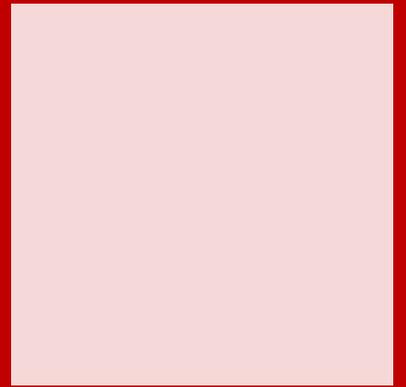


SAFE ROUTES TO SCHOOL

PHASE 1 MASTER PLAN (November 7, 2023)

City of Plainville, Kansas & Plainville USD #270



ACKNOWLEDGEMENTS

This Master Plan was generated as a result of multiple agencies efforts. A few of the key partners acknowledged for their efforts in helping create this Plan are as follows:

- Kansas Department of Transportation
- City of Plainville, Kansas
- Plainville Schools USD #270
- BG Consultants, Inc.

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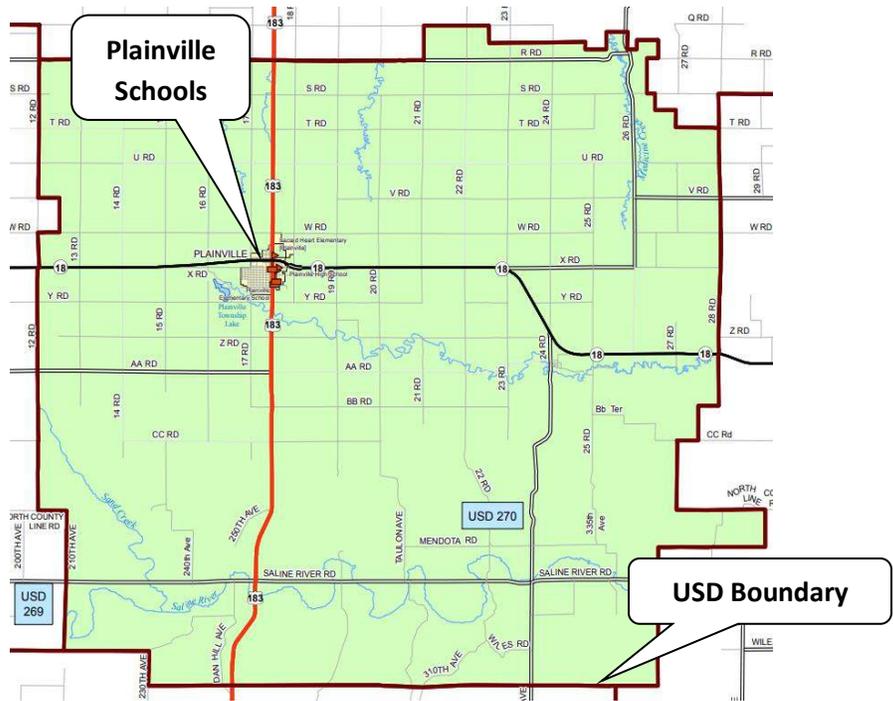
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INTRODUCTION

Located in southern Rooks County in the northwest corner of Kansas, Plainville is a community of approximately 1,886 people. The city is home to a wide range of business, industry, residential neighborhoods, and governmental agencies. Data from the U.S. Census Bureau estimates 786 housing units within the City Limits and nearly 28% of the community’s population is comprised of children under the age of 18.

Serving these children and the area surrounding Plainville is the Plainville USD 270 school district. The USD boundary covers an area of Rooks County, extending approximately 5.5 miles west of Plainville to 12 Rd and approximately 10.5 miles east of Plainville to 28 Rd and extending roughly 11.85 miles south of Plainville and 6.2 miles north of Plainville to R Rd. The Elementary School houses grades K-6 on the south side of SE Cardinal Avenue, and grades 7-12 are located north of SE Cardinal Avenue in the Plainville High School.

The City of Plainville has the desire to implement initiatives that will better accommodate students’ needs, particularly relating to safety measures and walkability to/from the USD facilities. This will be achieved through broader planning and improvement of the community’s transportation system, particularly pedestrian and bicycle infrastructure, and safety of students in the school zones.



KEY STAKEHOLDERS & PUBLIC INPUT

Multiple groups and agencies have collaborated over the past several years and again during the development of this Safe Routes to School Master Plan. Some of the stakeholders include:

- City of Plainville, KS
- Plainville Schools Staff
- USD #270 Administration
- BG Consultants, Inc.

Public input opportunities have been provided at multiple phases in the development of Plainville’s Safe Routes to School project.

PURPOSE

The purpose of this Safe Routes to School Master Plan is to identify the obstacles that discourage or prohibit students from walking or biking to school. Understanding these obstacles then enables a comprehensive approach to be established and implemented to remove them. Obstacles come in many shapes and form. Some are physical infrastructure issues. Others are non-physical such as perceptions and inefficient communication. This Master Plan utilizes the six nationally accepted SRTS principles of Equity, Education, Encouragement, Engineering, Enforcement and Evaluation to create a better environment for students to walk and bike to and from school. These principles are known as the “6 E’s”.

BACKGROUND

USD 270 plans to seek reimbursement for the funds needed to develop this Safe Routes to School Phase 1 Master Plan around the Plainville USD Schools catering to grades K thru 12. Agreements were put in place between USD 270 and BG Consultants allowing BG Consultants to begin the infrastructure evaluation and identification of ways to deliver some of the initiatives of this Master Plan into the community.

However, the School District’s effort to implement Safe Routes to School initiatives pre-dates this Master Plan.

Plainville has been proactively planning for pedestrian and bicycle accommodations by budgeting financial resources, planning for pedestrian improvements, and proactively reaching out to the community to encourage and educate citizens of the Safe Routes to School initiative.

The current condition of sidewalks and school zone traffic control is deteriorating with the majority of the existing infrastructure being in fair to poor condition. This Master Plan provides a proactive and planned approach to properly implement infrastructure improvements, along with non-infrastructure guidance initiatives, to establish a Safe Routes to School program.



IMPLEMENTATION

USD #270 Staff are greatly interested in educating and encouraging citizens about Safe Routes to School. Encouragement and educational activities can be implemented to help fulfill this goal.

USD #270 is experiencing a long-term challenge of finding bus drivers to fill the part time position. As busing students becomes a dwindling option within city limits, it is ever more important to take the necessary initiatives now to create a more recreation centered, walkable and bikeable community to enable students to safely use alternative modes of transportation to/from school.

EDUCATION

The goal of the “Education” initiative of this Safe Routes to School Master Plan is to teach children and parents about the broad range of transportation choices available in Plainville, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the community. Led by the Stakeholders, several target groups of citizens will be engaged for various educational opportunities. They include students, parents, and neighborhood residents and drivers.

Students: Students are engaged primarily to teach children important lifelong skills that can lead to healthier lifestyles. Content includes efforts to educate students about:

- The benefits of physical activity.
- The proper way to walk and bike safely within the community.
- How pedestrians and bicyclists should interact with automobiles.

Parents of Students: Parents play a critical role in determining their children’s lifestyle choices. Parents often determine whether their child will walk or bike to and from school, or if their child will be transported via automobile. Content includes efforts to educate parents about:

- The importance of school zone safety.
- The designated safe routes to school.
- The encouragement initiatives set forth in this Master Plan.
- The proper procedures for pick-up and drop-off.

Neighborhood Residents and Drivers: The prior two groups of citizens will interact daily with other members of the community which have not been targeted as students or parents of students. Content includes efforts to educate neighborhood residents and drivers about:

- The importance of safe driving around schools.
- The importance of keeping the designated safe routes to school clear of hazards, obstacles, snow, and vegetation.

Education Action

There are two key goals of the SRTS educational efforts. The first goal is to reach out to parents, students, and citizens in the community which have not been informed of the SRTS initiatives. The second goal is to reinforce the importance of safety, particularly around schools and the designated safe routes to school, with groups which have been previously targeted with educational efforts. These folks are more likely to remember and practice the goals of this SRTS Master Plan when they continue to hear this critical message. Efforts for the Education initiative of this SRTS Master Plan are as follows.

- **Student-targeted Education in the Classroom** – A number of classroom oriented educational efforts can be undertaken at the Jr-Sr High School and Elementary School to educate younger students of the importance of healthy lifestyle choices. Led by the teachers, the educational efforts can focus on bicycle safety, wearing helmets, safe crossing of streets, and the health and safety benefits of the SRTS program and a healthy diet.

- **Public Announcements** – Public announcements should be periodically published in the local newspaper to inform citizens and encourage public participation in the Plainville Safe Routes to School initiatives.
- **Parent Surveys** – Parent surveys, although also identified as an evaluation tool, can be useful in informing parents of students about the community’s efforts to enhance walking/biking to school and safety associated with it. These surveys should be continued into the future on a bi-annual basis when feasible in order to determine existing concerns and further educate the community of the SRTS initiative.
- **Community Meetings** – Outreach meetings should be held to better educate the community of the SRTS initiatives and how they can help the City achieve the targeted goals of this plan. City Council updates should be provided in future meetings to periodically supply updates on SRTS Master Plan infrastructure recommendations and implementation progress.

ENCOURAGEMENT

The goal of the “Encouragement” initiative of this Safe Routes to School Master Plan is to use a variety of events, activities, and social media outlets to promote safe walking and bicycling. Some easily implemented encouragement efforts are described below. Some of these activities are stand alone events which could be held at regular intervals while others are routine annual/semiannual events to encourage walking/biking as a mode of transportation.

- **Walking School Bus** – As Plainville constructs the infrastructure improvements for safe routes to school, the community should consider implementing a walking school bus program. A walking school bus is a group of students walking to school with one or more adults. Walking school busses can easily be organized, enhance student safety, and alleviate the stress and concern some parents experience by allowing their child to walk/bike between school and home.
- 
- **“Walk to School Day”, “Bike to School Day”, and “National Trails Day” Events** – The community and the USD 270 should consider taking advantage of these nation-wide events to further expand the encouragement of walking/biking to school as an alternate mode of transportation.
 - **Essay and Poster Contest** – At the elementary school level, the City and USD can partner together with an essay/poster contest as part of the City’s SRTS initiative. For example, students in Kindergarten through 2nd Grade could be tasked with creating an “I Love Walk and Roll (To School)” themed poster while students in Grades 3 through 5 could be tasked with writing a 250-350 word essay on the same topic. These contests will not only highlight pedestrian safety during

peak hours of the day but will encourage the students to creatively think about their efforts to walk/bike to school safely.

- **Additional Resources:** <http://guide.saferoutesinfo.org/encouragement/index.cfm>

ENGINEERING

The general goal of the “Engineering” initiative of this Safe Routes to School Master Plan is to identify physical barriers for pedestrians and bicyclists and to recommend infrastructure improvements leading to and surrounding schools. The improvements will eliminate congestion potential, improve, or eliminate conflict points between motorists and pedestrians/bicyclists, and establish safer and fully accessible crossings, walkways, trails, and bikeways connecting residential neighborhoods with the school facilities. The following major areas of concern were reviewed.

