Kansas
Safe Routes to School

Kansas
Department of Transportation

CITY OF WELLSVILLE

Safe Routes to School Plan

June 2025

PROJECT TEAM

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Kansas Safe Routes to School

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TOOLE DESIGN

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Chapter 1: Introduction

The City of Wellsville recognizes that schools are vital community resources and is committed to providing a safe environment for students traveling to and from school. To improve safety and transportation choices for students and residents, Wellsville partnered with Unified School District 289 to apply for and were awarded a Safe Routes to School (SRTS) Planning Grant from the Kansas Department of Transportation (KDOT).

Communities were selected based on the quality of their applications and the number of students living within a reasonable walking, biking, and rolling distance to school. The applications were also assessed based on need. Reviewers assessed the percentage of students eligible for free and reduced lunch based on household income, which often relates to car ownership and access, and indicates more reliance on walking, biking, and rolling for transportation. The grant award provided consultant support to develop this SRTS Plan for the following schools:

TABLE 1: SCHOOLS ADDRESSED IN THIS PLAN

School Name	Grades	Enrollment (2024-2025)	Eligible for Free & Reduced Lunch
Wellsville Elementary School	K-5	400	38%
Wellsville Middle & High School	6-12	400	38%

Plan Purpose

Developing a SRTS Plan is an important step for a community interested in increasing the number of students walking, biking, and rolling to school. SRTS initiatives use a holistic approach to make it safer for children to walk, bike or roll to school, and, where it is safe, encourage children and families of all backgrounds and abilities to enjoy the many benefits of active travel. This plan was developed to:

- Identify barriers or issues that might discourage students from walking, biking, or rolling to school,
- Develop a list of infrastructure projects that can be built to improve walking, biking, and rolling conditions for students, and
- Recommend policy or programmatic changes that encourage more students to walk, bike, or roll to school.

This plan focuses on key safety issues for pedestrians and bicyclists in locations closest to the schools and along key access routes that are most likely to have a significant impact on safety and mobility. The recommendations to address these issues include a combination of short-term, relatively inexpensive projects as well as some long-term, complex, and more expensive projects.

Successful implementation of this plan will require partnership among key community stakeholders, including city staff, school staff, and community advocates.

Timeline

Wellsville was awarded the SRTS Planning Grant in July 2024, and the planning effort began in the fall semester of the 2024-2025 school year. While the Wellsville Health Coalition was the lead applicant for the plan, city staff were supported by a local SRTS Team consisting of city officials, school personnel, district staff, residents, and KDOT representatives, listed on page 2. SRTS Team members participated in four meetings to provide input on existing conditions, comment on draft recommendations, and discuss the community's near-term priorities.

Community input was gathered via an Online Map and Caregiver Survey, which was open from September 11, 2024, to October 22, 2024. The map was promoted through the city webpage and school and community social media channels, and the survey was promoted via the school's email distribution platform. Feedback received from the online map and survey helped the project team understand existing conditions and community concerns before conducting in-person site visits. The site visits took place on October 15-16, 2024, and included observing school arrival or dismissal and an assessment of existing walking, biking, and rolling infrastructure immediately around each school.

FIGURE 1: PROJECT TIMELINE

What is Safe Routes to School?

The Kansas Safe Routes to School Vision is that Kansas students and their families of all backgrounds and abilities can walk, bike, and roll to school and in their communities safely, comfortably, and enjoyably. SRTS programs seek to accomplish this vision through a comprehensive set of strategies to improve safety and increase the number of students who walk, bike, and roll to school. These approaches are commonly known as the Es:

Education - Ensure that everyone learns how to travel safely through classes, training, and events that teach the skills needed to walk, bike, and roll safely.

Encouragement - Promote and generate enthusiasm around walking and bicycling as ways to travel using events, activities, and programs.

Engineering - Provide infrastructure like sidewalks, paths, and crossings that allow people to walk, bike, and roll safely within the community and to and from schools.

Evaluation - Track progress toward achieving goals by reporting on and assessing what approaches work (or don't) and identifying program changes that can improve outcomes.

Engagement - Listen to and empower students, families, teachers, community groups, and school leaders in creating a SRTS program that works uniquely for them.

Enforcement - Deter the unsafe behaviors of drivers, pedestrians, and bicyclists and help all road users obey traffic laws and share the road safely.

The Benefits of SRTS

SRTS efforts have a variety of benefits, including:

Improving safety for students walking, biking, and rolling. SRTS is focused on improving student safety during their journey to and from school. Through infrastructure improvements, walking, biking, and rolling to school can become a safer and more appealing choice for children and caregivers.

Improving physical and mental health. Habits for a healthy lifestyle begin in childhood. Regular physical activity – such as walking, biking, or rolling to school - is an important element of a healthy lifestyle, contributing to both physical and mental well-being. Physical activity has also been linked to improved academic performance.1

Creating more options for everyone. For families without regular access to a vehicle, it is especially important to have safe opportunities to walk, bike, or roll in and around their neighborhood and reduce transportation costs.

Improving quality of life for all residents. SRTS improvements benefit not only children, but impact quality of life for neighborhoods and the entire community. Shifting vehicle trips to walking, biking, or rolling trips can reduce greenhouse gas emissions, decrease school-related traffic congestion, and build stronger social connections.

FIGURE 2: WELLSVILLE ELEMENTARY SCHOOL

Chapter 2: Community Context and Current Travel Behaviors

This chapter offers background information and travel context for the two schools in Wellsville. The project team examined the following policies and practices to better understand the factors influencing students' ability and decision-making related to walking, biking, or rolling to school.

Sidewalks and Pathways

A few key roadways in Wellsville are missing sidewalks or have sidewalks in need of repair. The city has so far been unable to add sidewalks to W 1st Street due to the proximity of houses to the right-of-way and presence of drainage ditches, both of which increase the cost of such a project. However, the city should work with an engineer to reexamine the feasibility of such a project.

The city partially removed a paved walking path across the open field east of the elementary school due to maintenance costs. Despite this, students continue to use the now unpaved route to access W 4th Street and the neighborhoods east of the school.

Other planned sidewalk projects include:

- **Pendleton Avenue Sidewalk**: The Pendleton Avenue improvement project is a roadway rehabilitation effort between Main Street and Poplar Road, which would include sidewalks if additional funding is secured. The proposed sidewalk on the south side would need to accommodate drainage pipes under each driveway.
- **Atteberry Homes Trail**: Atteberry Homes is building a housing development south of the Elementary School and west of the Middle and High school. As part of this development, Atteberry homes plans to construct a new walking path that curves around the south of the development and plans to connect to both school campuses.

Bicycle and Pedestrian Crashes

KDOT records through 2023 were evaluated and show only one collision involving a pedestrian near Wellsville. This incident took place around 1:30 pm on January 4, 2022, on the southern shoulder of Interstate 35. There were no recorded major or minor injuries during this incident. See Figure 3 below. Notably, while too recent to appear in KDOT crash records, about a month before the site visit for this project, a driver struck a Wellsville Elementary School administrator who was directing traffic on Ash Street during dismissal.

