

# Jackson County Safe Routes to School Plan



Jackson County Community Schools

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 Jackson 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 Jackson County Safe Routes to School planning process began in the fall of 2009. In early May ECIA staff invited city officials and school administrators from Jackson County to be a part of the Jackson County SRTS steering committee. The steering committee was responsible for setting the goals and objectives for the planning process, and choosing and prioritizing the projects that would be included in the final plan. The goal of the SRTS planning process was to identify the problems that were preventing students from walking and biking to school safely. Then, based on the list of problems, the steering committee would develop a list of infrastructure and non-infrastructure projects that would address each problem.

Initial efforts in the SRTS planning process were focused on collecting data using surveys. In November of 2009, 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 February and April of 2010. Following its completion, the project list was presented to County engineering for final review.







## Present Conditions

Number of students: 140

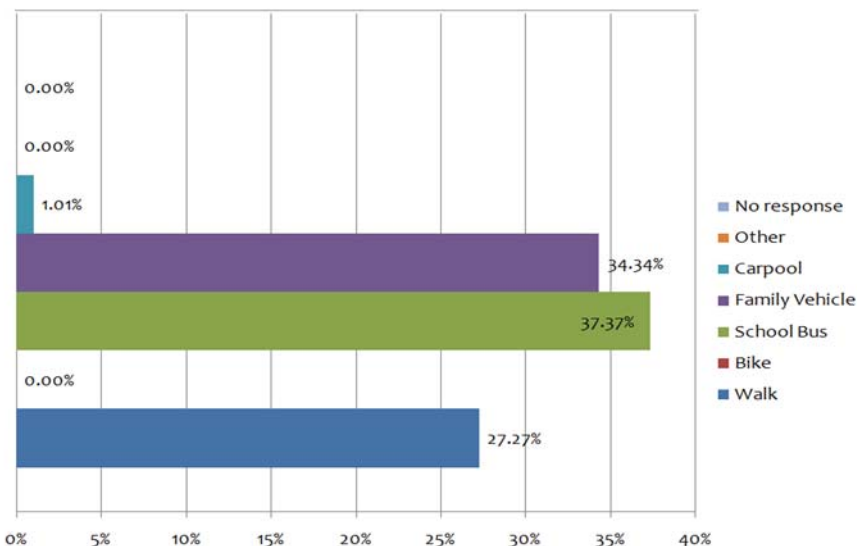
## Parent Surveys

Student surveys were administered to parents of children attending grades Preschool through 5th at Andrew Elementary School, during the month of November 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.

### Travel Mode to School

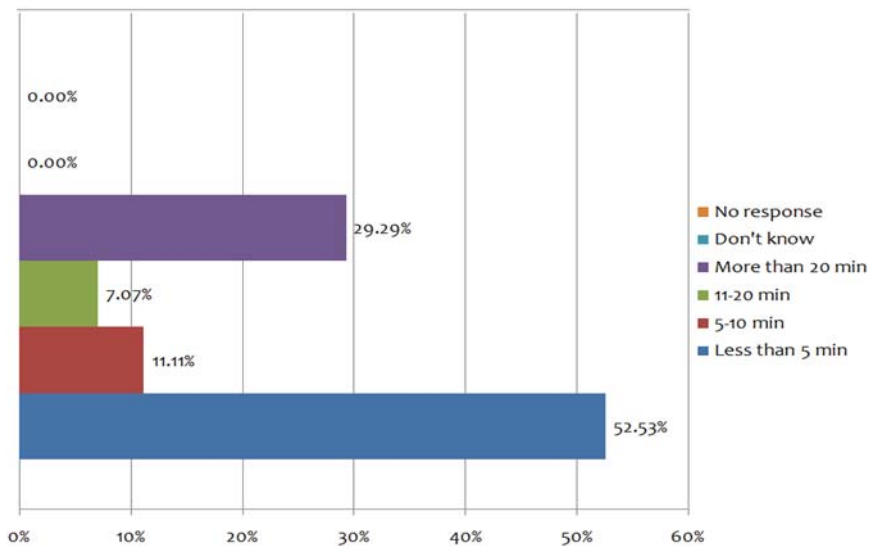
99 parents at Andrew Elementary School responded to the survey, and this constitutes 71% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (37.37%), a family vehicle (34.34%), or walking (27.27).