- A walkability and accessibility assessment of existing infrastructure.
- Sidewalk inventory to capture existing known infrastructure conditions for use in the Plan.
- Basic gravity model evaluation for traffic flow between residential areas and the schools.
- Student drop-off and pick-up procedures and associated traffic patterns.
- School zone signing and pavement marking.

Identification of Safe Routes to School: Several key walkable/bikeable factors were considered when identifying key routes to focus for identification of safe routes to school. These factors included:

- USD facility location with respect to residential neighborhoods.
- Basic gravity model considerations.
- Sidewalk conditions throughout the town.

Based on this evaluation along with community input, several primary safe routes to school were identified along with a number of secondary routes. These findings are summarized in Figures 2 and 3, Appendix A included in this Master Plan.

Infrastructure Assessment: As with many communities in this region, physical barriers to walking/biking are present. These barriers include sidewalks in poor condition or simply a lack of sidewalks, a lack of curb ramps and/or ADA compliant ramps, inconspicuous or poorly positioned crosswalks, and a lack of overall continuity in the pedestrian infrastructure. In some instances, pedestrians and bicyclists are required to travel in the street during peak hours.

Many of the residential neighborhood in the more central part of Plainville have existing sidewalks, the conditions of which vary from recently reconstructed all the way to poor condition. Residential areas north of Highway 18 do not have sidewalks but are also located farther from the USD facilities and therefore may be slightly lower on the priority list as infrastructure improvements near the schools will have a larger initial benefit for the investment. School zone signing is reasonably sufficient but some signs are outdated, improperly mounted, or lack retroreflectivity.

Priority #1 Safe Routes to School Improvements:

- **Designated Vehicle Drop Off Lane at the Elementary School.** The Plainville Elementary School currently lacks a safe drop-off area. The current drop-off location is on Cardinal Avenue behind the existing parking stalls that line the street on the south side. This produces a congestion point during drop-off/pick-up times due to the gradual build-up of parents dropping off kids, students crossing the street, and staff/visitors trying to park. This congestion creates a notable safety hazard with drivers going into the other lane to pass other drivers that are dropping off kids while pedestrians attempt to cross the street. **Recommendation:** Construct a U-shaped drive with a bump out on the South side of Cardinal Avenue that includes a designated vehicle drop-off lane (See Figure 4 for Concept Plan). Bump out the sidewalk and realign the existing crosswalk to connect Plainville Jr-Sr High School with Plainville Elementary School perpendicularly across Cardinal Avenue. A bike rack should be installed on the Northwest lawn of the Elementary School to prevent pedestrians from placing their bikes too close to the new drop-off area. An east-west crosswalk should also be implemented at the intersection of Cardinal Avenue and Plainville Avenue to allow a safe way for pedestrians to cross Plainville Avenue.
- **Alley and Striping Improvements between Preschool/Daycare and Elementary School.** The existing alley between the Preschool/Daycare and the Elementary School is currently the only way to get to the Preschool and Daycare building. It is frequently backed up with traffic, especially during the morning peak hour, because there is a limited amount of space available. There is no designated crosswalk for pedestrians that cross the alley on the south side of Cardinal Avenue. The alley is somewhat paved, but is patched in with gravel in some places and turns into gravel/dirt at the entrances to each side of the building. **Recommendation:** Repave the alley for improved access and crossing conditions. Install crosswalks between the Preschool/Daycare and the Elementary School and to connect the sidewalk on Cardinal Avenue with the sidewalk in front of the school.



Existing Alley Conditions

- Cardinal Avenue/3rd Street and US-183 Highway Sidewalk Improvements.** Cardinal Avenue/3rd Street serves as a key east-west route conveying student traffic from the residential neighborhood west of US-183 to the Plainville Schools. Sidewalks are present along this route, but are inadequate in several places, including a lack of connection to the street, along with a deteriorating curb lining the sidewalk. **Recommendation:** Improve the condition of the sidewalks in three main locations: **1.** The south side of Cardinal Avenue/3rd Street from Jefferson Street to the alley between the Daycare/Preschool and the Elementary School. **2.** The east side of US-183 Highway from 3rd Street to 4th Street. **3.** The north side of Cardinal Avenue from the disconnected parking lot to Plainville Avenue. These improvements will create a safer path for walking/biking to and from the school.



South sidewalk along Cardinal Avenue/3rd Street

- US-183 Highway and Cardinal Avenue/3rd Street Intersection Improvements.** US-183 Highway is a high volume north-south conveyor of traffic. As such, it becomes a significant obstacle for students walking to/from the elementary school from the west portion of the community. The highway is marked on the south side of the intersection with a KDOT Type 2 High Visibility crosswalk marking scheme, but the crossing could do more to increase the overall awareness of the crosswalk. A crossing guard is typically stationed at this location to assist students with traffic control in the morning and afternoon peak times. ADA ramps are currently present at this crosswalk, but there is not a ramp to cross 3rd Street. **Recommendation:** Improve the awareness of the main crosswalk on the south side of the intersection by adding a rapid flashing beacon. The use of a beacon of this type will be most appropriate to warn drivers of potential pedestrians at the crosswalk. An ADA ramp should also be implemented at the southwest corner of US-183 and 3rd Street to allow pedestrains to cross 3rd Street from the north. Furthermore, consider removing the ADA ramps on the north side of the intersection to increase pedestrian safety by promoting the use of one main crosswalk to cross US-183 Highway.



Pedestrian crossing of 3rd Street near US-183 (looking south)

School Zone Traffic Control:

- Some school zone signing exists around the USD facilities and is generally in fair condition. Signs at the intersection of US-183 Highway and Cardinal Avenue/3rd Street need to be updated to comply with current MUTCD standards. Signage is also needed on the adjacent side streets to increase the safety of pedestrians. Furthermore, the installation of improved crosswalks and sidewalk infrastructure will necessitate the improvement and/or addition of school zone signing. **Recommendation:** Any aging signage that does not meet current MUTCD requirements should be replaced to comply with current standards. Signing plans should be engineered as part of the Priority 1 improvements to establish appropriately marked school zones around the USD facilities. The addition of a rapid flashing beacon at the intersection of US-183 Highway and Cardinal Avenue/3rd Street should be considered.



Crosswalk sign lacks retroreflectivity

- Pavement markings at some key crosswalks are white painted lines, including the crossing of US-183 Highway and two separate locations to connect the Jr-Sr High School with the Elementary School. Markings of crosswalks on other adjacent side streets are mostly non-existent. **Recommendation:** As a part of the Priority 1 improvements, the City should consider implementing a high visibility crosswalk (KDOT Type 2 Crosswalk) marking scheme where major streets cross safe routes to school and at mid-block crossings. Marking improvements and/or replacements should be implemented at the following locations:
 - Cardinal Avenue/US-183 Highway (South leg)
 - Cardinal Avenue/Alley between US-183 Highway and Plainville Avenue (North and South legs)
 - Alley connecting Plainville Elementary with the Preschool/Daycare
 - Cardinal Avenue/Plainville Avenue (North and East legs)
 - Cardinal Avenue connecting the Jr-Sr High School with Plainville Elementary (East)

Summary of Engineering Initiative Recommendations (Priority #1): Recommended infrastructure improvements follow with the Engineer's Opinion of Probable Costs and a Map describing the conceptual infrastructure needs is included in Appendix A. The opinion of total project cost for the recommended Priority #1 improvements is \$742,680.80.

- Designated Vehicle Drop Off Lane Improvements at Elementary School.
- Alley improvements with improved crossing locations.
- Designate safe routes to school and implement infrastructure improvements to provide safer and better-connected pedestrian and bicycle facilities. Sidewalk and ADA compliant accessible curb ramp improvements will be necessary along the following locations:

- **Plainville Avenue/Cardinal Avenue Intersection:** Crosswalk improvements with accessibility improvements.
 - **North side of Cardinal Avenue (Plainville Avenue to Alley):** 5' sidewalk.
 - **South side of Cardinal Avenue (Alley to US-183 Highway):** 5' sidewalk.
 - **East side of US-183 Highway (Cardinal Avenue to existing sidewalk connection):** 5' sidewalk.
 - **US-183 Highway and Cardinal Avenue/3rd Street Intersection:** Crosswalk improvements with accessibility improvements.
 - **South side of 3rd Street (US-183 Highway to Jefferson Street):** 5' sidewalk.
 - **Jefferson Street/3rd Street Intersection:** Crosswalk implementation and accessibility improvements.
- Perform a school zone signing plan to replace non-compliant signs and add/improve signs at all school zones. Install high-visibility (KDOT Type 2) crosswalks at the Priority #1 locations indicated in this Master Plan. Implement a rapid flashing beacon at the intersection of US-183 Highway and Cardinal Avenue/3rd Street.

Priority #2 Safe Routes to School Sidewalks:

- **Community Sidewalk Improvements.** Many of the sidewalks in the community are outdated, non-ADA compliant, and/or non-existent. Width of the sidewalks, condition of the sidewalks, and street connections are three of the main issues that must be addressed to create safe routes to school. The streets with the main sidewalks that should be improved/installed include the following:
 - 3rd Street extending from Jefferson Street to Cochran Street (South)
 - Jefferson Street extending from 1st Street to 8th Street (East)
 - Broadway Street extending from Mill Street to 8th Street (West)
 - Meridian Street extending from Mill Street to 8th Street (East)
 - Section Line Street extending from 1st Street to 3rd Street (West)
 - Plainville Avenue extending from Mill Street to 8th Street (West side to the North of Plainville Elementary, East side to the South of Plainville Elementary)
 - Commercial Avenue extending from 5th Street to 8th Street (West)
- See Figure 4 for Map showing Priority #2 SRTS Improvements



Poor sidewalk condition, non-accessible

ENFORCEMENT

The goal of the “Enforcement” initiative of this Safe Routes to School Master Plan is to develop a partnership between the local law enforcement, members of the community, and key stakeholders to improve compliance with traffic laws in the vicinity of the Plainville Schools and along the designated routes of pedestrian/bicycle travel to school. An increased law enforcement presence can result in better enforcement of vehicular speeds, cars yielding to pedestrians, proper walking and bicycling behaviors, and all-around better compliance with transportation safety compliance.

Plainville schools currently have a close relationship with the local Police Department. The officers in the area tend to adjust their schedules to have at least one officer present near the school with primary responsibilities to include ensuring the students, staff, and visitors are safe.

Enforcement Action

The following items provide enforcement action “tools” to consider implementing in Plainville for improved Safe Routes to School success.

