

# USD 475 SAFE ROUTES TO SCHOOL

Phase I Plan

Spring Valley Elementary  
2022 Update

Prepared by:







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# Safe Routes to School Overview

Safe Routes to School (SRTS) is a national program with dedicated federal funding for implementation of recommendations made within SRTS Plans. The funding is administered by the Kansas Department of Transportation. The goal of the program is to improve safety for children walking and biking to school.

SRTS uses the Six Es to guide projects:

**Education** - teaches students, parents, drivers, and community residents about traffic safety and active transportation

**Encouragement** - gets children and their families excited about walking and biking to school

**Equity** - benefits all students, regardless of race, household income, ability, or gender

**Enforcement** - focuses on implementing traffic calming countermeasures or crossing guards

**Evaluation** - measures the impact of SRTS efforts over time and helps identify updates or changes

**Engineering** - physical improvements to the transportation infrastructure in a community, with respect to getting children to school safely

Figure 1: Six Es of SRTS



Education



Encouragement



Equity



Enforcement



Evaluation



Engineering



# History of SRTS in USD 475

The 2022 Safe Routes to School (SRTS) Plan for Geary County Schools Unified School District (USD 475) builds upon the foundation of previous planning efforts.

The 2022 update will include evaluation and recommendations for all Junction City elementary schools, Grandview Plaza Elementary School, Junction City Middle School, and Junction City High School. Milford Elementary and the schools on Fort Riley are not included in this report.

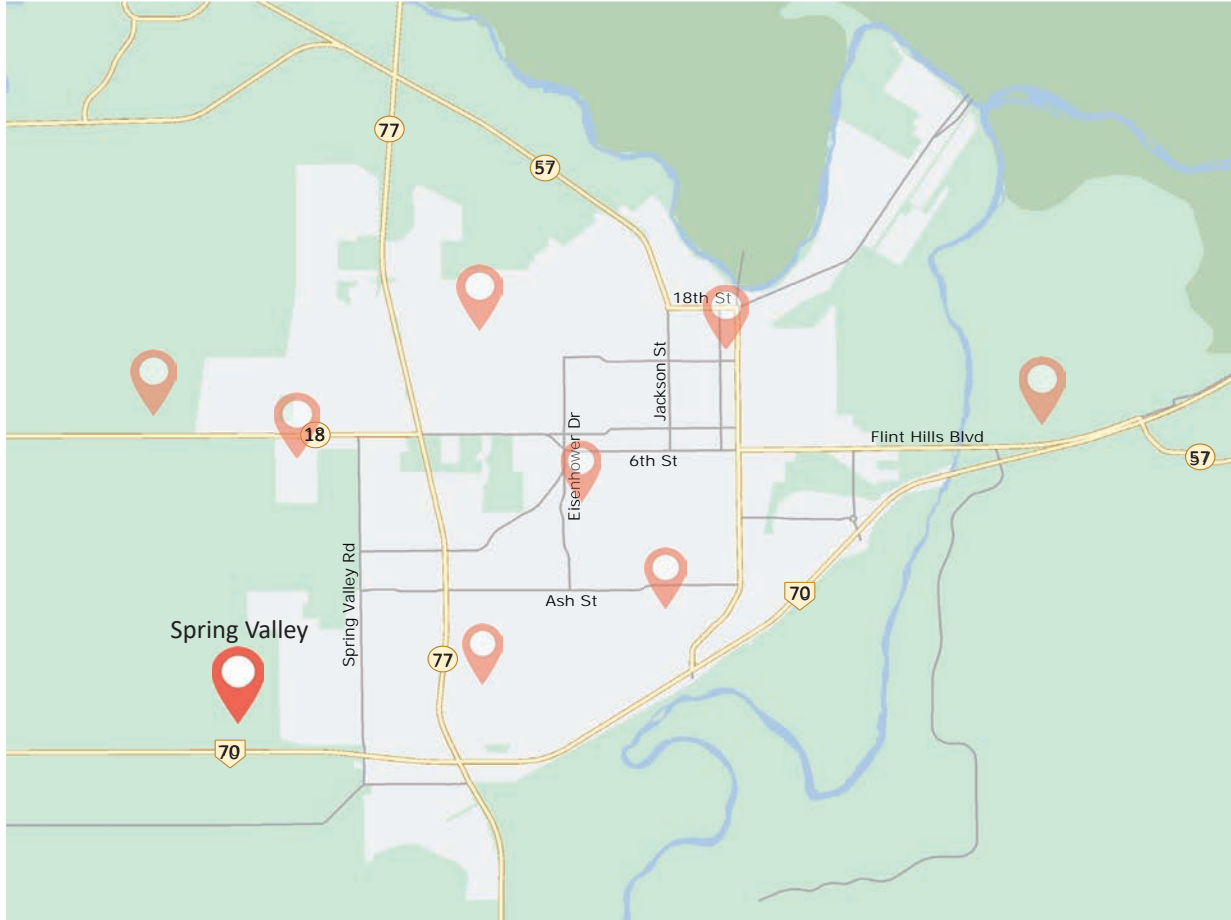
While the SRTS Plan in its entirety will be adopted later in 2022, the Spring Valley Elementary SRTS Plan was prioritized to fit within grant timelines.



# Spring Valley Elementary

Spring Valley Elementary is located in southwest Junction City, surrounded by one of the newer residential housing developments. There approximately 360 students in grades Kindergarten through 5th grade attending Spring Valley Elementary.

Figure 2: Spring Valley Elementary Location



## Education



### Bicycle Lesson and Safety Training (BLAST)

BLAST is a bicycle safety curriculum taught as part of physical education (P.E.) that includes classroom learning and lessons while riding a bike. The BLAST curriculum aims to improve students’ confidence and competence while biking, as well as to introduce rules of the road and provide education on road signage. Programs like BLAST are generally more impactful and reach more students than traditional bike rodeos.

Spring Valley 5th graders are scheduled to partake in the BLAST curriculum starting in the 2022-2023 school year. This is remain an annual component of the P.E. curriculum.

Figure 3: BLAST Program



Figure 4: BLAST Program







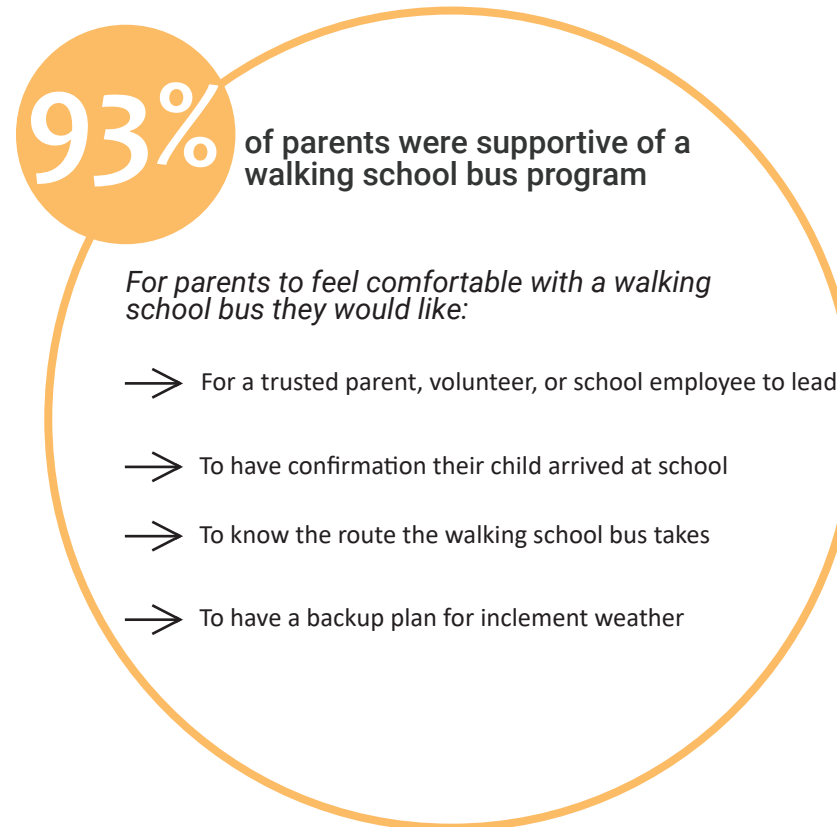
# Encouragement

While the BLAST program focuses on educating students on bicycle safety, there are similar programs that can be implemented to encourage students to walk or bike to school.

One of the recommendations for Spring Valley Elementary is the formation of a Walking School Bus program. A Walking School Bus is a group of children that walk to school in a group with one or more trusted adults. Additional information on Walking School Buses can be found at [WalkingSchoolBus.org](http://WalkingSchoolBus.org).

While 93% of parents responding to the SRTS survey were interested in a Walking School Bus program, most expressed they would feel more comfortable if the program addressed several concerns, identified in Figure 5.

Figure 5: Walking School Bus Survey Results



# Enforcement

The more traditional form of enforcement was relying on local police departments to monitor school zones and enforce speed limits. However, this is not a long-term solution as police officers cannot monitor each school zone at every school, every day.

The new approach to enforcement reexamines the built environment and modifies the design of our streets to help enforce slower vehicle speeds and yielding to pedestrians.

Several of the recommendations included in the *Engineering* section of this plan seek to make the roadways near our schools safer through changes to the street design.

One of the most immediate and cost-effective ways to improve safety, enforce slower speeds, and encourage more kids to walk and bike to school is through installing semi-permanent projects. These are inexpensive, temporary improvements to the roadway that focus on improved crosswalks.

It is certainly helpful when the Junction City Police Department is present near school zones, but enforcing safe driving behavior shouldn't fall fully on their shoulders. Modifying the design of streets near our schools creates a safer environment for everyone, regardless of police presence.

Figure 6: Before and After - St. Mary's and Caroline Curb Extensions





# Equity

Equity is the newest of the Six Es added to the National Safe Routes to School Program to ensure all students, regardless of race, ethnicity, household income, gender, or ability, can experience the benefits of SRTS.

A comprehensive analysis of Equity will be completed as part of the larger SRTS Plan. For now, a table of common equity statistics is presented for each school, with Spring Valley Elementary highlighted.

Ideally, a map of each school attendance zone would be analyzed, along with the current infrastructure to support walking and biking. However, USD 475 does not have an attendance zone map and parents can choose what school their student attends. This makes it difficult to analyze equity information by school. In lieu, the percentage of students not bused was evaluated to gauge the potential need for a safe walking and bicycling environment.

Figure 7: Equity Information by School

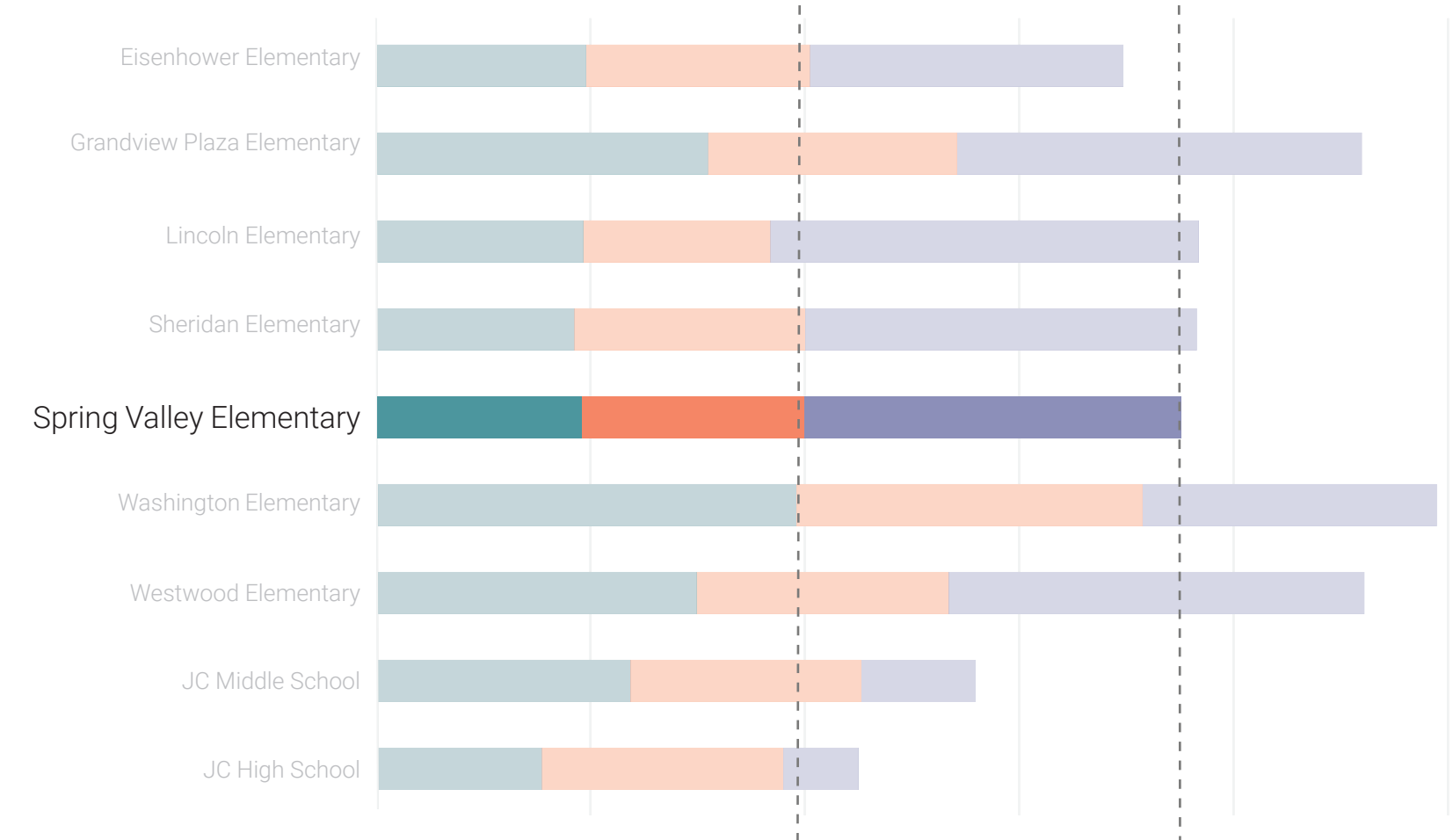
School	Free/Reduced Lunch %	Minority %	% of students not bused
Eisenhower Elementary	48.4%	52.3%	73.2%
Grandview Plaza Elementary	77.4%	58.1%	94.4%
Lincoln Elementary	48.2%	43.7%	100%
Sheridan Elementary	46.1%	53.9%	91.4%
Spring Valley Elementary	47.9%	51.8%	88.1%
Washington Elementary	97.9%	80.9%	68.6%
Westwood Elementary	74.7%	58.8%	97.0%
Junction City Middle School	59.3%	53.8%	26.6%
Junction City High School	38.5%	56.3%	17.7%

Spring Valley Elementary ranks on the lower end in the percentage of students identified as low income and minority. Adding in the percentage of students not eligible for busing does little to change this ranking. However, there are many vacant lots in the Spring Valley Elementary attendance zone and these numbers could fluctuate as development occurs.

