



SAFE



ROUTES TO



SCHOOL



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Lawrence-Douglas County MPO Policy Board
Eudora City Commission

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Introduction

INTRODUCTION



In Eudora and Douglas County, the Safe Routes to School (SRTS) program is called Be Active Safe Routes. The program is a comprehensive approach to make neighborhoods safe and accessible for everyone. In addition to improving safety, Be Active Safe Routes benefits communities by reducing traffic congestion and air pollution, increasing the opportunity to be physically active and building community cohesion. The goal of the program is to develop safe routes for all and improve the health and well-being of children by encouraging them to safely walk and bicycle to school.

The Eudora SRTS initiative began in 2019 as collaborative effort of Lawrence-Douglas County Public Health (LDCPH), USD 491 Eudora Public Schools, Eudora, the Lawrence-Douglas County Sustainability Office, and the Lawrence-Douglas County Metropolitan Planning Organization (MPO). This partnership provided the framework for developing the holistic SRTS program, which includes bicycling and walking encouragement, education, equity, enforcement, evaluation, and engineering. During the 2019-2020 school year this plan was developed for all USD 491 Eudora Public School Elementary and Middle Schools. Although input was garnered from each school, this Plan is a citywide plan.

Plan development began before the COVID-19 pandemic in 2020. The pandemic has upended all facets of life and has impacted the nature of education. However, even if in-person learning is not possible, this plan needs to move forward so implementation planning can occur. We recognize there will be limitations on implementing SRTS on the intended timeline due to COVID-19 ramifications. Implementation discussions will be ongoing as appropriate, based on students returning to school in-person and will be accommodated as feasible based on the direction from Lawrence-Douglas County Public Health and Douglas County Smart and Safe School Reopening Guidance.¹

The vision and goals of this plan were developed through evaluating best practices and available datasets.

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<https://ldchealth.org/457/Smart-and-Safe-School-Reopening>

VISION STATEMENT:

Eudora residents envision a community where children safely and conveniently walk and bicycle as part of daily routines to get to school.

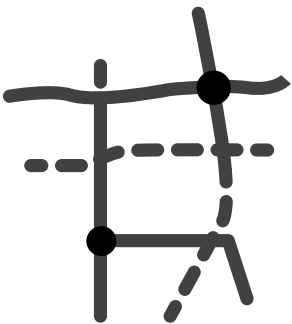
GOALS:

INCREASE WALKING AND BIKING

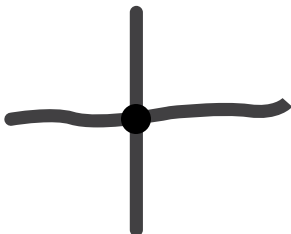


Increase USD 491 district-wide student walking and bicycling rates to 11% by 2023.¹ (This data is included to elevate the conversation about what each percentage increase equates to in terms of students. The current walk and bike rate is 9.1%. 11% equates to 81 more students walking and biking.)

IMPROVE BIKING AND WALKING INFRASTRUCTURE



Increase the completed sidewalk along one side of safe routes to 78% by 2025. (Currently at 63% with existing and pending sidewalk projects.)



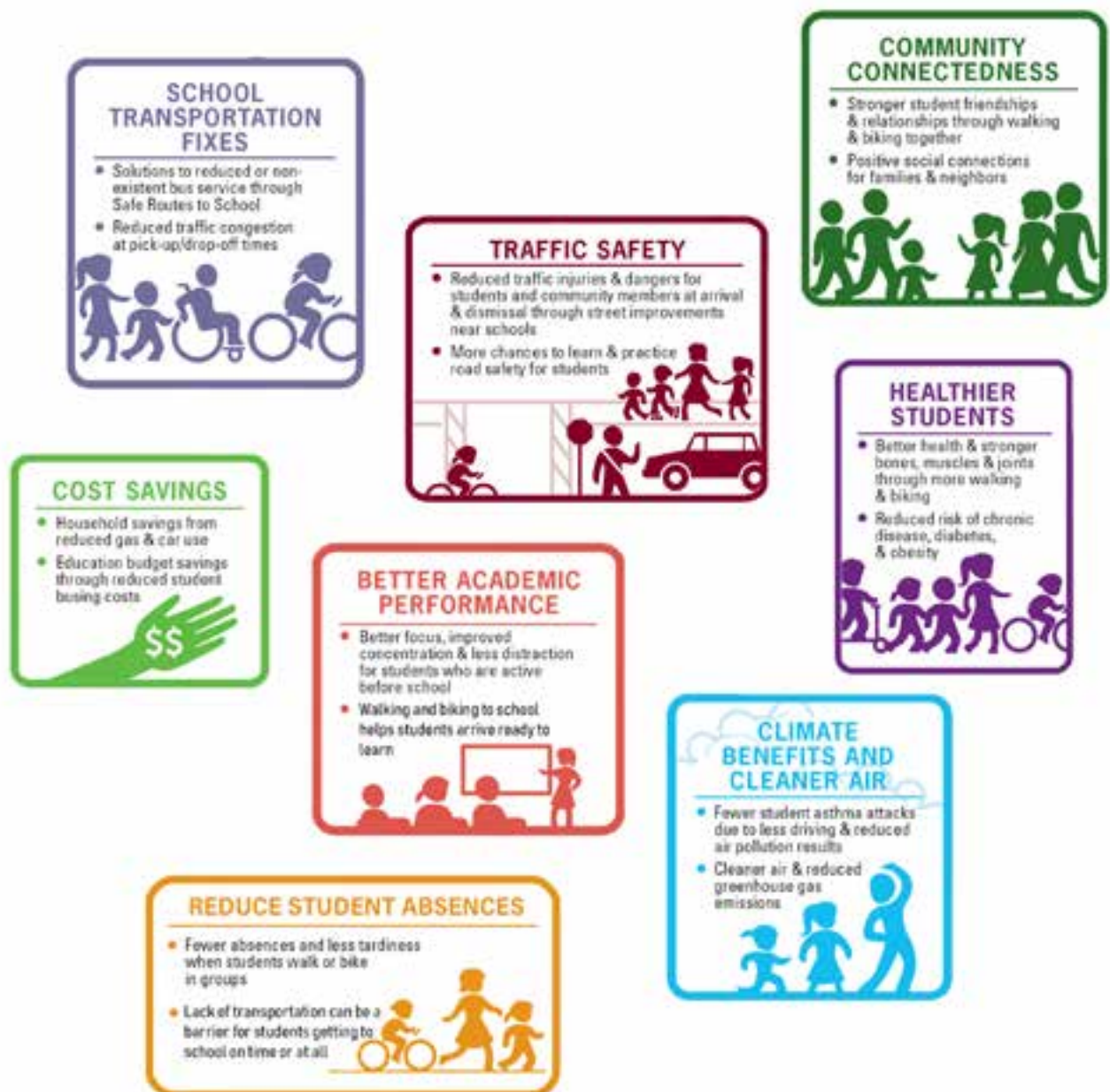
Improve the K-10 crossing as a critical connection to increase safety of the SRTS network by 2025.

1

<https://ldchealth.org/DocumentCenter/View/2440/2018-2023-Douglas-County-Community-Health-Plan-262019-update?bidId=>

BENEFITS OF SAFE ROUTES TO SCHOOL

There are many benefits to the Safe Routes to School program described by the National Safe Routes Partnership. Focusing on building both social and physical infrastructure is an important step in supporting health and well-being for all, regardless of where a person lives, their race, or financial status. According to the CDC, physical inactivity increases the risk of diseases including cardiovascular disease and cancer. These diseases disproportionately affect Black and Native American populations in Douglas County.¹ Safe Routes to School, Complete Streets policies, new and expanded transit, and bicycle and pedestrian improvements have been identified as community design efforts that promote physical activity for all in the CDC's Active People, Healthy Nation.² The SRTS program uses a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and encouragement strategies to persuade more students to walk and bike. The CDC has recognized Safe Routes to School as one of a handful of programs that are cost-effective and show significant population health impacts within five years.



SRTS Benefits and Graphic Source: <https://www.saferoutespartnership.org/resources/fact-sheet/benefits-srts-infographic>

¹ <https://ldhealth.org/DocumentCenter/View/2408/Health-Equity-Report>

² <https://www.cdc.gov/chronicdisease/resources/publications/factsheets/physical-activity.htm>

THE SAFE ROUTES TO SCHOOL FRAMEWORK

Comprehensive Safe Routes to School initiatives have been shown to be effective at increasing physical activity, reducing traffic congestion and air pollution, and increasing the number of opportunities to build a connection within the community.

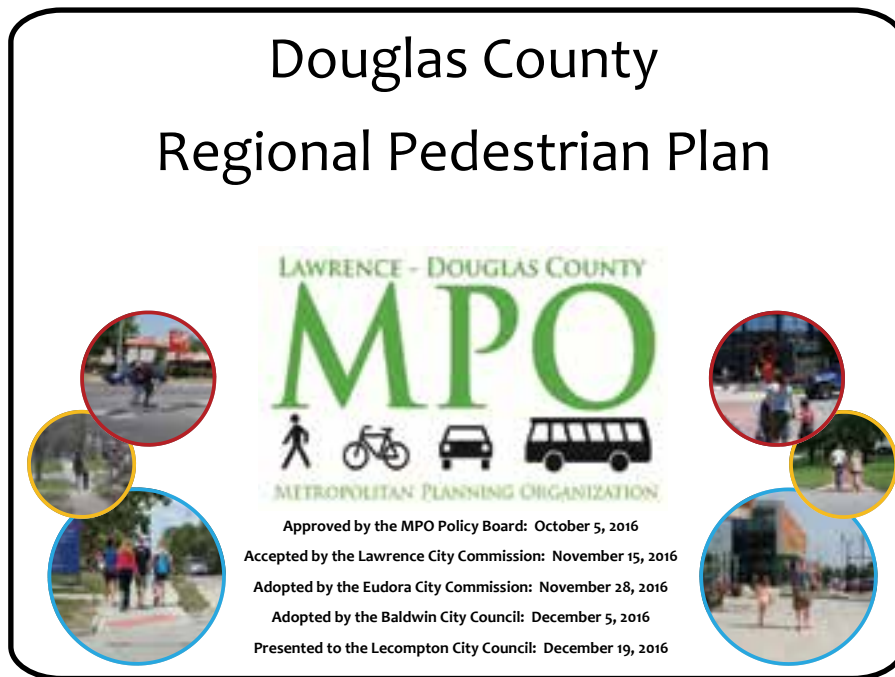
The Safe Routes to School Framework summarizes the key components of a comprehensive, integrated approach. Appendix E contains the implementation Strategies and National Best Practices, which includes many strategies to implement the Safe Routes to School Framework.

-  **Engagement** – Listening to students, families, teachers, and school leaders and working with existing community organizations, and build intentional, ongoing engagement opportunities into the program structure.
-  **Education** – Providing students and the community with the skills to walk, bicycle and ride buses safely, educating them about benefits of walking and bicycling, and deterring unsafe behaviors and encouraging safe habits by people walking, bicycling, and driving in school neighborhoods and along school routes.
-  **Encouragement** – Generating enthusiasm and increased walking and bicycling for students through events, activities, and programs.
-  **Engineering** – Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.
-  **Enforcement*** – Deterring unsafe traffic behaviors and encouraging safe habits by people walking, bicycling and driving in school neighborhoods and along school routes.
-  **Equity** – Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.
-  **Evaluation** – Providing a baseline understanding of what is happening in the community, such as how many children currently walk and bike, what the barriers are, and which strategies are most effective at addressing them.

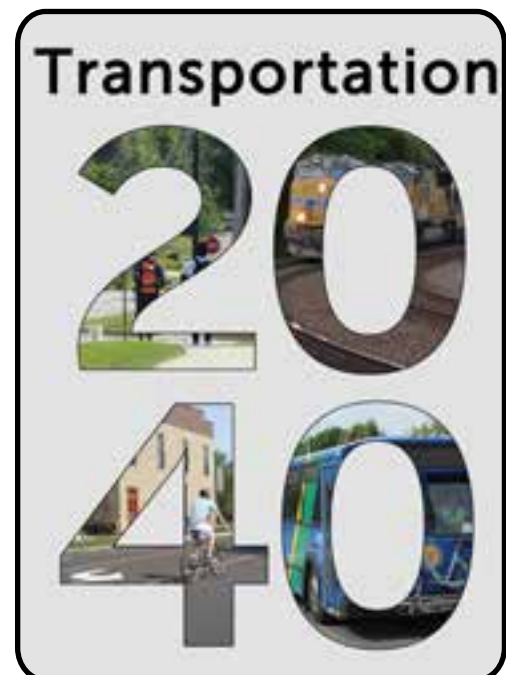
*Note: When the SRTS planning process began in 2019, Enforcement was one the framework elements and it is still part of the regulatory framework. However, as of June 9, 2020, the National SRTS Partnership removed enforcement and replaced it with Engagement. This was in a direct effort to acknowledge that they no longer feel the partnership with law enforcement as foundational to the start, maintenance or growth of successful Safe Routes to School programs. This plan still acknowledges the need to address driver behavior based on comments from parents in Eudora. More information about this change is available at: <https://www.saferoutespartnership.org/blog/dropping-enforcement-safe-routes-school-6-e%E2%80%9999s-framework>. The Federal SRTS program still includes Enforcement as a component.

POLICY CONTEXT

The Safe Routes to School initiative is supported by the multimodal long range transportation plan for Lawrence-Douglas County called Transportation 2040. Transportation 2040 has several strategies related to encouraging walking and bicycling through land development and investment. Furthermore, the Regional Pedestrian Plan identified preliminary SRTS routes as part of the priority pedestrian network and supports implementing the initiative.



Click on the image to view the plan¹



Click on the image to view the plan²



¹ <https://lawrenceks.org/mpo/pedplan>
² <https://lawrenceks.org/mpo/T2040>

THE PLANNING PROCESS

In 2019-2020, the SRTS partnership (Lawrence-Douglas County Public Health, Eudora, the Lawrence-Douglas County Metropolitan Planning Organization - MPO, USD 491 Eudora Public Schools, and Lawrence-Douglas County Sustainability Office) conducted a 15-month planning process to develop a citywide SRTS plan. The SRTS partnership kicked off the 2019-2020 planning process by collecting data through a parent survey and travel tallies.

The parent survey contained the questions from the National Parent Survey pertaining to how K-8 students travel to school along with a few specific questions about Safe Routes to School concepts and the proposed Safe Routes to School routes.¹ The survey was available September 13th to November 25th, 2019; 101 surveys were received. This was the first time the survey was conducted in Eudora. Staff tabled at Parent-Teacher Conferences on October 16th, 2019 and October 17th, 2019 from 8am-4pm at the Elementary School. While tabling, parents and interested community members had the opportunity to provide feedback on proposed routes, crossing priorities, and preferences for comprehensive Safe Routes to School strategies. The Parent Survey was made available through both paper copies and an online system which parents had the ability to fill out during the parent-teacher conference on ipads brought by the SRTS Working Group. Paper surveys and posters with information were also left on unattended tables at the Middle School and collected at the end of the last day of conferences.



Travel tallies were also conducted in Eudora for the first time in the spring and fall of 2019. The tallies are self-reported by students in the classroom when the teacher asks, on specific dates, how students arrived at school and how they plan to get home. (These travel tallies should continue every semester to track walking and bicycling rates. Staff mapped anonymized student addresses by school. This data was then summarized into heat maps for each school to indicate where dense populations of students lived in relation to their school. The SRTS partners reviewed the data to draft proposed routes. Staff reviewed the survey results to develop the plan and final proposed routes.

