SAFE

ROUTES

TO

SCHOOL

Adopted by:
Lawrence-Douglas County MPO Policy Board — November 19, 2020
Lawrence City Commission — December 1, 2020
Resolution No. 7347

Received by:
USD 497 School Board — January 25, 2021

Amendment 1

Adopted by:
Lawrence-Douglas County MPO Policy Board — July 15, 2021
Summary
Lawrence City Commission — August 10, 2021
Resolution No. 7389

Communicated to:
USD 497 School Board — September 3, 2021

Amendment 2

Adopted by:
Lawrence-Douglas County MPO Policy Board — June 15, 2023
Summary
Lawrence City Commission — July 18, 2023
Resolution No. 7489

Communicated to:
USD 497 School Board — July 28, 2023

Funding Note: This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Title VI Note: The L-DC MPO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the L-DC MPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the L-DC MPO. Any such complaint must be in writing and filed with the L-DC MPO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence.
For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at www.lawrenceks.org/mpo.

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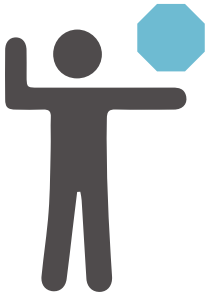
Introduction

Introduction



In Lawrence and Douglas County, the Safe Routes to School (SRTS) program is called Be Active Safe Routes. Safe Routes to School is a national program using comprehensive approaches to improving walking and biking for all kids. 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 Lawrence SRTS initiative began in 2014 as collaborative effort between the Lawrence-Douglas County Public Health (LDCPH), USD 497, the City of Lawrence, the Lawrence-Douglas County Metropolitan Planning Organization (MPO) and parents. This Working Group provided the framework for developing the holistic SRTS program, which includes bicycling and walking engagement, encouragement, education, equity, evaluation, and engineering. During the 2019-2020 school year this plan was developed for all USD 497 Lawrence Public School Elementary and Middle Schools. Although input was garnered from each school, this Plan is a citywide plan. Individual school plans should be developed utilizing the template found in Appendix F and should identify which of the Safe Route to School strategies (Appendix E) the individual school wants to employ to bolster the school's Safe Routes to School efforts.

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]

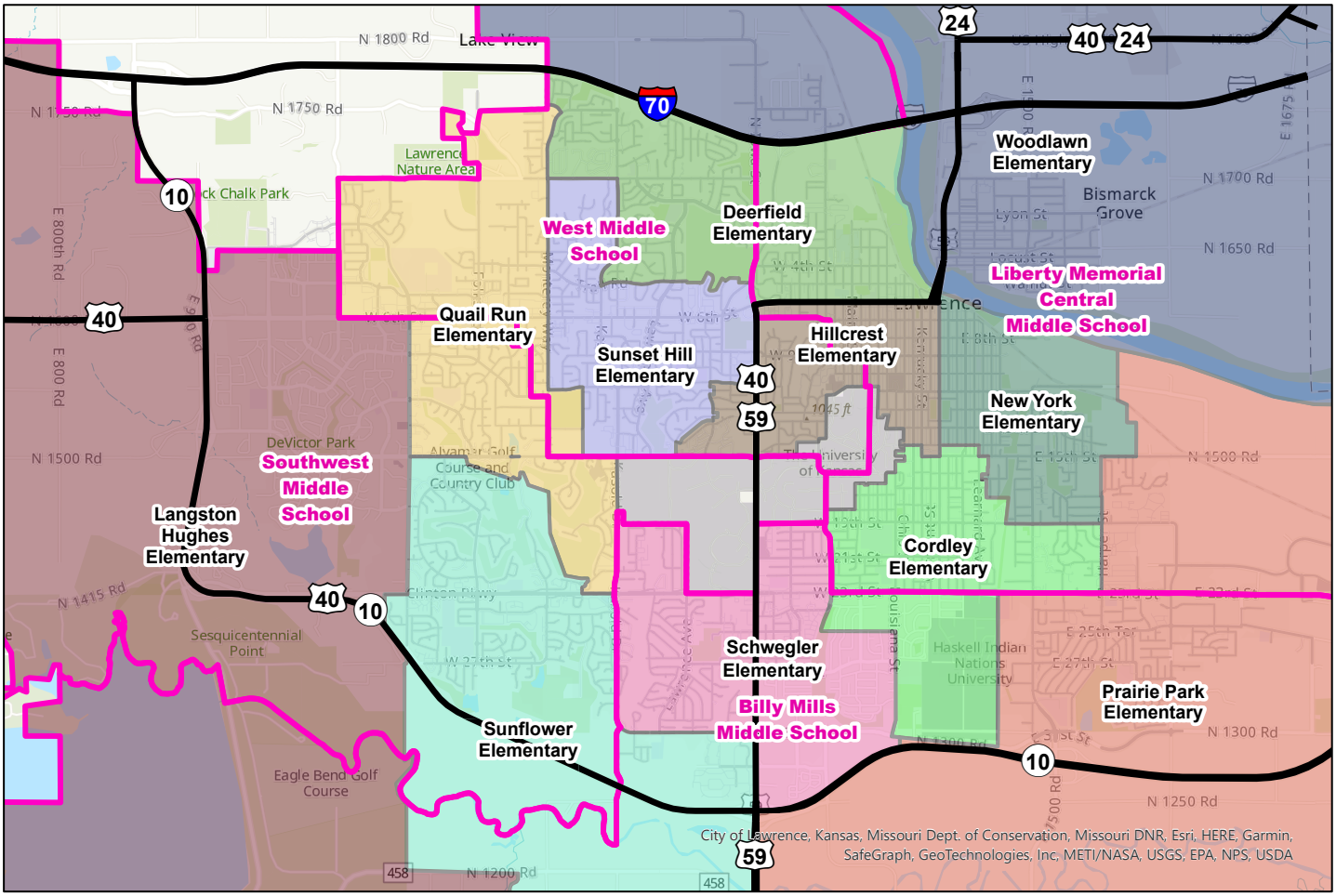
The vision and goals of this plan were developed through evaluating best practices and available datasets.

Amendments to the plan are summarized here:
Amendment 1
Amendment 2

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

The USD 497 Lawrence Public School District has 1 early childhood community center, 11 elementary schools, 4 middle schools, and 2 high schools. The elementary and middle school boundaries are shown in Figure 1. Lawrence has neighborhood elementary schools, thus generally students are within 2.5 miles of their school. This is conducive to walking and bicycling to school.

Figure 1: Lawrence Public Middle School and Elementary school Boundaries for the 2023-2024 school year



*Kennedy Elementary removed in Amendment 1
Broken Arrow Elementary and Pickney Elementary removed in Amendment 2

Elementary Schools

Cordley

Number of Students: 279

1837 Vermont Street
Lawrence, KS 66044

Deerfield

Number of Students: 467

101 Lawrence Avenue
Lawrence, KS 66049

Hillcrest

Number of Students: 338

1045 Hilltop Drive
Lawrence, KS 66044

Langston Hughes

Number of Students: 439

1101 George Williams Way
Lawrence, KS 66049

New York

Number of Students: 332

936 New York Street
Lawrence, KS 66044

Prairie Park

Number of Students: 380

2711 Kensington Road
Lawrence, KS 66046

Quail Run

Number of Students: 398

1130 Inverness Drive
Lawrence, KS 66049

Schwegler

Number of Students: 295

2201 Ousdahl Road
Lawrence, KS 66046

Sunflower

Number of Students: 458

2521 Inverness Drive
Lawrence, KS 66047

Sunset Hill

Number of Students: 377

901 Schwarz Road
Lawrence, KS 66049

Woodlawn

Number of Students: 206

508 Elm St
Lawrence, KS 66044

Middle Schools

Billy Mills

Number of Students: 546

2734 Louisiana St
Lawrence, KS 66046

Liberty Memorial Central

Number of Students: 486

1400 Massachusetts St
Lawrence, KS 66044

Southwest

Number of Students: 622

2511 Inverness Drive
Lawrence, KS 66047

West

Number of Students: 610

2700 Harvard Road
Lawrence, KS 66049

*Enrollment from the 2022-2023 Kansas Educational Directory and therefore do not reflect students from Broken Arrow (259) and Pickney (197).

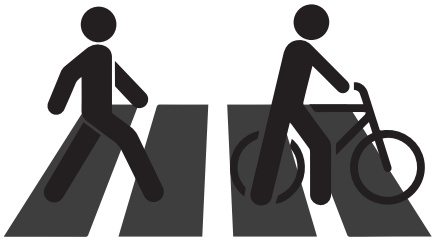
**Kennedy Elementary was removed in Amendment 1 and Broken Arrow Elementary and Pickney Elementary School removed in Amendment 2

Vision Statement:

Lawrencians envision a community where children safely and conveniently walk, bicycle, and use public transportation as part of daily routines to get to school.

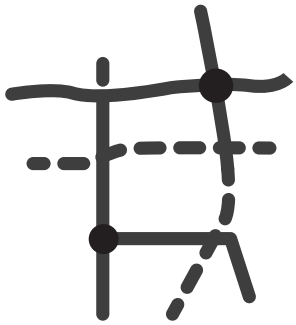
Goals:

Increase walking and biking



Increase USD 497 student walking and bicycling rates to 20% by 2023.[1] (The current walk and bike rate is 17.8%. This goal matches the Douglas County Community Health Plan.)

Improve biking and walking infrastructure



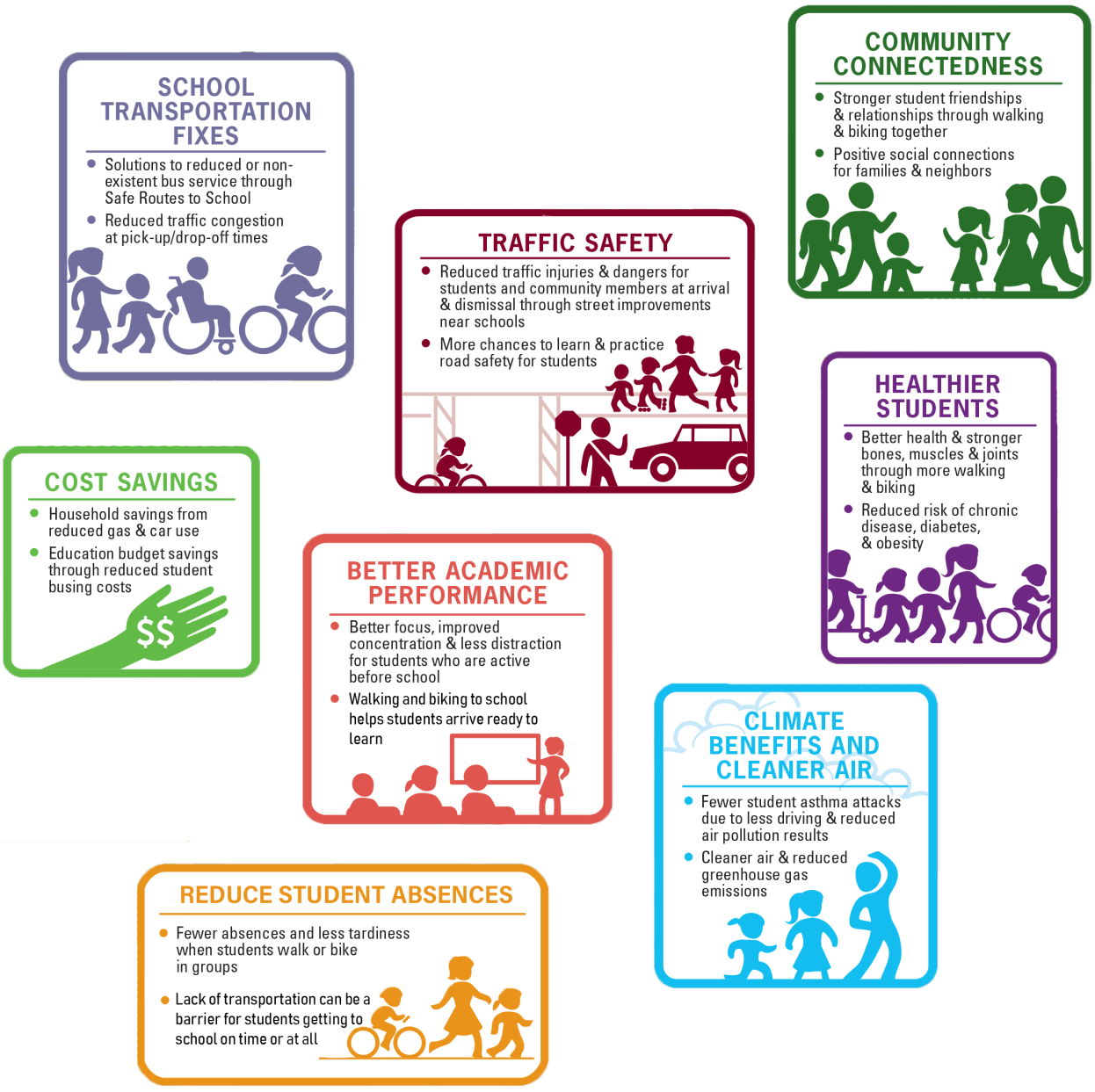
Increase the completed sidewalk along safe routes to 95% for elementary schools and 92% for middle schools by 2025. (Currently elementary schools have sidewalk on 85% of routes and middle schools are 80% complete.

Fill sidewalk gaps so there is sidewalk on both sides of Arterial and Collector streets, and fill sidewalk gaps so there is sidewalk on one side of Local streets along safe routes.

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://ldchealth.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 summarize 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 Lawrence. 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 Federal SRTS program still includes Enforcement as a component.

Policy Context

This SRTS plan fits into the Multi-Modal transportation vision of Plan 2040 (Comprehensive Plan) and Transportation 2050. The strategy to "incorporate safe routes to schools in neighborhood planning and design" is identified in Plan 2040. Transportation 2050 (the long range transportation plan for Lawrence-Douglas County) is incorporated into Plan 2040. Transportation 2050 has several strategies related to encouraging walking and bicycling through land development and investment. SRTS efforts are also consistent with the Lawrence Complete Streets Policy, which establishes guiding principles and priorities to create an equitable, balanced, and effective transportation system that encourages bicycling (as well as walking and transit use) to improve health and reduce environmental impacts.

Click on the image to view the plan[1]

Click on the image to view the plan[2]

RESOLUTION NO. 7271

A RESOLUTION OF THE CITY OF LAWRENCE, KANSAS, REPEALING THE COMPLETE STREETS POLICY ADOPTED BY THE GOVERNING BODY OF THE CITY OF LAWRENCE IN MARCH 2012 AND ADOPTING A REVISED COMPLETE STREETS POLICY.

WHEREAS, on September 15, 2011, the Lawrence-Douglas County Metropolitan Planning Organization adopted a resolution supporting and encouraging the governments in Douglas County to adopt a complete streets policy to create complete streets that improve travel conditions for bicyclists, pedestrians, transit riders, motorists, freight carriers and all other uses of the transportation network, and its rights of way in a manner that balances user needs and is consistent with the surrounding community;

WHEREAS, on March 27, 2012, the Governing Body of the City of Lawrence, Kansas adopted its first Complete Streets Policy;

WHEREAS, it is the intent of the Governing Body of the City of Lawrence, Kansas to continue to use complete streets principles and to update the City's Complete Streets Policy which also includes a Complete Streets Checklist.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF CITY OF LAWRENCE, KANSAS:

SECTION 1. The City hereby repeals the Complete Streets Policy adopted by the Governing Body of the City of Lawrence, Kansas at its regular meeting on March 27, 2012.

SECTION 2. The City hereby adopts a revised Complete Streets Policy attached hereto as Exhibit A and incorporated herein by reference.

SECTION 3. This Resolution and policy shall be in full force and effect after adoption on the date set forth below.

ADOPTED by the Governing Body of the City of Lawrence, Kansas, this 4th day of December, 2018.

APPROVED:

Stuart Boley, Mayor

ATTEST:

Sherri Riedemann, City Clerk

APPROVED AS TO FORM:

Toni R. Wheeler, City Attorney

Click on the image to view the Complete Streets Policy[3]

1 https://lawrenceks.org/pds/comp-plan
2 https://lawrenceks.org/mpo/T2050
3 https://assets.lawrenceks.org/assets/agendas/cc/2018/12-04-18/MSO_CompleteStreetsPolicy_ExhibitA_res7271.pdf

In 2019-2020, the SRTS Working Group (Lawrence-Douglas County Public Health, City, MPO, USD 497, and Sustainability Office) conducted a 15-month planning process to develop a citywide SRTS plan. Private schools in Lawrence were invited to participate, but all declined to partake in the process. The SRTS Working Group kicked off the 2019-2020 planning process by collecting data: school crossing guard counts, collecting input through the parent survey, conducting a pilot student walk audit, mapping anonymized student address by school, conducting travel tallies each semester, hosting an open house and attending school meetings.

Twenty-three existing school crossing guard locations were evaluated based on the engineering standards used to establish the locations which entailed counting each location three times in the morning and three times in the afternoon. The data collected was used to understand if the current crossing guard locations are meeting the warrants for crossing guard placement. See Appendix C for a more detailed discussion of the crossing guard analysis.

A parent survey was conducted from September 13th to October 25th, 2019; 216 surveys were received. This was the first time the survey was conducted since 2015. The survey asked parents to share their thoughts about travel to and from school for children in grades K-8.

A pilot walk audit was conducted with fourth graders at Langston Hughes on October 30, 2019. This was the first time a walk audit was conducted and it provided the Working Group with student insight about walking near their school.

Students conducting walk audit, Langston Hughes Elementary School, Fall 2019

Staff mapped anonymized student addresses by school. This data was then summarized into heat maps for each school to indicate where clusters of students lived in relation to their school. The SRTS Working Group reviewed the data and the current routes to propose revised routes. These revised routes were shared at the open house to collect feedback.

The annual travel tallies were also conducted and analyzed 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.)

The Planning Process

The SRTS Working Group hosted an open house on November 14th from 6 – 8 pm at the Flory Building of the Douglas County Fairgrounds. At the open house, 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. After receiving a low turnout at the open house, staff contacted K-8 Principals in Lawrence to determine how to best get input from parents regarding SRTS. For some schools, principals recommended attending their Site Council, while others it was attending their Parent Teacher Organization (PTO) or Parent Teacher Association (PTA) meeting. Based on these recommendations, staff attended 13 Site Council meetings and 4 Parent Teacher Organization/Association meetings in December – February. Attempts were made to visit each school, but not all schools were receptive to a staff visit.

The Site Councils, PTOs, and PTAs provided input on proposed routes, crossing priorities, and safe routes to school strategy preferences (items that were intended to be discussed at the Open House). The team also developed online versions of each school's feedback packets. A few schools were asked very specific questions about which route alternative the parents preferred. These packets were available online from December 11th, 2019 to February 25th, 2020. Each of the schools had a deadline 14 days after staff visited their school to complete a paper feedback form packet or complete the online version. This rolling deadline allowed staff to analyze results as they came in. The staff team used the feedback from the packet to guide the issues and strategies developed for implementation in this plan.

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 fifteen day public comment period was held from October 2 to October 19. Public comment is listed in Appendix A: Public Input.

The draft plan was reviewed by the Lawrence Multi-Modal Transportation Commission on November 2, 2020. The MPO's Technical Advisory Committee reviewed it on November 10, 2020. The MPO Policy Board approved the plan on November 19, 2020. The Lawrence City Commission adopted the plan via resolution on December 1, 2020. The USD 497 School board received the plan on January 25, 2021.

The 2019 Parent Survey and the Feedback Packet asked questions about parents' comfort letting children walk and/or bicycle to/from school. It also asked about general policy preferences. Appendix A contains the full survey results.

Parent Survey

Parents were asked to indicate whether 13 different factors were either motivators or barriers to allowing their children to walk or bike to school. The figures below represent the percent of parents that selected each factor as a barrier or motivating factor. Factors included:**Distance, Convenience of driving, Time, Childs 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

- Presence of sidewalks or pathways - 13%
- Distance - 12%
- Quality of sidewalks or pathways - 11%
- Crossing guards - 10%

Number of Responses - 945

Top 4 Barriers

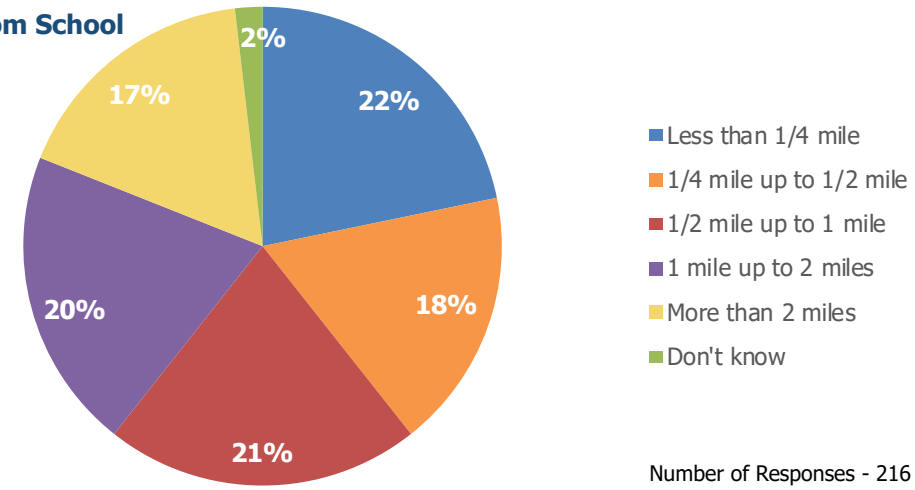
- Amount of traffic along route - 13%
- Speed of traffic along route - 13%
- Safety of intersections and crossings - 11%
- Weather or climate - 10%

Number of Responses - 1,149

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 40% of USD 497 students whose parents responded to our survey live less than half a mile from school. Approximately 60% live a full mile away. However, 46% of the respondents reported that they had never walked or biked to school. (View Table 2 on page 28 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 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 or the weather, can not be addressed by this plan.

Figure 2: Distance Child Lives from School



Number of Responses - 216

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

Feedback Packet

Parents were asked to indicate their level of support for 27 SRTS strategies. The following figures represent their responses. Strategies included:

Annual Travel Tally, Bike and Walk to School Days, Bike Education Safety Training (LBEST), Bike Friendly Driver Training, Bike Rodeos, Equipment Giveaways, Girls in Gear and Girls on the Run, Identify a Building Champion per School, Incentive Program for Walking and Biking, Marathon Club, Marked Routes, National Bike Month and National Bike Challenge, Parent Survey, Park and Walk Programs, Pedestrian Safety Education, Regular, Communication to Parents about SRTS , Safety Reminders at Drop-off/Pick-up Locations, Safety Valets, Schools SRTS Team (Includes Students), Staggered Dismissal, Student Safety Patrols, Student-Produced Maps, Traffic Safety Campaign, Use SRTS Route Maps, Walk/Bike Activities, Walking Audits, Walking School Bus or Bike Trains.

Top 4 Supported

- Lawrence Bike Education Safety Training - 85%
- Pedestrian Safety Education - 84%
- Bike and Walk to School Days - 82%
- Marathon Club - 81%

Number of Responses - 196

Top 4 Unsupported

- Staggered Dismissal - 26%
- Incentive Program for Walking and Biking - 18%
- Walking School Bus or Bike Trains - 14%
- Safety Valets - 13%

Number of Responses - 196

WHAT WE HEARD

"If we can change, or maybe alter the adult attitudes about safety, then there might be less traffic, and it would be a safer circumstance. Specifically, naming some safe routes for students to walk might be a first step."

An evaluation of crossing guard locations was part of this planning process. A question to gauge respondent's interest in alternative methods to staff crossing guards was included in the feedback packet.

72% **of respondents agree volunteer crossing guards are a viable option when paid staff are not available**

Number of Responses: 198

Note: The crossing guard evaluation within Appendix C details the process of evaluating the existing guard locations.

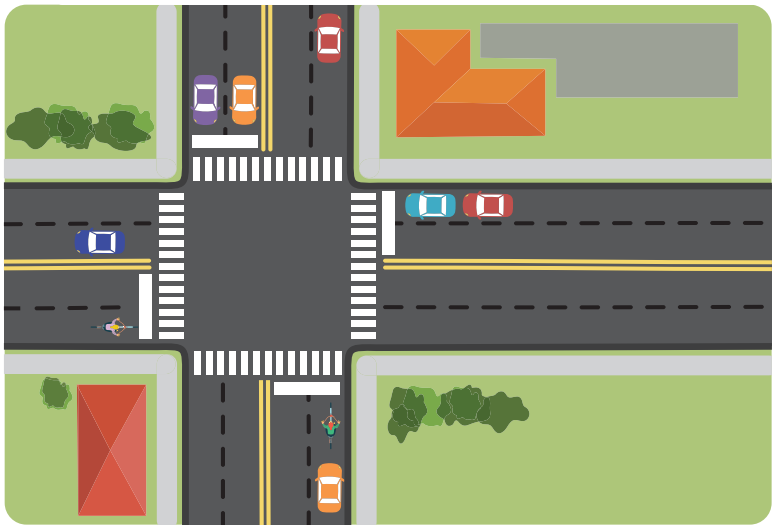
After analyzing the responses within the feedback packet, as well as evaluating current conditions of the sidewalks along safe routes in Lawrence, the following goal was established:

Fill sidewalk gaps so there is sidewalk on both sides of Arterial and Collector streets, and fill sidewalk gaps so there is sidewalk on one side of Local streets along safe routes.

Arterial Streets

are high-capacity urban roads used to get from important centers of activity.

Examples include W. 6th St., Iowa St., and Clinton Pkwy.



Collector Streets

are roads that collect traffic from local roads, and distribute it to arterials.

Examples include Lawrence Ave., Harper Ave., and W. 27th St.

Local Streets

are most roads in neighborhoods that provide driveway access to homes and carry low volumes of traffic.

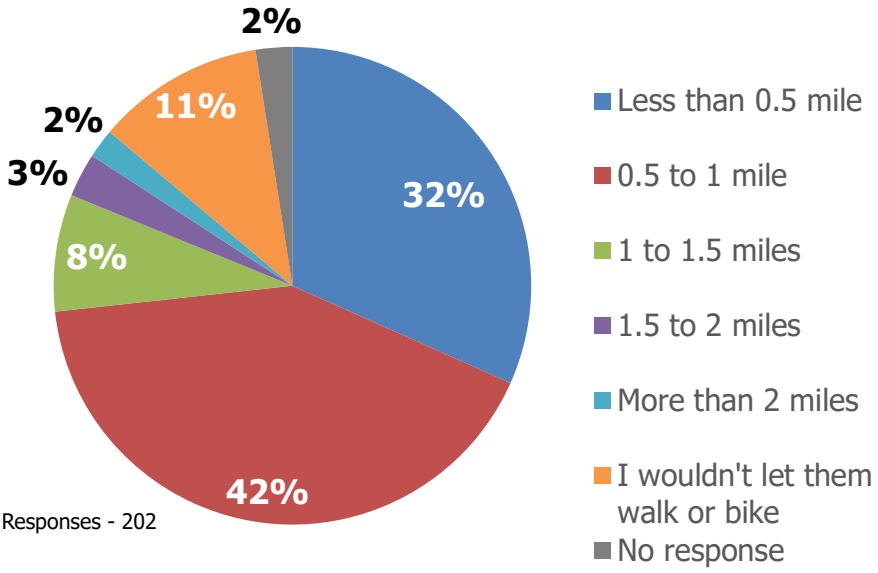
Examples include Lincoln St., Mississippi St., and Schwarz Rd.

Part of the Safe Routes to School route discussion is determining if safe routes should extend for a specific distance from each school. Parents were asked how far they would let their elementary or middle school travel on foot or bike and how far they could walk or bike if the route included a major crossing like 6th Street, Iowa Street, or Clinton Parkway. A majority of respondents would allow elementary school age children to bike or walk up to 1 mile and not allow a major street crossing (Figure 3 and Figure 4). Middle school students are allowed to travel farther and have a greater likelihood to be allowed to cross a major street (Figure 5 and 6).

ELEMENTARY SCHOOL STUDENTS

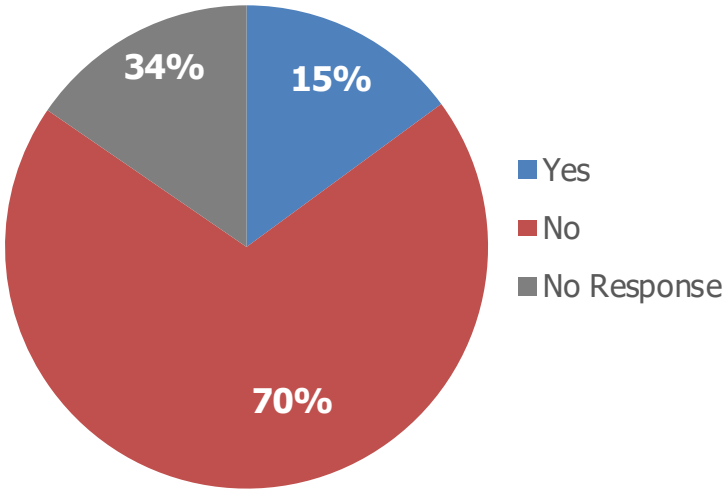
Figure 3: Distance Allow Elementary School Children Walk or Bike to School

42%
OF RESPONDENTS INDICATED THEY WOULD LET THEIR CHILD WALK **1 MILE OR LESS**



Number of Responses - 202

Figure 4: Allow Elementary School Age Children to Cross a Major Street

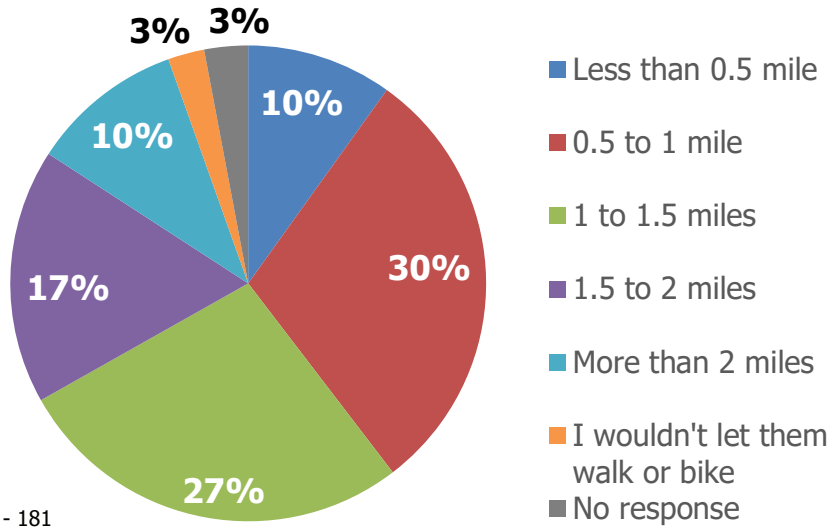


Number of Responses - 201

MIDDLE SCHOOL STUDENTS

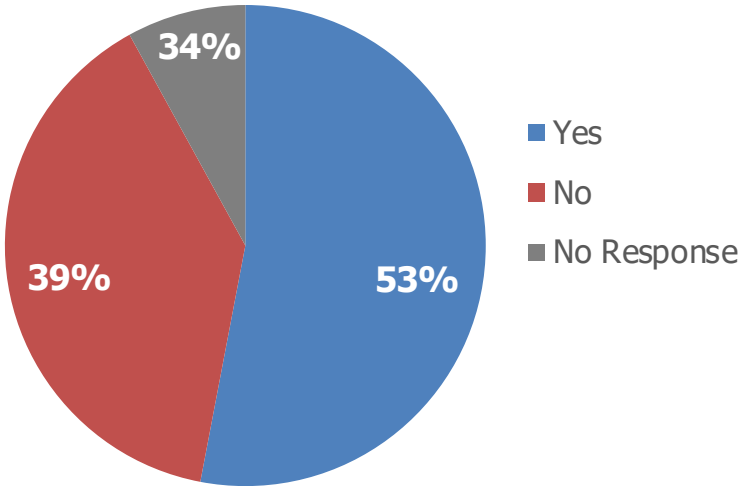
Figure 5: Distance Allow Middle School Children Walk or Bike to School

27%
OF RESPONDENTS INDICATED THEY WOULD LET THEIR CHILD WALK
1.5 MILES OR LESS



Number of Responses - 181

Figure 6: Allow Middle School Age Children to Cross a Major Street



Number of Responses - 200

WHAT WE HEARD

"My son is a 6th grader and is more than capable of riding the distance (>2.5 miles) to school, but he has to cross 2 main roads (Bob Billings and Clinton Parkway) to get there..."

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Current Context

Current Context

The Lawrence Safe Routes to school initiative began in 2014. The following sections provide the current context of Safe Routes to School programs in Lawrence.

Student Programming

The existing community conditions are a result of the implementation of ideas and programs to address concerns that were presented in the 2015 SRTS planning process. Recognizing that there is still work to do to improve upon the work that has been done. The SRTS initiative involves teaching students about safe walking and bicycling behaviors. Elementary students participate in classroom education and physical education (PE) classes which covers pedestrian safety at intersections, crosswalks, and along the sidewalk.

A four-school-pilot-program teaching the Lawrence Bicycle Education Safety Training (LBEST) as part of PE classes, was conducted during the 2015-2016 school year utilizing borrowed bicycles from BikeWalkKC.[1] The program was a success and was implemented into all USD 497 Lawrence Public School physical education curriculum in 2016-2017. As a result, three bicycle fleets of 30 bikes each were purchased using grant funds received by Lawrence-Douglas County Public Health. Maintenance for the bicycles is paid for by the school district. Approximately 1,650 fourth and fifth graders participate in the training annually. In four classes, 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, while all learn safe riding. This program benefits all demographic groups and students thanks to the program being offered district-wide.

Students are also encouraged to use their pedestrian safety and LBEST education to participate in Walk to School Day in October as well as Bike to School Day in May. In 2019, approximately 952 students participated in the Walk to School event. Approximately 352 students participated in the 2019 Bike to School day.

952 **Students participated in Walk to School Day in October 2019**

1 https://bikewalkkc.org/blog/tag/blast

The Lawrence Police Department (LPD) dedicates patrol resources to the enforcement of traffic laws in school zones and neighborhoods, with particular focus on speed limits and yield laws.

The Neighborhood Traffic Management Program (NTMP) is a comprehensive program designed specifically to improve the environment and quality of life in Lawrence's existing neighborhoods through driver awareness, management and control of traffic on neighborhood streets.[1] This program was established in December 2018 replacing previous traffic calming policies. The Neighborhood Traffic Management Program includes traffic enforcement and monitoring, education, and evaluation in addition to infrastructure improvements. This comprehensive approach to traffic management should make neighborhoods more comfortable places to walk and bike for all residents including students traveling to school.

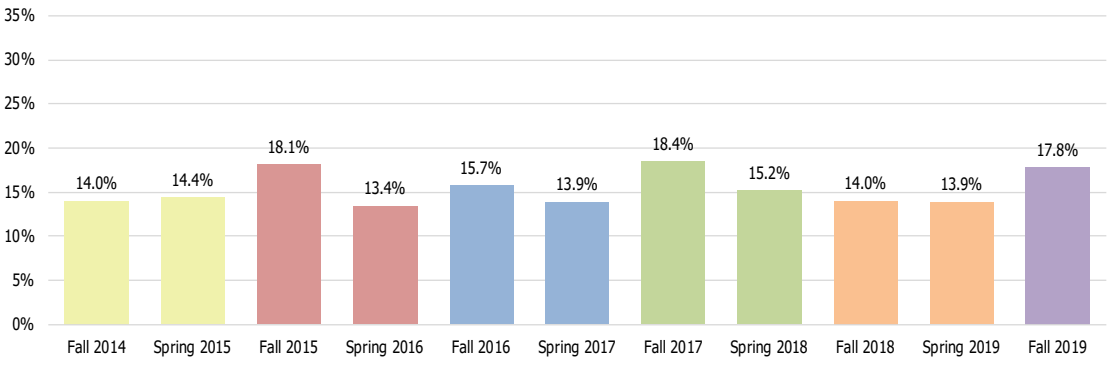
In 2019 the Lawrence City Commission selected the primary goal of the NTMP is to reduce speeds in neighborhood streets. Several methods will address speeding including traffic enforcement, traffic engineering, and education. In December 2019, a consultant was selected to conduct a Safe Neighborhood Speeds Education and Outreach Campaign as part of the education component of the campaign. In 2020, the Lawrence City Commission is considering a speed limit reduction.

Lawrence Journal-World file photo from Oct. 26, 2018, a handmade sign in East Lawrence at the intersection of East Eighth and New York streets reminds motorists to drive slowly through residential neighborhoods

Tracking Progress

Travel tallies have been conducted during every fall and spring since the fall of 2014 (Figure 7). These 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, city transit vehicle, or other. The percentage of total Lawrence Public Elementary and Middle school students who travel by active travel (walking and biking) has stayed above 13% since the beginning of data collection. Historically there has been 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 counts) rather than April (during the spring counts) and students are used to being outside after the summer break.

Figure 7: Lawrence Public Schools Travel Tallies



Source: Lawrence Public Elmentary and Middle Schools Semi-Annual Travel Tally - AM Tuesday/Thursday Counts

1 https://lawrenceks.org/wp-content/uploads/2019/10/Resolution-7272.pdf

Evaluation

The University of Kansas (KU) and the Lawrence-Douglas County Public Health formed an Academic Health Department in 2013. Part of this venture included KU evaluating the Partnerships in Community Health (PICH) grant which included the SRTS program in 2015 - 2017.

The evaluation looked at the intensity of SRTS activities implemented and their impact on walking and biking rates. The analysis used student travel tallies, field observation of driver yielding rates, and parent surveys conducted in 2014 and 2015. (A parent survey was also conducted in the fall of 2019 as part of this planning process.) The evaluation found that at schools where there were more SRTS efforts implemented (i.e. greater "intensity"), walking and biking rates had a higher rate of increase.

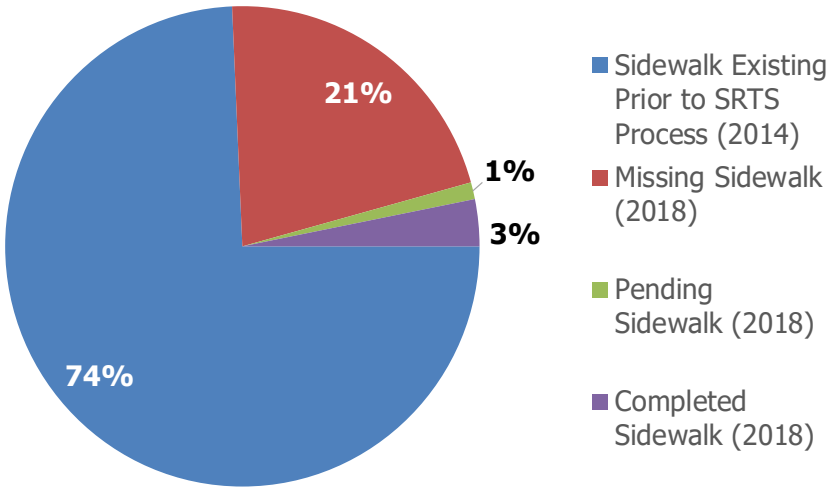
Implementing Routes

Routes were originally developed during the SRTS planning process in 2015 by reviewing student addresses, school boundaries, and possible 2.5 mile walking routes (the demarcation for busing) from each school based on the pedestrian network. This data allowed the SRTS staff team to propose primary routes which collect students who would be walking and/or bicycling from their residential streets. Input on these initial routes was gathered through multiple means.

A community meeting was held on January 14, 2015. It was attended by approximately 75 representatives of Lawrence elementary and middle schools. Additionally, numerous other smaller meetings with parents, school officials, and other interested parties were held to gather more input on the routes. Routes for every public K-8 school were finalized by the SRTS Working Group, taking into account all of the input and feedback provided through this process. The routes were incorporated into the Regional Pedestrian Plan and are part of the priority pedestrian network.[1] The City of Lawrence began to efficiently fill sidewalk gaps along SRTS routes.

Figure 8 shows the progress Lawrence has made in creating SRTS routes with sidewalk on both sides of streets. (The 2014 SRTS planning process identified sidewalks on both sides of the SRTS Routes as the sidewalk goal.) The blue portion of the pie chart shows the sidewalk which existed at the beginning of the SRTS sidewalk initiative. Since the SRTS sidewalk initiative began in 2014, an additional 3% of the network has been completed (shown in purple below).[2]

Figure 8: SRTS Routes Sidewalk Network (2014-2018)



1 https://lawrenceks.org/mpo/pedplan
2 Lawrence-Douglas County MPO Arterial Sidewalk Analysis (January 2019)

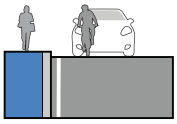
While recognizing sidewalk networks provide the most impact to students walking and biking to school. Sidewalk access in general impacts transportation choices. Transportation 2050, the MPO's long range plan, recognizes the need to ensure Lawrence residents have access to streets with sidewalk on at least one side. As of 2019, 76% of residents have sidewalks on at least one side of the street. 78% of people living in minority/low income areas, also known as Environmental Justice (EJ) zones, have access within a 1/4 mile walking distance of a transit stop. Better access to sidewalks and reliable transportation were recognized as necessary supports toward a healthier community in the Douglas County Community Health Plan released in 2018.

Implementing Routes

Miles within City of Lawrence Current* Infrastructure

Sidewalk

474.4 miles

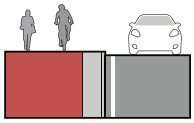


Miles along SRTS Routes: 156.5

A sidewalk is a path along the side of a road. It is often constructed of concrete or cement, though occasionally bricks, and is designed for pedestrians.

Shared Use Path

39.3 miles

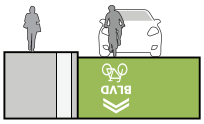


Miles along SRTS Routes: 9.3

A 8-10 ft 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.

Bike Boulevard**

1.3 miles

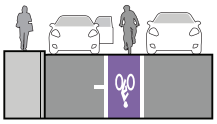


Miles along SRTS Routes: 0.4

Streets with low motorized traffic volumes and speeds, designated and designed to offer low-stress bicycle travel for all ages, safe crossings for pedestrians, placemaking opportunities, as well as allow for motor vehicle travel at low speeds.

Bike Lane

17.8 miles

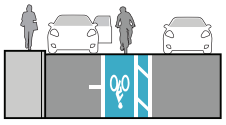


Miles along SRTS Routes: 4.8

A pavement marking located adjacent to motor vehicle travel lanes and flows in the same direction as travel, unless it is designed as a contraflow bike lane where bike traffic flow in the opposite direction of vehicle traffic on a one-way street.

Buffered Bike Lane

0.4 miles

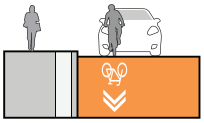


Miles along SRTS Routes: 0.4

Buffered bike lanes are nearly identical to bike lanes, however they have a wider, striped buffer zone between the bike lane and the adjacent travel lane to establish a greater degree of separation.

Marked Shared Lane

11.3 miles



Miles along SRTS Routes: 3.4

A marked shared lane or "sharrow" is a street marking placed in the travel lane to indicate where people should preferably ride their bicycle.

*Infrastructure Data as of 1/1/2020

** Bike Blvd Pending Construction 2020

Routes were revised during the 2019-2020 planning process and Amendment 1 in 2021 and Amendment 2 in 2023. The SRTS infrastructure route maps are in Appendix G. These maps will be utilized to fill sidewalk and bikeway network gaps. The SRTS Encouragement maps show walking and biking routes for students to use. These maps are located at http://beactivesaferoutes.com. Table 1 shows the total Safe Routes to School mileage and the length of gaps to achieve a 100% complete network per elementary and middle schools.

Table 1: SRTS Infrastructure Routes (Middle Schools 2021-2022; Elementary Schools 2023-2024)

School	Total Safe Routes to School Miles	Missing Sidewalk	
		Miles	%
Cordley Elementary	5.34	0.47	9%
Deerfield Elementary	5.25	0.68	13%
Hillcrest Elementary	3.26	0.55	17%
Langston Hughes Elementary	2.99	0.00	0%
New York Elementary	5.98	0.00	0%
Prairie Park Elementary	5.20	0.50	10%
Quail Run Elementary	3.29	0.24	7%
Schwegler Elementary	6.17	0.97	16%
Sunflower Elementary	6.36	0.51	8%
Sunset Hill Elementary	3.81	0.05	1%
Woodlawn Elementary	2.74	1.10	40%
Total	**50.39**	**5.07**	**10%**
Billy Mills Middle	8.3	2.9	35%
Liberty Memorial Central Middle	10.7	1.0	9%
Southwest Middle	6.6	0.9	13%
West Middle	7.3	1.7	24%
Total	**32.8**	**6.4**	**20%**

*The elementary and middle school mileage can't be added together because there is overlap between the two data sets.

**The 2020 SRTS planning process identified a goal of sidewalk on both sides of arterials and collector sides, while only on one side of local streets. This table was developed by evaluating the streets selected for Safe Routes to School routes by functional classification and existing sidewalk. For example, if sidewalk was missing on one side of an arterial or collector street it was marked as a one sided gap. If sidewalk was missing on both sides of a local street it was also marked as a one sided gap.
***This table was updated to removed Kennedy Elementary in Amendment 1.
****This table was updated to removed Broken Arrow and Pickeny and update data for all other elemntary schools in Amendment 2.

Implementing Routes

Table 2 shows the number of students in half mile increments from their school. It was developed by mapping the anonymized student data provided by USD 497. A walking analysis was performed using GIS and the pedestrian network (existing sidewalks and crossings) to develop walksheds (walking distances) from each school. Table 2 shows fewer students live within 1 mile of their school compared to the parent survey results discussed on page 15 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 2: Percentage of Students by Distance from School (Middle Schools 2021-2022; Elementary Schools 2023-2024)

School	Number of Students per Mile Walkshed				
	0.5 mile	1.0 mile	1.5 mile	1.5+ mile	Total Mapped*
Cordley Elementary	21%	29%	35%	16%	280
Deerfield Elementary	24%	36%	27%	13%	402
Hillcrest Elementary	12%	25%	37%	27%	334
Langston Hughes Elementary	26%	33%	17%	24%	429
New York Elementary	37%	18%	41%	3%	157
Prairie Park Elementary	21%	21%	5%	52%	305
Quail Run Elementary	24%	28%	26%	22%	348
Schwegler Elementary	17%	18%	39%	26%	336
Sunflower Elementary	24%	36%	23%	17%	362
Sunset Hill Elementary	27%	48%	23%	2%	341
Woodlawn Elementary	27%	47%	0%	26%	146
Total K-5 Students* **					

School	Number of Students per Mile Walkshed						
	0.5 mile	1.0 mile	1.5 mile	2.0 mile	2.5 mile	2.5+ mile**	Total Mapped*
Billy Mills Middle	5%	9%	13%	13%	22%	38%	572
Liberty Memorial Central Middle	8%	21%	21%	18%	14%	19%	530
Southwest Middle	8%	14%	10%	6%	12%	50%	660
West Middle	7%	15%	17%	17%	22%	22%	677
Total 6-8 Students* **							**2,202**

* Total Mapped may vary from enrollment totals and was a point-in-time analysis using 2021-2022 data (middle schools) and 2023-2024 (elementary schools).
**Students who live 2.5 miles away from schools are eligible for busing from USD 497 which is reimbursable through the State.
***The distances are based on actual walking distances from each school.
****This table was updated to removed Broken Arrow and Pickeny and update data for all other elemntary schools in Amendment 2.

Since 2016, the City has worked on SRTS route improvements utilizing several funding sources: Community Development Block Grant (CDBG), Transportation Alternatives (TA) grants, incorporation into larger Capital Improvement Plan (CIP) projects or private development projects, and dedicated bicycle and pedestrian funding. The City of Lawrence has successfully received TA grants administered through KDOT. In 2016, $189,000 (FY2018) was awarded to install SRTS sidewalks in various locations and Rectangular Rapid Flashing Beacons (RRFBs) in locations at existing school crossings which do not currently have a crossing guard. In 2017, the City was awarded $394,000 (FY2019) to install more SRTS sidewalks. The City was awarded $400,000 in 2020 (FY2021) TA funding for filling sidewalk gaps and improving crossings.