It should be noted that while 88% of students at Spring Valley Elementary are not bused, only 32.7% currently have a safe route to walk or bike to school. With the implementation of project SVS4 - Spring Valley Road Sidewalk (identified on page 17), 68.2% students would have a safe route to school.



Figure 8: Equity Graphic by School







# Evaluation



The Evaluation portion of any Safe Routes to School project includes a parent/guardian survey and bicycle/pedestrian counts.

In the spring of 2022, all parents and guardians of children attending Spring Valley Elementary received a link via email to a SRTS survey. There were 87 responses received. The survey analysis focused on identifying concerns of parents whose students were close enough to walk, but are driven to/from school instead.

## Parent Survey Summary (of those surveyed)

- 68% of all parents felt they lived close enough for their students to walk to school, but 71% still drove their children
- 93% of parents who drive their children to school feared their child may be hit by a vehicle if they walked
- 46% of parents whose children currently walk were concerned with their child getting hit by a car
- 81% of parents who drive their children feel it is easier and quicker than walking
- 93% of parents would support (59%) or be interested in (34%) a Walking School Bus

## Bicycle and Pedestrian Counts

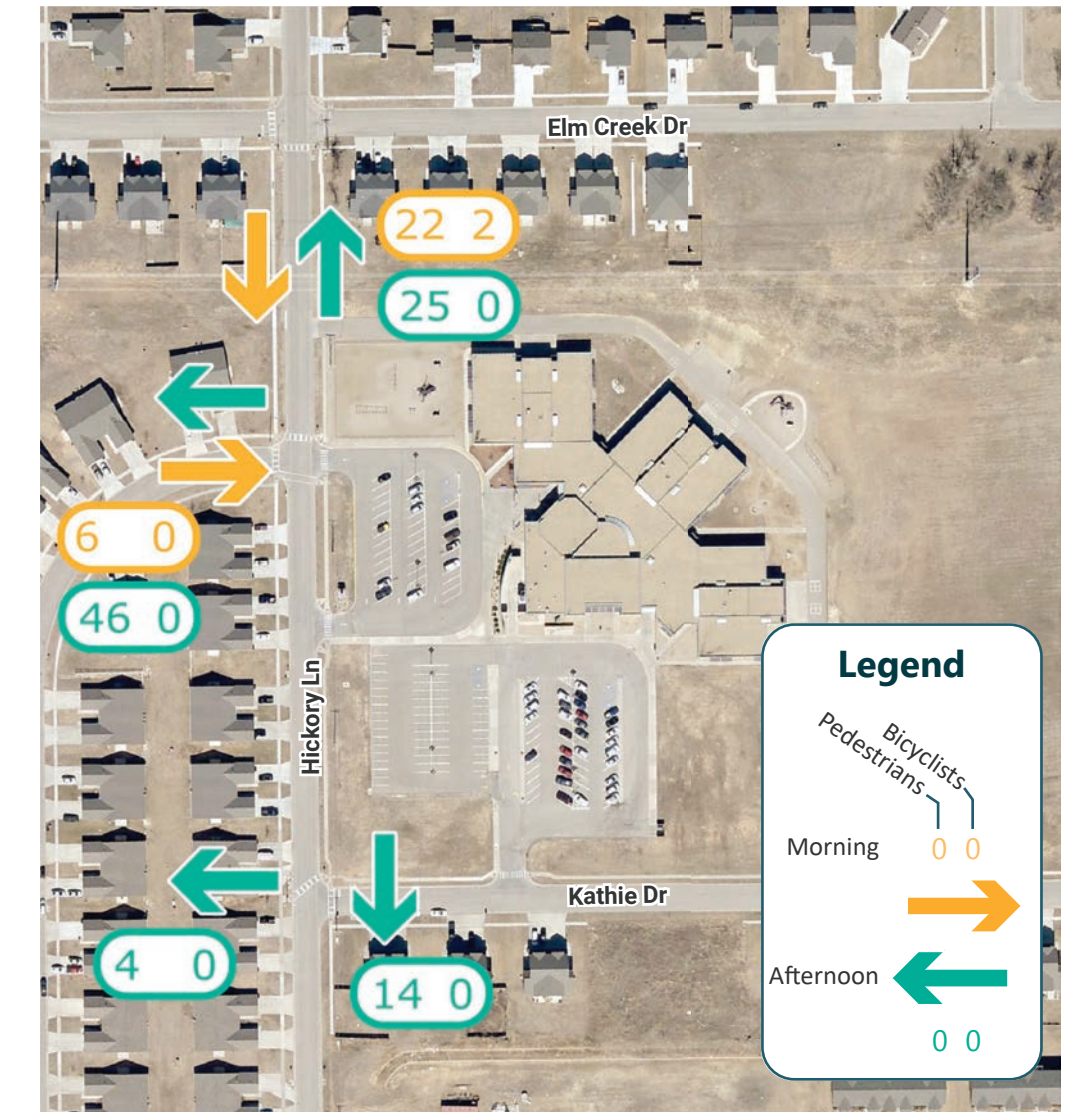
In-person counts are taken to better understand the drop-off and pick-up patterns, as well as how many students and parents are observed walking to or from school. At Spring Valley Elementary, the counts revealed a unique pattern of higher afternoon counts due to parents parking on nearby streets and walking to get their students from the school, then returning back to their parked vehicles.

Figure 9 provides the number of people counted at various locations in both the morning and afternoon. At the intersection of Hickory Lane and Clover Drive, morning and afternoon counts differ greatly. In the morning there are less people crossing Hickory Drive, while in the afternoon there are nearly eight times as many students and parents crossing. This is largely due to most students being driven to school in the morning, and despite the congestion issues, it is still relatively simple and quick to use the parking lot to drop students off near the school doors. However, in the afternoon, when all students are released at one time, it takes substantially more time to drive through the school parking lot to pick-up students. Therefore, many parents park along Hickory Lane and Clover Drive and walk to the school to meet their children, before returning to their vehicles parked along the street. Due to vehicle congestion and safety concerns, most parents accompany their child while crossing Hickory Lane.

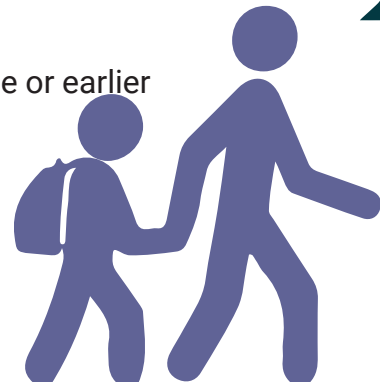
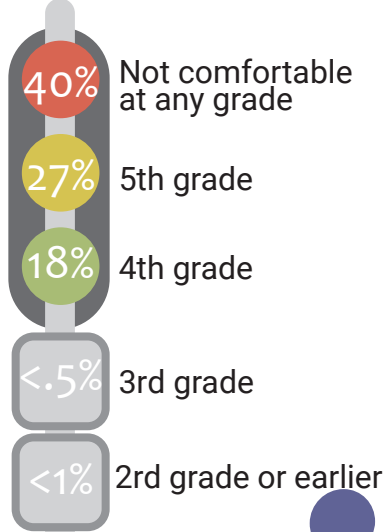
Similar issues and patterns are found along Kathie Drive, where grades third through fifth are released.



