Delaware County Safe Routes to School Plan

Delaware County Community Schools

Prepared by the East Central Intergovernmental Association

Contents

Chapters

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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 Delaware 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 Delaware County Safe Routes to School planning process began in the fall of 2010. ECIA staff invited city officials and school administrators from Delaware County to be a part of the Delaware 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 January 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 initial list of projects during a series of public workshop meetings, which were held between in 2011 and 2012. Following its completion, the project list was presented to County engineering for final review.

Edgewood-Colesburg High School

School Location:
403 West Union St.
Edgewood, Iowa 52042

Present Conditions

Number of students: 311

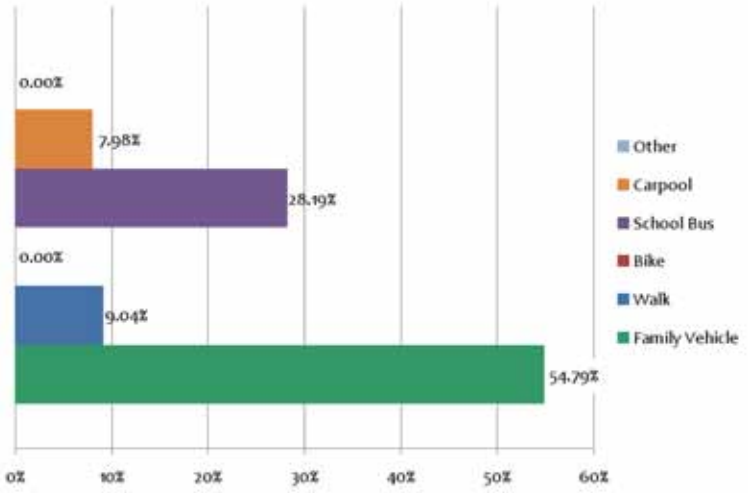
Student Surveys

Student surveys were administered to 7th through 12th graders, at Edgewood-Colesburg Jr/ Sr 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

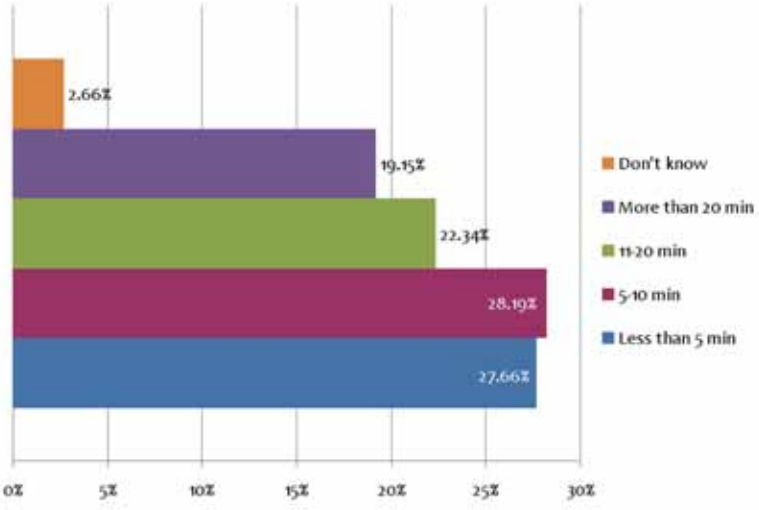
188 students responded to the survey, and this constitutes 60% of the student body.

Students responding to the survey travel to school by a family vehicle (54.79%) or by a school bus (38.19%).



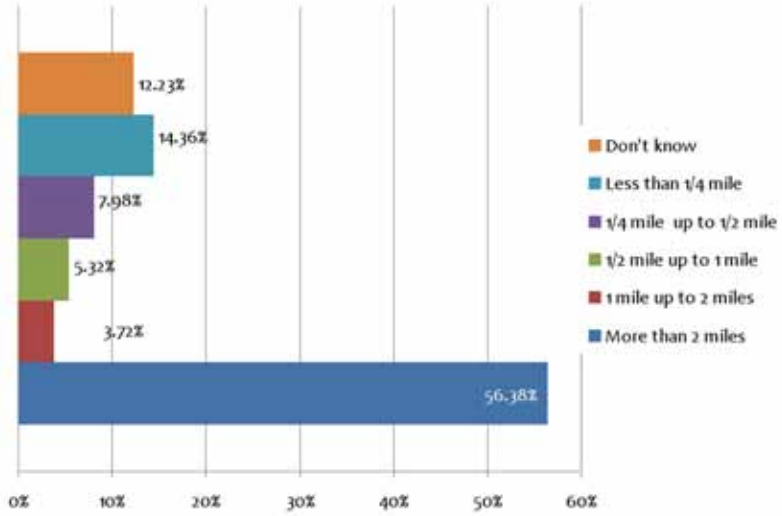
Travel Time to School

55.85% of students responding to the survey stated that they spend 5-10 minutes, or less, traveling to school.

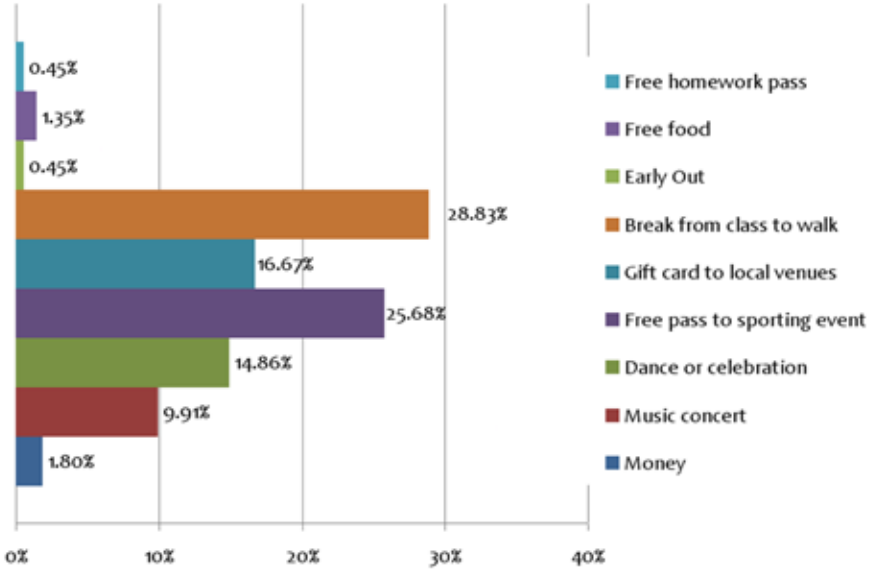


Travel Distance to School

22.34% of students responding to the survey travel 1/2 mile or less to school, while 56.38% travel more than 2 miles to school.



Incentives/Programs

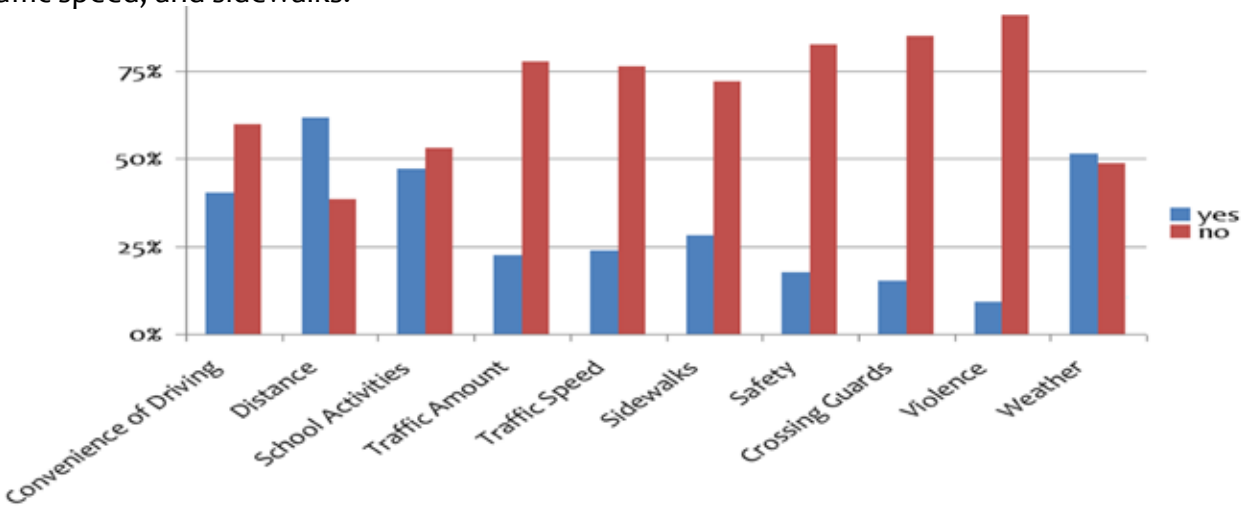


The top student suggestions for increasing walking and biking were:
1. Break from class to walk
2. Free pass to sporting event
3. Gift card to local venues
4. Dance or celebration

The streets and intersections cited most often by students as being unsafe included:
1. Highway 3
2. Greeley turn off

Environmental Factors Impacting Walking/Biking

The most common factors impacting the decision to walk or bike to school include distance, weather, and school activities, and making driving less convenient. Ohter major issues brought up by students were convenience of driving, traffic speed, and sidewalks.



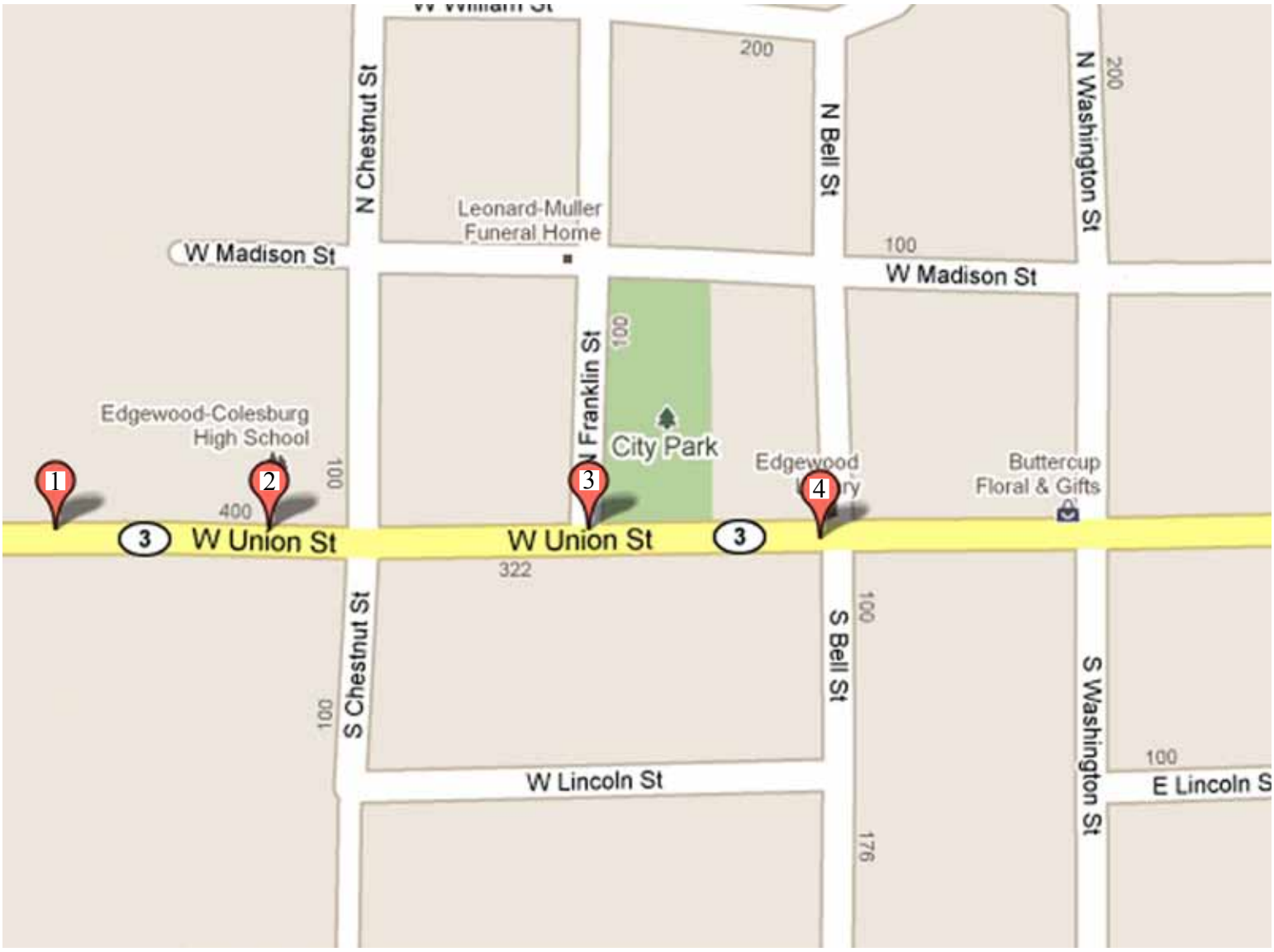
School Administrator Input

Staff met with Edgewood 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	Iowa 3 is the main road coming through town and is right in front of the Jr/Sr High School. Traffic goes way too fast in front of the school making it difficult for students before and after school to cross the street.	Put in place a very slow speed zone (extra slow) starting before the school coming into town from the West till N Franklin St. heading West. Flashing lights for before and after school would help to enforce this.(7:00- 8:30, 3:00- 4:30).
2	Cars do not pay attention to where students are crossing W Union St. to get to school.	A crosswalk leading to the front of the school, students will know they need to cross there. Stop signs for both directions of traffic will make traffic have to stop there, either by rolling stop signs or permanent. (7:00- 8:30, 3:00- 4:30).
3	Iowa 3 is the main road coming through town and is right in front of the Jr/Sr High School. Traffic goes way too fast in front of the school making it difficult for students before and after school to cross the street.	Put in place a very slow speed zone (extra slow) starting before the school coming into town from the West till N Franklin St. heading East. Maybe flashing lights for before and after school would help to enforce this (7:00- 8:30, 3:00- 4:30).
4	Many students walk to Caseys General Store after school, then to the library or to the park. Crossing W Union St, a very busy street, is not safe without a place for students to cross.	A crosswalk leading to Casey's as well as a stop light that only changes when a button is pushed by a pedestrian would be very beneficial.

Mapping Edgewood Jr/Sr 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.



Edgewood-Colesburg Elementary School

School Location:
409 East St.
Colesburg, IA 52035

Present Conditions

Number of students: 285

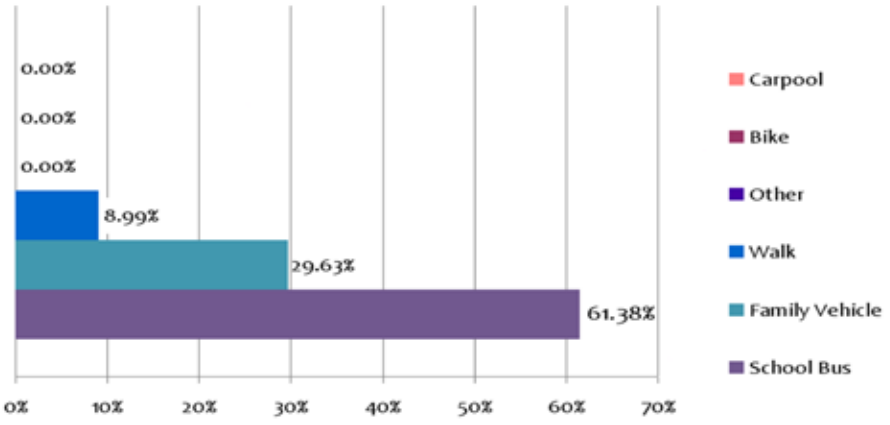
Parent Surveys

Student surveys were administered to parents of children attending grades Pre-school through 6th at the Edgewood-Colesburg 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

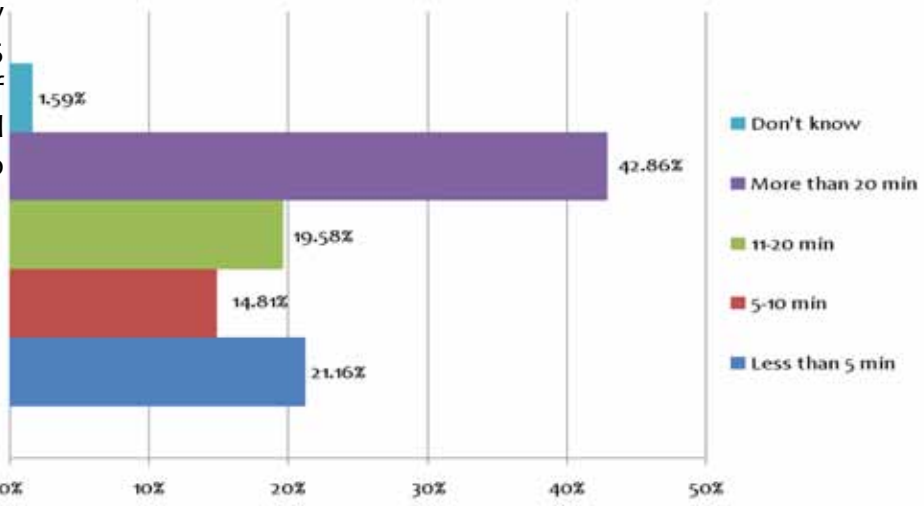
189 parents at Edgewood-Colesburg Elementary School responded to the survey, and this constitutes 66% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (61.38 %), family vehicle (29.63%), and walking (8.99%).



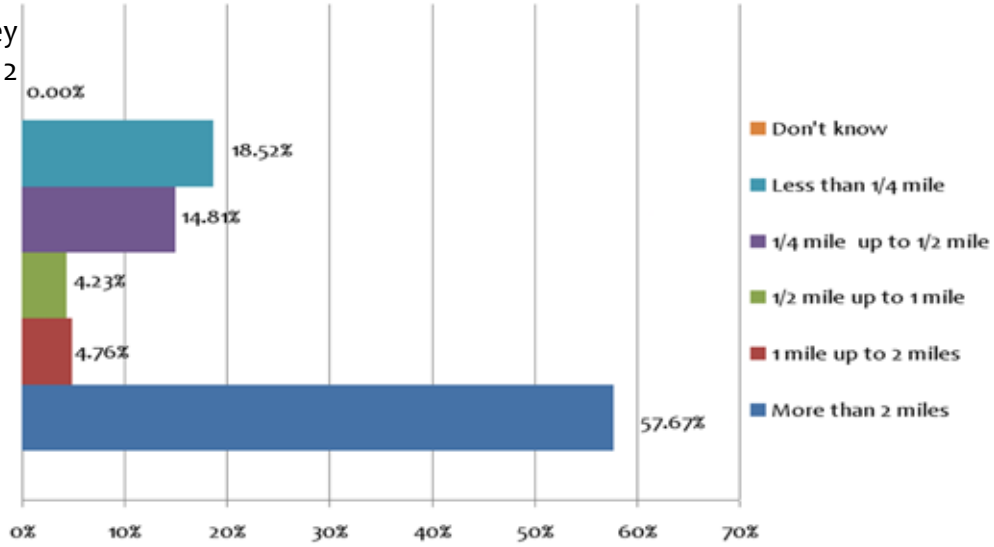
Travel Time to School

21.16% of parents responding to the survey stated that their child spends less than 5 minutes traveling to school, and 42.86% of parents responded saying that their child spends more than 20 minutes traveling to school.



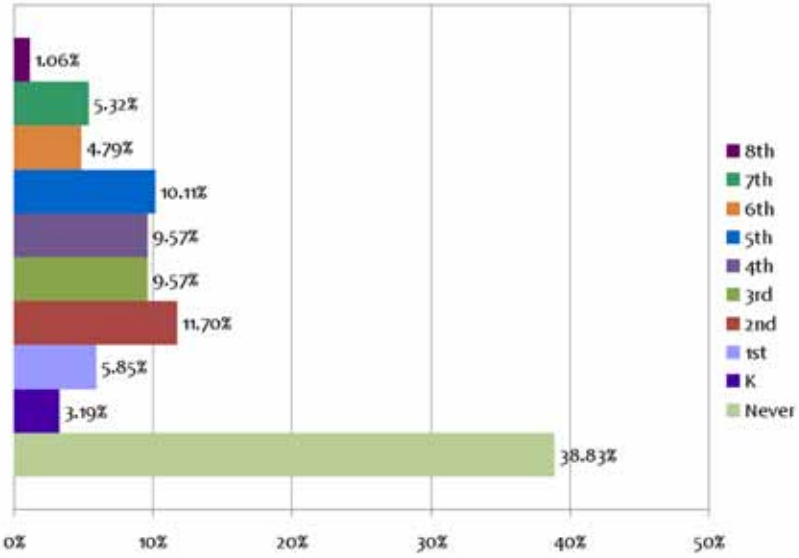
Travel Distance to School

57.67% of parents responding to the survey stated that their child travels more than 2 miles to school.



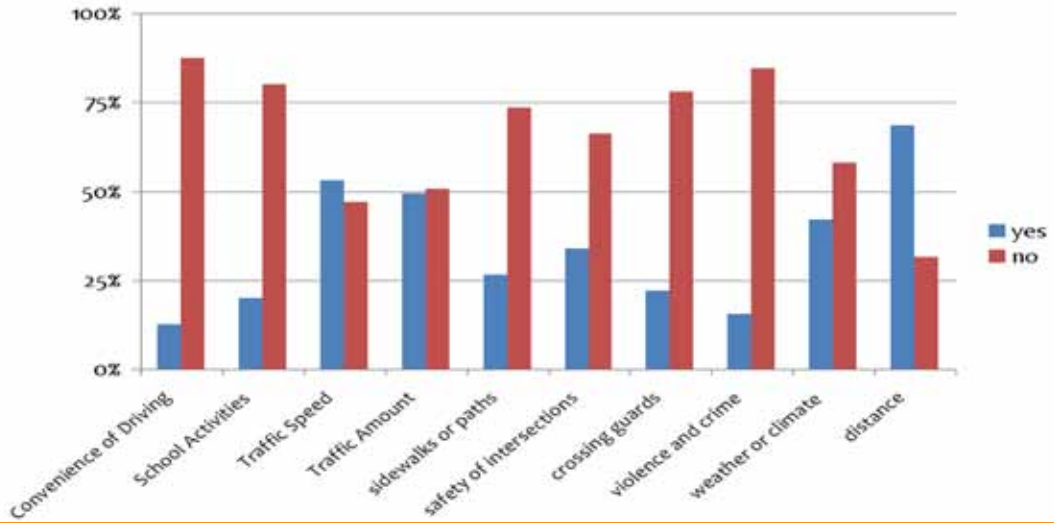
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 2nd grade (11.7%), 5th grade (10.11%), 3rd grade (9.57), and 4th grade (9.57%) as an appropriate, allowable age for a child to walk or bike to school. 38.83% 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

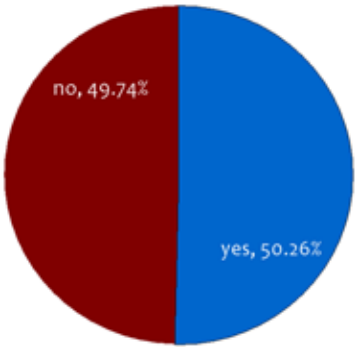
The most common factors impacting the decision to walk or bike to school included distance , traffic along the route to school, and traffic speed on the route to school. Other issues brought up by parents were weather, weather, intersection safety, and sidewalks or paths along the route to school.