In midst of the planning process, COVID-19 caused delays to the original timeline and intent to take the plan to the school board prior to students leaving for summer vacation. In effort to be sensitive to those experiencing extenuating circumstances, the Working Group temporarily delayed efforts to publish the completed plan until it was more appropriate to do so.

Following the development of the plan a public comment period was held from October 2 to October 19. Public comments are listed in Appendix A: Public Input.

The plan was reviewed by the MPO's Technical Advisory Committee on November 10, 2020. The MPO Policy Board approved the plan on November 19, 2020. The USD 491 Eudora Public Schools School Board received the plan on December 10, 2020. The Eudora City Commission approved the plan on January 11, 2021.

¹ http://saferoutesdata.org/downloads/Parent_Survey_English.pdf

WHAT WE HEARD

The parent survey questions about parents' comfort letting children to walk and/or bicycle to school. It also asked about specific Safe Routes to School Strategies parents liked. Appendix A contains the full survey results.

When asked to indicate levels of support between 13 different factors the following figures represent responses. Factors included:

Distance, Convenience of driving, Time, Child's participation in before or after school activities, Speed of traffic along route, Amount of traffic along route, Adults to walk or bike with, Presence of sidewalks or pathways, Quality of sidewalks or pathways, Safety of intersections and crossings, Crossing guards, Violence or crime, Weather or climate

Top 4 Motivating Factors

Convenience of driving - 13%

Crossing guards - 11%

Time - 11%

Distance - 10%

Number of Responses - 323

Top 4 Barriers

Amount of traffic along route - 11%

Presence of sidewalk or pathways - 11%

Safety of intersections and crossings - 11%

Quality of sidewalks or pathways - 10%

Number of Responses - 662

When asked to indicate levels of support between 14 different strategies the following figures represent responses. Strategies included:

Bike Lessons and Safety Training, Bike Rodeos, Equipment Giveaways, Girls in Gear, Marked Routes, Park and Walk Programs, Pedestrian Safety Education, Safety Reminders at Drop-off/Pick-up Locations, Special Events, Staggered Dismissal, Student-Produced Maps, Student Safety Patrols, Traffic Safety Campaign, Walking School Bus or Bike Trains

Top 4 Supported

Pedestrian Safety Education - 82%

Bike Lessons and Safety Training - 80%

Equipment Giveaways - 80%

Marked Routes - 79%

Number of Responses - 101

Top 4 Unsupported

Girls in Gear - 16%

Park and Walk Programs - 14%

Student-Produced Maps - 13%

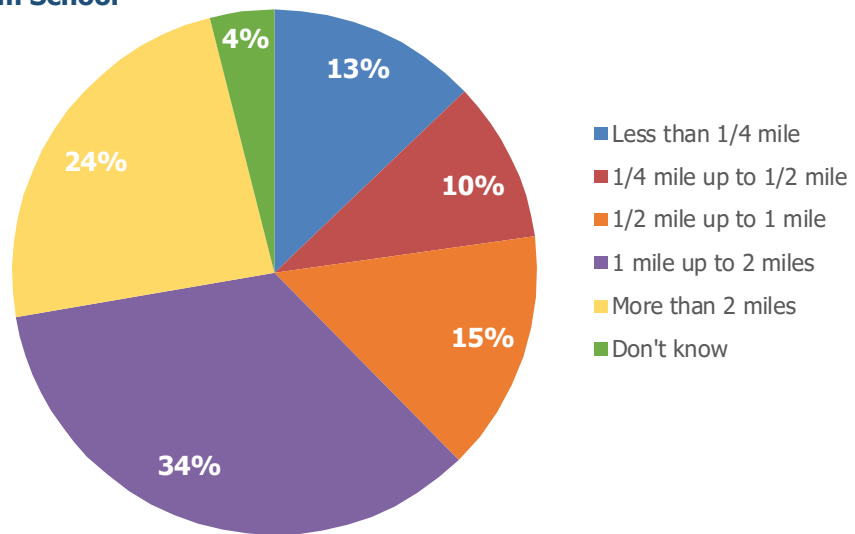
Staggered Dismissal - 13%

Number of Responses - 101

According to the National Safe Routes Partnership, most kindergartners can walk up to half a mile to go to school, while a mile is reasonable for older elementary school kids.¹ Approximately 23% of Eudora public school students whose parents responded to our survey live less than a half mile from school, while 38% live less than a mile. However, 86% of the respondents reported that they had never walked or biked to school. (View Table 1 on page 17 to view the number of students per half mile from their school based on actual walking routes.)

This plan addresses the presence and quality of sidewalks, as well as the amount and speed of traffic, and acknowledges the safety of intersections and crossings (including K10) needs to be improved so more students are comfortable walking or biking to school. Some factors which may prevent students from walking or bicycling to school, such as the distance between a student's home and their school can not be addressed by this plan.

Figure 1: Distance Child Lives from School



Number of Responses - 101

WHAT WE HEARD

"I would love to see all the children in our town with easy access to the school if they are within walking distance. We are a small town, but our children need to be able to safely move about."



¹ <https://www.saferoutespartnership.org/blog/too-far-walk>



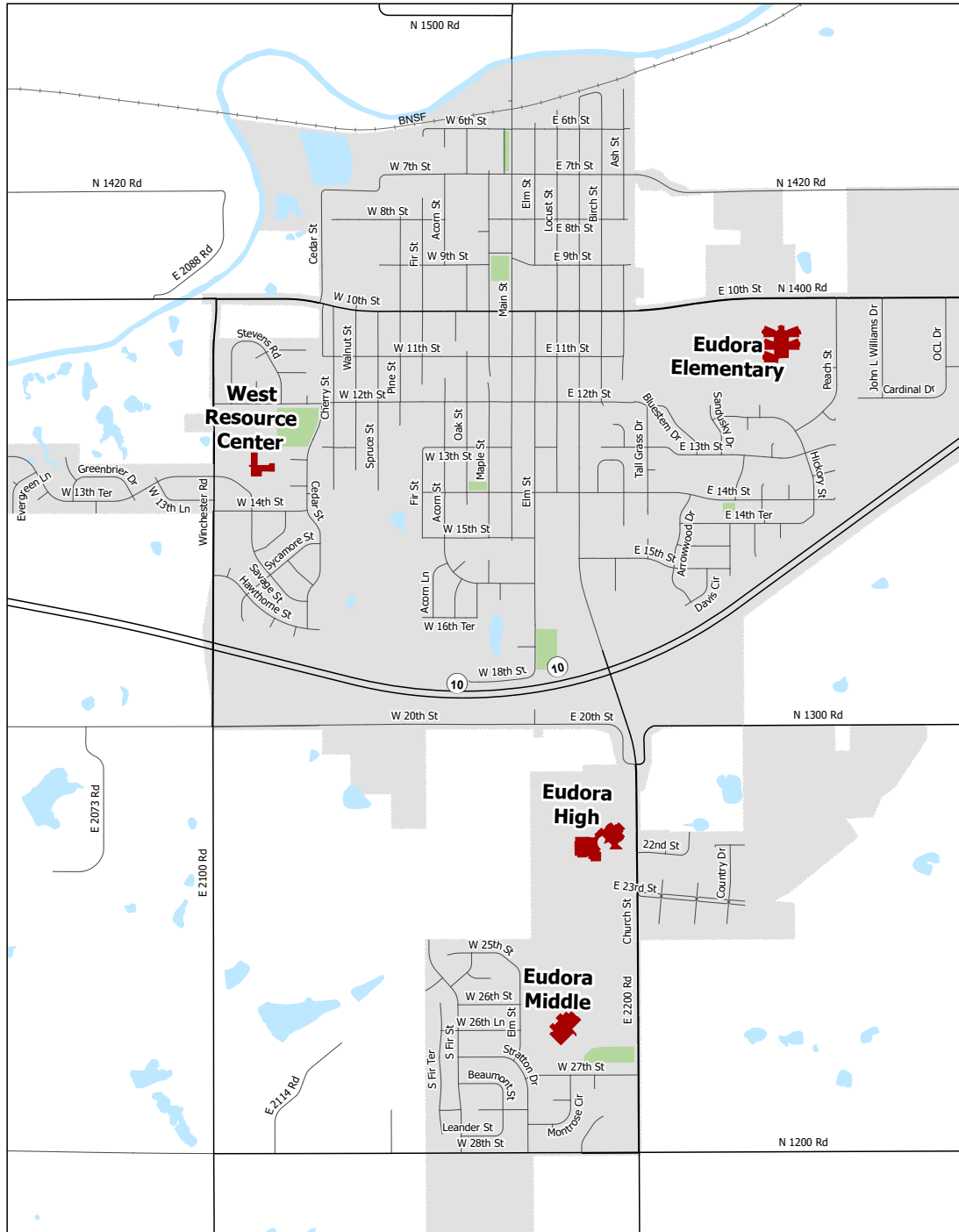
Source: Cardinal Cycling Club December 22, 2019

Current Context

SCHOOLS

USD 491 Eudora Public Schools has an Early Childhood Program on Winchester Road, an Elementary School which serves Kindergarten through grade 5 on 10th Street, a Middle school serving 6-8 grade, and a High School serving grades 9-12. Both the Middle and High Schools are located on Church Street south of K10.

Figure 2: Eudora Public Schools



■ School ■ Water ■ Parks — Railway ■ City Limits

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STUDENTS DISTANCE FROM SCHOOL

Table 1 shows the number of students in half mile increments from their school. It was developed by mapping the anonymized student data provided by USD 491. A walking analysis was performed using GIS and the pedestrian network (existing sidewalks and crossings) to develop walksheds (walking distances) from each school. Table 1 shows fewer students live within 1 mile of their school compared to the parent survey results discussed on page 13 and in Appendix A. This contrast could be due to parent perceptions vs. actual walking distance as well as the population which took the survey.

Table 1: Percentage of Students by Distance from School (2019-2020)

School	Percentage of Students per Mile Walkshed						Total Mapped**
	0.5 mile	1.0 mile	1.5 mile	2.0 mile	2.5 mile	2.5+ mile*	
Eudora Elementary School	3%	27%	21%	6%	12%	30%	957
Eudora Middle School	2%	6%	4%	25%	25%	39%	502
Total K-8 Students	3%	20%	15%	13%	16%	33%	1,459

*Students who live more than 2.5 miles away from schools are eligible for bussing from USD 491 which is reimbursable through the State.

** Total mapped may vary from enrollment totals and was a point-in-time analysis using 2019-2020 data.

***The distances are based on actual walking distances from each school.

WHAT WE HEARD

"I would love to see all the children in our town with easy access to the school if they are within walking distance. We are a small town, but our children need to be able to safely move about."



USD 491 Eudora Public Schools transports rural students to and from school and a bus shuttle before and after school to take students between the schools and designated drop-off points in the community.

The drop of locations are prime opportunities for students to participate in remote drop off/pick up locations to incorporate walking and biking into students' travel.

Busing from the schools is offered to two after school locations. The Quest After School Program for K-5 is offered at West Resource Center. Eudora Parks and Recreation After School program for children age 5-12 is offered at the Eudora Community Center located at 1630 Elm Street.

Figure 3: Eudora Schools Shuttle Bus Schedule

Transportation office phone: 785-542-4900 | Machaela Beshears, Director (ext. 1115)

NOTE: All times are approximate. All times and bus numbers are subject to change.

before school	Leaving ...	going to	bus #	leaving at
	MAIN STREET (9th & Main)	High School	1	7:25
		Middle School	34	7:25
		Elementary School	23	7:25
	ELEMENTARY SCHOOL (801 E. 10th St.)	Eudora Rec Center -> High School -> Middle School	2	7:35
		High School -> Middle School	5	7:35
		Middle School	14	7:35
	WEST RESOURCE CENTER (1310 Winchester)	High School	1	7:45
		Middle School	3	7:45
		Elementary School	4	7:45
	EUDORA REC CENTER (1630 Elm St.)	High School -> Middle School	2	7:45
		Elementary School	23	7:45
	MIDDLE SCHOOL (2635 Church St.)	Elementary School	5	7:45
		Elementary School	14	7:45

STUDENT SAFETY

At Eudora Schools, student safety is our #1 priority! Please DO NOT drop off your student any earlier than 7:30 AM as bus monitor supervision will not be available before then.

after school	Leaving ...	going to	bus #	leaving at
	ELEMENTARY SCHOOL (801 E. 10th St.)	Middle School	1	3:12
		Middle School -> West	3	3:12
		Middle School -> Eudora Rec Center	12	3:12
		West	4	3:12
		West	5	3:12
		Eudora Rec Center	2	3:12
		Main Street -> Middle School -> Main Street	23	3:12
	HIGH SCHOOL (2203 Church St.)	Middle School	7	3:20
		Middle School	14	3:20
	MIDDLE SCHOOL (2635 Church St.)	Elementary School	1	3:25
		Elementary School -> High School	14	3:25
		West	3	3:25
		West	4	3:25
		West	5	3:25
		Eudora Rec Center	2	3:25
		Eudora Rec Center	7	3:25
		Eudora Rec Center	12	3:25
		Main Street	23	3:25

after-school programs

At Eudora Elementary, students registered in community after-school programs will be released before other bus riders and bussed to that program location.

If student is enrolled in ...	Ride ...
Quest	Bus 7
Parks & Rec	Bus 14

sibling solutions!

Do you rely on an older student to help get your EES student(s) home safely after school? We have shuttles to help!

Find the shuttle stop closest to home, and make sure all your students board the indicated bus at their school. (EMS/EHS students will meet their younger siblings when they board that bus.)

If home is near...	Use ...
West	Bus 3
Eudora Rec Center	Bus 12
Main Street	Bus 23

EUDORA SCHOOLS
Unified School District No. 491

7/19

EXISTING SIDEWALKS & BIKEWAYS

The Regional Pedestrian Plan developed a sidewalk inventory and condition assessment. It found that many streets in Eudora do not have sidewalk on both sides of the street and numerous streets do not have sidewalk on either side.



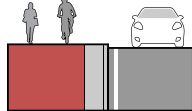
Eudora currently has Shared Use Path segments totaling 3.9 miles. Shared Use Paths are larger sidewalks of at least 8 feet in width. No other bikeway infrastructure exists at this time. The inventory below was updated with current infrastructure in July 2020.

MILES WITHIN CITY OF EUDORA CURRENT INFRASTRUCTURE

SHARED USE PATH

3.9 MILES

Miles along SRTS Routes: 0.9

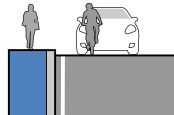


A >8-foot wide sidewalk which provides a continuous corridor for bicycle riders and pedestrians that is separate from vehicular roadways. Paths work best when connected to an on-street network which meets robust safety and design standards. According to national standards, 10-foot shared use paths are recommended; however, under certain constraints 8-foot may be approved.¹ *This includes the Blue Jacket Trail being constructed in fall 2020 and the Lucky Kaegi Trail in 2021/2022.

