Safe Routes to School

WALK ZONE INVENTORY AND RECOMMENDATIONS

FINAL

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Table of Contents

Figures

Tables

Appendices

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1 Background

This report is part of a Safe Routes to School program for City of Soldotna schools. It contains an engineering assessment of the walking/bicycling infrastructure around each of six schools, with recommendations for improving the walking/bicycling conditions. This study focuses on a ½-mile radius around the school, referred to in this report as the "walk zone."

The Safe Routes to School program has three primary objectives:

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

Safe Routes to School programs use the "five E's" (evaluation, engineering, education, encouragement, and enforcement) to ensure a well-rounded approach to getting more students walking and biking to school. This report focuses on the evaluation and engineering components, and complements other recent planning efforts in Soldotna such as Envision Soldotna 2030 and the Soldotna Recreation and Trails Master Plan.

2 Existing Conditions Inventory

The first step in any Safe Routes to School program is to examine the existing conditions around the schools as well as along the walking and biking routes to school. This physical inspection is supplemented with other data such as number of traffic accidents, traffic volumes, and school attendance figures. Understanding parent concerns is also important and is obtained through surveys and other public involvement activities. Sections 5 through 9 of this report detail the conditions at each of the six schools examined in this project.

2.1 Inventory Process

The inventory process included three major components:

- Site visits
- Geospatial data collection
- Parent surveys

In September 2013, staff from PDC Inc. Engineers visited the walk zone around the six schools to inventory the existing conditions. Items that we assessed included:

- Pick-up and drop-off zones
  - Separate bus and parent areas
  - Traffic circulation
  - Parking
  - Signage
- Pedestrian and bicycle access
  - Adequacy of facilities
  - Crosswalks
  - Trails (formal and informal)
  - ADA accessibility
  - Gates and fences around school property
  - Crossing guards
  - Lighting
- Adjacent roadway conditions
  - Signage
  - Lighting
  - Line-of-sight issues
  - Speed limits
  - Traffic volumes
- School property features
  - Bike racks
  - Entrance areas
  - Lighting
- Surrounding area
  - Land use/general setting

Electronic data were collected from the Alaska Department of Transportation & Public Facilities (ADOT&PF), the Kenai Peninsula Borough (KPB), the City of Soldotna, and the Kenai Peninsula Borough School District (KPBSD). These included traffic counts, sidewalks, bike paths, street signs, and roads. Data were put into an ArcGIS geodatabase for development of base maps and recommendations.

2.2 School Base Maps

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

2.3 Parent Surveys

A two-page questionnaire developed by the National Center for Safe Routes to School was made available in electronic format to all of the schools in the study. Response rates were variable among the schools, ranging from 0% (Cook Inlet Academy) to 27% (Soldotna Montessori). Results for each school are summarized in the following sections, and the complete reports are presented in Appendix B.

3 Engineering and General Infrastructure Improvements

Engineering is one of the five E's of the Safe Routes to School program. By improving paths, creating safer crossings, and slowing down traffic, engineering treatments improve children's safety and enable more bicycling and walking to school. A discussion of general engineering approaches is below. Subsequent chapters present an implementation plan for the top priority recommendations and more detailed discussion of the specific recommendations for each school.

The purpose of this section is to define the types of improvements considered. The engineering treatments discussed below are a combination of information from engineering guidelines, America Walks, and the National Center for Safe Routes to School, as well as our experience in the design of schools and roadways. While each treatment is discussed individually, the most successful design often incorporates multiple treatments that work together to provide a safe experience. It is also important to note that safety is not only a function of the engineering; adult supervision and appropriate child education on how to navigate our streets safely is just as important. The National Center for Safe Routes to School maintains a database of educational materials, including tools, tip sheets, and templates at www.saferoutesinfo.org.

3.1 Sidewalks

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

Ideally, sidewalks should be located on both sides of the street. While providing sidewalks on both sides is more expensive and takes more right of way (ROW), sidewalks on only one side of the street mean that many children will ultimately have to cross the street twice (once from their house to the sidewalk, and once at the school). Whereas sidewalks are considered the most effective treatment to encourage walking, street crossings are often seen as the biggest detriment. Therefore, to limit the number of crossings, sidewalks should be planned for both sides of the street whenever possible.

When constructing and planning sidewalks, there are several factors that need to be taken into consideration. A sidewalk is effective because it separates pedestrians from vehicles. The greater the separation, the more comfortable the pedestrian feels using the sidewalk. Wide sidewalks (6 feet or greater) and landscaped/grass buffers between the road and the sidewalk help to provide this separation.

Sidewalks must meet all Americans with Disabilities Act (ADA) requirements for slope, cross-slope, curb ramps, and widths. These include 2% maximum cross slopes, curb ramps with 8.33% maximum slopes with tactile warning detection surfaces, and a minimum width of 6 feet (which allows two people to walk comfortably side by side). In addition, curb ramps must include features called “detectable warnings”—a series of small domes that contrast in color with the surrounding sidewalk or street. These function like stop signs for pedestrians who are blind or have limited vision. It is best to provide two curb ramps at each corner (eight ramps per intersection) to help direct pedestrians into a perpendicular road crossing.

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

3.1.1 Snow Removal

Maintenance of the sidewalks to keep them clear of vegetation and snow and in good repair (smooth joints) will help to keep pedestrians on the sidewalk after it is constructed. The City of Soldotna's snow removal priorities focus on the main city arterials, followed by residential neighborhoods. City snow removal begins at 7:30 a.m. the morning following a snow event. City maintenance crews avoid school zones during drop-off and pick-up times.

Other recent planning efforts in Soldotna have identified the need to maintain clear sidewalks during the winter. *Envision Soldotna 2030* included heightened attention to winter maintenance of sidewalks as a transportation goal, while the *Soldotna Recreation and Trails Master Plan* recommended coordination with the school district on the timing of snow removal around schools. This Safe Routes to School plan recommends:

- Increased coordination of sidewalk snow removal with the school district
- Beginning snow removal efforts around schools earlier to avoid conflicts with parent drop-off
- Evaluation of the City's snow removal equipment and manpower
- Inclusion of sidewalks on the City's snow removal priorities list

3.2 Bikeways and Bike Facilities

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

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

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

Many of the major streets within the City of Soldotna have marked bike lanes. Additionally, there are several multi-use paths within the City. Children and adults use these bike lanes and paths throughout the year.

3.3 School Area Speed Limits and Traffic Signs

Children under 12 years old often have difficulty judging the speed of traffic and determining when an appropriate gap is available to cross a street safely. 20 MPH speed zones are one of the appropriate tools for helping children cross roadways. These reduced speed zones make it easier for children to judge on-coming traffic speeds and identify gaps in traffic.

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

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

Simple signs are more effective than complicated signs. Two of the most effective signs that can be used to improve motorist yielding are in-street bollards and overhead signs. Bollards should be placed on centerline and in advance of the crosswalk.

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

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

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

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

Raised crosswalks are another crossing treatment. In addition to providing a physically delineated crossing, they are very effective in reducing motorist speed. For the Soldotna area, raised crosswalks would be especially effective because they are not obscured by snow. Pavement markings, such as “School Zone” stencils, may not be as useful where there is a lot of snow.

Countdown timers at traffic signal intersections should be installed under the following MUTCD Guidance:

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

Crossing guards need to have training and the correct tools (safety vests and STOP paddles). Crossing guards should not be expected to direct traffic, but rather to add mature supervision and monitoring of the safe crossing. Two crossing guards should be considered for four-lane roads. School driveway and drop-off zone monitors on the school campus can keep traffic circulating efficiently and safely. It is important to ensure on-campus monitors wear appropriate safety clothing such as high-visibility vests. In addition to adult crossing guards and monitors, allowing students to participate in traffic safety promotes safe behavior. Soldotna area schools generally do not have dedicated crossing guards. Any schools that use traffic monitors are identified in their respective discussion in sections 4 through 8.

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

Traffic volumes play a role in determining which pedestrian crossing treatments are appropriate. Volumes are expressed as Average Daily Traffic (ADT) or Annual Average Daily Traffic (AADT). The Alaska Traffic Manual provides guidance on when a crosswalk is appropriate based on traffic volumes. Figure 3-1 below outlines recommended practices for installing crosswalks at uncontrolled approaches or mid-block crossings.

In Soldotna, the highest traffic volumes are on the Sterling Highway, K-Beach Road, and the Kenai Spur Highway. These major roads see over 13,000 vehicles per day on average. Within the city core, Binkley Street has the most traffic with over 5,000 vehicles daily.

Table 3B-101. Recommended Practice for Crosswalk Marking on Uncontrolled Approaches or at Midblock Locations

No of Lanes	Raised Median?	Vehicle ADT													
		<9,000				>9,000 to 12000				>12,000 to 15,000			>15,000		
		Speed Limit (MPH)													
		<30	35	40	>45	<30	35	40	>45	<30	35	>40	<30	35	>40
2	No	C	C	M	N	C	C	M	N	C	C	N	C	M	N
3	No	C	C	M	N	C	M	M	N	M	M	N	M	N	N
>4	Yes	C	C	M	N	C	M	N	N	M	M	N	N	N	N
>4	No	C	M	N	N	M	M	N	N	N	N	N	N	N	N

Source: FHWA-RD-01-075, Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations, 2002

C — Candidate sites for marked crosswalks. Before marking a crosswalk, the site should be studied to ensure it is suitable. The study may include a review of pedestrian volumes, available gaps, sight distance (see Note 1), vehicle mix, pedestrian mix, distance to adjacent crossings (see Note 2), etc. Crosswalks should not be installed at locations with fewer than 20 pedestrian crossings per peak hour (or 15 for elderly and/or child pedestrians).

M — Marginal candidate sites for marked crosswalks: Pedestrian accident risk may increase if crosswalks are marked. If pedestrian improvements are necessary, other options should be explored before marking crosswalks.

N — Crosswalks should not be installed at these locations.

Notes: 1. Marked crosswalks should not be installed on uncontrolled approaches or at midblock locations where visibility distance of pedestrians or the crosswalk would be less than the "Stopping Sight Distance for Design" given in the latest version of the AASHTO A Policy on Geometric Design of Highways and Streets. Desirably, crosswalks would only be installed where there is sufficient sight distance to allow pedestrians to cross the road without conflicting with vehicles continuing at the 85th-percentile speed, assuming the pedestrian starts walking at the moment the vehicle comes into sight. Pedestrian crossing time should be computed in accordance with the procedure for determining adequate gaps given in the Institute of Transportation Engineers Traffic Engineering Handbook (page 78 in the 4th Edition).

2. Crosswalks should not be installed on uncontrolled approaches or at midblock locations where they will encourage pedestrians to divert from nearby signalized or grade-separated pedestrian crossings.

Figure 3-1 - Traffic Volumes and Crosswalk Markings - Alaska Traffic Manual

3.5 Traffic Signals

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

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

A. *If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.*

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

C. *Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.*

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

Figure 3-2 –
Rectangular Rapid Flash Beacon

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

A Rectangular Rapid Flash Beacon (RRFB) is a user-actuated beacon with amber LEDs that supplements warning signs at uncontrolled intersections or mid-block crosswalks. Pedestrians can activate them manually with a push button or passively by a pedestrian detection system. RRFBs use an irregular flash pattern that is similar to emergency flashers on police vehicles. Educating drivers about these signals may be necessary in communities that do not have RRFBs. RRFBs should only be considered after an engineering study of vehicle gaps and pedestrian volumes has been completed.

4 Implementation

After applying the engineering approaches discussed above to the existing conditions in Soldotna, we developed recommendations to accomplish the goals of the SRTS program. Some of these recommendations were items that should be implemented on a city-wide level, while others were specific to individual schools.

Each recommendation was assigned a priority ranking according to the following parameters:

- **Priority 1:** Immediate need to improve safety; funding should be sought immediately, with the goal of completing construction within 3 years
- **Priority 2:** Mid-term need to improve safety; should be constructed within 3 to 5 years
- **Priority 3:** Not needed for safety, but would improve conditions; implement as funding becomes available

Cost estimates developed at this planning stage can vary dramatically from final costs and are presented in Sections 5 through 9 only to show order-of-magnitude construction costs. These estimates also do not include a number of factors, described below, that will also influence the overall project costs:

- Right-of-way acquisition and utility relocations, if needed, can be costly (sometimes exceeding the cost of construction)
- Actual engineering design of a project may require substantial changes to certain features, such as accommodations for drainage or driveways
- Detailed engineering design costs are typically in the range of 8 to 12% of construction costs
- Additional traffic analysis may be required
- Some degree of traffic control (e.g., flaggers) will be needed during construction
- Public involvement efforts will be required in order to ensure fair consideration of the needs of local residents, property owners, and other stakeholders the project will affect

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

Another consideration is that of jurisdiction. Several different entities, including the City of Soldotna, the KPBSD, and ADOT&PF, have ownership and maintenance responsibility for various components of the transportation infrastructure at and around Soldotna's schools. It will be necessary for cooperation among these groups to fund, develop, and construct the recommended improvements.

4.1 City-Wide Implementation Priorities

There are several activities that could be implemented at all Soldotna area schools that would benefit students that walk or bike to school. The following are the top priority (Priority 1).

4.1.1 Snow Removal

Snow removal is a critical component of maintaining safe walking and biking routes to schools. There were several comments from parents that snow removal impacts their decision to allow their children to walk or bike to school. Snow removal of bicycle and pedestrian facilities was also identified as an issue in the Soldotna Recreation and Trails Master Plan and the Soldotna Comprehensive Plan.

In Soldotna, snow removal responsibilities are shared by the KPBSD, the City of Soldotna, and the ADOT&PF. Because maintenance responsibility varies depending on the facility, it is important for these parties to work together to identify and perform snow removal activities. They should also consider adopting shared performance standards for defining the level of service to be expected in the winter. A potential mechanism for addressing this issue is through

a Seasonal Mobility Task Force. This task force would bring together the KPBSD, City, and ADOT&PF to cooperatively address snow removal issues.

4.1.2 Crossing Guards

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

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

4.1.3 Monitor Pedestrian and Cyclist Activity

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

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

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

4.1.4 Bicycle Parking Upgrades

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

Things to consider when upgrading bicycle parking include:

- **Location:** Site racks near a main entrance where they are visible and where frequent foot traffic will deter theft; keep bicycle parking away from vehicle traffic; do not block normal path of pedestrian traffic

- **Rack Style:** A good bicycle rack will support the bicycle frame at two points and allow the frame and front wheel to be locked to the rack; space between racks allows students to move freely and prevents bicycles from coming into contact with one another
- **Protection from Weather:** Provide a roof to protect students and bicycles from rain and snow

4.2 School-Specific Implementation Priorities

Projects for the individual schools were selected based on the following factors:

- Safety
- Public support
- Current or potential pedestrian use
- School interest in Safe Routes program
- Parent concerns
- Existing school site and walk-zone conditions
- Implementability of the recommendations

Implementation of the recommended improvements falls under the responsibility of one of three entities: the City of Soldotna, the Kenai Peninsula Borough School District, or the ADOT&PF. Each of these groups has a different procedure and timeline for project development.

The following Priority 1 projects fall under the responsibility of the City of Soldotna.

- **Redoubt Avenue Mid-Block Crossing Relocation (Redoubt Elementary – p.24):** Moves student travel path away from busy parking lot
- **Park Avenue Mid-Block Crossing (Soldotna Elementary & Montessori – p.32):** Provides designated crossing; reconfigures confusing road signs
- **Binkley Street Pedestrian Crossing (Soldotna Elementary & Montessori – p.32):** Complements the Binkley Street upgrades project

The following Priority 1 projects are the responsibility of the KPBSD:

- **Drop-Off Area Improvements (Redoubt Elementary – p.24):** Addresses parent and school concerns about traffic congestion
- **Drop-Off Area Improvements/Staff Parking Relocation (Soldotna Elementary & Montessori – p.32):** Alleviates parent and school concerns about traffic congestion; complements the Binkley Street upgrades project

The ADOT&PF has responsibility for the following Priority 1 projects:

- **Pork Chop Islands for North- and Southbound Traffic on K-Beach Road at Intersection with Poppy Lane (Kalifornsky Beach Elementary – p.18):** Alleviates parent concerns about crossing this intersection; has potential to increase the number of students walking to school; benefits all cyclists and pedestrians, not just students

- **Pork Chop Islands for North- and Southbound Traffic on Kenai Spur Highway at Intersection with Marydale Avenue (Soldotna Elementary & Montessori – p.32):** Alleviates parent concerns about crossing this intersection; has potential to increase the number of students walking to school; benefits all cyclists and pedestrians, not just students
- **Sterling Highway Separated Multi-Use Path (future Skyview Middle School – p.39):** Provides the first pedestrian connection to Skyview; has strong public support; has been identified and supported in other planning documents

5 Cook Inlet Academy

5.1 Inventory

Cook Inlet Academy is a private pre-K-12 school located on Kalifornsky Beach Road with approximately 150 students. As a private school, it has no defined attendance boundary and no bus service.

The school is located along Kalifornsky Beach Road, a busy state road with a mix of land uses including commercial, residential, and industrial. There are single-family houses south and west of school property, as well as north of Kalifornsky Beach Road. The popular Tsalteshi Trail system is about ¼ mile east of the school.

Kalifornsky Beach Road provides the only vehicle access to the school. This state-maintained road sees over 13,000 vehicles per day on average. The road has two travel lanes and a center turn lane. There is a paved, multi-use path on the north side of the road, separated by a grass buffer for much of its length. During school drop-off and pick-up times, there are flashing School Zone lights along K-Beach Road. Streetlights are present at the school entrance and the intersection of K-Beach Road and Endicott Drive. Otherwise, the road is unlighted.

School administrators reported that they do not have any students that walk or bike to school.

5.2 Parent Survey Results

No parent surveys were returned.

5.3 Recommendations

There were no reported walkers or bikers at Cook Inlet Academy during the 2013-14 school year. However, there is the potential for them in the future because of the proximity of residential subdivisions. There is also non-school-related pedestrian and cyclist traffic around the school, particularly along K-Beach Road. The presence of the Tsalteshi Trail system and the Unity Trail attract cyclists, skiers, and walkers to the school walk zone. Some minor enhancements would improve safety for these non-motorized users and complements the recommendations from other planning documents.

The student drop-off area has no deficiencies or safety issues. The small student population, lack of buses, and large parking area result in good vehicle circulation with no congestion.

Table 5-1 – Cook Inlet Academy Recommended Improvements

Recommendation	Scope	Construction Cost Estimate	Priority
Mid-Block Crossing	Install mid-block crossing with central refuge island on K-Beach Road, allowing pedestrians to cross from Unity Trail to school property	$39,000	3
Mid-Block Crossing	Install mid-block crossing with central refuge island on K-Beach Road, allowing pedestrians to cross from Sports Center Road to Tsalteshi Trails	$39,000	3
Lighting	Install additional lighting along K-Beach Road between Sports Center Road and Chugach Drive	$301,500	3
Maintenance	Improve the method and frequency of clearing snow, ice, and gravel from the Unity Trail	--	1

Figure 5-1
Cook Inlet Academy
Existing Conditions

1. Cook Inlet Academy is unique because no students come to the school via bus or foot. Student drop-off times begin earlier than other schools. As a result, no issues related to pedestrian and vehicle safety were reported. Vehicle congestion is not a problem.

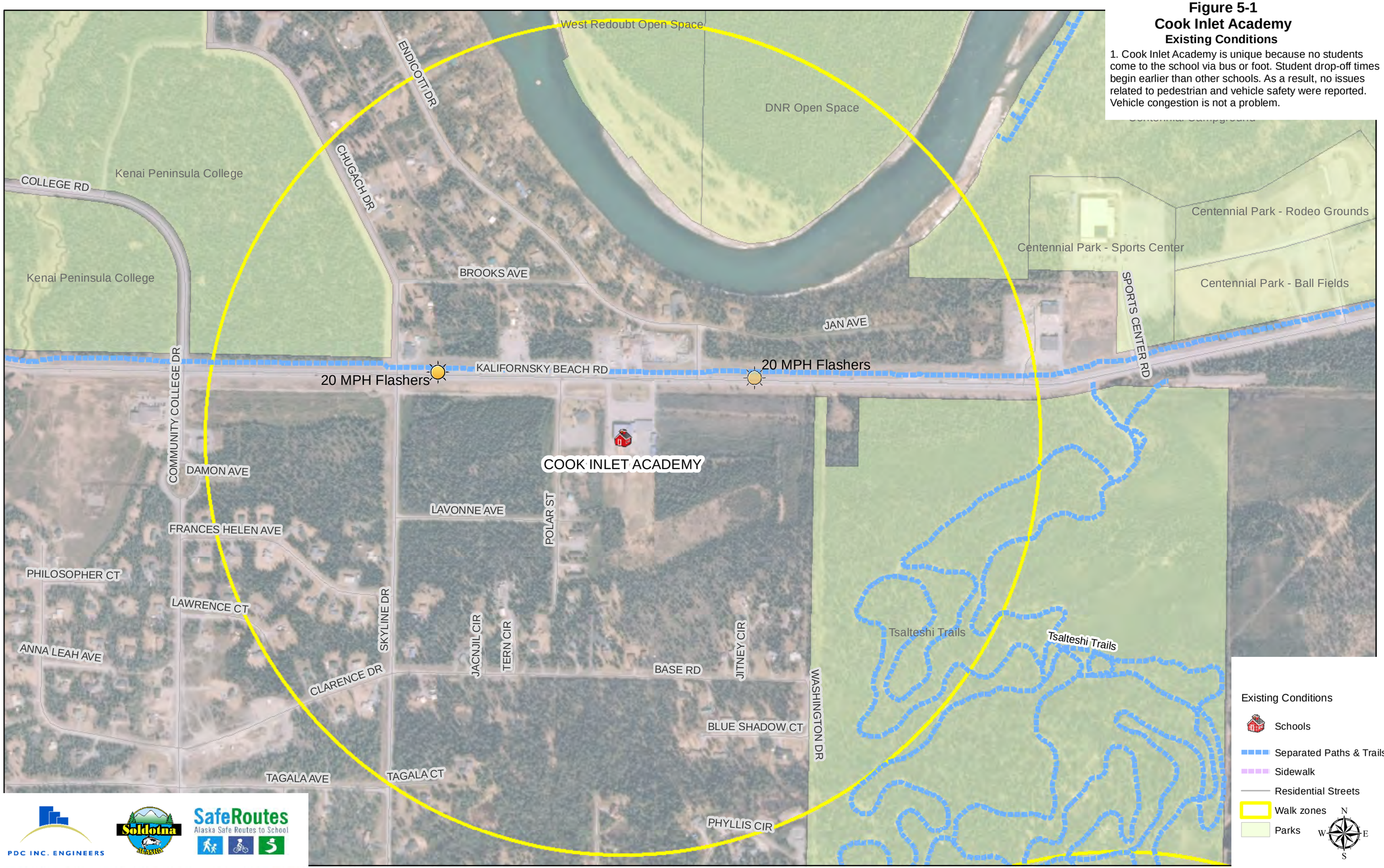

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Figure 5-2
Cook Inlet Academy
Suggested Improvements

1. Improve the method and frequency of clearing snow, ice and gravel from Unity Trail along K-Beach Road. (Recreational Trails Master Plan)

2. Mid-block pedestrian crossing with central island on K-Beach Road.

3. Pedestrian crossing between Spots Center Road and Tsalteshi Trails

4. Additional lighting along K-Beach Road between Sports Center Road and College Road

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Recommendations

- Lighting improvements
- Pedestrian crossing improvements

Existing Conditions

- Schools
- Trails and Separated Paths
- Residential Streets
- School Walk Zone
- Parks & Recreational Areas

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6 Kalifornsky Beach Elementary

6.1 Inventory

Kalifornsky Beach Elementary, commonly referred to as K-Beach Elementary, is located on East Poppy Lane at the western edge of the City of Soldotna. The school serves students in the area south and west of the Kenai River, west of the Sterling Highway, north of Echo Lake, and east of the Kalifornsky flats. There were approximately 385 students enrolled at the school during the 2013-2014 school year.

School administrators indicated that few students walk or bike to school. However, those that do walk may travel from as far away as West Poppy Lane. West Poppy Lane is unlighted and does not have any sidewalks. The road shoulders are fairly wide with a gravel surface.

Figure 6-1 –
Multi-use path on East Poppy Lane; view to the east

The school walk zone encompasses pockets of residential areas, light commercial development, and undeveloped land. The Kenai Peninsula College owns the adjacent property to the east. There are several informal trails that connect the school to College Drive.

East Poppy Lane is the only vehicle access to the school and averages over 1,000 vehicles per day. There is an asphalt multi-use path along the north side of E. Poppy Lane extending west from the school entrance to Kalifornsky Beach Road. There are also informal ATV trails within the road right-of-way on both sides of the road. The road is lighted at the entrance to the school and at the intersection with K-Beach Road. There are also flashing School Zone speed limit signs (20 mph) on East Poppy Lane.

There are no crossing guards at K-Beach Elementary.

Students walking or biking from the west side of K-Beach Road must cross that road at the intersection with Poppy Lane. This intersection is difficult due to several factors:

- Long crossing distance
- No pedestrian refuge on the west side of K-Beach Road
- Large turn radii at all four corners

6.2 Parent Survey Results

Of the 385 students enrolled at K-Beach elementary, only 15 parent surveys were completed. None of the respondents have children that walk or bike to school. The majority of respondents' children arrive and depart school via family vehicle.

The three main issues that parents identified as affecting their decision to not allow their children to walk or bike to school include:

- Safety of intersections and crossings
- Amount of traffic along route
- Speed of traffic along route

Additionally, parents commented that the path along East Poppy Lane is not well lit, the pedestrian crossing at K-Beach Road is not safe, and West Poppy Lane does not have a pedestrian facility.

6.3 Recommendations

Kalifornsky Beach Elementary's walk zone is fairly limited due to the location of the school and absence of a local neighborhood. However, some students do walk from subdivisions to the west and north. The routes from these subdivisions are not conducive to safe pedestrian travel. Poppy Lane, which serves as the primary route to the school, has only a short segment of separated path. The pedestrian crossing at K-Beach Road is also difficult, with long crossings, high-speed traffic, and large turn radii.

The location of the school offers opportunities for connection with existing trail systems such as the Unity Trail along K-Beach Road and the college campus trails. Additionally, there is interest in connecting this area with W. Redoubt Avenue via a trail and bridge over the Kenai River. A connection between K-Beach Elementary and the nearby Kenai Peninsula College is supported by the Soldotna City Council, which passed a resolution of support (2013-076).

The student pick-up/drop-off area has only minimal issues. The only recommended improvement is to increase the number of staff parking spaces.

