The last Safe Routes to School project conducted for Unified School District 475 (USD 475) was completed in 2008. After 10 years, the Flint Hills Metropolitan Planning Organization (FHMP0) is updating the plan. This update is necessary to measure the outcomes of the 2008 plan, observe the existing conditions of getting to and from the schools within the district, and identify areas of improvement as the school district and the communities it serves grow and change over the years.

What is Safe Routes to School?

Safe Routes to School (SRTS) is a federally-funded program that is administered to communities and school districts by the Kansas Department of Transportation (KDOT). The program’s goal is to make children’s trips to school safer and more enjoyable, especially by walking and biking.

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5 Education & Encouragement
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Through the use of the 5 E’s, the SRTS program helps students, their families, and schools make walking and biking to school safer and more enjoyable. Through the use of the 5 e’s, the SRTS program aims to:

- educate students, parents and guardians, and school personnel to create a safer environment for walking and biking to school
- encourage social and behavioral changes in children and families in using active transportation to get to school
- enforce rules and strategies that change drivers’ behaviors
- evaluate the existing program and identify areas of improvement to ensure the effectiveness of the SRTS program
- utilize traffic calming techniques to make routes safer

The tables in this section catalog the conditions of each school that were documented during the 2008 Safe Routes to School Plan and the respective recommended action for each. These recommendations make up the “Education” and “Encouragement” components of the USD 475 Safe Routes to School Plan.

The tables are intended to help USD 475 keep track of steps taken to implement its Safe Routes to Schools plan and what still needs to be done. These tables should be updated over time to continuously monitor and track the conditions of each school and improvements made to their walking and biking environments.
### Enforcement

<table>
<thead>
<tr>
<th>School</th>
<th>2008 Current Condition</th>
<th>Recommended Action</th>
<th>Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eisenhower Elementary</td>
<td>Students walk home after school in fall and spring</td>
<td>Parent Orientation at beginning of the school year. Encourage walking and riding bikes. Share safe routes.</td>
<td></td>
</tr>
<tr>
<td>Franklin Elementary</td>
<td>Students walking on the wrong side of the street</td>
<td>JCPD officer visit classrooms and conduct a city-wide Bike Rodeo</td>
<td></td>
</tr>
<tr>
<td>Lincoln Elementary</td>
<td>Students not walking the safest route to school</td>
<td>All school assembly to go over safe routes to school</td>
<td></td>
</tr>
<tr>
<td>Sheridan Elementary</td>
<td>Students not riding bikes safely</td>
<td>JCPD visit classrooms; Bike Rodeo</td>
<td></td>
</tr>
<tr>
<td>Westwood Elementary</td>
<td>Congestion of traffic before and after school</td>
<td>JCPD visit classrooms; Bike Rodeo</td>
<td></td>
</tr>
</tbody>
</table>

The table above catalogs the Safe Routes to School conditions and recommendations of each school in regard to the Enforcement component of the plan.
A critical component of a successful Safe Routes to School program is the collection of data about the students, their schools, and their neighborhoods. For this Phase II Project, the FHMPD collected some of this data in the following ways:

**Parent-Guardian Survey**

The Parent-Guardian Survey is an anonymous survey of the parents and guardians of the school district’s fourth graders. The survey asked the 78 respondents about their child’s journeys to and from school and emphasized their perceptions on safety and comfort on these journeys. This survey helps the MPO understand the walking and biking environment to school in regard to the following:

- **Traveling to and from school:** how their child gets to and from school
- **School routes:** the environment the student travels in between school and home
- **Perceptions & concerns:** the parents’ or guardians’ views of those environments as well as how their kids travels

**About the child & their family:** information about the student, their family, & their home life and how that might impact their travel

**Bicycle-Pedestrian Counts**

Bicycle-Pedestrian Counts document the number of times a street is crossed at the beginning and end of the school day by anyone using active transportation. Counts were conducted at three high-priority schools an hour before school began at 8 am (counts conducted 7:15-8:15am) and after it ended at 3:15 pm (counts conducted 3-4pm). The counts help the MPO prioritize infrastructure improvements near the schools.

