

Lockwood School District Safe Routes to School Plan

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What is Safe Routes to School?

The Safe Routes to School program is a 100 percent federally-funded program that assists in creating a safer atmosphere for children to walk or bicycle to school. The national program was created through the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). It is a reimbursement grant program, that in Montana, is administered by the Montana Department of Transportation.

To receive funding through this program, a local group (local government or non-profit group) applies for funding. Applications are reviewed annually by a selection committee. Montana receives \$1 million dollars annually for this program, of which 30 percent is dedicated to non-infrastructure projects and 70 percent is dedicated to infrastructure projects.

This program was launched due to the decline of children walking and bicycling to school. According to the Safe Routes to School Guide, produced by the Pedestrian and Bicycle Information Center, 42 percent of children, 5 to 18 years of age, walked or bicycled to school in 1969. Out of the same demographic in 2001, only 16 percent walked or bicycled to school. Also in 1969, 87 percent of children 5 to 18 years of age who lived within one mile of school walked or bicycled to school, compared to 63 percent in 2001.

In 2004, a nationwide parent survey found that the top five reasons children did not walk or bicycle to school included:

1. Distance to the school
2. Traffic-related danger
3. Weather
4. Crime danger
5. Opposing school policy

Childhood obesity is a growing health concern that can be link with the physical inactivity of school-age children. According to the Center for Disease Control, in 1980, 6.5 percent of children 6 to 11 years old were obese. In 2008 that number had climbed to 19.6 percent. The United States Department of Health and Human Services recommends at least 60 minutes of physical activity for children each day. A child who lives ½ mile from school could get up to 30 minutes of physical activity five days a week by walking to school.

A successful Safe Routes to School program works towards alleviating these obstacles through a multi-faceted approach.

Elements of the Safe Routes to School Program

Engineering

Engineering addresses the built environment with infrastructure that creates a safer experience for walking or bicycling.

Encouragement

Encouragement includes activities that promote and get children excited to walk or bicycle to school.

Education

Education strategies target everyone in the community and teaches the rules of the road related to walking and bicycling.

Enforcement

Enforcement includes ways to ensure that everyone is obeying the laws that pertain to the roadway, especially those that make walking or bicycling unsafe.

Evaluation

Evaluations include the regular review of the strategies and identification of improvements to the Safe Routes program.

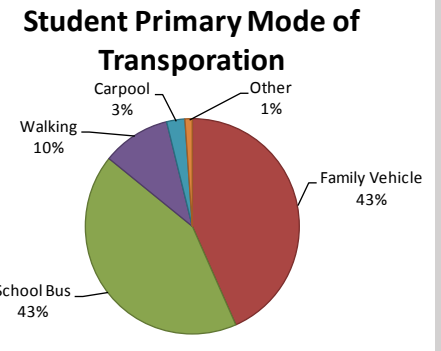


Chart 1 - Student Primary Mode of Transportation

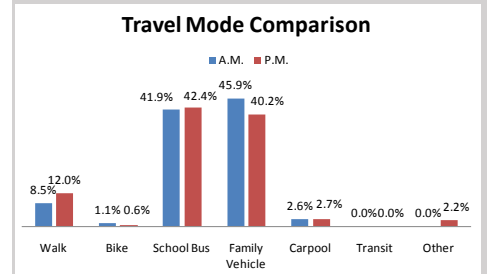


Chart 2 - Travel Mode Comparison Based on Commute Time

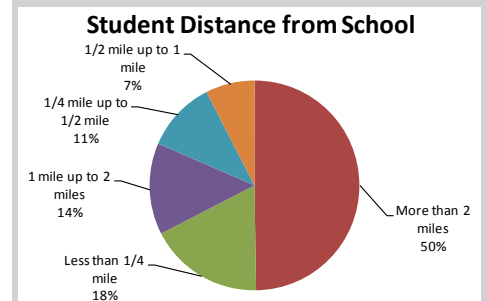


Chart 3 - Student Distance from School

Lockwood Safe Routes to School Survey

In November of 2009, Lockwood School District administered two surveys to assess the existing conditions related to walking and bicycling. A student survey was conducted by teachers and a parent survey was sent home with each child. Both surveys used forms created by the National Center for Safe Routes to School and were entered into their national database. The Lockwood School District had over a ninety percent response rate for both surveys.

The student survey was conducted in the morning and afternoon on a Tuesday, Wednesday and Thursday in one week. The goal of the survey is measure what mode types are most used and the difference between morning and afternoon commutes. Chart 1 shows the primary modes of transportation by percentages. Chart 2 shows the travel mode choice difference between A.M. and P.M. commutes.

A parent survey was administered to understand how far children live from school, why they take the mode of transportation they take, and what factors would provide a shift in the child's mode of transportation. Chart 3 shows the percentages of students distance from school. This statistic is important because the Safe Routes to School program can fund infrastructure projects that improve walking or bicycling within a two mile radius. According to the parent survey, that could affect up to 49.2 percent of the students of Lockwood.

To completely understand why children are using their selected mode of transportation. Chart 4 demonstrates the top five reasons affecting the mode choice of children who currently walk or bicycle to school. Chart 5 is a demonstration of the top five reasons affecting mode choice of children who do not walk or bicycle to school. There are common themes of distance, weather or climate, and sidewalks or pathways as a factor for choosing their mode of transportation. As stated previously, distance is the number one factor nationwide of why a certain mode choice is chosen. Chart 6 shows mode choice by distance to school. The groups Lockwood want to target to change to walk/bike are those who live within 1 mile, and especially those within a 1/4 mile. On average, people can walk a half-mile in 10 minutes and bike 1 mile in 6 minutes. Driving these short distances could take longer than walking or bicycling due to traffic congestion at the school drop-offs.

Additional statistics from the surveys can be found in the appendix.

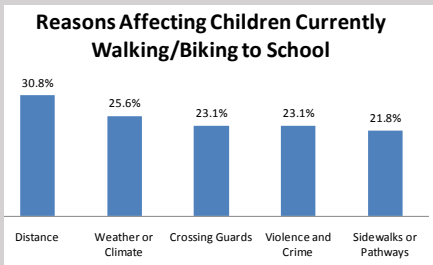


Chart 4 - Top 5 factors affecting kids who walk/bike

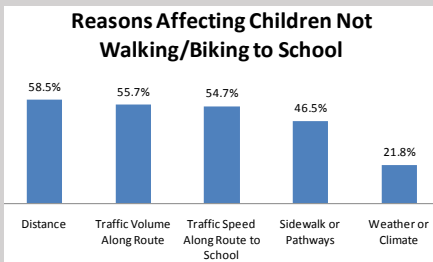
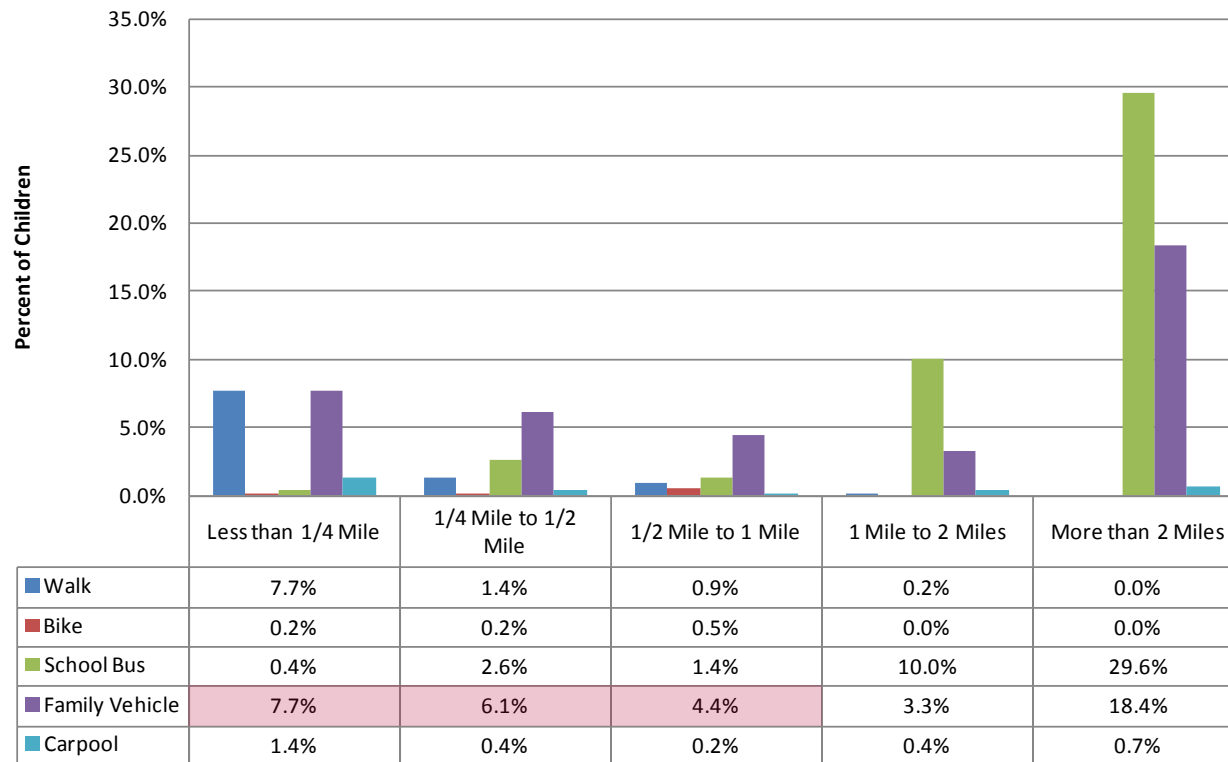


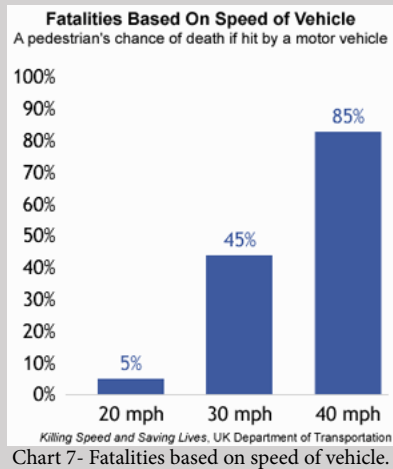
Chart 5 - Top 5 factors affecting kids who do not walk/bike

Travel Mode Choice by Distance from School



 Group Targeted for SRTS Solutions

Chart 6 - Travel Mode Type by Distance from School



Walking Evaluation

The consultant team conducted a walking evaluation on October 29, 2010. This walking evaluation was conducted in a half-mile radius from the school or a 10 minute walk. The evaluation helps identify key projects that will improve the walking conditions. The walking evaluation is a key element of the Safe Routes to School planning effort. The walking evaluation allows the planning team to experience the existing conditions as a pedestrian. As a motorist, not all pedestrian conditions will be identified.

The results of the walking evaluation indicated moderate to poor infrastructure conditions (Recorded results can be found in Appendix B. The crossing of Old Highway 87 at Piccolo Lane to the school was indicated as a place of major concern. The factors that made this intersection a place of concern was the limited visibility due to placement near a large curve and speed limits of 30 mph during school times and 45 mph all other times. Chart 7 shows research from the United Kingdom Department of Transportation pertaining to chances of survival of a pedestrian in an accident with a vehicle at 20, 30 and 40 mph. The statistics show that the chances of surviving a pedestrian-motor vehicle accident increase 17 times if the vehicle is traveling 20 mph versus 40 mph.

The evaluation also noted the lack of a sidewalk on Hillner Lane. The road had higher traffic volumes and vehicles were observed exceeding the posted speed limit. The participants stated that they would feel more comfortable on a sidewalk than walking on the road. After looking carefully at the existing right-of-way, a worn path was found on the north side of the road. Observation during the commute times before and after school confirmed that students were using this worn path for school commutes.

Old Highway 87, specifically west of the school, was also identified as a concern. No sidewalk exists on either side of the road. Traffic speed, volume of traffic, and absence of a roadway shoulder makes it very uncomfortable to walk. There were children observed utilizing this road to walk to school.

There were also good items found for walking during the walking evaluation. Nightingale, Lauretta, Hickory, Hemlock, Rolling Meadow, Suburban and Lantana are all pleasant streets for walking without a dedicated sidewalk. There is a wide roadway, low amount of parked cars, slower vehicle speeds and low amount of traffic volume on the roads which makes them optimal for walking.



Photo 1- Hillner Lane

Bicycling Evaluation

Lockwood School District sponsored an education session on walking and bicycling safety for physical education teachers. As part of this education course, the participants were required to go on a group bicycle ride to practice teaching bicycle safety. As part of this practice, the participants of the course were asked to evaluate the conditions of bicycling while on a ride. The boundaries for the ride were Old Hardin Road to the North, Johnson Lane to the East, Veva Road to the west and Cedar Canyon/ Englin Road to the South. Participants were asked to identify roads that were comfortable to ride and roads that were difficult to road.

