

# *Safe Routes to School Master Plan*

## *Flat Rock – Hawcreek*

### *School Corporation*



**PREPARED BY  
THE FLAT ROCK – HAWCREEK SCHOOL CORP. SAFE ROUTES TO SCHOOL TASK FORCE  
WITH ASSISTANCE FROM DLZ INDIANA, LLC**

**September 2013**





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The Flat Rock – Hawcreek School Corporation Safe Routes to School Task Force would like to thank all the parents, students, teachers, School Principals and the following people for their assistance, support, and feedback in the completion of the master plan:

**Flat Rock - Hawcreek School Corporation (FRHC)**

Dr. Kathy Griffey, Superintendent  
 Lisa Smith, Hope Elementary Principal  
 Shawn Price, Hauser Jr. – Sr. High School Principal  
 Jim Tedder, Director of Transportation and Facilities

**Flat Rock – Hawcreek School Board**

Andy Hunnicutt, School Board President  
 Brian Rose, School Board Vice-President  
 Greg Spurling, Board Member  
 Steven Wilson, Board Member  
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**Safe Routes to School Task Force Committee**

Amy Keller, Hope Elementary Counselor  
 Dave Irvine, Hauser High School Athletic Director  
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 Jim Tedder, Transportation and Facilities Director  
 Paulette Munn, Hope Elementary 1<sup>st</sup> Grade Teacher  
 Larry Simpson, Hope Community Center/Hope Star Journal  
 Mary Price, Volunteer  
 Greg Spurling, FRHC School Board Member



# E X E C U T I V E S U M M A R Y

This Master Plan addresses the desire of the Flat Rock – Hawcreek School Corporation (FRHC) Safe Routes to School (SRTS) Task Force to develop a plan to address issues that impede or discourage active transportation and to strategically identify barriers to walking and bicycling to Hope Elementary and Hauser Jr. High School.

The FRHC SRTS Task Force is comprised of representatives from the Town of Hope and the FRHC School Corporation.

FRHC administers the public education within the Flat Rock Township and Hawcreek Township in northeastern Bartholomew County. Hope Elementary and Hauser Jr. - Sr. High School share the same campus in a single large building. The elementary school is separated from Hauser Jr. - Sr. High School via locked interior doorways and they each have their own separate exterior entry points.

An assessment of the Hope Elementary School and Hauser Jr. High School involved with this Master Plan took place during the winter/spring of 2013. Criteria were then identified for the most practical and beneficial infrastructure projects and non-infrastructure activities as they pertain to FRHC.

The top four infrastructure projects, in the order of priority, were determined to be:

1. Adding sidewalks within the school campus
2. Construct sidewalks within Goshen Meadows and along Hauser Drive
3. Provide sidewalks and crossings from Hope Community Center to the east side of the school property along CR 750 E.
4. Upgrade sidewalks and crosswalks within the Town of Hope

If the Indiana Department of Transportation (INDOT) issues a call for funding of SRTS Infrastructure Projects, the Task Force can pursue funding request through the SRTS grant process by utilizing the information presented in this Master Plan.





# ***SECTION 1***

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## ***THE SAFE ROUTES TO SCHOOL PROGRAM***



## ***SECTION 1 – THE SAFE ROUTES TO SCHOOL PROGRAM***

### **FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN**

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In general, population shifts in communities nationwide have caused schools to become located farther and farther away from urban locations and be placed on the fringes of urban settings where land is less expensive and the schools are closer to growing suburban areas. In addition, in an attempt to schedule their busy lives, parents and caregivers have been either driving their children to school or using the school transportation system in ever-increasing numbers.

As a society, obesity in children and adults has increased rapidly in the United States. Since 1970, the percentage of children who are overweight has more than doubled and the percentage of overweight adolescents has tripled. Data collected in 2007 by the Indiana Department of Health (Division of Nutrition and Physical Activity Department) indicated that almost 30 percent of Indiana’s children aged 10 to 17 years old were either overweight or obese.

The National Safe Routes to School (SRTS) initiative was founded in an effort to combat childhood obesity and to foster the development of safe walking or biking conditions on routes that children use to access schools. The initiative seeks to address issues that impede or discourage active transportation and to strategically identify barriers to walking and bicycling and ultimately employ a combination of solutions to overcome them by implementing the SRTS Program.

The SRTS program works in conjunction with other health programs implemented statewide and nationwide such as the “INShape Indiana” health initiative created by Indiana’s Former Governor Mitch Daniels and the “Let’s Move” campaign by First Lady Michelle Obama.

The SRTS program applies only to elementary and middle school students (from kindergarten through eighth grade) to encourage an active lifestyle at an early age and develop healthy and independent adults. The program is also focused on accommodating a wider range of users, including children with disabilities.

With the SRTS program, communities can return to a way of life that allows children to arrive and depart from school safely and efficiently, reduces traffic congestion, improves air quality, and encourages citizens to become physically active through a combination of safety education, encouragement programs, traffic enforcement, engineering treatments, and performance evaluation.

### ***INTRODUCTION – WHAT IS SAFE ROUTES TO SCHOOL?***

According to documents provided by SRTS, the concept originated in the 1970’s in Odense, Denmark, as a result of a spate of student pedestrian fatalities and injuries. In response, the City of Odense made a concerted effort to develop a network of pedestrian and bicycle paths near schools, reduce the posted speed near the vicinity of the schools, narrowed

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roads, and built traffic islands. The City noted that since the implementation of the program, the number of crashes decreased by 82%.

By the mid 1990's, the program reached the United States when a concept project was started in the Bronx, New York City. In 2000, the National Highway Traffic Safety Administration funded two \$50,000 pilot SRTS projects in Marin County, California, and Arlington, Massachusetts. After two years, the programs increased the number of students walking and bicycling to school from approximately 21% to 38% (walking) and from 42% to 56% (bicycling).

According to SRTS program information, the United States Federal Government included funding for national SRTS programs through the Federal Transportation Bill Section 1404 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU) in 2005. The U.S. Congress approved \$612 million in funding for five years of state implementation of SRTS programs in all 50 states and the District of Columbia. Congress has extended the program at \$183 million per year starting in 2010 until a long-term transportation reauthorization is complete. Communities are using this funding to construct new bicycle lanes, pathways, and sidewalks, as well as to launch SRTS education, promotion and enforcement campaigns in **elementary** and **middle schools**. Unfortunately, high schools are not eligible for inclusion in the SRTS program.

From 2005-2009, the State of Indiana was awarded approximately \$12,000,000 to fund projects throughout different urban and rural communities. In 2010, the Indiana Department of Transportation (INDOT) allocated \$3,400,000 in federal funds to 39 Indiana applicants to implement infrastructure projects and non-infrastructure programs for the statewide program.

### **PROGRAM OBJECTIVES**

As stated previously, the three primary objectives of the National SRTS program include:

1. To enable and encourage children, including those with disabilities, to walk and bicycle to school;
2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and,
3. To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

To become a bicycle and pedestrian friendly community requires providing a solid blueprint for action to achieve the primary SRTS program objectives. The following elements should be evaluated in order to achieve the SRTS program objectives and be used as a starting point for the development and monitoring of future strategies:

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**Traffic Safety** is a primary concern of parents whether they have school children or they are pedestrians or motorists. In many locations, bicyclists, motorists, and pedestrians must share narrow, high traffic roadways. Crossing busy intersections is often cited as the main reason why children are not allowed to walk or bicycle more often. Effective implementation is vital for the success of the SRTS program. It has been written that educational programs, enforcement, and active pursuit of funding for more sidewalk and other infrastructure safety improvements are necessary to promote non-motorized use.

The SRTS program contemplates a variety of perceptual **barriers** that prevent children who are within a reasonable distance from walking and bicycling to school from being allowed to do so. The SRTS program implements actions to develop strategies geared to minimize and correct primary barriers such as fear of crime or personal safety, school location, changes in weather, lack of sidewalks, curb ramps and crosswalks, and poor lighting.

The SRTS program urges communities to take measurable steps toward the goal of **reducing traffic congestion and fuel consumption and improving air quality**. Based on SRTS literature, the effects of modernization and development around towns and cities include more distant school locations and a shift in transportation practices. Driving to school has significantly contributed to increased auto use. Current Federal Highway Administration (FHWA) estimates indicate that the “school run” adds 20-30 percent to traffic volume during the morning commute. The effects of increased automobile traffic go beyond safety concerns. The Environmental Protection Agency (EPA) reports that transportation is the fastest growing source of greenhouse gas (GHG) emissions in the United States. Greenhouse gases are components of the atmosphere that contribute to the greenhouse effect that warms the planet. By reducing traffic congestion, vehicle exhaust emissions, noise, and energy consumption, the SRTS programs will reduce vehicle miles traveled and benefit the environment.

The communities that undertake SRTS programs are going to pursue sustained efforts to improve the health and well-being of students by **enabling and encouraging children to lead more active and healthy lifestyles**. It is commonly accepted that obese children stand a higher risk of Type II diabetes, aggravating existing asthma, sleep apnea, and decreased physical functioning. Part of the solution to reverse these trends includes the amount of time children spend exercising. In order to help develop lifelong habits of behaviors ingrained during childhood often translate into lifelong habits. Experts recommend that children get at least 60 minutes of physical activity on most, if not all, days of the week. Convincing or allowing students to walk or bicycle to school is one method to increase physical activity among children and help reverse the detrimental childhood health trends of the last thirty years.

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## **FUNDING AND TYPICAL SAFE ROUTES TO SCHOOL PROGRAM/PROJECT APPLICATIONS**

As discussed previously, the Indiana Department of Transportation (INDOT) administers a grant program from which funds can be awarded to local communities/municipalities and/or school districts in order to fund the development of Master Plan documents that describe how the applying entity anticipates implementing SRTS initiatives and projects that address one or more of the objectives.

INDOT, acting as the custodian of the Federal SRTS funds, allows communities to apply for funds to begin implementing the Master Plan. INDOT's selection committee determines which proposals have the ability to impact the most people in the most cost-effective manner. The funds are typically spread over the six (6) INDOT Districts.

Once the funding has been allocated to the applying entity, the funding for all eligible aspects of the SRTS projects are 100% reimbursable.

There are two (2) distinct categories of projects eligible for funding through the SRTS program: Infrastructure and Non-infrastructure projects.

- Infrastructure projects consist of capital improvements within a two-mile radius of an elementary or middle school that make it safer or more convenient for children and adults to walk or bicycle to school. Infrastructure projects (or physical improvements) can include changing the drop-off pattern on the school grounds, installing new sidewalks, adding bike lanes to streets that surround the school, providing bike racks for the school, providing curb ramps, physical traffic calming measures to reduce traffic speeds and volumes, and/or improving the visibility of pedestrian crossings (both at midblock and intersection locations). These projects typically involve the planning, design, and construction of facilities.
- Non-infrastructure projects consist primarily of developing programs that educate, encourage, and enforce activities that promote and raise awareness or modify existing behaviors, attitudes, and social norms to make it safer for children to walk and bicycle to school. In general, non-infrastructure projects should increase the likelihood of programs becoming institutionalized once in place. The most effective non-infrastructure activities are conducted within the framework of a community coalition.

INDOT has established a statewide funding target of 70% of their funding allocation for infrastructure projects with a cap of \$250,000 per awarded project.

A list of eligible infrastructure projects is summarized in Figure 1-1.

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#### **SAFE ROUTES TO SCHOOL EXAMPLES OF INFRASTRUCTURE PROJECTS**

- Sidewalk Improvements
  - New sidewalks
  - Widened sidewalk
  - Sidewalk gap closures
  - Curb ramps
- Pedestrian/Bicycle Crossing Improvements
  - New or upgraded traffic devices
  - Crosswalks
  - Pavement markings
  - Traffic signs
- On-Street Bicycle Facilities
  - New bike lanes
  - Turning lanes
  - Channelization
- Traffic Diversion Improvements
  - Reducing motor vehicle traffic adjacent to school facilities
- Pedestrian Facilities
  - New trails
- Traffic Calming Measures
  - Roadway median
  - Pedestrian refuges
  - Full and half-street closures
  - Speed humps
- Bicycle Parking Facilities
  - Bicycle racks
  - Bicycle lockers

**Figure 1-1 – Examples of Infrastructure Projects**

INDOT has established a statewide funding target of 30% of their funding allocation for non-infrastructure projects with a cap of \$75,000 per awarded project.

Examples of non-infrastructure programs might include but are not limited to the activities summarized in Figure 1-2.

#### **SAFE ROUTES TO SCHOOL EXAMPLES OF NON-INFRASTRUCTURE PROJECTS**

- Plan Development
  - Master Plan
  - School travel plan
- Encouragement Activities
  - Competitions among grades
  - Scheduled days for walking or biking
  - Mileage clubs
  - Walking school buses and bike trains
- Education Materials
  - Safe walking and bicycling pamphlets
  - Video materials
- Crossing Guard Training
  - Training sessions
- Student Training
  - Pedestrian safety training
  - Safe biking techniques
- Traffic Enforcement Activities
  - Increase speed enforcement presence
  - Speed trailers
  - Monitoring of schools zones
  - Traffic calming measures
- Equipment Purchases
  - Clothing and equipment for crossing guards
  - Portable in-road signs

**Figure 1-2 – Examples of Non-Infrastructure Projects and Activities**

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SRTS infrastructure and non-infrastructure projects largely center around core areas or key elements referred to as the “Five (5) E’s” – Education, Encouragement, Enforcement, Engineering, and Evaluation.

- **Education**–Teaching children and adults about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, launching driver safety campaigns in the vicinity of schools, and involving parents in safety programs. Education programs can also incorporate health and environment messages.
- **Encouragement**–Using events and activities to promote walking and bicycling; i.e. Walk to School Days, Walking Wednesdays, voluntary Walking School Buses.
- **Enforcement**–Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools and initiating community enforcement to change unsafe behaviors of drivers, as well as pedestrians and bicyclists such as crossing guard programs.
- **Engineering**–Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails, and bikeways.
- **Evaluation**–Collecting data is important at the beginning of the project in order to identify and address areas of concern. Ongoing evaluation after the SRTS is implemented helps to keep a project on track and to document changes at different points in time to guide program development.

A successful SRTS program identifies a number of specific strategies involving the “Five E’s” to achieve goals and eliminate the barriers to increase the number of children walking and bicycling to/from schools within the community.

## **STEPS TO IMPLEMENT A SAFE ROUTES TO SCHOOL PROGRAM**

**STEP 1 – FORM A SRTS COMMITTEE:** The SRTS program emphasizes community participation in the development and implementation of a project and/or program. SRTS requires that a team or committee be made up of partners including school representatives, local government, and community representatives who are committed to preparing, writing, and following through with the SRTS program and any established strategies.

**STEP 2 – RESEARCH PLANNED IMPROVEMENT PROJECTS AND STUDIES:** The SRTS Task Force must research the inventory of planned improvements slated for the community at-large and attempt to coordinate applicable SRTS construction projects in order to develop a comprehensive transportation system within the community. The SRTS Task Force must



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### FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN

utilize recommendations from approved feasibility studies or comprehensive plan studies in order to ensure that top priority projects promote and encourage increased bicycle and pedestrian activity.

**STEP 3 – CONDUCT SCHOOL SITE ASSESSMENT:** The SRTS Task Force must assess each school location, enrollment, contact information, and review existing biking and walking policies. The SRTS Task Force will evaluate and develop an understanding of the routes by which children travel to school.

**STEP 4 – CONDUCT STUDENT AND PARENT SURVEY:** A comprehensive survey must be distributed among parents whose children attend the elementary and middle schools participating in the SRTS Master Plan, using standard forms and procedures for the SRTS programs.

**STEP 5 – ASK THE COMMUNITY WHAT THEY THINK:** The SRTS Task Force must implement outreach opportunities for the public to comment on bicycle and pedestrian issues and discuss development and the evolution of the SRTS program in order to enhance public interaction and involvement.

**STEP 6 – CREATE A SRTS MASTER PLAN:** The Master Plan will summarize data from surveying students and parents, school site assessments, and public meetings with the community, in addition to identifying the barriers and hazards of children walking and bicycling to school, and recommend solutions by utilizing the “Five E’s” – Education, Encouragement, Enforcement, Engineering, and Evaluation. The Master Plan will contain detailed project information, estimated costs, and next step recommendations available for the SRTS committee to move the recommendations forward.

**STEP 7 – APPLY FOR FEDERAL FUNDING:** Prior to the submittal of an application to INDOT for infrastructure and/or non-infrastructure projects from the Federal SRTS Program, the SRTS Committee must evaluate the Master Plan to identify priority projects. Relevant data/information for the proposed project is required on the application and is available on the Master Plan.

