simpco

Hinton, IA

2018-2019 Safe Routes to School Plan

ACKNOWLEDGEMENTS

Thank you to the following elected officials, staff, schools, and community partners that participated in the development of the 2018-2019 Hinton Safe Routes to School Plan. Thank you Coalition for gathering community and school information, conducting the assessment and attending Coalition meetings to inform this plan. Thank you Council and School Board for review and support of Safe Routes to School in Hinton.

HINTON SAFE ROUTES TO SCHOOL (SRTS) COALITION

Chris Conlon, Police Chief
Emily Sudbeck, Parent
Katie Pierson, City Council
Kelly Kreber, Mayor
Peter Stuerman, Hinton School Administrator
Randy Roehrich, City Council/Elementary School
Nicole Peterson, SIMPCO

HINTON CITY COUNCIL

Mayor: Kelly Kreber
Council: Jeff Felts
Council: Jeff Johnson
Council: Mike Koopmans
Council: Katie Pierson
Council: Randy Roehrich

HINTON SCHOOL BOARD

Ed Vondrak, President
James Binneboese
Kyle Hoefling
Brett Stanley
Erin Weiland
Val Kovarna, Secretary
Paula Schreck, Treasurer

HINTON SCHOOLS

School District	School Name	Grades	Student Enrollment	Ethnicity	Low Income
Hinton School District	Hinton Elementary School	PK-3	800 (300 Elem, 500 Middle-High)	K-12 ~98% Caucasion ~2% other race	K-12 ~18% Free/Reduced lunch
	Hinton Middle-High School	4-12			
Source: School Superintendent					

PLAN CONTENTS

INTRODUCTION

Hinton Safe Routes to School (SRTS) Plan Purpose

The purpose of the Hinton Safe Routes to School (SRTS) Plan is to promote safe routes for children to walk or bicycle to and from school and activities. SRTS is a national and international movement to make it safe, convenient and fun for children to walk or bike to school. SRTS focuses on the 6 E's: Education, Encouragement, Enforcement, Evaluation, Engineering, and Equity to establish a student-focused community-based learning system to create a safe and enjoyable environment for children to walk and bike to and from school. When routes are safe, students can get the regular exercise they need for good health by walking or biking to school. Studies have shown that physically active kids have improved mood and concentration and that physical fitness is related to better test scores on some standardized tests. We want our students to get the physical activity they need and to be safe.

Plan Process and Methods

The City of Hinton, Hinton Community School District, and Siouxland Interstate Metropolitan Planning Council (SIMPCO) partnered to develop the Hinton Safe Routes to School Plan. The Safe Routes to School (SRTS) Coalition is a group of community stakeholders that convened to gather data, discuss safe routes to school, and identify issues and possible solutions to report to the Hinton City Council and Hinton School Board. This plan describes the information gathered, records the issues discussed and states the possible solutions developed by the Coalition in 2018-2019. Future actions will require consideration and approval by the City Council and School Board. The SRTS Coalition held many meetings from August 2018 to April 2019 as shown in the process schedule below.

SRTS 2018-2019 Process Timeline	*Date*
Introduction meeting – Establish Coalition	August 7, 2018 9:00 am, School Library
Coalition Meeting – Review school data, plan Assessment	Sep 18, 2018 9:00 am, Safety Building
Collect Parent/Student surveys	September 10-October 31, 2018
Coalition Meeting – Review draft plan and plan assessment	Oct 16, 2018 9:00 am, Safety Building
Coalition Meeting - Review assessment – Identify possible infrastructure projects	Nov 13, 2018 9:30 am, Safety Building
Coalition Meetings – Review draft plan and identify issues and possible solutions	Dec 11, 2018 Jan 8, 2019 Feb 5, 2019 March 12, 2019 April 2, 2019 All: 9:30 am, Safety Building
City Council meeting – Share draft plan and discuss issues and possible solutions	May 2, 2019
School Board meeting - Share draft plan and discuss issues and possible solutions	May 20, 2019

Field Assessment

As part of the Safe Routes to School Plan process, the Coalition conducted a walking, biking, and accessability assessment in October 2018. The results of the field assessment are in the existing conditions section of this plan. The assessment helped the Hinton Safe Routes to School Coalition to: 1) Identify the safe walking and biking routes, 2) Record safety improvements that are needed, and 3) Prioritize possible infrastructure improvements.

Safe Routes to School (SRTS) Surveys

The Safe Routes to School Coalition circulated an online and paper parent survey and schools administered a student survey in September and October 2018. The surveys gathered parent opinions and information about students walking or biking to school and safe routes to school programs. Results of the surveys are in the existing conditions section of this plan.

Safe Routes to School Best Practices and Programs

Safe Routes to School (SRTS)

SRTS is a national movement to make it safe, convenient and fun for children to walk or bike to school. When routes are safe, students can get the regular exercise they need for good health by walking or biking to school. Studies have shown that physically active kids and adults have improved mood and concentration.
Website: https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs

US Centers for Disease Control and Prevention

US Centers for Disease Control and Prevention Recommended Strategies

- Encourage Safe Routes to School programs
- Construct a connected network of multi-use trails
- Accommodate all roadway users with comprehensive street design such as "complete streets"
- Separate motor-vehicle traffic from non-motorized traffic with physical barriers, such as the construction of bicycle boulevards
- Prioritize infrastructure improvements near transit stops and public transportation stations
- Provide safe and convenient bicycle and pedestrian connections to public parks and recreation areas
- Promote safe roadway crossing through use of small block sizes, pedestrian refuge islands,cross-walks
- Provide streetscape amenities such as benches, landscaping, lighting, and public art.
- Encourage way-finding with signs, maps, and landscape cues
- Encourage bicycle parking at workplaces and transit stops
- Encourage the development of street-level shopping and restaurants along pedestrian-bicycle routes
- Educate bicyclists and pedestrians on state and local laws, as well as on safe practices

Website: https://www.cdc.gov/healthyplaces/transportation/promote_strategy.htm

Active Transportation

According the the US Department of Transportation, almost one in four adults in the United States report that they do not engage in any physical activity outside of their jobs. Sedentary lifestyles are an important reason that two of every three adults in the United States are overweight or obese. Communities and their partners can create opportunities for people to exercise for recreation and to build physical activity into their daily routine. Improvements can be adopted by communities and agencies to support Safe Routes to School and health. Investing in public transportation and bicycle and pedestrian facilities creates opportunities for people to exercise. This helps reduce obesity and the risks for developing costly chronic conditions such as diabetes and cardiovascular disease.

Support active transportation by:

1. Reducing distances between key destinations
2. Providing and improving bicycle and pedestrian facilities
3. Improving public transportation services
4. Supporting projects that enhance mixed-use neighborhoods (i.e. Destinations are within walking distance of one another)

Website:https://www.transportation.gov/mission/health/active-transportation

Safe Routes to School Best Practices and Programs

Presidential Physical Fitness Program Information

Presidential Youth Fitness Program is a comprehensive school-based program that promotes health and regular physical activity for America's youth. This is a voluntary program that offers educators free access to a health-related assessment for youth fitness, professional development for meaningful implementation, and motivational recognition to empower students to adopt and maintain an active lifestyle.

Program Highlights
Physical activity is critical to our children's health and well-being. Studies show that physical activity not only helps kids stay active and healthy, but it can enhance important skills like concentration and problem solving, which can improve academic performance.

Since 1966, the President's Council has promoted the Youth Fitness Test. While the Fitness Test has changed over the years, the current test continues to assess physical fitness using data from the 1985 National School Population Fitness Survey. The President's Council teamed up with leaders in the field to evolve the current test to a comprehensive program that provides training and resources to schools for assessing, tracking, and recognizing youth fitness. The new program has moved away from recognizing athletic performance to providing a barometer on student's health.

The Presidential Youth Fitness Program places emphasis on the value of living a physically active and healthy lifestyle—in school and beyond. The program minimizes comparisons between children and instead supports students as they pursue personal fitness goals for lifelong health. By adopting the program, schools gain access to a robust selection of resources to promote lifelong physical activity: Web-based access to test protocol, standards for testing, calculators for aerobic capacity and body composition, promotion of PALA+, online training, school recognition programs, and more. Everyone has a role to play in ensuring a bright and healthy future for our children. Discover how the Presidential Youth Fitness Program exit disclaimer icon will support children in a journey toward lifelong fitness.

Website: https://www.hhs.gov/fitness/programs-and-awards/presidential-youth-fitness-program/index.html
Physical Educator Resource Guide: https://pyfp.org/doc/teacher-guide.pdf
Register: https://pyfp.org/how-it-works/get-started

Complete Streets Policies

Complete Streets accommodate all users including: cyclists, pedestrians, and public transportation riders, along with motor vehicles. The National Complete Streets Coalition states, "Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This helps to ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments."
Website: https://smartgrowthamerica.org/program/national-complete-streets-coalition/

Example School Circulation Policies and Tools

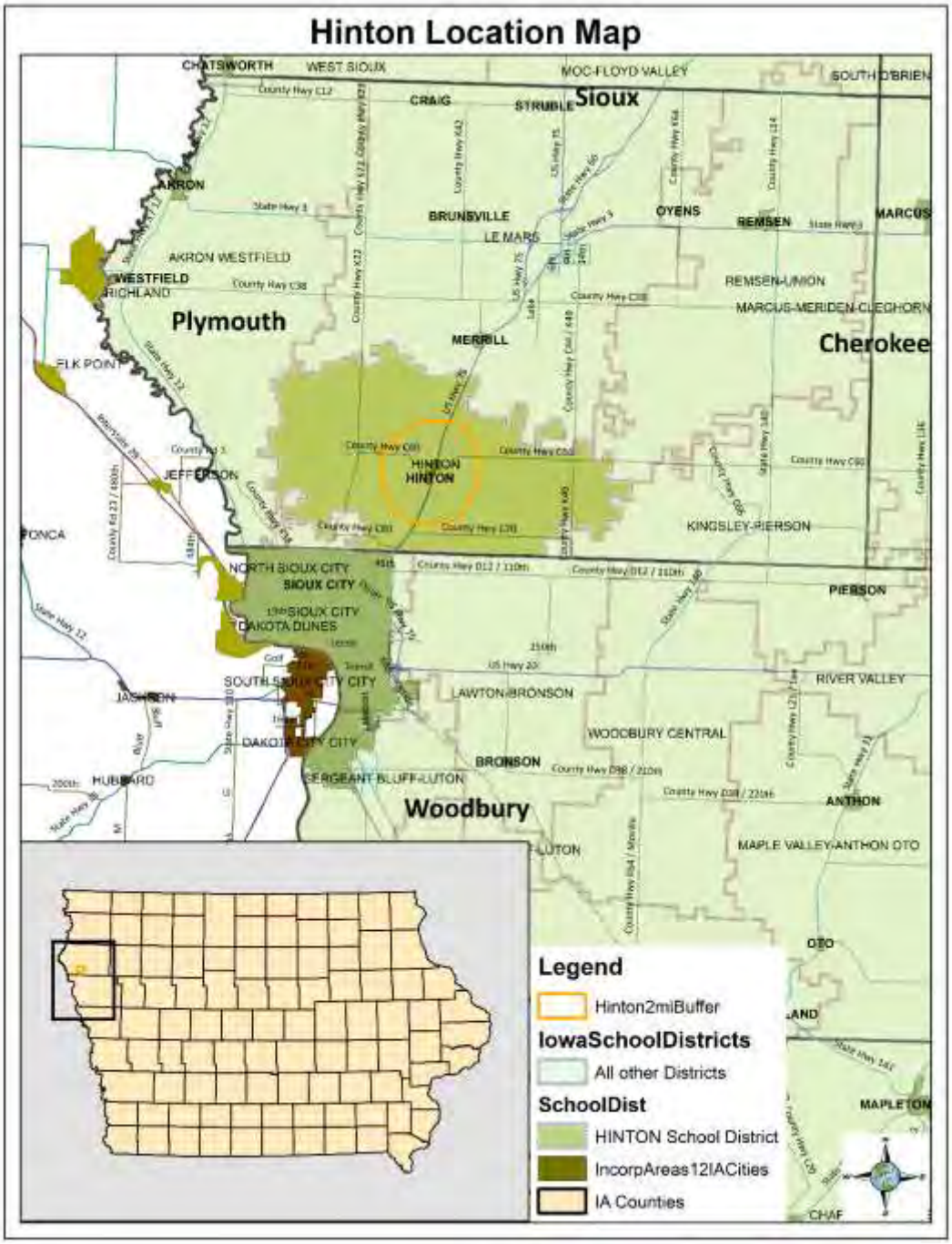
IA DOT Toolbox: http://iowasaferoutes.org/resources-2/
Arrival-Depart: http://www.feetfirst.org/wp-content/uploads/2013/12/Arrive-Depart-Handbook-FINAL-for-FF-website.pdf
Parking: https://www.ccboe.com/schools/northpoint/index.php/2016-04-24-18-50-51/student-driving-parking-policy
Student Driving and Parking Policy: http://www.esmschools.org/HighSchool.cfm?subpage=48768
School parking lot: https://www.rowlandhs.org/apps/pages/index.jsp?uREC_ID=86931&type=d&pREC_ID=171324
Drop-off and Pick-up procedures: https://www.acps.k12.va.us/Page/1561
School Expectations Drop Off, Pick Up Rules: https://www.rentonschools.us/Page/306
Ways To Design School Drop Off Zone: https://www.gokid.mobi/good-ways-to-design-your-school-drop-off-zone/
Drop-off and Pick-up Policy: https://www.dcs.k12.oh.us/Page/4054

EXISTING CONDITIONS

This section includes Hinton loction, existing Safe Routes to School infrastructure (i.e. sidewalk and trails), community partners, field assessment results and survey results.

