

SAFE ROUTES TO SCHOOL MASTER PLAN

City of Olpe, Kansas
Prepared: June 2017



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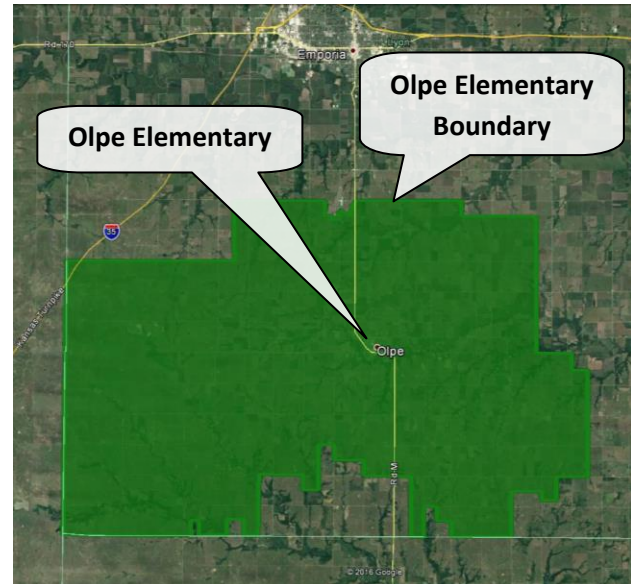
- Student Tally Report (Fall 2015)*
- Parent Survey Report (Fall 2015)*

INTRODUCTION

Located in southern Lyon County, Kansas, the City of Olpe is a community of about 550 people located on K-99 highway. Data from the U.S. Census Bureau estimates the population of the community at 539 people as of 2016 with 267 housing units within the City Limits and an occupancy rate of approximately 94%. Of the 250 occupied houses, nearly 42% are occupied by households with children under the age of 18, pointing to the need for better and safer routes to school as a need within this community.

The USD 252 – Southern Lyon County school district boundary covers a large area. Olpe Elementary School serves approximately 150 square miles, extending roughly 17 miles east and 11 miles north from the southwest corner of Lyon County. Enrollment at Olpe Elementary School (Grades K-6) is slightly under 200 students and is located on the USD 252 grounds in the northwest region of Olpe's City Limits. The Olpe High School, serving the entire USD 252, is located in a separate building adjacent to the elementary school on USD property.

The community and USD desire to implement initiatives that will better accommodate students' needs, particularly relating to safety measures and walkability. The City of Olpe has been implementing a variety of improvements on surrounding park ground to promote healthy lifestyles and enhance pedestrian and bicycle mobility in the northern portion of the city. These initiatives have been a tremendous step forward to improving the community, but there is a strong desire to do more.



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 Olpe, KS
- USD 252 Administration
- Olpe Elementary School
- 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 Olpe 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.

The City of Olpe is bisected east to west by the alignment of K-99 which carries approximately 2,000 vehicles per day through the community. K-99 is an important east to west connection within the community, but also serves as a barrier between residential neighborhoods to the south and community parks and the Olpe Elementary School to the north.



IMPLEMENTATION

The SRTS Action Team has worked to educate and encourage citizens about Safe Routes to School during development of this Master Plan. Concurrently, the Olpe Community Fitness Center Committee has been working on efforts to implement the Olpe Community Fitness Complex around the elementary school. These planned improvements will complement the effort and improvements of the Safe Routes to School infrastructure recommendations. Combined, these two initiatives will create a more recreation centered community and enable citizens to safely use alternative modes of transportation to travel about town and recreate. If awarded, the Safe Routes to School Phase 2 funds will be used to fund infrastructure construction.

EDUCATION

The goal of the “Education” initiative of this Safe Routes to School Master Plan is to teach children and parents about the broad range of transportation choices available in Olpe, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the City of Olpe.

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** – A meeting was held on October 7, 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** – Olpe 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 easily implemented encouragement efforts are described below.

- **Walking School Bus** – Olpe 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 nation-wide 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 Olpe Elementary.

The following major areas of concern were reviewed.

- Basic gravity model of traffic flow between residential areas and Olpe 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 Olpe 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 include a lack of sidewalks, a lack of curb ramps, inconspicuous or poorly positioned crosswalks, and a lack of continuity in the pedestrian infrastructure. In some instances, pedestrians and bicyclists are required to travel in the street, including crossing of Kansas Street during normal school hours for students to utilize recreation fields to the west of school.



The presence of the east/west K-99 splits the community roughly in half, creating a major barrier between students living south of K-99 and the Olpe Elementary School. 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. This results in a very disconnected sidewalk system which discourages modes of transportation alternative to the vehicle.
- Curb ramps do not exist in many of areas.
- Parking along the south side of the USD property hinders, complicates, or blocks the paths of a majority of potential walking/biking traffic. In the example picture, the sidewalk from adjacent residential areas has a crosswalk that leads directly into parking stalls. This not only creates a barrier for pedestrian traffic, but also presents a safety concern associated with the potential interaction of the pedestrian and vehicle if the vehicle is backing out of the parking stall.



- K-99 has a reduced speed limit through town with two primary locations of potential student crossings of the highway. One is at K-99/Kansas Street and the other is at K-99/Westphalia Street. Both crossing distances require a 10 second gap in traffic to enable a pedestrian to cross the highway and clear vehicle paths at the intersections (based on walking speed of 3.5 feet per second). The presence of the curve at K-99/Kansas Street and the reduction in high-speed to lower-speed on K-99 at this location presents a barrier to potential crossing. The K-99/Westphalia crossing is designated as a 20 mph school zone, but signing and pavement markings are in need of upgrade and the supporting pedestrian infrastructure is insufficient.

- School zone signing and pavement markings are old, inconsistent and in need of upgrading.
- An increase in vehicular traffic during drop-of and pick-up can lead to congestion. Signage is currently used on a daily basis to control Listerscheid Street to a ONE-WAY westbound during the morning and evening peak hours.



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. Sidewalk and accessible ramp improvements will be necessary along the following locations:
 - Westphalia Street (K-99 to Wamego Street).
 - Kansas Street from (K-99 to Santa Fe Street).
 - Santa Fe Street (Iowa Street to Kansas Street). This improvement will also connect into other planned community infrastructure improvements to enhance walkability.

- Improve crossings/crosswalks leading from residential areas to the Olpe Elementary School.
 - K-99/Westphalia.
 - Listerscheid Street/Anderson Street.
 - Listerscheid Street/Westphalia Street.
 - Listerscheid Street mid-block crossing east of Olpe Elementary School.
 - Kansas Street crossing west of school.



Kansas St (School on left, Rec Fields on right)

- Consider permanently restricting Listerscheid Street to a “ONE-WAY” street westbound for 2-blocks between Kansas Street and Westphalia Street. Listerscheid Street currently operates as a ONE-WAY westbound only street during peak hours. This suggestion will require additional public consideration and input prior to full implementation, but could alleviate congestion during peak hours, allow opportunities for bulb-outs to be installed, signing to be improved, parking to be improved, and pedestrian safety to be enhanced with better crosswalks, reduced crosswalk length, and enhanced safety of conflict points between vehicles and pedestrians.

- Implement traffic calming measures along Kansas St.
 - Kansas Street is currently a one-half mile long north/south street that is relatively flat and is uncontrolled between K-99 and Santa Fe Street, thereby leading to potentially higher



Example Raised Crosswalk

vehicle speeds adjacent to the Olpe Elementary School. Speed Humps or Speed Tables encourage safer vehicular speeds. A speed table also provides the opportunity for a raised crosswalk which can increase conspicuity of the pedestrian crossing location. This may be particularly desirable at the crossing location immediately west of the school.

- Several crosswalks should be realigned and made more conspicuous by using a KDOT Type II Crosswalk pavement marking scheme. KDOT Type II crosswalks have a higher visibility by using white crosswalk bars in a ladder pattern crossing the street rather than two lines to delineate the crosswalk area. Crosswalk marking improvements are primarily needed on Listerscheid Street and K-99 at potential crossings.
- 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.
 - Consider replacing the flashing beacon speed limits assembly on K-99 with a Rectangular Rapid Flashing Beacon speed limit assembly.
 - The school zone signing and speed zone signing needs to be upgraded and placed at appropriate locations along Kansas Street, Listerscheid Street, and K-99.

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 Olpe 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.
- With public support, consider assigning a Crossing Guard on K-99, particularly at one of the two locations where students may cross the highway.

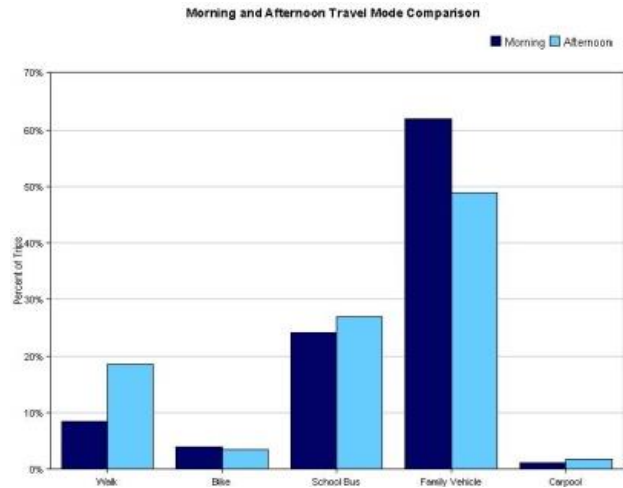


EVALUATION

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
Infrastructure Maps
Olpe Community Fitness Complex Brochure
USD 252 Letter from Shane Clark

Olpe Elementary School - Safe Routes to School Improvements

Priority #1 Improvements

Engineer's Opinion of Probable Project Costs

Olpe, KS

Prepared by: BG Consultants, Inc.

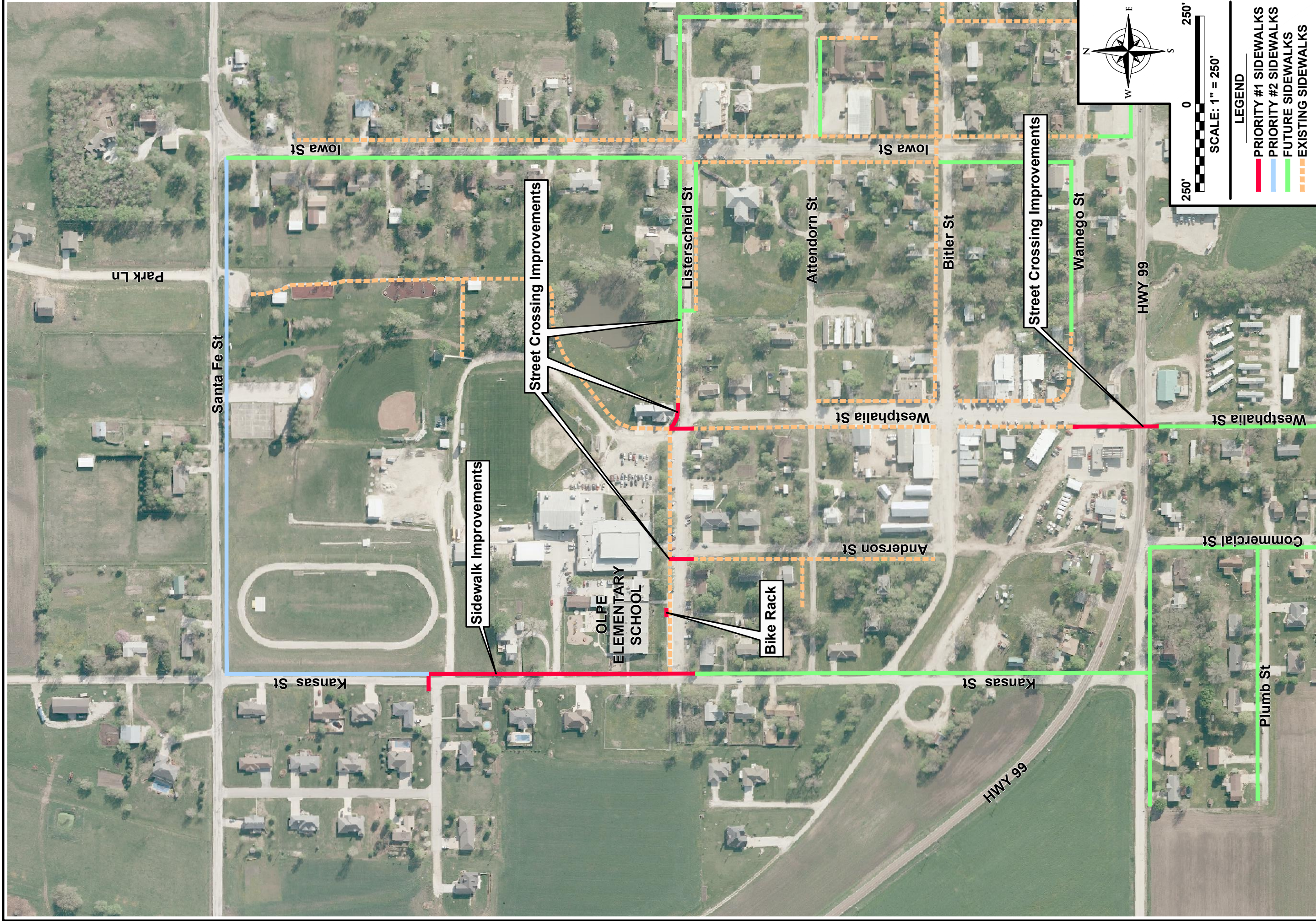
October 7, 2015

<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.	Field Office and Laboratory (Type A)	1	Each	\$ 5,000.00	\$ 5,000.00
3.	Mobilization	1	Lump Sum	\$ 17,500.00	\$ 17,500.00
4.	Bike Rack (Serpentine Style) on Concrete Pad	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
5.	Clearing and Grubbing	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
6.	Grading & Earthwork	1	Lump Sum	\$ 10,000.00	\$ 10,000.00
7.	CMP Pipe Extension w/End Section	3	Each	\$ 1,500.00	\$ 4,500.00
8.	Remove and Replace Curb and Gutter	75	Lin. Ft.	\$ 40.00	\$ 3,000.00
9.	Sidewalk Construction (4")(AE)	400	Sq. Yd.	\$ 55.00	\$ 22,000.00
10.	Sidewalk Ramp (AE)	10	Each	\$ 900.00	\$ 9,000.00
11.	Concrete Pavement (6" Uniform)(AE)	50	Sq. Yd.	\$ 60.00	\$ 3,000.00
12.	Concrete Pavement (8" Uniform)(AE)	50	Sq. Yd.	\$ 65.00	\$ 3,250.00
13.	Temporary Erosion Control	1	Lump Sum	\$ 2,500.00	\$ 2,500.00
14.	Seeding	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
15.	Permanent Signing (School Zone Signing)	1	Lump Sum	\$ 7,500.00	\$ 7,500.00
16.	Pavement Marking (White)(IG)(24")	325	Lin. Ft.	\$ 15.00	\$ 4,875.00
17.	Traffic Control	1	Lump Sum	\$ 7,500.00	\$ 7,500.00
Construction Subtotal =					\$ 119,625.00
+10% Contingency =					\$ 12,000.00
CONSTRUCTION TOTAL =					\$ 131,625.00
+15% KDOT Admin. & Construction Engineering =					\$ 19,800.00
SRTS PARTICIPATING TOTAL =					\$ 151,425.00
+15% Engineering Design, Utility Relocates, Right-of-Way =					\$ 22,800.00
TOTAL PROJECT =					\$ 174,225.00