**Parent-Guardian Survey**

Traveling To and From School

<table>
<thead>
<tr>
<th>Figure 1: Results of the Traveling To and From School section of the survey</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Only 5%</strong> of the children walk home. 17% ride the school bus to school. 12% ride their bike to school.</td>
</tr>
<tr>
<td><strong>50%</strong> feel they are within a walking distance of their child’s school. 84% of their homes. 12% has a bus service. 5% of parents would never feel safe letting their child walk to school without an adult.</td>
</tr>
<tr>
<td><strong>23%</strong> grades children begin walking to school without an adult... grades children begin riding their bike to school... average commute length to school 12 minutes.</td>
</tr>
</tbody>
</table>

For this Phase II Project, the FHMPD collected some of this data in the following ways:

**Parent-Guardian Survey**

- **Traveling to and from school:** how their child gets to and from school
- **School routes:** the environment the student travels in between school and home
- **Perceptions & concerns:** the parents’ or guardians’ views of those environments as well as how their kids travels

**About the child & their family:** information about the student, their family, & their home life and how that might impact their travel

<table>
<thead>
<tr>
<th>grades children begin walking to school without an adult...</th>
<th>grades children begin riding their bike to school...</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Only 5%</strong> of students walk to school in the morning. 17% ride the school bus to school.</td>
<td>14% of students walk to school in the morning. 32% walk home.</td>
</tr>
<tr>
<td><strong>50%</strong> feel they are within a walking distance of their child’s school. 84% of their homes. 12% has a bus service. 5% of parents would never feel safe letting their child walk to school without an adult.</td>
<td>16% third grade. 21% fourth grade. 5% fifth grade. 21% sixth grade. 7% seventh grade.</td>
</tr>
<tr>
<td><strong>23%</strong> grades children begin walking to school without an adult... grades children begin riding their bike to school... average commute length to school 12 minutes.</td>
<td><strong>21%</strong> of students ride the school bus to school. 17% ride the bus home. Only 5% are dropped off at school.</td>
</tr>
</tbody>
</table>

**Bicycle-Pedestrian Counts**

Bicycle-Pedestrian Counts document the number of times a street is crossed at the beginning and end of the school day by anyone using active transportation. Counts were conducted at three high-priority schools an hour before school began at 8 am (counts conducted 7:15-8:15am) and after it ended at 3:15 pm (counts conducted 3-4pm). The counts help the MPO prioritize infrastructure improvements near the schools.
School Routes

These places are located along students’ routes to school:

- Playground (38%)
- Walking Path or Trail (30%)
- Park (25%)
- Gas Station (24%)
- Small Retail & Business (18%)

53% of respondents say it is not convenient to walk their child to school

26% say their routes are well-lit

31% say their routes are well-shaded by trees

65% say it is easier or faster to drive their kid to school

94% agree that walking is a good form of exercise

61% agree that walking is a good way to interact with others

51% say sidewalks are wide enough for two people

58% say sidewalks are separated from traffic by greenery

58% say sidewalks are wide enough for two people

36% say sidewalks are well-maintained and clean

17% say sidewalks are not free of obstacles

35% have sidewalks on all streets

45% say sidewalks are well-maintained and clean

35% say school zones are well-enforced

only 50% say school zones are well-enforced

18% say their routes are quiet from cars, airplanes, factories, etc

21% say their routes are quiet from cars, airplanes, factories, etc

To walk to school, children would have to cross...

- A road with busy traffic (65%)
- An intersection without a painted crosswalk (45%)
- An intersection without street signals or stop signs (18%)
- A highway or freeway (13%)

35% of respondents say it is not convenient to walk their child to school

26% say their routes are well-lit

31% say their routes are well-shaded by trees

65% say it is easier or faster to drive their kid to school

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18% say their routes are quiet from cars, airplanes, factories, etc

21% say their routes are quiet from cars, airplanes, factories, etc

Perceptions and Concerns

 Greatest safety concerns:

- 77% their child will be hit by a car
- 61% their child will be bullied or harassed
- 51% their child will be hurt or taken by a stranger
- 48% say it is easier or faster to drive their kid to school
- 41% say they feel close to their neighbors
- 38% believe their child’s school is a safe shelter from natural disaster
- 23% say they feel close to their neighbors
- 21% say their routes are quiet from cars, airplanes, factories, etc
- 20% say they feel close to their neighbors