Hinton Location

The City of Hinton is located in Plymouth County, at the north-western part of the State of Iowa. Hinton is approximately 14 miles from Sioux City, IA . Highway 75 runs northeast and southwest through the city. The following map illustrates Hinton's location in the region with school district boundary and two-mile buffer.



Hinton Existing Sidewalk and Trail Map

The Sidewalk and Trail map below was drafted for this plan and field assessment. The map shows existing sidewalks, crosswalks and signs in Hinton. Sidewalk and trail information was gathered from available aerial photography, street data, field assessments, and Coalition members.

Hinton Municipal Code- Sidewalks

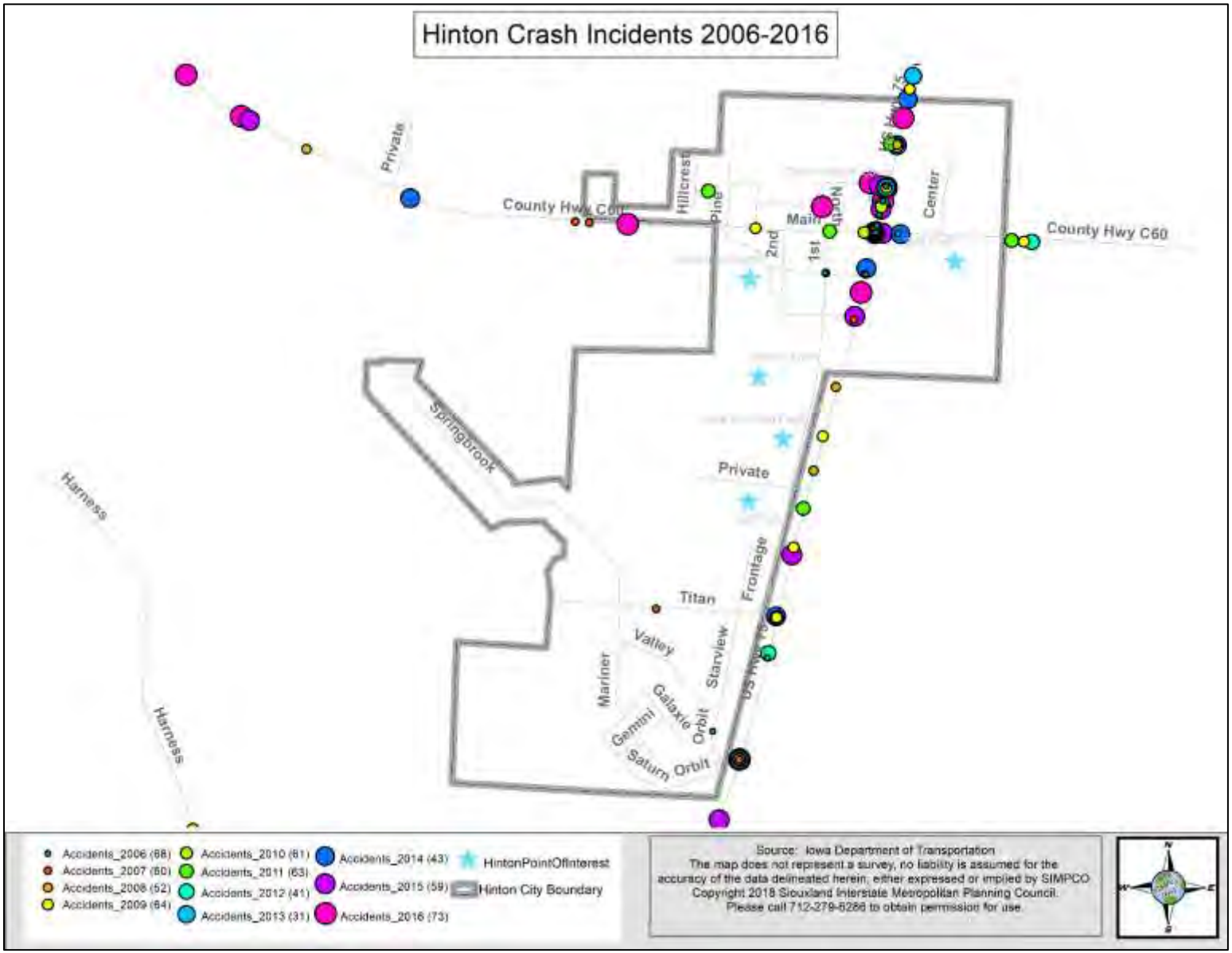
The Hinton Code addresses sidewalk maintenance in section 12.04.010-12.04.180. Generally, the code requires maintenance by the adjacent property owner. Section 12.04.150 states that it shall be the duty of all owners or occupants of lots and lands within the city to keep clear of snow and ice and in repair all sidewalks in front of and abutting on any property owned or occupied by them. To improve walking and accessibility within the City, officials may consider enforcement through the code sections that address property assessments for sidewalk maintenance.

Hinton School Circulation Map

In consideration of safe routes to schools in Hinton, the Coalition reviewed the following school circulation map. School entrances are labeled with blue circles and numbers. Bus circulation is delineated with colored lines. Vehicle drop off areas are illustrated with purple circles and labeled with letters. The school may consider adopting a policy of vehicle drop off and bus circulation to facilitate safe walking and biking routes. The grass parking lot south of the schools was discussed for possible vehicle drop-off to facilitate safe walking exercise for children and reduced vehicle/bus congestion at the front of the schools.

Hinton Crash Data

The following map was developed with data from Iowa Department of Transportation of crash incidents from 2006-2016. Number of incidents within the Hinton School District are listed in parenthesis in the map legend after corrisponding years.



Hinton School Arrival/Departure Observation

1. ***Do school buses and parent vehicles use the same driveway for arrival and dismissal?***

Elementary School

✓ Yes, all vehicles use the same driveway with separate drop-off and pick-up areas for family vehicles and school buses. Enforcement and congestion issues.

No, there are separate driveways

Middle/High School

✓ Yes, all vehicles use the same driveway with separate drop-off and pick-up areas for family vehicles and school buses. Enforcement and congestion issues.

No, there are separate driveways

2. ***Do all students use the same entrance to the school building in the morning?***

Elementary School

Yes, all students enter the building at the same location.

✓ No, students can use different entrances.

Middle/High School

Yes, all students enter the building at the same location.

✓ No, students can use different entrances.

3. ***Are all students released at the same time during dismissal?***

Elementary School

✓ Yes, all students are released at the same time (preschool is separate hours)

No, we use a staggered release process

Middle/High School

✓ Yes, all students are released at the same time

No, we use a staggered release process

4. ***Is school staff involved in either arrival or dismissal?***

Elementary School

✓ Yes, we have school staff help students enter and exit the campus safely. Teachers are assigned this as a duty.

No, school staff is not involved in either arrival or dismissal.

Middle/High School

✓ Yes, we have school staff help students enter and exit the campus safely. Teachers are assigned this as a duty.

No, school staff is not involved in either arrival or dismissal.

5. ***Are there any adult crossing guards located along student walking routes?***

Elementary School

Yes.

✓ No, we do not have any adult crossing guards serving our school.

Middle/High School

Yes.

✓ No, we do not have any adult crossing guards serving our school.

6. ***Are there police officers that help with arrival or dismissal procedures at this school?***

Elementary School

Yes, we have at least one police officer helping direct traffic around our school.

✓ No we do not have police officers who help direct traffic around the school.

Middle/High School

Yes, we have at least one police officer helping direct traffic around our school.

✓ No we do not have police officers who help direct traffic around the school.

7. ***Are students involved in any arrival or dismissal process (i.e. student safety patrol)?***

Elementary School

Yes, we have a student safety patrol.

✓ No, we do not have a student safety patrol.

Middle/High School

Yes, we have a student safety patrol.

✓ No, we do not have a student safety patrol.

Hinton Safe Routes to School Partners

The following existing groups and committees may partner in Safe Routes to School initiatives in Hinton.

1. Hinton Safe Routes to School Coalition
2. Hinton City Council
3. Hinton Schools
4. Hinton Police and Fire
5. Hinton School Board
6. Hinton Parent Association
7. Hinton Health Clinic
8. SIMPCO (Siouxland Interstate Metropolitan Planning Council)

Hinton School Survey Results

As part of the Safe Routes to School Plan the Coalition circulated an online parent survey and schools administered a student survey in September and October 2018. The surveys gathered parent opinions and information about students walking or biking to school and safe routes to school programs.

Parent Survey Methods

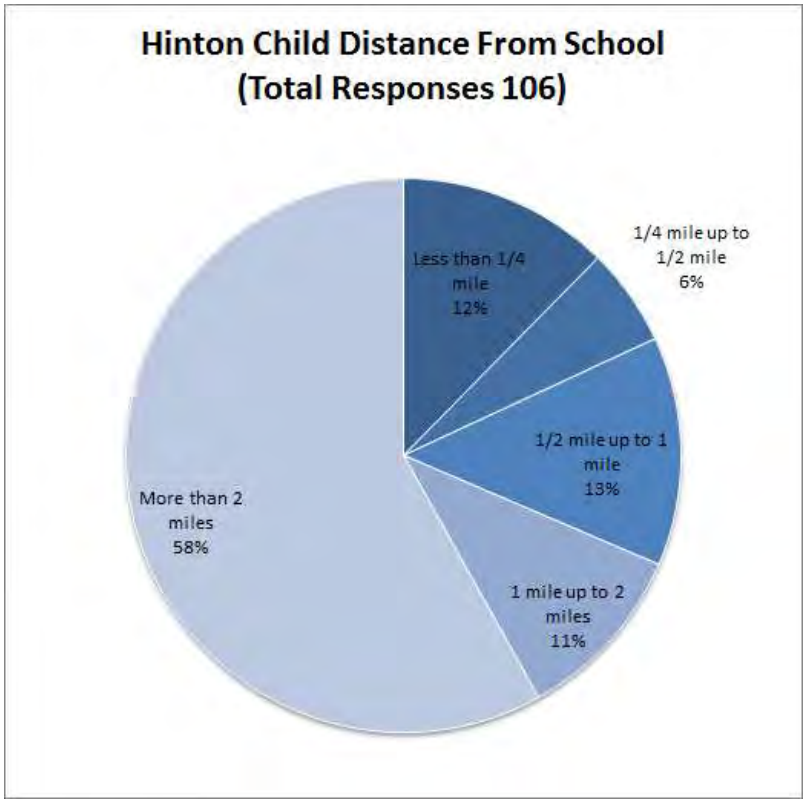
The parent survey questions and paper survey was provided by the US Department of Transportation. Seventeen survey questions make up the survey including requests for student demographic information and parent opinions in regard to walking or biking to and from school. The two-page paper survey was collected by the school administrator from September 10 – October 31, 2018. The online survey included the same questions and was administered by SIMPCO during the same timeframe.

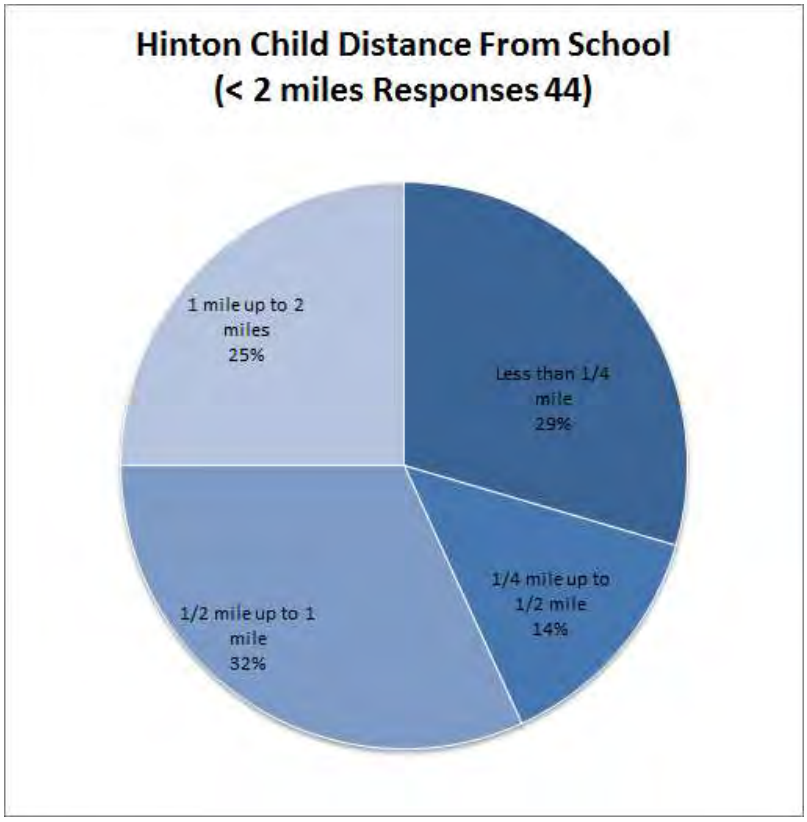
Two issues arose in the conversion of the paper surveys to online data and aggregate summaries including the following. First, the time to and from school was on the paper survey and the online survey included only time to school. Data from the paper surveys was entered with time to school only with the majority of answers showing the same for to and from school. Second, some respndents of the paper survey submitted uncorresponding answers in questions 10 and 11 having to do with factors affecting decision to allow children to walk or bike to school. Survey entries were entered with corresponding improvements matching factors affecting decisions only. Some paper suvey respondants skipped the first question affecting decision and only entered improvements affecting decisions which may skew the percentages of the improvements affecting decision.

Parents of grades K-12 received notice of the parent survey and the press release invited all parents to participate. A total of 107 surveys were gathered including 31 online and 76 paper. The responses for each question are summarized below with the number of question responses found in parenthsis. Question summary information below is filtered into two categories: 'Total' and 'Less than (<) 2 miles' to show differences in answers from respondants located within two miles of school and total that includes respondants located more than two miles from school.