- Continue having a close relationship with the Plainville Police Department. The effectiveness of the officers’ presence should be periodically evaluated and resources/needs adjusted where necessary to best accommodate safety needs.
- Continue with a crossing guard presence for the crosswalk at the intersection of US Highway 183 and SE Cardinal Avenue/3rd Street to the West of the Plainville Schools during AM and PM Peak Hours.
- Consider implementing a Crossing Guard training program for qualified volunteers interested in participating. 2005 State of Kansas Legislation has stipulated that school crossing guards should be trained thoroughly, as their role is very important to the health and safety of school aged children. As such, the Kansas Department of Transportation produced guidance for implementing/training crossing guards which can be found at this webpage:

https://www.ksdot.org/burTrafficEng/sztoolbox/School_Crossing_Guard_Info.asp

KANSAS GUIDELINES FOR SCHOOL CROSSING GUARDS



EVALUATION

The goal of the “Evaluation” initiative is to monitor and document needs, perceptions, and success of this Safe Routes to School Master Plan. This effort will identify trends of pedestrian and bicycle facility users by collecting before and after data. The results will help the key stakeholders understand which initiatives are working, which initiatives could be modified or improved, and which initiatives are not producing the desired outcomes.

USD 270 has compiled a map of Plainville, shown below, displaying the location of students in the elementary school color-coded by grade. As the map shows, there is no real pattern or group of students based in any certain area. Because of this, many streets will need to be examined to determine the best options for safe routes to school. Additionally, routes near the schools have higher priorities due to the disbursement of students.



Initial Parent Surveys and Student Tallies were performed at the USD 270 schools in October 2023. The information was submitted to the National Center for Safe Routes to School and the results are included in Appendix B. The Key Stakeholders should continue to perform future surveys and tallies at least once per year and ideally once in the fall and once in the spring of the school calendar year.

Evaluation Action

Parent surveys and student arrival/departure tallies should be periodically collected and the information submitted to the National Center for Safe Routes to School at the following website: <http://saferoutesdata.org/>.

- Parent Surveys (by USD 270).
- Student Arrival/Departure Tally (by USD 270).

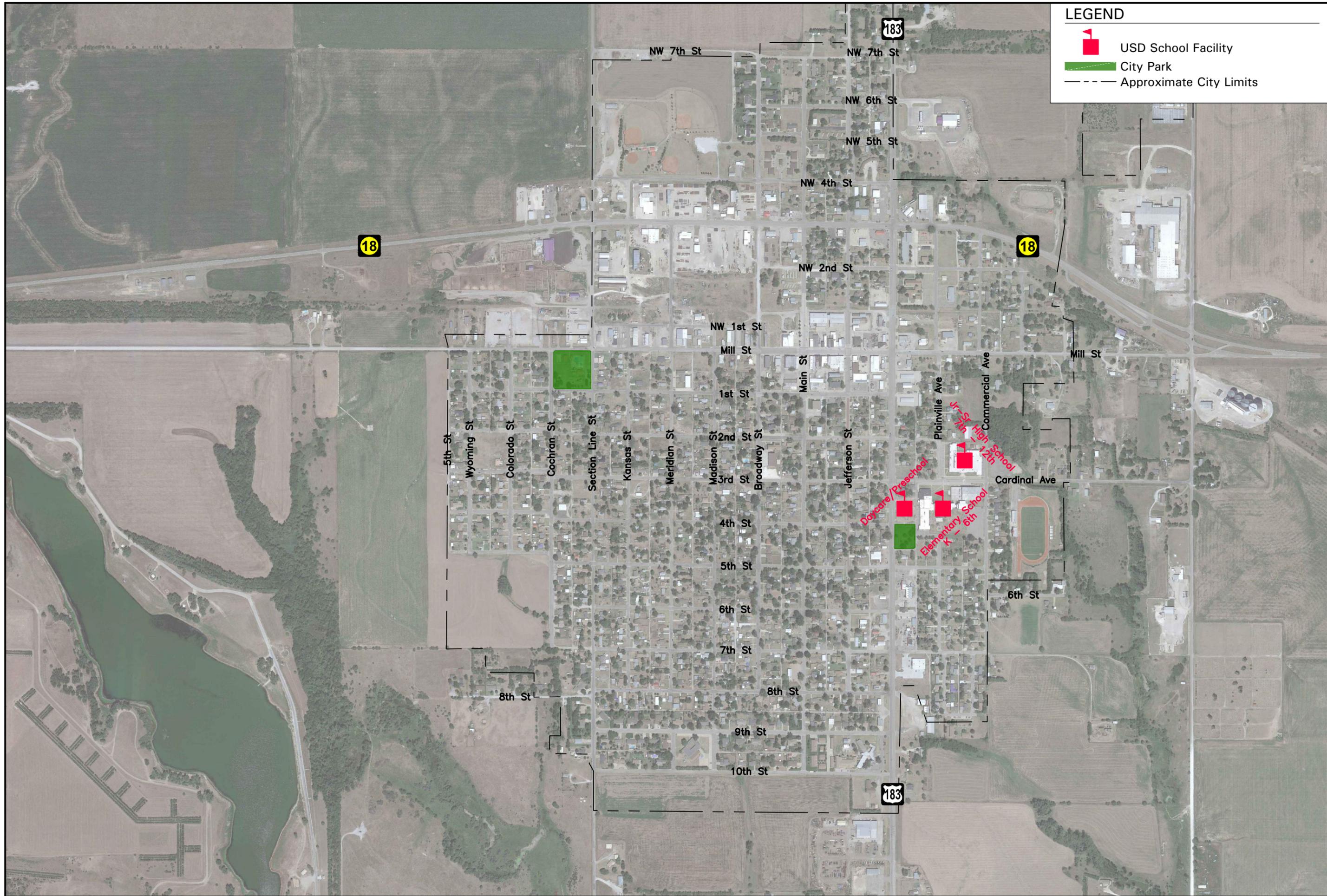
EQUITY

The goal of the “Equity” initiative is to ensure that SRTS initiatives benefit all demographic groups, ensuring safe, healthy, and fair outcomes for people facing different barriers to living healthy, fulfilled lives, understanding the different barriers and opportunities that affect different groups, and developing policies, programs, and overall approaches with those various challenges and needs in mind. Equity allows resources to be provided based on need.

After analyzing Environmental Justice data, it does not appear that there are any prevalent equity issues in Plainville regarding access to school and therefore does not justify higher priority to any specific region. In addition, the close proximity of the schools reduces the overall need for change of priority to a specific school area.

Appendix A

- Figure 1 – City and USD Facilities Map
- Figure 2 – Safe Routes to School Corridor Map
- Figure 3 – Existing Sidewalk Condition Map
- Figure 4 - Safe Routes to School Improvements Priority Map
- Engineer’s Opinion of Probable Costs – Priority #1



LEGEND

- USD School Facility
- City Park
- - - - - Approximate City Limits



Figure 1 - City and Key USD Facilities Map
Plainville, Kansas



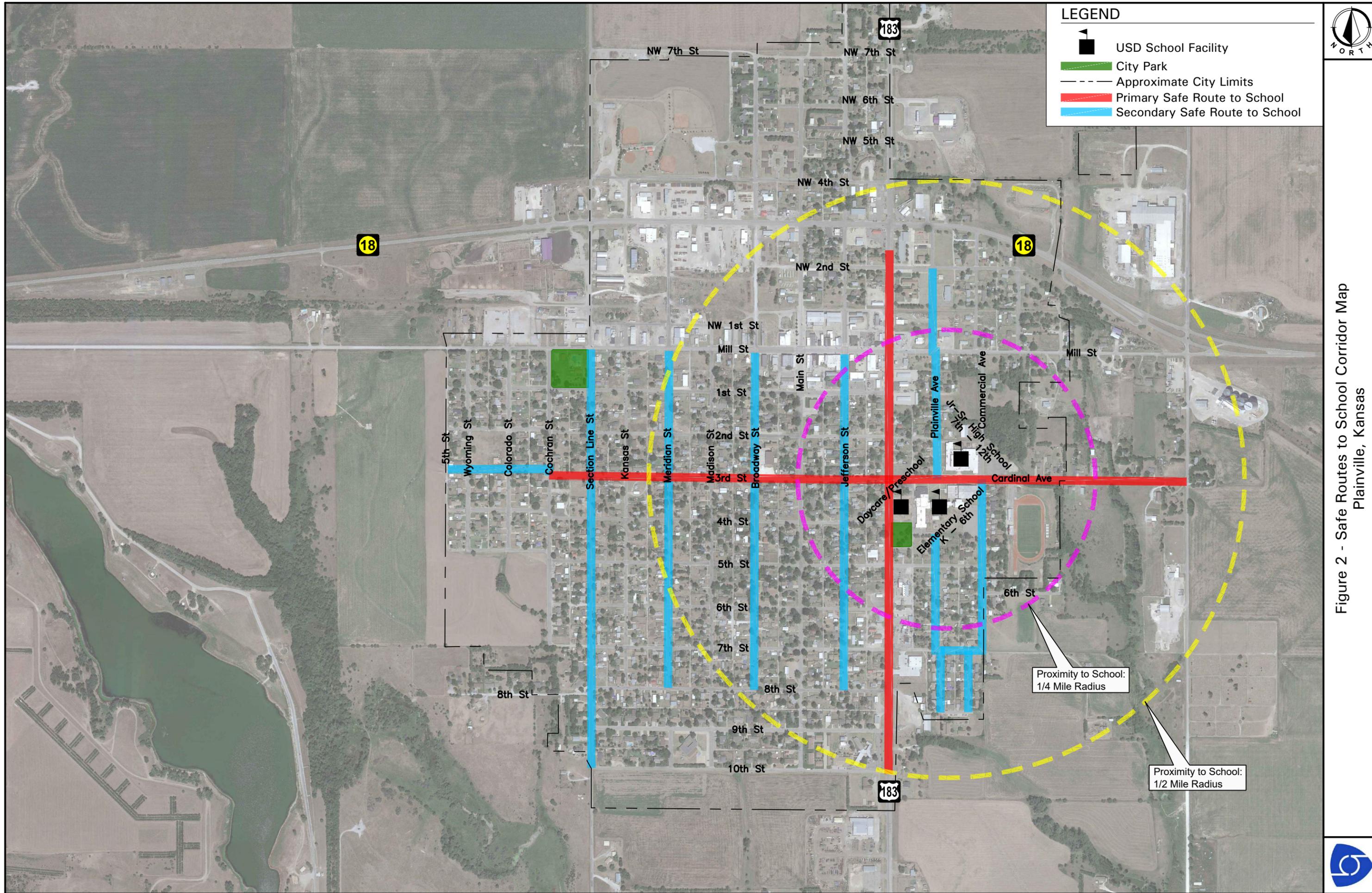
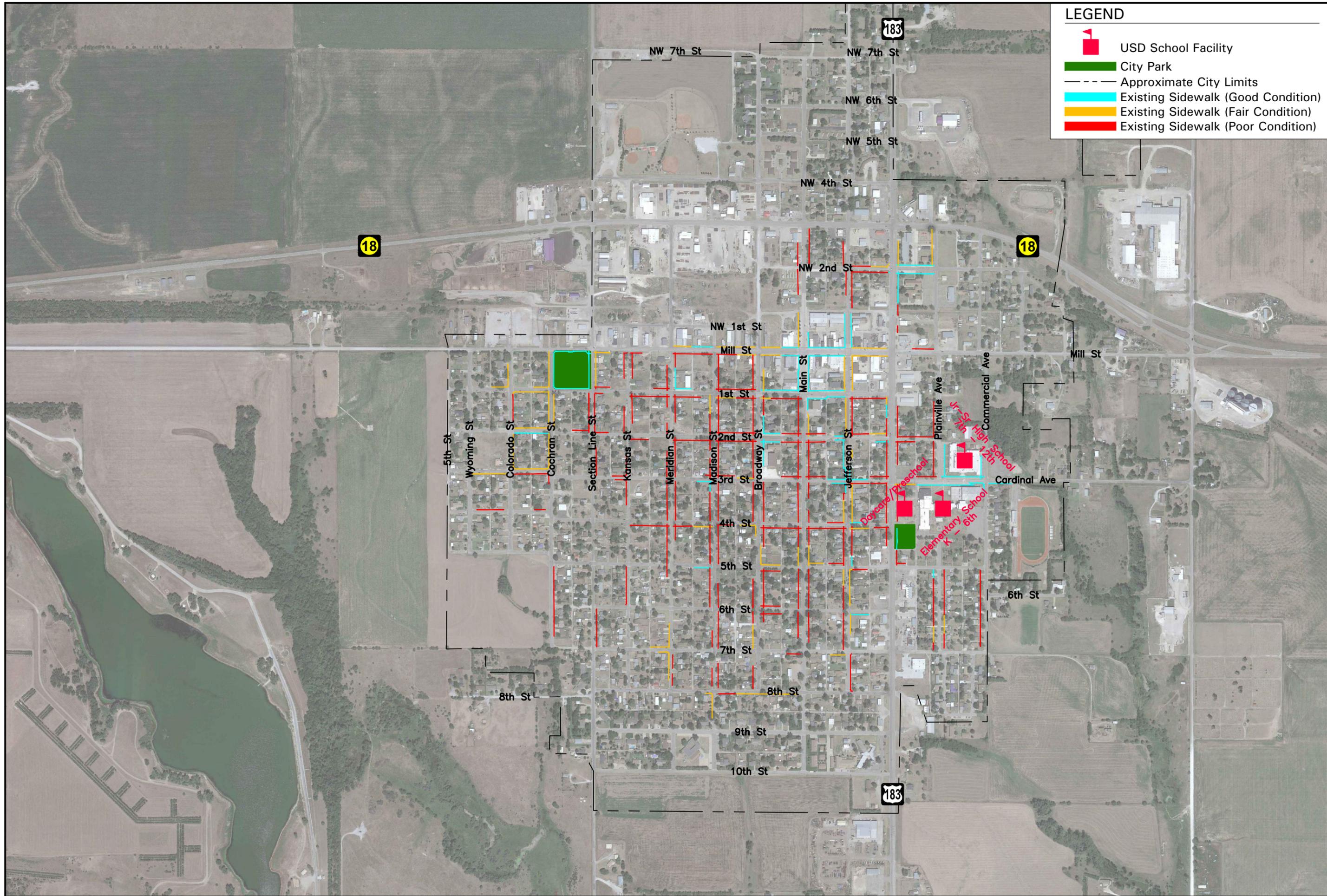