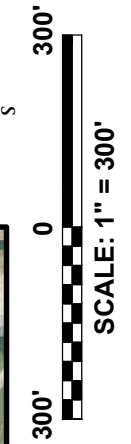
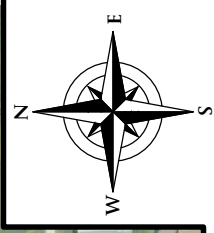
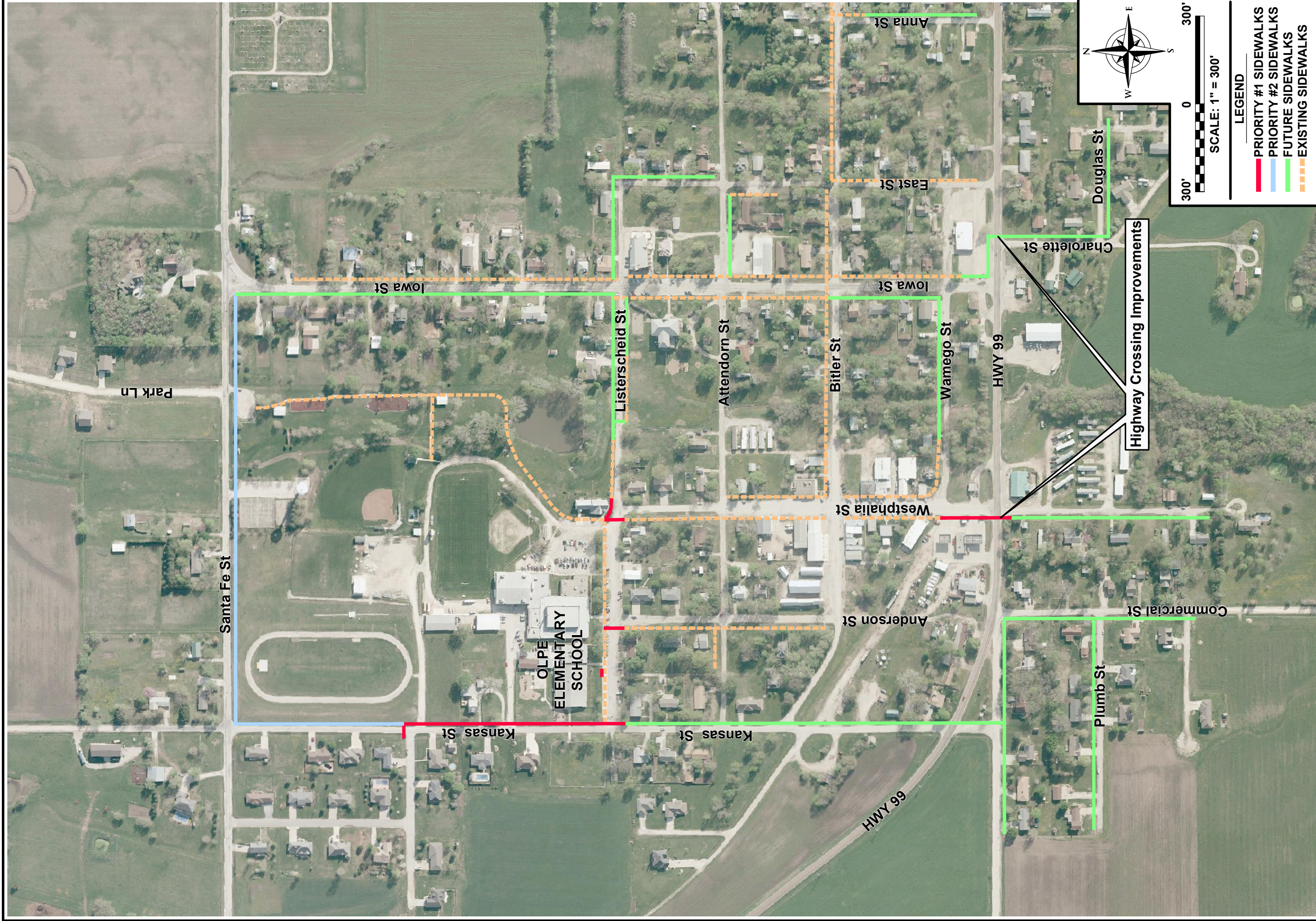
FUNDING SUMMARY

KDOT Cost Share (80% (not to exceed \$200,000) of SRTS PARTICIPATING TOTAL) = \$ 121,140.00

CITY OF OLPE Cost Share = \$ 53,085.00



 BG Consultants, Inc. ■ Engineering ■ Architecture ■ Surveying www.bgconsultants.com	OLPE ELEMENTARY SCHOOL	Prepared: 10-16-2015 BG Project No. 15-1111E
	MAP #1 - SRTS INFRASTRUCTURE IMPROVEMENTS	



- LEGEND**
- PRIORITY #1 SIDEWALKS
 - PRIORITY #2 SIDEWALKS
 - FUTURE SIDEWALKS
 - EXISTING SIDEWALKS

 <p>BG Consultants, Inc. <small>■ Engineering ■ Architecture ■ Surveying</small></p>	<p>OLPE ELEMENTARY SCHOOL</p> <p>MAP #2 - MASTER PLAN FOR CITY SIDEWALKS</p>	<p>Prepared: 10-16-2015</p> <p>BG Project No. 15-1111E</p>
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Olpe Community Fitness Complex

"Building a healthy community"



"...one step at a time"

OLPE COMMUNITY FITNESS COMPLEX

ONE STEP AT A TIME

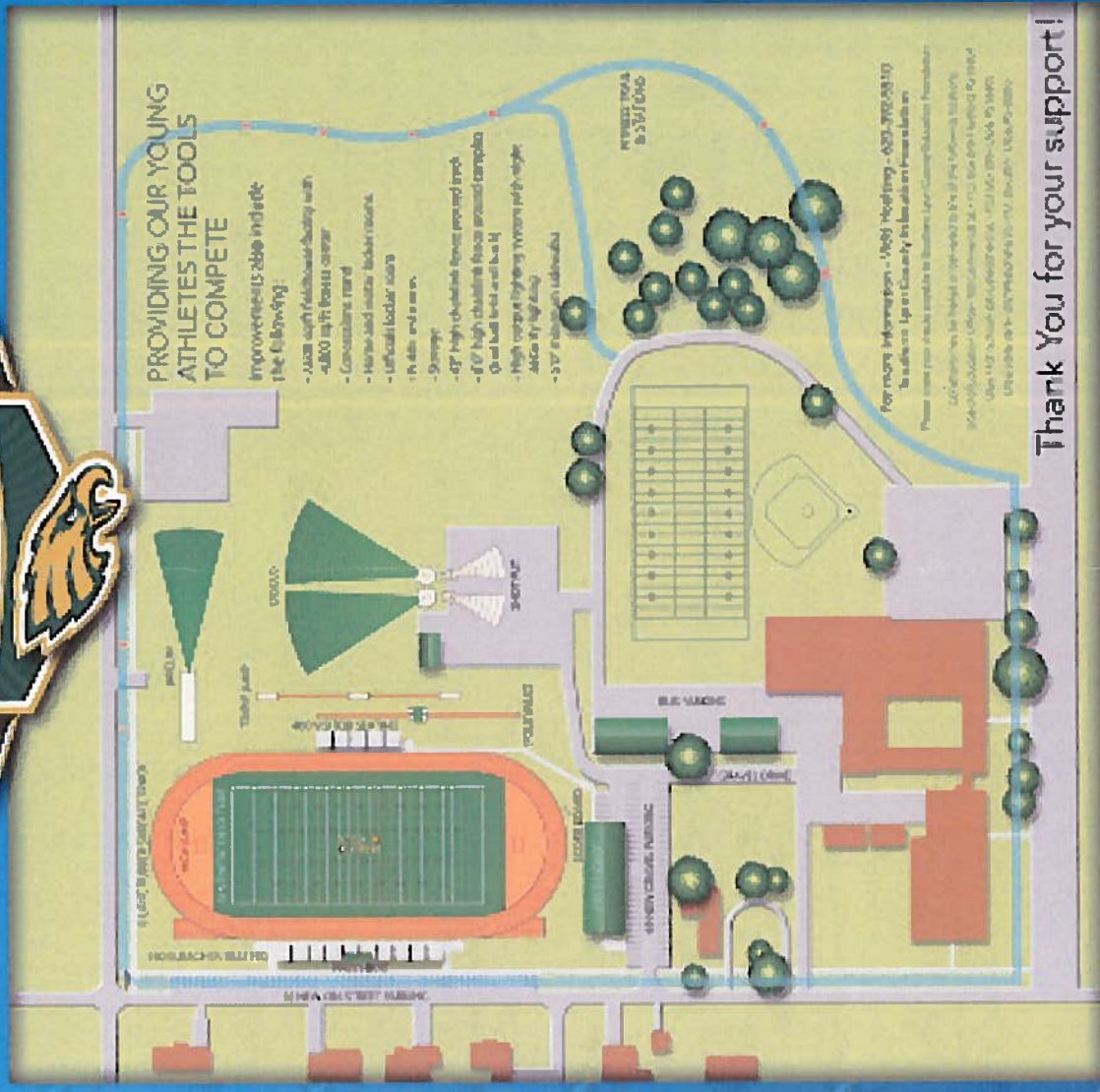
PROVIDING OUR YOUNG ATHLETES THE TOOLS TO COMPETE

Improvements include the following:

- 1,000 sq ft addition building with 4,000 sq ft floor cover
- Concrete ramp
- New steel water locker rooms
- Official locker room
- 16' x 16' x 8' water
- 20' x 20' x 8' water
- 40' high chain-link fence around track
- 8' x 10' high chain-link fence around complex
- 6' x 6' ball field with back
- High capacity lighting system with night
- Address sign
- 5' x 7' x 8' x 10' x 12' x 14' x 16' x 18' x 20' x 22' x 24' x 26' x 28' x 30' x 32' x 34' x 36' x 38' x 40' x 42' x 44' x 46' x 48' x 50' x 52' x 54' x 56' x 58' x 60' x 62' x 64' x 66' x 68' x 70' x 72' x 74' x 76' x 78' x 80' x 82' x 84' x 86' x 88' x 90' x 92' x 94' x 96' x 98' x 100'

PROJECT TOTAL \$ 2,517,000

For more information - 4093 Highway - 603-390-0310
 To address - Up to Olpe City - 1600 Main Street
 Please contact your elected officials to determine appropriate funding
 Construction to begin in 2018 by the end of the year
 1600 Main Street, Olpe, Missouri 64459
 Olpe City, Missouri 64459
 Olpe City, Missouri 64459



Thank You for your support!

OUR VISION

Members of the Olpe Community Fitness Center Committee (OCFC) are working together to generate funds through private donations, grants and other funding sources to build a state-of-the-art fitness complex to enhance the health and wellness of students and community members.

The vision for the Olpe Community Fitness Complex is to include:

- Sidewalks, with exercise stations
- Fitness & exercise facility open to the public
- an 8-lane all-weather track
- field event facilities
- seating to accommodate post-season competitions
- synthetic turf field
- scoreboard
- PA system
- field house complete with home and visitor locker rooms, concession stand, storage, weight & aerobic training area, room for officials and restrooms
- Parking lot south of the stadium
- Additional parking off Kansas Street
- Fencing
- Landscaping

The purpose of this project is to promote community health and wellness through active involvement in education, activities and events for youth and adults.

OCFC committee members are currently working to secure funds to begin Phase 2. Current donations, pledges, and in-kind contributions exceed \$329,000, demonstrating strong local community support for the project.

PHASES

PHASE 1: COMPLETED - AUGUST 2014

- 24' wireless scoreboard
- PA system

PHASE 2: CURRENTLY SECURING FUNDS

- Survey, layouts, and dirt work
- Football field (turf) and goal posts
- Drainage and curbs inside of track/field area
- 8-lane all-weather track
- Sidewalks and fence around track

Completion of Phase 2 will move us closer to meeting our vision of providing safe, quality facilities to encourage health and wellness of our students and community.

PHASE 3:

- Site utilities (field house, lights, and etc.)
- Stadium and security lights installed
- Field event areas installed (long jump, triple jump, discus, shot put, javelin)

PHASE 4:

- Field house constructed
- Parking lots and roads
- Scoreboard/PA system moved (PA system will have to wait until the press box is constructed)

PHASE 5:

- Outside perimeter fences
- Home stands and press box
- Visitor stands
- Sidewalks with exercise stations

PHASE 6:

- Landscaping and trees
- Recognition of donors

DONATION RECOGNITION

Name recognition on our Olpe Community Fitness Complex Board:

Tier #1	\$250-\$499
Tier #2	\$500-\$999
Tier #3	\$1,000-\$2,499
Tier #4	\$2,500-\$4,999
Tier #5	\$5,000-\$9,999
Tier #6	\$10,000-\$24,999
Tier #7	\$25,000
Tier #8	\$50,000

***Name recognition on bricks in walkway - \$500**

Donations \$100,000+ will be considered for additional recognition.

*For more information contact
Vicki Hoelting @ 620.392.5510*

**Make checks payable to:*

**SLCEF – Olpe Community Sports Complex
c/o Olpe State Bank
P.O. Box 207, Olpe, KS 66865**

Donations can be dropped off or mailed to the following:

**Olpe State Bank, 202 Westphalia St.,
P.O. Box 207, Olpe, KS 66865**

**USD 252 Board Office, 100 Commercial St.,
P.O. Box 278, Hartford, KS 66854**

**Olpe High School, 220 W. Listersheld St.,
P.O. Box 206, Olpe, KS 66865**

**The Southern Lyon County Education Foundation
(ID #76-07 277 49) has not provided any goods
or services in consideration, in whole or in part,
for this contribution.**



Olpe Schools

Shane D. Clark, ES-12 Principal
220 W. Listerscheid St
PO Box 206
Olpe, KS 6686

Elementary: 620-475-3277

Jr./Sr. High: 620-475-3223

FAX: 620-475-3951

USD 252 Board of Education Members,

Olpe Elementary hosted a "Walk to School Day" on Thursday to encourage healthy habits and to promote the pursuit of our community's "Safe Routes to School" grant. I have attached several pictures of students walking to school.

This Friday we are welcoming and recognizing several alumni at Friday's football game vs. Eureka as they have returned in celebration of the undefeated football season – marking their 50th reunion.

OHS schools conducted bus evacuation drills on Wednesday with assistance from the Lyon County Sheriff's Department. The deputies used a fog machine to simulate smoke so that students would know how to respond if in an accident.