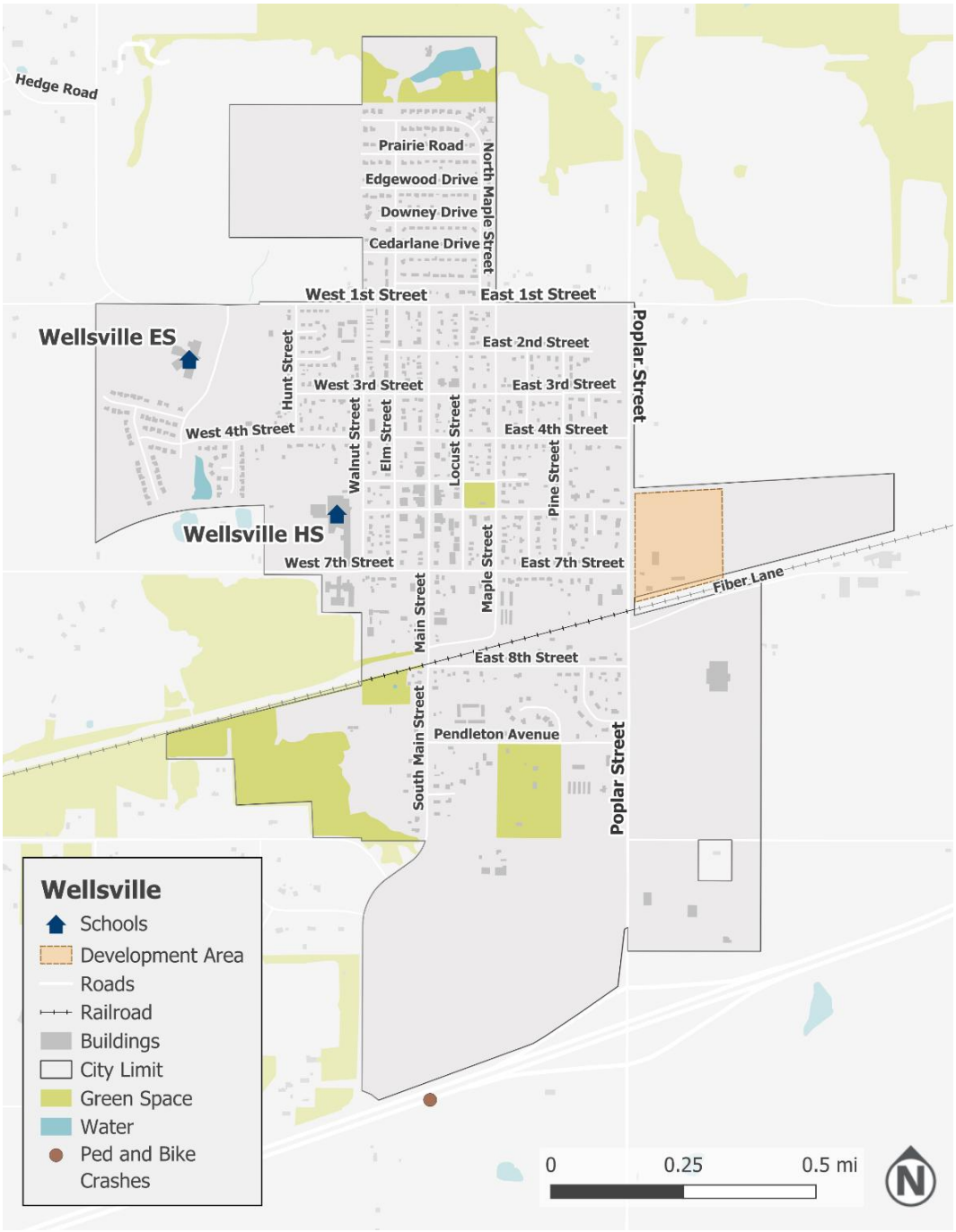


FIGURE 3: BICYCLE AND PEDESTRIAN CRASH MAP

Community Concerns

An interactive online map was available from September 11, 2024, to October 22, 2024, to allow community members to pinpoint locations where safety was a concern. The map received 120 responses from Wellsville community members (results were not limited to caregivers and students). Concerns covered much of the community and while this plan focused on areas closer to the schools, webmap comments were shared with the City of Wellsville to review any concerns that are not otherwise addressed in this plan.

All responses were recorded and the issues that received the most pinpoints and comments were:

- Crossings (33)
    - There is too much traffic.
    - There is no crossing guard to help.
    - There is no marked crosswalk.
- Sidewalks (27)
    - The sidewalk is missing.
    - The sidewalk is narrow or in disrepair.
- Traffic (26)
    - Drivers go too fast.
    - Drivers don't stop for people crossing the street.

Other comments included:

- Winter weather deters students from walking, biking, or rolling.
- Widespread issue with speeding teenagers.
- Bike lanes and flashing beacons are needed at intersections.
- Bike trails and bike paths desired in town to keep kids safe when riding to school.

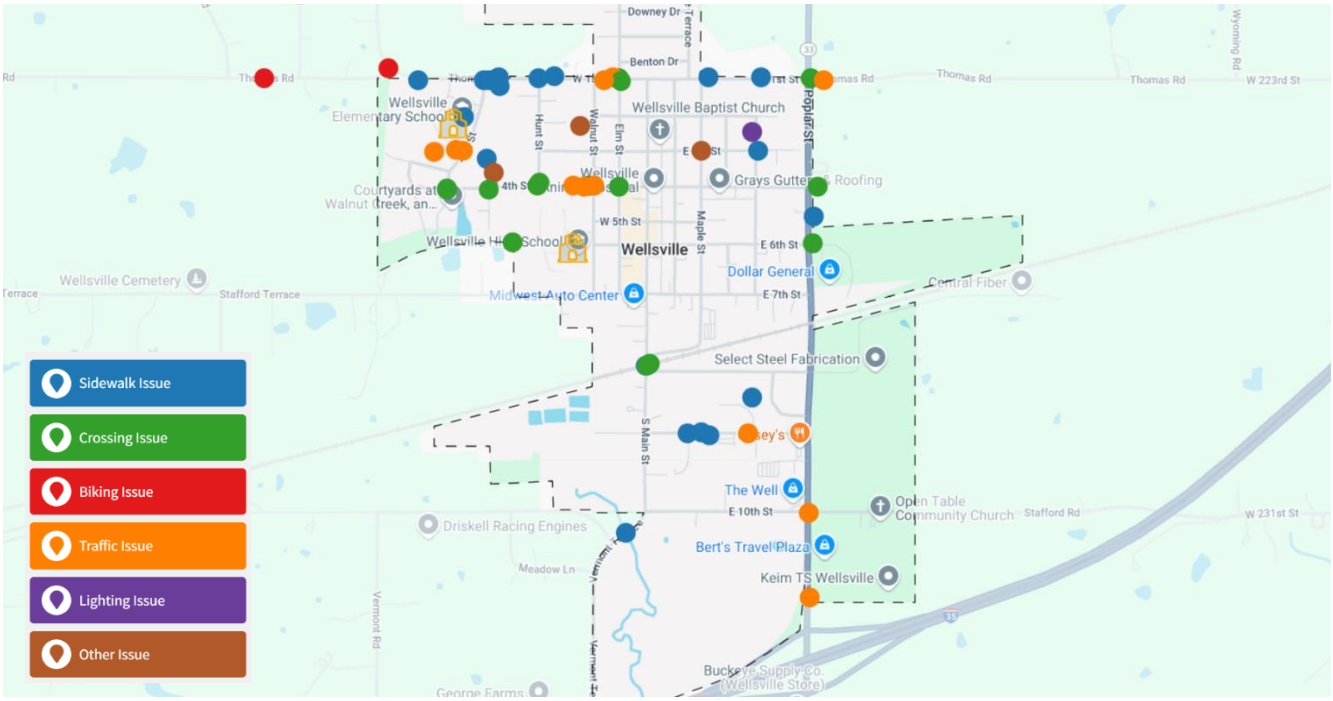


FIGURE 4: WELLSVILLE SAFE ROUTES TO SCHOOL WEB MAP RESULTS

Current Student Travel Patterns

In addition to observing school arrival or dismissal during site visits, information about student travel to school was collected through a Caregiver Survey and Student Travel Tallies.

The tables and charts below provide information about trends in student travel to and from school. ***Note that the survey response rate represents a fraction of the student population and may not reflect the experiences and perspectives of all families.***

Caregiver Survey

The **Caregiver Survey** was open from September 11, 2024, to October 22, 2024. The survey asked questions about the "why" behind travel to and from school, e.g., how far families live from school and other barriers, and attitudes around walking, biking, or rolling.

There were 328 caregivers that responded to the survey, with 224 completing the survey and 104 partially completing it. Most respondents (71%) were elementary and middle school caregivers. Of the 253 respondents who answered the question, "What is the most common way your child travels to school?" nearly half (48%) of respondents indicated they currently drive their student to school, citing distance, traffic safety, and a lack of sidewalks and safe crossings as their top three concerns when considering how their student gets to and from school (see Figure 5). Results show most students being driven by caregivers in the morning, and then walking, biking, carpooling, or riding the school bus home after school.

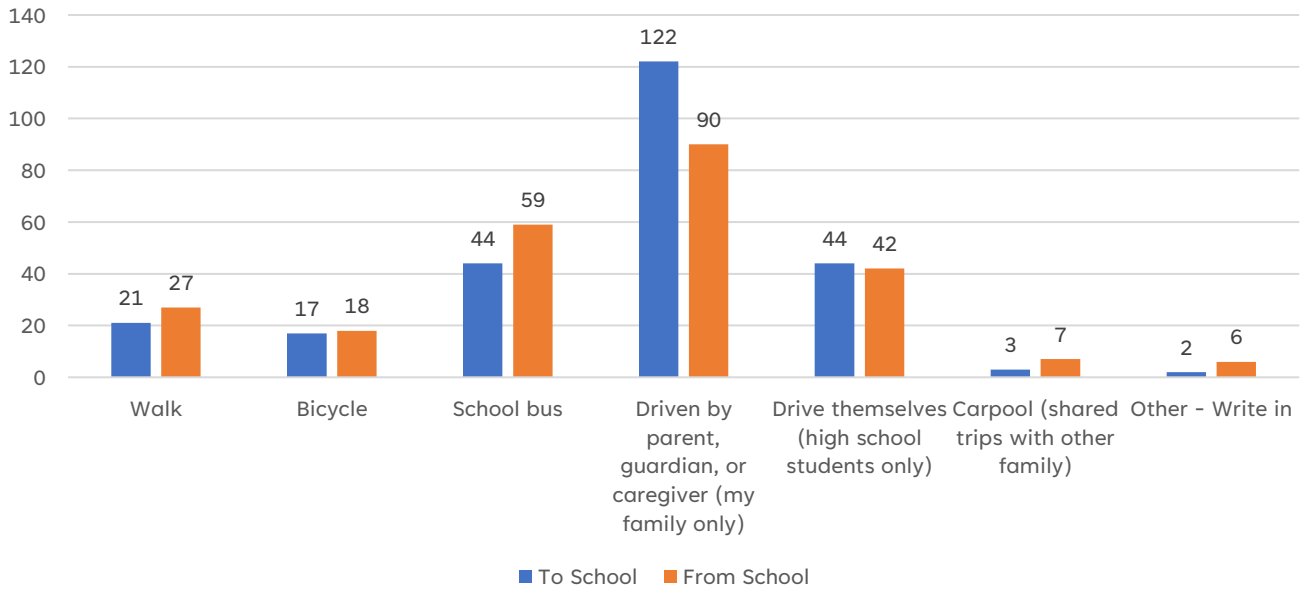


FIGURE 5: MOST COMMON REPORTED MODE OF TRAVEL (TO & FROM SCHOOL)

The survey also asked, "Ideally, how would you like your child to travel to and from school?" and received 384 responses because respondents could select multiple options. Driving their child to school was still the most favored choice, with 128 responses. Additionally, 49 preferred their child to bike to school and 48 preferred walking. Notably, a higher number expressed a desire for increased carpooling (see Figure 6).