Parent Survey Results

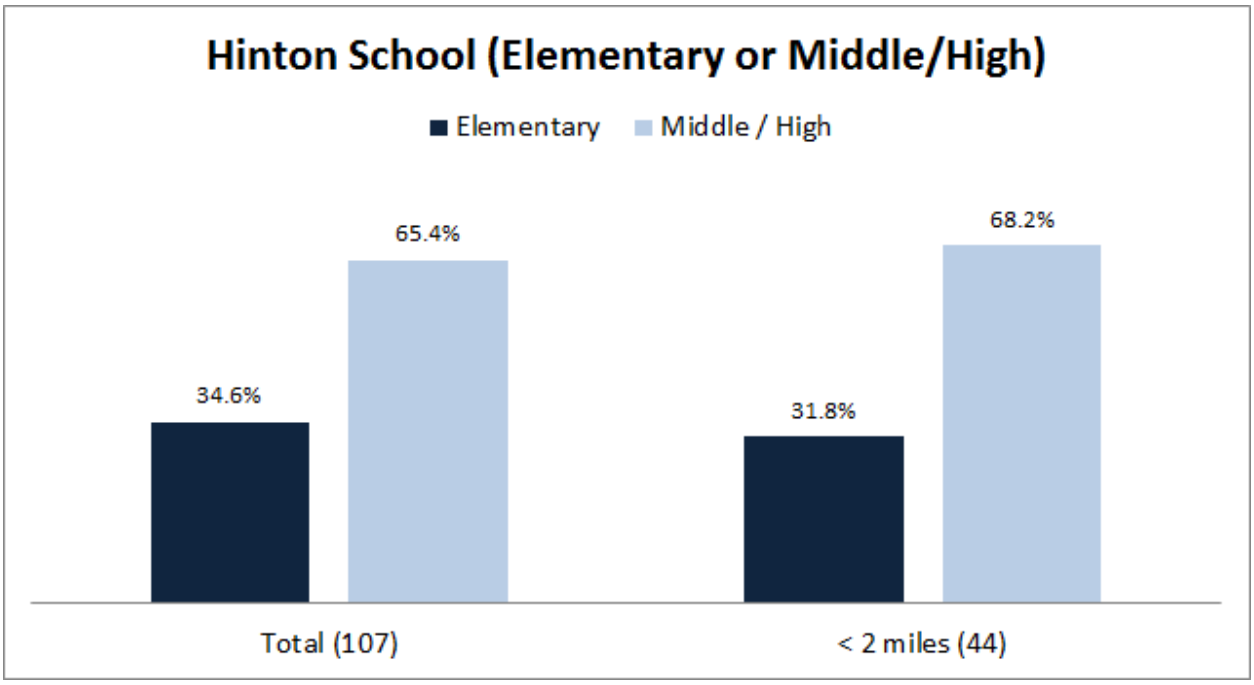
Hinton School District parents were asked, "How far does your child live from school?" Multiple choice answers included: Less than 1/4 mile, 1/4 mile up to 1/2 mile, 1/2 mile up to 1 mile, 1 mile up to 2 miles, and More than 2 miles. The top graph below, shows the child's distance from school for all survey respondants. The bottom graph below shows the child's distance from school for select respondants that are less than 2 miles from school.



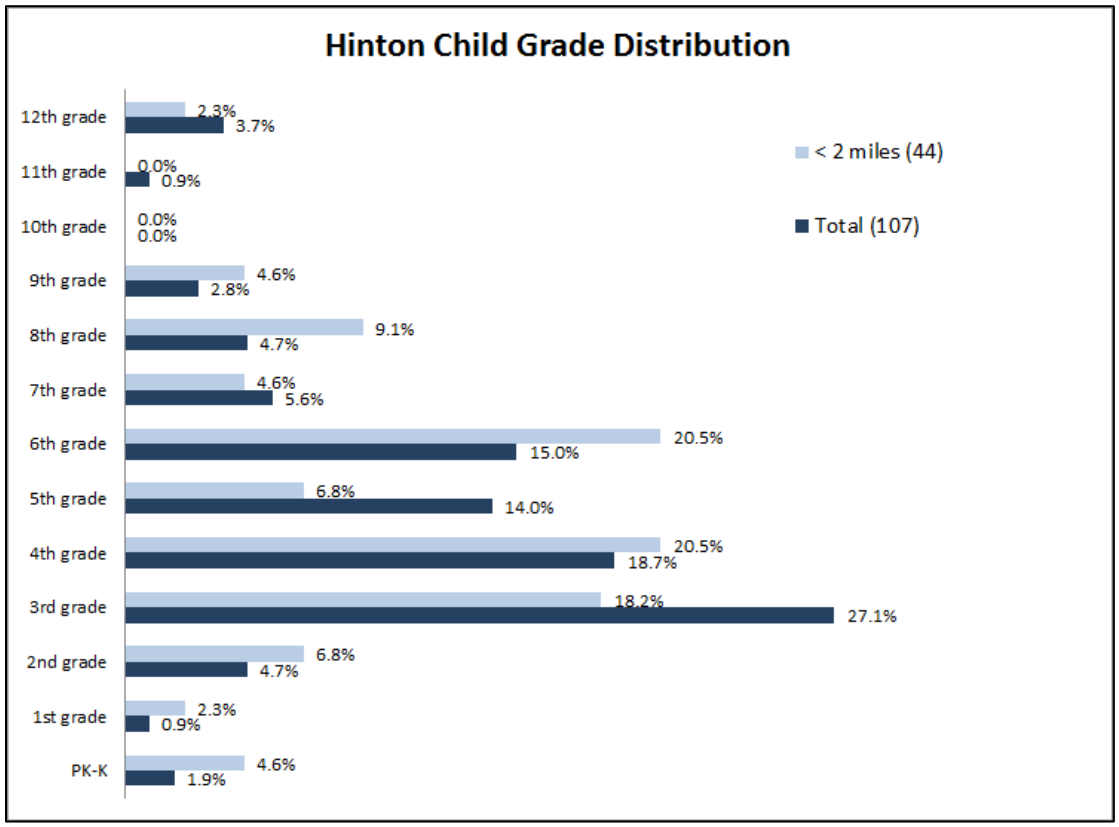


Parent Survey Results

Hinton School District parents were asked, "Which Hinton School does your child(ren) attend?". The graph below shows the number of students in each Hinton School seperated into two categories including total respondants on the left and respondants less than 2 miles from school on the right.

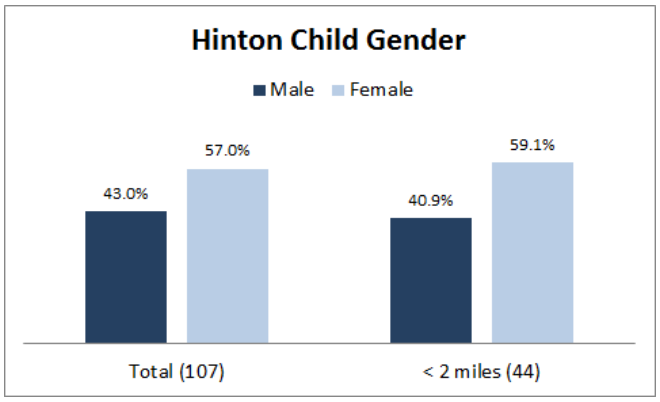


Parents were asked "What grade is your child in?" Multiple choice answers included: PK and K through 12th grade. The graph below shows the grade of students seperated into two categories including total respondants on the bottom and respondants less than 2 miles from school on the top.

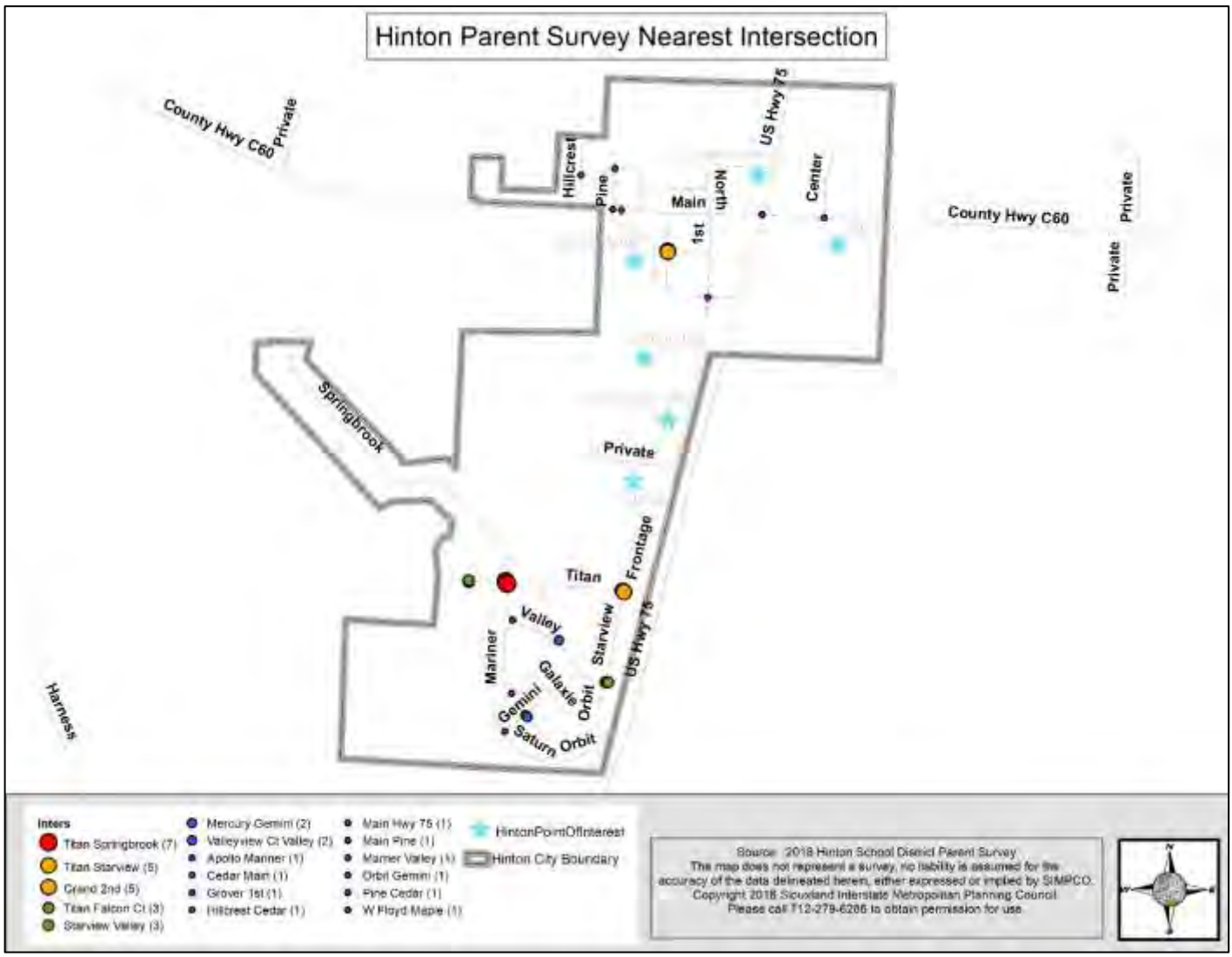


Parent Survey Results

The graph below shows the gender of students seperated into two categories including total respondants on the left and respondants less than 2 miles from school on the right.



Hinton School District parents were asked “What is the street intersection nearest your home?” This data was gathered to identify infrastructure improvement needs. The following map shows the nearest street intersection responses within City of Hinton. The number of responses for each intersection is in parenthesis in the legend.