Prior to 2016, bicycle and pedestrian projects, including sidewalks, were only included in larger CIP projects or funded through grant programs. In 2016, the first set aside funding for standalone bicycle and pedestrian projects in Lawrence was established. Furthermore, a sales tax referendum passed in November 2017 allocating a portion of the funding towards non-motorized projects for the 10-year life of the sales tax (sunsetting in April 2029). A total of $7.1 million is available for standalone bicycle and pedestrian projects between 2019-2029 (Table 3).

Table 3: Dedicated Bicycle and Pedestrian Funding (Sales Tax)

2019	2020	2021	2022	2023	2024
$ 600,000	$ 500,000	$ 675,000	$ 675,000	$ 675,000	$ 675,000
2025	**2026**	**2027**	**2028**	**2029**	**Total**
$ 675,000	$ 675,000	$ 675,000	$ 675,000	$ 675,000	$ 7,175,000

The Multi-Modal Transportation Commission allocates the yearly funding towards pedestrian and bicycle facilities; including SRTS infrastructure. The Multi-Modal Transportation Commission established a Non-Motorized Projects Prioritization Program to determine which projects the dedicated bicycle and pedestrian infrastructure funding will prioritize.[1] The Program assigns points to projects based on priority networks, pedestrian access to priority destinations, safety, adopted plan priorities, and bicycle demand model. Safe Routes to School routes receive points based on the type of road and sidewalk presence (none on either side or only on one side).

In 2019, recognizing the condition of many sidewalks in the community, the City developed a multi-year plan for the Sidewalk Improvement Program, focusing on one area for sidewalk defect and hazard mitigation each year, to assist property owners with sidewalk repair. The program focuses on inspecting, repairing, and eliminating sidewalk trip hazards.

1 https://lawrenceks.org/wp-content/uploads/2019/10/NonMotorizedPolicy.pdf

Funding

The Sidewalk Improvement Program is improving sidewalk safety and accessibility for everyone including children walking and biking to school.[2] The program assists property owners in mitigating hazards and improving the sidewalks adjacent to their property where necessary. Through the Sidewalk Improvement Program, the City provides extensive technical help as well as financial assistance for qualifying property owners. This program has an additional benefit of improving sidewalk conditions along School Routes.

In summary, several funding sources are being utilized to improve the pedestrian network in Lawrence: Community Development Block Grant (CDBG), Transportation Alternatives (TA) grants, incorporation into larger projects or private development projects, dedicated bicycle and pedestrian funding, and Sidewalk Improvement Program implementation.

2 https://lawrenceks.org/sidewalk-improvement

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 issues and recommended strategies to address them. The Action Plan states organizations and stakeholders responsible for implementing strategies.

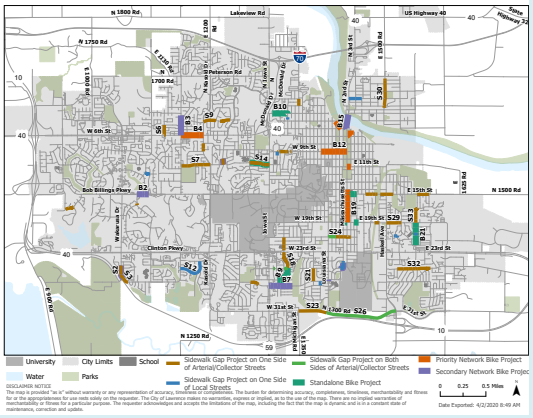
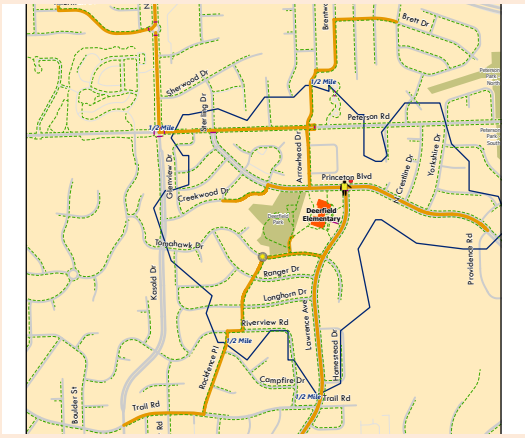
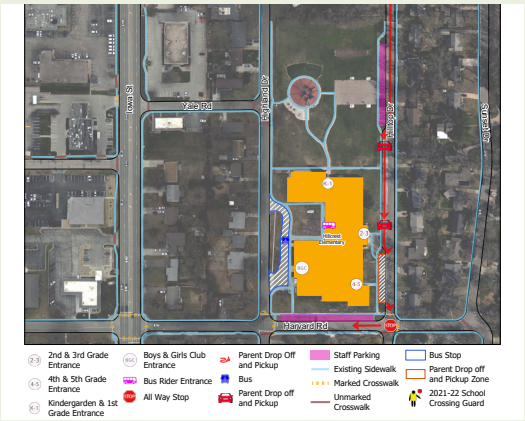
Traffic Control

In the 2019 Parent Survey, the amount of traffic along routes, speed of traffic along routes, and safety of intersections/crossings were identified by parents as the top three barriers to allowing their child to walk or bike to/from school. Addressing traffic around schools is key in parents comfort in letting their kids walk or bike to school. The following actions will be taken to advance traffic control.

- City of Lawrence and USD 497 should adopt the School Area Traffic Control Policy and the 3 different Safe Routes to School maps - Infrastructure, Circulation, and Encouragement (next page) as part of this plan development.
- City of Lawrence is implementing the Neighborhood Traffic Management Program (NTMP) as a comprehensive approach to managing traffic in neighborhoods, with a particular focus on speeding and failure to yield and other unsafe behavior which impact safe vehicle operation and students walking & bicycling to school. The program will be implemented through a citywide education campaign, data collection,enforcement focused on locations where data collected displays unsafe behaviors, and engineering.
- The City of Lawrence should consider lowering speed limits along Safe Routes to School routes to reduce the severity of crashes and increase comfort.
- USD 497, in consultation with the City of Lawrence, shall establish a Circulation Map/Plan for each school. Arrival and dismissal policies will be implemented to reduce conflicts between cars, buses, pedestrian, bicycle riders, and others. The Circulation Map/Plan is a SRTS Plan outcome and will be developed after the SRTS Plan is completed. After the Circulation Maps/Plans are developed they will be housed at beactivesaferoutes.com and USD497.org.
    - 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 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

"I think my main concern is having my child walk alone. If I could find a parent or group of mature and trustworthy students that walks to school, I might feel a little bit more comfortable letting my child walk."

	Elements	Use	Developer	Updates
Infrastructure  Located: lawrenceks.org/safe-routes	• Establishes routes • Existing crossing guards • Streets • Existing sidewalks • Designated school zones • Posted speed limits • Existing bike facilities • Project listings - separate from the map	City infrastructure planning – determine sidewalk/bike gap projects	SRTS Working Group with USD 497 input	Routes planning & evaluation every 5 years except as necessary due to school boundary change or request from USD 497. 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, etc) • Includes safety user information, student bus pass info, nearest bus stop on middle school maps	Schools and parents walking and biking to/from school	SRTS Working Group	As necessary, based on known changes to the built environment or items shown on the map.
Traffic Circulation  Located: beactivesaferoutes.com & USD 497 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	USD 497 with City's technical guidance upon request	As necessary, based on known changes to the built environment or items shown on the map.

*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.

Comfortable Crossings

In the 2019 Parent Survey, safety of intersections/crossings was identified as a top reason for parents not allowing their child to walk or bike to/from school.

Driver yielding rates were evaluated by the Academic Health Department (formed between the University of Kansas and the Lawrence-Douglas County Public Health as part of a Partnerships to Improve Community Health grant evaluation in 2015-2017). Observations of driver behavior were used to describe the percentage of drivers who fully yielded to pedestrians in marked crosswalks within school zones. It was found that the percentage of drivers who yielded was 55.9% in fall 2015 and 70.9% in fall 2017, a statistically significant difference. When examining associations between parent survey responses and driver behavior observations, there was a strong correlation in which schools with higher percentages of parents noting concerns about the safety of intersections and crossings as a barrier to their children walking or biking have a lower percentage of drivers yielding to pedestrians ($p<.05$). Therefore, education targeted toward improving driver yield rates could reduce concerns about intersections as a barrier.

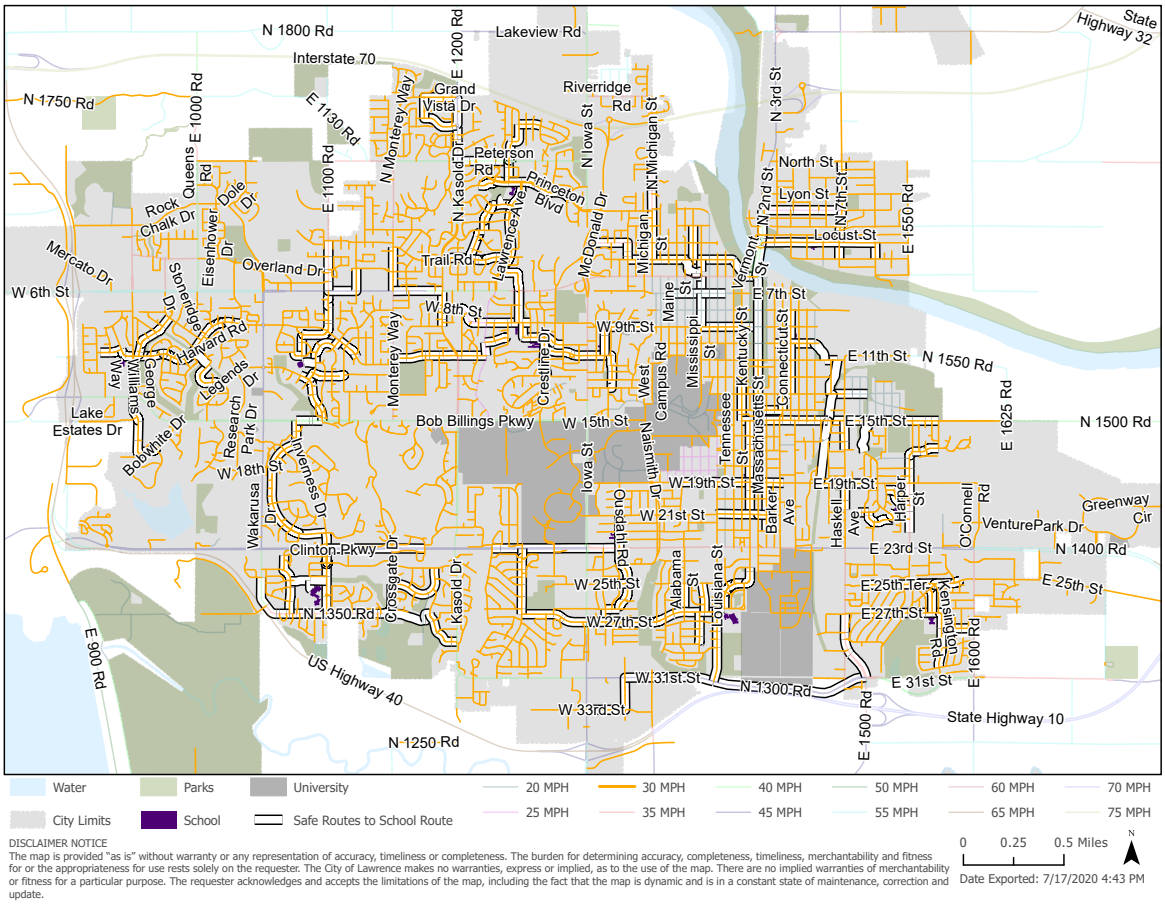
Making crossings comfortable is fundamental to more students walking and bicycling to school. The following actions were recommended in the original plan and are now being implemented:

- City of Lawrence, in consultation with USD 497, shall update the School Area Traffic Control Policy. The current version is from 2008.[1] A new draft is in development, but needs to be completed and approved by the Lawrence City Commission and the USD 497 School Board. The goal is to complete this policy update in coordination with the development of this SRTS Plan. If this does not occur, the policy will be updated soon after the Plan is approved.
- City of Lawrence shall integrate Safe Routes to School crossing improvements into the Non-Motorized Projects Prioritization Program by identifying and incorporating built environment crossing improvements on Safe Routes to School Routes.
- The City shall develop a Pedestrian Crossing Evaluation to establish thresholds (warrants) for specific types of crossing improvements (Rectangular Rapid Flashing Beacons, Pedestrian Hybrid Beacons, high visibility crosswalk, crosswalk with warning signage and yield line, etc). The thresholds shall include the number of vehicles, vehicle speed, and number of pedestrians using the crossing. Crossings on Safe Routes will be evaluated. View Appendix B for more information about the pedestrian crossing guidance the warrants shall include. Once improvements are identified through the evaluation process the recommended improvements will be integrated into the Non-Motorized Projects Prioritization Program.

1 https://assets.lawrenceks.org/public-works/pdf/school_crossing_control_policy.pdf

The speed of a roadway limits the driver's field of vision. The field of vision is the amount of space a person can view while driving down the road. The faster you drive the less you can view. Thus faster speeds lead to more crashes as drivers are not able to view pedestrians and bicycle riders soon enough to avoid a crash. According to the AAA Foundation for Traffic Safety the average risk for death of a pedestrian increases as the speed of the vehicle increases (Table 4).[1] Figure 9 displays the posted road speeds for Lawrence roads as well as the Safe Routes to School Route.

Figure 9: Posted Road Speeds



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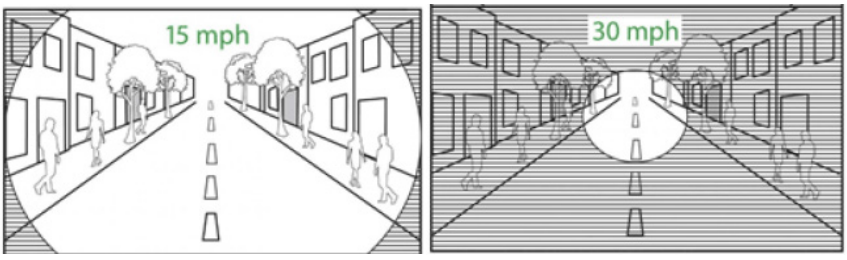
The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

Table 4: Average Risk of Pedestrian Severe Injury or Death Based on Vehicle Miles per Hour Speed[1]

	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

Field of Vision based on speed of motorist[2]



1 Impact Speed and a Pedestrian's Risk of Severe Injury or Death. AAA Foundation for Traffic Safety. https://aaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/

2 Speed as a Safety Problem. https://www.ite.org/technical-resources/topics/speed-management-for-safety/speed-as-a-safety-problem/

Crossing Guards

Introduction

Crossing guards were selected as a high motivating factor in allowing their child to walk or bike to/from school in the 2019 Parent Survey. The planning process early on identified the need to update the School Crossing guard evaluation and placement requirements.

Nationally there are three types of school crossing supervision strategies: adult control of pedestrians and vehicles by adult crossing guards, adult control of pedestrians and vehicles by uniformed law enforcement officers, and student/parent control of only pedestrians. In Lawrence, we have historically used the first intervention as a means of controlling the movement of pedestrians and vehicles near schools.

Adult school crossing guards are primarily responsible for helping children safely cross the street as they walk or bike to and from school. Guards direct and supervise the movement of students across public roads by creating the necessary gaps in traffic to provide safe passage at designated locations. Research suggests the placement of crossing guards at intersections near schools provides a simple roadway modification to increase walking to school while having no associational effect on pedestrian/motor vehicle collision rates.

Crossing Guard Locations

The School Area Traffic Control Policy (updated in 2021 following the original SRTS plan adoption) details the process to evaluate adult crossing guard locations, including criteria for where a crossing guard may be placed. The criteria include factors such as number of students, the gaps in traffic,

speed limit, and number of lanes. The policy further outlines the process for considering community requests for crossing guards, when guards should be removed, and timing for evaluating locations. The School Area Traffic Control Policy webpage includes the most recent evaluation of crossings.

As part of the 2019-2020 SRTS planning process a comprehensive review of existing school crossing guards was conducted. The primary goal of the evaluation was to ensure that the crossing guard resources are being allocated in the most efficient way possible. The review and analysis sought to determine if the existing crossing guard locations meet the current warrants, if there are other proposed/requested locations that meet the warrants, if there needs to be a reevaluation of the warrants, if built environment improvements change the need for a crossing guard, and any other issues that arise as part of the review. This review can be found in Appendix C.

MANAGING THE CROSSING GUARD PROGRAM

The City of Lawrence Parking Control Office manages school crossing guards during arrival and dismissal times at Elementary Schools. The crossing guards make sure students use marked crosswalks, do not cross streets against traffic lights, and dismount from their bicycle to cross the street. Historically, the City of Lawrence solely funded the guards and each year's budget is considered and adopted by the city Commission to provide the crossing guard service. In 2022 the budget for crossing guards was $111,000.

WHAT WE HEARD

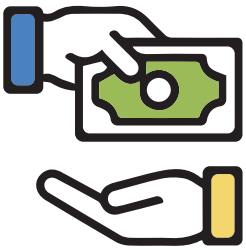
"The combination of lack of sidewalks on our designated "safe route" to school and no crossing guard at a very high volume intersection in front of the school are a major barrier to walking to school safely"

Crossing Guard Recommendations

The following SRTS Working Group recommendations were incorporated in the School Area Traffic Control Policy:

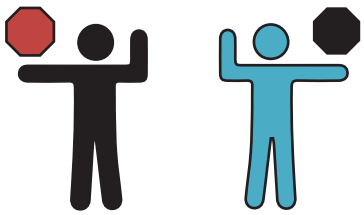
- With adoption of the Safe Routes, placing crossing guards only along designated safe routes.
- The development of a document that details the evaluation schedules, timelines to request evaluations and timeline to determine crossing guard placement for the following school year.
- A rotating schedule for regular evaluation of existing and requested crossing guards to ensure locations meet warrants will be made by City of Lawrence Municipal Services & Operations (MSO) in coordination with the SRTS Working Group, timed in advance of the budget process and the coming school year.

Other considerations that should be given to the crossing guard operations:



Funding:

USD 497 could cost share with the City of Lawrence to provide the school crossing guards.
City of Lawrence and USD 497 could contract out the school crossing service and share the expense.



Substitute Guards:

The City of Lawrence could ask USD 497 to provide staff assistance to fill absent crossing guard times, while the City of Lawrence still funds and manages the program.

Volunteers:

If additional school crossing guards are desired beyond the financial capacity or program requirements of the City of Lawrence, the City could offer training to volunteers and provide them with the appropriate equipment.

Walking School Bus:

Additionally, walking school buses are a good alternative for community champions where crossing guards are desired but not necessarily warranted by the policy.

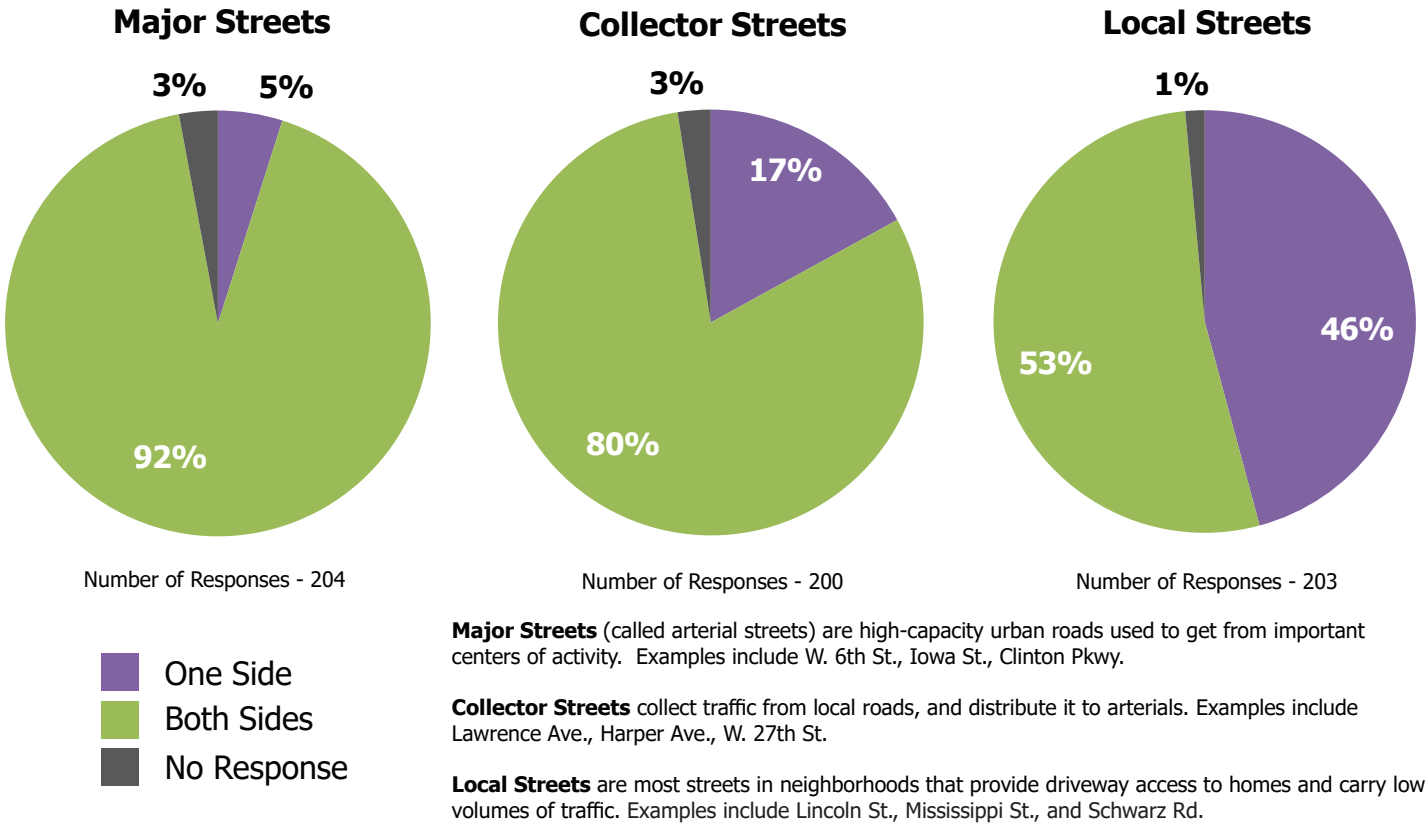
The quality of the pedestrian and bicycle experience can differ based on the area of Lawrence. However sidewalk gaps exist in all areas of town on arterial, collector, and local streets. The 2014 SRTS planning process identified sidewalk on both sides of all routes as the primary goal. This planning process identified sidewalk on both sides of Arterials and Collectors and one side on Local streets as the priority for sidewalk gap infill as a part of the Lawrence Safe Routes to School program. 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 rate of free or reduced lunches in elementary and middle schools varies widely in Lawrence, from 9.1% to 61.5%. This measure is one potential opportunity to serve those with the most need in our community.

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

- City of Lawrence shall prioritize filling sidewalk gaps on both sides of arterial/collector streets and one side of local streets, bikeways, ADA, and crossing improvements on established routes.
- City of Lawrence shall consider maintenance and code compliance of bicycle and pedestrian facilities condition in operating budgets and prioritize maintenance along SRTS Routes.

Note: The City of Lawrence's commitment to prioritize sidewalk gaps does not override requirements within the Land Development Code.[1]

Parents were asked in the feedback packet how many sides of the street should have sidewalk based on the type of street.



Major Streets (called arterial streets) are high-capacity urban roads used to get from important centers of activity. Examples include W. 6th St., Iowa St., Clinton Pkwy.

Collector Streets collect traffic from local roads, and distribute it to arterials. Examples include Lawrence Ave., Harper Ave., W. 27th St.

Local Streets are most streets in neighborhoods that provide driveway access to homes and carry low volumes of traffic. Examples include Lincoln St., Mississippi St., and Schwarz Rd.

Note: Due to the 25% of miles of local streets without sidewalk on either side, the SRTS Working Group decided to prioritize one side of the street for local streets. The Working Group felt that there was more value to having sidewalk on one side of more local streets than prioritizing placing sidewalk on both sides of local streets.

1 https://lawrenceks.org/pds/codes

Working Together

Safe Routes to School efforts need to be integrated into the everyday work of the City, MPO, Lawrence-Douglas County Public Health, and USD 497. Currently there is no formalized entity charged with this work. The SRTS Working Group was formed out of necessity to drive this planning effort. To operationalize this work, a formalized SRTS Working Group (comprised of intergovernmental staff and school district staff) needs to be formed. This group could be the point of contact for questions, promoting walking and biking to school days, and communicating with the School Board about specific school improvements to expand the safety of walking and bicycling to school. Furthermore, the City and USD 497 need to agree how the Safe Routes to School program will be implemented so parents understand the process and how to be involved.

The following actions shall be taken to ensure the necessary entities are working together.

- The City of Lawrence and USD 497 should develop and execute a Memorandum of Understanding (MOU) detailing how the parties will work together to achieve the Safe Routes to School Program.
- City of Lawrence and USD 497 should establish the SRTS Working Group by detailing its purpose and functions in the MOU. The convener of the group will also be determined in the MOU (referenced above).

WHAT WE HEARD

"In pursuing a safe route to school for our children I'm frustrated by the passing of responsibility between the city and school district. Instead of children's safety being a collective issue for everyone to address we have seen repeated finger pointing between the groups regarding who should be responsible."

Source: Earth Day Parade 2019

Developing a Walking & Biking Culture (Educating & Encouraging)

According to the 2019 Parent Survey, 46% of students have never walked or biked to school. However, parents are interested in educational efforts to teach safe biking, walking, and driving behaviors as these strategies were identified as the top three strategies out of twenty-seven strategies in the feedback packet. Many students and parents may have never considered biking or walking to school, as the motor vehicle centric mindset is so prevalent in our community. Thus developing a walking and biking culture, where students and parents regularly walk or bike to school, will require a number of behavior changes. One crucial element is creating a sense of excitement among students to walk and bike to school rather than driving. Various activities encouraging and educating students about safe walking and biking behaviors need to be implemented. The following actions shall be taken to develop a walking and biking culture.

- USD 497, in conjunction with Lawrence-Douglas County Public Health (LDCPH), will continue to host Walk and Bike to School Days. LDCPH will continue to host the beactivesaferoutes.com website.
- USD 497 should provide programs and events which encourage active transportation (walking, bicycling, other) to and from school. USD 497 should institute Marathon Clubs and Girls in Gear/Girls on the Run at each of the schools which do not already have them. USD 497 should 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 497 will continue to teach the basic Pedestrian Safety Education curriculum which includes safety rules about appropriate walking/crossing places and rules of the road and shall pursue teaching a more robust curriculum.
- USD 497 will continue to teach the Bike Education Safety Training (LBEST) curriculum ensuring that students learn the skills, laws, and safety practices involved bicycling.
- USD 497 should integrate biking, walking, and public transit 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.
- SRTS Working Group shall work to integrate bike friendly driver training into driver's education for young drivers. USD 497 could potentially require students to take a bicycle friendly driver class or watch short videos about driving around bicycle riders before receiving their parking permit. The League of American Bicyclists offers this training through their Smart Cycling program.[1] The City of Lawrence created a short video series called Lawrence in Gear to educate bicycle riders and motorized vehicle drivers about how everyone should share the road based on the Smart Cycling program.[2]
- SRTS Working Group shall develop and update simple walking/biking route maps to encourage students to walk or bike to school (known as the SRTS Encouragement map). This will occur after the SRTS Plan is completed.
- SRTS Working Group shall create a guide 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.

1 https://bikeleague.org/content/bicycle-friendly-driver-training-page
2 https://lawrenceks.org/share-the-road

Developing a Walking & Biking Culture

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 will conduct parent surveys every 5 years. 2 questions shall be added to the yearly Building Climate Surveys conducted by USD 497 to gather the most important yearly data.
- City of Lawrence shall inventory sidewalk and bike network annually.
- Lawrence-Douglas County Public Health and USD 497 will continue to conduct student travel tallies each semester that in-person learning takes place.

"The school pays great attention to the traffic rules for car ON school grounds. Would like to see similar attention paid to instructing drivers on traffic rules for crosswalk just outside of school grounds. An email at the beginning of the year, along with occasional reminders, Would go a long way toward educating drivers on how to behave."

1 https://lawrenceks.org/mpo/t2040/pm
2 https://ldchealth.org/DocumentCenter/View/2408/Health-Equity-Report

Through the review of Safe Routes to School best practices a couple of elements were identified as high priorities for Lawrence.

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

- Each USD 497 Lawrence Public Elementary and Middle School should 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, ensure the SRTS Circulation Plan is occurring as desired (once the plan/map is developed), and potentially be a contact person if a crossing guard backup is needed. 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 497 should work with the City of Lawrence Planning and Development Services and Municipal Services and Operations (MSO) Departments to consider the overall transportation system including walkability and bikeability.

WHAT WE HEARD

"The sidewalks added in the neighborhood have been an amazing boon for my family, and have encouraged my preschool age children to bike and walk more already. Please keep adding sidewalks in the neighborhood near the school."

Next Steps

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 School Area Traffic Control Policy	City	USD 497	Year 1
	Implement Neighborhood Traffic Management Program (NTMP)	City		Ongoing
	Establish Circulation Map/Plan for each school	USD 497	City	Year 1
Comfortable Crossing	Adopt the School Area Traffic Control Policy	City	USD 497	Year 1
	Integrate SRTS crossing improvements into the Non-Motorized Projects Prioritization Program	City		Year 1
	Develop a Pedestrian Crossing Evaluation	City		Year 1
Crossing Guards	Place crossing guards along designated Safe Routes	City		Year 1
	Develop Crossing Guard evaluation timeline and process.	City	USD 497	Year 1
	Complete rotating Crossing Guard evaluations yearly	City	USD 497	Ongoing
Constructing and Maintaining Routes	Prioritize sidewalk gaps on both sides of arterial/collector streets and one side of local streets, bikeways, ADA, and crossing improvements on established routes.	City/ Developer*		Ongoing
	Consider maintenance and code compliance of bicycle and pedestrian facilities condition in operating budgets and prioritize maintenance along SRTS Routes.	City		Ongoing
Working Together	Develop and execute a Memoradum of Understanding (MOU) between the City and USD 497 to detail how the SRTS program will operate	City/ USD 497		Year 1
	Establish SRTS Working Group	City/USD 497	LDCPH/ MPO	Year 1
Developing a Walking and Biking Culture	Host Walk and Bike to School Days	USD 497	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 497		Year 2
	Continue to teach basic Pedestrian Safety Education, pursue more robust curriculum	USD 497		Year 1
	Continue to teach Bike Education Safety Training (LBEST)	USD 497		Ongoing
	Integrate biking, walking, and public transit education into all subject areas	USD 497		Year 1
	Maintain beactivesaferoutes.com	LDCPH		Ongoing
	Integrate bike friendly driver training into driver's education for young drivers.	SRTS Working Group		Year 2
	Develop simple encouragement walking and biking route maps	SRTS Working Group		Year 1
	Create a guide for establishing walking school buses or bike trains	SRTS Working Group		Year 2
Tracking Progress	Conduct parent surveys every 5 years	LDCPH		Ongoing
	Inventory sidewalk and bikeway network annually	City		Ongoing
	Continue to conduct student travel tallies each semester	LDCPH/USD 497		Ongoing
Other Best Practices	Appoint a "School Champion" for each school	USD 497		Year 1
	Consider the overall transportation system including walkability and bikeability before new schools are sited or boundary changes are made	USD 497	City	Ongoing

* 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

This plan sets the precedent for an ongoing SRTS program and processes. This plan should have a major update every 5 years to get into rotation with the city's other multi-modal plans as they are incorporated into the regional transportation plan, Transportation 2050.

Amendments to routes could be made outside of the 5 year process, only when warranted by school boundary changes. The process for amending routes should be identified and agreed to by all the partners. There should be additional processes that are established through the School Area Traffic Control Policy and the MOU between partners that details the process for how crossing improvements, crossing guards programming, traffic control and other elements of the program are developed in the intervening years between updates. 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. A SRTS program will only be successful if ongoing efforts are made to make community walkability and bikeability a reality.

APPENDIX A
Public Input

Overview

The Lawrence Safe Routes to School (SRTS) initiative began in 2014 as a collaborative effort between the Lawrence-Douglas County Public Health (LDCPH), USD 497, the City of Lawrence, the Lawrence-Douglas County Metropolitan Planning Organization (MPO) and parents. In 2019-2020, the SRTS Working Group (LDCPH, City, MPO, USD 497, and Sustainability Office) conducted a 15-month planning process to develop a citywide SRTS plan. The planning process included collecting input through the parent survey, hosting an open house, attending school meetings, and obtaining input through feedback forms. A full record of survey responses and public comments are found in this Appendix. The results are shown citywide; however, results are available per school. These will be posted to beactivesaferoutes.com.

The first phase of public engagement began with the Parent Survey. This Parent Survey was administered through the USD 497 Middle and Elementary Schools. The survey was conducted from September 13th to October 25th, 2019; 216 surveys were received. This was the first time the survey was conducted since 2015.

The second phase of public engagement included an open house on November 14, 2019 from 6 – 8 pm at the Flory Building of the Douglas County Fairgrounds. At the open house, 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. After receiving a low turnout at the open house, staff contacted K-8 Principals in Lawrence to determine how to best get input from parents regarding SRTS. For some schools, principals recommended attending their Site Council, while others it was attending their Parent Teacher Organization (PTO) or Parent Teacher Association (PTA) meeting. Based on these recommendations, staff attended 13 Site Council meetings and 4 Parent Teacher Organization/Association meetings in December – February. Attempts were made to visit each school, but not all schools were receptive to a staff visit.

The Site Councils, PTOs, and PTAs provided input on proposed routes, crossing priorities, and safe routes to school strategy preferences (items that were intended to be discussed at the Open House). The team developed online versions of each school's feedback form packets. A few schools were asked very specific questions about which route alternative the parents preferred. These packets were available online from December 11th, 2019 to February 25th, 2020. Each of the schools had a deadline 14 days after staff visited their school to complete a paper feedback form packet or complete the online version. This rolling deadline allowed staff to analyze results as they came in.

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

Parent Survey Results

This Parent Survey was administered through the USD 497 Middle and Elementary Schools. The survey was conducted from September 13th to October 25th, 2019; 216 surveys were received. This was the first time the survey was conducted since 2015.

Figure A1: Responses by School

Category	Total	Percent
Billy Mills Middle School	14	6%
Broken Arrow Elementary	36	17%
Cordley Elementary	14	6%
Deerfield Elementary	17	8%
Hillcrest Elementary	10	5%
Kennedy Elementary	2	1%
Langston Hughes Elementary	13	6%
Liberty Memorial Central Middle School	7	3%
New York Elementary	7	3%
Pinckney Elementary	4	2%
Prairie Park Elementary	9	4%
Quail Run Elementary	14	6%
Schwegler Elementary	7	3%
Southwest Middle School	18	8%
Sunflower Elementary	10	5%
Sunset Hill Elementary	4	2%
West Middle School	23	11%
Woodlawn Elementary	2	1%
No Response	5	2%

Main Take Aways:

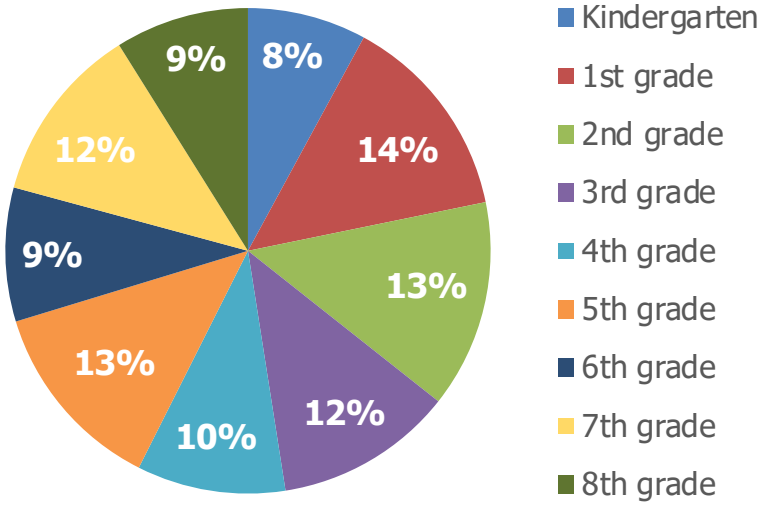
- **216 Parent Surveys were received total**
- **The survey was only available online**
- **5 Responses did not indicate which school their child attended**
- **The median number of responses per school was 10**
- **The average number of responses per school was 11.72**
- **All schools are represented**

Parent Survey Responses By Question

Question 1:

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

Figure A2: Students Year in School

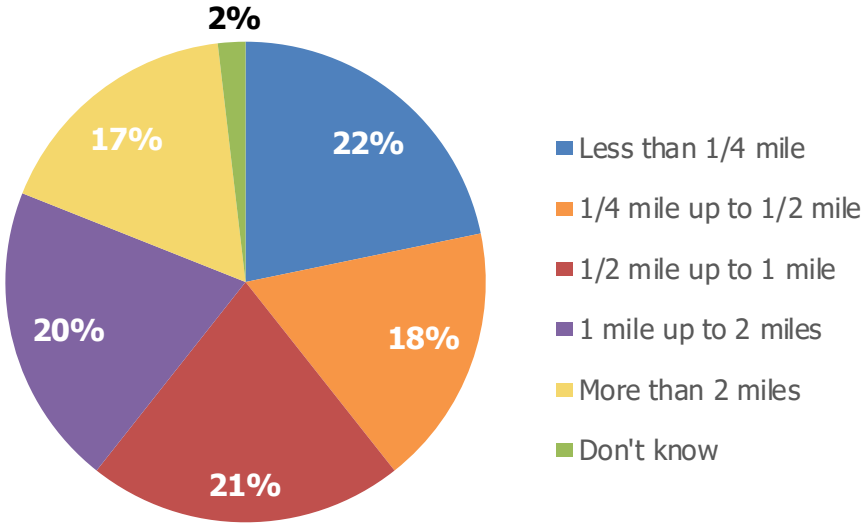


Number of Responses - 216

Question 2:

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

Figure A3: Distance from school



Number of Responses - 216

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

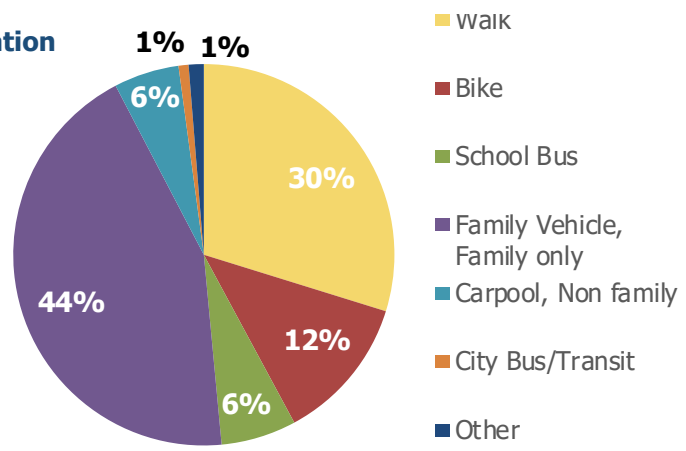


Figure A5: Leave for Home Transportation

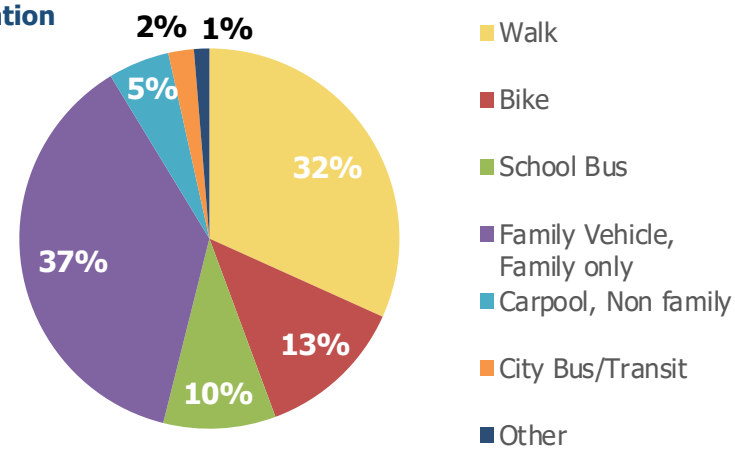
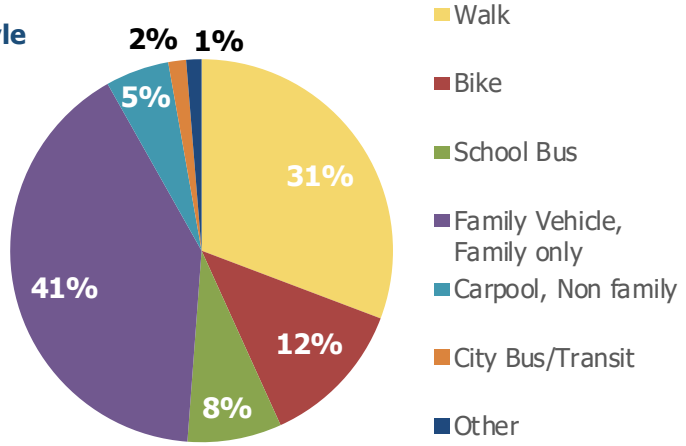


Figure A6: Average Tranposrtation Style



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

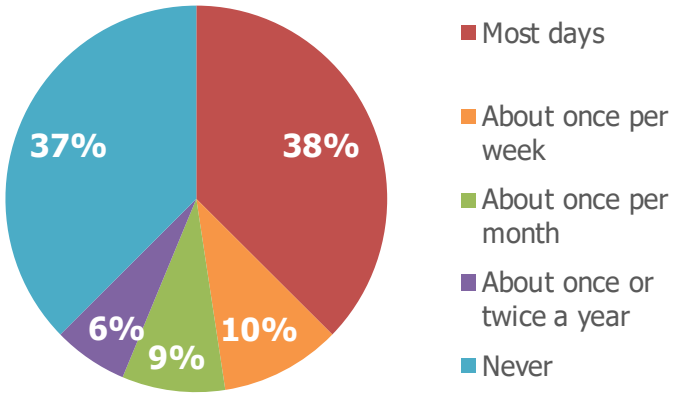


Figure A8: Frequency of Bike to School

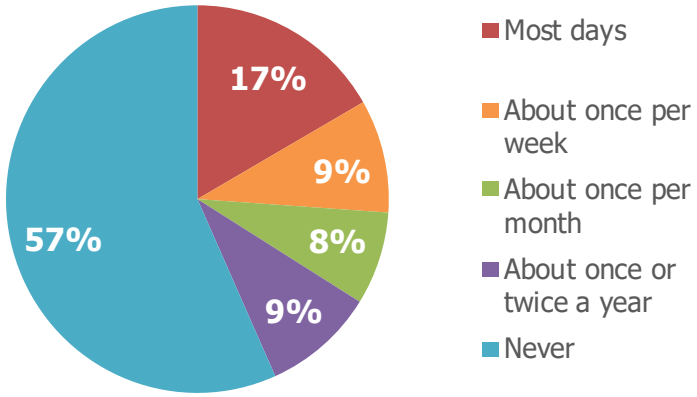
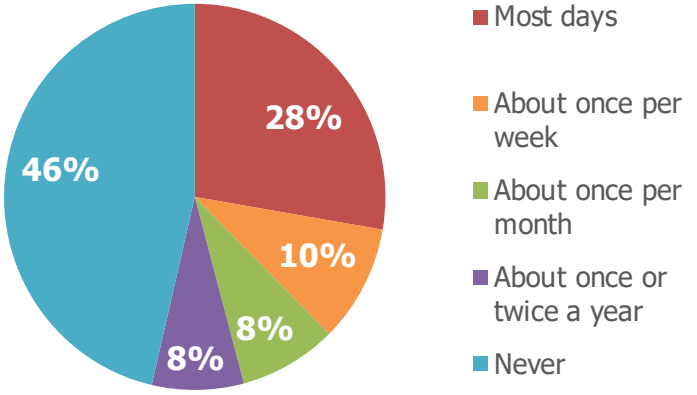


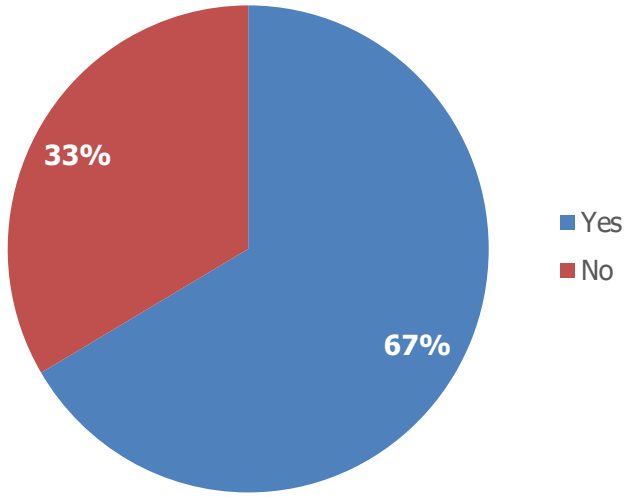
Figure A9: Walk/Bike to School



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

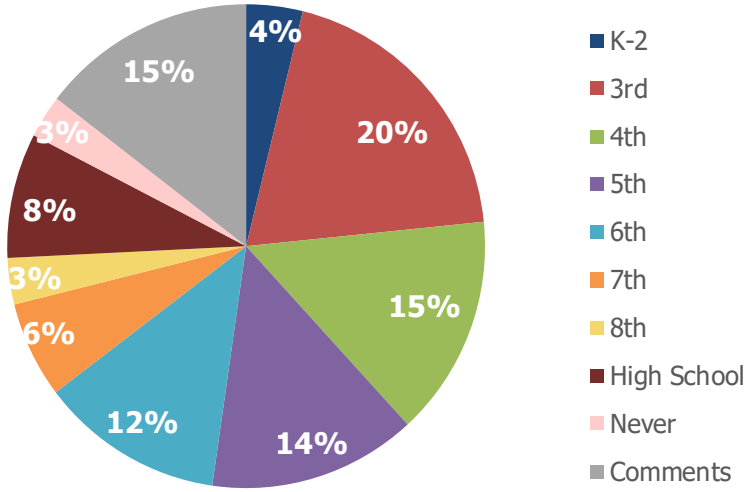


Number of Responses - 215

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



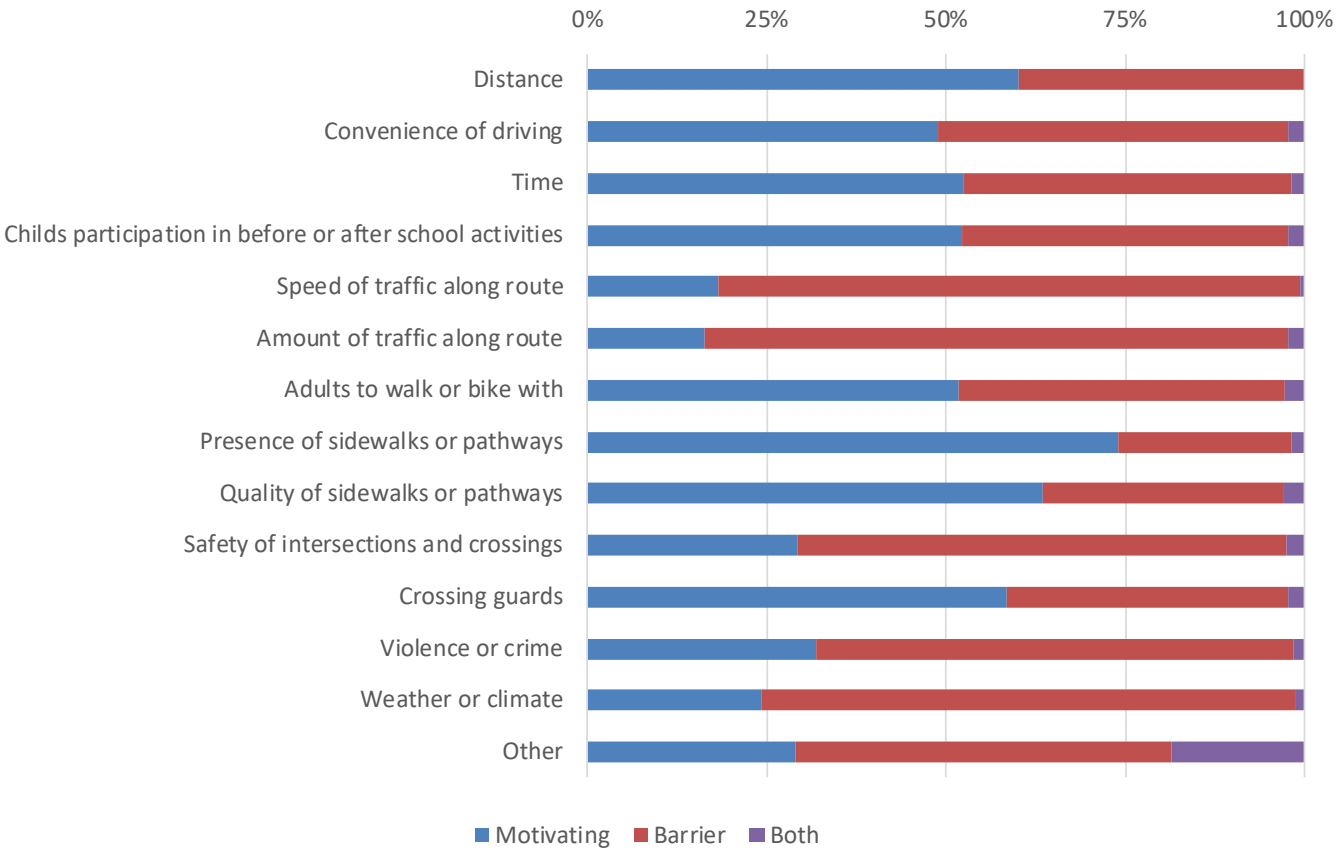
Question 6 was a write-in answer style of question, therefore many of the answers were "if…" or explaining some obstacle their child has to overcome to walk to school at a specific grade/age. Therefore this graph may not fully reflect the opinions of parents. Please refer to the open comments section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

- 1 mile is quite to walk or ride especially with rain snow or freezing temps
- 2.3 miles along some of the busiest streets in Lawrence
- 31st St & Haskell are unacceptable walking paths for children in our neighborhood to get to Middle School. No parent in their right mind would allow a child to walk to school from our area. Sidewalks or bike paths should be installed with Children going to school in mind. Some parents don't live far enough away to bus, yet there is NO SAFE way to walk to BMMS from our neighborhood.
- A cross guard at Alabama and 27th

When asked "Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain" respondents answered: Part 1/9

- A crosswalk at Harvard and Grove would be great, especially if it had the blinking light like the ones installed near Quail Run
- A safe route up or around the 9th Street hill and crossing would change everything.
- Amount of traffic along route, Speed of traffic along route and Safety of intersections and crossings
- better, safer sidewalks
- Can't change the distance or weather or the amount of distracted drivers.
- Changing the color of the pathway of the road and adding signs that blink when kids are crossing onto Inverness.
- Crossing guard on Inverness!! Flashing lights "school zone" in all streets directly adjecent to school that
- Crossing safety concerns me the most.
- "Distance - We live 2.3 miles from the school. I don't think it is reasonable to expect an 11 year to spend more than 1+ hours commuting to and from school every day. She would have to leave our house at 7:10 am, which is before sunrise for a lot of the school year. Lack of social capital - We don't know our neighbors and so we don't know other kids that she can walk with. Dangerous conditions around the school - there is a Lack of organized drop-off and pick up procedures; school starts at 8 but students can't go into building until 7:50 so there is a short drop-off window; the elementary school nearby starts at 8:15, which increases the number of people in the area in the drop-off window; the accessibility to the school is very limited - it is in the middle of a residential neighborhood, with a one-way street on one side; there is no cuing areas for cars, 9th street is used as major thoroughfare so people not associated with the schools are frustrated and drive recklessly in the area; most people are rushing to get to work and kids and drivers lack awareness of each other"
- Doesn't apply to us at this time.
- Drop off is ridiculous unorganized. I'd rather walk 2 miles than wait 20 min in a line where there are no rules or consequences.
- For us improvements to the Louisiana tunnel would be beneficial. Think the school should look into posting a crossing guard off 25th and Louisiana since so many kids have to cross there.
- He is too young to walk or bike to school by himself. If he were old enough, perhaps.
- I do not consider us to have a safe walking route to school! There are no crosswalks on Trail & Kasold or Trail & Lawrence. We live 1.3 miles from school and would have to cross Monterey, Kasold, Lawrence, 6th and 9th Streets.
- I dont think you can change that we live near busy streets or the fact that crime is always possible
- I have to be at work at 7:30am and there is no care earlier so it's difficult schedule wise.

