

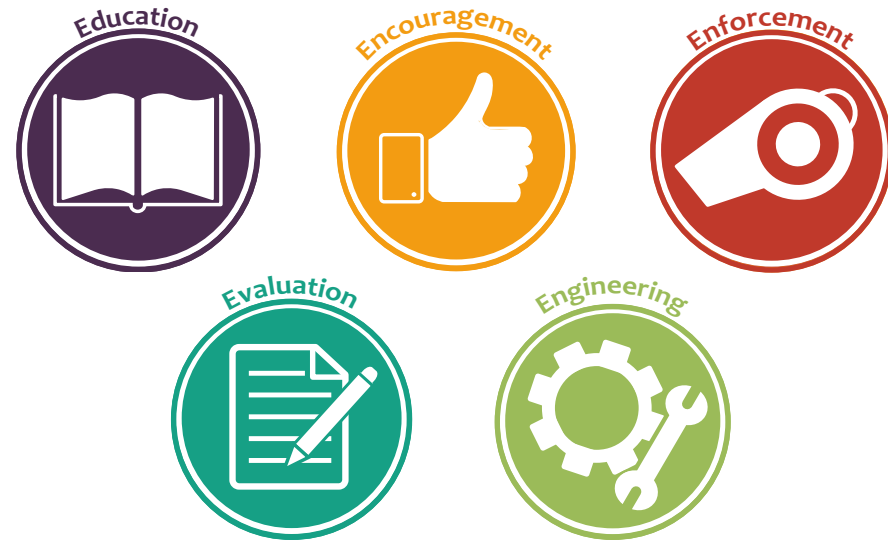
USD 475 SAFE ROUTES TO SCHOOL

Phase I Report
August 2018



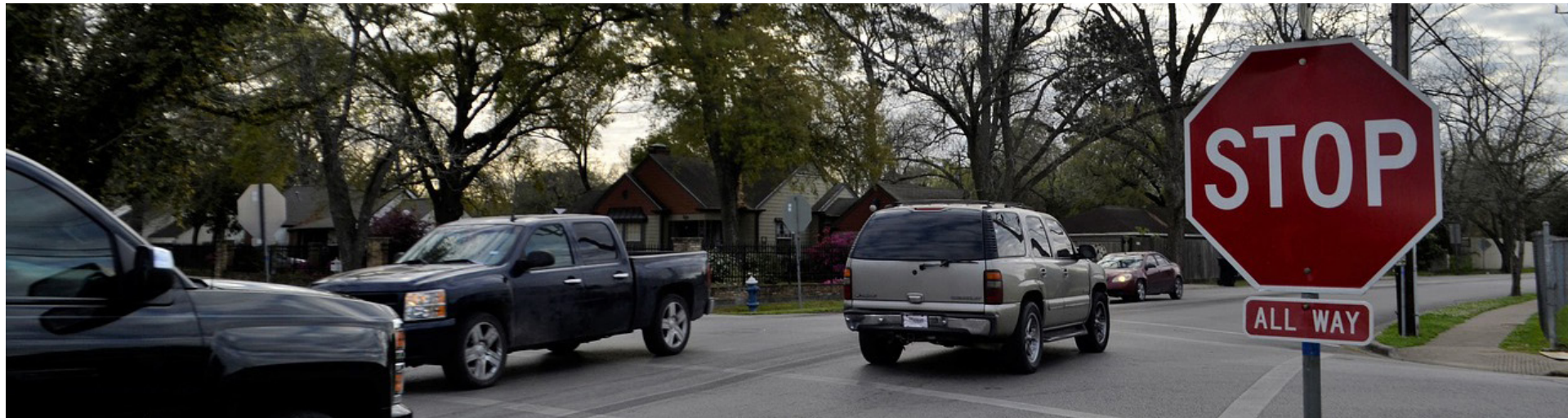
The 5 Es of Safe Routes to School

There are 5 Es of the SRTS program that ensures successful assessment and implementation. They are:



Through the use of the 5 Es, the SRTS program helps students, their families, and schools make walking and biking to school safer and more enjoyable. Through the use of the 5 Es, the SRTS program aims to:

- **Educate** students, parents and guardians, and school personnel to create a safer environment for walking and biking to school
- **Encourage** social and behavioral changes in children and families in using active transportation to get to school
- **Enforce** rules and strategies that change drivers' behaviors
- **Evaluate** the existing program and identify areas of improvement to ensure the effectiveness of the SRTS program
- **Utilize** traffic calming techniques to make routes safer
- **Improve** sidewalks, signage, and other amenities that help make walking and biking environments safe



Encouragement			
School	2008 Current Condition	Recommended Action	Action Taken
Eisenhower Elementary	Few students ride bikes safely to school	JCPD officer visit classrooms and conduct a city-wide Bike Rodeo	
	Few students walking to school	Walking Club	
Franklin Elementary	Bike riders not following proper procedure	JCPD officer meet with small groups; Bike Rodeo	
Lincoln Elementary	No safe route map	School-wide day to walk to school	
	Students getting rides when they could walk	Walk to school day	
Sheridan Elementary	No organized school-wide physical activity during recess	Walking Wednesday	
	Students riding to school when they could walk or bike	Present Safe Route to School maps	
Washington Elementary	Unsafe crossing of streets	Classroom meetings and demonstration	
	Students not following bike safety procedures	Classroom visits by JCPD officer; Bike Rodeo	
	Lack of student regular exercise	PE Walk/Jog Trail-several weeks in Fall and Spring	
Westwood Elementary	Not all student and staff practice healthy lifestyles	All school walk for fitness	
		Promote and encourage healthier choice of fundraisers, using bikes as rewards	
Grandview Elementary	N/A	GPPD meets with classes to promote safety & walking	

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

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

Education			
School	2008 Current Condition	Recommended Action	Action Taken
Eisenhower Elementary	Students walk home after school in fall and spring	Parent Orientation at beginning of the school year. Encourage walking and riding bikes. Share safe routes.	
		Beginning of year assembly to share safe routes to school	
	Few students ride bikes safely to school	JCPD officer visit classrooms and conduct a city-wide Bike Rodeo	
Franklin Elementary	Students walking on the wrong side of the street	Beginning of the year school assembly	
	Students crossing in the middle of the street	School Assembly; Newsletter Reminders	
	Bike riders not following proper procedure	JCPD officer meet with small groups; Bike Rodeo	
Lincoln Elementary	Students not walking the safest route to school	All school assembly to go over safe routes to school	
		Review SRTS with Site Council Members	
	Lack of bike safety practices	Classroom Meetings; Monthly Newsletters	
Sheridan Elementary	Students walking from all directions	JCPD visit classrooms; Bike Rodeo	
	Students not following SRTS path	Parent Orientation	
	Not following traffic safety guidelines	Beginning of year assembly to go over SRTS path	
	Students not riding bikes safely	Announcements; Newsletters; PTA meetings	
Washington Elementary	Parents and students not using sidewalks to come to school	JCPD visit classrooms; Bike Rodeo	
	Kindergarten students not aware of SRTS	Parent orientation; Student assembly	
	Unsafe crossing of streets	Home visits	
	Students not following bike safety procedures	Classroom meetings and demonstration	
Westwood Elementary	Congestion of traffic before and after school	Classroom visits by JCPD officer; Bike Rodeo	
	Students do not know how to ride bikes safely	Parent Orientation meeting to discuss SRTS	
	Lack of knowledge of designated SRTS	JCPD visit classrooms; Bike Rodeo	
Grandview Elementary	N/A	Informational meeting with PTA Board and Site Council	
		Parent Orientation meeting to discuss SRTS	



Enforcement			
School	2008 Current Condition	Recommended Action	Action Taken
Eisenhower Elementary	Unsafe student behaviors on the way to school	Meet with individual students and small groups for discussions	
Franklin Elementary	Students not using safe routes	Visit classrooms and share safe routes to school	
Lincoln Elementary	No specific traffic pattern at school dismissal	Provide safety cones to direct traffic patterns	
	Limited knowledge of SRTS	Student Council design posters showing SRTS	
	Lack of bike safety practices	JCPD visit classrooms; Bike Rodeo	
Sheridan Elementary	Students not following departure guidelines	Educate student safety patrol	
	Students not riding bikes safely	JCPD visit classrooms; Bike Rodeo	
Washington Elementary	Students not following safety procedures	Classroom walking field trips	
Westwood Elementary	Congestion of traffic before and after school	Parent orientation meeting to discuss SRTS	
	Students damage property walking to school	Classroom meetings to discuss respect of personal property	
	Students do not know how to ride bikes safely	JCPD visit classrooms; Bike Rodeo	
Grandview Elementary	N/A	GPPD presents in/near school & school zone	

The table above catalogs the Safe Routes to School conditions and recommendations of each school in regard to the Enforcement component of the plan.

