

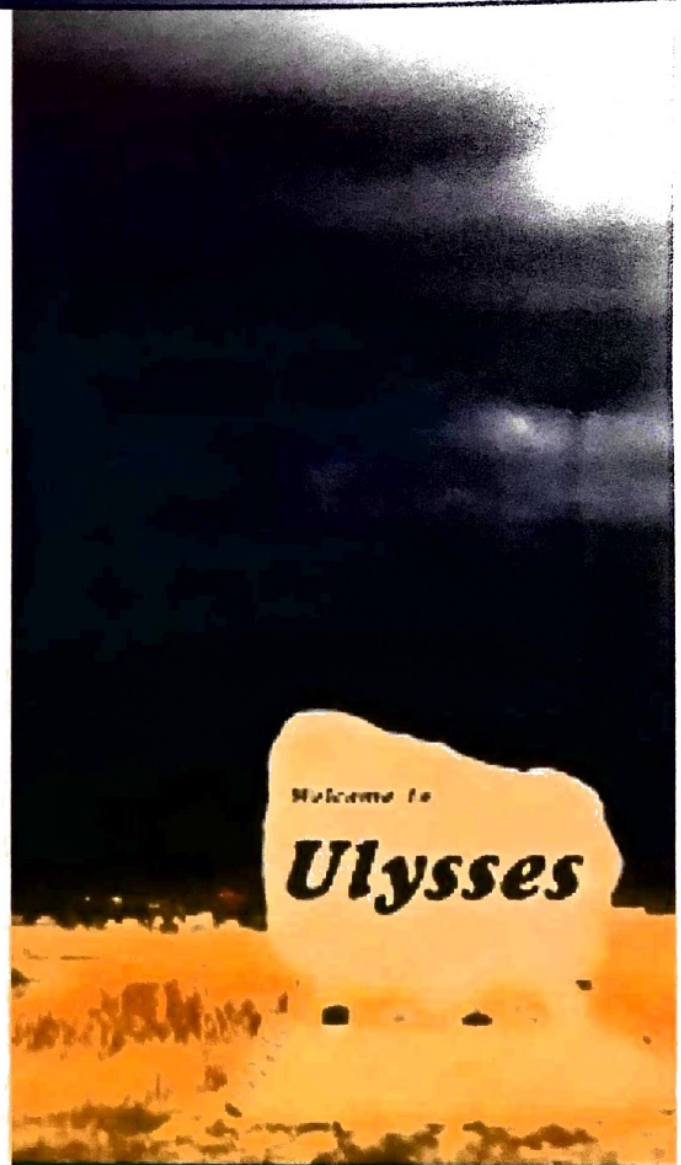
# SAFE ROUTES TO SCHOOLS COMPREHENSIVE PLAN

Project No. 034 U-2365-01

2019

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The City of Ulysses  
Connect Ulysses  
Earles Engineering & Inspection, Inc.



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## BACKGROUND

The community of Ulysses, KS is located approximately 70 miles southwest of Garden City as the crow flies, and situated on the Santa Fe Trail on Highway 160. Grant County recorded 7,336 residents in 2018, with a heavy dependence on agriculture in the economy. USD 214 is the Ulysses School District service the city of Ulysses and county of Grant. USD 214 currently utilizes attendance center assignment. Pre-School through second grade is on the east side of town at Hickok Elementary. Third through Fifth is at Sullivan Elementary, centric to Ulysses. Also centric to Ulysses, but situated on Highway 25, is Kepley Middle School. Lastly, Ulysses High School is located west of town.

### **Hickok Elementary School**

Kindergarten – 2<sup>nd</sup> grade

358 enrolled students.

209 of these students represent a minority group, approximately 60%.

109 of these students qualify for free lunch – 30%.

### **Sullivan Elementary School**

3<sup>rd</sup> through 5<sup>th</sup> grade

381 enrolled students.

271 of these students represent a minority group, approximately 71%.

213 of these students qualify for free lunch – 56%

### **Kepley Middle School**

6<sup>th</sup> through 8<sup>th</sup> grade

360 enrolled students.

257 of these students represent a minority group, approximately 71%

191 of these students qualify for free lunch – 53%

### **Ulysses High School**

9<sup>th</sup> through 12<sup>th</sup> grades

437 enrolled students.

286 of these students represent a minority group, approximately 65%

179 of these students qualify for free lunch – 41%

Poverty and/or health is not the symptom driving the Phase 1 Report. The City of Ulysses is responding to the observed needs of families in our community for safe walking and biking alternatives for children to schools, after school activities and summer recreational opportunities. Based on community and faculty input, as well as site observers, a minimal amount of students with or without parents walk or bike to school due to a lack of infrastructure and safety concerns. This leaves a large number of students that ride to school with parents and are bussed into school.



## 4 City of Ulysses Safe Routes to School Phase 1 Report

When the school district of Ulysses moved toward attendance center style locations for students, the school district elected to create bussing routes that allow children to be bussed from one school to another to meet up with older siblings to either meet a parent for a vehicle pick up or to be escorted home. However, there are other concerns to be addressed in our city as it pertains to safe walking and biking.

Hickok Elementary School has a minor traffic abutment and sidewalks on the south and west side of the property. There is no sidewalk approach from the neighborhoods to the north and east of the school. The **traffic abutment** is insufficient for protecting the safety of children crossing the street. In the image below, please be aware that a **new building** is under construction by the Grant County Recreation Committee that will, among other activities, house the After School Program activities for students of Hickok Elementary.



Sullivan Elementary School is one block off of Highway 25 in the center of town. Students walking or biking from the east side of town find a highway to cross – this highway is heavily trafficked by tractor trailers hauling both livestock and grain, and the intersections leading to the school are angled. Note in the image below the lack of sidewalks, crosswalks or insufficient crosswalks across the highway. Also note in the image below the lack of sidewalks leading south to Kepley Middle School. Siblings who meet for escorted walks home are generally walking in the street (sidewalks are in yards and less than 3 feet wide).





Kepley Middle School exists in the highest risk area of Ulysses. The school straddles Kansas Highway 25, has no traffic abutment, and is subject to the town's heavy agriculture traffic of tractor trailers, farm equipment, and oil & gas vehicles. Classes are held in buildings on both sides of the street. There is no crossing warning mechanism in place. After school, students who participate in sports, walk down Kansas Avenue to the high school practice fields and gymnasiums. There is no established direct sidewalk to these sites.





Connect Ulysses formed under the mantle of the Rotary Club of Ulysses. Rotarians working on this committee invited businesses to become involved in the walkability of the City. The group named itself Connect Ulysses and has been operating as an independent movement of Ulysses residents. The organization worked with the City of Ulysses to install a sidewalk around a park in a low-income neighborhood, and to install sidewalks along a popular walking route on the west side of Ulysses called Joyce Street. When the Connect Ulysses group ran a census in July of 2017 requesting the priority needs of the community, residents listed safe walking and safe biking routes for the families as the town is sadly lacking in each. It is with the urging of current Connect Ulysses member, former City Councilwoman Lana Long-Anderson that the group pursued a Kansas department of Transportation Safe Routes for Schools Phase 1 planning grant. With the past partnership between Connect Ulysses and the City of Ulysses, the City Mayor has agreed to work with this group toward a long term safe routes plan, and working with the school district and Grant county to submit phase 2 applications.

## PLAN OF ACTION

This study was initiated to assist the City of Ulysses, Grant County, and USD 214 in completing the Safe Routers to school (SRTS) Phase 1 Comprehensive Plan and with Phase 2 funding submittal(s). The SRTS program is a federally funded program administered by the Kansas Department of Transportation (KDOT). The objective of this study is to encourage walking and bicycling to the school including identifying routes that children are taking to and between schools, and to and between after school and summer activities, and then propose improvements to those routers both in efficiencies and in traffic control design. The ultimate goal will be to improve router conditions through a combination of traffic calming techniques, sidewalk installations, signage, striping improvements,



route identification, and education initiatives to foster a safer environment for children to walk and bicycle to school. This comprehensive plan includes the five E's – Education, Encouragement, enforcement, Engineering and Evaluation.

The City of Ulysses utilized City Engineer Peter Earles and Earles Engineering & Inspection, Inc., and the members of Connect Ulysses to gather data and create a comprehensive report. Members of Connect Ulysses met with City staff and the USD 214 administrative officers to understand concerns and collect important information about the areas of concern. The SRTS team included Connect Ulysses Members, The City of Ulysses, The Rotary Club of Ulysses, and Earles Engineering & Inspection, Inc.

Meetings were conducted with the administrative staff to obtain access to students and property for data gathering. Information was gathered from the school regarding:

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

Earles and Connect Ulysses collected data to develop the existing conditions. Discussions were also held to gain a better understanding of the local concerns and to help identify problematic areas. A field study was conducted in the vicinity of the school during the peak arrival and dismissal times to compare the anecdotal data gathered from school administration. Recommendations and costs estimates were assembled for the school to include the 5 E's.

## EDUCATION AND ENCOURAGEMENT

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

Current research on active transportation suggests that educational and encouragement campaigns are integral to the survival of a SRTS plan. Research on active transportation and the built environment suggests that physical environmental changes are not sufficient to change behavior. To change an individual's mode of travel, education and encouragement need to occur. This is even more important where the environment is poorly designed for biking and walking to school. Just as each school environment cross the country is different o should be the approach used for each of their education and encouragement campaigns. This section will provide an overview of the current and proposed educational and encouragement programs with recommendations to sustain the program from a structural perspective.



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

It is important that the City of Ulysses students, parents, teachers and other citizens feel that the Safe Routes to School program is supported by the community and City and County officials. To facilitate a top-down approach, it is important that an open line of communication exists between the school, City, County, Connect Ulysses and citizens to express the importance of SRTS and the importance to the community for a health and safe lifestyle. Currently the Connect Ulysses organization is prepared to act as the coordinating SRTS program implementation manager, and will be the SRTS Coordinator to ensure the SRTS goals are achieved. It is important the SRTS Chair communicate with individuals representing a variety of organizations and agencies. Connect Ulysses already employs this network. Suggested coordinating agencies include: USD 214 administration from all schools, the City of Ulysses, Rotary Club of Ulysses, and any other local organizations wishing to engage in the program.

Connect Ulysses will utilize the existing annual Safety Fest to promote walking and biking safety. Large and small businesses and local non-profit organizations are all involved in this community wide event.

Representation from several different agencies will bring a variety of perspectives to the group. The Ulysses Law Enforcement has a unique perspective on travel behavior and will provide valuable insight during the development of the SRTs Plan. This insight will also be valuable in the future as the program develops. The police department has full time staff members that are very involved across the district and community. The officers currently patrol the school for traffic violations and also occasionally from time to time enter the school for community presence.



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

Throughout the year, systems for promoting walking and biking to school or recreational events should be in place to encourage children to use alternative modes of transportation. Consistent and repetitive educational opportunities should be employed to teach children the best ways to walk to school, safe crossings, the best ways to bike to school, and bike equipment safety; while also educating adult drivers regarding pedestrian traffic, safe crossings, bicycle awareness and bicycle directional signals. The success of both of these approaches requires a partnership between the school administrators, Grant County Recreation officers, parents and children; and requires a community wide support to encourage children and parents to walk and/or bike to school.



At the annual Safety Fest, volunteering organizations should create a walk and bike rodeo. This will allow kids to learn the rules of the road, safe commuting guidelines, and benefits of active transit, Children should be encouraged to increase physical activity and personal self-achievement, while also creating a safe environment for children walking and biking to school. Parents should be able to give feedback and receive education on any other concerns that they might have regarding allowing their child to walk or bike to school.

Connect Ulysses members acknowledge that it is responding to the real issue of safety concerns as it pertains to vehicular transportation. Driver safety education should include pedestrian and bicycle awareness. Drivers should be encouraged to “share the road” where bike routes are implemented in the street. These traffic laws and observations should also be strictly



enforced by law enforcement to establish a more aware behavior among Ulysses drivers and business transporting goods within or through the community.

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

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

Organizers could reinforce the beginning of the year programming by celebrating when an individual or group reaches benchmarks. Additionally, events like Walk to School Day should be recognized by walking to places that provide additional learning opportunities: schools could walk to the law enforcement center to learn about safety and what officers do; they could learn about various businesses around town; visit libraries and museums; and tour local parks for biology studies. This is also an opportunity for the law enforcement center to educate motorists on appropriate driving behavior near student that are walking and biking, situational awareness, and traffic marking regulations such as recognizing cross walks and associated hazards.

Safe walking/riding programs should be initiated to mitigate safety concerns. These programs can be walking school busses or bike trains. Each school leader should organize volunteers to help walk or



bike students to school. After school, an adult would meet the students at the school and walk or bike with them back to their homes. While this takes considerable volunteer resources, it mitigates most concerns of safety. If the design of the neighborhood allows, a neighborhood watch program could be started during the hours before and after school when students are commuting. By providing a point of contact at the school, parents and local residents are much more likely to call with concerns about suspicious behavior.

Rewards programs and organized days of recognition will not be employed until safe walking conditions have been implemented. However, safe walking practices and biking behavior, along with driver education can be employed at any time in any condition of routes.

**Education and Encouragement Budget**

<b>Education and Encouragement Budget</b>	
Start Up Marketing Material (Brochures, Maps) Safe Driver provided at Driver's Education through UHS	In Kind
Start Up Materials for Safe Walking and Biking Behaviors for distribution at the schools	In Kind
Participation in the Safety Fest – Walking Safety	In Kind
Participation in the Safety Fest – Biking Safety	In Kind
Safety Fest Volunteers	In Kind
Start Up Rewards Program (Award Options)	In Kind

**ENFORCEMENT**

During the SRTS Phase 1 planning it was indicated that the Law Enforcement Center has a good relationship with the school and that they would likely be willing to offer guidance and support for the SRTS Plan.

**Existing Conditions**

Currently, USD 214 has a good relationship with the local Law Enforcement. The law enforcement will be in the elementary school from time to time to show their presence and discuss important safety procedures such as "stranger danger", how to call in case of an emergency, etc. The law enforcement center has also been seen on a routine basis patrolling the area of the school during morning and afternoon releases.

As briefly discussed in the education and encouragement sections, enforcement is a crucial part of the SRTS program.



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

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

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

To promote behavior change near the schools, a “school patrol program” could be set up. For Ulysses, a scheduled patrol could be coordinated a couple of times during the year. Notice of the Patrol could be published in school newsletters and local papers as suggested. Officers could be in the vicinity of the school and specifically target drivers for vehicular citations for cell phone usage, speeding, seat belts, parking violations, entering traffic violations, cross walk blockage, inappropriate picking up and dropping off students from the road, risky driving, and other potential moving violations. IN order to evaluate the success of this program, the school could administer pre- and post-auditing of the school environment. Prior to releasing the patrol program publicly, surveys around the school could be conducted to tally people seen using phones, seat belts, etc. The same post-auditing would happen after the program is conducted.



Enforcement Goal 2: Utilize older students in enforcement activities

For Sullivan Grade School and Kepley Middle School, utilize the students to create law abiding recognition of parents and students during arrival and departure processes. Have students hand out granola packages to students who are walking or bicycling to school and follow safe practices crossing the street, riding in the road, and using proper safety equipment. Students can also hand out recognition treats to parents who stop properly ahead of cross walks and who are dropping off students at the correct locations.

Enforcement Budget	
Recognition materials for school sponsored events	In Kind



## EVALUATION

In order to better understand parent attitudes and behaviors about children walking or bicycling to school, Connect Ulysses conducted the National Safe Routes to School Parent survey in October 2019. This survey was sent to every student at the elementary and middle schools, and made available online at connectulysses.com. The survey should be conducted again in October 2022 after the completion of the infrastructure, and each year following to measure the success.

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

### Education, Encouragement and Enforcement Summary

To successfully implement the most effective SRTS program, coordination and continued SRTS meetings are necessary to create a structured foundation.

The structured approach below provides necessary stepping blocks and initiatives that USD 214 should implement initially and modify accordingly to assess needs at the schools. The table that follows includes initiatives for 4 of the 5 E's (Education, Encouragement, Enforcement, and Evaluation). The table chronologically presents items that should be conducted as this plan is implemented. It also suggests a timeframe for implementation and identifies the federal outcome addressed. The initiative of the final "E," (Engineering) is discussed in the engineering section, Phase I Engineering Study.

CURRENT CONDITION	ACTIVITY	TARGET POPULATION	IMPLEMENTATION DATE	PERSONS RESPONSIBLE	BUDGET	*5 E's	FEDERAL OUTCOME ADDRESSED
Limited SRTS Coordination	Connect Ulysses appointed to ensure success of future SRTS	City of Ulysses	Fall 2022	Connect Ulysses	Connect Ulysses	ED ED EF	Organized policies to Encourage, Educate and Enforce SRTS
Limited Parent participation	Connect Ulysses discuss methods to encourage and increase walking and biking by increasing parent participation	Parents	Fall 2022	Connect Ulysses	Connect Ulysses	ED EN	Get parents and community involved and increase walking and biking
Students walk home after school in fall and spring	Parent Orientation at beginning of the year. Encourage walking and biking. Share safe routes	Parents	Fall 2022	Connect Ulysses	Connect Ulysses	ED EN	More children walking and biking to school
Students walk home after school in fall and spring	PTO Meeting to get parents involved Set up walking school buses, buddy systems, and incentives to walk and	Parents and Students	Fall 2022	Connect Ulysses & STUCO	Connect Ulysses & USD 214	ED EN	Get parents, students and community involved and increase walking and biking.



	bike. Work with STUCO at KMS						
Students Walk home after school in fall and spring	Newsletter articles about safe routes include Pick up/Drop off procedures to parents	Students and Parents	Fall 2022	Connect Ulysses & Ulysses News	Connect Ulysses	ED EN	Encouragement of Healthy and active lifestyles
Unsafe student walking and biking behaviors	LEC visits school to educate safety and danger concerns. Issue "bike licenses" after completion of tests	Students	Fall 2022	Connect Ulysses, LEC, USD 214	Connect Ulysses & LEC	ED EN EF	Improved community security, awareness, personal ownership
Local traffic behavior	Create a patrol program and enforce good behavior, enforce laws	Drivers	Spring 2021	KMS STUCO UHS Driver's Education LEC Connect Ulysses	Connect Ulysses USD 214 and LEC	ED EF	Increase driver awareness and education
Limited Awareness for Bike Rodeos/Walk to School Day	Coordinate with Safety Fest Committee to create a bike and walk rodeo	Local Community	Fall 2022	Safety Fest Committee Connect Ulysses	Connect Ulysses	ED EN EF	Provide community awareness and interaction
Evaluate	Conduct surveys for data on impact of project	Community	Fall 2023	Connect Ulysses	Connect Ulysses	EV	Increased Community involvement.

## ENGINEERING

### City of Ulysses, USD 214 Background

USD 214 has two elementary schools, one middle school, and one high school scattered throughout the city. The Pre-school through second grade elementary school is located on the east side of town, which the remaining schools are more central and west of town. All the schools were selected for this comprehensive plan due to the lack of infrastructure to and between the schools, and to recreational sites where children go after school and in the summer.

The City of Ulysses, Connect Ulysses, and Ulysses Rotary are working together to address walkability and biking opportunities in Ulysses and Grant County. Connect Ulysses has implemented many efforts and networked widely to promote walking in the community. In so doing, Connect Ulysses became more aware of the lack of sidewalks and safe walking routes for all our walkers, including students. The results from an early census conducting by Connect Ulysses in 2017 revealed that citizens felt investment in safe walking within the town was a larger priority for them than walking trails in our natural environments, and secondly that safe biking conditions should be installed, again ahead of nature walks. Connect Ulysses responded to the community's feedback by applying for the SRTS Phase 1 Grant.

