

# MATANUSKA-SUSITNA BOROUGH SAFE ROUTES TO SCHOOL



## WALK ZONE INVENTORY AND RECOMMENDATIONS

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## Appendices

Appendix A – Parent Survey Results

Appendix B – Public Involvement Summary





# 1 Introduction

The Matanuska-Susitna Borough (MSB) is the fastest growing region in Alaska with nearly 100,000 residents. The Matanuska-Susitna Borough School District (MSBSD) includes 45 schools attended by over 17,000 students.

The rural nature of MSB schools makes walking and biking difficult. In fact, many schools in the area do not allow students to walk or bike to school. Among the obstacles facing children in the Borough are cold temperatures, extended periods of darkness, wildlife along routes, and lack of pedestrian infrastructure.

This report is part of a Safe Routes to School program for the MSB. It contains an engineering assessment of the walking/biking infrastructure around each of 17 schools, with recommendations for improving the walking/biking conditions. This study focuses on a ½-mile radius around the school, referred to in this report as the “walk zone.” The actual extent of students walking or biking to school may extend beyond this boundary.

The Safe Routes to School program has three primary objectives:

- Increase the number of students walking or biking to school
- Improve safety around schools
- Reduce traffic and air pollution near schools

Safe Routes to School programs use the “five E’s” (evaluation, engineering, education, encouragement, and enforcement) to ensure a well-rounded approach to getting more students walking and biking to school. This report focuses on the evaluation and engineering components.

## What This Report Includes

This report provides a comprehensive look at the existing conditions around 13 elementary schools and 4 middle schools within the MSB and makes recommendations for improving the walking and biking environment. The recommendations are based on our engineering experience, best practices, input from parents and the Strategic Task Force, and compatibility with other planned projects. The recommendations focus on two components of the walking/biking environment:

- The **route to school**: Where students currently walk or could potentially walk if the infrastructure was in place
- The **drop-off/pick-up area**: Ways to reduce vehicle congestion, separate buses from parent vehicles, and provide safe passage between vehicles and the school

To help develop recommendations for each school and inform parents about the project, a Strategic Task Force was formed. The task force met twice during the course of the project. The role of the task force was to review project documents, assist with distributing parent attitude surveys, and help gauge overall interest in the Safe Routes to School program. Meeting notes and a list of the task force members are included in the appendix.



Two supplementary items (not included in the report) were also developed:

- **Toolkits:** Each school was given a toolkit containing educational materials on developing a Safe Routes to School program; activities for students, parents, and teachers; and safety tips for pedestrians and cyclists
- **Geographic Information System (GIS) Database:** A comprehensive GIS database was developed to house the geospatial data collected for this project and used for map development and analysis

## How to Use This Report

This report is a planning document. It is intended to be a conceptual vision of the future walking/biking atmosphere around the 17 schools studied and to help guide future development projects. This report can be used to help secure funding for projects.

It is important to remember that the recommendations in this report are planning-level. They will be subject to more detailed study and design once they move into the design process.

Depending on the project, this typically includes things such as:

- Right-of-way assessment
- Topographic surveying
- Traffic analyses
- Drainage studies
- Public outreach

Many of the recommendations in this report will require further engineering analysis before design and implementation. This can include studies such as traffic gap analyses, pedestrian counts, and peak hour traffic volume counts.



## 2 Existing Conditions

### Inventory Process

The inventory process included three major components:

- Site visits
- Geospatial data collection
- Parent surveys

In December 2013, staff from PDC Inc. Engineers and Sustainable Design Group, LLC (SDG) visited the walk zone around the 17 schools to assess existing conditions. Items included:

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>▪ Pick-up and drop-off zones           <ul style="list-style-type: none"> <li>◆ Separate bus and parent areas</li> <li>◆ Traffic circulation</li> <li>◆ Parking</li> <li>◆ Signage</li> </ul> </li> <li>▪ Pedestrian and bicycle access           <ul style="list-style-type: none"> <li>◆ Adequacy of facilities</li> <li>◆ Crosswalks</li> <li>◆ Trails (formal and informal)</li> <li>◆ ADA accessibility</li> <li>◆ Gates and fences</li> <li>◆ Crossing guards</li> <li>◆ Lighting</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>▪ Adjacent roadway conditions           <ul style="list-style-type: none"> <li>◆ Signage</li> <li>◆ Lighting</li> <li>◆ Line-of-sight issues</li> <li>◆ Speed limits</li> <li>◆ Traffic volumes</li> </ul> </li> <li>▪ School property features           <ul style="list-style-type: none"> <li>◆ Bike racks</li> <li>◆ Entrance areas</li> <li>◆ Lighting</li> </ul> </li> <li>▪ Surrounding area           <ul style="list-style-type: none"> <li>◆ Land use/general setting</li> </ul> </li> </ul> |
|---|---|

PDC and SDG staff began each assessment by introducing the project to the principal and office staff. Most school officials offered information on known walking routes, local issues, student drop-off and pick-up procedures, and bus routes. Following discussions with school staff, PDC and SDG personnel explored the area around each school, photographing key features and noting deficiencies on hard-copy maps.

Electronic data were collected from the Alaska Department of Transportation & Public Facilities (DOT&PF), the MSB, and the MSBSD. These included traffic counts, trails and paths, topography, and roads. Data were put into an ArcGIS geodatabase for development of base maps and recommendations.



## School District Information

There were over 6,500 students enrolled in the 17 schools in the project study area (Figure 2-1). Enrollment varied considerably across the borough, with the highest enrollment (831) at Wasilla Middle School and the lowest enrollment (43) at Sutton Elementary School.

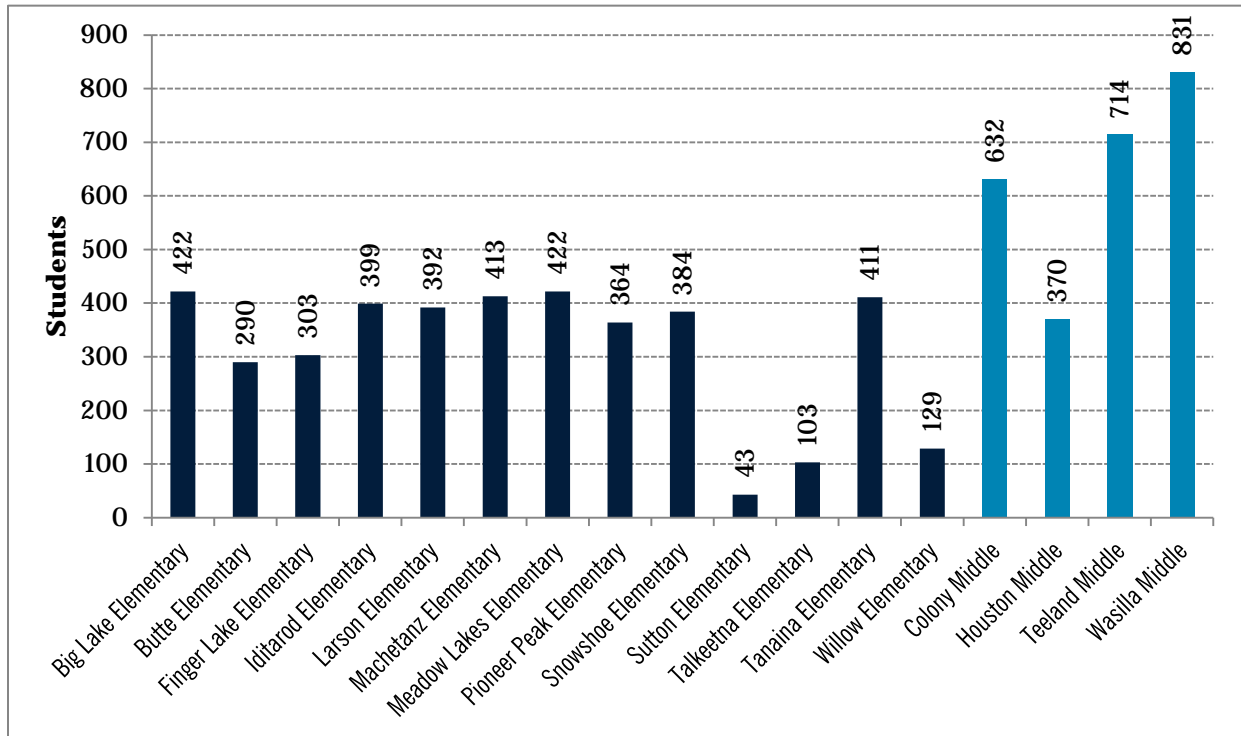


Figure 2-1 - Student Enrollment in MSB Schools

In addition to variability in enrollment numbers, the schools in this study are also geographically diverse. From the rural setting of Talkeetna Elementary to Wasilla Middle School's location in downtown Wasilla, each school has unique challenges and opportunities for improving walking and biking infrastructure.

## School Base Maps

Base maps for each school are included following each school's description. These maps present information gathered during the inventory process.

## School Recommendation Maps

Maps depicting the recommendations for each school follow the school's description.

## Parent Surveys

A two-page questionnaire developed by the National Center for Safe Routes to School was made available in electronic format to all of the schools in the study. Results of the survey are included with each school's discussion.



## 3 General Infrastructure Recommendations

The purpose of this section is to define the types of improvements considered. The engineering treatments discussed below are a combination of information from engineering guidelines, America Walks<sup>1</sup>, and the National Center for Safe Routes to School, as well as experience in the design of schools and roadways. While each treatment is discussed individually, the most successful design often incorporates multiple treatments that work together to provide a safe experience. It is also important to note that safety is not only a function of the engineering; adult supervision and appropriate child education on how to navigate the streets safely is just as important.

### Sidewalks

The number one improvement that can be made to improve walking routes to schools is the addition or improvement of sidewalks. Sidewalks are **the** most effective treatment to encourage and promote walking to school because not only do they reinforce a predictable path to school, they also separates pedestrians from vehicles.

Ideally, sidewalks should be located on both sides of the street. While providing sidewalks on both sides is more expensive and takes more right of way, sidewalks on only one side of the street mean that many children will ultimately have to cross the street twice (once from their house to the sidewalk, and once at the school). Whereas sidewalks are considered the most effective treatment to encourage walking, street crossings are often seen as the biggest detriment. Therefore, to limit the number of crossings, sidewalks should be planned for both sides of the street whenever possible. This is especially important to consider during new school design and construction, as this will not only encourage students to walk to school, but also save time and money over retrofitting a sidewalk later.

When constructing and planning sidewalks, there are several factors that should be taken into consideration. A sidewalk is effective because it separates pedestrians from vehicles. The greater the separation, the more comfortable the pedestrian feels using the sidewalk. Wide sidewalks (6 feet or greater) and landscaped/grass buffers between the road and the sidewalk help to provide this separation. It is also important that sidewalks meet all Americans with Disabilities Act (ADA) requirements. It is best to provide two curb ramps at each corner (eight ramps per intersection) to help direct pedestrians into a perpendicular road crossing. Maintenance of the sidewalks to keep them clear of vegetation and snow and in good repair (smooth joints) will help to keep pedestrians on the sidewalk after it is constructed.

Sidewalks must conform to ADA guidelines consisting of 2% maximum cross slopes, curb ramps with 8.33% maximum slopes with tactile warning detection surfaces, and a minimum width of 6 feet (which allows two people to walk comfortably side by side).

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<sup>1</sup> America Walks ([www.americawalks.org](http://www.americawalks.org)) is a national resource that fosters walkable communities by engaging, educating, and connecting walking advocates.



Many of the schools surveyed in the MSB have “shortcut” trails. These neighborhood connections are an important part of the sidewalk network. Where possible, these shortcuts should be enhanced. Sometimes these shortcuts are through private property, so this may require discussions and negotiations with landowners.

## Bikeways and Bike Facilities

Safe Routes to School started by promoting walking but quickly moved to encourage biking as well. Biking is often more efficient and practical, and bicycle-friendly school zones can increase the number of students that participate in the Safe Routes to School program.

To accommodate cyclists, schools should have visible, accessible, easy-to-use, and convenient bicycle parking. Racks need to support the whole bike (not just one wheel) and enable the user to lock the frame and wheels of the bike with a cable or U-shaped lock. Parking areas should preferably be covered, well-lit, and in plain view without being in the way of pedestrians or motor vehicles. If any of these criteria aren't met, there's a good chance children won't use what is provided and will either park wherever they think their bike will be safe or not bike at all.



Covered bike rack

Adequate road shoulders can benefit both cyclists and pedestrians in locations where sidewalks cannot be used. According to the American Association of State Highway and Transportation Officials' (AASHTO) *Guide for the Development of Bicycle Facilities*, shoulders should be at least 4 feet wide and delineated by a 6-inch wide solid white line. When there is a roadside barrier such as guardrail or curb, the shoulder should be a minimum of 5 feet wide. These can be pointed out to vehicular traffic with signs stating “designated bike lanes during school hours.” This would increase user comfort level.

## School Area Speed Limits and Traffic Signs

Vehicle speeds and stopping distances are directly related. The severity of injuries is also related to vehicle speed. Speeds should be the lowest at crossing points and during crossing times. Static signs (with times listed) to reduce the speed can be used. “Reduce speed when flashing” signs also work well, but they are more costly and have to be maintained. Flashing at appropriate times can be adjusted to take into consideration early dismissals, school closures, etc.

Signs must conform to the ADOT&PF Alaska Signs Design Specifications, *Alaska Traffic Manual*, and *Manual on Uniform Traffic Control Devices (MUTCD)*. Current standards for “school” signs are a black border and legend with a fluorescent yellow-green background. The school crosswalk “AHEAD” sign is typically installed at uncontrolled crossings.





Simple signs are more effective than complicated signs. Two of the most effective signs that can be used to improve motorist yielding are in-street pedestrian crossing signs and overhead signs. In-street signs are intended for use at uncontrolled (unsignalized) crosswalks to remind drivers of laws regarding pedestrians' right-of-way. They are more noticeable than roadside signs and may also exert a minor traffic-calming effect by effectively narrowing the inside lanes slightly. They should be placed on centerline and in advance of the crosswalk.



*Centerline pedestrian crossing sign*

When signs are placed, the sight distances (how far a motorist can see before a hill crest or an obstacle on the inside of a horizontal curve or intersection blocks the line of sight) need review. Insufficient sight distance can have implications for the safety or operations of a roadway or intersection. Sight distances must conform to ADOT&PF *Highway Preconstruction Manual* and the AASHTO Manual.

## Marked Crosswalks, Pavement Markings, Crossing Guards, and Crossing Islands

Marked crosswalks must conform to the ADOT&PF *Alaska Traffic Manual* and MUTCD. They consist generally of inlaid methyl methacrylate markings, advance warning signs, and pedestrian signals with pushbuttons and countdown timers (required on new crossings). The MUTCD gives guidance on how and where to mark crosswalks.

Marked crosswalks indicate a preferred crossing location to pedestrians, as well as alerting drivers to an often-used crossing. Wide, ladder-style crosswalks are easiest for drivers to see.

Raised crosswalks are another crossing treatment. In addition to providing a physically delineated crossing, they are very effective in reducing motorist speed. For schools in the MSB, raised crosswalks would be especially effective because they are not obscured by snow. Pavement markings, such as "School Zone" stencils, may not be as useful where there is a lot of snow. Countdown timers at traffic signal intersections should be installed under the following MUTCD guidance:

*Pedestrian signal head indications should be conspicuous and recognizable to pedestrians at all distances from the beginning of the controlled crosswalk to a point 10 feet from the end of the controlled crosswalk during both day and night. For crosswalks where the pedestrian enters the crosswalk more than 100 feet from the pedestrian signal head indications, the symbols should be at least 9 inches high. If the pedestrian signal indication is so bright that it causes excessive glare in nighttime conditions, some form of automatic dimming should be used to reduce the brilliance of the signal indication.*



Crossing guards need to have training and the correct tools (safety vests and STOP paddles). Crossing guards should not be expected to direct traffic, but rather to add mature supervision and monitoring of the safe crossing. Two crossing guards should be considered for four-lane roads. Adult school crossing guards can be parent volunteers, school staff, or paid personnel. School driveway and drop-off zone monitors on the school campus can keep traffic circulating efficiently and safely. It is important to ensure on-campus monitors wear appropriate safety clothing such as high-visibility vests. In addition to adult crossing guards and monitors, allowing students to participate in traffic safety promotes safe behavior. The National Center for Safe Routes to School provides guidelines and best practices for adult school crossing guards. Information can be found at [http://guide.saferoutesinfo.org/crossing\\_guard/index.cfm](http://guide.saferoutesinfo.org/crossing_guard/index.cfm).

The *Alaska Traffic Manual* provides guidance on the use of crossing guards, placement of crosswalks, and appropriate signage at urban schools (Figure 3-1). For rural schools, the *Alaska Traffic Manual* recommends School Area signs on roads adjacent to school property with a speed limit less than 25 mph, and School Area signs with a pedestrian-activated beacon for roads with speed limits greater than 40 mph. In the MSB, many of the schools are rural.





| Urban School Area Traffic Control Guidelines<br>(Applies Only to Roads Abutting School Property and Non-Abutting Roads at Designated School Crossings) |  |                          |                               |     |  |                   |                        |  |   |   |  |  |     |
|--|--|--------------------------|-------------------------------|-----|--|-------------------|------------------------|--|---|---|--|--|-----|
| Grade Level<br>(Lowest Grade Taught at School)   | Students Required to Cross Road at Grade |                          |                               |     |  |                   |                        |  |   |   | Students Not Required to Cross Road at Grade<br>(Could be grade-separated or just no crossing) |  |     |
|  | Traffic Signal At Crossing               |                          | No Traffic Signal at Crossing |     |  |                   |                        |  |   |   |  |  |     |
|  |  |                          | STOP Controlled Crossing      |     | Crossing Not STOP-Controlled   |                   |                        |  |   |   | Completely Fenced? (1)   |  |     |
|  | Sufficient Gaps (2)                      |                          |                               |     | Insufficient Gaps (2)<br>Address by re-routing students, busing students, or one of the following: |                   |                        |  |   |   |  |  |     |
|  | Existing Speed Limit <=20                | Existing Speed Limit >20 |                               |     | Ex. Spd Limit <=20   | Ex. Spd Limit >20 | Crossing Guard (5) (6) | Grade Separation                                 | Ped Signal or Ped Hybrid Beacon (if warranted) (3)                      | Mid-Street Refuge Island (7)  |  |  | Yes |
| 9-12   | C  | C                        | C (major streets only)        | C   | C  | N/A               | N/A                    |  |   |   |  |  |     |
| 5-8  | C  | CG?                      | C (major streets only)<br>G?  | C   | CG?  | CG                | CG                     | See Students Not Required to Cross Road At-Grade | See Students Required to Cross Road At-Grade/Traffic Signal at Crossing | If refuge provides sufficient gaps, See Cross At-Grade/No Signal/No STOP/Sufficient Gaps. If not, choose another solution |  |  |     |
| K-4  | CG?                                      | CG?                      | C (major streets only)<br>G?  | CG? | CG?  | CG                | CG                     |  |   |   |  |  |     |

| LEGEND |   |
|--------|---|
| n/a    | Does not apply - Crossing Guards should not be used for high school students.   |
| □      | No School Signs   |
|        | School Area Sign (S1-1 and W16-9p) only   |
|        | School Advance Crossing (S1-1 and W16-9p) and School Crossing (S1-1 and W16-9p). Overhead S1-1 sign optional. (4)   |
|        | School Advance Crossing and School Crossing Signs +20 MPH When Flashing (S5-1) with flasher, or 20 MPH School Speed Limit Assemblies (with S4-1P, S4-2P, S4-4P, or S4-6P plates). Overhead S1-1 sign optional. (4)              |
| C      | Marked Crosswalk - install at nearest intersection, if within 400 ft. If there is already a crosswalk within 400 feet, use it as a school crosswalk. Use school crosswalk signs at mid-block locations if within a school zone. |
| G      | Crossing Guard  |
| G?     | School districts should consider crossing guards at major street crossings.   |

Figure 3-1 - Alaska Traffic Manual Recommendations for Urban School Area Traffic Control

Crossing islands or center islands are raised islands located along the centerline of the road. The slight deflection of traffic around the island causes approaching vehicles to slow down. In addition, these islands allow pedestrians to cross one direction of traffic at a time, with a refuge in the middle. Children often have a hard time judging speed and gaps in traffic; a crossing island gives them refuge if they misjudge.



## Traffic Signals

The MUTCD outlines the requirements for school zone traffic signals under Warrant 5 as follows:

*If this warrant is met and a traffic control signal is justified by an engineering study, then:*

- A. *If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.*
- B. *If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance, and the installation should include suitable standard signs and pavement markings.*
- C. *Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.*

In addition, countdown timers should be used at these crossings; see the discussion on *marked crosswalks, pavement markings, crossing guards, and crossing islands* above.

Concurrent traffic signals can make it hard for pedestrians to cross. A leading pedestrian interval (traffic light stays red for a few seconds to allow pedestrians time to get out into the crosswalk so that vehicles must yield to the pedestrian rather than the other way around) improves safety for pedestrians crossing the street. To further improve pedestrian safety, walk signals can use exclusive phasing in which the traffic light stays red in all directions long enough for the pedestrian to cross uninhibited by vehicular traffic.

A Rectangular Rapid Flash Beacon (RRFB) is a user-actuated beacon with amber LEDs that supplements warning signs at uncontrolled intersections or mid-block crosswalks. Pedestrians can activate them manually with a push button or passively by a pedestrian detection system. RRFBs use an irregular flash pattern that is similar to emergency flashers on police vehicles.

## Additional Design Considerations

All infrastructure recommendations in this plan are considered “planning level” and may require further engineering analysis, design, and public input before implementation. Recommended changes to existing traffic patterns (adding a signal, stop sign, etc.) will require a study to evaluate the potential impacts that the recommendation could have on existing traffic conditions.

Right-of-way (ROW) was not evaluated as part of this project. Recommendations assume that sufficient ROW exists or that a method to gain needed ROW will be identified as the project progresses. All routes would require a topographic survey at critical points and to verify property boundaries, ROW, easements, and buried utilities. In addition, drainage patterns would have to be identified so as not to be disrupted by site improvements.



## 4 Borough-Wide Recommendations

The following recommendations could be implemented borough-wide to benefit all schools. Implementing these recommendations would require coordination between multiple parties, including the MSBSD, local governments, ADOT&PF, and parents.

### Monitor Bicycle and Pedestrian Activity

Continued evaluation of the MSB Safe Routes to School program will help determine if the needs of students are being met and ensure resources are directed toward efforts that show the greatest likelihood of succeeding.

To evaluate the effectiveness of any Safe Routes to School program, it is necessary to monitor the number of students walking and biking to school. This can be accomplished in a number of ways, such as:

- Student travel tallies conducted in the classroom
- Parent surveys
- Annual walk or bicycle audits

### Educational and Outreach Activities

Outreach and education activities play a vital role in any Safe Routes to School plan. The MSB could benefit greatly from the following activities.

#### Walking School Buses or Bicycle Trains

“Walking school buses” are organized groups of students and one or more parent chaperones that walk or bike to school together. The adult chaperone provides a level of supervision that puts parents at ease about allowing their child to walk or bike to school. It also increases motorists’ awareness of the children.

#### Remote Drop-Offs

A remote drop-off is a parking area that is located off school grounds but near enough that parents can drop off their children and allow them to walk the rest of the way to school. A remote drop-off area helps reduce congestion around the school site and gives even students who live farther away the opportunity to walk at least part of the way to school.

It is important to ensure a safe walking route between the drop-off and the school. A remote drop-off can be combined with a walking school bus.

#### Bike Rodeos

Bike rodeos are organized events that teach children about bicycling safety and etiquette through skills courses. The goal of a bike rodeo is to provide an opportunity for children to learn, practice, and demonstrate their bicycle handling skills in a fun, noncompetitive atmosphere. These events are typically organized by volunteers with participation by law enforcement agencies, community groups, and cycling clubs.



## Wildlife Safety

The rural nature of many MSB schools makes wildlife encounters on the way to school a serious concern. Wildlife safety education should be provided to children and parents at the beginning of the school year.

## Crossing Guards

Crossing guards are an alternative to constructing new pedestrian infrastructure at key crossings. The presence of adult crossing guards can lead to more parents feeling comfortable about their children walking or bicycling to school. While the primary role of an adult school crossing guard is to guide children safely across the street, children also remain responsible for their own safety. In this manner, a guard plays another key function—a role model helping children develop the skills necessary to cross streets safely at all times.

Ideally, the development of a school crossing guard program involves a community partnership that includes the expertise of law enforcement agencies, traffic engineering or planning departments, and school administrators. Working together with parents, this community group identifies the locations where adult school crossing guards are needed and the appropriate number of guards for each location. The group establishes crossing procedures for a variety of traffic situations as well as hires, trains, and equips the guards and secures long-term funding for the program.

## Bike Parking Upgrades

Students may be reluctant to ride a bike to school because of inadequate or unsecure bicycle parking. Many of the schools in the MSB utilize “grid rack” style bicycle racks that are located at the edge of a vehicle parking lot or other out-of-the-way location. Both of these conditions are undesirable. The grid style bike racks make it difficult to lock both the bicycle frame and wheel to the rack. They are also prone to bicycles tipping over and bending wheels. An out-of-the-way location for the racks often means that bicycles are less secure because they are out of view.

Things to consider when upgrading bicycle parking include:

- **Location:** Site racks near a main entrance where they are visible and where frequent foot traffic will deter theft; keep bicycle parking away from vehicle traffic; do not block normal path of pedestrian traffic
- **Rack Style:** A good bicycle rack will support the bicycle frame at two points and allow the frame and front wheel to be locked to the rack; space between racks allows students to move freely and prevents bicycles from coming into contact with one another
- **Protection from Weather:** Provide a roof to protect students and bicycles from rain and snow



## 5 Big Lake Elementary School

### Existing Conditions

Big Lake Elementary School is located on the west side of Big Lake Road, a quarter-mile north of the Big Lake Airport. The school is bordered by a residential area on the west and vacant land to the north. Big Lake Road forms the eastern school boundary, with additional residential areas east of the road.

With the exception of a paved, multi-use path along Big Lake Road, there are no dedicated pedestrian facilities within the ½-mile walk zone. Flashing 20 mph school zone signs on Big Lake Road are active during morning and afternoon hours for student drop-off and pick-up. There is a single ladder-style crosswalk on Big Lake Road in front of the school.

Big Lake Road averages 3,260 vehicles daily for that segment in front of the school. Residential streets in nearby neighborhoods are unpaved, fairly narrow, and see light traffic volumes.

The entire perimeter of the school property is fenced, with gaps for the entrance and exit driveways. There is a dedicated loop for buses. However, buses and parent vehicles share the same entrance and exit, often resulting in conflicts.

### Parent Survey Results

There was only one response to the parent attitudes survey. The respondent indicated that distance from school, traffic, and lack of pedestrian facilities were reasons for not allowing their child to walk to school.



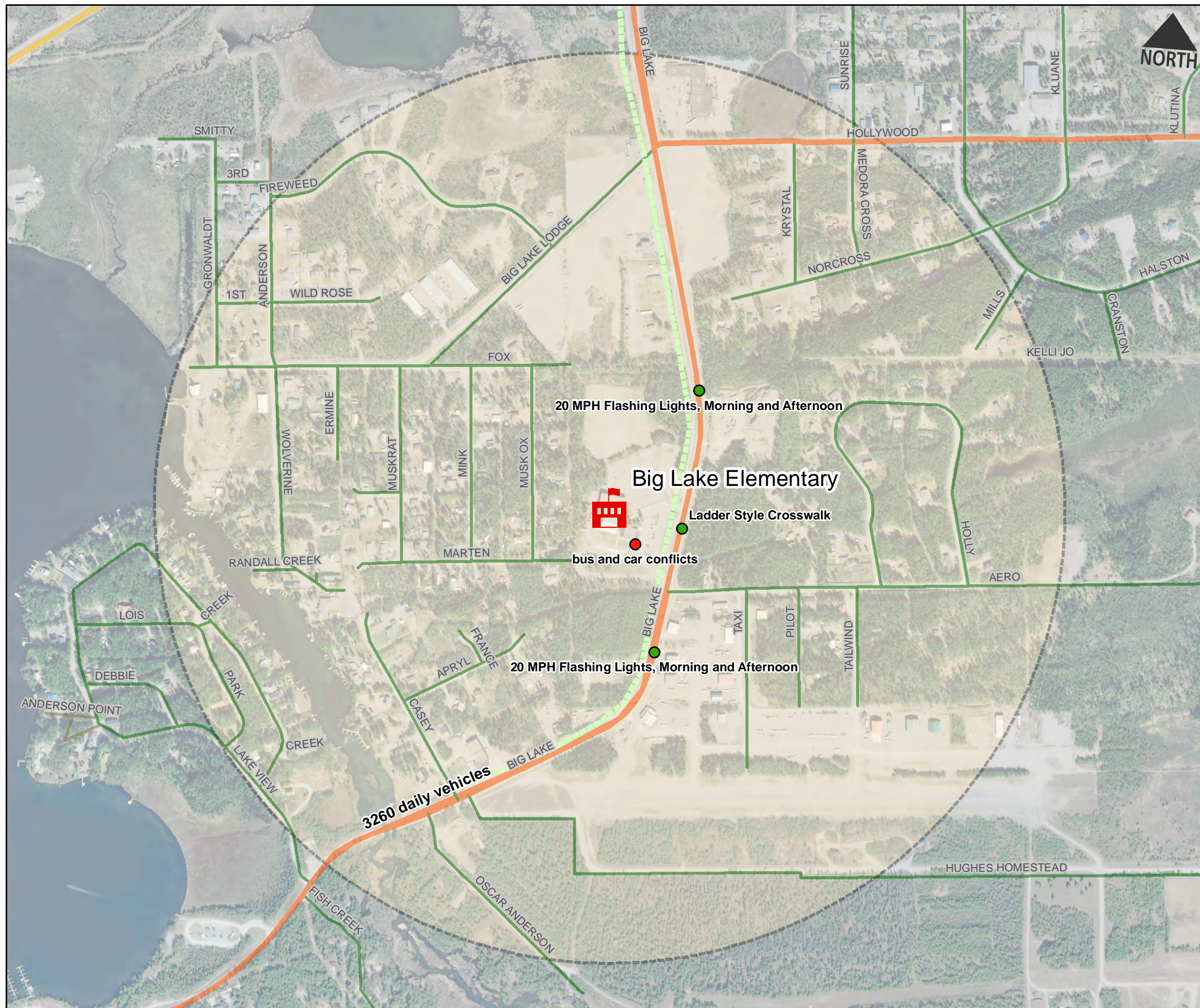


## Recommendations

Table 5-1 – Big Lake Elementary School Recommendations

| Project                   | Description  | Reasoning  |
|---------------------------|--|--|
| <b>Multi-Use Path</b>     | Construct 350-foot paved multi-use path connecting Marten Ave. to the school                         | Substantially reduces walk time for students living behind the school  |
| <b>Separate Driveways</b> | Create separate bus entrance/exit from parent exit. This will eliminate about five parking spaces.   | Relieves congestion before and after school  |
| <b>Multi-Use Path</b>     | Construct 3,000-foot paved, lit multi-use path on Hollywood Blvd. from Big Lake Rd. to Klutina Dr.   | Provides safe walking route along Hollywood Blvd which will connect to existing bike path along Big Lake Rd. |
| <b>Mid-Block Crossing</b> | Install mid-block crossing on Big Lake Rd. at Hollywood Blvd.  | Allows students to safely cross Big Lake Rd.   |
| <b>Multi-Use Path</b>     | Construct 1,600-foot paved multi-use path on north side of Aero Lane from Holly Loop to Big Lake Rd. | Provides safe walking route along Aero Lane servicing students living directly east of the school            |











# Inventory

## Big Lake Elementary








Matanuska - Susitna Borough

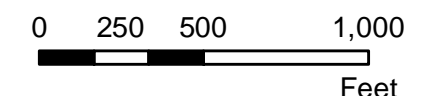
-  Schools

**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

**Inventory**

-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones



**SafeRoutes**  
National Center for Safe Routes to School



Figure 5-1



# Recommendations

## Big Lake Elementary

Matanuska - Susitna Borough

**Schools**

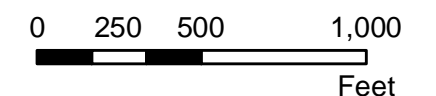
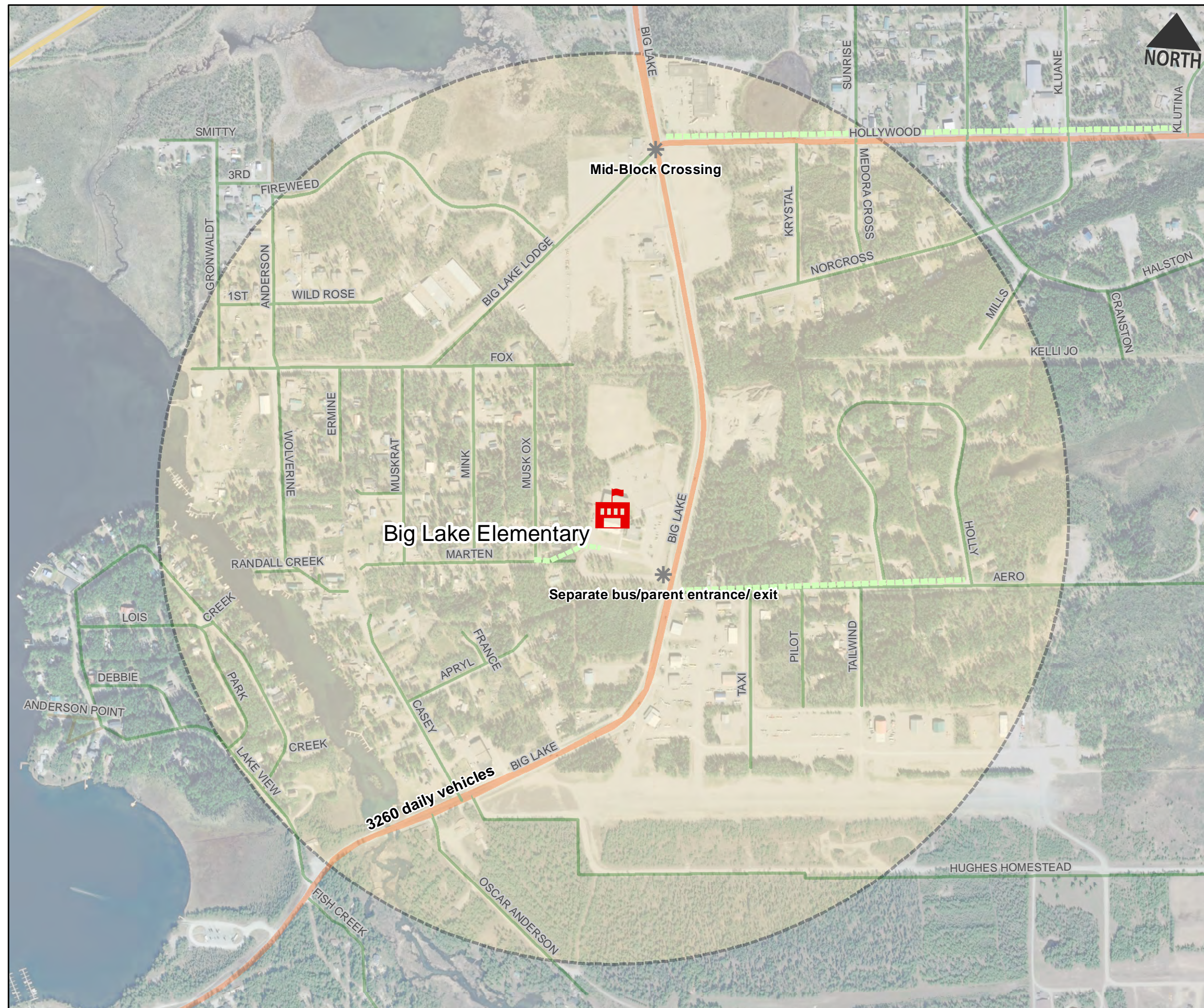
**Traffic Class**

- HIGHWAY
- MAJOR
- MEDIUM
- MINOR
- PRIMITIVE
- PRIVATE

**Walk Zones**

**recommendations**

- Multi-Use Path
- Sidewalk
- Add Lighting
- Make Connection
- Sidewalk and Lighting
- Widen Path and Lighting
- Point Recommendations



**SafeRoutes**

National Center for Safe Routes to School



Figure 5 - 2





## 6 Butte Elementary School

### Existing Conditions

Butte Elementary is located on the eastern edge of the community of Butte. The school sits at the end of Butte Road and is surrounded by several acres of forest. There are houses along Caudil Road to the east and Plumley Road to the north that fall within the ½-mile walk zone.

There is an unpaved trail along Butte Road between the school and Plumley Road. There is also a similar trail along both sides of Plumley Road. The only streetlights within the walk zone are located at the intersection of Plumley and Butte Roads. There is also a ladder-style crosswalk on Plumley Road at this location.

Plumley Road averages 800 vehicles daily, while Caudil Road sees approximately 300.

Parents and buses utilize the same pick-up/drop-off area, which often results in conflicts.