The results highlight the diversity of preferences among parents and caregivers. While convenience and safety likely drive the popularity of personal vehicle use, the interest in active travel modes like walking, biking, or rolling reflects a growing consideration for health and sustainability. Support for carpooling also

indicates an openness to collaborative solutions.

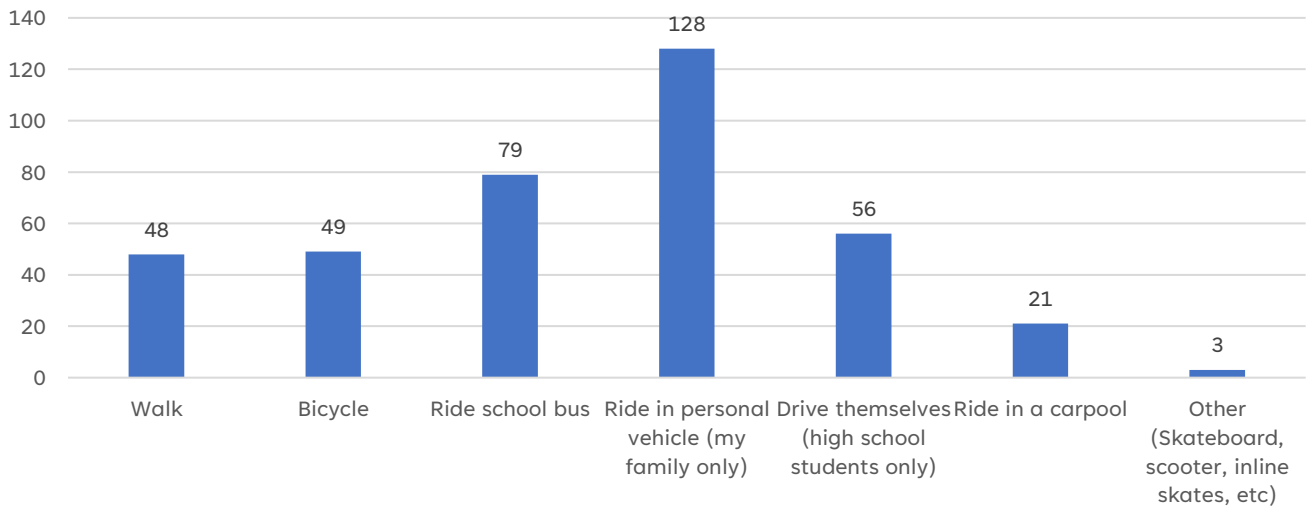


FIGURE 6: IDEAL TRAVEL MODE TO SCHOOL

Figure 7 shows that, among survey respondents, 46% of students live 1.5 miles or more from school. However, 28% of respondents reported living 0.5 mile or less from school, which is generally considered a reasonable walking distance for students who are upper elementary school age or older. If distance were the only factor influencing travel choices, it is reasonable to expect a higher number of students walking. However, it is evident that other barriers impact the feasibility of walking as a mode of transportation.

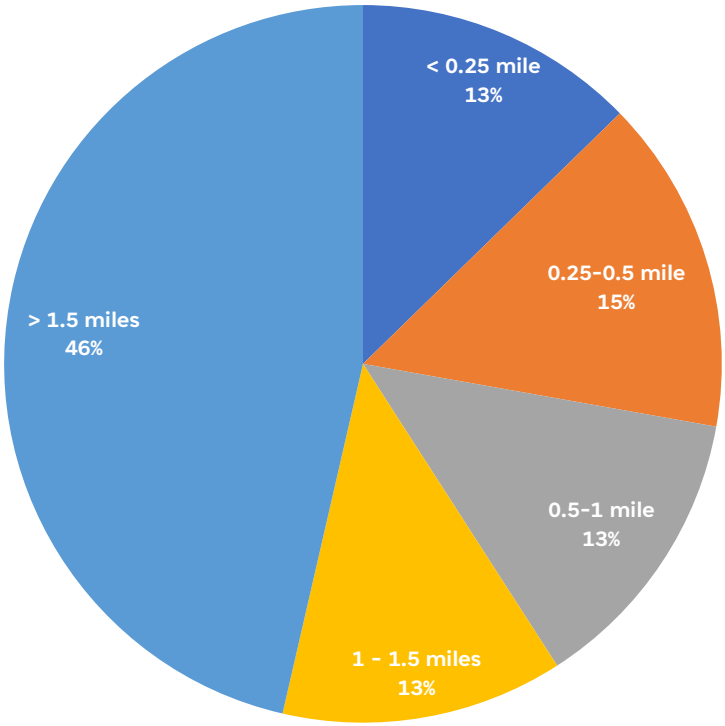


FIGURE 7: STUDENT TRAVEL DISTANCES TO SCHOOL

Student Travel Tallies

Classroom teachers took Student Travel Tallies on October 15 and 16, 2024. The tallies show what is happening at single point in time. Within each classroom, teachers asked and recorded student responses to questions about how they got to school and how they planned to travel home from school that day.

TABLE 2: REPORTED MODE OF TRAVEL TO SCHOOL IN THE MORNING

Grade Level	Walk	Bike	School Bus	Family Vehicle	Drive Themselves	Carpool	Other	Total Tallies
Elementary	14	10	52	147	N/A	3	0	226
Middle & High School	43	26	35	188	115	10	8	425

TABLE 3: REPORTED MODE OF TRAVEL FROM SCHOOL IN THE AFTERNOON

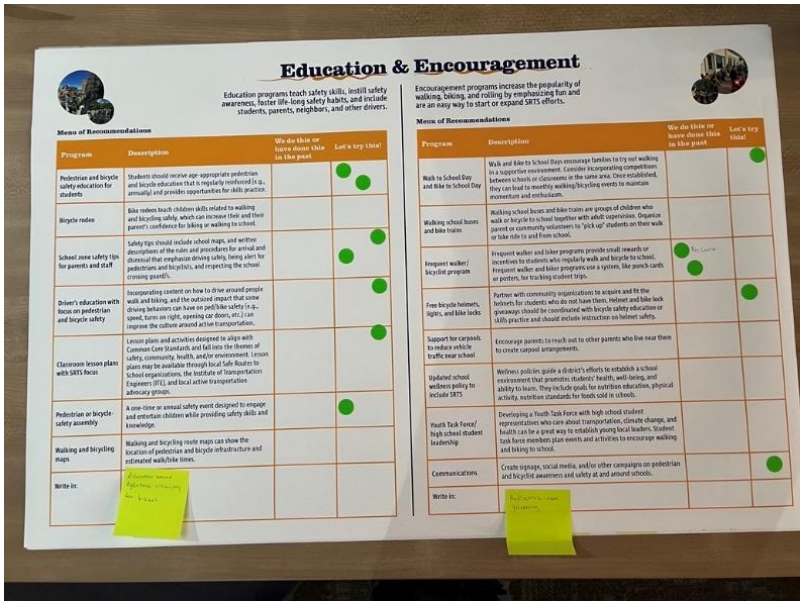
Grade Level	Walk	Bike	School Bus	Family Vehicle	Drive Themselves	Carpool	Other	Total Tallies
Elementary	34	9	74	95	N/A	4	10	226
Middle & High School	67	26	22	170	113	18	6	422

At both schools, more students are driven to school in the morning than are picked up in the afternoon, confirming survey results. The number of students who reported walking home in the afternoon is nearly double that of the morning. The number of students biking remains consistent throughout the day. In the afternoon, more elementary school children ride the bus compared to the morning; however, fewer high school students ride the bus in the afternoon than in the morning. This may be due to students staying after school for extracurricular activities, games, or opting to catch rides with friends.