Through the process several key themes were found. The first of these themes was that Old Highway 87 and Old Hardin Road are difficult to ride due to traffic volume and speed. During the evaluation, one rider was almost run off the road by a semi on Old Hardin Road. Because the person had completed bicycle safety courses, he knew what procedures to do to avoid an incident.

Another key theme identified is that a path adjacent to the irrigation canal would provide a safe connection from many households to the school. In conversations with a representative from the irrigation ditch company, there may be an interest that can benefit the Safe Routes to School Program and the ditch company.

The last major theme was identification of an improved crossing of Old Highway 87 at Piccolo Lane. Children bicycling to school should walk their bike across this crosswalk. Walking their bicycle helps make them more visible because they are going much slower than when they are riding their bicycle. Like the experience during the walking evaluation, many drivers do not comply with yielding to children walking their bicycle across the street at the Piccolo crosswalk. This crossing should be identified for improvement of visibility, which will increase yielding compliance.

Solutions

A series of solutions has been created for each of the 5 “E’s”. These solutions have been quantified in costs by a dollar sign scale.

\$	\$0 to \$5,000
\$\$	\$5,000 to \$25,000
\$\$\$	\$25,000 and greater



Photo 2- Old Highway 87

Encouragement Solutions

Encouragement solutions are used to make walking and bicycling to school exciting and interesting for the students. These activities should be either conducted concurrently or subsequent to education solutions. Encouragement solutions are generally quick and easy to setup and some require little funding. They can be setup and administered by students, parents, teachers or community leaders. These activities can be a great catalyst for a Safe Routes to School program and a way to maintain interest in the program.

The following solutions responds to areas of concern that were identified in the walking and bicycling evaluations, feedback from the public meeting and steering committee meetings.

Encouragement Solution #	Strategy	Description	Party Responsible	Cost of Project
Enc-1	Helmet Giveaway/ Bicycle Registration	Lockwood School District received SRTS funding in 2010 to purchase equipment for bicyclists. As part of this funding, Lockwood Schools will have a giveaway free helmets to children that ride their bicycle to school. To coordinate this effort, a form will be created to keep track of who has received the helmets. As part of the form, the child must put their bicycle serial number. This will assist the school district in verifying that the child has a bicycle and if the bicycle is found on the school property, the owner can recover it.	Lockwood School District	\$
Enc-2	Participate in International Walk to School Day or Week	Encourage the children to participate in International Walk to School Day or Week that is usually held in the first week of October. Award prizes to students or classes with the most participants.	Lockwood School District, Lockwood Schools PTA	\$
Enc-3	Frequent Biker/Walker Program	Create a program that rewards the students who frequently bike or walk to school. Common programs are punch cards or mileage programs.	Lockwood School District, Lockwood Schools PTA	\$-\$\$
Enc-4	Walking School Bus/ Bicycle Trains	Start a walking school bus and a bicycle train route for each of the schools. This would be led by a responsible adult each day. This adult must have participated in safety courses before leading the bus or train.	Lockwood School District, Lockwood Schools PTA	\$



Photo 3- Logo for International Walk to School Day. Many resources like this available on www.iwalktoschool.org.

Education Solutions

Educations solutions should be some of the first activities conducted in the Safe Routes to School Program. These activities guide participants to conduct themselves in a safe manner. Education solutions identify who needs to receive information, what information needs to be given, and how the message will be delivered. Education solutions not only target students, they also target parents, teachers, and the citizens of the community as well.

The following solutions respond to areas of concern that were identified in the walking and bicycling evaluations, feedback from the public meeting, and steering committee meetings.

Education Solution #	Strategy	Description	Party Responsible	Cost of Project
Edu-1	Conduct Walking/ Bicycling Education as Part of a Curriculum	As part of the 2010 SRTS funds, Journeys from Home came to Lockwood Schools and provided training to the physical education teachers as instructors safe walking and bicycling. The school districts will incorporate the lessons from this course into the curriculum for physical education.	Lockwood School District	\$
Edu-2	Include Recommended Walking Routes, Pedestrian Safety Information, and Bicycle Safety Information in the Student Handbook	As part of the student handbook, the recommended walking routes, pedestrian and bicycle safety information should be incorporated. This will help guide students and parents on the places that are safest to walk, and teach them tips on being a safe pedestrian or bicyclist..	Lockwood School District	\$
Edu-3	Conduct Bicycle/ Pedestrian Education Courses for Adults	Educating adults on bicycle and pedestrian safety with help them feel comfortable with allowing their children to walk or bicycle to school. This will also help increase their awareness for bicyclists and pedestrians when driving their vehicle. A recommended course for bicycle education would be the Traffic Skills 101 course provided by the League of American Bicyclists. For a list of other bicycling education courses visit http://www.bicyclinginfo.org/education/resource/fhwa.html . A recommended course for pedestrian training would be using information from the <i>Journeys from Home</i> curriculum. For a list of many different education course examples visit www.walkinginfo.org/education/case-studies.cfm .	Lockwood School PTA	\$



Photo 4- Officer conducting bicycle education courses.



Photo 5- Sign campaign to watch for children.

Education Solution #	Strategy	Description	Party Responsible	Cost of Project
Edu-4	Temporary and Permanent Sign Campaign	Start an education campaign with permanent and temporary signs to educate motorists to watch for kids bicycling and walking. These signs can range from yard signs along popular routes to billboards within the community. The children can be used to help design the signs.	Lockwood Schools PTA	\$-\$\$

Enforcement Solutions

The Safe Routes to School Guide produced by the Pedestrian and Bicycle Information Center (2007) states that the goal for enforcement solutions is to discourage unsafe behaviors of drivers, pedestrians and bicyclists and encourage obedience of the traffic laws. When most people think enforcement, they believe it means officers writing tickets for disobeying the laws. Enforcement stretches much further and involves the whole community and must be combined with solutions from engineering, encouragement, and education to achieve a long-term success.

Enforcement solutions need a community network that includes law enforcement officers, crossing guards, school officials, parents and students. Each group has their own responsibilities but all are equally important to creating a community that is safe for walking and bicycling.

The following solutions respond to areas of concern that were identified in the walking and bicycling evaluations, feedback from the public meeting, and steering committee meetings.

Enforcement Solution #	Strategy	Description	Party Responsible	Cost of Project
Enf-1	Increase Police Presence	An increase of police presence within the school zone will make drivers more aware of their speed and traffic laws. The cost for this solution is based on the amount of time the officers spend around the schools.	Yellowstone County Sheriff's Department	\$-\$\$
Enf-2	Crossing Guard Program	Develop a training and manual for crossing guard education. This will assist in producing a safe product that the parents will trust. This will also assist in training new crossing guards for other locations or if the current guards leave. Another helpful addition would be a yearly training to ensure correct procedures are being used.	Lockwood School District	\$



Photo 6 - Increased Officer presence

Engineering Solutions

The Safe Routes to School Guide produced by the Pedestrian and Bicycle Information Center (2007) states that “engineering” is a broad concept used to describe the design, implementation, operation and maintenance of traffic control devices or physical measures, including low and high-cost capital measures. This section focuses on tools that work to create safe and accessible routes by improving paths, creating safer crossings and slowing down traffic. At the same time, it recognizes the importance of a balanced roadway environment that can accommodate the needs of all modes of transportation. Engineering solutions must be combined with solutions from enforcement, encouragement, and education to achieve a long-term success.



Photo 7- Piccolo, Old Highway 87 Intersection

The following solution alternatives respond to areas of concern that were identified in the walking and bicycling evaluations, feedback from the public meeting, and steering committee meetings. Engineering solution alternatives are generally grouped into alternative strategies that address walking/biking facilities (paths), improving safety of crossings, and slowing down motorized traffic.

Walking/Biking Facilities (Paths)

The physical or “built” environment has a significant impact on whether children walk/bicycle to school. Without safe, accessible path facilities, the walking/biking trip to school may be unsafe or impractical. Children may not desire to walk/bike to school, and parents may be reluctant to encourage their children to walk/bike without adequate facilities. Children need well-design, well-built, well-maintained, and accessible facilities to accommodate and encourage walking or biking to school.

Engineering Solution #	Strategy	Description	Party Responsible	Cost of Project
Eng-P1	New Path	Construct an off-street path on school property generally along Old Highway 87 from Peters Street to Piccolo Lane.	Lockwood Schools, Yellowstone County	\$\$
Eng-P2	New Path	Construct a path along the north side of Hillner Lane from Hemlock Lane to Piccolo Lane.	Yellowstone County	\$\$\$
Eng-P3	New Path	Construct a path along Piccolo Lane from Sunrise Street to Old Highway 87.	Yellowstone County	\$\$
Eng-P4	New Path	Construct a multi-use path along the Lockwood Irrigation Ditch from Cedar Canyon Road to Old Highway 87.	Yellowstone County	\$\$\$
Eng-P5	New Path	Construct a path along Old Highway 87 from Cherry Street to Peters Street.	Yellowstone County, MDT	\$\$

Improving Safety of Crossings

A child's walking/biking route to school should have a minimal number of busy street crossings. Where necessary, street crossings should be established at locations that reduce crossing distance, provide good visibility, provide a direct route to school, and serve the greatest number of students. Crossings should also be provided with appropriate traffic controls such as marked crosswalks, warning signs, and traffic signals or warning flashers. Crossings should also provide appropriate accessible design features and be well lit for visibility during morning/afternoon low light periods.

While marked and signed crosswalks should be provided where ever a path requires crossing a street, two locations were identified where walking/biking routes require crossing of Old Highway 87. Identified at Piccolo Lane and Memory Lane, these crossings warrant enhanced safety features due to the volume and speed of traffic on Old Highway 87. Several strategies/alternatives are available to enhance safety at these crossing locations.

Engineering Solution #	Strategy	Description	Party Responsible	Cost of Project
Eng-C1	Sign & Mark Crossing	Ensure pavement markings and warning signs are in-place, maintained, and in compliance with current standards.	Yellowstone County, MDT	\$
Eng-C2	HAWK Pedestrian Signal	The High-intensity Activated crosswalk (HAWK) is a new kind of signal designed to help pedestrians cross busy streets. This signal is more than a warning device; it presents a red light to stop traffic similar to an ordinary signal. Unlike an ordinary signal, the signal indications remain dark until activated by a pedestrian. HAWK signals have been shown to dramatically increase motorist awareness and produce as much as a 97% motorist compliance rate. HAWK signals are not recommended for use at intersections where side street traffic is controlled with STOP or YIELD signs.	Yellowstone County, MDT	\$\$\$
Eng-C3	Rapid Flash Beacon	Rapid flash beacons are pedestrian-activated amber LEDs that supplement warning signs at crosswalks. They use an irregular stutter flash pattern that is similar to emergency flashers on police vehicles that produce a "flicker" effect to elicit a greater response from drivers. Use of rapid flash beacons has been found to increase driver yielding significantly with little to no decreasing in yielding behavior over time.	Yellowstone County, MDT	\$\$



Photo 8 - HAWK Signal

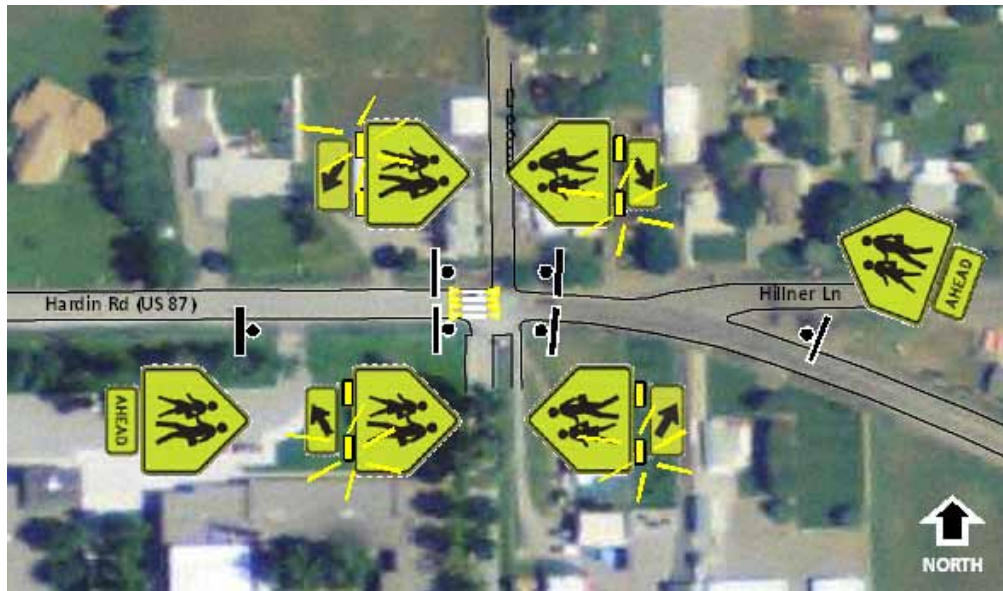


Photo 9 - Rapid Flash Beacon



Photo 10 - In-Pavement Warning Lights

Engineering Solution #	Strategy	Description	Party Responsible	Cost of Project
Eng-C4	In-pavement Warning Lights	In-pavement lights are used at crosswalks to alert motorists to the presence of a pedestrian. The amber lights are embedded in the pavement on both sides of the crosswalk and oriented to face oncoming traffic. When activated, the lights begin to flash. The flash pattern may be regular or irregular (similar to rapid flash beacons). The lights are only activated when a pedestrian wants to cross and are automatically shut off after a set period of time.	Yellowstone County, MDT	\$\$



The graphic above depicts installation of both in-pavement warning lights and rapid flash beacons. While either in-pavement lights or rapid flash beacons may be installed without the other, it is recommended that in-pavement lights be installed as a supplement to rapid flash beacons rather than being installed alone. This recommendation is made because in-pavement lights may not be visible during periods of snow cover.