#### *List of Sources and References*

- *Safe Routes to Schools: A Transportation Legacy, Report of the National Safe Routes to School Task Force* ([www.saferoutesinfo.org](http://www.saferoutesinfo.org))
- U.S. Environmental Protection Agency: *National Idle-Reduction Campaign* ([www.epa.gov/otaq/schoolbus/antiidling.htm](http://www.epa.gov/otaq/schoolbus/antiidling.htm))
- U.S. Environmental Protection Agency: *Greenhouse Gas Emission From U.S. Transportation Section (1990-2003)* ([www.epa.gov/oms/climate/420r06003summary.htm](http://www.epa.gov/oms/climate/420r06003summary.htm))
- *National Safe Routes to School (SRTS)* (<http://safety.fhwa.dot.gov/saferoutes/>)
- *“Let’s Move” Program Information* ([www.letsmove.gov](http://www.letsmove.gov))
- *Indiana Healthy Weight Initiative, Indiana State Department of Health – Division of Nutrition and Physical Activity* ([www.inhealthyweight.org/223.htm](http://www.inhealthyweight.org/223.htm))
- *U.S. Centers for Disease Control and Prevention: Overweight and Obesity* ([www.cdc.gov/obesity/index.html](http://www.cdc.gov/obesity/index.html))



# ***SECTION 2***

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***FLAT ROCK - HAWCREEK  
SCHOOL CORPORATION  
SAFE ROUTES TO SCHOOL TASK FORCE  
AND THE  
SAFE ROUTES TO SCHOOL GRANT***



## **SECTION 2 –FLAT ROCK – HAWCREEK SRTS TASK FORCE AND THE SRTS GRANT**

### **FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN**

The Flat Rock – Hawcreek School Corporation (FRHC) Safe Routes to School (SRTS) Task Force is comprised of representatives from the Town of Hope, Hope Community Center and the Flat Rock – Hawcreek School Corporation. Other local organizations that support the efforts of the FRHC SRTS Task Force include the Town of Hope Police Department, FRHC School Board and the Bartholomew County Highway Department.

The FRHC SRTS Task Force is committed to allowing all students to utilize physically active transportation, such as walking and bicycling for a safe and enjoyable trip to school. More students walking and bicycling to school should, in turn reduce school-related traffic congestion from school-related vehicle trips (whether by a personal vehicle or a school corporation-owned bus). Moreover, the Task Force recognizes that walking and biking to school is one way to increase the fitness of students and reduce the risk of chronic diseases.

The FRHC SRTS Task Force was awarded a grant to create an overall Master Plan. The Master Plan aims to address the issues that don't allow active transportation such as walking and bicycling.

The Task Force should be aware that a philosophical change will be necessary in order for the community to fully adopt and implement some of the recommendations from the Master Plan. All of the stakeholders including parents, community leaders, and law enforcement personnel will need to work closely with the SRTS Task Force as schools develop new policies, infrastructure is improved, and new concepts are presented to the community. An attractive byproduct of the implementation of the SRTS Master Plan recommendation will be the improvement of the quality of life for the residents of the Town of Hope.

The SRTS Master Plan utilized information presented in the Town of Hope Comprehensive Plan (2012). Information from the Hope Comprehensive Plan is presented in Sections 3 and 4 of this report.

The end result of the SRTS Master Plan will be a prioritized list of projects for the FRHC SRTS Task Force to utilize as it pursues federal funding for Phase II of the SRTS program, enact policy recommendations, and encourage the development of new infrastructure and non-infrastructure improvements.



# ***SECTION 3***

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## ***FLAT ROCK - HAWCREEK SCHOOL CORPORATION OVERVIEW***





## SECTION 3 – FLAT ROCK – HAWCREEK OVERVIEW

### FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN

The following information is excerpts from the Town of Hope Comprehensive Plan dated 2012:

#### Regional Context

The Town of Hope is located in Haw Creek Township in the northeast corner of Bartholomew County (Figure 3-1). Hope is approximately 45 miles southeast of Indianapolis, 15 miles south of Shelbyville, 19 miles west of Greensburg, 17 miles northeast of Columbus and 15 miles southeast of Edinburgh. The future of Hope is greatly influenced by its proximity to these larger population centers. Many of the residents living in Hope commute daily to these areas. The interrelationship between the Town and these areas is expected to grow as populations move out of the urban centers to smaller, more rural communities, potentially increasing growth pressures on Hope and also providing opportunities for job growth.

#### History of Hope

Bartholomew County was founded in 1821, and named for Lt. Colonel Joseph Bartholomew, an Indiana Militia leader wounded at the Battle of Tippecanoe. Haw Creek Township was created in 1829. In 1830, Martin Hauser and Thomas Essex (members of the Madison County White River Moravian Mission of North Carolina) purchased a 240-acre site and founded the community of Hope, which was originally named Goshen. The name was changed to Hope, after a Moravian town in North Carolina, to avoid confusion with the Goshen post office in northern Indiana.

Hope was laid out in 1837 with thirty-seven lots and a town square. The town was focused around the Moravian congregation led by Martin Hauser. An election was held in 1859 that resulted in incorporation of the Town of Hope and the first Town Board was elected that year. The original downtown area of Hope was added to the National Register of Historic Places (NRHP) in 1991 (#91001864) as an historic district. The district is generally bordered by Haw Creek, Grand Street, Walnut Street, and South Street and includes 205 buildings.

Indiana Landmarks has performed its own evaluation and identified 263 buildings with historic significance within the historic district and an additional four structures east of the district. This new evaluation was recently performed and the results are to be published around the time of adoption of this plan.



Figure 3-1. Historic Map of Bartholomew County

## **SECTION 3 – FLAT ROCK – HAWCREEK OVERVIEW**

### **FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN**

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#### **Police Protection**

The Hope Police Department consists of the Town Marshal, two full time officers, 13 reserve officers, five dispatchers, and one animal control officer. The Police Department is housed at 711 Harrison Street.

#### **Parks and Recreation**

The Town owns several properties with limited facilities. A small parcel on Aiken Street across from the east end of Washington Street includes a small pavilion and historically was used as a play area. The Town also owns a two acre parcel in the northwest corner of town on Jackson Street and 1.75 acres off Brookside Drive that consists of greenspace. Other recreation facilities are located on the grounds of the schools and the Town Square.

#### **Educational Facilities**

Hope is in the Flat Rock-Hawcreek School Corporation, which includes one elementary school and one junior/senior high school on a single campus. Hope Elementary School, located at 9575 N State Road 9, houses kindergarten through sixth grade and special education programs. The award-winning Hauser Jr.-Sr. High School, located at 9273 N State Road 9, houses grades 7-12.

# ***SECTION 4***

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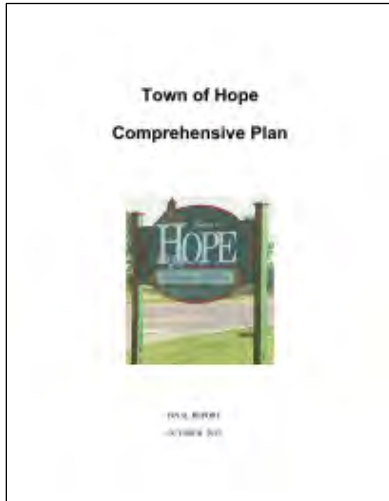
## ***RELATIONSHIP TO OTHER PLANS AND POLICIES***



## SECTION 4 – RELATIONSHIP TO OTHER PLANS

### FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN

#### **TOWN OF HOPE COMPREHENSIVE PLAN**



In 2012, the Hope Town Board and the Town of Hope Planning Commission adopted the Town of Hope Comprehensive Plan. The goal of the comprehensive plan was to “accommodate development in a timely, orderly, and efficient arrangement of land uses and public facilities and services that meet the needs of present and future residents”. The Comprehensive Plan contains goals and policies meant to encourage pedestrian-oriented development, including the provision of new pedestrian facilities in new development.

The following Comprehensive Plan goals and objectives are supported by the adoption of the Flat Rock – Hawcreek School Corporation SRTS Master Plan:

#### **1. Goals and Objectives for Community Character**

##### **A. *Preserve and enhance historic structures and places in the community.***

- Objective 1: Encourage new development that architecturally blends in with existing historical structures.
- Objective 2: Develop a Beautification Committee to work with homeowners to enhance landscaping along SR-9 and entry points to Hope.
- Objective 3: Work with Heritage of Hope, Incorporated’s Historic Preservation and Quality of Life Division to develop a new historic overlay zoning district with development standards, for the area identified as a historic district in the National Register of Historic Places, which includes the area around the square.
- Objective 4: Increase ongoing annual revenue stream to the town to be used to make improvements.

## **SECTION 4 – RELATIONSHIP TO OTHER PLANS**

### **FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN**

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#### **B. *Make it visually apparent that Hope is a special community.***

- Objective 1: Use Hope's Economic Development Income Tax (EDIT) dollars to beautify the town.
- Objective 2: Establish unique gateways at major entry points so people know when they are entering Hope.
- Objective 3: Work with Heritage of Hope, Inc. to implement design standards for all public improvements that establish a thematic, unified look for Hope.
- Objective 4: Formalize the Town's street tree installation policy so that it is clear and there is a plan for location, type of trees, and requirements for installation and replacement.

#### **C. *Continue to encourage and facilitate community involvement.***

- Objective 1: Recruit and develop additional leaders in the community that reflects the diversity of the population of Hope.
- Objective 2: Recognize, support, and collaborate with the Welcome Center, Chamber of Commerce, Star-Journal, and others in sharing good news.
- Objective 3: Actively solicit and seek input from community residents and business owners on key issues affecting Hope.
- Objective 4: Gain more community involvement by utilizing invitations made in person by community leaders to targeted small groups.

## **2. Goals for Schools, Public, and Government Services**

#### **A. *Continue to be a partner to the school corporation in their efforts to provide a quality educational experience.***

- Objective 1: Coordinate with the school corporation on all planning efforts for both the Town and the school corporation.*
- Objective 2: Invite the school corporation to become part of the development review committee.
- Objective 3: Formally consider the impact of all development requests on the school corporation.
- Objective 4: Increase ongoing annual revenue stream to the school corporation.

## **SECTION 4 – RELATIONSHIP TO OTHER PLANS**

### **FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN**

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#### **B. Develop and enhance recreation and social activities and opportunities for all residents.**

*Objective 1: Develop a walking trail that connects schools, the Community Center, and the Town Square.*

Objective 2: Work out an agreement with the school corporation to open their facilities to provide more community recreation choices, including intramural sports and fitness programs.

#### **C. Maintain or improve the Town's services to its residents and businesses.**

Objective 1: Be proactive in communicating and encouraging compliance with Town policies and regulations such as the Community Center's Earth Day Clean-Up.

Objective 2: Formally consider adding a Town Manager position, possibly part-time, to assist in implementation of the policies of the Town Council and represent the community at various civic functions (County Master Plan Committee, etc.).

Objective 3: Provide a higher level of service for code enforcement through the use of ticketing.

Objective 4: Provide a higher level of service for waste disposal through the provision of curbside recycling and trash pick-up.

Objective 5: Maintain service levels for snow removal, stormwater management, planning, building permits, and inspections.

#### **D. Continue to support the Town's police department and volunteer fire department and ambulance service.**

Objective 1: Maintain service levels for police.

#### **E. Ensure residents of mobile home parks have an emergency shelter available upon notification of emergencies.**

Objective 1: Require police and volunteer fire to work with local churches and schools to get residents to the closest emergency shelter.

Objective 2: Identify buildings capable of holding and withstanding adverse weather conditions.

## **SECTION 4 – RELATIONSHIP TO OTHER PLANS**

### **FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN**

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#### **3. Goals for Infrastructure**

##### **A. Plan for a systematic street rebuild from the bottom up.**

Objective 1: Prioritize streets to rebuild.

Objective 2: Rebuild streets in steps as follows: replace water main, replace or slip line the sanitary and stormwater mains, then finish with curb and gutter where appropriate and then repave.

##### **B. Explore new financing opportunities for the town's infrastructure needs.**

Objective 1: Create a park foundation and establish a restricted use fund within the local endowment to make it easier for the parks to receive memorials, honorariums, and donations.

Objective 2: Establish a community needs “wish list” and establish a restricted use fund within the local endowment that allows people to make donations and volunteer for projects that interest them,

##### **C. Manage drainage so that it does not negatively impact adjacent property.**

Objective 1: Encourage best management practices for future development thru retention and detention systems.

Objective 2: Protect neighboring farmland from increased water runoff (both surface and subsurface).

##### **D. Plan for changing transportation needs.**

Objective 1: Visit other thriving small towns to view and discuss the keys to maintaining a steady volume of downtown walking traffic.

*Objective 2: Work with the school district's Wellness Committee to further promote walking and bicycling.*

*Objective 3: Encourage walking and bicycling through official adoption of a “complete street” policy and standards, which includes accommodation for bicycles and pedestrians.*

*Objective 4: Develop a sidewalk completion and replacement strategy, including funding assistance for sidewalk replacement and coordinate it with the school district's Safe Routes to Schools group.*



## ***SECTION 4 – RELATIONSHIP TO OTHER PLANS***

### **FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN**

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Objective 5: Coordinate transportation planning with the Columbus Metropolitan Planning Organization and work closely with “The Safe Routes to School Committee”.

**E. *Provide a high-quality park and recreation experience to Hope's citizens.***

Objective 1: Explore establishing a new independent programming board to work with other local agencies to improve existing events and offer more programs, including town coordinated activities and special events such as art shows.

Objective 2: Create a park master plan for the town and apply for grants to help implement it.



# ***SECTION 5***

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## ***PUBLIC INPUT PROCESS***



## **SECTION 5 – PUBLIC INPUT PROCESS**

### **FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN**

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Developing community interest, involving the stakeholders, and collecting data are all essential components of a successful SRTS program.

Opportunities for public comment on existing bicycle and pedestrian issues started when the FRHC SRTS Task Force was formed. The task force includes a blend of community members including parents, teachers, and administrators from Hope Elementary and Hauser Jr.-Sr. High School. Throughout the process, the task force has established an open and transparent meeting process in order to enhance the public interaction and involvement. After the Master Plan is completed, the task force will continue to provide input and support for SRTS projects.

In the spring of 2012, the Indiana Department of Transportation (INDOT) approved the grant application submitted by the Flat Rock – Hawcreek School Corporation to create a SRTS Master Plan. During the site assessment component of the fact-finding portion of the Master Plan development conducted in February 2013, key stakeholders were interviewed as a group.

In April 2013, an overall inspection of all sidewalks was completed for the Town of Hope, Goshen Meadows, Liberty Place and the school campus grounds. A summary of the sidewalk inspection are shown in **Appendix A**.

Also in April 2013, a second set of comprehensive surveys was sent home to parents whose children attend the schools that are participating in the development of the SRTS Master Plan. The surveys were sent home with each student and were designed to track current attitudes, opinions, and behaviors of the parents and students on current modes of school transportation and ways to improve conditions for bicycling and walking. The survey results are part of **Appendix C**.

A public meeting was held on May 14, 2013, to provide the opportunity for the general public to provide feedback on the development of the Master Plan. The main purpose of the public meeting was to provide a brief background on the SRTS concept and to seek input on the implementation on the SRTS Master Plan. The public meeting was advertised in the Hope Star Journal. Parents were invited to the public meetings via a flyer that was distributed to each elementary and junior high school student, see **Appendix B**.



# ***SECTION 6***

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## ***SCHOOL SITE ASSESSMENTS***





## SECTION 6 – SCHOOL SITE ASSESSMENTS

### FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN

An assessment of the Hope Elementary and Hauser Junior High School involved with this Master Plan took place during the spring semester of 2013. The analysis included walking the school site and surrounding residential areas and documenting the physical facilities, focusing mostly on the routes that students would utilize as they walk or bicycle to school including the presence (or lack thereof) of bike racks, traffic signage, sidewalks, and other features of the site that may enable or impede walking or biking around the campus.

The following section provides a summary for the school campus, as a whole, analyzed as part of the Safe Routes to School (SRTS) program. See **Figure 6-1** for an aerial of the study area and the surrounding community. For each school a brief description of its location, 2012-2013 student population, and a summary of the site assessment based on the interview with the school principal or teachers is provided. In addition, each site assessment summarizes information collected from the estimated number of students who walked or biked to school as reported from the SRTS comprehensive survey to parents from Spring 2013.

As a rule, the Flat Rock-Hawcreek School Corporation provides the option of bus transportation to all students enrolled regardless of their proximity to the campus.

### **HOPE ELEMENTARY SCHOOL**

Hope Elementary is connected to and is located on the same campus as Hauser Jr.-Sr. High School which is located on SR 9 south of the Town of Hope's corporate limits. Hope Elementary is located on the north side of the building. In the 2012-2013 school year, Hope Elementary had an enrollment of 500 students. The school is bordered on the west side by SR 9, the east side by CR 775 East, and the south side by Hauser Drive. The entrance to Hope Elementary is from SR 9. SR 9 has a posted speed limit of 35 miles per hour (mph) north of the school (thru the Town of Hope) and 45 mph south of the school. There are flashing school speed limit signs of 30 mph during school hours on SR 9 in front of the school. Sidewalks are present north of the property on the east side of SR 9.



The bus drop-off and pick-up area is located on the west side of the building. Students are dropped off in the morning and make their way to their grade level reporting areas. The

## SECTION 6 – SCHOOL SITE ASSESSMENTS

### FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN

school arrival and dismissal procedures include designated drop-off and pick-up locations for private vehicles on the north side of the building. A staff member is typically present during student arrival and departure times. A law enforcement vehicle occasionally will park along SR 9 to help direct buses into and out of the parking lot, but this is not an everyday or contracted assignment.

There are no policies in place that specifically encourage walking or bicycling to school.

