



DERBY PUBLIC SCHOOLS

USD 260

Safe Routes to School Report





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.

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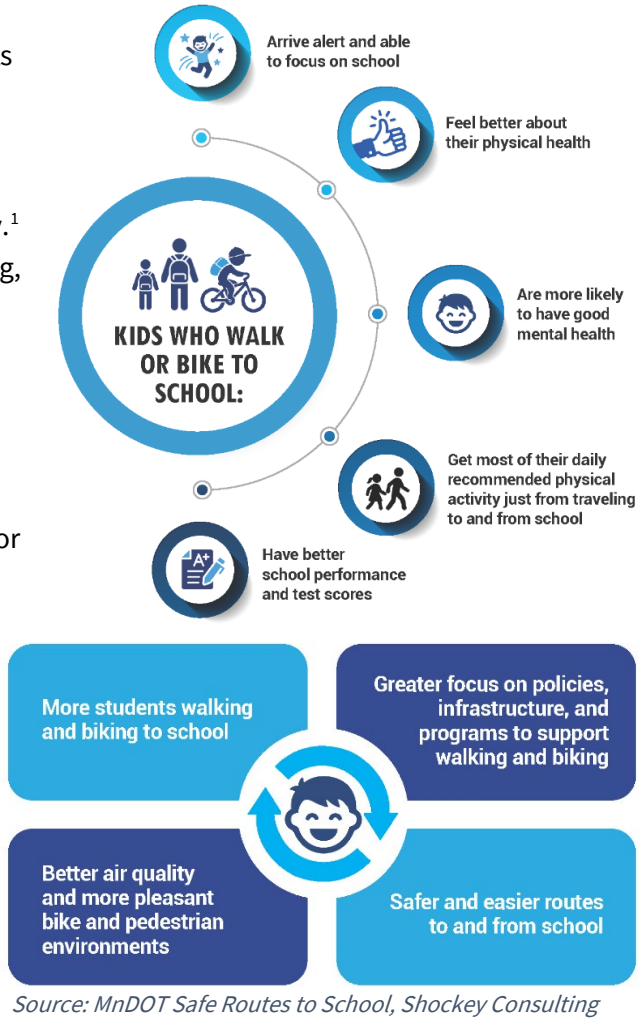
INTRODUCTION

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, intersection 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.

DERBY PUBLIC SCHOOLS

The Derby Public Schools (Unified School District (USD) 260) serves the southwestern corner of Wichita and the City of Derby. The district serves approximately 7,400 students at 12 schools (nine (9) elementary schools, two (2) middle schools, and one (1) high school):

- Cooper Elementary School
- Derby High School
- Derby Hills Elementary School
- **Derby Middle School**
- **Derby North Middle School**
- **El Paso Elementary School**
- **Oaklawn Elementary School**
- Park Hill Elementary School
- **Stone Creek Elementary School**
- Swaney Elementary School
- Tanglewood Elementary School
- **Wineteer Elementary 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. Derby Public Schools "priority" schools are for the initial phase of WAMPO SRTS planning and detailed in Table 1.

Table 1. Derby Public Schools SRTS "Priority" Schools

School Name	Grades	Enrollment (2024-2025)	Free & Reduced Lunch**
Derby Middle School	6 – 8	923	50%
Derby North Middle School	6 – 8	832	47%
El Paso Elementary School	PK – 5	276	53%
Oaklawn Elementary School	PK - 5	250	88%
Stone Creek Elementary School	PK – 5	445	84%
Wineteer Elementary School	PK - 5	397	65%

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



Derby Middle School



Derby North Middle School



El Paso Elementary School



Stone Creek Elementary 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 Derby Public Schools.

DERBY COMPREHENSIVE PLAN

School	Planned in Vicinity of School
Derby Middle School	• Residential and new employment areas are planned in the surrounding area of the school campus (in special development area).
Derby North Middle School	• Residential and new employment areas are planned in the surrounding area of the school campus.
El Paso Elementary School	• None
Oaklawn Elementary School	• Not located within city limits.
Stone Creek Elementary School	• Residential and new employment areas are planned in the surrounding area of the school campus.
Wineteer Elementary School	• Not located within city limits.

PARENT/CAREGIVER SURVEY

From July 2025 to November 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 in USD 260 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 in USD 260, this report only summarizes the survey responses received from parents/caregivers of students attending the six (6) "priority" schools of USD 260.

Table 2. Derby Public Schools SRTS "Priority" Schools Survey Responses

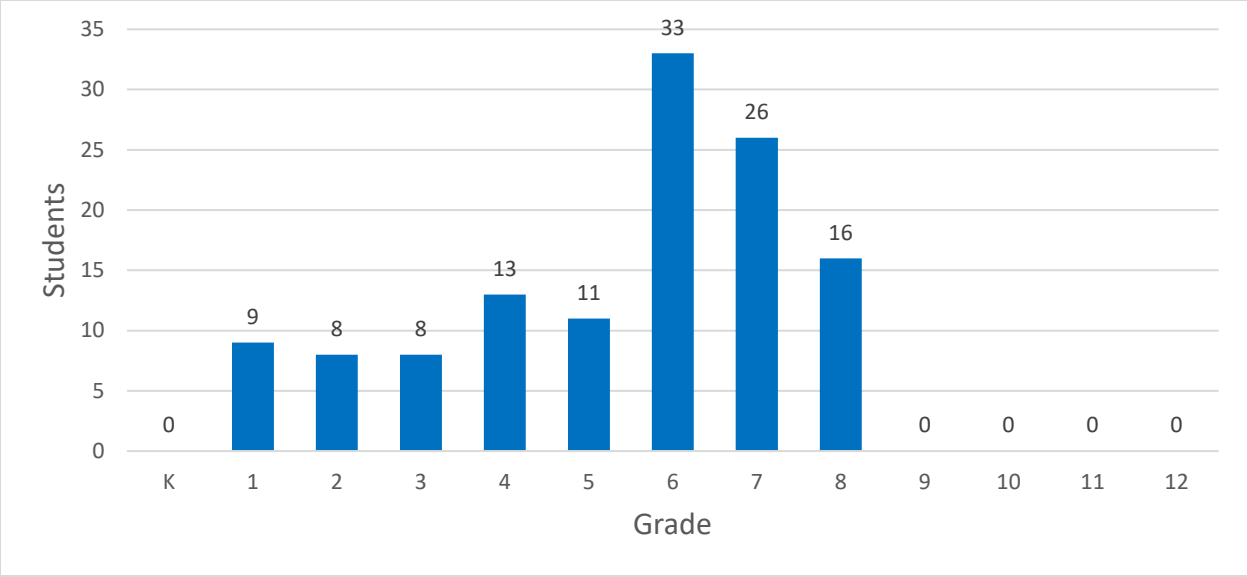
School Name	Grades	Enrollment (2024-2025)	Survey Responses Received
Derby Middle School	6 – 8	923	66
Derby North Middle School*	6 – 8	832	5
El Paso Elementary School	PK – 5	276	11
Oaklawn Elementary	PK - 5	250	12
Stone Creek Elementary School	PK – 5	445	52
Wineteer Elementary School*	PK - 5	397	0

Source: Kansas Department of Education; datacentral.ksde.gov/
**Less than 10 responses were received from the school*

[2] saferoutesinfo.org/

Survey responses were received from parents/caregivers of students at every grade level from kindergarten to eighth grade. Sixth- and seventh-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 modes being school bus, walking, rolling, and bicycling (see Figure 2 and Figure 3).

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

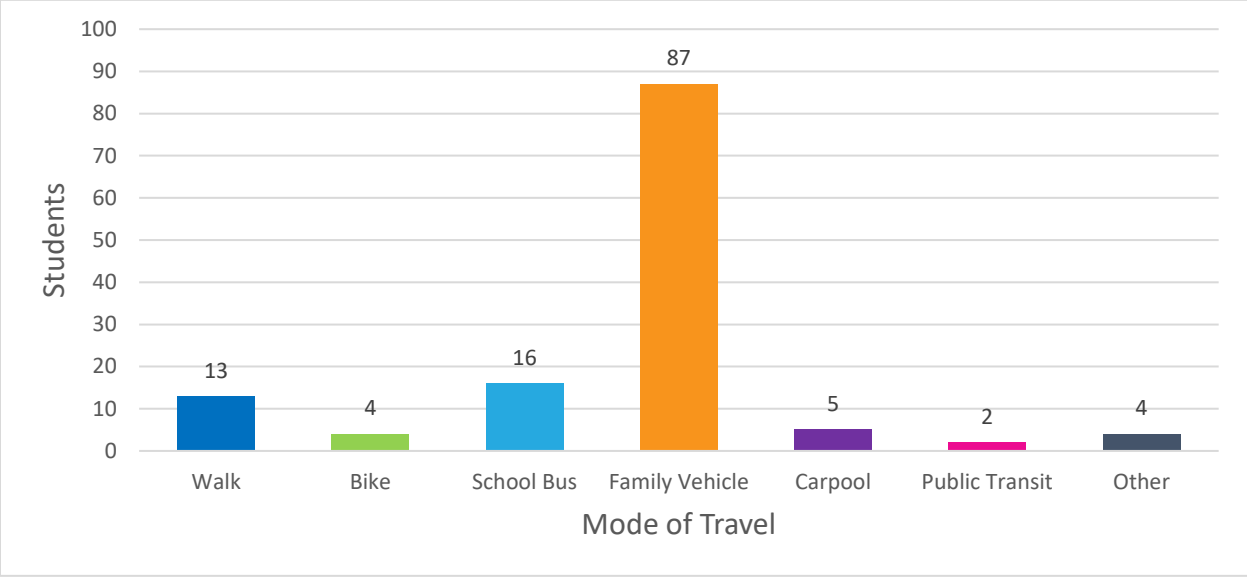
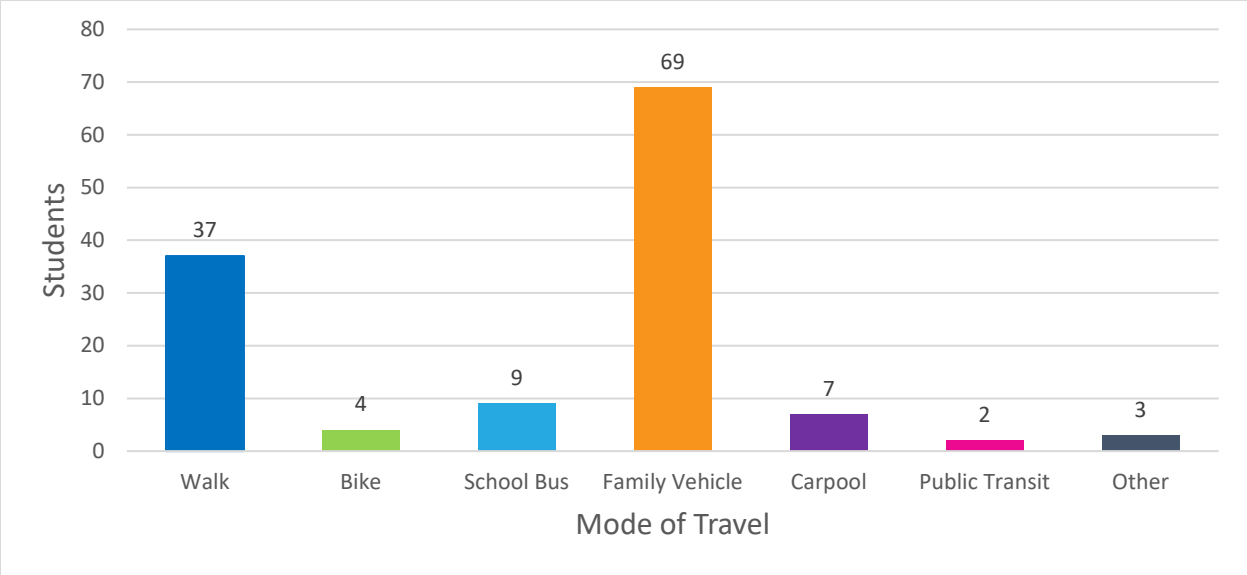
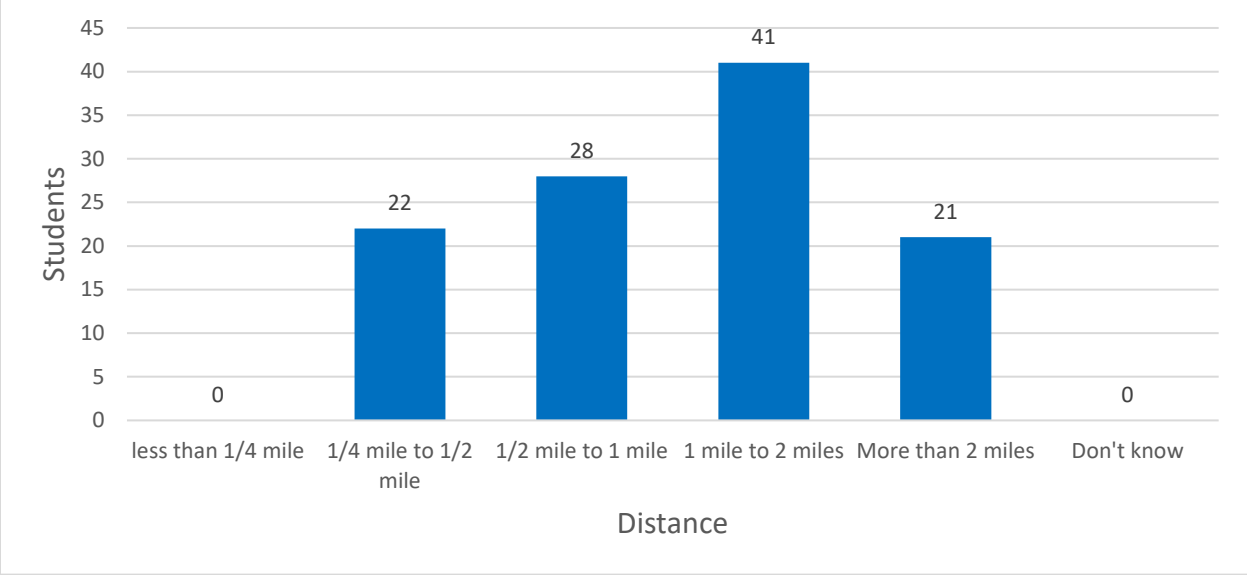


Figure 3. On most days, how does your student travel from school?



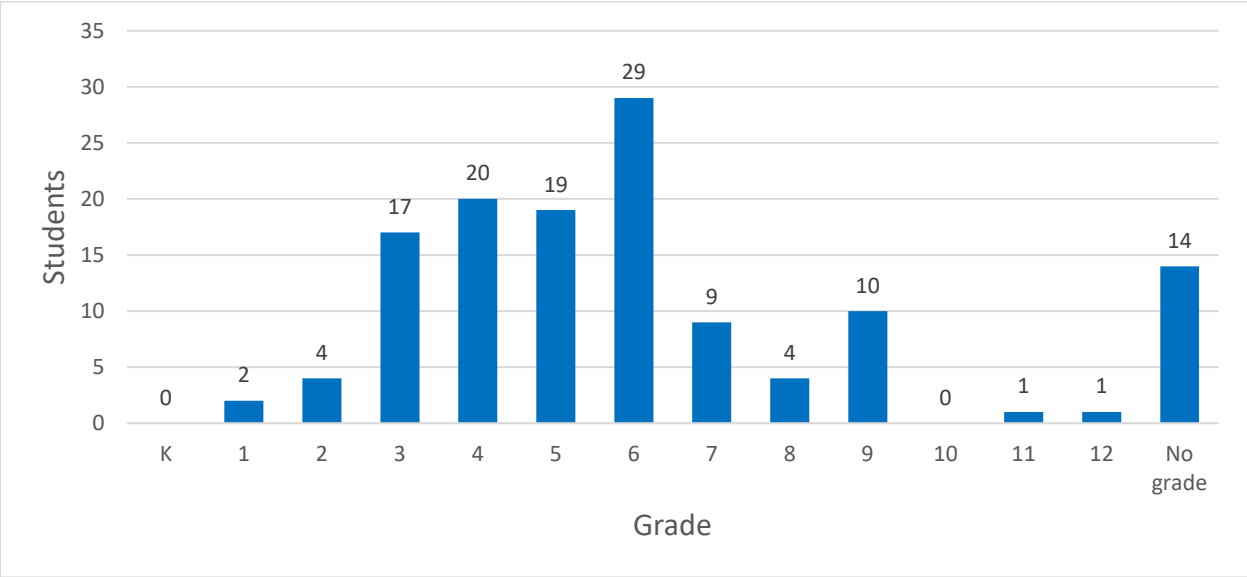
While enrollment records can provide a complete picture of how far students live from school, the survey question offers additional value by showing how well the survey sample reflects households both within and beyond a typical walking distance. In this case, most surveyed families reported living at least one mile from school distance at which rates of walking, rolling, or bicycling are generally low. This context helps interpret survey responses by indicating that the results primarily represent the perspectives of households for whom walking or bicycling may be less feasible. Approximately 20% of students reported living within a half-mile of their school, meaning they live within the study-area 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?



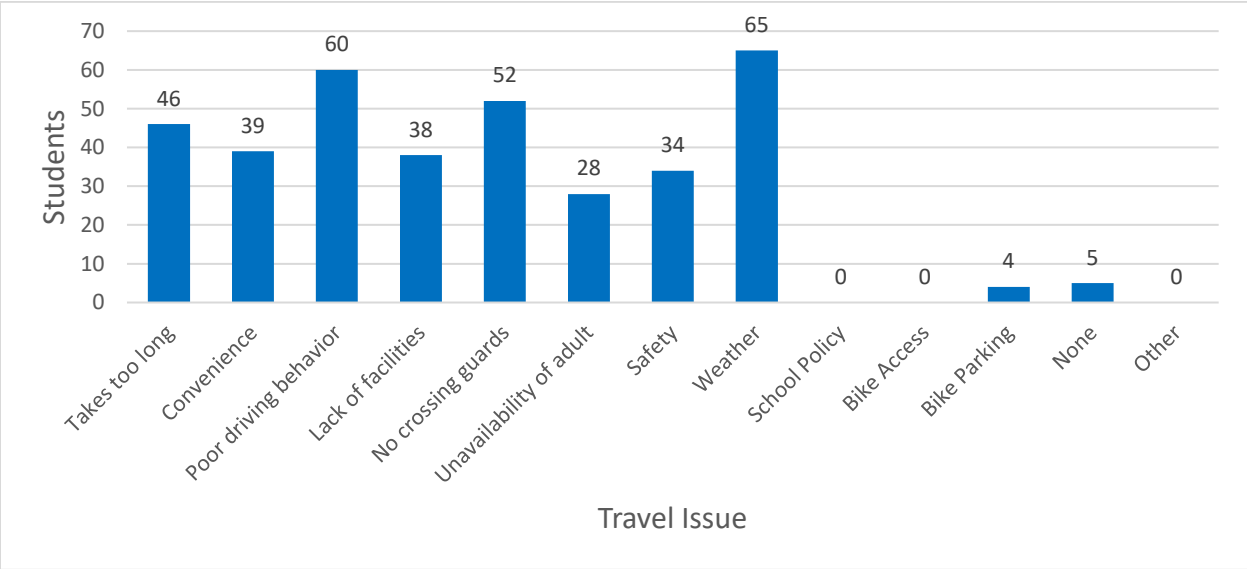
Parents/caregivers choose to allow or not allow children to walk, roll, or bicycle to school for various reasons. It is a highly personal decision involving factors such as safety infrastructure design, crime rates, and the distance between home and school. A majority of parents/caregivers reported that they would allow their students to walk or bicycle to school starting in after the third grade (see Figure 5).

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



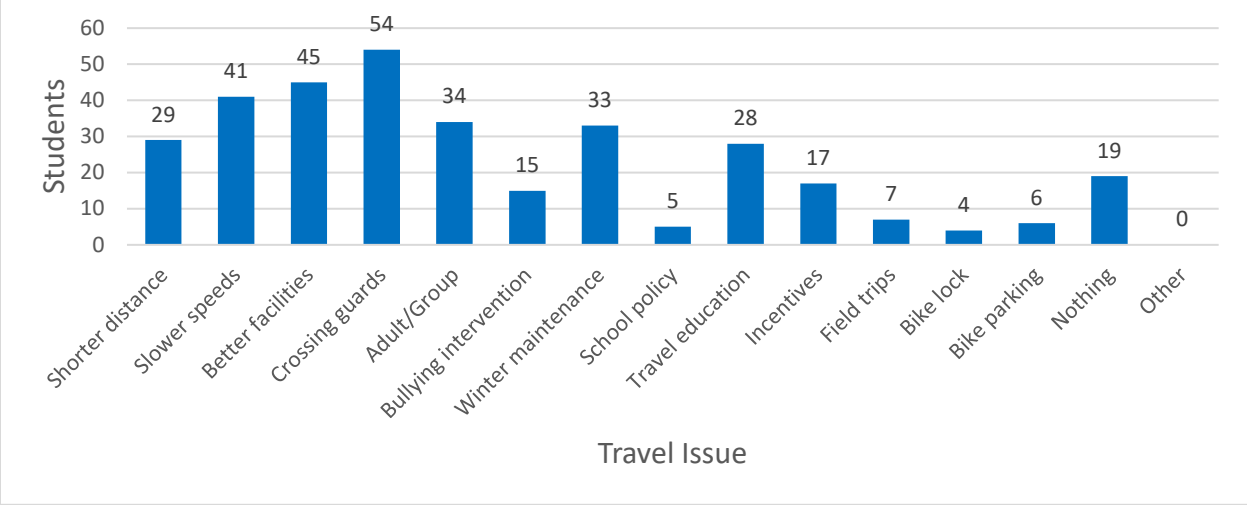
The top five concerns keeping respondents' students from traveling to/from school by nonmotorized modes were weather, poor driving behavior, a lack of crossing guards, the time required to walk, roll, or bicycle to school, and convenience (see Figure 6).

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



The top five things that respondents said would make students more likely to travel to/from school by nonmotorized modes or do so more frequently were better the addition of crossing guards, better facilities, reduced speeds, walking with a group or an adult, and winter maintenance (see Figure 7).

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



DERBY SCHOOL SRTS PLANS

Safe Routes to School Plans have been developed for the six (6) priority schools in the Derby School 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 D - A: Derby Middle School

Appendix D - B: Derby North Middle School

Appendix D - C: El Paso Elementary School

Appendix D – D: Oaklawn Elementary School

Appendix D – E: Stone Creek Elementary School

Appendix D – F: Wineteer Elementary School





DERBY MIDDLE SCHOOL

Derby Public Schools (USD 260)

Appendix D-A





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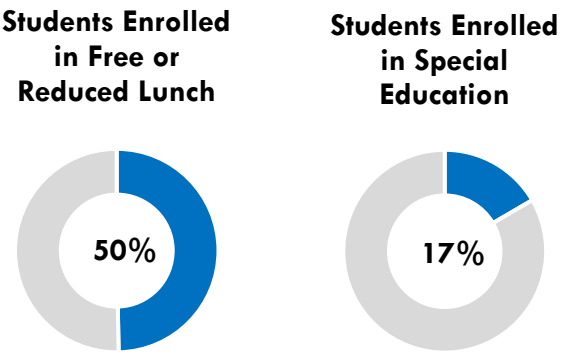
DERBY MIDDLE SCHOOL

Derby Middle School is located east of downtown Derby, less than a half-mile from Baltimore Avenue (KS-15). The school campus is bounded by Madison Avenue to the north, Woodlawn Boulevard to the west, Market Street to the south, and a neighborhood to the east (see Figure 1). Land use surrounding the school campus is mostly low-density residential with some medium-density residential, commercial, institutional, and parks.

Enrollment	923
Grades Served	6 – 8
School Day	8:10 AM – 3:25 PM



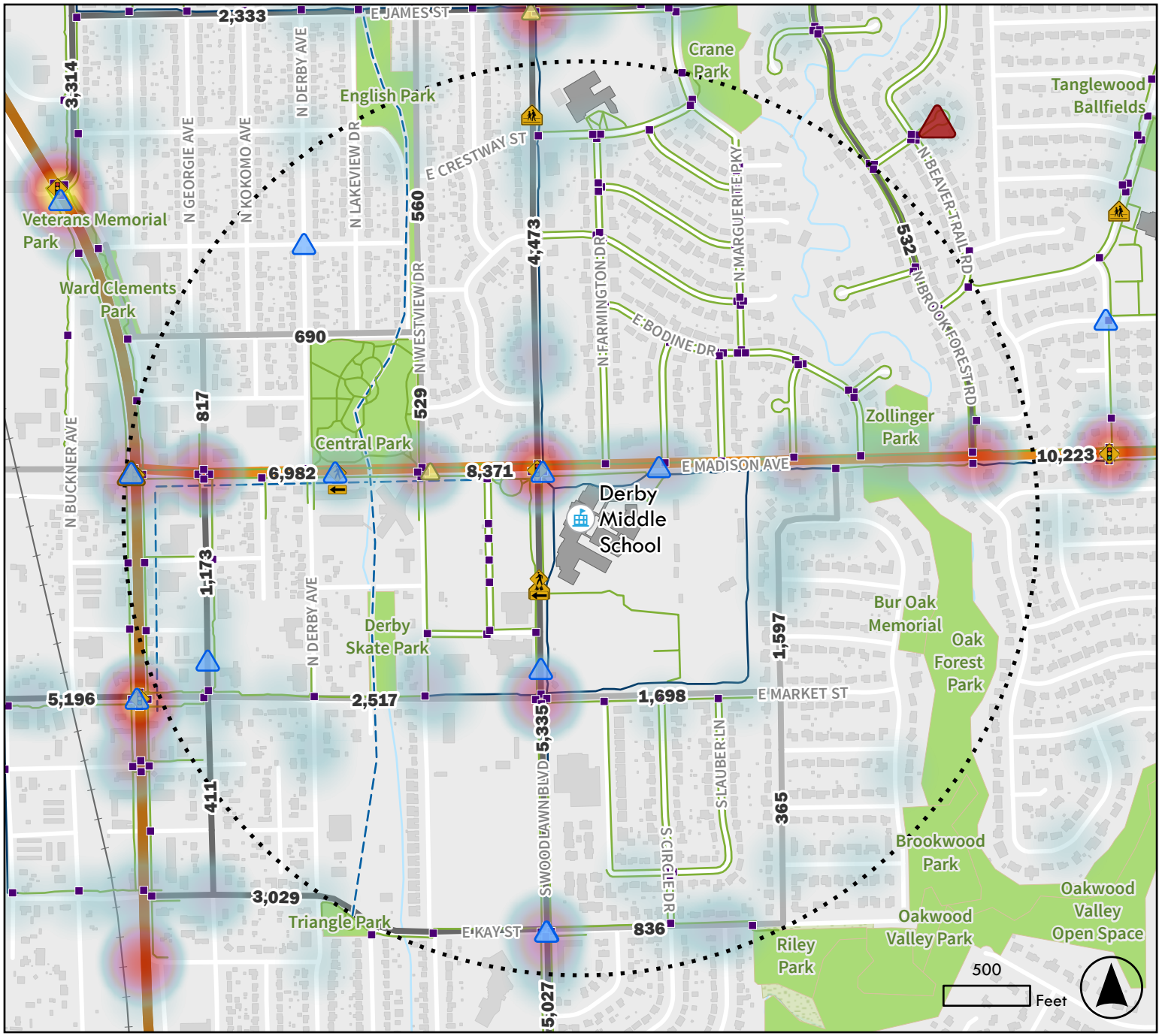
Source: Kansas Department of Education; datacentral.ksde.gov/

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

Derby Middle School



Priority School

1/2 Mile School Radius

Sidewalks and Paths

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

Roadway Functional Class

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Railroad
- Traffic Signal
- School
- Pedestrian Stoplight

##,### AADT

Bike and Ped Crashes, 2015-2024

- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury

All Mode Crash Density, 2020-2024

- Less Dense
- More Dense

WAMPO Wichita Area Metropolitan Planning Organization

WALKING, ROLLING, AND BICYCLING NETWORK

The sidewalk network surrounding the school campus is limited with many streets having no facilities, especially in the area northwest of the intersection between Madison Avenue and Woodlawn Boulevard. Share-use paths run along Woodlawn Avenue, bordering the school campus, and are present along portions of Madison Avenue and Market Street. To access the school entrance, there are sidewalk connections along Madison Avenue to the north and 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 Derby Middle School

Roadway	Functional Classification	Lanes	Posted Speed Limit (School Zone Speed Limit)	Crossing Distance*
Baltimore Avenue (KS-15)	Principal Arterial	5	35 mph	65 – 80 feet
Madison Avenue	Minor Arterial	4 – 5	30 mph	40 – 70 feet
Woodlawn Boulevard	Major Collector	3	30 mph	45 feet
Georgie Avenue	Major Collector	2	No posted speed limit	40 feet
Brook Forest Road	Major Collector	2	30 mph	30 feet
Market Street	Minor Collector	2 – 3	30 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 Madison Avenue and Woodlawn Boulevard, both signalized intersection with marked crosswalks. At this intersection, students must cross four or more lanes of traffic, resulting in correspondingly long crossing distances. Another important intersection is between Woodlawn Boulevard and Market Street, a non-signalized intersection with no marked crosswalks and higher traffic volumes. Several marked crosswalks provide access to the school campus from adjoining neighborhoods.