### Hickok Elementary School

Hickok Elementary School has 428 enrolled students in Pre-school through second grade. Based on the results of the SRTS survey, the majority of the students live less than one mile from the school which is encouraging to promote safe walking and biking in the community of Ulysses. As shown on the existing map, the elementary school is located on the opposite side of town from the other schools, but in a highly residential area, and on a major artery street for Ulysses. The sidewalk does



enclose the perimeter. The sidewalks approaching from neighborhoods are incomplete. The crossings are the most controlled crossing of the schools but does not create appropriate risk contract for 8 am, 3:30 pm and 5:00 pm traffic.

A field investigation was planned for Spring 2020 with the intent to survey walking traffic influenced by both improved weather conditions and the new Recreation building across the street. Due to COVID-19 school cancellations, this investigation could not be conducted. It would be recommended that prior to any final construction decisions, if any, that the following data results might impact the decisions made:

- **What is the pick-up and drop off location?**
- **Where do buses go to drop off?**
- **Where do buses go to pick up?**
- **What other circumstances should we know?**
- **How many kids cross the street?**
- **How is the driveway working as it pertains to kid traffic?**
- **How are the crossing guards handled?**

During the parent survey process we received multiple comments from residents supporting the installation of sidewalks to provide a safe route to the school.

## Hickok Elementary School – Recommendations

### Sidewalks, Crosswalks and Traffic Calming Installations

1. The proposed improvements map following this section provides a summary of the NON-EXISTING sidewalk network around Ulysses, illustrating where sidewalks should be added to improve the overall sidewalk connectivity.
2. Sidewalk installations enclosing the school and creating a safe walking route to the Grant County Recreation pool and park should be employed.
3. Traffic calming installations are recommended on the drive-up in front of the school currently part of the drop off and pick up route, and across Missouri street so that students can safely cross to the park or to the Grant County Recreation gymnasium.
4. Other sidewalk installations on the perimeter of Hickok should be considered along the area of Wheat Street to the recreation property, by the low income housing if not yet installed, and fully encasing the perimeter of the care center property.
5. San Jacinto has been identified as an artery – a location with less traffic and more opportunity for sidewalk installations providing a direct route to Sullivan Elementary, and from there to KMS and on to the UHS practice fields. 4-foot sidewalk installations should be added.





### Other

1. All routes should be updated with ADA complaint ramps and crossing.
2. The recommended traffic calming measures will be relative to the risks identified in the surveys.

### Sullivan Elementary School

Sullivan Elementary School has 359 enrolled students in third through fifth grade. Based on the results of the SRTS survey, most of the students live less than one mile from the school which is encouraging to promote safe walking and biking in the community of Ulysses. As shown on the existing map, the elementary school is located just west of the center of town but in a highly residential area, one block from a major highway and sandwiched between two major school artery streets for Ulysses. The sidewalk does not enclose the perimeter on the south side. The sidewalks approaching from neighborhoods are incomplete. The crossings at the school are rather controlled but crossing at Highway 25 is highly dangerous due to high traffic, agricultural traffic trailers, poor sight lines and zigzag intersections.

A field investigation was planned for Spring 2020 with the intent to survey walking traffic influenced by improved weather conditions. Due to COVID-19 school cancellations, this investigation could not



be conducted. It would be recommended that prior to any final construction decisions, if any, that the following data results might impact the decisions made:

- **What is the pick-up and drop off location?**
- **Where do buses go to drop off?**
- **Where do buses go to pick up?**
- **What other circumstances should we know?**
- **How many kids cross the street?**
- **How is the driveway working as it pertains to kid traffic?**
- **How are the crossing guards handled?**

During the parent survey process we received multiple comments from residents supporting the installation of sidewalks to provide a safe route to the school.

## Sullivan Elementary School – Recommendations

### Sidewalks, Crosswalks and Traffic Calming Installations

1. The proposed improvements map following this section provides a summary of the NON-EXISTING sidewalk network around Ulysses, illustrating where sidewalks should be added to improve the overall sidewalk connectivity.
2. Traffic calming installations are recommended on Colorado Street/Highway 25 at San Jacinto and at Nebraska, and on Sullivan Street at San Jacinto and at Nebraska. These recommendations are also due to the increased vehicular traffic of high school students utilizing San Jacinto and Nebraska streets to get to the high school campus.
3. Other sidewalk installations on the perimeter of Sullivan should be considered along the area of San Jacinto Street to Durham.
4. San Jacinto has been identified as an artery – a location with less traffic and more opportunity for sidewalk installations providing a direct route to Hickok Elementary. 4-foot sidewalk installations should be added.





### Other

1. All routes should be updated with ADA complaint ramps and crossing.
2. The recommended traffic calming measures will be relative to the risks identified in the surveys.

### Kepley Middle School

Kepley Middle School has 368 enrolled students in sixth through eighth grade. Based on the results of the SRTS survey, the majority of the students live less than one mile from the school which is encouraging to promote safe walking and biking in the community of Ulysses. As shown on the existing map, the middle school is located just west of the center of town but in a highly residential area, one block from a major highway and sandwiched between two major business artery streets for Ulysses. The sidewalks approaching from neighborhoods are incomplete. The crossings at the school are poorly controlled and crossing at Highway 25 is highly dangerous due to high traffic, agricultural traffic trailers, poor sight lines and multiple pedestrian crossings.

A field investigation was planned for Spring 2020 with the intent to survey walking traffic influenced by both improved weather conditions and the Spring Track season. Students at Kepley walk west on Kansas Avenue where there are insufficient width sidewalks in some areas and no sidewalks in others. Students walked down the middle of the street to get to the practice fields while high school students have been released from school and parents are picking up students from both Kepley Middle School and Sullivan Elementary School. Due to COVID-19 school cancellations, this investigation could not be



conducted. It would be recommended that prior to any final construction decisions, if any, that the following data results might impact the decisions made:

- **What is the pick-up and drop off location?**
- **Where do buses go to drop off?**
- **Where do buses go to pick up?**
- **What other circumstances should we know?**
- **How many kids cross the street?**
- **How is the driveway working as it pertains to kid traffic?**
- **How are the crossing guards handled?**

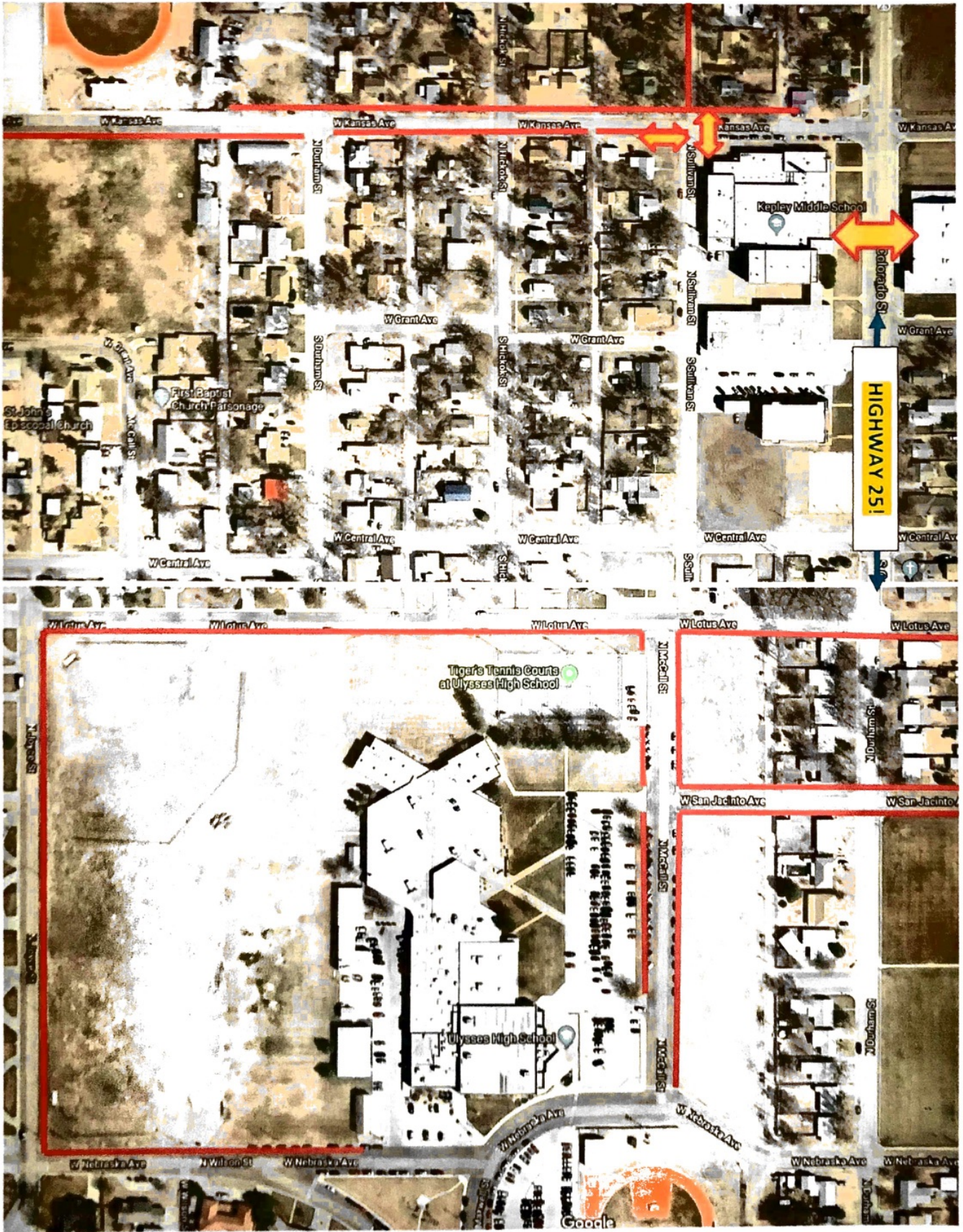
During the parent survey process we received multiple comments from residents supporting the installation of sidewalks to provide a safe route to the school.

### **Sullivan Elementary School – Recommendations**

#### **Sidewalks, Crosswalks and Traffic Calming Installations**

1. The proposed improvements map following this section provides a summary of the NON-EXISTING sidewalk network around Ulysses, illustrating where sidewalks should be added to improve the overall sidewalk connectivity.
2. High level traffic calming installations are recommended on Colorado Street/Highway 25 at in front of the gymnasium.
3. Other sidewalk installations on the length of Kansas Avenue should be considered as well as along the area of Sullivan Street to Sullivan Elementary.
4. Finalize sidewalk installations to the perimeter of Ulysses High School and traffic areas as shown in the second figure.





Other



1. All routes should be updated with ADA complaint ramps and crossing.
2. The recommended traffic calming measures will be relative to the risks identified in the surveys.

### City of Ulysses Walkability

The above sections concerned the immediate perimeter of the schools addressed in this SRTS 1, and this section will pertain to the residential neighborhoods needing walkability to the schools, a wider net so to speak.

Ulysses as a city has developed to the far west border of town, and now the south and southeast borders of town. For 20% of our students' walkability and bikeability are nearly impossible due to no infrastructure.

A field investigation was planned for Spring 2020 with the intent to survey walking traffic influenced by improved weather conditions and the spring Track season. Due to COVID-19 school cancellations, this investigation could not be conducted. It would be recommended that prior to any final construction decisions, if any, that the following data results might impact the decisions made:

- **What is the pick-up and drop off location?**
- **Where do buses go to drop off?**
- **Where do buses go to pick up?**
- **What other circumstances should we know?**
- **How many kids cross the street?**
- **How is the driveway working as it pertains to kid traffic?**
- **How are the crossing guards handled?**

During the parent survey process we received multiple comments from residents supporting the installation of sidewalks to provide a safe route to the school.

### City of Ulysses – Recommendations

#### Sidewalks, Crosswalks and Traffic Calming Installations

1. The proposed improvements map following this section provides a summary of the NON-EXISTING sidewalk network around Ulysses, illustrating where sidewalks should be added to improve the overall sidewalk connectivity.
2. High level traffic calming installations are recommended on Missouri and Highway 160, and at South Cheyenne and Highway 160.
3. Full sidewalk installations on the length of Highway 160 should be considered as well as along a few fillers shown in the map below.



- 4. Finalize sidewalk installations to the perimeter of Ulysses High School and traffic areas as shown in the second figure.



Other

- 1. All routes should be updated with ADA complaint ramps and crossing.



2. The recommended traffic calming measures will be relative to the risks identified in the surveys.

### Phasing

Due to estimated cost to construct the recommendations in this comprehensive plan, and after discussion with the City of Ulysses, it is recommended to complete this project in three phases. The first phase would include the sidewalk and traffic calming installations in the interior of the city. This would create a connection between all the schools. The second and third phase would install sidewalks along Highway 160 and down Stubbs road to encompass the extended neighborhoods of Ulysses. This of course assumes that the KDOT SRTS funding programs remain intact and relatively unchanged.







# Earles Engineering & Inspection, Inc.

Civil & Structural Engineers • Construction Inspectors • Surveyors

Salina, Liberal, Pittsburg, KS, Guymon, OK

April 13, 2020

EI Project No. 19-55

## Ulysses SRTS "Hickok Elementary"

Item No.	Item	Qty	Unit	ENGINEER'S ESTIMATE	
				Unit Cost	Extension
1	Contractor Construction Staking	1	LS	\$15,000.00	\$ 15,000.00
2	Mobilization	1	LS	\$10,000.00	\$ 10,000.00
3	Traffic Control	1	LS	\$10,000.00	\$ 10,000.00
4	Clearing & Grubbing	1	LS	\$10,000.00	\$ 10,000.00
5	Concrete Sidewalk (Entrance)(4")	3,450	S.Y.	\$85.00	\$ 293,250.00
6	Sidewalk Ramp	325	S.Y.	\$250.00	\$ 81,250.00
7	Sidewalk Ramp Detectable Warning	50	S.Y.	\$600.00	\$ 30,000.00
8	Temporary Seeding	1	L.S.	\$1,000.00	\$ 1,000.00
9	Silt Fence	500	L.F.	\$5.00	\$ 2,500.00
10	Biodegradable Log	500	L.F.	\$8.00	\$ 4,000.00
11	Curb & Gutter, Combined	2,050	L.F.	\$65.00	\$ 133,250.00
12	Concrete Pavement (6" uniform)(AE)(Plain)	210	S.Y.	\$85.00	\$ 17,850.00
13	Sign (Remove & Reset)	1	L.S.	\$1,000.00	\$ 1,000.00
14	Pavement Marking (Intersection Grade) (White) (12")	150	L.F.	\$11.00	\$ 1,650.00
15	Pavement Marking (Intersection Grade) (White) (24")	150	L.F.	\$14.00	\$ 2,100.00
16	Seeding	1	LS	\$2,000.00	\$ 2,000.00
<b>Estimated Construction Cost</b>					<b>\$614,850.00</b>
<b>15% Contengecy</b>					<b>\$92,227.50</b>
<b>Total Estimated Construction Cost</b>					<b>\$707,077.50</b>
<b>Estimated Design Cost</b>					<b>\$56,566.20</b>
<b>Total Estimated Cost</b>					<b>\$763,643.70</b>



# Earles Engineering & Inspection, Inc.

Civil & Structural Engineers • Construction Inspectors • Surveyors  
Salina, Liberal, Pittsburg, KS, Guymon, OK

April 13, 2020

EI Project No. 19-55

## Ulysses SRTS "Kepley Middle"

Item No.	Item	Qty	Unit	ENGINEER'S ESTIMATE	
				Unit Cost	Extension
1	Contractor Construction Staking	1	LS	\$15,000.00	\$ 15,000.00
2	Mobilization	1	LS	\$10,000.00	\$ 10,000.00
3	Traffic Control	1	LS	\$10,000.00	\$ 10,000.00
4	Clearing & Grubbing	1	LS	\$10,000.00	\$ 10,000.00
5	Concrete Sidewalk (Entrance)(4")	2,900	S.Y.	\$85.00	\$ 246,500.00
6	Sidewalk Ramp	150	S.Y.	\$250.00	\$ 37,500.00
7	Sidewalk Ramp Detectable Warning	25	S.Y.	\$600.00	\$ 15,000.00
8	Temporary Seeding	1	L.S.	\$1,000.00	\$ 1,000.00
9	Silt Fence	500	L.F.	\$5.00	\$ 2,500.00
10	Biodegradable Log	500	L.F.	\$8.00	\$ 4,000.00
11	Curb & Gutter, Combined	1,500	L.F.	\$65.00	\$ 97,500.00
12	Concrete Pavement (6" uniform)(AE)(Plain)	85	S.Y.	\$85.00	\$ 7,225.00
13	Sign (Remove & Reset)	1	L.S.	\$1,000.00	\$ 1,000.00
14	Pavement Marking (Intersection Grade) (White) (12")	150	L.F.	\$11.00	\$ 1,650.00
15	Pavement Marking (Intersection Grade) (White) (24")	150	L.F.	\$14.00	\$ 2,100.00
16	Seeding	1	LS	\$2,000.00	\$ 2,000.00
17	Pedestrian Crossing Light	1	LS	\$100,000.00	\$ 100,000.00
<b>Estimated Construction Cost</b>					<b>\$562,975.00</b>
<b>15% Contengency</b>					<b>\$84,446.25</b>
<b>Total Estimated Construction Cost</b>					<b>\$647,421.25</b>
<b>Estimated Design Cost</b>					<b>\$51,793.70</b>
<b>Total Estimated Cost</b>					<b>\$699,214.95</b>



# Earles Engineering & Inspection, Inc.

Civil & Structural Engineers • Construction Inspectors • Surveyors  
Salina, Liberal, Pittsburg, KS, Guymon, OK

April 13, 2020

EEI Project No. 19-55

## Ulysses SRTS "High School"

Item No.	Item	Qty	Unit	ENGINEER'S ESTIMATE	
				Unit Cost	Extension
1	Contractor Construction Staking	1	LS	\$15,000.00	\$ 15,000.00
2	Mobilization	1	LS	\$10,000.00	\$ 10,000.00
3	Traffic Control	1	LS	\$10,000.00	\$ 10,000.00
4	Clearing & Grubbing	1	LS	\$10,000.00	\$ 10,000.00
5	Concrete Sidewalk (Entrance)(4")	3,000	S.Y.	\$85.00	\$ 255,000.00
6	Sidewalk Ramp	150	S.Y.	\$250.00	\$ 37,500.00
7	Sidewalk Ramp Detectable Warning	25	S.Y.	\$600.00	\$ 15,000.00
8	Temporary Seeding	1	L.S.	\$1,000.00	\$ 1,000.00
9	Silt Fence	500	L.F.	\$5.00	\$ 2,500.00
10	Biodegradable Log	500	L.F.	\$8.00	\$ 4,000.00
11	Curb & Gutter, Combined	1,800	L.F.	\$65.00	\$ 117,000.00
12	Concrete Pavement (6" uniform)(AE)(Plain)	175	S.Y.	\$85.00	\$ 14,875.00
13	Sign (Remove & Reset)	1	L.S.	\$1,000.00	\$ 1,000.00
14	Pavement Marking (Intersection Grade) (White) (12")	150	L.F.	\$11.00	\$ 1,650.00
15	Pavement Marking (Intersection Grade) (White) (24")	150	L.F.	\$14.00	\$ 2,100.00
16	Seeding	1	LS	\$2,000.00	\$ 2,000.00
<b>Estimated Construction Cost</b>					<b>\$498,625.00</b>
<b>15% Contengecy</b>					<b>\$74,793.75</b>
<b>Total Estimated Construction Cost</b>					<b>\$573,418.75</b>
<b>Estimated Design Cost</b>					<b>\$45,873.50</b>
<b>Total Estimated Cost</b>					<b>\$619,292.25</b>