Interest in Behavior Change Programs

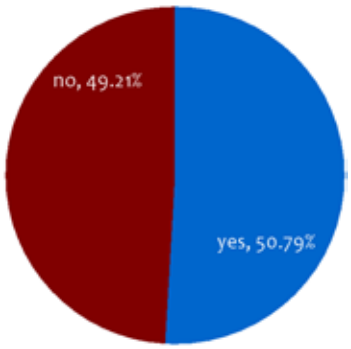
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



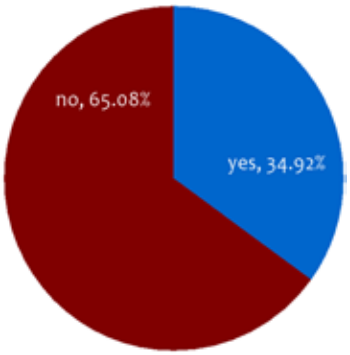
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



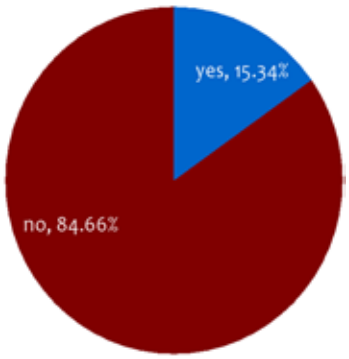
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



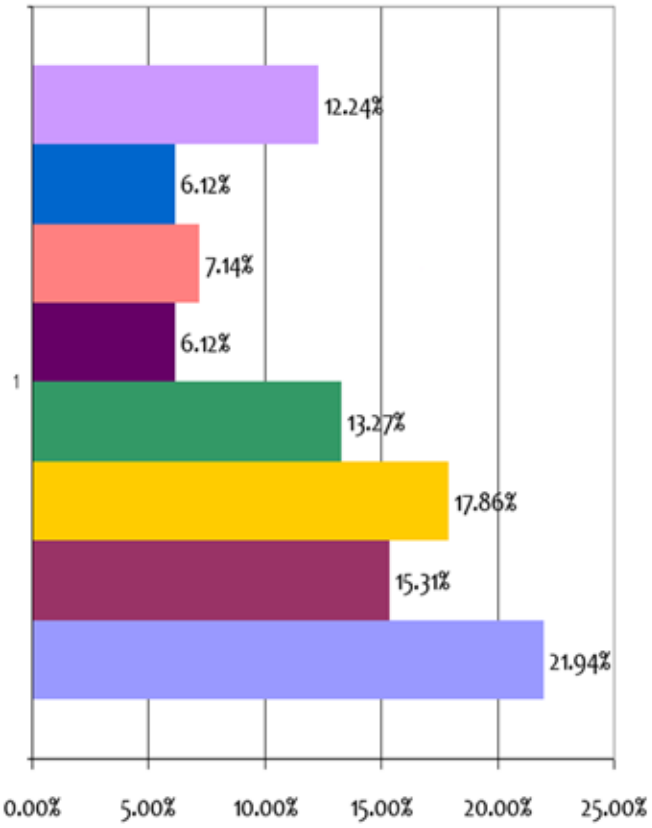
Students walk to a shared bus stop and the bus picks them up from this location.

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. Adult supervision
2. Safety education
3. Crosswalks

The streets cited most often by parents as being unsafe included:
1. Highway 3
2. Woods Edge Drive
3. Main Street

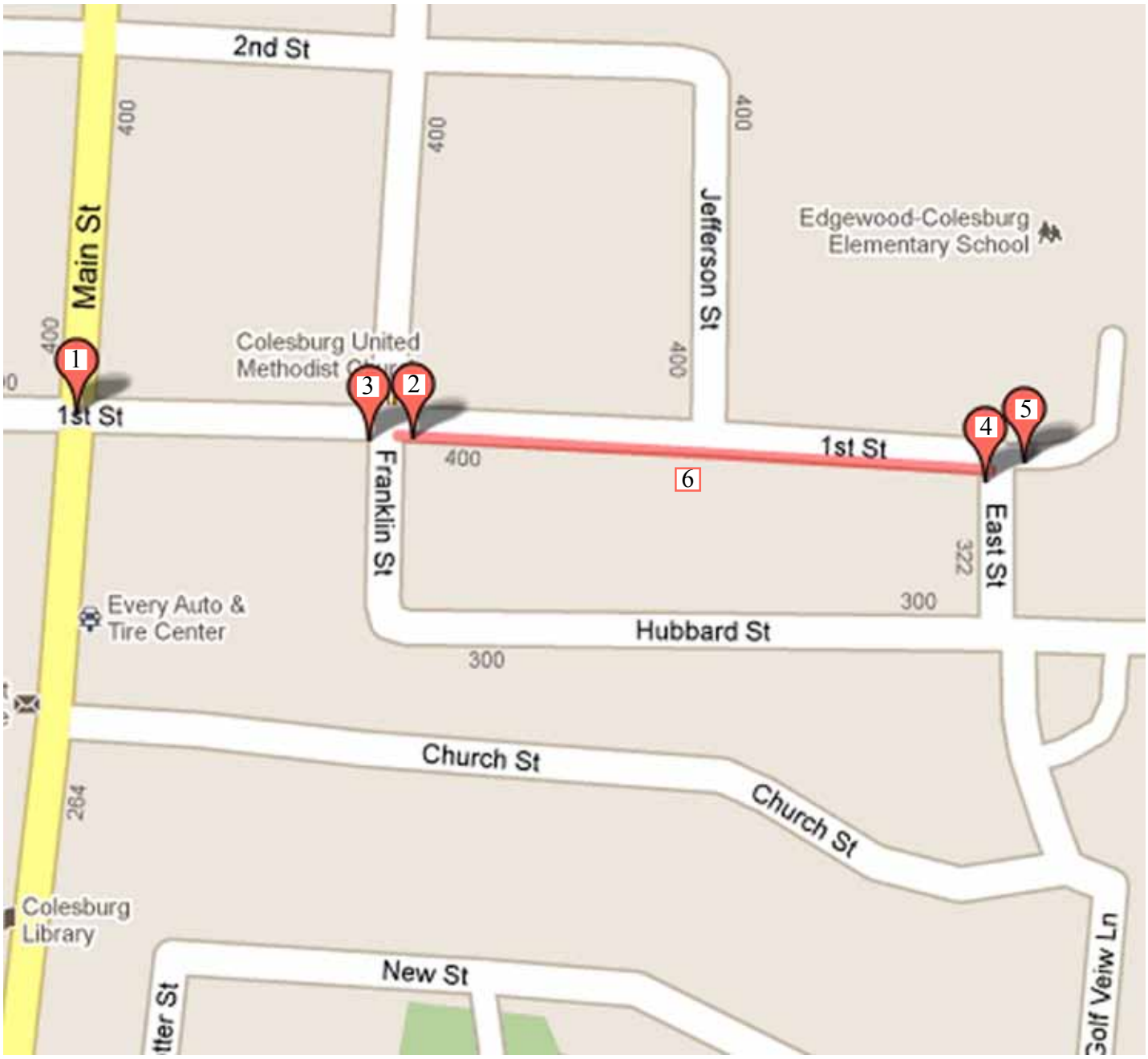
School Administrator Input

Staff met with Edgewood- Colesburg 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	Drivers come into town and do not slow down. Students cross here to get to the other side of town on their way to and from school.	A flashing light put in the intersection of 1st St. and Main St. would stop drivers when necessary and remind them to slow down.
2	There is no way for students to properly cross the street safely.	Put a crosswalk on Franklin St crossing 1st St.
3	There is no way for students to properly cross the street safely.	Put a crosswalk on 1st St crossing Franklin St.
4	Students are unsure of where they should cross the street to get to school. If they cross through the middle of the loop, they will have to dodge several drivers who are dropping off students.	A cross walk will show the students where to cross the street safely, as well as bring them to a sidewalk that will keep them out of the way of drivers dropping off students in the loop.
5	This intersection leads into the loop where many students are dropped off and picked up. On the way into the loop, drivers tend to go through this intersection without paying much attention to walkers.	A stop sign would make drivers stop and give them the opportunity to check for people crossing the street.
6	By having the sidewalk on just the North side of 1st St, students are crossing the street unsafely, as well as crossing through the loop where other students are being picked up and dropped off.	Put a sidewalk on the the South side of 1st St from the Elementary school to Franklin St.

Mapping Colesburg Elementary 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 page 4.



MaquoketaValley Senior High School

School Location:
107 South St.
Delhi, Iowa 52223

Present Conditions

Number of students: 285

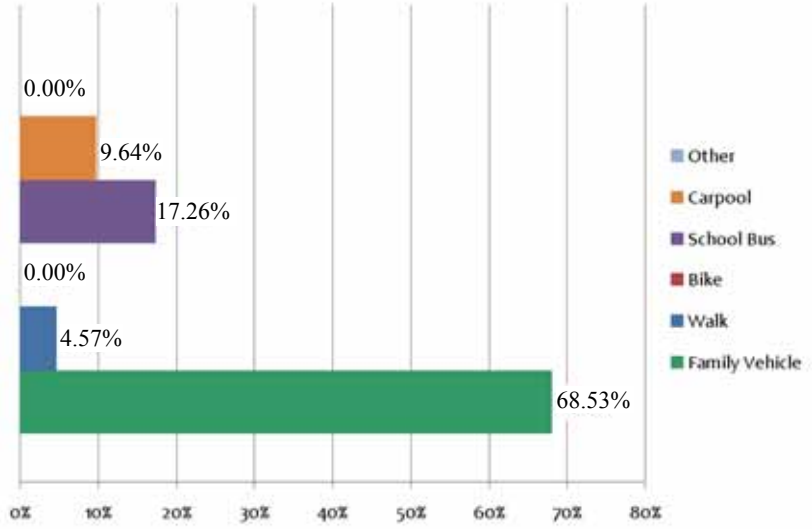
Student Surveys

Student surveys were administered to 6th through 8th graders, at Maquoketa Valley Senior High School, during the month of January in 2010. 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

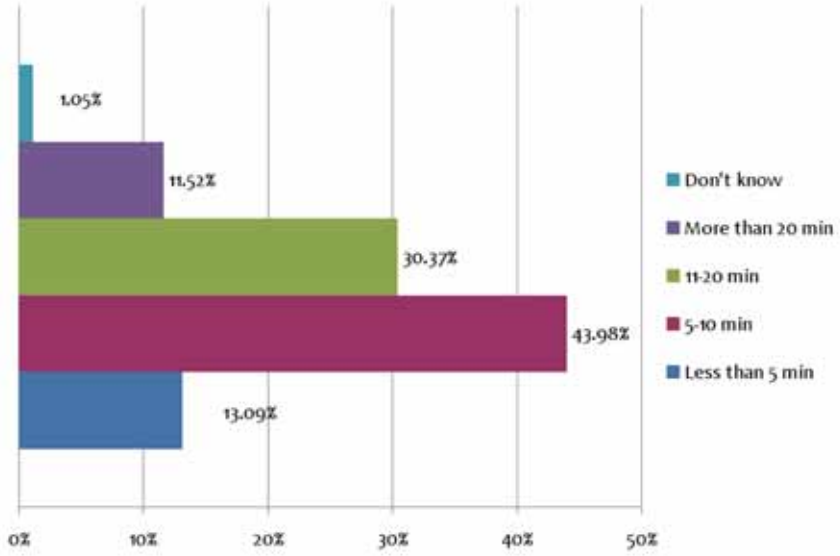
196 students responded to the survey, and this constitutes 69% of the student body.

Students responding to the survey travel to school by a family vehicle (68.53%) or by a school bus (17.26%).



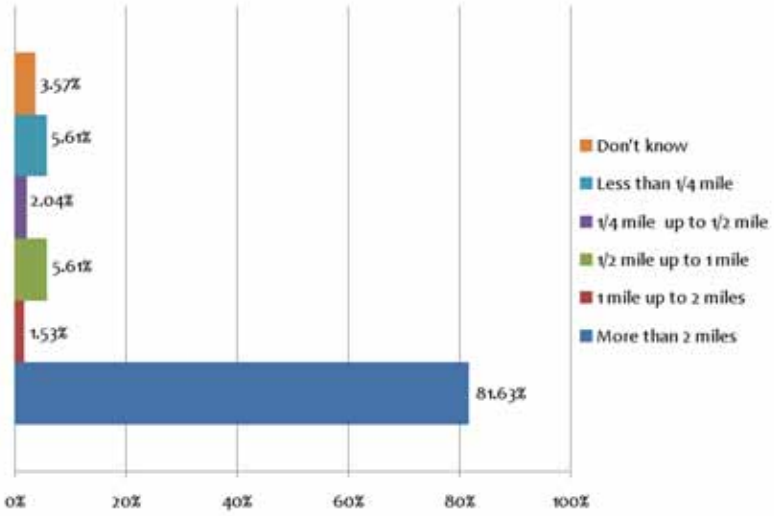
Travel Time to School

57.07% of students responding to the survey stated that they spend 10 minutes or less traveling to school.

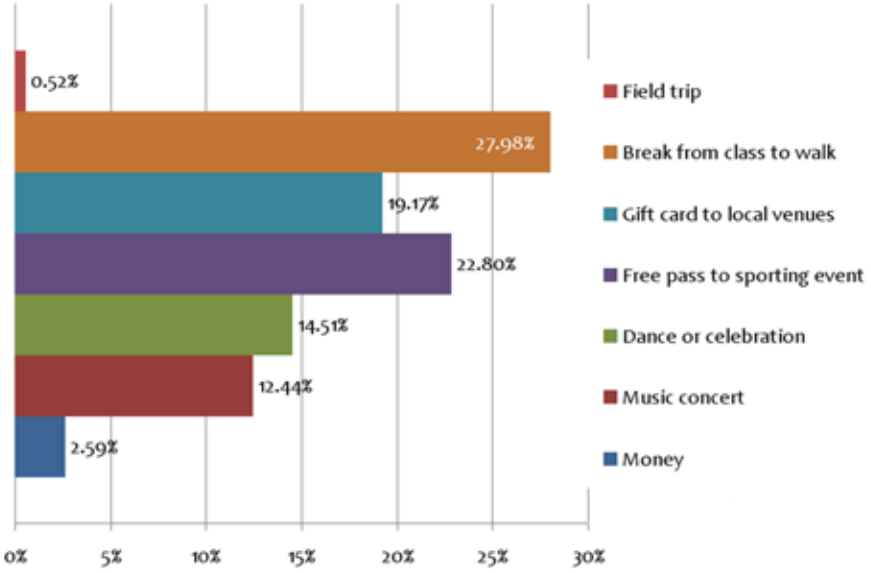


Travel Distance to School

81.63% of students responding to the survey travel more than 2 miles to school.



Incentives/Programs

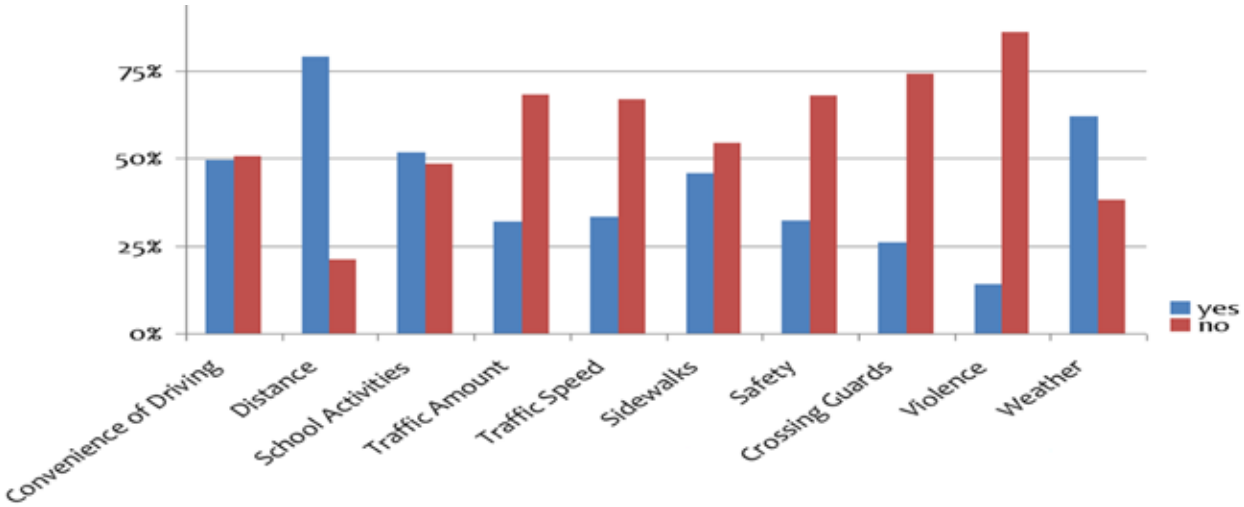


The top student suggestions for increasing walking and biking were:
1. Break from class to walk
2. Free pass to sporting event
3. Gift card to local venues
4. Dance or celebration

The streets and intersections cited most often by students as being unsafe included:
1. Highway 20

Environmental Factors Impacting Walking/Biking

The most common factors impacting the decision to walk or bike to school include distance to walk, weather, and school activities. Other issues brought up by students were convenience of driving, sidewalks, and safety.



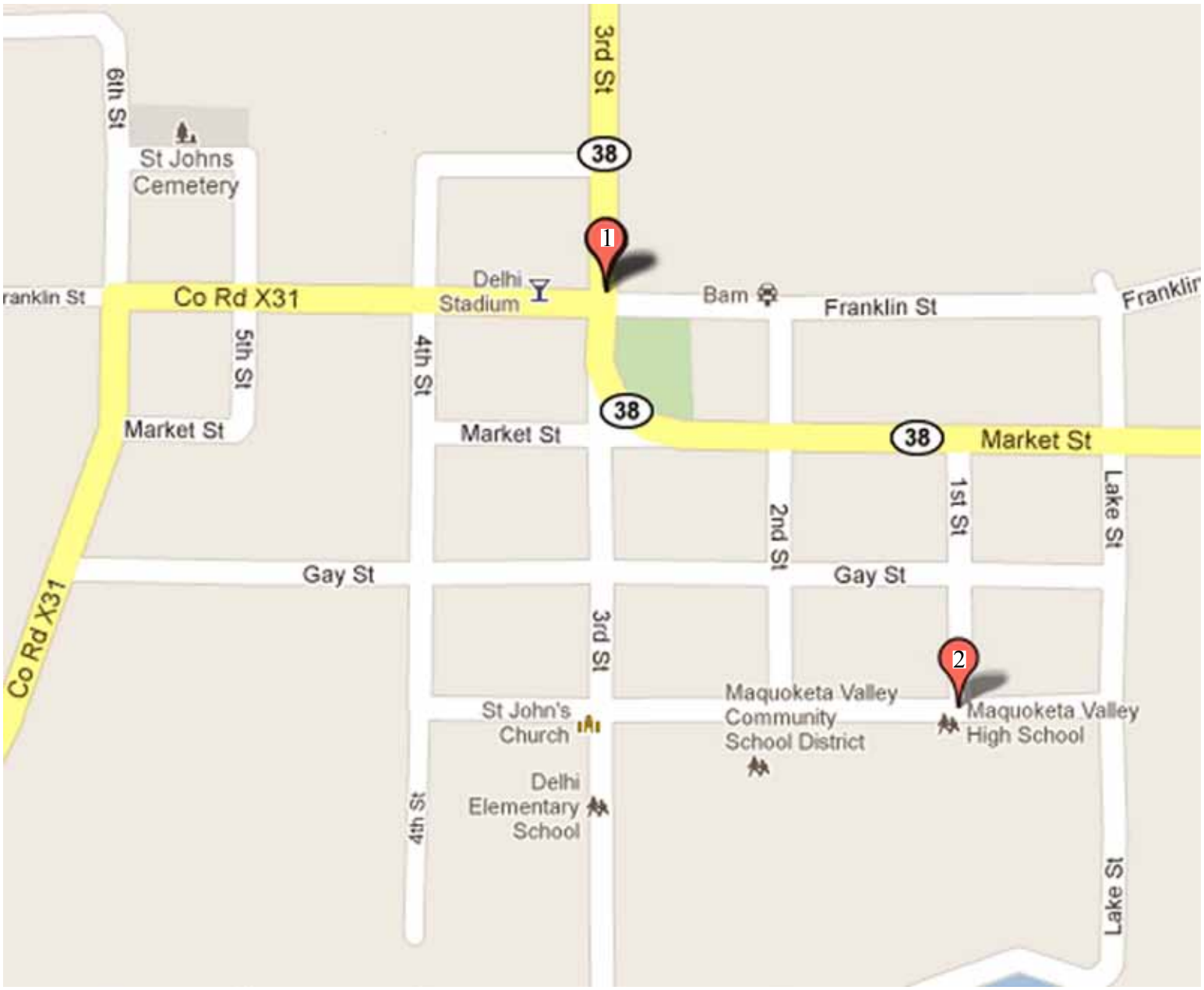
School Administrator Input

Staff met with Maquoketa Valley 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	Crossing HWY 38 on Franklin St. is not a safe intesection to cross.	This intersection needs crosswalks, as well as signs and flashing lights reminding drivers to watch for pedestrians.
2	The interesection is not a safe place to cross because of the traffic before and after school.	A crosswalk and possibly crossing guards would be helpful for students who need to cross at this intersection.

Mapping Maquoketa Valley 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 page 3.



Maquoketa Valley Middle School

School Location:
112 3rd St.
Delhi, Iowa 52223

Present Conditions

Number of students: 190

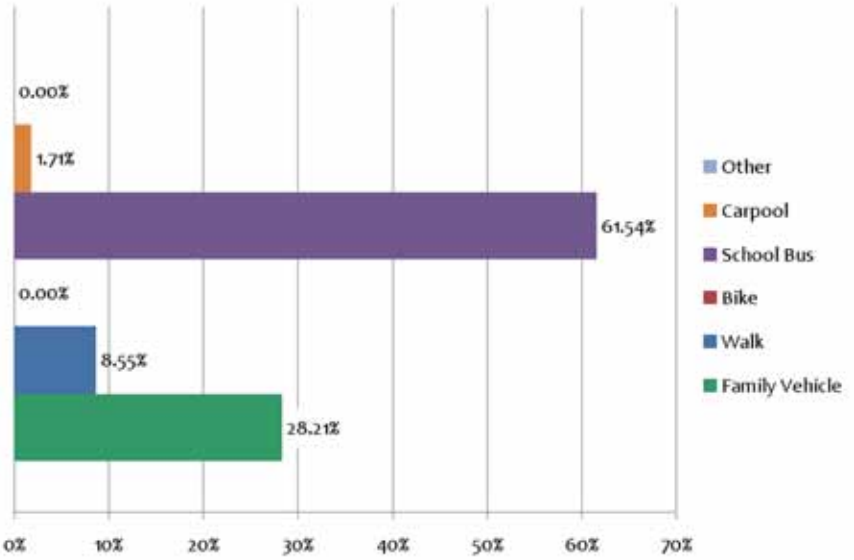
Student Surveys

Surveys were administered to 6th through 8th graders, at Maquoketa Valley Middle 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

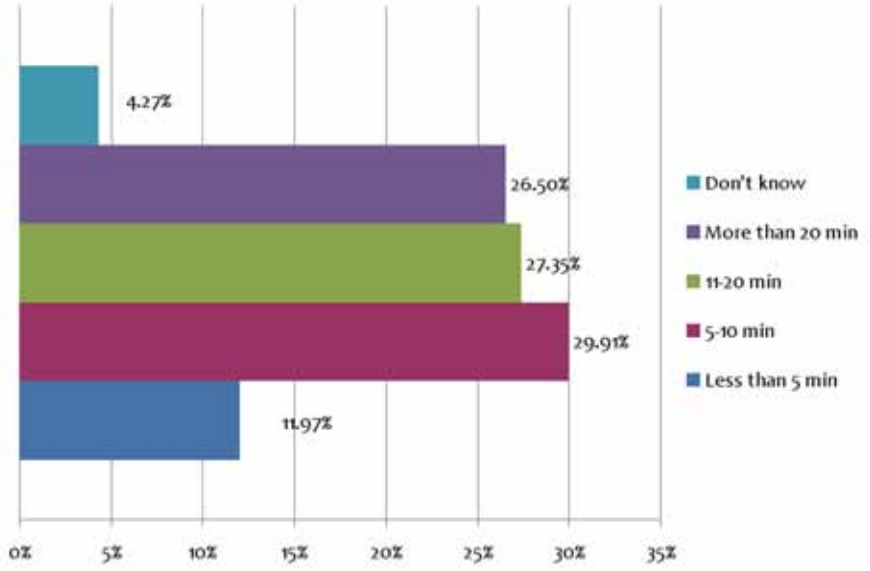
117 students responded to the survey, and this constitutes 62% of the student body.

Students responding to the survey travel to school by a school bus (61.54%) or by a family vehicle (28.21%).



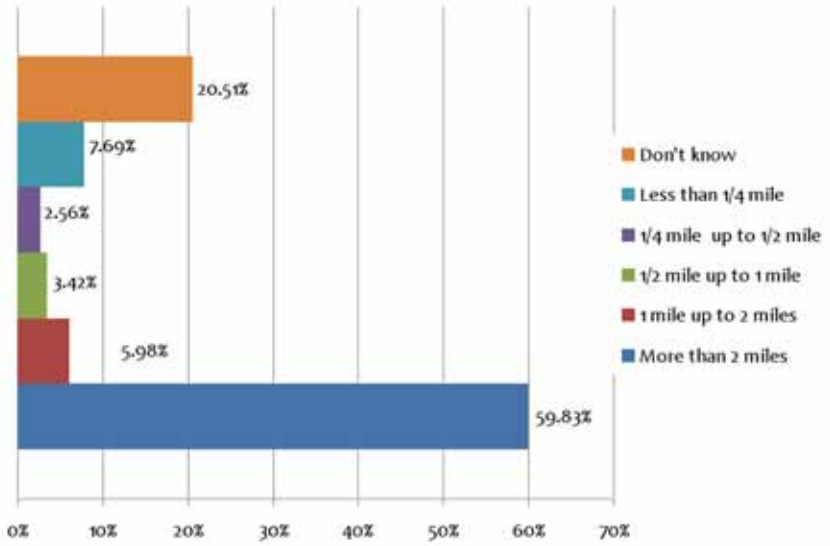
Travel Time to School

41.88% of students responding to the survey stated that they spend 10 minutes or less traveling to school.

