/west thoroughfare. All students traveling further south cross Main Street. Main Street is wider than the other local streets, approximately 46 feet compared to the other streets that are 36 feet wide. Some of the crosswalks do not provide ADA ramps for pedestrians. Main Street has a 30 mph posted speed limit but no speed data was collected as part of the study.



Figure 7: K&O crossing along Kansas Avenue

The Kansas and Oklahoma Railroad (K&O) is located approximately two blocks south of the grade school.

There is only one designated pedestrian crossing along the railroad and that is at S. Kansas Avenue. The pedestrian crossing is highly deteriorated and is no longer safe or ADA compliant. Students located south of the railroad currently have no safe route to walk or bike to school.

Haven Middle School

The middle school is located in the west wing of the combined Haven Middle/High School building, shown in Figure 4. Currently, students that walk or bike to school are dismissed out of the west entrance to the school. Students that ride the buses are dismissed out of the front of the high school (south side). Faculty for Haven Middle School will either use N Emporia St. or the parking lot on the east side of the middle school. Many parents were observed along N Emporia St. picking up or dropping of students.

There is a short segment of sidewalk out of the west door of the middle school wing that connects to a sidewalk that runs along east side Emporia Ave and terminates at Sedgwick Place and just north of Sunset Lane. Due of the location of the middle school in town, almost all students that walk are headed south or west. Currently, there are no sidewalks that connect the middle/high school campus to 5th Street. Students must either walk in the grass or street to get to 5th Street.

Base on field observations, most students leave the middle school and travel south through a private property to reach the midblock crosswalk on 5th Street, located approximately 190 feet west of Emporia Street. Students then cross 5th Street and use the existing alleyway, located directly east of Haven Grade School. Cars frequently use the alleyway before and after school because it is used as one of the entrances to the elementary school parking lot. Students that live farther south all face the same obstacles as the elementary school.

Recommendations

Signage

1. Based on the field review, there currently is a lack of appropriate crosswalk warning signs. Additional crosswalk signing is recommended to meet the current guidelines in the Manual on Uniform Traffic Control Devices (MUTCD).
2. All existing signs have the fluorescent yellow-green background with a black legend and border. However, several signs have lost their reflective treatment.
3. Several crosswalk signs are the older S2-1 signs (Crossing warning sign with line under the children's feet). These signs have been removed from the MUTCD in 2000. The ten year compliance period for upgrading the signs to S1-1 expired in 2011. These signs should be upgraded. Figure 8 provides a summary of the existing signing located near the schools.
4. A proposed signing plan has been included in Figure 9. All signage shall conform to the latest edition of the MUTCD.

Pavement Markings

1. It is recommended that at each signed crossing location pavement markings be in accordance with the latest edition of the MUTCD. The City of Haven should continue to routinely inspect and maintain pavement markings at all posted crosswalks. Any new crosswalks should be marked accordingly during construction.
2. The curbs at each signed crosswalk should be painted yellow for a minimum of thirty feet on each side of the crosswalk to prevent parking and increase the available sight distance. No parking signs should be posted as needed to allow for parking enforcement.

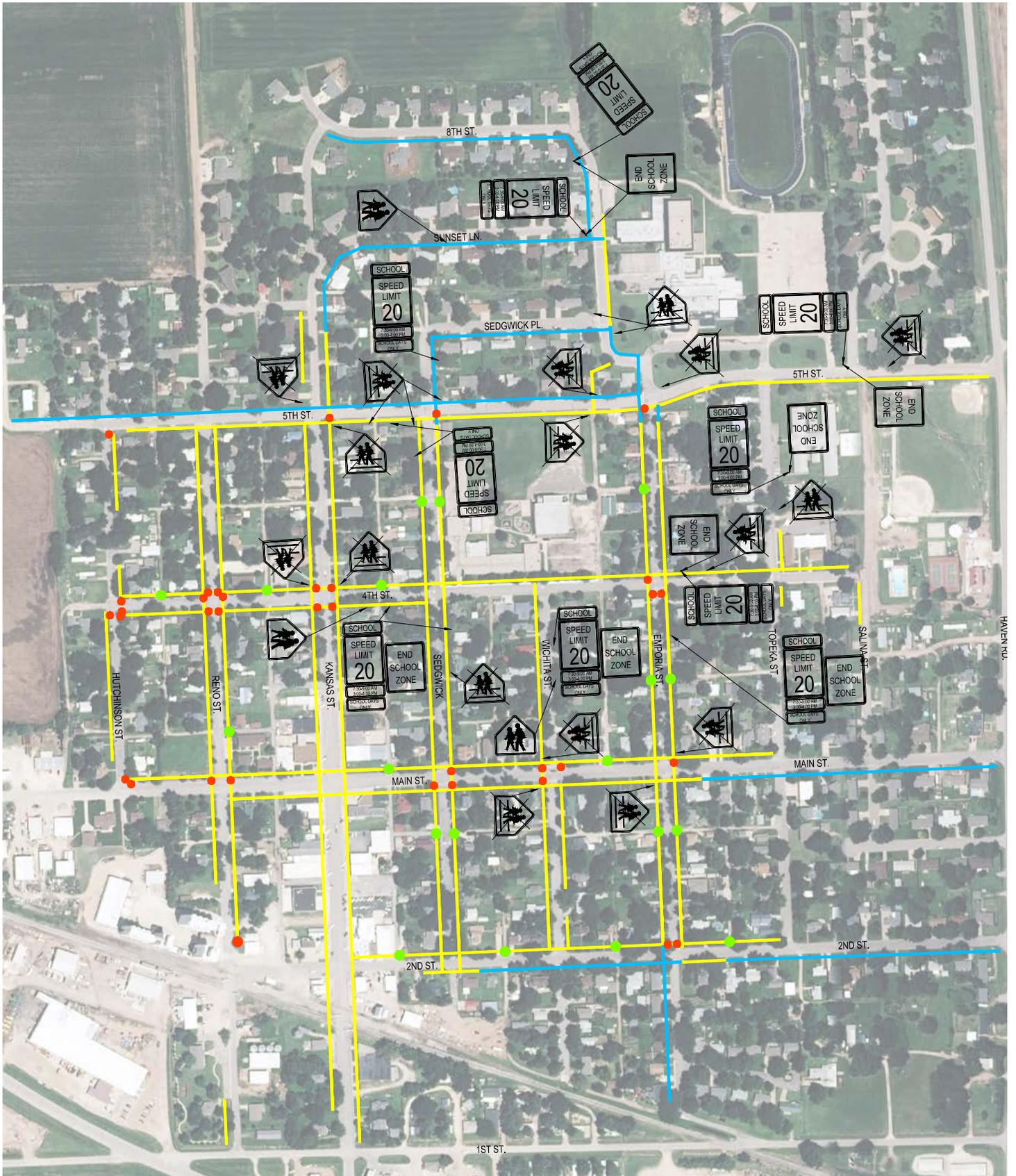
Sidewalks

1. Figure 8 and 9 provide a summary of the existing sidewalk and ADA ramp locations. The figures also illustrate areas where additional sidewalks should be added to improve the overall sidewalk connectivity.
2. A sidewalk is recommended along the west side of Emporia Street from Sedgwick Place to 5th Street. This sidewalk should encourage students to use the sidewalk and not the street or private properties. It is a recommendation to plant shrubbery to deter students from crossing the private property to reach 5th Street and funnel them to a crosswalk at the intersection of 5th Street and Emporia Street.
3. There is a posted crosswalk across Emporia Street to access Sedgwick Place. However, there currently is no sidewalk on the south side of Sedgwick Place. A sidewalk is recommended to be added along the south side of Sedgwick Place from Emporia Street west to 5th Street.
4. A crosswalk is currently striped to cross 5th Street on the west side of Emporia Street. We would recommend adding stop signs on 5th Street at the intersection of 5th and Emporia. This will alleviate the speeding concerns and improve the safety for pedestrians crossing at 5th and Emporia. The intersection will now be a four way stop.
5. Currently, there is an additional crosswalk located approximately 190 west of Emporia Street. With the proposed sidewalk along Emporia Street and the proposed stop signs, this crosswalk is no longer needed. The proposed removal of this crosswalk is recommended.

6. A sidewalk is recommended along the south side of Sunset Lane from Emporia Street to connect to the existing sidewalk a few houses north of 5th Street. Students have been observed walking in the street due to the lack of sidewalks.
7. A sidewalk is recommended on the south side of 8th Street beginning at Sunset Lane and Emporia Street, heading north, and then west along 8th Street. Several students live in the newer subdivision that has been constructed to the north. It has been recommended that the city enact an ordinance requiring all new development to provide sidewalks in the future and connect to existing sidewalks.
8. A sidewalk is recommended along the north side of 5th Street from Emporia Street to the west side of town. 5th Street is currently serving as a collector street with several students from the elementary and middle school walk to 5th Street from both the north and south. The new sidewalk would help reduce the number of students crossing 5th Street.
9. A sidewalk is recommended along the south side of Main Street from Emporia Street to Haven Road. The neighborhood located to the south do not have sidewalks. Once students get to Main Street, they are forced to walk through yards or in the street.
10. A sidewalk is recommended along the south side of 2nd Street from Sedgwick Street to Haven Road. This sidewalk will collect students from the south of 2nd Street and funnel them to the crosswalk located at Emporia Street.
11. A sidewalk is recommended on the west side of Emporia Street from 2nd Street and then southern. This sidewalk will allow students south of 2nd Street to cross 2nd Street and access the sidewalks to the north of 2nd Street.

Other

1. The crosswalk at 5th Street and Emporia Street has been identified as the most concerning crosswalk in town and is also accommodates the most pedestrians. It is recommended to install stop signs at the east and west approaches along with adding crosswalk signage. A sidewalk and ADA ramps should be included along the south side of 5th Street connecting the existing sidewalk on 5th Street to the sidewalks on Emporia Street.
2. The current pedestrian crossing over the railroad on Kansas Street is in despair. It is recommended that this sidewalk be removed and replaced. Proper railroad signage should be installed.
3. Many of the alleyways throughout town are missing sidewalks and others are not ADA accessible. These sidewalks should be replaced and are shown on the exhibit.
4. All routes should be updated with ADA compliant ramps and crossings. Over the last few years the city has been updating the ramps but many remain. All the ramps needing replaced are shown on the exhibit.
5. The crosswalks adjacent to the school properties should be painted with a yellow curb to prevent any parking within thirty feet of the crosswalks and no parking signs should be installed in these areas to allow for enforcement of parking violations.



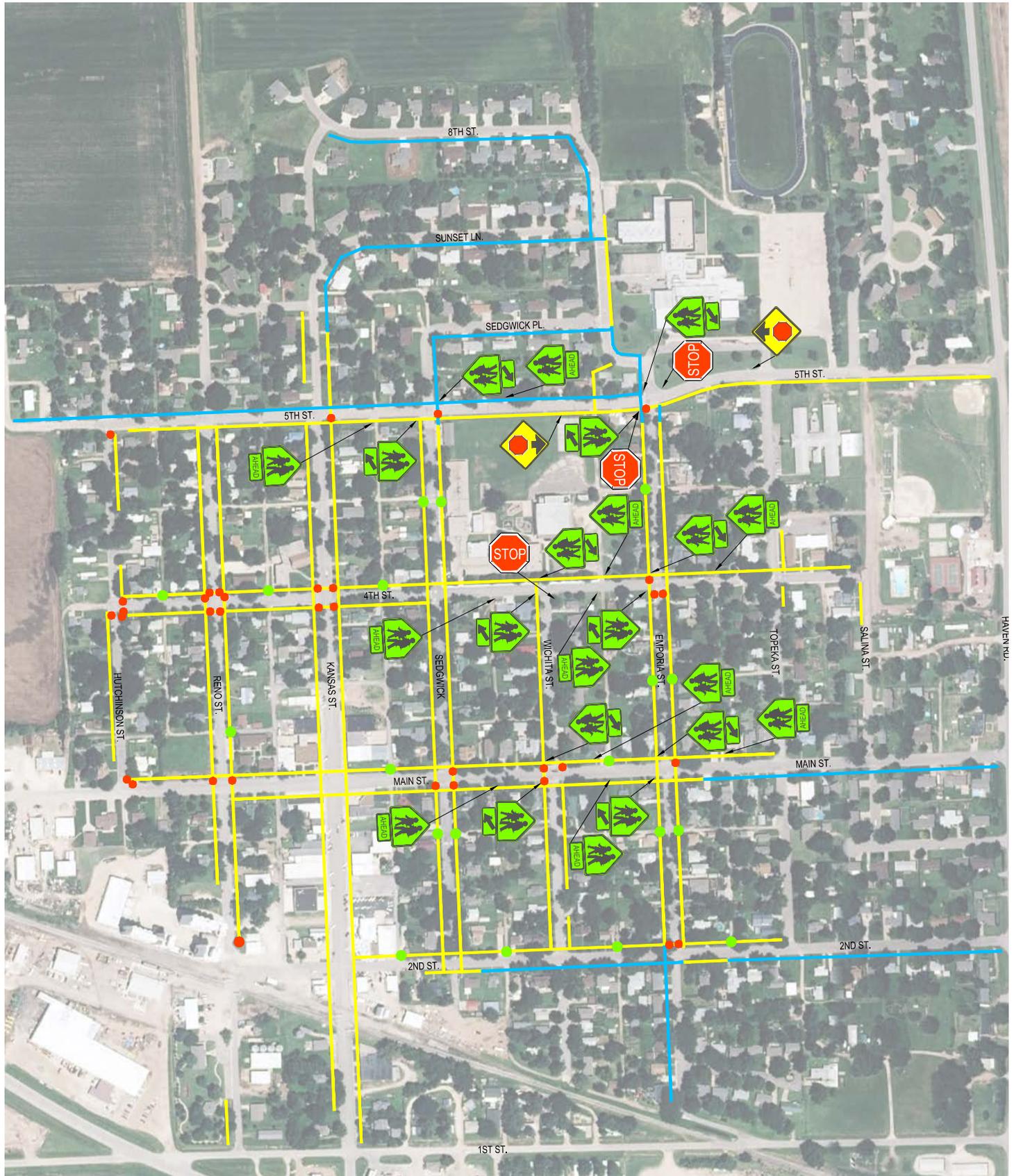
EXISTING SIGNING

- Existing Sidewalks..... —
- New Sidewalks..... —
- ADA Ramps..... ●
- Alleyway Sidewalk Gaps..... ●

- Existing Sign 
- Remove Sign 



FIGURE 9-PROPOSED SIGNAGE



PROPOSED SIGNING

- Existing Sidewalks.....
- New Sidewalks.....
- Proposed ADA Ramps.....
- Proposed Alleyway Sidewalk Gaps..

Existing Sign



Proposed Sign



Safe Routes To School
City of Haven, Kansas
PHASE II - Engineer's Opinion of Probable Cost
October 7, 2015



Haven Safe Routes to School Improvements					
Item	Description	Bid Quantity	Units	Unit Price	Total
General					
1	Site Prep - Mobilization/Traffic Control/Cnst. Staking/Clearing	1	LS	\$20,000.00	\$20,000.00
2	Seeding/Restoration	1	LS	\$6,000.00	\$6,000.00
3	(Signage) S1-1	24	EA	\$175.00	\$4,200.00
4	(Signage) W16-9P	12	EA	\$75.00	\$900.00
5	(Signage) W16-7P	12	EA	\$75.00	\$900.00
6	(Signage) R1-1	1	EA	\$175.00	\$175.00
Sidewalk along west side of middle school on Emporia St. from Sedgwick Pl. to 5th St.					
1	4" Concrete Sidewalk (AE)(4' WIDE)	160	SY	\$47.00	\$7,520.00
2	ADA Ramps	4	EA	\$800.00	\$3,200.00
3	Pavement Markings	120	LF	\$2.00	\$240.00
4	(Signage) S1-1	2	EA	\$175.00	\$350.00
5	(Signage) W16-7P	2	EA	\$75.00	\$150.00
Sidewalk along south side of Sedgwick Pl. from Emporia St. to 5th St.					
1	4" Concrete Sidewalk (AE)(4' WIDE)	354	SY	\$47.00	\$16,638.00
2	ADA Ramps	2	EA	\$800.00	\$1,600.00
3	Pavement Markings	120	LF	\$2.00	\$240.00
4	(Signage) S1-1	3	EA	\$175.00	\$525.00
5	(Signage) W16-9P	1	EA	\$75.00	\$75.00
6	(Signage) W16-7P	2	EA	\$75.00	\$150.00
Sidewalk along south side of sunset Ln. from Emporia St. to existing sidewalk north of 5th St.					
1	4" Concrete Sidewalk (AE)(4' WIDE)	507	SY	\$47.00	\$23,829.00
2	ADA Ramps	2	EA	\$800.00	\$1,600.00
3	Pavement Markings	60	LF	\$2.00	\$120.00
4	(Signage) S1-1	4	EA	\$175.00	\$700.00
5	(Signage) W16-9P	2	EA	\$75.00	\$150.00
6	(Signage) W16-7P	2	EA	\$75.00	\$150.00
Sidewalk on North side of 8th St. from Sunset Ln. & Emporia heading north, and then west along 8th St.					
1	4" Concrete Sidewalk (AE)(4' WIDE)	586	SY	\$47.00	\$27,542.00
2	ADA Ramps	2	EA	\$800.00	\$1,600.00
3	Pavement Markings	0	LF	\$2.00	\$0.00
Sidewalk along north side of 5th St. from Kansas St. to Sedgwick St.					
1	4" Concrete Sidewalk (AE)(4' WIDE)	153	SY	\$47.00	\$7,191.00
2	ADA Ramps	3	EA	\$800.00	\$2,400.00
3	Pavement Markings	0	LF	\$2.00	\$0.00

Safe Routes To School
City of Haven, Kansas
PHASE II - Engineer's Opinion of Probable Cost
October 7, 2015



Haven Safe Routes to School Improvements					
Item	Description	Bid Quantity	Units	Unit Price	Total
	Sidewalk along the south side of Main St. from Emporia St. Haven Rd.				
1	4" Concrete Sidewalk (AE)(4' WIDE)	419	SY	\$47.00	\$19,693.00
2	ADA Ramps	4	EA	\$800.00	\$3,200.00
3	Pavement Markings	0	LF	\$2.00	\$0.00
	Sidewalk along south side of 2nd St. from Sedgwick St. to Haven Rd.				
1	4" Concrete Sidewalk (AE)(4' WIDE)	698	SY	\$47.00	\$32,806.00
2	ADA Ramps	4	EA	\$800.00	\$3,200.00
3	Pavement Markings	0	LF	\$2.00	\$0.00
4	(Signage) S1-1	4	EA	\$175.00	\$700.00
5	(Signage) W16-9P	2	EA	\$75.00	\$150.00
6	(Signage) W16-7P	2	EA	\$75.00	\$150.00
	Sidewalk along west side of Emporia St. from 2nd St. and then south to the end of road.				
1	4" Concrete Sidewalk (AE)(4' WIDE)	222	SY	\$47.00	\$10,434.00
2	ADA Ramps	2	EA	\$800.00	\$1,600.00
3	Pavement Markings	60	LF	\$2.00	\$120.00
	Crosswalk Enhancement 5th St. & Emporia St.				
1	Pavement Markings	120	LF	\$2.00	\$240.00
2	(Signage) R1-1	2	EA	\$175.00	\$350.00
3	(Signage) W3-1	2	EA	\$175.00	\$350.00
4	(Signage) S1-1	2	EA	\$175.00	\$350.00
5	(Signage) W16-7P	2	EA	\$75.00	\$150.00
	Railroad Crossing at Kansas St.				
1	4" Concrete Sidewalk (AE)(4' WIDE)	89	SY	\$47.00	\$4,183.00
2	Railroad Agreement	1	EA	\$15,000.00	\$15,000.00
3	Pavement Markings	0	LF	\$2.00	\$0.00
	Alleyway Gaps(Assume 20' of Sidewalk Replacement Each)				
1	6" Concrete Sidewalk (AE)(4' WIDE)	19	EA	\$2,000.00	\$38,000.00
	ADA Ramp Replacement				
1	ADA Ramps	35	EA	\$800.00	\$28,000.00
Project Subtotal					\$286,821.00
Contingencies (15%)					\$43,023.15
TOTAL ESTIMATED COST OF CONSTRUCTION					\$329,844.15

**Safe Routes To School
City of Haven, Kansas
PHASE II - Engineer's Opinion of Probable Cost
October 7, 2015**



Summary of Quantities					
1	Site Prep - Mobilization/Traffic Control/Cnst. Staking/Clearing	1	LS	\$20,000.00	\$20,000.00
2	Seeding/Site Restoration	1	LS	\$6,000.00	\$6,000.00
3	Pavement Markings	480	LF	\$2.00	\$960.00
4	Crosswalk Signage (S1-1)	39	EA	\$175.00	\$6,825.00
5	Supplemental Plaques (W16-7P)	22	EA	\$75.00	\$1,650.00
6	Supplemental Plaques (W16-9P)	17	EA	\$75.00	\$1,275.00
7	Stop Sign (R1-1)	3	EA	\$175.00	\$525.00
8	4" Concrete Sidewalk (AE)(FIBER MESH)(5' WIDE)	3188	SY	\$47.00	\$149,836.00
9	ADA Ramps	58	EA	\$800.00	\$46,400.00
10	Stop Ahead Sign (W3-1)	2	EA	\$175.00	\$350.00
11	Railroad Agreement	1	EA	\$15,000.00	\$15,000.00
12	Alleyway Gaps (6" Concrete Sidewalk (AE)(4' WIDE)	19	LF	\$2,000.00	\$38,000.00
PROJECT SUBTOTAL (w/o contingency)					\$286,821.00
Construction Inspection (15%)					\$43,023.15
Contingencies (15%)					\$43,023.15
PROJECT TOTAL					\$372,867.30

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

COMMUNITY SUPPORT

**Victor and Karen Steffen
P.O. Box 156
Haven, KS 67543**

July 21, 2016

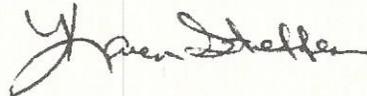
**Matt Messina
Bicycle and Pedestrian Coordinator
Kansas Department of Transportation
Dwight D. Eisenhower State Office Building
Bureau of Transportation Planning
700 SW Harrison Street
Topeka, KS 66603-3754**

Dear Mr. Messina:

The Steffen Family supports the City of Haven in their pursuit of Phase 2 Safe Routes to School funding to improve the safety of walking and biking to school.