# COMMUNITY SUPPORT



# **DATA RESULTS**

## **OCTOBER & NOVEMBER 2019**



**COMBINED TALLIES AND SURVEYS, USD214**



## Student Travel Tally Report: Combining Schools in One Data Collection Season

**School Group:** Safe Routes Phase 1

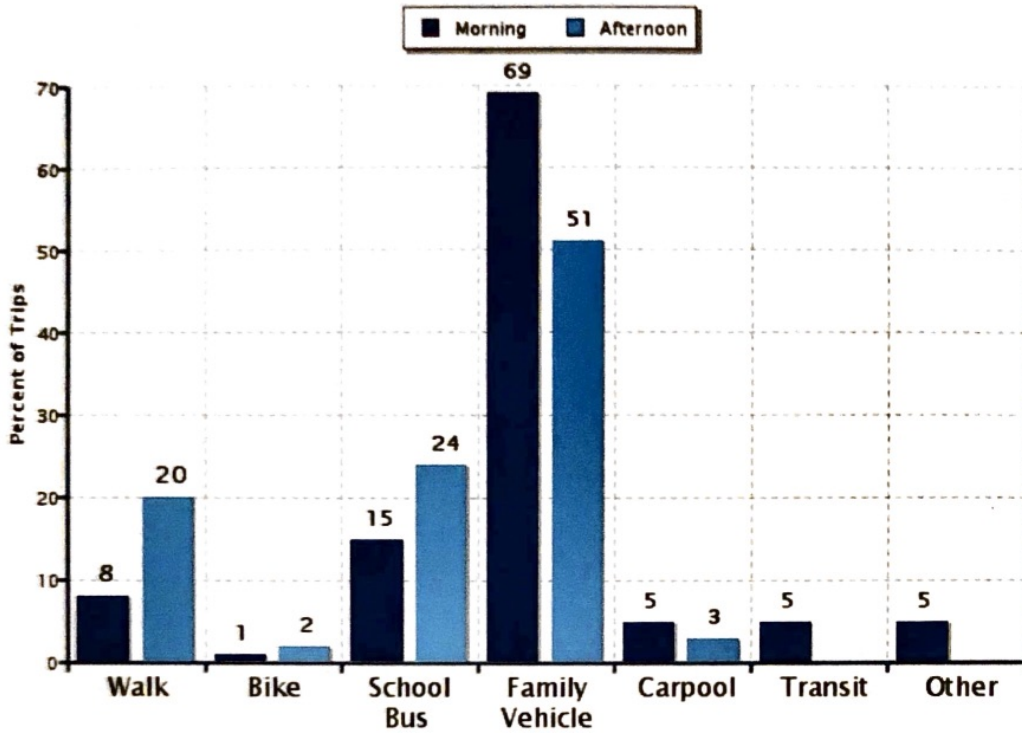
**Date Range:** Fall 2019

**Date Report Generated:** 11/27/2019

School Name:	Month & Year Collected & (Set ID)	School Enrollment:	% Range of School's Students Involved in SRTS:	Number of Classroom in School Targeted by School Group:	Number of Classrooms Included in Report:
Hickok Elementary School	October 2019 (30106)	428	76-100%		20
Kepley Middle School	October 2019 (30310)	368	76-100%		20
Sullivan Elementary School	November 2019 (30285)	359	76-100%		6
Sullivan Elementary School	October 2019 (30209)	359	76-100%		1
Total:				0	47

This report contains information from schools' 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

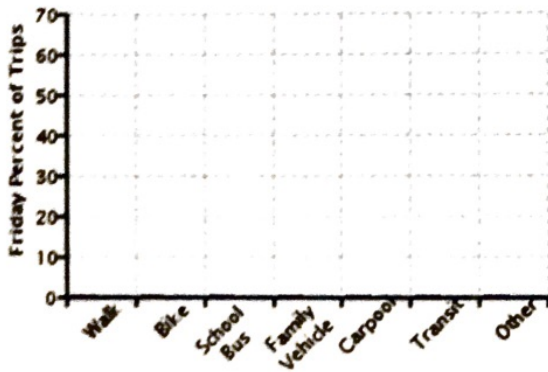
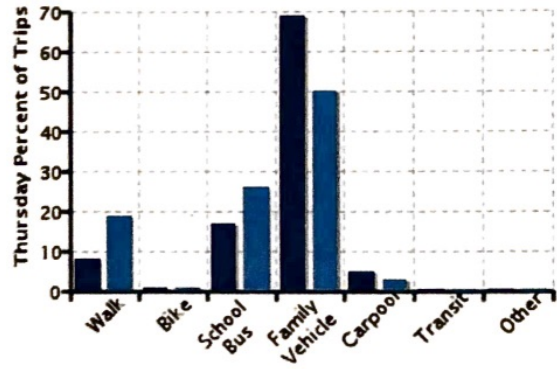
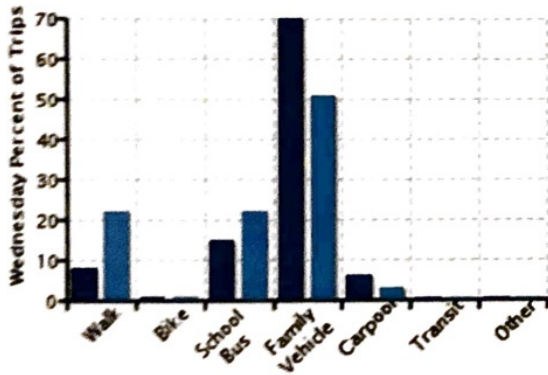
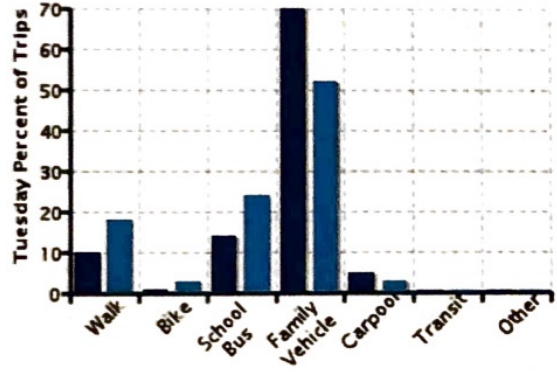
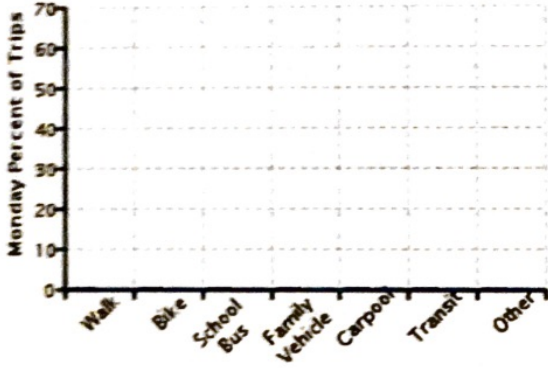
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	2261	8%	1%	15%	69%	5%	0%	0%
Afternoon	2149	20%	2%	24%	51%	3%	0%	0%

Percentages may not total 100% due to rounding.



# Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon



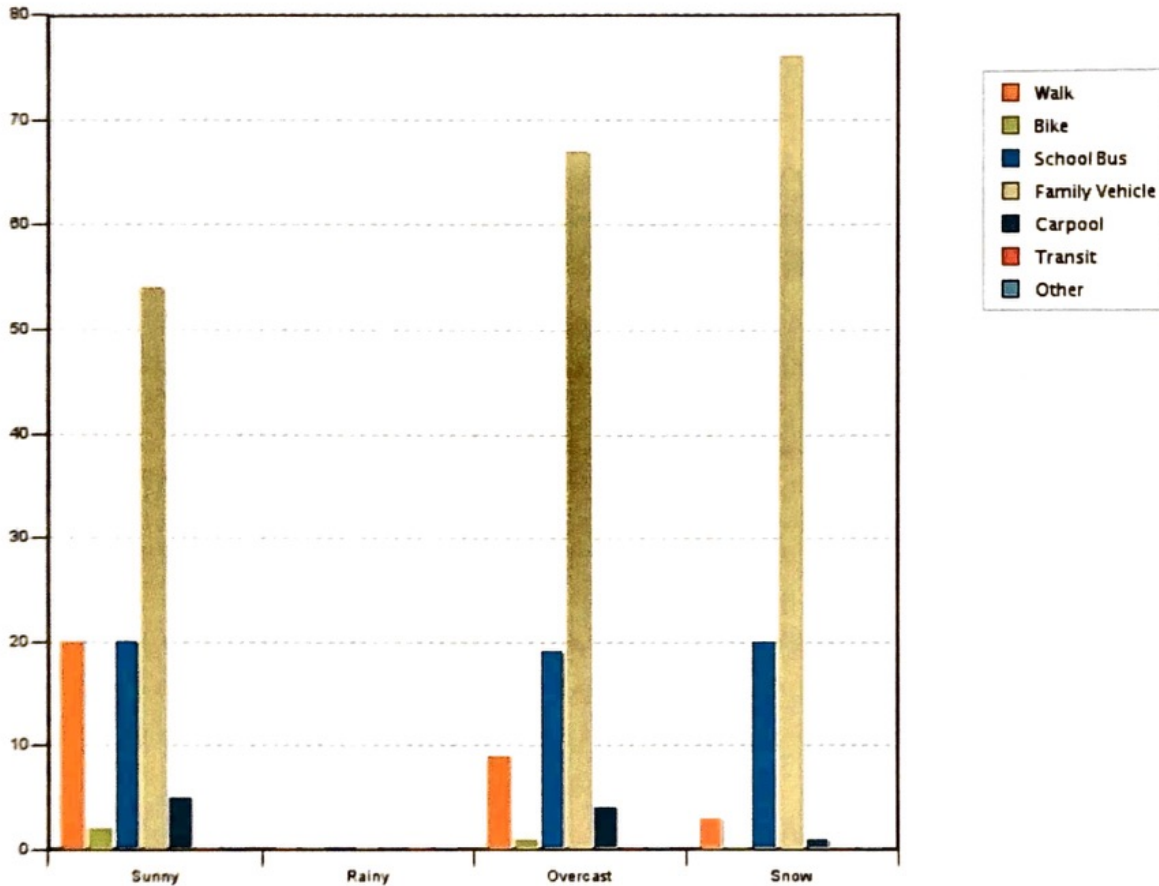
## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Monday AM		0%	0%	0%	0%	0%	0%	0%
Monday PM		0%	0%	0%	0%	0%	0%	0%
Tuesday AM	752	10%	1%	14%	70%	5%	0%	0%
Tuesday PM	738	18%	3%	24%	52%	3%	0%	0%
Wednesday AM	772	8%	1%	15%	70%	6%	0%	0%
Wednesday PM	738	22%	1%	22%	51%	3%	0%	0%
Thursday AM	737	8%	1%	17%	69%	5%	0%	0%
Thursday PM	673	19%	1%	26%	50%	3%	0%	0%
Friday AM		0%	0%	0%	0%	0%	0%	0%
Friday PM		0%	0%	0%	0%	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	2271	20%	2%	20%	54%	5%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	1910	9%	1%	19%	67%	4%	0%	0%
Snow	135	3%	0%	20%	76%	0.7%	0%	0%

Percentages may not total 100% due to rounding.

# Parent Survey Aggregate Summary

**Program Name:** Safe Routes Phase 1

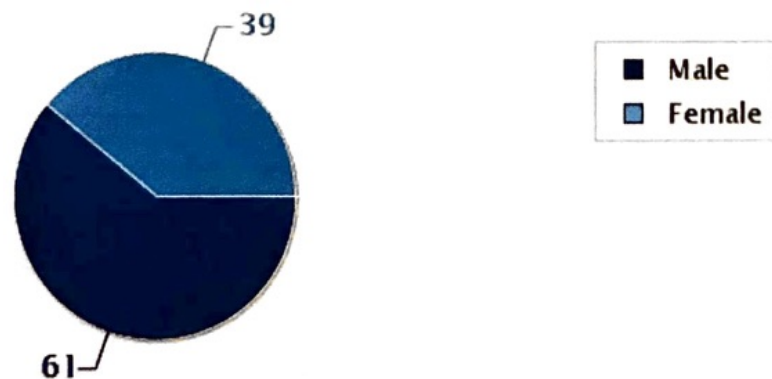
**Date range:** Fall 2019 (July - December 2019)

**Date Report Generated:** 11/27/2019

School Name(s):	Month & Year Collected & (Set ID)	School Enrollment:	Enrollment in Grades Targeted by SRTS Program:	Number of Questionnaires Distributed:	Number of Questionnaires Included in Report:
Hickok Elementary School	October 2019 (19143)	428		400	109
Kepley Middle School	October 2019 (19259)	368		368	43
Sullivan Elementary School	October 2019 (19167)	359		359	42
			Total:	1127	194

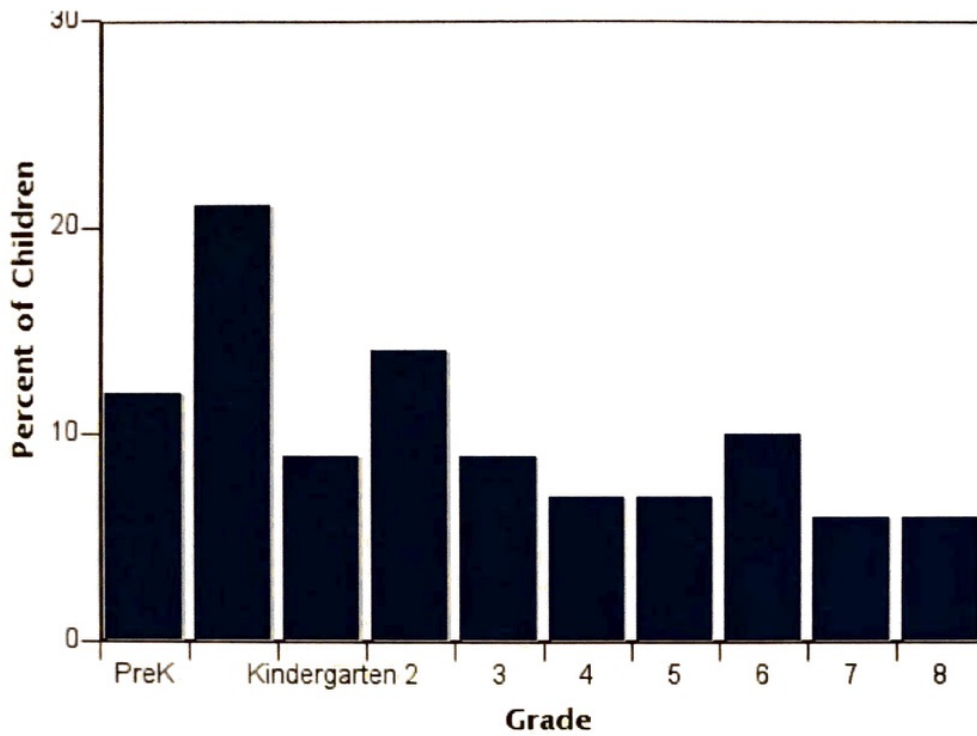
This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and 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	23	12%
Kindergarten	40	21%
1	17	9%
2	26	14%
3	16	9%
4	13	7%
5	13	7%
6	18	10%
7	11	6%
8	11	6%

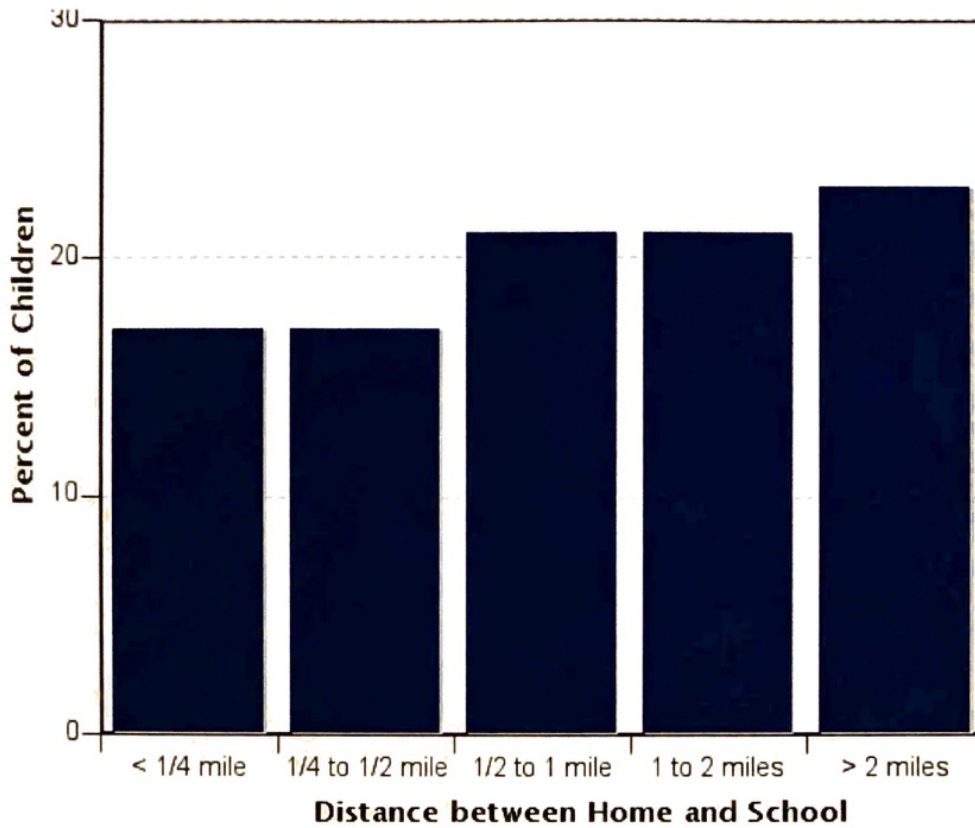
No response: 0

Percentages may not total 100% due to rounding.