67% say it is easier or faster to drive their kid to school

94% agree that walking is a good form of exercise

61% agree that walking is a good way to interact with others

51% say sidewalks are wide enough for two people

58% say sidewalks are separated from traffic by greenery

58% say sidewalks are wide enough for two people

36% say sidewalks are well-maintained and clean

17% say sidewalks are not free of obstacles

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61% say they will be hurt or taken by a stranger

58% say they will be hurt or taken by a stranger

58% say they will be hurt or taken by a stranger

35% say their routes are quiet from cars, airplanes, factories, etc

21% say their routes are quiet from cars, airplanes, factories, etc

Figure 2: Results of the School Routes section of the survey

Figure 3: Results of the Perceptions and Concerns section of the survey
**About the Child and Their Family**

The percentage of surveys that were completed by the student’s mother: **86%**

- **59%** of the fourth-grade students represented in the survey were male.
- **73%** of respondents’ children were free of major health conditions.
- **64%** of respondents’ children were free of mental health conditions.
- **44%** of respondents say that at least one of the adults in their household can walk their child to school.
- **11%** of the homes have more than one car.
- **21%** of children represented exercise daily.
- **47%** of children receive free or reduced lunches.
- **59%** of children do not exercise at all.
- **26%** of children are African American.
- **10%** of children are Hispanic.
- **11%** of children’s health conditions are depression.
- **7%** of children’s health conditions are anxiety.

**Figure 4: Results of the About the Child and Their Family section of the survey**

**Bicycle and Pedestrian Counts**

**Grandview Elementary**

Figure 5 to the right shows the existing bicycle and pedestrian infrastructure that exists at Grandview Elementary. Currently, there are few sidewalks, with exception from the front door of the elementary school to the street where buses pick students up and children can park their bicycles. There are, however, crosswalks at this point, as well as at the 4-way stop intersection to the west of the school and south of the intersection on State Avenue.

There is not a designated pick-up and drop-off location. The parking lot in front of the elementary school is typically reserved for parking because of its small size.

**Figure 5: Grandview Elementary Bicycle and Pedestrian Access Map**
Counts Data

For Grandview Elementary, Bicycle-Pedestrian Counts were collected at the crosswalk north of the elementary school on East Grandview Drive. As Figure 6 to the right shows, 18 individuals crossed this crosswalk in the morning before school and 69 cross in the afternoon when school ended. Only two cyclists cross both in the morning and in the afternoon.

Mornings
In the mornings, students will frequently walk to the school from the west down E. Grandview Drive. Because there is no sidewalk, they will frequently walk on the street instead of the grass. Often times, their parents will walk this route with them.

Afternoons
After school lets out, parents frequently park in front of the school on the south side of East Grandview Drive. They will wait there for their students to walk to their cars and then drive their students home. Like in the morning, some students would cross the crosswalk and then walk westward on the street toward the intersection.

There is little traffic on this road, but on-street parking makes it difficult to see oncoming traffic for cyclists and pedestrians trying to cross the street.

Sheridan Elementary
Sheridan Elementary sits on the corner of Ash and Jackson Streets in Junction City. At the intersection of these two streets is a four-way stop. As Figure 7 to the right shows, there is sidewalk from the north and west entrances of the elementary school to the road. There is sidewalk along the east side of Jackson Street south of Ash Street, however the sidewalk does not continue on the east side after crossing Jackson. Similarly, there is only a strip of sidewalk on the west side of Jackson Street south of Ash and then it begins again at the intersection of Jackson and Ash. There is sidewalk along both the north and south sides of Jackson Street.

There are crosswalks at the Jackson-Ash intersection as well as on the west side of the school across Jackson Street south of Ash. There is not a crosswalk that goes across Beck Drive or a crosswalk that crosses Jackson onto Beck Drive, however.
At Sheridan Elementary, Bicycle-Pedestrian Counts were collected at the crosswalk west of the elementary school on Ash Street and at the intersection of Ash and Jackson. As Figure 8 to the right shows, there were few individuals who crossed any streets on the way to school. However, many cross in the afternoon, especially across Jackson at the intersection.

**Mornings**

In the mornings, parents will typically park along Ash or Coronado Streets and walk their kids to the school. There are few students who walk to school and none that bike. The sidewalks along Ash are seldom used, but the ones along Jackson and at the intersection are used frequently. The Ash crosswalk is likely underused because there is a drop-off loop directly across from it where students are dropped off for class. When crossing the street, most students and their guardians use the crosswalks.

