

Clinton Safe Routes to School Plan



Clinton Community School District

Prepared by the East Central Intergovernmental Association

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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 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 Safe Routes to School planning process began in the spring of 2008. In early May ECIA staff invited officials from the City of Clinton, Clinton Community School District, and Prince of Peace Catholic Schools to be a part of the Clinton 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. School staff distributed questionnaires 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 initial list of projects during a series of public workshop meetings. Following its completion, the project list was presented to City engineering staff for final review.

Project Contributors

Clinton Community Schools	Clinton City Council	Clinton Police Department
Superintendent Deb Olson	Mayor Rodger Holm Maggie Klaes Michael Kearney Bev Hermann Paul Gassman Jennifer Graf Charlie Mulholland Mark Vulich	Police Chief Brian Guy Joe Raaymakers Patrick Cullen
Principals Karinne Tharaldson-Jones Dan Boyd Brian Kenney John Jorgensen Roger Winterlin Bonnie Freitag Beverly Goerd Jay Chelf	City of Clinton Staff Jason Craft Michael Reynolds	River Bend Bicycle Club Dan Manley Joe Raymakers
		Parents Associations Michele Bonde Bluff Parents

Summary Reports

Staff developed a summary report for each school using the information collected throughout the planning process. The reports include input from parents, neighborhood associations, and school administrators; maps showing walking routes to school and DOT crash data; and the final prioritized list of projects.

Summary reports are structured as follows:

Parent and Student Surveys - Information collected from the parent surveys. Surveys asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

School Administrator and Neighborhood Input - A list of problems and solutions that was created by school administrators and neighborhood residents during the workshop meetings. Some schools felt that walking and biking safety was not an issue at their school and did not provide input.

Project List and Maps - The final list of projects that was developed based on the workshop meetings and public input sessions.

The final summary reports are available for public viewing on the East Iowa Safe Routes website, www.eastiowasaferoutes.org. This document includes the summary reports from all Clinton public and private schools, and cost estimates for all projects are listed at the end of this report.



Bluff Elementary School

School Location:
1421 S. Bluff Blvd.
Clinton, IA 52732



Present Conditions

Number of students: 521

Bus Service:

- School District Bus Service

Parent Surveys

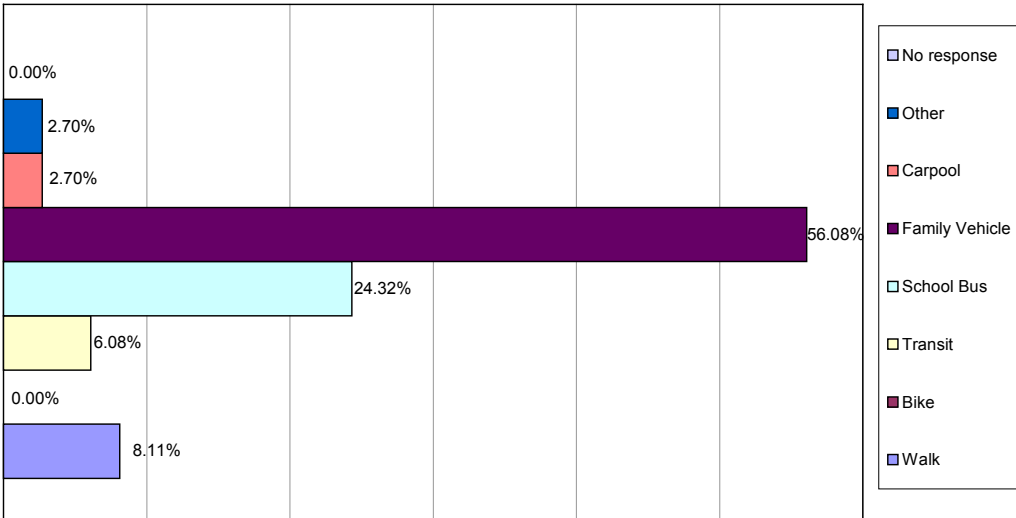
Student surveys were administered to parents of children attending grades K-5 at Bluff Elementary School, during the month of February in 2009. Parents were asked to fill out the survey form about their child’s transportation to school. The survey asked parents about the safety of their child’s route to school and what they viewed as impediments to walking or biking to school.

Additionally, parents of students who walked or biked to school were asked to draw their route to school on school area maps (see page 4).

Travel Mode to School

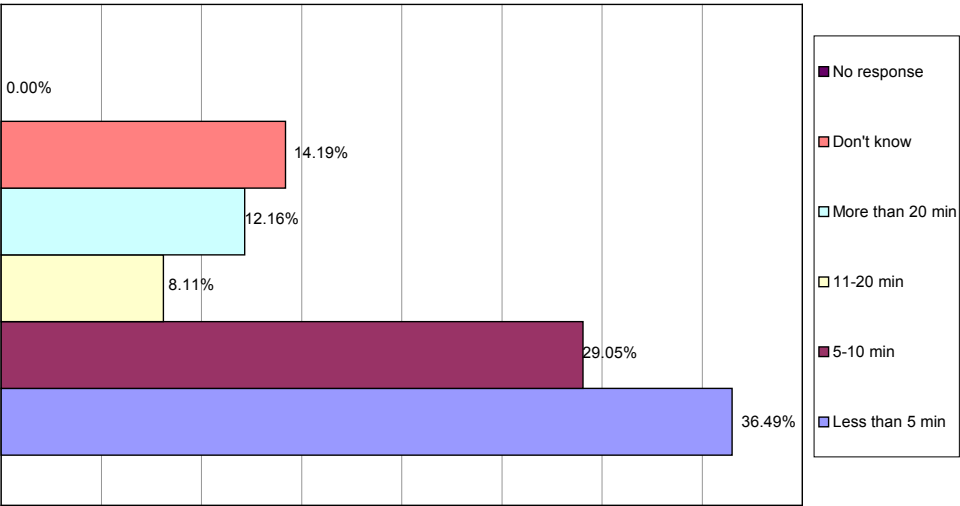
148 parents of students at Bluff Elementary School responded to the survey, and this constitutes 28.41% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (56.08%) or by school bus (24.32%).



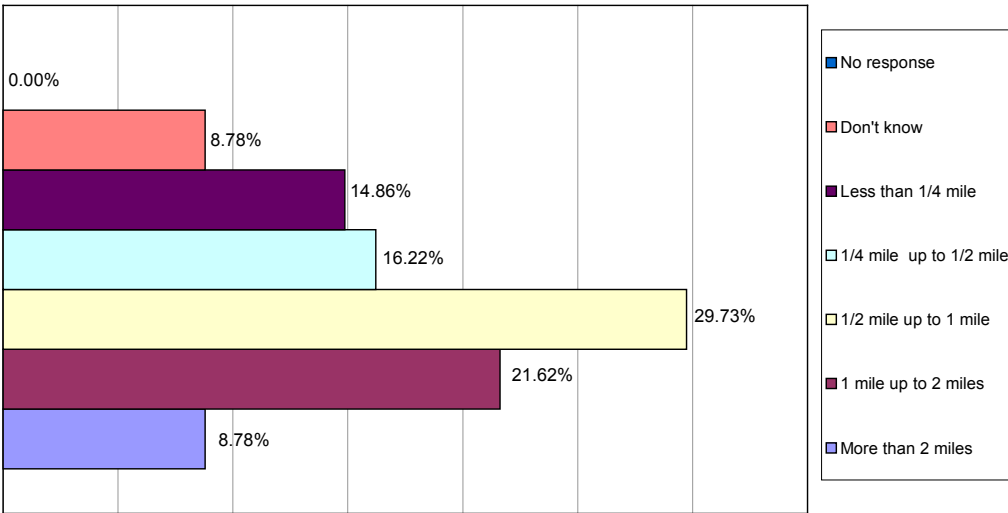
Travel Time to School

65.54% of parents responding to the survey state that their child spends less than 10 minutes traveling to school.



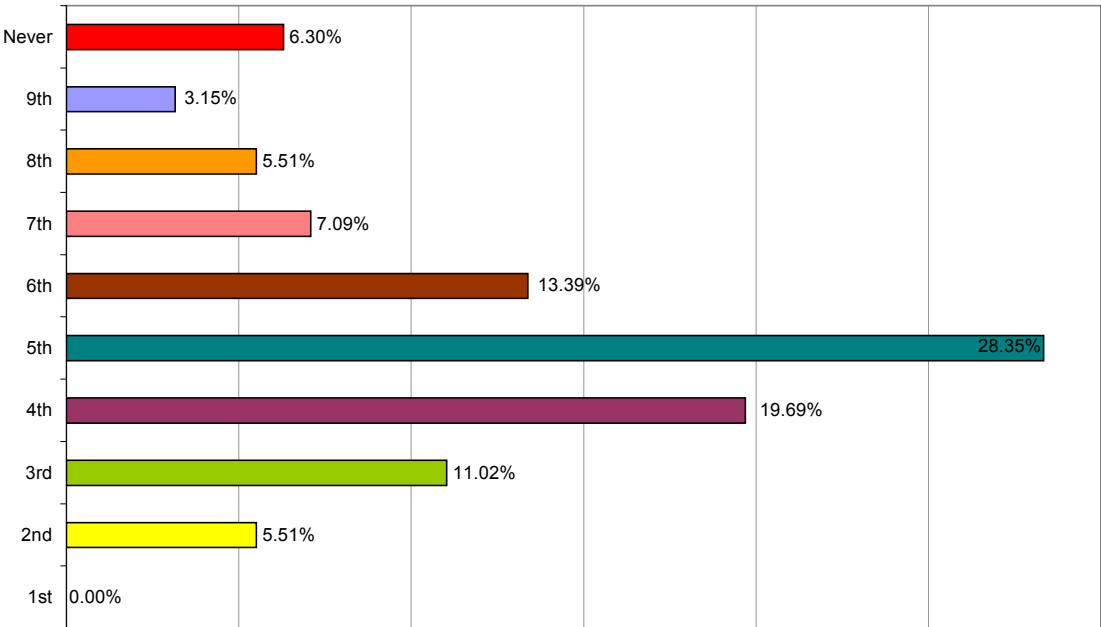
Travel Distance to School

31.08% of parents responding to the survey state that their child travels less than 1/2 mile to school, while 8.78% travel over 2 miles to attend school.



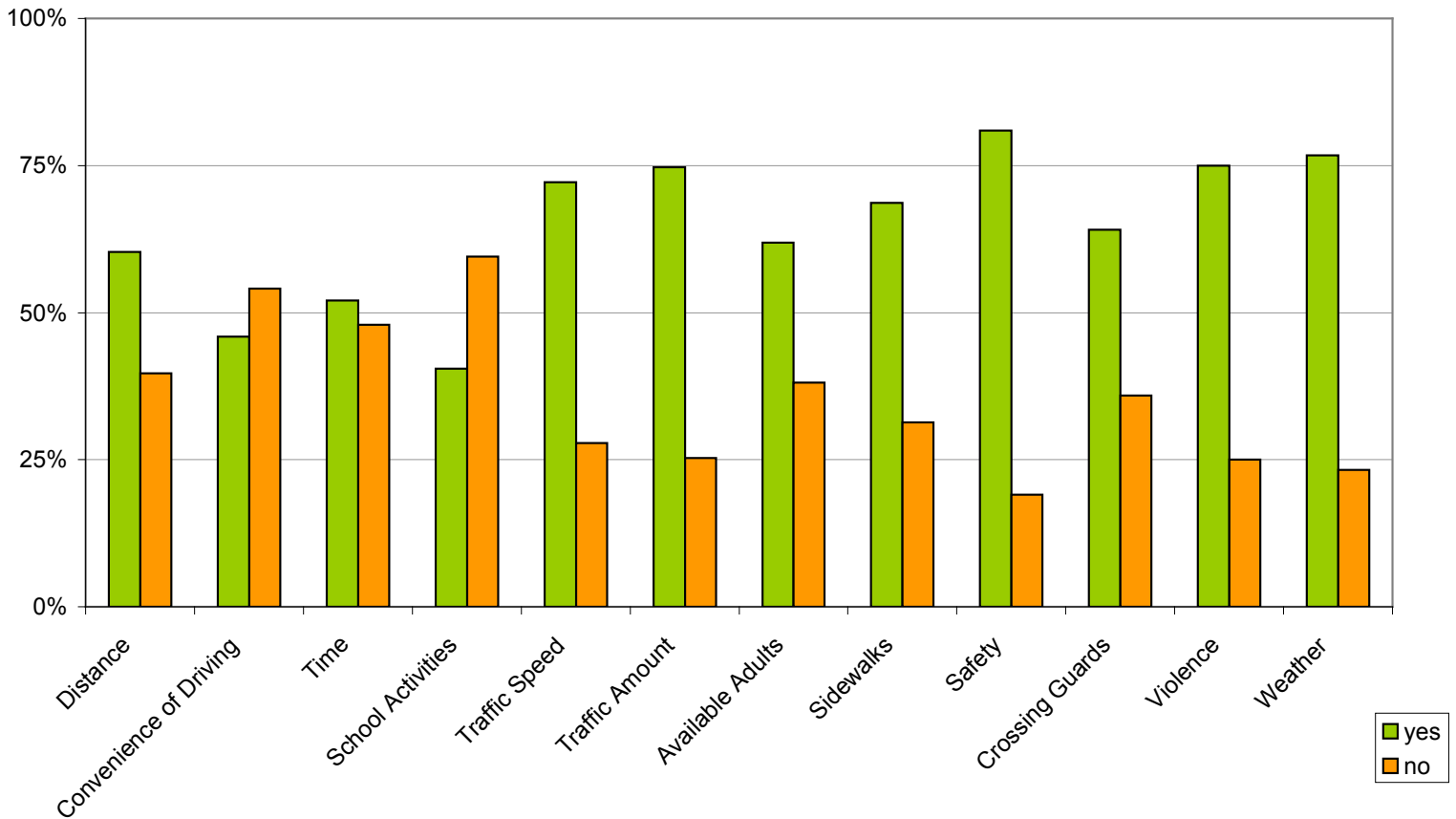
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 5th grade as an appropriate, allowable age for a child to walk or bike to school. 6.30% stated that they would never allow their child/children to walk or bike to school.

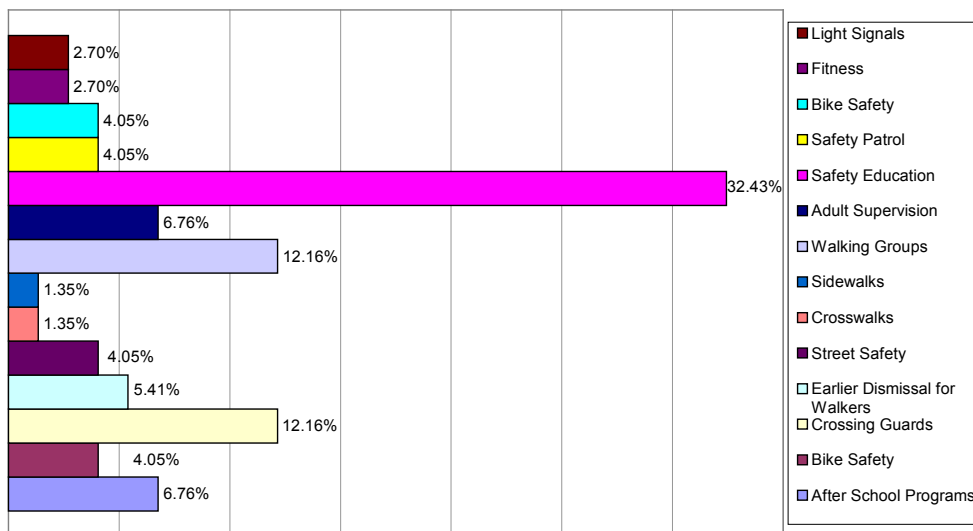


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included a decrease in the distance to school, the amount of time walked or biked, violence, traffic speed and amount. Furthermore, other changes include an increase in the availability of adults, crossing guards, safety, sidewalks, and better weather. The major issue brought up by parents was lack of sidewalks near the school.



Incentives/Programs



The top parent suggestions for increasing walking and biking were:

1. Safety education
2. Crossing guards
3. Walking groups

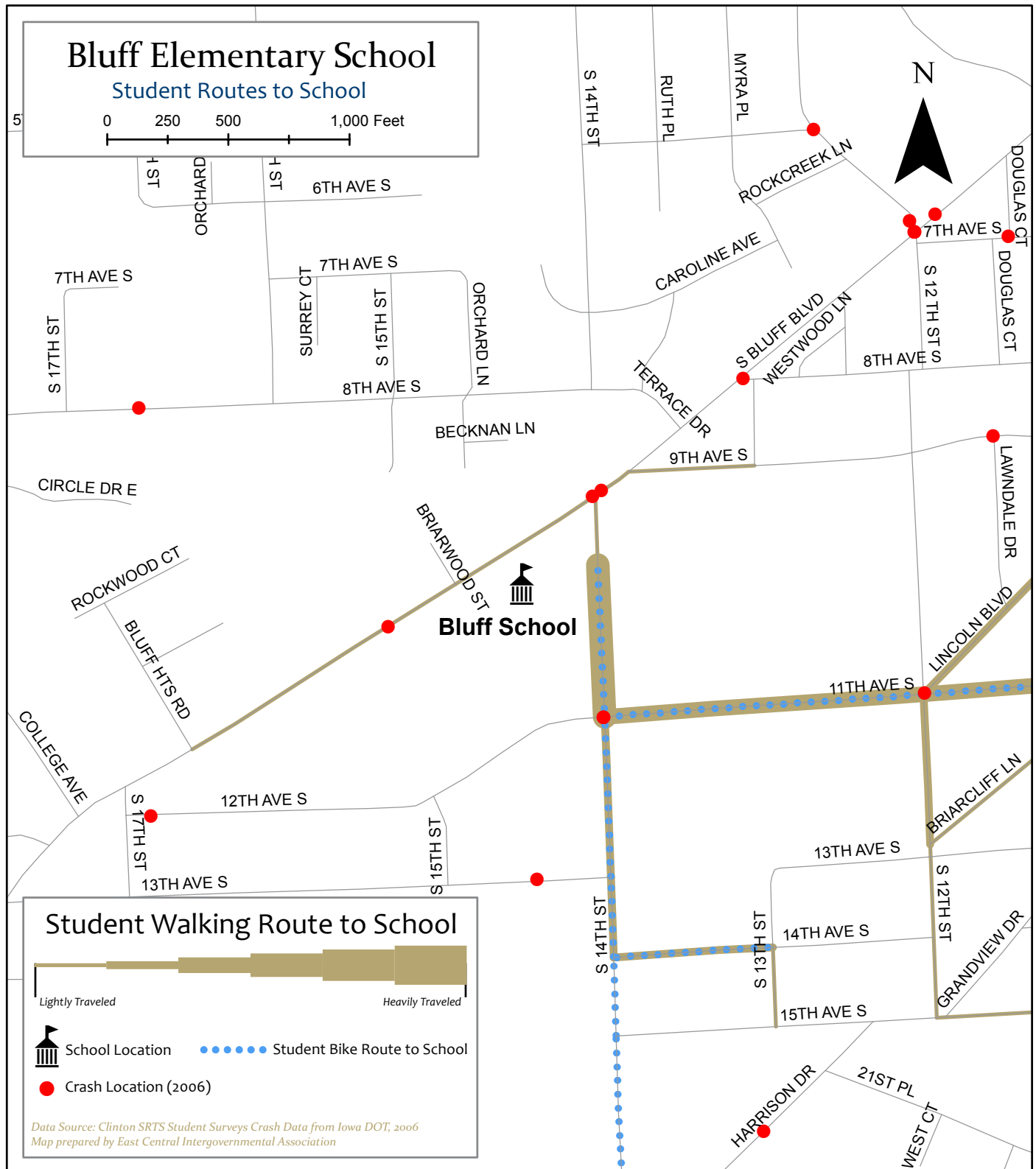
The streets cited most often by parents as being unsafe included:

1. 14th St
2. 12th St
3. Bluff Blvd



Mapping Student Routes and Crash Data

Those students who walked or biked to school were asked to draw their routes on a provided map. These routes were compiled into Geographical Information Systems (GIS) format. The more heavily used routes began to overlap and become thicker displaying the primary routes used to access schools. This map also contains 2006 crash data from the Iowa Department of Transportation.



Eagle Heights Elementary School

School Location:
1350 Main Ave
Clinton, IA 52732



Present Conditions

Number of students: 521

Bus Service:

- Public Transit
- School District Bus Service

Parent Surveys

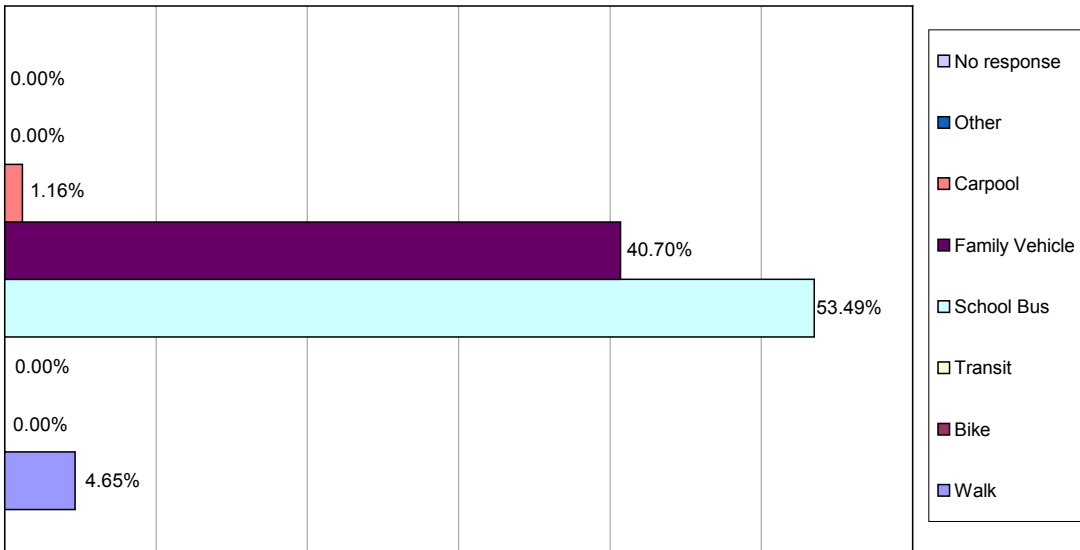
Student surveys were administered to parents of children attending grades K-5 at Eagle Heights Elementary School, during the month of February in 2009. Parents were asked to fill out the survey form about their child’s transportation to school. The survey asked parents about the safety of their child’s route to school and what they viewed as impediments to walking or biking to school.

Additionally, parents of students who walked or biked to school were asked to draw their route to school on school area maps (see page 4).

Travel Mode to School

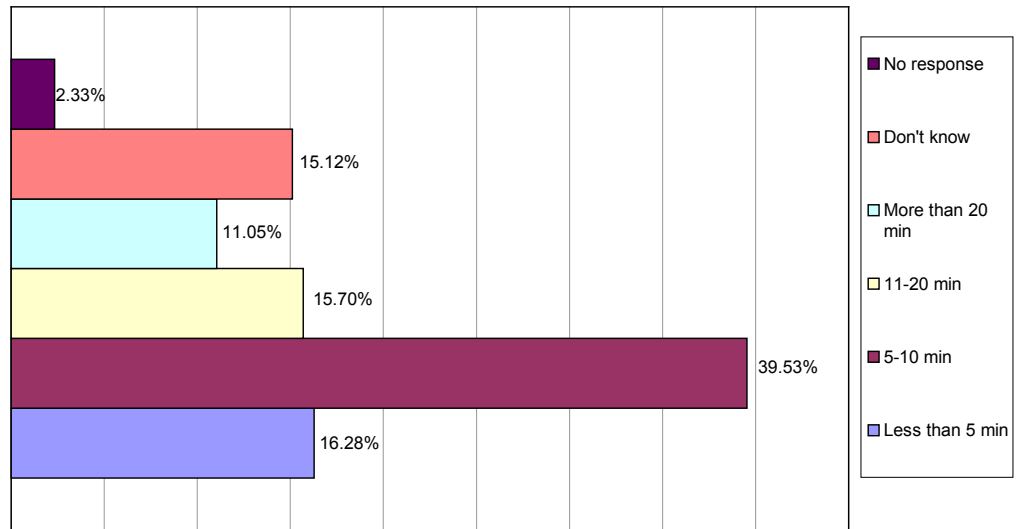
172 parents of students at Eagle Heights Elementary School responded to the survey, and this constitutes 33.01% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (53.49%) or by family vehicle (40.70%).



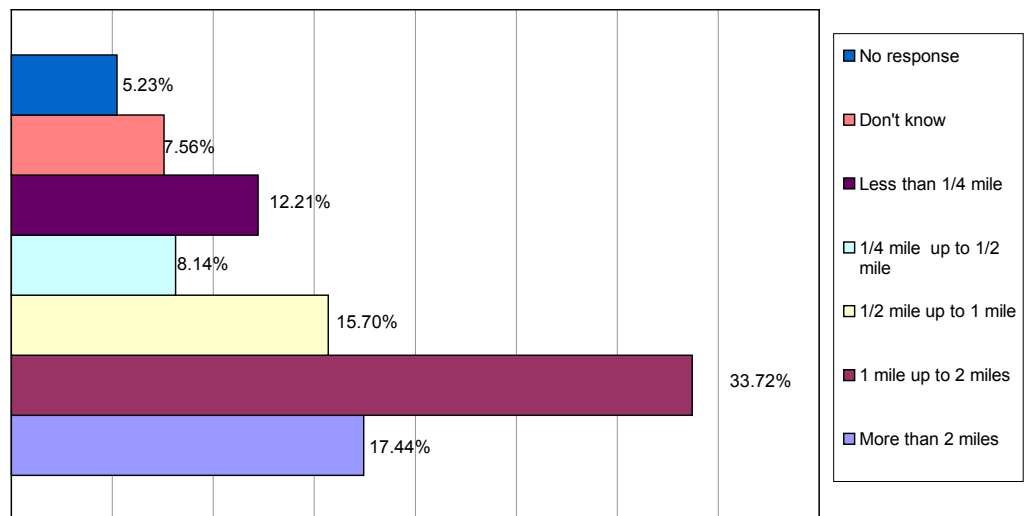
Travel Time to School

45.81% of parents responding to the survey state that their child spends less than 10 minutes traveling to school.



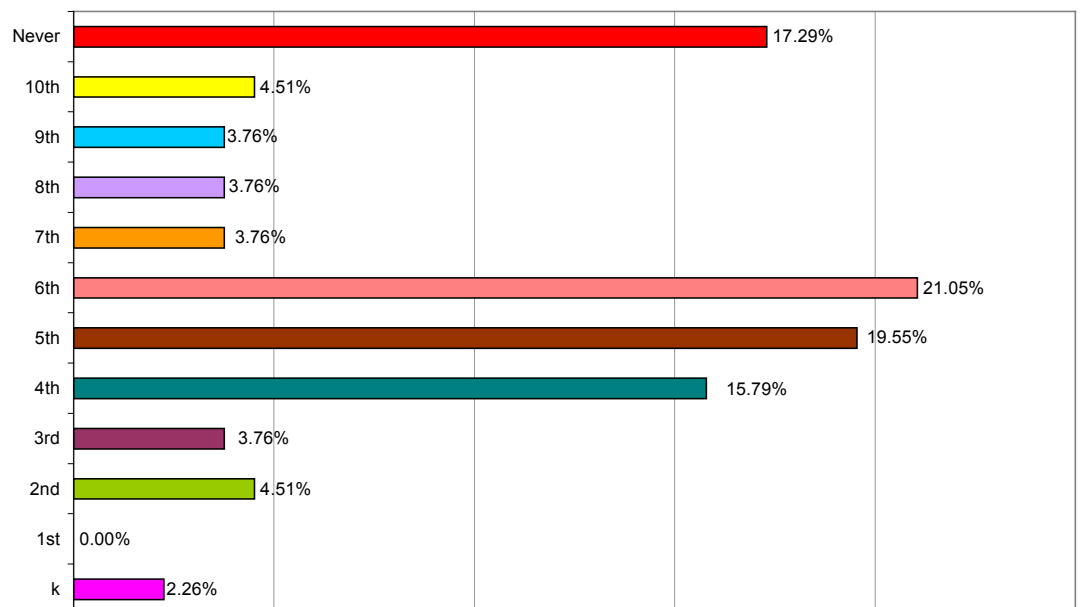
Travel Distance to School

20.35% of parents responding to the survey state that their child travels less than 1/2 mile to school, while 17.44% travel over 2 miles to attend school.