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: Part 2/9

- I live on W 9th St. The traffic is very heavy and most drivers do not obey speed limits. I feel that large speed "humps" would be beneficial on this road
- I think my main concern is having my child walk alone. If I could find a parent or group of mature/trustworthy students that walks to school, I might feel a little bit more comfortable letting my child walk.
- I think that it's ridiculous that we live 2.1 miles away, which google maps reports is a 40 min walk, and that my son has to cross 6th and 9th streets, all because we are .4 of a mile too close for him to ride the bus. I would gladly pay extra for him not to have to walk or ride his bike, particularly I'm very hot or wintry days.
- I think the wording/choice boxes are poorly worded and confusing.
- I worry about the intersection of 27th and Alabama
- I worry about them getting hit by a car
- I would love better sidewalk infrastructure in my neighborhood.
- I'd like the roundabout to be safer for pedestrians.
- If large intersections were safer/had crossing guards, and if had someone to walk to school with
- If my child could ride the bus, I would bike to/from home/work. I know that's not the question you're asking--but it's the reality of getting us to stop driving/bike more.
- If speed limit on streets immediately surrounding school were decreased or speed bumps put in on Highland or a stop sign put in on Yale at Highland and Yale. Sidewalks on Highland Dr are crappy and narrow.
- If there were crossing guards on all intersections on the route she would take I would feel a little bit better.
- I'm most concerned about predators.
- I'm mostly concerned about the major intersections he would have to cross on his bike. I trust him. I don't trust drivers to do what they should at intersections.
- Increased stop signs/ intersections, better sidewalks
- Intersection is filled with angry middle School parents
- It's too far and busy streets. There should be busing from this residence to West
- KU student drivers rate of speed concerns me on my immediate home block. Lack of bike rack space at Hillcrest is huge factor- most days it here is no space on the one rack
- Less busy intersections to navigate. Unchangeable variable
- Many kids walk from the back of school or are dropped off in the back. Would like a teacher or volunteer back there to watch out for kids arriving

When asked "Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain" respondents answered: Part 3/9

- Maybe
- Maybe, but its not the roads, its the drivers.
- more Crossing guards or even a longer length of presence of a crossing guard would help a lot
- More sidewalks would be nice- we are forced to walk on the street
- Most of the barriers are uncontrollable (crime, weather)
- Most parents agree that there needs to be a tunnel or bridge over sixth. We don't have to worry about crossing, luckily. But with the new boundaries at Sunset, many parents do.
- My son has to cross both Bob Billings and 23rd and I worry about his safety.
- New York is a mostly walkable and bikeable neighborhood school, yet we have no crossing guards. There is also zero traffic regulation for parents who drop off and pick up with a vehicle, and often creates a very unsafe environment due to all the pedestrians around the school.
- New York NEEDS crossing guards
- No (x5)
- No we live too far away
- No, because only barrier is really inclimate weather.
- No, not much can be done in the areas where I have concerns about my childâ€™s commute to school
- No. Buses should he provided
- No. It's too far and not safe at all
- No. We live to far and have to cross Iowa St. My kids are not comfortable doing that on their own.
- North Lawrence is in desperate need of safe sidewalks!!!
- Not possible
- Not really
- Not really, I still wouldn't be comfortable with my child walking that far
- Not with the distance that we live away from her school.
- Of course but not to possible.
- One of the roads our child has to go on has a 45 mph speed limit. There is only one crossing guard posted right outside the school, so unless a kid goes that very specific way, there are no crossing guards. We are close to 2 miles from school which is long way to expect young kids to get to school on their own.

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: Part 4/9

- Our home is about 1.25 miles from the school, which is too far for elementary children to walk alone, but still too close for the bus service.
- Potentially. We go for zero hour 3 days a week. A biking group would be fun.
- safer connection b/t burroughs trail and school
- Safety around 19th and Mass and the large auto shop on the corner. It's also always very slippery on the side of the martial arts building where their basement water and downspouts outlet. I've slipped several times.
- Safety of intersections and crossings, and amount of traffic along the route sometime cars didn't notice kids. The most cars are too hurry on traffic time. So I feel unsafe for my son to ride a bike but walk is okay.
- Safety of intersections. We walk down 5th Street from Tennessee to Mississippi. 5th and Indiana is not a 4-way stop and often has cars moving quickly using it as a short cut from 6th Street back into the neighborhood (perhaps to hospital?). Also, 5th and Mississippi, the intersection right be the school is not a 4-way stop (and has no clearly marked crosswalk across Mississippi). My child has to navigate school drop off traffic just to cross the street. Finally, there is no reduced speed school zone in front of the school.
- shure
- Sidewalk ease / Improvements
- Speed and negligence down Harvard is an issue. Many parents have discussed witnessing close calls with children in the crosswalks.
- Speed of traffic along the route and amount of traffic
- Speeding cars. U-turns on 22nd St.
- Speeding traffic....
- The children in the neighborhood east of Haskell and south of 23rd that go to Billy mills should all be bused as there is no safe way for them to get to school and back! They either walk 23rd street or walk out and through the wetlands on the side walk which is hidden behind a large cement wall and cannot be seen by by-passers.
- The combination of lack of sidewalks on our designated "safe route" to school and no crossing guard at a very high volume intersection in front of the school make are a major barrier to walking to school safely
- The homeless shelter was moved out to E. Lawrence and I've seen homeless people coming out of the woods around the school. A woman was attacked on the trail by the school. It makes me feel unsafe for my child to bike to school. I leave at the same time she does so I see her for half her ride. That' the only reason I let her. I don't feel safe with the homeless men around the school.

When asked "Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain" respondents answered: Part 5/9

- The intersection at 23rd and Inverness does not have consistent sidewalks on the same side of the street. Makes for lots of street crossing because sidewalks aren't always on the same sides of the street.
- The only barrier is that the route has a lot of traffic during school arrival and cars tend to go fast. I'm more comfortable to help navigate that.
- The only reason the kids get dropped off at school by car is because it's on my way to work. If I had to drive a different direction or be at a job early they would probably walk or bike every day.
- The sidewalks are in pretty terrible shape and the bounce back and forth sides of the street several times along the way.
- The sidewalks to school are a bit rough, but we make our way.
- There are no school zone signs telling drivers the speed zone during school hours and people fly through that at their regular 30+ mph. This scares me both for my kiddo to walk to school but even when I'm with him.
- There are no sidewalks on west side of Mass. cars fly off westbound 23rd street onto Mass , making it difficult to cross Mass to get to Sidewalk. After several close calls, he now cuts through neighbor's yard behind us to use Vermont St.
- There are too many cars at Clinton and Iowa for safely crossing that intersection
- There are too many very busy roads to cross.
- There is NO SAFE ROUTE to middle school. My child rides his bike up/down Inverness. There is not a continuous sidewalk, so he was crossing from one side to the other, but that was extremely dangerous. I've told him to just ride in the right lane, but there is no dedicated bike lane, and the paving is interspersed with holes and dips making it dangerous. He's already been to the emergency room for one crash. I live in fear that he will be hit by a car and killed. I feel like he's taking his life in his hand EVERY SINGLE DAY! Why can't we have at least a bike lane on that road and slow traffic during school times?
- There is not a safe, well lite, low traffic way to get from Prairie Park neighborhood to Billy Mills MS
- There is only one crossing guard for Deerfield but my son would need to cross two intersections before getting to her so if there were other guards along his route I would feel more comfortable having him go on his own.
- There isn't a crosswalk at crestline & Peterson. If there was it would be easier to cross there than walking up to arrowhead & Peterson.
- There needs to be more than one crossing guard for Sunflower.
- There should be a cross walk safety person at 2th Terrace and Louisiana St. The are so many cars that drive through the stop signs at thay area. It is very unsafe!

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: Part 6/9

- There's not really a way to change much..
- Traffic is awful on George Williams and the school is the primary cause. Open a second entryway- perhaps from the west to give people more than one means of egress.
- Traffic is backed up in 27th street. The crossing guard is the only person keeping the kids safe.
- Traffic on Lawrence Ave and 9th street is too busy now. Not only that, there is a lot of speeding on these roads. Over a course of three weekends we counted the amount of cars on Lawrence Ave. NOT during rush hours or school times. There was an average of a 150 cars per hour and 90% of them were speeding. It is unsafe for a child to try and cross these streets, being 9th and Lawrence Ave.
- Under "other" I would list child's age. Traffic speeds along Learnard are often (much) higher that posted limit.
- Underground or over head walkway to cross Iowa, or a crossing guard at major intersections, distance during inclimate weather is also a concern
- Unless the distance can be removed or a school bus is available, there is no way for him to get to school.
- Vehicle speed, sidewalk quality, bike lane safety
- We can't really change the traffic on Peterson. My kids would need to cross Peterson at the light at Kasold. If they forgot, they'd have to cross at the roundabout, which I think is dangerous for young children to navigate. Adult drivers seem to struggle to navigate it themselves. Also we're at the top of a huge hill. If there were a crossing guard on Peterson, I would feel more comfortable.
- We have a good route now, but once we are at West, I really worry about Iowa @ Harvard
- We live 2.25 miles from school (just short of ability to be bussed), across two busy intersections. I would never be comfortable with my child biking/walking without an adult to this school.
- We need sidewalks.
- We need to improve 18th street/sidewalks from Louisiana to Tennesseeana to
- Well before the crosswalk at 27th st. The only crossing guard is at 27th Terr., yet another block farther north. I have requested the city put in another crosswalk near Borken Arrow Park, which was recommended by the city engineer, but the project was not approved. At 5pm, when after school programs release, the average speed of drivers on Louisiana is probably closer to 45 mpr than the posted speed of 30. I realize that this is the city's issue, not that of the school district, but it is a thorn in my side.
- We're very close, but the intersection is very crowded, and was a barrier to him walking independently for years

When asked "Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain" respondents answered: Part 7/9

- When we move into town I'd like to have more crossing guards just to keep an eye on the kids
- While I think it has all feasible safety features, the high-traffic intersection of Clinton Parkway and Inverness Drive will always be a concern.
- Would be nice if 23rd and Inverness were safer my son was in the crosswalk, crossing with the light and almost got hit.
- Yes (x12)
- Yes if all were removed
- Yes if my kids didn't have to cross a major road. And school didn't start so late.
- Yes if we could get a bus for the winter months that's for sure
- Yes it would be nice if all the schools started a little later in the morning
- yes- next year she will be at Freestate HS which is a walkable mile away. Ther eis no sidewalk on the lower half of Folks road
- Yes- there is no crosswalk at Clinton pkwy and Inverness, which is a very busy intersection. If this was resolved we'd walk or ride most days
- Yes! I would feel much more comfortable and confident in my child's safety if there weren't so many cars speeding and driving recklessly on Yorkshire, Princeton, and around the school.
- Yes! I would love for there to be a crossing guard at 27th Terrace & Lawrence Avenue across from BMMS
- Yes! It is ridiculous that young kids have to walk or bike to school. There should be more buses and kids over a mile should get one
- Yes!! There is currently NO sidewalk along the south edge of West Middle School!! Traffic along there is crazy before/after school. My kids have to walk in the street or get their feet sopping wet with dew.
- Yes, having a crossing guard at 27th and belle haven for the cross would you be nice. Ppl do not stop for kids there!!
- Yes, 27/Arkansas is a busy intersection for kids to be walking. Also, I feel it's unsafe for kids to walk to school without an adult.
- Yes, a crossing guard at the 9th street crosswalk near hilltop rd
- Yes, better parking options and better traffic management
- Yes, I feel like there is no concern for safety along 7th street.
- Yes, I think there should be an additional crossing guard at 27th and Belle Haven. Traffic comes east on 27th far too fast.

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: Part 8/9

- Yes, I would like to see a flashing crosswalk sign at Harvard & Wakarusa at the roundabout and one along Harvard between Wakarusa and folks/mulberry so the kids to the North of Quail Run can cross Harvard safely. So maybe at Harvard & Grove Dr (on the west end of Grove)
- Yes, I would like to see better crossing stop signs. Alabama St. does not have stop signs at two major intersections for 4 way traffic. 27th Terr and 29th street.
- yes, if I lived closer or did not have to cross 23rd street
- Yes, if speed of traffic on Harvard was actually monitored, cross walk on Harvard were monitored.
- Yes, if the speed limit was ENFORCED!
- Yes, my child away from cars
- Yes, need flashing lights or more intensive ways to stop traffic at 19th and Vermont. Is very dangerous, and if they need to go to school early for boys and girls club it's dangerous to cross without the cruising guard
- Yes, the sidewalk is a little too narrow for biking. The outlined bike path is not protected enough. The downhill grade to school is also a concern pertaining to stopping quickly if needed.
- Yes, the sidewalks are in poor condiiton and not wide enough to accomodate strollers between Kasold & Peterson and DF school. Additionally, no crossing guard at Kasold&Peterson makes the route treacherous.
- Yes, the walkway is fragmented and traffic speeds through.
- Yes, there is a crosswalk across Kensington at 27th street, but no crossing guard. Many students cross there and traffic moves fast!
- Yes, would be much safer cross Peyerson Rd at North Cressline for bus and school traffic
- Yes. Crossing 19th St worries me
- Yes. If my child could cross the intersection without becoming a road pancake, that would help.
- Yes. The intersection of 29th and Kensington is a concern. Cars traveling both east and west on 29th street routinely fail to yield to pedestrians crossing who have the right away. In my (and many who live in the neighborhood) opinion, the yield signs need to be changed to stop signs to improve safety for the many children who cross that street by foot or bike on the way to school, as well as when accessing the community park down the street.
- Yes. Crossing guard at Inverness and Sunflower Park place. People come around the round a bout too fast and don't see or stop for kids in the cross walk. Vegetation in round a bout creates a hazard because people can't see the other side

When asked "Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain" respondents answered: Part 9/9

- Yes. I think the area needs more safety measures such as crossing guards. I will also note that dropping off and picking up in absolute chaos. Our prior school I was used to having our doors opened upon arrival by teachers or volunteering older students and having a general order to drop offs. In the morning especially kids dart across the walk in front of school, cars criss cross in front of each other it is very messy and disorganized.
- Yes. If there was a bike lane and continuous sidewalk on Inverness I would let my child bike
- Yes. If there was a crossing guard at 27th Terrace and Louisiana. Or if there was a safe way to cross Belle Haven at 27th Terrace so we could use the tunnel. And if there was a sidewalk on Belle Haven between 27th and 27th Terrace.
- Yes. It is a long distance with many intersections and drivers that ignore speed limits. I have seen students almost hit many times near 6th and New Hampshire.
- Yes. Pedestrian right-of-way in crosswalks needs to be enforced better. PARENTS OF STUDENTS need to be educated, as they are often the ones ignoring the crossing guard's command to stop and putting the guard, parents and kids in danger.
- Yes. The auto business at 19th and Mass can be busy Arnold times and the entrance to the business is very wide and directly next to the sidewalk. There is also a martial arts building next to the auto shop that outlets water into the sidewalk and it is always slippery because of decomposing grass there. We have slipped multiple times. Cars turning on 19th are fast and don't always look both ways. The sidewalks on New Hampshire from 19th to 21st don't allow easy biking or walking when icy and they are very damaged.
- Yes. There is not a safe path for children walking to Langston Heights without going out of their way to go to a crosswalk. Diamondhead drive is very busy and people park in a manner that makes it unsafe for my children to cross the road without an adult present. There are no sidewalks leading children from the back of the school which could have been a safer route to the neighborhood. There needs to be a crosswalk and possibly blinking crosswalk light for students to cross the street coming off the little playground near Diamondhead. Or even better would be a sidewalk that allows students to stay on the west side of Diamondhead and south side of Palisades to walk into the neighborhood. Increasing the school speed zones on George Williams, Harvard and Diamondhead could also be helpful if there is an officer that patrols and tickets regularly.
- Yes. There needs to be a safe walking path from Prairie Park to Billy Mills that does not include walking or biking to 32nd Street adding distance
- Yes. Traffic volume and speed on Wakarusa are a bit of a barrier. Better sidewalks along Inverness south of Bob Billings would help. Continuation of the McGrew Preserve bike/walk trail south of Bob Billings would help. Sidewalks along Wakarusa are good, but additional bike/pedestrian safety at Inverness roundabout would make a difference.
- Yes... isn't that why they're barriers, by definition?

Parent Survey Responses By Question

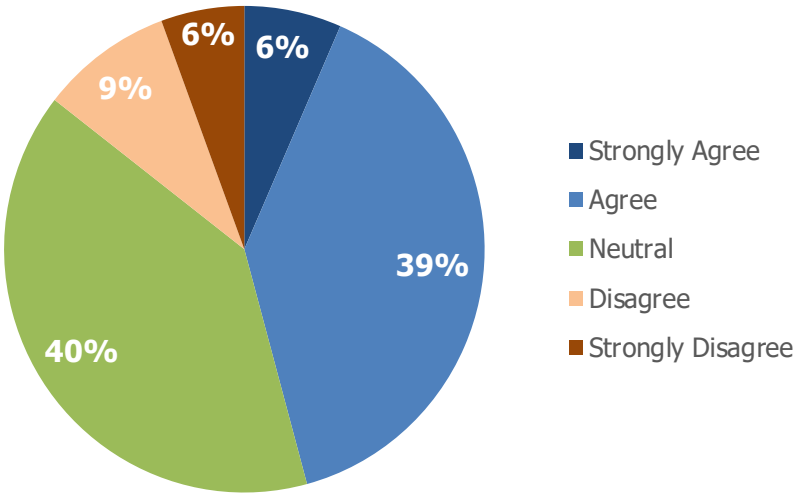
When asked "Would you be more comfortable if any of the barriers listed above were changed or improved? Please explain" respondents answered:

- yes; I am mostly thinking about next year when my child goes to high school. Down Folks road is a very unsafe street for walking. Cars go very fast and people have to escape into the ditch. I am worried about what we will do when I cannot drive (twice per week) and my child cannot take the school bus because we will be under two miles.
- Yes-sidewalks for part of 27th street are older with many cracks, bumps, and unexplainable curves.

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 - 214

Question 10:

When given the opportunity to provide any additional comments, respondents indicated:
Part 1/5

- A light or cross guard for 27th and belle haven crow walk
- As I mentioned above, my child won't likely ride until at least fifth grade. However, if we had bus access we would walk to the bus stop and I would bike to work instead of taking the car to get him to/from school.
- As someone who promote a ride into school or walk into school I find it absolutely unrealistic to think the kids will be doing that in the middle of the winter

When given the opportunity to provide any additional comments, respondents indicated: Part 2/5

- Buses should be universal for anyone over a mile away
- Crossing Iowa at 27th Street is a major barrier. Amount of cross traffic and curb cuts along 27th Street are a secondary barrier.
- Elementary schools in Lawrence should have bus service.
- First student needs to provide bus transportation for students who live close too especially during winter
- Flashing "school zone" signs are a MUST but absent at sunflower. Also - cars FLY around the roundabout on Inverness right where kids are expected to cross the street to get to the school...cars cannot see kids until they are almost through the turn...get some flashing lights up to draw attention to our tiny kids walking across the street. Also - an annual mailer to all the residents at the start of the school year to remind them to watch for kids walking / riding their bikes to school in the am or afternoon when they are dismissed...a friendly "hey - look before you back out of your garage- there could very Well be a kid there" reminder
- I am so frustrated by the distance and dangerous intersections my child would have to cross in order to walk/ride a bike to school. If my car breaks down, I have no way of getting him to school. This is not removing barriers to getting to school - this increases our obstacles.
- I feel sorry for the people who live in the neighborhood around sunset hills and west. The traffic is ridiculous and while walking or biking is great, it seems the safest option for everyone would be more kids taking the bus. I'm more than willing to pay more so that people with less means don't have to pay. It causes a lot of unnecessary stress for kids and parents every day and can't create a very good learning environment.
- I feel unsafe for my son to ride a bike to school. There is traffic in the morning and after school, everyone is in a hurry and sometimes kids don't know how to safely ride a bike.
- I think there are people that will always disregard our safe routes. If there is a way that law enforcement can be a part of this process and start ticketing those that park illegally and speed through the crosswalks and school zones it would help.
- I worry about bad people who could harm my kids too. I had 2 bad experiences as a kid walking home with no adults around. Don't want them to face that.
- I would offer up the suggestion of "Safety Patrol". Older students who help out in the mornings.
- In case you missed it in a previous comment: There is currently NO sidewalk along the south edge of West Middle School!!
- In pursuing a safe route to school for our children I'm frustrated by the passing of responsibility between the city and school district. Instead of children's safety being a collective issue for everyone to address we have seen repeated finger pointing between the groups regarding who should be responsible.

When given the opportunity to provide any additional comments, respondents indicated: Part 3/5

- It's ridiculous that a bus passes my neighborhood to go to the one behind us. There are 6 middle schoolers in our neighborhood that have to carpool. Not one car will fit them all. It's a struggle weekly to find rides and parents to juggle transportation when the bus could stop at Monterey and pick them up
- I've filled out this form every year (my son is now in 5th grade) and there has not been a single sidewalk repair between Kasold & Peterson and DF School. The narrow and uneven sidewalks are not conducive to families walking and the lack of a crossing guard at a major intersection (Kasold and Peterson) eliminates the possibility of children crossing by themselves.
- Lawrence has 0% effective non-car transport options for most routes and destinations
- Lawrence is only growing in size & traffic is heavier. School routes aren't getting safer. We need school buses. And not just for those 2+ miles from school.
- Make paying extra for bussing an option, please. The two miles limit before busses are available is INSANE. One cannot reasonably expect a kindergartener to walk almost 4 miles round trip. Especially in winter, when the hill by our neighborhood will be treacherous.
- More could be done with the school district to create a better drive way for Sunflower and Southwest that doesn't get so congested or chaotic and back up into the street
- My son actually goes to Raintree but I picked Southwest because it is about the same route.
- My son attended St. John, but you didn't list it as an option. I selected Central Middle, because it's the closest to his school.
- Need traffic enforcement. Illegal traffic DAILY. U turns on SIDEWALK beside school. Police presence seems futile.
- Next year she will be at Freestate HS which is a walkable mile away. There is no sidewalk on the lower half of Folks road, visibility is poor and the shoulder non existent. It would be very helpful for people in this corner of town to have a walking path along the north portion of Folks road. Thank you -SP
- Our daughter is at SWMS and our son at sunflower. The fact that the schools have such a gap in start time is a major reason we don't allow them to walk to and from school. They cannot walk together. We have to have someone else drive our son to school everyday because of our work schedules.
- Our defined Safe Route to School is inadequate, as it involves crossing at an intersection with only a two-way stop sign. It is unreasonable to expect children to navigate such an intersection where many cars travel at high speeds and do not have a stop sign (27th Terrace and Belle Haven). Our alternate route involves crossing at the intersection of 27th Terrace and Louisiana, where there is no crossing guard. We have had many cars fail to yield to pedestrians as we are crossing there. Please add a crossing guard at that location. We appreciate the work you are doing to improve things!
- Parents sometimes forget that the road is not just for Langston Hughes families- it is a major connector street in Lawrence. I pick up my child for convenience.

When given the opportunity to provide any additional comments, respondents indicated: Part 4/5

- Really need a crossing guard at Inverness and Clinton pkwy. A big part of sunflower (and southwest junior high) lives north of Clinton pkwy and walks/rides their bike.
- State's reimbursement distance of 2.5 miles for ALL students is short sighted, inefficient and dangerous. If the State will not, the District MUST be a leader in recognizing the disparity. We need to get back to the REASONABLE busing guidelines of 1 mile for Elementary, 1.5 mile for Middle, and 2.5 miles for high school. The time wasted and traffic created by the current guidelines is unacceptable. No amount of crossing guards or turn signals can over come basic physical abilities and maturity of children.
- Street signs reminding drivers of the speed limit, and also some kind of sign to take extra precaution during school start and dismissal due to many walkers and bikers, would be great! Thank you!
- SWMS is a great school and the route to get there is easy. Unfortunately, zoning apartments nearby and the busy intersection just makes it too big of a risk to walk or bike.
- Thank you for looking into this. Working parents shouldn't have to worry about kids getting to school safely! Also, I have a kid at Freestate and I'd like to see speed bumps or flashers added to Overland Drive. I have seen kids nearly hit by speeders as they cross to school. Drivers are not watching the crosswalks or yielding to the kids crossing.
- Thank you for the survey. Lousiana street has become unsafe in front of Broken Arrow ever since the road opened up by 31st St. There should be a light, cross guard or even speed bumps put in place by 27th Terrace and Louisiana.
- Thank you so much for doing this! I look forward to hearing more about this!
- The auto business at 19th and Mass is the most concerning.
- The number of cars dropping children at schools is a deterrent to walking, as the intersections are dangerous and parents inattentive
- The quality of the sidewalks and the overgrowth and mismanaged parking in our area creates barriers. All could easily be remedied by the city and we struggle to be heard.
- The safety of student foot/bike traffic sometimes seems compromised by the driving and parking of parents along the street.
- The school pays great attention to the traffic rules for car ON school grounds. Would like to see similar attention paid to instructing drivers on traffic rules for crosswalk just outside of school grounds. An email at the beginning of the year, along with occasional reminders, would go a long way toward educating drivers on how to behave.
- The walking school bus was awesome. Please bring it back.
- There needs to be a police presence at Langston Hughes before and after school so they can monitor those who are exceeding the 20 mile per hour speed limit during drop-off and pick-up and those parents who choose to stop right on George Williams Way and even in the roundabout close to the school to drop their child off for school. It's pretty ridiculous.

Parent Survey Responses By Question

When given the opportunity to provide any additional comments, respondents indicated: Part 5/5

- Transportation to allow for after school activities or extra credit opportunities should be strongly considered.
- We live 2.1 miles from school and are "too close" for my son to ride a bus, yet my husband and I both work outside of Lawrence and cannot pick him up. I worry about his safety crossing two major intersections to get home from school.
- We MUST HAVE SAFE BIKE LANES going to middle school. Our children's lives are at risk every day!
- We need to make sure if kids are made to walk they have a safe way to do so. Walking through the wetlands on a sidewalk or down 23rd street or on the shoulder of the road on 31st street is not a safe way for them to get back and fourth to school!
- We try and bike occasionally to Langston for grade school. My oldest have booked to Free State. Southwest is a little far. The bus works fine for us, but an early morning requires a car ride. Biking to school is easy, but after school activities make it hard to ride back home again.
- You expect my son the walk all the way to west middle school from Peterson rd and kasold because he doesnt live within the bus route miles

Feedback Packet Results

Feedback packet was available from December 3rd, 2019 to February 27th, 2020 on a rolling schedule dependent on date of school parent group meeting. The purpose of this packet was to gain more information regarding specific route decisions staff needed to make for SRTS Plan.

Figure A14: Responses by School

Billy Mills Middle School	1	0%
Broken Arrow Elementary	18	9%
Cordley Elementary	31	15%
Deerfield Elementary	5	2%
Hillcrest Elementary	2	1%
Kennedy Elementary	2	1%
Langston Hughes Elementary	2	1%
Liberty Memorial Central Middl	30	14%
New York Elementary	13	6%
Pinckney Elementary	0	0%
Prairie Park Elementary	9	4%
Quail Run Elementary	8	4%
Schwegler Elementary	16	8%
Southwest Middle School	40	19%
Sunflower Elementary	13	6%
Sunset Hill Elementary	7	3%
West Middle School	5	2%
Woodlawn Elementary	6	3%

Main Take Aways:

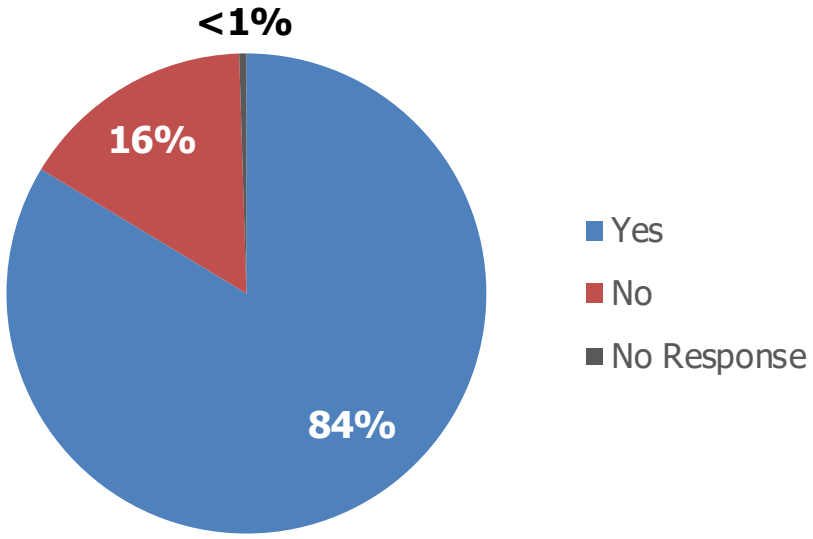
- **208 Feedback Worksheets were received total**
- **202 online versions were completed**
- **6 paper surveys were completed**
- **Every elementary and middle school principal was provided with the online link and paper surveys**
- **The median number of responses per school was 7.5**
- **The average number of responses per school was 11.56**
- **All schools, except Pinckney, are represented**

Feedback Packet Responses By Question

Question 1:

When asked "Are you the parent of a student at an Elementary or Middle School in USD 497" respondents indicated:

Figure A15: Type of Respondents

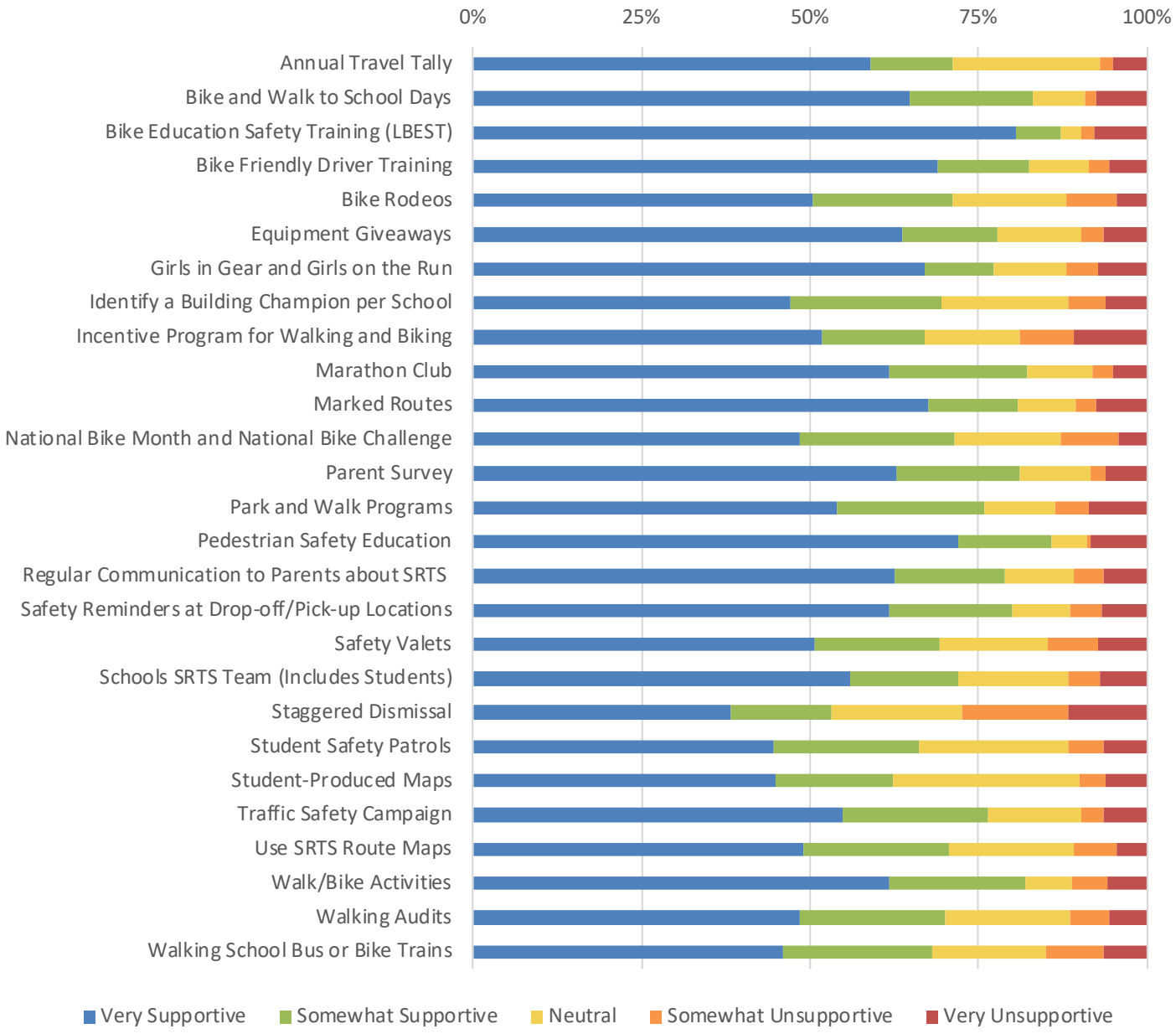


Number of Responses - 208

QUESTION 2:

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

Figure A16: Level of support for SRTS strategies



Number of Responses - 201

*Not shown: responses indicating "No Response, Don't Know" as well as those who chose to skip this question were redacted to create a clearer graph.

Feedback Packet Responses By Question

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

Other:

- Additional signs, road markings and possibly road changes to make crossing the roads near West safer.
- Buses are preferred. There are to many busy streets for elementary students to cross.
- Create curriculum starting in elementary school that promotes the development of autonomy and responsibility by all children. This would include walking and biking for health benefits, and using the bus whenever possible for a healthy environment. Assure parents that autonomous children can also be safe children. By 5th grade all students can be trained to walk or ride a bus to/from middle school. By 8th grade they should know how it navigate the entire Lawrence & KU transit system to get them to school and part-time jobs or activities.
- Existing Sidewalk Improvement, Marked Bike lanes, and Marked Crosswalks
- Free city bus passes so kids can learn how to navigate the system and indepentedly get around
- Group activity during PE to promote.
- I think we need to find a way to include kids that have to ride the bus due to distance and parent's jobs. Also, after school, there is so much traffic both in the parking lot and on the street. I wish there was room for more parking at our school because the lack of parking causes people picking up to have to choose riskier parking options. There is a lot of traffic moving around the parking lot and the circle drive as kids are being dismissed to walk into the parking lot.
- If our focus is getting children more activities why don't you build in 15-20" walking sessions into their school day and extend the school day. It would be a win-win for working parents and their children, or parents whose children live outside the boundaries of this effort and are too far to walk. The walking bus idea is a good thought, but having been a Scouter for years you cannot have just one adult in charge. WAY TOO RISKY!! Opporunity for abuse and/or if an injury occurs no other adult to assist.
- It is disappointing that your list does not include many environmental changes or enhanced enforcement. I would like to see more traffic calming designs offered and partnerships with law enforcement to assure safety. Also, it is important to consider alternative options for students like mine who lives 4+ miles from school and needs to ride a bus.
- My kid is going to walk to school anyway because we live so close. The real problem is that it's not terribly safe because there is no sidewalk along the south side of the school property! And of course cars go whizzing wildly by at dropoff and pickup.
- New York school needs a crossing guard at 12th Street
- New York students deserve crossing guards for 11th st. for sure and probably Connecticut st. too.
- Parent drop off.
- Walking school bus

QUESTION 3

When asked "Evaluate the different types of intersections and consider where placement of crossing guards is most needed. Disregarding speed and the number of vehicles, rank the following intersections from most needed (#1) to least needed (#8)?" respondents indicated:

Figure A17: Intersections most needing crossing guards

Uncontrolled/Yield Intersection	1
Roundabout	2
Two-Way Stop Controlled	3
Mid-Block Crossings with Beacon	4
All-Way Stop Controlled	5
HAWK Signal	6
Stop Light Signalized Controlled	7
Other	8

Number of Responses - 169

OTHER:

- 23rd Street and Inverness, and the road in front of sunflower and Inverness the school crossing guard only there for grade school. Needed for Ms also
- Busy street crossings
- Crossings on major roads, such as 6th street. The crossing distance is long, and there are a lot of cars and speed of cars can be high. Cars can also be turning and not notice students.
- I don't know enough of the pros and cons of the provided options to make an educated ranking.
- I think the stop sign across in front of the school at the corner of 27th and Louisiana actually makes traffic worse during school drop off and pick up because it stops all traffic flow.
- Kensington Road is in the thick of traffic congestion at pickup/drop off and needs something to control traffic. If not a guard, then a signal or a sign pushing people to Mayfair with the crossguard.
- Prairie Park parking lot and drop off line off Kensington close to the half circle
- Speed and number of vehicles would affect these choices considerably.
- This question is very confusing. The Cordley crossing guard is in the perfect location for the busy street.
- Underpass is my preferred intersection type followed by mid-block crossing with beacon.
- What's a HAWK Signal?

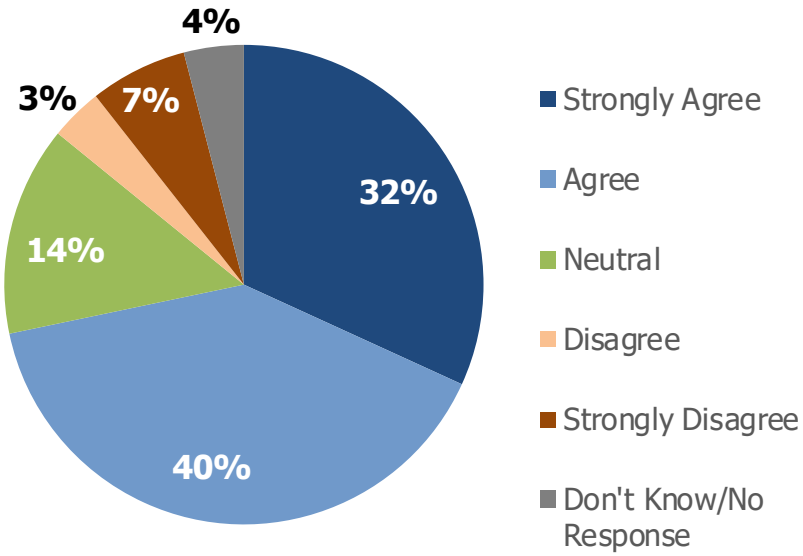
Feedback Packet Responses By Question

Question 4

When asked "Please indicate your level of agreement with the following statements" respondents indicated:

If parents desire locations for crossing guards not identified in the school crossing guard program, school volunteers should be trained as crossing guards.

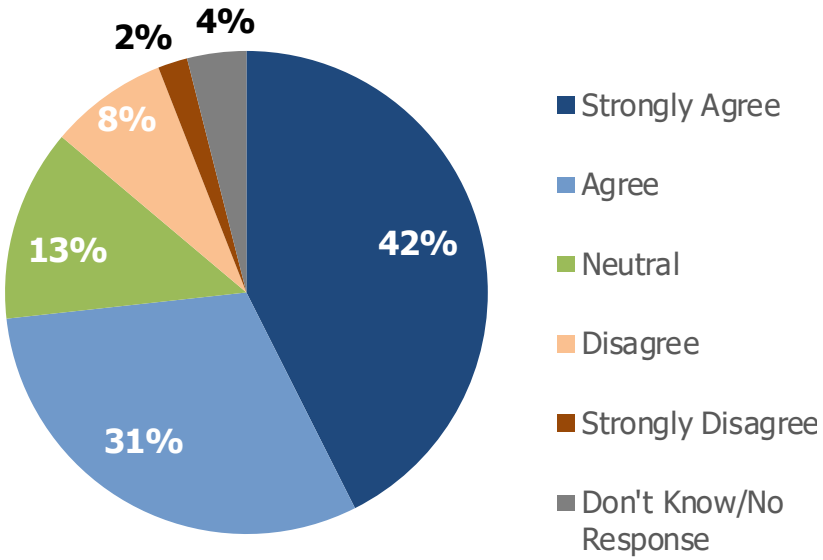
Figure A18: When crossing guards unavailable, school volunteers should be trained



Number of Responses - 198

I believe filling sidewalk gaps and improved bike facilities on the proposed Safe Routes to School routes will encourage more kids to bike or walk to school in Lawrence.