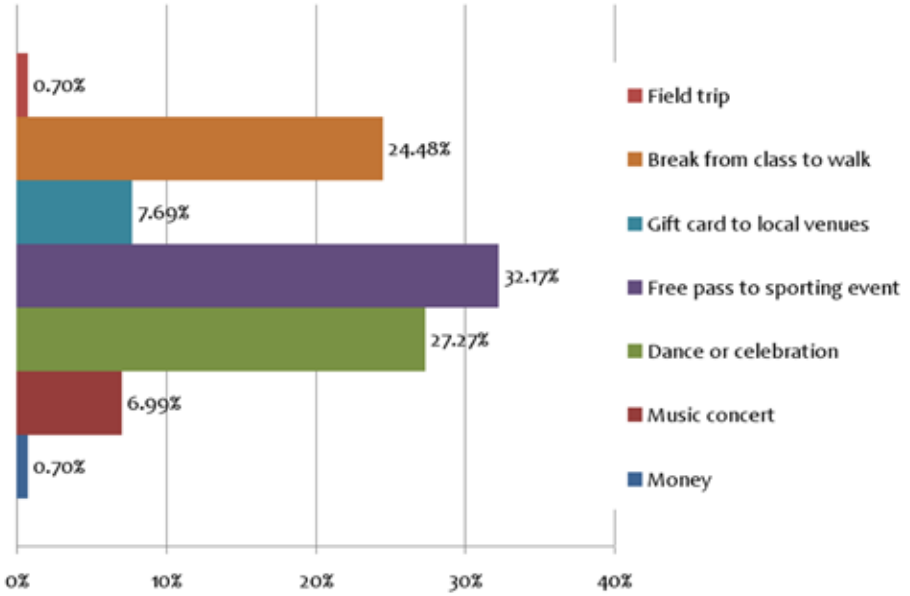


Travel Distance to School

10.25% of students responding to the survey travel less than 1/2 mile to school, while 59.83% travel more than 2 miles to school.



Incentives/Programs

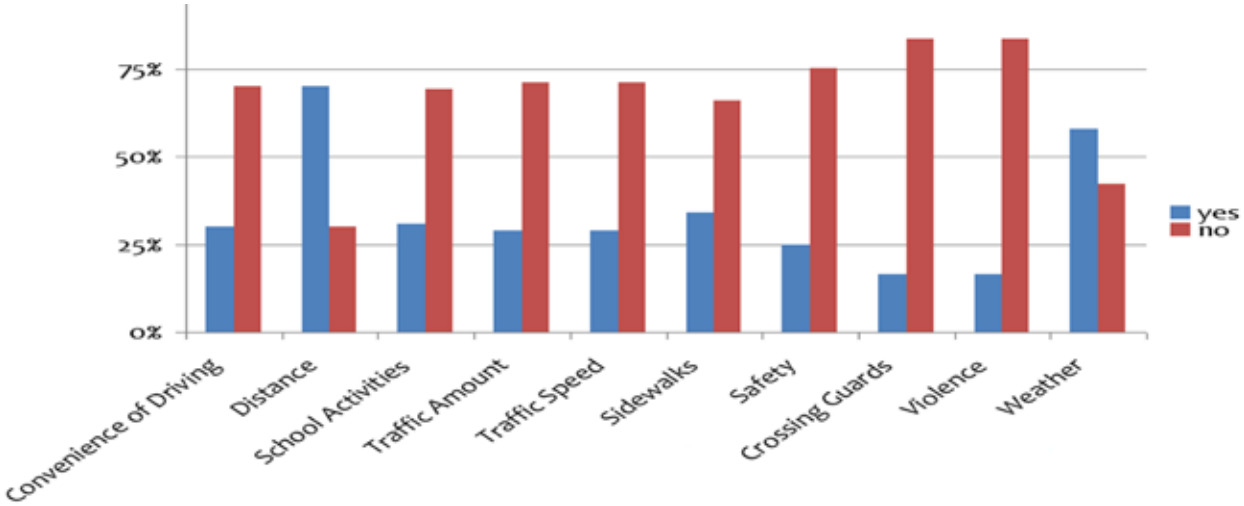


The top student suggestions for increasing walking and biking were:
1. Free pass to sporting event
2. Dance or celebration
3. Break from class to walk
4. Gift card to local venues

The streets and intersections cited most often by students as being unsafe included:
1. Highways
2. Intersections by the schools
3. 245th Street
4. South 19th Street

Environmental Factors Impacting Walking/Biking

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



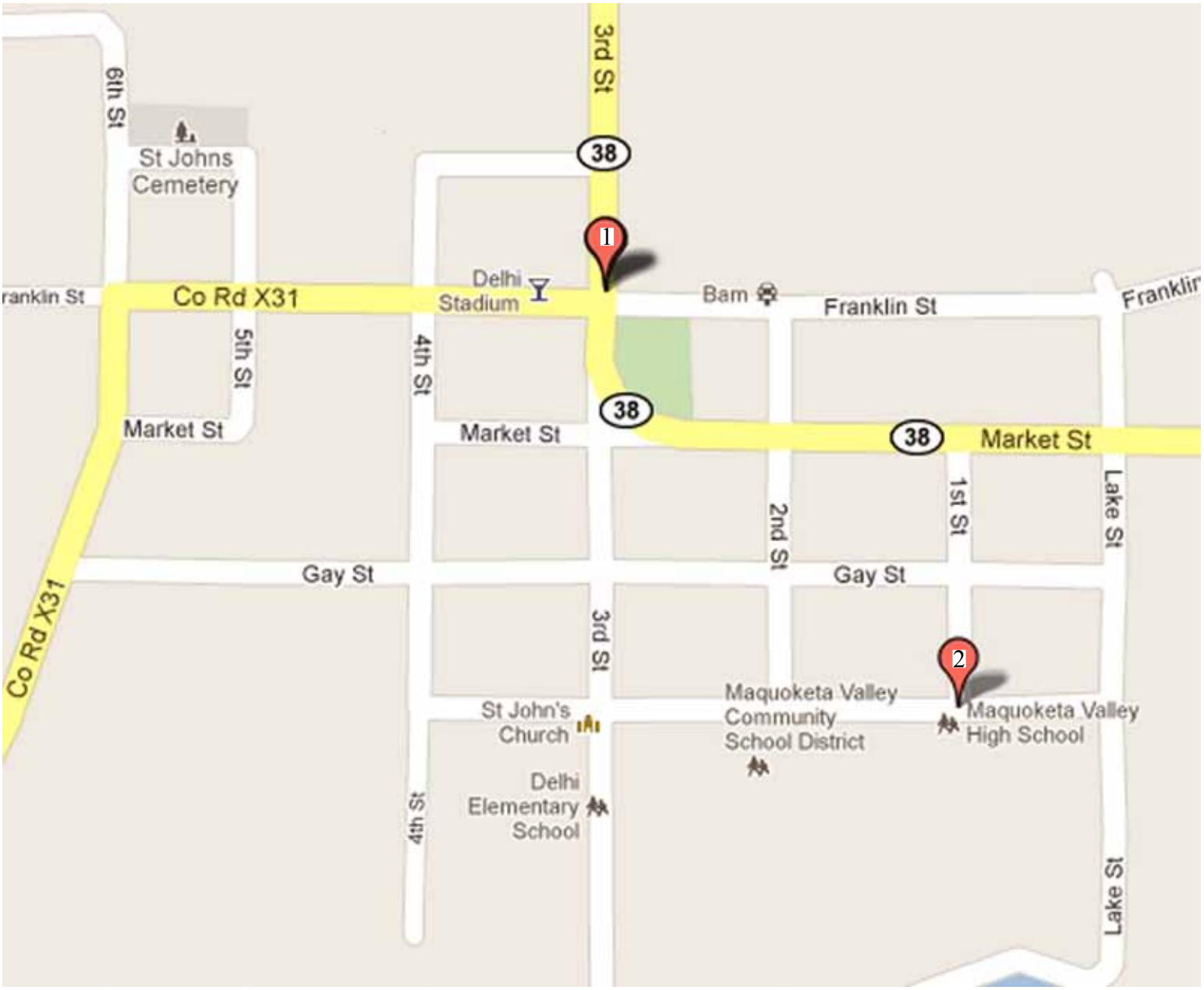
School Administrator Input

Staff met with Maquoketa Valley Middle 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	HWY 38 on Franklin St. is not a safe intersection to cross.	This intersection needs crosswalks, as well as signs and flashing lights reminding drivers to watch for pedestrians.
2	The interesection is not a safe place to cross because of the traffic before and after school.	A crosswalk and possibly crossing guards would be helpful for students who need to cross at this intersection.

Mapping Maquoketa Valley 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 the previous page.



Delhi Elementary School

School Location:
112 3rd St.
Delhi, IA 52223

Present Conditions

Number of students: 123

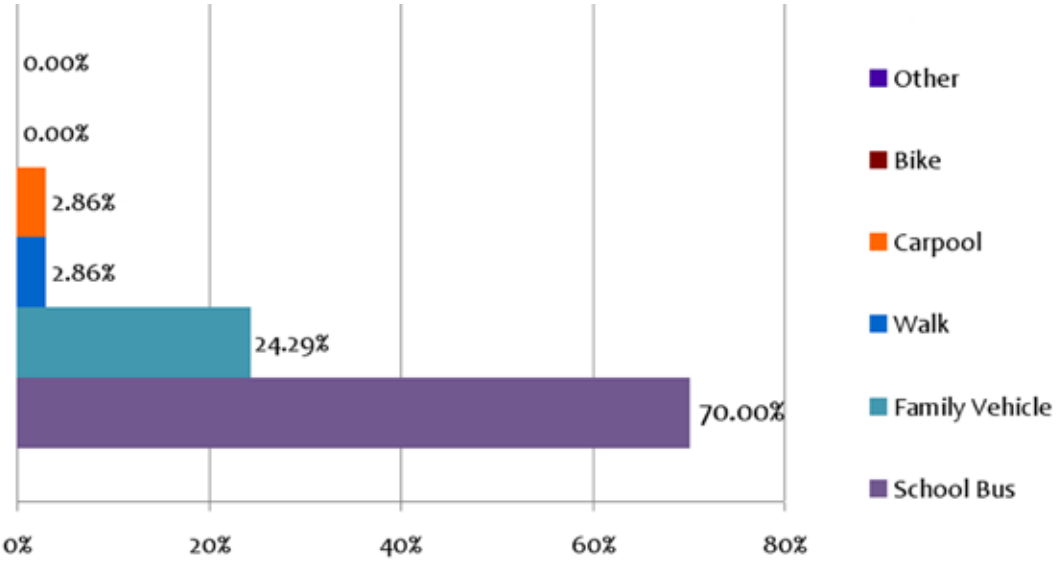
Parent Surveys

Student surveys were administered to parents of children attending grades Pre-school through 5th at Delhi 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

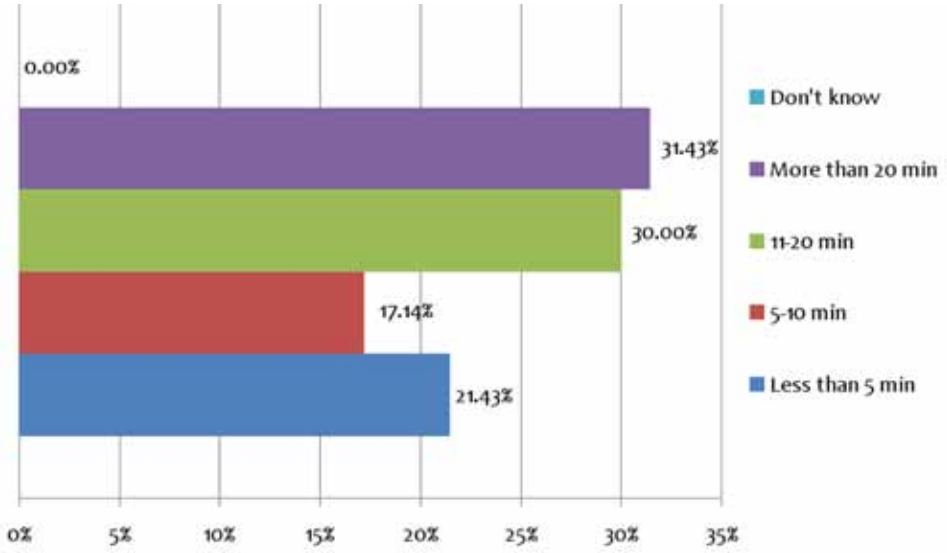
72 parents at Delhi Elementary School responded to the survey, and this constitutes 59% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (70 %), and family



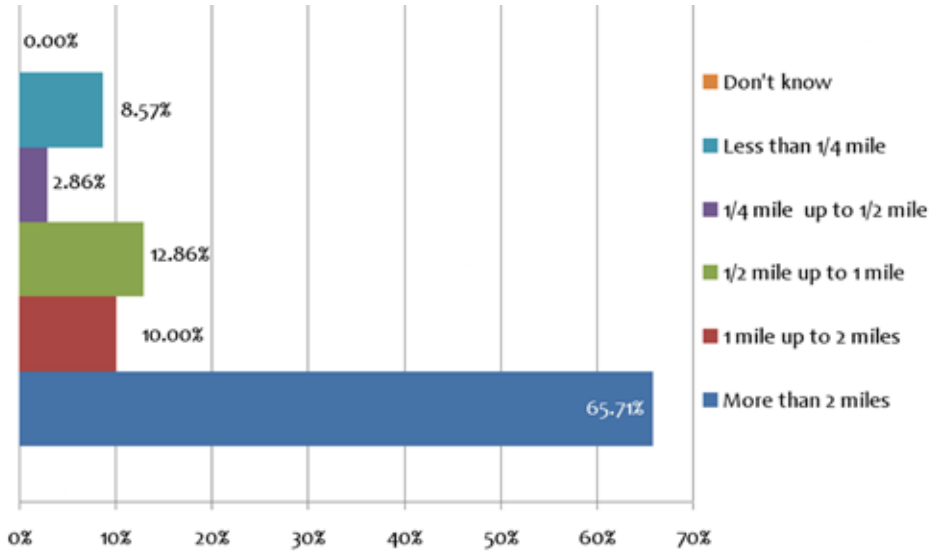
Travel Time to School

21.43% of parents responding to the survey stated that their child spends less than 5 minutes traveling to school, and 31.43% of parents responded saying that their child spends more than 20 minutes traveling to school.



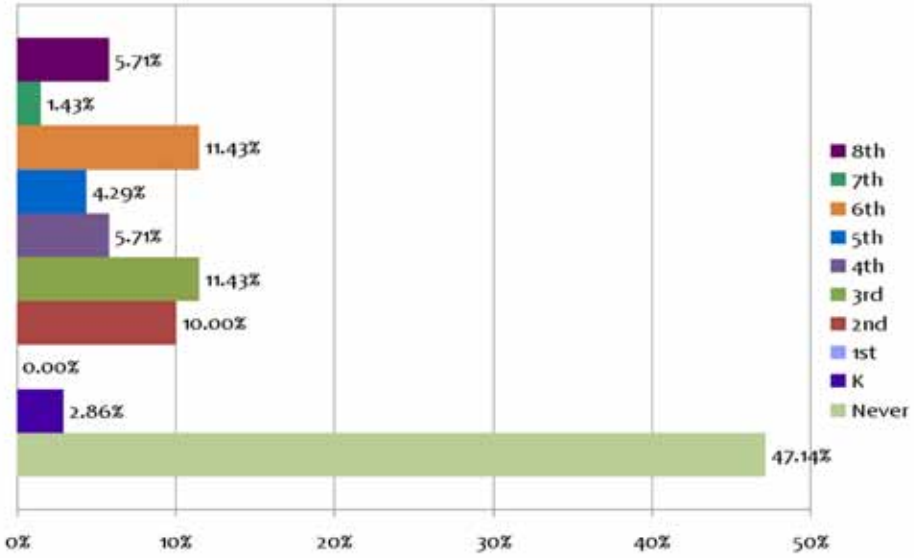
Travel Distance to School

65.71% of parents responding to the survey stated that their child travels more than 2 miles to get to school.



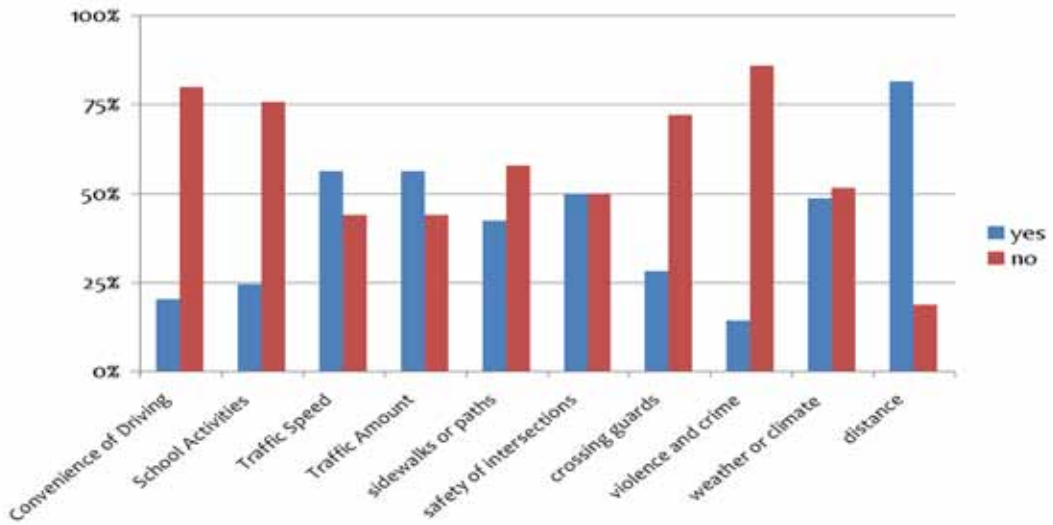
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 3rd grade (11.43%), 6th grade (11.43%), and 2nd grade (10%) as an appropriate, allowable age for a child to walk or bike to school. 47.14% 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

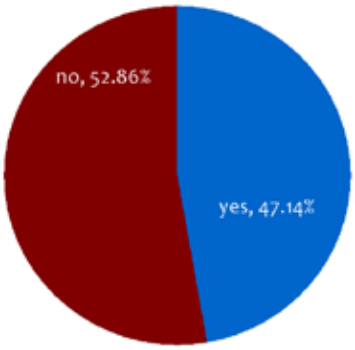
The most common factors impacting the decision to walk or bike to school included traffic speed t, less traffic amount, and distance to the school. Other issues brought up by parents were intersection safety and weather.



Interest in Behavior Change Programs

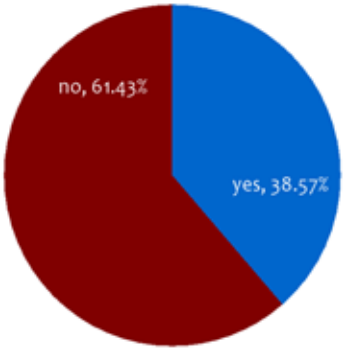
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



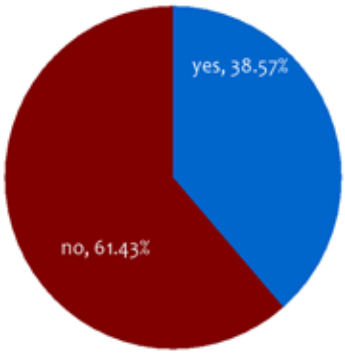
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



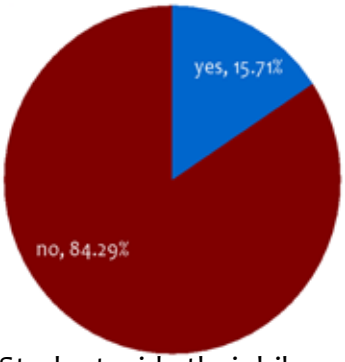
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



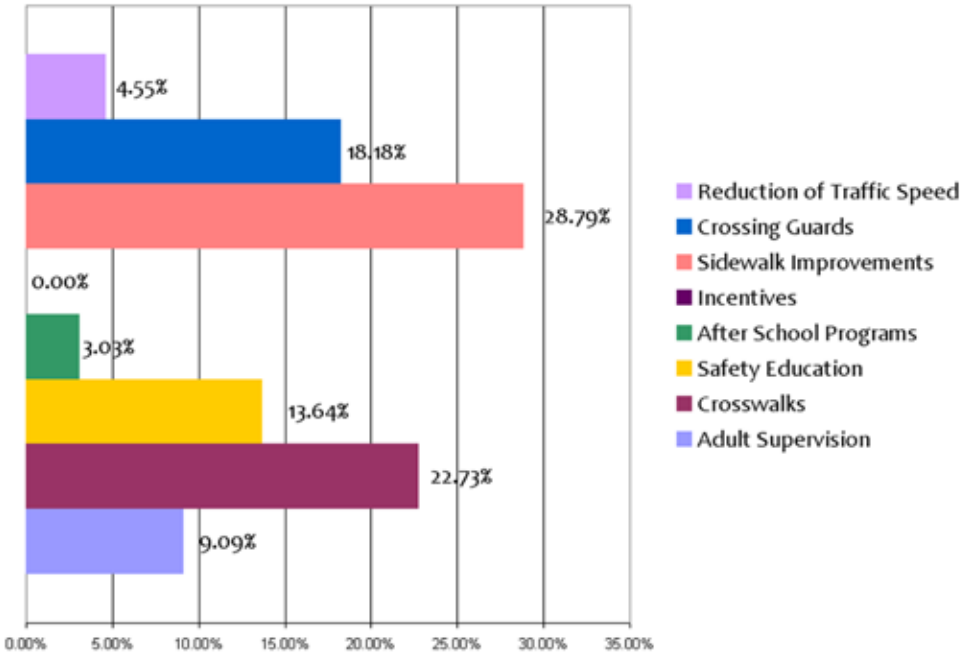
Students walk to a shared bus stop and the bus picks them up from this location.