Table 6-1 – Kalifornsky Beach Elementary Recommended Improvements

Recommendation	Scope	Construction Cost Estimate	Priority
Multi-Use Path	Construct 4,600 feet of separated, lighted, and paved multi-use path along E. Poppy Lane from K-Beach Elementary to Poppy Ridge Rd., then north along Poppy Ridge Rd. to Bonita Rd.	$458,000	2
Multi-Use Path	Construct 1,000 feet of separated, lighted, and paved multi-use path from the College Rd./Poppy Lane intersection, east to the Kenai River; include a 700-foot pedestrian/bike bridge over the Kenai River to connect with W. Redoubt Ave.	$525,000	3
Multi-Use Path	Construct 5,600 feet of separated, lighted, paved multi-use path along the north side of W. Poppy Lane between the K-Beach Road intersection and W. Brook Drive.	$5.5 million[1]	2
Pork Chop Islands[2]	Install right-turn corner islands for north and south bound traffic on K-beach road at the intersection with Poppy Lane; include crosswalk striping and pedestrian countdown timers.	$ 72,000	1
Staff Parking Lot	Expand existing staff parking lot to accommodate additional 10 vehicle parking spaces.	$ 20,200	2
RRFB	Install a pedestrian-activated RRFB at the entrance to the school	$ 25,200	2
Sidewalk	Construct 400 feet of sidewalk from the pedestrian crossing of Poppy Lane to the school's front door	$ 30,500	2

[1] High level of uncertainty due to the many factors affecting bridge construction
[2] Requires an analysis of large-vehicle (e.g. buses, tractor trailers) turning needs

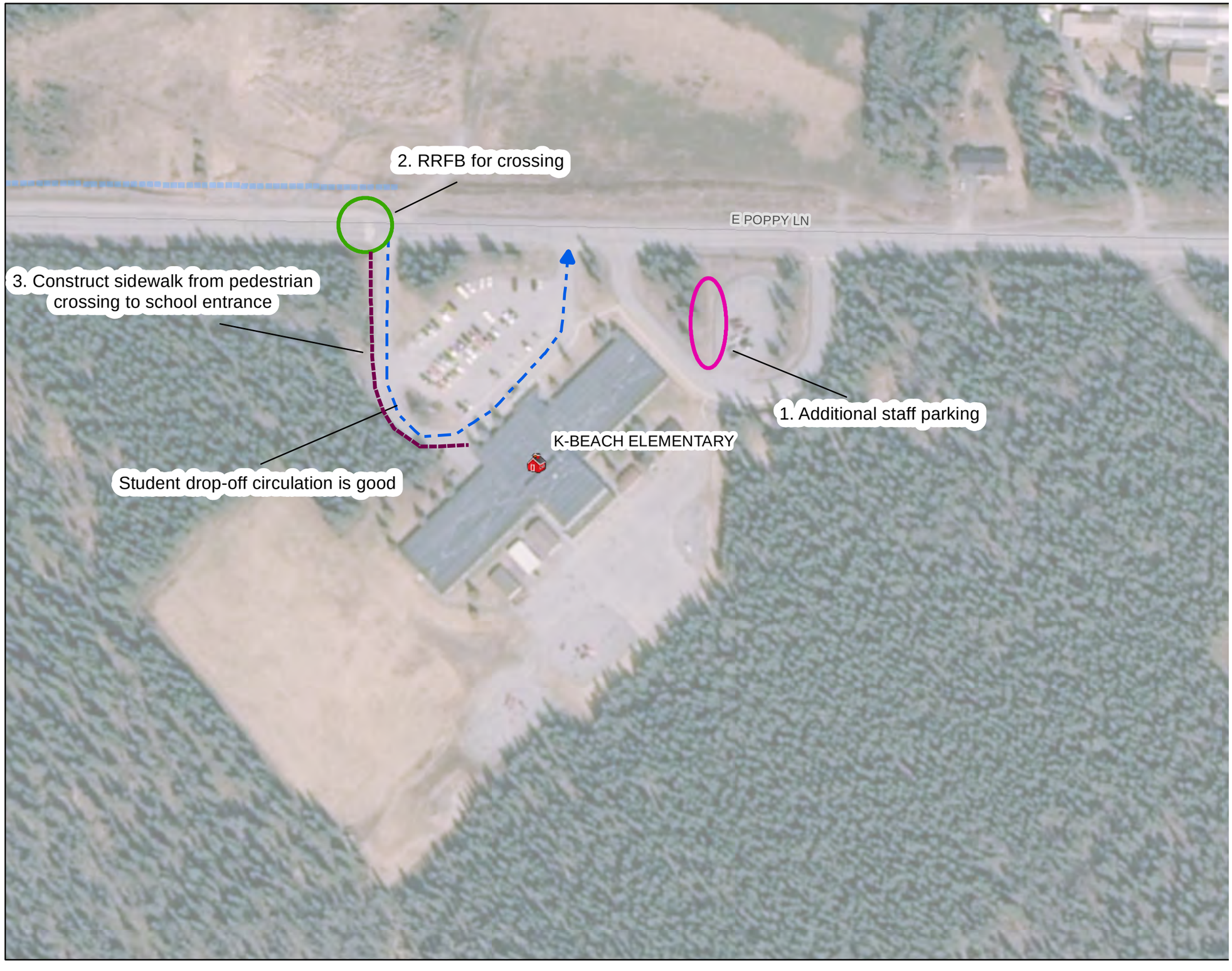

Figure 6-2
K-Beach Elementary
Existing Conditions & Suggested Improvements
School Site

1. Additional staff parking per school suggestion

2. Install pedestrian-activated RRFB at school entrance

3. Construct 6'-wide sidewalk on west side of entrance road between pedestrian crossing and school entrance

Recommendations

- Parking area improvements
- Pedestrian crossing improvements
- Sidewalk

Existing Conditions

- Schools
- Trails and Separated Paths
- Residential Streets

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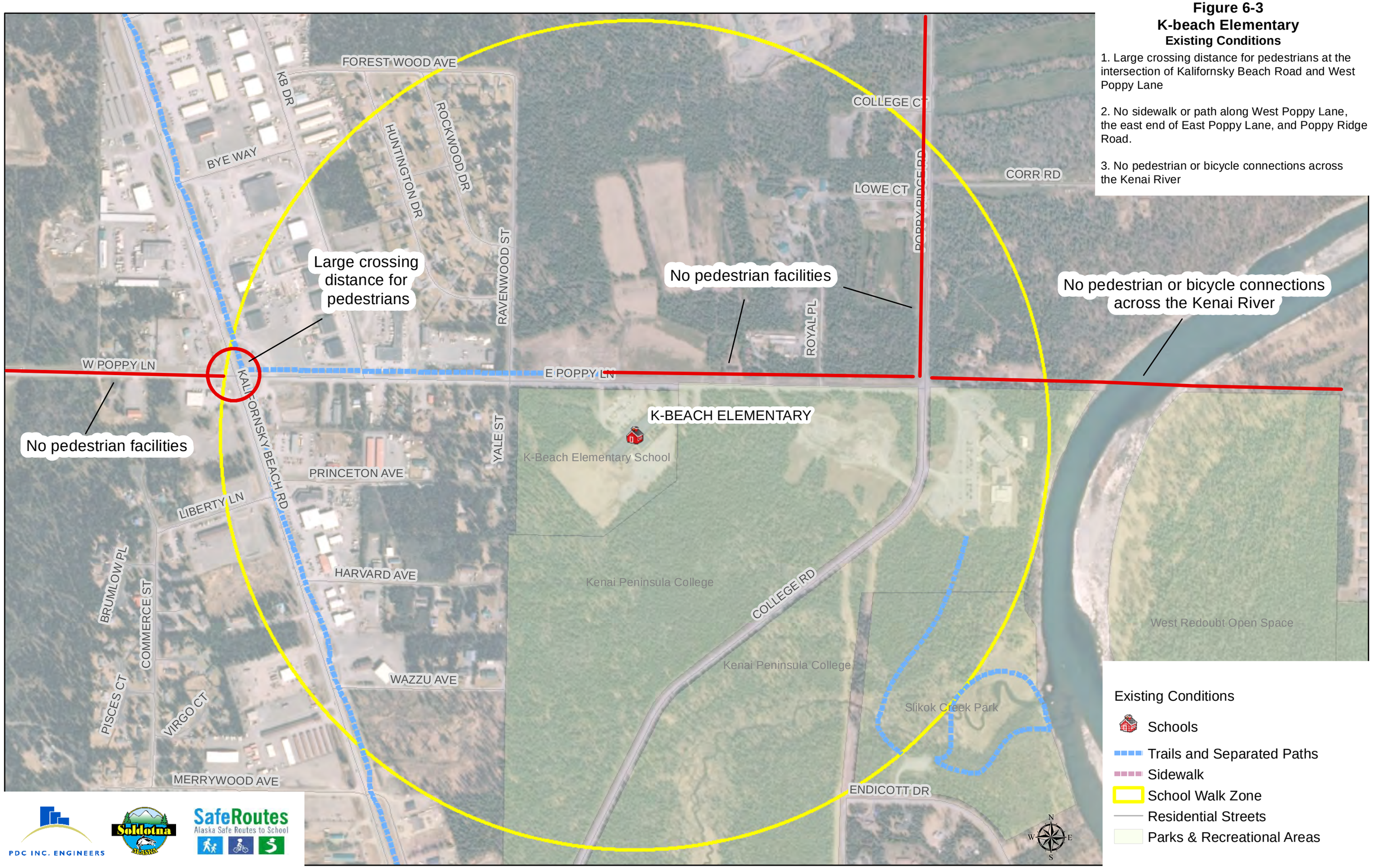
Figure 6-3
K-beach Elementary
Existing Conditions

1. Large crossing distance for pedestrians at the intersection of Kalifornsky Beach Road and West Poppy Lane

2. No sidewalk or path along West Poppy Lane, the east end of East Poppy Lane, and Poppy Ridge Road.

3. No pedestrian or bicycle connections across the Kenai River



Existing Conditions

- Schools
- Trails and Separated Paths
- Sidewalk
- School Walk Zone
- Residential Streets
- Parks & Recreational Areas

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Figure 6-4
K-Beach Elementary

Suggested Improvements

1. Right-turn corner islands for north- and south-bound traffic at the intersection of K-Beach Road and W. Poppy Lane

2. Add multi-use path to north side of W. Poppy Lane

3. Extend the separated, multi-use path to the end of E. Poppy Lane and north along Poppy Ridge Road to Bonita Avenue

4. Multi-use path & bridge over the Kenai River, connecting to Redoubt Avenue

Recommendations

- Multi-use pathways
- Pedestrian crossing improvements

Existing Conditions

- Schools
- Trails & Separated Paths
- School Walk Zone
- Residential Streets
- Parks & Recreational Areas

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7 Redoubt Elementary

7.1 Inventory

Redoubt Elementary School is located on the north side of West Redoubt Avenue, approximately ½ mile west of Kobuk Street. During the 2013-2014 school year, 392 students attended the school.

The walk zone is primarily residential, mostly single-family houses, with several multi-family dwellings along Redoubt Avenue. West of the school is a large wooded area that includes Memorial Park, a new 17-acre public park and cemetery. To the east, the school borders Soldotna Middle School (which will be converted to a ninth grade house for the 2014-2015 school year). There is a paved, lighted multi-use path on the west side of the school property that connects West Redoubt Avenue with West Marydale Drive.

The attendance boundary extends west and south to the Kenai River, north to Knight Drive, and east to Fireweed and South Binkley Streets before winding further east along the south side of the Kenai River along Funny River Road.

Four buses serve the school. School administrators report that during good weather some 40 to 50 students walk or bike to school. There are five school staff members who perform crossing guard and traffic control duties during student pick-up and drop-off. Three of these help direct traffic in the school parking lot. One helps students cross West Redoubt Avenue in front of the school, and one helps students cross the main parking lot from West Redoubt Avenue to the school entrance.

West Redoubt Avenue averages slightly more than 2,500 vehicles daily. The road is very straight and wide, with sidewalks and bike lanes on both sides for the majority of its length. The sidewalks are approximately four feet wide. The majority of the curb ramps along the road are not ADA-compliant. The road narrows and the sidewalks and bike lanes end approximately 150 feet west of Anthurium Street. The road is also lighted as far west as Anthurium Street.

Kobuk Street and Riverwatch Drive are the only other lighted streets in the walk zone. Kobuk Street is the only other road with sidewalks. Sterling Street is scheduled for reconstruction in summer 2014, which includes a new sidewalk on the west side of the street.

Sidewalks in the walk-zone are generally in good condition, with minor maintenance needs such as crack repairs. With the exception of the new pedestrian-activated crossing in front of the school, curb ramps do not have detectable warnings in place.

There are no dedicated pedestrian connections between the school, the nearby 9th Grade House, and the high school. Informally, students use the existing service road between the 9th Grade House and the high school. There are openings in the property fence along the east side of this service road that provide pedestrian and bicycle access to Sunrise Avenue, Arlington Avenue, Corral Avenue, Katmai Avenue, and Rockwell Avenue. Short segments of paved asphalt trails connect the service road to each respective street. These segments are in poor condition.

Pedestrian-activated warning flashers were recently installed in front of the school on West Redoubt Avenue in conjunction with a mid-block crossing (Figure 7-1). The crossing includes crosswalk striping and ADA-compliant curb ramps and detectable warnings.

Figure 7-1 – Pedestrian-activated flasher and mid-block crossing in front of Redoubt Elementary School; view to the east

7.2 Parent Survey Results

There were only 12 parent surveys completed for Redoubt Elementary. However, of those 12 responses, 4 indicated that their children walk to or from school.

Parents who do not allow their children to walk or bike to school considered climate, the amount of traffic along the route, distance from home to school, and the safety of intersections and crossings as their biggest issues in not allowing their children to walk or bike. For those parents that allow their child to walk or bike to school, the biggest issues that affect their decision to allow walking or biking are climate and sidewalks/pathways.

Parents provided several additional comments noting issues about wildlife (moose), congestion at the student drop-off/pick-up area, and allowing their children to walk during nicer weather.

7.3 Recommendations

The Redoubt Elementary walk zone is more pedestrian-friendly than other schools in the study area. However, there are areas that could be improved, including additional sidewalks, more lighting, and formalizing connections between the adjacent schools.

The student pick-up/drop-off area faces several critical deficiencies:

- The main vehicular entry to school becomes congested and blocked as vehicles maneuver left or right to drop-off or park
- Parents park across the street from the school in order to avoid the congestion creating conflicts in random locations
- The mid-block crosswalk on West Redoubt Avenue forces students to walk through the center of a busy and congested parking area

Table 7-1 – Redoubt Elementary Recommended Improvements

Recommendation	Scope	Construction Cost Estimate	Priority
Sidewalk	Add 1,100 feet of sidewalk on both sides of W. Redoubt Ave. (2,200 feet total) from the current sidewalk terminus, west to the end of the road	$167,400	2
Raised Crosswalk	Install a raised crosswalk at the existing crosswalk at Sterling Street and W. Redoubt Ave.	$ 8,000	2
Sidewalk	Construct 1,200 feet of sidewalk on the north side of Corral Ave. between N. Kobuk St. And the school property to the west; include crosswalk striping at N. Kobuk and N. Brentwood	$ 91,300	3
Multi-Use Path	Construct approximately 1,500 feet of paved, lighted, multi-use path between the 9th grade house and the high school; path to run along the east edge of school property and provide connections to residential streets to the east	$182,000	3
Streetlights	Install streetlights on the west end of W. Redoubt Ave. in conjunction with the sidewalk extension	$105,000	2
Multi-Use Path	Construct approximately 1,300' of paved, lighted, multi-use path from the west end of W. Redoubt Ave. to the Kenai River; see K-Beach Elementary recommendation for bridge and path connection to the west	$ 67,000	3
Mid-Block Crossing	Relocate the existing pedestrian-activated flasher approximately 280 feet west of current location; re-stripe crossing; install approximately 70 feet of sidewalk on west side of drop-off area to provide connection to front door	$ 6,300	1
Drop-Off Area	Remove and relocate enter-only drive to the east; restripe parking spaces for counterclockwise traffic flow; leave drive infrastructure in place for emergency access only	$ 12,500	1
Drop-Off Area	Create separate bus exit-only for adjacent 9th grade house	$ 10,800	1

Figure 7-2
Redoubt Elementary

Existing Conditions - School Site

1.Main vehicular entry to school becomes congested as vehicles maneuver left or right to drop-off or park

2. Parents park across the street from the school in order to avoid congestion, thus creating conflicts with students crossing the street randomly

3. The current mid-block crossing forces students to walk through the center of a busy and congested parking area during peak hours

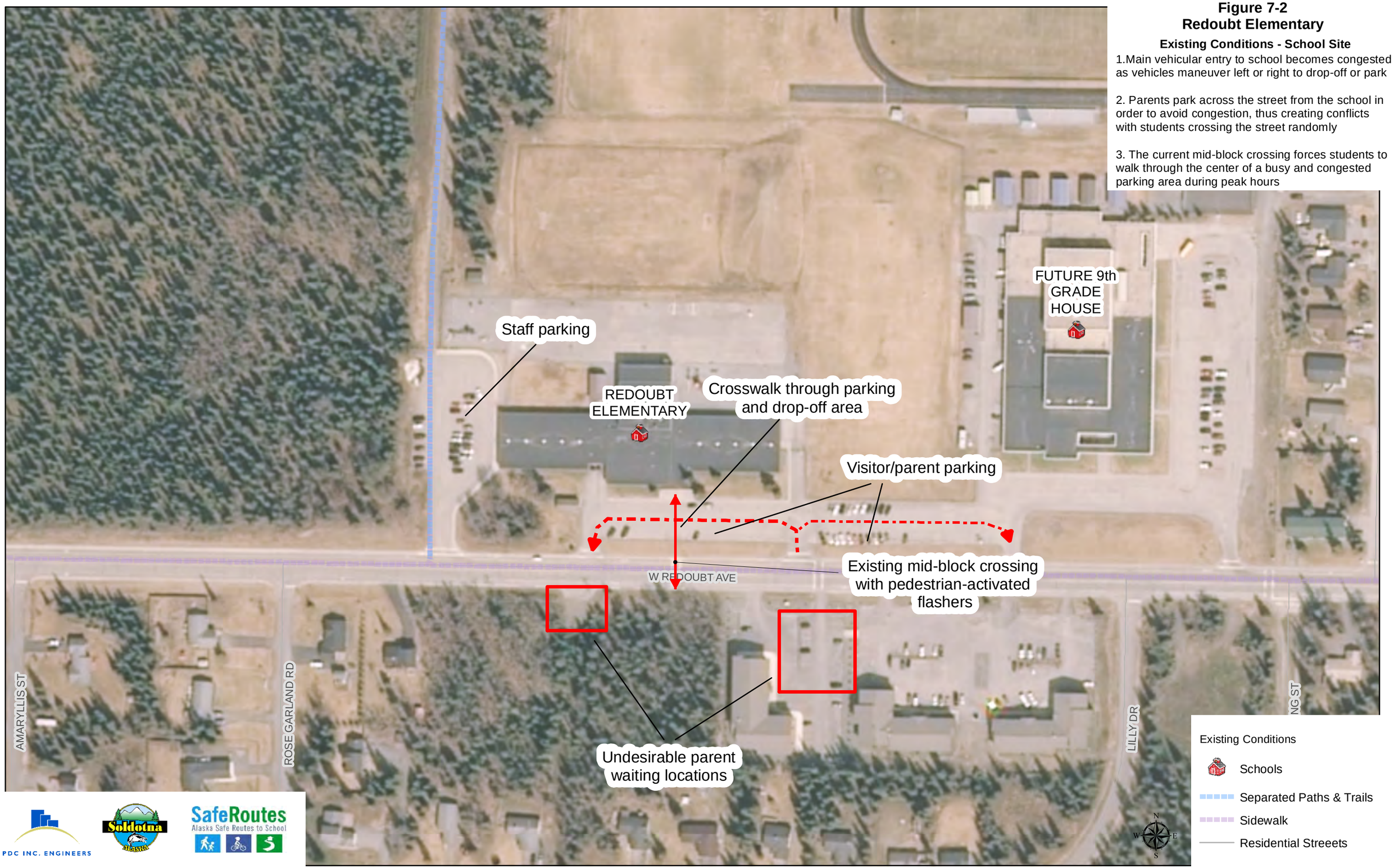

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Figure 7-3
Redoubt Elementary
Existing Conditions

1.No sidewalk on the west end of Redoubt Avenue

2. No traffic control at crosswalk across from Future 9th Grade House

3. No dedicated pedestrian facilities connecting the three schools

4. No connection to the west side of the Kenai River

No connection to the west

No sidewalk

No pedestrian facilities connecting schools

No traffic control at crosswalk

BONITA AVE
BRIANS ST
DIANE LN
RIDGEWOOD DR
SOHI LN
W MARYDALE AVE
CHARITY CIR
ADAMSON CT
SOLDOTNA HIGH SCHOOL
W VINE AVE
RIVER WATCH DR
KNOLL CIR
N BRENTWOOD ST
W KATMAI AVE
N KOBUK ST
N FIRE
W CORRAL AVE
W ARLINGTON AVE
ARLINGTON CT
Memorial Park
Soldotna Schools
FUTURE 9th GRADE HOUSE
REDOUBT ELEMENTARY
LORD BARANOF ST
BRIAR CLIFF ST
W SUNRISE AVE
Sunrise Park
SUNRISE CT
REDWOOD CT
EMERALD AVE
W PARK AVE
Parker Park
HENRICH CIR
JUDY LN
W REDOUBT AVE
GREEN VALLEY ST
BLACKSTONE ST
SIERRA HEIGHTS ST
ANTHURIUM ST
AMARYLLIS ST
ROSE GARLAND RD
S STERLING ST
W BELUGA AVE
W LONDON ROSE CIR
UPPER ROSIAN DR
S HENRICH ST
W LITTLE AVE
TROLLIUS AVE
W BERING AVE
KINGFISHER CT
S KOBUK ST
TRUMPETER AVE
West Redoubt Open Space
ROYAL CREST AVE
W RIVERVIEW AVE
Riverview Park
SMALL CIR
DAISY LN
DNR Open Space
PORCUPINE CT
STACY DR
Centennial Campground
KOBUK CT

Existing Conditions
- Schools
- Separated Paths & Trails
- Sidewalk
- Residential Streeets
- School Walk Zone
- Parks & Recreational Areas

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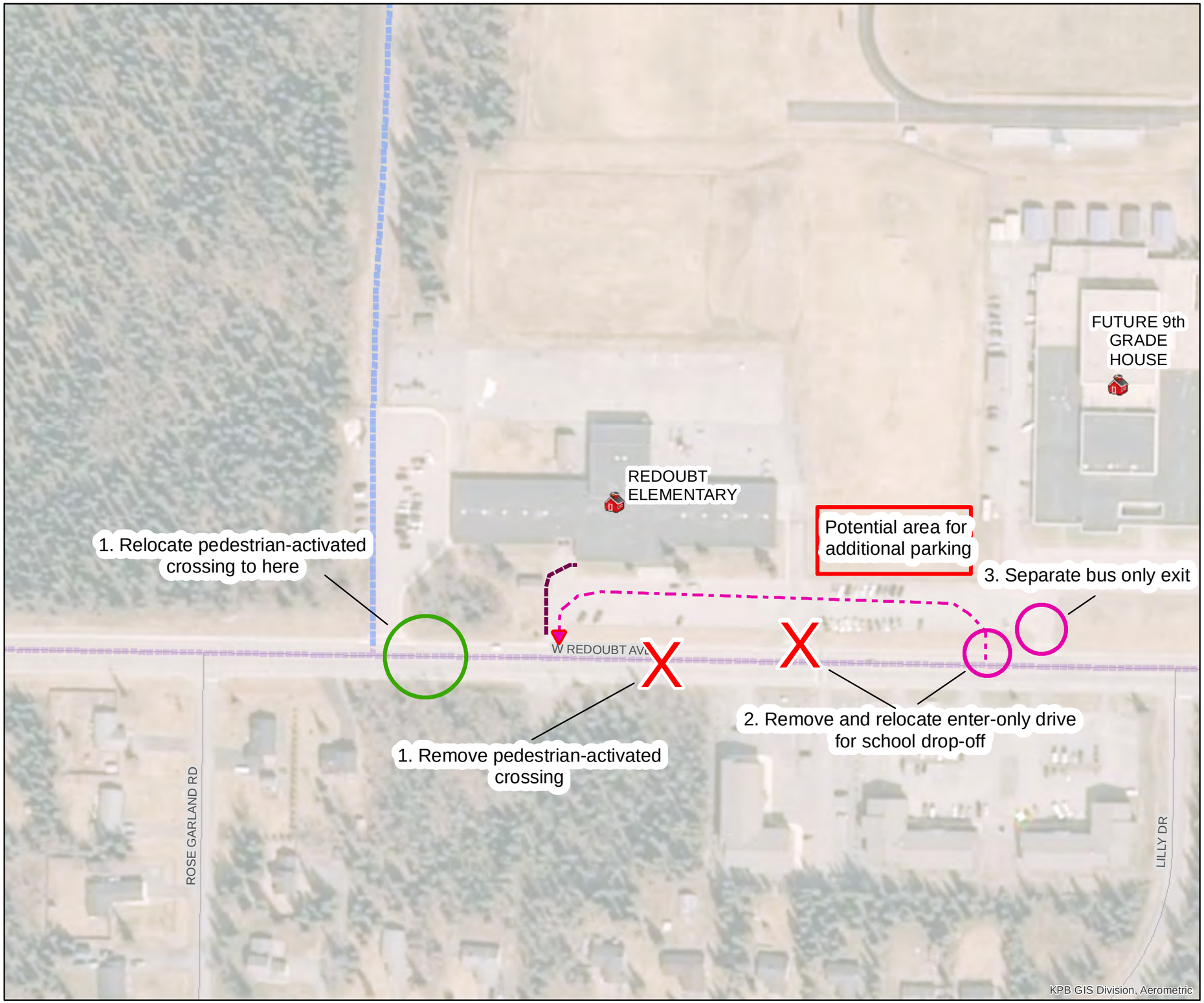

Figure 7-4
Redoubt Elementary
Suggested Improvements - School Site

1. Relocate the pedestrian-activated crossing west in order to prevent students from walking through a busy parking lot

2. Remove and relocate enter-only drive to east for school drop-off and parking; leave drive infrastructure in place for emergency access only

3. Create a separate bus-only exit for buses leaving the 9th grade house

4. Construct a sidewalk connection on the west side of the parking lot from Redoubt Ave. to the front door of the school

Recommendations

- Pedestrian crossing improvements
- Parking area improvements
- Sidewalk

Existing Conditions

- Schools
- Trails & Separated Paths
- Sidewalk
- Residential Streeets

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Figure 7-5
Redoubt Elementary
Suggested Improvements

1. Extend sidewalk and streetlights to the end of Redoubt Avenue

2. Lighted, paved pedestrian and bike path connecting the schools

3. Add speed table/raised crosswalk at pedestrian crossing of Redoubt Avenue near S. Sterling Street

4. Construct sidewalk along W. Corral Avenue

5. Add crosswalk at the insersection of N. Kobuk Street and Corral Avenue

6. Construct multi-use path from the west end of Redoubt Avenue to the Kenai River, including a pedestrian bridge over the river

Recommendations

- Multi-use pathways
- Sidewalks
- Pedestrian crossing improvements

Existing Conditions

- Schools
- Trails & Separated Paths
- Sidewalks
- School Walk Zone
- Residential Streeets
- Parks & Recreational Areas

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8 Soldotna Elementary & Soldotna Montessori

8.1 Inventory

Soldotna Elementary School and Soldotna Montessori are located between Park Avenue, Binkley Street, Corral Avenue, and the Kenai Spur Highway (see Figure 8-4). Soldotna Elementary had 265 students and Soldotna Montessori had 165 students enrolled for the 2013-2014 school year.

The walk zone for the schools encompasses a mix of residential and commercial properties. The attendance boundary for Soldotna Elementary encompasses a large area, primarily to the north and east of the school. Soldotna Montessori, as a charter school, does not have a designated attendance boundary.

The schools are bordered by two major roads – the Kenai Spur Highway and Binkley Street.

Figure 8-1 –
Multi-use path adjacent to Soldotna Elementary and the Kenai Spur Highway

The Kenai Spur Highway, which borders the school property on the east, sees on average over 13,000 vehicles daily. There is an asphalt multi-use path on both sides of this four-lane highway. The multi-use path is separated from the curb by decorative pavers and occasional green strips. Pedestrian crossings of the highway within the walk zone are limited to the signalized intersections at Marydale Avenue and Park Avenue. During 2013, ADA-compliant curb ramps and detectable warnings were installed along Kenai Spur Highway through the school walk zone. The highway is illuminated where it passes through the city.

Binkley Street is a two-lane major collector with a center turn lane. Average daily traffic is nearly 6,000 vehicles south of Redoubt Avenue and over 3,400 vehicles north of Redoubt Avenue. There are four-foot wide sidewalks on both sides of Binkley Street. Approximately 50% of the curb ramps along Binkley Street are ADA-compliant. There are two pedestrian-activated stoplights on Binkley Street: one at the intersection with Corral and one at the intersection with Park. These intersections are unusual in that the north- and south-bound traffic on Binkley Street does not have to stop unless a pedestrian has actuated the stop light, while traffic entering from Corral Street or Park Avenue is subject to a stop sign. Vehicles waiting to enter or cross Binkley Street cannot see the condition of the stoplight and will often turn without regard for pedestrians crossing Binkley Street.

Figure 8-2 – Intersection of Binkley Street and Corral Avenue; view to the north

The MUTCD defines this setup as a "half signal" and does not recommend it. In fact, the MUTCD considers these signals as experimental. The Transportation Research Board (TRB) indicates that half signals are useful in situations where there is heavy pedestrian demand to cross the major street (Binkley Street) but the side street (Corral and Park) traffic is light. This is not the case in this situation.

Corral Street and Park Avenue border the school property on the north and south, respectively. Corral Street has 4-foot-wide sidewalks on both sides. These sidewalks are adjacent to the street's curb and gutter. Park Avenue has a four foot wide sidewalk on the south side and an asphalt multi-use path on the north side. The multi-use path is separated from the road by a green strip and crosses four parking lot entrances. The path is in poor condition and has historically been a low priority for snow removal.

Signing should always be consistent and clear, and along Park Avenue it is neither. The existing "school crossing" signs are placed mid-block but do not have an accompanying crosswalk. There are also recently installed pedestrian warning flashers on Park Avenue. These flashers appear to be operated remotely by the school as there is an antenna on the top of the sign but no buttons. These flashers are confusing, as it is not clear what they mean.

In addition to the commercial development in the walk zone, there are several other major traffic generators. These include:

- United States Post Office (Binkley Street)
- Soldotna Public Library (Binkley Street)
- Kenai Peninsula Borough administrative offices (Park Avenue)
- Soldotna City Hall (Birch Street)
- Soldotna hospital (Marydale Street)

8.2 Parent Survey Results

Fifty-seven parents returned surveys for Soldotna Elementary and Soldotna Montessori. Of the parents that responded, none of them had children that walk or bike to either school. The majority of students travel to and from school via family vehicle.

Parents indicated that the amount of traffic along walking/biking routes is the primary reason they do not allow their children to walk or bike to school. Distance from home to school, traffic speeds, and climate were also identified as top considerations for allowing/not allowing their children to walk or bike.

Several respondents commented on the student pick-up/drop-off area at the schools. They identified congestion as the major issue during those times.

8.3 Recommendations

The Soldotna Elementary/Montessori walk zone is deficient in several areas. Most notably, sidewalk connections are missing along several of the walking routes and there are difficult pedestrian crossings on the Kenai Spur Highway.