### Parent Survey Results

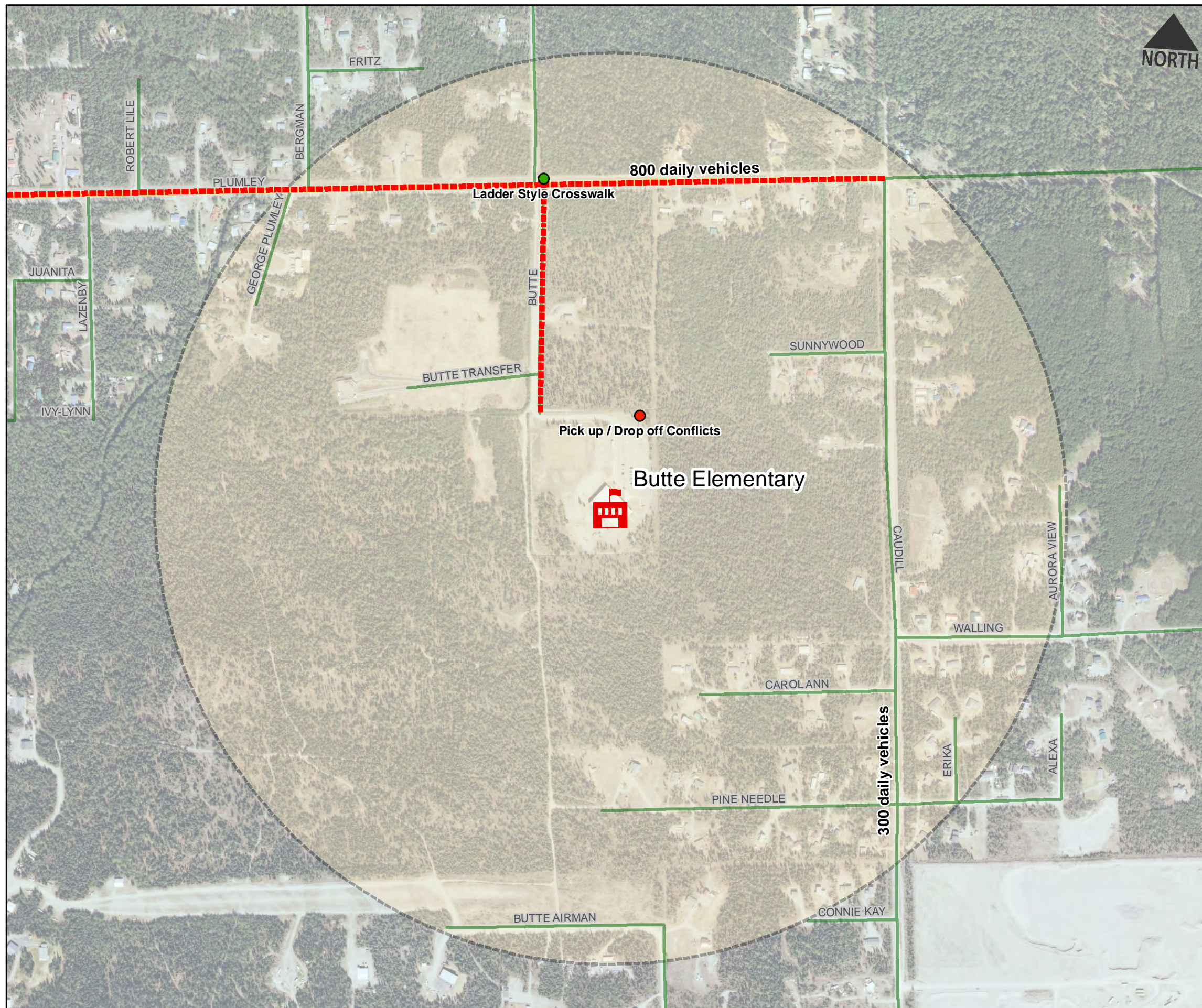
There were no parent surveys returned for this school.

### Recommendations

Table 6-1 – Butte Elementary School Recommendations

| Project               | Description   | Reasoning  |
|-----------------------|---|--|
| <b>Multi-Use Path</b> | Construct 1.3 miles of paved, lit multi-use path on the south side of Plumley Rd. from the Old Glenn Hwy. to Caudil Rd. | Provides pedestrian/cyclist connection between residential areas to the east and west and the school |
| <b>Multi-Use Path</b> | Construct 1,800 feet of paved, lit multi-use path on the west side of Butte Rd. from Plumley Rd. to the school          | Provides pedestrian/cyclist connection between Plumley Rd. and the school                            |
| <b>Crosswalk</b>      | Install lighted crosswalk at intersection of Butte Rd. and Plumley Rd.  | Compliments the proposed multi-use path along Plumley Rd.  |
| <b>Drop-off area</b>  | Separate bus drop-off/pick-up area from main parking area and parent drop-off area                                      | Reduces conflicts between parent vehicles and buses.   |





# Inventory

## Butte Elementary

Matanuska - Susitna Borough

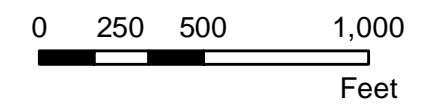
-  Schools

**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

**Inventory**

-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones

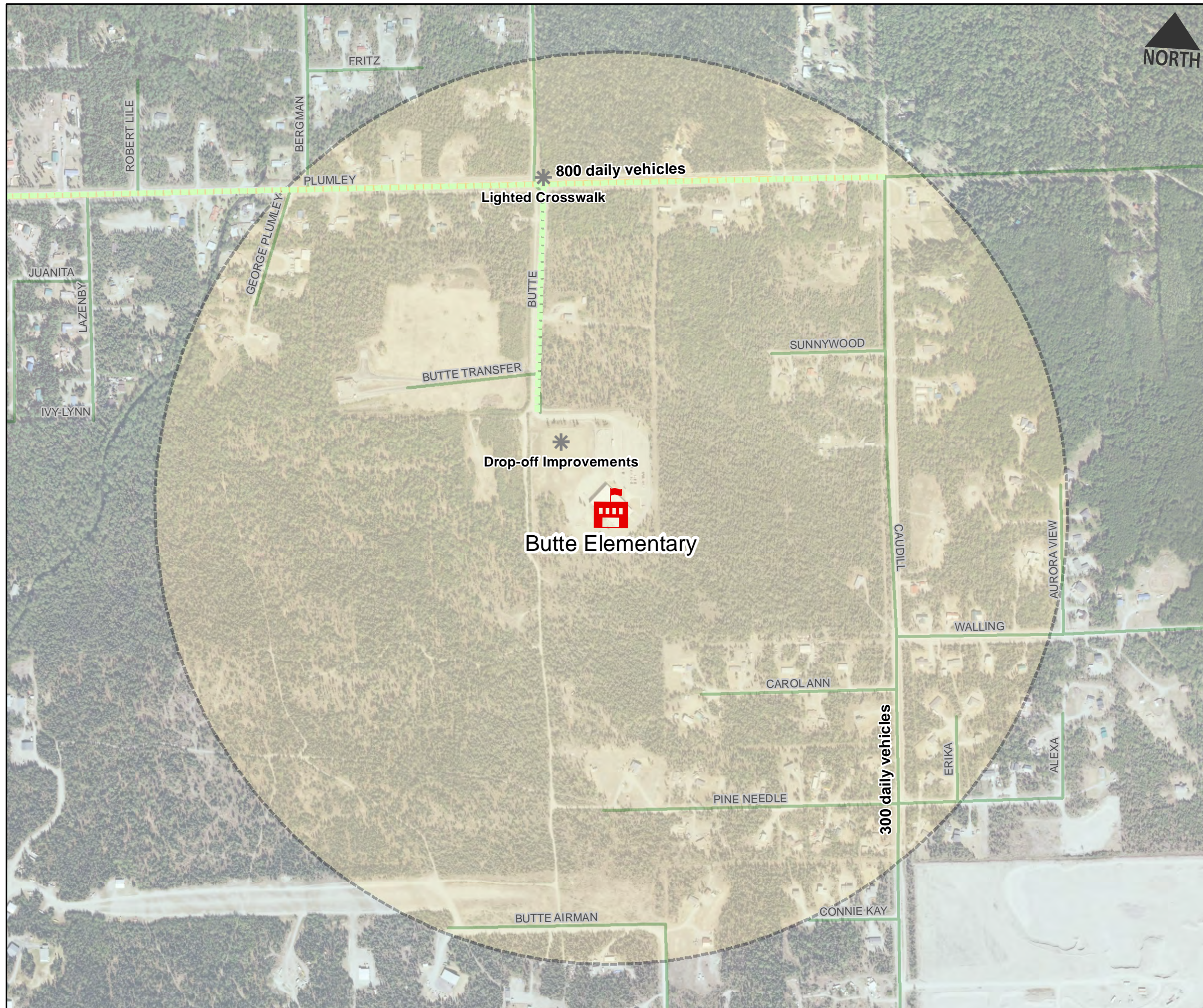


**SafeRoutes**  
National Center for Safe Routes to School



Figure 6-1












# Recommendations


## Butte Elementary

Matanuska - Susitna Borough








 Schools

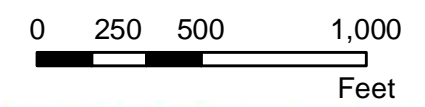
**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

 Walk Zones

**recommendations**

-  Multi-Use Path
-  Sidewalk
-  Add Lighting
-  Make Connection
-  Sidewalk and Lighting
-  Widen Path and Lighting
-  Point Recommendations



**SafeRoutes**  
National Center for Safe Routes to School



Figure 6 - 2





## 7 Finger Lake Elementary School

### Existing Conditions

Finger Lake Elementary School is approximately 1/3 mile south of East Bogard Road in a residential area north of Cottonwood and Finger Lakes. The school sites on a wooded site with a single access road (Eek Street) entering from the east.

There are residential areas to the north, east, and west, while the area south of the school is wooded and generally uninhabited due to wetlands. There are no dedicated pedestrian facilities in the surrounding neighborhoods. School staff report that very few students walk or bike to school.

The school grounds are fenced with an opening at the main entrance and a gate near the end of Fir Road.

The student drop-off area is fairly small, with only enough space for approximately 15 vehicles. This leads to traffic congestion and conflicts during morning drop-off and afternoon pick-up. To avoid this situation, several parents are dropping off their children at the end of Fir Road, where they can then enter school property through a gate in the fence. There is no formal trail between Fir Road and the entrance to the school.

Traffic data within the walk zone were only available for Bogard Road, which sees an average of over 7,700 cars daily. This two-lane road has paved shoulders, but no dedicated pedestrian facilities, crosswalks, or street lighting.

### Parent Survey Results

There were no parent surveys returned for this school.

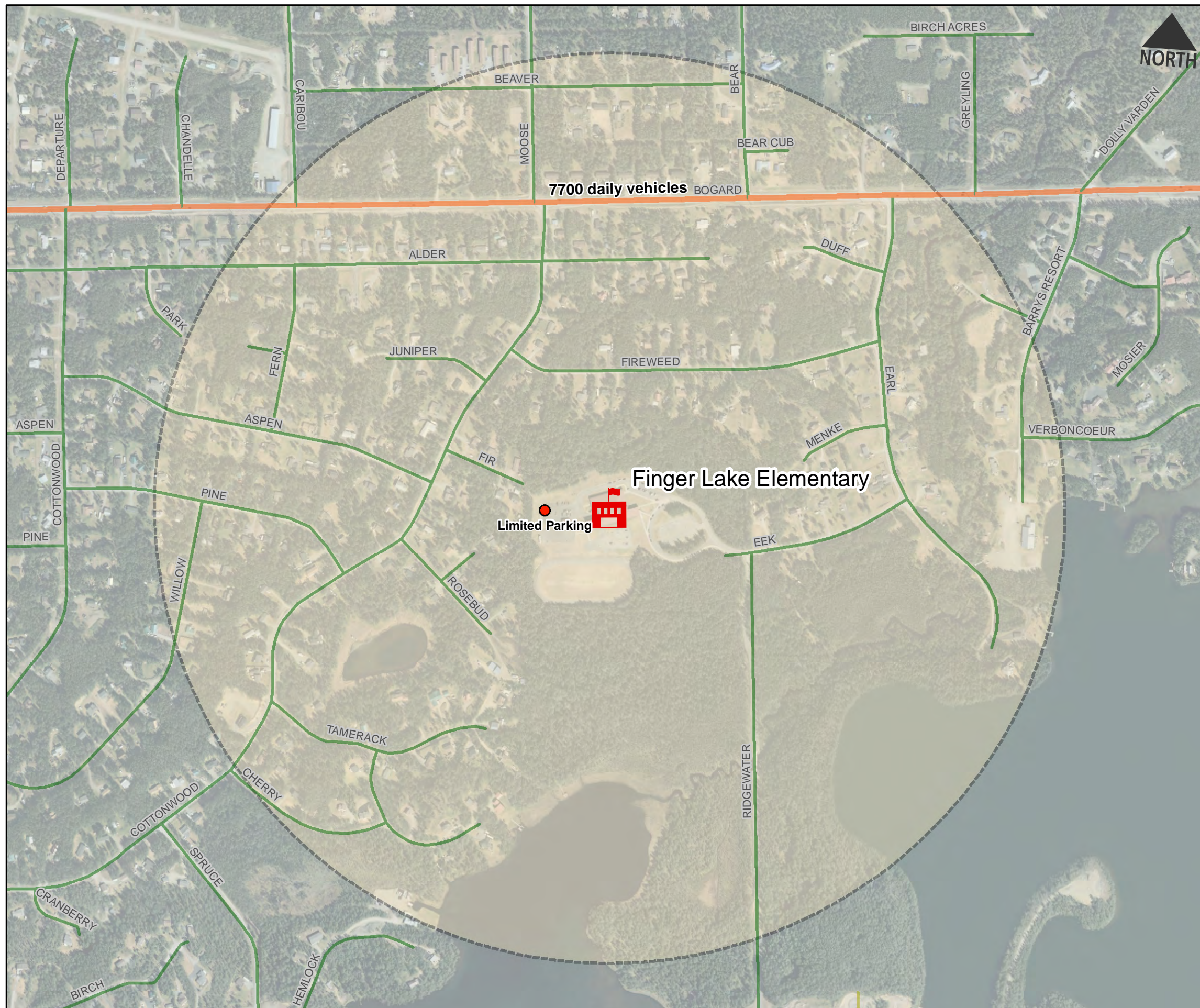


## Recommendations

Table 7-1 – Finger Lake Elementary School Recommendations

| Project                   | Description  | Reasoning  |
|---------------------------|--|--|
| <b>Expand Parking Lot</b> | Expand parent drop off area; install 20 additional parking spots                                       | Alleviates congestion during drop-off and pick-up times  |
| <b>Road Connection</b>    | Connect E. Fir Rd. to E. Eek St. (approximately 400 feet of Rd.way)                                    | Shortens route for majority of parents dropping students off and provides better fire truck access |
| <b>Add Lighting</b>       | Install 1,000 feet of lighting along the south side of E. Eek St. from E. Westview Cir. to N. Earl Dr. | Improves visibility of students walking along this route   |
| <b>Add Lighting</b>       | Install 1,700 feet of lighting along the east side of N. Earl Dr. from Bogard Rd. to E. Eek St.        | Improves visibility of students walking along this route   |





# Inventory

## Finger Lake Elementary

### Matanuska - Susitna Borough

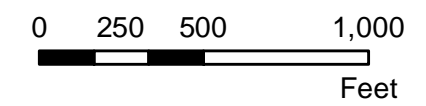
-  Schools

**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

**Inventory**

-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones



**SafeRoutes**  
National Center for Safe Routes to School

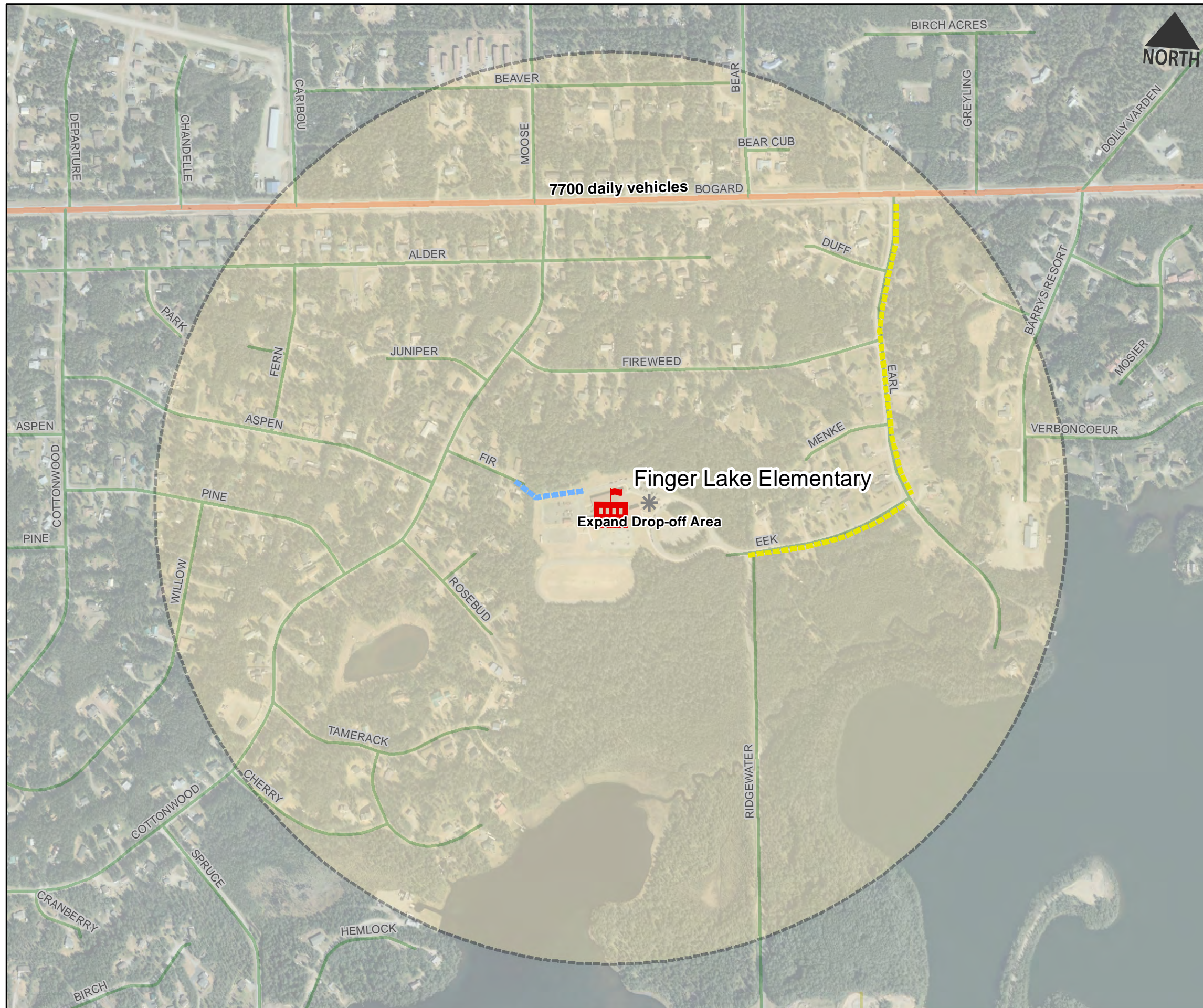

















Figure 7-1

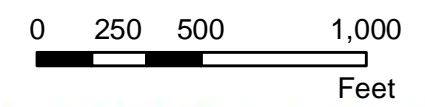


# Recommendations Finger Lake Elementary

Matanuska - Susitna Borough



-  Schools
- Traffic Class**
-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE
-  Walk Zones
- recommendations**
-  Multi-Use Path
-  Sidewalk
-  Add Lighting
-  Make Connection
-  Sidewalk and Lighting
-  Widen Path and Lighting
-  Point Recommendations



**SafeRoutes**  
National Center for Safe Routes to School



Figure 7 - 2





## 8 Iditarod Elementary School

### Existing Conditions

Iditarod Elementary is located within the Wasilla city limits, northeast of the intersection of East Bogard Road and North Wasilla Fishhook Road. Wasilla High School lies to the east and is connected to the elementary school by an unlighted path.

The school is slated for relocation to the north of its current site in 2016.

Wasilla Fishhook Road has paved multi-use paths on both sides and a ladder-style crosswalk near the school. During morning and afternoon hours, 20 mph flashing school zone signs are active. There are no other pedestrian facilities in the walk zone.

Wasilla Fishhook Road and Bogard Road are fairly busy streets, averaging 7,266 and 6,181 cars respectively. Wasilla Fishhook Road is quite wide, with two travel lanes, a center turning lane, and paved shoulders. There are streetlights at the entrance to the school.

School staff report that very few students walk to school. This is likely due to the absence of adjacent residential areas and the high traffic volumes along Bogard and Wasilla Fishhook Roads. In fact, an entire busload of students is transported from the school to Kalli Circle, which is less than  $\frac{1}{4}$  mile from the school.

The recommendations for this school are intended to improve the walk zone for the new location.

### Parent Survey Results

There were 13 surveys returned for Iditarod Elementary. None of the respondents allowed their children to walk or bike to school. The major issues reported to affect this decision were distance, safety of intersections and crossings, amount and speed of traffic, and absence of sidewalks or pathways.



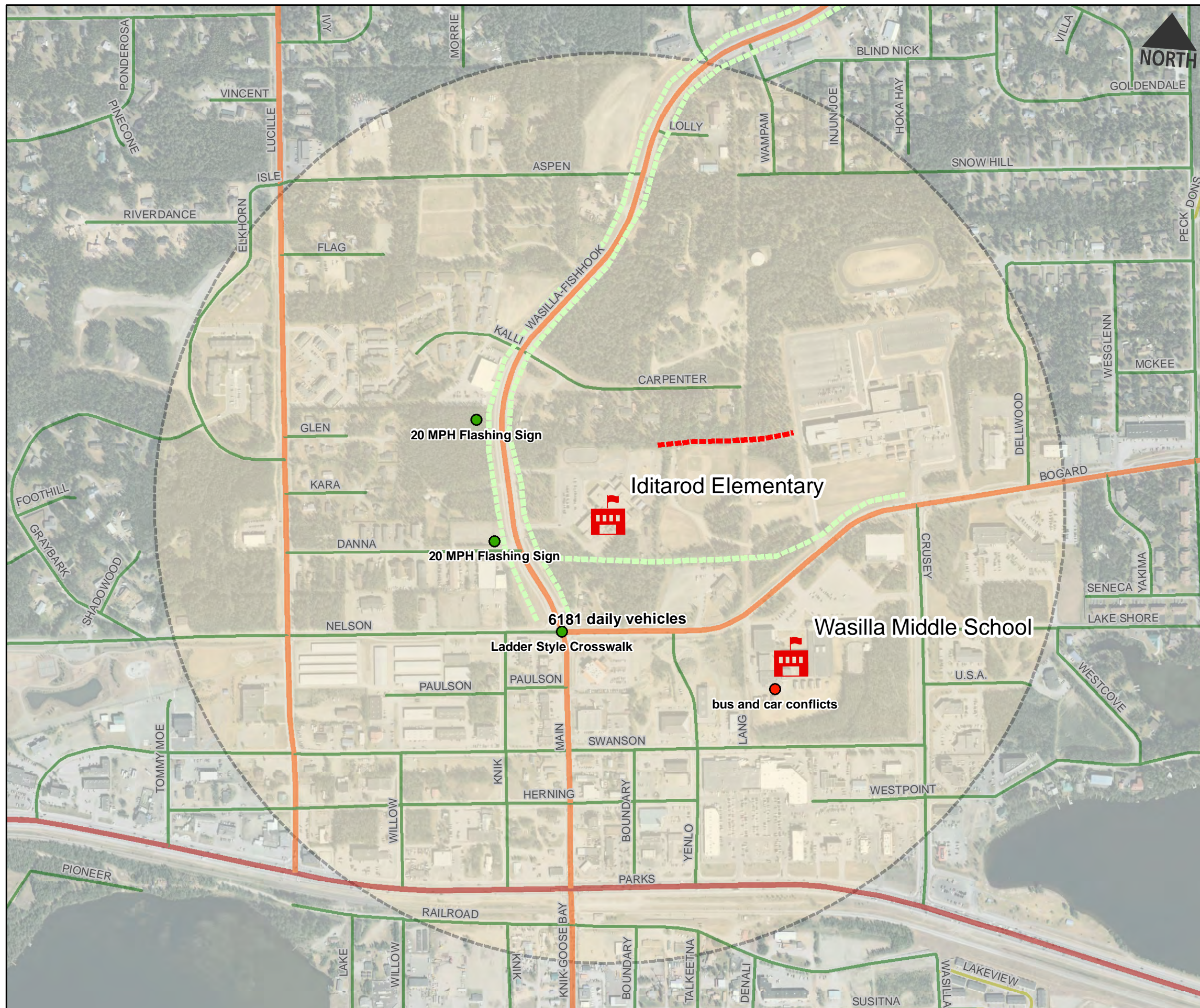


## Recommendations

Table 8-1 – Iditarod Elementary School Recommendations

| Project                          | Description   | Reasoning   |
|----------------------------------|---|---|
| <b>Sidewalk</b>                  | Construct a sidewalk along the north side of Carpenter Circle from Wasilla Fishhook Rd. to the entrance of the new school   | Provides a designated pathway for children walking to the new school  |
| <b>Sidewalk</b>                  | Construct a sidewalk along the north side of East Kalli Circle between Wasilla Fishhook Rd. and the western end of Kalli Circle   | Provides a designated pathway for children walking from the high-density residential area along Kalli Circle to the new school  |
| <b>Multi-Use Path</b>            | Construct a paved, lighted multi-use path between the new school and Wasilla High School  | Provides a connection between the elementary school and the high school   |
| <b>Pedestrian Crossing</b>       | Install a ladder-style crosswalk, RRFB, and pedestrian refuge island on Wasilla Fishhook Rd. on the north side of the intersection with Carpenter Circle; an adult crossing guard may be substituted for the RRFB | This crossing will be the predominant access from the west side of Wasilla Fishhook Rd. to the new school property; the crosswalk may also eliminate the need for a bus between the school and Kalli Circle |
| <b>School Zone Warning Signs</b> | Move the existing flashing 20 mph school zone signs north along Wasilla Fishhook Rd. to accommodate the location of the new school  | With the construction of the new school, the school zone signs must be relocated  |









# Inventory Iditarod Elementary







Matanuska - Susitna Borough

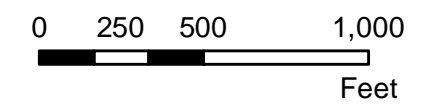
-  Schools

**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

**Inventory**

-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones



**SafeRoutes**  
National Center for Safe Routes to School

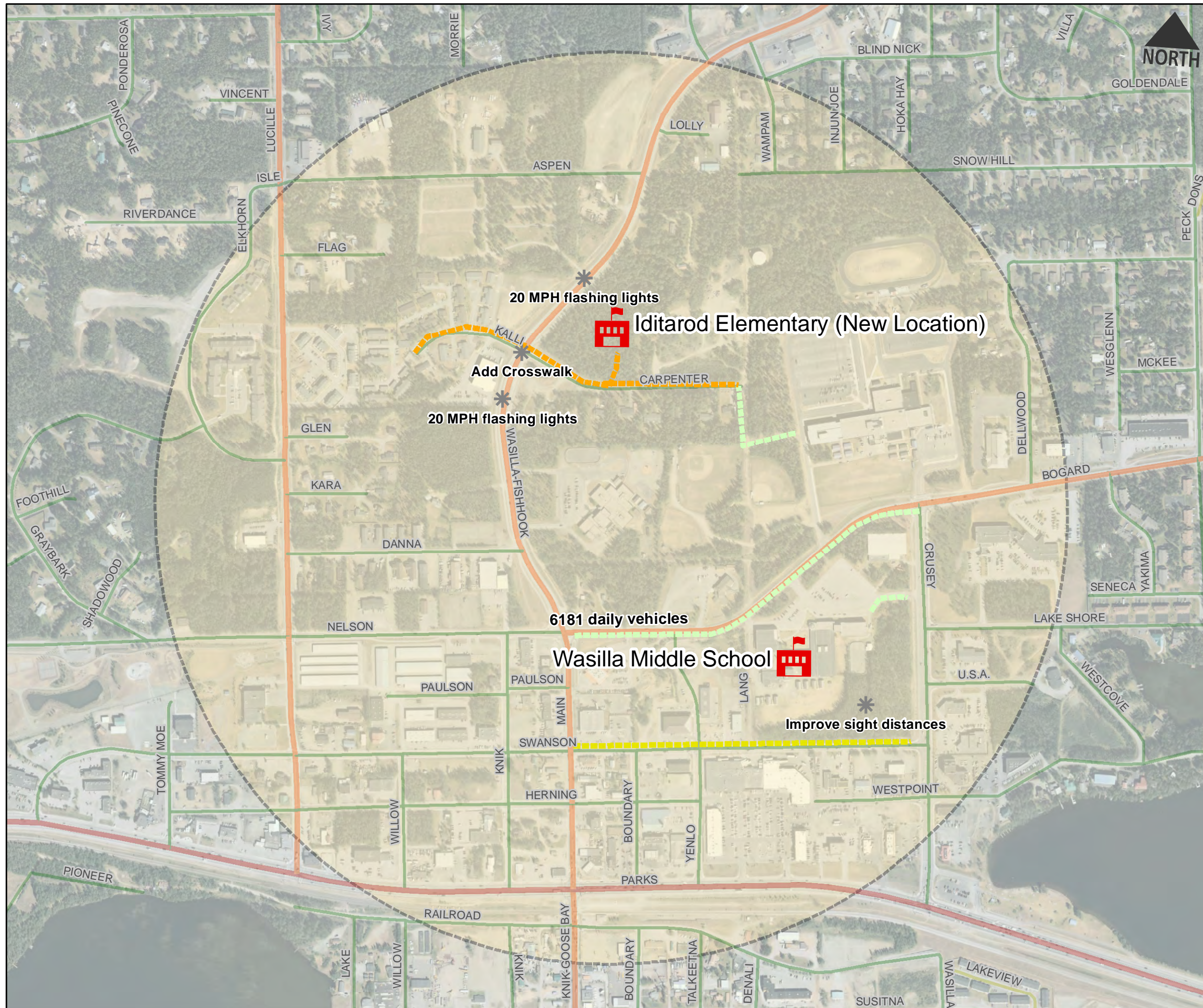



Figure 8-1










# Recommendations Iditarod Elementary

Matanuska - Susitna Borough










 Schools

**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE
-  Walk Zones

**recommendations**

-  Multi-Use Path
-  Sidewalk
-  Add Lighting
-  Make Connection
-  Sidewalk and Lighting
-  Widen Path and Lighting
-  Point Recommendations

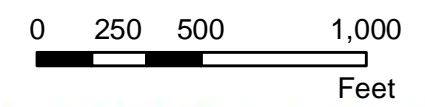


Figure 8 - 2





## 9 Larson Elementary School

### Existing Conditions

Larson Elementary is north of Wasilla, on the south side of East Seldon Road. Access to the school is via Larson Elementary Circle, which intersects Seldon Road ¼ mile east of Wasilla Fishhook Road.

The ½-mile walk zone encompasses low-density residential areas with large forested tracts adjacent to the

school and to the south. The Larson Elementary attendance boundary is “open,” which means students living anywhere within the MSB may attend the school.

There is a paved multi-use path along Wasilla Fishhook Road and a rough gravel path along the south side of Seldon Road. There is also a paved trail that passes through the school property and provides connections to residential areas to the east and west. However, the school discourages student use of this trail because it is unlighted and encounters with moose are common.

The school reported very few walkers or bikers, likely due to the amount of traffic on Wasilla Fishhook Road and Seldon Road. Additionally, school policy requires students to have a signed permission slip from a parent before allowing them to walk or bike home.

The school has two staff members who monitor student drop-off in the mornings. These monitors help maintain traffic flow and ensure student safety. Parent and bus drop-off areas are separate. Parent traffic is limited to one-way counterclockwise flow. The school requires parents to come inside to pick up their children at the end of the day.

### Parent Survey Results

There were no parent surveys returned for this school.



*Residential streets near Larson Elementary*



## Recommendations

Table 9-1 – Larson Elementary School Recommendations

| Project                    | Description   | Reasoning  |
|----------------------------|---|--|
| <b>Multi-Use Path</b>      | Add 1,400 feet of paved, lighted multi-use path along west side of Larson Elementary Rd. from E. Seldon Rd. to the school   | Provides safe access for students from Seldon Rd. to the school  |
| <b>Multi-Use Path</b>      | Widen to 8 feet and add lighting to bike path on west side of school  | Improves safety of an existing path that services students coming from areas to the west of the school   |
| <b>Multi-Use Path</b>      | Construct 1.6 miles of paved, lighted multi-use path on the south side of Seldon Rd. from Wasilla Fishhook Rd. to Tait Dr. (same recommendation as for Teeland Middle School) | Connects to existing path at intersection of Wasilla Fishhook Rd. and provides safe route for students from multiple subdivisions; overlaps recommendation for Teeland Middle School |
| <b>Mid-Block Crossing</b>  | Add mid-block crossing on Seldon Rd. at Winona St.  | Allows crossing of Seldon Rd. from subdivision to bike path  |
| <b>Mid-Block Crossing</b>  | Add mid-block crossing on Seldon Rd. at Anoka Pl.   | Allows crossing of Trunk Rd from subdivision to bike path  |
| <b>School Zone Signage</b> | Add flashing 20 mph school zone signs on Seldon Rd.   | Increases driver awareness of school zone; currently there are no school zone signs on Seldon Rd. and only non-flashing signs on Larson Elementary Rd.                               |





# Inventory Larson Elementary

Matanuska - Susitna Borough

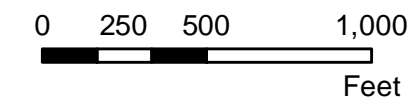
-  Schools

**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

**Inventory**

-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones



**SafeRoutes**  
National Center for Safe Routes to School



Figure 9-1


















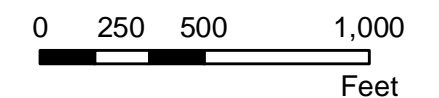


# Recommendations

## Larson Elementary

Matanuska - Susitna Borough

-  Schools
- Traffic Class**
-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE
-  Walk Zones
- recommendations**
-  Multi-Use Path
-  Sidewalk
-  Add Lighting
-  Make Connection
-  Sidewalk and Lighting
-  Widen Path and Lighting
-  Point Recommendations



**SafeRoutes**

National Center for Safe Routes to School



Figure 9 - 2





## 10 Machetanz Elementary School

### Existing Conditions

Machetanz Elementary, the MSB's newest elementary school, is located on Nelson Road approximately 1.25 miles south of the Parks Highway.

The school's walk zone includes undeveloped land east, west, and south of the school, with new residential development to the north. Current school policy does not allow students to walk to school; however, the school expects this policy to change as more houses are constructed near the school.



*New residential development near Machetanz Elementary*

The only pedestrian facility within the walk zone is an unpaved path that connects the school with East Fetlock Drive to the north. Residential streets in surrounding neighborhoods are fairly narrow with narrow, unpaved shoulders. Streetlights are found at street intersections.

Parents, staff, and buses each have separate parking areas. Five school staff members assist with traffic monitoring during mornings and afternoons. The school did not report any conflicts with the current setup.

### Parent Survey Results

There were 80 surveys returned for Machetanz Elementary. Twenty of the respondents live within ½ mile of the school. In addition to the no-walking policy set by the school, respondents also cited the following reasons for not allowing their children to walk or bike to school:

- Lack of sidewalks or pathways
- Speed of traffic along route
- Amount of traffic along route
- Safety of intersections or crossings
- Distance

Of the 32 written comments provided on the surveys, 13 indicated that the addition of sidewalks in the neighborhoods around the school would cause them to allow their children to walk to school. The addition of sidewalks would also presumably change the school's policy prohibiting walking to school.