Not only am I actively involved in our grade school, I have a third grader that attends Haven Grade School as well. There are a lot of her friends that currently walk or bike to school, and I know eventually she will probably want to walk or bike to school too. The improved safety would make me as a parent feel a lot better; therefore, we support the City of Haven.

Sincerely,



**Karen Steffen
Haven Resident
Treasurer of Haven Grade School PTO**



RENO COUNTY COMMISSION
206 West First Avenue
Hutchinson, Kansas 67501
620-694-2929

July 22, 2016

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

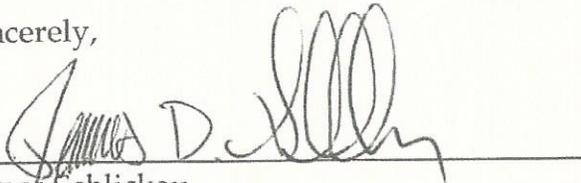
Dear Mr. Messina:

As Reno County Commissioner representing the area that includes the City of Haven, I support the City of Haven in their pursuit of the Safe Routes To School Phase 2 grant application.

The community of Haven has been very progressive in their efforts to support the safety of their citizens and maintain a quality of life, while keeping a balanced budget. As an elected official, it is incredibly important for communities to take the necessary steps to keep our citizens safe. I believe that the Safe Routes to School effort in the City of Haven will continue to improve the ability of students to walk and bike safely to school.

I am honored to support the City of Haven in their pursuit of Phase 2 Safe Routes To School funding to improve the safety of walking and biking to school.

Sincerely,



James Schlickau
Reno County Commissioner

MR. CLARK WEDEL
Superintendent

U.S.D. 312
P.O. Box 130, 414 W. Main
Haven, KS 67543

Tele. 620-465-3445
Fax. 620-465-3595
havenschools.com

July 25, 2016

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

Dear Mr. Messina:

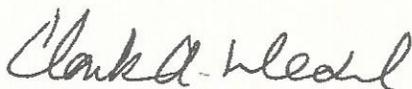
The Unified School District 312 fully supports the Safe Routes to Schools Phase II grant application being submitted by the City of Haven. The community of Haven is the only community in the district with preschool to 12th grade within walking distance from anywhere in the city limits.

As the Superintendent of USD 312, I am committed to our students. In fact, every decision that is made in our district goes back to the students. In any decision, whether it has to do with janitorial services or getting to and from school safely, we have to make sure it is positively affecting our students, and if it's not, we don't do it. That said, we feel that the opportunity to research and implement activities that help our students arrive to and from school safely, is definitely in line with our mission here at USD 312.

USD 312 is the largest district in Reno County, geographically-speaking. Therefore, we do bus a lot of students into our schools. Mix busses with parent drop-offs/pick-ups, and the vast number of students who live in town who walk or bike to school, and we have quite the traffic during school times each day in Haven.

The community of Haven is a great community with avid supporters of the school and the community. On behalf of USD 312, I believe the City of Haven is a great candidate for a Safe Routes to School Phase II grant to help us explore ways to improve the safety of our students.

Sincerely,



Clark A. Wedel
Superintendent
USD 312

July 12, 2016

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

Dear Mr. Messina:

The Haven Wellness Center, Inc., a community non-profit organization that operates the Haven Fitness Center supports the City of Haven in their pursuit of the Safe Routes To School Phase 2 grant application.

The Haven Fitness Center is a 24 hour fitness facility in Haven, Kansas, that offers a wide variety of group fitness classes, cardio and weight equipment and a variety of events and programs to members. Our gym doesn't have any regular staff aside from membership and cleaning service personnel. But rather, a volunteer Board of Directors, committed to offering fitness opportunities in a safe environment.

While many of our services are only available to our adult members, we also offer special programs and events for youth, such as our ½ mile kids run during the annual Haven Fall Festival, and our girls dance class. We are limited in what we are offer to children and youth due to the nature of our equipment, however, we are committed to supporting wellness for all ages in our community.

Additionally, for the past 5 years, Haven Fitness Center has encouraged people to walk and bike to school or work on Bike to Work Day in May. We communicate this information out to our members and the community at large, and offer a healthy breakfast at the gym for riders to enjoy. We regularly encourage people to walk or bike to the gym, given the limited parking available in the front of our facility.

The Haven Wellness Center is concerned with the safety of the sidewalks in the community. We have a lot of people walking in our town, and the condition of our sidewalks is very poor in some areas. This presents safety challenges for everyone, but is especially troublesome for our young people, those in wheelchairs, our elderly.

Our Board has the shared concern for about the lack of education of drivers, cyclists, and pedestrians. We hope that we can continue to be a partner in helping address some of these challenges through education and encouragement of safe walking and bicycling in our community.

The Haven Wellness Center Inc, Board of Directors supports the City of Haven in their pursuit of Phase 2 Safe Routes To School funding to improve the safety of walking and biking to school.

Sincerely,



Nick Schneider
President, Haven Wellness Center, Inc



**"The City of Haven serves its citizens and businesses
by providing essential services;
opportunities for quality family life;
and progressive economic growth."**

120 S. Kansas Avenue
P.O. Box 356
Haven, KS 67543
Phone: 620.465.3618
Fax: 620.465.3617
cityclerk@havencityhall.org

July 20, 2016

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

Dear Mr. Messina:

On behalf of the citizens of Haven, I want to offer our strong support of the pursuit of the Safe Routes To School Phase 2 grant application.

The safety of pedestrians and cyclists is of utmost importance to the City. As a matter of fact, in 2015, the City spent a great deal of time and money, making sidewalks in the public right-of-way deficient-free and enforcing an ordinance, which required our residents to do the same. Well-maintained, safe sidewalks for walkers and routes for cyclists are a staple of small, thriving communities like Haven with residents who want to stay active. Safe Routes To School is certainly in line with that and helps to make necessary and desired improvements while connecting children to schools where routes did not exist before.

The City's mission is to serve citizens and businesses by providing essential services, opportunities for family life, and progressive economic growth. Each year in line with our mission we purposefully establish a strategic direction to focus our efforts under four different categories. One of those categories is quality of life, defined as facilities and programs desired and needed by the local citizens and businesses that will ensure a safe, friendly, healthy and satisfying environment for day to day enjoyable living and working. Phase 2 of Safe Routes to School fits perfectly there, and should we be awarded the grant, it will certainly be a strategic direction focus in 2017.

Funding this SRTS Phase 2 grant application and providing the local match is a good investment because it will provide a safe route for children to get to school while simultaneously satisfying the City's need to provide a pedestrian safe route for all residents. The prescribed improvements will result in fewer incidents of injury and near-misses along with the benefits of promoting healthier lifestyles. Therefore, we support the Safe Routes to School Phase 2 grant application and the development and maintenance of safe ways to walk and bicycle to school.

Thank you in advance for your kind consideration.

Sincerely,

Paula J. Scott,
Mayor

July 15th, 2016

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

Dear Mr. Messina:

The Haven Girl Scout Troops #50188 & #40288 support the City of Haven in their pursuit of the Safe Routes To School Phase 2 grant application.

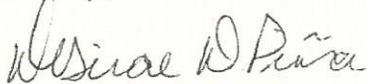
The Haven Girl Scout Troops #50188 & #40288 organization's mission is Girl Scouting builds girls of courage, confidence, and character, who make the world a better place, and are committed to offering fitness opportunities in a safe environment.

The Girl Scouts are girl groups that are geared toward making our world a better place. We do many things in the city of Haven, have meetings, clean up parks, and hold ceremonies. We see a need to improve our sidewalks to make it more feasible to get around town.

Our Girl Scout Troops have a shared concern for about the lack of education of drivers, cyclists, and pedestrians. We hope that we can continue to be a partner in helping address some of these challenges through education and encouragement of safe walking and bicycling in our community.

The Haven Girl Scout Troops #50188 & #40288 support the City of Haven in their pursuit of Phase 2 Safe Routes To School funding to improve the safety of walking and biking to school.

Sincerely,



Desirae Pina
Girl Scout Troop Leader

P. O. Box 38
Haven, KS 67543
July 18, 2016

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

Dear Mr. Messina:

Friends of the Haven Public Library support the City of Haven in their pursuit of the Safe Routes To School Phase 2 grant application.

One of the main objectives of the Haven Public Library is the growth and nurturing of young people through reading programs and related activities in a safe environment. On a regular basis, the library coordinates its presentations with students in kindergarten through 8th grade at USD 312 Public Schools.

As many of these students either walk or ride bicycles to school, as well as to the library, it is imperative that they have access to the safest routes possible.

Friends of the Haven Public Library have a shared concern for the lack of education of drivers, cyclists, and pedestrians. We hope that we can continue to be a partner in helping address some of these challenges through education and encouragement of safe walking and bicycling in our community.

Friends of the Haven Public Library along with its Board of Directors support the City of Haven in their pursuit of Phase 2 Safe Routes To School funding to improve the safety of walking and biking to school.

Sincerely,



Cheryl Savaiano, President
Friends of the Haven Public Library

July 12, 2016

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

Dear Mr. Messina:

The Haven Chamber of Commerce supports the City of Haven in their pursuit of the Safe Routes To School Phase 2 grant application.

The Chamber's organization's mission is: To provide plans and programs which promote the growth and wealth of the local Haven economy by retaining existing businesses, attracting new businesses, providing necessary community service facilities and promoting our community as the place you want to live, work, raise a family and have a business.

While the Chamber is committed to our above mission we are also committed to offering fitness opportunities in a safe environment.

The Haven Chamber of Commerce is actively trying fulfill our missions and in doing so we are in full support of making sure our local families are provided a safe way to get their children to school without the use of buses or vehicles.

The Haven Chamber has a shared concern for about the lack of education of drivers, cyclists, and pedestrians. We hope that we can continue to be a partner in helping address some of these challenges through education and encouragement of safe walking and bicycling in our community.

The HAVEN CHAMBER OF COMMERECE along with it's Board of Directors supports the City of Haven in their pursuit of Phase 2 Safe Routes To School funding to improve the safety of walking and biking to school.

Sincerely,

Amy Kraft
President
Haven Chamber of Commerce

SURVEY RESULTS

Time Period

May 2014

September 2015

Parent Survey Report: One School in One Data Collection Period

School Name: Haven
Elementary School

Set ID: 11588

School Group: Haven
schools

Month and Year Collected: May 2014

School Enrollment: 305

Date Report Generated: 10/28/2015

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

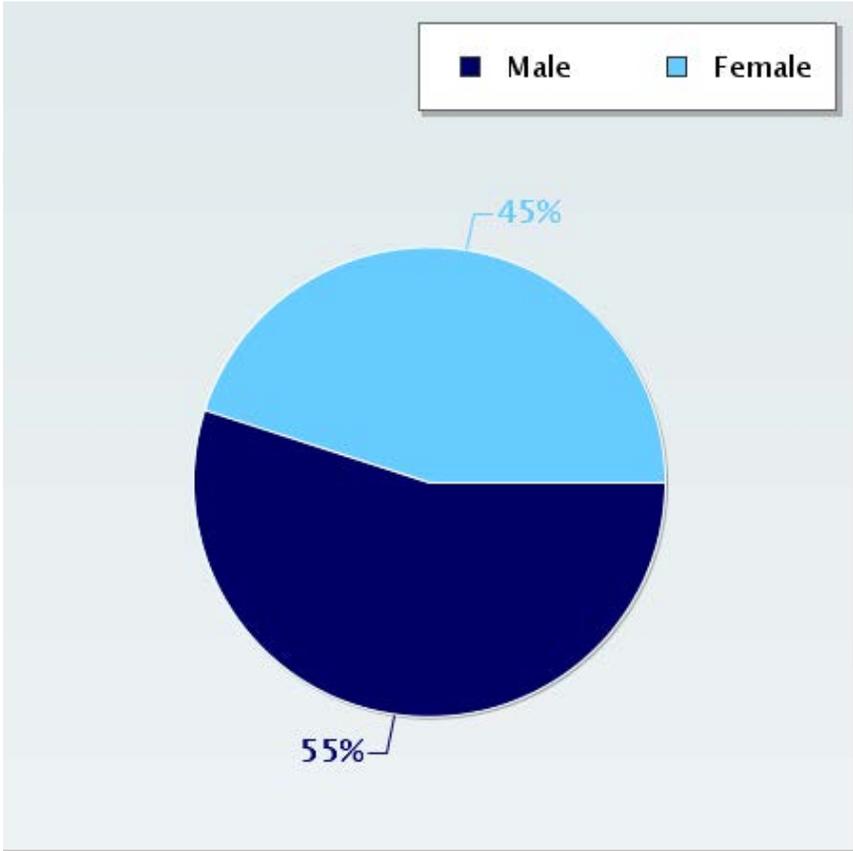
Tags: ADA improvements - install or improve,Community education & awareness campaign,Crosswalk - add or improve,School zone safe driving campaign/education,Sidewalk - construct or improve,Signs - add or improve,Traffic calming - add or improve,Walk to School Day,Walking school bus - start,Walking/bicycling route map - create or promote

**Number of
Questionnaires
Distributed:** 305

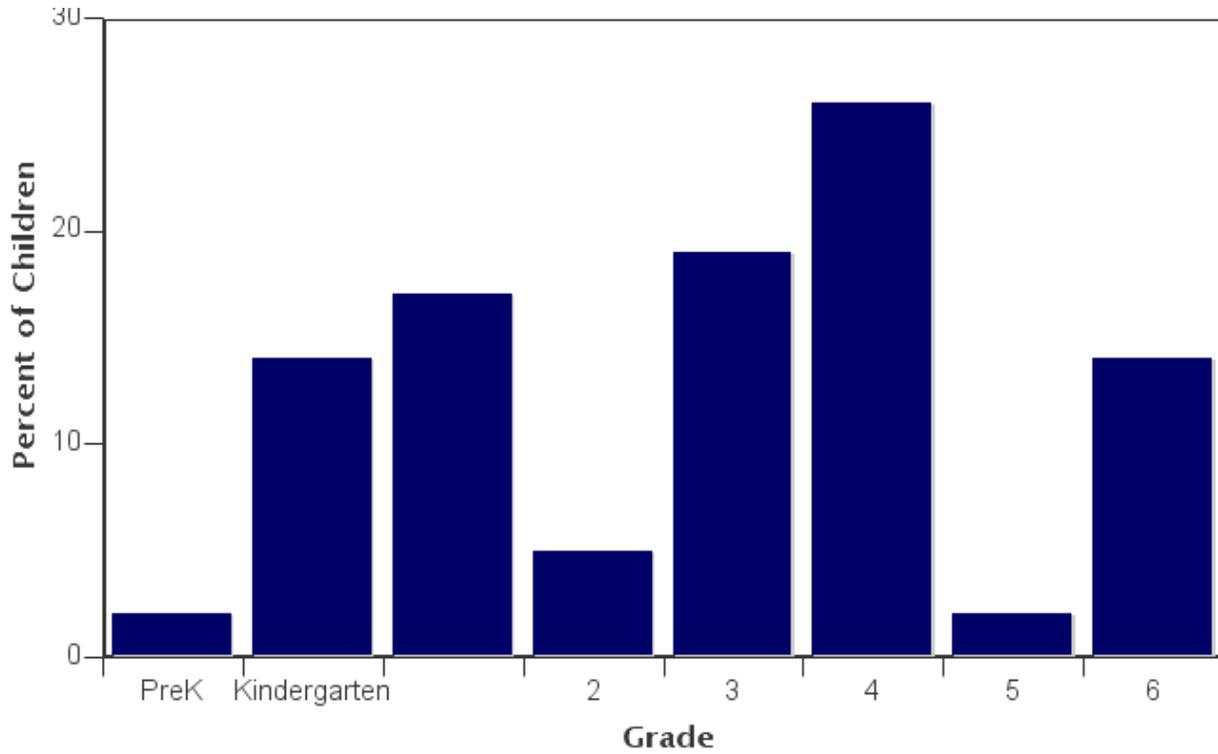
**Number of Questionnaires
Analyzed for Report:** 42

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



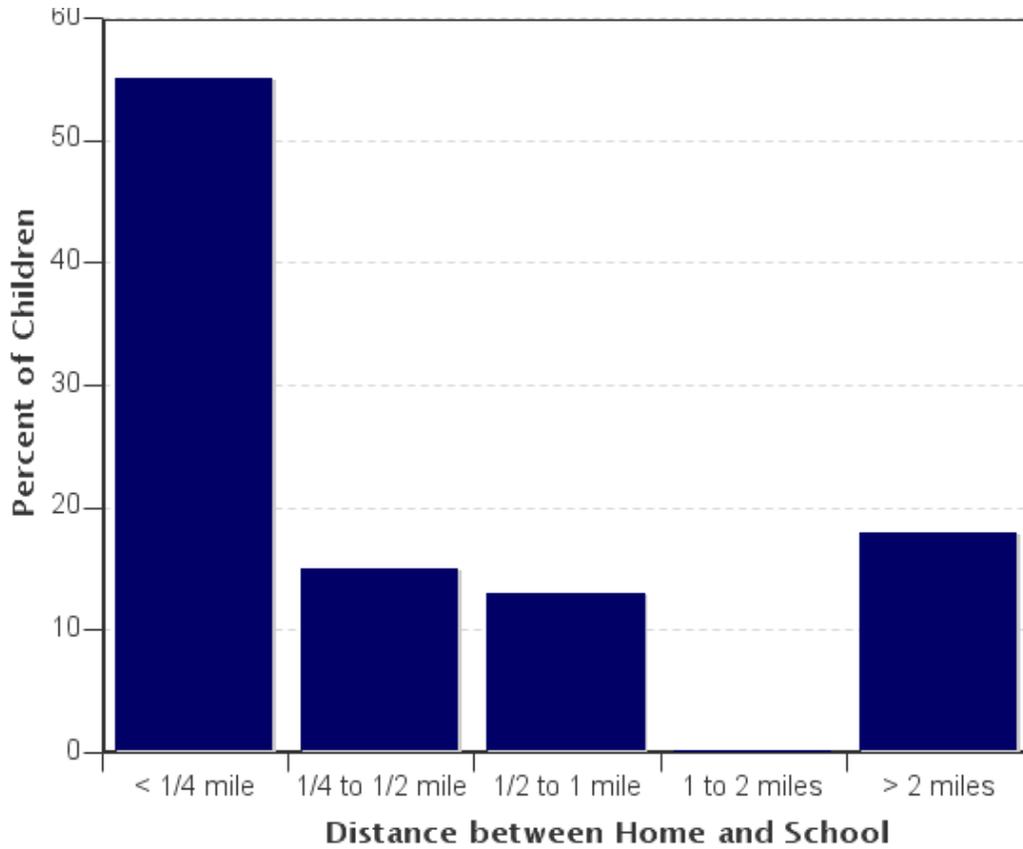
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	1	2%
Kindergarten	6	14%
1	7	17%
2	2	5%
3	8	19%
4	11	26%
5	1	2%
6	6	14%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