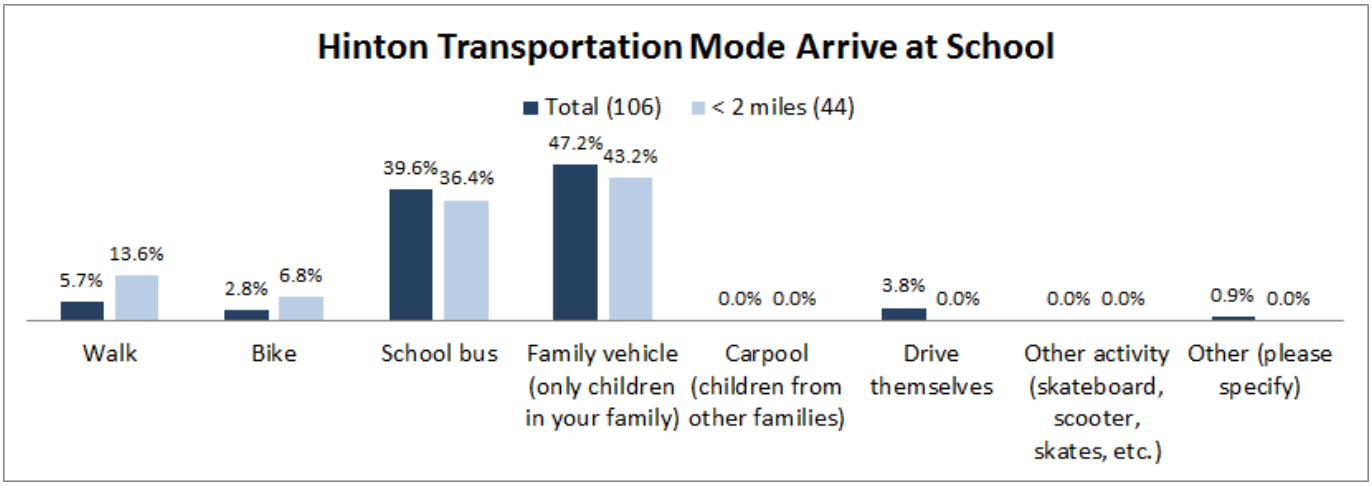


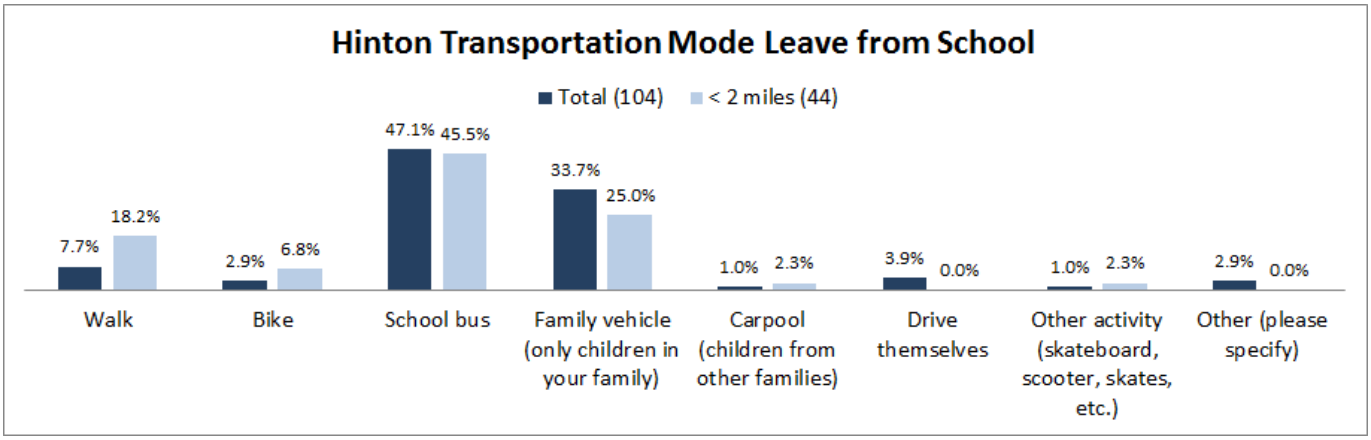
Parent Survey Results

Hinton School District parents were asked "On most days, how does your child arrive at school?" and "On most days, how does your child leave from school?" The following graphs display the transportation mode to and from school seperated into two categories including total respondants on the left and respondants less than 2 miles from school on the right. The survey results show the following key findings.

Survey Key Findings: Transportation Mode

1. Of students that <u>live less than 2 miles from school</u>:
    - 13.6% Walk to school
    - 18.2% Walk from school
    - 6.8% Bike to and from school
2. <u>Total students</u>
    - 5.7% Walk to school
    - 7.7% Walk from school
    - 2.8% Bike to and from school

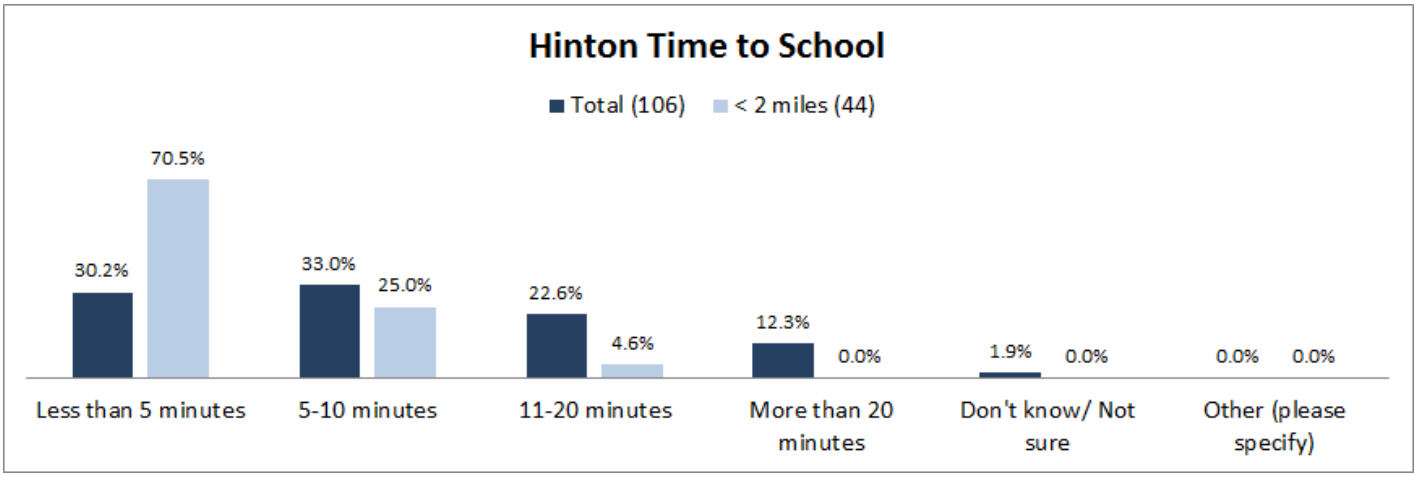




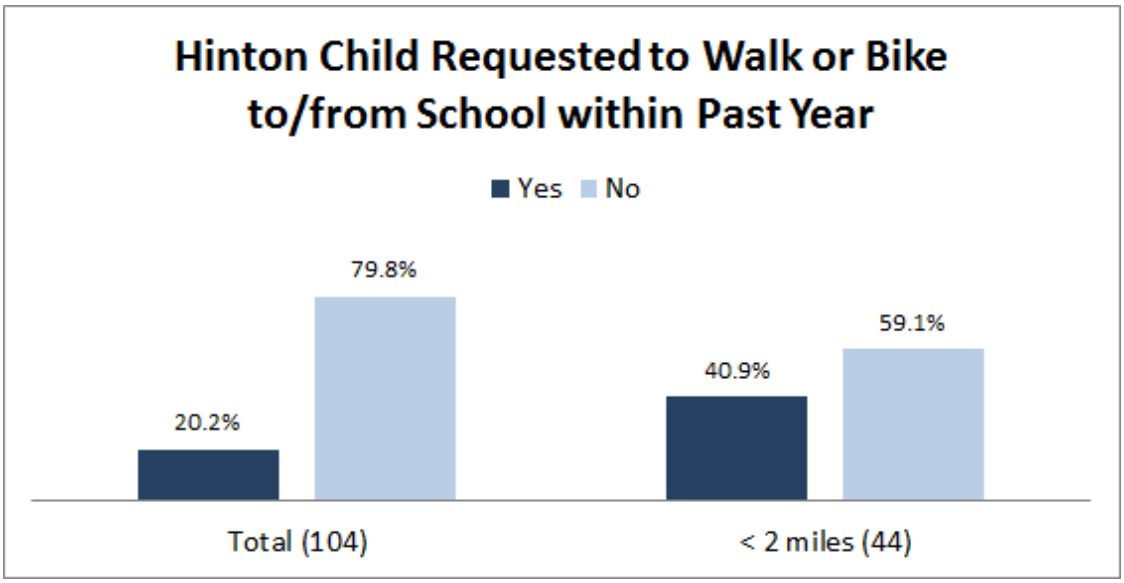
Survey results for "Other": Parents during football, otherwise the bus, Parent pick-up after sports, Father and two children ride in one vehicle.

Parent Survey Results

Hinton School District parents were asked, "How long does it normally take your child to get to/from school?". The graph below shows the time to school seperated into two categories including total respondants on the left and respondants less than 2 miles from school on the right. The graph reveals that the majority of students within 2 miles of school take less than 5 minutes (70.5%) and the majority of all students take less than 5-10 minutes (33%).

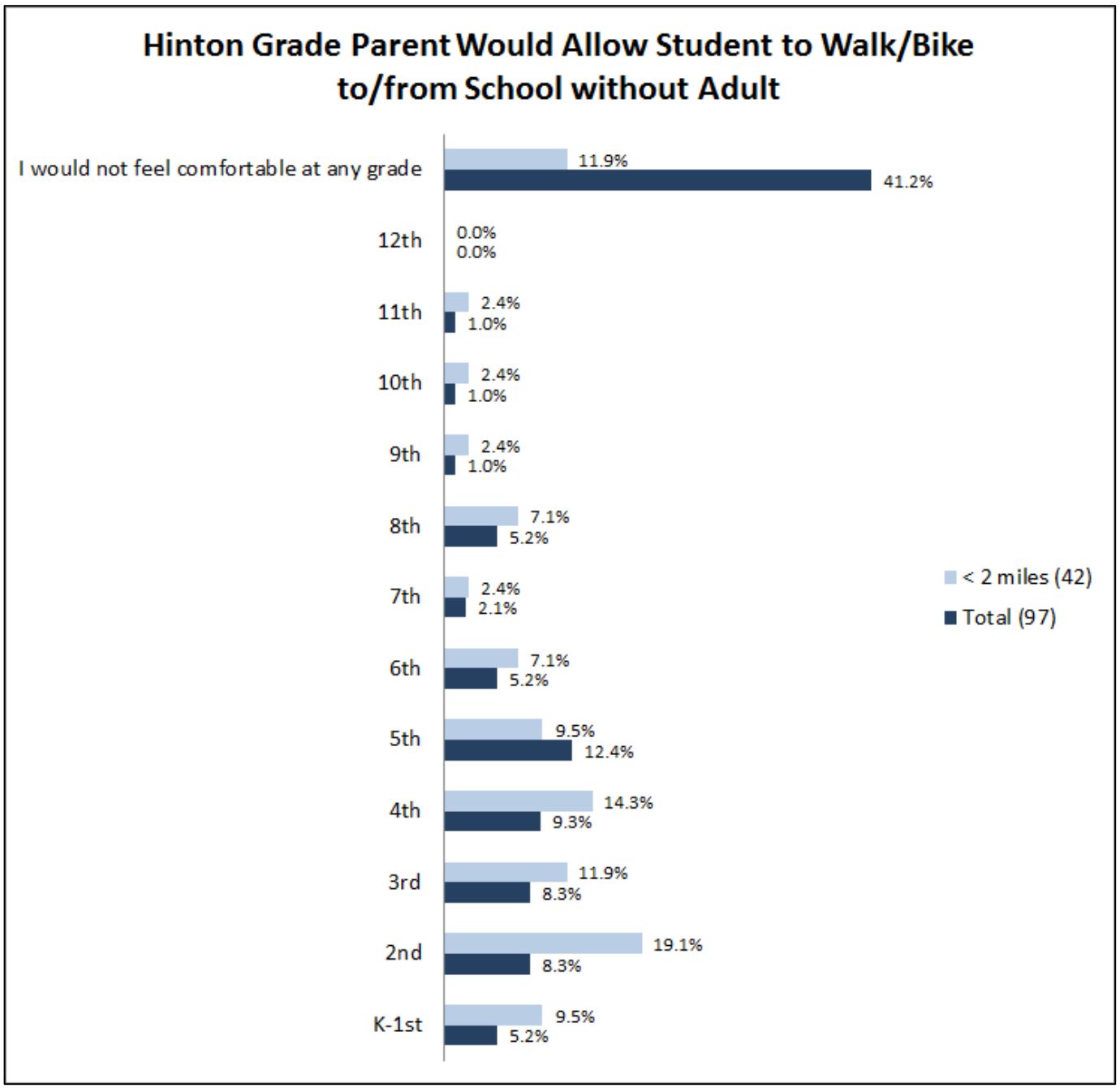


Parents were asked, "Has your child asked you for permission to walk or bike to/from school in the last year?" The graph below shows the percent responses 'Yes' or 'No' seperated into two categories including total respondants on the left and respondants less than 2 miles from school on the right. Survey results reveal that 40.9% of students that live within 2 miles of school have requested to walk or bike to/from school within the past year.



Parent Survey Results

Hinton School District parents were asked, "At what grade would you allow your child to walk or bike to/from school without an adult?" The graph below shows the preferred grade to walk or bike seperated into two categories including total respondants on the bottom and respondants less than 2 miles from school on the top. The graph reveals that the majority of parents within 2 miles of school would allow their children to walk or bike without an adult in 2nd grade (19.1%), 4th grade (14.3%), and 3rd grade (11.9%).