A critical component of a successful Safe Routes to School program is the collection of data about the students, their schools, and their neighborhoods. For this Phase II Project, the FHMPPO collected some of this data in the following ways:

Parent-Guardian Survey

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

Traveling to and from school: how their child gets to and from school

School routes: the environment the student travels in between school and home

Perceptions & concerns: the parents' or guardians' views of those environments as well as how their kids travels

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

Bicycle-Pedestrian Counts

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



Parent-Guardian Survey

Traveling To and From School

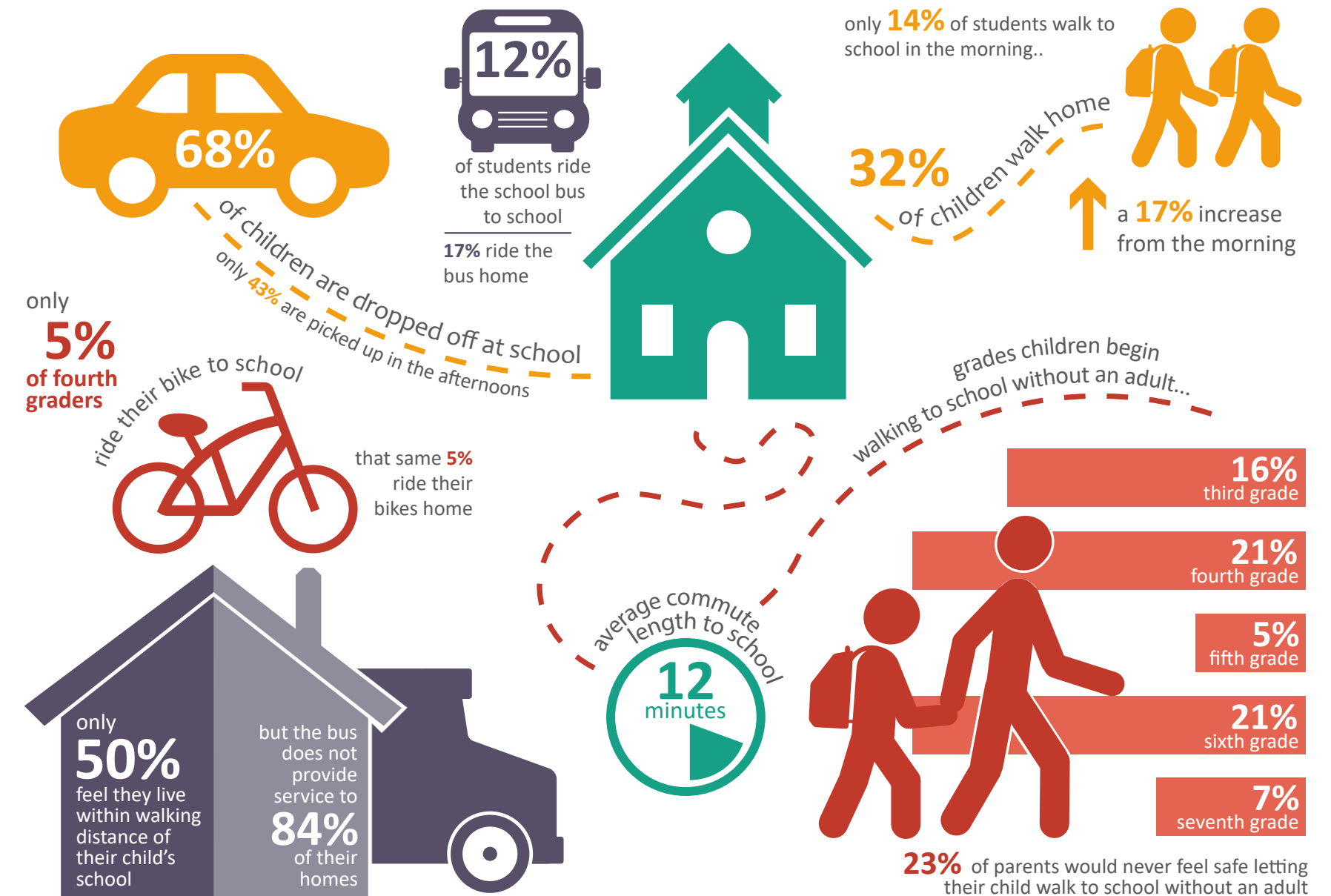
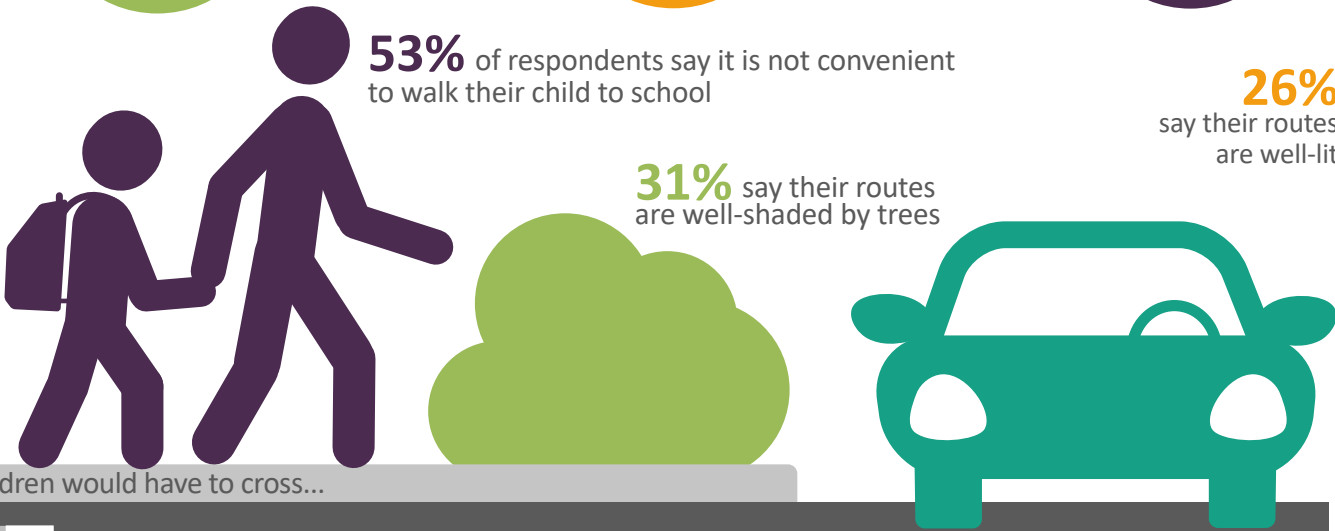
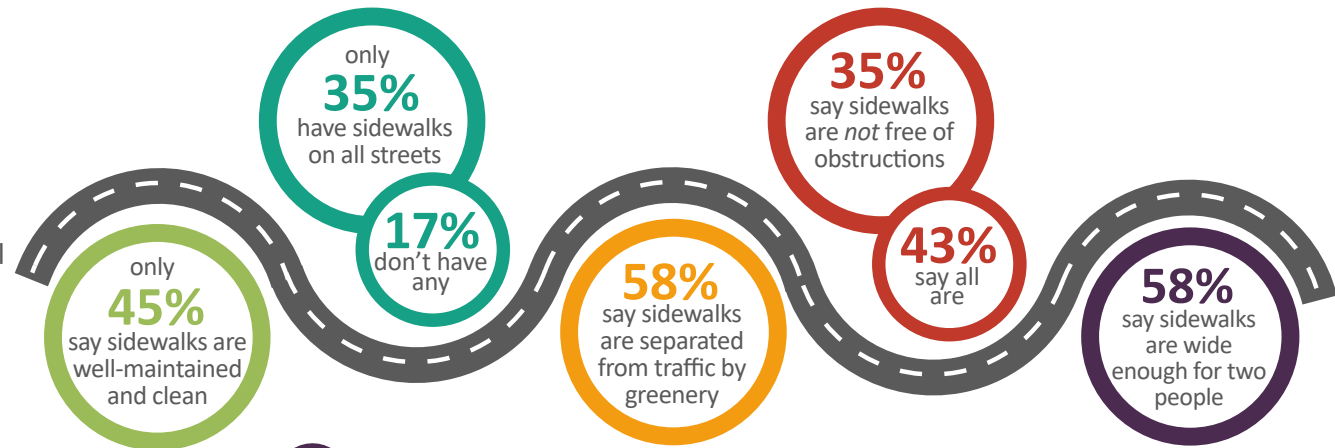
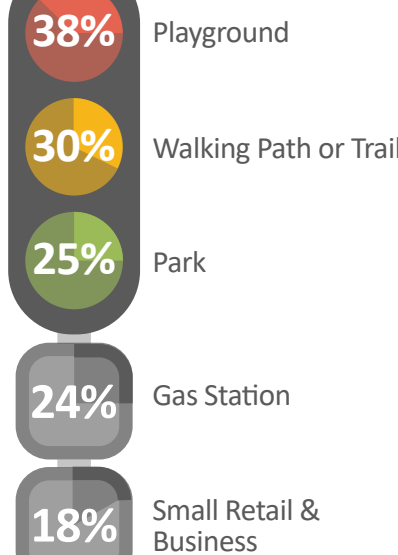


