



# KCPS Safe Routes to School Overview

Kansas City, Missouri

June 1, 2017 | [BikeWalkKC](#) | [Kansas City Public Schools](#) | [Healthcare Foundation of Greater Kansas City](#)



# About BikeWalkKC

BikewalkKC is a 501(c)(3) non-profit with a mission to redefine our streets as places for people to build a culture of active living.

We support regional partners in creating a community that is barrier free, has complete biking and walking access, and has a connected culture of active living.

BikeWalkKC provides a wide range of services including:

- Safe Routes to School Planning
- Public Education Programs
- Regional Encouragement Programs
- Bike Share Planning
- Complete Street Design
- Bike and Trail System Planning



# About Safe Routes to School

Safe Routes to School is the national movement to get more kids walking and biking to school.

Safe Routes to School focuses on providing incentives for students to walk or bike to school, and providing them a safe environment in which to travel.

The six E's define a proven, multi-pronged approach to get kids safely walking and biking to school:

- Evaluation
- Engineering
- Education
- Encouragement
- Enforcement
- Equity



# BikeWalkKC's Safe Routes Work in the Region

- North Kansas City
- Shawnee Mission
- Hickman Mills
- Wyandotte County
- Kansas City Public Schools



# SRTS in KCPS: Project Background

- Two year grant from the Health Care Foundation of Greater Kansas City to work with KCPS on long-term, policy focused, community planning SRTS project.
- Equity-focused project putting ground-level community engagement first and foremost.
- Goal: Implement tangible engineering, program, and policy recommendations, while building sustained engagement around active and safe transportation.



# SRTS in KCPS: Project Background

From 2014-2016, BikeWalkKC worked with partner schools to support students walking and biking to school, and to develop a district-wide strategy to achieve those outcomes.

Initial work focused on development of a data collection methodology, as well as a multi-pronged engagement effort, bringing together numerous and diverse partners from the school, neighborhood, City, and other organizations.

## Project Components:

- Arrival and Dismissal Observations
- Built Environment Assessment
- Direct Engagement & Surveys
- Policy Review
- Education Programming



# District Needs

- Access to physical activity
- Alternatives to the automobile
- Safe and comfortable built environment
- Efficient use of scarce resources



# School Selection



Crispus Attucks Elementary



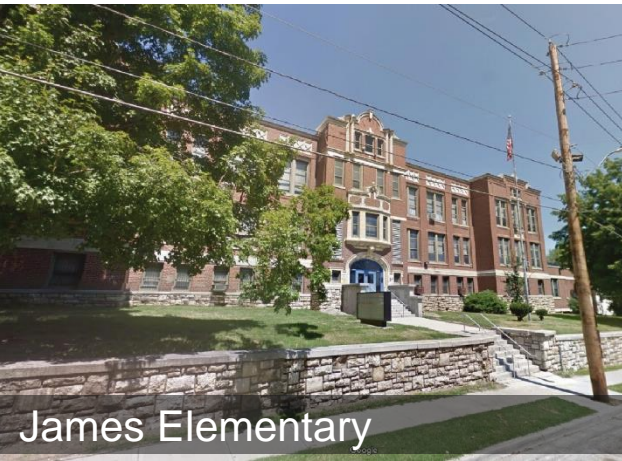
Garcia Elementary



Garfield Elementary



Gladstone Elementary



James Elementary



J. A. Rogers Elementary



Whittier Elementary



# Arrival / Dismissal Observations



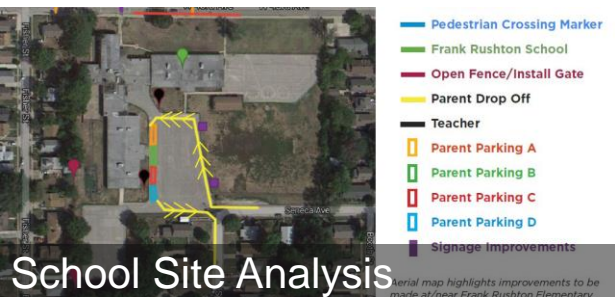
Observations



Review of School Procedures



Interviews



- Pedestrian Crossing Marker
- Frank Rushton School
- Open Fence/Install Gate
- Parent Drop Off
- Teacher
- Parent Parking A
- Parent Parking B
- Parent Parking C
- Parent Parking D
- Signage Improvements

School Site Analysis

erial map highlights improvements to be made at/near Frank Rushton Elementary.