Thirty three-percent (33%) of the surveys that were distributed were completed and returned to the school. In this survey, parents were asked what form of transportation their children uses to get to and from school. The most common form of transportation used by students was the school bus. Approximately seventy-two percent (72%) of the students use the bus to get to and from school. The next most common form of transportation was the family vehicle, being utilized by approximately twenty-six (26%) of the families that had children attending the school.

The parent surveys also gathered information regarding the distances that families live from the school. Approximately fourteen percent (14%) live within  $\frac{1}{4}$  of a mile from school and seventeen percent (17%) live within  $\frac{1}{4}$  to  $\frac{1}{2}$  of a mile from the school. Collectively, fifty-eight percent (58%) of the students that attend the school live within 2 miles of the school.



Sixty-eight percent (68%) of the parents that responded to the SRTS survey identified distance as a reason that their child does not walk or bike to school. In addition, safety concerns were noted as a major barrier to walking or bicycling due to the volume and speed of traffic along SR 9 and Hauser Drive. Concerns about lack of sidewalks/pathways, inclement weather conditions and intersection crossings were also noted.

Beginning with the 2013-2014 school year, the location of the drop-off/pick-up for students arriving/dismissing by vehicles will be on the east side of the school. Currently the drop-off/pick-up location for the elementary students is on the north side of the building. Making this switch should eliminate the vehicle backups on SR 9 in the morning and afternoon.

## SECTION 6 – SCHOOL SITE ASSESSMENTS

### FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN

#### ***HAUSER JR. HIGH SCHOOL (Grades 7&8)***

As noted above, Hauser Jr. High School is connected to and is located on the same campus as Hope Elementary School which is located on SR 9 south of the Town of Hope's corporate limits. In the 2012-2013 school year, Hauser Jr. High had an enrollment of 120 students. The school is bordered on the west side by SR 9, the east side by CR 775 East and the south side by Hauser Drive. The entrance to Hauser Jr. High is off both SR 9 and Hauser Drive.

The bus drop-off and pick-up area is the same as the drop-off and pick-up area for Hope Elementary, however, the drop-off and pick-up times are shifted to eliminate conflicts between the elementary and junior high schools. For the junior high school, arrival and dismissal procedures include designated drop-off and pick-up locations for private vehicles on the east side of the building.

There are no policies in place that specifically encourage walking or bicycling to school.

Forty-nine percent (49%) of the surveys that were distributed were completed and returned to the school. In this survey, parents were asked what form of transportation their children uses to get to and from school. The most common form of transportation used by students was the school bus. Forty-nine percent (49%) of the students use the bus to get to school in the morning and sixty-eight percent (68%) use the bus to get home in the evening. The next most common form of transportation was the family vehicle, being utilized by forty-nine percent (49%) in the morning and thirty percent (30%) in the evening.

The parent survey also gathered information regarding the distances that families live from the school. Approximately four percent (4%) live within  $\frac{1}{4}$  of a mile from school and eleven percent (11%) live within  $\frac{1}{4}$  to  $\frac{1}{2}$  of a mile from the school. Collectively, forty-three percent (43%) of the students that attend the school live within 2 miles of the school.

Seventy-four percent (74%) of the parents that responded to the SRTS survey identified distance as a reason that their child does not walk or bike to school. In addition, safety concerns were noted as a major barrier to walking or bicycling due to the volume and speed of traffic along SR 9 and Hauser Drive. Concerns about lack of sidewalks/pathways, inclement weather conditions and intersection crossings were also noted.

Beginning with the 2013-2014 school year, the location of the drop-off/pick-up for students arriving/dismissing by vehicles will be via Hauser Drive. Currently the drop-off/pick-up route for the middle school students is the same as that for the elementary students, but proceeds further to the east side. Making this switch along with the elementary drop-off location should eliminate the vehicle backups on SR 9 in the morning and afternoon.

## SECTION 6 – SCHOOL SITE ASSESSMENTS

### FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN

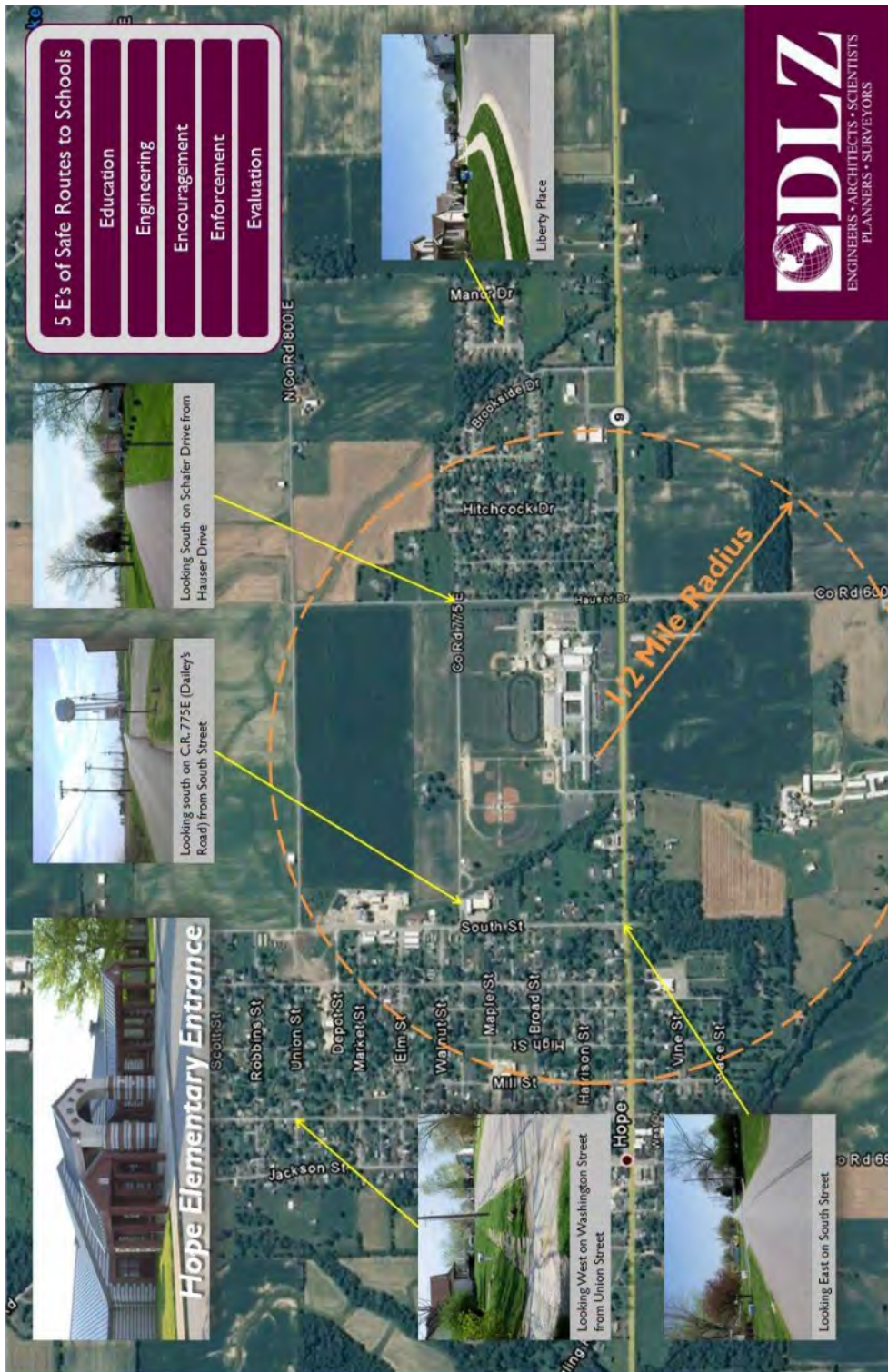


Figure 6-1 Aerial Layout of Study Area

# ***SECTION 7***

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## ***ACTION PLAN DEVELOPMENT***



## **SECTION 7 – ACTION PLAN DEVELOPMENT**

### **FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN**

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With the assessments of the schools complete and the public information meetings held, the next logical step is to develop and identify the most practical and beneficial infrastructure projects and non-infrastructure activities using the aforementioned SRTS program elements (i.e. the “Five E’s”).

As a refresher, the SRTS program elements are:

- **Education** – Teaching children and adults about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, launching driver safety campaigns in the vicinity of schools, and involving parents in safety programs. Education programs can also incorporate health and environment messages.
- **Encouragement** – Using events and activities to promote walking and bicycling; i.e. Walk to School Days, Walking Wednesdays, voluntary Walking School Buses.
- **Enforcement** – Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools and initiating community enforcement to change unsafe behaviors of drivers as well as pedestrians and bicyclists such as crossing guard programs.
- **Engineering** – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish a safer and fully accessible crossings, walkways, trails, and bikeways.
- **Evaluation** – Collecting data is important at the beginning of the project in order to identify and address areas of concern. Ongoing evaluation after the SRTS is implemented helps to keep a project on track, and to document changes at different points in time to guide program development.

## **HOPE ELEMENTARY SCHOOL & HAUSER JR. HIGH SCHOOL**

### **Education**

1. The administration at the schools could work closely with the teaching staff to incorporate pedestrian safety education measures through their Physical Education and Health classes. Funding would help pay for education materials and resources.
2. The school could hold a bike rodeo to educate the students and their families about safe bicycle riding techniques. Funding would help pay for helmets, materials, and for advertising the event.
3. The school could utilize funds to promote the fact that Town residents need to keep sidewalks clean during the winter so that children could utilize them to walk or bicycle to school.

## **SECTION 7 – ACTION PLAN DEVELOPMENT**

### **FLAT ROCK – HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN**

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#### **Encouragement**

1. The school's administration could introduce the concept of "Walk to School" days in an effort to help promote the concept. The high concentration of residents within easy walking distance makes the likelihood of a successful campaign likely. Funding could be utilized to develop the program and to create materials.
2. Funding could be pursued that would pay for and train crossing guards on Hauser Drive and any other noteworthy crossings within the community.
3. Funding could be used to help hire part-time staff to help develop a walking school bus program.
4. Local residents with good name recognition or visibility could be enlisted to act as the drivers of walking buses on special days. Responsible high school junior or senior students, that the younger students would look up to, could also be used as walking bus drivers. Funding could be used to promote the event.
5. The school could utilize funding to purchase reflective gear for crossing guards or volunteers.

#### **Enforcement**

1. Hope Elementary's administration could work with law enforcement to fund additional resources to enforce the lower speeds associated with the school zone on SR 9 and Hauser Drive and to provide traffic control during the dismissal of the buses onto SR 9 and the student arrival/dismissal onto Hauser Drive.

#### **Engineering**

1. The Town should pursue funding that would allow their sidewalk network to be improved and expanded and to be in compliance with ADA requirements.
2. Funding could allow the Town to install more marked crosswalks and signage throughout the community, which would promote safer walking routes.
3. The School Corporation should pursue funding that would allow for sidewalk construction from the building limits to the outer limits of the school property.

#### **Evaluation**

1. The SRTS Task Force could utilize funds to pursue tracking measures such as monitoring the distances that students walk during the day around the campus in a concerted effort to develop good health habits.
2. The local law enforcement officials could report on the number of tickets or warnings that have been issued on a monthly basis. That information could be used to pursue funding for different traffic control devices.



# ***SECTION 8***

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## ***SELECTION OF TOP FOUR PRIORITY PROJECTS***



## SECTION 8 – SELECTION OF TOP FOUR PRIORITY PROJECTS

### FLAT ROCK-HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN

The identification of practical and beneficial infrastructure projects and non-infrastructure activities using the aforementioned SRTS program elements (i.e. the “Five E’s”) was accomplished in the previous section. From that information, the top four priority projects (Infrastructure) have been identified.

Layouts of the top four projects can be seen in **Appendix D**.

The following criteria were used to rank the various projects:

- **Current and Potential Walkers/Bikers** – The total number of students who currently walk/bike to school AND/OR live within a one-mile radius of the particular school, who could presumably walk/bike to school if the appropriate infrastructure were in place was evaluated. All of the data was derived from the parent surveys.
- **Availability of Right-of-way** – Avoiding the need to acquire right-of-way was due to the fact that the acquisition process is expensive and would not prove to be an efficient use of any awarded funds. Bartholomew County GIS data was utilized to identify apparent right-of-way lines along various corridors.
- **Safety** – It is strongly recommended that proposed projects take into account the perceived current level of safety along the corridor and the anticipated results of the proposed improvements with regard to safety.

### **Top Four Priority Projects (Infrastructure)**

The following infrastructure projects have been identified in order of preference (with general descriptions of scope):

#### **1. Adding sidewalks within the school campus:**

- a. Add sidewalk ramps with ADA-compliant ramps at non-compliant intersections on the walking routes leading to the school.
- b. Add sidewalks from the front of the school to the south to Hauser Drive and then along the south side of the parking lot to CR 775 E / Schaefer Drive.
- c. Add sidewalks along the west side of CR 775 E from South Street to the parking lot for the little league / softball diamonds.
- d. Add sidewalk connection from the sidewalk along SR 9 to the northwest corner of the school building.
- e. Installation of marked crosswalks in the vicinity of the school in order to delineate the walking route at intersections.
- f. Installation of crosswalk signs at every location sidewalk crosses roadway or interior school access drive.

## **SECTION 8 – SELECTION OF TOP FOUR PRIORITY PROJECTS**

### **FLAT ROCK-HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN**

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- 2. Provide sidewalks from Hope Community Center to South Street to CR 775 E.**
  - a. Add/reconstruct sidewalks along the east side of Walnut Street from Hope Community Center (Mill Street) to South Street.
  - b. Add sidewalk along the north side of South Street from Maple Street to CR 775 East.
  - c. Install marked crosswalks across Mill Street, High Street, Locust Street and Seminary Street.
  - d. Install crosswalk signs at each street crossing.
- 3. Provide sidewalks along Schaefer Drive within Goshen Meadows and along Hauser Drive:**
  - a. Construct sidewalks along the west and north side of Schaefer Drive from Liberty Place to Hauser Drive.
  - b. Install marked crosswalk across Hauser Drive at south entrance to school. Crossing Guard and Police presence (for initial stages) required at this location.
  - c. Install marked crosswalks across each public street within Goshen Meadows.
  - d. Install crosswalk signs at each street crossing.
- 4. Provide connector sidewalks within Goshen Meadows to the sidewalk along Schaefer Drive in Project 3 above:**
  - a. Construct sidewalks along the west side of Butner Drive and the north side of Meadow Place from the apartments to Schaefer Drive.
  - b. Construct sidewalks on the north side of Hitchcock Drive.
  - c. Construct sidewalks along the southeast side of Brookside Drive from Liberty Place to Schaefer Drive.
  - d. Install marked crosswalks across each public street within Goshen Meadows.
  - e. Install crosswalk signs at each street crossing.

### ***Rationale Justifying the Top Four Priority Projects***

As the top four projects were established, the following rationale was utilized to justify the ranking for each respective project:

- 1. Sidewalks within School Property**
  - a. Right-of-way should not need to be acquired since the proposed improvements lie within property of the school.
  - b. The initial need to provide sidewalks from the school building to the outer limits of the school property to direct the students to the school.
  - c. A large concentration of residential housing in close proximity would theoretically be able to benefit from the improved sidewalk network.

## **SECTION 8 – SELECTION OF TOP FOUR PRIORITY PROJECTS**

### **FLAT ROCK-HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN**

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#### **2. Construct sidewalks from Hope Community Center to school property**

- a. Sidewalks should be able to be constructed within the right-of-way of the streets.
- b. This will provide a means to have students that live within the Town limits of Hope to walk to a central location and either get on a bus at this location or walk to the school in groups.
- c. A high concentration of residential housing in close proximity would be able to benefit from the improved sidewalk network to and from the Community Center to the school property.
- d. As part of the Town of Hope's Comprehensive Plan, there is a desire to utilize and better incorporate the school's facilities into a community-wide after hours program. An improved sidewalk network would facilitate that desire.

#### **3. Goshen Meadows Sidewalks along Schaefer Drive**

- a. Sidewalks should be able to be constructed within the right-of-way of the Schaefer Drive within the subdivision.
- b. Providing sidewalks along Schaefer Drive as an initial project will provide a sidewalk corridor within the subdivision. Until sidewalks are constructed throughout the subdivision, pedestrians can utilize the lesser traveled interior street pavement as a means to get to the Schaefer Drive sidewalks.
- c. Sidewalks along Schaefer Drive will provide a safe passageway into and out of the subdivision for the students/pedestrians to and from the school without the need for bus transportation.
- d. The residents within Goshen Meadows would theoretically be able to benefit from the improved sidewalk network.

#### **4. Goshen Meadows Sidewalks along all interior streets**

- a. Sidewalks should be able to be constructed within the right-of-way of the streets within the subdivision.
- b. Pedestrians can then safely use sidewalks on these streets instead of walking in the streets to access the Schaefer Drive sidewalks.