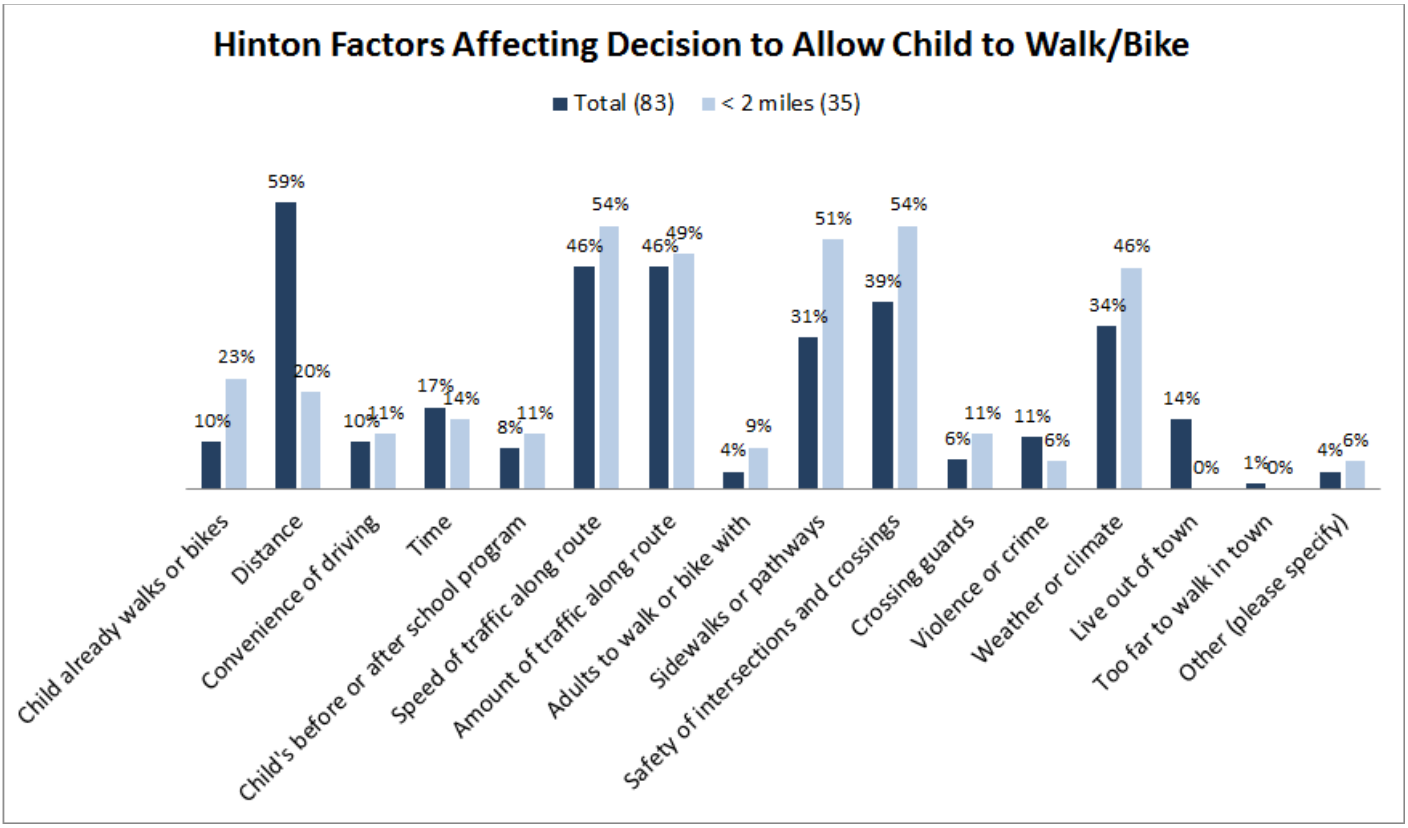


Parent Survey Results

Hinton School District parents were asked, "What of the following issues affected your decision to allow or not allow, your child to walk or bike to/from school? (Select all that apply)." The graph below shows the parent factors affecting their decision to allow children to walk or bike, seperated into two categories including total respondants on the left and respondants less than 2 miles from school on the right.

Survey Key Findings: Parent Factors Affecting Decision to Walk/Bike

- Live less than 2 miles from school major factors:
    1. Speed of traffic along route (54%)
    2. Safety of intersections and crossings (54%)
    3. Sidewalks or pathways (51%)
    4. Amount of traffic along route (49%)
    5. Weather or climate (46%)
- Total respondants major factors:
    1. Distance from school (59%)
    2. Speed of traffic along route (46%)
    3. Amount of traffic along route (46%)
    4. Safety of intersections and crossings (39%)
    5. Sidewalks or pathways (31%)



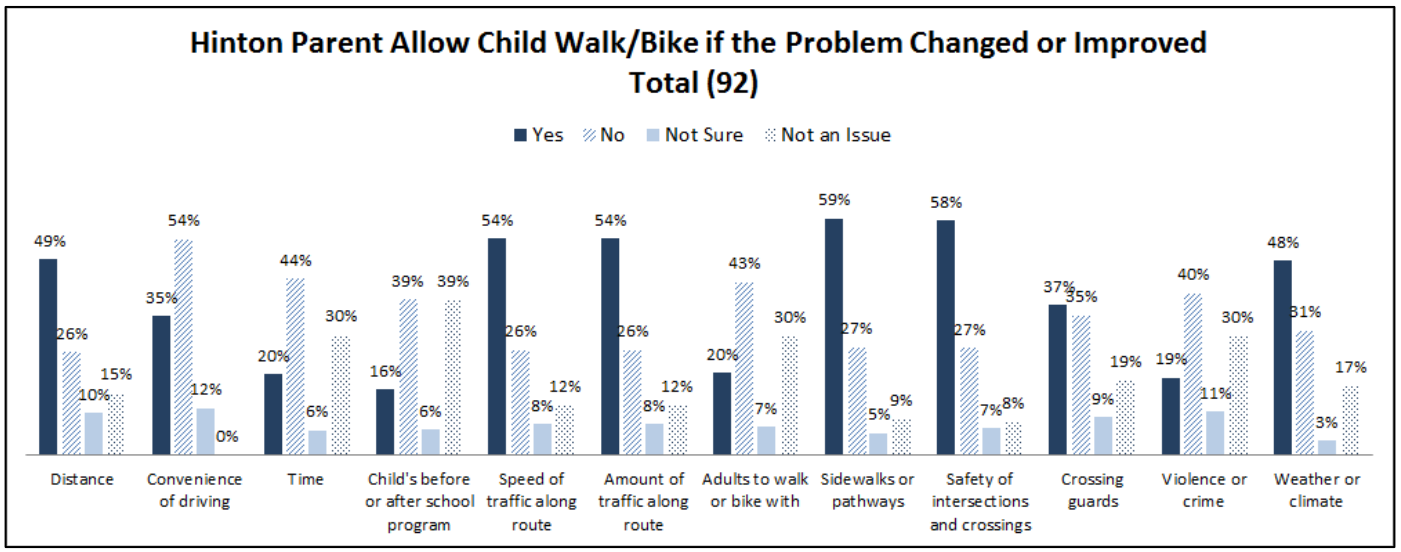
Other: Does not apply, Older students that drive from back parking lot drive way too fast & there is no one back there watching them! I work at the school, therefore they ride with me.

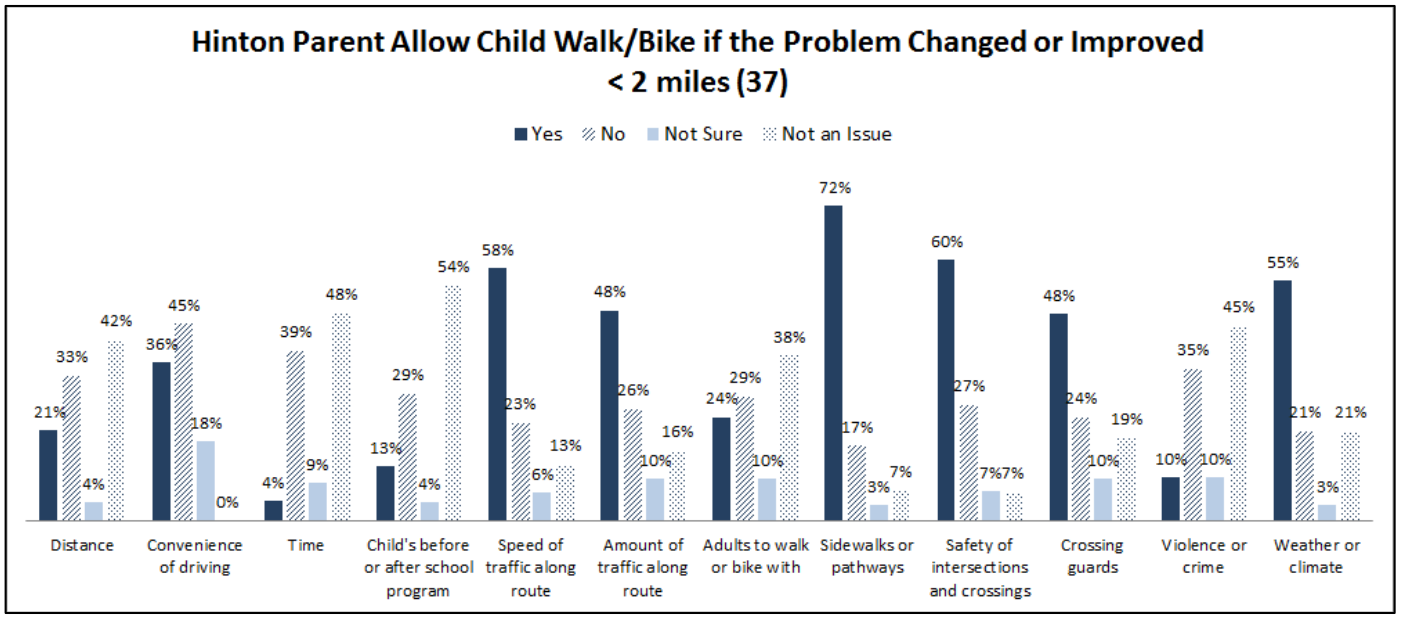
Parent Survey Results

Hinton School District parents were asked, "Would you probably let your child walk or bike to/from school if this problem were changed or improved?" The graphs below show the parent opinions changed if the factor was improved, seperated into two categories including total respondants in the top graph and respondants less than 2 miles from school in the bottom graph.

Survey Key Findings: Parent Opinion Change if Problems Improved

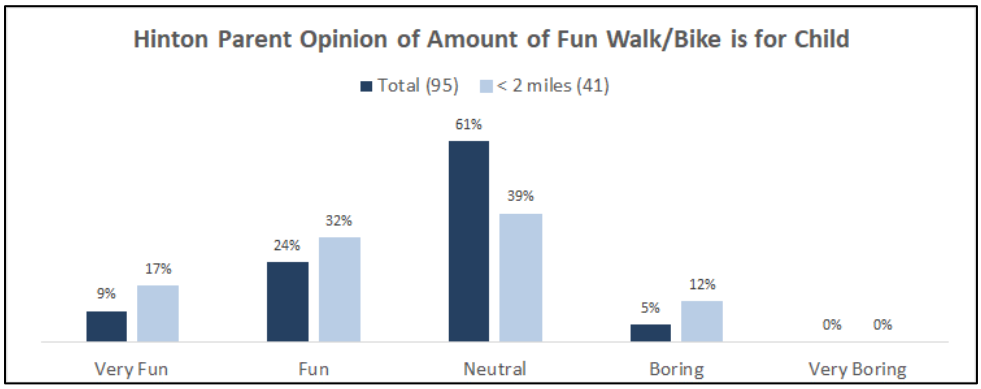
- <u>Live less than 2 miles from school</u> - Parent stated "Yes" would allow if problem improved:
    1. Sidewalks or pathways (72%)
    2. Safety of intersections and crossings (60%)
    3. Speed of traffic along rout (55%)
    4. Amount of traffic along route (48%)
    5. Crossing guards (48%)
- <u>Total respondants</u> - Parent stated "Yes" would allow if problem improved:
    1. Sidewalks or pathways (59%)
    2. Safety of intersections and crossings (58%)
    3. Speed of traffic along rout (54%)
    4. Amount of traffic along route (54%)
    5. Distance (49%)

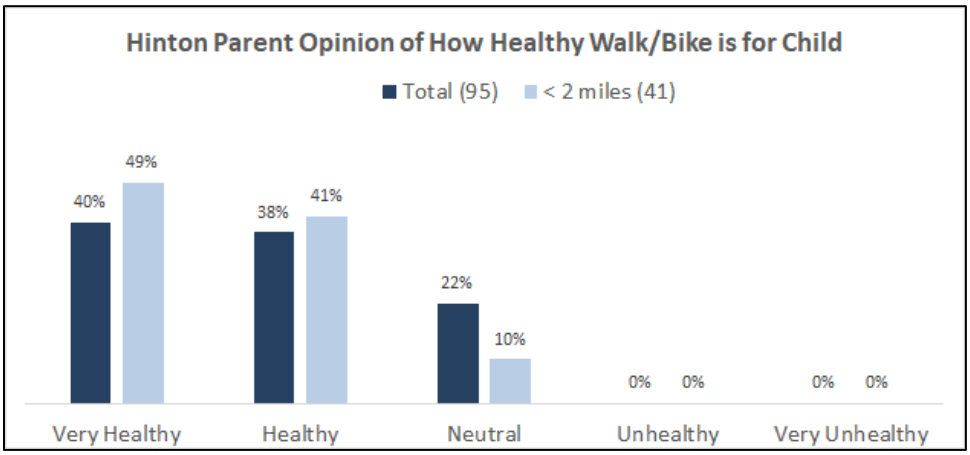


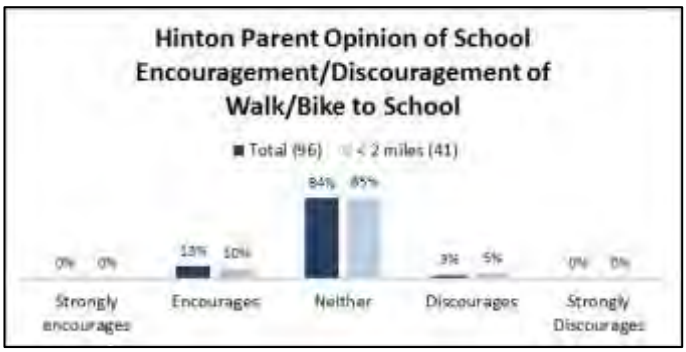


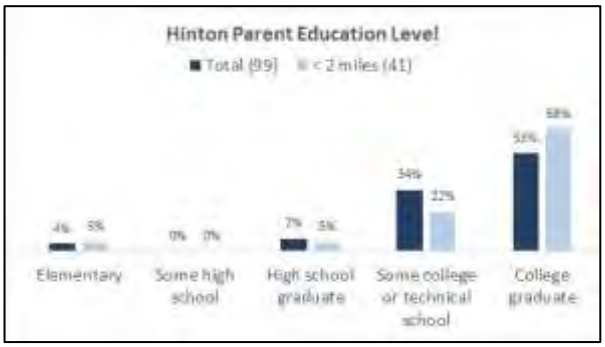
Parent Survey Results

The following graphs show Hinton parent opinions gathered through the survey seperated into two categories including total respondants on the left and respondants less than 2 miles from school on the right.