Staff attended a very full day of inservice activities that included working on school improvement plans, rewriting our technology standards, reviewing successes and failures of the start of school, and evaluated student needs and referred specific students for additional support.

Our 8th & 11th grade students attended Constitution Day activities on the Emporia State University campus on Thursday. Mrs. McGuire and Mrs. Barnhart attended with these students.

Many Kern (Science teacher) took several students to the Greenhand Conference on Wednesday. This was open to all students enrolled in the Intro to Ag class, including Hartford students. Only 4 students attended most likely due to it being a non-school day.

This Friday I will be participating in an online forum with other area principal's as we discuss project based learning, employability skills, using data, sharing resources, and class schedules/structures.

Sincerely,

Shane D. Clark

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: Olpe Elementary School K-6

Set ID: 23503

School Group: Olpe Elementary School SRTS

Month and Year Collected: April 2015

School Enrollment: 0

Date Report Generated: 06/08/2017

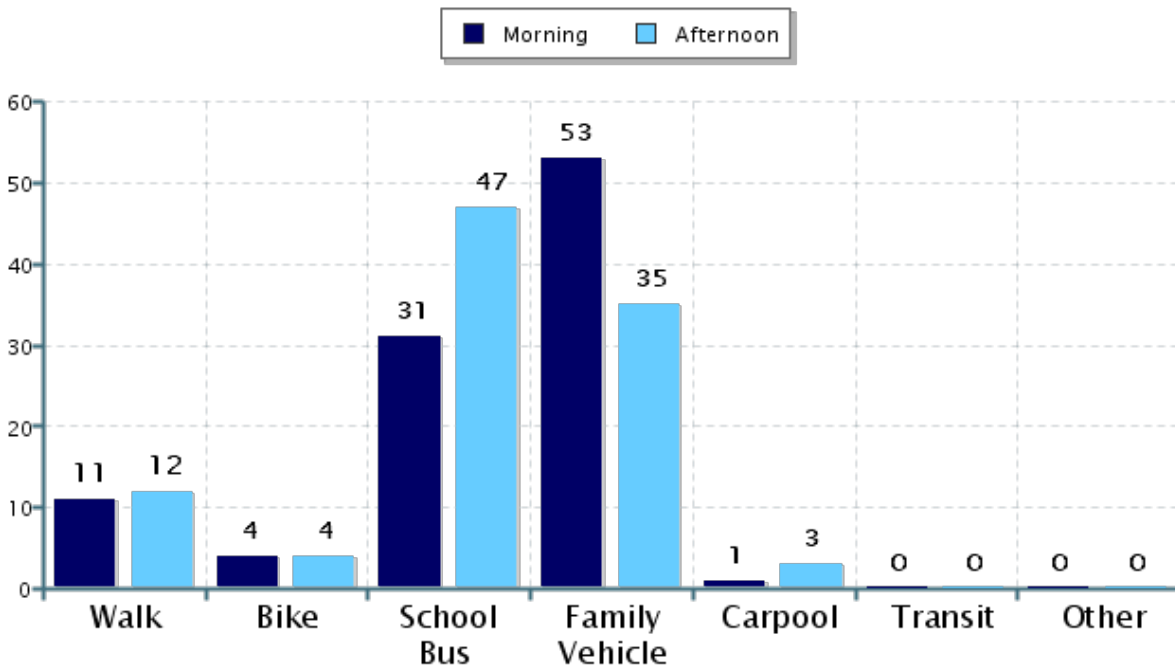
% of Students reached by SRTS activities:

Tags: Sidewalk - construct or improve

**Number of Classrooms
Included in Report:** 9

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



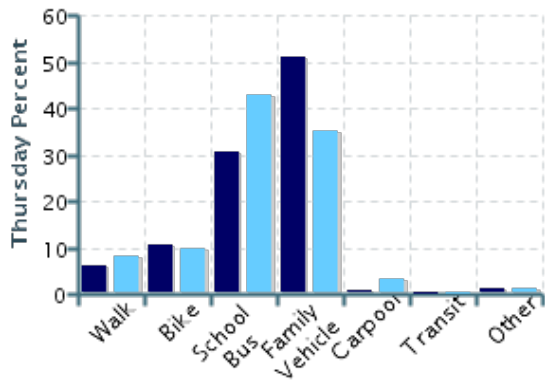
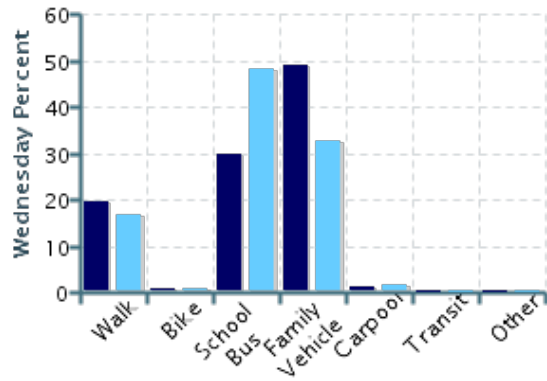
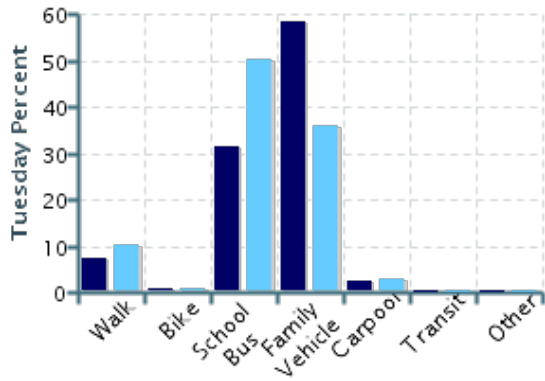
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	496	11%	4%	31%	53%	1%	0%	0.4%
Afternoon	498	12%	4%	47%	35%	3%	0%	0.4%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

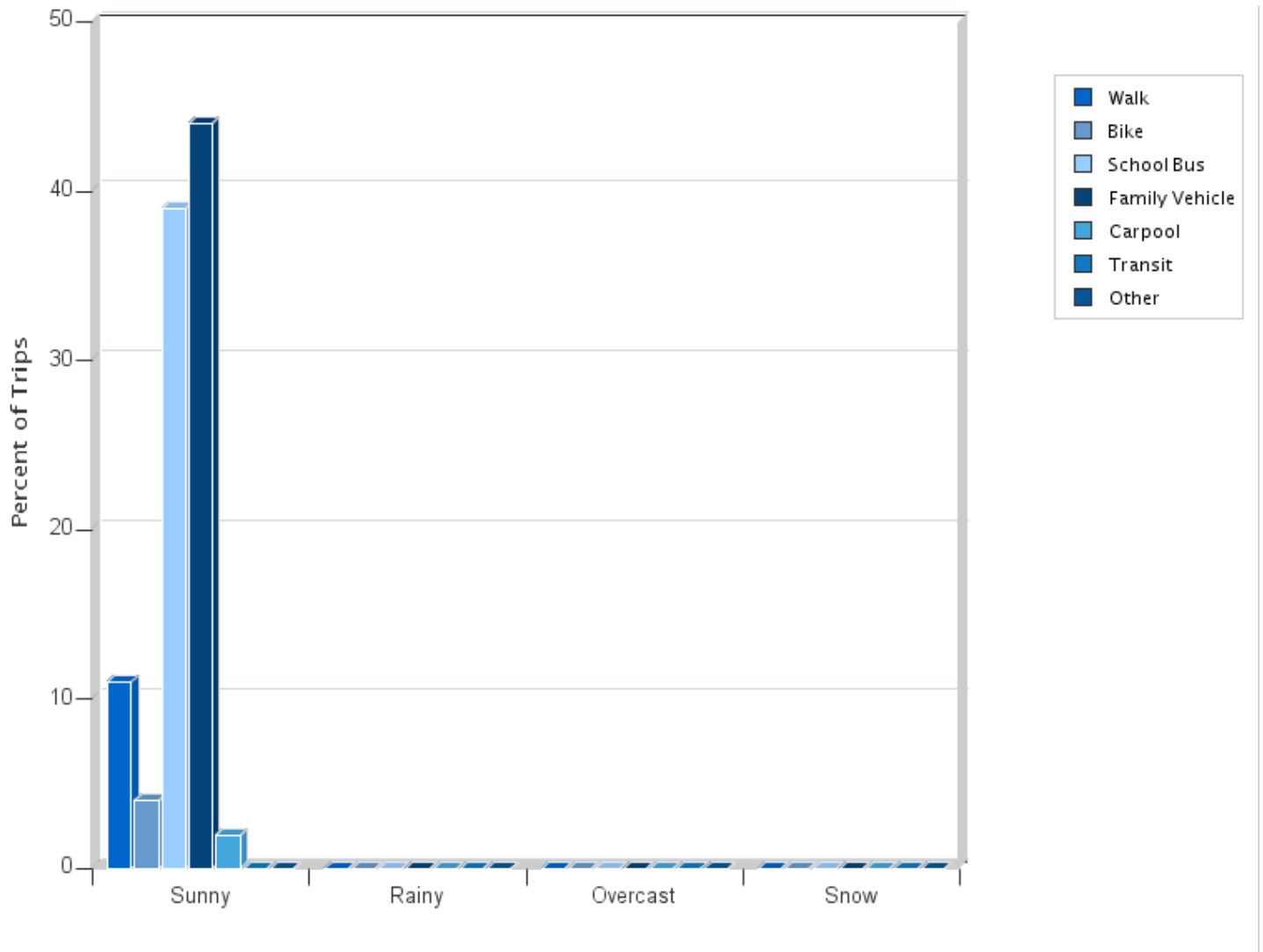


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	168	7%	0.6%	32%	58%	2%	0%	0%
Tuesday PM	169	10%	0.6%	50%	36%	3%	0%	0%
Wednesday AM	165	19%	0.6%	30%	49%	1%	0%	0%
Wednesday PM	166	17%	0.6%	48%	33%	2%	0%	0%
Thursday AM	163	6%	10%	31%	51%	0.6%	0%	1%
Thursday PM	163	8%	10%	43%	35%	3%	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	994	11%	4%	39%	44%	2%	0%	0.4%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	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: Olpe Elementary School K-6

Set ID: 16406

School Group: Olpe Elementary School SRTS

Month and Year Collected: April 2015

School Enrollment: 0

Date Report Generated: 06/08/2017

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

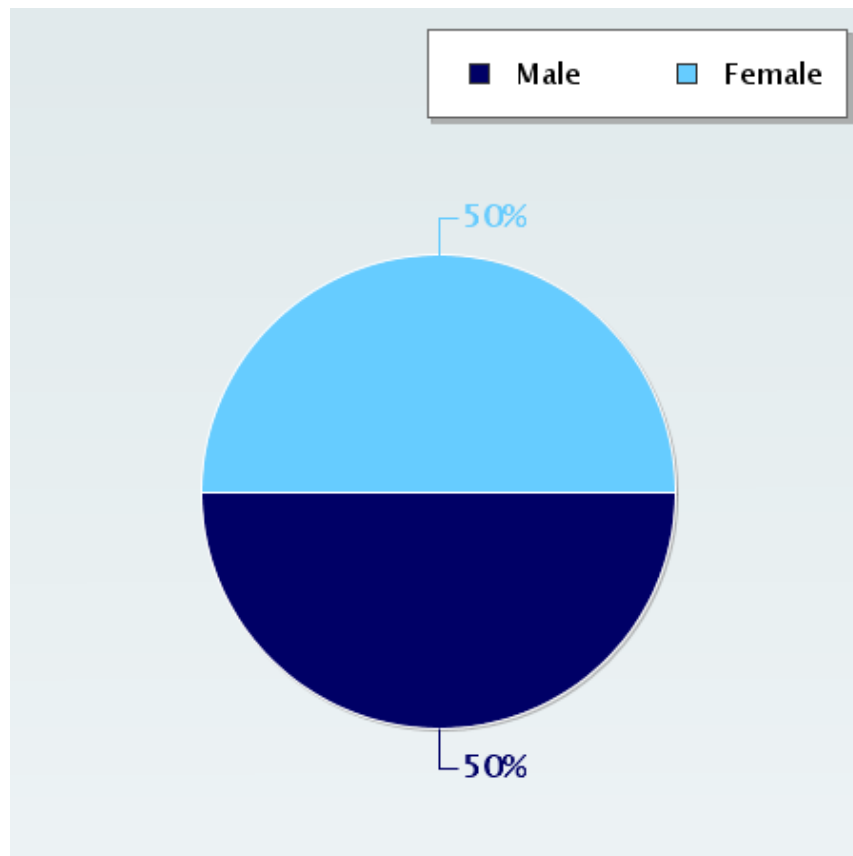
Tags: Sidewalk - construct or improve

Number of Questionnaires Distributed: 139

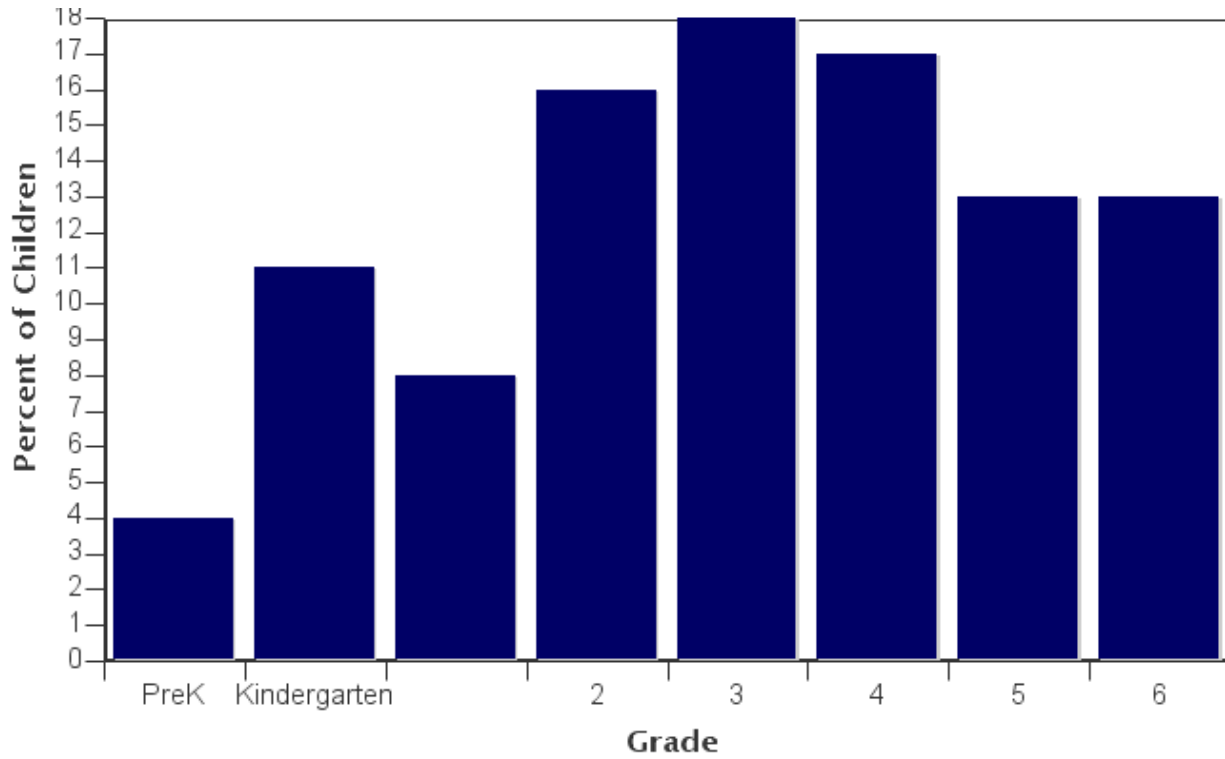
Number of Questionnaires Analyzed for Report: 189