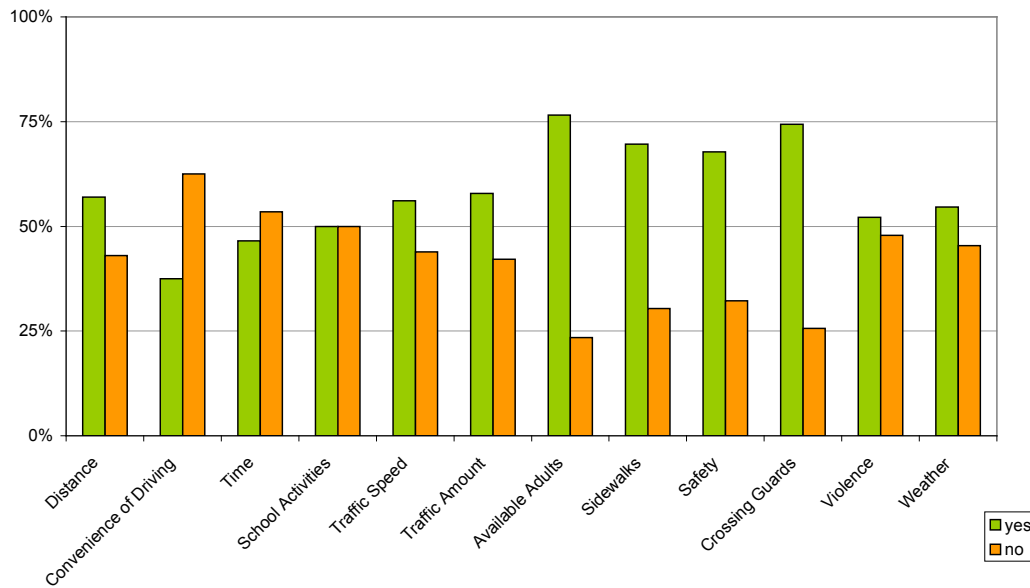
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 6th grade as an appropriate, allowable age for a child to walk or bike to school. 17.29% stated that they would never allow their child/children to walk or bike to school.

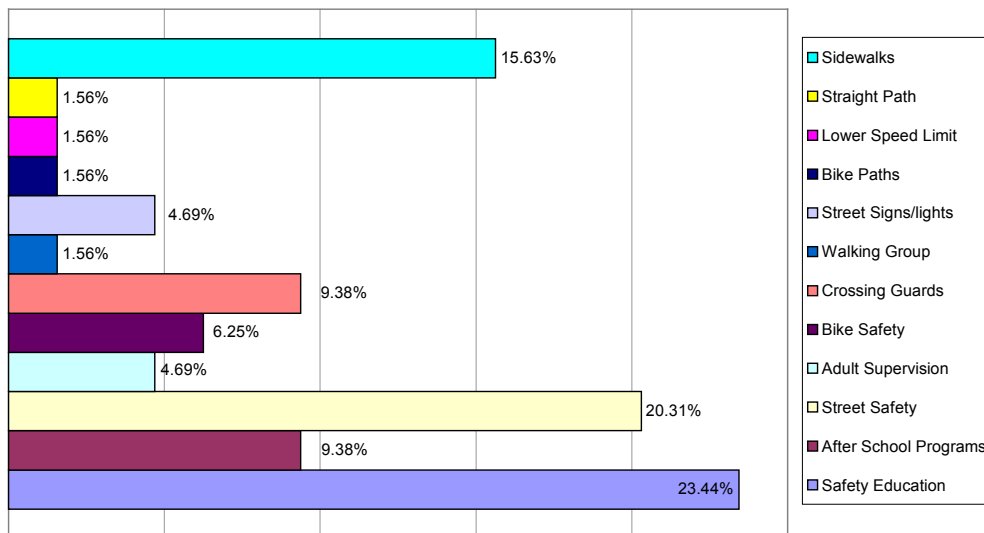


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included the availability of adults, crossing guards, sidewalks, and safety. The major issue brought up by parents was the lack of sidewalks near the school.



Incentives/Programs



The top parent suggestions for increasing walking and biking were:

1. Safety education
2. Street safety
3. Sidewalks

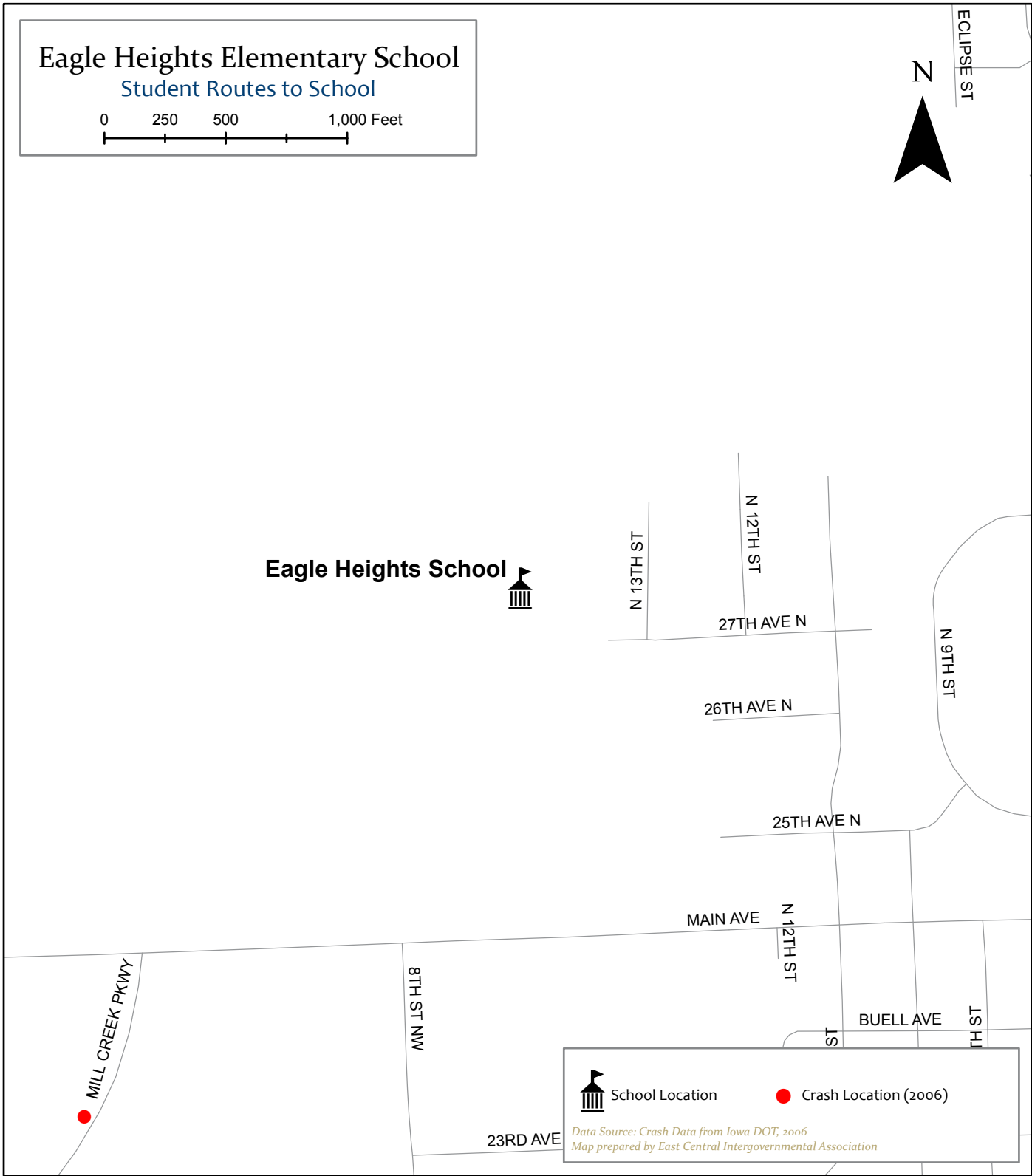
The streets cited most often by parents as being unsafe included:

1. Main Ave
2. School entrance and parking lot
3. Miller Ridge Rd



Mapping Student Routes and Crash Data

Student route data was not available for Eagle Heights Elementary. This map contains 2006 crash data from the Iowa Department of Transportation.



Clinton High School

School Location:
817 8th Avenue South
Clinton, IA 52732



Present Conditions

Number of students: 1171

- Bus Service:
- Public Transit

Student Surveys

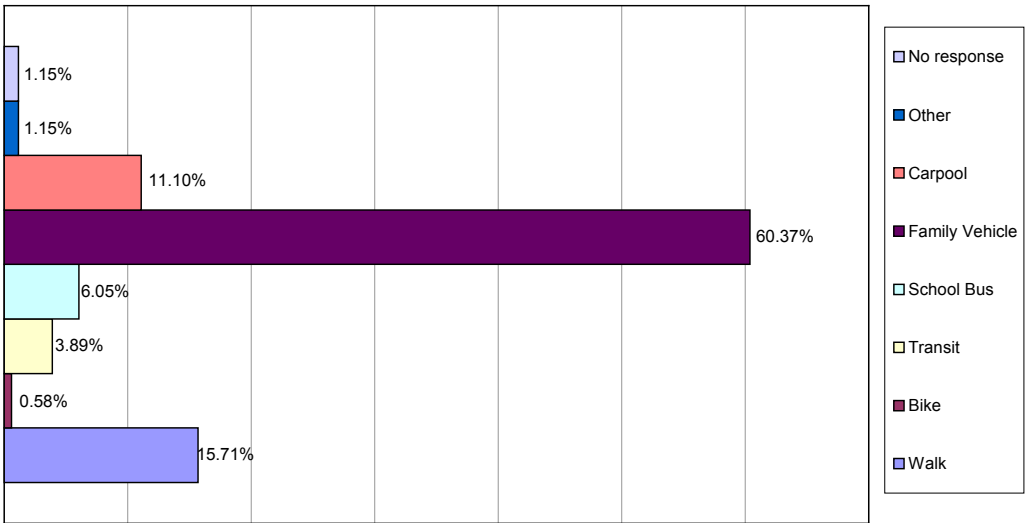
Surveys were administered to students attending grades 9th through 12th at Clinton High School, during the month of February in 2009. Students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walked or biked to school were asked to draw their route to school on school area maps.

Travel Mode to School

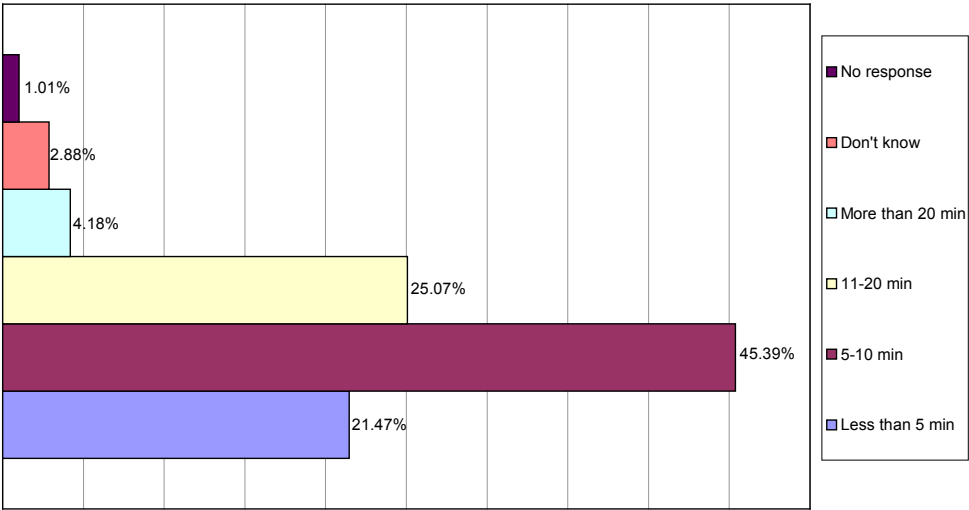
694 students at Clinton High School responded to the survey, and this constitutes 59.26% of the student body.

The majority of Clinton High students responding as to their mode of travel to school, stated that they arrive by family vehicle (60.37%) or by walking (15.71%).



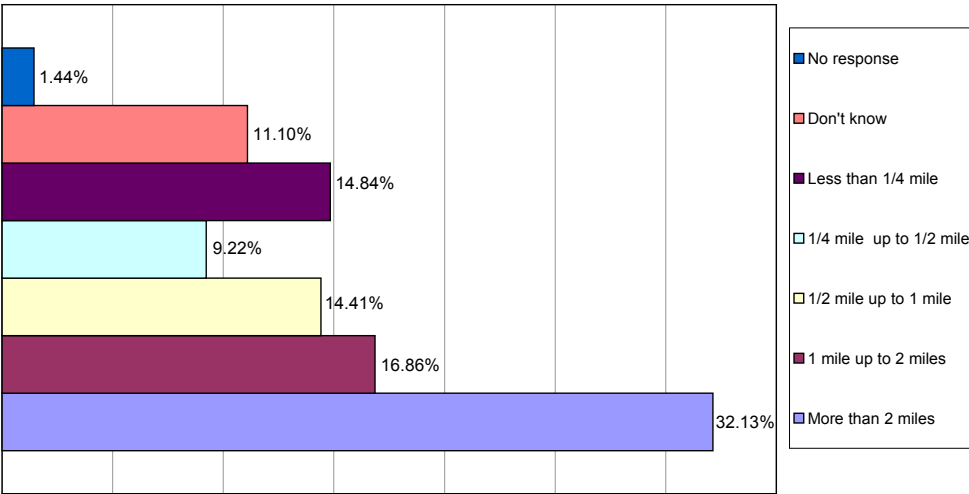
Travel Time to School

86.86% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

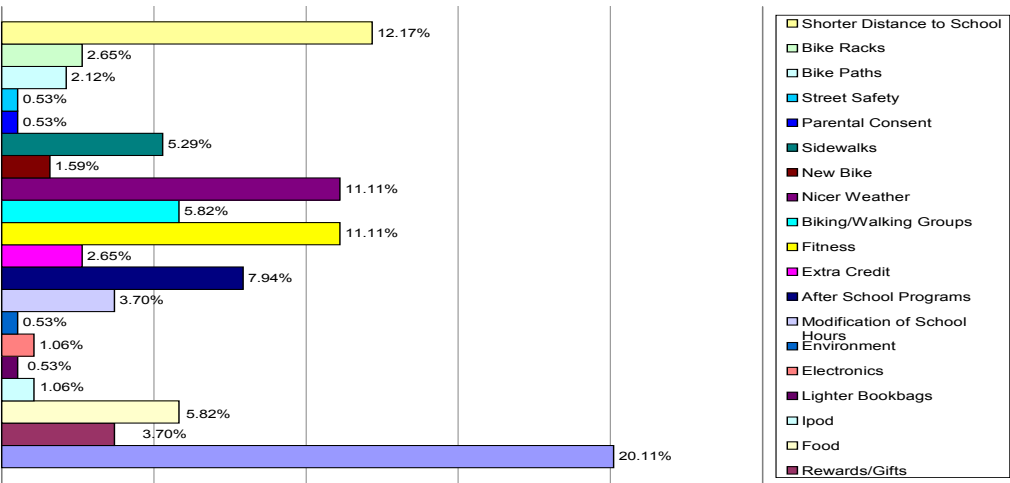


Travel Distance to School

Only 24.06% of students responding to the survey travel less than 1/2 mile to school, while 32.13% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

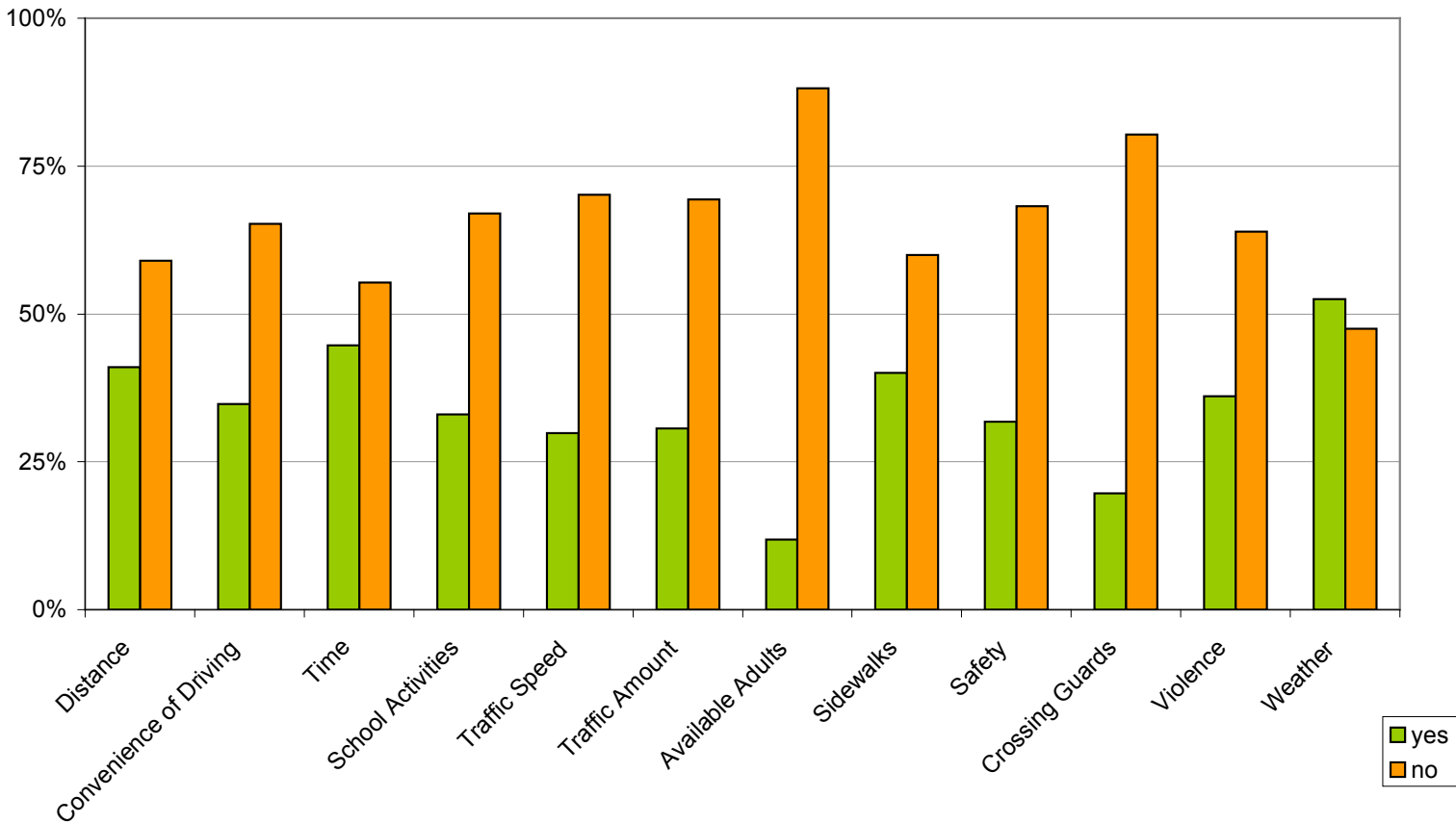
1. Money
2. Shorter Distance to School
3. Nicer Weather
4. Fitness

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

1. Intersection 9th St -7th Ave.
2. Bluff St.
3. 8th Ave

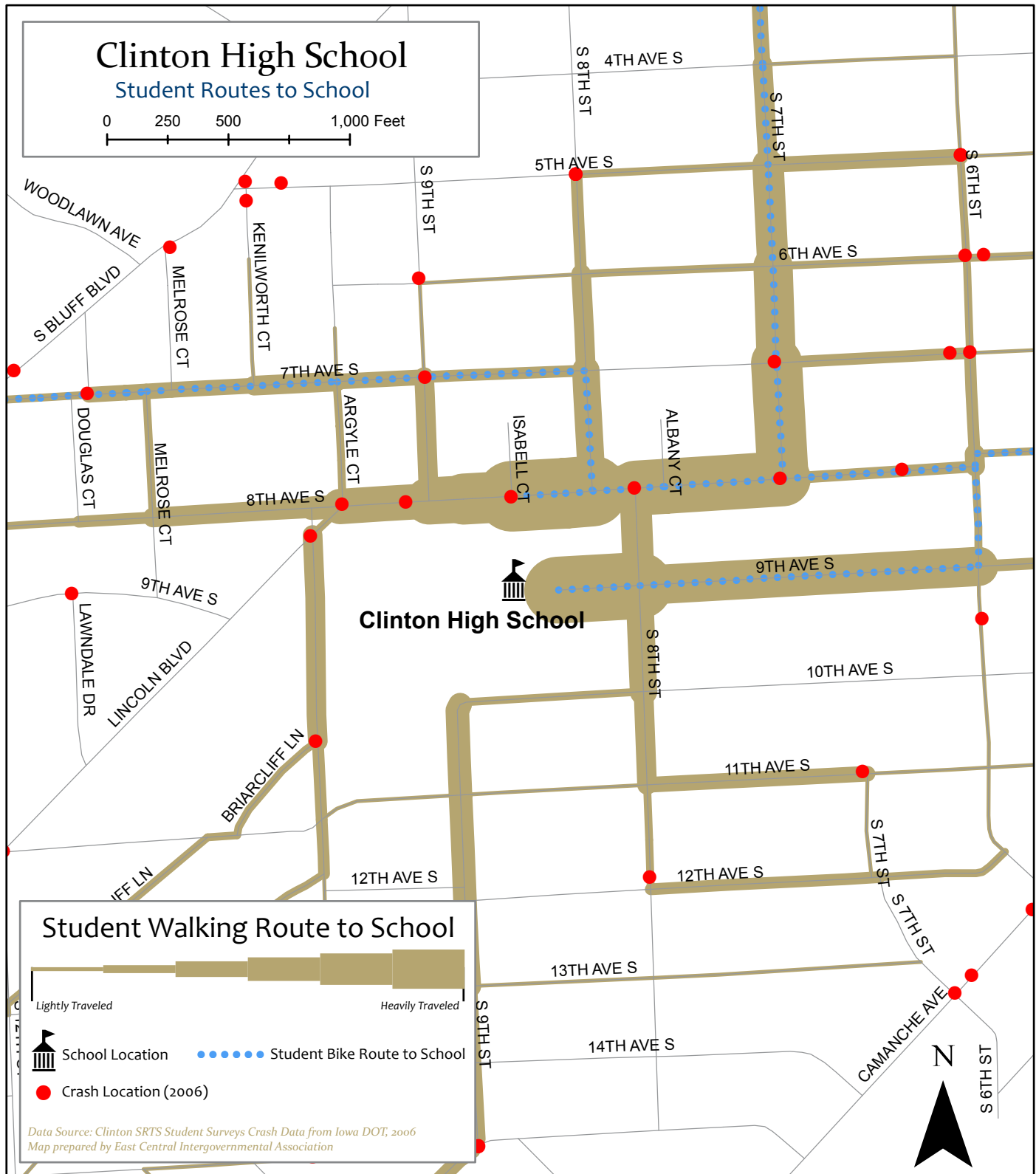
Environmental Factors Impacting Walking/Biking

The most common change that would encourage more students to walk or bike to school included having a nicer weather. The major issues brought up by students were unsholveled sidewalks and lack of sidewalks near the school.



Mapping Student Routes

Those students who walked or biked to school were asked to draw their routes on a provided map. These routes were compiled into Geographical Information Systems (GIS) format. The more heavily used routes began to overlap and become thicker displaying the primary routes used to access schools.



School Administrator Input

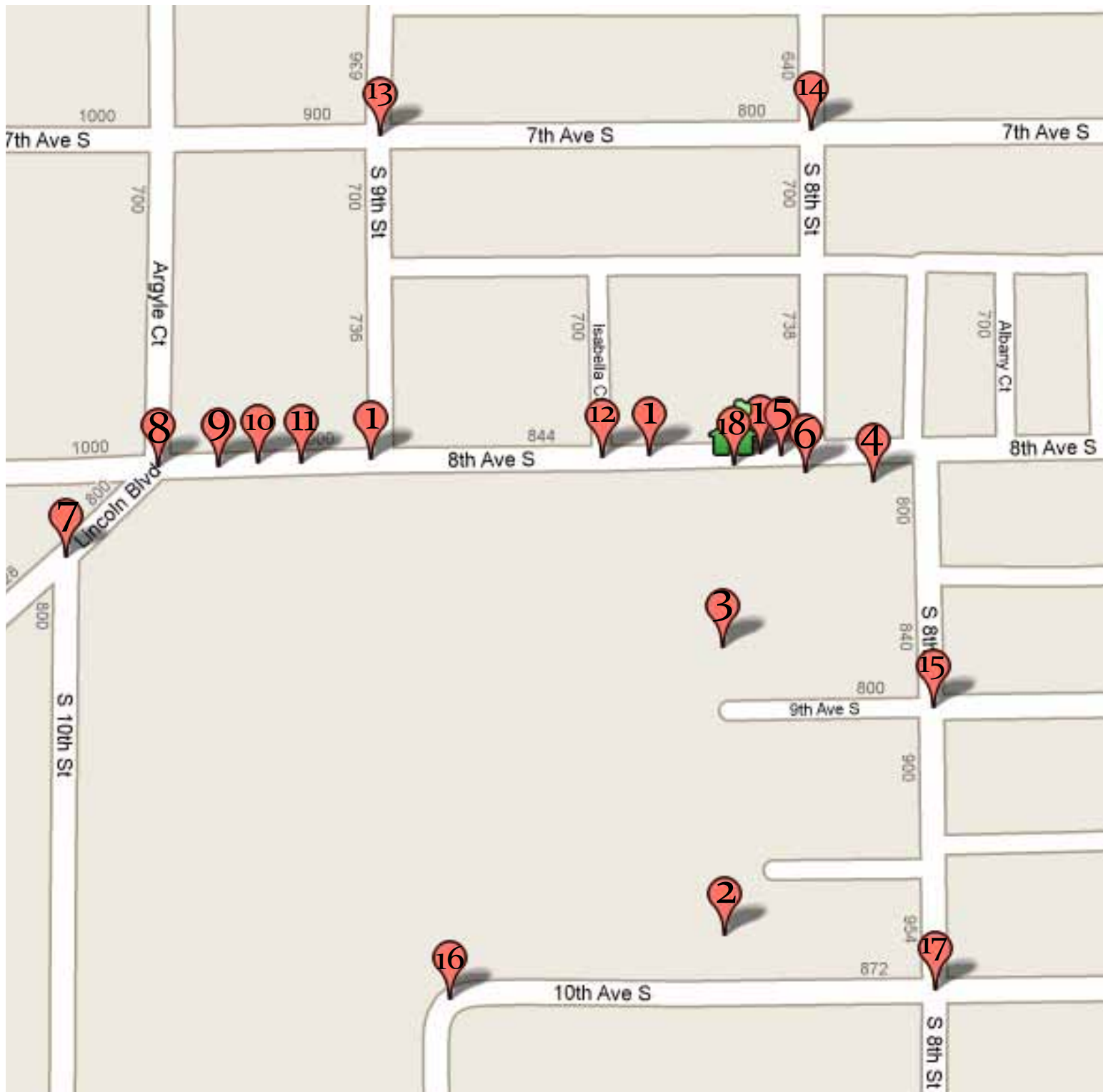
Staff met with Clinton High School administrators to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were listed by Clinton administrators.