SIDEWALK

13.2 MILES

Miles along SRTS Routes: 3.4

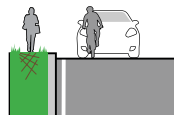


A sidewalk is a path along the side of a road. It is often constructed of concrete or cement, though occasionally bricks or stones, and is designed for pedestrians. According to national standards, 6-foot sidewalks are recommended; however, under certain constraints 5-foot may be approved.²

MISSING SIDEWALK

17.9 MILES

Miles along SRTS Routes: 2.5

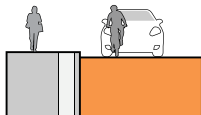


Sidewalk does not exist causing pedestrians to either walk in the street or across yards. This includes the 0.5 mile section of 10th Street the city submitted to the Kansas Department of Transportation (KDOT) for Transportation Alternatives (TA) funding. Awards have not been announced yet.

ROADWAY

36.7 MILES

Miles along SRTS Routes: 5.5



These roadways are maintained by Eudora.

Note: Sidewalk miles are centerline distances, meaning one line is figured for both sides of the road. Shared Use Paths are wide sidewalks, but are not included in the sidewalk total because they would be double counted.

1
2

<https://ruraldesignguide.com/physically-separated/shared-use-path>
<https://ruraldesignguide.com/physically-separated/sidewalk>

SCHOOL ZONES

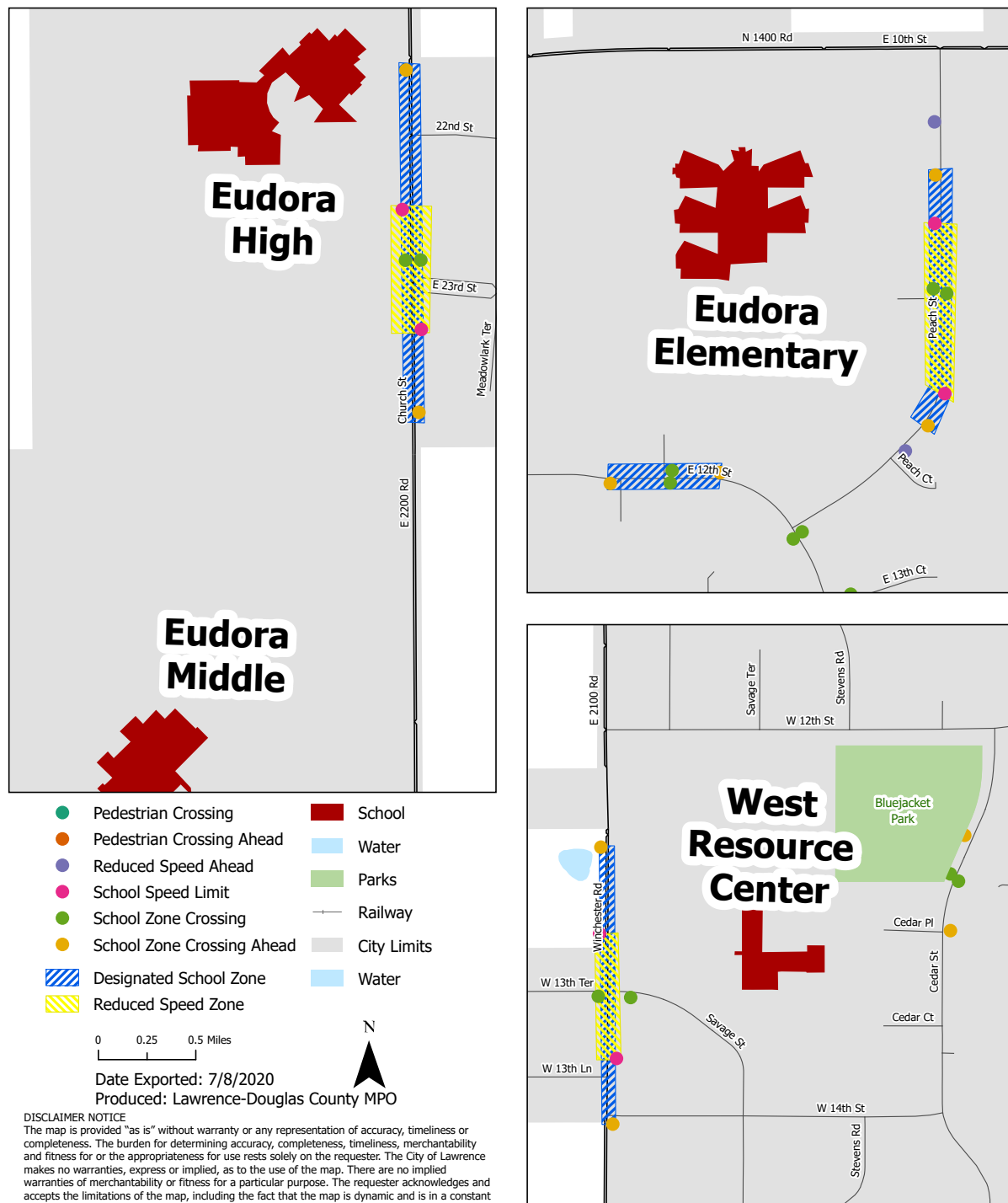
According to the Kansas School Zone Program through the Kansas Department of Transportation, “the ‘school zone’ starts at the front door of the school and includes the entire campus and as many of the surrounding neighborhood blocks that have a significant level of school-generated traffic. This usually includes the streets along the perimeter of the school and the area of one or two blocks surrounding it. This zone should then be marked with special signage to alert drivers of the high concentration of children. School crossing signs, speed signs, school zone pavement markings and other traffic calming

SCHOOL ZONES

devices remind drivers to treat the area with special care and attention.

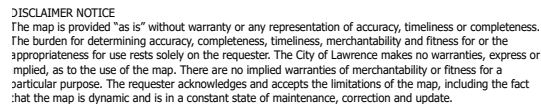
The **School Zone Program** is an excellent program provided by the State of Kansas that improves school zones in towns with a population of fewer than 20,000 people. The improvements to school zones that are provided include: pavement striping, school zone signs, and reduced speed assemblies.”¹ There are four designated school zones with reduced speed zones in Eudora (shown in Figure 4).

Figure 4: School Zones



.....

Figure 5: Posted Road Speed and Safe Routes to School Routes



	Severe Injury	Death
10%	16 mph	23 mph
25%	23 mph	32 mph
50%	31 mph	42 mph
75%	39 mph	50 mph
90%	46 mph	58 mph

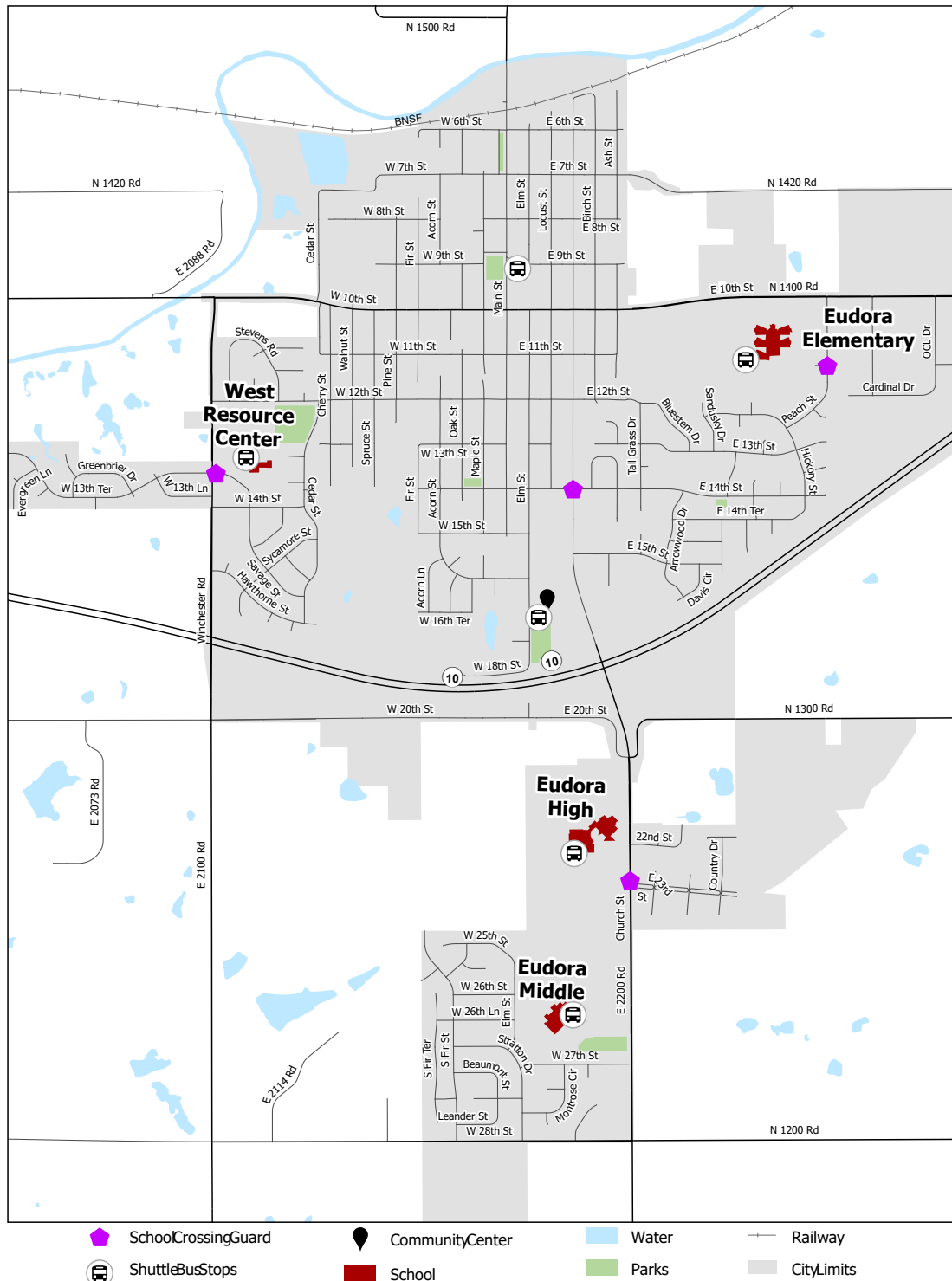
*Note: Risks vary significantly by age.

BE ACTIVE SAFE ROUTES

CROSSING GUARDS

There are four crossing guards in Eudora, which are employed and trained by the Police Department. These guards help students across uncontrolled marked crosswalks. Guards assist students from 7:30 - 8:30 a.m. and 3:00 - 4 p.m.

Figure 6: Crossing Guard and Shuttle Locations



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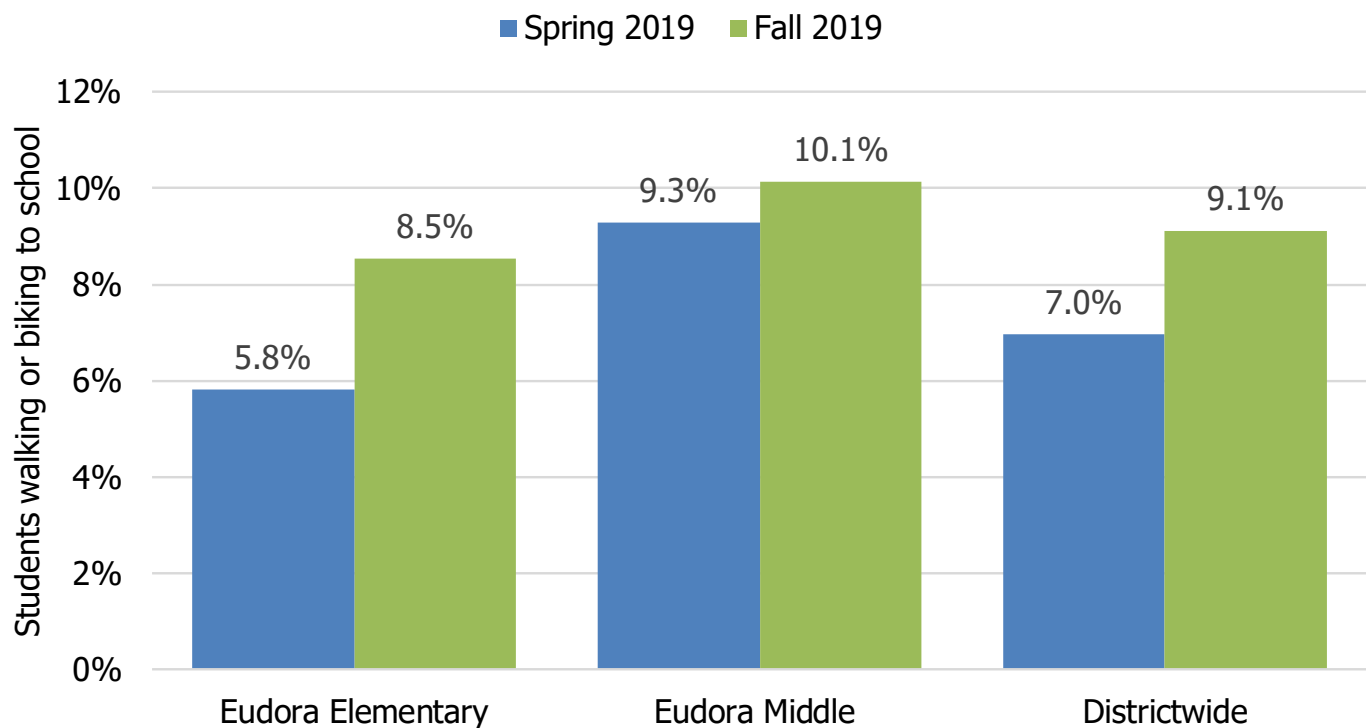
WALKING & BICYCLING RATES

As stated above, travel tallies are self-reported in the classroom. An instructor asks students how they arrived at school that day and how they intend to go home. Students are asked if they are going to travel by foot, bike, school bus, vehicle, carpool, or other. There was a higher percentage of students walking or biking in the fall, which could be due to the weather. The weather is generally more conducive to walking and biking in August (during the fall count) rather than April (during the spring count) and students are used to being outside after having the summer break.

By comparison in 1969, nationally 48% of students in grades K-8 walked or biked to school.¹

Eudora Middle School obtained a 20-bicycle fleet (which includes a trike) in March 2020 to provide on-bike experience. This educational tool should help students feel more comfortable biking to school and increase the percentage of students who are bicycling and walking to school.

Figure 7: Per Semester Active Travel



Source: Semi-Annual Travel Tally - AM Tuesday/Thursday Counts

WHAT WE HEARD

"Eudora needs more sidewalks connecting the city to the middle school & HS. Walking paths for walkers or kids riding bikes."



1 Walking to School: Trends, Issues and Evidence. <http://www.walkbiketoschool.org/plan/get-media-attention/talking-points>



Issues & Strategies

ISSUES & STRATEGIES

The following issues were identified through the planning process as key to improving the walking and biking environment for students walking/biking to school. This section identifies the issue and strategies to address it. The Action Plan states organizations and stakeholders responsible implementing strategies.

TRAFFIC CONTROL

In the 2019 Parent Survey, the speed and amount of traffic along routes were two of the top three barriers to allowing children to walk or bike to school. Addressing traffic control around schools is key in parents comfort in letting their kids walk or bike to school.