The layout of the student drop-off/pick-up area is also undesirable for several reasons:

- Insufficient depth to accommodate the number of vehicles – parents' cars queue into Park Avenue, blocking traffic
- Mixing of staff and visitor parking with the active drop-off/pick-up area
- Snow storage space is inadequate and results in blocked pedestrian travel ways

Table 8-1 – Soldotna Elementary/Montessori Recommended Improvements

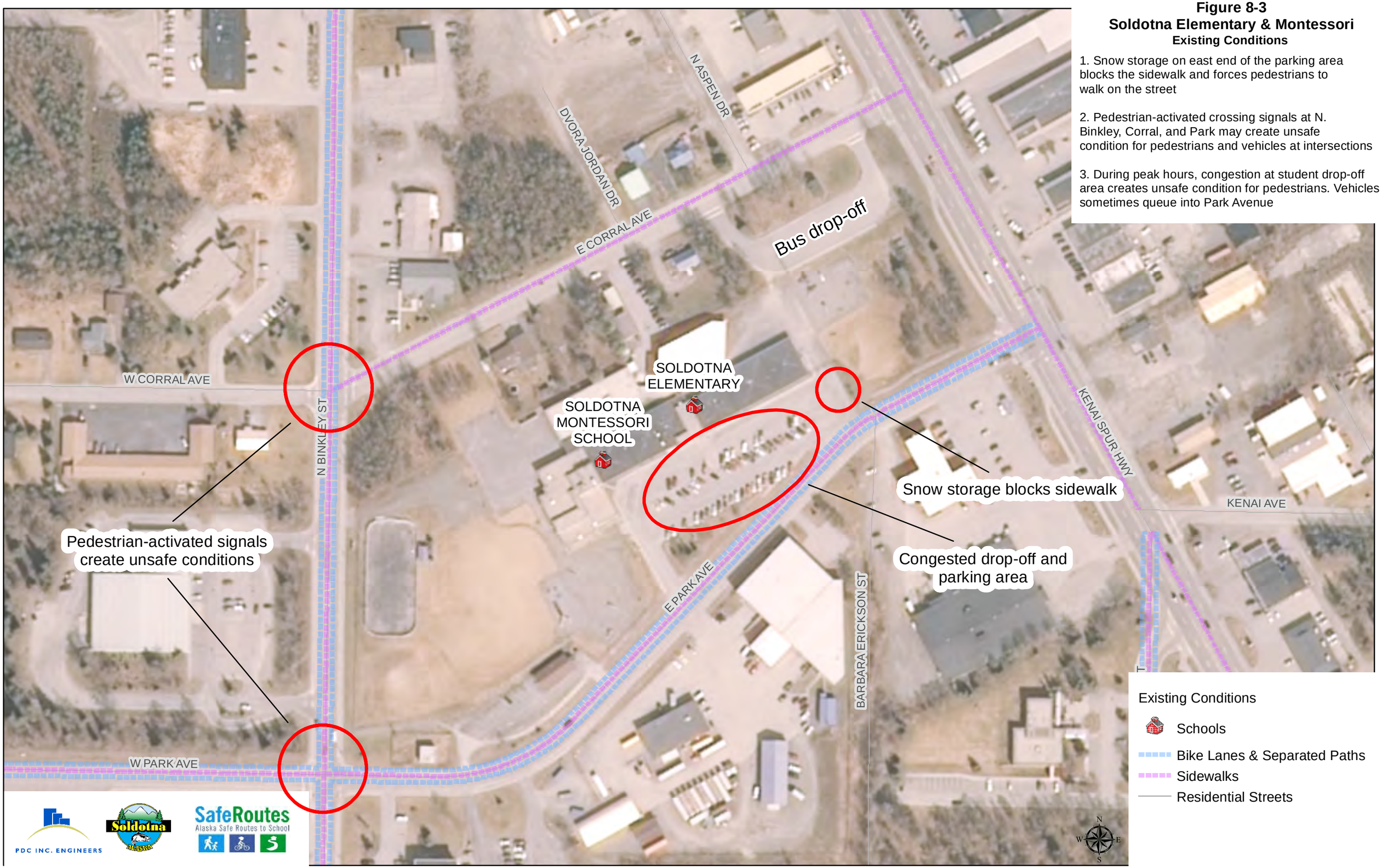
Recommendation	Scope	Construction Cost Estimate	Priority
Sidewalk	Construct 900 feet of sidewalk along N. Aspen Dr. between E. Corral and E. Marydale Ave.	$ 70,000	2
Sidewalk	Add 1,200 feet of sidewalk along the north side of W. Corral Ave. between Binkley and Fireweed; add 1,300 feet of sidewalk to the north side of W. Corral Ave. between Fireweed and N. Kobuk St.	$190,000	2
Lighting	Add street lighting along W. Corral Ave. between Binkley and Fireweed	$105,000	2
Sidewalk	Construct 1,300 feet of sidewalk along the north side of Shady Lane between Binkley and Birch; include street lighting	$217,000	2
Multi-Use Path	Construct a paved, lighted multi-use path between E. Park Ave. and Shady Lane along the Barbara Erickson St. right of way	$117,000	3
Pork Chop Islands	Install right-turn corner islands for north and south bound traffic on Kenai Spur Highway at the intersection with Marydale Ave.; include crosswalk striping and pedestrian countdown timers	$ 72,000	1
Pedestrian Refuge Island	Install a pedestrian refuge island on the Kenai Spur Highway at the intersection with E. Park Ave.	$ 37,100	2
Mid-Block Crossing	Install an RRFB or similar mid-block pedestrian crossing on E. Park Ave. for students crossing Park Ave at the school entrance; site the crossing so pedestrians aren't entering the pick-up/drop-off area and vehicle site distances are adequate; remove existing ped warning signal	$ 25,200	1
Staff Parking Lot	Add staff parking lot in northwest corner of school property to accommodate 50 vehicles; include vehicle entrances/exits on Binkley and Corral	$ 74,400	1
Drop-Off Area	Re-stripe parking lot to include dedicated 22'-wide drop-off lane with no parking spaces backing into it; separate 50 parking spaces for parents and visitors	$ 4,400	1
Pedestrian Crossing	Remove the existing half signals at Corral and Park; install RRFB and pedestrian refuge island	$100,000	1
Maintenance	Ensure that on-site snow storage does not impede pedestrian access to the school	--	1
Sidewalk	Re-construct approximately 140 feet of sidewalk on the west side of the parking lot to bring the sidewalk 6 inches above grade	$ 10,500	2

Figure 8-3
Soldotna Elementary & Montessori
Existing Conditions

1. Snow storage on east end of the parking area blocks the sidewalk and forces pedestrians to walk on the street

2. Pedestrian-activated crossing signals at N. Binkley, Corral, and Park may create unsafe condition for pedestrians and vehicles at intersections

3. During peak hours, congestion at student drop-off area creates unsafe condition for pedestrians. Vehicles sometimes queue into Park Avenue



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Alaska Safe Routes to School

Figure 8-4
Soldotna Elementary & Montessori
Existing Conditions

1. Long crossings for pedestrians where the Kenai Spur Highway intersects with E. Marydale Avenue & E. Park Avenue

2. No facilities for pedestrians on Shady Lane, W. Corral Avenue, and N. Aspen Drive

Long crossing for pedestrians

No pedestrian facilities

Soldotna Elementary

Long crossing for pedestrians

No crosswalk facilities

Soldotna Montessori

No pedestrian facilities

KNIGHT DR
BANNER LN
STARLITE LN
SOHI LN
Banner and Kobuk Park
EDWARDS CT
CREST DR
LUPINE ST
COLUMBINE ST
Aspen Park
N ASPEN DR
ARBOR S
TYEE ST
IRIS AVE
IRIS CT
FOOTHILL RD
CODY CT
TURNBUCKLE TERRACE RD
E MARYDALE AVE
W MARYDALE AVE
ADAMSON CT
MARYDALE CT
LORRAINE CT
HOSPITAL PL
KAREN ST
Karen St Park
JOHNS CIR
PACES BLVD
KLEEB LOOP
W VINE AVE
CHARITY CIR
W ROCKWELL AVE
N BRENTWOOD ST
N KOBUK ST
W KATMAI AVE
N FIRED ST
DVORAK JORDAN
E CORRAL AVE
KENAI SPUR HWY
W CORRAL AVE
N BINKLEY ST
PARK AVE
BARBARA ERICKSON ST
KENAI AVE
COHOE ST
FARNSWORTH BLVD
FOOTHILL RD
JOHN HENRY DR
PACE ST
SHARKATHMI AVE
W ARLINGTON AVE
ARLINGTON CT
W PARK AVE
Parker Park
W SUNRISE AVE
SUNRISE CT
Sunrise Park
HENRICH CIR
LEIBROCK CIR
PARKWOOD CIR
N BIRCH ST
SWEENEYS ALY
N SOLDOTNA AVE
STERLING HWY
DEVIN DR
SHADY LN
REDWOOD CT
W REDOUBT AVE
E REDOUBT AVE
W LONDON ROSE CIR
S HENRICH ST
S LEIBROCK ST
S PARKWOOD ST
S BINKLEY ST
ROBIN PL
W BELUGA AVE
E BELUGA AVE
SMITH WAY
MULLEN CT
MULLEN DR
W LITTLE AVE
LITTLE AVE
Farnsworth Park
S BIRCH ST
S SOLDOTNA AVE
PIONEER ST
W BERING AVE
TRUMPETER AVE

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Soldotna ALASKA
SafeRoutes
Alaska Safe Routes to School

Existing Conditions

- Schools
- Bike Lanes, Separated Paths, and Trails
- Sidewalks
- Residential Streets
- School Walk Zone
- Parks & Recreational Areas

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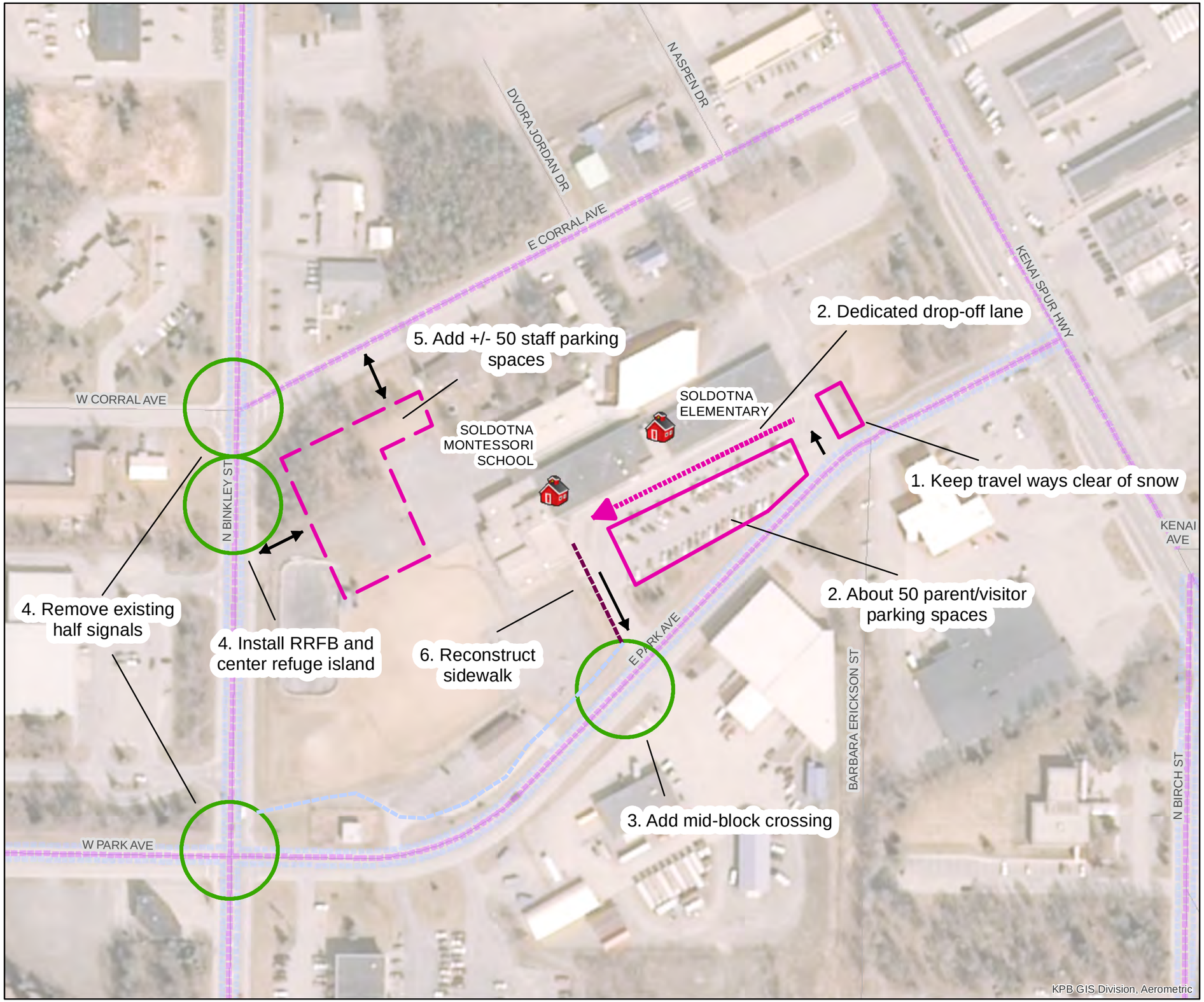

Figure 8-5
Soldotna Elementary and Montessori Schools

Suggested Improvements

1. Ensure that pedestrian travel ways are kept clear of snow storage

2. Dedicated 22'-wide drop-off lane with no parking spaces backing into it and approximately 50 spaces for parents and visitors

3. Construct mid-block crossing along Park Avenue

4. Remove the half signals at Corral and Park and replace with RRFB

5. Add +/- 50 employee parking spaces in the north-west corner of the school property

6. Reconstruct sidewalk between path and school

Recommendations

- Parking area improvements
- Pedestrian crossing improvements
- Vehicle traffic flow
- Parent drop-off improvements
- Sidewalk

Existing Conditions

- Schools
- Bike Lanes, Separated Paths, and Trails
- Sidewalk
- Residential Streets

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SafeRoutes
Alaska Safe Routes to School

Figure 8-6
Soldotna Elementary and Montessori Schools

Suggested Improvements

1. Add sidewalks & lighting on W. Corral Avenue, Shady Lane, and N. Aspen Drive

2. Add separate, lighted multi-use pathway on Barbara Erickson Street

3. Install pedestrian refuge island at the intersection of Park Avenue and Kenai Spur Highway

4. Add mid-block crossing on Park Avenue, at west entrance to schools

5.Right-turn corner islands for north- and south-bound traffic at intersection of E. MaryDale Avenue and Kenai Spur Highway

Recommendations

- Multi-use pathways
- Sidewalks
- Pedestrian crossing improvements

Existing Conditions

- Schools
- Bike Lanes, Separated Paths, and Trails
- Sidewalk
- Residential Streets
- School Walk Zone
- Parks & Recreational Areas

0 0.25 Miles

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SafeRoutes Alaska Safe Routes to School

KPB GIS Division, Aerometric

9 Soldotna Middle School (Skyview)

9.1 Inventory

Soldotna Middle School is located on the Sterling Highway approximately 1.25 miles south of the Soldotna city limits. The 2014-2015 school year marks the first year for the middle school at this location.

The school is surrounded by undeveloped land, including the Tsalteshi Trails that abut school property on the north, and the Kenai National Wildlife Refuge on the east side of the Sterling Highway. There are residential areas to the west of the school; however, they are not connected to it by roads.

For the 2014-2015 school year, the KPBSD expects approximately 400 students to enroll.

The Sterling Highway provides the only vehicle access to the school. This state highway sees on average 5,000 vehicles per day. Traffic control at the school entrance includes a flashing yellow signal for Sterling Highway traffic and a flashing red stop for vehicles exiting the school.

School administrators indicated that there are currently high school students that walk along the Sterling Highway. It is unknown if middle school students will continue to walk along the highway.

9.2 Parent Survey Results

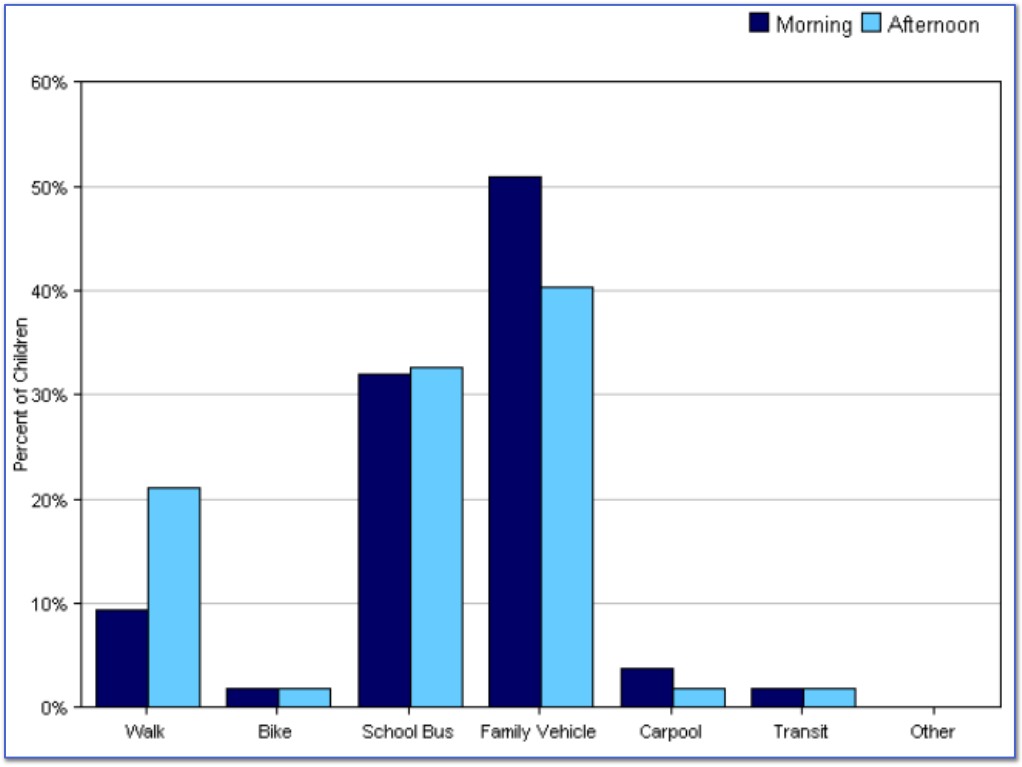


Figure 9-1 – Typical modes of travel to and from Soldotna Middle School

There were 62 surveys completed for Soldotna Middle School. The majority (72 percent) of the respondents live more than two miles from the school. Nevertheless, many students walk or bike to or from school. While only 9 percent of respondents indicated that their child walks to school in the morning, 21 percent said their child walks home in the afternoon.

Parents who do not allow their children to walk or bike to school identified the following as the primary issues affecting this decision:

- Distance
- Amount of traffic along route
- Climate
- Sidewalks or pathways
- Speed of traffic along route

For those parents that allow their children to walk or bike to school, the amount of traffic along the route, the presence sidewalks or pathways, traffic speeds, intersection/crossing safety, and distance to school all affected their decision.

Of the 62 parent surveys, 20 specifically commented on the need for a bike/pedestrian path along the Sterling Highway to connect the new middle school with town. Other parent comments mentioned the presence of wildlife and the need for lighting along walking routes.

9.3 Recommendations

The new Soldotna Middle School is located outside any residential areas with only a single point of access. This essentially limits the percentage of students that will likely walk or bike to school. However, there are opportunities for improvements that would encourage walking and biking to school.

The improvement with the greatest impact on bicycle and pedestrian safety is the construction of a separated multi-use path along the Sterling Highway between the school and K-Beach Road. This connection has been identified as a need in other planning studies[3], and was emphasized as a priority in the parent attitude survey responses received for this project.

The school has ample parent drop-off capacity and excellent vehicle circulation patterns and no changes to these are recommended at this time. It will be worthwhile to reexamine circulation patterns once the school is in use.

Table 9-1 – Soldotna Middle School Recommended Improvements

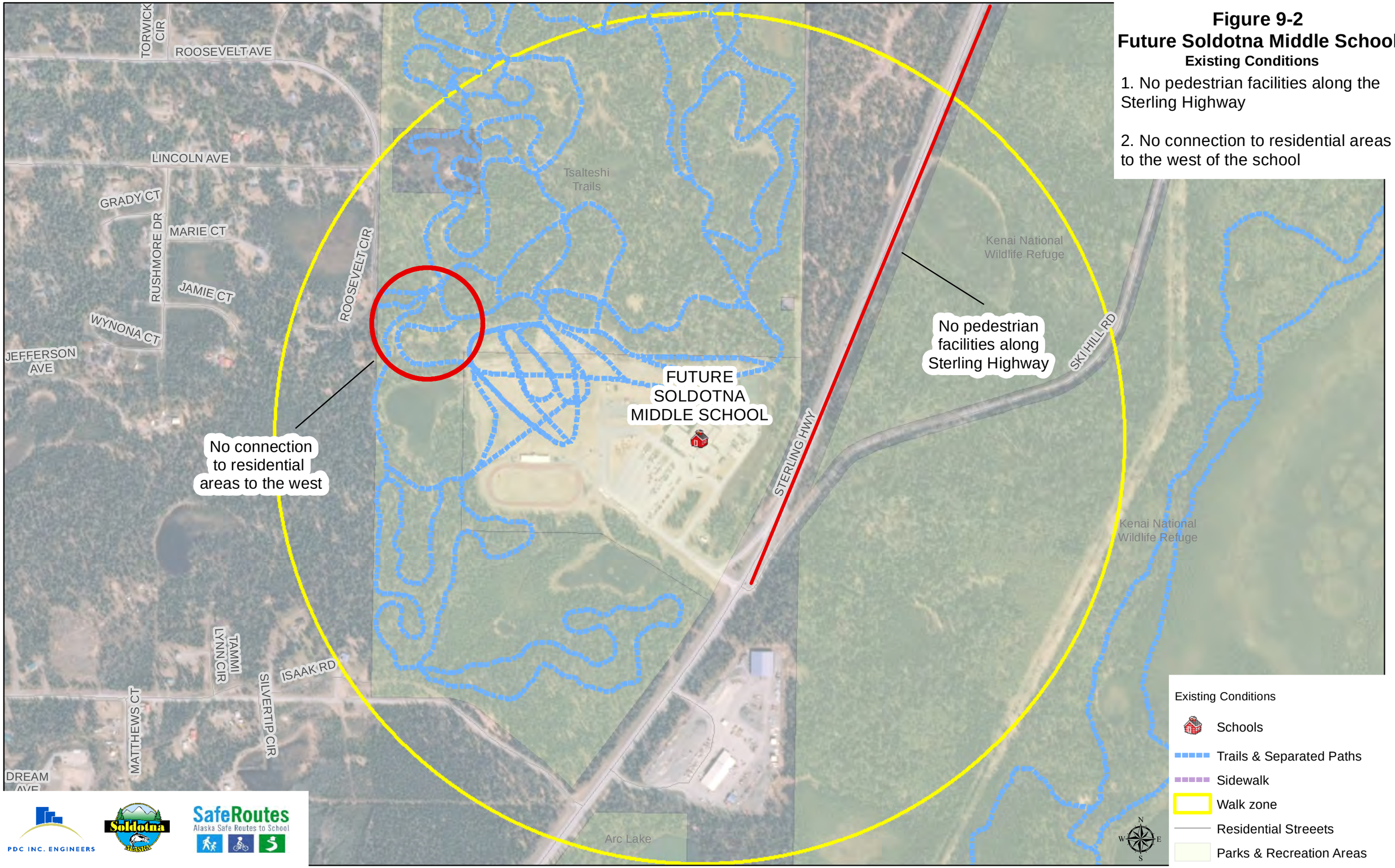
Recommendation	Scope	Construction Cost Estimate	Priority
Multi-Use Path	Construct a 1.5-mile long paved multi-use path along the Sterling Highway from the entrance to Skyview, north to K-Beach Road.	$500,000[4]	1

[3] Soldotna Recreation and Trails Master Plan
[4] High level of uncertainty

Figure 9-2
Future Soldotna Middle School
Existing Conditions

1. No pedestrian facilities along the Sterling Highway

2. No connection to residential areas to the west of the school



PDC INC. ENGINEERS

Soldotna Alaska

SafeRoutes
Alaska Safe Routes to School

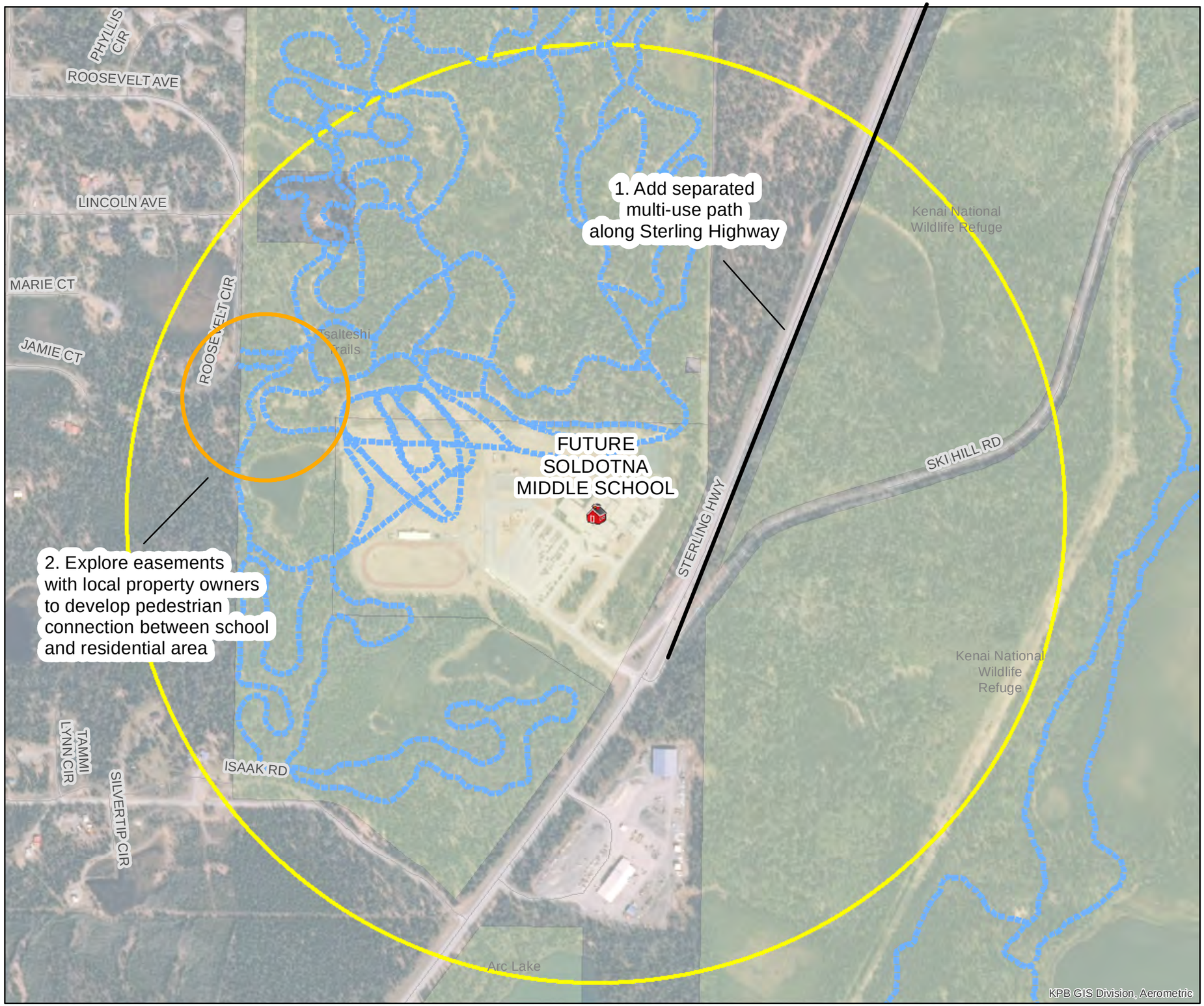


Figure 9-3
Future Soldotna Middle School
Suggested Improvements

1. Add separated multi-use path along Sterling Highway between the school and K-Beach Road

2. Explore easements with local residents in order to develop a paved, lighted, multi-use path between the school and residential areas to the west

Recommendations

- Multi-use pathways
- Areas with potential connections

Existing Conditions

- Schools
- Trails & Separated Paths
- Sidewalk
- Walk zone
- Residential Streeets
- Parks & Recreation Areas

