



Safe Routes to School

CATHOLIC DIOCESE OF WICHITA

Safe Routes to School Report





WAMPO Wichita Area Metropolitan Planning Organization

Acknowledgments

We gratefully acknowledge the participation of the following individuals and organizations in the development of this Safe Routes to School Plan.

WAMPO Team

Kim Negrete, Project Manager

Chad Parasa, Project Director

Nick Flanders

Peter Mohr

Markey Jonas

Katie Newman

Laura VanBurkleo

Local Planning Team

Catholic Diocese of Wichita Staff

City of Bel Aire

City of Wichita

Consultant Team

SRF Consulting Group

Chris Brown, Project Manager

Bill Troe, Project Director

Ayden Schaffler

Julian Padilla

Josie Myers

Alta Planning + Design

Lisa Bender

Emma Kogge

TABLE OF CONTENTS

Introduction **1**

What is Safe Routes to School? 1

Plan Purpose 3

School Plans **4**

Existing Conditions 4

Issues Identification 5

Recommendations 5

Next Steps 9

CATHOLIC DIOCESE OF WICHITA SCHOOLS **10**

Completed & Ongoing Plans 12

Parent/Caregiver Survey 13

Catholic Diocese of Wichita School SRTS Plans **19**

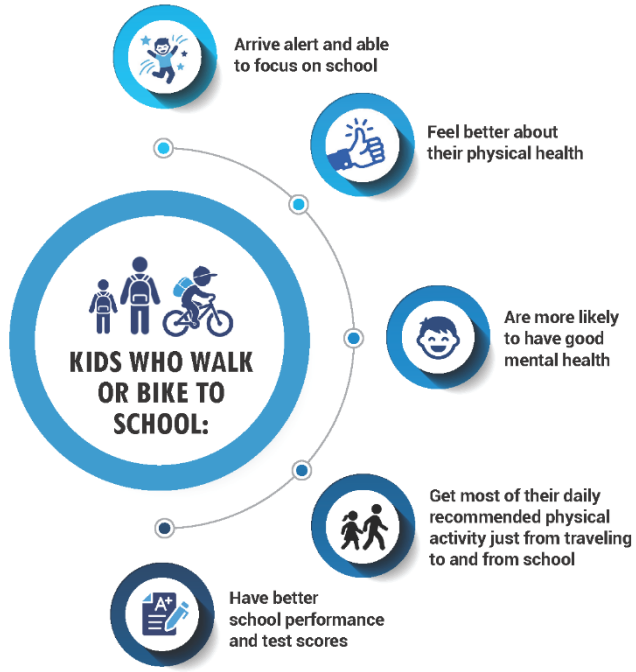
INTRODUCTION

The Wichita Area Metropolitan Planning Organization (WAMPO) prioritizes safety for all individuals, especially vulnerable road users, including children and families. In collaboration with local governments and schools in the Wichita area, Safe Routes to School (SRTS) Plans for public and private K-12 schools are developed in the region. The main objective of each SRTS plan is to identify school specific recommendations that create a safe, comfortable, and connected environment for more students to walk, roll, and bicycle to and from school.

WHAT IS SAFE ROUTES TO SCHOOL?

SRTS is a national effort to improve walking, rolling, and bicycling conditions for K-12 students and encourage lifelong active behavior and habits. Since the 1960s, the number of students walking, rolling, or bicycling to school has declined from nearly 50% to less than 15% today.[1] The location of new schools in relation to housing, school open enrollment policies, the decline of neighborhood schools, roadway design, and the reduced availability of safe and convenient connections have all contributed to this decline.

Established in 2005, the Federal SRTS program provides a proven approach and best practices for the WAMPO region to implement effective programs that benefit the entire community. The SRTS program supports schools in identifying barriers and developing strategies to create safer, more convenient travel options for students. These include addressing infrastructure gaps and creating programmatic support to empower more students and their families to walk, roll, and bike to school.



Source: MnDOT Safe Routes to School, Shockey Consulting

[1] *Kansas Department of Transportation – Safe Routes to School; saferoutes.ksdot.gov/*

SRTS E'S

Safe Routes to School programs use a variety of approaches to meet their goals of increasing the numbers of and improving safety for students walking, rolling, or bicycling to school. These approaches are commonly known as the E's.

Icon	*Name*	*Description*
	**EDUCATION**	Ensure that everyone learns how to travel safely through classes, training, and events that teach the skills needed to walk, bicycle, and roll safely.
	**ENCOURAGEMENT**	Promote and generate enthusiasm around walking and bicycling as ways to travel using events, activities, and programs.
	**ENGINEERING**	Provide infrastructure like sidewalks, paths, and crossings that allow people to walk, roll, and bike safely within the community and to/from schools.
	**ENFORCEMENT**	Deter unsafe behaviors of drivers, pedestrians and bicycle riders and encourage all road users to obey traffic laws and share the road safely.
	**ENGAGEMENT**	Listen to and empower students, families, teachers, community groups, and school leaders in creating an SRTS program that works uniquely for them.
	**EVALUATION**	Track progress toward achieving goals by reporting and assessing what approaches work (or don't) and identifying program changes that can improve outcomes.

PLAN PURPOSE

WAMPO, municipal agencies, county agencies, ten school districts from across the Wichita metro area, and the Kansas Department of Transportation (KDOT) collaborated on plans to holistically improve safety and transportation choices for K-12 students and for residents of the neighborhoods around K-12 schools. The planning process included reviewing existing conditions, identifying issues and barriers, developing potential solutions, and recommending both infrastructure projects and programmatic/policy ideas to increase the number of students walking, rolling, and bicycling to and from school, including by making it safer to do so. The process also included seeking community input and gathering data from school staff, teachers, parents, and students. In addition to serving as a roadmap for safer school travel, these plans will help schools pursue grants and other transportation-related funding opportunities to implement the vision of each plan and/or organize resources to execute desired policies and programs.

Developing an SRTS Plan is a critical step to take when a school and broader community are interested in increasing the number of students walking, rolling, and bicycling to and from school or improving the safety of those who already do. Using a holistic approach, the goal is to create an implementable plan that is sensitive to the specific needs of the school community. Successful implementation of the plan will require close partnership and coordination between local government staff, school and school district staff, elected officials, and community stakeholders. Funding will also be essential. Currently, the most significant funding source available for implementing SRTS infrastructure projects and non-infrastructure programs is the federal Transportation Alternatives (TA) program, though this is subject to change. Funding and resources are also available through the Kansas Department of Transportation for SRTS planning, programming, and education. Having an SRTS plan is required to be eligible for much of this federal and state funding.

SCHOOL PLANS

A successful SRTS planning initiative requires a holistic approach to identify key challenges and opportunities for each priority school selected for study. The school-specific plans include the following elements:

- Collecting and reviewing existing-conditions data to understand what happens at each school before/during/after student arrival/departure times.
- Identifying issues and barriers that discourage students from walking, rolling, or bicycling.
- Developing short-, mid-, and long-term solutions to overcome barriers to walking/rolling/bicycling to school, including recommendations for:
    - Infrastructure projects within a half-mile of a K-12 school to improve walking, rolling, and bicycling conditions.
    - Policy and/or programmatic options at the school or school-district level to provide support, encouragement, and tools for success.

EXISTING CONDITIONS

The first phase in developing a Safe Routes to School plan is to analyze the existing conditions surrounding each school campus. A quantitative and qualitative analysis method is required to ensure that key focus areas are documented and important factors are highlighted to understand issues and opportunities. The following data were analyzed within a half-mile of each priority school:

- Existing waking, rolling, and biking network
- Functional classification
- Major intersections
- Crashes (Bicycle- or Pedestrian-involved crashes)
- Crashes (Vehicle crashes)
- Campus site circulation
- Student travel tallies conducted in classrooms
- Walk audits completed by the SRTS planning team
- Public comments from online survey

ISSUES IDENTIFICATION

The second phase in developing a Safe Routes to School plan is to identify the issues and barriers that students face when walking, rolling, or biking to school on any given day. This is a key step to producing actionable, school-specific strategies that can be implemented by the school district, government agencies, and other organizations. Issues have been identified through a collaborative process involving the analysis of existing infrastructure conditions, walk audit findings, and public comments. Focus was placed on identifying issues that specifically relate to at least one of the six E's, which guide WAMPO's SRTS decision-making.

Frequently, issues that are outside the scope of a Safe Routes to School initiative are cited as major reasons why a parent may not allow their child to walk, roll, or bike to school. These include weather and distance/travel time concerns, which represent real challenges but cannot be easily addressed through Safe Routes to School initiatives. Though documented, such feedback is not included in the issue identification process.

Themes identified as issues within the school district include walking/rolling/biking gaps, roadway safety issues, congestion, and infrastructure condition issues.

RECOMMENDATIONS

The third phase in developing a Safe Routes to School (SRTS) plan is to identify recommendations that can be implemented to address the identified issues. These recommendations are a critical guide for schools, school districts, cities, and other agencies to utilize for planning and implementing improvements that will make it easier and safer for students to walk, roll, and bike to school. Identifying both infrastructure and non-infrastructure recommendations helps achieve all six E's, rather than just a select few.

RECOMMENDATION PROCESS

After the identification of issues, the project team worked with individual schools, school districts, jurisdictions, and the WAMPO team to generate potential solutions for addressing each issue. Similarly to the identified issues, recommendations have been separated into five types of interventions (see following table), addressing different elements of Safe Routes to School.

A toolbox of recommendations to address various issues that school campuses face can be found in the regional Safe Routes to School Planning Toolkit. The toolbox contains a wide variety of proven countermeasures, including long-term infrastructure solutions, short-term quick-build projects, and numerous encouragement and education programs.

	Type of Intervention	Description
	**Sidewalk, Trail, or Bikeway Improvement**	• Filling gaps in the sidewalk or trail network • Filling gaps or adding new on-street bikeway connection • Upgrades to existing infrastructure in poor condition.
	**Crosswalk Improvement**	Minor improvements to existing crosswalks, and the installation of new crosswalks: • Adding new crosswalks • Marking existing crosswalks • Enhancing an existing marked crosswalk with additional markings, signage, and/or pedestrian activated signalization.
	**Intersection Improvement**	Infrastructure and/or signalization improvements at intersections: • Reducing crossing distance and conflict points through changes to intersection geometry. • Increasing safety at an existing intersection, except for crosswalk improvements.
	**Site Circulation Improvement**	Improvements to traffic flow, capacity, and congestion within the school campus.
	**Other Improvement**	Other improvements that do not fit the other four categories in this table (e.g., corridor studies, tree planting, chicanes, speed humps, student, etc.).

PROJECT PRIORITIZATION PROCESS

A process to prioritize each project per school was developed to aid in long-term implementation. Five prioritization categories were identified, and a maximum of three points were awarded to each project per category (except for public comments, which had a maximum of two (2 points), for a maximum of fourteen (14) points. The projects were then assigned a category of low, medium, or high based upon their final score. Projects with a score of zero (0) to five (5) were designated to be a "Low Priority", a score of between six (6) and nine (9) "Medium Priority", and ten (10) and over "High Priority". High-priority projects are recommended to be implemented within five (5) years, medium-priority projects are recommended to be implemented within five (5) to ten (10) years, and low-priority projects are intended to be illustrative. Illustrative projects have no set timeframe but are long-term visionary ideas that should be completed with complementary projects and as funding allows.

Measure	Description	Points			
		0	1	2	3
Walking/Rolling/Biking Safety	One or more reported bicycle or pedestrian-involved crashes within 250 feet of an intersection, or 50 feet of a proposed sidewalk.	No crashes	-	-	1 or more crashes
General Safety	Density of crashes for all modes within 250 feet of an intersection, or 50 feet of a proposed sidewalk.	No crashes	0 – 2 crashes	3 – 5 crashes	Greater than 5 crashes
Public Engagement	A public comment identified the location or segment as a concern.	No comments	-	1 or more comments	-
Number of Schools Impacted	Number of schools (both priority and non-priority) located within a half mile of the project location.	No schools	1 school	2 schools	3 or more schools
Proximity to School	The proximity of the project to its associated school campus.	Greater than 1/2 mile	1/4 - 1/2 mile	1/8 – 1/4 mile	Less than 1/8 mile

Walking/Rolling/Biking Safety

A location with a documented history of pedestrian and bicycle crashes is a priority for Safe Routes to School projects. Even if just one crash was identified at a project location, improving the safety of those who walk/roll/bike to school is essential.

General Safety

A location with a high density of crashes, including vehicle crashes, signal safety concerns that may impact those who walk/roll/bike to school. Intersection improvements, lane reductions, and other projects can help improve safety for both drivers and people walking/rolling/biking.

Public Engagement

An online interactive webmap was developed to allow community members to identify key locations where they have safety concerns. If a community member identified a location as a concern where a project is being recommended, that project becomes a higher priority. Because many comments were not accompanied by an explanation, it was not feasible to identify whether the recommendation directly addresses the issue proposed, so a maximum of two points is given to accommodate this.

Number of Schools Impacted

Many schools within the Wichita metropolitan area are in close proximity to another school, whether on the same campus or on a separate campus nearby. In these situations, many of the projects recommended may impact students who walk/roll/bike to multiple different schools. These projects have the potential to improve the safety of a greater number of students, making them more cost-effective.

Proximity to School

Projects were generally identified within a half-mile radius. However, when a project is far from the school campus, fewer students are likely using the proposed facility. Projects that are located within an eighth-mile of the school campus have the potential to improve safety for the greatest number of students, as they use these facilities first before spreading out to their respective destinations.

NEXT STEPS

After existing conditions have been assessed, issues have been identified, and recommendations have been proposed, the final step to completing a Safe Routes to School initiative is the implementation of projects and programs that increase the well-being of students walking, rolling, and biking to school. Implementing this Safe Routes to School plan can be accomplished through a variety of ways, from infrastructure grants to program coordination efforts.

CONSULT THE PLANNING TOOLKIT

To complement each district's Safe Routes to School Plan, a guide for developing and implementation Safe Routes to School plans were developed. The guide contains a plethora of information about creating additional Safe Routes to School Plans and implementing each of the 6 E's in an impactful, meaningful way.

The WAMPO SRTS Planning Toolkit can be found here: www.wampo.org/srts

IDENTIFY FUNDING SOURCES

Infrastructure projects, even small ones, can be expensive to construct. It will be beneficial for school districts and government agencies to find funding and grant sources to more easily implement the recommendations of this plan. Establishing a Safe Routes to School Plan unlocks additional funding sources that can be used for a variety of projects to improve the safety of students walking, rolling, and biking to school. Funding sources may include federal, state, and local sources. WAMPO administers federal funding that may be used for Safe Routes to School projects, including the Transportation Alternatives (TA) program and the Surface Transportation Block Grant (STBG) program.

EXPAND SAFE ROUTES TO SCHOOL EFFORTS

While this Safe Routes to School plan focused on 58 priority schools across the Wichita metro area, there are still dozens of schools that do not have a Safe Routes to School plan. The Best Practices Guide contains information about how to create new Safe Routes to School plans based upon existing plans and templates. Additionally, there are policies which can be adopted to further promote Safe Routes to School efforts at the local and state levels.

CATHOLIC DIOCESE OF WICHITA SCHOOLS

The Catholic Diocese of Wichita Schools serves multiple cities across Wichita in Sedgwick County. The Catholic Diocese of Wichita operates 24 schools in total:

- All Saints Catholic School
- Blessed Sacrament Catholic School
- Bishop Carroll Catholic High School
- Christ the King Catholic School
- Holy Spirit Catholic School
- Holy Savior Catholic Academy
- Kapaun Mt. Carmel Catholic High School
- Magdalen Catholic School
- Newman University
- **Resurrection Catholic School**
- **St. Anne Catholic Elementary School**
- St. Catherine of Siena Catholic School
- St. Elizabeth Ann Seton Catholic School
- St. Cecilia Catholic School
- **St. Francis of Assisi Elementary School**
- **St. Joseph Catholic School**
- St. Joseph House of Formation
- St. Jude Catholic School
- St. Mary Parish Catholic School
- St. Margaret Mary Catholic School
- St. Michael Catholic Preschool
- St. Patrick Catholic School
- St. Thomas Aquinas Catholic School

Bold text denotes a "priority" school identified for in-depth study as part of the initial phase of the WAMPO SRTS planning initiative and in coordination with the school district.

For the initial phase of the WAMPO SRTS Plan, school districts were asked to identify an allotted number of "priority" schools, based on district size/enrollment. These schools are the subjects of individualized SRTS planning efforts, which include reviewing in greater detail conditions within a half-mile radius of each school. Catholic Diocese of Wichita Schools "priority" schools are for the initial phase of WAMPO SRTS planning and detailed in Table 1.

Table 1. Catholic Diocese of Wichita Schools SRTS "Priority" Schools

School Name	Grades	Enrollment (2024-2025)	Free & Reduced Lunch*
Resurrection Catholic School	PK – 8	165	11%
St. Anne Catholic School	K - 8	154	87%
St. Francis of Assisi Elementary School	PK – 8	521	19%
St. Joseph Catholic School	PK – 8	111	23%

Source: Kansas Department of Education; datacentral.ksde.gov/
**Free & Reduced Lunch data is based on eligible and approved students*



Resurrection Catholic School


St. Anne Catholic School


St. Francis of Assisi Catholic School


St. Joseph Catholic School

COMPLETED & ONGOING PLANS

A review of completed and ongoing studies was performed to identify any pertinent data and supportive planning elements for consideration within a half-mile of each "priority school." The following publicly available plans have been reviewed as part of the SRTS planning process for Catholic Diocese of Wichita Schools.

Table 2. City of Wichita Bicycle Plan (2024)

School	Planned in Vicinity of School
Resurrection Catholic School	• None
St. Anne Catholic Elementary School	• Planned bicycle boulevard along 27th Street, Martinson Avenue, 29th Street, Seneca Street and Barbara Avenue
St. Francis of Assisi Elementary School	• Planned bicycle boulevard along Bekemeyer Street, Redbarn Lane, School Street, and Socora Street.
St. Joseph Catholic School	• Planned shared lane markings along Douglas Avenue and Maple Street and bicycle boulevard along Vine Avenue.

Table 3. Wichita Comprehensive Plan (2016)

School	Planned in Vicinity of School
Resurrection Catholic School	• None
St. Anne Catholic Elementary School	• None
St. Francis of Assisi Elementary School	• New employment growth planned across Socora Street between Bekemeyer Street and Central Avenue and a quarter mile to the east.
St. Joseph Catholic School	• New employment and residential growth planned a quarter mile to the east.

PARENT/CAREGIVER SURVEY

From July 21, 2025, through June 12, 2026, a survey was provided to parents and other caregivers of K-12 students in the WAMPO region to better understand their perspectives on student travel to and from school. The survey gathered input on travel behaviors, safety concerns, and opportunities for improvements to support SRTS the Catholic Diocese of Wichita and in the rest of the WAMPO region using standardized questions.[2] The survey was available in English and Spanish. Respondents were asked to complete one survey per student. Although responses were also recorded for other schools for the Catholic Diocese of Wichita, this report only summarizes the 230 survey responses received from parents/caregivers of students attending the four (4) "priority" schools of the Catholic Diocese of Wichita.

Table 4. Catholic Diocese of Wichita "Priority" Schools Survey Responses

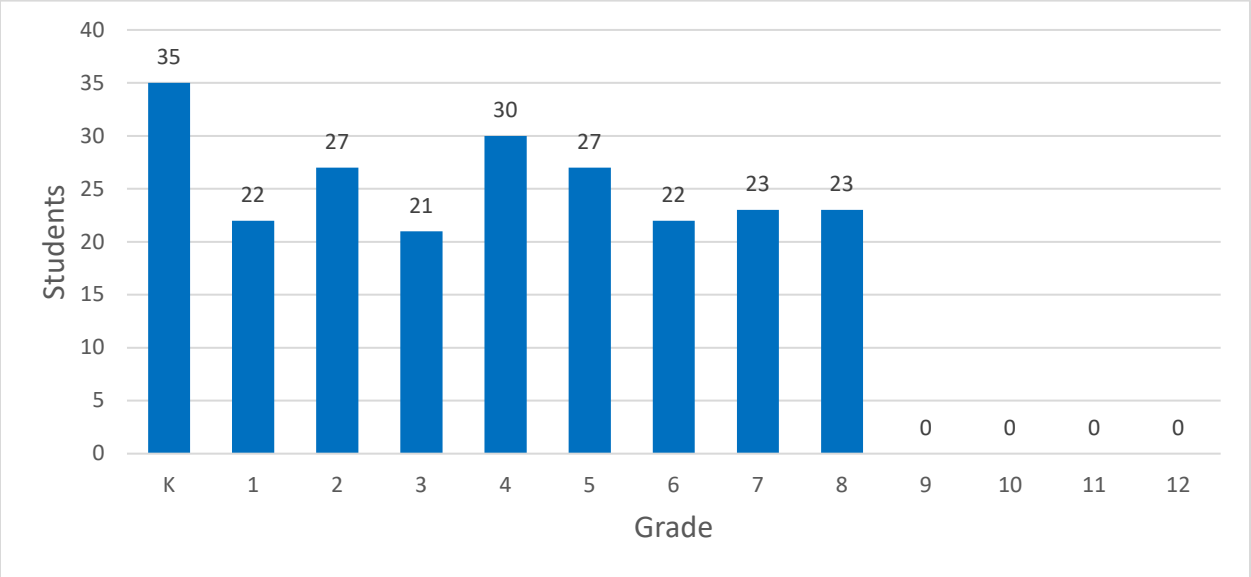
School Name	Grades	Enrollment (2024-2025)	Survey Responses Received
Resurrection Catholic School	PK – 8	165	54
St. Anne Catholic School	K - 8	154	21
St. Francis of Assisi Elementary School	PK – 8	521	76
St. Joseph Catholic School	PK – 8	111	79

Source: Kansas Department of Education; datacentral.ksde.gov/

[2] saferoutesinfo.org/

Survey responses were received from parents/caregivers of students at the elementary and middle school grade levels. Kindergarten and fourth-grade students were the most represented (see Figure 1).

Figure 1. What grade is your student enrolled in?



Most students reported on in the survey were recorded as traveling to and from school by family vehicle, with the next most common mode being walking (see Figure 2 and Figure 3).

Figure 2. On most days, how does your student travel to school?

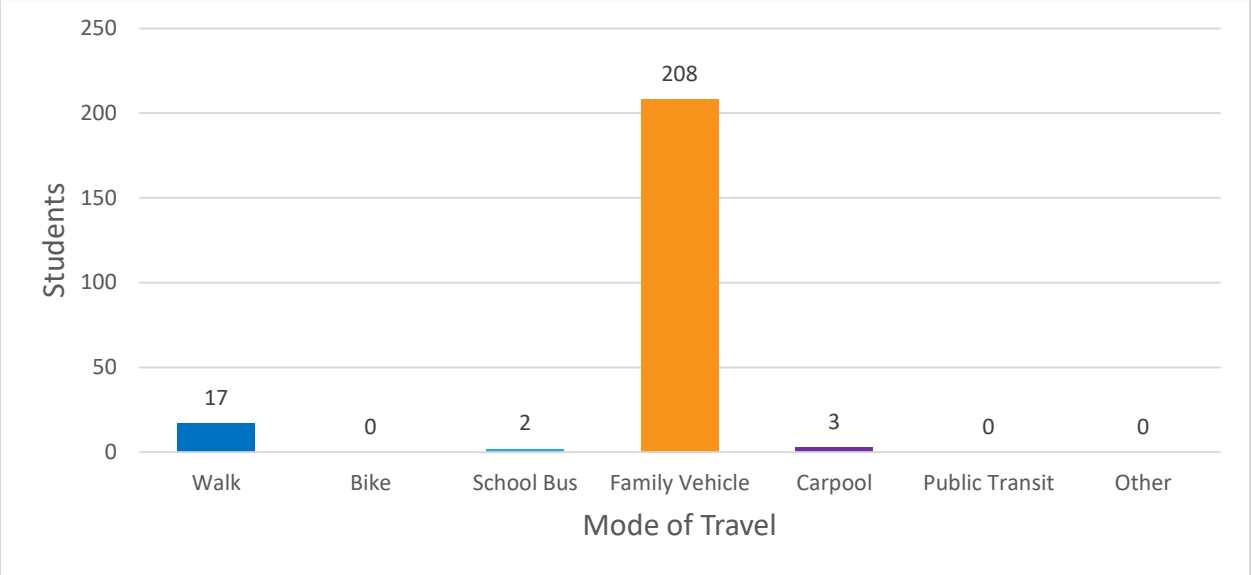
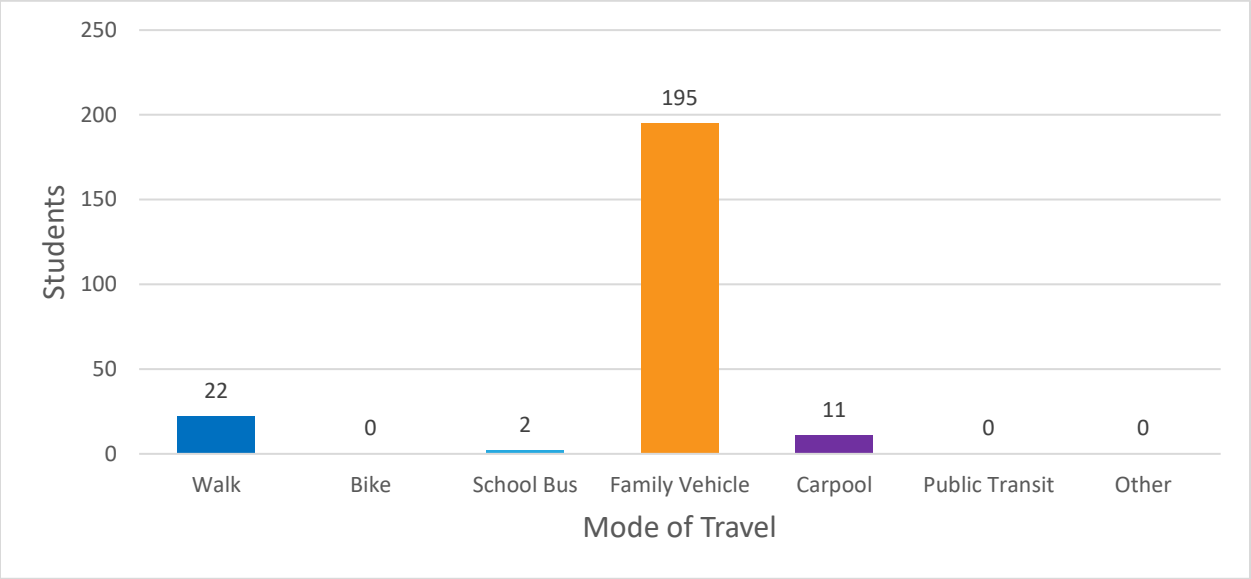
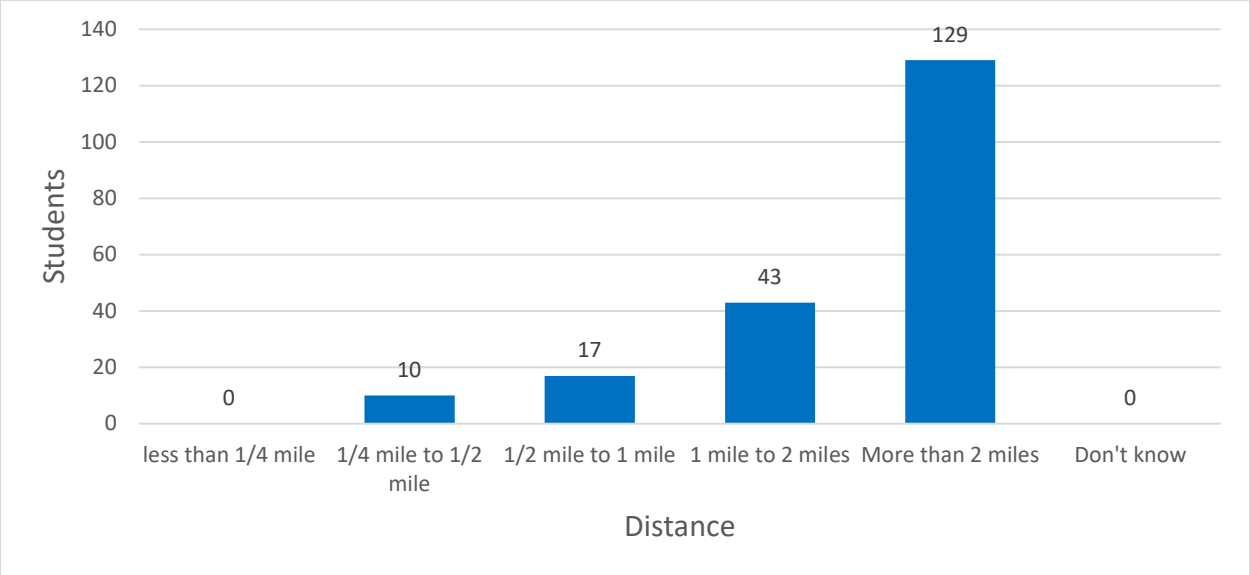


Figure 3. On most days, how does your student travel from school?