Figure 2 - Safe Routes to School Corridor Map
Plainville, Kansas





LEGEND

- USD School Facility
- City Park
- Approximate City Limits
- Existing Sidewalk (Good Condition)
- Existing Sidewalk (Fair Condition)
- Existing Sidewalk (Poor Condition)



Figure 3 - Sidewalk Condition Map
Plainville, Kansas



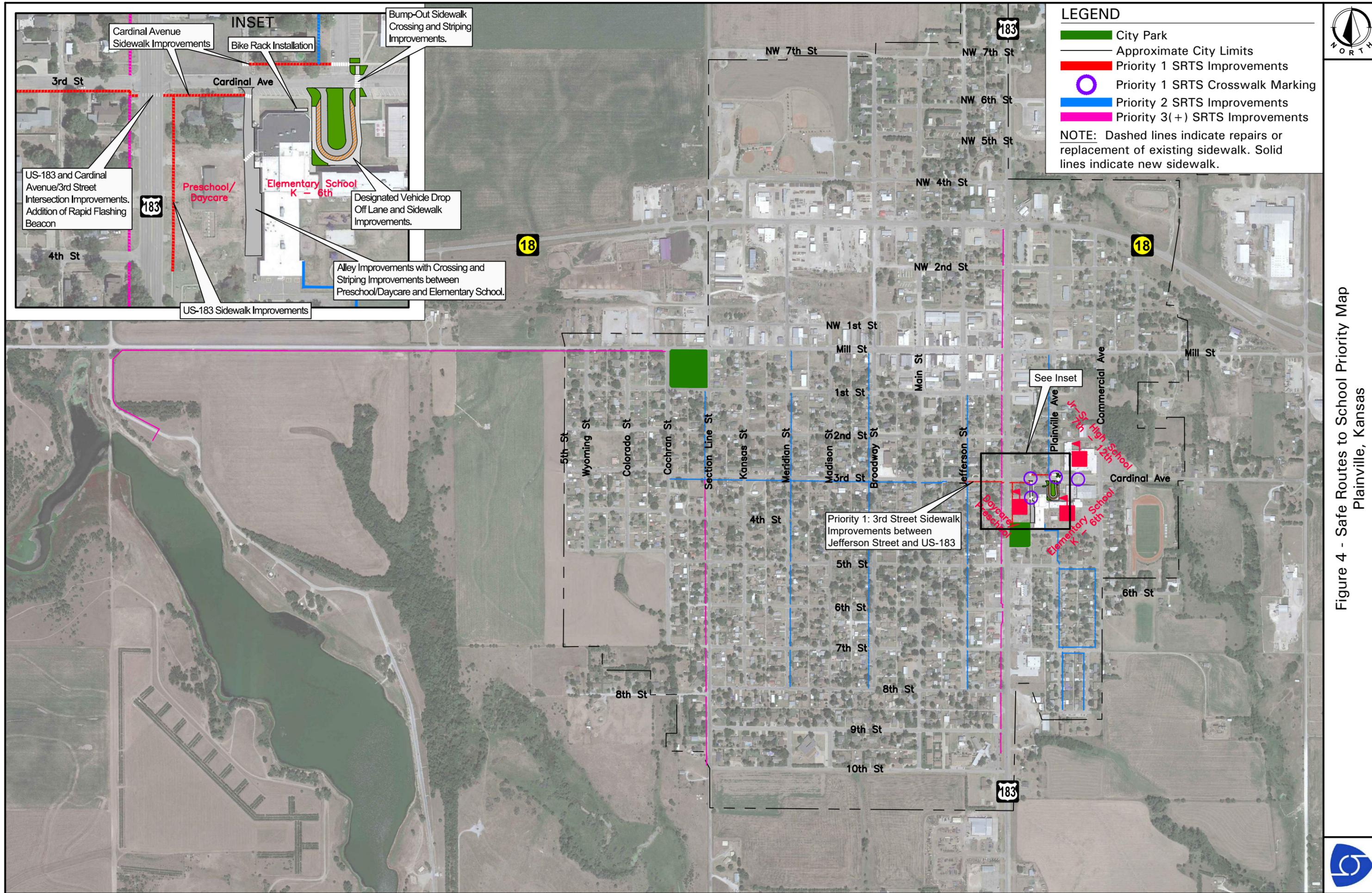


Figure 4 - Safe Routes to School Priority Map
Plainville, Kansas



Safe Routes to School Priority #1 Project

Plainville, Kansas

Engineer's Opinion of Probable Project Costs

November 7, 2023

No.	Description	Qty.	Units	Unit Price	Total Price
<u>Common Items of Work</u>					
1.	Contractor Construction Staking	1	Lump Sum	\$ 7,500.00	\$ 7,500.00
2.	Mobilization	1	Lump Sum	\$ 45,000.00	\$ 45,000.00
3.	Removal of Existing Structures	1	Lump Sum	\$ 10,000.00	\$ 10,000.00
4.	Temporary Erosion Control	1	Lump Sum	\$ 15,000.00	\$ 15,000.00
5.	Seeding	1	Lump Sum	\$ 10,000.00	\$ 10,000.00
6.	Permanent Signing (School Zone Signing)	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
7.	Permanent X-WALK Striping	1	Lump Sum	\$ 15,000.00	\$ 15,000.00
8.	Traffic Control	1	Lump Sum	\$ 12,500.00	\$ 12,500.00
Subtotal A =					\$ 120,000.00
<u>Designated Vehicle Drop Off Lane</u>					
	Grading and Earthwork	1	Lump Sum	\$ 15,000.00	\$ 15,000.00
	Concrete Sidewalk (4")(AE)	475	Sq. Yds.	\$ 70.00	\$ 33,250.00
	Sidewalk Curb Ramp	3	Each	\$ 2,000.00	\$ 6,000.00
	8" Concrete Pavement (AE)(Drop-Off Lane)	744	Sq. Yds.	\$ 110.00	\$ 81,840.00
	6" Aggregate Base (AB-3)(Drop-Off Lane)	1,001	Sq. Yds.	\$ 18.00	\$ 18,016.80
	Concrete Curb and Gutter	854	Lin. Ft.	\$ 45.00	\$ 38,430.00
	Bike Rack Assembly	1	Lump Sum	\$ 2,500.00	\$ 2,500.00
	4" Concrete Pavement (AE)(Bike Rack Base)	45	Sq. Yds.	\$ 70.00	\$ 3,150.00
Subtotal B =					\$ 198,186.80
<u>Alley Improvements</u>					
	6" Concrete Pavement (AE)(Alley)	1,149	Sq. Yds.	\$ 90.00	\$ 103,410.00
	4" Aggregate Base (AB-3)(Alley)	1,149	Sq. Yds.	\$ 14.00	\$ 16,086.00
Subtotal C =					\$ 119,496.00
<u>Cardinal Ave Sidewalk Improvements</u>					
	Grading and Earthwork	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
	5' Wide Concrete Sidewalk (4")(AE)	350	Lin. Ft.	\$ 39.00	\$ 13,650.00
	Sidewalk Curb Ramp	1	Each	\$ 2,000.00	\$ 2,000.00
	6" Concrete Pavement (AE)(Driveways)	45	Sq. Yds.	\$ 90.00	\$ 4,050.00
Subtotal D =					\$ 24,700.00
<u>US-183 Hwy and Cardinal Ave/3rd St Intersection</u>					
	Grading and Earthwork	1	Lump Sum	\$ 10,000.00	\$ 10,000.00
	Sidewalk Curb Ramp	2	Each	\$ 2,000.00	\$ 4,000.00
	Replace Concrete Curb and Gutter	50	Lin. Ft.	\$ 60.00	\$ 3,000.00
	Rapid Flashing Beacon System	1	Lump Sum	\$ 15,000.00	\$ 15,000.00
Subtotal E =					\$ 32,000.00
<u>3rd St Sidewalk Improvements</u>					
	Grading and Earthwork	1	Lump Sum	\$ 10,000.00	\$ 10,000.00
	5' Wide Concrete Sidewalk (4")(AE)	282	Lin. Ft.	\$ 39.00	\$ 10,998.00
	Sidewalk Curb Ramp	2	Each	\$ 2,000.00	\$ 4,000.00
	6" Concrete Pavement (AE)(Driveways)	205	Sq. Yds.	\$ 90.00	\$ 18,450.00
Subtotal F =					\$ 43,448.00
<u>US-183 Hwy Sidewalk Improvements</u>					
	Grading and Earthwork	1	Lump Sum	\$ 10,000.00	\$ 10,000.00
	5' Wide Concrete Sidewalk (4")(AE)	400	Lin. Ft.	\$ 39.00	\$ 15,600.00
	Sidewalk Curb Ramp	1	Each	\$ 2,000.00	\$ 2,000.00
	Replace Concrete Curb and Gutter	200	Lin. Ft.	\$ 60.00	\$ 12,000.00
	6" Concrete Pavement (AE)(Driveways)	185	Sq. Yds.	\$ 90.00	\$ 16,650.00
Subtotal G =					\$ 56,250.00
Construction Total (Subtotals A through G) =					\$ 594,080.80
+ 25% Soft Costs (Design and Construction Engineering) =					\$ 148,600.00
PROJECT TOTAL =					\$ 742,680.80