## Parent estimate of distance from child's home to school

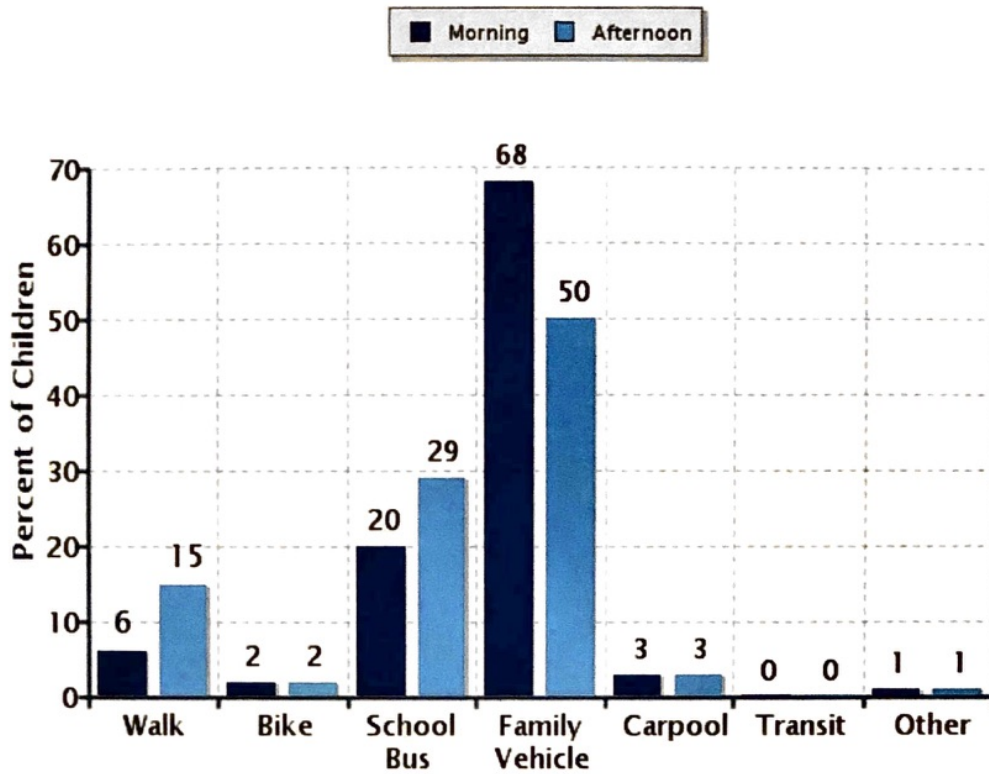


## Parent Survey Aggregate Summary

Distance between home and school	Number of children	Percent
Less than 1/4 mile	31	17%
1/4 mile up to 1/2 mile	31	17%
1/2 mile up to 1 mile	39	21%
1 mile up to 2 miles	39	21%
More than 2 miles	42	23%

Don't know or No response: 12  
 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	192	6%	2%	20%	68%	3%	0%	0.5%
Afternoon	192	15%	2%	29%	50%	3%	0%	0.5%

No Response Morning: 2

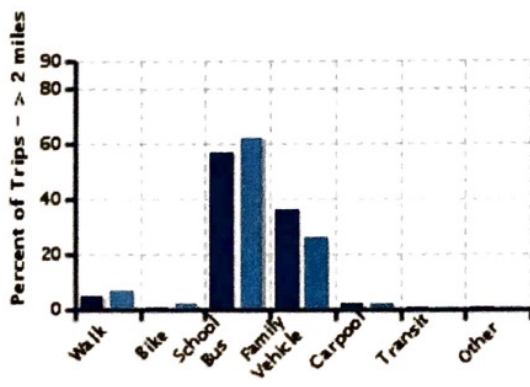
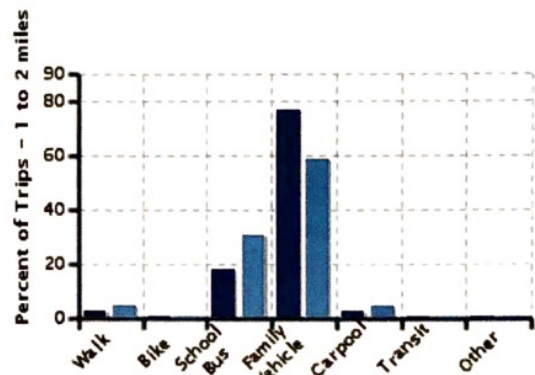
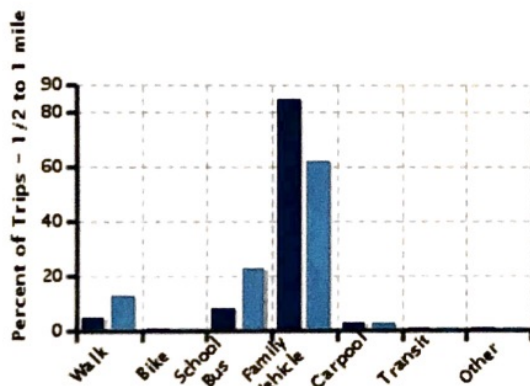
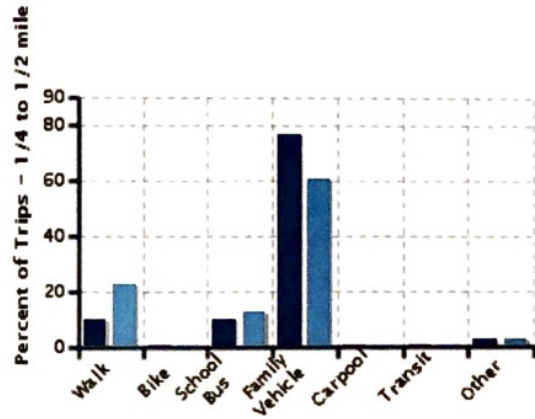
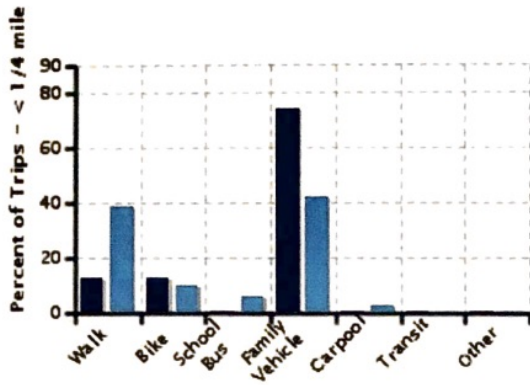
No Response Afternoon: 2

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
1 Less than 1/4 mile	31	13%	13%	0%	74%	0%	0%	0%
2 1/4 mile up to 1/2 mile	31	10%	0%	10%	77%	0%	0%	3%
3 1/2 mile up to 1 mile	39	5%	0%	8%	85%	3%	0%	0%
4 1 mile up to 2 miles	39	3%	0%	18%	77%	3%	0%	0%
5 More than 2 miles	42	5%	0%	57%	36%	2%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

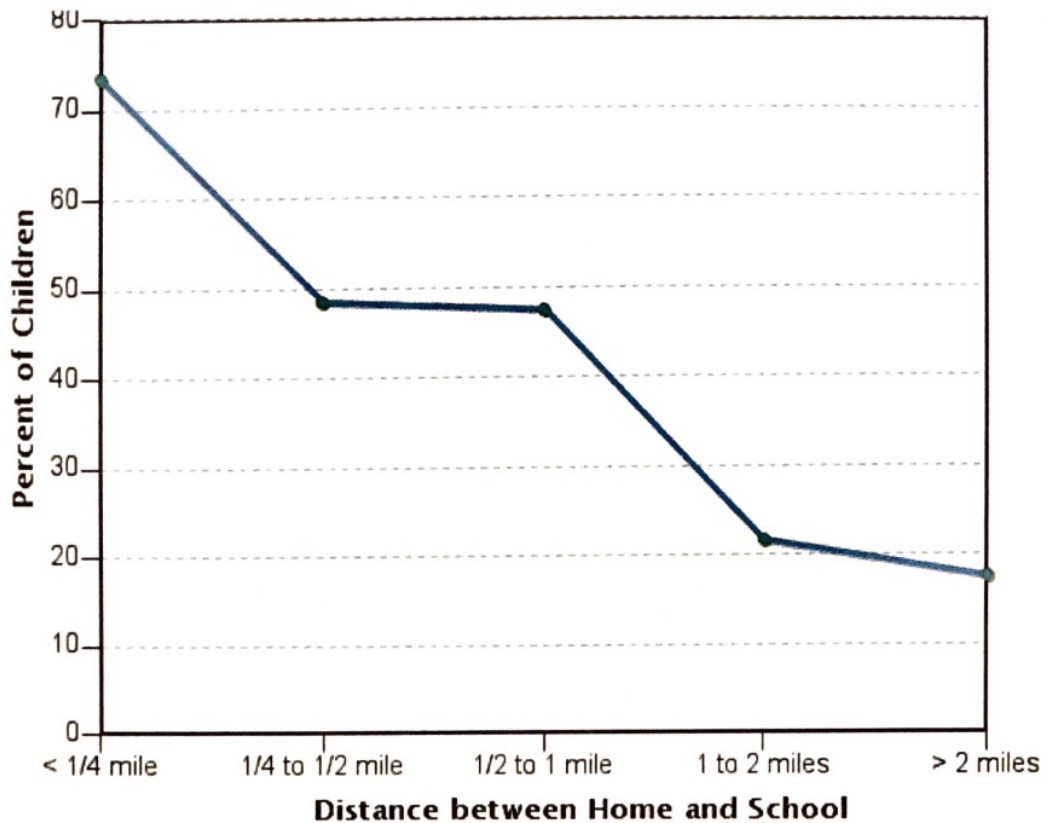
## School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	31	39%	10%	6%	42%	3%	0%	0%
1/4 mile up to 1/2 mile	31	23%	0%	13%	61%	0%	0%	3%
1/2 mile up to 1 mile	39	13%	0%	23%	62%	3%	0%	0%
1 mile up to 2 miles	39	5%	0%	31%	59%	5%	0%	0%
More than 2 miles	42	7%	2%	62%	26%	2%	0%	0%

Don't know or No response: 0

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



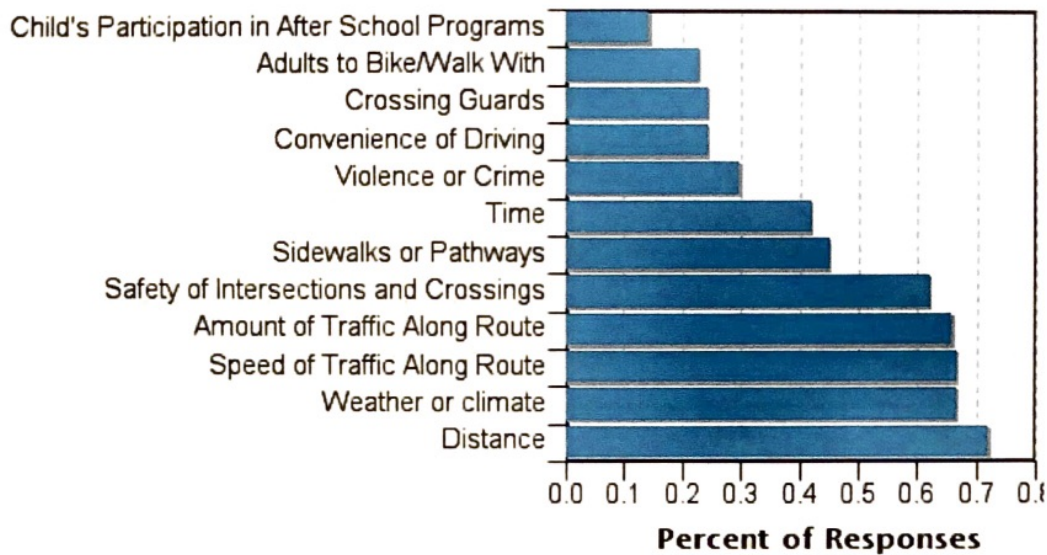
## Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

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	350	73%	48%	47%	22%	18%
No	530	27%	52%	53%	78%	83%

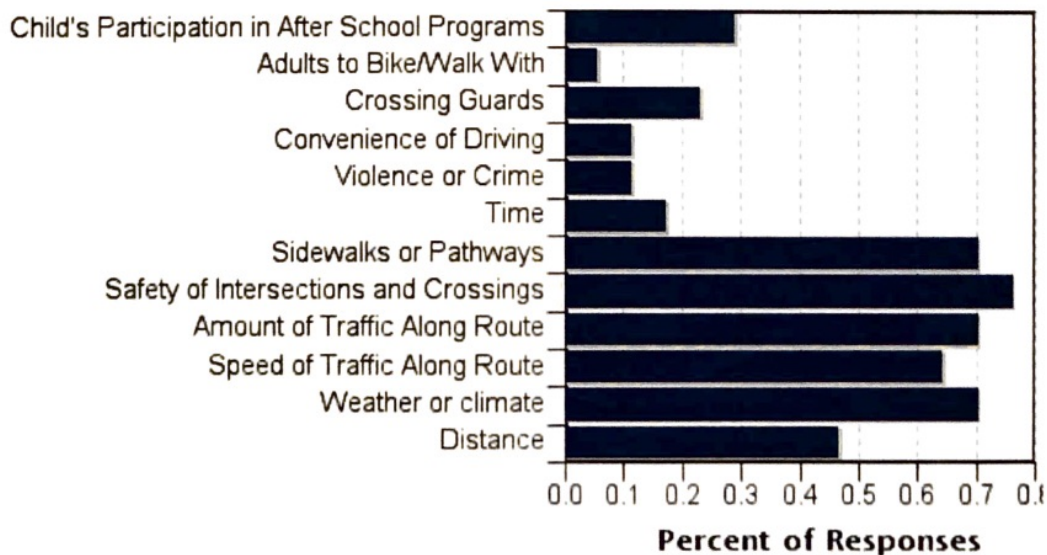
Don't know or No response: 0  
 Percentages may not total 100% due to rounding.



## 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	72%	47%
Weather or climate	67%	71%
Speed of Traffic Along Route	67%	65%
Amount of Traffic Along Route	66%	71%
Safety of Intersections and Crossings	62%	76%
Sidewalks or Pathways	45%	71%
Time	42%	18%
Violence or Crime	30%	12%
Convenience of Driving	25%	12%
Crossing Guards	25%	24%
Adults to Bike/Walk With	23%	6%
Child's Participation in After School Programs	15%	29%
<b>Number of Respondents per Category</b>	<b>130</b>	<b>17</b>

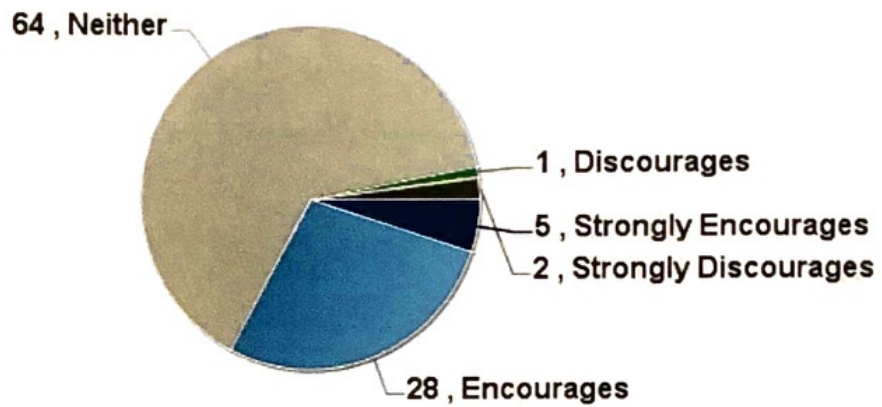
No response: 47

Note:

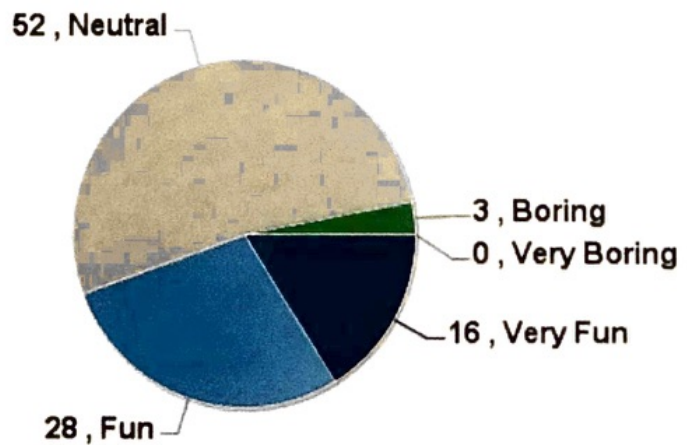
- Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
- Each column may sum to > 100% because respondent could select more than issue
- The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' 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.



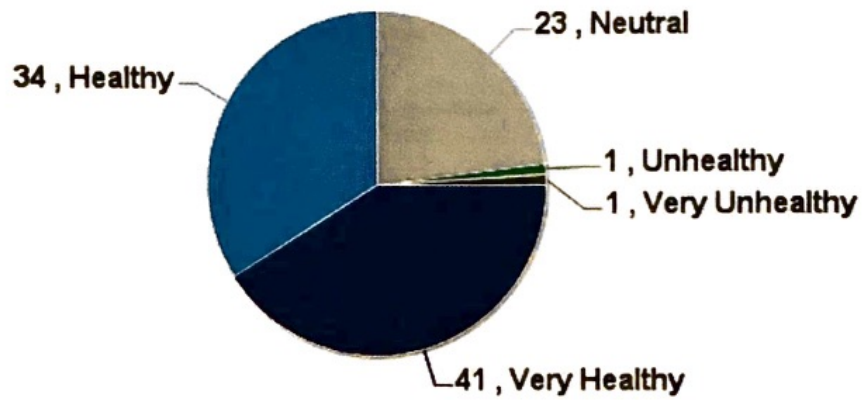
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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

School	SurveyID	Comment
Hickok Elementary School	1684242	Safe walking routes are/would be of value to ALL members of this community.
Hickok Elementary School	1684244	Would be great to have sidewalks on the north side of Hickok Elementary when picking up kids.
Hickok Elementary School	1684247	I think biking and/or walking is a great thing - especially for our older kids (middle and high school age) for sure!
Hickok Elementary School	1684249	We live 14 miles out of town.
Hickok Elementary School	1684255	I feel the town needs more sidewalks around town. I feel more sidewalks would help my family and I feel safer while walking.
Hickok Elementary School	1684258	My child is in pre-k so she doesn't walk or bike but I do support the decision to make it safer for children who do walk and bike to school. This is a good survey and will make a big difference for a lot of kids.
Hickok Elementary School	1684265	I don't feel comfortable with my child walking on such a busy street (Maize) and worry he may get abducted.
Hickok Elementary School	1684267	I live in the county does not pertain to me.
Hickok Elementary School	1684272	I agree with improving sidewalks for kids that live closer to the schools. It's just not a viable idea for my child where we live. {surveyor - this candidate lives in an area where sidewalks will be installed and this will be viable}
Hickok Elementary School	1684273	We would definitely bike/walk more to town if we had access to a safer route, sidewalk, trail system. Thank you!
Hickok Elementary School	1684290	Living in a town with 2 or more busy streets more safety precautions need to be in place. A need for sidewalks is encouraged.
Hickok Elementary School	1684291	We have never lived in town. I also grew up in the country so our answers do not show adequate need for the town.
Hickok Elementary School	1684308	Safe walking routes are/would be of value to ALL members of this community.
Hickok Elementary School	1684317	We live in the country, so it really does not affect us, but I think it would be wonderful to build and improve sidewalks!
Hickok Elementary School	1684318	Improving sidewalk access around town would be nice and so much safer for children who do walk to school.
Hickok Elementary School	1684331	Todo seria mejor se hubiera mas cuidado y precaucion en manejar y respetar senales. Everything would be better if there was more care and caution in handling and respecting signals.



Hickok Elementary School	1684335	Mi hijo no tiene la edad para andar en bicicleta o caminar sola en la calle hacia o desde la escuela. My child is not old enough to ride a bike or walk alone on the street to or from school.
Hickok Elementary School	1685716	I wish I felt more comfortable to let my child ride a bike to school or work.
Hickok Elementary School	1687690	My child is disabled and I would never let him walk or bike to school alone.
Hickok Elementary School	1687691	Need orange cone on the south side of the school on cross walk cause people still park there and their no place to walk.
Kepley Middle School	1688801	Por seguridad
Kepley Middle School	1688846	En el cruce de Kepley y el gimnasio por la calle Colorado a veces hay niños con discapacidad que cruzan solas sin supervisión y eso es muy peligroso. Supervisar la salida de clases completas en ese cruce porque a veces detienen demasiado tiempo el tráfico porque casi pasan uno por uno, cuando pueden juntar toda la clase y pasar al mismo tiempo.
Kepley Middle School	1688848	We live just past the 2nd mile road on N Hwy 25 There are no shoulders on N Hwy 25 in that area with traffic - it is too dangerous to ride a bike.
Kepley Middle School	1689000	I'd like to walk but my house is too far.
Kepley Middle School	1689003	Main concern is crossing Colorado.
Kepley Middle School	1689008	ojala kesi sepudieran aser caminos para los niños un jemor futuro.
Kepley Middle School	1689015	better crossing areas in some places would be nice.
Kepley Middle School	1689024	Se necesita ur Policia que asgure que se respeta el cruce peatoncel principal en la escuela Kepley aproximadamente hasta 8.15 para los niños que llegan tarde, a esa hera ya no respetan la velocidad y nan estado aponto de arroyarlos yo lo he visto.
Sullivan Elementary School	1685604	This is the first year I have let him walk and still not very comfortably. Main concern is Kepley students walking from and or to the high school. High School students don't take enough caution for kids walking on the street. I strongly believe there should be a sidewalk all the way down Kansas street for them. At least from Kepley to their practice field.
Sullivan Elementary School	1685608	My son would love to ride his bike to school but there is not a safe place to ride to school. If there was a sidewalk I would feel more safe.
Sullivan Elementary School	1685617	n/a
Sullivan Elementary School	1685623	Los chocros de high school manejan muy recio junto a las escuelas. Los chicos de high school manejan muy recio junto a las escuelas. 65/5000 The high school boys drive very hard next to the schools.
Sullivan Elementary School	1685629	la uested hay mucho peligro de cucquirer tipo (trafico, abuso, personas caminacle yell no son dela escuela pueden hacerles algo). The uested there is a lot of danger of any kind (traffic, abuse, people walking and not being from school can do something to them)
Sullivan Elementary School	1685703	We live out of town, my child rides the shuttle bus.
Sullivan Elementary School	1685709	Better crossing areas in some places would be nice.





