

SAFE ROUTES TO SCHOOL MASTER PLAN

City of Neosho Rapids, Kansas

Prepared: June 2017



TABLE OF CONTENTS

<u>TOPIC</u>	<u>PAGE</u>
Introduction.....	1
Key Stakeholders.....	1
Purpose.....	1
Background.....	2
Implementation.....	2
Education.....	2
Encouragement.....	3
Engineering.....	4
Enforcement.....	7
Evaluation.....	7

Appendix A

- Engineer’s Opinion of Probable Costs*
- Safe Routes to School Infrastructure Improvements Map*

Appendix B

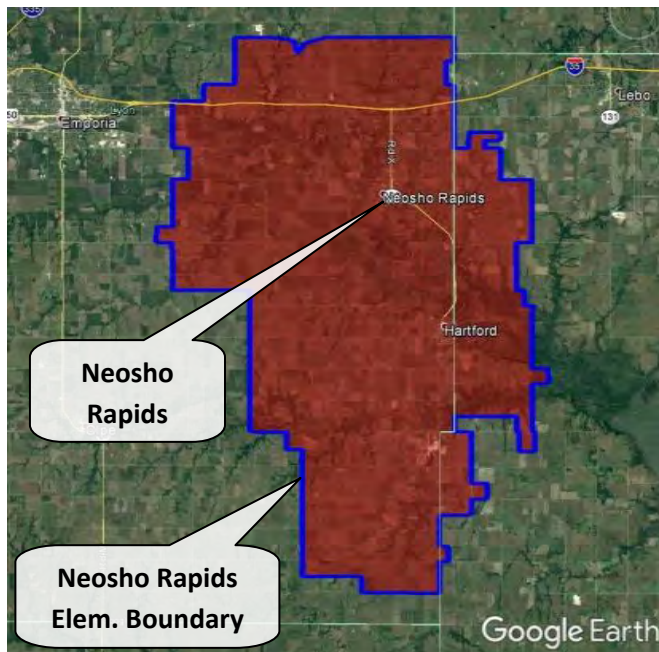
- Student Tally Report (Spring 2015)*
- Parent Survey Report (Spring 2015)*

Appendix C

- Student Tally Report (Fall 2015)*
- Parent Survey Report (Fall 2015)*

INTRODUCTION

Located in eastern Lyon County, Kansas, Neosho Rapids is a community of about 250 people located on K-130 highway. Data from the U.S. Census Bureau estimates the population of the community at 264 people as of 2016 with 112 housing units within the City Limits and an occupancy rate of approximately 88%. Of the 99 occupied houses, roughly 25% are occupied by households with children under the age of 18. In a small community, these statistics indicate a real potential for students to walk/bike to-from school.



The USD 252 – Southern Lyon County school district boundary covers a large area. Neosho Rapids Elementary School serves approximately 140 square miles in southeast Lyon County and west Coffey County. Enrollment at Neosho Rapids Elementary School (Grades K-6) is just over 100 students and is located on the USD 252 grounds on the east side of the Neosho Rapids City Limits. Students in Grades 7-12 are transported to Hartford Junior/High School.

The community and USD desire to implement initiatives to accommodate students' needs related to safety measures and walkability.

KEY STAKEHOLDERS

Several groups and agencies collaborated to develop this Safe Routes to School Master Plan. These stakeholders make up the SRTS Action Team and include:

- City of Neosho Rapids, KS
- Neosho Rapids Elementary School
- USD 252 Administration
- BG Consultants, Inc.

PURPOSE

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

BACKGROUND

The City of Neosho Rapids was awarded Safe Routes to School Phase 1 funds in 2015 to develop this Master Plan. Shortly after award of funds, a Safe Routes to School (SRTS) Action Team was created to deliver some of the initiatives of this Master Plan into the community. The SRTS Action Team consisted primarily of school administrators, city officials, and engineers with BG Consultants, Inc. The Action Team met several times throughout the preparation of this Master Plan to discuss issues and opportunities and to serve as local champions to educate and encourage the public.



IMPLEMENTATION

The SRTS Action Team has worked to educate and encourage citizens about Safe Routes to School during development of this Master Plan. Safe Routes to School Phase 2 funds, if awarded, will be used to fund infrastructure construction.

EDUCATION

The goal of the “Education” initiative of this Safe Routes to School Master Plan is to teach children and parents about safe options for other modes of transportation in Neosho Rapids, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns.

Led by the SRTS Action Team, several groups of citizens have been and will be targeted for various educational opportunities. They include students, parents, and neighborhood residents and drivers.

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

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

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

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

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

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

Education Action

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

- **Community Meeting** – Two meetings were held, October 14, 2015 and October 28, 2015, to give the City Council an update about the SRTS Master Plan and the infrastructure recommendations. The public was provided an opportunity to provide input regarding the improvements and pursuit of Phase 2 funding to implement recommendations.
- **School Assembly for BMX Riders and Endurance Bicyclists** – Neosho Rapids Elementary School hosted a group of BMX competition bicyclists and endurance bicyclists that compete in long distance races such as the Dirty Kanza. The assembly was used to promote the SRTS program and educate students about safe, alternative modes of transportation to/from school.



ENCOURAGEMENT

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

- **Walking School Bus** – Neosho Rapids Elementary School experimented successfully with a walking school bus program designed to encourage students to walk to school.
- **“Walk to School Day” and “Bike to School Day” Events** – The community and the USD 252 should take advantage of these nationwide events to further expand the encouragement of walking/biking to school as an alternate mode of transportation. All students in the USD could be encouraged to participate in the event by utilizing the designated safe routes to school.



ENGINEERING

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

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

Identification of Safe Routes to School: A basic gravity model was generated to identify the paths which pedestrians are likely to use to get to and from residential areas and the Neosho Rapids Elementary School. Based on this evaluation, several potential safe routes to school were identified. A majority of residential housing lies to the south and east of the school with a few pockets of subdivisions to the northwest. Given these considerations, the location of safe routes to school should be considered along Kansas Street and Westphalia Street to capture the most potential pedestrian/bicycle traffic to-from the school property.



Infrastructure Assessment: As with many communities in this region, physical barriers to walking/biking are present. These barriers consist primarily of a lack of sidewalks and curb ramps, inconspicuous or poorly positioned crosswalks, and a lack of continuity in the pedestrian infrastructure. In most instances, pedestrians and bicyclists are required to travel in the street.

The following list generally describes some of the other major obstacles found during the infrastructure assessment.

- Sidewalks are either non-existent or only partially existent, resulting in a disconnected sidewalk system which discourages modes of transportation alternative to the vehicle.
- Most streets in the community do not have curbs/gutters. However, of the sidewalks that do exist, those walks typically do not have ADA compliant detectible warnings or the walkways do not extend to the street pavement.



- Parking along the west side of the Neosho Rapids Elementary School hinders visibility of students egressing the school and crossing Commercial Street to go to residences to the west of the school.



- South Street is an east-west County Route serving as the primary connection to K-130. South Street also presents a barrier between pedestrian/bicycle travel and connection between the school and residences in the southern part of the community.
- School zone signing and pavement markings are old, inconsistent, not compliant with current MUTCD standards, and in need of upgrading.

Engineering Initiative Recommendations: Recommended infrastructure improvements follow with the Engineer's Opinion of Probable Costs included in Appendix A.

- Designate safe routes to school and implement infrastructure improvements to provide safer and better connected pedestrian and bicycle facilities. The initial phase of sidewalk improvements will be necessary along the following locations:
 - Commercial Street (3rd Street to the Neosho Rapids Elementary School). This will connect the school to a large portion of the residential areas in the community as well as the City Park at the south end of the city.

- Secondary priority of sidewalk improvements includes a connection going west from the elementary school grounds along North Street as well as sidewalk improvements along Main Street.
- Most city streets do not have sufficient sidewalk infrastructure and therefore a long term plan to implement sidewalk improvements should be considered.
- Consider modifying the on-street parking area along the west side of the Neosho Rapids Elementary School to improve conspicuity of students egressing the school and crossing Commercial Street at 5th Street.
- Improve street crossings/crosswalks leading from residential areas to the elementary school.
 - South St./Commercial St.
 - South St./Main St.
 - South St./Exchange St.
 - North St. at Commercial St. and Main St.
 - 5th St. at Commercial St. and Main St.



Commercial Street at South Street

- The existing school zone signing is in need of upgrade and replacement. Improvements should comply with the most current edition of the *Manual on Uniform Traffic Control Devices*.
 - All school zone signs should be removed and replaced with compliant signs on crashworthy posts. It appears most of the existing signs have surpassed the manufacturer's warranty for retroreflectivity and have not been upgraded to the fluorescent yellow-green sheeting.



ENFORCEMENT

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

- Maintain a local law enforcement presence around the school zone, particularly during peak times.
- Consider implementing a Crossing Guard training program for volunteers interested in participating and serving as crossing guards at key crosswalks.

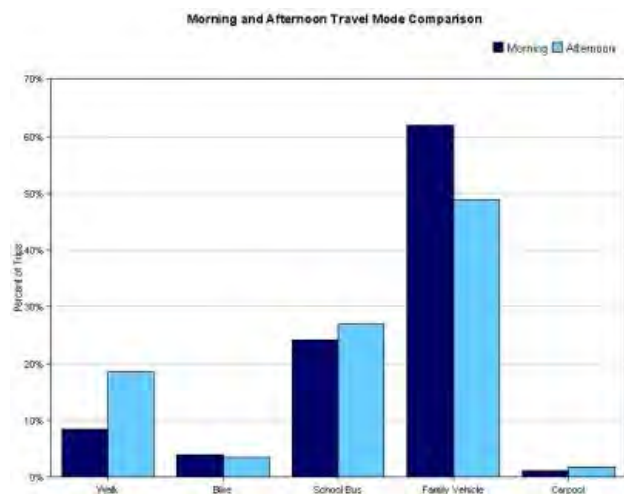


EVALUATION

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

Initial Parent Surveys and a Student Tallies were performed during the Spring of 2015. The information was submitted to the National Center for Safe Routes to School and the results are included in Appendix B. A second round of student tallies of arrival type was performed during the fall of 2015, included in Appendix C, as the bulk of the Master Plan efforts were underway.

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



Appendix A

Engineer's Opinion of Probable Costs
Safe Routes to School Infrastructure Improvements

Neosho Rapids Elementary School - Safe Routes to School Improvements

Priority #1 Improvements

Engineer's Opinion of Probable Project Costs

Neosho Rapids, KS

Prepared by: BG Consultants, Inc.

October 14, 2015

<u>No.</u>	<u>Description</u>	<u>Qty.</u>	<u>Units</u>	<u>Unit Price</u>	<u>Total Price</u>
1.	Contractor Construction Staking	1	Lump Sum	\$ 2,000.00	\$ 2,000.00
2.	Mobilization	1	Lump Sum	\$ 12,500.00	\$ 12,500.00
4.	Grading & Earthwork	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
5.	CMP Pipe w/End Sections	3	Each	\$ 2,000.00	\$ 6,000.00
6.	Sidewalk Construction (4")(AE)	1,100	Sq. Yd.	\$ 60.00	\$ 66,000.00
7.	Sidewalk Ramp (AE)	8	Each	\$ 1,000.00	\$ 8,000.00
8.	Concrete Pavement (6" Uniform)(AE)	10	Sq. Yd.	\$ 100.00	\$ 1,000.00
9.	Temporary Erosion Control	1	Lump Sum	\$ 1,000.00	\$ 1,000.00
10.	Seeding	1	Lump Sum	\$ 2,000.00	\$ 2,000.00
11.	Permanent Signing (School Zone Signing)	1	Lump Sum	\$ 2,500.00	\$ 2,500.00
12.	Pavement Marking (White)(IG)(24")	75	Lin. Ft.	\$ 20.00	\$ 1,500.00
13.	Traffic Control	1	Lump Sum	\$ 3,000.00	\$ 3,000.00
				Construction Subtotal =	\$ 110,500.00
				+10% Contingency =	\$ 11,100.00
				CONSTRUCTION TOTAL =	\$ 121,600.00
				+15% KDOT Admin. & Construction Engineering =	\$ 18,300.00
				SRTS PARTICIPATING TOTAL =	\$ 139,900.00
				+15% Engineering Design, Utility Relocates, Right-of-Way =	\$ 21,000.00
				TOTAL PROJECT =	\$ 160,900.00

FUNDING SUMMARY

KDOT Cost Share (80% (not to exceed \$200,000) of SRTS PARTICIPATING TOTAL) = \$ 111,920.00

CITY OF NEOSHO RAPIDS Cost Share = \$ 48,980.00

Neosho Rapids Elementary School - Safe Routes to School Improvements

Priority #1 and #2 Improvements

Engineer's Opinion of Probable Project Costs

Neosho Rapids, KS

Prepared by: BG Consultants, Inc.