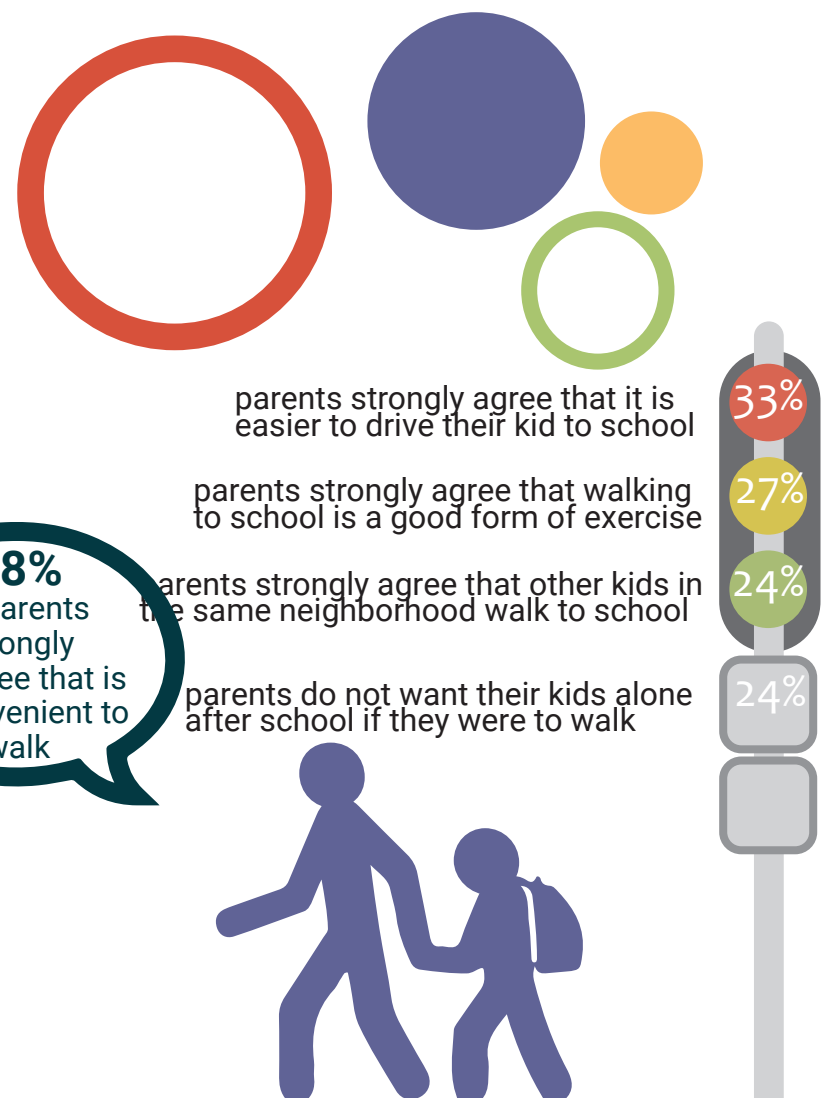
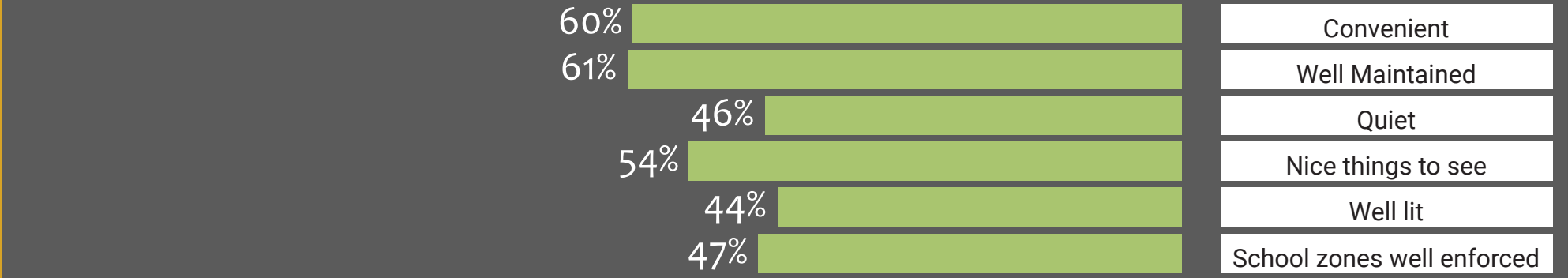
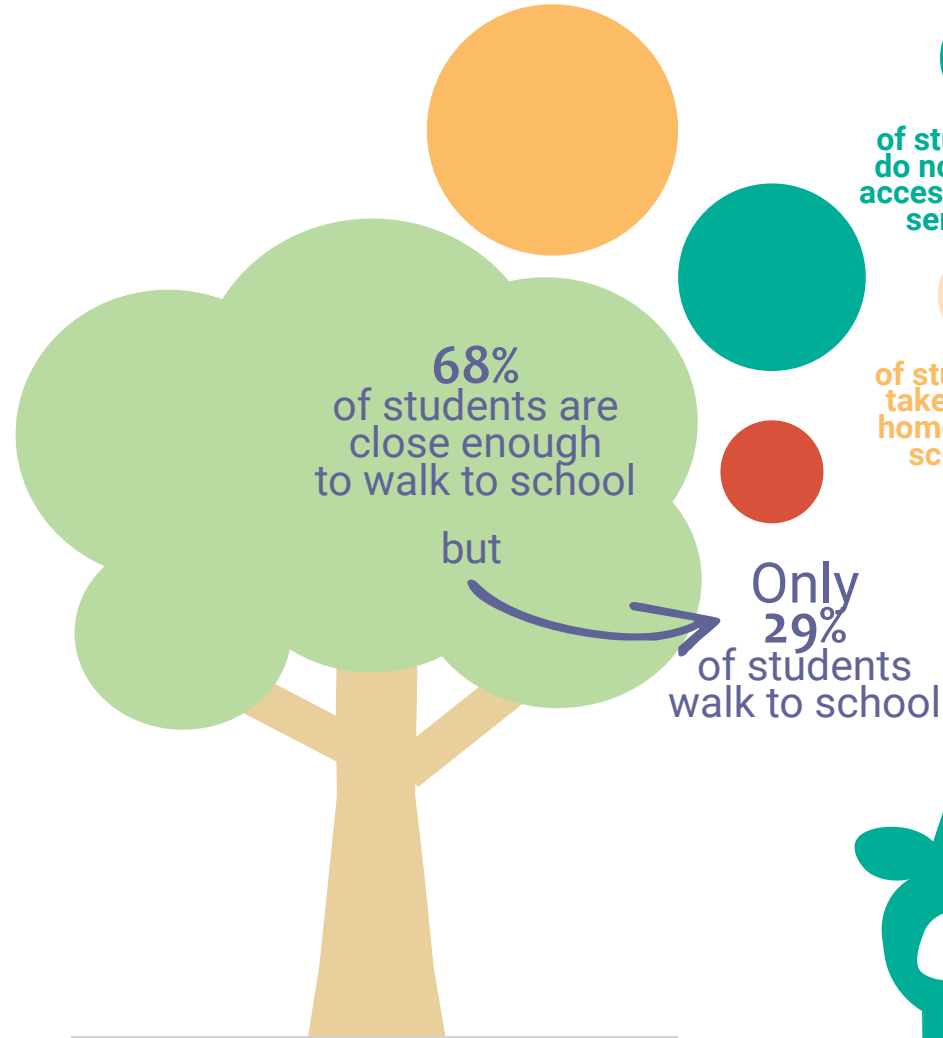
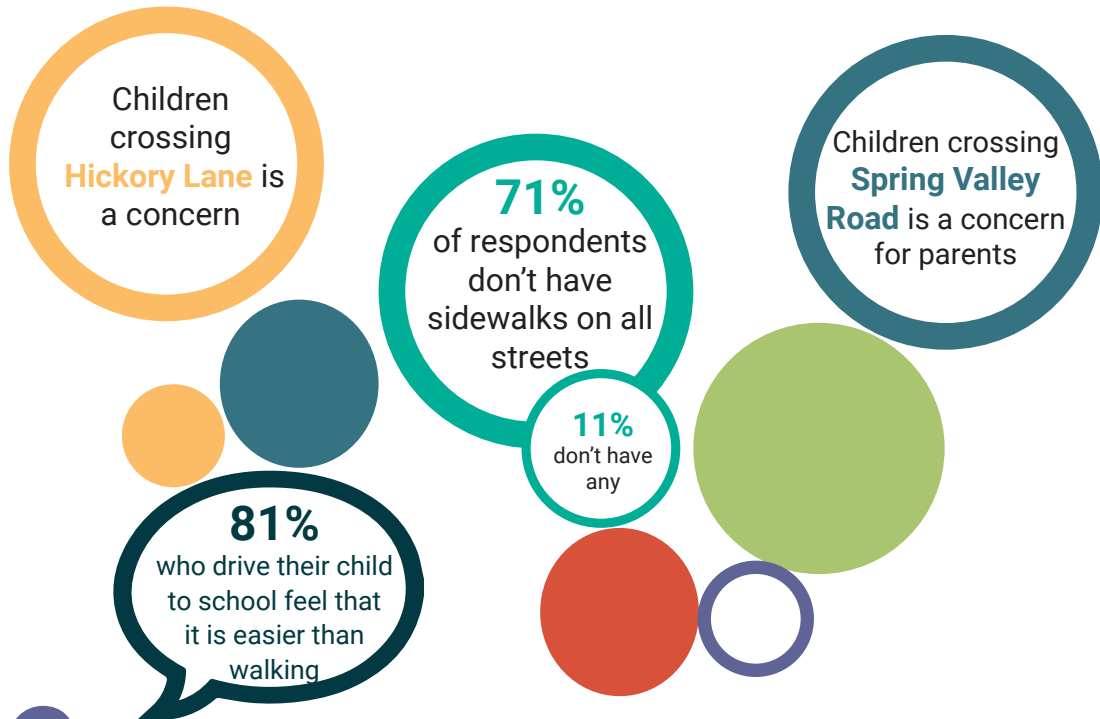
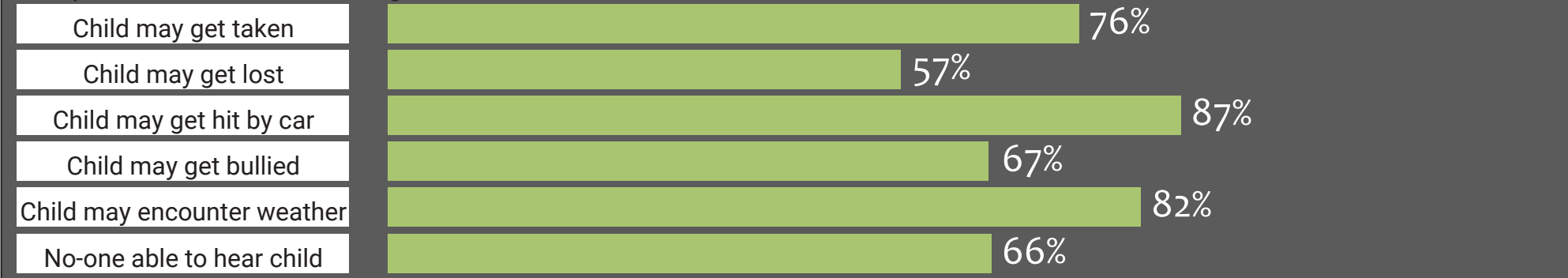
Figure 9: Bicycle and Pedestrian Counts near Spring Valley



What grade would you allow your child to walk/bike to school?



Top concerns with child walking to school



Overall walking environment





# Engineering

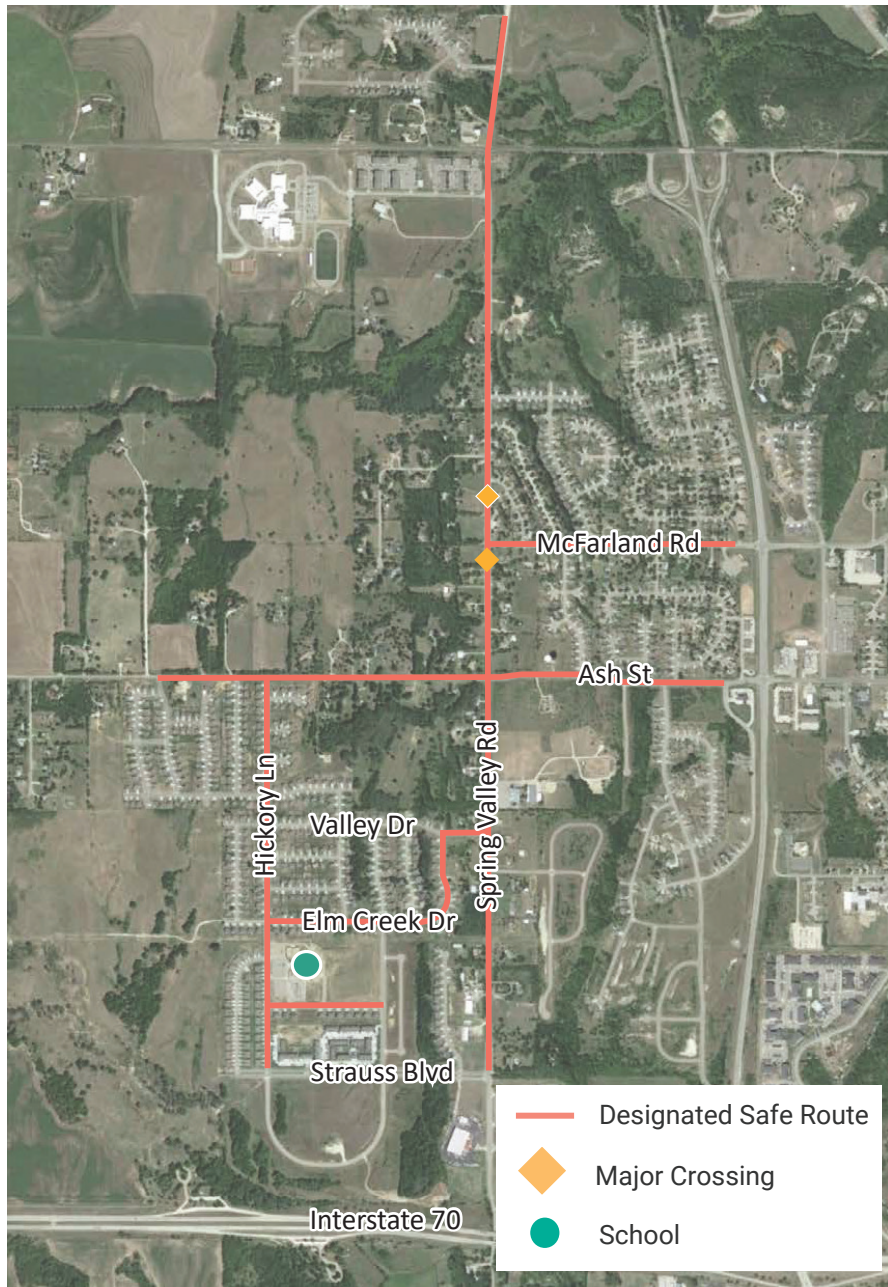
This Safe Routes to School Plan identifies designated “safe routes” for children walking and biking to school. The City and School District should prioritize improvements to these routes and the crossings in order to improve the safety of children walking and biking to Spring Valley Elementary.

The existing sidewalk network in the immediate area surrounding Spring Valley Elementary is extensive, with most neighborhood roads having sidewalk on both sides. There are gaps in the sidewalk network along the major roadways including Spring Valley Road and Ash Street/Liberty Hall Road. These roadways serve as vital connections from residential neighborhoods to the school. Addressing the gaps and crossings along these major roadways should be a top priority.

Crosswalks are well marked near Spring Valley Elementary, specifically along Hickory Lane at Elm Creek Drive, Clover Drive, and Kathie Drive. Despite their adequate design, the functionality of the crosswalks is limited due to vehicle traffic during morning drop-off and afternoon pick-up. Addressing the flow of vehicles into and out of the school parking lot would alleviate many of these issues.

It should be noted that the crosswalk enhancements recommended in this chapter (i.e. curb extensions and pedestrian islands) are proven safety countermeasures, endorsed by the Federal Highway Administration.

