

Clinton County Safe Routes to School Plan



Clinton County Community Schools

Prepared by the East Central Intergovernmental Association

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Acknowledgements

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Introduction

The goal of the Safe Routes to School program is to enable community leaders, schools and parents across the United States to improve safety and encourage more children to walk and bicycle to school safely. The Clinton County Safe Routes to School Plan seeks to achieve this goal through two objectives. The first objective is to involve a variety of local entities in the planning process. Involving city, county, and school officials in the planning process will ensure that parents, local governments, and the schools are communicating and working together on walking and biking projects. The second objective of the plan is to provide a list of projects for each school that, when implemented, will provide students with safer opportunities to walk and bike to school and encourage students to take advantage of these opportunities. The project list can then be used to guide future investments in walking and biking.

The Clinton County Safe Routes to School planning process began in the fall of 2010. ECIA staff invited city officials and school administrators from Clinton County to be a part of the Clinton County SRTS steering committee. The steering committee was responsible for setting the goals and objectives for the planning process, and choosing and prioritizing the projects that would be included in the final plan. The goal of the SRTS planning process was to identify the problems that were preventing students from walking and biking to school safely. Then, based on the list of problems, the steering committee would develop a list of infrastructure and non-infrastructure projects that would address each problem.

Initial efforts in the SRTS planning process were focused on collecting data using surveys. In November of 2010, staff distributed surveys to middle and high school students, and the parents of elementary school students. The surveys served as a means to determine how students were currently getting to school, and which routes they were taking to get there. Once the survey results were compiled, staff met with school administrators and neighborhood associations to develop an initial list of projects. The steering committee prioritized the list of projects during a series of public workshop meetings, which were held in 2011 and 2012. Following its completion, the project list was presented to County engineering for final review.





Calamus-Wheatland Elementary School

School Location:
80 S 2nd. St.
Calamus, IA 52729

Present Conditions

Number of students: 289

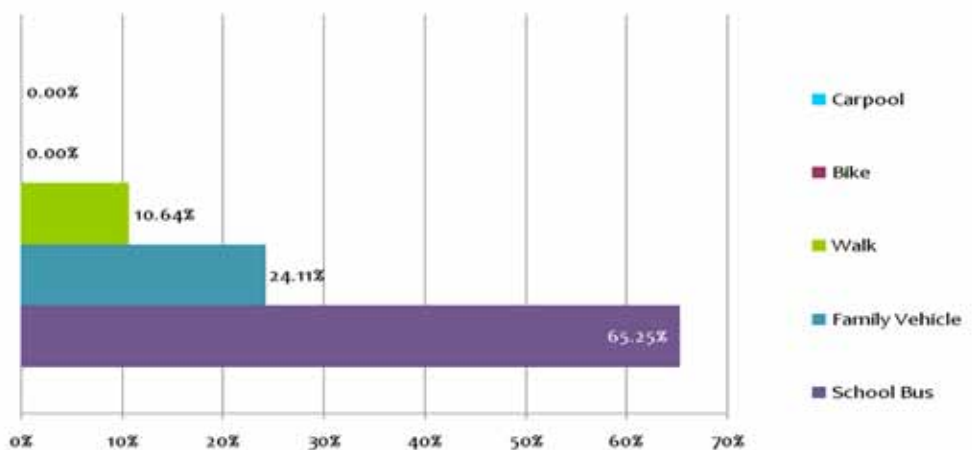
Parent Surveys

Surveys were administered to parents of children attending grades kindergarten through 6th at Calamus-Wheatland Elementary School, during the month of January in 2011. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

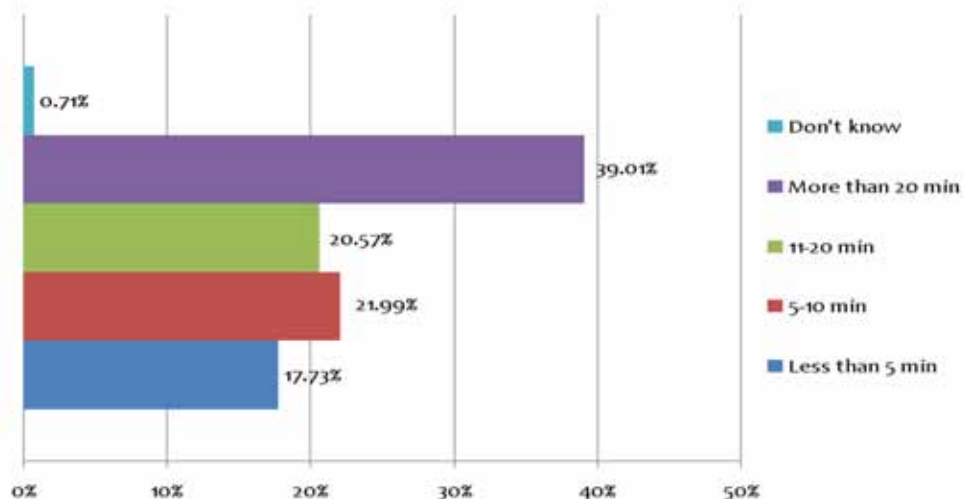
143 parents at Calamus- Wheatland Elementary School responded to the survey, and this constitutes 49% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (62.25%), family vehicle (24.11%), or walking (10.64%).



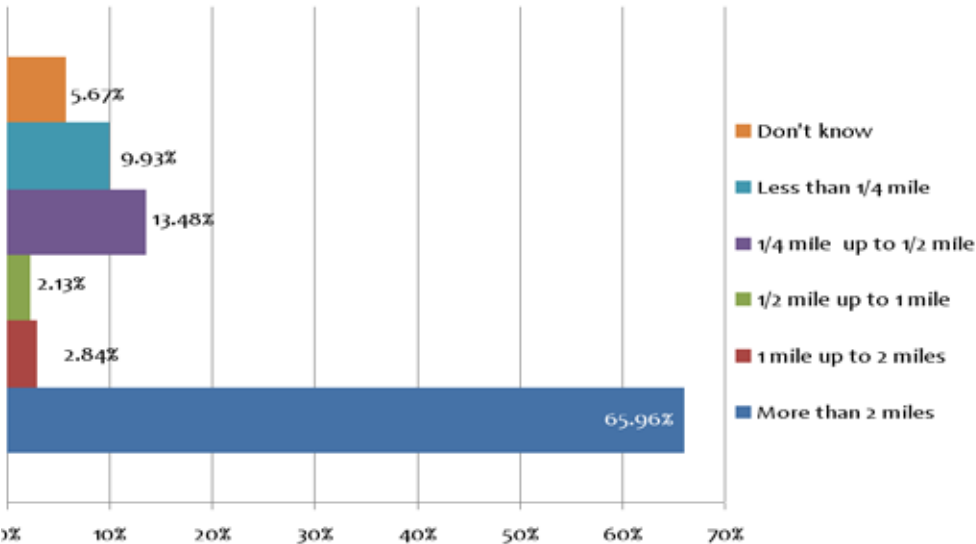
Travel Time to School

39.72% of parents responding to the survey stated that their child spends 10 minutes or less traveling to school.



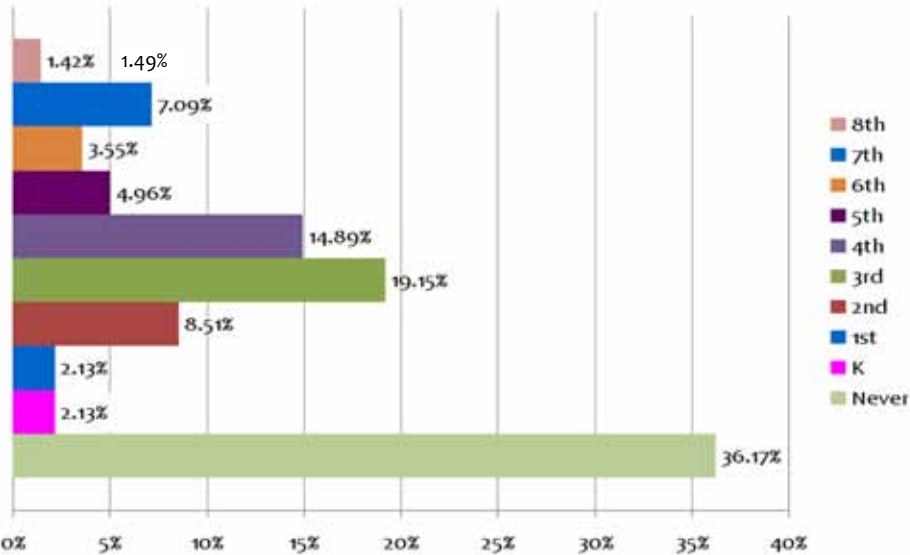
Travel Distance to School

23.41% of parents responding to the survey stated that their child travels 1/2 mile or less to get to school.



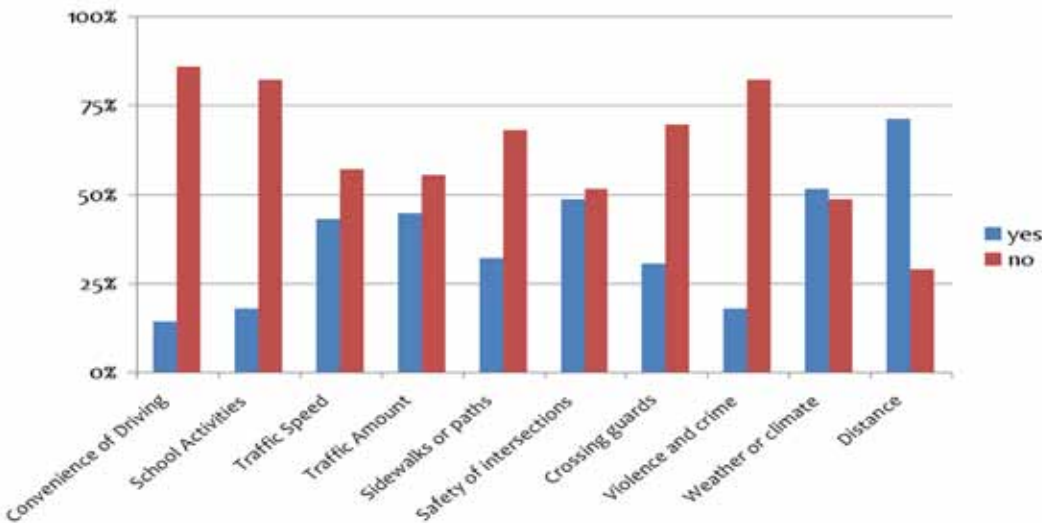
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 3rd grade (19.15%) and 4th grade (14.89%) as an appropriate, allowable age for a child to walk or bike to school. 36.17% of parents responding to the survey stated that they would not feel comfortable allowing their child to walk or bike to school.



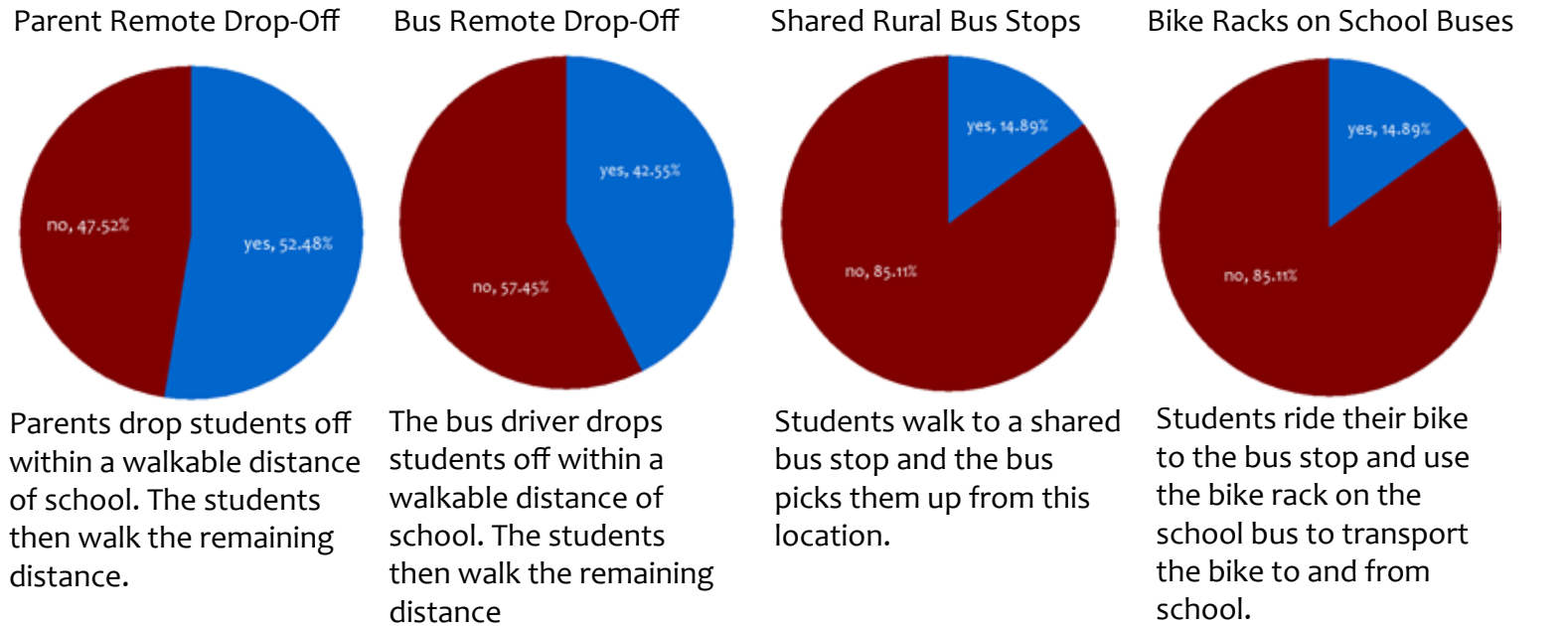
Environmental Factors Impacting Walking/Biking

The most common factors that impacting walking or biking to school included distance, weather, and intersection safety along the route to school. The major issues brought up by parents were traffic amount, traffic speed, and sidewalks or paths.

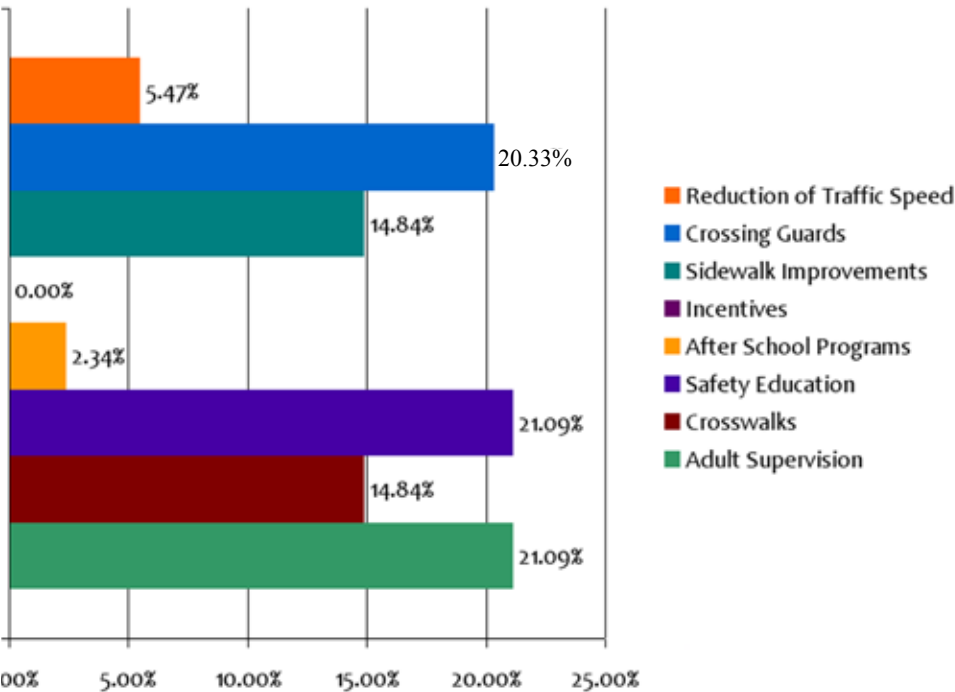


Interest in Behavior Change Programs

Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.



Incentives/Programs



- The top parent suggestions for increasing walking and biking were:
1. Adult Supervision
 2. Safety Education
 3. Crossing Guards
- The streets cited most often by parents as being unsafe included:
1. Highway 30
 2. Rail Road crossing
 3. Toronto Street

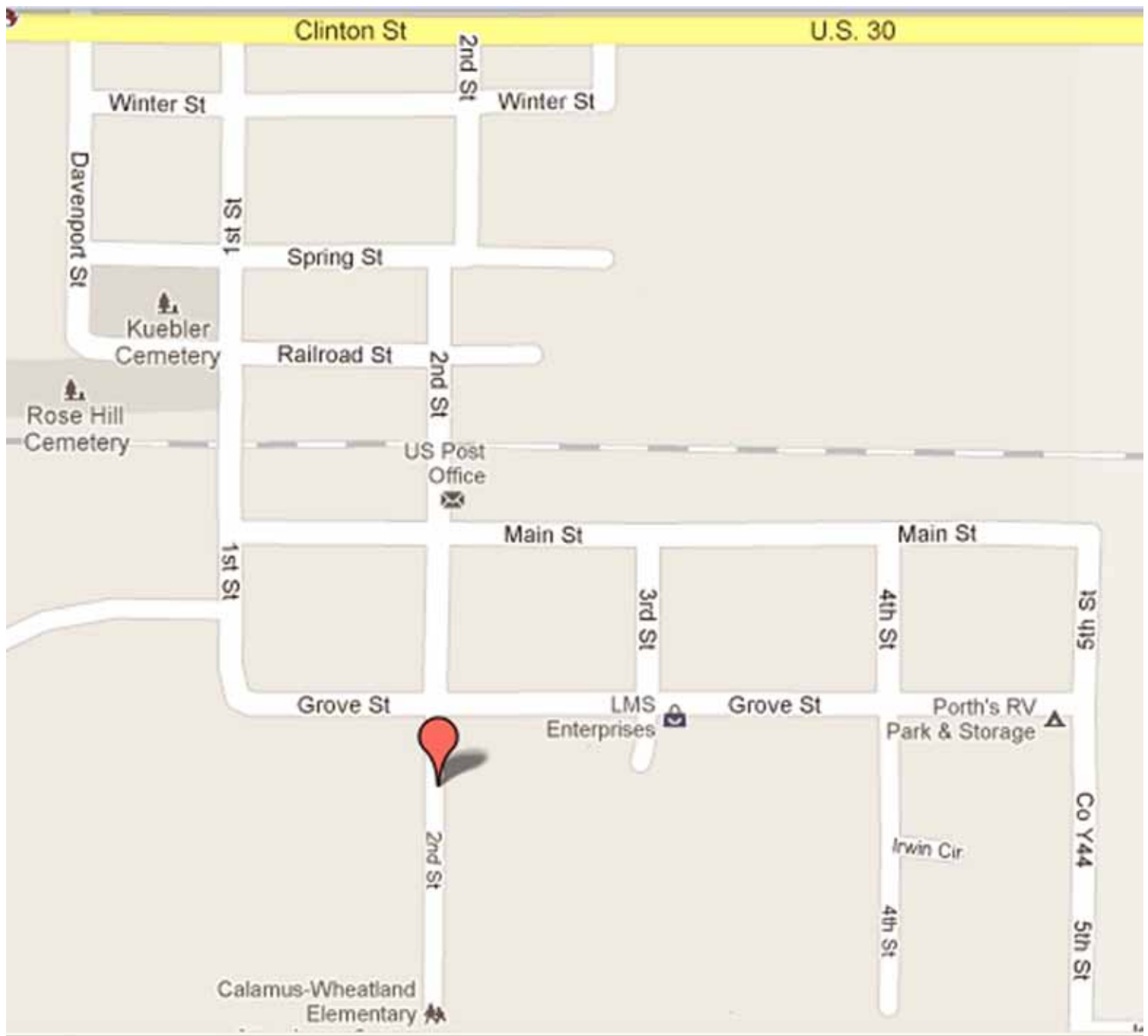
School Administrator Input

Staff met with Calamus- Wheatland Elementary School administrators to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were listed by Calamus- Wheatland administrators.