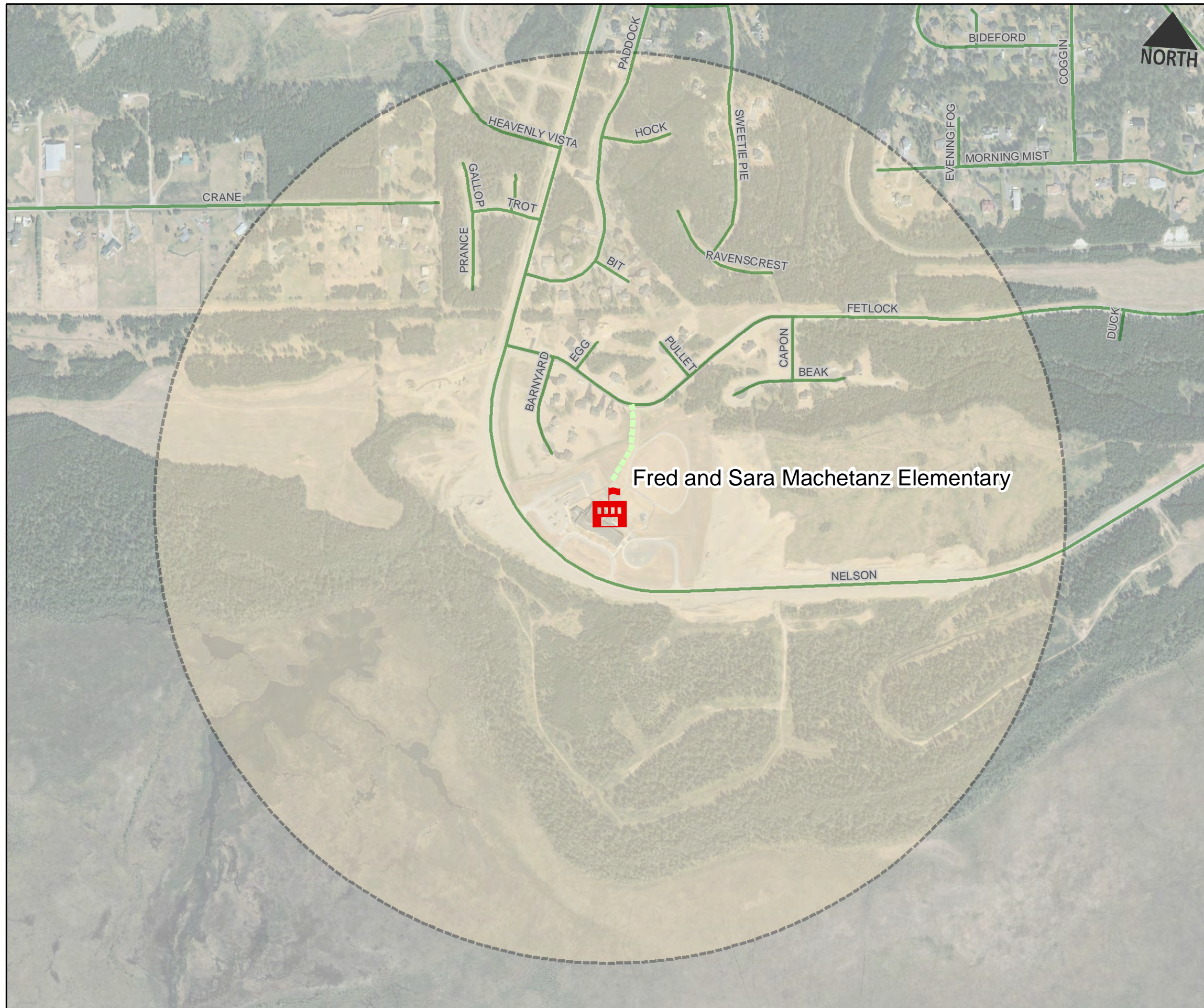


## Recommendations













Table 10-1 – Machetanz Elementary School Recommendations

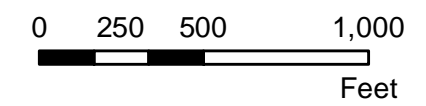
| Project                       | Description  | Reasoning   |
|-------------------------------|--|---|
| <b>Multi-Use Path</b>         | Install 1 mile of paved, lighted multi-use path on the east side of Nelson Rd. from the north end of S. Withers Loop south to the school | Provides safe walking route along Nelson Rd.; high interest from parents        |
| <b>Sidewalk</b>               | Install sidewalks along S. Paddock Dr. and E. Fetlock Dr.  | High potential for pedestrians in this neighborhood; high interest from parents |
| <b>Lighting and Surfacing</b> | Add lighting along 400 feet of the path behind the school; surface the path with asphalt   | The path to the back side of the school is unpaved and unlit                    |





**Inventory**  
**Fred and Sara Machetanz Elementary**  
**Matanuska - Susitna Borough**

-  Schools
- Traffic Class**
-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE
- Inventory**
-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones



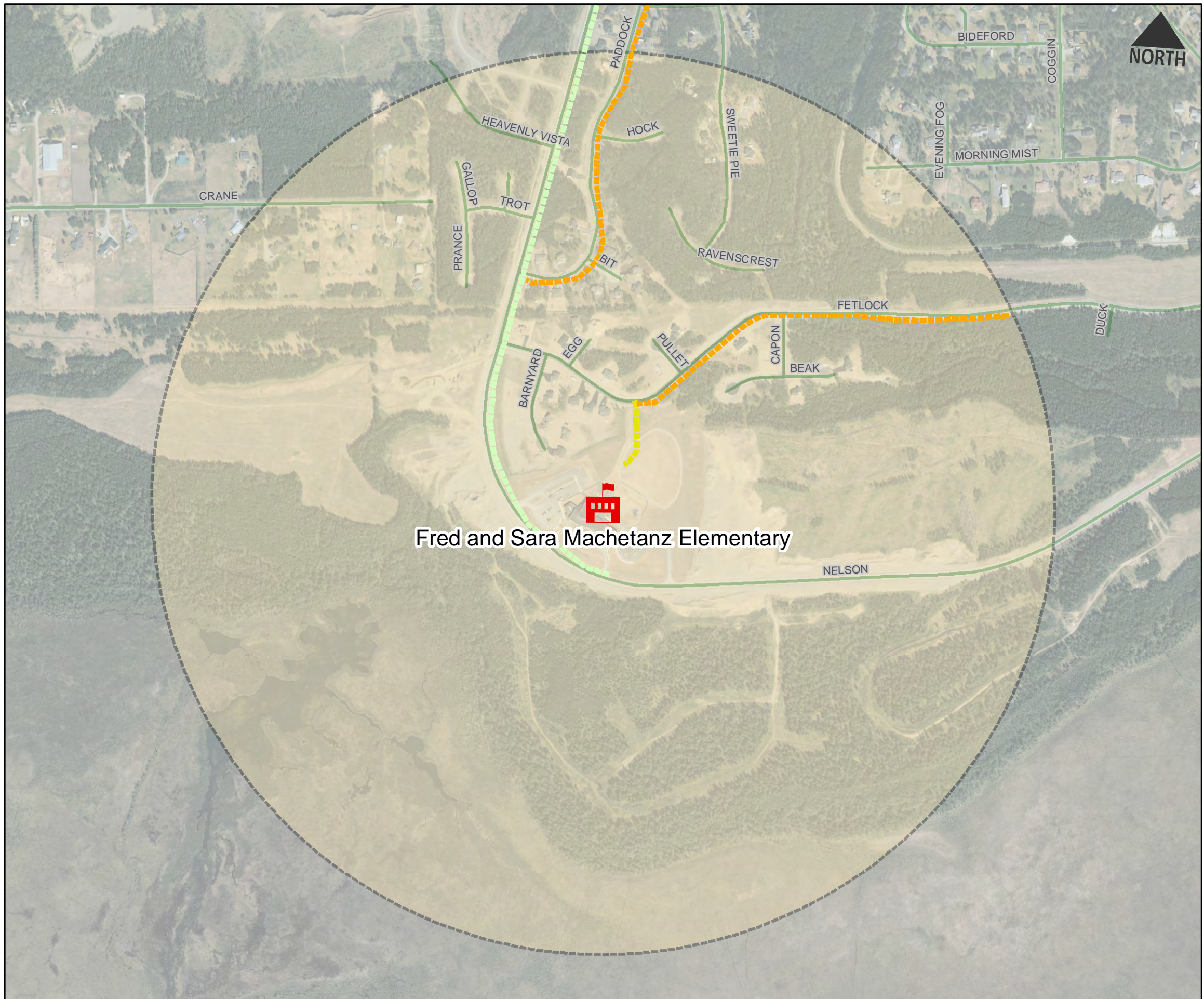
**SafeRoutes**  
 National Center for Safe Routes to School




Figure 10-1










**Recommendations**  
**Fred and Sara Machetanz Elementary**  
**Matanuska - Susitna Borough**










 Schools

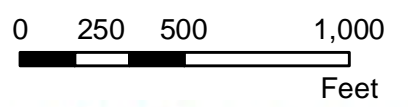
**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

 Walk Zones

**recommendations**

-  Multi-Use Path
-  Sidewalk
-  Add Lighting
-  Make Connection
-  Sidewalk and Lighting
-  Widen Path and Lighting
-  Point Recommendations



**SafeRoutes**  
 National Center for Safe Routes to School



Figure 10- 2





## 11 Meadow Lakes Elementary School

### Existing Conditions

Meadow Lakes Elementary is located along Pittman Road, approximately 2 miles north of the Parks Highway. The school is situated between two lakes and surrounded by forest.

The walk zone includes a mix of residential and undeveloped land. The school does not allow students to walk or bike to school without a permission slip.

There are no pedestrian facilities within the walk zone. Flashing school zone signs are located along Pittman Road near the school entrance, but they do not reduce the speed limit. The segment of Pittman Road that passes the school sees 2,600 vehicles per day on average.

Buses and private vehicles have separate entrances and exits. School staff indicated that the parent entrance is too narrow and does not provide space for students that would walk to school. School employees are stationed outside in the mornings and afternoons to help manage traffic and ensure student safety.

Because of the prevalence of good moose habitat within the walk zone, student/moose encounters are a serious concern for parents and staff.

### Parent Survey Results

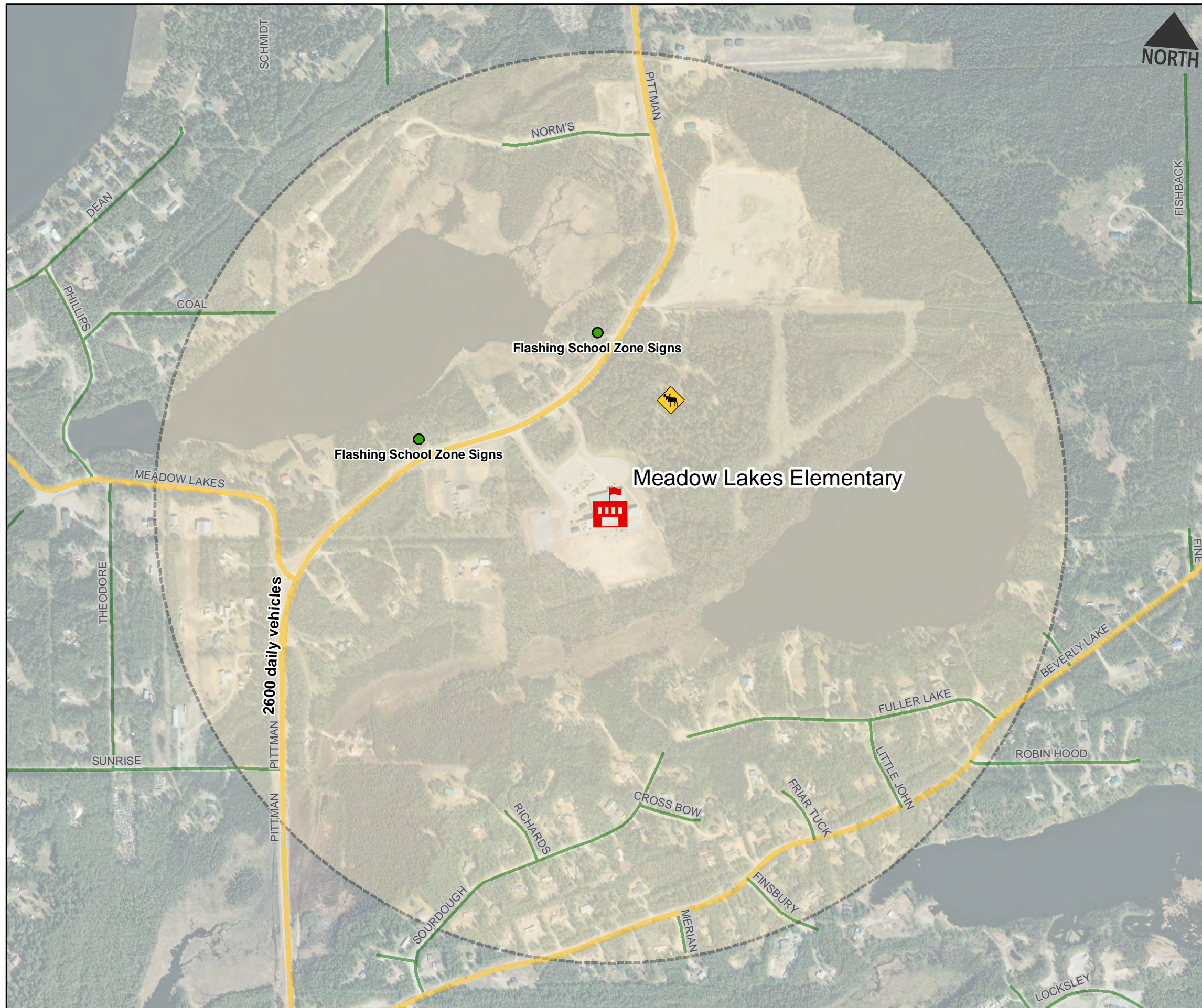
There were no parent surveys returned for this school.

### Recommendations

Table 11-1 – Meadow Lakes Elementary School Recommendations

| Project                    | Description   | Reasoning   |
|----------------------------|---|---|
| <b>Multi-Use Path</b>      | Add 1.6 miles of paved, lighted multi-use path on east side of Pittman Rd. from W. Middle Rd. to Beverly Lake Rd.; include crosswalk at the school entrance | Provides safe route for students to walk to school along Pittman Rd, the primary route for accessing the school |
| <b>Multi-Use Path</b>      | Install 500 feet of paved, lit multi-use path from Pittman Rd. to the school alongside the parent entrance driveway   | Separates students from traffic entering/exiting the school   |
| <b>School Zone Signage</b> | Replace existing school zone signs with ones that reduce speed to 20 mph when lights are flashing   | Increases driver awareness of the school zone and complements the multi-use path recommended for Pittman Rd.    |












# Inventory

## Meadow Lakes Elementary









Matanuska - Susitna Borough

-  Schools

**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

**Inventory**

-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones

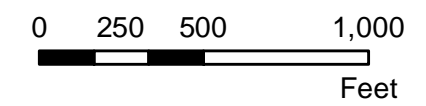
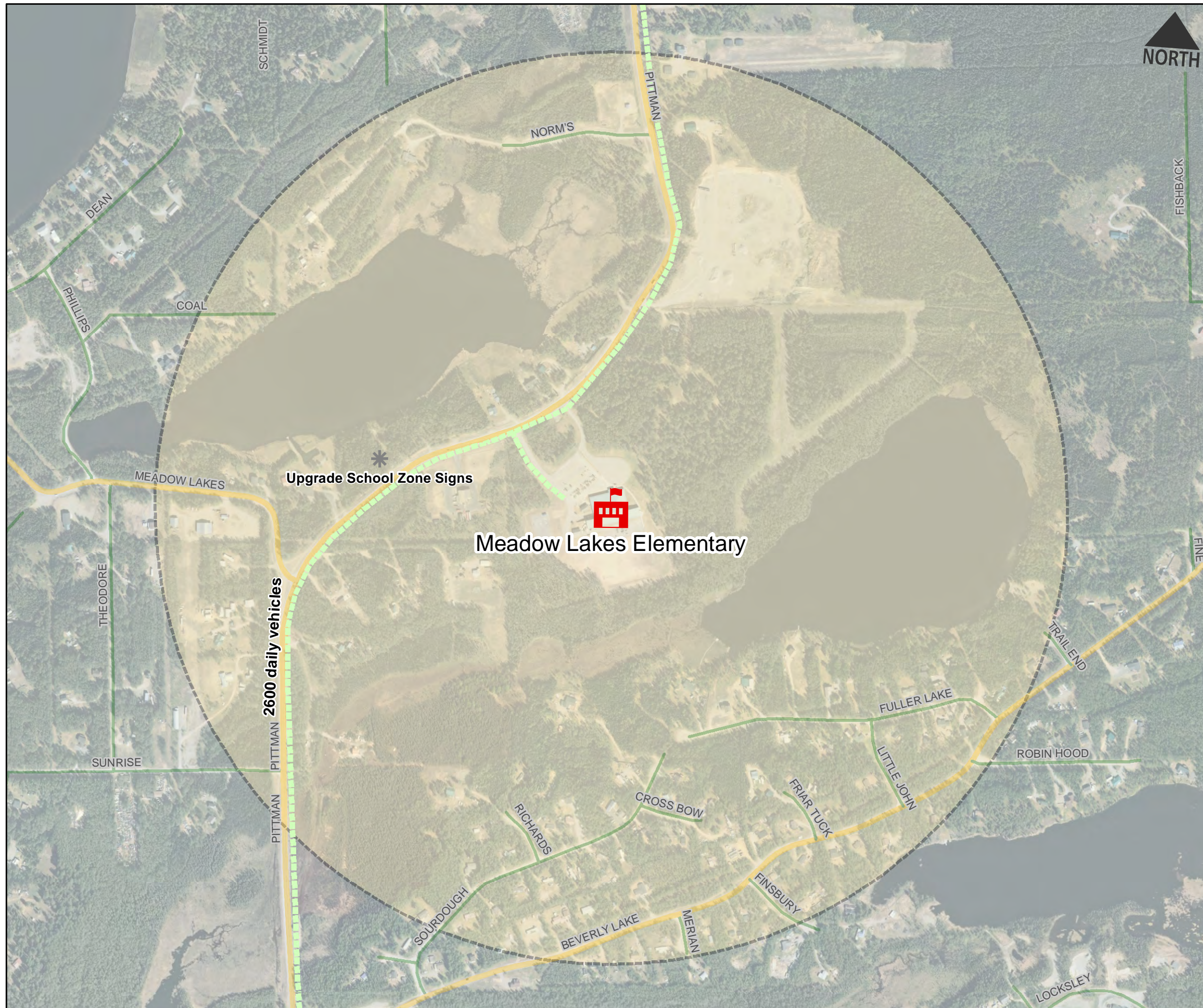

















Figure 11-1

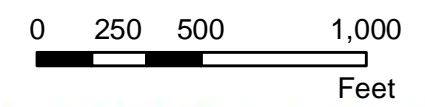


# Recommendations Meadow Lakes Elementary

Matanuska - Susitna Borough



-  Schools
- Traffic Class**
-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE
-  Walk Zones
- recommendations**
-  Multi-Use Path
-  Sidewalk
-  Add Lighting
-  Make Connection
-  Sidewalk and Lighting
-  Widen Path and Lighting
-  Point Recommendations



**SafeRoutes**  
National Center for Safe Routes to School



Figure 11 - 2





## 12 Pioneer Peak Elementary School

### Existing Conditions

Pioneer Peak Elementary sits on a large wooded parcel north of the intersection of Trunk Road and East Palmer-Wasilla Highway. Current access to the school is via Old Trunk Road.

There are residential areas at the edge of the school's ½-mile walk zone, with commercial property to the south and undeveloped land to the north.

The walk zone is bisected by two major roads: Trunk Road and the Palmer-Wasilla Highway. Each of these roads has high traffic volumes, with 7,664 vehicles daily on Trunk Road and 10,553 vehicles per day on Palmer-Wasilla Highway. There is also a planned project to connect Old Trunk Road with Trunk Road along the north side of the school (Trunk Road Connector).

There is a paved, multi-use path along the north side of the Palmer-Wasilla Highway. Otherwise, there are no dedicated bicycle or pedestrian facilities within the walk zone.

School staff report that very few children walk to school and the school discourages children from walking. In addition to the lack of pedestrian facilities, moose encounters are a safety issue.

Bus and parent drop-off areas are separated; however, buses and private vehicles enter and exit the school property through the same entrance, which often leads to conflicts. Additionally, new ADA parking spaces in front of the school conflict with parent drop-off/pick-up. Two school staff assist with traffic monitoring during drop-off and pick-up.

### Parent Survey Results

Fourteen parents returned surveys for Pioneer Peak Elementary. None of the respondents allow their children to walk or bike to school. The primary reason for not allowing children to walk or bike was distance from the school. Traffic, weather, and the safety of intersections were also major issues for parents.





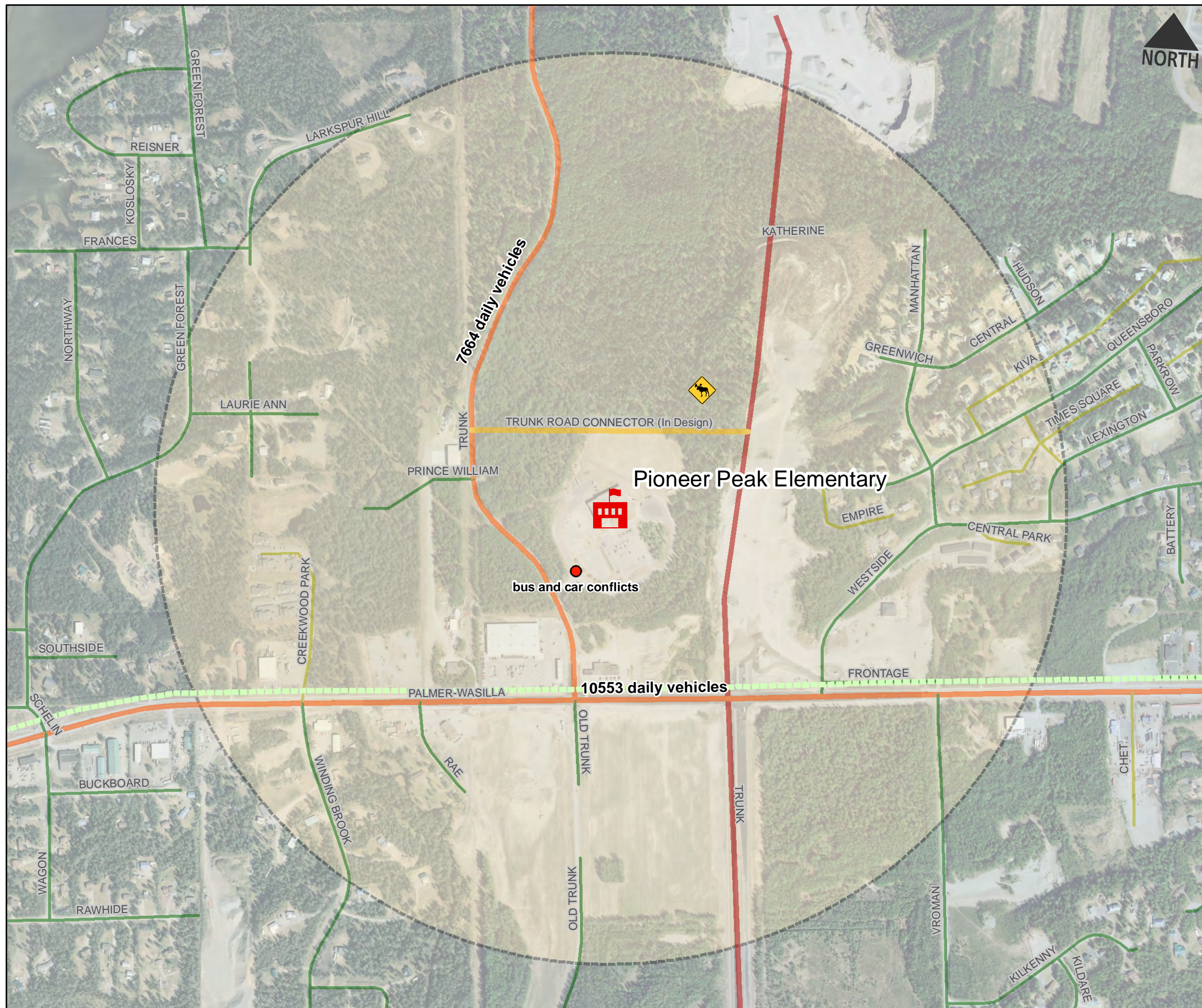
## Recommendations

Table 12-1 – Pioneer Peak Elementary School Recommendations

| Project                           | Description  | Reasoning   |
|-----------------------------------|--|---|
| <b>Multi-Use Path</b>             | Construct 600 feet of paved, lighted multi-use path along east side of Old Trunk Rd. from the Palmer-Wasilla Hwy. to the school entrance   | Provides safe access from the path along Palmer-Wasilla Hwy. to the school entrance                               |
| <b>Sidewalk</b>                   | Construct 750 feet of sidewalk along school entrance Rd. from Old Trunk Rd. to existing school sidewalk  | Separates students from traffic entering and exiting the school   |
| <b>New Bus Entrance</b>           | Construct a new bus only entrance and exit on the north side of the school from the proposed Trunk Road Connector; include pedestrian facilities to connect with the recommendation below  | Minimizes vehicle congestion at school entrance and separates bus traffic from vehicle traffic                    |
| <b>Multi-Use Path<sup>2</sup></b> | Construct a multi-use path on the south side of the proposed Trunk Road Connector between the new school entrance and New Trunk Rd.; include a pedestrian facility for crossing New Trunk Rd. with access to the subdivision to the east | Provides a pedestrian/cyclist connection between the residential subdivision east of New Trunk Rd. and the school |

<sup>2</sup> The idea behind this recommendation is to create a complete pedestrian facility between the school and the residential area to the east of New Trunk Road. Development of the Trunk Road Connector project will determine the details of a pedestrian facility.












# Inventory

## Pioneer Peak Elementary









### Matanuska - Susitna Borough

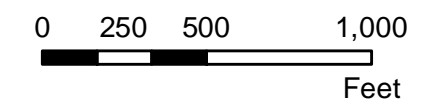
-  Schools

**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

**Inventory**

-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones



**SafeRoutes**  
National Center for Safe Routes to School

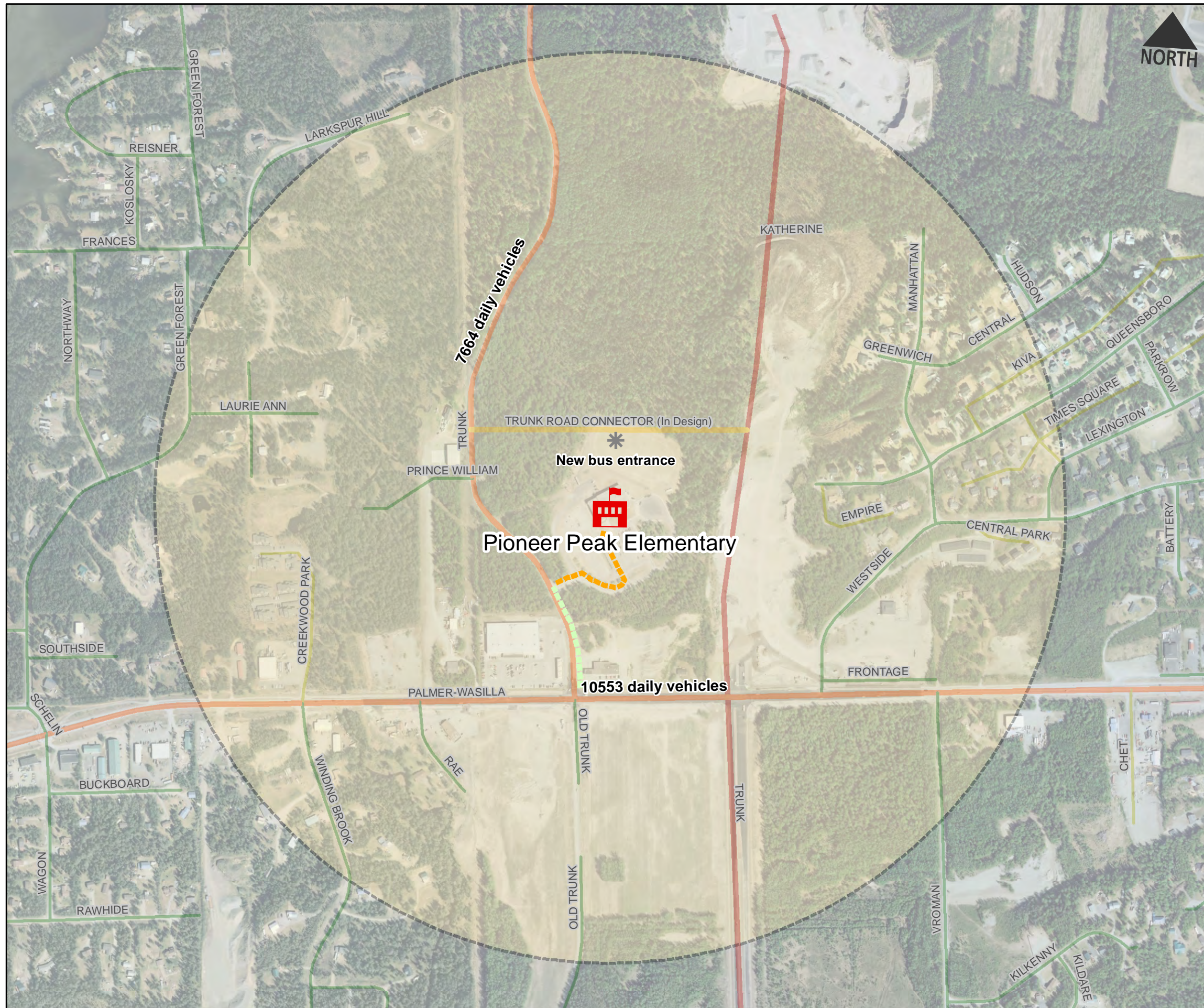

















Figure 12-1

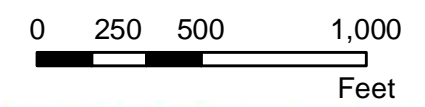


# Recommendations Pioneer Peak Elementary

Matanuska - Susitna Borough



-  Schools
- Traffic Class**
-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE
-  Walk Zones
- recommendations**
-  Multi-Use Path
-  Sidewalk
-  Add Lighting
-  Make Connection
-  Sidewalk and Lighting
-  Widen Path and Lighting
-  Point Recommendations



**SafeRoutes**  
National Center for Safe Routes to School



Figure 12- 2





## 13 Snowshoe Elementary School

### Existing Conditions

Snowshoe Elementary is located on the north side of West Fairview Loop, across from Bluff Park Farm. The area is primarily rural residential with few houses within the ½-mile walk zone.

The school property abuts a small residential development on the east and undeveloped land on the north and west. Denser residential areas are found approximately ½ mile down Fairview Loop in both directions.



*Flashing school zone sign near Snowshoe Elementary*

Fairview Loop is a two-lane road with very narrow shoulders. The road is unlighted and the posted speed limit is 50 mph. Flashing school-zone signs reduce the speed limit to 20 mph during mornings and afternoons. Recent traffic counts indicate approximately 1,055 vehicles pass by the school every day. There are no pedestrian facilities within the walk zone.

Vehicle and bus access to the school is via a one-way loop road. Bus and parent vehicles are not separated. During morning drop-off and afternoon pick-up, four school staff members help direct traffic.

School staff indicated that not many students walk or bike to school. There is, however, a plan to construct a separated multi-use path along Fairview Loop.

### Parent Survey Results

There were no parent surveys returned for this school.



## Recommendations

Table 13-1 – Snowshoe Elementary School Recommendations

| Project                   | Description  | Reasoning   |
|---------------------------|--|---|
| <b>Multi-Use Path</b>     | Construct a paved, multi-use path along the south side of Fairview Loop between Hayfield Rd. and Well Site Rd.   | Provides a separated bicycle/ pedestrian facility along Fairview Loop, allowing access to the school from residential areas scattered along Fairview Loop |
| <b>Mid-Block Crossing</b> | Install a mid-block crossing over Fairview Loop at the intersection with Danielle Dr.; include pedestrian-activated RRFB and appropriate pavement striping | Complements the multi-use path recommended above and provides a safe, designated crossing of Fairview Loop  |





# Inventory

## Snowshoe Elementary

Matanuska - Susitna Borough

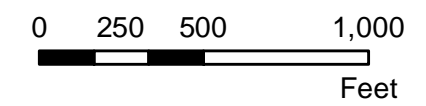
-  Schools

**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

**Inventory**

-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones



**SafeRoutes**  
National Center for Safe Routes to School



Figure 13-1



# Recommendations

## Snowshoe Elementary

Matanuska - Susitna Borough



Schools

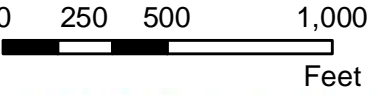
### Traffic Class

- HIGHWAY
- MAJOR
- MEDIUM
- MINOR
- PRIMITIVE
- PRIVATE

Walk Zones

### recommendations

- Multi-Use Path
- Sidewalk
- Add Lighting
- Make Connection
- Sidewalk and Lighting
- Widen Path and Lighting
- Point Recommendations



**SafeRoutes**

National Center for Safe Routes to School



Figure 13- 2





## 14 Sutton Elementary School

### Existing Conditions

Sutton Elementary is located off Wright Way in the town of Sutton, approximately 15 miles from Palmer out the Glenn Highway.

Sutton Elementary is a small school with only 43 students, not many of whom walk or bike to school. Two buses provide student transportation—one heading north on the Glenn Highway and one heading south.

Wright Way is a two-lane road with very narrow shoulders. The speed limit near the school entrance is posted as 20 mph “when children are present.”

There is an informal ATV trail on the east side of the road that follows the power line right of way. At the time of field inspections, there were no pedestrian facilities. In late summer 2014, a pedestrian facility was constructed between the school and the Sutton Library.

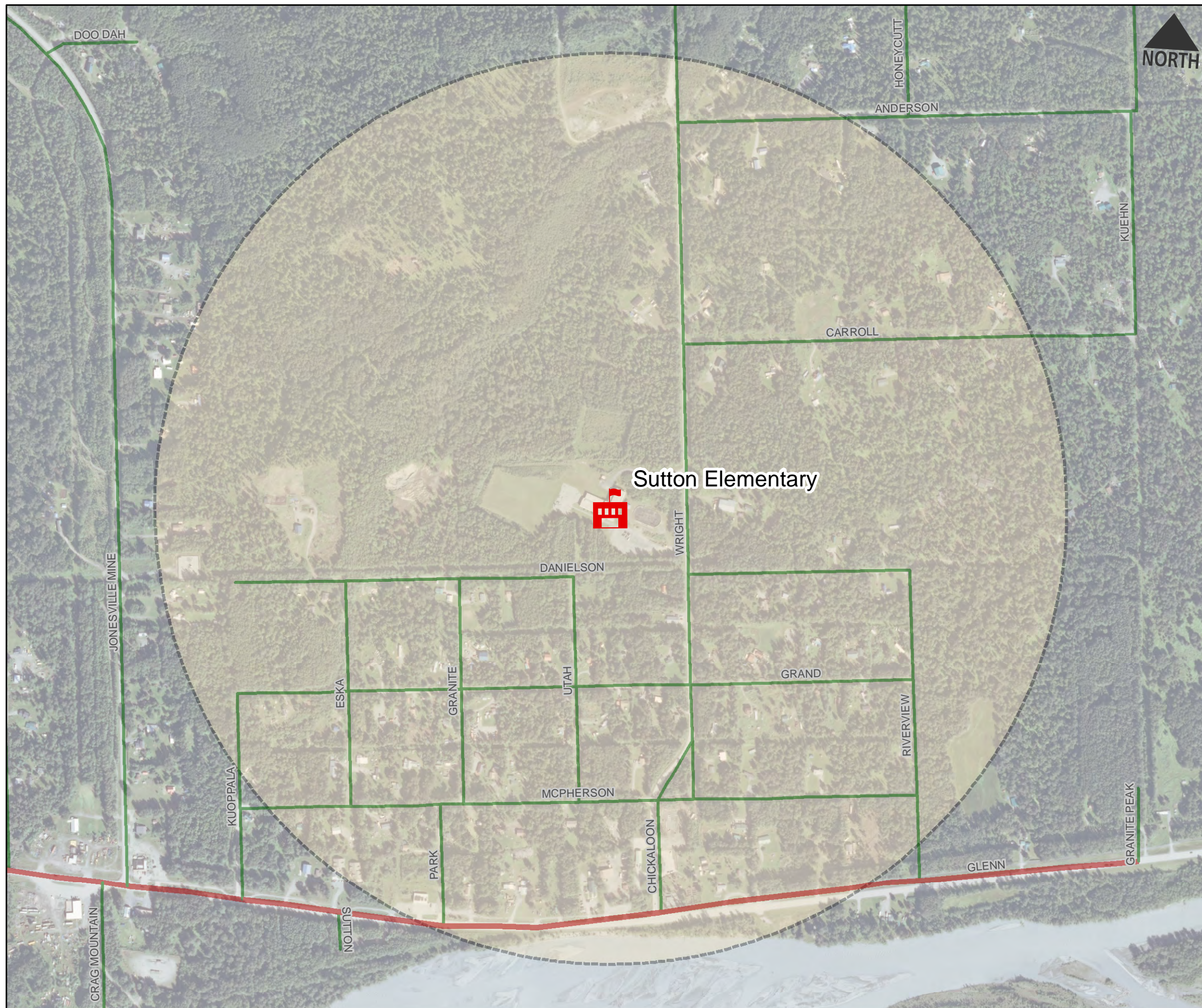
### Recommendations

Table 14-1 – Sutton Elementary School Recommendations

| Project                  | Description   | Reasoning   |
|--------------------------|---|---|
| <b>School Zone Signs</b> | Install flashing school zone signs  | Improves driver awareness of school zone  |
| <b>Multi-Use Path</b>    | Construct 0.33 miles of paved, lighted multi-use path along Wright Way between the Sutton Library and the school entrance | Provides pedestrian facilities for the primary access route to the school, as well as a connection to the library |

★ COMPLETED ★

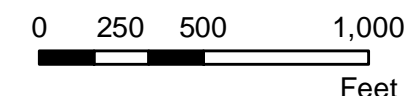




# Inventory Sutton Elementary

Matanuska - Susitna Borough

-  Schools
- Traffic Class**
-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE
- Inventory**
-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones

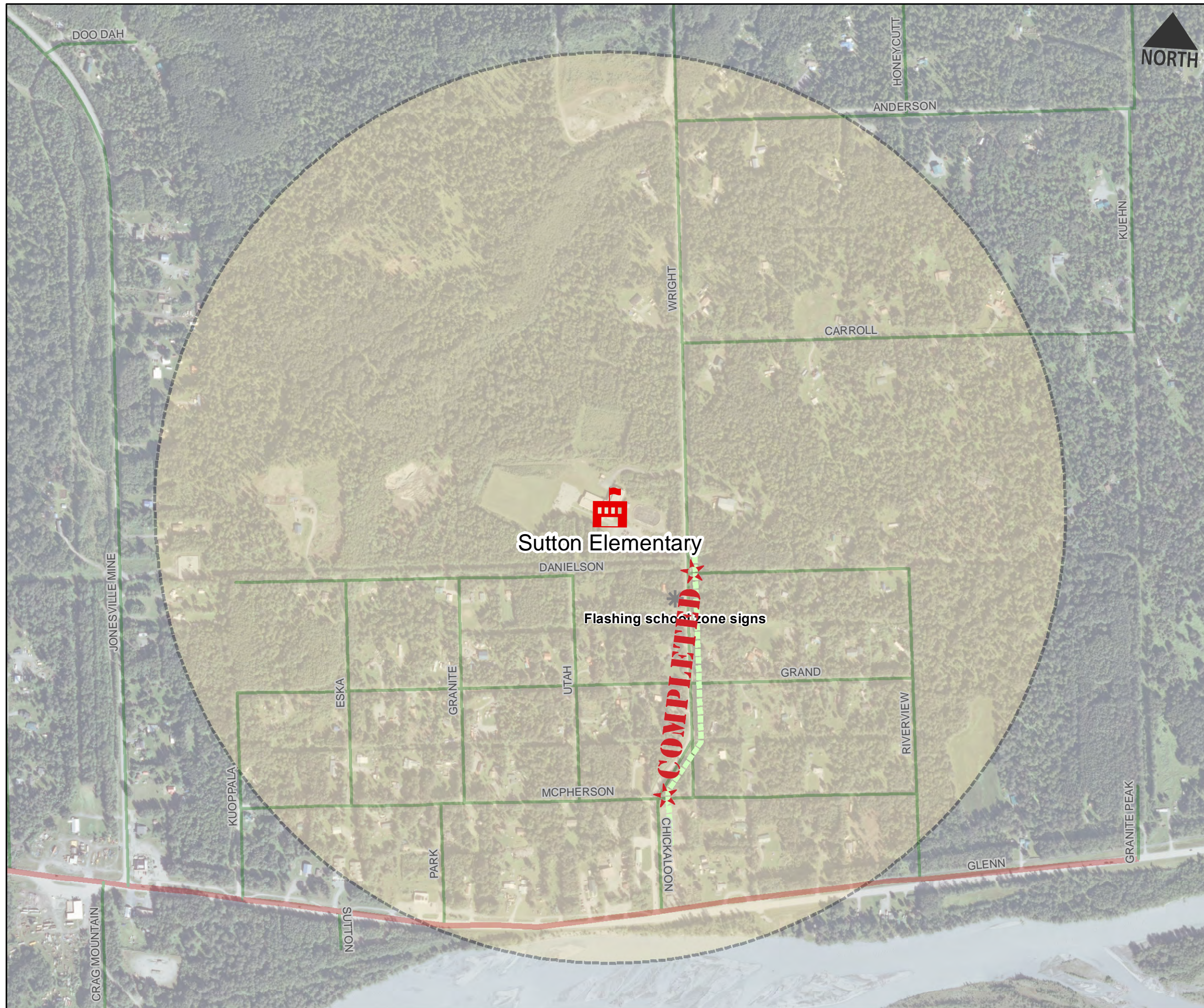


**SafeRoutes**  
National Center for Safe Routes to School



Figure 14-1





## Recommendations

### Sutton Elementary

Matanuska - Susitna Borough



Schools

#### Traffic Class



HIGHWAY



MAJOR



MEDIUM



MINOR



PRIMITIVE



PRIVATE

#### recommendations



Multi-Use Path



Sidewalk



Add Lighting



Make Connection



Sidewalk and Lighting



Widen Path and Lighting



Walk Zones



Point Recommendations

0 250 500 1,000



Feet

**SafeRoutes**

National Center for Safe Routes to School



Figure 14 - 2





## 15 Talkeetna Elementary School

### Existing Conditions

Talkeetna Elementary School is the northernmost school in the MSB, located on the south side of the town of Talkeetna. Access to the school is via Talkeetna Spur Road and Veterans Way.