Figure 10: Spring Valley Elementary Designated Safe Routes



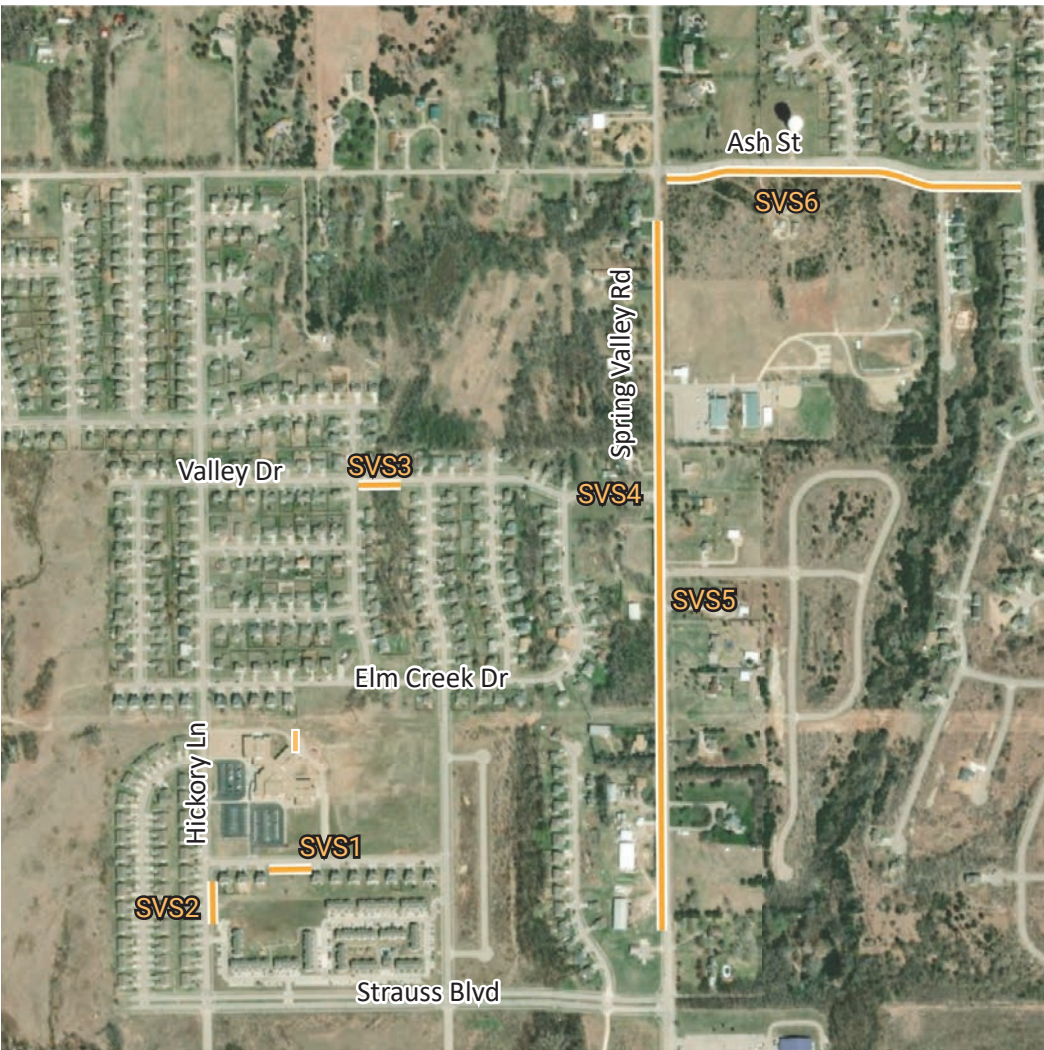
## Sidewalk Recommendations

Figure 11: Spring Valley Elementary Sidewalk Inventory - South

Sidewalk Recommendations		
ID	Location	Project Details
SVS1	Kathie Drive	Fill in sidewalk gaps on the south side of the street
SVS2	Hickory Lane	Fill in sidewalk gaps on the east side of the street between Kathie Drive and Strauss Boulevard
SVS3	Valley Drive	Fill in sidewalk gaps along the south side of the street between Spring Hill Drive & Forest Park Lane
SVS4	Spring Valley Road	Connect the existing sidewalk south of Ash Street to Valley Drive on the west side of the street
SVS5	Spring Valley Road	Extend the existing sidewalks at Strauss Boulevard further north to Valley Drive on the west and to Ash Street on the east.
SVS6	Ash Street	Fill in the sidewalk gap on the south side of the street from Spring Valley Road to the existing sidewalk at Chisolm Trail.

- Recommended Sidewalk
- School

Figure 12: Sidewalk Recommendations



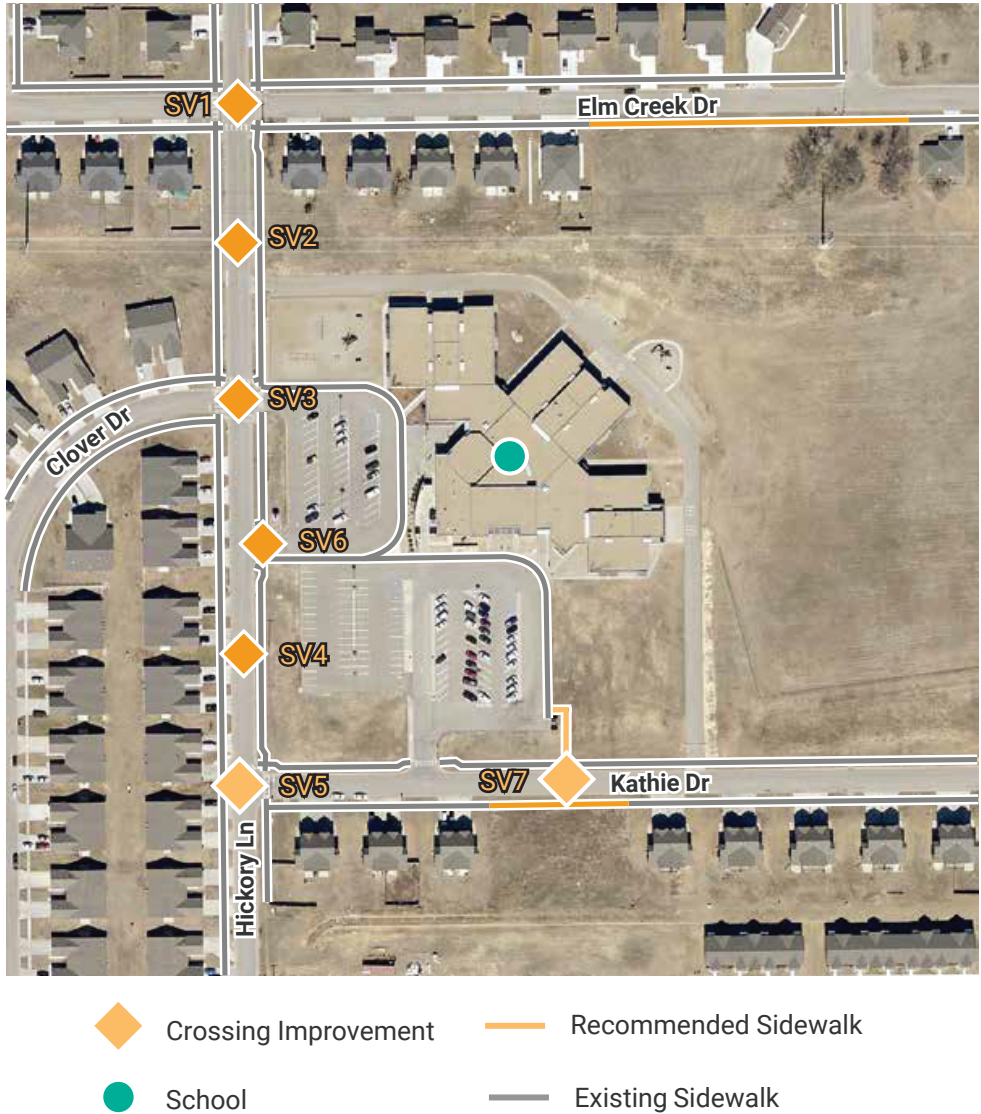


Intersection Recommendations

Figure 13: Intersection Recommendations Near the School

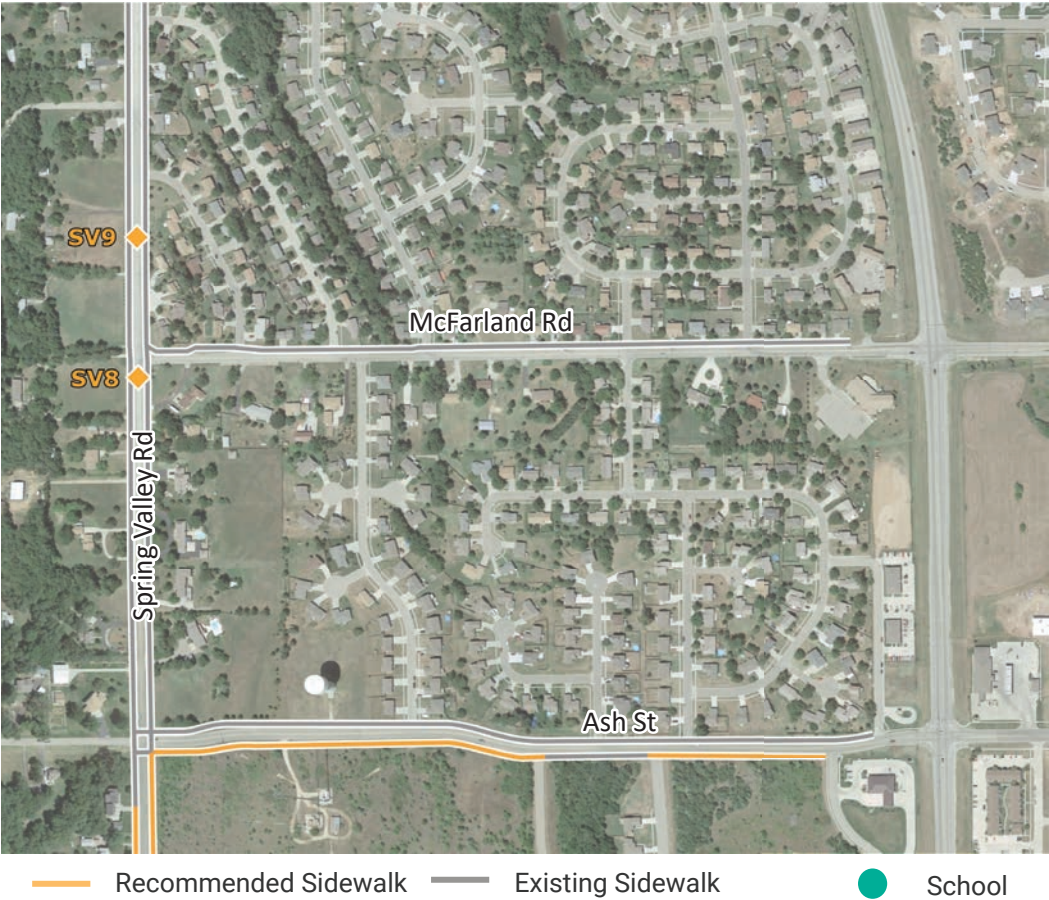
Intersection Recommendations				
ID	Location	Type	Project Details	Demo/Semi-Permanent Eligible?
SV1	Hickory Lane & Elm Creek Drive	Pedestrian Island	Install pedestrian islands on Elm Creek Dr crosswalks at Hickory Ln	Yes
SV2	Hickory Lane (mid-block north of Clover Drive)	Pedestrian Island	Install new ramps and a pedestrian island at the mid-block crossing between Elm Creek Dr & Clover Dr	No
SV3	Hickory Lane & Clover Drive	Curb Extension	Install a curb extension on the northwest corner of intersection where vehicles are allowed to park to provide visibility	Yes
SV4	Hickory Lane (mid-block north of Kathie Drive)	Curb Extension	Install new ramps and a curb extension mid-block between Kathie Dr and the school entrance	No
SV5	Hickory Lane & Kathie Drive	Crosswalk Removal	Remove east/west crosswalk when SV4 is constructed.	No
SV6	Hickory Lane entrance & exit driveways	Curb Extension	Install curb extensions in the entrance and exit drives off of Hickory Ln, creating right-in and right-out movements	Yes
SV7	Kathie Drive (mid-block)	Pedestrian Island	Install new ramps and a pedestrian island at the mid-block crossing between parking lot entrance & access road east of the school	No

Figure 14: Map of Intersection Recommendations Near the School



Spring Valley Elementary attendance zone covers all residential areas west of US-77. Figure 15 provides an inventory of the sidewalks in the neighborhoods north of Ash Street. For the most part, this area of town has sidewalks present. As growth occurs in these neighborhoods or vacant lots are built upon, sidewalks, ADA ramps, and marked crossings should be required to be built as part of any new development or redevelopment.

Figure 15: Intersection Recommendations North of the School





**SV1: Hickory Lane & Elm Creek Drive**

The intersection at Hickory Lane and Elm Creek Drive should be improved through the installation of pedestrian islands and improved crosswalk markings. Each leg of the intersection should include continental crosswalk markings. The crosswalks on Elm Creek Drive should both have a six foot pedestrian island to improve safety and visibility of the crossing.

Figure 16: Elm Creek Drive Ped Island - Semi-Permanent

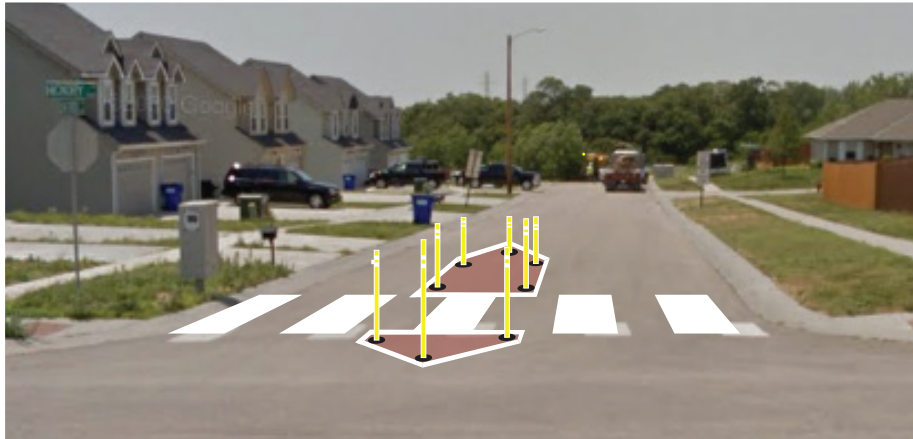


Figure 17: Elm Creek Drive Ped Island - Permanent

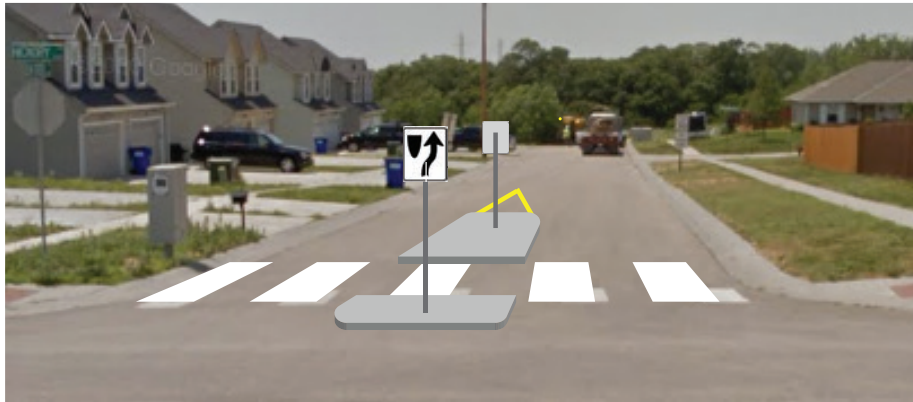


Figure 18: Hickory Lane & Elm Creek Drive Pedestrian Islands



The pedestrian islands can be installed using semi-permanent materials until permanent construction can be installed.