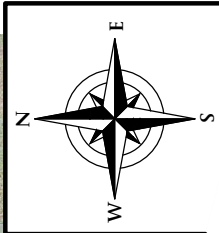
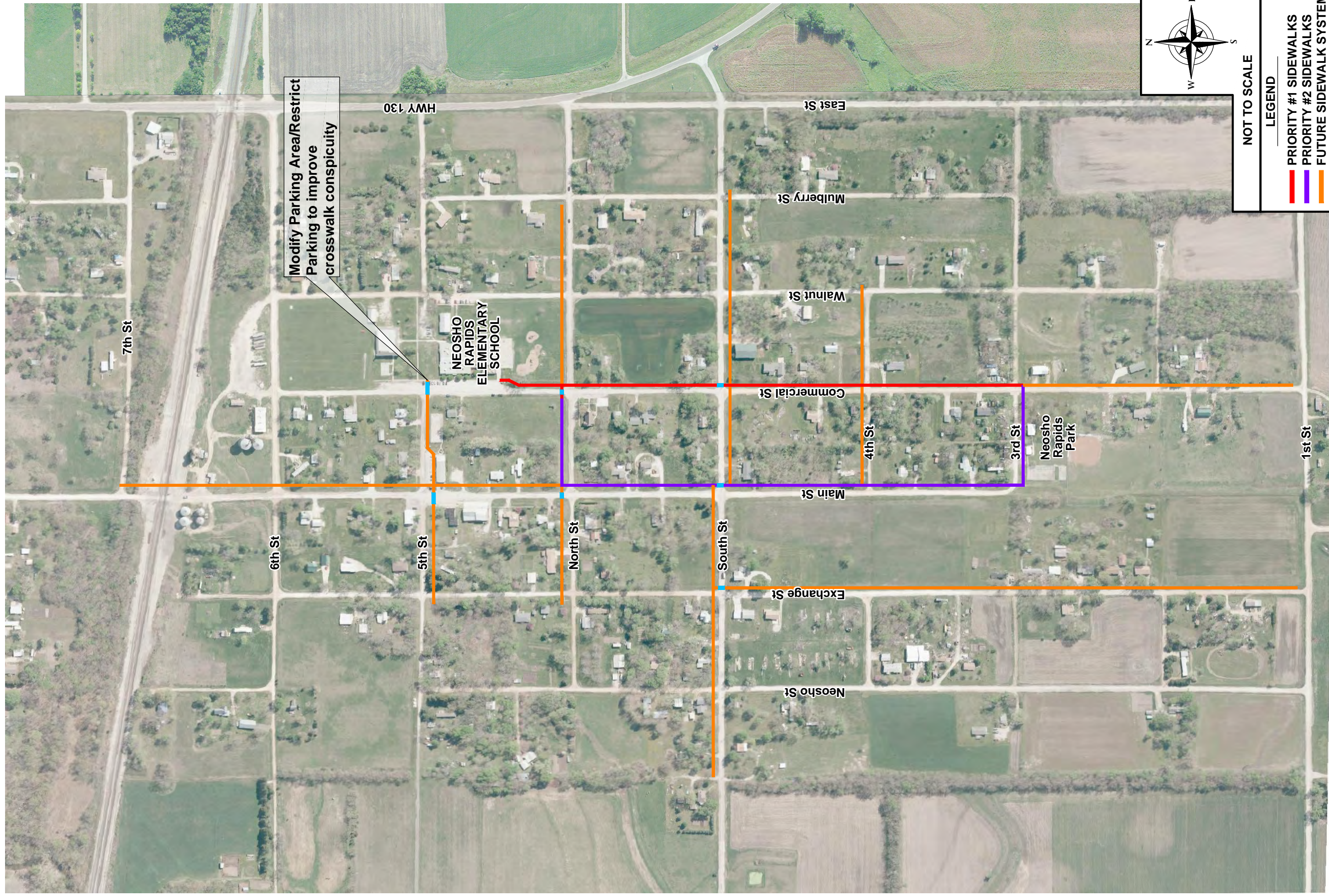
October 14, 2015

<u>No.</u>	<u>Description</u>	<u>Qty.</u>	<u>Units</u>	<u>Unit Price</u>	<u>Total Price</u>
1.	Contractor Construction Staking	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
2.	Mobilization	1	Lump Sum	\$ 25,000.00	\$ 25,000.00
3.	Grading & Earthwork	1	Lump Sum	\$ 15,000.00	\$ 15,000.00
4.	CMP Pipe w/End Sections	6	Each	\$ 2,000.00	\$ 12,000.00
5.	Sidewalk Construction (4")(AE)	2,400	Sq. Yd.	\$ 60.00	\$ 144,000.00
6.	Sidewalk Ramp (AE)	20	Each	\$ 1,000.00	\$ 20,000.00
7.	Concrete Pavement (6" Uniform)(AE)	100	Sq. Yd.	\$ 75.00	\$ 7,500.00
8.	Temporary Erosion Control	1	Lump Sum	\$ 3,000.00	\$ 3,000.00
9.	Seeding	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
10.	Permanent Signing (School Zone Signing)	1	Lump Sum	\$ 2,500.00	\$ 2,500.00
11.	Pavement Marking (White)(IG)(24")	200	Lin. Ft.	\$ 20.00	\$ 4,000.00
12.	Traffic Control	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
				Construction Subtotal =	\$ 248,000.00
				+10% Contingency =	\$ 24,800.00
				CONSTRUCTION TOTAL =	\$ 272,800.00
				+15% KDOT Admin. & Construction Engineering =	\$ 41,000.00
				SRTS PARTICIPATING TOTAL =	\$ 313,800.00
				+15% Engineering Design, Utility Relocates, Right-of-Way =	\$ 47,100.00
				TOTAL PROJECT =	\$ 360,900.00

FUNDING SUMMARY

KDOT Cost Share (80% (not to exceed \$200,000) of SRTS PARTICIPATING TOTAL) = \$ 200,000.00

CITY OF NEOSHO RAPIDS Cost Share = \$ 160,900.00




NOT TO SCALE

LEGEND

- PRIORITY #1 SIDEWALKS
- PRIORITY #2 SIDEWALKS
- FUTURE SIDEWALK SYSTEM
- MARKED CROSSWALK

Modify Parking Area/Restrict Parking to improve crosswalk conspicuity



BG Consultants, Inc.
■ Engineering ■ Architecture ■ Surveying

NEOSHO RAPIDS ELEMENTARY SCHOOL

SRTS INFRASTRUCTURE IMPROVEMENTS MAP

Engineer:	BAB
Drafter:	DJG
Date:	10-14-15
Project No.:	15-1111E

Appendix B

Student Tally Results (Spring 2015)
Parent Survey Results (Spring 2015)

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

School Name: Neosho Rapids K Thru 8

Set ID: 23591

School Group: Neosho Rapids K-8

Month and Year Collected: April 2015

School Enrollment: 0

Date Report Generated: 06/10/2017

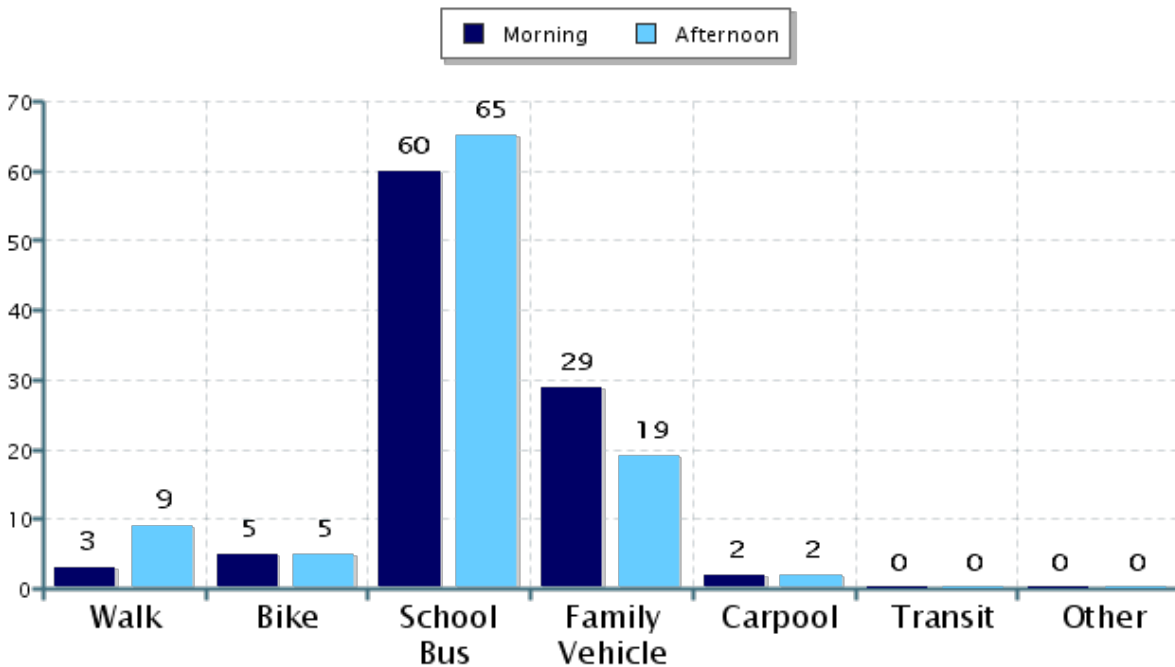
% of Students reached by SRTS activities:

Tags: Sidewalk - construct or improve

**Number of Classrooms
Included in Report:** 6

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



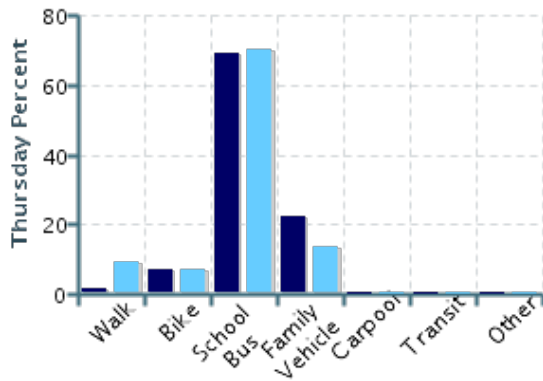
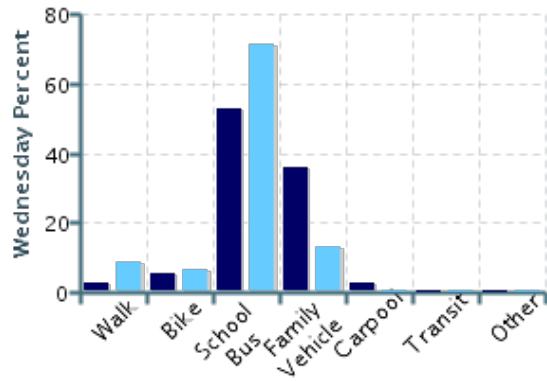
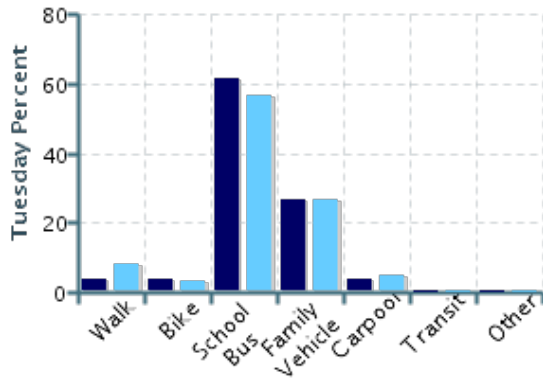
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	205	3%	5%	60%	29%	2%	0%	0%
Afternoon	149	9%	5%	65%	19%	2%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