Figure 1: Results of the Traveling To and From School section of the survey

School Routes

These places are located along students' routes to school:



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

65% A road with busy traffic

45% An intersection without a painted crosswalk

18% An intersection without street signals or stop signs

13% A highway or freeway

only 50% say school zones are well-enforced

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

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

Perceptions and Concerns

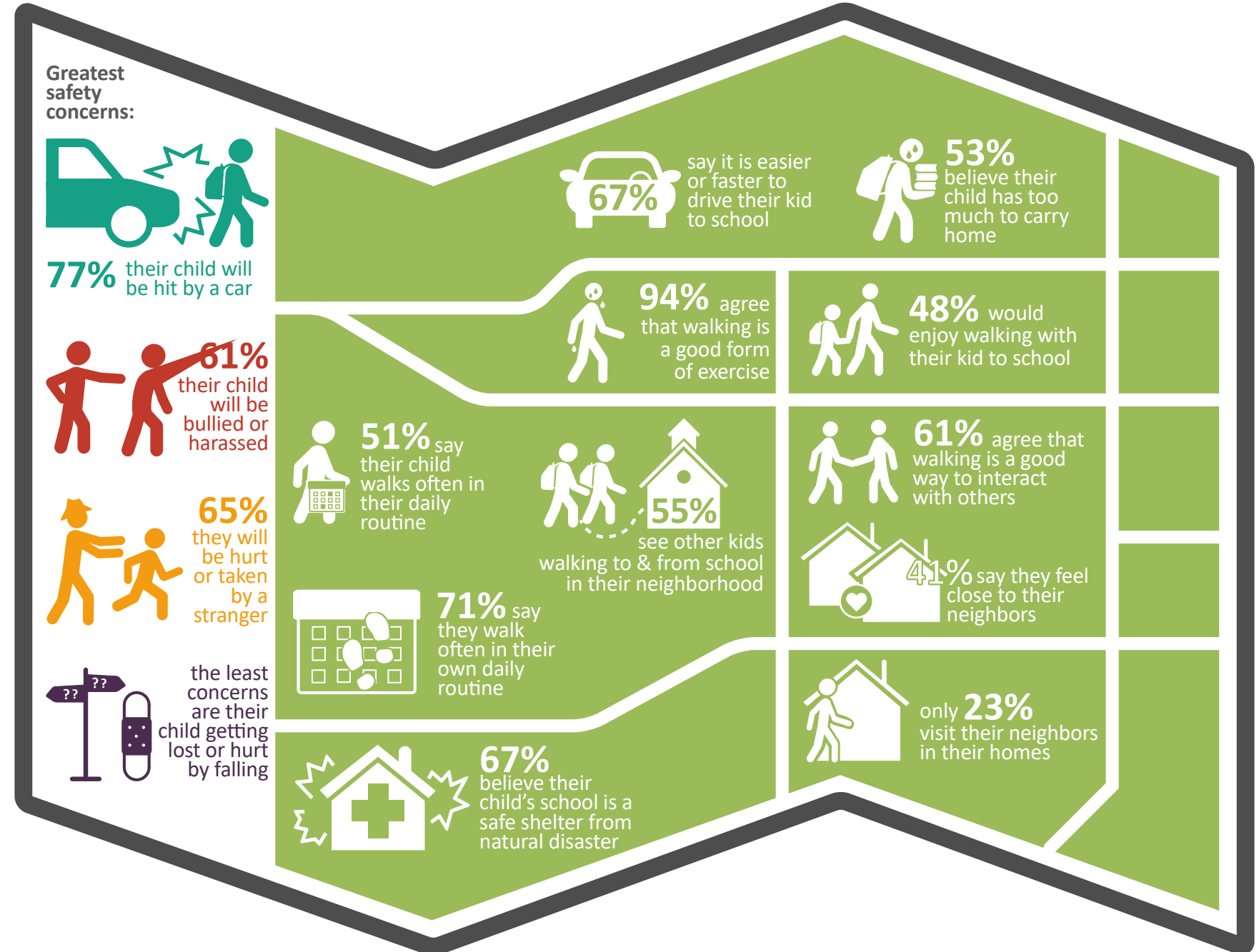


Figure 3: Results of the Perceptions and Concerns section of the survey

About the Child and Their Family

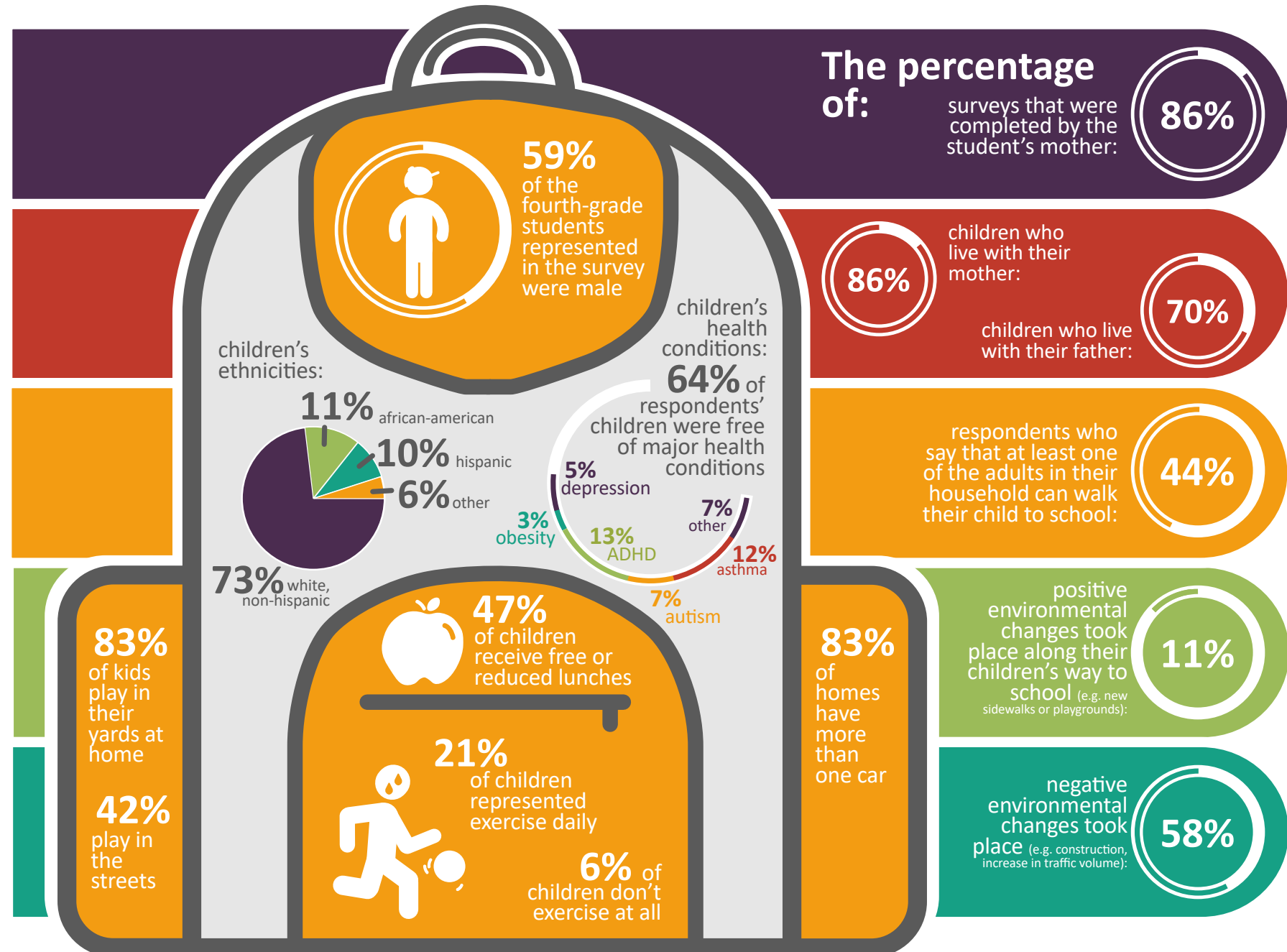


Figure 4: Results of the About the Child and Their Family section of the survey

Bicycle and Pedestrian Counts

Grandview Elementary

Bike-Ped Access Map

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

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

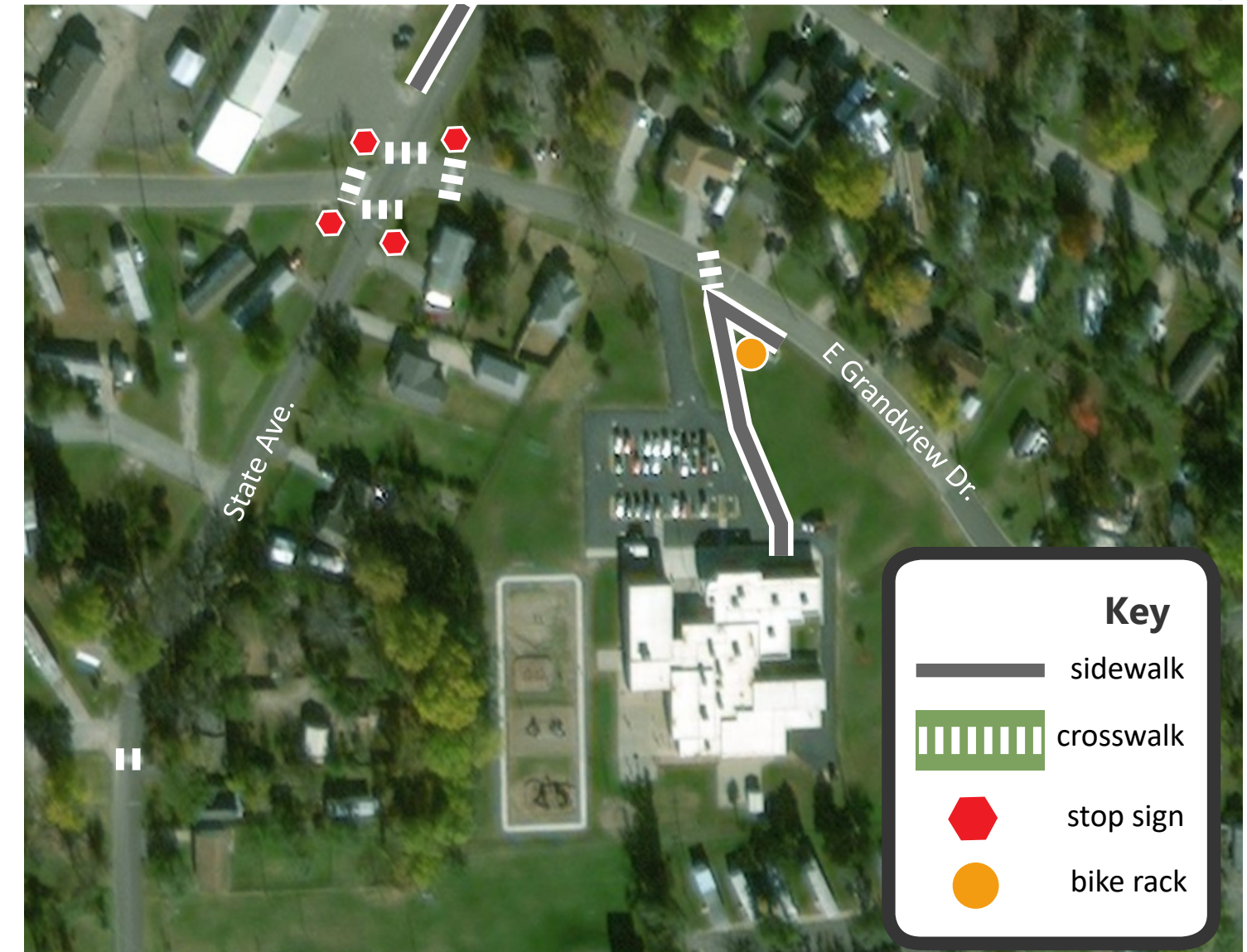


Figure 5: Grandview Elementary Bicycle and Pedestrian Access Map

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

Mornings

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

Most people
crossed the street
at:  **7:15 AM**

Afternoons

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

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

Most people