Figure A19: Improved infrastructure will encourage active transportation

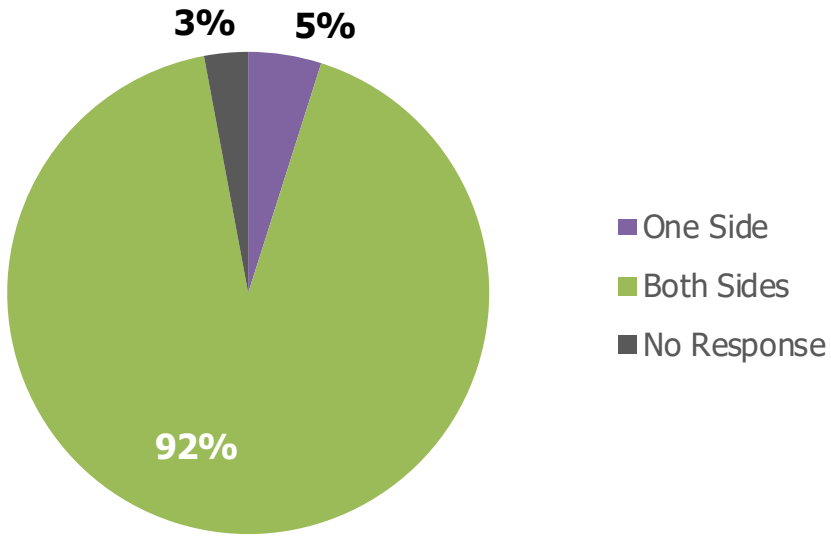


Number of Responses - 202

QUESTION 5

When asked "I believe Major Streets that are Safe Routes to School routes should have sidewalk on _____ side(s) of the street." respondents indicated:

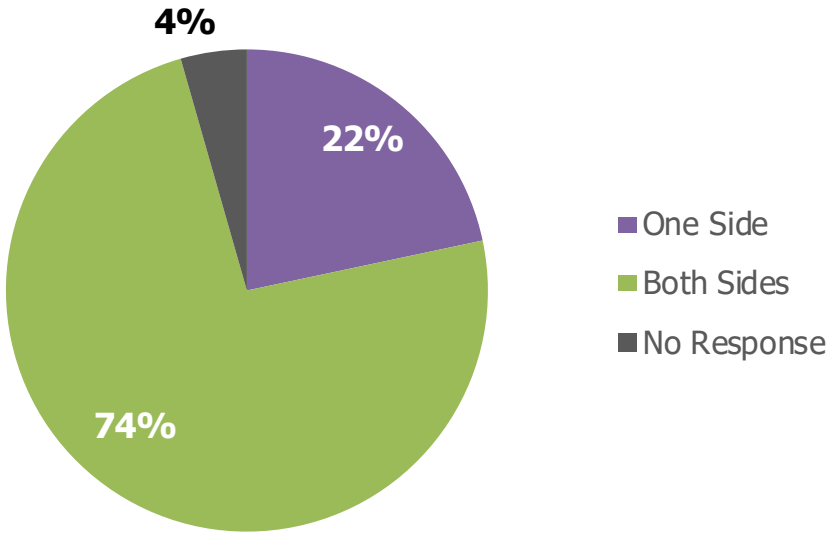
Figure A20: Major Streets on Route



Number of Responses - 204

When asked "I believe Major Streets that are NOT Safe Routes to School routes should have sidewalk on _____ side(s) of the street." respondents indicated:

Figure A21: Major Streets not on Route



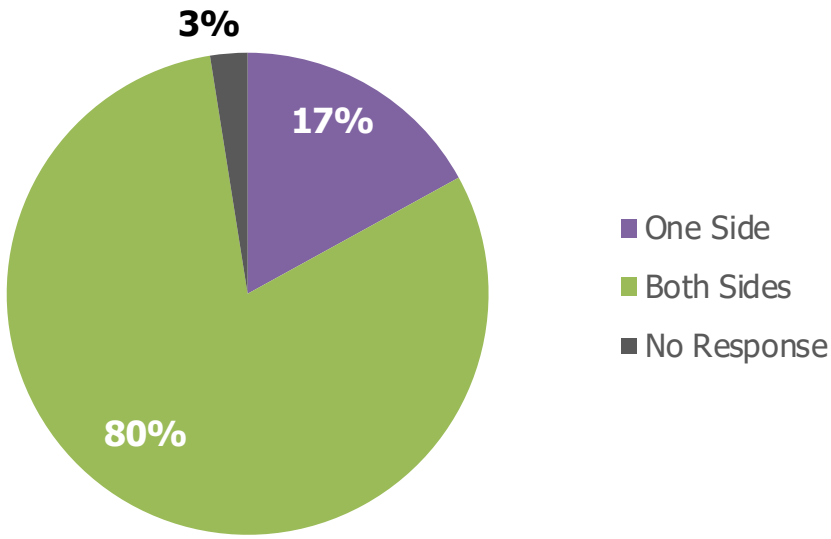
Number of Responses - 203

Feedback Packet Responses By Question

Question 6

When asked "I believe Collector Streets that are Safe Routes to School routes should have sidewalk on _____ side(s) of the street." respondents indicated:

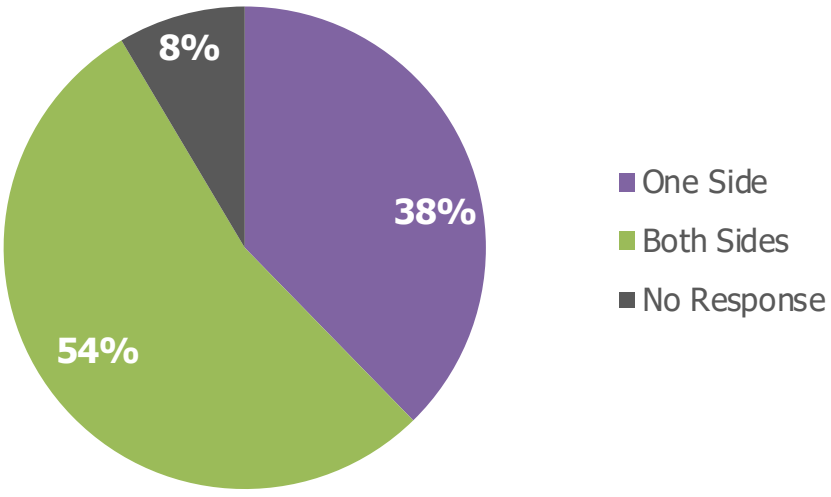
Figure A22: Collector Streets on Route



Number of Responses - 200

When asked "I believe Collector Streets that are NOT Safe Routes to School routes should have sidewalk on _____ side(s) of the street." respondents indicated:

Figure A23: Collector Streets not on Route

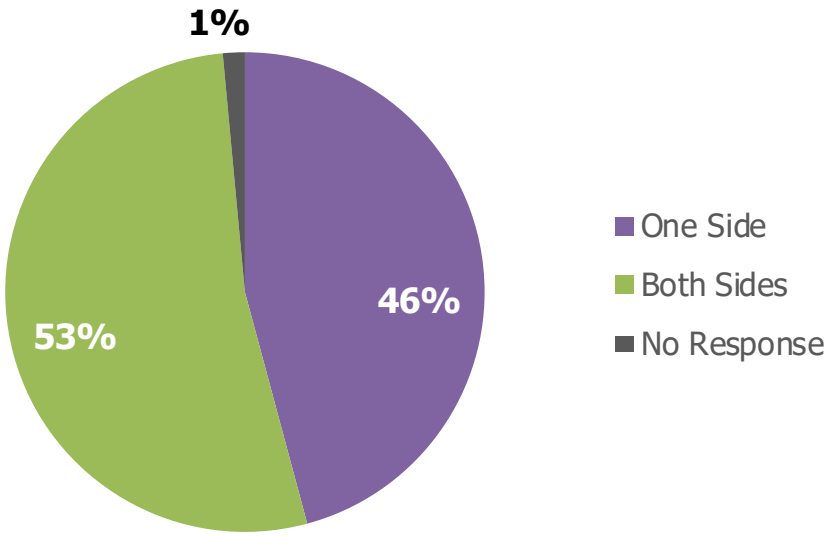


Number of Responses - 199

QUESTION 7

When asked "I believe Local Streets that are Safe Routes to School routes should have sidewalk on _____ side(s) of the street" respondents indicated:

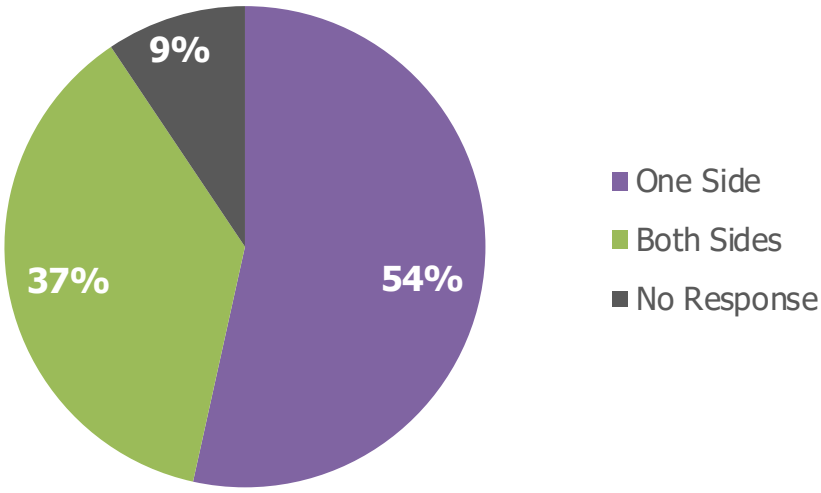
Figure A24: Local Streets on Route



Number of Responses - 203

When asked "I believe Local Streets that are NOT Safe Routes to School routes should have sidewalk on _____ side(s) of the street." respondents indicated:

Figure A25: Local Streets not on Route



Number of Responses - 202

Feedback Packet Responses By Question

Question 8

When asked "In your opinion, which crossing along your school's route is the most challenging for students to navigate on foot or bike? (i.e. Michigan and 9th)" respondents indicated:

Elementary Schools	Intersection, Leg
Broken Arrow	27th and Alabama, East Leg 27th and Alabama, North Leg 27th and Arkansas St, North Leg 27th and Louisiana, West Leg 27th & Louisiana (2x) 27th terr and Louisiana, South Leg 29th and Louisiana, South Leg 29th Terrace and Louisiana St, South Leg Along 27th street where there is no crossing guards, South Leg Louisiana and 29th/Louisiana and 27th, West Leg Louisiana st. Across from Broken Arrow Park, South Leg --, West Leg (2x)
Cordley	11th & New York, East Leg 17th and Mass 17th and Massachusetts has a light crosswalk, but the light is very short time-wise and makes it difficult to cross safely., East Leg 18th and Tennessee (2x) 19th & Alabama, East Leg 19th and Vermont 19th and Kentucky, North Leg 19th and Louisiana, East Leg 19th and Mass, South Leg 19th and Ohio (there are curb cuts and no markings to support crossing), North Leg 19th and Tennessee , East Leg 19th and Vermont, West Leg 20th St and Vermont St, West Leg Iowa and Harvard Road, West Leg Kensington and Hampton The entire stretch of 19th street, West Leg --, North Leg --, West Leg (2x)

When asked "In your opinion, which crossing along your school's route is the most challenging for students to navigate on foot or bike? (i.e. Michigan and 9th)" respondents indicated:

ELEMENTARY SCHOOLS	INTERSECTION, LEG
DEERFIELD	Kasold and Peterson (2x) Princeton and Lawrence Ave, West Leg Peterson and Crestline, South Leg (2x) Princeton and Lawrence Ave, West Leg Princeton and Lawrence Ave, North Leg (2x)
HILLCREST	9th and Sunset, East Leg Our whole route has challenges. Either we walk on our street (no sidewalks at all) to Iowa, which is loud and scary for my kids, or we walk on our street (again, no sidewalks) to Westdale (no sidewalks) to cross Harvard (no guard). In both cases, we end up at the intersection of Harvard and Iowa, where cars routinely blow through the red light. I've seen the afternoon crossing guard narrowly miss getting hit several times., North Leg
KENNEDY	Crossing over Harper street to Kennedy Elementary 19th and Harper, South Leg
LANGSTON HUGHES	Diamondhead Drive, North Leg --, North Leg
NEW YORK	9th and Connecticut Street, South Leg 11th st. at the stop light crosswalk near New York St. motorists, often industrial truck drivers often run the red light., North Leg 11th and Connecticut, South Leg 11th and Delaware, South Leg 11th and Delaware, North Leg 11th and New York, East Leg 11th St. between New York and New Jersey All of East Lawrence/New York district. Rhode Island to Haskell from 7th to 15th The HAWK Signal on 11th between New Jersey and New York streets is problematic. Students either don't use it, or use it but don't wait for the signal, or (worst of all) motorists drive through the red light. --, West Leg --, South Leg (2x)

Feedback Packet Responses By Question

When asked "In your opinion, which crossing along your school's route is the most challenging for students to navigate on foot or bike? (i.e. Michigan and 9th)" respondents indicated:

Elementary Schools	Intersection, Leg
Pinckney	--
Prairie Park	27th and Kensington 27th and Kensington, East Leg (2x) 28th and Kensington, South Leg 31st along the wetlands, near Billy Mills Middle School East Leg Intersections along E 25th Terr, especially at Kensington and Harper --, North Leg (2x) --, East Leg
Quail Run	6th and Wakarusa, East Leg Crossing Harvard (for my kid particularly) but 6th street is worse for the people who need to cross there Crossing Harvard Road. The corner of Harvard Rd and Grove is challenging and dangerous. There is no stop sign and the cats headed east drive over a very hill which ends at this corner. Many students struggle to cross at this location. Cars also speed at this stretch of Harvard. During certain times of the year the sun glare is also a factor for drivers. Harvard and Grove/Mulberry, especially on bike when cars are trying to use the roundabout to drive their students to school in the morning, West Leg Inverness Roundabouts
Schwegler	20th and Ousdahl, North Leg 23rd and Iowa, South Leg (2x) 23rd and Iowa, East Leg 23rd and Ousdahl, North Leg (2x) 23rd and Ousdahl, South Leg Iowa St and Clinton Parkway Iowa and Clinton Parkway, West Leg Iowa and Clinton Pkwy/23rd Street. My kids will never walk/bike to school because they have to cross that intersection. Lawrence Ave and Clinton pkwy, East Leg

When asked "In your opinion, which crossing along your school's route is the most challenging for students to navigate on foot or bike? (i.e. Michigan and 9th)" respondents indicated:

ELEMENTARY SCHOOLS	INTERSECTION, LEG
SUNFLOWER	Prairie Elm and Inverness, West Leg Anywhere the sidewalk changes road on Inverness, North Leg Crossing Inverness and 27th (2x) Inverness and Clinton Inverness and Clinton Parkway, North Leg Inverness and Prairie Elm Roundabout, South Leg Winter Brooke lane. There are no sidewalks and cars parked in the road. I've seen kids have to walk or bike in the middle of the street. Very unsafe!, North Leg --, North Leg (2x)
SUNSET HILL	6th street is very dangerous. Crestline and Harvard, East Leg Wellington & 9th, North Leg Yale and Crestline, South Leg Yale and Crestline, or any local streets NE of Sunset Hill Elementary North Leg
WOODLAWN	7th and Locust railroad crossing because of forced walking in the road at 3 rail crossing, West Leg N 4th & Locust, North Leg

Feedback Packet Responses By Question

When asked "In your opinion, which crossing along your school's route is the most challenging for students to navigate on foot or bike? (i.e. Michigan and 9th)" respondents indicated:

Middle Schools	Intersection, Leg
Billy Mills	29th Terrace and Louisiana, South Leg
Liberty Memorial Central	All Crossings from the North side of 14th street to the south side of 14th and all crossing from the south side of 15th to the north side of 15th. 11th and New York, while there is a HAWK Signal it is in the alley instead of the actual street corner. This prompts students to walk in alleys, which is not safe as there are no sidewalks. Also crossing Conneticuit at 11th or 13th, there needs to be HAWK signals here too, cars are not paying attention enough at the 4 way stops. 11th, North Leg 11th and Vermont , West Leg 11th and Connecticut, South Leg 13th and Conneticut, East Leg 14th and Connecticut, South Leg (3x) 14th and Connecticut desperately needs a crosswalk with lights. Cars fly down Connecticut when kids are trying to cross to get to central. 15th and Connecticut, North Leg 15th and Barker/Connecticut, North Leg (2x) 15th and Mass, West Leg 15th and New Hampshire, North Leg (3x) 19th and Haskell, South Leg 19th and New Hampshire St, South Leg 19th and Mass, East Leg Tennessee and 17th, North Leg Tennessee and 18th, East Leg The Barker roundabout, North Leg --, East Leg --, West Leg --, South Leg

When asked "In your opinion, which crossing along your school's route is the most challenging for students to navigate on foot or bike? (i.e. Michigan and 9th)" respondents indicated:

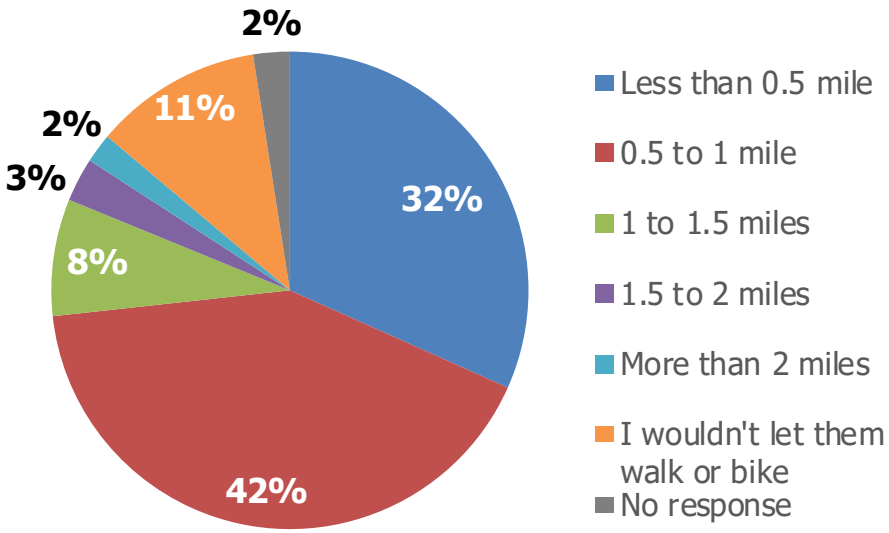
MIDDLE SCHOOLS	INTERSECTION, LEG
SOUTHWEST	23rd Stand Wakarusa, East Leg 23rd(Clinton Pkwy) and Inverness, South Leg 24th 27th/inverness, East Leg Across Clinton Parkway at the Kasold intersection and at the Inverness intersection April Rain and Harvard, East Leg Harvard & Wakarusa, Inverness & Wakarusa, East Leg Inverness & Clinton Parkway; 15th Street & Wakarusa South Leg Inverness and Clinton parkway!!! Inverness and Clinton Parkway, West Leg (2x) Inverness and Clinton Parkway, South Leg (3x) Inverness going south from Bob Billings to Clinton Parkway. There is no continuous sidewalk, the road is full of potholes, and traffic is heavy, South Leg Legends and research drive roundabout with pedestrian traffic in traffic path My child would have to cross over Bob Billings parkway and 23rd street. Neither are safe and I do not think it's fair for a child to ride 2.3 miles Wakarusa and Bob Billings or Wakarusa and Clinton Parkway, North Leg --, South Leg (2x) --, West Leg (4x)
WEST	Harvard and Crestline, North Leg (2x) 9th Street Orchard Ln and Crestline Rd, North Leg There is no sidewalk on either side of the street along the south edge of West's school property!, North Leg

Feedback Packet Responses By Question

Question 9

When asked "How far would you let your elementary school age children walk or bike to school?" respondents indicated:

Figure A26: How Far Elementary School Students Walk/Bike

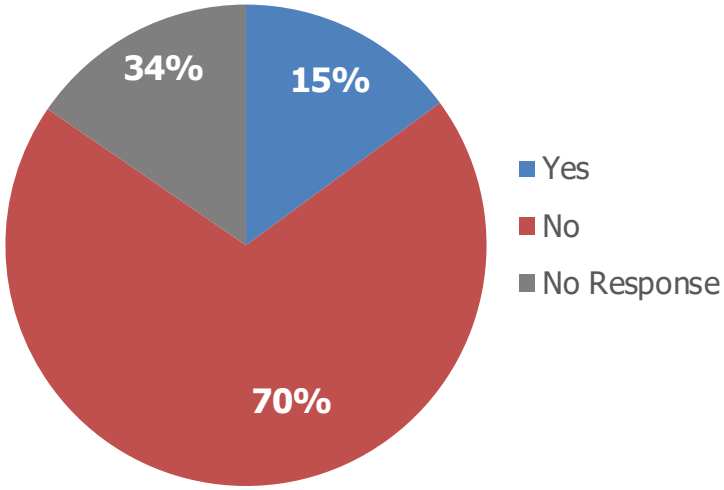


Number of Responses - 202

Question 10

When asked "Would you let your elementary school age children walk or bike to school if the route included crossing a major street like 6th St, Iowa St., or Clinton Pkwy.?" respondents indicated:

Figure A27: Elementary School Students Walking/Biking Across Major Streets

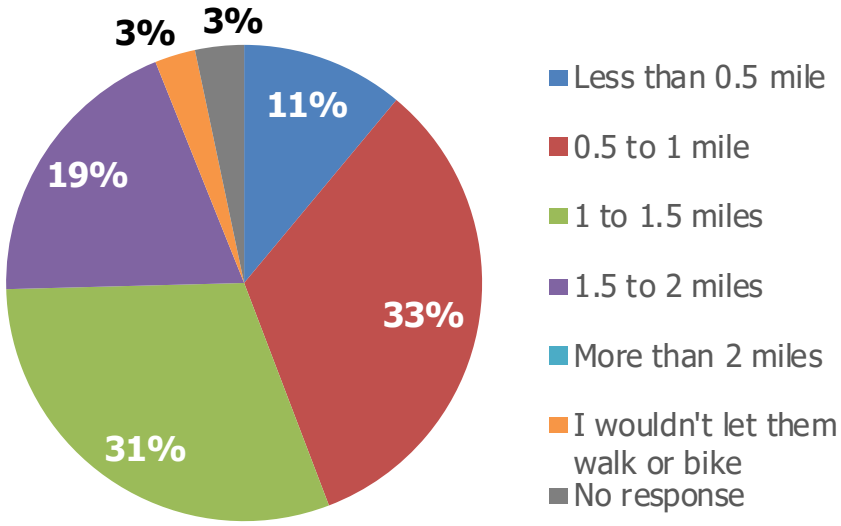


Number of Responses - 201

QUESTION 11

When asked "How far would you let your middle school age children walk or bike to school?" respondents indicated:

Figure A28: How Far Middle School Students Walk/Bike

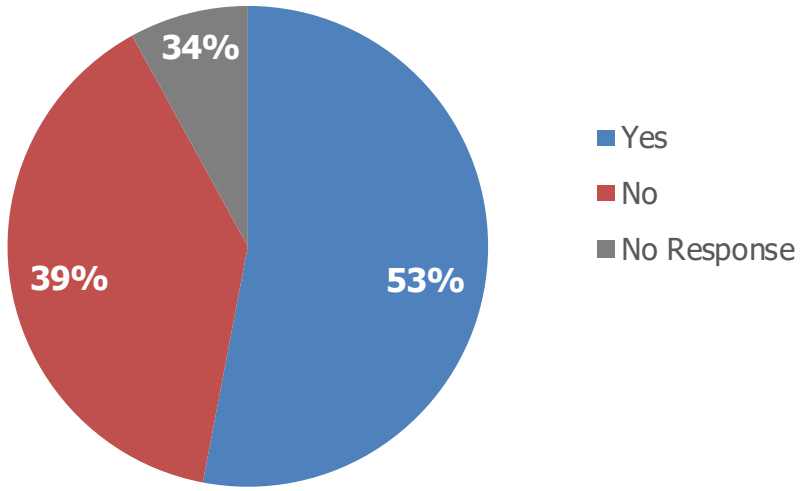


Number of Responses - 181

QUESTION 12

When asked "Would you let your middle school age children walk or bike to school if the route included crossing a major street like 6th St, Iowa St., or Clinton Pkwy.?" respondents indicated:

Figure A29: Middle School Students Walking/Biking Across Major Streets

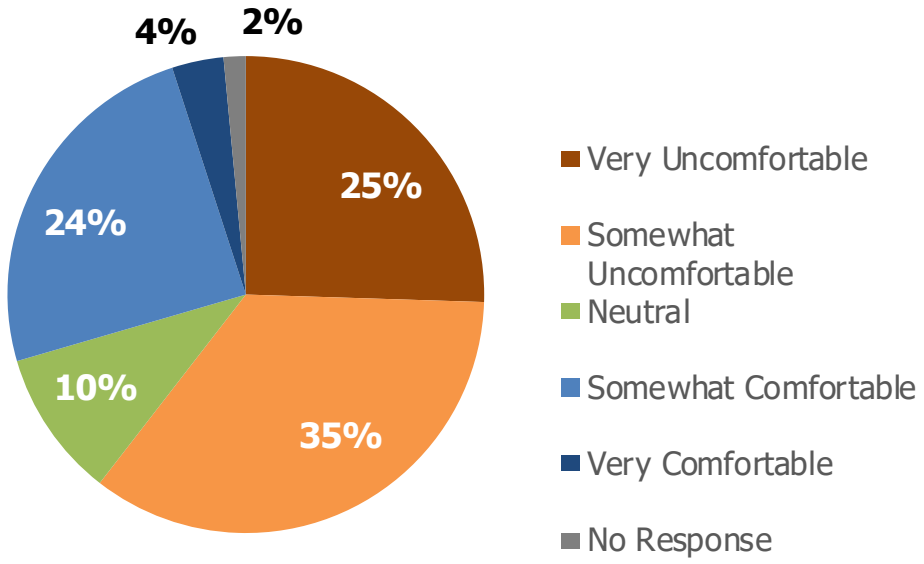


Number of Responses - 200

QUESTION 13

When asked "How comfortable would you feel about your children walking or biking on a Yield Roadway?" respondents indicated:

Figure A30: Students Walking/Biking on Yield Roadway

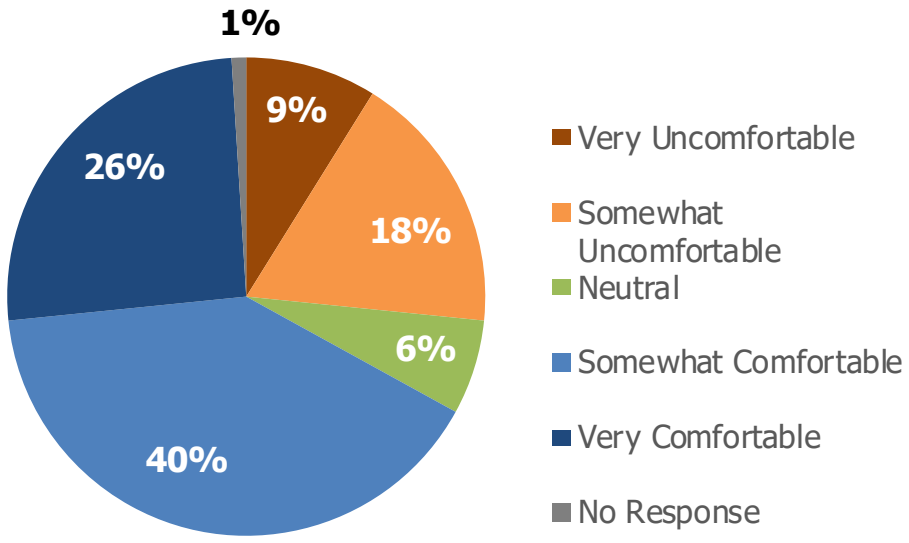


Number of Responses - 200

QUESTION 14

When asked "How comfortable would you feel about your children walking or biking on a Sidewalk along Major Street?" respondents indicated:

Figure A31: Students Walking/Biking Along Major Street

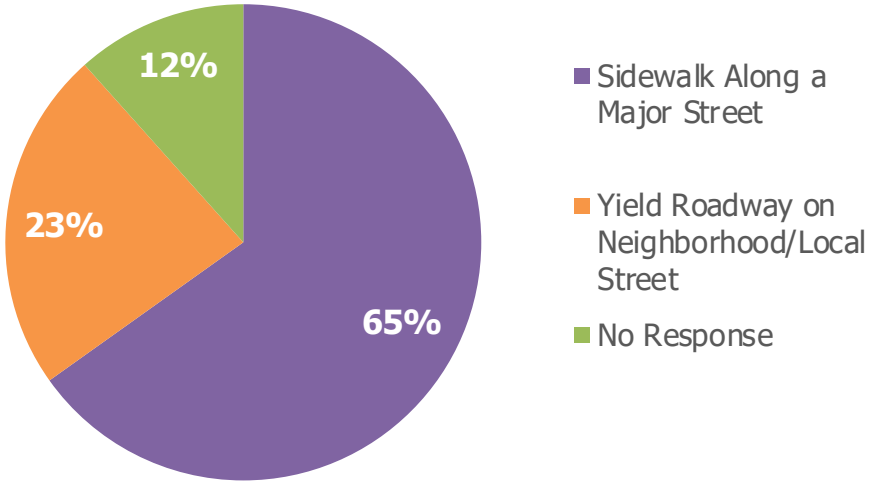


Number of Responses - 203

QUESTION 15

When asked "Between the two options of a Yield Roadway on an Neighborhood/Local Street or Sidewalk Along a Major Street, which would you rather students walk or bike along?" respondents indicated:

Figure A32: Prefer Walking/Biking Along Major Street or on Yield Roadway



Number of Responses - 198

QUESTION 16

When asked "What is your reasoning behind selecting sidewalk on a major street vs. yield roadways." respondents indicated: **Part 1/8**

SIDEWALK ALONG A MAJOR STREET

- A car is less likely to mount the sidewalk than knock someone down on a street without any sidewalks (and one which may also not have street lighting).
- A sidewalk is a signal to both people driving cars and pedestrians that there is a lane for each. With the amount of unsafe texting and driving a yield roadway there is no clear designation for both pedestrians and cars to understand their safe place. Especially when there is also parking allowed on the same road.
- Because it's a more visible location so if something happens, more people are likely to see.
- both drivers and pedestrians/bikers have better views with the sidewalk along a major street option
- Cars generally stay off the sidewalks. Sharing the roadway is too dangerous in today's world of distracted driving. Many still don't get that texting and driving dont mix and I don't want any child hit by a car because the driver is too busy looking at their phone

Feedback Packet Responses By Question

When asked "What is your reasoning behind selecting sidewalk on a major street vs. yield roadways." respondents indicated: Part 2/8

Sidewalk Along a Major Street

- Cars go very fast along the yield roadways at pickup and dropoff times. I don't like my kids walking with the traffic at those times. If they walk in the grass, their shoes get wet with dew or mud or snow.
- Cars should not be on sidewalks. The careless driver looking a cell phone will HOPEFULLY still be on the road - BUT may not see a child.
- Clearly marked place for children to walk.
- Curbs and a Margin are always safer to create physical and/or visual barrier from cars.
- Designated area for walkers and bikers.
- Dont trust other drivers
- Drivers are looking for pedestrians on sidewalks and expecting them to be there. They are not looking or suspecting pedestrians in the road.
- Drivers can be careless on side streets and not watch for people walking.
- Drivers do not respect yield, it is very dangerous.
- Drivers don't always see bikers/walkers, especially at dawn/dusk with glare. Just safer to have kids on the sidewalk.
- Drivers in our neighborhood do not adhere to posted speed limits or stop when school buses have their arm and stop sign out. There is no earthly reason why one could reasonably expect they will yield to children walking on the road. In addition, this requires that the driver actually see the children. Our main collector street is used by Free State High School students who seemingly constantly have their faces in their phones and likely may actually miss students.
- During morning work commutes, drivers are not always as patient on yield roadways with bikers. Being on a sidewalk creates some separation and safety for young walkers and bikers.
- Feel safer separated from vehicles even if they are lower speed
- Having children walking and cars driving in the same space seems really unsafe. As a driver, I am always alarmed when I see someone walking in the street and get nervous passing them in a car. I never get nervous passing pedestrians who are walking on sidewalks in my car. And that cuts both ways.
- Having walking children and moving cars in the same space seems super dangerous, even (and perhaps especially) since auto traffic is lighter. I am always alarmed to see someone walking in the street and never alarmed to see someone walking on a sidewalk.
- I believe that following a sidewalk and understanding how to cross crosswalks is a lot easier cognitively than to be alert and aware of the rules of a Yield Roadway. I've walked along them with a stroller, and I've biked them, and it seems that cars are still not aware of the rules, generally. It's also more difficult to identify areas to cross the street safely.

When asked "What is your reasoning behind selecting sidewalk on a major street vs. yield roadways." respondents indicated: Part 3/8

SIDEWALK ALONG A MAJOR STREET

- I am concerned, however, with the speed many drivers are taking on some of the local streets like Harvard (between Wakarusa and Monterey Way). There are speed humps but that does not deter them. This became a popular route during Wakarusa construction and people have continued to use it. If a child ran out after a ball, there would be a tragedy. Requests have been made to LPD for awareness (speed trailer) or enforcement, but ignored. Neighbors are left with yelling "slow down!" at cars speeding from roundabout to roundabout, speed hump to speed hump.
- I believe that the children will be safer on a sidewalk.
- I believe vehicles are more likely to see children on sidewalk than on roads without them.
- I don't trust Lawrence drivers enough for them to share roadways with kids biking to school
- I feel that is it much safer to have a designated sidewalk for kids to walk on instead of letting them walk in the road with no side walk. Cars could be parked along those road ways with no side walk causing the kids to have to go in the grass or make a choice to go further into the street. I would much rather my children have a sidewalk to walk along.
- I live in an area (East Lawrence) that has unmarked roadways and not a lot of sidewalks. Cars often speed through intersections and are not looking for pedestrians. Having more signs (slow, yield, children at play) or speed bumps to slow traffic (like on New Hampshire and around the Barker neighborhood) would help with traffic speed and pedestrian safety.
- I prefer a designated pedestrian/bicycle space away from cars.
- I think it's safer for kids to be on a designated sidewalk. I do not trust drivers on a yield roadway to see and avoid pedestrians or cyclists.
- I wasnt aware that there were not sidewalks on both sides of all major streets.
- I would rather have them in a designated area away from cars because they are not great at staying predictable in their swerving... I don't want them that close to vehicles that are driving.
- Id prefer they not be on the street.
- If a driver is not paying attention to pedestrians and bikes navigating cars parked along the side of the road a child could get hit.
- I'm assuming more people will be able to see students walking along major streets, and I think there's safety in having more eyes on the street. I do not like the noise, though, so I could also see the point of using a lower level street to walk or bike to school. Also, if my student is biking, I might be more inclined to avoid major streets, especially if the sidewalks were not well suited for bikes (wide enough and in good condition).
- I'm less worried about a car going up on the sidewalk than failing to yield.

Feedback Packet Responses By Question

When asked "What is your reasoning behind selecting sidewalk on a major street vs. yield roadways." respondents indicated: Part 4/8

Sidewalk Along a Major Street

- I'm overly mindful of criminal activity in today's society and if I had to choose I'd want the busy street where they are less likely to be affected by criminal activity. However, I feel being alongside a major road increases the level of injury that could occur should a car jump the curb, and the air is more polluted next to major roads. There's really no option without consequences, but I'd rank that major road ahead of the yield roadway.
- In a yield roadway there is greater physical risk of being injured, and the child has to be old enough to understand where to walk, not to dart out in traffic, etc. A major roadway has a defined place to stay (sidewalk). Danger is more likely to come from other walkers, kidnappers, etc. That is a less likely scenario than someone texting on their phone on a yield roadway and running over my kid
- In the street is always more dangerous
- It just seems overall safer than walking in the street, I've seen people drive fast down yield roadways before.
- It's important to separate the children from motorized traffic.
- kids are always safer on a sidewalk, vs street.
- Less likely to be abducted. More traveled
- More visibility of things that happen on a major street. Traffic isn't always the concern with kids moving to and from school on their own. I'm also concerned about people trying to solicit children for one reason or another. The more visibility in these situations, the better.
- People tend to be more aware on busier streets than in neighborhoods. There is more visibility for the children and for others to see them to ensure nothing happens to them.
- People texting while driving
- Reduced risk of being run over or abducted
- Safer and it would teach them to respect others that may be walking
- Safer on the sidewalk
- SAFETY
- Separating various modes (cars vs bikes vs pedestrians) feels safer.
- Sidewalk always seems safer than on a roadway
- Sidewalk provides kids to walk on and are usually set back quite a ways from the high speed street to give a buffer. Since there is a sidewalk more often others will use it therefore there is increased visibility to oncoming traffic. The risk would be high moving vehicles not paying attention and running up onto the curb to hit a child. For no sidewalk, even on a slow moving street, the risk would be the child wandering into the street and not following the sidewalk as a guide.

When asked "What is your reasoning behind selecting sidewalk on a major street vs. yield roadways." respondents indicated: Part 5/8

SIDEWALK ALONG A MAJOR STREET

- Sidewalks are safer than street walking where drivers may not be aware. There are more people around on a larger road, so less threat of a child needing help and being unable to find it.
- Sidewalks dont have moving vehicles on them. The child is separated from the vehicle. A sidewalk is always safer for the pedestrian.
- Sidewalks keep them largely off the road. People fly through neighborhoods. So I would absolutely not be comfortable with my kid being ON the road.
- sidewalks provide safer travel but a yield roadway along 18th Street would be safer than 19th because 19th St. sidewalks have no buffer (easement) between road and walkway. If there was a buffer I would prefer 19th St.
- Sidewalks seem to be much safer than roadways and streets no matter what that traffic is like.
- Small people are not visible enough to be safe at all times on a Yield Roadway.
- The sidewalk creates a visible and respected barrier from the cars. Even low-speed cars in a neighborhood could cause problems for pedestrians.
- The sidewalk is a clear and marked pathway for walking. Those streets with no sidewalk leave much of the safety up to drivers. When snow, mud, ice, and unmaintained green spaces, etc. block the access to the side of the road, it's far too narrow for both cars and pedestrians.
- The sidewalk is a clearly delineated path that is very widely recognized as a place for walkers. Yield roadways are not widely recognized and will depend on signage that not everyone will notice.
- The sidewalk provides additional safety, since cars cannot be on them.
- The sidewalk provides visibility and a safe path. I worry about poor visibility on a yield roadway because of parked cars. Children might run out from between cars or drivers might open a door or pull out of a space without looking for bikes or walkers.
- There are clear spaces for pedestrians, on the yield roadway I would be concerned drivers would not be watching for kids in the road.
- There are designated places for pedestrians and vehicles on the major roadways.
- There are more traffic-controlling signals, signs, and pedestrian/bike right-of-ways
- There are no cars on sidewalks. Even if there is a lot of traffic in the street, it shouldn't affect walkers. Walking in the street is more dangerous.
- There is a chance cars will not yield.
- There is not enough driver/pedestrian education on the use of yield roadways. With an increase in distracted driving, I would not trust other drivers to be as vigilant as necessary to share the road with bikers/pedestrians unless these zones were heavily marked as such and included speed bumps and other speed control mechanisms.
- There is too much traffic in front of swms coming from all directions and a roundabout to be safe on a street.
- they are further from the cars

When asked "What is your reasoning behind selecting sidewalk on a major street vs. yield roadways." respondents indicated: Part 6/8

YIELD ROADWAY ON LOCAL STREET

- Asking this about our children, is asking us, which risk would you rather them take. I'm not sure either really if I really think about it.
- Cars are at least traveling at lower speeds.
- Cars are moving at slower speeds and drivers tend to pay better attention for people while driving on residential roads. In case of an accident I think this situation allows drivers more time to react and accidents tend to be less severe and hopefully not affecting the area used by walkers and bikers.
- Cars are not driving 45 miles an hour (while texting) on a neighborhood street like they do on 6th.
- Cross traffic at entrances and side streets along major street make biking on the sidewalk dangerous.
- For the cordley routes, 18th Street where there is not a sidewalk is low traffic and there are a lot of pedestrian s, so I'm not that worried about it. It's the crossing at Tennessee that bothers me.
- Frankly, both options are terrible for different reasons. Heavy, loud traffic and drivers entering/exiting/turning across the walking path would make me nervous on a sidewalk. No sidewalk on a yield roadway also makes me nervous because sometimes drivers are inattentive and there is no defined space for pedestrians. The lesser of both "evils" is the quieter neighborhood street.
- I don't actually like bigger kids riding bikes on sidewalks. It can be dangerous for other kids who are walking. Shared roadways in neighborhoods are usually slower speeds, and as long as there is enough room to move to the side it is OK.
- I would be very comfortable with yield roadways on a bike lane separated from car traffic. Yield roadways are a great place to put this because the traffic is very low and so the impact to cars would be very minor. The combination of low traffic volume and completely deconflicted paths would help make the experience both safer and more enjoyable.
- Intersections on major streets at school start time are dangerous. Approaching drivers are in a hurry to not be late for work and not always checking for pedestrians or bikers from the sidewalk.
- Just safer!
- Less traffic and neighborhoods usually pay more attention and drive at much lower speeds.
- less traffic and slower speed
- Less traffic and slower traffic on the local streets vs. major
- Less traffic is always my preference when choosing a route.

When asked "What is your reasoning behind selecting sidewalk on a major street vs. yield roadways." respondents indicated: Part 7/8

YIELD ROADWAY ON LOCAL STREET

- Less traffic on the yield road, but my child would have to walk in the street, which is risky. The major road has a sidewalk, which I feel is safer, but there are more people passing by, which could expose her to strangers.
- Less traffic, more familiar faces along a local street.
- Less traffic.
- Major streets have more cars pulling out onto and turning off of them (which mean pediatrians crossing entrances to stores or side streets intersections that dont have crosswalk signals). Also, a lot of the sidewalks by major streets are dangerously close to the road (no grass between it and the road) and bumpy (prone to causing falls for walkers or bikers).
- Lower speed and volume of traffic
- Motorists turning on and off a major street make sidewalks somewhat dangerous.
- Need to be sidewalks on yield roadway on neighborhood/local streets to be considered safe for kids.
- neighborhood traffic is generally slower and comprised more of neighbors
- Slower speeds are safer. I would rather have kids in low volume streets with limited auto traffic. I prefer sidewalks on those lower traffic roads even more!
- Slower traffic
- Slower traffic, neighbor's watching out for kids
- The yield roadway, while still dangerous because of lack of sidewalks, seems to be more safe than the major street because the lower volume of cars and the lower speed of travel would make a potential accident less life threatening than along a major street with high speeds of travel.
- There is less traffic at presumably slower speeds on yield roadways and also space for a pedestrian to move into grass, driveway, etc. I also have different feelings about bike vs. walk. For middle school and younger kids, I am less inclined to want them biking on a major street but comfortable with them walking on sidewalks along a major street (which is what my kids do).

Feedback Packet Responses By Question

When asked "What is your reasoning behind selecting sidewalk on a major street vs. yield roadways." respondents indicated: Part 8/8

No Prefrence Indication, Comments Only

- At this age, I don't feel comfortable with my child walking or biking to school.
- Depends on the specific area of Yield or Neighborhood/Local street. They aren't created equal....
- If I lived closer to the school I would allow my child to walk a couple block. But we live too far and I believe busses are the safest route to get the children to school. Less room for error.
- It's a wash. The street that I live on is a yield roadway and my partner and I walk/bike it with our children quite frequently. Most motorists are considerate and share the road. An alarming minority do not. (They exceed the speed limit, fail to slow down, fail to give us adequate room, or sometimes honk.) I think yield roadways are best suited for pedestrian/bicycle activities when the street is outfitted with appropriate traffic calming structures. Traffic calming here should serve both as a way to slow vehicular traffic and remind drivers that they are not the only people on the road. Sidewalks along major streets are fine, as long as kids behave predictably and motorists are paying attention. However, kids often do not behave predictably, and too many motorists are driving with distractions.
- Neither! We like to walk on sidewalks on low-volume streets. Everyone does! No one likes to walk on a sidewalk next to high-volume streets and no one likes to walk in the middle of a low-volume street. That's not going to work!
- Neither! We want to walk on sidewalks on local roads. Both of your options are good ways to get hit by a car.
- That's a hard question. When we walk, we have to walk along both types of streets and they both make me and my kids uncomfortable. Along Iowa, cars are moving so fast and there's no road verge (a bit of grass between the street and the sidewalk) on the stretch where we have to walk. I'm sure you're aware of the studies that show that a road verge makes a sidewalk vastly more safe. You can see tire marks on the sidewalk where cars have left the road and come up onto the sidewalk. Our only other walking path has us walking on neighborhood streets without sidewalks, and cars routinely ignore the speed limits and don't always see pedestrians. We've had to jump out of the way of cars onto people's lawns to avoid getting hit.

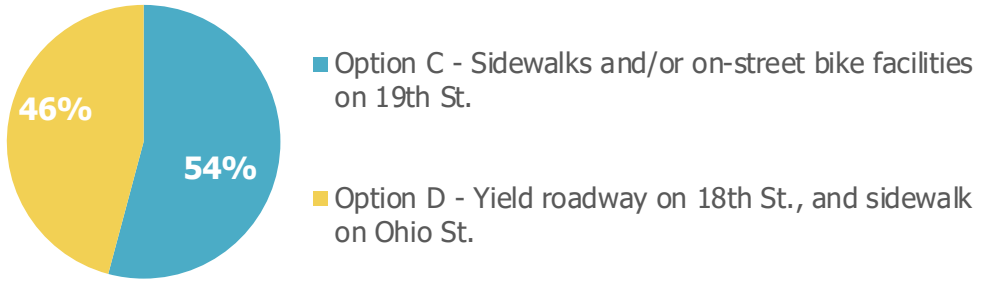
QUESTION 17

When asked "Referencing your school's safe route to school, which route would you prefer for students walking and bicycling to school?" respondents indicated:

ELEMENTARY SCHOOLS	ALTERNATIVE ROUTE

CORDLEY

Figure A33: Cordley Alternative Route Options

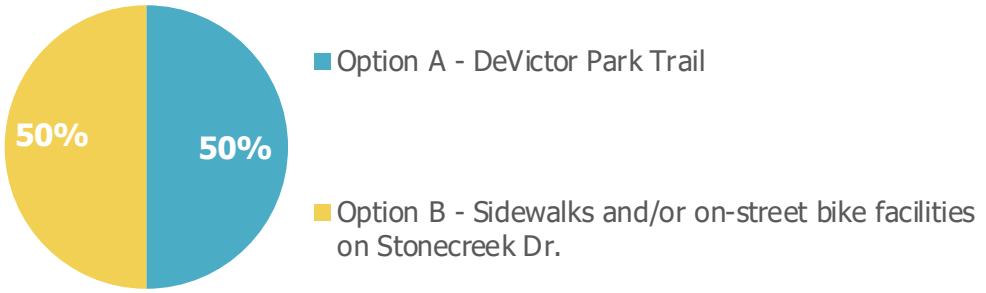


Number of Responses - 24

*Same alternative as Liberty Memorial Central

LANGSTON HUGHES

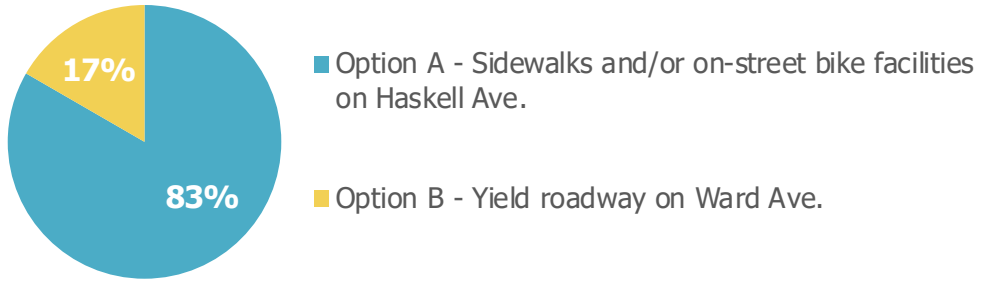
Figure A34: Langston Hughes Alternative Route Options



Number of Responses - 2

NEW YORK

Figure A35: New York Alternative Route Options



Number of Responses - 12

*Same alternative as Liberty Memorial Central

Feedback Packet Responses By Question

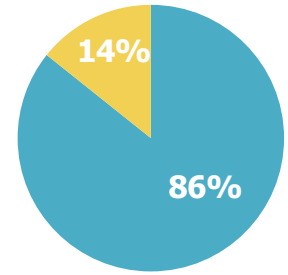
When asked "Referencing your school's safe route to school, which route would you prefer for students walking and bicycling to school?" respondents indicated:

Elementary Schools

Sunflower

Alternative Route

Figure A36: Sunflower Alternative Route Options



Number of Responses - 7

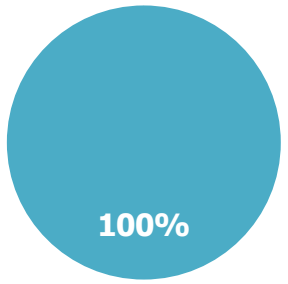
*Same alternative as Southwest

Middle Schools

Liberty Memorial Central

Alternative Route

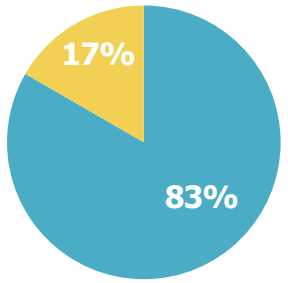
Figure A37: Liberty Memorial Central Alternative Route Options - A/B



Number of Responses - 8

*Same alternative as New York

Figure A38: Liberty Memorial Central Alternative Route Options - C/D



Number of Responses - 12

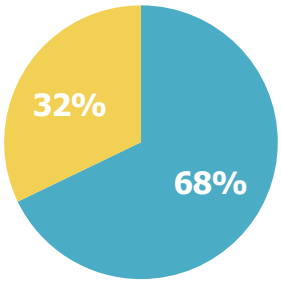
*Same alternative as Cordley

When asked "Referencing your school's safe route to school, which route would you prefer for students walking and bicycling to school?" respondents indicated:

MIDDLE SCHOOLS	ALTERNATIVE ROUTE

SOUTHWEST

Figure A39: Southwest Alternative Route Options

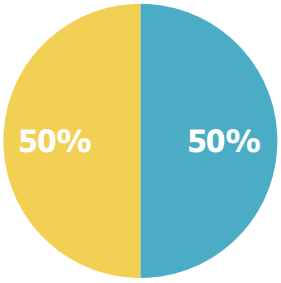


Number of Responses - 28

*Same alternative as Sunflower

WEST

Figure A40: West Alternative Route Options



Number of Responses - 2

QUESTION 18

When asked "Please share any other thoughts you have about your Safe Route to School." respondents indicated: Part 1/12

SUGGESTIONS, INFRASTRUCTURE

- 1. Please make 17th & Mass safer for crossing by pedestrians by having only ONE signal mode. Eliminate the short mode. 2. Please make 18th between Louisiana & Vermont safe for pedestrians West, As I said above: The proposed routes do not include the section of Crestline south of Harvard that we use to walk to school - there are many kids who live south of Harvard and could walk along Crestline and cross at Harvard. However, that section of Crestline is very fast and something needs to be done to slow cars down, for example speed bumps, as well as more signage earlier on, and a school zone flashing light SOUTH of Harvard on Crestline. The Harvard Crestline four-way stop also needs to have new road markings (white crossing lines) on all four approaches, and "give way to pedestrians" signs added as drivers ignore the rule that they should stop for pedestrians. It is a dangerous crossing.
- Far too many parents can't seem to use common sense when dropping off their kids in the mornings, and to a lesser degree at pick up. The Cordley parking lot on the west side of the building is very busy, has very little direction, not enough space, and can be very dangerous for many young children. With limited parking available, many parents rush to get their kids out and rush to leave the lot. This can be dangerous for little ones that aren't as careful when passing between cars and crossing behind parked cars. Could there be more structure or monitoring of this area? Many of us choose to walk our kids into the building each morning, but have to make commutes after drop off. I would like to see this addressed. Thank you.
- For the most part, I like the proposed revised route, especially as it pertains to the connection between the north end of the Burroughs Trail, Hobbs Park, and 10th St. I think revision would require the addition of a protected crosswalk on 11th, between Oregon and Delaware. As I'm sure you know, 11th gets a lot of commuter traffic, especially between 7 and 8:30 am. I'd like to see expansion of the SRTS routes in the southern part of the catchment, providing, for instance, alternative routes along 15th and 13th all the way west to connect to New York. In my experience, kids are unlikely to travel even a relatively short distance out of their way to find a safer route, so a better plan would be to provide a SRTS grid, that kids could jump on and travel directly to their school. I might point out, however, that stretches of New York are simply TERRIBLE for biking at present. Worst of these are the blocks between 12th and 14th. Unfortunately, the same stretches on New Jersey are just about as bad.
- I feel that speed bumps should be added along the major route on Kensington and 27th street to slow drivers down
- I feel we need an extension of a safe walk to 4th and Locust. This will help with more safety for the children.
- I have no idea what Bush Creek Drive is. I really think that Inverness needs to be paved better and a bike lane put in.