N W E S

0 0.25 Miles

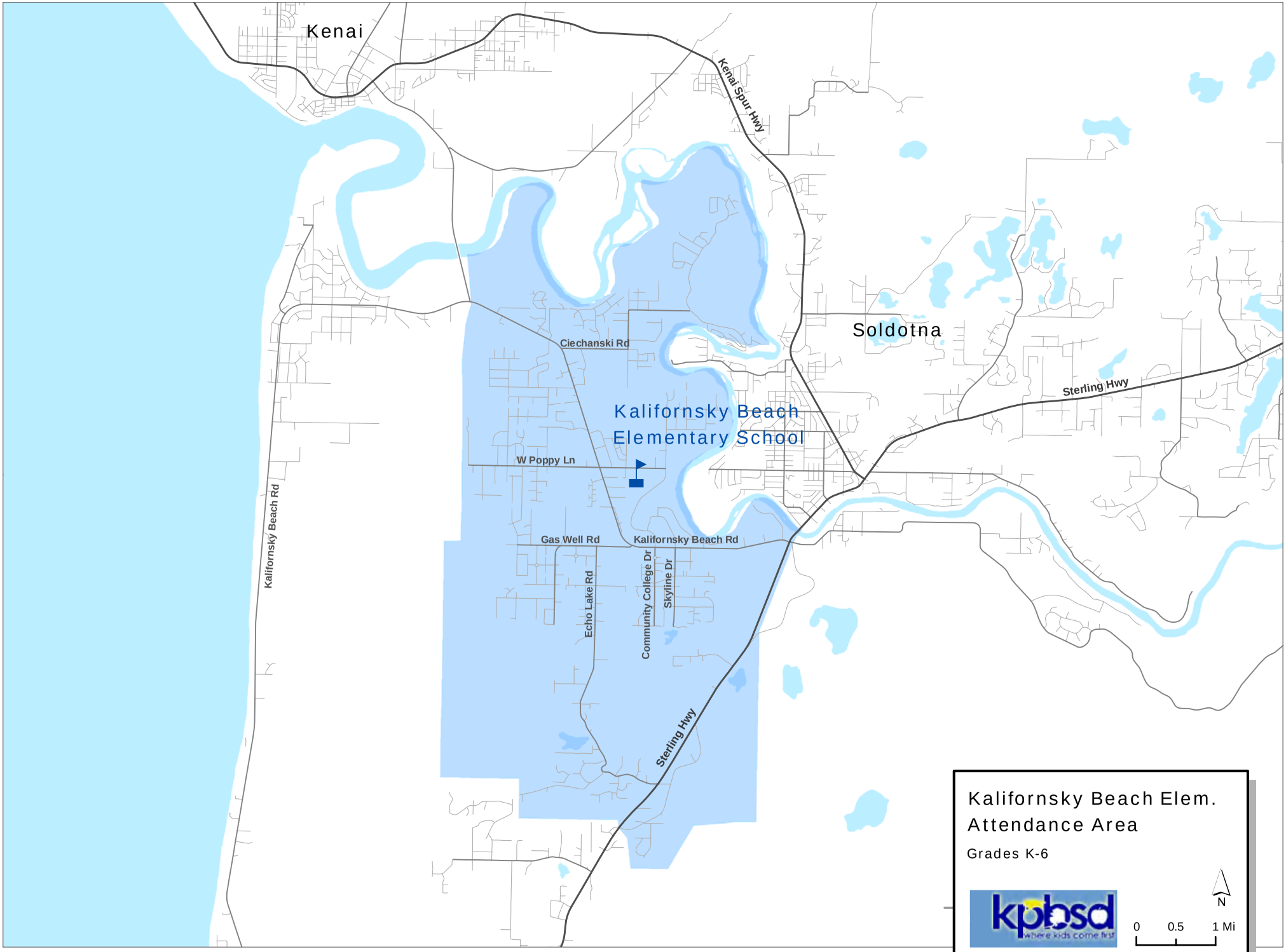
PDC INC. ENGINEERS

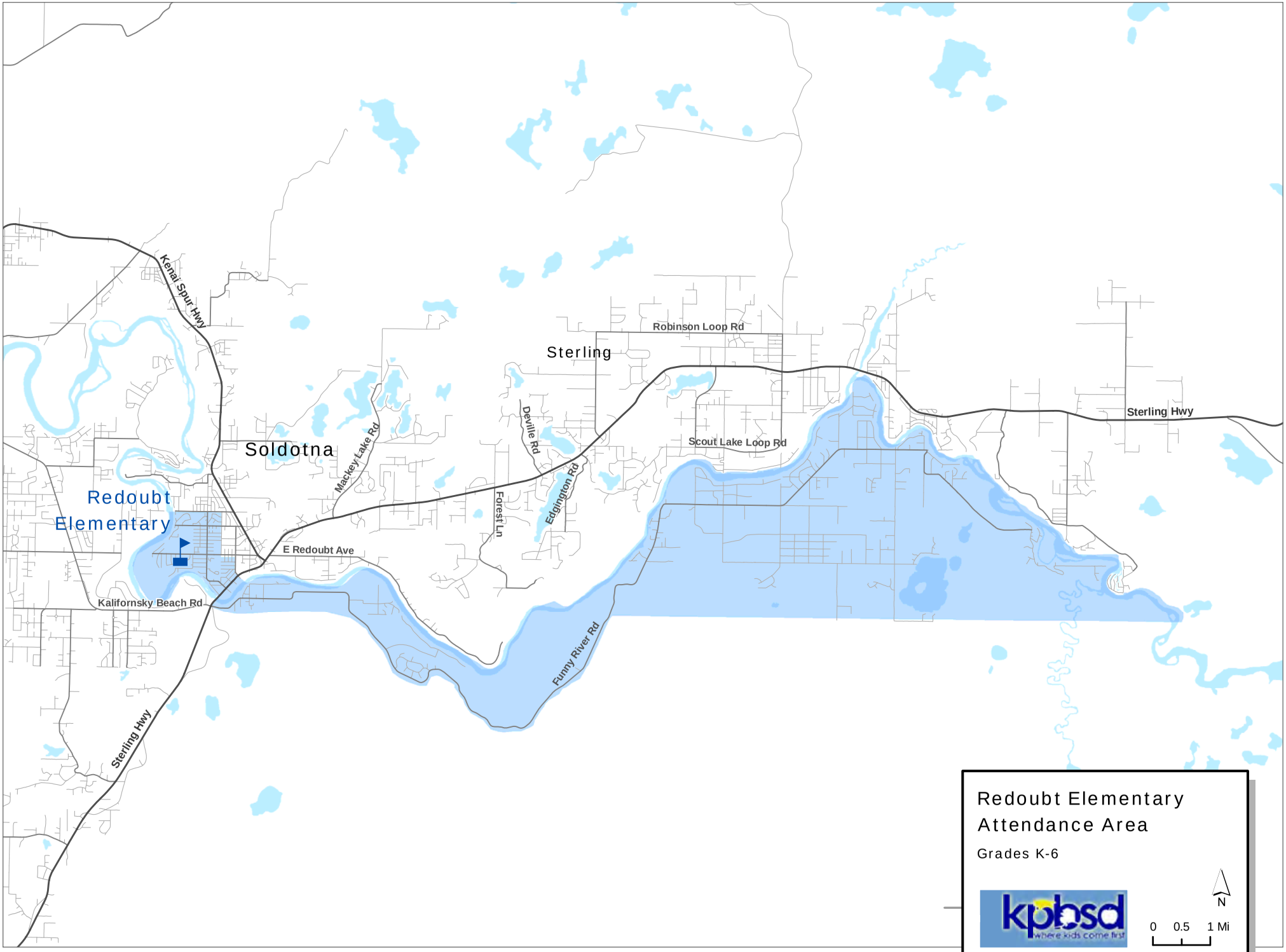
Soldotna Alaska

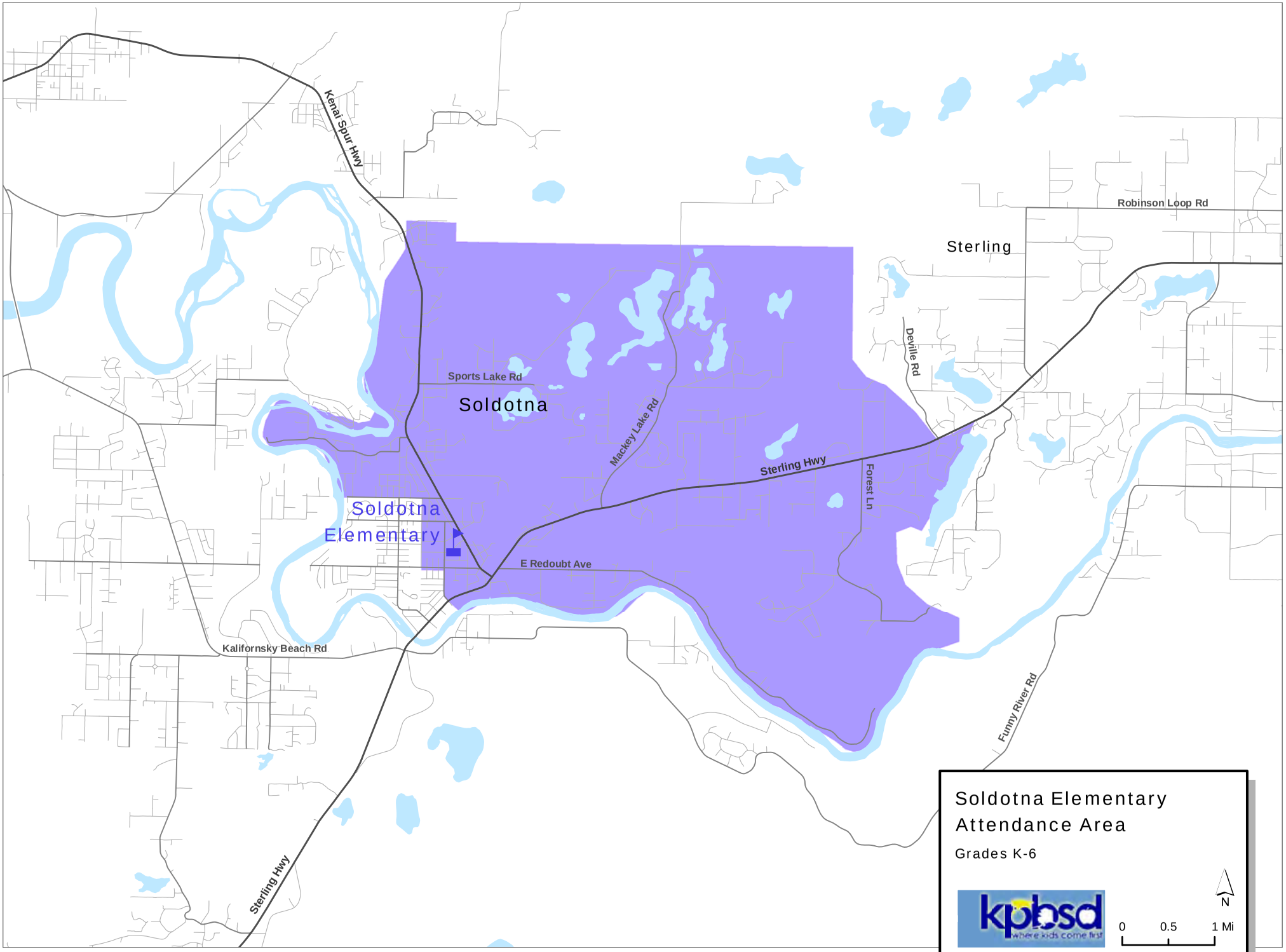
SafeRoutes Alaska Safe Routes to School

APPENDIX A

SCHOOL ATTENDANCE BOUNDARIES


Kenai
Kenai Spur Hwy
Soldotna
Ciechanski Rd
Kalifornsky Beach
Elementary School
Sterling Hwy
W Poppy Ln
Kalifornsky Beach Rd
Gas Well Rd
Kalifornsky Beach Rd
Echo Lake Rd
Community College Dr
Skyline Dr
Sterling Hwy
Kalifornsky Beach Elem.
Attendance Area
Grades K-6
kpbsd
where kids come first
N
0
0.5
1 Mi


Kenai Spur Hwy
Robinson Loop Rd
Sterling
Sterling Hwy
Soldotna
Mackey Lake Rd
Deville Rd
Scout Lake Loop Rd
Redoubt
Elementary
Forest Ln
Edgington Rd
E Redoubt Ave
Kalifornsky Beach Rd
Funny River Rd
Sterling Hwy
Redoubt Elementary
Attendance Area
Grades K-6
kpbsd
where kids come first
N
0 0.5 1 Mi


Kenai Spur Hwy
Robinson Loop Rd
Sterling
Deville Rd
Sports Lake Rd
Soldotna
Mackey Lake Rd
Sterling Hwy
Forest Ln
Soldotna
Elementary
E Redoubt Ave
Kalifornsky Beach Rd
Funny River Rd
Sterling Hwy
Soldotna Elementary
Attendance Area
Grades K-6
kpbsd
where kids come first
N
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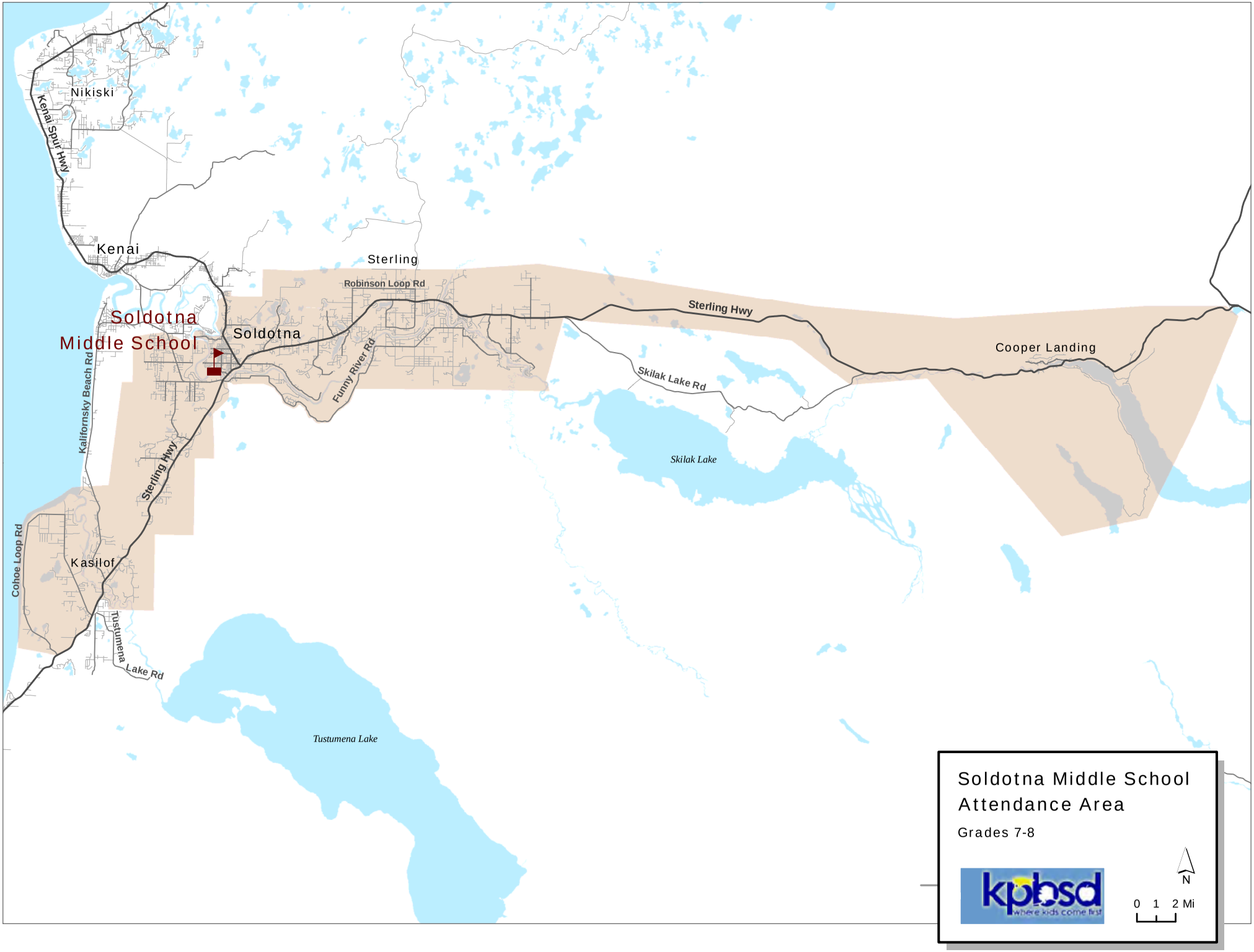
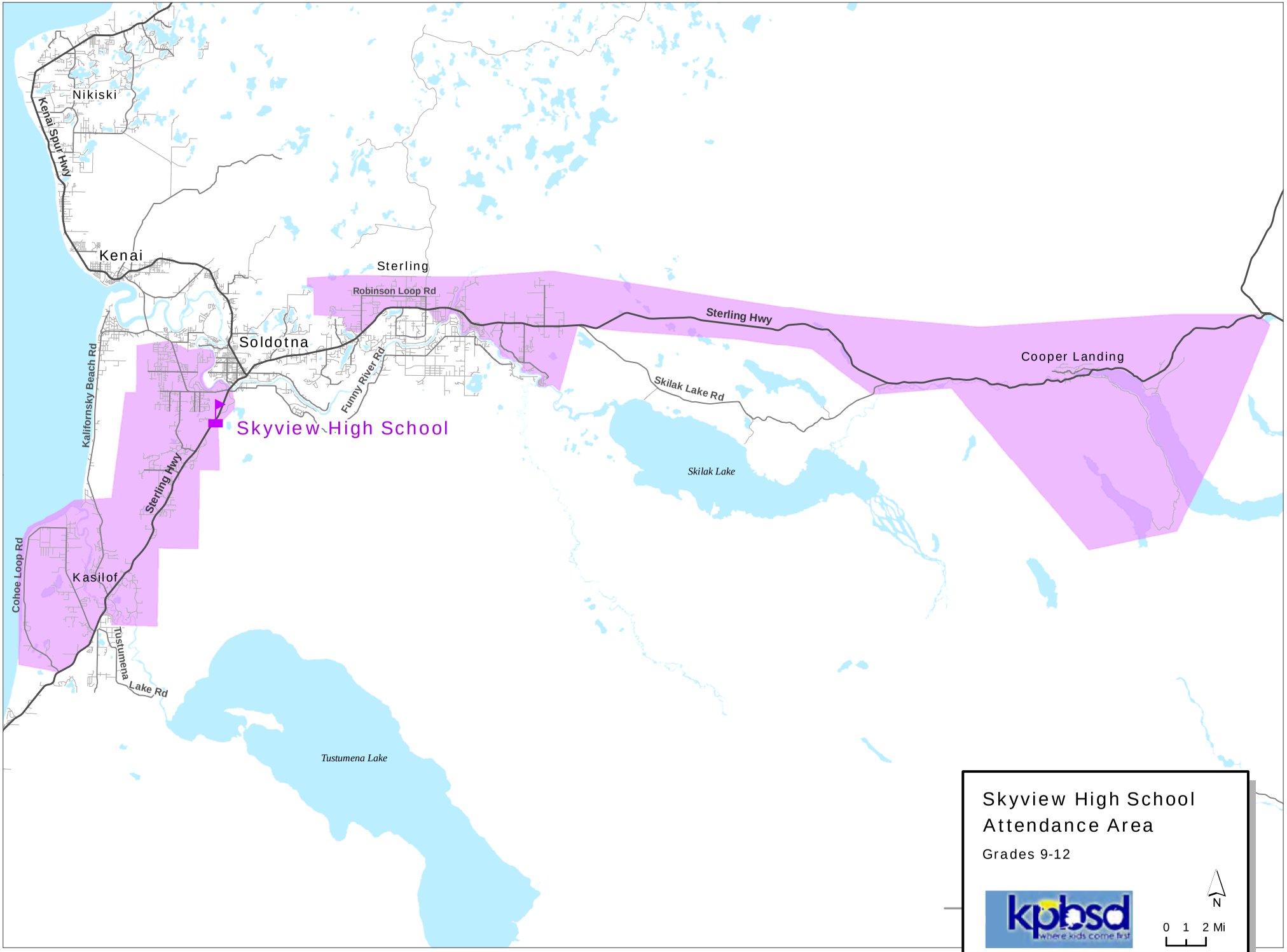

Nikiski
Kenai Spur Hwy
Kenai
Sterling
Robinson Loop Rd
Soldotna
Middle School
Soldotna
Sterling Hwy
Cooper Landing
Skilak Lake Rd
Funny River Rd
Skilak Lake
Kalifornsky Beach Rd
Sterling Hwy
Cohoe Loop Rd
Kasilof
Tustumena Lake Rd
Tustumena Lake
Soldotna Middle School
Attendance Area
Grades 7-8
kpbsd
where kids come first
N
0 1 2 Mi


Nikiski
Kenai Spur Hwy
Kenai
Sterling
Robinson Loop Rd
Sterling Hwy
Soldotna
Cooper Landing
Kalifornsky Beach Rd
Funny River Rd
Skilak Lake Rd
Skyview High School
Skilak Lake
Sterling Hwy
Cohoe Loop Rd
Kasilof
Tustumena Lake Rd
Tustumena Lake
Skyview High School
Attendance Area
Grades 9-12
kpbsd
where kids come first
N
0 1 2 Mi

APPENDIX B

PARENT SURVEY RESULTS

Parent Survey Report: One School in One Data Collection Period

School Name: Kalifornsky Beach Elementary School

Set ID: 10417

School Group: Soldotna City Schools

Month and Year Collected: November 2013

School Enrollment: 385

Date Report Generated: 12/09/2013

% Range of Students Involved in SRTS: Not Applicable

Tags:

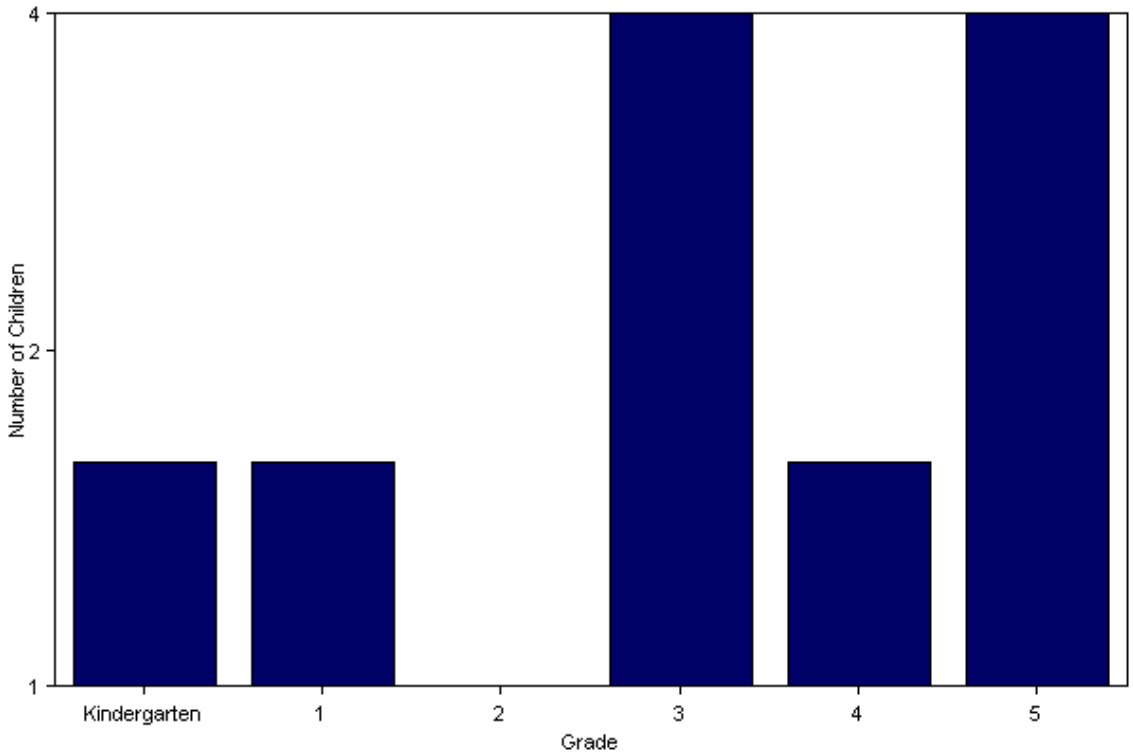
Number of Questionnaires Distributed: 385

Number of Questionnaires Analyzed for Report: 15

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

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

Grade levels of children represented in survey

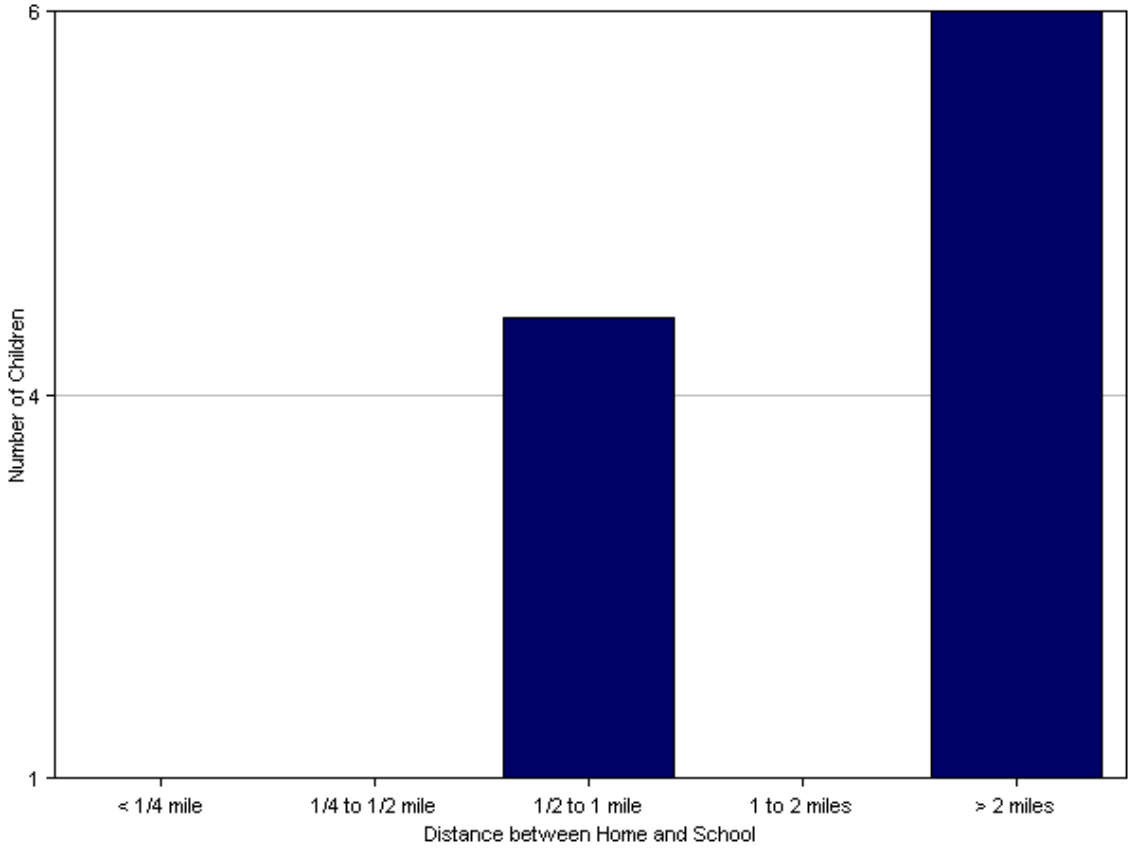


Grade levels of children represented in survey

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

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

Parent estimate of distance from child's home to school

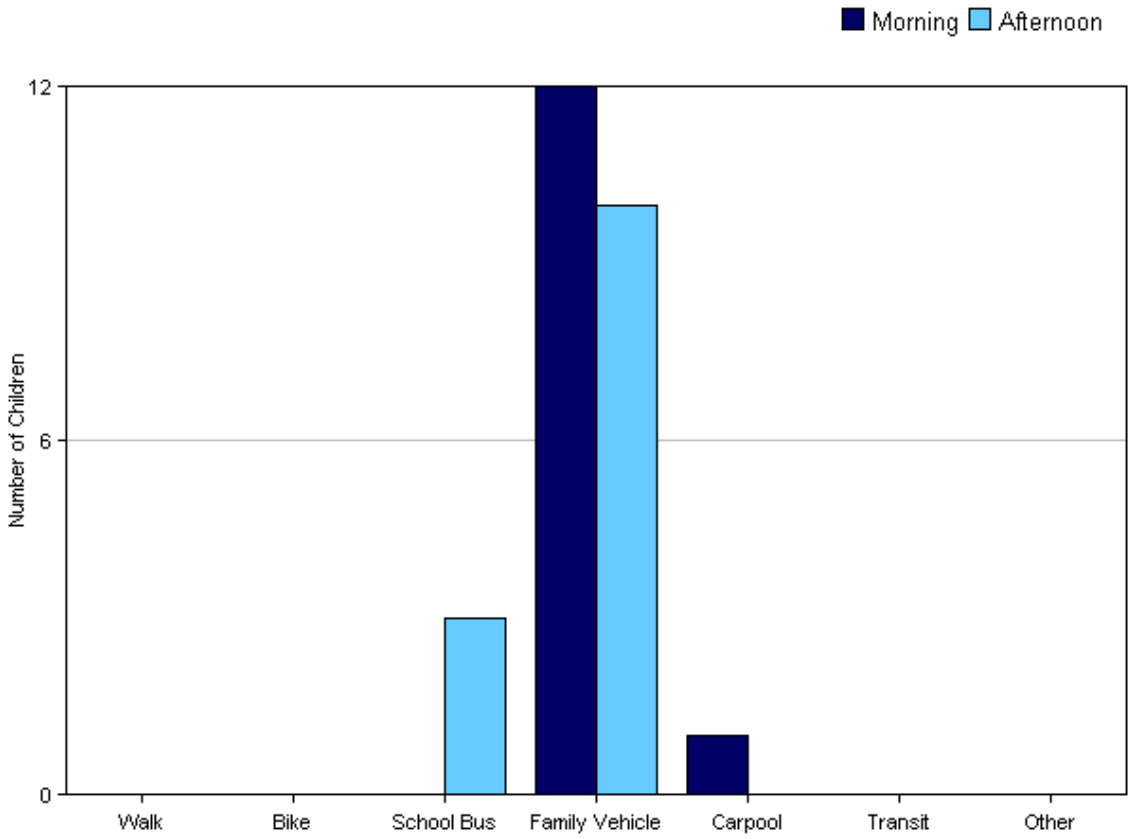


Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	1
1/4 mile up to 1/2 mile	1
1/2 mile up to 1 mile	4
1 mile up to 2 miles	1
More than 2 miles	6

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

Typical mode of arrival at and departure from school

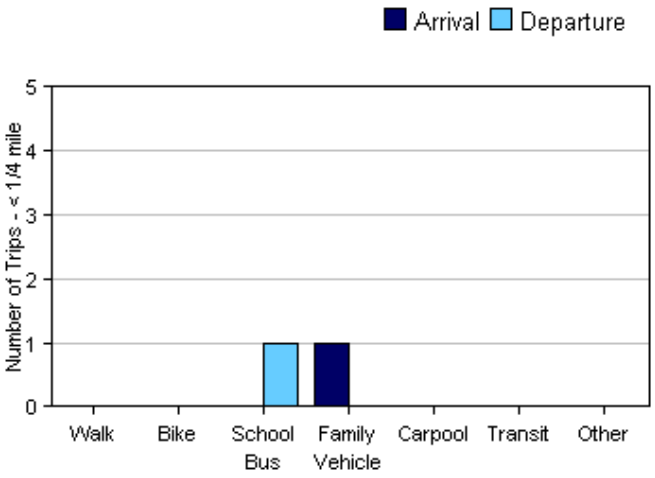


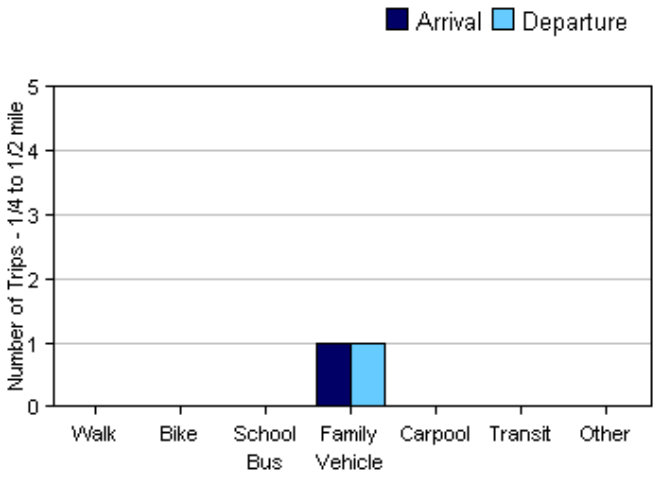
Typical mode of arrival at and departure from school

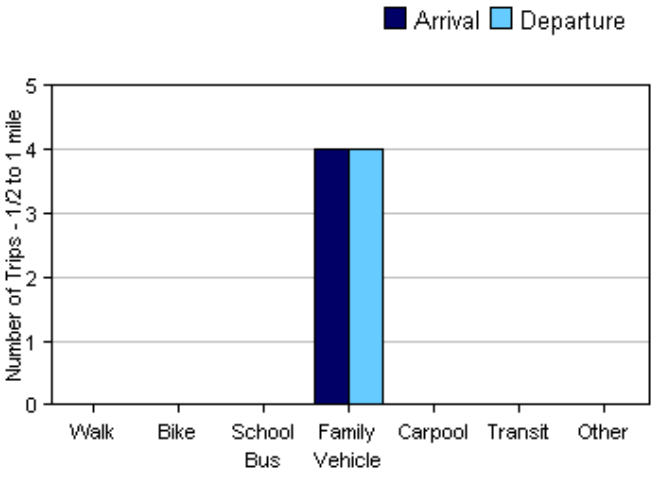
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	13	0	0	0	12	1	0	0
Afternoon	13	0	0	3	10	0	0	0

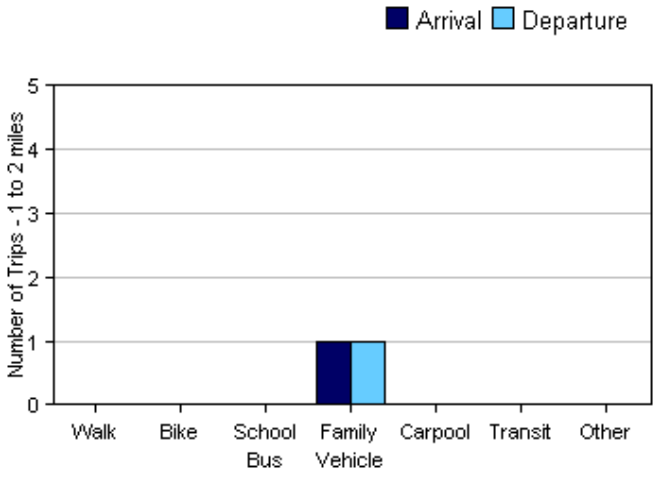
No Response Morning: 2
No Response Afternoon: 2
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

