Live Well Omaha Kids
Safe Routes to All Saints School
Walk Audit Summary Guide & Update

September 2018
Overview

Live Well Omaha Kids, in partnership with the CUES, began working with All Saints School during the 2017-2018 school year to implement Safe Routes to School, an evidence-based program for promoting physical activity in youth. Thanks to financial support from Children’s Hospital & Medical Center through a Preventing Childhood Obesity grant, Live Well Omaha Kids has provided programming, meeting facilitation, training, community outreach and funding to All Saints School to implement strategies for increasing active commuting to and from school and adopt a Safe Routes to School policy to guide future campus master plans.

During the spring of 2018, All Saints School conducted a baseline survey- the student travel tally- to evaluate current modes of transport to and from school.

On March 6, 2018, Live Well Omaha Kids hosted a facilitated neighborhood walk audit to identify and prioritize factors that inhibit or promote walking and biking. Community partners in attendance included: All Saints School staff, Dahlman Neighborhood Association, CUES, Omaha Police Department, Completely Kids and Metro Area Planning Agency (MAPA). After the guided walk, attendees engaged in an action planning session where they identified education, encouragement, engineering and enforcement strategies for the implementation phase of the project.

Student Travel Survey Findings

Eight K-8 classrooms completed the student travel tally survey, representing a sample of 112 students, during the spring of 2018 to evaluate current methods of travel to and from school among students. Based on official enrollment of 148 students, the response rate for the student travel surveys was 75%.

The majority of All Saints School students travel to school by family vehicle, while another 43% travel by school bus. Currently, no students report walking or biking to or from school.

![All Saints School Student Travel Patterns](image-url)
Map of Walk Audit Route

All Saints School provided de-identified student address data to Live Well Omaha Kids to inform the development of the walk audit route. Based on the central routes students would likely take to get to school, Metro Area Planning Agency (MAPA) used GIS mapping to create an interactive walk audit route where attendees could put themselves in the shoes of All Saints School students and experience the same terrain they would on their way to school.

Findings
Starting at All Saints Parish Center

Walk south on (west side) of 10th & William St.
- fair amount of traffic
- observed one classroom use crosswalk
- class was able to get across the street, but they were older children; preschoolers may have trouble crossing in the time allotted

Cross at 10th & Worthington Street
- there are curb cuts, but no crosswalk or crossing signage

10th and Hickory going East
- curb cuts provide clear delineation of street and sidewalk for the visually impaired and make crossing easier for all users (strollers, bikes, etc.)

Stop at NE corner of 10th and Hickory
- wide sidewalk
- set back from 10th
- lack of cross walk strips as you cross the street on 10th and Hickory

Walk East on (north side) of Hickory to 9th Street
Turn South on 9th street off Hickory

- walk on west side on 9th
- **there is no delineated crosswalk** between Hickory and 9th, so students may not know where to walk

Walk South on (west side) of 9th to Frances Street

**Stop** at 9th and Frances to make sure everyone is caught up

- significant litter and alcohol bottles observed
- unkempt yards, debris on sidewalk
- presence of abandoned/dilapidated houses contributed to a perception of lack of safety among participants

Turn onto Frances off 9th street

- walk on the north side on Frances
- no major feedback

Take 10th to Martha, cross at cross walk on 10th and Martha, then cross back to north side of Martha Street

- significantly more traffic
- navigated several cross walks to head west due to the lack of cross walk on the north side of the street
- cross walk was visible, well-kept and had curb cuts

**Stop** at 11th and Martha

- cross walk at 10th- have to go around in square because pedestrians can’t cross on north side
- wider street on 11th - higher speeds, but lower volume of traffic than 10th St.
- sidewalk noticeably narrower

Continue to 12th and Martha

Turn North onto 12th street - walk on East side of street

- wide boulevard means sidewalk is set back a considerable distance from the street

Take 12th to Alley between Dorcus and Center

**Stop** in Alley to regroup

- trash and litter observed
- alley traffic - encountered a few cars that did not seem to expect pedestrians
- alley is generally well-maintained
- police officers expressed concern that students should not take alley as it is not as visible as the main streets, however school staff and neighbors noted they see students taking this route