Most people crossed the street at:

- 7:30 AM
- 3:15 PM

**Afternoons**

After school lets out, the drop-off loop adjacent to Ash is closed off, and therefore many parents park on either side of Ash Street immediately west of the school to wait for their students to be let out. This adds to the already heavy traffic on this road while also making it difficult to see oncoming traffic when crossing. Some parents will wait there until 4:00 when after-school activities let out.

There are crossing guards at the Jackson-Ash intersection to help students cross safely. Many individuals walk in the grass northbound on Ash Street after crossing Jackson.

<table>
<thead>
<tr>
<th>Counts Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morning</td>
</tr>
<tr>
<td>Pedestrians</td>
</tr>
<tr>
<td>Cyclists</td>
</tr>
<tr>
<td>Afternoon</td>
</tr>
<tr>
<td>Pedestrians</td>
</tr>
<tr>
<td>Cyclists</td>
</tr>
</tbody>
</table>

**Westwood Elementary**

Figure 9 to the right displays the accessibility of Westwood Elementary to cyclists and pedestrians. There is sidewalk from the school’s front doors along Eisenhower Drive and 7th Street, although there is not sidewalk present on the opposing side of Eisenhower, and there is only sidewalk on 7th Street on the west side of Westwood Boulevard. There is sidewalk along the west edge of Westwood Boulevard until Custer Road to the south. There is also sidewalk on the eastern side of Westwood Boulevard upon crossing 7th Street to the north. There is no sidewalk on Custer Road.

There is a crosswalk directly in front of the school joining both sides of Eisenhower Drive, even though there is not a sidewalk on the eastern side of this road. There are three sidewalks present at the intersection of Westwood and 7th, but there are no other crosswalks present.

Westwood Elementary is unique because there is a path from the school’s playground to Custer Road. This path cuts through some trees and private property, but does not lead to sidewalks or crosswalks.

Most people crossed the street at:

- 7:30 AM
- 3:15 PM

**Key**

- sidewalk
- crosswalk
- stop sign
Bike-Ped Counts were conducted for Westwood Elementary at the Eisenhower Dr. crosswalk, the intersection of Westwood and 7th, the intersection of Westwood and Custer, and in front of the dirt path. Most individuals walked across Custer from the dirt path in the afternoon, and many crossed 7th in the afternoons as well. Most cyclists crossed the Westwood and 7th intersection in the afternoons.

Mornings
Few individuals crossed any streets in the mornings. Students typically arrived to school by being dropped off at the front doors by their parents and guardians.

Afternoons
The path was the most frequently used by both parents and students. Parents would park on either side of Custer Road and wait for their students to be let out of school. Some parents would also wait in front of the elementary school to pick up their children immediately, but there is limited parking and heavy traffic on Eisenhower at this time.

When leaving school, both walkers and cyclists would use the sidewalks to get to their destinations.

The table above catalogs the Safe Routes to School conditions and recommendations of each school in regard to the Evaluation component of the plan. The Flint Hills MPO has conducted parent-guardian surveys and bicycle-pedestrian counts, described earlier in this chapter, to meet the Evaluation requirements and collect data about children get to their schools.

This data should be updated as the Safe Routes to School plan is updated.
The purpose of this update to the USD 475 Safe Routes to School Plan is to measure the progress and effectiveness of the 2008 Plan and identify areas of improvement. This section describes the current conditions of the walking and biking environment around the schools and provides recommendations for moving forward.

The following pages include maps, images, and the recommendations for each school.
**Eisenhower Elementary**

**Recommendations**

- The parking lot should be restriped and additional signage is needed for safe one-way traffic.
- Crosswalks should be restriped or restriped in the parking lot, crossing Caroline Avenue and Saint Mary’s Road.
- Sidewalk should be added on the south side of St Marys Rd. from the existing sidewalk and westward toward Malloid St.
- The sidewalk on the south side of St Marys Rd. east of Eisenhower Elementary should be extended to Bluestem Road.
- A crosswalk with ADA accessible ramps should be added at Bluestem Road to connect the sidewalk on the south side of St Marys to the sidewalk on the north side.
- Sidewalk should be added on the south side of Skyline from the existing sidewalk to Crest Hill St.
- Sidewalk connections should be made between the southside sidewalks on Skyline to the sidewalks on Highland Street.
- All new sidewalks should be at least five feet wide to allow for multiple pedestrians and wheelchairs.
- All new sidewalks should have ADA accessible ramps.
- Stop bars should be added or restriped at the intersection of St Marys and Caroline.