When asked "Please share any other thoughts you have about your Safe Route to School." respondents indicated: Part 2/12

SUGGESTIONS, INFRASTRUCTURE

- For the walk and bike to school days, we use the route along Harvard, Moundridge and Woodland. That routes has no crossings, other than the initial crossing from the parking lot of Rev City Church. This route could be a good park and walk/bike route, especially for families with students living on the north side of 6th Street that drive their cars down Wakarusa to take their students to school. Also, the intersection of Eldridge and Trail is used as a private bus stop for families willing to pay for the service. That intersection would be a good spot to begin/end a walk/bike route to Quail Run. That is, the proposed route up Eldridge should extend to Trail, not end at Overland. Similarly, the route down Folks should extend to Trail, not end at Freedom Creek. Trail is a significant collector for families with students living in the neighborhood."
- I am a parent of 3 children, all whom have and are currently attending Woodlawn elementary school. We live at 3rd and Perry street in North Lawrence. Over the last 13 years, we have always walked most days to school. (weather permitting). We have always used the crossing at 4th and locust-always.. Most days, one will find many children and families crossing there, as it is the most coinvent in our neighborhood. Many families in our neighborhood would have to go out of the way to walk to the "approved safe route" on 3rd or 7th street. It seems unfair that this route is not on the list. There has always been a crossing guard at this location, as there is a need. In many years of walking this route, I have found this to be a safer route through our neighborhood, verses 3rd street track crossing. As the 3rd street seems to be a much busier intersection, with no sidewalks. I would love to see the crosswalk at 4th and locust be redone as it is in need of painting and made brighter.
- Id feel a lot better about 19th street if there were some kind of barrier or more space between between the sidewalk and the street. The sidewalk is very narrow.
- Langston Hughes has an issue at dismissal with students going North from the school. Cars park on both sides of Diamondhead Dr. Students who live in that neighborhood generally cross Diamondhead Dr here (where the sidewalk from the school leads) rather than doubling back to cross at the roundabout at Harvard. There is no cross walk on Diamondhead other than at the roundabout. We have discussed this at the school a number of times and our P.E. teacher has lead a safety lesson about this area as well. However, we feel some improvement is in order such as a crossing walk, speed bump, or even crossing guard. Establishing a safe route to the newer neighborhood to the west of the school would also be beneficial and may reduce the number of students crossing at this point.
- Most of the sidewalks leading to the school dead end at 14th and 15th respectively without proper curb cuts. The sidewalk around the school does not have sidewalk curb cuts along collector streets like New Hampshire and Rhode Island. There is no infrastructure encouraging pedestrians to approach the school and the sidewalks are designed to accommodate cars.
- School zone should be extended through the entire block that contains Woodlawn. Double parking in front of the school needs to be addressed. Please keep the crossing guard at 4th and Locust.

Feedback Packet Responses By Question

When asked "Please share any other thoughts you have about your Safe Route to School." respondents indicated: Part 3/12

Suggestions, Infrastructure

- The roundabout in front of Southwest need someone helping the middle schoolers. We need someone helping lane traffic on drop off in the morning. It backs way up because the system isn't effeicent
- We live at N 3rd & Lincoln. The recommended safe route would take us all the way to N 7th, but isn't any safer than the current route we use (crossing Locust at 4th - crossing guard present) because there isn't a sidewalk on Lincoln between N 3rd and N 4th. We walk to school daily (0.5 mile), but there is not a route option (including current recommended route) that has a sidewalk available for the entire walk.
- We need a better option on 18th Street. We cut through the apartment parking lots now to avoid 18th street because we do NOT like walking in the street. We need either: sidewalks OR paint on the street showing that it is one lane and where to walk OR beacons in the street along with the paint to ensure that walkers have space to walk. There is always someone walking on 18th and it desperately needs improvement!
- We need sidewalk between Wellington and Crestline on Harvard Rd. as there is presently no sidewalk on either side and there are many children walking to West Middle school and Sunset Hill Elementary along Harvard Rd. with heavy fast traffic especially in the morning. Thank you.
- We need sidewalks on 18th street OR street painting indicating where to walk and where to drive on 18th OR beacons in the road plus street painting indicating where to walk and where to drive on 18th. It is very unpleasant to walk on 18th, by myself or with kids. You have to face down a car every time and it feels like you are going to be hit. We have done it for too many years! We still do it because we are walkers, but we have started cutting through the apartment parking lots instead because it is safer.
- Would love to have a similar crossing on Tennessee as we have on Kentucky along 18th. To cross 19th at Vermont, people blow through that crosswalk all the time, even when crossing guard is there. More ticketing by cops there might help.
- My children are grown, and we did bike/walk to school when they were younger, but that was because we had a sidewalk in front of our house that was only interrupted by the park entrance to go 5 blocks to school. I don't like them having to cross Kensington. If we can get less people to drive, though, crossing 27th or Kensington might be safer. Need flashing school zone light for middle school kids to cross 27th street to southwest middle school or need flashing light at this crosswalk. Too many cars speeding on 27th...not safe without crossing guard.
- My kids bike to school nearly every day. The safe route map shows Mass street as the preferred route all the way from Iowa to LMCMS. This makes sense for walking but is way too busy to bike. They take Vermont from Iowa to 11th which is not perfect but far far less traffic and hazards than Mass on a bike. More bike lanes would help a lot. Biking on the sidewalk is more dangerous than a bike lane because of limited visibility at driveways.

When asked "Please share any other thoughts you have about your Safe Route to School." respondents indicated: Part 4/12

SUGGESTIONS, INFRASTRUCTURE

- HAWK signals should not be crossing into alleys like the one at 11th for kids going to New York, this encourages kids to walk down alleys where there are no sidewalks. Also frequently cars stop at the corner of 11th and New York to let kids cross even though there is no designated cross-walk, this is dangerous please move the HAWK signal. I think HAWK signals are effective, like the one at 10th at Connecticuit. The intersections at 11th and 13th on Conneticuit while having four-way stops do not encourage traffic on a busy morning to allow pedestrains to cross my children and I have almost been hit numerous times by peope turning right. If there was a HAWK signal or even better traffic lights, at these locations I would feel more confident letting them walk to and from school on their own.The intersection at 11th has become a major throughfair in the past years.
- Please put a signal crosswalk on 14th and Connecticut. The curve is dangerous and cars go way too fast. Theres also no school zone signals and there needs to be. My kiddo crosses that street everyday and cars do not stop.
- Proposed Safe Route's assume pedestrians travel like cars...They don't. Pedestrians follow the path of least resistance. Often times, poor sidewalk conditions dictated riding or walking in the middle of the street or walking on a non-safe route street. Furthermore, many of the sidewalks dead end at an intersection and don't feature marked crosswalks, particularly at 14th Street and 15th Street on either side of the school. Focus should be put on creating complete sidewalks with marked crosswalks at 14th and 15th as well as upgrading sidewalk facilities along the safe routes.
- I think the city should pay for any sidewalk repair it deems necessary.
- Inverness needs sidewalks on both sides. Children have to cross Inverness 3 times and then cross busy intersection uneccessarily to get to the correct side. VERY dangerous
- My children would enjoy walking and biking to school is there was crossing guard at Clinton Pkwy. and Inverness. This intersection needs a crossing guard! Students from four different schools would benefit: Southwest Middle School, Sunflower Elementary, Raintree, and Bishop Seabury.
- Intersection of Tennessee & 18th St. needs signaling. It's a popular walkway to school. Not safe without some signal. Make it one lane for cars to have access only to their driveways, not as a cut through east/west route.
- North Lawrence safe routes are not safe for those living north of the railroad tracks. The options are to cross at 7th and Locust over 3 tracks while walking in the road, with 3 and 2 way roads feeding into the railroad crossing adding to distracted drivers, or to cross at 4th and Locust where there are no safety bars for the tracks but there is a car free crossing. One of these needs updated for safe railroad crossing, either with sidewalks added to 7th or safety bars added to 4th.

Feedback Packet Responses By Question

When asked "Please share any other thoughts you have about your Safe Route to School." respondents indicated: Part 5/12

Suggestions, Infrastructure

- For all the routes, I want infrastructure improvements that 1) minimize the amount of time children have to be in the road, access points, or driveways where a car can hit them and 2) create paths that are away from busy roads. I would rather my children had routes in linear parks or quiet streets with sidewalks on one side of the road than sidewalks on both sides of the road or a short route to school. I think we should remove all the curb cutouts along safe routes that allow cars to turn corners at a high speed. The 23rd and Iowa crossing on the North and East side are very nice in this regard for a large intersection. Strategically placed underpasses would be nice, but are more expensive. Aligning these with riparian path ways makes a lot of sense because 1) water ways are unavoidable, 2) water ways must go under roads, 3) water ways make for a pleasant place to walk if they can be kept reasonably natural. The proposed routes look like how I would drive a car to school. Just a few examples of changes since I can't draw on a map: I would prefer routes through Holcom Park and through walk/bike only easements. 22nd street from Iowa is much preferred and much more heavily used for walking than 23rd street. The curb cutouts along Clinton Parkway and the crossings being right next to the road make this road much less safe than it could be. The sidewalk/crossings should be further from the road in general, but especially on high traffic roads (that's expensive but could be a recommendation for when paths need to eventually be replaced/repaired). We live by holcom park and my kids go to Schwegler, meaning they have to cross both 23rd and Iowa to get to school. There should be a crossing guard at at least one of the corners to allow students to be able to escort kids across the street.
- East-bound pedestrians are currently routed along Harvard. The intersection at Crestline and Harvard can be very dangerous after school when parents park along the west side of Crestline waiting to turn right onto Harvard. Cars regularly block both crosswalks, and the line of cars along Crestline blocks the view of motorists approaching the crosswalk from the north on Crestline. The Neighborhood Association has been complaining to the school for years about this dangerous situation, but none of the efforts to address the problem have been effective. Currently parking on Harvard east of Crestline is on the south side. One option would be to move it to the north side or Harvard. This is actually the safest configuration for pedestrians, with the sidewalk buffered by cars or parking spaces. Parents who want to pick up from the front of the school on Harvard would approach from the east, and park along Harvard if the street is full west of Crestline. In addition, new sidewalks (part of the SRTS program) along Yale east of Crestline make this street an excellent pick-up option. Optimally, parents would park on the south side of Yale, then leave driving east. Thanks so much for the Rapidly Flashing Rectangular Beacon at Wellington and the sidewalk from the school campus. This has greatly enhanced the safety of this intersection!
- Kids are constantly walking in the streets in East Lawrence because the sidewalks are either broken, missing, covered in mud or puddles or hidden by overgrown yards. THIS should be a top priority in our city. Cross walks/lights on Connecticut and 11th are great but, I fully support there being a crossing guard or parent being there. Lots of kids dont use the light on 11th and if there was someone present Id feel safer knowing my kid was crossing a busier street.

When asked "Please share any other thoughts you have about your Safe Route to School." respondents indicated: Part 6/12

SUGGESTIONS, INFRASTRUCTURE

- The proposed routes do not include the section of Crestline south of Harvard that we use to walk to school - there are many kids who live south of Harvard and could walk along Crestline and cross at Harvard. However, that section of Crestline is very fast and something needs to be done to slow cars down, for example speed bumps, as well as more signage earlier on, and a school zone flashing light SOUTH of Harvard on Crestline. The Harvard Crestline four-way stop also needs to have new road markings (white crossing lines) on all four approaches, and "give way to pedestrians" signs added as drivers ignore the rule that they should stop for pedestrians. It is a dangerous crossing.
- West, I would let my kids walk or bike to school across a busy intersection if there were crossing guards in place.

SUGGESTIONS, STRATEGIES

- I am a teacher at Prairie Park and I would love to have more students walk or ride bikes to school. I try to do it as much as I can myself! (I live in the neighborhood). The large amount of traffic in the mornings and after school, however, make many parents nervous about their children. If we can change, or maybe alter the adult attitudes about safety, then there might be less traffic, and it would be a safer circumstance. Specifically, naming some safe routes for students to walk might be a first step. I think we need to do some more special "events" to encourage walking and biking to get more parents on board.
- I dont think it is right for the "wealthy"neighborhood schools to be provided paid crossing guards by the city and the "poverty" neighborhood schools be expected to rely on trained volunteers. If that is how it has to be, than all schools should have to rely on volunteers to be crossing guards.
- I think the idea of marking the idle walks, crossings with school symbols (horse shoes maybe for Central?) is great and easy for all ages to understand. The staff hours and using super durable paint may be prohibitive, nonetheless.....
- It is important to work hard to change parents' unjustified fears abut the safety of walking or biking to school. If students make good choices and display good behavior, and the streets have adequate infrastructure, they are safe walking and biking to and from school. I would like to see the Lawrence Transit system integrated more into SRTS. The bus provides an excellent way for many (but not all) students who live more that 1 mile but less than 2.5 miles to get to and from school.
- We do not live in the neighborhood surrounding the school, so it is not relevant to us. However, if we were to park and walk, it would likely be from Broken Arrow Park, which is not included in the Safe Routes.

Feedback Packet Responses By Question

When asked "Please share any other thoughts you have about your Safe Route to School." respondents indicated: Part 7/12

Suggestions, Strategies

- Although costly - I think a (yearly or bi-yearly) mailer (postcard) to the community when school starts to remind all drivers that kids will be walking to and from school - and to use extra caution when backing out of garages/driveways is worth it. I have personally watched cars slam on their brakes - nearly missing children who are walking appropriately on the sidewalk in the small neighborhoods headed to school because the driver had become lax about looking in their rear view mirrors or inspecting the scene prior to backing out of their drives - rushing off to work in the mornings. I think most drivers are more alert about watching for kids around school zones (signs to remind them, approaching schools, increased traffic, groups of kids, etc)- but tend to be forgetful that a child might be crossing their OWN driveway in the morning as they are just starting their trip to work (as we all know - with a thousand other items on their mind - one definitely not being "Watch for a kid walking alone on his/her way to school this morning" in my driveway). I think a postcard reminder could go a long way.
- Have resource officers patrol routes before and after school to deter speeding cars and those making it dangerous for kids to walk and bike.
- Asking a child to take a route to or from school that does not contain a sidewalk on both sides is unsafe. Some children might not want to walk on the same side as others, whether it be bullying or some other reason. Giving the option of sidewalks on both sides can help that child feel safe. I love the Walking Bus idea--or some way to facilitate walking/biking buddies or groups of kids who live near the same cross streets but who may be in different grades.
- Love the idea of the Walking School Bus or some sort of other partnering/group walk-to-school. My daughter starts Kindergarten in fall 2020 and I don't have a good idea of difficult intersections yet.

Issues

- I dont have children walking or biking to school. Children should not walk alone on sidewalks through neighborhoods with closely spaced homes close to the sidewalks on small lots. This provides too many opportunities for predators to watch wait and snatch. IF NECESSARY, crossing guards assigned at areas of poor visibility should be present.
- Not comfortable letting elementary kids walk alone due to speeds on Connecticut and having to cross
- Nothing will change unless the city gets involved and allocated funds and makes changes to infrastructure.
- I would not allow my kids to ride bikes on the street on 19th Street. They would need to ride on the sidewalk. We live on 19th Street and my kids are not allowed to ride on the road. I don't feel it's safe for them.

When asked "Please share any other thoughts you have about your Safe Route to School." respondents indicated: Part 8/12

ISSUES

- (Woodlawn, 4th and Locust) Over 30+ children live in the blocks between lincoln and maple and cross at the crossing you want to get rid of !!!
- The pathway through Veteran's Park is a significant safety issue. There are no lights in the center of the park, which means early and late foot traffic have to go through the center of the park in the dark, especially in the winter. There are regular reports (see police records) of drug and alcohol use in the park. The high school students congregate in the open areas and rest on the playground equipment, making it feel unsafe, even if they are not actively creating harm.
- The most dangerous area is probably both University and Stratford roads as there are KU students driving recklessly. 9th and Sunset crossing is terrible as well (cars arent aware when its blinking).
- The safe route for Southwest doesn't meet my students needs
- Children who live in the Prairie Park area do not have a safe route to Billy Mills Middle School! Those who live there are less than 2.5 miles away, so they do not qualify for bus passes. It is too far away for bikers, and there is no sidewalk on 31st St, the only available route.
- The railroad crossing must be addressed for safety of those walking or biking from North of the tracks. When weather allows we prefer to walk, however crossing the tracks near 7th st with 3 kids 8 and under and having to walk in the road is unsafe, and this is the established safe route.
- The so called safe route to school mapped out for Schwegler from my house does not exist in my eyes. We live 2.4 miles away and my children would have to cross AT LEAST major intersection that does not have a crossing guard. It's ridiculous.
- My biggest fear is there is no parental or staff view on students between their house and school. Personally my child gets a ride to school and I do not leave the parking lot until I see them enter the school. If we possibly had more crossing guards stationed around the neighborhoods I would feel differently.
- I would like to have my daughter bike to LHS, however the traffic in the morning along 19th is so congestion that I would worry about her safety, especially east of Louisiana street. My son bikes to and from school every day. In the winter, he has 0 hour so he's biking in the dark. He's been nearly hit by cars multiple times, and once he slid on the sidewalk at the intersection of Inverness and Clinton and smashed head-first into the utility pole - he got 6 stitches in his face. I worry every day he bikes to school that he will be killed en route. This is horrible!

Feedback Packet Responses By Question

When asked "Please share any other thoughts you have about your Safe Route to School." respondents indicated: Part 9/12

Issues

- My son is a 6th grader and is more than capable of riding the distance (>2.5 miles) to school, but he has to cross 2 main roads (Bob Billings and Clinton Parkway) to get there. His bike is really too big for sidewalks, and he travels too fast. He is not ready to share lanes of traffic with autos, and even painted bike lanes do not offer enough separation for our comfort. We teach him to use arm signals and to be predictable, but drivers are not always watching--especially during the time he would be riding to school. We currently do not let him cross major roads on his own (except George Williams and Bob Billings). For us, it is the combination of traffic and his age that rule our decision for him to always take the bus to school. He would be fine if the world would not interfere, but at 11, we aren't certain he has the sense to predict or react when other people don't follow the rules (running a red light for example). He would love to ride his bike. We just don't think it is safe at this time.
- There are a lot of walking kids from southwest toward Bob Billings Pkwy. The intersection of bob billings and Inverness is very dangerous. Also, the sidewalk on Inverness is only one side and when they cross to get to the other side it is an invisible dip in the street, super dangerous.
- 19th street sidewalk is so close to the street, a very busy where people do not drive safely, that I wouldn't let them bicycle by themselves. I'm even nervous walking them along that road. For Cordley, aside from the crossing guard there is no presence at the school. When school lets out, kids wander all over, if a predator takes notice they could collect a large number of kids. The school puts one teacher outside for car pick up and anyone can pick up anyone. There is no accountability on the school's part of what happens to the kids once they reach the doors. Bicycles should go on the sidewalks, not in the street. Bike lanes are a joke when cyclists don't follow the rules of the road.
- Nothing will work unless LPD enforces the laws. It is my experience that they don't, or won't, enforce the speed limits on the roads as they are now. We live on Barker and it is treated like a drag strip now, no matter how many complaints we make to LPD.
- The larger roadways have safer sidewalks and crossings. 19th street has so many challenges to navigate - the local streets don't have sidewalks, some intersections are not marked for crossing. The pathway to walk West toward the light has a VERY narrow and poorly maintained sidewalk.
- As stated before, my own children would have to cross Iowa and Clinton/23rd to get to Schweger. So, that's a deal breaker for us. But, I observe so many children crossing 23rd at Ousdahl... I know how important a safe crossing it is at that intersection, especially in the morning during the time of the year that the sun is in the eyes of drivers headed east.
- The pick up/ drop off for Schwegler is, of course, a nightmare. I feel terrible for everyone who lives on the north side of the school with all our traffic and u-turns! I wish there were a better solution there. I don't know what it logistically could be-- I'm sure I'm not the first person to have this wish. But pick up/ drop off on the Ousdahl side of the school is additionally distressing. I have dreams of a drop off/ pick up traffic director to make sure people don't stop in the pull-through in a way that prevents other cars from pulling in.

When asked "Please share any other thoughts you have about your Safe Route to School." respondents indicated: Part 10/12

ISSUES

- I love the idea of kids walking and biking to school, but both our grade school and middle school are on the other side of Iowa from our house. This is not a pedestrian friendly crossing even for adults.
- Schwegler Elementary does not have a safe route to school for ANY walker or bike rider. All students who have an access to a car are taken by vehicle.
- The city should NOT place the funding burden for safe crossings with crossing guards on the school district or on volunteers.
- If you haven't walked down the sidewalk on sixth street lately, you should. Heavy large loud fast traffic is constantly screaming by. Sidewalks inches from the road. Not safe for kids.
- My children would love to walk/bike to school, but I will not let them by themselves unless I know there is a responsible adult present to make sure they get across 11th st. okay. The intersections right next to the school are challenging also as some parents dont stop for the stop sign to see if any children are about to cross.

BUS

- My kids take a bus to school because we are so far away (across 6th street ~2.5 miles from school). Many of us parents go in together to pay for this. I think it should be provided by the school since we are not in a walking distance or biking distance of the school.
- Buses she be made more available the 2 mile rule is not helpful. I would like to see the bus system integrated into options for getting to and from schools.
- It would be nice to have bus schedules coordinated with after school activities. For kids who ride the school bus home, they either wait 40+ minutes for the city bus to take them home or opt out of after school activities.
- There should be a bus that picks up kids from different bus stops and drop them off to to school. Just like the city bus, but for kids. We hear about kidnappings everyday on the news and I could never let my young child walk when this is goin on
- I feel that you should provide more bus options For kids who live two miles or more. Especially if they live over the bridge.
- Can't even take the bus due to issues with kids out of control.
- It would also be nice to think of alternatives for children who need to ride the bus.
- School buses need to be provided. There is no reason my child should walk from holcom park to Schwegler elementary school. It's way too far on foot and the major roadways are dangerous.

Feedback Packet Responses By Question

When asked "Please share any other thoughts you have about your Safe Route to School." respondents indicated: Part 11/12

Thanks

- I am STOKED that the community is looking in to keeping all of our kids safe walking to school. (From a mom who has kids who walk / ride bikes daily.) Thanks for all of your work!
- Looks good.
- Thank you for conducting this survey!
- The sidewalks added in the Sunset Hills neighborhood have been an amazing boon for my family, and have encouraged my preschool age children to bike and walk more already. Please keep adding sidewalks in the neighborhood near the school. Thank you.

Miscellaneous

- I prefer the more high profile routes for reasons stated above but my student has indicated that they have never had an issue with adults that are weird or otherwise concerning on the routes they take to/from school.
- Spend more of my tax dollars this way instead of tax "incentives" for new construction.
- The path from Tempe st to the back of the schools is very nice to have
- This process should NOT be used to justify the city cutting funding for crossing guards. If it is used that way, you will lose the trust of the community and the school district in the process.
- Trail Rd is nicer to walk than 6th St. I cannot comment on ease of route in inclement weather or after a snowfall.
- This seemed like a good idea, but after taking this survey and realizing the costs that could be involved in adding guards, signals, signs, sidewalks, etc., I think the project has gone way overboard and expenses like that could be spent on extending the school day and giving our kids more exercise time on school grounds with more adults around to supervise. In today's society parents would be irresponsible to let their elementary kids out of sight long enough to walk/bike to school each day to gain exercise. Another idea is to add an exercise facility on the school grounds and let the children workout. The air would be better than walking along a major roadway breathing car fumes.
- I am hesitant to let my children cross major streets, although I have and have trained them to do so. I would have let them do it at younger ages if they were crossing guards.
- My child utilizes BGC due to my work schedule. If I am home from work, we do allow her to walk home occasionally
- Fortunately, our major intersection has a crossing guard. I don't know that I would allow my child to walk if there were not one on Mass Street.

When asked "Please share any other thoughts you have about your Safe Route to School." respondents indicated: Part 12/12

MISCELLANEOUS

- Please reach out if you have questions/concerns. XXX-XXX-XXXX I have previously reached out to the city of Lawrence to have paid crossing guards at Inverness and Clinton pkwy. I reached out about 1.5 years ago twice now. Last year I saw the city doing a study on this intersection counting cars. No one has reached back out to me with feedback response or plan of action. It feels like my concern is being ignored by the city. At a minimum annual communication should be made at the start of the school year or if there is a major change to inform school, parents, communities what routes are done and what the next 5 year plan is for improving routes. If this does not want to be considered then perhaps changing the bus rules is an option. My kids live too close to the school to ride the bus however they are not allowed to cross a dangerous intersection and therefore cannot walk or bike to school. Since I haven't gotten support, my kids have been dropped off at their grandma's house which is within the neighborhood of the school as a work around. It would be great to hear of any feedback after these surveys are completed.
- Because of how our boundaries fall my kids will never get to walk or bike to school. We feed into Schwegler at 23rd and Ousdahl but live near 31st and Lawrence Ave. My kids would have to cross Iowa (no crossing guard) and 23rd to get to school.
- My daughter is special needs and isn't ready to walk or bike on her own yet. We are working on it as a possibility once she is more mature.

CONFUSION

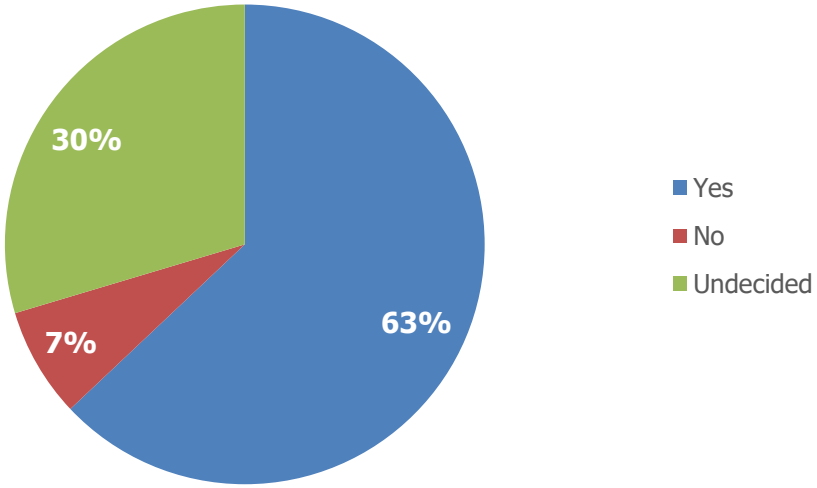
- I'm not sure I really understand where option b is located in this question: Option A - Sidewalks and/or on-street bike facilities on Brush Creek Dr. Option B - Yield service road way along a City-owned green space
- I prefer D through Veterans Park
- I don't know what any of those programs are listed in the first section. Information is not shared from their school to the community.
- The routes are not labeled A or B. I think the current routes are more direct and better. I don't like for kids to be out of site from passersby. They are safer where they can be seen.
- I'm confused by the question "Which crossing at the intersection is the most challenging to traverse?" because I'm not sure which intersection the question is referring to. I selected "North Leg," but only because I didn't think I'd be able to submit the survey with that question blank.

Public Comment Period Comments

The draft plan was available for public comment October 2 - October 19, 2020 at https://lawrenceks.org/safe-routes, in paper copy at the Lawrence City Hall Riverfront - Planning & Development Services Office and at the Lawrence Public Library. Thirty-two 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 A41: Support of Draft Safe Routes to School Plan Goals



Number of Responses - 27

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

- My child walks to school.
- Support of sidewalk infrastructure and education sounds great. It would be great to shoot for an even higher percentage than 20%.
- My whole family shares one car. We walk and bike everywhere. We live in East Lawrence, within walking distance of my son's elementary (New York) and middle school (Memorial)
- General support the goals and objectives but have not reviewed enough to be confident in implementation.

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

- General response about bike driver safety. After speaking with numerous bike and car car drivers manyof the bike drivers are against the flashing strobe lights on the front of bikes Most of the car drivers are against the light. Lights are a safety factor similar to car high beams flashing on and off that irritate all vehicle drivers. Bikers by law are vehicles and should be required to follow the vehicles traffic laws!
- I don't think I saw any changes in my concern on placing a crossing guard at Inverness and Clinton parkway. The map just showed a yellow cross indicating a school crossing but no changes were made to increase safety of this area.
- For Cordley, having the route along 19th instead of 18th concerns me. While there are crosswalks there, people roll through them frequently (going south on Tennessee, for example, when turning onto 19th, people rarely look for walkers), and it is VERY busy. I would be more comfortable with kids walking on 18th instead. If the route was on 19th, is there a way to plant bushes or something between the sidewalk adn the street to separate kids a bit more from all that traffic? My kids would get distracted and I wouldnt' trust them on that road.
- These goals seem ambitious but obtainable.
- These improvements are sorely needed environmentally, socially, and for health to all
- It doesn't go far enough, but it is a good start.
- We are in a pandemic.....remote learning only!
- It's not clear to me whether any change will be made to the crossing at Harvard and Crestline for students wishing to walk or bike to West and Sunset Hill who use that route. I do not support the plan unless it is going to do something about that crossing. My concerns, as expressed in previous surveys and meetings is as follows: there are many kids who live south of Harvard and could walk along Crestline and cross at Harvard to get to West and Sunset Hill. However, that section of Crestline is very fast and something needs to be done to slow cars down, for example speed bumps, as well as more signage earlier on, and a school zone flashing light SOUTH of Harvard on Crestline. The Harvard Crestline four-way stop also needs to have new road markings (white crossing lines) on all four approaches, and give way to pedestrian signs added as drivers ignore the rule that they should stop for pedestrians. It is a dangerous crossing.
- All plans have to start somewhere
- I am not sure that the correct balance has been taken to insure safety on the routes. Not only do drivers need to educated on responsibilities and precautions so do pedestrians and cyclists. Each of these activities are privilege's not rights.
- I think all of the city's children should be able to walk on a sidewalk to get to school.
- It's another blatant government attempt to save money at taxpayer expense, and charge for services not rendered, by manufacturing a problem that does not exist.

Public Comment Period Comments

When asked "Do you have any comments about the draft Safe Routes to School plan you would like to share with us?" respondents indicated: Part 1/2

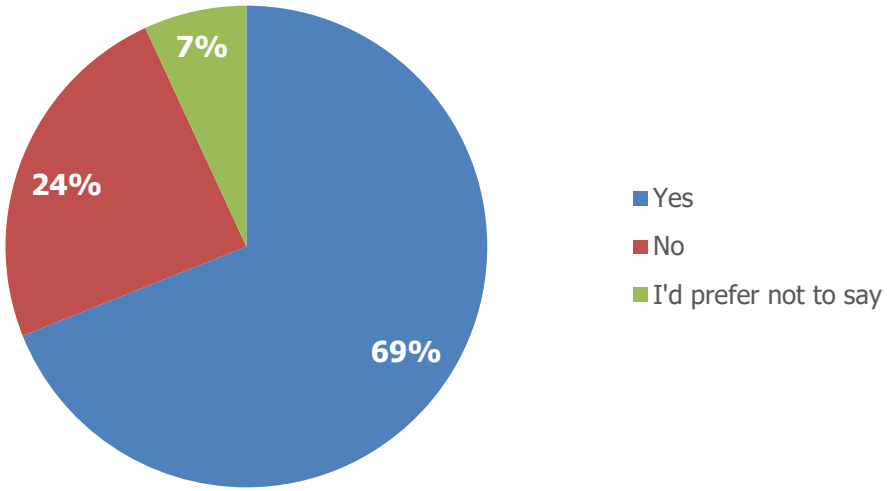
- No
- Recommend to also focus on easements, linear parks, underpasses, and routes that do not cross any roads.
- Just please do it. I have heard that it is currently illegal to let your children walk or bike to school unattended. This is ridiculous. Our children should be able to learn the independence that comes from bringing themselves to school. The city needs to make a safe space for that learning experience.
- The problem of safe routes is created by an autocentric culture and subsequent focus on automobiles from the City as it relates to Planning & Development and Infrastructure. The vast majority of the streets in downtown neighborhoods were created for pedestrians with shared use for horses and carriages and the hierarchy of use should remain. Streets are for people first. The mindset of City Planners should be that Streets are primarily designed for pedestrians, bicycles, strollers, wheelchairs, etc. with an accommodation for cars, not the other way around. This concept should be articulated early in the plan.
- Would like crossing guard at above concerned intersection.
- The beactivesaferoutes.com link is not valid.
- The https://lawrenceks.org/mso/trafficschedules link is not valid.
- Other concern aboout Cordley plan is the intersection of 19th adn Vermont. Having the crossing guard there works for during school times, but when kids are going to or from Boys and Girls Club, it is incredibly dangerous to cross right there.
- Needs a little more proof reading. Page 7, paragraph 3 "faucets"; Claims on pages 19 and 20 (74% of respondents...) seems deceptive. Only 42% said they would allow children to walk a mile. The use of "up to a mile" is confusing. I support starting with sidewalk on one side of all local streets. I believe this makes better use of limited funds. We can come back in 10 years and infill on the other side. I would like to see the neighborhood associations involved in creating the traffic circulation plans. We have been the most inconvenienced by poor traffic flow, and know our neighborhoods better that USD 497 or city staff. I support limiting crossing guards to safe routes only. Another good use of a limited resource. I support 497 and city sharing crossing guard costs. I support volunteer substitutes for crossing guards.The typeface of the note at the bottom of page 40 is too small (Note: Due to the 25% of miles...) This is a major decision, and needs to be more up front. It looks like you are trying to hide this decision.
- More crossing guards are needed.

When asked "Do you have any comments about the draft Safe Routes to School plan you would like to share with us?" respondents indicated: Part 2/2

- We need a crosswalk on diamonhead from sidewalk by langston hughes elementary fence to neighborhood and we also need trail or sidewalk from silver rain road to langston hughes elementary for langston heights neighborhood - our kids love walking and biking to school but this would make it more accessible. Will they be building a new middle school next to langston hughes elementary?
- Same as above: I do not support the plan unless it is going to do something about the Harvard/Crestline crossing. My concerns, as expressed in previous surveys and meetings is as follows: there are many kids who live south of Harvard and could walk along Crestline and cross at Harvard to get to West and Sunset Hill. However, that section of Crestline is very fast and something needs to be done to slow cars down, for example speed bumps, as well as more signage earlier on, and a school zone flashing light SOUTH of Harvard on Crestline. The Harvard Crestline four-way stop also needs to have new road markings (white crossing lines) on all four approaches, and give way to pedestrian signs added as drivers ignore the rule that they should stop for pedestrians. It is a dangerous crossing.
- Teach kids to not walk or play in the streets, and teach cyclists that they have a solemn duty to obey traffic laws when they are on the streets. Stop signs mean stop. Perhaps the city could replace a few hundred stop signs with yield signs, and then cyclists would not have to stop completely, but they would still have to yield. This would improve traffic flow and improve compliance.

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

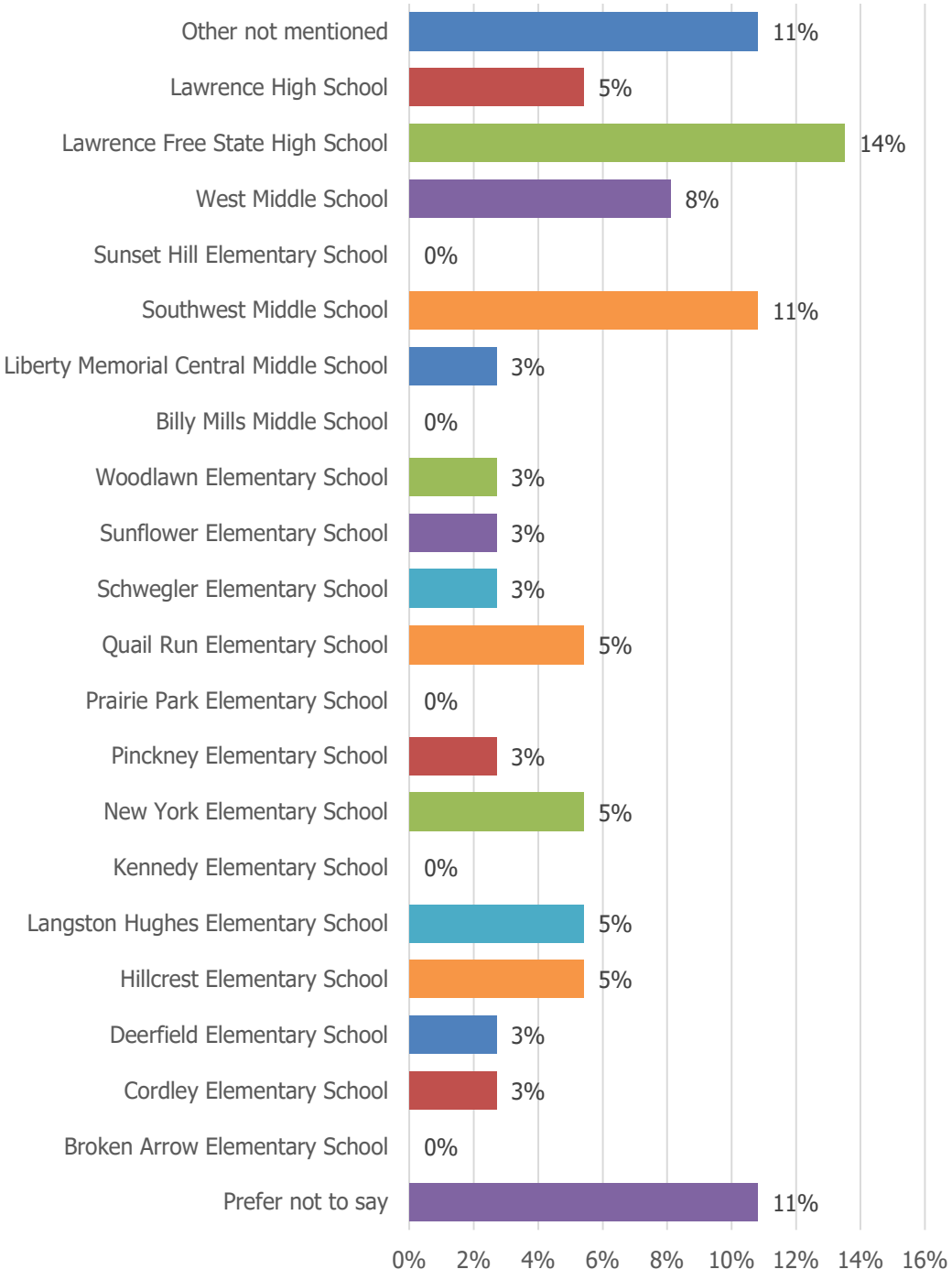
Figure A42: Number of Respondents with School Age Children



Number of Responses - 29

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

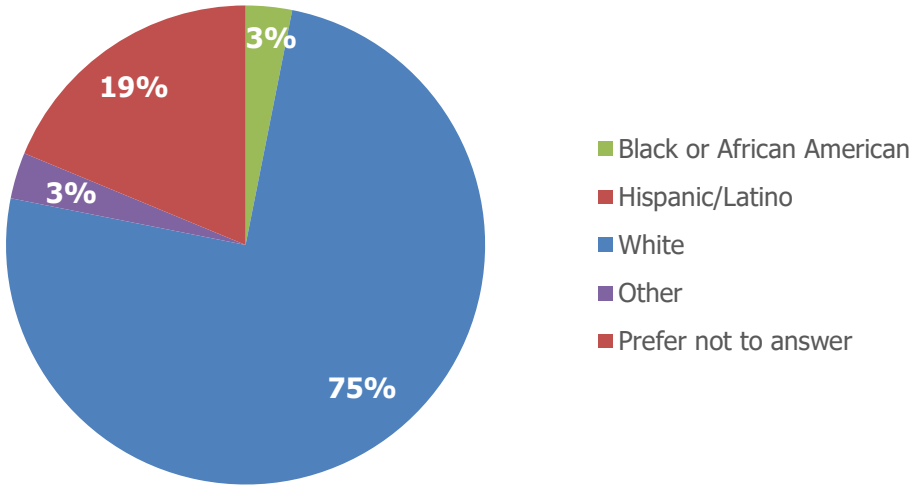
Figure A43: Respondents' Children's School



Number of Responses - 24
Number of Selections - 37
*Respondents could choose more than one school

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

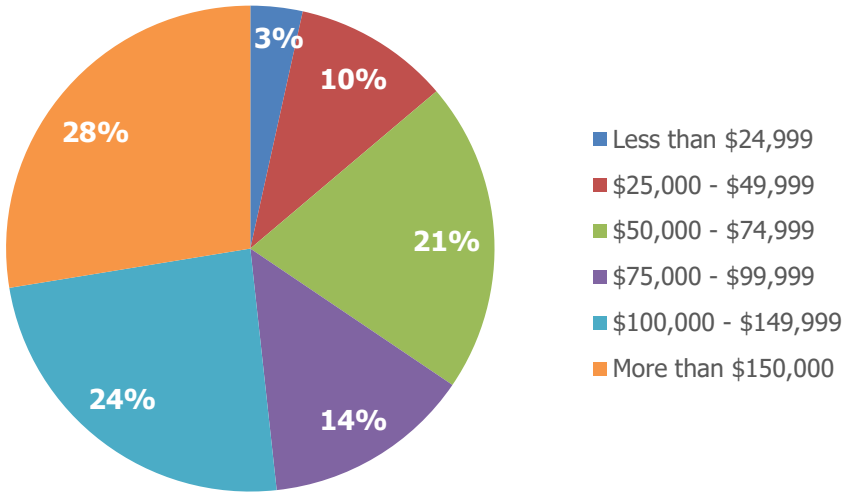
Figure A44: Race/Ethnicity of Respondents



Number of Responses - 32

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

Figure A45: Annual Household Income of Respondents



Number of Responses - 29

APPENDIX B
Pedestrian Crossing Guidance

Pedestrian Crossing Guidance

Currently standalone bicycle and pedestrian crossing improvements are implemented based on a request-based system or using engineering judgment when KDOT Transportation Alternative (TA) funding is available. This is not a systematic way to address crossing comfort. A strategy in the Comfortable Crossings Issue section of the SRTS Plan is to integrate Safe Routes to School crossing improvements into the Non-Motorized Projects Prioritization Program by identifying and incorporating built environment crossing improvements on Safe Routes to School Routes. Moreover, the strategy states the City will develop thresholds (warrants) for specific types of crossing improvements (Rectangular Rapid Flashing Beacons, Pedestrian Hybrid Beacons, high visibility crosswalk, crosswalk with warning signage and yield line, etc). The thresholds will include the number of vehicles, vehicle speed, and number of pedestrians using the crossing. But to incorporate the necessary built environment crossing improvements to the Non-Motorized Projects Prioritization Program they first must be identified.

Unfortunately SRTS crossings were not able to be to be identified during plan development, but not for a lack of trying. Staff began evaluating intersection level of comfort by attempting to create a model to score intersections, but due to intersections typically having four legs with different characteristics, a model was not able to be created. Thus the process involved manually evaluating each leg of an intersection to determine the level of comfort based on the number of lanes, type of street, and type of improvement (e.g. full traffic signal, hybrid beacon, etc.); regrettably the process was too intensive and not feasible to complete during SRTS plan development due to lack of available data. Learning from the model attempt, instead of creating a level of comfort model for intersections along Safe Routes to School Routes a simplified flowchart or policy should be created based on the type of intersection.

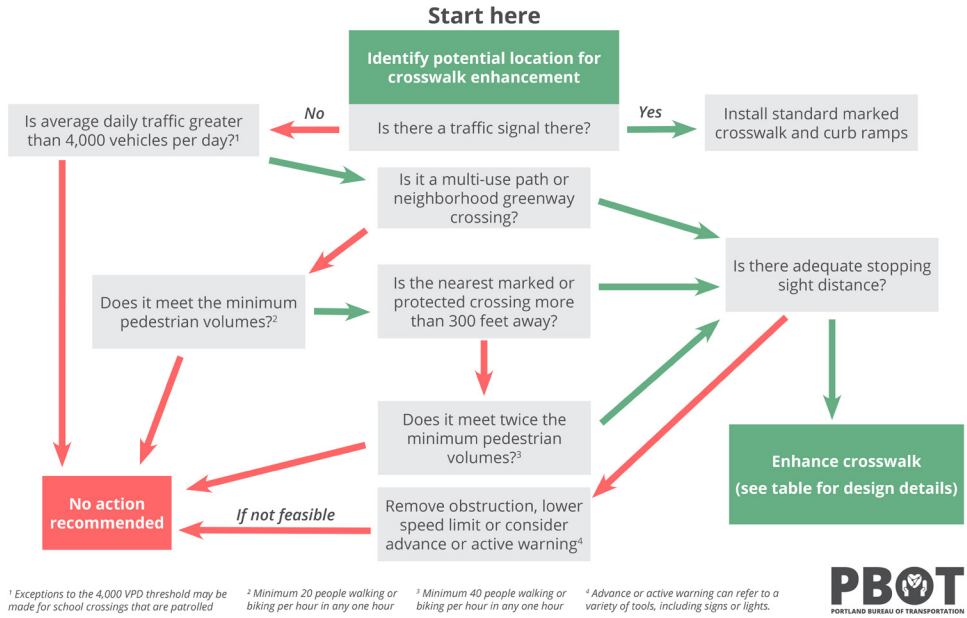
The following recommendations should be considered as the City of Lawrence moves forward with developing crossing infrastructure polices and design guidance.

Flowchart for Pedestrian Crossings at Unsignalized Locations

The City of Lawrence should create guidelines to determine if infrastructure is necessary at unsignalized locations. Various example flowcharts reflect the focus of pedestrian improvements. The matrix then describes potential intersection improvement based on the traffic speeds, traffic volumes, and the number of lanes. The City needs to determine the focus of pedestrian improvements and create a City of Lawrence unsignalized crossing flowchart and matrix.