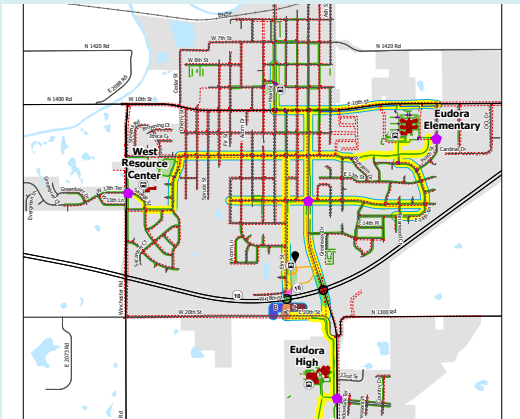
- City of Eudora and USD 491 shall adopt the Infrastructure Safe Routes to School map as part of this plan development and work with the MPO and SRTS Working group to develop the Circulation and Encouragement maps (next page).
- The City of Eudora should enforce traffic laws in school zones and neighborhoods with particular focus on speed limits, yield laws, and other laws which impact safe vehicle operation and students walking & bicycling to school.
- The City of Eudora should consider lowering speed limits on local streets to reduce the severity of crashes and improve comfort.
- The SRTS Working Group, in consultation with USD 491, should establish a Circulation Map/ Plan for each school. Implement arrival and dismissal policies to reduce conflicts between cars, buses, pedestrian, bicycle riders, and others.
 - Potential strategies include:
 - Advanced dismissal for walkers and bicycle riders.
 - Remote drop off/pickup – students are driven most of the way to school, but are often dropped off at a designated location approximately a quarter of a mile from school so they can walk the rest of the way to school.
 - Encourage walking school buses – create a how to guide describing how to develop walking school buses.
 - Encourage carpooling.
 - Encourage valet systems to assist students with exiting/entering vehicles.

WHAT WE HEARD

"We need a pedestrian sidewalk or bike trail across K-10."



Infrastructure



Located: lawrenceks.org/safe-routes

Elements

- Establishes routes
- Existing crossing guards
- Streets
- Existing sidewalks
- Designated school zones
- Existing and planned bikeway network

Use

City infrastructure planning – determine sidewalk/bike gap projects

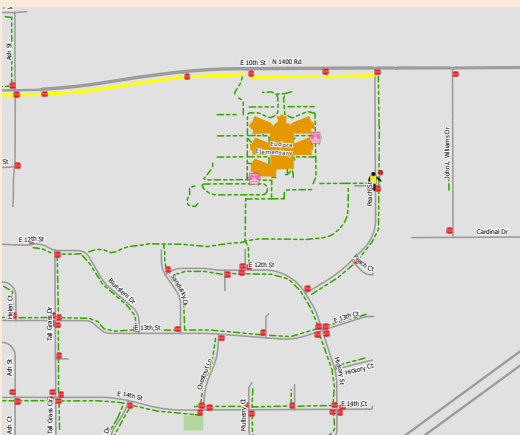
Developer

SRTS Working Group with USD 491 input

Updates

Routes planning & evaluation every 5 years except as necessary due to school boundary change or request from USD 491. The map may be updated to reflect the actual environment (built projects, crossing improvements, etc.) in the intervening years.

Encouragement*



Located: beactivesaferoutes.com

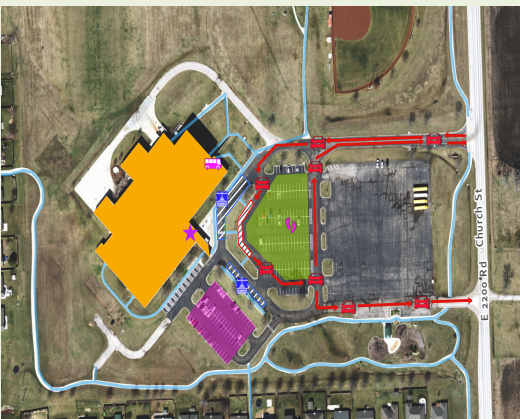
- Simple walking/biking route map for students and parents
- Shows existing infrastructure (sidewalk, crossings, bike parking, etc)
- Includes safety user information

Schools and parents walking and biking to/from school

SRTS Working Group

As necessary

Traffic Circulation



Located: beactivesaferoutes.com & USD 491 student handbooks and/or websites

- Entrances to school
- Drop off/pick up
- No parking zones
- ADA entrances
- Bus pick up/drop off
- Crosswalks
- Bike racks
- Written traffic procedure if applicable

Schools and parents for drop off/pick up procedures

MPO with USD 491 and City's technical guidance upon request

As necessary

*Eventually the SRTS Encouragement map will have the same routes as the infrastructure map once sidewalk/bike gap projects are constructed.

**View the overall city routes [here](http://beactivesaferoutes.com).

COMFORTABLE CROSSINGS

In the 2019 Parent Survey, the safety of intersections and crossings was a top barrier to allowing children to walk or bike to school. Making crossings comfortable is fundamental to more students walking and bicycling to school. Making crossings comfortable is fundamental to more students walking and bicycling to school.

The following actions shall be taken to advance comfortable crossings.

- City of Eudora shall improve the students' comfort crossing K-10 by foot or bike on Church St. by installing a protected walkway/ bikeway over K-10. This crossing may be separated from Church St. or will be added to the current bridge. This will require coordination with the Kansas Department of Transportation since K-10 is a state highway. Discussions have been on going about this matter for years. This pedestrian/bicycle rider safety issue needs to be addressed.
- City of Eudora shall continue the crossing guard program unless the four intersections currently served by the program are improved and no longer require an adult crossing guard to provide enhanced safety. If this occurs, new intersections should be evaluated for crossing guards. Specific attention should be paid to uncontrolled marked crosswalks.



CONSTRUCTING & MAINTAINING ROUTES

As of July 2020, there are 17.9 miles of missing sidewalk in Eudora in order to have sidewalk on at least one side of the road. Priority should be placed on installing sidewalk on at least one side of the street along the Safe Route to School Routes identified in Figure 8. An equitable approach is recommended for constructing and maintaining routes. Prioritization should consider equity as a primary factor impacting low income and/or minority families.

The following actions shall be taken to ensure routes are being constructed and maintained routes.

- City of Eudora shall construct bikeways, ADA ramps, crossing improvements, and install sidewalk along at least one side of the established Safe Routes to School Routes.
- City of Eudora shall achieve the goal of 78% continuous sidewalk along one side of identified Safe Routes to School Routes by 2025. (Currently 37% of the routes are missing sidewalk on one side of the street equaling 2.5 miles.)
- City of Eudora shall pursue funding to implement sidewalk gap fill projects and prioritize street infrastructure and safety improvements around schools and identified Safe Routes to School. Figure 9 displays the prioritized sidewalk projects.
- City of Eudora shall create a maintenance plan for sidewalks and bikeways. Safe Routes to School routes shall be prioritized in the maintenance plan.

EUDORA SAFE ROUTES TO SCHOOL INFRASTRUCTURE MAP

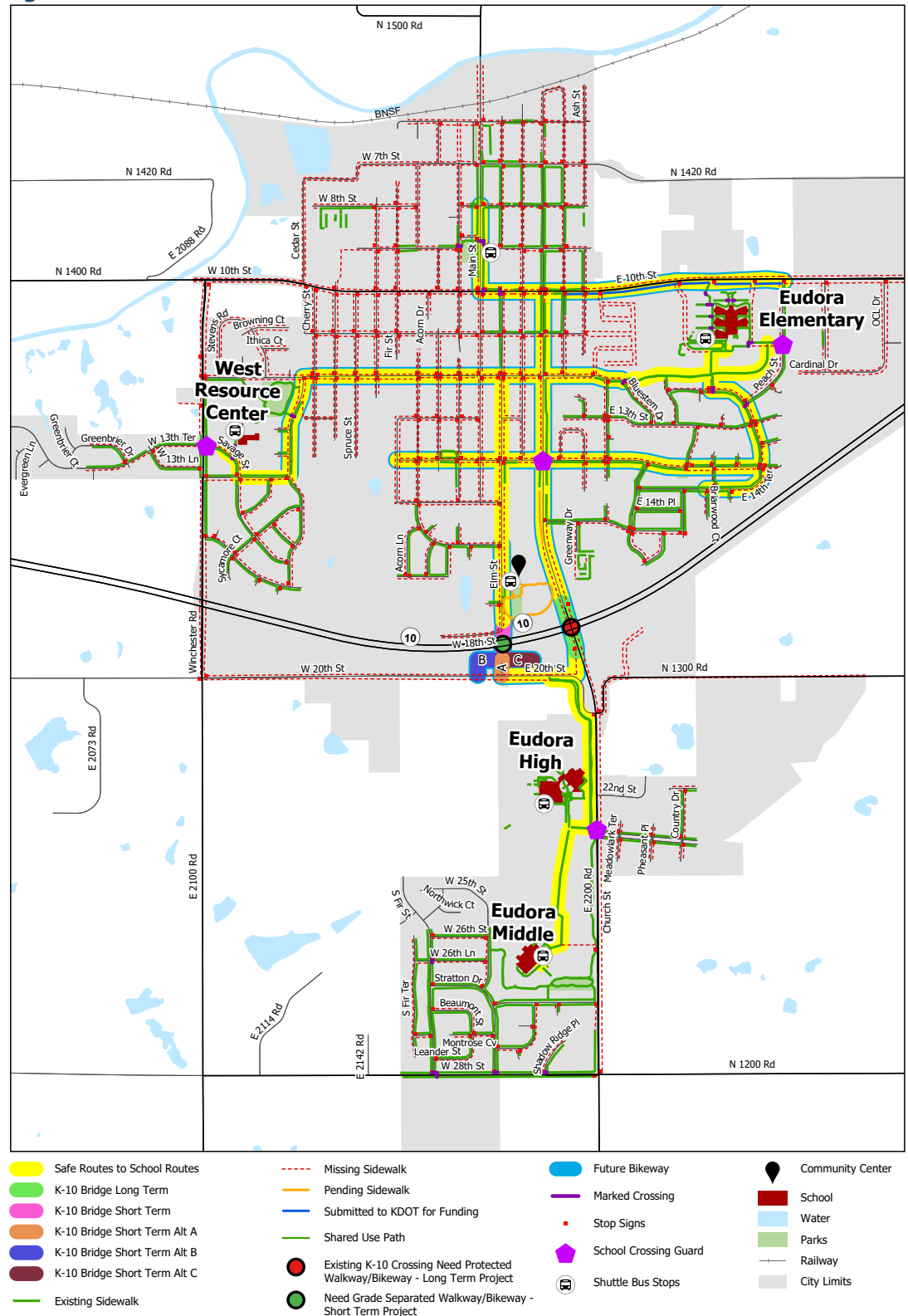
The Infrastructure Routes also identify the bikeways. When routes are implemented bikeways should be included.

The crossing of K-10 is a high priority. When the Church Street crossing of K-10 is rebuilt a protected walkway/bikeway should be included in the project. However, this is a longer term project and no construction is planned in the next few years.

Therefore, in the short term, the City of Eudora should continue conversations with the Kansas Department of Transportation (KDOT) about constructing a pedestrian bridge extending Elm Street across K-10. (K-10 is a state highway, which is why KDOT is involved in the conversation.) The City has identified three alternative ending points for a pedestrian bridge south of K-10: A, B, and C.

For the purposes of this plan the SRTS alignments are planning lines. The connection is the important part of the plan, not necessarily the specific street.

Figure 8: Safe Routes to School Infrastructure Routes



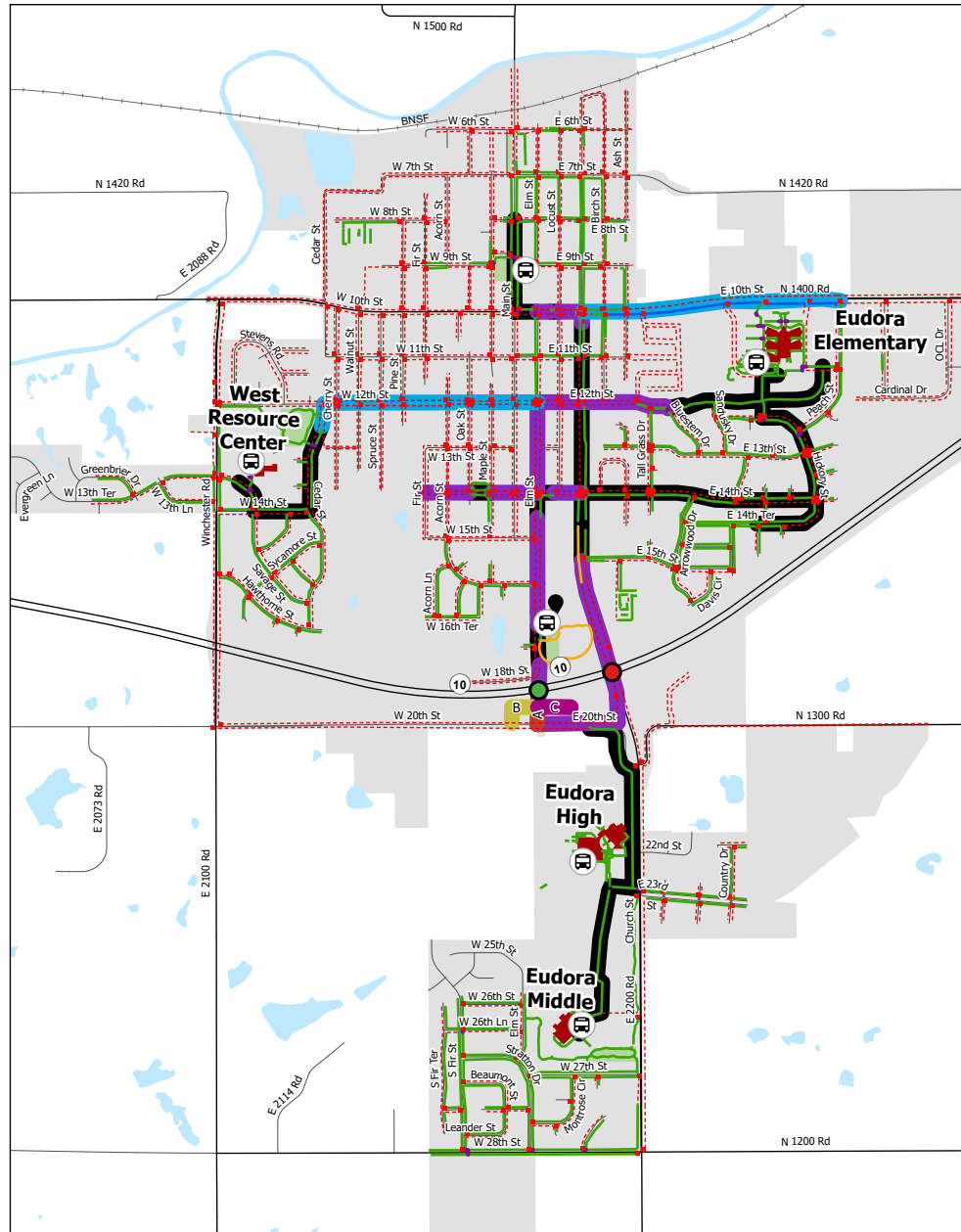
DISCLAIMER NOTICE
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Produced: Lawrence-Douglas County MPO

PRIORITIZED SAFE ROUTES TO SCHOOL SEGMENTS MAP

Specific projects were identified to complete a network of sidewalk on at least one side of the street. Figure 9 displays the priority projects. Segments in purple are the primary priority, while segments in blue are the secondary priority. Developing a safe crossing of K-10 is a high priority. When the Church Street K-10 crossing is rebuilt it should include a protected bikeway/walkway. In the short term, a pedestrian bridge extending Elm Street across K-10 should be explored. Sixty-three percent of the SRTS routes will have sidewalk on at least one side of the street (after the pending sidewalk is installed). Therefore, 37% of the network or 2.5 miles is missing to have a 6.8 mile network of sidewalks on at least one side of the street (this includes the .5 mile stretch of sidewalk along E 10th Street the City submitted to be funded through a KDOT Transportation Alternative (TA) grant, which the status is currently unknown). The City of Eudora improves sidewalk through the Pavement Management Program and through KDOT awarded TA grants.