**SV2: Hickory Lane Mid-block Crossing**

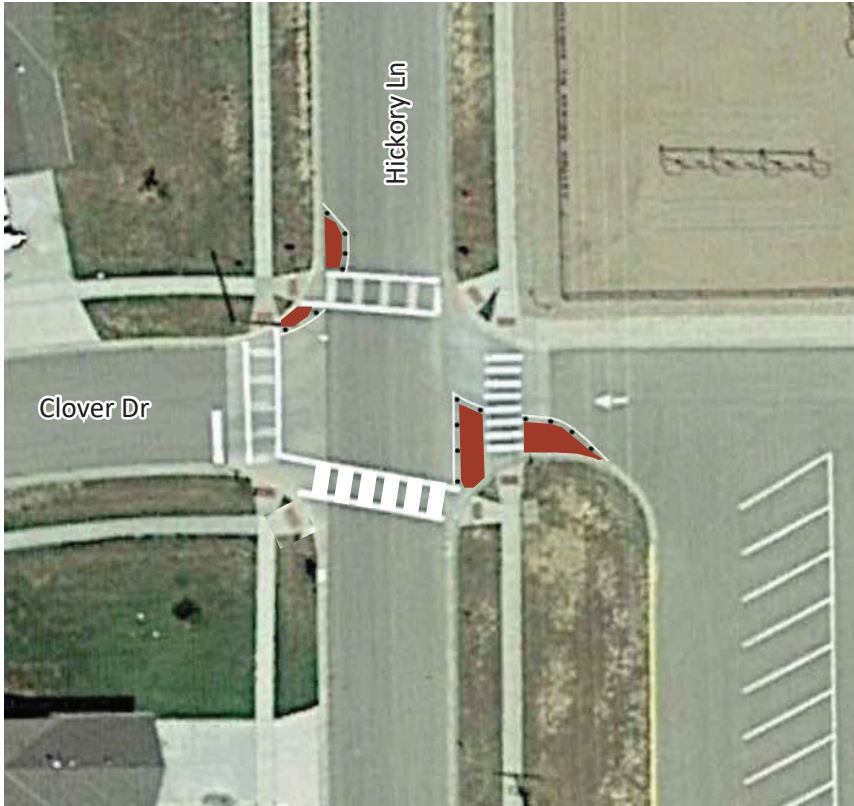
A mid-block crossing is proposed on Hickory, just south of the Elm Creek Drive intersection. This mid-block crossing will be the primary crossing for students walking or biking to school from the northwest. The pedestrian island located in the middle of the crossing will not only help with increasing visibility of the crossing, but will serve as a traffic calming measure.

Figure 19: Hickory Lane Right In Only





Figure 20: Hickory Lane & Clover Drive Curb Extensions



The pedestrian islands can be installed using semi-permanent materials until permanent construction can be installed.

**SV3: Hickory Lane & Clover Drive Intersection**

To improve the safety of children crossing Hickory Lane and traffic flow near the school, a curb extension should be added on the northwest corner of Hickory Lane and Clover Drive. Additionally, a curb extension on the south side of the parking lot exit would create a right turn only for vehicles exiting the school to improve traffic flow at drop-off and pick-up.

The southern crosswalk at the intersection should be improved and an ADA accessible ramp should be constructed on the southwest corner for the east-west crosswalk.

Figure 21: Hickory Lane & Clover Drive Curb Extensions



Figure 22: Hickory Lane Mid-block Crossing



**SV4: Hickory Lane Mid-block Crossing**

Mid-block crossings often tend to be safer than crossings at the intersection due to a lack of turning movements. Creating the mid-block crossing along Hickory Lane for the residents on the west side of the street would provide safer and more direct access to the school. The curb extension along the west side of Hickory Lane improves visibility for people crossing the road and prevents vehicles from parking too close to the crosswalk, making it difficult for vehicles to see children crossing the street.

**Design Note:**

With curb extensions, it is recommended that two solid yellow centerlines be painted on either side of the crosswalk to discourage drivers from “avoiding” the curb extensions. It has been observed that some drivers will maneuver away from the curb extension (towards on coming traffic), rather than slowing down to navigate safely past the curb extension. The yellow centerline is a reminder that vehicles should stay in their dedicated lane of travel.

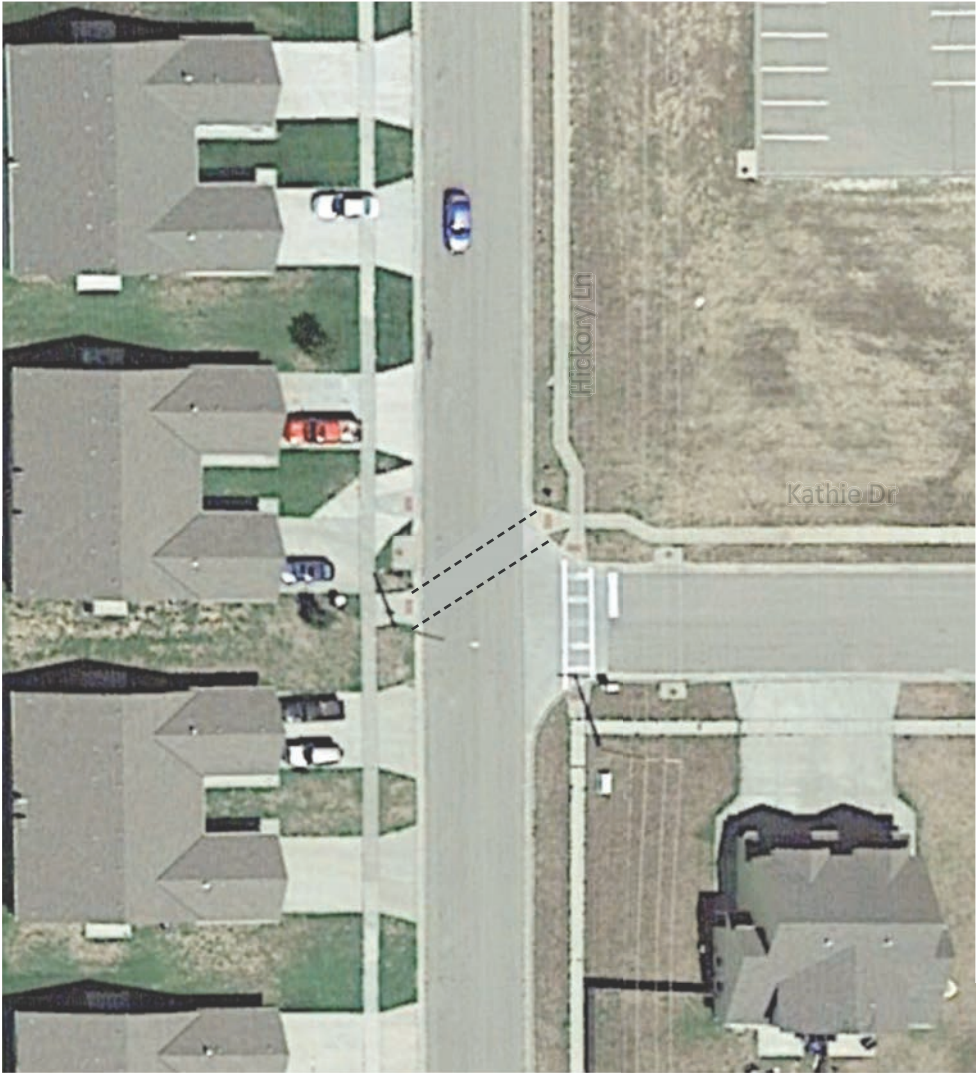


**SV5: Hickory Lane & Kathie Drive Intersection**

The existing diagonal crossing creates safety issues for people walking as it put them in an unusual and unexpected location in the street. This, together with the high amount of right turning vehicles from Kathie Drive, results in the recommendation to remove this crosswalk when project SV4 is completed.

*Note: The location of the existing crosswalk is identified in Figure 23 as two dotted lines.*

Figure 23: Crosswalk Removed at Hickory Ln & Kathie Dr



**SV6: Hickory Lane Right-In Only**

To improve safety and functionality of school drop-off and pick-up, the parking lot access drives along Hickory Lane should be adjusted to create a right-in/right-out system.

With the majority of vehicles approaching Spring Valley Elementary from the north, vehicle congestion occurs at Hickory Lane near Clover Drive. This traffic is exacerbated by the following:

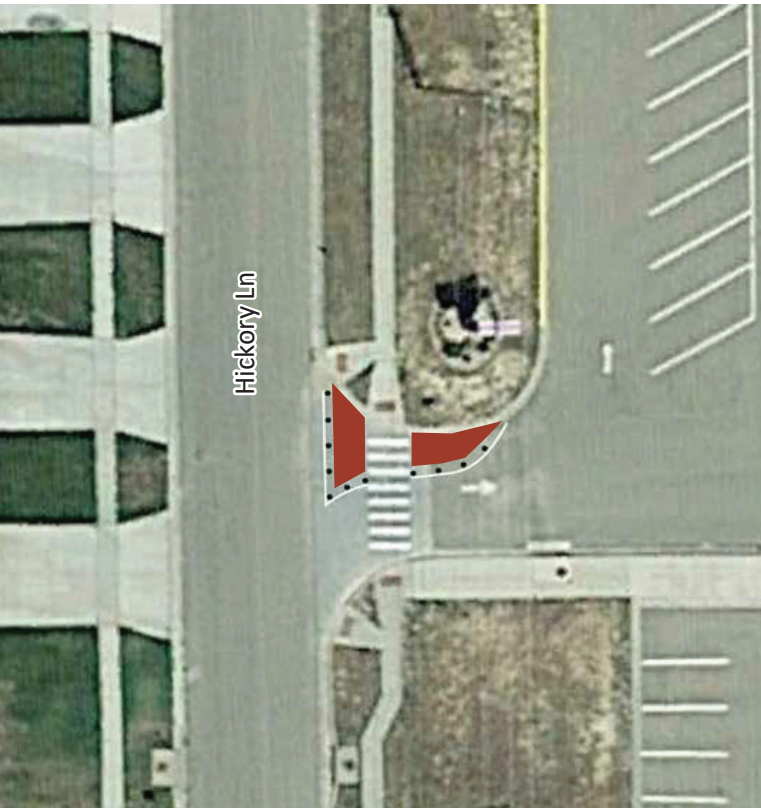
- 1. Southbound vehicles on Hickory Lane attempting to turn left into the school parking lot must wait for northbound vehicles also turning into the drop-off parking lot. This causes traffic along Hickory Lane to back up.
- 2. A portion of vehicles exiting the drop-off parking lot attempt to turn left causing additional delays and potential safety issues.

The right-in/right-out layout will reduce the congestion on Hickory Lane as no southbound vehicles will be allowed into the drop-off zone. To accommodate vehicles coming from the north, rerouting would occur, utilizing Spring Hill Drive and Spring Valley Drive, to funnel traffic to Kathie Drive. By simplifying entry and exit into the parking lot, and the predictable movement of vehicles, safety of people walking, biking, and driving would be improved.

Figure 24: SV6 Demonstration Project Photo



Figure 25: Hickory Lane Right-In Only



The pedestrian islands can be installed using semi-permanent materials until permanent construction can be installed.



**SV7: Kathie Drive Mid-block Crossing**

The mid-block crossing along Kathie Drive provides pedestrian access for the students living southeast of the school. By constructing a mid-block crossing, rather than a crossing at the parking lot entry further to the west, pedestrians can avoid turning vehicles.

The project would include a new sidewalk that would tie into the existing sidewalk along the east side of the parking lot, connecting to the existing sidewalk along the north side of Kathie Drive.

The sidewalk gap on the south side of Kathie Drive between the existing houses should also be filled in to create an accessible route to the crossing.

Figure 26: Kathie Drive Mid-block Crossing Improvements



**SV8: Crossing at McFarland Road**

With higher vehicle volumes at the intersection of Spring Valley Road and McFarland Road, a mid-block crossing is recommended just south of the intersection.