Appendix B

Student Tally Results (October 2023)
Parent Surveys (October 2023)

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

School Name:

Plainville **Set ID:** 33109
Elementary

School Group: **Month and Year Collected:** October 2023
SRTS

School

Enrollment: **Date Report Generated:** 10/25/2023
202

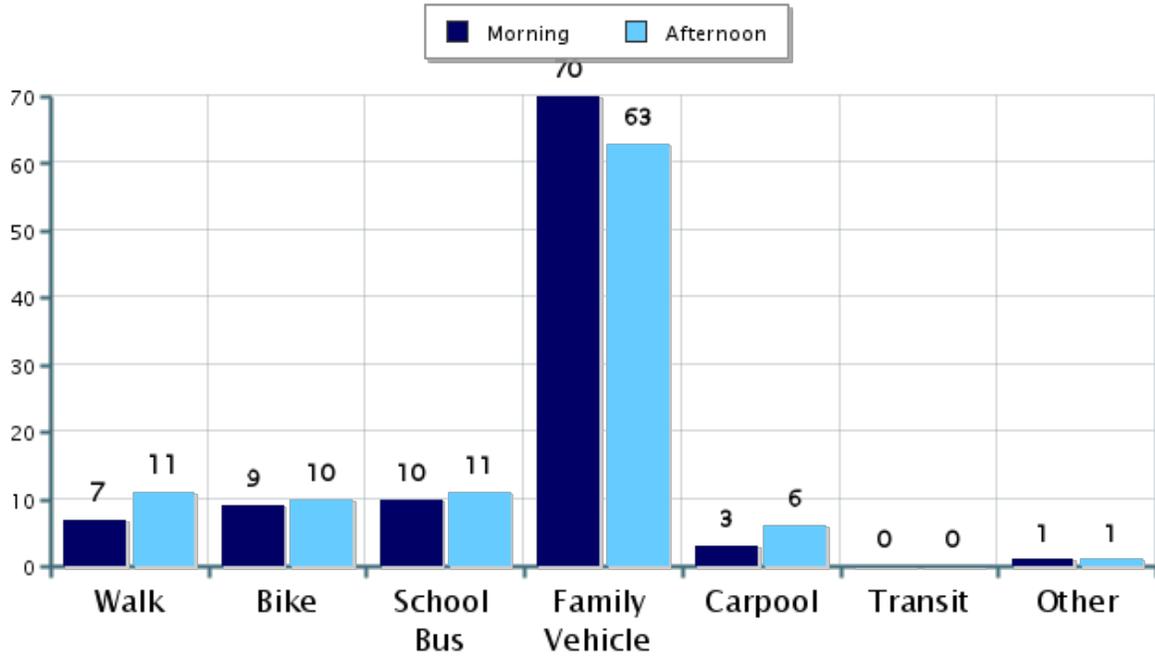
**% of Students
reached by
SRTS
activities:
76-100%**

Tags: ,ADA improvements - install or improve,Bicycle parking - add, increase, or improve,Bike lane - add or improve,Bike train - ongoing,Bike train - start,Busing reduced,Community education & awareness campaign,Crossing guards - ongoing,Crossing guards - train,Crosswalk - add or improve,Lighting - add or improve,Median - add or improve,Off-road paths - construct or improve,Park-and-walk program - bus riders,Pavement markings - add or improve,Pedestrian/bicyclist safety instruction,Pedestrian/bicyclist skills practice,Personal security skills practice,Pick-up/drop-off - improve,Policy change that supports SRTS,Safe house/neighborhood watch program,Safety patrol - ongoing,School siting policy change,School zone safe driving campaign/education,School zone speed limit - enforce,School zone speed limit - reduce,Signs - add or improve,Technology-based tracking (Boltage, etc.),Traffic calming - add or improve,Traffic signals and timing - improve,Walk to School Day,Walking school bus - ongoing,Walking school bus - start,Walking/bicycling route map - create or promote

**Number of
Classrooms
Included in
Report: 10**

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

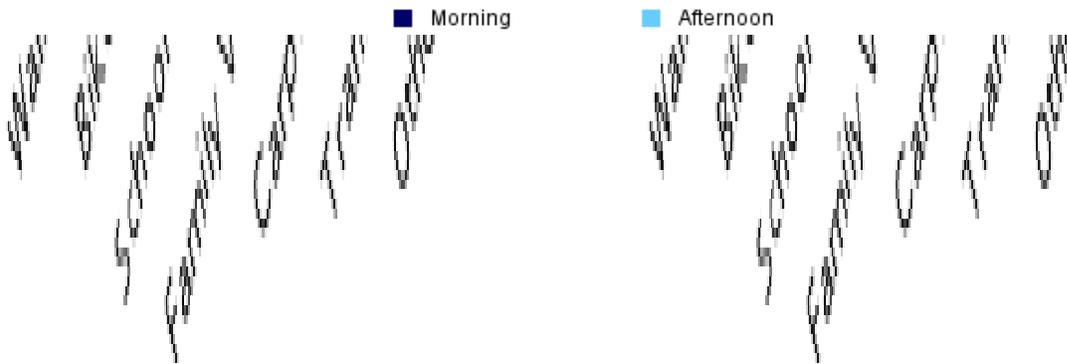


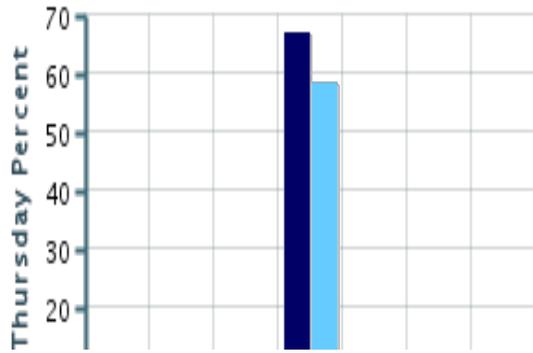
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	414	7%	9%	10%	70%	3%	0%	0.7%
Afternoon	400	11%	10%	11%	63%	6%	0%	0.8%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day



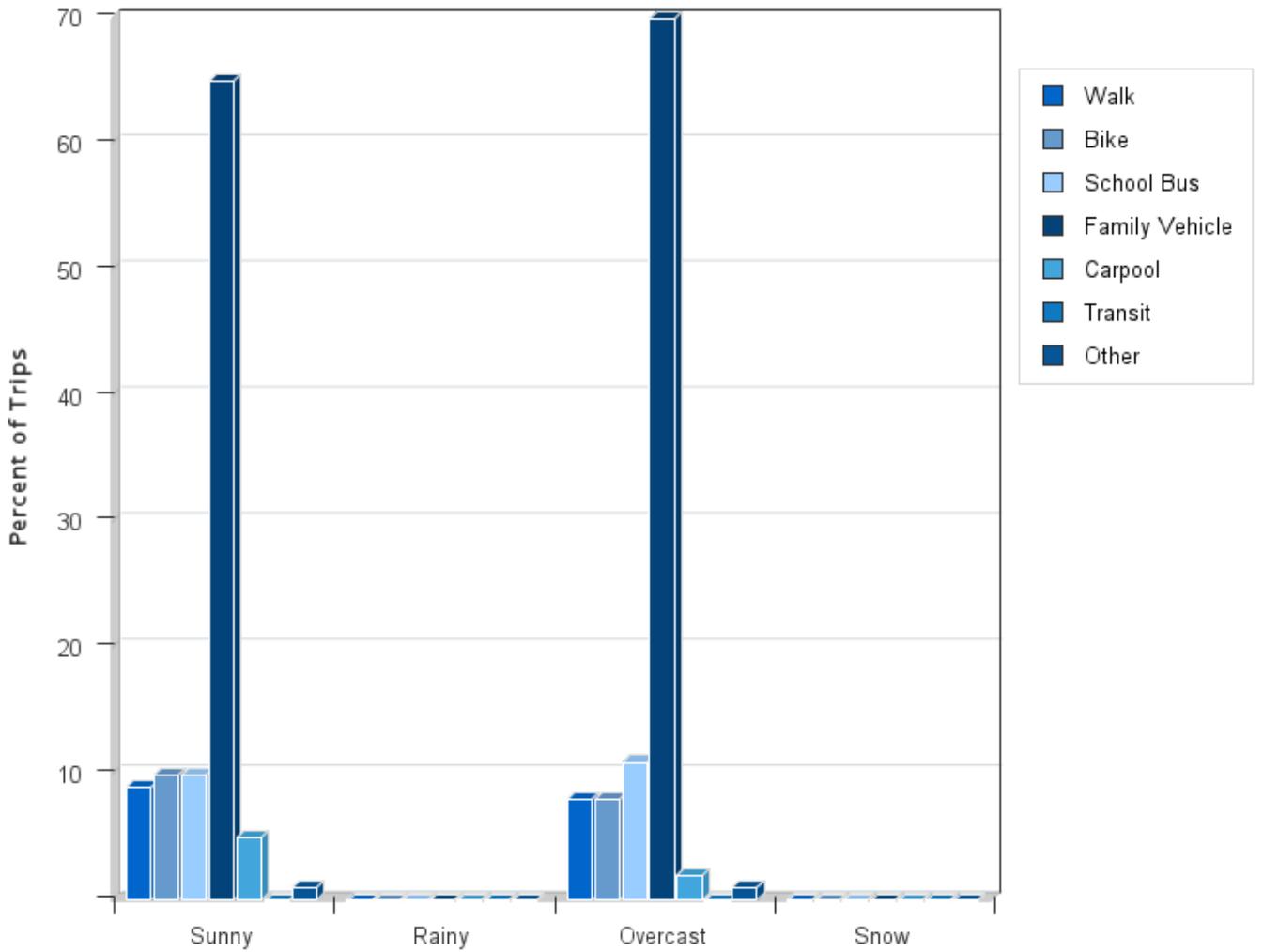


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	171	8%	8%	11%	70%	2%	0%	0.6%
Tuesday PM	169	12%	7%	10%	63%	7%	0%	0.6%
Wednesday AM	143	6%	10%	10%	71%	2%	0%	1%
Wednesday PM	144	10%	10%	10%	65%	3%	0%	1%
Thursday AM	100	7%	11%	10%	67%	5%	0%	0%
Thursday PM	87	8%	13%	11%	59%	9%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	643	9%	10%	10%	65%	5%	0%	0.8%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	171	8%	8%	11%	70%	2%	0%	0.6%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Parent Survey Report: One School in One Data Collection Period