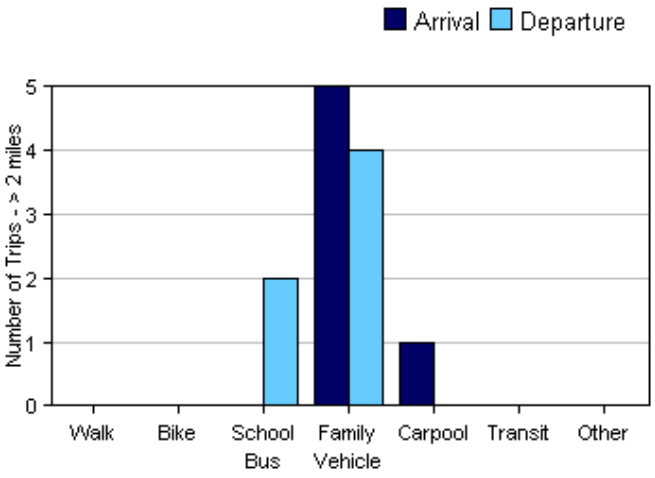
Typical mode of school arrival and departure by distance child lives from school











Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	1	0	0	0	1	0	0	0
1/4 mile up to 1/2 mile	1	0	0	0	1	0	0	0
1/2 mile up to 1 mile	4	0	0	0	4	0	0	0
1 mile up to 2 miles	1	0	0	0	1	0	0	0
More than 2 miles	6	0	0	0	5	1	0	0

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

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	1	0	0	1	0	0	0	0
1/4 mile up to 1/2 mile	1	0	0	0	1	0	0	0
1/2 mile up to 1 mile	4	0	0	0	4	0	0	0
1 mile up to 2 miles	1	0	0	0	1	0	0	0
More than 2 miles	6	0	0	2	4	0	0	0

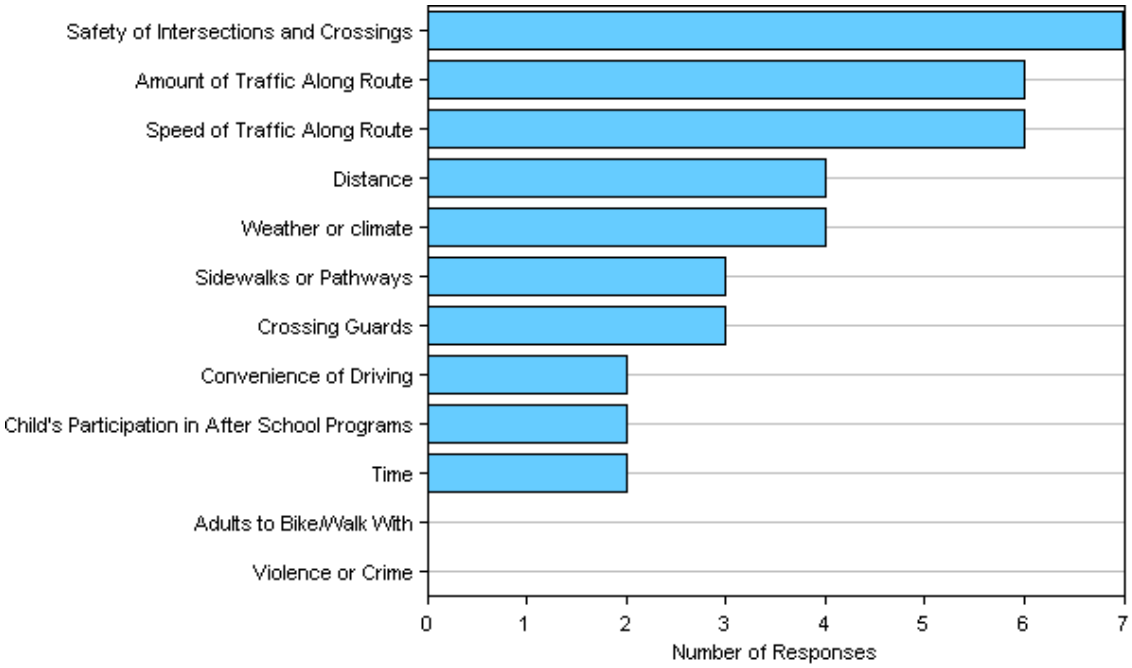
Don't know or No response: 2
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

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

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	6	1	1	2	1	1
No	7	0	0	2	0	5

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

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	7	0
Amount of Traffic Along Route	6	0
Speed of Traffic Along Route	6	0
Distance	4	0
Weather or climate	4	0
Sidewalks or Pathways	3	0
Crossing Guards	3	0
Convenience of Driving	2	0
Child's Participation in After School Programs	2	0
Time	2	0
Adults to Bike/Walk With	0	0
Violence or Crime	0	0
Number of Respondents per Category	**8**	**0**

No response: 7
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

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

Level of support	Number of children
Strongly Encourages	0
Encourages	1
Neither	9
Discourages	0
Strongly Discourages	2

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

Level of fun	Number of children
Very Fun	2
Fun	3
Neutral	5
Boring	0
Very Boring	0

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

How healthy	Number of children
Very Healthy	7
Healthy	3
Neutral	1
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1093647	East Poppy is a very narrow road, there is little to no shoulder, and the bike path stops part way down before you get to the school. There are no streetlights and it makes it very hard to see anybody let alone a small child walking or biking. Moreover, they would have to cross East Poppy to get to the school and that road has traffic from K-Beach Elementary as well as businesses and KPC students and staff. In addition to the actually road the parking lot is a complete mess. There is not enough room for parents to park to pick up their children and that causes them to park in spaces that are not designated parking spots and creates major parking problems.
1099311	We live on West Poppy Lane. We have rutted out 4 wheeler trails on BOTH sides of our street, but no walking path. The times we have attempted to walk to school on server occasions, but we have both fallen on these ridiculous paths. The bike trail is less than a half mile from our house, but our road has no shoulder and makes it dangerous to walk on in the winter. I want to advocate a healthy lifestyle without facing dangerous conditions while doing it.
1090757	Getting safely across Kalifornsky Beach Road is a huge issue. There is not a bike lane on the west side of the road so you would have to ride in the shoulder until you got to the intersection of Poppy and Kalifornsky Beach.
1094539	The pathways to kbeach are not well lit. It is dangerous for bikes and pedestrians to cross Poppy Lane at kbeach. There are no sidewalks leading through the parking lot to the school. The school is set up for buses and cars, not pedestrians or bikers.
1094540	The pathways to kbeach are not well lit. It is dangerous for bikes and pedestrians to cross Poppy Lane at kbeach. There are no sidewalks leading through the parking lot to the school. The school is set up for buses and cars, not pedestrians or bikers.
1095046	My child attends K-Beach even though we live in Kenai, walking or biking to school will not be an option for her as long as this is the case.
1093907	This proposed bike/walking path only effects/benefits a small number of kids, and thus is not the real issue about "getting to school safely." My children have too far of a walk to the intersection where the bus will pick them up, let alone walk all the way to school! There are 7 children on my cul-de-sac that have to walk a long way in the dark to get to a bus. The bus company refuses to alter the route--based on old road conditions--(it has been widened and repaired and does not require a turn-around.) The parents all drive our children to school because it is not safe for them to walk that distance (in the winter with cold, dark, and moose). The lack of providing safe transportation is the problem. In the lower 48, the bus came to our farm driveway to pick us up, however, here if feel that families are on their own to figure out how to get to school safely.
1094160	We live off of Gas Well. No shoulder, and very high traffic volume. Too many unsupervised kids on ATV's blowing down the side of the road. If we want to go on a bike ride as a family, we have to load up and go somewhere. There isn't a safe place to cross K-Beach road...I have witnessed kids almost get hit on multiple occasions at the Poppy Ln stop light. I work at the school, so for convenience my kids always ride with me, although I wouldn't feel safe letting them ride to school for the reasons above.

Parent Survey Report: One School in One Data Collection Period

School Name: Redoubt Elementary School

Set ID: 10418

School Group: Soldotna City Schools

Month and Year Collected: November 2013

School Enrollment: 0

Date Report Generated: 12/09/2013

% Range of Students Involved in SRTS: Not Applicable

Tags:

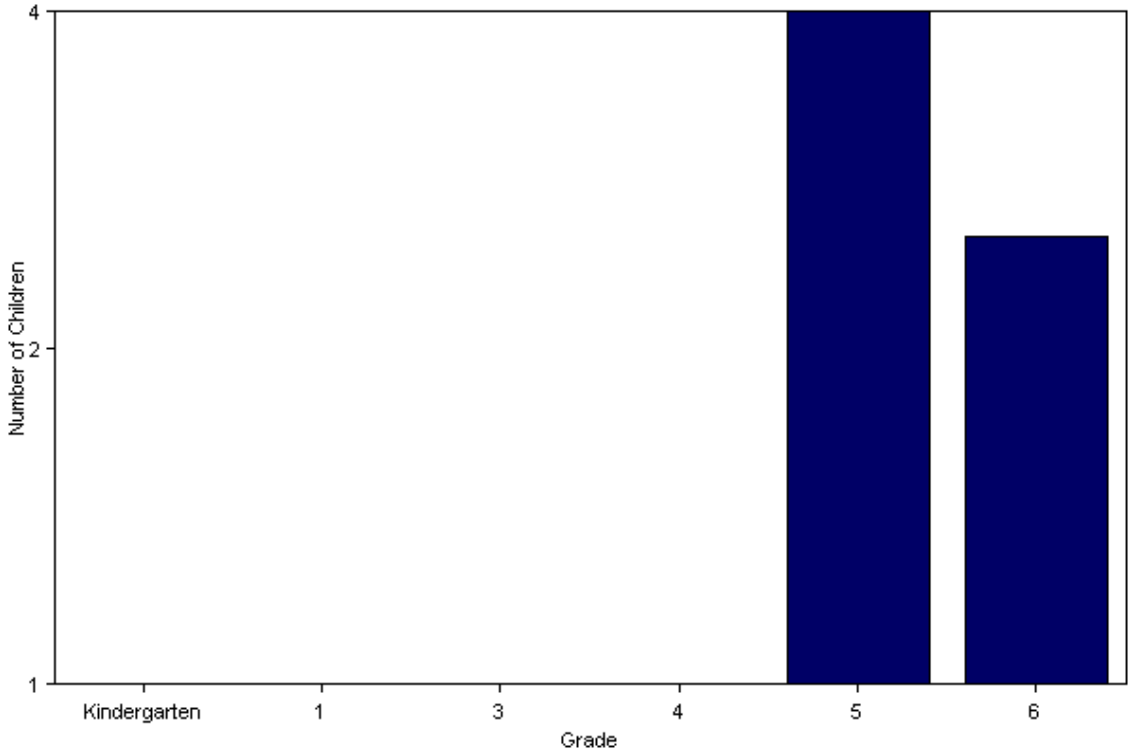
Number of Questionnaires Distributed: 400

Number of Questionnaires Analyzed for Report: 12

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

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

Grade levels of children represented in survey

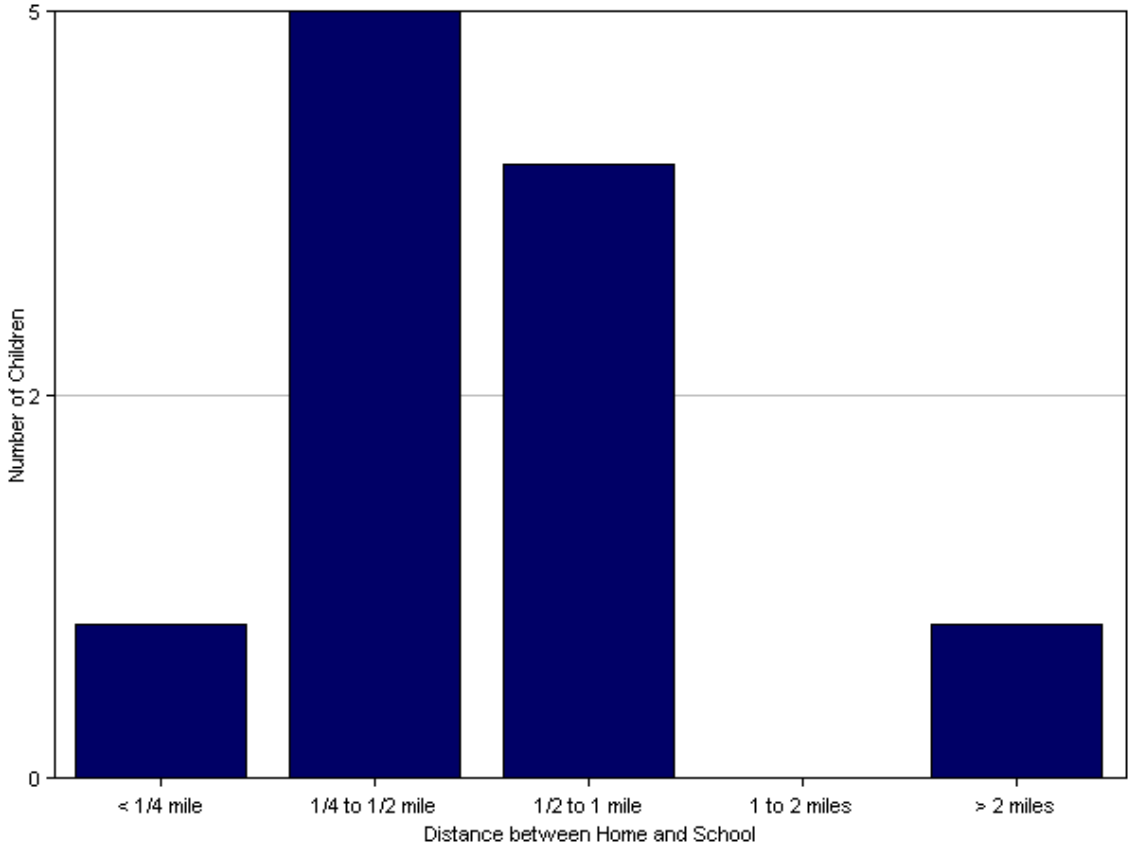


Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
Kindergarten	1
1	1
3	1
4	1
5	4
6	3

No response: 1
Numbers rather than percents are displayed because the number of respondents for this question
was less than 30.

Parent estimate of distance from child's home to school

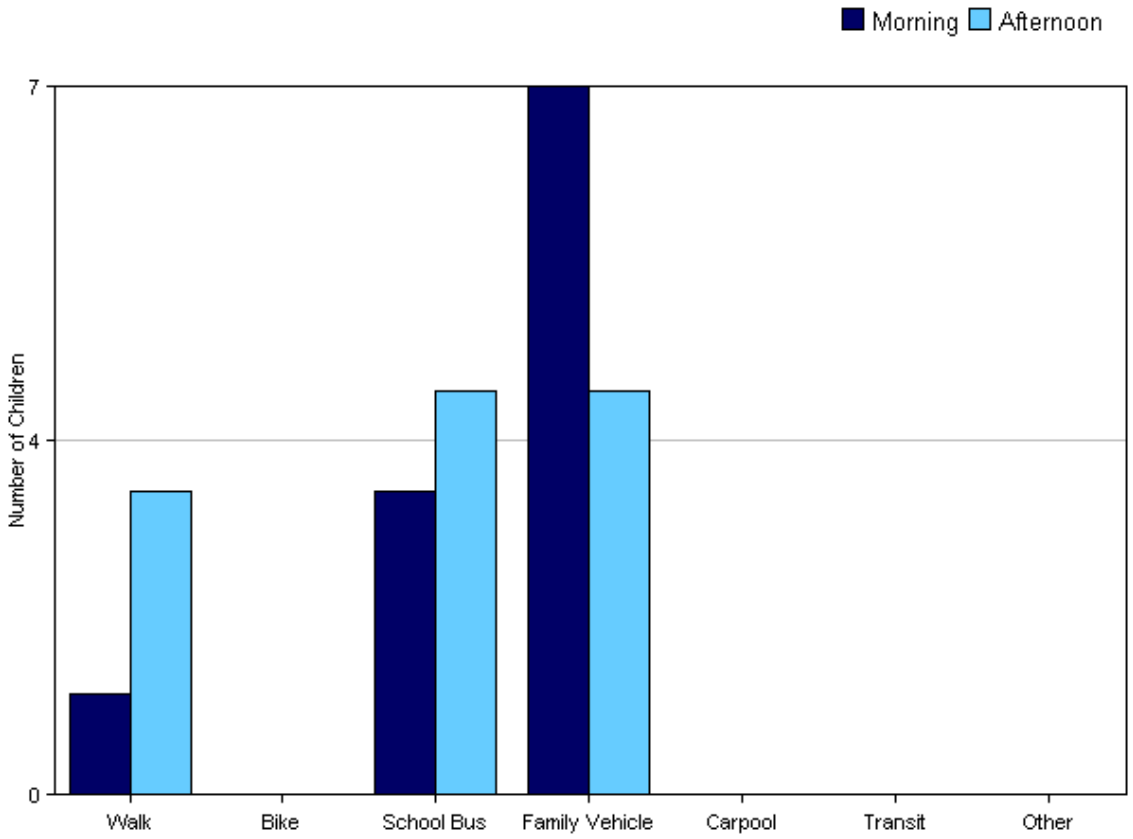


Parent estimate of distance from child's home to school

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

Don't know or No response: 1
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of arrival at and departure from school

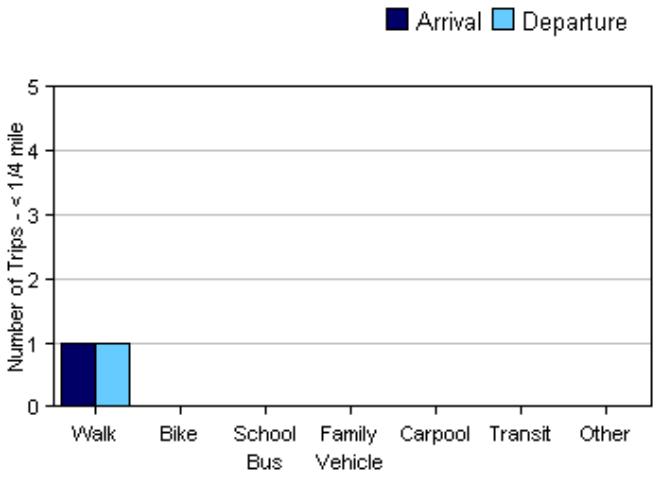


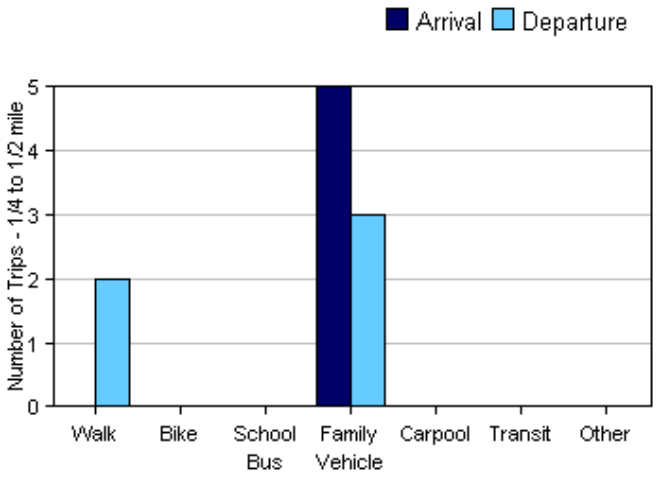
Typical mode of arrival at and departure from school

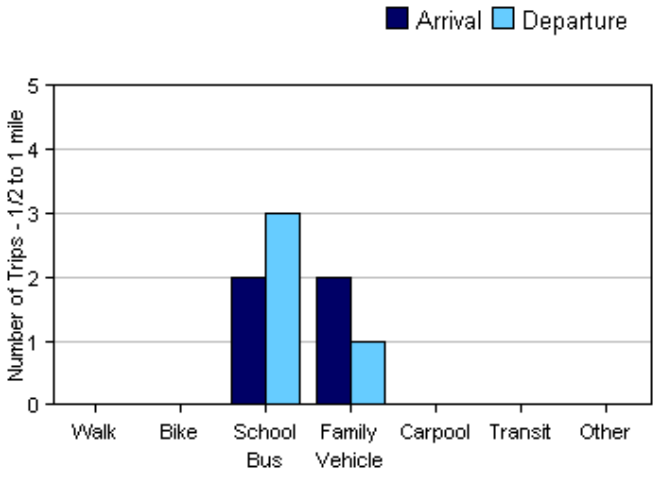
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	11	1	0	3	7	0	0	0
Afternoon	11	3	0	4	4	0	0	0

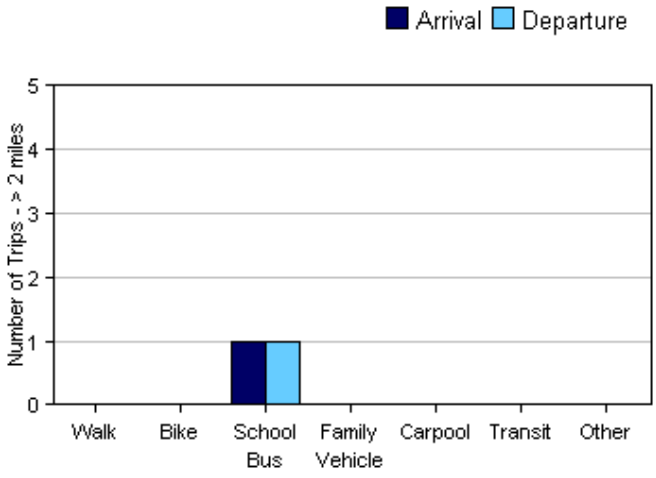
No Response Morning: 1
No Response Afternoon: 1
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of school arrival and departure by distance child lives from school









Typical mode of school arrival and departure by distance child lives from school

School Arrival

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

Don't know or No response: 1
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

School Departure

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

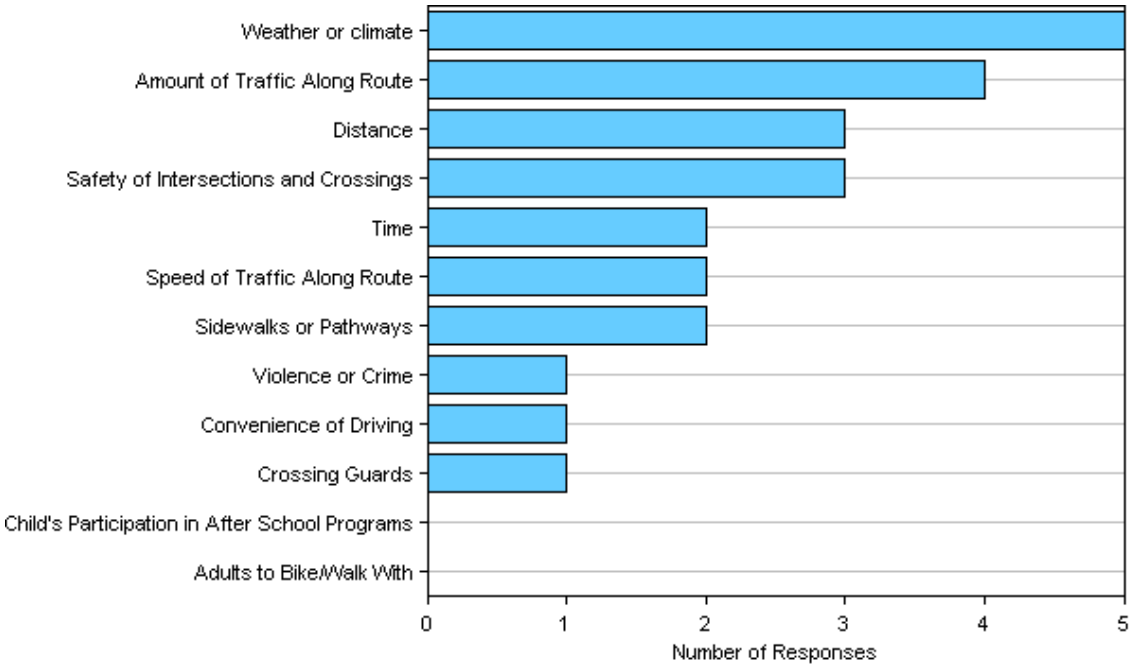
Don't know or No response: 1
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

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

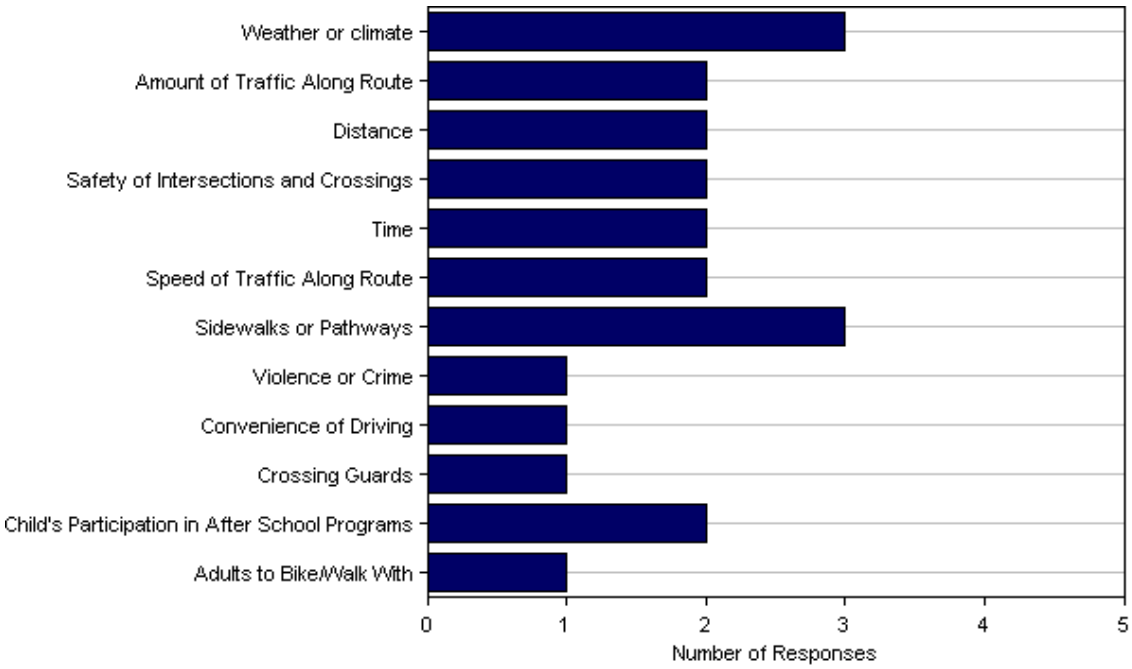
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	8	1	3	4	0	0
No	3	0	2	0	0	1

Don't know or No response: 1
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Weather or climate	5	3
Amount of Traffic Along Route	4	2
Distance	3	2
Safety of Intersections and Crossings	3	2
Time	2	2
Speed of Traffic Along Route	2	2
Sidewalks or Pathways	2	3
Violence or Crime	1	1
Convenience of Driving	1	1
Crossing Guards	1	1
Child's Participation in After School Programs	0	2
Adults to Bike/Walk With	0	1
Number of Respondents per Category	**7**	**4**

No response: 1
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

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

Level of support	Number of children
Strongly Encourages	1
Encourages	0
Neither	11
Discourages	0
Strongly Discourages	0

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

Level of fun	Number of children
Very Fun	1
Fun	6
Neutral	4
Boring	0
Very Boring	0

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

How healthy	Number of children
Very Healthy	7
Healthy	3
Neutral	1
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1094772	My kids will walk home from school when it is warmer. I have three children at Redoubt and they will walk together, but it is so cold here for most of the year, that I would rather drive them.
1095045	Weather is the biggest factor in whether or not my child walks or rides the bus to school. If it's fairly warm, she walks, but rides the bus if the weather is cold. I do also worry about drivers not watching for children when it comes to her walking to school, especially now that the roads are icy, and cars can't stop quickly. Drivers have to watch for children, because children don't always have the maturity to be expected to watch for cars.
1099476	My only issue with her walking is the amount of wildlife on the walking trail. Also, parent pick-up at Redoubt would be much better if the parents followed directions. I think the system works as good as it can and the staff are doing a wonderful job!
1090497	I would never let my children walk to school only because of the distance we live from the school. I let my children walk to their papa's often, My children love it. Walking or riding your bike would be awesome. When we move closer to the school they WILL walk or ride a bike.
1095095	The main street has street lights, but our street and other side street are very dark. I would not allow my child to walk (in the morning) unless there were street lights on our street and other side streets. I do let my child(ren) walk home when it is convenient.
1090717	We feel fortunate to have a well maintained bike path between our neighborhood and Redoubt Elementary School. Moose are our biggest concern. Although you can't do anything specifically about the moose, continued clearing of the brush immediately alongside the trail would be greatly appreciated. Thank you!
1094775	My child uses the bike path behind the school and one of my biggest concerns is people walking their dogs off leash on that path. The city indicates there is no authority to enforce dogs off leash and that needs to change. It is only a matter of time before a child gets bitten by a loose dog.
1098110	Parent drop-off in the morning and parent pick up in the afternoon creates some very nasty traffic congestion on the street, at crosswalks near the school and in the parking lot at school. I would love to see those issues addressed as they affect student safety.