Given the width of Spring Valley Road, a pedestrian island should be constructed in the center turn lane. Not only does this improve visibility of the crossing and shorten the crossing distance, but helps to enforce the 30mph speed limit of the roadway by making the roadway appear more narrow. The pedestrian island also allows for pedestrians to cross only one lane of traffic at a time.

Yield to pedestrian signs should be installed and rectangular rapid flashing beacons (RRFB) accompany the crossing.

Figure 27: Spring Valley Road & McFarland Road Crossing





SV9: Spring Valley Road Mid-block Crossing

The mid-block crossing north of McFarland Road provides a safer crossing for pedestrians than a crossing at the intersection of Spring Valley Road and McFarland Road as it avoids turning vehicles. The mid-block crossing would serve students living northeast of the school, walking along Spring Valley Road. This would also improve access for students living near Spring Valley Elementary and walking or biking north to the Middle or High Schools.

A pedestrian island should be constructed in the turn lane to shorten the crossing distance and improve the visibility of the crosswalk.

Yield to pedestrian signs should be installed and rectangular rapid flashing beacons (RRFB) accompany the crossing.

Figure 28: Spring Valley Road Mid-block Crossing



Parent - Guardian Survey

Spring Valley: Safe Routes to School survey

1. Does the school provide bus service for your child?
- ☐ Yes
- ☐ No

Spring Valley: Safe Routes to School survey

2. Is your home close enough for your child to walk or bike to school?
- ☐ Yes
- ☐ No

Spring Valley: Safe Routes to School survey

3. On a normal day, how does your child (children) travel from home to Spring Valley elementary?
- ☐ Walk alone
- ☐ Walk with friends
- ☐ Walk with a parent/adult
- ☐ Bike
- ☐ Private car, including car pool

4. On a normal day, how does your child travel from school to home (after school)?
- ☐ Walk alone
- ☐ Walk with friends
- ☐ Walk with a parent/adult
- ☐ Bike
- ☐ Private car, including car pool
- ☐ Other: picked up by Boys & Girls Club, Cool Car Club, etc.

5. At what grade would/did you allow your child to walk or bike without an adult to/from school?
- ☐ Kindergarten
- ☐ 1st grade
- ☐ 2nd grade
- ☐ 3rd grade
- ☐ 4th grade
- ☐ 5th grade
- ☐ I would not feel comfortable at any grade

6. Which of the following would your child have to cross if he/she walks or bikes to school? (Check all that apply)

☐ Highway

☐ Road with busy traffic

☐ Intersection with a signal

☐ Intersection without a painted crosswalk

☐ None of the above

☐ Other (please specify)

7. Are there sidewalks along your child's way to school?
- ☐ Yes, on all streets
- ☐ Yes, on most streets
- ☐ Yes, on some streets
- ☐ Yes, on very few streets
- ☐ No

8. Is there any specific intersection/location that causes you concern about your child walking or biking to school? If so, please list the intersection and why it is concerning.

9. What do you think about the overall walking or biking environment (including sidewalks & roads) along your child's way to/from school?

	Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
It is convenient to walk to school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The route is well maintained and clean	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It is quiet (without much noise from cars, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are nice things to see on the way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Streets are well lit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
School zones are well enforced	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



# Parent Survey

10. Do you have any of the following concerns about your child walking or biking to school?

	Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
My child may be taken or hurt by a stranger	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My child may get lost	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My child may be hit by a car	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My child may get bullied, teased, or harassed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My child may encounter inclement weather and extreme temperatures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No one will be able to see or hear my child in the event of a medical emergency	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11. How do you feel about the following statements about walking or biking to school?

	Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
It involves too much planning ahead	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It is easier/faster for me to drive my child to/from school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My child has too much to carry	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My child gets too hot or sweaty	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It is a good way to get exercise	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It is a good way to interact with your child	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I do/would enjoy walking or biking with my child to/from school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other kids walk or bike to/from school in my neighborhood	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I don't want my child to be home alone after walking or biking home in the afternoons	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12. Would you support or use a Walking School Bus program for your child? A Walking School Bus is when an adult or two escorts a group children from the same neighborhood to/from school on a set route daily.

- ☐ Yes
- ☐ No
- ☐ Maybe

13. Which of the following would make your feel more comfortable about your child using a Walking School Bus? (check all that apply)

- ☐ Having a parent or volunteer lead the Walking School Bus
- ☐ Knowing the route they will use
- ☐ Having a school employee lead the Walking School Bus
- ☐ Having a backup plan for inclement weather/temperature
- ☐ Knowing your child arrived at school
- ☐ My child having a friend in the Walking School Bus
- ☐ Other (please specify)

14. What grade is your child in? (for multiple children, select all that apply)

- ☐ Kindergarten
- ☐ 1st grade
- ☐ 2nd grade
- ☐ 3rd grade
- ☐ 4th grade
- ☐ 5th grade

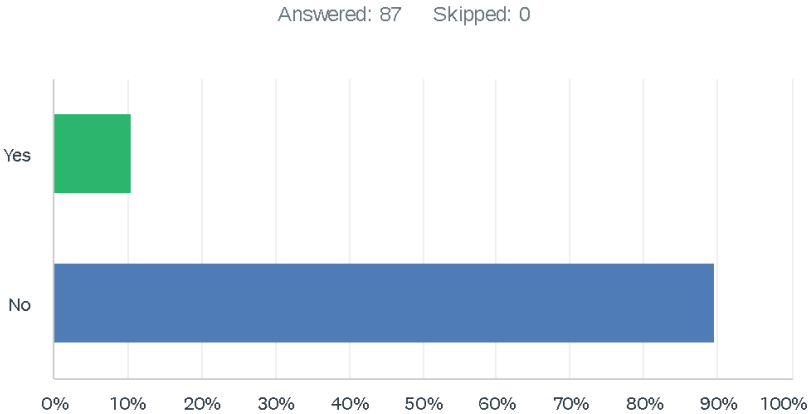
15. My child is (select all that apply for multiple children)

- ☐ Female
- ☐ Male
- ☐ Prefer not to answer

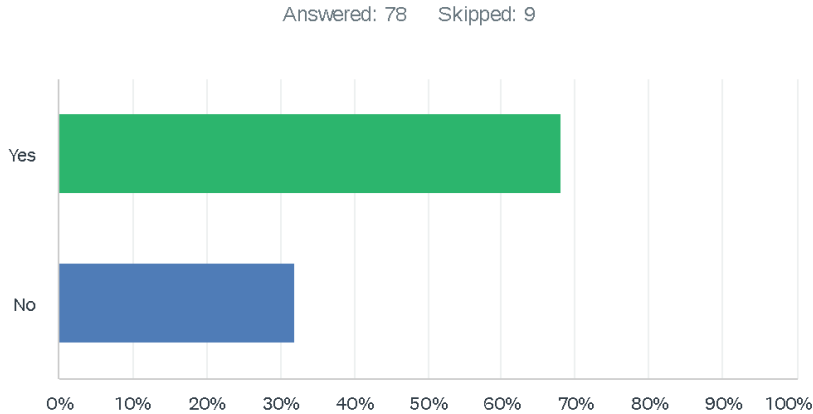


# Community Survey Results

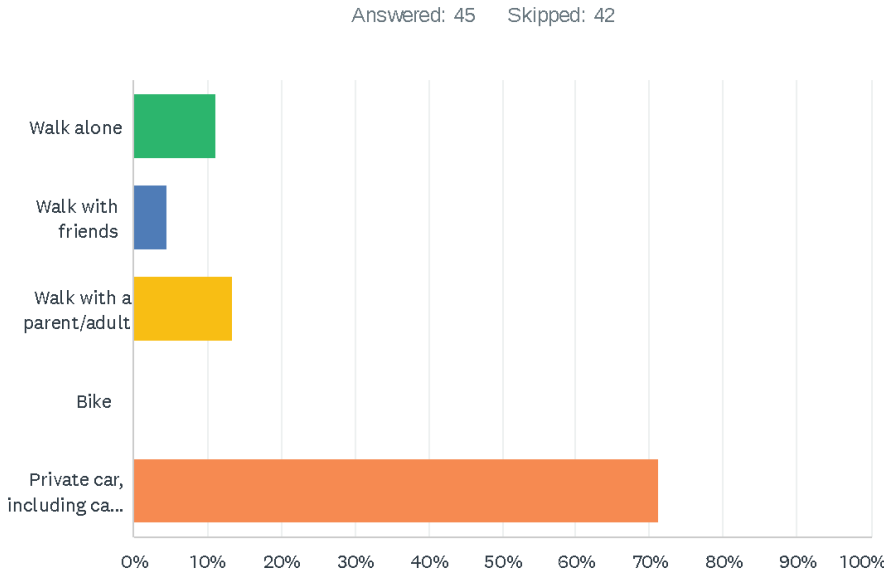
Q1 Does the school provide bus service for your child?



Q2 Is your home close enough for your child to walk or bike to school?



Q3 On a normal day, how does your child (children) travel from home to Spring Valley elementary?

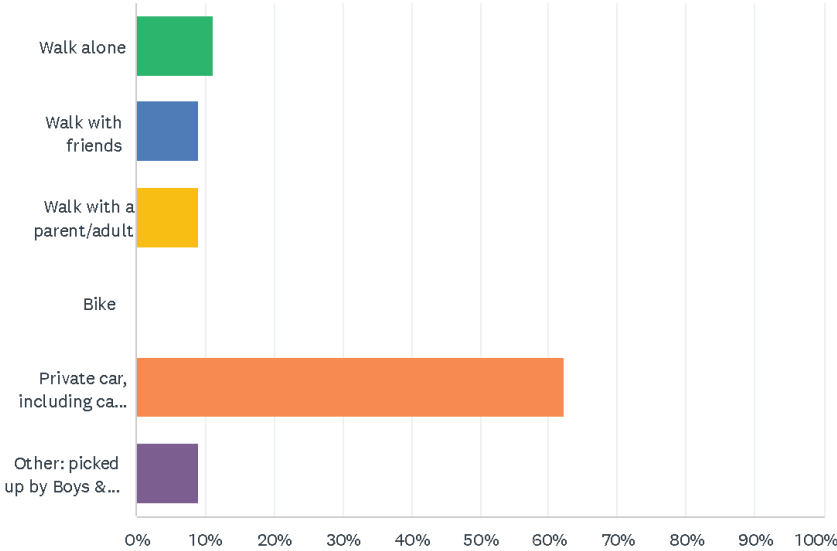




# Community Survey Responses

Q4 On a normal day, how does your child travel from school to home (after school)?

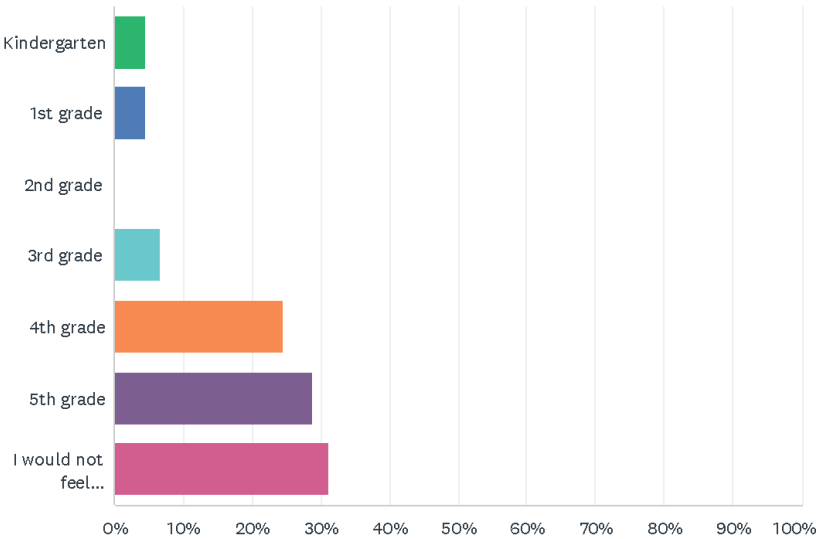
Answered: 45    Skipped: 42



ANSWER CHOICES	RESPONSES	
Walk alone	11.11%	5
Walk with friends	8.89%	4
Walk with a parent/adult	8.89%	4
Bike	0.00%	0
Private car, including car pool	62.22%	28
Other:  picked up by Boys & Girls Club, Cool Care Club, etc.	8.89%	4
TOTAL		45

Q5 At what grade would/did you allow your child to walk or bike without an adult to/from school?