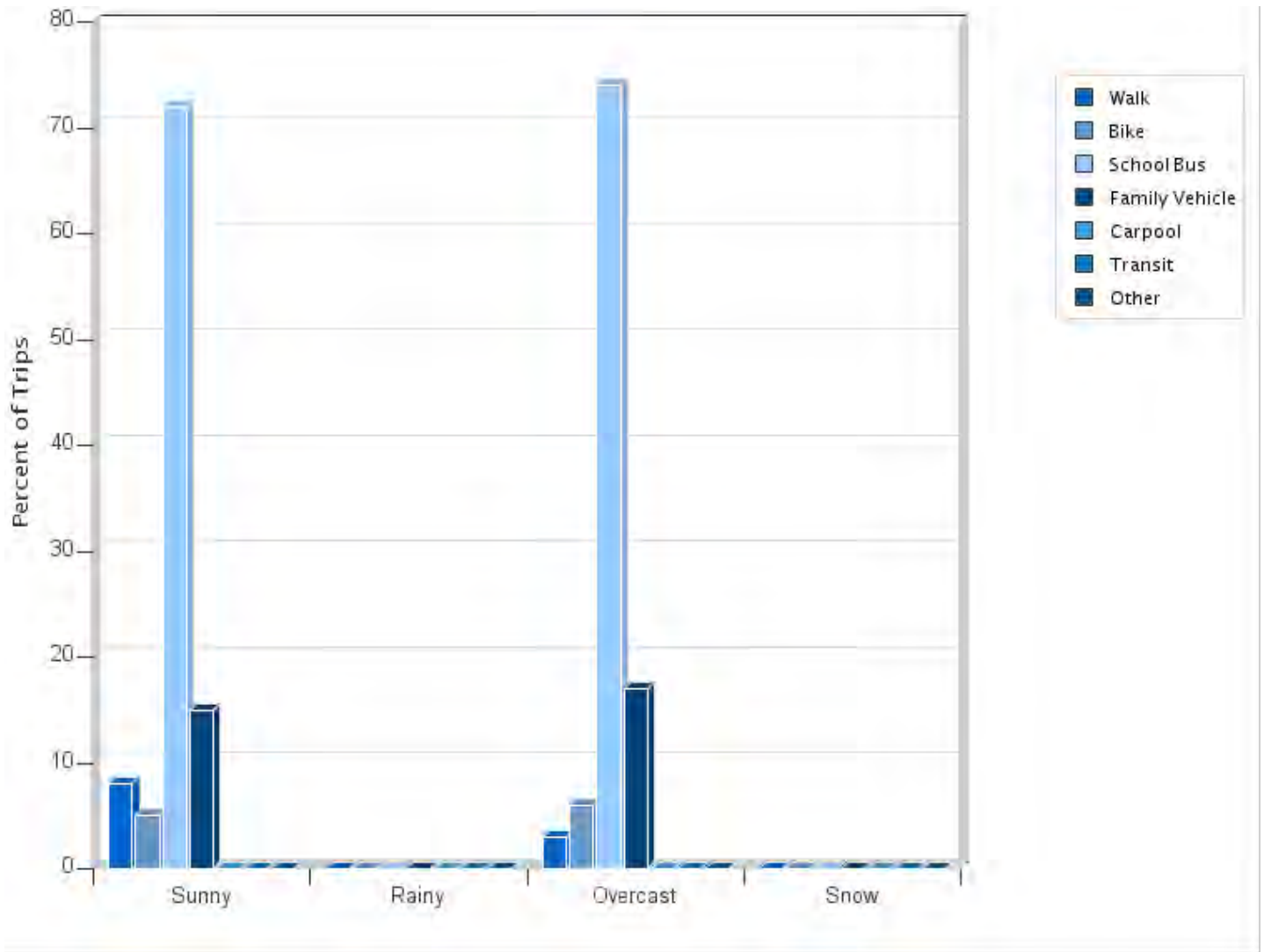


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	75	4%	4%	61%	27%	4%	0%	0%
Tuesday PM	60	8%	3%	57%	27%	5%	0%	0%
Wednesday AM	72	3%	6%	53%	36%	3%	0%	0%
Wednesday PM	45	9%	7%	71%	13%	0%	0%	0%
Thursday AM	58	2%	7%	69%	22%	0%	0%	0%
Thursday PM	44	9%	7%	70%	14%	0%	0%	0%

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	100	8%	5%	72%	15%	0%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	144	3%	6%	74%	17%	0%	0%	0%
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: Neosho Rapids K Thru 8

Set ID: 16429

School Group: Neosho Rapids K-8

Month and Year Collected: April 2015

School Enrollment: 0

Date Report Generated: 06/10/2017

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

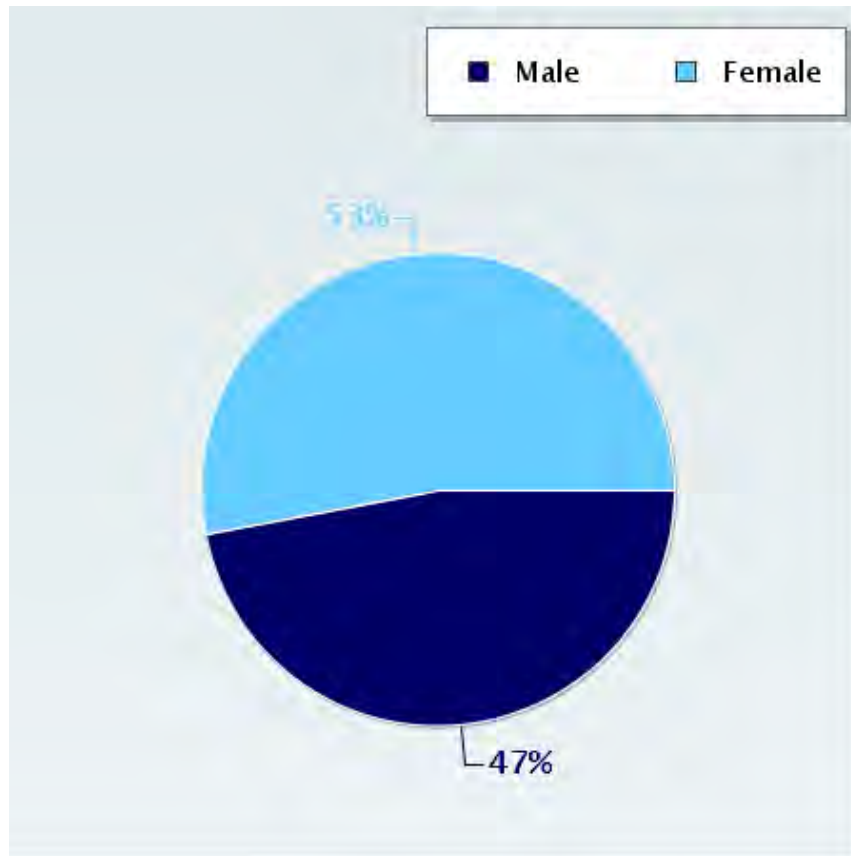
Tags: Sidewalk - construct or improve

Number of Questionnaires Distributed: 0

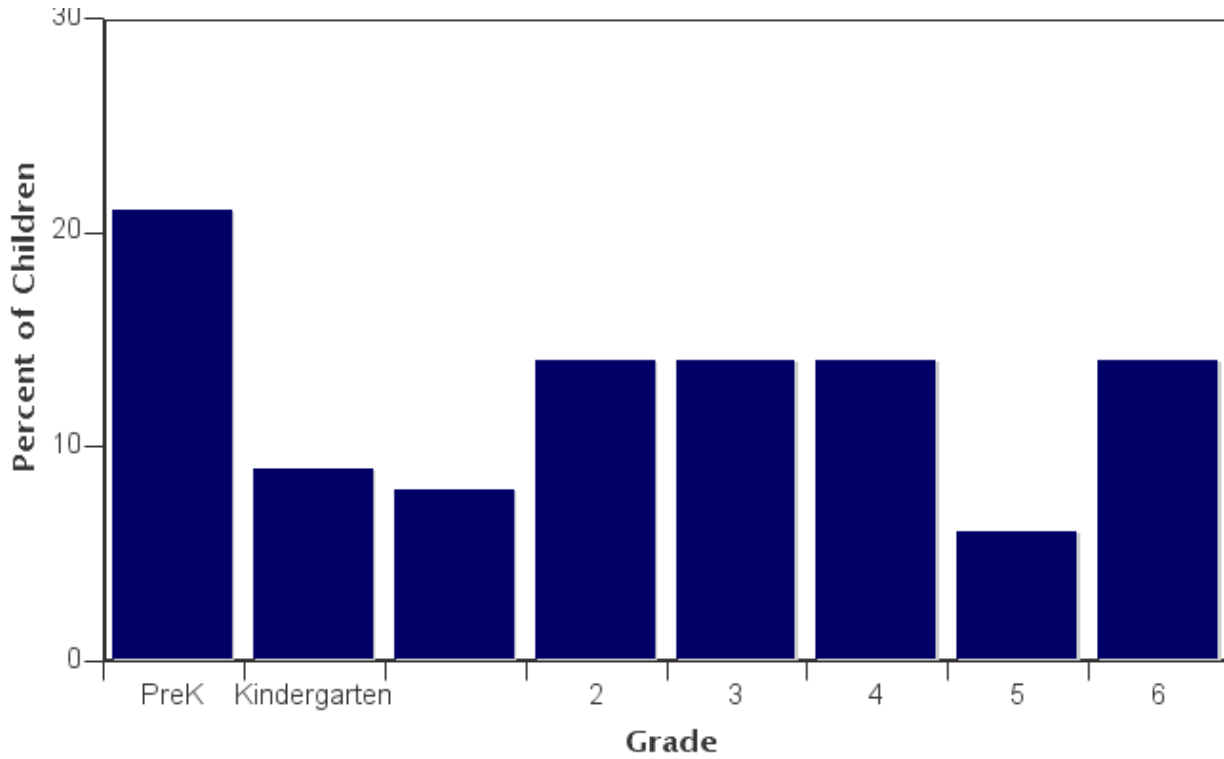
Number of Questionnaires Analyzed for Report: 78

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



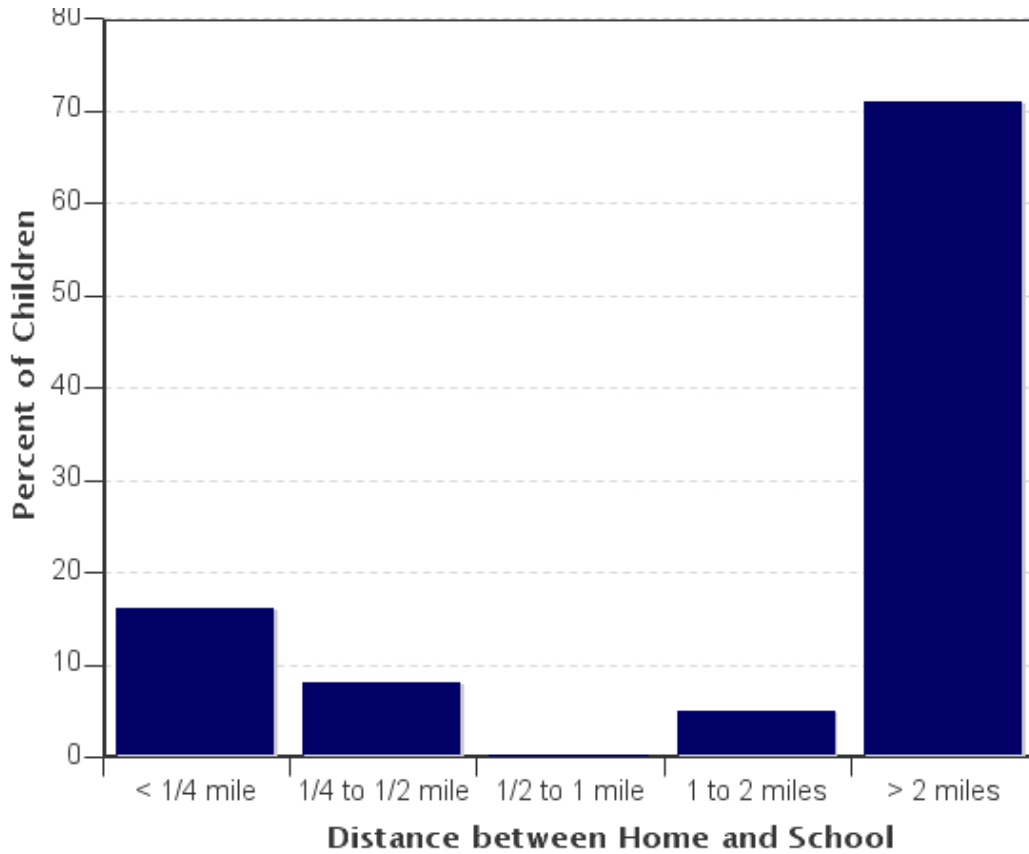
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	16	21%
Kindergarten	7	9%
1	6	8%
2	11	14%
3	11	14%
4	11	14%
5	5	6%
6	11	14%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

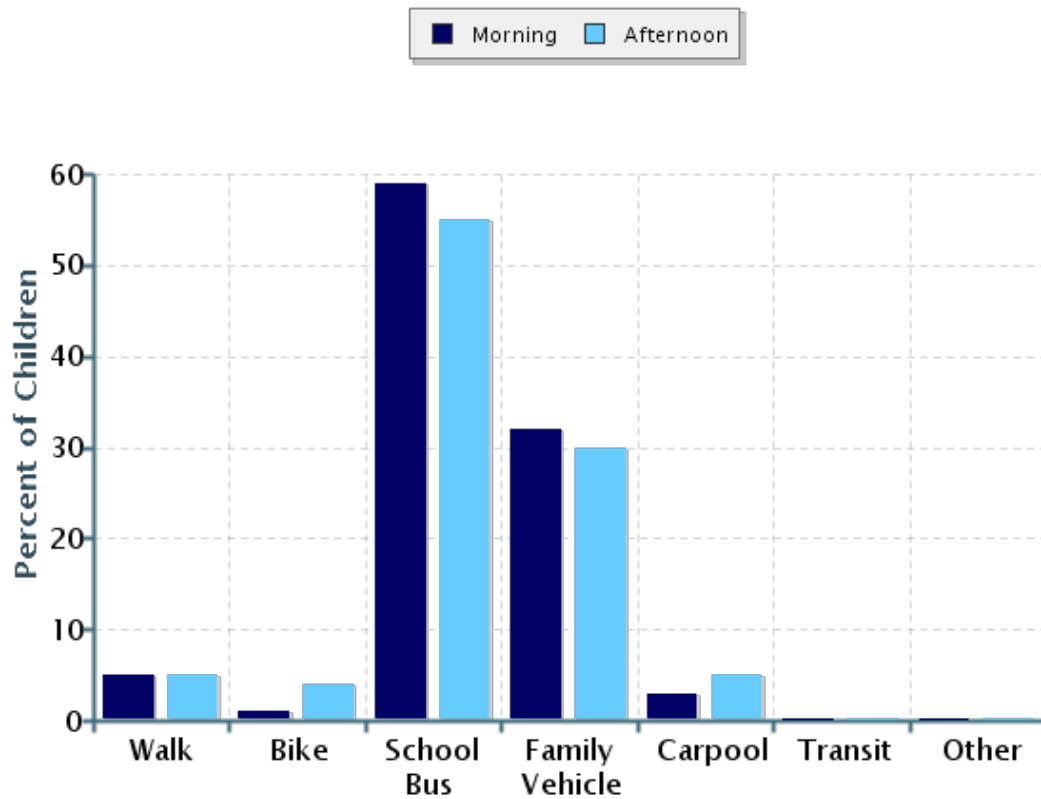


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	12	16%
1/4 mile up to 1/2 mile	6	8%
1/2 mile up to 1 mile	0	0%
1 mile up to 2 miles	4	5%
More than 2 miles	55	71%