Figure 9: Priority Projects



- SRTS w/Existing Sidewalk
- Primary SRTS Missing Sidewalk
- Secondary SRTS Missing Sidewalk
- Existing Sidewalk
- Missing Sidewalk
- Pending Sidewalk
- Submitted to KDOT for Funding
- Existing K-10 Crossing Need Protected Walkway/Bikeway - Long Term Project
- Need Grade Separated Walkway/Bikeway - Short Term Project
- Shuttle Bus Stops
- Community Center
- School
- Water
- Parks
- Railway
- City Limits

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0 0.25 0.5 Miles
Date Exported: 10/26/2020
Produced: Lawrence-Douglas County MPO

of the SRTS routes will have sidewalk on at least one side of the street (after the pending sidewalk is installed). Therefore, 37% of the network or 2.5 miles is missing to have a 6.8 mile network of sidewalks on at least one side of the street (this includes the .5 mile stretch of sidewalk along E 10th Street the City submitted to be funded through a KDOT Transportation Alternative (TA) grant, which the status is currently unknown). The City of Eudora improves sidewalk through the Pavement Management Program and through KDOT awarded TA grants.

4.3 MILES
EXISTING
SIDEWALK
(including the pending projects)

2.5 MILES
MISSING
SIDEWALK

Sidewalk on at least one side of the Safe Routes to School Route

DEVELOPING A WALKING & BIKING CULTURE (EDUCATING & ENCOURAGING)

According to the 2019 Parent Survey, 86% of students have never walked or biked to school. Developing a walking and biking culture does not happen overnight and will take both policy changes as well as changing parent attitudes about the safety of walking and biking and developing a sense of excitement among students to walk and bike to school. While the High School Cardinal Cycling Club is focused on high schoolers rather than elementary or middle school students it is a great example of fostering the love of bicycling. Various activities encouraging and educating students about safe walking and biking behaviors need to be implemented. For example, we recommend:

- USD 491, in conjunction with LDCPH, shall host Walk and Bike to School Days. LDCPH develop handouts for Walk and Bike to School Day which includes information about safe walking and bicycling behaviors.
- USD 491 shall provide programs and events which encourage walking, bicycling, and use of other forms of active transportation (such as skateboards or scooters) to and from school. Institute Marathon Clubs and Girls in Gear/Girls on the Run. Develop an incentive program for walking and bicycling to school and hold Bike Rodeos to give students the opportunity to learn and practice safe bike handling skills.
- USD 491 shall continue to teach Pedestrian Safety Education curriculum which includes safety rules about appropriate walking/crossing places and rules of the road.
- USD 491 shall teach Bike Education Safety Training (known as LBEST in Lawrence) curriculum ensuring that students learn the skills, laws, and safety practices involved bicycling. Deploy and expand the 20-bicycle fleet (which includes a trike) to provide this on-bike experience.
- USD 491 shall integrate biking and walking education into all subject areas, not only teaching it in PE class. Perhaps conduct walk audits and have students write about it in English class, photo voice activities in art class, or other activities.
- USD 491 continue to consider policies (e.g. staggered dismissal, etc) which ensure walking or biking to school is feasible and encouraged as well as decreasing conflicts between motor vehicles and students.
- LDCPH shall continue to host the beactivesaferoutes.com website.
- The SRTS Working Group shall create a how to guide for school champions and parents to establish Walking School Buses or Bike Trains. Each “bus” walks or rides along a set route with adults leading the walk/ride picking up children along the way.

WHAT WE HEARD

“I’d feel more comfortable if sidewalks were put in place or adults were available to walk younger children to & from it would allow this option.”



TRACKING PROGRESS

To know progress is being made in implementing the Safe Routes to School program performance and implementation should be tracked through three data sources. To understand the impact transportation choice has on equity, the MPO will continue to track Transportation 2040 performance measures specifically the access to sidewalk and bikeways in relation to low-moderate income and/or minority populations.¹ Lawrence-Douglas County Public Health will continue to track measures related to health equity in their Health Equity Report.²

The following actions shall be taken to ensure the SRTS Plan is making progress.

- Lawrence-Douglas County Public Health (LDCPH) shall conduct parent surveys every 5 years.
- LDCPH and USD 491 shall conduct student travel tallies each semester that in-person learning takes place.
- MPO shall continue to document sidewalk and crossing improvements to determine progress on completing a continuous network of SRTS route roads with sidewalks on at least one sides well as crossing improvements and bikeway infrastructure.

OTHER BEST PRACTICES

Through the review of Safe Routes to School, best practices, the following were identified as high priorities for Eudora.

The following actions shall be instituted to improve students' ability to walk or bike to school.

- The USD 491 Eudora Public Elementary and Middle School shall appoint one person, either a parent or non-administrative staff, to be their school champion. This person needs to have the enthusiasm and time to build a strong Safe Routes to School program in each school. A deliberate approach towards equity should be taken when recruiting school champions by intentionally seeking a diverse membership. Representative characteristics to look for include school geography, school rate of free and reduced meals, race, and ability. This person will be the point of contact for parents when they have questions about SRTS items, help advertise Walk and Bike to School Days, table at Back to School Day to educate parents about Safe Routes to School routes and opportunities to walk or bike to school, assist in the distribution and collection of the parent surveys, and ensure the SRTS Circulation Plan is occurring as desired (once the plan/map is developed). A district-wide school champion group will be formed from the individual school champions. The group will meet 1-2 times a year to discuss Safe Routes to School and receive training about Safe Routes to School.
- Before new schools are sited or boundary changes are made, USD 491 shall work with the City of Eudora to consider the overall transportation system including walkability and bikeability.
- Incentivize walking and biking home from school through staggered dismissal which allows "walkers" to leave school grounds earlier than other students in order for them to be home sooner, and out of the way of vehicle or bus traffic.

¹ <https://lawrenceks.org/mpo/t2040/pm>

² <https://ldchealth.org/DocumentCenter/View/2408/Health-Equity-Report>

Next Steps

ACTION PLAN

When people typically think of Safe Routes to School programs they immediately think of sidewalks, ramps, and other costly infrastructure improvements. However, there are many programmatic activities which can increase the safety of walking and biking. The implementation of Safe Routes to School programs and policies will be successful if entities take ownership of specific responsibilities, thus there are champions within each of the partner organizations. The community will hold the partners accountable to their commitments.

	Recommendation	Champion	Partners	Timeline
Traffic Control	Adopt the Infrastructure SRTS Routes & work on the Encouragement and Circulation maps	City	USD 491	Year 1
	Enforce traffic laws in school zones and consider lowering speed limits on local streets	City		Ongoing
	Establish Circulation Map/Plan for each school	SRTS Working Group	USD 491	Year 1
Comfortable Crossings	Improve the comfort of crossing K-10	City		Ongoing
	Continue the crossing guard program on designated Safe Routes	City		Ongoing
Constructing and Maintaining Routes	Construct bikeways, ADA ramps, crossing improvements, and sidewalk on at least one side of established SRTS routes	City/ Developer*		Ongoing
	Achieve the goal of 78% continuous sidewalk along one side of identified SRTS routes by 2025	City		Ongoing
	Pursue funding to prioritize sidewalk gap fill projects and safety improvements around schools and identified SRTS routes	City		Ongoing
	Create a maintenance plan for sidewalks and bikeways prioritizing SRTS routes	City		Year 1
Developing a Walking and Biking Culture	Host Walk and Bike to School Days	USD 491	LDCPH	Ongoing
	Programs and events to encourage walking and bicycling, which can include Marathon clubs, Girls in Gear/Girls on the Run, and incentive programs	USD 491		Year 2
	Continue to teach basic Pedestrian Safety Education, pursue more robust curriculum	USD 491		Year 1
	Deploy & expand the bike fleet and teach Bike Education Safety Training (LBEST)	USD 491		Year 2
	Integrate biking and walking education into all subject areas, not only PE class	USD 491		Year 1
	Maintain beactivesaferoutes.com	LDCPH		Ongoing
	Continue to consider policies which ensure walking or biking to school is feasible and encouraged	USD 491		Year 2
	Develop simple encouragement walking and biking route maps	SRTS Working Group		Year 1
	Create a how to guide for establishing walking school buses or bike trains	SRTS Working Group		Year 2
Tracking Progress	Conduct parent surveys every 5 years	LDCPH		Ongoing
	Continue to conduct student travel tallies each semester	LDCPH/USD 491		Ongoing
	Inventory sidewalk and bikeway network annually	MPO		Ongoing
Other Best Practices	Appoint a "School Champion" for each school	USD 491		Year 1
	Consider the overall transportation system including walkability and bikeability before new schools are sited or boundary changes are made	USD 491	City	Ongoing
	Consider implementing staggered dismissal policies	USD 491		Year 2

* Developer/Property owner during development under the Land Development Code.

**Based on the direction from Lawrence-Douglas County Public Health and Douglas County Smart and Safe School Reopening Guidance (<https://ldchealth.org/457/Smart-and-Safe-School-Reopening>), we recognize there will be limitations on implementing SRTS on the intended timeline. Implementation discussions will be ongoing as appropriate, based on students returning to school in person and will be accommodated as feasible.

UPDATING & AMENDING THE PLAN

Plans are not set in stone; however, infrastructure projects like sidewalks or crossing improvements require large amounts of funding and time to implement. Thus, Safe Routes to School routes need to stay consistent over time so infrastructure improvements are not implemented in areas which are no longer Safe Routes. Plan progress will be reviewed by the MPO in five years (2025) to determine if a plan update is warranted.

Specific SRTS routes will be reviewed in the intervening years based on either:

1. A school attendance boundary change or
2. A school site council requests a change to the USD 491 School Board who then recommends the change to the City of Eudora. The City of Eudora and MPO will work with the SRTS Working group to address and respond to the request.

The SRTS Infrastructure and Encouragement maps will be updated to reflect the actual environment (built projects, crossing improvements, etc) in between plan update cycles and will be attached to this plan as appropriate.

The SRTS Circulation maps will be updated when necessary.

WHAT WE HEARD

"The biggest barrier of letting my child walk to school is safety (walking alone). The presence of an adult "chaperon" would certainly allow me to feel more comfortable having her walk."



APPENDIX A

Public Input

OVERVIEW

In 2019-2020, Lawrence-Douglas County Public Health (LDCPH), City of Eudora, and the Lawrence-Douglas County Metropolitan Planning Organization (MPO) formed a SRTS Working Group to conduct a 15-month planning process to develop a SRTS Plan for each of the three school districts within Douglas County (USD 348, USD 497, and USD 491). The SRTS Working Group collaborated with the school district in their respective city to develop the plan. The planning process included collecting input through the parent survey, attending parent teacher conferences, and discussions with city and school board members. A full record of survey responses and public comments are found in this Appendix. The results are shown citywide.

The first phase of public engagement in Eudora began with the Parent Survey. This Parent Survey was administered through the USD 491 Elementary and Middle School. The survey was conducted from October 14th to November 4th, 2019; 101 surveys were received. This was the first time the survey was conducted.

The second phase of public engagement included tabling at Parent-Teacher Conferences on October 16th, 2019 and October 17th, 2019 from 8am-4pm at the Elementary School. While tabling, parents and interested community members had the opportunity to provide feedback on proposed routes, crossing priorities, and preferences for comprehensive Safe Routes to School strategies. The Parent Survey was made available through both paper copies and an online system which parents had the ability to fill out during the parent-teacher conference on ipads brought by the SRTS Working Group. Paper surveys and posters with information were also left on unattended tables at the Middle School and collected at the end of the last day of conferences.

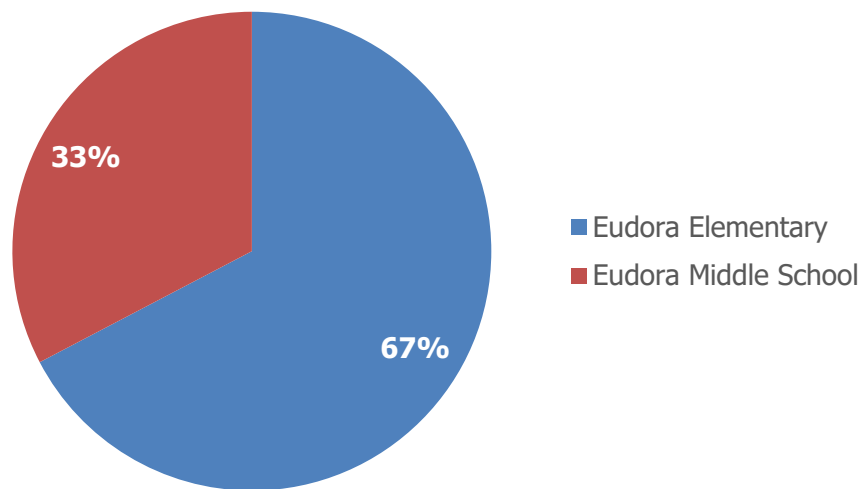
The draft plan was available for public comment October 2 - October 19, 2020.

PARENT SURVEY RESULTS

This Parent Survey was administered through the USD 491 Elementary and Middle School. The survey was conducted from October 14th to November 4th, 2019; 101 surveys were received. This was the first time the survey was conducted.