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 133 reported crashes within a half-mile radius. The majority of crashes occurred along Madison Avenue and Woodlawn Boulevard, with a particular concentration of crashes at the intersection of the two roadways as well as at the school entrance along Madison Avenue. There was one (1) serious injury crash which occurred along Georgie Avenue between Britain Street and Walnut Street.

Pedestrian and Bicycle Crashes

During 2015-2024, there were 11 reported severe pedestrian-involved crashes within a half-mile radius. There were no fatal crashes, but there was one pedestrian-involved crash resulting in a serious injury at the intersection between Baltimore Avenue (KS-15) and Madison Avenue. All pedestrian and bicyclist-involved crashes were along Madison Avenue, Woodlawn Boulevard or Baltimore Avenue (KS-15) apart from one along Georgie Avenue and at the intersection between Wedgewood Drive and Derby 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:

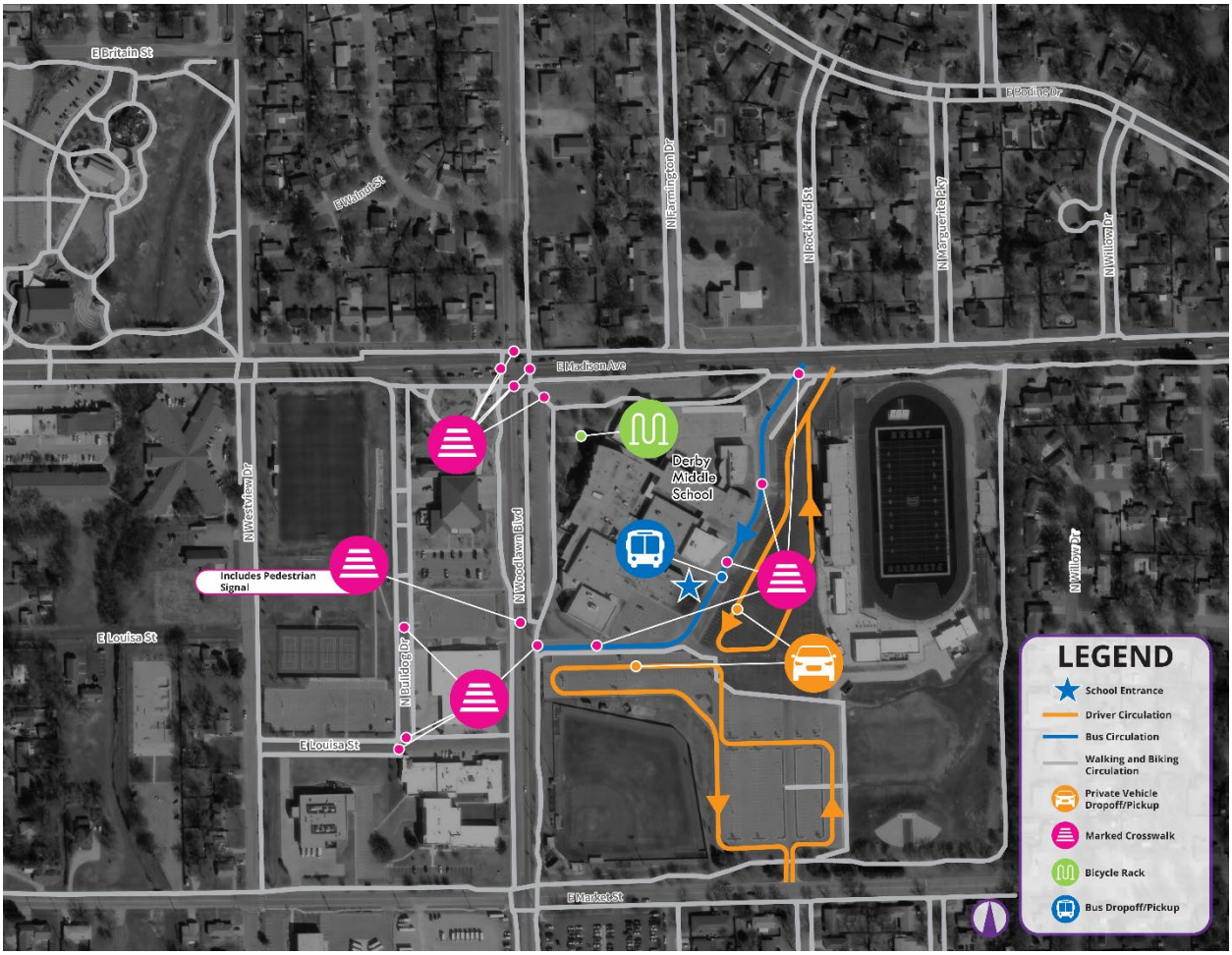
- **Madison Avenue:** Priority Level 1
- **Baltimore Avenue (KS-15):** Priority Level 3

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

SCHOOL CAMPUS SITE CIRCULATION

Private-vehicle drop-offs and pick-ups and school-bus operations occur along Madison Avenue to the north and Woodlawn boulevard to the west of campus. Many marked crosswalks, including a signalized marked crosswalk, are available around the campus, providing direct connections for students traveling from the west side of the school campus (see Figure 2).

Figure 2. Derby Middle School Site Circulation Map



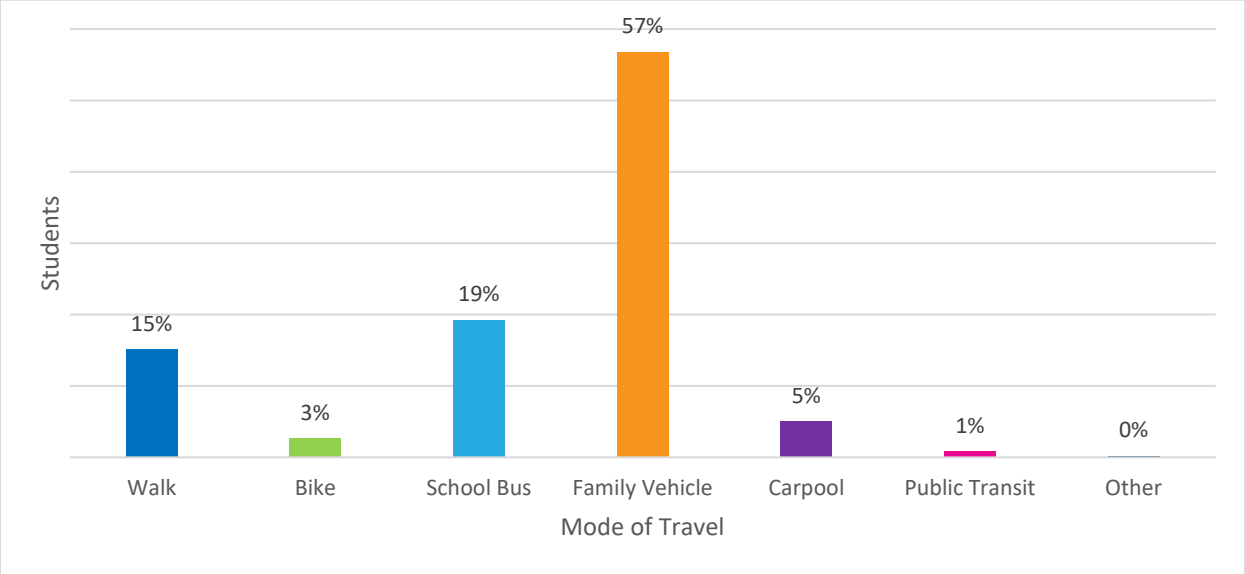
STUDENT TRAVEL PATTERNS

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 communities 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 Derby Middle School students traveled to and from school during September 9-11, 2025 (Tuesday-Thursday) (see Figure 3).

Figure 3. Derby Middle School Student Travel Tally Results: Mode Shares for Travel to/from School



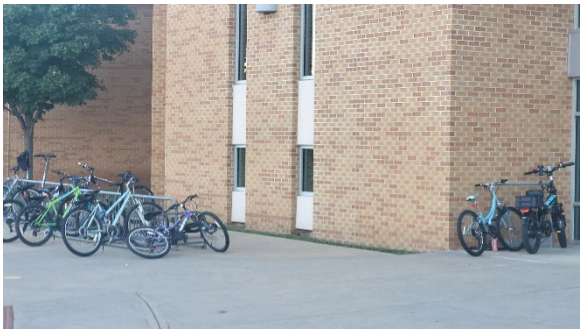
WALK AUDITS

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 Derby Middle School.

Date	Time	Weather	Crossing Guard(s)	Bicycle Rack(s)
October 16, 2025	8:15 AM	Nice, but chilly	Yes	Yes

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

- Lots of students were observed walking and biking to school, with many arriving early.
- Private vehicles from Woodlawn Drive enter the west lot, moving through a tight loop, then dropping/picking up students at the school's south entrance. They exit back onto Woodlawn where there is a No Left turn sign & a crossing signal with crosswalk.
- Private vehicles from Madison Avenue enter the parking lot, making a large loop to drop-off/pick-up near the school. Additionally, they can enter from Market Street to join this loop. There have been a few crashes at this location. There is a "No Left Turn" sign as they exit and a 15 MPH parking lot sign as vehicles enter.
- Some students walk from the neighborhoods located to the east of the school and follow a painted route to cross the large South parking lot. A few staff members were observed at this location.
- There have been crashes and near-misses one block east of the school at Madison Avenue & Willow Drive. Drivers make left hand turns into the neighborhood while others the neighborhood and there are some students who cross here instead of walking back west to cross at Woodlawn.



Derby Middle School bike racks



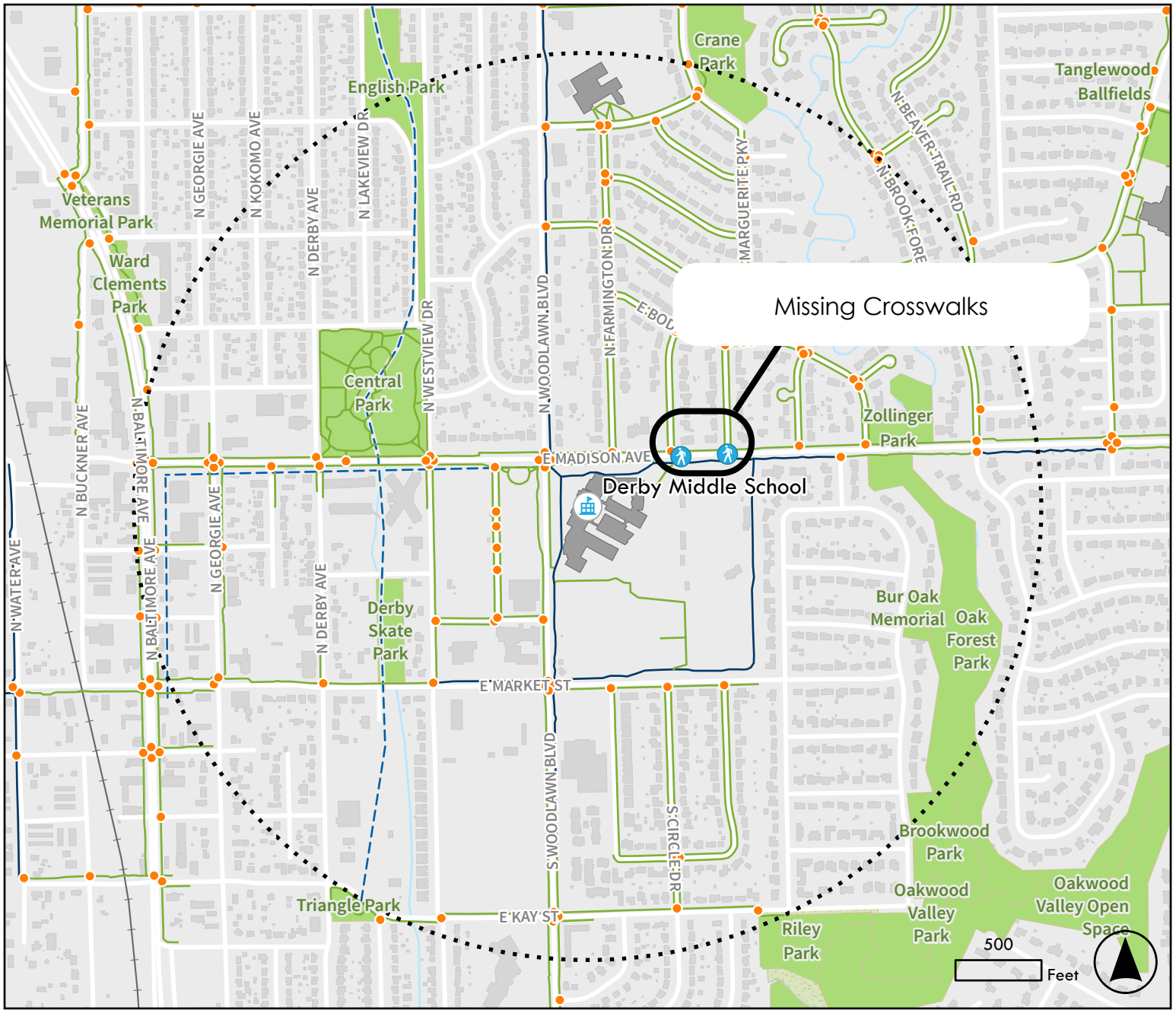
Derby Middle School pedestrian hybrid beacon

PUBLIC COMMENTS

An online interactive map was used to allow parents/caregivers and other community members to identify specific locations with walking, rolling, bicycling, or other safety concerns. Respondents highlighted missing crosswalks along Madison Avenue north of 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

Derby Middle 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
- Railroad

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 Derby Middle 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.

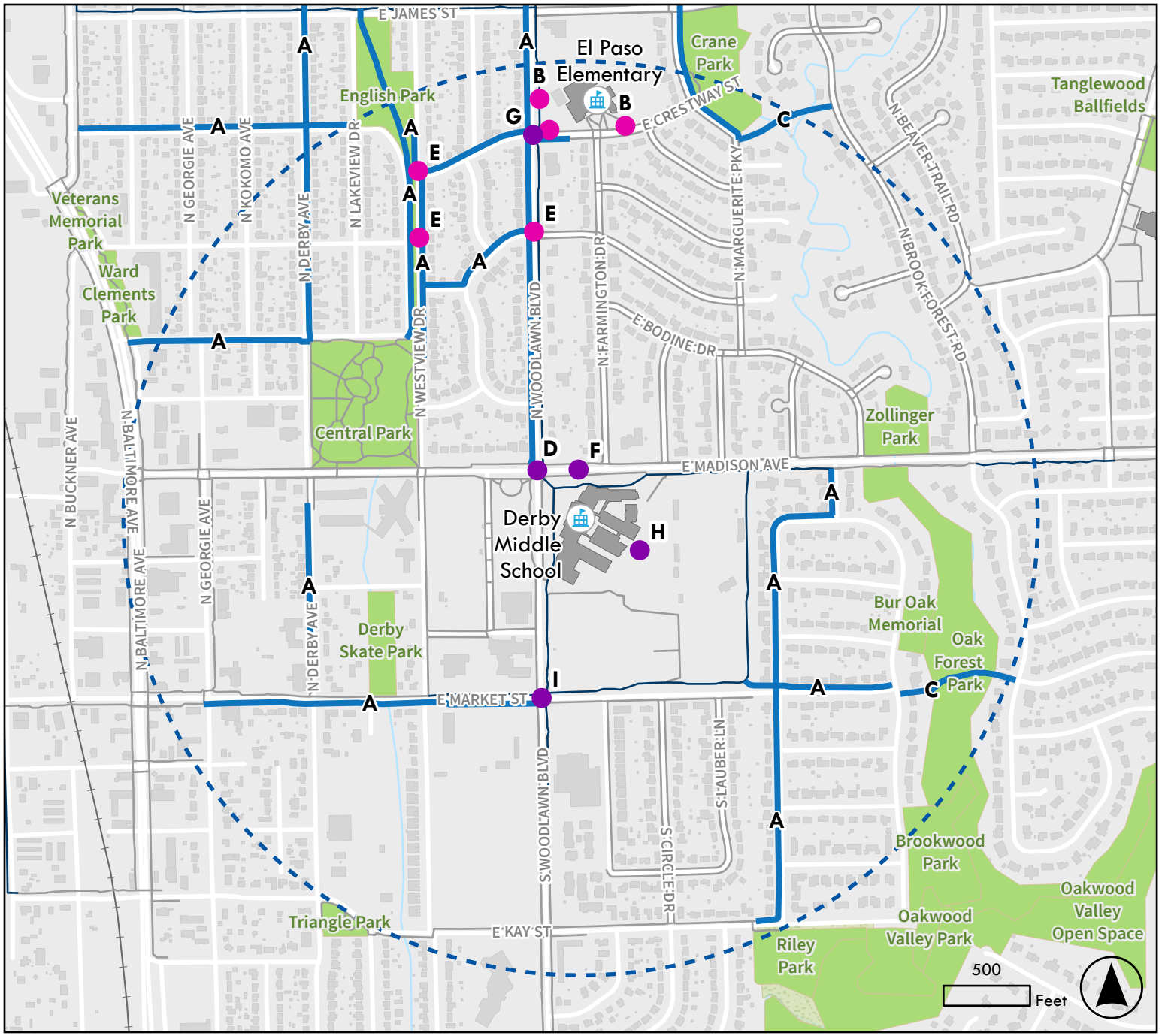
Table 2 and Figure 5 were developed to provide staff and the public with a summary of challenges that students may face when walking, biking, and rolling to school. Issues reflected on the map were identified through an analysis of existing conditions as documented through walk audits, Student Travel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

Table 2. Derby Middle School: Identified Issues

Location	Issue
A	Missing walking, rolling, and biking connections at identified locations, including the following corridors closest to the school campus: • West side of Woodlawn Boulevard from Madison Avenue to Community Court. • One or both sides of Willow Drive from Kay Street to Madison Avenue. • South side of Market Street from Georgie Avenue to Westview Drive. • One or both sides of Market Street from Brookwood Drive to school campus.
B	Crosswalks are not marked at identified locations.
C	Missing connections through wooded areas at identified location.
D	Long crossing distance and low-visibility crosswalk markings at intersection of Madison Avenue and Woodlawn Boulevard.
E	Missing crosswalk at identified location.
F	Long crossing distances and safety concerns along Madison Avenue.
G	High-risk intersection between Woodlawn Boulevard and Crestway Street.
H	Congestion in and around school campus during drop-off and pick-up times.

Figure 5. Identified Issues

Derby Middle 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.

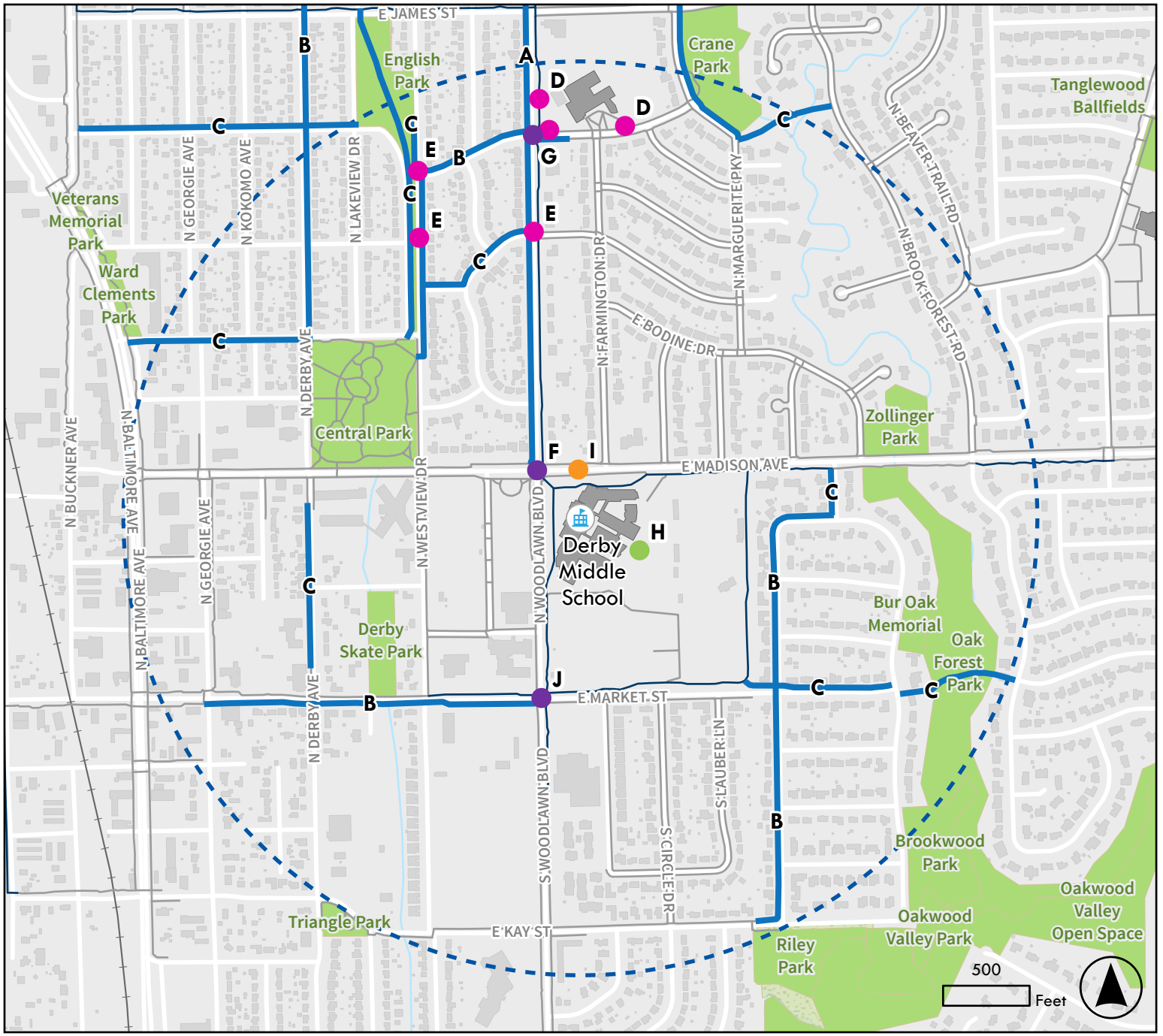
INFRASTRUCTURE RECOMMENDATIONS

Table 3. Derby Middle School: Recommendations

ID	Type	Recommended Intervention	Priority	Cost	Quick-Build
A		Install a walking/rolling/biking connection along Woodlawn Boulevard from Madison Avenue to Community Court.	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	$$	
D*		*Recommendation shown within the half-mile study boundary for Derby Middle School applies to El Paso Elementary for potential implementation.*			
E		Add new marked crosswalk and other potential crossing enhancements at identified locations.	Medium	$$	
F		Conduct a detailed traffic study of the Madison Avenue and Woodlawn Boulevard intersection to identify possible intersection improvements focused on walking, rolling, and biking.	High	N/A	
G*		*Recommendation shown within the half-mile study boundary for Derby Middle School though applies to El Paso Elementary for potential implementation.*			
H		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	
I		Conduct a corridor study on Madison Avenue for a 4-to-3 lane conversion and associated crossing and intersection improvements.	High	N/A	

Figure 6. Recommendations

Derby Middle School



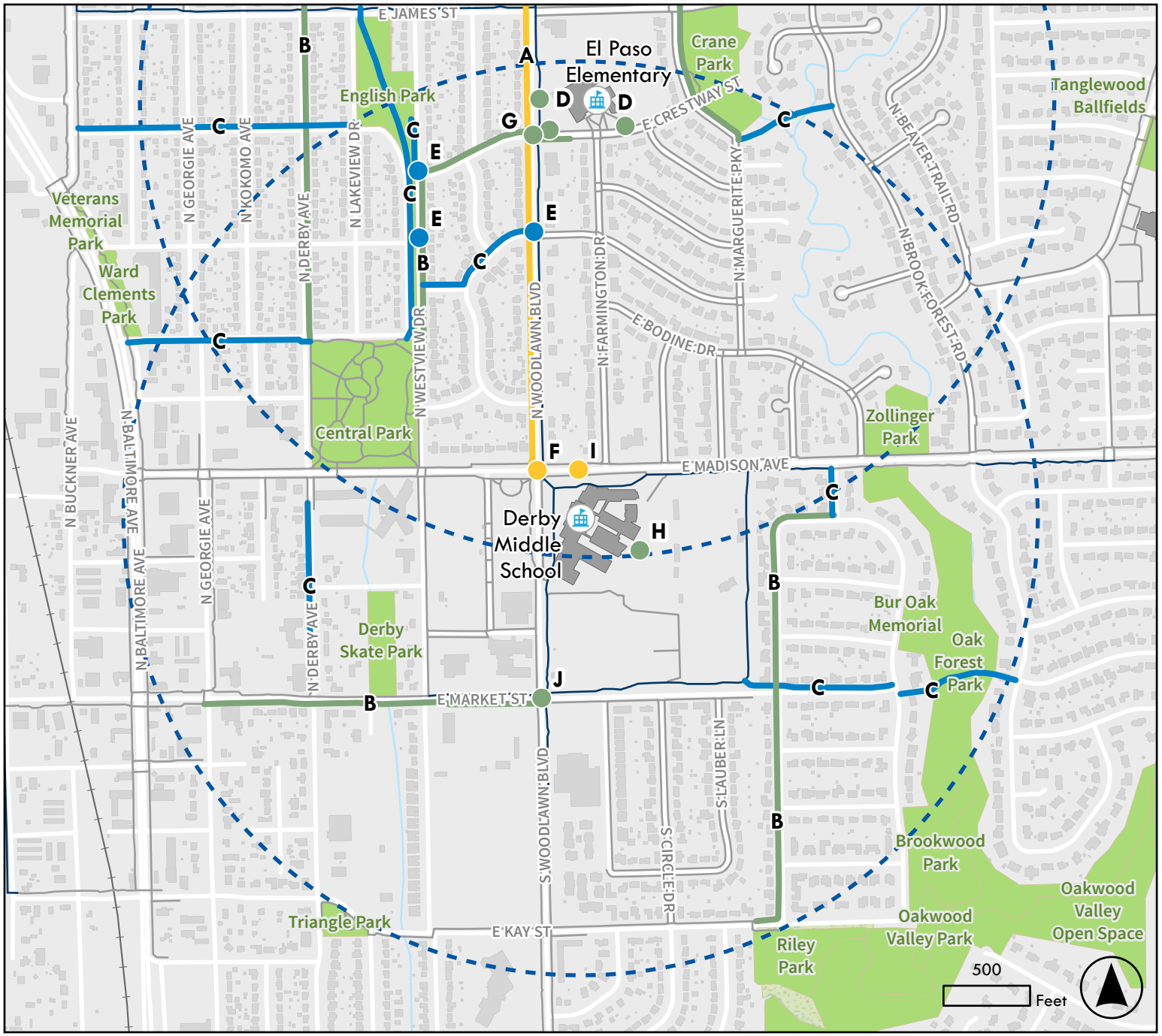
- Priority School
- 1/2 Mile School Radius
- Sidewalk
- Shared-Use Path

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

Derby Middle 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.