KCPS Safe Route To School: % of Walkers and Bikers - Spring 2015			
School	Time	Date	% Walk or Bike
Attucks	AM	3/30/2015	4.05%
Attucks	PM	3/30/2015	11.89%
Garfield	AM	4/13/2015	13.65%
Garfield	PM	4/13/2015	10.45%
Garcia	AM	3/26/2015	3.33%
Garcia	PM	3/26/2015	16.55%
Gladstone	AM		23.17%
Gladstone	PM	4/15/2015	52.60%
James	AM	4/27/2015	33.85%
James	PM		62.40%

# Built Environment Assessment



GLADSTONE ELEMENTARY BUILT ENVIRONMENT OVERVIEW 1



**SIDEWALKS AND SAFE ROUTES**

- 0 - Sidewalk is not built or is completely deteriorated
- 1 - Poor (Significant cracks, heaving, or overgrowth that makes travel difficult.)
- 2 - Fair (Some cracks, heaving or overgrowth. Path usable with some caution.)
- 3 - Good (Some deterioration but path provides comfortable route overall)
- 4 - Very good (Very well maintained, providing very comfortable route)
- 5 - Brand new
- Priority Safe Routes to School Corridor

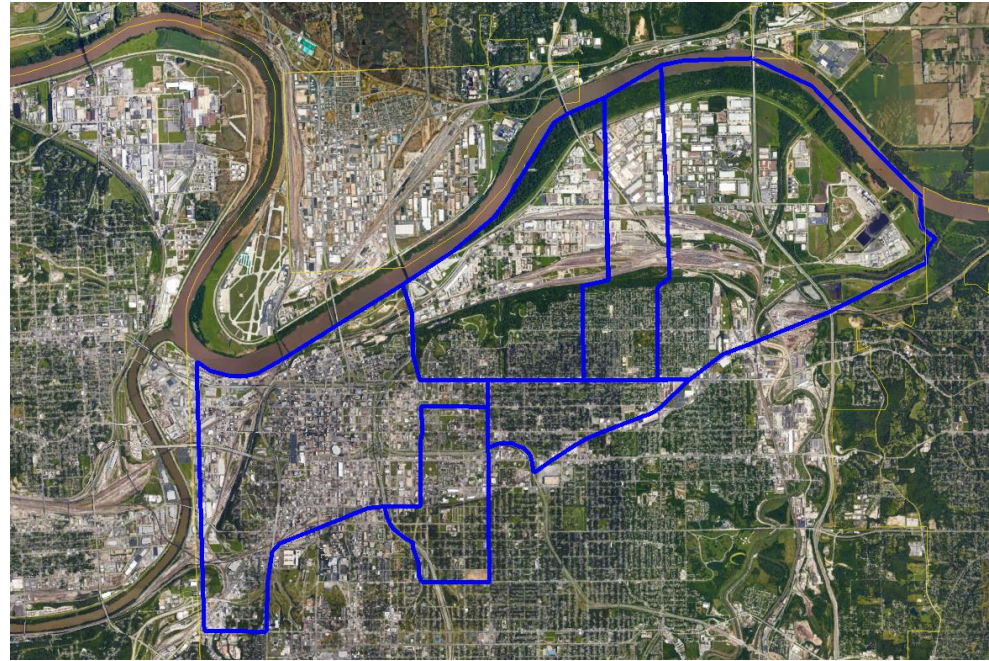
**SCHOOLS AND DESTINATIONS**

- SRTS school site
- Other KCPS school
- Park
- School attendance boundary



# Policy Review

- Local and Regional Planning
- Hazard Busing
- Attendance Boundaries
- School Zones
- Crossing Guards
- Student Arrival and Dismissal
- Bike Parking and Storage
- School Siting and Design