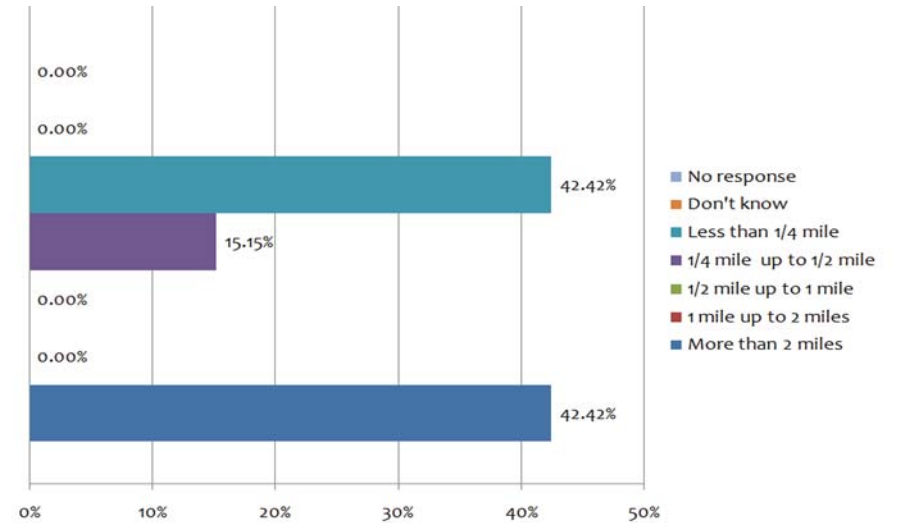
### Travel Time to School

63.64% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



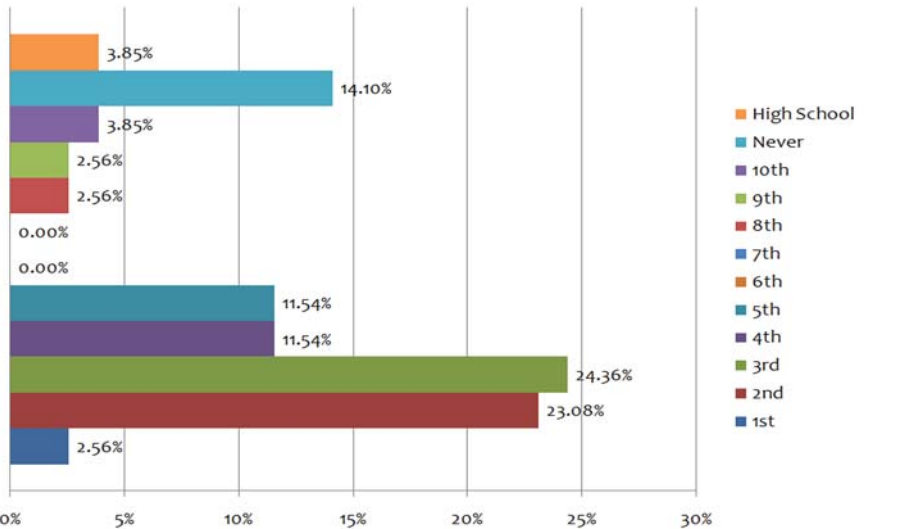
Travel Distance to School • • • • •

57.57% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



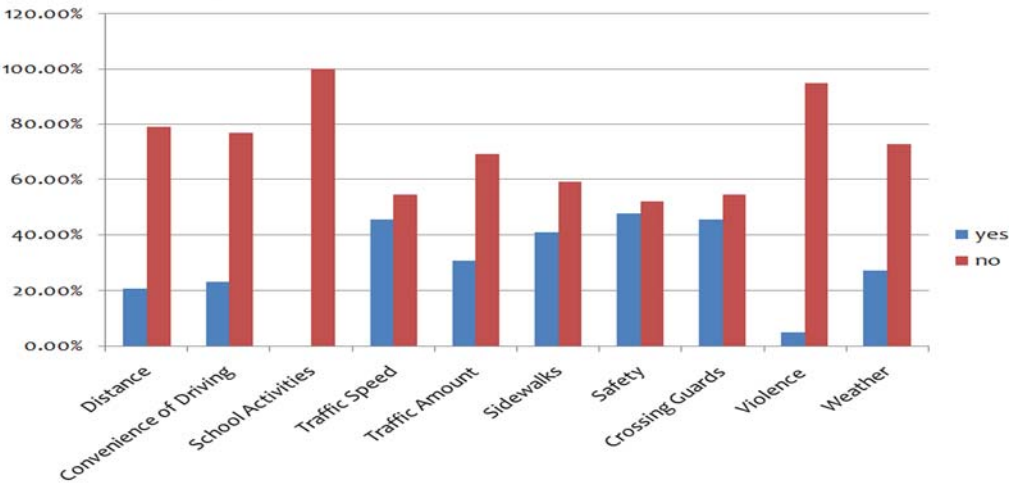
Grade Level Allowed to Walk/Bike to School • • • • •

Parents responding to the survey viewed 3rd grade as an appropriate, allowable age for a child to walk or bike to school. A relatively low percentage of parents, 14.10%, stated that they would never allow their child 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 