For Derby Middle School, program recommendations support the students who are already walking and biking to school while engaging students in building enthusiasm for more classmates to try walking and biking. A walking school bus or bike train could support more students in locations where adult supervision would help students or caregivers feel safer in a group setting with an adult.

Table 4. Derby Middle 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/





DERBY NORTH MIDDLE SCHOOL

Derby Public Schools (USD 260)

Appendix D-B





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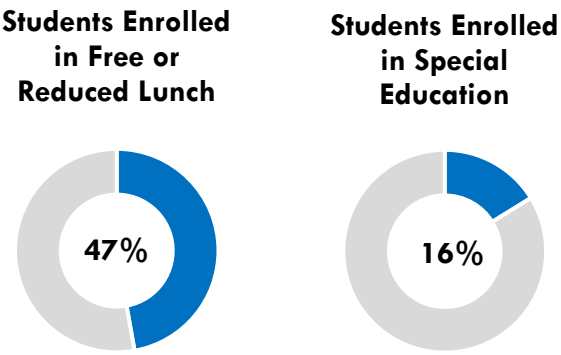
DERBY NORTH MIDDLE SCHOOL

Derby North Middle School is located on the northeast edge of Derby. The school campus is bounded by Rock Road to the west, Freedom Street and fields to the north, Independence Avenue and fields to the south, and fields to the west (see Figure 1). Land use surrounding the school campus is predominately agricultural, with institutional and commercial. There is a small amount of low-density residential developments in the half-mile radius as well.

Enrollment	832
Grades Served	6 – 8
School Day	8:10 AM – 3:25 PM



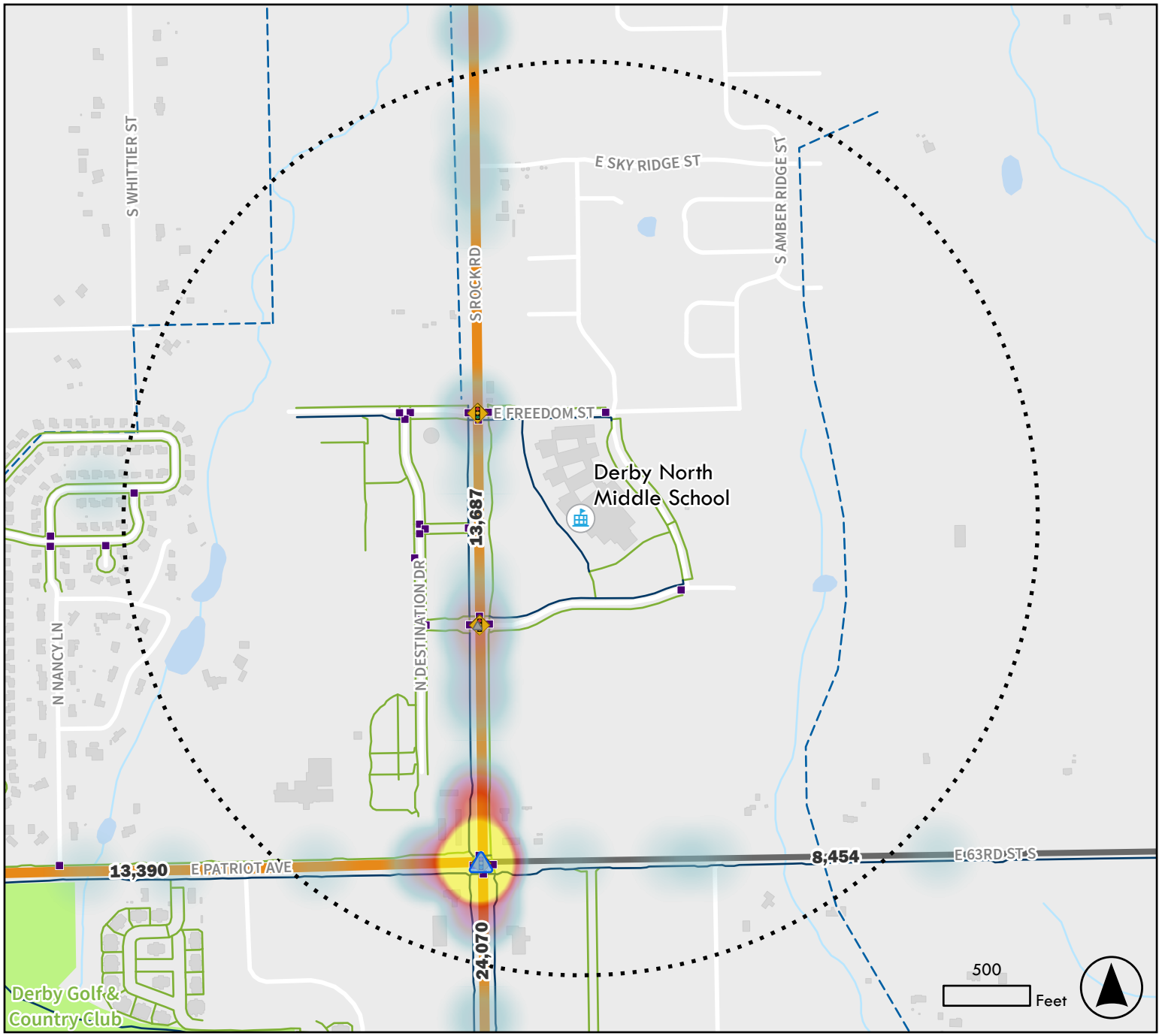
Source: Kansas Department of Education; datacentral.ksde.gov/

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

Derby North Middle School



Priority School

1/2 Mile School Radius

Sidewalks and Paths

Sidewalk

Shared-Use Path

Planned Shared-Use Path

Crosswalk

Roadway Functional Class

Minor Arterial

Major Collector

Traffic Signal

##,### 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 area to the south by sidewalks and shared-use paths. Rock Road and Patriot Street have a sidewalk on one side and a shared-use path on the other that provide connections to the broader area while 63rd Street has a shared-use path and some local streets have sidewalks. There are no pedestrian facilities north of Freedom Street. To access the school entrance, there are sidewalk connections along Independence Street to the south.

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 Derby North Middle School

Roadway	Functional Classification	Lanes	Posted Speed Limit (School Zone Speed Limit)	Crossing Distance*
Rock Road	Minor Arterial	4 – 7	45 mph	60 – 115 feet
Patriot Avenue	Minor Arterial	6 – 7	45 mph	75 – 120 feet
63rd Street	Major Collector	4 – 6	45 mph	50 – 90 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 Rock Road and Patriot Avenue, a signalized intersection with marked crosswalks. At this intersection, there are roads with six or more lanes of traffic and right-turn slip lanes, resulting in correspondingly very long crossing distances for nonmotorized travelers. Several marked crosswalks and present at key intersections to provide connections to surrounding areas.

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 113 crashes within a half-mile radius. All crashes occurred along Rock Road and Patriot Avenue, with the vast majority of these crashes occurring at or near the intersection of Rock Road and Patriot Avenue. All three (3) serious injury crashes were at this intersection.

Pedestrian and Bicycle Crashes

During 2015-2024, there was one (1) pedestrian-involved crash that resulted minor injury at the intersection between Rock Road and Patriot Avenue/63rd Street and one (1) bicyclist-involved crash with unknown severity at the intersection between Rock Road and Independence Avenue, which is a major access 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:

- **63rd Street:** Priority Level 2
- **Rock Road:** Priority Level 3
- **Patriot Avenue:** Priority Level 3

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

SCHOOL CAMPUS SITE CIRCULATION

Private-vehicle drop-offs and pick-ups occur along Rock Road and Independence Avenue. School-bus operations occur along Independence Avenue and Liberty Lane. Both private vehicles and school buses exit on Freedom Street. Many marked crosswalks are available around the campus, providing direct connections for students traveling from the west of the school campus (see Figure 2).

Figure 2. Derby North Middle School Site Circulation Map



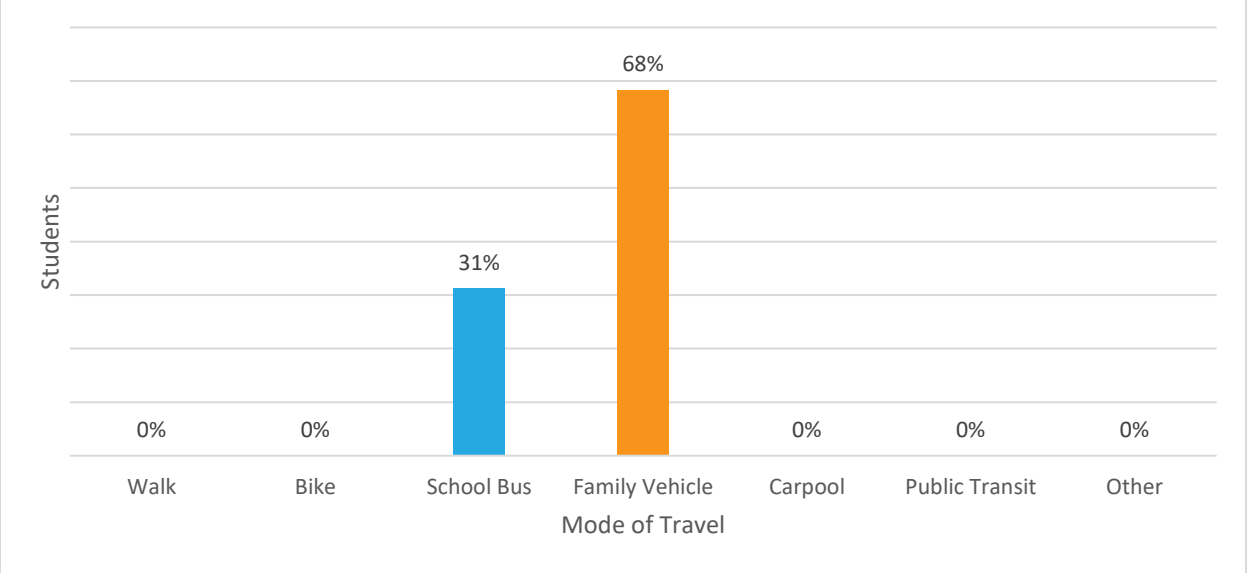
STUDENT TRAVEL PATTERNS

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 communities 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 Derby North Middle School students traveled to and from school during October 14-16, 2025 (Tuesday-Thursday) (see Figure 3).

Figure 3. Derby North Middle School Student Travel Tally Results: Mode Shares for Travel to/from School



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 Derby North Middle School.

Date	Time	Weather	Crossing Guard(s)	Bicycle Rack(s)
October 15, 2025	7:45 AM	Cool	Yes	Yes

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

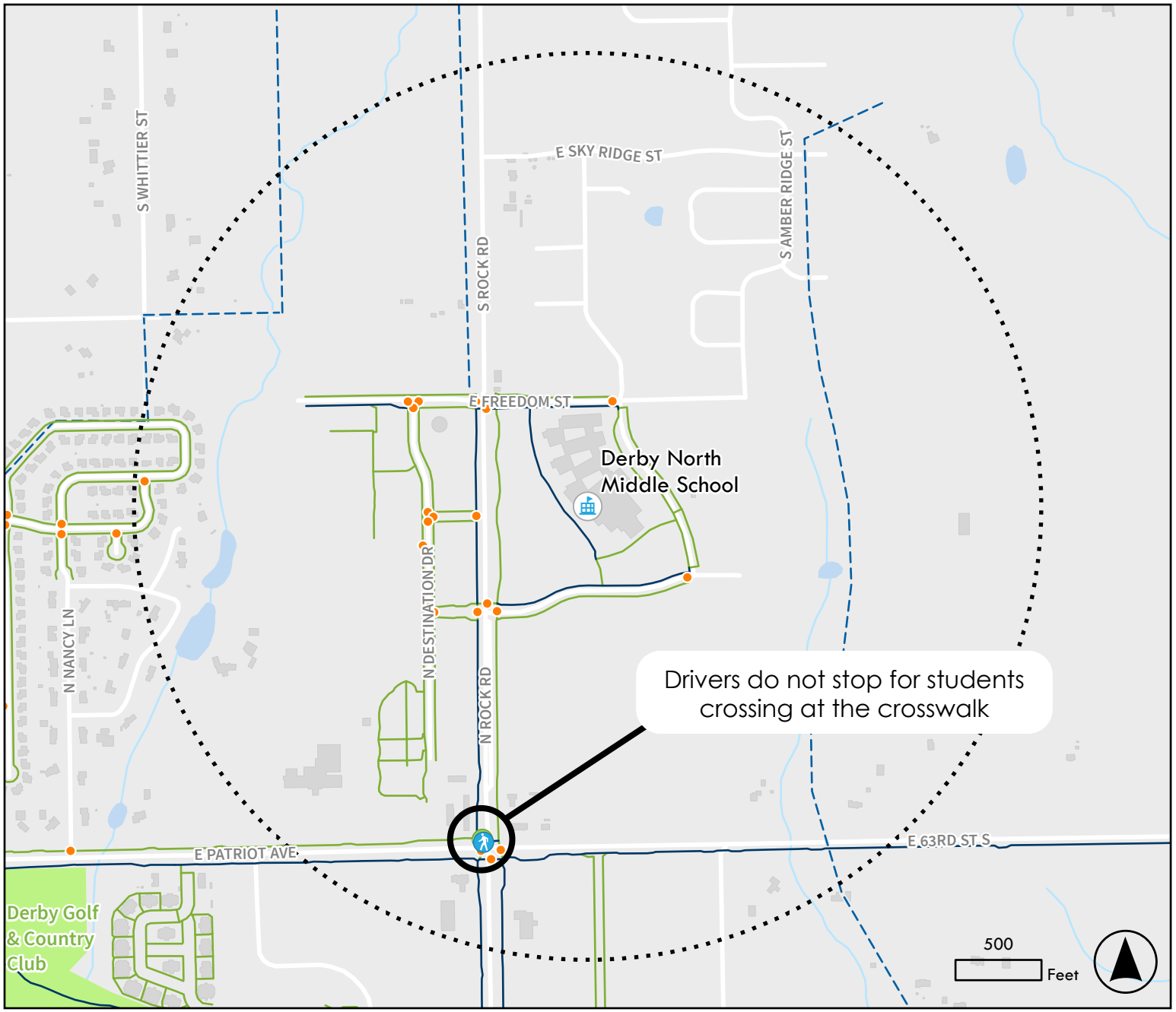
- This school was built on the edge of the Derby community, but housing development is being planned to the north, south and east immediately surrounding the school and beyond (Derby is growing rapidly). The school principal anticipates more students walking/riding to school as those developments are built. The city has already built a nice side path that runs along 3 sides of the school.
- Most traffic enters via Independence Ave and drops off students at main entrance – 2 lines of traffic that flow well. Staff make the front driveway and parking lots one-way during arrival/dismissal, which helps minimize traffic conflicts and congestion. A staff person stops traffic when students/staff need to cross from the main parking lot. All entrance/exit roadways feed onto Rock Road, which creates congestion.

PUBLIC COMMENTS

An online interactive map was used to allow parents/caregivers and other community members to identify specific locations with walking, rolling, bicycling, or other safety concerns. Respondents highlighted concerns about driver behavior at the intersection of Rock Road and 63rd Street with drivers often not stopping for students crossing the street. 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

Derby North Middle School



Priority School

1/2 Mile School Radius

Sidewalks and Paths

Sidewalk

Shared-Use Path

Planned Shared-Use Path

Crosswalk

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 Derby North Middle 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.

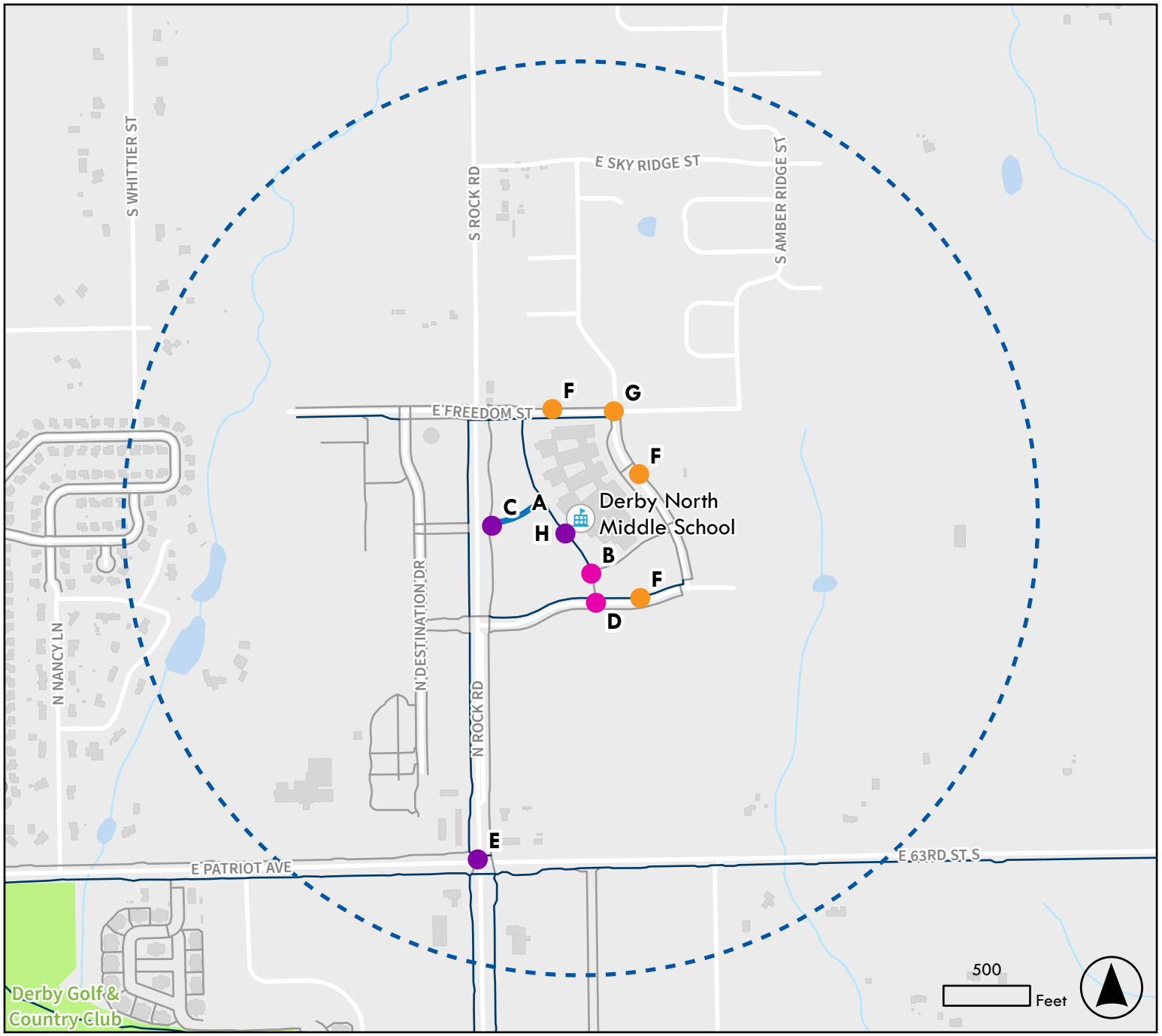
Table 2 and Figure 5 were developed to provide staff and the public with a summary of challenges that students may face when walking, biking, and rolling to school. Issues reflected on the map were identified through an analysis of existing conditions as documented through walk audits, Student Travel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

Table 2. Derby North Middle School: Identified Issues

Location	Issue
A	Missing walking/rolling/biking connection along the central Rock Road school driveway
B	Crosswalk is not marked at identified location.
C	Right turn lane conflicts with crosswalk at identified location.
D	Missing crosswalk identified at location.
E	High-risk intersection between 63rd Street and Rock Road with concentration of crashes and wide crossing distances.
F	On-street parking which restricts vehicle movement along school-adjacent roadways.
G	Anticipated traffic congestion from Freedom Street extension.
H	Conflicts between vehicles and people walking/rolling/biking during drop-off/pick-up.

Figure 5. Identified Issues

Derby North Middle 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.

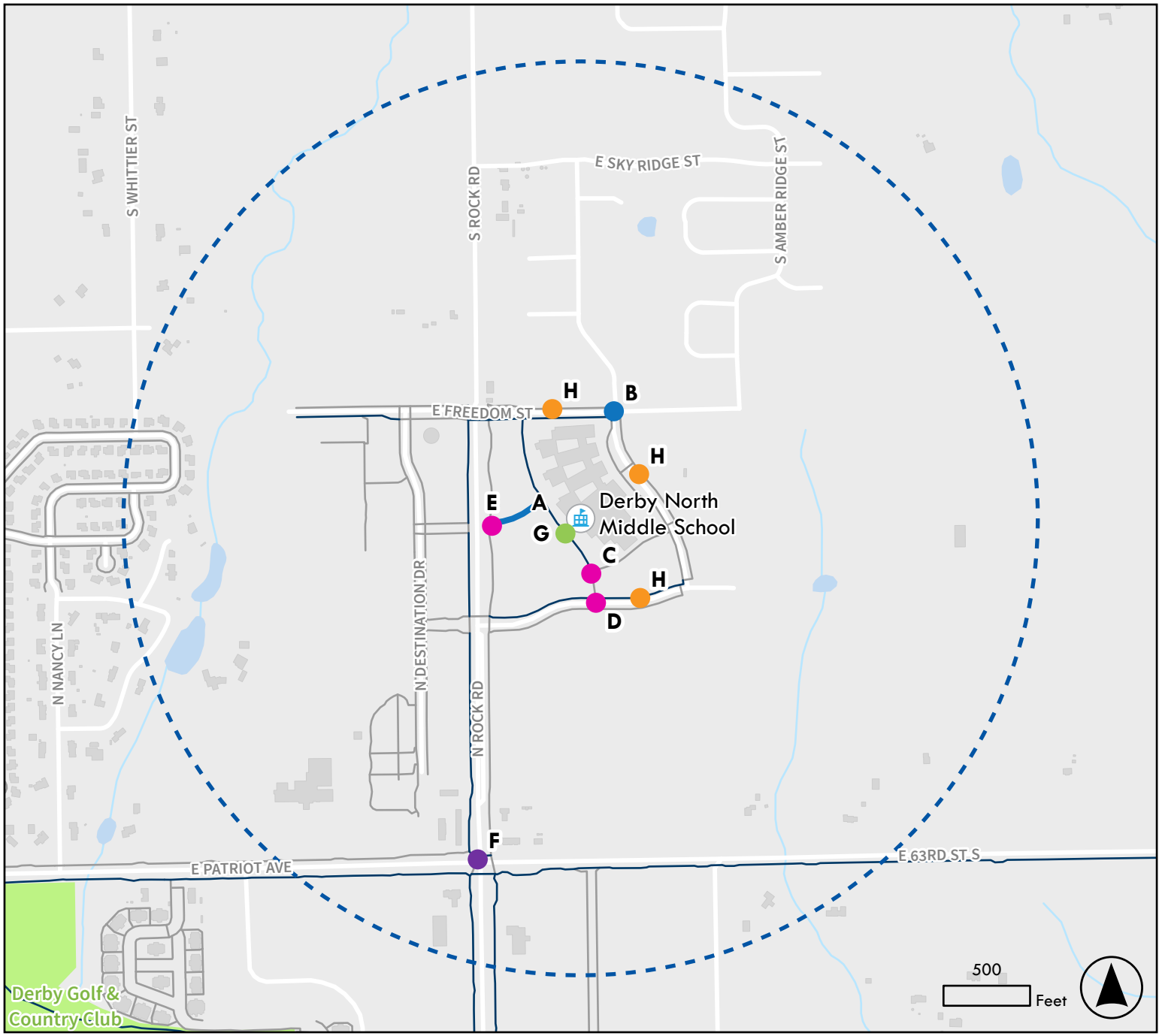
INFRASTRUCTURE RECOMMENDATIONS

Table 3. Derby North Middle School: Recommendations

ID	Type	Recommended Intervention	Priority	Cost	Quick-Build
A		Install a walking/rolling/biking connection along identified "low priority" corridor.	Low	$$	
B		Ensure that new developments north of the school have sidewalks along at least one side to provide separation for people walking, rolling, and biking.	Low	$$	
C		Add crosswalk markings at identified unmarked crosswalks.	Low	$	✓
D		Add ADA-compliant curb ramps and a new marked crosswalk at identified location.	Low	$$	
E		Revise existing channelized right-turn lanes by using pedestrian smart channel design to slow turning vehicle speeds and improve crossing safety.	Low	$$	
F		Conduct a detailed traffic study of the Rock Road and Patriot Avenue intersection to identify possible intersection improvements focused on walking, rolling, and biking.	High	N/A	
G		Conduct a detailed site circulation study to identify improvements within the Derby North Middle School parking lot, including raised crosswalks or other safety enhancements.	Low	N/A	
H		Add "No Parking" signage along Independence Avenue, Liberty Lane, and Freedom Street surrounding the school campus.	Low	$	

Figure 6. Recommendations

Derby North Middle School



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

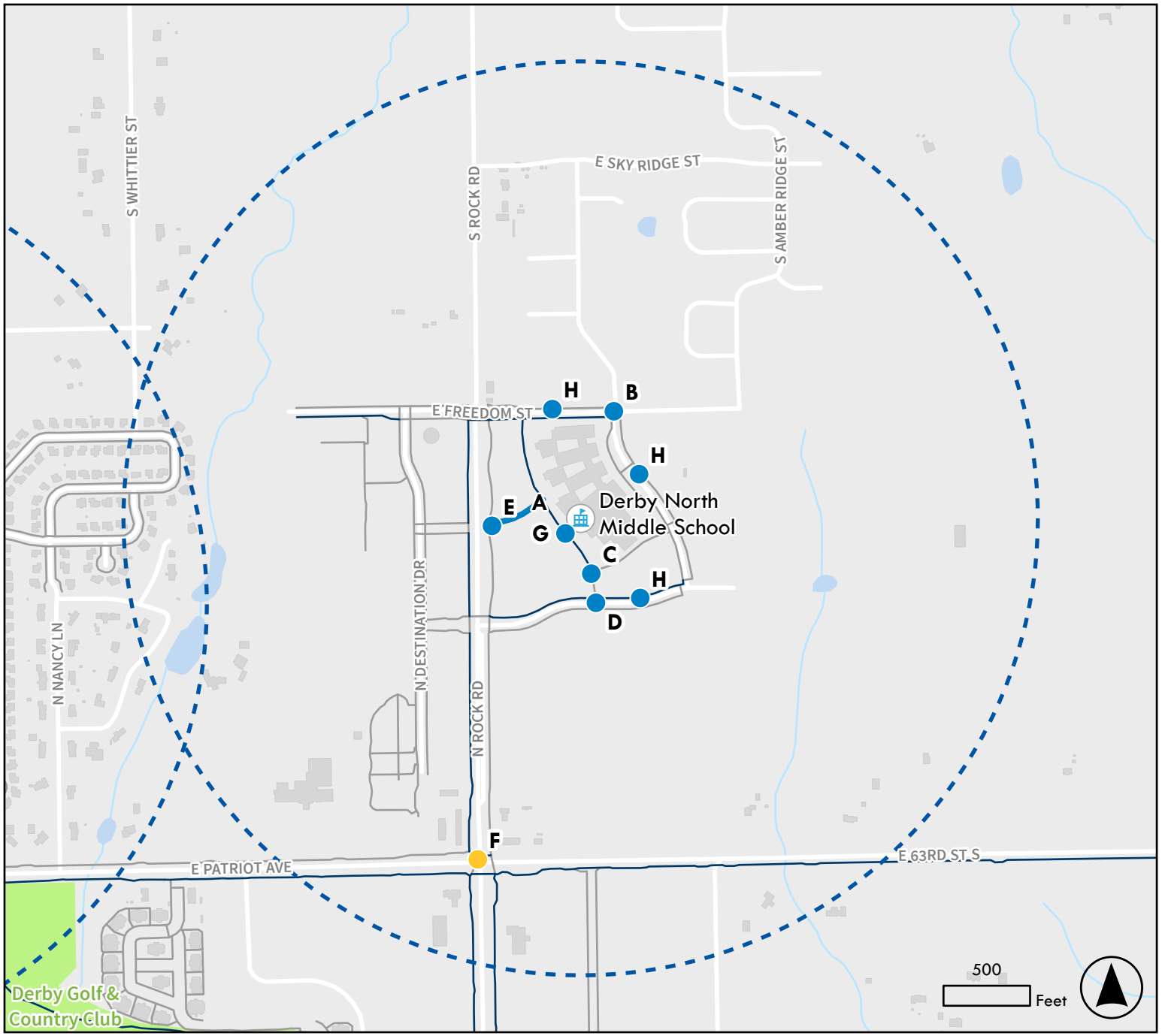
Recommendation Theme

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

WAMPO
Wichita Area Metropolitan Planning Organization

Figure 7. Project Prioritization

Derby North Middle 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 Derby North Middle School, program recommendations reflect the growing nature of the residential community and aim to encourage new students to try walking and biking, taking advantage of existing infrastructure near the school. For students who encounter infrastructure barriers along their route, a walking school bus or bike train could provide more support to try walking or biking to school.