School Name: Plainville Elementary

School Group: SRTS

School Enrollment: 202

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

Number of Questionnaires Distributed: 202

Set ID: 20596

Month and Year Collected: October 2023

Date Report Generated: 10/25/2023

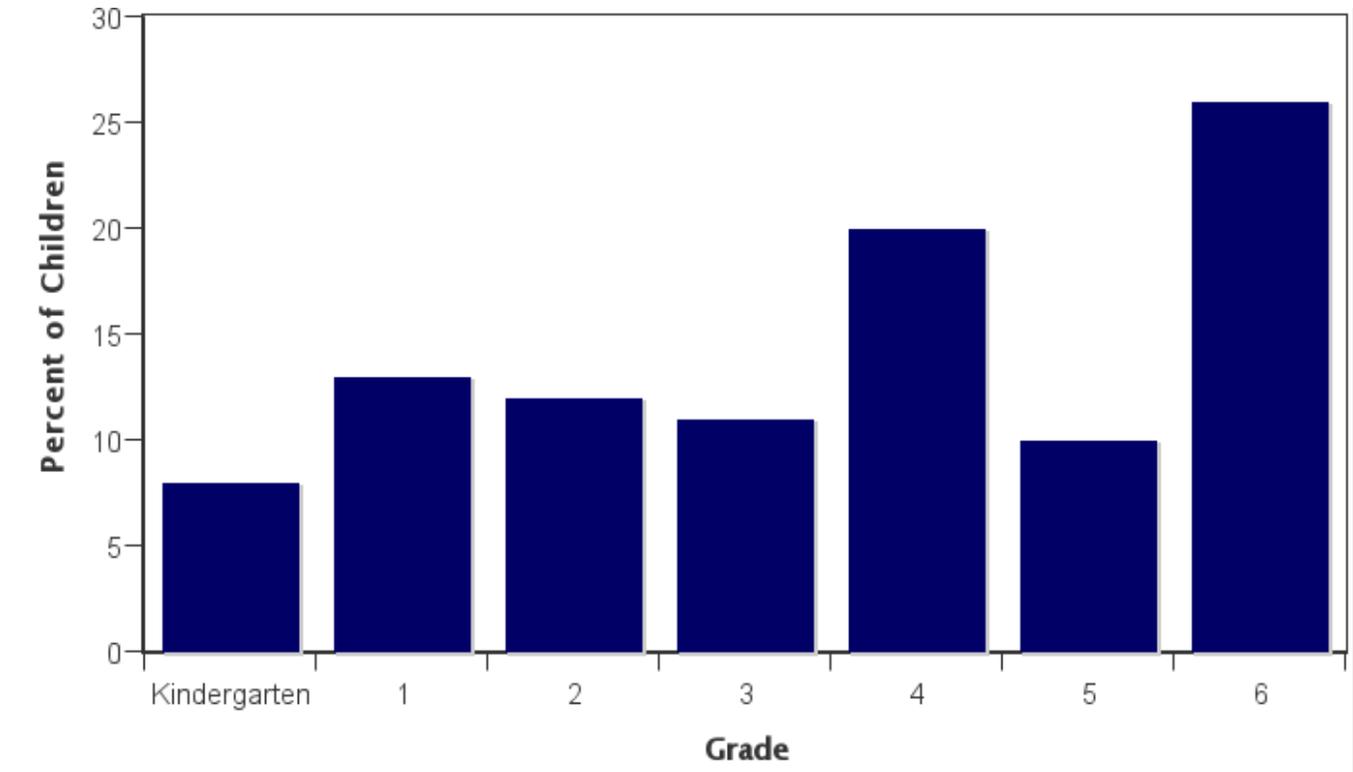
Tags: ADA improvements - install or improve

Number of Questionnaires

Analyzed for Report: 110

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

Grade levels of children represented in survey



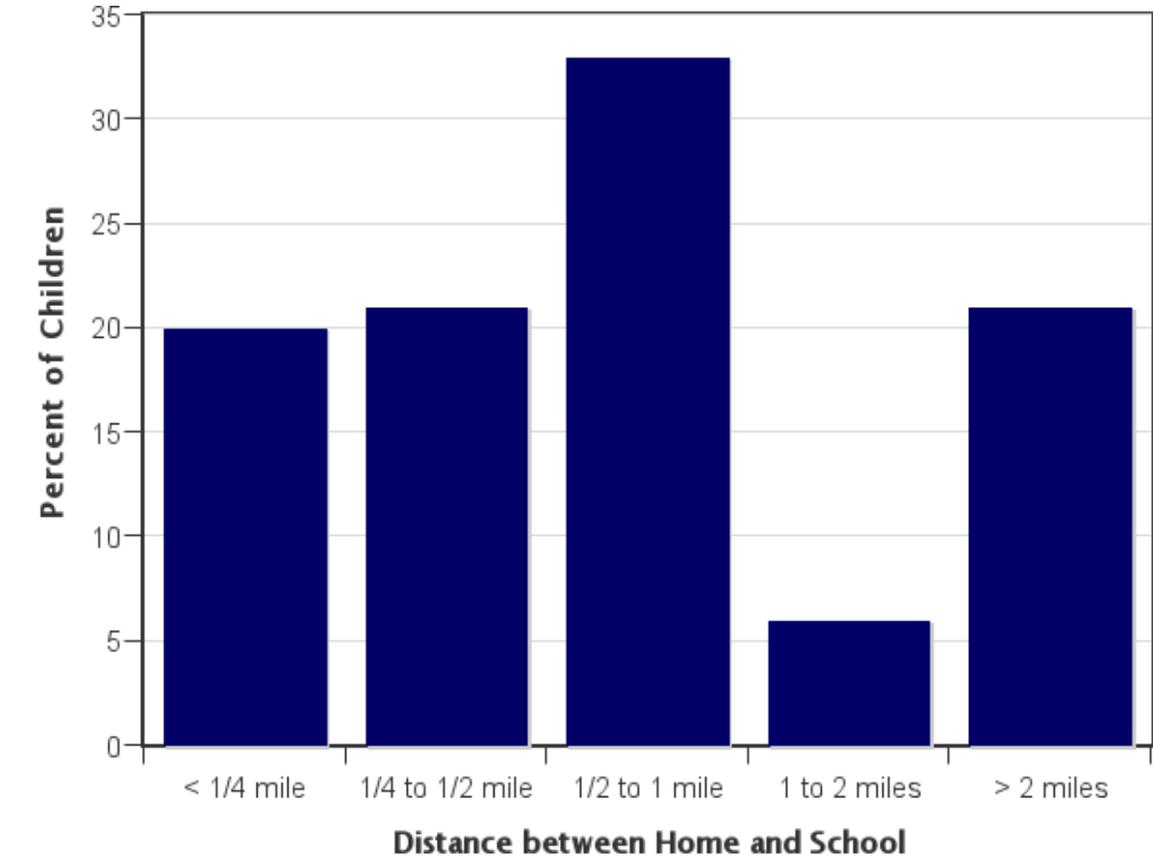
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	9	8%
1	14	13%
2	13	12%
3	12	11%
4	22	20%
5	11	10%
6	28	26%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



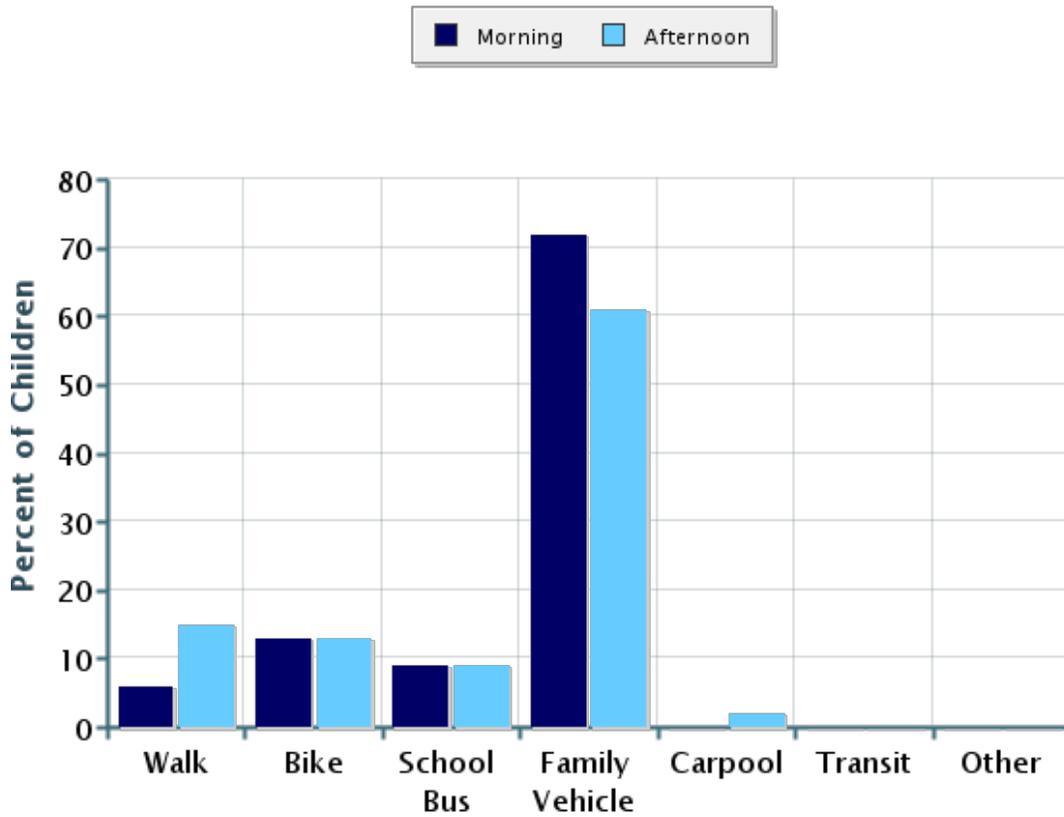
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	21	20%
1/4 mile up to 1/2 mile	22	21%
1/2 mile up to 1 mile	35	33%
1 mile up to 2 miles	6	6%
More than 2 miles	23	21%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