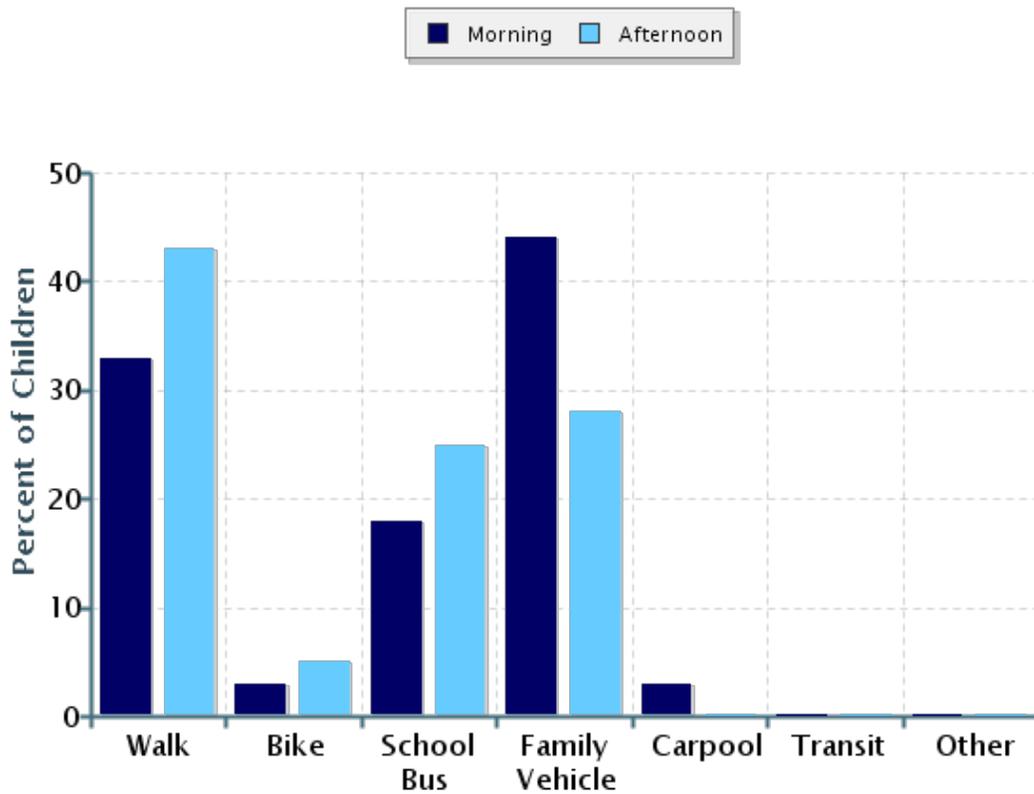


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	22	55%
1/4 mile up to 1/2 mile	6	15%
1/2 mile up to 1 mile	5	13%
1 mile up to 2 miles	0	0%
More than 2 miles	7	18%

Don't know or No response: 2
 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	39	33%	3%	18%	44%	3%	0%	0%
Afternoon	40	43%	5%	25%	28%	0%	0%	0%

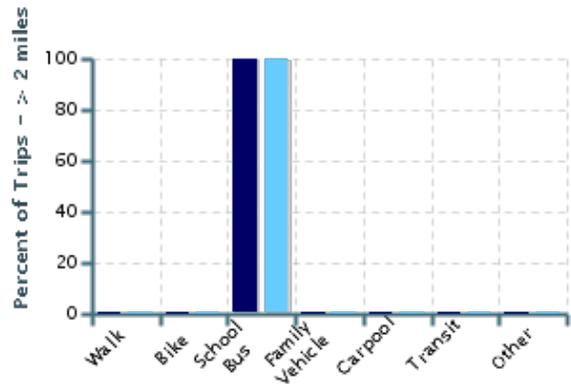
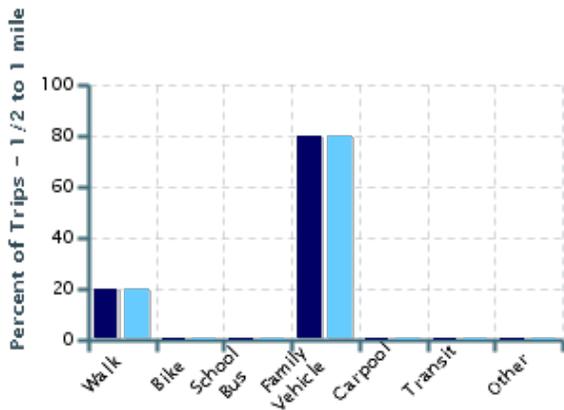
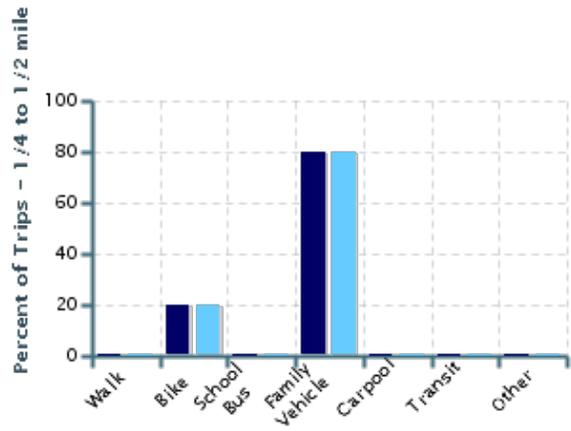
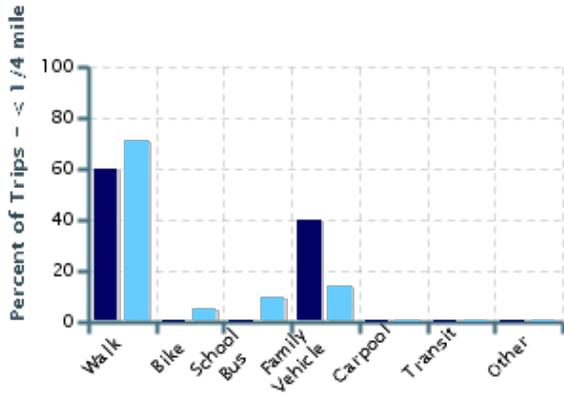
No Response Morning: 3

No Response Afternoon: 2

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	20	60%	0%	0%	40%	0%	0%	0%
1/4 mile up to 1/2 mile	5	0%	20%	0%	80%	0%	0%	0%
1/2 mile up to 1 mile	5	20%	0%	0%	80%	0%	0%	0%
1 mile up to 2 miles	0	0%	0%	0%	0%	0%	0%	0%
More than 2 miles	7	0%	0%	100%	0%	0%	0%	0%

Don't know or No response: 5

Percentages may not total 100% due to rounding.

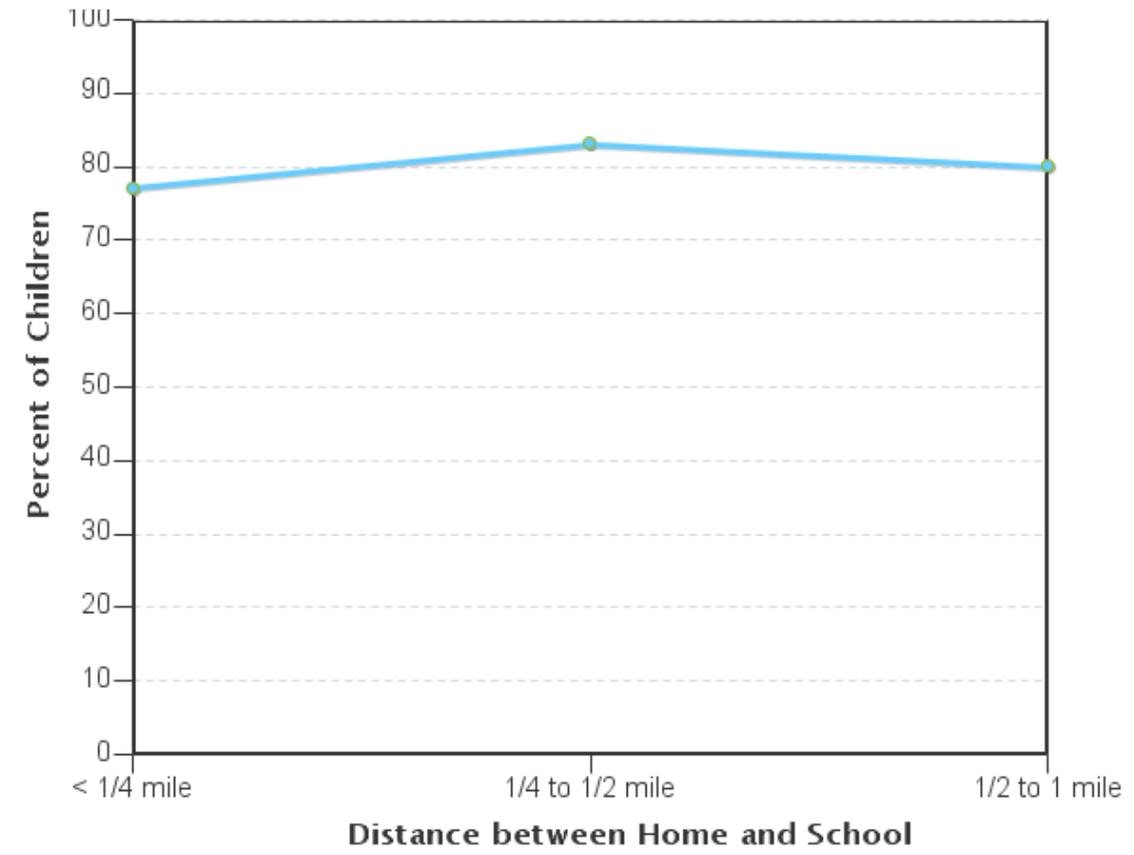
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	71%	5%	10%	14%	0%	0%	0%
1/4 mile up to 1/2 mile	5	0%	20%	0%	80%	0%	0%	0%
1/2 mile up to 1 mile	5	20%	0%	0%	80%	0%	0%	0%
1 mile up to 2 miles	0	0%	0%	0%	0%	0%	0%	0%
More than 2 miles	7	0%	0%	100%	0%	0%	0%	0%

Don't know or No response: 4

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

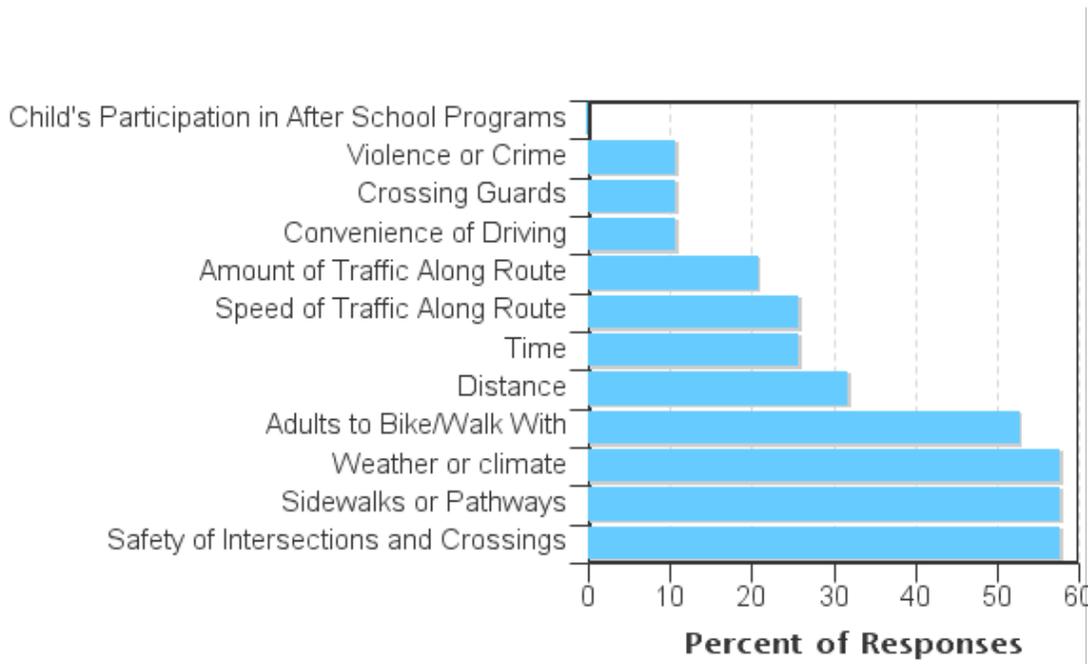


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

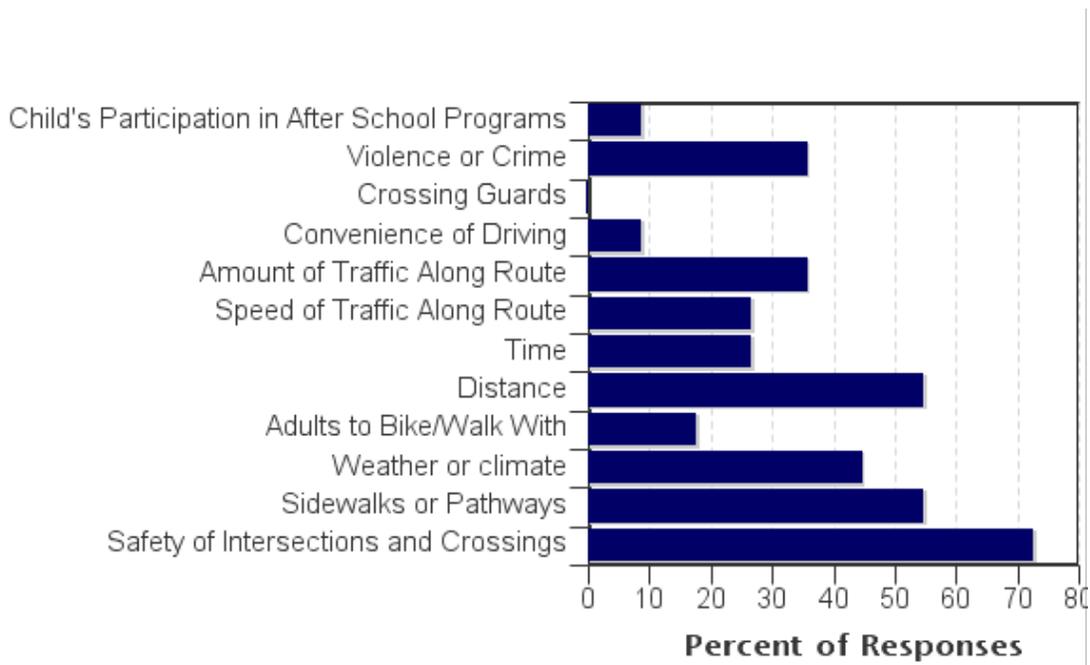
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	26	77%	83%	80%	0%	0%
No	14	23%	17%	20%	0%	100%

Don't know or No response: 2
 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
Safety of Intersections and Crossings	58%	73%
Sidewalks or Pathways	58%	55%
Weather or climate	58%	45%
Adults to Bike/Walk With	53%	18%
Distance	32%	55%
Time	26%	27%
Speed of Traffic Along Route	26%	27%
Amount of Traffic Along Route	21%	36%
Convenience of Driving	11%	9%
Crossing Guards	11%	0%
Violence or Crime	11%	36%
Child's Participation in After School Programs	0%	9%
Number of Respondents per Category	19	11

No response: 12

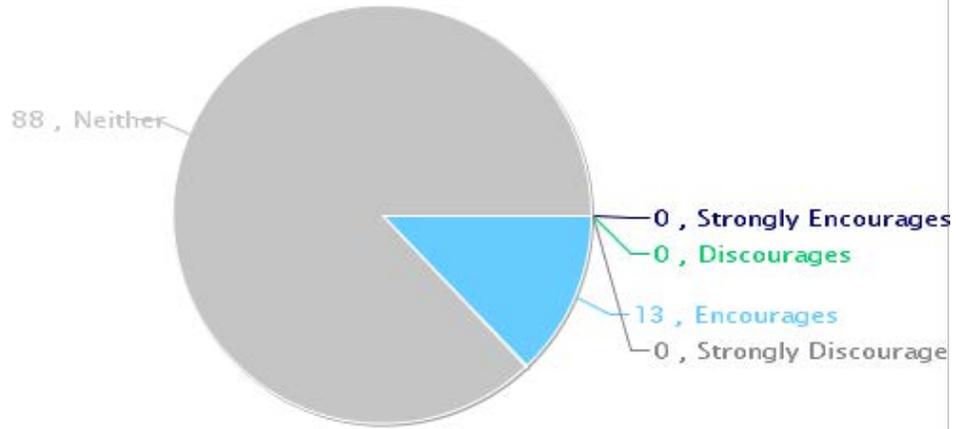
Note:

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

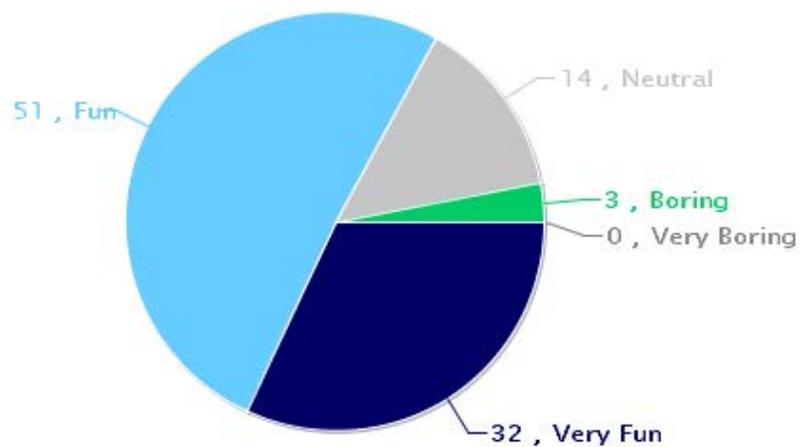
--Each column may sum to > 100% because respondent could select more than issue

--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.