Either installation shall be implemented only at marked crosswalks. For this location, advance warning signs are recommended and should be placed 125-150 feet in advance of the crosswalk. Advance warning signs currently exist for this location and are installed about 600 feet in advance. Those signs are recommended to remain.

At the crosswalk itself, additional warning signs are installed with the down-pointing arrow to indicate the crosswalk location to motorists. The rapid flash beacons are installed between the crosswalk warning sign and the down-pointing arrow plaque. The beacons consist of rectangular LED lights flashed in a manner that includes a continuous flash of varying intensity and time duration that is repeated to provide a flickering effect. In-pavement lights flash in the same manner.

Both rapid flash beacons and in-pavement warning lights shall be pedestrian actuated (push-button activation is most common) and will flash only for a duration sufficient to allow a pedestrian crossing the street to leave the curb or shoulder and travel to the far side of the street. They are not flashed continuously. If both are installed, they shall both function at the same time for the same duration.

Slowing Traffic

It is desirable to slow traffic within the school zone where a high concentration of school-generated traffic (vehicle and pedestrian) exists. Ideally, the school zone includes the streets along the school and usually an area one to two blocks around the school. School zones should be marked with special signing to alert motorists of the high concentration of children. School crossing signs, speed signs, school zone pavement marking and other traffic calming devices remind motorists to treat the area with special care and attention.

Several alternatives were identified to specifically control vehicle traffic speeds and to improve orderly circulation of vehicle traffic within and through the school zone. Improvement alternatives also provide methods to reduce vehicle/pedestrian conflicts and to potentially reduce vehicle traffic on the school campus.

Engineering Solution #	Strategy	Description	Party Responsible	Cost of Project
Eng-T1	Radar Speed Sign	A radar speed sign is a device designed to increase driver awareness of speed through real-time feedback. This device contains integral radar that measures vehicle speeds and relays that information to drivers through the use of a variable message LED sign face. Research has shown up to 80% of drivers will slow down once alerted to their speed. Signs could be permanently mounted in conjunction with school speed zone signs, or utilized as a temporary measure and relocated occasionally to increase geographic effectiveness at reduced cost.	Yellowstone County, MDT	\$\$



Photo 11 - Radar Speed Sign

Engineering Solution #	Strategy	Description	Party Responsible	Cost of Project
Eng-T3	Reconstruction of Old Highway 87 /Piccolo Lane/ Hillner Lane Intersection	Reconstruct intersection with vehicle channelization to make Hillner Lane intersect Old Highway 87 at close to right angles. Project would better define pedestrian areas and reducing the pedestrian crossing distance (across Old Highway 87) and move vehicle conflicts from the pedestrian crossing area. This project was identified as a recommended improvement by the Lockwood Transportation Study.	Yellowstone County, MDT	\$\$\$
Eng-T4	Construct & Formalize Parking and Drop-off area on Peters Street	Project to provide paving, striping, and curbing to formalize an informal parking and student drop-off area off of Peters Street on the west side of the school campus. Project would provide separation of parking and drop-off areas and reduce vehicle/ pedestrian conflicts.	Yellowstone County, Lockwood Schools	\$\$\$
Eng-T5	Traffic Control Device Inventory & Evaluation	Conduct a complete inventory and evaluation of all traffic control devices (signs, pavement markings, etc.) in the Lockwood's School Zone area. Evaluate sign face condition, retroreflectivity, mounting height, and location with respect to the Manual on Uniform Traffic Control Devices. Replace/ modify/supplement as necessary.	Yellowstone County, MDT	\$

Potential Funding Sources

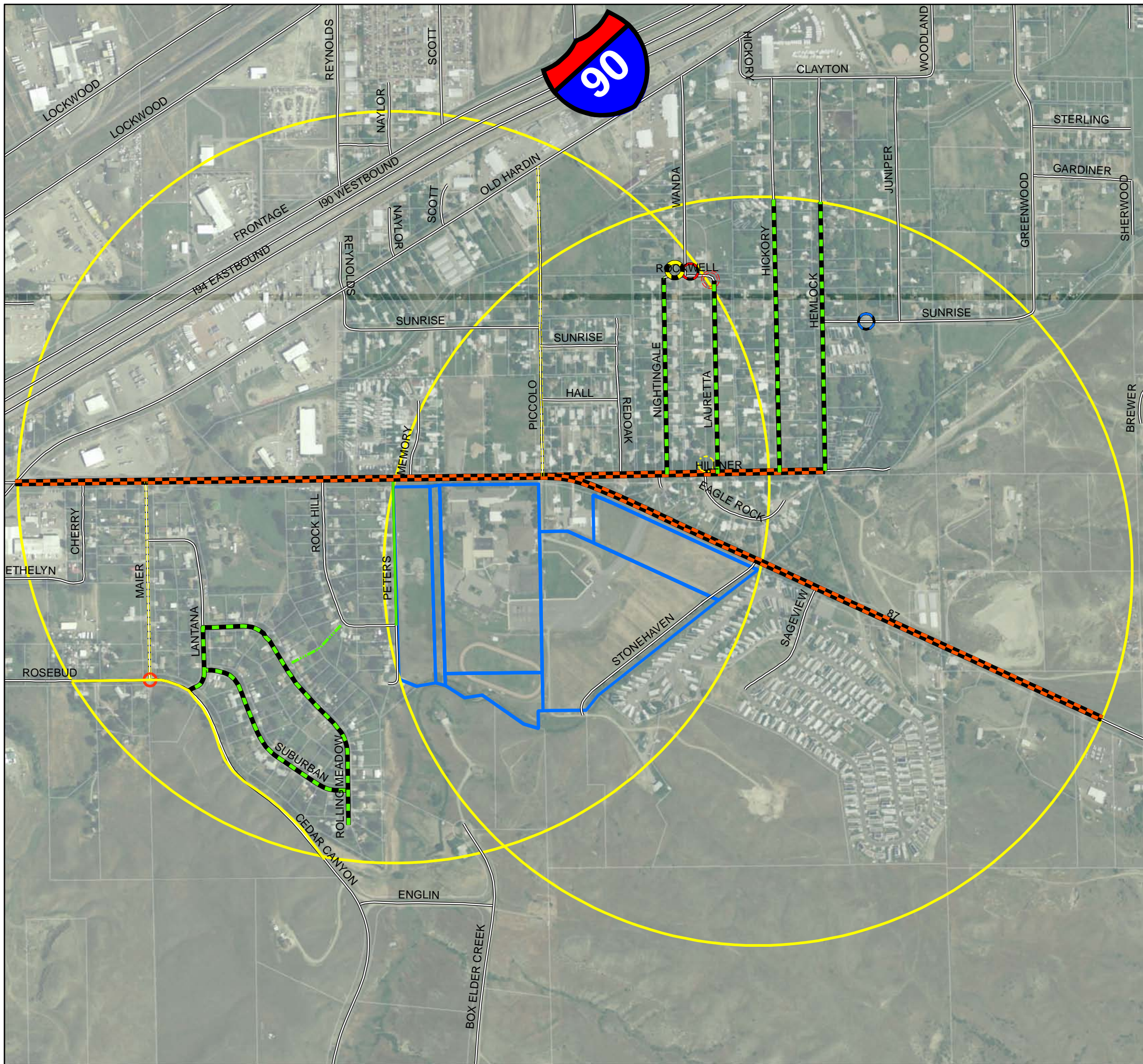
With school budgets becoming more limited, it is important to identify other funding sources for the proposed solutions. Below is a table of potential sources:

Name	Issuing Agency	Description
Safe Routes to School	Montana Department of Transportation	This is a federally funded program administered by the Montana Department of Transportation. Funding cycles are currently yearly, with applications due on December 31.
Community Transportation Enhancement Program	Montana Department of Transportation	This is a federally funded program administered by the Montana Department of Transportation. Yellowstone County currently reviews the projects on a yearly basis with applications due at the end of July.
Foundations and Private Donations	Various	There are lots of foundations and individuals that are willing to donate funds to enhance communities. A website with lots of potential grants is http://www.msuxextension.org/CommRes/grantopps.asp .
Recreational Trails Grant	Montana Fish, Wildlife and Parks	The Transportation Equity Act of the 21st Century (TEA21) established the Recreation Trails Program (RTP), which provides for the transfer of federal gas taxes paid on non-highway recreational fuel in off-highway vehicles to the Federal Highway Administration (FHWA). This grants program is a matching program, whereby RTP grants may not exceed 80% of the total of an individual project. This is a reimbursement program.
Lockwood Transportation District	Lockwood Transportation District	The Lockwood Transportation District was created in 1983 to help facilitate the construction of the Johnson Lane Interchange on I-90/I-94. The LTD provided the local share of federal funds necessary for the interchange's construction. This could be utilized again to fund a large safety project in the Lockwood Area.
Health Care groups and Foundations	Various	The health care industry has taken an interest in the Safe Routes to School Program as it leads to children to be more physically active. There are lots of health groups that provides grants for non-infrastructure solutions. A major group is the Robert Wood Johnson Foundation.

Evaluation Solutions

With school budgets becoming more limited, it is important to identify other funding sources for the proposed solutions. Below is a table of potential sources:

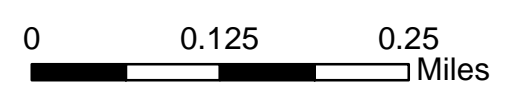
Evaluation Solution #	Strategy	Description	Party Responsible	Cost of Project
Eval-1	Quarterly Safe Routes to School Committee Meetings	The Safe Routes to School Steering Committee should meet on a quarterly basis to review the current Safe Routes to School plan and its successes and failures. This committee will help guide the program throughout the future and make necessary changes to the plan.	Safe Routes to School Committee	\$
Eval-2	Update Recommended Route Map	As solutions are completed as part of the Safe Routes to School Program, the recommended route map will need to be updated. This map should be reviewed by the Safe Routes to School Committee on a yearly basis and updated accordingly.	Safe Routes to School Committee	\$
Eval-3	Complete Parent and Student Surveys	The parent and student surveys that were conducted as part of this planning process should be completed each year in September. It has been found that September has the best overall weather out of the other months.	Lockwood School District	\$
Eval-4	Update Safe Routes to School Master Travel Plan	The plan should be updated every 5-10 years to set new goals and adjust to the successes and failures. It is recommended that a consultant is to be hired to complete this process similar to the process taken for this plan.	Lockwood School District	\$