Pop-Up Event

The project team held concurrent pop-up events on October 16, 2024, from 4:00 to 6:30 pm at both the Elementary and Middle and High School during parent-teacher conferences. The goal was to have conversations with families to identify barriers to safe walking, biking, and rolling routes. Stations allowed parents, caregivers, and students to mark specific areas of concern, suggest improvements, and discuss safety challenges. More than 50 participants stopped by, identifying issues such as the need for crosswalks near school zones, the desire for improved lighting, and concerns about driver speeds near residential areas. Participants discussed student behaviors and walking, biking, and rolling behaviors, including student's after school activities and how middle and high school students may walk to pick up their younger siblings at the elementary school. Participants could also scan a QR code to complete the online survey.

FIGURE 8: POP-UP EVENT DURING PARENT-TEACHER CONFERENCES AT WELLSVILLE SCHOOLS



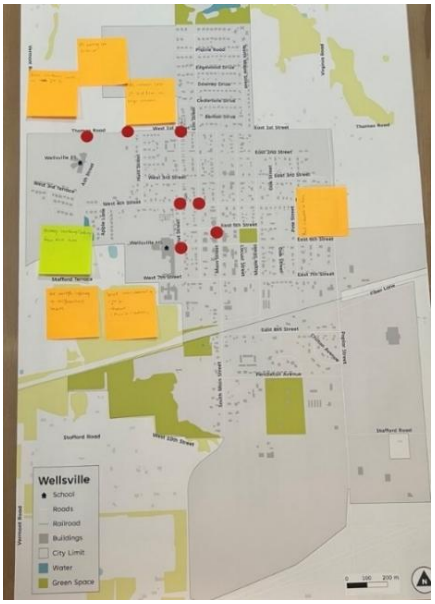


FIGURE 9: RESIDENTS PROVIDED COMMENTS ON THE POSTERS AND LARGE MAP DURING THE POP-UP EVENT

Chapter 3: Engineering Recommendations

This chapter describes the project team's overall approach to identifying engineering (infrastructure) issues and recommendations and includes a summary of observations and engineering recommendations for each school.

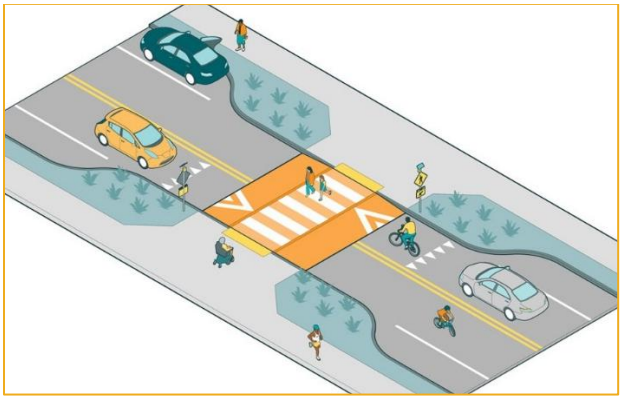
Our Approach

Centering Children's Travel Needs

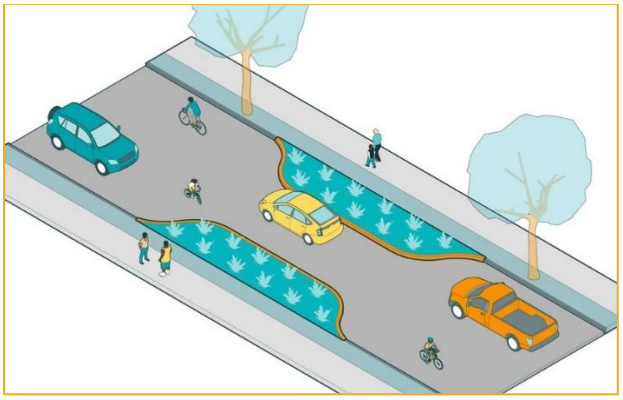
Children are different sizes and have different physical and cognitive capabilities than adults. The engineering recommendations in this plan adhere to the following principles to create safe walking and bicycling environments for children:

1 Provide dedicated space for walking/biking

2 Simplify crossings



3 Increase visibility



4 Design for safe vehicle speeds

Observations and Walk Audits

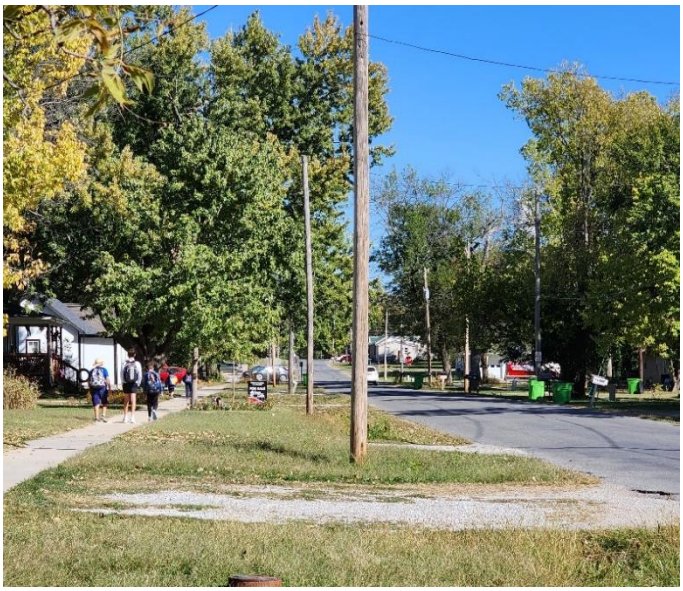
Wellsville Elementary

- **Date and time of observations:** The project team observed arrival from 7:30 to 8:00 AM on Tuesday, October 15, 2024, and dismissal on Wednesday, October 16, 2024, at 3:00 PM.
- **Arrival:** During arrival, parents and caregivers dropped children off in the east side parking lot of the elementary school along Ash Street and along the south side of the building via the south driveway. Buses dropped off students on the north side of the school. Students entered the building through the north, east, and south entrances.
- **Dismissal:** At dismissal, caregivers picking their students up in a vehicle used the south parking lot. Some caregivers opted to park farther away on W 4th Street to avoid the traffic near the schools and had their children walk to the car, allowing for a quicker exit from the area. Caregivers queued on Ash Street but were not allowed to enter the car loop until pedestrians and cyclists had a chance to cross Ash Street. Upon exiting the loop, drivers were only allowed to turn right on Ash Street, funneling all traffic to W 4th Street, which functions as the main east-west corridor from this location.
- **Crossing guard:** During both arrival and dismissal, there was one crossing guard on duty. In the mornings, the crossing guard was stationed at the entrance of the south driveway of the elementary school. In the afternoons, the crossing guard was positioned at the crosswalk on Ash Street leading to the old walking path and open field on the east side of the school. Additionally, the principal oversaw dismissal duties at the car loop on the south side of the school.
- **Behaviors:** Safety concerns were evident in various aspects of pedestrian and cyclist behavior and infrastructure. Despite the crossing guard's efforts, some children crossed streets hastily without checking for traffic, particularly on Ash Street. Vehicle traffic on Ash Street and the lack of sidewalks on W 1st Street pushed most walkers, bikers, and rollers onto 4th Street. The absence of bike lanes forced students to share the single sidewalk on the north side of W 4th Street, creating conflicts between walkers, bikers, and rollers. Additionally, speeding drivers leaving the school posed safety risks for students.

FIGURE 10: ELEMENTARY STUDENTS AT DISMISSAL BEFORE CAREGIVERS CAN ENTER THE CAR LOOP

Wellsville Middle & High School

- **Date and time of observations:** The project team observed dismissal from 3:00 to 3:30 PM at Wellsville Middle and High School on Tuesday, October 15, 2024.
- **Dismissal:** At dismissal, the main pick-up location is on the east side parking lot of the high school along Walnut Street. In addition, many students exited the high school grounds through the student parking lot on the north side. This area was not utilized by parents or caregivers for pick-up purposes. Several students walking, biking, and rolling used the student parking lot to exit campus. Buses queue on the south side of the building and depart between 3:05-3:10 PM.
- **Crossing guards:** No crossing guards were present at the Middle and High School during the observation.
- **Behaviors:** A law enforcement officer monitors the student parking lot primarily to deter speeding. Students on foot or on bikes travel along the perimeter of the lot to avoid conflicts with moving vehicles. Pedestrians exit the parking lot to the north via a driveway leading to W 4th Street. However, the lack of sidewalks along this driveway forces students to walk on a thin strip of grass or within the driveway. Upon reaching W 4th Street, students must navigate heavy traffic from the Elementary School dismissal to access the sidewalk on the north side of the street. There is no marked crosswalk to help students get safely across the street, and many choose to walk on the south side where there is no sidewalk, stepping through private property. Students exiting from the east side of campus traveled along the sidewalk on Walnut Street with pedestrians and bicyclists sharing space, leading to potential conflicts. Some students cross 7th street to get to the assisted living facility located south of the Middle and High school after school, which can lead to conflicts with traffic and departing school buses at that location.