increased safety, a lower traffic speed, more crossing guards and more sidewalks. The major issues brought up by parents were distance, weather, and traffic speed.

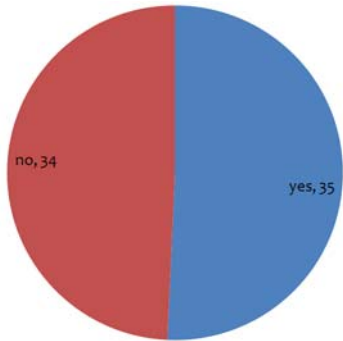




## Interest in Behavior Change Programs

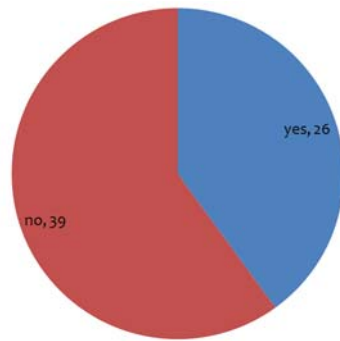
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



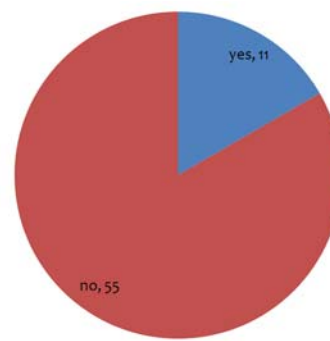
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



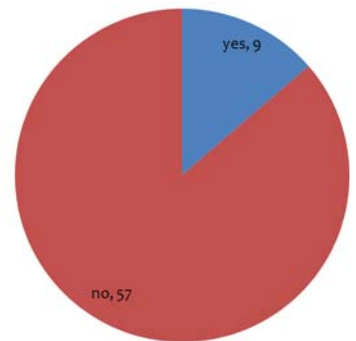
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



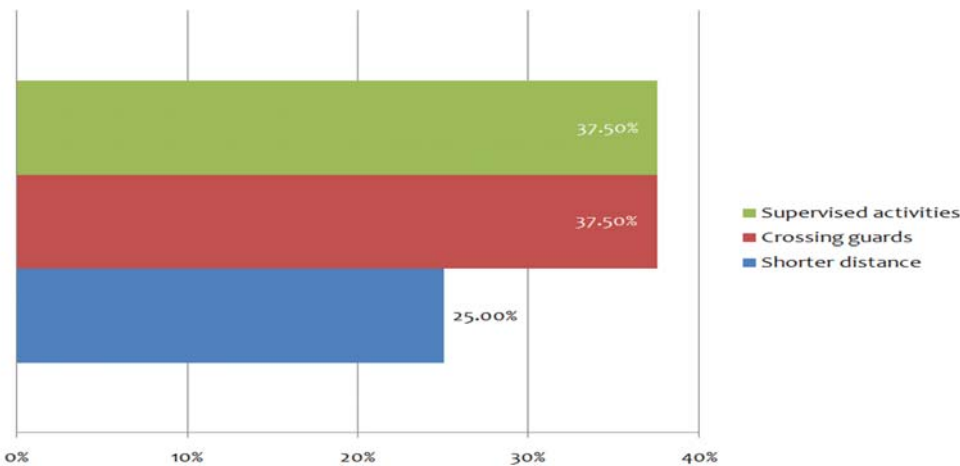
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



