

# Safe Routes to School

Kansas Department of Transportation  
Safe Routes to School Program Grant Application  
For  
City of Lawrence  
July 1, 2014

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This is a Phase 1 Safe Routes to School (SRTS) grant application from the City of Lawrence to study walking and bicycling routes to and from all elementary and middle schools in Lawrence. This SRTS plan may focus on Lawrence Public Schools USD 497 (LPS); however, private K-8 schools in Lawrence will also be invited to participate in this Lawrence SRTS plan.

## Current Conditions

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In January, 2010, the City of Lawrence and Lawrence Public Schools USD 497 collaborated on an audit of pedestrian safety at public elementary schools. Principals, City Officials, School District Officials, and Patrons participated in reviewing the walking routes, sidewalk conditions, and accompanying traffic pattern issues for each school site. Many obstacles and risks were identified surrounding many of the elementary schools in Lawrence. The specific schools, current conditions, and obstacles and risks for each site are identified in this overview.

District policies impact walking and biking to school. Students in grades K-3 are not allowed to ride bikes to school per district policy. District-provided school bus transportation is available to all students who live 2.5 miles or further from the school in their designated attendance area. According to the Kansas State Board of Education, all students living within this 2.5 mile distance are considered “in walking distance.”

Schools included in the 2010 inventory include: Broken Arrow, Cordley, Deerfield, Hillcrest, Kennedy, New York, Pinckney, Prairie Park, Quail Run, Schwegler, Sunflower, Sunset Hill, and Woodlawn.

At the time of this 2014 application, many of the conditions noted in 2010 still exist at our communities' schools. The planning process for this SRTS project will update the survey work that was done in 2010. While not part of the 2010 process, other private schools and our USD 497 Middle Schools will also be invited to participate. For these schools, this information will be collected for the first time.

Before describing the current conditions of specific schools, it is useful to offer an overview of current enrollment patterns by route distance to each elementary school within USD 497. Nearly 4,000 elementary students (or about 80 percent of all elementary students in the district) live within a two-mile walking and biking distance from schools, with about 1,000 students (just more than 20 percent) living within a half mile from school. With an effective and comprehensive SRTS plan, thousands of children could be enabled and encouraged to walk and bike safely and conveniently to school, thereby promoting a healthy and active lifestyle from an early age.

School	Number of students by Route Distance from schools (in miles)					Total*
	0 - 0.5	0 - 1	0 - 1.5	0 - 2	> 2	
Broken Arrow Elementary School	56	122	151	158	109	267
Cordley Elementary School	90	191	211	225	74	299
Deerfield Elementary School	65	279	426	498	28	526
Hillcrest Elementary School	46	99	138	153	190	343
Kennedy Elementary School	53	210	221	233	23	256
Langston Hughes Elementary School	105	257	322	365	161	526
New York Elementary School	47	86	147	166	16	182
Pinckney Elementary School	74	132	175	196	30	226
Prairie Park Elementary School	121	293	303	311	61	372
Quail Run Elementary School	81	232	321	366	45	411
Schwegler Elementary School	79	165	251	365	59	424
Sunflower Elementary School	106	259	359	416	72	488
Sunset Hill Elementary School	43	140	226	246	48	294
Woodlawn Elementary School	22	137	160	166	57	223
Total students (* limited to geocodable address points)	988	2607	3411	3864	950	4837
Percentage	20.5%	54.1%	70.9%	80.3%	19.7%	

With such a significant number of children living close to school, it is important to plan for safe and convenient walking and biking routes to schools and to encourage and support children in choosing active, healthy transportation.

#### Site specific conditions

**Broken Arrow Elementary School** is located at 2704 Louisiana Street in Lawrence, Kansas. The school serves students from the ages of 5 to 11 with an average enrollment of 265 students. Approximately 59% of students currently live within two miles of the school building.

Of the 275 students enrolled in 2010, approximately 80% of the students attending the school lived with a 2.5 mile radius of the school building. Of the 80% of the students who lived within 2.5 miles of the school, it was estimated that 55% walked, 10% rode bicycles, and 15% were transported to school by other means. 20% of the students at Broken Arrow were transported by school bus.