Parent Survey Report: One School in One Data Collection Period

School Name: Soldotna Elementary School

Set ID: 10419

School Group: Soldotna City Schools

Month and Year Collected: November 2013

School Enrollment: 0

Date Report Generated: 12/09/2013

% Range of Students Involved in SRTS: Not Applicable

Tags:

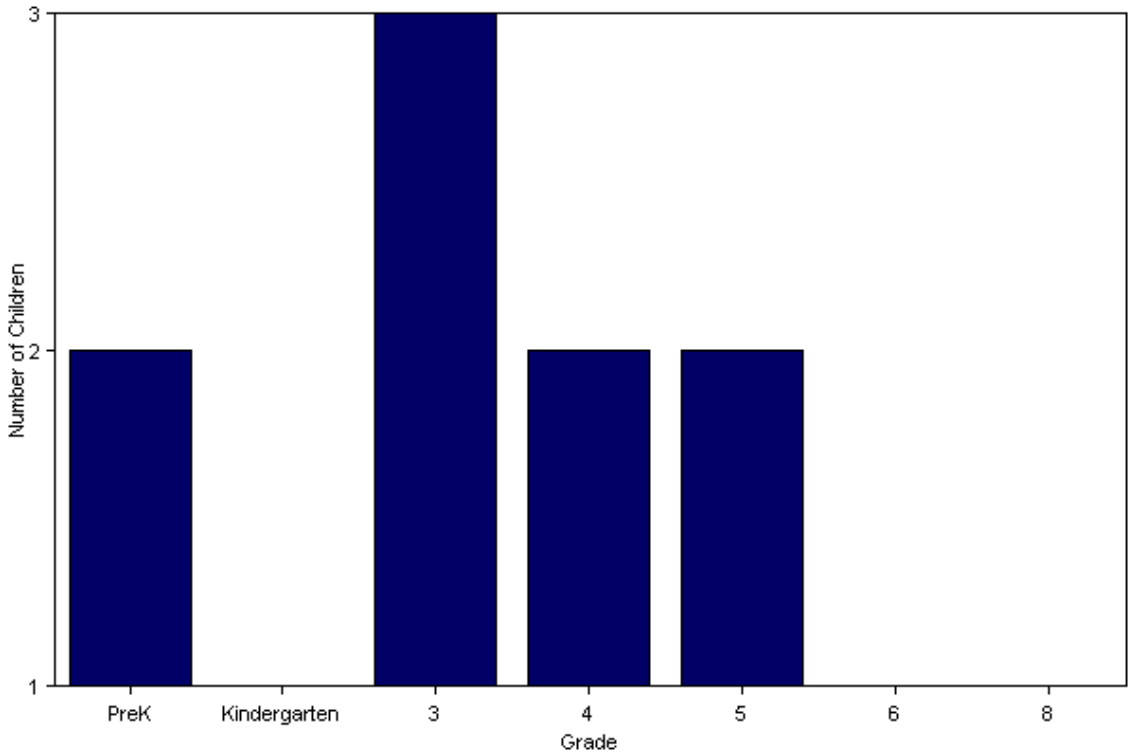
Number of Questionnaires Distributed: 400

Number of Questionnaires Analyzed for Report: 13

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

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

Grade levels of children represented in survey

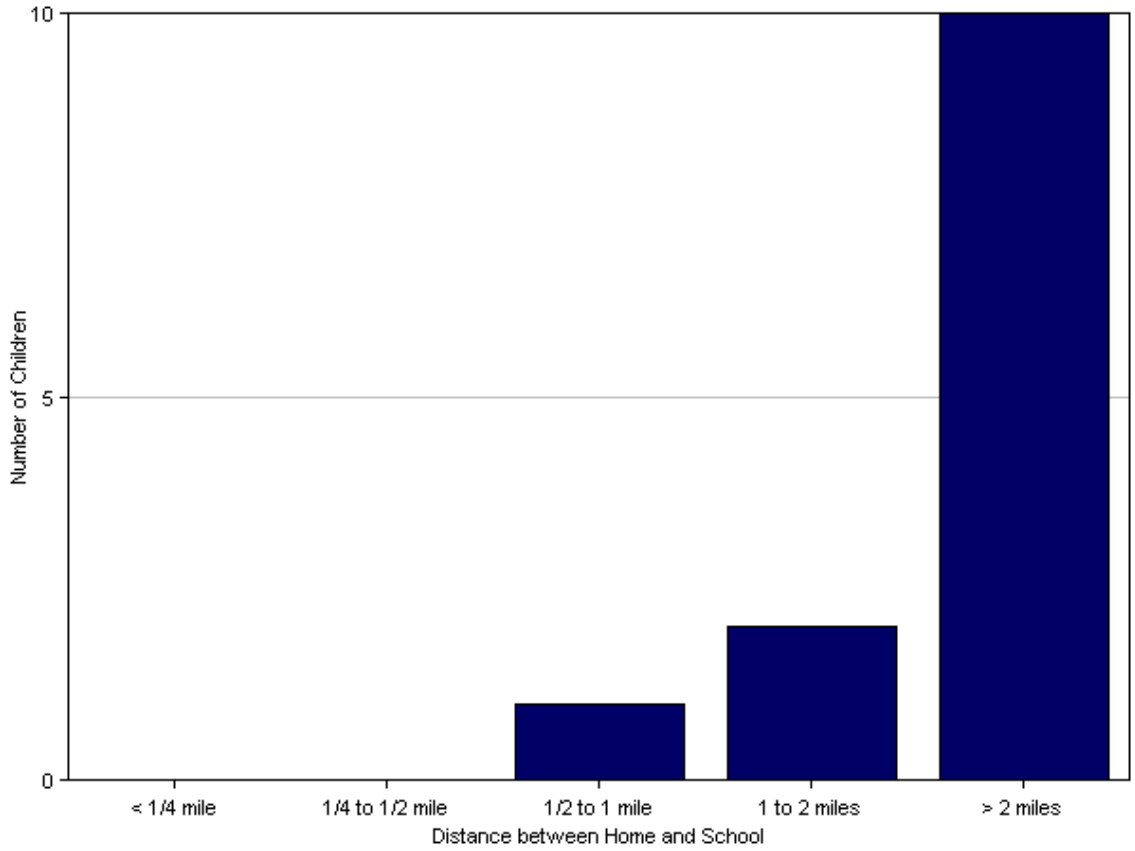


Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
PreK	2
Kindergarten	1
3	3
4	2
5	2
6	1
8	1

No response: 1
Numbers rather than percents are displayed because the number of respondents for this question
was less than 30.

Parent estimate of distance from child's home to school

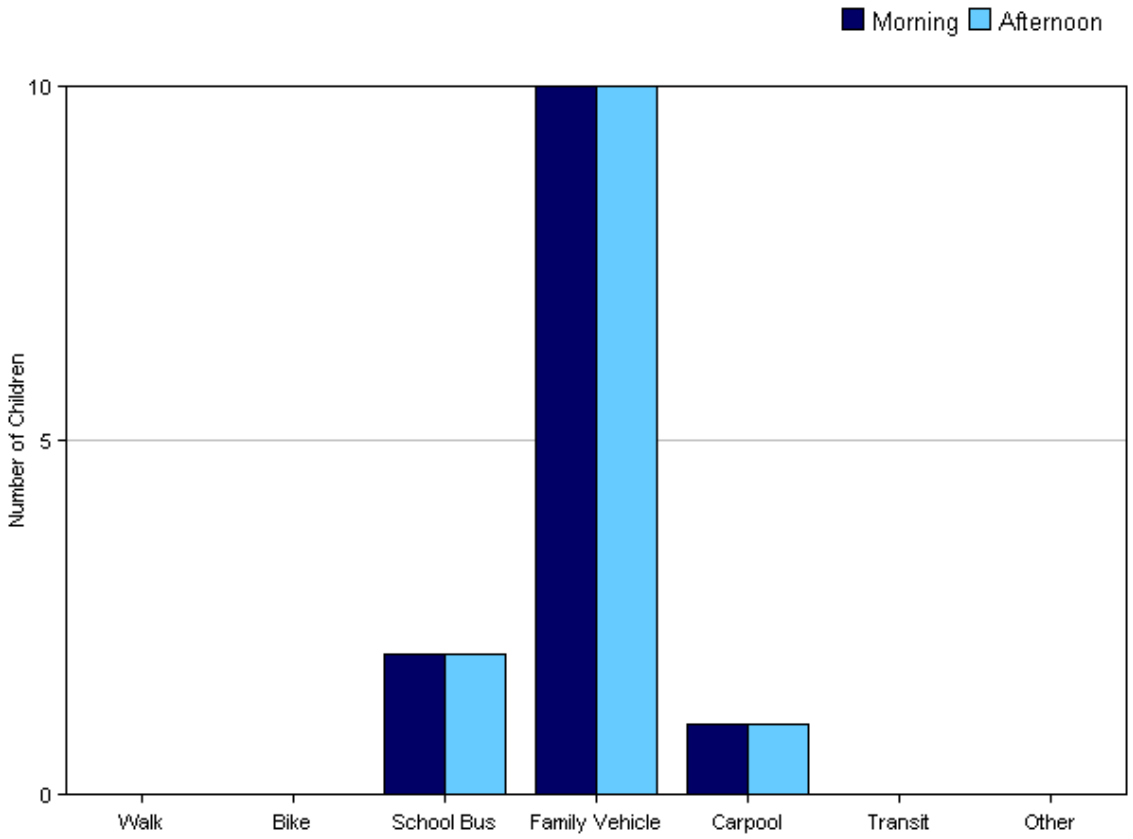


Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	0
1/4 mile up to 1/2 mile	0
1/2 mile up to 1 mile	1
1 mile up to 2 miles	2
More than 2 miles	10

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of arrival at and departure from school

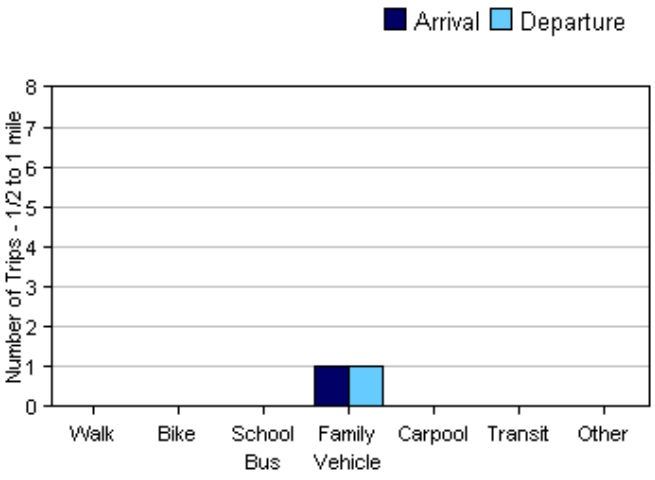


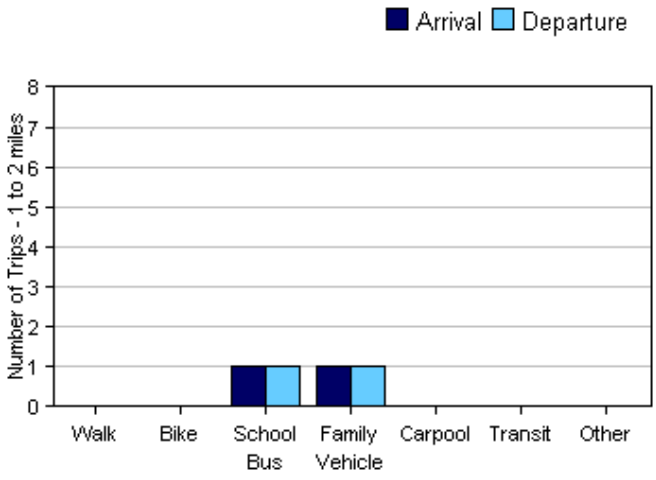
Typical mode of arrival at and departure from school

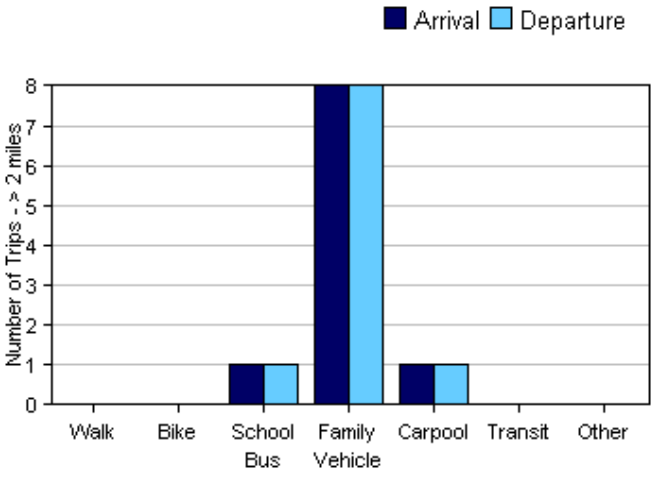
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	13	0	0	2	10	1	0	0
Afternoon	13	0	0	2	10	1	0	0

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

Typical mode of school arrival and departure by distance child lives from school







Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	0	0	0	0	0	0	0	0
1/4 mile up to 1/2 mile	0	0	0	0	0	0	0	0
1/2 mile up to 1 mile	1	0	0	0	1	0	0	0
1 mile up to 2 miles	2	0	0	1	1	0	0	0
More than 2 miles	10	0	0	1	8	1	0	0

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	0	0	0	0	0	0	0	0
1/4 mile up to 1/2 mile	0	0	0	0	0	0	0	0
1/2 mile up to 1 mile	1	0	0	0	1	0	0	0
1 mile up to 2 miles	2	0	0	1	1	0	0	0
More than 2 miles	10	0	0	1	8	1	0	0

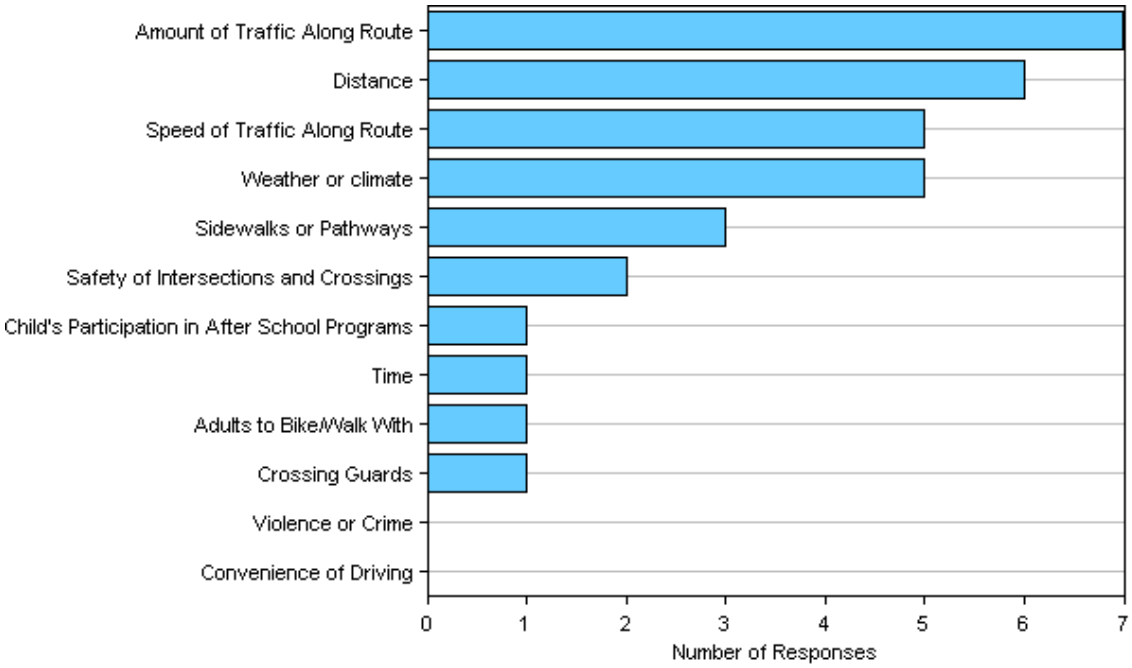
Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

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

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	3	0	0	1	1	1
No	9	0	0	0	1	8

Don't know or No response: 1
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	7	0
Distance	6	0
Speed of Traffic Along Route	5	0
Weather or climate	5	0
Sidewalks or Pathways	3	0
Safety of Intersections and Crossings	2	0
Child's Participation in After School Programs	1	0
Time	1	0
Adults to Bike/Walk With	1	0
Crossing Guards	1	0
Violence or Crime	0	0
Convenience of Driving	0	0
Number of Respondents per Category	**9**	**0**

No response: 4
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

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

Level of support	Number of children
Strongly Encourages	0
Encourages	3
Neither	10
Discourages	0
Strongly Discourages	0

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

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

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

How healthy	Number of children
Very Healthy	9
Healthy	3
Neutral	0
Unhealthy	0
Very Unhealthy	1

Comments Section

SurveyID	Comment
1081690	We have bike to school as a family, but the lack of a shoulder or side walk by Fred Meyes prevents us from doing it more often. I also have concerns with the sidewalk in front of So El being blocked with snow burms. This will especially become an issue with the new teen center near by. Kids from other area schools could use Park Ave as a coridor.
1081695	There needs to be a bike/pedestrian path from Sterling to Soldotna, just like there is from Soldotna to Kenai via Spur Hwy and K-Beach. Even remote places like Chitina have this. I am not sure why there isn't one yet from Sterling to Soldotna. This should be done not just for safe routes to school. I see kids on bikes on the side of the highway all summer long, and I just don't see it as safe--especially considering the amount of traffic that area gets during summer months. I personally would ride my own bike to town during the summer if there was a paved bike path but as it is now I do not consider it safe. I hope my survey is considered even though I do not have any children in school YET. I am a teacher and my daughter is too young for school right now but this will be an issue for consideration by the time she is in school.
1081693	We simy live too far fr school to allow the kids to walk or ride.
1081694	We simply live too far fr school to allow the kids to walk or ride.
1098908	Soldotna Elementary is a true mess in regards to parking lot. I a long with other parents have strong concerns over the safety of the parking lot. Soldotna Elementary does not a principal that is open or welcomes suggestions or concerns.
1098501	There are no walking or bike trails along our road making it treacherous. I would consider walking to and from school if the route were safe. The other consideration is winter weather, the possibility still exists if trails were cleared.

Parent Survey Report: One School in One Data Collection Period

School Name: Soldotna Montessori Charter School

Set ID: 10421

School Group: Soldotna City Schools

Month and Year Collected: November 2013

School Enrollment: 0

Date Report Generated: 12/09/2013

% Range of Students Involved in SRTS: Not Applicable

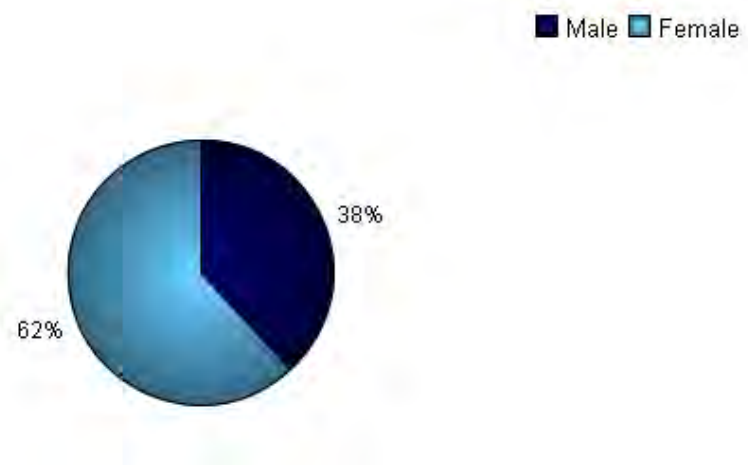
Tags:

Number of Questionnaires Distributed: 200

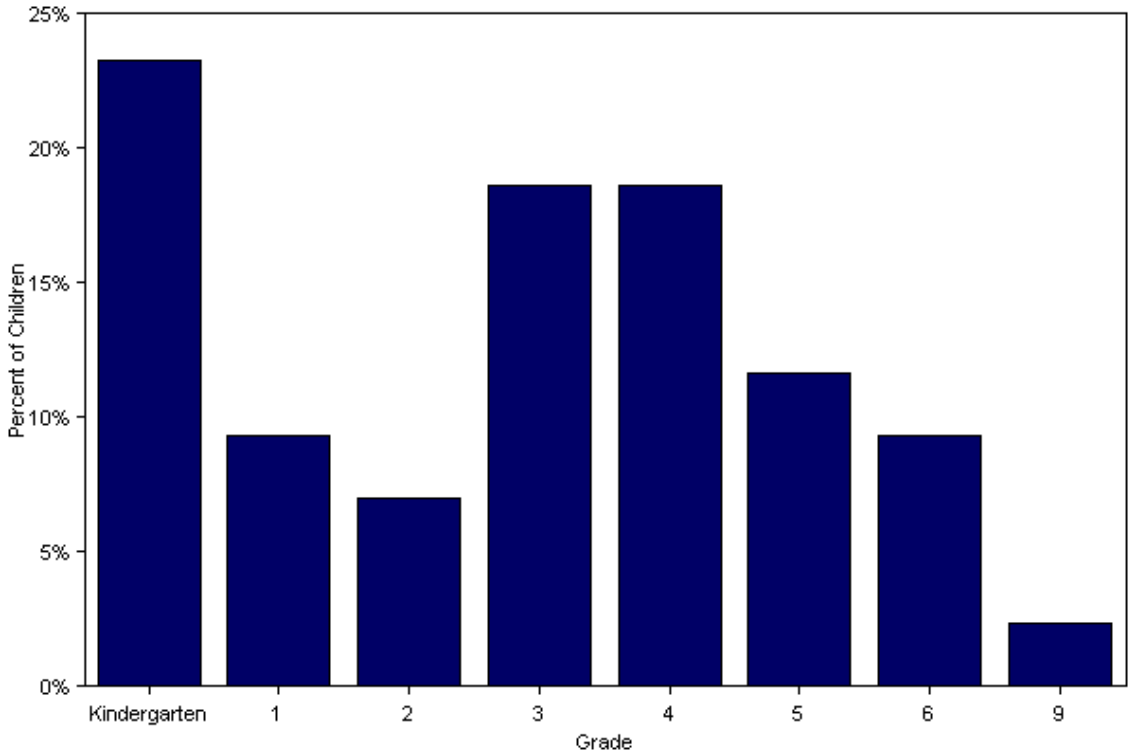
Number of Questionnaires Analyzed for Report: 44

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

Sex of children for parents that provided information



Grade levels of children represented in survey

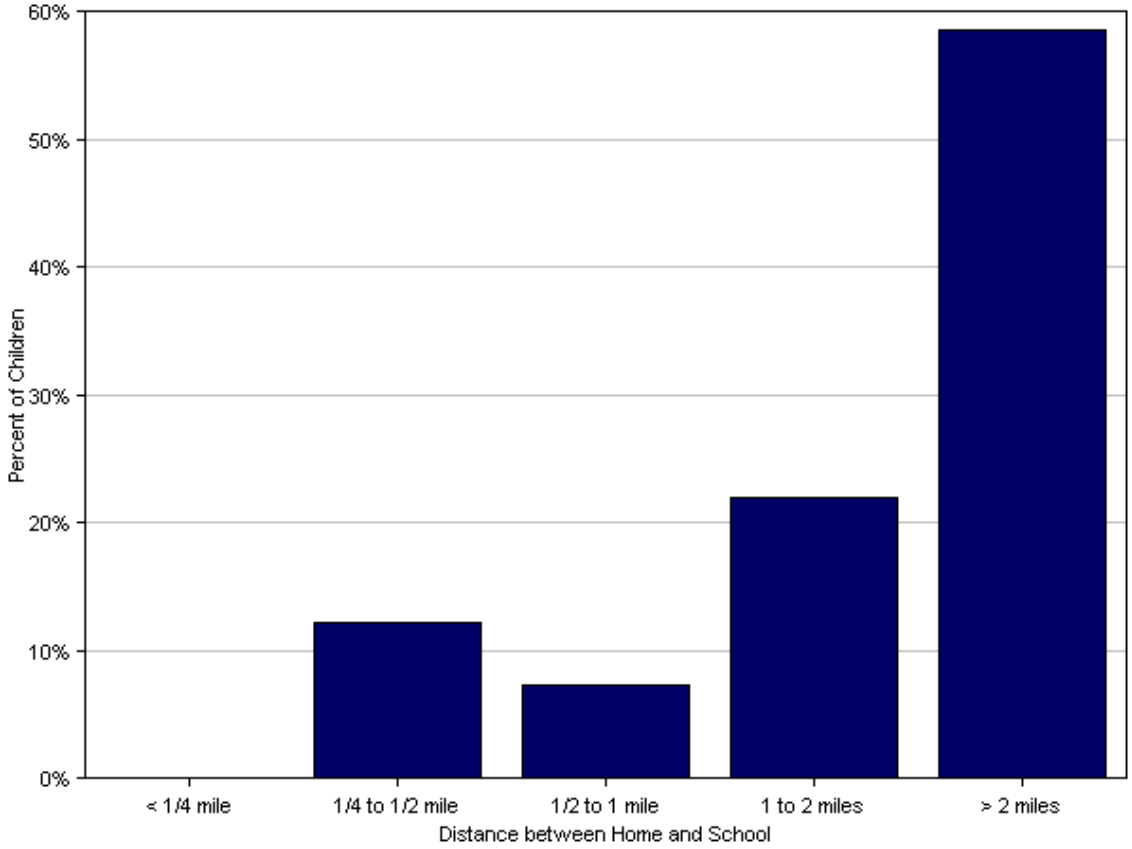


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	10	23%
1	4	9%
2	3	7%
3	8	19%
4	8	19%
5	5	12%
6	4	9%
9	1	2%

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

Parent estimate of distance from child's home to school

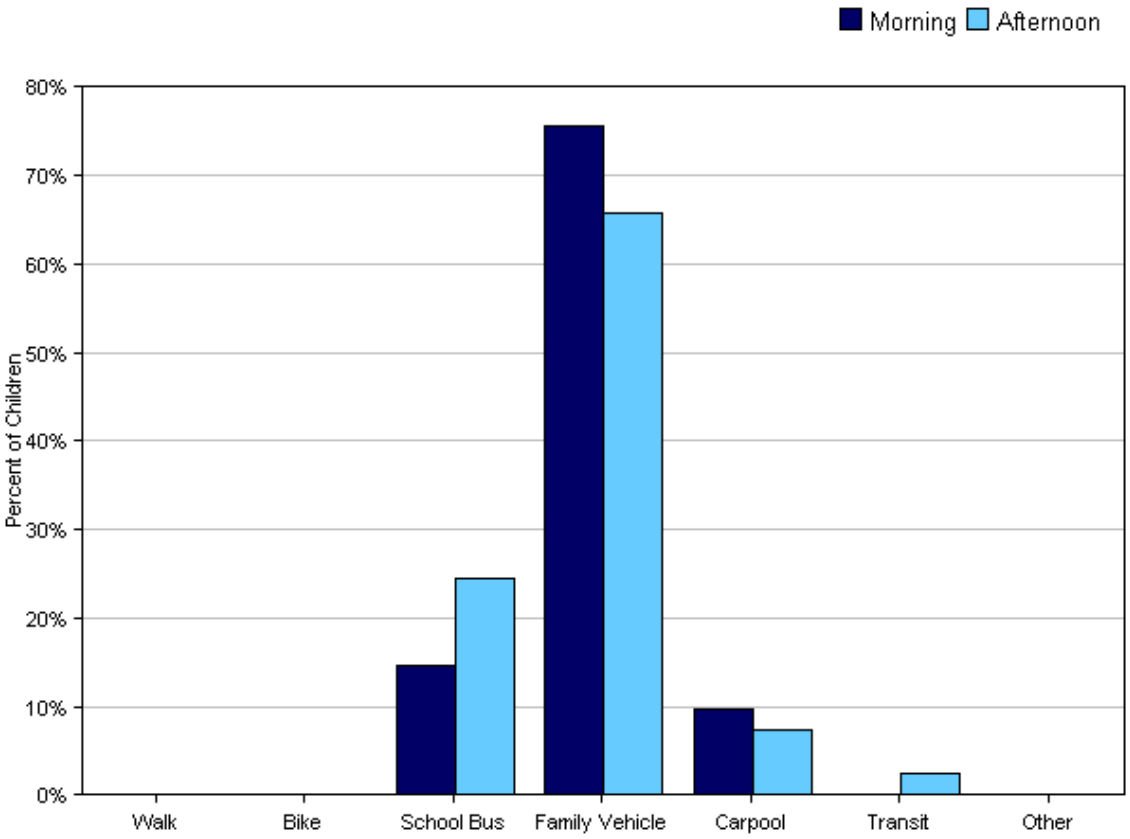


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	0	0%
1/4 mile up to 1/2 mile	5	12%
1/2 mile up to 1 mile	3	7%
1 mile up to 2 miles	9	22%
More than 2 miles	24	59%

Don't know or No response: 3
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

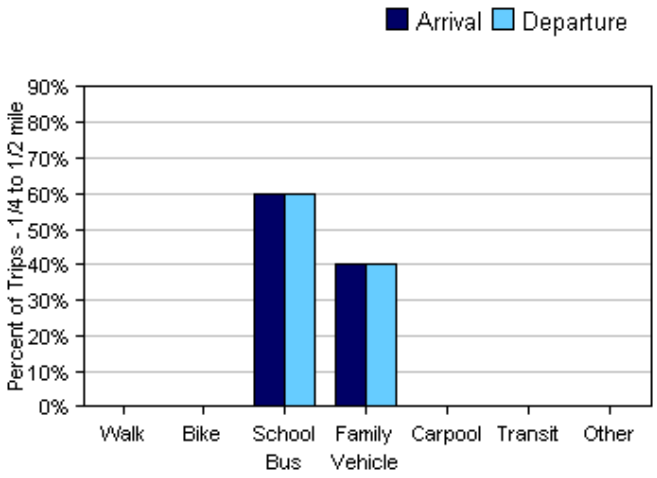


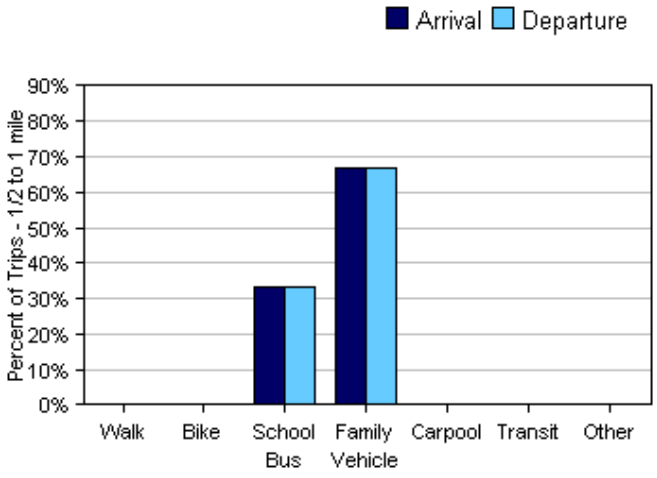
Typical mode of arrival at and departure from school