Don't know or No response: 1
 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	78	5%	1%	59%	32%	3%	0%	0%
Afternoon	76	5%	4%	55%	30%	5%	0%	0%

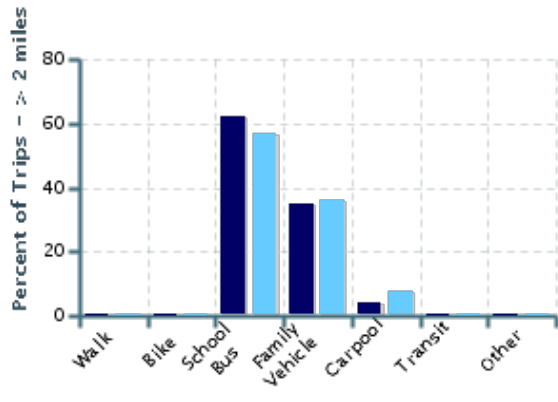
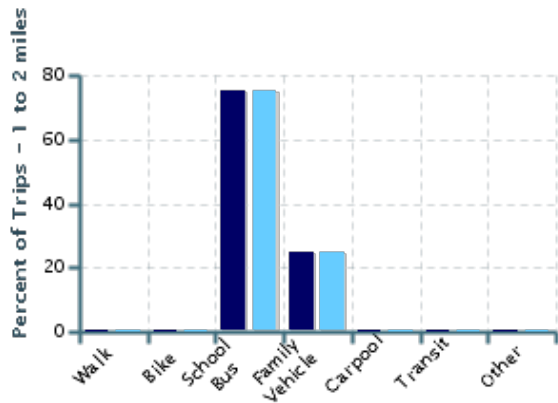
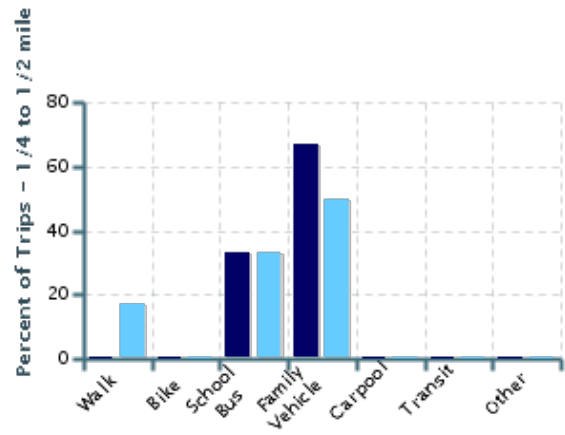
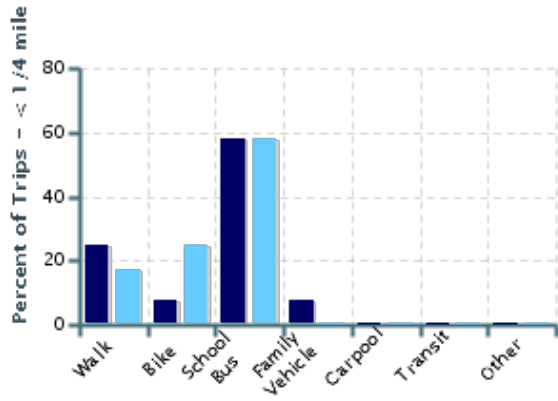
No Response Morning: 0

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	12	25%	8%	58%	8%	0%	0%	0%
1/4 mile up to 1/2 mile	6	0%	0%	33%	67%	0%	0%	0%
1/2 mile up to 1 mile	0	0%	0%	0%	0%	0%	0%	0%
1 mile up to 2 miles	4	0%	0%	75%	25%	0%	0%	0%
More than 2 miles	55	0%	0%	62%	35%	4%	0%	0%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

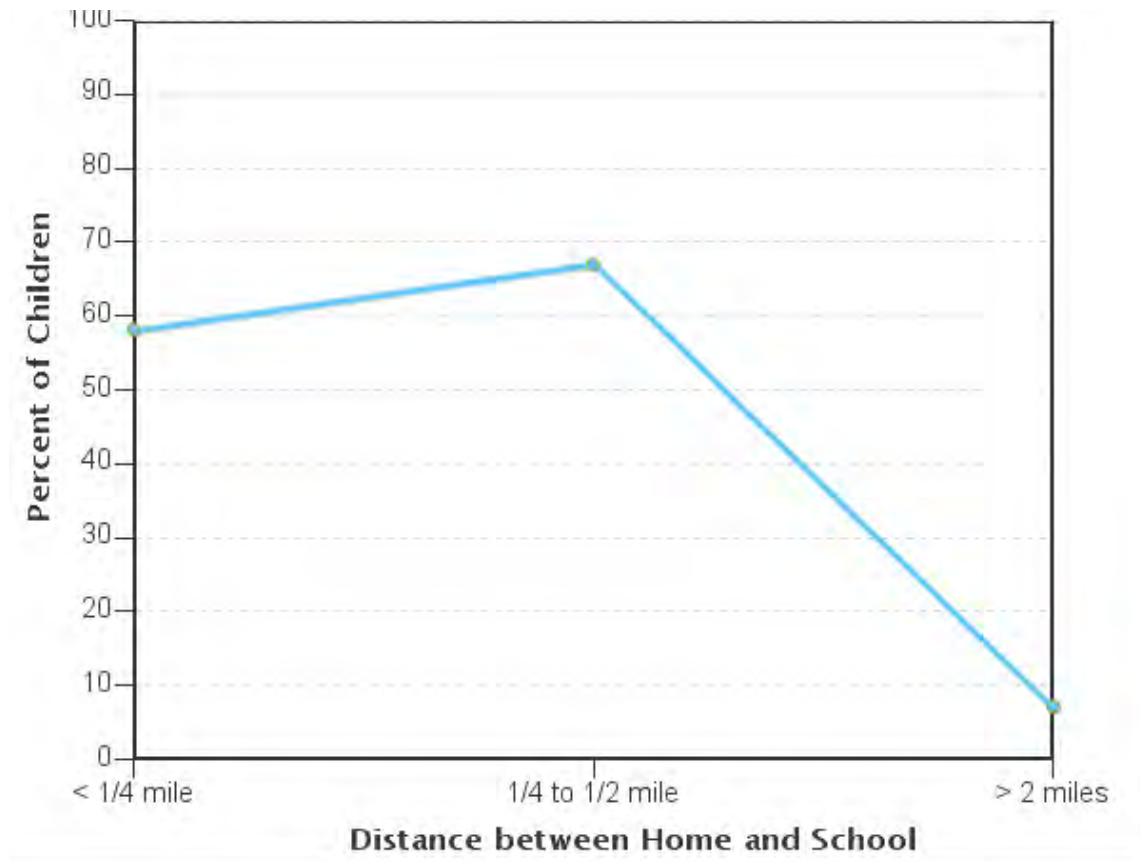
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	17%	25%	58%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	6	17%	0%	33%	50%	0%	0%	0%
1/2 mile up to 1 mile	0	0%	0%	0%	0%	0%	0%	0%
1 mile up to 2 miles	4	0%	0%	75%	25%	0%	0%	0%
More than 2 miles	53	0%	0%	57%	36%	8%	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

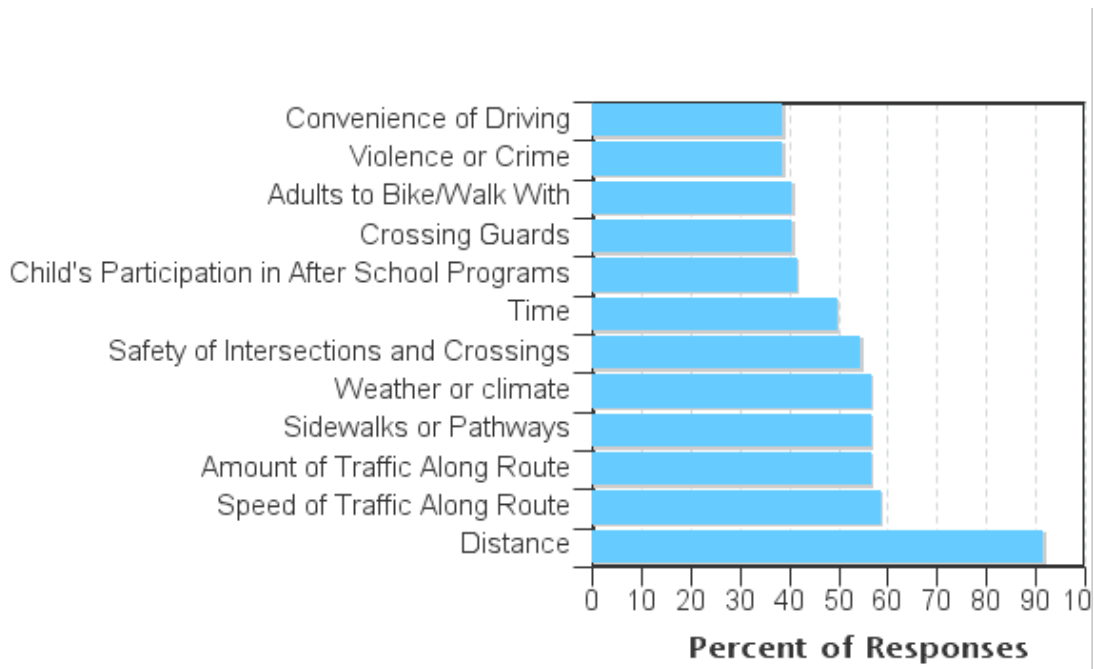


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

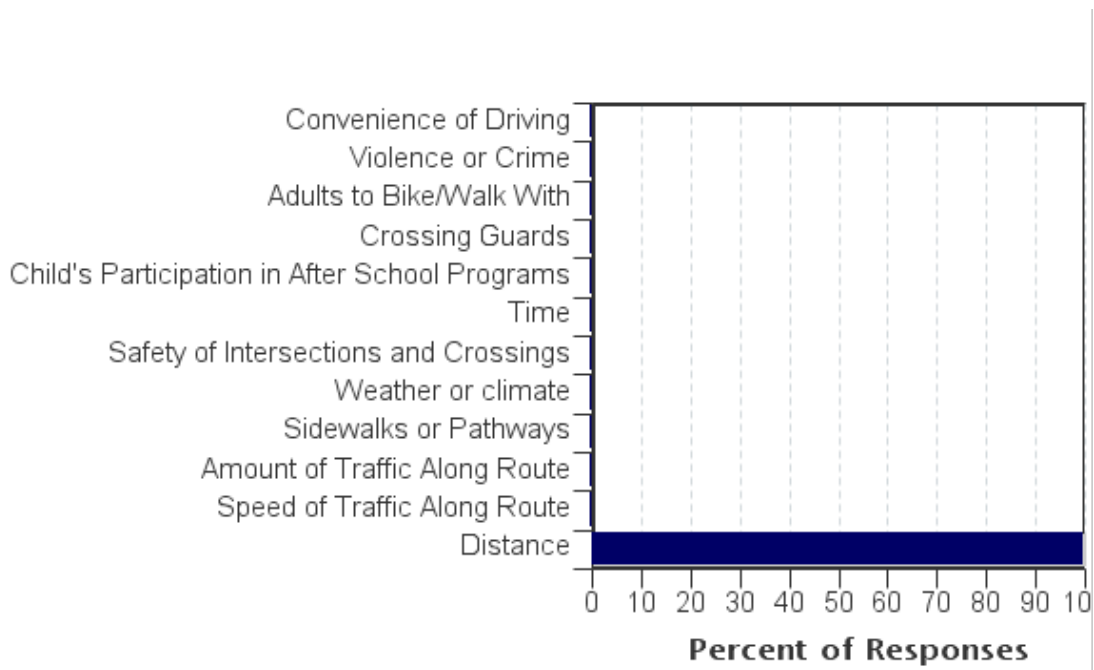
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	15	58%	67%	0%	0%	7%
No	62	42%	33%	0%	100%	93%