Figure A1: Responses by School

Category	Total
Eudora Elementary School	68
Eudora Middle School	33



Number of Responses - 101

MAIN TAKE AWAYS:

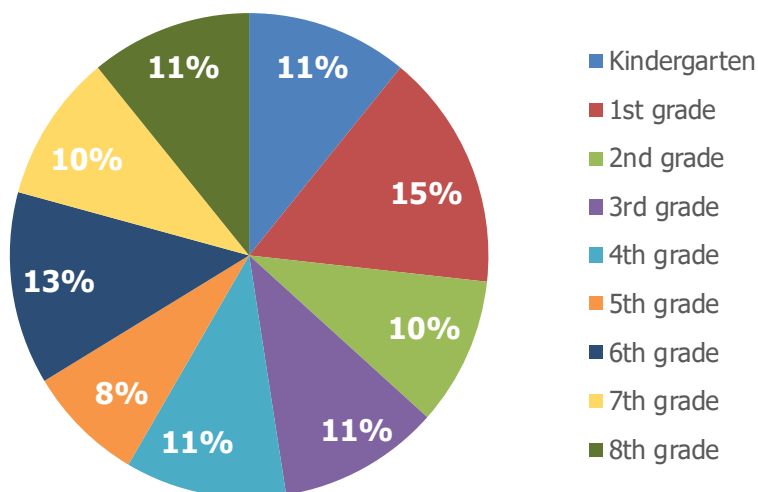
- **101 Parent Surveys were received total**
- **The survey was primarily made available online**
- **Paper surveys were also available at USD 491 Parent/Teacher Conferences**
- **Survey reminder cards were handed out**
- **The average number of responses per school was 50.5**
- **The school which staff tabled at received the most responses**

PARENT SURVEY RESPONSES BY QUESTION

QUESTION 1:

When asked "In what grade is your child?" respondents indicated:

Figure A2: Students Year in School

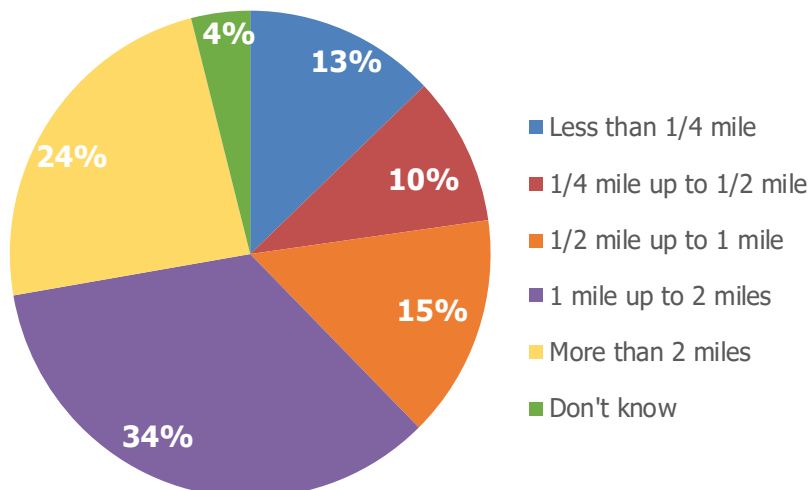


Number of Responses - 101

QUESTION 2:

When asked "How far does your child live from school?" respondents indicated:

Figure A3: Distance from school



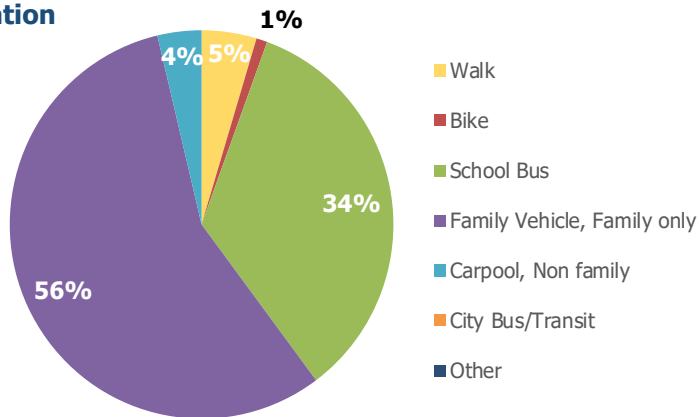
Number of Responses - 101

PARENT SURVEY RESPONSES BY QUESTION

QUESTION 3:

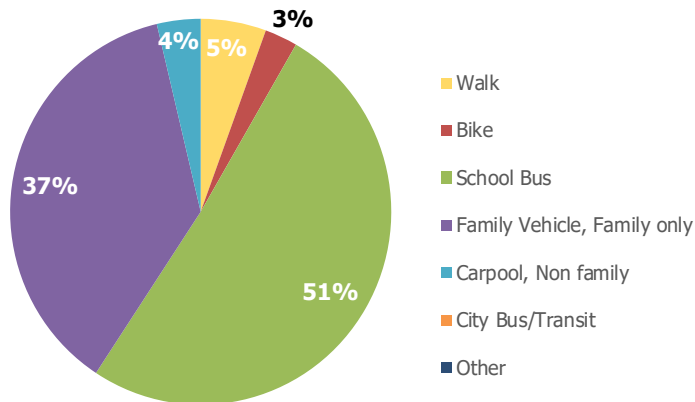
When asked "On most days, how does your child arrive at school and leave for home after school?" respondents indicated:

Figure A4: Arrive At School Transportation



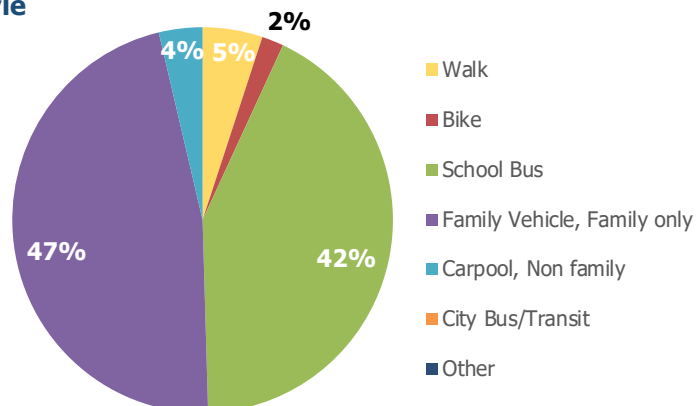
Number of Responses - 108

Figure A5: Leave for Home Transportation



Number of Responses - 108

Figure A6: Average Transportation Style



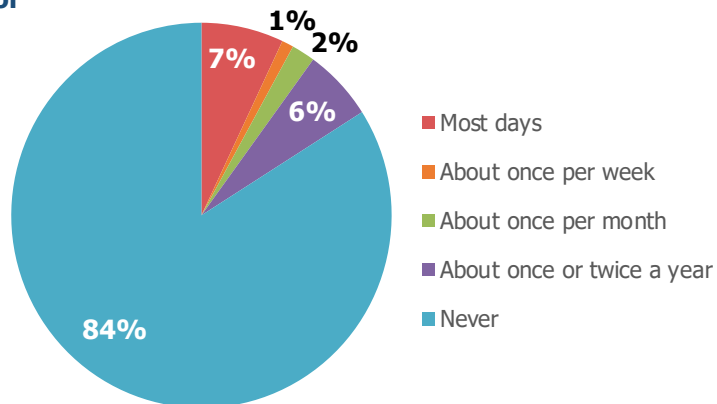
Number of Responses - 216

PARENT SURVEY RESPONSES BY QUESTION

QUESTION 4:

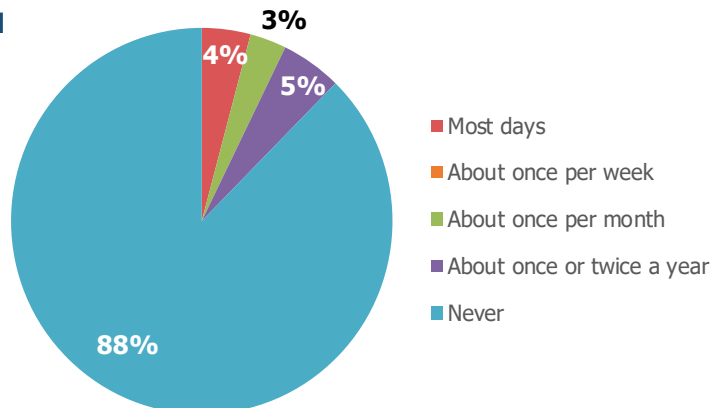
When asked "How often does your child walk to school or bike to school?" respondents indicated:

Figure A7: Frequency of Walk to School



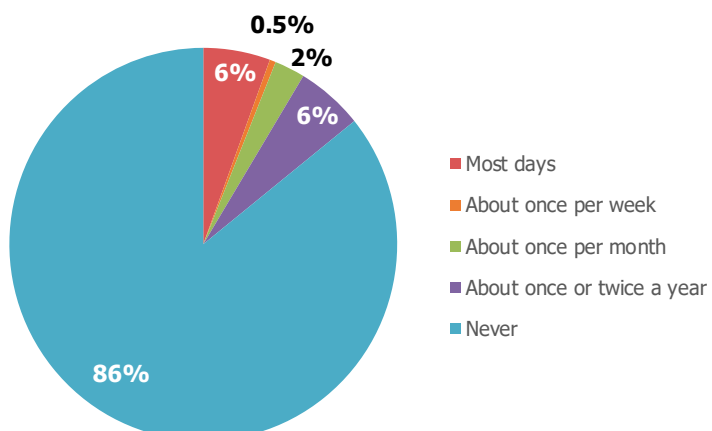
Number of Responses - 100

Figure A8: Frequency of Bike to School



Number of Responses - 97

Figure A9: Walk/Bike to School



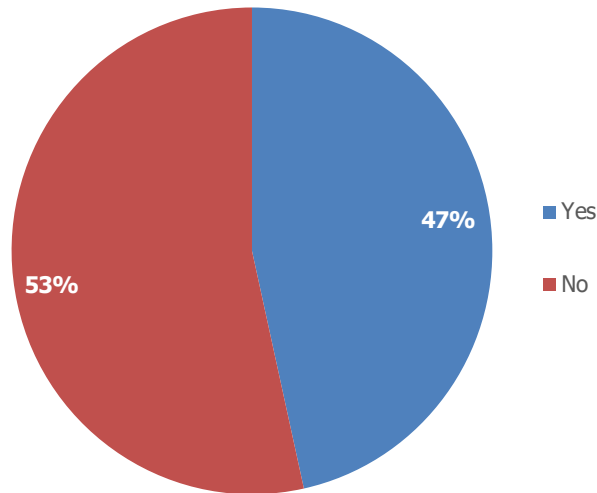
Number of Responses - 197

PARENT SURVEY RESPONSES BY QUESTION

QUESTION 5:

When asked "Has your child asked you for permission to walk or bike to/from school in the last year?" respondents indicated:

Figure A10: Students Interested in Walk/Biking to School

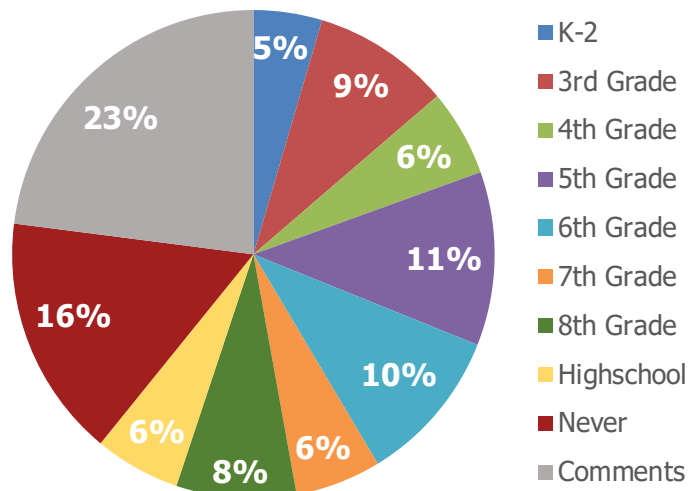


Number of Responses - 215

QUESTION 6:

When asked "At what grade would you allow your child to walk or bike without an adult to/from school?" respondents indicated:

Figure A11: Grade allowed to walk/bike alone



Number of Responses - 67

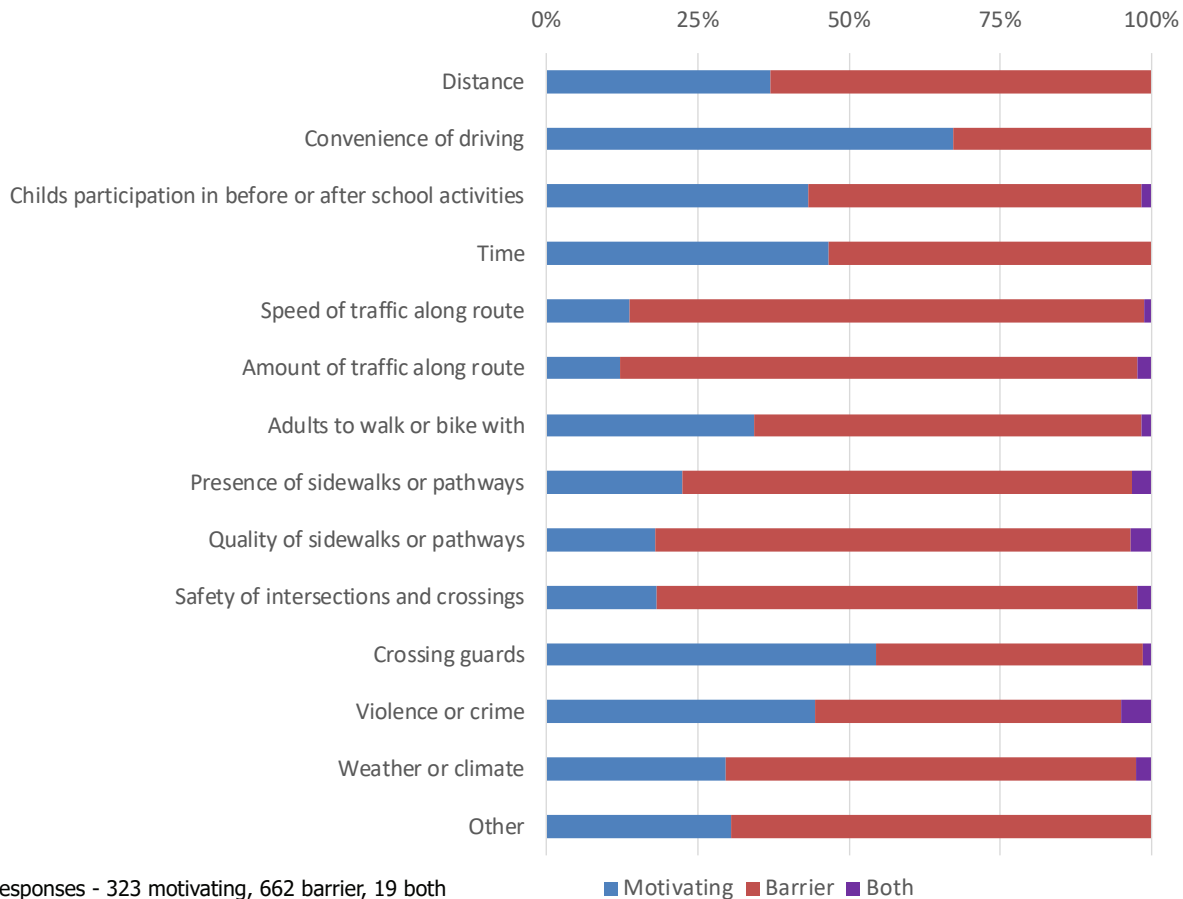
Question 6 was a write-in answer style of question, therefore many of the answers were "if..." or explaining some obstacle their child has to overcome to walk to school at a specific grade/age. Therefore this graph may not fully reflect the opinions of parents. Please refer to the open comments section for further parent input.