	Problem	Solution
1	8th Ave S sidewalks have damaged areas	•
2	Sidewalks on the South side of the school have damaged areas	•
3	Sidewalks on 9th Ave S and school entrance have damaged areas	•
4	East side of school	• Needs fire truck parking area
5	Parking north of school	• Repaint parking area
6	Parking east of school	• Repaint parking area
7	Lincoln Blvd and S 10th St intersection	• Add painted crosswalk
8	Lincoln Blvd and 8th Ave S intersection	• Add painted crosswalk
9	8th Ave S and north of football field	• Add painted crosswalk
10	8th Ave S and football field entrance	• Add painted crosswalk
11	8th Ave S and parking lot	• Add painted crosswalk
12	8th Ave S and Isabell CT intersection	• Add painted crosswalk
13	7th Ave S and S 9th St intersection	• Add painted crosswalk
14	7th Ave S and S 8th St intersection	• Add painted crosswalk
15	9th Ave S and S 8th St intersection	• Add painted crosswalk
16	10th Ave S and S 9th St intersection	• Add painted crosswalk
17	10th Ave S and S 8th St intersection	• Add painted crosswalk
18	8th Ave S and school entrance	• Add a stop sign



Mapping Administration Input

Based on the input received by Clinton’s administration, the following map was created to provide a visual representation of problem areas and proposed solutions. Each marker on the map corresponds to an issue in the table on page 5.



<http://maps.google.com/maps/ms?ie=UTF8&hl=en&msa=o&msid=113063551615886447561.00046e21a03e204ac2501&ll=41.837044,-90.206487&spn=0.006251,0.009645&z=17>

Jefferson Elementary School

School Location:
720 4th Avenue South
Clinton, Iowa 52732



Present Conditions

Number of students: 428

Bus Service:
School District Bus Service

Parent Surveys

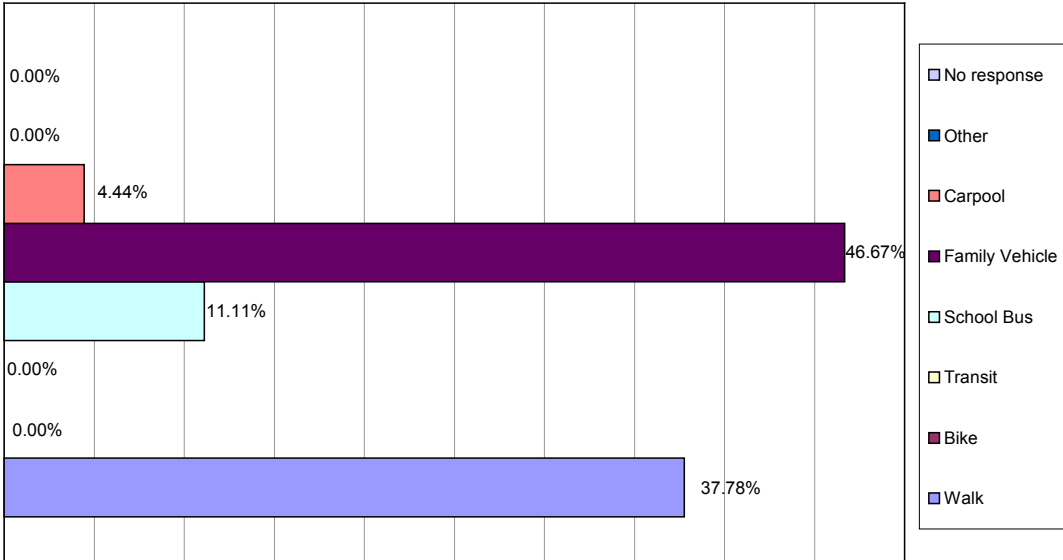
Student surveys were administered to parents of children attending grades K-5 at Jefferson Elementary School, during the month of February in 2009. Parents were asked to fill out the survey form about their child’s transportation to school. The survey asked parents about the safety of their child’s route to school and what they viewed as impediments to walking or biking to school.

Additionally, parents of students who walked or biked to school were asked to draw their route to school on school area maps (see page 4).

Travel Mode to School

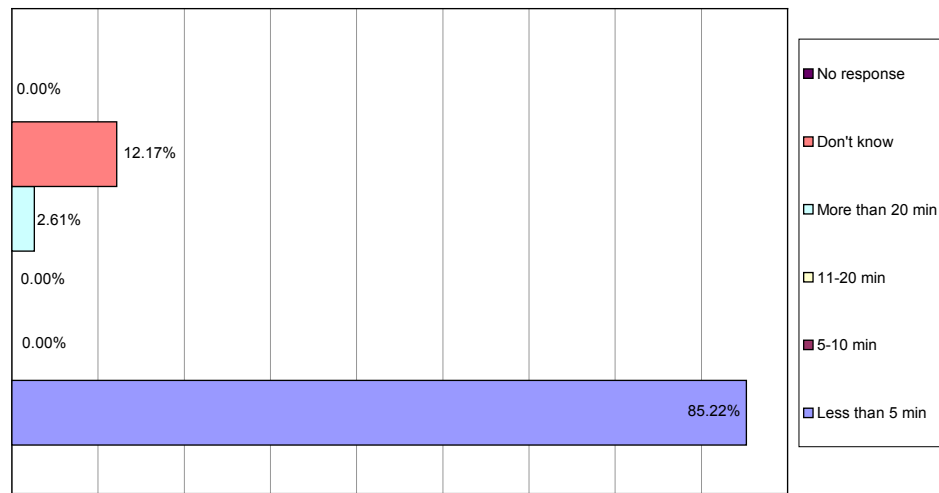
180 parents of students at Jefferson Elementary School responded to the survey, and this constitutes 42.06% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (46.67%) or walking (37.78%).



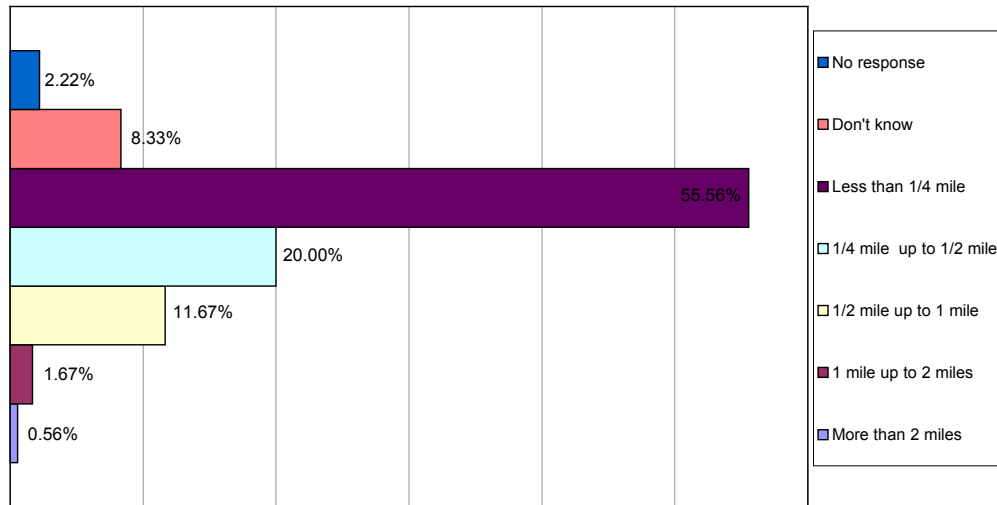
Travel Time to School

85.22% of parents responding to the survey state that their child spends less than 10 minutes traveling to school.



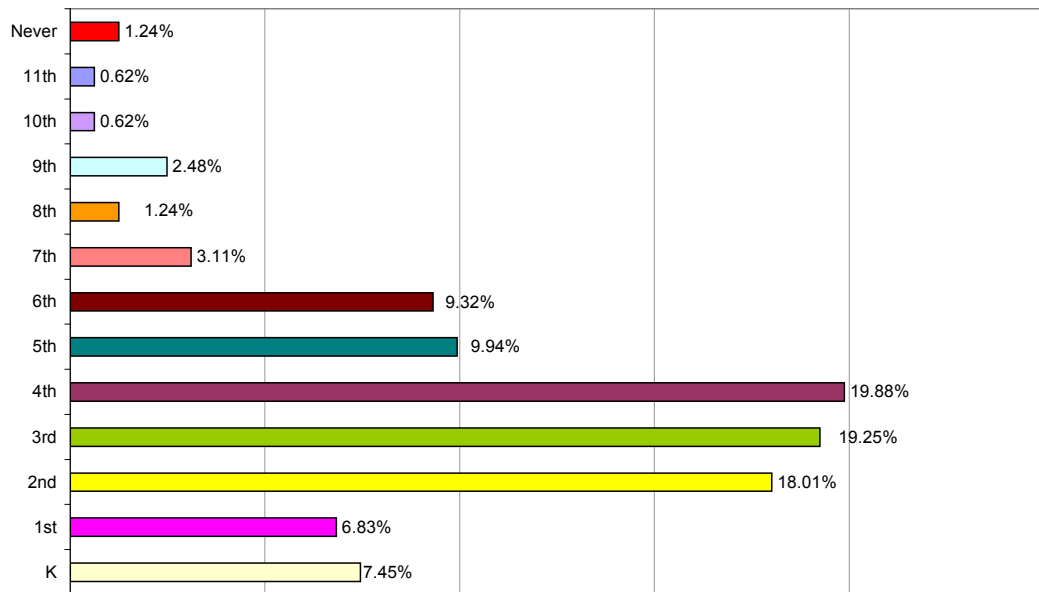
Travel Distance to School

75.56% of parents responding to the survey state that their child travels less than 1/2 mile to school, while 0.56% travel over 2 miles to attend school.



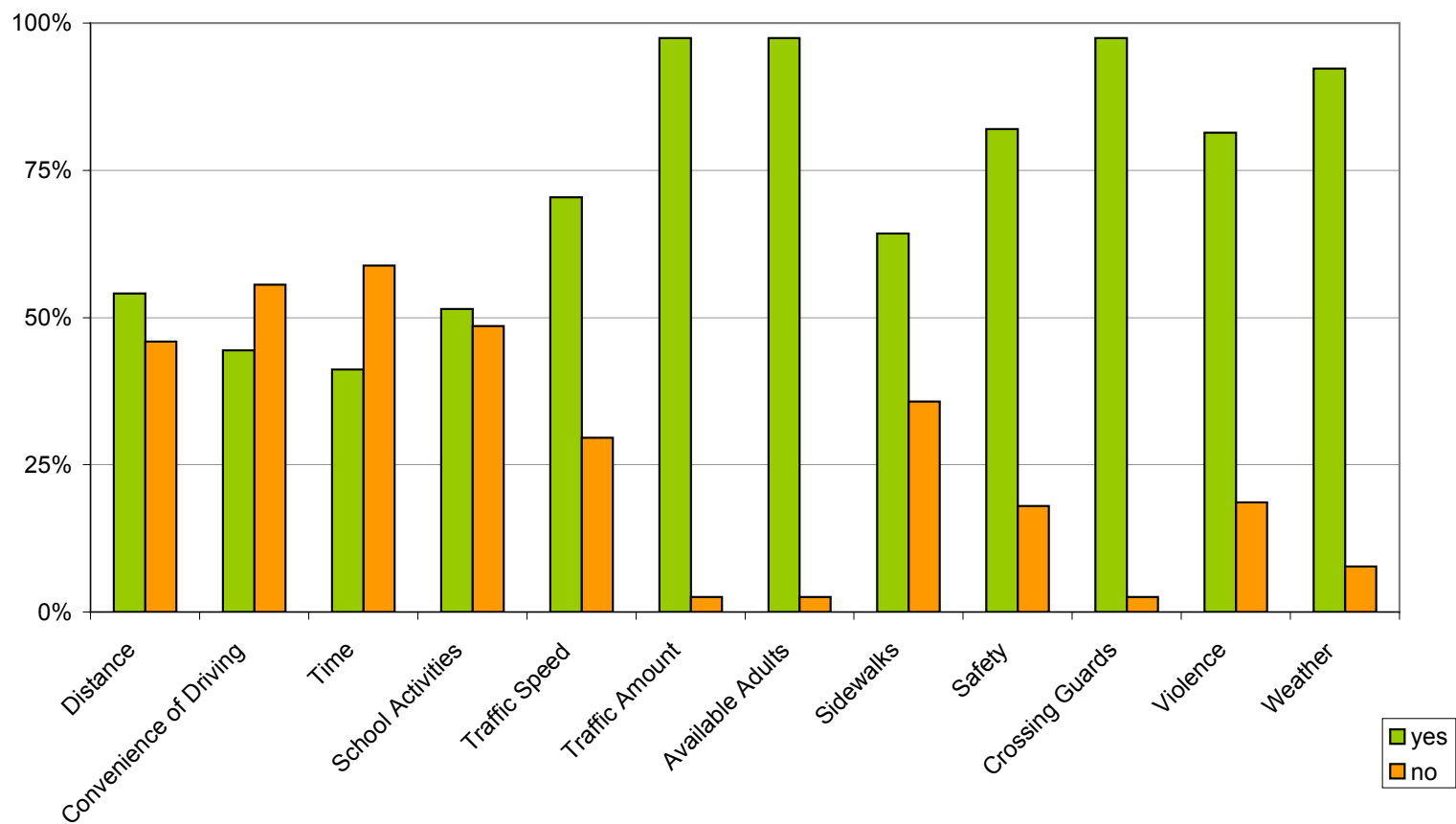
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. 1.24% stated that they would never allow their child/children to walk or bike to school.

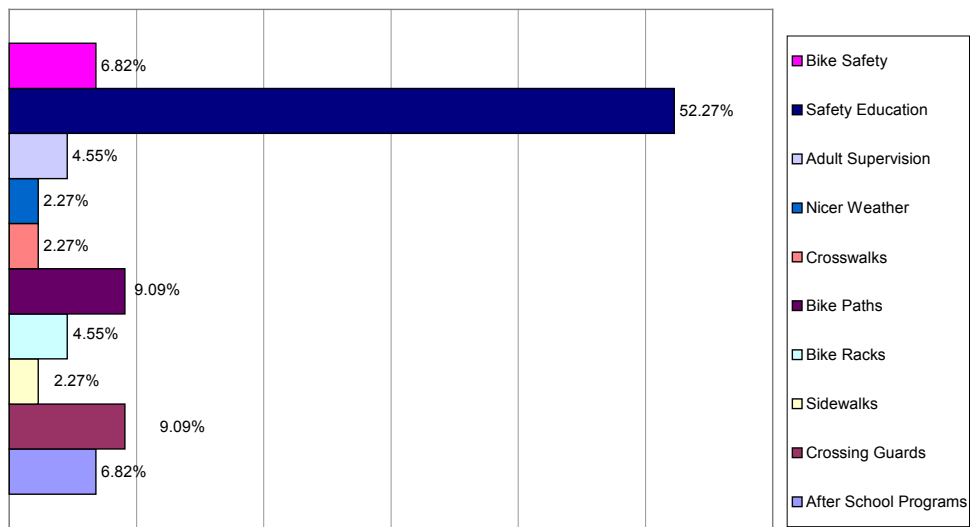


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included availability of adults, crossing guards, sidewalks, safety, and weather, traffic amount, violence, and traffice speed. The major issue brought up by parents was the amount of traffice near the school.



Incentives/Programs



The top parent suggestions for increasing walking and biking were:

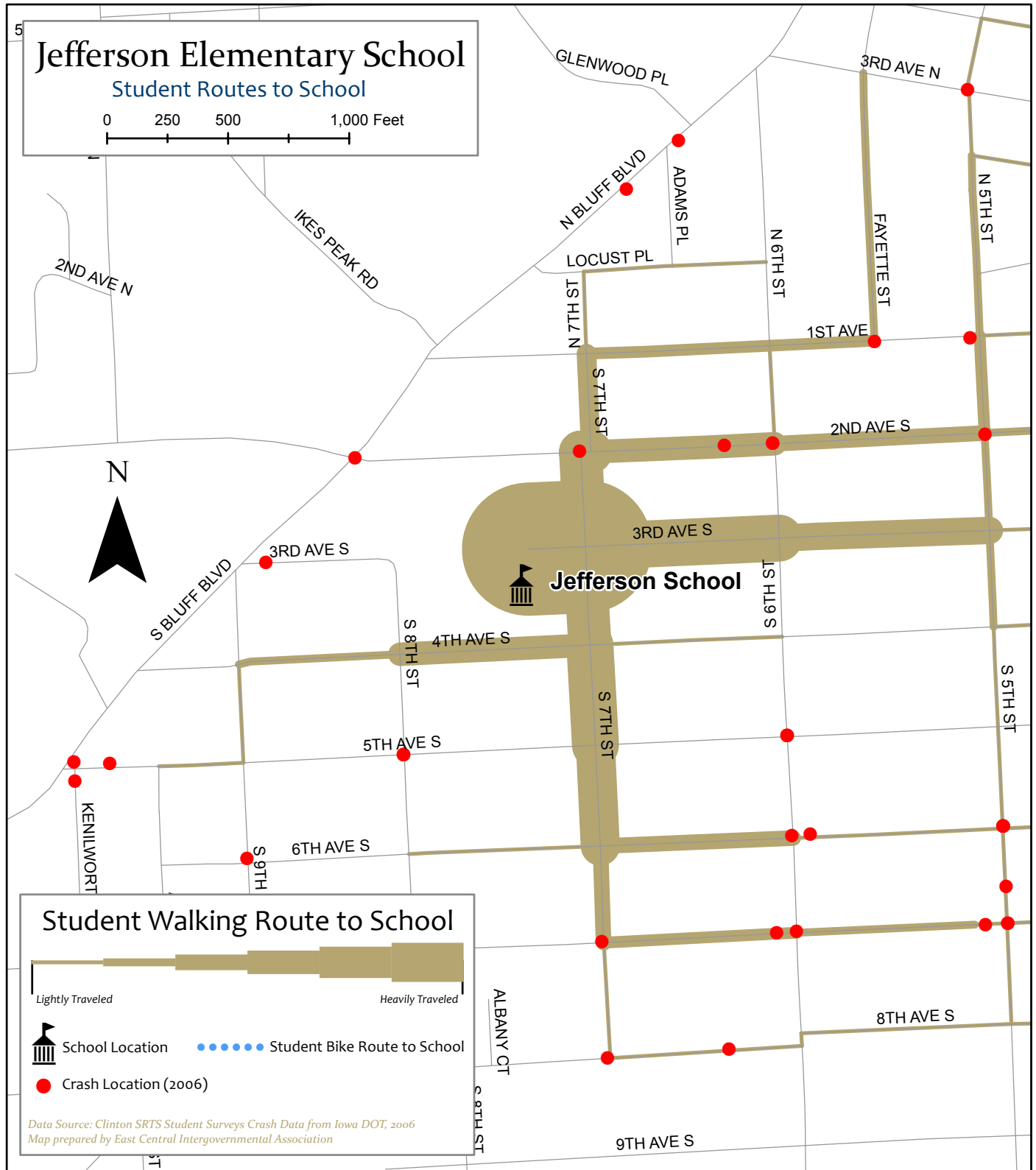
1. Safety education
2. Crossing guards
3. Bike paths

The streets cited most often by parents as being unsafe included:

1. 5th Ave
2. 7th St
3. 2nd Ave

Mapping Student Routes and Crash Data

Those students who walked or biked to school were asked to draw their routes on a provided map. These routes were compiled into Geographical Information Systems (GIS) format. The more heavily used routes began to overlap and become thicker displaying the primary routes used to access schools. This map also contains 2006 crash data from the Iowa Department of Transportation.



School Administrator Input

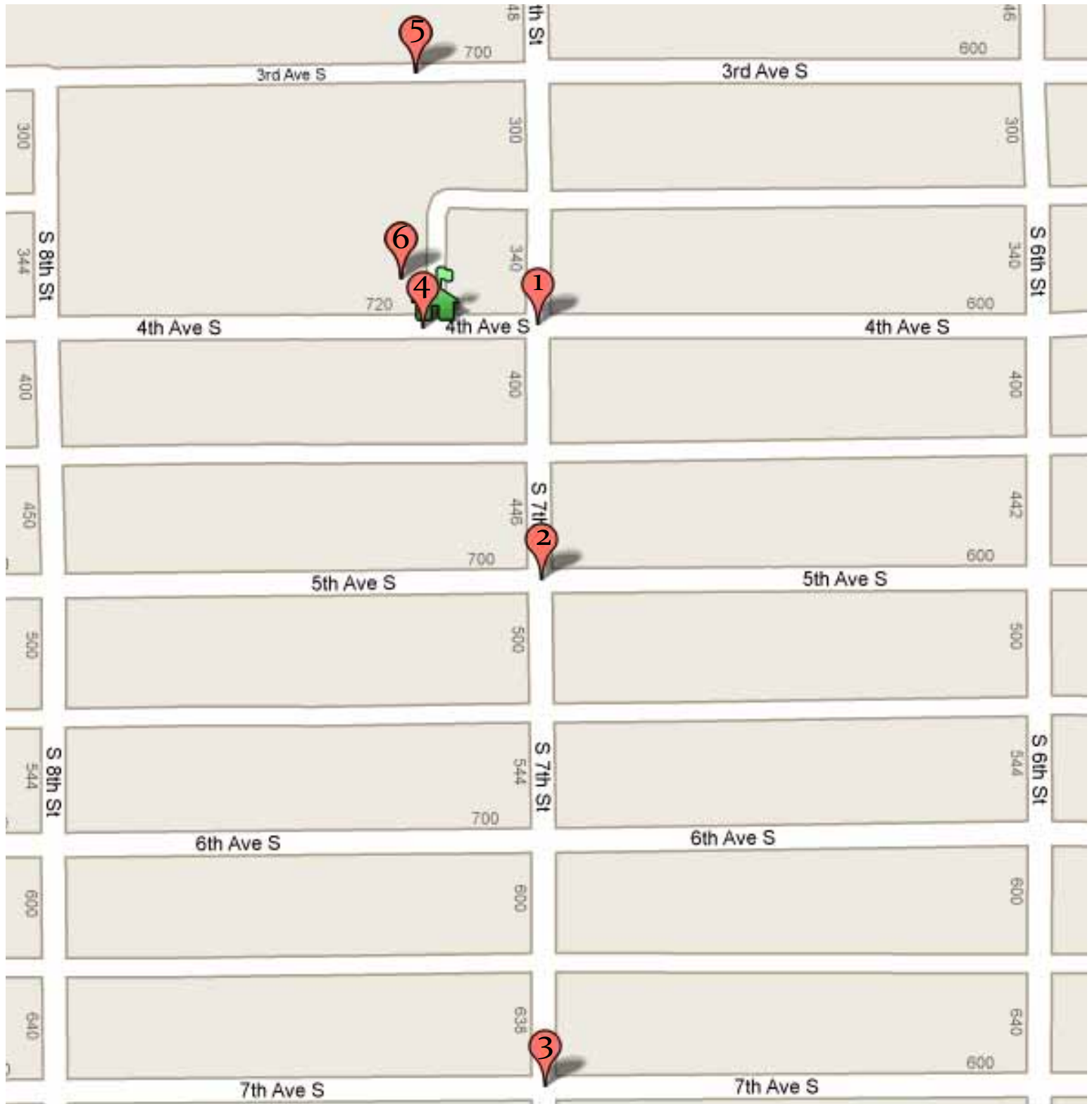
Staff met with Jefferson School administrators to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were listed by Jefferson administrators.

	Problem	Solution
1	4th Ave S and S 7th St intersection	<ul style="list-style-type: none">• Add painted crosswalk
2	5th Ave S and S 7th St intersection	<ul style="list-style-type: none">• Add painted crosswalk• Add stop light
3	7th Ave S and S 7th St. intersection	<ul style="list-style-type: none">• Add stop light
4	South entrance circle on 4th St Ave	<ul style="list-style-type: none">• Paint circle red• Add sign stating “No Parking - Bus Lane Only”
5	North curb 3rd Ave S	<ul style="list-style-type: none">• Paint red
6	Sidewalks buckling <ul style="list-style-type: none">• Kindergarten rooms – Namer and Keefer• North west gym• South entrance – curve sidewalk [Westside]	<ul style="list-style-type: none">•



Mapping Administration Input

Based on the input received by Jefferson’s administration, the following map was created to provide a visual representation of problem areas and proposed solutions. Each marker on the map corresponds to an issue in the table on page 5.



<http://maps.google.com/maps/ms?ie=UTF8&hl=en&msa=0&msid=113063551615886447561.00046e238585fccc6e6f5&ll=41.841208,-90.202142&spn=0.00665,0.009645&z=17>

Lincoln High School

School Location:
1850 S Bluff
Clinton, IA 52732



Present Conditions

Number of students: 155

Bus Service:

- Public Transit

Student Surveys

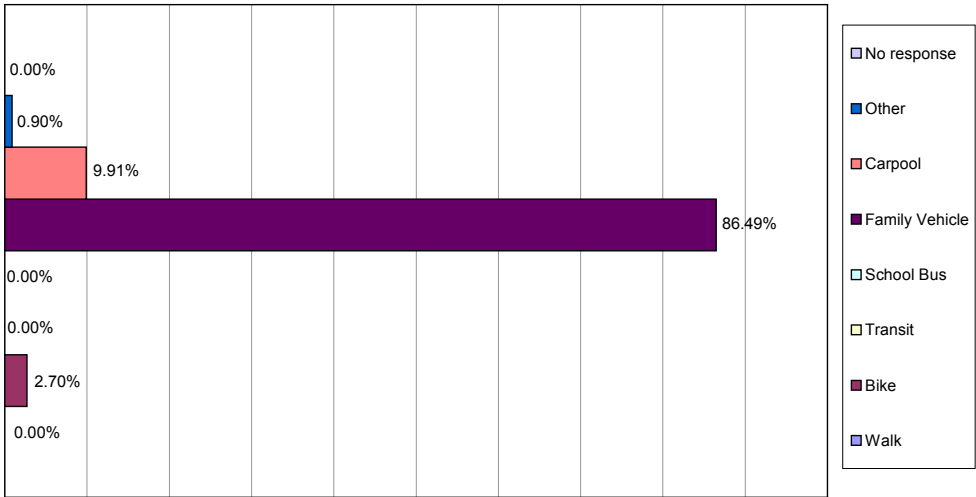
Surveys were administered to students attending grades 9th through 12th at Lincoln High, during the month of February in 2009. Students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walked or biked to school were asked to draw their route to school on school area maps.

Travel Mode to School

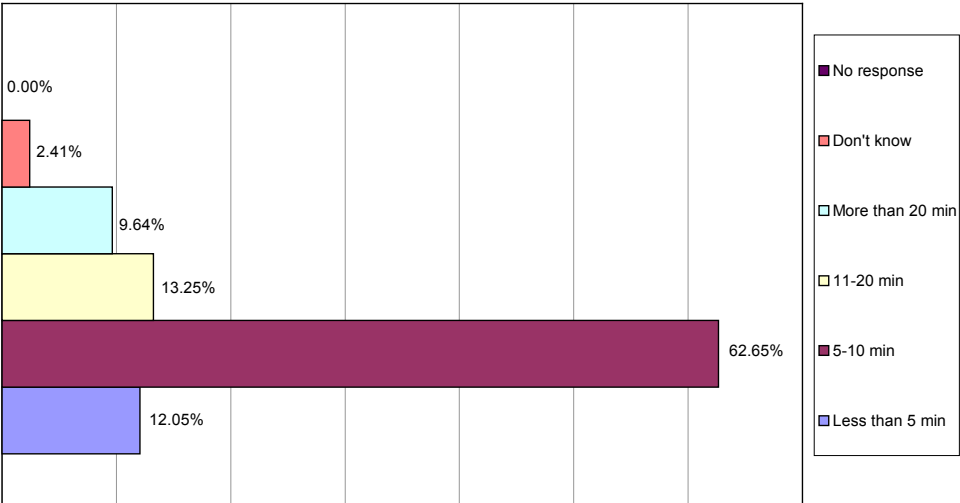
155 students at Lincoln High responded to the survey, and this constitutes 53.55% of the student body.