# Education Programming



Bicycle Lesson & Safety Training



Earn-a-Bike



Bike Club



Walk to School Day

# Findings: Common Barriers to Walking and Biking



Infrastructure



Personal Safety



Policy



Access and Awareness

# Additional Findings

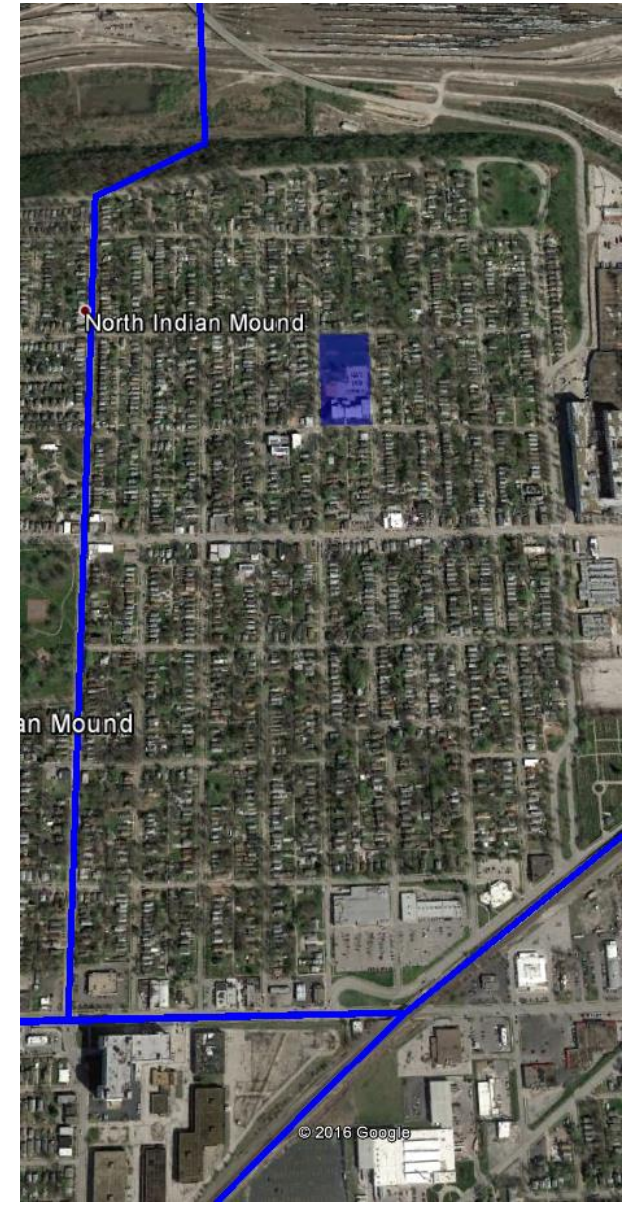
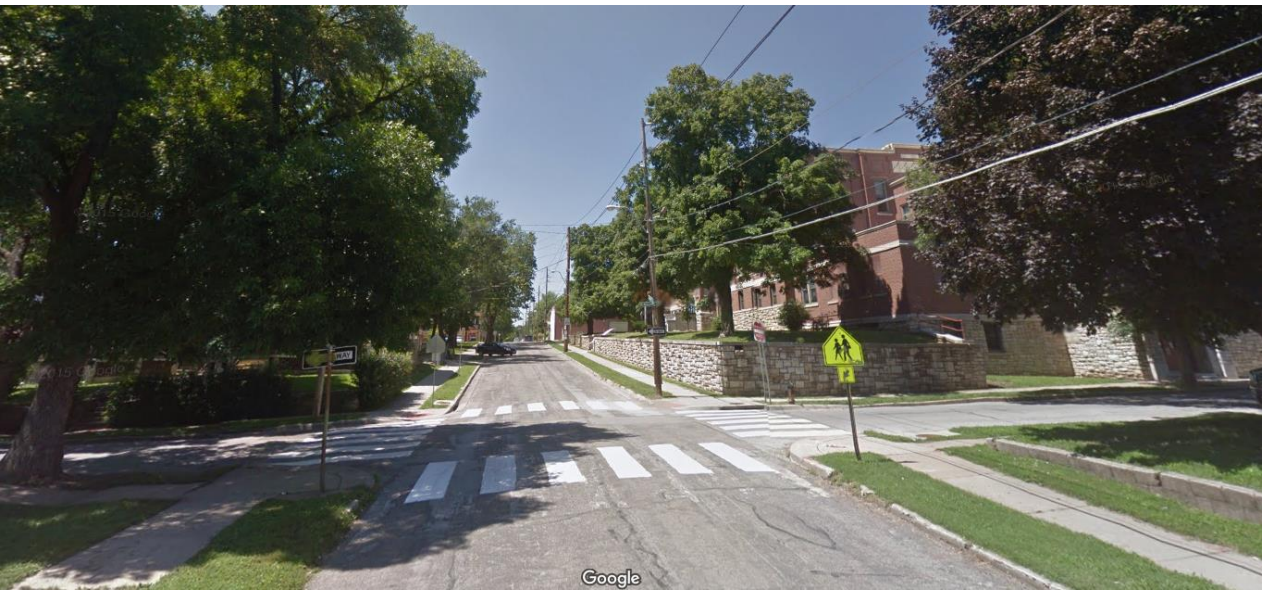
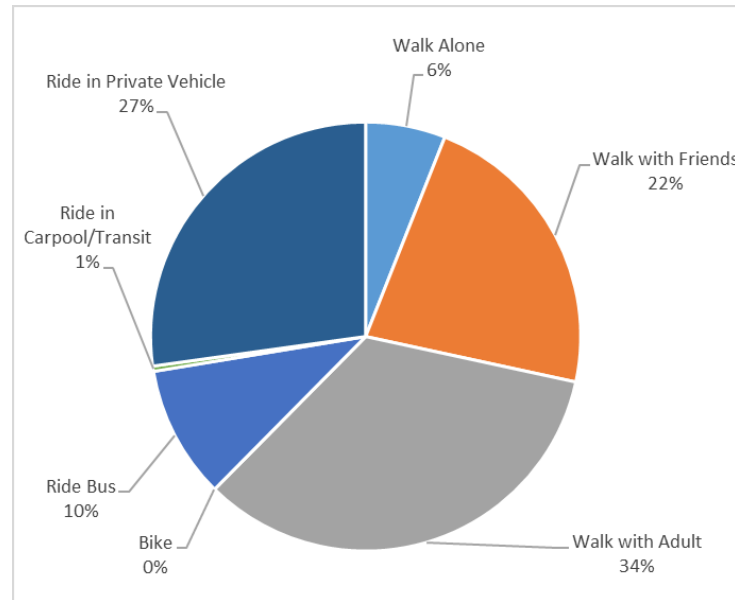
- No schools had a significant number of students who biked to school.
- Operational challenges create safety issues, but there are often simple changes to address concerns.
- There is significant variation in the level of walking and biking between schools.
- Strong relationship between quality of pedestrian infrastructure and % of students who walk or bike.
- Schools with a high percentage of walkers have few physical barriers.
- Schools with a high percentage of walkers have more complete sidewalk network.
- Attendance boundaries have a major impact on how many students walk to school.