## **HICKOK ELEMENTARY SCHOOL**



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

School Name: Hickok Elementary School

Set ID: 30106

School Group: Safe Routes Phase 1

Month and Year Collected: October 2019

School Enrollment: 428

Date Report Generated: 11/27/2019

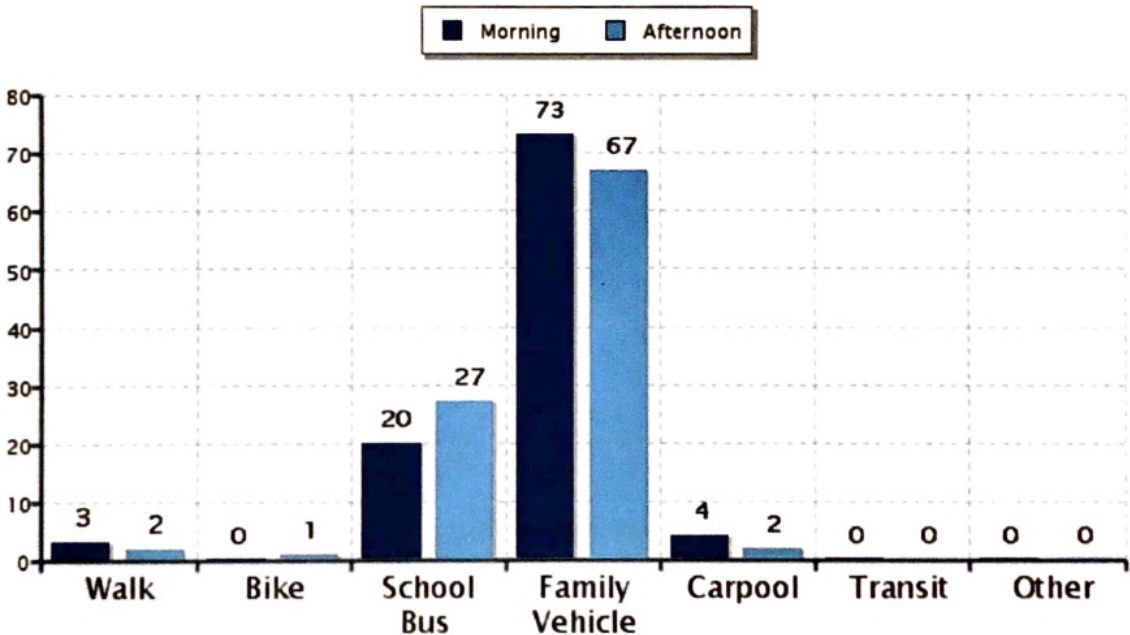
% of Students reached by SRTS activities: 76-100%

Tags: Policy change that supports SRTS

Number of Classrooms  
Included in Report: 20

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



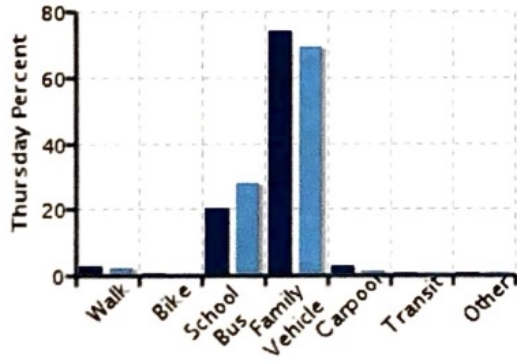
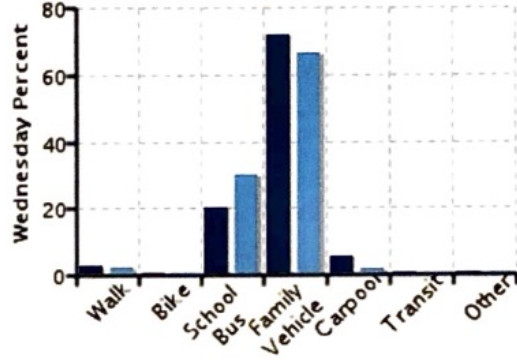
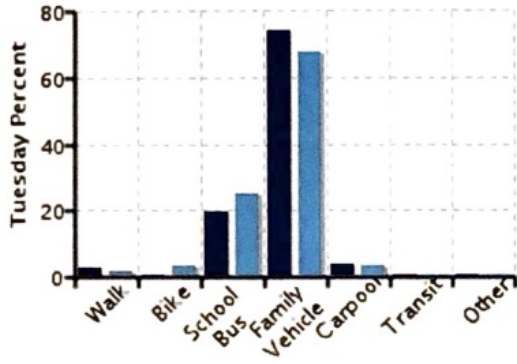
## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	851	3%	0%	20%	73%	4%	0%	0%
Afternoon	839	2%	1%	27%	67%	2%	0%	0%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon



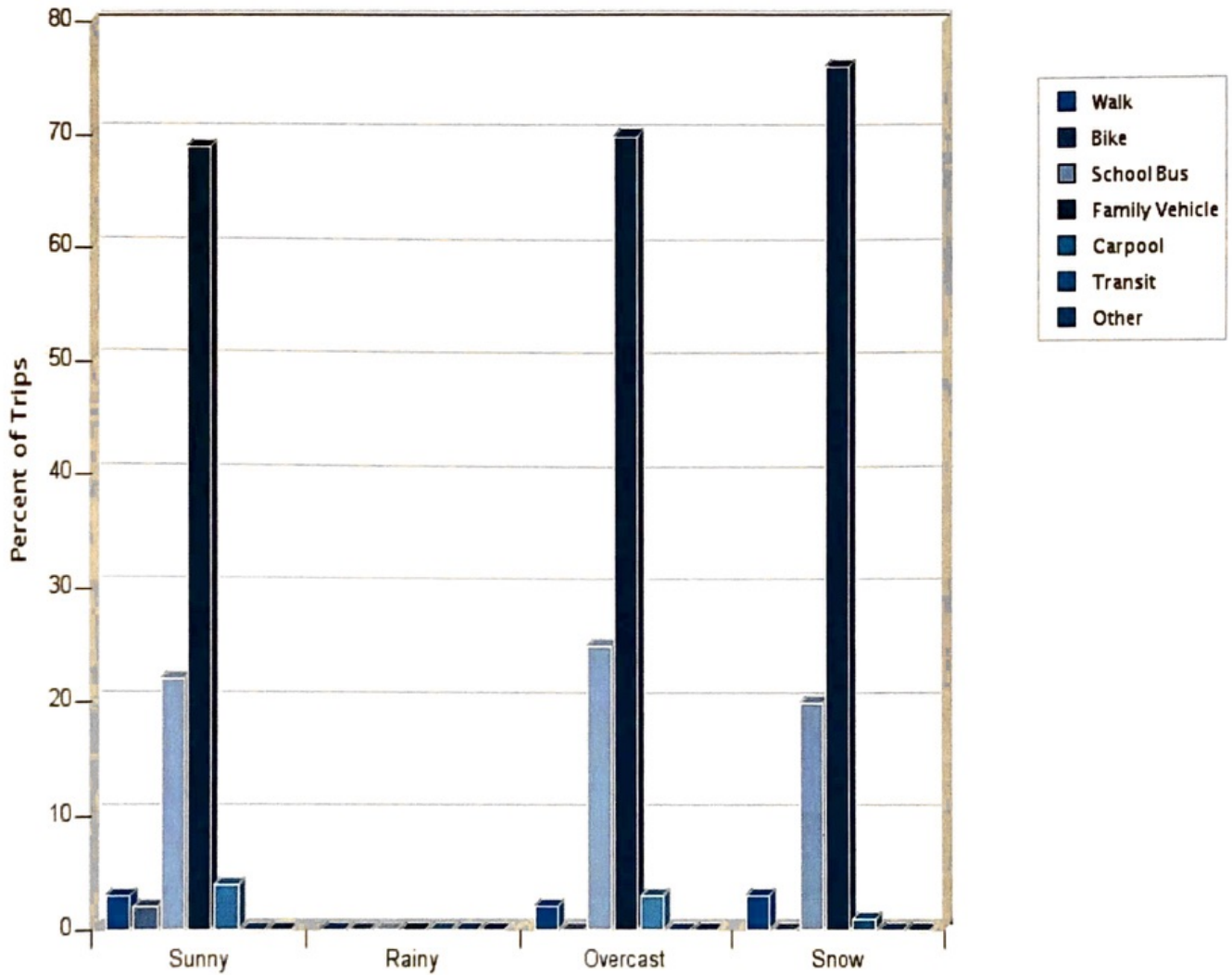
## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	280	3%	0%	20%	74%	4%	0%	0%
Tuesday PM	294	1%	3%	25%	67%	3%	0%	0%
Wednesday AM	295	3%	0%	20%	72%	5%	0%	0%
Wednesday PM	287	2%	0%	30%	66%	2%	0%	0%
Thursday AM	276	3%	0%	20%	74%	3%	0%	0%
Thursday PM	258	2%	0%	28%	69%	1%	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	487	3%	2%	22%	69%	4%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	974	2%	0%	25%	70%	3%	0%	0%
Snow	135	3%	0%	20%	76%	0.7%	0%	0%

Percentages may not total 100% due to rounding.

# Parent Survey Report: One School in One Data Collection Period

**School Name:** Hickok Elementary School

**Set ID:** 19143

**School Group:** Safe Routes Phase 1

**Month and Year Collected:** October 2019

**School Enrollment:** 428

**Date Report Generated:** 11/27/2019

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

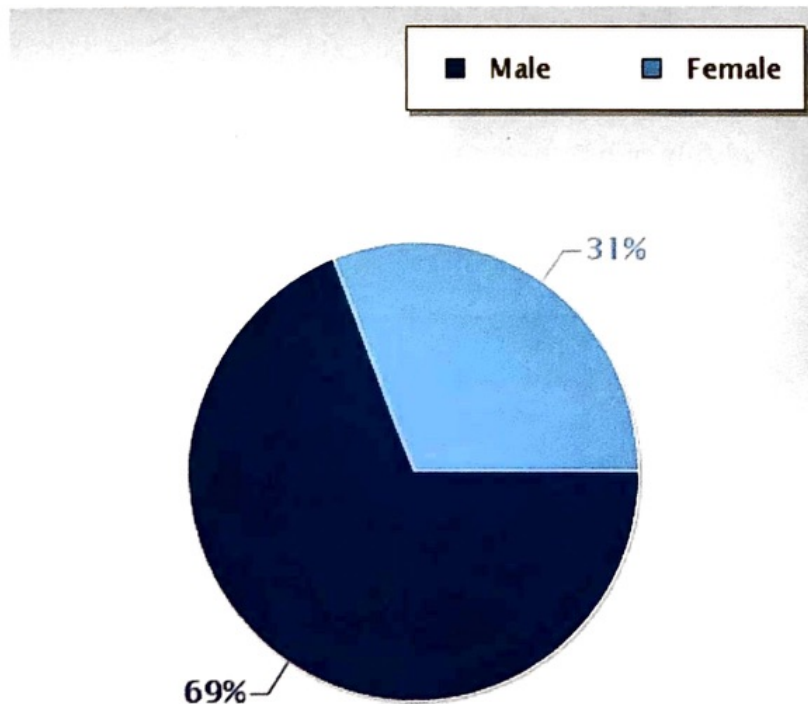
**Tags:** Policy change that supports SRTS

**Number of Questionnaires Distributed:** 400

**Number of Questionnaires Analyzed for Report:** 109

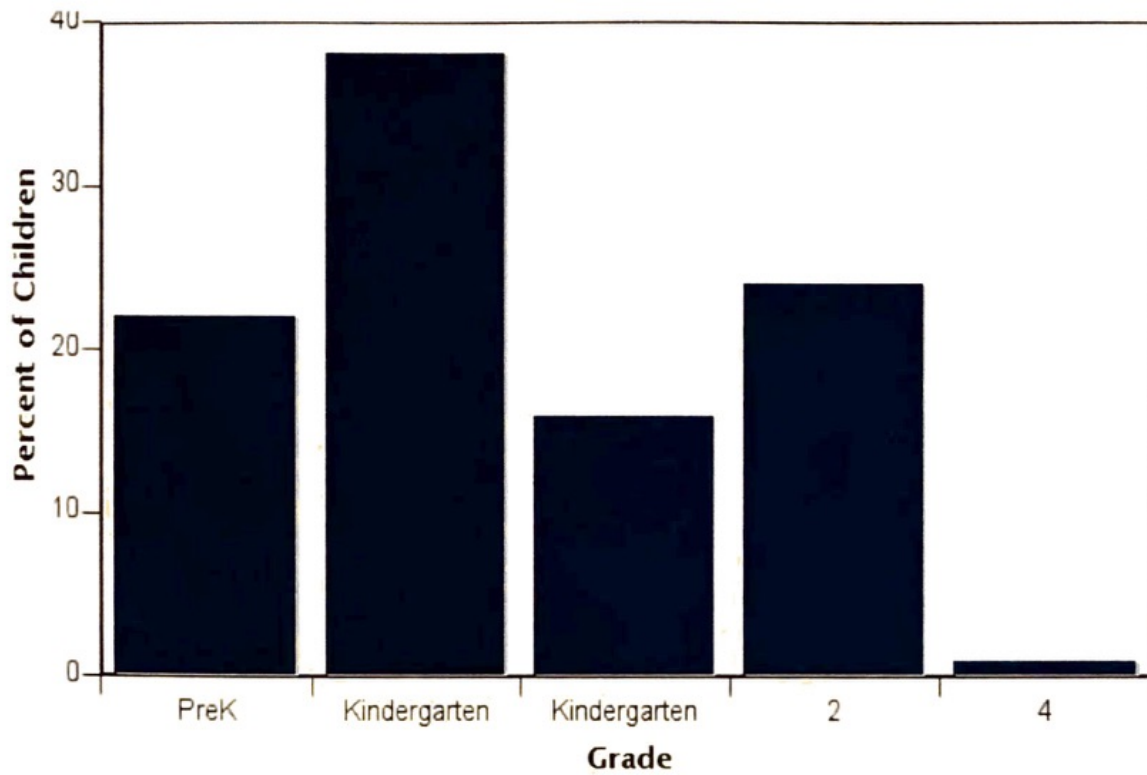
This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and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



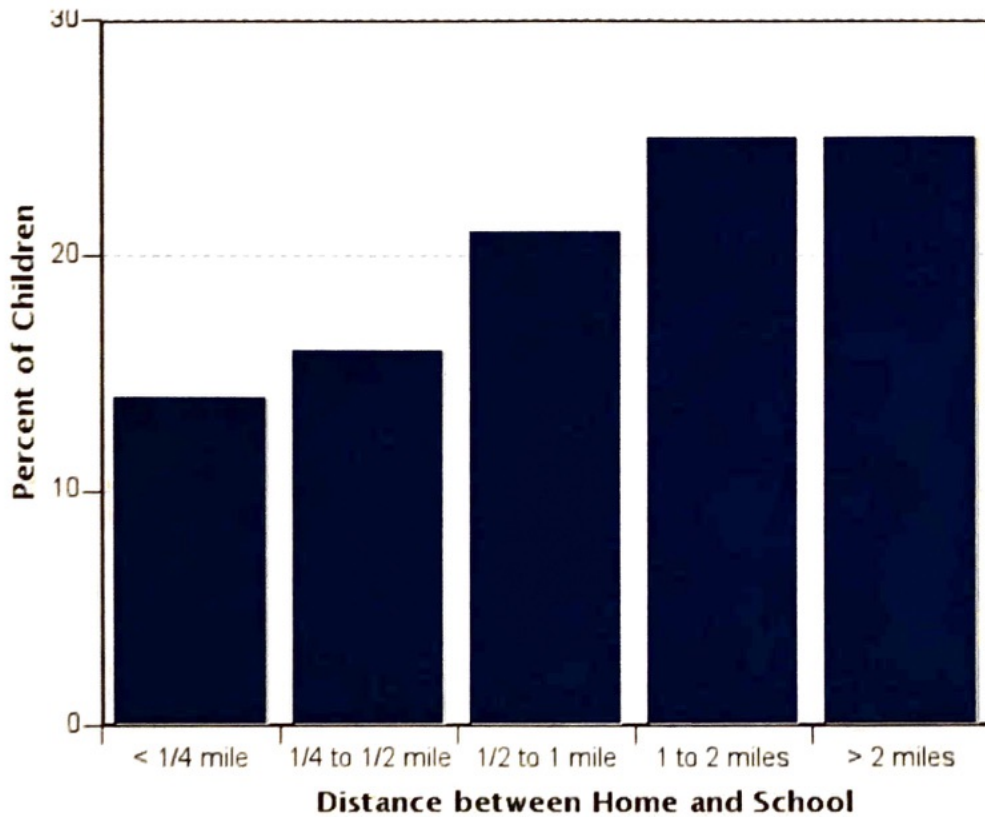
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	23	22%
Kindergarten	40	38%
1	17	16%
2	25	24%
4	1	1%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



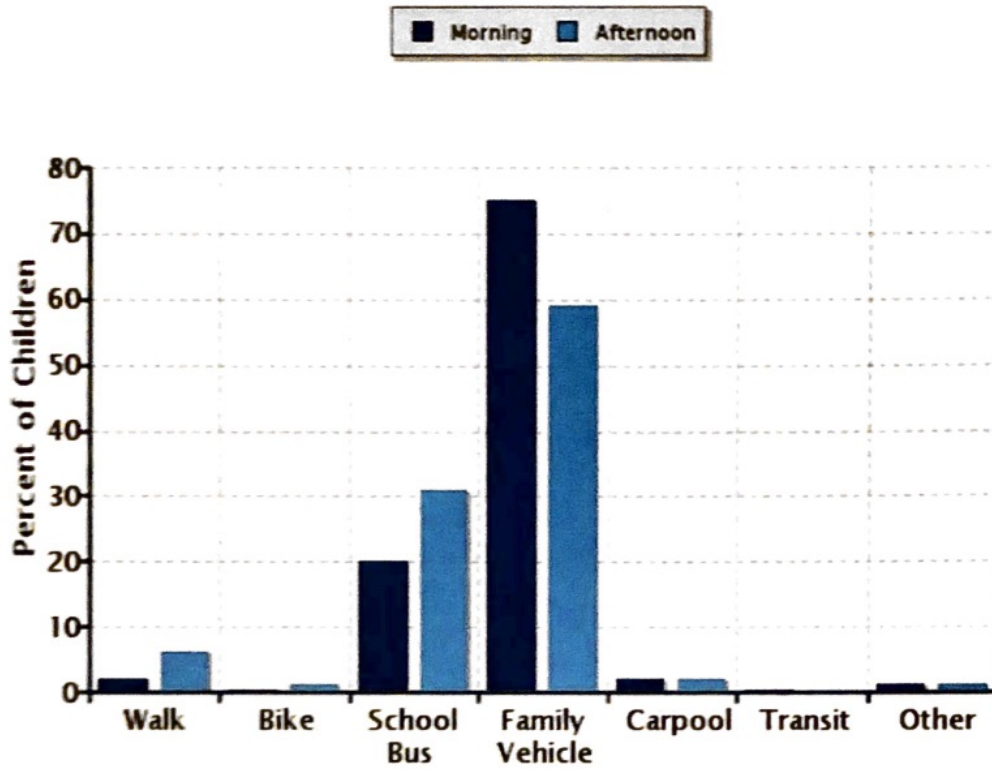
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	14	14%
1/4 mile up to 1/2 mile	16	16%
1/2 mile up to 1 mile	21	21%
1 mile up to 2 miles	26	25%
More than 2 miles	25	25%