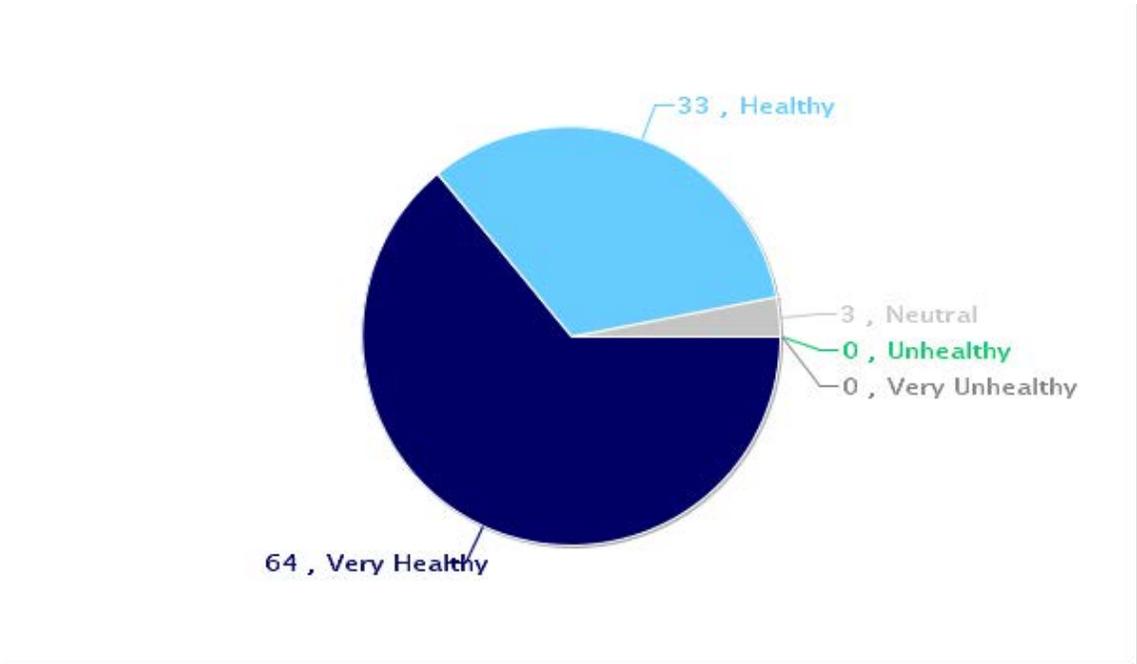
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
1188533	MOST SIDEWALKS IN HAVEN ARE NOT FIT TO WALK ON LET ALONE RIDE BIKES OR PUSH A STROLLER ON. WHEN I GO FOR A JOG I HAVE TO RUN ON THE STREET BECAUSE THE SIDEWALKS ARE AWFUL. THEY ARE CRACKED BADLY AND TREE ROOTS HAVE PUSHED MANY UP SO THEY AREN'T LEVEL.
1188538	OUR CITY HAVEN DEFINATELY NEEDS TO MAKE IMPROVEMENTS TO OUR SIDEWALKS. SEVERAL ARE CRACKED AND UNEVEN.
1188553	QUESTION 11 IS CONFUSING. MY CHILD WALKS WITH ME SO I DON'T SEE HOW IMPROVING DISTANCE WOULD AFFECT MY CHOICE & I DON'T KNOW HOW TO ANSWER THE QUESTION
1188560	THE SIDEWALKS ARE HORRIBLE! I CAN'T PUSH A STROLLER ON MANY OF THEM BECAUSE OF HOW TORN UP THEY ARE. MY KIDS HAVE FALLEN OFF THEIR BIKES AND BECOME INJURED ON ACCOUNT OF HOW BAD THEY ARE. THEY NEED FIXED!
1188531	BECAUSE WE LIVE IN HUTCHINSON & THE BOYS GO TO SCHOOL ROUGHLY 20 MILES AWAY IN HAVEN. THIS SURVEY MAKES NO SENSE.
1188532	BECAUSE WE LIVE IN HUTCHINSON & THE BOYS GO TO SCHOOL ROUGHLY 20 MILES AWAY IN HAVEN. THIS SURVEY MAKES NO SENSE.

Parent Survey Report: One School in One Data Collection Period

School Name: Haven
Middle School

Set ID: 11589

School Group: Haven
schools

Month and Year Collected: May 2014

School Enrollment: 116

Date Report Generated: 10/28/2015

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

Tags: ADA improvements - install or improve,Community education & awareness campaign,Crosswalk - add or improve,School zone safe driving campaign/education,Sidewalk - construct or improve,Signs - add or improve,Traffic calming - add or improve,Walk to School Day,Walking school bus - start,Walking/bicycling route map - create or promote

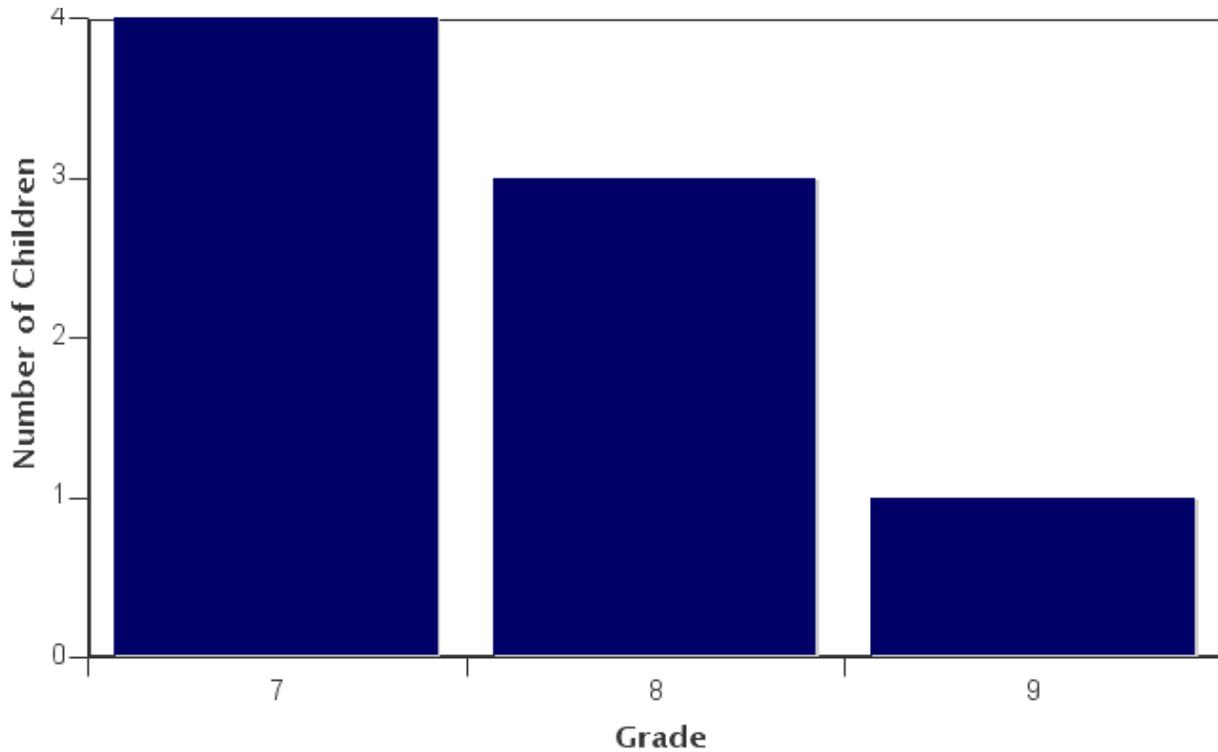
**Number of
Questionnaires
Distributed:** 116

**Number of Questionnaires
Analyzed for Report:** 8

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.

**Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

Grade levels of children represented in survey



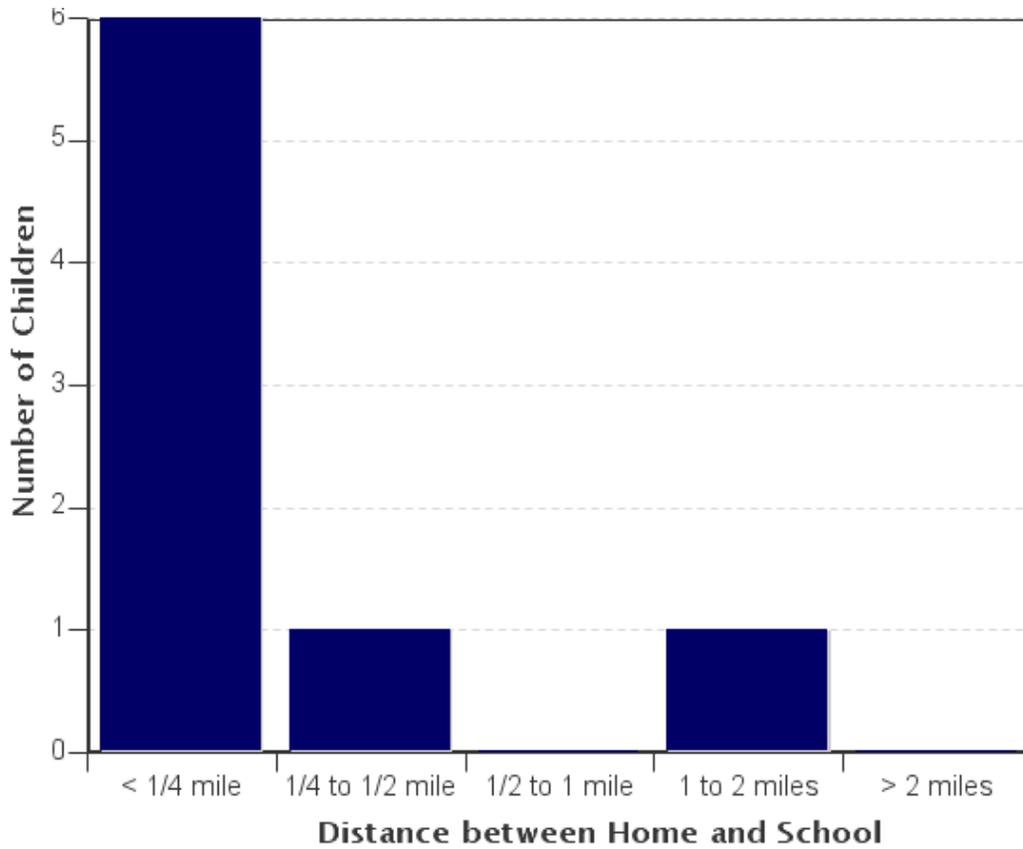
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
7	4
8	3
9	1

No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Parent estimate of distance from child's home to school



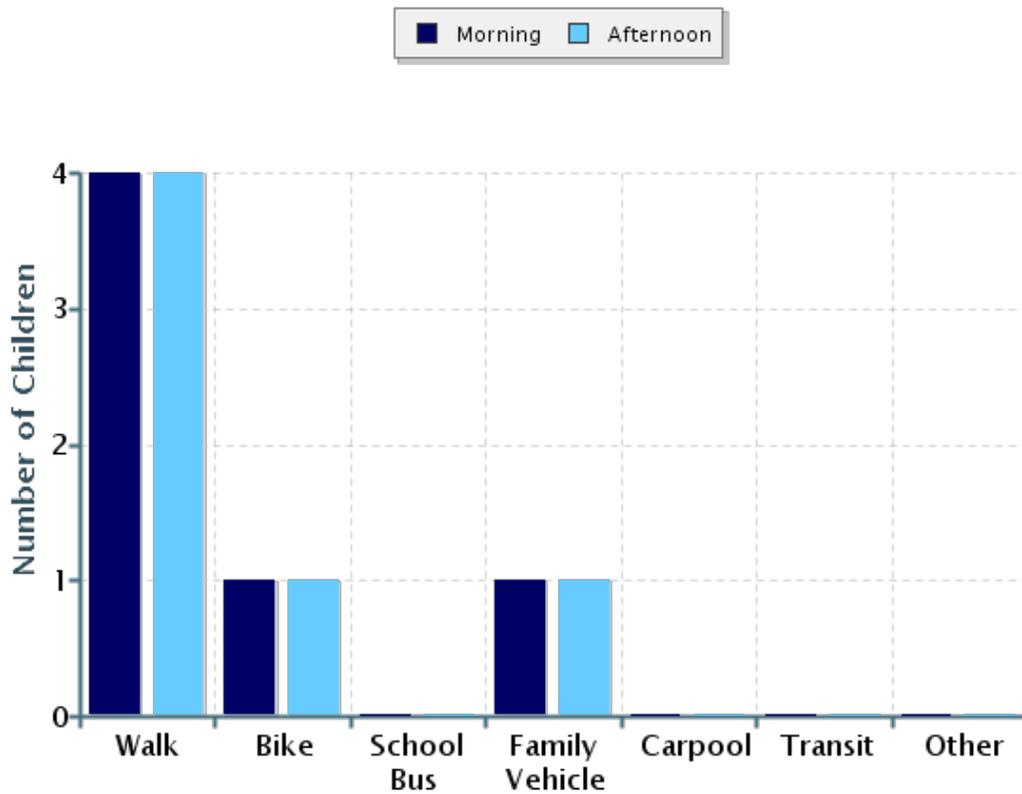
Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	6
1/4 mile up to 1/2 mile	1
1/2 mile up to 1 mile	0
1 mile up to 2 miles	1
More than 2 miles	0

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

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	6	4	1	0	1	0	0	0
Afternoon	6	4	1	0	1	0	0	0

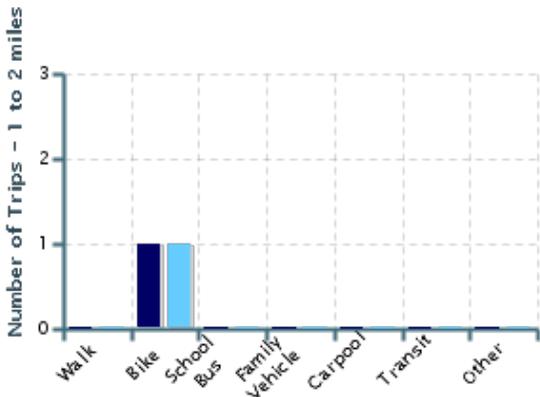
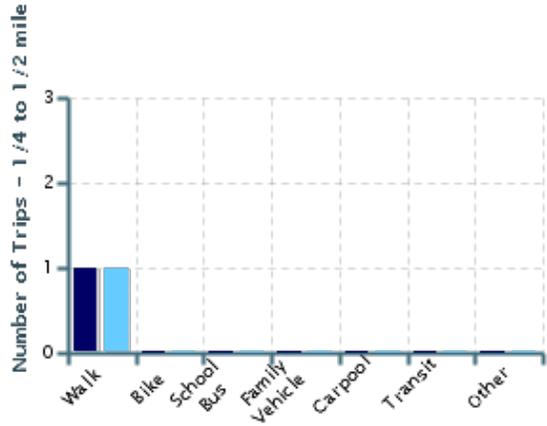
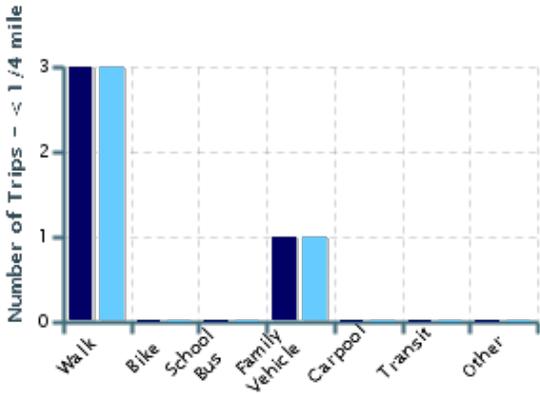
No Response Morning: 2

No Response Afternoon: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

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	4	3	0	0	1	0	0	0
1/4 mile up to 1/2 mile	1	1	0	0	0	0	0	0
1/2 mile up to 1 mile	0	0	0	0	0	0	0	0
1 mile up to 2 miles	1	0	1	0	0	0	0	0
More than 2 miles	0	0	0	0	0	0	0	0

Don't know or No response: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	4	3	0	0	1	0	0	0
1/4 mile up to 1/2 mile	1	1	0	0	0	0	0	0
1/2 mile up to 1 mile	0	0	0	0	0	0	0	0
1 mile up to 2 miles	1	0	1	0	0	0	0	0
More than 2 miles	0	0	0	0	0	0	0	0

Don't know or No response: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

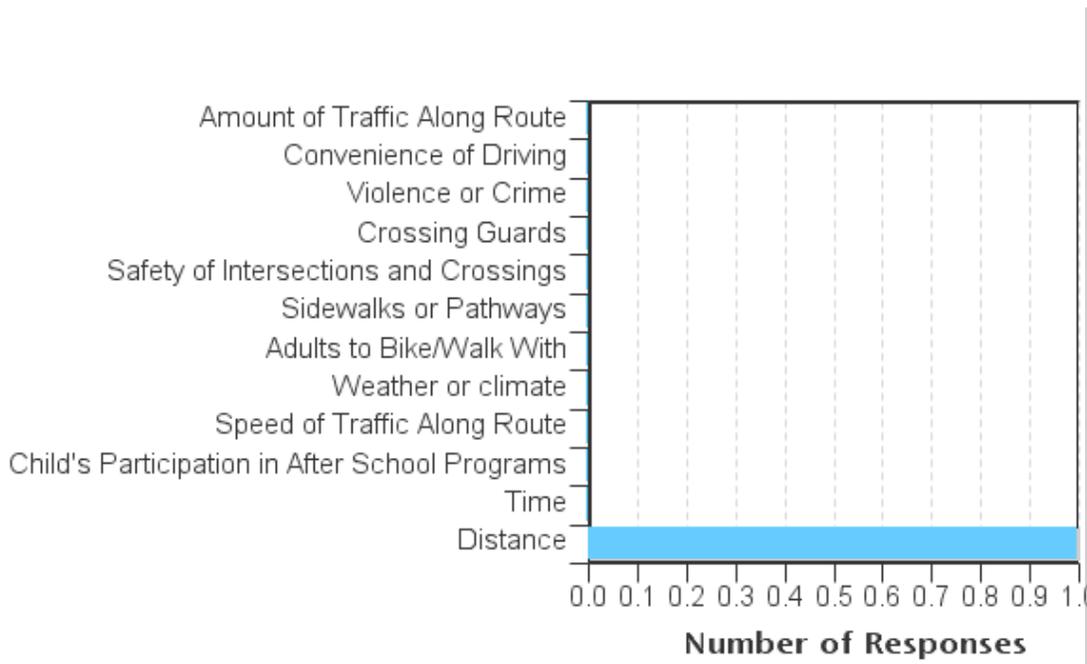
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

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	5	4	1	0	0	0
No	3	2	0	0	1	0

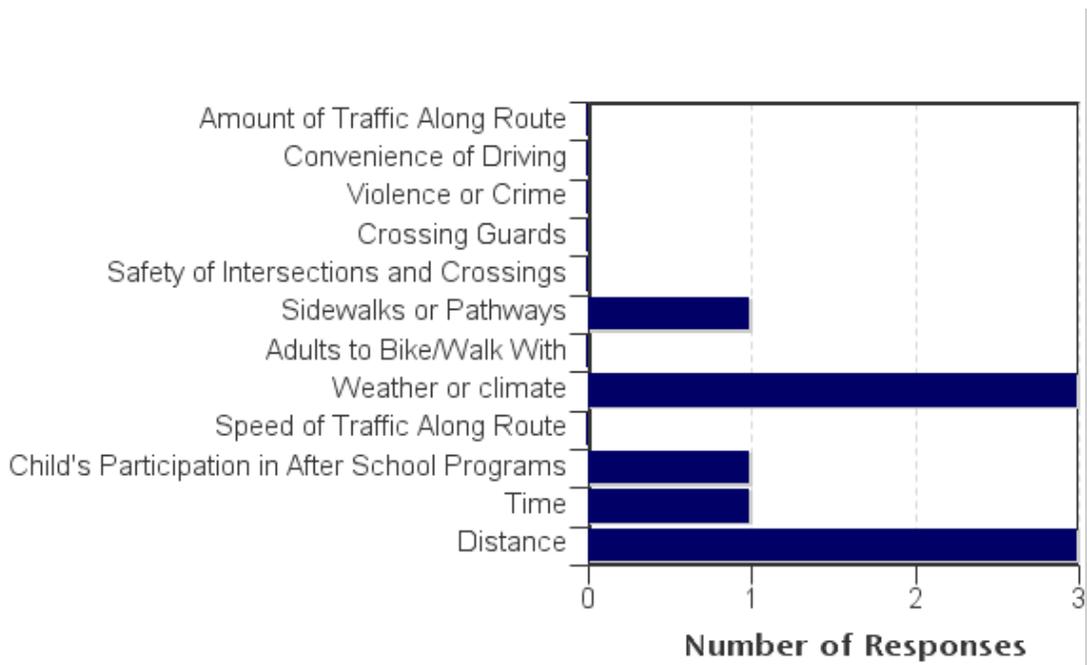
Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

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	1	3
Time	0	1
Child's Participation in After School Programs	0	1
Speed of Traffic Along Route	0	0
Weather or climate	0	3
Adults to Bike/Walk With	0	0
Sidewalks or Pathways	0	1
Safety of Intersections and Crossings	0	0
Crossing Guards	0	0
Violence or Crime	0	0
Convenience of Driving	0	0
Amount of Traffic Along Route	0	0
Number of Respondents per Category	1	4