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. Highway 38
2. Hankins Street
3. Main Street

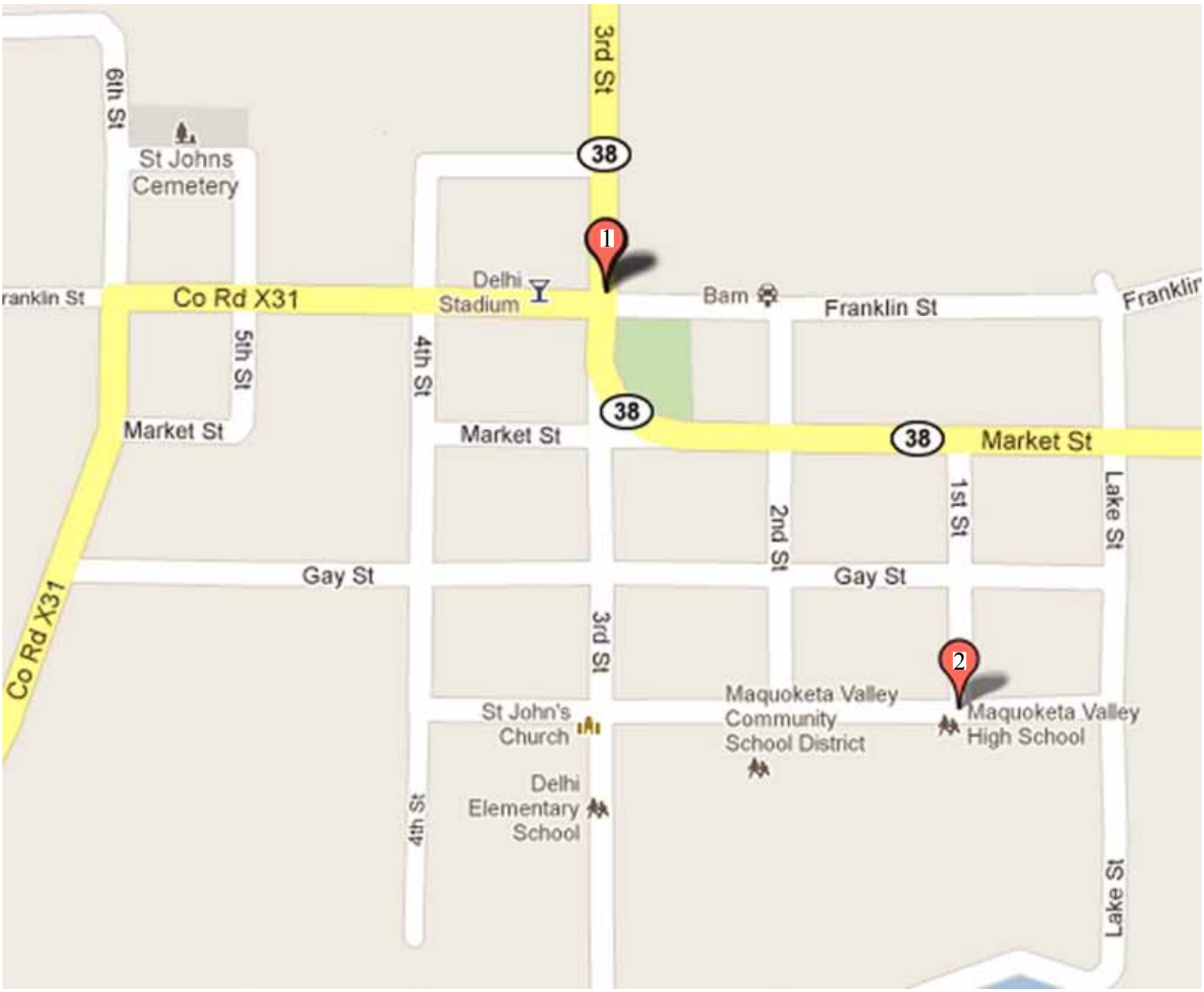
School Administrator Input

Staff met with Delhi 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	HWY 38 on Franklin St. is not a safe intesection to cross.	This intersection needs crosswalks, as well as signs and flashing lights reminding drivers to watch for pedestrians.
2	The interesection is not a safe place to cross because of the traffic before and after school.	A crosswalk and possibly crossing guards would be helpful for students who need to cross at this intersection.

Mapping Delhi 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.



Earlville Elementary School

School Location:
213 Stow St.
Earlville, IA 52041

Present Conditions

Number of students: 119

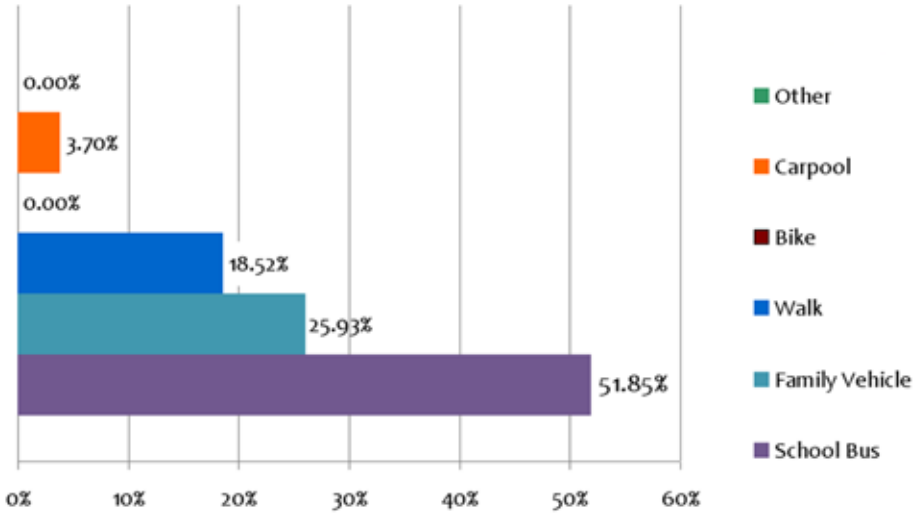
Parent Surveys

Student surveys were administered to parents of children attending grades kindergarten through 5th at Earlville Elementary School, during the month of January in 2011. Parents were asked to answer qestions 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

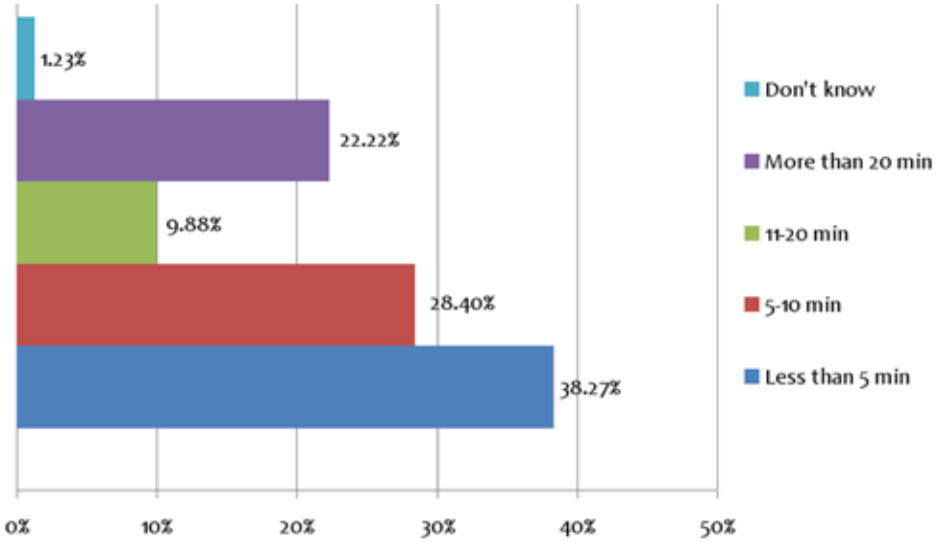
81 parents at Earlville Elementary School responded to the survey, and this constitutes 68% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (51.85), family vehicle (25.93 %), and walking (18.52%).



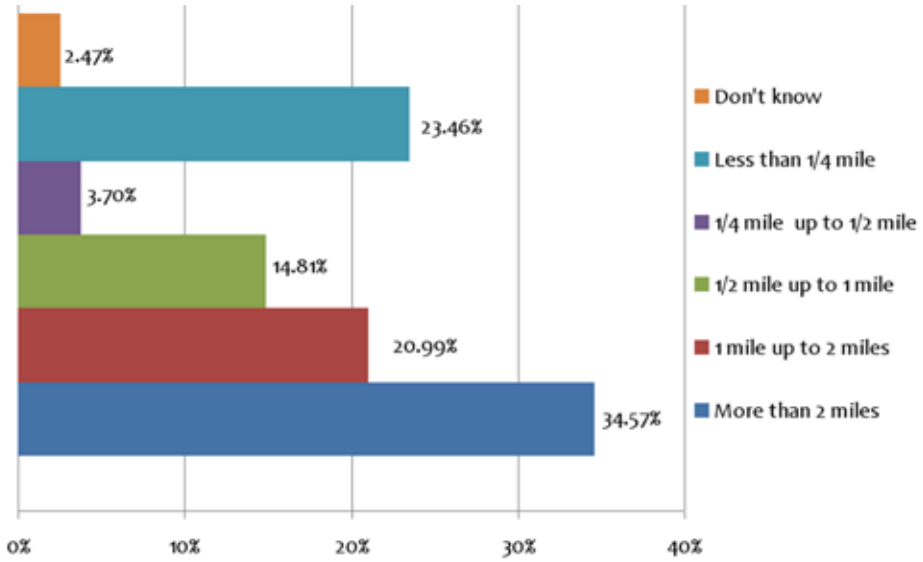
Travel Time to School

21.43% of parents responding to the survey stated that their child spends less than 5 minutes traveling to school, and 31.43% of parents responded saying that their child spends more than 20 minutes traveling to school.



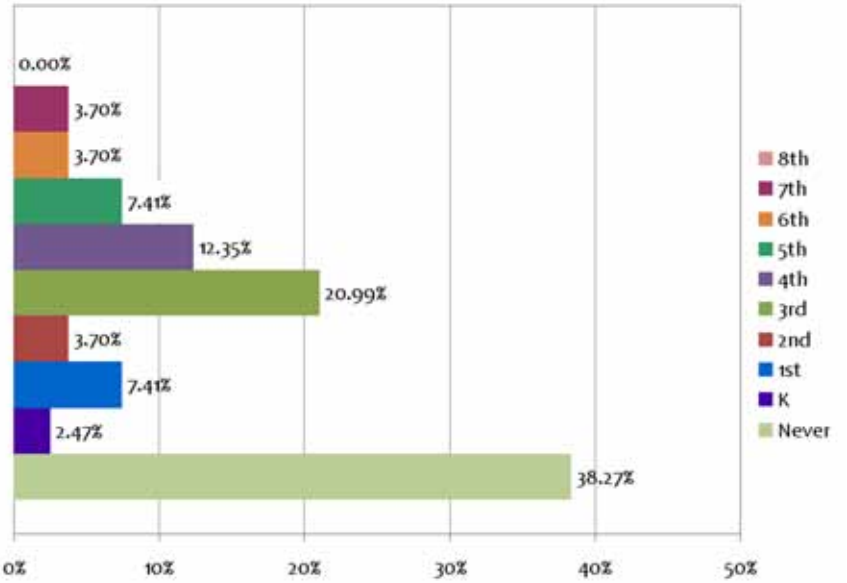
Travel Distance to School

23.46% of parents responding to the survey stated that their child travels less than 1/4 mile to school, and 34.57% of parents responded that their child travels more than 2 miles to school.



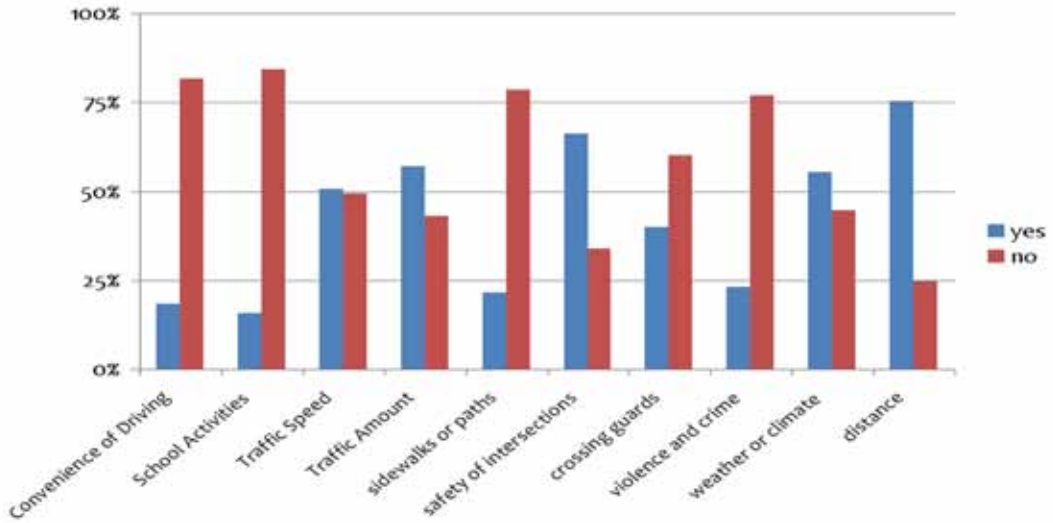
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 3rd grade (20.99%), and 4th grade (12.35%) as an appropriate, allowable age for a child to walk or bike to school. 38.27% 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

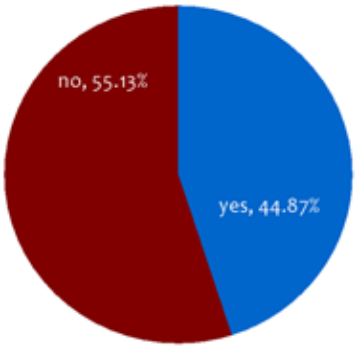
The most common factors impacting the decision to walk or bike to school included distance, safety of intersections and weather or climate. Other issues brought up by parents were Traffic speed, traffic amount, and crossing guards.



Interest in Behavior Change Programs

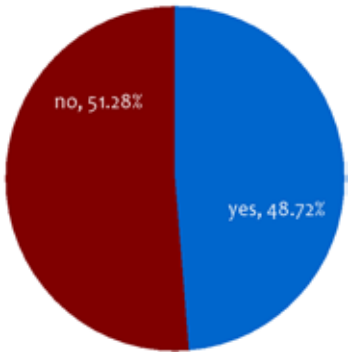
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



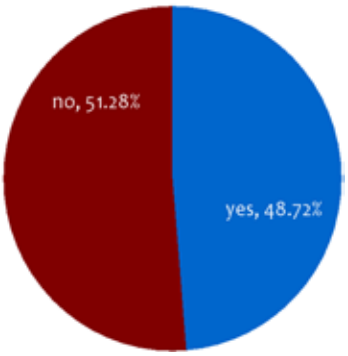
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



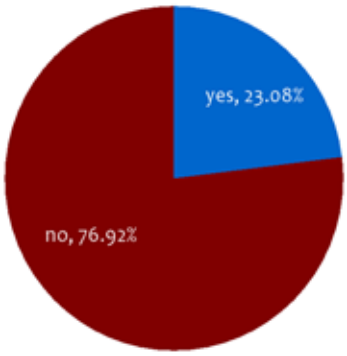
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



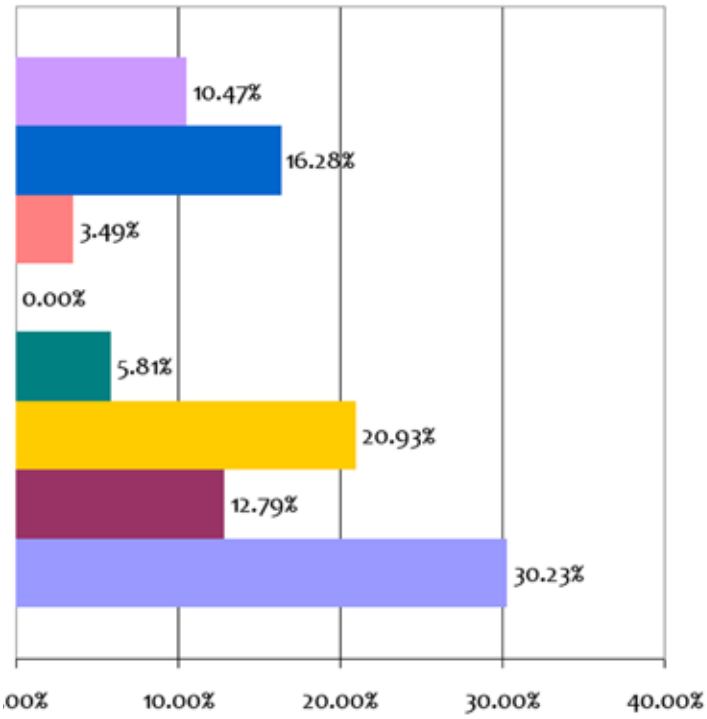
Students walk to a shared bus stop and the bus picks them up from this location.

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. Adult supervision
2. Safety education
3. Crossing guards

The streets cited most often by parents as being unsafe included:
1. Rail road crossing
2. Main Street

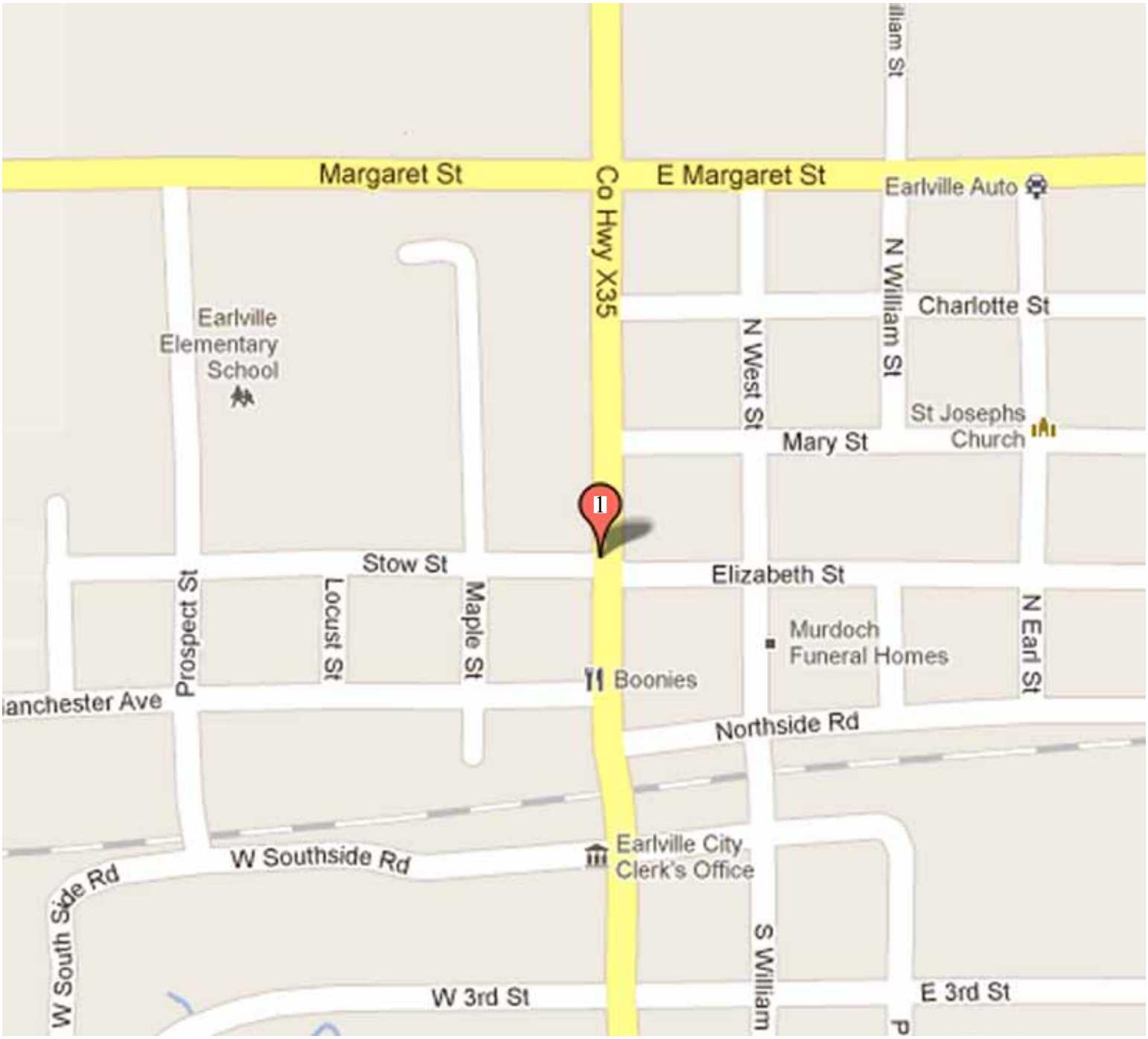
School Administrator Input

Staff met with Earlville 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	HWY 35 is not a safe road to cross becuase of it being a busier street in town.	Have a cross walk and crossing guards by the main road for students to be able to cross the Highway safely.

Mapping Earlville Elementary 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.



Johnston Elementary School

School Location:
131 Culver Rd.
Hopkinton, IA 52237

Present Conditions

Number of students: 79

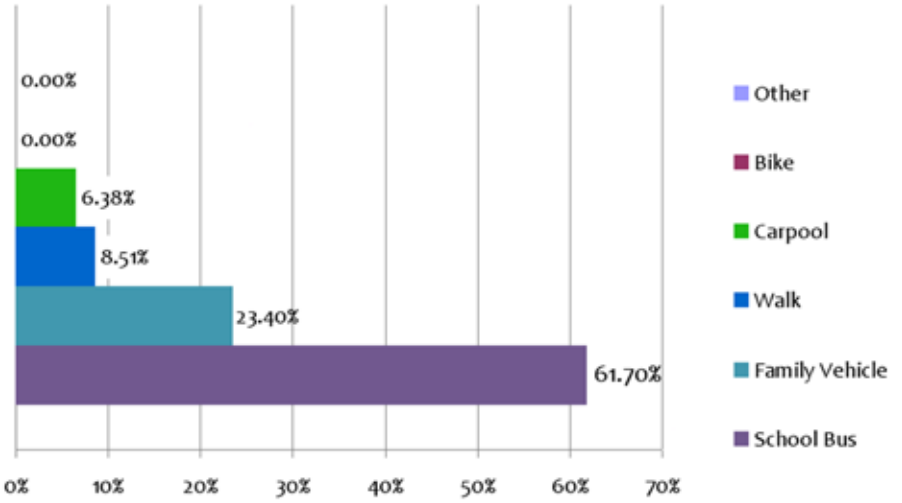
Parent Surveys

Student surveys were administered to parents of children attending grades kindergarten through 5th at Johnston 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

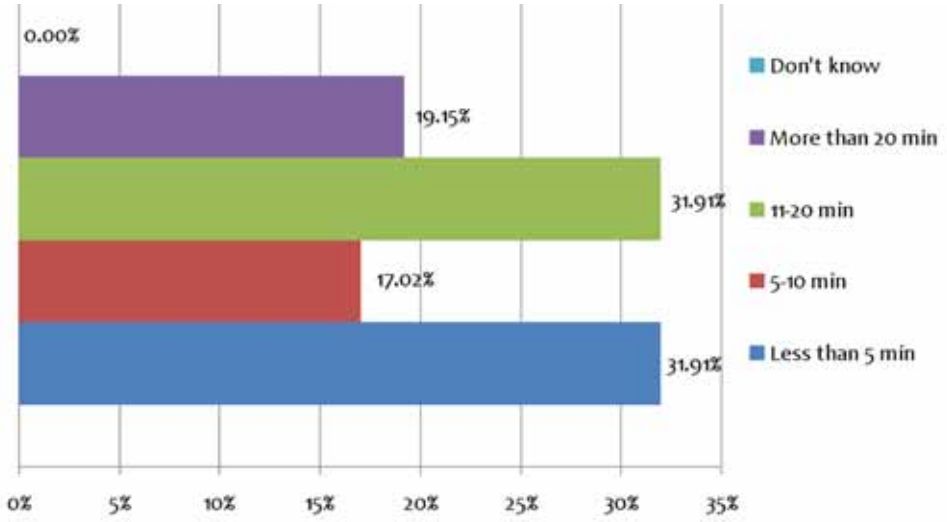
47 parents at Johnston Elementary School responded to the survey, and this constitutes 59% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (61.70 %), family vehicle (23.40%), and walking (8.51%).



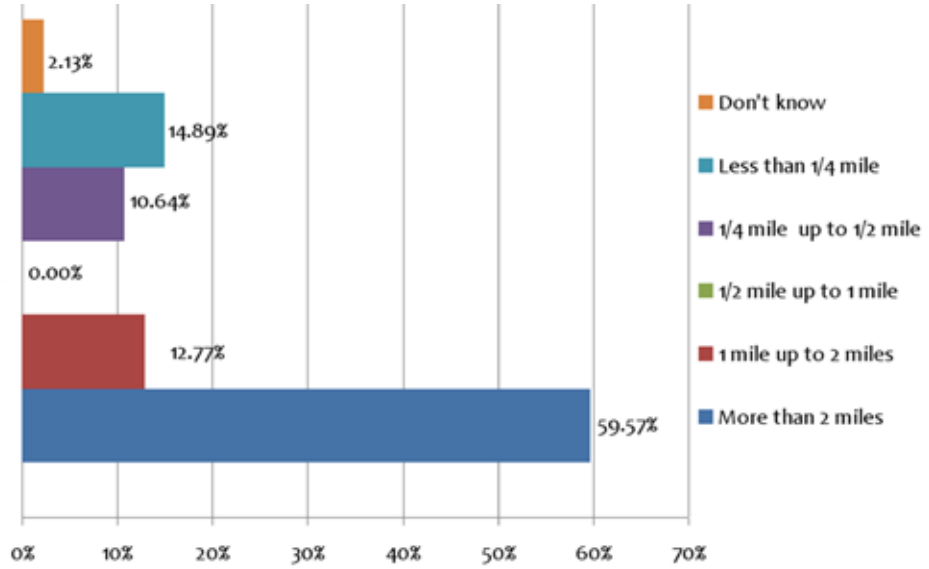
Travel Time to School

31.91% of parents responding to the survey stated that their child spends less than 5 minutes traveling to school. 31.91% of parents who responded stated that their child spends 11-20 minutes traveling to school. 19.15% of parents responded saying that their child spends more than 20 minutes traveling to school.