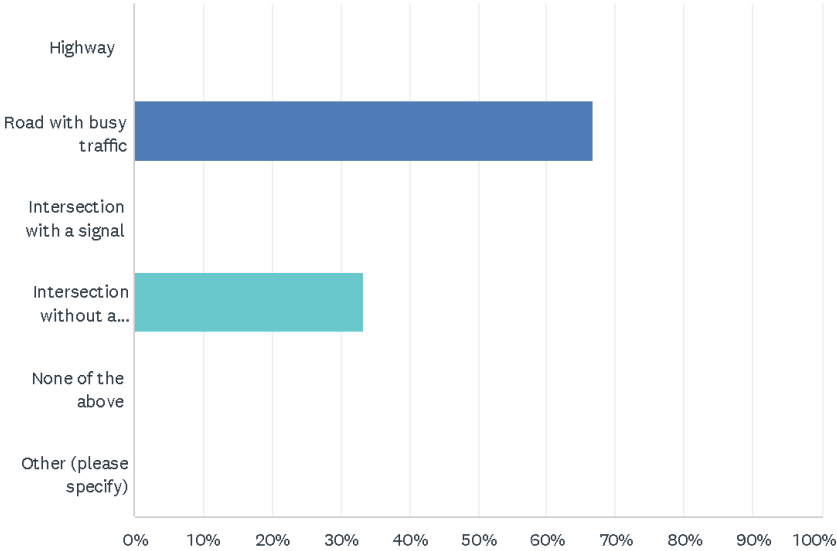
Answered: 45    Skipped: 42



ANSWER CHOICES	RESPONSES	
Kindergarten	4.44%	2
1st grade	4.44%	2
2nd grade	0.00%	0
3rd grade	6.67%	3
4th grade	24.44%	11
5th grade	28.89%	13
I would not feel comfortable at any grade	31.11%	14
TOTAL		45

Q6 Which of the following would your child have to cross if he/she walks or bikes to school? (Check all that apply)

Answered: 3    Skipped: 84

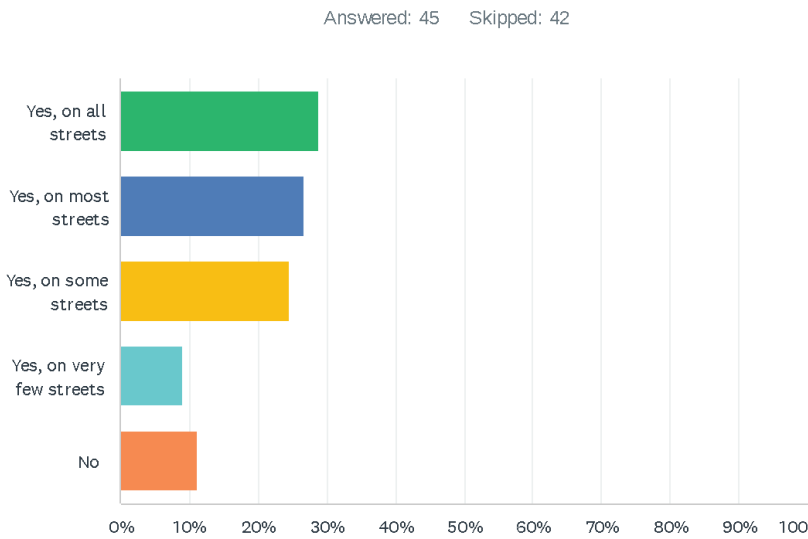


ANSWER CHOICES	RESPONSES	
Highway	0.00%	0
Road with busy traffic	66.67%	2
Intersection with a signal	0.00%	0
Intersection without a painted crosswalk	33.33%	1
None of the above	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 3		



# Community Survey Responses

Q7 Are there sidewalks along your child's way to school?



ANSWER CHOICES	RESPONSES	
Yes, on all streets	28.89%	13
Yes, on most streets	26.67%	12
Yes, on some streets	24.44%	11
Yes, on very few streets	8.89%	4
No	11.11%	5
TOTAL		45

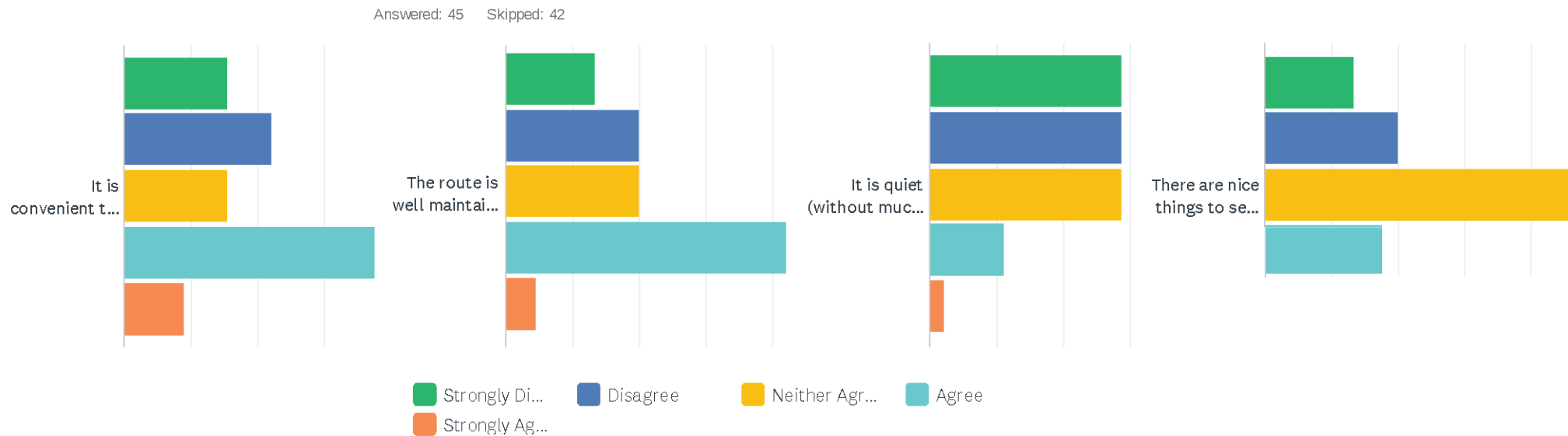
## Q8 Is there any specific intersection/location that causes you concern about your child walking or biking to school? If so, please list the intersection and why it is concerning.

- Spring valley and liberty hall/ash
- Spring hill and Kathie Dr. Vehicles are always speeding
- Spring Valley and Valley drive due to no side walks on Spring Valley Drive
- Spring valley and valley dr due to no sidewalks on that stretch of spring valley dr
- Ash and Spring Valley because it's a busy 4 way and all the way down Liberty Hall to the end of the Spring Valley
- Yes, ash and spring valley as well as Liberty hall rd from spring valley to end of subdivision. Busy four way and
- For our middle schooler, we live on rivendell and on Spring Valley from Strauss to Ash, there is no sidewalk.
- Given this, and how people fly up and down Spring Valley, it isn't safe at all for him to walk to school
- Ash and spring valley
- Ash st and spring valley
- Spring valley and ash/liberty hall
- Ash and Spring Valley
- All the streets going to the school no cross guards, everyone speeding on the streets. Its very dangerous
- Strays blvd. Spring Hill drive.
- Spring Hill/elm creekElm creek/hickoryEntrances to the school. People do not pay attention to walkers, the
- speed limit, stop signs, or basic traffic rules around the school.
- Liberty Hall/Ash and Spring Valley. The traffic is busy at this intersection and there are no painted crosswalks.
- Not to mention the fact that there are no sidewalks on the south side of Spring Valley so children are walking in
- the grass of someone's yard or along the road where people aren't as cognizant of children as they should be.
- Spring valley road no sidewalks along with no lighted pathway
- Kathie Dr. And Hickory Ln
- Hickory and valley dr
- Crossing spring valley road on ash and walking down liberty hall with no sidewalk and the traffic
- Hickory lane and the side street
- WHEN THEY CROSS HICKORY AND VALLEY. THEY DRIVE TO FAST AND THERE IS NO CROSS WALKS AND THEY RUN THAT STOO SIGN.HICKORY AND ELM CREEK THEY RUN THE STOP SIGNS. NON OF THESE ROADS HAVE CROSS
- WALKS OR CROSSING SIGNS. HICKORY AND ELM
- The road next to the school has a lot of traffic. Many people are late and disregard traffic rules.
- The major concerns are the 2 or 3 as you leave the school. The traffic is bad and most kids do not pay attention or stop before crossing the street. Also most vehicles do not follow the posted speed limits and try to push there
- way through. I have seen many kidsalmost get hut due to one of the above.



# Community Survey Responses

Q9 What do you think about the overall walking or biking environment (including sidewalks & roads) along your child's way to/from school?

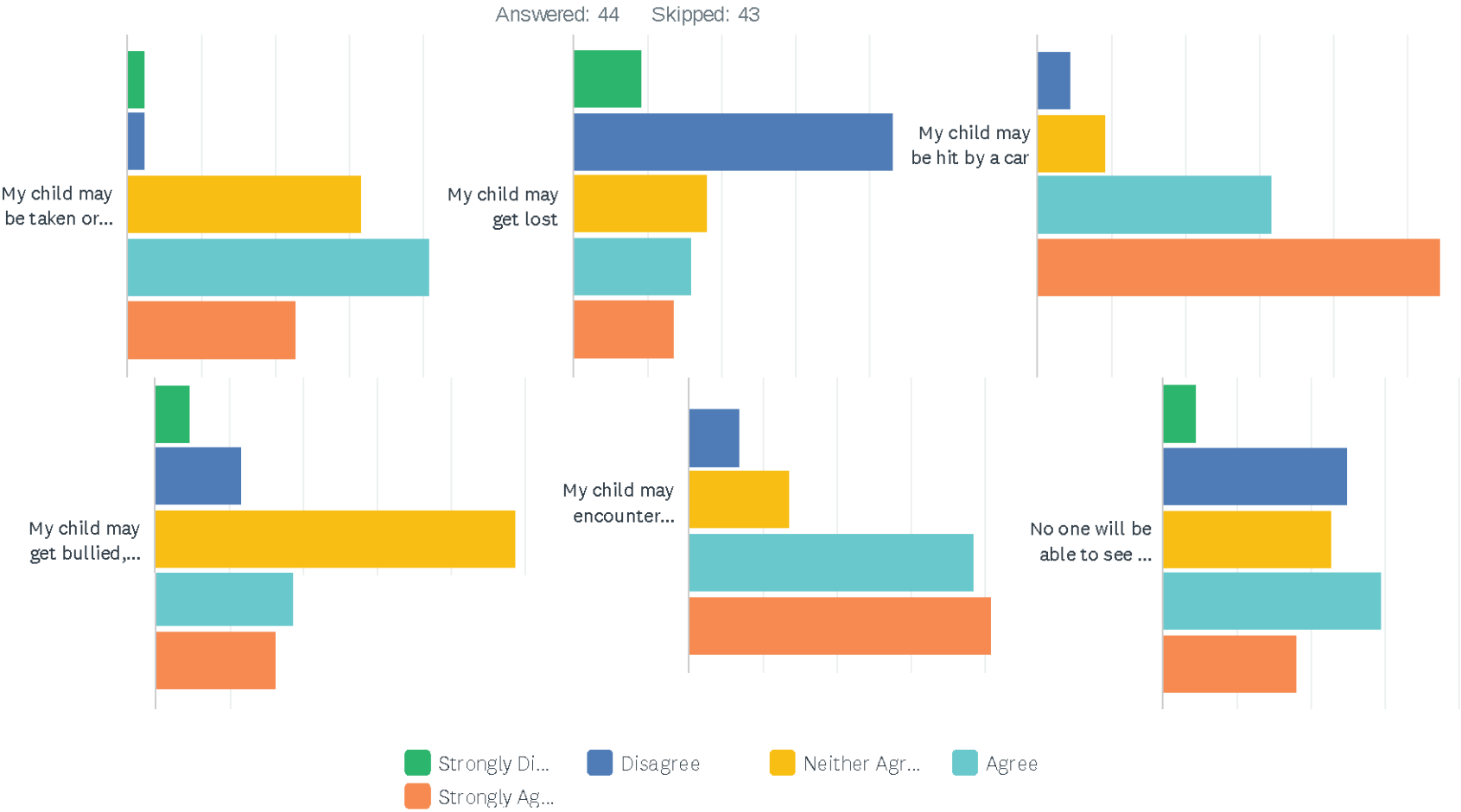


	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE NOR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
It is convenient to walk to school	15.56% 7	22.22% 10	15.56% 7	37.78% 17	8.89% 4	45	3.02
The route is well maintained and clean	13.33% 6	20.00% 9	20.00% 9	42.22% 19	4.44% 2	45	3.04
It is quiet (without much noise from cars, etc.)	28.89% 13	28.89% 13	28.89% 13	11.11% 5	2.22% 1	45	2.29
There are nice things to see on the way	13.33% 6	20.00% 9	48.89% 22	17.78% 8	0.00% 0	45	2.71
Streets are well lit	31.11% 14	33.33% 15	17.78% 8	17.78% 8	0.00% 0	45	2.22
School zones are well enforced	42.22% 19	13.33% 6	17.78% 8	22.22% 10	4.44% 2	45	2.33



# Community Survey Responses

Q10 Do you have any of the following concerns about your child walking or biking to school?