# School Comparison

## James Elementary:

- No major barriers
- Short distances
- Sidewalk Improvements
- 62% Walking

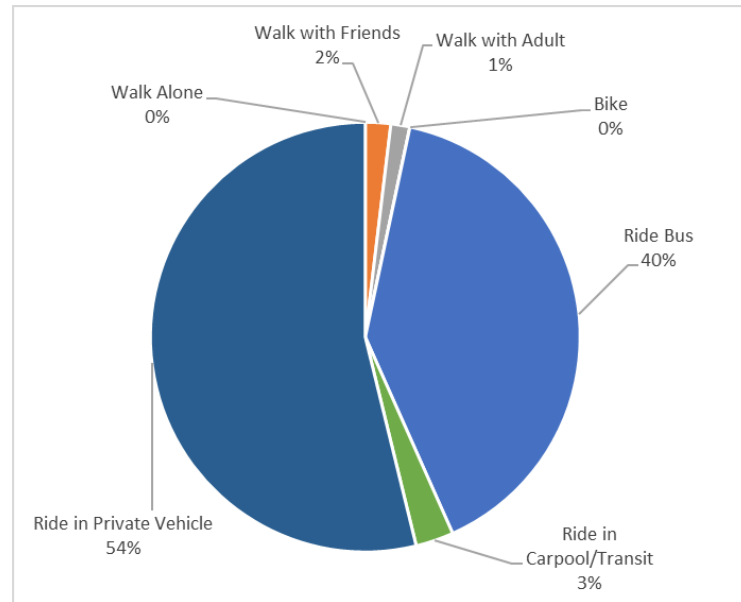




# School Comparison

## Garcia Elementary:

- Multiple Hwy Barriers
- Long Distances
- Safety Concerns
- 3% Walking



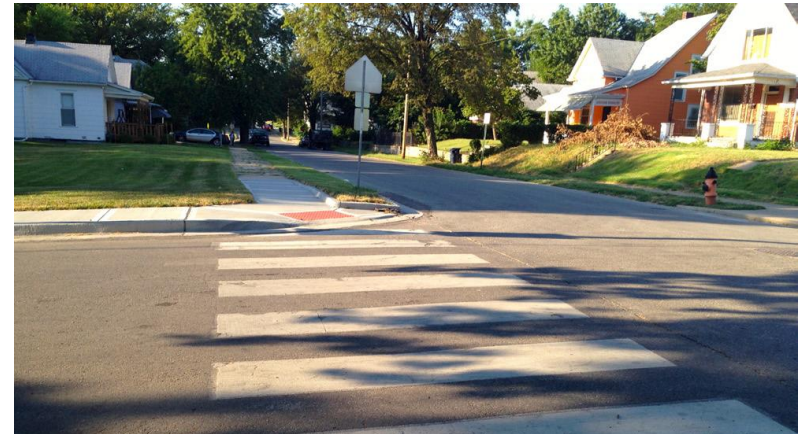
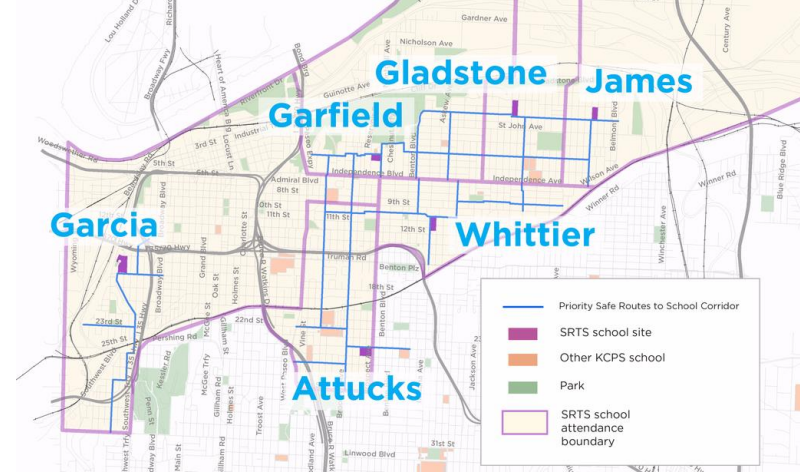
# Challenges