The traffic safety issues for Broken Arrow are compounded due to the elementary school sharing a campus with South Middle School, which serves approximately 612 students. While 35% of these students walk to school, 45% are transported to school in private vehicles and 20% are transported to school by school bus.

Obstacles and risks for students walking and biking to Broken Arrow:

- Some students are crossing Louisiana at the at grade ALL-Way STOP at 27<sup>th</sup> Terrace instead of using the tunnel at 27<sup>th</sup> Street
- Students residing in the Park Hill Neighborhood have no sidewalks and must walk in the street to get to Louisiana Street (Dakota, Indian, Kansas, Montana, Nebraska, Oklahoma, Pawnee, Vermont and Winona Streets)

**Cordley Elementary School** is located at 1837 Vermont Street in Lawrence. The school serves students from ages 5 to 11 with an average enrollment of 296 students. Approximately 75% of students currently live within two miles of the school.

Of the 300 students enrolled in 2010, approximately 62% of the students lived within a 2.5 mile radius of the school. Of the 62% of the students living within 2.5 miles of the school, approximately 40% walked, 5% rode bicycles, and 17% were transported to school by other means.

Obstacles and risks for students walking and biking to Cordley:

- Sidewalks along 19<sup>th</sup> Street are very close to the traffic lane
- The corner of 18<sup>th</sup> and Vermont contains a fence along the north side that makes it difficult for motorists to see approaching pedestrians

**Deerfield Elementary School** is located at 101 Lawrence Avenue in Lawrence. The school serves students from the ages of 5 to 11 with an average enrollment of 521 students. Approximately 95% of students currently live within two miles of the school building.

Of the 510 students enrolled in 2010, approximately 90% of the students attending the school lived within a 2.5 mile radius of the school building. Of the 90% of the students living within 2.5 miles of the school, approximately 50% walked, 5% rode bicycles, and 35% were transported to school by other means. No bus transportation is provided to Deerfield Elementary.

Obstacles and risks for students walking and biking to Deerfield:

- Students attempt to cross Lawrence Avenue South of Deerfield where there is no crosswalk
- Parents arriving in cars to pick up students often motion for their children to cross Lawrence Avenue
- With no crosswalk or crossing guard pedestrian safety is compromised

**Hillcrest Elementary School** is located at 1045 Hilltop Drive in Lawrence. The school serves students from the ages of 5 to 11 with an average enrollment of 342 students.

Approximately 45% of the students attending the school live within two miles of the school building.

Of the 350 students enrolled in 2010, approximately 80% of the students attending the school lived within a 2.5 mile radius of the school building. Of the 80% of students living within a 2.5 mile radius, approximately 40% walked, 5% rode bicycles, and 35% were transported to school by other means. Because Hillcrest is an English Language Learner cluster site, students from outside the attendance area are bused to Hillcrest, accounting for the 20% outside the 2.5 mile radius.

Obstacles and risks for students walking and biking to Hillcrest:

- Students who live in the Stouffer Place apartments at the University of Kansas do not have sidewalks for all of the distance to school; they must walk through the KU campus and cross 15<sup>th</sup> Street at Engel Road; a crossing guard in the morning should be considered; most of these students are transported by bus in the afternoon for an after-school program
- Crosswalks at Harvard Road and Hilltop Drive are not sufficiently marked
- “No Parking” signs on the south side of Harvard Road should be larger to discourage parents from parking near the school; a safety concern is created when students run between parked vehicles
- On Hilltop Drive and 9<sup>th</sup> Street, vehicles park on both sides of the street making it difficult for buses to turn; parking on only one side should be considered

**Kennedy Elementary School** is located at 1605 Davis Road in Lawrence. The school serves students from the ages of 3 to 11 with an average enrollment of 256 elementary students (and 305 pre-K students from throughout the district). Approximately 91% of the elementary students live within two miles of the school building.

Of the 350 students enrolled in 2010, approximately 95% of the students lived within a 2.5 mile radius of school. Of the 95% of the students living within a 2.5 mile radius, approximately 60% walked, 5% rode bicycles, and 30% were transported to school by other means. No bus transportation is provided to Kennedy.