## SECTION 8 – SELECTION OF TOP FOUR PRIORITY PROJECTS

### FLAT ROCK-HAWCREEK SCHOOL CORPORATION SAFE ROUTES TO SCHOOL MASTER PLAN

### *Probable Project Costs for the Top Four Priority Projects*

The following probable project costs for the top four projects are as follow:

	PROJECT #1	PROJECT #2	PROJECT #3	PROJECT #4
	Campus Sidewalks	Sidewalks from Hope Community Center	Sidewalks on Schaefer Dr. Goshen Meadows	Connector Sidewalks Goshen Meadows
Probable Professional Engineering Fees	\$25,000	\$15,000	\$30,000	\$30,000
Probable Right-of-way Costs	\$0	\$0	\$0	\$0
Probable Construction Costs	\$111,000	\$64,000	\$137,000	\$133,000
Construction Inspection	\$17,000	\$10,000	\$20,000	\$20,000
Miscellaneous	\$1,000 (Non-Infrastructure)	\$1,000 (Non-Infrastructure)	\$1,000 (Non-Infrastructure)	\$1,000 (Non-Infrastructure)
<b>Total</b>	<b>\$154,000</b>	<b>\$90,000</b>	<b>\$188,000</b>	<b>\$184,000</b>

#### Notes:

1. Unless specifically identified, the costs are to be considered illustrative. Site-specific conditions significantly affect actual costs.
2. The listed projects all have the capability of being phased so as to make their financing more feasible.
3. The Probable Professional Engineering fees include:
  - a. Land Survey
  - b. Environmental Documentation
  - c. Design Engineering
4. The Probable Right-of-way costs include:
  - a. Right-of-way engineering
  - b. Land acquisition
  - c. Recording
5. The Probable Construction costs include:
  - a. Actual construction costs
6. Costs are based on 2013 dollars

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***EXISTING SIDEWALKS CONDITIONS***

***SCHOOL CAMPUS***

***HOPE***

***GOSHEN MEADOWS***

***LIBERTY PLACE***





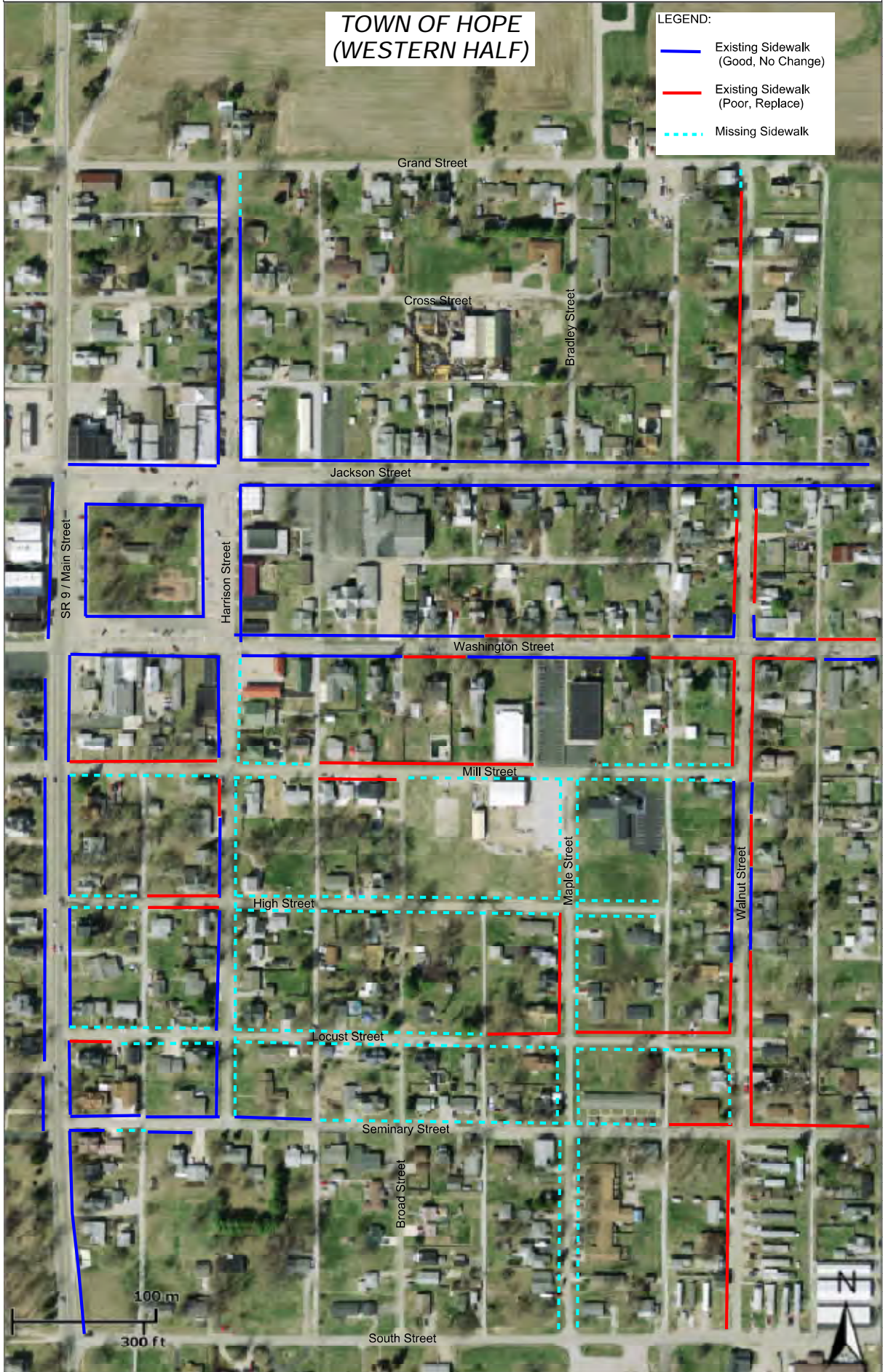
# FLAT ROCK - HAWCREEK SCHOOL CAMPUS



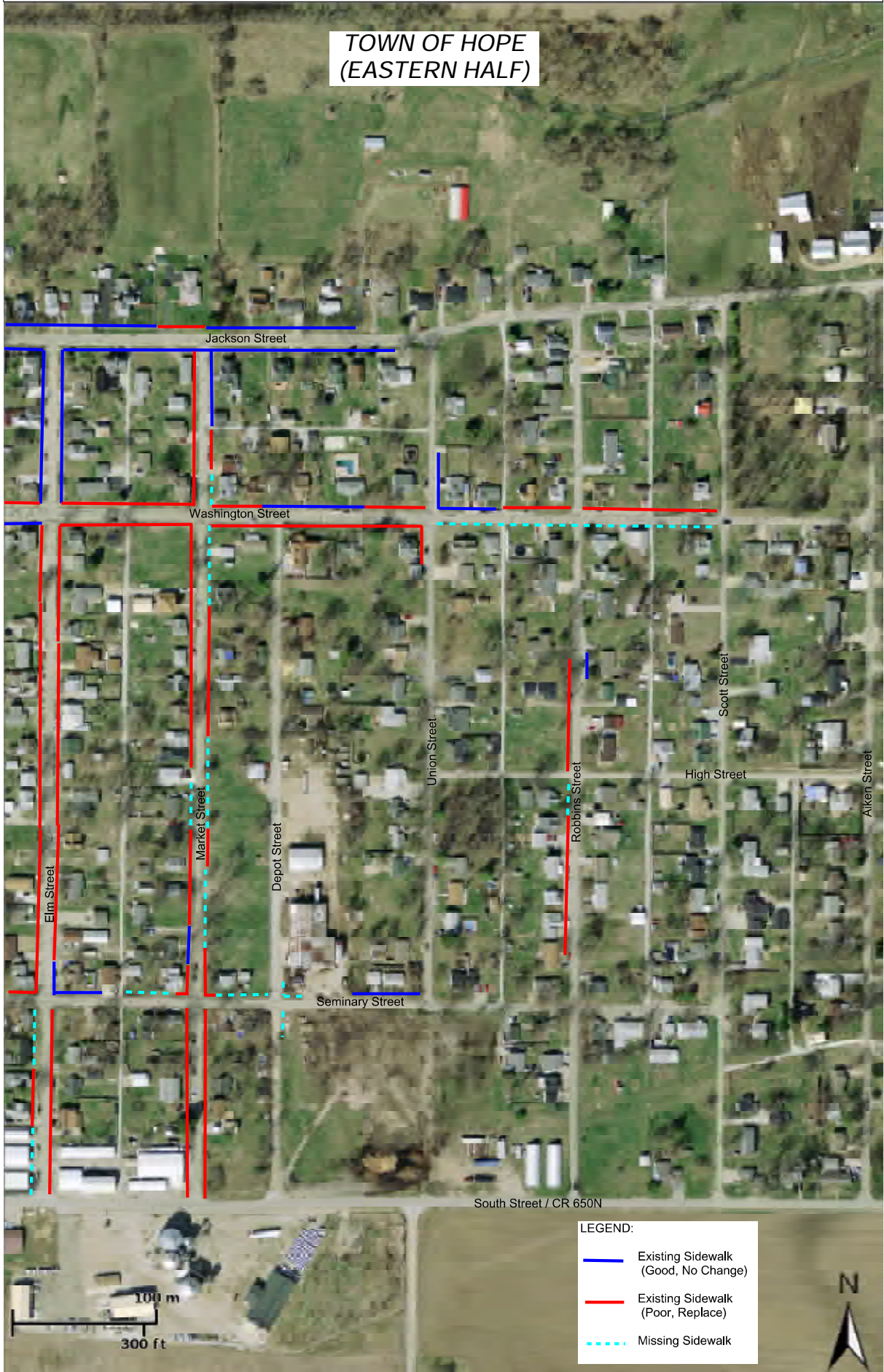
# TOWN OF HOPE (WESTERN HALF)

LEGEND:

- Existing Sidewalk (Good, No Change)
- Existing Sidewalk (Poor, Replace)
- Missing Sidewalk



TOWN OF HOPE  
(EASTERN HALF)



# GOSHEN MEADOWS & LIBERTY PLACE



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***PUBLIC INVOLVEMENT***

***AND***

***NEWSPAPER ARTICLES***



Kathy R. Griffey, Ed.D.  
Superintendent

Jeffrey Cleland  
Business Manager

Melissa Dempsey  
Assistant Business Manager

**Flat Rock-Hawcreek**  
**School Corporation**

Jim Tedder  
Director of Transportation  
and Facilities

Joyce Garrison  
Secretary

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# *Community Meeting*

## **Safe Routes To School**

**Tuesday, May 14 at 6:00 p.m.**  
**Hauser Auditorium**

**Our school received a grant to prepare a safe routes plan for students to walk and bike to school. The public is invited to come and discuss the development of this plan.**

**Please join us.**

# Safe Routes To Schools

## Next Step: Seeking INDOT/Federal Dollars For Infrastructure

By Suzanne Kanehl, HSJ Features Editor

It has been awhile since area residents have heard about Flat Rock - Hawcreek School Corporation's (FRHC) pursuit of federal funding for the Indiana Safe Routes to School (SRTS) program, but officials are now picking up the pace - so to speak.

Back in November 2011, INDOT announced the local school district was selected as one of 31 schools to receive funding to develop a comprehensive SRTS plan. FRHC received \$74,300 in the first grant.

"The funding was to be used to develop the comprehensive plan and to conduct activities to encourage students to safely walk and bike to school," said Superintendent Dr. Kathy Griffey.

Overall, INDOT awarded nearly \$5.1 million in available funding to the 31 selected schools.

"This program provides an opportunity for children to safely walk or ride bicycles to school," Alise Pate, Outreach Coordinator for the Community Center of Hope (CCH), said.

Pate is working with Julie Begin, CCH Executive Director, and Donju Taylor, CCH Kids of Hope Education Director on the program and CCH's participation.

With clear and mounting evidence

showing weight gains among America's school age children, SRTS also helps to establish healthy and active lifestyles at younger ages, which supporters note can only be a positive thing for today's youth.

Exercise is not the only benefit of having a SRTS program in your community. "It does provide an opportunity for exercise," Pate said, "But, to have more children involved in the program will also help alleviate the traffic congestion at the campus while creating a fun way to be more physically active."

Some members of the community may be interested or concerned with matters such as changes to or the elimination of any bus routes. "This is not the goal," notes Jim Tedder, FRHC Transportation and Facilities Director for the Flat Rock-Hawcreek School Corporation, said.

"We're just wanting to give students and parents some safe options for getting to and from school, but that doesn't necessarily mean that bus routes will be eliminated," he said.

"And, it is really about getting kids more healthy, and if they're able to walk or ride to school, why not let them be able to do that."

"Presently, there is just no safe way to get kids safely to school by

(Continued - See ROUTES on page 4)



Mapping Hope - Jimmy Tedder, FRHC Transportation and Facilities Director, shows a focus board for the community-wide project.

(HSJ Photo by Suzanne Kanehl)

## Mark Your Calendars

Safe  
Routes  
To  
Schools

Public Meeting  
Tuesday, May 14  
6:00 p.m.  
Hauser Auditorium



## ROUTES - Continued from page 1

sidewalks, except for the sidewalks right along Highway 9, and we don't want any of our students to walk to school on the highway," he said.

"One goal really is to bring everything, all walking and biking, in from the back side, or the rear, of the building because we don't want anyone close to State Road 9 when this project is complete," Tedder explained.

Keeping clear of high-speed, highway traffic is certainly something school officials and teachers have had to enforce. "We have actually told students 'you can't walk or ride to school' because of the car traffic coming to and from the school," added Superintendent Griffey,

Another aspect of Safe Routes that could likely unite students is the idea of having a Walking School Bus. "The goal here is to get a lot of students to meet at a central location and have one or more adults walk with them to school," Tedder said.

The Walking School Bus concept is as straightforward as it sounds, which is likely why it is being embraced in communities across the country. There can also be fun variations added to the walking school bus when wanted or needed.

For example, how about a bicycle train where a group of children and their adult leader(s) ride safely together to and from school?

"The Community Center is proud to be a collaborating partner with the Flat Rock-Hawcreek Schools to roll out Safe Routes and the Walking School Bus," Julie Begin, Community Center of Hope Executive Director, said. "We already work with the school corporation in so many ways, including the After-School Program. This is just an extension of our working relationship designed with our local youth in mind."

And, it doesn't have to stop there. With the community's help and support, other locations can be designated Walking School Bus sites when the situation is right and the need is there – Goshen Meadows is another logical location.

According to Tedder, the support and input of the Hope community is vital to the success of the Safe Routes program. "There is going to be a community meeting on Tuesday, May 14 at 6:00 pm at Hauser Auditorium, and we want everyone to come... the more the merrier," he said.

"We can go from there to determine how the residents can become more involved, and I hope we have a really good turnout at this meeting because I want us to get the public interested in and excited about the Safe Routes to School program here in Hope," Tedder said.

In order for Safe Routes to be a success in Hope, a few things have to happen, and they have to happen in order. "The first grant, which paid for the planning and designing of the Safe Routes to School program in the amount of \$74,300 had to be applied for, approved, and received," Tedder.

INDOT is responsible for administering the Indiana SRTS Program that makes federal funding available for eligible programs. As such, INDOT created the application process to evaluate all candidate projects, and an SRTS Advisory Committee reviews applications and makes recommendations to fund infrastructure projects and non-infrastructure activities.

Now it is time to hear the research, reports, findings and suggestions made by DLZ, the architectural/engineering consulting firm who has been working to determine some of the next steps for Hope's Safe Routes to School program.

DLZ was also selected by the Hope Town Council to help guide and create the new Comprehensive Master Plan completed last year for the Town of Hope.

"Alan Mize (of DLZ) grew up and went to school here and is one of the lead engineer/planners for this project," Tedder said. "No one knows yet what they are going to recommend, but they will likely have a few different options for walking and biking routes to show at the meeting. They will definitely want the community's input."

The planned public meeting is both an ending and a beginning – as one of the final steps in the planning stage and one of the first steps in the second phase involving the community's infrastructure.

According to Mize, "The May 14 meeting is more an informative and fact-gathering opportunity. We want to let the public know what's going on and where things stand. It's a way to get the public's input on where they would like new sidewalks and designated routes in order for the kids to have the best and safest access to the school campus."

"The first grant helped to fund this part of the process. Now the community and school corporation must make some decisions as we prepare to apply for the second phase of funding," said Mize. "...the bricks and mortar part of the equation which could include additional bike racks, new sidewalks, or other options."

In terms of a completion date for this project, it is still too early to tell notes Jim Tedder. "I'm hoping for around two years to have the general infrastructure put in place, which would include sidewalks, road crossings, and crossing guards, and complete funding for all related projects," Tedder said.

Before that happens, however, the second grant, the grant for the infrastructure must be awarded by INDOT. "This grant is a quarter of a million dollars and is based on what the State of Indiana believes would best satisfy this project. We're obviously hoping to get the quarter of a million dollars, and we're hoping to have it by this time next year," he said.