- Consistent data collection
- Limited district resources
- Making the case for Safe Routes
- Tailor approach to each school
- Staffing changes



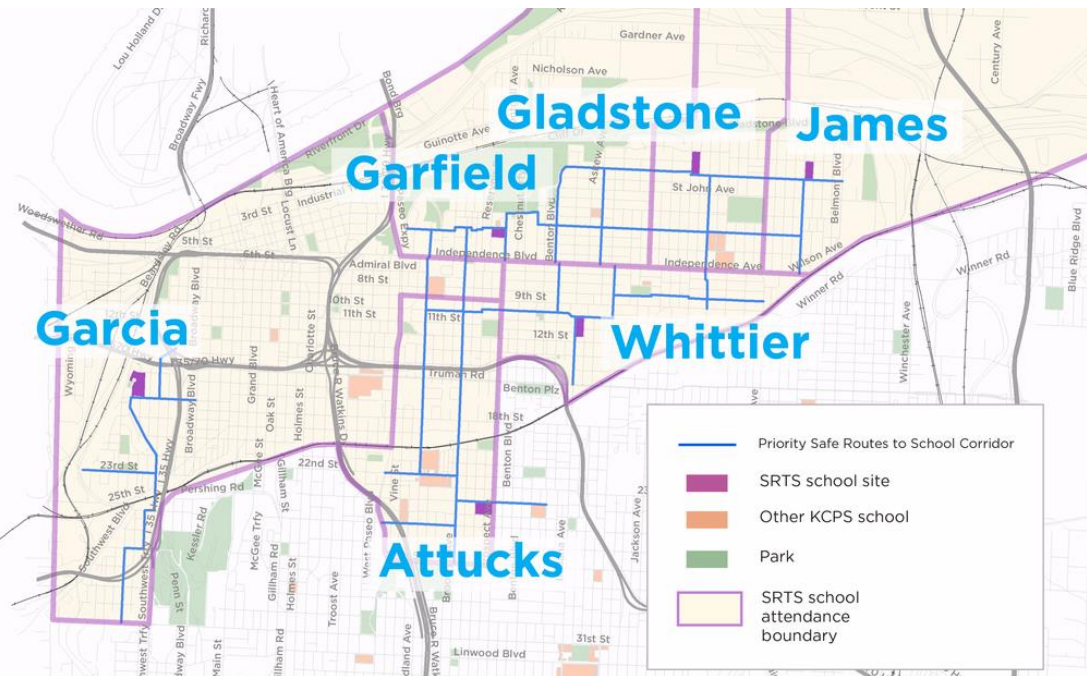
# The Big Opportunity

- Framework exists for multilayered, multi-partner strategy that benefits multiple groups and areas
- Infrastructure, programming, education, and engagement deployed together to be mutually supportive
- This project has strengthened partnerships at many levels, including individual schools, district admin, City, and neighborhood and community organizations
- Everyone benefits from better infrastructure, increased safety, active living, and local engagement – not just students



# Recommendations

- Priority SRTS Corridors
- Focus programming and outreach
- Continued education and engagement
- Strengthen mutual partnerships



# Next Steps

- BikeWalkKC is working with other partner organizations to analyze the collective impact of community engagement, and built environment and programming interventions at schools.
- Partners include:
  - KCMO Health Department
  - Children's Mercy Hospital
  - Score 1 for Health
  - City of Kansas City, Missouri
  - Many others!