	Problem	Solution
1	Students and community speed on 2nd St. leading to the Elementary School before and after school as well as before and after baseball and softball games.	Enforce the speed limit on 2nd St. using either flashing lights to remind drivers to slow down and watch for students walking or biking or more speed reduction signs.

Mapping Calamus- Wheatland Elementary Project List

Based on the input received during public meetings and input sessions with school administrators, planning and engineering staff, and the local police department, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on page 4.



Present Conditions

Number of students: 268

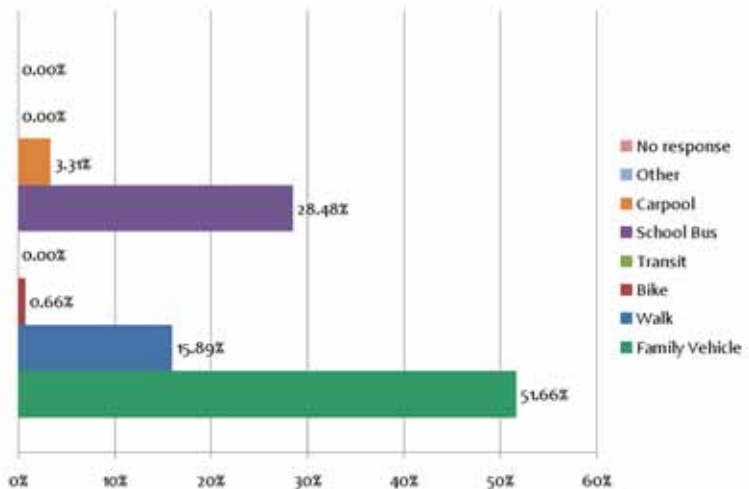
Student Surveys

Surveys were administered to 7th through 12th graders, at Calamus- Wheatland High School, during the month of January in 2011. During class, students were asked to answer questions about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

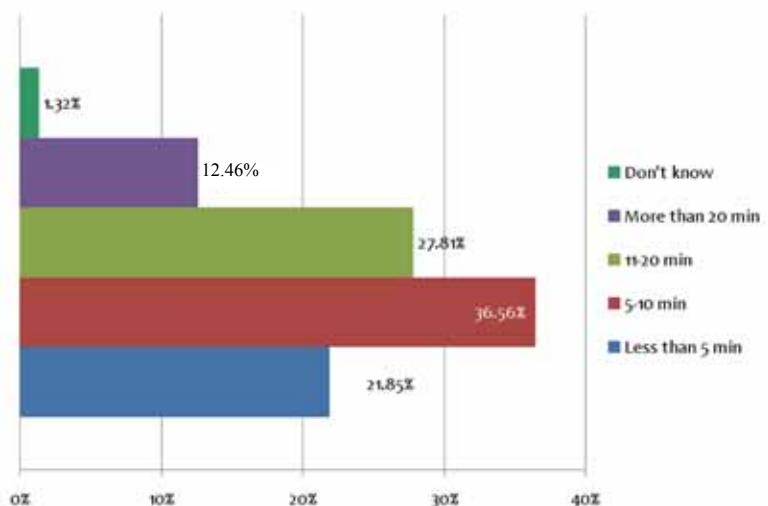
151 students responded to the survey, and this constitutes 56% of the student body.

Students responding to the survey travel to school by a family vehicle (51.66%) or by a school bus (28.48%).



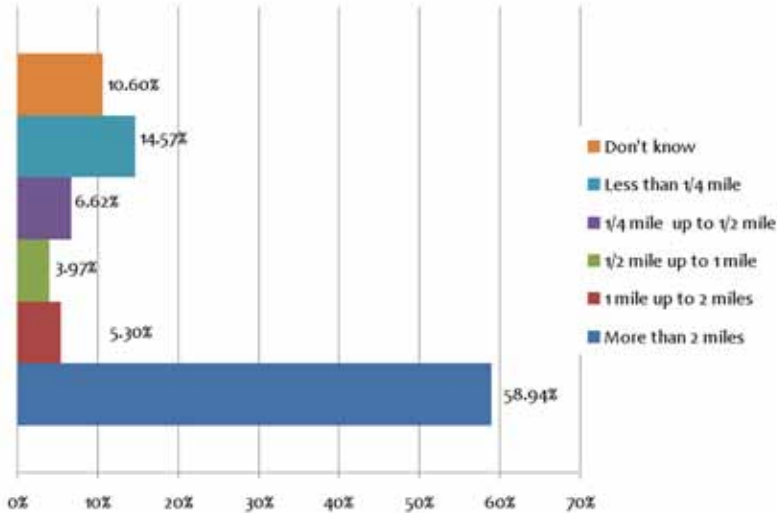
Travel Time to School

58.41% of students responding to the survey stated that they spend 10 minutes, or less, traveling to school.

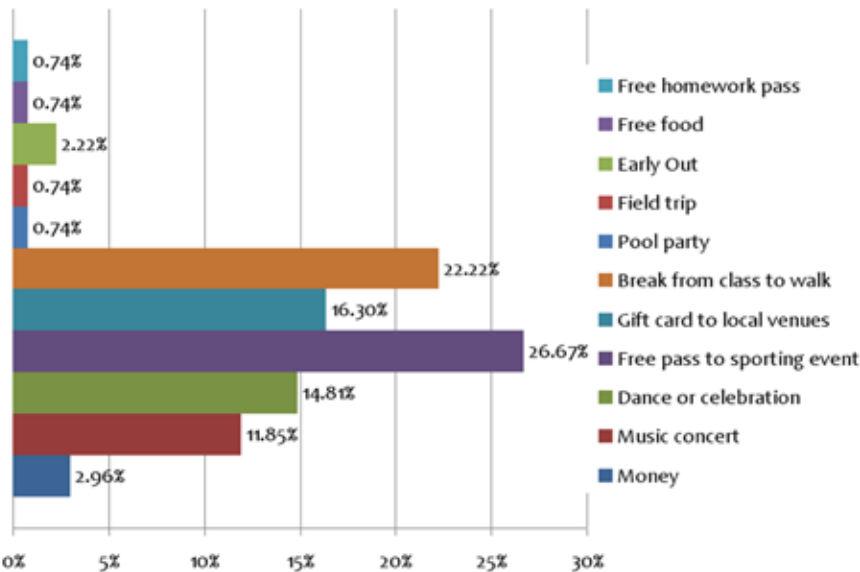


Travel Distance to School

58.94% of students responding to the survey travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

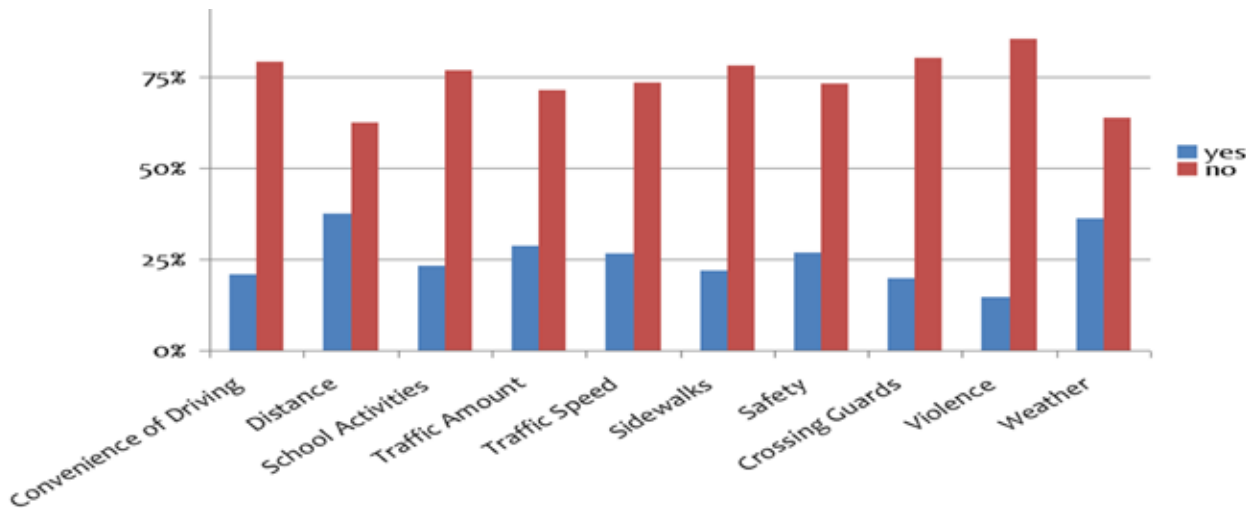
- 1. Free pass to sporting event
- 2. Break from class to walk
- 3. Gift card to local venues
- 4. Dance or celebration

The streets and intersections cited most often by students as being unsafe included:

- 1. Highway 30 intersection
- 2. Toronto St, intersecting with Lincoln Way
- 3. Area outside of the High School parking lot

Environmental Factors Impacting Walking/Biking

The most common factors impacting the decision to walk or bike to school included distance, weather, and traffic amount. The major issues brought up by students were safety and traffic speed.



School Administrator Input

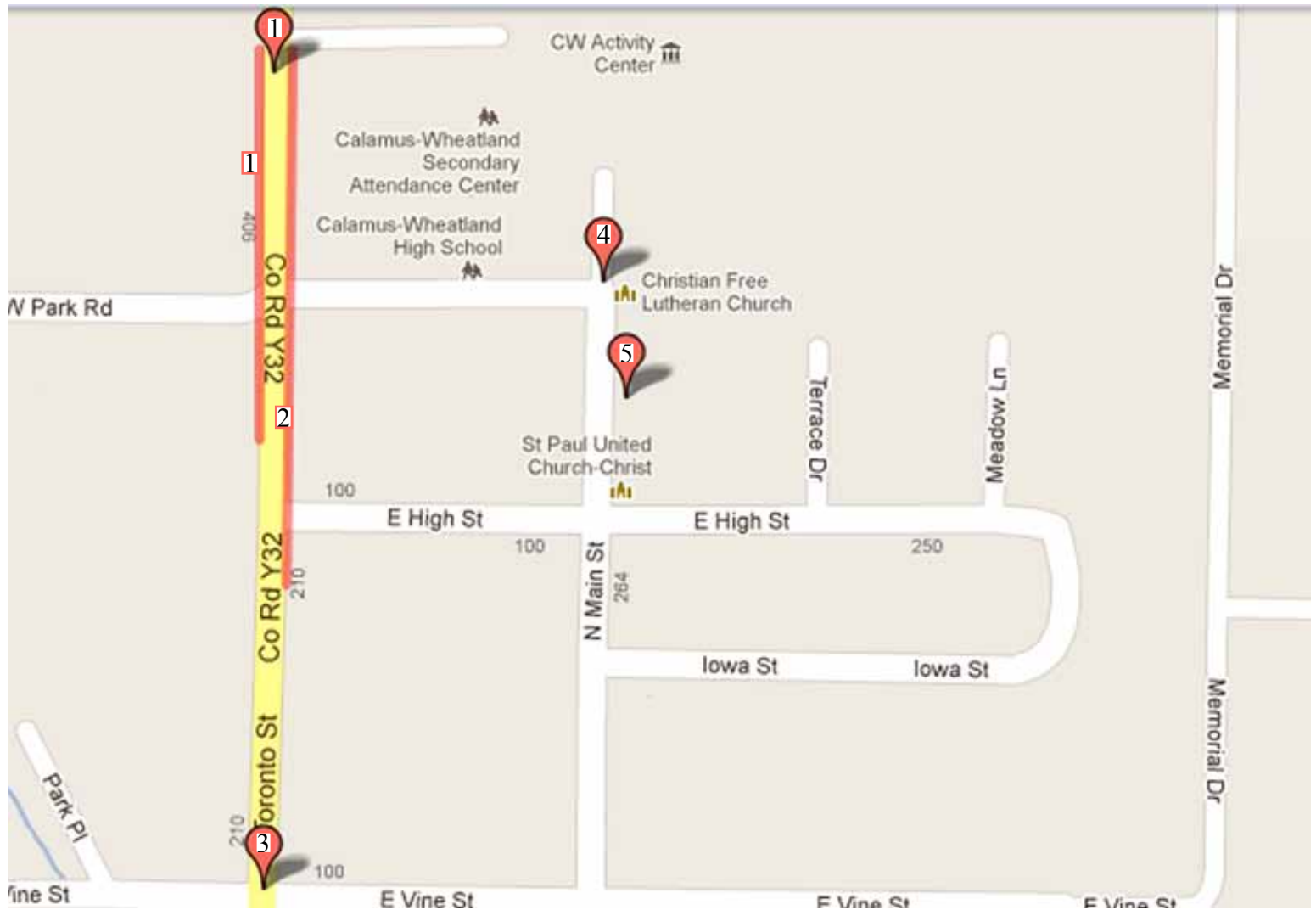
Staff met with Calamus-Wheatland Jr/ Sr High School administrators and local officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at the meeting.

	Problem	Solution
1	The sidewalk on the West side of Toronto St does not extend all the way to the school.	Add to the sidewalk that already exists on the west side of Toronto St. to Park Road. Put a crosswalk in to allow for students to cross on Park Rd. from the east sidewalk to the west.
2	With the students leaving the school parking lot on Toronto St, it is not safe for the students who walk home to walk in the street, but there is no sidewalk.	There needs to be a sidewalk on the east side of Toronto St. from the school, past High St.
3	The intersection near Mac's Triangle on Toronto St. is not a safe spot for students to cross the street.	Have a crosswalk on Lincoln Way intersecting Toronto St.
4	Students speed out of this parking lot, making it hard for younger students to walk away from the school safely.	Put a gate in the entrance so that students can only go out one way, giving students a safe area to walk.
5	Parents do not feel comfortable having their children walk home alone.	A Walking School Bus that begins the route by the church near the Jr/Sr High school would give a group of students supervision on their way home.



Mapping Camanche High School Project List

Based on the input received during public meetings and input sessions with school administrators, planning and engineering staff, and the local police department, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Camanche Elementary School

School Location:
508 11th Pl.
Camanche, IA 52730

Present Conditions

Number of students: 415

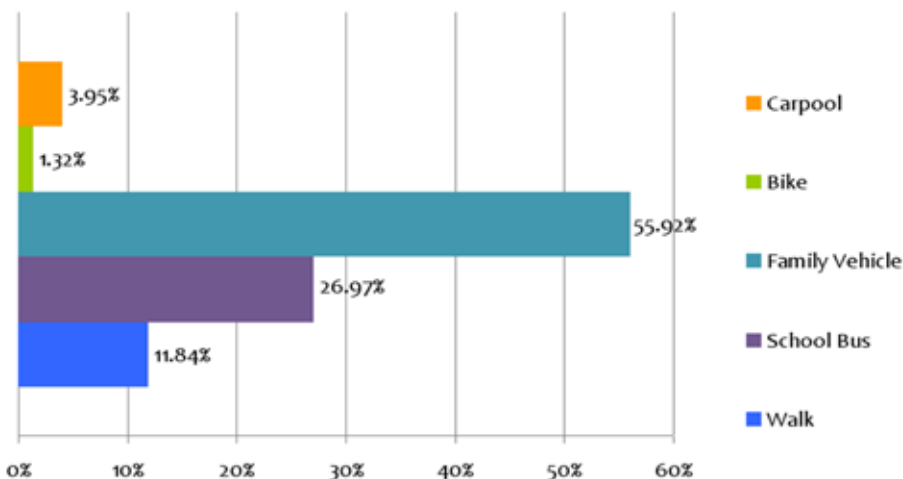
Parent Surveys

Surveys were administered to parents of children attending grades Preschool through 4th grade at Camanche Elementary School, during the month of January in 2011. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

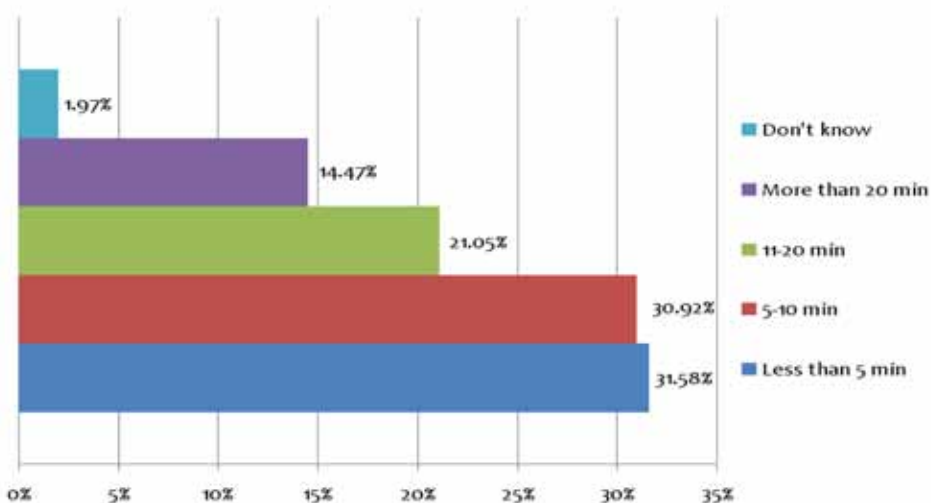
152 parents at Camanche Elementary School responded to the survey, and this constitutes 37% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (55.92%), a school bus (26.97%), or walking (11.84%).



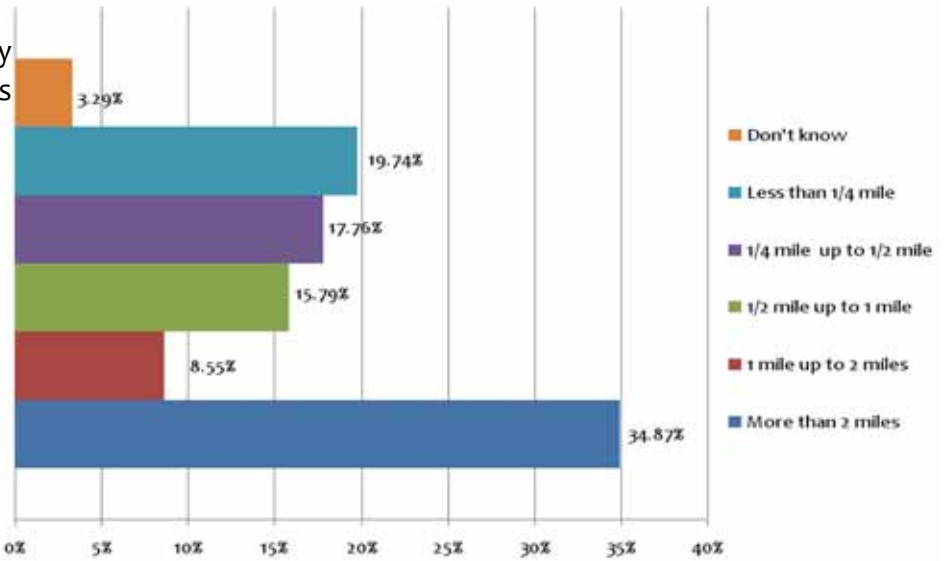
Travel Time to School

31.58% of parents responding to the survey stated that their child spends less than 5 minutes traveling to school.