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/





EL PASO ELEMENTARY SCHOOL

Derby Public Schools (USD 260)

Appendix D-C





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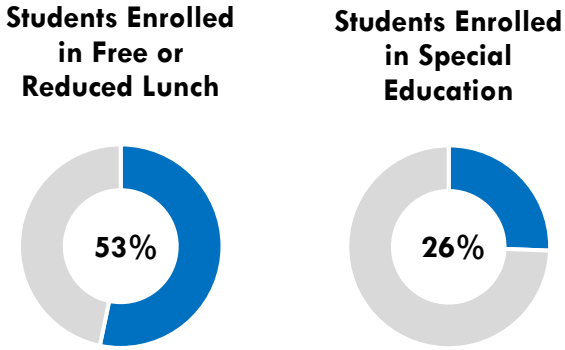
EL PASO ELEMENTARY SCHOOL

El Paso Elementary School is located northeast of downtown Derby. The school campus is bounded by Woodlawn Boulevard to the west, Crestway Avenue to the south, Derby Friends Church to the north, and homes to the east (see Figure 1). Land use surrounding the school campus is predominantly low-density residential with some institutional, parks, natural space.

Enrollment	276
Grades Served	PK - 5
School Day	8:10 AM – 3:30 PM



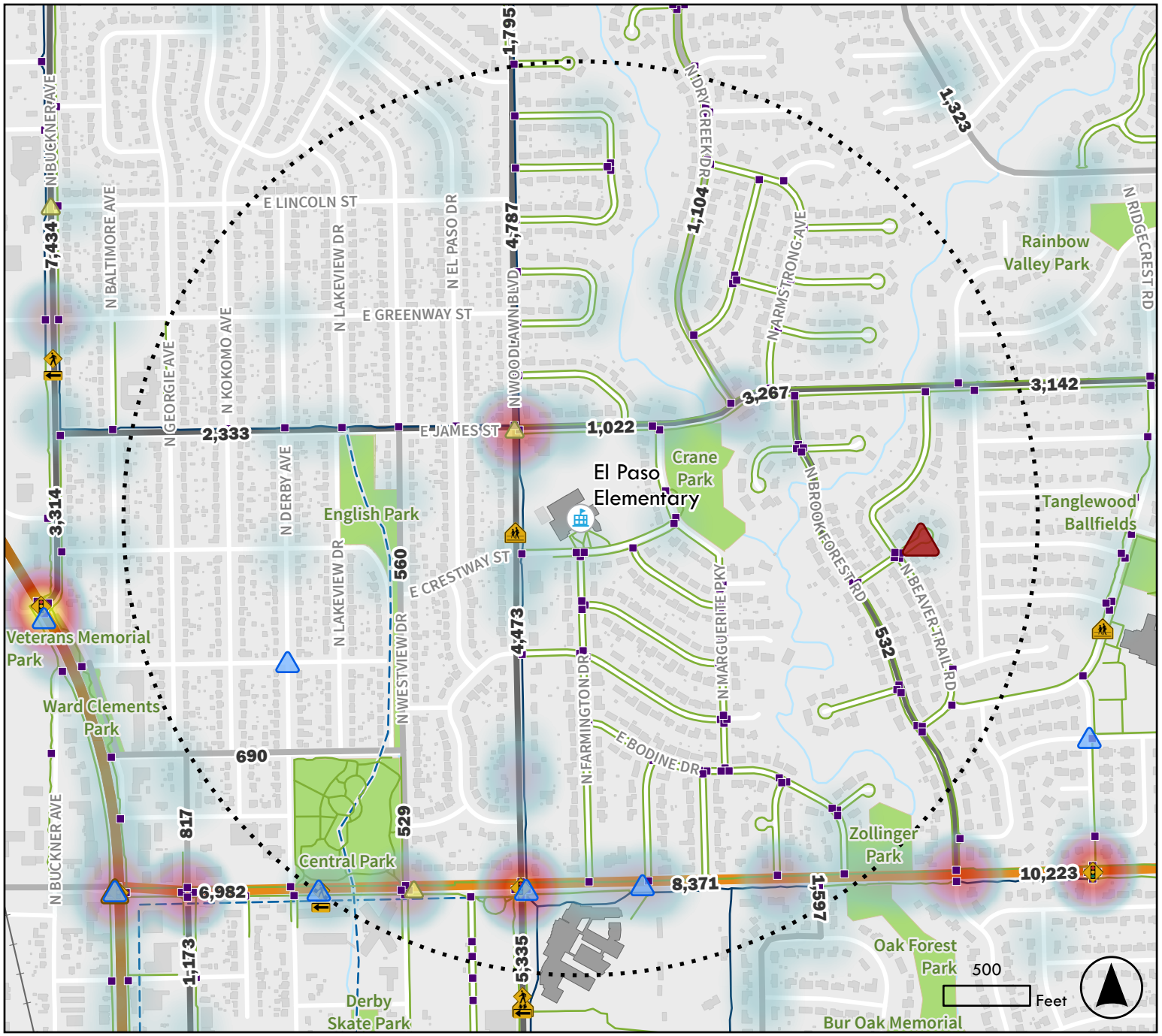
Source: Kansas Department of Education; datacentral.ksde.gov/

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

El Paso Elementary



Priority School

1/2 Mile School Radius

Sidewalks and Paths

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

Roadway Functional Class

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Railroad
- Traffic Signal
- School
- Pedestrian Stoplight

##,### AADT

Bike and Ped Crashes, 2015-2024

- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury

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 areas to the east and south by sidewalks and shared-use paths. Most nearby roadways to the east of Woodlawn Boulevard and many roadways south of Madison Avenue have pedestrian facilities. Within the half-mile radius, there are no pedestrian facilities west of Woodlawn Boulevard and north of Madison Avenue. Shared-use paths are present along Woodlawn Avenue and Madison Avenue from Woodlawn Boulevard to Oak Forest Lane. To access the school entrance, there are sidewalk connections along Crestway Avenue to the south.

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 El Paso Elementary School

Roadway	Functional Classification	Lanes	Posted Speed Limit (School Zone Speed Limit)	Crossing Distance*
Madison Avenue	Minor Arterial	4 – 5	30 mph	40 – 70 feet
Woodlawn Boulevard	Major Collector	2 – 3	30 mph (20 mph)	35 – 45 feet
James Street	Major Collector	2	30 (20 mph by parks)	40 feet

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

Major Intersections & Marked Crosswalks

Key intersections near the school include Woodlawn Boulevard and James Street, a non-signalized intersection with no marked crosswalks and higher traffic volumes. Additionally, the intersection of Woodlawn Boulevard and Crestway Avenue is another important intersection, with two marked crosswalks and limited sidewalk infrastructure. Several marked crosswalks provide access to the school campus from adjoining neighborhoods.

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 85 reported crashes within a half-mile radius. The majority of crashes occurred along Madison Avenue and Woodlawn Boulevard. The largest clusters of crashes are at the intersection between the two roadways. There was one fatal crash that occurred in the cul-de-sac of Brookfield Lane. There were also (2) serious injury crash that both occurred at the intersection between James Street and Dry Creek Drive, which is near the school campus.

Pedestrian and Bicycle Crashes

During 2015-2024, there were seven (7) reported pedestrian and bicyclist-involved crashes. There was one (1) fatal pedestrian-involved crash that occurred in the cul-de-sac of Brookfield Lane, the same crash listed in the section above. One (1) possible injury crash was located directly adjacent to the school campus, at the intersection of James Street and Woodlawn Boulevard.

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:

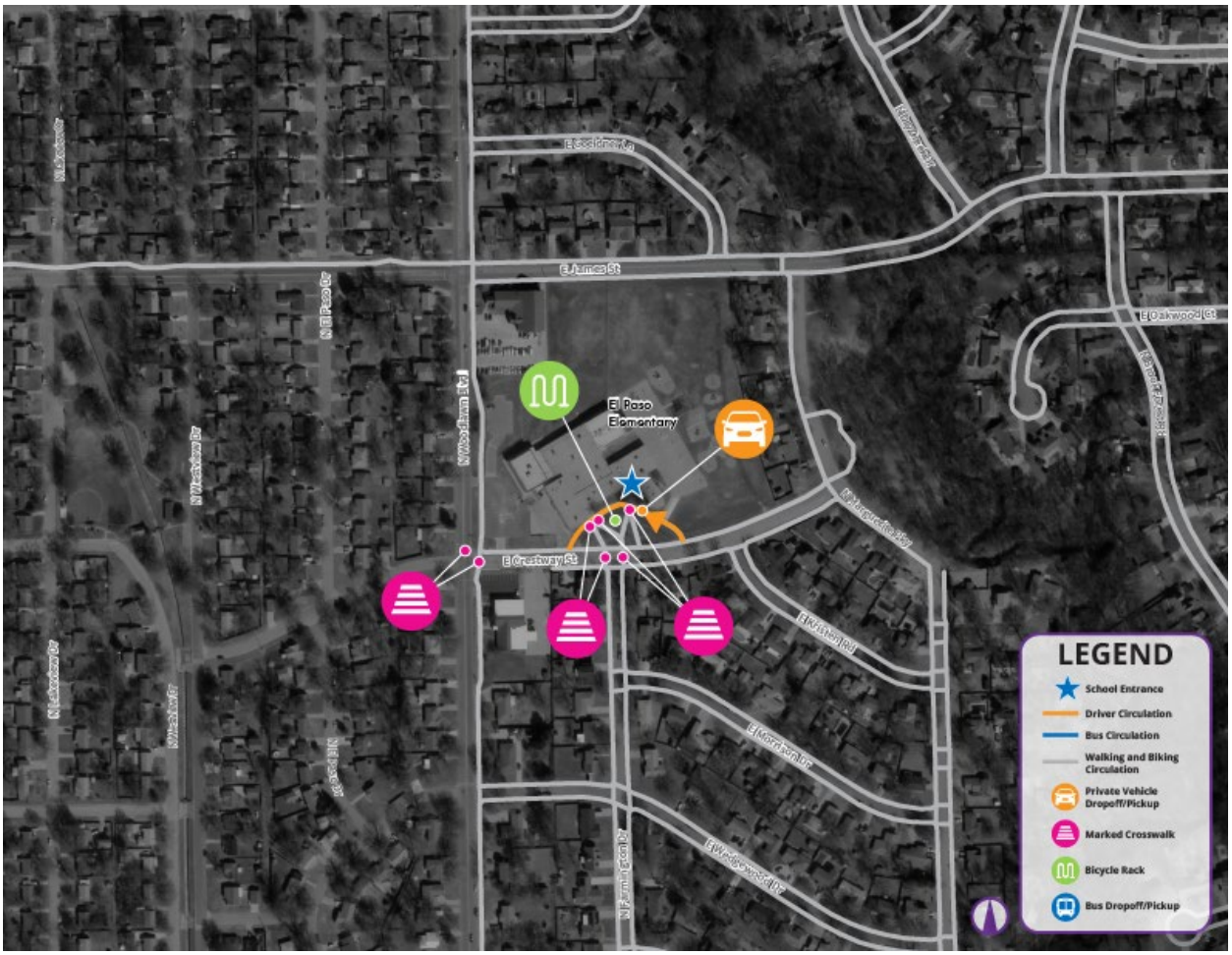
- **Madison Avenue:** Priority Level 1
- **Briarwood Road:** Priority Level 4

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

SCHOOL CAMPUS SITE CIRCULATION

Private-vehicle drop-offs and pick-ups occur along Crestway Avenue. Marked crosswalks are available around the campus, providing direct connections for students traveling from the west and south of the school campus (see Figure 2).

Figure 2. El Paso Elementary School Site Circulation Map



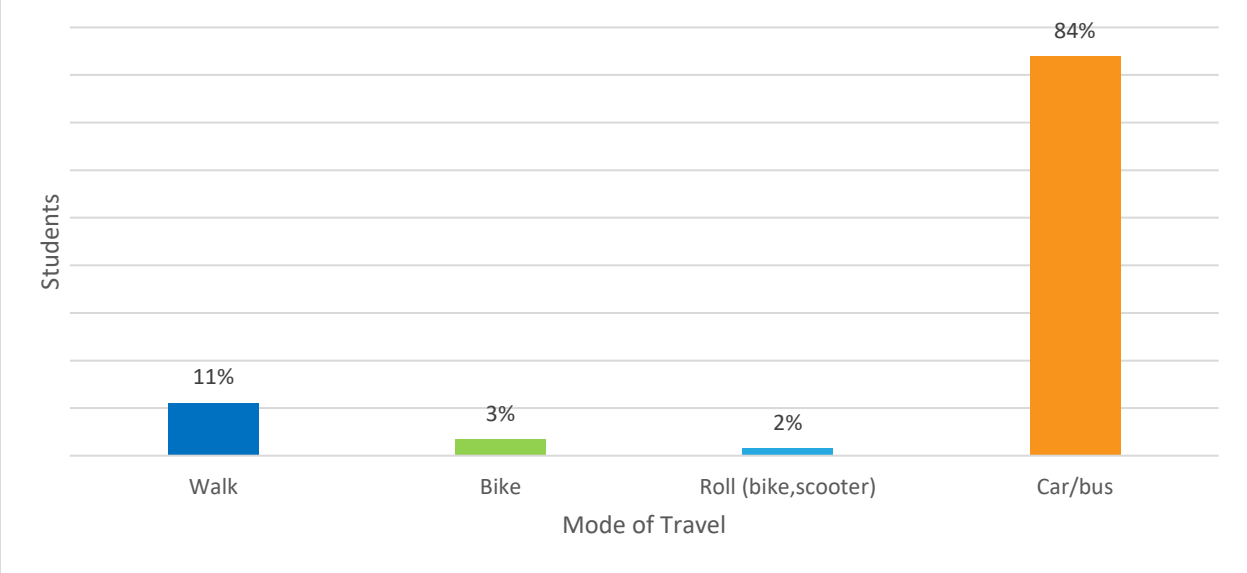
STUDENT TRAVEL PATTERNS

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 communities 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 El Paso Elementary School students traveled to and from school during October 13-15, 2025 (Monday-Wednesday) (see Figure 3).

Figure 3. El Paso Elementary School Student Travel Tally Results: Mode Shares for Travel to/from School*



**Student travel tally counts were taken by each individual school with some categorizing travel patterns differently. El Paso Elementary School staff combined bus and private vehicle travel.*

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 El Paso Elementary School.

Date	Time	Weather	Crossing Guard(s)	Bicycle Rack(s)
October 16, 2025	3:15 PM	Not provided	Yes	Yes

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

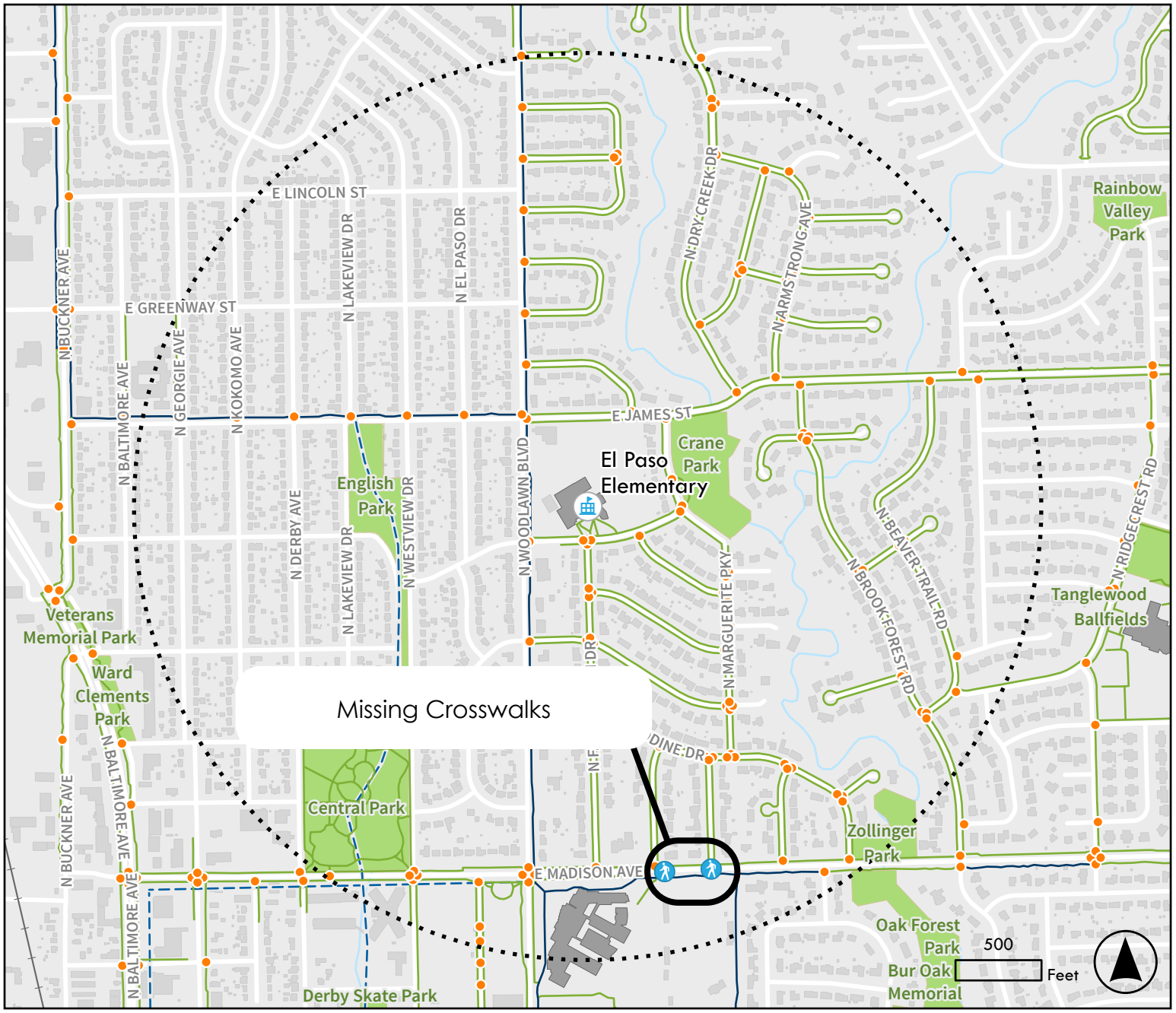
- There was a lot of flooding from morning rain, indicating poor drainage in streets and at corners.
- Buses loads from the West side of the school, while parents can either use the crescent shaped driveway in front of the school to pick up their children, or park in the surrounding neighborhood streets and walk closer.
    - The driveway cleared out fast, but did back into Crestway Ave E.
- Sidewalks in the neighborhoods surrounding the school are old, not present, or need work to be updated (uneven, no ADA accessible curb cuts, broken, etc).
    - None of these sidewalks had buffers between them and busy roads.
- Lighting design is old/out of date and on only side of the street (if present at all).
- There is a park nearby, and the neighborhood surrounding the school campus is heavily residential.

PUBLIC COMMENTS

An online interactive map was used to allow parents/caregivers and other community members to identify specific locations with walking, rolling, bicycling, or other safety concerns. Respondents highlighted missing crosswalks on Madison Avenue south of the school campus, near Derby Middle 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

El Paso Elementary



Priority School

1/2 Mile School Radius

Sidewalks and Paths

Sidewalk

Shared-Use Path

Planned Shared-Use Path

Crosswalk

Park

USA Parks

Local Park

Railroad

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 El Paso Elementary School campus relate primarily to intersection design and crossing safety. These issues can result in increasing potential conflicts between students and motor vehicle traffic.

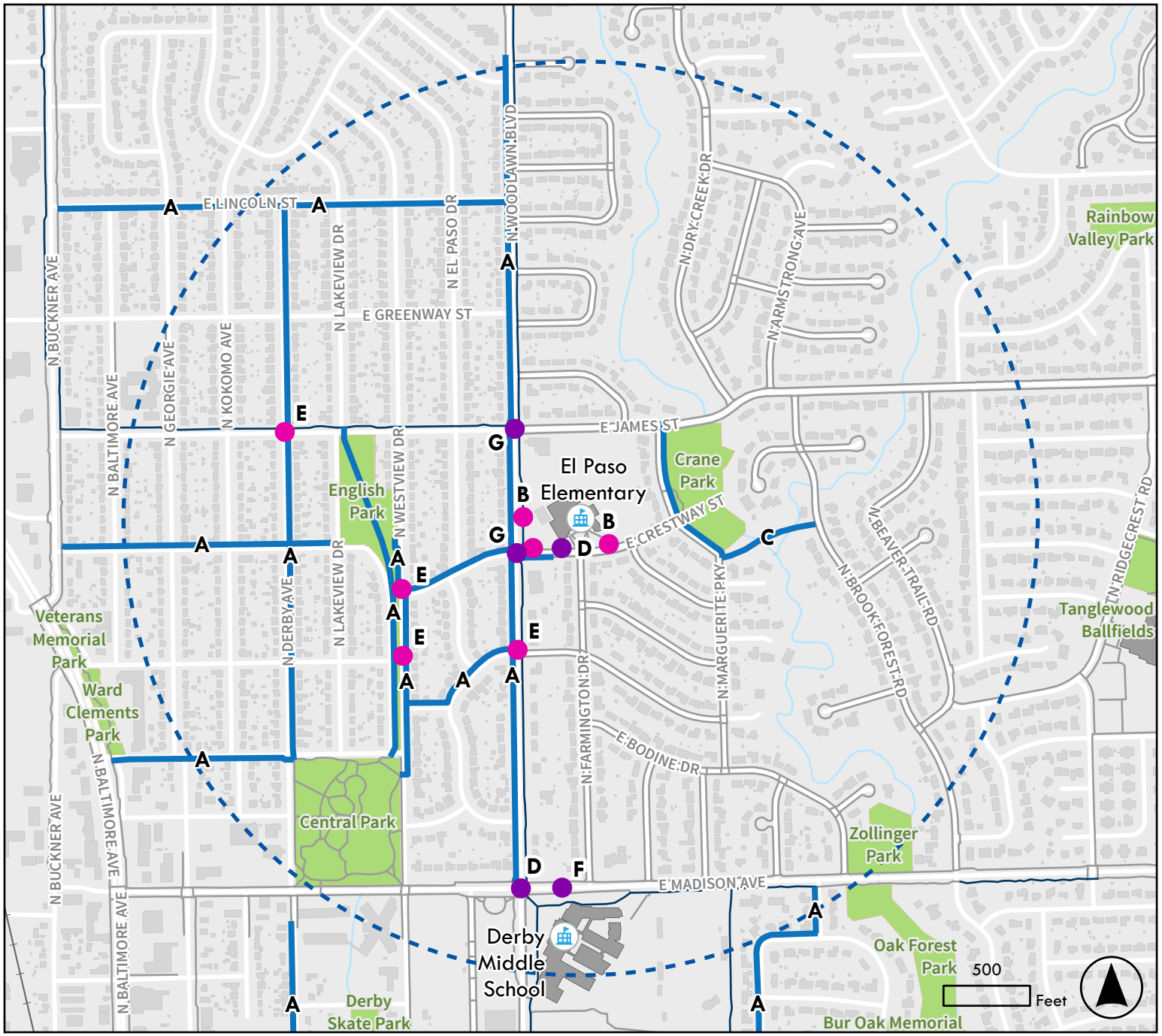
Table 2 and Figure 5 were developed to provide staff and the public with a summary of challenges that students may face when walking, biking, and rolling to school. Issues reflected on the map were identified through an analysis of existing conditions as documented through walk audits, Student Travel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

Table 2. El Paso Elementary School: Identified Issues

Location	Issue
A	Missing walking, rolling, and biking connections at identified locations, including the following corridors closest to the school campus: • West side of Woodlawn Boulevard from Madison Avenue to Community Court. • Both sides of Willow Drive from Kay Street to Madison Avenue. • South side of Market Street from Georgie Avenue to Westview Drive. • Both sides of Market Street from Brookwood Drive to Willow Drive.
B	Crosswalks are not marked at identified locations.
C	Missing connections through wooded areas at identified location
D	Long crossing distance and low-visibility crosswalk markings at intersection of Madison Avenue and Woodlawn Boulevard.
E	Missing crosswalks at identified location.
F	Long crossing distances and safety concerns along Madison Avenue.
G	High-risk intersection at the following locations: - Woodlawn Boulevard and Crestway Street. - Woodlawn Boulevard and James Street.

Figure 5. Identified Issues

El Paso Elementary



- 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.