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

## Incentives/Programs



The top parent suggestions for increasing walking and biking were:

1. Supervised activities
2. Crossing guards
3. Shorter distance

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

1. Country Road e17
2. Highway 62
3. West Calhoun Street



Present Conditions

Number of students: 141

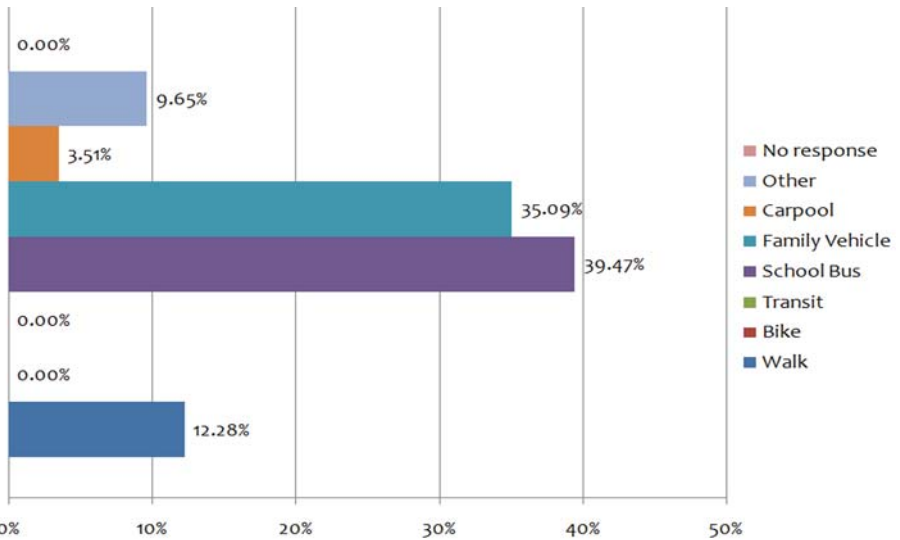
Student Surveys

Student surveys were administered to 7th through 12th graders, at Andrew Middle and High School, during the month of November in 2009. 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

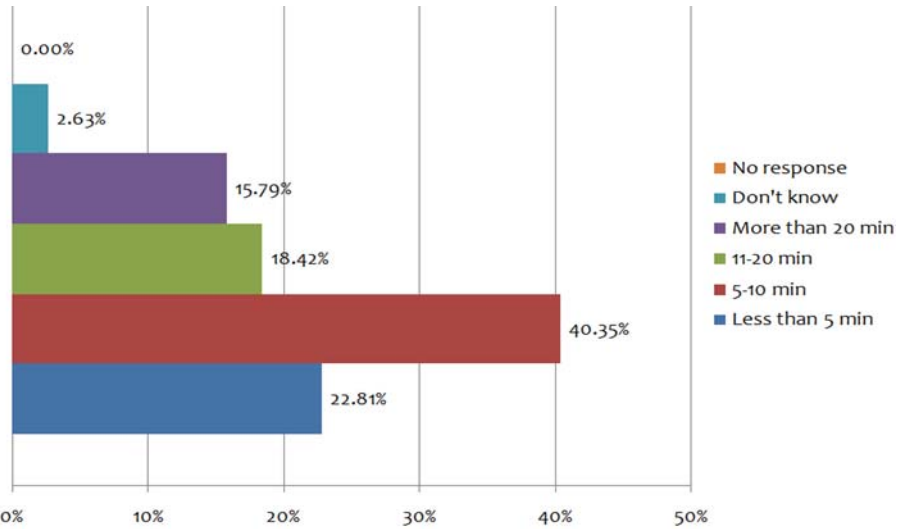
114 students responded to the survey, and this constitutes 81% of the student body.