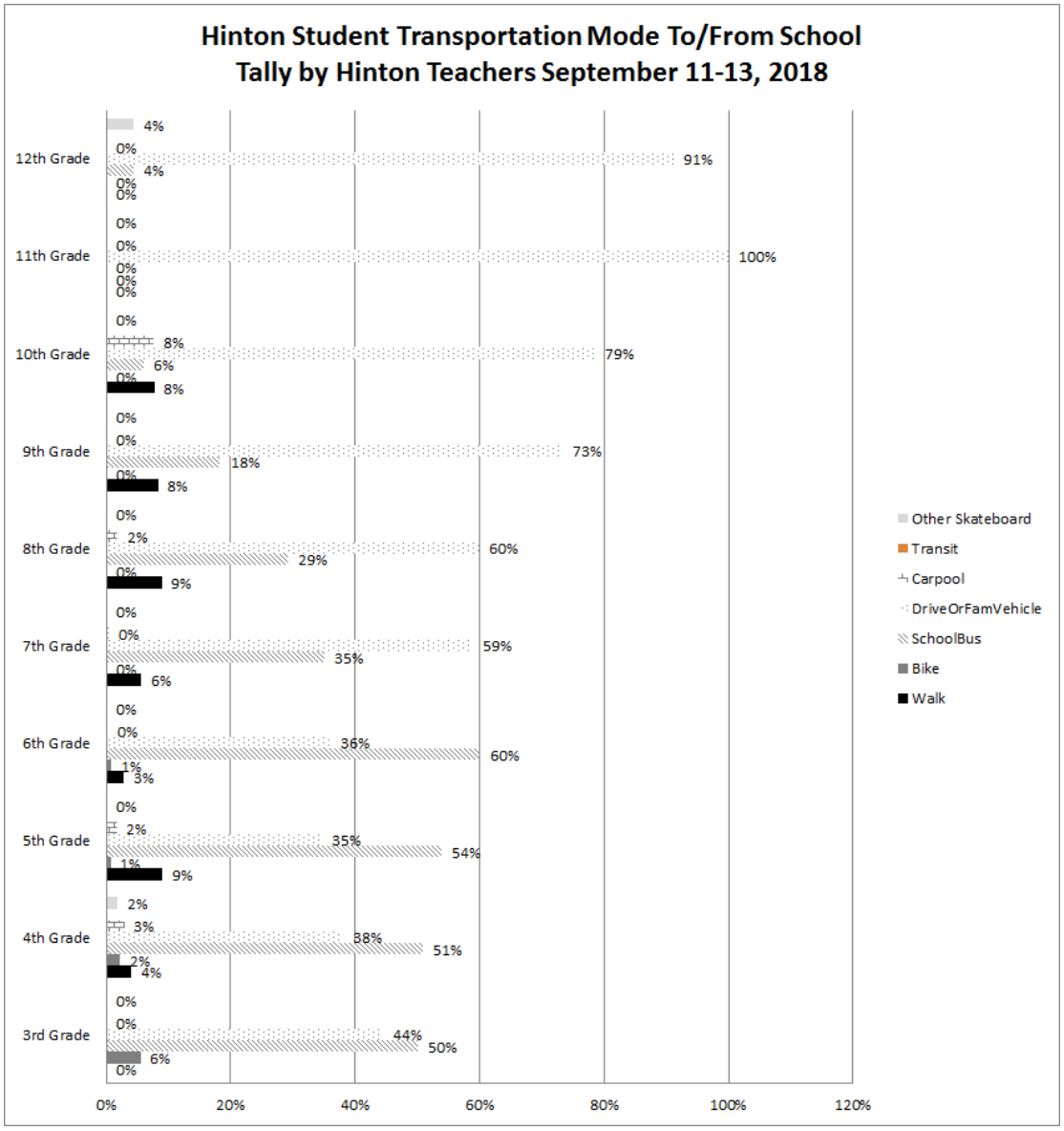




General comments, below, are condensed and similar answers show a number of repondants in parenthesis:
-Too far from school to allow child to walk/bike (8)
-Keep sidewalks and steps clear of ice and snow. Cars should not park across sidewalks.
-Sometimes allow child to walk from school but always a concern of safety because very busy street with NO sidewalks.
-Very frustrated with how congested the parking lot is from parent pick-up. Parking on two sides of the parking lot makes it hard to pass.
-I'm a Hinton alumni that walked the back parking lot (Kindergarten thru 12th grade) and had some close calls with upper classman speeding thru the parking lot/streets. I crossed every day where the student was hit by a pickup truck in December 2017. Feel there should be more faculty/police presence out there near the back corner where they enter/exit the parking lot to the street. At that same intersection, the speed limit (Main Street) should be at a lower speed. Even though my kids do not walk to school, as a parent, I feel there should be something done with that main area!

Student Survey Results and Methods

Grades K-12 at both schools were included in the student survey. For two-three days of one week, teachers asked students how they got to school that day and how they got home the previous day. Students raised their hands for each mode (walk, bike, car, etc) of travel and the teacher recorded the counts. The in-class tally sheets were collected and the cumulative results are below. The highest percent of walking students is in the 8th and 5th grades (9%). The average of grades 3-12 that walk is 5% and bike is 1%.



Hinton Safe Routes To School Student Arrival Departure Tally Sheet Totals							
	Mode						
Grade	Walk	Bike	SchoolBus	DriveOrFamVehi	Carpool	Transit	Other Skateboard
3rd Grade	0%	6%	50%	44%	0%	0%	0%
4th Grade	4%	2%	51%	38%	3%	0%	2%
5th Grade	9%	1%	54%	35%	2%	0%	0%
6th Grade	3%	1%	60%	36%	0%	0%	0%
7th Grade	6%	0%	35%	59%	0%	0%	0%
8th Grade	9%	0%	29%	60%	2%	0%	0%
9th Grade	8%	0%	18%	73%	0%	0%	0%
10th Grade	8%	0%	6%	79%	8%	0%	0%
11th Grade	0%	0%	0%	100%	0%	0%	0%
12th Grade	0%	0%	4%	91%	0%	0%	4%
Avg	5%	1%	31%	62%	1%	0%	1%

Hinton Field Assessment 2018 Results

As part of the Safe Routes to School Plan process, the Coalition conducted a walking, biking, and accessability assessment in October 2018. The assessment helped the Hinton Safe Routes to School Coalition to: 1) Identify the safe walking and biking routes in Hinton, 2) Record safety improvements that are needed, and 3) Prioritize possible infrastructure improvements.

An assessment worksheet was utilized to record data for every road and sidewalk in Hinton. The two-page assessment form listed several walking, biking, and accessibility indicators that can measure the suitability and safety of the identified route or segment. Numeric scores were attached to each indicator with identified segment scores ranging from 0-66 with zero being the best as shown in the score key below. The indicators that were assessed and recorded on the worksheet are listed in the table below.

Field Assessment Road and Sidewalk Indicators			
Marked bike lane	Rough RR Crossing	Traffic Signal	Severe cracks
On-Street parking	Storm Drain Grate	Auditory crossing signal	Bench or other seating
Paved Shoulder	Transit shelter	Visual countdown #sec	Trash receptacles
Frequent Curves	Street lights	Vacant Buildings	Ped wayfinding signs
Numerous Driveways	Trees/Shaded areas	Industrial Land Use	Flower pots/lamp flags
Numerous Intersections	Noisy	Green Space	Detectable Warning
Severe Grades	People loitering-harass	Crosswalks	Cross slopes
Presence of Curb	Litter-Graffiti	Crosswalk sign	Sidewalk/buffer width

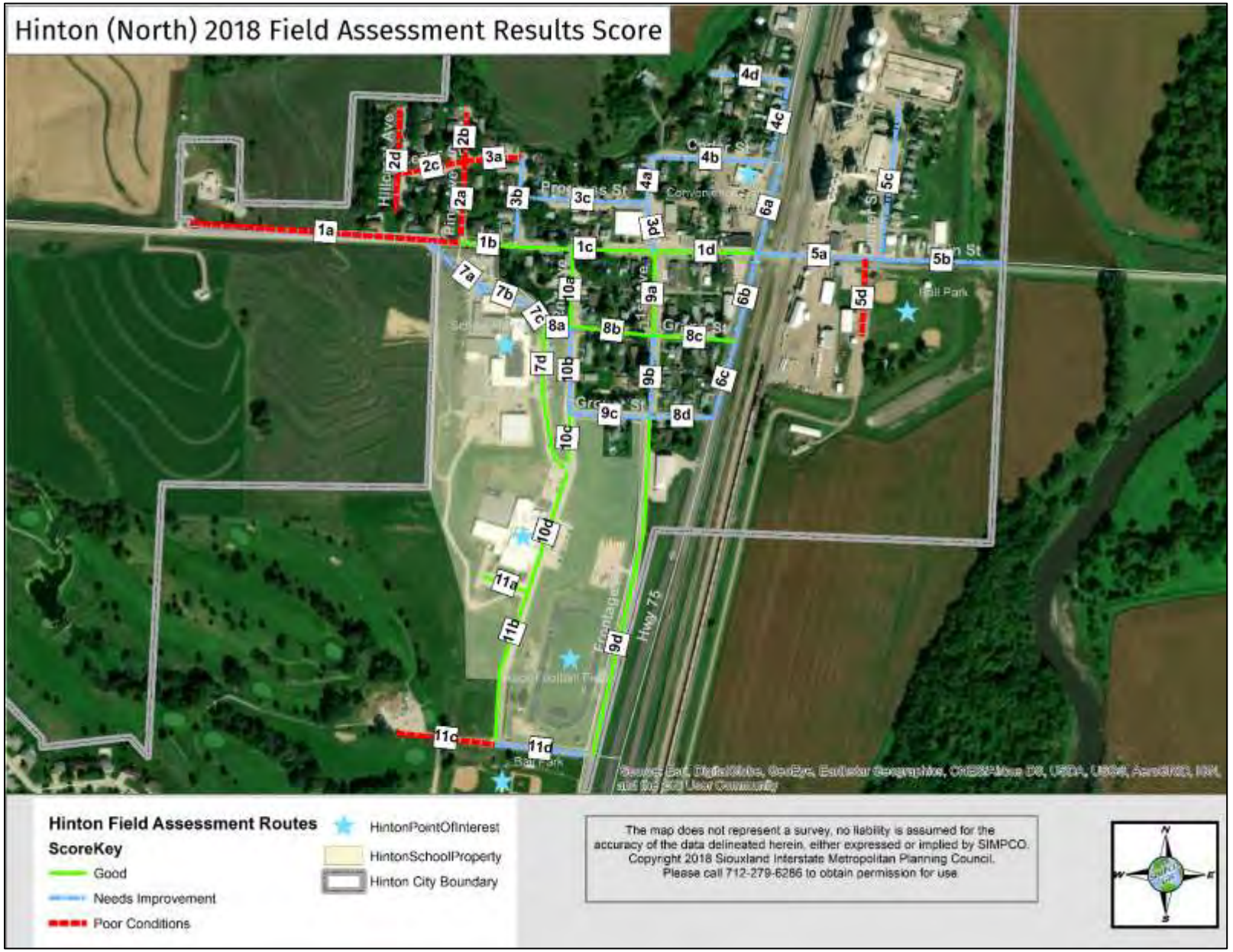
Field Assessment Numeric Scores

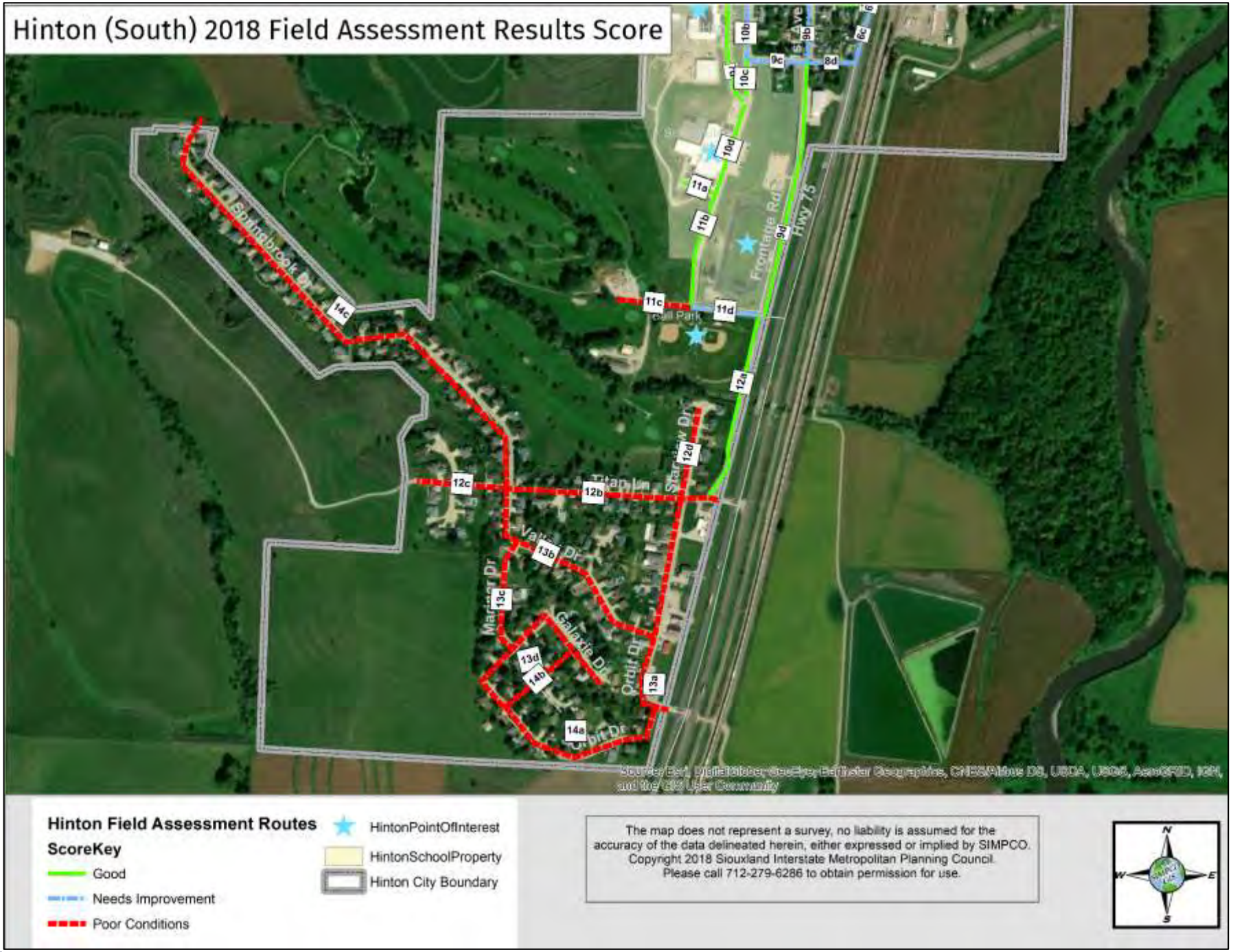
When comparing the segment scores, any segments with a score greater than zero could use Safe Routes to School improvements to create the ideal, safe, accessible walking and biking route. The highest score is the least suitable for a safe, enjoyable walking or biking experience. The highest score is also the least accessible for persons with disabilities, children, and strollers. The highest scores are also the segments that are the greatest need for Safe Routes to School improvements. However, the highest score in Hinton may not necessarily be the best place to begin Safe Routes to School improvements. When prioritizing Safe Routes to School projects, consideration could also be given to achievement of the City's goals, the connecting segments, priority destination connections, and forecasted use.