No response: 3

Note:

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

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

Level of support	Number of children
Strongly Encourages	1
Encourages	0
Neither	7
Discourages	0
Strongly Discourages	0

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

Level of fun	Number of children
Very Fun	0
Fun	3
Neutral	4
Boring	1
Very Boring	0

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

How healthy	Number of children
Very Healthy	4
Healthy	3
Neutral	1
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
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Parent Survey Report: One School in One Data Collection Period

School Name: Haven Elementary School

Set ID: 13618

School Group: Haven schools

Month and Year Collected: September 2015

School Enrollment: 300

Date Report Generated: 10/28/2015

% Range of Students Involved in SRTS: 76-100%

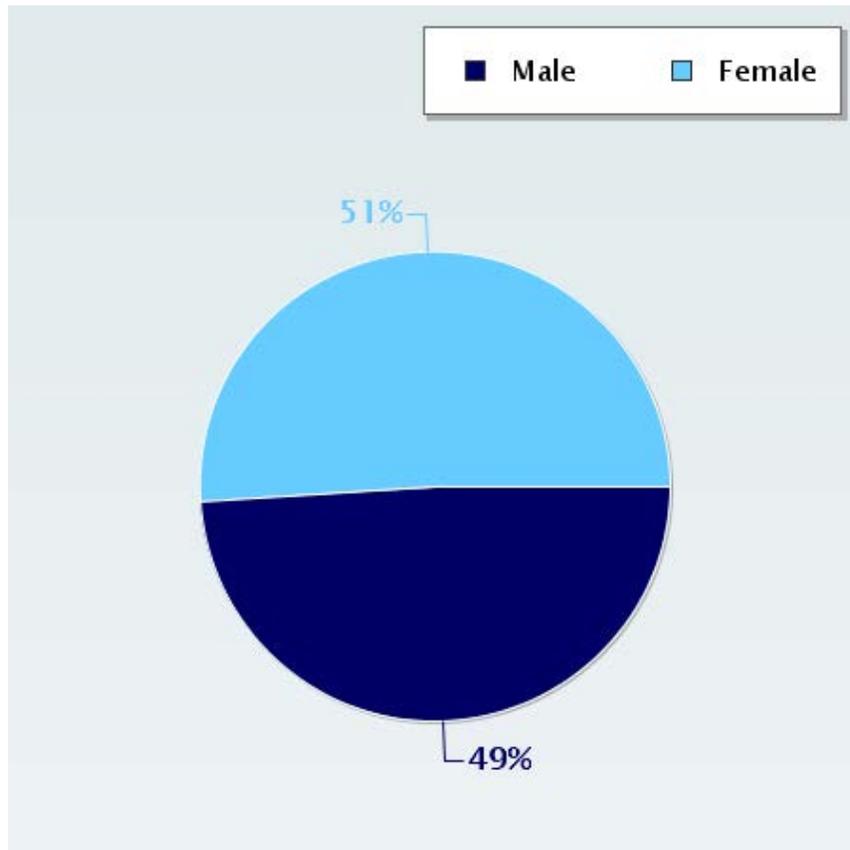
Tags: ADA improvements - install or improve,Community education & awareness campaign,Crosswalk - add or improve,School zone safe driving campaign/education,Sidewalk - construct or improve,Signs - add or improve,Traffic calming - add or improve,Walk to School Day,Walking school bus - start,Walking/bicycling route map - create or promote

Number of Questionnaires Distributed: 300

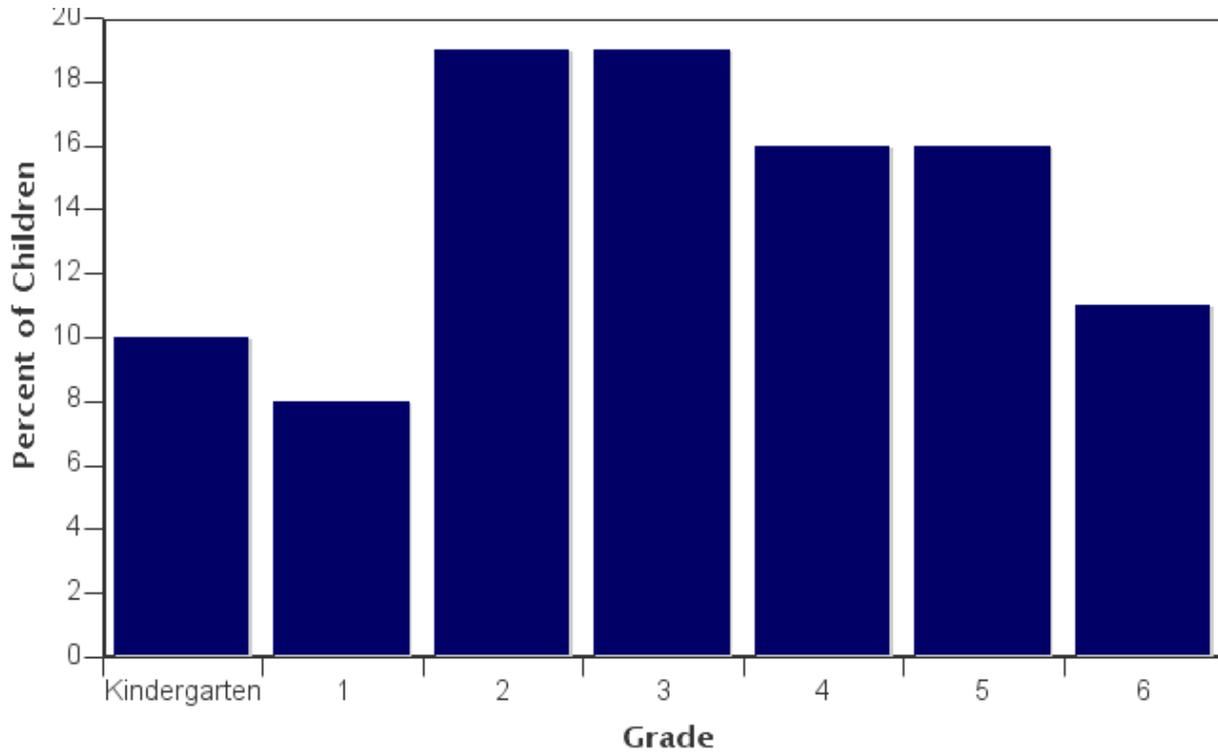
Number of Questionnaires Analyzed for Report: 144

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



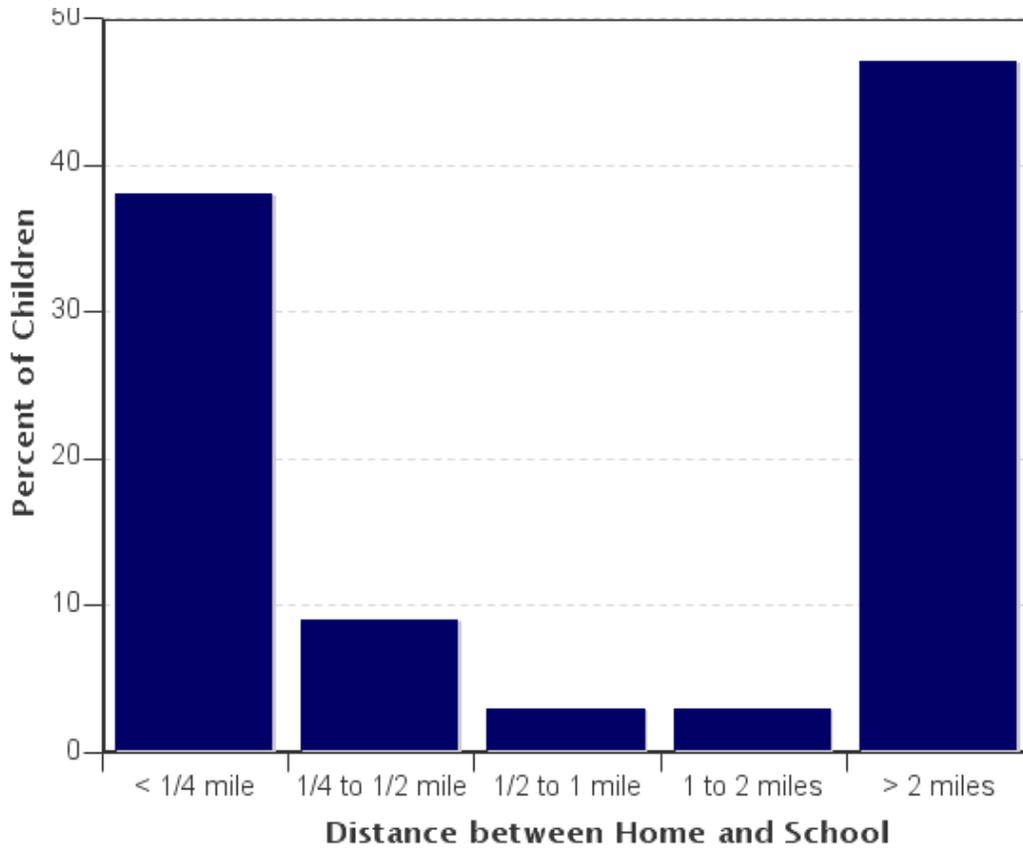
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	14	10%
1	12	8%
2	28	19%
3	28	19%
4	23	16%
5	23	16%
6	16	11%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

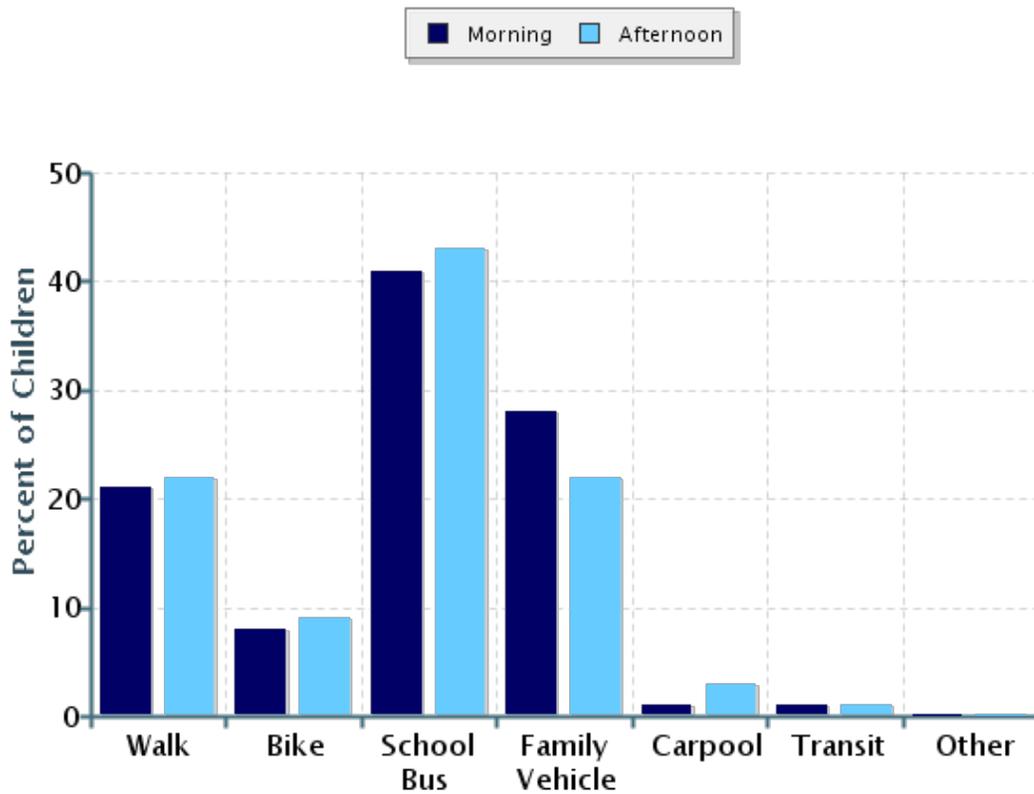


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	54	38%
1/4 mile up to 1/2 mile	13	9%
1/2 mile up to 1 mile	5	3%
1 mile up to 2 miles	5	3%
More than 2 miles	67	47%

Don't know or No response: 0
 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	144	21%	8%	41%	28%	0.7%	0.7%	0%
Afternoon	132	22%	9%	43%	22%	3%	0.8%	0%

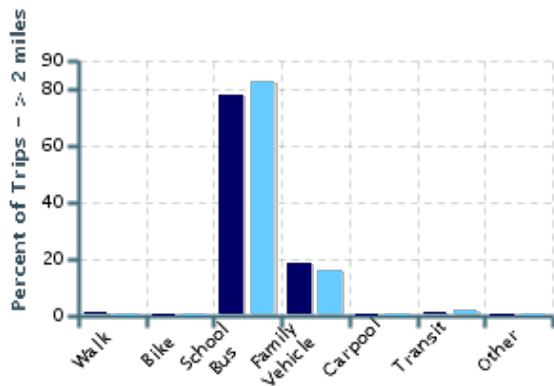
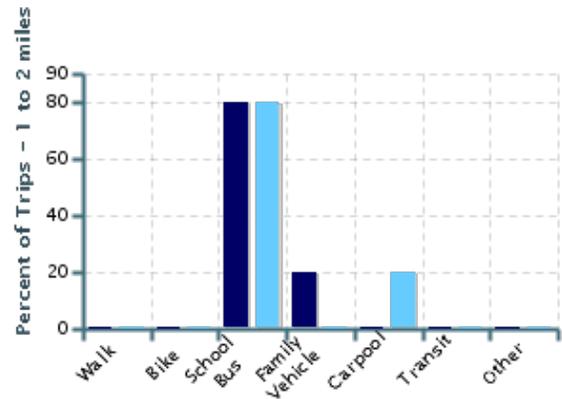
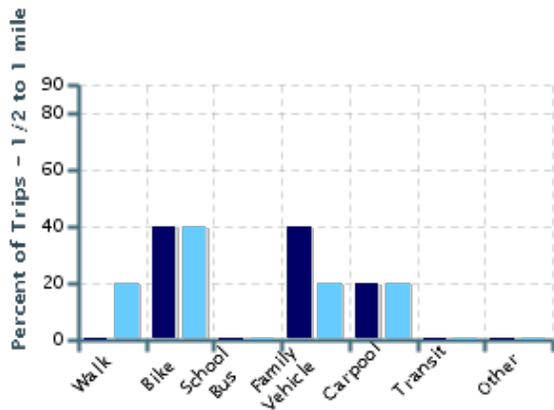
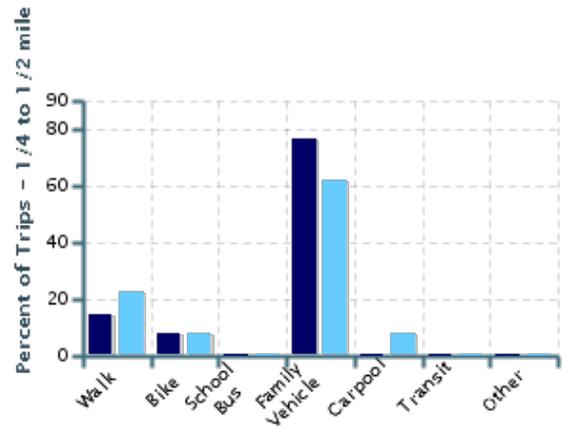
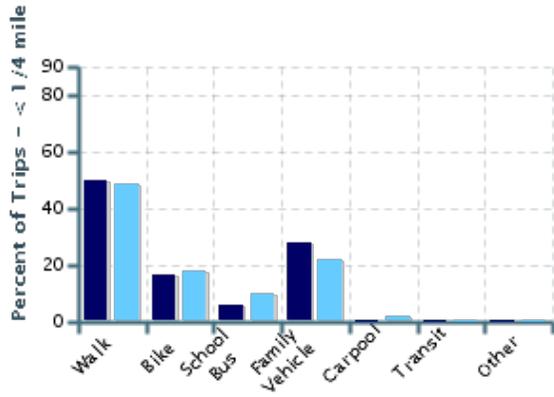
No Response Morning: 0

No Response Afternoon: 12

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	54	50%	17%	6%	28%	0%	0%	0%
1/4 mile up to 1/2 mile	13	15%	8%	0%	77%	0%	0%	0%
1/2 mile up to 1 mile	5	0%	40%	0%	40%	20%	0%	0%
1 mile up to 2 miles	5	0%	0%	80%	20%	0%	0%	0%
More than 2 miles	67	1%	0%	78%	19%	0%	1%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

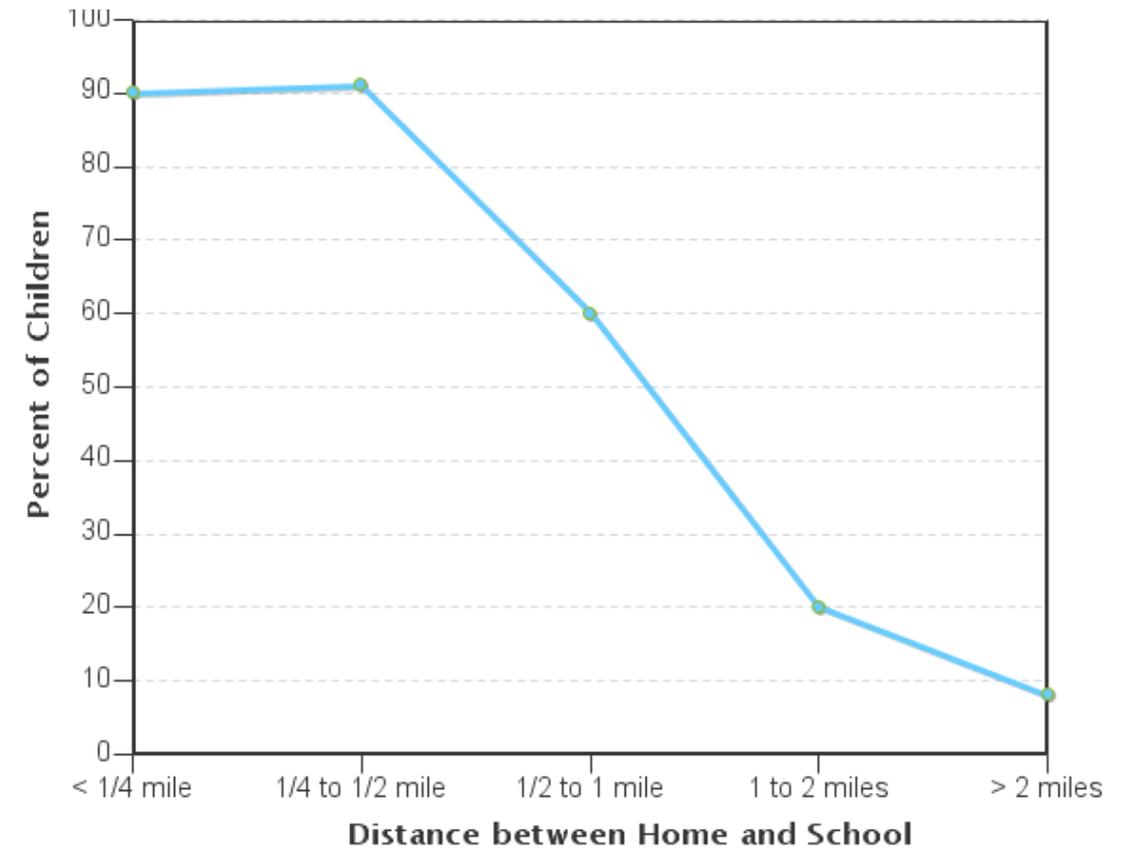
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	51	49%	18%	10%	22%	2%	0%	0%
1/4 mile up to 1/2 mile	13	23%	8%	0%	62%	8%	0%	0%
1/2 mile up to 1 mile	5	20%	40%	0%	20%	20%	0%	0%
1 mile up to 2 miles	5	0%	0%	80%	0%	20%	0%	0%
More than 2 miles	58	0%	0%	83%	16%	0%	2%	0%