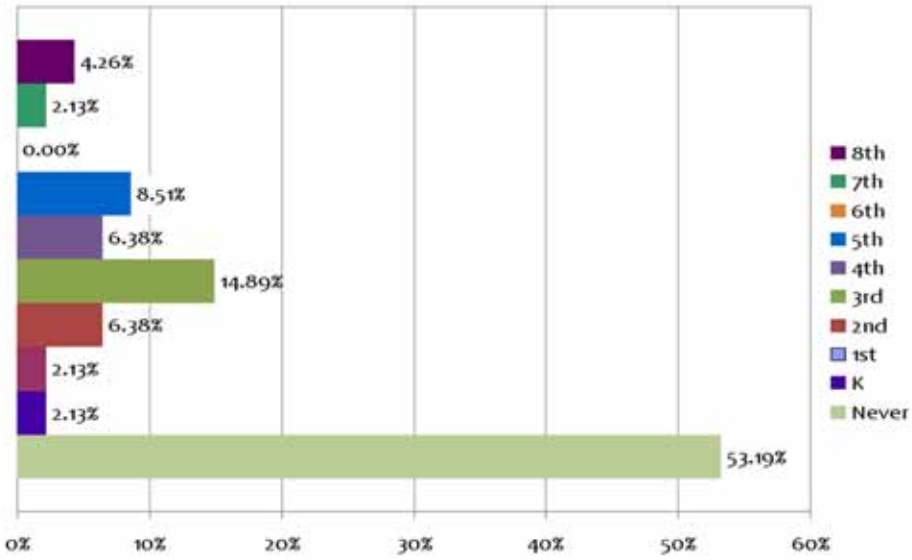
Travel Distance to School

59.57% of parents responding to the survey stated that their child travels more than 2 miles to get to school.



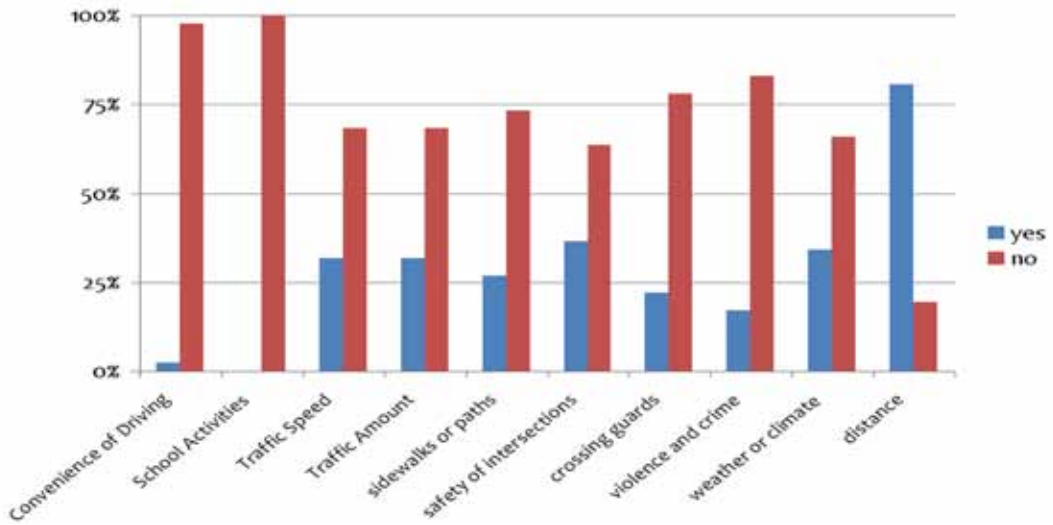
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 3rd grade (14.89%), and 5th grade (8.51%) as an appropriate, allowable age for a child to walk or bike to school. 53.19% 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

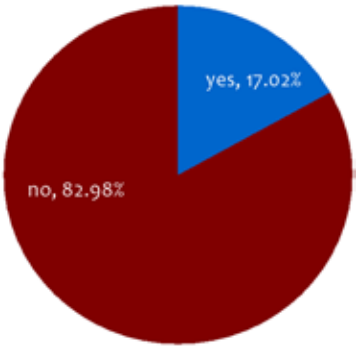
The most common factors that impact the decision to walk or bike to school included distance and safety of intersections. Other issues brought up by parents were traffic speed, traffc amount, and weather.



Interest in Behavior Change Programs

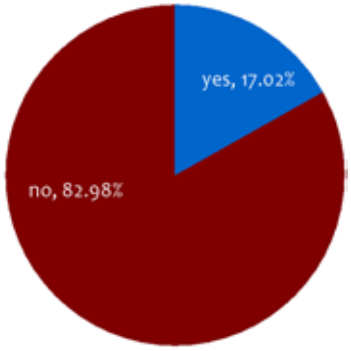
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



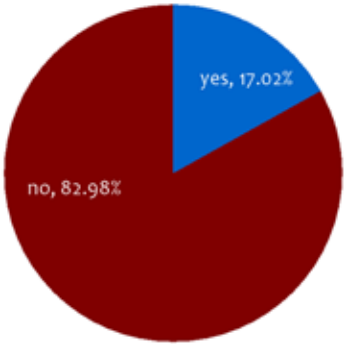
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



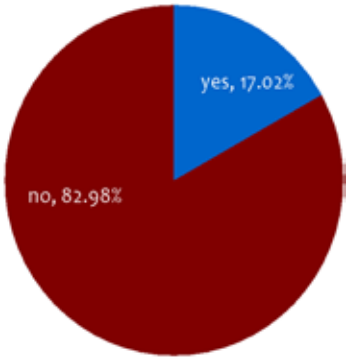
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



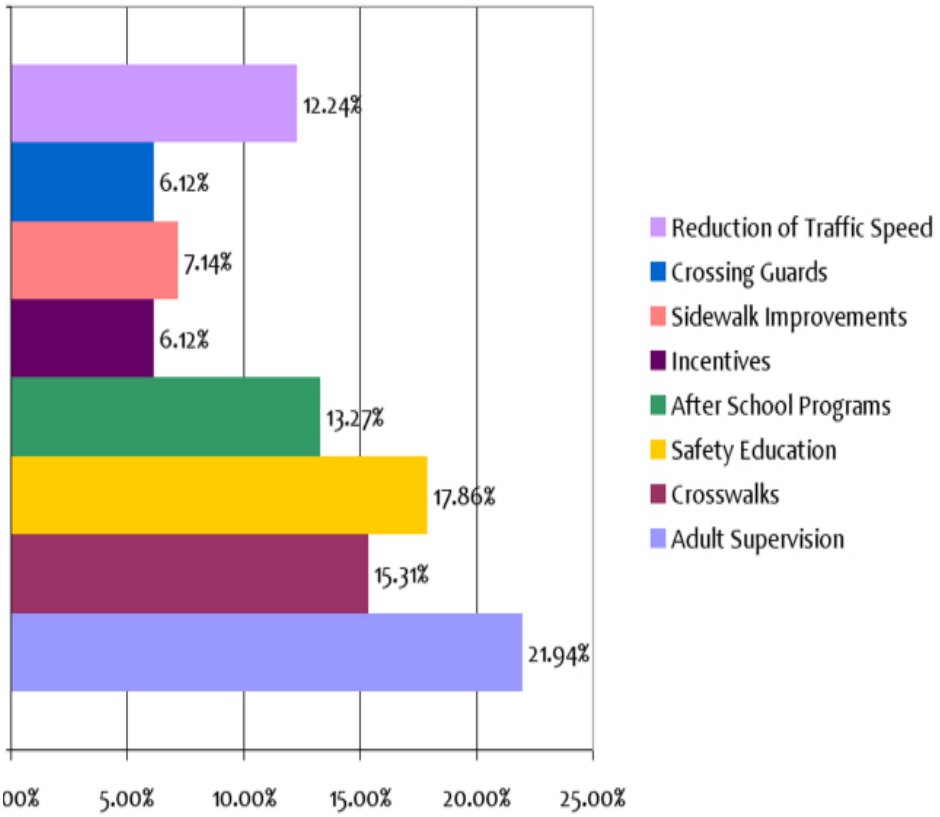
Students walk to a shared bus stop and the bus picks them up from this location.

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. Adult supervision
2. Safety education
3. Crosswalks

The streets cited most often by parents as being unsafe included:
1. Highway 38

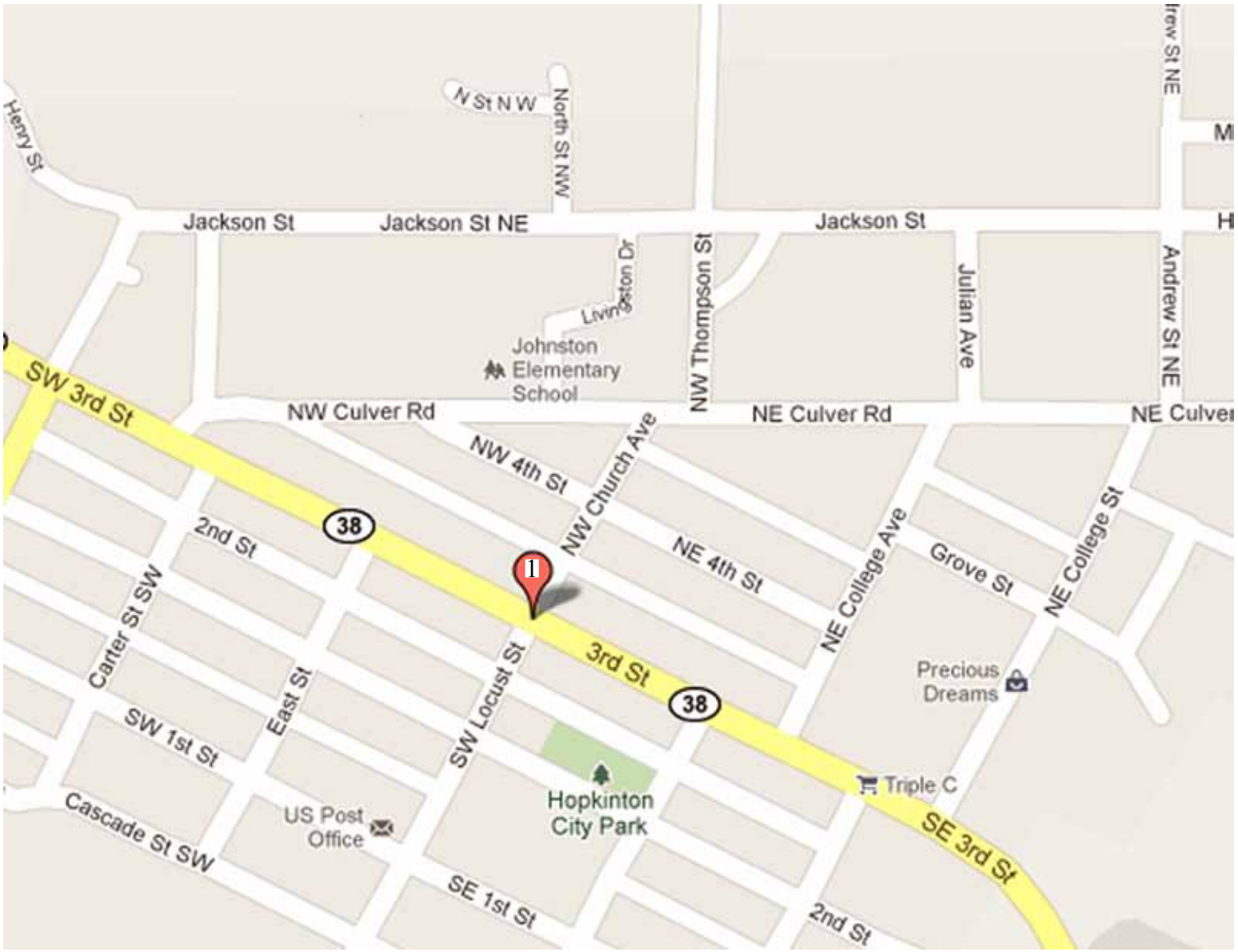
School Administrator Input

Staff met with Johnston 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	Crossing HWY 38 is not safe for the students since drivers are not paying enough attention to pedestrians trying to cross.	A crosswalk along with signs would create more awareness for the drivers and cause them to pay more attention to walkers and bikers.

Mapping Johnston 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.



West Delaware High School

School Location:
701 New St.
Manchester, Iowa 52057

Present Conditions

Number of students: 587

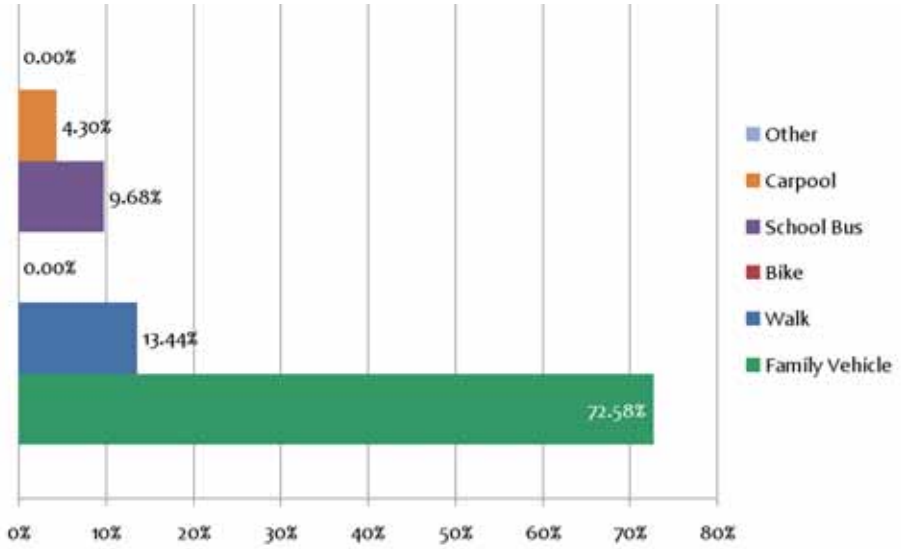
Student Surveys

Student surveys were administered to 9th through 12th graders, at West Delaware 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

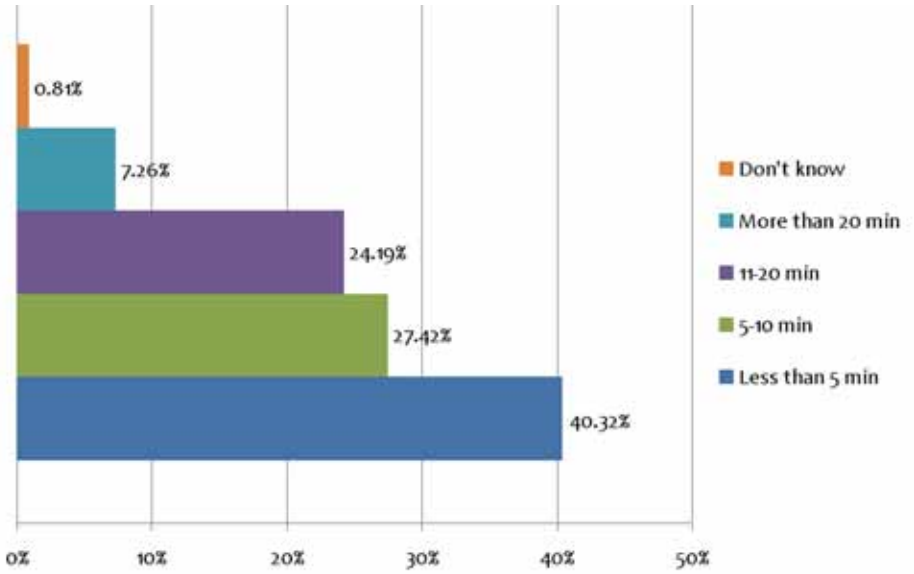
374 students responded to the survey, and this constitutes 64% of the student body.

Students responding to the survey travel to school by a family vehicle (72.58%) or walk (13.44%).



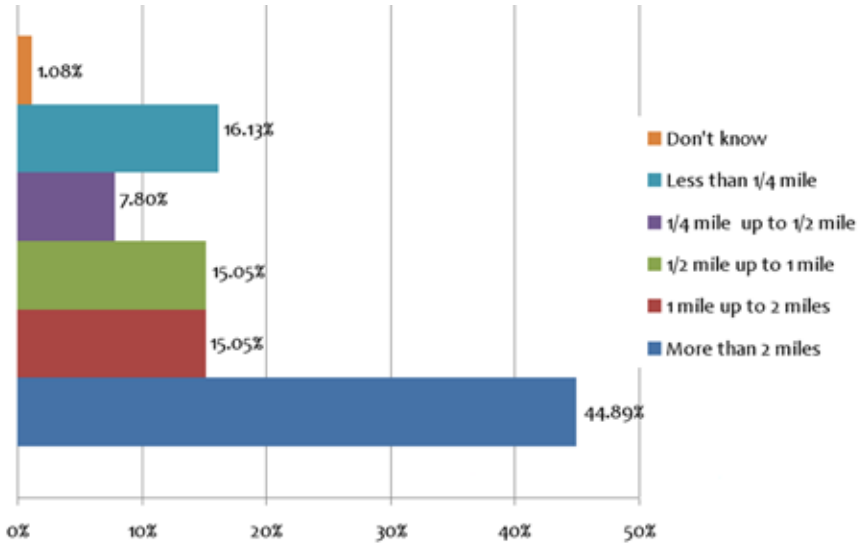
Travel Time to School

40.32% of students responding to the survey stated that they spend less than 5 minutes traveling to school.

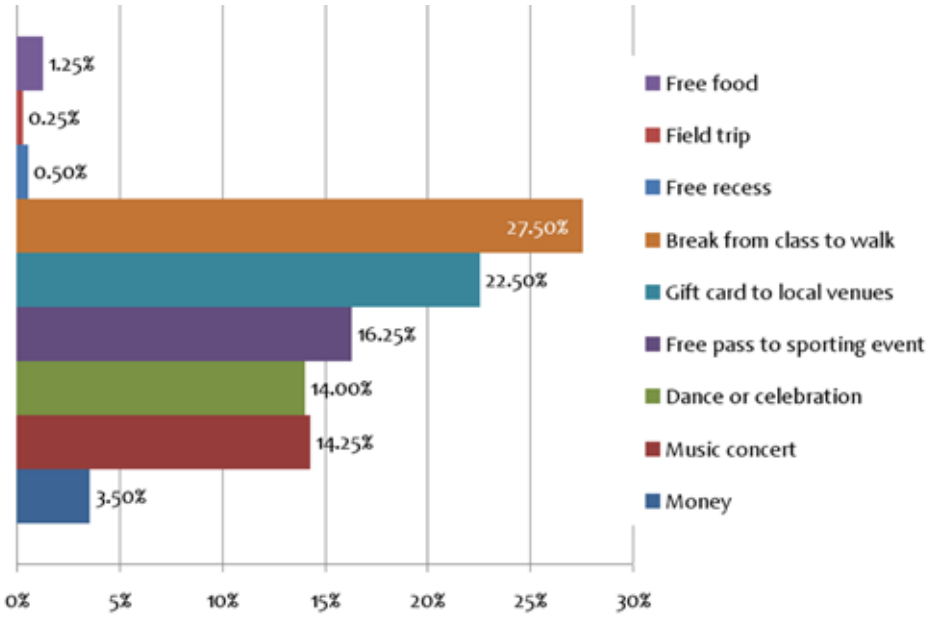


Travel Distance to School

23.93% of students responding to the survey travel 1/2 mile or less to school, while 44.89% travel more than 2 miles to school.



Incentives/Programs

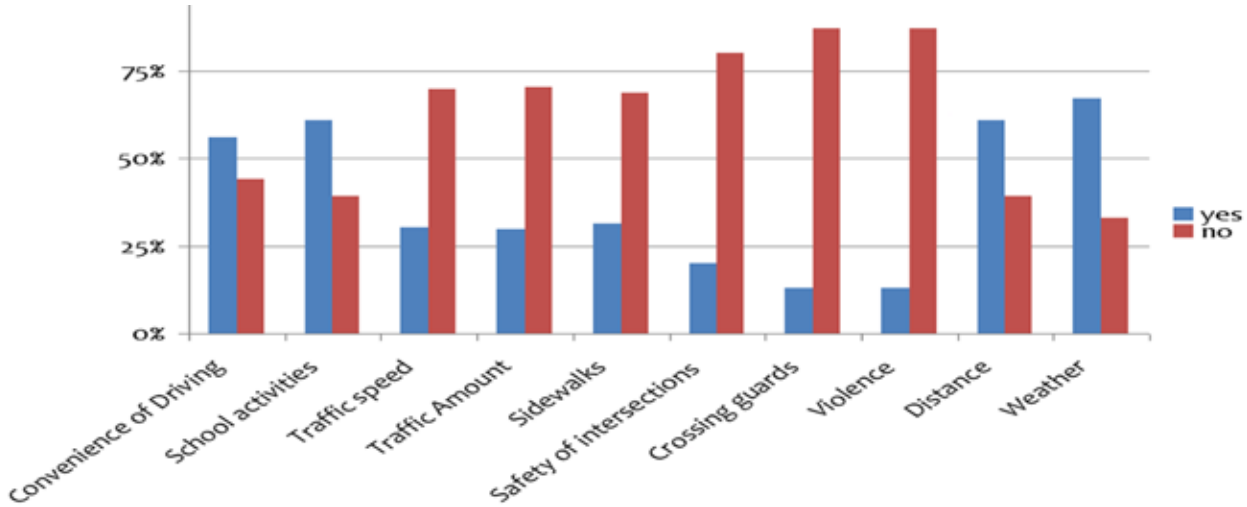


The top student suggestions for increasing walking and biking were:
1. Break from class to walk
2. Gift card to local venues
3. Free pass to sporting event
4. Music concert

The streets and intersections cited most often by students as being unsafe included:
1. Highway 20
2. Highway 13
3. Jefferson Road
4. Buchannan Street
5. Pickoak Road

Environmental Factors Impacting Walking/Biking

The most common factors impacting the decision to walk or bike to school include weather, school activities, and convenience of driving.



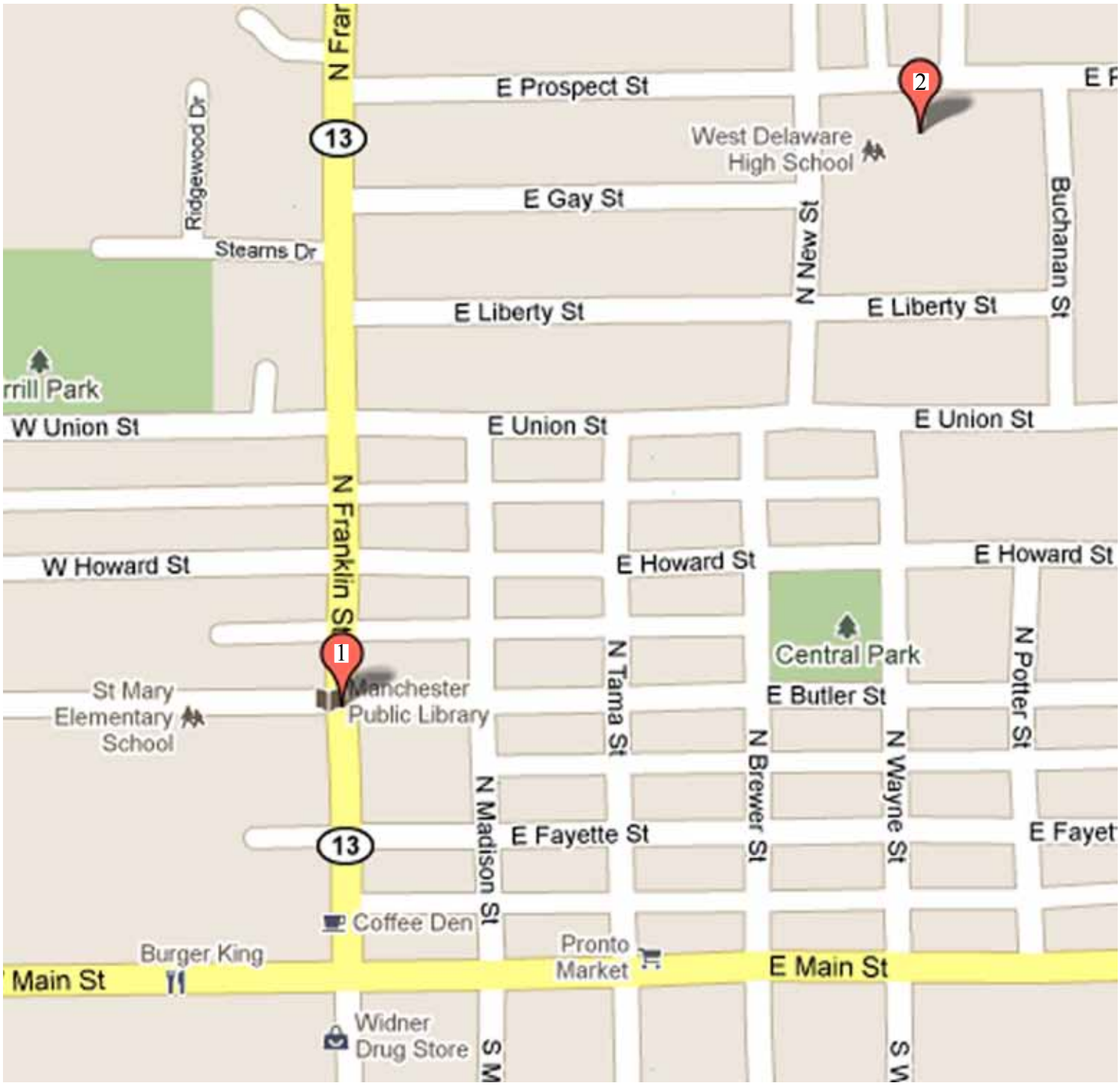
School Administrator Input

Staff met with West Delaware 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	Traffic drives too fast near St. Mary's Elementary School on North Franklin St.	Speed zone change would slow traffic down.
2	The traffic in front of the school is very congested making it very hard for and student coming in or out of school to cross streets.	Having the bus drop off and pick up students behind the school would eliminate much of this traffic leaving more room for students to walk safely.