Spring Valley Elementary Community Survey

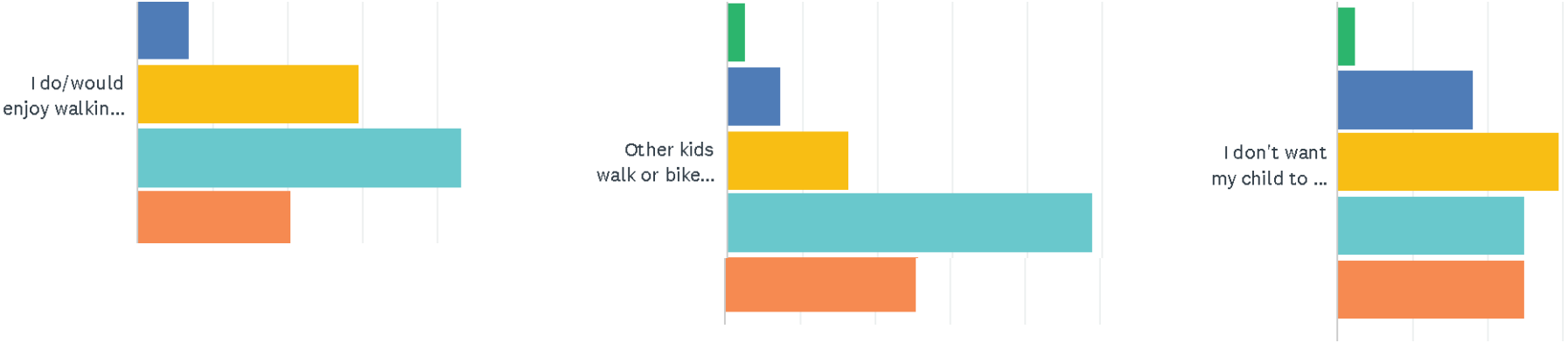
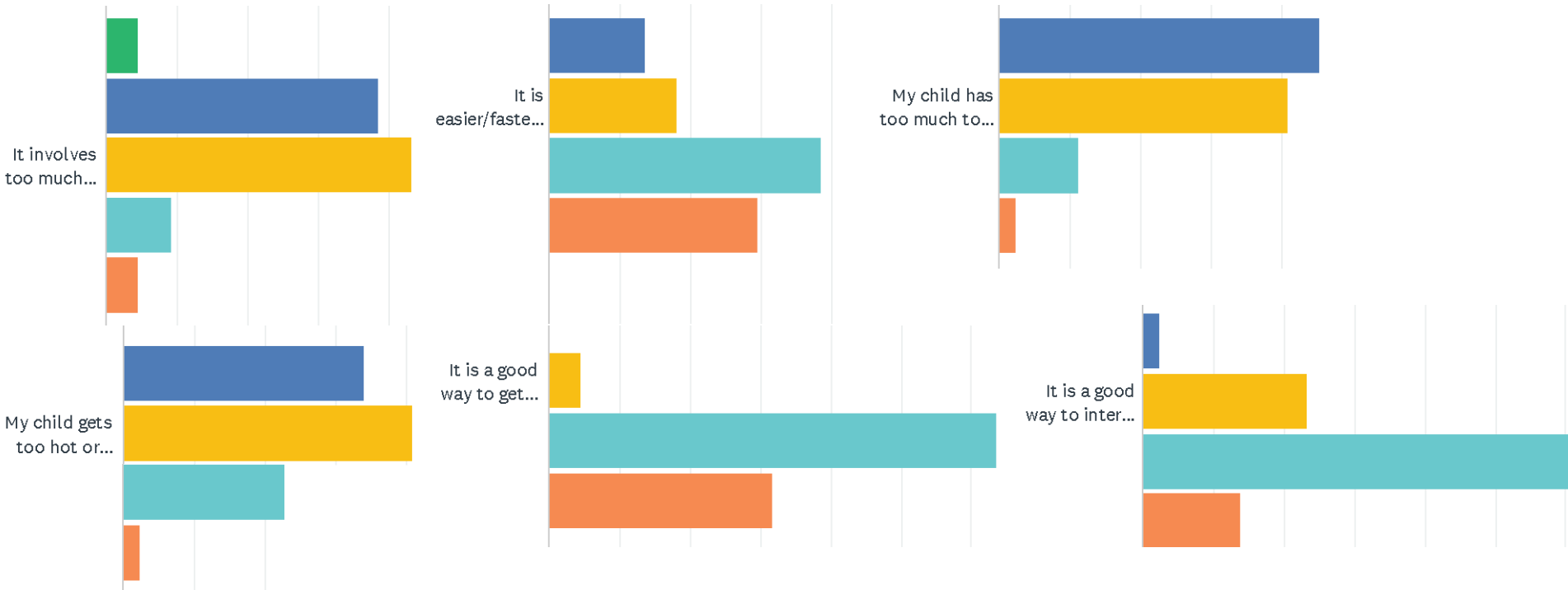
	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE NOR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
My child may be taken or hurt by a stranger	2.27% 1	2.27% 1	31.82% 14	40.91% 18	22.73% 10	44	3.80
My child may get lost	9.09% 4	43.18% 19	18.18% 8	15.91% 7	13.64% 6	44	2.82
My child may be hit by a car	0.00% 0	4.55% 2	9.09% 4	31.82% 14	54.55% 24	44	4.36
My child may get bullied, teased, or harassed	4.65% 2	11.63% 5	48.84% 21	18.60% 8	16.28% 7	43	3.30
My child may encounter inclement weather and extreme temperatures	0.00% 0	6.82% 3	13.64% 6	38.64% 17	40.91% 18	44	4.14
No one will be able to see or hear my child in the event of a medical emergency	4.55% 2	25.00% 11	22.73% 10	29.55% 13	18.18% 8	44	3.32



# Community Survey Responses

Q11 How do you feel about the following statements about walking or biking to school?

Answered: 44    Skipped: 43



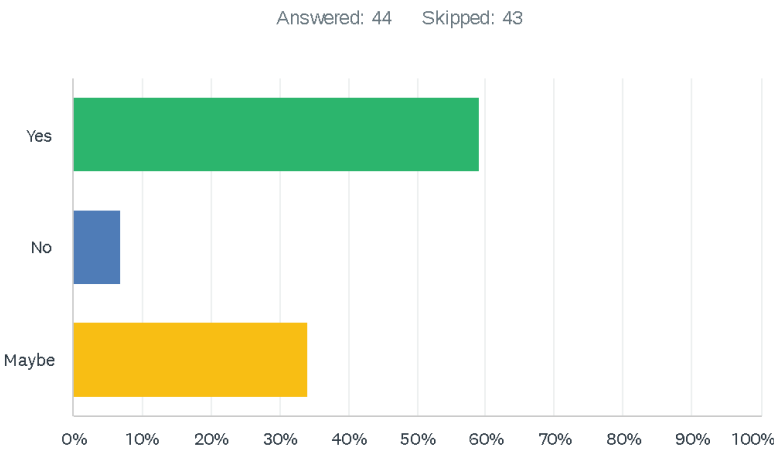
Strongly Di... Disagree Neither Agr... Agree Strongly Ag...

	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE NOR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
It involves too much planning ahead	4.55% 2	38.64% 17	43.18% 19	9.09% 4	4.55% 2	44	2.70
It is easier/faster for me to drive my child to/from school	0.00% 0	13.64% 6	18.18% 8	38.64% 17	29.55% 13	44	3.84
My child has too much to carry	0.00% 0	45.45% 20	40.91% 18	11.36% 5	2.27% 1	44	2.70
My child gets too hot or sweaty	0.00% 0	34.09% 15	40.91% 18	22.73% 10	2.27% 1	44	2.93
It is a good way to get exercise	0.00% 0	0.00% 0	4.55% 2	63.64% 28	31.82% 14	44	4.27
It is a good way to interact with your child	0.00% 0	2.33% 1	23.26% 10	60.47% 26	13.95% 6	43	3.86
I do/would enjoy walking or biking with my child to/from school	0.00% 0	6.82% 3	29.55% 13	43.18% 19	20.45% 9	44	3.77
Other kids walk or bike to/from school in my neighborhood	2.33% 1	6.98% 3	16.28% 7	48.84% 21	25.58% 11	43	3.88
I don't want my child to be home alone after walking or biking home in the afternoons	2.27% 1	18.18% 8	29.55% 13	25.00% 11	25.00% 11	44	3.52



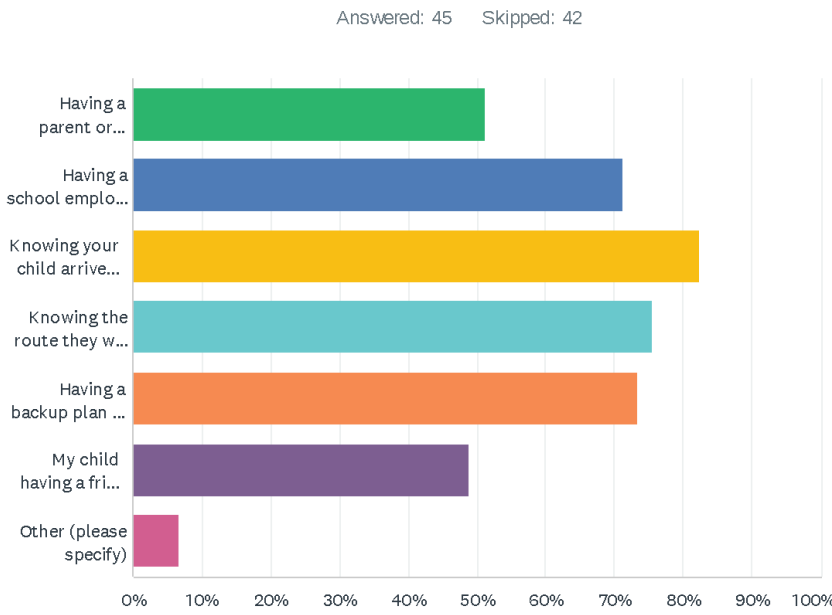
# Community Survey Responses

Q12 Would you support or use a Walking School Bus program for your child? A Walking School Bus is when an adult or two escorts a group children from the same neighborhood to/from school on a set route daily.



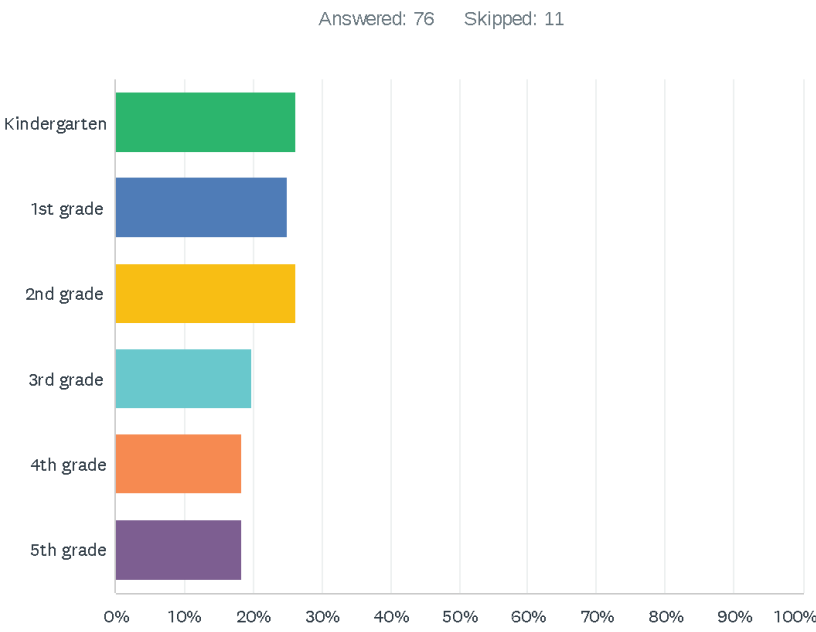
ANSWER CHOICES	RESPONSES	
Yes	59.09%	26
No	6.82%	3
Maybe	34.09%	15
TOTAL		44

Q13 Which of the following would make your feel more comfortable about your child using a Walking School Bus? (check all that apply)



ANSWER CHOICES	RESPONSES	
Having a parent or volunteer lead the Walking School Bus	51.11%	23
Having a school employee lead the Walking School Bus	71.11%	32
Knowing your child arrived at school	82.22%	37
Knowing the route they will use	75.56%	34
Having a backup plan for inclement weather/temperature	73.33%	33
My child having a friend in the Walking School Bus	48.89%	22
Other (please specify)	6.67%	3
Total Respondents: 45		

Q14 What grade is your child in? (for multiple children, select all that apply)

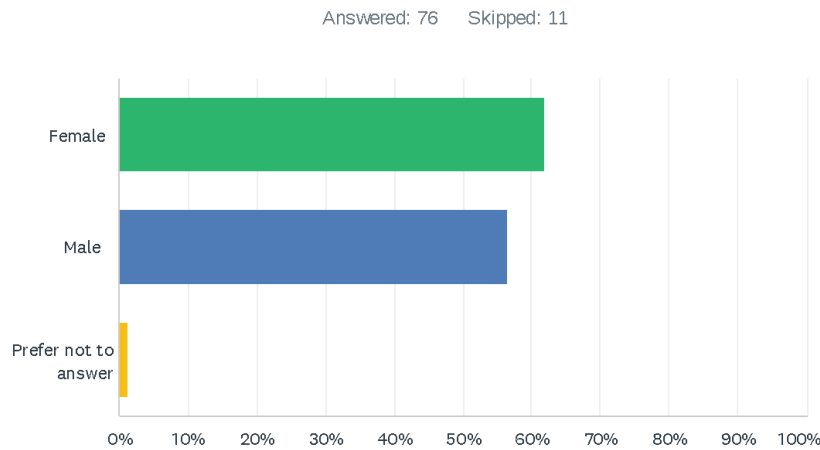


ANSWER CHOICES	RESPONSES	
Kindergarten	26.32%	20
1st grade	25.00%	19
2nd grade	26.32%	20
3rd grade	19.74%	15
4th grade	18.42%	14
5th grade	18.42%	14
Total Respondents: 76		



# Community Survey Responses

Q15 My child is (select all that apply for multiple children)



ANSWER CHOICES	RESPONSES	
Female	61.84%	47
Male	56.58%	43
Prefer not to answer	1.32%	1
Total Respondents: 76		