*Recommendations from the 2008 Plan*

**Franklin Elementary**

**Recommendations**

- Sidewalk should be added to the western side of Jackson Street and all handicap ramps should be updated.
- The path running south of the school should have major repairs and additional sidewalk should be added to complete the path.
- Sidewalk should be added along the south side of 2nd Street on either side of 1st Street to connect the existing sidewalk.
- Sidewalk additions should be made on the east side of 1st Street between Chestnut Street and 2nd Street.
- The sidewalk on the west side of Madison south of 2nd Street should be extended to meet the existing sidewalk between 1st and Walnut Streets.
- All new sidewalks should be at least five feet wide to allow for multiple pedestrians and wheelchairs.
- All new sidewalks should have ADA accessible ramps.
- Flashing beacons on the school zone signs should be added.

*Recommendations from the 2008 Plan*
### Lincoln Elementary

<table>
<thead>
<tr>
<th>Recommendations</th>
<th>Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Sidewalk should be added from the 8th Avenue and Eisenhower Boulevard intersection traveling to the 5th Street intersection</em></td>
<td></td>
</tr>
<tr>
<td><em>A crosswalk with signage should be added at the intersection of Eisenhower and 5th St.</em></td>
<td></td>
</tr>
<tr>
<td><em>Sidewalk and handicap ramps should be added on the school property from the elementary school to the Mary Devin Center</em></td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added on the west side of James Mothers St. between the school and 5th St.</td>
<td></td>
</tr>
<tr>
<td>Sidewalk connections should be made across Eisenhower Blvd. to the south side of 6th St.</td>
<td></td>
</tr>
<tr>
<td>All new sidewalks should be at least five feet wide to allow for multiple pedestrians and wheelchairs</td>
<td></td>
</tr>
<tr>
<td>All new sidewalks should have ADA accessible ramps</td>
<td></td>
</tr>
</tbody>
</table>

Recommendations from the 2008 Plan

### Washington Elementary

<table>
<thead>
<tr>
<th>Elementary Schools</th>
<th>Recommended</th>
<th>Completed from 2008 Plan</th>
<th>Existing Sidewalk</th>
</tr>
</thead>
</table>

Figure 14: Lincoln Elementary sidewalk recommendations

Figure 15: Washington Elementary sidewalk recommendations
Grandview Elementary

Current Conditions

Grandview Elementary was not included in the 2008 Safe Routes to School Plan for USD 475 but is included in this update.

Grandview Avenue and State Avenue are the two major thoroughfares near Grandview Elementary.

There is a small parking lot located on the north side of the school. This lot is sometimes used to pick up and drop off children. However, in the afternoons, many parents park on the south side of Grandview Drive and wait for their children to get out of school. This causes Grandview Drive to become congested and limits the visibility from the crosswalk. Although many children are picked up at the street and therefore do not need to cross, many children and their parents or guardians cross the street both before and after school. There are no sidewalks existing off school grounds, so people tend to walk on either edge of the street to avoid walking in the grass on people’s lawns. There are crosswalks, however, at the intersection of State and Grandview, just west of the elementary school, but no sidewalks leading up to it.

<table>
<thead>
<tr>
<th>Recommendations</th>
<th>Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>*15th Street and 16th Street should be resigned to be one-way streets</td>
<td></td>
</tr>
<tr>
<td>*Sidewalk should be added on the east side of Jefferson Street with corresponding handicap ramps and crosswalks</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added on both the north and south sides of 16th Street between Washington Street and Franklin Street</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added on the west side of Franklin Street between 16th and 15th Streets</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added on the east side of Adams Street between 16th and 14th Street</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added on the east side of Madison Street between 13th Street and 12th Street to connect the existing sidewalk</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added on the north and south sides of 15th Street between Madison and Adams Streets to connect the existing sidewalk</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added on the south side of 14th Street between Raber and Madison Streets and onto the west side of Madison Street to connect the existing sidewalk</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added to the north side of 13th Street between Madison and Adams Streets to connect the existing sidewalk</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added to the north side of 12th Street between Adams Street and Jefferson Street to connect the existing sidewalk</td>
<td></td>
</tr>
<tr>
<td>All new sidewalks should be at least five foot wide to allow for multiple pedestrians and wheelchairs</td>
<td></td>
</tr>
<tr>
<td>All new sidewalks should have ADA accessible ramps</td>
<td></td>
</tr>
</tbody>
</table>