Don't know or No response: 12

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

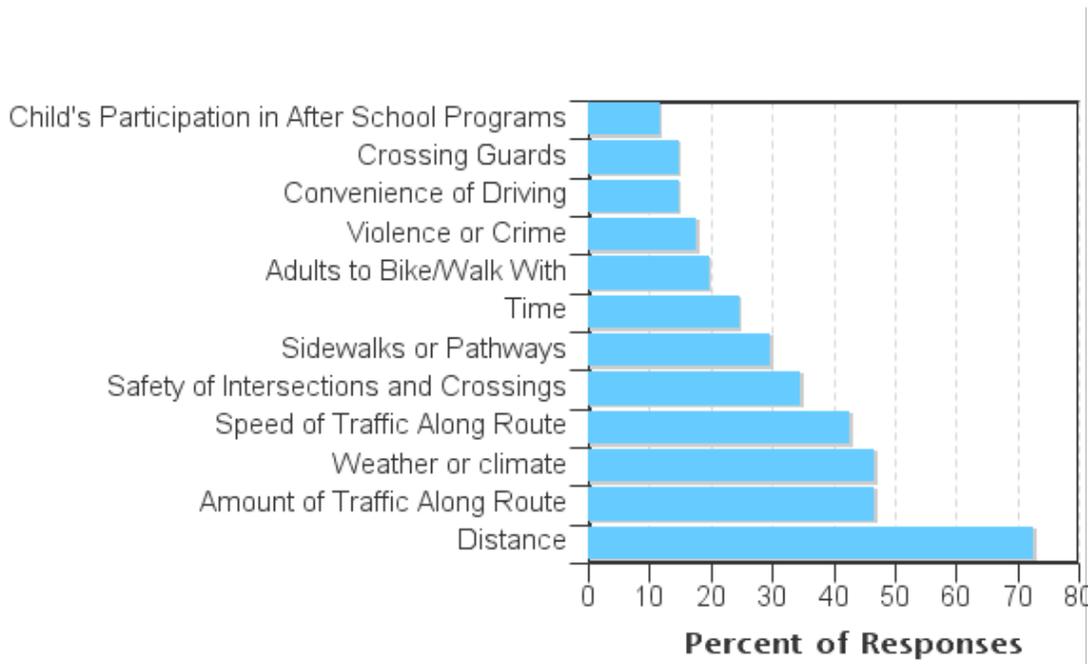


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

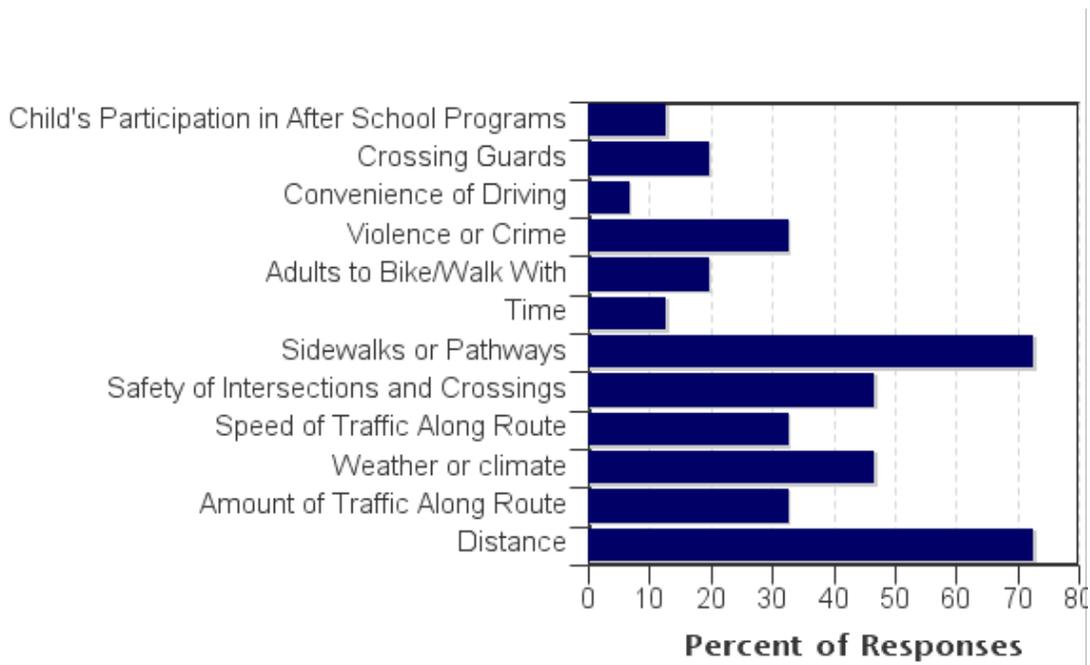
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	65	90%	91%	60%	20%	8%
No	72	10%	9%	40%	80%	92%

Don't know or No response: 7
 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	73%	73%
Amount of Traffic Along Route	47%	33%
Weather or climate	47%	47%
Speed of Traffic Along Route	43%	33%
Safety of Intersections and Crossings	35%	47%
Sidewalks or Pathways	30%	73%
Time	25%	13%
Adults to Bike/Walk With	20%	20%
Violence or Crime	18%	33%
Convenience of Driving	15%	7%
Crossing Guards	15%	20%
Child's Participation in After School Programs	12%	13%
Number of Respondents per Category	60	15

No response: 69

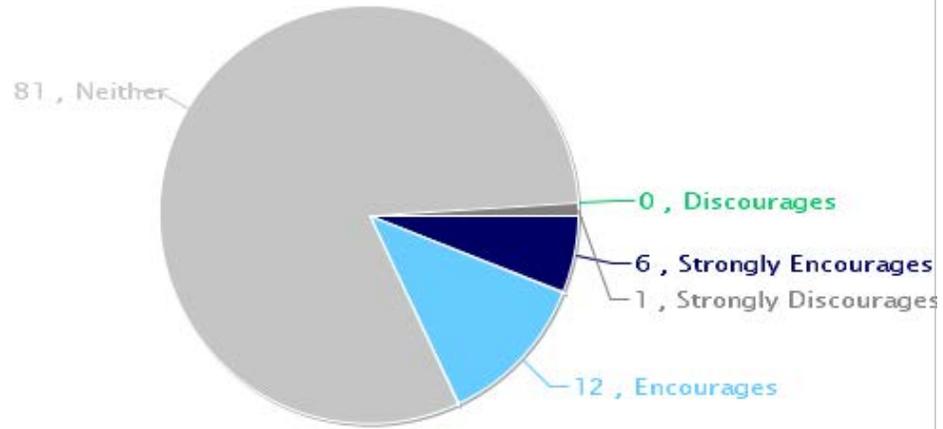
Note:

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

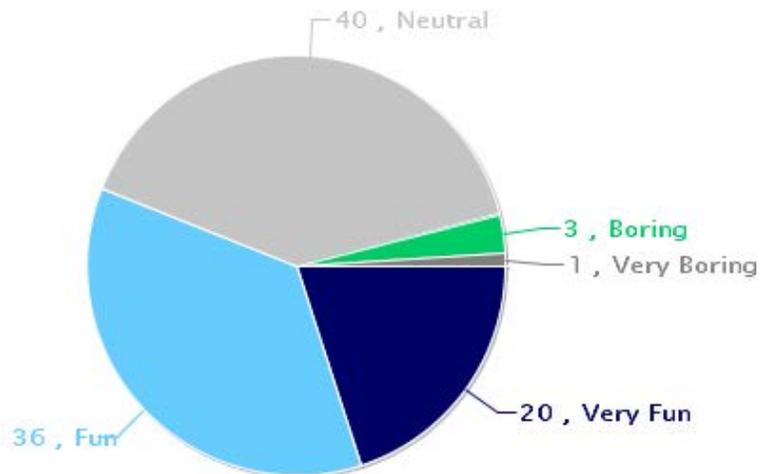
--Each column may sum to > 100% because respondent could select more than issue

--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.

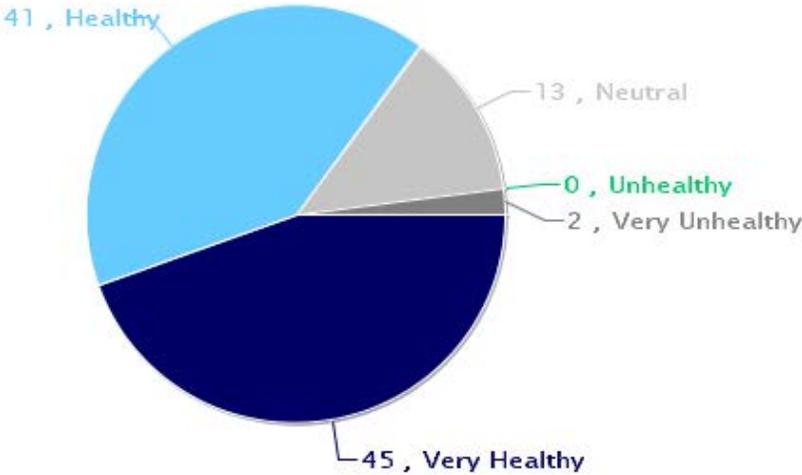
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
1352306	My kids enjoy to walk to and from school especially with friends.
1352317	We live to far from town for any walking/biking to occur.
1352329	People fly down main street and main street does not have sidewalks all the way down or good crossing walks. People still fly past them.
1352705	If we lived inside Haven, I would strongly encourage walking/biking to school.
1351555	People fly down main street and main street does not have side walks all the way down nor good crossing walks. People still fly past them.
1352326	My children ride the bus from mount hope, so much of this survey does not pertain to them.
1352358	We live in the country and ride the bus to school.
1352400	We live in Hutchinson. I teach at this school, so we are out of the district. I'm not sure my survey is really valid.
1352660	My kids really enjoy walking and riding to school with their friends.
1352663	Greatly appreciate new condition of curb side pick-up of sidewalk loading/unloading school bus zone. However, there is a drainage cover half-way along front sidewalk of loading zone that I feel is dangerous for children to accidently fall into.
1352678	Lives to far to ride bike or walk.
1352345	Sunset and 5th street are extremely dangerous after school.
1352300	Crossing guards at intersections may be helpful, especially for younger children.
1352354	In addition to walking/biking safety if possible to consider safety of K96 intersection from South. It's dangerous because of traffic but the understanding of yield vs. Stop is frightening.
1352357	We live 10 miles away, so my answers reflect that if we lived in the city of Haven, my answers would be completely different.
1352360	Distance from home to school is to far to even consider walking/biking. If located in town (Haven) we would encourage walking/biking to school.
1351562	She lives in Mount Hope so its to far of a distance for her to walk or bike to school.
1351567	We live in Burrton.
1351570	Currently finishing BS in Business Mgmt.
1352672	My child lives in the country. Unable to ride and walk to school because of distance.
1352708	We live to far for my children to ride a bike or walk.

1352659	We live in Mt. Hope so bussing is our best option.
1352651	We live about 10 miles from the schools. Walking will never be an option, unless we move to town. Moving to town is also very unlikely too.
1351547	Teaches good time management and responsibility for each other.
1352302	We live 3 miles out of town.
1352343	This survey doesn't involve my daughter.
1352687	Sunset and 5th are extremely dangerous after school.
1352390	I think this survey doesn't apply to my children as they live in the country, but will be good for the kids in town!
1352645	rides bus.

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

School Name: Haven Elementary School **Set ID:** 18426

School Group: Haven schools **Month and Year Collected:** September 2015

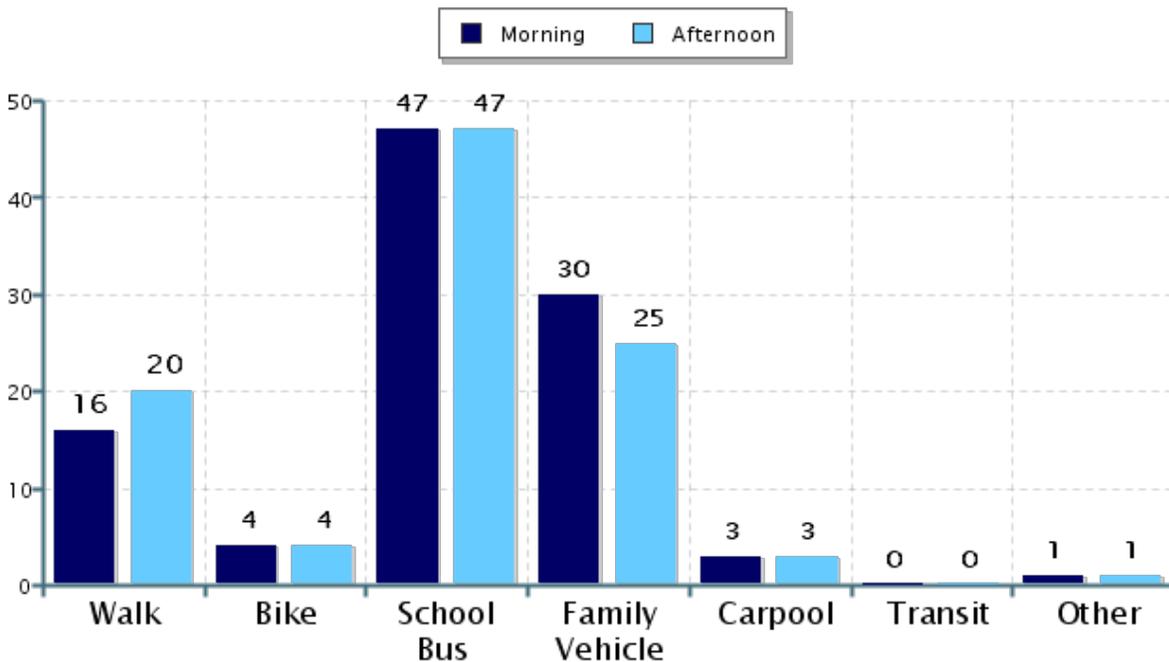
School Enrollment: 300 **Date Report Generated:** 10/28/2015

% of Students reached by SRTS activities: 76-100% **Tags:** ADA improvements - install or improve,Community education & awareness campaign,Crosswalk - add or improve,School zone safe driving campaign/education,Sidewalk - construct or improve,Signs - add or improve,Traffic calming - add or improve,Walk to School Day,Walking school bus - start,Walking/bicycling route map - create or promote

Number of Classrooms Included in Report: 13

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

Morning and Afternoon Travel Mode Comparison



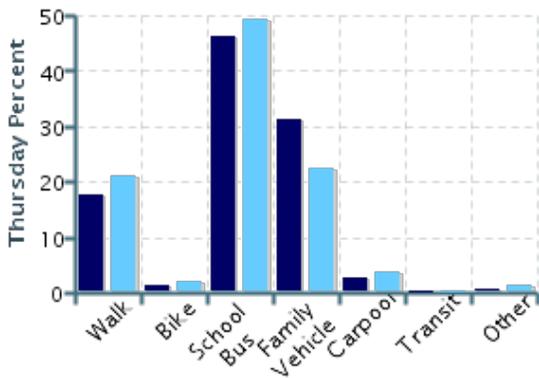
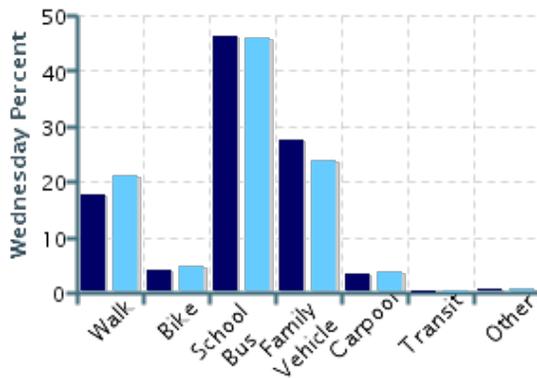
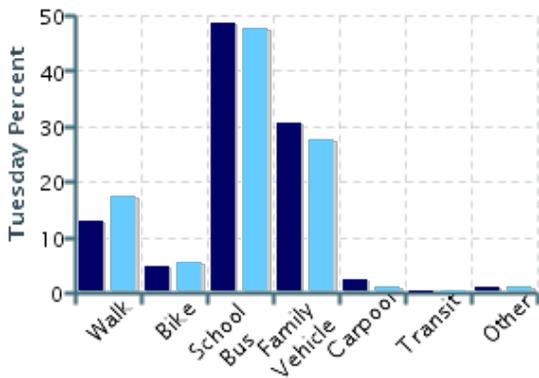
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	593	16%	4%	47%	30%	3%	0%	0.8%
Afternoon	565	20%	4%	47%	25%	3%	0%	0.9%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon



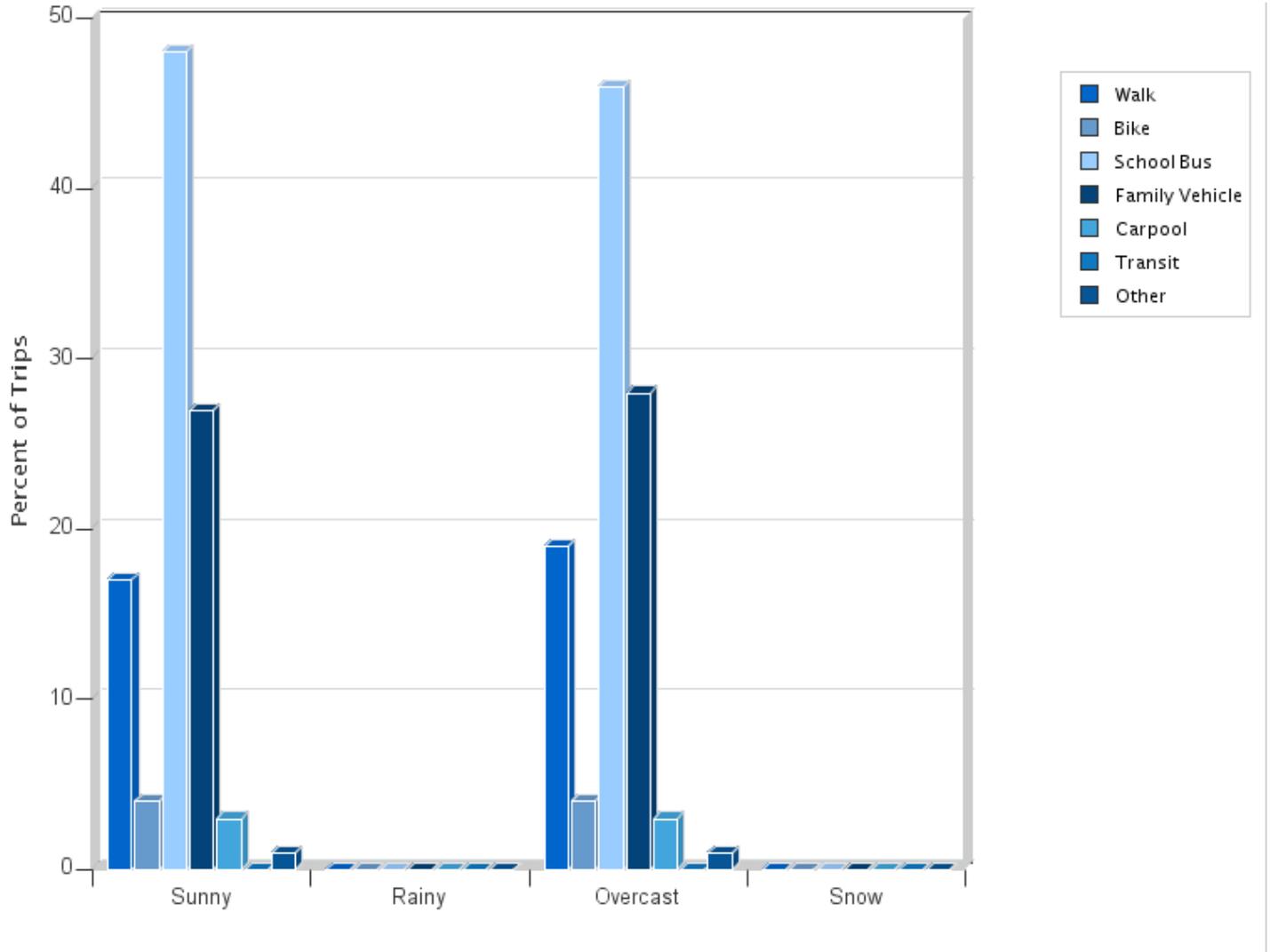
Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	216	13%	5%	49%	31%	2%	0%	0.9%
Tuesday PM	214	17%	6%	48%	28%	0.9%	0%	0.9%
Wednesday AM	236	18%	4%	46%	28%	3%	0%	0.8%
Wednesday PM	213	21%	5%	46%	24%	4%	0%	0.5%