Approximately 80% of students arrive at school on the bus. Several students walk or bike year-round, as do two teachers. A handful of students also walk to the library after school most days.

The school staff reported that there are conflicts between buses and parent vehicles during drop-off and pick-up due to the size and configuration of the parking area.

### Parent Survey Results

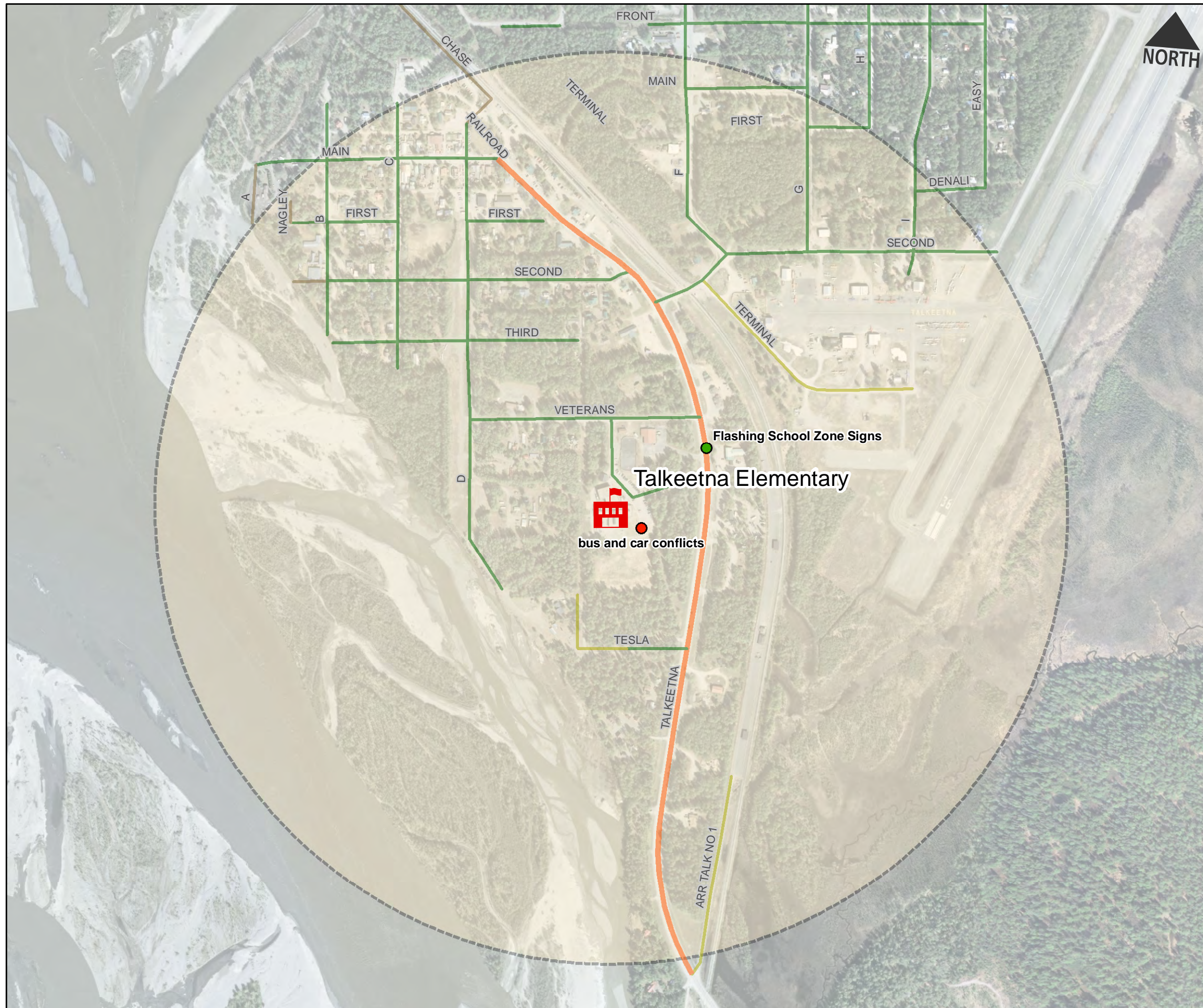
There were no parent surveys returned for this school.

### Recommendations

Table 15-1 – Talkeetna Elementary School Recommendations

| Project                        | Description  | Reasoning   |
|--------------------------------|--|---|
| <b>Sidewalk</b>                | Add sidewalks for the north and south school entrances                   | A sidewalk would keep students out of the driveways/entrances and away from vehicles                              |
| <b>Shelter</b>                 | Construct a shelter at the front entrance of the school                  | Several students are dropped off early and can't enter the school; a shelter would keep them warm while they wait |
| <b>Parking Lot Adjustments</b> | Create separate entrance and drop-off lane for buses and parent vehicles | Alleviates bus/vehicle conflicts  |





# Inventory

## Talkeetna Elementary

### Matanuska - Susitna Borough

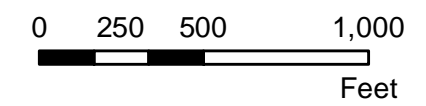
-  Schools

**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

**Inventory**

-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones

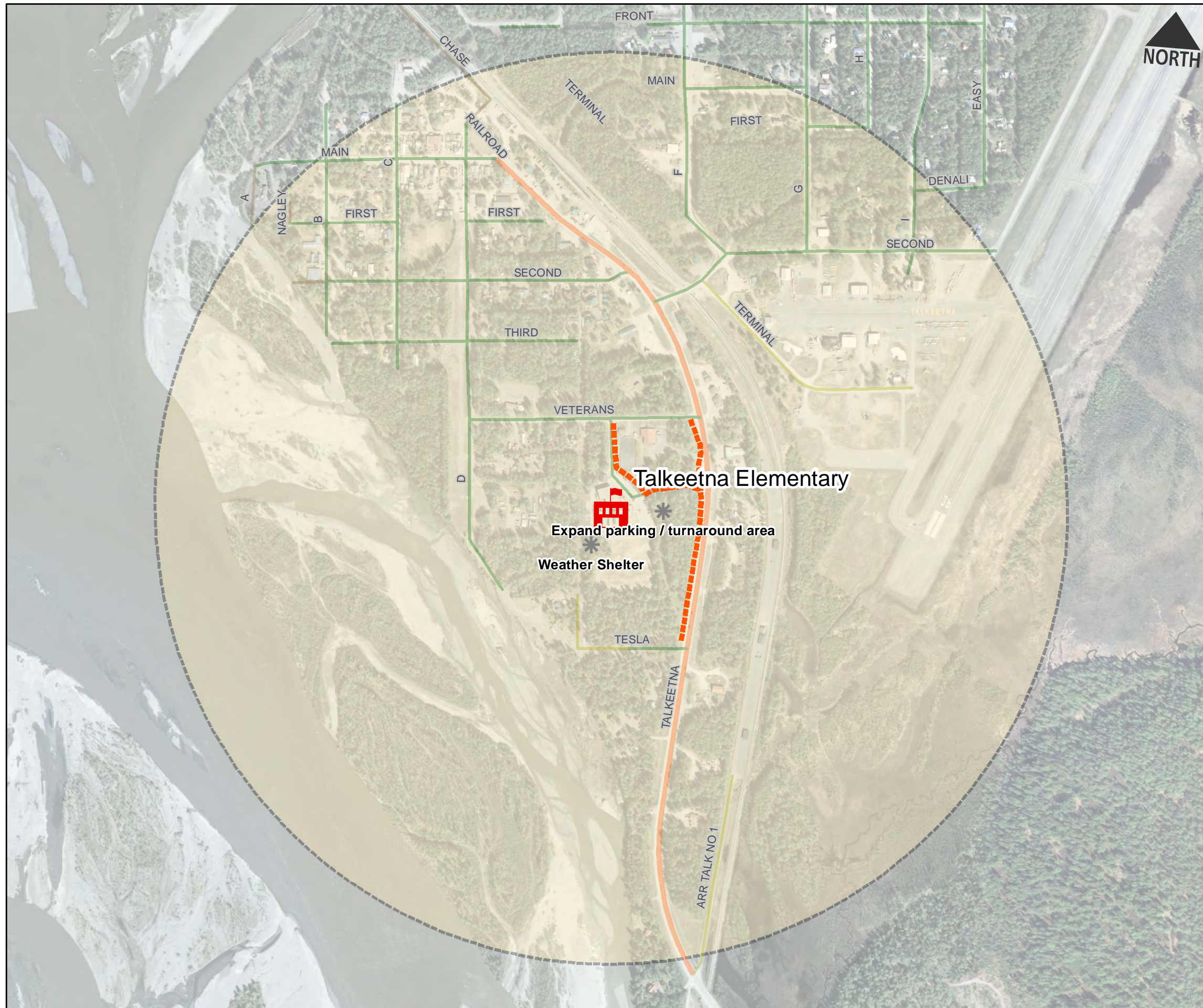


**SafeRoutes**  
National Center for Safe Routes to School



Figure 15-1













# Recommendations

## Talkeetna Elementary








Matanuska - Susitna Borough

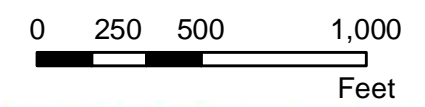
 Schools

**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE
-  Walk Zones

**recommendations**

-  Multi-Use Path
-  Sidewalk
-  Add Lighting
-  Make Connection
-  Sidewalk and Lighting
-  Widen Path and Lighting
-  Point Recommendations



**SafeRoutes**  
National Center for Safe Routes to School



Figure 15- 2





## 16 Tanaina Elementary School

### Existing Conditions

Tanaina Elementary School is located north of Wasilla on the west side of Lucille Street. The school sits on a large parcel of primarily wooded property, with residential areas to the north and south.

Buses and parent vehicles have separate entrances and drop-off areas. However, the parent drop-off area is quite small, and traffic often queues on Lucille Street during the morning drop-off.



*Bike racks at Tanaina Elementary*

The school does not allow students to walk to school during the winter, and they must obtain a permission slip in order to walk during the spring and fall. For those students that do walk, school staff will escort them to the edge of school property at the end of the school day.

The surrounding topography presents a barrier to direct access between the school and residential areas. A large ravine and swampy area bisects school property. Students from the west and north must follow Seldon Road and then Lucille Street to access the school.

Lucille Street is a two-lane road that averages 7,250 vehicles per day. There are 20 mph flashing school zone signs installed on Lucille Street. An unlighted, paved multi-use path runs along the west side of Lucille Street between Spruce Avenue and Seldon Road. The path has sections with steep grades and limited sight distances. A road-widening project is being developed for Lucille Street.

Seldon Road, with a daily average of 3,230 vehicles, sees less traffic than Lucille Street. There are no pedestrian facilities along Seldon Road.

### Parent Survey Results

There were no parent surveys returned for this school.



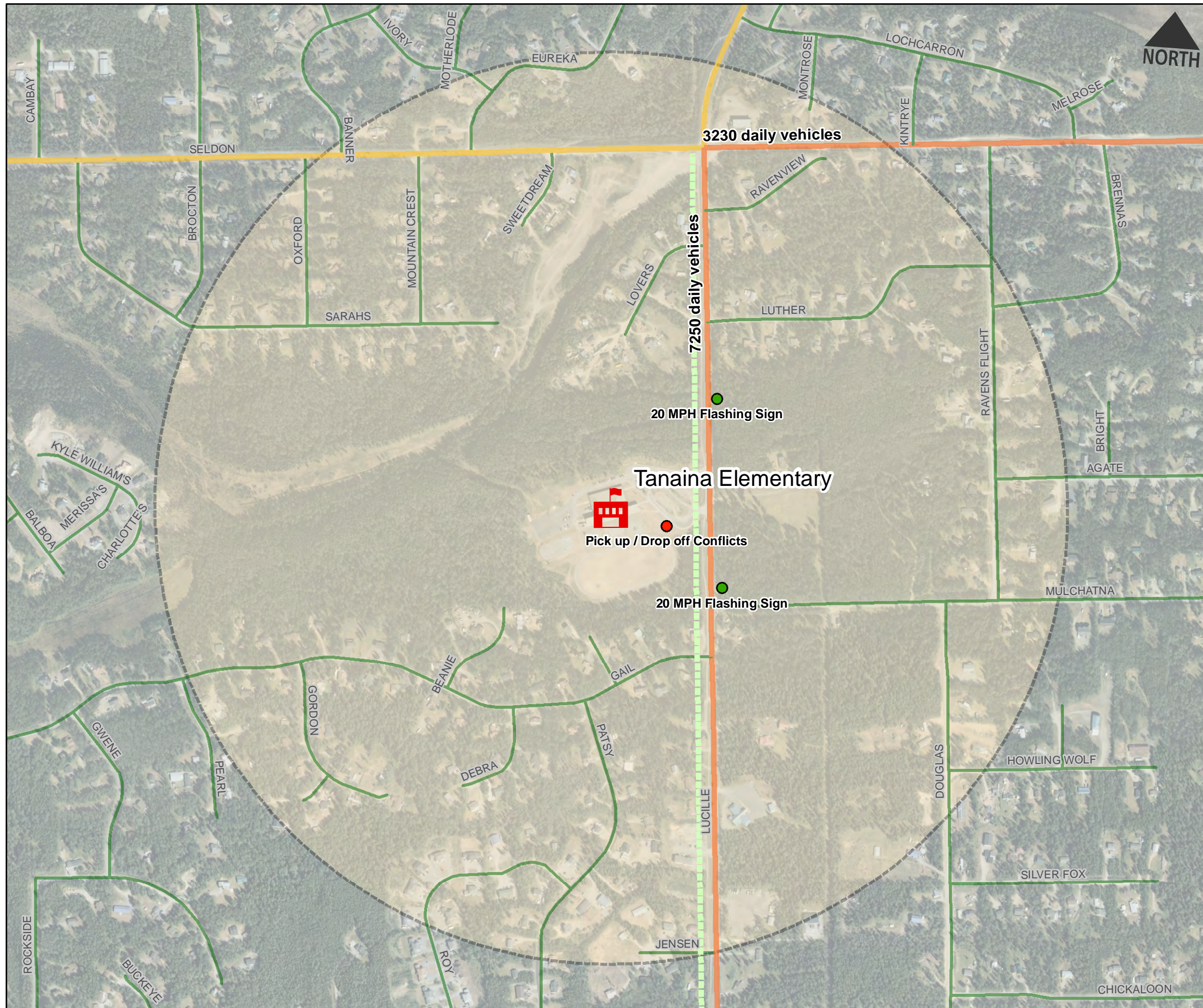


## Recommendations

Table 16-1 – Tanaina Elementary School Recommendations
















| Project                       | Description   | Reasoning   |
|-------------------------------|---|---|
| <b>Multi-Use Path</b>         | Construct 4,900-foot paved multi-use path along the north side of Mulchatna Dr. from Lucille St. to Hematite Dr.              | Provides safe walking route for students living east of the school  |
| <b>Mid-Block Crossing</b>     | Add mid-block crossing on Lucille St. at Mulchatna Dr.  | Allows students to safely cross Lucille St. and provides access to the existing multi-use path on the west side of Lucille St.  |
| <b>Add Lighting</b>           | Install lighting along 1 mile of existing path on Lucille St. from E. Seldon Rd. to W. Spruce Ave.                            | Improves pedestrian visibility  |
| <b>Multi-Use Path</b>         | Construct 1 mile of paved, lighted multi-use path along the south side of Seldon Rd. from N. Wards Dr. to Lucille St.         | Provides safe walking route for students living north and west of the school; might be beneficial to extend path to Church Rd.  |
| <b>Improve Sight Distance</b> | Reduce the grade of the path near parent entrance/exit driveway to be level with the Rd. to improve sight distance            | Makes it easier for drivers exiting the school to see vehicles coming up the hill from the north  |
| <b>Expand Drop-Off Area</b>   | Expand the parent drop-off/pick-up area to the north; construct a sidewalk along the north side of the expanded drop-off area | Provides more room for vehicles to queue without blocking Lucille Street; sidewalk along the drop-off area provides students a designated path to the school entrance |

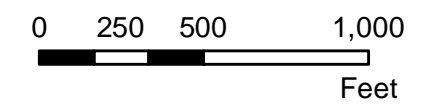




# Inventory Tanaina Elementary

Matanuska - Susitna Borough

-  Schools
- Traffic Class**
-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE
- Inventory**
-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones

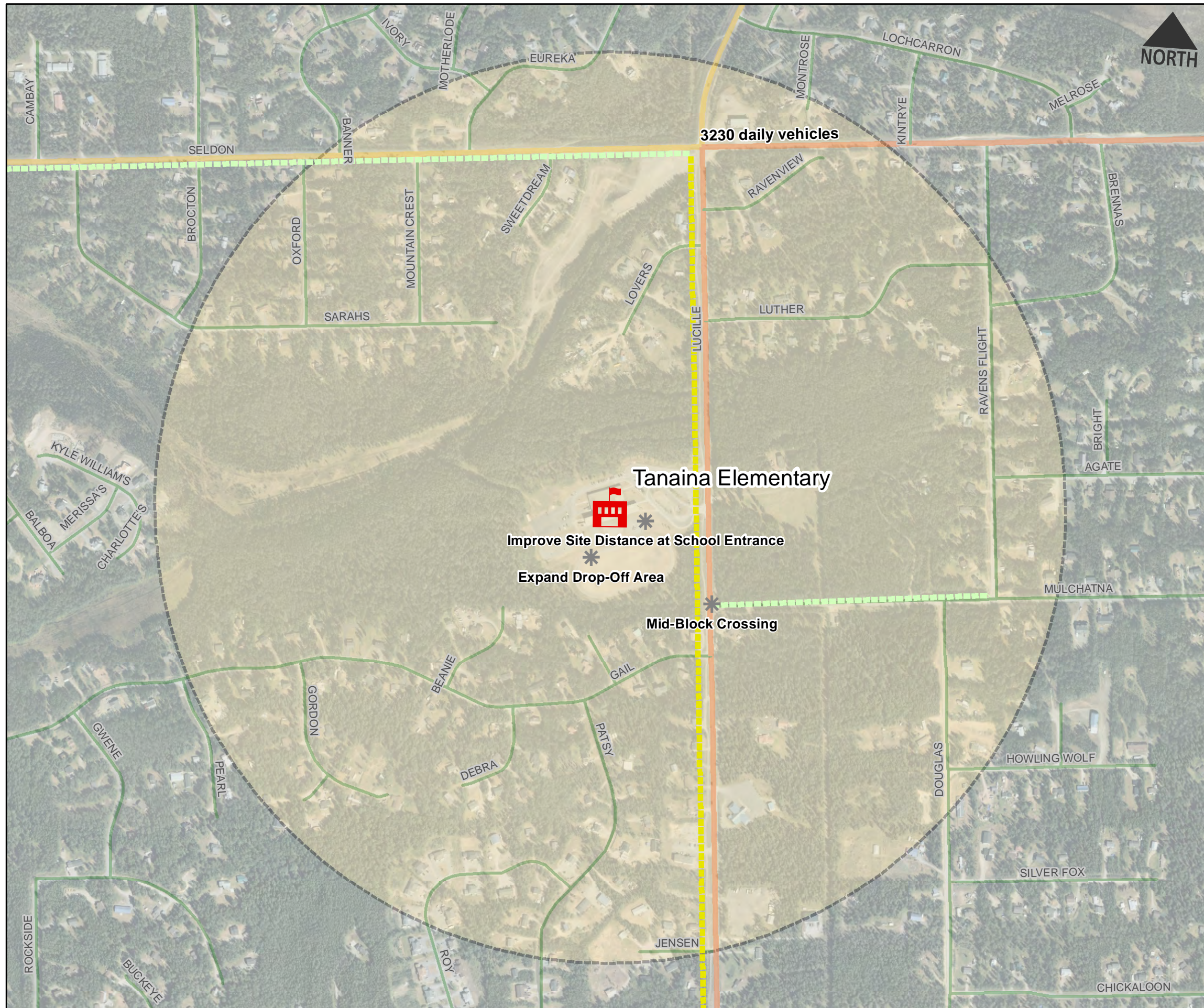


**SafeRoutes**  
National Center for Safe Routes to School



Figure 16-1


















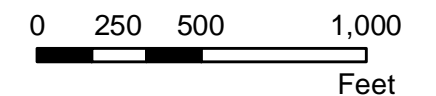


## Recommendations

### Tanaina Elementary

Matanuska - Susitna Borough

-  Schools
- Traffic Class**
-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE
-  Walk Zones
- recommendations**
-  Multi-Use Path
-  Sidewalk
-  Add Lighting
-  Make Connection
-  Sidewalk and Lighting
-  Widen Path and Lighting
-  Point Recommendations



**SafeRoutes**

National Center for Safe Routes to School



Figure 16- 2





## 17 Willow Elementary School

### Existing Conditions

Willow Elementary School is situated along the Parks Highway in the community of Willow.

The Parks Highway is a major road with posted speed limits of 45 mph in front of the school. There are two travel lanes and a center turning lane for the segment of the highway in front of the school. During mornings and afternoons on school days, school zone flashers are active, reducing the speed limit to 20 mph. There is a paved multi-use path along the west side of the highway that is used heavily. A ladder-style crosswalk marks the pedestrian crossing from the path to Willow Station Road in front of the school.

Approximately 80% of students arrive at school by bus. There can be as many as 20 students that walk or bike to school, primarily during warmer weather.

Bus and parent drop-off areas are separate, although both enter and exit school grounds via the same driveways. The school did not report any conflicts between buses and vehicles.

### Parent Survey Results

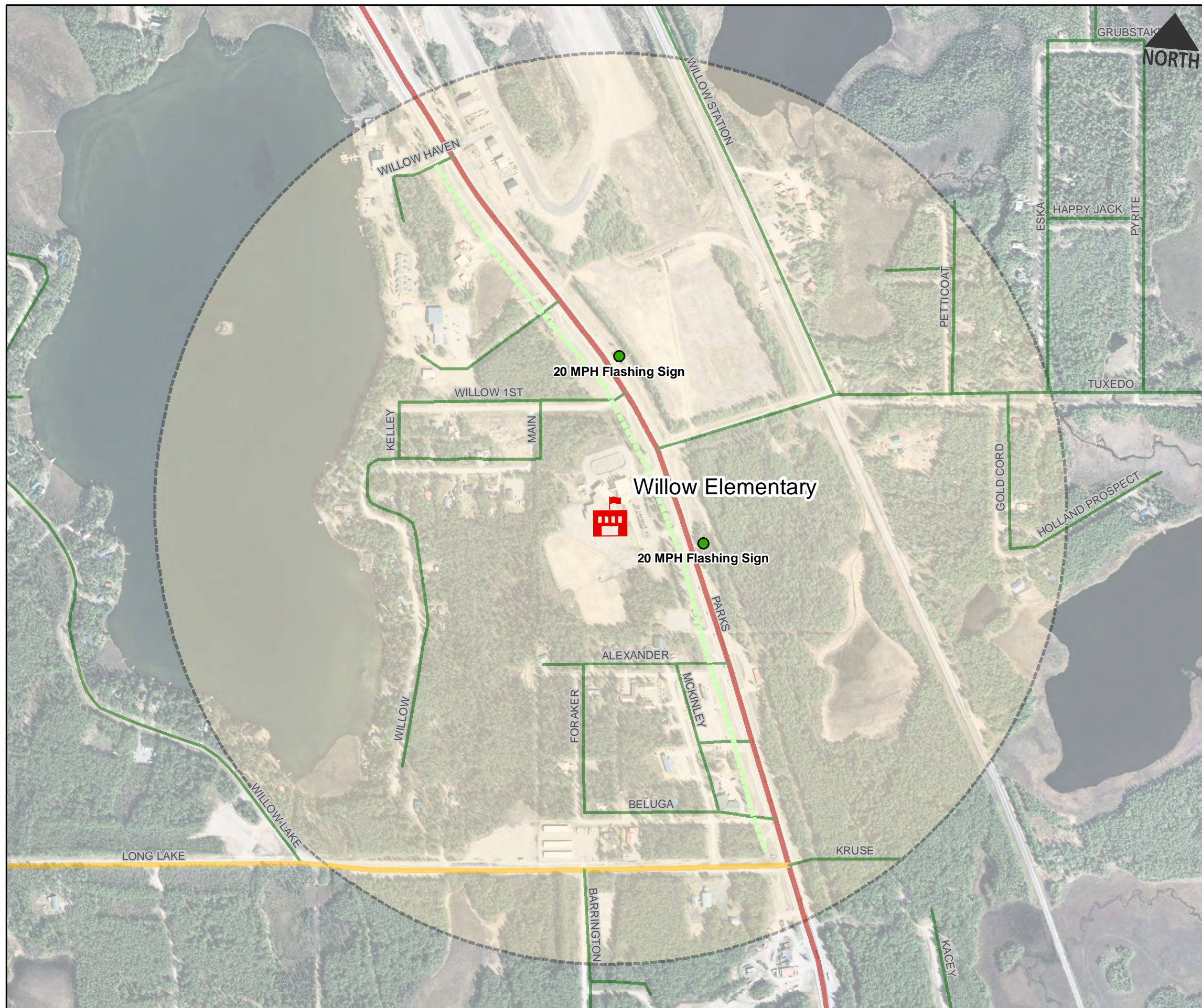
There were no parent surveys returned for this school.

### Recommendations

Table 17-1 – Willow Elementary School Recommendations


| Project                   | Description  | Reasoning   |
|---------------------------|--|---|
| <b>Upgrade Bike Rack</b>  | Upgrade bike rack in front of school   | Existing bike rack is in poor condition; a new, secure rack may encourage more cyclists |
| <b>Mid-Block Crossing</b> | Add either a crossing guard or a pedestrian-activated RRFB at the crosswalk in front of the school | Improves safety over the existing uncontrolled crossing, which is fairly long           |










# Inventory Willow Elementary








Matanuska - Susitna Borough

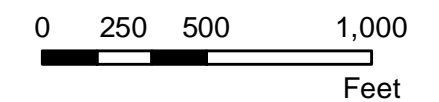
-  Schools

**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

**Inventory**

-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones



**SafeRoutes**  
National Center for Safe Routes to School



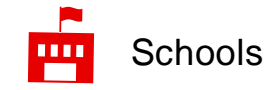
Figure 17-1



# Recommendations

## Willow Elementary

Matanuska - Susitna Borough



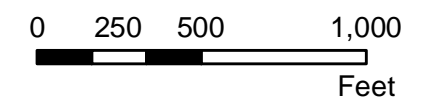
### Traffic Class

- HIGHWAY
- MAJOR
- MEDIUM
- MINOR
- PRIMITIVE
- PRIVATE



### recommendations

- Multi-Use Path
- Sidewalk
- Add Lighting
- Make Connection
- Sidewalk and Lighting
- Widen Path and Lighting
- Point Recommendations



**SafeRoutes**

National Center for Safe Routes to School

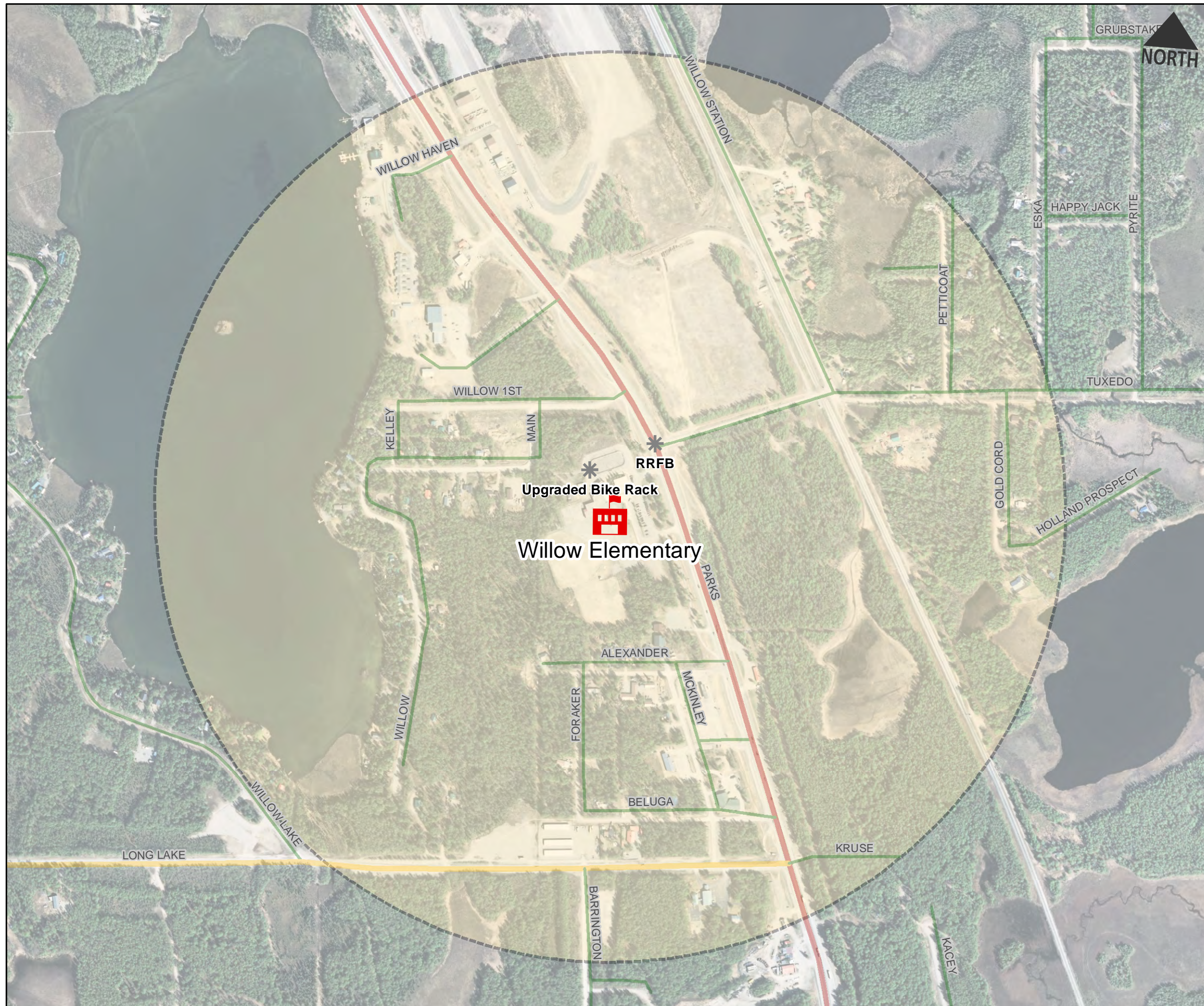


Figure 17 - 2





## 18 Colony Middle School

### Existing Conditions

Colony Middle School is adjacent to Colony High School on the south side of East Colony Schools Drive. The school is bounded by forested land on the west, residential areas on the north and south, and the high school on the east.

Colony Schools Drive is a two-lane road with wide, paved shoulders.

Approximately 4,600 vehicles pass the school every day. There are flashing school zone signs that reduce the speed limit in front of the school to 20 mph during mornings and afternoons.

Students walking from the north must cross Colony Schools Drive. There is an uncontrolled mid-block crossing with a ladder-style crosswalk on Colony Schools Drive in front of the school.

Students walking from the south can access school property through a gap in the property fence and follow a power line easement to the south entrance of the school. This area is unlit and forested.

Buses and parent vehicles enter and exit the school property via a one-way loop road. Buses have a separate drop-off area in front of the school entrance, while parents must drive through the parking lot. The school did not report any bus/vehicle conflicts. They did indicate that the new roundabout on Trunk Road has led to increased vehicle traffic on Colony Schools Drive.

### Parent Survey Results

There were no parent surveys returned for this school.



*Gap in Fence Behind Colony Middle School*



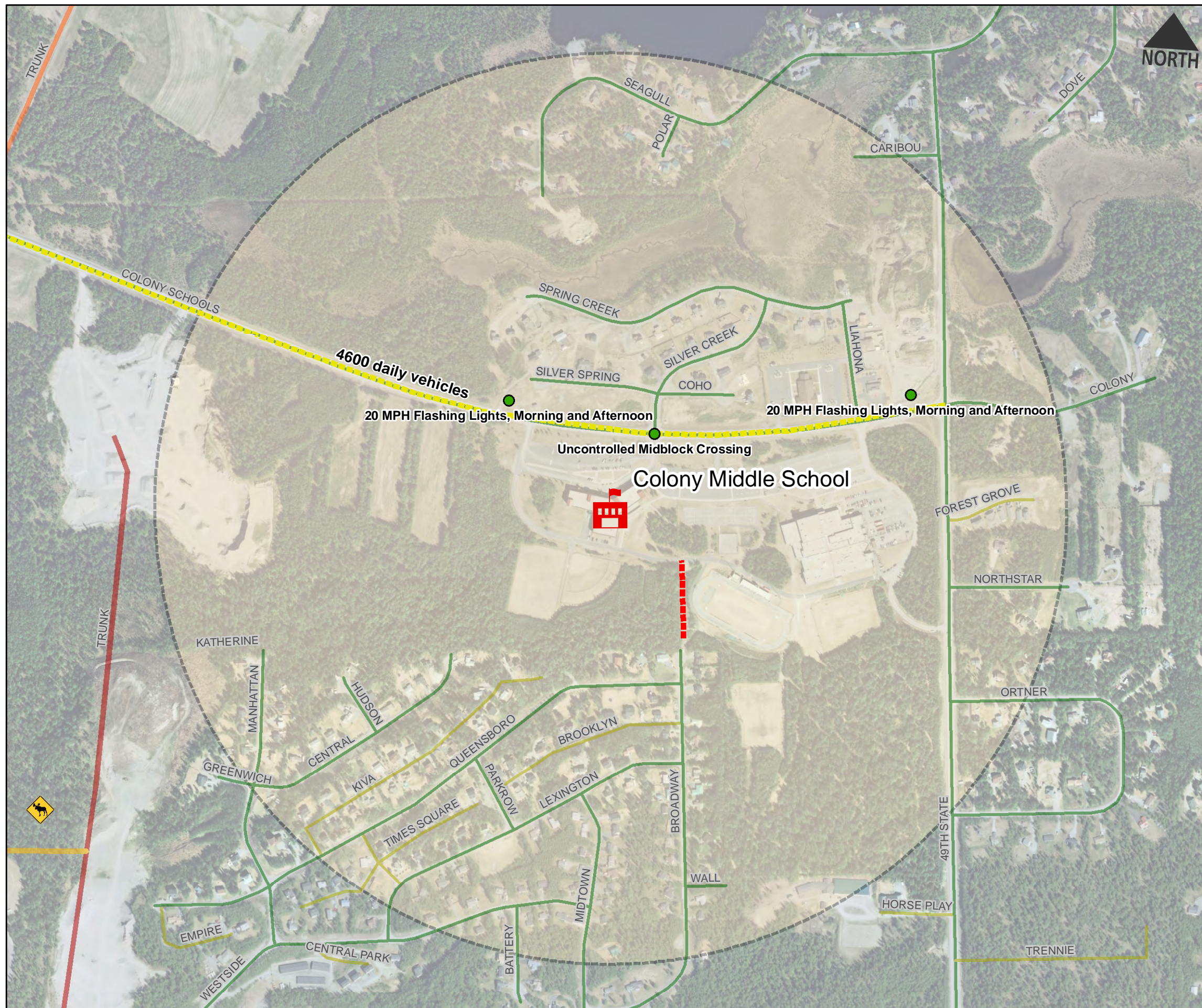


## Recommendations

Table 18-1 – Colony Middle School Recommendations

| Project               | Description   | Reasoning  |
|-----------------------|---|--|
| <b>Multi-Use Path</b> | Construct an 800-foot paved, lighted multi-use path from the cul-de-sac on Broadway Dr. to the sidewalk on the south side of the school     | Access to the middle school and high school is restricted by a fence and locked gate. This path gives students walking from the south access to the middle school. |
| <b>Multi-Use Path</b> | Construct 1,600 feet of paved, lighted multi-use path along the south side of Colony School Dr.   | Enables students to walk to school from the Ortner Loop subdivision  |
| <b>Multi-Use Path</b> | Construct a 2,400-foot paved, lighted multi-use path along east side of N. 49 <sup>th</sup> State St. from Ortner Loop to Colony School Dr. | Enables students to walk to school from Ortner Loop subdivision  |
| <b>Crosswalk</b>      | Construct crosswalk at intersection of Colony School Dr. and N. 49 <sup>th</sup> State St.  | Allows students to safely cross 49 <sup>th</sup> State St.; provides connection between the two multi-use paths recommended above                                  |





# Inventory

## Colony Middle School

Matanuska - Susitna Borough

-  Schools
- Traffic Class**
-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE
- Inventory**
-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones

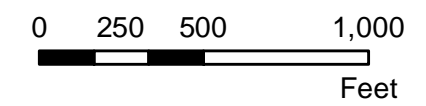


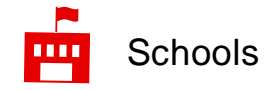
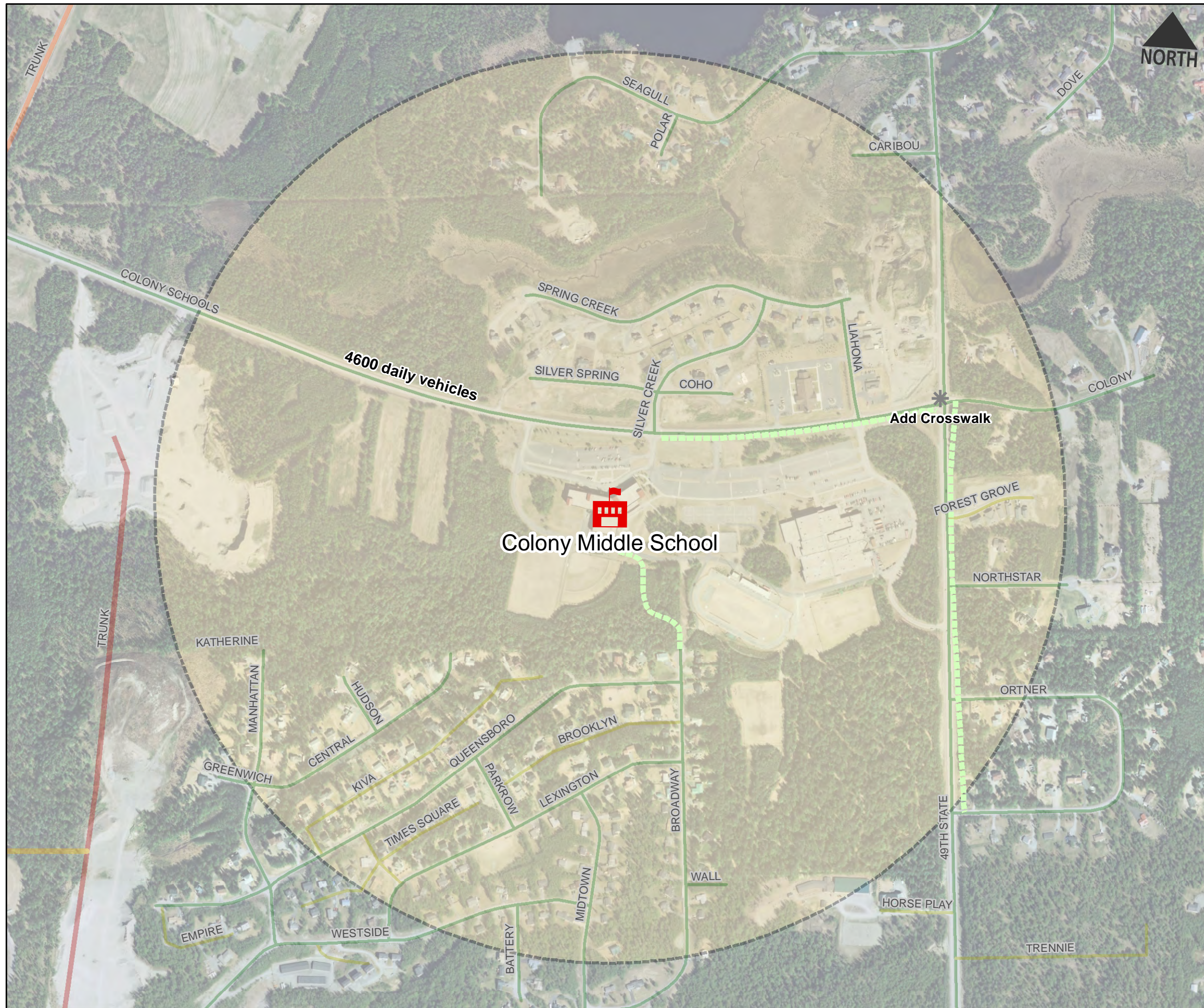
Figure 18-1



# Recommendations

## Colony Middle School

Matanuska - Susitna Borough



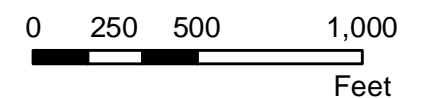
### Traffic Class

- HIGHWAY
- MAJOR
- MEDIUM
- MINOR
- PRIMITIVE
- PRIVATE



### recommendations

- Multi-Use Path
- Sidewalk
- Add Lighting
- Make Connection
- Sidewalk and Lighting
- Widen Path and Lighting
- Point Recommendations



**SafeRoutes**

National Center for Safe Routes to School



Figure 18- 2





## 19 Houston Middle School

### Existing Conditions

Houston Middle School is located in the City of Houston approximately 1 mile west of the Parks Highway. The school is adjacent to Houston High School.