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



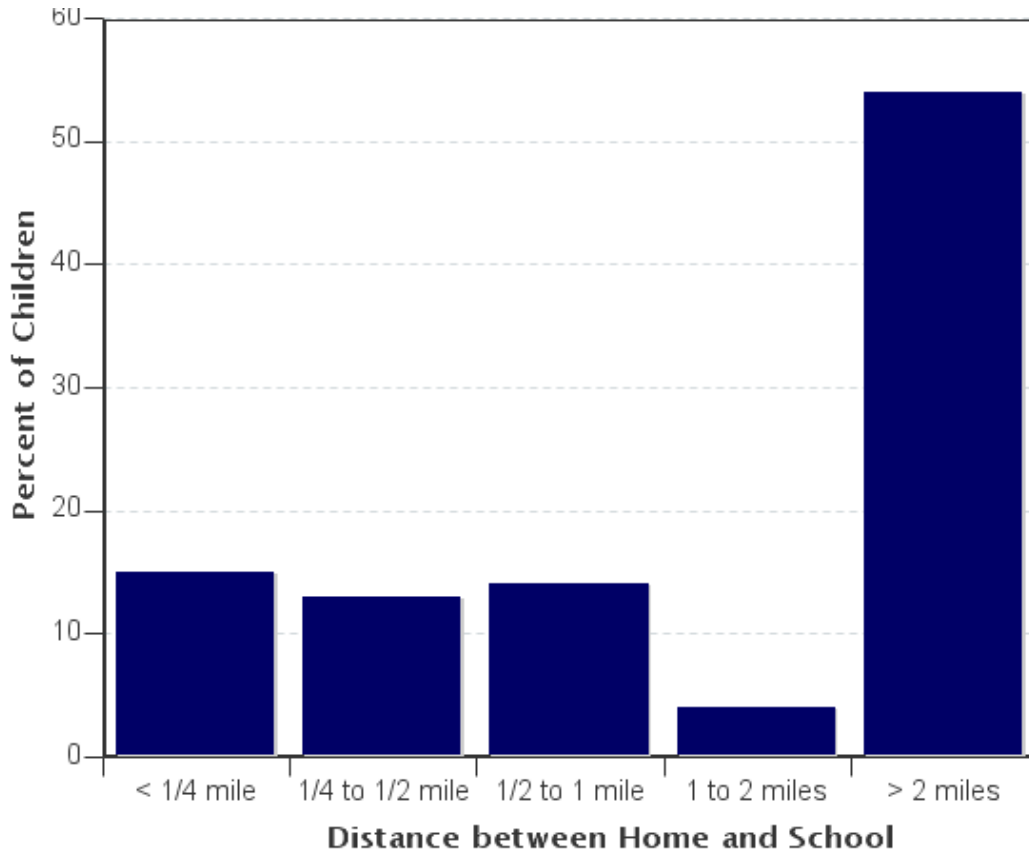
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	7	4%
Kindergarten	20	11%
1	15	8%
2	29	16%
3	34	18%
4	32	17%
5	25	13%
6	25	13%

No response: 2

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

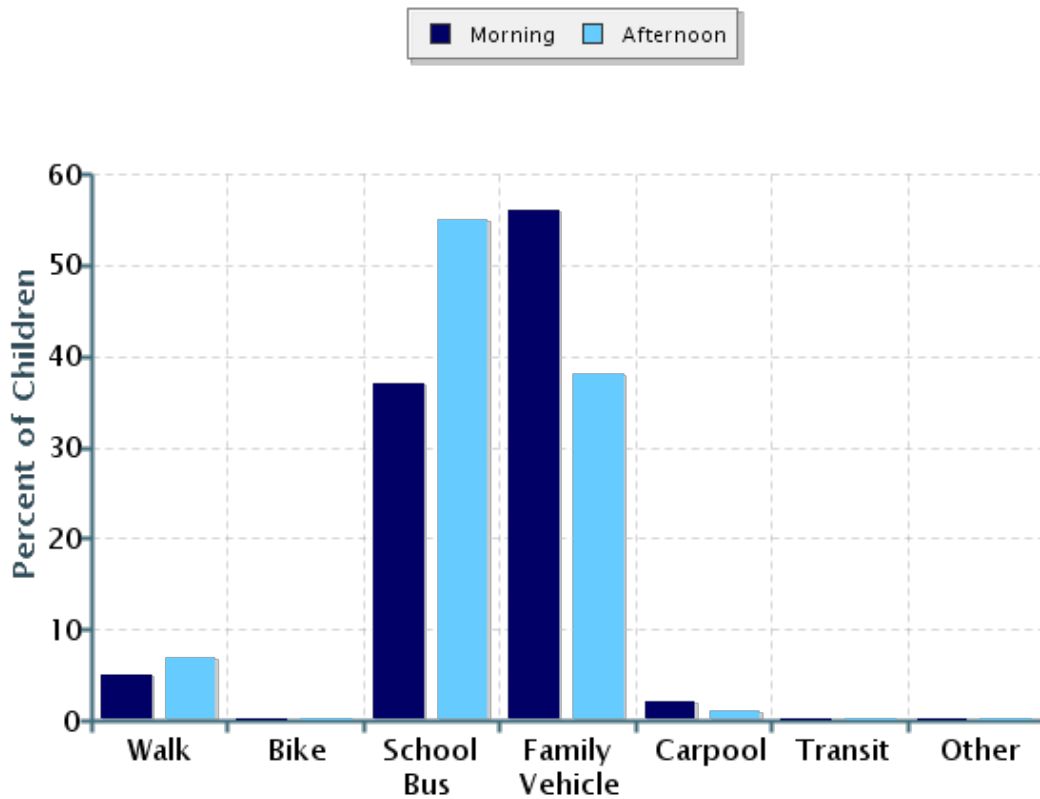


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	28	15%
1/4 mile up to 1/2 mile	25	13%
1/2 mile up to 1 mile	26	14%
1 mile up to 2 miles	8	4%
More than 2 miles	101	54%

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	189	5%	0%	37%	56%	2%	0%	0%
Afternoon	185	7%	0%	55%	38%	0.5%	0%	0%

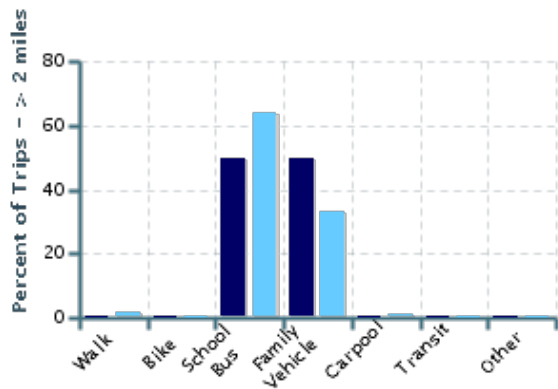
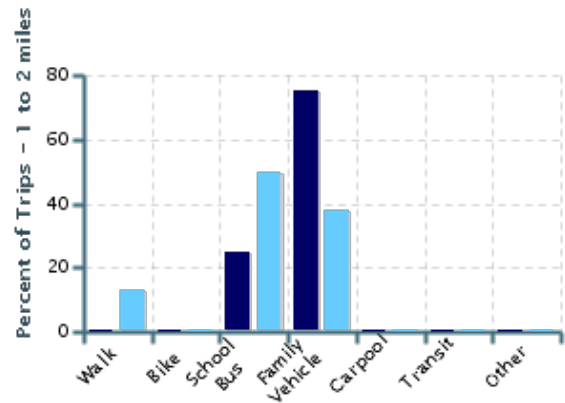
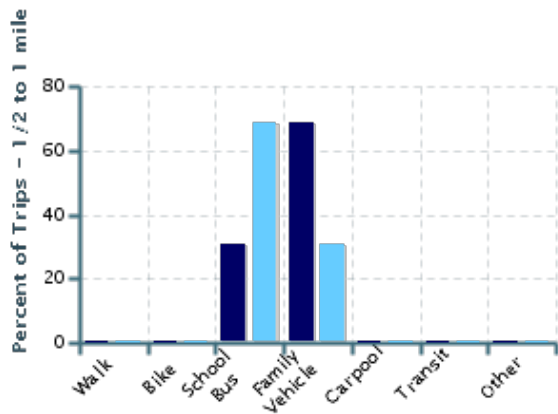
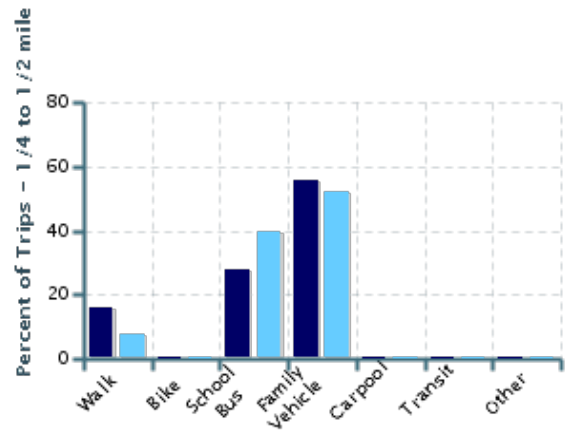
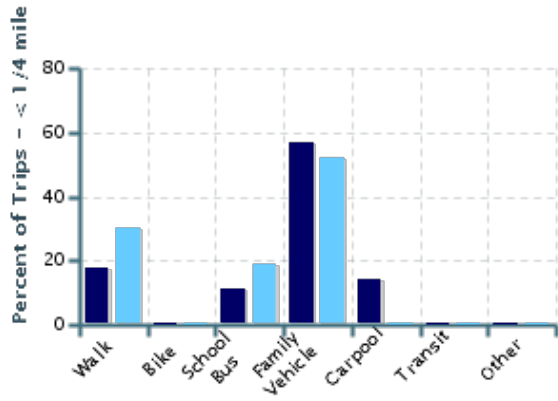
No Response Morning: 0

No Response Afternoon: 4

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	28	18%	0%	11%	57%	14%	0%	0%
1/4 mile up to 1/2 mile	25	16%	0%	28%	56%	0%	0%	0%
1/2 mile up to 1 mile	26	0%	0%	31%	69%	0%	0%	0%
1 mile up to 2 miles	8	0%	0%	25%	75%	0%	0%	0%
More than 2 miles	101	0%	0%	50%	50%	0%	0%	0%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

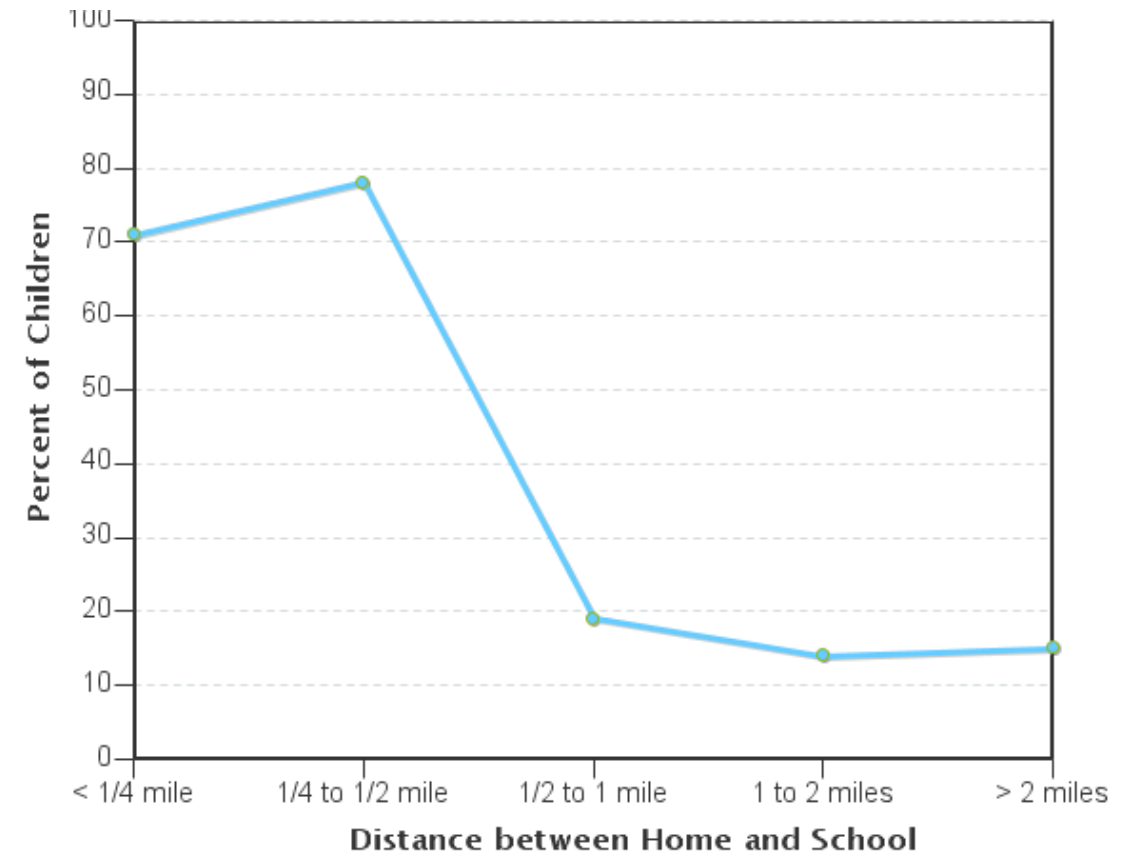
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	27	30%	0%	19%	52%	0%	0%	0%
1/4 mile up to 1/2 mile	25	8%	0%	40%	52%	0%	0%	0%
1/2 mile up to 1 mile	26	0%	0%	69%	31%	0%	0%	0%
1 mile up to 2 miles	8	13%	0%	50%	38%	0%	0%	0%
More than 2 miles	98	2%	0%	64%	33%	1%	0%	0%