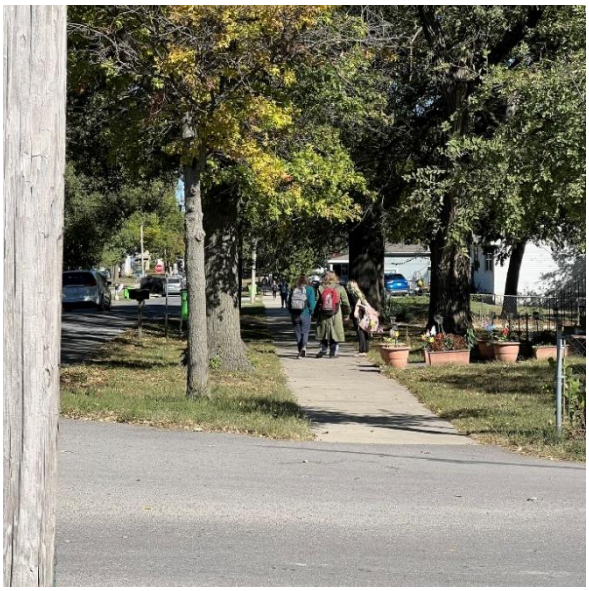


FIGURE 11: STUDENTS WALKING HOME ON W 4TH STREET AND ON WALNUT STREET

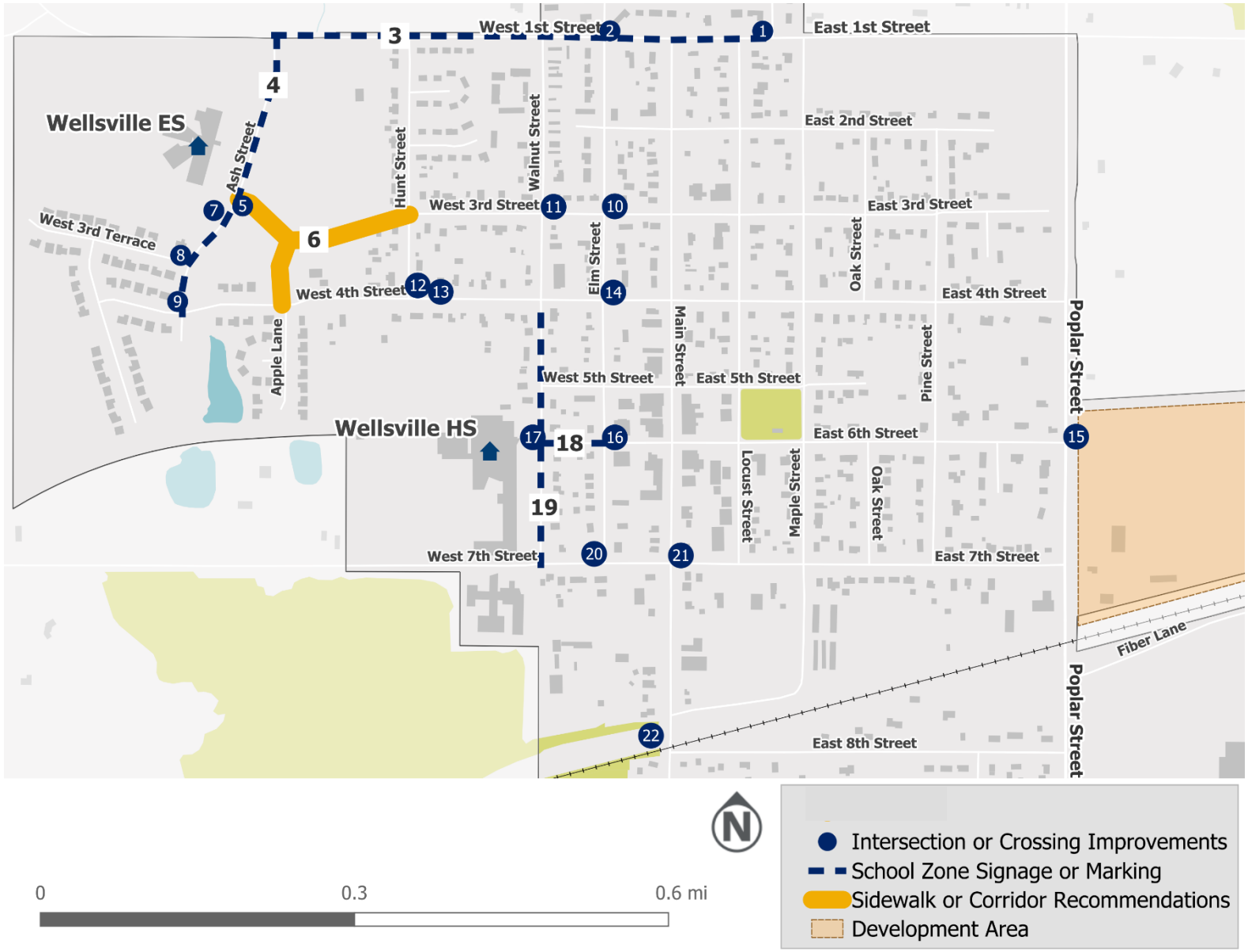


FIGURE 12: MAP OF WELLSVILLE SCHOOLS ENGINEERING RECOMMENDATIONS

TABLE 4: WELLSVILLE ELEMENTARY, MIDDLE, AND HIGH SCHOOL ENGINEERING RECOMMENDATIONS

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Map ID	Location	Issue	Recommendation	Lead Implementer(s)
1	E 1st Street & N Maple Terrace	Crosswalk markings on the west side of the intersection not high-visibility.	Remark existing crosswalk on the west side of the intersection across 1st Street with high-visibility markings.	City of Wellsville
		Concern about lack of driver yielding along E 1st Street	Install Rectangular Rapid Flashing Beacon (RRFB) for the crosswalk on the west side of the intersection across W 1st Street	City of Wellsville
2	W 1st Street & Elm Street	Crosswalk markings on the east side of the intersection are faded and are not high visibility.	Remark existing crosswalk on the east side of the intersection across 1st Street with high-visibility markings.	City of Wellsville
		Concern about lack of driver yielding along W 1st Street. Pedestrians or bicyclists unable to find sufficient gaps in traffic.	Install RRFB for the crosswalk on the east side of the intersection across W 1st Street.	City of Wellsville
		Concern about overgrown vegetation limiting visibility.	Remove vegetation from ROW that limits visibility of pedestrians and signage.	City of Wellsville

Map ID	Location	Issue	Recommendation	Lead Implementer(s)
3	W 1st Street (from Ash Street to N Maple Terrace)	School zone signage and marking incomplete along W 1st Street.	Develop broader school zone signage and marking plan. Extend school zone signage along 1st Street from Ash Street to N Maple Terrace.	City of Wellsville
		Lack of adequate sidewalks.	Study the feasibility and cost of acquiring right-of-way and constructing sidewalks on both sides of W 1st Street.	City of Wellsville
4	Ash Street (from W 1st Street to W 4th Street)	School zone signage and marking incomplete along Ash Street.	Develop broader school zone signage and marking plan. Extend school zone signage along Ash Street from W 1st Street to W 4th Street.	City of Wellsville
5*	Ash Street (Midblock)	Curb ramp does not appear to be ADA compliant.	Missing detectable warning surface: Reconstruct or repair existing curb ramp. Install ADA compliant curb ramps at midblock crosswalk.	City of Wellsville
		Crosswalk markings are not high visibility.	Install a raised midblock crosswalk across Ash Street with curb extensions on either side to shorten the crossing distance. See Figure 13.	City of Wellsville
		Crossing lacks appropriate crossing signage on approach.	Install school crossing signs with downward pointing arrows as you approach the crosswalk in either direction.	City of Wellsville

Map ID	Location	Issue	Recommendation	Lead Implementer(s)
6*	Proposed W 3rd Street Alignment (from Ash Street to Hunt Street) and Reinstall path to 4th Street	No pedestrian or bicycle connection or facility.	Install a shared use path from Ash Street to Hunt Street. Install new high-visibility crosswalk across Hunt Street at 3rd Street. Reinstall shared use path from Ash Street to 4th Street.	City of Wellsville, USD 289
7*	Ash Street & School Driveway	Concern about driver turning movements or speeds entering and exiting the driveway, observed a car going over the curb.	Install curb radius reduction on the north and south sides of the driveway, Install raised crosswalk across the driveway. Install traffic circle at driveway entrance. See Figure 13.	City of Wellsville, USD 289
		Curb ramps do not appear to be ADA compliant.	Reconstruct or repair existing curb ramps on the north and south sides of the driveway. See Figure 13.	City of Wellsville, USD 289
8	W 3rd Terrace & Ash Street	North curb ramp does not appear to be ADA compliant, North curb ramp not aligned with crossing.	Reconstruct or repair existing north curb ramp to be ADA complaint and to align with the crossing.	City of Wellsville
		Crosswalk markings across W 3rd Terrace not high-visibility.	Install new high-visibility crosswalk across W 3rd Terrace.	City of Wellsville