Mapping West Delaware 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.



West Delaware Middle School

School Location:
1101 Doctor St.
Manchester, Iowa 52057

Present Conditions

Number of students: 464

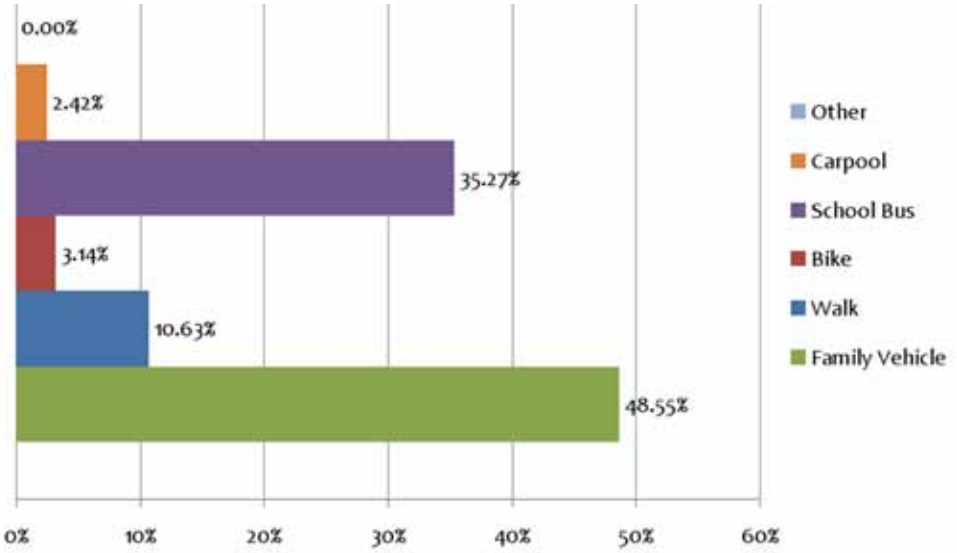
Student Surveys

Student surveys were administered to 5th through 8th graders, at West Delaware Middle 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

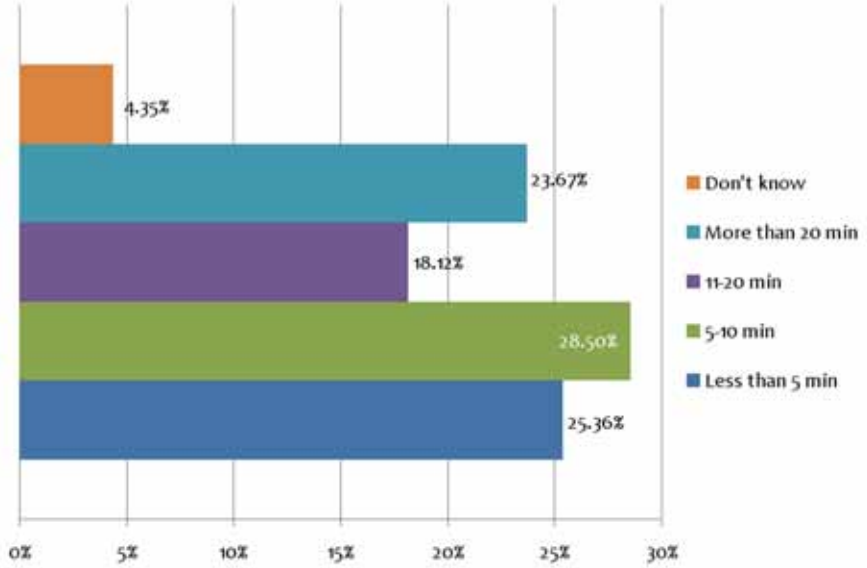
414 students responded to the survey, and this constitutes 89% of the student body.

Students responding to the survey travel to school by a family vehicle (48.55%) or by a school bus (35.27%).



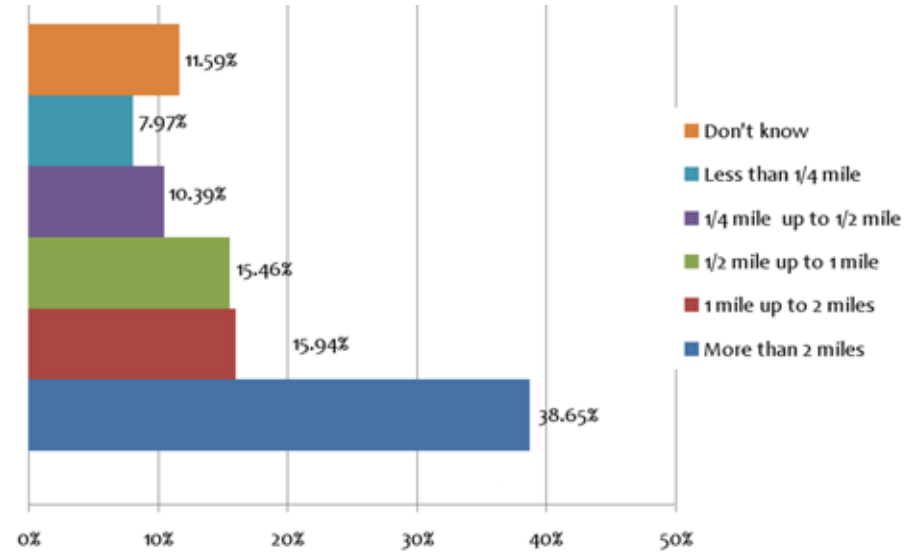
Travel Time to School

53.86% of students responding to the survey stated that they spend less than 0 minutes or less traveling to school.

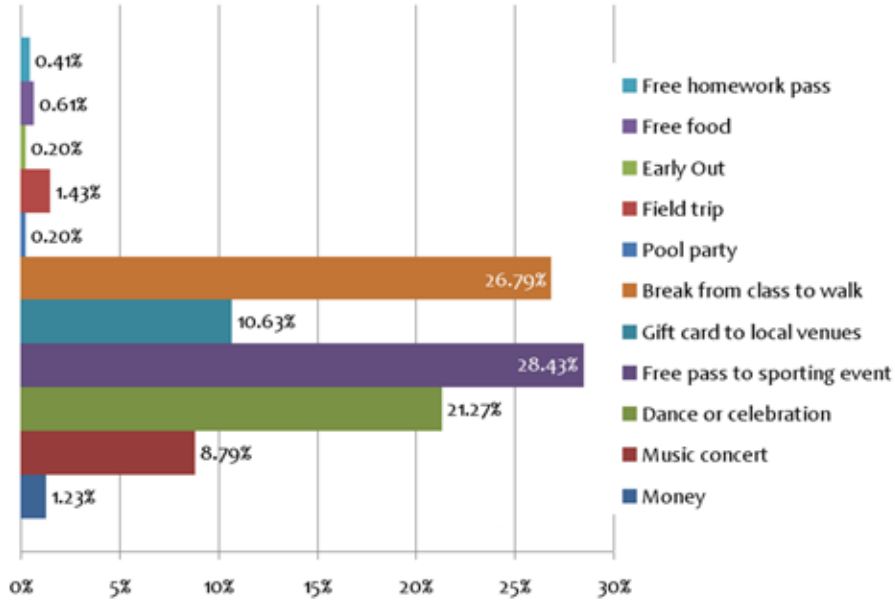


Travel Distance to School

18.36% of students responding to the survey travel 1/2 mile or less to school, while 38.65% more than 2 miles to school.



Incentives/Programs

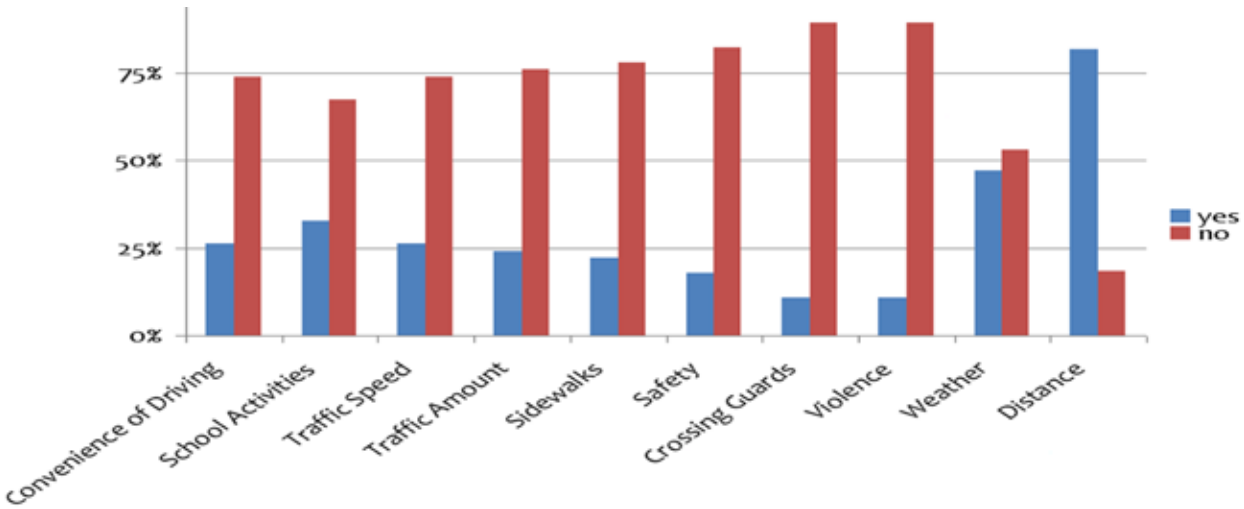


The top student suggestions for increasing walking and biking were:
1. Free pass to sporting event
2. Break from class to walk
3. Dance or celebration
4. Gift card to local venues

The streets and intersections cited most often by students as being unsafe included:
1. North Franklin Street
2. Between N. Franklin and Prospect St.
3. Near Quaker Mill Dam
4. Intersection of Harris St. and Doctor St.
5. Intersection of Prospect St. and Sherman Ave.

Environmental Factors Impacting Walking/Biking

The most common factors impacting the decision to walk or bike to school include distance,weather, and school activities.



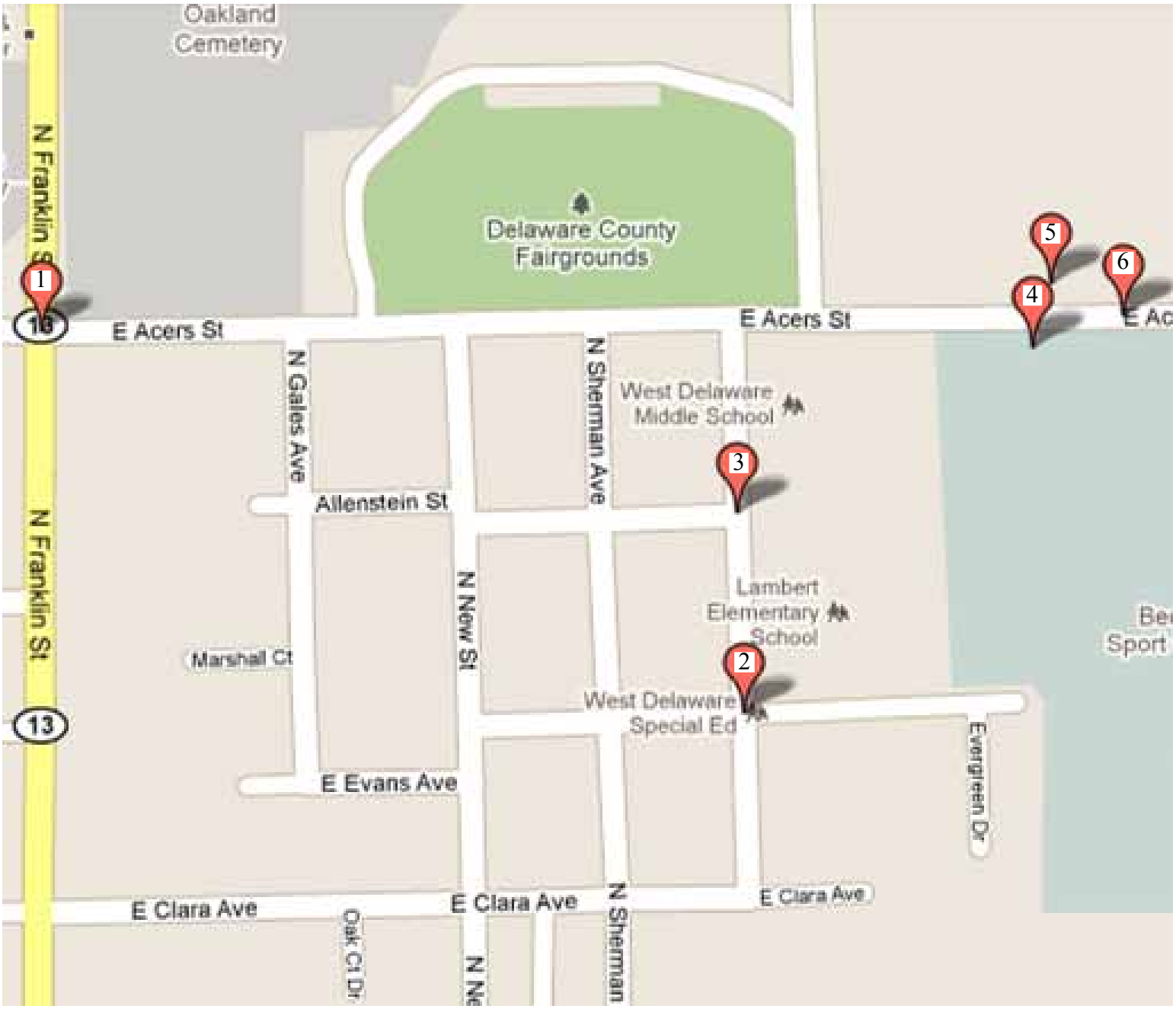
School Administrator Input

Staff met with West Delaware Middle 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	This is a busy intersection (N Franklin and E Acers St.) that has many students crossing on their way to and from school.	Updating the traffic lights there to lights with a countdown would let students know how much time they have left to cross and give them a chance to still push a button for an opportunity to cross the street safely.
2	Students do not know where to cross safely at the intersection of E Harris and Doctor St.	High visibility cross walk along with crossing guards for before and after school to help students cross the street safely.
3	Students do not know where to cross Doctor St. safely at the intersection of E Strickland St.	High visibility cross walk along with crossing guards for before and after school to help students cross the street safely.
4	There is no safe place to cross from the South side of Acers St. to the North side.	Put a crosswalk in place for the students to cross safely.
5	There is no way for bikers to get from one part of town to the other without having to go all the way through the busy part of town to get to the other side.	Walkway to connect Cornerstone Blvd to Fair Veiw Dr. and extend it to Honey Creek. This will extend the walkway and loop the community.
6	The traffic speeds coming into town and that is not safe with young students crossing this street.	Put in a speed box to enforce people slowing down on their way into town on Acer St.

Mapping West Delaware 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 the previous apge.



Lambert Elementary School

School Location:
1001 Doctor St.
Manchester, IA 52057

Present Conditions

Number of students: 498

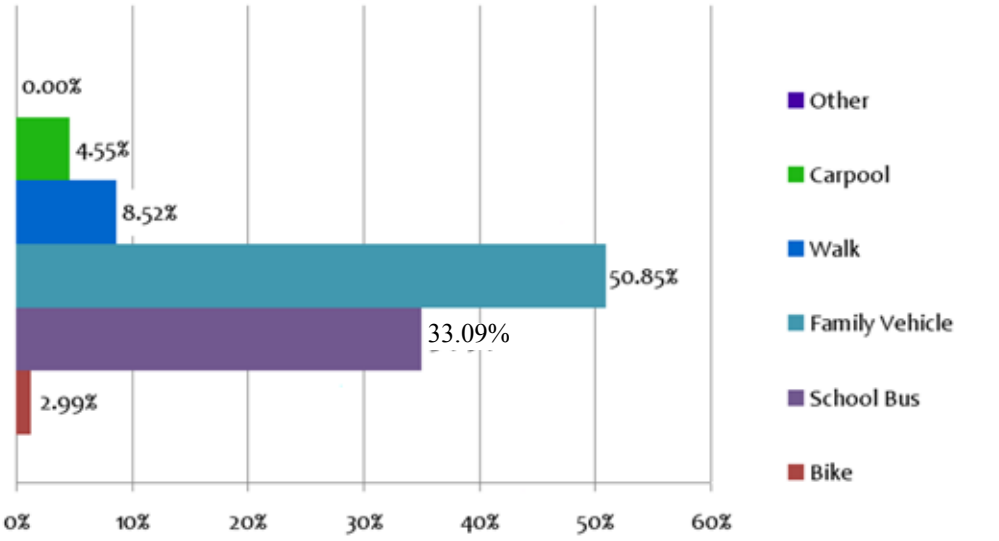
Parent Surveys

Student surveys were administered to parents of children attending grades kindergarten through 4th at Lambert 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

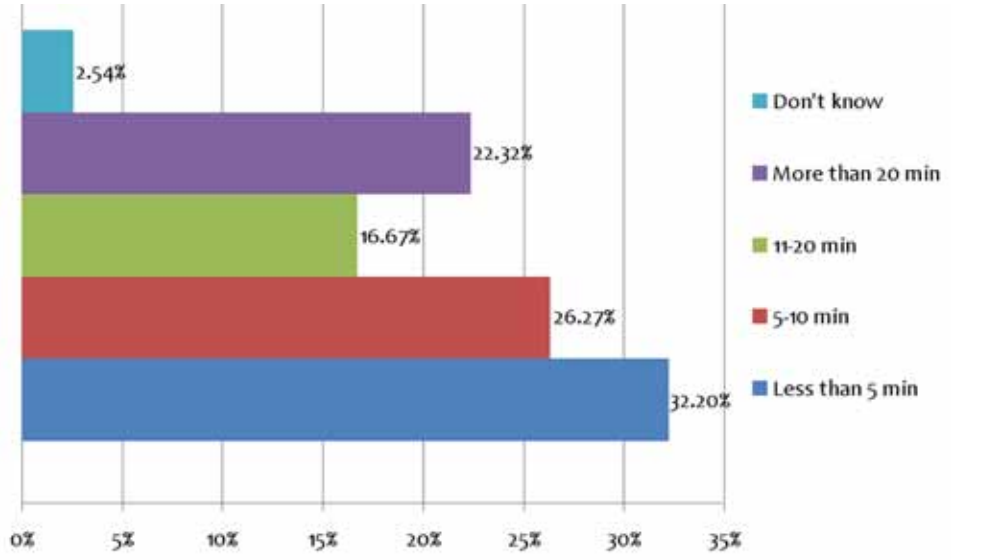
356 parents at Lambert Elementary School responded to the survey, and this constitutes 71% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (50.85 %), school bus (33.09%), and walking (8.52%).



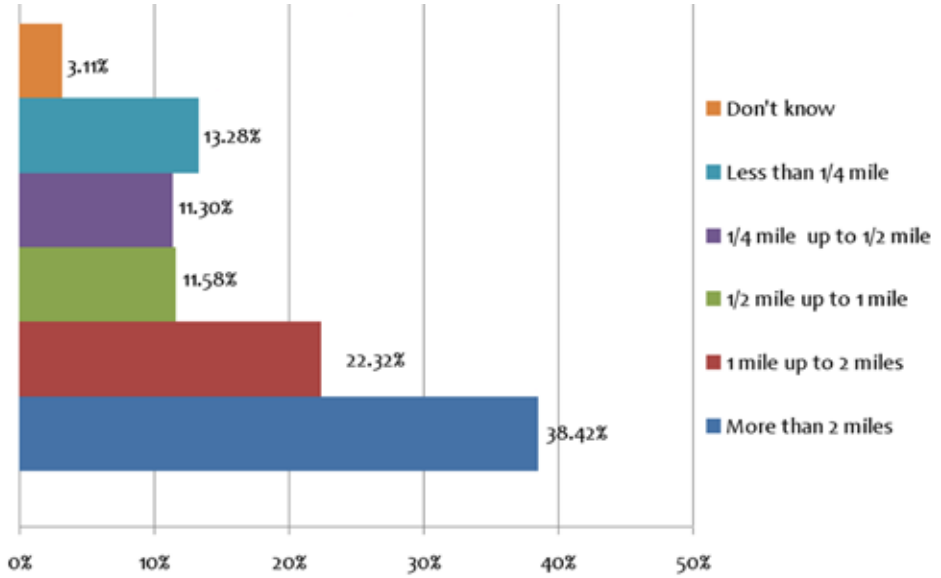
Travel Time to School

32.2% of parents responding to the survey stated that their child spends less than 5 minutes traveling to school, 26.27% responded that their child spends 5-10 minutes traveling to school, and 22.32% of parents responded saying that their child spends more than 20 minutes traveling to school.



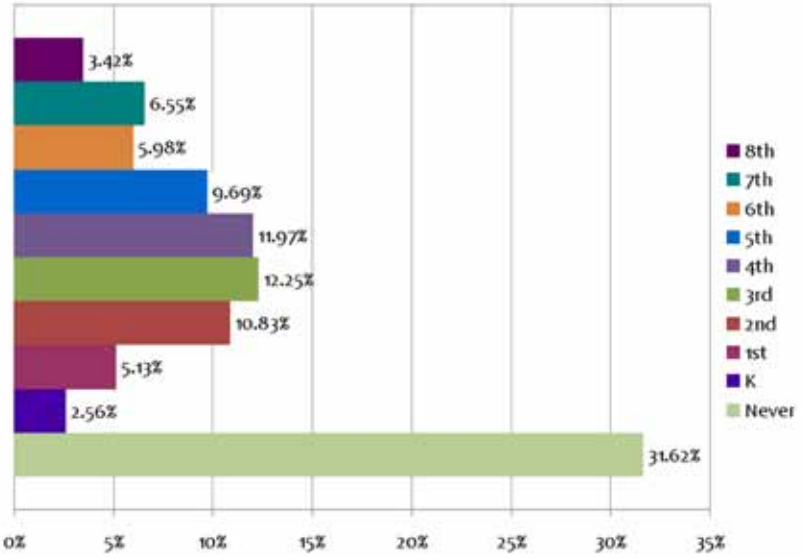
Travel Distance to School

38.42% of parents responding to the survey stated that their child travels more than 2 miles to get to school.