The majority of Lincoln High students responding as to their mode of travel to school, stated that they arrive by family vehicle (86.49%) or carpool (9.91%).



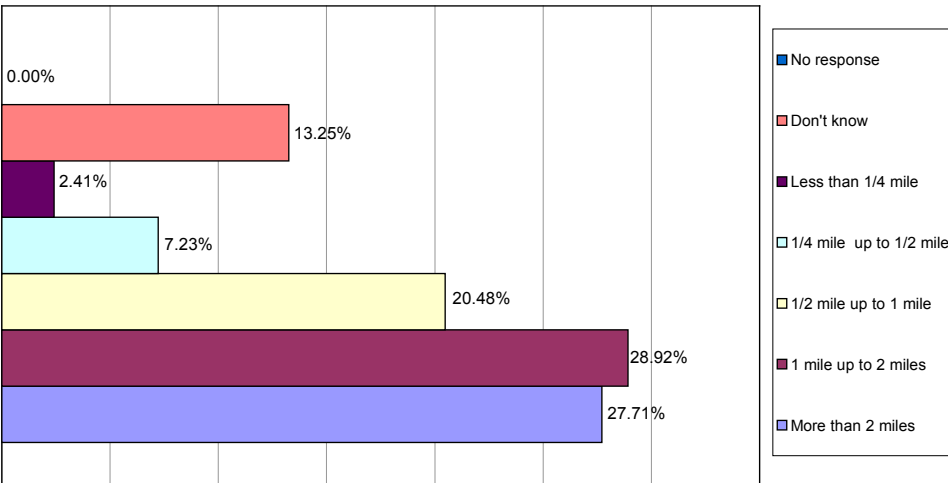
Travel Time to School

74.70% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

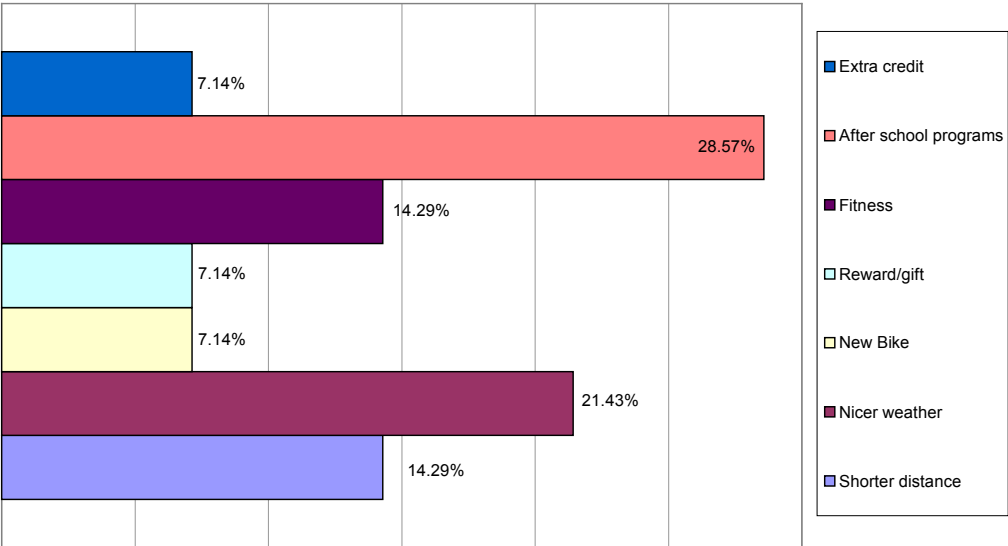


Travel Distance to School

Only 15.66% of students responding to the survey travel less than 1/2 mile to school, while 27.71% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

1. After School Programs
2. Nicer Weather
3. Shorter Distance to School
4. Fitness

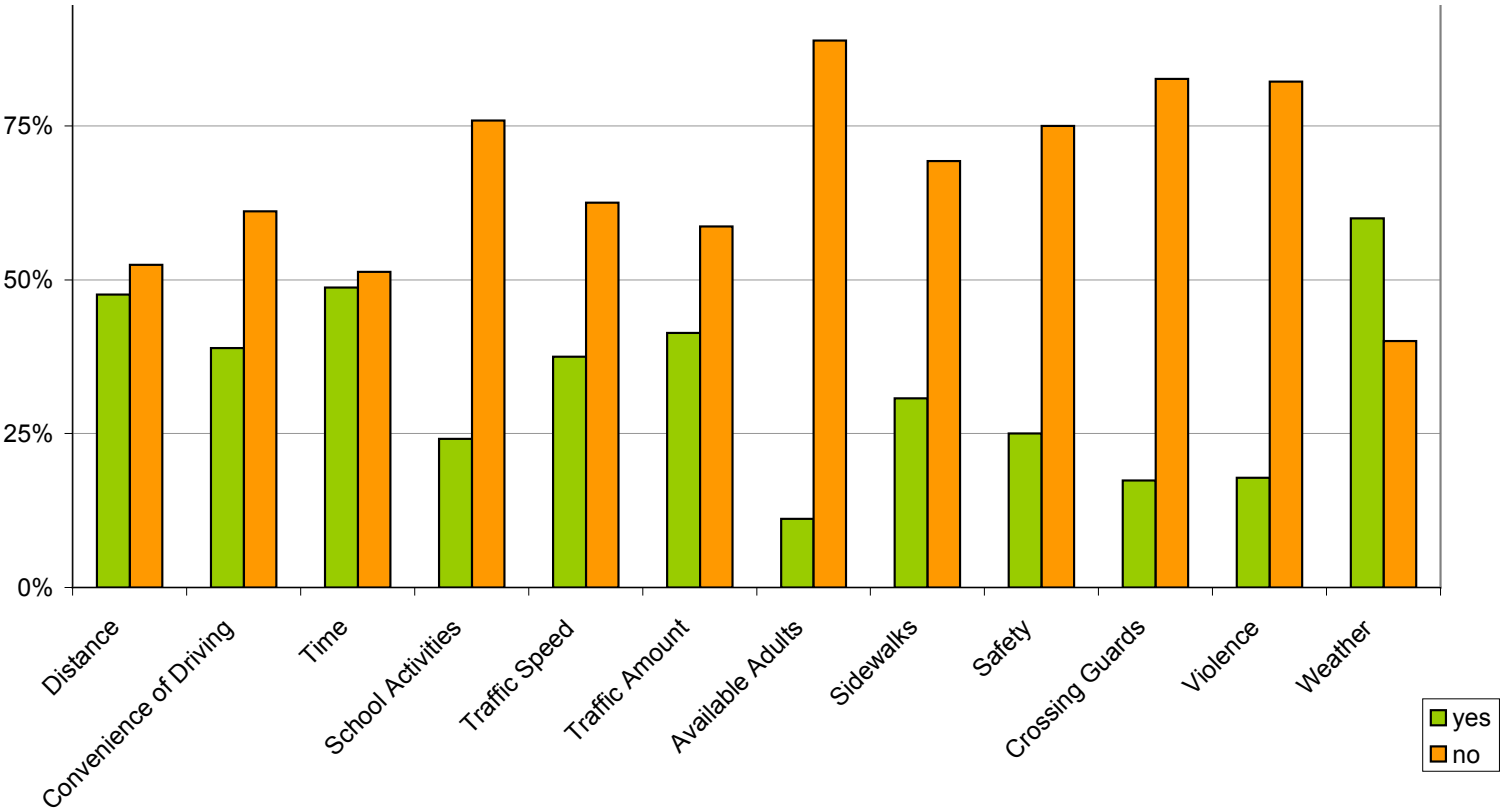
The streets cited most often by parents as being unsafe included:

1. Harts Miller Rd.



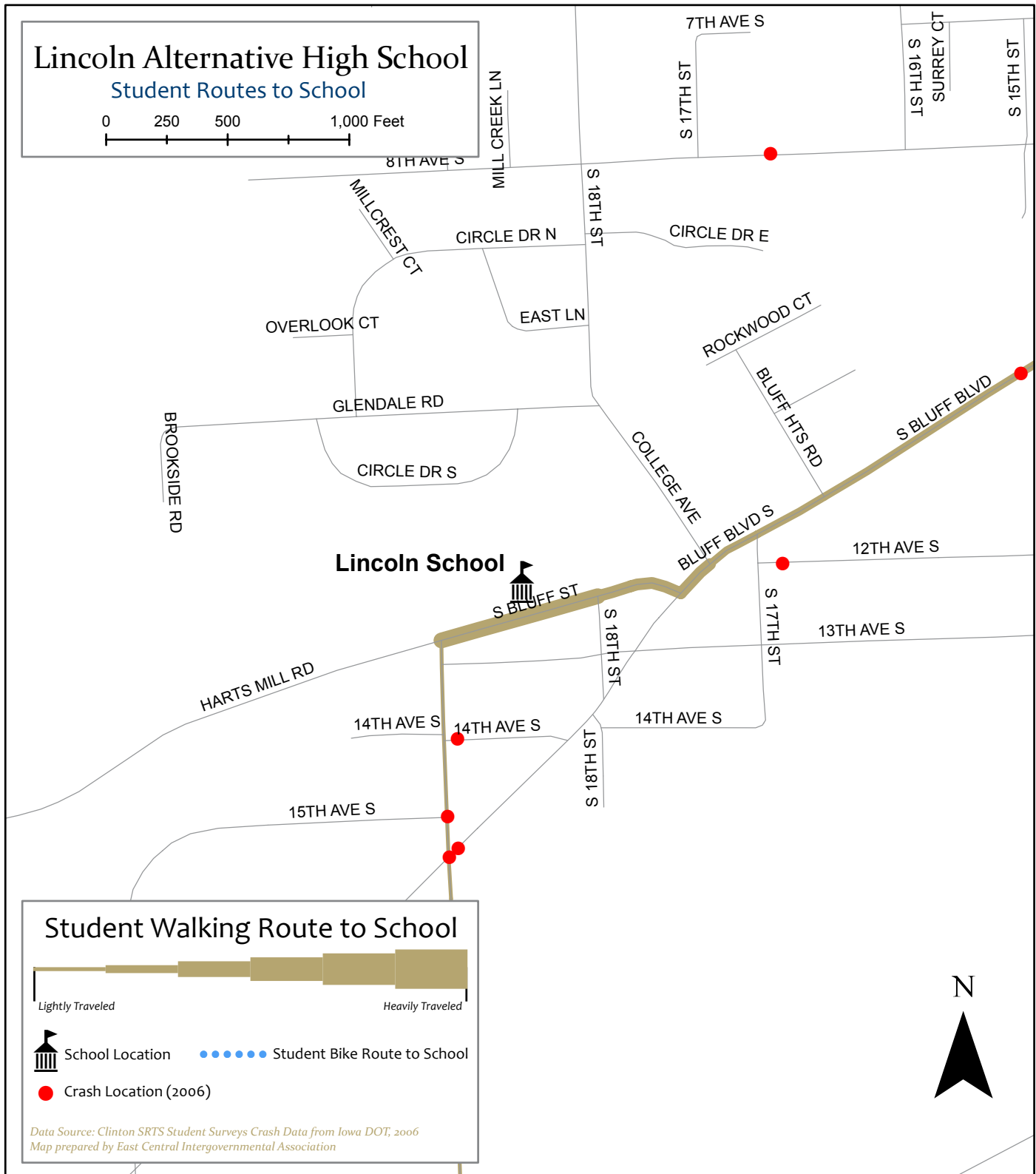
Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included nicer weather. The major issues brought up by students were unshoveled sidewalks and heavy traffic near the school.



Mapping Student Routes

Those students who walked or biked to school were asked to draw their routes on a provided map. These routes were compiled into Geographical Information Systems (GIS) format. The more heavily used routes began to overlap and become thicker displaying the primary routes used to access schools. This map also contains 2006 crash data from the Iowa Department of Transportation.



Lyons Middle School

School Location:
2810 N 4th St
Clinton, IA 52732



Present Conditions

Number of students: 339

Bus Service:

- Public Transit

Student Surveys

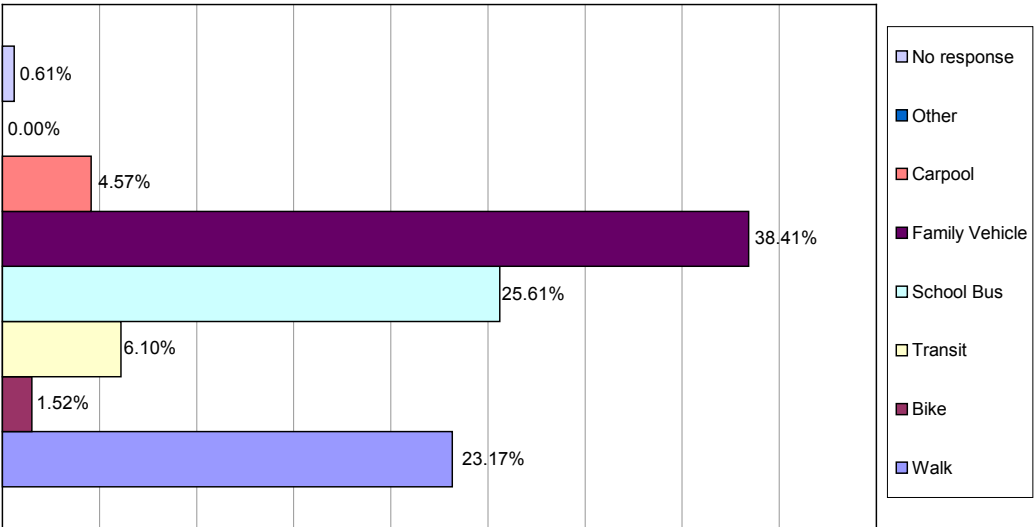
Surveys were administered to students attending grades 6th through 8th at Lyons, during the month of February in 2009. Students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walked or biked to school were asked to draw their route to school on school area maps.

Travel Mode to School

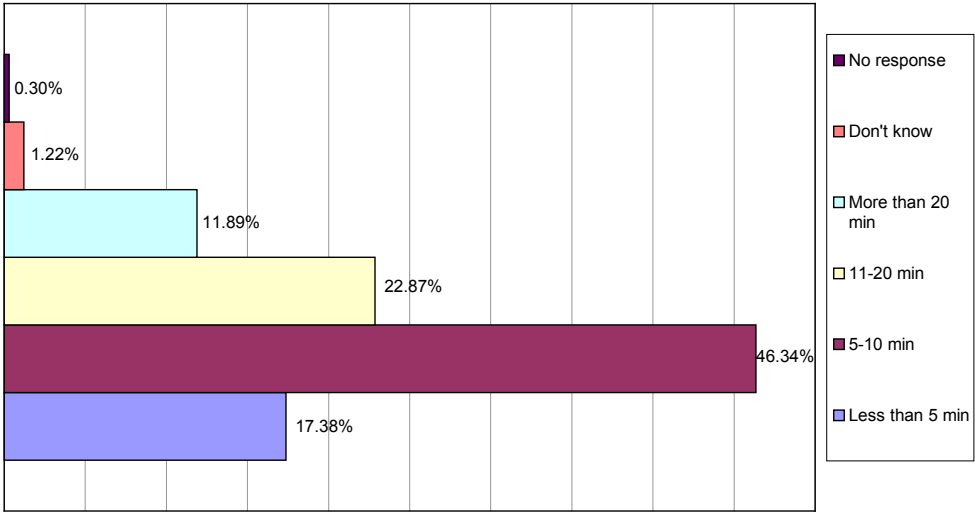
328 students at Lyons responded to the survey, and this constitutes 96.76% of the student body.

The majority of Lyons students responding as to their mode of travel to school, stated that they arrive by family vehicle (38.41%) or riding the school bus (25.61%).



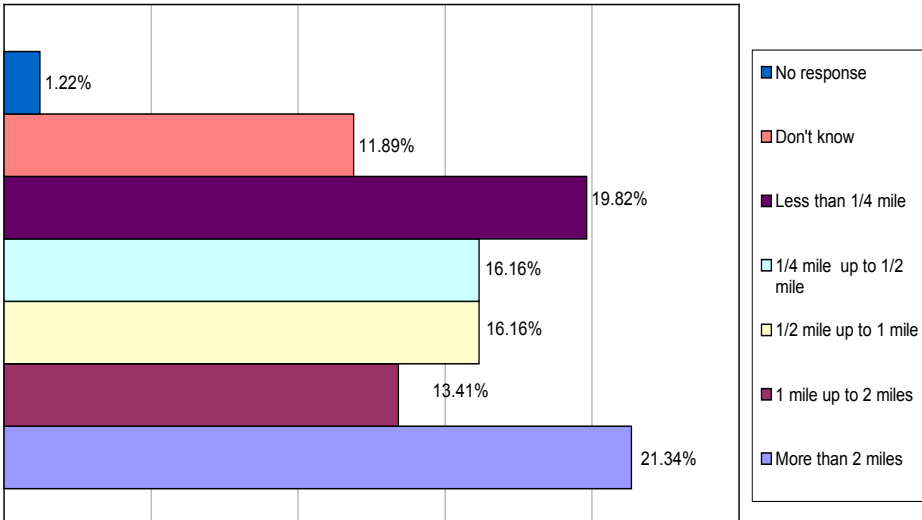
Travel Time to School

63.72% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

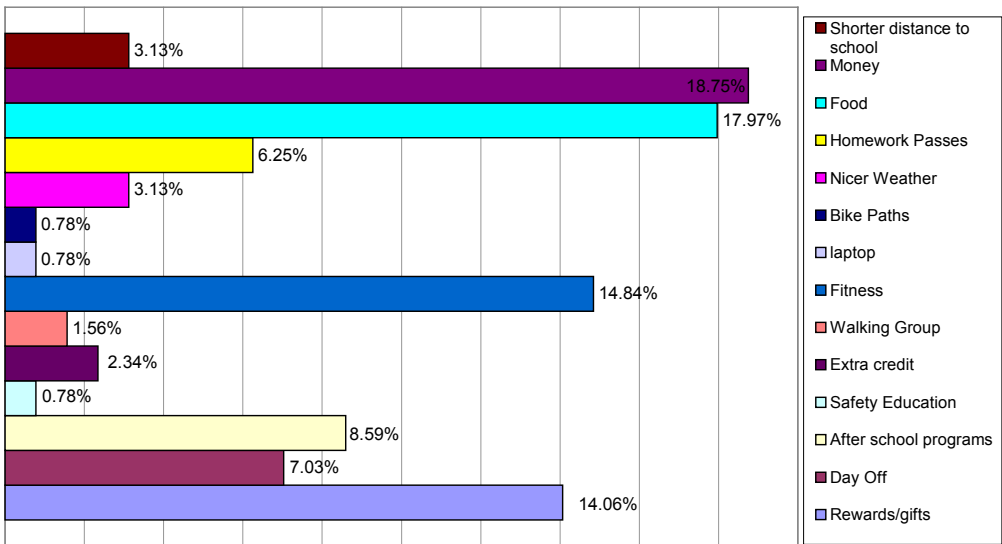


Travel Distance to School

Only 35.98% of students responding to the survey travel less than 1/2 mile to school, while 21.34% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

1. Money
2. Food
3. Fitness

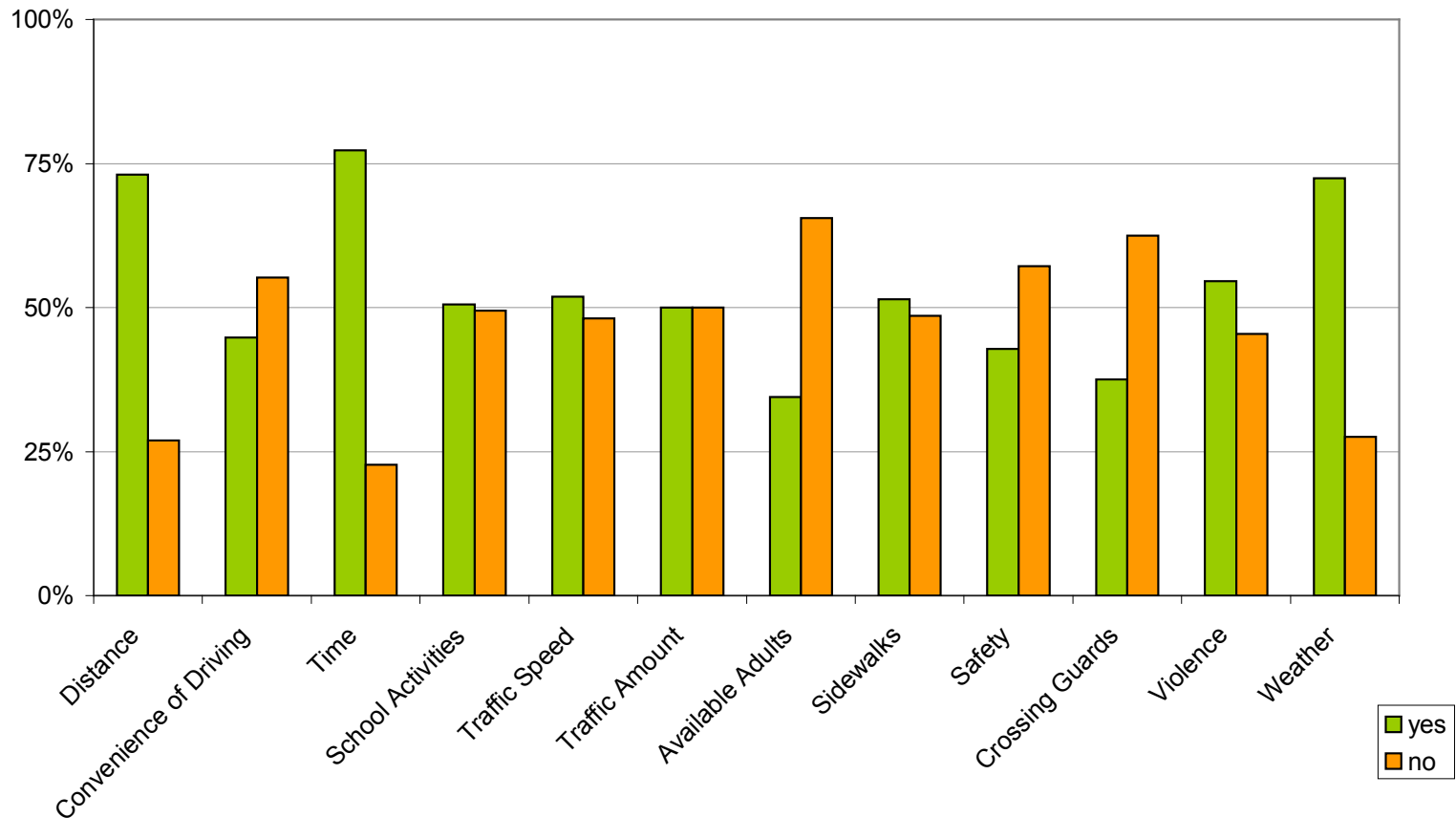
The streets cited most often by students as being unsafe are:

1. N 3rd St
2. Main Ave.
3. 5th St.



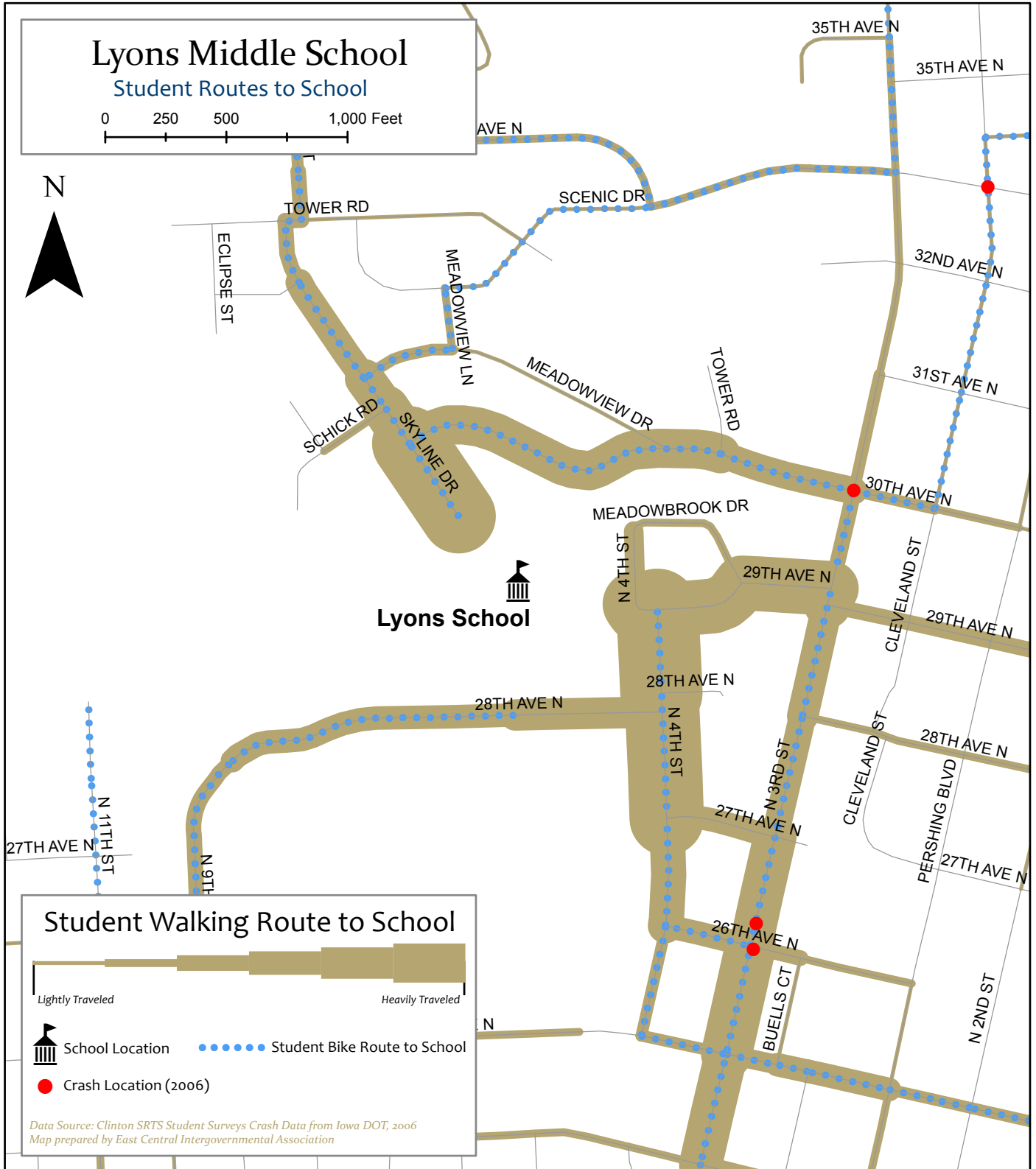
Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included a decrease in violence, a decrease in the time and distance traveled to school, and a nicer weather. The major issues brought up by students were unshoveled alleyways and walkways and lack of sidewalks near the school.



Mapping Student Routes and Crash Data

Those students who walked or biked to school were asked to draw their routes on a provided map. These routes were compiled into Geographical Information Systems (GIS) format. The more heavily used routes began to overlap and become thicker displaying the primary routes used to access schools. This map also contains 2006 crash data from the Iowa Department of Transportation.