The school is surrounded by forest and low-lying wetlands. Only a few residences are within the ½-mile walk zone.

Access to the school is via Hawk Lane. School staff indicate that this road is quite busy because of the traffic going to the high school. There are no pedestrian facilities along Hawk Lane and no school zone signs.

Traffic into the school parking and drop-off area is one-way, with buses and parent vehicles sharing the same entrances and exits. School staff did not report any conflicts.

Due to the surrounding habitat, moose are often seen around the school. School administrators are concerned about moose/student encounters.

### Parent Surveys

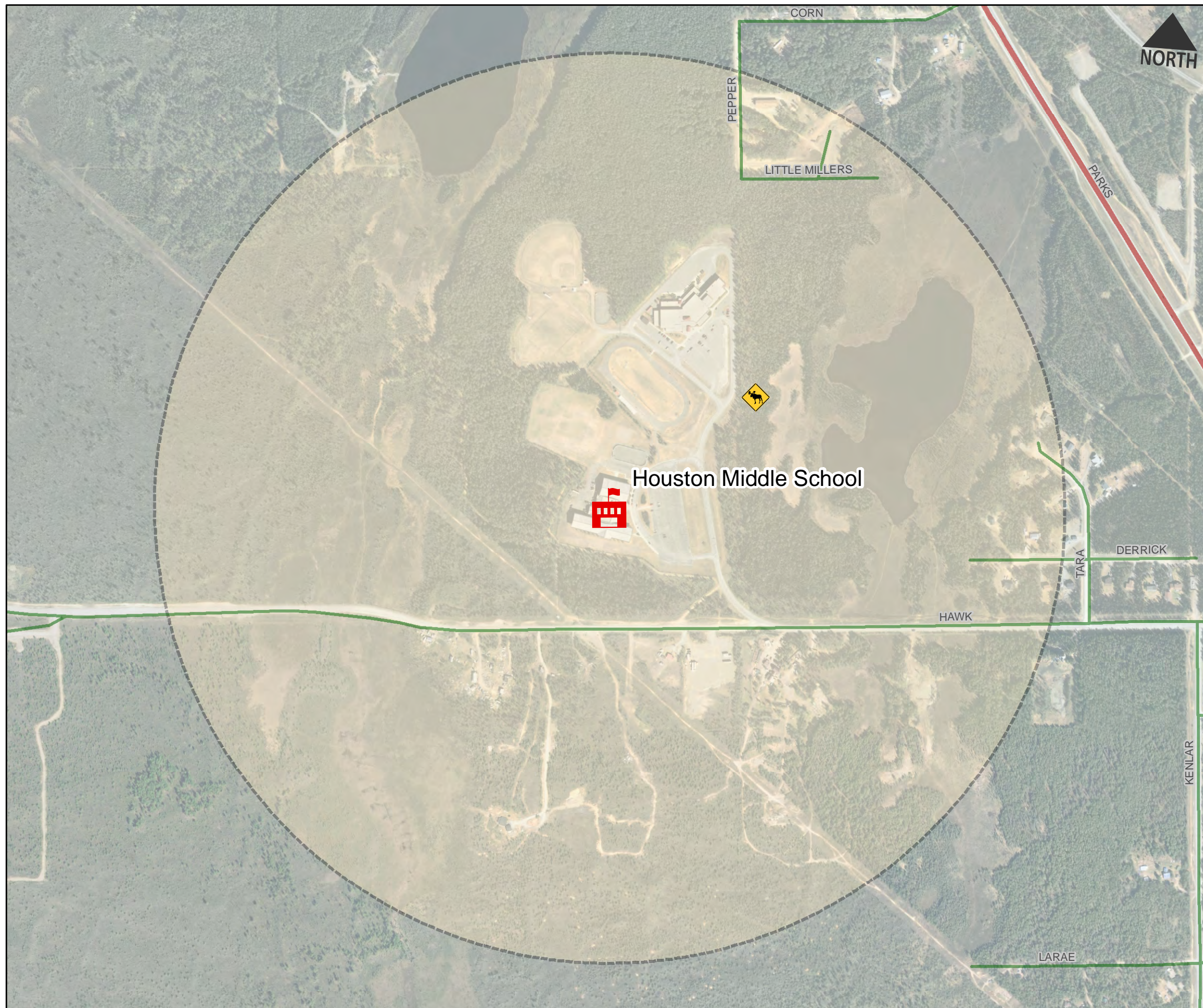
Two surveys were returned. Respondents identified amount of traffic, speed of traffic, and the lack of sidewalks or pathways as issues affecting their decision to not allow their children to walk or bike to school. Both respondents commented that a path along Hawk Lane would be beneficial.

### Recommendations

Table 19-1 – Houston Middle School Recommendations

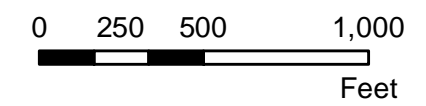
| Project                    | Description   | Reasoning   |
|----------------------------|---|---|
| <b>Multi-Use Path</b>      | Construct 1.5 miles of paved, lit multi-use path along the west side of Kenlar Rd. from Big Lake Rd. to Hawk Lane | Most students come to school via this road.                             |
| <b>Multi-Use Path</b>      | Construct 4,000 feet of paved, lit multi-use path along north side of Hawk Lane from Kenlar Rd. to the school     | Provides safe walking route along Hawk Lane                             |
| <b>Crosswalk</b>           | Add crosswalk on Hawk Lane at Kenlar Rd.  | Allows students to safely cross Hawk Lane                               |
| <b>School Zone Signage</b> | Add flashing 20 mph school zone signs on Hawk Lane  | Increases driver awareness of school zone; there is no existing signage |





**Inventory**  
**Houston Middle School**  
**Matanuska - Susitna Borough**

-  Schools
- Traffic Class**
-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE
- Inventory**
-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones



**SafeRoutes**  
 National Center for Safe Routes to School

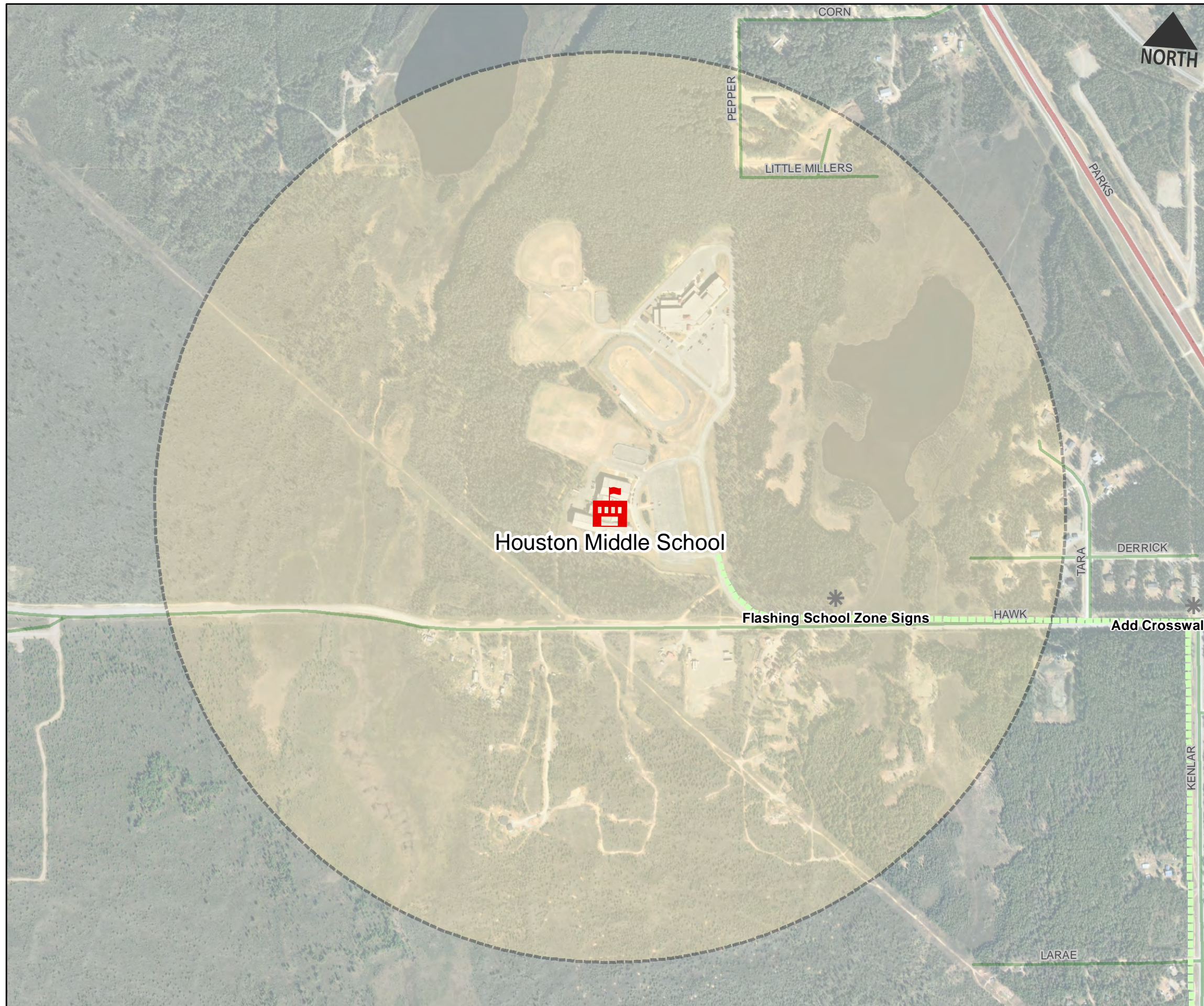


Figure 19-1



# Recommendations Houston Middle School

Matanuska - Susitna Borough



Schools

### Traffic Class

HIGHWAY

MAJOR

MEDIUM

MINOR

PRIMITIVE

PRIVATE

Walk Zones

### recommendations

Multi-Use Path

Sidewalk

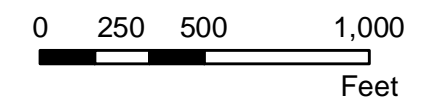
Add Lighting

Make Connection

Sidewalk and Lighting

Widen Path and Lighting

Point Recommendations



**SafeRoutes**

National Center for Safe Routes to School



Figure 19- 2





## 20 Teeland Middle School

### Existing Conditions

Teeland Middle School is south of East Seldon Road on the west side of North Seward Meridian Parkway. The school's walk zone includes residential areas to the east, west, and northwest. Mat-Su Career and Technical High School is adjacent to and south of the school.

Seldon Road is the primary walking route to the school. There are no pedestrian facilities along this road, so students walk on the gravel ATV trail on the south side of the road. Steep grades along this trail can be difficult to walk up in the winter. School administrators indicated that the majority of students live on the north side of Seldon Road.

There is a project to construct a paved path along Seldon Road from Wasilla Fishhook Road to Bogard Road.

There is an unpaved, unlighted trail that connects the school to the residential area west of the school. North Seward Meridian Parkway has flashing 20 mph school zone signs.

Buses and parent vehicles share entrances and exits to the school. Two of the entrances also serve as exits, while a third driveway is exit-only. The school expressed interest in making all traffic one-way to avoid conflicts between entering and exiting vehicles and buses.

### Parent Survey Results

There were no parent surveys returned for this school.



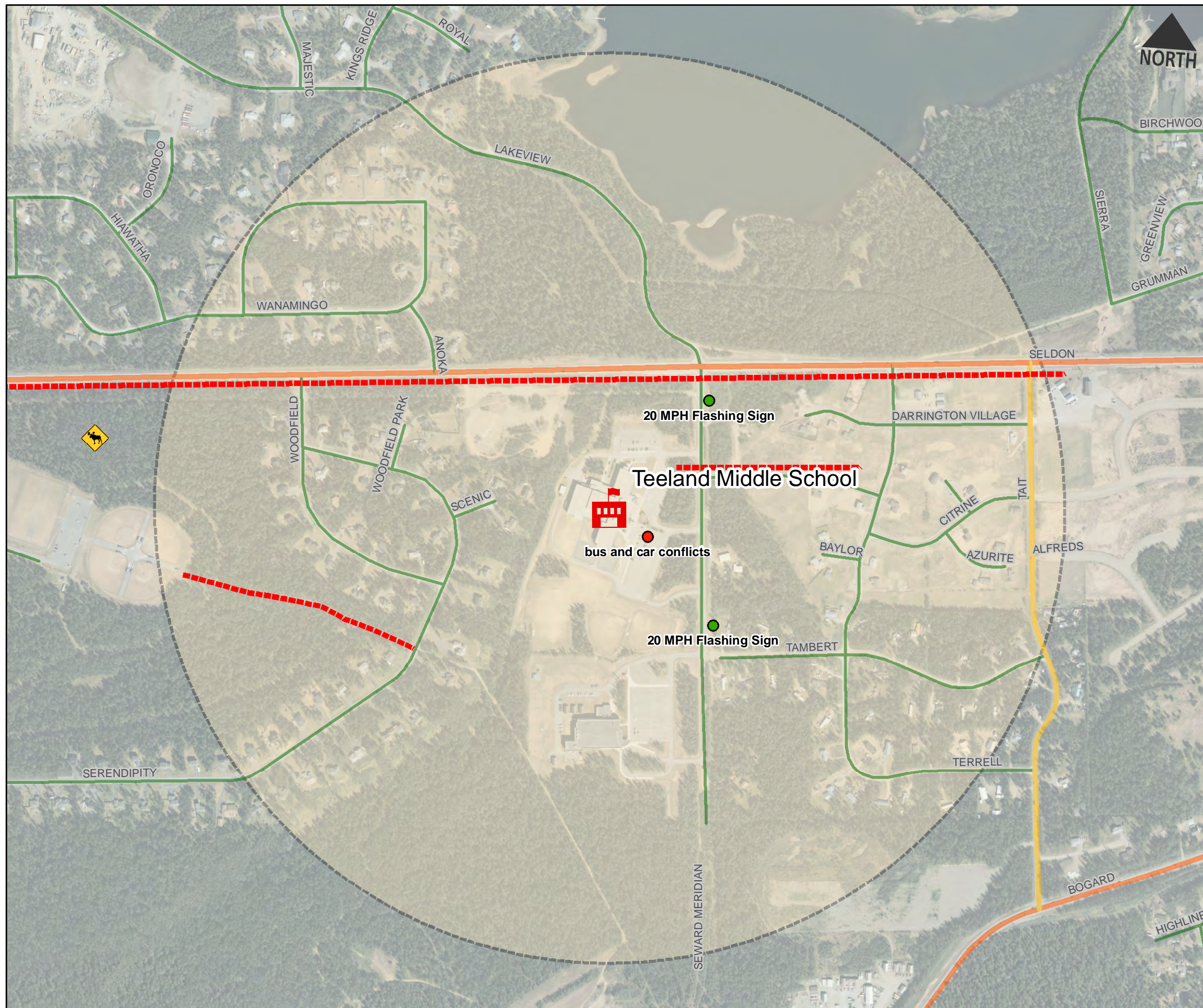


## Recommendations

Table 20-1 – Teeland Middle School Recommendations

| Project                                 | Description   | Reasoning   |
|---|---|---|
| <b>Multi-Use Path</b>                   | Construct 1.6 miles of paved, lit multi-use path along the south side of E Seldon Rd. from Wasilla Fishhook Rd. to Tait Dr. | Provides safe route for students coming from multiple subdivisions onto Seldon Rd.; overlaps the recommendation for Larson Elementary   |
| <b>Pick-Up/Drop-Off Reconfiguration</b> | Reconfigure the vehicle entrances and exits to allow only one-way traffic   | Eliminates the conflicts between vehicles and buses that result from the existing two-way traffic pattern   |
| <b>Mid-Block Crossing</b>               | Install a mid-block crossing on Seldon Rd. near Anoka Pl., including pedestrian-activated RRFB and pavement markings        | Provides a dedicated pedestrian crossing of Seldon Rd. and allows students walking from the north side of Seldon Rd. to access the recommended multi-use path on the south side of Seldon Rd. |





# Inventory

## Teeland Middle School

### Matanuska - Susitna Borough

-  Schools

**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

**Inventory**

-  Paved Multi-Use Path
-  Wide Paved Shoulders
-  Narrow Shoulders
-  Unpaved Path
-  Conflicts
-  Resources
-  Moose Concerns
-  Walk Zones

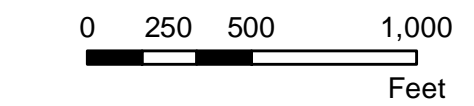


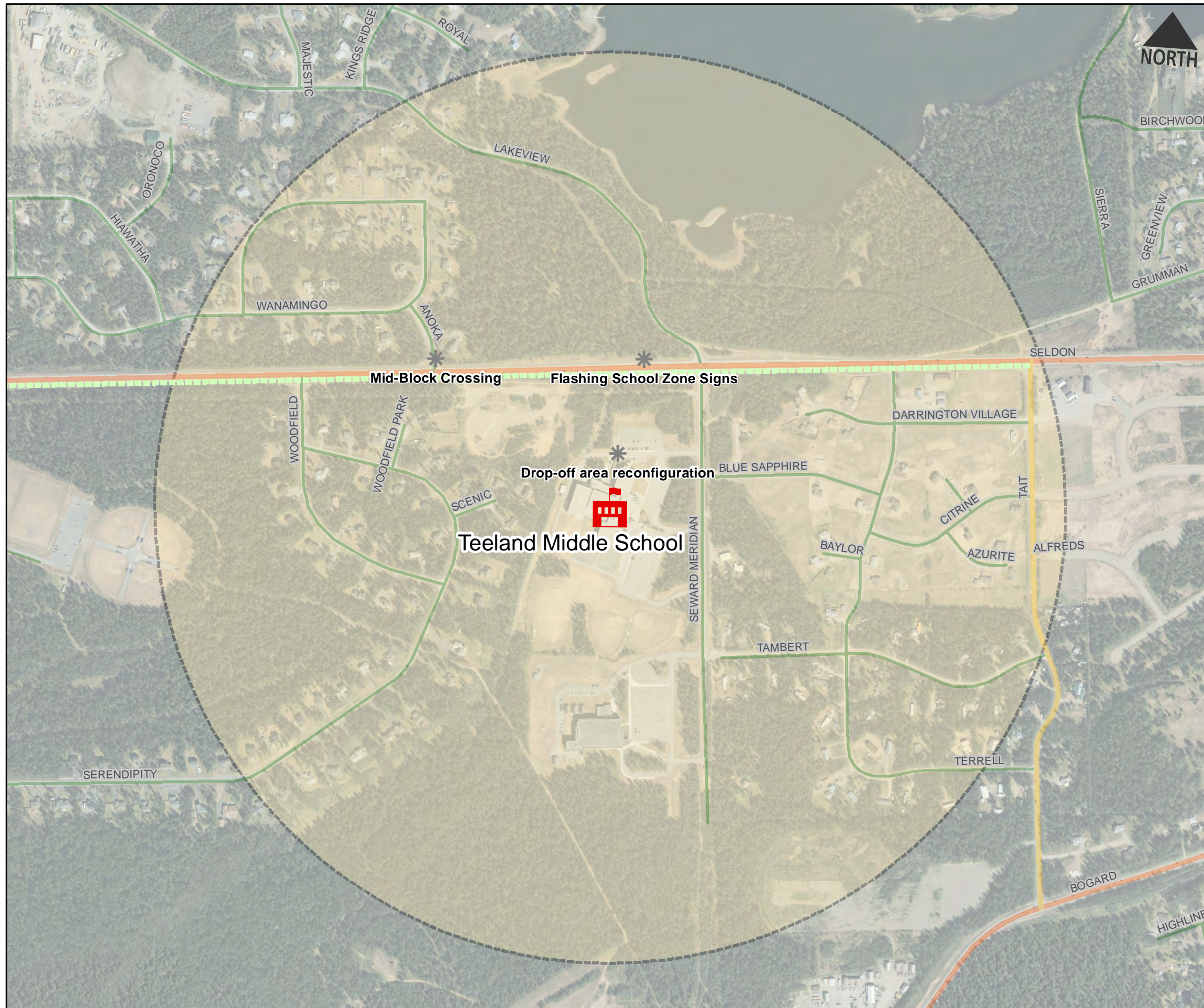
Figure 20-1




# Recommendations







## Teeland Middle School


### Matanuska - Susitna Borough










 Schools

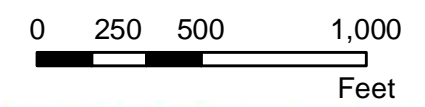
**Traffic Class**

-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE

 Walk Zones

**recommendations**

-  Multi-Use Path
-  Sidewalk
-  Add Lighting
-  Make Connection
-  Sidewalk and Lighting
-  Widen Path and Lighting
-  Point Recommendations



**SafeRoutes**  
National Center for Safe Routes to School



Figure 20 - 2





## 21 Wasilla Middle School

### Existing Conditions

Wasilla Middle School is in downtown Wasilla on the south side of East Bogard Road, across the street from Wasilla High School. Commercial, residential, and educational land uses surround the school.

Bogard Road is a high-volume road with limited pedestrian facilities. There is a paved, multi-use path along portions of the north side of the road; however, the path does not pass in front of the school. The only crosswalks are at the intersection of Bogard Road and Main Street.

School staff indicated that there are several locations around the school that students walk to after school. These include

- Wasilla High School
- Skate park
- Wasilla Lake
- Gymnastics center

Also, a new public library is slated for construction on the southeast corner of the block that the school is on.

The south side of the school has a wooded area that is poorly lit and often has a homeless camp set up in it. Students walking to Wasilla Lake must pass this area.

Traffic flows in both directions through the parking lot, and there are conflicts between parent vehicles and buses.

### Parent Survey Results

There were no parent surveys returned for this school.





## Recommendations

Table 21-1 – Wasilla Middle School Recommendations

| Project                        | Description  | Reasoning  |
|--------------------------------|--|--|
| <b>Improve Sight Distances</b> | Terrace and landscape the wooded area south of school to improve visibility; this may be accommodated with the new library project | There is a makeshift homeless camp in this area. Removing the trees and terracing the area will eliminate this concern |
| <b>Multi-Use Path</b>          | Construct 2,200-foot paved, lighted multi-use path along the south side of Bogard Rd. from Wasilla Fishhook Rd. to N. Crusey St.   | Provides safe walking route to the high school and the daycare center that is heavily used before and after school     |
| <b>Add Lighting</b>            | Add lighting to existing path southwest of school and along E. Swanson Ave.  | Improves visibility and safety   |
| <b>Multi-Use Path</b>          | Construct 250-foot multi-use path connecting easternmost school sidewalk to sidewalk along N. Crusey St.                           | Provides a dedicated entrance/exit path for students to separate foot traffic from buses and other vehicles            |





# Inventory

## Wasilla Middle School

### Matanuska - Susitna Borough

- Schools

**Traffic Class**

- HIGHWAY
- MAJOR
- MEDIUM
- MINOR
- PRIMITIVE
- PRIVATE

**Inventory**

- Paved Multi-Use Path
- Wide Paved Shoulders
- Narrow Shoulders
- Unpaved Path
- Conflicts
- Resources
- Moose Concerns
- Walk Zones

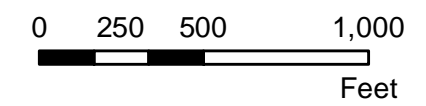


Figure21-1


















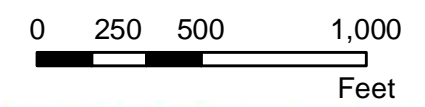


# Recommendations

## Wasilla Middle School

Matanuska - Susitna Borough

-  Schools
- Traffic Class**
-  HIGHWAY
-  MAJOR
-  MEDIUM
-  MINOR
-  PRIMITIVE
-  PRIVATE
-  Walk Zones
- recommendations**
-  Multi-Use Path
-  Sidewalk
-  Add Lighting
-  Make Connection
-  Sidewalk and Lighting
-  Widen Path and Lighting
-  Point Recommendations



**SafeRoutes**  
National Center for Safe Routes to School



Figure 21 - 2



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## **APPENDIX A**

# **PARENT SURVEY RESULTS**

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## Parent Survey Report: One School in One Data Collection Period

**School Name:** Big Lake Elementary School

**Set ID:** 11021

**School Group:** MSB Schools

**Month and Year Collected:** February 2014

**School Enrollment:** 0

**Date Report Generated:** 05/05/2014

**% Range of Students Involved in SRTS:** Don't Know

**Tags:**

**Number of Questionnaires Distributed:** 300

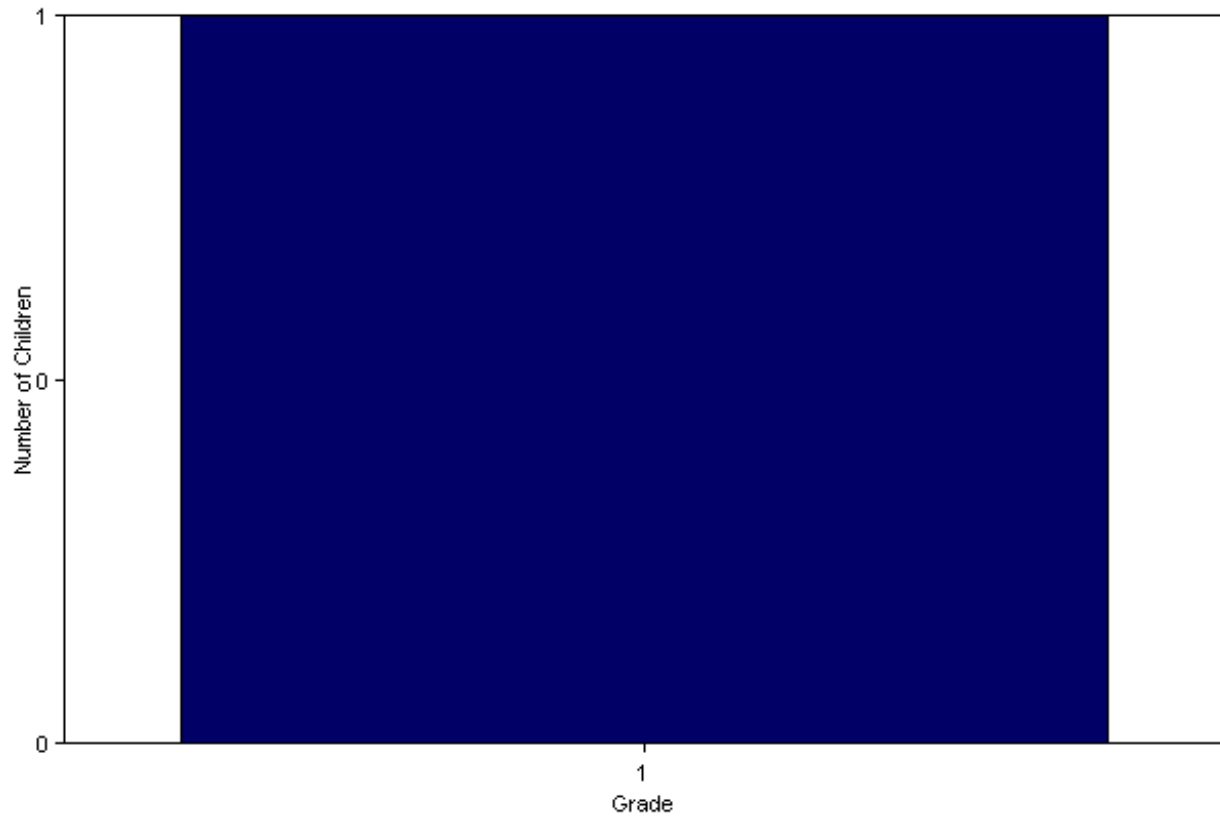
**Number of Questionnaires  
Analyzed for Report:** 1

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.

\*\*Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.



### Grade levels of children represented in survey



### Grade levels of children represented in survey

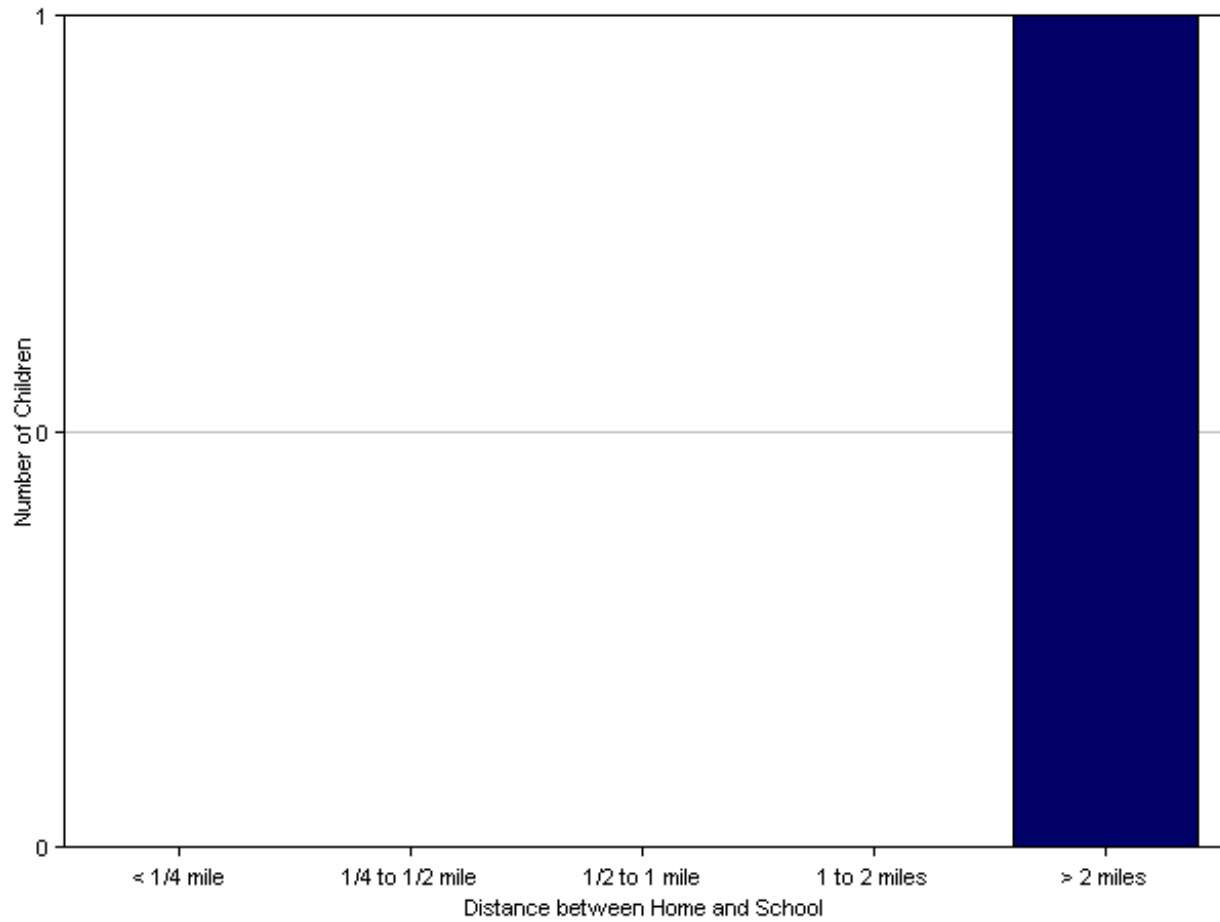
| Grade in School | Responses per grade |
|-----------------|---------------------|
|                 | Number              |
| 1               | 1                   |

No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



### 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 |
|----------------------------------|--------------------|
| Less than 1/4 mile               | 0                  |
| 1/4 mile up to 1/2 mile          | 0                  |
| 1/2 mile up to 1 mile            | 0                  |
| 1 mile up to 2 miles             | 0                  |
| More than 2 miles                | 1                  |

Don't know or No response: 0

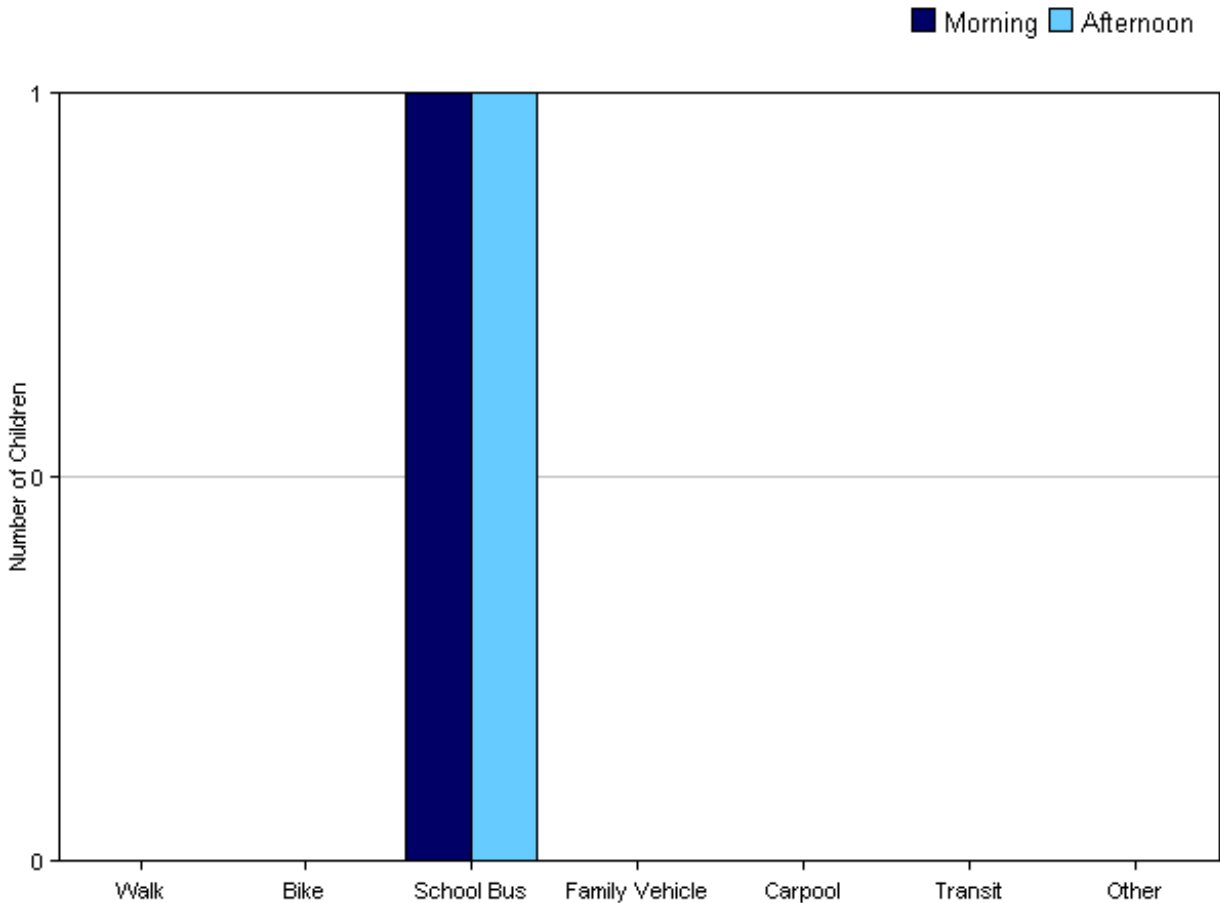
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.