Obstacles and risks for students walking and biking to Kennedy:

- Sidewalks in the entire area are sporadic; some arterial streets adjoining 19<sup>th</sup> Street have no sidewalks at all
- Parents park on both sides of Davis Road at the beginning and ending of each school day; this traffic has increased with the pre-K program parents arriving from various parts of Lawrence to drop off or pick up their children

**Langston Hughes Elementary School** is located at 1101 George Williams Way in Lawrence. The school serves students from the ages of 5 to 11 with an average enrollment of 517 students. Approximately 69% of students currently live within two

miles of the school building. In 2007, it was estimated that around 100 students walked and 30 students biked to school during good weather.

Obstacles and risks for students walking and biking to Langston Hughes:

- Gaps exist in some of the sidewalk connectivity
- Development in the area has increased the traffic pressure on local streets
- Increased traffic is expected with the completion of the Bob Billings & K-10 interchange

**New York Elementary School** is located at 936 New York Street in Lawrence. The school serves students from the ages of 5 to 11 with an average enrollment of 181 students. Approximately 91% of students currently live within two miles of the school.

Of the 180 students enrolled in 2010, approximately 100% of the students lived within a 2.5 mile radius of the school. Of the 100% of the students living within the 2.5 mile radius, approximately 60% walked, 5% rode bicycles, and 35% were transported to school by other means.

Obstacles and risks for students walking and biking to New York:

- Sidewalks in the area are old and rough; many are overgrown with bushes; some areas are without sidewalks; ramps are needed in some areas
- Vehicles do not yield to pedestrians at the ALL-WAY STOP at 9<sup>th</sup> and Connecticut Streets
- The crossing at 11<sup>th</sup> Street is inconvenient and confusing to pedestrians because of the location of the crosswalk and the street configuration

**Pinckney Elementary School** is located at 810 W. 6<sup>th</sup> Street in Lawrence. The school serves students from the ages of 5 to 11 with an average enrollment of 228 students. Approximately 87% of students currently live within two miles of the school.

Of the 275 students enrolled in 2010, approximately 94% of the students lived within a 2.5 mile radius of the school. Of the 94% of the students living within the 2.5 mile radius, approximately 70% walked, 5% rode bicycles, and 19% were transported to school by other means.

Obstacles and risks for students walking and biking to Pinckney:

- Some sidewalks need attention due to age and poor condition
- There is no speed reduction or flashing beacon on Mississippi Street
- The pedestrian tunnel under 6<sup>th</sup> Street often has homeless individuals in it; there is also a concern of flooding and a smell of urine

**Prairie Park Elementary School** is located at 2711 Kensington Road in Lawrence. The school serves students from the ages of 5 to 11 with an average enrollment of 369

students. Approximately 84% of students currently live within two miles of the school building.

Of the 420 students enrolled in 2010, approximately 85% of the students attending the school lived within a 2.5 mile radius of the school building. Of the 85% of the students living within the 2.5 mile radius, approximately 35% walked, 6% rode bicycles, and 44% were transported to school by other means.

Obstacles and risks for students walking and biking to Prairie Park:

- Several students cross Haskell at 27<sup>th</sup> Street and there are no crosswalks or beacons
- A crossing guard may be needed at 27<sup>th</sup> Street and Kensington Road because of a curve in the street prohibiting full sight of pedestrians by motorists traveling around the curve

**Quail Run Elementary School** is located at 1130 Inverness Drive in Lawrence. The school serves students from ages 5 to 11 with an average enrollment of 412 students. Approximately 89% of students currently live within two miles of the school building.

Of the 475 students enrolled in 2010, approximately 78% of the students lived within a 2.5 mile radius of the school building. Of the 78% of the students living within a 2.5 mile radius, approximately 30% walked, 5% rode bicycles, and 43% were transported to school by other means.

Obstacles and risks for students walking and biking to Quail Run:

- The crosswalk at Oak Tree Drive and Vantuyl Drive is a concern because motorists do not yield to pedestrians
- Students cross the street at Oak Tree Drive and Woodland Drive, but there is no crosswalk there
- Motorists do not yield to pedestrians at Harvard Road and Goldfield Street.

**Schwegler Elementary School** is located at 2201 Ousdahl in Lawrence. The school serves students from ages 5 to 11 with an average enrollment of 420 students. Approximately 86% of students currently live within two miles of the school building.