Don't know or No response: 1
 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	92%	100%
Speed of Traffic Along Route	59%	0%
Amount of Traffic Along Route	57%	0%
Sidewalks or Pathways	57%	0%
Weather or climate	57%	0%
Safety of Intersections and Crossings	55%	0%
Time	50%	0%
Child's Participation in After School Programs	42%	0%
Crossing Guards	41%	0%
Adults to Bike/Walk With	41%	0%
Violence or Crime	39%	0%
Convenience of Driving	39%	0%
Number of Respondents per Category	74	1

No response: 3

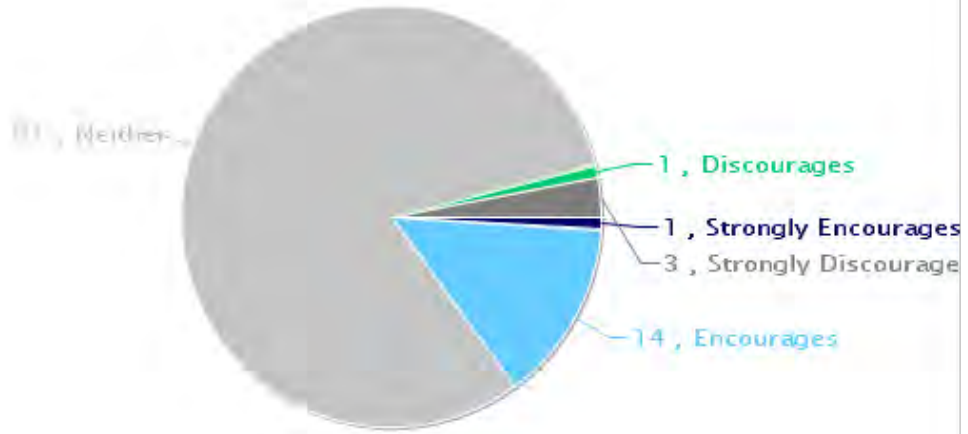
Note:

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

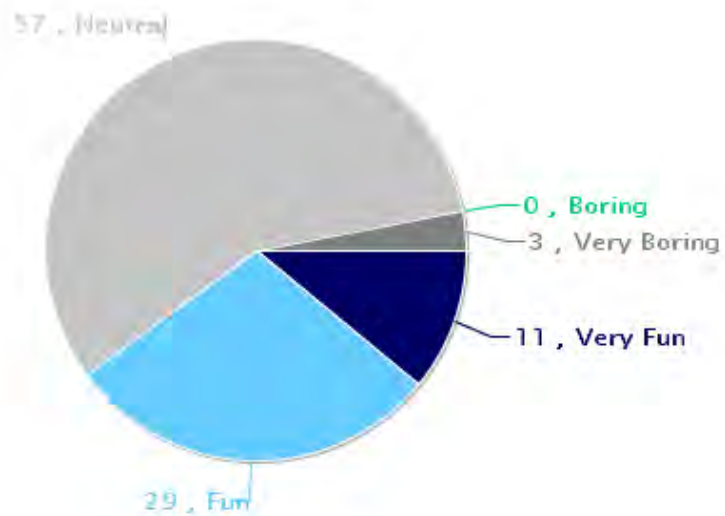
--Each column may sum to > 100% because respondent could select more than issue

--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.

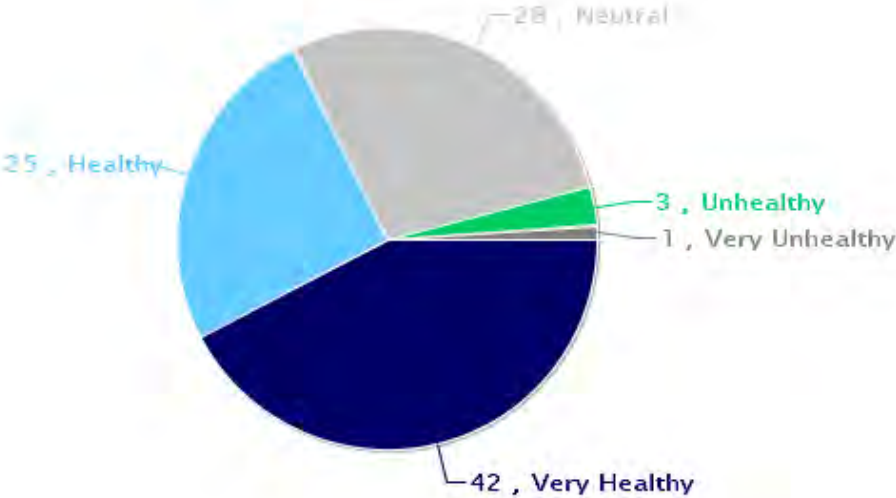
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
1545762	We live in a different town from the school we attend. Also, I teach at the school, so driving my kids to school with me is logical.
1545784	Not sure why we had to do this, the city has no money for community improvements.
1545847	We live way too far for anyone to walk.
1545849	Kids are commuted from Hartford to Neosho Rapids. City has no money for community improvements anyway. You can fix the weather - really? Cool! (See Q10 & 11)
1545750	We do not live in the town of our school. They ride a bus from Hartford to Rapids.
1545763	Son lives in Hartford with family so walking or biking is not an option.
1545770	We live in a different town than our school, therefore we ride bus to school.
1545789	Rides bus to another town for school, as we live 5 miles
1545814	My kids ride/walk frequently to school to bus stop to ride bus to their school.
1545844	At this time this child has needs that restrict him from biking to school.
1545756	I wouldn't trust other people not to harm my child if she were alone. We live too far away to consider this.
1545767	I wouldn't trust other people not to harm my child if she were alone. We live too far away to consider this.
1545816	I do not like my children to walk/bike to school due to railroad tracks, fear of abduction, and the school does not allow them to leave until after the bus leaves. I feel my children should be allowed to leave when class is released if walking/biking from school.
1545777	We live in the country miles from school so I would not let my child walk. If we lived in town near school I would.
1545778	People drive too fast around the school. No one watches for school kids when going through intersections.
1545802	I do not like my kids walking/biking to school due to rail road tracks, fear of being abducted and school does not release them until after bus leaves. I feel they should be free to go after class is released.
1545753	Live six miles from child's school so not really an option!
1545774	My 3 children live in Olpe and travel to school with their Dad.
1545790	Better sidewalks. Crossing guard at High School for small kids walking to bus stop to keep them safe from High School traffic.
1545809	My 3 children live in Olpe, KS and travel with me to school to attend NRE.

1545752	We live in the country about 7 miles from town. Walking is not an option. If we lived in town we would walk to and from school.
1545771	We live too far for our children to walk or ride their bike. Thanks!
1545776	We live on a family farm so we will not be a deciding factor in this survey. I do feel like sidewalks and bike paths would be beneficial for those children who live in town.
1545783	We live too far for our children to walk or ride their bikes. Thanks!
1545812	My son goes to a rural school. Kids in the town of Neosho Rapids often walk or bike to school. Rest live in country where it isn't practical or safe to do so.
1545798	My children live on a gravel road, too far to ride a bike.
1545775	I want all children safe at any age. Our school does a very good job in making that happen.
1545801	We live in a different city from our school, so biking and walking is not an option.

Appendix C

Student Tally Results (Fall 2015)
Parent Survey Results (Fall 2015)

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

School Name: Neosho Rapids K Thru 8

Set ID: 23614

School Group: Neosho Rapids K-8

Month and Year Collected: September 2015

School Enrollment: 0

Date Report Generated: 06/10/2017

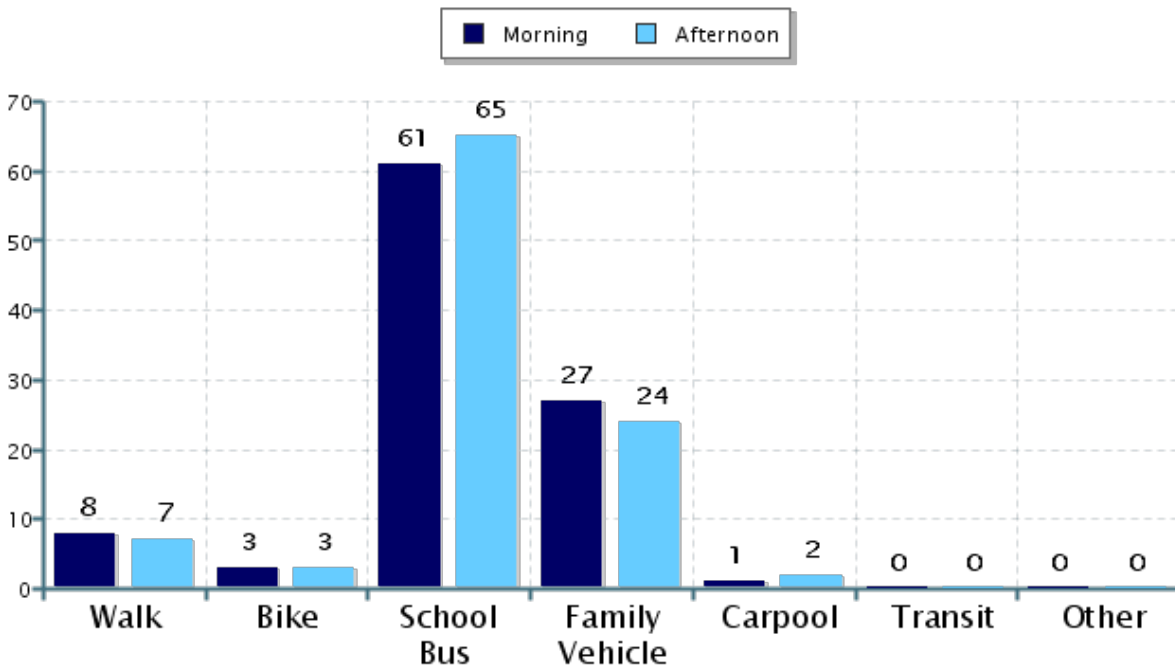
% of Students reached by SRTS activities:

Tags: Sidewalk - construct or improve

**Number of Classrooms
Included in Report:** 6

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



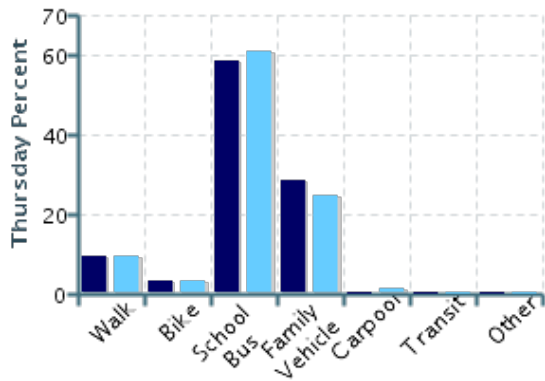
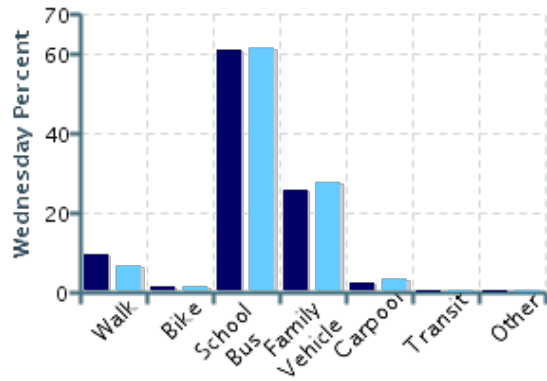
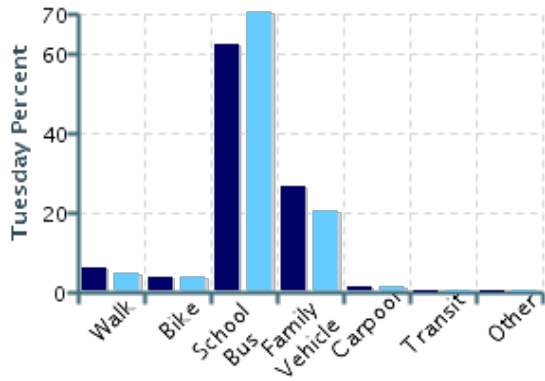
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	227	8%	3%	61%	27%	1%	0%	0%
Afternoon	210	7%	3%	65%	24%	2%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