In the results maps and table on the following pages, each assessment route is labeled with the following color code: Green = Good, Blue = Needs Improvement and Red = Poor Conditions.

Hinton Field Assessment Score Key	
Zero (0)	***Best:*** Most accessible, safe, enjoyable walking and biking experience
1-22	***Good:*** Accessible, safe, enjoyable walking and biking experience
23-44	***Needs Improvement:*** Somewhat accessible, safe, and enjoyable walking and biking experience
45-66	***Poor Conditions:*** Inaccessible, un-safe, not enjoyable walking and biking experience

Hinton Field Assessment Numeric Results Map




Hinton (South) 2018 Field Assessment Results Score
Springbrook Dr
Frontage Rd
Hwy 75
Triad Ln
Valley Dr
Manor Dr
Galaxie Dr
Orbit Dr
Starview Dr
Hinton Field Assessment Routes
ScoreKey
Good
Needs Improvement
Poor Conditions
HintonPointOfInterest
HintonSchoolProperty
Hinton City Boundary
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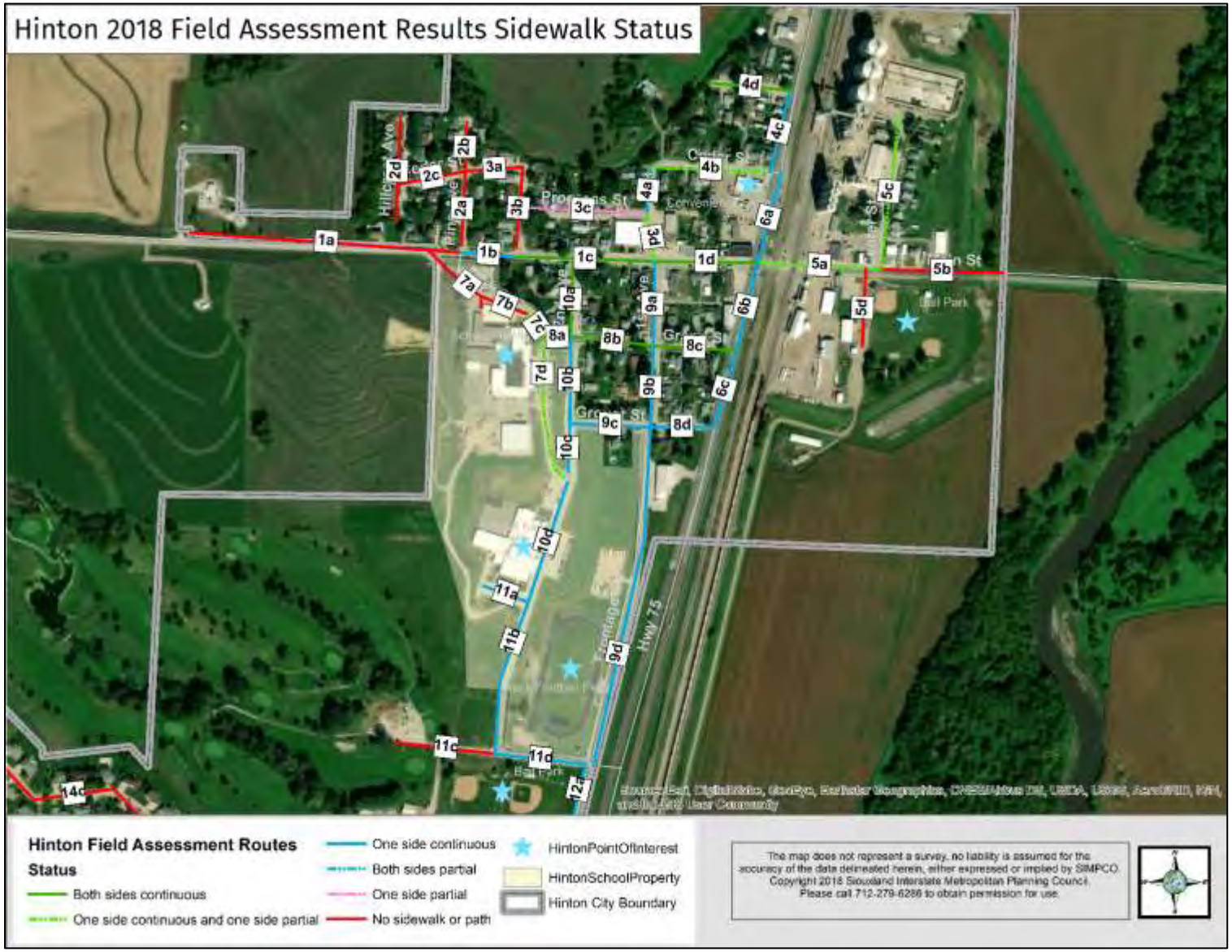
E
S
W

Hinton Field Assessment Sidewalk Status Results Map

The two-page field assessment worksheet included six categories to identify the sidewalk status on each road segment. The six sidewalk status categories were used to create a second assessment maps below. Six status categories include: Both sides continuous, One side continuous and one side partial, One side continuous, Both sides partial, One side partial, and No sidewalk or path, each illustrated in the legend below.




Hinton (South) 2018 Field Assessment Results Sidewalk Status
10b
9b
6c
9c
8d
10c
10d
11a
11b
Frontage Rd
9d
Hwy 75
Springbrook Dr
14c
11c
11d
Ball Park
12a
Starview Dr
12d
12c
12b
13a
Vail Dr
13b
Mars Dr
13c
Galaxie Dr
13d
14b
Orbit Dr
14a
Hinton Field Assessment Routes
Status
Both sides continuous
One side continuous and one side partial
One side continuous
Both sides partial
One side partial
No sidewalk or path
HintonPointOfInterest
HintonSchoolProperty
Hinton City Boundary
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Hinton Field Assessment Results Table

Hinton Safe Routes to School Plan 2018 Assessment Scores						
Date	Neighborhood	Road Segment ID	Road Name	Boundary Streets	Suitability Score	Comments
10/1/2018	Hinton	1a	Main	City Boundary/Pine	46	No sidewalks
10/1/2018	Hinton	1b	Main	Pine/Prospect	22	One side continuous and one side partial
10/1/2018	Hinton	1c	Main	Prospect/North	19	Both sides continuous
10/1/2018	Hinton	1d	Main	North/Hwy 75	22	Both sides continuous
10/1/2018	Hinton	2a	Pine Ave	Main/Cedar	48	No sidewalks
10/1/2018	Hinton	2b	Pine Ave	Cedar/End	47	No sidewalks
10/1/2018	Hinton	2c	Cedar St	Hillcrest/Pine	48	No sidewalks
10/1/2018	Hinton	2d	Hillcrest Ave	N/A	46	No sidewalks
10/1/2018	Hinton	3a	Cedar St	Pine/Prospect	45	No sidewalks
10/1/2018	Hinton	3b	Prospect Ave	Main/Cedar	24	One side continuous
10/1/2018	Hinton	3c	Progress St	Prospect/North	25	One side continuous
10/1/2018	Hinton	3d	North Ave	Main/Progress	27	One side partial
10/1/2018	Hinton	4a	North Ave	Progress/Cedar	29	Both sides partial
10/1/2018	Hinton	4b	Cedar St	North/ Hwy 75	26	One side continuous and one side partial
10/1/2018	Hinton	4c	Hwy 75	Cedar/ N Res. St.	39	One side continuous
10/1/2018	Hinton	4d	Unnamed	Hwy 75	25	Both sides continuous
10/1/2018	Hinton	5a	Main St	Hwy 75/Center	30	One side continuous and one side partial
10/1/2018	Hinton	5b	Main St	Center/ City Boundary	44	One side continuous
10/1/2018	Hinton	5c	Center St	Main/End	29	One side continuous and one side partial
10/1/2018	Hinton	5d	Ball Park Rd	Main/End	48	No sidewalks
10/16/2018	Hinton	6a	Hwy 75	Main/Cedar	33	One side continuous and one side partial
10/16/2018	Hinton	6b	Hwy 75	Ground/ Main	35	One side continuous and one side partial
10/16/2018	Hinton	6c	Hwy 75	Grover/ Grand	32	One side continuous
10/16/2018	Hinton	6d	Hwy 75	Safety Bldg/ Grover	47	No sidewalks
10/16/2018	Hinton	7a	HS drop off Rd	Main/HS North door	44	No sidewalks
10/16/2018	Hinton	7b	HS drop off Rd	HS North door/NE door	42	No sidewalks
10/16/2018	Hinton	7c	HS drop off Rd	NE door to Main Entran.	26	One side continuous
10/16/2018	Hinton	7d	HS drop off Rd	Grand/2nd	22	One side continuous
10/1/2018	Hinton	8a	Grand St	HS driveway/2nd Ave	22	One side continuous
10/1/2018	Hinton	8b	Grand St	2nd Ave/1st Ave	21	One side continuous and one side partial
10/1/2018	Hinton	8c	Grand St	1st Ave/Hwy75	21	Both sides continuous
10/1/2018	Hinton	8d	Grand St	Hwy 75/1st Ave	24	One side continuous
10/1/2018	Hinton	9a	1st Ave	Main/Grand	22	Both sides continuous
10/1/2018	Hinton	9b	1st Ave	Grand/Grover	24	One side continuous
10/1/2018	Hinton	9c	Grover St	1st/2nd	23	One side continuous
10/1/2018	Hinton	9d	1st/Frontage Rd	Grover/Golf Course Rd	20	One side continuous
10/1/2018	Hinton	10a	2nd Ave	Main/Grand	21	Both sides continuous
10/1/2018	Hinton	10b	2nd Ave	Grand/Grover	23	One side continuous
10/1/2018	Hinton	10c	2nd Ave	Grover/School Ent.	21	One side continuous
10/1/2018	Hinton	10d	2nd Ave	Front of Elem Sch	22	One side continuous
10/1/2018	Hinton	11a	Elementary parking lot	Parking at south end of Elem.	19	One side continuous
10/1/2018	Hinton	11b	Elementary drive	South parking/Golf Course Rd	20	One side continuous
10/1/2018	Hinton	11c	Golf Course drive	Clubhouse/Elem drive	47	No sidewalks, opportunity to pave both drive and parking for drop-off and turn around to increase walking and reduce congestion
10/1/2018	Hinton	11d	Golf Course drive	Elem drive/Frontage Rd	25	One side continuous, sidewalk on north side - blocked by gravel at track parking lot
KEY:	Good		Needs Improvement	Poor Conditions		

ISSUES AND POSSIBLE SOLUTIONS

Hinton Safe Routes to School Coalition members developed the following issues and possible solutions in response to the information gathered through the plan process. The National Safe Routes to School Partnership describes the 6 E's and offers example programs and activities for communities to implement. The following issues and possible solutions consider and incorporate the 6 E's of Safe Routes to School.[1]

Education and Encouragement

EDUCATION ISSUE: Teaching all students, families, and the community benefits for walking/biking and the skills needed to ensure their safety.
ENCOURAGEMENT ISSUE: Encourage and increase the number of students who walk or bike to school and reduce barriers to ensure all students can participate.

Education and Encouragement Possible Solutions:

1. Adopt school circulation policy including expected conduct and regulations for all transportation modes (pedestrians, bicyclists, disabled, private vehicles, buses) and areas for drop-off zones (parent and school bus), and parking areas.
2. Share the circulation policy on the school website and at school events.
3. Educate parents, students, school staff and community members about safe routes to school with consideration of the following programs and activities: Walk or Bike across America, classroom activities, guest speakers, walking education programs, bicycle and pedestrian in classroom education, bike rodeos, safe routes for kids/parents. Parent education activities at registration, conferences, newsletter, website, poster contest, presentation by HS students to Elementary School students, youth led marketing campaign.
4. Encourage and increase the number of students who walk or bike to school and reduce barriers to ensure all students can participate through the following examples: school newsletters, Coordinate visit from IDOT bike and pedestrian safety to Pysical Education classes, newspaper, Public Service Announcment (PSAs), emails, posters, fliers, Walking School Bus (WSB), Walking Wednesday, Walk/Roll Punch Card Contests, Mileage Club, Walk and Bike to School Days, Bike Rodeo, walking field trip.