Of the 395 students enrolled in 2010, approximately 95% of the students lived within a 2.5 mile radius of the school building. Of the 95% of the students living within a 2.5 mile radius, approximately 45% walked, 5% rode bicycles, and 45% were transported to school by other means.

Obstacles and risks for students walking and biking to Schwegler:

- There are very few sidewalks in the neighborhood south of 23<sup>rd</sup> Street

- The intersection of 23<sup>rd</sup> Street and Iowa Street is a safety concern; a crossing guard may be needed there; a possible boundary change could take place to avoid this dangerous crossing; a boundary change would require community input and action by the Lawrence Public Schools' Board of Education
- There are no sidewalks along the numbered east-west streets north of the school

**Sunflower Elementary School** is located at 2521 Inverness Drive in Lawrence. The school serves students from ages 5 to 11 with an average enrollment of 477 students. Approximately 85% of students currently live within two miles of the school building.

Of the 480 students enrolled in 2010, approximately 93% of the students lived within a 2.5 mile radius of the school building. Of the 93% of the students within a 2.5 mile radius, approximately 35% walked, 6% rode bicycles, and 52% were transported to school by other means.

Obstacles and risks for students walking and biking to Sunflower:

- Parental concern regarding safety of students crossing Clinton Parkway, which has a 6-lane intersection at Inverness and which serves as a local truck route
- There are development concerns about the type and intensity of development for the future of Clinton Parkway and Inverness on the southeast corner in regards to the impacts it has on traffic and walking and bikeability
- Considering future study plans to widen the South Lawrence Trafficway, improvements and closures to the 27<sup>th</sup> and Wakarusa access to K-10 could impact the local network for traffic, walking and biking

**Sunset Hill Elementary School** is located at 901 Schwartz Road in Lawrence. The school serves students from the ages of 5 to 11 with an average enrollment of 294 students. Approximately 84% of students currently live within two miles of the school.

Of the 290 students enrolled in 2010, approximately 95% of the students lived within a 2.5 mile radius of the school. Of the 95% of students living within the 2.5 mile radius, approximately 55% walked, 10% rode bicycles, and 30% were transported to school by other means.

Obstacles and risks for students walking and biking to Sunset:

- The speed of traffic along 9<sup>th</sup> Street between Iowa Street and Lawrence Avenue is a concern
- The crossing guard at 9<sup>th</sup> Street and Schwartz Road may need to be moved away from the intersection to reduce pedestrian and automobile congestion
- The intersection of 8<sup>th</sup> Street and Kasold Drive is a 3-WAY STOP, but does not have a crossing guard
- A crossing guard may be needed at the intersection of Crestline Drive and Orchard Lane

**Woodlawn Elementary School** is located at 508 Elm Street in Lawrence. The school serves students from ages 5 to 11 with an average enrollment of 236 students. Approximately 74% of students currently live within two miles of the school building.

Of the 235 students enrolled in 2010, approximately 83% of the students lived within a 2.5 mile radius of the school building. Of the 83% of students who live within a 2.5 mile radius, approximately 50% walked, 10% rode bicycles, and 23% were transported to school by other means.

Obstacles and risks for students walking and biking to Woodlawn:

- Sidewalks are lacking across North Lawrence
- There is a concern with students crossing the railroad tracks at 4<sup>th</sup> Street and Locust Street

#### City-wide conditions and planning efforts

In addition to the study of pedestrian safety among elementary schools, several other related Pedestrian and Infrastructure Planning efforts have occurred in the last several years.

##### *Public Works*

In 2006, the City of Lawrence Public Works developed a sidewalk condition inventory, since that time sporadic improvements have been made to pedestrian facilities, with conditions mostly being studied as part of larger corridor or project plans. This strategy for improving the pedestrian environment ignores the 5 E's approach (Engineering, Education, Encouragement, Enforcement and Evaluation) to Safe Routes to School Planning that will be a valuable asset to our local schools.