Don't know or No response: 7  
 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	108	2%	0%	20%	75%	2%	0%	0.9%
Afternoon	108	6%	0.9%	31%	59%	2%	0%	0.9%

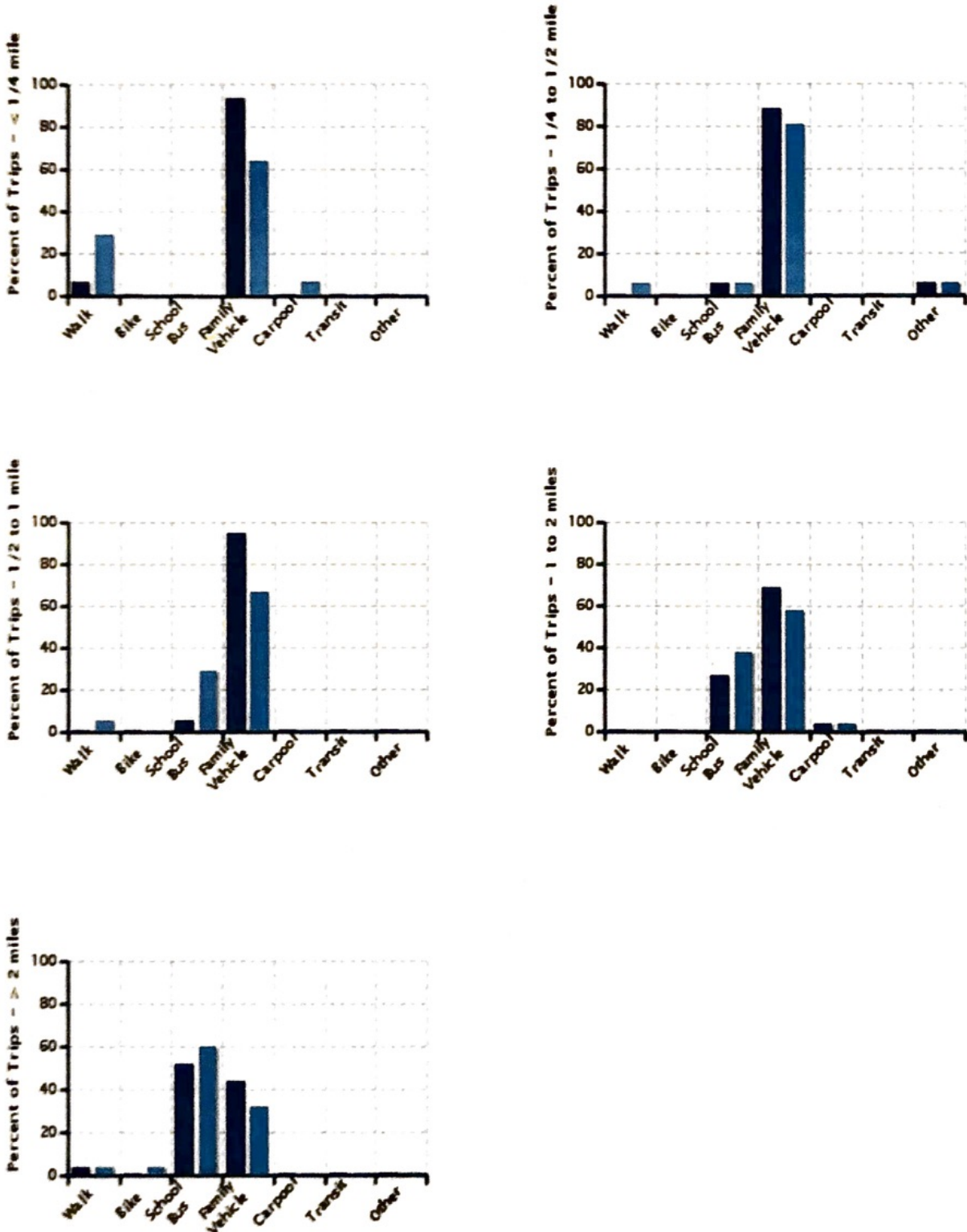
No Response Morning: 1

No Response Afternoon: 1

Percentages may not total 100% due to rounding.

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

■ Morning      ■ Afternoon





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

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	14	7%	0%	0%	93%	0%	0%	0%
1/4 mile up to 1/2 mile	16	0%	0%	6%	88%	0%	0%	6%
1/2 mile up to 1 mile	21	0%	0%	5%	95%	0%	0%	0%
1 mile up to 2 miles	26	0%	0%	27%	69%	4%	0%	0%
More than 2 miles	25	4%	0%	52%	44%	0%	0%	0%

Don't know or No response: 7

Percentages may not total 100% due to rounding.

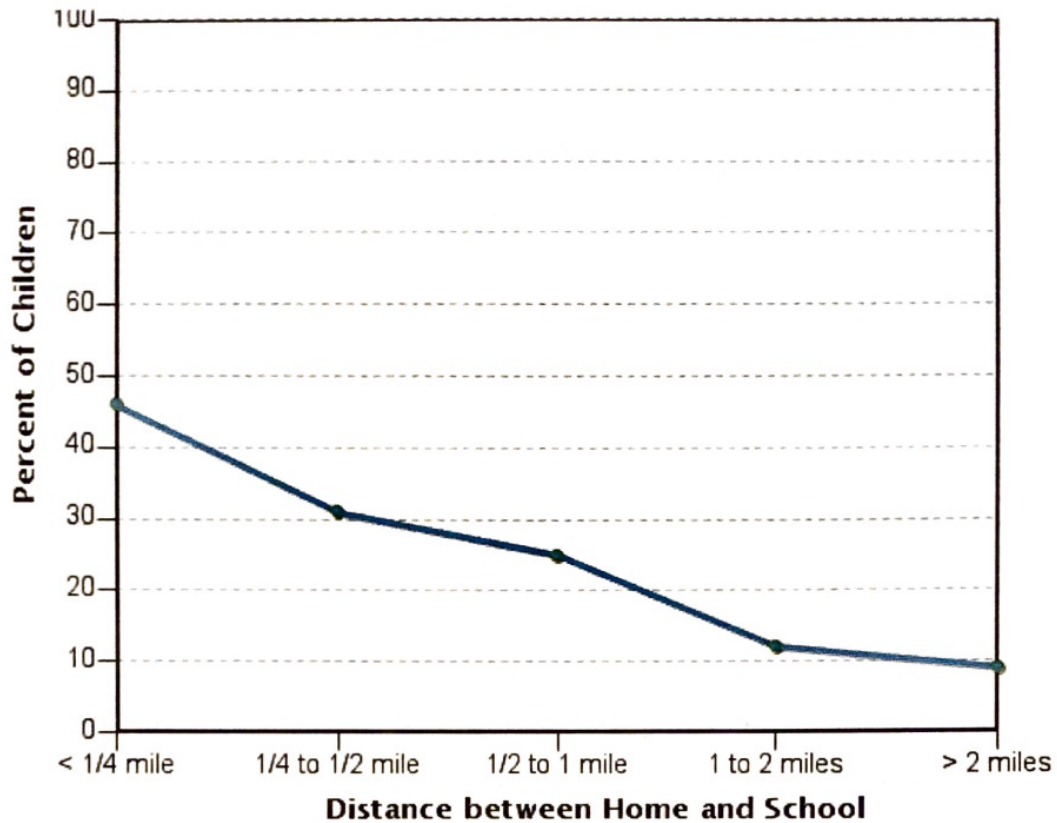
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	14	29%	0%	0%	64%	7%	0%	0%
1/4 mile up to 1/2 mile	16	6%	0%	6%	81%	0%	0%	6%
1/2 mile up to 1 mile	21	5%	0%	29%	67%	0%	0%	0%
1 mile up to 2 miles	26	0%	0%	38%	58%	4%	0%	0%
More than 2 miles	25	4%	4%	60%	32%	0%	0%	0%

Don't know or No response: 7

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



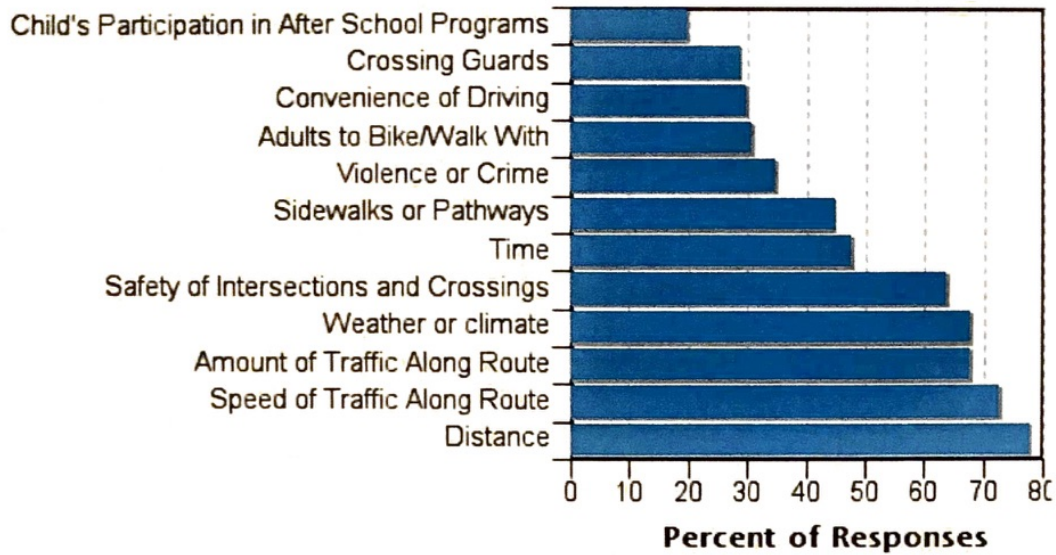
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

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	21	46%	31%	25%	12%	9%
No	76	54%	69%	75%	88%	91%

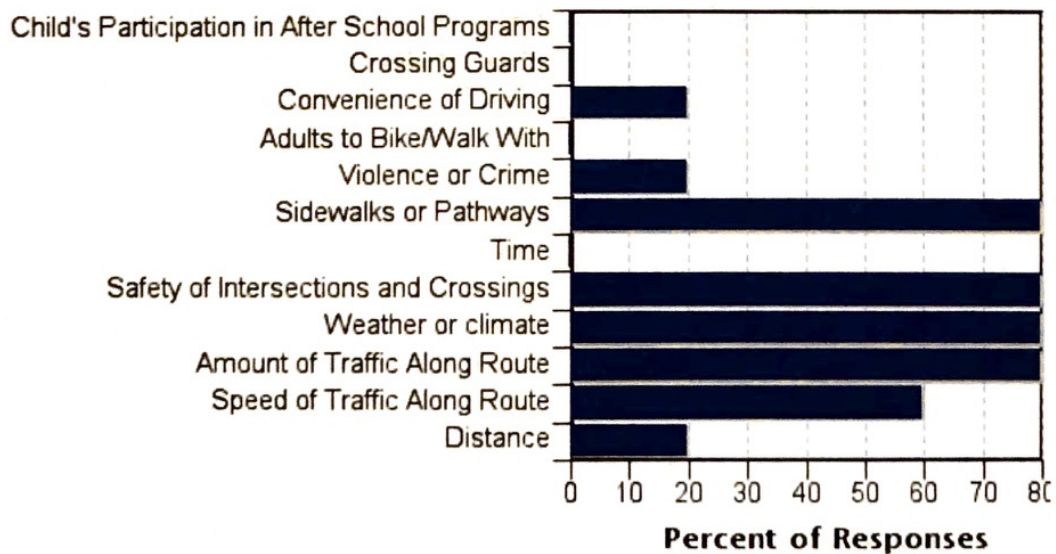
Don't know or No response: 12  
 Percentages may not total 100% due to rounding.



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	78%	20%
Speed of Traffic Along Route	73%	60%
Amount of Traffic Along Route	68%	80%
Weather or climate	68%	80%
Safety of Intersections and Crossings	64%	80%
Time	48%	0%
Sidewalks or Pathways	45%	80%
Violence or Crime	35%	20%
Adults to Bike/Walk With	31%	0%
Convenience of Driving	30%	20%
Crossing Guards	29%	0%
Child's Participation in After School Programs	20%	0%
<b>Number of Respondents per Category</b>	<b>80</b>	<b>5</b>

No response: 24

Note:

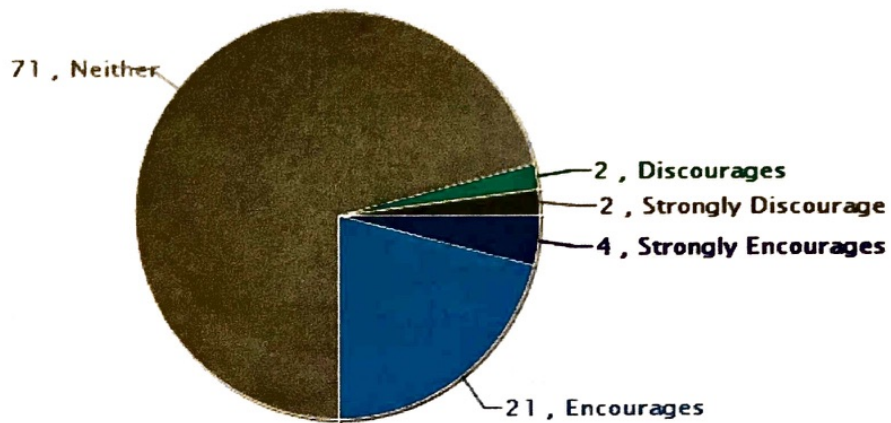
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

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

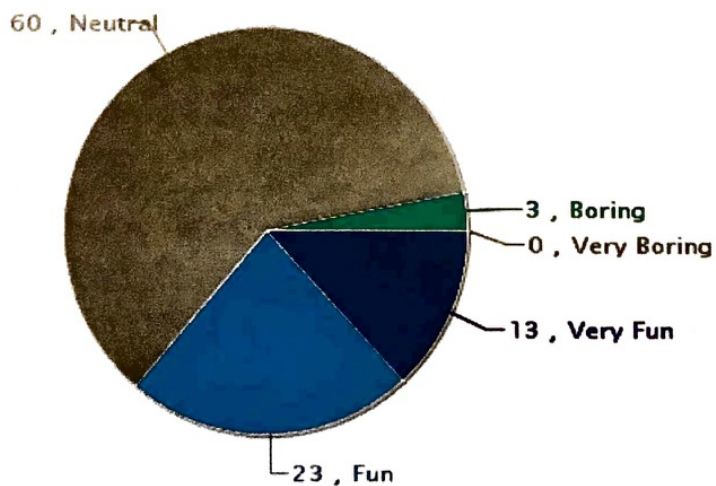
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention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



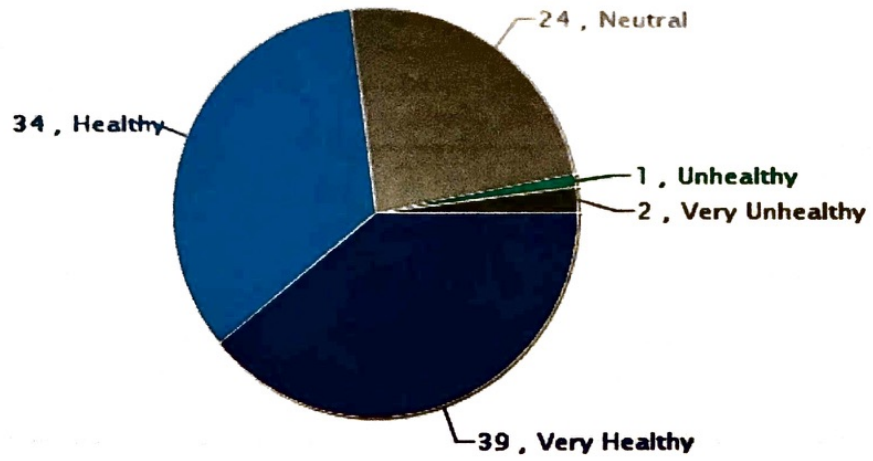
**Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school**



**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
1684255	I feel the town needs more sidewalks around town. I feel more sidewalks would help my family and I feel safer while walking.
1684318	Improving sidewalk access around town would be nice and so much safer for children who do walk to school.
1685716	I wish I felt more comfortable to let my child ride a bike to school or work.
1684242	Safe walking routes are/would be of value to ALL members of this community.
1684244	Would be great to have sidewalks on the north side of Hickok Elementary when picking up kids.
1684247	I think biking and/or walking is a great thing - especially for our older kids (middle and high school age) for sure!
1684273	We would definitely bike/walk more to town if we had access to a safer route, sidewalk, trail system. Thank you!
1684308	Safe walking routes are/would be of value to ALL members of this community.
1687691	Need orange cone on the south side of the school on cross walk cause people still park there and their no place to walk.
1684265	I don't feel comfortable with my child walking on such a busy street (Maize) and worry he may get abducted.
1684290	Living in a town with 2 or more busy streets more safety precautions need to be in place. A need for sidewalks is encouraged.
1684317	We live in the country, so it really does not affect us, but I think it would be wonderful to build and improve sidewalks!
1684331	Todo seria mejor se hubiera mas cuidado y precaucion en manejar y respetar senales. Everything would be better if there was more care and caution in handling and respecting signals.
1684291	We have never lived in town. I also grew up in the country so our answers do not show adequate need for the town.
1687690	My child is disabled and I would never let him walk or bike to school alone.
1684249	We live 14 miles out of town.
1684267	I live in the county does not pertain to me.
1684272	I agree with improving sidewalks for kids that live closer to the schools. It's just not a viable idea for my child where we live. {surveyor - this candidate lives in an area where sidewalks will be installed and this will be viable}
1684258	My child is in pre-k so she doesn't walk or bike but I do support the decision to make it safer for children who do walk and bike to school. This is a good survey and will make a big difference for a lot of kids.

1684335

Mi hijo no tiene la edad para andar en bicicleta o caminar sola en la calle hacia o desde la escuela. My child is not old enough to ride a bike or walk alone on the street to or from school



**SULLIVAN ELEMENTARY SCHOOL**

## Travel Tally Report: One school, two data collection periods

**School Name:** Sullivan Elementary School

**School Group:** Safe Routes Phase 1

	Time 1 Data Collection Period	Time 2 Data Collection Period
<b>Month and year collected:</b>	October 2019	November 2019
<b>School Enrollment:</b>	359	359
<b>% Range of Students Involved in SRTS:</b>	76-100%	76-100%
<b>Grade level(s) included in report:</b>	3	
<b>Date report generated:</b>	11/27/2019	

Student travel data from Time 2 have been standardized based on the grade level range of students in Time 1. This was done to ensure that the students surveyed in Time 2 resembled the students surveyed in Time 1 in terms of their age (or grade level, in this case). See the Appendix for more information on standardization, the statistical test used and how the travel mode categories were combined prior to analysis.