Thursday AM	141	18%	1%	46%	31%	3%	0%	0.7%
Thursday PM	138	21%	2%	49%	22%	4%	0%	1%

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	671	17%	4%	48%	27%	3%	0%	0.7%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	487	19%	4%	46%	28%	3%	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: Haven Middle School
Set ID: 13643

School Group: Haven schools
Month and Year Collected: September 2015

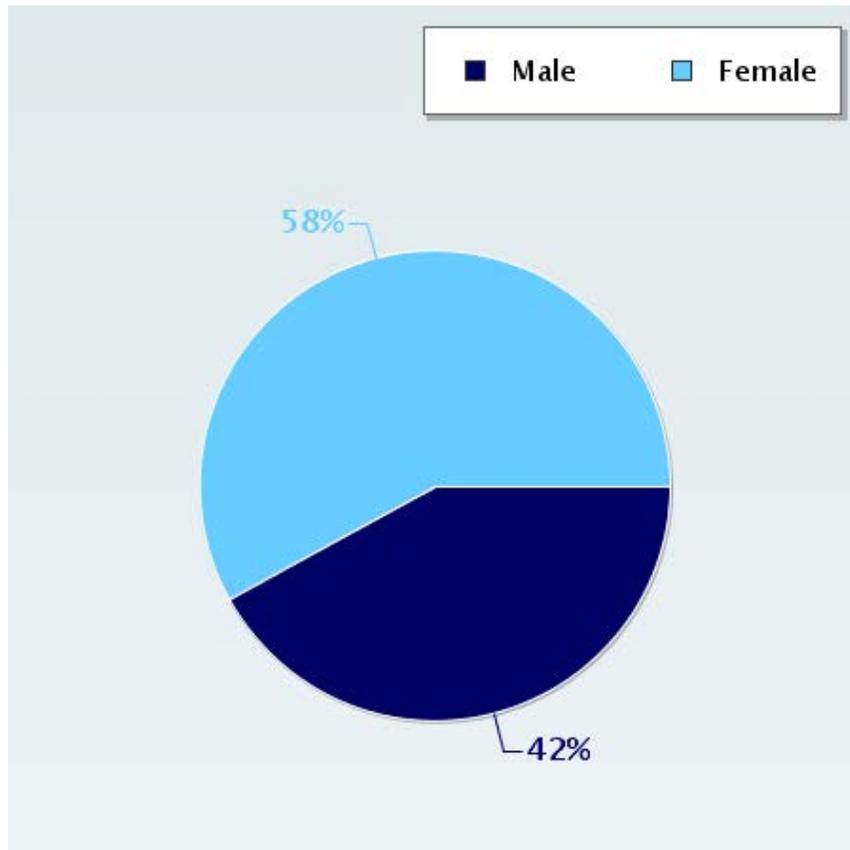
School Enrollment: 116
Date Report Generated: 10/28/2015

% Range of Students Involved in SRTS: Don't Know
Tags: ADA improvements - install or improve,Community education & awareness campaign,Crosswalk - add or improve,School zone safe driving campaign/education,Sidewalk - construct or improve,Signs - add or improve,Traffic calming - add or improve,Walk to School Day,Walking school bus - start,Walking/bicycling route map - create or promote

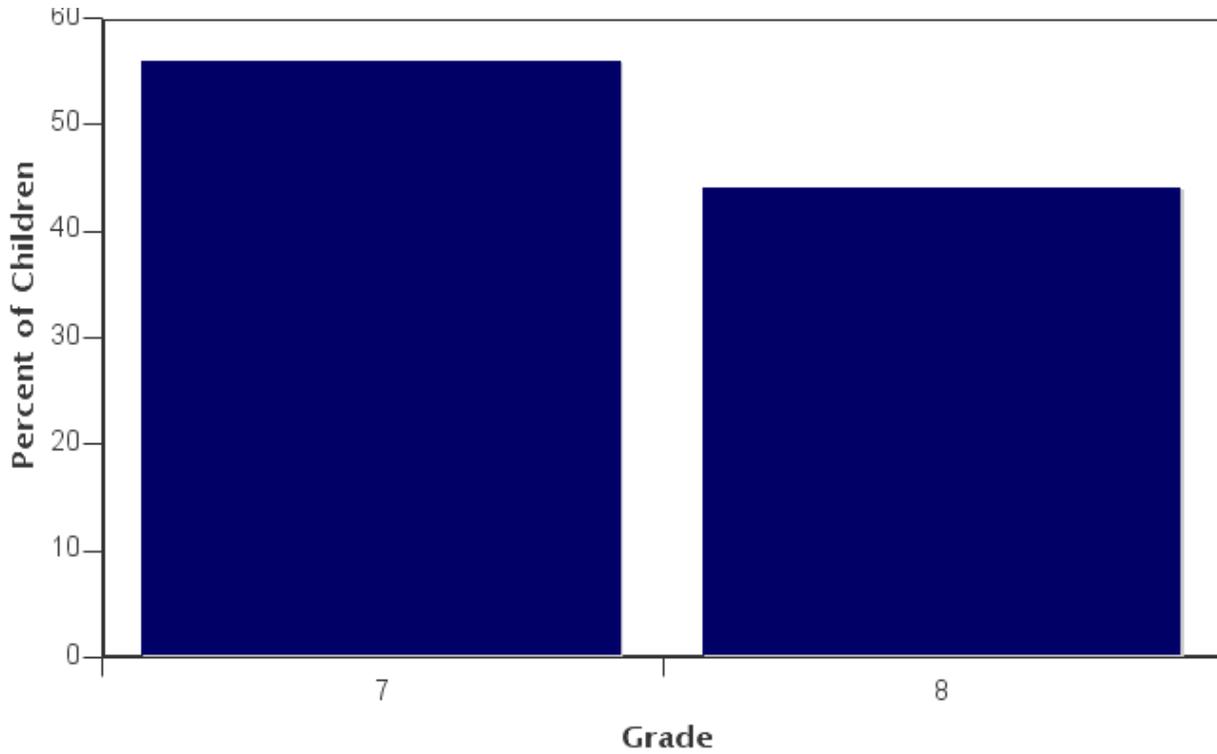
Number of Questionnaires Distributed: 116
Number of Questionnaires Analyzed for Report: 43

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



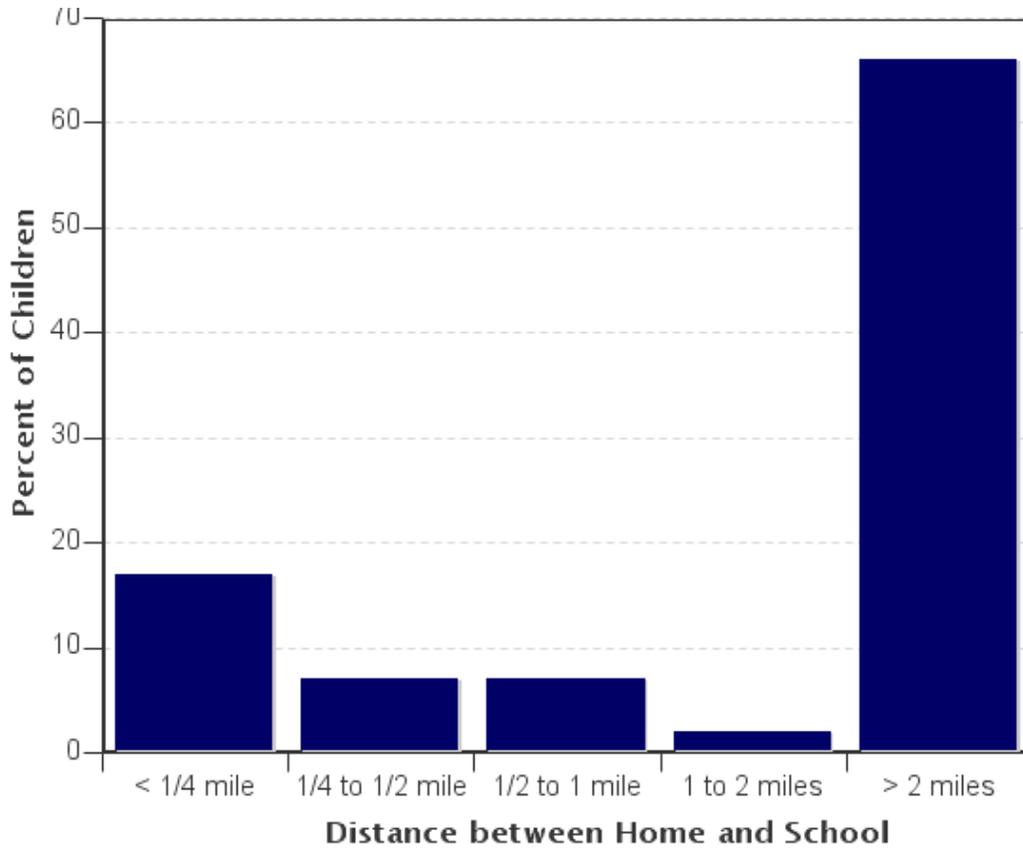
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
7	24	56%
8	19	44%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



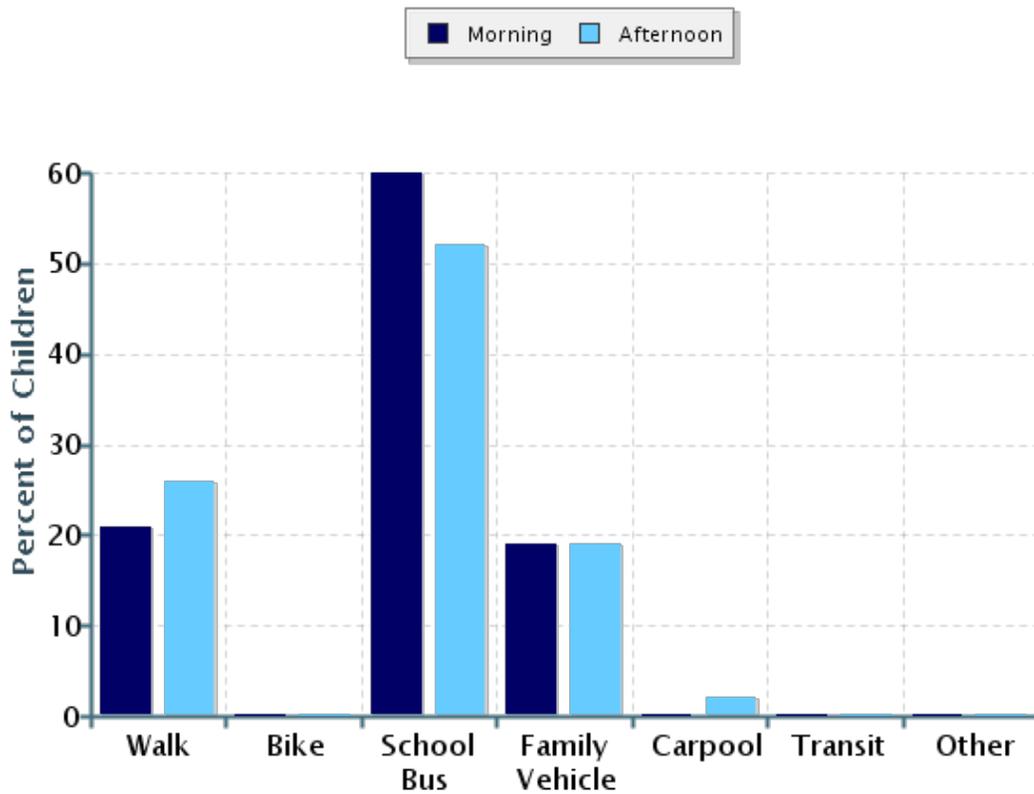
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	7	17%
1/4 mile up to 1/2 mile	3	7%
1/2 mile up to 1 mile	3	7%
1 mile up to 2 miles	1	2%
More than 2 miles	27	66%

Don't know or No response: 2

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	43	21%	0%	60%	19%	0%	0%	0%
Afternoon	42	26%	0%	52%	19%	2%	0%	0%

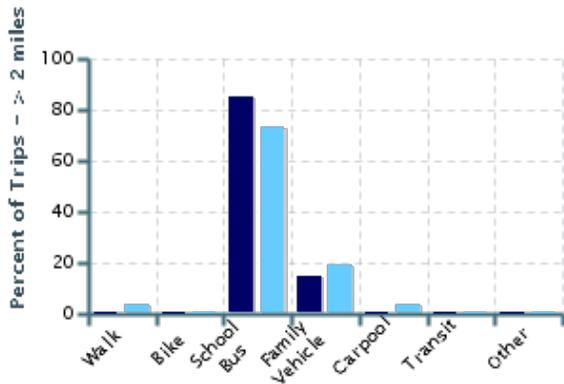
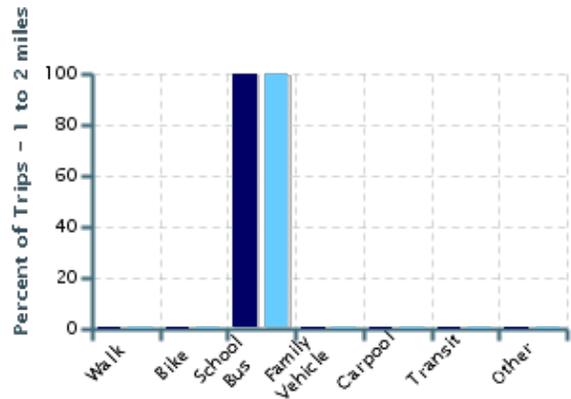
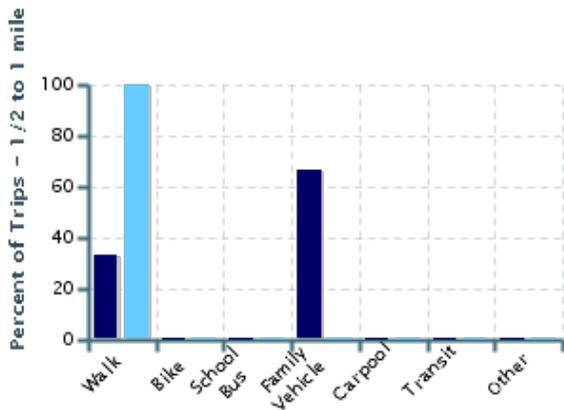
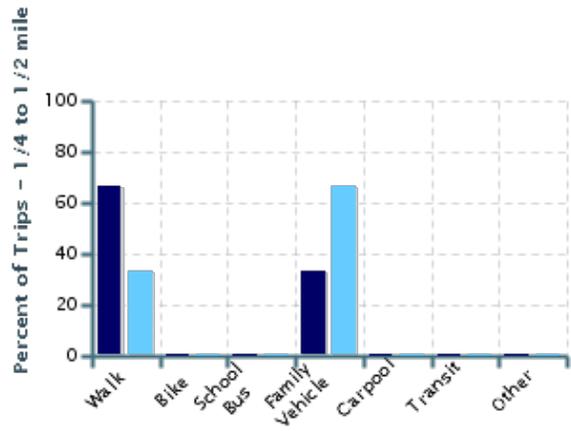
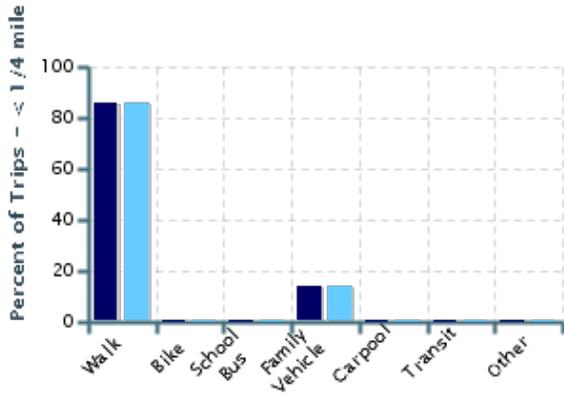
No Response Morning: 0

No Response Afternoon: 1

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	7	86%	0%	0%	14%	0%	0%	0%
1/4 mile up to 1/2 mile	3	67%	0%	0%	33%	0%	0%	0%
1/2 mile up to 1 mile	3	33%	0%	0%	67%	0%	0%	0%
1 mile up to 2 miles	1	0%	0%	100%	0%	0%	0%	0%
More than 2 miles	27	0%	0%	85%	15%	0%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

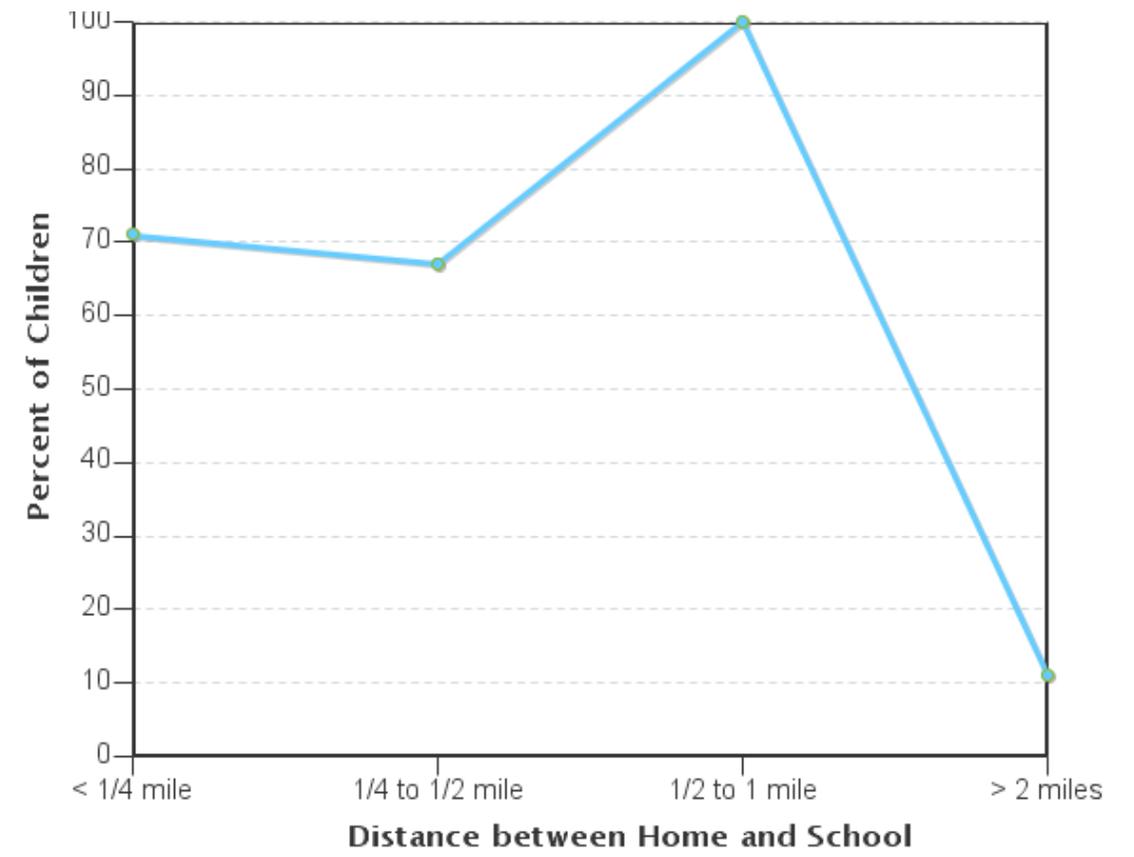
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	7	86%	0%	0%	14%	0%	0%	0%
1/4 mile up to 1/2 mile	3	33%	0%	0%	67%	0%	0%	0%
1/2 mile up to 1 mile	3	100%	0%	0%	0%	0%	0%	0%
1 mile up to 2 miles	1	0%	0%	100%	0%	0%	0%	0%
More than 2 miles	26	4%	0%	73%	19%	4%	0%	0%