While enrollment records can provide a complete picture of how far students live from school, the survey question offers additional value by showing how well the survey sample reflects households both within and beyond a typical walking distance. Most surveyed families reported living more than a mile from school, indicating that the results primarily represent the perspectives of households for whom walking or bicycling may be less feasible. Approximately 5% of students reported living within a half-mile of their school, meaning they live within the study-area (half-mile) boundaries from the school-specific profiles as a part of this plan (see Figure 4).

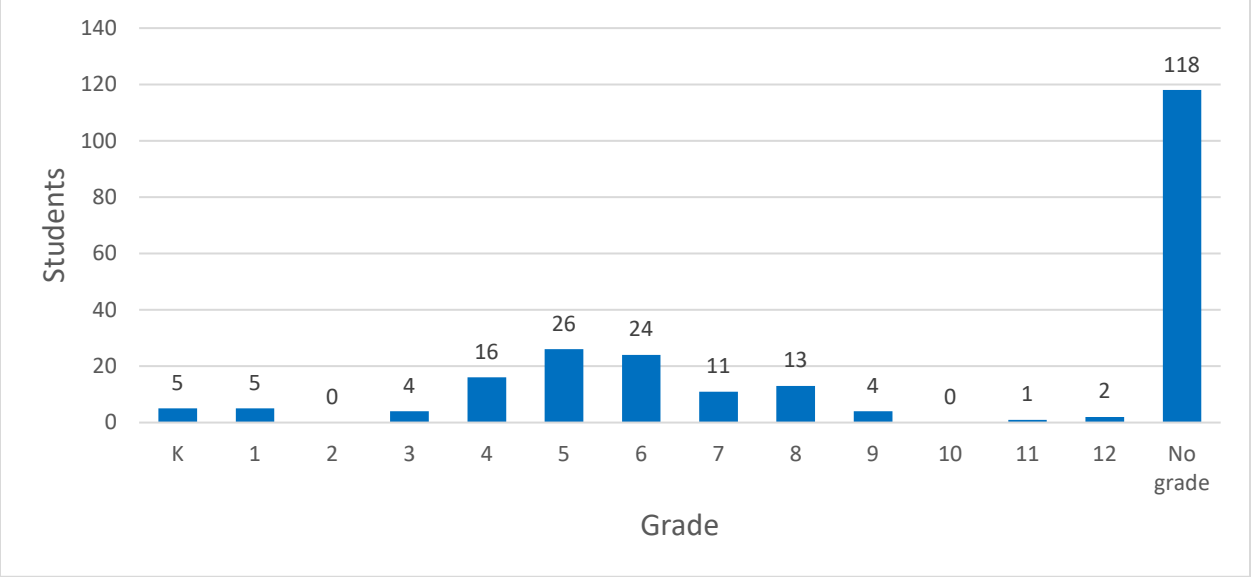
Figure 4. How far does your student live from their school?



Parents/caregivers choose to allow or not allow their student to walk, roll, or bicycle to school for various reasons. It may involve factors such as safety, infrastructure design, and distance. The

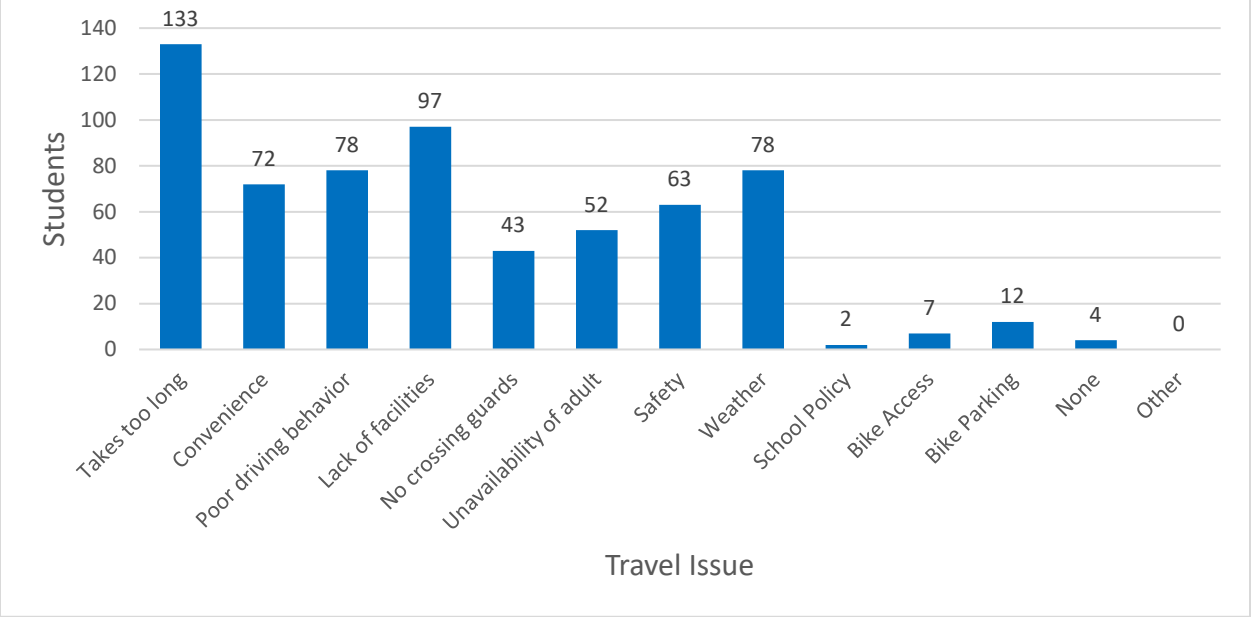
majority would not allow their student to walk or bike at any grade, while fifth grade was the grade with the most responses where some caregivers would allow their student to walk or bike to school (see Figure 5).

Figure 5. At what grade would you allow your student to walk or bike to/from school without an adult?



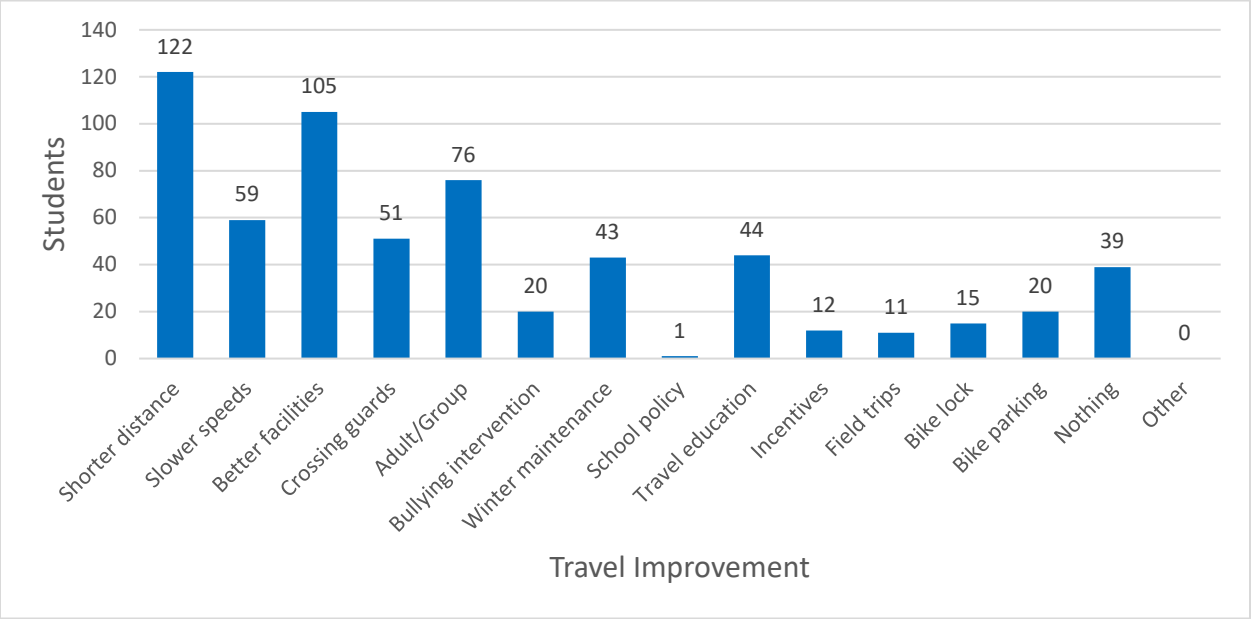
The top five concerns keeping respondents' students from traveling to/from school by walking, rolling, or biking were it takes too long, lack of facilities, weather, poor driving behavior, and a lack of convenience (see Figure 6).

Figure 6. Which of the following issues prevent your student from walking or biking to/from school?



The top five things that would help respondents allow their students to walk, roll, or bike to/from school include a shorter commute distance, better facilities, walking with a group or an adult, reduced speeds, and the addition of crossing guards (see Figure 7).

Figure 7. What would help your student walk or bike to/from school or do so more often?



CATHOLIC DIOCESE OF WICHITA SCHOOL SRTS PLANS

Safe Routes to School Plans have been developed for the four (4) priority schools in the Catholic Diocese of Wichita district. Each of these school plans include an analysis of existing conditions, the identification of key issues and challenges surrounding each school campus, and a set of infrastructure and program recommendations that can be implemented to improve the safe of students walking, rolling, and biking to/from school. Click the link below to access each school's individual Safe Routes to School plan.

Appendix C - A: Resurrection Catholic School

Appendix C - B: St. Anne Catholic School

Appendix C - C: St. Francis of Assisi Catholic School

Appendix C – D: St. Joseph Catholic School





RESURRECTION CATHOLIC SCHOOL

Catholic Diocese of Wichita

Appendix C-A





TABLE OF CONTENTS

Resurrection Catholic School **1**

Existing Conditions 1

Student Travel Patterns 7

Issues Identification 10

Recommendations 12

FIGURES

Figure 1. Resurrection Catholic School Existing Conditions 2

Figure 2. Resurrection Catholic School Site Circulation Map 6

Figure 3. Resurrection Catholic School Student Travel Tally Results 7

Figure 4. Resurrection Catholic School Comment Map Results 9

Figure 5. Resurrection Catholic School: Identified Issues 11

Figure 6. Resurrection Catholic School: Recommendations 14

Figure 7. Resurrection Catholic School: Prioritization 15

TABLES

Table 1. Key Roadways Within a Half-Mile of Resurrection Catholic School 4

Table 2. Resurrection Catholic School: Identified Issues 10

Table 3. Resurrection Catholic School: Recommendations 12

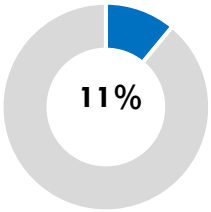
Table 4. Resurrection Catholic School: Programmatic Recommendations 16

RESURRECTION CATHOLIC SCHOOL

Resurrection Catholic School is located along Woodlawn Boulevard in northeast Wichita. The school is bordered by Woodlawn Avenue to the west, Bethany Drive to the south, 31st Street to the south, fields to the east, and a neighborhood to the north (see Figure 1). Land use surrounding the school campus is predominately low-density residential and agricultural.

Enrollment	165
Grades Served	PK – 8
School Day	7:50 AM – 3:20 PM

Students Enrolled in Free or Reduced Lunch



**Student enrollment in special education is not applicable*

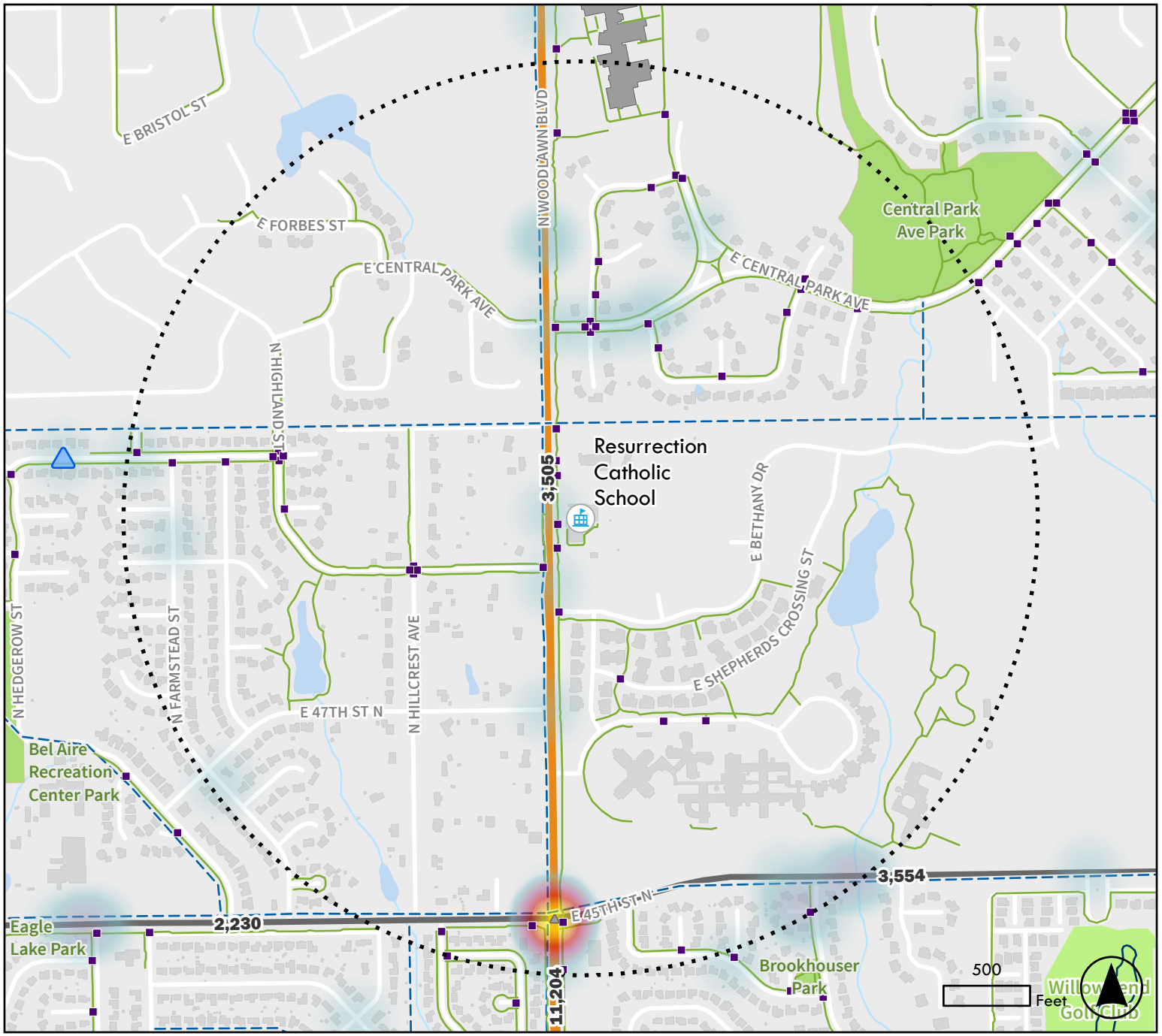
Source: Kansas Department of Education; datacentral.ksde.gov/

EXISTING CONDITIONS

Existing conditions within a half-mile radius of the school campus were reviewed. This includes existing and proposed sidewalks and bikeways, roadway functional classifications, intersection controls, pedestrian crossings, and documented crashes.

Figure 1. Existing Conditions

Resurrection Catholic School



Priority School

1/2 Mile School Radius

Sidewalks and Paths

Sidewalk

Shared-Use Path

Planned Shared-Use Path

Crosswalk

Park

Roadway Functional Class

Minor Arterial

Major Collector

##,### AADT

Bike and Ped Crashes, 2015-2024

Suspected Minor Injury

Unknown Severity

All Mode Crash Density, 2020-2024

Less Dense

More Dense

WAMPO Wichita Area Metropolitan Planning Organization

WALKING, ROLLING, AND BICYCLING NETWORK

The school campus is connected to the surrounding area by sidewalks, many of which are located only along one side of the roadway. There is a limited sidewalk network, including Woodlawn Boulevard to the west, 48th Street to the west, Bethany Drive to the east, 45th Street to the south, and Central Park Avenue to the north along with some other local roadways. To access the school entrance, there are sidewalk connections along Woodlawn Boulevard to the west.

ROADWAY NETWORK

All U.S. roadways are grouped into Functional Classifications, based on characteristics including vehicle speed, traffic volume, number of through lanes, and frequency of access points.

Functional Classification	Description
Principal Arterial	Carries high traffic volumes at higher speeds with limited access points. Designed for long-distance mobility.
Minor Arterial	Provide slightly lower mobility than principal arterials; connect smaller activity centers and feed traffic to the principal arterial network.
Major Collector	Channels traffic from local roads to arterials; balance access and mobility, serving schools, parks, and small commercial areas.
Minor Collector	Collects traffic from local streets and provide access to nearby destinations; lower speeds, and volumes than major collectors.
Local Road	Provide direct access to residences and local destinations; designed for low speeds, and low traffic volumes.

Source: FHWA

Higher-Functional-Classification roads can present a barrier to walking, rolling, or bicycling to school. Arterials carry higher traffic volumes at higher speeds and have fewer crossing opportunities with multiple lanes. Collectors also pose barriers, as they carry more traffic and may operate at higher speeds while providing access to neighborhood destinations such as schools. Local roads, with lower traffic volumes and speeds, present fewer barriers to walking, rolling, and bicycling.

Table 1. Key Roadways Within a Half-Mile of Resurrection Catholic School

Roadway	Functional Classification	Number of Lanes	Posted Speed Limit	Crossing Distance*
Woodlawn Boulevard	Minor Arterial	2	40 mph	35 – 40 feet
45th Street	Major Collector	2 – 4	40 mph	40 – 55 feet

**Crossing distances are approximate from aerial imagery. Variations may occur due to measured locations.*

Major Intersections & Marked Crosswalks

Key intersections surrounding the school campus include Woodlawn Boulevard and Central Park Avenue, and Woodlawn Boulevard and Bethany Drive. Both intersections feature wide crossing distances due to a wide boulevard with no refuge island. Additionally, further south of the school campus is the intersection of Woodlawn Boulevard and 45th Street, a signalized intersection with no marked crosswalks. At this intersection, there are roads with high speeds, creating a barrier for nonmotorized travelers.

CRASH HISTORY

An analysis was performed of all reported roadway crashes during the last five (5) years (2020-2024) and of all crashes involving pedestrians or bicycle riders during the last 10 years (2015-2024) within a half-mile radius of the school campus.

All Crashes

During 2020-2024, there were 41 reported crashes within a half-mile radius of the school campus. A significant number of these crashes occurred at the intersection of Woodlawn Boulevard and 45th Street. A smaller number of property-damage crashes occurred near the school campus along Woodlawn Boulevard. No fatal or serious injury crashes were reported.

Pedestrian and Bicycle Crashes

During 2015-2024, there was one (1) bicycle-involved crash at the intersection of Woodlawn Boulevard and 45th Street. It is unknown what the severity of the crash was.

In addition, pedestrians and bicyclists are defined as vulnerable road users (VRUs) who travel without the protection of a motor vehicle. The Kansas Department of Transportation's Vulnerable Road User Safety Assessment (VRUSA)[1] was developed to help local agencies identify these risks and strengthen safety for people walking, rolling, and bicycling. The Kansas VRUSA Tool includes VRU Priority Corridors, which combine the High Injury Network (HIN) and the High-Risk Network (HRN). VRU Priority Corridors were established through a process of identifying locations where pedestrians and bicyclist injuries from crashes occurred and where risk factors for these types of crashes were recurring.

Priority Level	Description
Priority Level 1	Corridors that are on both the HIN and HRN.
Priority Level 2	Corridors on the highest categories of the HIN or the HRN.
Priority Level 3	Corridors on the moderate and higher levels of the HRN but not on the HIN.
Priority Level 4	Corridors on the moderate and higher levels of the HIN but not on the HRN.

VRU Priority Corridors within a half-mile of the school include:

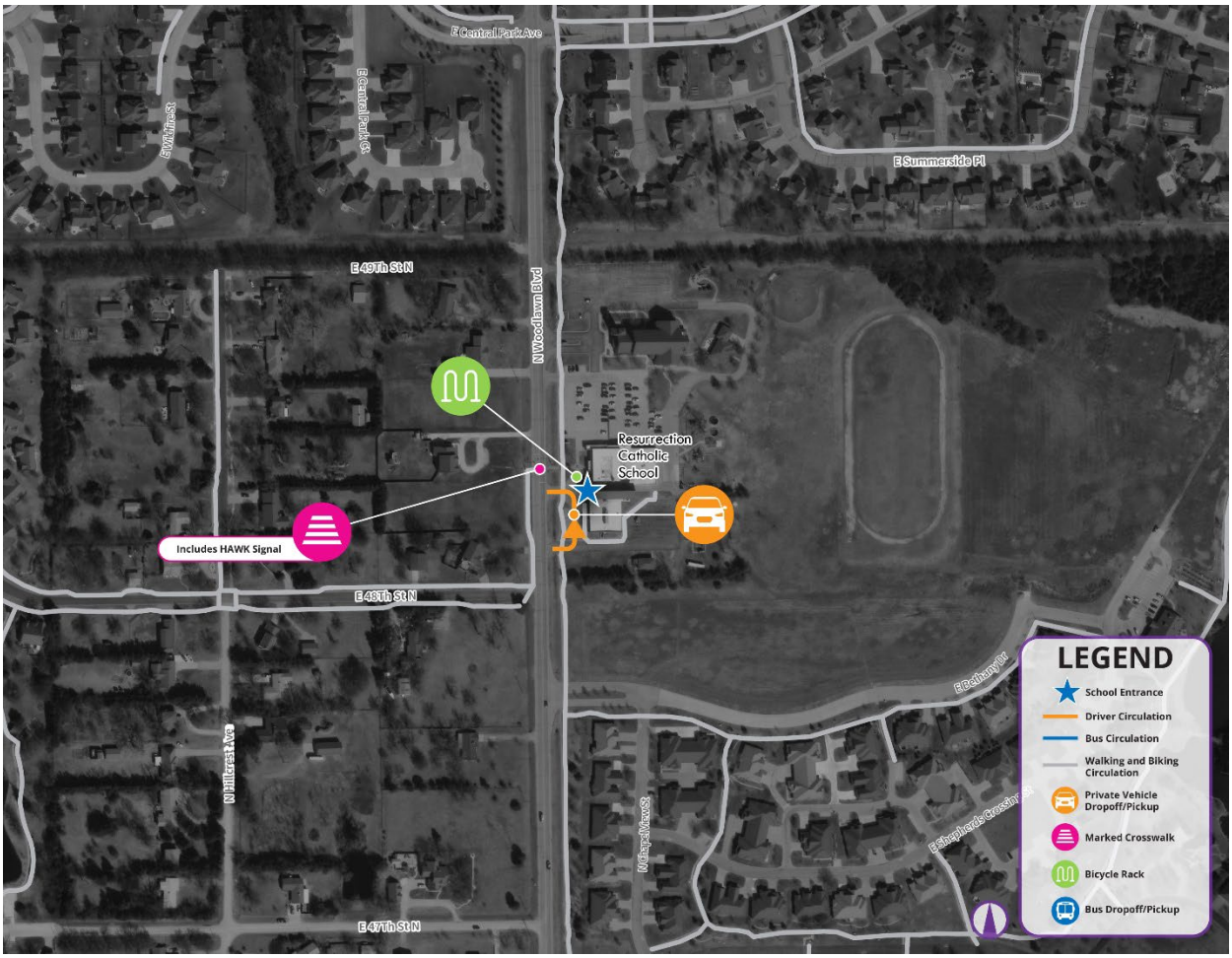
- **Woodlawn Boulevard**: Priority 3

[1] storymaps.arcgis.com/stories/d2f84d52c22b44d983c3907dcaf76f4b

SCHOOL CAMPUS SITE CIRCULATION

Vehicle drop-offs and pickups and school-bus operations occur along Woodlawn Boulevard. Students walking, rolling, and bicycling to and from school typically come from the east or west of the school campus. There is one HAWK signal in front of the school which allows students to cross Woodlawn Boulevard. Sidewalk connections are not direct from the neighborhood to the west, and many roads do not have sidewalks. Bicycle racks are located near the front entrance of the school in a visible location (see Figure 2).