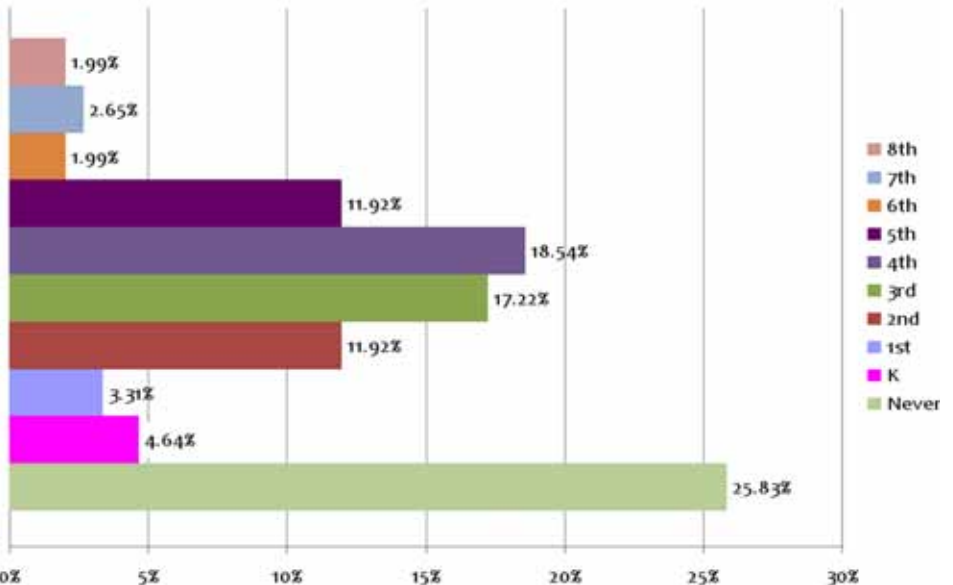
Travel Distance to School

37.5% of parents responding to the survey stated that their child travels 1/2 mile or less to get to school.



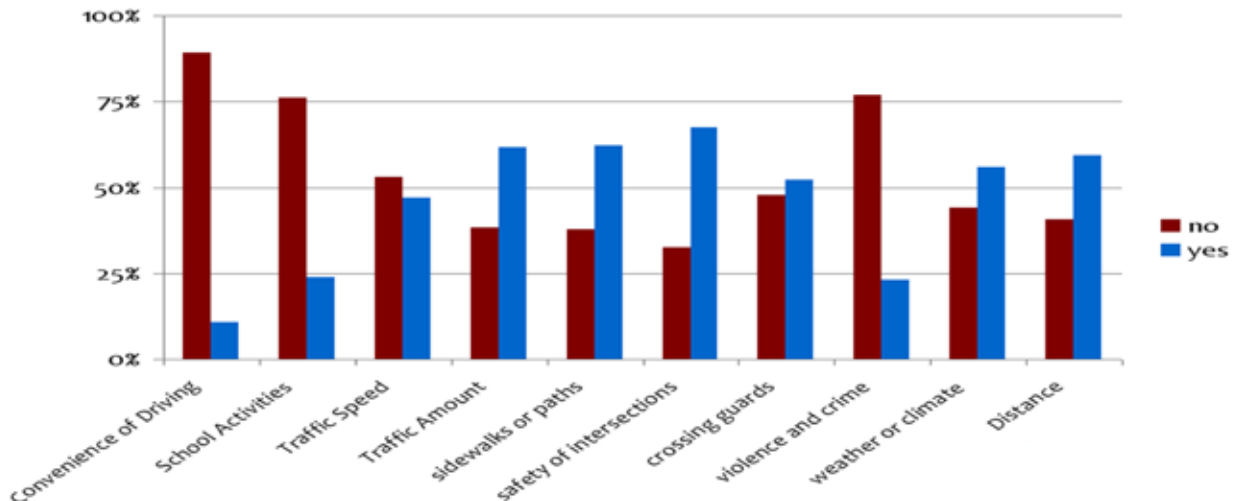
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 3rd grade (17.22%) and 4th grade (18.54%) as an appropriate, allowable age for a child to walk or bike to school. 25.83% of parents responding to the survey stated that they would not feel comfortable allowing their child to walk or bike to school at any age.



Environmental Factors Impacting Walking/Biking

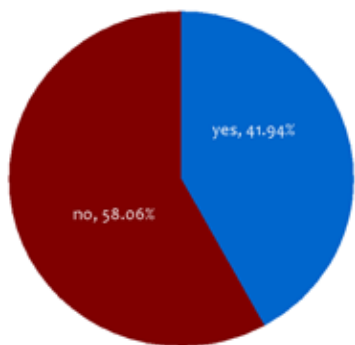
The most common factors impacting the decision to walk or bike to school included intersection safety, a traffic amount along the route, and sidewalks or paths. The major issues brought up by parents were distance, weather, and crossing guards.



Interest in Behavior Change Programs

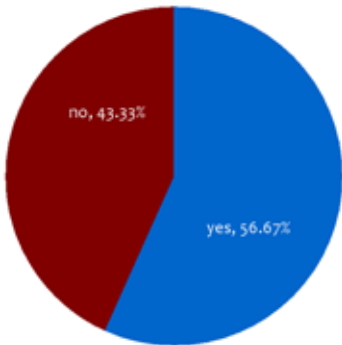
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



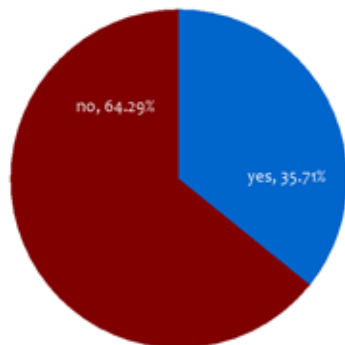
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



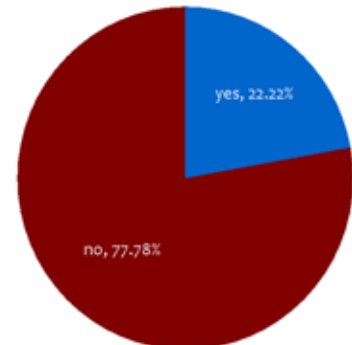
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



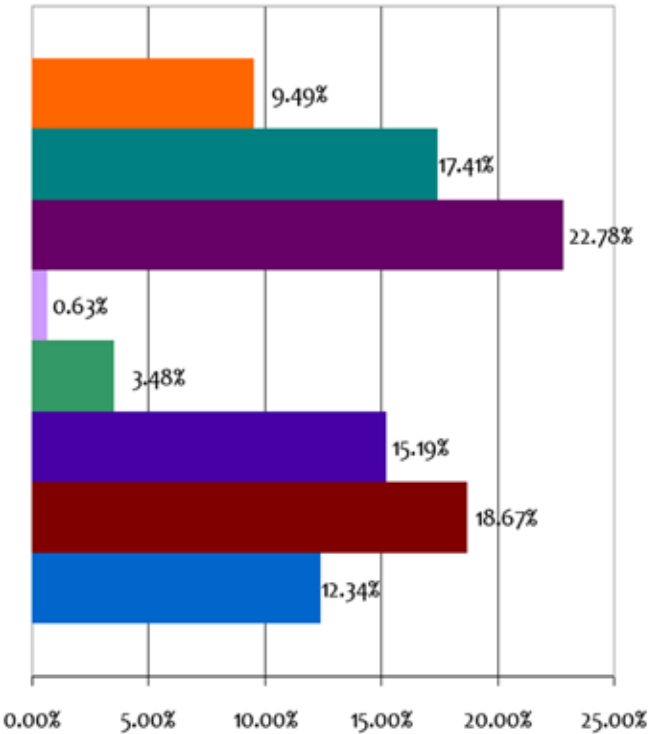
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The top parent suggestions for increasing walking and biking were:
1. Sidewalk improvements
2. Crosswalks
3. Crossing Guards

The streets cited most often by parents as being unsafe included:
1. Washington Boulevard
2. Middle Rd.
3. 4th Avenue

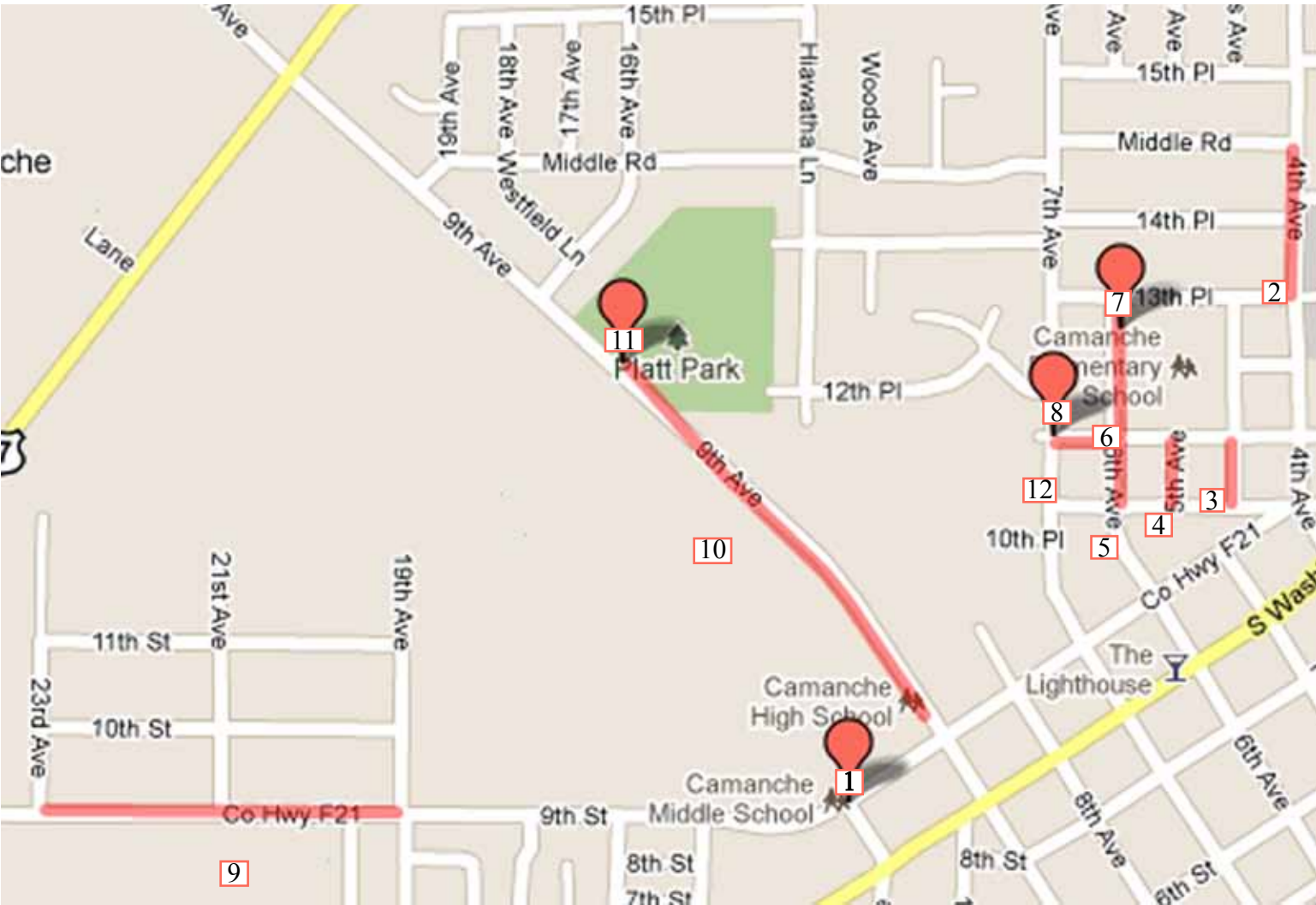
School Administrator Input

Staff met with Camanche School administrators to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were listed by Camanche administrators.

	Problem	Solution
1	In front of the schools there is very high traffic before and after school making it hard to cross the street to get to the sidewalk that leads to the front doors of the Elementary school.	Use a rolling stop sign before and after school at the intersection in front of the schools.
2	There is no sidewalk connecting the neighborhoods North/ East of the elementary school to 13th Pl, where they can walk to school.	Place a sidewalk on the West side of 4th Avenue, running from Middle Rd. to 13th Pl.
3	Harts Ave. is lacking a sidewalk, making students walk in the street on their way to and from school.	Put a sidewalk on Harts Avenue between 11th Pl. and 10th Pl.
4	5th Ave. is lacking a sidewalk, making students walk in the street on their way to and from school.	Put a sidewalk on 5th Avenue between 11th Pl. and 10th Pl.
5	6th Ave. is lacking a sidewalk, making students walk in the street on their way to and from school.	Put a sidewalk on 6th Avenue between 11th Pl. and 10th Pl.
6	Before and after school the traffic on 6th Avenue is very congested, making it hard for students to cross the street safely or even for the vehicles to drive in and out of 6th Ave. safely.	Place a sidewalk on the East side on 6th Ave., running from 13th Pl. and 11th Pl. Putting a curb on this sidewalk would eliminate parking on the sidewalk and keep it open for students to walk or bike.
7	People picking students up before and after school park on both sides of the street causing congestion and making it unsafe for students to cross the street.	Put in no parking signs on the East side of 6th Ave. by the school or make that part of 6th Ave. a one way street.
8	Traffic does not pay attention to pedestrians crossing at the intersection of 11th Pl and 7th Ave.	Use a Rolling stop sign at the intersection of 11th Pl and 7th Ave before and after school.
9	9th St. is lacking a sidewalk, making students walk in the street on their way to and from school. This is a highly traveled street for the students on their way to the Middle School and High School.	Put a sidewalk on 9th St. between 23rd Ave. and 19th Ave.
10	11th Pl. is lacking a decent sidewalk for students to walk or ride bike to Platt Park from the Middle School and High School. This is a highly traveled street for the students on their way home and is in really bad shape.	Replace the sidewalk on 9th Ave. from the Middle School and High School to Platt Park.
11	Many students walk or ride a bike to Platt Park, having to cross 9th Ave. that can be very busy, especially before and after school.	A rolling stop sign for the hours before and after school, a sign that blinks when speed limit needs to be slower and more cautious would be very helpful.
12	11th Pl. is lacking a decent sidewalk, making students walk in the street on their way to and from school. This is a highly traveled street for the students on their way home and is in really bad shape.	Replace the sidewalk on 11th Pl. between 7th Ave. and 6th Ave.

Mapping Camanche Elementary Project List

Based on the input received during public meetings and input sessions with school administrators, planning and engineering staff, and the local police department, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Present Conditions

Number of students: 336

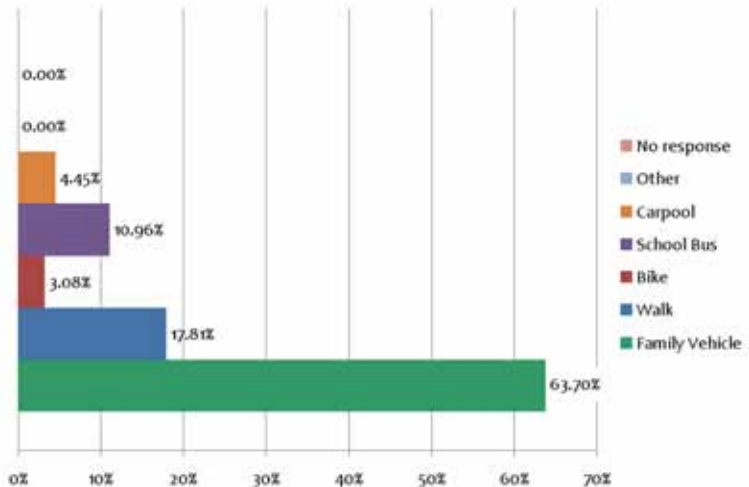
Student Surveys

Surveys were administered to 5th through 8th graders, at Camanche Middle School, during the month of January in 2011. During class, students were asked to answer questions about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

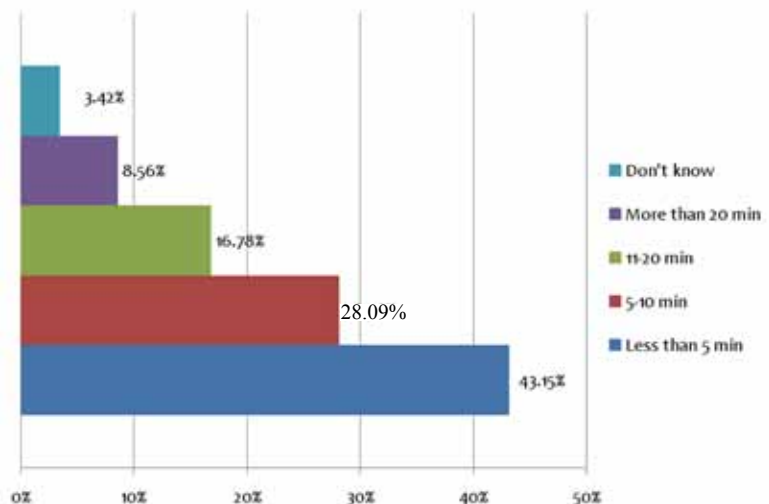
294 students responded to the survey, and this constitutes 88% of the student body.

Students responding to the survey travel to school by a family vehicle (63.7%) or walk (17.81%).



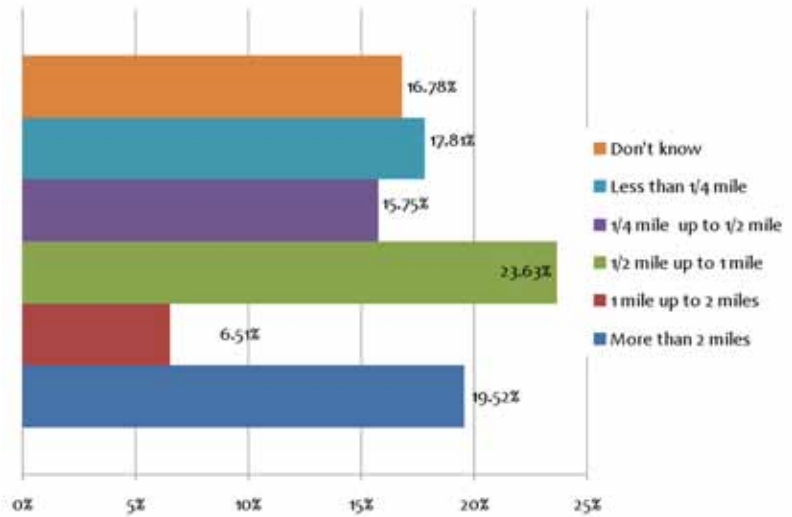
Travel Time to School

43.15% of students responding to the survey stated that they spend 5 minutes or less traveling to school.