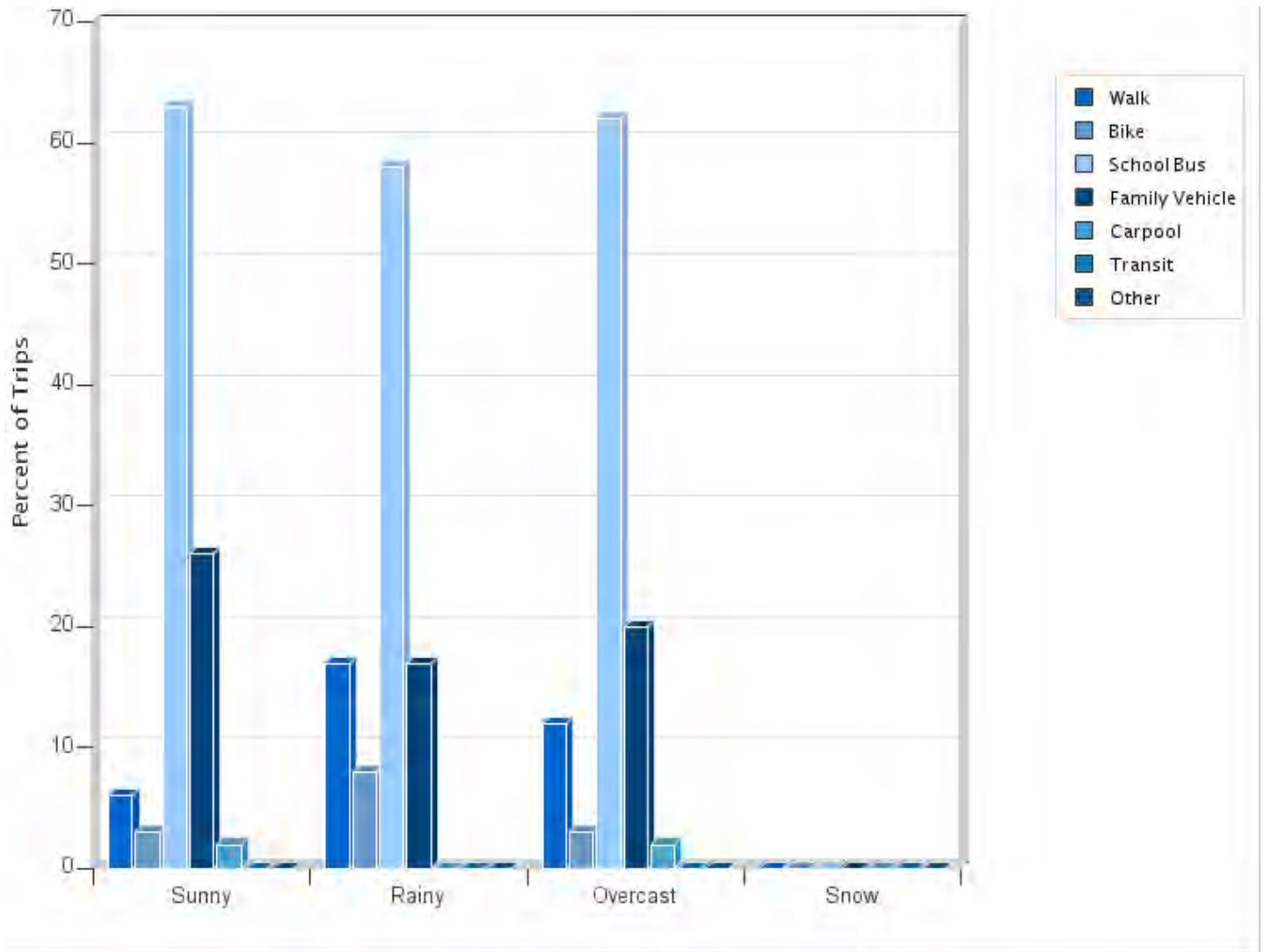


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	82	6%	4%	62%	27%	1%	0%	0%
Tuesday PM	84	5%	4%	70%	20%	1%	0%	0%
Wednesday AM	82	10%	1%	61%	26%	2%	0%	0%
Wednesday PM	62	6%	2%	61%	27%	3%	0%	0%
Thursday AM	63	10%	3%	59%	29%	0%	0%	0%
Thursday PM	64	9%	3%	61%	25%	2%	0%	0%

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	253	6%	3%	63%	26%	2%	0%	0%
Rainy	12	17%	8%	58%	17%	0%	0%	0%
Overcast	98	12%	3%	62%	20%	2%	0%	0%
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: Neosho Rapids K Thru 8

Set ID: 16430

School Group: Neosho Rapids K-8

Month and Year Collected: September 2015

School Enrollment: 0

Date Report Generated: 06/10/2017

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

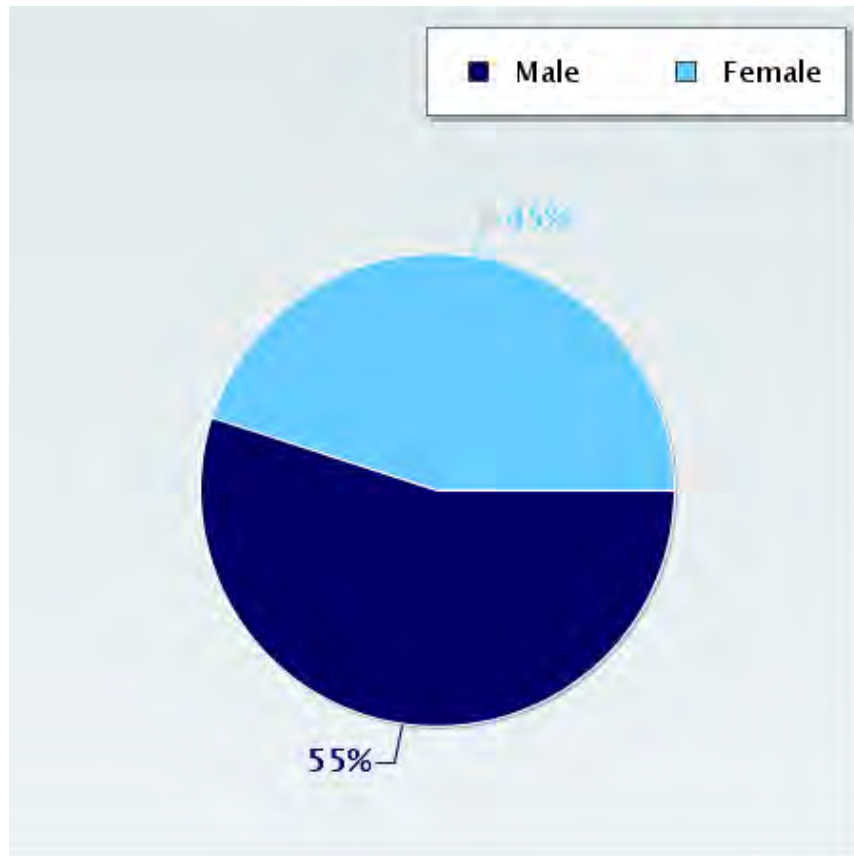
Tags: Sidewalk - construct or improve

Number of Questionnaires Distributed: 0

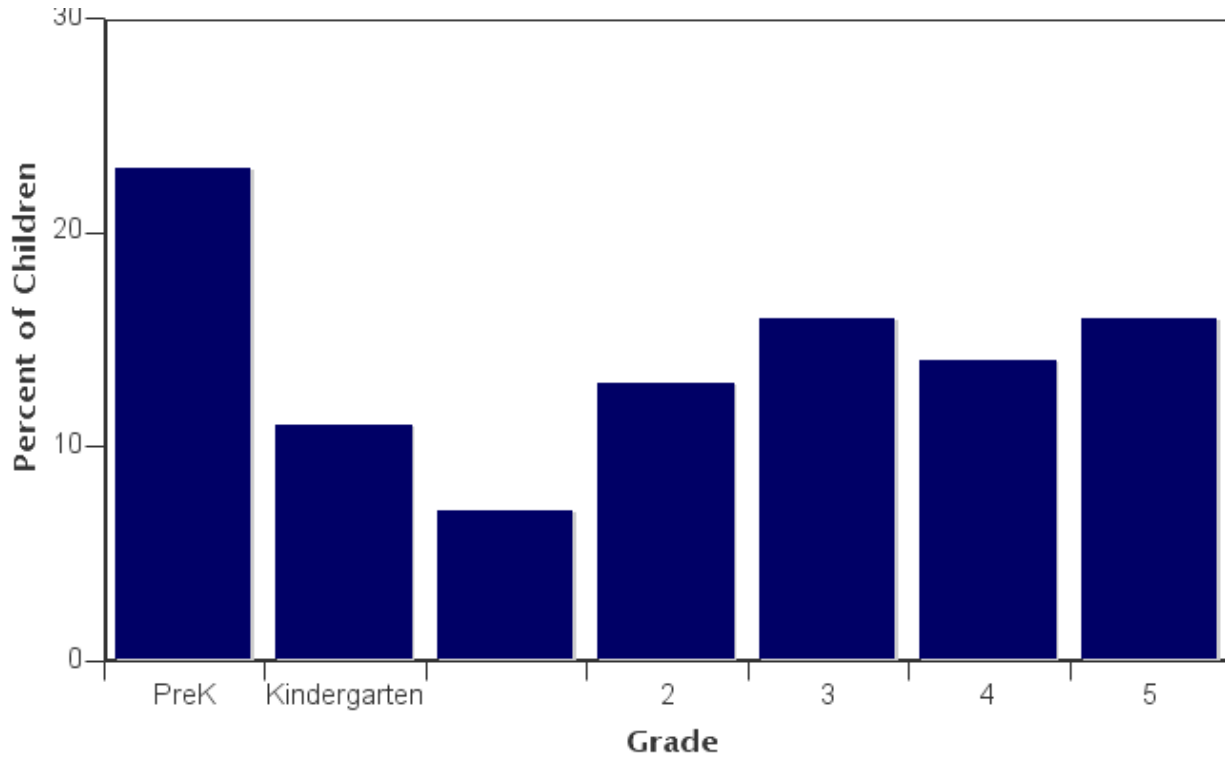
Number of Questionnaires Analyzed for Report: 56

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



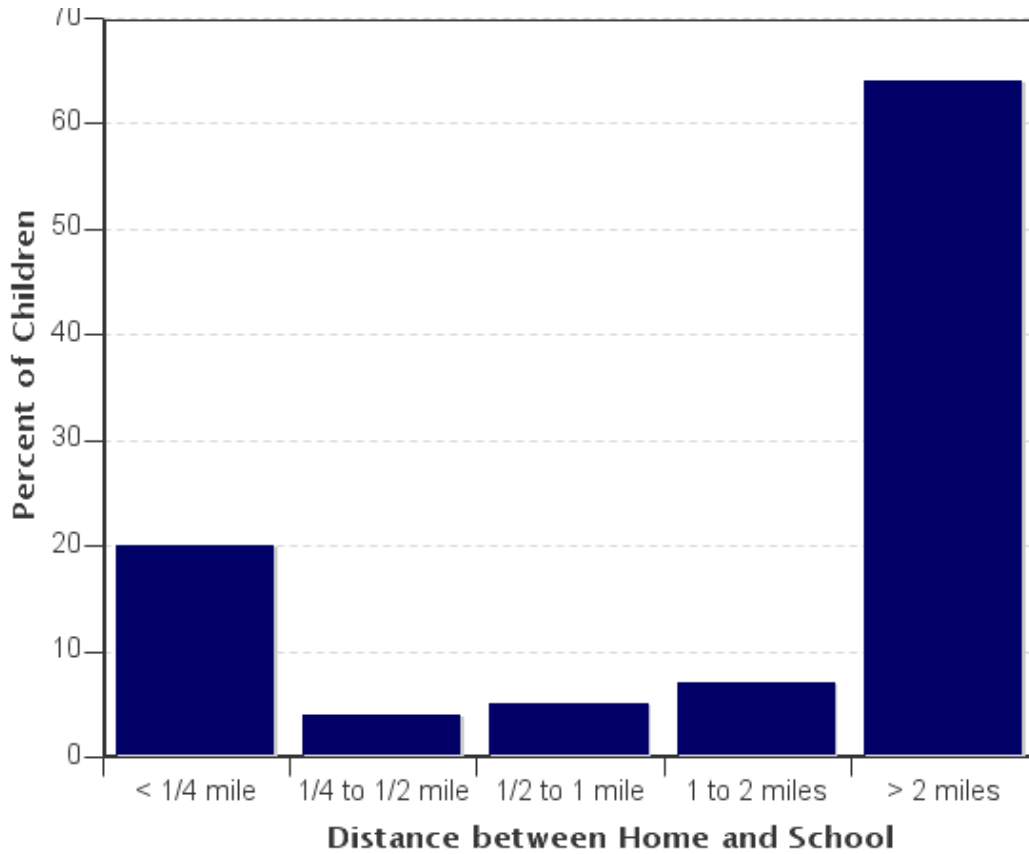
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	13	23%
Kindergarten	6	11%
1	4	7%
2	7	13%
3	9	16%
4	8	14%
5	9	16%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