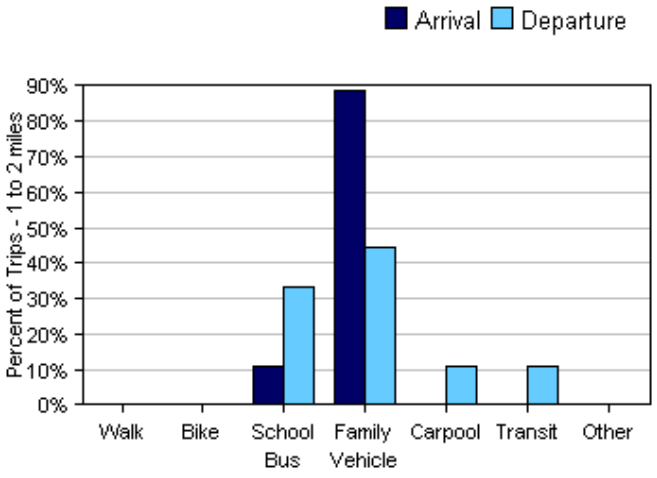
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	41	0%	0%	15%	76%	10%	0%	0%
Afternoon	41	0%	0%	24%	66%	7%	2%	0%

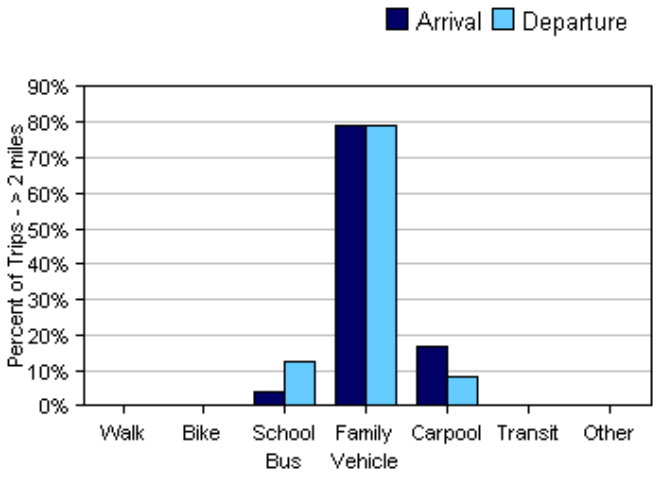
No Response Morning: 3
No Response Afternoon: 3
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school









Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	0	0%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	5	0%	0%	60%	40%	0%	0%	0%
1/2 mile up to 1 mile	3	0%	0%	33%	67%	0%	0%	0%
1 mile up to 2 miles	9	0%	0%	11%	89%	0%	0%	0%
More than 2 miles	24	0%	0%	4%	79%	17%	0%	0%

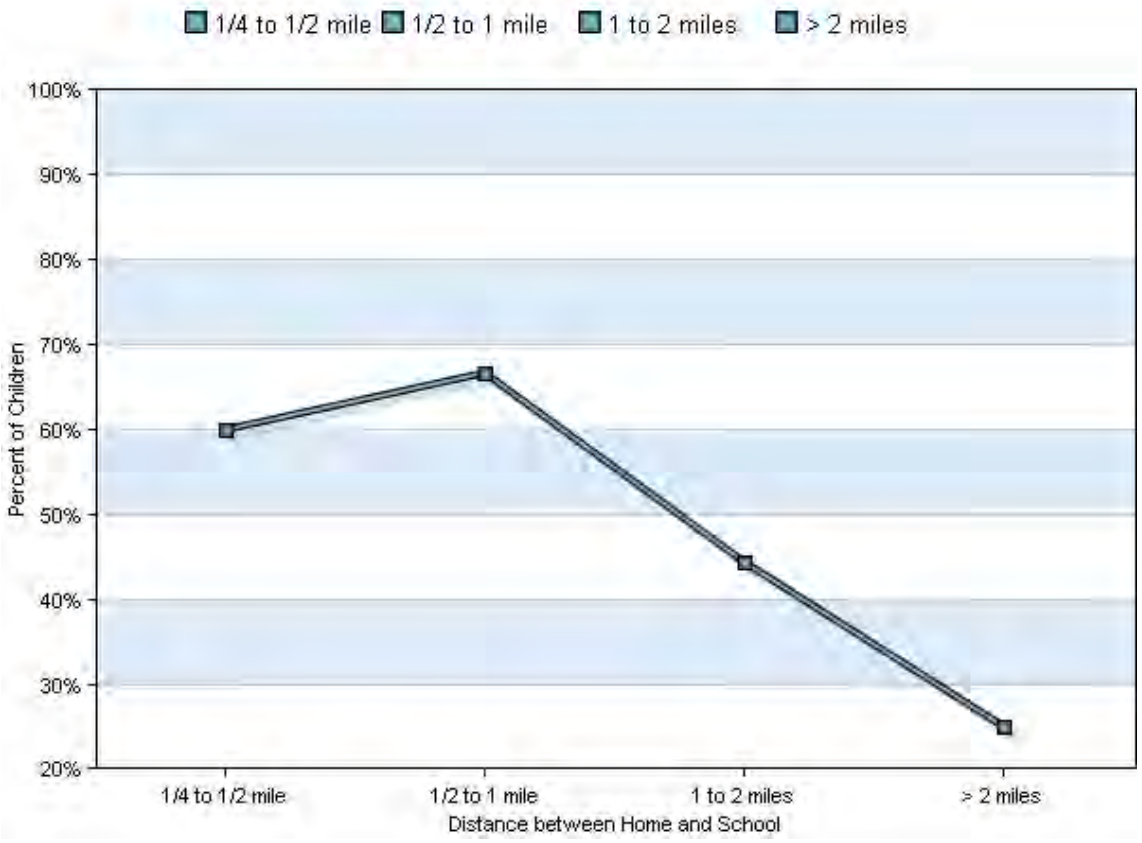
Don't know or No response: 3
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	0	0%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	5	0%	0%	60%	40%	0%	0%	0%
1/2 mile up to 1 mile	3	0%	0%	33%	67%	0%	0%	0%
1 mile up to 2 miles	9	0%	0%	33%	44%	11%	11%	0%
More than 2 miles	24	0%	0%	13%	79%	8%	0%	0%

Don't know or No response: 3
Percentages may not total 100% due to rounding.

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

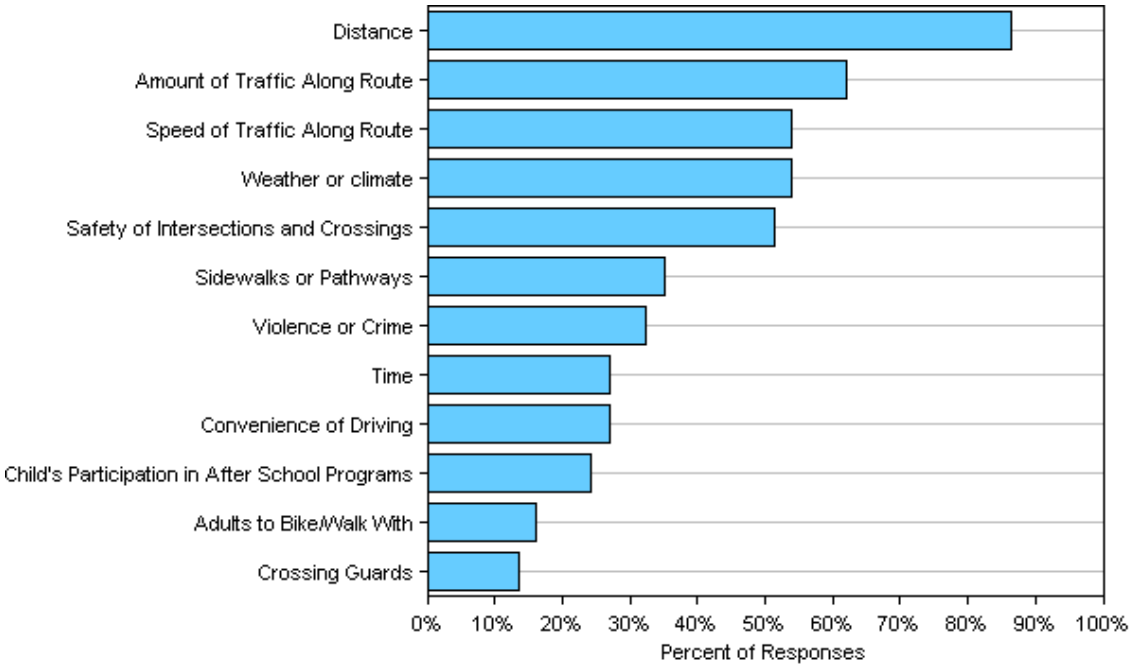


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

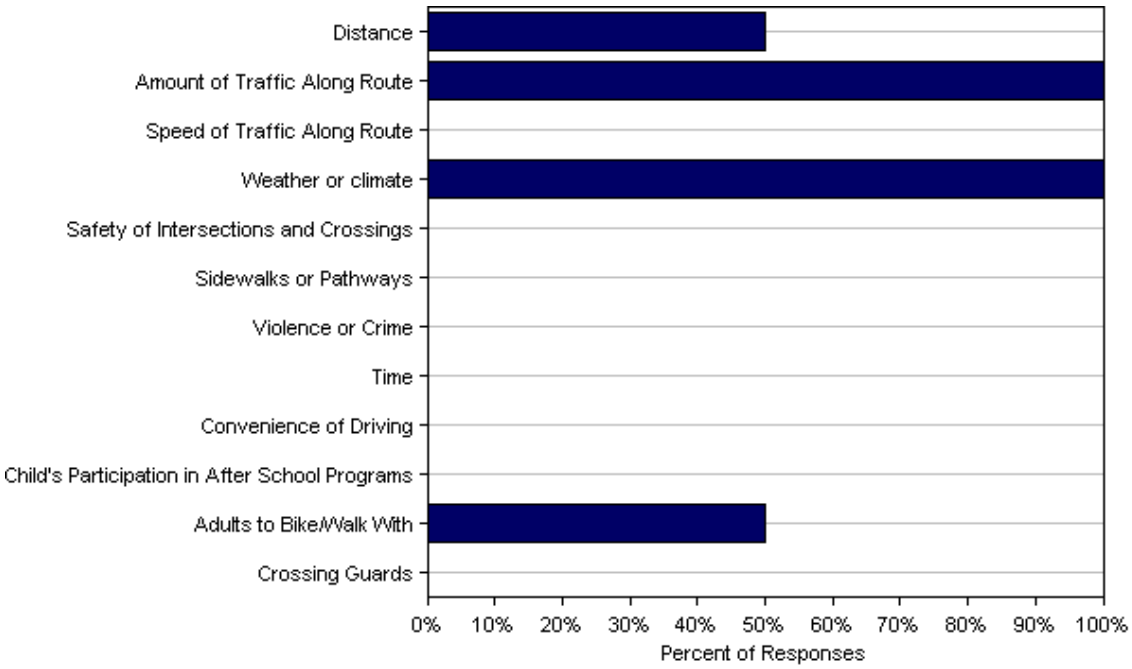
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	15	0%	60%	67%	44%	25%
No	26	0%	40%	33%	56%	75%

Don't know or No response: 3
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

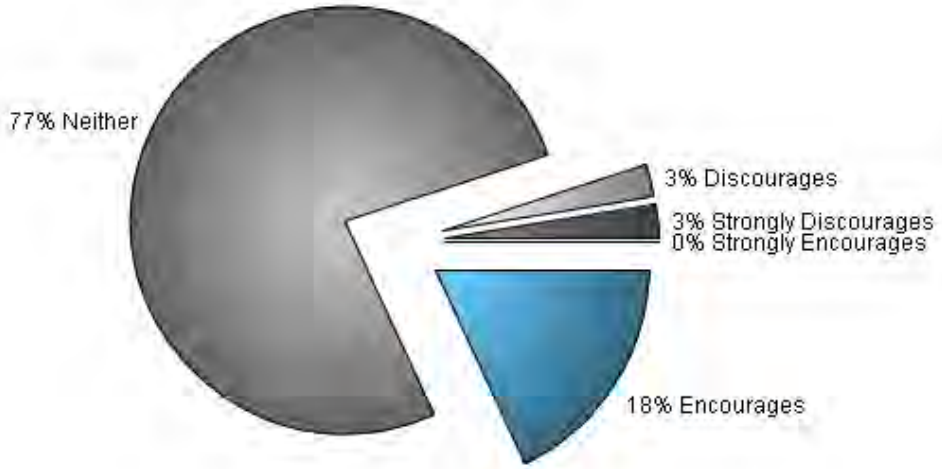


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

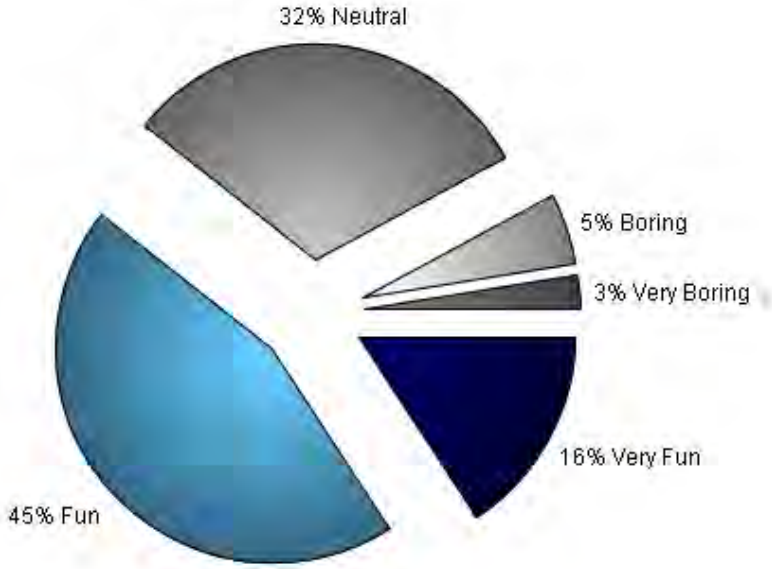
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	86%	50%
Amount of Traffic Along Route	62%	100%
Speed of Traffic Along Route	54%	0%
Weather or climate	54%	100%
Safety of Intersections and Crossings	51%	0%
Sidewalks or Pathways	35%	0%
Violence or Crime	32%	0%
Time	27%	0%
Convenience of Driving	27%	0%
Child's Participation in After School Programs	24%	0%
Adults to Bike/Walk With	16%	50%
Crossing Guards	14%	0%
Number of Respondents per Category	**37**	**2**

No response: 5
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

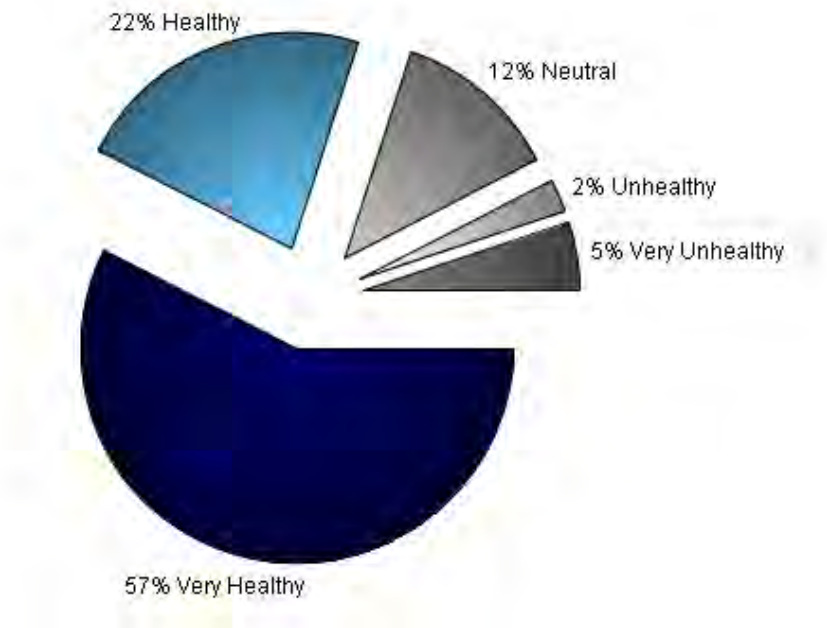
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1085233	School could encourage more, but the infrastructure (grade separated paths, lighting, snow removal, crosswalks, etc.) needs to be in place prior to encouraging walking/bking.
1094588	This new lifestyle is not safe anymore for children to walk or ride a bike.
1095059	I wish there was a sidewalk down Park St by Soldotna Elementary and a safer crosswalk at the corner of Park St and Binkley.
1095092	I would love to walk my children to school but we have a 15 minute drive along the hwy to get to school. Obviously biking/walking is out of the question.
1095108	we live pretty far outside of town or we would have our kiddos walk!
1095117	There are not any paved bike paths from Soldotna toward sterling on the sterling highway
1095054	We simply live to far to ride, walk to school. The parent pick up/drop off line at School is really what needs to be addressed. It is generally a mess and there isn't enough parking (many parents park across the street rather than use the parent pick up line) or space to properly line up all the vehicles. I don't use the drop off line in the morning because of this, I drop my son off at the "flag pole" which is next to the pedestrian crossing section. I have seen children as well as parents weaving in and out of vehicles trying to make their way through traffic. Its only a matter of time before there is a serious accident.
1095056	My son currently goes to Soldotna Montessori and will attend Soldotna middle next year. Because of where we live walking to school is not an option for us. My main concern is for our upcoming middle school move. I know many kids currently walk or bike to Soldotna middle school. With the upcoming move to the Skyview facility we need to address how those kids can safely transition to and from the new location without running the shoulder up the sterling highway hill running south of town. Maybe a bike path or a tie in with the trails. Lot's of wet land to deal with not sure how to pull it off but it will become a safety issue for sure.
1095078	My main concern is safety. An unattended child at any age is a risk. Cars constantly speed down West Redoubt. Police presence is rare in the area. Occasionally speed is monitored in the school zone only.
1099474	My son and I love to bike (he has been in a trailer up to this point) into town even though it is about 5 miles. I would bike more if there were bike/walking trails. Preferably trails that were designed to minimize cross traffic into businesses. Thanks!
1081783	We live 14 miles from school (16 miles if we stay off of the 55-mph highway) which is an obvious rule-out. With a parent on a tandem bicycle, we have at times bicycled the 14 miles on the highway, but daylight hours and winter weather limit that option to first few and last few weeks of each school year.
1095112	I would encourage my child to walk to my office (at Fireweed and Corral) after school IF there were a safe route - currently no consistent sidewalk route (this is a big issue in the winter), the intersection at Binkley & Park has no light and is not safe for kids to cross, even the school parking lot is often hazardous with parents racing through the second row of cars and not looking for kids. We have considered transferring to a closer neighborhood school in part because of the commute challenges. Thanks for taking a look at these issues, Soldotna.
1098488	Walking/and or riding bicycle to school does not affect us in any way as a family at this point in time.
1098759	I fail to see how the gender of my child has anything to do with road safety. Mainly it is distance and weather that would prevent my child from walking to school. As he gets older side walks will be very important to me, I am excited to see the work done on k-beach.
1094585	My child is 5 I would never allow her to walk two or more miles from school. Lansing is not a safe place for a child and lone woman to walk. We prefer to exercise in other ways.
1095103	We used to live a couple of blocks from the school and he rode his bike or walked to and from school when the weather was nice, but now we live way to far for that to be an option.
1095104	We used to live a couple of blocks from the school and he rode his bike or walked to and from school when the weather was nice, but now we live way too far for that to be an option.

Parent Survey Report: One School in One Data Collection Period

School Name: Soldotna Middle School

Set ID: 10420

School Group: Soldotna City Schools

Month and Year Collected: November 2013

School Enrollment: 0

Date Report Generated: 12/09/2013

% Range of Students Involved in SRTS: Not Applicable

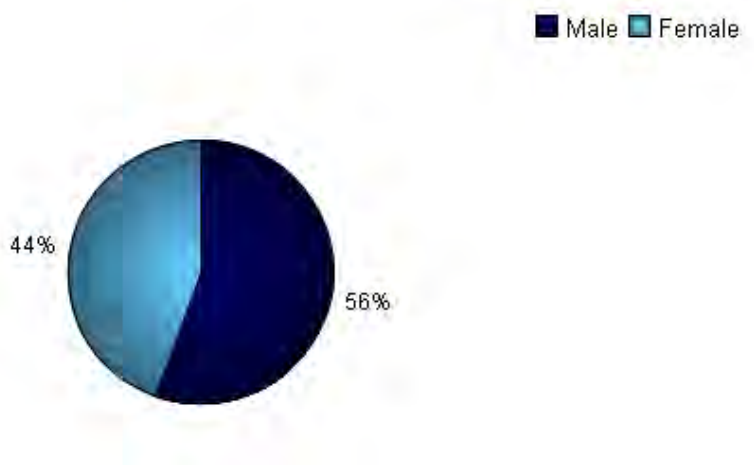
Tags:

Number of Questionnaires Distributed: 400

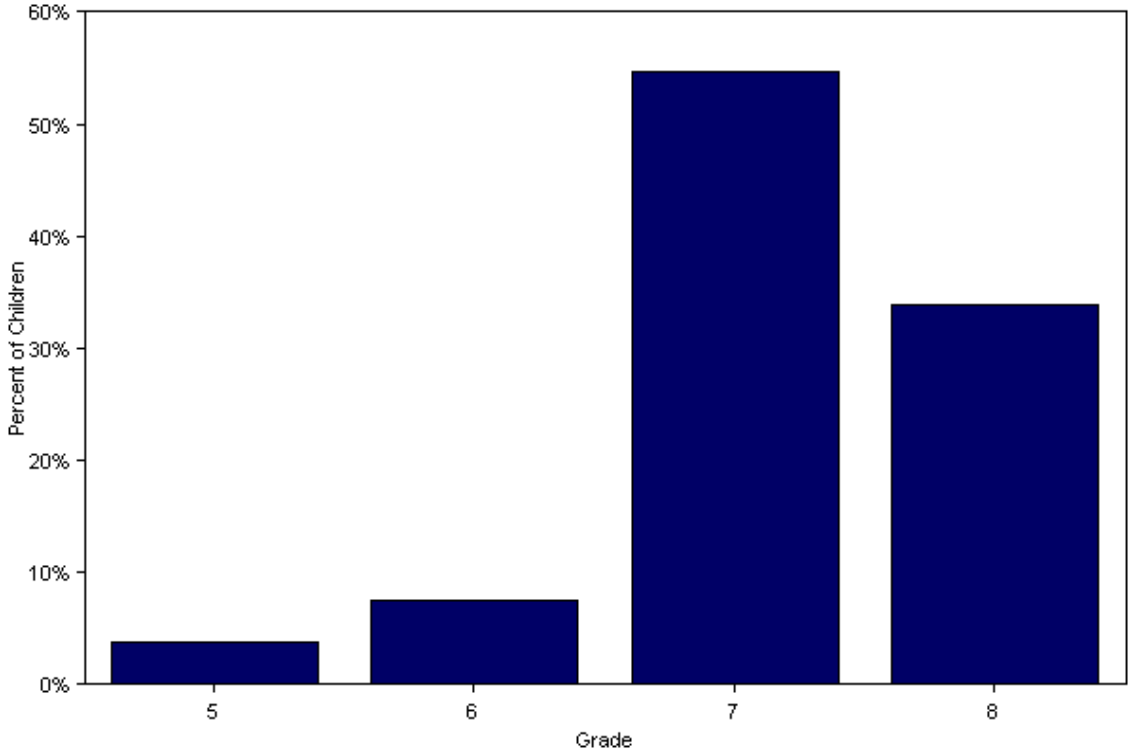
Number of Questionnaires Analyzed for Report: 62

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

Sex of children for parents that provided information



Grade levels of children represented in survey

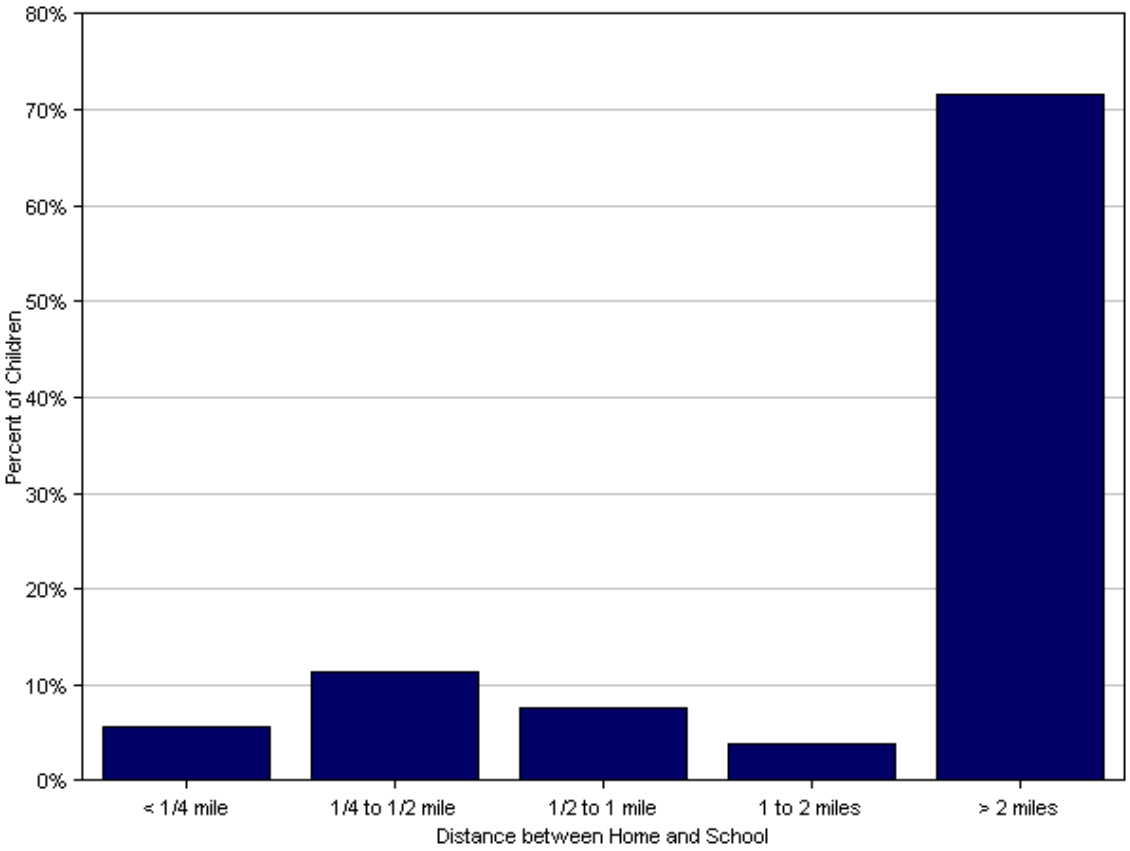


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
5	2	4%
6	4	8%
7	29	55%
8	18	34%

No response: 7
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

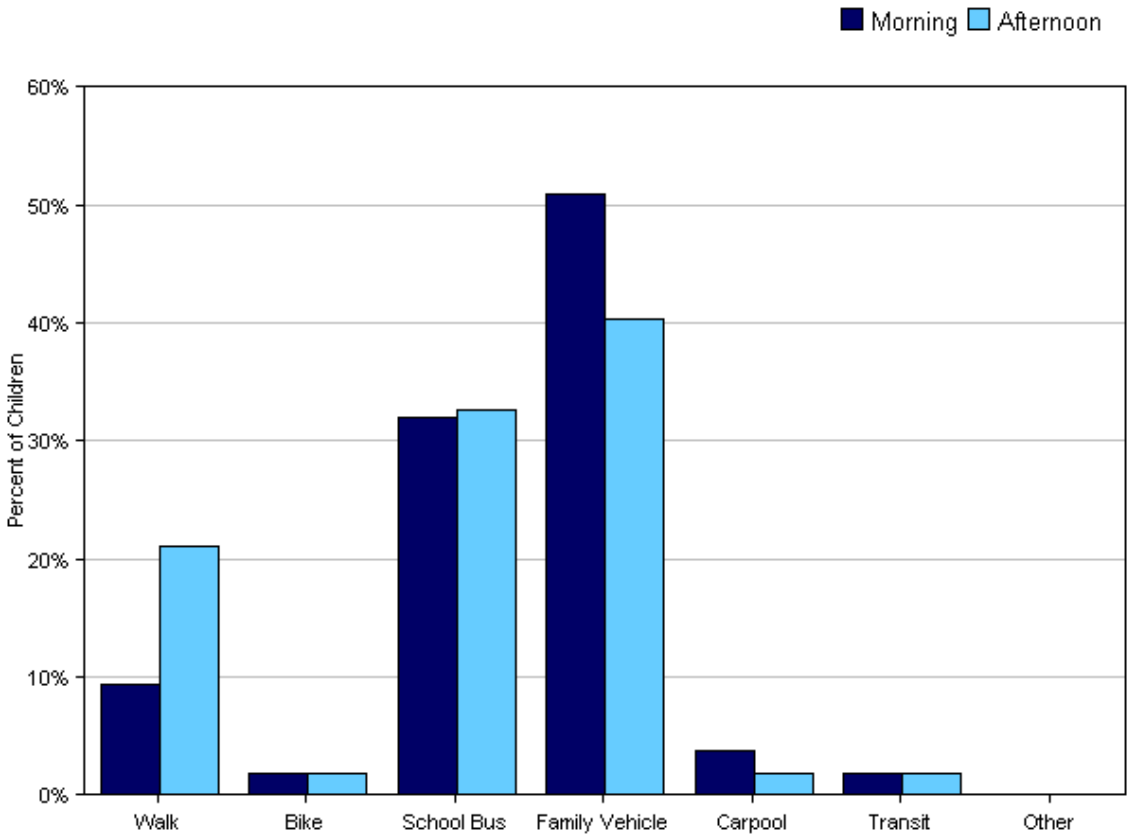


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	3	6%
1/4 mile up to 1/2 mile	6	11%
1/2 mile up to 1 mile	4	8%
1 mile up to 2 miles	2	4%
More than 2 miles	38	72%

Don't know or No response: 9
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

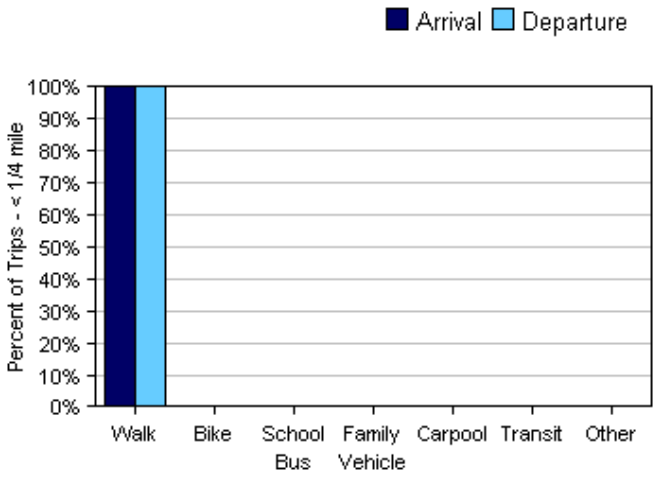


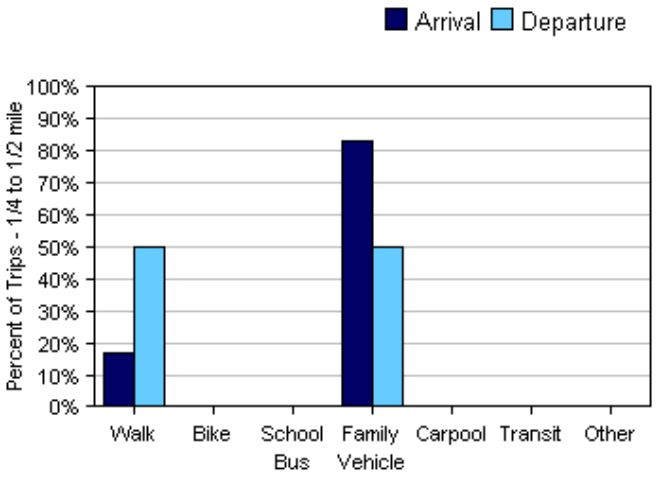
Typical mode of arrival at and departure from school

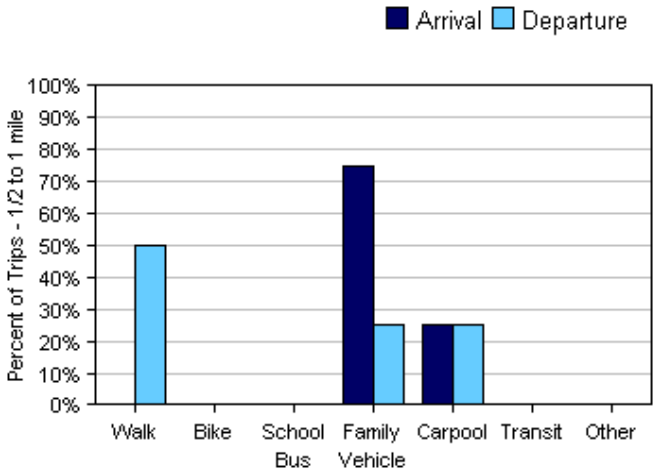
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	53	9%	2%	32%	51%	4%	2%	0%
Afternoon	52	21%	2%	33%	40%	2%	2%	0%

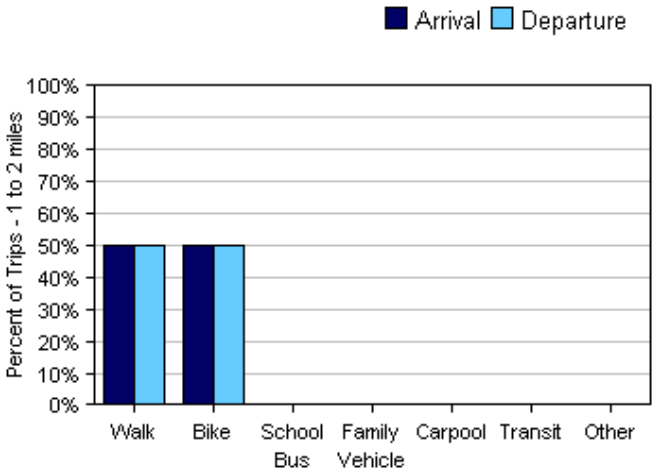
No Response Morning: 9
No Response Afternoon: 10
Percentages may not total 100% due to rounding.