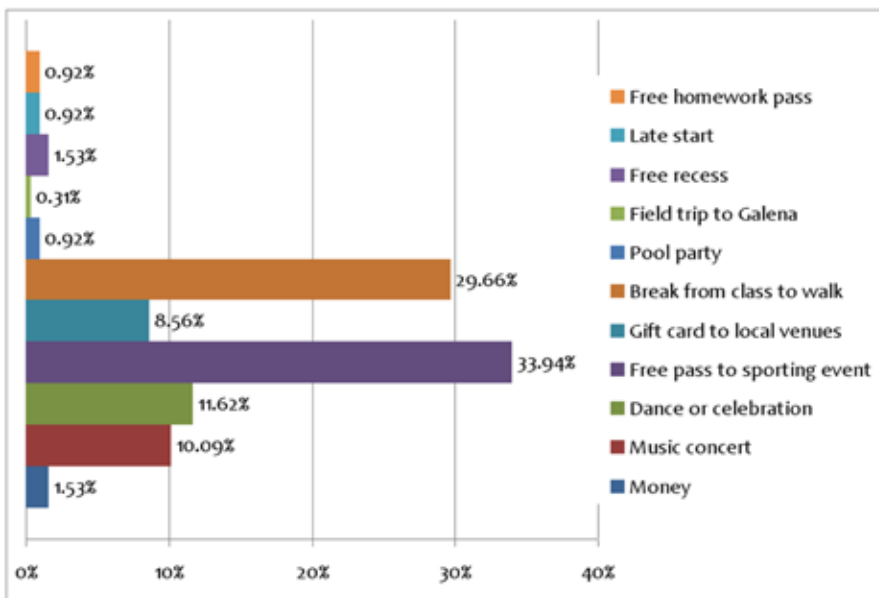


Travel Distance to School

33.56% of students responding to the survey travel 1/2 mile or less, while 19.52% travel more than 2 miles to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

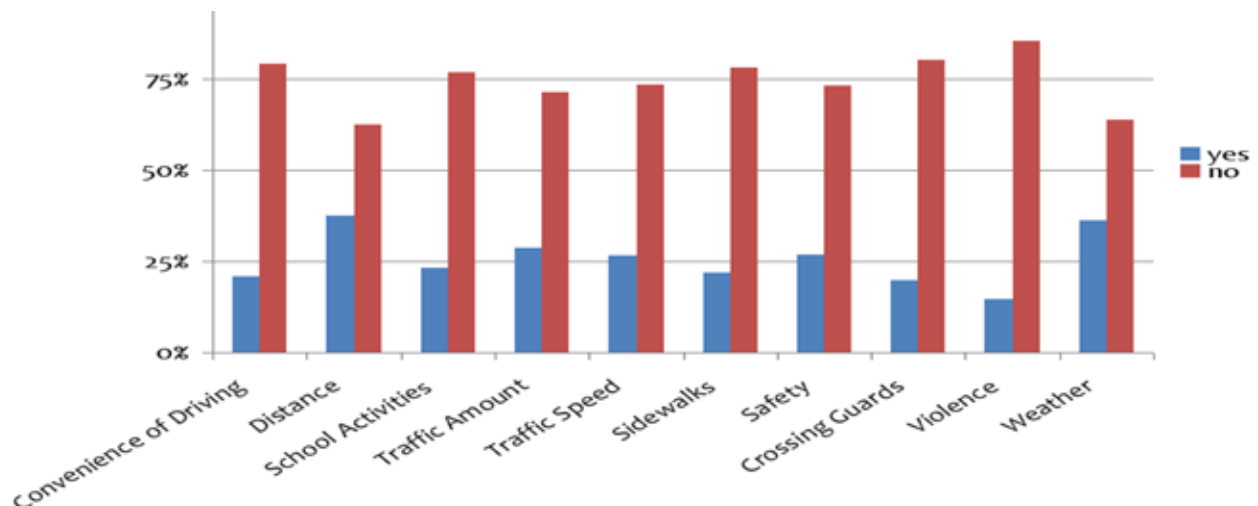
1. Free pass to sporting event
2. Break from class to walk
3. Dance or celebration
4. Music concert

The streets and intersections cited most often by students as being unsafe included:

1. Highway 30
2. Platt Park Bike Path
3. 9th Avenue
4. 7th Avenue
5. Washington Boulevard

Environmental Factors Impacting Walking/Biking

The most common factors impacting the decision to walk or bike to school included weather, distance, and traffic. The major issues brought up by students were safety, sidewalks, and the speed of traffic along the route to school.



School Administrator Input

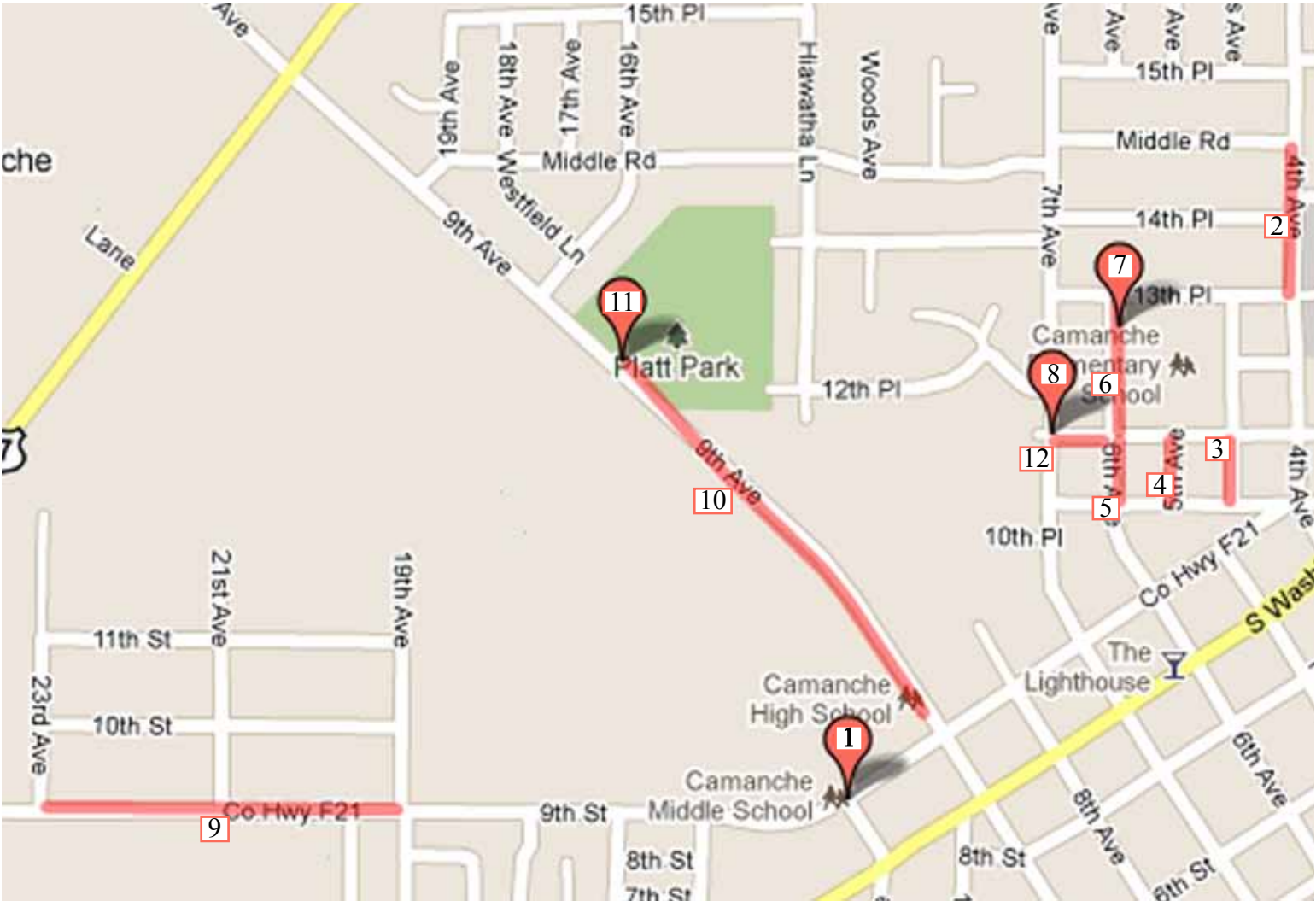
Staff met with Camanche School administrators to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were listed by Camanche administrators.

	Problem	Solution
1	In front of the schools there is very high traffic before and after school making it hard to cross the street to get to the sidewalk that leads to the front doors of Elementary school.	Use a rolling stop sign before and after school at the intersection in front of the schools.
2	There is no sidewalk connecting the neighborhoods northeast of the elementary school to 13th Pl, where they can walk to school.	Place a sidewalk on the west side of 4th Ave, running from Middle Rd. to 13th Pl.
3	Harts Ave. is lacking a sidewalk, making students walk in the street on their way to and from school.	Put a sidewalk on Harts Avenue between 11th Pl. and 10th Pl.
4	5th Ave. is lacking a sidewalk, making students walk in the street on their way to and from school.	Put a sidewalk on 5th Avenue between 11th Pl. and 10th Pl.
5	6th Ave. is lacking a sidewalk, making students walk in the street on their way to and from school.	Put a sidewalk on 6th Avenue between 11th Pl. and 10th Pl.
6	Before and after school the traffic on 6th Ave is very congested, making it hard for students to cross the street safely or even for the vehicles to drive in and out of 6th Ave. safely.	Place a sidewalk on the East side on 6th Ave., running from 13th Pl. and 11th Pl. Putting a curb on this sidewalk would eliminate parking on the sidewalk and keep it open for students to walk or bike.
7	People picking students up before and after school park on both sides of the street causing congestion and making it unsafe for students to cross the street.	Put in no parking signs on the East side of 6th Ave. by the school or make that part of 6th Ave. a one way street.
8	Traffic does not pay attention to pedestrians crossing at the intersection of 11th Pl. and 7th Ave.	Use a Rolling stop sign at the intersection of 11th Pl and 7th Ave before and after school.
9	9th St. is lacking a sidewalk, making students walk in the street on their way to and from school. This is a highly traveled street for the students on their way to the Middle School and High School.	Put a sidewalk on 9th St. between 23rd Ave. and 19th Ave.
10	11th Pl. is lacking a decent sidewalk for students to walk or ride bike to Platt Park from the Middle School and High School. This is a highly traveled street for the students on their way home and is in really bad shape.	Replace the sidewalk on 9th Ave. from the Middle School and High School to Platt Park.
11	Many students walk or ride a bike to Platt Park, having to cross 9th Ave. that can be very busy, especially before and after school.	A rolling stop sign for the hours before and after school, a sign that blinks when speed limit needs to be slower and more cautious would be very helpful.
12	11th Pl. is lacking a decent sidewalk, making students walk in the street on their way to and from school. This is a highly traveled street for the students on their way home and is in really bad shape.	Replace the sidewalk on 11th Pl. between 7th Ave. and 6th Ave.



Mapping Camanche Middle School Project List

Based on the input received during public meetings and input sessions with school administrators, planning and engineering staff, and the local police department, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on page 3.



[9]

Present Conditions

Number of students: 311

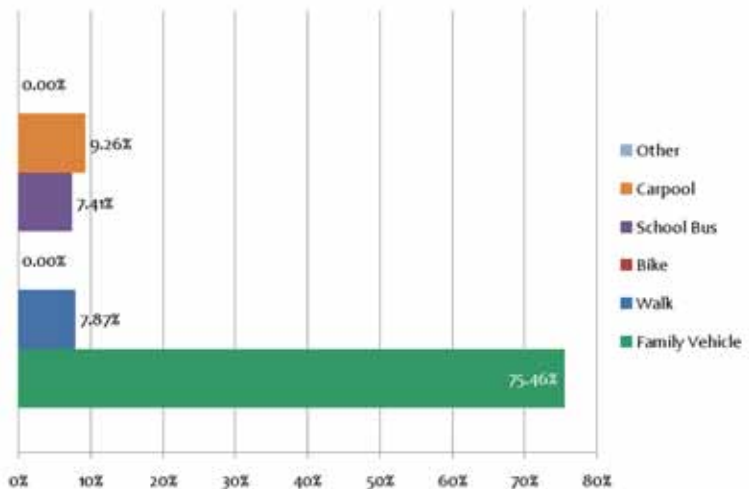
Student Surveys

Student surveys were administered to 9th through 12th graders, at Camanche High School, during the month of January in 2011. During class, students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

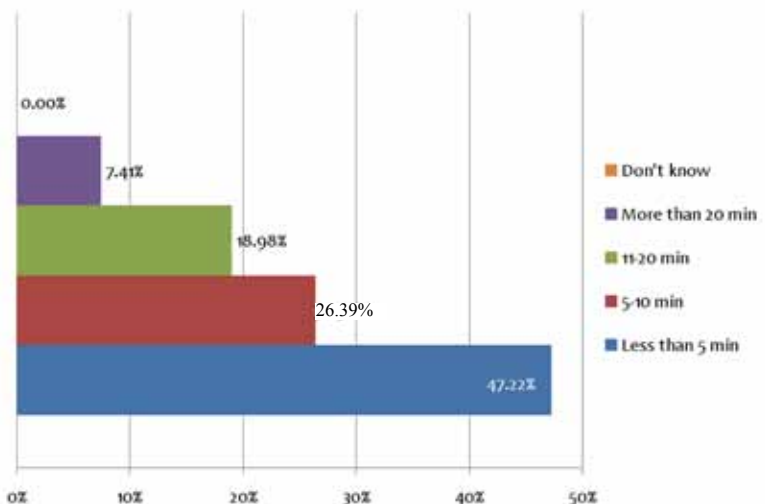
216 students responded to the survey, and this constitutes 69% of the student body.

Most of the students responding to the survey travel to school by a family vehicle (75.46%).



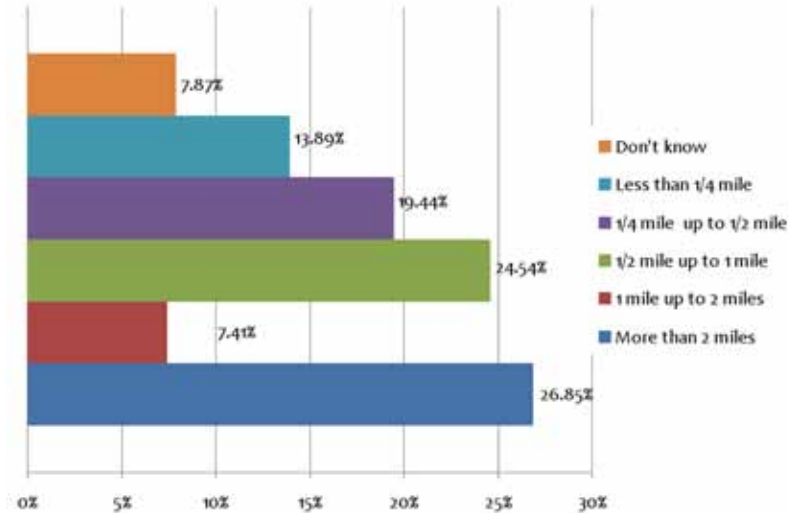
Travel Time to School

47.22% of students responding to the survey stated that they spend 5 minutes or less traveling to school.

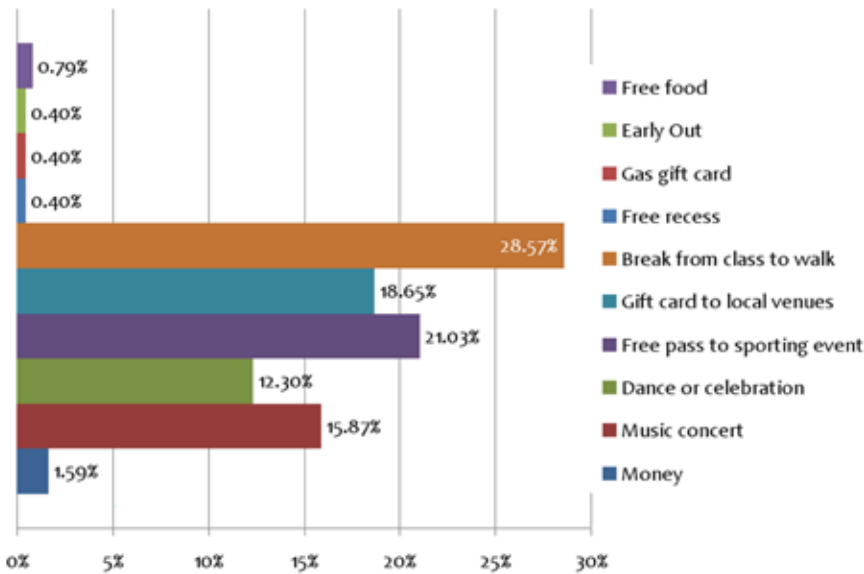


Travel Distance to School

33.33% of students responding to the survey travel 1/2 mile or less to school, while 26.85% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

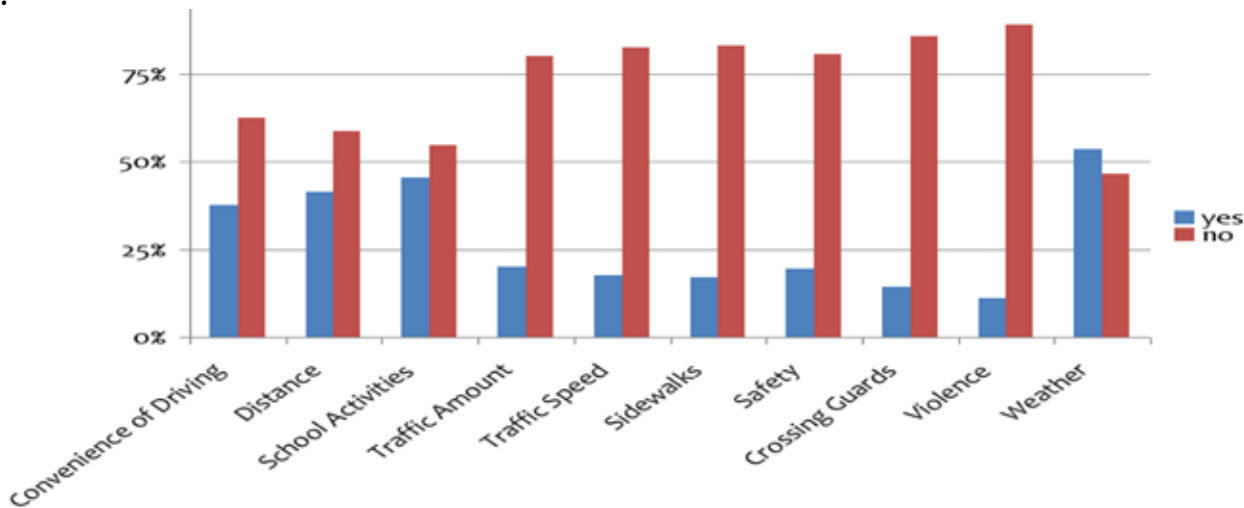
- 1. Break from class to walk
- 2. Free pass to sporting event
- 3. Gift card to local venues
- 4. Music concert

The streets and intersections cited most often by students as being unsafe included:

- 1. Milcreek Parkway
- 2. Lincoln Way
- 3. Highway 30
- 4. Railroad tracks

Environmental Factors Impacting Walking/Biking

The most common factors impacting the decision to walk or bike to school included weather, distance, and school activities. The major issues brought up by students were convenience of driving, traffic speed, and traffic amount.