crossed the street
at:  **3:15 PM**

Counts Data



Figure 6: Grandview Elementary Bike-Ped Counts Results

Sheridan Elementary

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

There are crosswalks at the Jackson-Ash intersection as well as on the west side of the school across Jackson Street south of Ash. There is not a crosswalk that goes across Beck Drive or a crosswalk that crosses Jackson onto Beck Drive, however.

Bike-Ped Access Map



Figure 7: Sheridan Elementary Bike-Ped Access Map

At Sheridan Elementary, Bicycle-Pedestrian Counts were collected at the crosswalk west of the elementary school on Ash Street and at the intersection of Ash and Jackson. As Figure 8 to the right shows, there were few individuals who crossed any streets on the way to school. However, many cross in the afternoon, especially across Jackson at the intersection.

Mornings

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

Most people crossed the street at:

7:30 AM & 3:15 PM

Afternoons

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

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

Counts Data

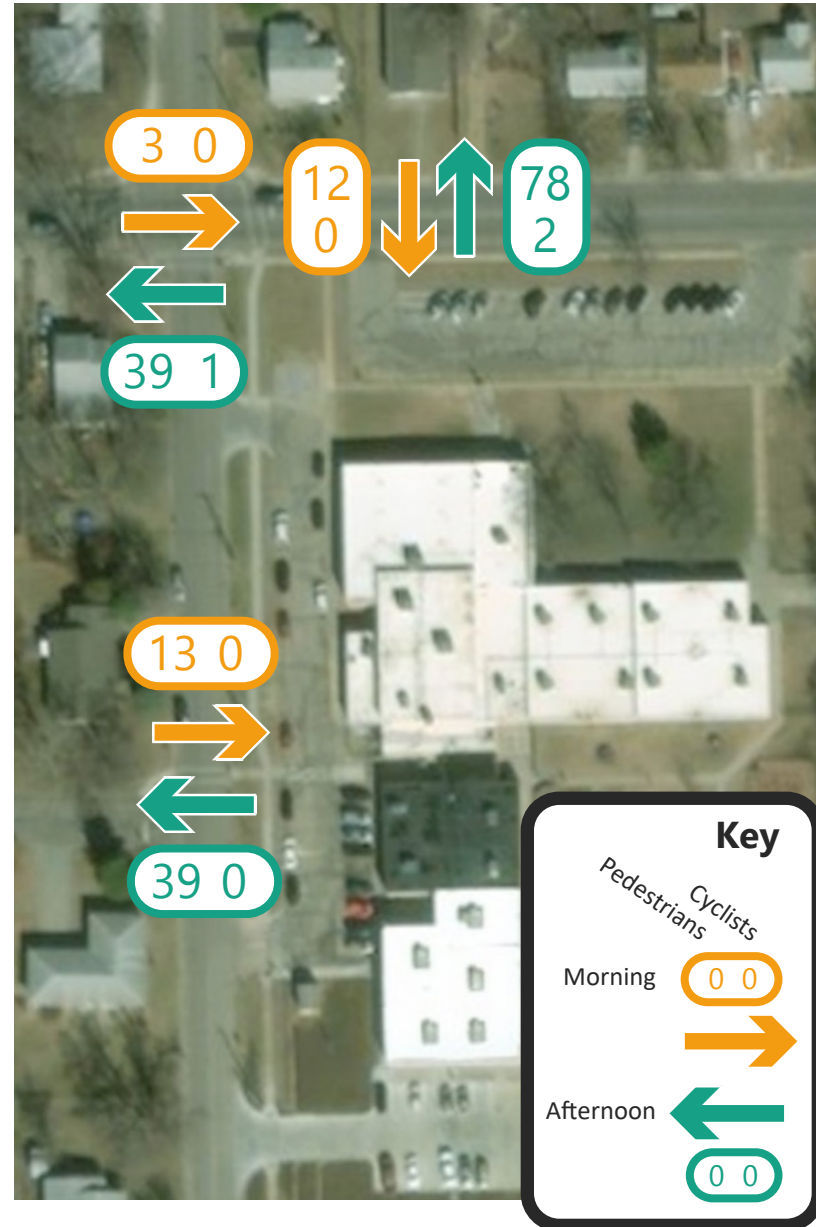


Figure 8: Sheridan Elementary Bike-Ped Counts Results

Westwood Elementary

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

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

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

Most people crossed the street at:

7:30 AM & 3:15 PM

Bike-Ped Access Map

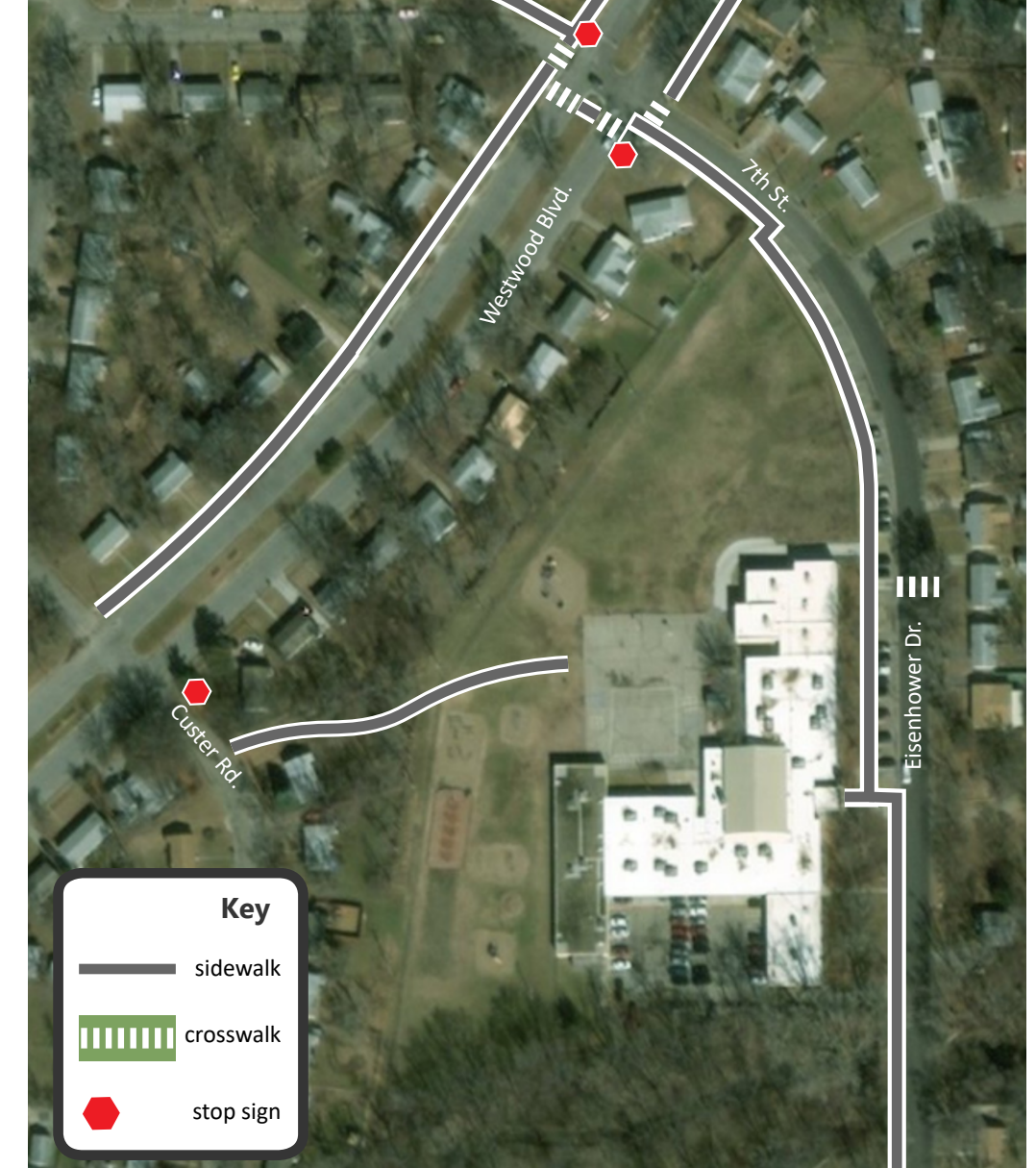


Figure 9: Westwood Elementary Bike-Ped Counts Results

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

Mornings

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

Afternoons

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

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

Counts Data

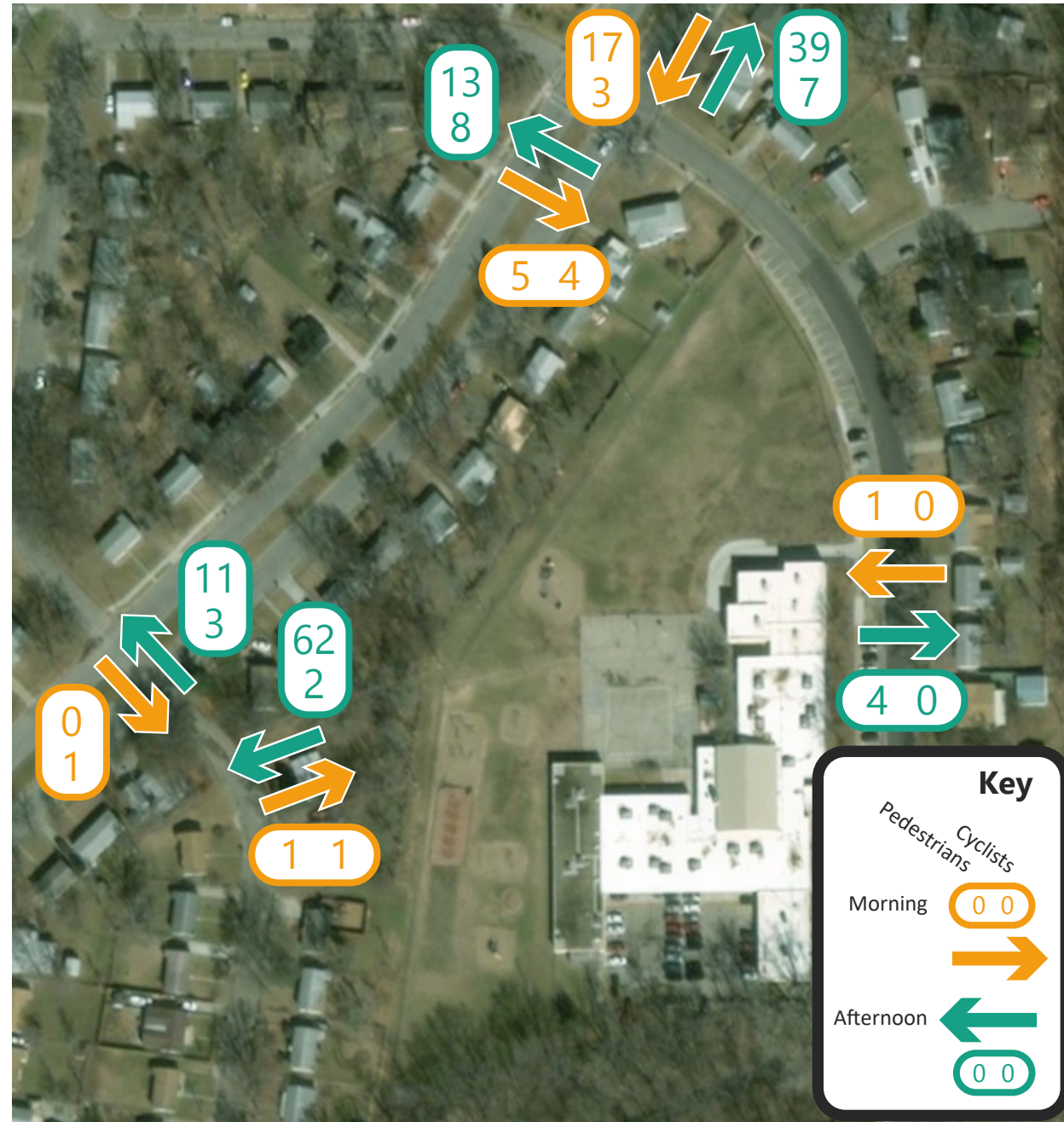


Figure 10: Westwood Elementary Bike-Ped Counts Results

Evaluation			
School	2008 Current Condition	2018 Current Condition	Action Taken
Eisenhower Elementary	Need for 2008-09 data	MPO conducted surveys	
Franklin Elementary	Update Current SRTS data	MPO conducted surveys	
Lincoln Elementary	Need for 2008-09 data	MPO conducted surveys	
Sheridan Elementary	Update SRTS data	MPO conducted surveys & MPO bike/ped counts	
Washington Elementary	Update SRTS data	MPO conducted surveys	
Westwood Elementary	Need for 2008-09 SRTS data	MPO conducted surveys & MPO bike/ped counts	
Grandview Elementary	N/A	MPO conducted surveys & MPO bike/ped counts	

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

This data should be updated as the Safe Routes to School plan is updated.