School Administrator Input

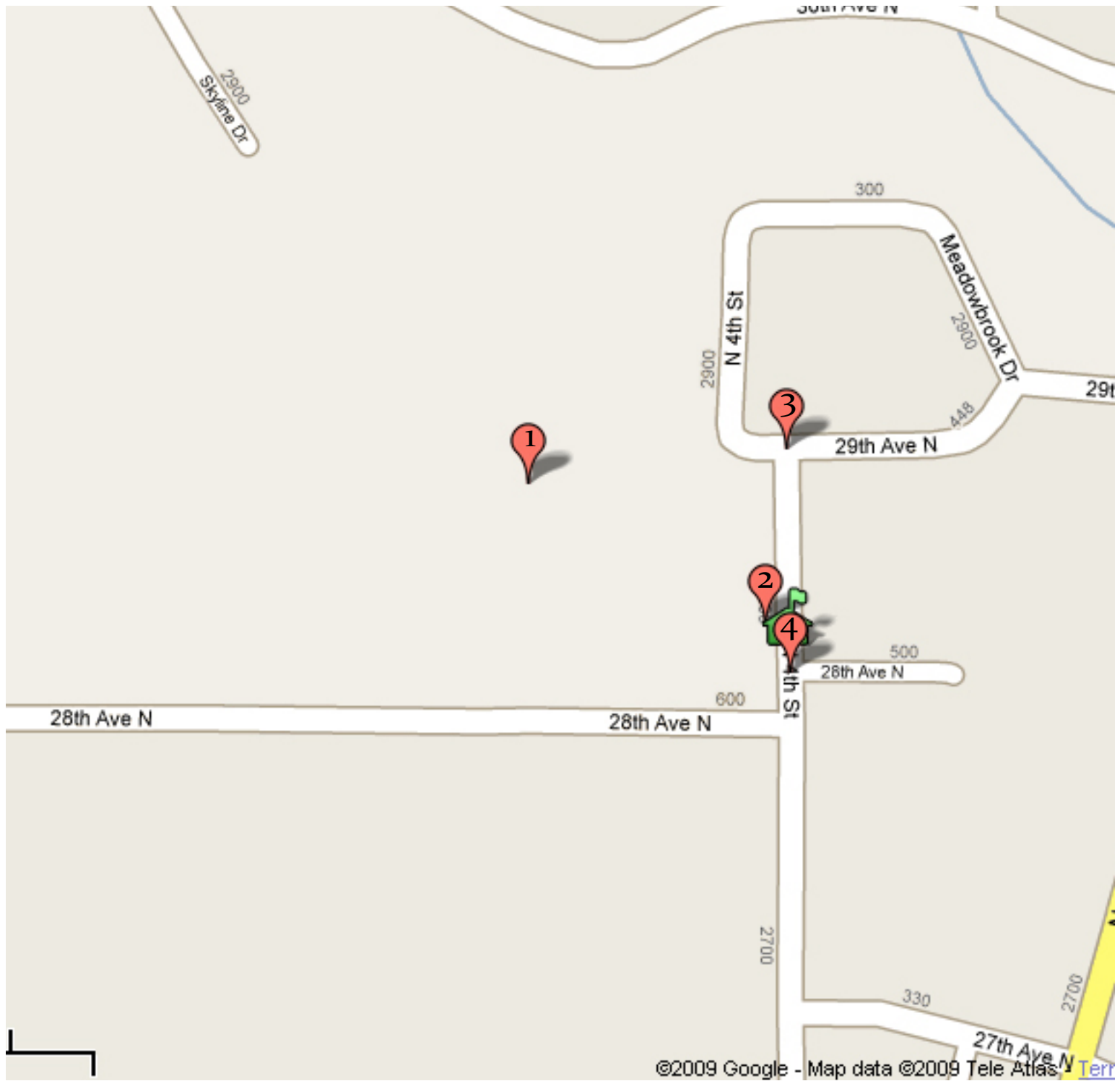
Staff met with Lyons School administrators to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were listed by Lyons administrators.

	Problem	Solution
1	Unsafe walking areas between school and Skyline Dr and around the school	<ul style="list-style-type: none">• Add cemented sidewalks
2	East side of school	<ul style="list-style-type: none">• Build a new driveway
3	29th Ave N and N 4th St intersection	<ul style="list-style-type: none">• Add a yield sign
4	N4th and 28th Ave N intersection	<ul style="list-style-type: none">• Replace stop sign



Mapping Administration Input

Based on the input received by Lyons's administration, the following map was created to provide a visual representation of problem areas and proposed solutions. Each marker on the map corresponds to an issue in the table on page 5.



<http://maps.google.com/maps/ms?ie=UTF8&hl=en&msa=0&msid=113063551615886447561.00046e2471cf6fd46c97c&ll=41.87981,-90.185223&spn=0.006247,0.009645&z=17>

Prince of Peace Academy

School Location:
312 South 4th St.
Clinton, IA 52732



Present Conditions

Number of students: 82

Bus Service:

- Public Transit

Student Surveys

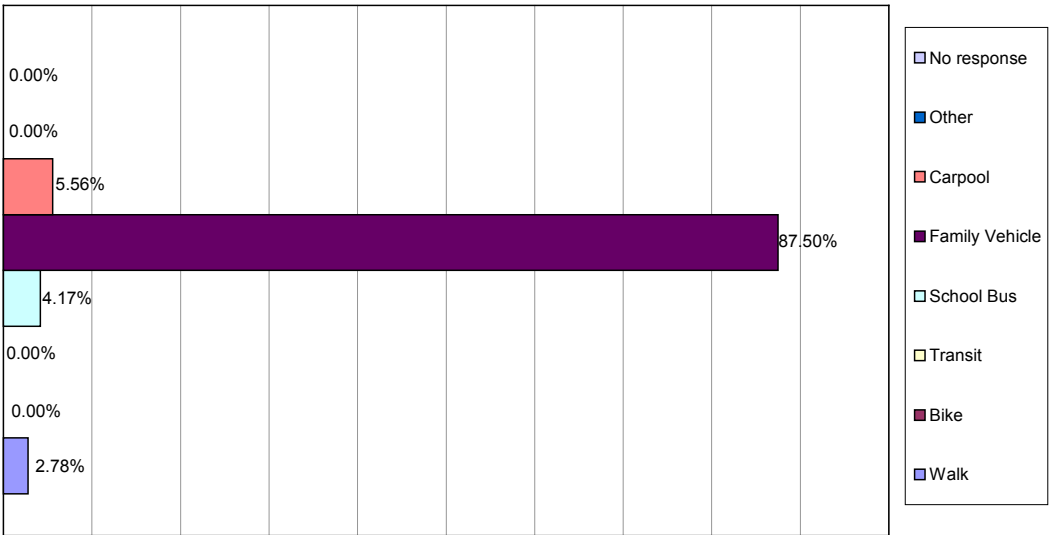
Surveys were administered to students attending grades 9th through 12th at Prince of Peace College Preparatory, during the month of February in 2009. Students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walked or biked to school were asked to draw their route to school on school area maps.

Travel Mode to School

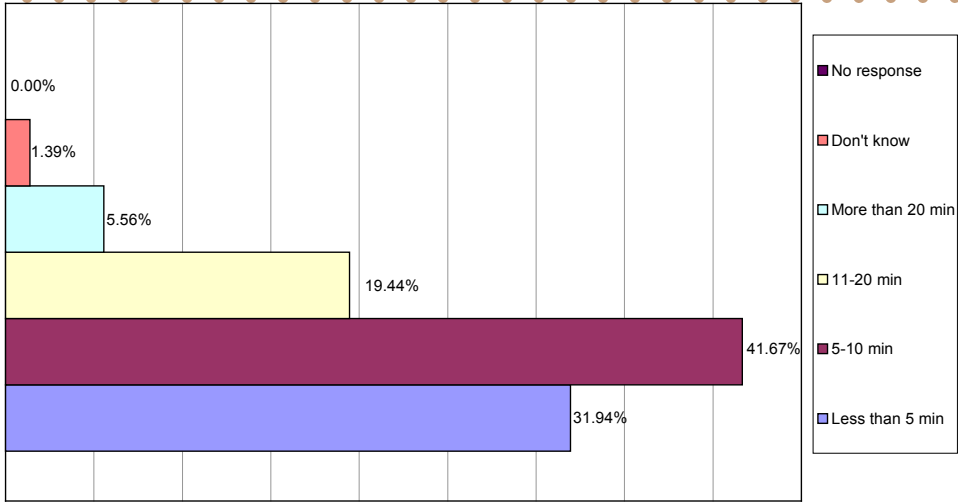
72 students at Prince of Peace College Preparatory responded to the survey, and this constitutes 87.8% of the student body.

The majority of Prince of Peace Preparatory students responding as to their mode of travel to school, stated that they arrive by family vehicle (87.50%) .



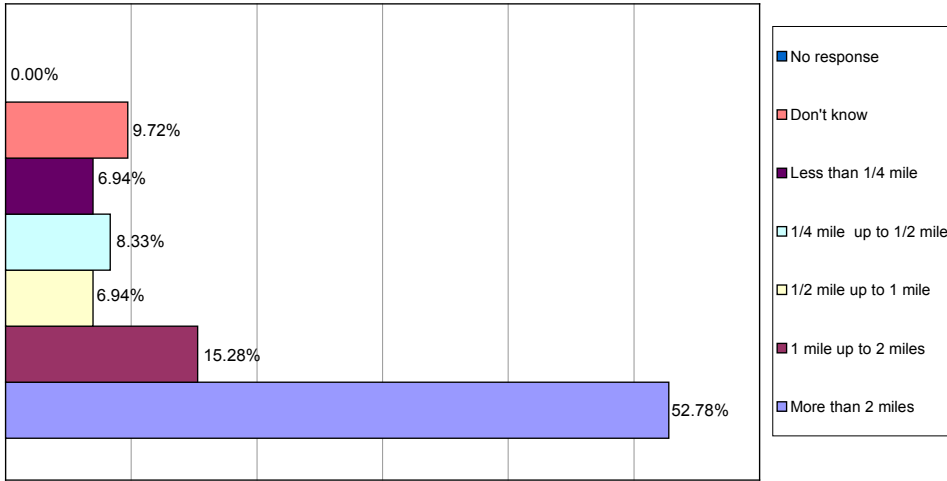
Travel Time to School

73.61% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

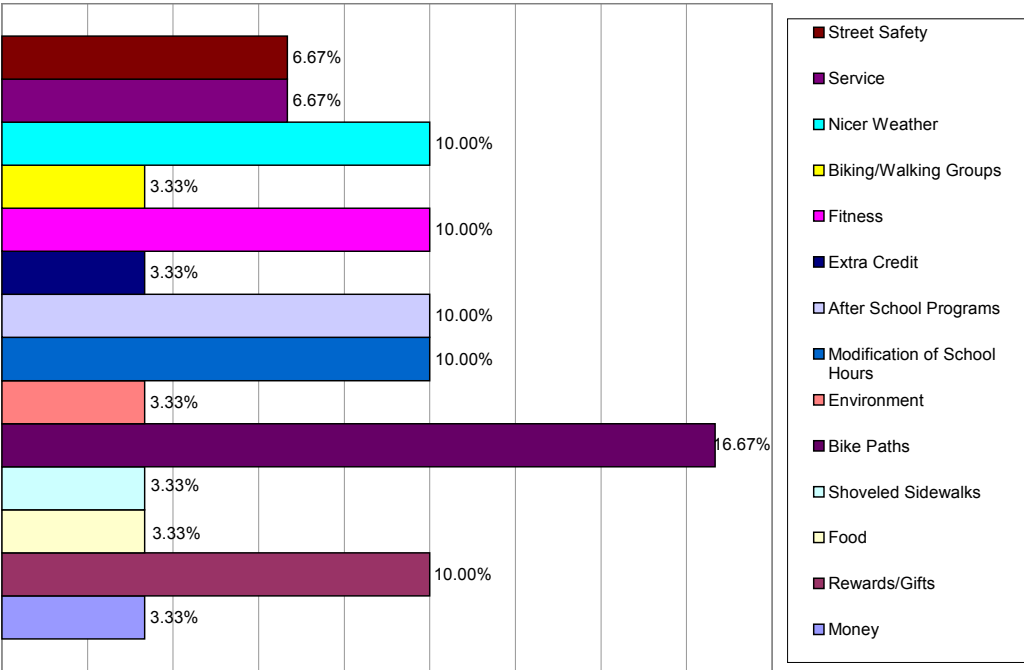


Travel Distance to School

Only 15.27% of students responding to the survey travel less than 1/2 mile to school, while 52.78% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

- 1. Bike paths
- 2. Fitness
- 3. After School Programs
- 4. Nicer Weather
- 5. Modification of school hours
- 6. Rewards/Gifts

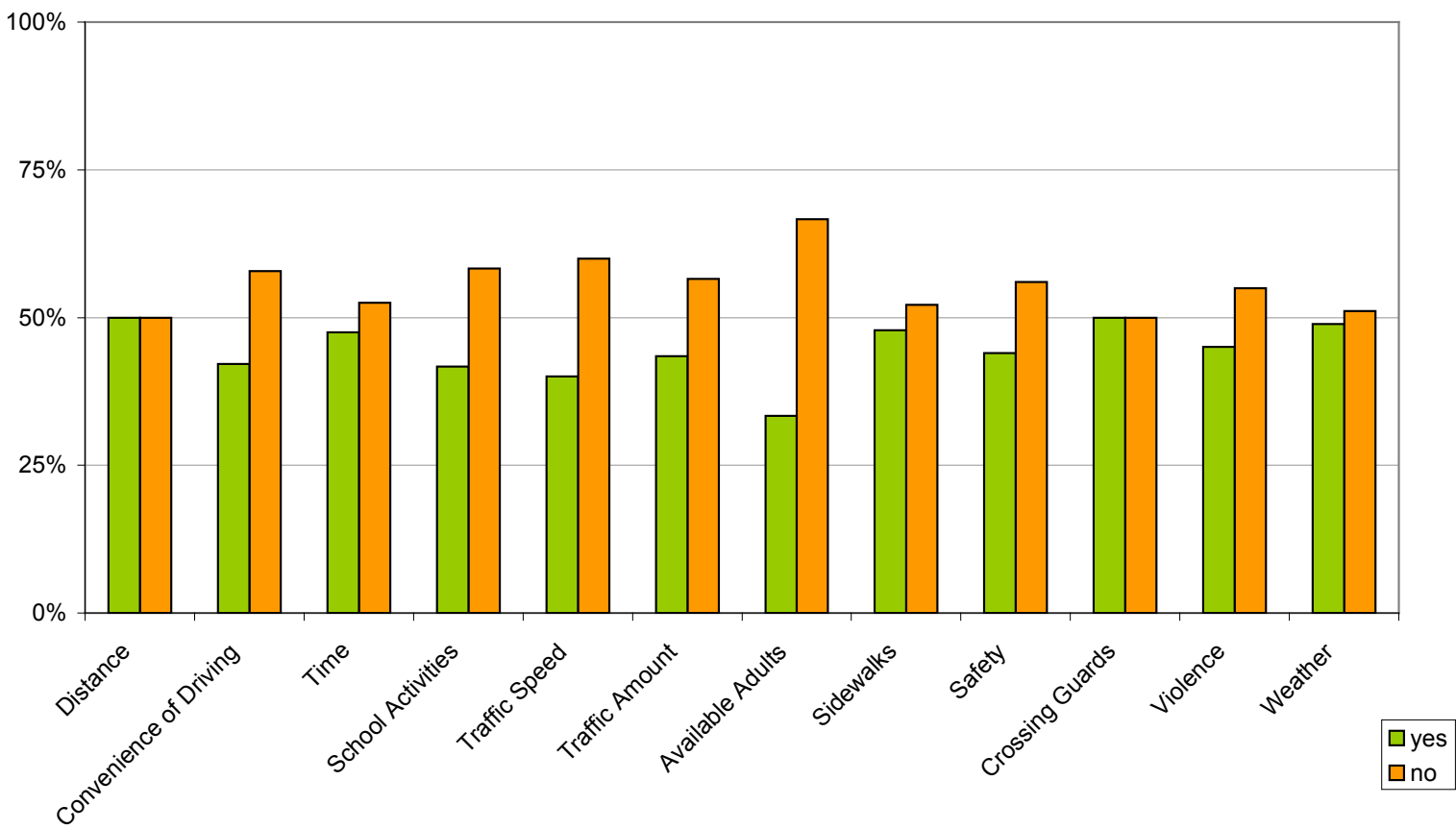
The streets cited most often by students as being unsafe included:

- 1. N 4th St safety
- 2. N. Bluff
- 3. 4th Ave



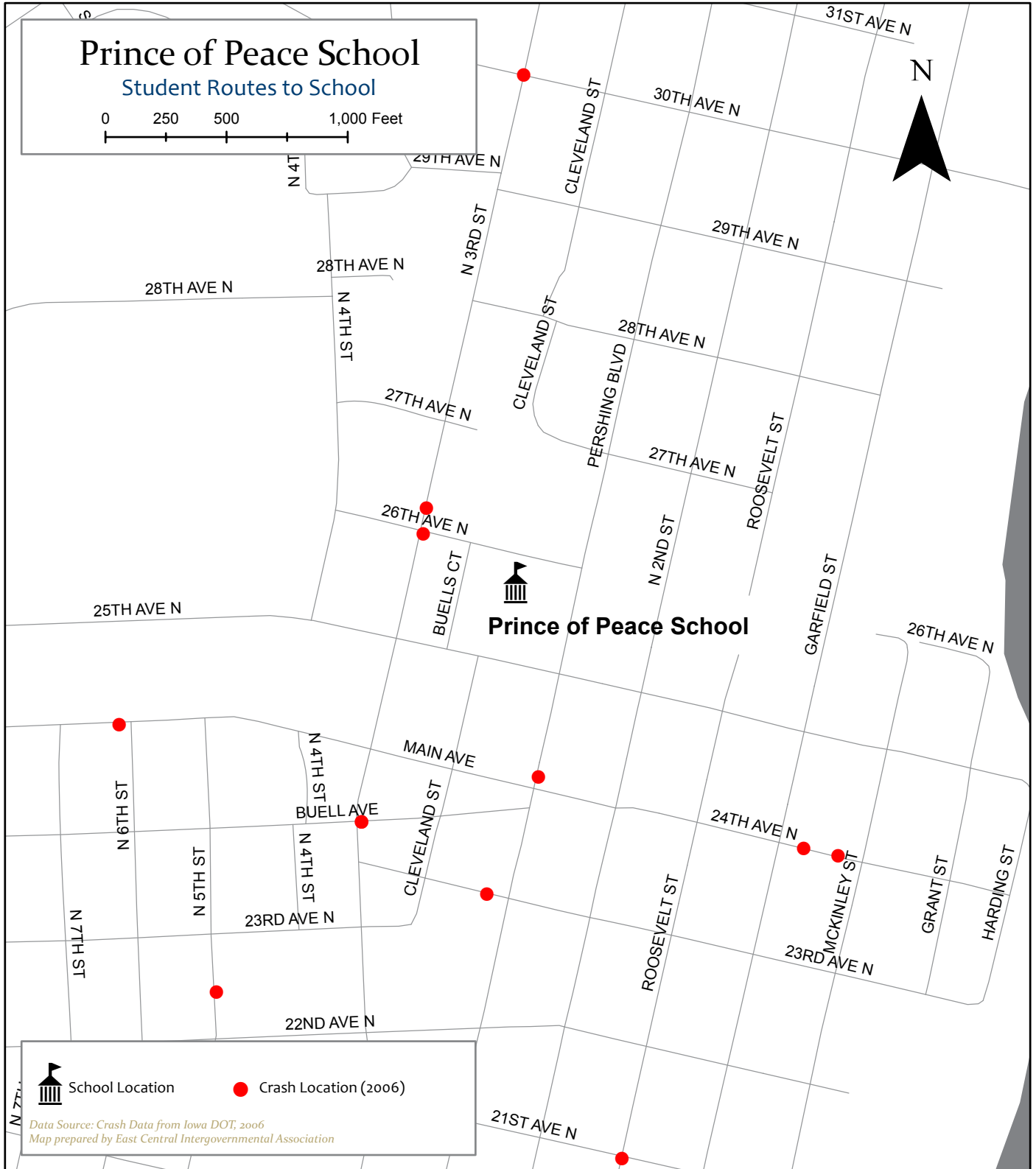
Environmental Factors Impacting Walking/Biking

The most common change that would encourage more students to walk or bike to school included distance and safety. The major issues brought up by students were safety and the lack of sidewalks and cross walks near the school.



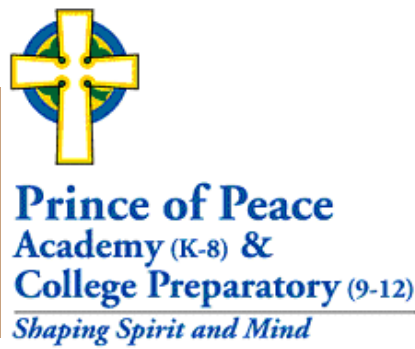
Mapping Student Routes and Crash Data

Student route data was not available for Prince of Peace College Preparatory. This map contains 2006 crash data from the Iowa Department of Transportation.



Prince of Peace Academy

School Location:
312 South 4th St.
Clinton, IA 52732



Present Conditions

- Number of students: 109
- Bus Service:
- Public Transit –
 - School District Bus Service

Parent Surveys

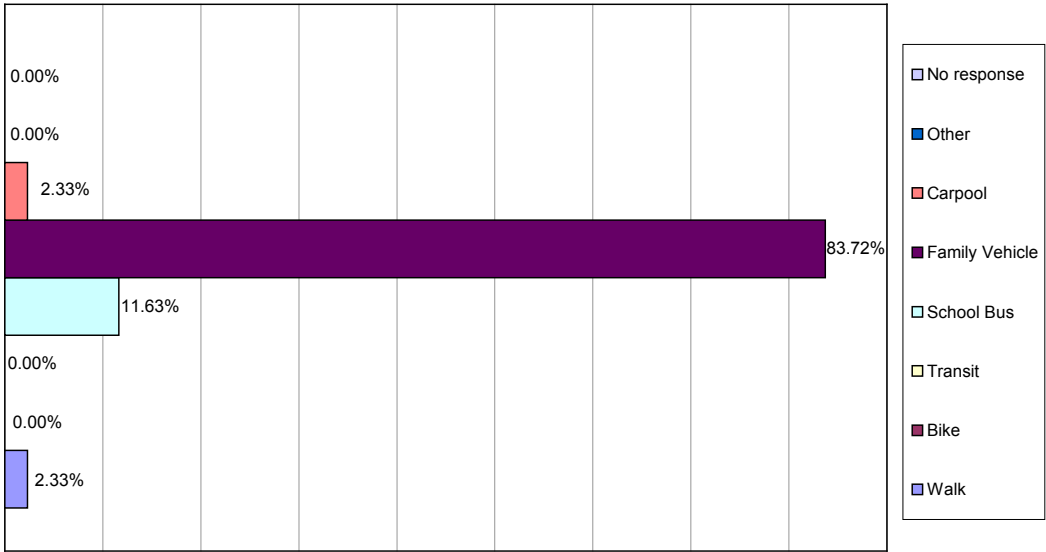
Student surveys were administered to parents of children attending grades K-5 at Prince of Peace Academy, during the month of February in 2009. Parents were asked to fill out the survey form about their child’s transportation to school. The survey asked parents about the safety of their child’s route to school and what they viewed as impediments to walking or biking to school.

Additionally, parents of students who walked or biked to school were asked to draw their route to school on school area maps (see page 4).

Travel Mode to School

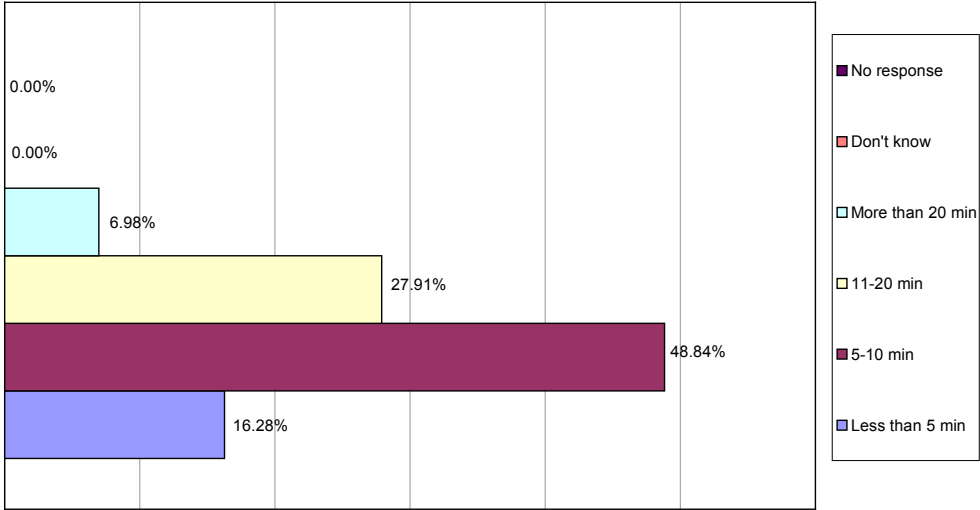
43 parents of students at Prince of Peace Academy responded to the survey, and this constitutes 39.44% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (83.72%) or riding the school bus (11.63%).



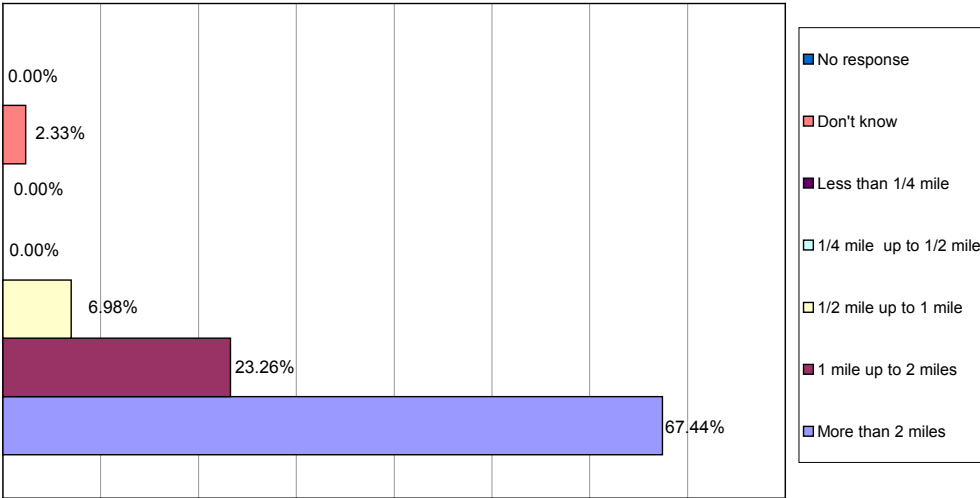
Travel Time to School

65.12% of parents responding to the survey state that their child spends less than 10 minutes traveling to school.