School Administrator Input

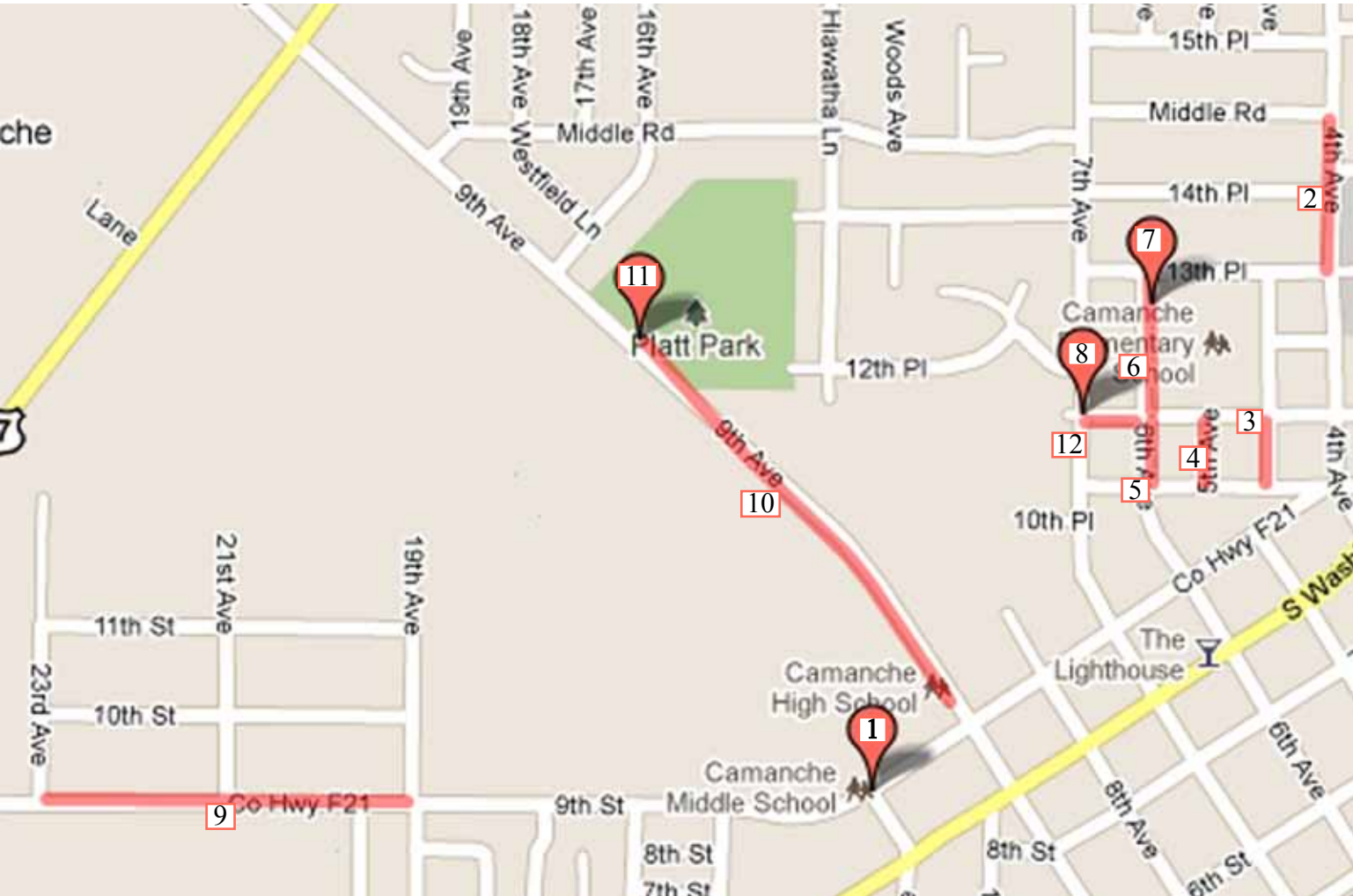
Staff met with Camanche School administrators to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were listed by Camanche administrators.

	Problem	Solution
1	In front of the schools there is very high traffic before and after school making it hard to cross the street to get to the sidewalk that leads to the front doors of Elementary school.	Use a rolling stop sign before and after school at the insection in front of the schools.
2	There is no sidewalk connecting the neighborhoods northeast of the elementary school to 13th PL, where they can walk to school.	Place a sidewalk on the west side of 4th Avenue, running from Middle Rd. to 13th Pl.
3	Harts Ave. is lacking a sidewalk, making students walk in the street on their way to and from school.	Put a sidewalk on Harts Avenue between 11th Pl. and 10th Pl.
4	5th Ave. is lacking a sidewalk, making students walk in the street on their way to and from school.	Put a sidewalk on 5th Avenue between 11th Pl. and 10th Pl.
5	6th Ave. is lacking a sidewalk, making students walk in the street on their way to and from school.	Put a sidewalk on 6th Avenue between 11th Pl. and 10th Pl.
6	Before and after school the traffic on 6th Avenue is very congested, making it hard for students to cross the street safely or even for the vehicles to drive in and out of 6th Ave. safely.	Place a sidewalk on the East side on 6th Ave., running from 13th Pl. and 11th Pl. Putting a curb on this sidewalk would eliminate parking on the sidewalk and keep it open for students to walk or bike.
7	People picking students up before and after school park on both sides of the street causing congestion and making it unsafe for students to cross the street.	Put in no parking signs on the East side of 6th Ave. by the school or make that part of 6th Ave. a one way street.
8	Traffic does not pay attention to pedestrians crossing at the intersection of 11th Pl and 7th Ave.	Use a rolling stop sign at the intersection of 11th Pl and 7th Ave before and after school.
9	9th St. is lacking a sidewalk, making students walk in the street on their way to and from school. This is a highly traveled street for the students on their way to the Middle School and High School.	Put a sidewalk on 9th St. between 23rd Ave. and 19th Ave.
10	11th Pl. is lacking a decent sidewalk for students to walk or ride bike to Platt Park from the Middle School and High School. This is a highly traveled street for the students on their way home and is in really bad shape.	Replace the sidewalk on 9th Ave. from the Middle School and High School to Platt Park.
11	Many students walk or ride a bike to Platt Park, having to cross 9th Ave. that can be very busy, especially before and after school.	A rolling stop sign for the hours before and after school, a sign that blinks when speed limit needs to be slower and more cautious would be very helpful.
12	11th Pl. is lacking a decent sidewalk, making students walk in the street on their way to and from school. This is a highly traveled street for the students on their way home and is in really bad shape.	Replace the sidewalk on 11th Pl. between 7th Ave. and 6th Ave.



Mapping Camanche High School Project List

Based on the input received during public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Present Conditions

Number of students: 607

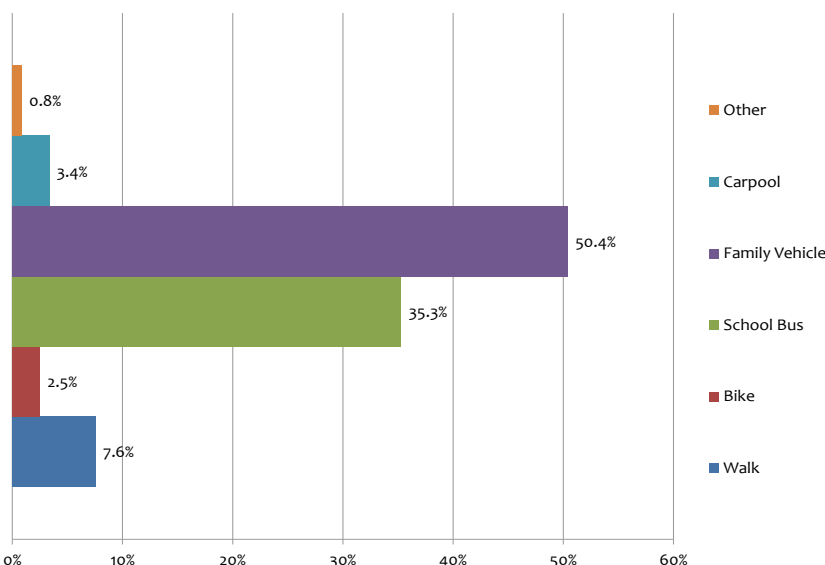
Parent Surveys

Surveys were administered to parents of children attending grades Kindergarten through 12th grade at Central Community Schools, during the month of September in 2010. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

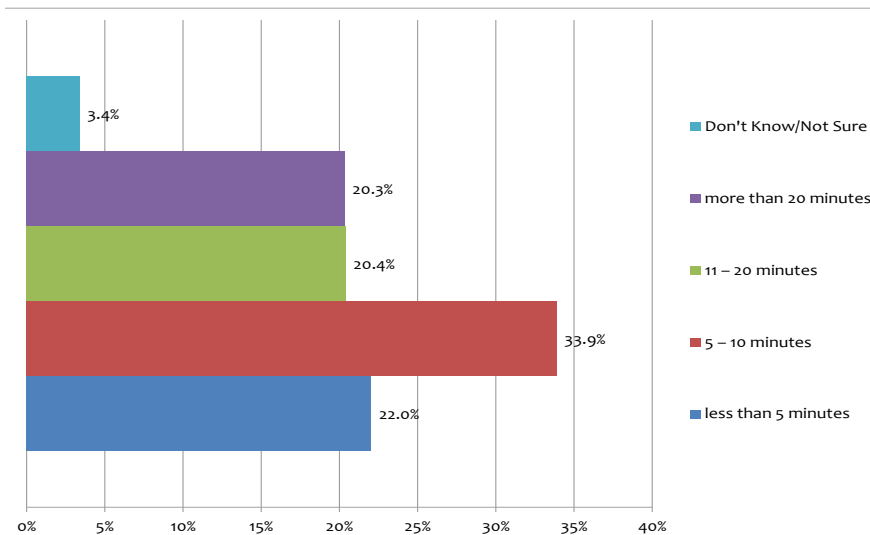
119 parents at Central Community Schools responded to the survey, and this constitutes 20% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (50.4%), a school bus (35.3%), or walking (7.6%).



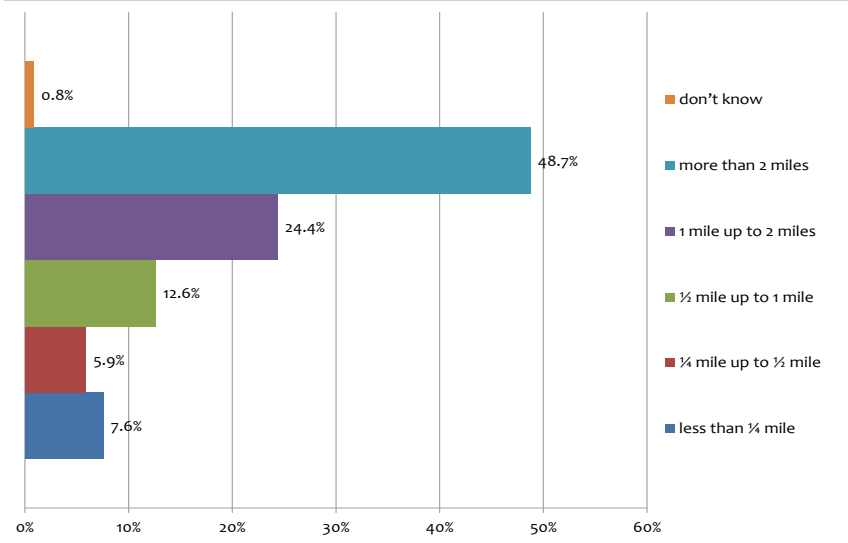
Travel Time to School

22.0% of parents responding to the survey stated that their child spends less than 5 minutes traveling to school.



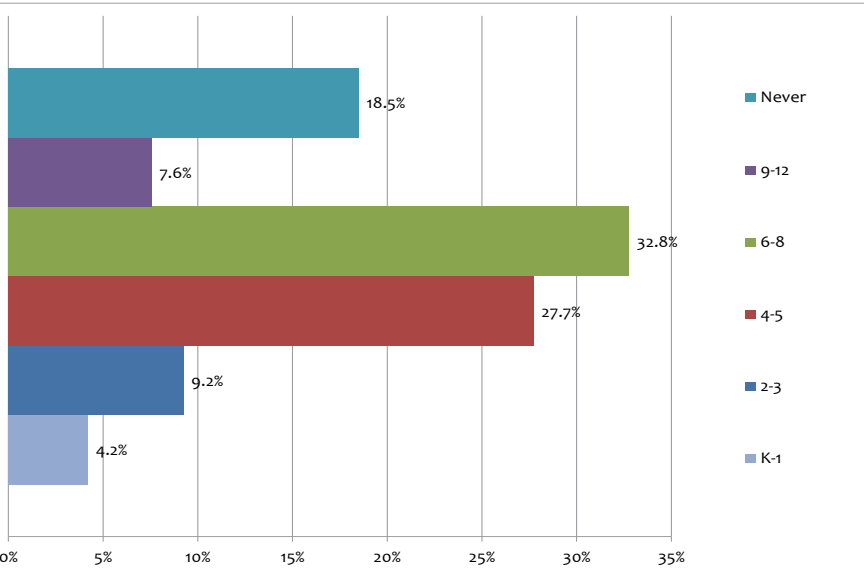
Travel Distance to School

13.5% of parents responding to the survey stated that their child travels 1/2 mile or less to get to school.



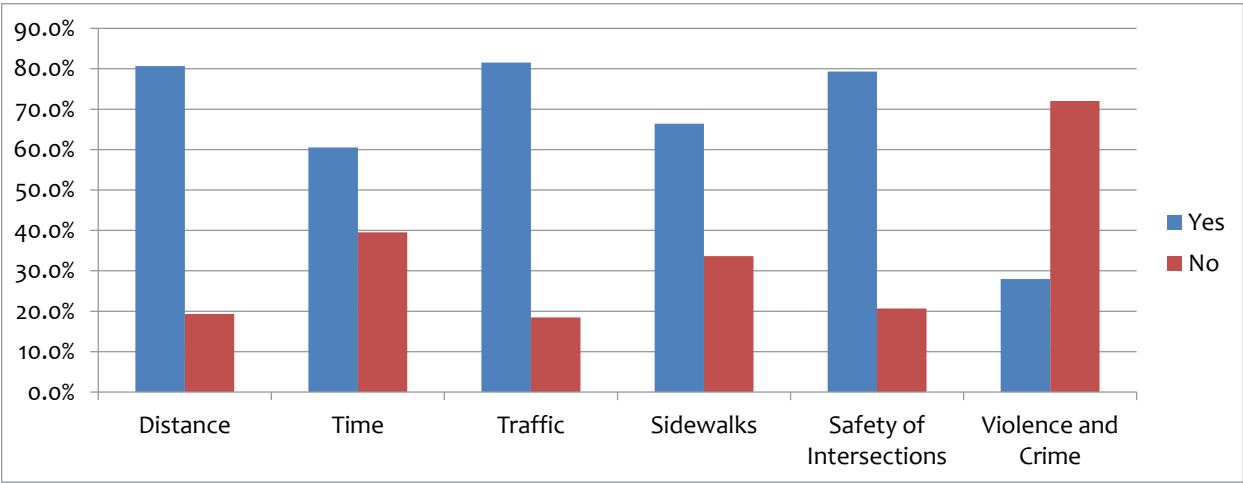
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th-5th grades (27.27%) and 6th-8th grades (32.8%) as an appropriate, allowable age for a child to walk or bike to school. 18.5% of parents responding to the survey stated that they would not feel comfortable allowing their child to walk or bike to school at any age.



Environmental Factors Impacting Walking/Biking

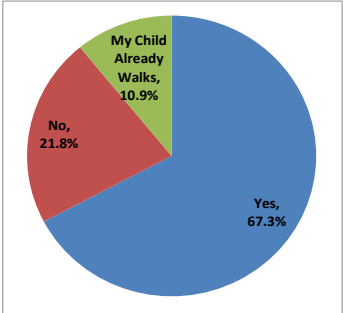
The most common factors impacting whether students walk or bike to school included distance, amount of traffic along the route, and improved intersection safety. Other issues brought up by parents were time and sidewalks. A majority of parents viewed violence and crime as a non-factor.



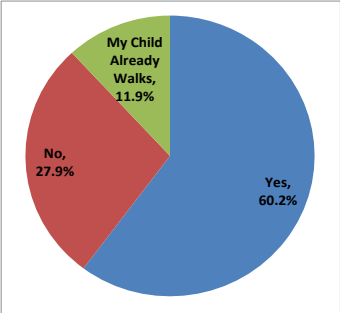
Interest in Behavior Change Programs

Parents were asked to if they would allow their child to walk or bike to school if the following improvements were made.

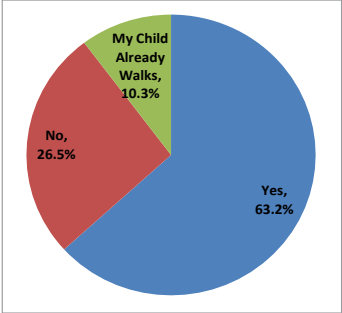
Would you allow your child to walk or bike if the distance to/from school was changed or improved?



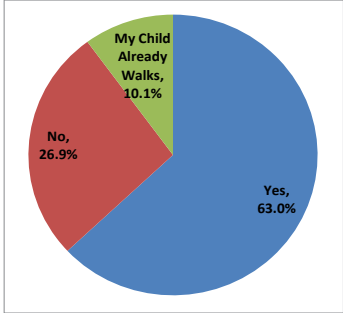
Would you allow your child to walk or bike if the travel time to/from school was changed or improved?



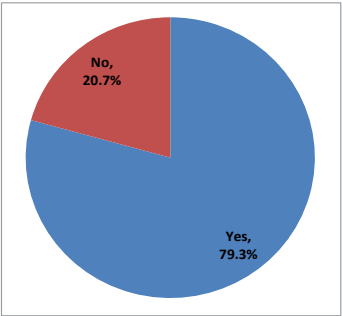
Would you allow your child to walk or bike if the traffic along the route to/from school was changed or improved?



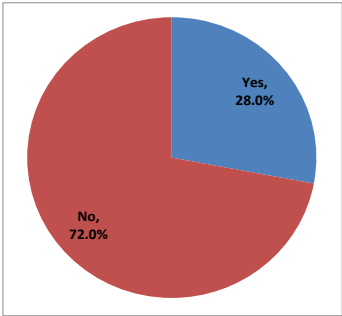
Would you allow your child to walk or bike if the sidewalks along the route to/from school were changed or improved?



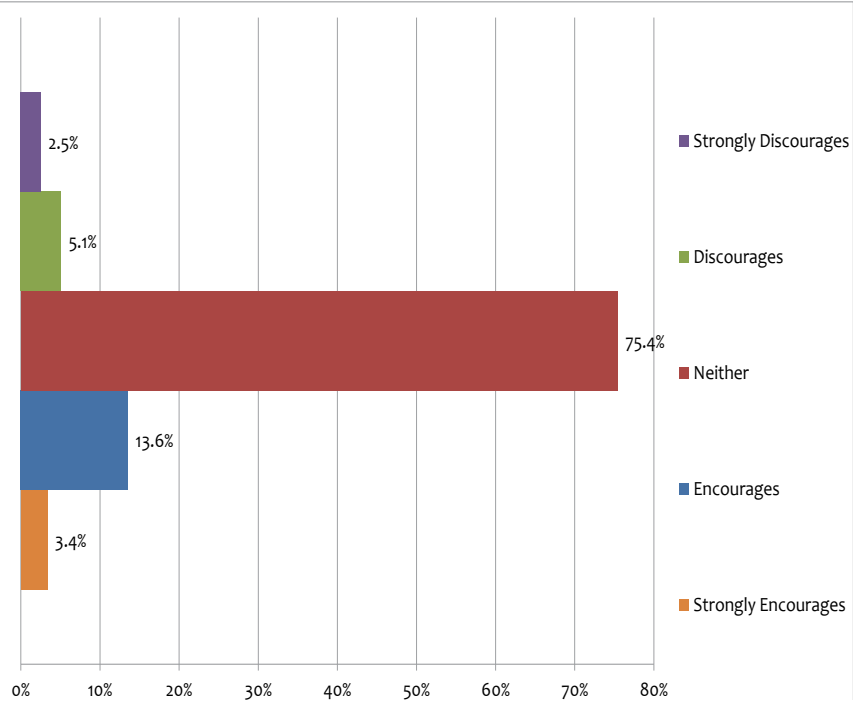
Would you allow your child to walk or bike if the safety of intersections along the route to/from school were changed or improved?