There are several points to consider when interpreting changes, or lack of change, in walking/biking. If your report shows no change, or even a decrease in walking/biking, this is not necessarily bad news. When travel tally data are collected at different points in time, there are several factors that are not part of SRTS programs that could give the appearance of no change or a decline that is not real, but rather due to when data were collected. For example: (1) your school may have collected travel tally data during a special event like Walk to School Day at one time period, but not during the other time period; (2) your school may have collected tally data during adverse weather at one time period, but not the other time period; and (3) events that occurred in the community may have influenced people's perceptions about walking/biking at one time, but not during another time. By the same token, if your report shows an increase in walking/biking, it is important to consider whether one or more of the points mentioned above may have produced an appearance of success that is not directly due to your SRTS program.

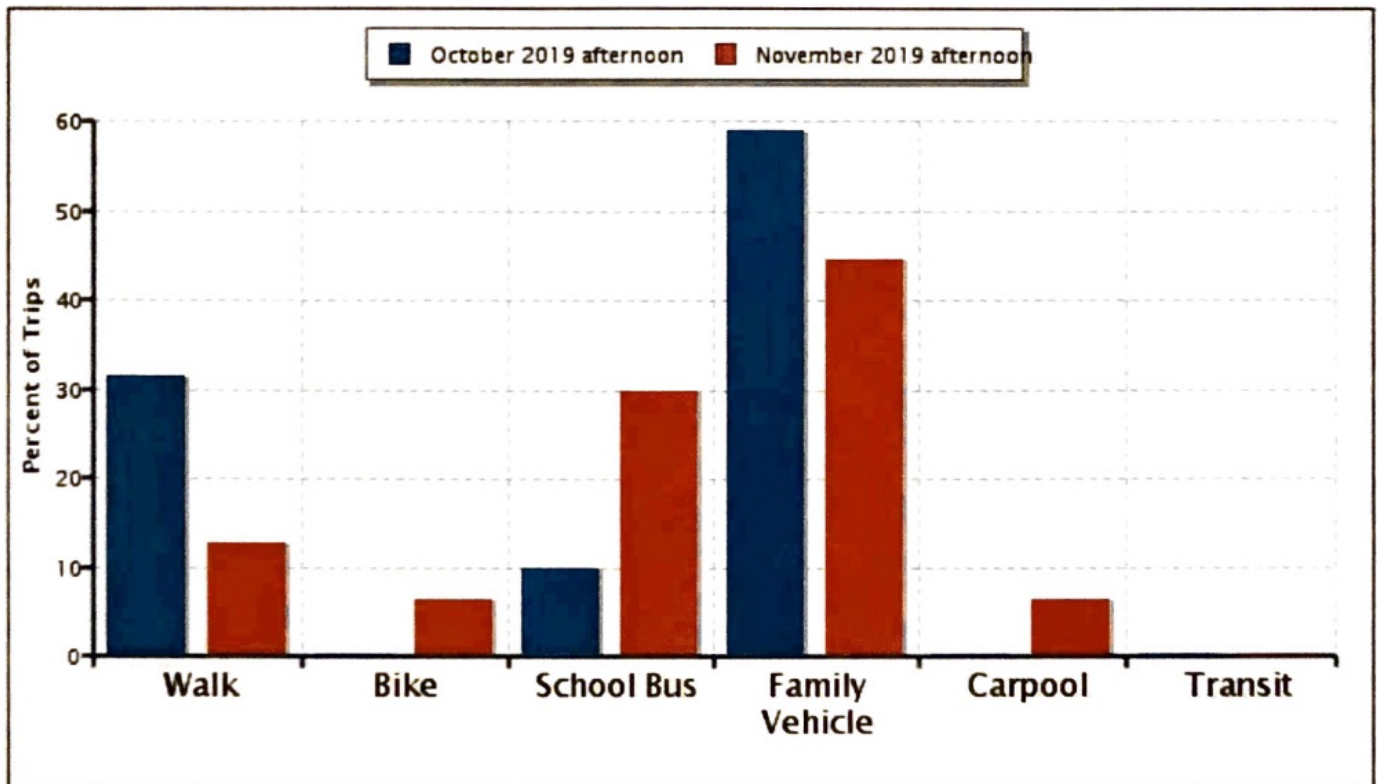


1871

1871



## School Afternoon Arrival Travel Mode Comparison



## School Afternoon Arrival Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit
Time 1: October 2019 afternoon	51	31%	0%	10%	59%	0%	0%
Time 2: November 2019 afternoon	47	13%	6%	30%	45%	6%	0%

"Other" category not included.  
Percentages may not total 100% due to rounding.

### Walk/Bike

There was no statistically significant change in the percentage of students who left school by walking and biking between Time 1 and Time 2.

### Family Vehicle/Carpool

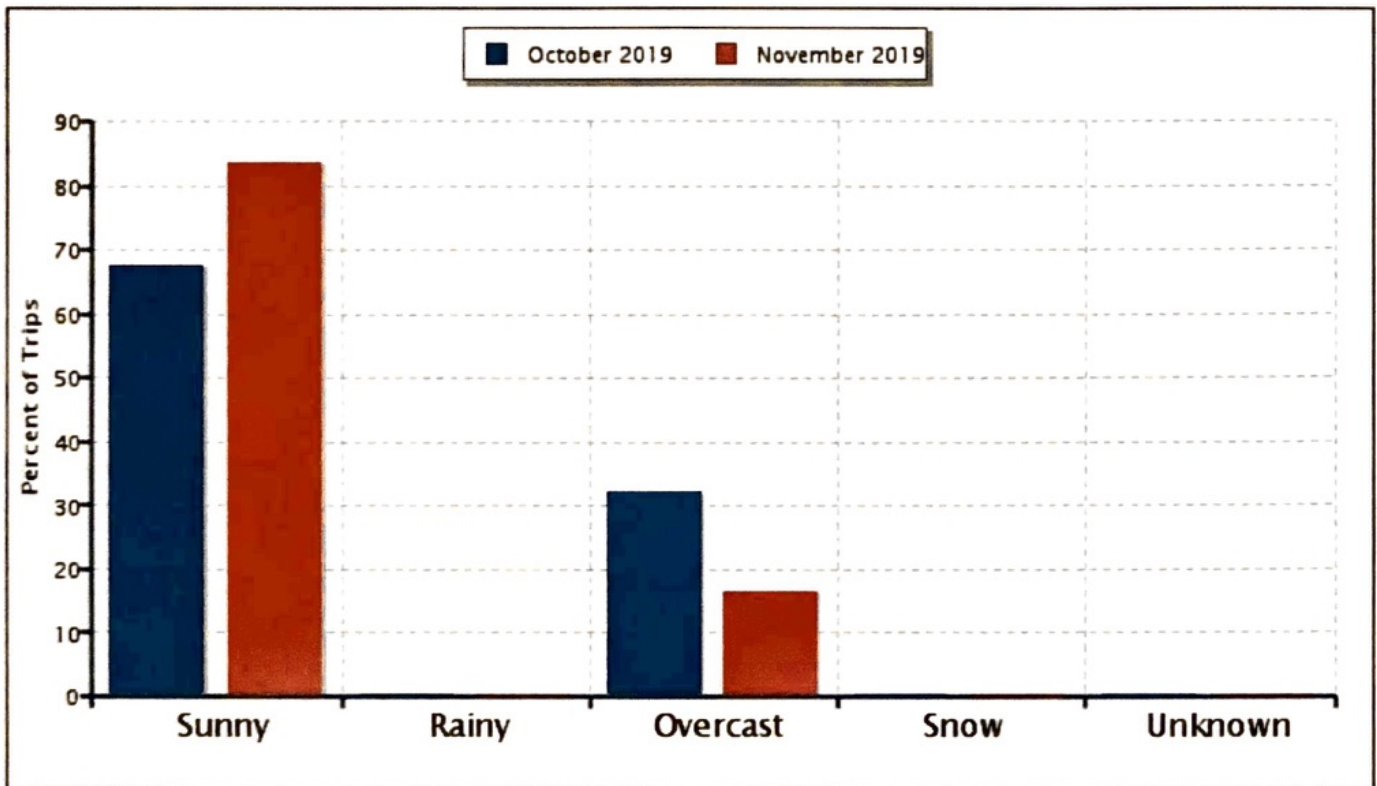
There was a statistically significant decrease in the percentage of students who left school by car between Time 1 and Time 2.



**School Bus/Transit**

There was a statistically significant increase in the percentage of students who left school by school bus or transit between Time 1 and Time 2.

## Trips To and From School by Weather Condition



## Trips To and From School by Weather Condition

	Number of Trips To and From School	Sunny	Rainy	Overcast	Snow	Unknown
Time 1: October 2019	102	68%	0%	32%	0%	0%
Time 2: November 2019	83	84%	0%	17%	0%	0%

Percentages may not total 100% due to rounding.



# Appendix: Methods used in report

## Standardization

When comparing travel mode percentages from Time 1 to Time 2 before standardization, sometimes the grade levels represented in the two groups differ. Standardization is used to control for these grade differences so that when the Time 1 and Time 2 groups are compared, grade level does not account for any change in travel mode. Standardizing travel mode by students' grade is done by taking the range of grades that students were in (and the number of students within each grade) during Time 1, and making the range of grades that students were in (and the number of students within each grade) during Time 2, the same. For instance, if at Time 1, 20 percent of the trips were made by students in second grade, after standardization, travel data would be adjusted so that 20 percent of the trips at Time 2 would also have been made by students in second grade. Standardizing student travel data by students' grade is necessary because children's abilities continue to develop as they age. Therefore, there is a need to account for the grade level differences that may exist when comparing a Time 1 group to a Time 2 group.

## Grouping of travel modes

Before running the statistical tests comparing the change in travel mode from Time 1 to Time 2, the seven travel modes were combined as follows:

- Walk and Bicycle modes were combined into a "walk/bike" category.
- The Family vehicle and Carpool were combined into a "car" category.
- The School bus and Transit were combined into school "bus/transit" category.
- The "Other" mode choice was excluded from statistical analysis because: there were relatively small numbers in this category; and the meaning of "Other" is often undefined. Therefore, it was not possible to appropriately and consistently classify this response option into one of the above categories.

Pairing Walk and Bicycle trips, Family vehicle and Carpool trips, and School bus and Transit trips, and combining each pair into one of three categories was done for the following reasons:

- Usually, the number of trips made by certain modes such as bicycling, transit and carpool is too low for the likelihood ratio chi-square tests used in this report to detect travel mode differences between Time 1 and Time 2. In order for the likelihood ratio chi-square test to run properly, there should be at least 5 trips within each of the mode categories (i.e., walk/bike, bus/transit, and car) in both the morning and afternoon. If the reports separated "School Bus" trips from "Transit" trips for instance, it is likely that the Transit mode alone would not meet the "5 or more" threshold. That is, in most cases fewer than 5 students ride the city bus ("Transit") to/from school. Combining these travel modes with similar travel modes enhances the tests' ability to detect travel mode differences between Time 1 and Time 2.
- The majority of Safe Routes programs seek a general shift away from the family vehicle and toward non-motorized travel modes, rather than a specific shift between the other modes (walking, bicycling, transit riding, or carpooling).
- The National Center sought to develop a standardized report that would be useful to the greatest number of users collecting Travel Tally data.

## Statistical tests

To determine if students' travel modes changed significantly from Time 1 to Time 2, likelihood ratio chi-square tests

were performed separately for the morning arrival and afternoon departure travel data. The first likelihood ratio chi-square test, with two degrees of freedom, determines whether there was a significant shift in students' travel mode between Time 1 and Time 2, but does not identify which travel mode(s) shifted the most. If this first test did not detect a statistically significant change in students' travel modes from Time 1 to Time 2, then the second and third likelihood ratio chi-square tests were not calculated. However, if the first likelihood ratio chi-square test detected a significant change in students' travel modes from Time 1 to Time 2, then second and third likelihood ratio chi-square tests were performed.

The second and third likelihood ratio chi-square tests, with one degree of freedom each, determine which travel mode groups shifted the most from Time 1 to Time 2. For example, the second likelihood ratio chi-square test compared Walk/Bike to the other modes (i.e., Bus/Transit + Family Vehicle/Carpool mode groups) to assess whether students shifted toward or away from walking/biking between Time 1 and Time 2. The third likelihood ratio chi-square test compared Bus/Transit to Family Vehicle/Carpool to assess whether students shifted toward or away from using the bus or transit between Time 1 and Time 2. The second and third likelihood ratio chi-square tests also determine whether students shifted toward or away from the Family Vehicle/Carpool from Time 1 and Time 2.



# Parent Survey Report: One School in One Data Collection Period

**School Name:** Sullivan Elementary School

**Set ID:** 19167

**School Group:** Safe Routes Phase 1

**Month and Year Collected:** October 2019

**School Enrollment:** 359

**Date Report Generated:** 11/27/2019

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

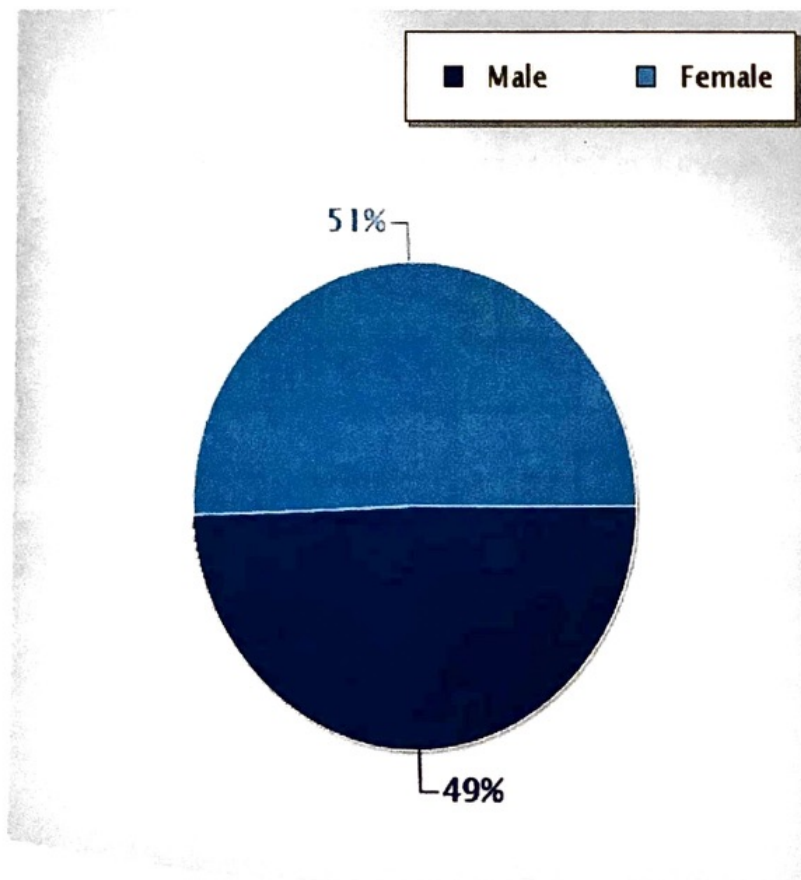
**Tags:** Policy change that supports SRTS

**Number of Questionnaires Distributed:** 359

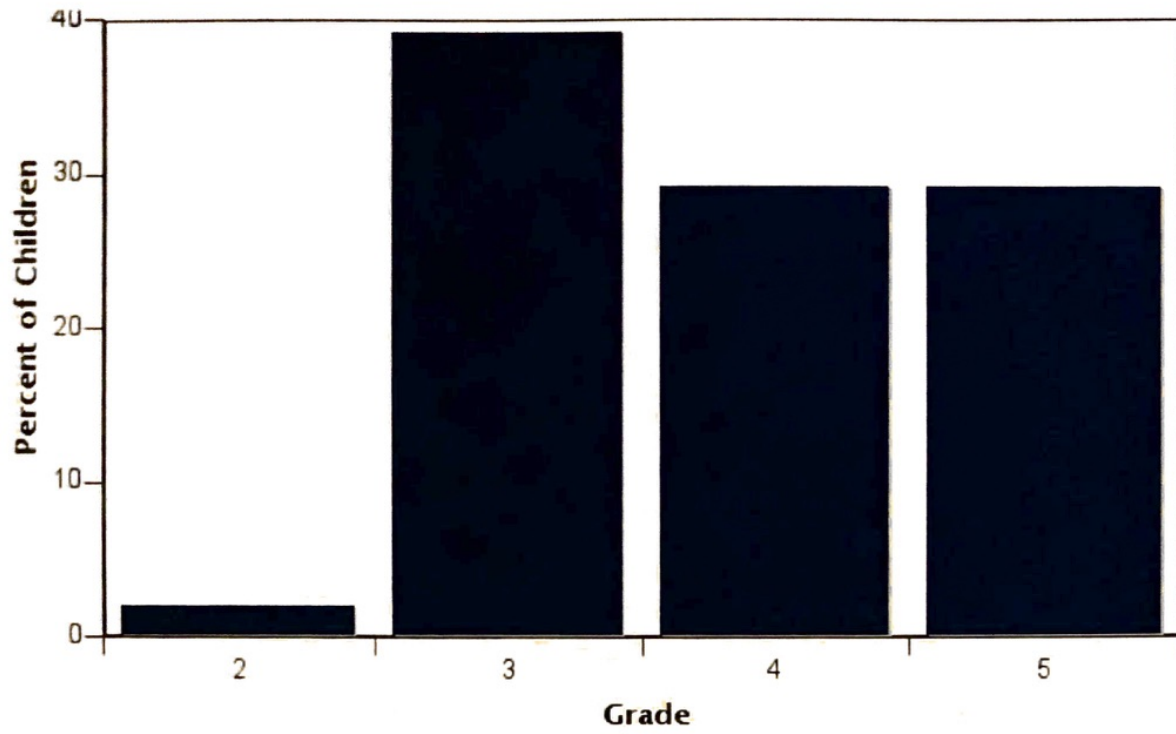
**Number of Questionnaires Analyzed for Report:** 42

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

Sex of children for parents that provided information



Grade levels of children represented in survey



Grade levels of children represented in survey

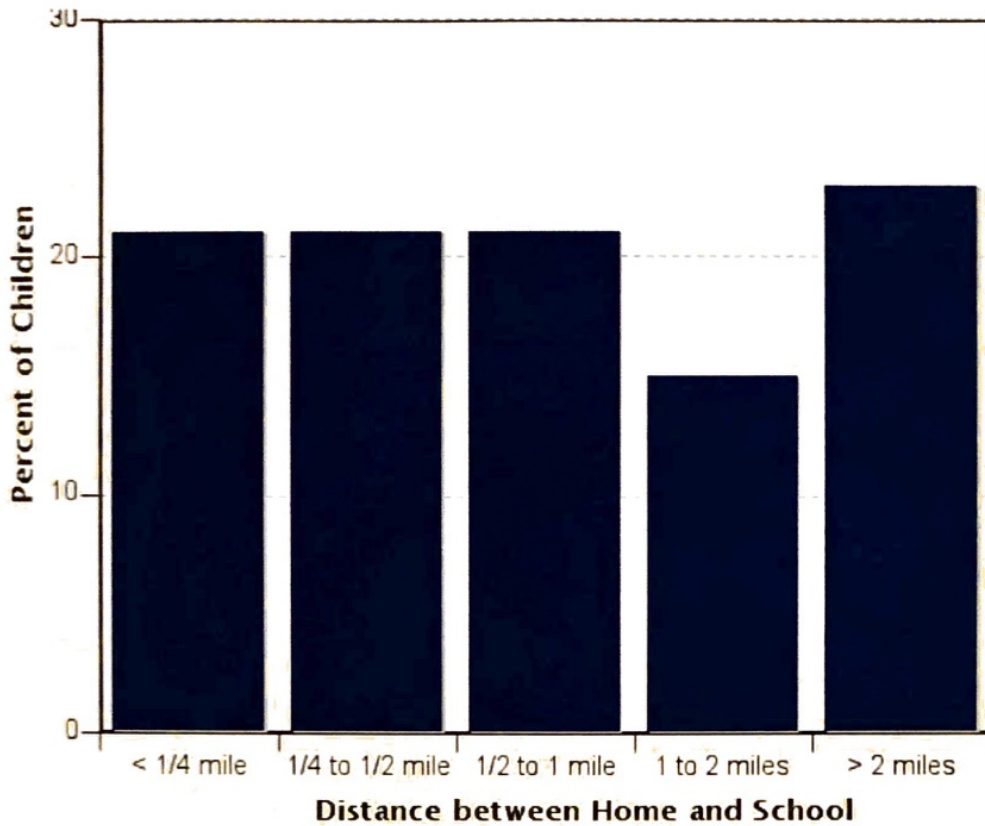
Grade in School	Responses per grade	
	Number	Percent
2	1	2%
3	16	39%
4	12	29%
5	12	29%

No response: 0

Percentages may not total 100% due to rounding.