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***PARENT SURVEY***

***SUMMARY***

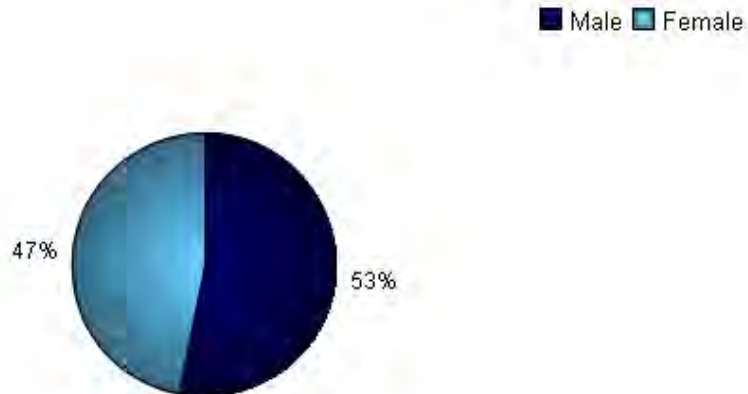


## Parent Survey Summary

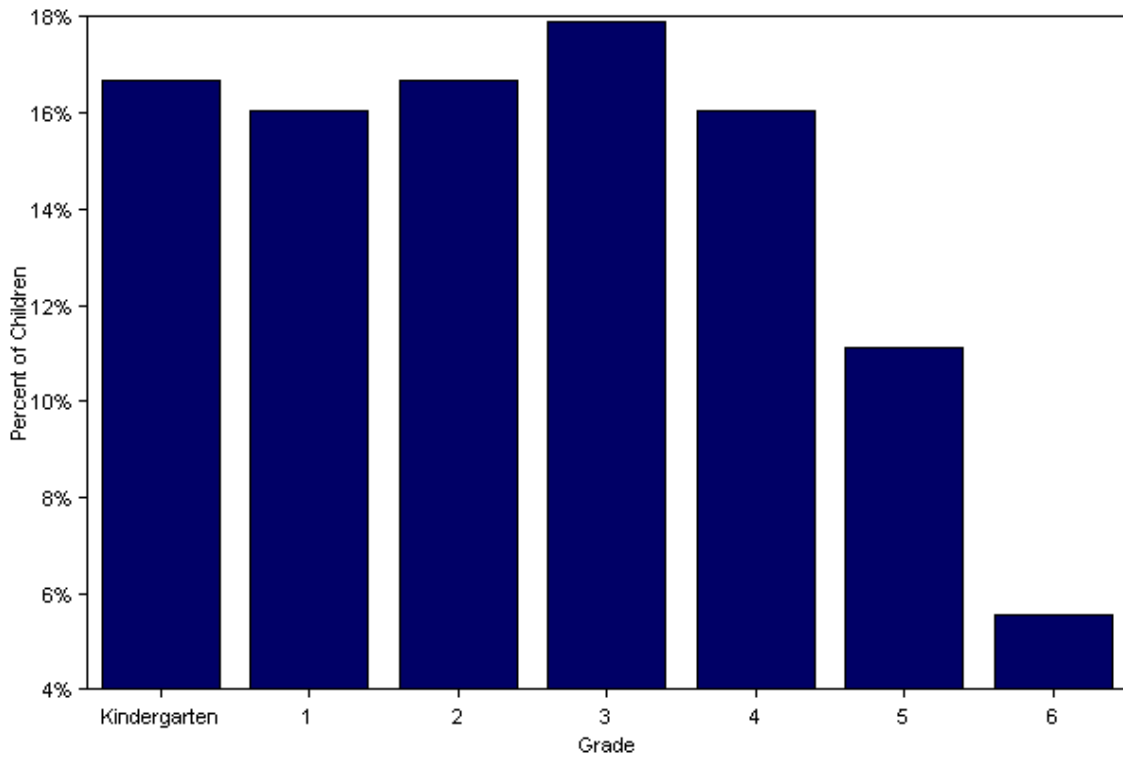
<b>Program Name:</b>	SRTS Non-infrastructure	<b>Month and Year Collected:</b>	April 2013
<b>School Name:</b>	Hope Elementary School	<b>Set ID:</b>	9493
<b>School Enrollment:</b>	500	<b>Date Report Generated:</b>	06/07/2013
<b>Enrollment within Grades Targeted by SRTS Program:</b>	500	<b>Number of Questionnaires Analyzed for Report:</b>	163
<b>Number of Questionnaires Distributed:</b>	500		

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.

### Sex of children for parents that provided information



### Grade levels of children represented in survey

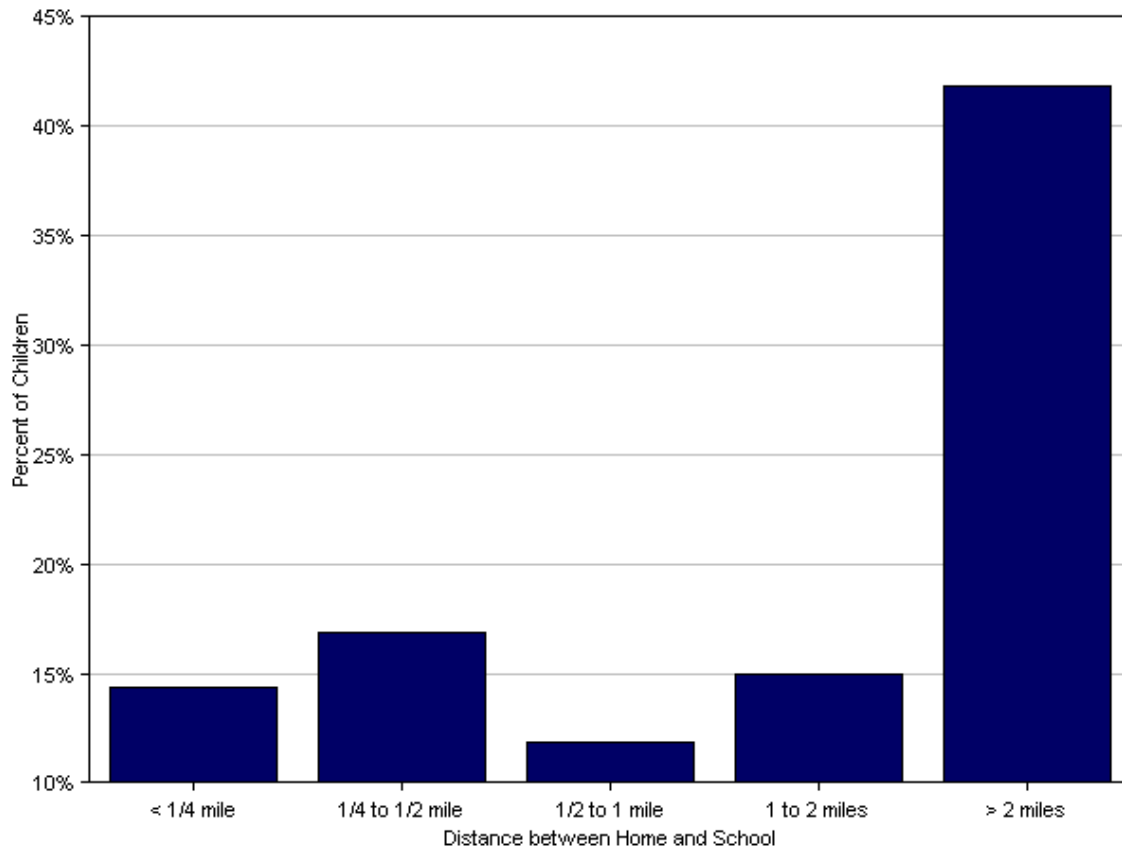


### Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	27	17%
1	26	16%
2	27	17%
3	29	18%
4	26	16%
5	18	11%
6	9	6%

No response: 0  
 Percentages may not total 100% due to rounding.

### Parent estimate of distance from child's home to school

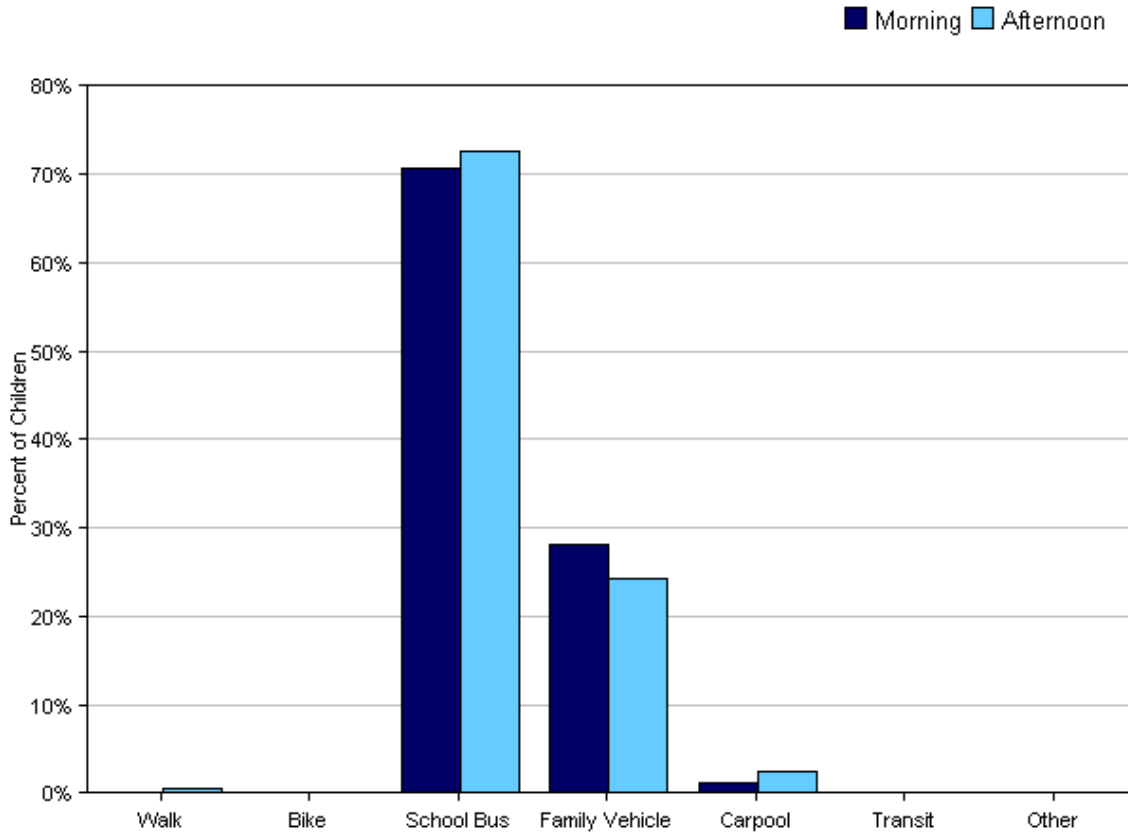


### Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	23	14%
1/4 mile up to 1/2 mile	27	17%
1/2 mile up to 1 mile	19	12%
1 mile up to 2 miles	24	15%
More than 2 miles	67	42%

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	157	0%	0%	71%	28%	1%	0%	0%
Afternoon	157	0.6%	0%	73%	24%	3%	0%	0%

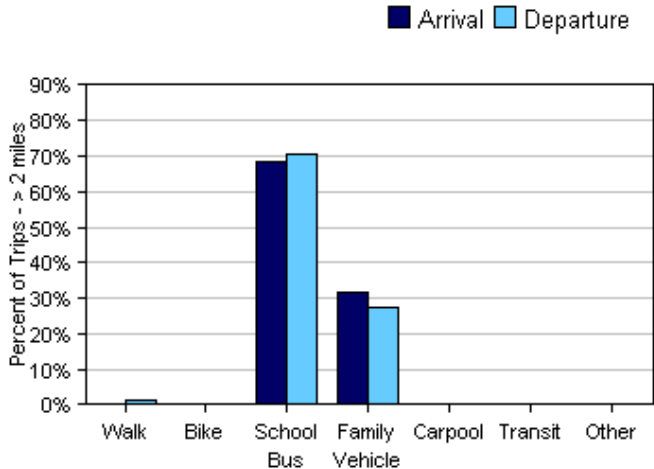
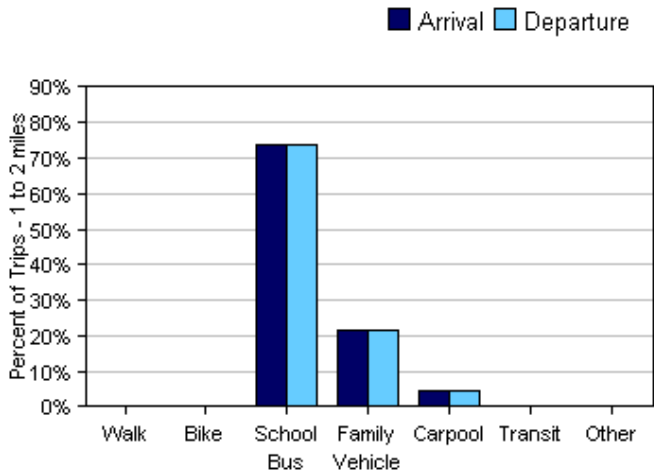
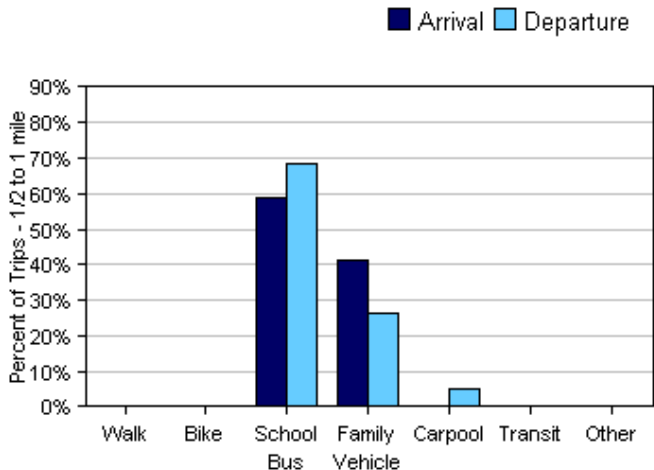
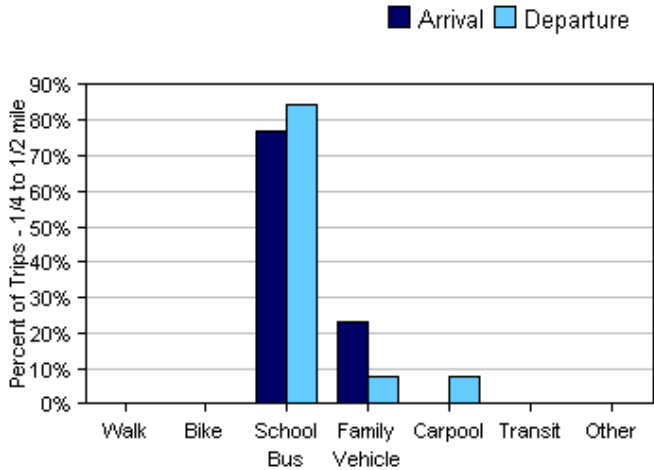
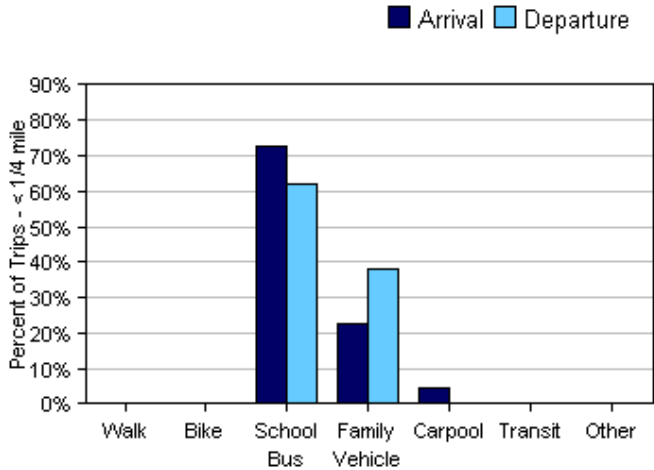
No Response Morning: 6

No Response Afternoon: 6

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	22	0%	0%	73%	23%	5%	0%	0%
1/4 mile up to 1/2 mile	26	0%	0%	77%	23%	0%	0%	0%
1/2 mile up to 1 mile	17	0%	0%	59%	41%	0%	0%	0%
1 mile up to 2 miles	23	0%	0%	74%	22%	4%	0%	0%
More than 2 miles	66	0%	0%	68%	32%	0%	0%	0%

Don't know or No response: 9

Percentages may not total 100% due to rounding.