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

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

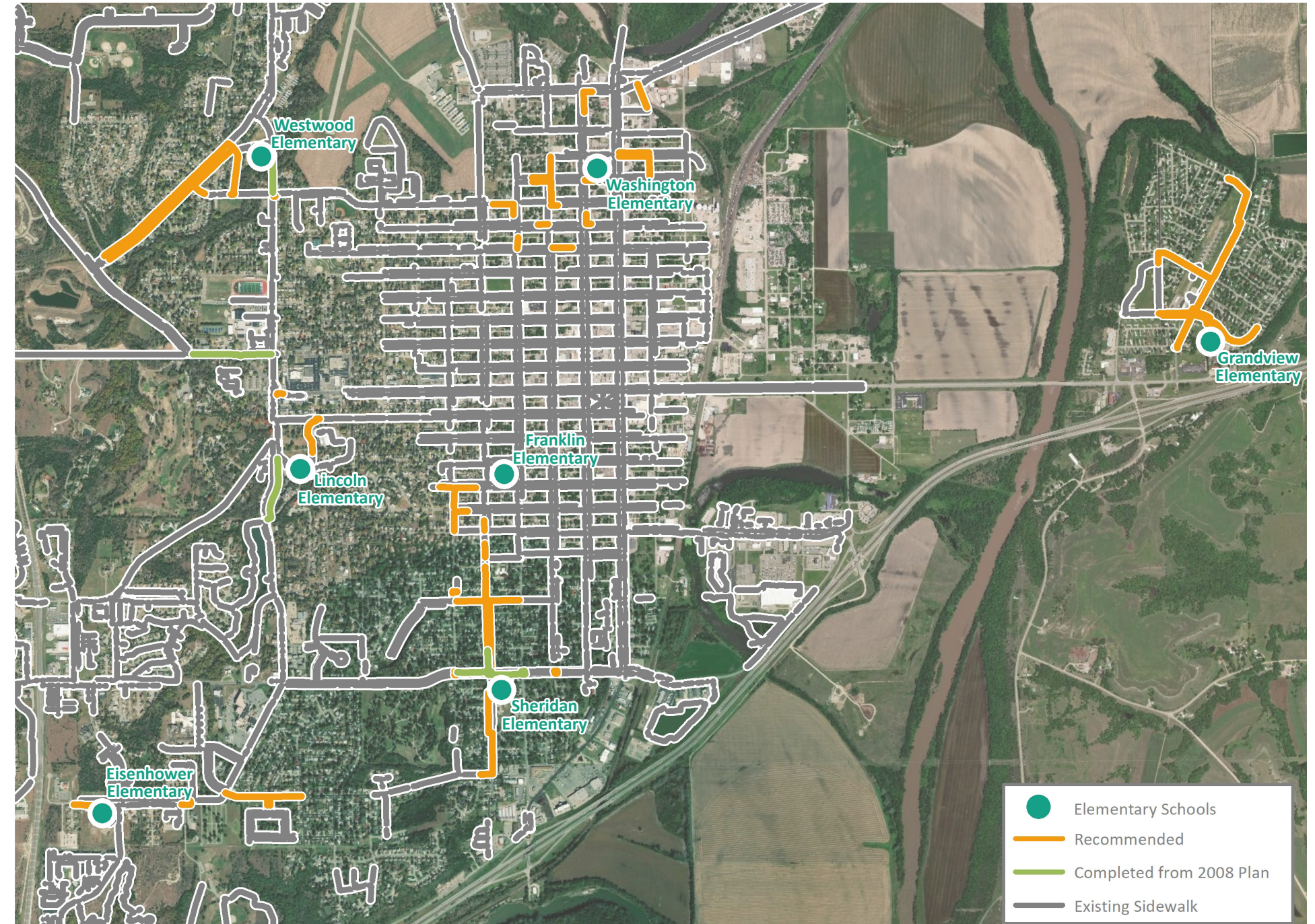


Figure 11: Sidewalk recommendations for all of USD 475

Eisenhower Elementary

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

*Recommendations from the 2008 Plan



Figure 12: Eisenhower Elementary sidewalk recommendations

Franklin Elementary

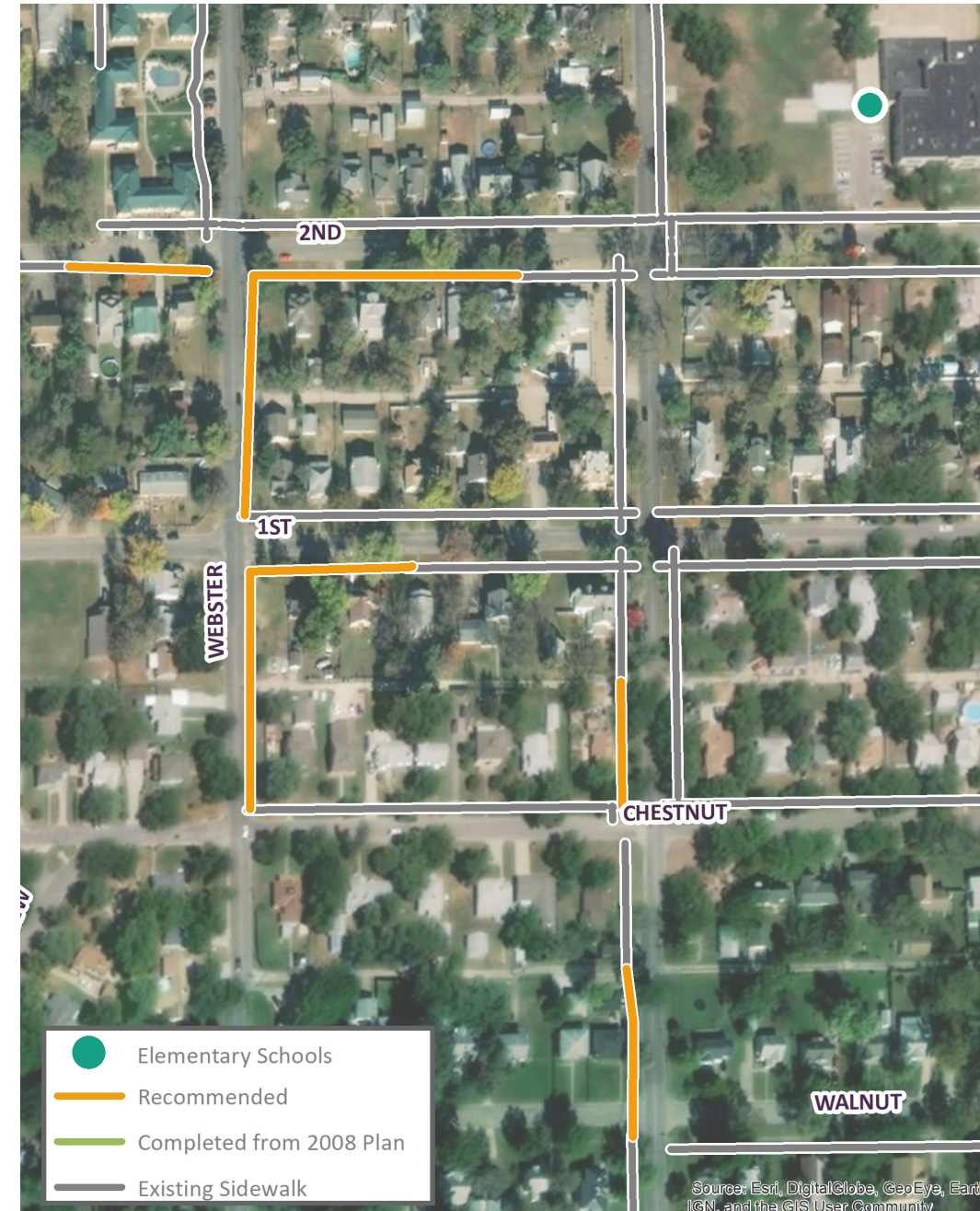


Figure 13: Franklin Elementary sidewalk recommendations

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

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

*Recommendations from the 2008 Plan

Lincoln Elementary

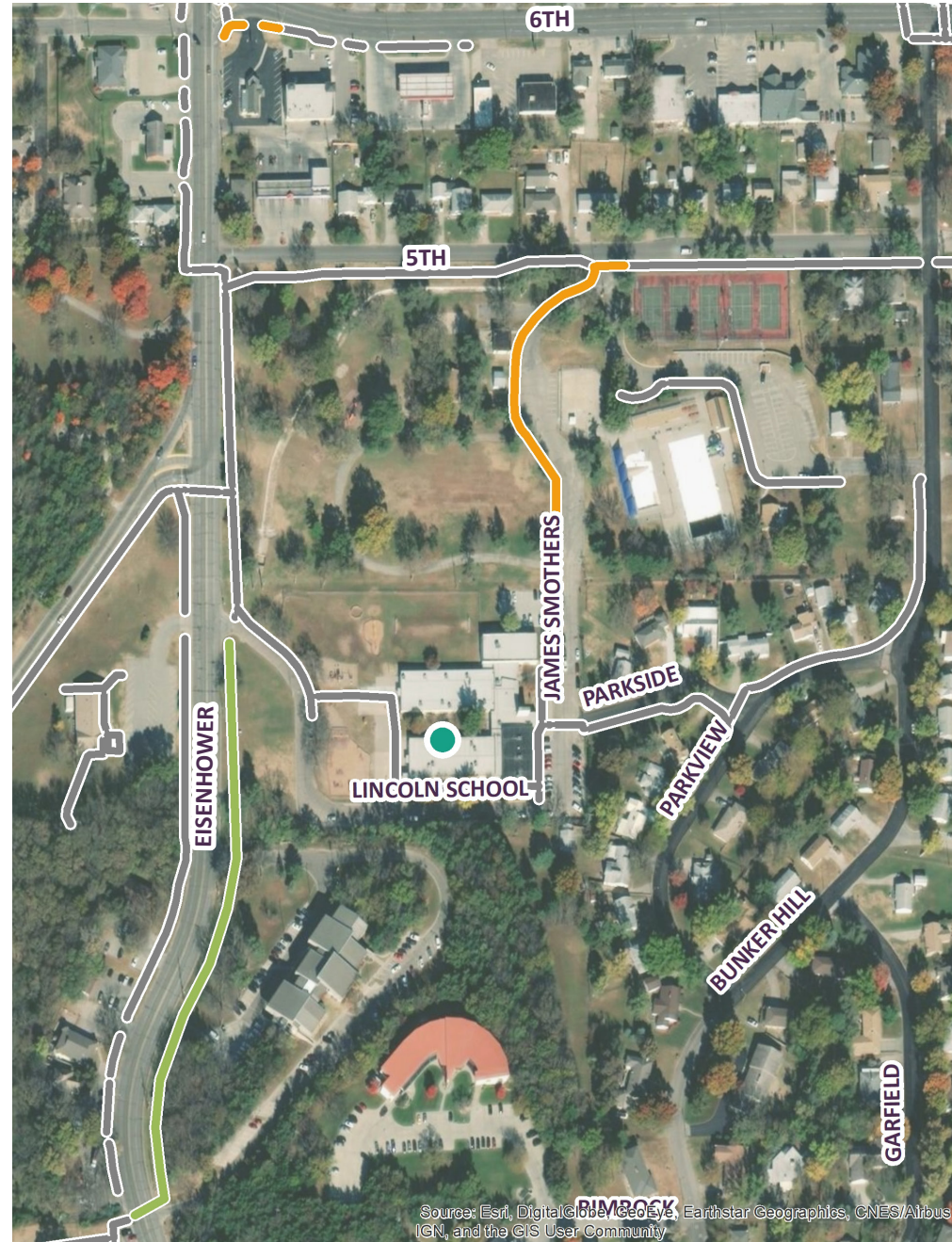
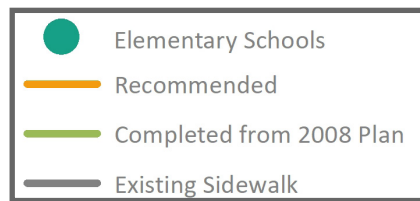