Would you allow your child to walk or bike if violence and crime along the route to/from school was changed or improved?



School Encouragement



When asked whether their school encourages or discourages walking and biking, a majority of parents (75.4%) felt that the school does neither.

School Administrator Input

Staff met with Central Community School District administrators to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were listed by school administrators.

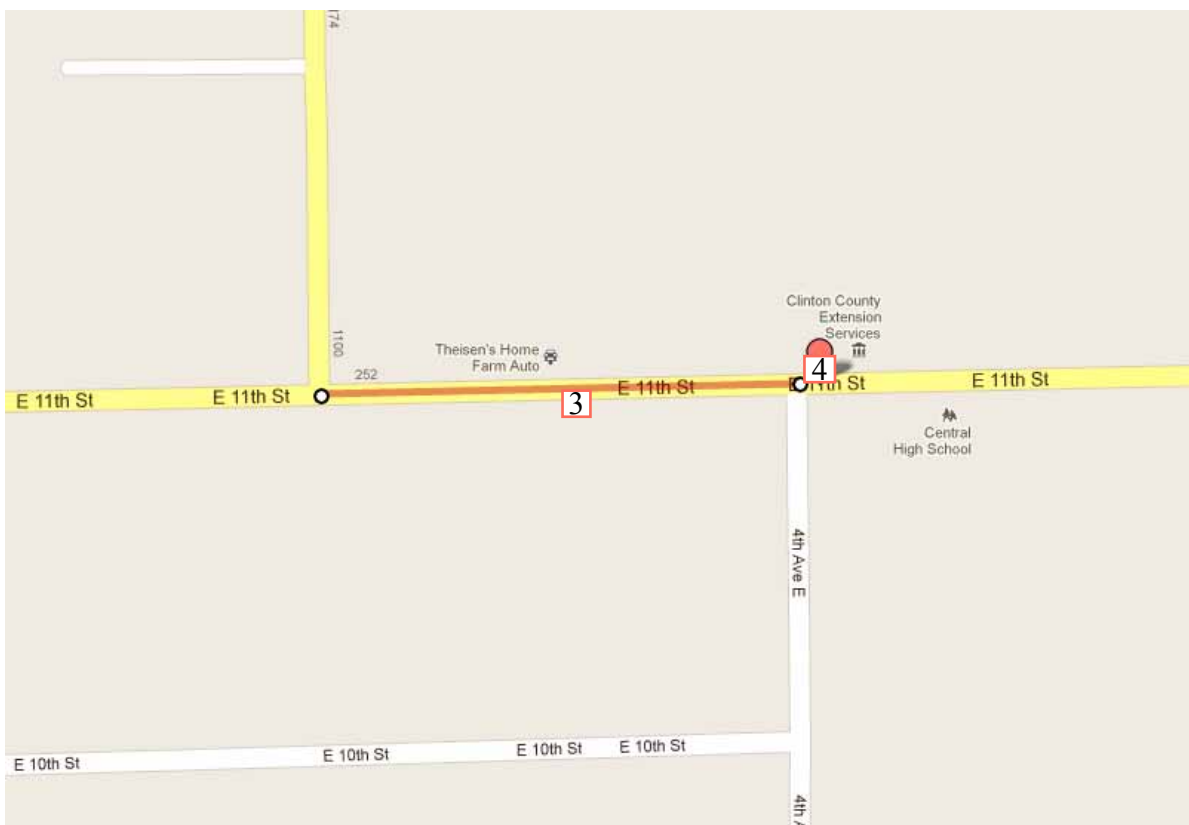
Ekstrand Elementary School		
	Problem	Solution
1	No sidewalks along Maynard Way	Construct Sidewalks along Maynard Way
2	Gaps in sidewalks along 14th St. Many students use 14th St. to get to school and to get to the DeWitt Aquatic Center.	Construct Sidewalks along 14th St.

Central Intermediate, Middle, and High School		
	Problem	Solution
3	No sidewalks and high traffic volumes and speed along 11th St. between Humeston Rd. and the school.	Construct Sidewalks along 11th St.
4	No safe crossings on 11th St.	Add crosswalks, ADA ramps, and a traffic signal at 11th St. and 4th Ave. intersection.
5	Students need more education on walking and biking safety.	Improve parent and student walking and biking safety education.



Mapping Camanche Elementary Project List

Based on the input received during public meetings and input sessions with school administrators, planning and engineering staff, and the local police department, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Delwood Elementary School

School Location:
311 Delmar Ave.
Delmar, IA 52037

Present Conditions

Number of students: 120

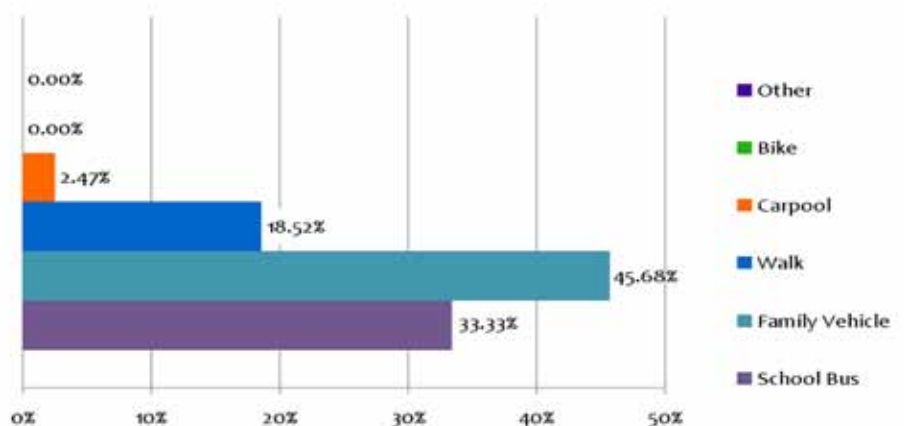
Parent Surveys

Surveys were administered to parents of children attending grades pre-school through 6th grade at Delwood Elementary School, during the month of January in 2011. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

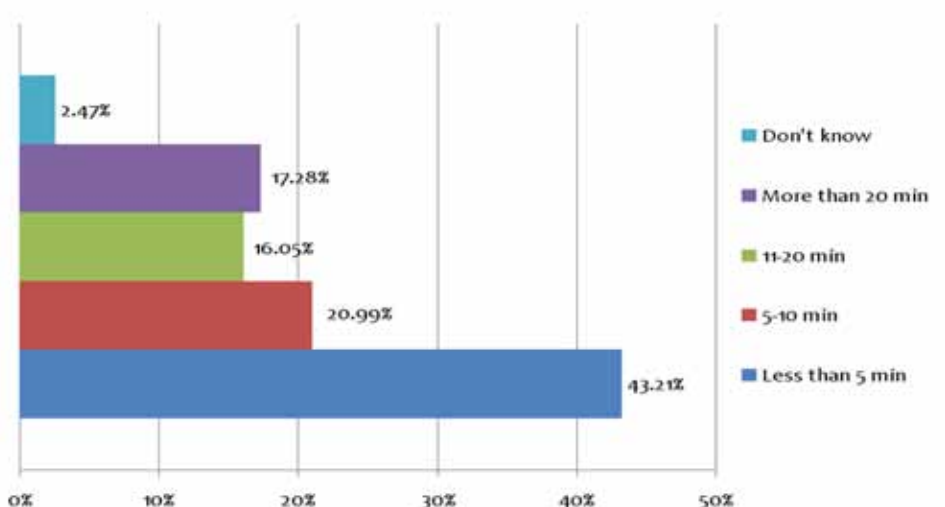
81 parents at Delwood Elementary School responded to the survey, and this constitutes 68% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (45.68%), school bus (33.33%), or walking (18.52%).



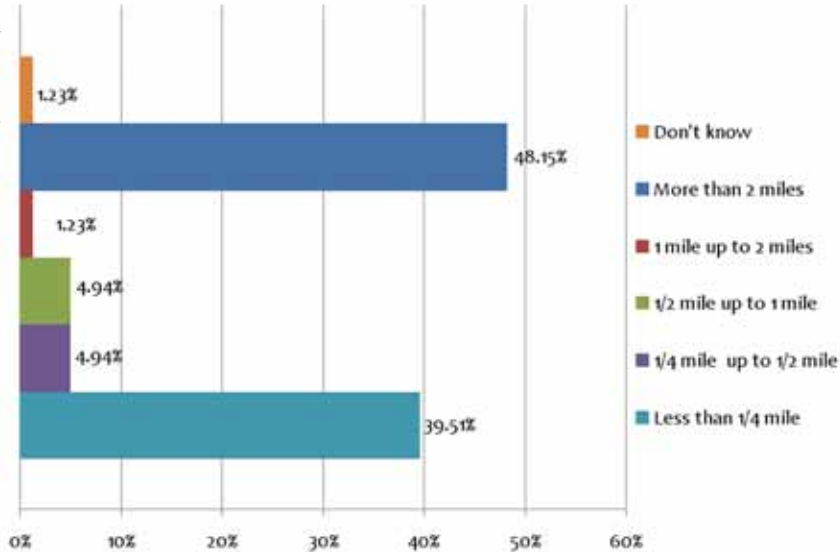
Travel Time to School

43.21% of parents responding to the survey stated that their child spends less than 5 minutes traveling to school.



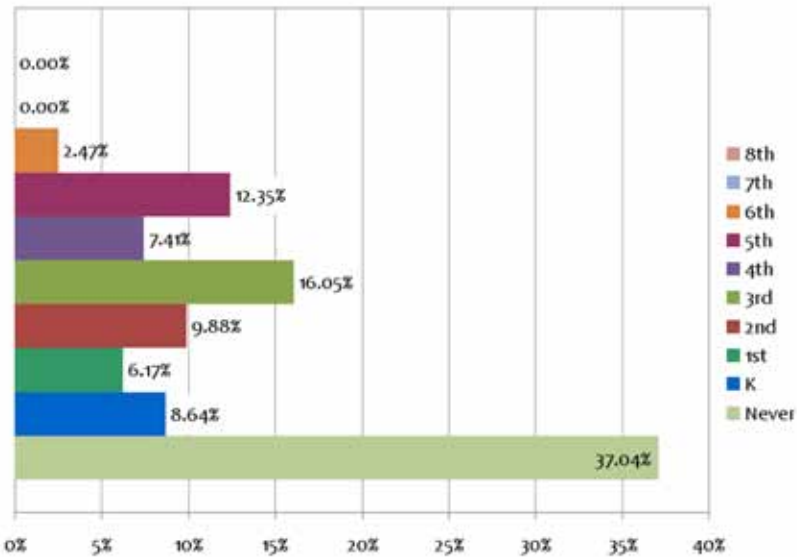
Travel Distance to School

39.51% of parents responding to the survey stated that their child travels less than 1/4 mile to get to school, and 48.15% stated that their child travels more than 2 miles to get to school.



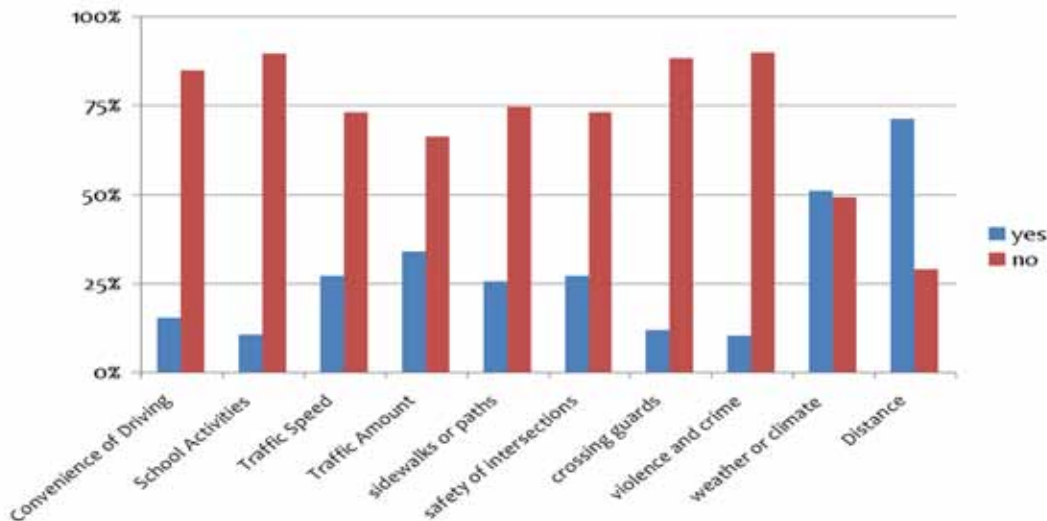
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 3rd grade (16.05%), 5th grade (12.35%), and 2nd grade (9.88%) as an appropriate, allowable age for a child to walk or bike to school. 37.04% of parents responding to the survey stated that they would not feel comfortable allowing their child to walk or bike to school at any age.



Environmental Factors Impacting Walking/Biking

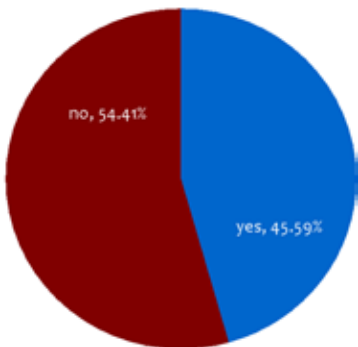
The most common factors impacting the decision to walk or bike to school included weather and distance to walk to school. The major issues brought up by parents were safety of intersections, sidewalks or paths, and amount of traffic along the route to school.



Interest in Behavior Change Programs

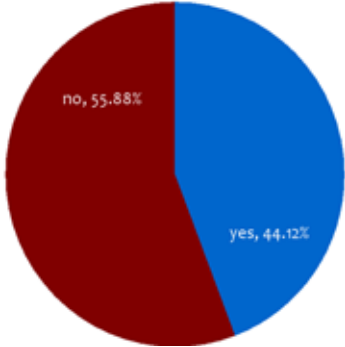
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



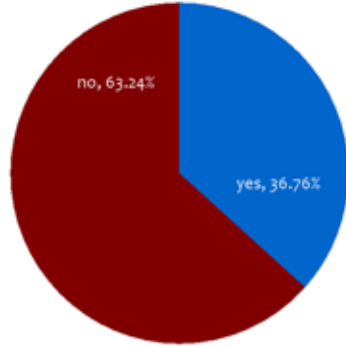
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



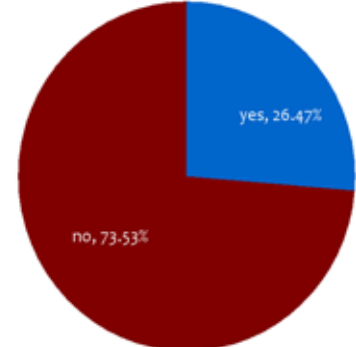
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



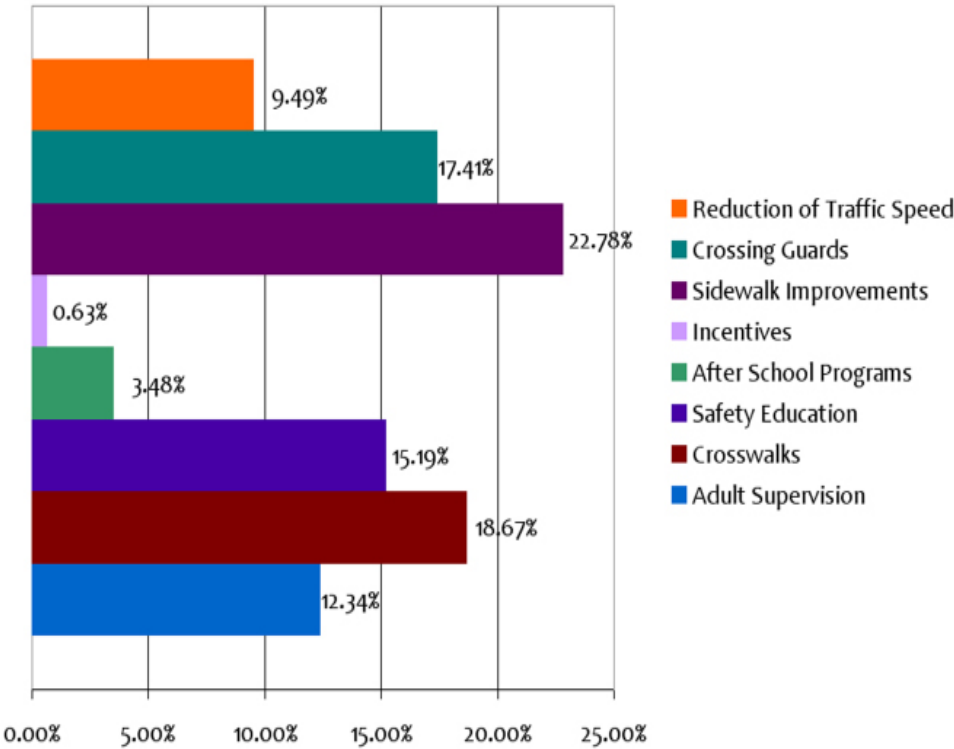
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The top parent suggestions for increasing walking and biking were:
1. Supervised activities
2. Crossing guards
3. Shorter distance

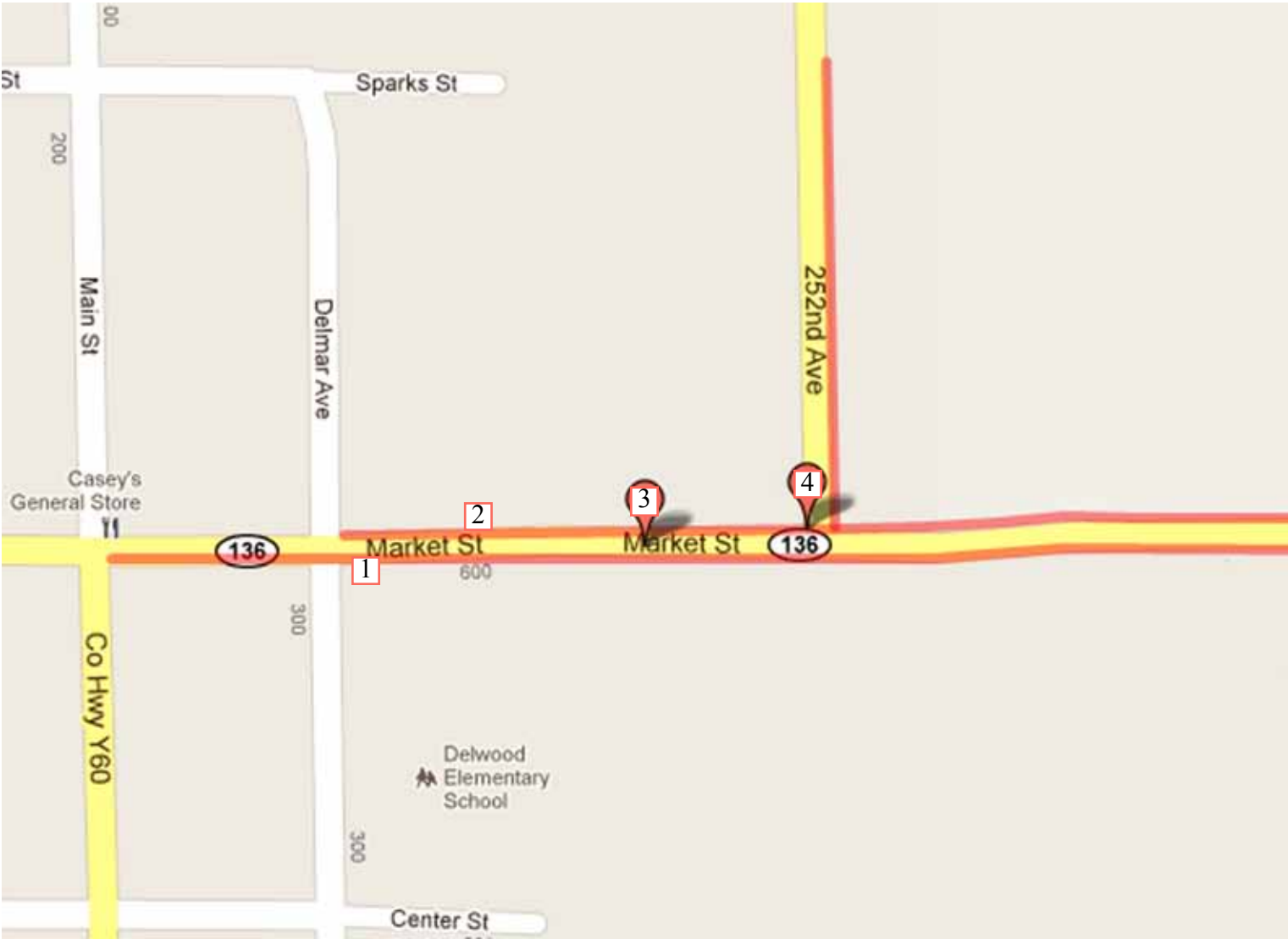
The streets cited most often by parents as being unsafe included:
1. Country Road e17
2. Highway 62
3. West Calhoun Street

School Administrator Input

Staff met with Delwood School administrators to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were listed by Delwood administrators.