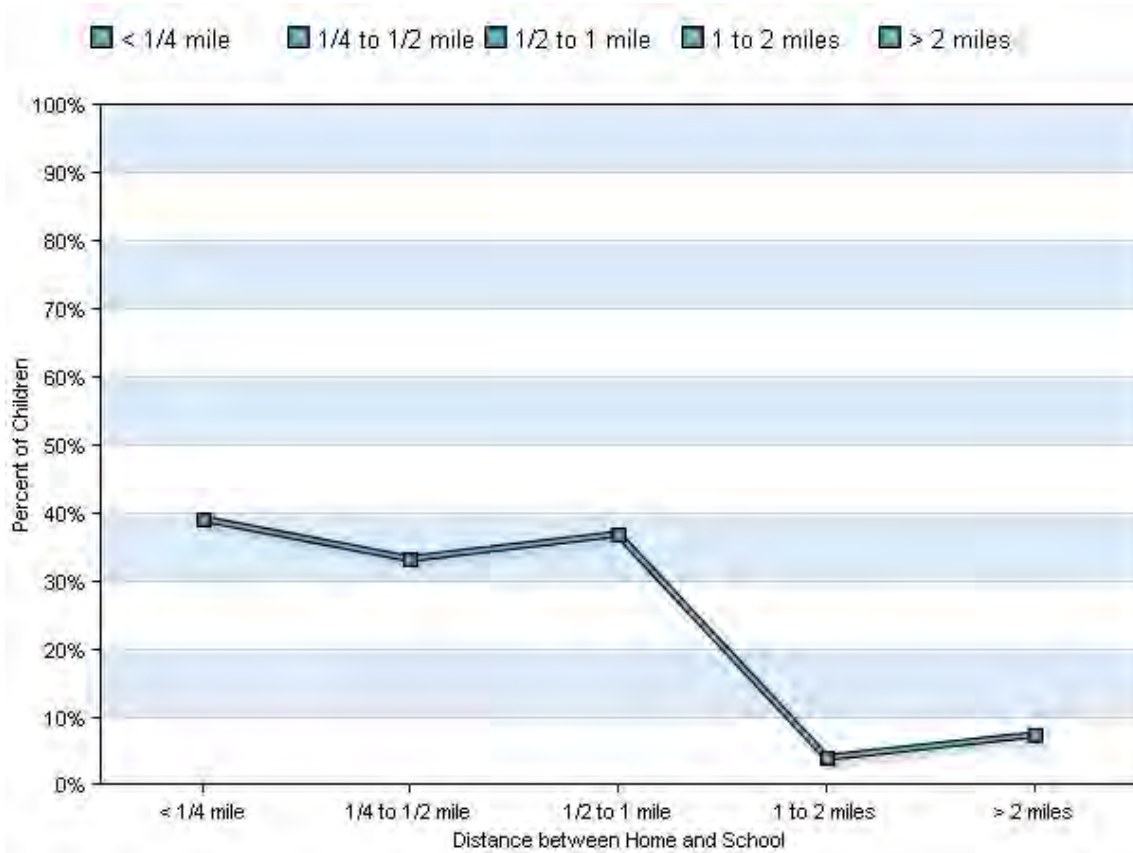
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	0%	0%	62%	38%	0%	0%	0%
1/4 mile up to 1/2 mile	26	0%	0%	85%	8%	8%	0%	0%
1/2 mile up to 1 mile	19	0%	0%	68%	26%	5%	0%	0%
1 mile up to 2 miles	23	0%	0%	74%	22%	4%	0%	0%
More than 2 miles	65	2%	0%	71%	28%	0%	0%	0%

Don't know or No response: 9

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**

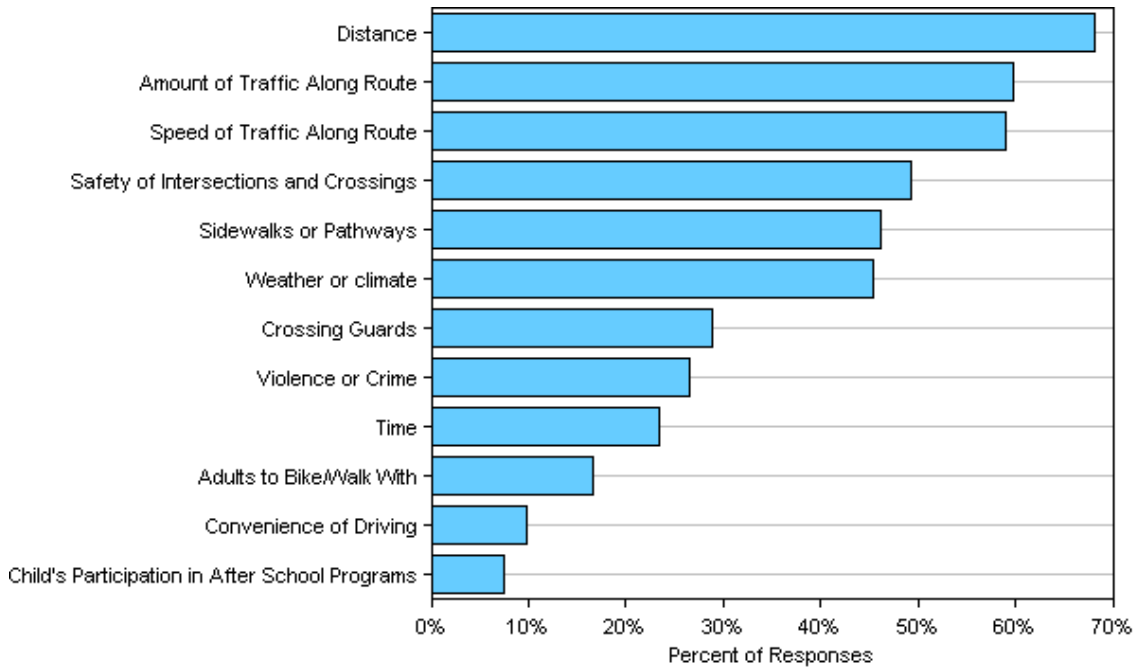


**Percent of children who have asked for permission to walk or bike to/from school by distance they live from school**

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	31	39%	33%	37%	4%	7%
No	129	61%	67%	63%	96%	93%

Don't know or No response: 3  
 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**

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	68%	0
Amount of Traffic Along Route	60%	0
Speed of Traffic Along Route	59%	0
Safety of Intersections and Crossings	49%	0
Sidewalks or Pathways	46%	0
Weather or climate	45%	0
Crossing Guards	29%	0
Violence or Crime	27%	0
Time	23%	0
Adults to Bike/Walk With	17%	0
Convenience of Driving	10%	0
Child's Participation in After School Programs	8%	0
<b>Number of Respondents per Category</b>	<b>132</b>	<b>0</b>

No response: 31

Note:

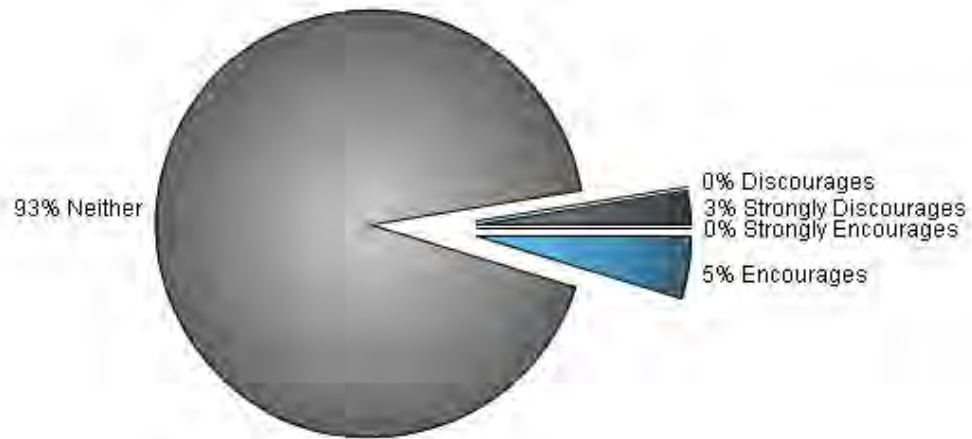
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

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

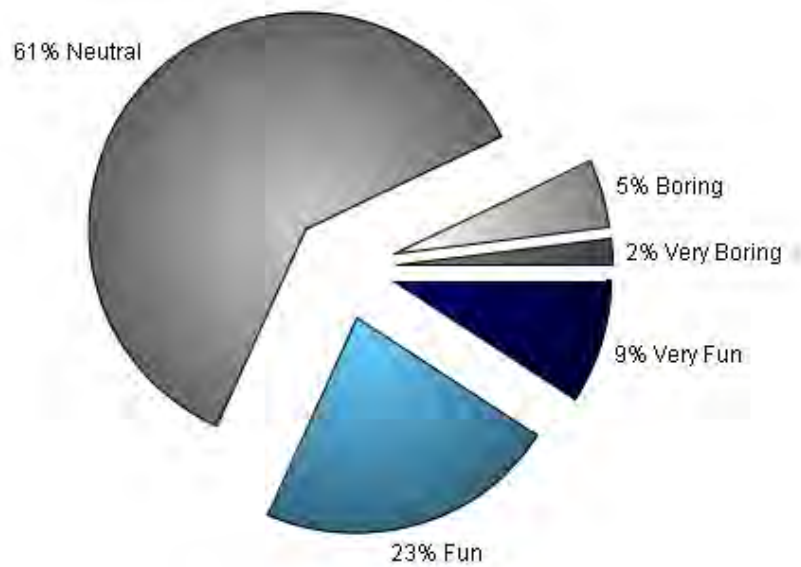
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention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

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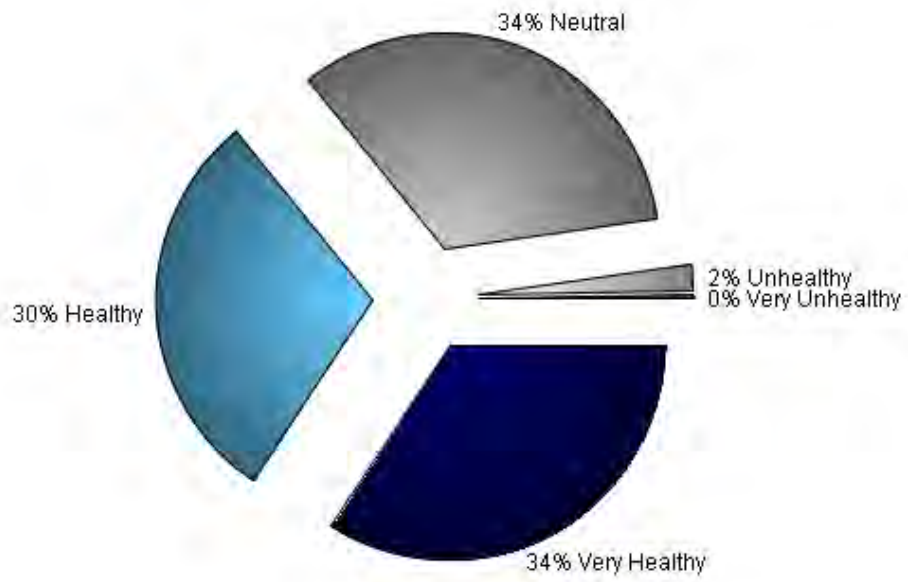
**Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school**



**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
1023771	IT WOULD BE VERY HEALTHY AND FUN BUT WE LIVE ON THE HIGHWAY AND THE ROAD IS WAY TOO BUSY IN THE MORNINGS. IF WE HAD A PEOPLE TRAIL ALONG THE HIGHWAY IT WOULD BE GREAT.
1023800	I AM VERY CONCERNED ABOUT THE AMOUNT OF TRAFFIC SPEED OF TRAFFIC AND LACK OF SIDEWALKS OR BICYCLE TRAILS. I WOULD BE MUCH MORE OPEN TO THE POSSIBILITY IF THESE THINGS WERE ADDRESSED.
1023902	MY GRANDCHILD HAS ADD AND POST TRAUMA STRESS SO THERE IS KNOW WAY AS HER GUARDIAN I WOULD LET HER WALK OR BIKE WITHOUT ADULT SUPERVISION
1023792	GRANDMA LIVES IN TOWN HE SOMETIMES WALKS WITH BIG BROTHER TO HER HOUSE AFTER SCHOOL.
1023795	IF THERE WERE SAFER ROUTES SUCH AS PATHS OR SIDEWALKS AND CROSSING GUARS AT INTERSECTIONS I WOULD BE MORE LIKELY TO LET MY CHILDREN WALK TO/FROM SCHOOL.
1023807	I FEEL THAT NO MATTER WHAT MY CHILD IS TO YOUNG TO WALK BY HIMSELF
1023820	DUE ALSO TO DAYLIGHT SAVING AND TIME SCHOOL STARTS I WOULD NOT LET MY CHILD RIDE HIS BIKE IN THE DARK ALONG 500 N.
1023853	MY CHILDREN LIVE TO FAR TO WALK TO SCHOOL. BUT I'M NOT SURE THEY WOULD WALK TO SCHOOL ANYWAY BECAUSE OF THE BUSY HIGHWAY.
1023867	DO TO SOCIETY AND SAFETY ISSUES I HAVE WITH SOCIETY I WILL NOT ALLOW WALKING OR BIKING. I WILL CONTINUE TO DRIVE OR WALK THEM TO BUS STOP. QUESTION #13 - NEVER DONE IT
1023893	I HAVE A CHILD WITH ADHD I'M NOT SURE I WOULD EVER TRUST HIM TO WALK ALONE
1023894	MY SON IS TO YOUNG TO WALK. I USE TO WALK HOME FROM SCHOOL & I LOVED IT BUT I WAS OLDER & IT WAS CONSIDERED A PRIVLEDGE IF MY GRADES WERE BAD OR I DIDN'T BEHAVE I WASN'T ALLOWED TO WALK HOME.
1023927	MY CONCERN IS THE HIGH SCHOOLERS THAT DRIVE WILDLY DOWN HAUSER DR.
1023782	I WOULDN'T LET HER BIKE OR WALK TO SCHOOL MOSTLY DUE TO THE DISTANCE.
1023835	WE LIVE ENTIRELY TOO FAR TO BE WALKING DISTANCE TO SCHOOL OTHERWISE WALKING/BIKING WOULD BE GOOD.
1023860	I WOULD BE WILLING TO LET THEM WALK TO SCHOOL IF THERE WAS A GROUP OF KIDS TO WALK WITH.
1023925	WE LIVE ON A COUNTRY ROAD - NOT SAFE FOR A 6 YEAR OLD TO RIDE A BIKE AT THIS TIME WITH TRAFFIC AND NO SIDEWALKS - MAYBE WHEN SHE GETS OLDER.
1023791	QUESTION #14 - BUT TO DANGEROUS
1023850	I DO NOT ALLOW OR WANT ANY OF MY CHILDREN WALKING/BIKING TO AND FROM SCHOOL.
1023866	I HAVE 4 CHILDREN RANGING FROM 4-17 AND DO NOT WANT ANY OF MY CHILDREN WALKING/BIKING TO AND FROM SCHOOL.
1023885	I WALKED TO SCHOOL WHEN I WAS A KID BUT THERE WASN'T ALL THESE KIDS BEING KIDNAPPED. THAT SCARES ME! I WOULD LIKE TO HAVE AN ADULT WALK W/ THEM BUT I CAN'T W/ WORK SCHEDULE.
1023798	NEVER WALKING OR RIDING THERE BIKE EVER.
1023804	WHY DOES QUESTION 15 MATTER?
1023813	MOST OF THE RESPONSES FOR #10/"AREN'T APPROPRIATE FOR MY CHILD WHO RIDES A BUS FOR 7 MILES ONE WAY. SHE WILL NEVER HAVE REASON OR CAUSE TO WALK TO SCHOOL.
1023819	MY OPINION EVEN IF WE LIVED A BLOCK AWAY FROM SCHOOL I WOULD STILL HAVE MY CHILD TAKE THE BUS OR I WOULD DRIVE MYSELF. I DON'T TRUST PEOPLE (CRAZIES ANIMALS AND PEOPLE DON'T PAY ENOUGH ATTENTION TO PEDESTRIANS. MY DAUGHTER ALMOST GOT HIT ONE MORNING WALKING ACROSS THE STREET TO GET ON THE BUS. THE BUS WAS STOPPED BUT THE ECONOMY CAR WOULD HAVE HIT HER IF I DIDN'T GRAB HER.