Take Alley to 11th, turn north on 11th

Take 11th (walking on west side) to Center
- no major feedback
- street is wide which may pose a speeding threat, but there is a low volume of residential traffic on this street

Cross center to NE corner, walk on north side of center to 10th street
- empty lot on southwest corner
- sidewalk was snow-packed during walk audit, so participants walked in grass
- RV was blocking part of the sidewalk in the empty lot
- two mattresses littered the route at this intersection, which contributed to a perception of lack of safety/care among participants

Take 10th Street to Hickory (walking on west side of 10th)
- on-street parking was seen as favorable traffic calming device
• commercial district provided amenities that students and residents could reasonably walk or bike to
• businesses also increased visibility on this street, leading participants to favor directing students to walk this route

Stop at 10th and Hickory

Walked straight back to 10th and Williams due to weather conditions
• sidewalk well maintained on 10th street
• school staff discussed the number of street crossings throughout the school day and after-school
  • they reported the duration of the light did not allow for an entire classroom to easily cross at one time

Recommendations

After the 45- minute walk audit, attendees engaged in action planning to categorize potential interventions in the following categories: education, encouragement, engineering and enforcement. In a follow- up meeting with the SRTS advisory council, the principal prioritized actions to undertake over the second half of the grant term (bolded text below).

1. Goal: Increase EDUCATION about SRTS
• Signage (placing signs along 10th St. that remind drivers to slow down and be mindful of students walking, biking and rolling)

• **Wayfinding** (placing signage around Dahlman neighborhood that tells pedestrians how close they are to nearby recreational venues, such as the Old Market and zoo)

• Teach students and families about the benefits of SRTS for health, academics and the environment

• City officials host listening sessions to uncover residents’ concerns and desires as growth in the area continues

2. **Goal:** Increase **ENCOURAGEMENT** of walking and biking to/from school

   • **Walking school bus**
   • Increase use of Nextdoor app
   • Bike racks
   • Neighborhood watch
   • Alleyway network maintenance
   • Beautification efforts (plant flowers, etc.)

3. **Goal:** Utilize **ENGINEERING** strategies for safe walking/biking

   • **Painted bus zone**
   • **Length of light at crosswalk**
   • Bike racks
   • **Painted crosswalk on 10th & William St.**
   • Protected bike lanes
   • Roundabout (10th & Martha)

4. **Goal:** Enhance traffic **ENFORCEMENT** strategies

   • Slower speed limit for school zone
   • Flashing light at crosswalk
   • Adult crossing guards

**Accomplishments to date:**

• School crosswalks repainted (summer 2018)
• Length of crosswalk timer at 10th & William St. lengthened to 43 seconds after school until 4:00 p.m. (May 2018)
• Safe Routes to School policy adopted in the 2018-2019 school year and communicated to parents in student handbook (August 2018)
• Safe Routes to School Map created (September 2018)

**Upcoming:**

• **Walk to School Day kick-off event** (October 2018)
Live Well Omaha Kids looks forward to continuing to partner with All Saints School to implement their Safe Routes to School action plan through the end of the grant term, which concludes December 2018. By utilizing complementary strategies—education, encouragement, engineering and enforcement; measuring the impact of our efforts using valid and reliable evaluation tools; as well as keeping the principle of equity present in all discussions and interventions, we seek to create school and neighborhood environments where students, their families and the community can safely engage in walking and biking as part of their daily travel and leisure routine.
Safe Routes to School Map
Follow the arrows for a safe route to school!

Live Well Omaha Kids works collaboratively in Greater Omaha to create healthy environments for all children and families. Safe Routes to School encourages kids to take active forms of transportation to school and increase their daily physical activity, helping them to be healthier and ready to learn.

Safe Routes to School is provided free of charge through Live Well Omaha Kids thanks to a Preventing Childhood Obesity Community Grant from Children’s Hospital & Medical Center.

Learn more at Livewellomahakids.org