In 2014, the City of Lawrence Public Works conducted a sidewalk deficit inventory.<sup>1</sup> Total summary of defects and breakdown of quantities were categorized by arterial, collector and residential. In total 203,658 linear feet of defects were identified. While sidewalks vary in width depending on their location we assumed an average of 5' width to calculate quantities and cost. Total quantities of repairs equal 1,018,290 SF with a total repair cost of \$6,109,740. This number is based on an average of \$6.00 / SF. We know that some areas will cost more to repair due to issues currently not identified, such as, property acquisition, slope and cross slope, retaining walls, tree removal, storm sewer, utility relocation, and sprinklers for example. It also does not address ADA ramp issues or missing / GAP sidewalks.

The inventory identified 7,454 ADA ramps in total, 3,438 are currently ADA compliant, 3,760 are not ADA complaint and 256 were identified as having no ramp. The average cost to place an ADA ramp is approximately \$800. This does not account for any

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<sup>1</sup> [http://lawrenceks.org/assets/agendas/ss/2014/06-17-14/Attachment%20C\\_Sidewalk%20Inventory%20Memo.html](http://lawrenceks.org/assets/agendas/ss/2014/06-17-14/Attachment%20C_Sidewalk%20Inventory%20Memo.html)

property acquisition, slope issues, retaining wall or realignment. Given the inventory we have estimated an approximate cost for repairs / construction of \$3,212,800.

Locations where sidewalks were never constructed (either one side or both sides of the street) or long stretches where sidewalk currently does not exist. The total linear feet of missing sidewalk is 1,404,185 LF or 265.9 miles. The estimated cost to place sidewalk on both sides of all streets in these locations based on an average of 5' width is \$42,125,550.

Also calculated were the total number of miles of sidewalk needed to be constructed in residential areas to get at least one sidewalk on one side of the street. That total was 47.5 miles, assuming the same average of 5' width the cost would be \$7,524,000.

### *Health Department*

Between December 2011 and March 2012, a comprehensive, county-wide community health assessment was conducted. Lack of physical activity was identified as a top community health concern during this process. Information from the health assessment, which involved more than 1,500 participants across Douglas County, was used to develop the "Roadmap to a Healthier Douglas County," the 2013-2018 Community Health Plan, which was adopted in 2013 by the City of Lawrence and Douglas County commissions as a guiding document.<sup>2</sup>

The community health plan identifies and prioritizes policy, system and environmental changes to improve community health. Among the community's top five health priorities is increasing physical activity. The plan prioritizes efforts to ensure opportunities for children to be physically active and to make it easier for children to actively travel to schools. The plan specifically recognizes the need for safe routes to school.

### *Planning*

Pedestrian issues have also been discussed recently as part of the growing Complete Streets discussions in and around Lawrence (leading to the 2012 adoption of the Lawrence Complete Streets Policy<sup>3</sup>) and as part of the MPO's Multimodal Studies Project<sup>4</sup> approved in early 2014. Active transport has become a discussion topic both locally in the Lawrence Area and on the national level as the relationships between public health and transportation choices are talked about more often.

During 2014, the Lawrence- Douglas County MPO has committed to conducting a Regional Pedestrian Planning Process. This process will nicely parallel a SRTS plan but will not replace it since it will identify a pedestrian network and recommendations for

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<sup>2</sup> <http://ldchealth.org/information/about-the-community/community-health-improvement-plan/>

<sup>3</sup> [http://www.lawrenceks.org/mpo/complete\\_streets](http://www.lawrenceks.org/mpo/complete_streets)

<sup>4</sup> <http://www.lawrenceks.org/mpo/study>

roadways designated as collector and above on the MPO-KDOT-FHWA Roadway Functional Classification Map<sup>5</sup>.

The Regional Pedestrian Plan should include:

- Identification of best practices for pedestrian facility construction and maintenance and their possible use in Douglas County.
- Evaluation of the existing pedestrian facility conditions and identifying gaps in the sidewalk/pathway network on roadways designated collector and above at a minimum.
- Identification of potential walking routes that include access to major destinations and links to other modes of transportation, including bus service, and park & ride lots.
- Drafting of new or revised policies, programs and projects designed to make Douglas County more Pedestrian/Walk Friendly in the 5 E's (Engineering, Education, Encouragement, Enforcement and Evaluation).
- Developing an implementation plan, including funding sources and partnerships.
- Identifying a set of action steps for the local governments to continue integrating pedestrian planning into community and transportation planning processes, and to complete identified projects.