Map ID	Location	Issue	Recommendation	Lead Implementer(s)
9	W 4th Street & Ash Street	West side Curb ramp across Ash Street does not appear to be ADA compliant.	Reconstruct or repair existing west side curb ramp Ash Street to be ADA compliant.	City of Wellsville
		West crossing across W 4th Street is unmarked, northside crosswalk markings across Ash Street not high visibility,	Install new high-visibility crosswalk on west side across W 4th Street, mark new stop bar on north side, and remark existing crosswalk on north side across Ash Street with high-visibility markings.	City of Wellsville
10	Elm Street & W 3rd Street	Crossings on the north and east sides of the intersection are unmarked.	Install new high-visibility crosswalks on the north and sides of the intersection.	City of Wellsville
		Curb ramps on the northeast side of the intersection were obstructed by overgrown vegetation.	Remove all overgrown vegetation from curb the northeast curb ramps.	City of Wellsville
11	Walnut Street & W 3rd Street	Concern about driver turning movements or speeds along both Walnut Street and W 3rd Street, all crossings lack appropriate crossing signage.	Install pedestrian crossing signs with downward pointing arrows at each crosswalk. Study intersection for FULL STOP control.	City of Wellsville
		Crossings are unmarked.	Install new high-visibility crosswalks.	City of Wellsville
12	W 4th Street & Hunt Street	Crosswalk markings across Hunt Street faded, crosswalk markings not high visibility.	Remark existing crosswalk across Hunt Street with high-visibility markings.	City of Wellsville

Map ID	Location	Issue	Recommendation	Lead Implementer(s)
13*	W 4th Street & Student Parking Lot Entrance	Concern about driver turning movements or speeds, Concern about lack of driver yielding.	Install high-visibility crosswalk across W 4th Street, install school crossing signs with downward pointing arrows as you approach the crosswalk. Install traffic hump across 4th Street to slow traffic. Install ADA compliant ramp to new crosswalk across 4th Street. See Figure 14 and Figure 15.	City of Wellsville
14	Elm Street & W 4th Street	Crossing is unmarked across Elm Street and across W 4th Street.	Install new high-visibility crosswalk on the north and west sides of the intersection across Elm Street and W 4th Street.	City of Wellsville
15*	Poplar Street & E 6th Street	Observed driver speeds appear to exceed the speed limit along Poplar Street, Street designed for higher speeds.	Install speed feedback signs as you approach E 6th Street, install traffic calming measures such as a center median with pedestrian refuge, and curb extensions across E 6th Street (may require additional study). See Figure 16.	City of Wellsville, KDOT
		Concern about lack of driver yielding, crossing across Poplar Street lacks appropriate crossing signage, long crossing distance across Poplar Street.	Install RRFB at Poplar & E 6th Street, Install advance pedestrian warning sign along Poplar Street as you approach E 6th Street, install curb extensions across Poplar Street, install in-street pedestrian crossing sign, Install median crossing island. See Figure 16.	City of Wellsville, KDOT

Map ID	Location	Issue	Recommendation	Lead Implementer(s)
16	Elm Street & W 6th Street	Southwest and northeast curb ramps obstructed by overgrown vegetation.	Remove excessive vegetation from the southwest and northeast curb ramps.	City of Wellsville
		Crossings across W 6th Street are unmarked, Crosswalk markings not high visibility.	Install new high-visibility crosswalks across W 6th Street, Remark existing crosswalk with high-visibility markings; install appropriate signage at the crosswalks, consider a raised crosswalk on the west side of the intersection across W 6th Street to serve as a traffic calming measure for vehicles approaching the high school.	City of Wellsville
17	Walnut Street & W 6th Street	Southeast curb ramp does not appear to be ADA compliant.	Reconstruct or repair existing southeast curb ramp to be ADA compliant.	City of Wellsville
		Crosswalk markings across Walnut Street not high visibility, No stop bar at controlled crossing.	Remark existing crosswalks across Walnut Street with high-visibility markings. Consider a warrant study for Full Stop Control at this intersection.	City of Wellsville
18	W 6th Street (from Elm Street to Walnut Street)	School zone signage and marking along W 6th Street incomplete.	Develop broader school zone signage along W 6th Street from Elm Street to Walnut Street and install appropriate markings.	City of Wellsville
19	Walnut Street (from W 7th Street to W 4th Street)	Existing school zone sign at W 5th Street and Walnut not fluorescent yellow or green per the Manual on Uniform Traffic Control Devises (MUTCD) or otherwise deficient.	Develop broader school zone signage and marking plan at W 5th Street and Walnut.	City of Wellsville

Map ID	Location	Issue	Recommendation	Lead Implementer(s)
20	W 7th Street & Elm Street	Crossing across Elm Street is unmarked.	Install new high-visibility crosswalk across Elm Street.	City of Wellsville
		East curb ramp does not appear to be ADA compliant, Missing detectable warning surface.	Reconstruct or repair existing east curb ramp to feature detectable warning surface.	City of Wellsville
21	W 7th Street & Main Street	All crossings are unmarked.	Install new high-visibility crosswalk on all four corners of the intersection.	City of Wellsville
		Curb ramp does not appear to be ADA compliant.	Reconstruct or repair existing curb ramp at all four corners of the intersection.	City of Wellsville
22	Main Street and RR tracks	RR crossing is missing curb ramps and marked crossing.	Repave crosswalk surface area and remark crosswalk, gaps in pavement at tracks, general concerns with crossing RR tracks.	City of Wellsville, BNSF

* indicates a concept drawing has been drafted for this ID location.

Engineering Concepts

To better communicate priority engineering improvements, concept designs were developed for three locations in Wellsville. These concepts do not illustrate finished designs but are meant to provide a shared vision that can be used in public meetings or for grant applications.

FIGURE 13: ASH STREET IMPROVEMENTS AND PATH TO 3RD STREET.

FIGURE 14: 4TH STREET AND HIGH SCHOOL STUDENT PARKING LOT ENTRANCE (PLAN VIEW)

FIGURE 15: 4TH STREET AND HIGH SCHOOL STUDENT PARKING LOT ENTRANCE (PROJECT VIEW)

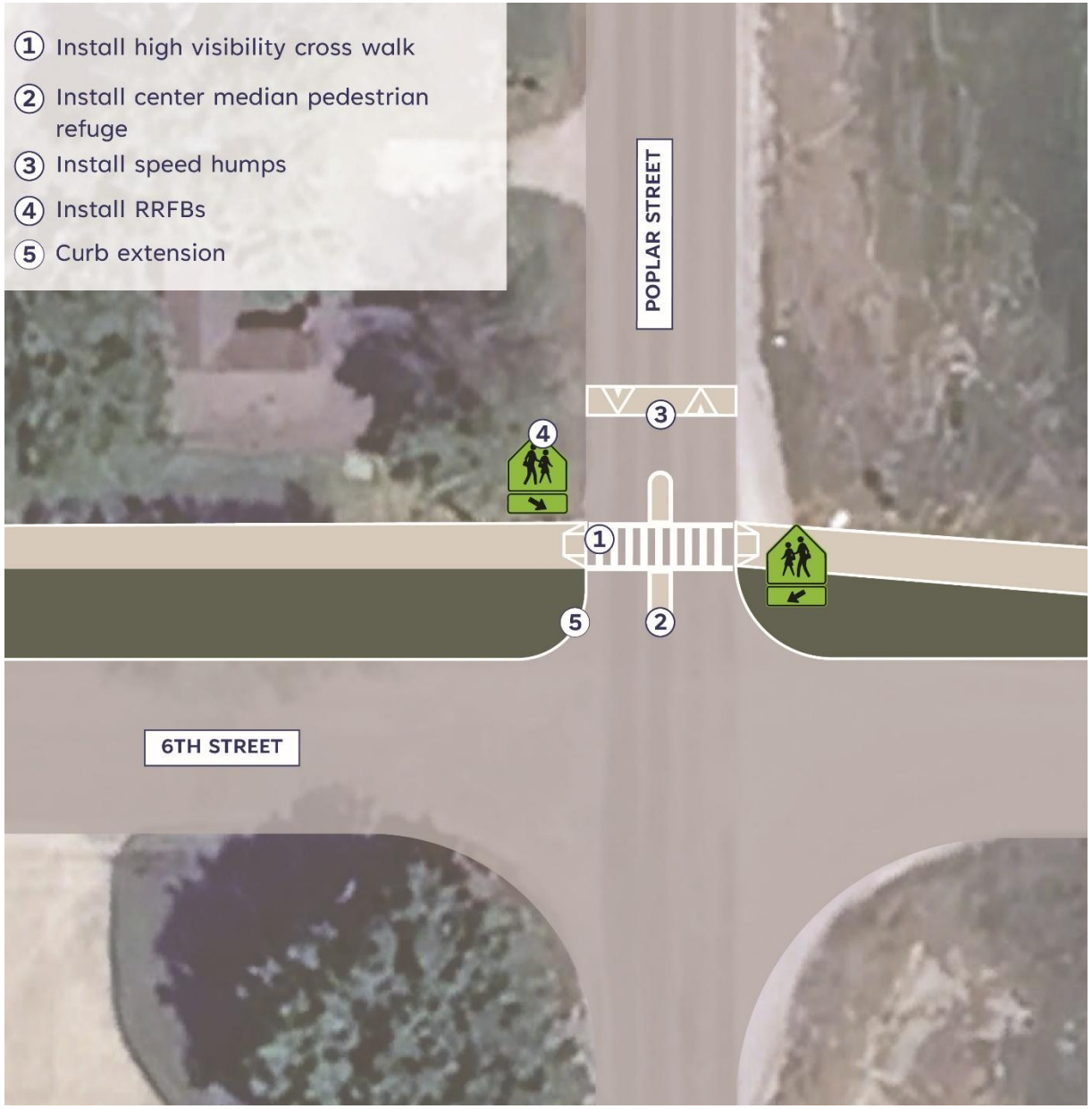

FIGURE 16: K-33 (POPLAR STREET.) PEDESTRIAN CROSSING AT 6TH STREET. (PLAN VIEW)