*Recommendations from the 2008 Plan

Washington Elementary

Like Franklin Elementary, there is an extensive sidewalk network surrounding Washington Elementary. However, there exist some gaps and an absence of handicap accessible ramps, especially in the residential neighborhoods surrounding the school. Recommendations from the 2008 plan should also be implemented.

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>*15th Street and 16th Street should be resigned to be one-way streets</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Sidewalk should be added on both the north and south sides of 16th Street between Washington Street and Franklin Street</td>
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<td>Sidewalk should be added on the east side of Madison Street between 13th Street and 12th Street to connect the existing sidewalk</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added on the north and south sides of 15th Street between Madison and Adams Streets to connect the existing sidewalk</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added on the south side of 14th Street between Raber and Madison Streets and onto the west side of Madison Street to connect the existing sidewalk</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added to the north side of 13th Street between Madison and Adams Streets to connect the existing sidewalk</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added to the north side of 12th Street between Adams Street and Jefferson Street to connect the existing sidewalk</td>
<td></td>
</tr>
<tr>
<td>All new sidewalks should be at least five foot wide to allow for multiple pedestrians and wheelchairs</td>
<td></td>
</tr>
<tr>
<td>All new sidewalks should have ADA accessible ramps</td>
<td></td>
</tr>
</tbody>
</table>

*Recommendations from the 2008 Plan
Grandview Elementary

Figure 17: Grandview Elementary sidewalk recommendations

<table>
<thead>
<tr>
<th>Recommendations</th>
<th>Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks added on the north side of Grandview Drive between the school crosswalk and the Grandview-State intersection</td>
<td>Taken</td>
</tr>
<tr>
<td>Sidewalk should be added south of Grandview Dr. from the Grandview-State intersection, to the edge of the school parking lot entrance, extend southward, then extend eastward to cross the parking lot and connect with the existing sidewalk on the school property</td>
<td>Taken</td>
</tr>
<tr>
<td>Sidewalk should continue on the south side of Grandview Drive, extending east of the school crosswalk, around the curve, ending at Byrd St.</td>
<td>Taken</td>
</tr>
<tr>
<td>Sidewalk should be added to the south side of Grandview Drive, extending west beyond the intersection of Grandview &amp; State to Plaza St.</td>
<td>Taken</td>
</tr>
<tr>
<td>Sidewalk should be added on the east side of State Avenue, extending from the southernmost crosswalk and north to the intersection of State and Castle</td>
<td>Taken</td>
</tr>
<tr>
<td>Sidewalk should be added along the west side of State Ave. and onto the south side of Wilt St.</td>
<td>Taken</td>
</tr>
<tr>
<td>Sidewalk should extend from State Ave. at Anchor St. along the south side of Anchor, to Plaza St., then along the west side of Plaza to meet the existing sidewalk there</td>
<td>Taken</td>
</tr>
<tr>
<td>The sidewalk on the school property should have an ADA accessible entrance onto the Grandview Ave. crosswalk</td>
<td>Not completed</td>
</tr>
<tr>
<td>All new sidewalks should be at least five foot wide to allow for multiple pedestrians and wheelchairs</td>
<td>Not completed</td>
</tr>
<tr>
<td>All new sidewalks should have ADA accessible ramps</td>
<td>Not completed</td>
</tr>
</tbody>
</table>

Sheridan Elementary

Current Conditions

Currently, there are more children who walk and bike after school than there are who walk or bike to school. Both the Jackson crosswalk and the crosswalks at the Jackson-Ash intersection are heavily traversed by students.

As noted in the 2008 SRTS Plan, Jackson becomes congested because its adjacent parking lot is closed off when school lets out and therefore parents and guardians park their cars on the street to pick up their children. This is no longer an issue on Ash Street, which is a major change that has taken place since the 2008 plan.