Figure 2. Resurrection Catholic School Site Circulation Map



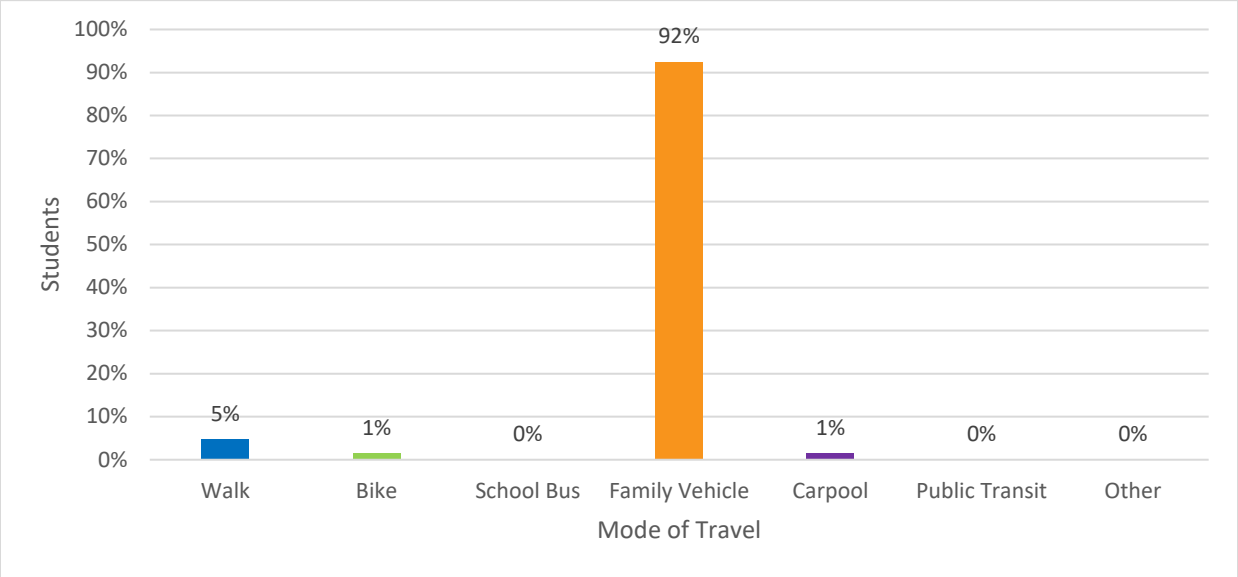
STUDENT TRAVEL PATTERNS

This section summarizes the key findings from student travel tallies, walk audits, and the public-comment exercise conducted for the Safe Routes to School planning process. These activities provide insight into current student travel patterns, perceived safety concerns, and community priorities related to walking, rolling, and bicycling. The following pages present the results of these data-collection efforts and highlight the main themes that emerged.

STUDENT TRAVEL TALLY

The following data summarizes how Resurrection Catholic School students traveled to and from school during September 9-11, 2025 (Tuesday-Thursday) (see Figure 3).

Figure 3. Resurrection Catholic School Student Travel Tally Results



WALK AUDITS

Walk audits provide a snapshot of real-world conditions during arrival and dismissal periods, focusing on how students travel and interact with their surroundings. The following findings come from observations made during walk audits at Resurrection Catholic School.

Date	Time	Weather	Crossing Guard(s)	Bicycle Rack(s)
October 9, 2025	3:00 PM	Sunny	Yes	Yes

The results highlight existing programs, barriers, safety concerns, and opportunities for improvement identified at the school.

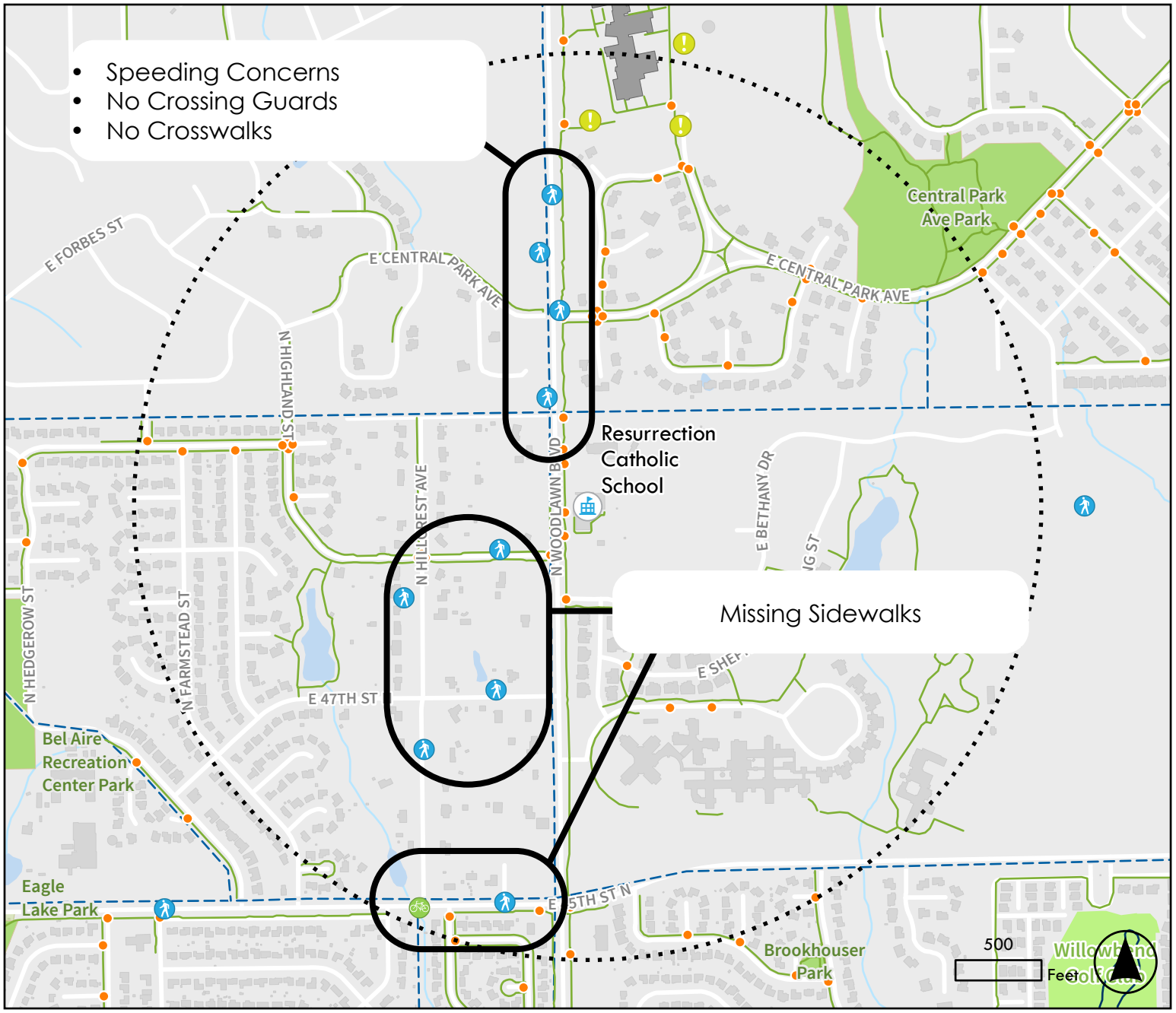
- The school is located next to Woodlawn Boulevard, a 2-lane road with paved shoulders with a 45 mph speed limit. It has wide grass ditches on each side with sidewalk (except it ends on the West side heading North) and a crossing signal directly in front of the school. A few students were observed crossing here to reach the nearby neighborhood.
- Vehicles mostly enter from the South entrance and circle around back of the school before reaching the parking lot.
- Many parents also park in the church parking lot and walk up to the school to pick up their students.
- The youngest students can be picked up at the very front of the school. Parents have a chance to talk with each other while waiting for students.
- Traffic congestion was noted from the school campus exit onto Woodlawn Boulevard, which was quite busy during this time period.

PUBLIC COMMENTS

An online interactive map was provided for parents, caregivers, and other community members to identify specific locations with walking, bicycling, or other safety concerns. Respondents particularly highlighted Woodlawn Boulevard with speeding and crossing concerns, and western neighborhoods, noting missing crosswalks. Webmap comments have been grouped and summarized for clarity and conciseness (see Figure 4). For a full comprehensive list of all public comments received, contact WAMPO staff at wampo@wampo.org.

Figure 4. Public Comments

Resurrection Catholic School



Priority School

1/2 Mile School Radius

Sidewalks and Paths

Sidewalk

Shared-Use Path

Planned Shared-Use Path

Crosswalk

Park

USA Parks

Local Park

Public Comments

Walking or Rolling Concern

Biking Concern

Other Concern

Comments shown on this map are a summary of all received within the half-mile boundary. See Appendix A to review all received comments.

ISSUES IDENTIFICATION

Infrastructure-related issues surrounding the Resurrection Catholic School campus relate primarily to sidewalk connections and crossing safety. These issues can result in students having to follow indirect routes to and from school, as well as increasing potential conflicts between students and motor vehicle traffic.

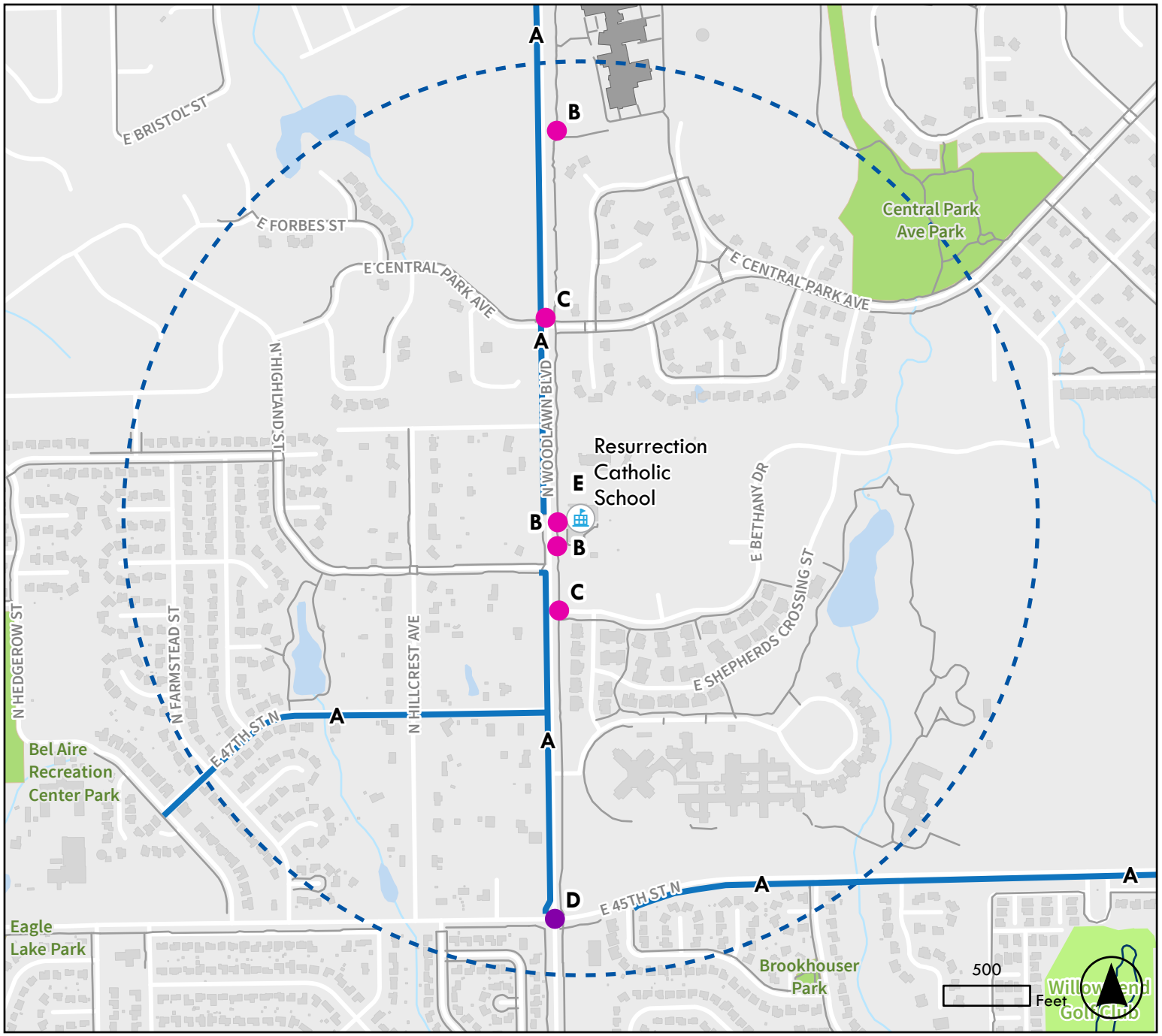
Table 2 and Figure 5 were developed to provide staff and the public with a summary of challenges that students may face when walking, biking, and rolling to school. Issues reflected on the map were identified through an analysis of existing conditions as documented through walk audits, Student Travel Tallies, parent/caregiver surveys, and public comments. Each letter corresponds with a location near the school campus.

Table 2. Resurrection Catholic School: Identified Issues

Location	Issue
A	Missing walking, rolling, and biking connections at identified locations, including the following corridors closest to the school campus: • One or both sides of Woodlawn Boulevard from 45th Street to 53rd Street. • One or both sides of 47th Street from Farmstead Street to Woodlawn Boulevard. • One or both sides of 45th Street from 44th Street to Rock Road.
B	Crosswalks are not marked at identified locations.
C	Long crossing distance across Bethany Drive.
D	*Issue not shown but is within the half-mile study boundary for Resurrection Catholic School though applies to Isely Traditional Magnet Elementary for potential implementation.*
E	Long crossing distance at the intersection of Woodlawn Boulevard and 45th Street.
F	Congestion in the school parking lot and bus circulation concerns.

Figure 5. Identified Issues

Resurrection Catholic School



- Priority School
- 1/2 Mile School Radius
- Sidewalk
- Shared-Use Path

Issue Type

- Walking and Biking Gap
- Infrastructure Condition
- Roadway Safety
- Crosswalk Infrastructure
- Speeding
- Traffic Congestion
- Identified Walking/ Rolling/Biking Gap

RECOMMENDATIONS

A selection of visionary, planning-level recommendations have been identified within a half-mile surrounding each school campus. For each recommendation, further feasibility planning, evaluation, and engineering is required to build off this study's identified solutions and determine final long-term approaches for each project. Each recommendation has a conceptual scale of cost (note: no engineering analysis was completed as part of this study, these costs are purely planning-level) including low ($), medium ($$), and high ($$$). If a temporary version of a project could be quickly constructed as a demonstration project, it has been denoted by a checkmark in the recommendations table for each school. Some projects are already actively be planned or implemented either individually or as a part of larger efforts and should be tracked as such on a case-by-case basis. For more information about how recommendations were identified and prioritized, please see the overall district report.

Icon	Recommendation Theme
	Sidewalk, Trail, or Bikeway Improvement
	Crosswalk Improvement
	Intersection Improvement
	Site Circulation Improvement
	Other Improvement

Lighting is a key component contributing to the perception of a safe route to/from school. Because many students need to walk/roll/bike to school in dark winter mornings, providing adequate lighting surrounding the school campus, along key walk/bike routes, and at all intersections and marked crosswalks is essential. The Federal Highway Administration estimates that nearly three-quarters of all pedestrian fatalities in the U.S. happen in low light or night conditions. Because of this, lighting should be included as part of all applicable projects and designed using the latest industry standards and best practices.

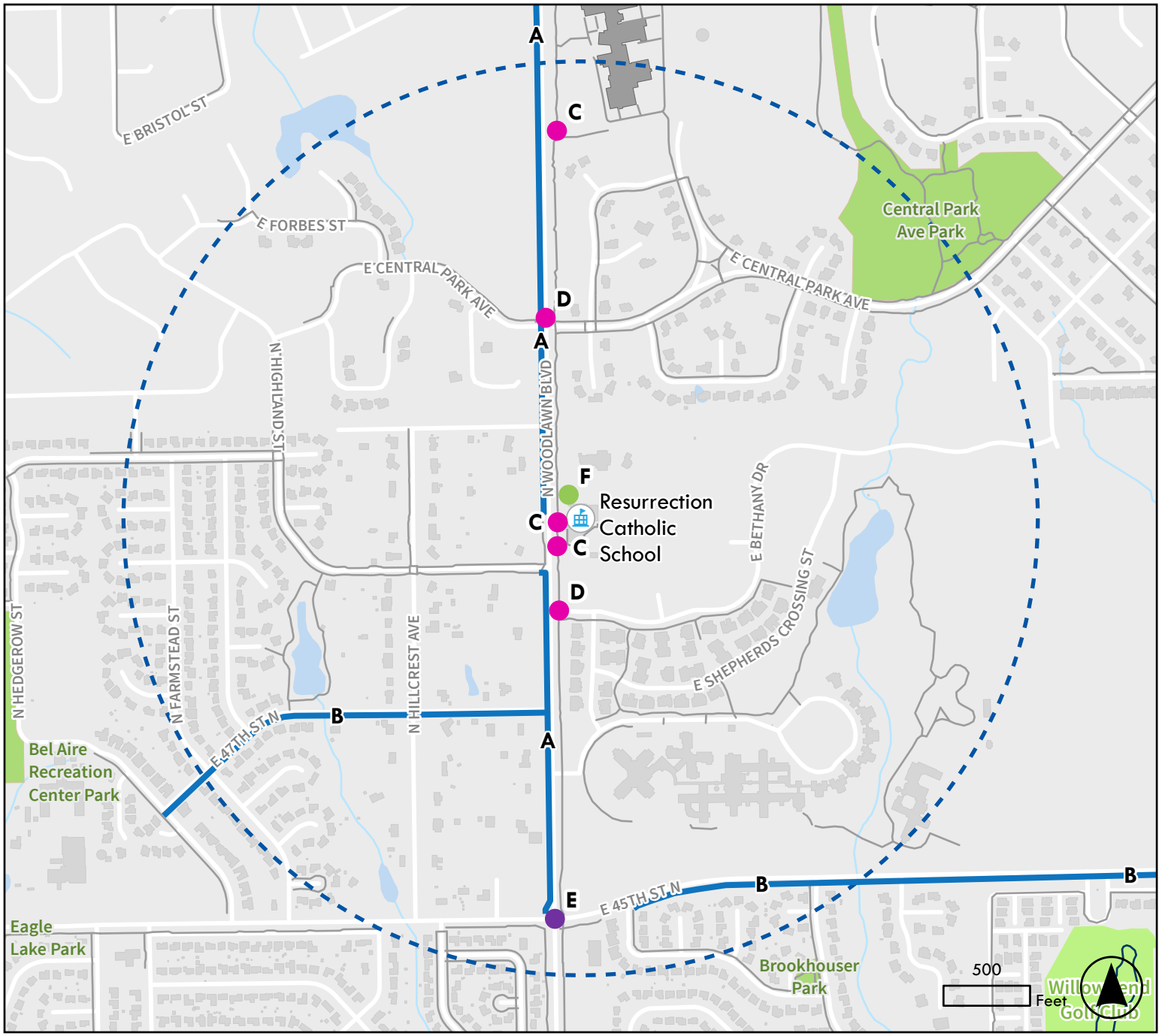
INFRASTRUCTURE RECOMMENDATIONS

Table 3. Resurrection Catholic School: Recommendations

ID	Type	Recommended Intervention	Priority	Cost	Quick-Build
A		Install a walking/rolling/biking connection along Woodlawn Boulevard from 45th Street to 53rd Street.	High	$$	
B		Install a walking/rolling/biking connection along identified “low priority” corridors.	Low	$$	
C		Add crosswalk markings at identified unmarked school driveways.	Low/Medium	$	✓
D		Add a new marked crosswalk and extend the nose of existing median to create pedestrian refuge island across Bethany Drive at Woodlawn Boulevard.	Low	$	
E		Conduct a detailed intersection study at the intersection of 45th Street and Woodlawn to determine potential improvements, including pedestrian leading intervals.	High	N/A	
F		Complete a site circulation study of the school campus to improve internal vehicular queueing, access management, and circulation improvements for all modes.	Medium	N/A	

Figure 6. Recommendations

Resurrection Catholic School



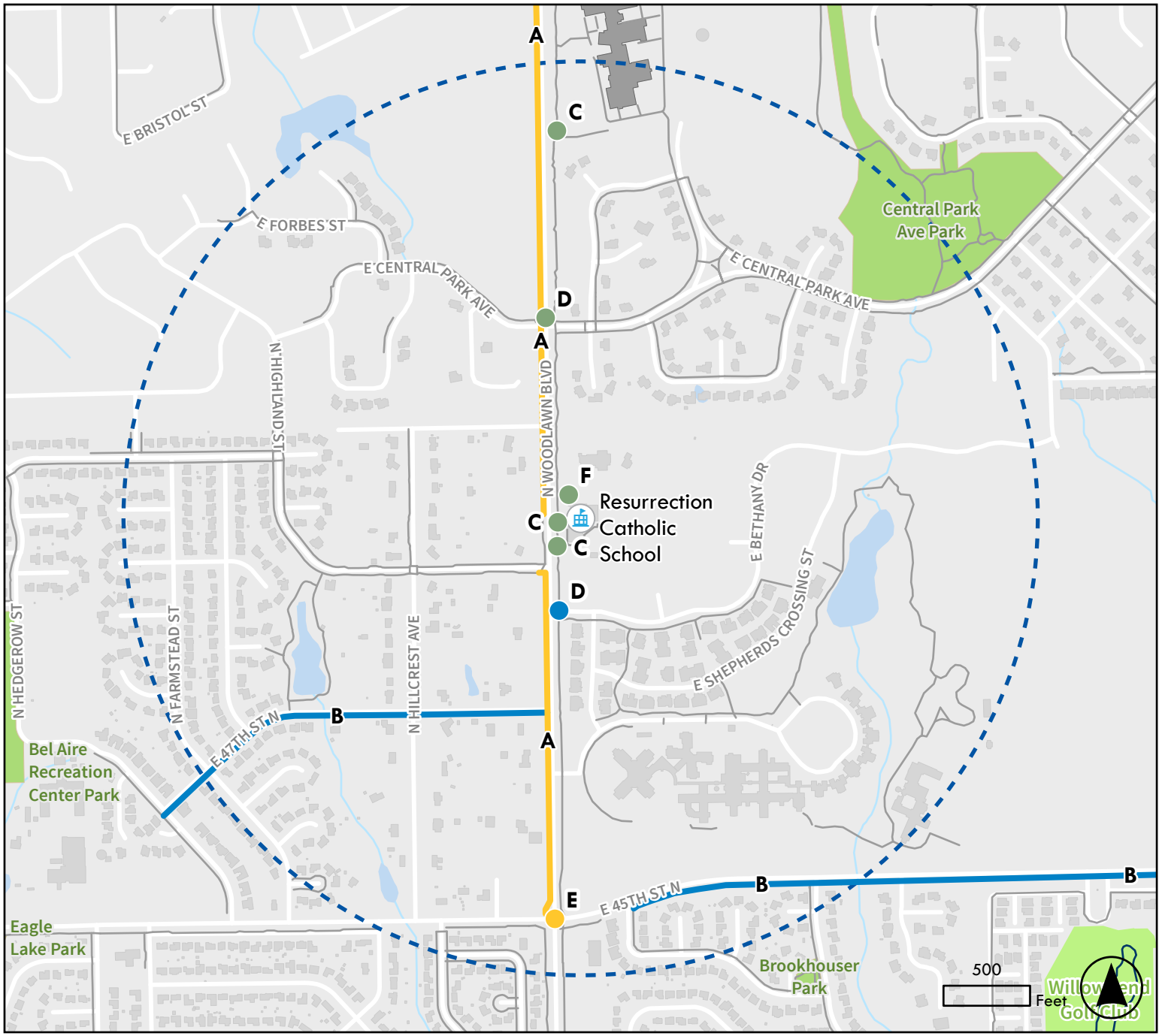
- Priority School
- 1/2 Mile School Radius
- Sidewalk
- Shared-Use Path

Recommendation Theme

- Sidewalk, Trail, or Bikeway Improvement
- Crosswalk Improvement
- Intersection Improvement
- Site Circulation Improvement
- Other Improvement
- Recommended Walking/ Rolling/Biking Connections

Figure 7. Project Prioritization

Resurrection Catholic School



- Priority School
- 1/2 Mile School Radius
- Sidewalk
- Shared-Use Path

Project Prioritization

- Low Priority: Illustrative (0-5 points)
- Medium Priority: 5-10 years (6-9 points)
- High Priority: 0-5 years (10-14 points)
- Low Priority: Illustrative (0-5 points)
- Medium Priority: 5-10 years (6-9 points)
- High Priority: 0-5 years (10-14 points)

WAMPO Wichita Area Metropolitan Planning Organization

NON-INFRASTRUCTURE (PROGRAMMATIC) RECOMMENDATIONS

In addition to infrastructure recommendations, it is also imperative to identify non-infrastructure related recommendations that can be implemented by each school. The non-infrastructure recommendations support a holistic approach to fully implementing a SRTS program and accomplishing the six E's. Non-infrastructure recommendations include programmatic opportunities that can be implemented to increase education and awareness. These connect five of the six E's to actionable strategies: Education, Encouragement, Engagement, Evaluation, and Enforcement.