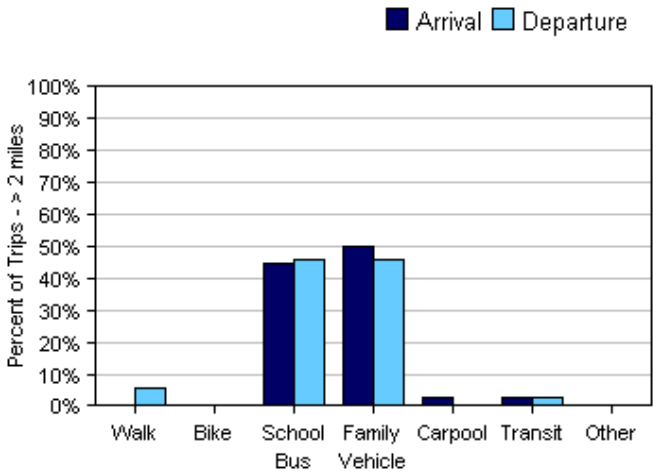
Typical mode of school arrival and departure by distance child lives from school











Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	100%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	6	17%	0%	0%	83%	0%	0%	0%
1/2 mile up to 1 mile	4	0%	0%	0%	75%	25%	0%	0%
1 mile up to 2 miles	2	50%	50%	0%	0%	0%	0%	0%
More than 2 miles	38	0%	0%	45%	50%	3%	3%	0%

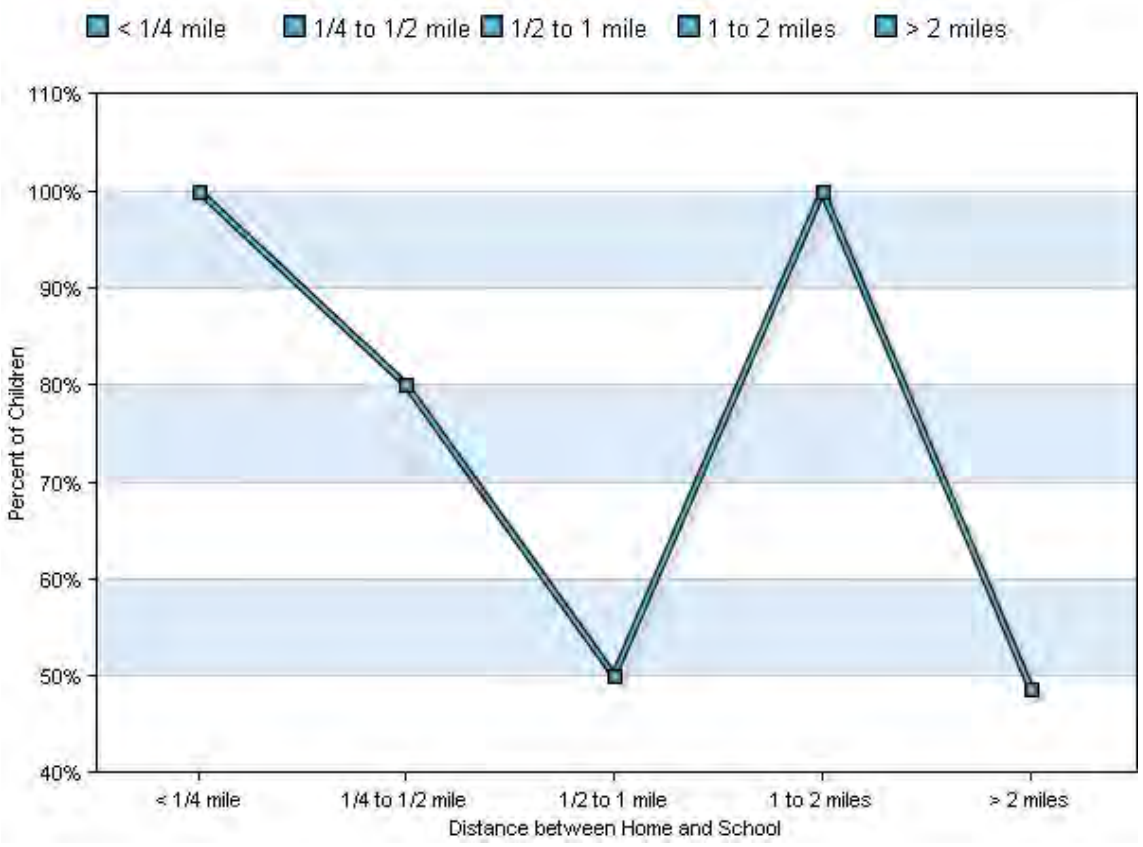
Don't know or No response: 9
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	100%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	6	50%	0%	0%	50%	0%	0%	0%
1/2 mile up to 1 mile	4	50%	0%	0%	25%	25%	0%	0%
1 mile up to 2 miles	2	50%	50%	0%	0%	0%	0%	0%
More than 2 miles	37	5%	0%	46%	46%	0%	3%	0%

Don't know or No response: 10
Percentages may not total 100% due to rounding.

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

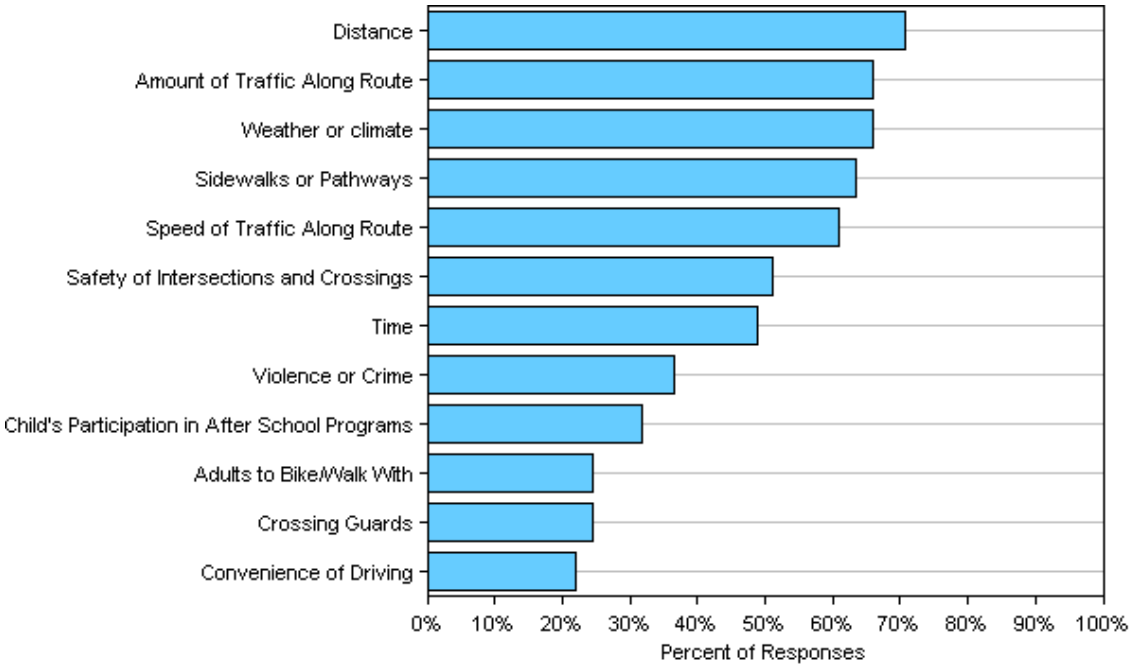


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

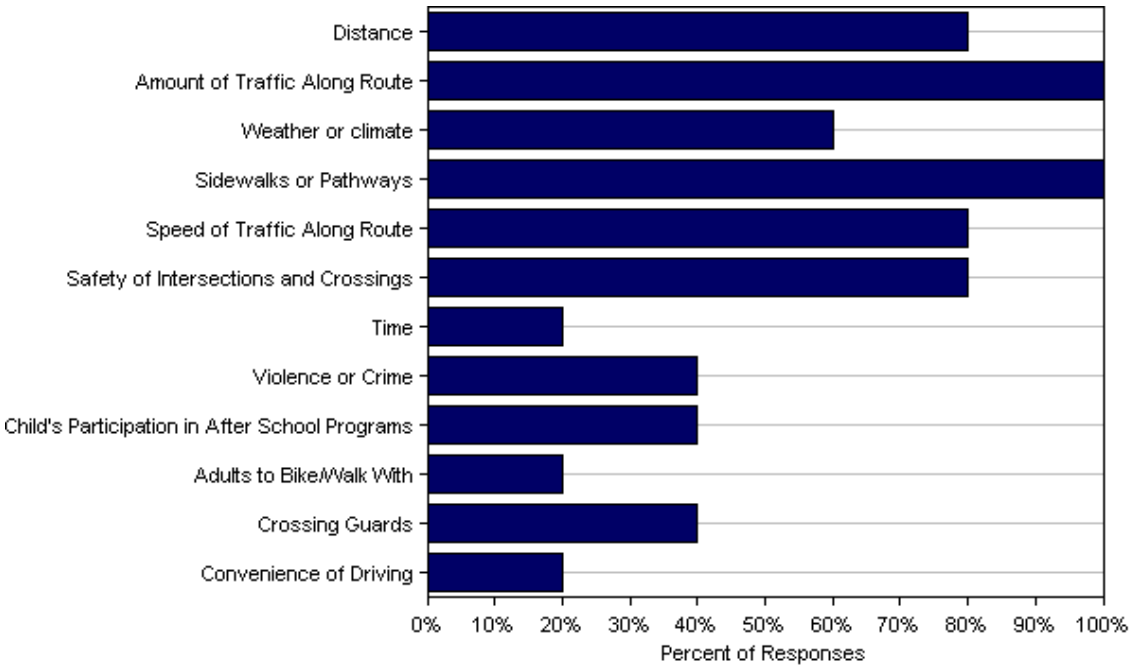
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	28	100%	80%	50%	100%	49%
No	22	0%	20%	50%	0%	51%

Don't know or No response: 12
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

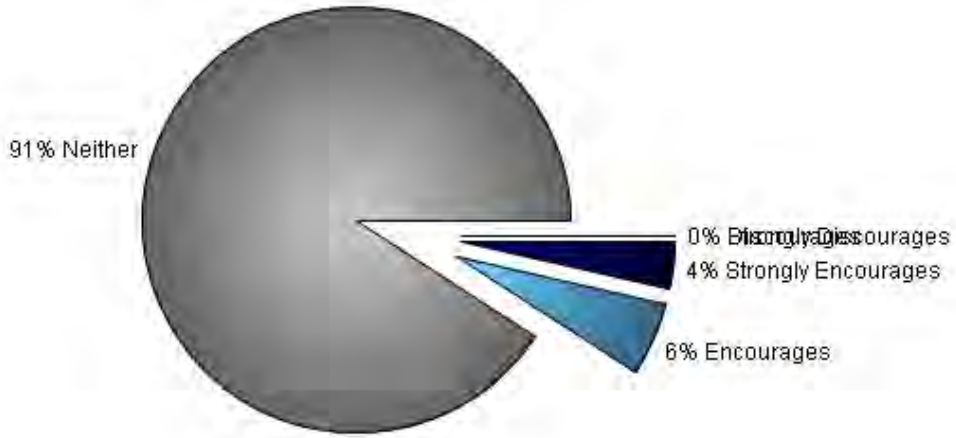


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

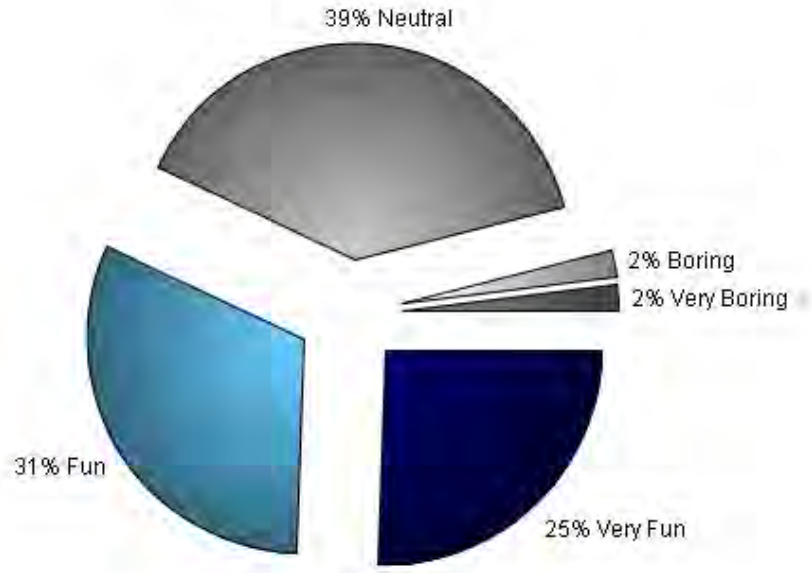
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	71%	80%
Amount of Traffic Along Route	66%	100%
Weather or climate	66%	60%
Sidewalks or Pathways	63%	100%
Speed of Traffic Along Route	61%	80%
Safety of Intersections and Crossings	51%	80%
Time	49%	20%
Violence or Crime	37%	40%
Child's Participation in After School Programs	32%	40%
Adults to Bike/Walk With	24%	20%
Crossing Guards	24%	40%
Convenience of Driving	22%	20%
Number of Respondents per Category	**41**	**5**

No response: 16
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

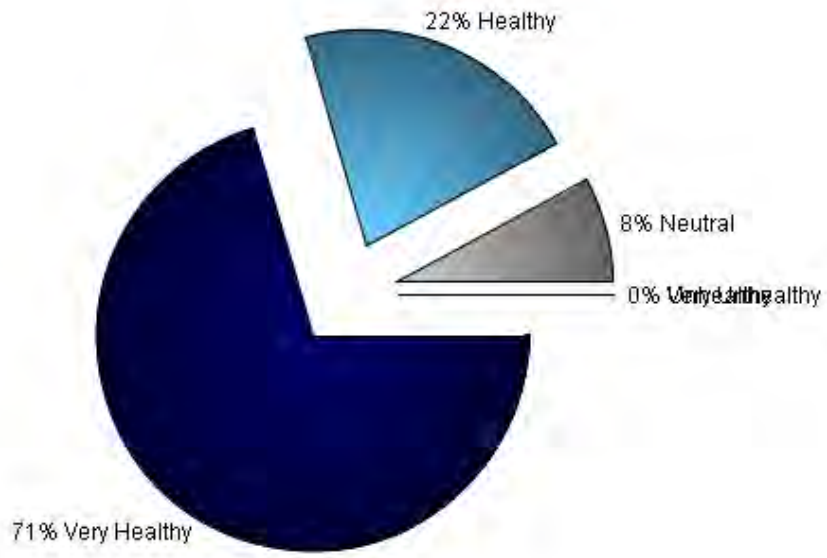
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

SurveyID	Comment
1098088	Please install a bike/walking path from the Skyview building as many middle school students will be walking/biking home starting next school year. Lots of the kids are used to walking/biking home with the current location and will continue to do this at Skyview, but it is not safe to do this along the side of the road.
1098132	It would be nice if there was a bike path to Skyview.
1099289	1. There is a walkway that connects Lord Baranof with the SMS parking lot. It is never shoveled during the winter. Kids who attend SoHi, Redoubt, and SMS use this walkway. I usually shovel it or just snowshoe it out when the snow is deep, but I cannot this year and children climb over the snow burm and wade through the snow. I noticew that the pathway behind SoHi and Redoubt is cleared, and would like to request that our tiny little walkway be cleared of snow too. 2. When cars and buses go through from SMS to SoHi we need to somehow make them aware of the walkers. 3. I would like to see a bike path to Skyview for junior high students next year.
1089923	I would love for my children to ride the bus, but since it is not provided for one child, they both would like to be driven. The distance, darkness, weather and no sidewalks impact a bike ride. It can be scary waiting for the bus even.
1089964	My biggest concern is the actions of the other students. My child would make the right, safe choices walking/biking to school. I just don't trust that the other students would allow my child to do that. (There's a lot of goofing around walking from school and that will eventually lead to someone getting hurt.)
1090068	I support SMS in town so my children in Middle school can walk to relatives on days my husband who works on the slope and myself are not available after school for them.
1090754	I am creating glow in the dark backpacks, shirts, hoodies, jackets, hats, gloves, purses, shoelaces, and other items for this cause. If the school and or police department would be interested in my products, and or sponsoring these products feel free to contact me. Items will say "Now You See Me" on them and will glow in the dark. My business name is Now You See Me My name is Heather Towell My phone is 907-420-7341 My email is northwardbound73@gmail.com. Thank you.
1090905	My daughter could walk/bike to school easily by taking the bike path. In the morning it is too dark. After school she doesn't want to walk home alone. She is more worried about moose/bear than a human predator. If she has a friend with her she is comfortable doing so.
1093646	The first leg of her walk there are no street lights so it's very dark until she reaches Redoubt which has lights. In the winter with the moose and whatnot, it's not an option.
1097809	There is a definite need for a bike path leading to Skyview. I watch high school kids walk along the road almost daily and worry for their safety, especially on dark days.
1098107	Some responses should allow for N/A. Last I knew you could not control weather, etc. several items in the list you have no control over. Not a very well structured survey.
1098122	As SMS moves to the Skyview location it is of the utmost importance to create a bike path. This would bennefit the community as a whole by creating a loop for the Tri the Kenai and other events.
1081373	My family does not fall into the walking/biking category. We live off the Sterling Hwy and would not allow our son to ride a bike on the hwy to school. If we lived in town, we would definitely allow him to ride or walk on the city streets. My only concern is the darkness during the winter months and the sidewalks staying cleared.
1090495	I would allow my children to walk to school if we didn't live 30 minutes away driving distance. I do let them walk to there papa's house often.
1097808	There needs to be a maintained bike bath up to Skyview. Middle school kids will be biking to and from school regardless of a path and it will be very dangerous if they are traveling on the side of the road.
1097844	Bike paths/routes should be provided to all schools!
1098050	We often need my son to walk or ride his bike to my husbands work after school due to transportation issues. With the new location of the middle school, I am very worried about his safety on the highway. There is no bike path to allow him to stay off the highway. I am doubly concerned with the narrow shoulder due to the guard rail in the down hill.
1098101	would like to see a bike path to skyview

1098182	Both of my children will be attending the new Soldotna Middle School next year, and I feel it would be very advantageous to have a bike/walking path up to what is now Skyview High School.
1098724	they need bike paths to Skyview!
1098086	I am concerned about my daughter entering 7th grade next year and biking from the Skyview building along that busy highway. There really needs to be a bike path as it is very dangerous.
1081367	Parents are at work when child gets out of school. Child has to walk/bike home but never an issue unless it gets too cold outside.
1097858	We need to start to think about the Soldotna Middle School bike path. There is nothing out to Skyview as of right now and we will be having students grade 7-8 out there next year. We need to get the path started now so we can have something by next year when the kids start to go to school out there.
1098078	A bike path up to Skyview would be very needed and appreciated.
1098408	With the distance that we live from the school, weather, bear/moose, and the highway, I don't see myself letting my son ever bike to school. If we lived in town it would be different. As it is now, even with taking the bus I worry about him with the highway being the bus stop and with no shelter for him and the other students when the weather is bad.
1098613	Since Skyview will house the middle school starting next year, it would be prudent to have a bike path connecting town to Skyview along the highway.
1097810	The move to Skyview will be very convienent for us and will reduce some of our child's travel time because we live in Kasilof. Because of the distance, walking and biking will never be an option for her.
1098087	A bike/walking path is desperately needed between "town" and Skyview in light of the relocation of the middle school effective next school year. Our middle school students walk and bike everywhere and the thought of those kids on that narrow stretch of highway between town and Skyview is terrifying. We MUST make a bike path a priority and the sooner the better!
1098146	I would hope the city would put in a bike path for those students who may walk to or from school. It surprises me that after all these years there has not been one yet. I drive by Skyview everyday right around the time to see high school kids walking alongside the highway heading to town. It is a very dangerous situation, many cars do not slow down to pass them, and these students walk, at times, 3 abreast next to that guardrail. They wear dark clothes with no reflective wear at all. It is dark for most of the year and the highway in the winter is very treacherous. We have students staying after school for various reasons that will be expected to walk home because their parent/guardian cannot come and get them. I would hope the city would help in this matter to make their trip home a safe one. As a parent, I would be greatful to see a bike path go along that stretch of road and knowing my child would be safe if he needed to walk home from school.
1098725	A bike path would be a great safety trail for students that will walk to and from school.
1099368	I am extremely concerned with kids walking and biking to Skyview when it is a Middle School!!! Currently that looks like an accident/ fatality that is certain to occur!
1097862	We live too far for my kids to walk or bike, but if I lived in town, I would let them, weather permiting.
1097811	A bike path from Soldotna to Skyview is a much needed resource for our middle school students who will be relocating to that facility.
1098089	Please consider adding a bike path from Skyview into town for the benefit of all students attending Skyview- especially middle schoolers now - as the population that was at the school consisted of many drivers.

APPENDIX C

PUBLIC INVOLVEMENT

Public Involvement Summary

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

Public Involvement Process

Activity	Date	Methodology	Outcome
Parent Attitude Survey	September/ October 2013	Electronic survey tool through School District website, Facebook sharing	Gathered information about parents' concerns, interests, and ideas for improvements to walking/biking infrastructure near schools.
Project Newsletter #1	October 1, 2013	One-page electronic format newsletter distributed to schools, City, and on Facebook	Introduced the SRTS project to the community, advertised upcoming public meeting, encouraged survey responses
Tsalteshi Trails Trick-or-Treat Event	October 27, 2013	Distribute newsletters, flyers for November meeting, give out zipper pulls	Informed families about the project, recruited participants for November meeting
Public Meeting	Early November 2013	Open house at City Hall	Shared survey data, project ideas, and recommendations to date, gathered feedback about recommendations
Project Newsletter #2	March 2014	One-page electronic format newsletter distributed to schools, City, and on Facebook	Update on project development, summary of community meeting, what to watch for in the spring
Joint Planning Commission & City Council Work Session	March 2014	Presentation of the draft plan and discussion on priorities	Update on project development, design concepts
Facebook Updates	Throughout		Shared newsletter and public meeting announcements.
Project Newsletter #3	May 2014	One-page electronic format newsletter distributed to schools, City, and on Facebook	Announcement of project completion and information on how and where to view the report

The following listservs and groups received information and updates about the project, including all project newsletters.

- School PTSAs
- Kenai Peninsula Cycle and Ski Club
- Kenai Peninsula Safe Kids
- Walk to School Day coordinator
- Soldotna Schools Advisory Committee
- AK Department of Transportation
- Boys & Girls Club
- Central Peninsula Hospital
- Connections
- Soldotna Montessori
- Soldotna Rotary
- Room User Groups
- The Tribe
- Tsalteshi Trails Association

The Kenai Peninsula School District's Communications Specialist (Pegge Erkeneff) assisted in contacting individual schools and issuing a joint press release between the City and KPSD.

Safe Routes to School Project Newsletter

October 2013

SafeRoutes
Alaska Safe Routes to School

Safe Routes to School Soldotna Project Kicks Off

The City of Soldotna is excited to kick off a Safe Routes to School project this school year. The project will examine conditions around six Soldotna-area schools and create recommendations and activities to improve safety and reduce traffic near the schools.

Much work to improve safety and accessibility for biking and walking has already been done in Soldotna, including the City's long-range plan (Envision Soldotna 2030) and the recently completed Parks and Recreation Master Plan. The Safe Routes to Schools (SRTS) project will build on this momentum.

In addition to new activities to engage stakeholders in the Safe Routes to School program, planners will also consider the public input shared as part of these earlier projects.

The schools are:

- Cook Inlet Academy
- Kalifornsky Beach Elementary
- Redoubt Elementary
- Soldotna Elementary/ Soldotna Montessori
- Soldotna Middle School

A project team of planners, engineers, landscape architects, and public engagement professionals are working with the City to conduct the analysis, gather community input, and develop strategies to promote biking and walking near our schools.

Safe Routes to School is a program of the U.S. Department of Transportation's Federal Highway Administration.

Tell us what you think!

Help us develop great recommendations by telling us how your children get to school and issues that affect their walking or biking to school.

Your responses to the online survey will be kept confidential. The survey is open through November 29, 2013.

To take the survey for your child's or children's school(s) click on one of the links below:

KPB Schools Safe Routes Survey
(bit.ly/SafeRoutesToSchoolSurvey2013)

Cook Inlet Academy Survey
(bit.ly/1cqSjlS)

Thank you for taking the time to share your thoughts!

You're Invited to a Public Forum!

November 12 from 4-6 p.m. at Soldotna City Hall

Join city planners and the project team to provide your feedback on needs and some of the potential solutions the project team has drafted. Parent and family input is critical to the project.

No registration needed. Please drop by if you can!

For additional information, please contact:

Stephanie Queen
City of Soldotna
Director of Economic Development & Planning
(907) 714-1240
squeen@ci.soldotna.ak.us

Safe Routes to School Project Newsletter

March 2014

SafeRoutes

Infrastructure Inventory & Draft Recommendations Ready for Comment

The City of Soldotna has been hard at work examining walking and biking infrastructure near area schools this fall and winter (Cook Inlet Academy, Kalifornsky Beach Elementary, Redoubt Elementary, Soldotna Elementary/ Soldotna Montessori, Soldotna Middle School).

The project team conducted site visits and parent surveys, analyzed geospatial data, and held a public meeting to gather information about current walking and biking accessibility for students at these schoos. Here are a few highlights of the recommendations:

- Prioritize and increase coordination of sidewalk and parking lot snow removal to avoid conflicts with parent drop-offs and to provide pedestrian access.
- Redesign and construct safer drop-off areas at schools.
- Design and construct multi-use paths and sidewalks to connect neighborhoods to schools.
- Install simple, effective speed limit and traffic signs, as well as traffic signals.
- Ensure crosswalks are well-marked, raised, and properly monitored.

The full report provides details on these recommendations, as well as specific recommendations for each of the schools. View the full report and provide comments here: **http://ci.soldotna.ak.us/pdf/SRTS_draft_140217.pdf**

Safe Routes to School is a program of the US Department of Transportation's Federal Highway Administration, and it provides funds to the State of Alaska DOT.

Work Session and Public Meeting

March 19, 2014

Roll up your sleeves with City staff and the project team to review project recommendations and develop ideas for implementing them.

No registration needed. Please drop by between 4:30 and 5:30 at City Hall.

We want to hear from you!

If you can't make it to the meeting, please email or call John, stop by the City, or reach out on Facebook.

Survey Results

Here's what parents said influence their decisions about how their kids get to school:

- Presence of sidewalks and pathways
- Amount and speed of traffic.
- Climate and weather
- Distance from home to school

For additional information, please contact:

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