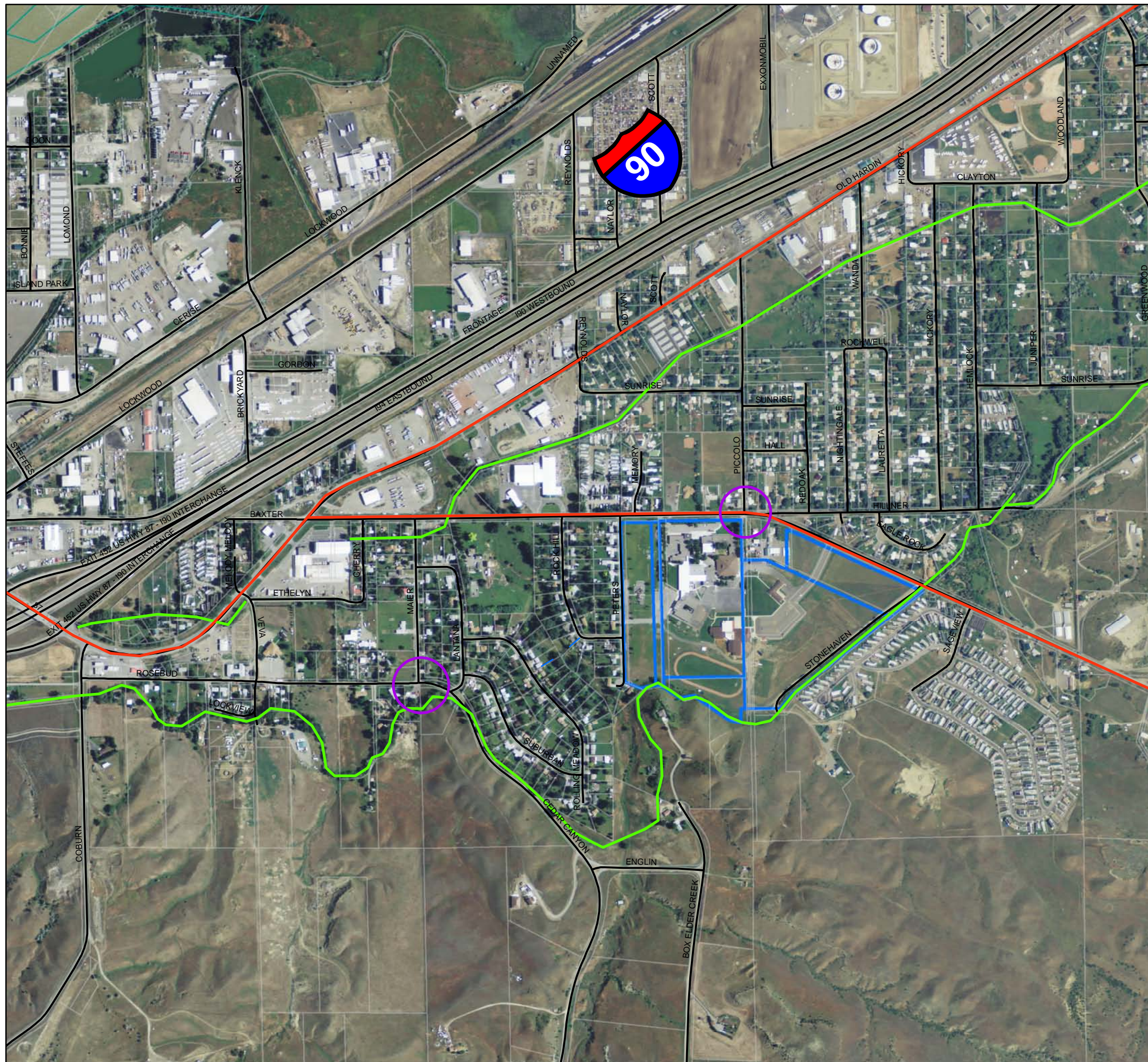
Legend

- Ackward Intersection
- Comfortable to Walk in Low Traffic Situations
- Large Drainage Ditch
- Low Ammount of Space/ Higher Speeds
- Neighborhood Cut-Through
- Old Telephone Pole Close to Road
- Pleasant to Walk
- Rough Pavement
- Rough Pavement/ Low Ammount of Space
- Speeding Vehicles/ High Traffic
- Threatening Dog
- Vegetation Blocks Views
- Roadways
- 10 Minute Walk
- Lockwood School Property

Lockwood School District Safe Routes to School Walking Evaluation



Data Source: Montana NRIS



Legend

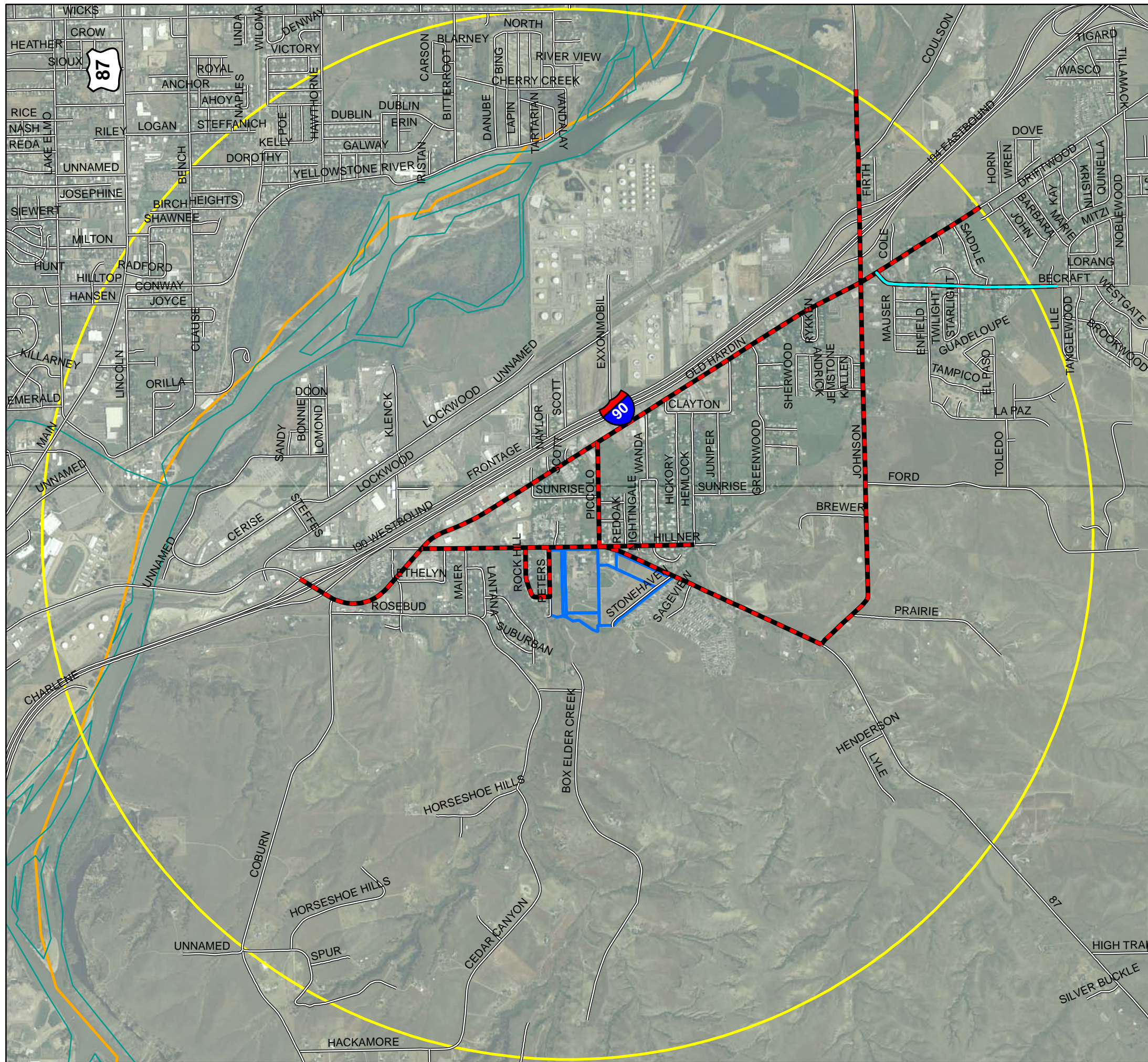
- Existing Cut-through
- High Traffic/ High Speed
- Irrigation Canal/ Potential Trail
- Traffic Control Needs Evaluation
- Roads
- Parcel Boundaries
- 2 Mile Radius
- Rivers and Streams
- Lockwood School Property
- School District Boundary

Lockwood School District Safe Routes to School Bicycling Evaluation








Data Source: Montana NRIS





Legend

-  Not Pleasant for Walking/Bicycling
-  Roadways
-  2 Mile Radius
-  Lockwood School Property
-  School District Boundary

Lockwood School District Safe Routes to School Town Hall Feedback

0 0.125.25
Miles

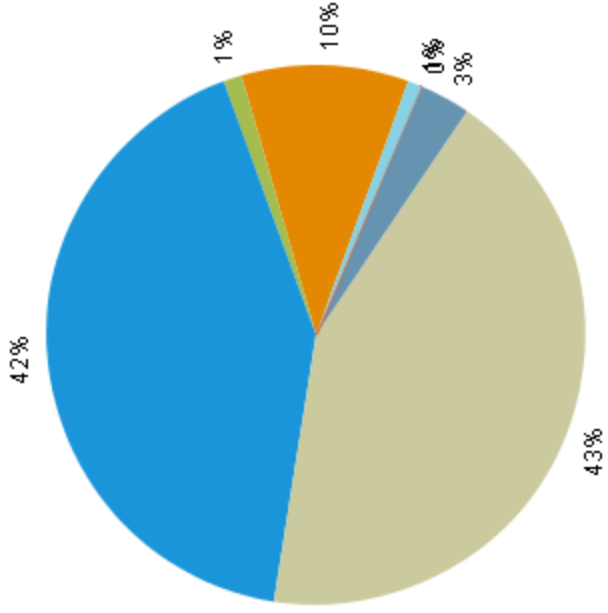


Student Travel Summary

Program Name:	Lockwood Schools	Season Collected:	Fall2009
School Name:	Lockwood School	Data Type (Pre/Mid/Post):	pre
Reported School Enrollment:			0
Number Classrooms:			0
Number of Tallies Reported:			54

Students Traveling by Each Mode (across all reported days)

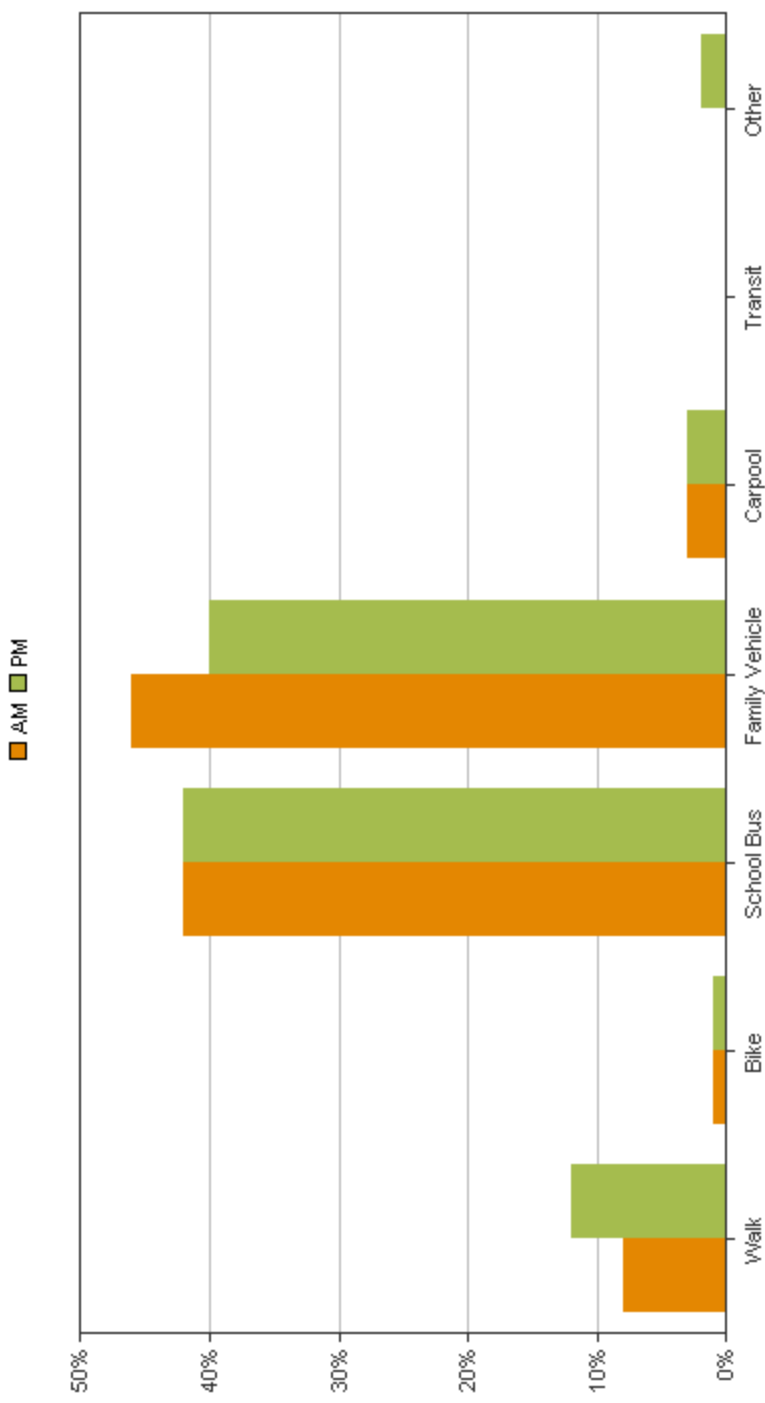
- Walk
- Bike
- School Bus
- Family Vehicle
- Carpool
- Transit
- Other



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Average Number of Student Trips for Morning and Afternoon	98.8	8.2	407.7	416.5	25.8	0.0	10.5
Percent	10.2%	0.8%	42.1%	43.0%	2.7%	0.0%	1.1%

Average number of students per day responding to in-class tally counts: **967.5**

Morning to Afternoon Travel Mode Comparison



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	8.5%	1.1%	41.9%	45.9%	2.6%	0.0%	0.0%
Afternoon	12.0%	0.6%	42.4%	40.2%	2.7%	0.0%	2.2%

Number of students by travel mode to and from school:

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	980	84	419	433	20	0	0
Tues PM	983	121	421	384	21	0	27
Wed AM	974	83	409	448	28	0	0
Wed PM	979	111	421	389	32	0	21
Thur AM	956	80	391	454	29	0	0
Thur PM	933	114	385	391	25	0	15

Averages for classes submitting travel tallies:

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	18.1	1.6	7.8	8.0	0.4	0.0	0.0
Tues PM	18.2	2.2	7.8	7.1	0.4	0.0	0.5

Wed AM	18.0	1.5	0.1	7.6	8.3	0.5	0.0	0.0
Wed PM	18.1	2.1	0.1	7.8	7.2	0.6	0.0	0.4
Thur AM	17.7	1.5	0.0	7.2	8.4	0.5	0.0	0.0
Thur PM	17.3	2.1	0.1	7.1	7.2	0.5	0.0	0.3

Percentages of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	980	8.6%	2.4%	42.8%	44.2%	2.0%	0.0%	0.0%
Tues PM	983	12.3%	0.9%	42.8%	39.1%	2.1%	0.0%	2.7%
Wed AM	974	8.5%	0.6%	42.0%	46.0%	2.9%	0.0%	0.0%
Wed PM	979	11.3%	0.5%	43.0%	39.7%	3.3%	0.0%	2.1%
Thur AM	956	8.4%	0.2%	40.9%	47.5%	3.0%	0.0%	0.0%
Thur PM	933	12.2%	0.3%	41.3%	41.9%	2.7%	0.0%	1.6%

End of Report

+

8. Has your child asked you for permission to walk or bike to/from school in the last year? Yes No

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

(Select a grade between PK,K,1,2,3...) grade (or) I would not feel comfortable at any grade

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)

My child already walks or bikes to/from school

Distance..... Yes No Not Sure

Convenience of driving..... Yes No Not Sure

Time..... Yes No Not Sure

Child's before or after-school activities..... Yes No Not Sure

Speed of traffic along route..... Yes No Not Sure

Amount of traffic along route..... Yes No Not Sure

Adults to walk or bike with..... Yes No Not Sure

Sidewalks or pathways..... Yes No Not Sure

Safety of intersections and crossings..... Yes No Not Sure

Crossing guards..... Yes No Not Sure

Violence or crime..... Yes No Not Sure

Weather or climate..... Yes No Not Sure

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

Strongly Encourages Encourages Neither Discourages Strongly Discourages

13. How much fun is walking or biking to/from school for your child?

Very Fun Fun Neutral Boring Very Boring

14. How healthy is walking or biking to/from school for your child?

Very Healthy Healthy Neutral Unhealthy Very Unhealthy

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

15. What is the highest grade or year of school you completed?

Grades 1 through 8 (Elementary) College 1 to 3 years (Some college or technical school)

Grades 9 through 11 (Some high school) College 4 years or more (College graduate)

Grade 12 or GED (High school graduate) Prefer not to answer

16. Please provide any additional comments below.

Blank lines for providing additional comments.

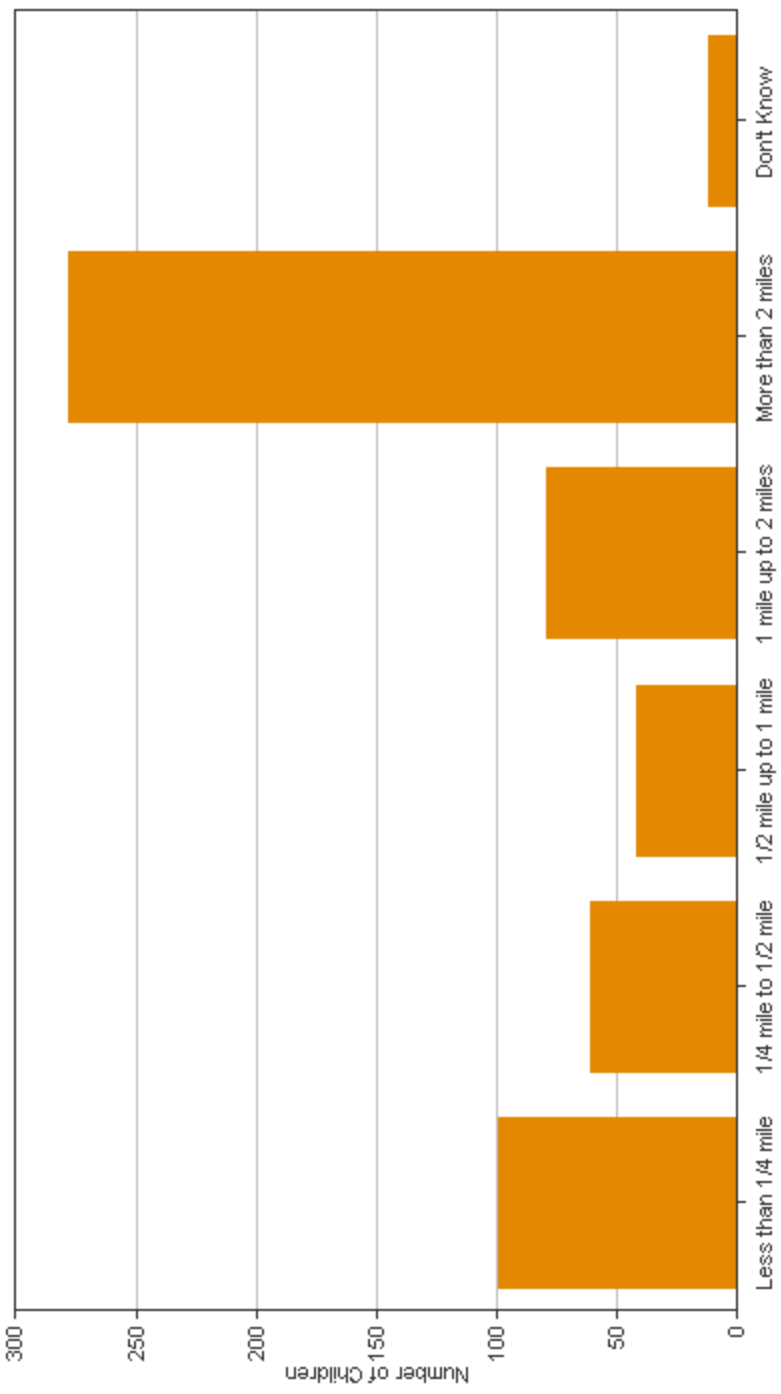
Parent Survey Summary Report:

Process Summary Information:

Program Name:	Lockwood Schools	Survey Data Collected:	Fall2009
School Name:	Lockwood School District #26	Data Collection Phase: (pre = Before program began mid = During program; post = After program ended)	pre
Reported Enrollment:	1200	Number of Surveys Distributed:	1179
Date Report Generated:	12/04/2009	Number of Surveys in Report:	579

This report provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. 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.

Number of Children by Distance They Live From School:

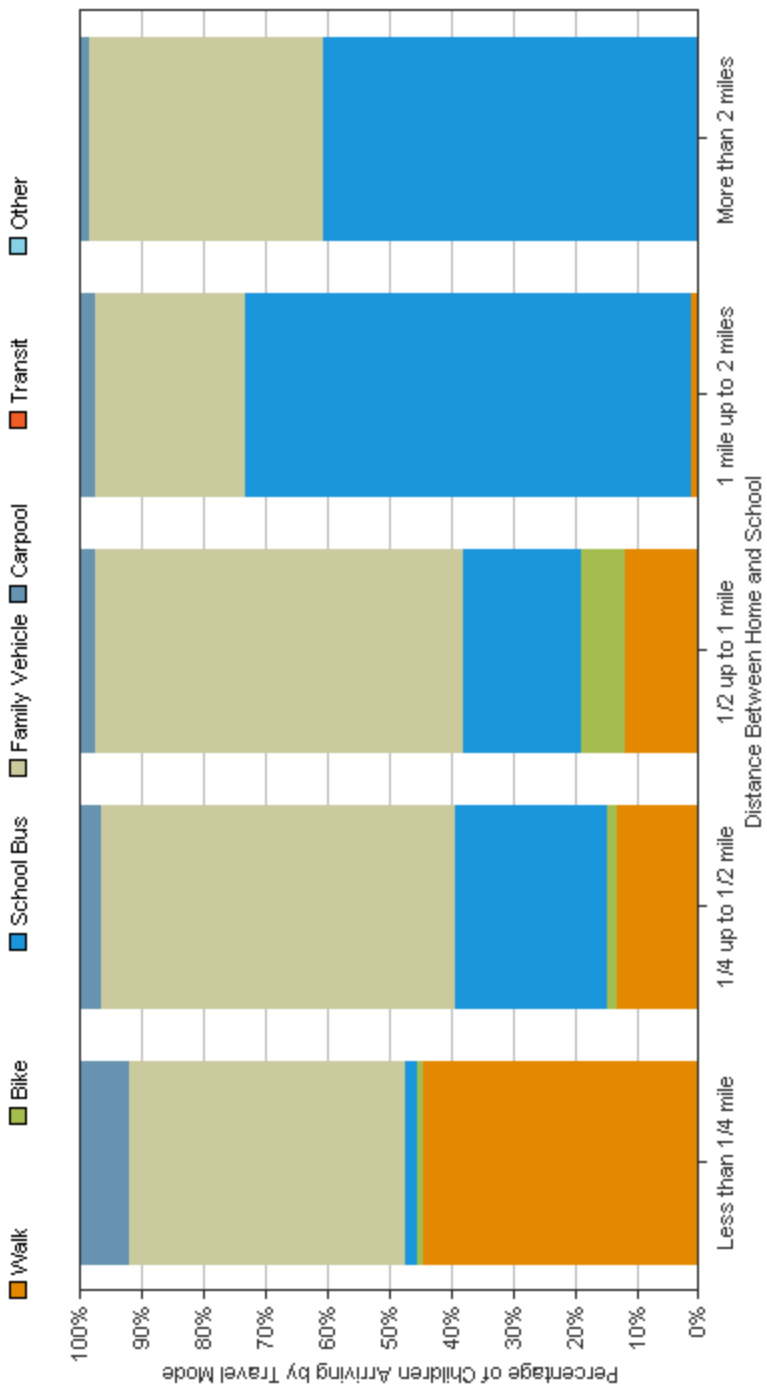


Number of Children by Distance They Live From School:

Distance from School	Number of Children
Less than 1/4 mile	99 (17.3%)
1/4 mile up to 1/2 mile	61 (10.7%)
1/2 mile up to 1 mile	42 (7.4%)
1 mile up to 2 miles	79 (13.8%)
More than 2 miles	278 (48.7%)
Don't know	12 (2.1%)
No response: 8	

(Percentages may not total 100% due to rounding.)

Percentage of Children by Travel Mode to School and Distance Between Home and School:

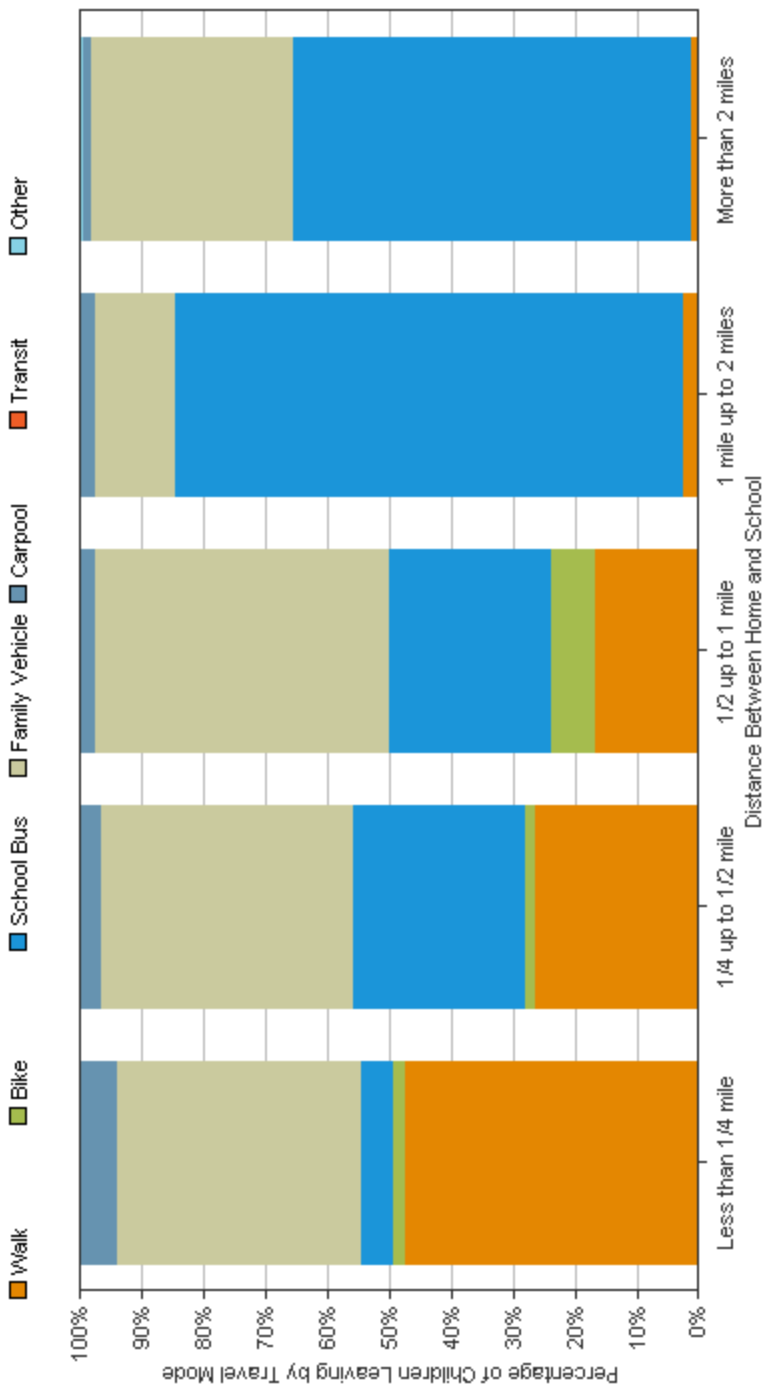


Number of Children by Travel Mode to School and Distance Between Home and School:

Mode	Less than 1/4 mile	1/4 mile to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	44 (7.7%)	8 (1.4%)	5 (0.9%)	1 (0.2%)	0 (0%)	58 (10.2%)
Bike	1 (0.2%)	1 (0.2%)	3 (0.5%)	0 (0%)	0 (0%)	5 (0.9%)
School Bus	2 (0.4%)	15 (2.6%)	8 (1.4%)	57 (10.0%)	169 (29.6%)	261 (45.8%)
Family Vehicle	44 (7.7%)	35 (6.1%)	25 (4.4%)	19 (3.3%)	105 (18.4%)	230 (40.3%)
Carpool	8 (1.4%)	2 (0.4%)	1 (0.2%)	2 (0.4%)	4 (0.7%)	17 (3.1%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Distance	99 (17.4%)	61 (10.7%)	42 (7.4%)	79 (13.9%)	278 (48.7%)	
No Response: 8						

(Percentages may not total 100% due to rounding.)

Percentage of Children by Travel Mode from School and Distance Between Home and School:



Number of Children by Travel Mode from School and Distance Between School and Home:

Mode	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	Row Totals by Mode
Walk	47 (8.2%)	16 (2.8%)	7 (1.2%)	2 (0.4%)	3 (0.5%)	75 (13.1%)
Bike	2 (0.4%)	1 (0.2%)	3 (0.5%)	0 (0%)	0 (0%)	6 (1.1%)
School Bus	5 (0.9%)	17 (3.0%)	11 (1.9%)	64 (11.2%)	179 (31.4%)	286 (50.2%)
Family Vehicle	39 (6.8%)	25 (4.4%)	20 (3.5%)	10 (1.8%)	91 (16.0%)	187 (32.9%)
Carpool	6 (1.1%)	2 (0.4%)	1 (0.2%)	2 (0.4%)	4 (0.7%)	15 (2.8%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (0.2%)	1 (0.2%)
Column Totals by Distance	99 (17.4%)	61 (10.8%)	42 (7.3%)	78 (13.8%)	278 (48.8%)	
No Response:	9					

(Percentages may not total 100% due to rounding.)

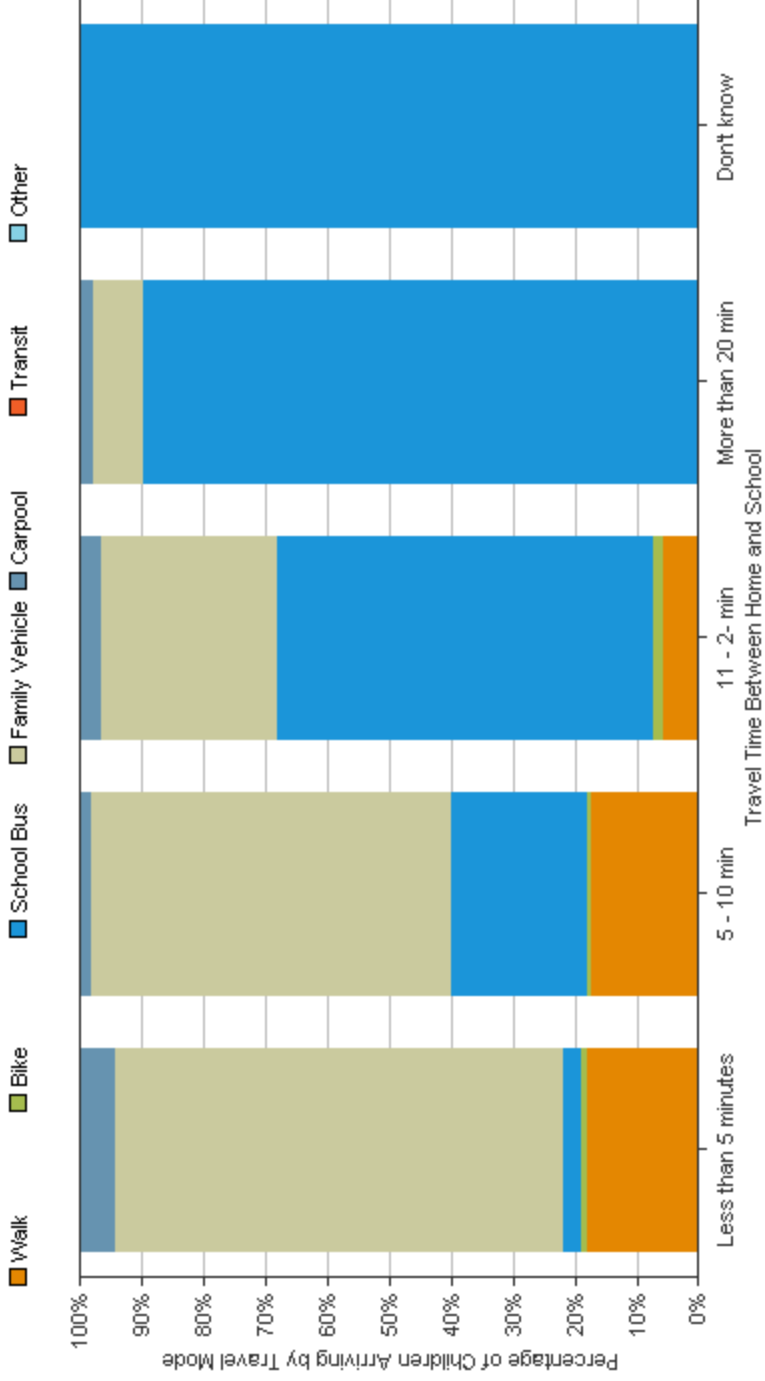
Number of Children by School Arrival Travel Mode and Travel Time to School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	19 (3.3%)	29 (5.0%)	10 (1.7%)	0 (0%)	0 (0%)	58 (10%)
Bike	1 (0.2%)	1 (0.2%)	3 (0.5%)	0 (0%)	0 (0%)	5 (0.9%)
School Bus	3 (0.5%)	37 (6.4%)	107 (18.6%)	87 (15.1%)	30 (5.2%)	264 (45.8%)
Family Vehicle	77 (13.4%)	97 (16.8%)	50 (8.7%)	8 (1.4%)	0 (0%)	232 (40.3%)
Carpool	6 (1.0%)	3 (0.5%)	6 (1.0%)	2 (0.3%)	0 (0%)	17 (2.8%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	106 (18.4%)	167 (28.9%)	176 (30.5%)	97 (16.8%)	30 (5.2%)	

No Response: 3

(Percentages may not total 100% due to rounding.)

Percentage of Children by Travel Time to School and School Arrival Travel Mode:

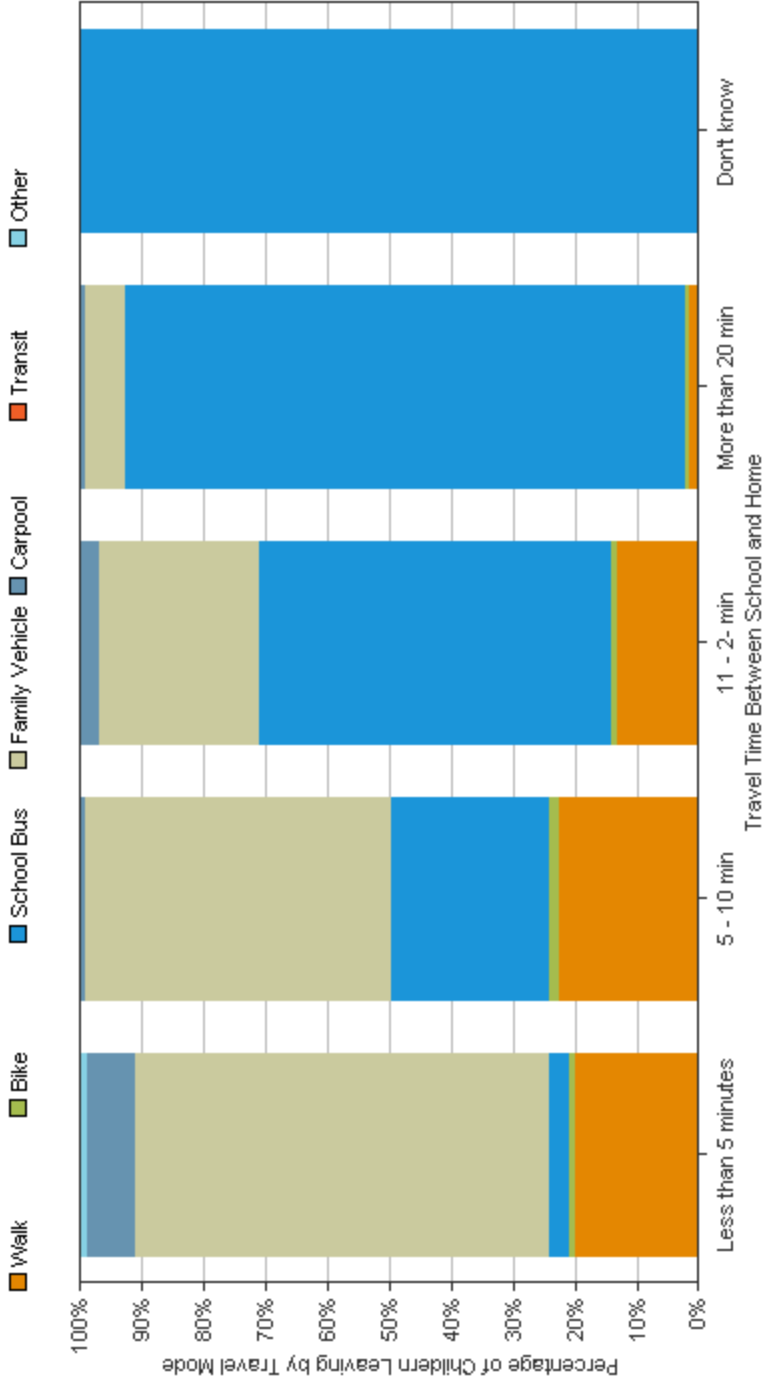


Number of Children by School Departure Mode and Travel Time from School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	18 (3.1%)	30 (5.2%)	25 (4.4%)	2 (0.3%)	0 (0%)	75 (13%)
Bike	1 (0.2%)	2 (0.3%)	2 (0.3%)	1 (0.2%)	0 (0%)	6 (1%)
School Bus	3 (0.5%)	34 (5.9%)	110 (19.2%)	125 (21.8%)	18 (3.1%)	290 (50.5%)
Family Vehicle	61 (10.6%)	66 (11.5%)	50 (8.7%)	9 (1.6%)	0 (0%)	186 (32.4%)
Carpool	7 (1.2%)	1 (0.2%)	6 (1.0%)	1 (0.2%)	0 (0%)	15 (2.6%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	1 (0.2%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (0.2%)
Column Totals	91 (15.8%)	133 (23.1%)	193 (33.6%)	138 (24.1%)	18 (3.1%)	
No Response: 6						

(Percentages may not total 100% due to rounding.)

Percentage of Children by Travel Time from School and School Departure Travel Mode:



Number of Children Who Have Asked Their Parent for Permission to Walk or Bike to/from School in the Last Year Separated by Distance They Live from School:

Distance from School	Have Asked	Have Not Asked
Less than 1/4 mile	75 (13.3%)	24 (4.3%)
1/4 mile up to 1/2 mile	41 (7.3%)	19 (3.4%)
1/2 mile up to 1 mile	24 (4.3%)	15 (2.7%)
1 mile up to 2 miles	28 (5.0%)	51 (9.0%)
More than 2 miles	50 (8.9%)	226 (40.1%)
No Response: 15		

(Percentages may not total 100% due to rounding.)

Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by Distance They Live from School:

Grade	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
Kindergarten	11 (2.0%)	1 (0.2%)	2 (0.4%)	0 (0%)	2 (0.4%)
1st Grade	2 (0.4%)	1 (0.2%)	2 (0.4%)	1 (0.2%)	4 (0.7%)
2nd Grade	20 (3.6%)	1 (0.2%)	3 (0.5%)	0 (0%)	2 (0.4%)
3rd Grade	22 (4.0%)	9 (1.6%)	9 (1.6%)	2 (0.4%)	7 (1.3%)
4th Grade	8 (1.4%)	8 (1.4%)	6 (1.1%)	2 (0.4%)	8 (1.4%)
5th Grade	8 (1.4%)	7 (1.3%)	2 (0.4%)	7 (1.3%)	7 (1.3%)
6th Grade	6 (1.1%)	10 (1.8%)	4 (0.7%)	3 (0.5%)	10 (1.8%)
7th Grade	2 (0.4%)	0 (0%)	0 (0%)	8 (1.4%)	4 (0.7%)
8th Grade	1 (0.2%)	1 (0.2%)	3 (0.5%)	0 (0%)	6 (1.1%)
Not at any Grade	18 (3.2%)	21 (3.8%)	8 (1.4%)	51 (9.2%)	220 (39.6%)

No Response: 23

(Percentages may not total 100% due to rounding.)

Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:

Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	24 (30.8%)	293 (58.5%)
Convenience of driving	2 (2.6%)	42 (8.4%)
Time	11 (14.1%)	136 (27.1%)
Before/after-school activities	13 (16.7%)	61 (12.2%)
Traffic speed along route to school	13 (16.7%)	274 (54.7%)
Traffic volume along route	14 (17.9%)	279 (55.7%)
Adults to walk/bike with	3 (3.8%)	73 (14.6%)
Sidewalks or pathways	17 (21.8%)	233 (46.5%)
Safety of intersections & crossings	15 (19.2%)	188 (37.5%)
Crossing guards	18 (23.1%)	65 (13.0%)
Violence or crime	18 (23.1%)	222 (44.3%)
Weather or climate	20 (25.6%)	225 (44.9%)
Number of Respondents Per Category	78	501

No Response: 0

(Percentages may not total 100% due to rounding.)

For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: Would You Probably let Your Child Walk or Bike to/from School Issues Were Changed or Improved?

Issue	Number of parents reporting that:		
	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision
Distance	211 (42.1%)	191 (38.1%)	58 (11.6%)
Convenience of driving	53 (10.6%)	171 (34.1%)	38 (7.6%)
Time	119 (23.8%)	168 (33.5%)	35 (7.0%)
Before/after-school activities	66 (13.2%)	170 (33.9%)	35 (7.0%)
Traffic speed along route to school	227 (45.3%)	168 (33.5%)	42 (8.4%)
Traffic volume along route	234 (46.7%)	163 (32.5%)	39 (7.8%)
Adults to walk/bike with	84 (16.8%)	154 (30.7%)	35 (7.0%)
Sidewalks or pathways	231 (46.1%)	139 (27.7%)	38 (7.6%)
Safety of intersections & crossings	203 (40.5%)	123 (24.6%)	34 (6.8%)
Crossing guards	83 (16.6%)	148 (29.5%)	31 (6.2%)
Violence or crime	124 (24.8%)	156 (31.1%)	43 (8.6%)
Weather or climate	173 (34.5%)	173 (34.5%)	44 (8.8%)
Number of Respondents That Selected at Least 1 Issue: 501			
No Response: 0			

(Percentages may not total 100% due to rounding.)

Number of Parents Who Feel Their Child's School Encourages or Discourages Walking and Biking to/from School:

	Strongly Encourage	Encourage	Neutral	Discourage	Strongly Discourage
Number	8 (1.5%)	72 (13.3%)	446 (82.3%)	11 (2.0%)	5 (0.9%)
<i>No Response: 37</i>					

Number of Parents Reporting the Level of Fun Walking and Biking to/from School is for Their Child:

	Very Fun	Fun	Neutral	Boring	Very Boring
Number	51 (9.7%)	146 (27.7%)	299 (56.6%)	17 (3.2%)	15 (2.8%)
<i>No Response: 51</i>					

Number of Parents Reporting How Healthy Walking and Biking to/from School is for Their Child:

	Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
Number	212 (38.5%)	6 (1.1%)	122 (22.2%)	6 (1.1%)	4 (0.8%)
<i>No Response: 29</i>					

Parent Comments

This table displays the comments provided by parents as part of this Parent Survey. These comments have been entered in two ways — they may have been entered by the local program, or they may have been scanned and processed by the National Center for Safe Routes to School (NCSRTS). Comments scanned and processed by NCSRTS may have not been edited for content, spelling, and other typographical errors that may have as part of the scanning and handwriting recognition process.

Comments from: Lockwood School

SurveyID	Comment
1512901	The last question has nothing to due with weather my child or any other child should or shouldnt walk or ride there bikes to schoo. With all of the crime would you let your child walk or ride alone.
1512902	We just live to far out and there is no bike path or sidewalks. I would worry to much about their safety.
1512914	The attitude of bus drivers affect my decision also.
1512919	I feel Hwy 87 E is very dangerous for any biker.
1512935	The school needs to improve access to the school. Peters street is very busy and cars speed when children are going to and from school. Needs sidewalks and light poles installed. Also very dangerous for kids walking along Hwy 87 to and from school - no sidewalks or shoulders on roadway.
1512947	People drive like idiots. Lockwood has no sidewalks. No Crossing Guards. Too cold in winter.
1512955	Ther is only bits and pieces of asphalt. Lockwood is not walker friendly.
1512963	Sidewalks would help all the kids that get little or no excersize, by allowing them to have a safe pathway to walk on. It would promote a healthy lifestyle for all lockwood families.
1512970	Path for kids to walk to school between Rockhill and rolling meadow needs major improvements/ not safe especially when it rains or snows
1512991	Would feel a lot more comfortable if a walking or bike riding lane or path. The roads to lockwood school are havily traveled and piccolo is very narrow.
1512995	I dont let my kids ride or walk from or to school because we live to far from school to let them walk or ride bike.
1513001	I drive right by the school anyhow to get to work. they are not mature enough yet.
1513007	There are no paths to ride a bike or even walk. It is very unsafe for grown ups, let alone children.
1513019	we dont let our kids walk because of safety for our children.
1513025	To many evil people around want my children to make it home.
1513028	If i lived closer to the school and there was a safe passage to and from school my children would walk or ride to school.
1513063	I would be more comfortable allowing my children to walk to school if there were sidewalks and crossing guards.
1513079	I feel if there were crossing guards and sidewalks i would feel more comfortable with my kids walking to school.

1513086	Honestly until we have full sidewalks/ guardrails or an established concrete path my children will not ever walk to school. the highway is the problem - to much fast traffic.
1513089	The only streets that my son could travel by walking or riding his bike where we live to get to school are very busy without sidewalks.
1513091	We live much to far away to ever consider biking or walking to and from school. We officially live in the Huntley Project School District but attend Lockwood.
1513097	The problem we would have letting our kids walk/ride to school if we lived closer would be the lack of sidewalks around the school with high traveled roads.
1513102	The crossing guard does a very good job about making sure that cars stop in both directions for the kids to cross.
1513207	I wouldnt mind for them to walk to school, its just to far and dangerous.
1513208	Too far out of town to walk.
1513210	It is a safety issue as i am legal guardian and it would be unsafe and a huge safety issue where angel is concerned.
1513212	My child has a crushed and broken foot and ankle and cannot walk or ride her bike as she is not in a walking cast.
1513219	Im not sure how helpful my answers are since my child lives to far away to walk/bike to school. Thanks.
1513221	We dont not have adequate bike paths or sidewalks in Lockwood for normal walking activities let alone sending a skid to school on highways.
1513226	There is no place for children to safely walk along Johnson Lane.
1513229	We live out of district. I teach at Lockwood and my son rides to school with another teacher and myself. If he went to the neighborhood school, he would walk or ride his bike.
1513231	My children are out of district students. They live in the newman/ponderosa/orchard school district.
1513236	We live far enough away that i would NEVER let my kids walk any where to many moron drivers.
1513241	We pass by the school on our way to work. it is more convient for us.
1513247	Out of district, if closer would walk
1513250	My kids go to Boys and Girls Club most of the time unless they have a sports practice after school.
1513251	It is to far for my children to walk or bike to school.
1513254	Roads (old hardin rd., johnson lane, picollo) are not safe for pedestrians- no sidewalks or paths- very little shoulder. I would not ride my own bike on these streets!
1513262	I dont know on #12
1513264	I like my child to ride the bus to and from school- Would like to see the buses use seat belts.
1513268	Our children live to far to walk or bike to school. I dont believe that the distance or amount of concern a parent with children can be redeem enough to make me feel comfortable allowing my kids to walk or bike to school. Thank you!
1513271	My daughter would love to walk to school by we live to far so it is not possible.
1513281	To early and unsafe regardless of any age!

1513290	We need to live alot closer to the school, however i just dont feel its safe this and age.
1513294	We live 5+ miles away so many questions were N/A. There are large open spaces, no sidewalks, narrow streets and no safety patrols. There are known sec offenders living in the area. All of these negatives need to be addressed before any child could safely walk to school.
1513298	If i lived closer i would still not let my children walk. No sidewalks and traffic is to fast.
1513299	We are to far from school and on streets that are too dangerous for him to walk or ride to schol.
1513300	When child walked to school we lived less than 1 mile away.
1513304	suggest crossing guard at intersection of Peter St. and Highway 87
1513311	If there was sidewalks or a bike trail it would probably feel more comfortable of him walking.
1513312	We live too far from school to walk or bike safely.
1513314	My answers are base on 3 children walking together. Safety in numbers.
1513319	My daughter rides the bus from home to school every day, then walks to daycare which is right accross from the school. I would not let her walk to or from school to our house because of safety concerns.
1513321	There is no way ill let my child ride her bike to school. The road is way to busy
1513399	The lack of sidewalks in Lockwood keeps me from allowing my child to alk/bike very far. Also, the speed of the traffic tends to scare me.
1513405	We live more then seven miles from the school so any form of self-transit is impracticle and irresponsible.
1513433	There really should be a sidewalk all the way down Hillner. There are many kids in that neighborhood. Coming off Piccolo you cant see, need cross guard there too.
1513451	Tritin and her sister only have to walk home from school one day out of the week. Their aunt walks them home on that day, otherwise we prefer to drop them off and pick them up due to the fact of so many sex offenders living in our city.
1513453	I will never let my child walk to school unless there are sidewalks or pathways. Currently there are NONE and we only like ~2-3 miles away from the school
1513456	No matter how healthy it is to far, too busy and not a safe thing for my child to bike or walk
1513461	Many more kids would ride bikes to school if there were bike paths! Kids would be more fit!
1513471	Who is asking for this information and what purpose? asking about highest grade is degrading for some and NOTHING to do with this survey
1513472	far too dangerous out here.
1513474	The distance to the school and sidewalks are my biggest reasons to not let my child walk or bike to school.
1513478	No bikepaths or sidewalks- cross of dead kids run over - lockwood has no access for kids to walk or bike - sad
1513485	We really need bike trails and paths for kid!!
1513487	We live out of town - too far for kids to get to school without being bussed or driven.
1513490	Would ride bike ALOT more if we had bike trails.
1513512	Big concern with registered offenders in area of schools and daycares in the area. Would like to see busing available to all students in winter.

1513514	This seems to be a weird request for a child that lives so far from the school.
1513516	Kids walked alot last year. We lived closer to the school.
1513528	Walks from daycare to school and to daycare after school.
1513532	I live right across the street from the school and work full-time
1513535	This is one of the best schools in the state.
1513538	My biggest concern with my children walking/ biking to school without an adult with them is the inordinate number of sex offenders in our area.
1513540	The bus driver (sandy) is a nasty rude person, and drives to fast. This has been an issue for years but nothing happens.
1513541	My response of not sure on so many boxes was because I feel it is a combination of circumstances that would have to change.
1513542	I feel very comfortabe especially where we live and the routes he walks to school.
1513546	My children walk approx. 1/2 a block to catch the bus and walk about 1/2 a block home when they off the bus.
1513554	Hwy 87 has no shoulder, an a speed limit of 65 mph. I would not feel comfortable letting a child of any age walk or bike to school along this route.
1513563	We just live to far for me to feel comfy with my kids walking or riding bikes to school.
1513570	It would be very nice to have a bike path/ walk path along johnson lane and highway 87. We as a community need that!
1513578	My children would walk/ride bike to school if the weather were always nice. It gets much to cold out. They would also walk/ride bike if their backpacks werent so heavy. Its bad for their growing spines.
1513580	We need sidewalks and pathways on highway 87 from the intersection @ old hardin rd; along old hard rd to johnson lane and on piccolo.
1513609	Its to far from home to school for my children to walk or bike to school
1513615	We need safe sidewalks/ paths for kids and their families to walk or ride bike to our school. Hwy 87 and Piccolo are dangerous!
1513627	There are no sidewalks or bike paths to that school. Its a shame my child cannot walk or ride his bike in Lockwood Community at ALL!
1513631	crime rates and distance would be our biggest issues.
1513640	basic computer training substitute
1513898	We live out of town. I would never allow my children to walk or bike to and from school.
1513902	My children are bused only because one has special needs and school is required to bus. Otherwise they would need to walk, however I would drive them due to safety.
1513910	We need street light on the street in front of the school.
1513912	Less homework :-)
1513914	We live out of town. I would not allow my children walk or bike to and from school.
1513916	We live out of district so my child can't walk to school. When we lived 2 blocks from school she walked to and from school daily. Sidewalks would have made me feel more comfortable about her walking alone.