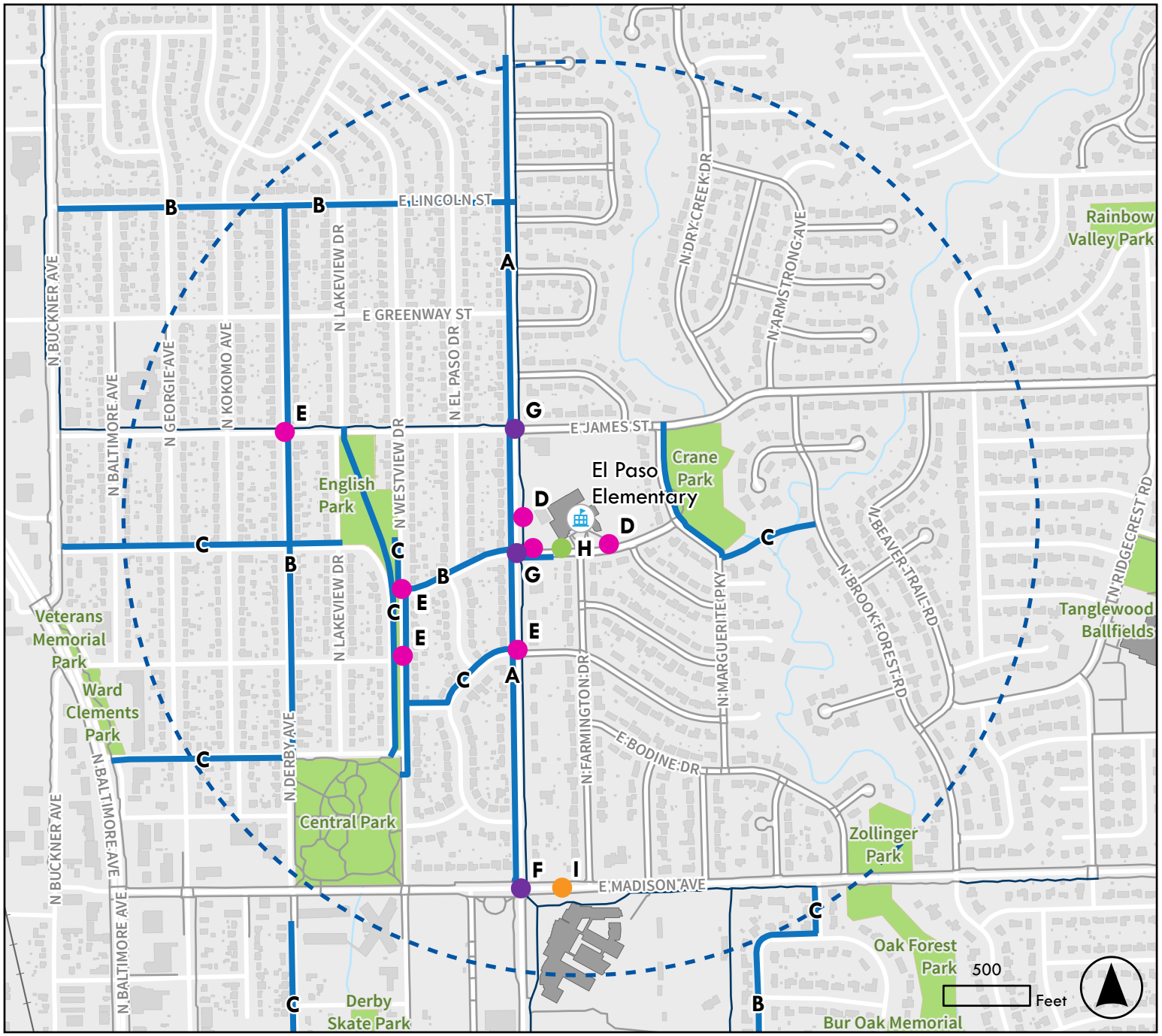
INFRASTRUCTURE RECOMMENDATIONS

Table 3. El Paso Elementary School: Recommendations

ID	Type	Recommended Intervention	Priority	Cost	Quick-Build
A		Install a walking/rolling/biking connection along Woodlawn Boulevard from Madison Avenue to Community Court.	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	$$	
D		Add crosswalk markings at identified unmarked crosswalks.	Medium/High	$	✓
E		Add new marked crosswalk and other potential crossing enhancements at identified locations.	Medium	$$	
F*		*Recommendation shown within the half-mile study boundary for El Paso Elementary applies to Derby Middle School for potential implementation.*			
G		Conduct detailed traffic studies of the Woodlawn Boulevard intersections at James Street and Crestway Avenue to identify possible intersection improvements focused on walking, rolling, and biking.	Medium/High	N/A	
H		Consider rerouting the existing drop-off/pick-up loop on the south side of the school to enter and exit at Farmington Drive, and loop east through expanded driveway (see image below).	Medium	$$$	
I*		*Recommendation shown within the half-mile study boundary for El Paso Elementary though applies to Derby Middle School for potential implementation.*			

Figure 6. Recommendations

El Paso Elementary



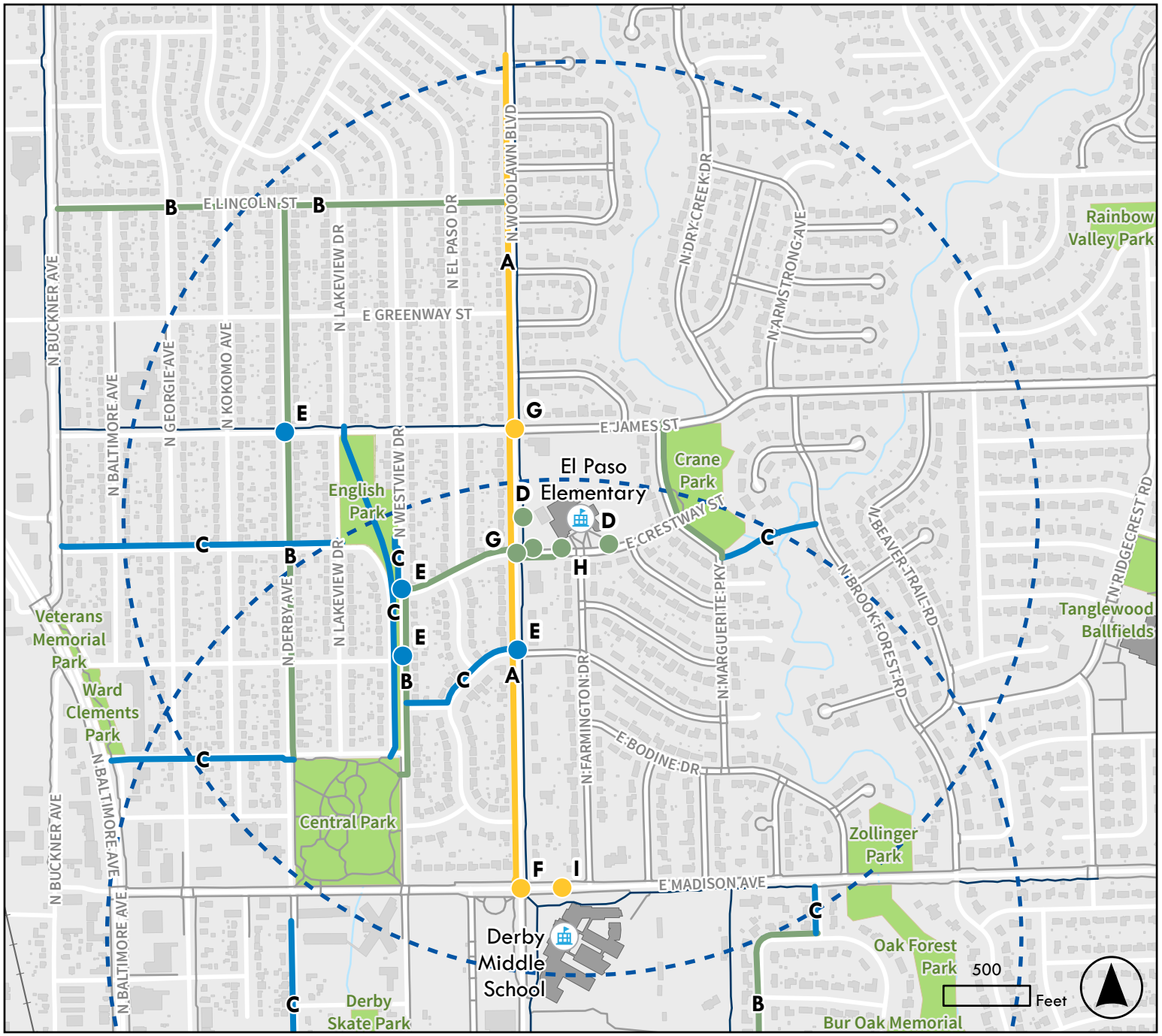
- Priority School
- 1/2 Mile School Radius
- Sidewalk
- Shared-Use Path

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

El Paso Elementary



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

Illustrative Site Circulation Improvements

Recommendation H addresses site circulation issues at the El Paso Elementary School private vehicle drop-off/pick-up area. Currently, private vehicles enter the parking lot between Farmington Drive and Kirsten Road on Crestway Avenue, then exit at another intersection west of Farmington Drive on Crestway Avenue. This creates excessive access points to Crestway Avenue, and does not provide enough queuing space for private vehicles. An illustrative, planning-level concept graphic has been developed, which features a new circulation pattern that enters the school campus from the intersection of Crestway Avenue and Farmington Avenue, looping east into a currently unused field, then looping back to the school entrance and out at the intersection of Crestway Avenue and Farmington Avenue. Further site circulation analysis must be completed to determine the feasibility of adjustments to the parking lot.

Figure 8. El Paso Elementary School: Illustrative Site Circulation Improvement Concept



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 El Paso Elementary School, program recommendations reflect the opportunity for students to walk to school from nearby neighborhoods and the challenges of navigating routes that lack sidewalks or marked crossings. Walking school buses and crossing guards help support students navigate routes and crossings with adult supervision. Walk and Bike to School Day provides an opportunity to support students who already walk or bike to school and to encourage others to try walking or biking to school or participate in activities at school.

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 peers at arrival and dismissal, modeling	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.

	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/





OAKLAWN ELEMENTARY SCHOOL

Derby Public Schools (USD 260)

Appendix D-D





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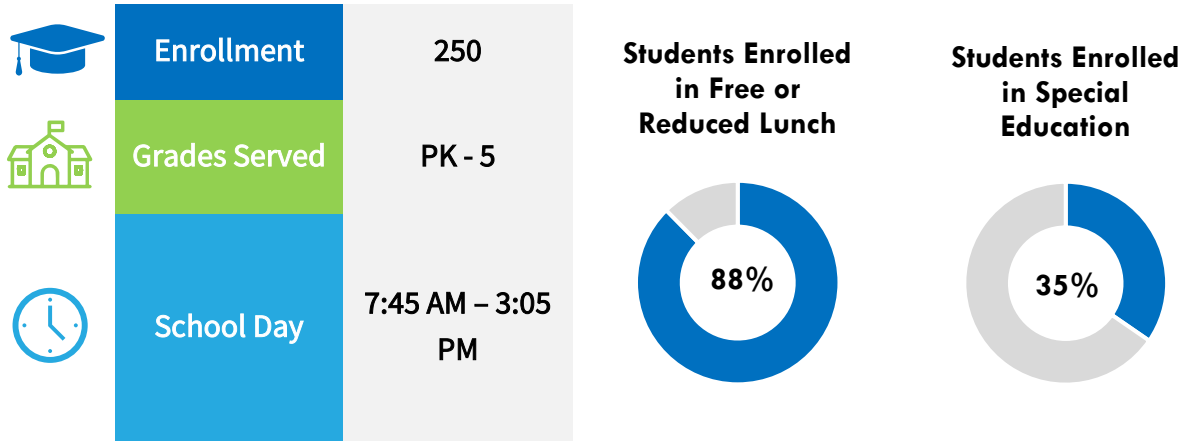
OAKLAWN ELEMENTARY SCHOOL

Oaklawn Elementary School is located outside of Derby southeast of the Air Force Base. The school is not technically located in any city and is therefore subject to county jurisdiction. The school campus is bounded by Clifton Avenue to the west and Southeast Boulevard to the east (see Figure 1). Land use surrounding the school campus is predominantly low-density residential with some natural spaces, parks, and agricultural.



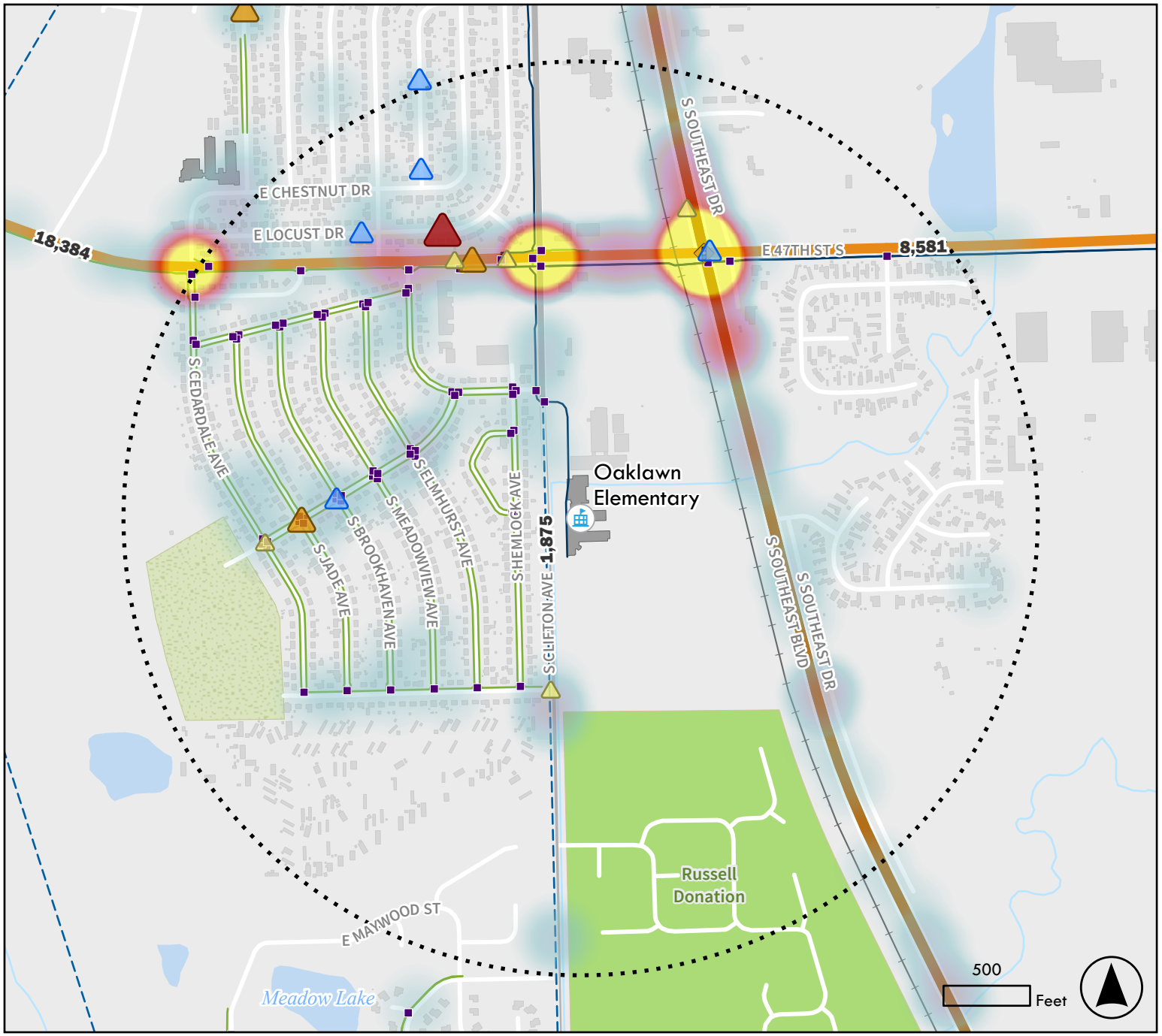
Source: Kansas Department of Education; datacentral.ksde.gov/

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

Oaklawn Elementary



Priority School

1/2 Mile School Radius

Sidewalks and Paths

Sidewalk

Shared-Use Path

Planned Shared-Use Path

Crosswalk

Park

Roadway Functional Class

Principal Arterial

Minor Arterial

Minor Collector

Railroad

Traffic Signal

##,### AADT

Bike and Ped Crashes, 2015-2024

Fatal

Suspected Serious Injury

Suspected Minor Injury

Possible Injury

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 a single shared-use-path which travels north along Clifton Avenue, stopping at the school. Most of the surrounding area near the school campus has sidewalks present, but the majority are in very poor condition with segments removed.

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 Oaklawn Elementary School

Roadway	Functional Classification	Lanes	Posted Speed Limit (School Zone Speed Limit)	Crossing Distance*
Southeast Boulevard	Principal Arterial	4 – 6	55 mph	100 – 140 feet
47th Street	Minor Arterial	4 – 5	45 mph	60 – 70 feet
Clifton Avenue	Minor Collector	2 – 4	30 mph	25 – 80 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 Southwest Boulevard and 47th Street, a signalized intersection with a marked crosswalk across one leg. Another key intersection 47th Street and Clifton Avenue, a side street stop controlled intersection with no marked crosswalks. At both intersections there are high speeds and traffic volumes, resulting in correspondingly long and high-risk crossings for nonmotorized travelers. Several marked crosswalks are limited in the area, there are a few present at key locations such as a rectangular rapid flashing beacon (RRFB) crossing along Clifton by the school campus and similar crossing along 47th Street just west of the Clifton intersection. The only other marked crosswalk in the area is the one along the southern leg of the intersection between Southwest Boulevard and 47th Street.

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 272 crashes within a half-mile radius. The majority of crashes occurred along Southwest Boulevard and 47th Street. There was one (1) fatal crash that occurred along Locust Street east of Brookhaven Street. There were four (4) serious injury crashes, all of which were along 47th Street.

Pedestrian and Bicycle Crashes

During 2015-2024, there were 13 reported pedestrian and bicyclist-involved crashes. There was one (1) fatal pedestrian-involved crash that occurred along Locust Street east of Brookhaven Street (the same crash listed in the section above). There were two (2) pedestrian and bicyclist-involved crashes that resulted in a serious injury. One (1) was a pedestrian-involved along 47th Street, just east of Oaklawn Place. The other was a bicyclist-involved crash that occurred at the intersection between Oaklawn Drive and Jade 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:

- **Southwest Boulevard:** Priority Level 2
- **Oaklawn Drive**: Priority Level 2
- **47th Street:** Priority Level 3
- **Meadowview Avenue:** Priority Level 4

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

SCHOOL CAMPUS SITE CIRCULATION

Private-vehicle drop-offs and pick-ups occur in the school parking lot near the main entrance. School bus operations occur along the school access roadway to the east of the school campus. Buses and private vehicles both enter and exit the school campus on Clifton Avenue, potentially causing congestion. Students traveling to/from school come from the west. There is only one marked crosswalk across Clifton Avenue north of the school campus. There are no sidewalk connections to adjacent neighborhoods, though the neighborhoods have well-connected sidewalks internally that are in poor condition (see Figure 2).

Figure 2. Oaklawn Elementary School Site Circulation Map



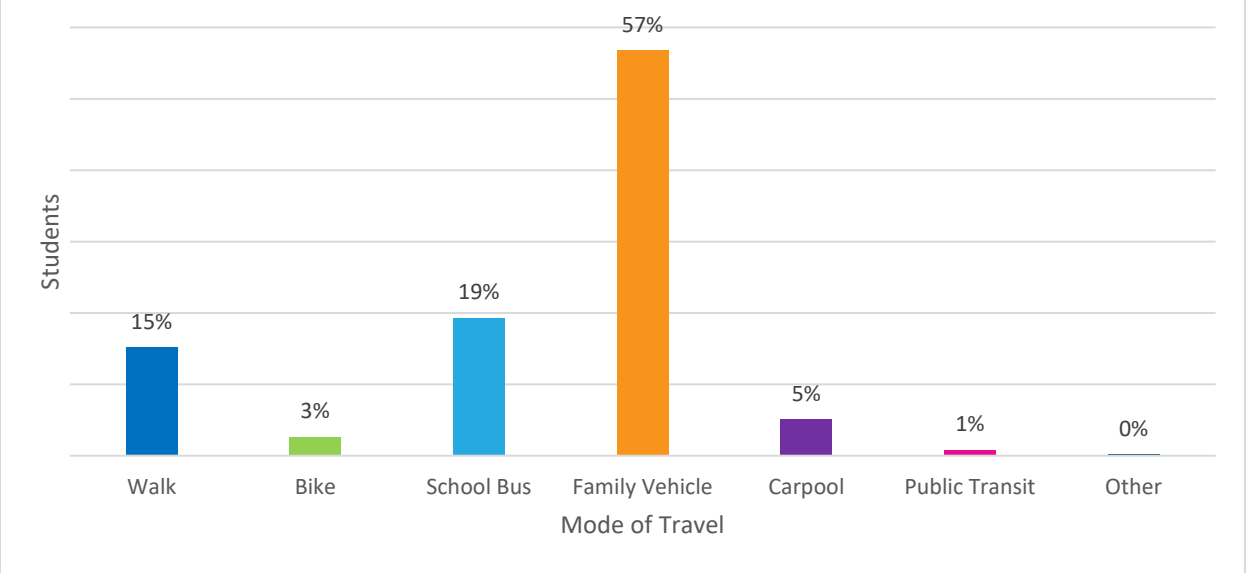
STUDENT TRAVEL PATTERNS

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 communities 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 Oaklawn Elementary School students traveled to and from school during September 9-11, 2025 (Tuesday-Thursday) (see Figure 3).

Figure 3. Oaklawn Elementary School Student Travel Tally Results: Mode Shares for Travel to/from School



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 Oaklawn Elementary School.

Date	Time	Weather	Crossing Guard(s)	Bicycle Rack(s)
September 3rd, 2026	3:00pm	Sunny	Yes, at one intersection	Yes

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

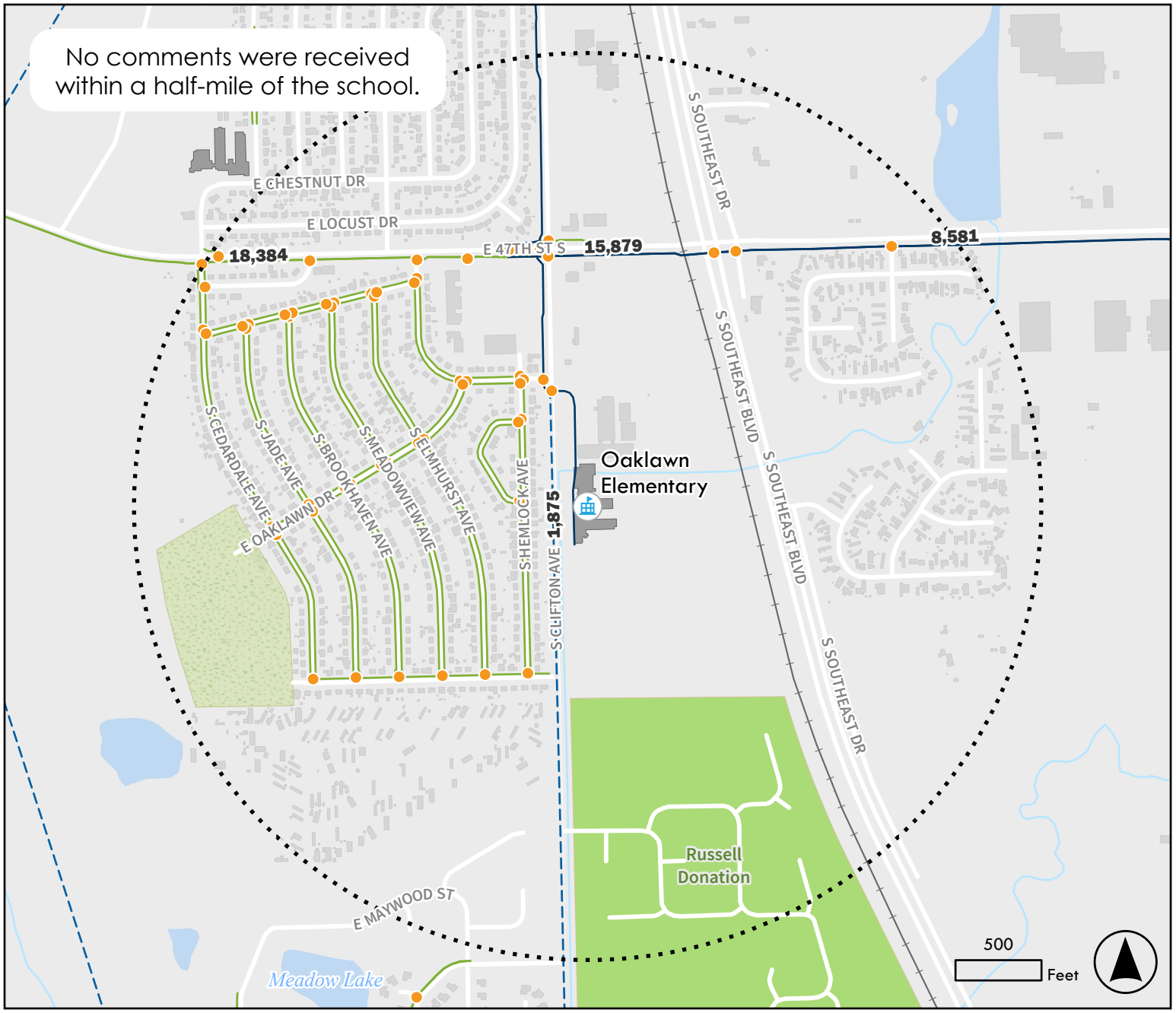
- Two teachers walk to the only available crosswalk north of the school campus to guide students.
- Buses are not easily able to leave the school campus, getting blocked by cars.
- There was concern from teachers about students walking through the parking lot while parents are not paying close attention to their surroundings.
- 47th Street and Clifton is a barrier for students.
- K-15 and 47th Street is a high-volume, unsafe intersection for anyone walking/rolling/biking.
- There is inadequate signage for bus loading in the parking lot.
- There are school zone signs, slowing cars down to 30 mph.
- Pick-up took approximately 15 minutes to complete.

PUBLIC COMMENTS

An online interactive map was used to allow parents/caregivers and other community members to identify specific locations with walking, rolling, bicycling, or other safety concerns. No comments were received within a half-mile of Oaklawn Elementary School (see Figure 4). For a full comprehensive list of all public comments received, contact WAMPO staff at wampo@wampo.org.

Figure 4. Public Comments

Oaklawn Elementary



Priority School

1/2 Mile School Radius

Sidewalks and Paths

Sidewalk

Shared-Use Path

Planned Shared-Use Path

Crosswalk

Park

Railroad

Public Comments

Walking Concern

Other Concern

Biking 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 Oaklawn Elementary School campus relate primarily to sidewalk conditions, missing sidewalks, and crossing safety. These issues can result in increasing potential conflicts between students and motor vehicle traffic.