CROSSWALK SITE EVALUATION GUIDELINES

How PBOT identifies locations that would benefit from crosswalk enhancements



CROSSWALK DESIGN BY ROADWAY TYPE*

	VEHICLE ADT > 4,000 - 9,000			VEHICLE ADT > 9,000 -12,000			VEHICLE ADT > 12,000 -15,000			VEHICLE ADT > 15,000		
	≤30 MPH	35 MPH	40+ MPH	≤30 MPH	35 MPH	40+ MPH	≤30 MPH	35 MPH	40+ MPH	≤30 MPH	35 MPH	40+ MPH
TWO LANES	●	●	●	●	●	●	●	●	●	●	●	●
THREE LANES WITH RAISED MEDIAN	●	●	●	●	●	●	●	●	●	●	●	●
THREE LANES WITHOUT RAISED MEDIAN	●	●	●	●	●	●	●	●	●	●	●	●
MULTILANE WITH RAISED MEDIAN	●	●	●	●	●	●	●	●	●	●	●	●
MULTILANE WITHOUT RAISED MEDIAN	●	●	●	●	●	●	●	●	●	●	●	●

** All crossings must be scoped by an engineer to ensure recommended treatment is appropriate and ADA ramps and illumination are in place.*

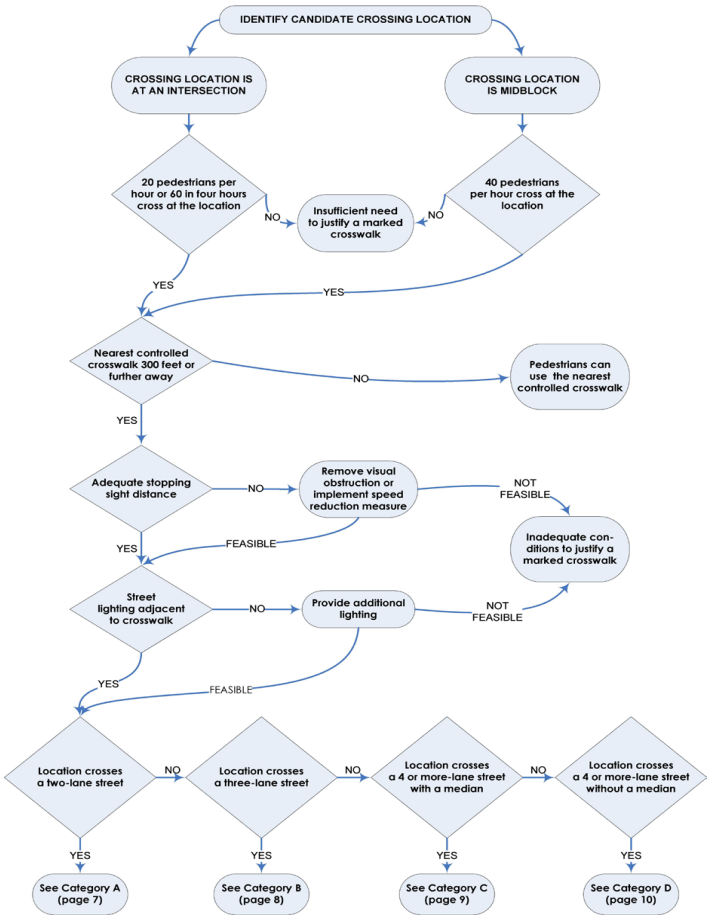
- ● Marked crosswalk
- ● Marked crosswalk, island or curb extensions, enhanced signing and striping
- ● Marked crosswalk and enhanced/active warning (islands and rapid flashing beacons)
- ● Marked crosswalk and pedestrian hybrid beacon, half signal or full signal

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Source: Crosswalk guidelines for Portland, Portland Bureau of Transportation, https://www.portlandoregon.gov/transportation/article/594882

San Francisco, CA Example

CROSSWALK MARKING FLOWCHART FOR UNCONTROLLED LOCATIONS



ADDITIONAL TREATMENTS FOR CROSSWALKS AT UNCONTROLLED LOCATIONS

A partial list of additional treatments to be considered for crosswalks at uncontrolled locations is provided below. Specific circumstances will call for flexibility in application, and a combination of treatments may be appropriate.

Level One (lower cost traffic control devices)

- **Signage**, including the "Yield Here to Pedestrians", "Yield to Pedestrians in Crosswalk" metal and pop-up signs, and "Pedestrian Warning", as discussed in the CA MUTCD;
- **Advance Stop and Yield Lines** (see discussion on page 14);
- **Raised pedestrian refuge islands**;
- **PED XING pavement markings** installed on the approaches to the crosswalk;
- **Parking prohibitions** or red zones at the crosswalk; and,
- **Speed limit signs or changes** in conformance with an engineering study and CVC regulations.

Level Two (higher cost traffic control devices and street changes)

- **Flashing beacons** used alone or in conjunction with overhead signs as approved for general use by the CA MUTCD;
- **In-roadway warning lights** as approved for general use by the CA MUTCD;
- **Curb extensions or bulbouts**;
- **Road diets** or other traffic lane changes to reduce number of approach lanes or allow the installation of pedestrian refuge islands or medians;
- **Traffic calming** or other appropriate engineering measures to reduce roadway speeds;
- **Pedestrian Hybrid Beacons (HAWK)** as approved for general use by the CA MUTCD; and,
- **Rectangular Rapid Flash Beacon** following guidelines set forth in the FHWA's interim approval for optional use.

Level Three (traffic signalization)

- **Traffic signals** should be used where other treatments are infeasible or ineffective and current CA MUTCD traffic signal warrants are met.

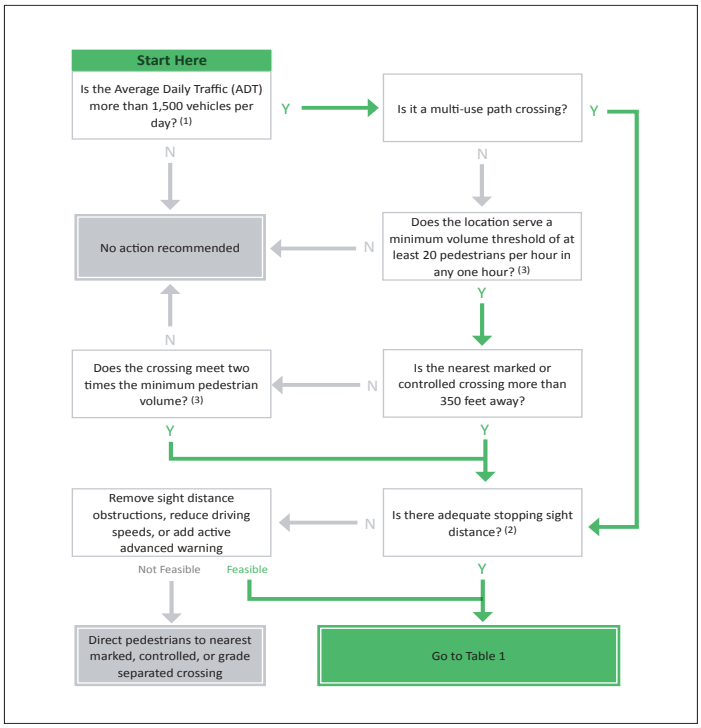
REMOVING CROSSWALK MARKINGS

These guidelines should not be used to justify removal of existing crosswalk markings. In most circumstances additional measures should be considered prior to removal of crosswalk markings. In exceptional cases crosswalk markings can be recommended for deletion while leaving a crosswalk open, such as when an engineering evaluation indicates that other measures have not been effective and there are significant safety advantages to not marking the crosswalk. Removing a marked crosswalk requires a public hearing under the Pedestrian Safety Act of 2000 (AB 2522). Consult CVC Section 21950.5 for more details about the 30-day minimum public notification requirements.

* The guidelines include a chart for each category of lanes, traffic volume and speed. For example, two lane street (meeting the flowchart requirements from above), with traffic volume (ADT) or either up to 12,000 vehicles per day or more than 12,000 vehicles per day and the posted speed determines which level of device to install.

Source: SFMTA Crosswalk Guidelines, San Fransisco Municipal Transportation Agency, 2014, http://www.sfbetterstreets.org/wp-content/uploads/2016/01/SFMTA-CrosswalkGuidelines-5-29-14.pdf

Figure 1. Pedestrian Crossing Site Evaluation Guidelines for Uncontrolled Locations



(1) Exceptions to the 1,500 vehicle minimum average daily traffic threshold may be made for school crossings or at regional trail crossings.

- A school crossing is defined as a crossing location that is patrolled OR a crossing location with 10 or more students crossing per hour.
- Regional trails are identified by the Metropolitan Council as trails that are designed as multi-use facilities to serve both recreation and transportation trips. Examples of regional trails in Saint Paul include Bruce Vento Regional Trail and Samuel Morgan Regional Trail.

(2) Stopping Sight Distance is the distance needed for a driver to stop based on the speed at which they are traveling. Generally, stopping sight distance can be determined by multiplying the speed by eight. For instance, 30 miles per hour (mph) times eight equals 240 feet.

(3) School-aged pedestrians count two times towards the minimum pedestrian volume threshold.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	● 2 4 5 6	● 5 6 7 9	○ 5 6 ● ●	● 4 5 6	● 5 6 7 9	○ 5 6 ● ●	● 4 5 6 7 9	○ 5 6 7 9	○ 5 6 ●
3 lanes with raised median (1 lane in each direction)	● 2 3 4 5	● ● 5 7 9	○ ● 5 ● ●	○ 3 4 5 7 9	○ ● 5 ● ●	○ ● 5 ● ●	○ ● 4 5 7 9	○ ● 5 ● ●	○ ● 5 ●
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	● 2 3 4 5 6 7 9	● ● 5 6 7 9	○ ● 5 6 ●	○ 3 4 5 6 7 9	○ ● 5 6 ● ●	○ ● 5 6 ●	○ ● 4 5 6 7 9	○ ● 5 6 ●	○ ● 5 6 ●
4+ lanes with raised median (2 or more lanes in each direction)	● ● 5 7 8 9	● ● 5 7 8 9	○ ● 5 8 ●	○ ● 5 7 8 9	○ ● 5 ● 8 ●	○ ● 5 8 ●	○ ● 5 ● 8 ●	○ ● 5 8 ●	○ ● 5 8 ●
4+ lanes w/o raised median (2 or more lanes in each direction)	● ● 5 6 7 8 9	○ ● 5 6 7 8 9	○ ● 5 6 8 ●	○ ● 5 6 7 8 9	○ ● 5 6 ● 8 ●	○ ● 5 6 8 ●	○ ● 5 6 ● 8 ●	○ ● 5 6 8 ●	○ ● 5 6 8 ●

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, "Using Table 1 and Table 2 to Select Countermeasures," for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerweg, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100, Washington, D.C.; FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition, (revised 2012). Chapter 4F, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA. Crash Modification Factors (CMF) Clearinghouse, http://www.cmfclearinghouse.org/; FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). http://www.pedbikesafe.org/PEDSAFE/; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

Source: Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, FHWA, July 2018

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Source: Draft Crosswalk Evaluation Flowchart and Background, City of St. Paul, 2018, https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Draft%20Crosswalk%20Evaluation%20Flowchart%20and%20Background_20180916.pdf

RESOURCES

The following two resources should be utilized when developing the flowchart and matrix for Lawrence.

Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

Safety Issues Addressed per Countermeasure

The results of the crash analysis, road safety audit, and/or stakeholder input provide the agency with a better understanding of the risk factors at uncontrolled crossing locations. The countermeasures listed in this guide can improve the visibility of crossing locations and reduce crashes, and they each address at least one additional safety concern associated with a higher risk of collision and/or severe injury. These additional safety issues include the following: excessive vehicle speed, inadequate conspicuity/visibility, drivers not yielding to pedestrians in crosswalks, and insufficient separation from traffic.

Table 2 shows the specific safety issues that each countermeasure may address. For example, the addition of PHBs has been consistently shown to improve motorist yielding by 90 percent or greater, when compared with no traffic control or warning type devices.

Table 2. Safety issues addressed per countermeasure.

Pedestrian Crash Countermeasure for Uncontrolled Crossings	Safety Issue Addressed				
	Conflicts at crossing locations	Excessive vehicle speed	Inadequate conspicuity/ visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic
Crosswalk visibility enhancement	●	●	●	●	●
High-visibility crosswalk markings*	●		●	●	
Parking restriction on crosswalk approach*	●		●	●	
Improved nighttime lighting*	●		●		
Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line*	●		●	●	●
In-Street Pedestrian Crossing sign*	●	●	●	●	
Curb extension*	●	●	●		●
Raised crosswalk	●	●	●	●	
Pedestrian refuge island	●	●	●		●
Pedestrian Hybrid Beacon	●	●	●	●	
Road Diet	●	●	●		●
Rectangular Rapid-Flashing Beacon	●		●	●	●

*These countermeasures make up the STEP countermeasure "crosswalk visibility enhancements." Multiple countermeasures may be implemented at a location as part of crosswalk visibility enhancements.

Select Countermeasure(s)

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PEDESTRIAN CROSSING TREATMENTS

When determining crossing treatments for increased pedestrian safety the number of lanes and medians must be considered. Alta Planning + Design provides guidance for selecting crossing treatments.

PEDESTRIAN CROSSING CONTEXTUAL GUIDANCE

At Unsignalized Intersections

FACILITY TYPE	Local Streets 15-25 mph		Collector Streets 25-30 mph			Arterial Streets 30-45 mph						
	2 lane	3 lane	2 lane	2 lane with median refuge	3 lane	2 lane	2 lane with median refuge	3 lane	4 lane	4 lane with median refuge	5 lane	6 lane
Crosswalk Only (high visibility)	✓	✓	EJ	EJ	X	EJ	EJ	X	X	X	X	X
Crosswalk with warning signage and yield line	EJ	✓	✓	✓	✓	EJ	EJ	EJ	X	X	X	X
Active Warning Beacon (RRFB)	X	EJ	✓	✓	✓	✓	✓	✓	X	✓	X	X
Hybrid Beacon	X	X	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓	✓
Full Traffic Signal	X	X	EJ	EJ	EJ	EJ	EJ	EJ	✓	✓	✓	✓
Grade Separation	X	X	EJ	EJ	EJ	X	EJ	EJ	✓	✓	✓	✓

Legend	
Most Desirable	✓
Engineering Judgement	EJ
Not Recommended	X

ALTA PLANNING + DESIGN

A-42 BIKEWAY DESIGN GUIDE

Source: Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, Federal Highway Administration Office of Safety, 2018, https://safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf

Source: Alta Planning + Design, "Pedestrian Crossing Contextual Guidance at Unsignalized Intersections" within the Lawrence Bikes Plan - Appendix A Bikeway Design Guide, Page A-12, 2019, https://assets.lawrenceks.org/mpo/bicycle/BikePlan.pdf

APPENDIX C
Crossing Guard Analysis

Crossing Guard Analysis

Introduction

Nationally there are three types of school crossing supervision strategies: adult control of pedestrians and vehicles by adult crossing guards, adult control of pedestrians and vehicles by uniformed law enforcement officers, and student/parent control of only pedestrians. In Lawrence, we have historically used the first intervention as a means of controlling the movement of pedestrians and vehicles near schools.

Adult school crossing guards are primarily responsible for helping children safely cross the street as they walk or bike to and from school. Guards direct and supervise the movement of students across public roads by creating the necessary gaps in traffic to provide safe passage at designated locations. Research suggests the placement of crossing guards at intersections near schools provides a simple roadway modification to increase walking to school while having no associational effect on pedestrian-motor vehicle collision rates.

Appendix C details the process to evaluate the current Lawrence adult crossing guard program, including how the counts were performed, best practices for what traffic situations warrant crossing guard placement, the efficacy of the current city-run initiative (existing locations/financial capacity and staffing challenges), parent perception and desire for crossing guards, and an observational analysis of the collected data.

Crossing Guard Placement Analysis

There is no mandatory criteria for identifying which street crossings in a community require an adult school crossing guard, however national guidance is provided via the Manual on Uniform Traffic Control Devices 2003 (MUTCD). The document contains national standards for the installation and maintenance of traffic control devices and, specifically, Part 7 of the MUTCD addresses Traffic Controls for School Areas.

In accordance with recommendations from the MUTCD and School Trip Safety Program Guidelines, adult school crossing guards are assigned at locations in Lawrence that meet the following conditions: where adequate gaps in traffic are too infrequent for children to safely cross, at complicated intersections with frequent vehicle turning movements, and at wide street crossings where vehicular speeds are high. Historically, in some cases, built environment improvements (rectangular rapid flashing beacon or HAWK signals) were installed where a crossing guard was located, but no evaluation was conducted after the improvement was made to determine if the crossing guard was still necessary at the location. Using guidance from national best practices the Safe Routes to School Working Group began to evaluate adult crossing guard placement in the spring of 2019 and fall of 2020. Data collected was evaluated during the winter and prepared for inclusion in the citywide Safe Routes to School Plan.

Methodology

Observations were essential to assess need and understand the placement of current school crossing guards. The City of Lawrence developed a School Crossing Policy in 2008 which is being incorporated into a redeveloped School Area Traffic Control Policy. The policy establishes a consistent, technical criteria to determine whether or not adult school crossing guards are provided at specific locations. The City of Lawrence's crossing guard analysis consisted of 180 observation periods monitoring vehicle and pedestrian volumes at 28 crossing locations near Lawrence's public elementary schools.

The evaluation process began with a review of all crossings where guards are currently assigned. In addition to those locations, the Parking Control office shared recently requested additional locations where parents had requested crossing guards. Duration of observations was established at each location based on the current crossing guard staffing times and/or based on similar ones for that school and projected travel time. Observations occurred for students' morning and afternoon peak commute periods. Evaluation times typically began 45 minutes prior to the beginning of school and concluded 30 minutes after dismissal.

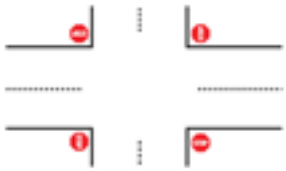
Standard reporting forms were developed based on engineering staff's warrant methodology (see below) for volunteers to log data on pedestrian and vehicle volumes, weather conditions, and time of day. The Federal Highway Administration (FHWA) recommends counts occur during a "typical day", so the first and last weeks of school, holidays, special event days (i.e. marathon club), and inclement weather days were avoided. A minimum of three morning and three afternoon studies were conducted to determine the average number of children using crosswalks identified in the study area. This allowed staff to average the observational counts and identify anomalies or locations to collect additional data.

Volunteering opportunities were advertised and forms were distributed to 38 volunteers who logged student travel behavior activity, traffic volumes, and gap time between vehicles at crossing locations. Conducting observations was a significant undertaking. The data collection effort required approximately 112 hours of staff and volunteer time in addition to the preparation, coordination, and maintenance of travel logs.

Intersection Types

Controlled Intersections

Controlled intersections are identifiable by the presence of traffic control signs or signals. Drivers must obey the signs, signals, and right-of-way rules.



All-Way stop

Two-Way Stop

HAWK signal

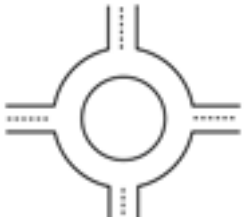
Mid-block crossings with beacon

Uncontrolled Intersections

Uncontrolled intersections are characterized by the lack of a regulatory sign or signal (i.e., STOP or YIELD) at entraces into the intersection.

Uncontrolled/yield intersection

Marked and Mid-Block Crossings (no beacon)



Roundabout

Best Practices for Warrants

Adult crossing guards have been placed in locations where they are determined to be "warranted" based on an evaluation methodology which considers a handful of factors. Vehicle and pedestrian volumes, age of students, the width and number of traffic lanes to be crossed, proximity of the crossing to the school, and the presence of traffic control devices such as stop signs or signals are some of the variables used for the basis of adult guard placement. When warrants are met it is recommended that adult crossing guards are used to enhance protection at school crossing locations, and to assist school children in safely crossing a street or highway.

Two methodologies, vehicle counts and gap studies, are used to understand the rate of vehicle traffic at crossings near schools. High vehicle volumes and short gap periods between cars impede pedestrians from crossing and reduce comfortability among parents to allow students to walk to school. The type of count conducted is based on the characteristics of the crossing.

Vehicle counts are performed by tallying the total number of vehicles passing through a crosswalk during peak travel time at a specific school's location. Crossing guards are warranted based on the intensity of vehicle volume and the number of students making use of the crossing. Vehicle counts are done at controlled intersections, where a stop sign, signal, or other traffic control device interrupts the flow of vehicle traffic and allows pedestrians a period to cross the roadway.

A Gap Study measures whether there are enough safe gaps between vehicles for students to cross the road. At crossings without signs or signals, pedestrians must wait for sufficient breaks in vehicular traffic in order to safely cross the street; these are called uncontrolled intersections. If the delay between gaps at uncontrolled intersections becomes excessive, children may become impatient and endanger themselves by attempting to cross the street during an inadequate gap. The amount of time determined to be "safe" is calculated based on characteristics specific to the crossing location. Safe gap time is defined as the number of seconds required for a student to observe the traffic situation and cross the roadway to a point of safety on the opposite side. Four feet per second is the nationally accepted rate in which most pedestrians walk; that time is added to the perception and reaction time (usually 3 seconds). If there are insufficient gaps, then a school crossing guard may be considered.

A formula based on criteria from the School Crossing Control Policy warrants used information from the completed forms to calculate the average number of students and average vehicles or vehicle gap rates, depending on the intersection type. The output from the formula was then referenced against School Crossing Control Policy standards to determine the efficacy of crossing guard placement. Lawrence's guidelines for crossing guard placement are based on the "School Trip Safety Program Guidelines," 1984 Edition developed by the Institute of Transportation Engineers (ITE). You can find a comparison below:

Existing Locations

Crossing Guard Analysis

Twenty-eight total intersections and 37 total crossings were evaluated to determine if they met warrants for crossing guard placement. Many intersections had multiple crossings that were counted, where the crossing guard is assigned to monitor one crossing based on warrants, but serves the entire intersection.

Recommended Adult Crossing Guard Locations

Meets Crossing Guard Warrant?	Existing Intersections	Potential Intersections	Total
Yes	9	2	11
No	14	3	17

For the 2019-2020 school year, the 23 intersections where a crossing guard was assigned were counted. Five additional intersections were identified prior to the study as locations where crossing guards were requested and should be considered for potentially meeting the warrants. The following tables show the locations of the intersections where warrants were met. In total, 11 of 28 evaluated intersections meet the current warrants for crossing guard placement. Two intersections that didn't meet the warrants were extremely close to meeting the warrants. Only nine of the 23 existing crossing guard locations meet the current warrants for crossing guards. Two of the five additional crossings counted meet warrants.

Existing Locations

Nearest Intersection	School Served 1	School Served 2	School Served 3	Meet Warrant?	SRTS Route?
27th St & Louisiana St	Broken Arrow	Billy Mills		Yes	Yes
19th St & Massachusetts St	Cordley	Liberty Memorial Central		Yes	Yes
19th St & Vermont St	Cordley	Liberty Memorial Central		Yes	Yes
Lawrence Ave & Princeton Blvd	Deerfield	West		Yes	Yes
Arrowhead Dr & Peterson Rd	Deerfield	West		No	Yes
Harvard Rd & Iowa St	Hillcrest Elementary	West		No	Yes
19th St & Harper St	Kennedy	Liberty Memorial Central		No	Yes
Harper St & Davis Rd	Kennedy	Liberty Memorial Central		Borderline	Yes
Harvard Rd & George Williams Way	Langston Hughes			Yes	Yes
Bob Billings Pkwy & George Williams Way	Langston Hughes			No	Yes
6th St & Mississippi St	Pinckney	Liberty Memorial Central		No	Yes
5th St & Maine St	Pinckney	Liberty Memorial Central		No	Yes
27th St & Mayfair Dr	Prairie Park	Billy Mills		Yes	Yes
28th St & Kensington Rd	Prairie Park	Billy Mills		No	Yes
Winged Foot Ct & Inverness Dr	Quail Run			No	Yes
23rd St & Ousdahl Rd	Schwegler	Billy Mills		No	Yes
22nd St & Ousdahl Rd	Schwegler	Billy Mills		Borderline	Yes
27th St & Wildflower	Sunflower	Southwest		No	Yes
Schwarz Rd & 9th St	Sunset Hill	West	Hillcrest	Yes	Yes
Schwarz Rd & 6th St	Sunset Hill	West	Hillcrest	Yes	No
Harvard Rd & Kasold Dr	Sunset Hill	West	Hillcrest	No	Yes
4th St & Locust St	Woodlawn	Liberty Memorial Central		No	No
7th St & Locust St	Woodlawn	Liberty Memorial Central		Yes	Yes

Potential Locations					
Nearest Intersection	School Served 1	School Served 2	School Served 3	Meet Warrant?	SRTS Route?
27th St & Belle Haven Dr	Broken Arrow	Billy Mills		No	Yes
27th Ter & Louisiana St	Broken Arrow	Billy Mills		Yes	No
Mississippi St & 5th St	Pinckney	Liberty Memorial Central		No	Yes
Clinton Parkway at Inverness Dr	Southwest	Sunflower		No	Yes
Harvard Dr & Crestline Dr	West	Sunset Hill		Yes	Yes

OPERATIONAL CHALLENGES AND IMPACTS TO CITY SERVICES

The adult crossing guard program is staffed and facilitated by the City's Parking Control Office. The Parking Supervisor oversees all enforcement staff and the crossing guard program which employs 14 crossing guards on a part-time basis. Finding reliable, qualified staff to fill the position is a significant challenge to run the program. In the 2018 - 2019 school year, full time Parking Department employees assisted with covering crossing guard absences and vacancies 139 times. Of the 139 absences, 54 were in the morning and 85 in the evenings. At times, parking enforcement officers are needed to help fill in these scheduling gaps. This decreases staff's productivity and limits citation revenue, impacting parking services. Including comp time earned from the morning crossings and lost citations the estimated total financial burden to the Parking Department alone was $8,330.

Altogether the program is funded solely by the City at an average cost of $107,000 per year (not including the additional burden mentioned above). Housing the adult crossing guard program within the Parking Department redirects organizational resources away from their core mission which is focused on parking and associated issues. To fill the staff vacancy gap there are opportunities presented to provide alternatives to the adult school crossing guard program. Contracting out those services or use of school-designated volunteer guards (to fill regular guard absences) could be used to help fill coverage gaps.

A staff of substitute and volunteer guards could be assembled by USD 497 to work in coordination with the City. Volunteer guards could be placed in areas where additional school crossing guards are desired beyond the financial capacity or program requirements of the City of Lawrence. The City could offer training to volunteers and provide them with appropriate equipment. Volunteer guards would assist only in crossing students, but not be responsible for directing vehicular traffic or be allowed to use flags, hand signs ("STOP" or "SLOW" signs), or other signaling devices to direct or control traffic.

Crossing Guard Analysis

Demand Perception

Each school has high parental demand to place crossing guards at locations near their school. Crossing guards were selected as a high motivating factor in allowing their child to walk or bike to and from school in the 2019 parent survey. Parents indicated in the feedback packet they preferred uncontrolled or yield intersections and roundabouts to be prioritized for crossing guard locations when disregarding speed or number of vehicles. The perception in Lawrence is that walking and biking to school is unsafe and lack of guards is a factor preventing them from allowing their student to walk or bike to school. However, other programs like walking school bus might be a better option for lower pedestrian volume crossings that do not meet the warrants in the School Crossing Control Policy.

Regular Crossing Guard Placement Evaluation

Historically crossing guard locations were evaluated by the Traffic Engineer and considered by the Traffic Safety Commission when a new location was requested and the operational characteristics of the crossing reasonable would meet the warrants. Locations were only reevaluated occasionally and without any consistency. This evaluation timing needs to be coordinated with the budget process and school year considerations since funding and staffing locations is fundamentally tied to both.

A process should be developed for consistent observation of current crossings and requests for future crossings. Establish a protocol for the School Board, PTO's, and/or Site Council's to advise the agency in charge of the data collection effort to changes to school boundaries, changes in school start and dismissal times, or busing changes which could impact student commute safety. Contact information of City Staff responsible should be readily accessible to schools, the local police service or any member of the public who may have a question or concern about student safety related to school crossings.

An evaluation program should be developed. Due to the extensive resources needed to coordinate volunteers and the staff hours needed to conduct counts and analyze crossing locations, staff recommends routine re-evaluation of crossing locations on a rotating basis. For example: 1/3 of existing guard locations would be evaluated each year. To limit redundancy of counts, if a new guard is requested the location can only be the subject of evaluation every 3 years. An exception could be made at locations in areas with significant development and/or changes in school boundaries or SRTS route designations/ changes. This would require development of a document detailing evaluation schedules, timelines to request evaluations, and timelines to determine crossing guard placement for the following school year. A rotating schedule for regular evaluation of existing and requested crossing guards to ensure locations meet warrants will be made by the Traffic Engineer/MSO in coordination with the SRTS working group, timed in advance of the budget process and the coming school year. Placement of guards would only occur along designated safe routes.

Conclusion

What we recommend: With adoption of the Safe Routes, placing crossing guards only along designated safe routes. The development of a document that details the evaluation schedules, timelines to request evaluations and timeline to determine crossing guard placement for the following school year. A rotating schedule for regular evaluation of existing and requested crossing guards to ensure locations meet warrants will be made by the Traffic Engineer/MSO in coordination with the SRTS Working Group, timed in advance of the budget process and the coming school year.

Other considerations that should be given to the crossing guard operations:

Funding: USD 497 could cost share with the City of Lawrence to provide the school crossing guards. City of Lawrence and USD 497 could contract out the school crossing service and share the expense.

Substitute Guards: USD 497 could provide and coordinate substitute crossing guards, while the City of Lawrence still funds and manages the program.

Volunteers: If additional school crossing guards are desired beyond the financial capacity or program requirements of the City of Lawrence, the City could offer training to volunteers and provide them with the appropriate equipment.

The adult school crossing guard is only one tool used to improve the safety of students as they cross roadways to and from school. Other strategies outlined in Appendix E can provide alternative avenues of advancing active transportation solutions through a less resource intensive, and cost-effect effective methods.

APPENDIX D

Projects Listed by School

Bicycle Goals

Prior to this plan the Safe Routes to School Routes focused solely on walking routes and sidewalk projects. This Plan recognizes bicycling to school may require different facility types. Therefore, bicycling Safe Routes to School projects were identified.

Once Safe Routes to School routes were revised and evaluated by the public through the feedback packet, the SRTS Working Group looked at the routes and bikeway projects. The Lawrence Bikes Plan (approved in 2019) identified existing and future bikeways, as well as Priority and Secondary Funding Networks prioritized for standalone bicycle and pedestrian funding. The future bikeways do not identify the type of improvement necessary to create a comfortable bikeway. The type of bikeway is contingent on the roadway speed and number of motor vehicles on the roadway.

A goal of the Lawrence Bikes Plan is to create a network of low-stress bikeways (level of comfort 3 or below). Therefore, bike projects were identified which overlap with Safe Routes to School Routes (one exception occurred due to not wanting children to bike on busy Massachusetts Street downtown with its angled parking). Then these projects were classified as either a Priority Network Project, Secondary Network Project, or Standalone Project. Lastly the projects were evaluated based on the Lawrence Bikes Plan Level of Comfort Model. Then only bike projects were included as a SRTS bike project if they have a Level of Comfort (LOC) >= 4. Locations that are future off-street locations do not have existing LOC values because existing traffic speed and volumes do not exist and were subsequently included as projects.

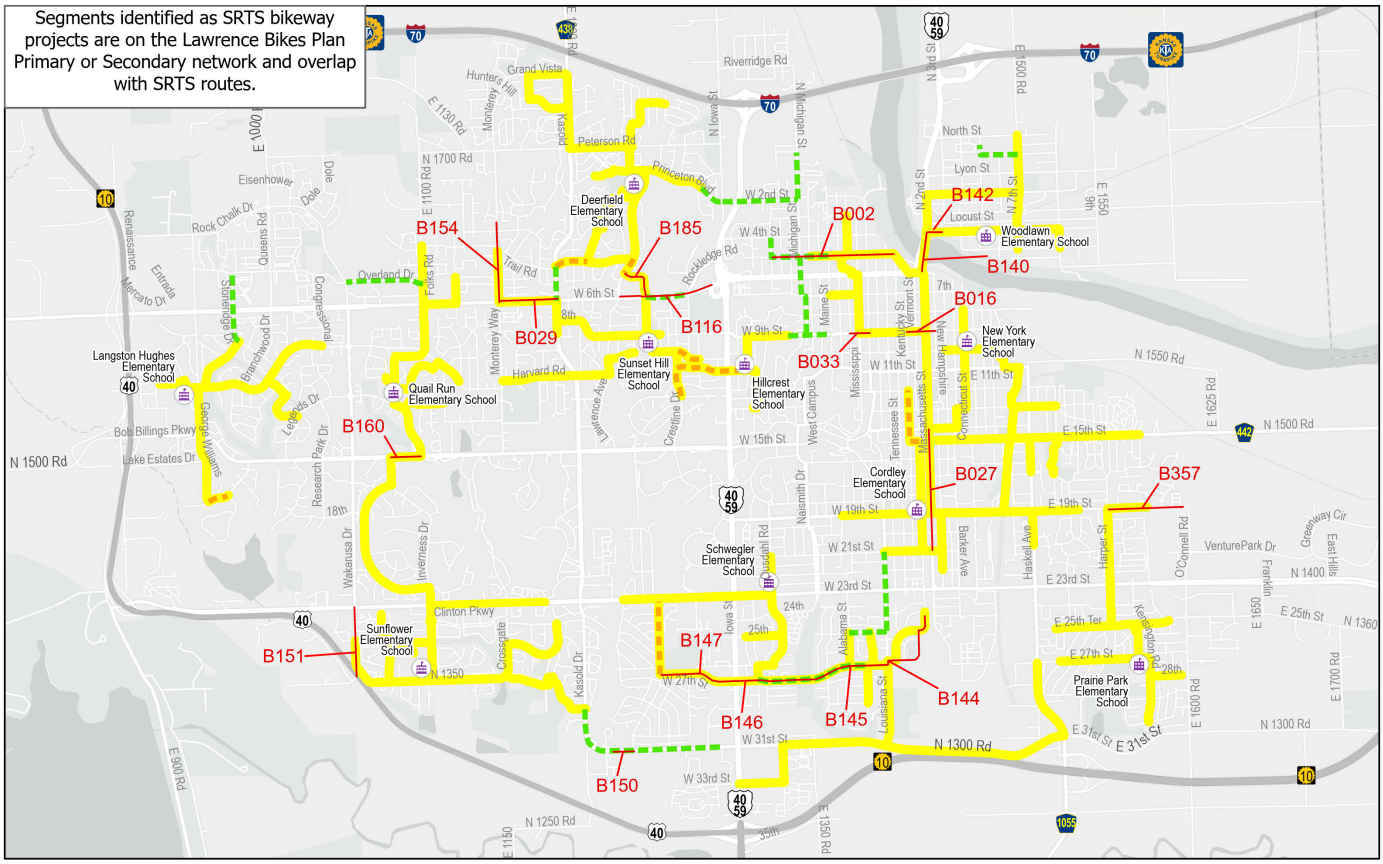
Figure D1 displays the bicycle SRTS projects. Only the >=4 or no LOC/future projects are included as SRTS bicycle projects or in the project list later in this appendix. This is because the other projects do not need additional infrastructure to achieve a level of comfort of 3 or lower.

The specific type of bike project (bike lane, shared use path, etc) is not identified. When a project occurs Municipal Services and Operations (MSO) project engineers will need to utilize the Bike Level of Comfort Model and Matrix to determine which bikeway type will achieve at least a level of comfort of 3 or below.[1]

SRTS projects will be prioritized for funding by the Multimodal Transportation Commission's Non-motorized Projects Prioritization Policy (NMPP).[2] A few of the projects were already included in the NMPP model and have been given ID numbers. Thus projects with P0 or B0 identification numbers are existing projects in the model. Eventually all projects will have identification numbers from the model.

1 https://assets.lawrenceks.org/mpo/bicycle/BikePlan.pdf#page=232
2 https://lawrenceks.org/wp-content/uploads/2019/10/NonMotorizedPolicy.pdf

Figure D1: SRTS Bike Gap Projects



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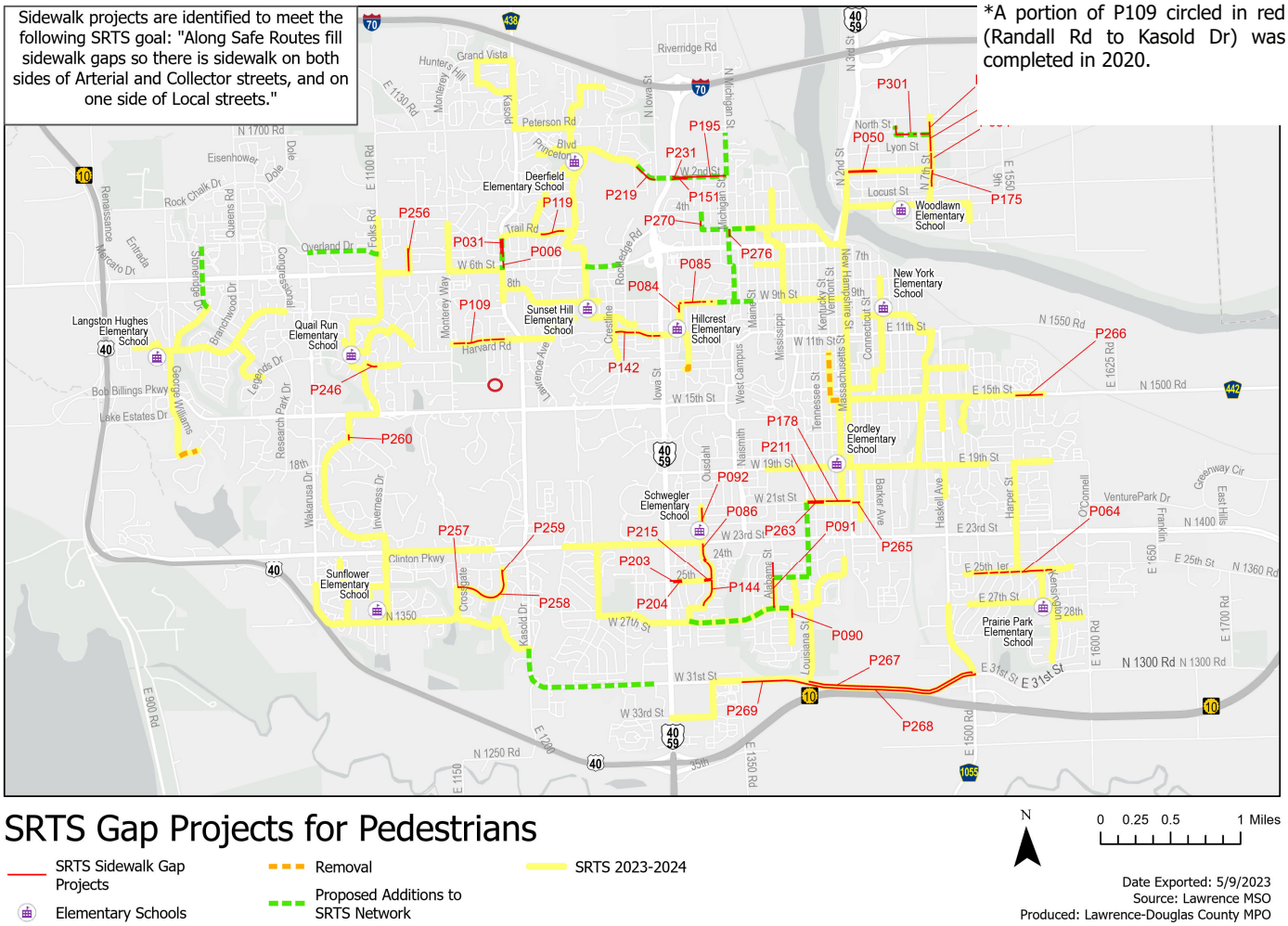
Sidewalk Goals

The following sidewalk goal was established based on the planning process: Fill sidewalk gaps so there is sidewalk on both sides of Arterials and Collectors along safe routes, and fill sidewalk gaps so there is sidewalk on one side of Local streets along safe routes.

With the sidewalk goals in mind, Figure D2 displays the sidewalk gap projects. Safe Routes to School Routes were categorized by the type of road – arterial, collector, or local. Routes which are arterials or collectors prioritize sidewalks on both sides of the road, while routes on local streets prioritize sidewalks continuous sidewalk on one side of the street. Therefore once the revised routes were finalized the routes were evaluated to determine which type of street they were and which type of sidewalk gap they contained. This includes sidewalk gap projects on one side and both sides of arterials/collectors and one side of local streets. There are a few pending sidewalk projects shown in orange.

Figure D2: SRTS Sidewalk Gap Projects



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The Elementary School sidewalk and bike projects are shown in Table D1, while the Middle school sidewalk and bike projects are shown in Table D2.

Table D1: Elementary School Sidewalk and Bike Projects

ID	Road	Side	From	To	Road Classification	Length (feet)
P006	Kasold Dr	East	W 6th St	Westridge Dr	Arterial	278
P031	Kasold Dr	Both	W 5th Ter	Trail Rd	Arterial	1245
P050	Lincoln St	Both	N 2nd St	N 4th St	Local	2130
P054	N 7th St	West	Lincoln St	Lyon St	Collector	607
P064	E 25th Ter	South	Ponderosa Dr	150 LF West of Carlton Dr	Collector	2657
P084	Hilltop Dr	West	Harvard Rd	W 9th St	Local	303
P085	W 9th St	North	Hilltop Dr	400' east of Avalon Rd	Arterial	960
P086	Ousdahl Rd	East	W 23rd St	W 24th St	Collector	679
P090	Belle Haven Drive	East	W 27th St	W 27th Ter	Local	336
P091	Alabama St	West	Jasu Dr	W 27th St	Collector	1715
P092	Ousdahl Rd	East	W 19th	W 22nd Ter	Collector	1121
P109	Harvard Rd	North	Monterey Way	Randall Rd	Collector	1779

Table D1: Elementary School Sidewalk and Bike Projects (Continued)

ID	Road	Side	From	To	Road Classification	Length (feet)
P119	Trail Rd	North	290 LF West of Millstone Dr	Settlers Dr	Collector	894
P142	Harvard Rd	South	Crestline Dr	Iowa St	Collector	1630
P144	Ousdahl Rd	West	W 24th St	W 26th St	Collector	1954
P151	W 2nd St	South	McDonald Dr	Mount Hope Ct	Collector	609
P175	N 7th St	East	Lincoln St	Maple St	Collector	632
P178	W 21st St	North	Tennessee St	Massachusetts St	Collector	941
P195	W 2nd St	North	Mount Hope Ct	Michigan St	Collector	1217
P203	W 25th St	North	Iowa St	Ridge Ct	Collector	466
P204	W 25th St	South	Iowa St	Ridge Ct	Collector	347
P215	W 25th St	Both	Ousdahl Rd	Cedarwood Ave	Collector	563
P219	Princeton Blvd	South	Providence Rd	Iowa St	Collector	898
P231	W 2nd St	North	McDonald Dr	Mount Hope Ct	Collector	813

Table D1: Elementary School Sidewalk and Bike Projects (Continued)

ID	Road	Side	From	To	Road Classification	Length (feet)
P246	W 12th St	South	Oak Tree Dr	Vantuyl Dr	Local	404
P256	Eldridge St	West	W 6th St	Overland	Local	872
P257	Brush Creek Dr	North	Crossgate Dr	Morningside Dr	Local	911
P258	Brush Creek Dr	North	Morningside Dr	Lazy Brook Dr	Local	1251
P259	Brush Creek Dr	West	W 24th St	Lazy Brook Ln	Local	513
P260	Inverness Dr	West	Balmoral Dr	Carmel Dr	Collector	219
P263	W 21st St	South	Tennessee St	Louisiana St	Collector	605
P211	W 21st St	North	Tennessee St	Louisiana St	Collector	624
P265	E 21st St	South	Massachusetts St	New Hampshire St	Local	294
P266	E 15th St	South	Harper St	Lindenwood Ln	Arterial	1035
P267	31st Street	North	Louisiana St	Haskell Ave	Arterial	6393
P268	31st Street	South	Louisiana St	Haskell Ave	Arterial	6551

Table D1: Elementary School Sidewalk and Bike Projects (Continued)

ID	Road	Side	From	To	Road Classification	Length (feet)
P269	W 31st St	South	Ousdahl Rd	Louisiana St	Arterial	2518
P270	Wisconsin St	West	mid 400 block	W 5th St	Local	200
P271	N 7th St	West	Lake St	Lyont St	Collector	635
P272	N 7th St	West	Hickory St	Lake St	Collector	472
P276	Michigan St	East	mid 500 block	W 5th St	Collector	290
P301	Lake Street	North	N 7th Street	N 5th Street	Local	1358

Table D2: Middle School Sidewalk and Bike Projects

ID	Project Name	To	From	Road Type	Elementary School	Middle School	Sidewalk Gap	Bike Funding Network	Bike Current Level of Comfort	Length (Feet)	Funded
S6	Folks Rd Sidewalk	Bauer Farm Dr	W 6th St	Collector	Quail Run	_	One Side	-	-	923	
P246	W 12th St Sidewalk	Vantuyl Dr	Oak Tree Dr	Local	Quail Run	_	One Side	-	-	474	
B9	Ousdahl Rd Bike	W 26th St	W 25th St	Local	Schwegler	_	-	No Network	No LOC	1,173	
S18	Ousdahl Rd Sidewalk*	W 21st St	W 25th St	Collector	Schwegler	Billy Mills	One Side	-	-	2,687	
P215	W 25th St Sidewalk*	Redbud Ln	Ousdahl Rd	Collector	Schwegler	Billy Mills	Two Sides	-	-	483	
B8	W 26th St Bike	Ridge Ct	Ousdahl Rd	Local	Schwegler	Billy Mills	-	No Network	No LOC	557	
B146	W 27th St Bike	Iowa St	Naismith Valley Park	Collector	Schwegler/ Broken Arrow (Added)	Billy Mills	One Side	Secondary	4	775	
S12	Brush Creek Dr Sidewalk	Crossgate Dr	W 24th St	Local	Sunflower	Southwest	One Side	-	-	2,746	
S3	W 27th St/ Wakarusa Dr Sidewalk	101' from W 27th St	83' West of Larkspur Cir	Arterial/ Collector	Sunflower	Southwest	One Side	-	-	983	Pending

*There are some gaps in this project where sidewalk is not needed

Table D2: Middle School Sidewalk and Bike Projects (Continued)

ID	Project Name	To	From	Road Type	Elementary School	Middle School	Sidewalk Gap	Bike Funding Network	Bike Current Level of Comfort	Length (Feet)	Funded
S2	Wakarusa Dr Sidewalk	Stoneback Dr	W 27th St	Arterial	Sunflower	Southwest	One side			800	Will be included in the Wakarusa Dr./K-10 interchange project
B1	Wakarusa Dr Bike	Stoneback Dr	Curve in Rd	Arterial	Sunflower	Southwest	One Side	Secondary	4	1,227	Pending
P109	Harvard Rd Sidewalk	Montery Way	Kasold Dr	Collector	Sunset Hill	West	One Side	-	-	1,439	Randall Rd to Kasold Dr Completed 2020
B5	Lawrence Ave Bike	Steven Dr	Harvard Rd	Collector	Sunset Hill	West	One Side	Secondary	4	544	
P050	Lincoln St Sidewalk	N 2nd St	N 4th St	Local	Woodlawn	_	One Side	-	-	1,155	
S30	N 7th St Sidewalk	Maple St	90' North of Hickery St	Collector	Woodlawn	_	One Side	-	-	2,640	

Table D2: Middle School Sidewalk and Bike Projects (Continued)

ID	Project Name	To	From	Road Type	Elementary School	Middle School	Sidewalk Gap	Bike Funding Network	Bike Current Level of Comfort	Length (Feet)	Funded
S21	Alabama St Sidewalk	W 25th St	W 27th St	Collector	Broken Arrow	Billy Mills	Two Sides	-	-	1,161	
P090	Belle Haven Dr Sidewalk	W 27th St	W 27th Ter	Local	Broken Arrow	Billy Mills	One Side	-	-	378	Pending 2021 SRTS
S26	E 31st St Sidewalk	Louisiana St	Haskell Ave	Arterial	-	Billy Mills	Two Sides	-	-	6,414	
B11	Louisiana St Bike	W 27th St	Park Hill Ter	Arterial	Broken Arrow	Billy Mills	-	Secondary	4	145	
S18	Ousdahl Rd Sidewalk*	W 21st St	W 25th St	Collector	Schwegler	Billy Mills	One Side	-	-	2,687	
B13	Vermont St Bike	Montana St	Indian Ave	Local	Broken Arrow	Billy Mills	One Side	Secondary	4	652	
P215	W 25th St Sidewalk*	Redbud Ln	Ousdahl Rd	Collector	Schwegler	Billy Mills	Two Sides	-	-	483	
B8	W 26th St Bike	Ridge Ct	Ousdahl Rd	Local	Schwegler	Billy Mills	-	No Network	No LOC	557	
B146	W 27th St Bike	Iowa St	Naismith Valley Park	Collector	Schwegler/ Broken Arrow (Added)	Billy Mills	One Side	Secondary	4	775	

*There are some gaps in this project where sidewalk is not needed

Table D2: Middle School Sidewalk and Bike Projects (Continued)

ID	Project Name	To	From	Road Type	Elementary School	Middle School	Sidewalk Gap	Bike Funding Network	Bike Current Level of Comfort	Length (Feet)	Funded
S23	W 31st St Sidewalk	Michigan St	Louisiana St	Arterial	-	Billy Mills	One Side	-	-	2,533	
B14	Constant Park Path Bike	5th St	6th St	-	-	Liberty Memorial Central	-	Priority	No LOC	834	
B18	E 15th St Bike	Massachusetts St	Barker Ave	Collector	-	Liberty Memorial Central	-	No	4	868	
S34	E 15th St Sidewalk (Near Oak Hill Cemetery)	Harper St	Lindenwood Ln	Collector	-	Liberty Memorial Central	One Side	-	-	145	
P240	E 19th St Sidewalk*	Burroughs Creek Trail	Maple Ln	Arterial	-	Liberty Memorial Central	One Side	-	-	1,724	Pending 19th St Project - stops at Haskell
B19	Massachusetts St Bike	14th St	19th St	Arterial	-	Liberty Memorial Central	-	No	5	2,933	
B15	Massachusetts St River Bridge Bike	Elm St	W 6th St	Arterial	-	Liberty Memorial Central	-	No	4	539	
B16	New Hampshire St Bike	E 6th St	E 7th St	Collector	-	Liberty Memorial Central	-	No	4	539	
B17	W 11th St Bike	Massachusetts St	New Hampshire St	Arterial	-	Liberty Memorial Central	-	No	4	348	

*There are some gaps in this project where sidewalk is not needed

Table D2: Middle School Sidewalk and Bike Projects (Continued)

ID	Project Name	To	From	Road Type	Elementary School	Middle School	Sidewalk Gap	Bike Funding Network	Bike Current Level of Comfort	Length (Feet)	Funded
B12	W 9th St Bike	Mississippi St	Massachusetts St	Arterial	-	Liberty Memorial Central	-	Priority	4 and 5	2,322	
B160	Bob Billings Pkwy Bike	Inverness Dr	Inverness Dr (near McGrew Nature Preserve)	-	-	Southwest	-	Secondary	4	1,060	
S12	Brush Creek Dr Sidewalk	Crossgate Dr	W 24th St	Local	Sunflower	Southwest	One Side	-	-	2,746	
S4	Inverness Dr Sidewalk	Balmoral Dr PS	Carmel Dr	Collector	-	Southwest	One Side	-	-	129	
S3	W 27th St/ Wakarusa Dr Sidewalk	101' from W 27th St	83' West of Larkspur Cir	Arterial/ Collector	Sunflower	Southwest	One Side	-	-	983	Will be included in the Wakarusa Dr./K-10 interchange project
S2	Wakarusa Dr Sidewalk	Stoneback Dr	W 27th St	Arterial	Sunflower	Southwest	One side			800	Pending
B1	Wakarusa Dr Bike	Stoneback Dr	Curve in Rd	Arterial	Sunflower	Southwest	One Side	Secondary	4	1,227	Pending
B6	Harvard Rd E Bike	Centennial Dr	Iowa St	Collector	Hillcrest	West	One Side	No	4	1,018	

Table D2: Middle School Sidewalk and Bike Projects (Continued)

ID	Project Name	To	From	Road Type	Elementary School	Middle School	Sidewalk Gap	Bike Funding Network	Bike Current Level of Comfort	Length (Feet)	Funded
P142	Harvard Rd E Sidewalk	Crestline Dr	Iowa St	Collector	Hillcrest	West	One Side			2,564	Pending 2021 SRTS
P109	Harvard Rd Sidewalk	Montery Way	Kasold Dr	Collector	Sunset Hill	West	One Side	-	-	1,439	Randall Rd to Kasold Dr Completed 2020
S15	Hilltop Dr Sidewalk	W 9th St	Near school	Local	Hillcrest	West	One Side	-	-	341	
B5	Lawrence Ave Bike	Steven Dr	Harvard Rd	Collector	Sunset Hill	West	One Side	Secondary	4	544	
B3	Monterey Way Bike	Trail Rd	W 6th St	Collector	-	West	-	Secondary	4	1,786	
P119	Trail Rd Sidewalk (East)	100' East of Rockfence Pl	Settlers Dr	Collector	-	West	One Side	-	-	925	
P118	Trail Rd Sidewalk (West)	Rockfence Pl	Kasold Dr	Collector	Deerfield	West	One Side	-	-	1,160	
B029	W 6th St Bike	Monterey Way	Kasold Dr	Arterial	-	West	-	Priority	5	2,014	Pending in 2026
P085	W 9th St Sidewalk*	Hilltop Dr	University Terrace Apts Driveway	Arterial	Hillcrest	West	One Side	-	-	992	

*There are some gaps in this project where sidewalk is not needed

APPENDIX E

Implementation Strategies and 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 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.