Students responding to the survey travel to school by a school bus (39.47%) or by a family vehicle (35.09%).



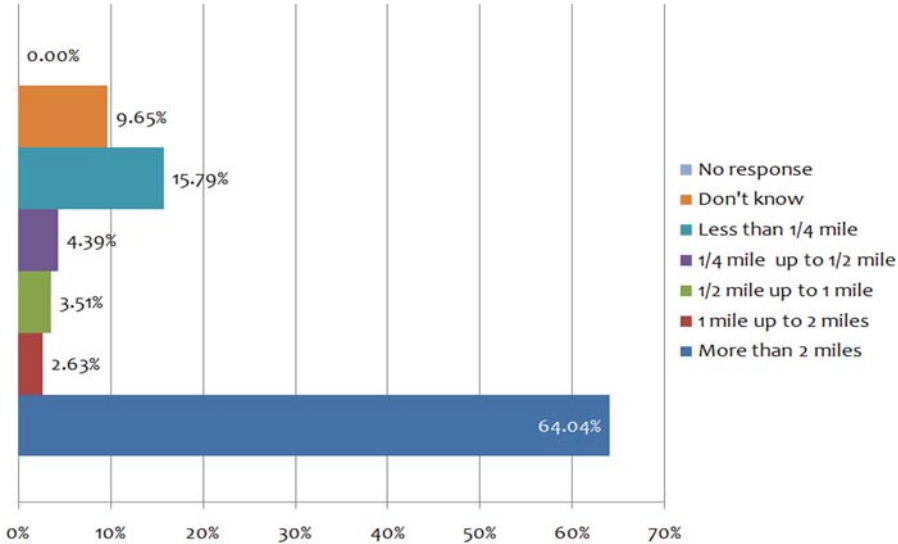
Travel Time to School

63.16% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

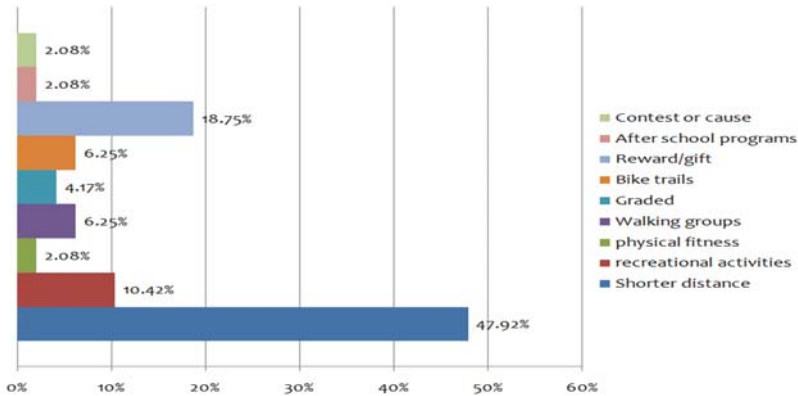


Travel Distance to School

Only 20.18% of students responding to the survey travel less than 1/2 mile to school, while 64.04% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