Don't know or No response: 5

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

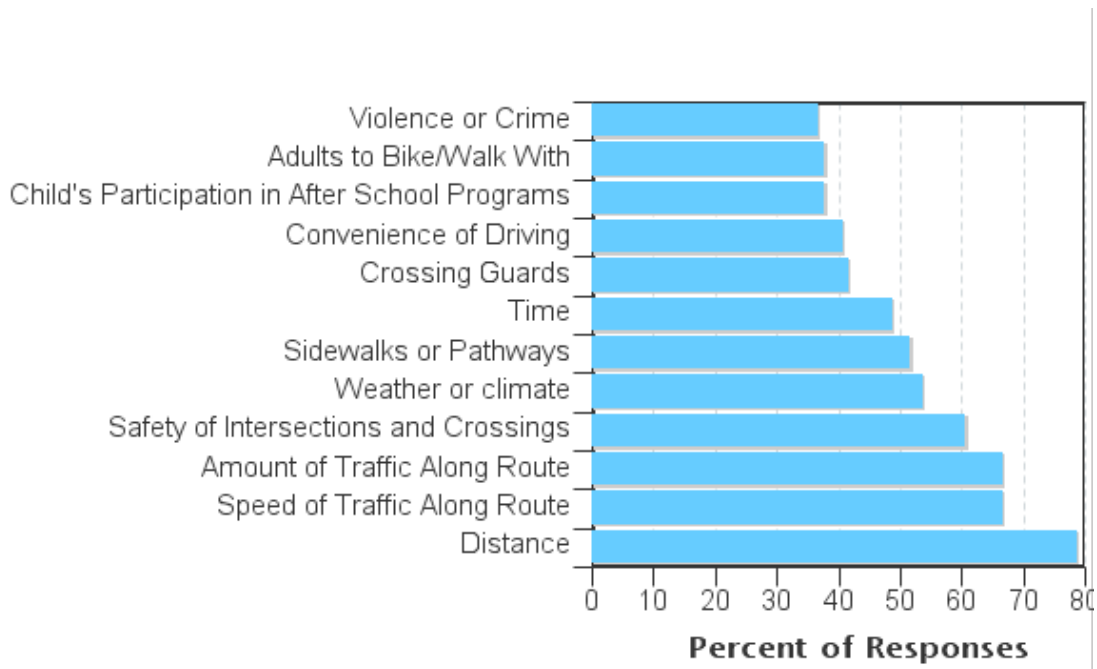


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

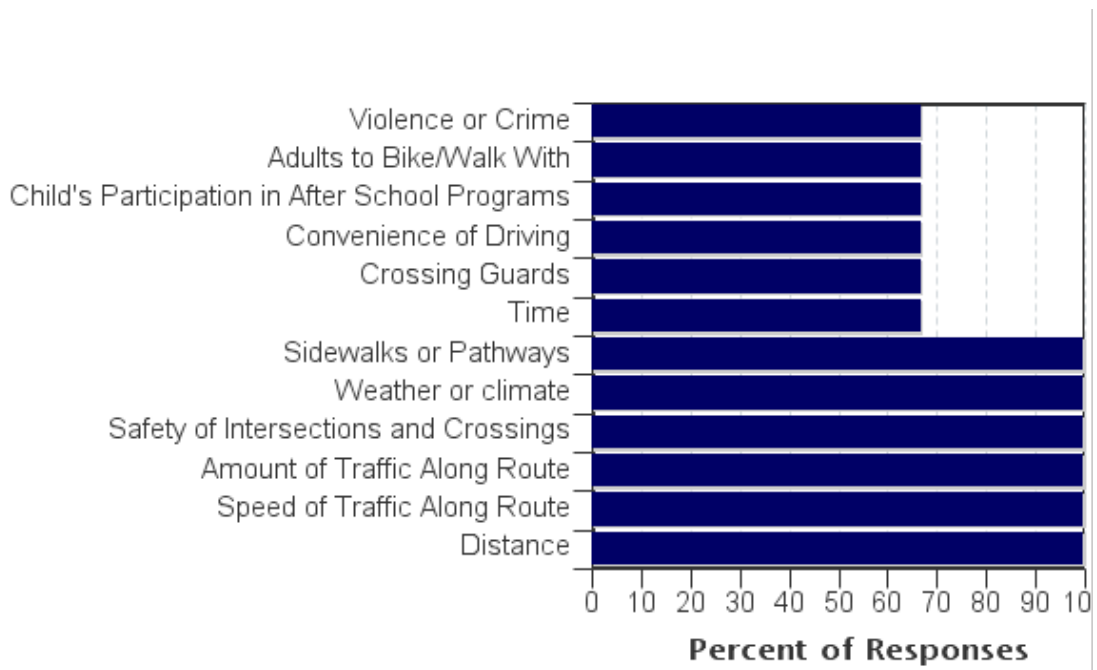
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	59	71%	78%	19%	14%	15%
No	126	29%	22%	81%	86%	85%

Don't know or No response: 4
 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	79%	100%
Speed of Traffic Along Route	67%	100%
Amount of Traffic Along Route	67%	100%
Safety of Intersections and Crossings	61%	100%
Weather or climate	54%	100%
Sidewalks or Pathways	52%	100%
Time	49%	67%
Crossing Guards	42%	67%
Convenience of Driving	41%	67%
Child's Participation in After School Programs	38%	67%
Adults to Bike/Walk With	38%	67%
Violence or Crime	37%	67%
Number of Respondents per Category	172	6

No response: 11

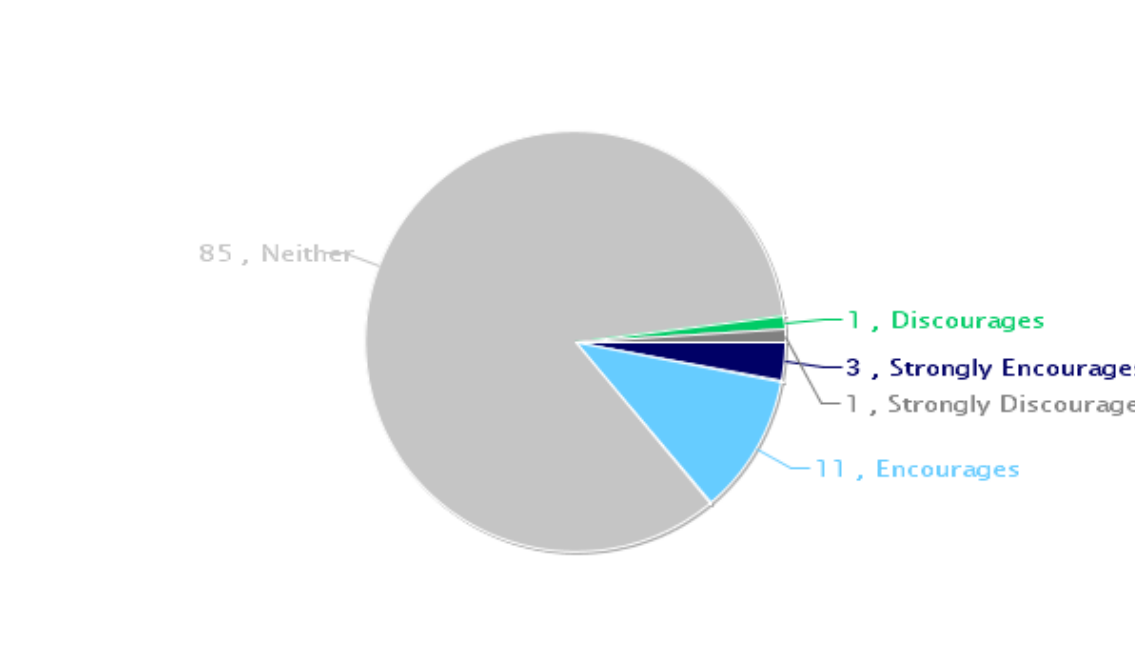
Note:

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

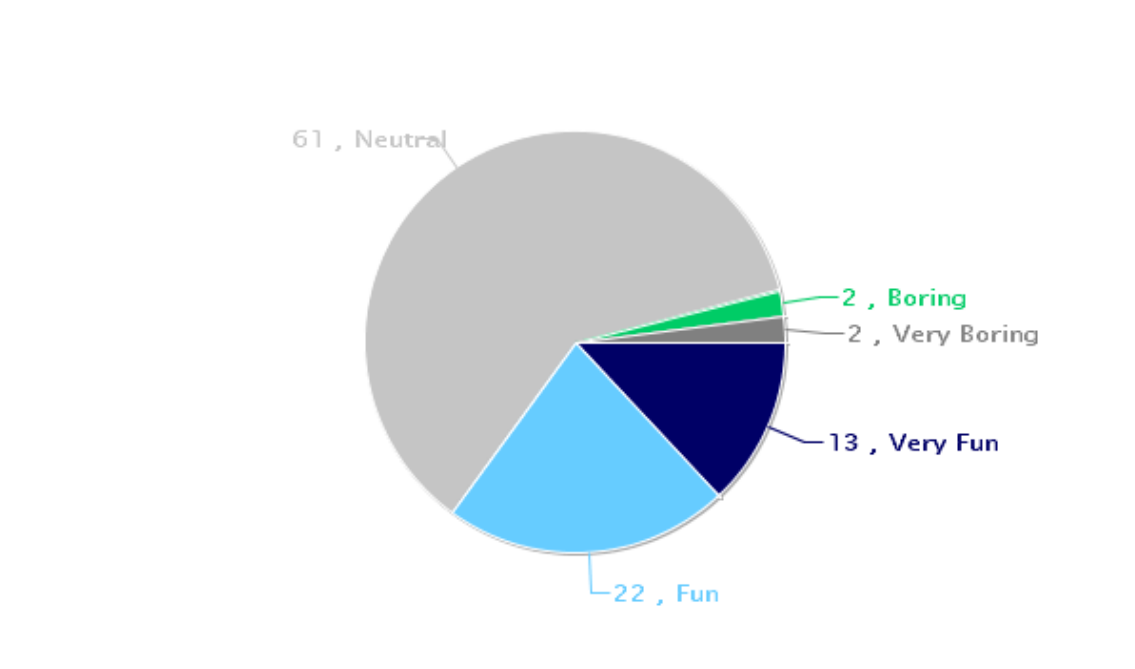
--Each column may sum to > 100% because respondent could select more than issue

--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.

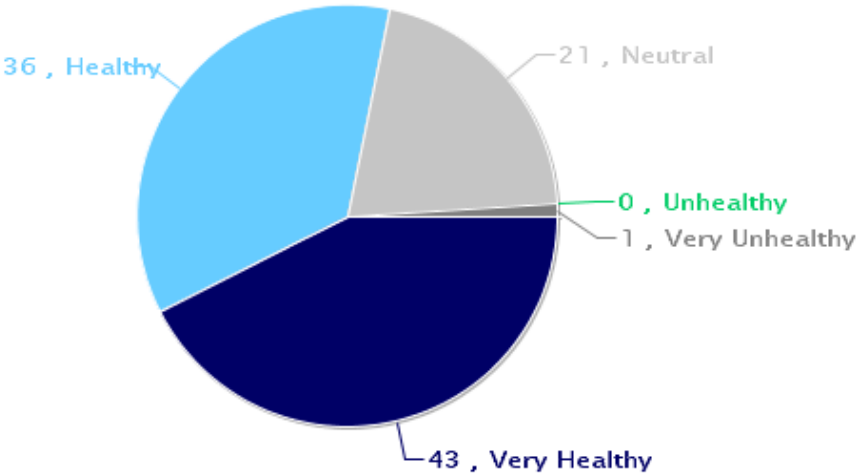
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
1544919	Mother graduated GED/College - Father 9th grade. If we didn't live on Hwy 99 we could ride bikes & walk to/from school. Bus or me driving is better. As far as what age I would feel comfortable letting them ride/walk by themselves, it would depend of their maturity level/age.
1545098	Kind of feel us living out of town, doesn't pertain to us then those who live close to school.
1545249	Kind of feel us living out of town doesn't pertain to us then those who live close to school.
1545275	question #9 I would allow them to walk from p-k and on with older siblings.
1545278	I don't allow my child to walk or ride bike due to the time I leave for work. I leave an hour before she needs to leave for school and don't want her to be responsible for getting to school.
1544934	We would love to let our 3 children walk/ride bike home, but do not have a safe route to travel back.
1544941	We live in a different town so our answers reflect that
1544956	I definitely would let my son walk or bike to school if I lived close to the school when he would be a few years older. He would love that and healthy for the child as well. Live too far away. Live in Emporia.
1544968	Mother graduated GED/College. Father 9th grade. If we didn't live on Hwy 99 we would ride bikes & walk to/from school. Bus or me driving is better. As far as what age I would feel comfortable letting them ride/walk by themselves, it would depend on their maturity level/age.
1544971	Hard to answer when we live on the edge of town on a state Hwy.
1545037	There needs to be a crossing traffic light to cross Hwy 99. North of Brad Hueltings would be preferable.
1545039	Child bike to school with sibling.
1545043	My children have to cross a major Highway and then travel along a heavily trafficked road to get to school. There are no crosswalks, school zones, sidewalks, or signs. The traffic does not stop to let them cross safely, nor does it slow down. My kids only get to walk to school if they have a friend to walk with. That way, there are several pairs of eyes watching carefully. We live 2 blocks from the school.
1545159	My children have to cross a major highway and then travel along a heavily trafficked road to get to school. There are no crosswalks, school zones, sidewalks, or signs. The traffic does not stop to let them cross safely, nor does it slow down. My kids only get to walk to school if they have a friend to walk with. That way there are several pairs of eyes watching carefully. We live 2 blocks from the school.
1545291	Live too far for walking/biking
1544937	#10 If those problems were improved, I would still wait until she was in 4th grade to bike to school. #12 I really don't know how much they encourage walking/biking to school, so I cannot accurately answer. #7 The bus takes a length of time from 10-15 minutes from dismissal.
1544967	Living across highway we prefer to let our child to get a little older before we allow her to cross alone. Our family has child in morning and after school care due to our jobs so walking to and from school is not needed at this point.

1544930	My child would have to walk through where lots of high school students drive. If he could meet an adult at the major intersection, it would be great.
1545056	Our son is picked up by grandparents due to parents work hours and his age of being home alone.
1545184	Our son is picked up by grandparents due to parents work hours and his age of being home alone.
1545046	If we lived closer to the school my child would walk/bike. After school in Colorado she walked to and from school everyday.
1545053	Live 12 miles from school in country.
1545163	If we lived closer to the school my child would walk/bike. At her school in Colorado she walked to and from school everyday.
1545180	Live 12 miles from school in country
1545256	We live too far for Macy to ride a bus to school.
1545268	Live 12 miles from town in country
1545295	Live 12 miles out in country
1545067	Questions 13 & 14 do not make sense if your child can't ride or walk to school due to living 8 miles away.
1545201	Questions 13 & 14 do not make sense if your child can't ride or walk to school due to living 8 miles away.
1545273	We live 3 miles from town & on a highway so my child will never be able to walk/ride bike to school.
1545091	We live in the country, so my children are not allowed to walk or ride their bikes to school.
1545235	We live in the country, so my children are not allowed to walk or ride their bikes to school.