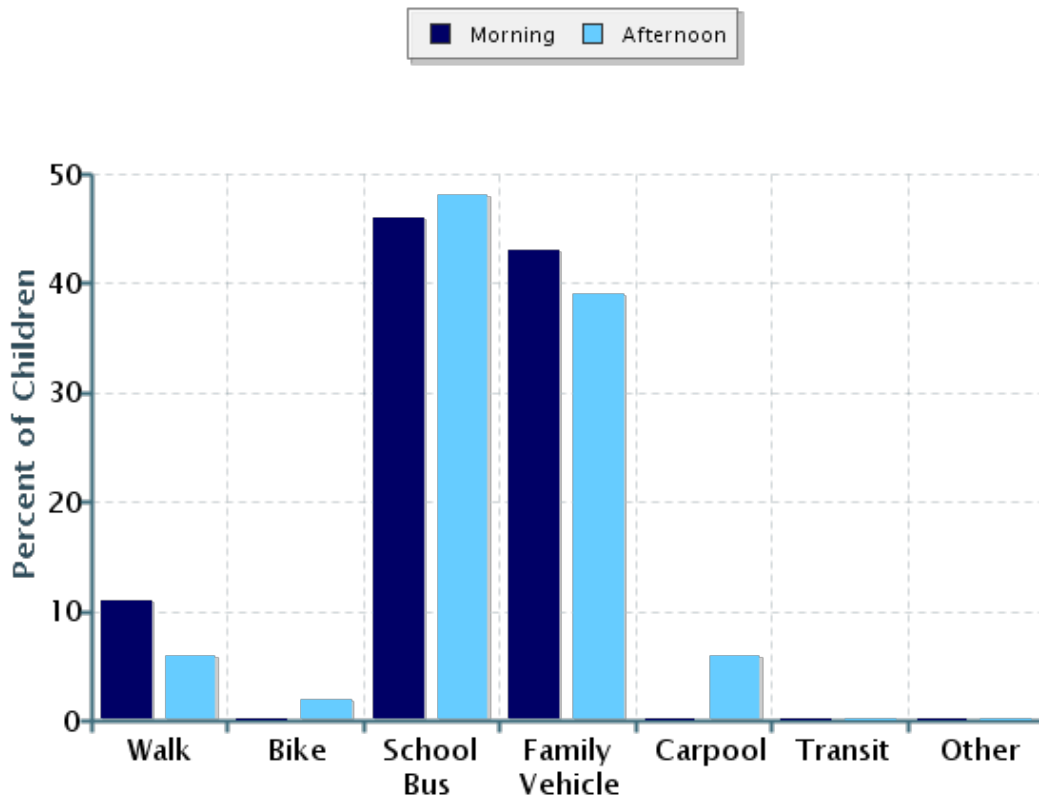
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	11	20%
1/4 mile up to 1/2 mile	2	4%
1/2 mile up to 1 mile	3	5%
1 mile up to 2 miles	4	7%
More than 2 miles	36	64%

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	56	11%	0%	46%	43%	0%	0%	0%
Afternoon	54	6%	2%	48%	39%	6%	0%	0%

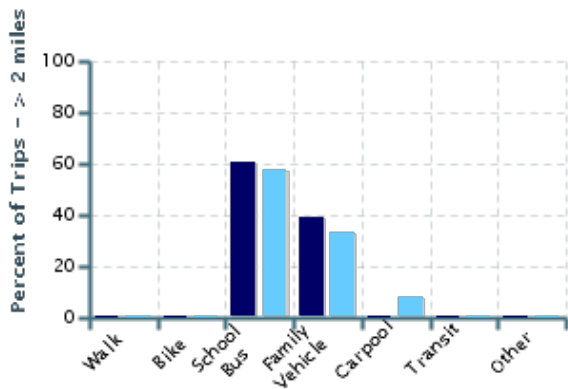
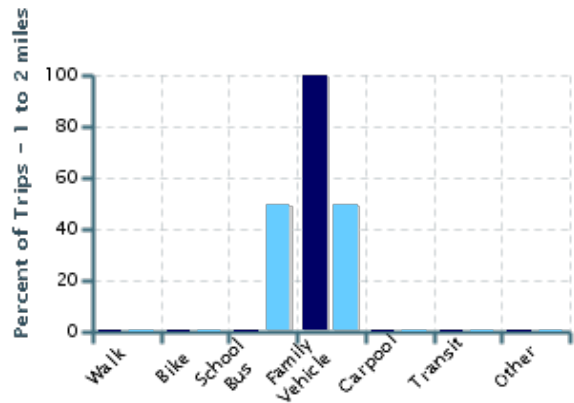
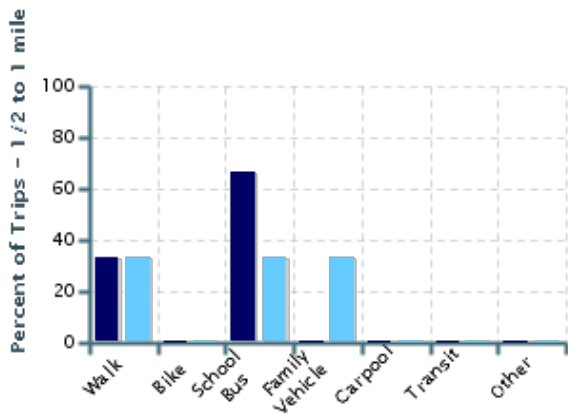
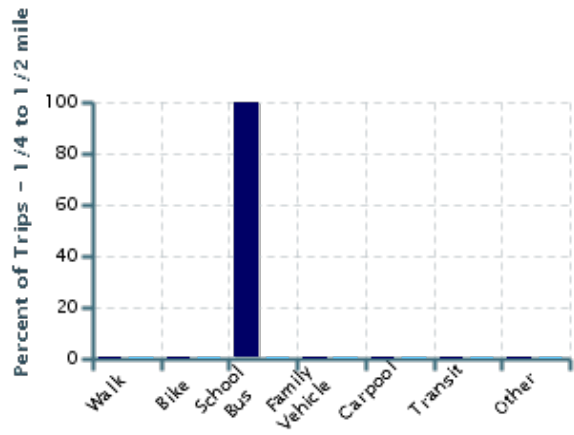
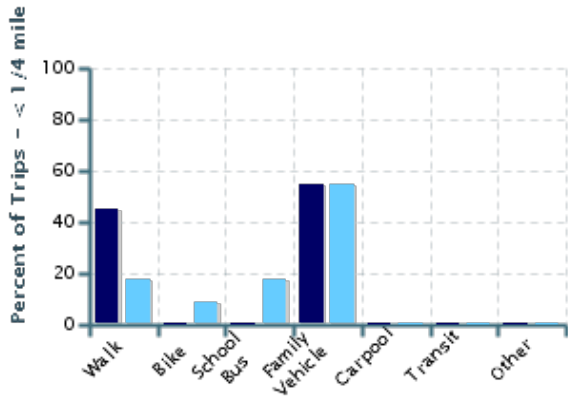
No Response Morning: 0

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	11	45%	0%	0%	55%	0%	0%	0%
1/4 mile up to 1/2 mile	2	0%	0%	100%	0%	0%	0%	0%
1/2 mile up to 1 mile	3	33%	0%	67%	0%	0%	0%	0%
1 mile up to 2 miles	4	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	36	0%	0%	61%	39%	0%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

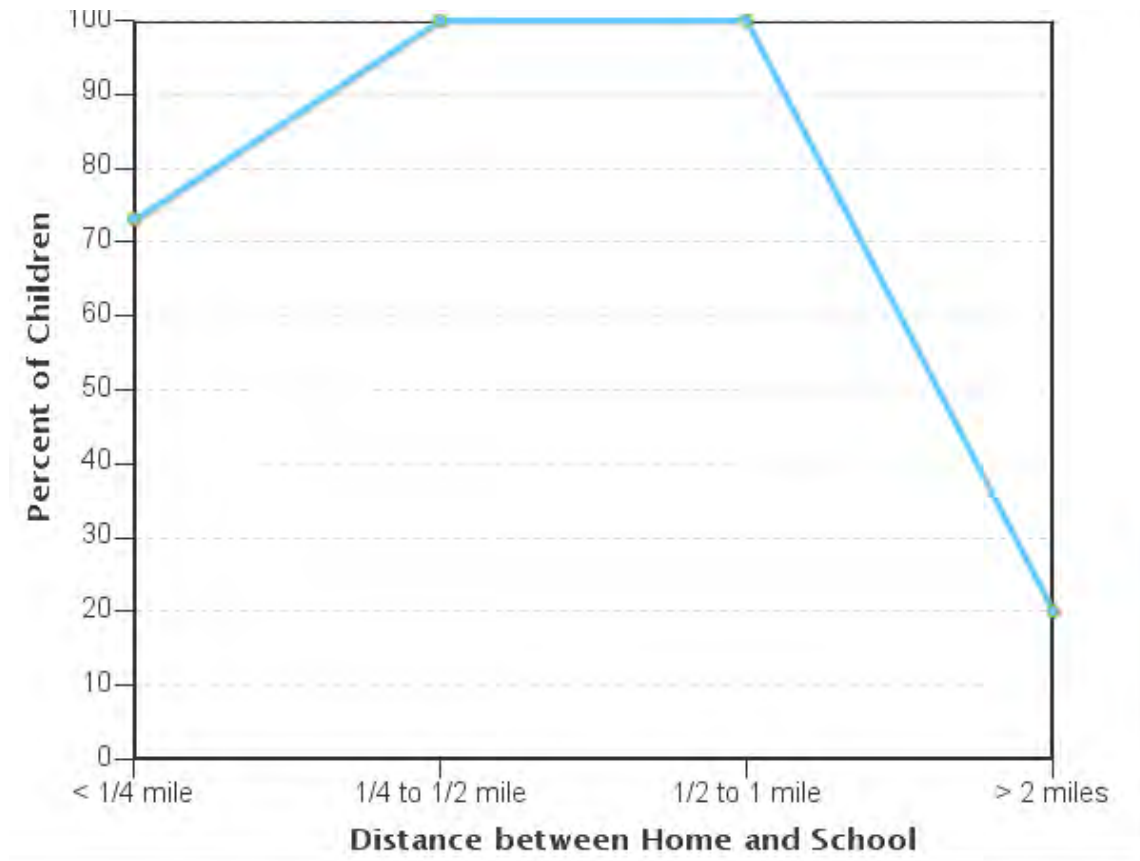
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	11	18%	9%	18%	55%	0%	0%	0%
1/4 mile up to 1/2 mile	0	0%	0%	0%	0%	0%	0%	0%
1/2 mile up to 1 mile	3	33%	0%	33%	33%	0%	0%	0%
1 mile up to 2 miles	4	0%	0%	50%	50%	0%	0%	0%
More than 2 miles	36	0%	0%	58%	33%	8%	0%	0%