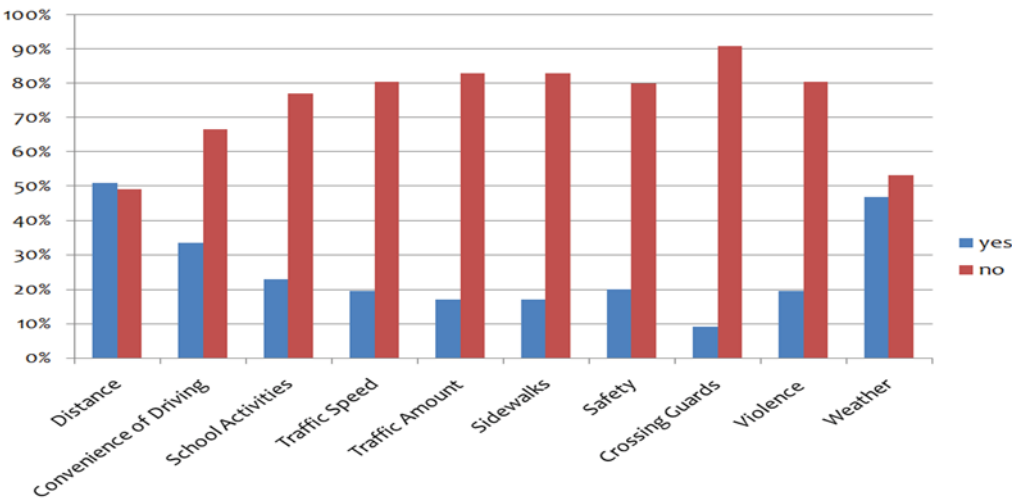
1. Shorter distance
2. Reward/gift
3. Recreational activities

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

1. Willough Street
2. Highway 61
3. Rockdale Road from 214th to Andrew
4. 287th Street
5. Highway crossing by Otter Creek

Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included a shorter distance, more favorable weather and making driving less convenient. The major issues brought up by students were weather and distance.



# Bellevue Elementary School

School Location:  
100 South 3rd Street  
Bellevue, IA 52031

## Present Conditions

Number of students: 308

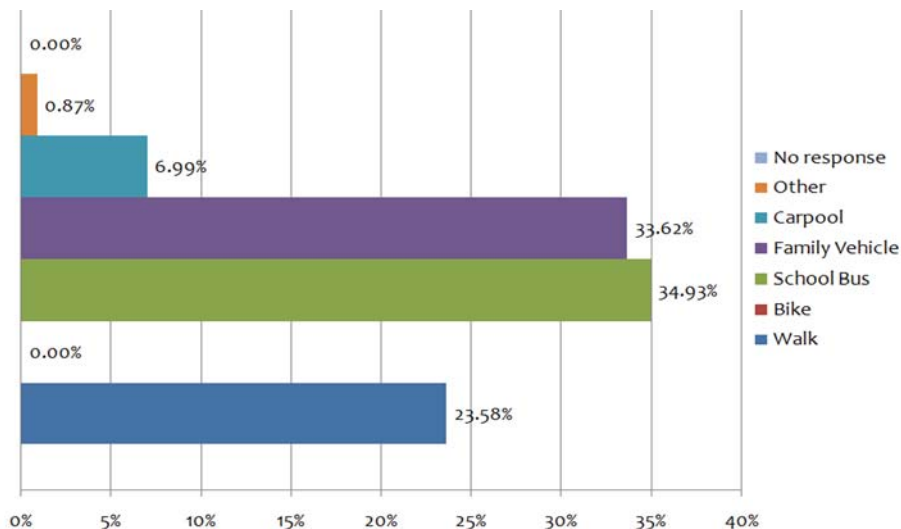
## Parent Surveys

Student surveys were administered to parents of children attending grades Preschool through 5th at Bellevue Elementary School, during the month of November 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.

### Travel Mode to School

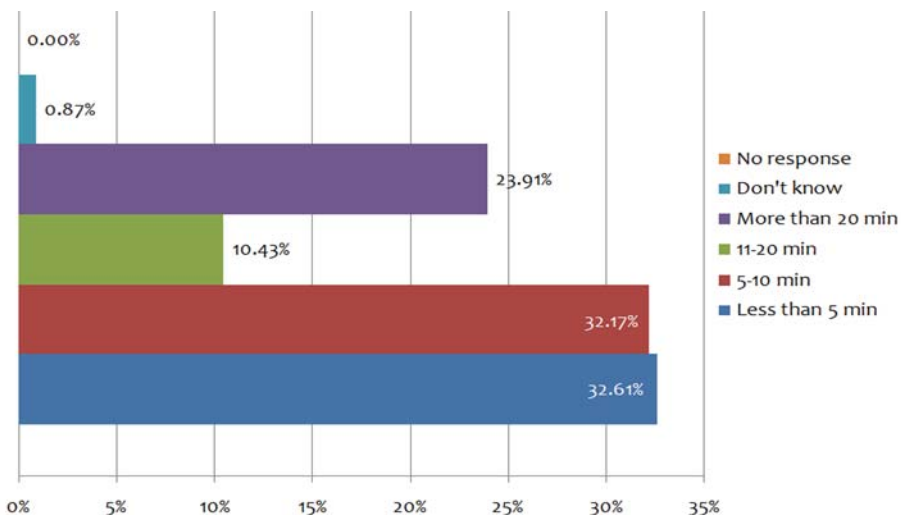
147 parents at Bellevue Elementary School responded to the survey, and this constitutes 48% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (34.93%), a family vehicle (33.62%), or walking (23.58%).