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

APPENDIX F

School Plan Template

BE ACTIVE

SAFE ROUTES

www.BeActiveSafeRoutes.com

SCHOOL NAME

Lawrence Safe Routes to School Annual Plan | 2020-21

Lawrence · Douglas County PUBLIC HEALTH Advancing Health for All

LAWRENCE Public Schools

Lawrence - Douglas County MPO Metropolitan Planning Organization

City of Lawrence

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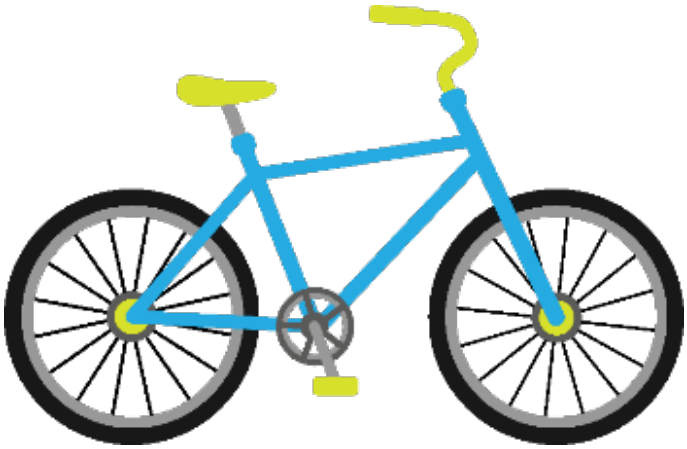


This plan was produced by the [insert school name] and is a project of Be Active Safe Routes, a local movement to create safe opportunities for children to bike and walk to and from school.

Safe Routes Overview

Safe Routes to School (SRTS) is an international program to encourage safe walking, biking and rolling to and from schools. SRTS programs work to examine conditions around schools, conduct projects and activities that improve safety and accessibility and reduce traffic and air pollution around schools. The SRTS initiative in Lawrence and Douglas County, called Be Active Safe Routes, uses strategies known as the Safe Routes to School Framework to make neighborhoods safe and accessible for everyone. They include: **Engagement**, **Education**, **Encouragement**, **Engineering**, **Enforcement**, **Equity**, and **Evaluation**

Be Active Safe Routes has been an active program in Lawrence and Douglas County since 2013. Currently, 20 schools across Douglas County participate in the Be Active Safe Routes program. Over the years, hundreds of teachers, parents and guardians, city and county officials and community members have attended trainings, workshops and town hall events designed to increase awareness for this valuable program.

Benefits to Schools and Students

Since 2013, more than 10,000 students have participated in annual Encouragement activities like National Walk to School Day and Bike to School Day. In addition, to make it easier and safer for students to walk and bike to school, a successful SRTS program benefits students and schools in several ways, including:

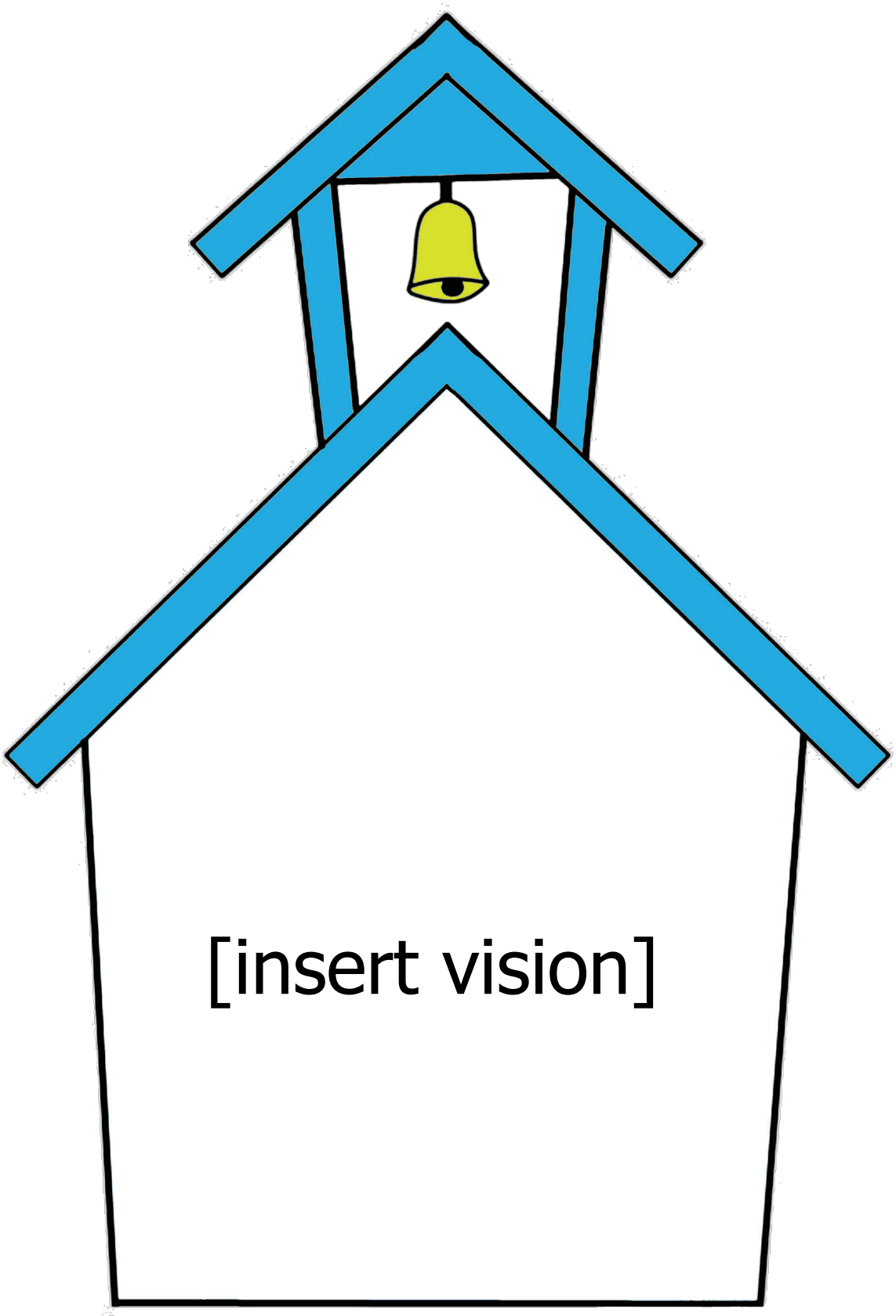
- Giving students the chance to fill in daily physical activity gaps outside of limited recess and PE time during the school day.
- Students who get regular physical activity have improved health, concentration and moods, stronger self-image and more self-confidence.
- Young people who are physically active have fewer chronic health programs and perform better in school.
- More walking and bicycling means less traffic congestions and air pollution around schools. Research shows that 25 percent of morning traffic consists of parents driving students to school.
- It's fun! Our research shows that the majority of students in Lawrence have asked to walk or bike to school. Students and families who walk or bike have a richer connection to their neighborhood.

Community Efforts

The City of Lawrence and Douglas County are actively working to become more pedestrian- and bicycle- friendly. Lawrence recently was awarded the "Bronze" Bicycle Friendly Community designation by the League of American Bicyclists. Lawrence also was awarded the "Silver" Walk Friendly Community designation, due in large part to its exemplary approach to Safe Routes to School.

Action Plans

A SRTS Action Plan is a written document that identifies the barriers to safe walking and bicycling to and from school and outlines a school community's goals and intentions for making travel to and from school more safe and sustainable. Action Plans are completed through a school team-based process and help to guide a school community's efforts to put a successful SRTS program in action.



School Vision

Implementation Ideas

The implementation ideas below can serve as a roadmap and assessment tool for programs. School teams can use the them to identify "next steps" to move their SRTS program forward, and can annually assess what they have achieved.

Next steps

- Identify a SRTS Champion (lead contact) and at least two others to form a school team.
- Complete a School Team Pledge of Support.
- Post walking/biking safety information on school website or visibly link to the Be Active Safe Routes website.
- Complete and return annual program Evaluation information.
- As needed, assist Be Active Safe Routes with Parent Concerns Survey collection.
- Complete or revise an annual Safe Routes to School Action Plan.
- Communicate a new walking/biking safety message at least quarterly via the school website, email or newsletter.
- In your Action Plan, identify four (4) additional goals or activities under each of the five core E's: Education, Encouragement, Enforcement, Engineering and Evaluation.
- Goals can include regular and ongoing activities, such as the Bicycle Lessons and Safety Training Program (BLAST) for Education, participation in Walk or Bike to School Day for Encouragement, and regular data collection like the Student Travel Tallies for Evaluation. If you need help identifying a goal or activity, check out the SRTS Resources on the Be Active Safe Routes website or contact your local Safe Routes to School Coordinator. Communicate your school's SRTS Action Plan to your community each year (e.g. school newsletter, parent-teacher conferences, open house, school website, etc.) If you need help identifying a goal or activity, check out the SRTS Resources on the Be Active Safe Routes website or contact your local Safe Routes to School Coordinator.
- Integrate SRTS with your school's reward system. Rewards systems are often used as Encouragement tools to help incentivize walking/biking to school on certain days (Walk Wednesdays, Walk/Bike to School Day, etc.) or as tools for Enforcement to ensure students are obeying safety rules.
- Start or continue a weekly walking/bicycling program (Walk Wednesdays, Bike Club, Marathon Club, etc.)
- Administer twice-annual Student Travel Tallies with a minimum 95 percent teacher-return rate.
- Make sure teachers in your school understand how important these counts are for evaluating your school's progress on increasing walking and bicycling. Be prepared to communicate the results and celebrate your success!

For more ideas view Appendix E – Implementation Strategies and National Best Practices – of the Safe Routes to School Plan.

Education

Education is one of the most important areas of the Safe Routes to School program. It is important that students have the opportunity to learn pedestrian and bicycle safety through practical experience — such as bicycle obstacle courses or supervised walks through the neighborhood — in addition to the bicycle/pedestrian safety classroom curriculum in their regular PE classes. Equally important is the need to educate drivers, who have the power to make the school a safe or unsafe walking/biking space.

Activity	Date	Intended Outcome	Estimated Cost	Possible Funding Source	Team Member Responsible

Encouragement

Encouragement activities are wide-ranging and, in general, all about creating interest and excitement about active transport to school. These activities may be one-time events like Walk or Bike to School Day. Some schools might create yearlong contests or clubs dedicated to keeping track of and celebrating students long-term walking and biking like mileage clubs and bicycle trains. These events show parents and students that walking and biking is possible and, of course, fun!

Activity	Date	Intended Outcome	Estimated Cost	Possible Funding Source	Team Member Responsible

Engineering

Engineering focuses on the infrastructure in a neighborhood that contributes to a safer and more pleasant walking and biking experience. Children need well-designed, well-built, well- maintained and accessible facilities to safely and successfully walk or bike to school. Engineering strategies can focus on issues such as slowing down traffic, creating safer crossings or even making sure school routes are well-lit. These measures can be low-cost, easy fixes like painting curbs and crosswalks or adding signs. Some neighborhoods might need more high-cost measures like ADA compliant sidewalks.

Activity	Date	Intended Outcome	Estimated Cost	Possible Funding Source	Team Member Responsible

Evaluation

Evaluation is critical for a successful Safe Routes to School program. First, it provides a baseline understanding of what is happening in the community — how many children currently walk and bike and possible barriers. Then, evaluation guides the strategies that are used to create the safe routes and make sure the program is successful. Continued evaluation helps adjust the program and identify needs throughout the community. There are several types of evaluation, such as walking audits of the route, observation of dismissal and in-class travel tallies.

Activity	Date	Intended Outcome	Estimated Cost	Possible Funding Source	Team Member Responsible

Equity

Equity is achieved when everyone has access to the opportunities necessary to satisfy their essential needs, advance their well-being and achieve their full potential. The Safe Routes to School program works toward these goals by ensuring that every student, no matter his or her background or situation, has the opportunity to safely walk and bike to school. Safe Routes to School is not just about the students who might choose to walk or bike to school but rather the students who have no choice.

Activity	Date	Intended Outcome	Estimated Cost	Possible Funding Source	Team Member Responsible

School Team Pledge of Support

As the Safe Routes to School Team at (Name of School), we are joining together to improve safety and encourage more students to walk and bicycle to school.

By implementing our school's Safe Routes to School Plan, our goals are:

- To encourage and enable children, including those with disabilities, to walk and bicycle to school.
- To make bicycling and walking to school a safer and more appealing transportation alternative thereby encouraging a healthy and active lifestyle from an early age.
- To facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of our school.

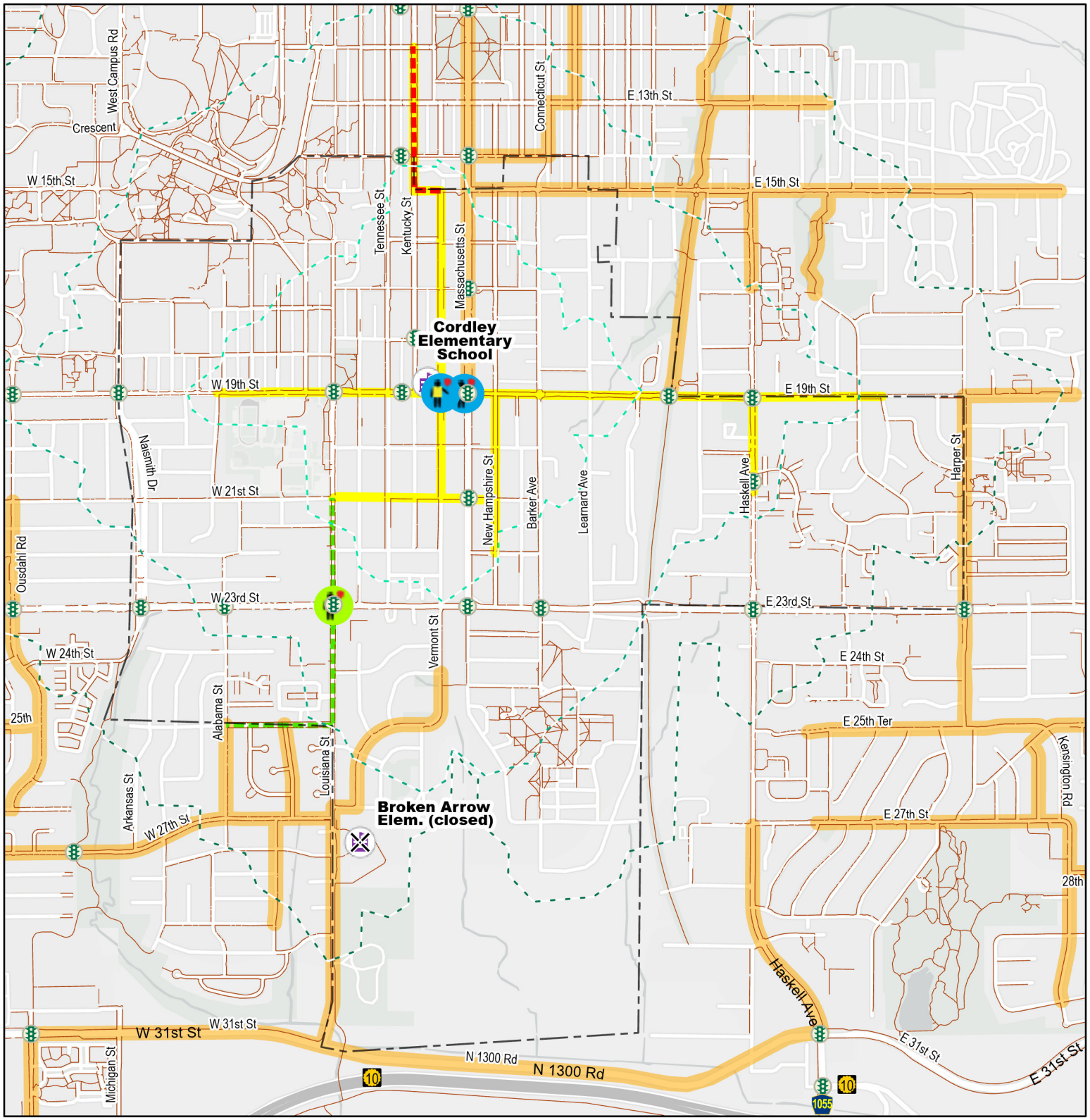
We as the undersigned are fully supportive of (Name of School's) Safe Routes to School Plan and program, and pledge to support these efforts and provide resources as appropriate.

Name	Phone Number	Email Address

Community Resources

APPENDIX G

Safe Routes to School Infrastructure Maps By School



USD 497: Cordley Elementary

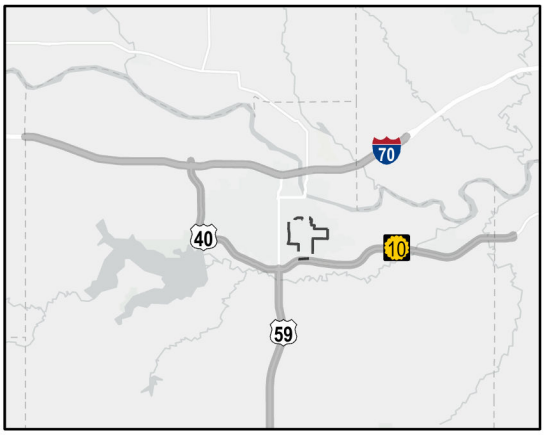
- Existing/Continuing
- Proposed Pilot
- Open Schools
- Recently Closed
- Traffic Signals

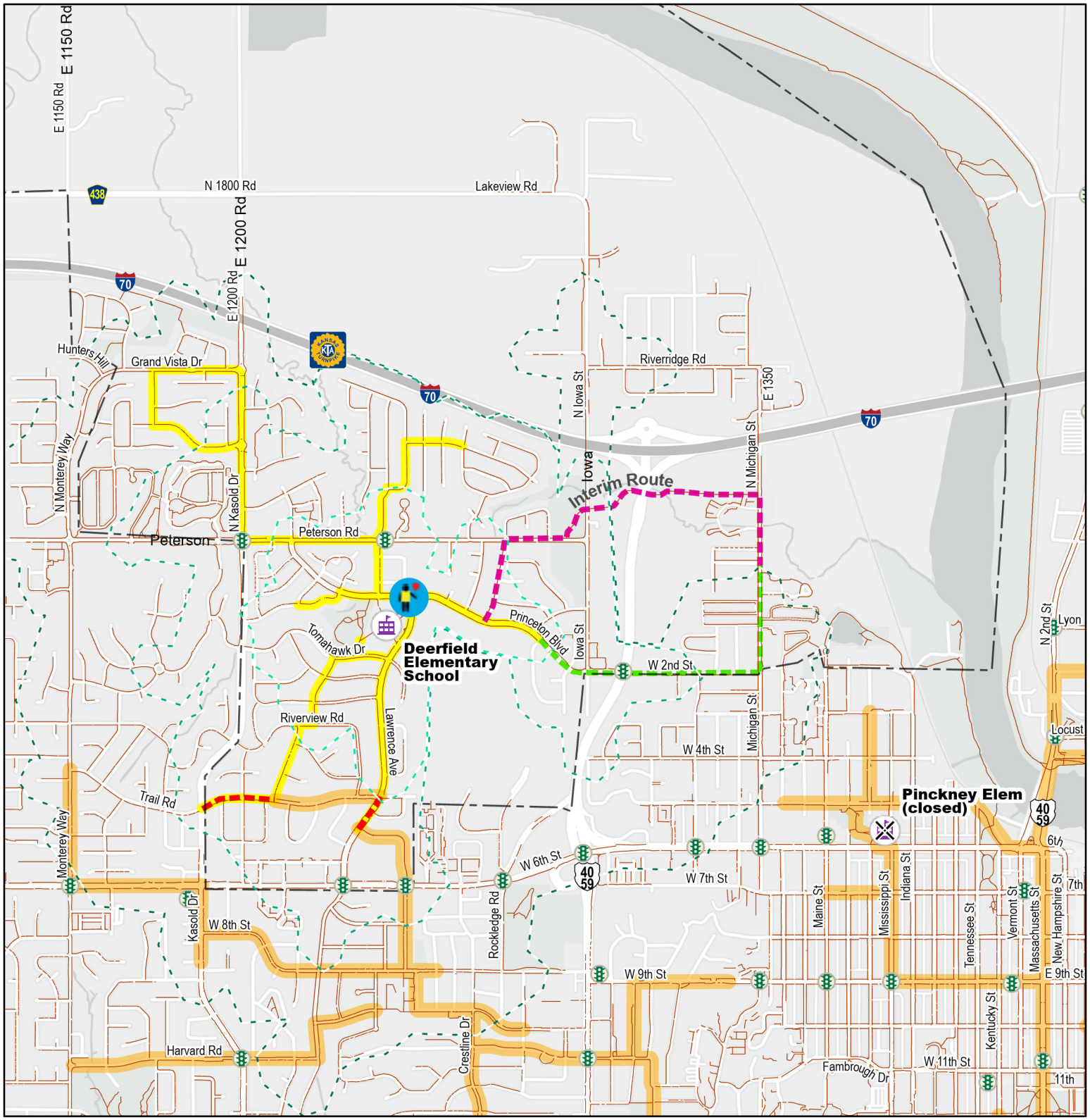
- Sidewalk
- Addition
- Interim
- Removal
- 2022-2023 SRTS Route
- Adjacent SRTS

Walksheds

- 1/2 mile
- 1 mile
- 1 1/2 mile
- 2023-2024 School Attendance Boundary-Elementary

N





USD 497: Deerfield Elementary

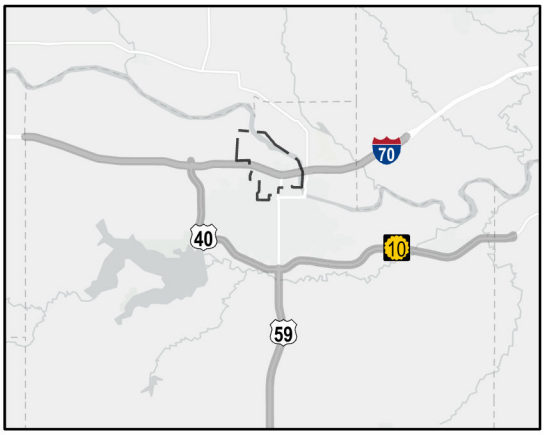
- Existing/Continuing
- Proposed Pilot
- Open Schools
- Recently Closed
- Traffic Signals

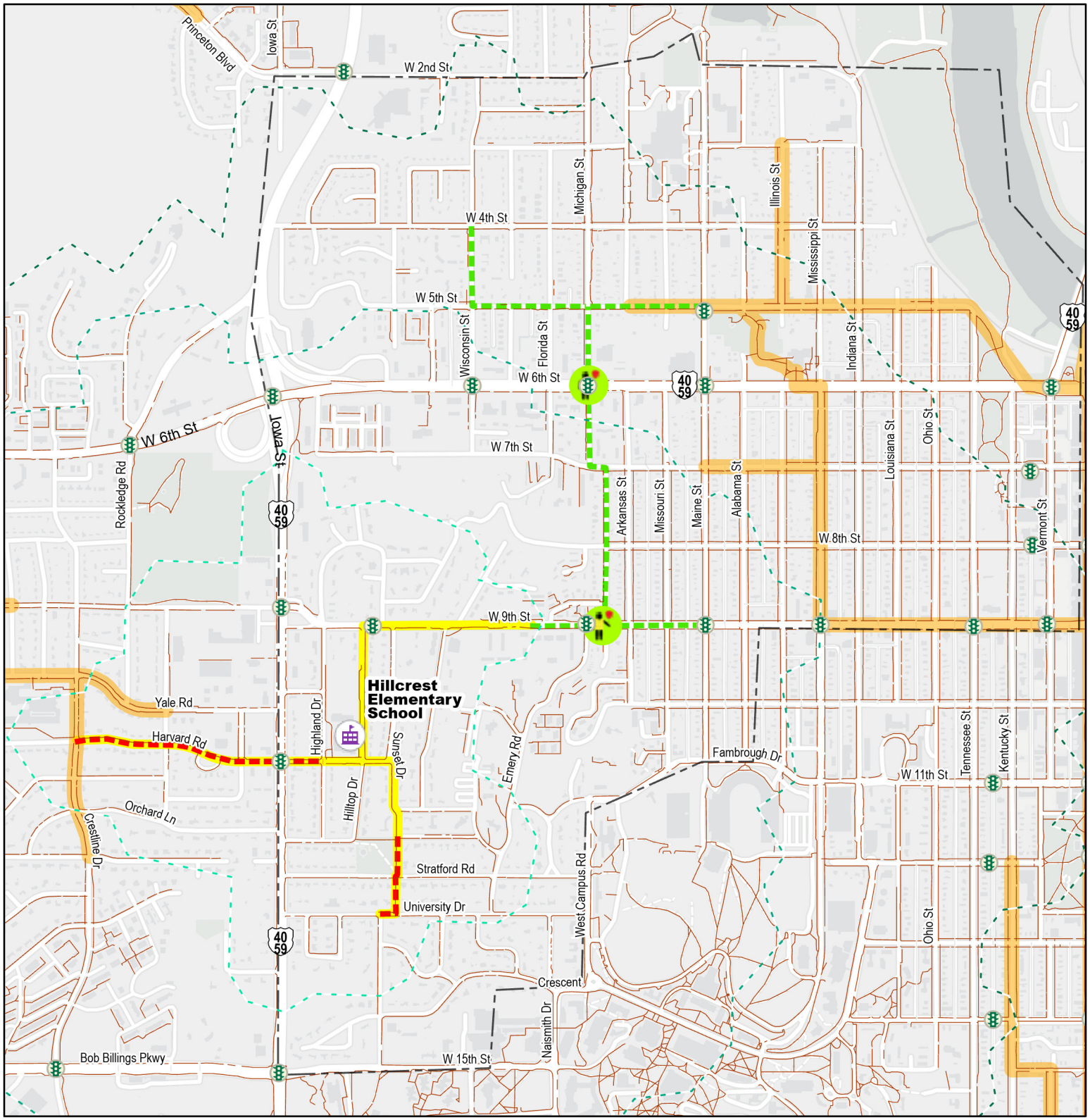
- Sidewalk
- Addition
- Interim
- Removal
- 2022-2023 SRTS Route
- Adjacent SRTS

Walksheds

- 1/2 mile
- 1 mile
- 1 1/2 mile
- 2023-2024 School Attendance Boundary-Elementary

N





USD 497: Hillcrest Elementary

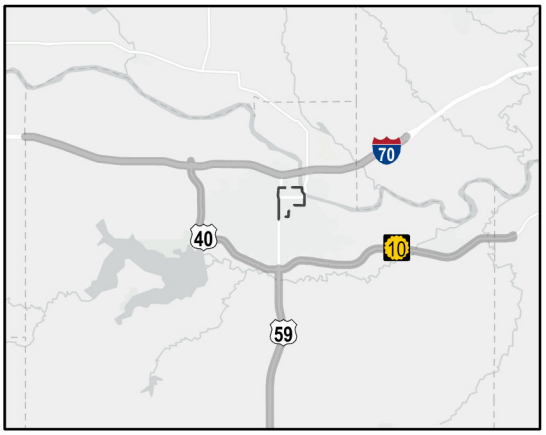
- Existing/Continuing
- Proposed Pilot
- Open Schools
- Recently Closed
- Traffic Signals

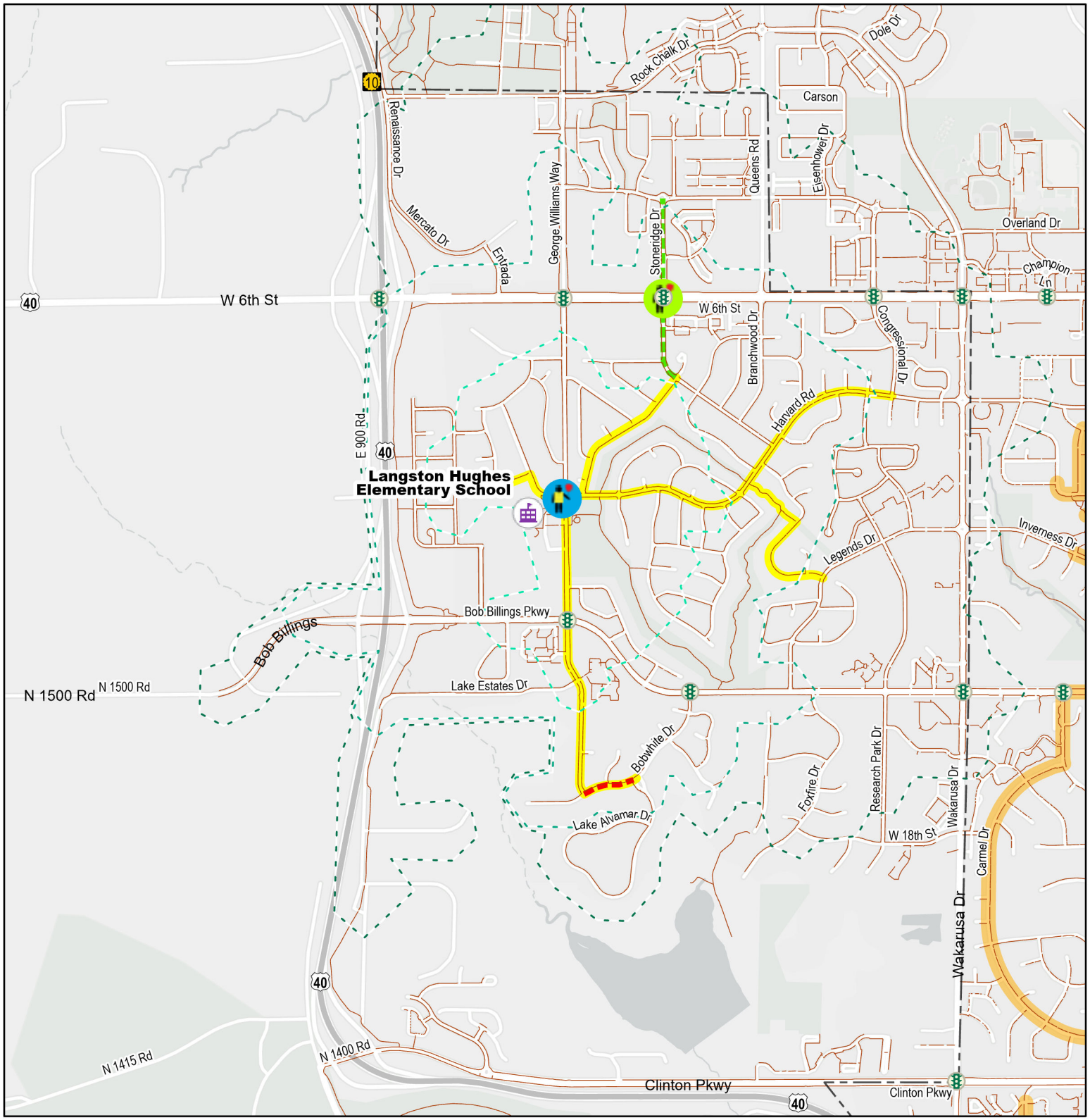
- Sidewalk
- Addition
- Interim
- Removal
- 2022-2023 SRTS Route
- Adjacent SRTS

Walksheds

- 1/2 mile
- 1 mile
- 1 1/2 mile
- 2023-2024 School Attendance Boundary-Elementary

N





USD 497: Langston Hughes Elementary

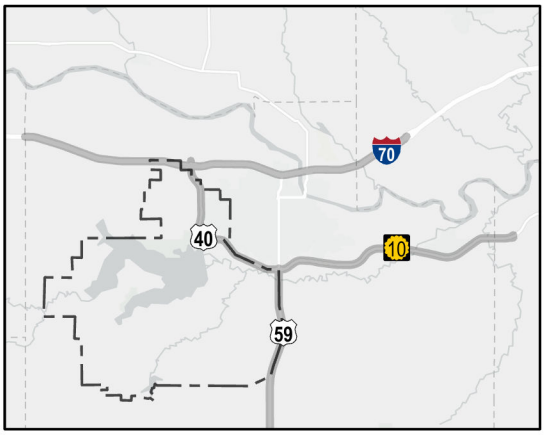
- Existing/Continuing
- Proposed Pilot
- Open Schools
- Recently Closed
- Traffic Signals

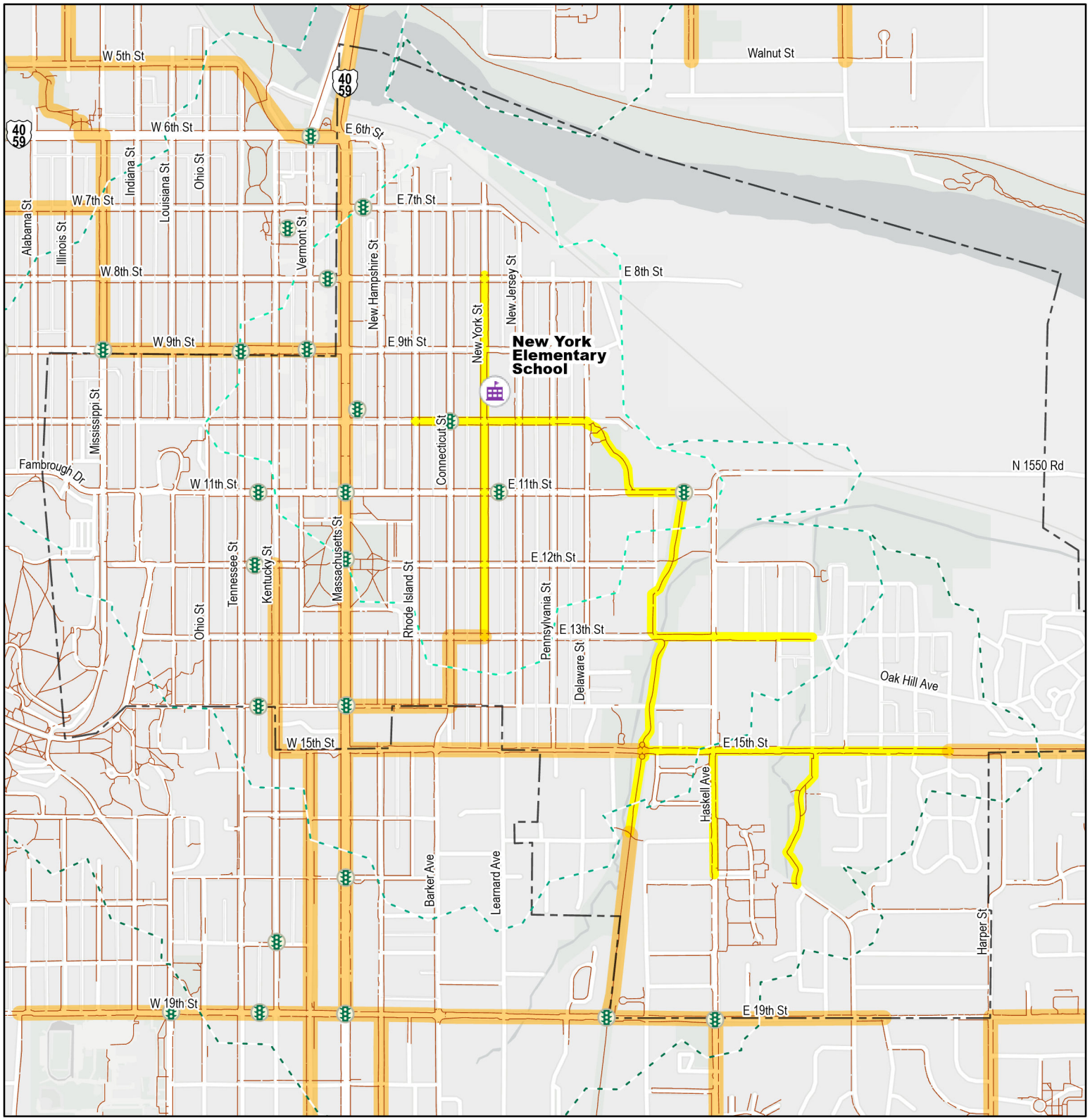
- Sidewalk
- Addition
- Interim
- Removal
- 2022-2023 SRTS Route
- Adjacent SRTS

Walksheds

- 1/2 mile
- 1 mile
- 1 1/2 mile
- 2023-2024 School Attendance Boundary-Elementary

N





USD 497: New York Elementary

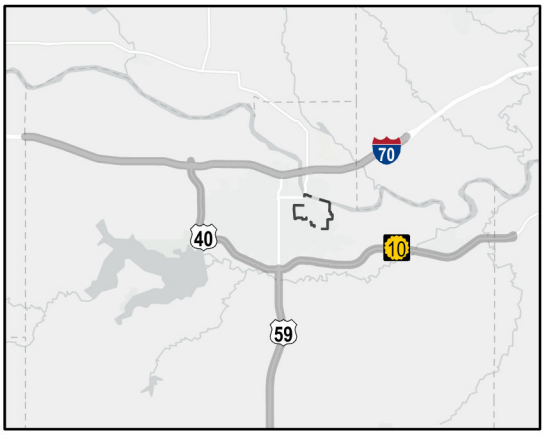
- Existing/Continuing
- Proposed Pilot
- Open Schools
- Recently Closed
- Traffic Signals

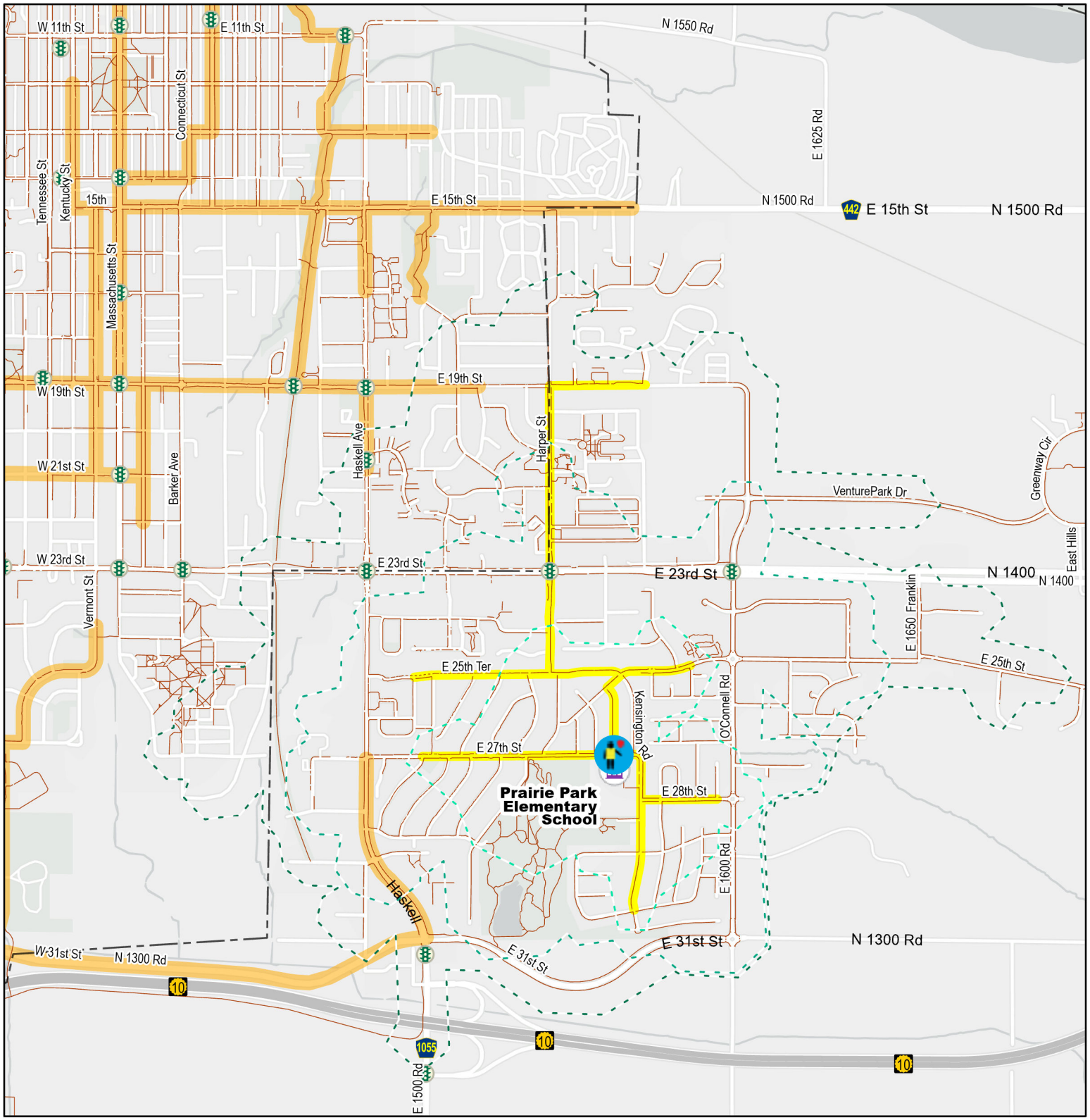
- Sidewalk
- Addition
- Interim
- Removal
- 2022-2023 SRTS Route
- Adjacent SRTS

Walksheds

- 1/2 mile
- 1 mile
- 1 1/2 mile
- 2023-2024 School Attendance Boundary-Elementary

N





USD 497: Prairie Park Elementary

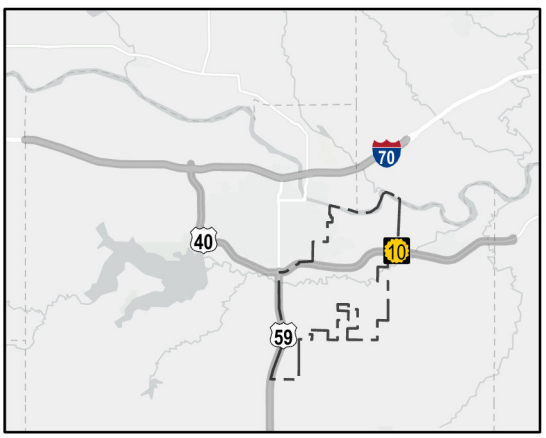
- Existing/Continuing
- Proposed Pilot
- Open Schools
- Recently Closed
- Traffic Signals