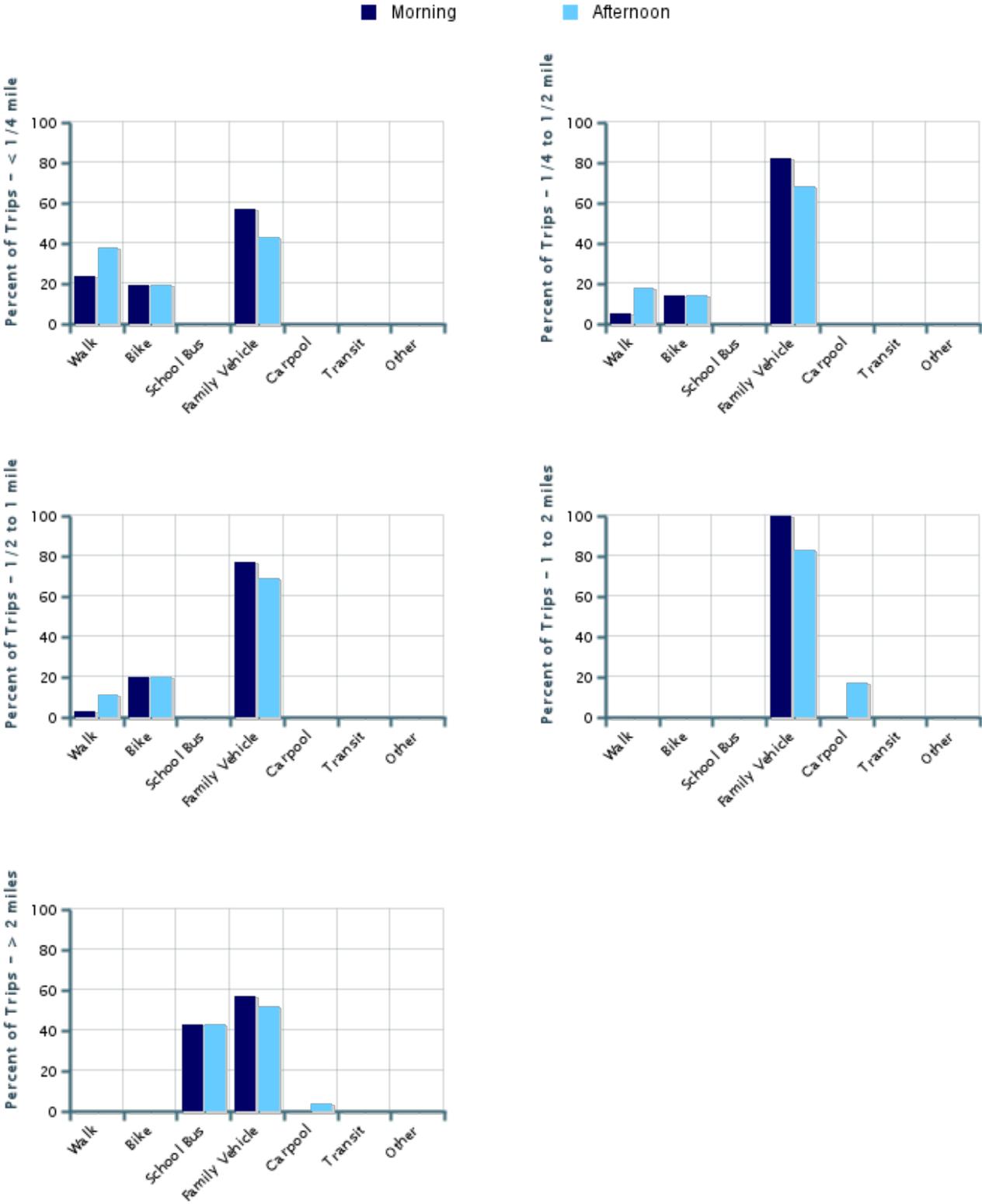
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	109	6%	13%	9%	72%	0%	0%	0%
Afternoon	109	15%	13%	9%	61%	2%	0%	0%

No Response Morning: 1

No Response Afternoon: 1

Percentages may not total 100% due to rounding.

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



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

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	24%	19%	0%	57%	0%	0%	0%
1/4 mile up to 1/2 mile	22	5%	14%	0%	82%	0%	0%	0%
1/2 mile up to 1 mile	35	3%	20%	0%	77%	0%	0%	0%
1 mile up to 2 miles	6	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	23	0%	0%	43%	57%	0%	0%	0%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

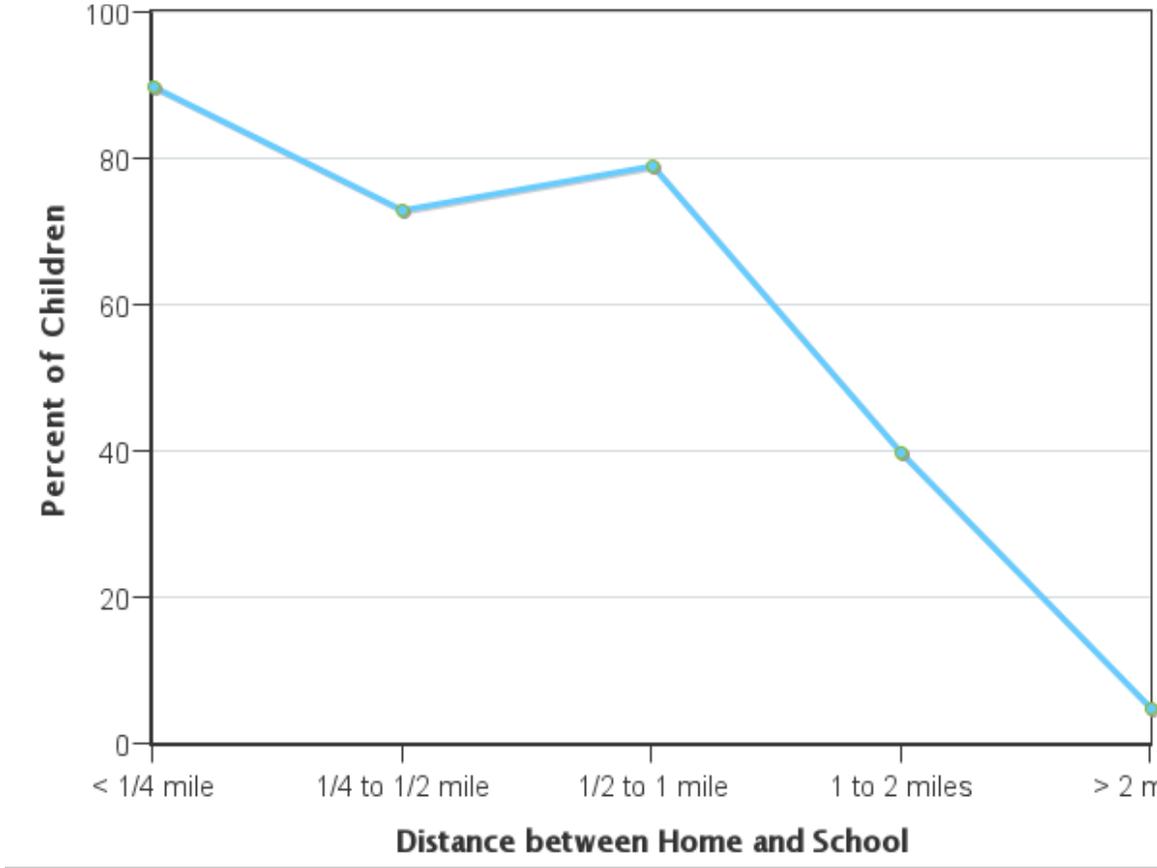
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	38%	19%	0%	43%	0%	0%	0%
1/4 mile up to 1/2 mile	22	18%	14%	0%	68%	0%	0%	0%
1/2 mile up to 1 mile	35	11%	20%	0%	69%	0%	0%	0%
1 mile up to 2 miles	6	0%	0%	0%	83%	17%	0%	0%
More than 2 miles	23	0%	0%	43%	52%	4%	0%	0%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

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

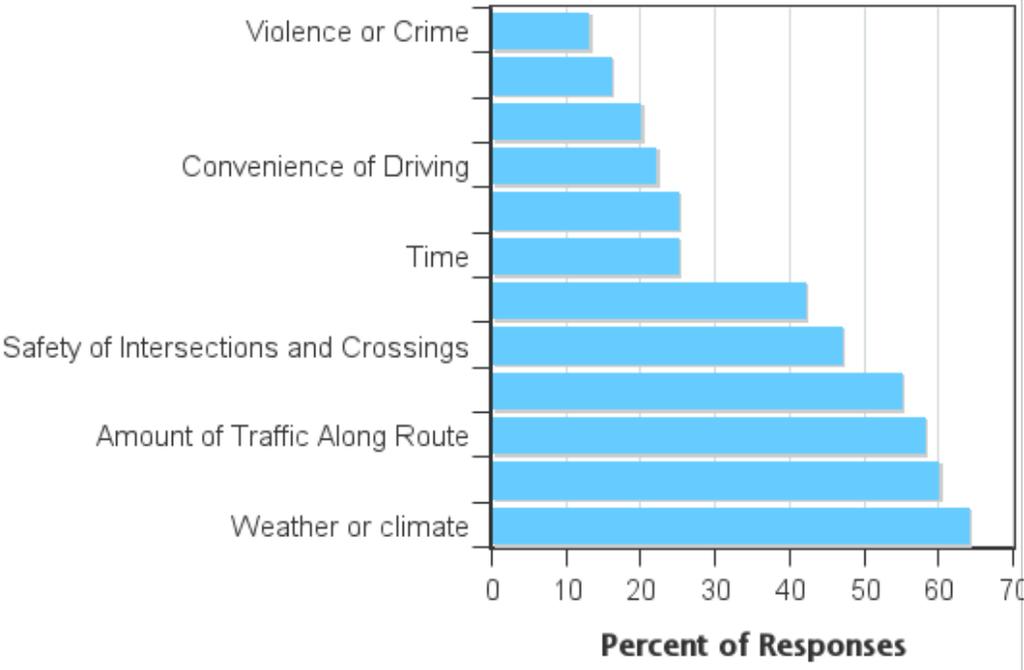


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

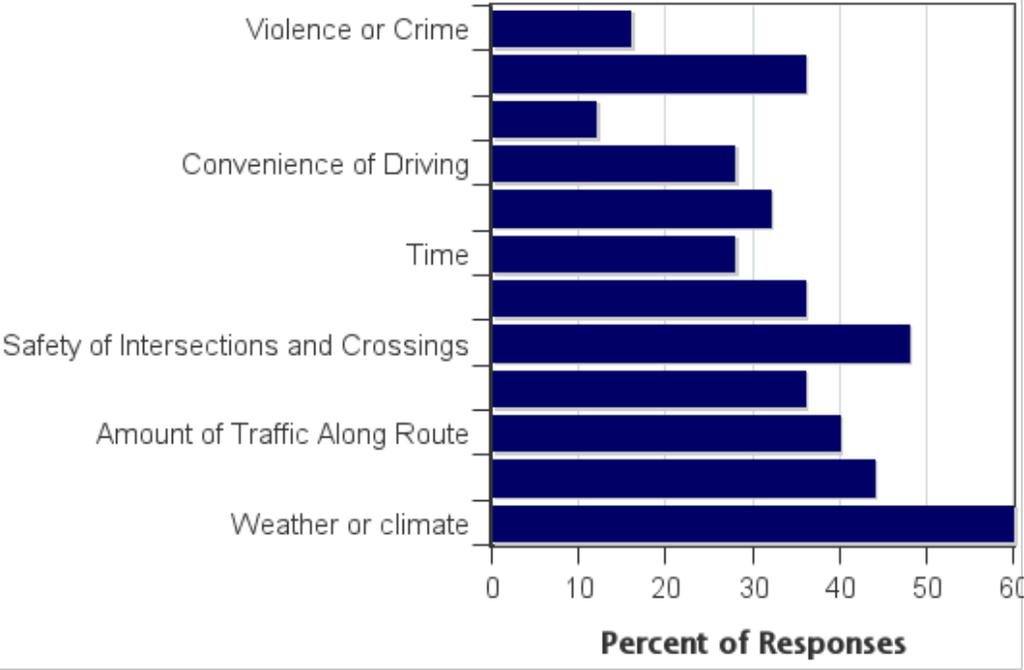
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	64	90%	73%	79%	40%	5%
No	39	10%	27%	21%	60%	95%