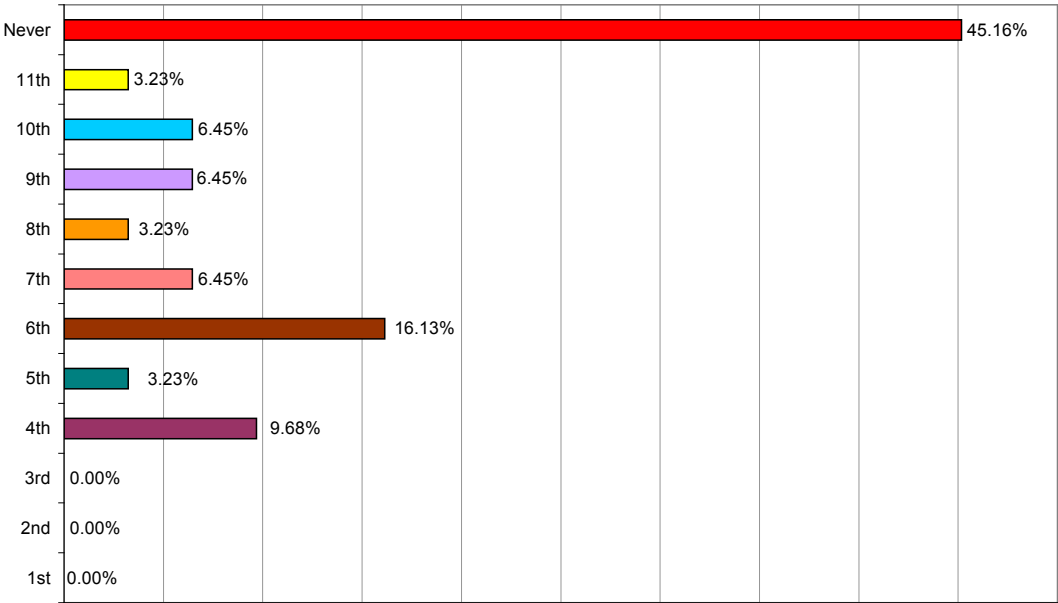
Travel Distance to School

2.33% of parents responding to the survey state that their child travels less than 1/2 mile to school, while 67.44% travel over 2 miles to attend school.



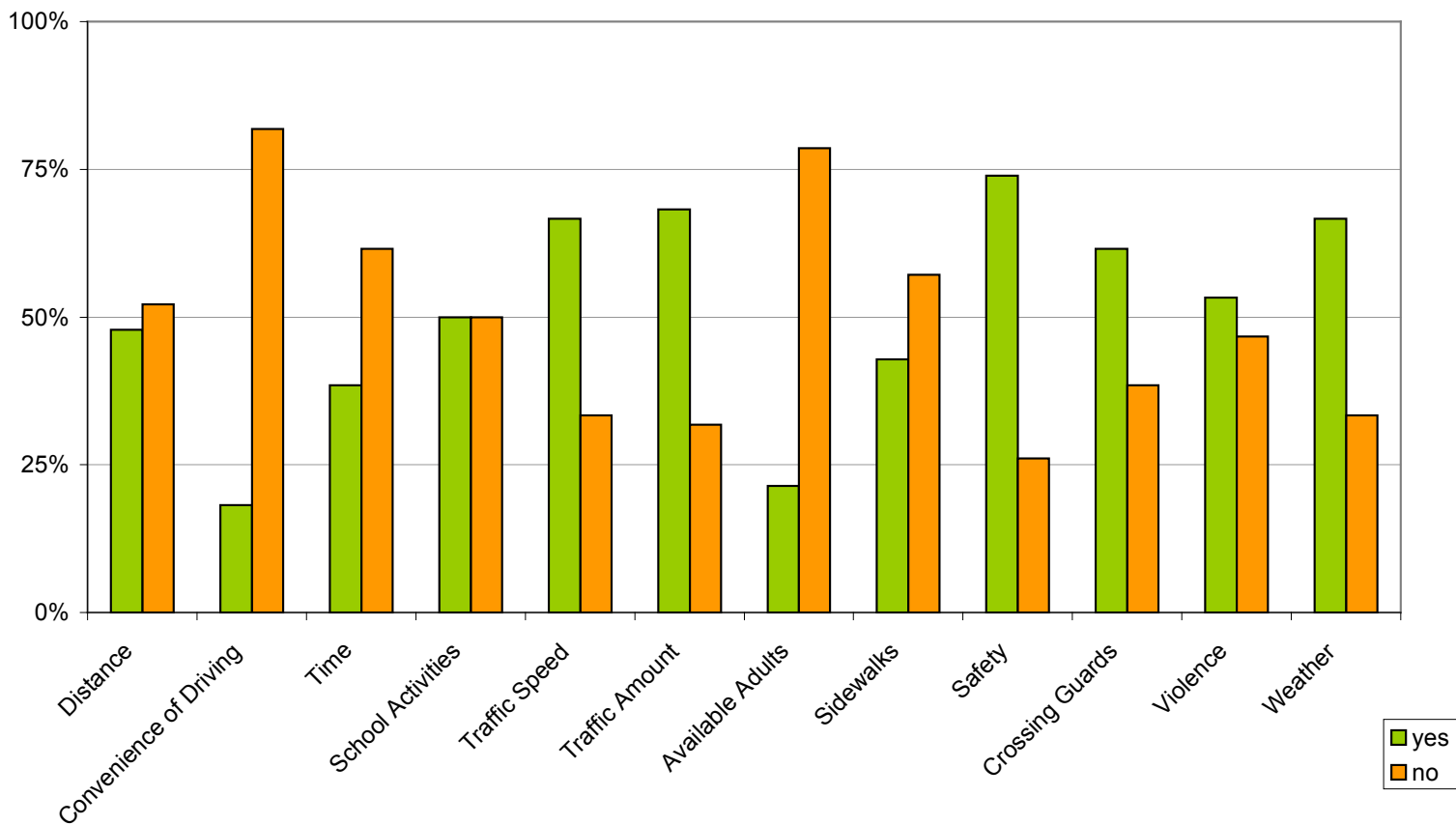
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 6th grade as an appropriate, allowable age for a child to walk or bike to school. A large portion, 45.16% , stated that they would never allow their child/children to walk or bike to school.

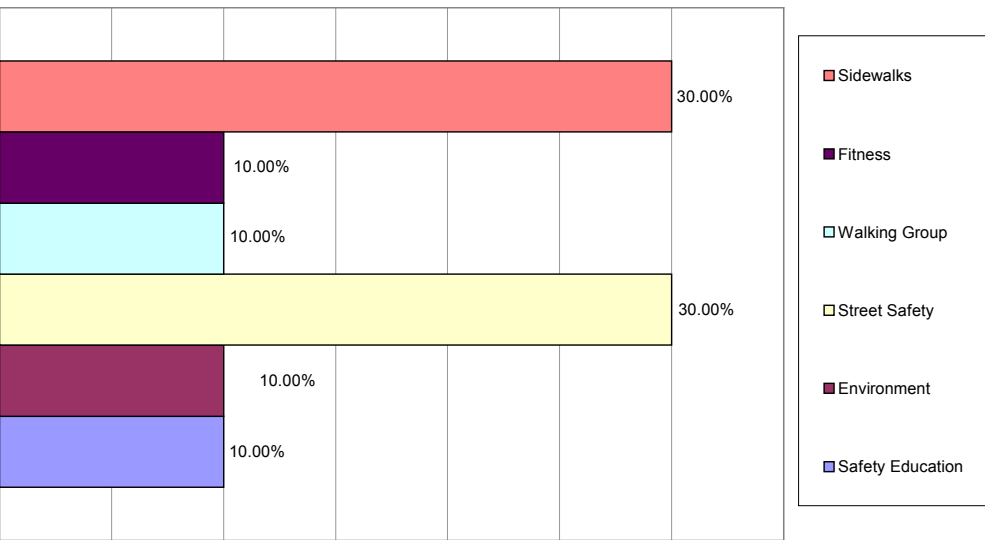


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included traffic speed and amount, adults availability, safety, crossing guards, violence, and weather. The major issue brought up by parents was unsafe traffic near the school.



Incentives/Programs

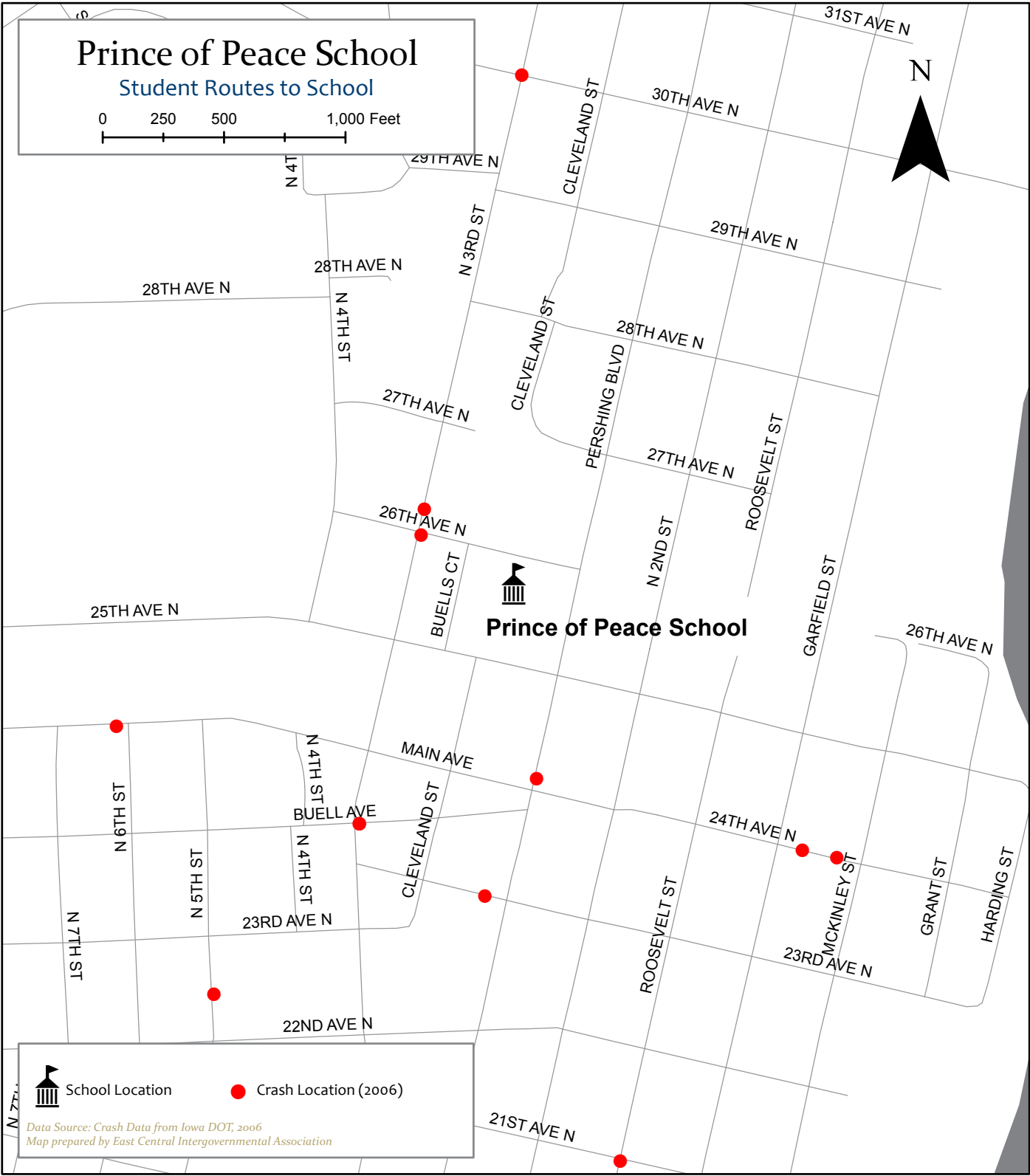


The top parent suggestions for increasing walking and biking were:
1. Sidewalks
2. Street Safety

The streets cited most often by parents as being unsafe included:
1. Bluff-2nd Ave Intersection
2. Milcreek Parkway
3. 5th St.

Mapping Student Routes and Crash Data

Student route data was not available for Prince of Peace Academy. This map contains 2006 crash data from the Iowa Department of Transportation.



Prince of Peace Academy

School Location:
312 South 4th St.
Clinton, IA 52732



Present Conditions

Number of students: 54

- Bus Service:
- Public Transit

Student Surveys

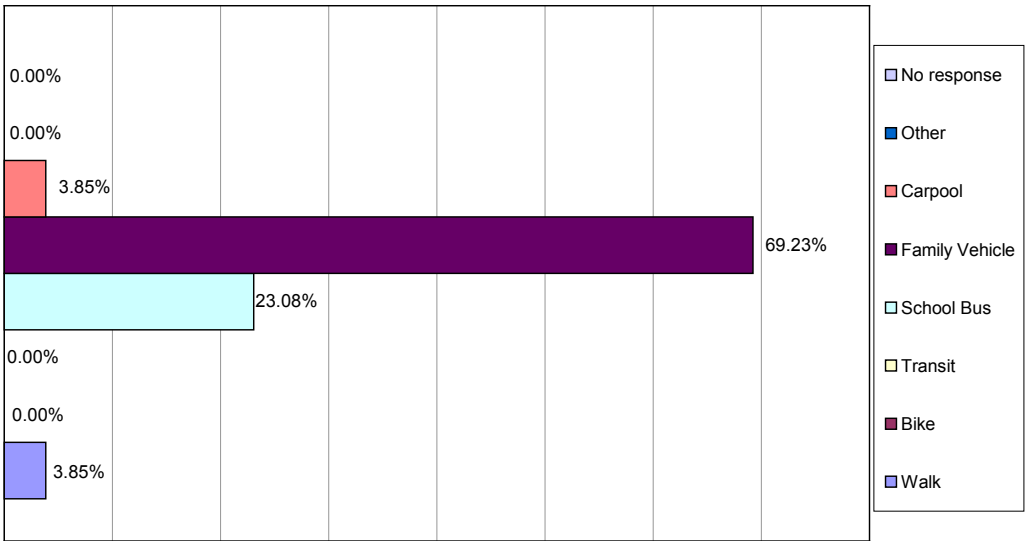
Surveys were administered to students attending grades 6th through 8th at Prince of Peace Academy, during the month of February in 2009. Students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walked or biked to school were asked to draw their route to school on school area maps.

Travel Mode to School

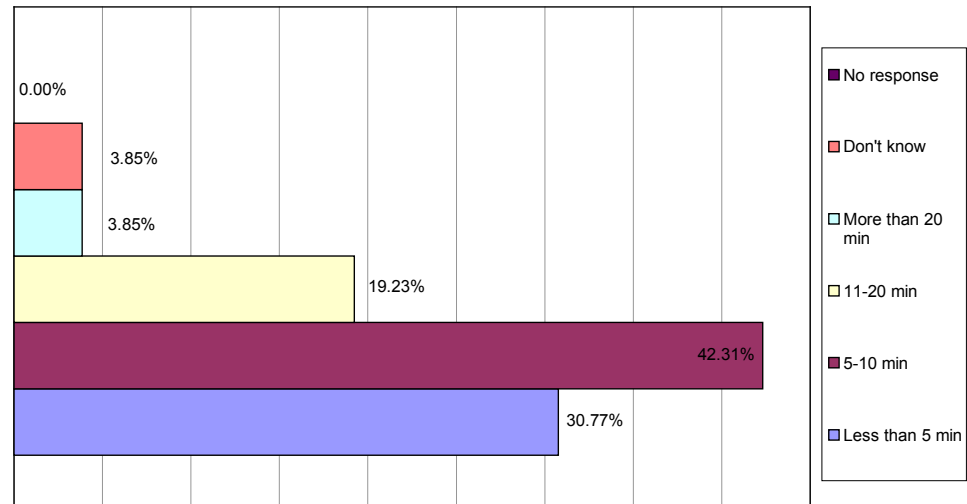
52 students at Prince of Peace Academy responded to the survey, and this constitutes 96.3% of the student body.

The majority of Prince of Peace Academy students responding as to their mode of travel to school, stated that they arrive by family vehicle (69.23%) or by riding the school bus (23.08%).



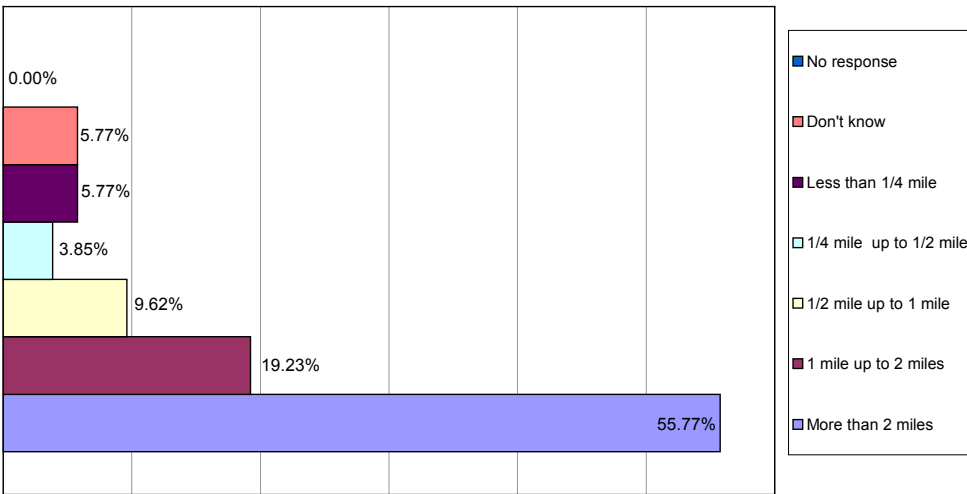
Travel Time to School

73.08% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

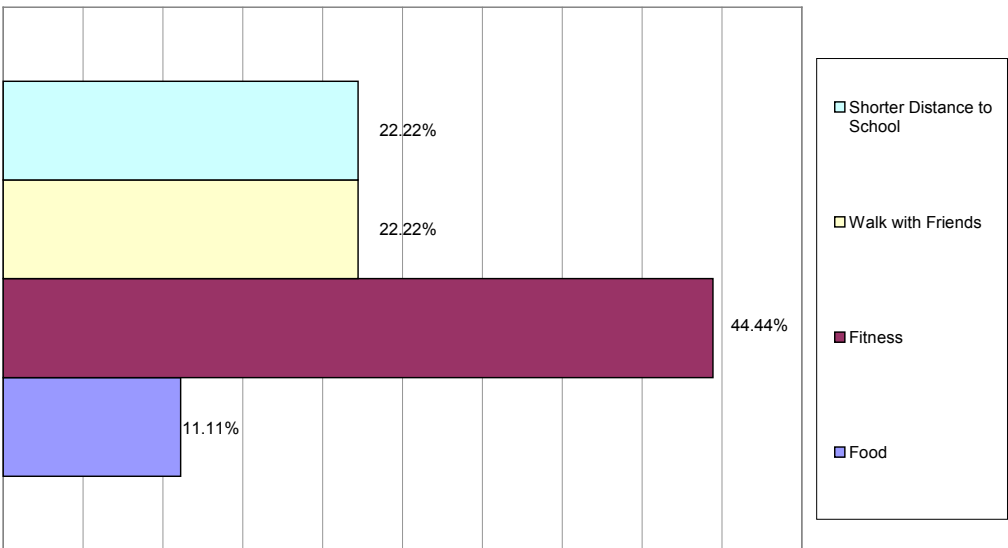


Travel Distance to School

Only 9.62% of students responding to the survey travel less than 1/2 mile to school, while 57.77% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

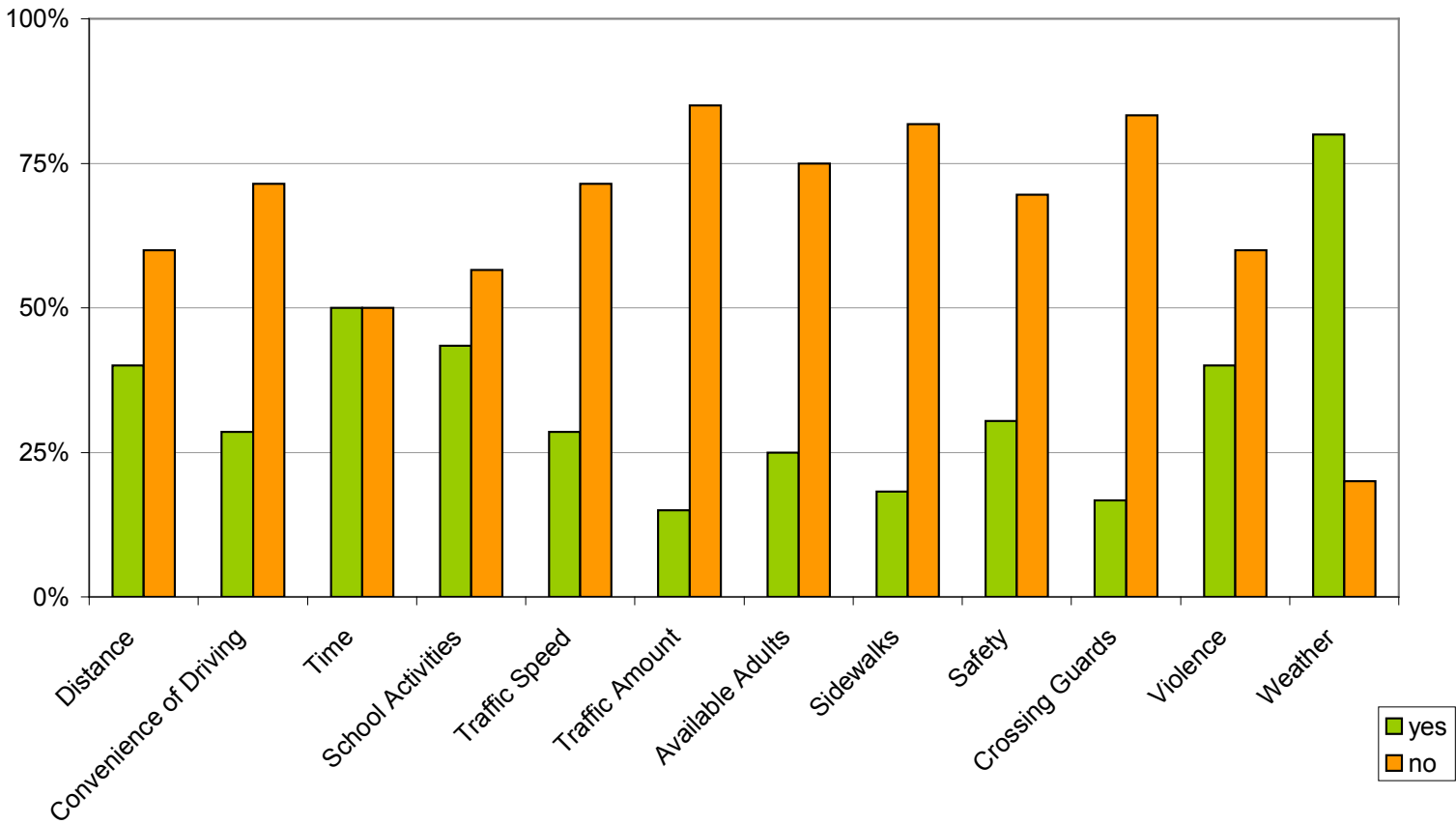
1. Fitness
2. Shorter Distance to School
3. Walk with Friends

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

1. 2nd Ave

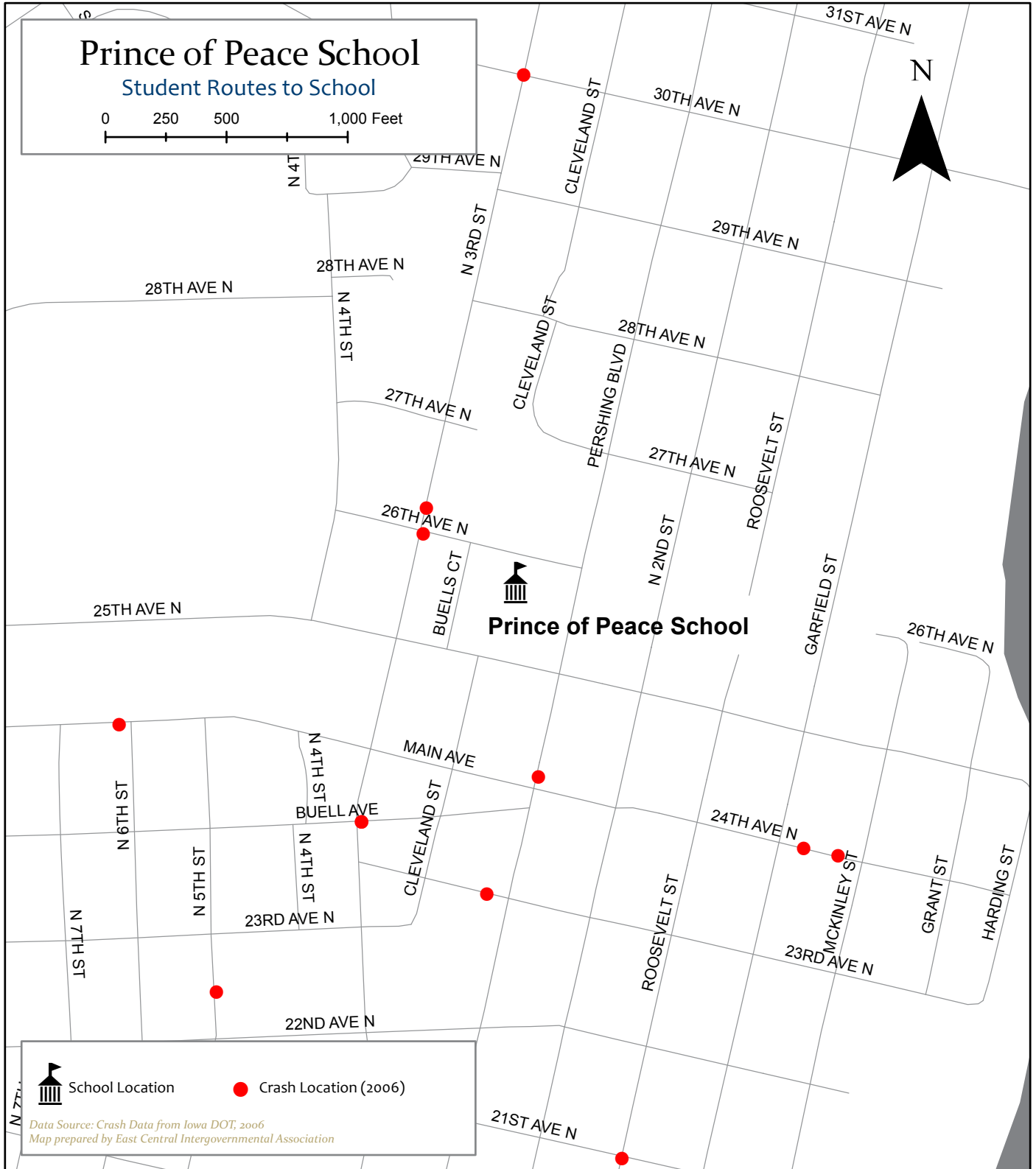
Environmental Factors Impacting Walking/Biking

The most common change that would encourage more students to walk or bike to school included having a nicer weather. The major issues brought up by students were safety and the lack of sidewalks near the school.



Mapping Student Routes and Crash Data

Student route data was not available for Prince of Peace Academy. This map contains 2006 crash data from the Iowa Department of Transportation.