### Summary

Lawrence residents have demonstrated significant effort and interest in the last several years to build healthy places for healthy people through active transportation networks. Current conditions could be significantly supported through the development of a city-wide SRTS plan that ensures improved safety and convenience for children walking and biking to school.

The City of Lawrence, USD 497, [and other partners] continue to address walkability and bikeability in the city. By developing a SRTS plan that can catalogue and prioritize issues and improvements, and begin facilitating education and encouragement within the schools, a SRTS program is likely to be highly effective.

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<sup>5</sup> <http://www.lawrenceks.org/assets/mpo/T2040/fcnclass2012.pdf>

## Planning Process and Community Partners

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Creating the Safe Routes to School Plan requires time and commitment from all parties that will be involved. Four steps are identified below that are essential to developing a successful plan:

1. Identify the SRTS team members (representation from each participating school)
2. Understand the Community Situations and Identify Problems by conducting school surveys, walk audits, and other relevant data collection methods
3. Develop Solutions for the Identified Problems
4. Focus on Implementation and Evaluation of the Identified Solutions

Once team members are identified, they will begin to review existing data in order to determine what previously identified problems continue to exist as well as what new problems might have arisen since the 2010 study. The team will determine what additional data will be needed in order to address each problem. More current data on the numbers of students walking or bicycling to school will be needed. The team will also need to determine the number of students who could be walking or riding bicycles who are not doing so. Data collection regarding reasons for not walking or riding bicycles will be needed to inform the process. A map will be created to recognize current routes the students are taking to school, crosswalk conditions, school locations, streets and entrances to the schools, locations for vehicle drop off and pick up of students (including buses), and any safety hazards.

Surveys will be sent to parents in order to ascertain their attitudes toward having their children walk or ride bicycles to school. This will provide the team with information regarding barriers or other concerns parents have about safety. Neighborhood walking audits and school property assessments will be conducted and/or updated to recognize the hazards students face as they walk or ride bicycles to school each day. In areas where traffic congestion is a concern, the team will consult the traffic engineering department to develop ideas for improving and changing traffic patterns in order to improve safety.

After the data collection and audits are complete and analysis has been conducted, the team will begin to develop solutions for the identified problems. A public meeting will be held in order to inform all patrons of the school district of the broad pedestrian/bicycle safety issues and to gather input from the larger citizenry. Additionally, site meetings at each school identified above be held to address site-specific issues. It will be important that additional ideas coming from this larger group be given consideration in the development of the future direction of the team, including projects and activities that will improve safety and convenience, traffic safety awareness, code enforcement, and events that will promote walking and bicycling.

Several proposed projects the city and school district have discussed locally are:

**Develop new parking and circulation plans** for several elementary schools. These plans will include proper marking of lanes, loading zones, parking zones, and new traffic signage.

**Parent education programs** to inform parents and other community members about any new parking or traffic circulation plans. Any new plans to redirect traffic to increase safety will only be effective if parents and members of the community respect the changes and obey new rules. Brochures will be produced to inform parents of the changes, including proper drop-off/pick-up procedures, location of bus lanes, and traffic circulation changes. These brochures will be available in the school office, distributed to parents at enrollment time, and sent home with students. In addition, the district will make parents aware of the brochures through our School Messenger system, which sends voice messages to home and cell phones of every parent in the district.

**Construct new sidewalks/inspect and repair old sidewalks.** There are several areas in Lawrence where sidewalks are either not present or in bad condition. Sidewalk inspections need to occur and repairs or replacements will need to be considered.

**Review the Crossing Guard distribution and locations/evaluate the need for additional guards.** Several schools identified intersections where crossing guards are needed. Other intersections that currently have guards need to be re-evaluated to determine whether the need still exists. Relocation of and/or adding new crossing guards needs to be considered.

**Expand the “Walking School Bus” program.** Various schools have some form of a walking school bus, but the program should be expanded. The success of this program will take coordination from the principal, district administration, law enforcement, and other community leaders. This program teaches, by example, proper pedestrian and bicycle safety.

**Participate in “National Walk to School Day”.** The “National Walk to School Day” is held in October and is a nationwide program. This program encourages physical activity by teaching children the skills to walk safely, how to identify safe routes to school, and the benefits of walking. Also, by encouraging students to walk to school, traffic congestion, pollution, and traffic volume near and in the school zone areas will be reduced.