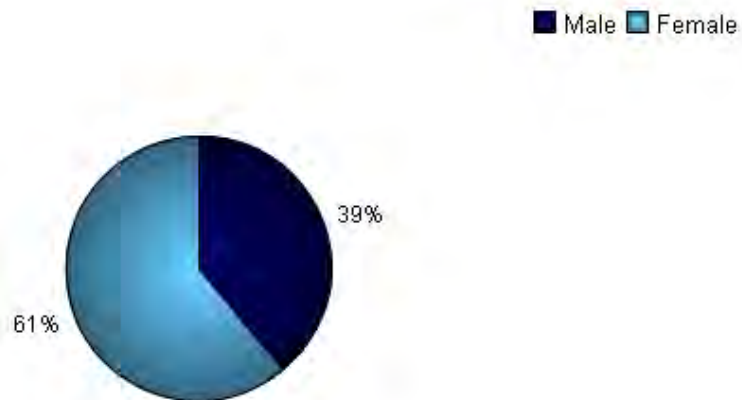
1023822	LIFE TO FAR AWAY TO EVEN CONSIDER WALKING OR RIDING A BIKE
1023832	I WOULD NOT ALLOW MY CHILD TO WALK OR RIDE BIKES TO/FROM SCHOOL. I FEEL IT IS JUST TOO UNSAFE.
1023862	OUR ELEMENTARY IS ON ST RD 9 IN HOPE IN. - VERY BUSY - THERE IS NO STOPLIGHT OR SIGN AND TRAFFIC IS VERY CONGESTED IN AND OUT @ PICK UP AND DROP OFF TIMES.
1023868	LIVING IN CLIFFORD MY KIDS HAVE A LONG DISTANCE TO WALK/BIKE TO SCHOOL. THE ROUTE DOES NOT HAVE SIDEWALKS STREET LIGHTS OR ANY TYPE OF SECURITY.
1023879	WE LIVE OUTSIDE CITY LIMITS AND I WOULD NEVER FEEL COMFORTABLE ALLOWING MY CHILD TO RIDE A BIKE TO SCHOOL. TOO MANY VARIABLES AFFECT HER SAFETY: DISTANCE INCOMPETENT (UNSAFE) DRIVERS & HIGH TRAFFIC AREAS.
1023896	IF I COULD SEE THE SCHOOL FROM MY HOUSE I WOULD LET MY CHILD WALK. BUT WITH ALL OF THE ABDUCTIONS IN THE COUNTRY WITHOUT AN ADULT I WOULD NOT LET MY CHILD WALK/BIKE TO SCHOOL.
1023901	IT GREAT FOR MOST CHILDREN. BUT I HAVE A SPECIAL NEED CHILD THAT NEED CONSTANT SUPERVISION.
1023826	GIVEN THE DISTANCE TRAFFIC & WEATHER MY CHILDREN WILL NOT WALK OR BIKE TO SCHOOL.
1023858	I WILL NOT ALLOW MY CHILD TO DO EITHER DUE TO NUMEROUS CHILD MOLESTORS IN OUR AREA AND IT STILL BEING VERY DARK IN THE MORNINGS WHEN THE BUS PICKS HIM UP.
1023861	MY SON IS TOO YOUNG TO WALK/BIKE TO SCHOOL!
1023905	WE LIVE 40 MINS. AWAY FROM MY SON'S SCHOOL WE WOULD NEVER BE ABLE TO LET HIM WALK OR BIKE TO SCHOOL
1023922	WE WOULD NOT ENCOURAGE THIS BECAUSE WE LIVE OUT IN THE COUNTRY - SO THE DISTANCE AND HEAVY TRAFFIC.
1023815	#13 AND 14 THEY COULD NOT RIDE BIKES TO SCHOOL DUE TO DISTANCE AND SAFETY
1023843	IF WE LIVED WITHIN WALKING DISTANCE AND HAD A SAFE ROUTE I WOULD ENCOURAGE WALKING
1023912	CAN'T ANSWER QUESTIONS 13 & 14 BECAUSE THEY DON'T DO IT.
1023841	12-13-14 DOES NOT APPLY. LIVE IN RURAL AREA
1023849	IT IS SILLY TO HAVE PEOPLE FILL OUT THESE FORMS MULTIPLE TIMES FOR KIDS IN THE SAME HOUSEHOLD WHO LIVE 8-10 MILES AWAY FROM THE SCHOOL.
1023921	I DO NOT LIKE UNSUPERVISED WALKING TO OR FROM SCHOOL BECAUSE OF VIOLENCE CRIMES BAD DECISIONS.....ETC. I BELIEVE EVERY CHILD SHOULD HAVE TRANSPORTATION BY BUS UNDER 7TH GRADE. THEY ARE OUR CHILDREN

## Parent Survey Summary

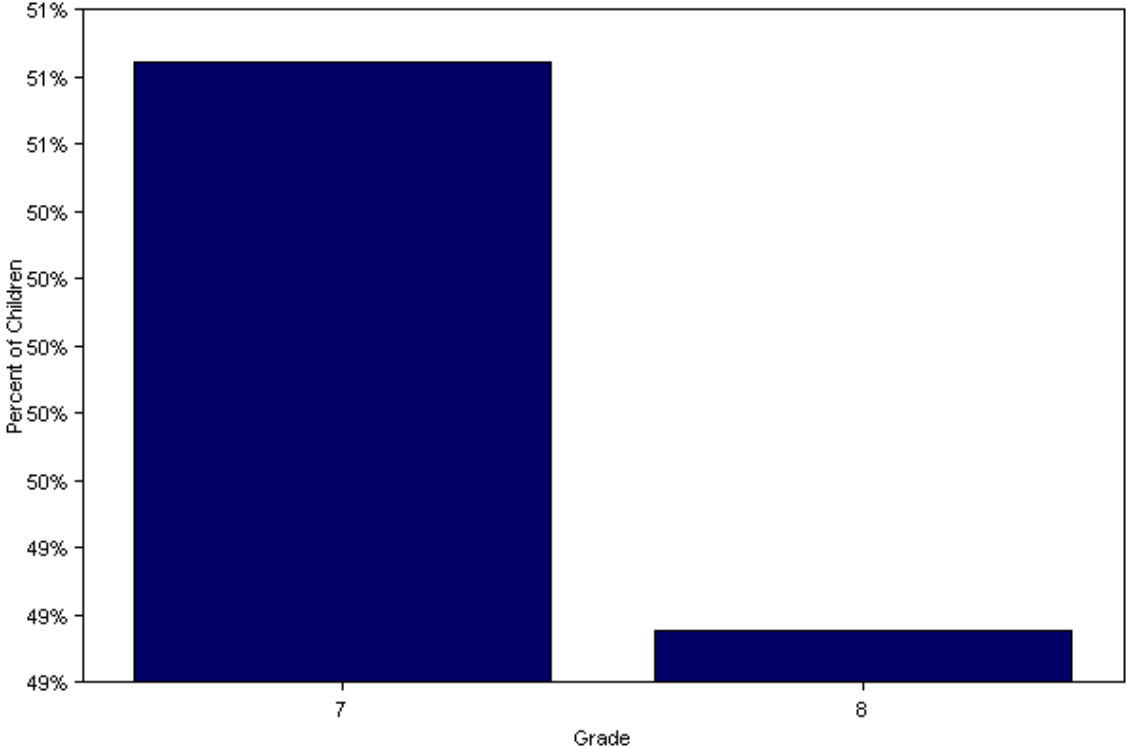
<b>Program Name:</b>	SRTS Non-infrastructure	<b>Month and Year Collected:</b>	April 2013
<b>School Name:</b>	Hauser Junior High School	<b>Set ID:</b>	9494
<b>School Enrollment:</b>	410	<b>Date Report Generated:</b>	06/07/2013
<b>Enrollment within Grades Targeted by SRTS Program:</b>	120	<b>Number of Questionnaires Analyzed for Report:</b>	59
<b>Number of Questionnaires Distributed:</b>	120		

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.

### Sex of children for parents that provided information



**Grade levels of children represented in survey**

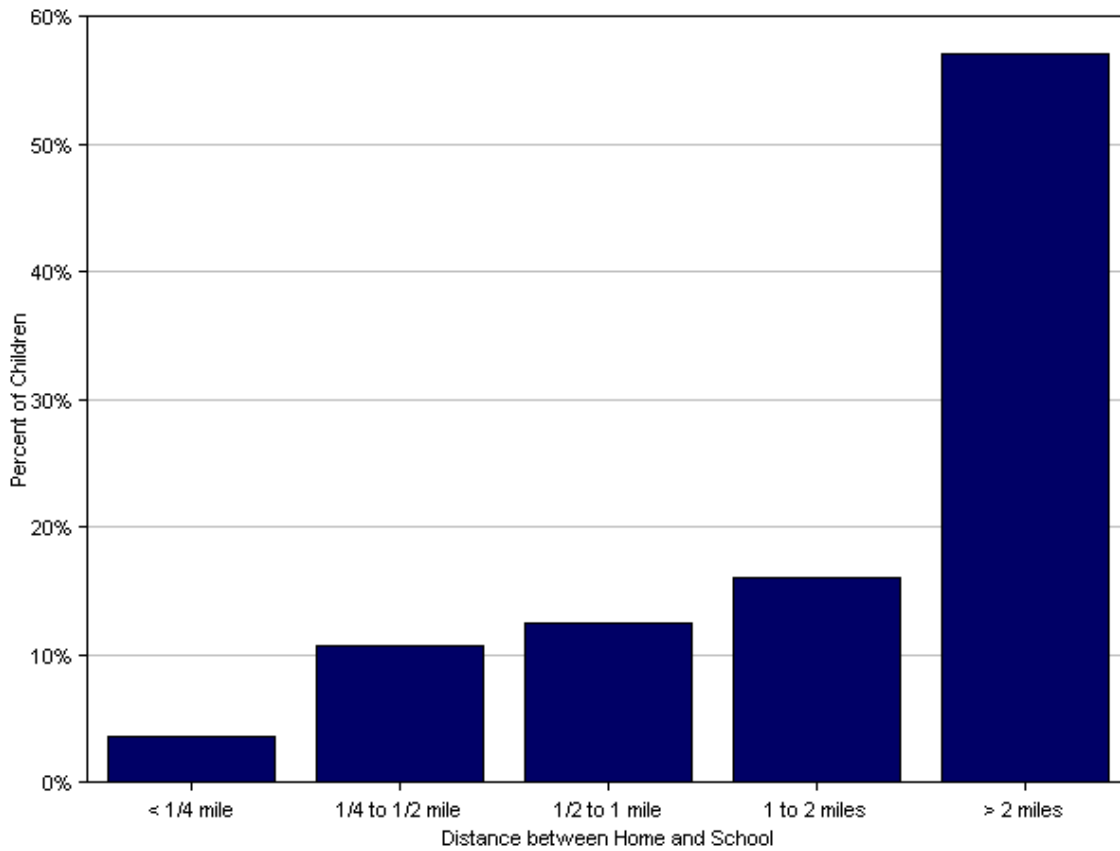


**Grade levels of children represented in survey**

Grade in School	Responses per grade	
	Number	Percent
7	30	51%
8	29	49%

No response: 0  
 Percentages may not total 100% due to rounding.

### Parent estimate of distance from child's home to school

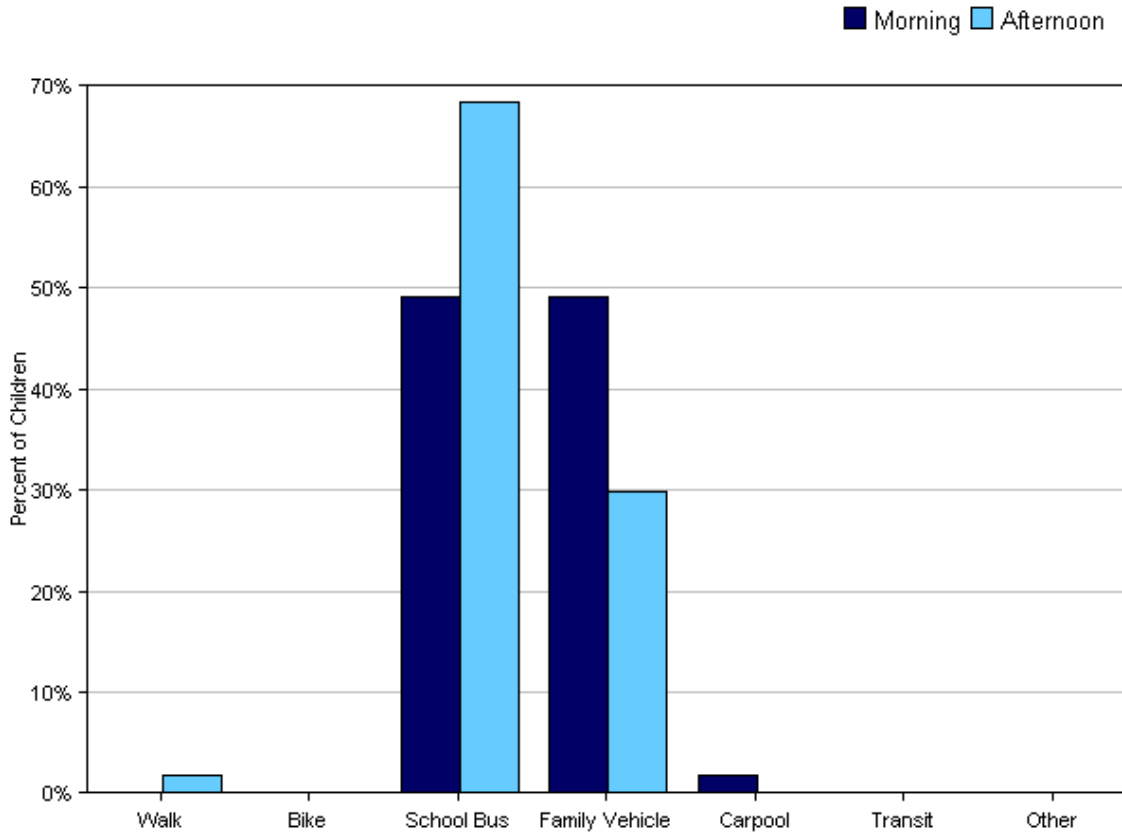


### Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	2	4%
1/4 mile up to 1/2 mile	6	11%
1/2 mile up to 1 mile	7	13%
1 mile up to 2 miles	9	16%
More than 2 miles	32	57%

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

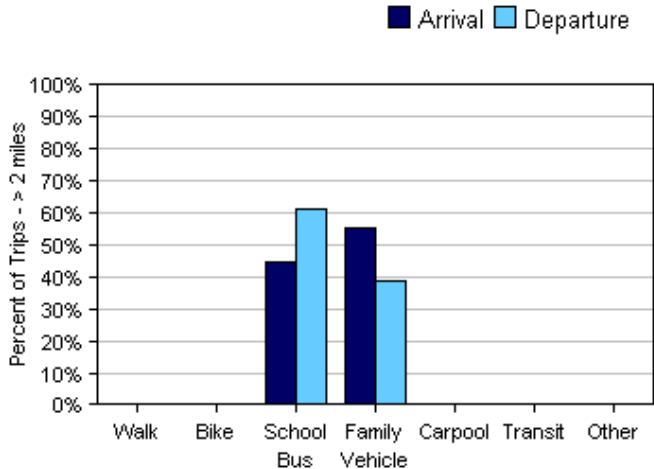
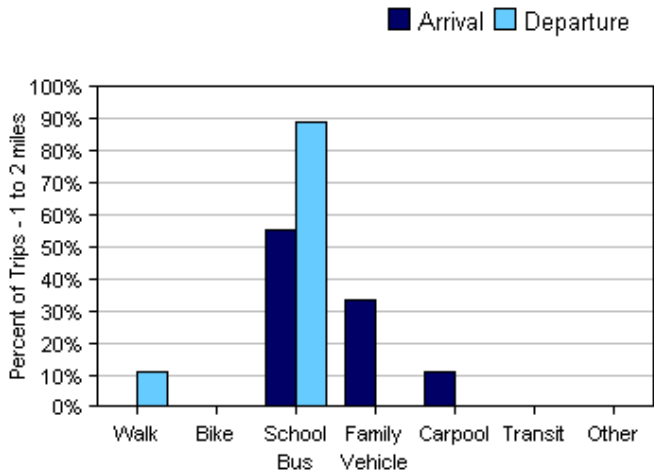
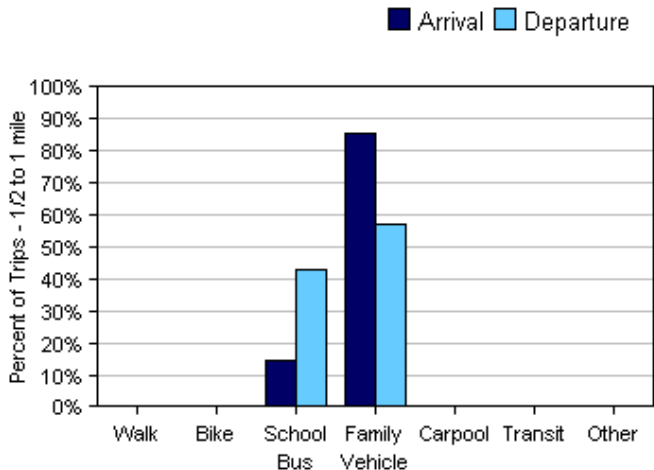
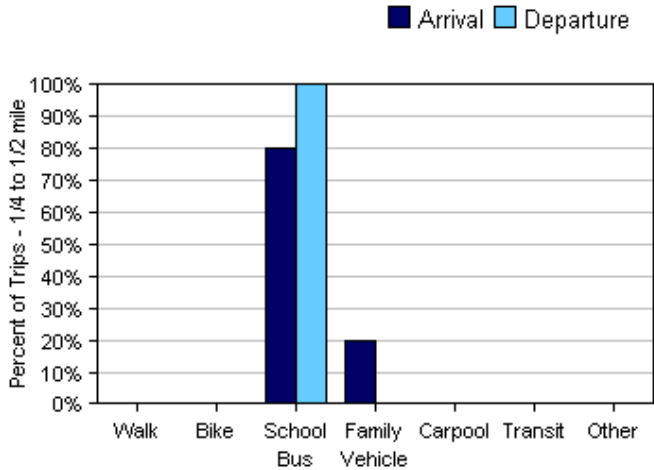
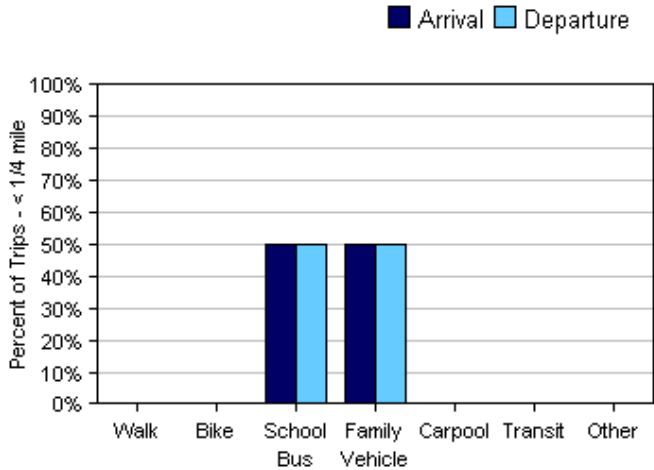
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	55	0%	0%	49%	49%	2%	0%	0%
Afternoon	57	2%	0%	68%	30%	0%	0%	0%

No Response Morning: 4

No Response Afternoon: 2

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	2	0%	0%	50%	50%	0%	0%	0%
1/4 mile up to 1/2 mile	5	0%	0%	80%	20%	0%	0%	0%
1/2 mile up to 1 mile	7	0%	0%	14%	86%	0%	0%	0%
1 mile up to 2 miles	9	0%	0%	56%	33%	11%	0%	0%
More than 2 miles	29	0%	0%	45%	55%	0%	0%	0%

Don't know or No response: 7

Percentages may not total 100% due to rounding.