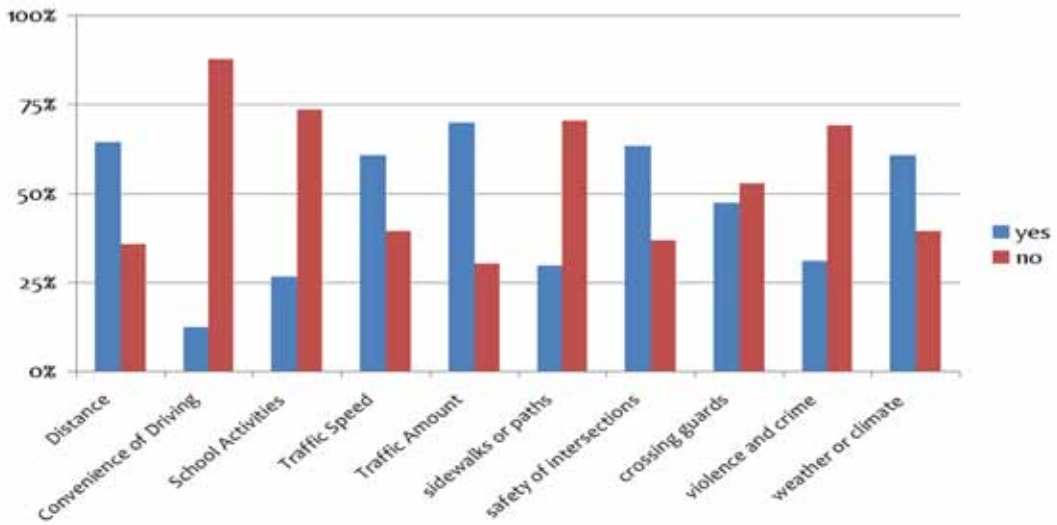
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 3rd grade (12.25%), and 4th grade (11.97%) as an appropriate, allowable age for a child to walk or bike to school. 31.62% 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

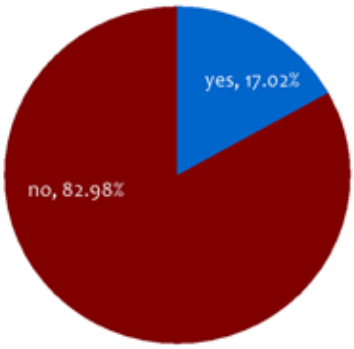
The most common factors that impact the decision to walk or bike to school include traffic amount, safety of intersections, and distance from school. Other factors include, weather, traffic speed, and crossing guards.



Interest in Behavior Change Programs

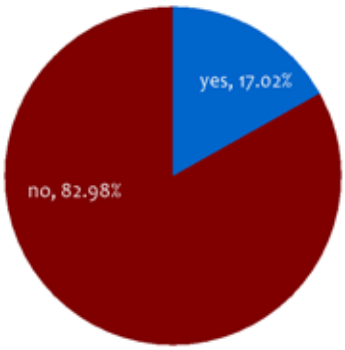
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



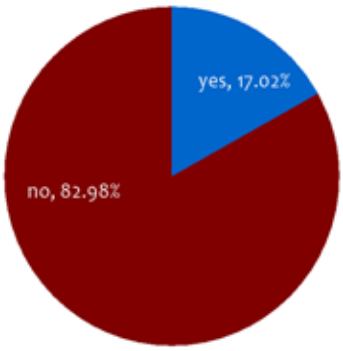
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



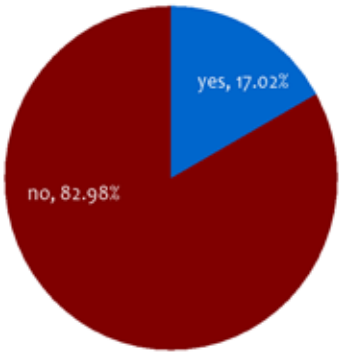
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



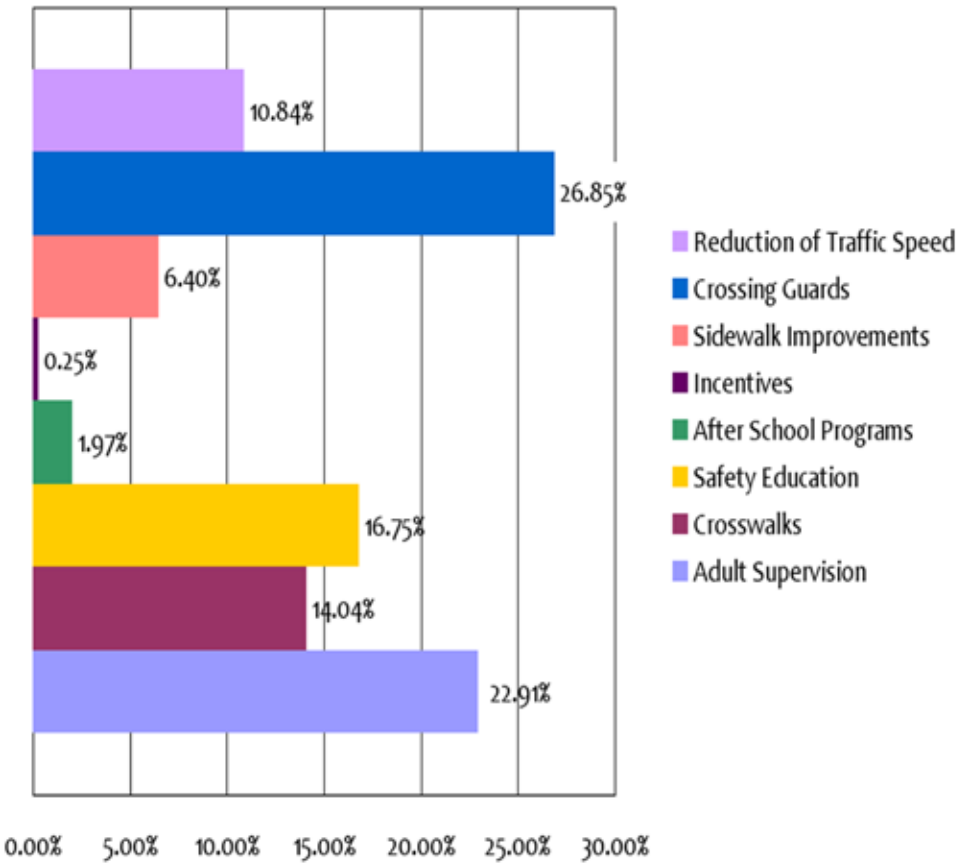
Students walk to a shared bus stop and the bus picks them up from this location.

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. Crossing guards
2. Adult supervision
3. Safety education

The streets cited most often by parents as being unsafe included:
1. North Franklin Street
2. Main Street
3. Acer Street

School Administrator Input

Staff met with Lambert 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	This is a busy intersection (N Franklin and E Acers St.) that has many students crossing on their way to and from school.	Updating the traffic lights there to lights with a countdown would let students know how much time they have left to cross and give them a chance to still push a button for an opportunity to cross the street safely.
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Mapping Lambert Elementary School Project List

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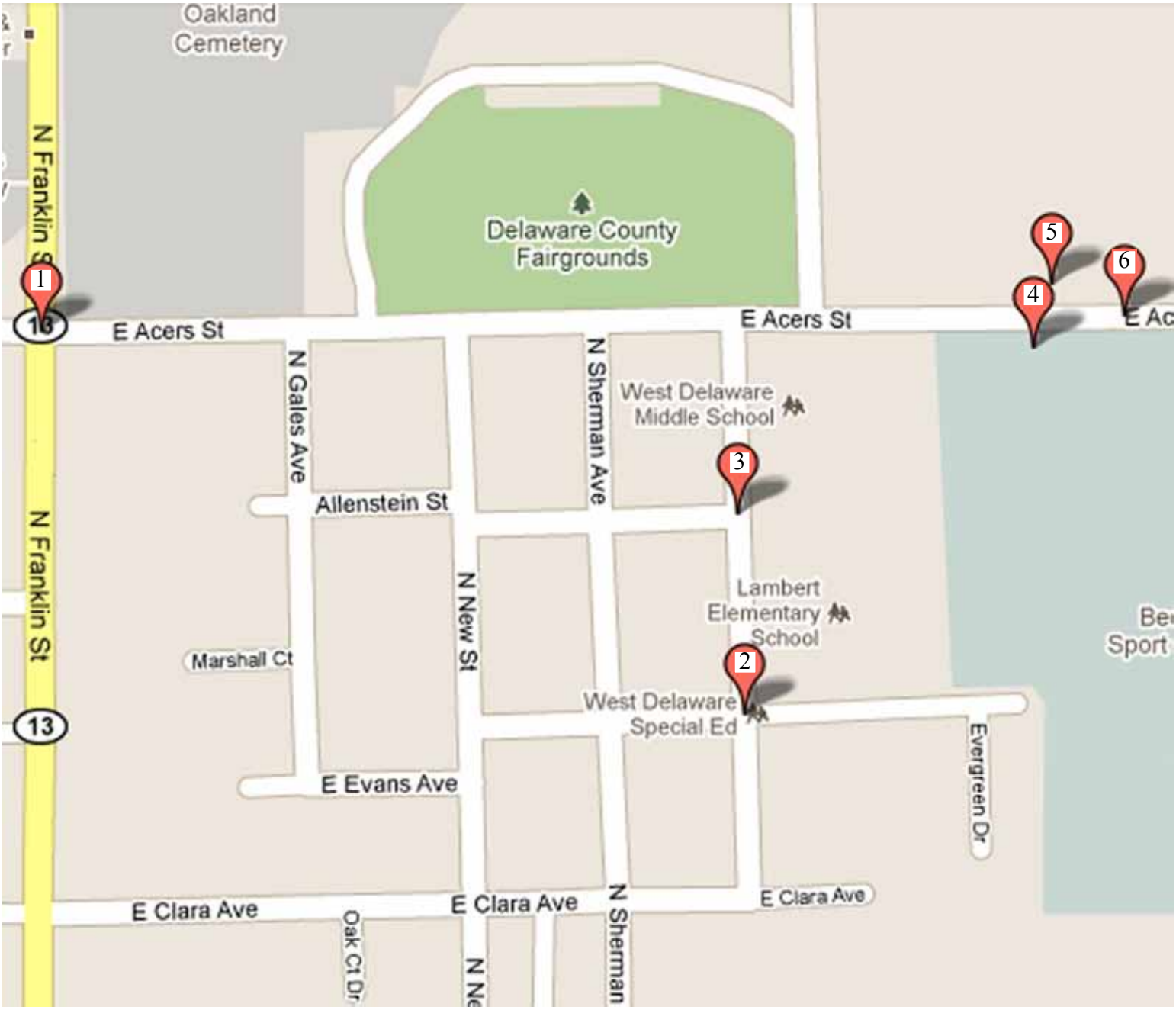


St. Mary's Elementary School

School Location:
132 W Butler St.
Manchester, IA 52057

Present Conditions

Number of students: 212

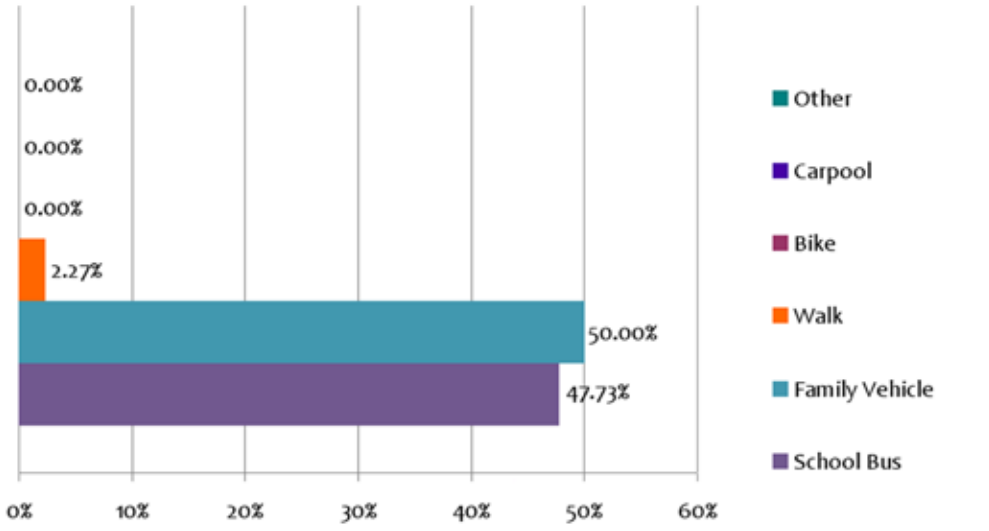
Parent Surveys

Student surveys were administered to parents of children attending grades kindergarten through 6th at St. Mary's 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

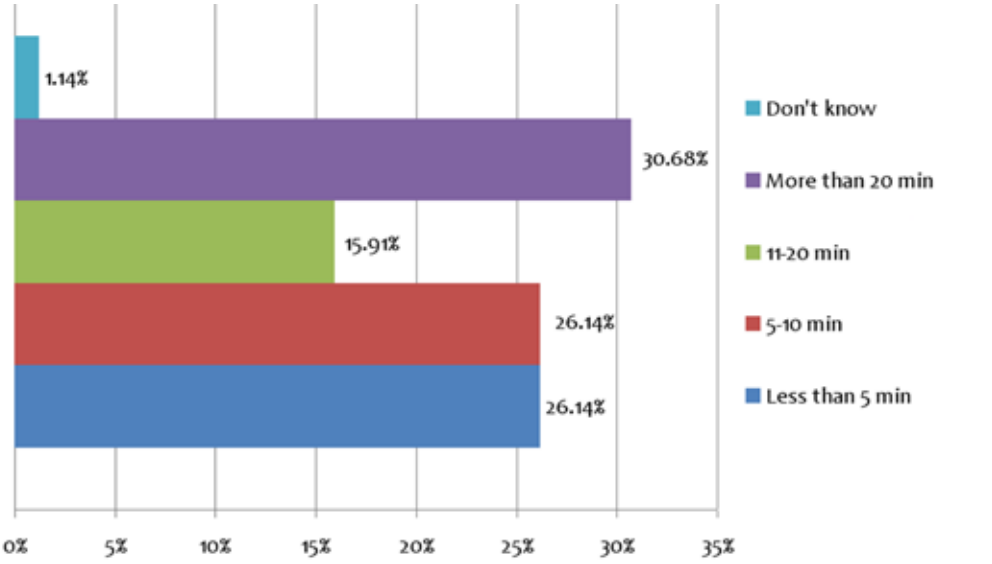
88 parents at St. Mary's Elementary School responded to the survey, and this constitutes 42% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (50%), school bus (47.73%), and walking (2.27%).



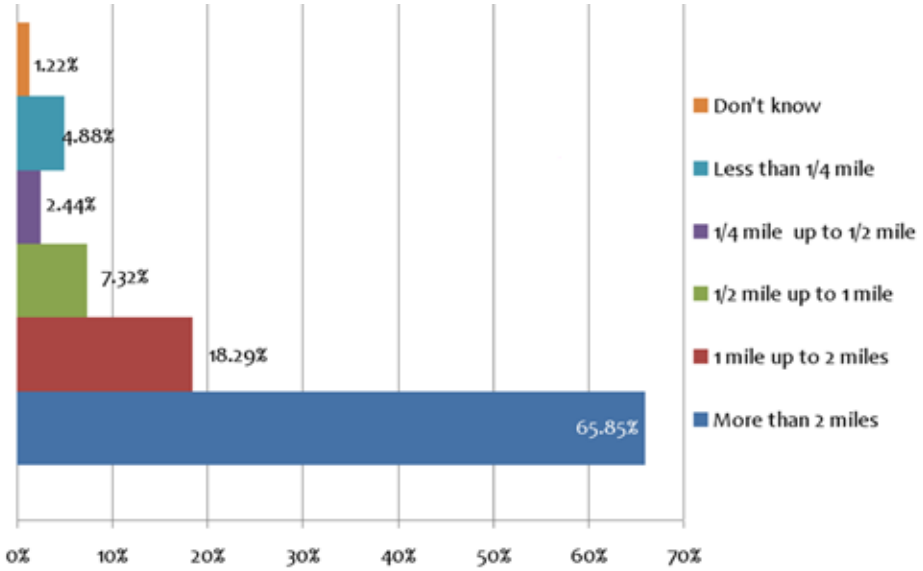
Travel Time to School

26.14% of parents responding to the survey stated that their child spends less than 5 minutes traveling to school, 26.14% responded that their child spends 5-10 minutes traveling to school, and 30.68% of parents responded saying that their child spends more than 20 minutes traveling to school.



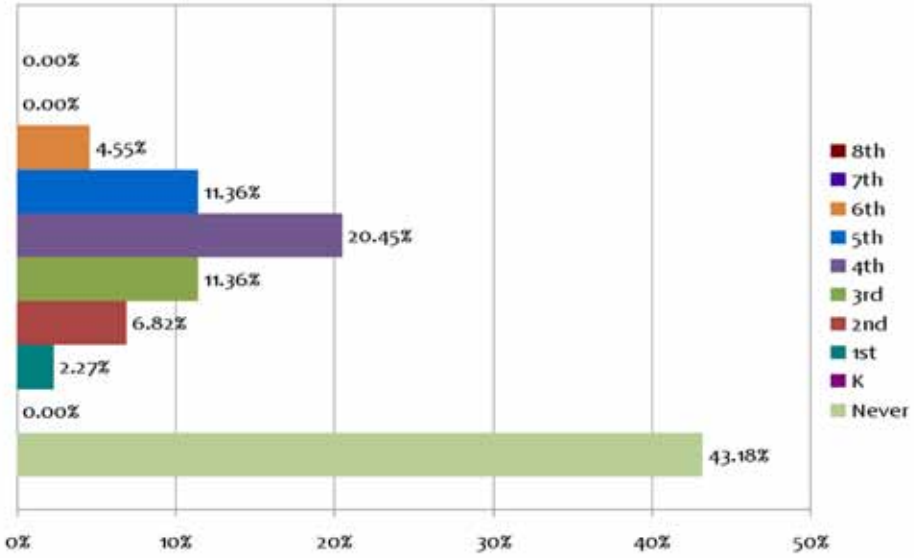
Travel Distance to School

65.85% of parents responding to the survey stated that their child travels more than 2 miles to get to school.



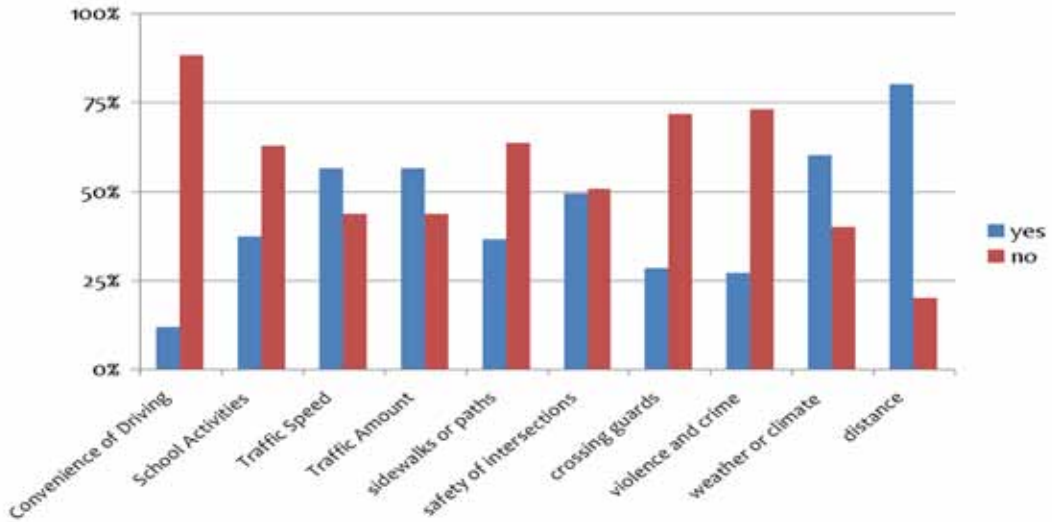
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade (20.45%) as an appropriate, allowable age for a child to walk or bike to school. 43.18% 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 impacting the decision to walk or bike to school include distance, weather, traffic speed and traffic amount.



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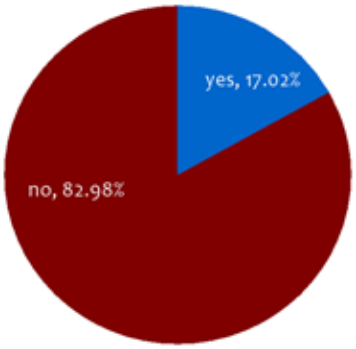
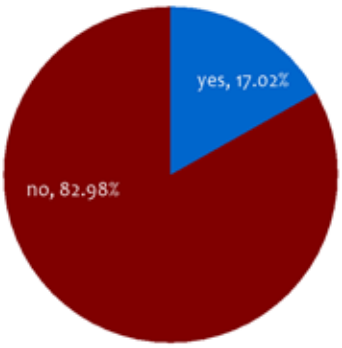


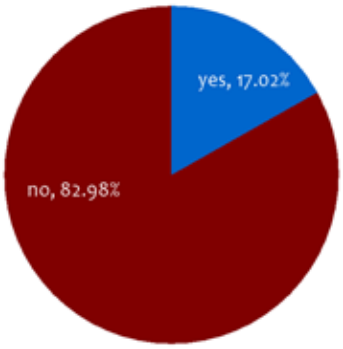
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



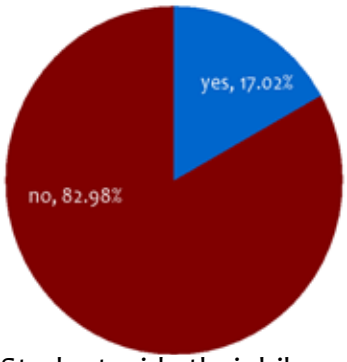
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



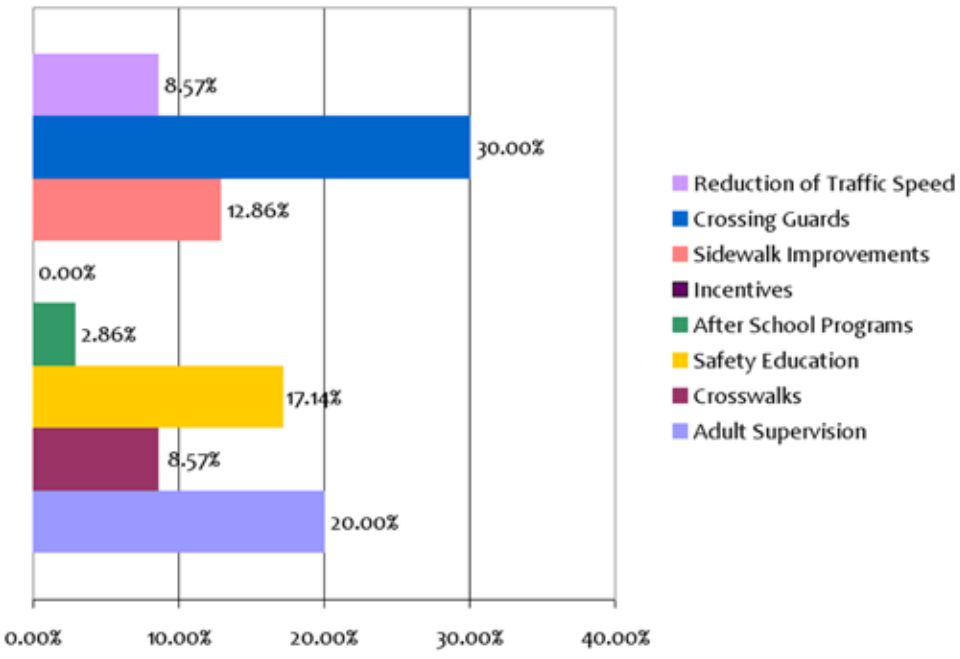
Students walk to a shared bus stop and the bus picks them up from this location.