PARENT SURVEY RESPONSES BY QUESTION

QUESTION 7:

When asked “Please mark whether the following items are a motivating factor or a barrier in allowing your child to walk or bike to/from school.” respondents indicated:

Figure A12: Barrier or Motivating Factor



QUESTION 8:

When asked “Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain” respondents answered:

- Absolutely. Traffic and cars are the issue
- Crossing guards and a safer pathway.
- Crossing the highway is the biggest barrier.
- Distance is our main issue
- Eudora needs more sidewalks connecting the city to the middle school/HS. Walking paths for walkers or kids riding bikes.
- He would have to cross k10 bridge. there are people who don't pay attention

PARENT SURVEY RESPONSES BY QUESTION

When asked "Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain" respondents answered:

- I would like a sidewalk over the k10 bridge and traffic lights for safety
- If sidewalks were put in place or adults were available to walk younger children to/from it would allow this option.
- If there was a safer route to school I'd be more comfortable with my kids walking or riding their bikes
- If there was a walking path across the highway
- If there were an actual route to get to school we would let our oldest go
- If we had a working bridge across K10
- It would be great to have more sidewalks in Eudora. We could both walk and ride bikes more
- Maybe, then my child would be safer walking to school if there were safe walk ways or I knew people wouldn't be speeding along the road
- Maybe.
- More supervision
- My biggest barrier of letting my child walk to school is safety (walking alone). The presence of an adult "chaperon" ☐ would certainly allow me to feel more comfortable having her walk.
- Need sidewalks by EHS/ems. Need a walkway over k10 with sidewalks to the schools and to 12th Street Way too many kids travel on that busy today
- No (x8)
- No my biggest barrier right now is weather.
- No over 2 miles is too far to walk. Child would have to leave the house while it is still dark outside.
- No sidewalks from southside of K-10 over to the northside. Unsafe.
- No the safety is our biggest concern and well as the age of our child. Not old enough to do this yet.
- Not really - distance and lack of adults to walk with is likely the greatest barrier.
- Not safe to cross K10
- Presence of sidewalks and safety
- Presence of sidewalks over the K10 bridge is extremely terrifying to me.
- Probably not
- Probably not. We live too far for him to walk in my opinion. They do walk to the bus though.
- Safer intersections, better crosswalks

PARENT SURVEY RESPONSES BY QUESTION

When asked "Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain" respondents answered:

- Sidewalks and barriers to protect children from traffic along 10th street
- Sidewalks to school and the bus pickup are terrible/non-existent. Wait outside in weather is an issue too.
- sidewalks would need to be added on the backroad
- Speeding high school kids through the neighborhood
- the sidewalks are a huge concern - especially church street from the HS over K10 bridge I also wish the sidewalk going south west went farther because church street is so narrow
- There are no safe routes from the north side of 10th to the elementary school
- There are no sidewalks along 1300 rd and way to much traffic.
- There are no sidewalks on the side of West that we live on.
- There ia no good way in Croosing over K10
- There needs to be sidewalks on 10th street leading up to the school
- There's no way I'm allowing my child to cross k10 without supervision
- Too far away
- Too many to add
- Violence and Crime are not motivating factors. The wording should be changed. If there was a sidewalk along Winchester that led the the middle and high school, three of my children could walk that way to school in 15 minutes. If there were 4 way stop signs along Savage St. all the neighborhood children would be safer going to the bus stop.
- We have to use the bridge over k10 to get to school. If there was a designated pedestrian/bike lane I'd let him ride his bike.
- We just live too far from the elementary school to let them walk or ride their bike
- We live too far from any of the schools for us to be comfortable having our children walk or ride bikes at any age.
- We live too far from the elementary school
- We need a safer way to bike from West side of Eudora.
- We need a sidewalk over K-10
- Would not have a problem with letting them ride their bikes to middle school if there was a sidewalk all the way.
- Yes if a path was just gor children and had adult supervision
- Yes (x6)

PARENT SURVEY RESPONSES BY QUESTION

When asked "Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain" respondents answered:

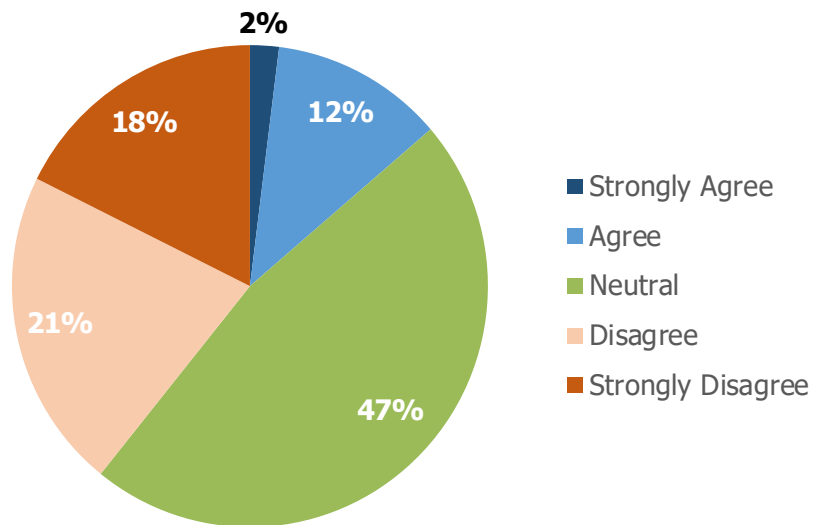
- Yes, Sidewalks! All the richer families live near sidewalks, none of the poor families do. Total economic divide
- Yes ... i would feel more comfortable as a parent.
- yes they need sidewalks to all the schools now we have none
- Yes we need an option for kids to cross over the highway without having to be in the road
- Yes! We would be more willing to let our children walk/bike to the school if there were safer routes. My children would have to cross 10th street without any aid from a crossing guard or even a crosswalk for that matter. They would then have to either ride along 10th Street during the busy hours or go 4 blocks out of the way around a trailer park to gain access to the safe bike/ walking trail. This is not an ideal situation for any children in our neighborhood.
- Yes, by far the largest barrier is crossing k10.
- Yes, i would feel more comfortable with safe routes
- Yes, if there was a safe route with streets that were not as busy
- Yes, if there was a safe walking path I would feel much better about my child walking to school
- Yes, there are almost no sidewalks in Eudora!
- Yes. I will feel better if there were more sidewalks and bike lanes. Traffic on 10th Street is frightening before and after school for example, turning into Casey's I've seen individuals pull in front of cars much less Inexperienced bike riders.
- Yes. I would allow my children to bike to school if there was a safe route across K10.
- Yes. If we had sidewalks all the way up to and over K10
- Yes. Sidewalks and speed bumps.
- Yes. The high school and middle school children should be able to walk or bike from by the caseys area
- Yes. We need a pedestrian sidewalk/bike trail across K-10
- Yes.....If schools were built at a location that was safer and easier to travel to and from.....Not built where they are just a show piece.....

PARENT SURVEY RESPONSES BY QUESTION

QUESTION 9:

When asked what their level of agreement with the following statement: “My child’s school encourages walking and biking to/from school.” was, respondents indicated:

Figure A13: Encouragement of Active Transportation



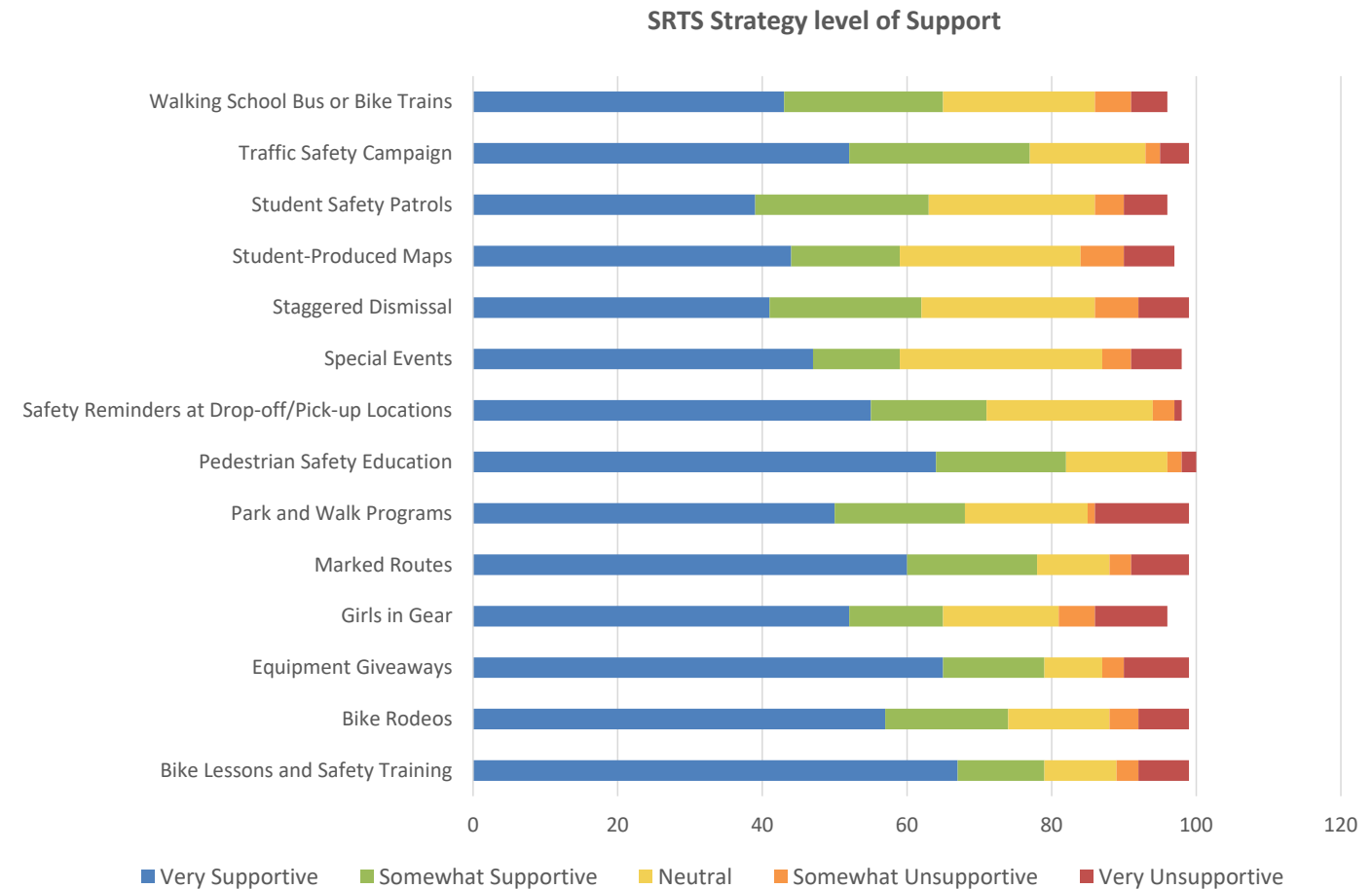
Number of Responses - 102

PARENT SURVEY RESPONSES BY QUESTION

QUESTION 10:

When asked "Identify your level of support for the following Safe Routes to School concepts by marking the corresponding box." respondents indicated*:

Figure A14: Level of support for SRTS strategies



Number of Responses - 736

PARENT SURVEY RESPONSES BY QUESTION

When given the opportunity to provide any additional comments, respondents indicated:

- As a runner it would be nice to have more sidewalks Driver awareness. Even with crossing guard in church at, I sometimes fear for his safety and students
- Eudora's infrastructure to support youth getting around town is atrocious. I appreciate your advocacy for trying to improve the safety of our town when it comes to youth trying to get from one location to another.
- Find a way to fix the traffic issue on K10 near the high school/ Jr High. This is where a lot of the frustration comes from and makes the driver impatient.
- I think 12th st is a terrible "safe" travel zone currently. Poor driver vision, narrow roadway, no sidewalks. Would have to have considerable work to make a safe travel for kids.
- I would like to know what if the school system is trying to find a solution for the ridiculous and unsafe travel patterns of the kids in this town or just doing this as a smoke screen to look like they care about this subject.....Maybe if we talked the city into spending more money trying to improve traffic patterns at school travel time instead of on useless "Welcome to Eudora" monuments this could be a whole lot safer for the kids in this town.....
- I would love to see all the children in our town with easy access to the school if they are within walking distance. We are a small town, but our children need to be able to safely move about.
- Let more kids ride bikes to and from school the old side of town.
- Overprotect when it comes to safe walking paths.
- Roundabout needed in front of high school
- Sidewalks in Eudora are a no brained way to connect the entire community
- Sidewalks on the north side of town are in really bad shape. Also, cars are constantly running through the stop sign at 10th and Church. It is not safe even for an adult.
- The bridge crossing k10 is not safe for kids to walk on. 10th street has no sidewalks therefore it's not safe either.
- The City, County and State should continue to work to connect the North and South parts of town divided by K10. The city should continue to partner with agencies who offer grants towards building trails/sidewalks that lead to the schools and parks. I would like to see a path connecting the East and West through 14th street and then fill in the areas needing sidewalks.
- The lack of sidewalks or the state of current sidewalks should be a priority

PARENT SURVEY RESPONSES BY QUESTION

When given the opportunity to provide any additional comments, respondents indicated:

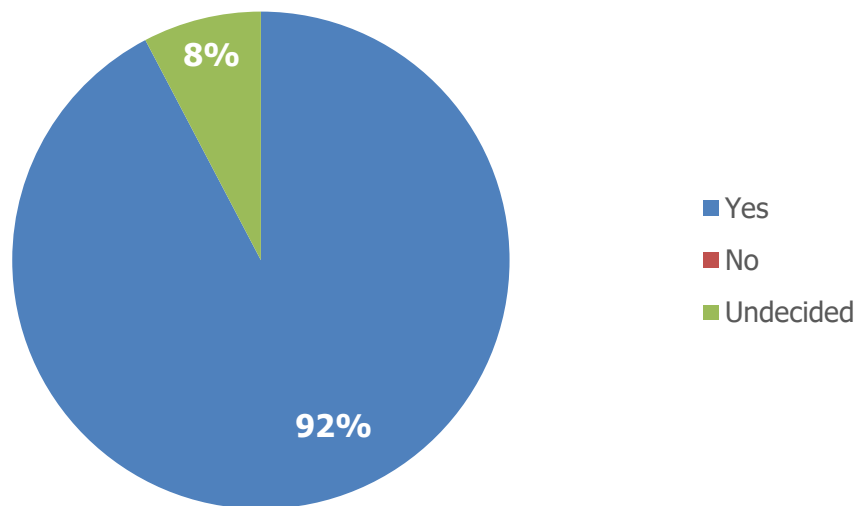
- Why can there not be more bus routes. Also when the bus drops off by the old track and not by the rec center there have been issues with bullying.
- Would like to see the drop off line at school be ran better. Feel we could have adults that help run it. Telling cars to move forward... so much space in between cars at times. Telling people how to pull up to proper spot when dropping off. Explaining how to be ready for the drop off. Helping those that can not follow rules like not smoking, just crazy to me how many smokers we have in the parking/pick up line.
- "yes the city of Eudora needs sidewalks to these schools from all directions kids walking along the busy roadway is not good

PUBLIC COMMENT PERIOD COMMENTS

The draft plan was available for public comment October 2 - October 19, 2020 at <https://lawrenceks.org/safe-routes> and in paper copy at Eudora City Hall. Fifteen public comments were received via our survey on <https://lawrenceks.org/safe-routes>. No comments were mailed to staff.

When asked "Do you support the draft Safe Routes to School plan goals?" respondents indicated:

Figure A15: Support of Draft Safe Routes to School Plan Goals



Number of Responses - 13

When asked "Explain your response to the previous question." respondents indicated:
Part 1/2

- Yes. Very important.
- We need a sidewalk from Winchester road east past Church Street and a 4 way stop at 12th and Church to allow better access for kids to walk or ride bikes to school. We need a pedestrian bridge across K10 as well. And sidewalks on the west side of Church street. These would have been a lot more helpful than a dozen walking trails that do not lead anywhere.
- We watch kids
- I worry about children crossing K 10.