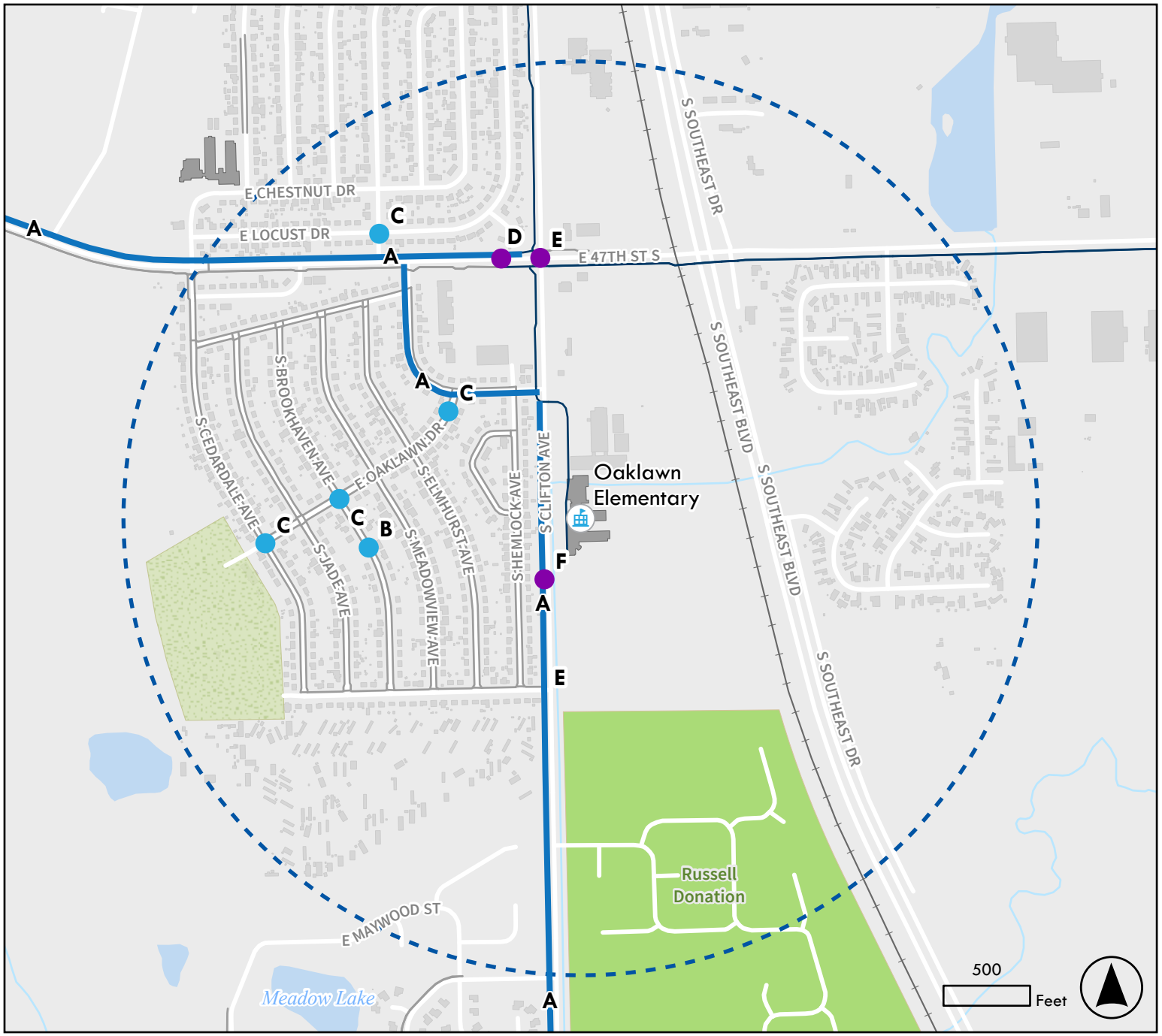
Table 2 and Figure 5 were developed to provide staff and the public with a summary of challenges that students may face when walking, biking, and rolling to school. Issues reflected on the map were identified through an analysis of existing conditions as documented through walk audits, Student Travel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

Table 2. Oaklawn Elementary School: Identified Issues

Location	Issue
A	Missing walking, rolling, and biking connections at identified locations, including the following corridors closest to the school campus: • West side of Clifton Avenue from Meadowview Street to Tierra Avenue. • South side of Tierra Avenue from Clifton Avenue to 47th Street. • North side of 47th Street from bridge to Clifton Avenue.
B	Brookhaven Street does not support people walking, rolling, and biking to the school.
C	The existing sidewalks along both sides of most surrounding streets are in very poor condition.
D	The intersection of 47th Street and Clifton Avenue features long crossing distances for pedestrians and bicyclists.
E	No crosswalks are available at the intersection of 47th Street and Clifton Avenue. The closest available crossing across 47th Street is the offset mid-block crossing west of the intersection.
F	Students walking to school currently need to walk along the ditch which creates conflicts and safety concerns along Clifton Avenue.

Figure 5. Identified Issues

Oaklawn Elementary



- 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.

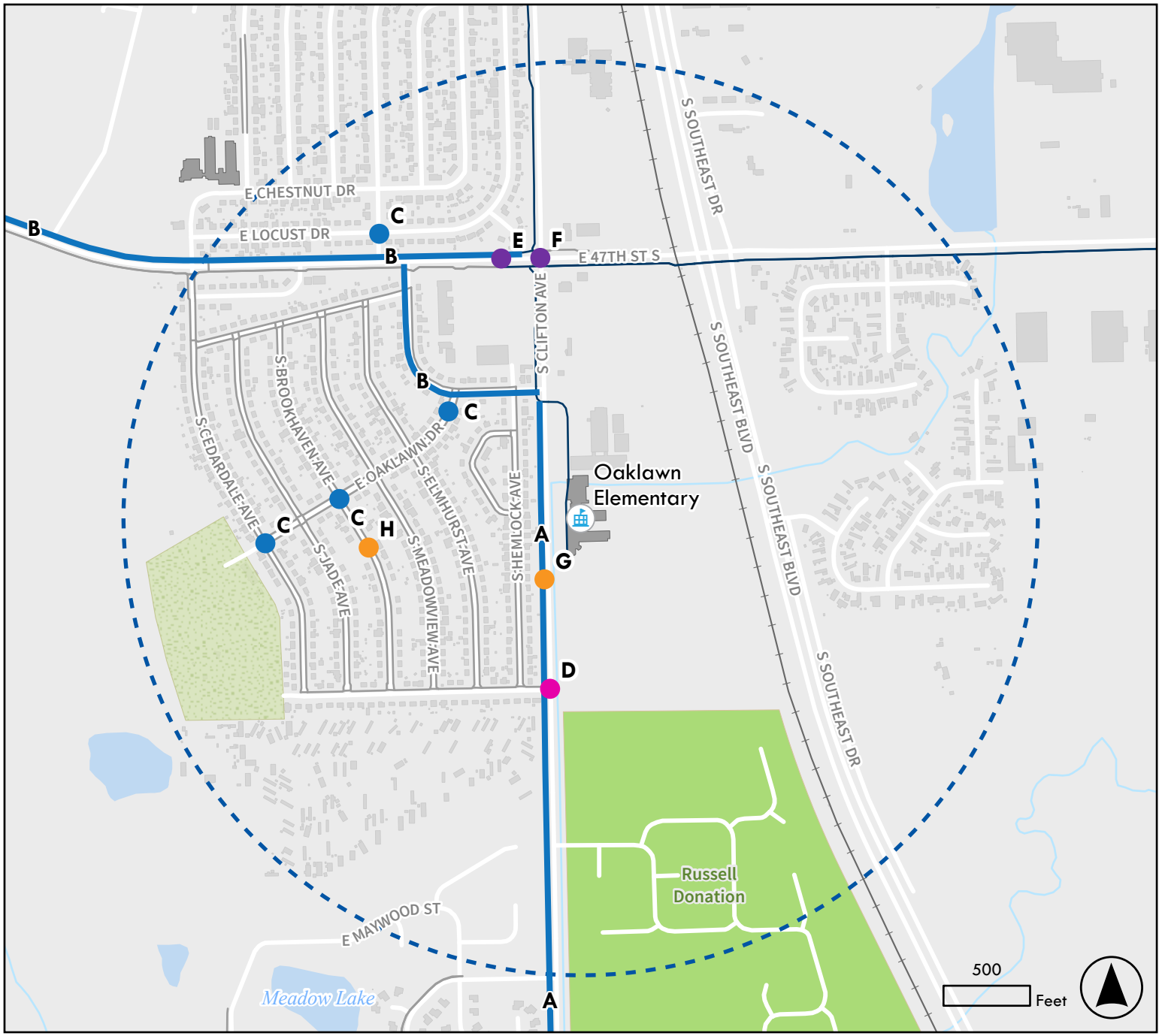
INFRASTRUCTURE RECOMMENDATIONS

Table 3. Oaklawn Elementary School: Recommendations

ID	Type	Recommended Intervention	Priority	Cost	Quick-Build
A		Install a walking/rolling/biking connection along Cliffton Avenue from Tierra Avenue to 55th Street.	High	$$$	
B		Install a walking/rolling/biking connection along identified “medium priority” corridors.	Medium	$$	
C		Reconstruct sidewalks in neighborhoods surrounding the school campus, starting with the most-traveled school routes.	Low/Medium	$$	
D		Add crosswalk markings at identified unmarked crosswalk.	Medium	$	✓
E		Install pedestrian refuge island at the existing 47th Street mid-block signalized crossing.	High	$	✓
F		Conduct a detailed traffic study of the 47th Street and Clifton Avenue intersection to identify possible intersection improvements focused on walking, rolling, and biking.	High	N/A	
G		Conduct a corridor study on Clifton Avenue for determine improvements to the existing ditch system including urbanization to accommodate a shared-use path.	Medium	N/A	
H		Designate Brookhaven Street as the main route for walking, rolling, and biking to Oaklawn Elementary, including safety improvements such as traffic calming and lighting.	Medium	N/A	

Figure 6. Recommendations

Oaklawn Elementary



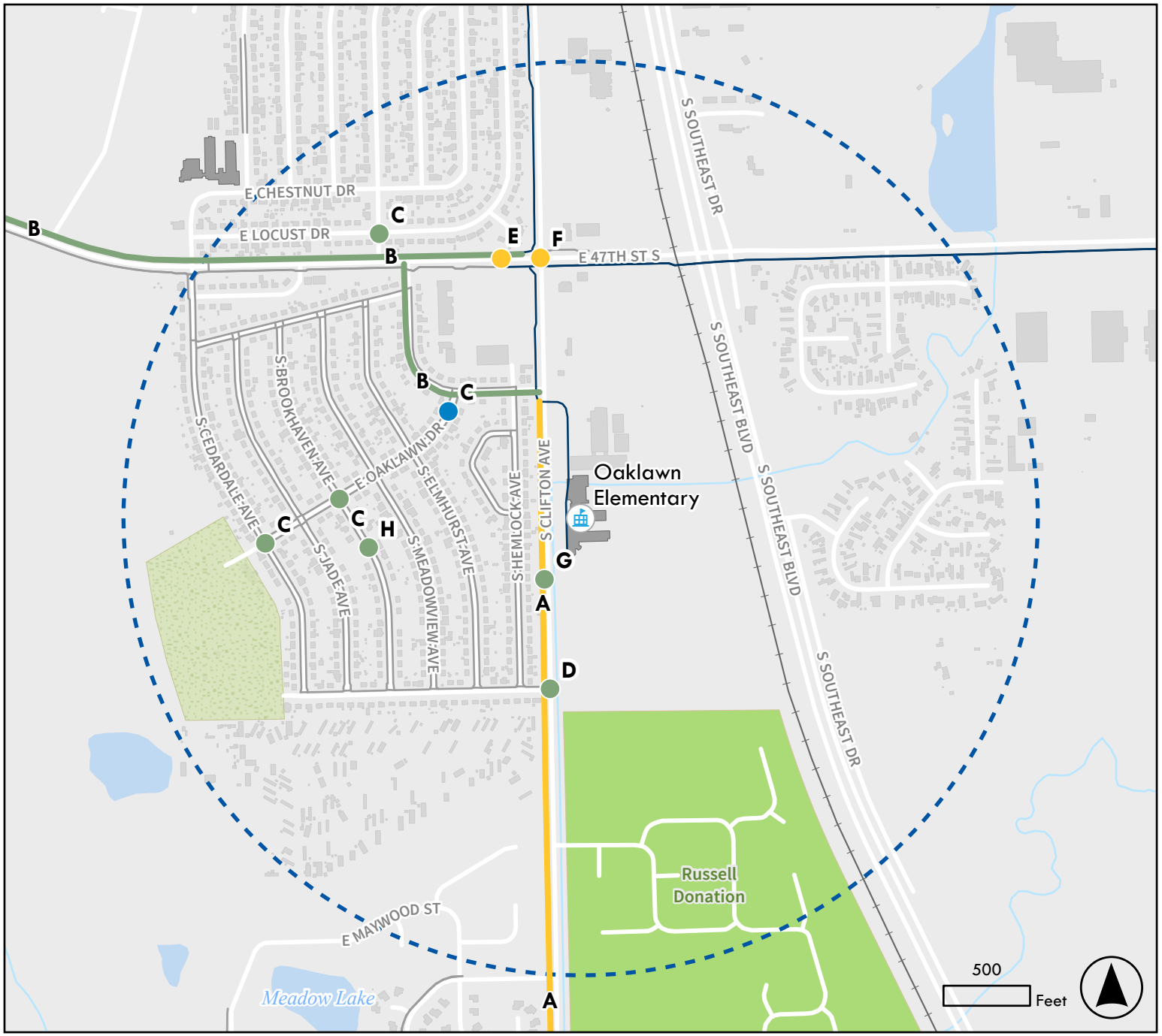
- Priority School
- 1/2 Mile School Radius
- Sidewalk
- Shared-Use Path

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

Oaklawn Elementary



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 Oaklawn Elementary School, program recommendations include walking school buses and crossing guards help support students navigate routes and crossings with adult supervision. Walk and Bike to School Day provides an opportunity to support students who already walk or bike to school and to encourage others to try walking or biking to school or participate in activities at school.

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 peers at arrival and dismissal, modeling safe crossing practices, and	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.

	reminding younger students of traffic rules.	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/





STONE CREEK ELEMENTARY SCHOOL

Derby Public Schools (USD 260)

Appendix D-E





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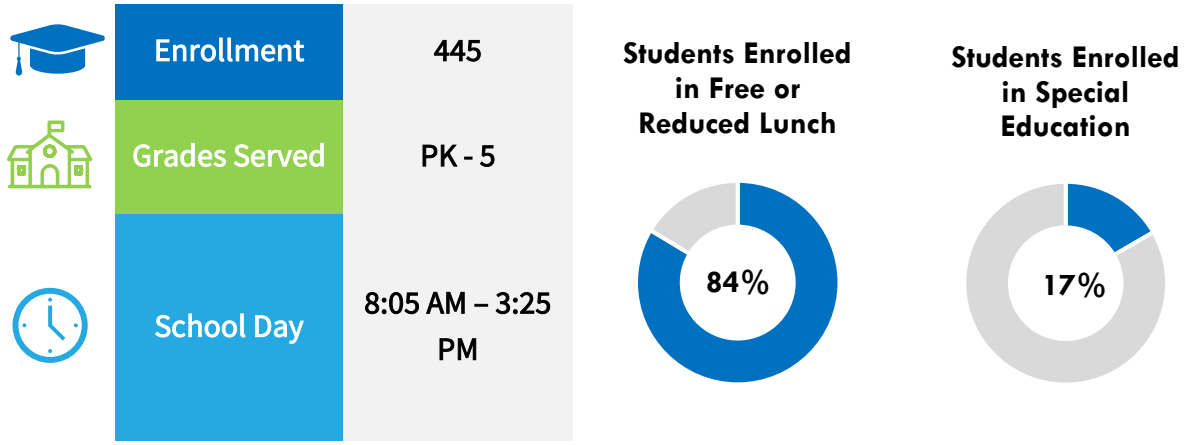
STONE CREEK ELEMENTARY SCHOOL

Stone Creek Elementary School is located on the northern edge of Derby. The school campus is bounded by Triple Creek Drive to the southwest, Rough Creek Rough to the southeast, Winding Lane Street to the northeast, and Ramblewood Street to the northwest (see Figure 1). Land use surrounding the school campus is predominantly low-density residential with some natural spaces, parks, golf course, and agricultural.



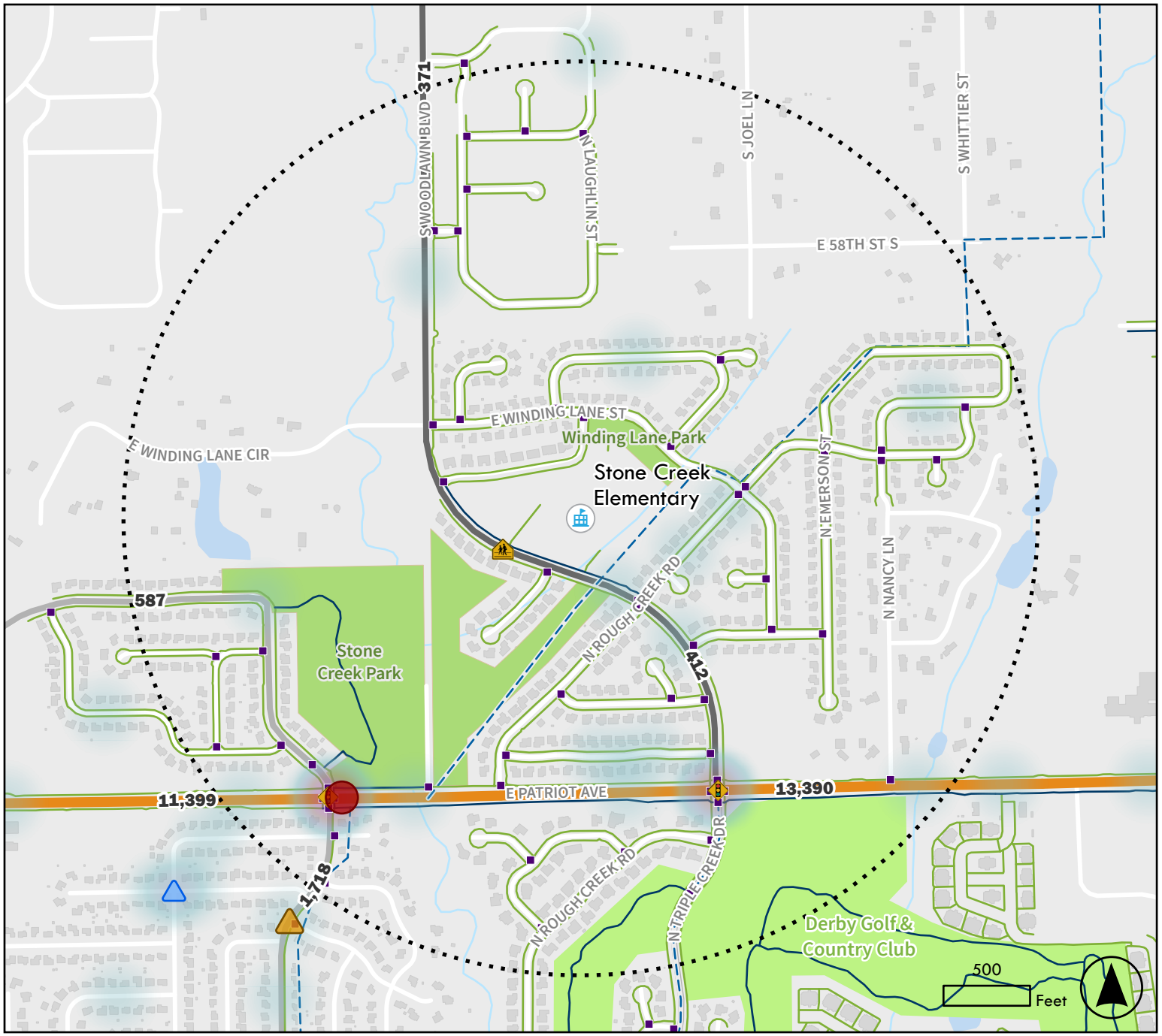
Source: Kansas Department of Education; datacentral.ksde.gov/

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

Stone Creek Elementary



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

Suspected Serious Injury

Suspected Minor Injury

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. Most of the surrounding area near the school campus has sidewalks present, with notable exceptions being 60th Street west of Woodlawn Boulevard, and Nancy Lane. To access the school entrance, there are sidewalk connections along Triple Creek Drive to the southwest.

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.
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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 Stone Creek Elementary School

Roadway	Functional Classification	Lanes	Posted Speed Limit (School Zone Speed Limit)	Crossing Distance*
Patriot Avenue	Minor Arterial	5 – 7	45 mph	75 – 105 feet
Triple Creek Drive	Major Collector	2 – 3	30 mph (20 mph)	40 – 65 feet
S Woodlawn Boulevard	Major Collector	2	40 mph	20 – 40 feet
N Woodlawn Boulevard	Minor Collector	2 – 3	30 mph	40 – 55 feet
Button Brush Street	Minor Collector	2 – 3	30 mph	40 – 50 feet
Stone Creek Street	Minor Collector	2	30 mph	40 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 Triple Creek Drive and Rough Creek Road, which features one marked crosswalk and a 2-way stop sign. Another key intersection worth noting is Patriot Avenue and Triple Creek Drive, which is a signalized intersections with marked crosswalks. At this, Patriot Avenue has seven lanes of traffic, resulting in correspondingly long crossing distances for nonmotorized travelers. Several marked crosswalks provide access to the school campus from adjoining neighborhoods.

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 27 crashes within a half-mile radius. The majority of crashes occurred along Patriot Avenue, though there were some closer to the school campus. There was one (1) fatal crash that occurred at the intersection between Patriot Avenue and Woodlawn Boulevard/Burton Bush Street but no serious injury crashes.

Pedestrian and Bicycle Crashes

During 2015-2024, there no crashes that involved a bicycle or pedestrian within a half-mile of 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:

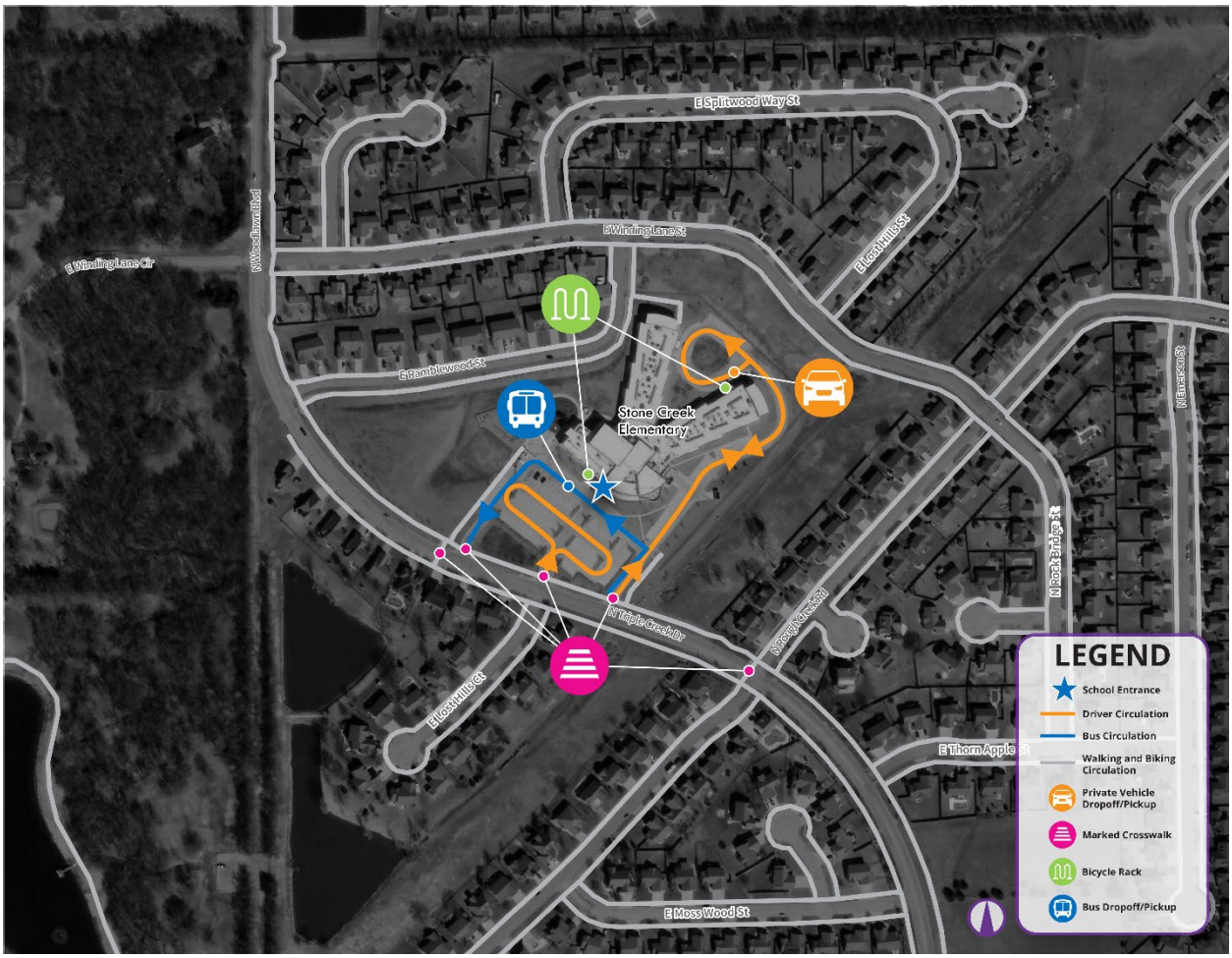
- **Patriot Avenue:** Priority Level 3
- **Woodlawn Boulevard:** Priority Level 4

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

SCHOOL CAMPUS SITE CIRCULATION

Private-vehicle drop-offs and pick-ups occur along Triple Creek Drive. Marked crosswalks are available around the campus, providing direct connections for students traveling from southeast of the school campus (see Figure 2).

Figure 2. Stone Creek Elementary School Site Circulation Map



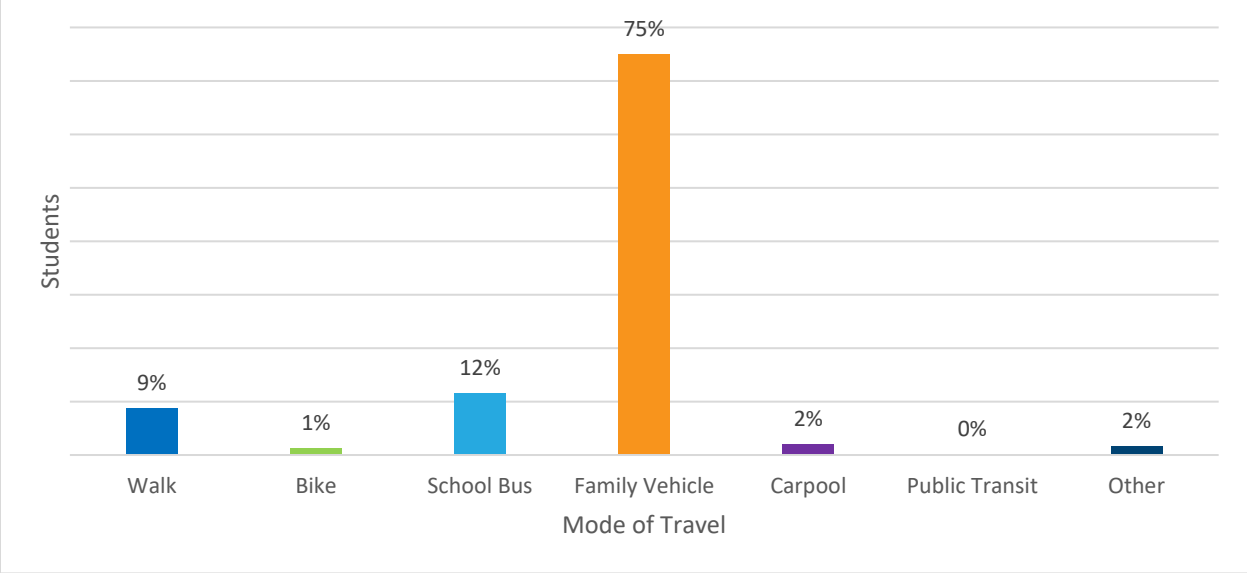
STUDENT TRAVEL PATTERNS

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 communities 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 Stone Creek Elementary School students traveled to and from school during October 7-9, 2025 (Tuesday-Thursday) (see Figure 3).