At Resurrection Catholic School, program recommendations aim to support more students walking and biking to school by providing adult supervision along routes and crossings, and encouraging active transportation through fun, creative contests. For the students who live farther away from school, Walk and Bike to School Day events could include activities at school or an opportunity to participate in planning efforts.

Table 4. Resurrection Catholic School: Programmatic Recommendations

Program	Description	Implementation Actions
Walk and Bike to School Day	National and international events, such as Walk to School Day (October) and Bike & Roll to School Day (May), are widely recognized as opportunities to introduce and normalize active transportation. Schools can begin with a single annual event and expand to recurring monthly or seasonal events.	Partner with agencies such as KDOT or public health departments to access promotional materials and safety messaging. Identify meeting points such as "park and walk" locations to support participation for students who live farther away. Coordinate with law enforcement or volunteers to provide temporary crossing guards. Recognize participation through homeroom competitions or grade-level challenges.
Creative Contests	Student-led creative activities reinforce safety messaging while engaging students in SRTS concepts.	Work with the SRTS team to determine a messaging contest, such as yard signs, short videos, essays, public service announcements, posters, and more. Draft guidance and goals, including the focus of the campaign like safe travel behavior or health and safety benefits.

		Encourage students to submit their work. Display submissions in school or along school routes, if using yard signs. Showcase winning entries at school events or on social media to extend community reach.
Crossing Guard Program	Adult crossing guards or trained school staff provide supervision and assistance during arrival and dismissal, helping students navigate busy intersections and reinforcing safe travel behaviors. Student safety patrol programs can complement adult crossing guards and assist with directing peers at arrival and dismissal, modeling safe crossing practices, and reminding younger students of traffic rules.	Identify high-priority crossing locations through walk audits and on-site observations. Purchase high-visibility vests and hand-held stop signs for crossing guards. Coordinate with local jurisdictions, such as city staff or police departments for staffing, training, and maintaining consistent safety standards. Establish reliable schedules aligned with school arrival and dismissal times. Recruit and train interested students and supervise with adult crossing guards.





ST. ANNE CATHOLIC ELEMENTARY CATHOLIC SCHOOL

Catholic Diocese of Wichita

Appendix C-B





TABLE OF CONTENTS

St. Anne Catholic Elementary School 1

Existing Conditions 1

Student Travel Patterns 7

Issues Identification 11

Recommendations 13

FIGURES

Figure 1. St. Anne Catholic Elementary School Existing Conditions 2

Figure 2. St. Anne Catholic Elementary School Site Circulation Map 6

Figure 3. St. Anne Catholic School Student Travel Tally Results 7

Figure 4. St. Anne Catholic Elementary School Comment Map Results 10

Figure 5. St. Anne Catholic School: Identified Issues 12

Figure 6. St. Anne's Catholic School: Recommendations 15

Figure 7. St. Anne's Catholic School: Prioritization 16

TABLES

Table 1. Key Roadways Within a Half-Mile of St. Anne Catholic Elementary School 4

Table 2. St. Anne Catholic School: Identified Issues 11

Table 3. St. Anne's Catholic School: Recommendations 13

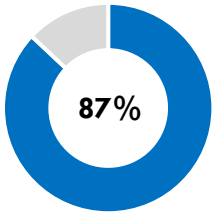
Table 4. St. Anne's Catholic School: Programmatic Recommendations 17

ST. ANNE CATHOLIC ELEMENTARY SCHOOL

St. Anne Catholic Elementary School is located along Seneca Street in Wichita. The school is bordered by Seneca Street to the east, a neighborhood to the south and west, and Regal Street to the north (See Figure 1). Land use surrounding the school campus is predominately low-density residential with some commercial.

Enrollment	154
Grades Served	K - 8
School Day	7:50 AM – 3:15 PM

Students Enrolled in Free or Reduced Lunch



**Student enrollment in special education is not applicable*

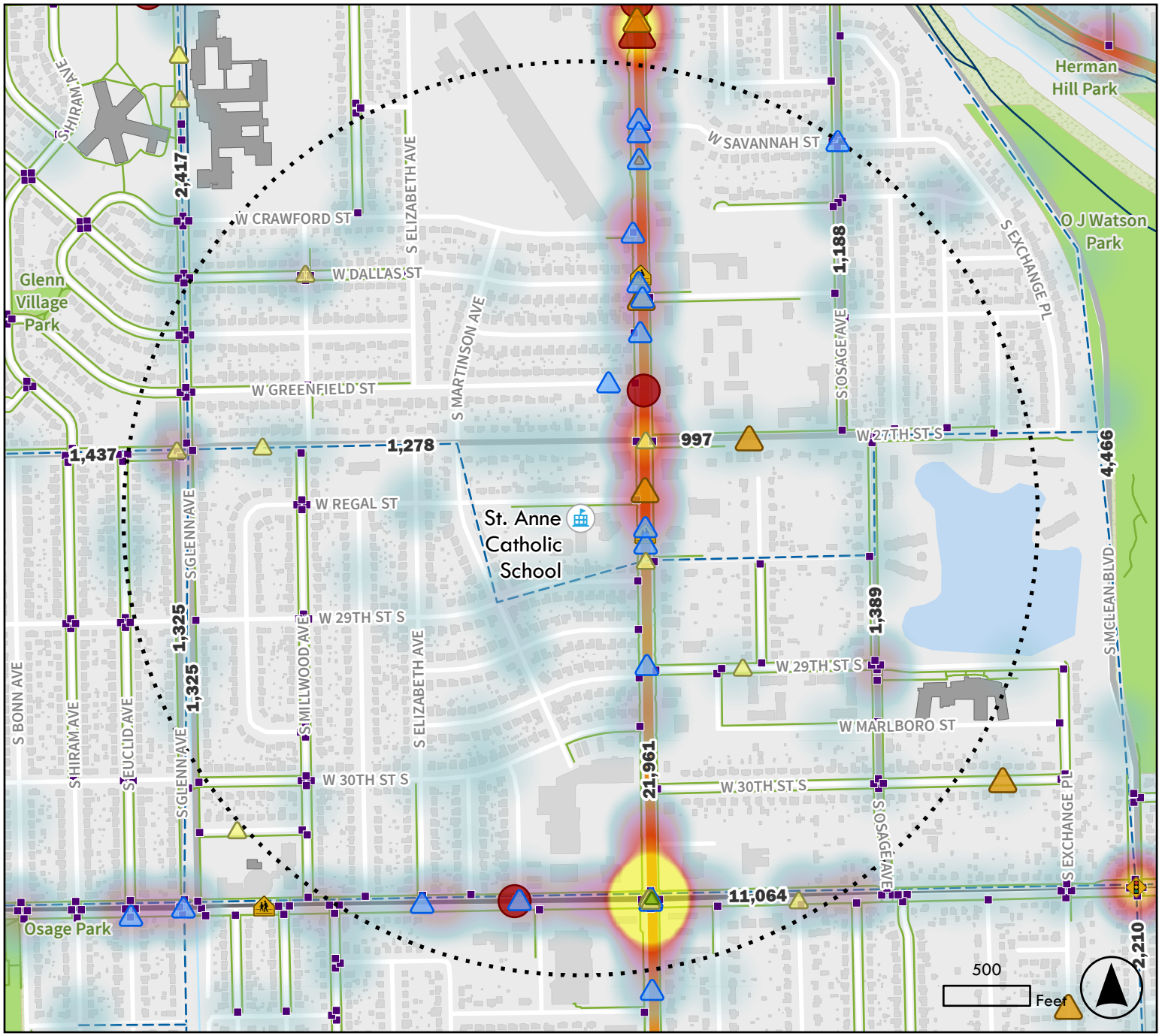
Source: Kansas Department of Education; datacentral.ksde.gov/

EXISTING CONDITIONS

Existing conditions within a half-mile radius of the school campus were reviewed. This includes existing and proposed sidewalks and bikeways, roadway functional classifications, intersection controls, pedestrian crossings, and documented crashes.

Figure 1. Existing Conditions

St. Anne Catholic School



Priority School

1/2 Mile School Radius

Sidewalks and Paths

Sidewalk

Shared-Use Path

Planned Shared-Use Path

Crosswalk

Park

Roadway Functional Class

Minor Arterial

Major Collector

Minor Collector

Traffic Signal

School

##,### AADT

Fatal Vehicle Crash, 2020-2024

Bike and Ped Crashes, 2015-2024

Fatal

Suspected Serious Injury

Suspected Minor Injury

Possible Injury

Property Damage Only

Unknown Severity

All Mode Crash Density, 2020-2024

Less Dense

More Dense

WAMPO Wichita Area Metropolitan Planning Organization

WALKING, ROLLING, AND BICYCLING NETWORK

The school campus is connected to the surrounding area by sidewalks. The sidewalk network is limited, with facilities present along Seneca Street, 31st Street, Glenn Avenue, and Osage Avenue but not along most local streets within the half-mile radius or along large portions of 27th Street. To access the school entrance, there are sidewalk connections along Regal Street to the north.

ROADWAY NETWORK

All U.S. roadways are grouped into Functional Classifications, based on characteristics including vehicle speed, traffic volume, number of through lanes, and frequency of access points.

Functional Classification	Description
Principal Arterial	Carries high traffic volumes at higher speeds with limited access points. Designed for long-distance mobility.
Minor Arterial	Provide slightly lower mobility than principal arterials; connect smaller activity centers and feed traffic to the principal arterial network.
Major Collector	Channels traffic from local roads to arterials; balance access and mobility, serving schools, parks, and small commercial areas.
Minor Collector	Collects traffic from local streets and provide access to nearby destinations; lower speeds, and volumes than major collectors.
Local Road	Provide direct access to residences and local destinations; designed for low speeds, and low traffic volumes.

Source: FHWA

Higher-Functional-Classification roads can present a barrier to walking, rolling, or bicycling to school. Arterials carry higher traffic volumes at higher speeds and have fewer crossing opportunities with multiple lanes. Collectors also pose barriers, as they carry more traffic and may operate at higher speeds while providing access to neighborhood destinations such as schools. Local roads, with lower traffic volumes and speeds, present fewer barriers to walking, rolling, and bicycling.

Table 1. Key Roadways Within a Half-Mile of St. Anne Catholic Elementary School

Roadway	Functional Classification	Number of Lanes	Posted Speed (School Speed Limit)	Crossing Distance*
Seneca Street	Minor Arterial	5 – 6	40 mph (20 mph)	60 – 90 feet
31st Street	Major Collector	3 – 5	35 mph	45 – 90 feet
27th Street	Minor Collector	2	No posted speed limit (20 mph)	30 feet
Glenn Avenue	Minor Collector	2	No posted speed limit	50 – 100 feet
Osage Avenue	Minor Collector	2	No posted speed limit (20 mph)	30 feet

**Crossing distances are approximate from aerial imagery. Variations may occur due to measured locations.*

Major Intersections & Marked Crosswalks

Key intersections surrounding the school campus include Seneca Street and Regal Street, Seneca Street and Barbara Avenue, and Seneca Street and 27th Street. None of these intersections include marked crosswalks. Seneca Street is a significant barrier for people walking, rolling, and biking, as it features five (5) lanes of traffic and high volumes. There are limited marked crosswalks near the school campus, though there is one that crosses Seneca Street directly east of the school campus.

CRASH HISTORY

An analysis was performed of all reported roadway crashes during the last five (5) years (2020-2024) and of all crashes involving pedestrians or bicycle riders during the last 10 years (2015-2024) within a half-mile radius of the school campus.

All Crashes

During 2020-2024, there were 294 reported crashes within a half-mile radius of the school campus. Most crashes were along Seneca Street and 31st Street. There were two (2) fatal crashes. The first

occurred at the intersection between Seneca Street and Greenfield Street just north of the school campus. The second occurred at the intersection between 31st Street and Exposition Avenue. Severe injury crashes were all along Seneca Street and 31st Street except for one (1) along Glenn Avenue and one (1) along 27th Street. There is a significant concentration of crashes in front of the school campus, as well as at the intersection of Seneca Street and 31st Street.

Pedestrian and Bicycle Crashes

During 2015-2024, there were 35 reported pedestrian and bicyclist-involved crashes within a half-mile radius of the school campus. There were no fatal crashes, but there were three (3) bicyclist-involved crashes that resulted in a serious injury – two (2) along Seneca Street and one (1) along 27th Street. There is a concentration of bicycle and pedestrian-related crashes directly in front of the school campus, including one (1) serious injury crash, two (2) minor injury crashes, and one (1) possible injury crash.

In addition, pedestrians and bicyclists are defined as vulnerable road users (VRUs) who travel without the protection of a motor vehicle. The Kansas Department of Transportation's Vulnerable Road User Safety Assessment (VRUSA)[1] was developed to help local agencies identify these risks and strengthen safety for people walking, rolling, and bicycling. The Kansas VRUSA Tool includes VRU Priority Corridors, which combine the High Injury Network (HIN) and the High-Risk Network (HRN). VRU Priority Corridors were established through a process of identifying locations where pedestrians and bicyclist injury from crashes occurred and where risk factors for these types of crashes were recurring.

Priority Level	Description
Priority Level 1	Corridors that are on both the HIN and HRN.
Priority Level 2	Corridors on the highest categories of the HIN or the HRN.
Priority Level 3	Corridors on the moderate and higher levels of the HRN but not on the HIN.
Priority Level 4	Corridors on the moderate and higher levels of the HIN but not on the HRN.

VRU Priority Corridors within a half-mile of the school include:

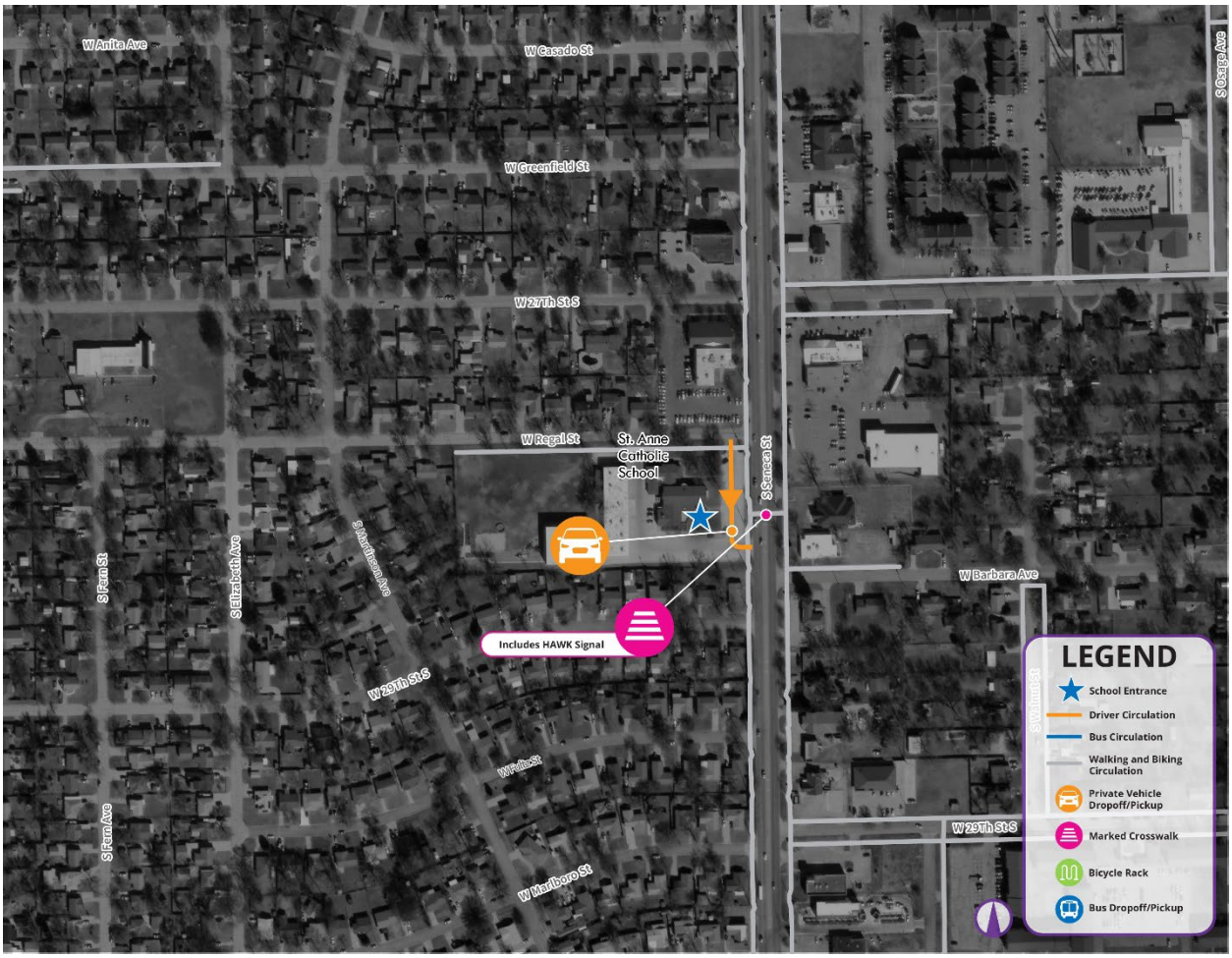
- **Seneca Street:** Priority 1
- **31st Street**: Priority 1
- **Exposition Avenue**: Priority 2
- **27th Street**: Priority 4
- **Casado Street**: Priority 4

[1] storymaps.arcgis.com/stories/d2f84d52c22b44d983c3907dcaf76f4b

SCHOOL CAMPUS SITE CIRCULATION

Vehicle drop-offs and pickups occur along Regal Street and Seneca Street. Students walking, rolling, and bicycling to and from school come from neighborhoods in all directions. There is one marked crosswalk that crosses Seneca Street and connects students to neighborhoods to the east. However, there is a limited network of sidewalks connecting from the school campus to adjacent neighborhoods (see Figure 2).

Figure 2. St. Anne Catholic Elementary School Site Circulation Map



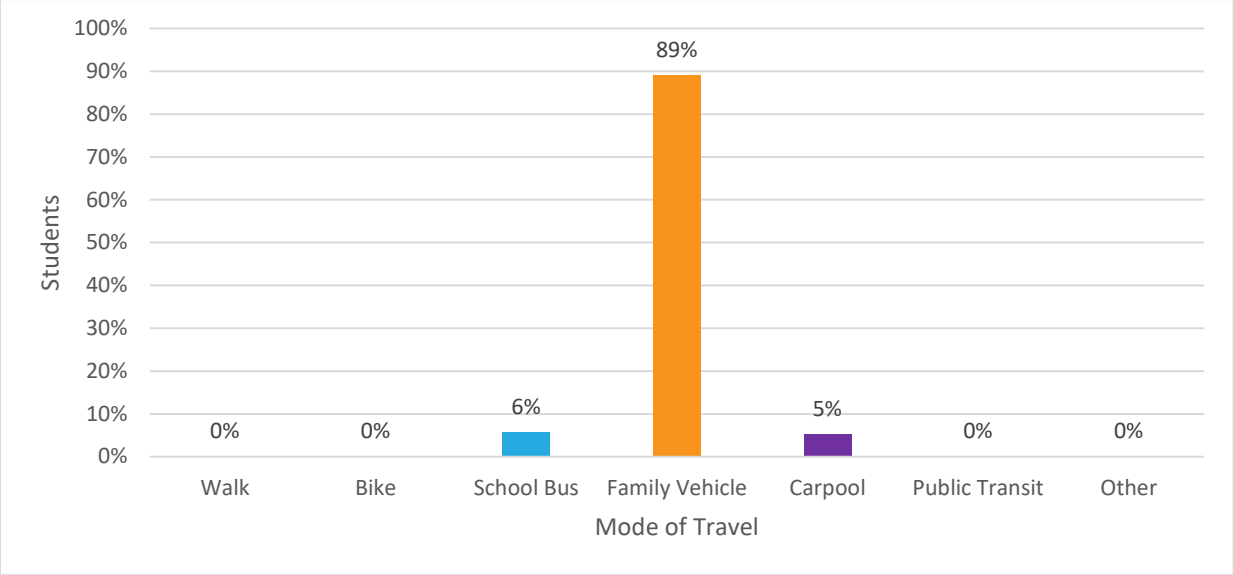
STUDENT TRAVEL PATTERNS

This section summarizes the key findings from student travel tallies, walk audits, and the public-comment exercise conducted for the Safe Routes to School planning process. These activities provide insight into current student travel patterns, perceived safety concerns, and community priorities related to walking, rolling, and bicycling. The following pages present the results of these data-collection efforts and highlight the main themes that emerged.

STUDENT TRAVEL TALLY

The following data summarizes how St. Anne Catholic School students traveled to and from school during September 9-11, 2025 (Tuesday-Thursday) (see Figure 3).

Figure 3. St. Anne Catholic School Student Travel Tally Results



WALK AUDITS

Walk audits provide a snapshot of real-world conditions during arrival and dismissal periods, focusing on how students travel and interact with their surroundings. The following findings come from observations made during walk audits at the St. Anne Catholic School.

Date	Time	Weather	Crossing Guard(s)	Bicycle Rack(s)
October 15, 2025	2:45 PM	Sunny	Yes	Not Listed

The results highlight existing programs, barriers, safety concerns, and opportunities for improvement identified at the school.

- The sidewalk on Regal Street ends right after playground and doesn't go into neighborhood
- Buses drop off on Regal Street, which blocks the roadway briefly.
- There is a designated signalized crosswalk on Seneca Street.
- Some parents pick-up students across Regal Street at the Church Office parking lot
- There was significant flooding on Regal Street
- The school parking lot is pretty narrow. Parents pull in, park, and come up to pick up their student(s). The traffic should flow one direction, in on Regal and out onto Seneca. A few parents snuck in off of Seneca to park



Non-ADA Crossing conditions at St. Anne Catholic School



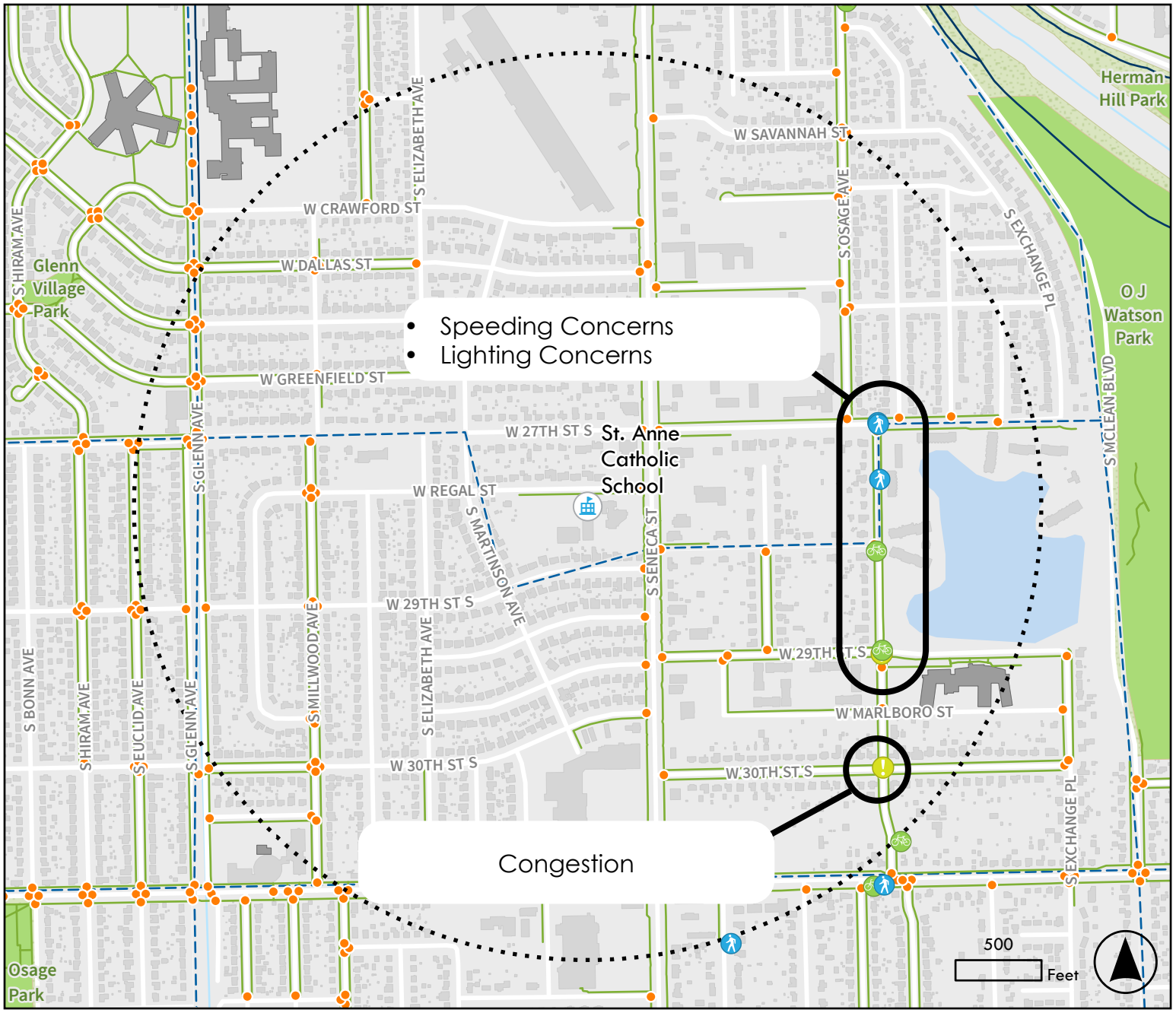
Incomplete sidewalks at St. Anne Catholic School

PUBLIC COMMENTS

An online interactive map was provided for parents, caregivers, and other community members to identify specific locations with walking, bicycling, or other safety concerns. Residents particularly highlighted Osage Avenue with speeding and lighting concerns, which may not be directly relevant to St. Anne Catholic School. Webmap comments have been grouped and summarized for clarity and conciseness (see Figure 4). For a full comprehensive list of all public comments received, contact WAMPO staff at wampo@wampo.org.