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. Crossing guards
2. Adult supervision
3. Safety education

The streets cited most often by parents as being unsafe included:
1. North Franklin Street
2. Main Street

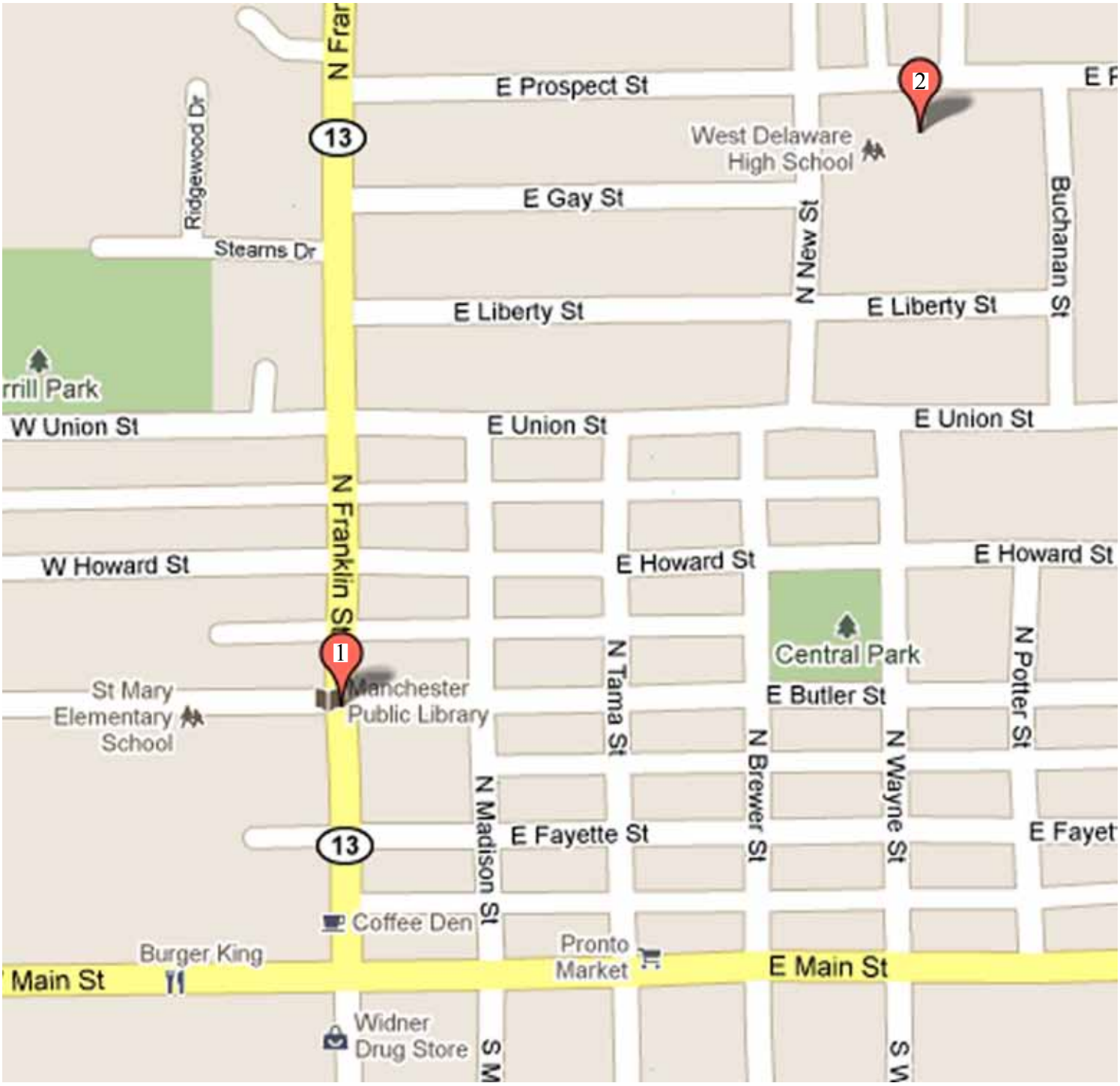
School Administrator Input

Staff met with St. Mary's 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	Traffic drives too fast near St. Mary's Elementary School on North Franklin St.	Speed zone change would slow traffic down.
2	The traffic in front of the school is very congested making it very hard for students coming in or out of school to cross streets.	Having the bus drop off and pick up students behind the school would eliminate much of this traffic leaving more room for students to walk safely.

Mapping St. Mary's 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.

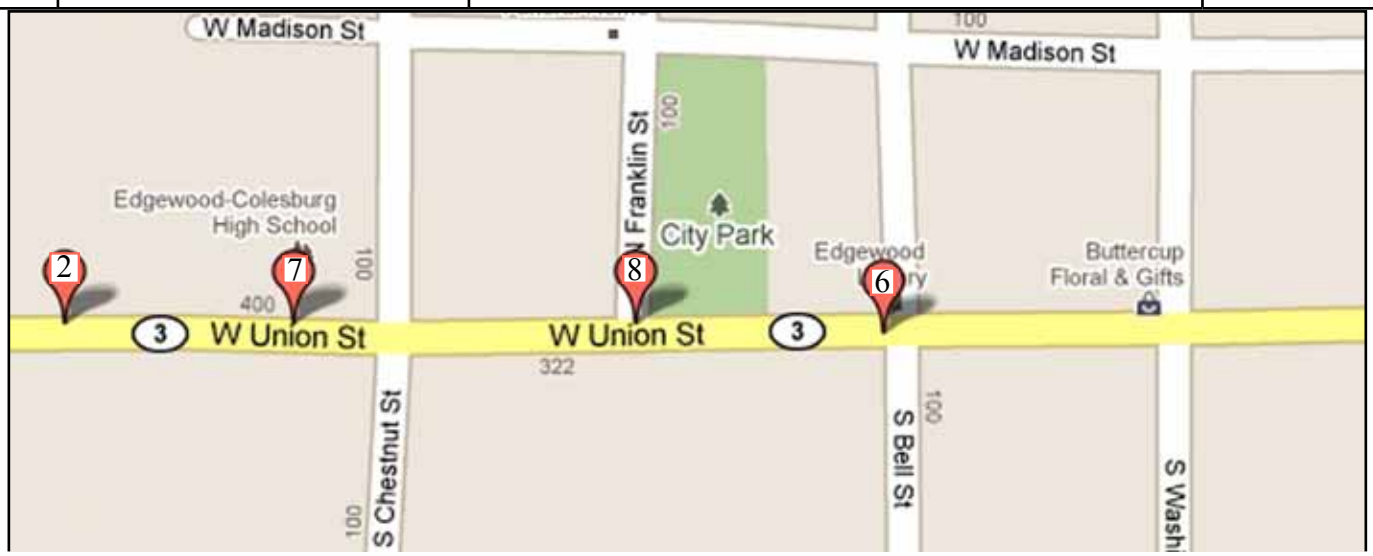


Projects

The Safe Routes to school steering committee was asked to rank the projects identified through the planning process based on their level of importance. Projects were grouped by school district and were ranked by school administrators and local officials. This chapter contains a list of the projects ranked by district.

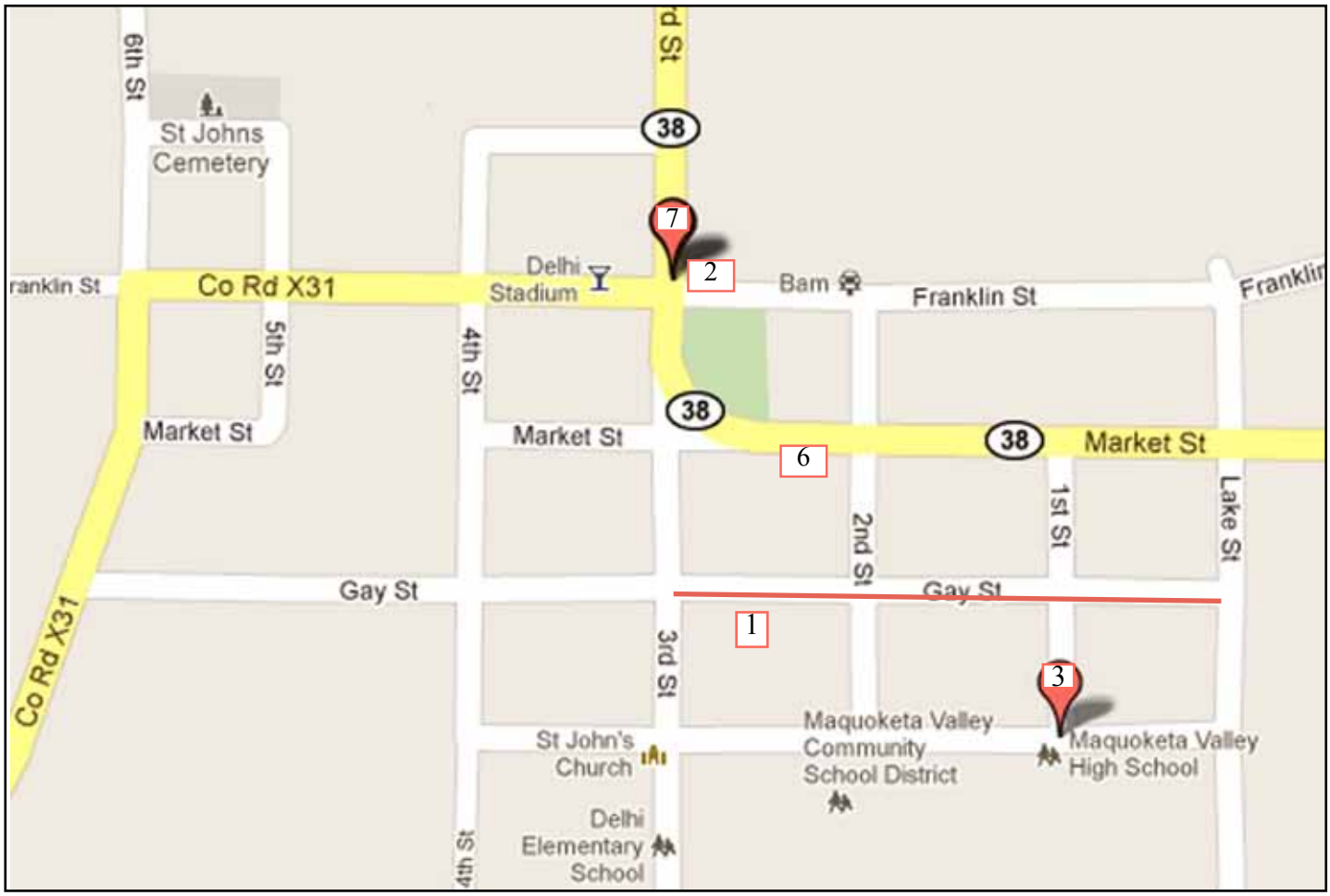
Edgewood- Colesburg School District's Projects

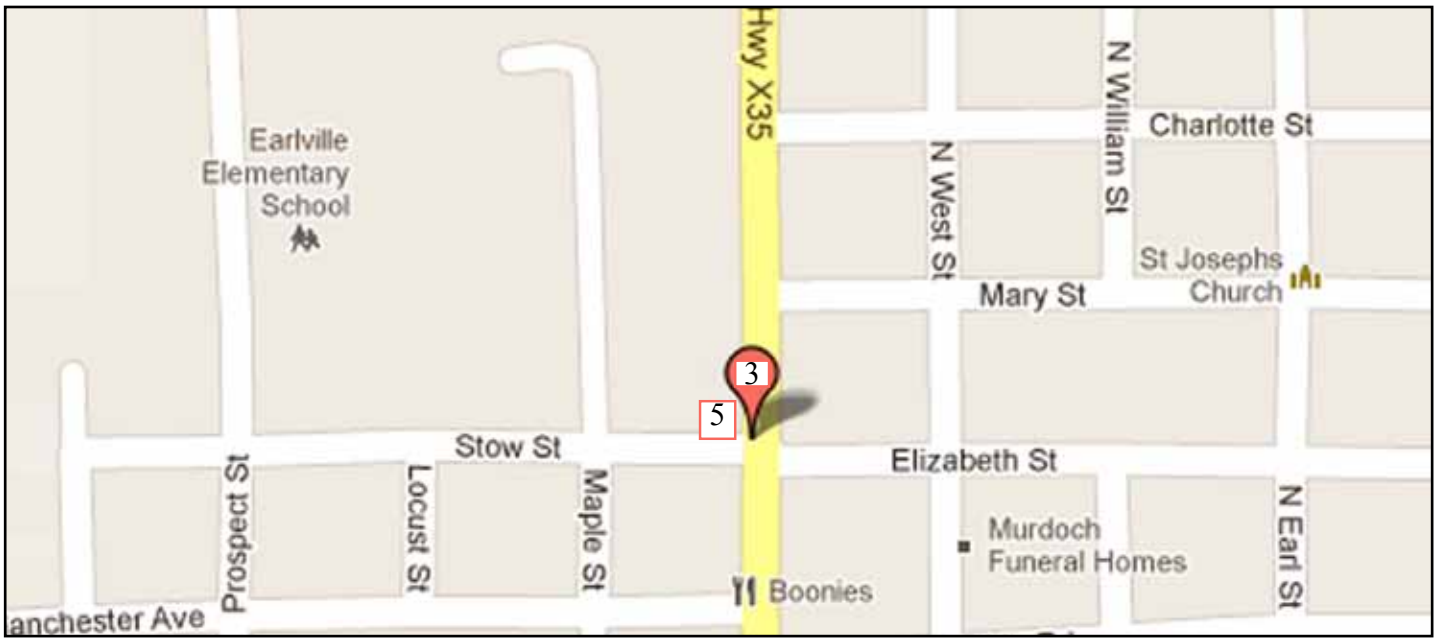
Ranking	Projects	Locations	School
1	Stop sign	Intersection of 1st/ East	Elementary School
2	Slow Speed Zone/Traffic Calming devices	W. Union St. (West end to East end near school)	Jr/Sr High School
3	Flashing School Crossing Lights	intersection of 1st/ Main	Elementary School
4	Build sidewalks	South side of 1st St.	Elementary School
5	High Visibility Painted Cross-walks	Intersection of Franklin/ 1st (both directions), East/ 1st	Elementary School
6	Pedestrian Countdown Sig-nals	W. Union St. (in front of school and Casey's)	Jr/Sr High School
7	Fully Signalized Crosswalks	W. Union St. (in front of school and Casey's)	Jr/Sr High School
8	High Visibility Painted Cross-walks	W. Union St. (in front of school and Casey's)	Jr/Sr High School

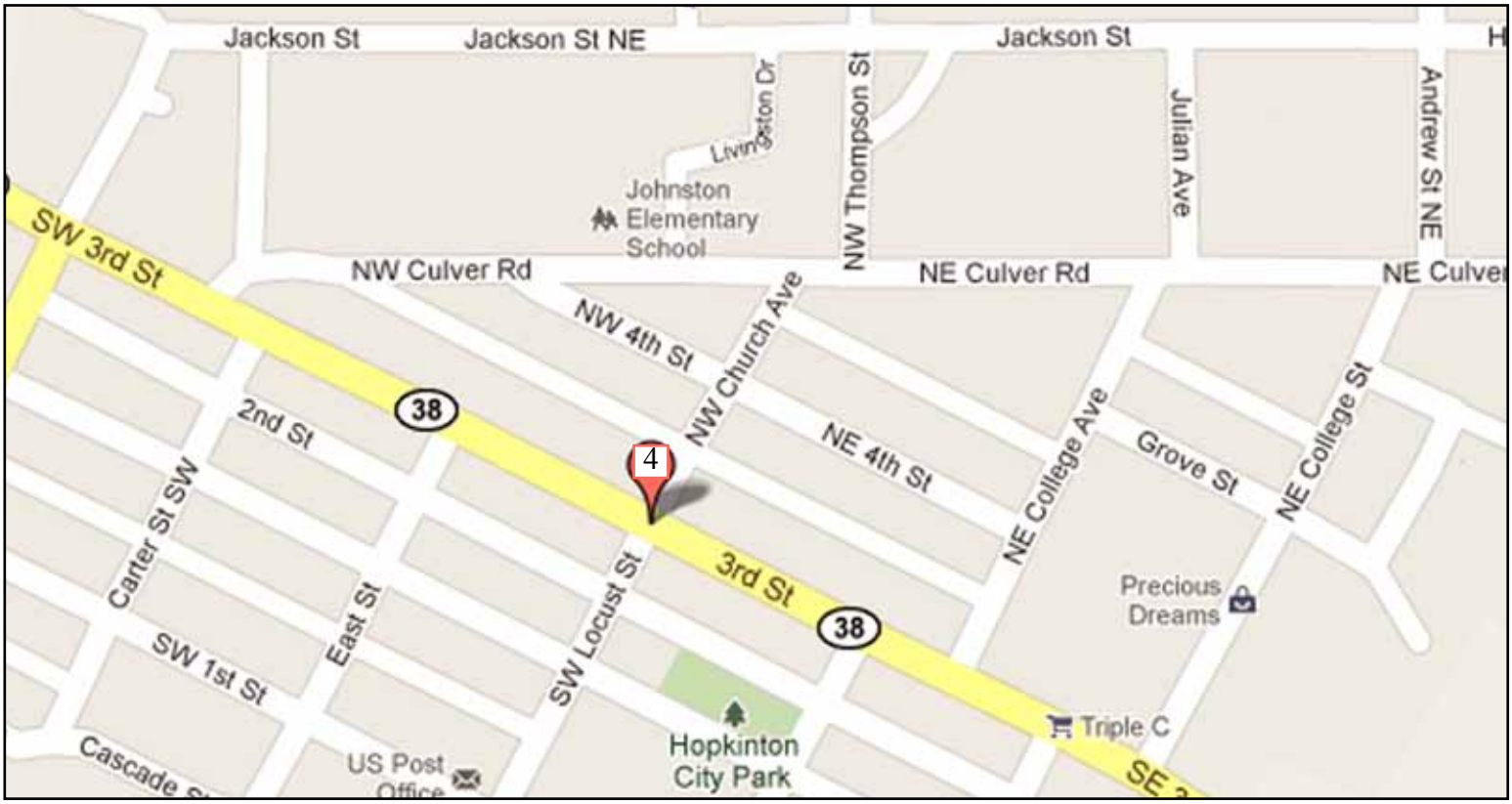


Maquoketa Valley Community School District's Projects

Ranking	Projects	Locations	School
1	Build sidewalk	3rd St. to Lake St.	Delhi Elementary
2	High Visibility Painted Crosswalks	Intersection HWY 38/ Franklin, 1st/ South, HWY 38/ NW Church Ave, HWY X35/ Stow	Delhi Elementary
3	Adult Crossing Guards	Intersection of 1st/ South, HWY X35/ Stow	Maquoketa Valley High School
4	Fully Signalized Cross-walks	Intersection HWY 38/ Franklin, HWY 38/ NW Church Ave, HWY X35/ Stow	Delhi Elementary Johnston Elementary
5	stop signs	Intersection of HWY X35/ Stow	Earlville Elementary
6	school crossing/ pedes-trian signs	Along HWY 38	Delhi Elementary
7	Rolling Stop signs	Intersection HWY 38/ Franklin	Delhi Elementary

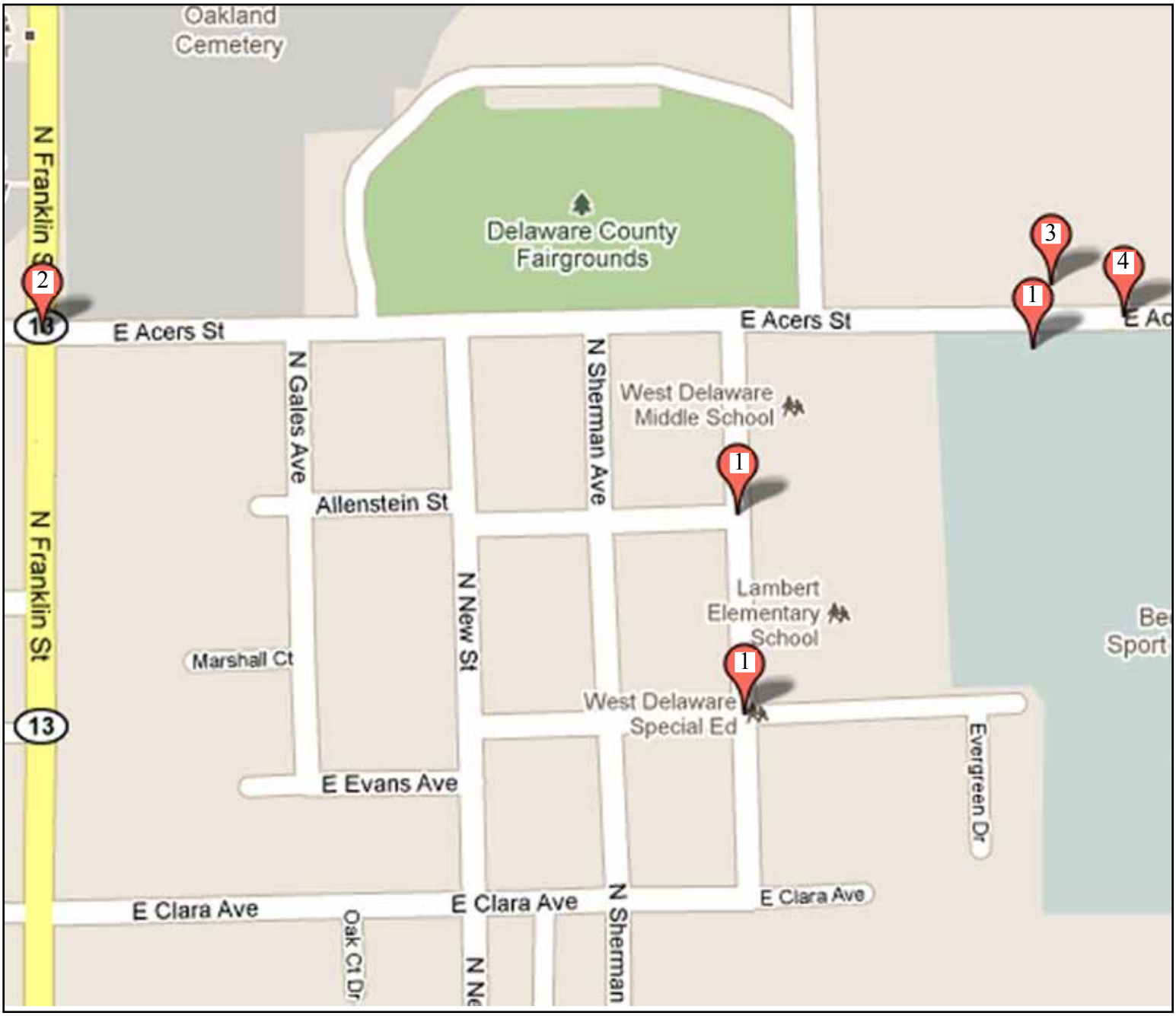



Hwy X35
N West St
N William St
Charlotte St
Earlville Elementary School
St Josephs Church
Mary St
3
5
Stow St
Elizabeth St
Prospect St
Locust St
Maple St
Murdoch Funeral Homes
N Earl St
Boonies
anchester Ave


Jackson St
Jackson St NE
Jackson St
Livingston Dr
NW Thompson St
Julian Ave
Andrew St NE
Johnston Elementary School
SW 3rd St
NW Culver Rd
NE Culver Rd
NW 4th St
NW Church Ave
38
2nd St
4
NE 4th St
NE College Ave
Grove St
NE College St
Carter St SW
East St
SW Locust St
3rd St
Precious Dreams
SW 1st St
Triple C
Cascade
US Post Office
Hopkinton City Park

West Delaware Community School District's Projects

Ranking	Projects	Locations	School
1	High Visibility Painted Crosswalks	Intersections of E Harris/ Doctor, Doctor/ E Strickland, Acers/ Cornerstone Blvd	Lambert Elementary
2	Pedestrian Countdown Signals	Intersection of N Franklin/ E Acers	Lambert Elementary
3	Bike lane or walking path	Connect Cornerstone Blvd to Fair View Dr. and extend to Honey Creek	West Delaware Middle School
4	Speed box	Acer St. on way into town	Lambert Elementary



St. Mary's School Projects

Ranking	Projects	Locations	School
1	stop sign	N. Franklin St. near school	St. Mary's
2	Traffic calming device	N Franklin St. near school	St. Mary's

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	Edgewood- Colesburg Elementary School	Edgewood- Colesburg Jr/Sr High School	Delhi Elementary School	Earlville Elementary School	Johnston Elementary School	Maquoketa Valley Middle School	Maquoketa Valley High School	Lambert Elementary School	West Delaware Middle School	West Delaware High School	St. Mary's School	TOTAL	
1	High Visibility Painted Crosswalks	2	1	4					3				10	
2	Fully Signalized Crosswalks		1	4									5	
3	Stop Signs	1			1							1	3	
4	Build Sidewalks	1		2									3	
5	Pedestrian Countdown Signals		1						1				2	
6	Flashing School Crossing Lights	1										1	2	
7	Crossing Guard						2						2	
8	Speed Box								1				1	Projects Specific to One School
9	Bike lane or walking path									1			1	
10	Rolling Stop Signs			1									1	
11	Speed Reduction Sign		1										1	
		5	4	11	1	0	2	0	5	1	0	2	31	TOTALS

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
1	High Visibility Painted Crosswalks	10	$1,000	$3,000	EA	$10,000	$30,000
2	Fully Signalized Crosswalks	5	$-	$-	EA	$-	$-
3	Stop Sign	3	$-	$-	EA	$-	$-
4	Build Sidewalks	3	$-	$-	EA	$-	$-
5	Pedestrian Countdown Signals	2	$900	$3,000	EA	$1,800	$6,000
6	Flashing School Crossing Lights	2	$125,000	$-	EA	$250,000	$-
7	Crossing Guard	2	$-	$-	EA	$-	$-
Projects Unique to One Specific School							
8	Speed Box	1	$-	$-	EA	$-	$-
9	Bike lane or walking path	1	$-	$-	EA	$-	$-
10	Rolling Stop Sign	1	$-	$-	LF	$-	$-
11	Speed Reduction Sign	1	$-	$-	EA	$-	$-