Don't know or No response: 2

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

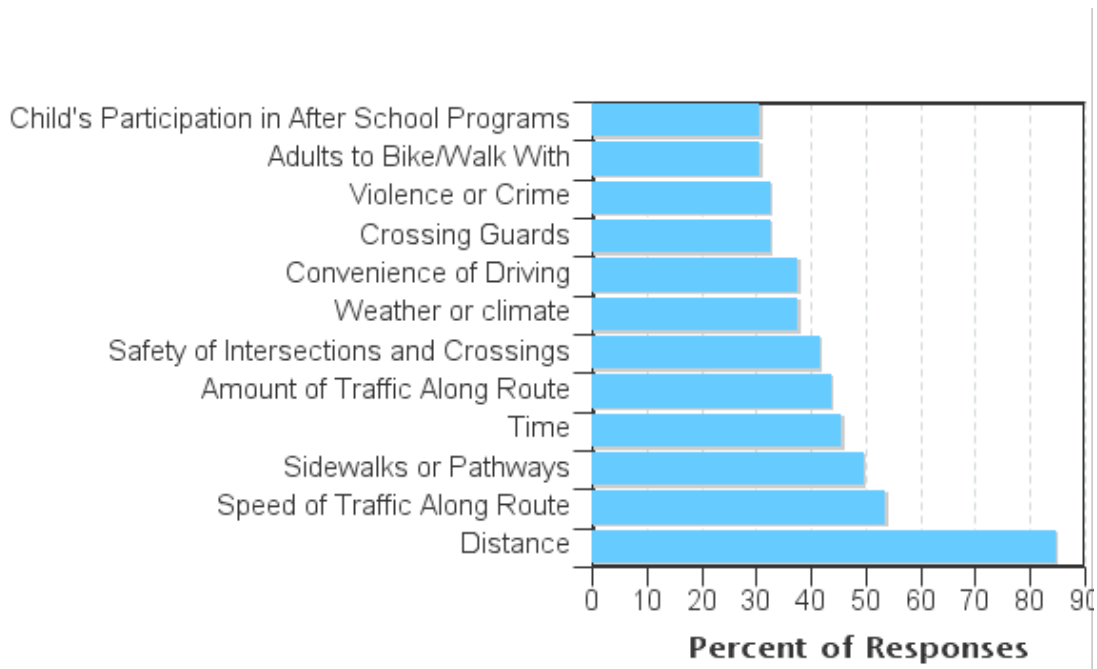


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

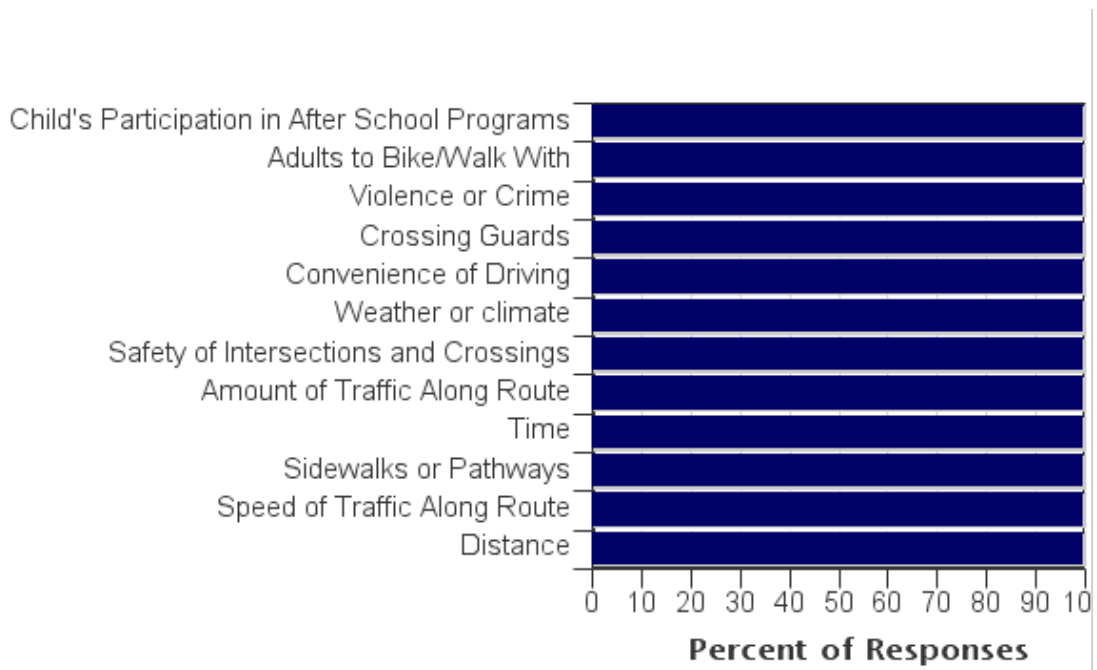
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	18	73%	100%	100%	0%	20%
No	35	27%	0%	0%	100%	80%

Don't know or No response: 3
 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	85%	100%
Speed of Traffic Along Route	54%	100%
Sidewalks or Pathways	50%	100%
Time	46%	100%
Amount of Traffic Along Route	44%	100%
Safety of Intersections and Crossings	42%	100%
Weather or climate	38%	100%
Convenience of Driving	38%	100%
Crossing Guards	33%	100%
Violence or Crime	33%	100%
Adults to Bike/Walk With	31%	100%
Child's Participation in After School Programs	31%	100%
Number of Respondents per Category	52	1

No response: 3

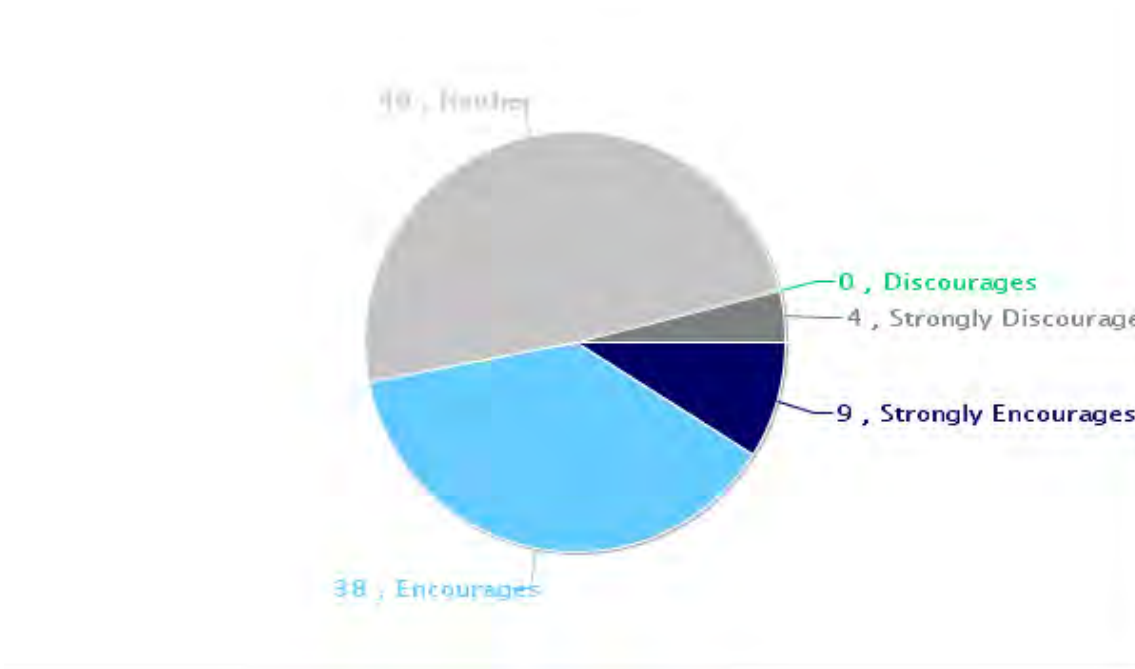
Note:

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

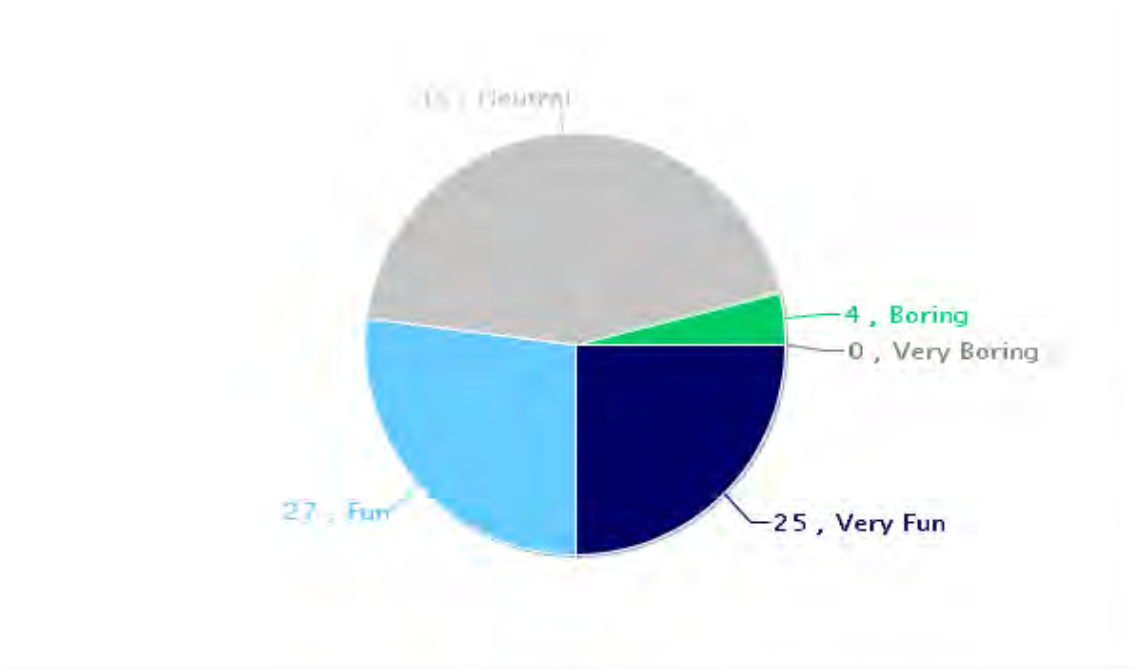
--Each column may sum to > 100% because respondent could select more than issue

--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.

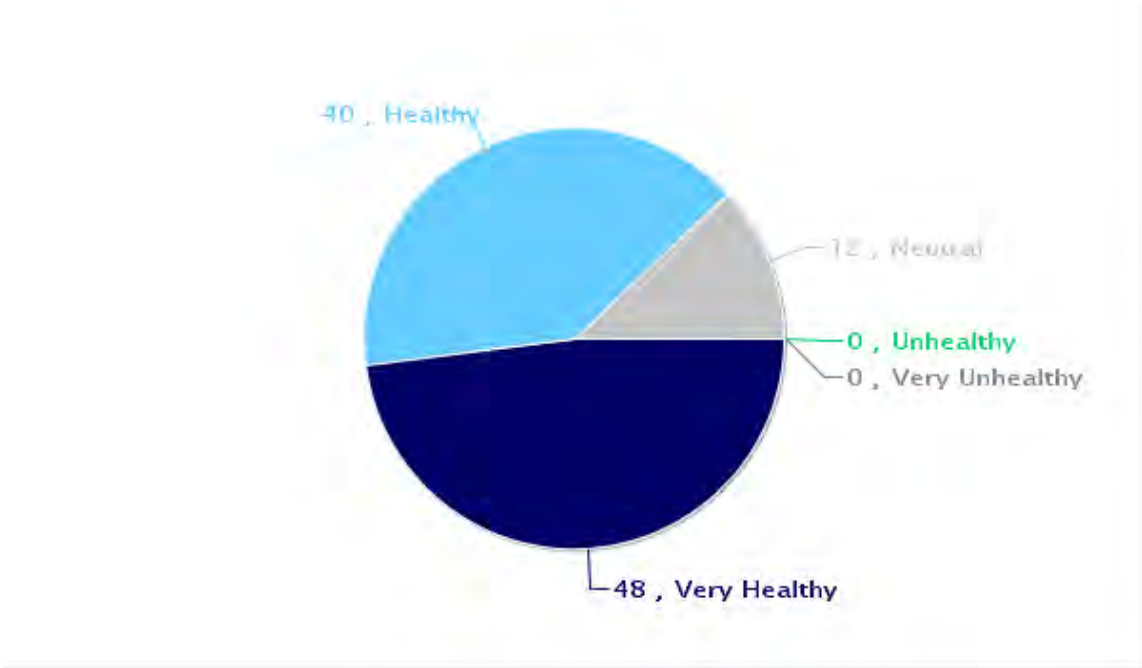
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
1545856	Riley is too young to walk/bike to school this year, but sidewalks would be great for when she is old enough to do so for safety reasons.
1545866	Sidewalks in the community would be beneficial for all community members.
1545873	As an adult who drives the streets by the school daily. I wish sidewalks were present for our kids to utilize. I get so nervous driving right next to students walking to school. Sidewalks would keep them safer by keeping them away from traffic.
1545881	It would be great to have sidewalks, so when we do move closer, my kids could walk/bike to school!
1545891	It would be a positive addition to Neosho Rapids to have new sidewalks for the children who walk to/from school.
1545897	My child would love to walk/ride bike, but with train, I believe we need an adult at the tracks to watch them. Make sure they are being safe.
1545899	We live in country. Too far. My kids won't be riding bikes or walking.
1545857	I live right by the school and we still drive because I have a daycare but I know sidewalks would be beneficial and a lot of the sidewalks around my home need repaired.
1545908	I wish the students in our town could walk to school without having to worry about traffic sharing the roads with them. Sidewalks would keep our kids safe and healthy.
1545915	We live in Hartford, but I would encourage my children to bike any time. It's good exercise and good fun.
1545855	Sidewalks are great for any community.
1545865	I think if the sidewalks existed in Neosho Rapids, the number of students walking and biking to school would be safer and more would do it.
1545878	I think if the sidewalks existed in Neosho Rapids, the number of students walking and biking to school would be safer and more would do it.
1545889	Sidewalks would be beneficial to the town of Neosho Rapids and support healthy aspects of walking and biking.
1545890	Sidewalks are great for any community.
1545901	It would be great for sidewalks to be put in for safety and healthy activities.
1545921	I think if the sidewalks existed in Neosho Rapids, the number of students walking and biking to school would be safer and more would do it.
1545872	We currently live in the country, but as soon as we can, we'll be living in town. Hopefully before winter.
1545883	Sidewalks would be great for the kids that live in town.

1545888	We currently live in the country, but are hoping to be in town before the end of the month, if not then, then before winter.
1545910	Installing sidewalks and crosswalks would clearly segregate pedestrians from the flow of traffic. Not only is this logical, but a safety aspect for the children.
1545919	We live in the country. Not practical for our son to walk or bike the 3 miles to school.
1545880	Neosho Rapids would greatly benefit from having sidewalks for the students to use as they walk to and from school.
1545876	We live too far away to let our kids walk or ride their bike, but if we live in town - we would definitely let them. The school does need sidewalks to keep students safe.
1545879	Although we live too far away from the school to let our kids walk or ride their bikes, it would be nice to have sidewalks in Neosho Rapids for the safety of the children that could utilize it.
1545917	Currently live in Hartford.
1545884	I take Allen to Hartford High School to get on the bus to Neosho Rapids Elementary School. I pick Allen up at Hartford High School bus stop at the end of the day. I think sidewalks would be safer than children walking, etc. to and from in the street. I have seen some near misses...(unable to read rest of written text from Survey Participant)
1545913	Sidewalks would be nice. My child could walk or ride bikes and not have to be home 45 mins. after school lets out.