Washington Middle School

School Location:
751 2nd Ave. So.
Clinton, IA 52732



Present Conditions

Number of students: 494

Bus Service:

- Public Transit

Student Surveys

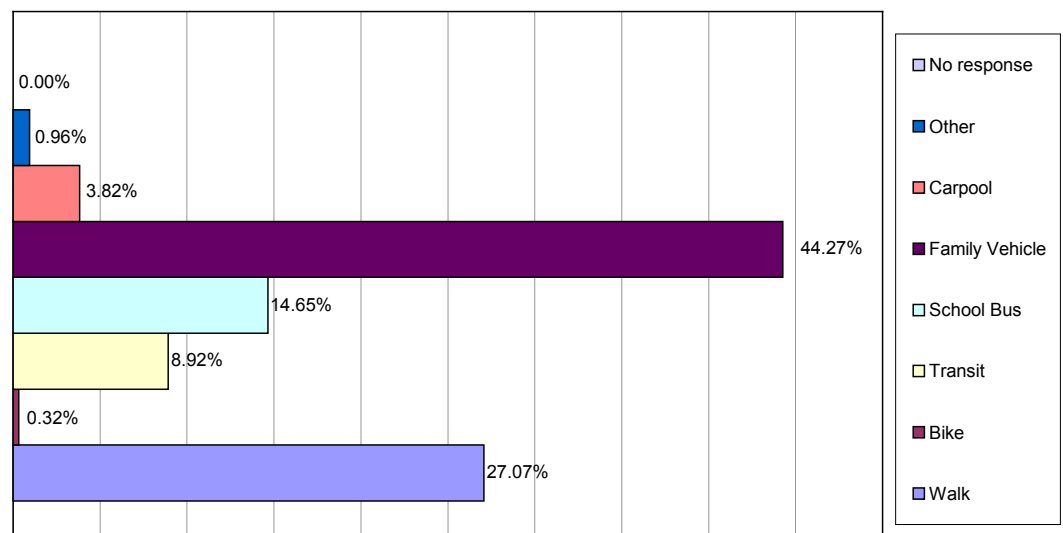
Surveys were administered to students attending grades 6th through 8th at Washington, during the month of February in 2009. Students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walked or biked to school were asked to draw their route to school on school area maps.

Travel Mode to School

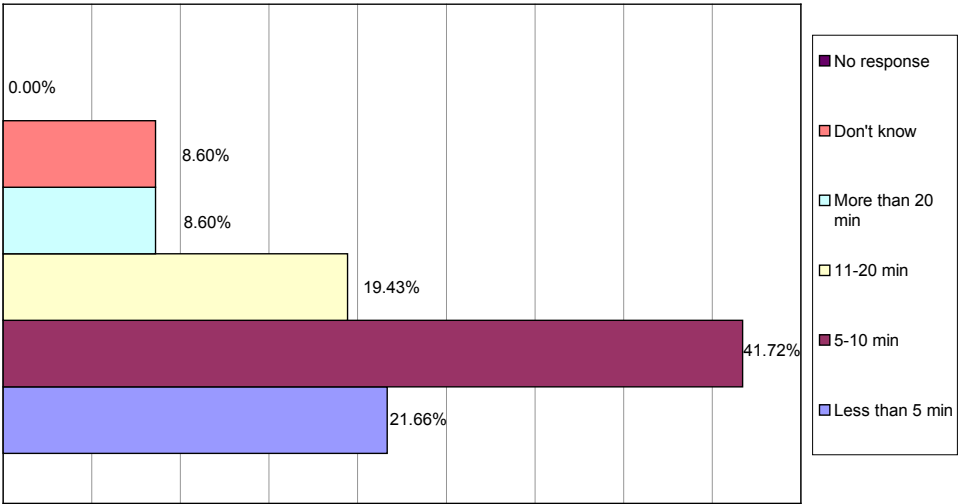
341 students at Washington responded to the survey, and this constitutes 63.56% of the student body.

The majority of Washington students responding as to their mode of travel to school, stated that they arrive by family vehicle (44.27%) or by walking (27.07%).



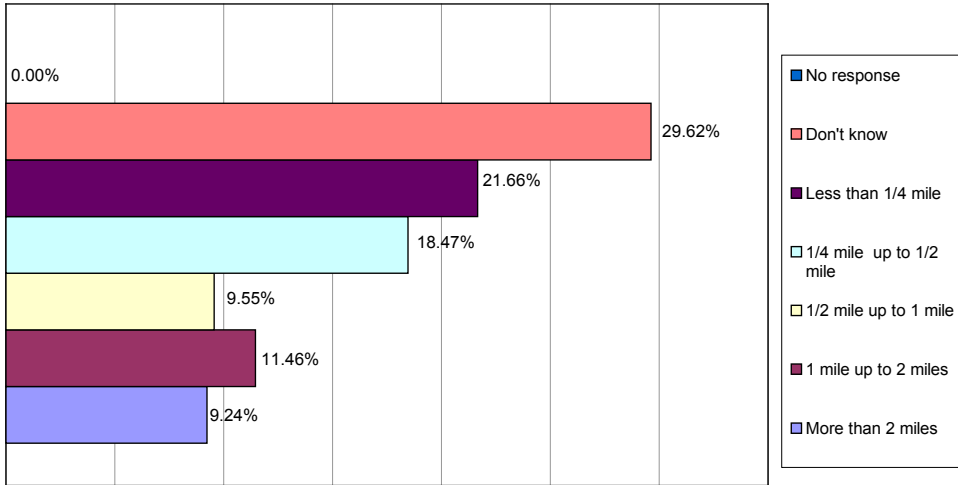
Travel Time to School

63.38% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

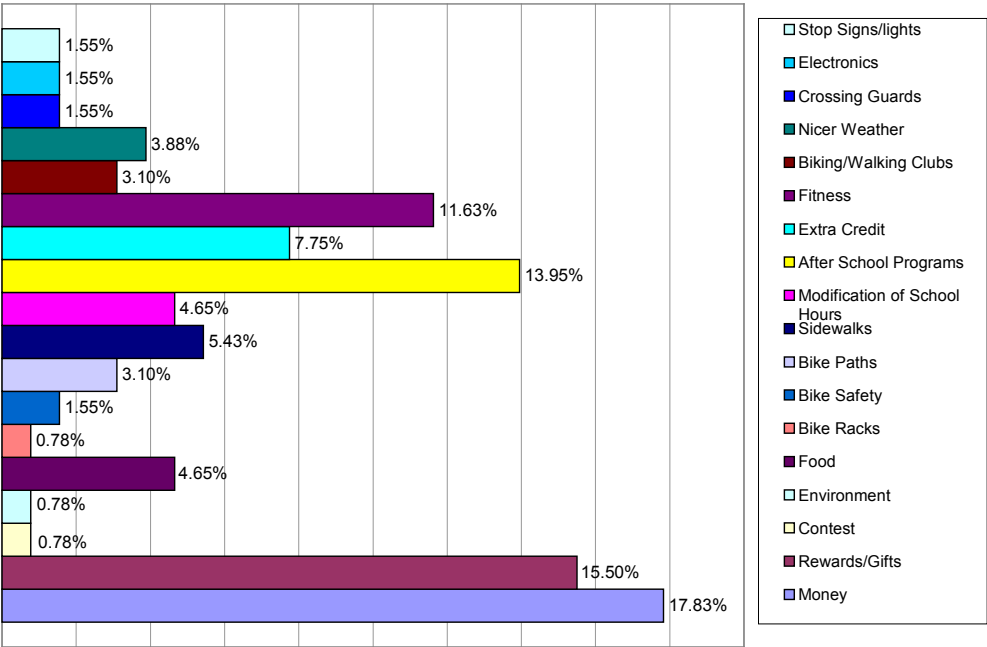


Travel Distance to School

Only 40.13% of students responding to the survey travel less than 1/2 mile to school, while 9.24% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

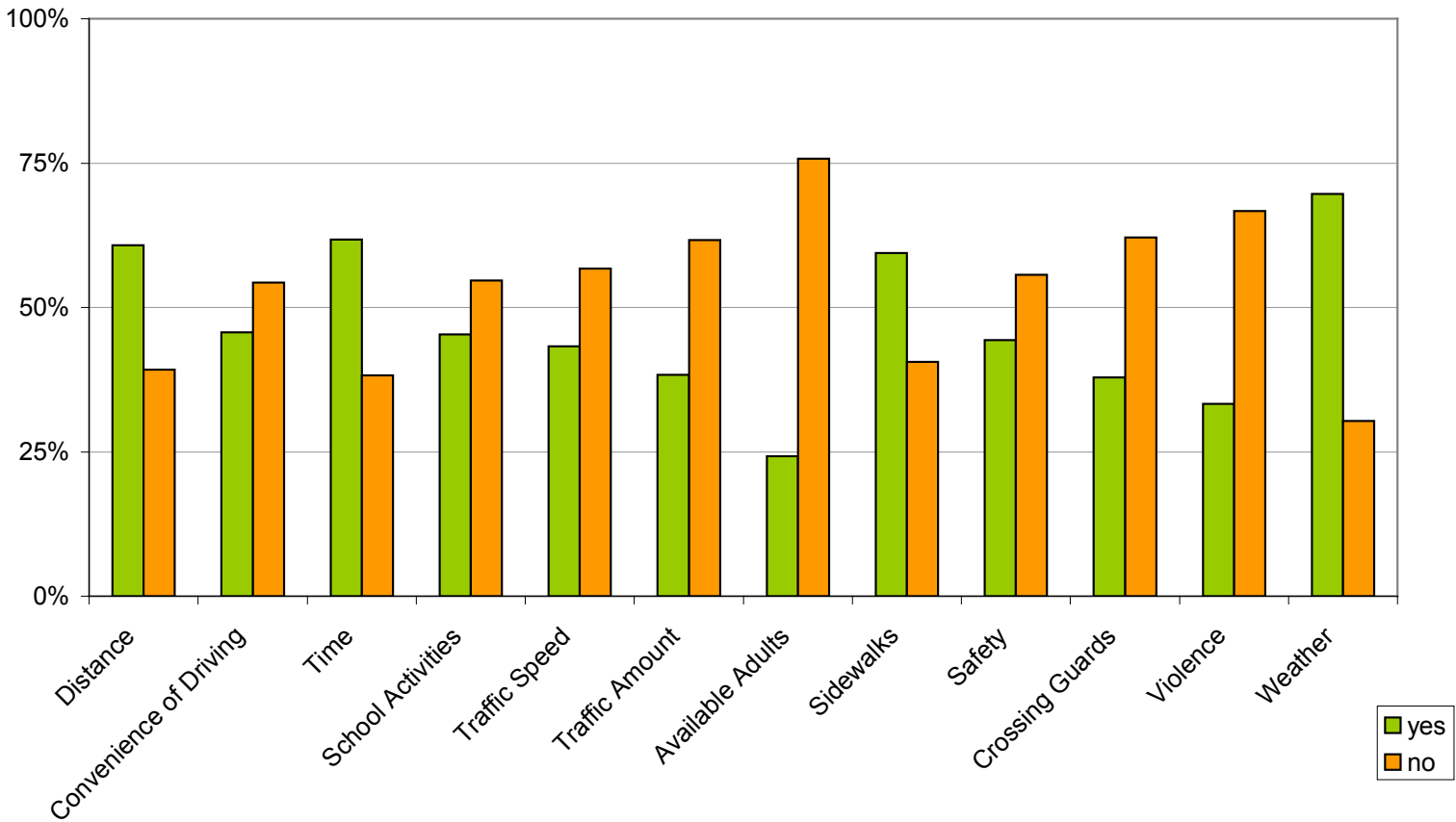
1. Money
2. Rewards/Gifts
3. After School Programs

The streets cited mosf often by students as being unsafe included:

1. Bluff Blvd
2. 8th St.
3. 5th Ave.

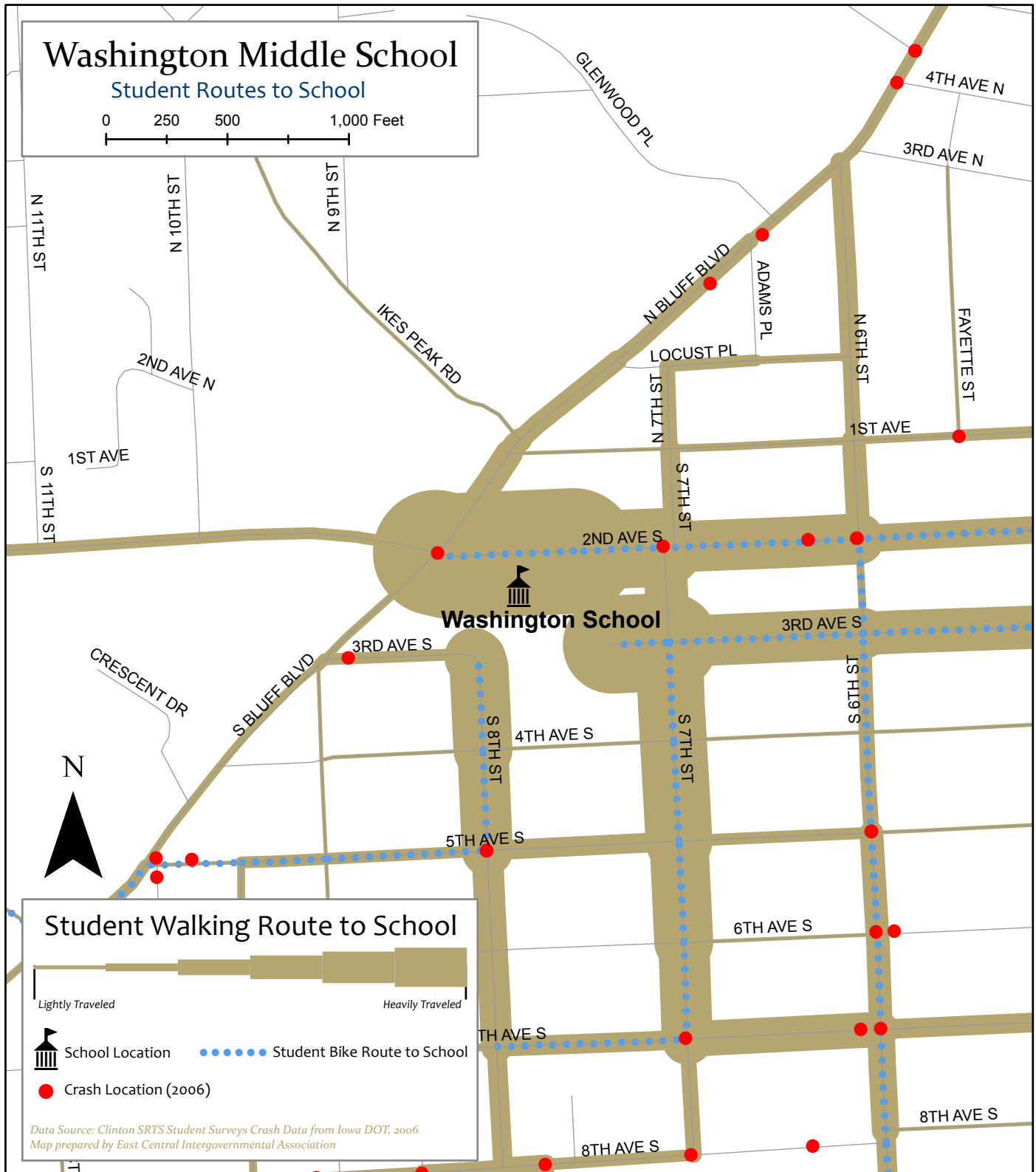
Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included a decrease in the time and distance traveled to school, the building of sidewalks, and nicer weather. The major issues brought up by students were unsafe alleyways and unshoveled walkways near the school.



Mapping Student Routes and Crash Data

Those students who walked or biked to school were asked to draw their routes on a provided map. These routes were compiled into Geographical Information Systems (GIS) format. The more heavily used routes began to overlap and become thicker displaying the primary routes used to access schools. This map also contains 2006 crash data from the Iowa Department of Transportation.



Whittier Elementary School

School Location:
1310 2nd Ave S
Clinton, IA 52732



Present Conditions

Number of students: 418

Bus Service:

- Public Transit
- School District Bus Service

Parent Surveys

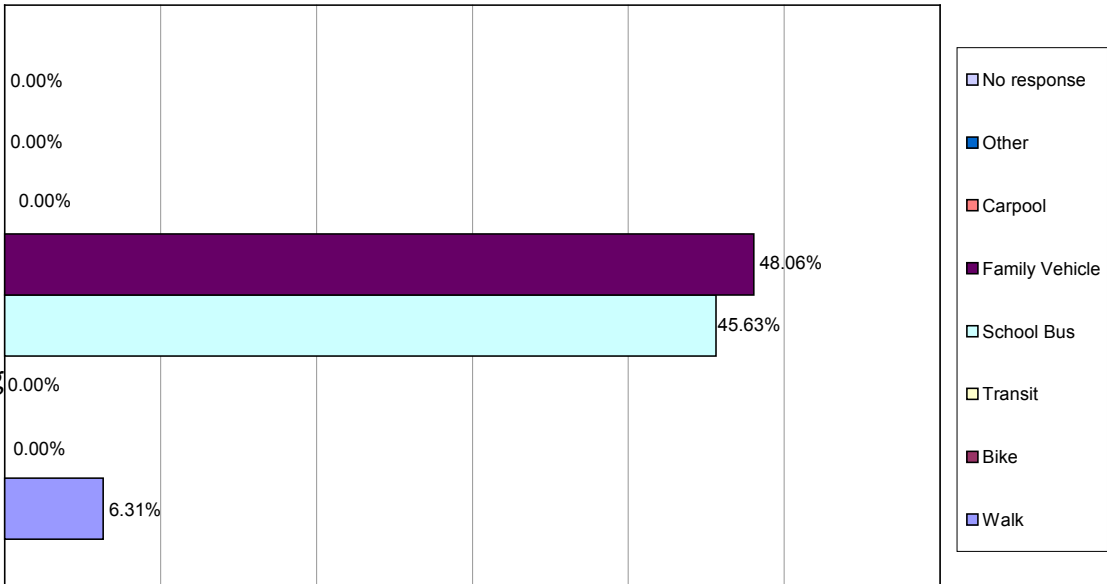
Student surveys were administered to parents of children attending grades K-5 at Whittier Elementary School, during the month of February in 2009. Parents were asked to fill out the survey form about their child’s transportation to school. The survey asked parents about the safety of their child’s route to school and what they viewed as impediments to walking or biking to school.

Additionally, parents of students who walked or biked to school were asked to draw their route to school on school area maps (see page 4).

Travel Mode to School

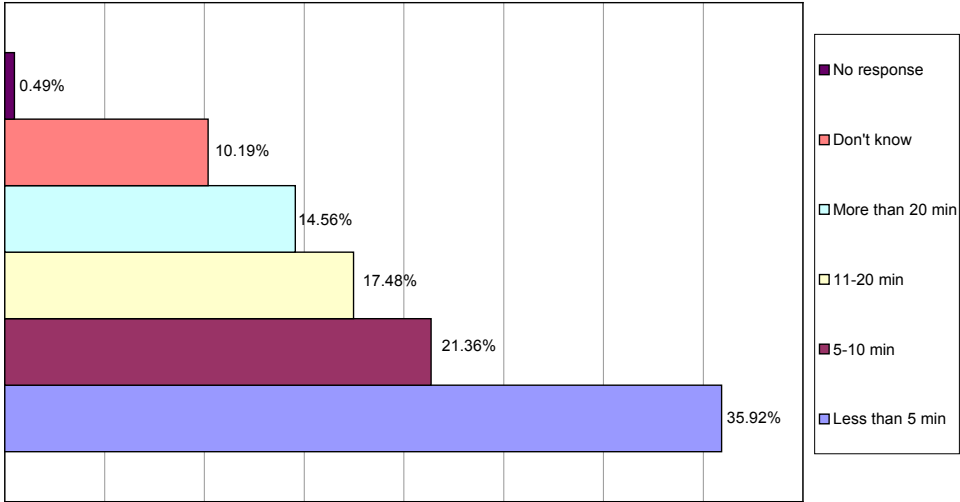
206 parents of students at Whittier Elementary School responded to the survey, and this constitutes 49.28% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (48.06%) or riding the school bus (45.63%).



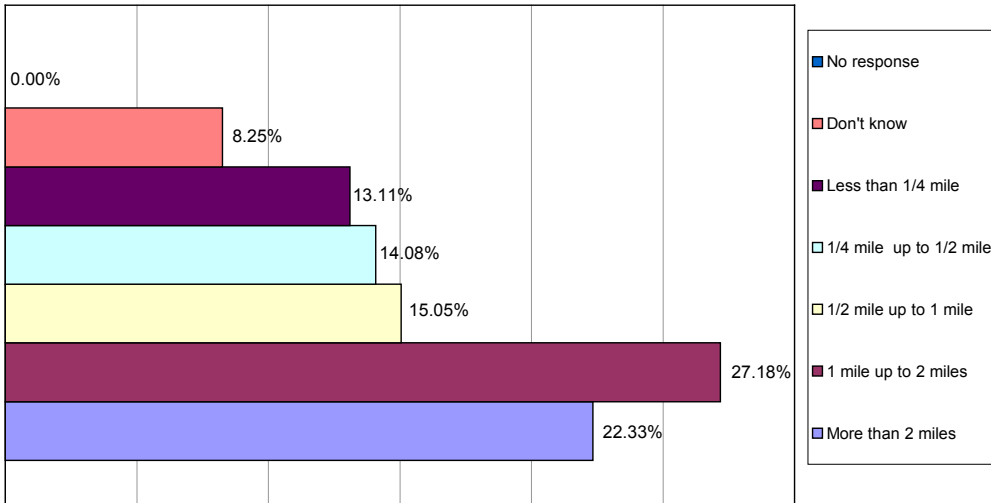
Travel Time to School

57.28% of parents responding to the survey state that their child spends less than 10 minutes traveling to school.



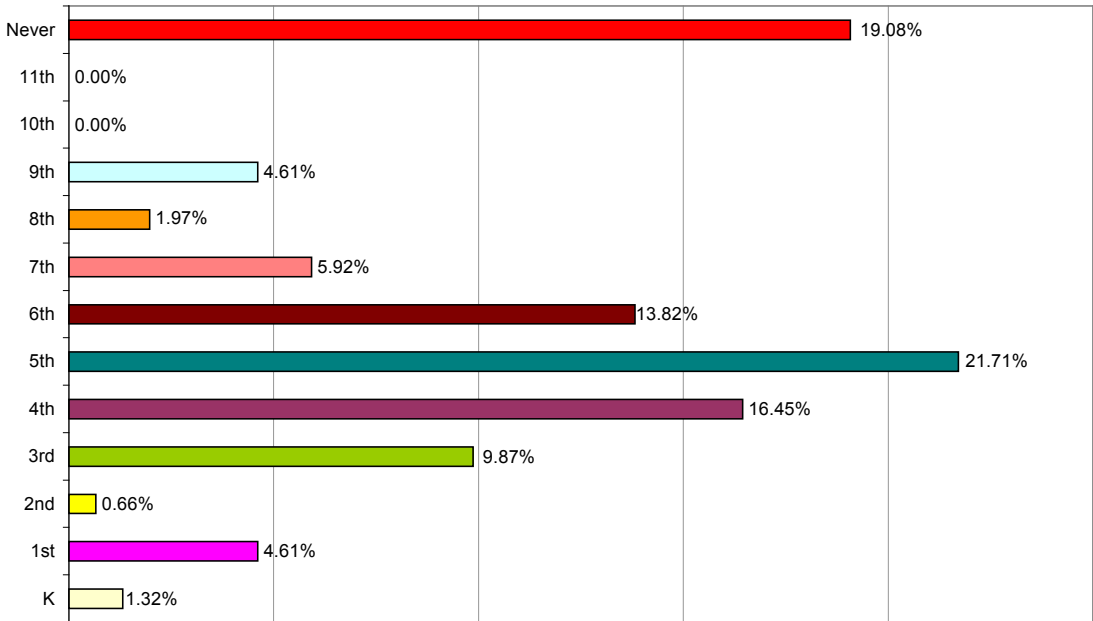
Travel Distance to School

27.19% of parents responding to the survey state that their child travels less than 1/2 mile to school, while 22.33% travel over 2 miles to attend school.



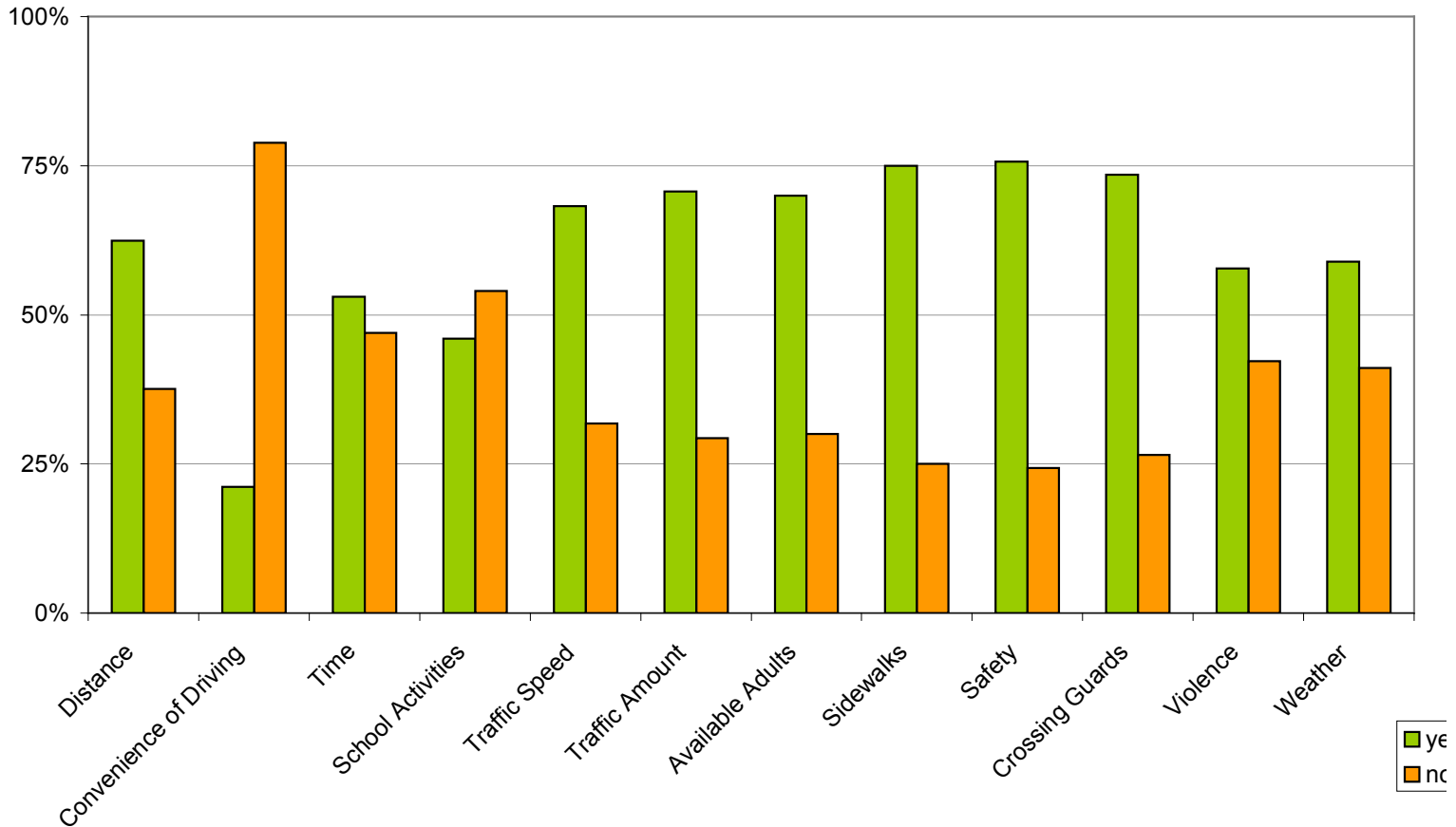
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 5th grade as an appropriate, allowable age for a child to walk or bike to school. A large portion, 19.08% , stated that they would never allow their child/children to walk or bike to school.