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: Olpe Elementary School K-6

Set ID: 23530

School Group: Olpe Elementary School SRTS

Month and Year Collected: September 2015

School Enrollment: 0

Date Report Generated: 06/08/2017

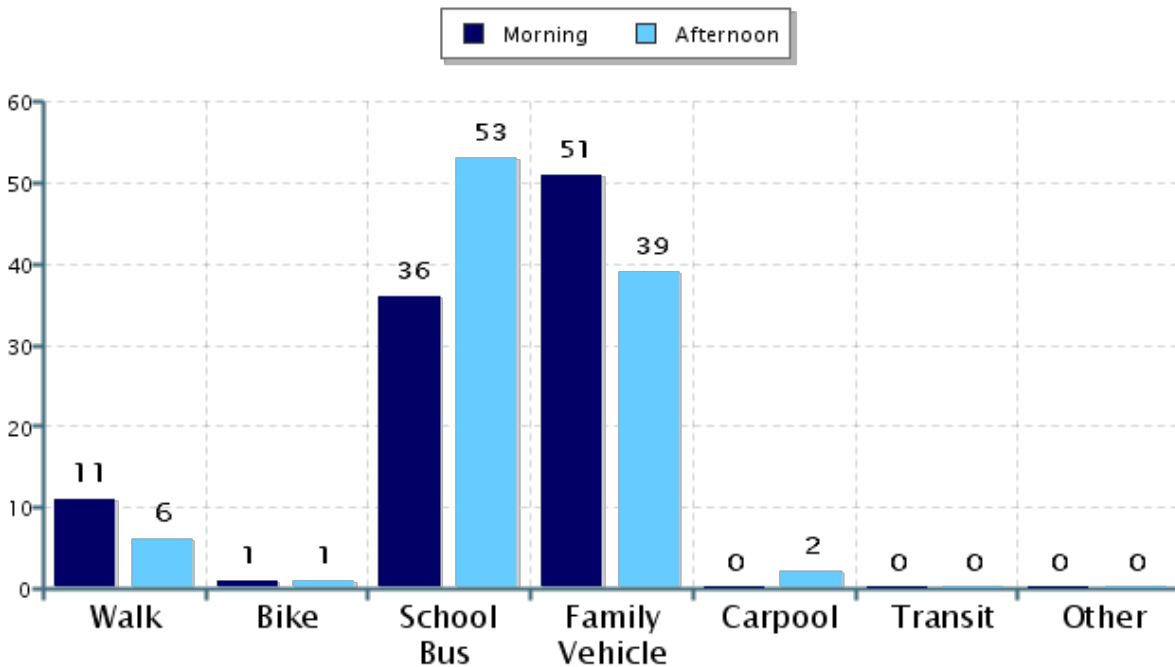
% of Students reached by SRTS activities:

Tags: Sidewalk - construct or improve

**Number of Classrooms
Included in Report:** 5

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



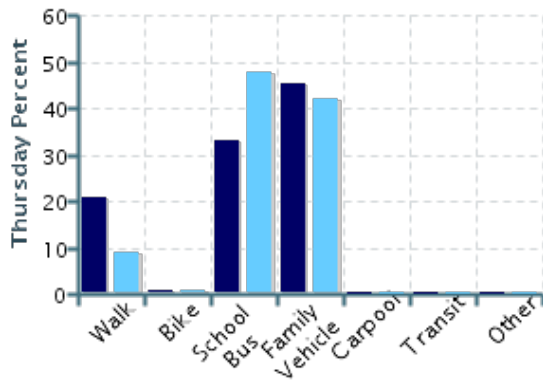
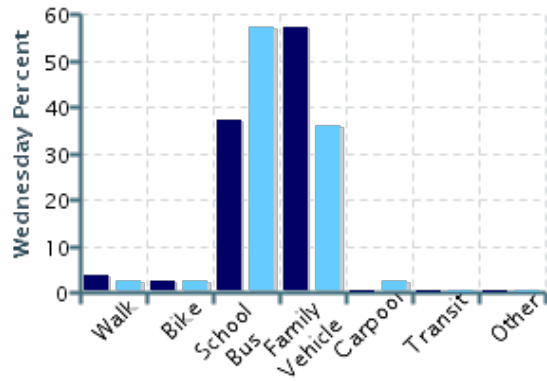
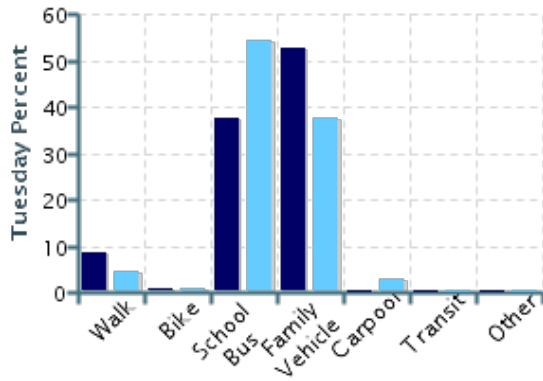
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	298	11%	1%	36%	51%	0%	0%	0%
Afternoon	302	6%	1%	53%	39%	2%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

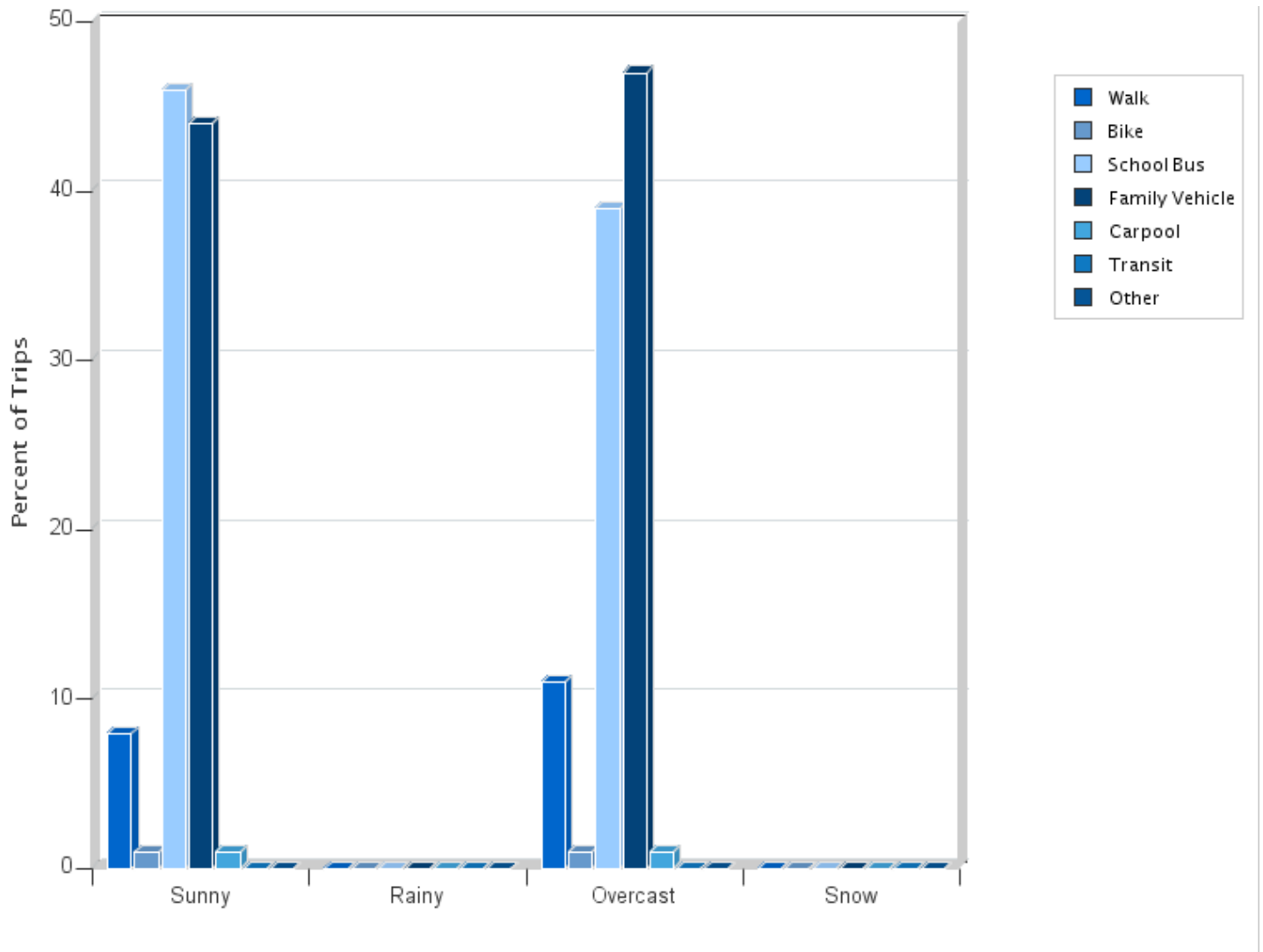


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	106	8%	0.9%	38%	53%	0%	0%	0%
Tuesday PM	107	5%	0.9%	54%	37%	3%	0%	0%
Wednesday AM	86	3%	2%	37%	57%	0%	0%	0%
Wednesday PM	86	2%	2%	57%	36%	2%	0%	0%
Thursday AM	106	21%	0.9%	33%	45%	0%	0%	0%
Thursday PM	109	9%	0.9%	48%	42%	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	454	8%	1%	46%	44%	0.7%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	146	11%	1%	39%	47%	1%	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: Olpe Elementary School K-6

Set ID: 16419

School Group: Olpe Elementary School SRTS

Month and Year Collected: September 2015

School Enrollment: 0

Date Report Generated: 06/08/2017

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

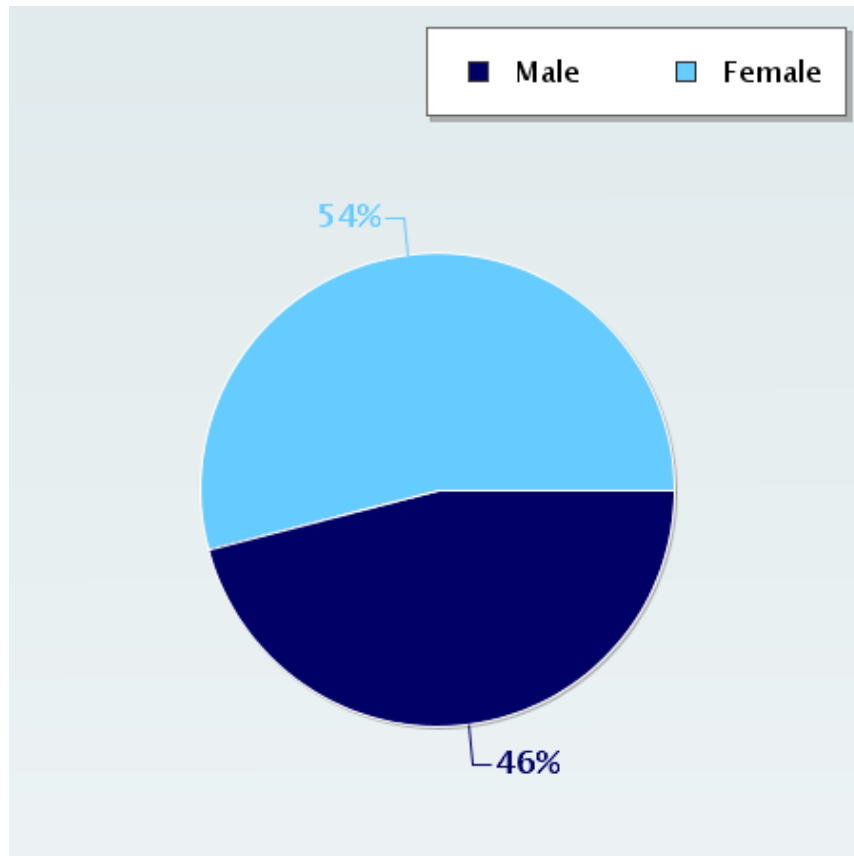
Tags: Sidewalk - construct or improve

Number of Questionnaires Distributed: 0

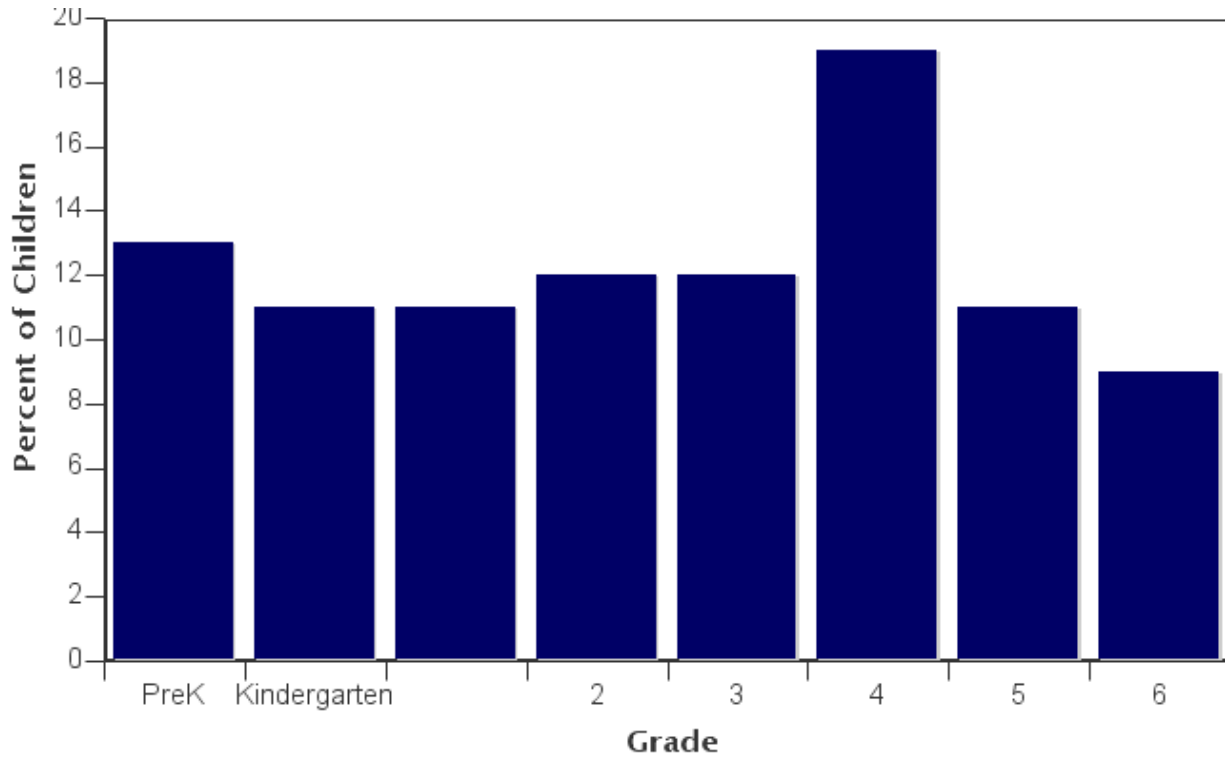
Number of Questionnaires Analyzed for Report: 107