	Problem	Solution
1	There is not a sidewalk for the students living in houses on the way out of town that is within walking distance of the school.	Extend the sidewalk from where it cuts off, east heading out of town.
2	There is no sidewalk on the north side of Market St.	Put in a sidewalk on the north side of Market St, extending east from the existing sidewalk.
3	The student would have to cross Iowa 136 in order to use the sidewalk that currently exists on the north side of Market Street.	Instead of beginning the sidewalk at Delmar Avenue and extending it east, the sidewalk could begin 3/4 the way down the first block and then extending east with a crosswalk where the sidewalk begins, causing the sidewalk that already exists to be used as well.
4	There is no crosswalk on the north side of Market St.	Have a crosswalk at the intersection of Richland St and Market St so that students can cross there safely.

Based on the input received during public meetings and input sessions with school administrators, planning and engineering staff, and the local police department, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Northeast Elementary School

School Location:
1450 370th Ave.
Goose Lake, IA 52750

Present Conditions

Number of students: 363

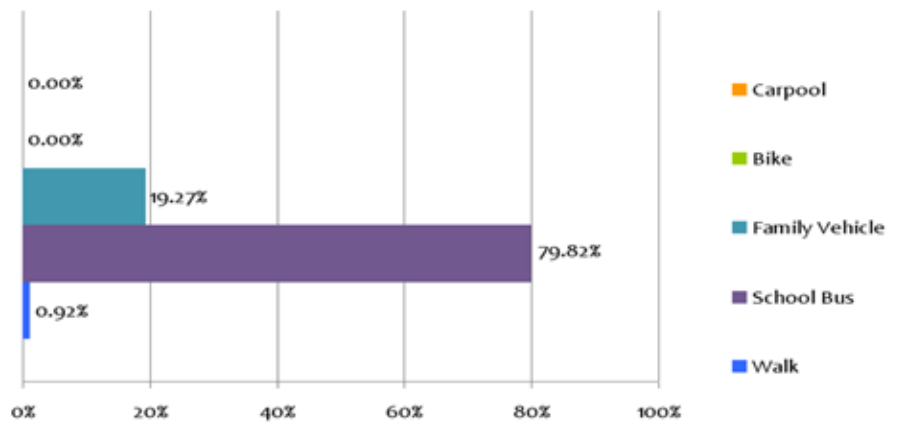
Parent Surveys

Surveys were administered to parents of children attending grades kindergarten through 6th at Northeast Elementary School, during the month of January in 2011. Parents were asked to answer questions about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

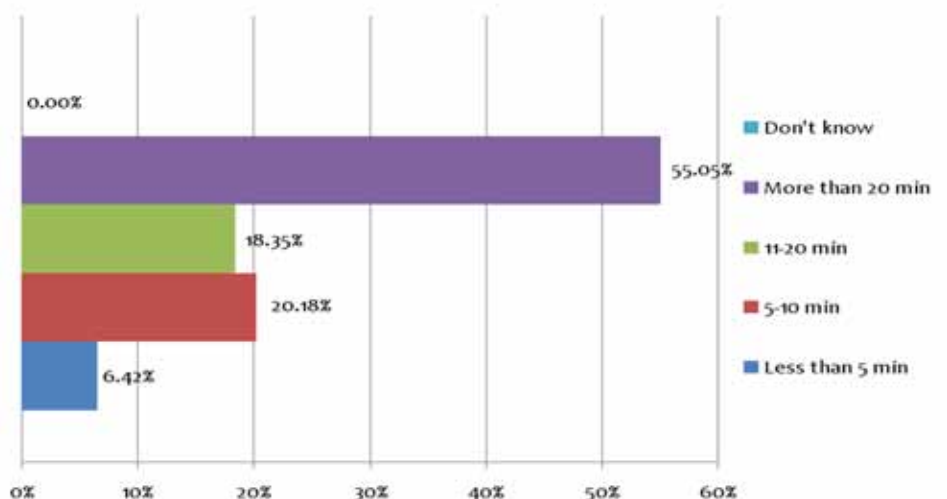
109 parents at Northeast Elementary School responded to the survey, and this constitutes 30% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (79.82%), and family vehicle (19.27%).



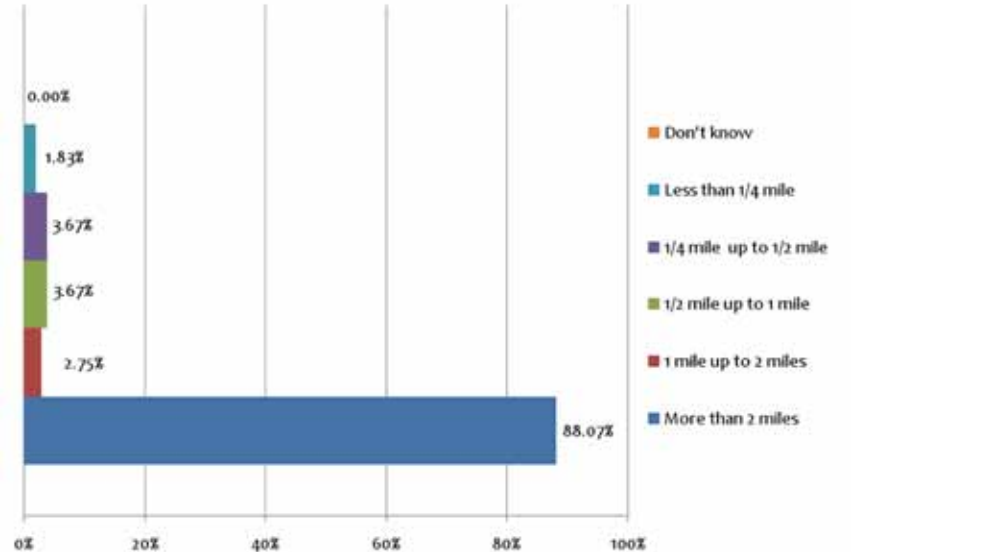
Travel Time to School

20.18% responded that their child spends 5-10 minutes traveling to school, and 55.05% of parents responded saying that their child spends more than 20 minutes traveling to school.



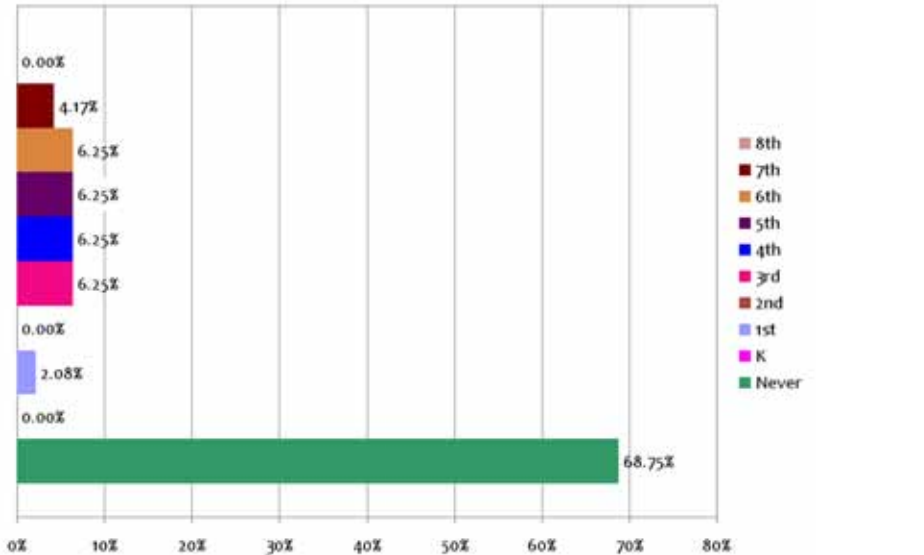
Travel Distance to School

88.07% of parents responding to the survey stated that their child travels more than 2 miles to get to school.



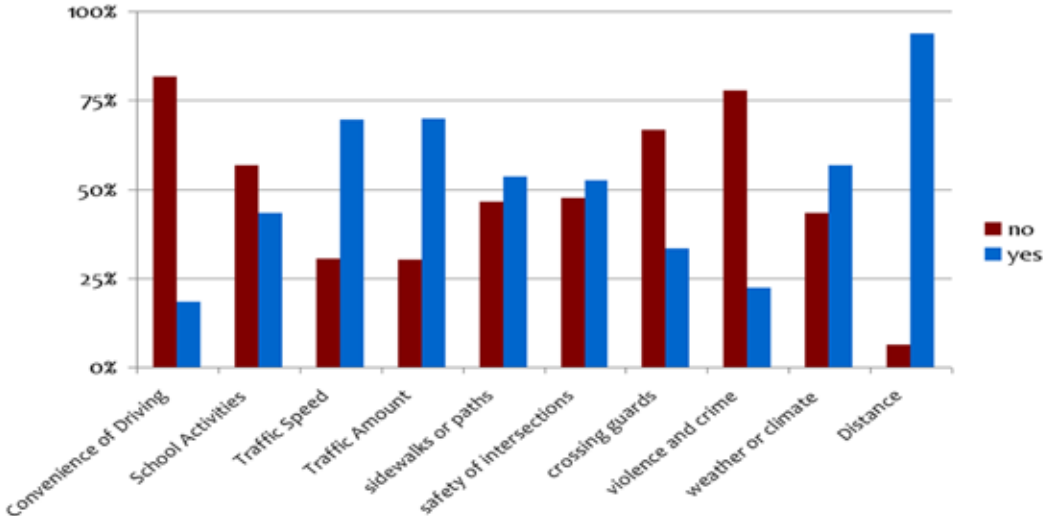
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 3rd grade (6.25%), 4th grade (6.25%), 5th grade (6.25%), and 6th grade (6.25%) as an appropriate, allowable age for a child to walk or bike to school. 68.75% of parents responding to the survey stated that they would not feel comfortable allowing their child to walk or bike to school at any age.



Environmental Factors Impacting Walking/Biking

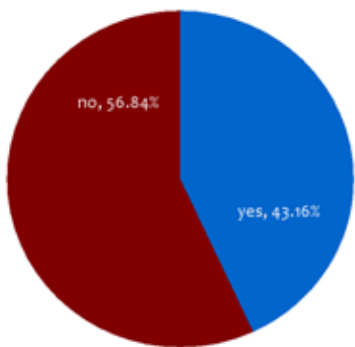
The most common factors impactin the decision to walk or bike to school included distance to the school, traffic amount, and traffic speed along the route to school. The major issues brought up by parents were sidewalks or paths, safety of intersections, and weather or climate.



Interest in Behavior Change Programs

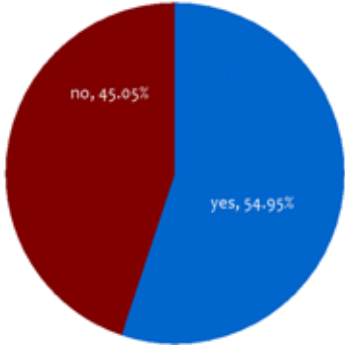
Parents were asked to describe their willingness to participate in the following programs. Program descriptions are below the corresponding pie chart.

Parent Remote Drop-Off



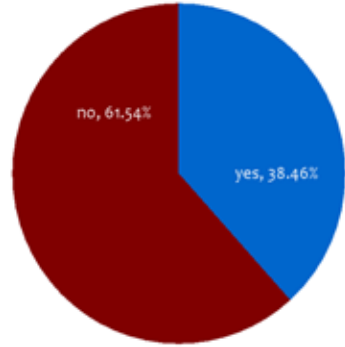
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



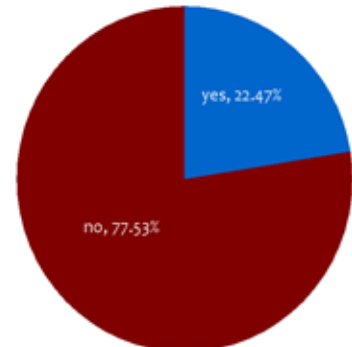
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



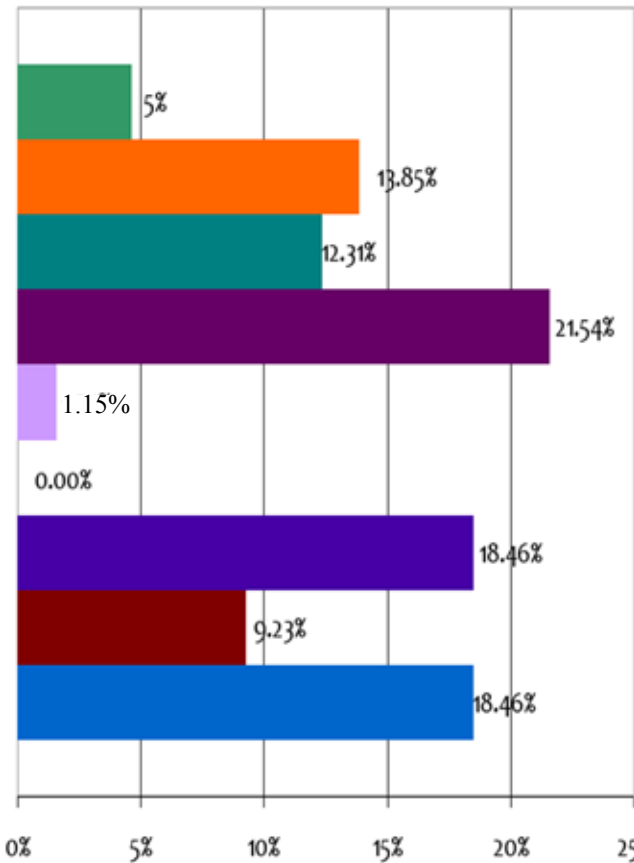
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The top parent suggestions for increasing walking and biking were:
1. Sidewalk Improvements
2. Adult supervision
3. Safety education

The streets cited most often by parents as being unsafe included:
1. Highway 136

School Administrator Input

Staff met with Northeast Elementary School administrators and local officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at the meeting.

	Problem	Solution
1	Students walk from the school to the Gooselake C-Store and there is no sidewalk.	Put in a sidewalk connecting the C-Store on HWY 136 to 370th Ave where the schools are.
2	Students that walk between the High School and the Elementary School have to walk in the street where parents, teachers, and students are driving.	Have a sidewalk connecting the HS and Elementary School on 370th Ave.
3	There is not safe way to cross HWY 136.	Put in a crosswalk with a crossing guard or a stop light that only changes when a pedestrian pushes a button.

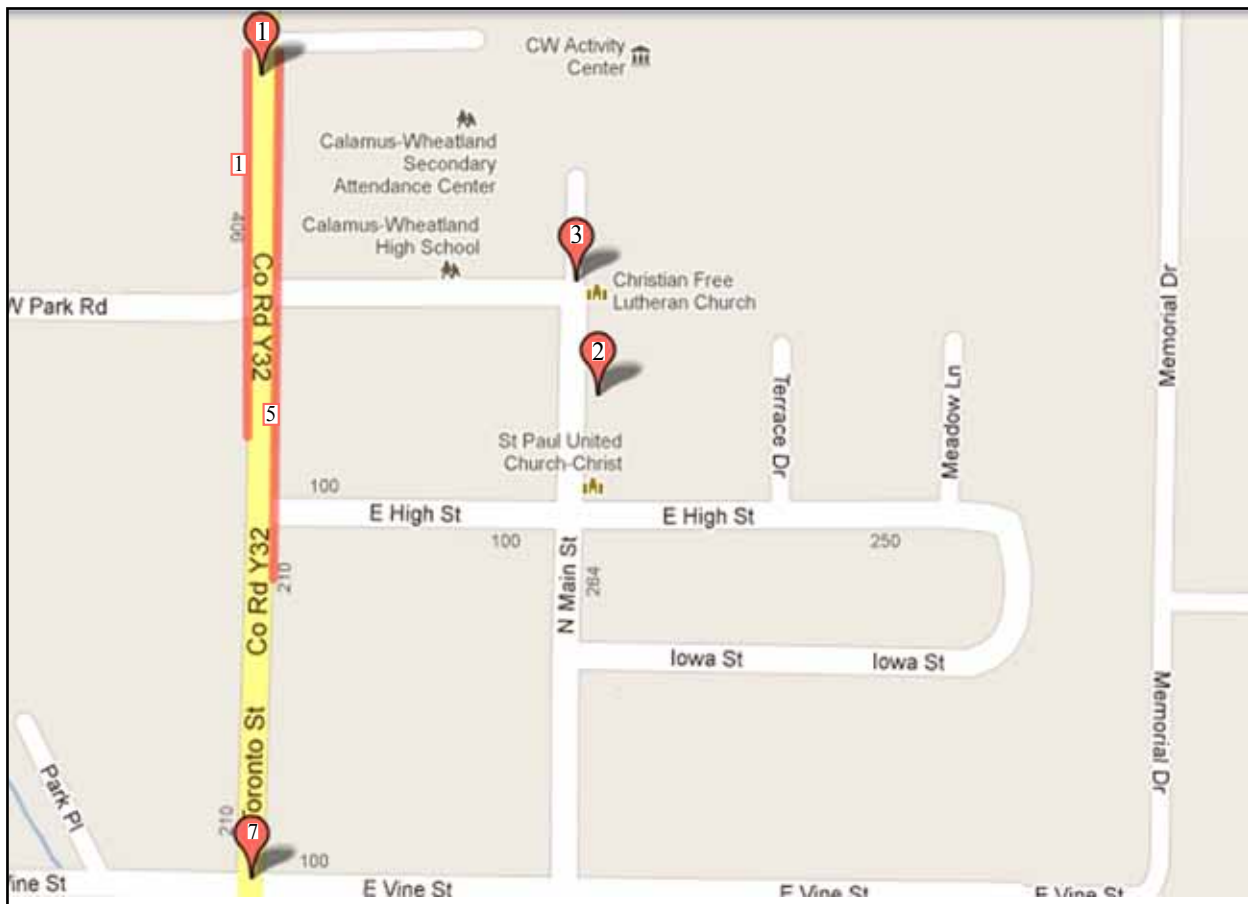
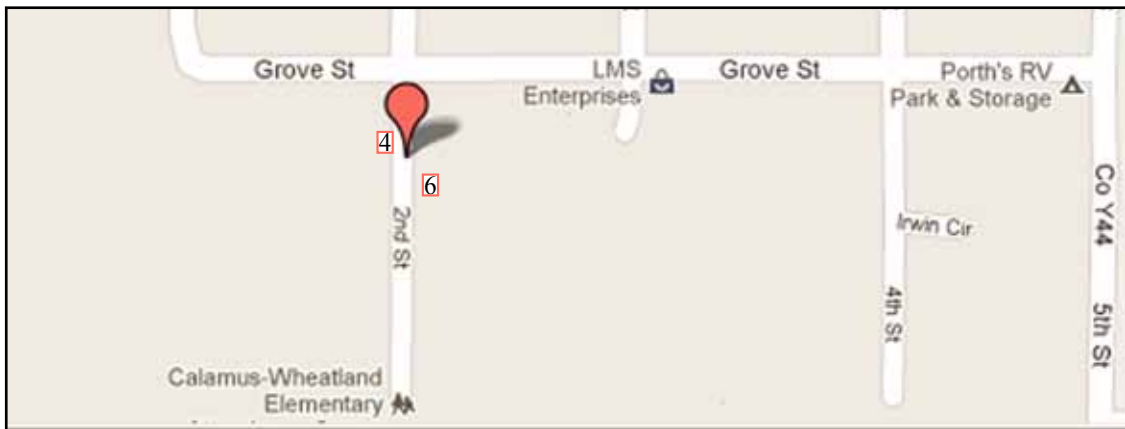
Mapping Northeast Elementary School Project List