Figure 4. Public Comments

St. Anne Catholic School



Priority School

1/2 Mile School Radius

Sidewalks and Paths

Sidewalk

Shared-Use Path

Planned Shared-Use Path

Crosswalk

Park

USA Parks

Local Park

Public Comments

Walking or Rolling Concern

Biking Concern

Other Concern

Comments shown on this map are a summary of all received within the half-mile boundary. See Appendix A to review all received comments.

ISSUES IDENTIFICATION

Infrastructure-related issues surrounding the St. Anne Catholic School campus relate primarily to sidewalk connections and intersection/crossing safety. These issues can result in students having to follow indirect routes to and from school, as well as increasing potential conflicts between students and motor vehicle traffic.

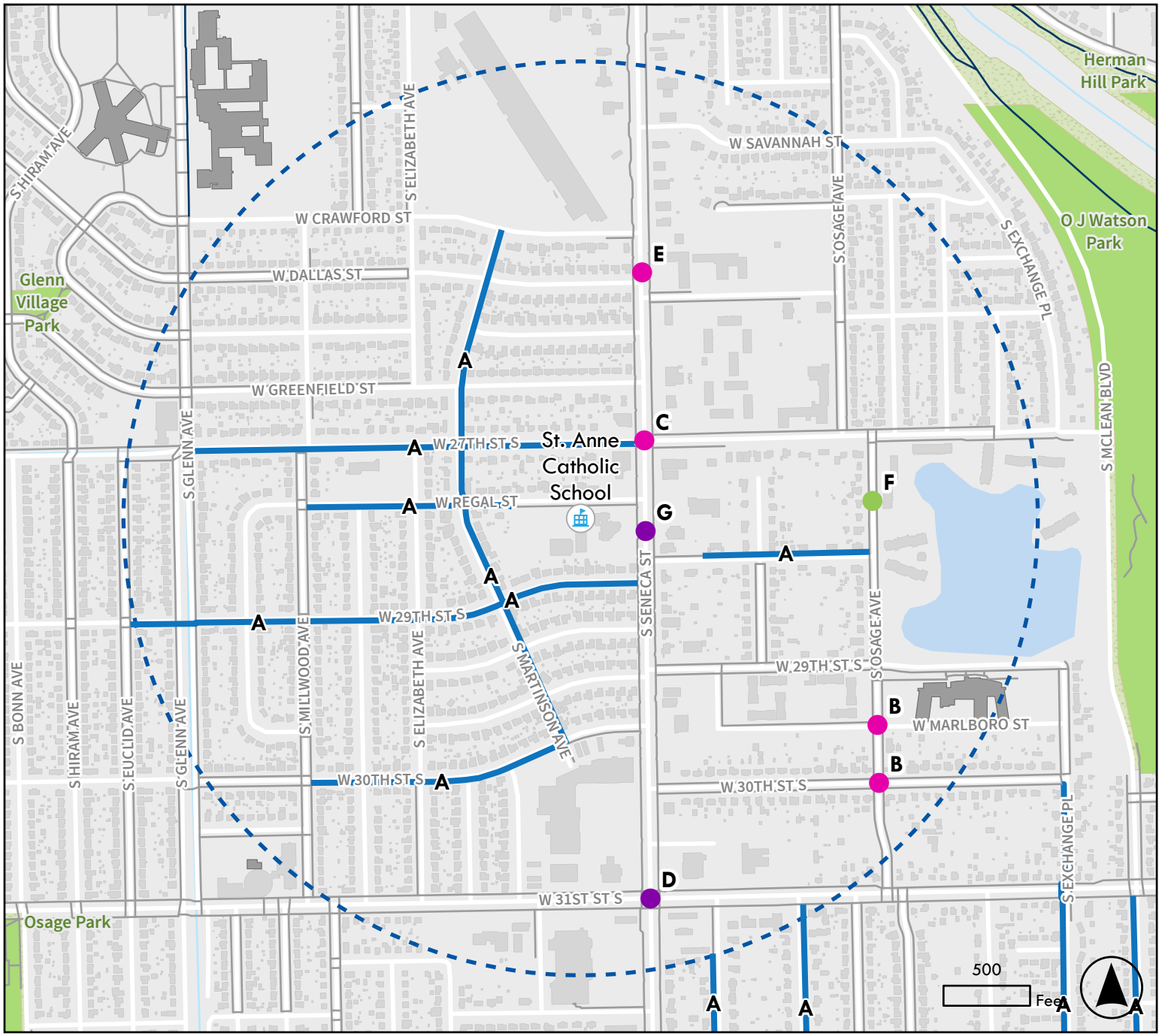
Table 2 and Figure 5 **Error! Reference source not found.** were developed to provide staff and the public with a summary of challenges that students may face when walking, biking, and rolling to school. Issues reflected on the map were identified through an analysis of existing conditions as documented through walk audits, Student Travel Tallies, parent/caregiver surveys, and public comments. Each letter corresponds with a location near the school campus.

Table 2. St. Anne Catholic School: Identified Issues

Location	Issue
A	Missing walking, rolling, and biking connections at identified locations, including the following corridors closest to the school campus: • South side of Regal Street from Millwood Avenue to existing sidewalk. • Both sides of Martinson Avenue from 30th Street to Crawford Street. • Both sides of 29th Street from Euclid Avenue to Seneca Street.
B	Crosswalks are not marked at identified locations.
C	Missing crosswalk at identified locations.
D	Long crossing distances at the intersection of 31st Street and Seneca Street.
E	Sidewalks are in poor condition at identified location.
F	Significant speeding occurs along Osage Avenue east of the school campus.
G	Osage Avenue from 27th Street to 29th Street lacks sufficient lighting.

Figure 5. Identified Issues

St. Anne Catholic School



- Priority School
- 1/2 Mile School Radius
- Sidewalk
- Shared-Use Path

Issue Type

- Walking and Biking Gap
- Infrastructure Condition
- Roadway Safety
- Crosswalk Infrastructure
- Speeding
- Traffic Congestion
- Identified Walking/ Rolling/Biking Gap

WAMPO Wichita Area Metropolitan Planning Organization

RECOMMENDATIONS

A selection of visionary, planning-level recommendations have been identified within a half-mile surrounding each school campus. For each recommendation, further feasibility planning, evaluation, and engineering is required to build off this study's identified solutions and determine final long-term approaches for each project. Each recommendation has a conceptual scale of cost (note: no engineering analysis was completed as part of this study, these costs are purely planning-level) including low ($), medium ($$), and high ($$$). If a temporary version of a project could be quickly constructed as a demonstration project, it has been denoted by a checkmark in the recommendations table for each school. Some projects are already actively being planned or implemented either individually or as a part of larger efforts and should be tracked as such on a case-by-case basis. For more information about how recommendations were identified and prioritized, please see the overall district report.

Icon	Recommendation Theme
	Sidewalk, Trail, or Bikeway Improvement
	Crosswalk Improvement
	Intersection Improvement
	Site Circulation Improvement
	Other Improvement

Lighting is a key component contributing to the perception of a safe route to/from school. Because many students need to walk/roll/bike to school in dark winter mornings, providing adequate lighting surrounding the school campus, along key walk/bike routes, and at all intersections and marked crosswalks is essential. The Federal Highway Administration estimates that nearly three-quarters of all pedestrian fatalities in the U.S. happen in low light or night conditions. Because of this, lighting should be included as part of all applicable projects and designed using the latest industry standards and best practices.

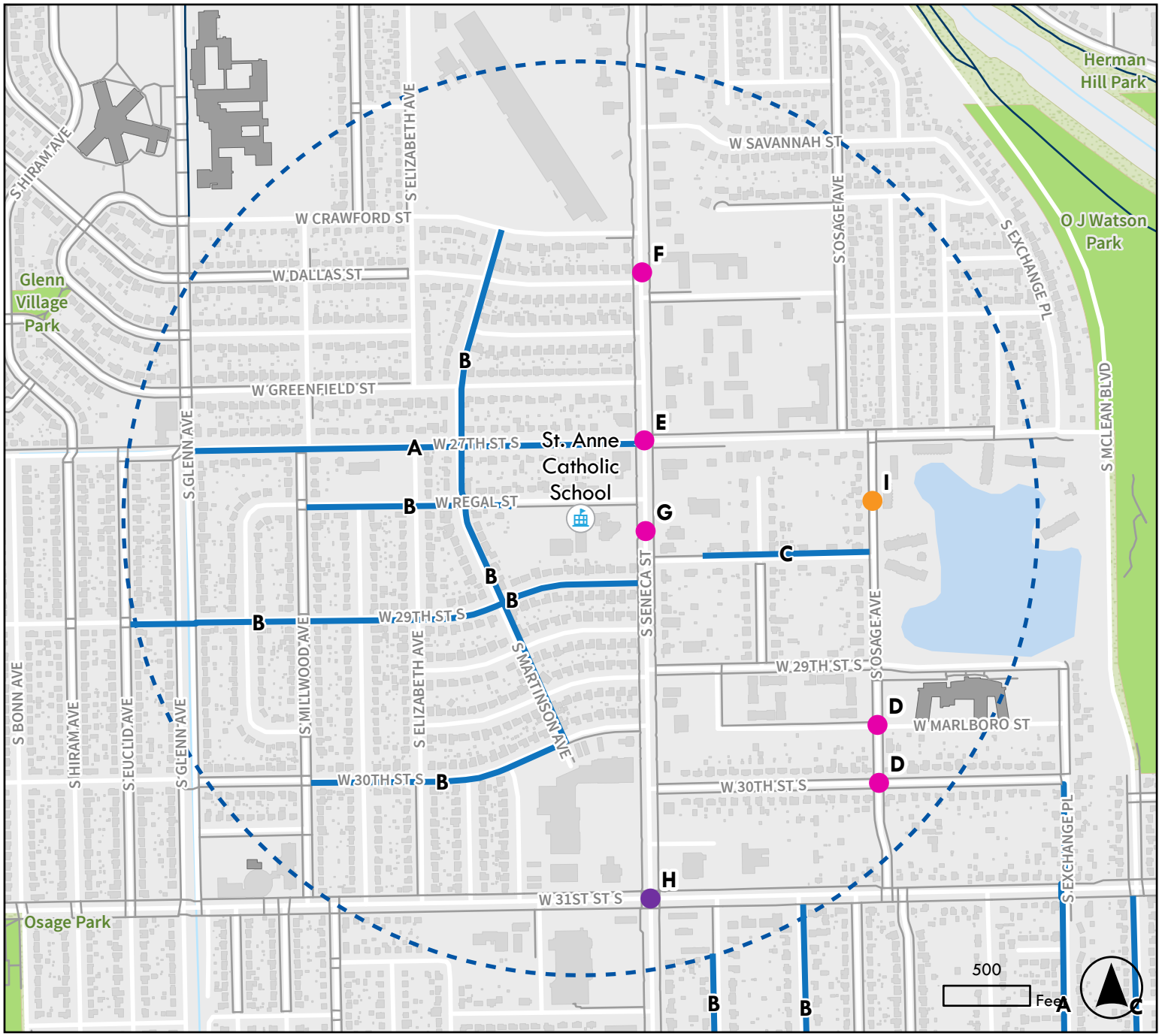
INFRASTRUCTURE RECOMMENDATIONS

Table 3. St. Anne's Catholic School: Recommendations

ID	Type	Recommended Intervention	Priority	Cost	Quick-Build
A		Install a walking/rolling/biking connection along 27th Street from Glenn Street to Seneca Street.	High	$$	
B		Install a walking/rolling/biking connection along identified "medium priority" corridors.	Medium	$$	
C		Install a walking/rolling/biking connection along identified "low priority" corridors.	Low	$$	
D		*Recommendation shown within the half-mile study boundary for St. Anne Catholic School applies to Enders Elementary School for potential implementation.*			
E		Add new marked crosswalk and other potential crossing enhancements across Seneca Street at 27th Street.	Low	$	
F		Add a pedestrian refuge island at existing signalized crosswalk of Seneca Street.	High	$$	
G		Add a pedestrian refuge island at existing signalized crosswalk of Seneca Street.	Medium	$$	
H		*Recommendation shown within the half-mile study boundary for St. Anne Catholic School applies to Enders Elementary School for potential implementation.*			
I		*Recommendation shown within the half-mile study boundary for St. Anne Catholic School applies to Enders Elementary School for potential implementation.*			

Figure 6. Recommendations

St. Anne Catholic School



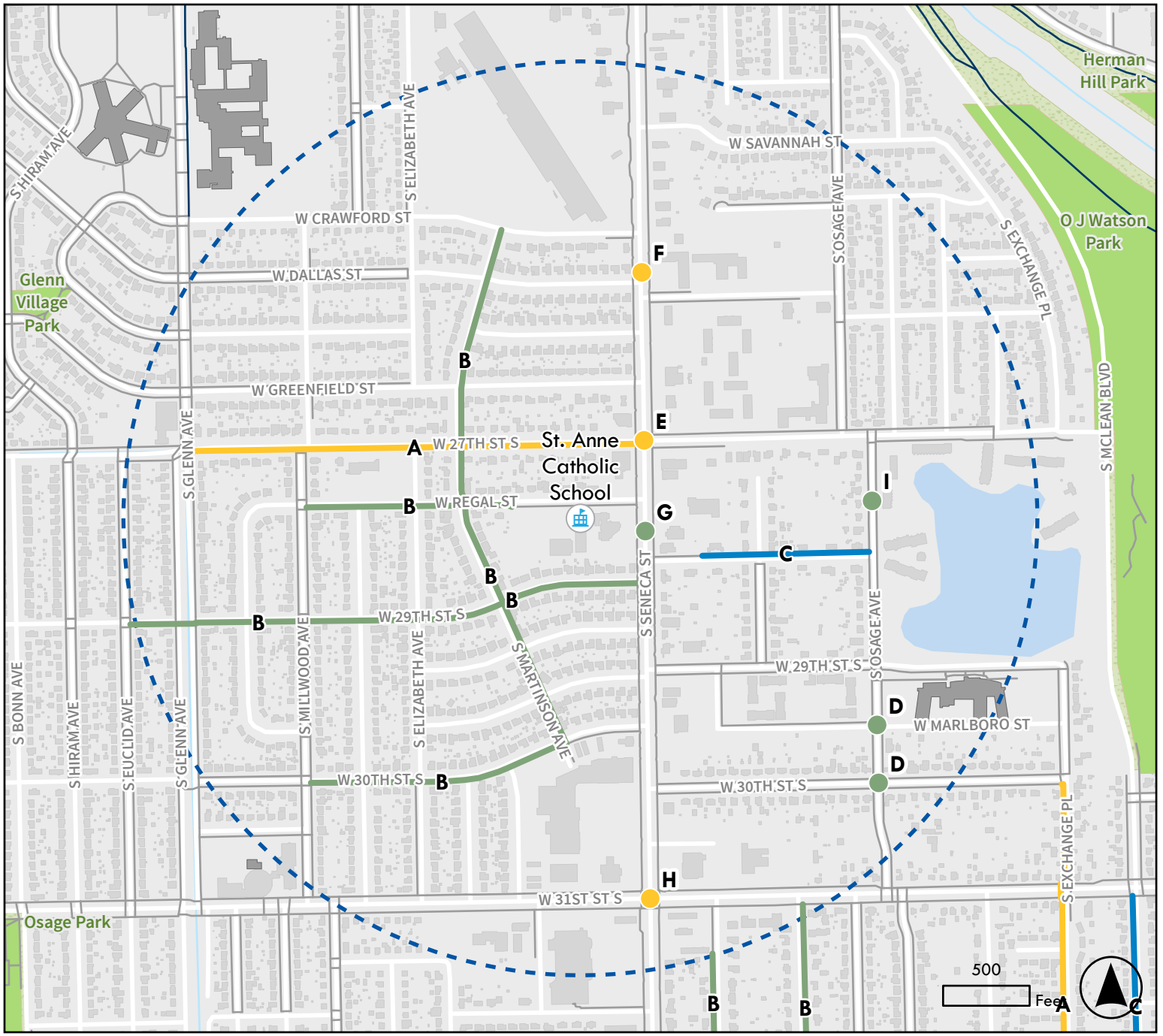
- Priority School
- 1/2 Mile School Radius
- Sidewalk
- Shared-Use Path

Recommendation Theme

- Sidewalk, Trail, or Bikeway Improvement
- Crosswalk Improvement
- Intersection Improvement
- Site Circulation Improvement
- Other Improvement
- Recommended Walking/Rolling/Biking Connections

Figure 7. Project Prioritization

St. Anne Catholic School



Priority School

1/2 Mile School Radius

Sidewalk

Shared-Use Path

Project Prioritization

Low Priority: Illustrative (0-5 points)

Medium Priority: 5-10 years (6-9 points)

High Priority: 0-5 years (10-14 points)

Low Priority: Illustrative (0-5 points)

Medium Priority: 5-10 years (6-9 points)

High Priority: 0-5 years (10-14 points)

NON-INFRASTRUCTURE (PROGRAMMATIC) RECOMMENDATIONS

In addition to infrastructure recommendations, it is also imperative to identify non-infrastructure related recommendations that can be implemented by each school. The non-infrastructure recommendations support a holistic approach to fully implementing a SRTS program and accomplishing the six E's. Non-infrastructure recommendations include programmatic opportunities that can be implemented to increase education and awareness. These connect five of the six E's to actionable strategies: Education, Encouragement, Engagement, Evaluation, and Enforcement.

At St. Anne's Catholic School, program recommendations aim to support more students walking and biking to school by providing organized opportunities for students to participate in Walking School Buses and Bike Trains with adult supervision, and encouraging active transportation through fun, creative contests. For the students who live farther away from school, Walk and Bike to School Day events could include a "park and walk" option that allows students to walk part way or activities at school.

Table 4. St. Anne's Catholic School: Programmatic Recommendations

Program	Description	Implementation Actions
Walk and Bike to School Day	National and international events, such as Walk to School Day (October) and Bike & Roll to School Day (May), are widely recognized as opportunities to introduce and normalize active transportation. Schools can begin with a single annual event and expand to recurring monthly or seasonal events.	Partner with agencies such as KDOT or public health departments to access promotional materials and safety messaging. Identify meeting points such as "park and walk" locations to support participation for students who live farther away. Coordinate with law enforcement or volunteers to provide temporary crossing guards. Recognize participation through homeroom competitions or grade-level challenges.
Creative Contests	Student-led creative activities reinforce safety messaging while engaging students in SRTS concepts.	Work with the SRTS team to determine a messaging contest, such as yard signs, short videos, essays, public service announcements, posters, and more. Draft guidance and goals, including the focus of the campaign like safe travel behavior or health and safety benefits.

		Encourage students to submit their work. Display submissions in school or along school routes, if using yard signs. Showcase winning entries at school events or on social media to extend community reach.
Walking School Bus / Bike Train	Walking school buses and bike trains are programs that organize groups of students traveling to and from school along designated routes with adult supervision. These programs provide a structured and reliable way for students to participate in active transportation while addressing safety concerns.	Establish clearly defined routes with scheduled stops and consistent timing. Recruit and train background-checked volunteers or parent/caregiver leaders. Maintain clear communication with families regarding expectations, participation, and safety practices. Register the Walking School Bus with KDOT to receive supporting materials and information: https://kdotapp.ksdot.gov/WalkingSchoolBus/





Safe Routes to School

ST. FRANCIS OF ASSISI CATHOLIC SCHOOL

Catholic Diocese of Wichita

Appendix C-C





WAMPO Wichita Area Metropolitan Planning Organization

TABLE OF CONTENTS

St. Francis of Assisi Catholic School **1**

Existing Conditions 1

Student Travel Patterns 7

Issues Identification 11

Recommendations 13

FIGURES

Figure 1. St. Francis of Assisi Elementary School Existing Conditions 2

Figure 2. St. Francis of Assisi Elementary School Site Circulation Map 6

Figure 3. St. Francis of Assisi Elementary School Student Travel Tally Results 7

Figure 4. St. Francis of Assisi Elementary School Comment Map Results 10

Figure 5. St. Francis of Assisi Catholic School: Identified Issues 12

Figure 6. St. Francis of Assisi Catholic School: Recommendations 16

Figure 7. St. Francis of Assisi Catholic School: Prioritization 17

TABLES

Table 1. Key Roadways Within a Half-Mile of St. Francis of Assisi Elementary School 4

Table 2. St. Francis Catholic School: Identified Issues 11

Table 3. St. Francis of Assisi Catholic School: Recommendations 14

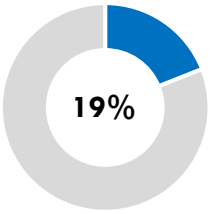
Table 4. St. Francis of Assisi Catholic School: Programmatic Recommendations 18

ST. FRANCIS OF ASSISI CATHOLIC SCHOOL

St. Francis of Assisi Elementary School, attached to St. Francis of Assisi Catholic Church, is located along Bekemeyer Lane just north of Central Avenue. The school campus is bounded by Bekemeyer Lane to the north, Socora Street to the east, playfields to the south and Wichita Public Library – Westlink Branch to the west (see Figure 1). Land use surrounding the school campus is a mix of low-density residential, commercial, and institutional.

Enrollment	521
Grades Served	PK – 8
School Day	7:50 AM – 3:30 PM

Students Enrolled in Free or Reduced Lunch



**Student enrollment in special education is not applicable*

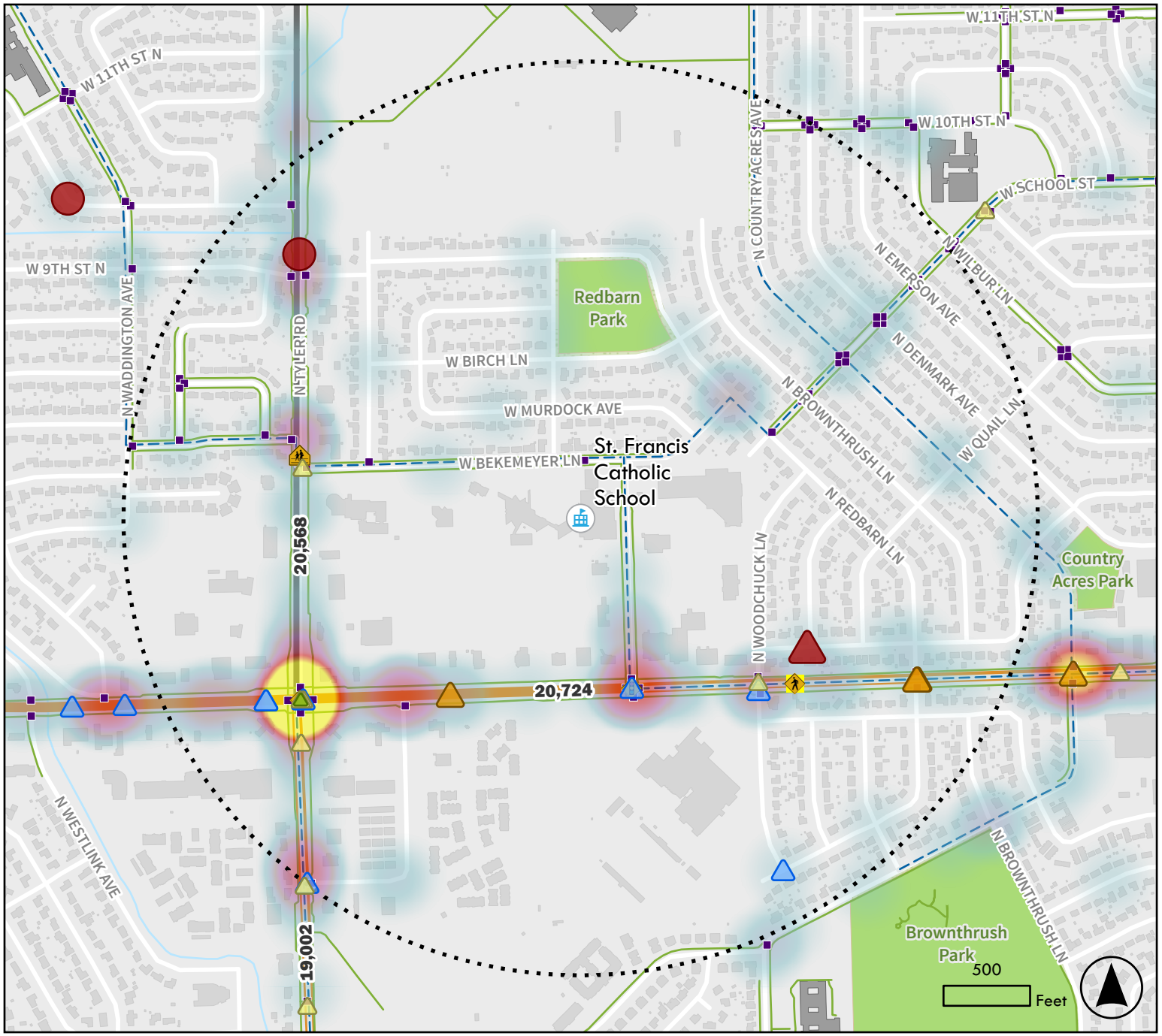
Source: Kansas Department of Education; datacentral.ksde.gov/

EXISTING CONDITIONS

Existing conditions within a half-mile radius of the school campus were reviewed. This includes existing and proposed sidewalks and bikeways, roadway functional classifications, intersection controls, pedestrian crossings, and documented crashes.