**Re-stripe existing crosswalks.** Crosswalks will be inspected and re-striped in accordance with the Manual on Traffic Control Devices (MUTCD) to provide proper traffic control.

**Install flashing beacons.** Some schools have flashing beacons for pedestrian crossings, but there are additional areas of need for these devices.

**Educate students in the classroom.** Lesson plans will be implemented into classrooms to teach children the importance of having a healthy and active lifestyle, how to walk and bicycle safely, and the impact of automobiles on the environment.

Each of these improvements will affect students in positive ways; all are important to create a well-rounded and successful Safe Routes To School plan. It is important that parents and patrons be aware of the improvements that need to be made. The improvements can provide additional benefits in the area of physical activity, improved pedestrian skills, safer routes to school, less reliance on automobiles, decreased traffic in neighborhoods and in school zones, and the opportunity for more social interaction and increased independence for students. Even though any Safe Routes to School improvements are geared specifically to the safety of children, any improvements enacted through this grant will also be of great benefit to the general public. Implementing improvements might vary by school.

Lawrence wishes to become a part of the Safe Routes to School program that will include the efforts of a variety of community partners, especially the following major planning partners: City of Lawrence, Lawrence USD 497, the Lawrence Douglas County Health Department, LiveWell Lawrence, the Lawrence Douglas County Metropolitan Planning Organization and the Lawrence Police Department. All of the partners understand that the goal is to reduce traffic congestion and pedestrian injuries caused by vehicles, as well as to promote walking and bicycling as healthy alternatives to automobile transportation.

These partners will work together with parents, neighbors, teachers, and local law enforcement to organize activities and events and to map the suggested routes to each school. Coordination from all parties will be needed to successfully identify all of the needs and problems in the community.

The identified partners and their responsibilities are listed below:

#### City of Lawrence

##### Major Responsibilities:

- Coordinate the construction or repair of sidewalks
- Develop and implement new parking and traffic circulation plans
- Re-stripe existing crosswalks to provide proper traffic control
- Coordinate the installation of any flashing beacons at critical intersections

##### Supporting Responsibilities:

- Help the school district expand and promote the “Walking School Bus” program through advertising and informational campaigns
- Help the school district promote community support for “National Walk to School Day” by providing advertising support and informational campaigns

## Lawrence USD 497

### Major Responsibilities:

- Educate students on health and environmental benefits of walking or bicycling to school
- Work with the city to review current crossing guard placement and assess needs for additional guards
- Participate fully in “National Walk to School Day” in October
- Directly promote and expand the “Walking School Bus” program
- Ensure that school policies support the mission of the SRTS program

### Supporting Responsibility:

- Help the city with the development of safe routes to schools from each neighborhood

## Lawrence Police Department

### Major Responsibilities:

- Enforce traffic laws in school zone areas
- Train crosswalk guards on proper conduct and traffic laws
- Provide traffic safety information (i.e. crash data)

### Supporting Responsibility:

- Help the city and school district with the development of safe routes to schools from each neighborhood

## Lawrence- Douglas County Health Department

### Major Responsibilities:

- Recruit, develop and train members for the SRTS team
- Coordinate the collect and analysis of data related to the SRTS project
- Work with the city to develop and evaluate goals for the community and monitor the SRTS program’s effectiveness in the future

### Supporting Responsibility:

- Help the school district expand and promote the “Walking School Bus” program through advertising and informational campaigns
- Help the school district promote community support for “National Walk to School Day” by providing advertising support and informational campaigns

## LiveWell Lawrence

### Major Responsibilities:

- Provide volunteers to conduct data collection, including student travel tally forms, neighborhood walkability and bikeability audits and other methods identified by the SRTS team
- Provide input in the review of SRTS program data
- Provide input in the development of safe routes to schools from each neighborhood

### Supporting Responsibility:

- Help with recruitment of parents and neighbors in conducting data collection as needed and identified by the SRTS team

## Lawrence- Douglas County Metropolitan Planning Organization (MPO)

### Major Responsibilities:

- Coordinate input from the Regional Pedestrian Planning Process
- Provide relevant maps

### Supporting Responsibility:

- Include outcomes from the SRTS Planning Process in the next update to Transportation 2040, the Metropolitan Transportation Plan

## Timeline

The following is a timeline for the completion of the Safe Routes to School Plan from August 2014 to April 2015.