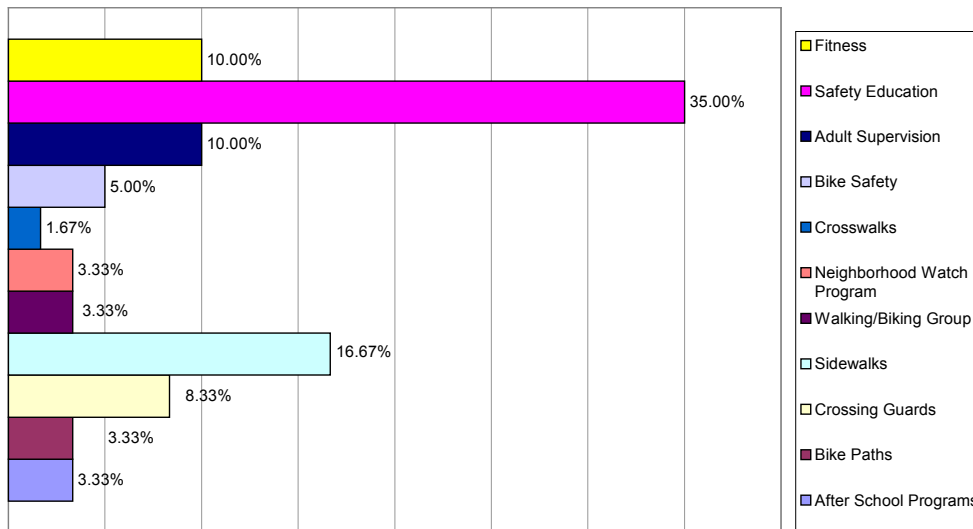


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included distance, time, school activities, traffic speed and amount, availability of adults, sidewalks, safety, crossing guards, violence, and weather. The major issue brought up by parents was unsafe intersections and lack of sidewalks near the school.



Incentives/Programs



The top parent suggestions for increasing walking and biking were:

1. Safety education
2. Sidewalks
3. Adult supervision

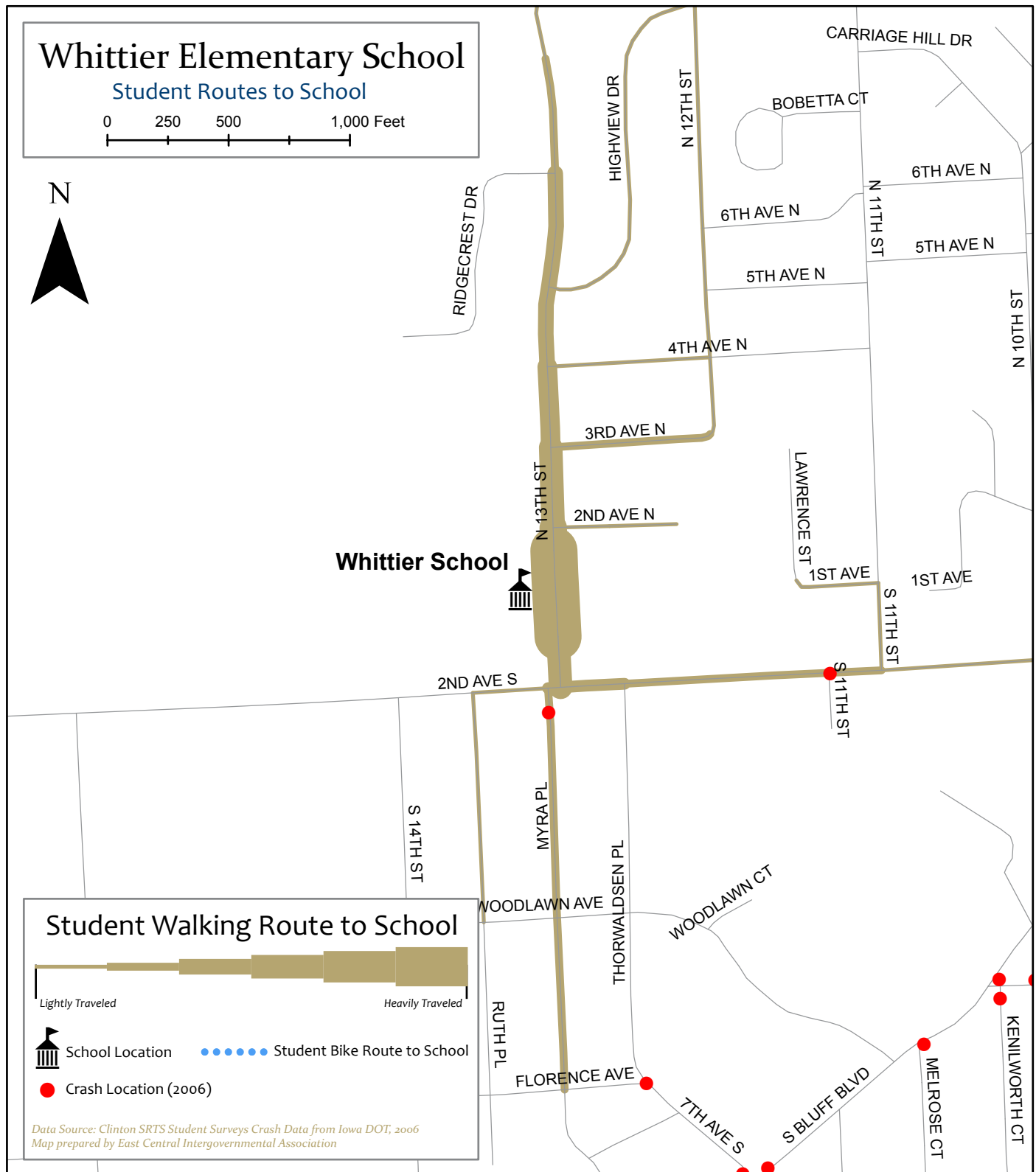
The streets cited most often by parents as being unsafe included:

1. 2nd Ave
2. Bluff St.
3. Intersection 13th - 9th St.



Mapping Student Routes and Crash Data

Those students who walked or biked to school were asked to draw their routes on a provided map. These routes were compiled into Geographical Information Systems (GIS) format. The more heavily used routes began to overlap and become thicker displaying the primary routes used to access schools. This map also contains 2006 crash data from the Iowa Department of Transportation.



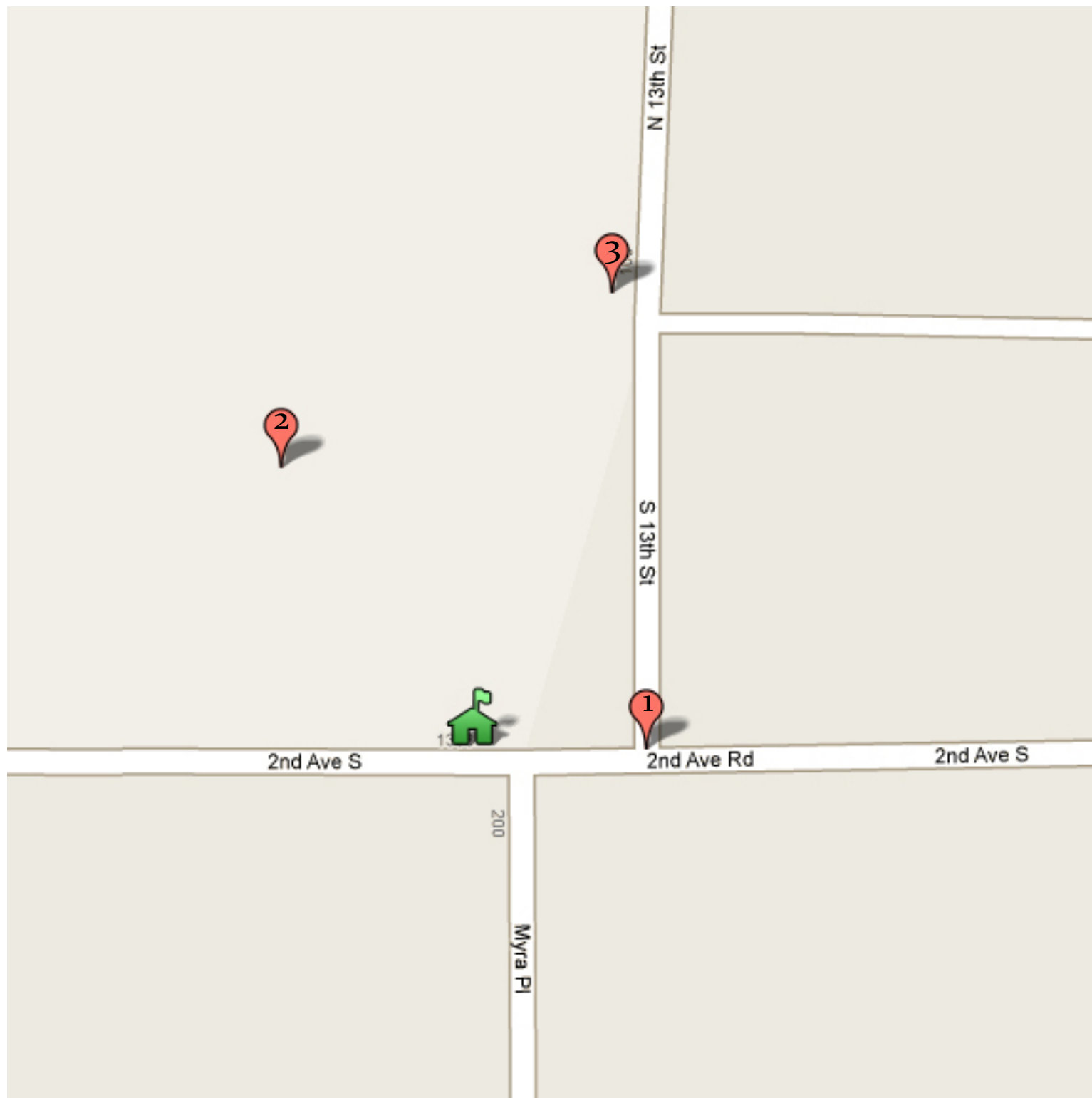
School Administrator Input

Staff met with Whittier 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 Whittier administrators.

	Problem	Solution
1	2nd Ave N and N 13th St intersection	<ul style="list-style-type: none">• Add painted crosswalk
2	Behind school, major soil erosion and washout	<ul style="list-style-type: none">•
3	1st Ave N and N 13th St parking lot	<ul style="list-style-type: none">•

Mapping Administration Input

Based on the input received by Whittier's administration, the following map was created to provide a visual representation of problem areas and proposed solutions. Each marker on the map corresponds to an issue in the table on page 5.



<http://maps.google.com/maps/ms?ie=UTF8&hl=en&msa=0&msid=113063551615886447561.00046e24fbb4770315794&ll=41.844777,-90.2165&spn=0.001563,0.002411&z=19>

Projects

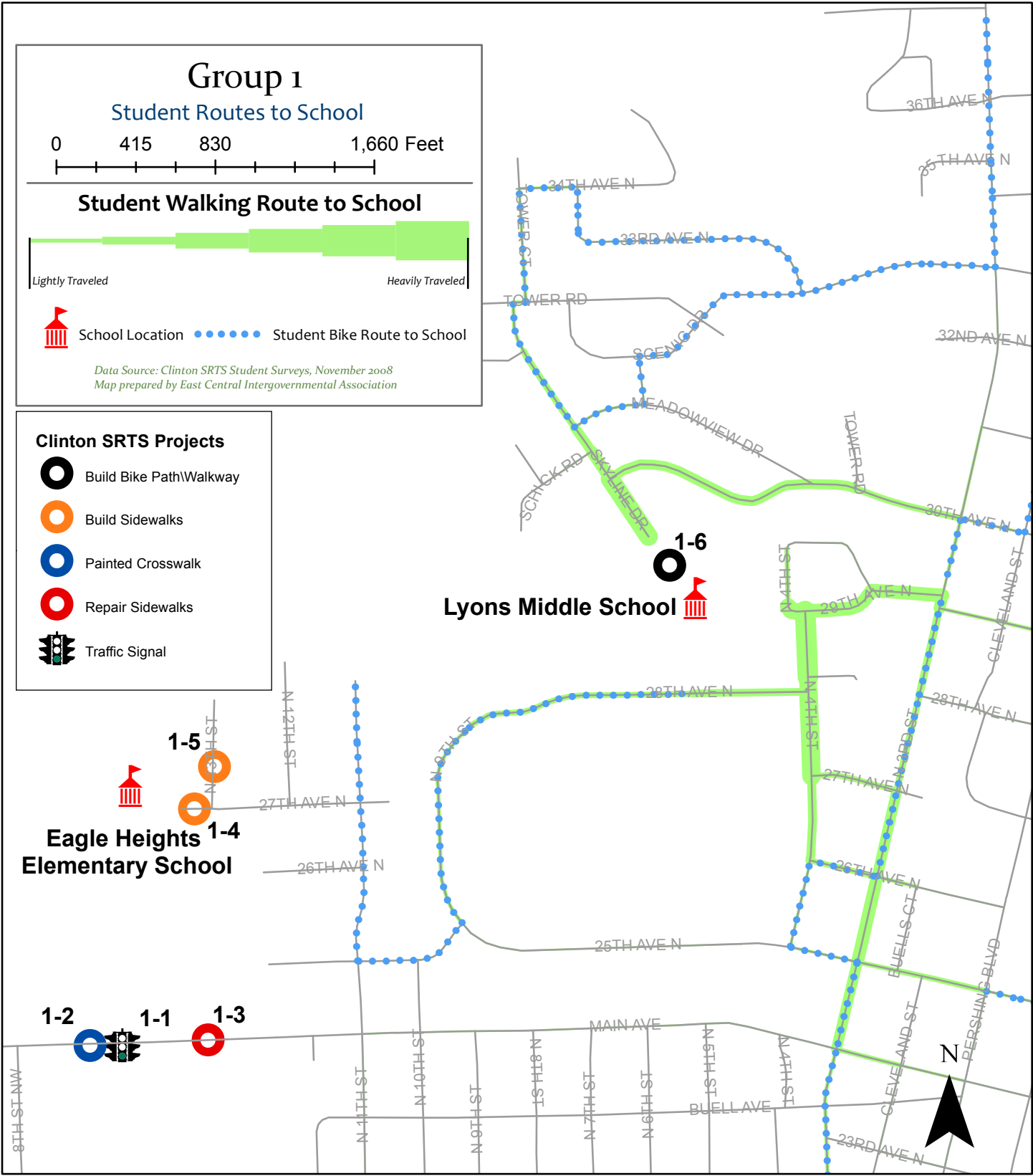
Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. Schools were grouped into three groups for organizational purposes. The following chart lists the projects for all three groups. Each project's Project ID corresponds to the maps presented on pages 60 - 62.

Project ID	Location	Project
Group 1		
1-1	Skyline Dr	Traffic Signal
1-2	Main Ave	Painted Crosswalk
1-3	Main Ave	Repair Sidewalks
1-4	Main Ave	Build Sidewalks
1-5	27th Ave NH	Build Sidewalks
1-6	N 13th St	Build Bike Path\Walkway
Group 2		
2-1	8th Ave S & S 8th St	Stop Sign
2-2	8th Ave S & Isabell Ct	Painted Crosswalk
2-3	8th Ave S & S 9th St	Painted Crosswalk
2-4	8th Ave S & S Argyle Ct	Painted Crosswalk
2-5	S 7th St & 5th Ave S	Flashing Crossing Light
2-6	2nd Ave S & S 7th St	Traffic Signal
2-7	8th Ave S, Lincoln Blvd & S 10th St	Redesign Intersection
2-8	6th Ave S & S 7th St	Repair Sidewalks
2-9	S 8th St	Repair Sidewalks
2-10	S 7th St	Reduce Traffic Speed
2-11	4th Ave S & S 7th St	Painted Crosswalk
2-12	4th Ave S	Painted Crosswalk
Group 3		
3-1	N 13th St	Repair Sidewalks
3-2	2nd Ave S	Repair Sidewalks
3-3	N 13th St	Portable Stop Sign
3-4	11th Ave S	Build Sidewalks
3-5	S 11th St	Build Sidewalks
3-6	11th Ave S & 10th St	Traffic Signal



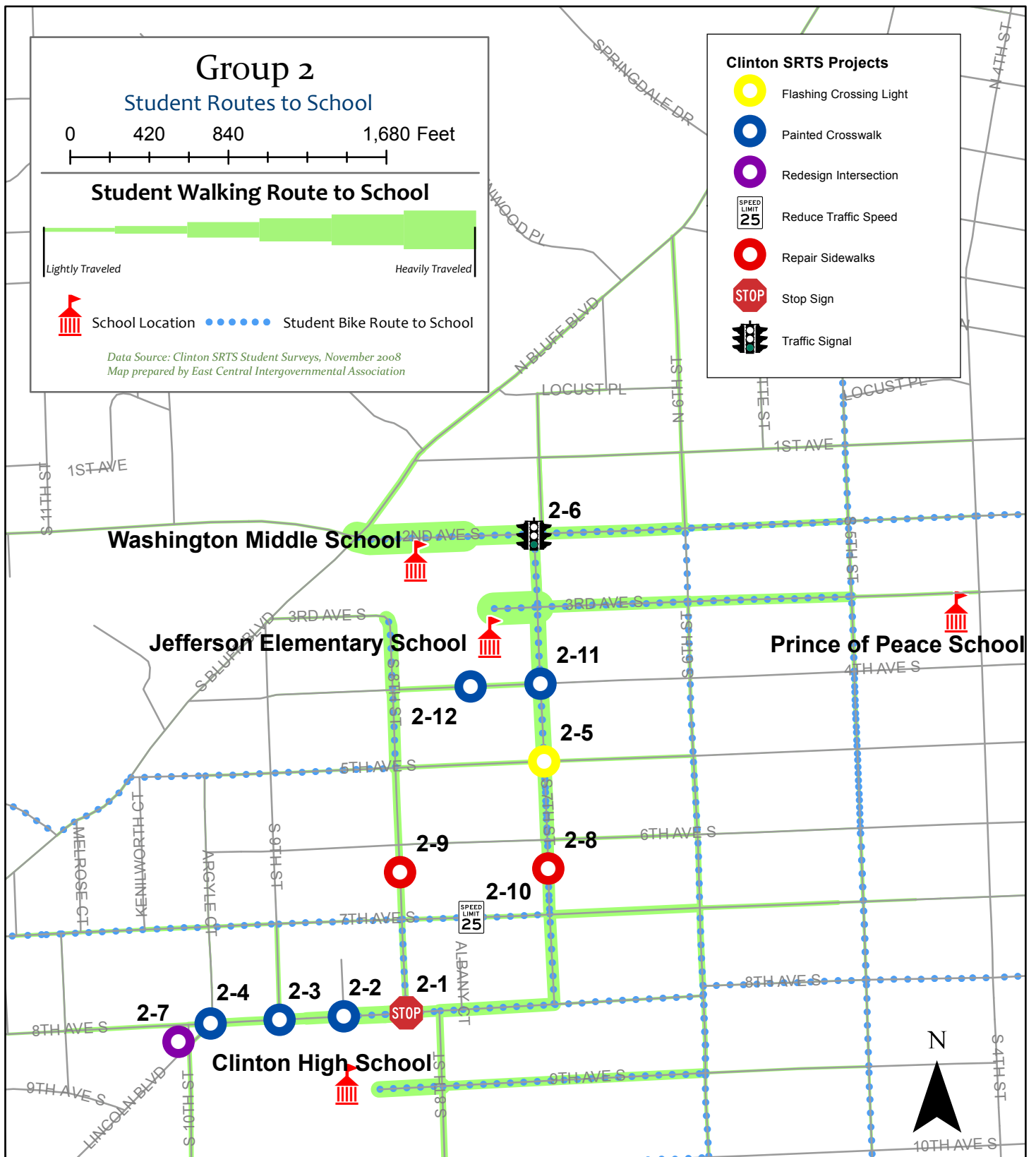
Infrastructure Projects

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 page 59.



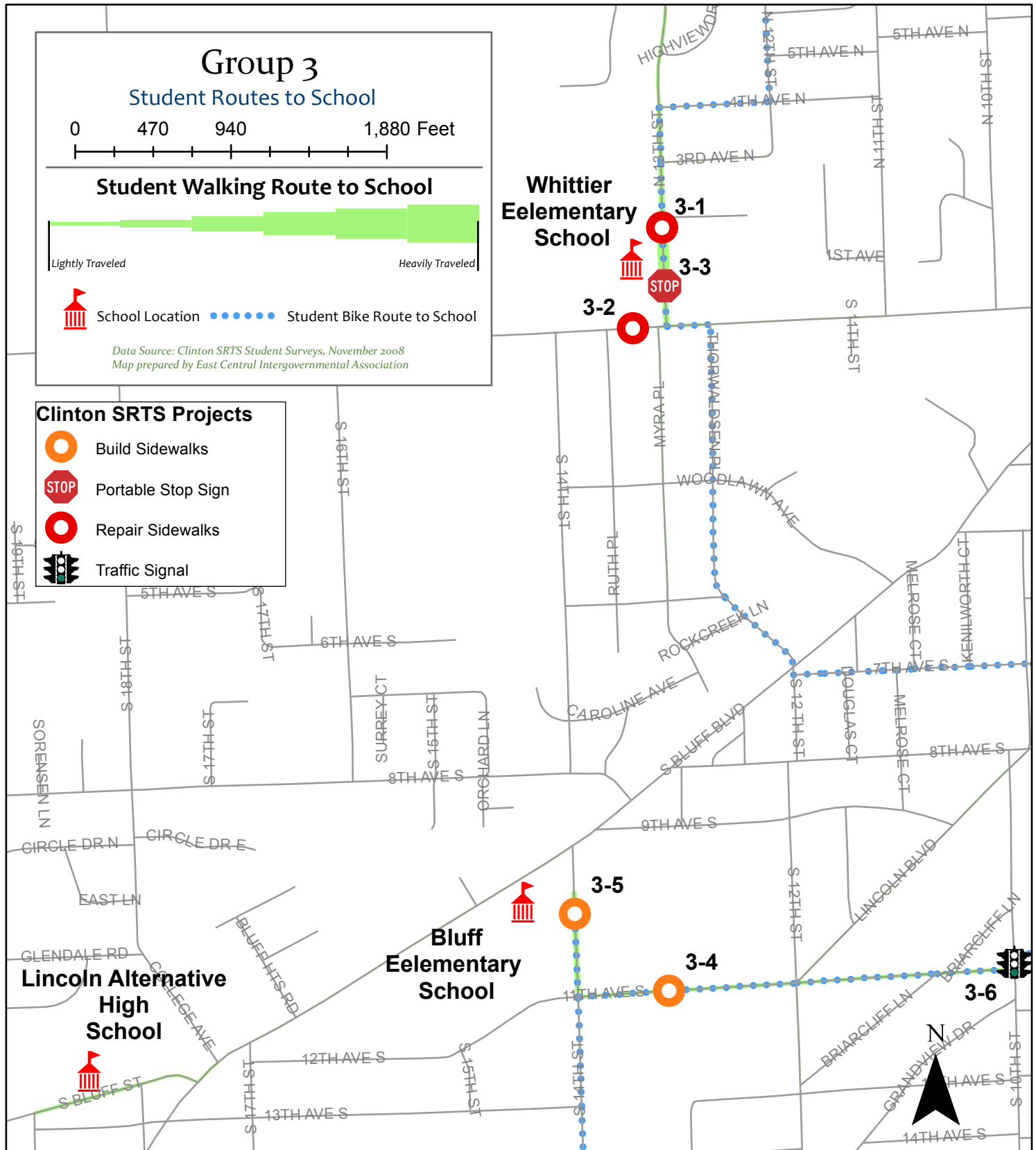
Infrastructure Projects

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 page 59.



Infrastructure Projects

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 page 59.



Project Cost Estimates

Project cost estimates were developed by Planning and Zoning, Engineering, and Public Safety Staff.

Unit Abbreviations:

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

PROJECT TYPE	CATEGORY	PRICE	UNIT
High Visibility Painted Crosswalks	Regular Stripped	\$100.00	EA
	Ladder	\$300.00	EA
	Pattern Concrete	\$3,000.00	EA
Flashing School Crossing Lights	4 @ crossing	\$12,500.00	EA
Fully Signalized Intersection	Per Intersection	\$175,000.00	EA
Adult Crossing Guards	1 Guard	\$10,000.00	YR
No Parking Areas	Minimum of two signs per area		
Curb Extensions	Curb & Gutter 2.5' wide	\$25.00	LF
	Curb & Gutter 3.5' wide	\$30.00	LF
	Curb & Gutter 5' wide	\$35.00	LF
	Vertical Curb	\$30.00	LF
Build Sidewalks	Concrete 4 in. thick	\$5.50	SF
	Concrete 6 in. thick	\$6.50	SF
	Concrete 5 in. thick (reinforced)	\$6.50	SF
	Concrete 6 in. thick (reinforced)	\$7.50	SF
Bike Lane or Sharrows	Bike Lane	\$10,000- \$20,000	EA
	Bike Lane, incl. stripping & resurfacing	\$6,500.00	per mile
	Sharrows Painted Symbol every 1300 '	\$250.00	EA
	Existing stripping removal/re-apply	\$3.00	LF
	Signage (placed every mile)	\$250.00	EA



Project Cost Estimates

PROJECT TYPE	CATEGORY	PRICE	UNIT
Stop Sign	Sign only	\$60.00	EA
	Sign w/breakway post	\$80.00	EA
Fully Signalized Crosswalk	2 Signal Faces	\$24,200.00	1 Leg
		\$47,900.00	2 Leg
		\$71,600.00	3 Leg
		\$95,300.00	4 Leg
	3 Signal Faces	\$29,750.00	1 Leg
		\$59,000.00	2 Leg
		\$88,250.00	3 Leg
		\$117,500.00	4 Leg
	4 Signal Faces	\$35,300.00	1 Leg
		\$70,100.00	2 Leg
		\$104,900.00	3 Leg
		\$139,700.00	4 Leg
Pedestrian Overpass		\$1,000,000.00	EA
Pedestrian Countdown Signals	Install LED Signal, pole, pedestal, control	\$3,000.00	EA
	Install LED Signal to Existing Pole	\$900.00	EA
Roundabout		\$650,000.00	EA
Additional Street Lighting	Add to Existing Wood Pole	\$500.00	EA
	Install Complete System (pole, light, etc.)	\$3,500.00	EA
School Crossing Sign	Sign only (30 in.)	\$37.00	EA
	Sign only (36 in.)	\$59.00	EA
	Breakway post	\$20.00	EA
Portable Stop Sign	Type II Barricade w/Stop Sign	\$120.00	EA
Widen Pedestrian/Cyclist Area	Asphalt	\$80.00	Ton
	Concrete	\$35.00	SY



Project Cost Estimates

PROJECT TYPE	CATEGORY	PRICE	UNIT
Traffic Calming Devices	Speed Tables (Bump)	\$2,500.00	EA
	Raised Intersections	\$12,500.00	EA
	Traffic Circles	\$10,000-\$15,000	EA
	Chicanes	\$14,000.00	EA
	Chokers	\$7,000-\$10,000	EA
	Center Islands	\$8,000-15,000	EA
	Median Barriers	\$10,000-20,000	EA
	Half Closures	\$40,000.00	EA
	Full Closures	\$120,000.00	EA
	Diagonal Diverters	\$85,000.00	EA
Additional Bike Racks		\$500-\$1200	EA
Children Playing Signs	Sign only	\$25.00	EA
	Sign w/breakway post	\$45.00	EA
Student Crossing Guards	Training and Equipment for Students	\$5,000.00	YR
Install Fence	Chain Link (vinyl coated)	\$23.00	LF
	Chain Link 42 in. High	\$15.00	LF
	Chain Link 48 in. High	\$18.00	LF
	Chain Link 72 in. High	\$35.00	LF
	Chain Link 96 in. High	\$75.00	LF
	Field Fence	\$6.50	LF
Surveillance Camera		\$10,000.00	EA
Restrict Right Turn On Red	Sign Installation on Existing Pole		EA
Close Street to Through Traffic	No Through Traffic Sign		EA
	Type 3 Barricade	\$500.00	EA
Shrub Removal	One man, Dmp Trk, and Chipper	\$65.00	HR
Tighten Turn Radius	Remove Existing & Construct	\$32.00	LF