Figure 14: Lincoln Elementary sidewalk recommendations

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

*Recommendations from the 2008 Plan



Washington Elementary

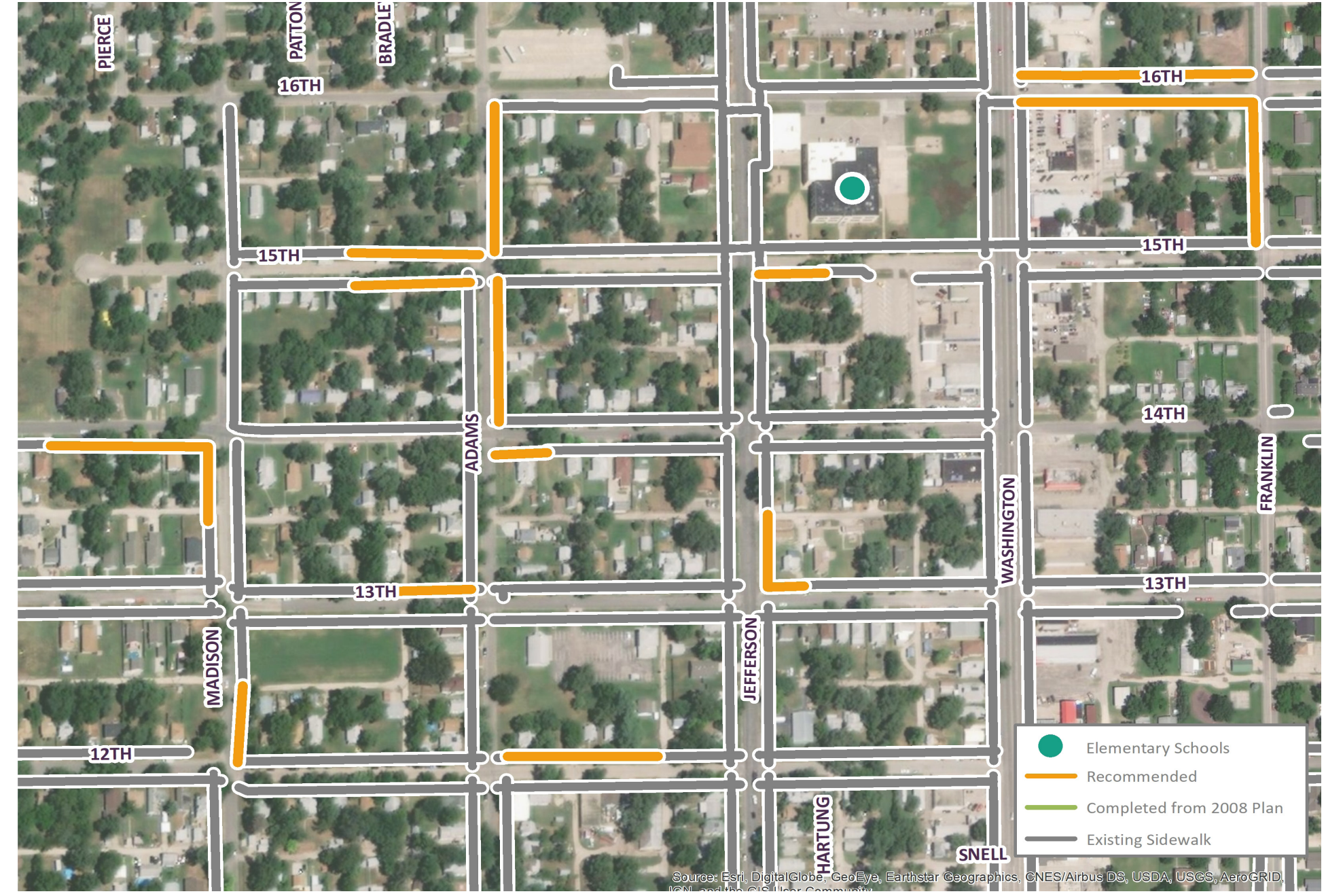
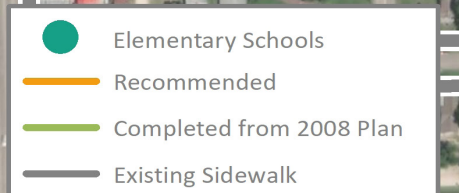


Figure 15: Washington Elementary sidewalk recommendations



Washington Elementary

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

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

*Recommendations from the 2008 Plan

Grandview Elementary

Current Conditions

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

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

There is a small parking lot located on the north side of the school. This lot is sometimes used to pick up and drop off children. However, in the afternoons, many parents park on the south side of Grandview Drive and wait for their children

to get out of school. This causes Grandview Drive to become congested and limits the visibility from the crosswalk. Although many children are picked up at the street and therefore do not need to cross, many children and their parents or guardians cross the street both before and after school. There are no sidewalks existing off school grounds, so people tend to walk on either edge of the street to avoid walking in the grass on people's lawns. There are crosswalks, however, at the intersection of State and Grandview, just west of the elementary school, but no sidewalks leading up to it.



Figure 16: Grandview Elementary crosswalk

Grandview Elementary



Figure 17: Grandview Elementary sidewalk recommendations

Recommendations	Action Taken
Sidewalks added on the north side of Grandview Drive between the school crosswalk and the Grandview-State intersection	
Sidewalk should be added south of Grandview Dr. from the Grandview-State intersection, to the edge of the school parking lot entrance, extend southward, then extend eastward to cross the parking lot and connect with the existing sidewalk on the school property	
Sidewalk should continue on the south side of Grandview Drive, extending east of the school crosswalk, around the curve, ending at Byrd St.	
Sidewalk should be added to the south side of Grandview Drive, extending west beyond the intersection of Grandview & State to Plaza St.	
Sidewalk should be added on the east side of State Avenue, extending from the southernmost crosswalk and north to the intersection of State and Castle	
Sidewalk should be added along the west side of State Ave. and extend onto the south side of Witt St.	
Sidewalk should extend from State Ave. at Anchor St. along the south side of Anchor, to Plaza St., then along the west side of Plaza to meet the existing sidewalk there	
The sidewalk on the school property should have an ADA accessible entrance onto the Grandview Ave. crosswalk	
All new sidewalks should be at least five foot wide to allow for multiple pedestrians and wheelchairs	
All new sidewalks should have ADA accessible ramps	

Sheridan Elementary

Current Conditions

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

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

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

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



Figures 18 & 19: Crosswalk on Jackson Street, directly adjacent to the west entrance of the elementary school.