1513923	Im not concerned as much with the traffic as i am with all the sex offenders and violent offenders that live near the school. Im more afraid of my child being kidnapped more then hit by a car.
1513925	I would never let my children walk or ride a bike to school. Anything could happen, get hit by a car or kidnapped.
1513926	The streets are not pedestrian friendly (old hardin rd, becraft, johnson lane, piccolo). Would need trail/sidealks before I as an adult would use them!!! No bike lane- hardly even a shoulder at all in most places! Would strongly support bike pathas as we drive to Two Moon Park to get on the bike trail to ride bikes in the Summer.
1513927	School is on a very busy road with no sidewalks.
1513931	We live off the highway. Not safe and too far and too cold during the winter.
1513932	The first grader riding her bike down Peters with an adult is very dangerous. The traffic flow at the Primary School before and after school is very dangerous. It would be beter if the crossing guard stayed for tardy students. There are elementary students crossing Hwy 87 and the middle school lot with out an adult.
1513936	I dont think it is safe to let a child walk or bike without an adult. Kids come up missing everyday. Mine is not going to be one of them. Safety is my main priority.
1513937	Lockwood school is great.
1513939	We lived closer to the school laster year and my kids walked home alot.
1513948	I do not like the way the bus picks up the kids on the other side of the street.
1513949	Walking to school for my kids would be out of the question. We live to far away for them to walk.
1513950	We need sidewalks and bike paths throughout Lockwood.
1513962	We used to live a lot closer, however i feel its just to dangerous nowadays.
1513965	Only walks to daycare from school with a group of other kids- does not walk alone.
1513968	To many children in this day are taken by strangers. I dont feel comfortable allowing my precious child walk or bike to school ever.
1513971	I dont feel comfortable with my children walking to school we live a pretty good distance from the school. If we were closer it wouldn't be a big deal.
1513976	We live to far away from school for a 2nd grader to consider walking.
1513980	Distance from school to Coulson rd. is really to far.
1513984	We live to far from the school and its just not safe. Even if we lived i would still escort her to school.
1513989	The people speed on old hardin rd., so I dont think it is safe for anyone, even an adult.
1513990	I wouldnt feel comfortable at all if my child rode his bike to school. It is too far and there is no sidewalks.
1513991	We live about 15 miles from schools so walking is not a possibility for my children.
1513993	If it werent for crime and untrustworthy people, i would feel safer allowing my daughter to walk or ride her bike to school.
1514001	We need a bike path!!! Please!!
1514002	My child doesnt walk without one parent. She is to young to walk alone but we do have issues even when we walk her to school.

1514003	Child walks to school from childcare providers house.
1514006	My child walks to grandparents house after school. They live under a mile away.
1514012	I think the school does fine. Its the part away from school that is worrisome.
1514014	I would feel safer if traffic moved slower and there were lights to let them walk or a crossguard at the intersection, and if there were sidewalks for them to go on instead of the road!
1514016	Our crosswalk lady does a great job considering the heavy traffic. I was the crosswalk lady at Lockwood for 2 years. It is a very dangerous road in front of the school.
1514021	Am very protective. Even at 7th grade. She would have to walk with a group of kids and not by herself.
1514022	We live where there are no sidewalks or shoulders on the road. I also believe that the speed limit on Coburn Rd. should be slower than 55, due to the curves.
1514023	We do not live in the school district. Walking or biking is not an option. If it was, i would not allow my child to walk or ride to school due to safety.
1514029	The only reason I do not allow my child to walk to school is because I know there is registered sex offenders that live in are trailer court and I do no feel comfortable letting my child walk to school on her own.
1514030	We did live closer to school last year and my children did walk most of the time.
1514031	The world has become an unpredictable, ugly place. My child will get all the exercise he needs under my supervision. Wouldn't turn him loose under ANY circumstance. SAD isnt it.
1514033	I allow my kids to walk in a group only- the path between rolling meadow and rock hill is run down and need fixed to be a little safer when raining and snowing.
1514036	People are crazy to let their children walk or bike to school. Do they not watch the news!!
1514037	I would feel comfortable with a younger grade walking to school if they were with older siblings.
1514045	We need to widen Piccolo rd and put in sidewalks
1514050	I do not see the point of this survey. I cannot answer all of the questions because my child ride the bus and is way to young to be walking or riding without an adult.
1514052	I walk my child to make sure he crosses Hwy 87E safely then he continues on his own from there. I think it would be beneficial to have a crossing guard at the west end of the school entrances or at least have the one guard in the middle. The only guard is at the far east end of the school.
1514057	If we lived close enough to the school i would walk my kids.
1514063	I drive right by the school anyhow to get to work. They are not mature enough yet.
1514064	Around the school biking and walking seems safe, but we live too far away for it ever be a possibility. This is true for many lockwood families.
1514066	Traffic is to fast and there are no traffic lights around the school. There is also no sidewalks to the school. Sometimes the traffic does not stop at the crossings that are designated and I do not like all the traffic that has to detour from the construction, the traffic always seems to be in a rush, even in front of the school.
1514067	If i lived closer my kids probably would walk or bike to school.
1514072	I absolutely do not feel safe with my daughter walking/ biking to or from school. She is my pride and joy.
1514075	It would help immensely if child predators did not live within walking distance of a school!

1514078	If my child walks with a group of neighbors/friends with older or more responsible kids in the group. She can walk now (in kindergarden) since we live so close.
1514084	Distance from school to coulson rd is really to far.
1514092	My kindergartener walks with at least her 2 older brothers and often other kids in the neighborhood. The distance is probably 3 blocks or so. She is, however, able to walk by herself.
1514100	At this time we live out of district so walking/biking is definately not an option.
1514104	Our daughter could walk to school but the main road on Piccolo is not safe for anyone. Road is to narrow and there is no sidewalks. If that was fixed then I would on Piccalo and drivers drive to fast.

End of Report

LOCKWOOD SCHOOL DISTRICT SAFE ROUTES TO SCHOOL
Town Hall Meeting
Lockwood School Campus
October 14, 2010

Purpose

To solicit public comments and suggestions on the development of a Safe Routes to School plan for the Lockwood School District.

Outcomes

- Inform the public about the purpose and current status of the Safe Routes to School program and planning process.
- Solicit what participants see as the opportunities and challenges for active transportation use in Lockwood.
- Create awareness for the future meetings for the project.

Agenda

Time	Activity	Logistics
5:45 p.m. (25)	<u>Check-in</u>	PPD
6:10 (5)	<u>Welcome/Why We're Here/Introductions</u>	Eileen
6:15 (10)	<u>Safe Routes to School Program</u> <ul style="list-style-type: none"> ▪ What is it? ▪ How is funded? ▪ Why is it important? 	Anthony
6:25 (15)	<u>The Lockwood Grant</u> <ul style="list-style-type: none"> ▪ Results of the surveys ▪ Bicycle Evaluation ▪ Infrastructure project 	Anthony
6:40 (15)	<u>Types of Facilities</u> <ul style="list-style-type: none"> ▪ Pedestrian Facilities <ul style="list-style-type: none"> ○ Rapid Flash Beacon ○ Crossing Guards ○ HAWK Signal ○ In-Pavement Lighting ○ Multi-Use Trails ▪ Bicycle Facilities <ul style="list-style-type: none"> ○ Bike Lanes ○ Bike Boulevards 	Anthony/ Chuck
6:55 (45)	<u>Small Group Sessions</u> <ul style="list-style-type: none"> ▪ The good, okay, and bad <ul style="list-style-type: none"> ○ Green, Yellow, and Red Markers ▪ Comment cards ▪ Each group present to each other, Discussion allowed 	PPD/IE
7:40 (5)	<u>How to Stay Involved</u> <ul style="list-style-type: none"> ▪ Steering Committee ▪ Walking Evaluation – October 29, 3:00 PM ▪ Town Hall Meeting 	Anthony
7:45 (5)	Public comment period of non-agenda items	Anthony
7:50	END	

LOCKWOOD SCHOOL DISTRICT SAFE ROUTES TO SCHOOL
Steering Committee Meeting
Lockwood School Campus
November 18, 2010

Purpose

- Discuss overall project outcomes (The 5 “E’s”, how this project is funded)
- Deliver results of walking and bicycling evaluations and the town hall meeting
- Give preliminary solutions for engineering, encouragement, education, and enforcement
- Discuss current funding objectives. (Outline potential grants, due dates)

Outcomes

- Educate the steering committee on what has been completed to date on the project.
- Solicit feedback on collected data.
- Solicit feedback on preliminary solutions.

Agenda

Time	Activity	Logistics
1:00 (5)	<u>Welcome/Why We're Here/Introductions</u>	Eileen/ Anthony
1:05 (5)	<u>Safe Routes to School Program</u> <ul style="list-style-type: none"> ▪ What is it? ▪ How is funded? ▪ Why is it important? 	Anthony
1:10 (5)	<u>The Lockwood Grant</u> <ul style="list-style-type: none"> ▪ Non-Infrastructure Grant ▪ Results of the surveys ▪ Infrastructure project 	Anthony
1:15 (5)	<u>Walking and Bicycling Evaluation Results</u> <ul style="list-style-type: none"> ▪ Walking evaluation results ▪ Bicycling evaluation results 	Anthony
1:20 (5)	<u>Town Hall Meeting Results</u> <ul style="list-style-type: none"> ▪ Map exercise results ▪ Comment cards 	Anthony
1:25 (15)	<u>Preliminary Solutions</u> <ul style="list-style-type: none"> ▪ Engineering ▪ Education ▪ Encouragement ▪ Enforcement 	Anthony
1:40 (15)	<u>Potential Grant Projects</u> <ul style="list-style-type: none"> ▪ Infrastructure ▪ Non-Infrastructure 	Anthony
1:55	Public comment period of non-agenda items	Anthony
2:00	END	

LOCKWOOD SCHOOL DISTRICT SAFE ROUTES TO SCHOOL
Steering Committee Meeting
Lockwood School Campus
December 16, 2010 1:00 PM

Purpose

- Discuss the potential grant projects
- Discuss the draft report

Outcomes

- Educate the steering committee on what has been completed to date on the project.
- Solicit feedback on draft report

Agenda

Time	Activity	Logistics
1:00 (5)	Welcome/Why We're Here/Introductions	Eileen/ Anthony
1:05 (10)	<u>Potential Grant Projects</u> <ul style="list-style-type: none"> ▪ Infrastructure ▪ Non-Infrastructure 	Anthony
1:15 (40)	<u>Draft Report/ Solutions</u> <ul style="list-style-type: none"> ▪ Engineering ▪ Education ▪ Encouragement ▪ Enforcement 	Anthony
1:55	Public comment period of non-agenda items	Anthony
2:00	END	

LOCKWOOD SCHOOL DISTRICT SAFE ROUTES TO SCHOOL
Steering Committee Meeting
Lockwood School Campus
January 13, 2010 1:00 PM

Purpose

- Discuss the potential grant projects
- Discuss the draft report

Outcomes

- Educate the steering committee on what has been completed to date on the project.
- Solicit feedback on draft report

Agenda

Time	Activity	Logistics
1:00 (5)	Welcome/Why We're Here/Introductions	Eileen/ Anthony
1:05 (10)	<u>Recommended Route Map</u> <ul style="list-style-type: none"> ▪ Is this the right distance? ▪ Are we okay with these routes? 	Anthony
1:15 (20)	<u>Draft Report/ Solutions</u> <ul style="list-style-type: none"> ▪ Statistics ▪ Evaluation Blurb ▪ Solutions ▪ Funding Sources ▪ Appendix 	Anthony
1:35 (10)	<u>Submitted Grant Requests</u> <ul style="list-style-type: none"> ▪ Infrastructure ▪ Non-Infrastructure 	Anthony
1:45 (10)	<u>Town Hall Meeting</u> <ul style="list-style-type: none"> ▪ Format? ▪ Combined with Lockwood Steering Committee? 	Anthony
1:55	Public comment period of non-agenda items	Anthony
2:00	END	