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



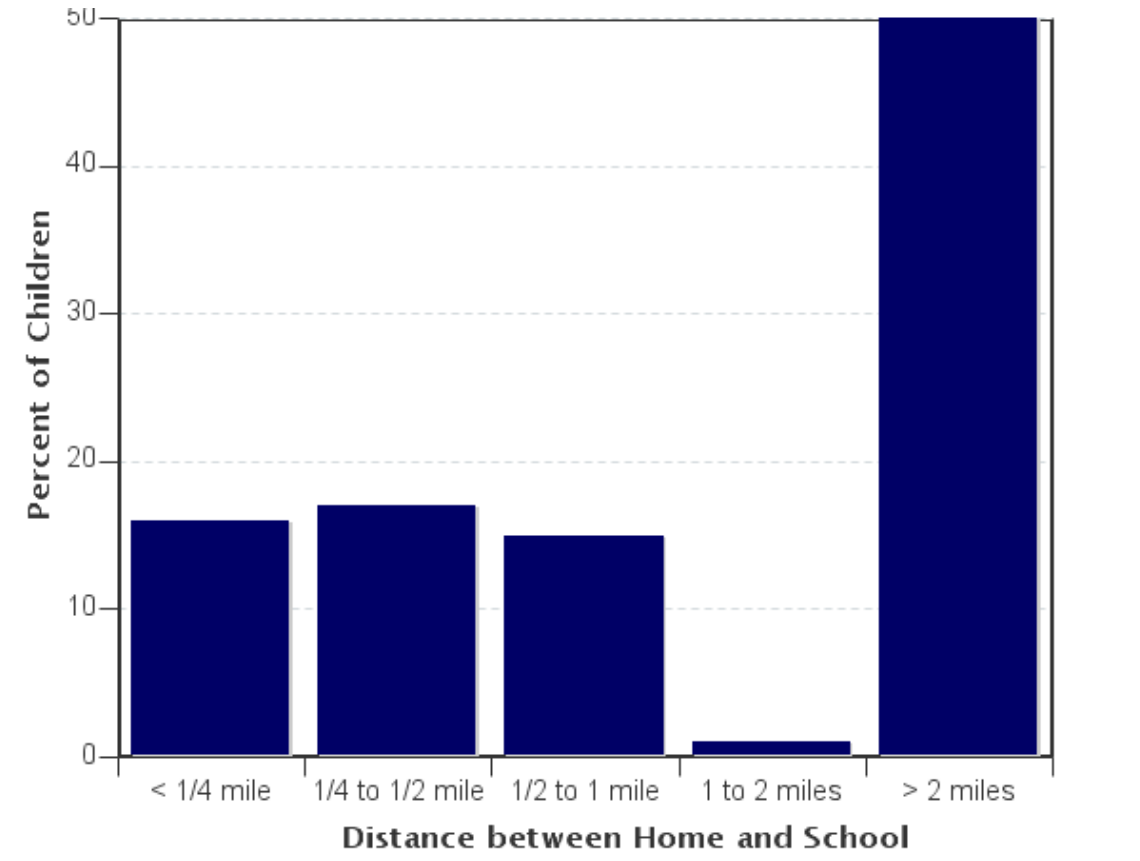
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	14	13%
Kindergarten	12	11%
1	12	11%
2	13	12%
3	13	12%
4	20	19%
5	12	11%
6	10	9%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

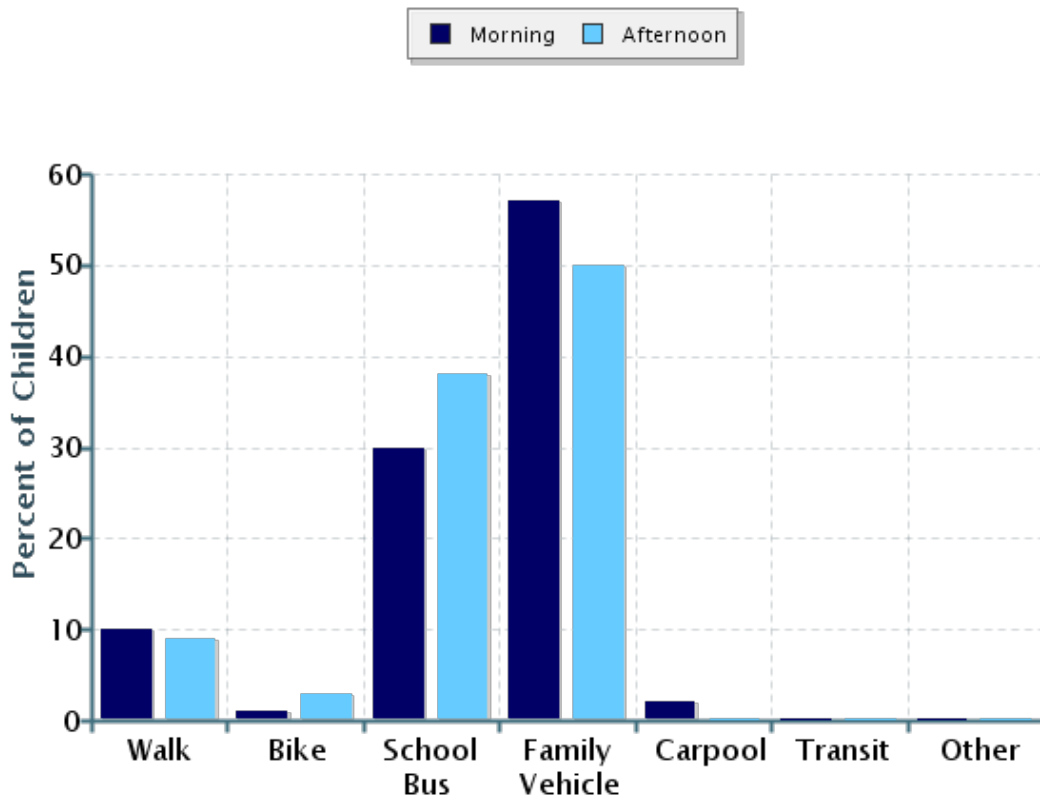


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	17	16%
1/4 mile up to 1/2 mile	18	17%
1/2 mile up to 1 mile	16	15%
1 mile up to 2 miles	1	1%
More than 2 miles	53	50%

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	105	10%	1.0%	30%	57%	2%	0%	0%
Afternoon	102	9%	3%	38%	50%	0%	0%	0%

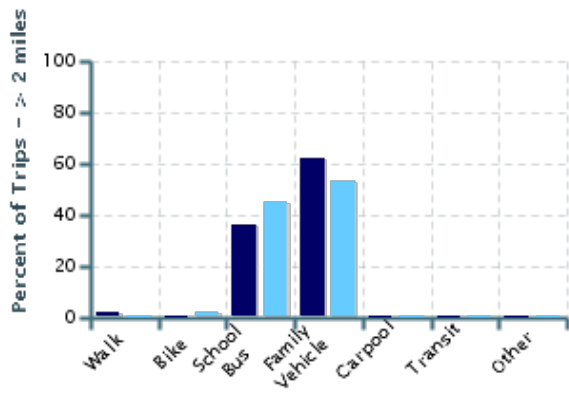
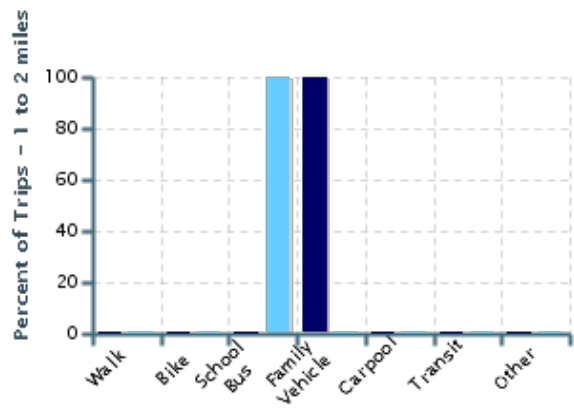
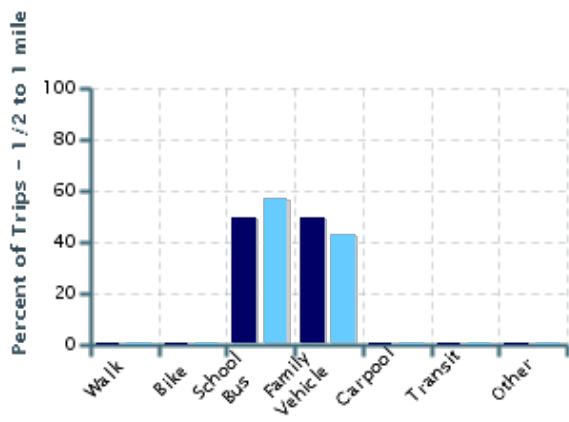
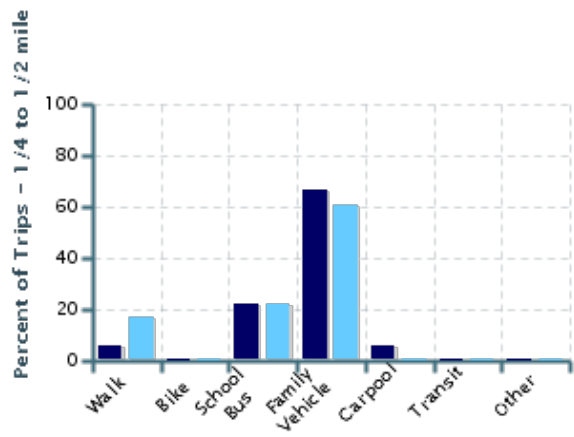
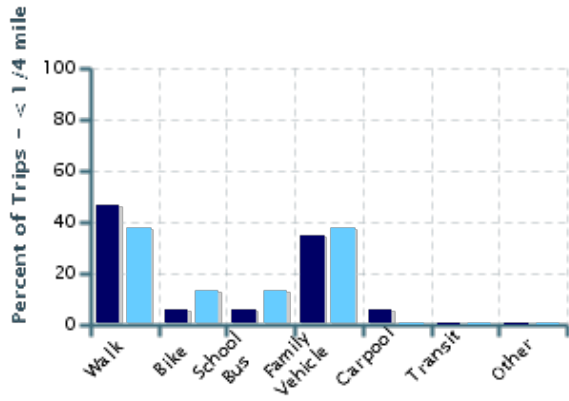
No Response Morning: 2

No Response Afternoon: 5

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	17	47%	6%	6%	35%	6%	0%	0%
1/4 mile up to 1/2 mile	18	6%	0%	22%	67%	6%	0%	0%
1/2 mile up to 1 mile	16	0%	0%	50%	50%	0%	0%	0%
1 mile up to 2 miles	1	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	53	2%	0%	36%	62%	0%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

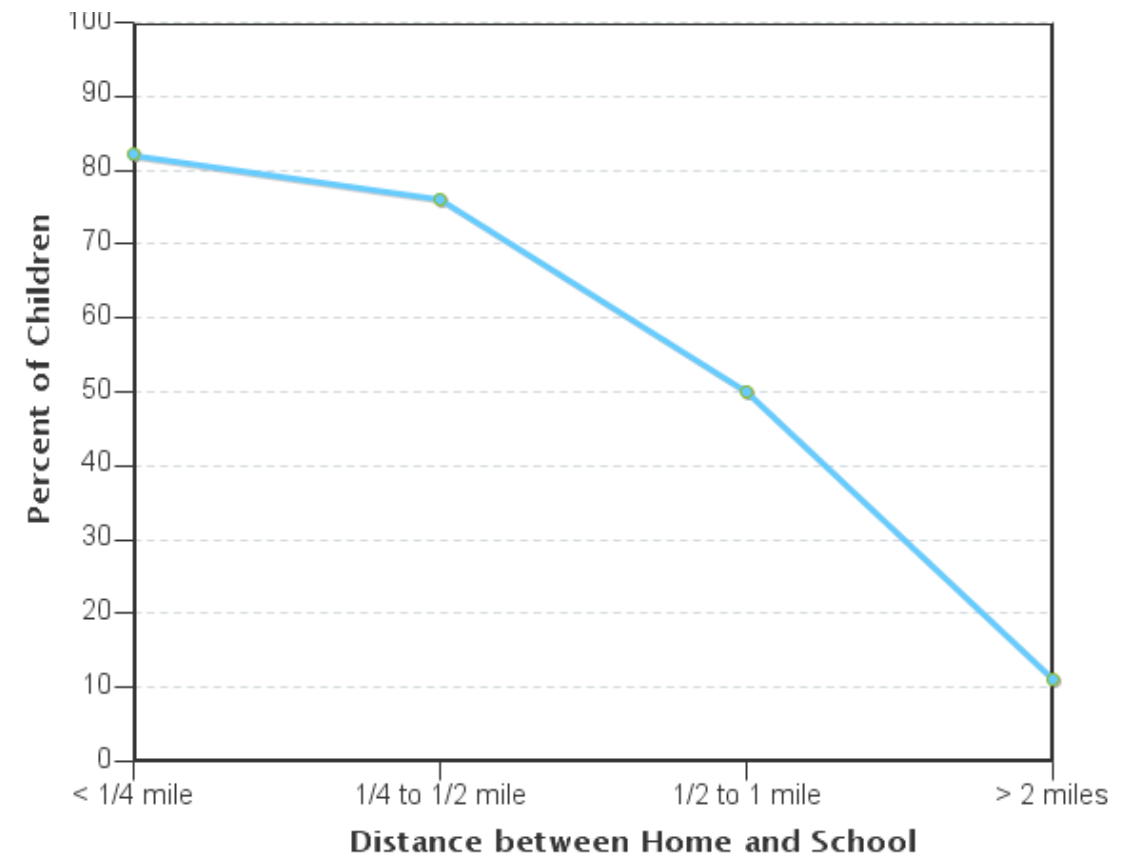
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	38%	13%	13%	38%	0%	0%	0%
1/4 mile up to 1/2 mile	18	17%	0%	22%	61%	0%	0%	0%
1/2 mile up to 1 mile	14	0%	0%	57%	43%	0%	0%	0%
1 mile up to 2 miles	1	0%	0%	100%	0%	0%	0%	0%
More than 2 miles	53	0%	2%	45%	53%	0%	0%	0%