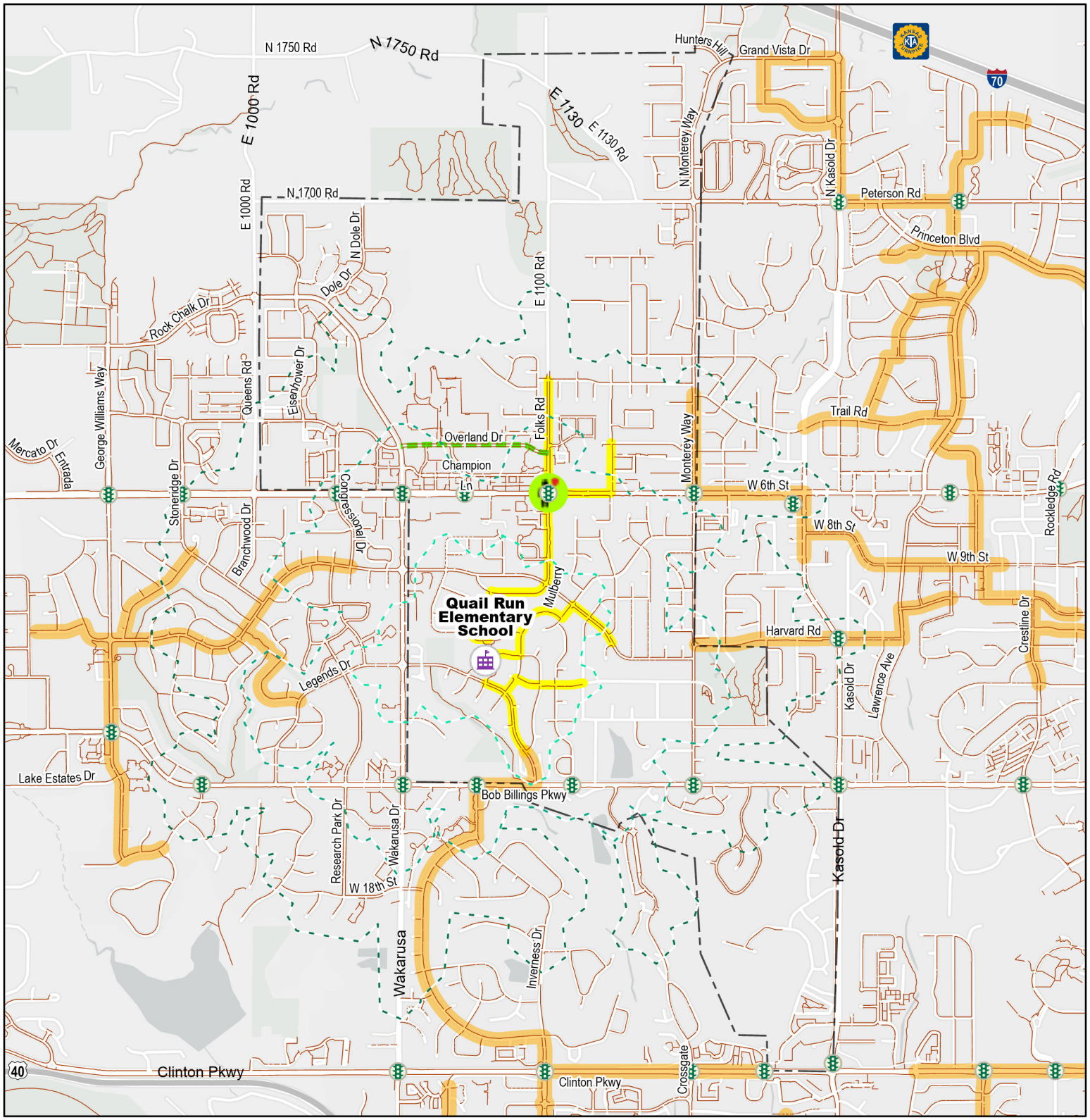
- Sidewalk
- Addition
- Interim
- Removal
- 2022-2023 SRTS Route
- Adjacent SRTS

Walksheds

- 1/2 mile
- 1 mile
- 1 1/2 mile
- 2023-2024 School Attendance Boundary-Elementary

N





USD 497: Quail Run Elementary

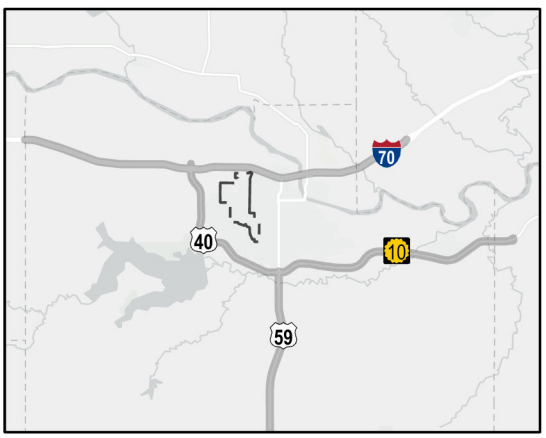
- Existing/Continuing
- Proposed Pilot
- Open Schools
- Recently Closed
- Traffic Signals

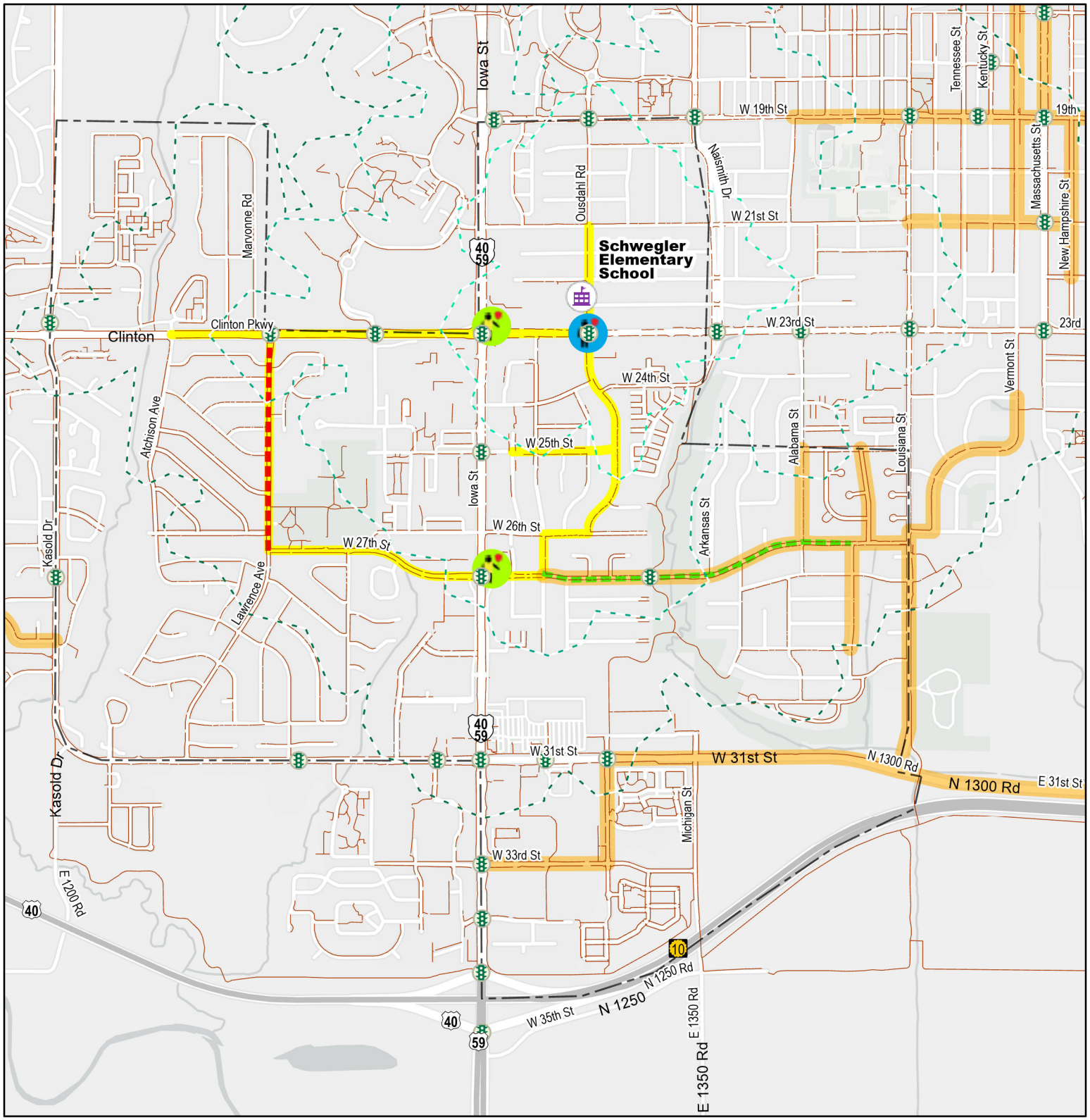
- Sidewalk
- Addition
- Interim
- Removal
- 2022-2023 SRTS Route
- Adjacent SRTS

Walksheds

- 1/2 mile
- 1 mile
- 1 1/2 mile
- 2023-2024 School Attendance Boundary-Elementary

N





USD 497: Schwegler Elementary

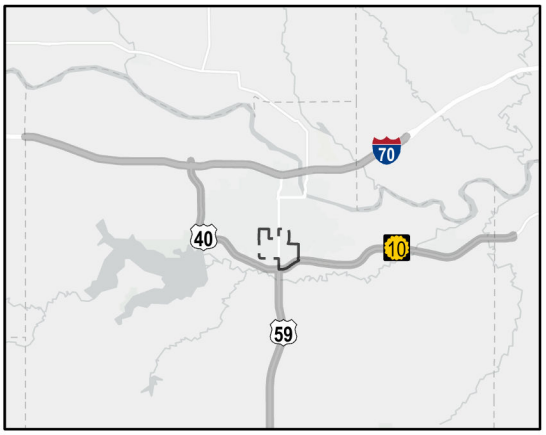
- Existing/Continuing
- Proposed Pilot
- Open Schools
- Recently Closed
- Traffic Signals

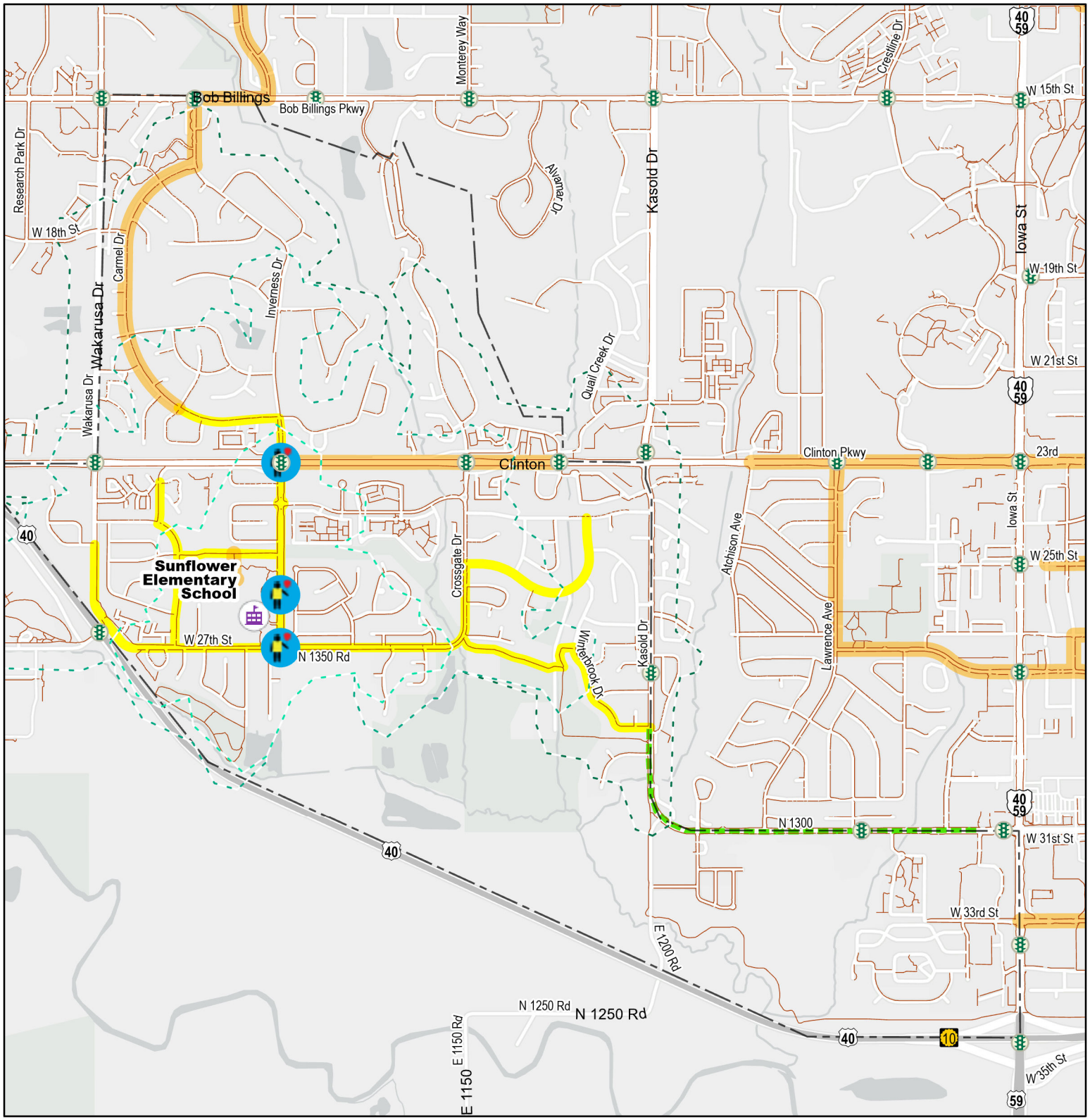
- Sidewalk
- Addition
- Interim
- Removal
- 2022-2023 SRTS Route
- Adjacent SRTS

Walksheds

- 1/2 mile
- 1 mile
- 1 1/2 mile
- 2023-2024 School Attendance Boundary-Elementary

N





USD 497: Sunflower Elementary

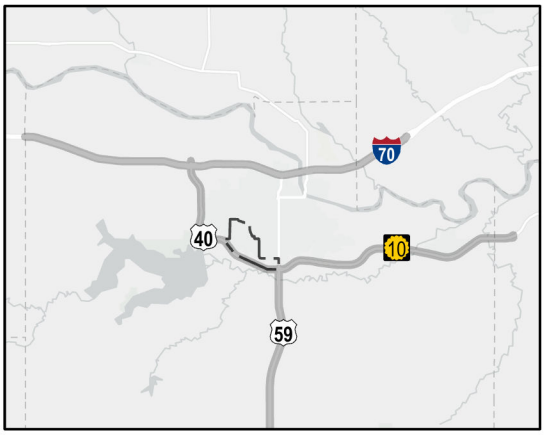
- Existing/Continuing
- Proposed Pilot
- Open Schools
- Recently Closed
- Traffic Signals

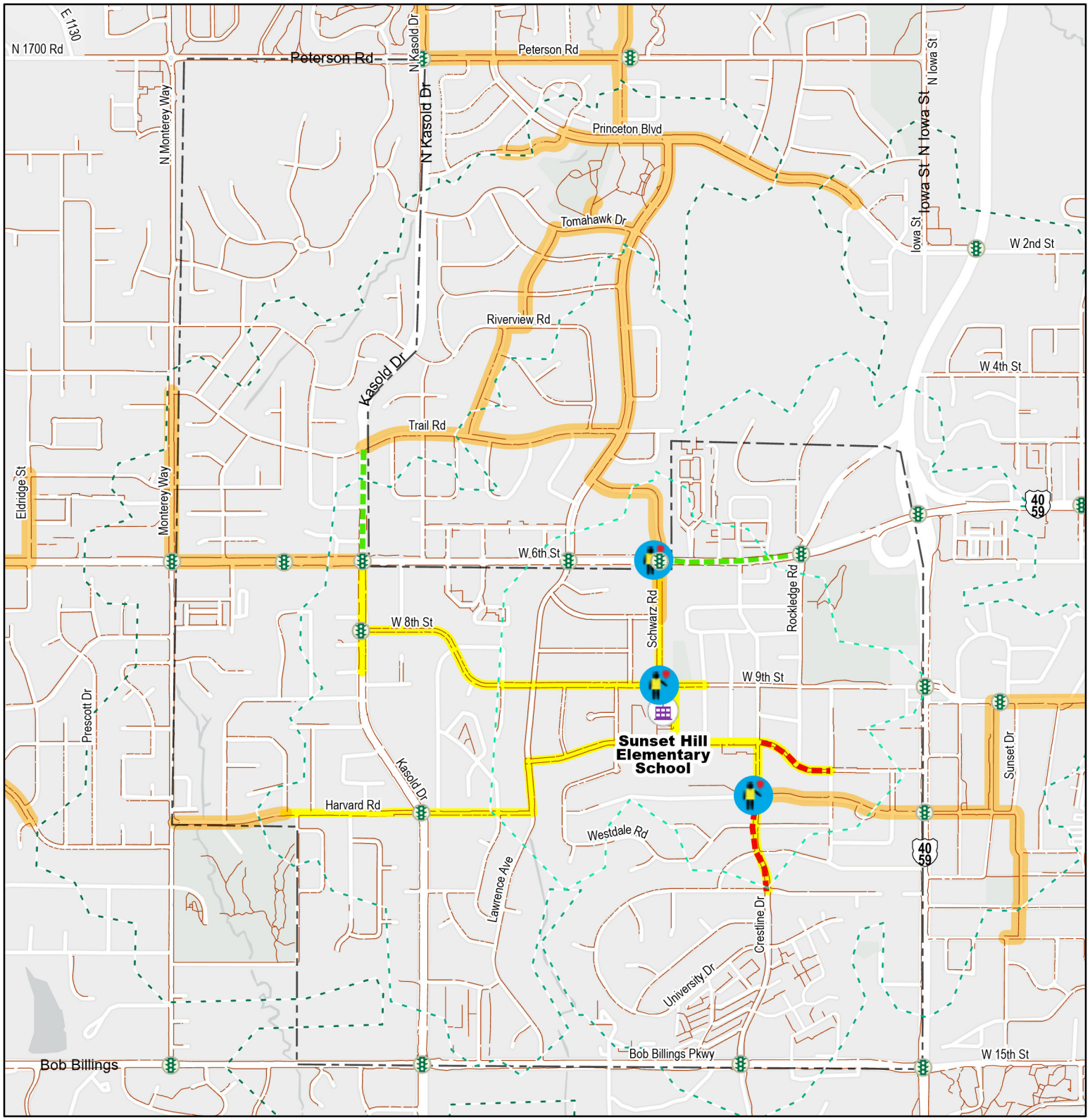
- Sidewalk
- Addition
- Interim
- Removal
- 2022-2023 SRTS Route
- Adjacent SRTS

Walksheds

- 1/2 mile
- 1 mile
- 1 1/2 mile
- 2023-2024 School Attendance Boundary-Elementary

N





USD 497: Sunset Hill Elementary

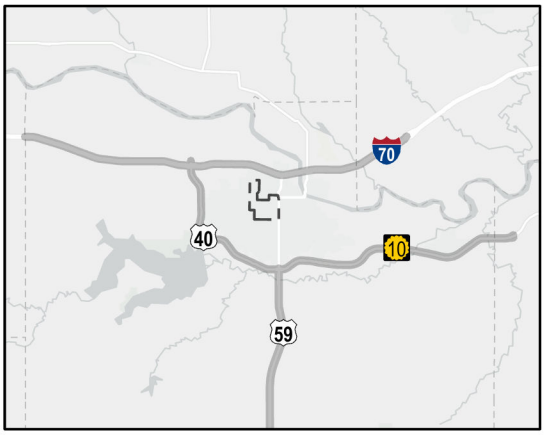
- Existing/Continuing
- Proposed Pilot
- Open Schools
- Recently Closed
- Traffic Signals

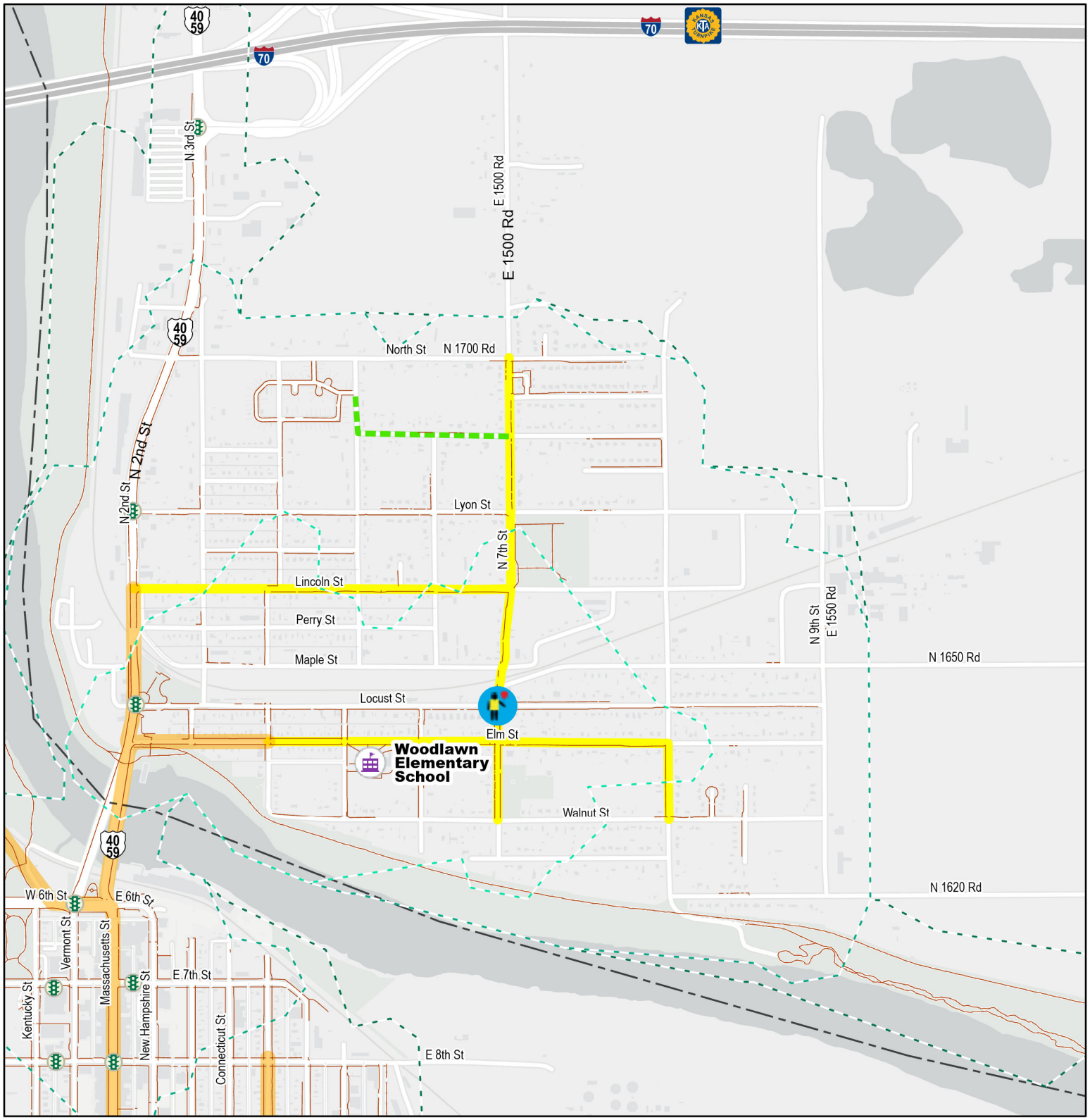
- Sidewalk
- Addition
- Interim
- Removal
- 2022-2023 SRTS Route
- Adjacent SRTS

Walksheds

- 1/2 mile
- 1 mile
- 1 1/2 mile
- 2023-2024 School Attendance Boundary-Elementary

N





USD 497: Woodlawn Elementary

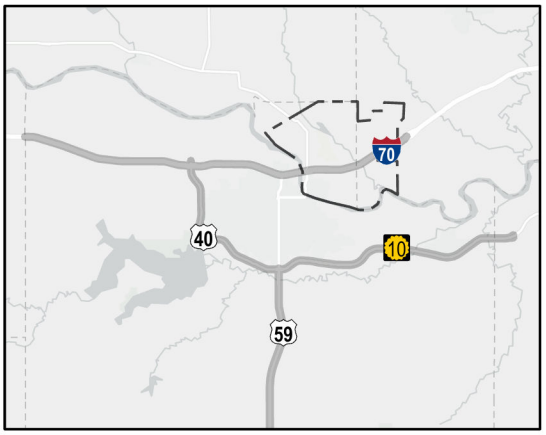
- Existing/Continuing
- Proposed Pilot
- Open Schools
- Recently Closed
- Traffic Signals

- Sidewalk
- Addition
- Interim
- Removal
- 2022-2023 SRTS Route
- Adjacent SRTS

Walksheds

- 1/2 mile
- 1 mile
- 1 1/2 mile
- 2023-2024 School Attendance Boundary-Elementary

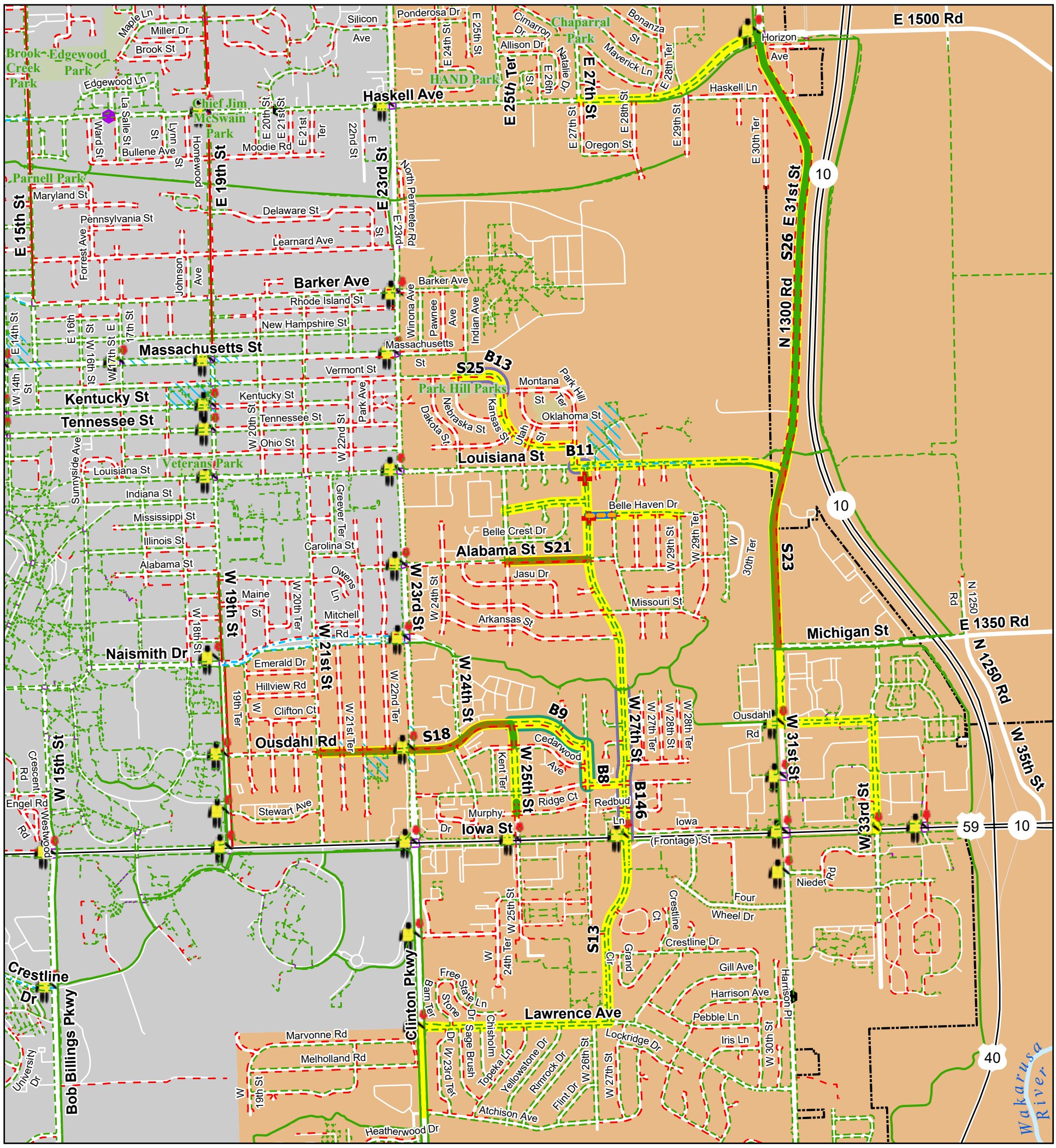
N



Safe Routes to School Infrastructure Map
Billy Mills MiddleSchool

0 0.25 0.5 1 Miles

N

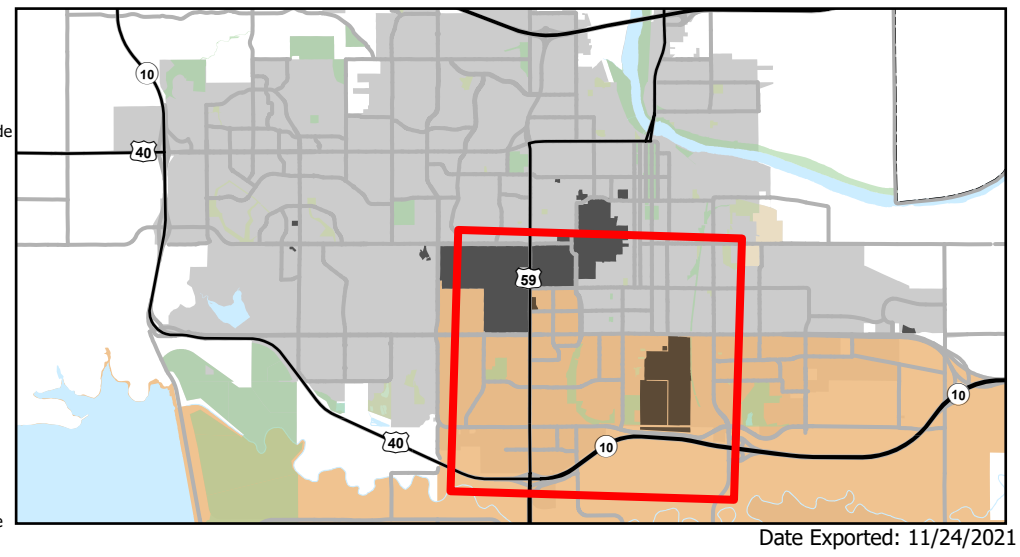


SRTS Route
School Crossing Guard
Traffic Signal
All Way Stop
2-Way Stop Signs
Hawk Beacon
Rectangular Rapid Flash Beacon
School Crossing
School Advance
School Sign

School Speed Limit/ Flashing
School Xing
School Zone Times
Existing Sidewalk
Missing Sidewalk
Marked Crosswalk
Bike Lane
Buffered Bike Lane
Marked Shared Lane
Shared Use Path
Unpaved Trail

20 MPH
25 MPH
30 MPH
35 MPH
40 MPH
45 MPH
Reduced Speed Zone
Designated School Zone
Pending SRTS Sidewalk Projects
Sidewalk Gap Project on One Side of Arterial/Collector Street

Sidewalk Gap Project on Both Sides of Arterial/ Collector Streets
Sidewalk Gap Project on One Side of Local Streets
Standalone Bike Project
Priority Network Bike Project
Secondary Bike Project
Railways
Water
Park
School
School Attendance Boundary

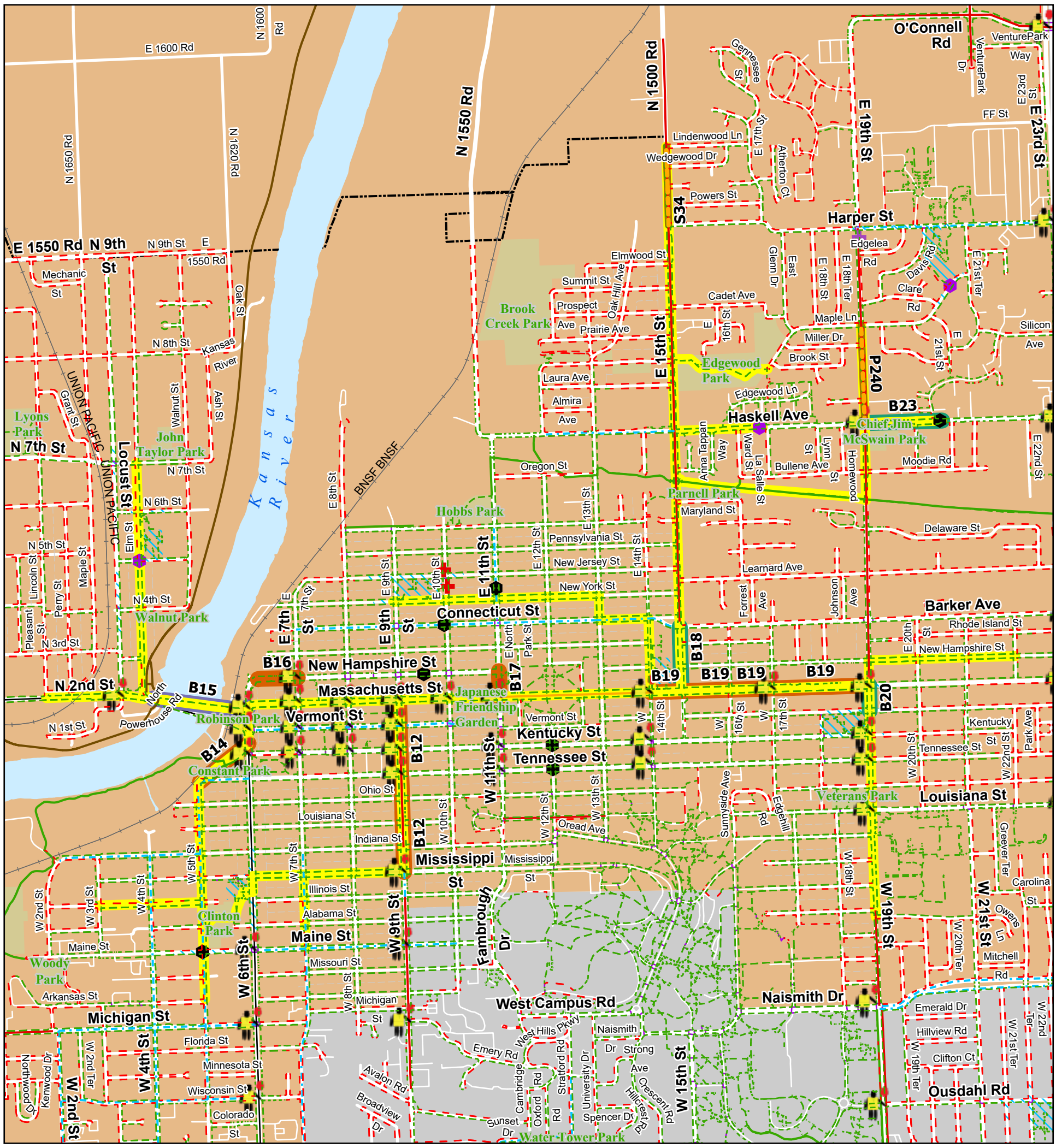


Date Exported: 11/24/2021

Safe Routes to School Infrastructure Map
Liberty Memorial Central MiddleSchool

0 0.25 0.5 1 Miles

N



SRTS Route

School Crossing Guard

Traffic Signal

All Way Stop

2-Way Stop Signs

Hawk Beacon

Rectangular Rapid Flash Beacon

School Crossing

School Advance

School Sign

School Speed Limit/ Flashing

School Xing

School Zone Times

Existing Sidewalk

Missing Sidewalk

Marked Crosswalk

Bike Lane

Buffered Bike Lane

Marked Shared Lane

Shared Use Path

Unpaved Trail

20 MPH

25 MPH

30 MPH

35 MPH

40 MPH

45 MPH

Reduced Speed Zone

Designated School Zone

Pending SRTS Sidewalk Projects

Sidewalk Gap Project on One Side of Arterial/Collector Street

Sidewalk Gap Project on Both Sides of Arterial/ Collector Streets

Sidewalk Gap Project on One Side of Local Streets

Standalone Bike Project

Priority Network Bike Project

Secondary Bike Project

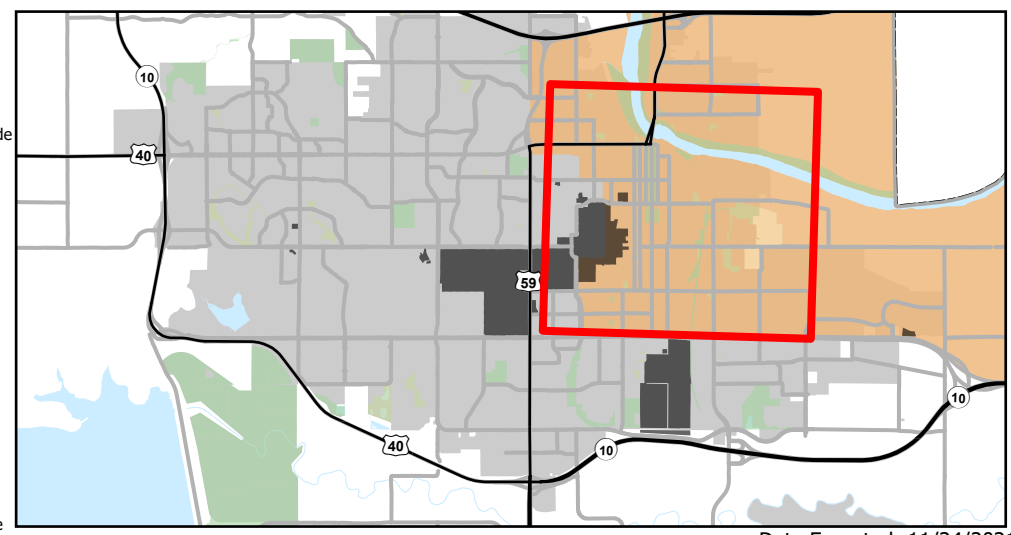
Railways

Water

Park

School

School Attendance Boundary



Date Exported: 11/24/2021

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Safe Routes to School Infrastructure Map
Southwest MiddleSchool

0 0.2 0.4 0.8 Miles

N

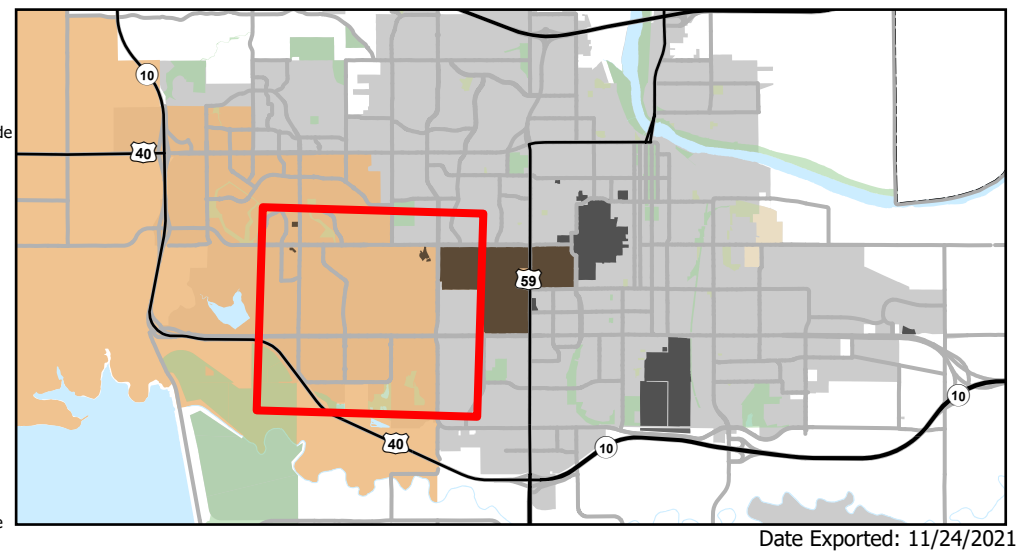
Lawrence Ave
Kasold Dr
Monterey Way
Clinton Pkwy
Crossgate Dr
Inverness Dr
Wakarusa Dr
Research Park Dr
Bob Billings Pkwy
B160
1350 Rd
W 27th St
S12
S3
S2 B1
40
Green Meadows Park
Pat Dawson-Billings Nature Area
Viola & Conrad McGrew Nature Preserve
DeVictor Park - East

SRTS Route
School Crossing Guard
Traffic Signal
All Way Stop
2-Way Stop Signs
Hawk Beacon
Rectangular Rapid Flash Beacon
School Crossing
School Advance
School Sign

School Speed Limit/ Flashing
School Xing
School Zone Times
Existing Sidewalk
Missing Sidewalk
Marked Crosswalk
Bike Lane
Buffered Bike Lane
Marked Shared Lane
Shared Use Path
Unpaved Trail

20 MPH
25 MPH
30 MPH
35 MPH
40 MPH
45 MPH
Reduced Speed Zone
Designated School Zone
Pending SRTS Sidewalk Projects
Sidewalk Gap Project on One Side of Arterial/Collector Street

Sidewalk Gap Project on Both Sides of Arterial/ Collector Streets
Sidewalk Gap Project on One Side of Local Streets
Standalone Bike Project
Priority Network Bike Project
Secondary Bike Project
Railways
Water
Park
School
School Attendance Boundary

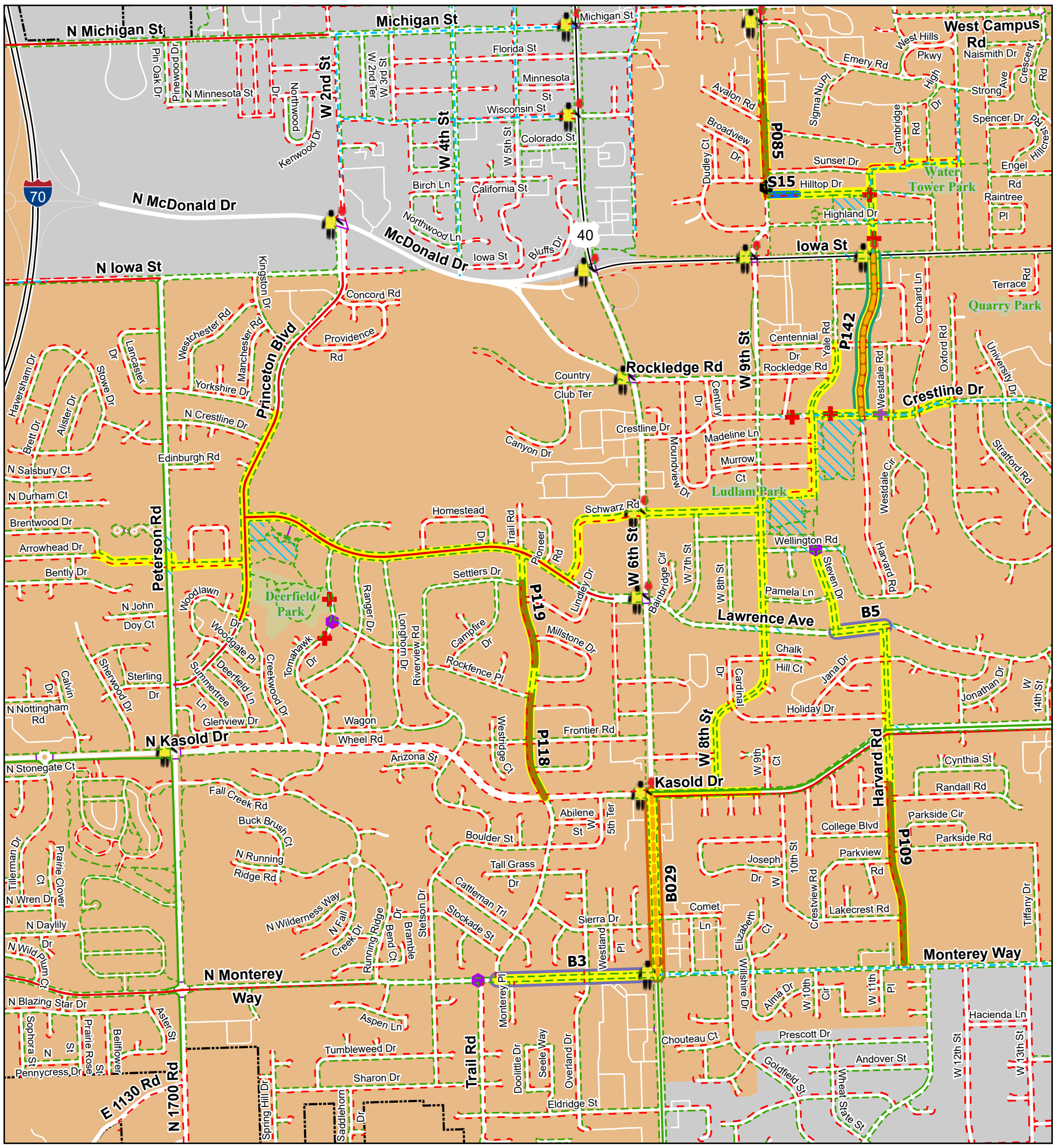


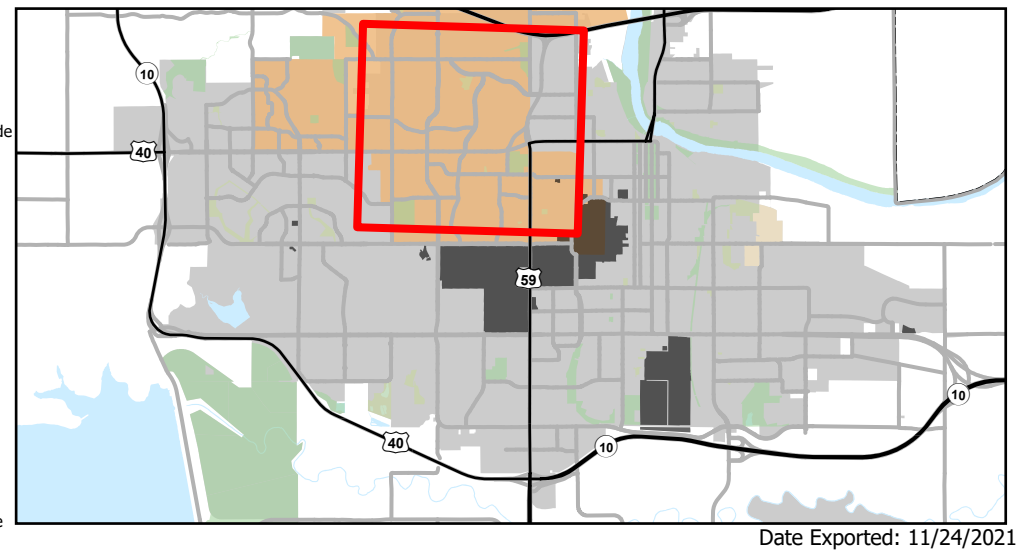
Date Exported: 11/24/2021

Safe Routes to School Infrastructure Map
West MiddleSchool

0 0.2 0.4 0.8 Miles

N





- SRTS Route
- School Crossing Guard
- Traffic Signal
- All Way Stop
- 2-Way Stop Signs
- Hawk Beacon
- Rectangular Rapid Flash Beacon
- School Crossing
- School Advance
- School Sign
- School Speed Limit/ Flashing
- School Xing
- School Zone Times
- Existing Sidewalk
- Missing Sidewalk
- Marked Crosswalk
- Bike Lane
- Buffered Bike Lane
- Marked Shared Lane
- Shared Use Path
- Unpaved Trail
- 20 MPH
- 25 MPH
- 30 MPH
- 35 MPH
- 40 MPH
- 45 MPH
- Reduced Speed Zone
- Designated School Zone
- Pending SRTS Sidewalk Projects
- Sidewalk Gap Project on One Side of Arterial/Collector Street
- Sidewalk Gap Project on Both Sides of Arterial/ Collector Streets
- Sidewalk Gap Project on One Side of Local Streets
- Standalone Bike Project
- Priority Network Bike Project
- Secondary Bike Project
- Railways
- Water
- Park
- School
- School Attendance Boundary

Date Exported: 11/24/2021

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