Figure 1. Existing Conditions

St. Francis Catholic School



- Priority School
- 1/2 Mile School Radius

Sidewalks and Paths

- Sidewalk
- Planned Shared-Use Path
- Crosswalk
- Park

Roadway Functional Class

- Minor Arterial
- Major Collector
- Traffic Signal
- PHB
- School

##,### AADT

- Fatal Vehicle Crash, 2020-2024

Bike and Ped Crashes, 2015-2024

- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- Property Damage Only

All Mode Crash Density, 2020-2024

- Less Dense
- More Dense

WAMPO Wichita Area Metropolitan Planning Organization

WALKING, ROLLING, AND BICYCLING FACILITIES

The school campus is connected to the surrounding area by sidewalks, most of which are incomplete or abruptly end. There is a limited sidewalk network, including Central Avenue, Tyler Road, Bekemeyer Street, Socora Street, School Street and a few other local streets. To access the school entrance, there are sidewalk connections along Bekemeyer Street to the north.

ROADWAY NETWORK

All U.S. roadways are grouped into Functional Classifications, based on characteristics including vehicle speed, traffic volume, number of through lanes, and frequency of access points.

Functional Classification	Description
Principal Arterial	Carries high traffic volumes at higher speeds with limited access points. Designed for long-distance mobility.
Minor Arterial	Provide slightly lower mobility than principal arterials; connect smaller activity centers and feed traffic to the principal arterial network.
Major Collector	Channels traffic from local roads to arterials; balance access and mobility, serving schools, parks, and small commercial areas.
Minor Collector	Collects traffic from local streets and provide access to nearby destinations; lower speeds, and volumes than major collectors.
Local Road	Provide direct access to residences and local destinations; designed for low speeds, and low traffic volumes.

Source: FHWA

Higher-Functional-Classification roads can present a barrier to walking, rolling, or bicycling to school. Arterials carry higher traffic volumes at higher speeds and have fewer crossing opportunities with multiple lanes. Collectors also pose barriers, as they carry more traffic and may operate at higher speeds while providing access to neighborhood destinations such as schools. Local roads, with lower traffic volumes and speeds, present fewer barriers to walking, rolling, and bicycling.

Table 1. Key Roadways Within a Half-Mile of St. Francis of Assisi Elementary School

Roadway	Functional Classification	Number of Lanes	Posted Speed Limit (School Speed)	Crossing Distance*
Central Avenue	Minor Arterial	5 – 8	40 mph	80 – 115 feet
Tyler Road	Major Collector	5 – 8	40 mph (20 mph)	60 – 115 feet

**Crossing distances are approximate from aerial imagery. Variations may occur due to measured locations.*

Major Intersections & Marked Crosswalks

Key intersections near the school campus is between Bekemeyer Street and Socora Street, directly northeast of the school campus. The intersection does not have any marked crosswalks. Further from the school campus, another key intersection is Central Avenue and Tyler Road, which is a signalized intersection with marked crossings. At this intersection, both roads have eight lanes of traffic, resulting in correspondingly very long crossing distances for nonmotorized travelers. Other notable intersections near the school campus are between Central Avenue and Socora Street which serves as a key intersection for traffic feeding into St. Francis to the north and Bishop Carroll Catholic High School to the south.

CRASH HISTORY

An analysis was performed of all reported roadway crashes during the last five (5) years (2020-2024) and of all crashes involving pedestrians or bicycle riders during the last 10 years (2015-2024) within a half-mile radius of the school campus.

All Crashes

During 2020-2024, there were 193 reported crashes within a half-mile radius of the school campus. The majority of crashes were along Central Avenue and Tyler Road. There were two (2) fatal crashes. The first was along Tyler Road just north of 9th Street. The second was at the intersection between Cottontail Lane and Chickadee Lane. There were seven (7) serious-injury crashes, all of which occurred along Central Avenue and Tyler Road.

Pedestrian and Bicycle Crashes

During 2015-2024, there were 18 reported pedestrian and bicyclist-involved crashes within a half-mile radius of the school campus. There was one (1) fatal crash which was the same crash listed in the section above that occurred at the intersection between Cottontail Lane and Chickadee Lane. There were three (3) bicyclist-involved crashes that resulted in a serious injury at the intersection between Central Avenue and Redbarn Lane. There was also one (1) pedestrian-involved crash that resulted in a serious injury along Central Avenue just east of Robin Road. No bicycle-pedestrian crashes were reported directly at or adjacent to the school campus.

In addition, pedestrians and bicyclists are defined as vulnerable road users (VRUs) who travel without the protection of a motor vehicle. The Kansas Department of Transportation's Vulnerable Road User Safety Assessment (VRUSA)[1] was developed to help local agencies identify these risks and strengthen safety for people walking, rolling, and bicycling. The Kansas VRUSA Tool includes VRU Priority Corridors, which combine the High Injury Network (HIN) and the High-Risk Network (HRN). VRU Priority Corridors were established through a process of identifying locations where pedestrians and bicyclist injury from crashes occurred and where risk factors for these types of crashes were recurring.

Priority Level	Description
Priority Level 1	Corridors that are on both the HIN and HRN.
Priority Level 2	Corridors on the highest categories of the HIN or the HRN.
Priority Level 3	Corridors on the moderate and higher levels of the HRN but not on the HIN.
Priority Level 4	Corridors on the moderate and higher levels of the HIN but not on the HRN.

VRU Priority Corridors within a half-mile of the school include:

- **Central Avenue:** Priority 1

[1] storymaps.arcgis.com/stories/d2f84d52c22b44d983c3907dcaf76f4b

SCHOOL CAMPUS SITE CIRCULATION

Vehicle drop-off occurs in two locations: on the north side of the school campus off Bekemeyer Street, and the southern parking lot. Students walking, rolling, and bicycling to and from school typically come from the north, south, and east of the school campus. There are three entrances for private vehicle pick-up and drop-off on Bekemeyer Street, which creates congestion and conflict for students walking along the street. There is one marked crosswalk to the north of the school campus which crosses Bekemeyer Street. There are limited sidewalk connections to neighborhoods near the school campus (see Figure 2).

Figure 2. St. Francis of Assisi Elementary School Site Circulation Map



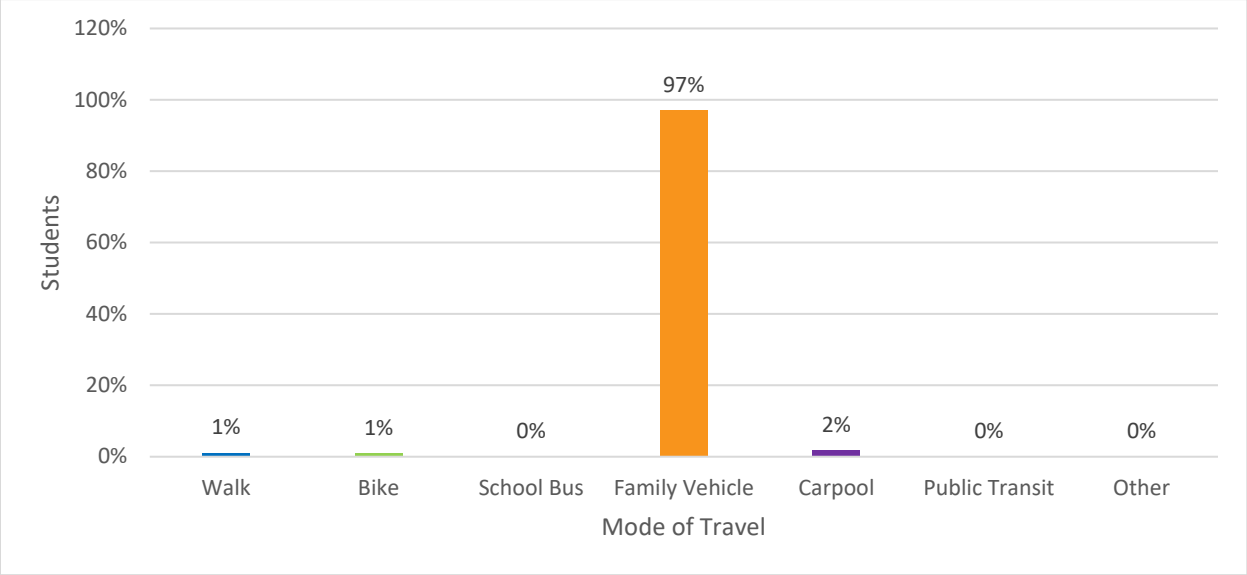
STUDENT TRAVEL PATTERNS

This section summarizes the key findings from student travel tallies, walk audits, and the public-comment exercise conducted for the Safe Routes to School planning process. These activities provide insight into current student travel patterns, perceived safety concerns, and community priorities related to walking, rolling, and bicycling. The following pages present the results of these data-collection efforts and highlight the main themes that emerged.

STUDENT TRAVEL TALLY

The following data summarizes how St. Francis of Assisi Catholic School students traveled to and from school during September 16-18, 2025 (Tuesday-Thursday) (see Figure 3).

Figure 3. St. Francis of Assisi Elementary School Student Travel Tally Results



WALK AUDITS

Walk audits provide a snapshot of real-world conditions during arrival and dismissal periods focusing on how students travel and interact with their surroundings. The following findings come from observations made during walk audits at the St. Francis of Assisi Elementary School.

Date	Time	Weather	Crossing Guard(s)	Bicycle Rack(s)
October 9, 2025	7:30 AM	Sunny	Yes	Yes

The results highlight existing programs, barriers, safety concerns, and opportunities for improvement identified at the school.

- There are sidewalks on both sides of Bekemeyer Lane to Socora Street, but then they end right at a curb in the roadway that was noted as dangerous.
- Parking Lot traffic flows one direction, with drivers dropping kids off at entrance of the church or school then exiting back on to the same street.
- There is a kindergarten ONLY pick up line, which separates off of the main traffic flow and has a protected area for drop off/pick up.
- There is a pedestrian crossing signal on Central Ave, which many students use to attend advanced classes at Bishop Carol.
- Before the SRTS initiative, a student biking to school was struck by a car at a crossing of Central Avenue south of the school campus. City staff have since added more visible signage at that crossing.
- The school would like to create a crosswalk on Socora that leads to their learning building located across the street.
- There is no school zone signage along any street.



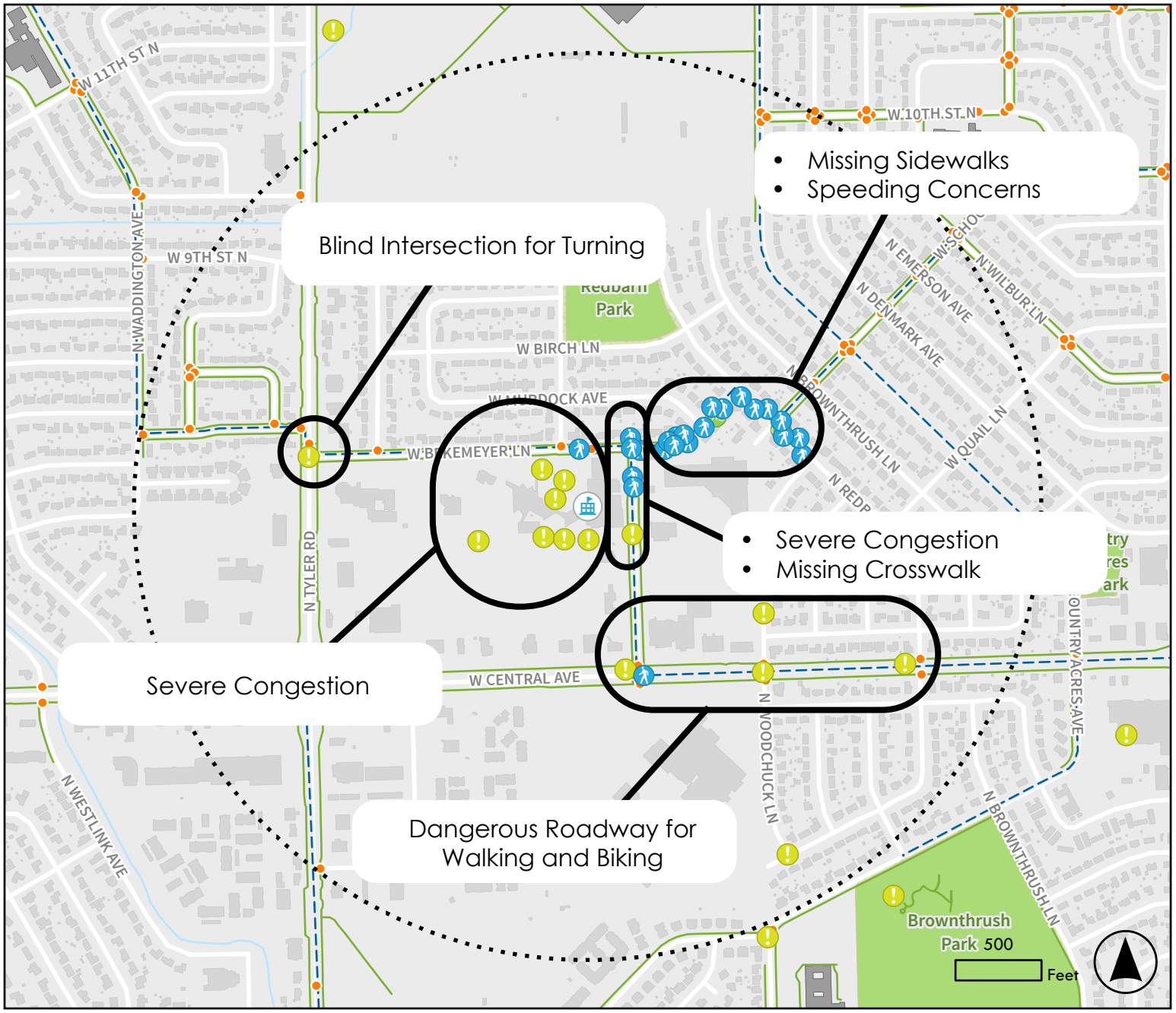
Drop-off and pick-up zone at St. Francis of Assisi Elementary School

PUBLIC COMMENTS

An online interactive map was provided for parents, caregivers, and other community members to identify specific locations with walking, bicycling, or other safety concerns. Residents particularly highlighted Central Avenue as a dangerous roadway for walking and biking, missing sidewalks along Bekemeyer Lane and Redbarn Lane, and congestion concerns near the school campus. Webmap comments have been grouped and summarized for clarity and conciseness (see Figure 4). For a full comprehensive list of all public comments received, contact WAMPO staff at wampo@wampo.org.

Figure 4. Public Comments

St. Francis Catholic School



Priority School

1/2 Mile School Radius

Sidewalks and Paths

Sidewalk

Planned Shared-Use Path

Crosswalk

Park

USA Parks

Local Park

Public Comments

Walking or Rolling Concern

Biking Concern

Other Concern

Comments shown on this map are a summary of all received within the half-mile boundary. See Appendix A to review all received comments.

ISSUES IDENTIFICATION

Infrastructure-related issues surrounding the St. Francis Catholic School campus relate primarily to sidewalk connections and intersection/crossing safety. These issues can result in students having to follow indirect routes to and from school, as well as increasing potential conflicts between students and motor vehicle traffic.

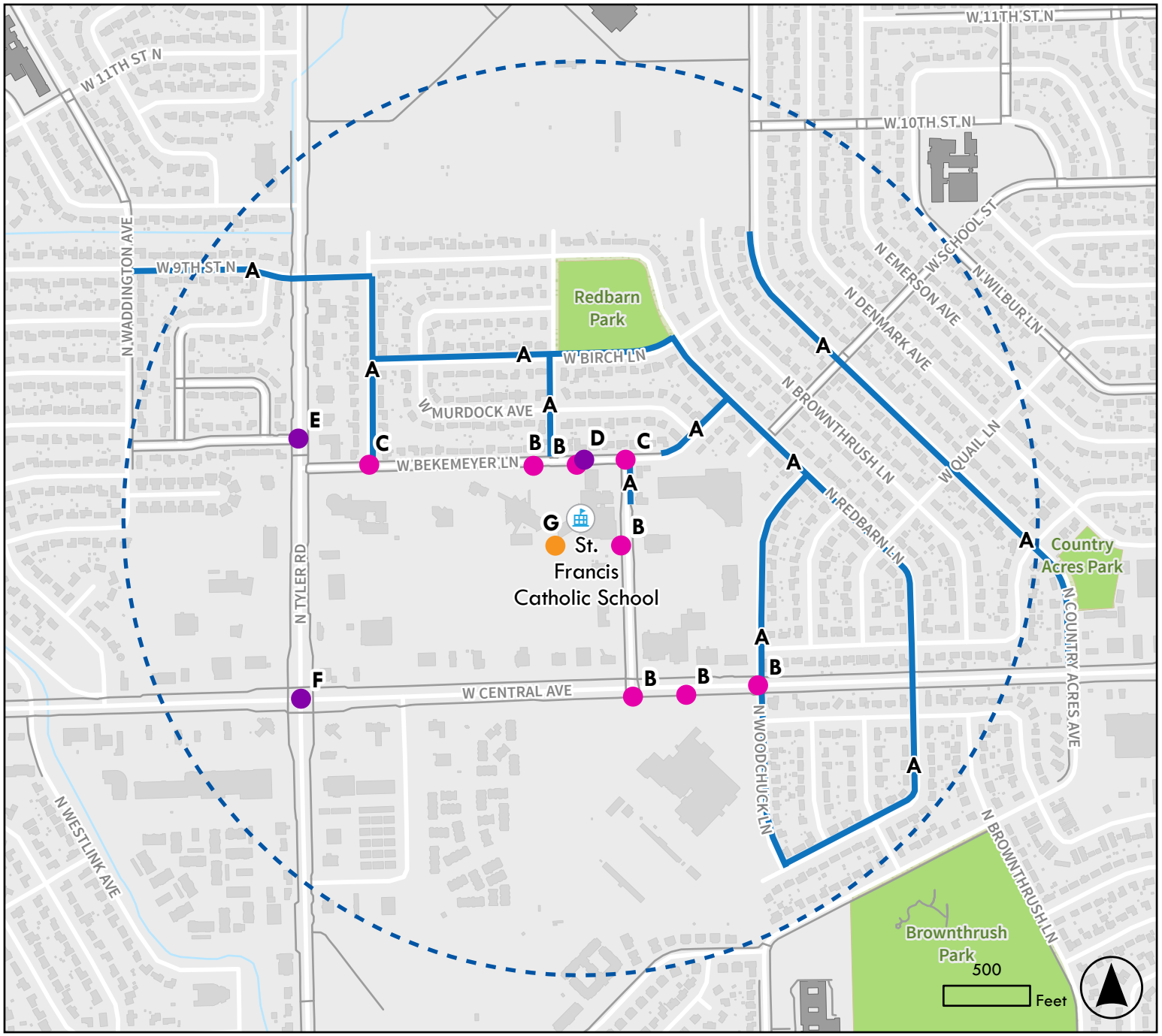
Table 2 and Figure 5 were developed to provide staff and the public with a summary of challenges that students may face when walking, biking, and rolling to school. Issues reflected on the map were identified through an analysis of existing conditions as documented through walk audits, Student Travel Tallies, parent/caregiver surveys, and public comments. Each letter corresponds with a location near the school campus.

Table 2. St. Francis Catholic School: Identified Issues

Location	Issue
A	Missing walking, rolling, and biking connections at identified locations, including the following corridors closest to the school campus: • One or both sides of Socora Street from existing sidewalk to Bekemeyer Lane. • One or both sides of Bekemeyer Lane from existing sidewalk to Redbarn Lane. • One or both sides of Redbarn Lane from Central Avenue to Robin Road.
B	Crosswalks are not marked at identified locations.
C	Missing crosswalk at identified locations.
D	Safety concerns crossing Bekemeyer Street by school entrance.
E	Central Avenue has been noted to be a dangerous roadway for multimodal users, presenting a barrier to access St. Francis Catholic School from south of the campus.
F	Blind intersection between Tyler Road and Bekemeyer Lane for drivers turning left from Tyler Road onto Bekemeyer.
G	Significant congestion occurs within the school parking lot and along school driveways.

Figure 5. Identified Issues

St. Francis Catholic School



- Priority School
- 1/2 Mile School Radius
- Sidewalk
- Shared-Use Path

Issue Type

- Walking and Biking Gap
- Infrastructure Condition
- Roadway Safety
- Crosswalk Infrastructure
- Speeding
- Traffic Congestion
- Identified Walking/ Rolling/Biking Gap

RECOMMENDATIONS

A selection of visionary, planning-level recommendations have been identified within a half-mile surrounding each school campus. For each recommendation, further feasibility planning, evaluation, and engineering is required to build off this study's identified solutions and determine final long-term approaches for each project. Each recommendation has a conceptual scale of cost (note: no engineering analysis was completed as part of this study, these costs are purely planning-level) including low ($), medium ($$), and high ($$$). If a temporary version of a project could be quickly constructed as a demonstration project, it has been denoted by a checkmark in the recommendations table for each school. Some projects are already actively being planned or implemented either individually or as a part of larger efforts and should be tracked as such on a case-by-case basis. For more information about how recommendations were identified and prioritized, please see the overall district report.

Icon	Recommendation Theme
	Sidewalk, Trail, or Bikeway Improvement
	Crosswalk Improvement
	Intersection Improvement
	Site Circulation Improvement
	Other Improvement

Lighting is a key component contributing to the perception of a safe route to/from school. Because many students need to walk/roll/bike to school in dark winter mornings, providing adequate lighting surrounding the school campus, along key walk/bike routes, and at all intersections and marked crosswalks is essential. The Federal Highway Administration estimates that nearly three-quarters of all pedestrian fatalities in the U.S. happen in low light or night conditions. Because of this, lighting should be included as part of all applicable projects and designed using the latest industry standards and best practices.