Chapter 4: Education, Encouragement, and Enforcement Recommendations

The education, encouragement, and enforcement recommendations in this chapter build upon and compliment the engineering recommendations in this plan. These programmatic recommendations help promote walking, biking, and rolling as fun, healthy, and safe ways to get around. More resources to support SRTS programming can be found at:

- Kansas Safe Routes to School: https://saferoutes.ksdot.gov/resources-and-education
- Safe Kids Kansas: https://www.safekidskansas.org/bike_safety.htm
- Safe Routes Partnership: www.saferoutespartnership.org/
- National Center for Safe Routes to School: www.saferoutesinfo.org/

Education Programming

SRTS education can foster student's life-long skills for safe walking and bicycling. Education messages directed at the broader school community can help adults be safety role models and encourage safe driving.

TABLE 5: EDUCATION RECOMMENDATIONS

Recommendation	Description	Lead Implementer(s)
Provide pedestrian and bicycle safety education to students	Students should receive age-appropriate pedestrian and bicycle education that is regularly reinforced (e.g., annually) and provides opportunities for skills practice. School-based education works best when integrated into the PE or Health curriculum.	USD 289
Conduct parent and staff safety education campaign (should include School zone safety tips for parents, caregivers, and staff)	Prepare and distribute information packets for parents, caregivers, and school staff at the beginning of the school year containing school arrival and dismissal maps, a written description of the rules and procedures for arrival and dismissal, and general safety information. Procedures should emphasize driving safely, being alert for pedestrians and bicyclists, and respecting the school crossing guard(s).	USD 289, Wellsville Police Department
Driver's Education with an emphasis on pedestrian and bicycle safety.	Enhance driver's education by integrating pedestrian and bicycle safety, emphasizing right-of-way, bike lanes, and defensive driving for safer, more inclusive streets.	USD 289
Conduct a bicycle rodeo	Bike rodeos teach children skills related to walking, biking, and rolling safely, which can increase both student and caregiver's confidence for walking, biking, and rolling to school.	USD 289, Wellsville Police Department, City of Wellsville
Provide walking, biking, and rolling maps	Walking, biking, and rolling route maps can show the location of pedestrian and bicycle infrastructure and estimated walk/bike/roll times.	City of Wellsville
Provide Travel Training for middle and high school students	Provide a multimodal-specific curriculum for middle and high school students with material on safe walking, biking, rolling, driving, and transit behaviors.	USD 289

FIGURE 17: BICYCLE SAFETY PROGRAMMING & MATERIALS

Encouragement Programming

SRTS encouragement programs can establish a culture supportive of active transportation and foster life-long habits for active transportation.

TABLE 6: ENCOURAGEMENT RECOMMENDATIONS

Recommendation	Description	Lead Implementer(s)
Encourage and support walking school buses and bike trains	Walking school buses and bike trains are groups of children who walk or bicycle to school together with adult supervision. Organize adult volunteers to "pick up" students on their walk or bike ride to and from school.	Volunteer Based
Participate in Walk to School Day and Bike to School Day	Walk and Bike to School Days encourage students and their families to try walking, biking, and rolling in a supportive environment. Consider incorporating competitions between schools district wide. Once established, they can lead to monthly walking, biking, and rolling events to maintain momentum and enthusiasm.	USD 289, City of Wellsville, Wellsville Police Department
Establish a frequent walker and bicyclist program	Frequent walker and bicyclist programs provide small rewards or incentives to students who regularly walk, bike, and roll to school. Frequent walker and biker programs require a system for tracking student trips. For example, students can be assigned a punch card that volunteers or teachers can punch each time a trip is completed.	Volunteer Based
Give away bicycle helmets, lights, and locks	Schools can partner with other community organizations to acquire and fit the helmets for students who do not have them. Coordinate helmet, light, and lock giveaways with bike and helmet safety education and skills practice.	USD 289, City of Wellsville (Potential assistance from KDOT)
Share success stories	Improve awareness of SRTS efforts and build excitement by sharing success stories via local and social media.	USD 289, City of Wellsville

FIGURE 18: BIKE TRAIN

Enforcement Programming

SRTS enforcement efforts aim to increase the safety of children walking and bicycling to school by helping to change unsafe behaviors of all roadway users (drivers, pedestrians, bicyclists). While SRTS enforcement strategies may include law enforcement, it is important to discuss enforcement strategies with the school community and be sensitive to any concerns regarding the role of law enforcement.

TABLE 7: ENFORCEMENT RECOMMENDATIONS

Recommendation	Description	Lead Implementer(s)
Establish school drop-off and pick-up monitors	This will reinforce school procedures on and around the school campus.	USD 289
Establish student safety patrols	Student safety patrols would provide ongoing reinforcement of safe pedestrian and bicyclist behavior. Resources are available through AAA School Safety Patrol.	USD 289
Support crossing guards	Establish robust training and procedures for crossing guards to ensure adequate staffing. Find more information in these Adult Crossing Guard Guidelines.	USD 289
Partner with local law enforcement	Include law enforcement representatives on SRTS committees to help with education and purposeful speed enforcement in school zones.	Wellsville Police Department

FIGURE 19: CROSSING GUARD AT WELLSVILLE ELEMENTARY SCHOOL

Chapter 5: Implementation

It will take time and the combined efforts of individuals, local and regional entities, KDOT, and other partners to implement the recommendations in this plan. Staff within the City of Wellsville will serve as the primary implementor of the plan and will be responsible for initiating key actions with partners to ensure the success of this SRTS Plan. The immediate steps that should be taken by the City of Wellsville and its partners to begin the process of implementation include the following:

- **Adopt** - Work with City Council and USD 289 to formally adopt the SRTS Plan.
    - KDOT funding programs are more likely to award funding for projects that are part of an adopted plan.
- **Assess** - Identify three to five priority recommendations to work towards over the next year.
    - Work with the SRTS Committee or other groups to assign lead roles and set up regular check-ins to evaluate progress.
    - Incorporate the priority recommendations into internal work plans for the city and school district.
- **Apply** - Continue to apply for funding to implement the plan.

Priority Recommendations

Members of the SRTS Team met on April 1, 2025 at the Media Center at Wellsville Middle and High School to discuss priorities and how to move plan recommendations from idea to reality. The group identified three priority engineering recommendations and three education, enforcement, and encouragement program recommendations. These recommendations were later refined after additional discussion.

Engineering

TABLE 8: ENGINEERING PRIORITIES

No.	Location	Impact	Effort	Cost	Maintenance Needs	Timeframe
1	Ash Street corridor including walking path to 3rd Street	High	High	High	Would need to work out snow and ice removal and other maintenance responsibilities on path. Crosswalk and sidewalk maintenance.	1-2 Years
2	4th Street corridor	High	High	High	Crosswalks and sidewalk infrastructure.	1-3 Years
3	1st Street sidewalk feasibility and crossings at Elm Street and Maple Terrace	High	High	High	Crosswalks will need regular maintenance, crossing guards may be needed.	1-3 Years

The SRTS Team discussed implementation barriers and challenges for each priority location. On 1st Street the discussion included the need to maintain crosswalk markings when repaving the road and the need for sidewalks on this route despite the challenges to constructing them. Roads in Wellsville are chip sealed, which is a cost-effective way to maintain the street, but it means that crosswalks will be covered every time this happens and need to be repainted as soon as possible. The city can counteract this problem by requesting that repair crews do not cover the crosswalks when chip sealing so that they do not need to be repainted. The city could also fog seal the roadway after chip sealing to extend the life of the pavement and increase contrast and visibility for crosswalk markings. Doing so is more expensive but means the city does not need to repave roads as regularly. All-weather pavement (AWP) markings could also be used for crosswalks and sealed with epoxy to extend the life of the markings.

The Elementary School driveway, Ash Street, and 4th Street are priority recommendations because it becomes very busy during afternoon dismissal. Parents and caregivers must exit right on Ash Street and most then turn east onto 4th Street, merging with traffic from the Middle and High School. Combining improvements at the elementary school with a walking path that connects to 3rd Street will alleviate conflicts between those who walk, bike, or roll and drivers. However, this will require the city and school district to maintain the walking path and ensure it remains free of ice and snow in winter.