	Month										
	1	2	3	4	5	6	7	8	9	10 & Beyond	
KDOT Selection/Approval											
Recruit SRTS and Community Partners											
Coordinate Teams and Train Site Leaders											
Student Travel Tally/Parent Survey											
Open House Forum to address issues											
Walk to School Day											
Walk Audits & School Inventory											
Field Observations											
Safe Route Mapping											
Team Meetings to Review Input											
Write Phase I Report											
Plan acceptance and approvals											
Submit for Phase II Funding											

Once the plan is implemented, evaluating the success of the plan will become the most important task for the partners. The overall effect of the plan on the behaviors of our students will be the most compelling measurement of success; but it will also be important to evaluate the behaviors of motorists in and around school zones.

### Measuring Student Behavioral Changes

Student behavioral changes will be most effectively measured by evaluating the increase in the number of students who walk to school or ride bicycles to school after the plan compared to the number prior to the plan. The planning team will need to be purposeful in creating a methodology for tracking these number changes. Several ways to measure this would be through student journals, wall graphs, or tally sheets.

Schools could implement some type of competition to see which grade level had the most walkers or bike riders in a given week. A tally of each grade level could be kept in the school cafeteria or gymnasium so students could mark the number of days they walk (rode their bicycle). At specified intervals, the principals would record the tallies and send them to the SRTS partners for an overall analysis of effectiveness by month, quarter, or semester.

### Measuring Motorist Behavioral Changes

Behaviors of drivers will need to be measured by the police department and school staff. This measurement will report how well parents and patrons have responded to the project. The police department would keep track of the number of speeding tickets issued in school zones areas for a year. At the end of that year, the number of tickets issued would be compared with the previous year to see if a decline occurred. The police department will also monitor accidents and injuries in the school zone areas (and on routes to and from schools) and compare these results with previous years to determine overall effectiveness of the program. This measurement is dependent upon an increased police presence in several school zone areas.

### Measuring Community Support

Community support is one of the more important aspects of this program to measure. If the community can see the effects and positive results of this program, the program will grow and become more successful each year. Parent and patron involvement will be measured through participation head counts for each community event. Additionally, community participation in “National Walk to School Day” and the “Walking Bus” programs will provide an additional measurement of success.

The overall success of the plan can be measured when the community has become a safer place for children to walk or bicycle in. The program will only be successful when

all work together. With dedication and commitment from everyone, the Safe Routes to School Program will effect positive changes.

Cost Estimate

Budget for Phase I

<b>Item</b>	<b>Requested SRTS Fund</b>	<b>Local Funding</b>	<b>In-kind Donation</b>	<b>Total Costs</b>
External Personnel				
Traffic Engineer	3,000	2,000		5,000
Consulting Firm	10,750	4,000		14,750
National SRTS Training Consultant		5,000		5,000
Internal Personnel				
LDCHD staff			20,000	20,000
MPO staff			7,000	7,000
LPS staff			3,000	3,000
Public Works staff			5,000	5,000
Equipment and Supplies				
Mapping software		350		350
Curriculum materials	1,000	1,000		2,000
Promotional/Advertising		1,000		1,000
Printing	250			250
Facility Rental			800	800
<b>Total</b>	<b>\$15,000</b>	<b>\$13,350</b>	<b>\$35,800</b>	<b>\$64,150</b>

Local Support for Phase 1

<b>Local Source</b>	<b>Local Funding</b>	<b>In-kind Donation</b>	<b>Total</b>
City of Lawrence	3,000	5,000	8,000
Lawrence-Douglas County Health Department	4,350	20,000	24,350
Lawrence Public Schools		3,800	3,800
Lawrence-Douglas County MPO		7,000	7,000
Lawrence Schools Foundation	3,000		3,000
LiveWell Lawrence	3,000		3,000
<b>Total</b>	<b>\$13,350</b>	<b>\$35,800</b>	<b>\$49,150</b>



## Resolution of Support and Administration

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