Sheridan Elementary

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

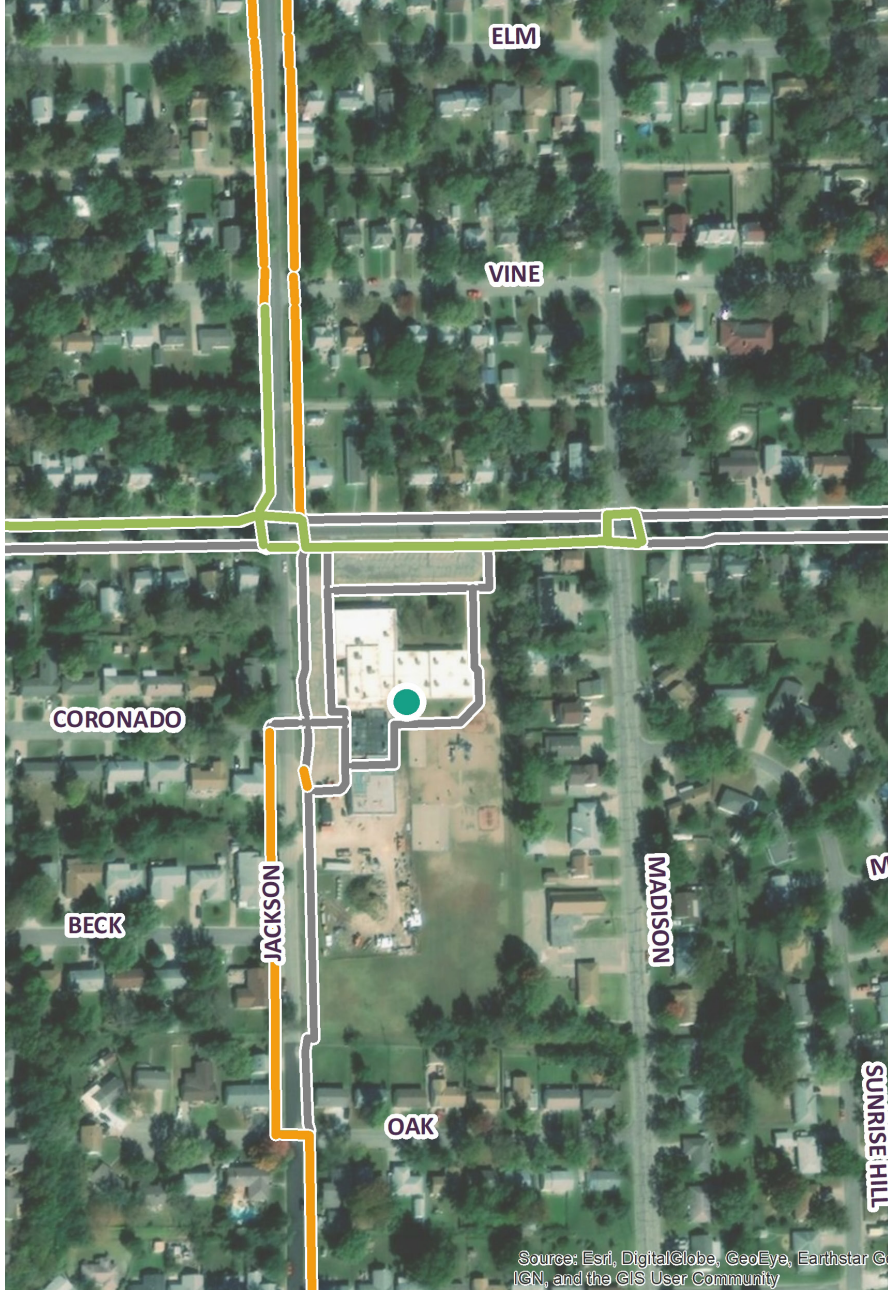
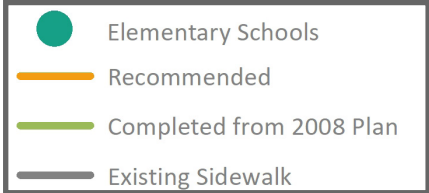


Figure 20: Close-up of Sheridan Elementary sidewalk recommendations

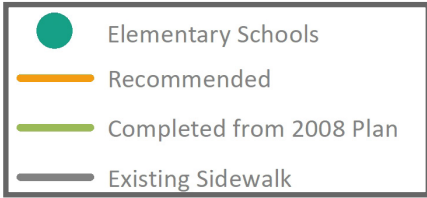
Sheridan Elementary



Figure 22: Sheridan Elementary sidewalk recommendations



Figure 21: Intersection of Jackson and Ash



Westwood Elementary

Current Conditions

The 2008 plan made recommendations that focused on the sidewalk adjacent to Eisenhower Boulevard, just south of the school toward 14th Street. This plan also recommended signage and crosswalks to correspond with additions made to the sidewalk network. These recommendations have since been implemented.

Many students who are picked up after school take an asphalt path that runs behind the school, shown in Figure 17, toward Custer Road, where their parents wait for them. This creates congestion on Custer. Further, the path is worn, narrow, and does not have handicap accessible ramps leading from it to the road. There are no crosswalks present on Custer, which is a residential street, and there are not any crosswalks at the intersection of Custer and Westwood. Westwood is a busy roadway in this neighborhood.



Figure 23: Intersection of Custer Road and Westwood Avenue



Figure 24: Path from school to Custer Road

Westwood Elementary

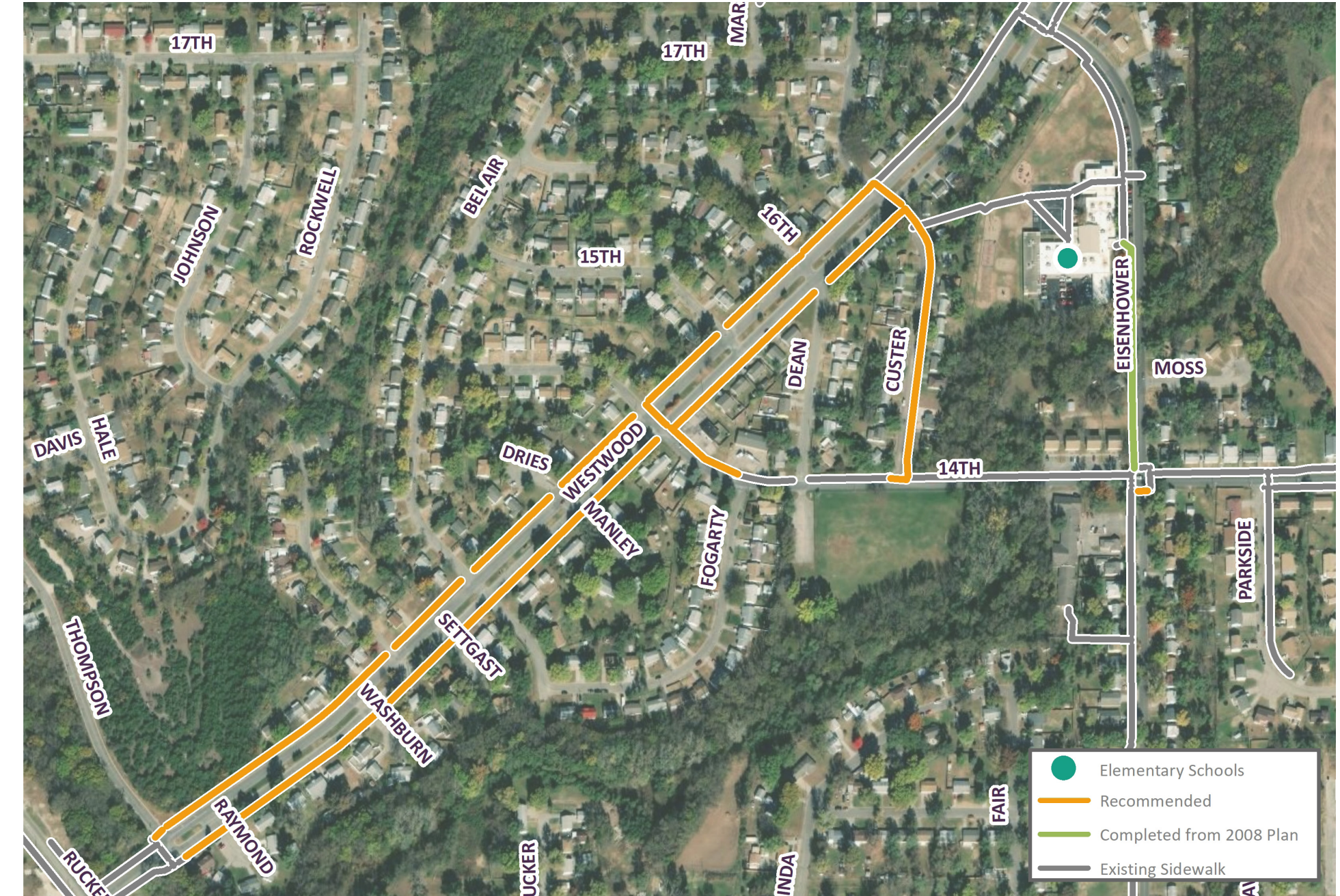


Figure 25: Westwood Elementary sidewalk recommendations

Westwood Elementary

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



Figure 26: Close-up of Westwood Elementary sidewalk recommendations