PUBLIC COMMENT PERIOD COMMENTS

When asked "Explain your response to the previous question." respondents indicated: Part 2/2

- The ability for students to walk or bike safely to school would benefit the environment and current traffic problems.
- It is not safe to have students walking across the K10 bridge with all the traffic utilizing the exits. Before and after school the traffic is heavy along Church St., making it dangerous to walk along what little of a shoulder there is. There are not many sidewalks so even the students getting picked up or dropped off at bus stops end up walking in the street to get to and from the bus stops. It is just not safe.
- Pedestrians crossing the K10 bridge is of concern for me. I would like to provide a safe route.
- Eudora needs a safe route for pedestrians and bicyclists to take across K10 highway. It is dangerous for anyone to be walking across the bridge and access to the schools needs to be improved for anyone living North of K10. Encouraging walking and bicycling through safe routes provides a long list of benefits.

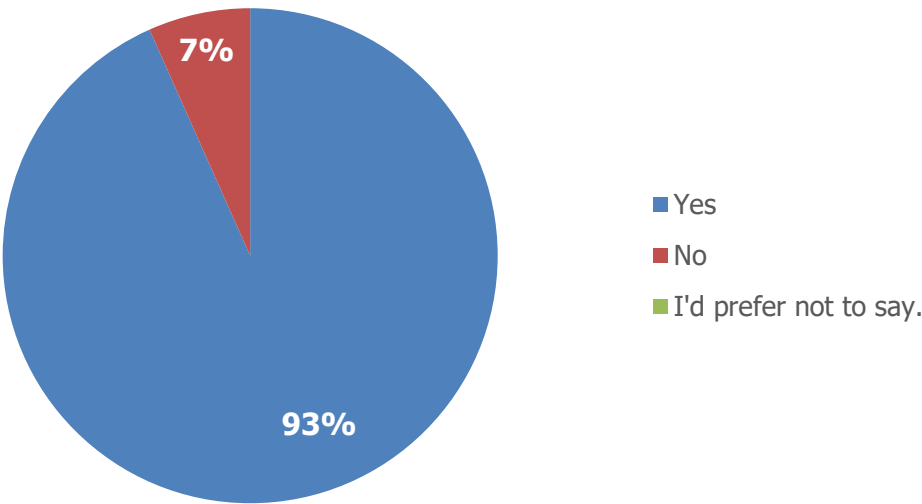
When asked "Do you have any comments about the draft Safe Routes to School plan you would like to share with us?" respondents indicated:

- A safe pedestrian crossing of K10 is critical.
- Above
- We have 3 children who attend the middle school and high school. Everyday we watch kids in danger trying to get to and from the schools over K-10. Is it going to take a child being killed before something is actually done to fix this problem??
- Need to provide safe passage for our students over K 10!
- A pedestrian bridge needs to be built across K10 that makes it so that students do not have to cross traffic.
- Being a local family physician, I recommend physical activity daily as a treatment for many medical problems including mental health problems. If Eudora had a better and improved trail system, the entire community would benefit.

PUBLIC COMMENT PERIOD COMMENTS

When asked “Do you have school age children?” respondents indicated:

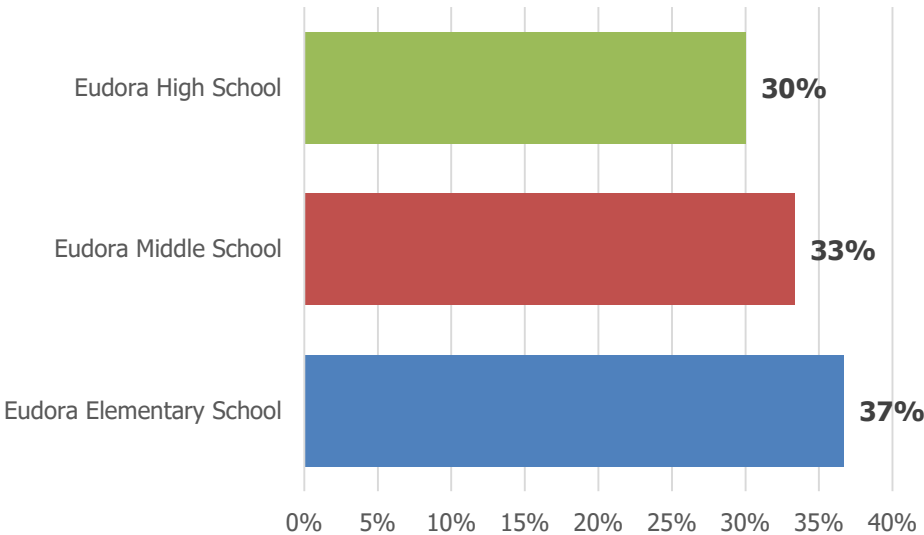
Figure A16: Number of Respondents with School Age Children



Number of Responses - 15

When asked “Which school do your kids go to?” respondents indicated:

Figure A17: Respondents’ Children’s School



Number of Responses - 14

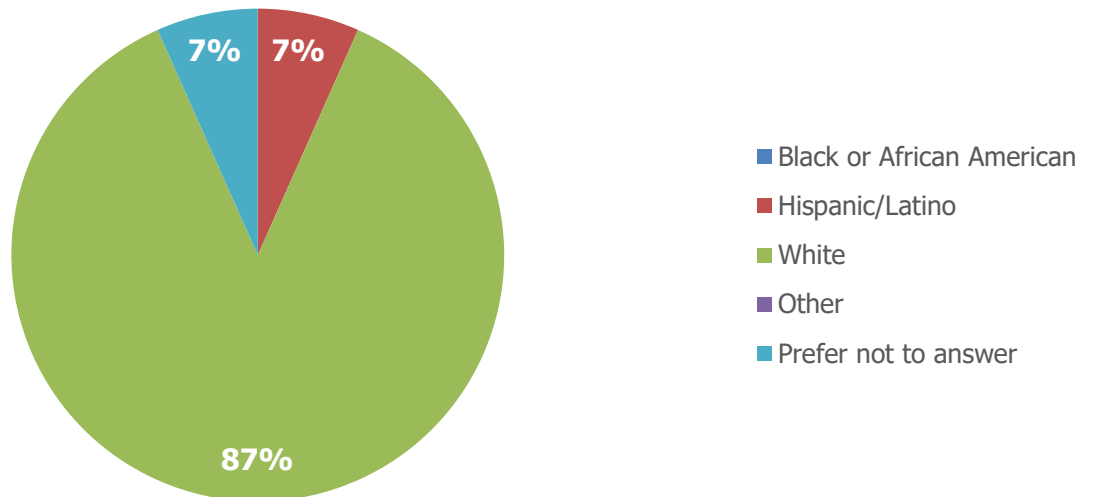
Number of Selections - 31

*Respondents could choose more than one school

PUBLIC COMMENT PERIOD COMMENTS

When asked "Which race/ethnicity best describes you?" respondents indicated:

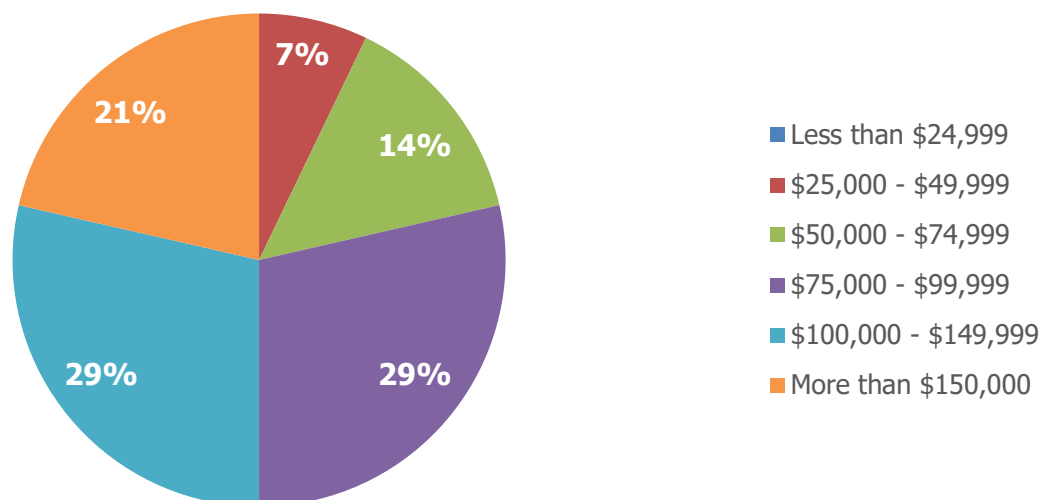
Figure A18: Race/Ethnicity of Respondents



Number of Responses - 15

When asked "What is your approximate annual household income?" respondents indicated:

Figure A19: Annual Household Income of Respondents



Number of Responses - 14

APPENDIX B

Implementation Strategies & National Best Practices

IMPLEMENTATION STRATEGIES & NATIONAL BEST PRACTICES

The National SRTS partnership has a framework that includes the following focus areas: engagement, equity, engineering, encouragement, education, and evaluation. When the SRTS planning process began in 2019, Enforcement was one of the framework elements. However, as of June 9, 2020, the National SRTS Partnership removed enforcement and replaced it with Engagement. This was in a direct effort to acknowledge that they no longer feel the partnership with law enforcement as foundational to the start, maintenance or growth of successful Safe Routes to School programs. More information about this change is available at: <https://www.saferoutespartnership.org/blog/dropping-enforcement-safe-routes-school-6-e%E2%80%99s-framework>. The community was asked about their preference and support of these strategies through public engagement and the results of those comments are included in Appendix A.

Annual Travel Tally – Baseline measurement of the number of students who walk, bike, carpool, take the bus, or get a ride to school from a caregiver. The tallies help gauge the effects of non-infrastructure programs on student travel choices. These are administered in September and May each school year, most recently occurring in September 2019.

Bike and Walk to School Days – These national days encourage bicycling and walking to school. National Walk to School day is in October, while National Bike to School day is in May.

Bike Education Safety Training – This training integrates bike lessons and safety training into physical education programs. Students learn about proper helmet fit, rules of the road, bicycle safety checks, road hazards, and how to safely navigate through an intersection. Some students learn how to ride a bike for the first time. In Lawrence this program is called Lawrence Bike Education Safety Training (LBEST).

Bike Friendly Driver Training - The Bicycle Friendly Driver program, presented by the Lawrence Bicycle Club, is a quick class designed to expand awareness on the ways in which motor vehicles are supposed to interact with bicycles. Topics include sharing the road/taking the lane, infrastructure, bicycle laws, common points of conflict/crashes.

Bike Rodeos – A bike rodeo is an event that provides elementary and middle school children with the opportunity to learn, practice, and demonstrate bike handling skills in a fun, safe, and encouraging atmosphere. Adult volunteers run an obstacle course set up using chalk and traffic cones, with the objective of teaching the children how to better control their bikes.

Equipment Giveaways – Students may not have the proper equipment, such as bikes, helmets, locks, and lights, to safely bike to school. Schools can encourage biking by offering discounted, loaned, or free bicycle safety equipment to students. Programs are directly coordinated through the school or as a part of partnerships with outside community organizations who offer resources, helmets, and other equipment.

Girls in Gear and Girls on the Run – Statistically girls are half as likely to walk or bike to school than boys. Some Safe Routes to School programs host after-school clubs or programs that are designed to overcome the barriers that may impede girls and non-binary students in more traditional programs. These programs create an environment that nurtures girls' health, love for bicycling, and knowledge of safe pedestrian practices.

Identify a Building Champion per School – A person with enthusiasm and time to provide leadership to the group is necessary to build a strong Safe Routes to School program.

Incentive Program for Walking and Biking – Schools can track the number of times students have walked or biked to school and provide giveaways, extra recesses time, or various other items to encourage kids to participate.

Marathon Club – A school Marathon Club is a free program to encourage students to enjoy the outdoors and walk or run a mile during club days. The goal is to accumulate 26 miles during the school year. Students earn rewards once they've completed a marathon.

IMPLEMENTATION STRATEGIES & NATIONAL BEST PRACTICES

Marked Routes – Schools can paint a small icon on the sidewalk indicating the Safe Route to School (SRTS) Routes. For example, if the school mascot is the panther, small paw prints could be painted along the route.

National Bike Month and National Bike Challenge – Students can participate in the organized promotion of the National Bike Month every May and the National Bike Challenge every May 1 to September 30.

Parent Survey – This survey asks for information about what factors affect whether parents allow their children to walk or bike to school, the presence of key safety-related conditions along routes to school, and related background information. The survey results help determine how to improve opportunities for children to walk or bike to school, and measure parental attitude changes as local SRTS programs occur. This survey was conducted in 2014, 2015, and the fall of 2019.

Park and Walk Programs – Generally for families who live too far away to walk, this is a way to include them in Safe Routes to School. “Park and walk” sites would be designated off-site, parents can then walk from that location with students, reducing traffic around the school and encouraging physical activity.

Pedestrian Safety Education – Teaching students safety rules about appropriate walking/crossing places and rules of the road. Teachers, administrators, or other staff can offer education on bullying, crime, abduction, and offer strategies such as walking with friends and identifying safe spaces along routes.

Regular Communication to Parents about SRTS – Schools can share Safe Routes to School route information, safety information, reminders about pick up and drop off procedures, and much more to parents. This can occur on a monthly basis.

Safe Routes to School Route Maps – Individual school’s route maps should be available on their website, provided to students at the beginning of the school year, and discussed prior to Bike and Walk to School Days.

Safety Reminders at Drop-off/ Pick-up Locations – Vehicle drop-off and pick-up zones are often areas where unsafe driver behavior occurs. School staff or volunteers can remind drivers of safe behaviors by handing out fliers with information about procedures and following the rules.

Safety Valets – Volunteers open and close curb-side motor vehicle doors for students entering and exiting vehicles. Parents remain in their vehicle and leave immediately after the child exits. Valets help speed up the drop-off/pick-up process by allowing parents to remain in the car while students are channeled directly from the vehicle zone to the pedestrian zone.

Example: Pedestrian Safety Education



Pedestrian Safer Journey, online video series



Tacoma, Washington Public Schools

IMPLEMENTATION STRATEGIES & NATIONAL BEST PRACTICES

School SRTS Team (Includes Students) – The School Building Champion needs support from a School SRTS Team, which includes students to help identify SRTS events and programming.

Staggered Dismissal – Allow bicycle riders and walkers to be dismissed earlier than students traveling by bus or car.

Student Safety Patrols – Upper grade students are trained to assist other students with navigating challenging areas like driveways and reinforcing safe behaviors with the support of school staff, adult volunteers or crossing guards.

Student-Produced Maps – Mapping activities, either in class or at a separate event, to educate children about the best route to travel and allow them to view their trip in a new way. Children draw buildings, parks, and landmarks on their maps as a fun way to make them more interested in their surroundings as they walk.

Traffic Safety Campaign – Program designed specifically to improve the safe operating conditions through driver awareness, education, and enforcement.

Walk/Bike Activities – Various other walking and biking activities are conducted not associated with the National Bike and Walk to School days. Walking and biking activities should be encouraged more than twice a year.

Walking Audits – Walk audits help improve walking, health, and the quality of life of our community by identifying what makes streets feel comfortable for walking and what is missing.

Walking School Bus or Bike Trains – A way for children to travel to and from school on foot with adult supervision. Each “bus” walks along a set route with one or more adults leading it, picking children up at designated stops along a predetermined route and walking them to school. The process is reversed in the afternoons on the way home from school.

Example: Walking School Bus or Bike Train



Walking School Bus - Bailey Gatzert Elementary School, Seattle, WA



Walking School Bus - Olive Chapel Elementary School, Apex, NC



Bicycle Train - Mason Elementary School, Duluth, GA