Programming Priorities

TABLE 9: PROGRAMMING PRIORITIES

No.	Program	Impact	Effort	Cost	Lead Implementer	Timeframe
1	Student Education program with materials for parents and caregivers	High	Med	Low	Wellsville Police Department	1-2 Years
2	Bicycle Rodeo and Bike to School Events	High	High	Low-Med	Wellsville Police Department	1-2 Years
3	Explore options and feasibility of additional Crossing Guards*	High	High	High	USD 289	1-2 Years

*Originally this was the primary programming priority identified by the team. Crossing busy roads like 1st Street and the new housing east of K-33 present growing challenges. However, additional funding is needed to hire additional crossing guards.

There is already a student walking, biking, and rolling educational component in Wellsville schools, but building on that program and providing materials for parents and caregivers to continue to instill good walking, biking, and rolling habits from a young age can vastly improve student's comfort and safety. The SRTS Team identified Wellsville Police Department as the likely leader of this effort.

Holding Bike to School Day and/or Walk to School Day activities can help encourage students to walk, bike, or roll to school. It creates a fun and educational atmosphere and creates a sense of community to jump-start longer term habits. A bike rodeo offers a safe environment for young students to practice navigating their community while riding a bicycle or using other micromobility.

The SRTS Team also showed interest in establishing a competitive frequent walker and rider program at the schools. This will require developing the program and tracking methods in a way that minimizes teacher burden.

KDOT Funding Opportunities

The table below lists funding opportunities administered by KDOT that can be used for SRTS projects. More information about these funding opportunities can be found on KDOT's website or by contacting the KDOT Safe Routes to School Coordinator.

TABLE 10: KDOT FUNDING OPPORTUNITIES

Funding Source	Description	Timeline	Applicability
Transportation Alternatives (TA) - Construction	TA Construction funds can be used for surface transportation projects and programs defined as transportation alternatives, such as on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation.	Call for projects typically held every two years, on even years.	Projects
Transportation Alternatives (TA) – Non-Construction	TA Non-Construction funds can be used to develop a SRTS Plan or to plan and fund education, encouragement, equity, engagement, enforcement, and evaluation activities.	Call for projects typically held every two years, on even years.	Programs
Traffic Engineering Assistance Program (TEAP)	The Traffic Engineering Assistance Program (TEAP) provides traffic analysis services for roadways outside of the KDOT management system at no cost to the community. Local jurisdictions apply for funds by describing their potential issues. If the application is selected, a consultant reviews the location, analyzes the data, and develops feasible recommendations for the local jurisdiction to implement.	Applications accepted year-round.	Projects
Cost Share Program	The KDOT Cost Share Program is a flexible funding program for transportation projects that improve safety, support job retention and growth, improve access or mobility, relieve congestion, and help areas across the state improve the transportation system. There is a 15% local cash match requirement. **Wellsville applied for funding from this program to implement SRTS infrastructure before the plan was even completed!**	Call for projects in spring and fall.	Projects
Recreational Trails Program (RTP)	The Recreational Trails Program (RTP) provides funds to states for developing and maintaining recreational trails and trail-related facilities for motorized and nonmotorized recreational trail uses. Though this SRTS planning effort did not result in any trail recommendations, there may be trail projects that inadvertently improve or create safe routes for students getting to and from school.	Call for projects typically held every fall.	Projects

Funding Source	Description	Timeline	Applicability
Highway Safety Improvement Program Funds (HSIP)	Highway Safety Improvement Program (HSIP) is a federal aid program with the purpose of achieving a significant reduction in fatal and serious injury crashes on all public roads. The Kansas Vulnerable Road User Safety Assessment (VRUSA) was published in 2023, and includes recommendations and the identification of high risk and high injury networks. In response, the Bureau of Transportation Safety committed HSIP funds to support pedestrian and bicycle projects that include countermeasures identified in the VRUSA.	Call for projects typically held every two years, on even years.	Projects

Other Kansas Funding Opportunities

Funding Source	Description	Applicability
KDHE Chronic Disease Risk Reduction (CDRR) Community Grant Program	KDHE Chronic Disease Risk Reduction (CDRR) Community Grant Program provides funding, training, and technical assistance to communities to address chronic disease risk reduction through evidence-based strategies that impact tobacco use, physical activity, and nutrition. The *Increase Physical Activity* strategy is especially relevant to SRTS because funds can be used to improve community infrastructure and opportunities for physical activity. Applications are due in the spring. More information is available on the KDHE Division of Public Health's website.	Programs
Blue Cross Blue Shield of Kansas Pathways Program	These competitive grants, which accept application in even-numbered years, offer $100,000 in capacity funding to health coalitions focused on active living in Kansas (excluding Johnson and Wyandotte counties). Additionally, organizations that partner with these coalitions may qualify for non-competitive implementation grants ranging from $5,000 to $50,000. More information can be found on the Blue Cross Blue Shield Pathways website.	Programs
Sunflower Foundation	Sunflower Foundation partners with communities, schools, and nonprofits across Kansas to ensure that all Kansans have access to trails and can enjoy the many benefits that come with connecting to nature. Sunflower Foundation typically funds public access trails, not standard sidewalks, though projects that intersect with Safe Routes to School may qualify. Eligible applicants include 501(c)(3) nonprofits (or those with a fiscal sponsor) and state, local, or municipal government entities. To sign up for the foundation's newsletter to receive information about future grant cycles, visit the Sunflower Foundation's website.	Projects

Funding Source	Description	Applicability
Kansas Main Street Technical Assistance Program	The Kansas Department of Commerce (KDC) offers the Kansas Main Street Program, a self-help, technical assistance program that targets revitalization and preservation of downtown districts through the development of a comprehensive strategy for historic preservation, organization, design, promotion, and economic vitality. Any community interested in learning more about how to revitalize their downtown is encouraged to sign up as an Affiliate Community, which can attend the same quarterly trainings normally reserved for Designated Kansas Main Street communities. Anyone – including individuals, businesses and civic organizations – may join the Affiliate Program. For more information, visit Kansas Main Street.	Projects Programs

Other Funding Opportunities & Resources

Beyond the state level, there are many other organizations that provide funding for projects or activities that improve walking, biking, and rolling. Below are a few links to start with:

Funding Source	Description	Applicability
AARP Community Challenge	AARP provides small grants to fund "quick-action" projects that make a community more livable for people of all ages and abilities.	Projects Programs
University of Kansas (KU) Center for Public Partnerships & Research Grant Writing Assistance	KU offers free grant writing and technical assistance for nonprofit organizations, state associations and coalitions, school districts, state agencies and communities in Kansas. For more information, visit the website and/or contact Jenny Memmott, Senior Grants Monitor, KU Center for Public Partnerships and Research, jmemmott_sta@ku.edu.	Projects Programs
Union Pacific Community Ties Giving Program	The Union Pacific railroad offers grants within several "priority cause areas": safety, workforce development, community vitality, and environmental sustainability.	Projects Programs
Kansas Active Transportation Resources	This KDOT webpage provides a comprehensive list of active transportation resources, including planning and design guidance, engagement and education resources, and performance measures among other topics.	Programs
People for Bikes	In addition to information on the PeopleForBikes Industry Community Grant Program, this webpage suggests several other funding sources to consider for engineering, education, and encouragement projects.	Projects Programs

SRTS Team 12-Month Schedule

This calendar outlines a schedule of meetings and events needed for the SRTS Team to implement action items from this plan. This schedule is not meant as a rigid timeline, but as an example and reminder of when the Wellsville SRTS Team should plan for events such as Walk and Roll to School Day and Bike to School Day. The calendar can also be used to prepare for grant applications.

June 2025	July	August	September
The city should hear back from KDOT if they have received funding from the Cost Share grant. *If the grant is awarded, Wellsville should begin planning for implementation*	*Continue grant planning and prioritizing implementation if awarded*	**Begin Planning Walk to School Day activities** *Anticipated CDBG Grant for sidewalks and trails*	**Team meeting to go over plan progress and coordinate Walk and Roll to School Day Event** *Anticipated Fall 2025 KDOT Cost Share opportunity if the Spring grant is not awarded*
October	**November**	**December**	**January 2026**
October 8th is Walk and Roll to School Day! **Walk, Bike, Roll Active Transportation Summit** *Determine next round of projects to use city funding if no grants are awarded*			**Team meeting to go over progress and needs for the upcoming year** *Transportation Alternatives Program (TAP) Grant anticipated early 2026*
February	**March**	**April**	**May**
Apply for TAP funds (anticipated) and Cost Share grant if not awarded in 2025.	**Begin Planning Walk to School Day activities** **TAP Project Concept Forms due and reviewed (anticipated)** *Determine next round of projects to use City funding if no grants are awarded*	**Team meeting to go over progress and coordinate Bike to School Activities** **Finish TAP application (anticipated)**	**May 6th is Bike to School Day!**