Don't know or No response: 7
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Weather or climate	64%	60%
Distance	60%	44%
Amount of Traffic Along Route	58%	40%
Speed of Traffic Along Route	55%	36%
Safety of Intersections and Crossings	47%	48%
Sidewalks or Pathways	42%	36%
Time	25%	28%
Child's Participation in After School Programs	25%	32%
Convenience of Driving	22%	28%
Adults to Bike/Walk With	20%	12%
Crossing Guards	16%	36%
Violence or Crime	13%	16%
Number of Respondents per Category	55	25

No response: 30

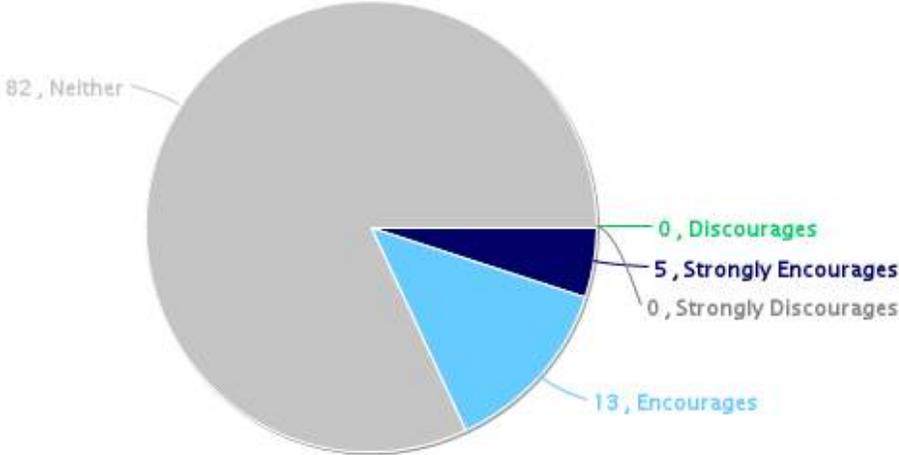
Note:

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

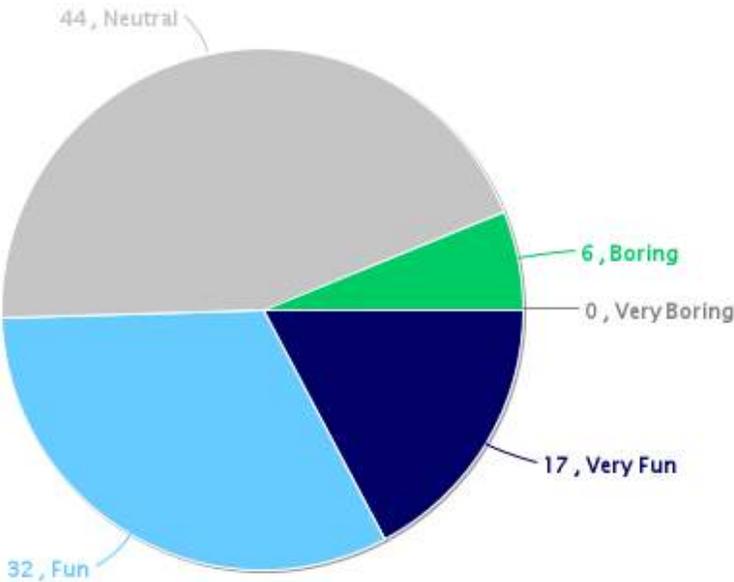
--Each column may sum to > 100% because respondent could select more than issue

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

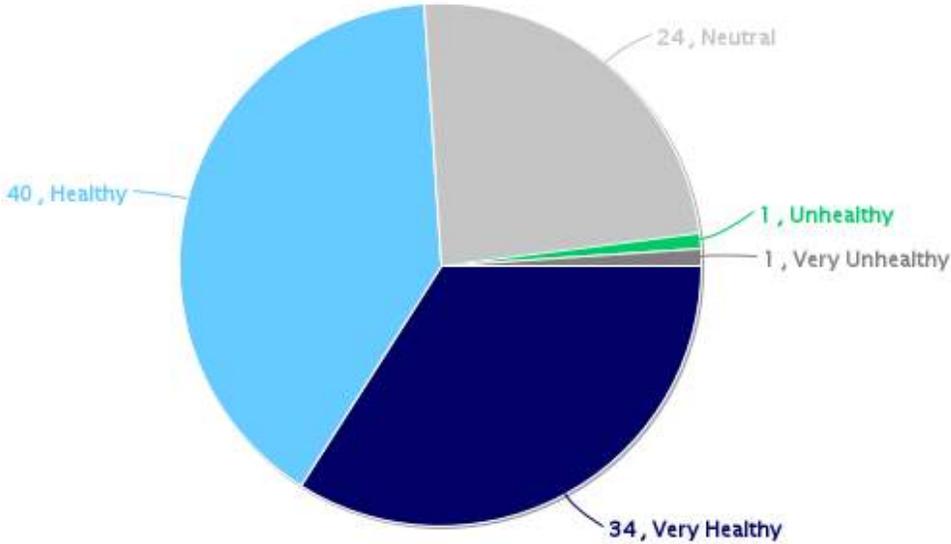
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1730700	Two of my children drive and one bikes. My only concern is teen drivers/speed and distracted drivers.
1730708	We live on a country bus route 3 miles from town so much of this doesn't apply to us. If I lived in town, I would certainly want a safe route to walk or ride bikes to school.
1730720	Would love for our child/children to walk to school, but too many student drivers speed or don't pay close attention at our intersection.
1730728	We live outside of city limits but if we lived in town, he would love to bike or ride to school.
1730732	We live too far from school for my kids to consider walking.
1730734	The traffic around the school is terrible at days end. Teacher and staff parking should be designated in an area that is not where the majority of the children exit the school at days end. This parking all over by staff complicates traffic.
1730737	Our children can walk home from school if they want to, my only concern is sidewalks along the route.
1730749	I loved being able to walk/bike to school! If we lived in town, my kids would rather walk/bike vs me driving them. Safety routes would be a fantastic addition to the community.
1730751	Child does not walk home from school but instead walks to family members home after school.
1730812	I think it would be nice to have safe biking and walking paths for everyone to use; encourage fitness.
1730710	My kids walk unless weather does not permit, then I have to find them a ride as I do not work in town.
1730712	When the weather changes, I pick them up. They usually walk across the crosswalk and home.
1730733	My boys ride their bikes almost every day unless weather is bad, or something comes up. I follow them in my vehicle because I worry there are cars that don't watch. Or if one gets left behind. Just feel more comfortable knowing they there.
1730777	It is not safe for her to bike to school on the streets. She has to cut through a playground to avoid getting hit by a car.
1730784	There is also too much bullying.
1730796	We live very close to the school but the lack of sidewalks on S. Commercial along with the speed of drivers after school down it make us nervous to let the kids walk the 1 to 2 blocks to and from school. I witness trucks jump the curb at the corner several times through the year.
1730803	If we lived inside Plainville city limits, I would consider letting my child walk to/from school maybe around third or fourth grade.
1730809	Our major concern and primary reason to not allow walking to/from school is distracted youth drivers. On average, our intersection has 5-10 high school students per day driving with a cell phone in hand.
1730815	My children don't want to walk or ride a bike.
1730707	This does not apply to my child as we live in Natoma.
1730746	The amount of traffic/excessive speeds on the side roads are a huge concern. There are a lot of students that speed down the side roads due to the cops sitting only on the highway. Also the traffic lining up on 5th is a concern for children being less visible when trying to cross the roads!
1730754	Crossing the highway is a major concern. School drop off is often concerning with no guard at the intersection of Plainville and Cardinal Avenue. Young drivers going to the high school and elementary students crossing two lanes of traffic driving into the rising sun.

1730797	Our community needs sidewalks! Many improvements are needed all over.
1730799	Walking/biking to school does not pertain to my daughter. We live in Stockton like 15 minutes from the school. Bus program to pick up Stockton school kids would be nice.
1730783	This does not apply to us because we live 20+ miles from school. This will not change!

Appendix C

Photo Log of Infrastructure Concerns and Issues

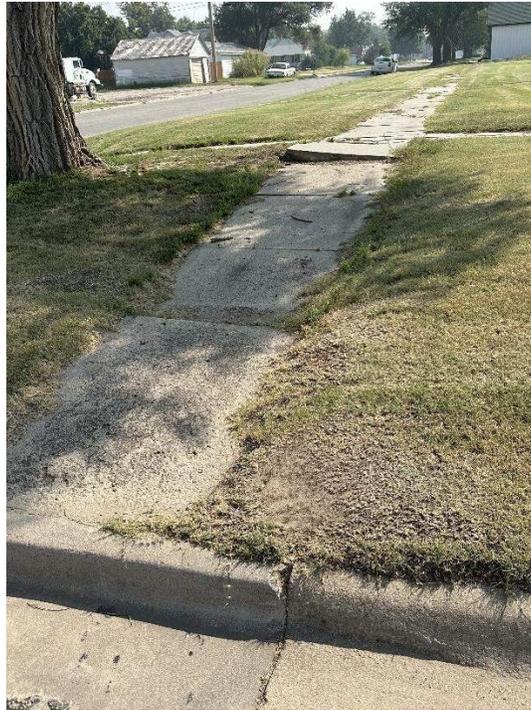


Photo 1: Example poor sidewalk condition, non-ADA compliant



Photo 2: US-183 Highway (east sidewalk)



Photo 3: Alley between Preschool/Daycare and Elementary School (north entrance)



Photo 4: Bikes scattered in the north yard – need for bike rack



Photo 5: Plainville Elementary to Jr-Sr High School crosswalk



Photo 6: Intersection of Jefferson Street and 3rd Street, non-ADA compliant

Appendix D

Letters of Support