Based on the input received during public meetings and input sessions with school administrators, planning and engineering staff, and the local police department, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



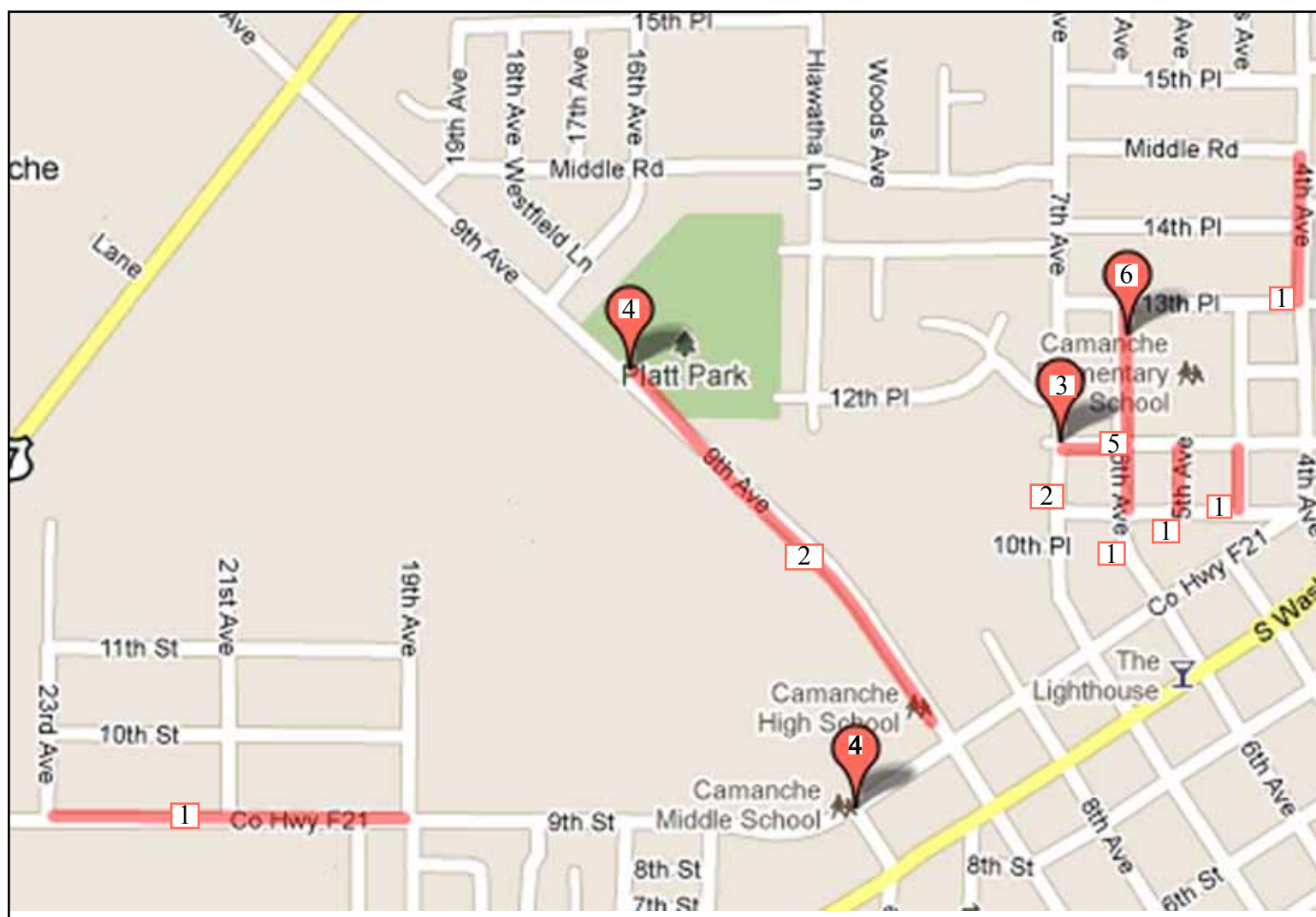
Calamus-Wheatland School District's Projects

Ranking	Projects	Locations	School
1	Build sidewalk	East side of Toronto St.	Jr/Sr High School
2	Walking school bus	Begins route by the church near the Jr/Sr. High School to homes of town children	Jr/Sr High School
3	Build gate	High school parking lot	Jr/Sr High School
4	Speed reduction signs	2nd St (leading into the school parking lot)	Elementary School
5	Build/ Extend sidewalks	West side of Toronto St. to Park Road	Jr/Sr High School
6	Flashing lights for speed reduction	2nd St (leading into the school parking lot)	Elementary School
7	Cross walk	N Main St/ the drive towards the Activity Center, Intersection of Lincolnway/ Toronto St.	Jr/Sr High School



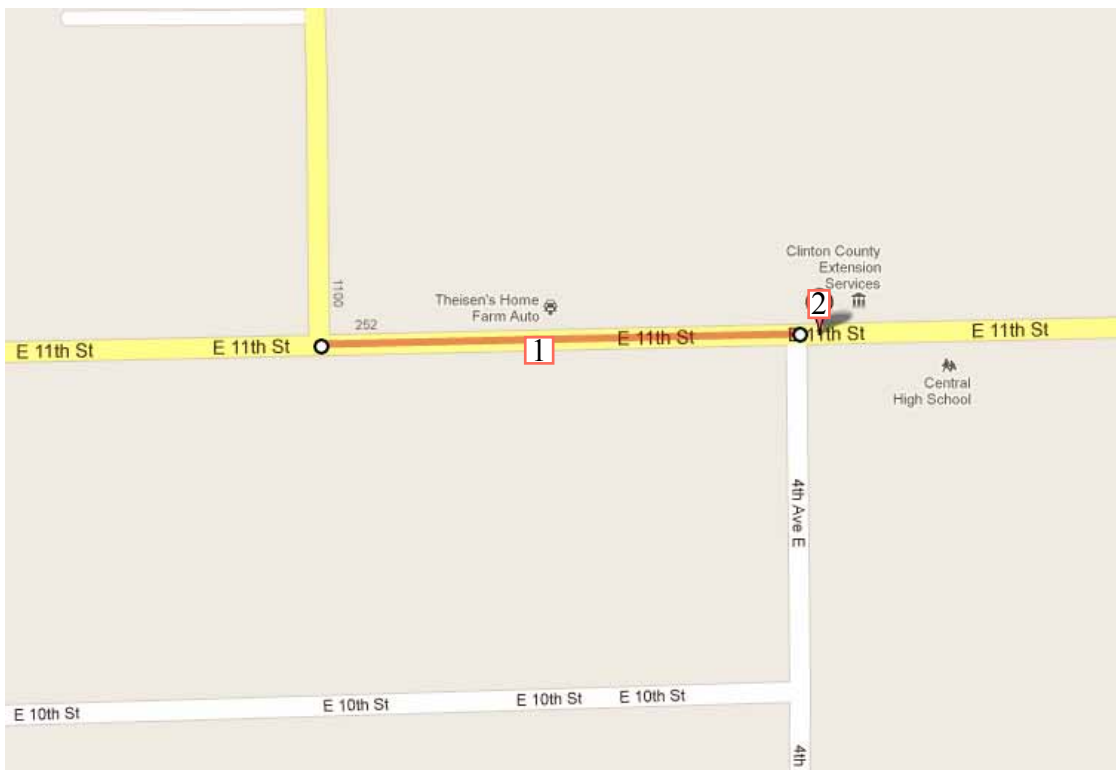
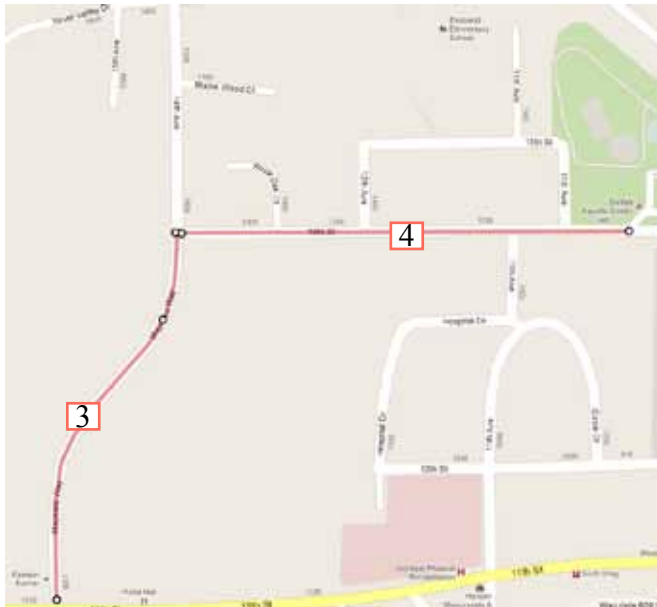
Camanche Community School District's Projects

Ranking	Projects	Locations	School
1	Build sidewalks	6th Ave (11th Pl- 10th Pl), East side of 6th Ave (13th Pl- 11th Pl), 9th St (23 Ave and 19th Ave)	Elementary School
1	Build sidewalks continued	W side of 4th Ave (Middle Rd to 13th Pl), Harts Ave (11th Pl- 10th Pl), 5th Ave (11th Pl- 10th Pl)	Elementary School
3	Replace sidewalk	9th Ave (Middle School and High School to Platt Park), 11th Pl (7th Ave and 6th Ave	High School/ Middle School
4	Rolling stop sign	intersection of 11th Pl/ 7th Ave	Elementary School
5	Rolling stop sign	9th St. in front of HS and MS, 9th Ave near Platt Park	High School/ Middle School
6	Build curb	East side of 6th Ave (13th Pl- 11th Pl)	Elementary School
7	No parking signs	East side of 6th Ave (13th Pl- 11th Pl)	Elementary School



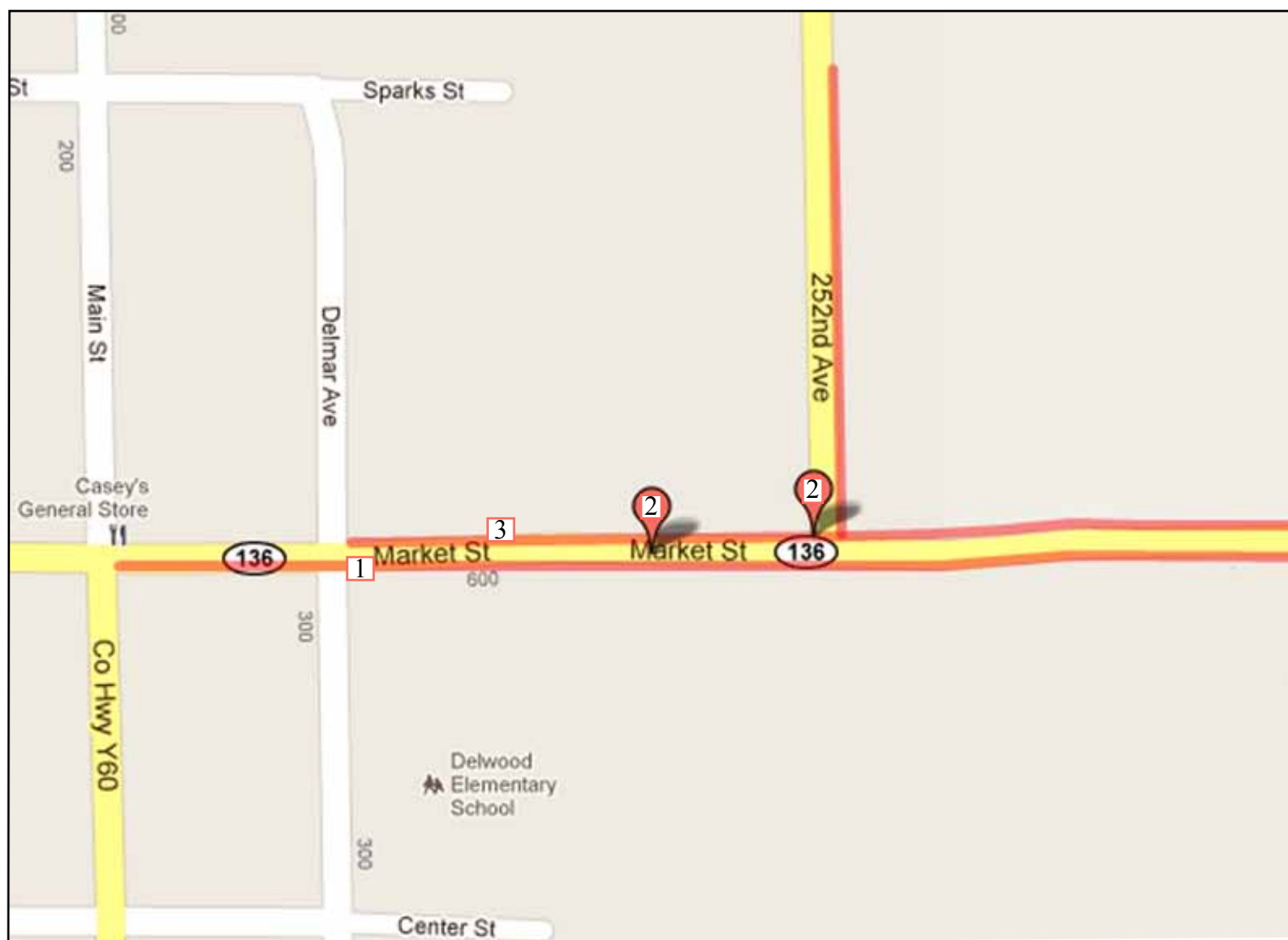
Central Community School District's Projects

Ranking	Projects	Locations	School
1	Construct Sidewalks	11th St. between Humeston and 4th Ave	Intermediate/Middle/High School
2	Add crosswalks, ADA ramps, and a traffic signal	11th St. and 4th Ave. intersection	Intermediate/Middle/High School
3	Construct Sidewalks	Maynard Way between 11th St. and 14th St.	Ekstrad Elementary
4	Construct Sidewalks	14th St. Between Maynard Way and Aquatic Center	Ekstrad Elementary
5	Improve parent and student walking and biking safety education		All Schools



Delwood Community School District's Projects

Ranking	Projects	Locations	School
1	Extend sidewalk	South side of Market Street to Main St.	Elementary School
2	Crosswalk	3/4 the way down the first block of Market St. to connect the sidewalk	Elementary School
2	Crosswalk	intersection of Richland St/ Market St	Elementary School
3	Build sidewalk	North side of Market Street	Elementary School



Northeast Community School District's Projects

Ranking	Projects	Locations	School
1	Build sidewalk	Connecting C-Store on HWY 136 to 370th Ave where Schools are	Elementary School
1	Build sidewalk	Connecting HS to Elementary School on 370th Ave	Elementary School
2	Crosswalk	HWY 136 to School	Elementary School
3	Crossing guard	HWY 136 to School	Elementary School



Projects by Type

Projects identified in the summary reports were grouped by project type. The following table shows the number of projects in each group by school, and the total number of projects in each group. Projects 4-9 were specific to one school.

Project No	Project Type	Calamus - Wheatland Elementary	Calamus-Wheatland Jr/Sr High School	Camanche Elementary School	Camanche Middle and High School	Eksrtand Elementary	Central Intermediate/Middle, High School	Delwood Elementary School	Northeast Elementary School	TOTAL
1	Build Sidewalks		2	6	2	2	1	2	2	17
2	High Visibility Painted Crosswalks		2				1	2	1	6
3	Stop Signs			1	2					3
4	Flashing School Crossing Lights	1								1
5	Crossing Guard								1	1
6	Walking School Bus		1							1
7	Speed Reduction Sign	1								1
8	ADA Ramps						1			1
9	Traffic Signal						1			1
10	Build Curb			1						1
11	Build Gate		1							1
		2	6	7	4	2	4	4	4	
										TOTALS

Projects Specific to one School

Project Cost Estimates by Type

The total number of projects in each group were multiplied by cost estimates to produce a cost estimate by project type. High and low cost estimates are meant to account for different material types the extent of the final projects. No estimate was made for projects that were measured in linear feet or hours. Final cost estimates for these projects will depend on the scope of the projects which has not been determined at this time.

Unit Abbreviations:

EA = Each, LF = Linear Foot, SF = Square Foot, YR = Year, SY = Square Yard

Project No.	Project Type	Total Number of Projects	Cost- Low Estimate	Cost- High Estimate	Unit	Total Cost Low	Total Cost High
3	Build Sidewalks	17	\$-	\$-	LF	\$-	\$-
2	High Visibility Crosswalks	8	\$1,000	\$3,000	EA	\$8,000	\$24,000
1	Stop Sign	6	\$-	\$-	EA	\$-	\$-
Projects Unique to One Specific School							
10	Flashing School Crossing Lights	1	\$125,000	\$-	EA	\$125,000	\$-
11	Crossing Guard	1	\$-	\$-	EA	\$-	\$-
12	Walking School Bus	1	\$-	\$-	LF	\$-	\$-
13	Speed Reduction Sign	1	\$-	\$-	EA	\$-	\$-
14	Build Curb	1	\$-	\$-	EA	\$-	\$-
15	ADA Ramps	1	\$-	\$-	EA	\$-	\$-
16	Traffic Signal	1	\$-	\$-	EA	\$-	\$-
17	Build Gate	1	\$-	\$-	EA	\$-	\$-