Figure 3. Stone Creek Elementary School Student Travel Tally Results: Mode Shares for Travel to/from School



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 Stone Creek Elementary School.

Date	Time	Weather	Crossing Guard(s)	Bicycle Rack(s)
October 23, 2025	3:25 PM	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 Triple Creek Drive.
- There are crossing guards in AM and PM at the south exit.
- Sufficient sidewalks surround the school campus and extend into the adjacent neighborhood.
- Grades 2-5 get dropped off and picked up in one lane traffic behind the school.



Crossing conditions at Stone Creek Elementary School



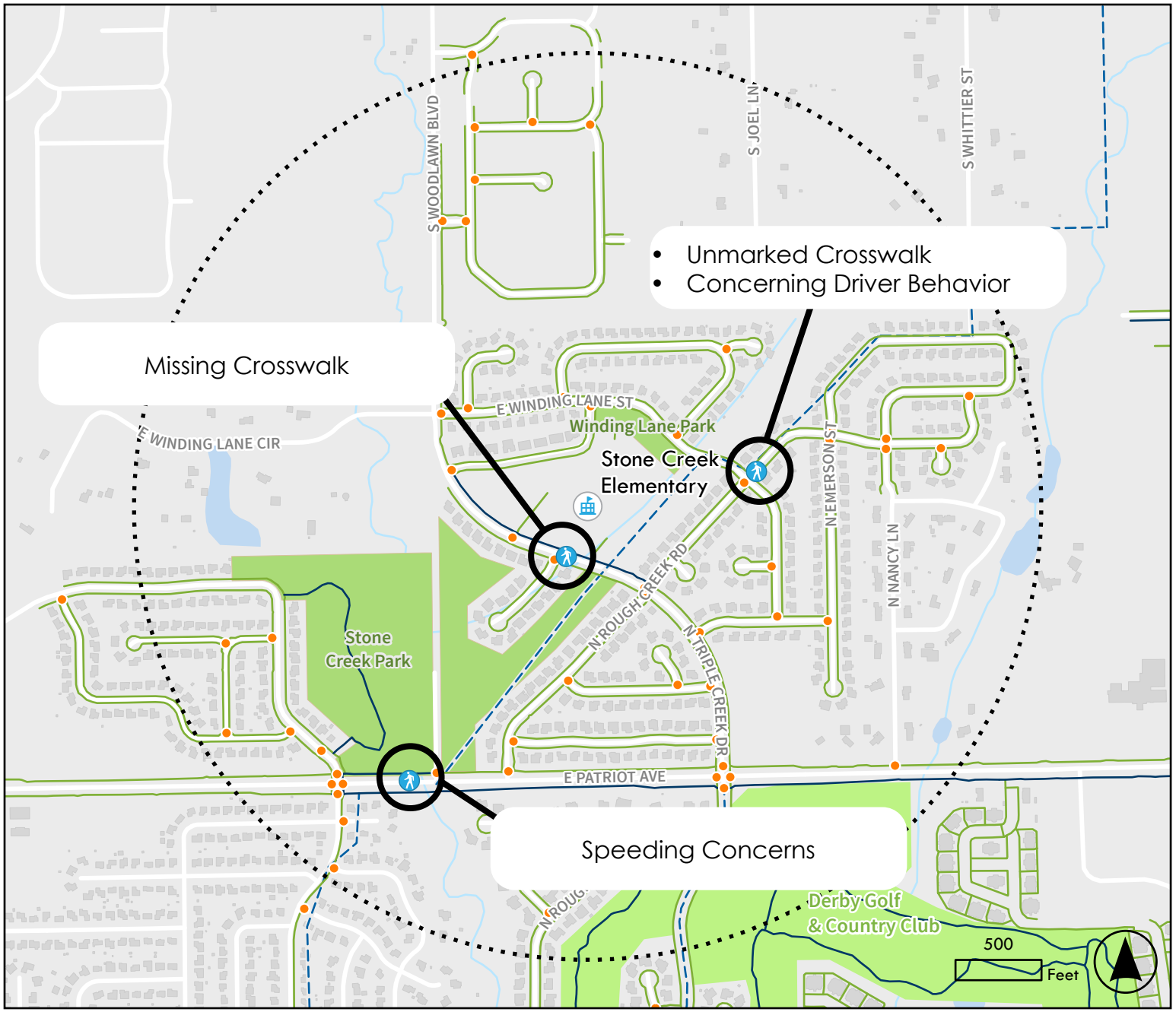
Drop-off and pick-up zone at Stone Creek Elementary School

PUBLIC COMMENTS

An online interactive map was used to allow parents/caregivers and other community members to identify specific locations with walking, rolling, bicycling, or other safety concerns. Respondents highlighted missing and unmarked crosswalks on Triple Creek Road and Rough Creek Road, and speeding concerns along Patriot Avenue. 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

Stone Creek Elementary



Priority School

1/2 Mile School Radius

Sidewalks and Paths

Sidewalk

Shared-Use Path

Planned Shared-Use Path

Crosswalk

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 Stone Creek Elementary School campus relate primarily to intersection design and crossing safety. These issues can result in increasing potential conflicts between students and motor vehicle traffic.

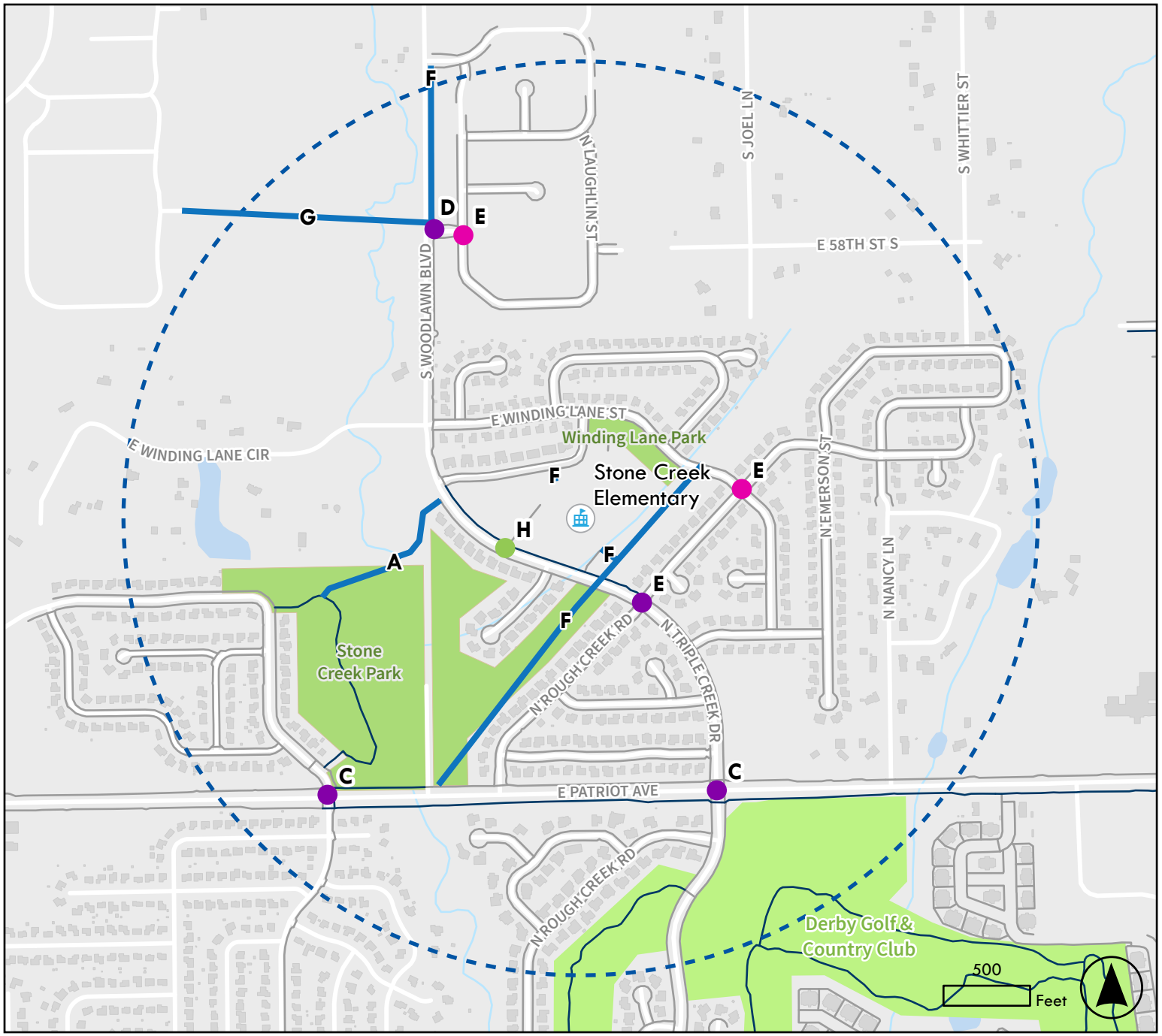
Table 2 and Figure 5 were developed to provide staff and the public with a summary of challenges that students may face when walking, biking, and rolling to school. Issues reflected on the map were identified through an analysis of existing conditions as documented through walk audits, Student Travel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

Table 2. Stone Creek Elementary School: Identified Issues

Location	Issue
A	Missing connection to nearby neighborhoods west of the school campus through the wooded area.
B	Missing crosswalks at identified location.
C	High speed and high volume intersection with long crossing distances at the following locations: • Patriot Avenue and Triple Creek Drive. • Patriot Avenue and Woodlawn Boulevard/Button Brush Street.
D	Missing crosswalk with long crossing distance at identified location.
E	Wide intersection with long crossing distances between Triple Creek Drive and Rough Creek Road.
F	Missing walking/rolling/biking connections at identified locations, including the following corridors closest to the school campus: • Southeast side of school campus from Patriot Avenue to Winding Lane Street. • Northeast side of school campus to Ramblewood Street. • West side of Woodlawn Boulevard from Freedom Street to Bellows Street.
G	Missing connection from Woodlawn Boulevard to planned residential development to the west.
H	Speeding along Triple Creek Drive.

Figure 5. Identified Issues

Stone Creek Elementary



- 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 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.

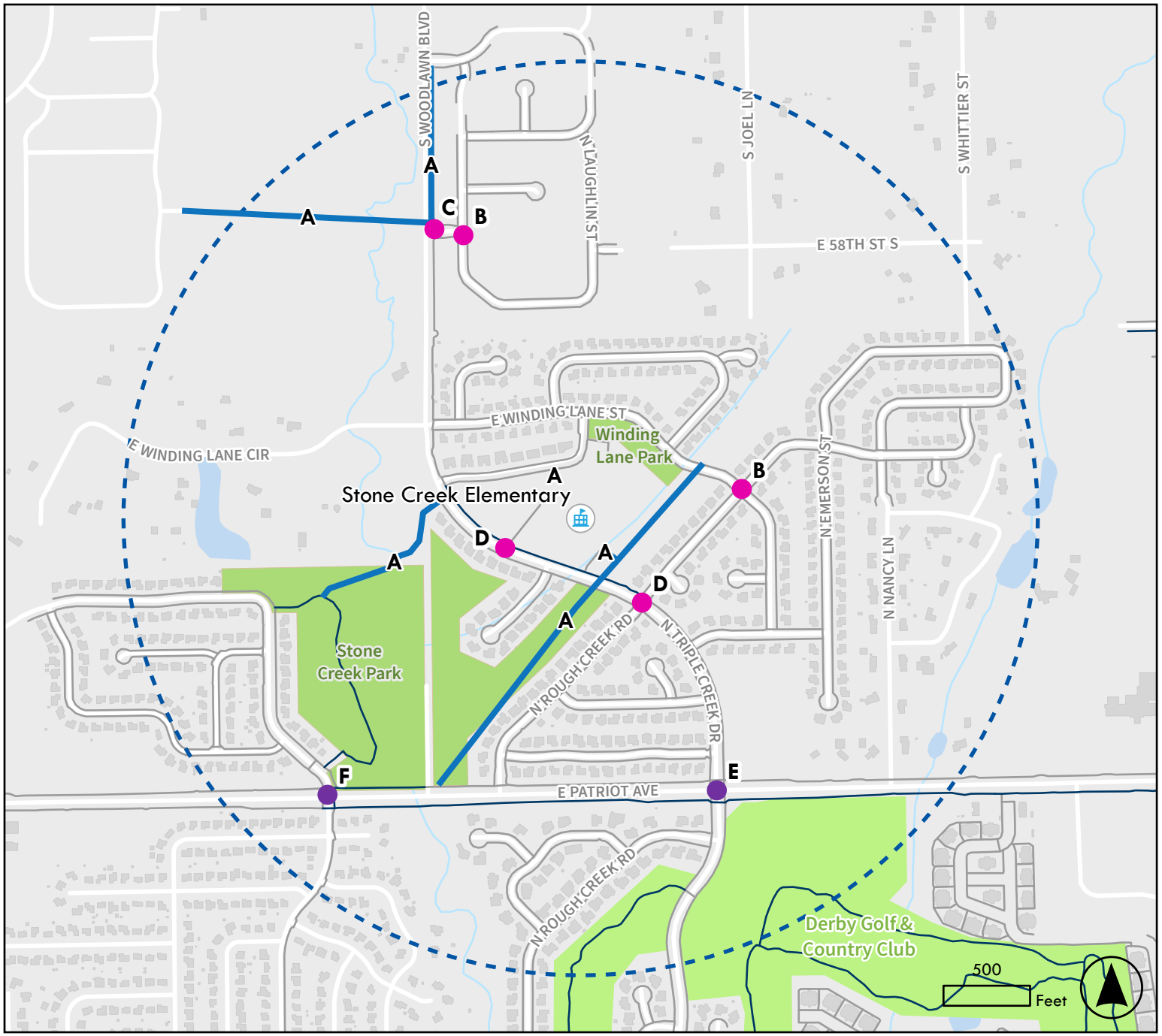
INFRASTRUCTURE RECOMMENDATIONS

Table 3. Stone Creek Elementary School: Recommendations

ID	Type	Recommended Intervention	Priority	Cost	Quick-Build
A		Install a walking/rolling/biking connection along identified "low priority" corridors.	Low	$$	
B		Add new marked crosswalk at identified locations	Low/Medium	$	✓
C		Add new marked crosswalk across Freedom Street. Consider extending median and providing pedestrian refuge.	Low	$$	
D		Install a raised crosswalk/speed table at existing marked crossing of Triple Creek Drive at either Rough Creek Road or midblock crossing near school entrance.	Low	$$	
D		Add curb extensions at existing marked crossing of Triple Creek Drive at Rough Creek Road.	Low	$$	✓
E		Conduct a detailed traffic study of the Patriot Avenue and Triple Creek Drive intersection to identify possible intersection improvements focused on walking, rolling, and biking.	Medium	N/A	
F		Conduct a detailed traffic study of the Patriot Avenue and Button Bush Street/Woodlawn Boulevard intersection to identify possible intersection improvements focused on walking, rolling, and biking.	Low	N/A	

Figure 6. Recommendations

Stone Creek Elementary



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

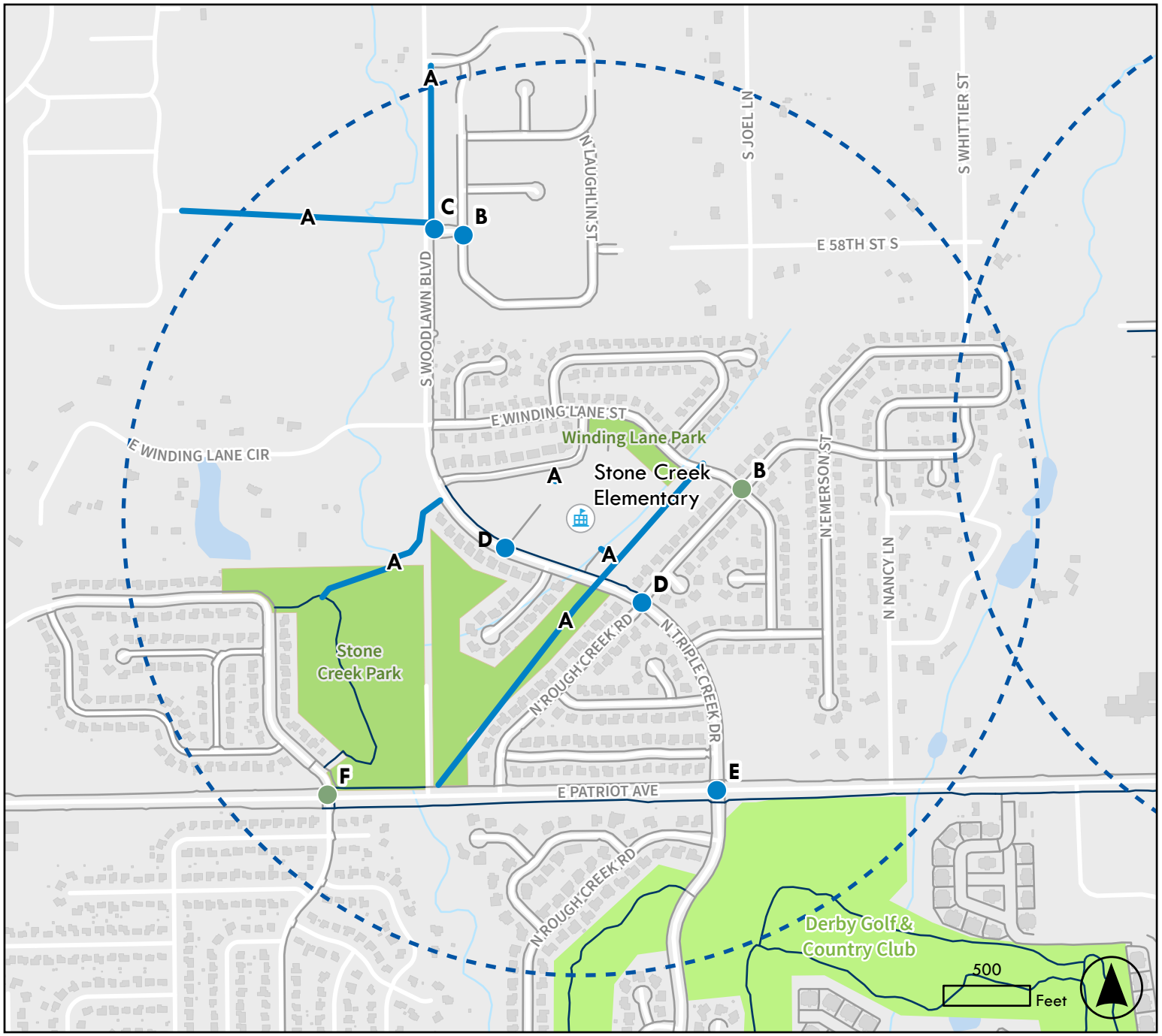
Recommendation Theme

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

WAMPO Wichita Area Metropolitan Planning Organization

Figure 7. Project Prioritization

Stone Creek Elementary



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)

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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 Stone Creek Elementary School, programs recommendations focus on encouraging more students to try walking or biking to school through walking school buses or bike trains and Walk and Bike to School Day events. Bike rodeos can provide an opportunity to build life-long safety skills.

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.
Bike Rodeos	Bike rodeos provide hands-on, experiential learning opportunities that allow students to practice bicycle skills in a controlled and supportive environment with supervision provided by trained volunteers or partner organizations.	Host a bike rodeo with trained volunteers or partner organizations, such as Bike Walk Wichita. Set up a temporary course on school grounds, using cones or chalk to simulate intersections, turns, and common roadway scenarios. Organize skill stations for students focused on essential techniques, such as helmet fitting, signaling, braking, and scanning for traffic hazards.

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WINETEER ELEMENTARY SCHOOL

Derby Public Schools (USD 260)

Appendix D-F




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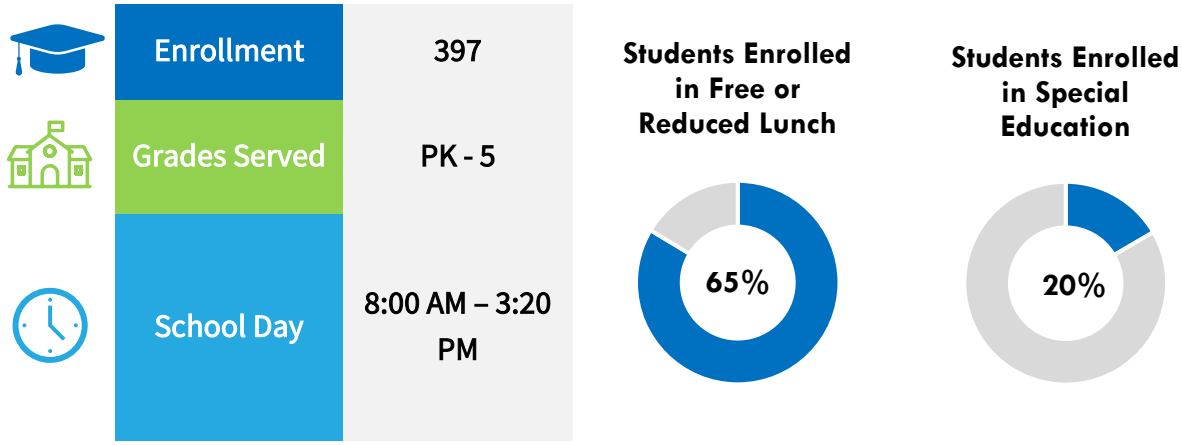
WINETEER ELEMENTARY SCHOOL

Wineteer Elementary School is located on the southeast corner of Wichita. The school campus is bounded by a McConnell Airforce Base to the west, Towne Park and a neighborhood to the north, woodlands to the east, and Hong's Landscape & Nursery to the south (see Figure 1). Land use surrounding the school campus is a mix of institutional, low-density residential, and agricultural with some commercial and natural spaces.



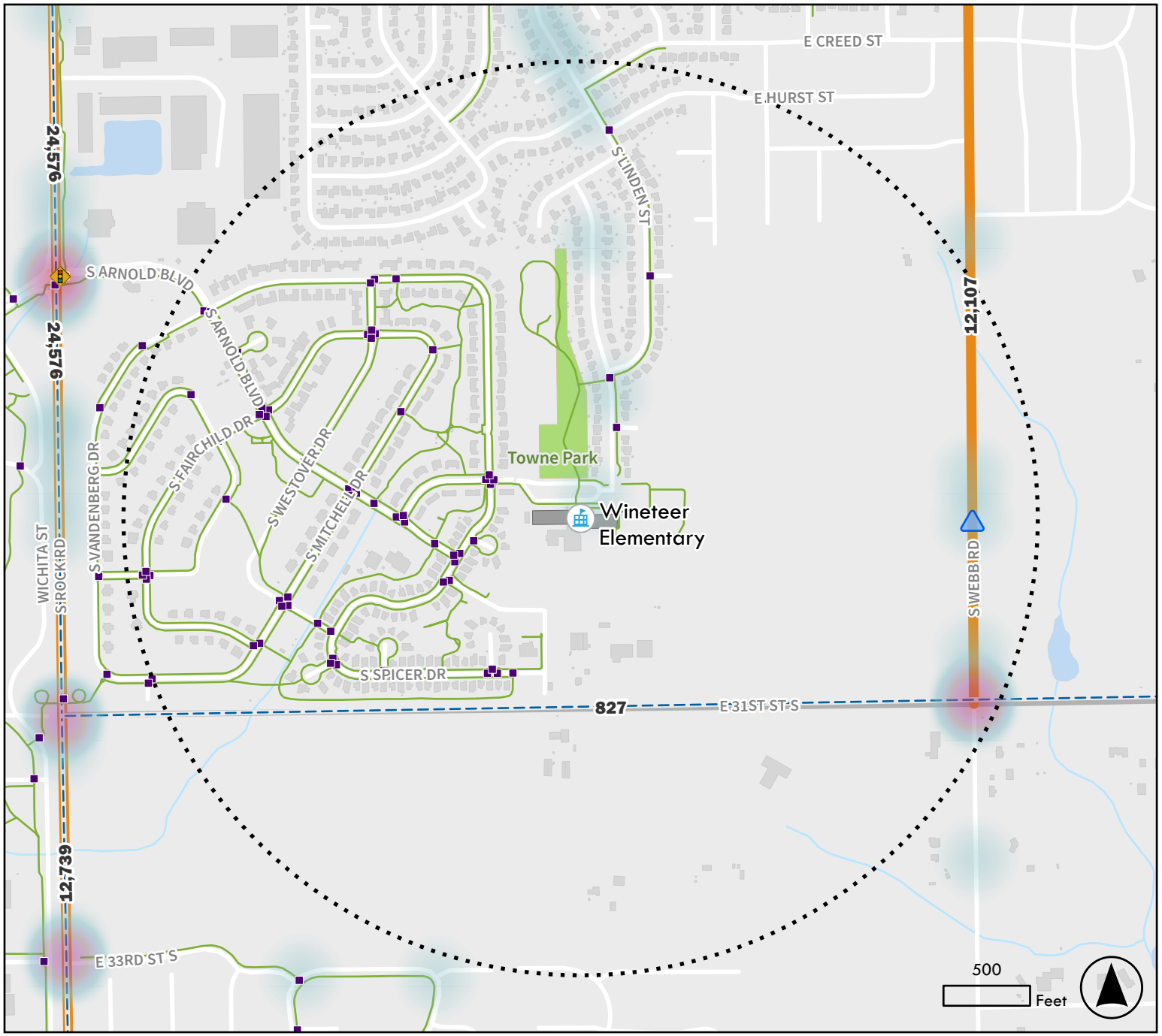
Source: Kansas Department of Education; datacentral.ksde.gov/

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

Wineteer Elementary



Priority School

1/2 Mile School Radius

Sidewalks and Paths

Sidewalk

Planned Shared-Use Path

Crosswalk

Park

Roadway Functional Class

Minor Arterial

Minor Collector

Traffic Signal

##,### AADT

Bike and Ped Crashes, 2015-2024

Suspected Minor Injury

All Mode Crash Density, 2020-2024

Less Dense

More Dense

WALKING, ROLLING, AND BICYCLING NETWORK

The school campus is connected to the surrounding area by sidewalks. For students who live on McConnell Airforce Base, there is a connected network sidewalks and a direct route along Ent Drive. The community can be accessed by residents at the Ent Drive gate. Publicly accessible sidewalks are more limited, with the only route present along the east side of Linden Street from Creed Street to West Parkway and West Parkway/West Circle along with a trail through Towne Park. There is also a sidewalk along the east side of Hildreth towards the outer edge of the half-mile boundary. The majority of the neighborhood to the north has no sidewalks along with the two main thoroughfares within a half mile; Webb Road and 31st Street.

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 Wineteer Elementary School

Roadway	Functional Classification	Lanes	Posted Speed Limit (School Zone Speed Limit)	Crossing Distance*
Webb Road	Minor Arterial	2	55 mph	25 feet
31st Street	Minor Collector	2	45 mph	25 feet

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

Major Intersections & Marked Crosswalks

The key intersection surrounding the school campus is between Webb Road and 31st Street, a 4-way stop-controlled intersection with no pedestrian facilities. All other intersections within a half-mile radius of the school are local with lower traffic volumes and speeds. Several marked crosswalks provide access to the school campus from adjoining neighborhoods.

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 16 crashes within a half-mile radius. The majority of crashes occurred along Webb Road. There were no fatal or serious injury crashes that occurred within the five-year period but there were five (5) minor injury crashes reported, all of which were along Webb Road by or at the intersection with 31st Street. Several other crashes were reported in the neighborhood north of the school, with a couple crashes of unknown severity right outside the school.