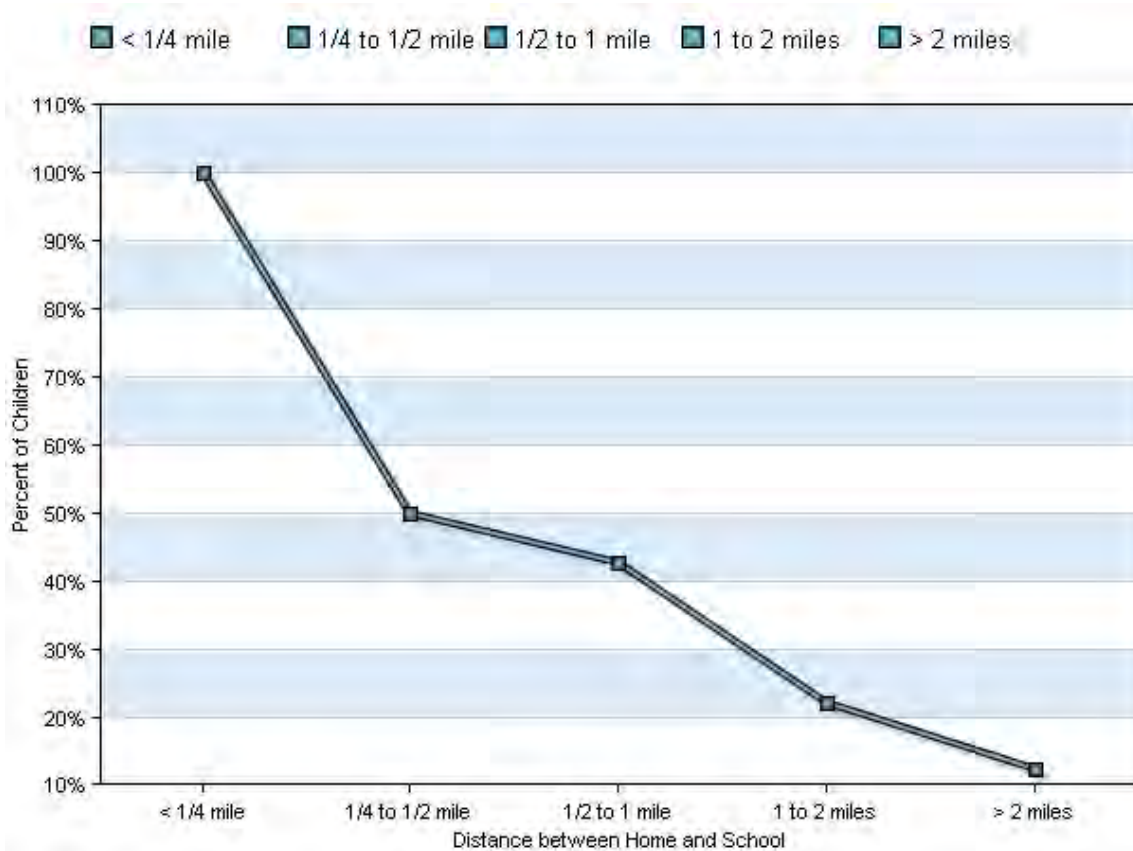
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	2	0%	0%	50%	50%	0%	0%	0%
1/4 mile up to 1/2 mile	5	0%	0%	100%	0%	0%	0%	0%
1/2 mile up to 1 mile	7	0%	0%	43%	57%	0%	0%	0%
1 mile up to 2 miles	9	11%	0%	89%	0%	0%	0%	0%
More than 2 miles	31	0%	0%	61%	39%	0%	0%	0%

Don't know or No response: 5

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**



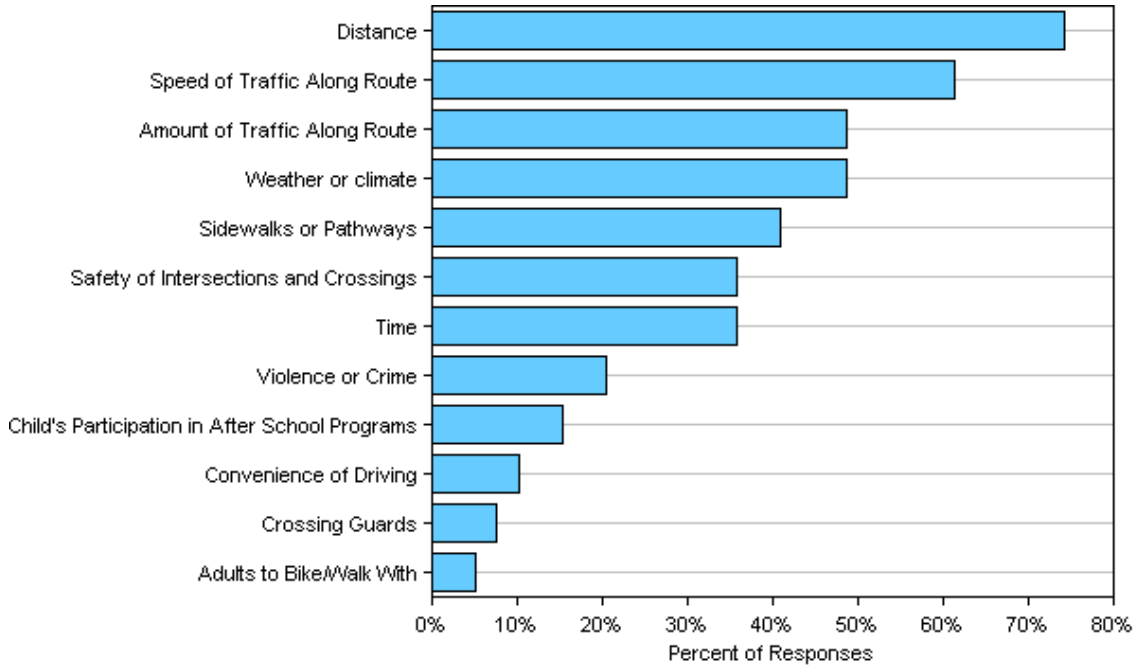
**Percent of children who have asked for permission to walk or bike to/from school by distance they live from school**

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	14	100%	50%	43%	22%	13%
No	42	0%	50%	57%	78%	88%

Don't know or No response: 3  
 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**

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	74%	0
Speed of Traffic Along Route	62%	0
Amount of Traffic Along Route	49%	0
Weather or climate	49%	0
Sidewalks or Pathways	41%	0
Safety of Intersections and Crossings	36%	0
Time	36%	0
Violence or Crime	21%	0
Child's Participation in After School Programs	15%	0
Convenience of Driving	10%	0
Crossing Guards	8%	0
Adults to Bike/Walk With	5%	0
<b>Number of Respondents per Category</b>	<b>39</b>	<b>0</b>

No response: 20

Note:

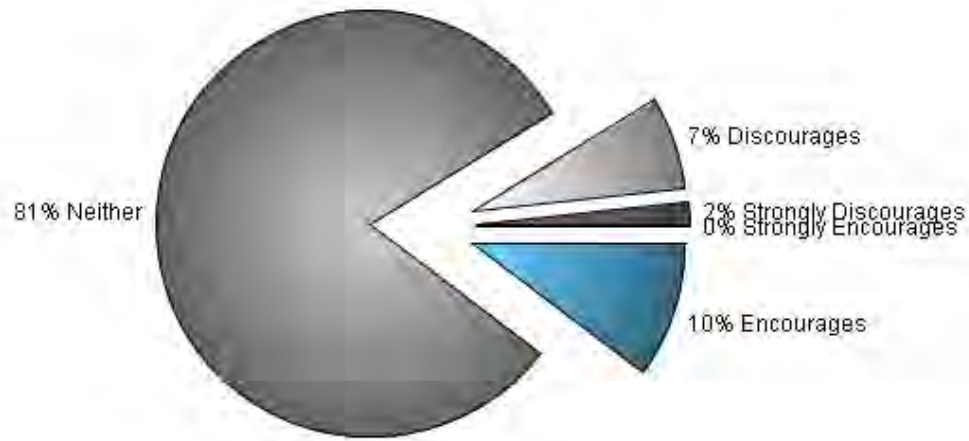
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

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

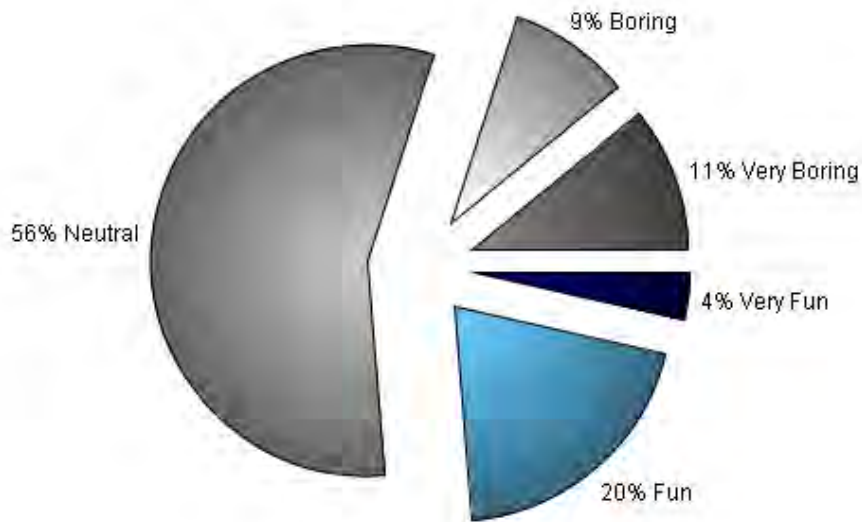
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention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

(Intentionally Left Blank)

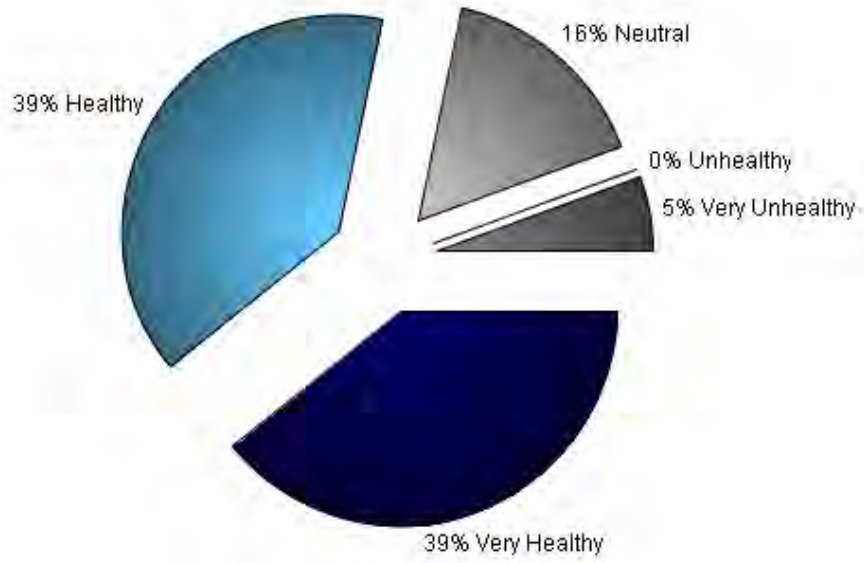
**Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school**



**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
1023978	THE TROUBLE OF BULLYING OR OTHER.
1023961	DUE TO MY CHILDRENS DISABILITIES. I DO NOT LET THEM BIKE OR WALK TO SCHOOL.
1023981	COUNTY ROADS WITH NO LANES DIFFICULT TO MAKE SAFE WITH SCHOOL TRAFFIC. DARKNESS IN MORNING AND INCLEMENT WEATHER ALSO PROHIBITIVE ISSUES.
1023935	I AM NOT COMFORTABLE LETTING HIM RIDE A BIKE OR WALK TO SCHOOL AT ANYTIME.
1023937	WE LIVE IN CLIFFORD. THE ROUTE TO SCHOOL FROM OUR HOME DOES NOT HAVE SIDEWALKS NOR IS IT PATROLLED VERY OFTEN. IT ALSO DOES NOT HAVE STREET LIGHTS.



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***PROPOSED PROJECT LAYOUTS  
(TOP THREE)***





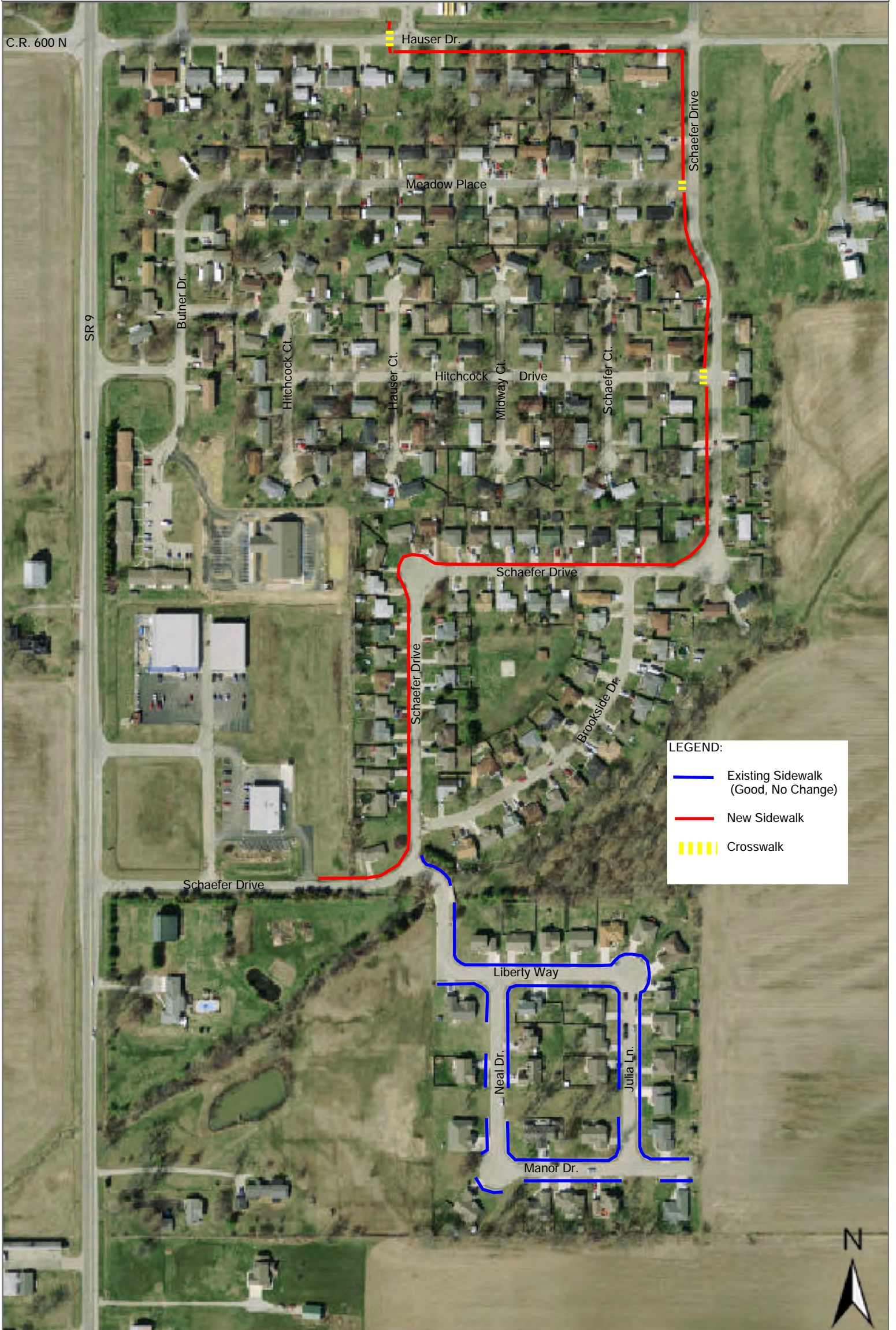
PROPOSED PROJECT NO. 1



PROPOSED PROJECT NO. 2



PROPOSED PROJECT NO. 3



PROPOSED PROJECT NO. 4