INFRASTRUCTURE RECOMMENDATIONS

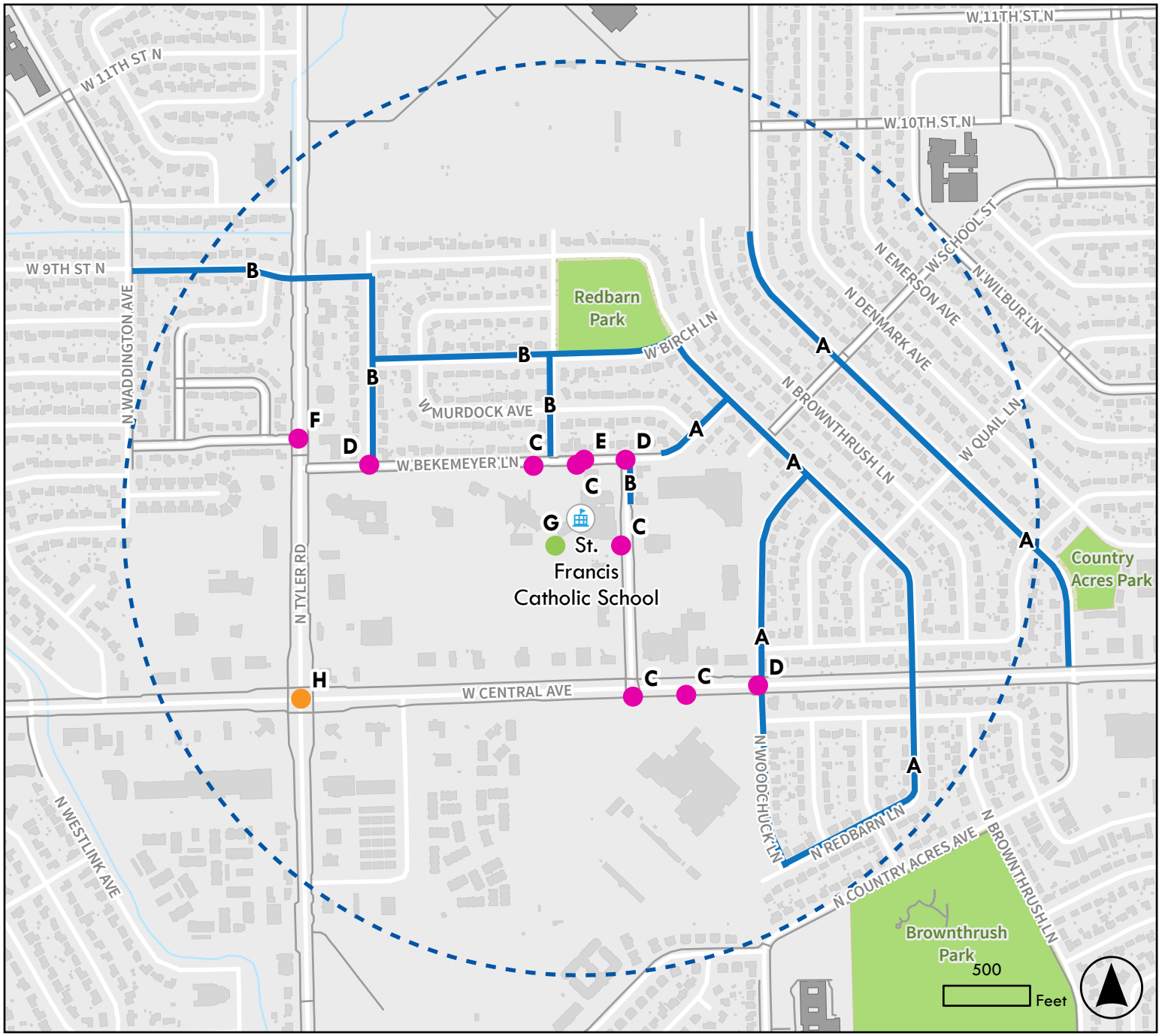
Table 3. St. Francis of Assisi Catholic School: Recommendations

ID	Type	Recommended Intervention	Priority	Cost	Quick-Build
A		Install a walking/rolling/biking connection along the following "high priority" corridors: - Redbarn Lane from Woodchuck Street to Birch Lane. - Woodchuck Street from Redbarn Lane to Redbarn Lane. - Country Acres Avenue from Central Avenue to just south of Northwest High School southeast driveway. - Bekemeyer Street from Redbarn Lane to just east of Socora Street.	High	$$	
B		Install a walking/rolling/biking connection along identified "medium priority" corridors.	Medium	$$	
C		Add crosswalk markings at identified unmarked crosswalks across school driveways.	Medium/High	$	✓
D		Add new marked crosswalk and other potential crossing enhancements at identified locations.	Low / Medium / High	$$	
E		Add raised crosswalk across Bekemeyer Street at the existing marked crosswalk.	Medium	$$	
F		Add a pedestrian refuge island at the existing marked crosswalk across Tyler Road.	High	$$	
G		Complete a site circulation study of the school campus to improve internal vehicular queueing, access management, and circulation improvements for all modes.	High	N/A	

H		Conduct a corridor study on Central Avenue for a roadway improvements and associated crossing and intersection improvements.	Medium	N/A	

Figure 6. Recommendations

St. Francis Catholic School



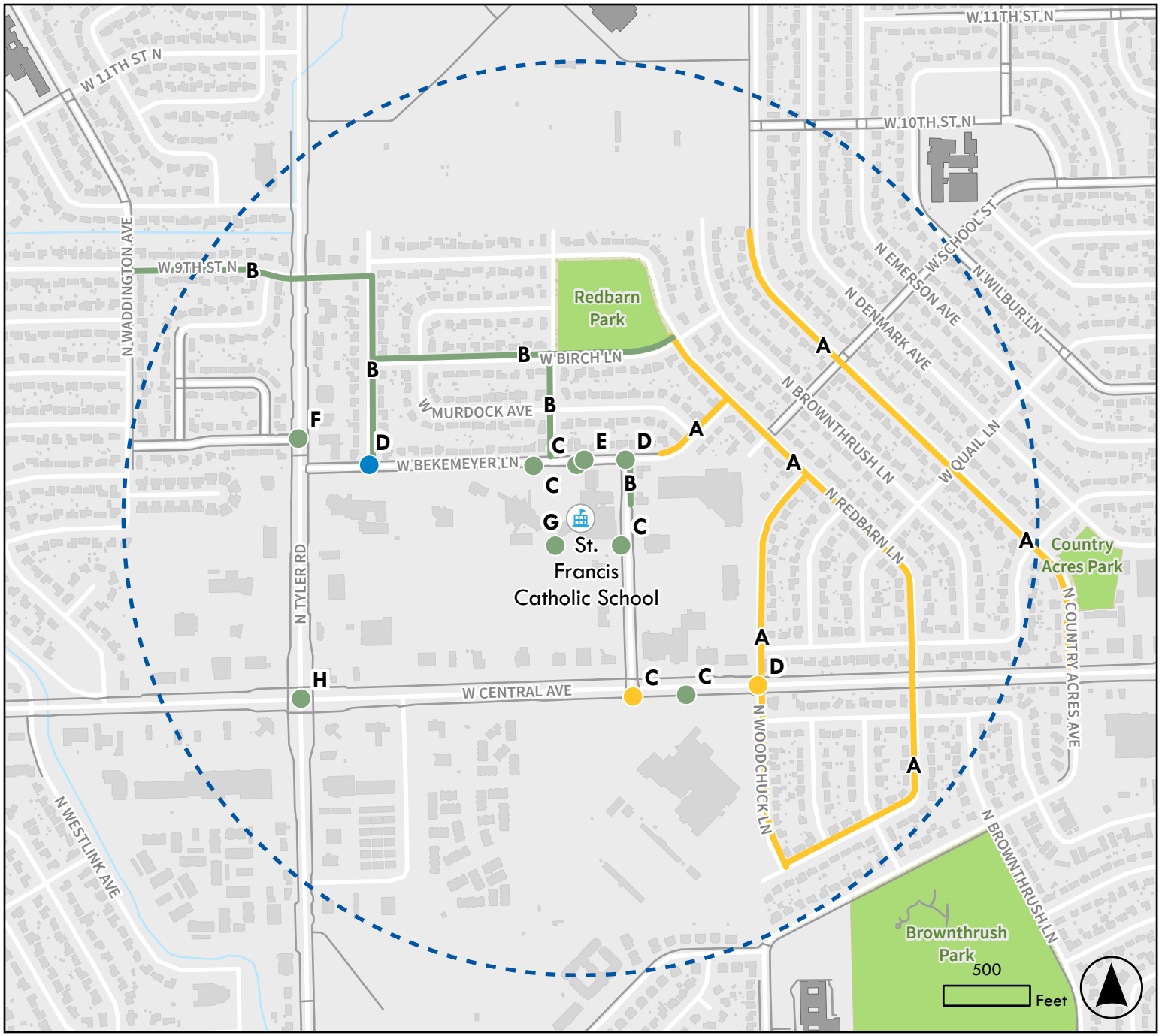
- Priority School
- 1/2 Mile School Radius
- Sidewalk
- Shared-Use Path

Recommendation Theme

- Sidewalk, Trail, or Bikeway Improvement
- Crosswalk Improvement
- Intersection Improvement
- Site Circulation Improvement
- Other Improvement
- Recommended Walking/Rolling/Biking Connections

Figure 7. Project Prioritization

St. Francis Catholic School



Priority School

1/2 Mile School Radius

Sidewalk

Shared-Use Path

Project Prioritization

Low Priority: Illustrative (0-5 points)

Medium Priority: 5-10 years (6-9 points)

High Priority: 0-5 years (10-14 points)

Low Priority: Illustrative (0-5 points)

Medium Priority: 5-10 years (6-9 points)

High Priority: 0-5 years (10-14 points)

NON-INFRASTRUCTURE (PROGRAMMATIC) RECOMMENDATIONS

In addition to infrastructure recommendations, it is also imperative to identify non-infrastructure related recommendations that can be implemented by each school. The non-infrastructure recommendations support a holistic approach to fully implementing a SRTS program and accomplishing the six E's. Non-infrastructure recommendations include programmatic opportunities that can be implemented to increase education and awareness. These connect five of the six E's to actionable strategies: Education, Encouragement, Engagement, Evaluation, and Enforcement.

At St. Francis of Assisi Catholic School, program recommendations aim to support more students walking and biking to school by organizing opportunities for students to participate in Walking School Buses and Bike Trains and providing adult supervision along routes and crossings. For the students who live farther away from school, Walk and Bike to School Day events could include activities at school or an opportunity to participate in planning efforts.

Table 4. St. Francis of Assisi Catholic School: Programmatic Recommendations

Program	Description	Implementation Actions
Walk and Bike to School Day	National and international events, such as Walk to School Day (October) and Bike & Roll to School Day (May), are widely recognized as opportunities to introduce and normalize active transportation. Schools can begin with a single annual event and expand to recurring monthly or seasonal events.	Partner with agencies such as KDOT or public health departments to access promotional materials and safety messaging. Identify meeting points such as "park and walk" locations to support participation for students who live farther away. Coordinate with law enforcement or volunteers to provide temporary crossing guards. Recognize participation through homeroom competitions or grade-level challenges.
Crossing Guard Program	Adult crossing guards or trained school staff provide supervision and assistance during arrival and dismissal, helping students navigate busy intersections and reinforcing safe travel behaviors. Student safety patrol programs can complement adult crossing guards and assist with directing	Identify high-priority crossing locations through walk audits and on-site observations. Purchase high-visibility vests and hand-held stop signs for crossing guards. Coordinate with local jurisdictions, such as city staff or police departments for staffing, training, and maintaining consistent safety standards.

	peers at arrival and dismissal, modeling safe crossing practices, and reminding younger students of traffic rules.	Establish reliable schedules aligned with school arrival and dismissal times. Recruit and train interested students and supervise with adult crossing guards.
Walking School Bus / Bike Train	Walking school buses and bike trains are programs that organize groups of students traveling to and from school along designated routes with adult supervision. These programs provide a structured and reliable way for students to participate in active transportation while addressing safety concerns.	Establish clearly defined routes with scheduled stops and consistent timing. Recruit and train background-checked volunteers or parent/caregiver leaders. Maintain clear communication with families regarding expectations, participation, and safety practices. Register the Walking School Bus with KDOT to receive supporting materials and information: https://kdotapp.ksdot.gov/WalkingSchoolBus/





Safe Routes to School

ST. JOSEPH CATHOLIC SCHOOL

Catholic Diocese of Wichita

Appendix C-D





WAMPO Wichita Area Metropolitan Planning Organization

TABLE OF CONTENTS

St. Joseph Catholic School 1

Existing Conditions 1

Student Travel Patterns 7

Issues Identification 10

Recommendations 12

FIGURES

Figure 1. St. Joseph Catholic School Existing Conditions 2

Figure 2. St. Joseph Catholic School Site Circulation Map 6

Figure 3. St. Joseph Catholic School Student Travel Tally Results 7

Figure 4. St. Joseph Catholic School Comment Map Results 9

Figure 5. St. Joseph Catholic School: Identified Issues 11

Figure 6. St. Joseph Catholic School: Recommendations 14

Figure 7. St. Joseph Catholic School: Prioritization 15

TABLES

Table 1. Key Roadways Within a Half-Mile of St. Joseph Catholic School 4

Table 2. St. Joseph Catholic School: Identified Issues 10

Table 3. St. Joseph Catholic School: Recommendations 13

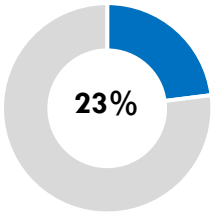
Table 4. St. Joseph Catholic School: Programmatic Recommendations 16

ST. JOSEPH CATHOLIC SCHOOL

St. Joseph Catholic School is located along Millwood Avenue just east of downtown Wichita. The campus is bound by Millwood Avenue to the east, St. Joseph House of Formation to the south, homes to the west, and a railroad to the north (see Figure 1). Land use surrounding the school campus is predominately low-density residential with some commercial and institutional.

Enrollment	111
Grades Served	PK - 8
School Day	7:35 AM – 2:50 PM

Students Enrolled in Free or Reduced Lunch



**Student enrollment in special education is not applicable*

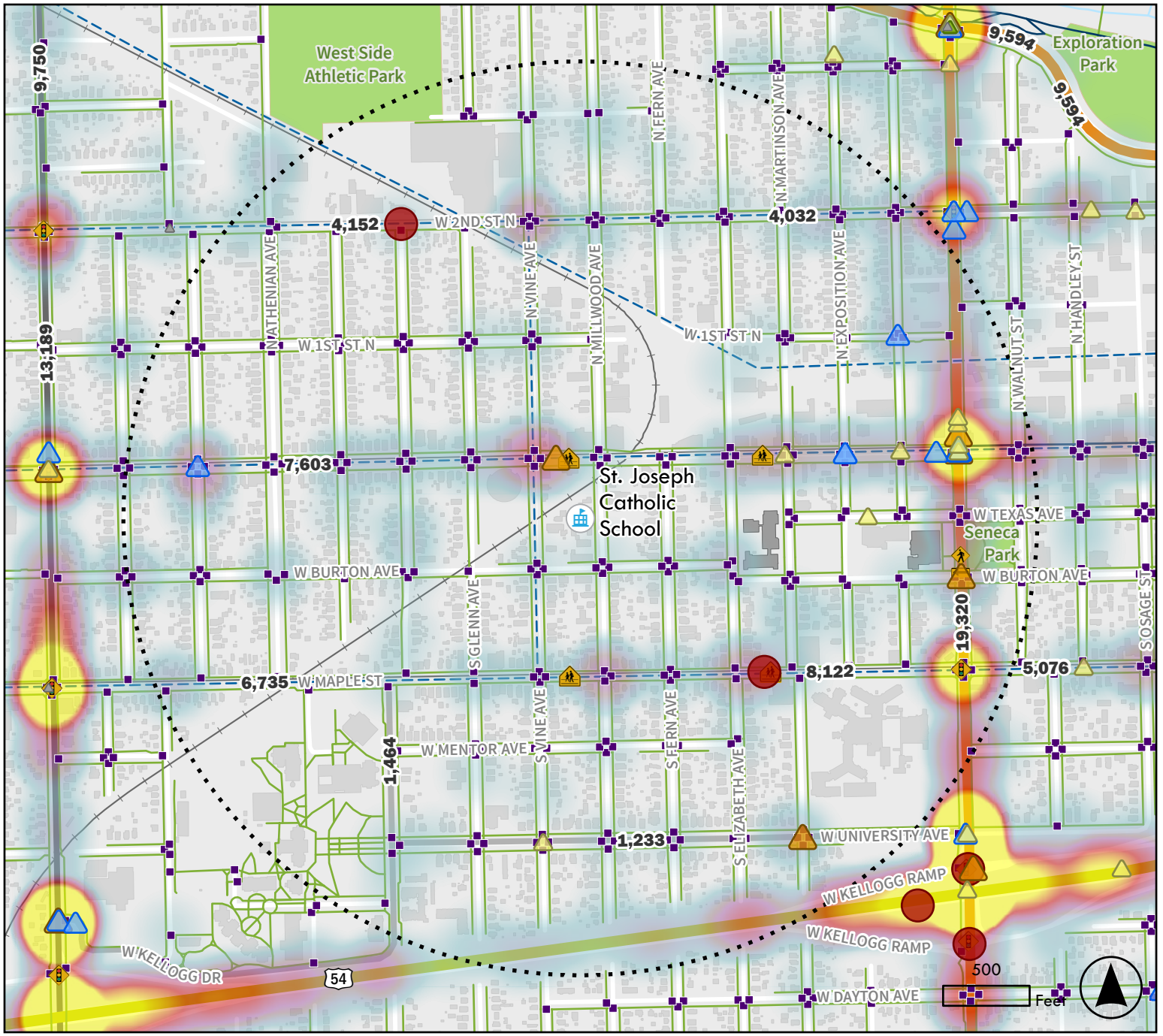
Source: Kansas Department of Education; datacentral.ksde.gov/

EXISTING CONDITIONS

Existing conditions within a half-mile radius of the school campus were reviewed. This includes existing and proposed sidewalks and bikeways, roadway functional classifications, intersection controls, pedestrian crossings, and documented crashes.

Figure 1. Existing Conditions

St. Joseph Catholic School



- Priority School
- 1/2 Mile School Radius

Sidewalks and Paths

- Sidewalk
- Shared-Use Path
- Planned Shared-Use Path
- Crosswalk
- Park

Roadway Functional Class

- Urban Freeway/ Expressway
- Minor Arterial
- Major Collector
- Minor Collector
- Railroad
- Traffic Signal
- School
- Pedestrian Stoplight

##,### AADT

- Fatal Vehicle Crash, 2020-2024

Bike and Ped Crashes, 2015-2024

- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- Property Damage Only
- Unknown Severity

All Mode Crash Density, 2020-2024

- Less Dense
- More Dense

WAMPO Wichita Area Metropolitan Planning Organization

WALKING, ROLLING, AND BICYCLING FACILITIES

The school campus is connected to the surrounding area by sidewalks. The network is almost entirely complete apart from a few small gaps such as the bend of 1st Street that connects to Fern Avenue and 3rd Street just west of West Side Athletic Park. To access the school entrance, there are sidewalk connections along Millwood Avenue to the east.

ROADWAY NETWORK

All U.S. roadways are grouped into Functional Classifications, based on characteristics including vehicle speed, traffic volume, number of through lanes, and frequency of access points.

Functional Classification	Description
Principal Arterial	Carries high traffic volumes at higher speeds with limited access points. Designed for long-distance mobility.
Minor Arterial	Provide slightly lower mobility than principal arterials; connect smaller activity centers and feed traffic to the principal arterial network.
Major Collector	Channels traffic from local roads to arterials; balance access and mobility, serving schools, parks, and small commercial areas.
Minor Collector	Collects traffic from local streets and provide access to nearby destinations; lower speeds, and volumes than major collectors.
Local Road	Provide direct access to residences and local destinations; designed for low speeds, and low traffic volumes.

Source: FHWA

Higher-Functional-Classification roads can present a barrier to walking, rolling, or bicycling to school. Arterials carry higher traffic volumes at higher speeds and have fewer crossing opportunities with multiple lanes. Collectors also pose barriers, as they carry more traffic and may operate at higher speeds while providing access to neighborhood destinations such as schools. Local roads, with lower traffic volumes and speeds, present fewer barriers to walking, rolling, and bicycling.

Table 1. Key Roadways Within a Half-Mile of St. Joseph Catholic School

Roadway	Functional Classification	Number of Lanes	Posted Speed Limit	Crossing Distance
US 54	Urban Freeway / Expressway	6 – 8	60 mph	N/A
Seneca Street	Minor Arterial	4 – 5	30 mph	60 – 80 feet
Douglas Avenue	Major Collector	2 – 5	35 mph	50 – 65
Maple Street	Major Collector	4 – 5	35 mph	40 – 50

**Crossing distances are approximate from aerial imagery. Variations may occur due to measured locations.*

Major Intersections & Marked Crosswalks

Key intersections surrounding the school campus include the intersection of Douglas Avenue and Millwood Avenue. There is one marked crosswalk on the west side of the intersection, but it is faded and unsigned. Anyone crossing Douglas Avenue must cross four lanes of traffic. Other key intersections include the intersection of Millwood Avenue and Burton Avenue, two residential streets with no marked crosswalks.

CRASH HISTORY

An analysis was performed of all reported roadway crashes during the last five (5) years (2020-2024) and of all crashes involving pedestrians or bicycle riders during the last 10 years (2015-2024) within a half-mile radius of the school campus.

All Crashes

During 2020-2024, there were 281 reported crashes within a half-mile radius of the school campus. The majority of crashes were along Seneca Street and Douglas Avenue. There were two (2) fatal crashes. The first was located along Maple Street between Elizabeth Avenue and Martinson Avenue. The second was located at the intersection between 2nd Street and Charles Avenue. There were 14 serious injury crashes scattered throughout the half-mile radius, many of which were along Seneca Street. There is a concentration of crashes near the school campus, at the intersection of Douglas Avenue and Vine Avenue.

Pedestrian and Bicycle Crashes

During 2015-2024, there were 22 reported pedestrian and bicyclist-involved crashes within a half-mile radius of the school campus. There were no fatal crashes, but there were five (5) serious injury crashes. Three (3) were along Seneca Street, one (1) along Douglas between Mill Avenue and Millwood Avenue, and one (1) at the intersection between University Avenue and Martinson Avenue.

In addition, pedestrians and bicyclists are defined as vulnerable road users (VRUs) who travel without the protection of a motor vehicle. The Kansas Department of Transportation's Vulnerable Road User Safety Assessment (VRUSA)[1] was developed to help local agencies identify these risks and strengthen safety for people walking, rolling, and bicycling. The Kansas VRUSA Tool includes VRU Priority Corridors, which combine the High Injury Network (HIN) and the High-Risk Network (HRN). VRU Priority Corridors were established through a process of identifying locations where pedestrians and bicyclist injury from crashes occurred and where risk factors for these types of crashes were recurring.

Priority Level	Description
Priority Level 1	Corridors that are on both the HIN and HRN.
Priority Level 2	Corridors on the highest categories of the HIN or the HRN.
Priority Level 3	Corridors on the moderate and higher levels of the HRN but not on the HIN.
Priority Level 4	Corridors on the moderate and higher levels of the HIN but not on the HRN.

VRU Priority Corridors within a half-mile of the school include:

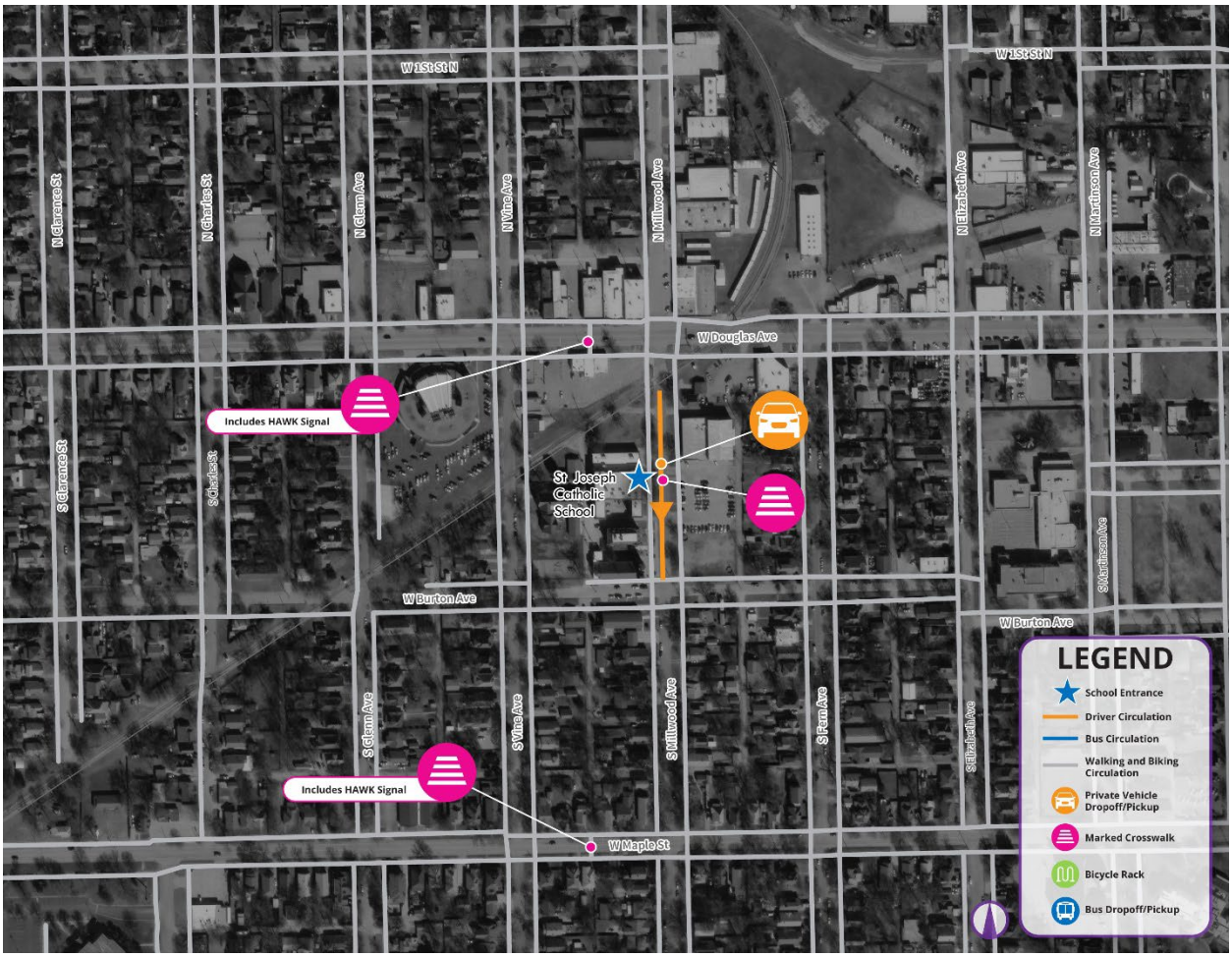
- **Seneca Street**: Priority 1
- **Douglas Avenue:** Priority 1
- **Maple Street:** Priority 3
- **Burbon Street:** Priority 4

[1] storymaps.arcgis.com/stories/d2f84d52c22b44d983c3907dcaf76f4b

SCHOOL CAMPUS SITE CIRCULATION

Vehicle drop-off occurs at the eastern school entrance, with vehicles dropping off/picking up students along Millwood Avenue. Students walking, rolling, and bicycling to and from school typically come from all directions of the school campus. Drop off/pick up location can cause conflicts with students crossing Millwood Avenue at the pedestrian-activated signal. There is a well-connected sidewalk grid connecting the school campus to adjacent neighborhoods (see Figure 2).