Pedestrian and Bicycle Crashes

During 2015-2024, there was one (1) pedestrian-involved crash that resulted in a minor injury along Webb Road, just north of 31st Street.

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:

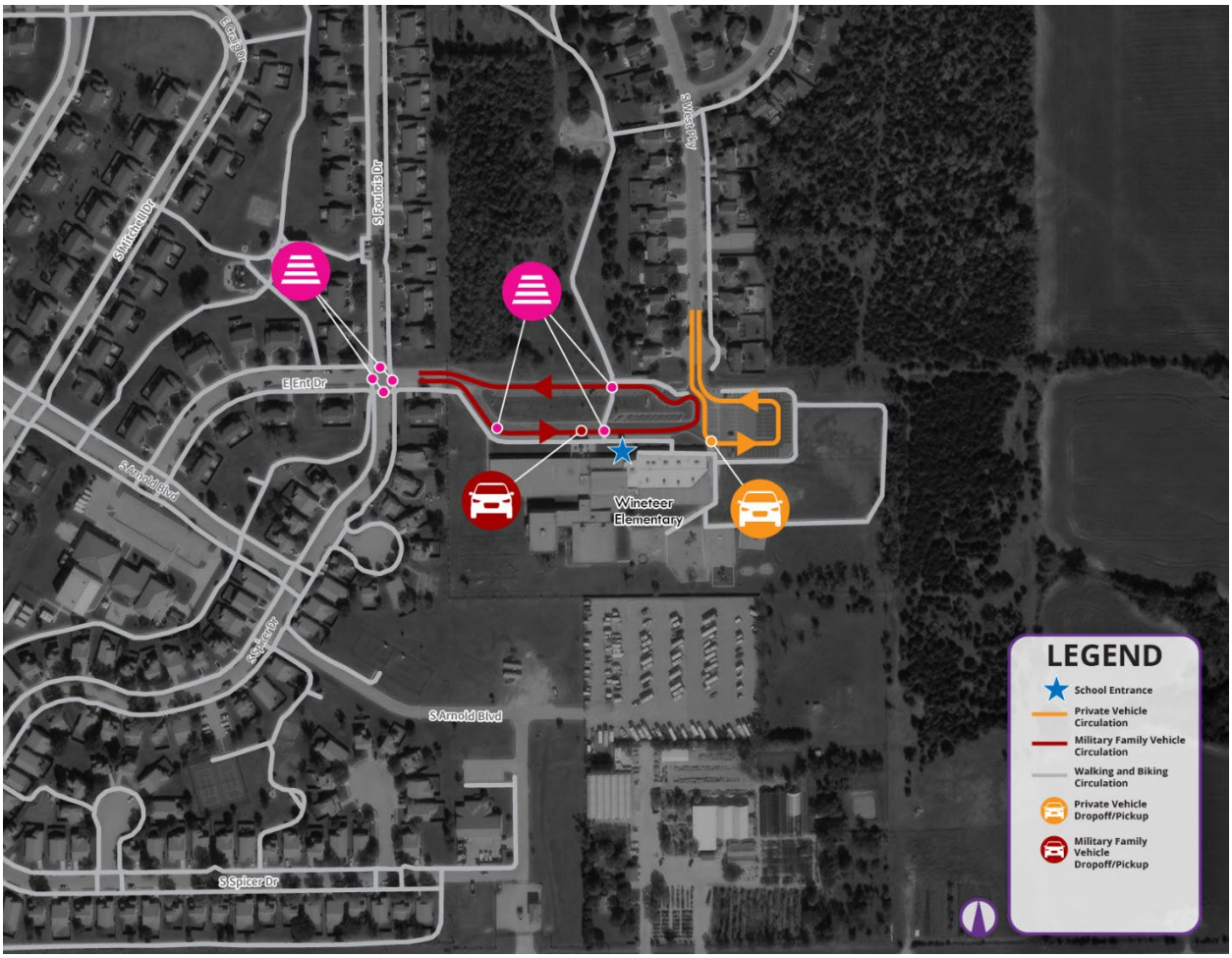
- **Webb Road:** Priority Level 3

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

SCHOOL CAMPUS SITE CIRCULATION

Private-vehicle drop-offs and pick-ups occur in two locations within the school parking lot. Military families enter from a designated gate west of the school campus, then utilize the existing loop to drop-off/pick-up in the front entrance. Everyone else enters from West Parkway, queues in the cul-de-sac, then is brought in 1-3 vehicles at a time to drop-off/pick-up in the grassy area east of the school entrance. Marked crosswalks are available around the campus, providing direct connections for students traveling from north and west of the school campus (see Figure 2).

Figure 2. Wineteer 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 communities 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

Student travel tally data was not received for this school. WAMPO, the school district, and the city should organize the collection of student travel tally data as a necessary next step to this plan (see Figure 3).

Figure 3. Wineteer Elementary School Student Travel Tally Results: Mode Shares for Travel to/from School

Student travel tally data was not received for this school.

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 Wineteer Elementary School.

Date	Time	Weather	Crossing Guard(s)	Bicycle Rack(s)
September 10, 2025	3:00 PM	Sunny	Yes	Yes

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

- Families traveling to/from the military base enter through a designated gate and utilize the existing loop to pick-up students.
- Families from everywhere else queue in the neighborhood, then are brought in 2-3 cars at a time to a grassy patch east of the school entrance.
- Approximately 15 cars utilized the loop, all military families.
- One bus serves Wineteer Elementary, which also utilizes the loop.
- Over 100 cars were queued along West Parkway, creating severe congestion and conflicts with students walking/rolling/biking.
- The path that connects to Wineteer Elementary school only offers one additional connection.
- The sidewalk along West Parkway does not connect to the school campus. Instead, asphalt was poured to provide a quasi-path to the parking lot.



Separated lanes at Wineteer Elementary School



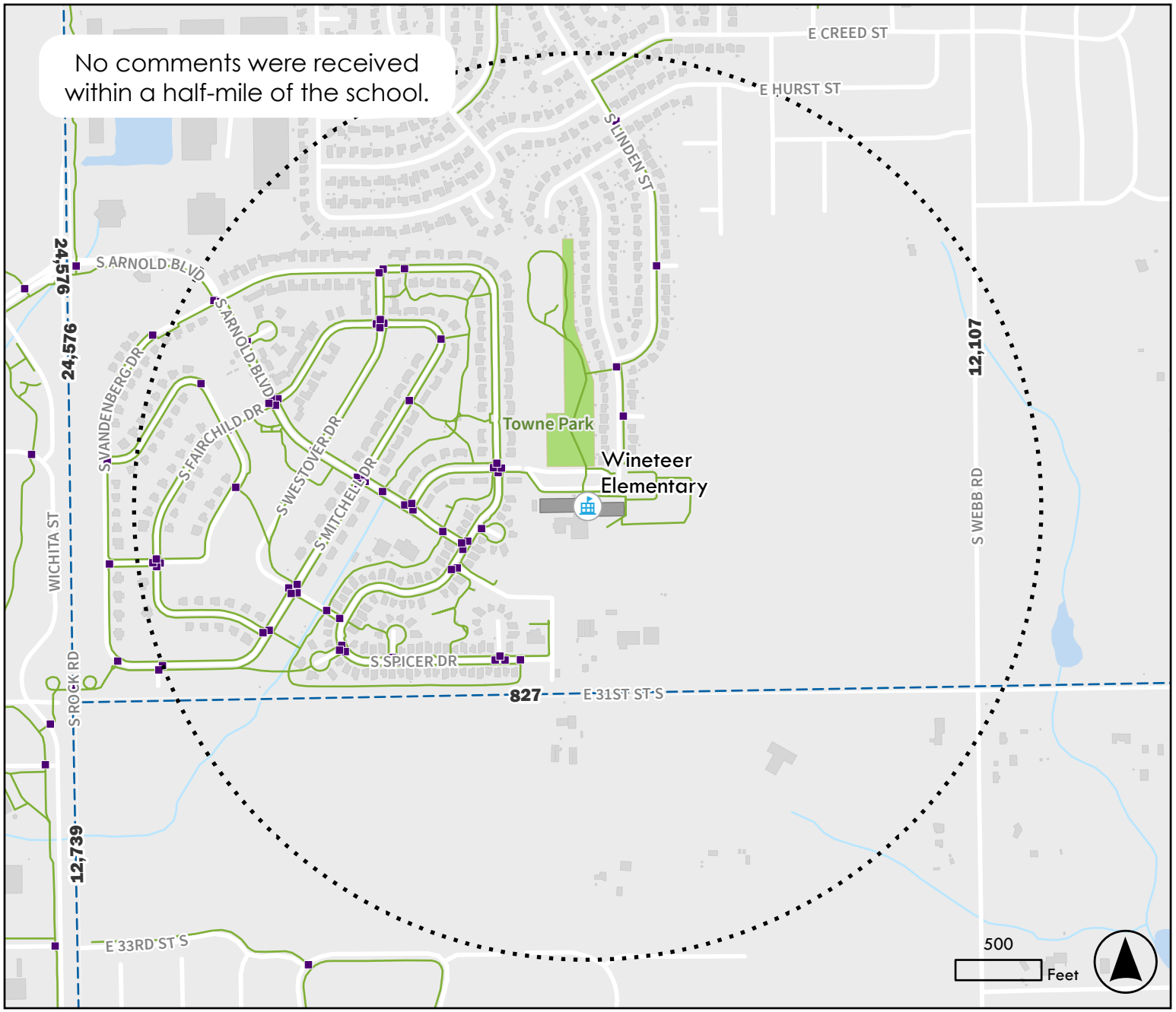
Sidewalk infrastructure at Wineteer Elementary School

PUBLIC COMMENTS

An online interactive map was used to allow parents/caregivers and other community members to identify specific locations with walking, rolling, bicycling, or other safety concerns. No comments are received within a half-mile of Wineteer Elementary School (see Figure 4). For a full comprehensive list of all public comments received, contact WAMPO staff at wampo@wampo.org.

Figure 4. Public Comments

Wineteer Elementary



Priority School

1/2 Mile School Radius

Sidewalks and Paths

Sidewalk

Planned Shared-Use Path

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Infrastructure-related issues surrounding the Wineteer Elementary School campus relate primarily to intersection design and crossing safety. These issues can result in increasing potential conflicts between students and motor vehicle traffic.

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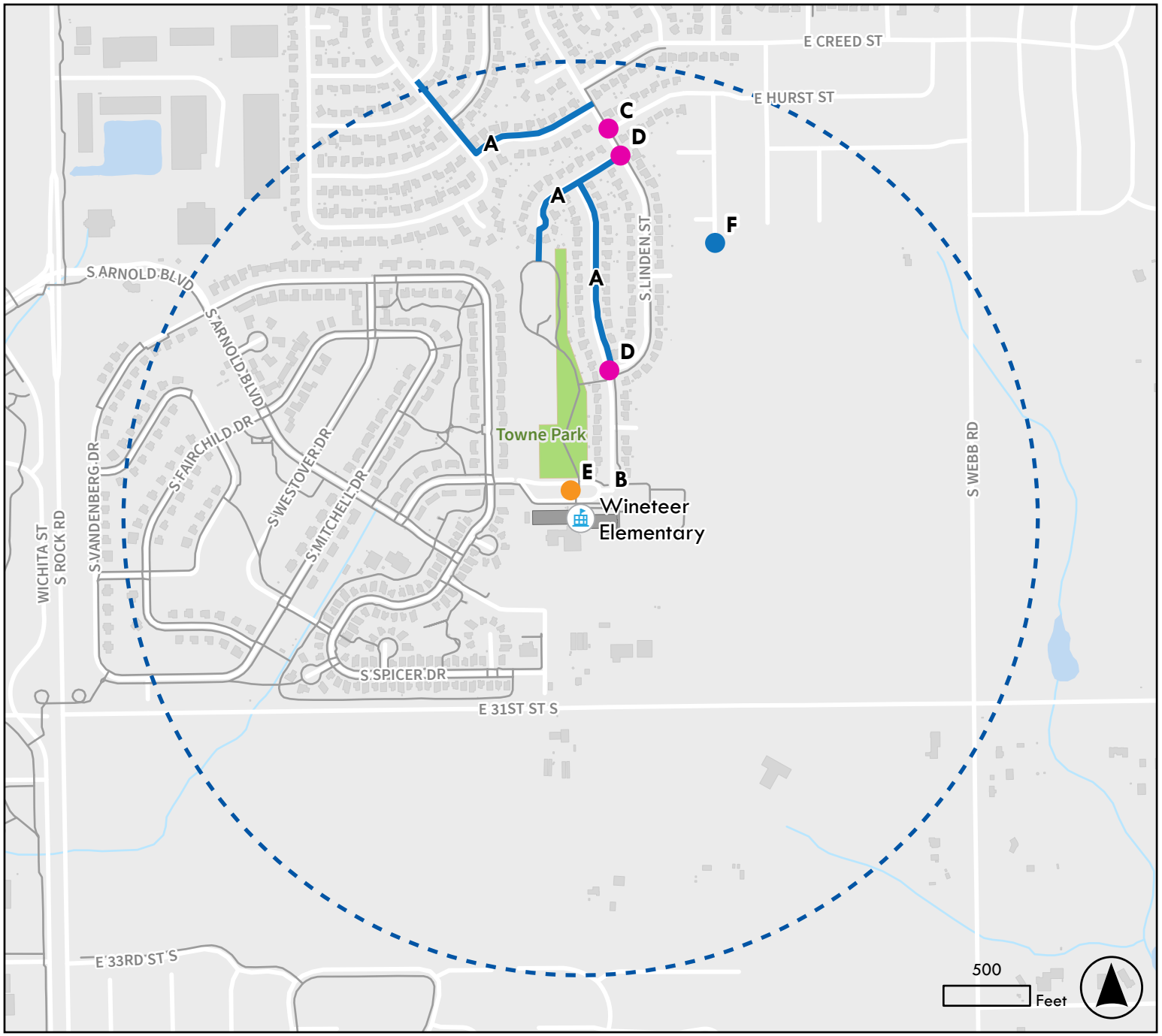
Table 2. Wineteer Elementary School: Identified Issues

Location	Issue
A	Missing connections to nearby neighborhoods north of the school campus at identified locations.
B	Non-compliant connection from West Parkway sidewalk to school campus.
C	Crosswalks are not marked at identified locations.
D	Missing crosswalks at identified locations.
E	Traffic congestion along West Parkway during drop-off and pick-up periods.
F	Anticipated traffic congestion from planned development to the northeast of the school.

Figure 5. Identified Issues

Wineteer Elementary



- 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.

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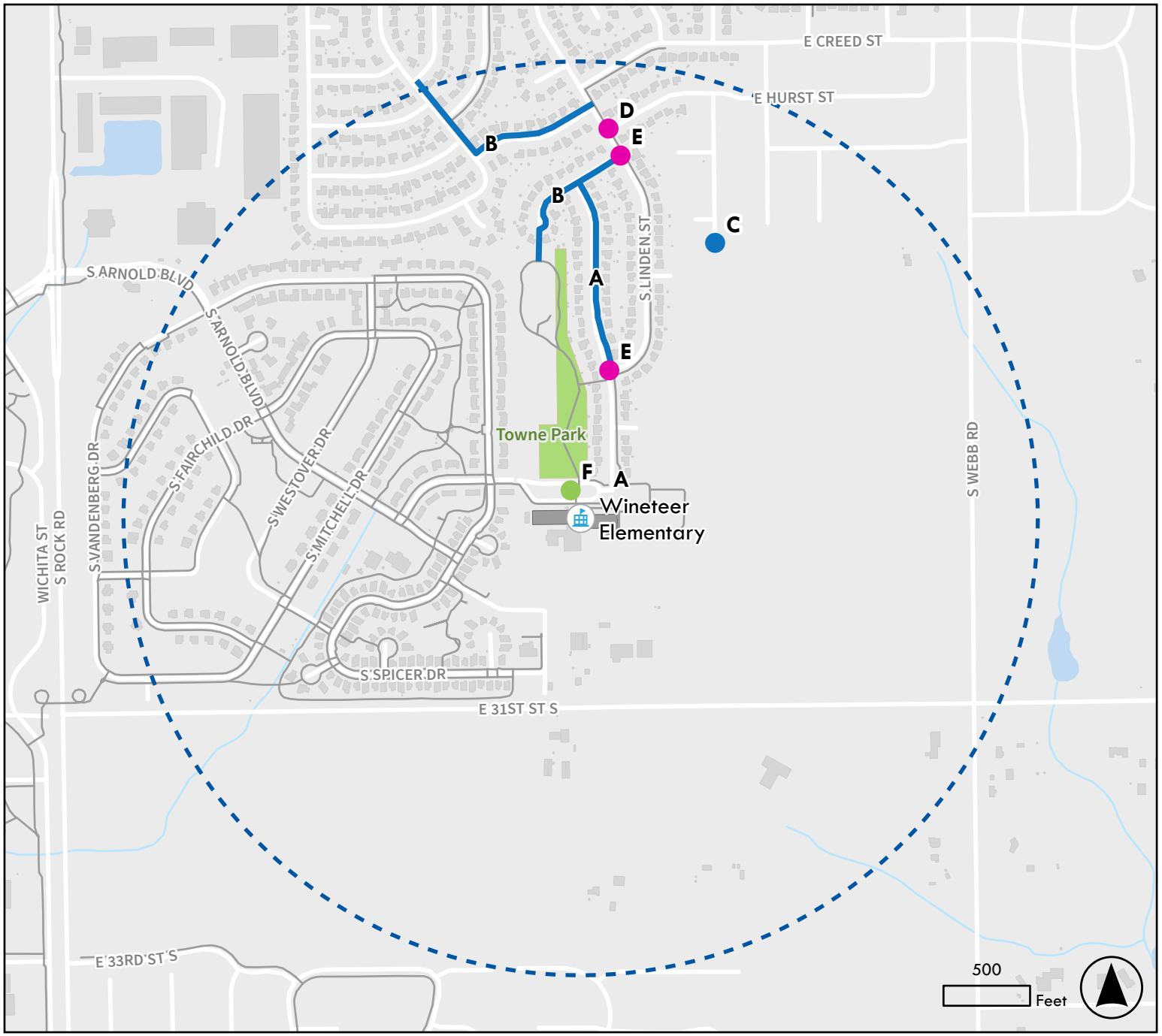
INFRASTRUCTURE RECOMMENDATIONS

Table 3. Wineteer Elementary School: Recommendations

ID	Type	Recommended Intervention	Priority	Cost	Quick-Build
A		Install a walking/rolling/biking connection along identified "medium priority" corridors.	Medium	$$	
B		Install a walking/rolling/biking connection along identified "low priority" corridors.	Low	$$	
C		Ensure that new developments northeast of the school have sidewalks along at least one side to provide separation for people walking/rolling/biking. If feasible, consider the development of a new walking/rolling/biking connection to the Wineteer campus.	Low	$$	
D		Add new crosswalk markings at identified location.	Low	$	✓
E		Add new marked crosswalks at identified locations.	Low/Medium	$	✓
F		Consider reconfiguring the drop-off/pick-up loop into two separate loops: one serving the military base and the other the general public (see Figure 8).	Medium	$$$	

Figure 6. Recommendations

Wineteer Elementary



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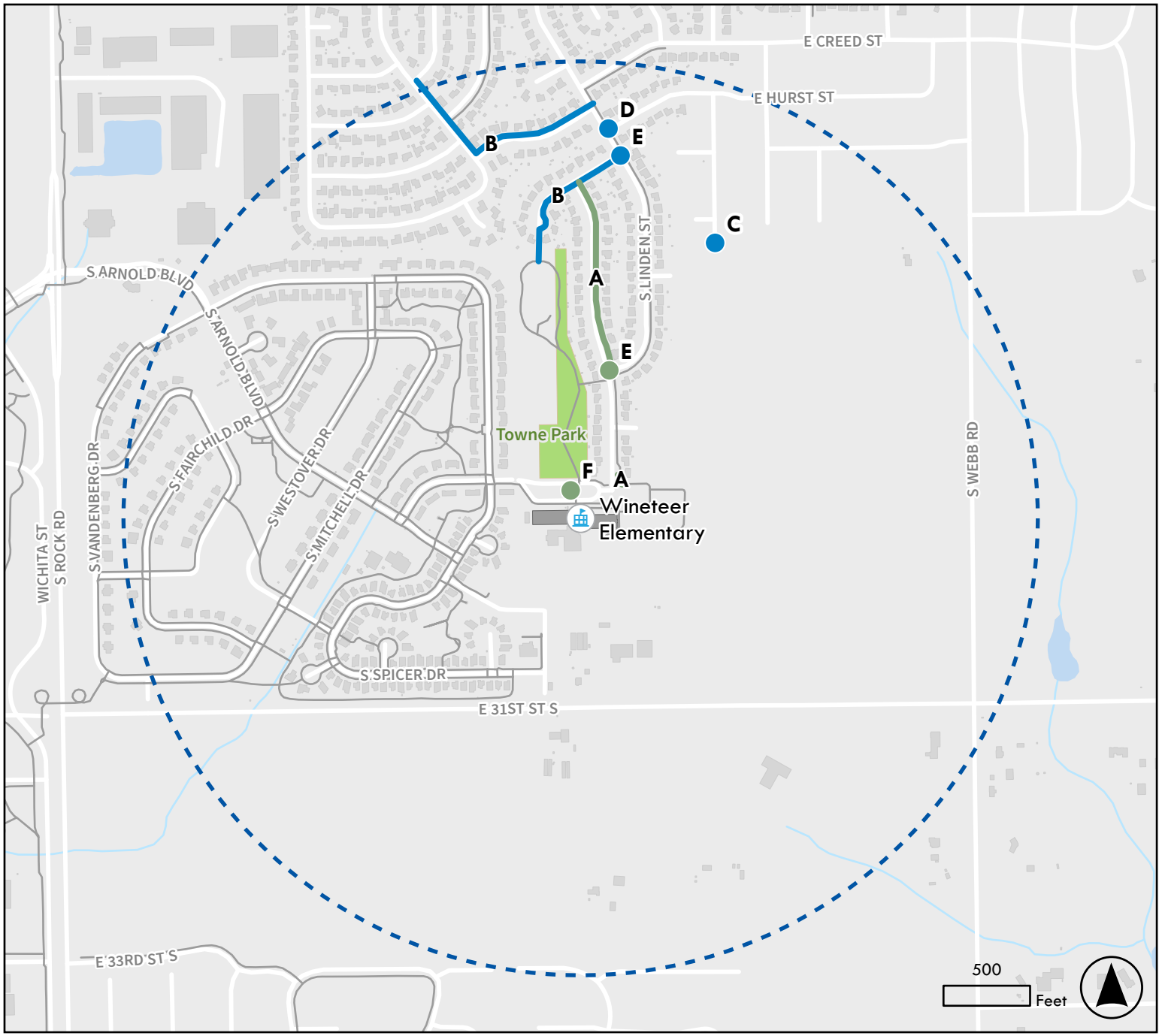
- Recommended Walking/ Rolling/Biking Connections

Figure 7. Project Prioritization

Wineteer Elementary



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

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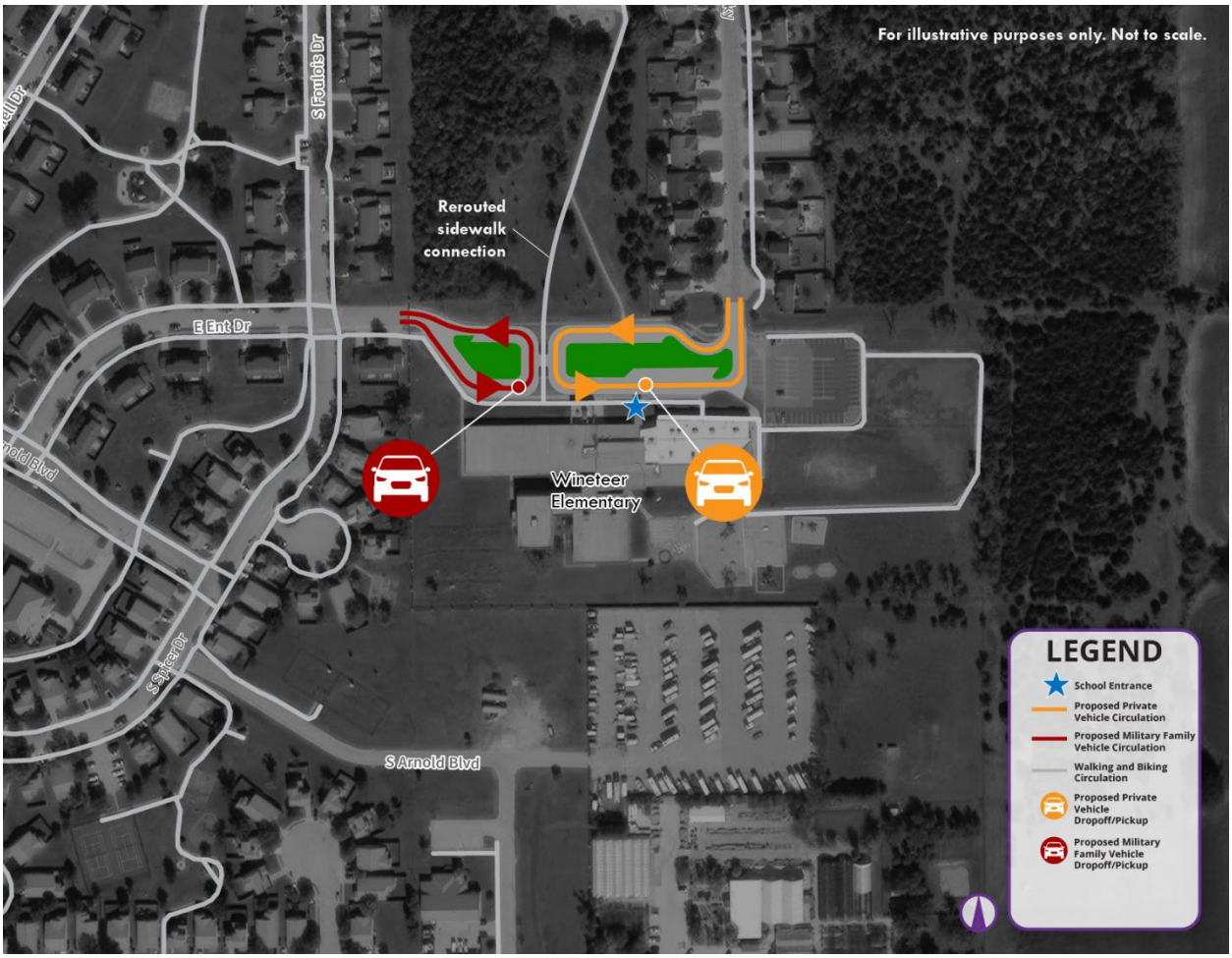
WAMPO Wichita Area Metropolitan Planning Organization

Illustrative Site Circulation Improvements

Recommendation F addresses site circulation issues at the Wineteer Elementary School private vehicle drop-off/pick-up area. Circulation is currently split between families from the military base, and those from other neighborhoods. Military families enter from a dedicated gate to the west of the school campus, then use the existing loop. Other private vehicles queue along West Parkway, being ushered onto the campus 2-3 vehicles at a time to drop-off/pick-up students in the grass east of the school entrance. This creates severe congestion along West Parkway and increases conflicts between cars and students walking/rolling/biking to/from school. An illustrative, planning-level concept graphic has been developed, which features a new circulation pattern that splits the existing loop in two, giving both families from the military base and the general public their own designated loops for drop-off/pick-up. Further site circulation analysis must be completed to determine the feasibility of adjustments to the parking lot.

Figure 8. Wineteer Elementary School: Illustrative Site Circulation Improvement Concept



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