As recommended by Phase I, crosswalks were added to the Jackson-Ash and Madison-Ash intersections. The south side of Ash Street received sidewalk west of the Madison-Ash intersection, with handicap ramps, also as recommended by the Phase I plan.

The sidewalk additions on Pine Street and Jackson Street recommended by the 2008 plan were not present at the time of the 2018 plan.

Figure 18 & 19: Crosswalk on Jackson Street, directly adjacent to the west entrance of the elementary school.
### Sheridan Elementary

<table>
<thead>
<tr>
<th>Recommendations</th>
<th>Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>The sidewalk additions made on the west side of Jackson Street north of Ash Street should be extended to Chestnut where a well-connected sidewalk network exists.</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added to the north side of Pine St., between Madison St. and Webster St.</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added to the east side of Jackson between Ash St. and Pine St.</td>
<td></td>
</tr>
<tr>
<td>Sidewalk should be added along the west side of Jackson St. between Coronado and Oak</td>
<td></td>
</tr>
<tr>
<td>The sidewalk on the east side of Jackson, south of Sheridan Elementary, should be extended south of Oak to Skyline</td>
<td></td>
</tr>
<tr>
<td>A crosswalk should be added across Webster to connect the exiting sidewalks present on Webster</td>
<td></td>
</tr>
<tr>
<td>Crosswalks should be added at the intersection of Ash and Webster</td>
<td></td>
</tr>
<tr>
<td>Crosswalks should be added at the intersection of Ash and Adams</td>
<td></td>
</tr>
<tr>
<td>A crosswalk should be added across Sheridan Elementary’s west parking lot, connecting the sidewalk along the east side of Jackson St.</td>
<td></td>
</tr>
<tr>
<td>All new sidewalks should be at least five foot wide to allow for multiple pedestrians and wheelchairs</td>
<td></td>
</tr>
<tr>
<td>All new sidewalks should have ADA accessible ramps</td>
<td></td>
</tr>
</tbody>
</table>

**Figure 20** Close-up of Sheridan Elementary sidewalk recommendations

**Figure 21** Intersection of Jackson and Ash

**Figure 22** Sheridan Elementary sidewalk recommendations
Westwood Elementary

Current Conditions

The 2008 plan made recommendations that focused on the sidewalk adjacent to Eisenhower Boulevard, just south of the school toward 14th Street. This plan also recommended signage and crosswalks to correspond with additions made to the sidewalk network. These recommendations have since been implemented. Many students who are picked up after school take an asphalt path that runs behind the school, shown in Figure 17, toward Custer Road, where their parents wait for them. This creates congestion on Custer. Further, the path is worn, narrow, and does not have handicap accessible ramps leading from it to the road. There are no crosswalks present on Custer, which is a residential street, and there are not any crosswalks at the intersection of Custer and Westwood. Westwood is a busy roadway in this neighborhood.
**Westwood Elementary**

<table>
<thead>
<tr>
<th>Recommendations</th>
<th>Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>The path from Westwood Elementary to Custer Road should be repaved</td>
<td></td>
</tr>
<tr>
<td>New sidewalk should be added along the east side of Custer Road to 14th St.</td>
<td></td>
</tr>
<tr>
<td>The sidewalk on the north side of Westwood Ave. should be extended west of Custer Road to the existing sidewalk at the intersection of Thompson and Westwood</td>
<td></td>
</tr>
<tr>
<td>Crosswalks should be added at the intersection of Custer Rd. and Westwood Ave.</td>
<td></td>
</tr>
<tr>
<td>Crosswalks should be added at the intersection of 14th St. and Westwood Ave.</td>
<td></td>
</tr>
<tr>
<td>A crosswalk should be added on the south side of the intersection of Eisenhower Ave. and 14th St.</td>
<td></td>
</tr>
<tr>
<td>All new crosswalks should be accompanied by pedestrian crossing signage</td>
<td></td>
</tr>
<tr>
<td>All new sidewalks should be at least five foot wide to allow for multiple pedestrians and wheelchairs</td>
<td></td>
</tr>
<tr>
<td>All new sidewalks should have ADA accessible ramps</td>
<td></td>
</tr>
</tbody>
</table>

Figure 26: Close-up of Westwood Elementary sidewalk recommendations