### 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      | 1               | 0    | 0    | 1          | 0              | 0       | 0       | 0     |
| Afternoon    | 1               | 0    | 0    | 1          | 0              | 0       | 0       | 0     |

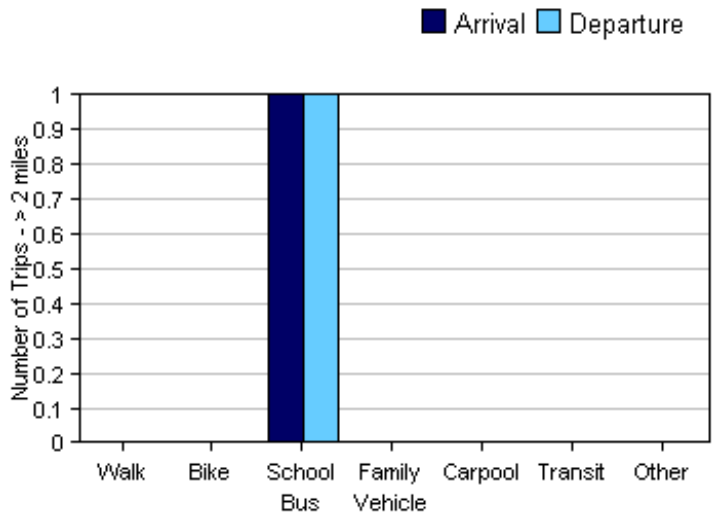
No Response Morning: 0

No Response Afternoon: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



# 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      | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/4 mile up to 1/2 mile | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/2 mile up to 1 mile   | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1 mile up to 2 miles    | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| More than 2 miles       | 1                      | 0    | 0    | 1          | 0              | 0       | 0       | 0     |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

### School Departure

| Distance                | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile      | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/4 mile up to 1/2 mile | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/2 mile up to 1 mile   | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1 mile up to 2 miles    | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| More than 2 miles       | 1                      | 0    | 0    | 1          | 0              | 0       | 0       | 0     |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



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

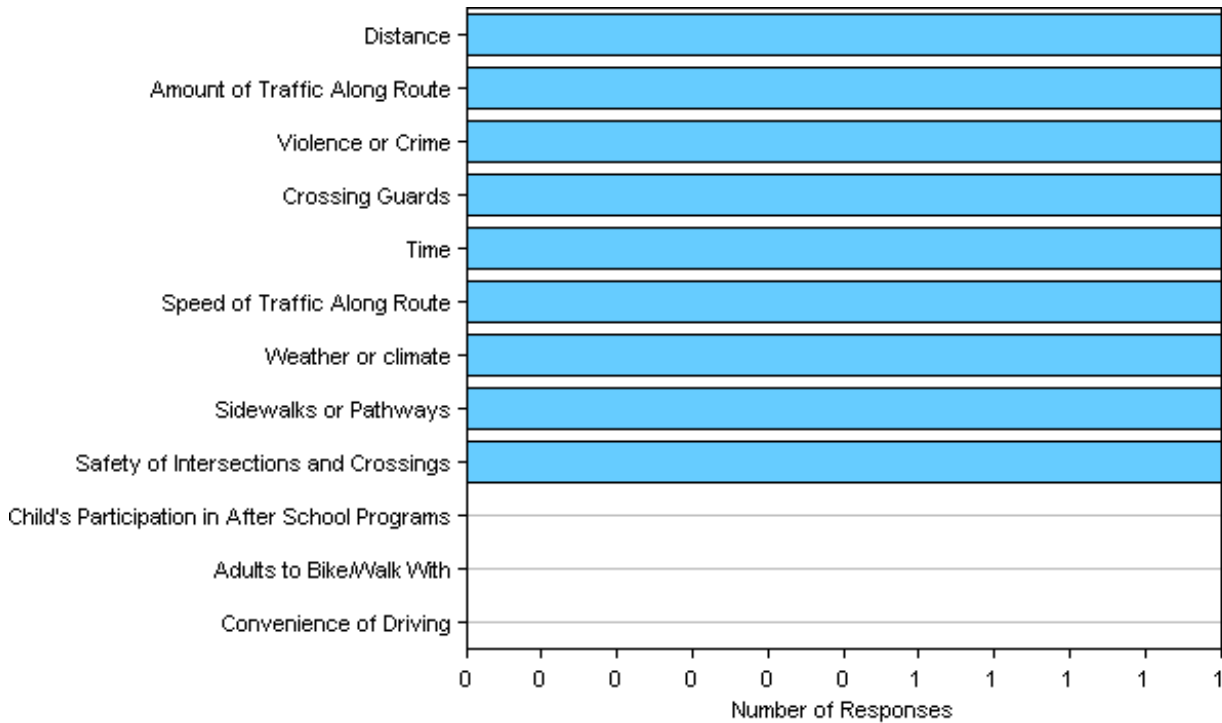
| Asked Permission? | Number of Children | Less than 1/4 mile | 1/4 mile up to 1/2 mile | 1/2 mile up to 1 mile | 1 mile up to 2 miles | More than 2 miles |
|-------------------|--------------------|--------------------|-------------------------|-----------------------|----------------------|-------------------|
| Yes               | 0                  | 0                  | 0                       | 0                     | 0                    | 0                 |
| No                | 1                  | 0                  | 0                       | 0                     | 0                    | 1                 |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



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                                       | 1                                  | 0                           |
| Amount of Traffic Along Route                  | 1                                  | 0                           |
| Violence or Crime                              | 1                                  | 0                           |
| Crossing Guards                                | 1                                  | 0                           |
| Time   | 1                                  | 0                           |
| Speed of Traffic Along Route                   | 1                                  | 0                           |
| Weather or climate                             | 1                                  | 0                           |
| Sidewalks or Pathways                          | 1                                  | 0                           |
| Safety of Intersections and Crossings          | 1                                  | 0                           |
| Child's Participation in After School Programs | 0                                  | 0                           |
| Adults to Bike/Walk With                       | 0                                  | 0                           |
| Convenience of Driving                         | 0                                  | 0                           |
| <b>Number of Respondents per Category</b>      | <b>1</b>                           | <b>0</b>                    |



No response: 0

Note:

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



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

| Level of support     | Number of children |
|----------------------|--------------------|
| Strongly Encourages  | 0                  |
| Encourages           | 0                  |
| Neither              | 0                  |
| Discourages          | 0                  |
| Strongly Discourages | 0                  |

Parents' opinions about how much fun walking and biking to/from school is for their child

| Level of fun | Number of children |
|--------------|--------------------|
| Very Fun     | 0                  |
| Fun          | 0                  |
| Neutral      | 0                  |
| Boring       | 0                  |
| Very Boring  | 0                  |

Parents' opinions about how healthy walking and biking to/from school is for their child

| How healthy    | Number of children |
|----------------|--------------------|
| Very Healthy   | 1                  |
| Healthy        | 0                  |
| Neutral        | 0                  |
| Unhealthy      | 0                  |
| Very Unhealthy | 0                  |



## Comments Section

| SurveyID | Comment |
|----------|---------|
|----------|---------|



## Parent Survey Report: One School in One Data Collection Period

**School Name:** Iditarod Elementary School

**Set ID:** 11027

**School Group:** MSB Schools

**Month and Year Collected:** February 2014

**School Enrollment:** 0

**Date Report Generated:** 05/05/2014

**% Range of Students Involved in SRTS:** Don't Know

**Tags:**

**Number of Questionnaires Distributed:** 300

**Number of Questionnaires**

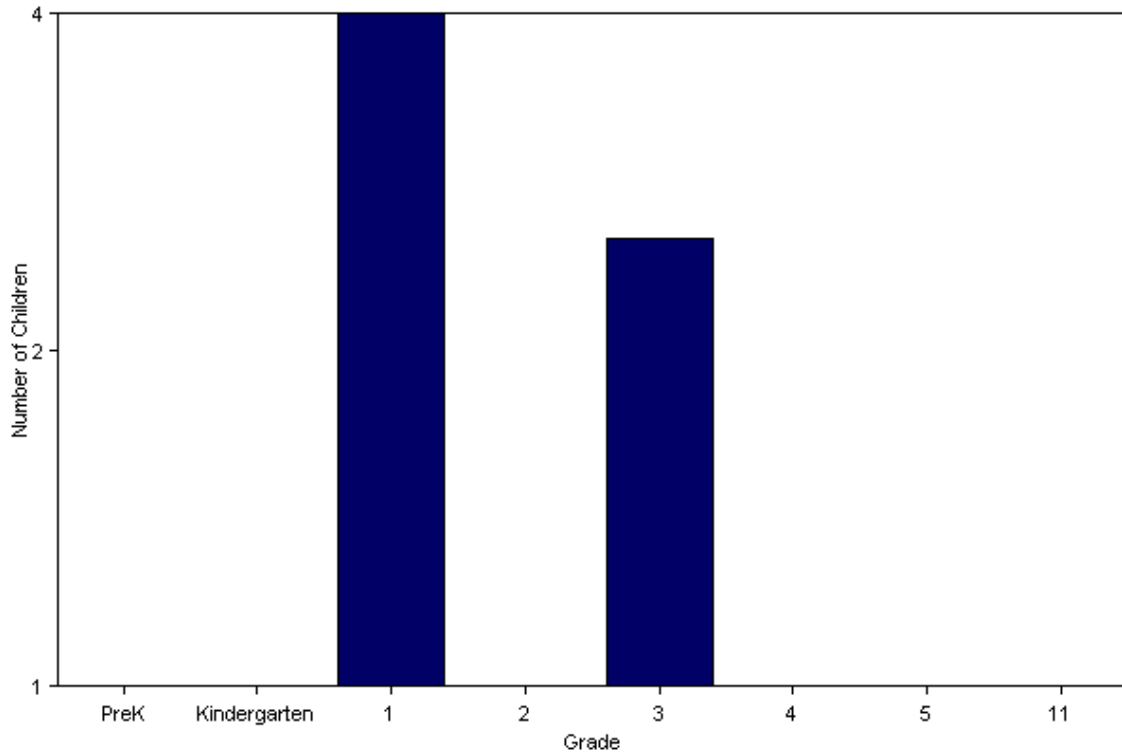
**Analyzed for Report:** 13

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.

\*\*Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.



Grade levels of children represented in survey



Grade levels of children represented in survey

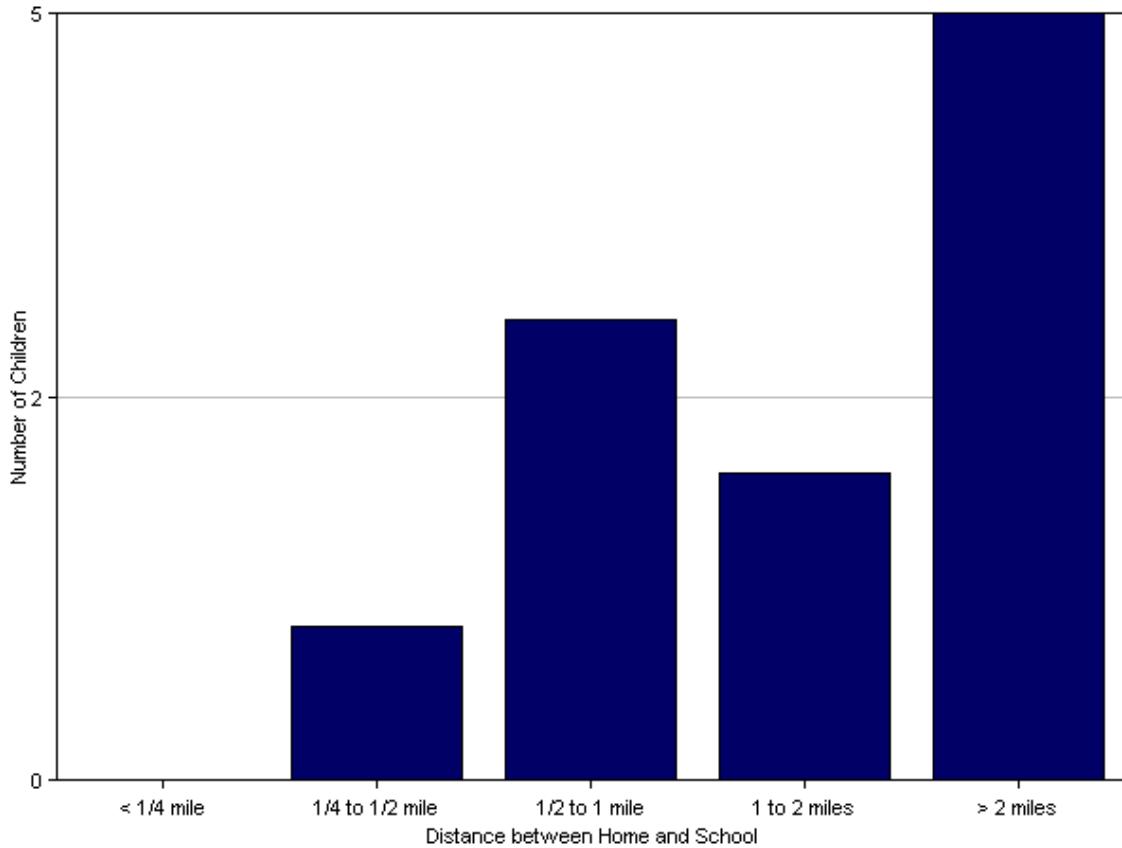
| Grade in School | Responses per grade |
|-----------------|---------------------|
|                 | Number              |
| PreK            | 1                   |
| Kindergarten    | 1                   |
| 1               | 4                   |
| 2               | 1                   |
| 3               | 3                   |
| 4               | 1                   |
| 5               | 1                   |
| 11              | 1                   |

No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



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



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

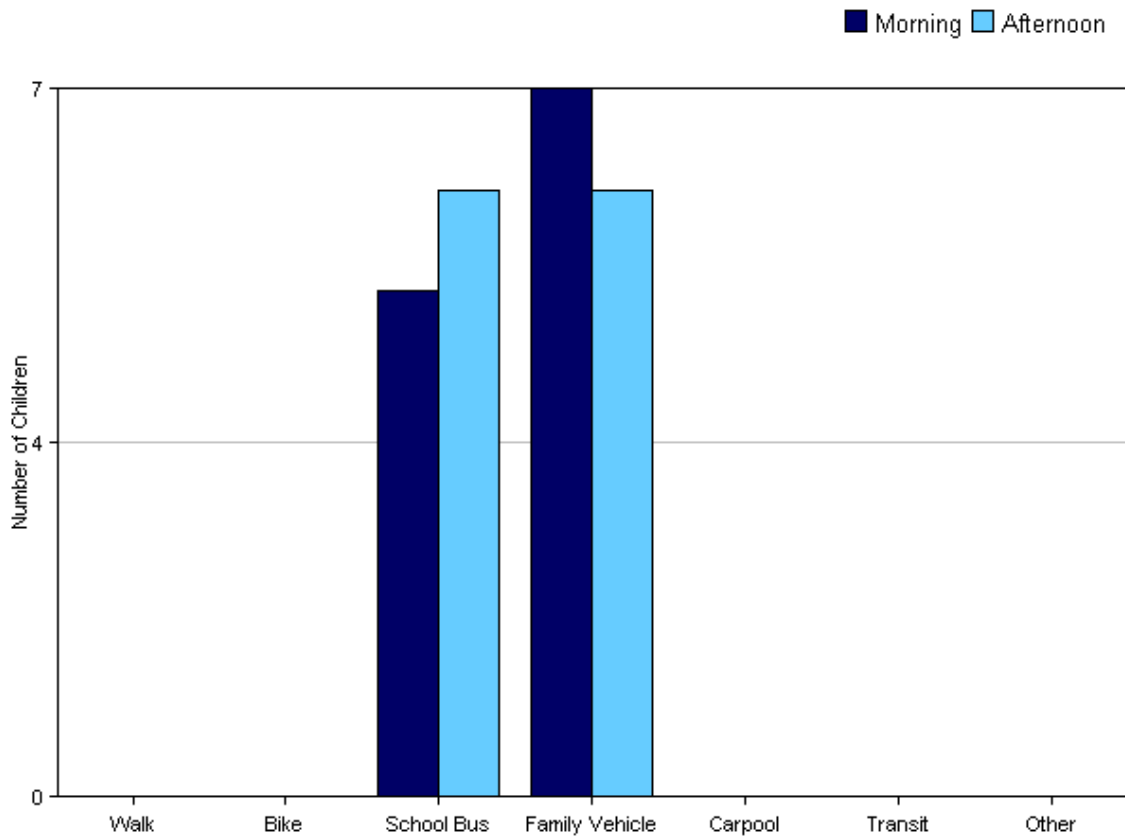
| Distance between home and school | Number of children |
|----------------------------------|--------------------|
| Less than 1/4 mile               | 0                  |
| 1/4 mile up to 1/2 mile          | 1                  |
| 1/2 mile up to 1 mile            | 3                  |
| 1 mile up to 2 miles             | 2                  |
| More than 2 miles                | 5                  |

Don't know or No response: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



## 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      | 12              | 0    | 0    | 5          | 7              | 0       | 0       | 0     |
| Afternoon    | 12              | 0    | 0    | 6          | 6              | 0       | 0       | 0     |

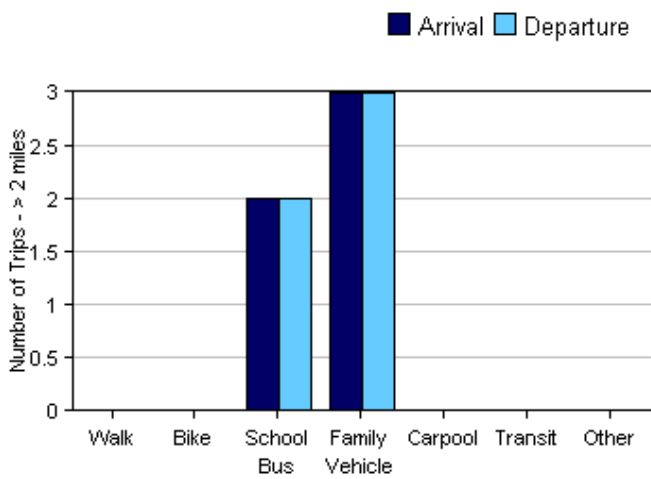
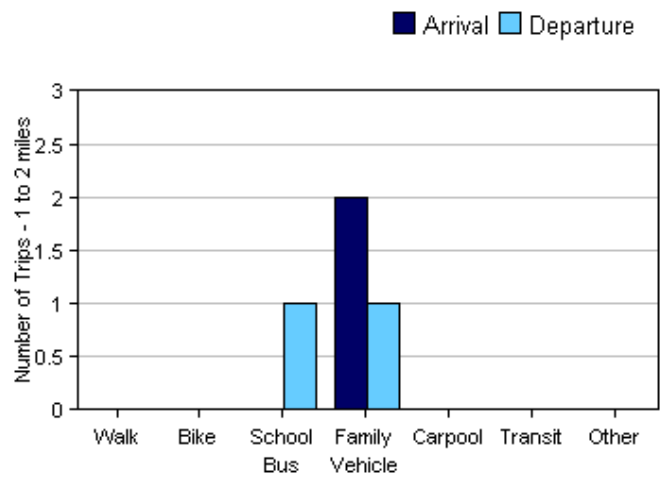
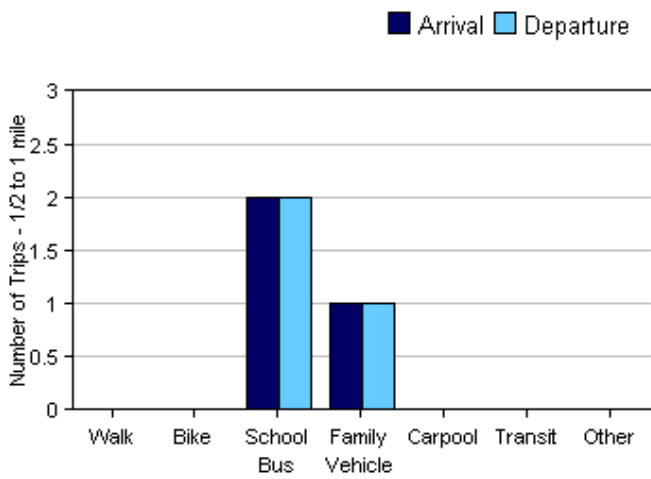
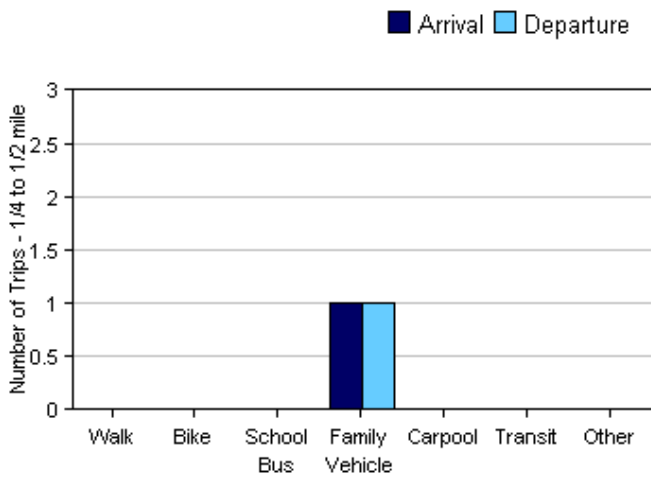
No Response Morning: 1

No Response Afternoon: 1

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



# 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      | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/4 mile up to 1/2 mile | 1                      | 0    | 0    | 0          | 1              | 0       | 0       | 0     |
| 1/2 mile up to 1 mile   | 3                      | 0    | 0    | 2          | 1              | 0       | 0       | 0     |
| 1 mile up to 2 miles    | 2                      | 0    | 0    | 0          | 2              | 0       | 0       | 0     |
| More than 2 miles       | 5                      | 0    | 0    | 2          | 3              | 0       | 0       | 0     |

Don't know or No response: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

### School Departure

| Distance                | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile      | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/4 mile up to 1/2 mile | 1                      | 0    | 0    | 0          | 1              | 0       | 0       | 0     |
| 1/2 mile up to 1 mile   | 3                      | 0    | 0    | 2          | 1              | 0       | 0       | 0     |
| 1 mile up to 2 miles    | 2                      | 0    | 0    | 1          | 1              | 0       | 0       | 0     |
| More than 2 miles       | 5                      | 0    | 0    | 2          | 3              | 0       | 0       | 0     |

Don't know or No response: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



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

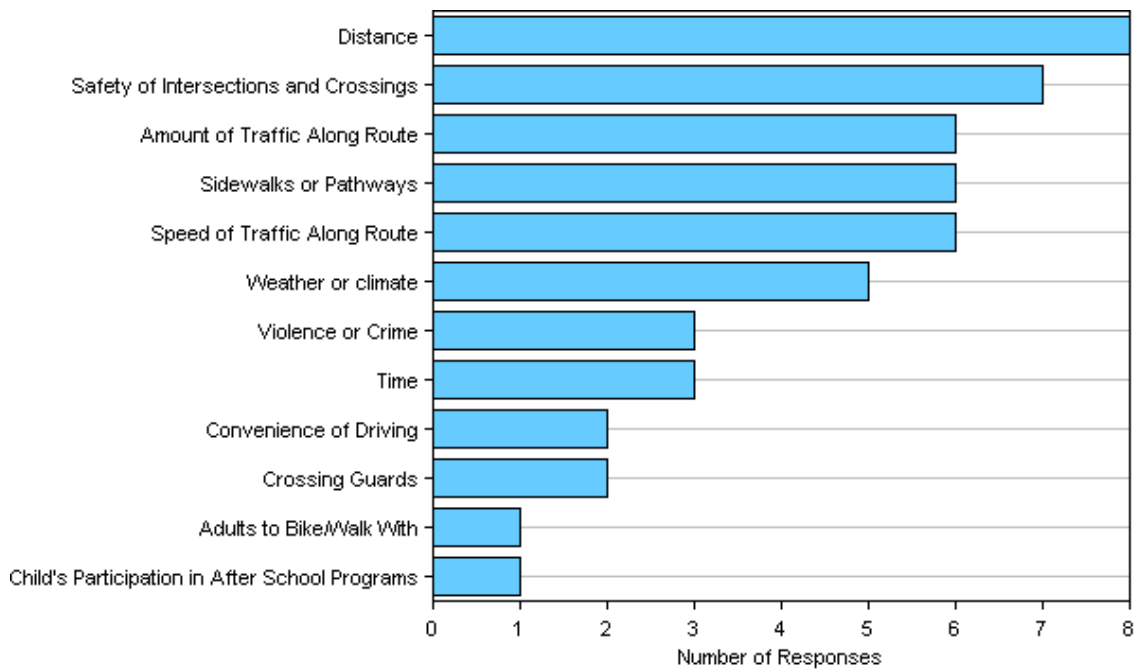
| Asked Permission? | Number of Children | Less than 1/4 mile | 1/4 mile up to 1/2 mile | 1/2 mile up to 1 mile | 1 mile up to 2 miles | More than 2 miles |
|-------------------|--------------------|--------------------|-------------------------|-----------------------|----------------------|-------------------|
| Yes               | 1                  | 0                  | 1                       | 0                     | 0                    | 0                 |
| No                | 10                 | 0                  | 0                       | 3                     | 2                    | 5                 |

Don't know or No response: 2

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



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                                       | 8                                  | 0                           |
| Safety of Intersections and Crossings          | 7                                  | 0                           |
| Amount of Traffic Along Route                  | 6                                  | 0                           |
| Sidewalks or Pathways                          | 6                                  | 0                           |
| Speed of Traffic Along Route                   | 6                                  | 0                           |
| Weather or climate                             | 5                                  | 0                           |
| Violence or Crime                              | 3                                  | 0                           |
| Time   | 3                                  | 0                           |
| Convenience of Driving                         | 2                                  | 0                           |
| Crossing Guards                                | 2                                  | 0                           |
| Adults to Bike/Walk With                       | 1                                  | 0                           |
| Child's Participation in After School Programs | 1                                  | 0                           |
| <b>Number of Respondents per Category</b>      | <b>11</b>                          | <b>0</b>                    |

No response: 2

Note:

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







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

| Level of support     | Number of children |
|----------------------|--------------------|
| Strongly Encourages  | 0                  |
| Encourages           | 0                  |
| Neither              | 11                 |
| Discourages          | 0                  |
| Strongly Discourages | 0                  |

Parents' opinions about how much fun walking and biking to/from school is for their child

| Level of fun | Number of children |
|--------------|--------------------|
| Very Fun     | 1                  |
| Fun          | 2                  |
| Neutral      | 7                  |
| Boring       | 1                  |
| Very Boring  | 1                  |

Parents' opinions about how healthy walking and biking to/from school is for their child

| How healthy    | Number of children |
|----------------|--------------------|
| Very Healthy   | 7                  |
| Healthy        | 4                  |
| Neutral        | 1                  |
| Unhealthy      | 0                  |
| Very Unhealthy | 0                  |



## Comments Section

| SurveyID | Comment   |
|----------|---|
| 1168663  | Currently on boundary expempt so not close to school. Also school we are would attend for out boundary isn't any closer   |
| 1168717  | As a parent of a female child in Wasilla, it is scary to consider the possibilities of giving my child the freedom to walk alone to school,. let alone bike, A parent has to worry about traffic, and pedophiles, Or crime in some way. It's sad. Ideally, it is healthy , and promotes independence to walk or bike to school,..but too many children in this world are left unsupervised and ill informed of the dangerous activities or situations that can be present.  |
| 1134990  | I would not let me children walk home, due to the fact there is main highway intersection and railroad tracks.  |
| 1141777  | Walking to school is just much more effort and time for kids than taking the school bus. Bus is best, then would consider walking over drive IF sidewalks, crossing guard at major intersections. Walking requires crossing over Lucille and at Wasilla-Fishhook at lights, both are though are major roads and not staffed with crossing guards.   |
| 1168665  | The main problem is too few people slow down in school zones or even when they see children. Until Wasilla actually, and effectively, enforces school zone, and other, speed limits then I don't even feel it's safe for my 16 year old son to walk or bike or bike to school. Excessive speed and stop sign running are rampant in Wasilla and I'm not willing to risk my children's welfare and lives.  |
| 1135224  | There are no or minimum street lights on the way to school. With the amount of traffic along the route and no bike path I dont think we would even consider for our child to ride a bike to school.   |
| 1168747  | My son and daughter take a bus to school and don't walk because it's rural out here in Wasilla, and their school is 5 miles away (too far for them to walk at their age). What boggles my mind, is that their bus takes 45 minutes to an hour to get them to school! FIVE miles and a good hour?? My son's class starts at 7:45 and he has to get up at 6am because of how long it takes for the bus to get him to school! This is outrageous. My daughter gets out of school at 3:45 and she doesn't get home until 4:30! That's just at dinnertime, and then she has a ton of homework. We need more buses, quicker routes. Also more schools in neighborhood areas so kids would be more likely to ride their bikes. I know most parents wouldn't want their kids walking or riding 5+ miles along a busy highway. |







# Parent Survey Report: One School in One Data Collection Period

**School Name:** Fred And Sara Machetanz Elementary School

**Set ID:** 11025

**School Group:** MSB Schools

**Month and Year Collected:** February 2014

**School Enrollment:** 0

**Date Report Generated:** 05/05/2014

**% Range of Students Involved in SRTS:** Don't Know

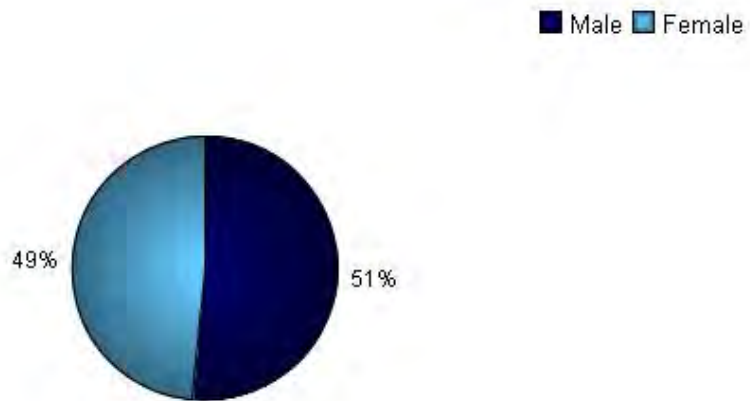
**Tags:**

**Number of Questionnaires Distributed:** 300

**Number of Questionnaires Analyzed for Report:** 80

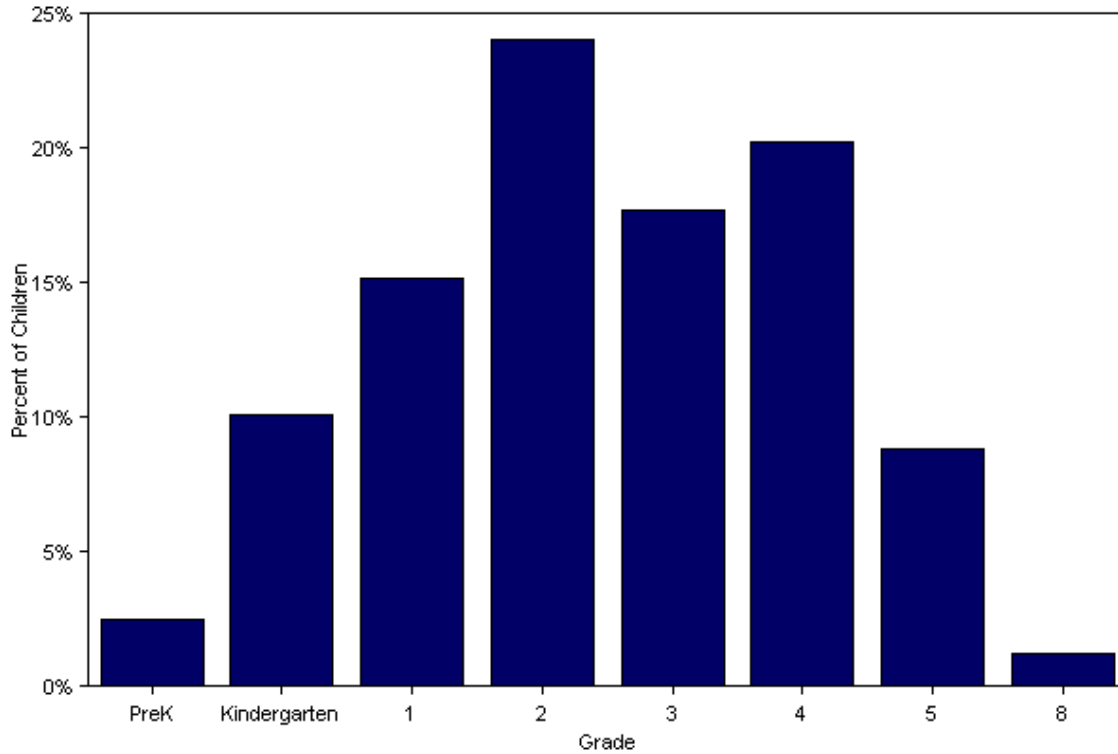
This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and 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

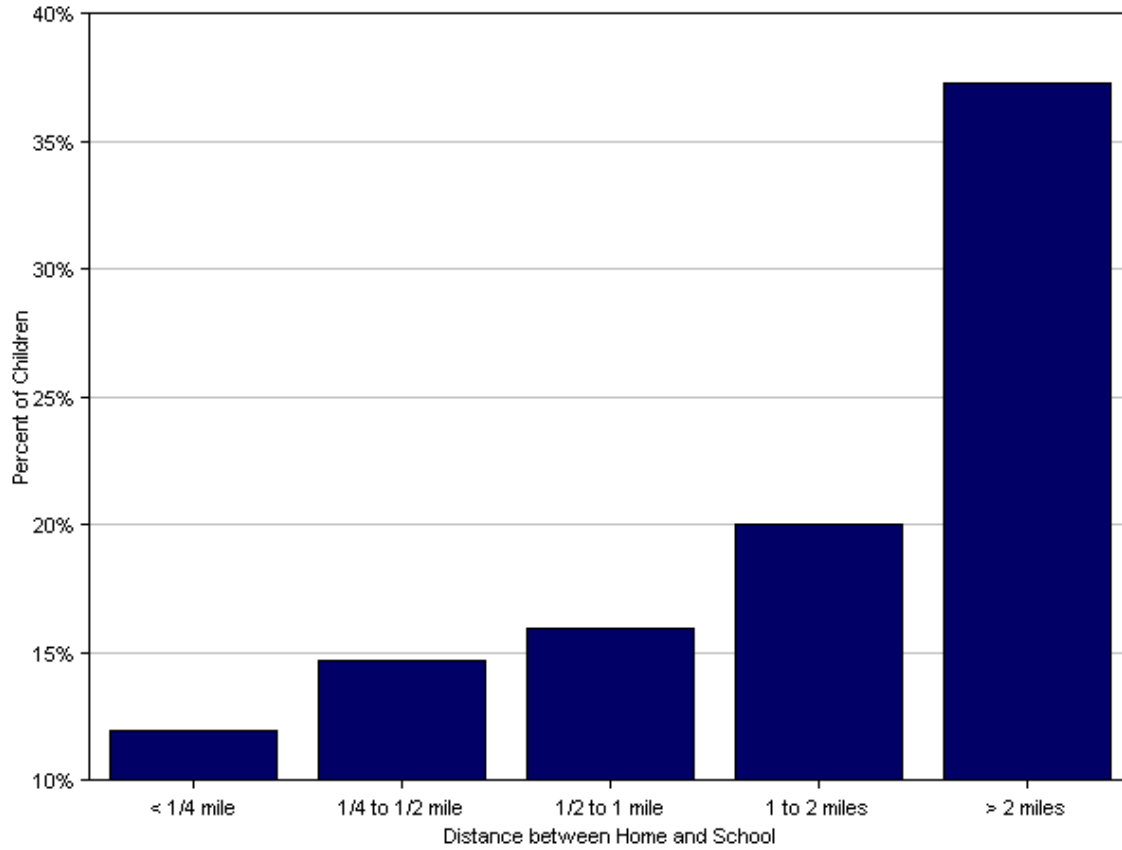
| Grade in School | Responses per grade |         |
|-----------------|---------------------|---------|
|                 | Number              | Percent |
| PreK            | 2                   | 3%      |
| Kindergarten    | 8                   | 10%     |
| 1               | 12                  | 15%     |
| 2               | 19                  | 24%     |
| 3               | 14                  | 18%     |
| 4               | 16                  | 20%     |
| 5               | 7                   | 9%      |
| 8               | 1                   | 1%      |

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

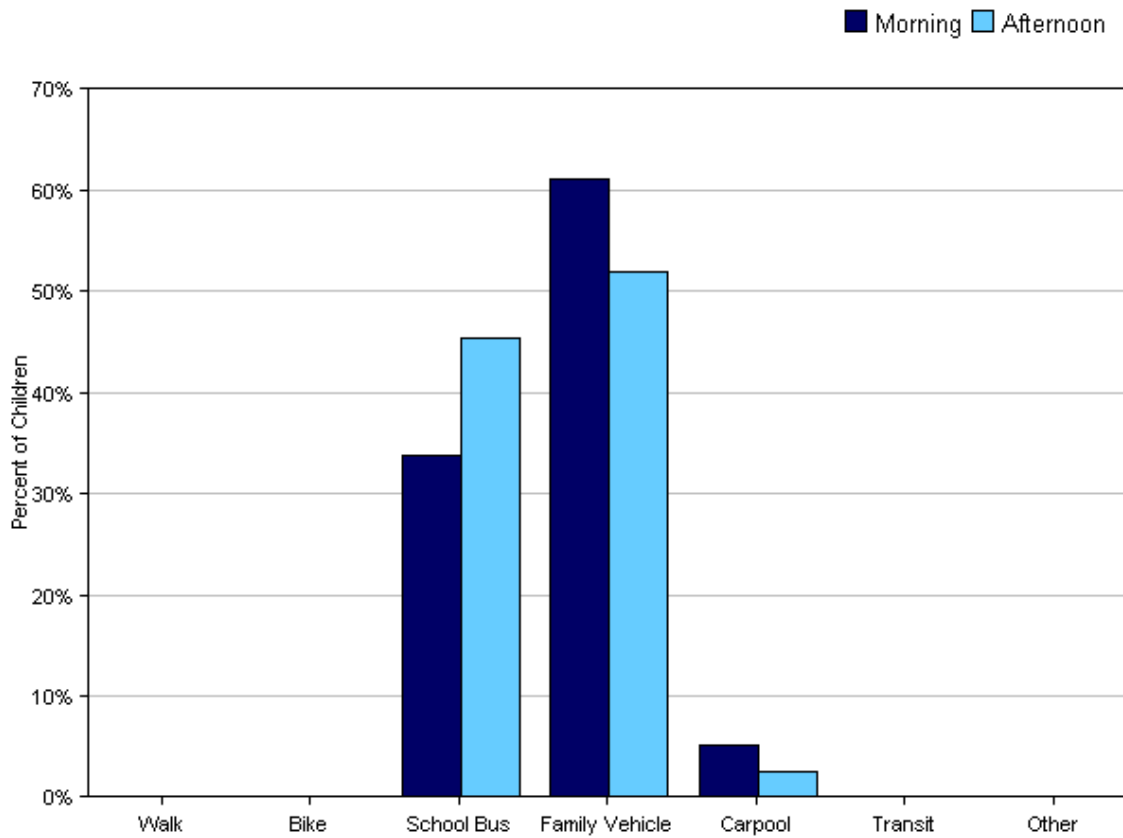
| Distance between home and school | Number of children | Percent |
|----------------------------------|--------------------|---------|
| Less than 1/4 mile               | 9                  | 12%     |
| 1/4 mile up to 1/2 mile          | 11                 | 15%     |
| 1/2 mile up to 1 mile            | 12                 | 16%     |
| 1 mile up to 2 miles             | 15                 | 20%     |
| More than 2 miles                | 28                 | 37%     |