Enforcement

ENFORCEMENT ISSUE: Increasing driver awareness of pedestrians and bicyclists and ensuring students and families follow traffic rules while walking, biking, or driving. Partner with Law enforcement.

Enforcement Possible Solutions:

1. Adopt school circulation policy including expected conduct and regulations for all transportation modes (pedestrians, bicyclists, disabled, private vehicles, buses) and areas for drop-off zones (parent and school bus), and parking areas.
2. Share the circulation policy on the school website and at school events.
3. Consider attendants at key intersections during peak travel times.
4. Enforce safe routes to school with the following examples: School safety zone enforcement, neighborhood watch, Law enforcement presence, Keep Kids Alive – Drive 25, photo enforcement, speed indicator signs, portable stop signs, one-way traffic flow, pedestrian crossing signage, Catch 'Em in the Act Reward Program (crosswalks, sidewalks, bike signals, helmets).
5. Consider Citywide sidewalk and crosswalk installation and improvements with any future street reconstruction and maintenance including addition of sidewalks on at least one side of each street. Enforcement tools include: Municipal code street ordinance amendment, dedicated funds and allocation, subdivision ordinance.

[1] Reference: https://www.saferoutespartnership.org/safe-routes-school/101/6-Es

Equity

EQUITY ISSUE: Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.

Equity Possible Solutions:

1. Adopt school circulation policy including expected conduct and regulations for all transportation modes (pedestrians, bicyclists, disabled, private vehicles, buses) and areas for drop-off zones (parent and school bus), and parking areas.
2. Include equity and inclusion statement within the policy.
3. Share the circulation policy on the school website and at school events.

Engineering

ENGINEERING ISSUE: Engineering elements include physical improvements to the transportation infrastructure on City and school property. Main issue is to improve access and safety for travel by walking and bicycling and minimize conflicts with motorized traffic. Engineering possible solutions are labeled with corresponding responsible entities (i.e. City or School) and followed by corresponding maps to show possible solution locations.

Engineering Possible Solutions - City:

1. ***City***: Consider Constructing sidewalks connecting north side residential to the intersection of Second Avenue and Main Street, which has painted crosswalks and signs. The segments discussed include: 2d from north end to 2c, 2c, 3a and 3b (Reference map on the next page).

2. ***City***: Consider installation of a school zone sign on Main Street with solar light that flashes during peak school zone times, in the following two locations:
    a. West of the intersection of the north school parking lot approach
    b. On Main Street 200 block for west bound traffic

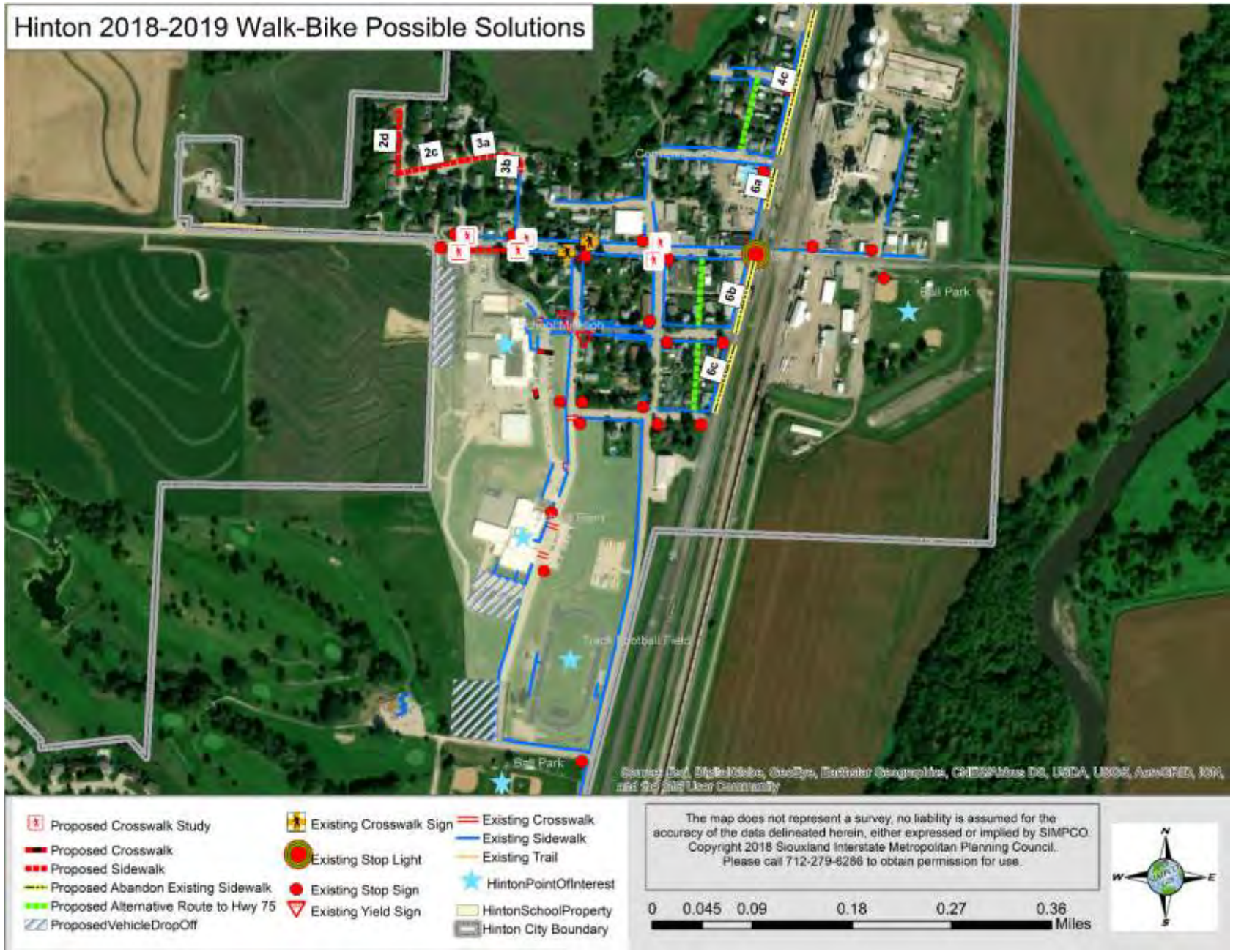
3. ***City***: Consider crosswalk improvements across Main Street connecting north residential areas to school (Reference map on the next page).

4. ***City:*** Consider Citywide sidewalk and crosswalk installation and improvements with any future street reconstruction and maintenance including addition of sidewalks on at least one side of each street.
    a. Infrastructure improvements for safe routes to school include: Sidewalks, bike lanes, bike racks, crosswalks, advance warning signage, traffic calming measures, curb extensions, speed bumps, raised intersections, route signage, speed indicator signs, portable stop signs, one-way traffic flow, pedestrian crossing signage.
    b. Enforcement tools include: Municipal code street ordinance amendment, dedicated funds and allocation, subdivision ordinance amendment.

5. ***City:*** Consider abandoning the existing sidewalks along Highway 75 through Hinton, due to the number of crashes and safety concerns. If abandoned, consider improvements to alternate pedestrian and bicycle routes connecting the north residential area to school. Highway 75 segments discussed include: 4c, north portion of 6a, 6b, and 6c (Reference map on the next page).

6. ***City:*** Consider designating the north parking lot of the school as non-pedestrian and install 'no pedestrian traffic' signs. See Appendix B for examples.

Engineering Possible Solutions – City Map



Engineering Possible Solutions - School:

7. ***School***: Issue Area #1 North parking lot of middle-high school. Issues identified in North parking lot of the middle-high school include: Lack of pedestrian infrastructure, speed of vehicles in and out of the parking lot, speed and volumn of vehicles on Main Street, and the steep slope of the parking lot approach.

   Possible Solutions: Consider improvements to the north (back) parking lot:

   a. Reduce congestion with additional parking spaces and/or west expansion

   b. Reduce speed of traffic in and out of the parking lot with: Speed bumps, speed limit signs, reduced speed limits

   c. Consider adopting a formal policy with detailed instructions for parking and vehicle drop-off to inform parents, students, teachers and bus drivers of the desired behavior at this location.

   d. Consider separate school grades dropped-off by parents at this location to reduce congestion at front door

   e. Consider designating the north parking lot of the school as non-pedestrian and install 'no pedestrian traffic' signs. See Appendix B for examples.

   f. Possible sidewalk and painted pedestrian/vehicle separation in the map below (Reference Appendix A examples). The group discussed the following improvements and issues that led to this being an undesirable area for crosswalk because of steep slope, poor visibility, lack of sidewalk, and possible traffic code issue.

      1) To increase safety of pedestrians by creating a designated location for them to walk separate from the Main Street and the shared driveway

      2) To create a specific place where vehicles can expect to encounter pedestrians and learn to share the driveway

      3) If school considers improvements, the paint should be in tandem or after the city sidewalk and/or crosswalk improvements described in City section above.



8. ***School:*** Issue Area #2 Front of the middle-high school: One issue in front of the middle-high school is congestion and vehicle back-up in the morning during student drop off and in the afternoon at student pick-up. Vehicles and buses both drop-off students in the morning at this location. There are parking spaces in this location as well. Congestion occurs when parents are dropping off students in vehicles, buses are dropping off students, teachers and parents are parking their vehicles and students are walking from vehicles and buses.

   Possible Solutions: Consider improvements to parent drop-off, school bus drop-off, and parking areas with creation of drop-off zones and corresponding infrastructure.

   a. Proposed vehicle drop off areas are possible solutions in the following map to: 1) aliviate the existing congestion at the front of the middle/ high school 2) seperate bus and vehicle drop-off zones in-line with best practices, and 3) increase safety of pedestrians by reducing congestion.

   b. Consider adding crosswalks from the parking spaces to the sidewalk and door. A crosswalk may assist by creating a specific place where vehicles can expect to encounter pedestrians and increase safety of pedestrians by creating a critical mass instead of sporatic crossings along the full length of parking area.

   c. Consider adopting a formal policy with detailed instructions for parking and vehicle drop-off to inform parents, students, teachers and bus drivers of the desired behavior at this location.

9. ***School:*** Issue Area #2 Front of the middle-high school: Steep grades in front of the middle-high school also contribute to the un-safe conditions at this location.

   Solution: The city and school have constructed ramps, sidewalks and crosswalks in this area and continue to maintain the pedestrian infrastructure as well as possible. Some locations remain un-accessible due to Americans with Disabilities Act (ADA) engineering maximum slope restrictions.

Best Practice School Policy Suggestions:

1. *Keep car, bus, bicycle, and pedestrian traffic separate by using different zones.*
2. *For drop-off zones, create a one-way counterclockwise direction that allows students to be picked up and dropped off directly on the sidewalk, helping to keep them out of traffic.*
3. *Keep school buses in a separate area to help reduce congestion.*
4. *A drop-off zone needs to be long enough to handle the volume of cars that it needs to support. Zones that are too short will lead to backup and a slowed drop off and pickup time.*
5. *Design your drop-off zone so that students don't have to cross any traffic before they reach the school building.*

Engineering Possible Solutions – School Map

Evaluation

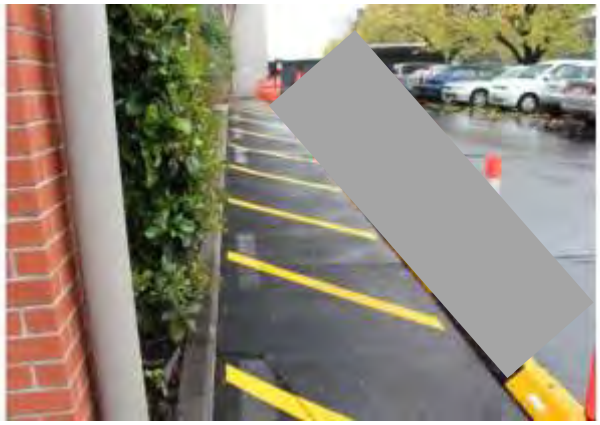
EVALUATION: Evaluation is necessary to assess progress in implementing the plan, progress toward the completion of each element and progress in the achievement of the overall goals and objectives.

Evaluation Possible Solutions:

1. Continue to evaluate the programs and improvements adopted from the 5 categories above using the following example evaluation methods: Parent Surveys, Student Tally Forms, before and after program observations, crossing guard/safety patrol observations, traffic violations, location and number of engineering improvements, value of improvements and programs.
2. Use and complete chart implementation and evaluation example below

Safe Routes to School (SRTS) Activity		Mar 2019	Apr 2019	May 2019	June 2019
City Council Presentation of SRTS Plan *Follow-up on Engineering possible solutions*	Plan				
Lead:	IMPLEMENT				
School Board Presentation of SRTS Plan *Follow-up on circulation plan and policies*	PLAN				
Lead: Peter	IMPLEMENT				
Bike Safety for elementary students with *IDOT Bike Representative Troy Carter*	PLAN				
Lead: Teachers	IMPLEMENT				
Promote National Bike/Walk to School Days *Trial proposed vehicle drop off and students walk to school*	PLAN				
Lead:	IMPLEMENT				
Parent Surveys	PLAN				
Lead: Peter completed Oct 2018	IMPLEMENT				
Student Surveys	PLAN				
Lead: Peter completed Oct 2018	IMPLEMENT				

Appendix A Hinton Pedestrian/Vehicle Separator Examples



Appendix B Non-Pedestrian Route Examples

The following images show possible signs and example non-pedestrian route designations.

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