Parent estimate of distance from child's home to school

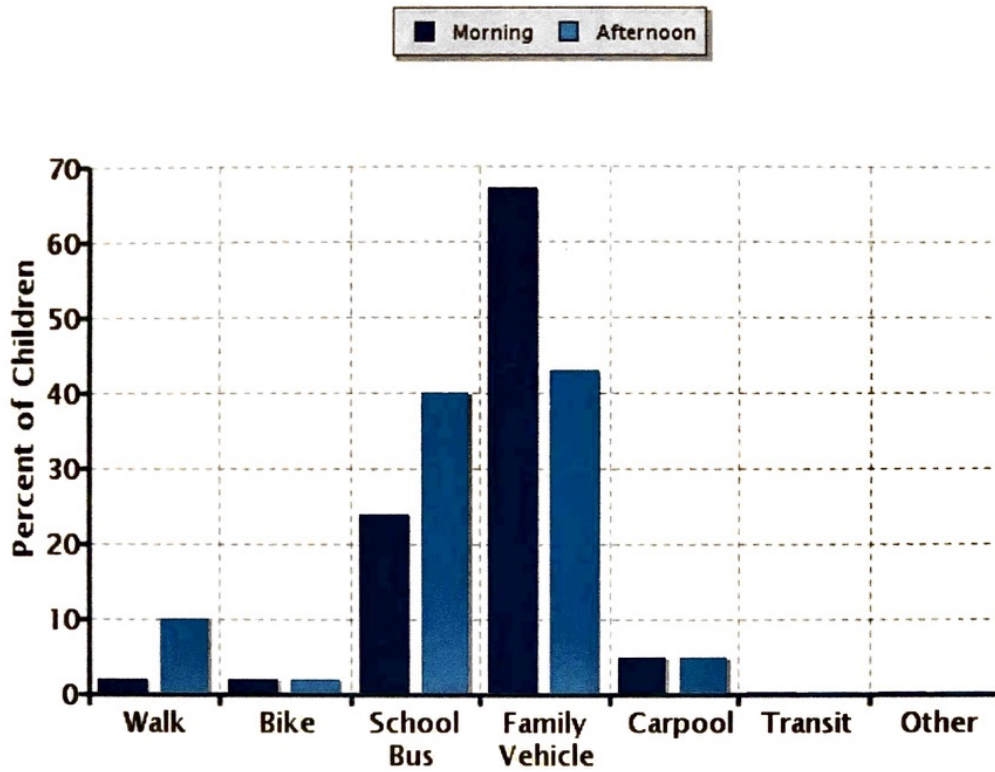


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	8	21%
1/4 mile up to 1/2 mile	8	21%
1/2 mile up to 1 mile	8	21%
1 mile up to 2 miles	6	15%
More than 2 miles	9	23%

Don't know or No response: 3  
 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	42	2%	2%	24%	67%	5%	0%	0%
Afternoon	42	10%	2%	40%	43%	5%	0%	0%

No Response Morning: 0

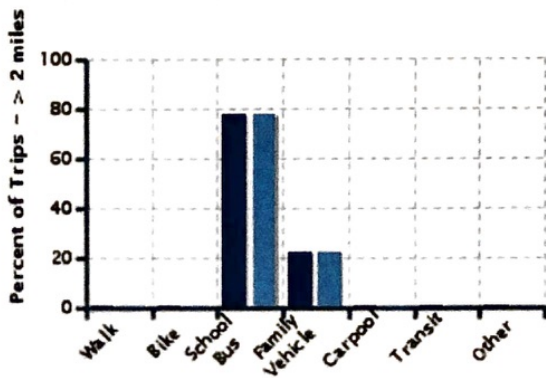
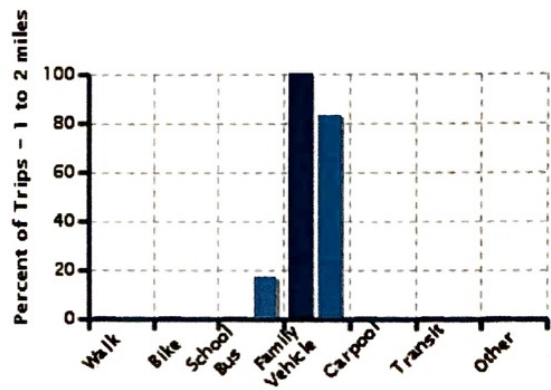
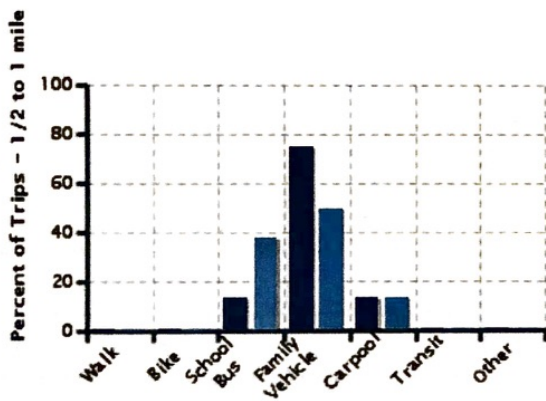
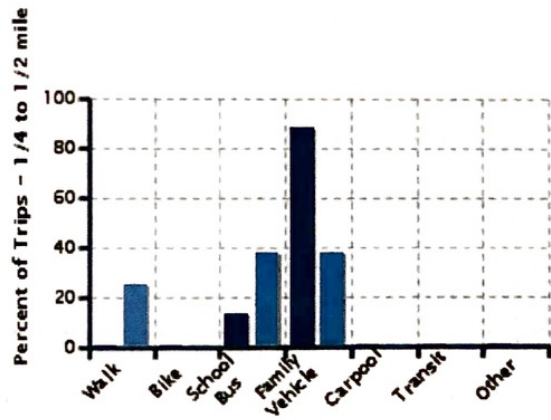
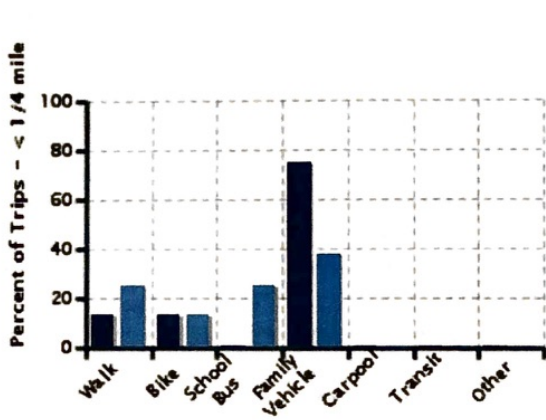
No Response Afternoon: 0

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	8	13%	13%	0%	75%	0%	0%	0%
1/4 mile up to 1/2 mile	8	0%	0%	13%	88%	0%	0%	0%
1/2 mile up to 1 mile	8	0%	0%	13%	75%	13%	0%	0%
1 mile up to 2 miles	6	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	9	0%	0%	78%	22%	0%	0%	0%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

### School Departure

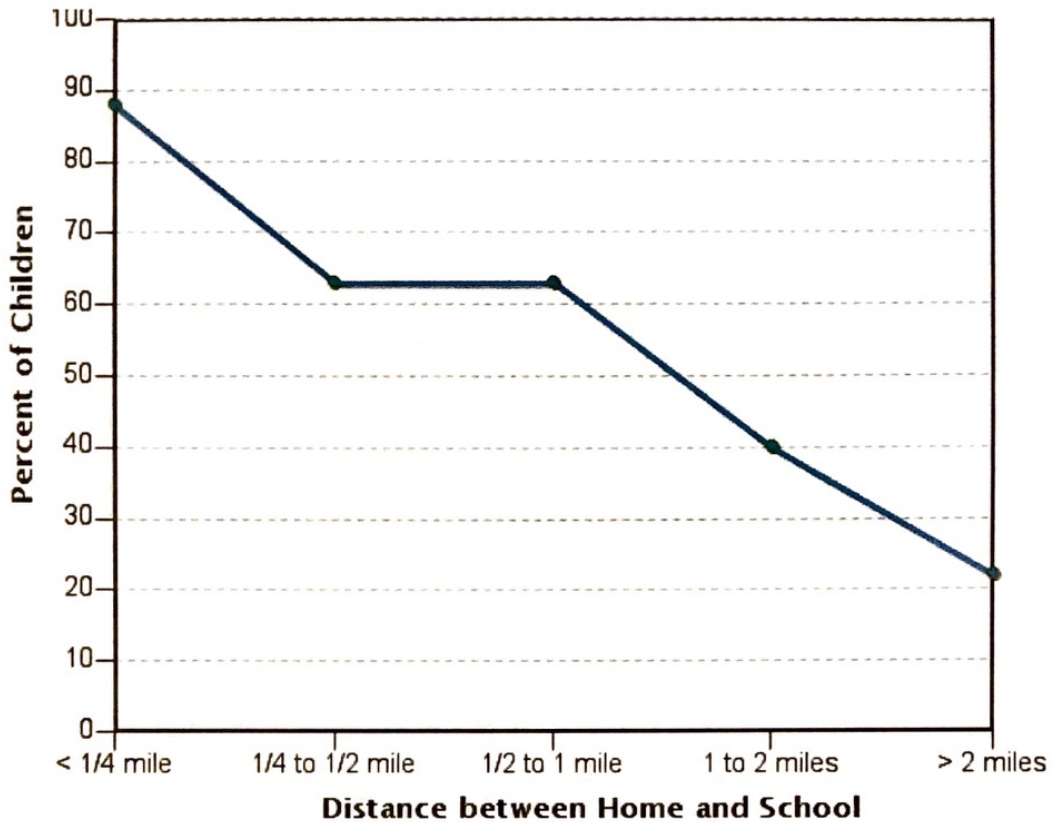
Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	8	25%	13%	25%	38%	0%	0%	0%
1/4 mile up to 1/2 mile	8	25%	0%	38%	38%	0%	0%	0%
1/2 mile up to 1 mile	8	0%	0%	38%	50%	13%	0%	0%
1 mile up to 2 miles	6	0%	0%	17%	83%	0%	0%	0%
More than 2 miles	9	0%	0%	78%	22%	0%	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

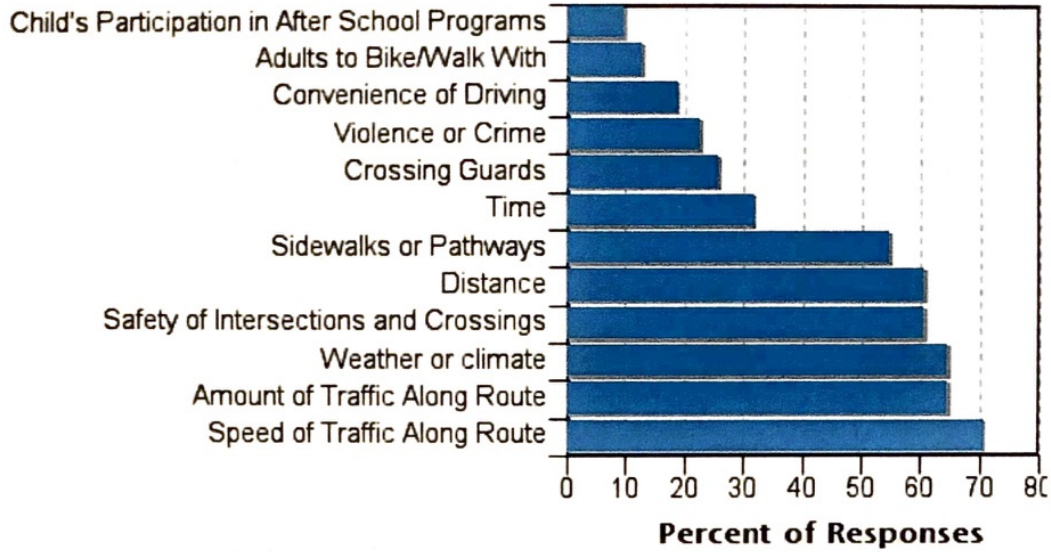


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

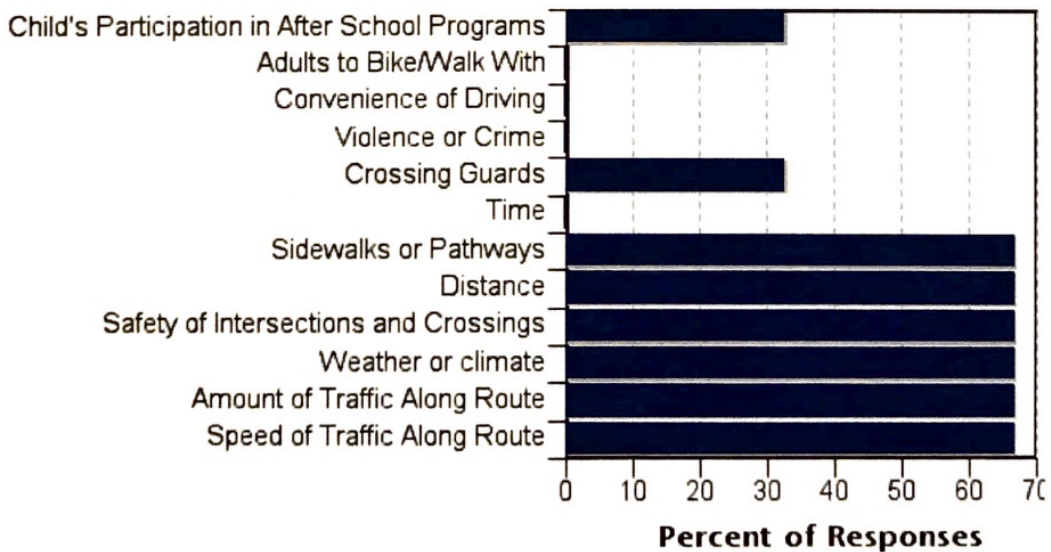
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	21	88%	63%	63%	40%	22%
No	17	13%	38%	38%	60%	78%

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
Speed of Traffic Along Route	71%	67%
Amount of Traffic Along Route	65%	67%
Weather or climate	65%	67%
Safety of Intersections and Crossings	61%	67%
Distance	61%	67%
Sidewalks or Pathways	55%	67%
Time	32%	0%
Crossing Guards	26%	33%
Violence or Crime	23%	0%
Convenience of Driving	19%	0%
Adults to Bike/Walk With	13%	0%
Child's Participation in After School Programs	10%	33%
<b>Number of Respondents per Category</b>	<b>31</b>	<b>3</b>

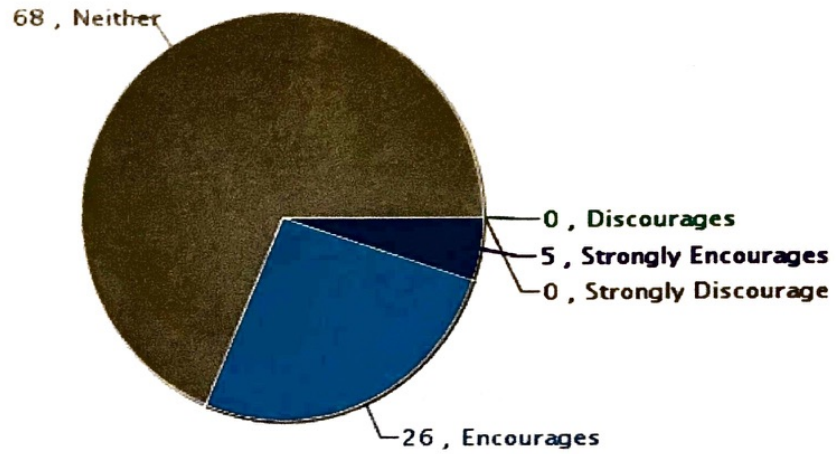
No response: 8

Note:

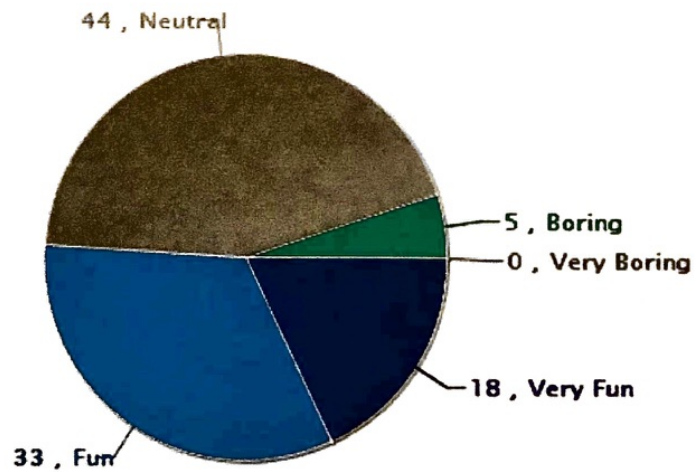
- Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
- Each column may sum to > 100% because respondent could select more than issue
- The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' 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.



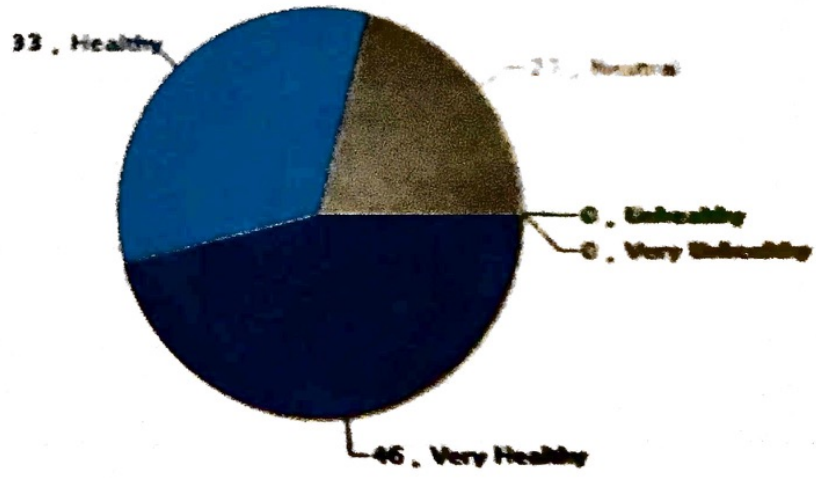
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
1685629	la uested hay mucho peligro de cuclquier tipo (trafico, abuso, personas caminacle yell no son dela escuela pueden hacerles algo). The uested there is a lot of danger of any kind (traffic, abuse, people walking and not being from school can do something to them).
1685604	This is the first year I have let him walk and still not very comfortably. Main concern is Kepley students walking from and or to the high school. High School students don't take enough caution for kids walking on the street. I strongly believe there should be a sidewalk all the way down Kansas street for them. At least from Kepley to their practice field.
1685608	My son would love to ride his bike to school but there is not a safe place to ride to school. If there was a sidewalk I would feel more safe.
1685623	Los chocos de high school manejan muy recio junto a las escuelas. Los chicos de high school manejan muy recio junto a las escuelas. 65/5000 The high school boys drive very hard next to the schools.
1685709	Better crossing areas in some places would be nice.
1685703	We live out of town, my child rides the shuttle bus.
1685617	n/a