Don't know or No response: 5

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      | 77              | 0%   | 0%   | 34%        | 61%            | 5%      | 0%      | 0%    |
| Afternoon    | 77              | 0%   | 0%   | 45%        | 52%            | 3%      | 0%      | 0%    |

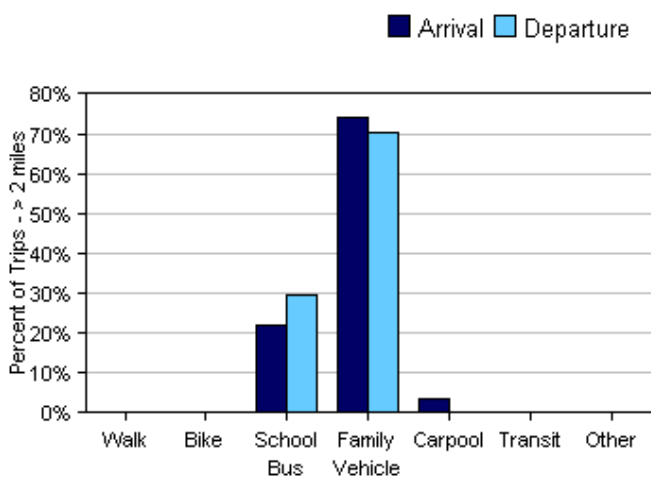
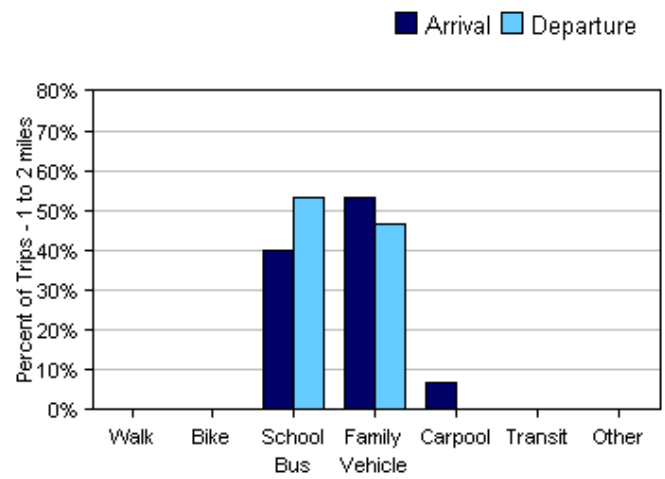
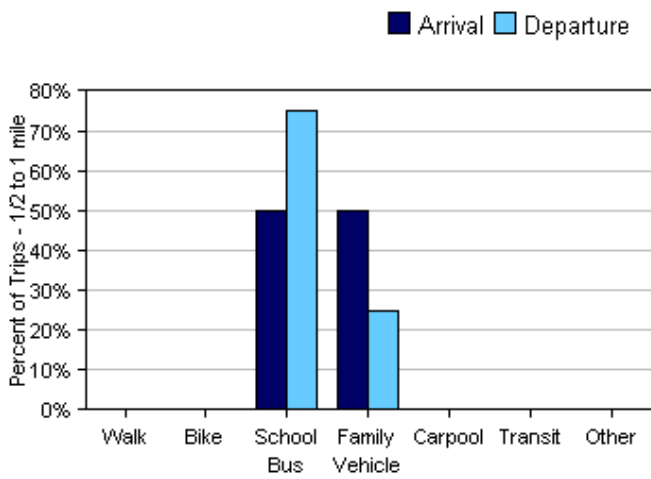
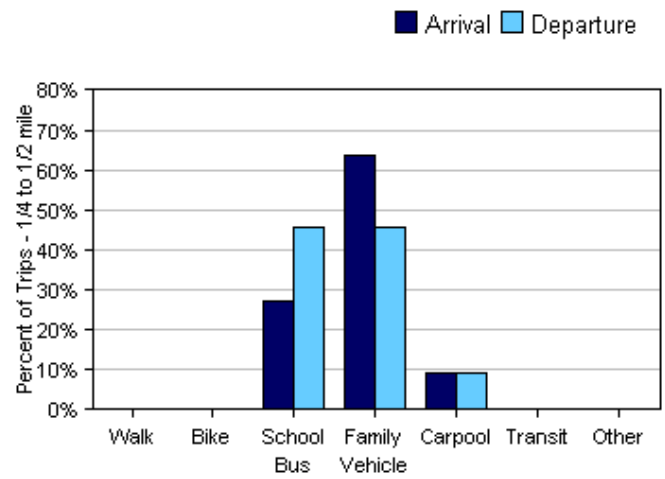
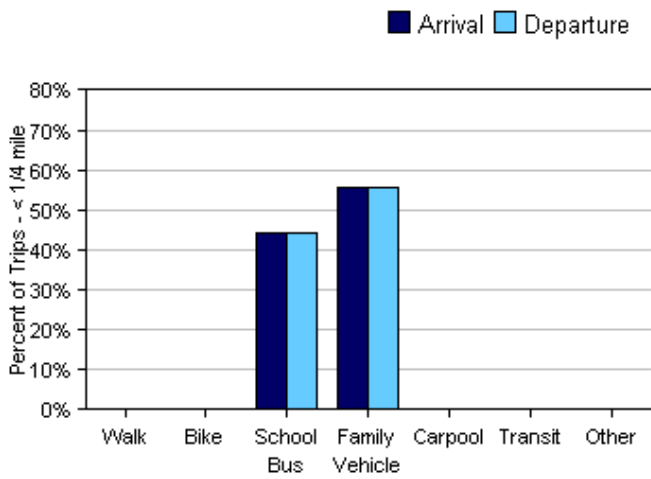
No Response Morning: 3

No Response Afternoon: 3

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      | 9                      | 0%   | 0%   | 44%        | 56%            | 0%      | 0%      | 0%    |
| 1/4 mile up to 1/2 mile | 11                     | 0%   | 0%   | 27%        | 64%            | 9%      | 0%      | 0%    |
| 1/2 mile up to 1 mile   | 12                     | 0%   | 0%   | 50%        | 50%            | 0%      | 0%      | 0%    |
| 1 mile up to 2 miles    | 15                     | 0%   | 0%   | 40%        | 53%            | 7%      | 0%      | 0%    |
| More than 2 miles       | 27                     | 0%   | 0%   | 22%        | 74%            | 4%      | 0%      | 0%    |

Don't know or No response: 6

Percentages may not total 100% due to rounding.

### School Departure

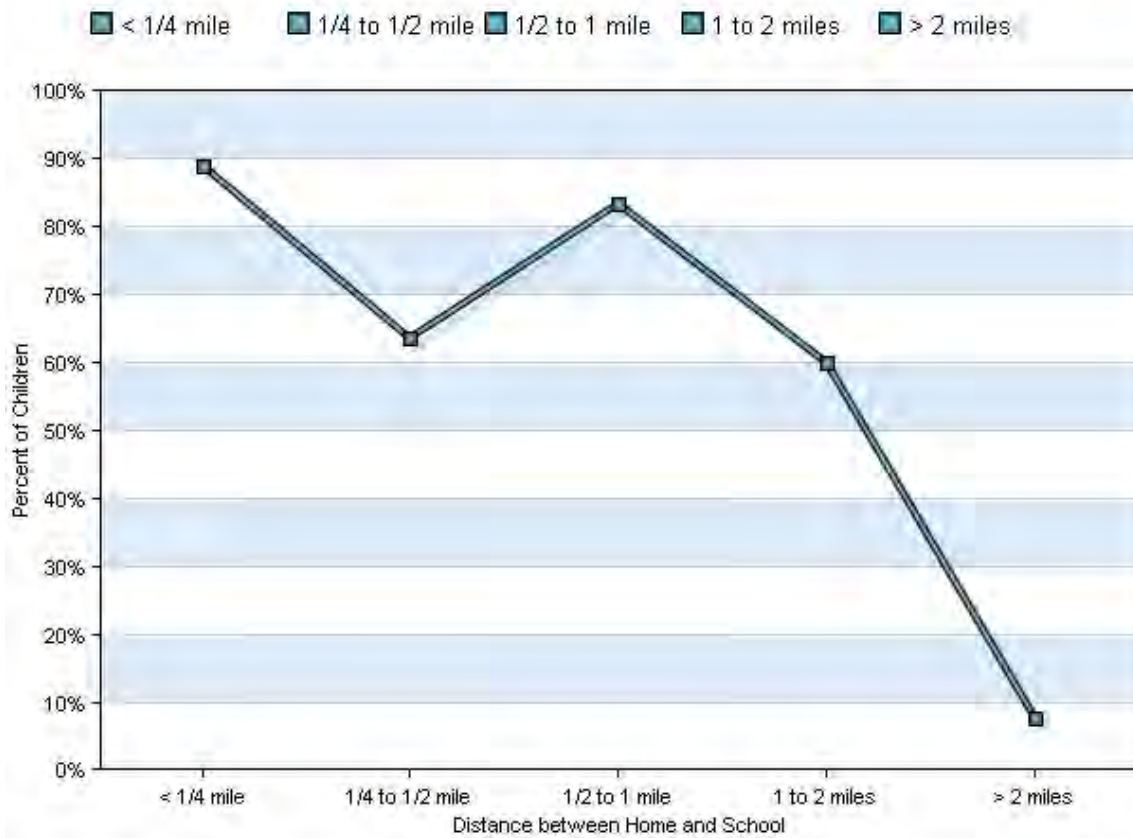
| Distance                | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile      | 9                      | 0%   | 0%   | 44%        | 56%            | 0%      | 0%      | 0%    |
| 1/4 mile up to 1/2 mile | 11                     | 0%   | 0%   | 45%        | 45%            | 9%      | 0%      | 0%    |
| 1/2 mile up to 1 mile   | 12                     | 0%   | 0%   | 75%        | 25%            | 0%      | 0%      | 0%    |
| 1 mile up to 2 miles    | 15                     | 0%   | 0%   | 53%        | 47%            | 0%      | 0%      | 0%    |
| More than 2 miles       | 27                     | 0%   | 0%   | 30%        | 70%            | 0%      | 0%      | 0%    |

Don't know or No response: 6

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

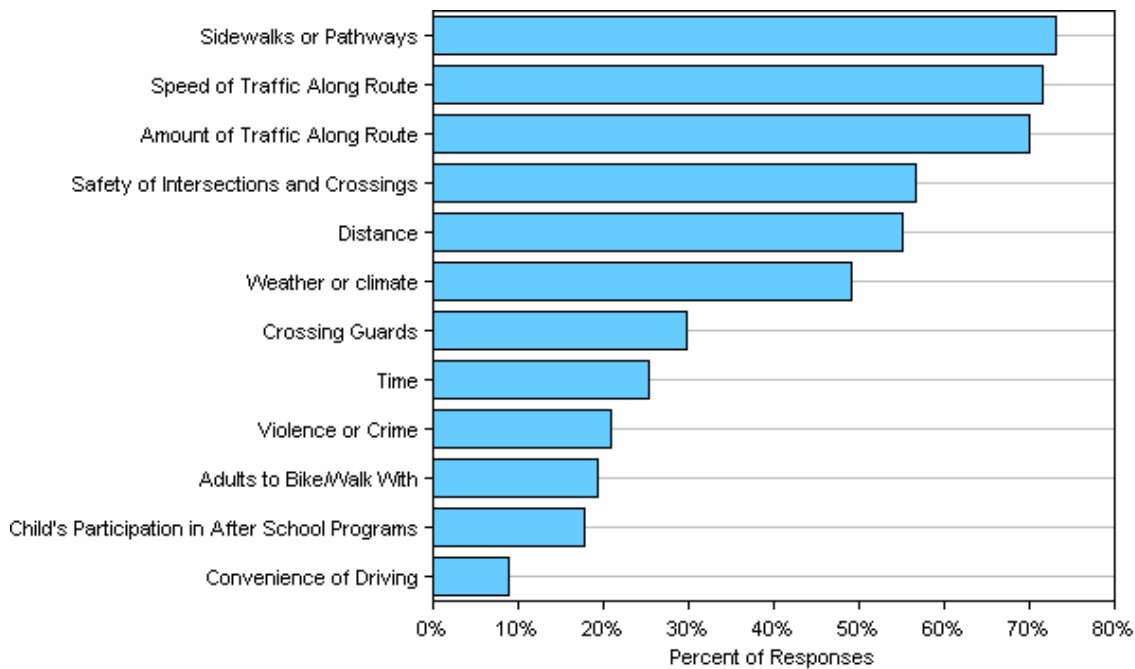


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

| 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               | 36                 | 89%                | 64%                     | 83%                   | 60%                  | 8%                |
| No                | 37                 | 11%                | 36%                     | 17%                   | 40%                  | 92%               |

Don't know or No response: 7  
 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 |
|--|------------------------------------|-----------------------------|
| Sidewalks or Pathways                          | 73%                                | 0                           |
| Speed of Traffic Along Route                   | 72%                                | 0                           |
| Amount of Traffic Along Route                  | 70%                                | 0                           |
| Safety of Intersections and Crossings          | 57%                                | 0                           |
| Distance                                       | 55%                                | 0                           |
| Weather or climate                             | 49%                                | 0                           |
| Crossing Guards                                | 30%                                | 0                           |
| Time   | 25%                                | 0                           |
| Violence or Crime                              | 21%                                | 0                           |
| Adults to Bike/Walk With                       | 19%                                | 0                           |
| Child's Participation in After School Programs | 18%                                | 0                           |
| Convenience of Driving                         | 9%                                 | 0                           |
| <b>Number of Respondents per Category</b>      | <b>67</b>                          | <b>0</b>                    |



No response: 13

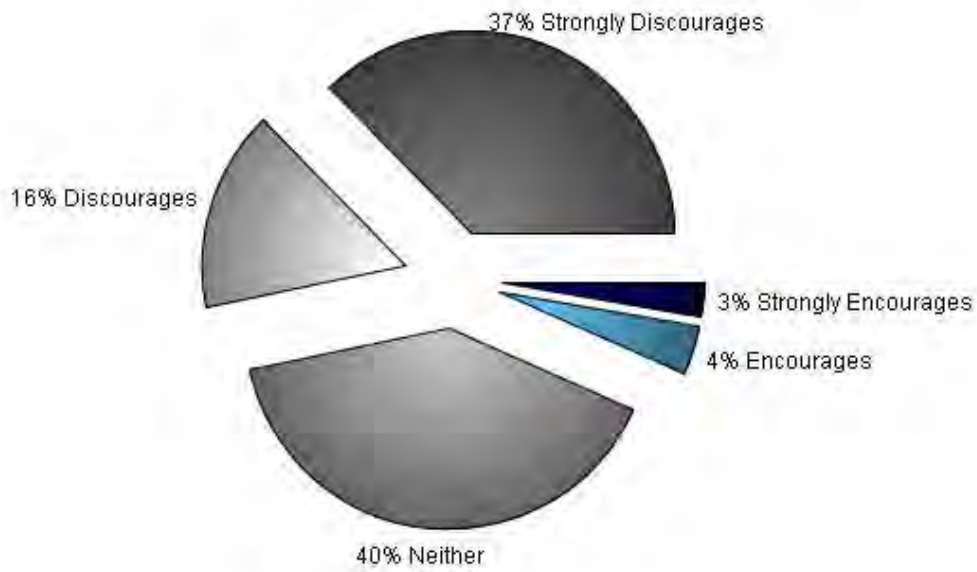
Note:

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

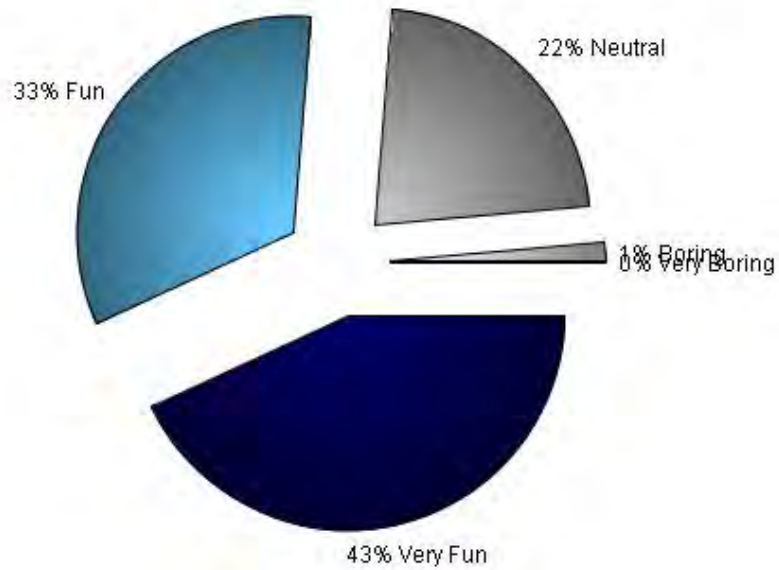
--Each column may sum to > 100% because respondent could select more than issue

--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.

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

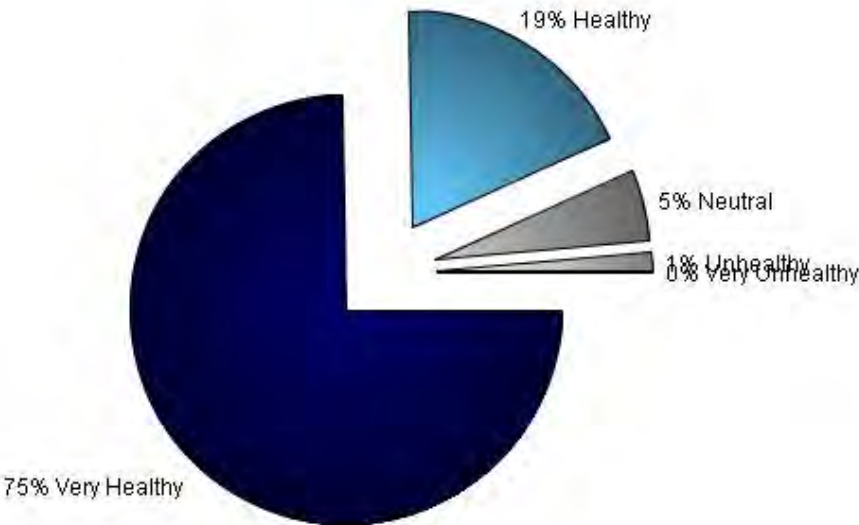


Parents' opinions about how much fun walking and biking to/from school is for their child





Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

| SurveyID | Comment   |
|----------|---|
| 1168557  | Walking/bike paths are not available to our school, if they were a majority of children and families would use them in our neighborhood.  |
| 1168567  | We need more bike paths all over the valley. Hyer rd. has a trail along side for four wheelers, but it's not safe and it crosses the dangerous curvy road in spots where there is a sharp turn. Kids on bikes think they can follow this dirt trail and they nearly get hit by cars because they try to cross where the trail continues on the other side and they don't see cars coming around a sharp curve. Please include Hyer road in planning for a bike path.  |
| 1168593  | Sidewalks or bike paths would make a world of difference!   |
| 1168604  | I think this survey is a joke. The MSB School district, just like any other large publicly funded operation is completely preoccupied with how to not get sued. Our society has become FAR too litigious. So On one hand, I do see some form of a health conscious message coming from the district to motivate kids to get up and be active... but on the other hand, you guys know that if you push the message too much and some kid gets run over by a four wheeler that's tear-assin down a bike path ( welcome to the Valley! ) then its inevitable that a greedy parent will find the district at fault for suggesting such an outlandish idea. All bike paths in the Borough are primarily used by assholes on dirt bikes and four wheelers. For 75% of the Biking season ( no snow.. Mid may to October ) the bike path Reom the Harley Shop to Baileys furniture is covered with Gravel thats kicked up from the ATV's that ride on it. |
| 1168676  | We live about 8 miles from school and that's too far for my kids to go alone. We also would have to cross the busy streets. Walking or biking is impractical for my family given these factors. The potential of kidnapping is also something I am not comfortable with, although I recognize how unlikely that is.   |
| 1168713  | No child can walk due to not having any sidewalks around the school!  |
| 1168780  | I believe sidewalks in the neighborhoods immediately surrounding the school, especially those just being built, should be a priority. Bussing is crowded, which causes trouble for children and distractions for driver. Many of these students could get home faster and safer if a sidewalk was accessible. A 10 minute walk versus a 15 minute wait sitting on a bus and then a 10 to 30 minute drive is really a no-brained. Please get sidewalks in the neighborhoods surrounding Machetanz.   |
| 1168781  | Not safe for any kid to walk or bike as there is no path and no edge to the road.   |
| 1168993  | Techincally, MZE is not our resident school and is far too far to expect anyone to walk or Bike. I'll be an outlier in this survey, so feel free to exclude this survey. For the record- it WOULD be very fun, if she could bike to school. I would bike with her if it were close enough...hence she'll be going to Pioneer Peak next year.  |
| 1169098  | We would walk to school, but there are no side walks or bike paths on the route, therefore making it very dangerous. If there were sidewalks or bike paths, we would have our children walk and/or ride their bikes to school.  |
| 1169099  | The access and traffic going into Machetanz Elementary is extremely hazardous and not conducive to any bike/foot traffic. The neighborhood/school access plan was not well thought out and is a serious problem. The access from Trunk rd. is a bumpy dirt road that is way out of the way for most students who attend the school and I suspect nobody but school busses take the route, leaving the only access on Abby. The roads in the neighborhood are barely wide enough for cars.   |
| 1168542  | Having the community systems in place to allow my children and others to safely walk to/from school is very important. It is one of the reasons why we bought our home so close to the school.  |
| 1168543  | I understand the school's position of not allowing students to walk to school due to the lack of sidewalks. If safety routes were established, we would definitely encourage our children to walk/bike to school.   |
| 1168551  | Sidewalks, crossing guards, walking buddies with an adult, and being within a 10 minute walk would determine if I'd let my son walk to school.  |
| 1168556  | I think our neighborhood would greatly benefit from sidewalks for children to safely walk to/from school. My child will eventually be old enough to benefit from this, and I have two others who will as well.  |
| 1168569  | I worry about the children who are dropped off by bus along a very busy road. Regardless of walkers or bikers, bus riders are walkin Long a busy road with no shoulder, let alone sidewalk. They walk on the edge of the gravel or in the deep ditch. Conscious drivers pull into the opposite lane, but this is not a solution. The road is narr   |



|         |   |
|---------|---|
| 1168590 | We are currently on a boundary exemption, but if we lived in the neighborhood right around the school I would love to allow (encourage) my child to walk/ride a bike to school. Currently the situation would not be safe for the children in that neighborhood. They would be forced to ride a bicycle in the road or walk in the tiny area between the ditch and the road.  |
| 1168606 | My child are special needed they couldn't ride bikes or walking by themselves   |
| 1168660 | The community developers were too cheap to put in sidewalks or walking paths. Cars drive too fast. Even students with safe routes are not allowed to walk, which is completely stupid.  |
| 1168661 | I do walk to/from school with my son during good weather, when the streets aren't icy, but we have to walk on the street because there are no sidewalks. I would not let him walk to school by himself unless there were sidewalks.   |
| 1168730 | Sidewalks would greatly improve the neighborhood and safety of my kids going to/from school.  |
| 1168755 | The road is TOO busy to Machetanz Elementary. We would love to have sidewalks so we could walk to/from school as a family!  |
| 1168777 | Sidewalks would be a GREAT improvement in this neighborhood.  |
| 1168821 | Our neighborhood needs sidewalks :)   |
| 1168983 | Machetanz has a unique situation. I am a teacher here and my child is on a boundary exemption so he rides with me every day. It would be nice to see children able to safely walk/ride bikes to school as the neighborhood has grown so much!   |
| 1169036 | School access is terrible! Better access needs to be addressed sooner than later There is only one main road in and out. All streets are narrow and not conducive to walking or biking especially with all the heavy construction traffic!  |
| 1168539 | I live right behind Machetanz Elemetary and for my child to stand at the bus stop for 5 minutes waiting on the bus during inclimate weather makes no sense when they can walk through the playground gate and be in the school within 5 minutes. Children are biking and walking through the neighborhood on a regular basis and I think with the addition of some speed bumps and crossing gaurds walking to school can be a safe and healthy alternative. |
| 1168691 | Bottom line - If Paddock were not so narrow with no sidewalk, I would let my children walk or ride a bike to school.  |
| 1168587 | Need a bike path near the school  |
| 1168530 | Next year he will be going to Teeland, which is less than 2 miles from his Grandparents house. I expect that there will be times he will walk home from there to his Grandparents.  |
| 1168571 | We cross school boundaries so waliking to school is out of the qesiton.   |
| 1168688 | Unhealthy to walk at this point. Lg dump trucks flying past.  |





## Parent Survey Report: One School in One Data Collection Period

**School Name:** Pioneer Peak Elementary School

**Set ID:** 11030

**School Group:** MSB Schools

**Month and Year Collected:** February 2014

**School Enrollment:** 0

**Date Report Generated:** 05/05/2014

**% Range of Students Involved in SRTS:** Don't Know

**Tags:**

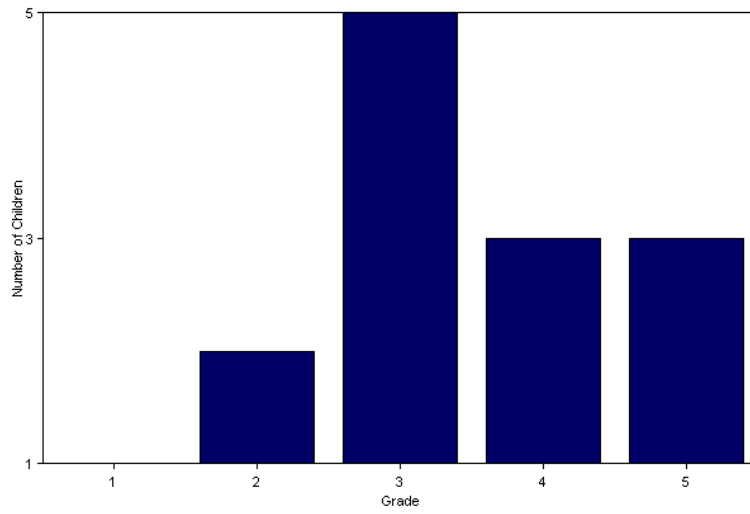
**Number of Questionnaires Distributed:** 300

**Number of Questionnaires  
Analyzed for Report:** 14

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.

\*\*Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

Grade levels of children represented in survey



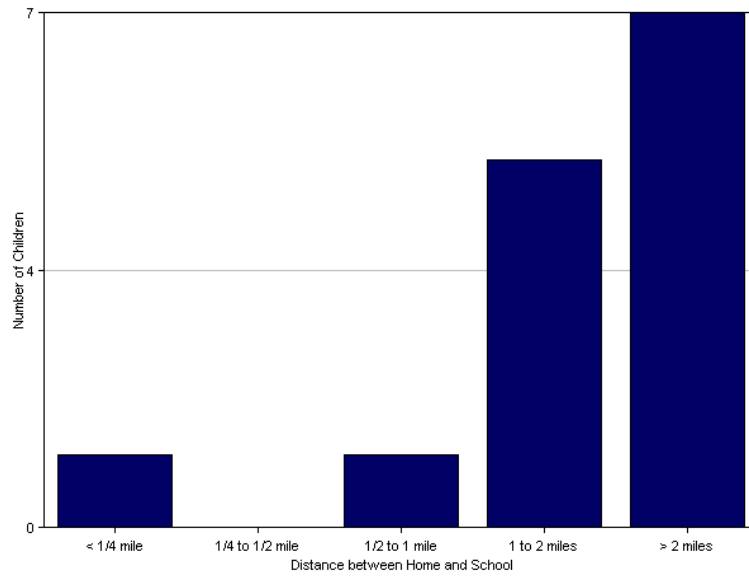
Grade levels of children represented in survey

| Grade in School | Responses per grade |
|-----------------|---------------------|
|                 | Number              |
| 1               | 1                   |
| 2               | 2                   |
| 3               | 5                   |
| 4               | 3                   |
| 5               | 3                   |

No response: 0  
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



Parent estimate of distance from child's home to school



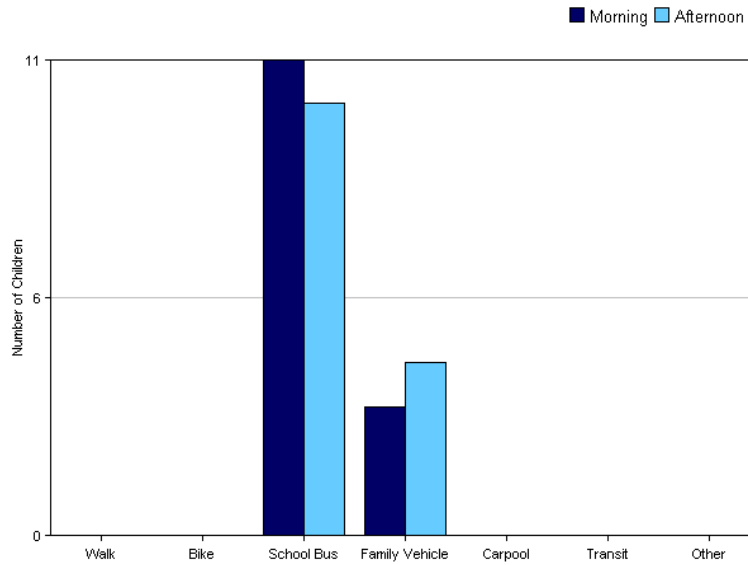
Parent estimate of distance from child's home to school

| Distance between home and school | Number of children |
|----------------------------------|--------------------|
| Less than 1/4 mile               | 1                  |
| 1/4 mile up to 1/2 mile          | 0                  |
| 1/2 mile up to 1 mile            | 1                  |
| 1 mile up to 2 miles             | 5                  |
| More than 2 miles                | 7                  |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

### 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      | 14              | 0    | 0    | 11         | 3              | 0       | 0       | 0     |
| Afternoon    | 14              | 0    | 0    | 10         | 4              | 0       | 0       | 0     |

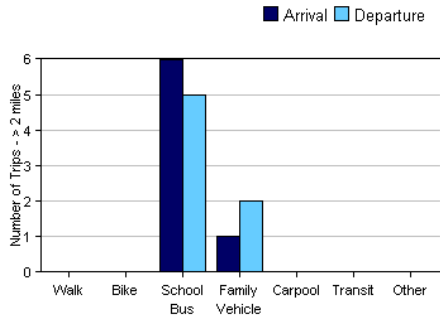
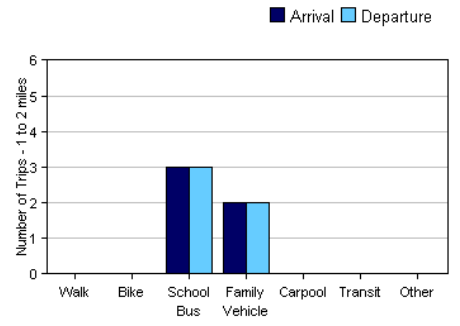
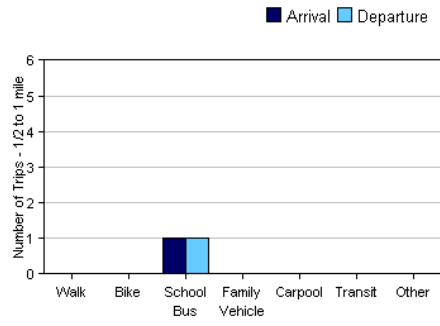
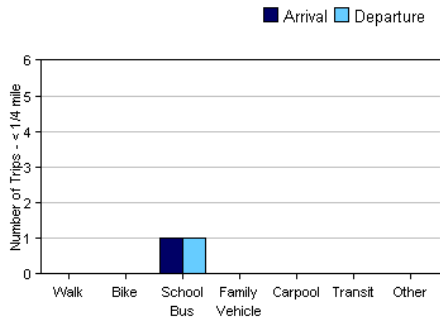
No Response Morning: 0

No Response Afternoon: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



### 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      | 1                      | 0    | 0    | 1          | 0              | 0       | 0       | 0     |
| 1/4 mile up to 1/2 mile | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/2 mile up to 1 mile   | 1                      | 0    | 0    | 1          | 0              | 0       | 0       | 0     |
| 1 mile up to 2 miles    | 5                      | 0    | 0    | 3          | 2              | 0       | 0       | 0     |
| More than 2 miles       | 7                      | 0    | 0    | 6          | 1              | 0       | 0       | 0     |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

School Departure

| Distance                | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile      | 1                      | 0    | 0    | 1          | 0              | 0       | 0       | 0     |
| 1/4 mile up to 1/2 mile | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/2 mile up to 1 mile   | 1                      | 0    | 0    | 1          | 0              | 0       | 0       | 0     |
| 1 mile up to 2 miles    | 5                      | 0    | 0    | 3          | 2              | 0       | 0       | 0     |
| More than 2 miles       | 7                      | 0    | 0    | 5          | 2              | 0       | 0       | 0     |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

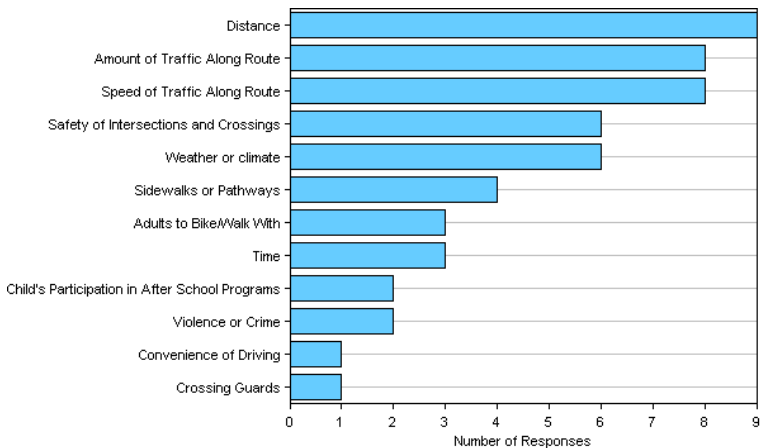


Number of children who have asked for permission to walk or bike to/from school by distance they live from school

| 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               | 1                  | 0                  | 0                       | 0                     | 1                    | 0                 |
| No                | 11                 | 0                  | 0                       | 1                     | 3                    | 7                 |

Don't know or No response: 2  
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

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                                       | 9                                  | 0                           |
| Amount of Traffic Along Route                  | 8                                  | 0                           |
| Speed of Traffic Along Route                   | 8                                  | 0                           |
| Safety of Intersections and Crossings          | 6                                  | 0                           |
| Weather or climate                             | 6                                  | 0                           |
| Sidewalks or Pathways                          | 4                                  | 0                           |
| Adults to Bike/Walk With                       | 3                                  | 0                           |
| Time   | 3                                  | 0                           |
| Child's Participation in After School Programs | 2                                  | 0                           |
| Violence or Crime                              | 2                                  | 0                           |
| Convenience of Driving                         | 1                                  | 0                           |
| Crossing Guards                                | 1                                  | 0                           |
| <b>Number of Respondents per Category</b>      | <b>12</b>                          | <b>0</b>                    |

No response: 2

Note:

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



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

| Level of support     | Number of children |
|----------------------|--------------------|
| Strongly Encourages  | 1                  |
| Encourages           | 0                  |
| Neither              | 9                  |
| Discourages          | 1                  |
| Strongly Discourages | 3                  |

Parents' opinions about how much fun walking and biking to/from school is for their child

| Level of fun | Number of children |
|--------------|--------------------|
| Very Fun     | 4                  |
| Fun          | 5                  |
| Neutral      | 2                  |
| Boring       | 0                  |
| Very Boring  | 0                  |

Parents' opinions about how healthy walking and biking to/from school is for their child

| How healthy    | Number of children |
|----------------|--------------------|
| Very Healthy   | 10                 |
| Healthy        | 2                  |
| Neutral        | 0                  |
| Unhealthy      | 0                  |
| Very Unhealthy | 0                  |

## Comments Section

| SurveyID | Comment  |
|----------|--|
| 1135064  | My older daughter is in 4th grade this year. If there was a crossing at my street, lighted path and crossing guard I would allow her to ride her bike to/from school in warmer weather. We would also walk/ride to the school on weekends and summer.  |
| 1137809  | Trying to have my kids ride bike with me is unsafe due to the road not having a sidewalk or a bike trail into the school. I would love for us to be able to ride bike or walk to school but with all the cars and small road its not safe.   |
| 1137810  | Route Lighting should also be added to question #10. This is a big factor (for me at least) in AK where arrival/departure is dark for a good portion of the school year. Add sidewalk/pedestrian path on Old Trunk (is it still called that?) on the portion from PW north to the turn to Pioneer Peak School. Add school zone speed limit there with flasher and "when children present" supplemental signage. Improve the crossing at New Trunk/PW. Add crossing guard? This is an intersection of two major arterials with a ton of traffic and is not safe with just the crosswalk and push button. The neighborhood streets that lead to the path on New Trunk should have wider shoulders or sidewalk/pedestrian paths. The borough needs to think of pedestrians in standard street sections and subdivision design review. Please email me if you'd like a volunteer - I'm a stay at home mom now, but am a civil engineer (10 years) and would love to help with the SRTS if I can. kjerstenolson@gmail.com |
| 1168986  | Currently a shorter more direct biking route is not available because a chain link fence divides the 4 Corners empty lot (corner of Palmer Wasilla and Trunk). Also, the road and parking lot into Pioneer Peak Elementary is very dangerous as a route for students because drivers are frequently texting while driving or driving aggressively. During the school year, I've seen fender benders and vehicles run over signs. The driving is horrendous! We recently moved from Anchorage where our children attended a neighborhood public school that promoted safe biking. Our children loved it and it was a great way to start and end the day.  |
| 1169117  | nice walking/biking trail for most of the way to school but no good way to get from trail out in front of 3 Bears into school  |
| 1135134  | Distance is the primary factor - we about 5 miles from school. If we lived closer, other items like traffic speed, sidewalks and crossing guards would become factors as well. I think the kids would like being able to walk or bike to school when the weather is decent, though.  |



## Parent Survey Report: One School in One Data Collection Period

**School Name:** Sutton Elementary School

**Set ID:** 11032

**School Group:** MSB Schools

**Month and Year Collected:** February 2014

**School Enrollment:** 0

**Date Report Generated:** 05/05/2014

**% Range of Students Involved in SRTS:** Don't Know

**Tags:**

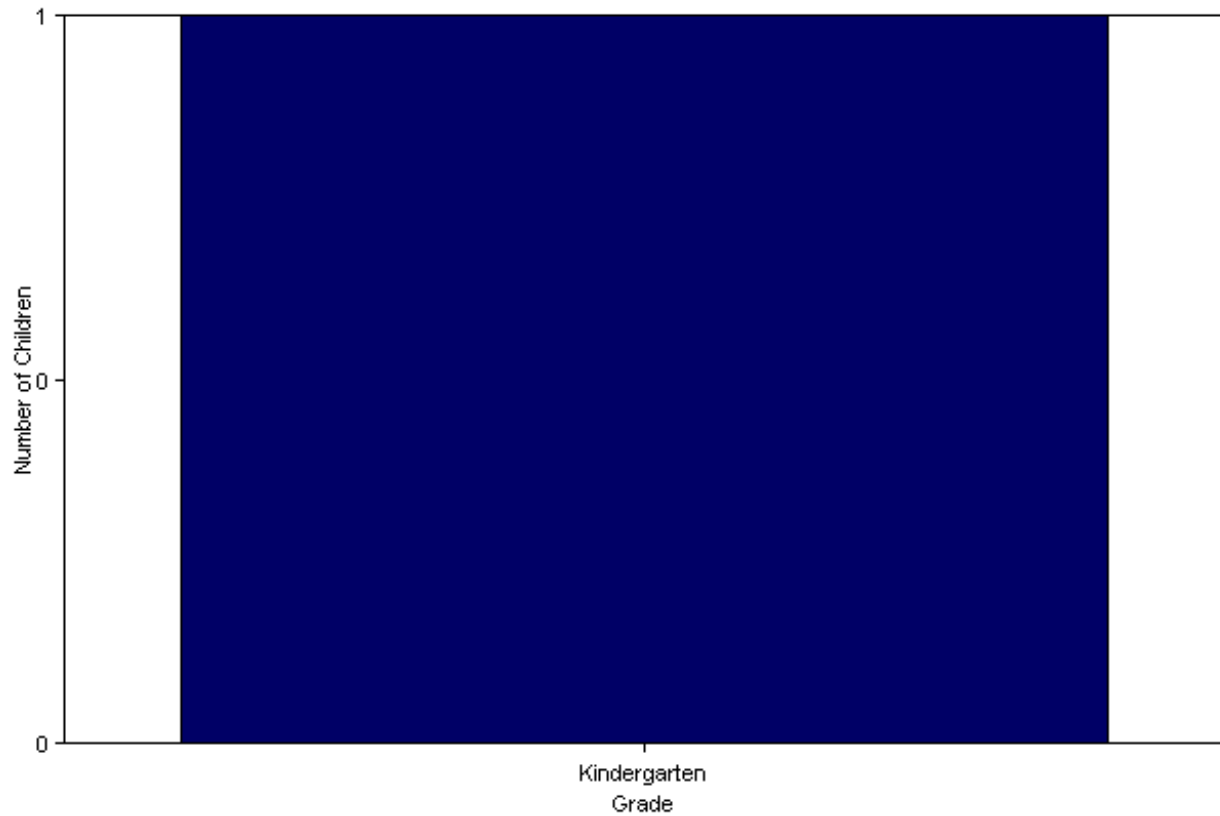
**Number of Questionnaires Distributed:** 300

**Number of Questionnaires  
Analyzed for Report:** 1

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.