Don't know or No response: 5

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

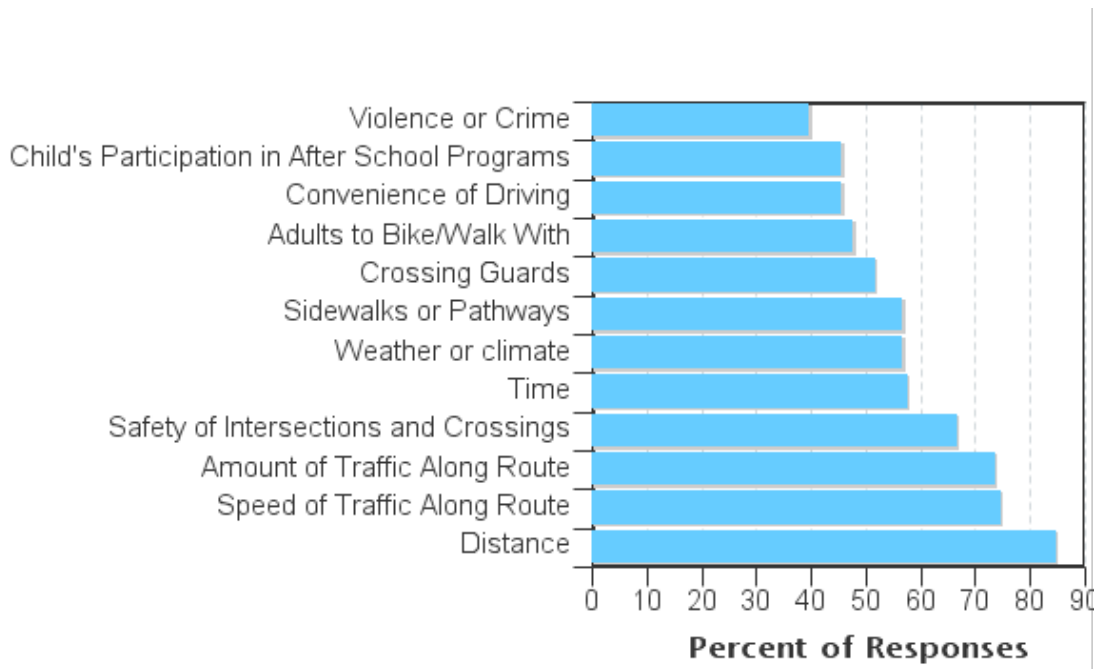


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

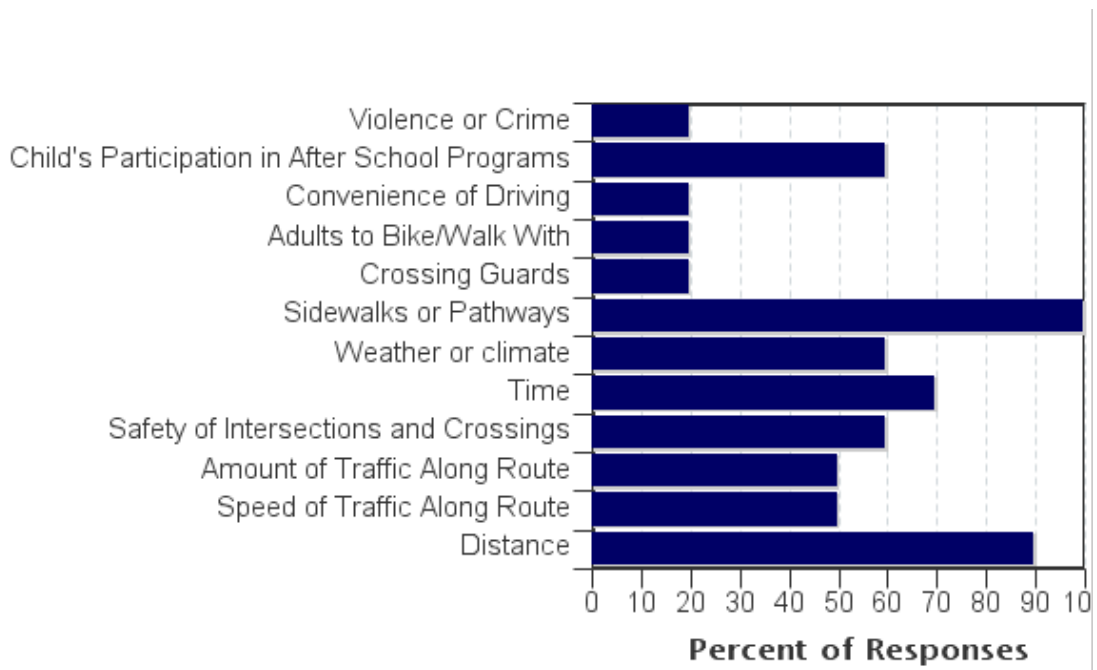
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	41	82%	76%	50%	0%	11%
No	63	18%	24%	50%	100%	89%

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%	90%
Speed of Traffic Along Route	75%	50%
Amount of Traffic Along Route	74%	50%
Safety of Intersections and Crossings	67%	60%
Time	58%	70%
Weather or climate	57%	60%
Sidewalks or Pathways	57%	100%
Crossing Guards	52%	20%
Adults to Bike/Walk With	48%	20%
Convenience of Driving	46%	20%
Child's Participation in After School Programs	46%	60%
Violence or Crime	40%	20%
Number of Respondents per Category	91	10

No response: 6

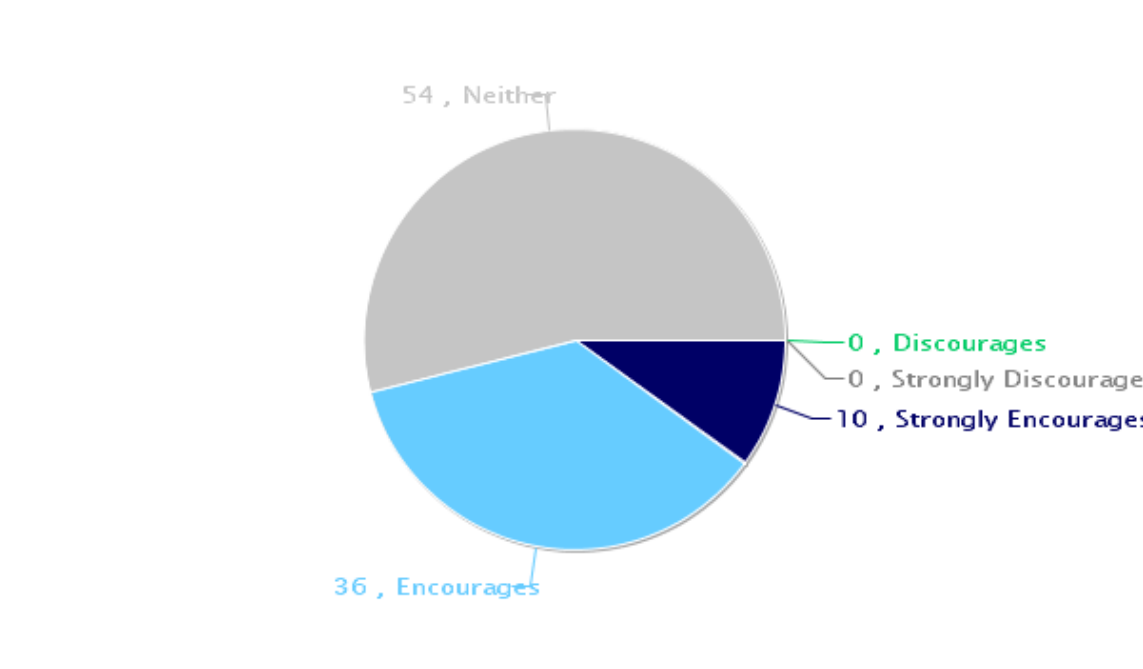
Note:

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

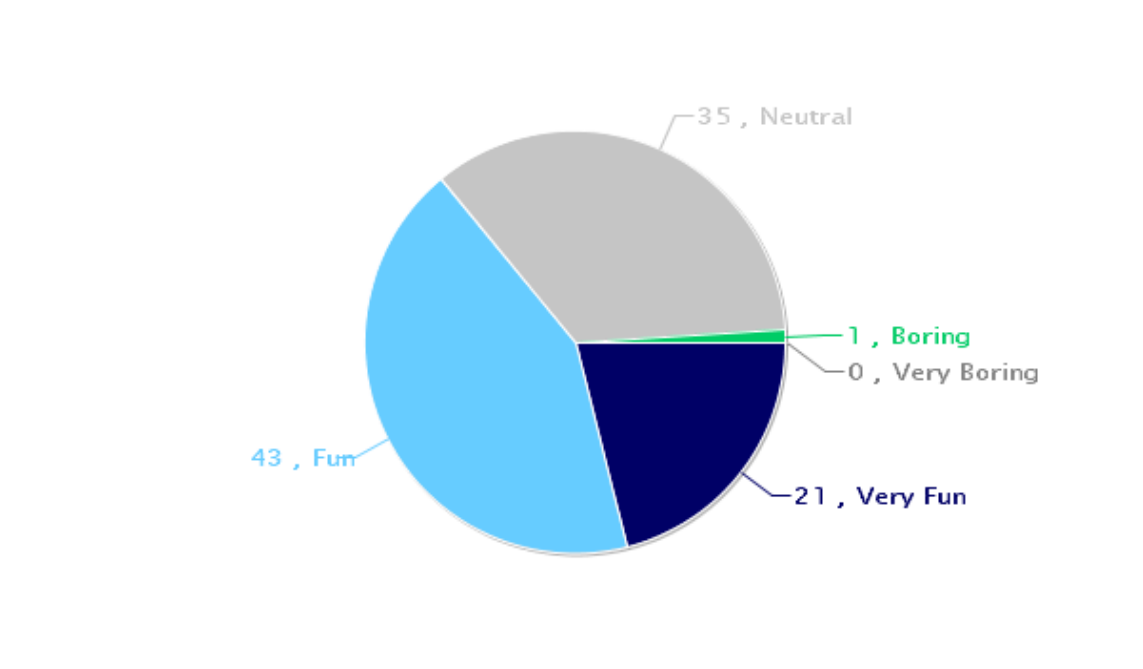
--Each column may sum to > 100% because respondent could select more than issue

--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.

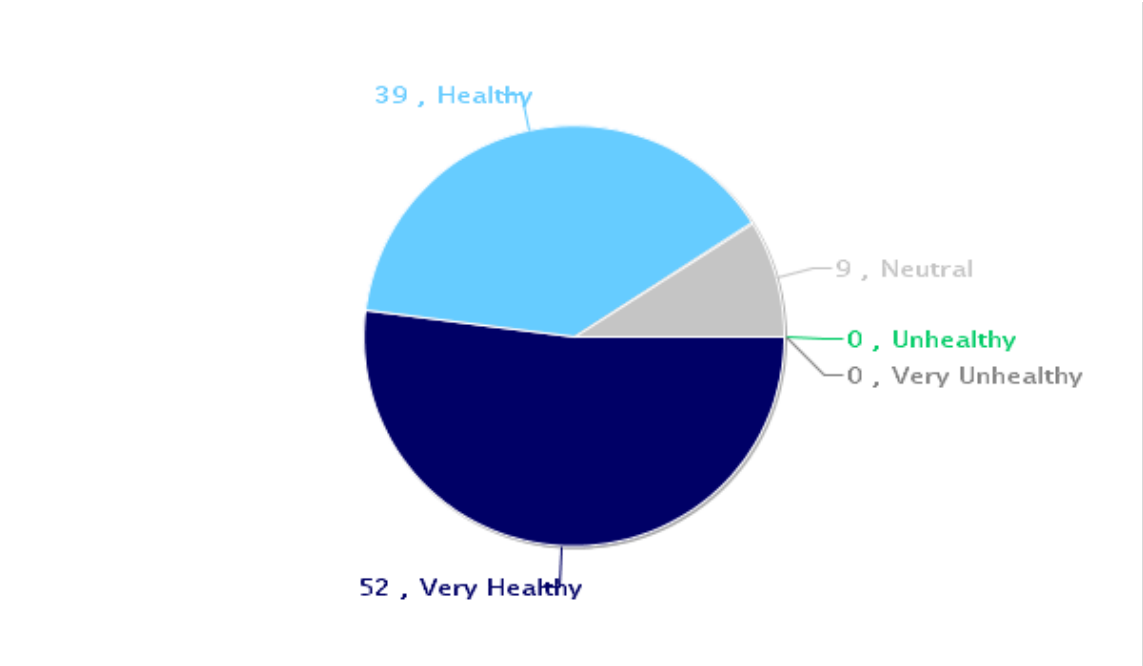
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
1545374	Encouraging a healthy lifestyle would be very beneficial with the addition of sidewalks in our community.
1545397	If we didn't live on 99 Hwy and not have to cross it then we would be more inclined to walk or ride bike to/from school sometimes. More sidewalks along 99 Hwy would make it easier.
1545406	The reason my children do not walk or bike is because they have to cross the highway and I feel they are too young to do that on their own. In a year or two I will encourage them to walk or bike. A few more sidewalks would be beneficial in the town as well so children aren't walking on roadways with high school age drivers anxiously and sometimes recklessly driving on the same roads.
1545419	My main concern is the young drivers hauling a** north bound on Westphalia and the only sidewalk is on the west side of the street after Attendorn St.
1545423	A sidewalk to the highway and across the gas station parking lot would be terrific. A crossing guard across the highway would be very beneficial as well.
1545424	Sidewalks would be beneficial
1545443	Sidewalks would be very beneficial and a healthy change for our school.
1545455	Olpe Elementary would most certainly benefit from sidewalks for local children to walk to/from school. I believe walking/biking is extremely healthy for both the mind and body of growing children.
1545470	Sidewalks would be an asset to the town and would help keep the children safe as they are walking and ride.
1545474	Sidewalks would benefit children getting to school safely.
1545383	Sidewalks would be beneficial to the town and we support the healthy aspects of walking or biking to school.
1545407	They have to have a safe way to cross the state Hwy.
1545418	We live in Emporia but the sidewalk would be very beneficial to the children of Olpe.
1545425	Even though we live several miles from school, the closer students would very much benefit from safer sidewalks and biking/walking routes.
1545427	We live in Emporia but the sidewalk would be very beneficial to the children of Olpe.
1545437	My kids are new to the school. They were so excited to finally be able to walk to school! They were unable to at their previous school.
1545500	We live very close to the school, but because we live across the highway I won't let my kids walk alone. There is no school zone, crosswalk, signs to watch for kids, or sidewalks. I would love to have my kids bike or walk, but the traffic is too dangerous.
1545718	Need a crossing guard at 99 highway

1545379	More sidewalks within the city limits would be great! Not only would they benefit during the school year but also on walks or bike rides at any other time. I have two little kids and I only take routes around town with sidewalks to ensure their safety. It would be nice to have other route options!
1545390	The addition of sidewalks would enhance the safety and ease of riding/ walking to school.
1545395	Need sidewalk to safely walk to school
1545420	Moving to town around September. Is from out in country.
1545451	I have problems allowing them to walk or bike at any age due to the busy road with no sidewalks or safe route with the road.
1545481	Sidewalks would be beneficial around town.
1545723	It would be great for her to have sidewalks to walk on instead of walking in the street!
1545730	Child is a transfer student of Lyon County, walking is not possible but if walking were possible it would be encouraged.
1545375	We really need more wide sidewalks around town to make it easier to walk and bike around town.
1545422	We wish there were more sidewalks for our son to walk or ride his bike to school. The traffic and lack of adult supervision is a worry. Improved bike racks would also help.
1545459	We live in the country so sidewalks doesn't matter too much to us.
1545484	Moving to town around September 15, 2015
1545717	We live in the country - too far to walk
1545732	New sidewalks would be a great asset to our community.
1545465	Sidewalks would be beneficial to the town and I support the healthy aspects of walking and biking to school. If we lived in town she would walk or bike to school.
1545721	Biking isn't an option for us due to living in the rural area.
1545744	We live 12 miles out in country
1545714	Filled out everything we could - However living 8-9 miles away from the school, I'm afraid our answers were not that insightful.
1545743	We live in the country so this does not apply to us however if we lived in town we would use sidewalks to travel to and from school.