Figure 2. St. Joseph Catholic School Site Circulation Map



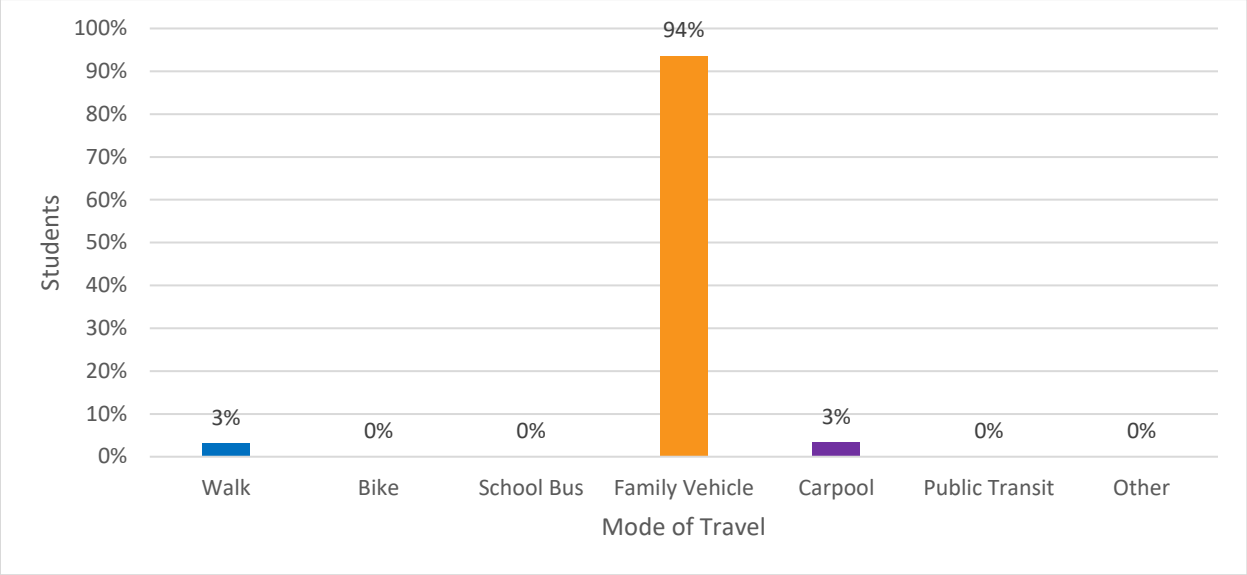
STUDENT TRAVEL PATTERNS

This section summarizes the key findings from student travel tallies, walk audits, and the public-comment exercise conducted for the Safe Routes to School planning process. These activities provide insight into current student travel patterns, perceived safety concerns, and community priorities related to walking, rolling, and bicycling. The following pages present the results of these data-collection efforts and highlight the main themes that emerged.

STUDENT TRAVEL TALLY

The following data summarizes how St. Joseph Catholic School students traveled to and from school during September 9-11, 2025 (Tuesday-Thursday) (see Figure 3).

Figure 3. St. Joseph Catholic School Student Travel Tally Results



WALK AUDITS

Walk audits provide a snapshot of real-world conditions during arrival and dismissal periods, focusing on how students travel and interact with their surroundings. The following findings come from observations made during walk audits at St. Joseph Catholic School.

Date	Time	Weather	Crossing Guard(s)	Bicycle Rack(s)
October 7, 2025	7:30 AM	Sunny	Yes	School stores bikes indoors

The results highlight existing programs, barriers, safety concerns, and opportunities for improvement identified at the school.

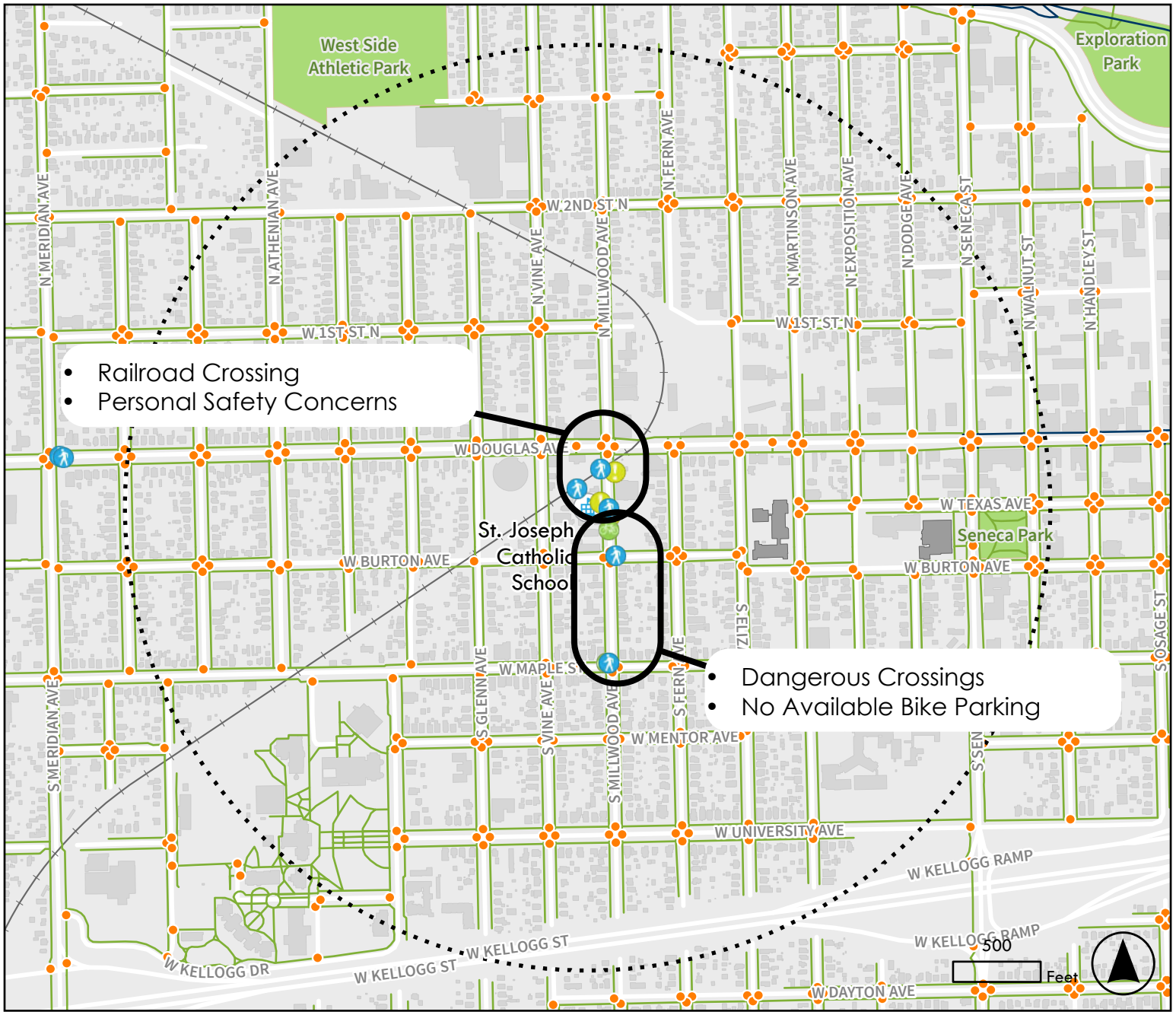
- There are lots of flooding issues along the front of the school. The school puts out a 2x4 board in the gutter to help families cross the street during rain.
- There is no School Zone sign or speed zone.
- There is a painted crosswalk and sign on Millwood Avenue, but signage further from the entrance could help slow traffic & increase driver awareness.
- A railroad track runs directly beside & behind the school with no safety devices; kids have to cross the tracks regularly. Trains cross Millwood Avenue several times per day. \
- Students cross Millwood several times per day for gym, recess and other activities as the school playfields are located across the street.
- Sidewalks on Millwood are in good condition with ramps, but the sidewalk ends at the school playground on the North side of Burton Street for the rest of that block. There is a desired line path in the grass.

PUBLIC COMMENTS

An online interactive map was provided for parents, caregivers, and other community members to identify specific locations with walking, bicycling, or other safety concerns. Respondents highlighted the railroad crossing north of the school campus and busy crosswalks south of the school campus. Webmap comments have been summarized and group for clarity and conciseness (see Figure 4). For a full comprehensive list of all public comments received, contact WAMPO staff at wampo@wampo.org.

Figure 4. Public Comments

St. Joseph Catholic School



Priority School

1/2 Mile School Radius

Sidewalks and Paths

- Sidewalk
- Shared-Use Path
- Park
- Railroad
- Crosswalk

Public Comments

- Biking Concern
- Other Concern
- Walking or Rolling Concern

Comments shown on this map are a summary of all received within the half-mile boundary. See Appendix A to review all received comments.

ISSUES IDENTIFICATION

Infrastructure-related issues surrounding the St. Joseph Catholic School campus relate primarily to sidewalk connections and intersection/crossing safety. These issues can result in students having to follow indirect routes to and from school, as well as increasing potential conflicts between students and motor vehicle traffic.

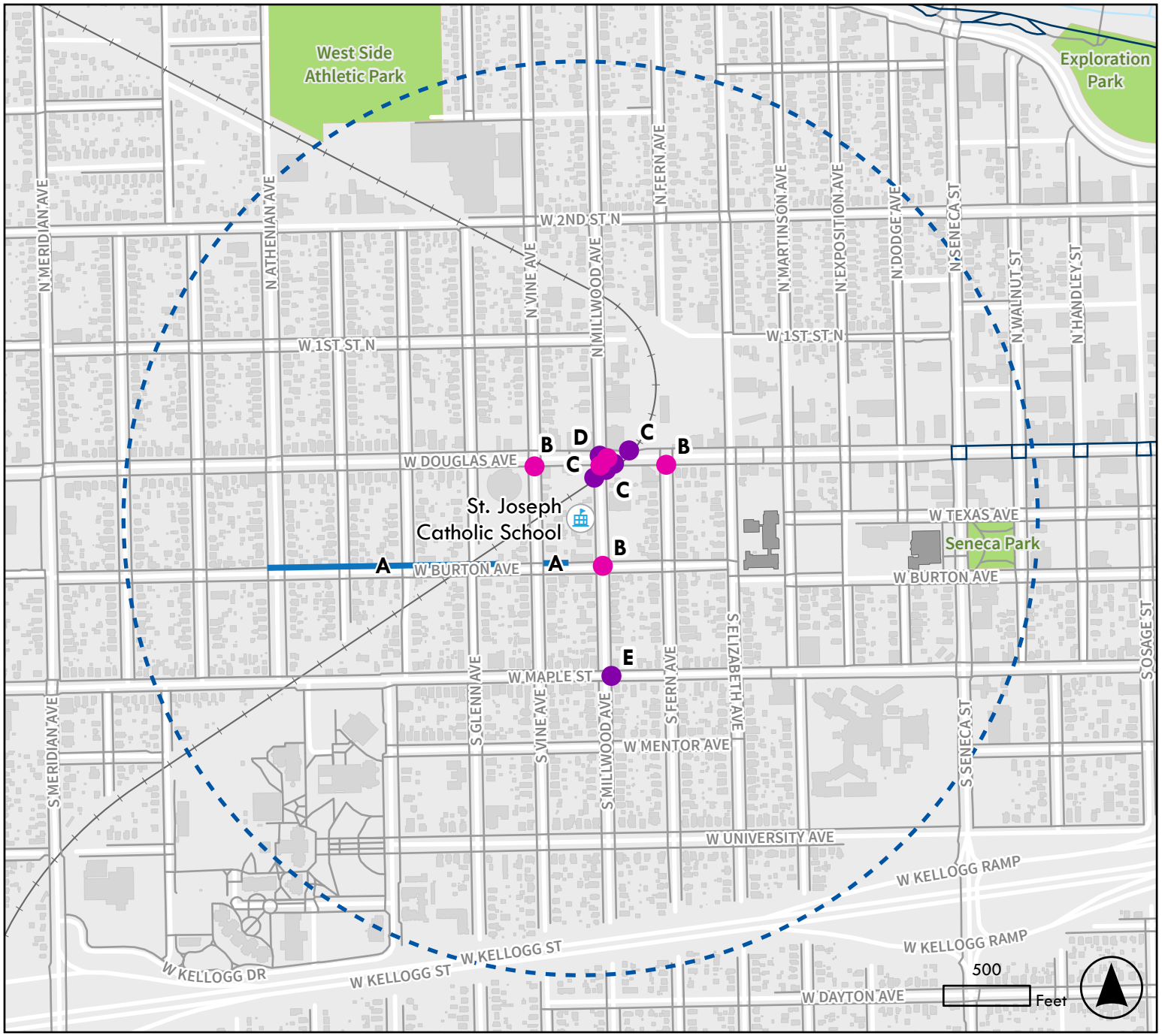
Table 2 and Figure 5 were developed to provide staff and the public with a summary of challenges that students may face when walking, biking, and rolling to school. Issues reflected on the map were identified through an analysis of existing conditions as documented through walk audits, Student Travel Tallies, parent/caregiver surveys, and public comments. Each letter corresponds with a location near the school campus.

Table 2. St. Joseph Catholic School: Identified Issues

Location	Issue
A	Missing walking, rolling, and biking connections at identified locations, including the following corridors closest to the school campus: • One or both sides of Burton Avenue from Athenian Avenue to east of Glenn Avenue. • One or both sides of Burton Avenue from Vine Avenue to existing sidewalk west of Millwood Avenue.
B	Crosswalks are not marked at identified locations.
C	Pedestrian crossings of railroad are unprotected and lack adequate signage.
D	Unsafe intersections along Douglas Avenue and Maple Street to due long crossing distances.
E	Maple Street is a wide, high-speed roadway that is difficult to cross.

Figure 5. Identified Issues

St. Joseph Catholic School



- Priority School
- 1/2 Mile School Radius
- Sidewalk
- Shared-Use Path

Issue Type

- Walking and Biking Gap
- Infrastructure Condition
- Roadway Safety
- Crosswalk Infrastructure
- Speeding
- Traffic Congestion
- Identified Walking/ Rolling/Biking Gap

RECOMMENDATIONS

A selection of visionary, planning-level recommendations have been identified within a half-mile surrounding each school campus. For each recommendation, further feasibility planning, evaluation, and engineering is required to build off this study's identified solutions and determine final long-term approaches for each project. Each recommendation has a conceptual scale of cost (note: no engineering analysis was completed as part of this study, these costs are purely planning-level) including low ($), medium ($$), and high ($$$). If a temporary version of a project could be quickly constructed as a demonstration project, it has been denoted by a checkmark in the recommendations table for each school. Some projects are already actively be planned or implemented either individually or as a part of larger efforts and should be tracked as such on a case-by-case basis. For more information about how recommendations were identified and prioritized, please see the overall district report.

Icon	Recommendation Theme
	Sidewalk, Trail, or Bikeway Improvement
	Crosswalk Improvement
	Intersection Improvement
	Site Circulation Improvement
	Other Improvement

Lighting is a key component contributing to the perception of a safe route to/from school. Because many students need to walk/roll/bike to school in dark winter mornings, providing adequate lighting surrounding the school campus, along key walk/bike routes, and at all intersections and marked crosswalks is essential. The Federal Highway Administration estimates that nearly three-quarters of all pedestrian fatalities in the U.S. happen in low light or night conditions. Because of this, lighting should be included as part of all applicable projects and designed using the latest industry standards and best practices.

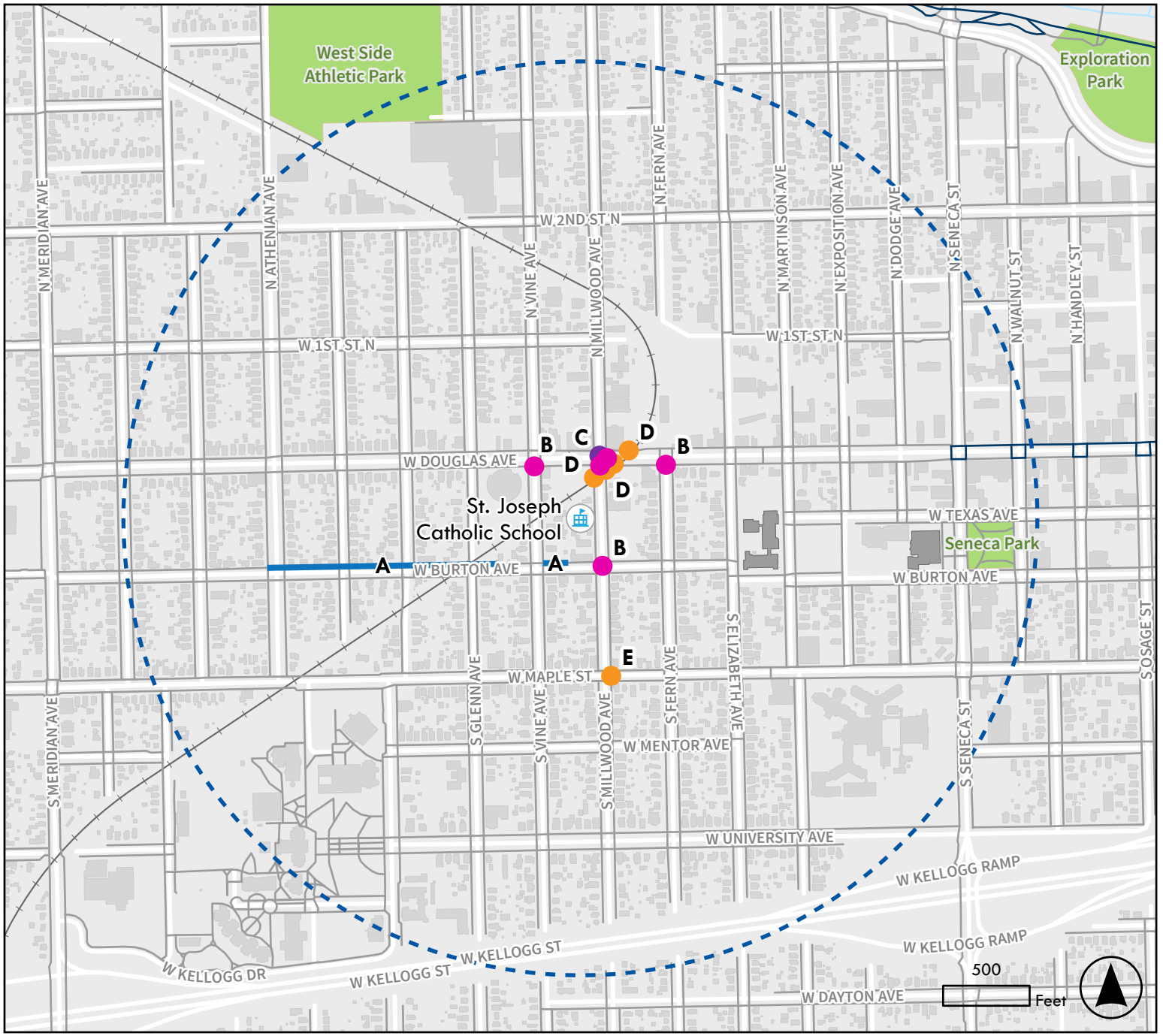
INFRASTRUCTURE RECOMMENDATIONS

Table 3. St. Joseph Catholic School: Recommendations

ID	Type	Recommended Intervention	Priority	Cost	Quick-Build
A		Install a walking/rolling/biking connection along identified "medium priority" corridors.	Low	$$	
B		Add crosswalk markings at identified unmarked crosswalks.	Medium/High	$	✓
C		Consider installing curb extensions at all crossing of Douglas Avenue where appropriate.	Medium	$$	✓
D		Consider rail safety improvements at all pedestrian crossings of the railroad, including pedestrian gate arms and/or signage.	Medium/High	$$$	
E		Conduct a corridor study on Maple Street for a 4-to-3 lane conversion and associated crossing and intersection improvements.	High	N/A	

Figure 6. Recommendations

St. Joseph Catholic School



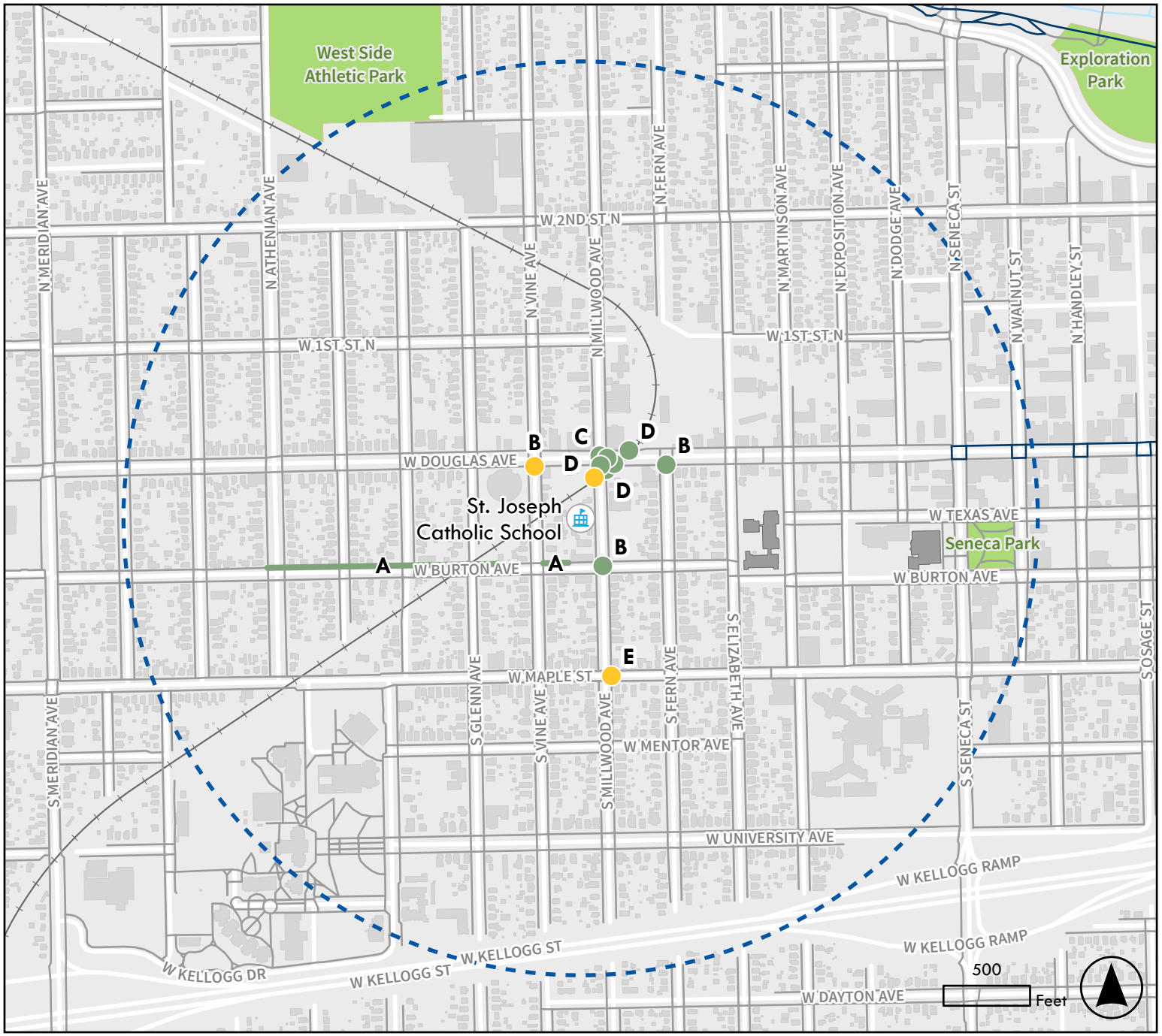
- Priority School
- 1/2 Mile School Radius
- Sidewalk
- Shared-Use Path

Recommendation Theme

- Sidewalk, Trail, or Bikeway Improvement
- Crosswalk Improvement
- Intersection Improvement
- Site Circulation Improvement
- Other Improvement
- Recommended Walking/Rolling/Biking Connections

Figure 7. Project Prioritization

St. Joseph Catholic School



Priority School

1/2 Mile School Radius

Sidewalk

Shared-Use Path

Project Prioritization

Low Priority: Illustrative (0-5 points)

Medium Priority: 5-10 years (6-9 points)

High Priority: 0-5 years (10-14 points)

Low Priority: Illustrative (0-5 points)

Medium Priority: 5-10 years (6-9 points)

High Priority: 0-5 years (10-14 points)

WAMPO Wichita Area Metropolitan Planning Organization

NON-INFRASTRUCTURE (PROGRAMMATIC) RECOMMENDATIONS

In addition to infrastructure recommendations, it is also imperative to identify non-infrastructure related recommendations that can be implemented by each school. The non-infrastructure recommendations support a holistic approach to fully implementing a SRTS program and accomplishing the six E's. Non-infrastructure recommendations include programmatic opportunities that can be implemented to increase education and awareness. These connect five of the six E's to actionable strategies: Education, Encouragement, Engagement, Evaluation, and Enforcement.

At St. Joseph Catholic School, program recommendations aim to support more students walking and biking to school by providing organized opportunities for students to participate in Walking School Buses and Bike Trains with adult supervision, and encouraging active transportation through fun, creative contests. For the students who live farther away from school, Walk and Bike to School Day events could include a "park and walk" option that allows students to walk part way or activities at school.

Table 4. St. Joseph Catholic School: Programmatic Recommendations

Program	Description	Implementation Actions
Walk and Bike to School Day	National and international events, such as Walk to School Day (October) and Bike & Roll to School Day (May), are widely recognized as opportunities to introduce and normalize active transportation. Schools can begin with a single annual event and expand to recurring monthly or seasonal events.	Partner with agencies such as KDOT or public health departments to access promotional materials and safety messaging. Identify meeting points such as "park and walk" locations to support participation for students who live farther away. Coordinate with law enforcement or volunteers to provide temporary crossing guards. Recognize participation through homeroom competitions or grade-level challenges.
Walking School Bus / Bike Train	Walking school buses and bike trains are programs that organize groups of students traveling to and from school along designated routes with adult supervision. These programs provide a structured and reliable way for students to participate in active	Establish clearly defined routes with scheduled stops and consistent timing. Recruit and train background checked volunteers or parent/caregiver leaders. Maintain clear communication with families regarding expectations, participation, and safety practices.

	transportation while addressing safety concerns.	Register the Walking School Bus with KDOT to receive supporting materials and information: https://kdotapp.ksdot.gov/WalkingSchoolBus/
Creative Contests	Student-led creative activities reinforce safety messaging while engaging students in SRTS concepts.	Work with the SRTS team to determine a messaging contest, such as yard signs, short videos, essays, public service announcements, posters, and more. Draft guidance and goals, including the focus of the campaign like safe travel behavior or health and safety benefits. Encourage students to submit their work. Display submissions in school or along school routes, if using yard signs. Showcase winning entries at school events or on social media to extend community reach.