Don't know or No response: 3

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

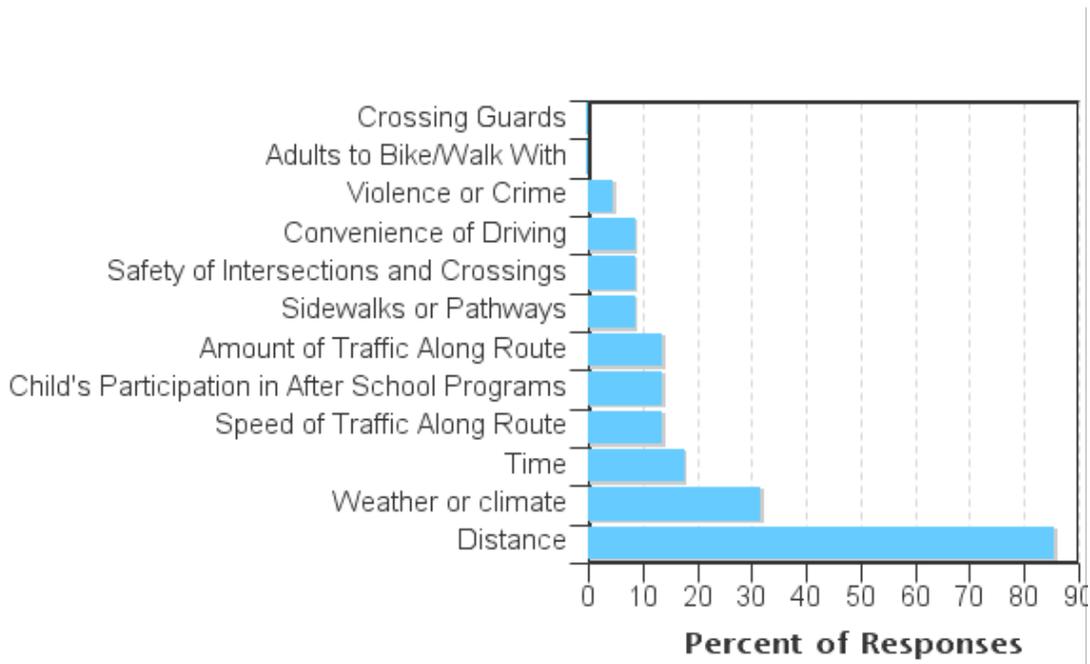


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

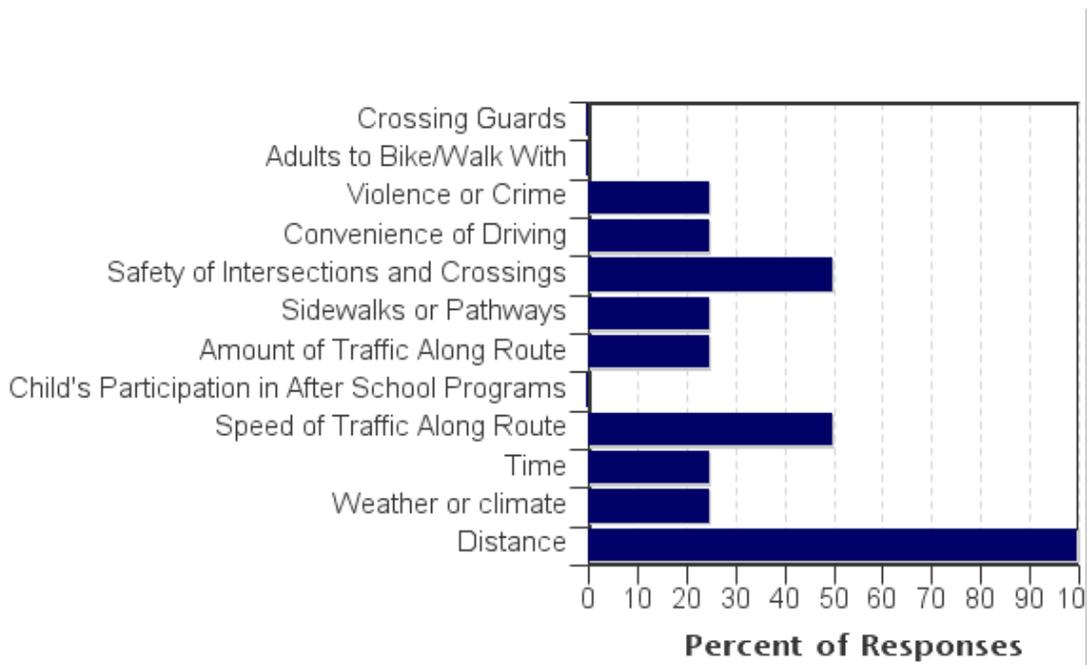
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	13	71%	67%	100%	0%	11%
No	28	29%	33%	0%	100%	89%

Don't know or No response: 2
 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	86%	100%
Weather or climate	32%	25%
Time	18%	25%
Speed of Traffic Along Route	14%	50%
Child's Participation in After School Programs	14%	0%
Amount of Traffic Along Route	14%	25%
Sidewalks or Pathways	9%	25%
Safety of Intersections and Crossings	9%	50%
Convenience of Driving	9%	25%
Violence or Crime	5%	25%
Adults to Bike/Walk With	0%	0%
Crossing Guards	0%	0%
Number of Respondents per Category	22	4

No response: 17

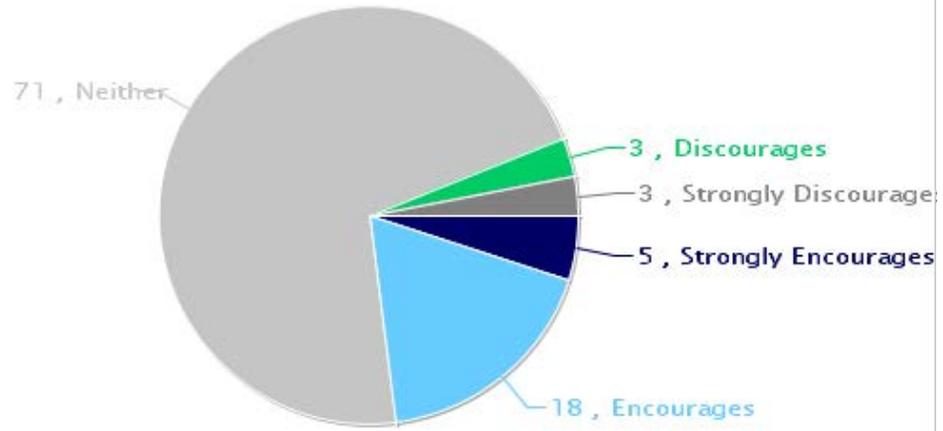
Note:

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

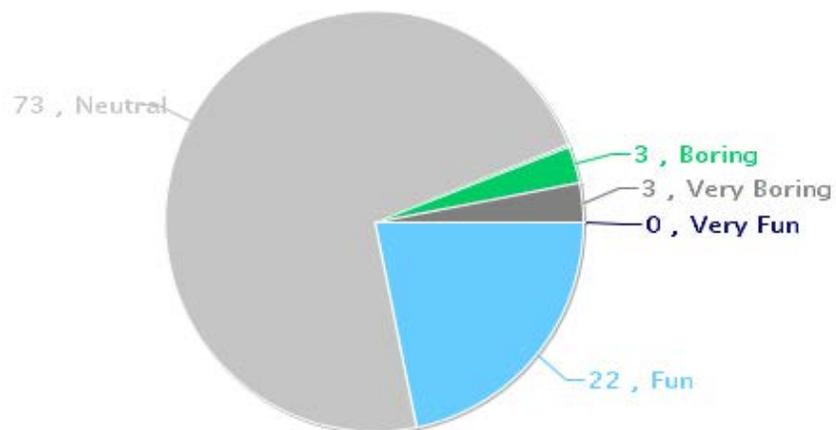
--Each column may sum to > 100% because respondent could select more than issue

--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.

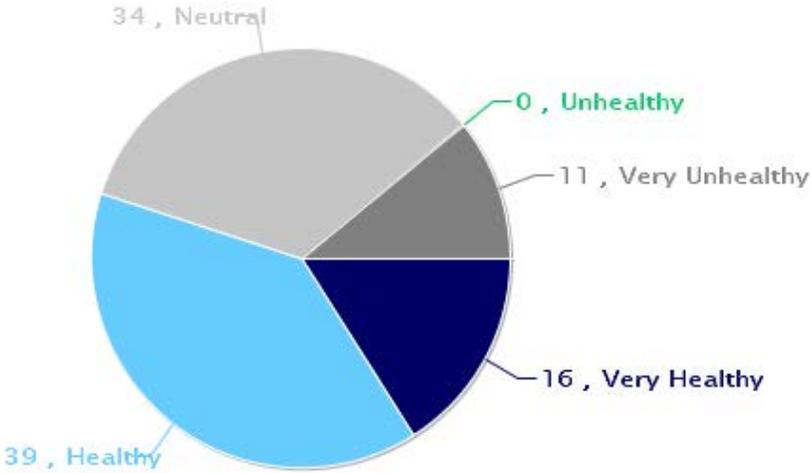
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
1352736	We are hoping to move to Haven so that we are close enough that they can walk or ride bikes.
1352796	Live 8 miles from school on very busy 70mph road. Will never bike to bus transfer school (Yoder).
1352809	We plan to move into Haven so they will be close enough to walk or ride bikes.
1352732	She has not asked for permission to walk to school, it is just what she has to do.
1352750	I prefer my child not to walk/bike alone for safety reasons. Plus I feel like they should be picked up after having sports practice because they are exhausted. My child's book bag weighs almost 20 lbs. (Did put on scale) which is also a problem. They don't have lockers big enough so they have to carry all books in bag all day long! this is not good for their back or shoulders.
1352738	We live 12 miles outside of Haven, KS so walking/biking to school is not an option.
1352800	We live in Partridge, biking or walking is not an option.
1352734	We live almost 20 miles from school, so walking or biking is not an option.
1352743	Lives in South Hutchinson.
1352775	We just live too far from school for this to be a viable option.
1352802	We live 3 miles west of south Hutchinson so it's too far for him to bike/walk.
1352729	We live in Mt. hope walking is not an option.
1352739	This survey should not be completed by people who live too far away from school to make walking/biking reasonable.
1352773	We live out of district so very hard to answer survey!
1352733	We live in Mt. Hope - no walking to Haven from here
1352756	We live in Partridge so walking or biking in any form is not an option.
1352769	Probably not too helpful for you. We live clear over by Partridge and if I lived in Haven I probably would have answered differently. Sorry.

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

School Name: Haven Middle School
Set ID: 18526

School Group: Haven schools
Month and Year Collected: September 2015

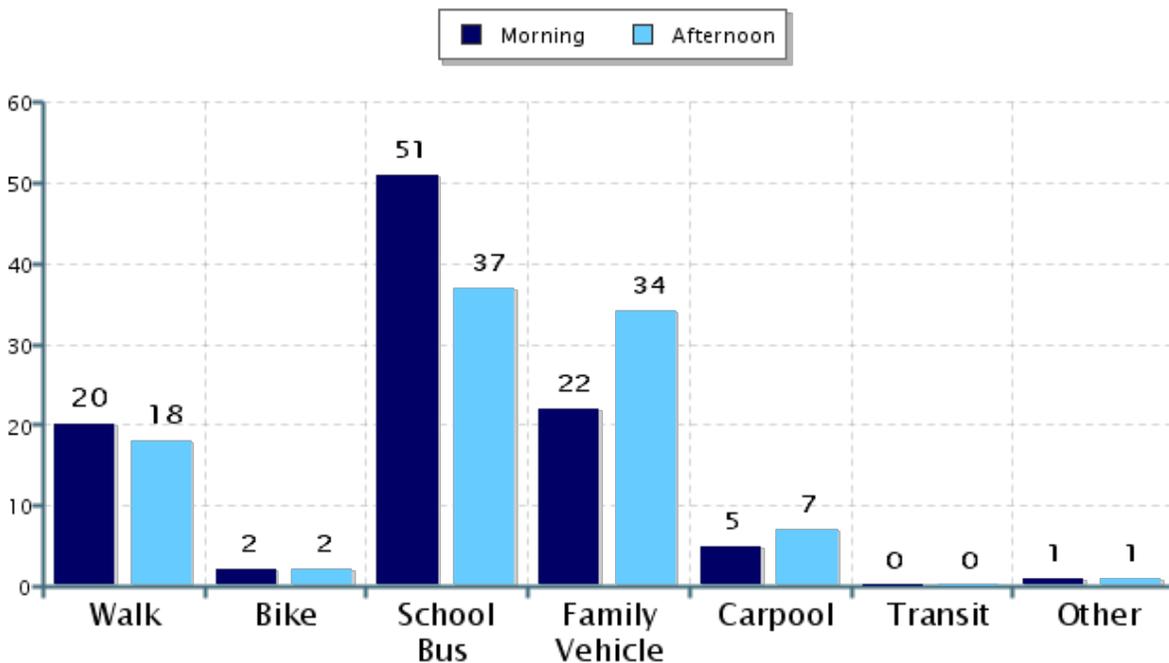
School Enrollment: 116
Date Report Generated: 10/28/2015

% of Students reached by SRTS activities: 76-100%
Tags: ADA improvements - install or improve, Community education & awareness campaign, Crosswalk - add or improve, School zone safe driving campaign/education, Sidewalk - construct or improve, Signs - add or improve, Traffic calming - add or improve, Walk to School Day, Walking school bus - start, Walking/bicycling route map - create or promote

Number of Classrooms Included in Report: 7

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

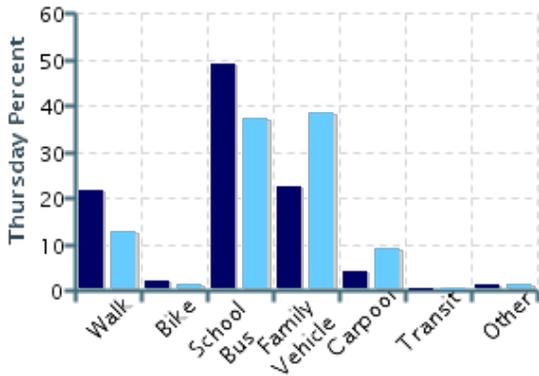
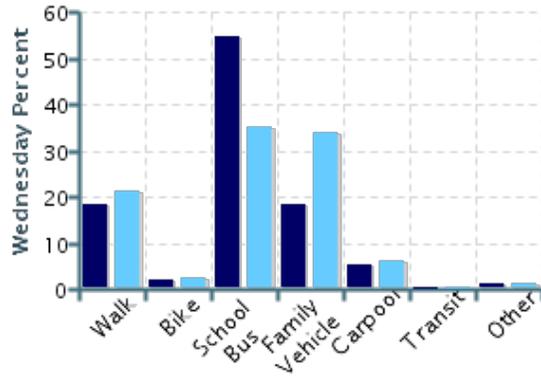
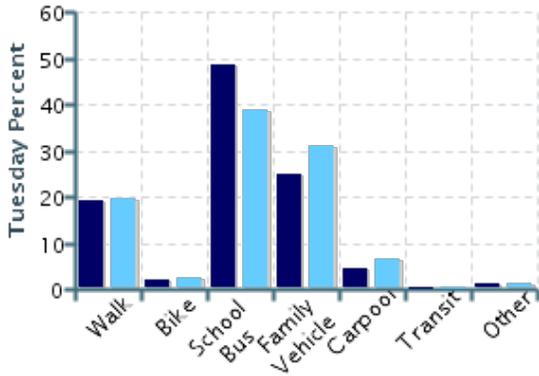
Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
20	18	2	51	22	5	0	1
18	2	2	37	34	7	0	1

Morning	288	20%	2%	51%	22%	5%	0%	1%
Afternoon	235	18%	2%	37%	34%	7%	0%	1%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

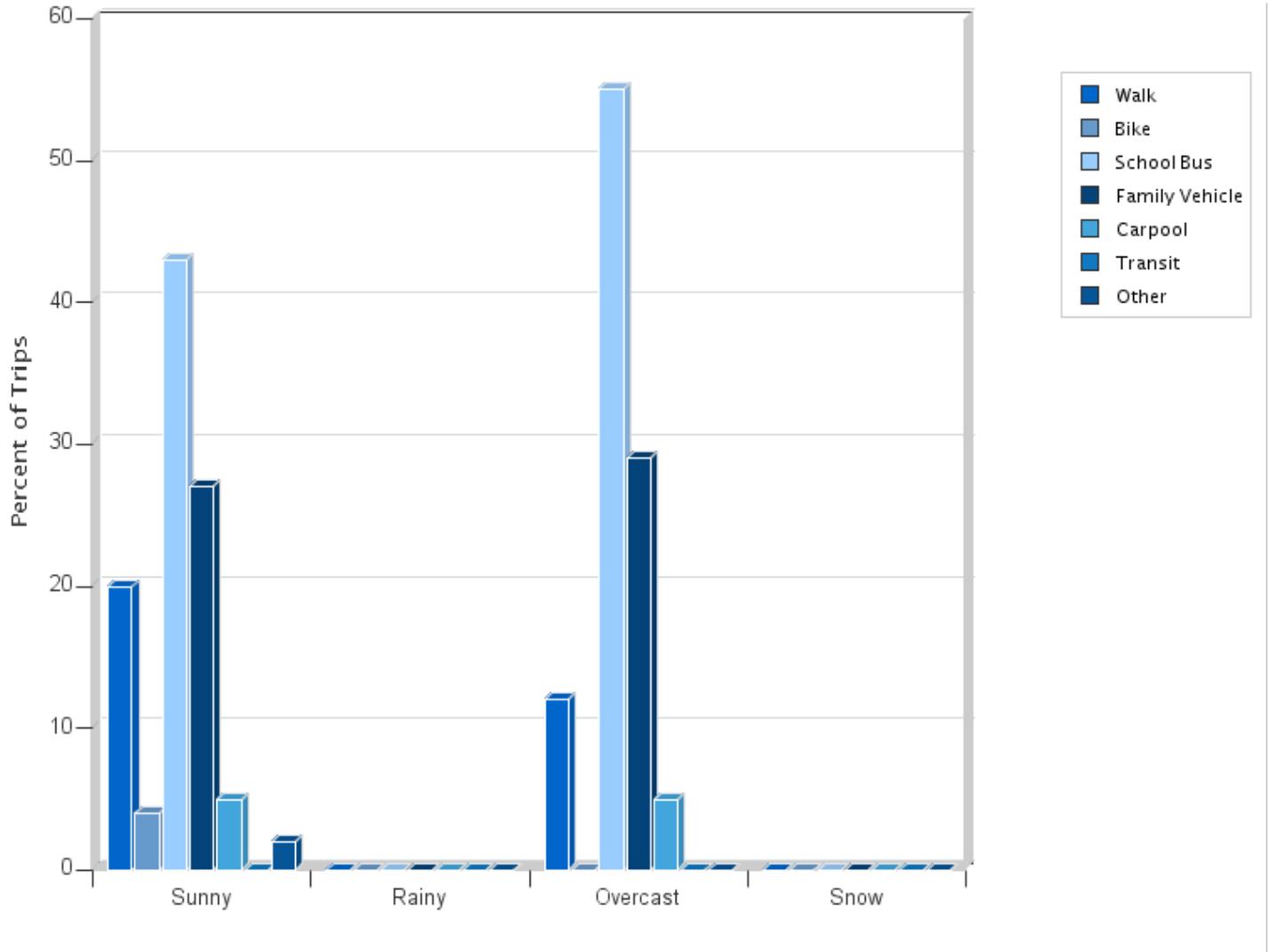


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	93	19%	2%	48%	25%	4%	0%	1%
Tuesday PM	77	19%	3%	39%	31%	6%	0%	1%
Wednesday AM	97	19%	2%	55%	19%	5%	0%	1%
Wednesday PM	80	21%	3%	35%	34%	6%	0%	1%
Thursday AM	98	21%	2%	49%	22%	4%	0%	1%
Thursday PM	78	13%	1%	37%	38%	9%	0%	1%

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	312	20%	4%	43%	27%	5%	0%	2%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	111	12%	0%	55%	29%	5%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Alfred Benesch & Company
785.539.2200