\*\*Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

## Grade levels of children represented in survey



## Grade levels of children represented in survey

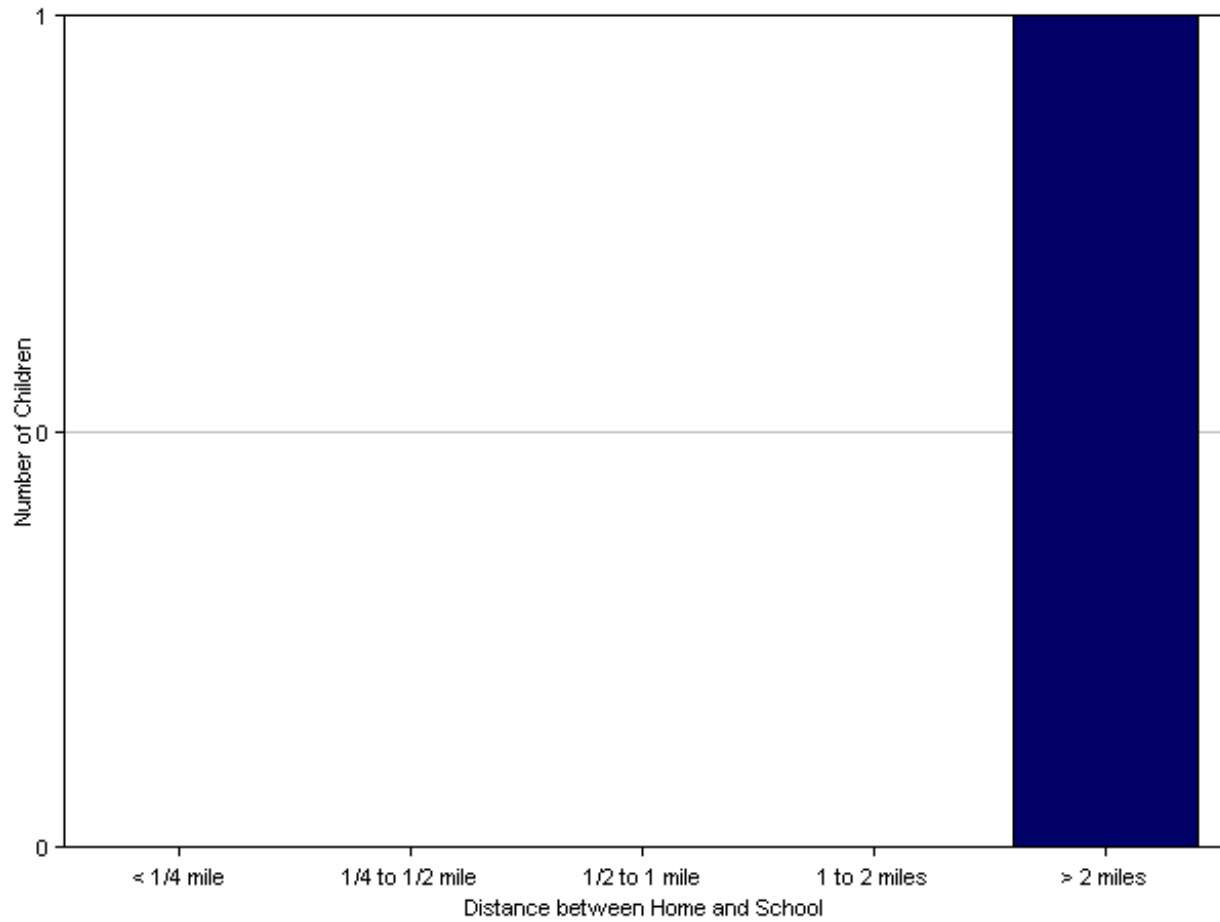
| Grade in School | Responses per grade |
|-----------------|---------------------|
|                 | Number              |
| Kindergarten    | 1                   |

No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



### 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 |
|----------------------------------|--------------------|
| Less than 1/4 mile               | 0                  |
| 1/4 mile up to 1/2 mile          | 0                  |
| 1/2 mile up to 1 mile            | 0                  |
| 1 mile up to 2 miles             | 0                  |
| More than 2 miles                | 1                  |

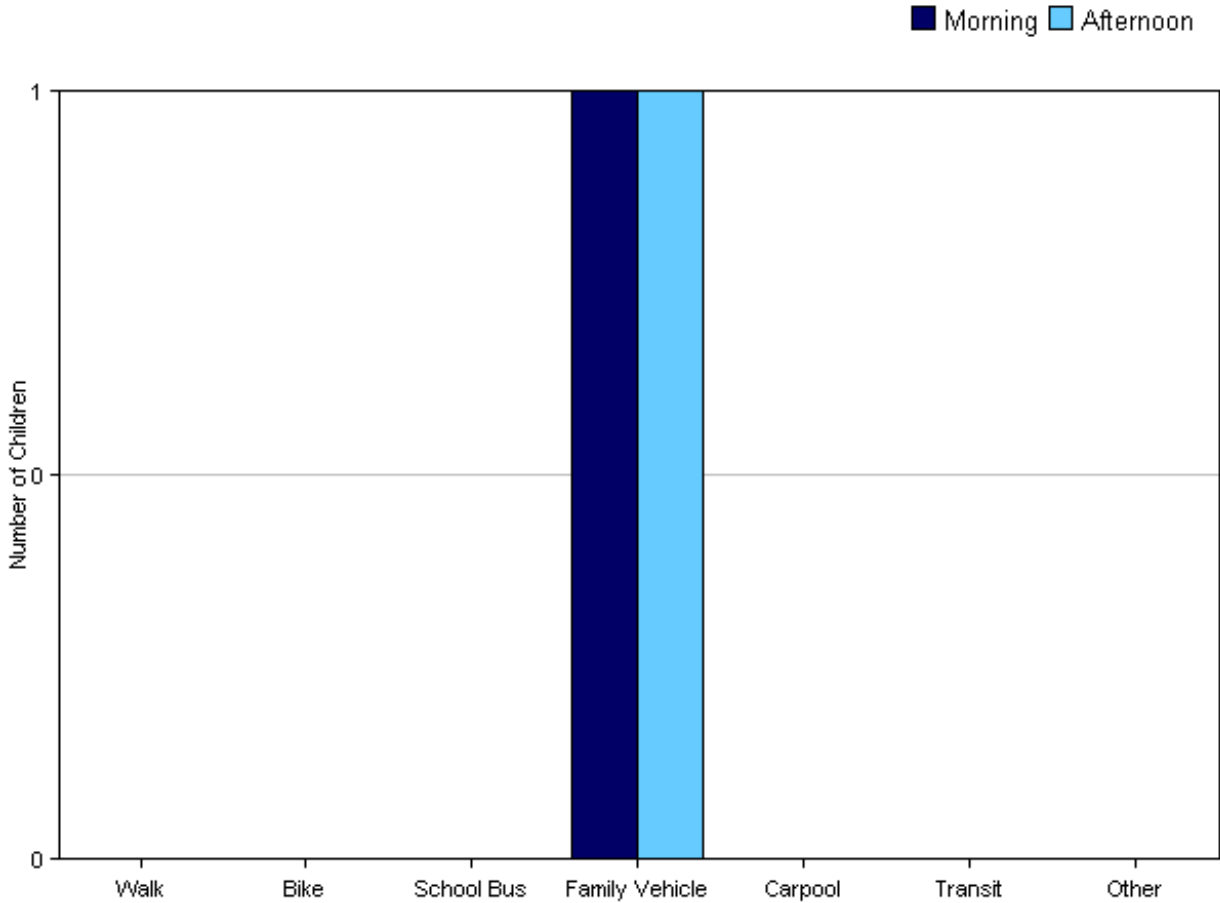
Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.





### Typical mode of arrival at and departure from school



### Typical mode of arrival at and departure from school

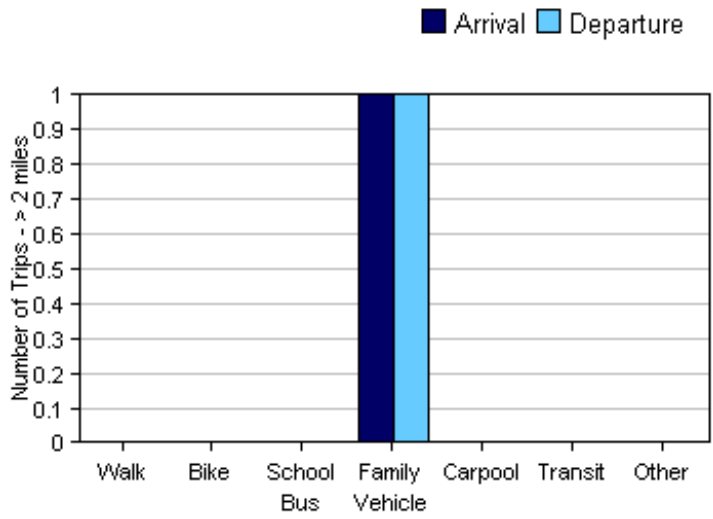
| Time of Trip | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|--------------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Morning      | 1               | 0    | 0    | 0          | 1              | 0       | 0       | 0     |
| Afternoon    | 1               | 0    | 0    | 0          | 1              | 0       | 0       | 0     |

No Response Morning: 0

No Response Afternoon: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

# 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      | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/4 mile up to 1/2 mile | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/2 mile up to 1 mile   | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1 mile up to 2 miles    | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| More than 2 miles       | 1                      | 0    | 0    | 0          | 1              | 0       | 0       | 0     |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

### School Departure

| Distance                | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile      | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/4 mile up to 1/2 mile | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/2 mile up to 1 mile   | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1 mile up to 2 miles    | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| More than 2 miles       | 1                      | 0    | 0    | 0          | 1              | 0       | 0       | 0     |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

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

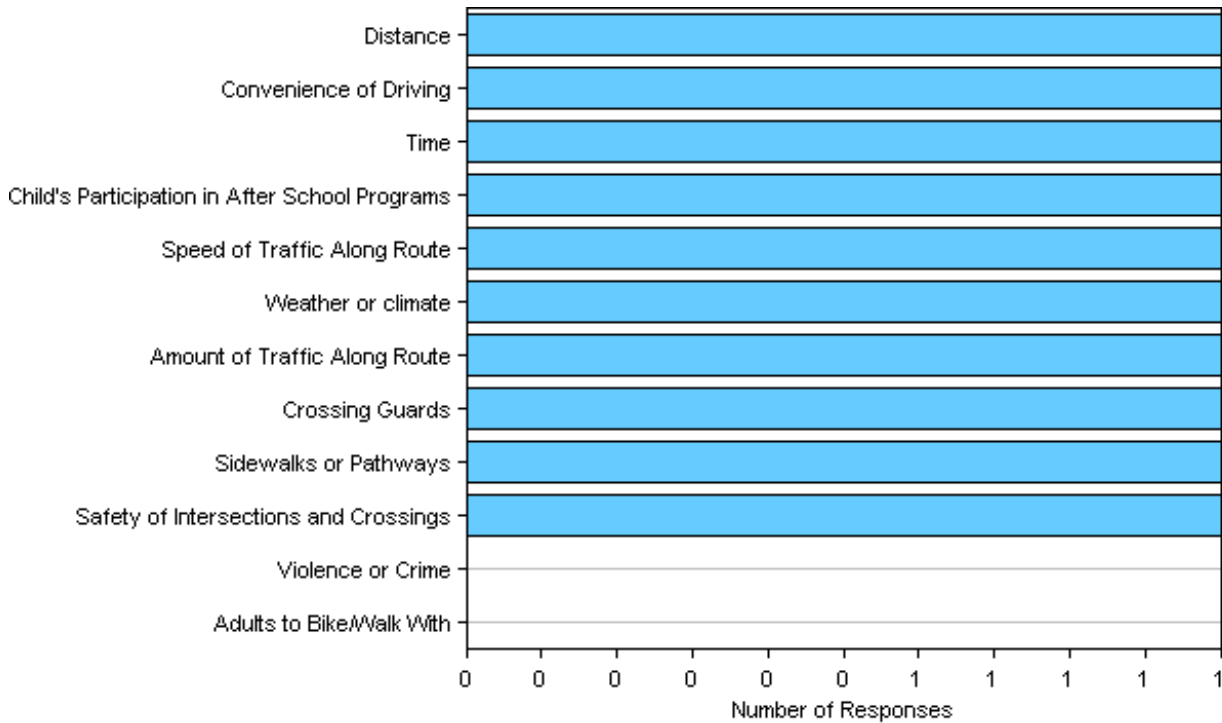
| Asked Permission? | Number of Children | Less than 1/4 mile | 1/4 mile up to 1/2 mile | 1/2 mile up to 1 mile | 1 mile up to 2 miles | More than 2 miles |
|-------------------|--------------------|--------------------|-------------------------|-----------------------|----------------------|-------------------|
| Yes               | 0                  | 0                  | 0                       | 0                     | 0                    | 0                 |
| No                | 1                  | 0                  | 0                       | 0                     | 0                    | 1                 |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



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                                       | 1                                  | 0                           |
| Convenience of Driving                         | 1                                  | 0                           |
| Time   | 1                                  | 0                           |
| Child's Participation in After School Programs | 1                                  | 0                           |
| Speed of Traffic Along Route                   | 1                                  | 0                           |
| Weather or climate                             | 1                                  | 0                           |
| Amount of Traffic Along Route                  | 1                                  | 0                           |
| Crossing Guards                                | 1                                  | 0                           |
| Sidewalks or Pathways                          | 1                                  | 0                           |
| Safety of Intersections and Crossings          | 1                                  | 0                           |
| Violence or Crime                              | 0                                  | 0                           |
| Adults to Bike/Walk With                       | 0                                  | 0                           |
| <b>Number of Respondents per Category</b>      | <b>1</b>                           | <b>0</b>                    |

No response: 0

Note:

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



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

| Level of support     | Number of children |
|----------------------|--------------------|
| Strongly Encourages  | 0                  |
| Encourages           | 0                  |
| Neither              | 1                  |
| Discourages          | 0                  |
| Strongly Discourages | 0                  |

Parents' opinions about how much fun walking and biking to/from school is for their child

| Level of fun | Number of children |
|--------------|--------------------|
| Very Fun     | 0                  |
| Fun          | 0                  |
| Neutral      | 1                  |
| Boring       | 0                  |
| Very Boring  | 0                  |

Parents' opinions about how healthy walking and biking to/from school is for their child

| How healthy    | Number of children |
|----------------|--------------------|
| Very Healthy   | 1                  |
| Healthy        | 0                  |
| Neutral        | 0                  |
| Unhealthy      | 0                  |
| Very Unhealthy | 0                  |

## Comments Section

| SurveyID | Comment   |
|----------|---|
| 1162934  | I live well outside the boundary for this school, so walking/bike riding is not really an option. |



## Parent Survey Report: One School in One Data Collection Period

**School Name:** Houston Middle School

**Set ID:** 11026

**School Group:** MSB Schools

**Month and Year Collected:** February 2014

**School Enrollment:** 0

**Date Report Generated:** 05/05/2014

**% Range of Students Involved in SRTS:** Don't Know

**Tags:**

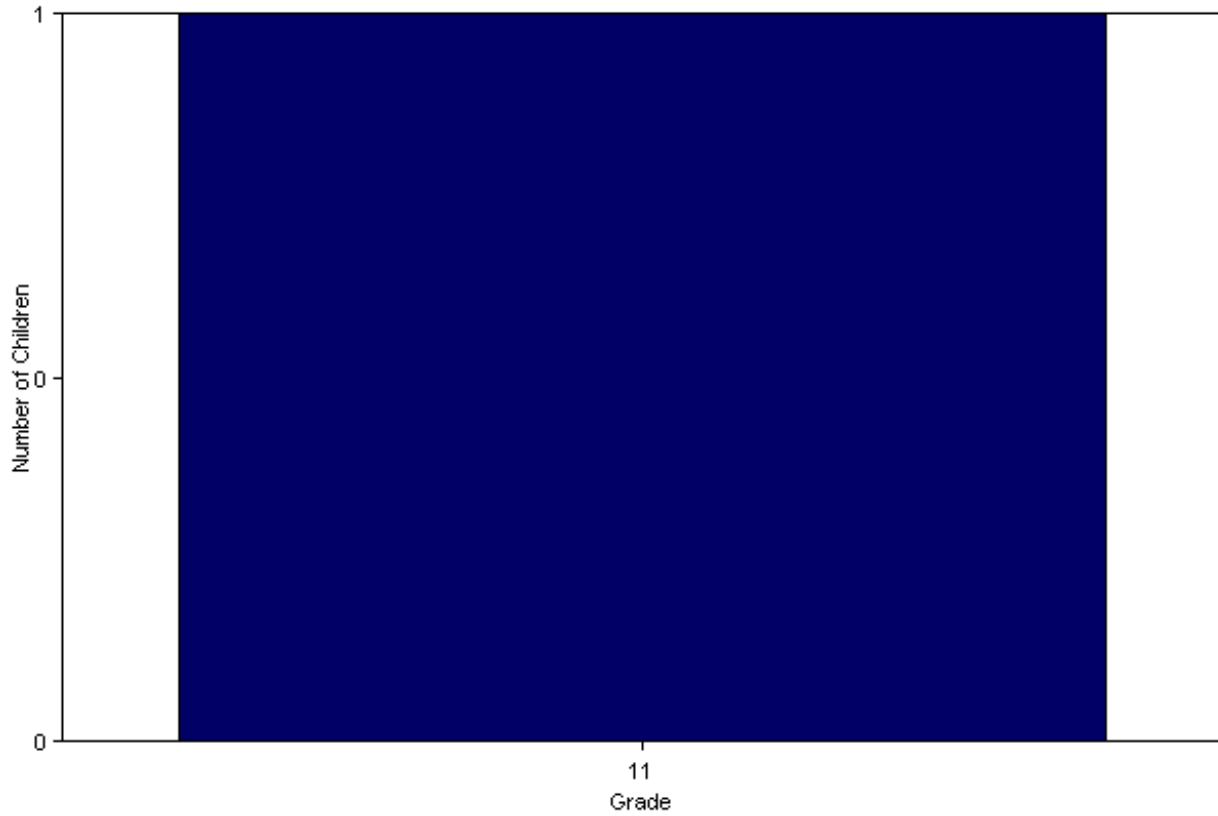
**Number of Questionnaires Distributed:** 300

**Number of Questionnaires  
Analyzed for Report:** 2

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.

\*\*Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

### Grade levels of children represented in survey



### Grade levels of children represented in survey

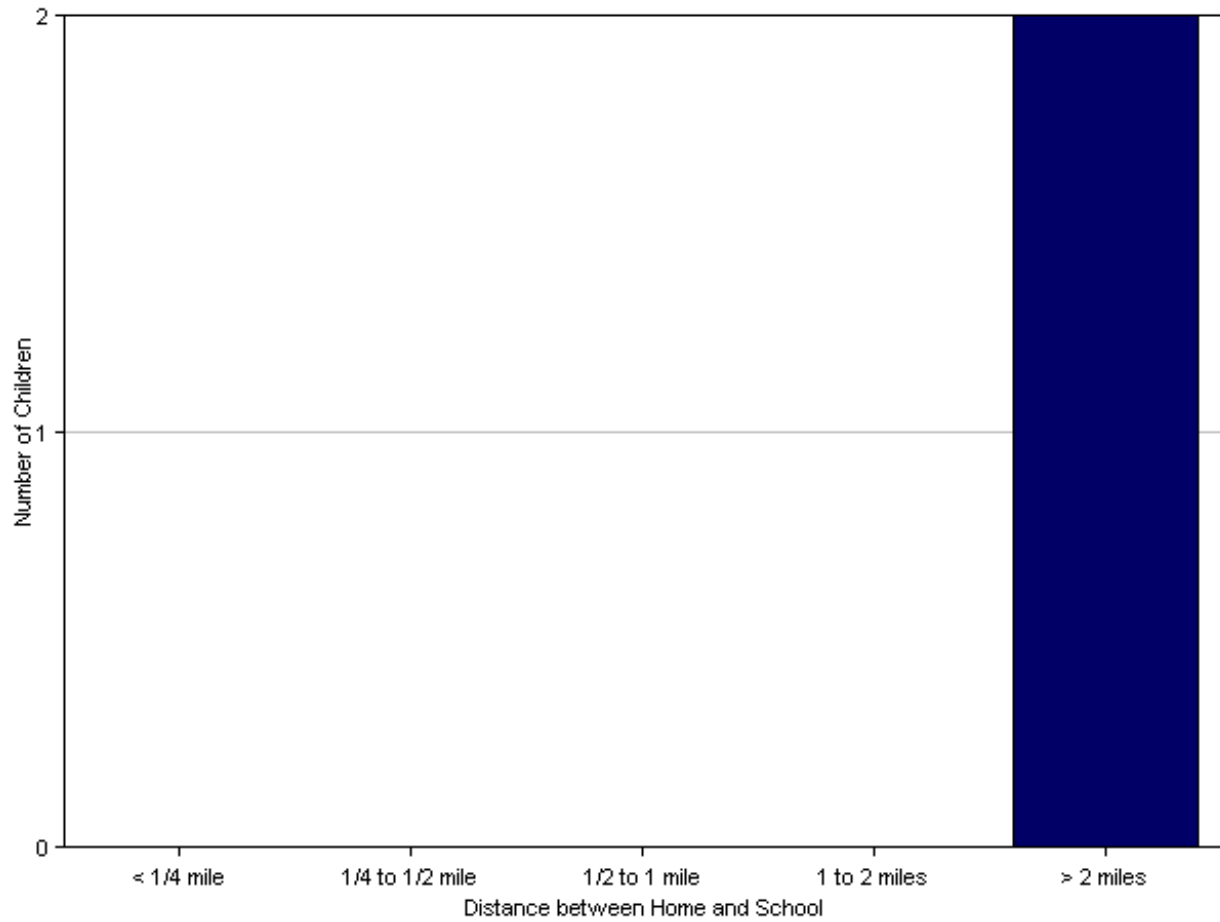
| Grade in School | Responses per grade |
|-----------------|---------------------|
|                 | Number              |
| 11              | 1                   |

No response: 1

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



### 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 |
|----------------------------------|--------------------|
| Less than 1/4 mile               | 0                  |
| 1/4 mile up to 1/2 mile          | 0                  |
| 1/2 mile up to 1 mile            | 0                  |
| 1 mile up to 2 miles             | 0                  |
| More than 2 miles                | 2                  |

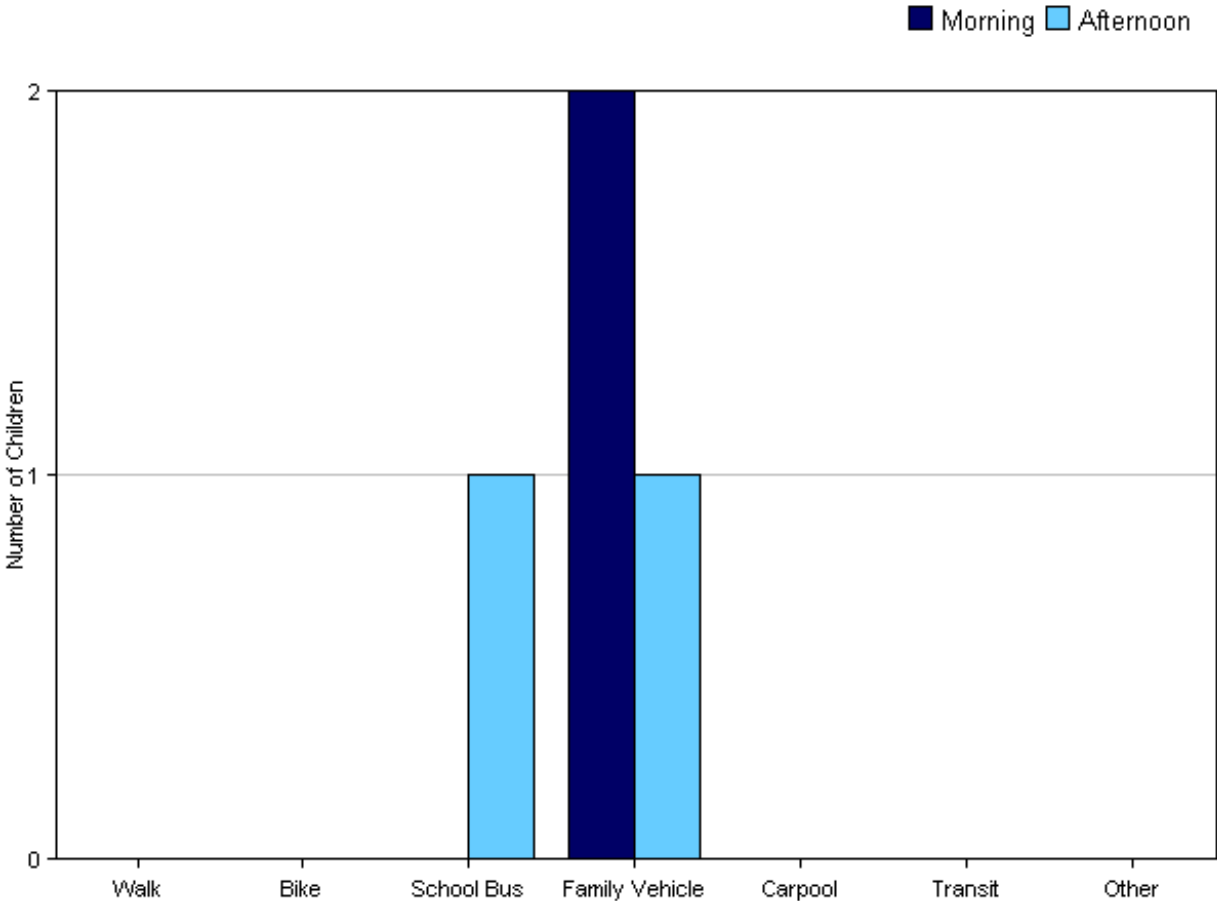
Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.





### Typical mode of arrival at and departure from school



### Typical mode of arrival at and departure from school

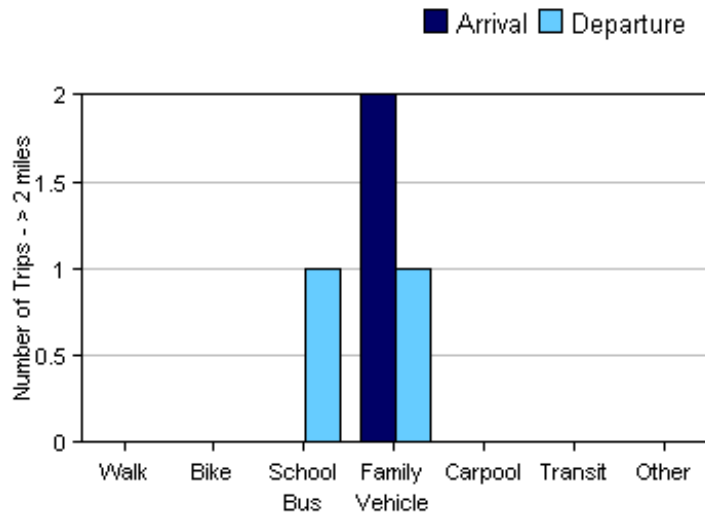
| Time of Trip | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|--------------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Morning      | 2               | 0    | 0    | 0          | 2              | 0       | 0       | 0     |
| Afternoon    | 2               | 0    | 0    | 1          | 1              | 0       | 0       | 0     |

No Response Morning: 0

No Response Afternoon: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

# 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      | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/4 mile up to 1/2 mile | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/2 mile up to 1 mile   | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1 mile up to 2 miles    | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| More than 2 miles       | 2                      | 0    | 0    | 0          | 2              | 0       | 0       | 0     |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

### School Departure

| Distance                | Number within Distance | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| Less than 1/4 mile      | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/4 mile up to 1/2 mile | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1/2 mile up to 1 mile   | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| 1 mile up to 2 miles    | 0                      | 0    | 0    | 0          | 0              | 0       | 0       | 0     |
| More than 2 miles       | 2                      | 0    | 0    | 1          | 1              | 0       | 0       | 0     |

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

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

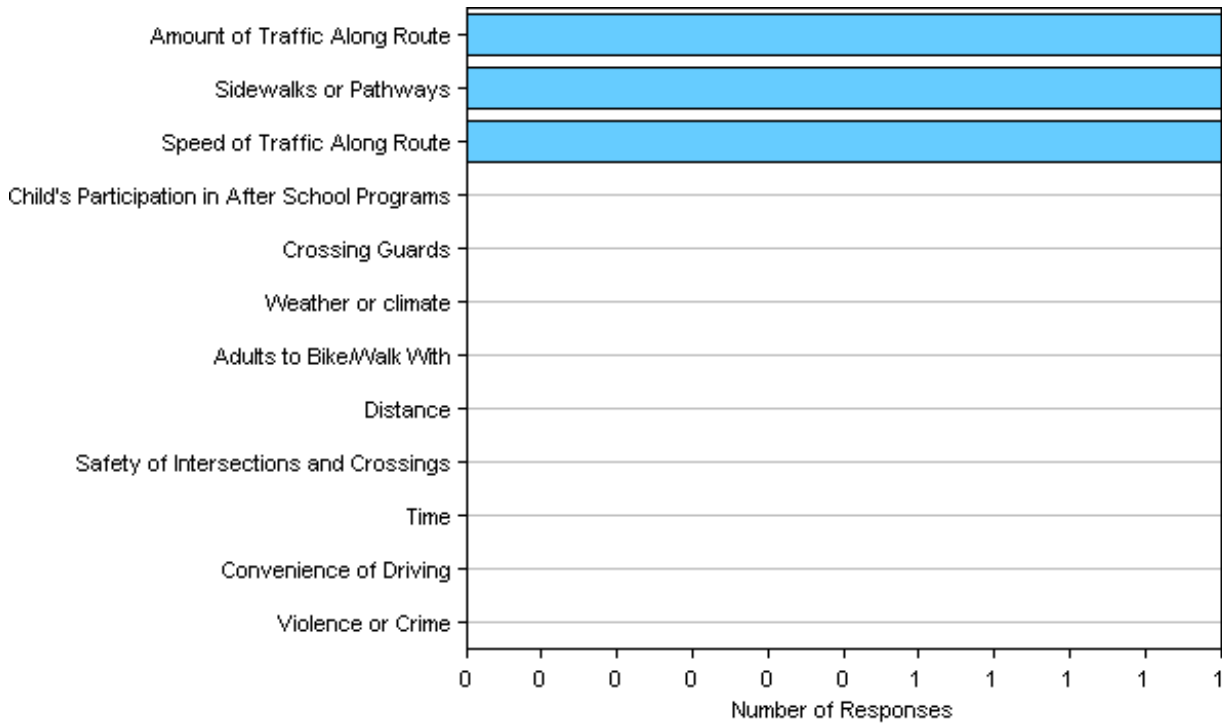
| Asked Permission? | Number of Children | Less than 1/4 mile | 1/4 mile up to 1/2 mile | 1/2 mile up to 1 mile | 1 mile up to 2 miles | More than 2 miles |
|-------------------|--------------------|--------------------|-------------------------|-----------------------|----------------------|-------------------|
| Yes               | 0                  | 0                  | 0                       | 0                     | 0                    | 0                 |
| No                | 1                  | 0                  | 0                       | 0                     | 0                    | 1                 |

Don't know or No response: 1

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.



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 |
|--|------------------------------------|-----------------------------|
| Amount of Traffic Along Route                  | 1                                  | 0                           |
| Sidewalks or Pathways                          | 1                                  | 0                           |
| Speed of Traffic Along Route                   | 1                                  | 0                           |
| Child's Participation in After School Programs | 0                                  | 0                           |
| Crossing Guards                                | 0                                  | 0                           |
| Weather or climate                             | 0                                  | 0                           |
| Adults to Bike/Walk With                       | 0                                  | 0                           |
| Distance                                       | 0                                  | 0                           |
| Safety of Intersections and Crossings          | 0                                  | 0                           |
| Time   | 0                                  | 0                           |
| Convenience of Driving                         | 0                                  | 0                           |
| Violence or Crime                              | 0                                  | 0                           |
| <b>Number of Respondents per Category</b>      | <b>1</b>                           | <b>0</b>                    |

No response: 1

Note:

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



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

| Level of support     | Number of children |
|----------------------|--------------------|
| Strongly Encourages  | 0                  |
| Encourages           | 0                  |
| Neither              | 0                  |
| Discourages          | 1                  |
| Strongly Discourages | 1                  |

Parents' opinions about how much fun walking and biking to/from school is for their child

| Level of fun | Number of children |
|--------------|--------------------|
| Very Fun     | 0                  |
| Fun          | 1                  |
| Neutral      | 0                  |
| Boring       | 0                  |
| Very Boring  | 0                  |

Parents' opinions about how healthy walking and biking to/from school is for their child

| How healthy    | Number of children |
|----------------|--------------------|
| Very Healthy   | 1                  |
| Healthy        | 0                  |
| Neutral        | 0                  |
| Unhealthy      | 0                  |
| Very Unhealthy | 1                  |

## Comments Section

| SurveyID | Comment   |
|----------|---|
| 1167748  | I do not currently have a child attending this school-I work here and can not ride a bike here due to safety concerns. There is no bike path or room on the road to ride a bike. It is extremely scary. A bike path on Kenlar and Hawk Lane would be greatly appreciated. |
| 1162933  | Hawk lane needs a bike lane it is the most unsafe route to and from a school I have ever seen...  |



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**APPENDIX B**

**PUBLIC INVOLVEMENT**

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## APPENDIX B

### Public Involvement Summary

Public input was an important component of this project. The table below summarizes the methods of public outreach that were used throughout the course of the project.

#### Public Involvement Process

| Activity                      | Date                 | Methodology   | Outcome   |
|-------------------------------|----------------------|---|---|
| <b>Kick-Off Letter</b>        | November 2013        | Distributed kick-off letter to school administrators informing them of the project and upcoming site visits | Received initial interest from several schools  |
| <b>Project Website</b>        | February 2014        | Webpage hosted by MSB   | Introduced SRTS project and provided information on becoming involved   |
| <b>Parent Attitude Survey</b> | February to May 2014 | Electronic survey tool through individual school websites and newsletters                                   | Gathered information about parents' concerns, interests, and ideas for improvements to walking/biking infrastructure near schools |
| <b>Task Force Meeting #1</b>  | March 20, 2014       | Invitation to school principals and stakeholders to discuss project and review draft document               | Gathered information about principals' concerns with the walking/biking situation around schools                                  |
| <b>Task Force Meeting #2</b>  | April 25, 2014       | Invitation to school principals and stakeholders to review revised document                                 | Received feedback on draft document and potential items to include in the toolkits  |