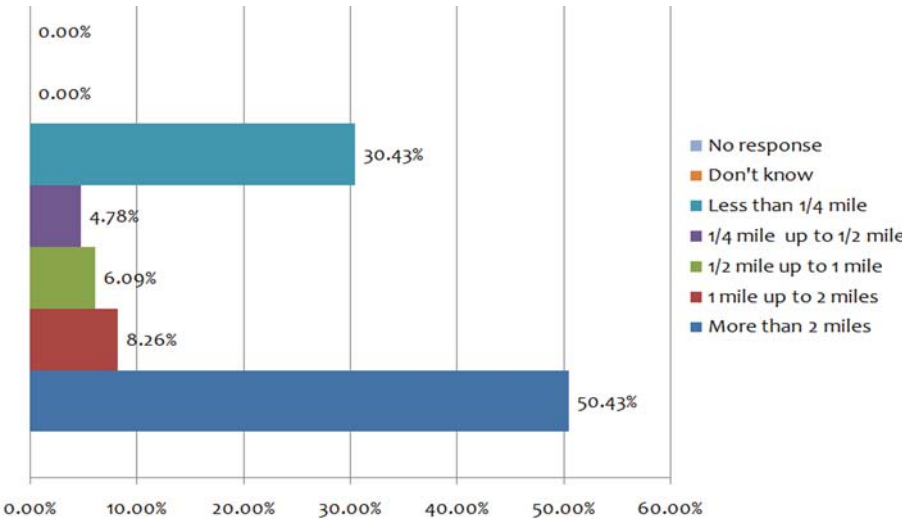
### Travel Time to School

64.78% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



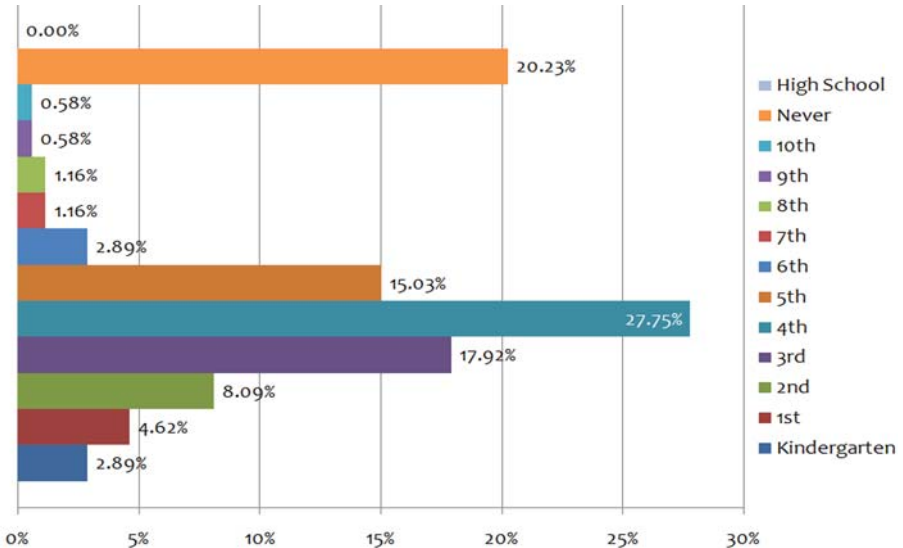
Travel Distance to School

35.21% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



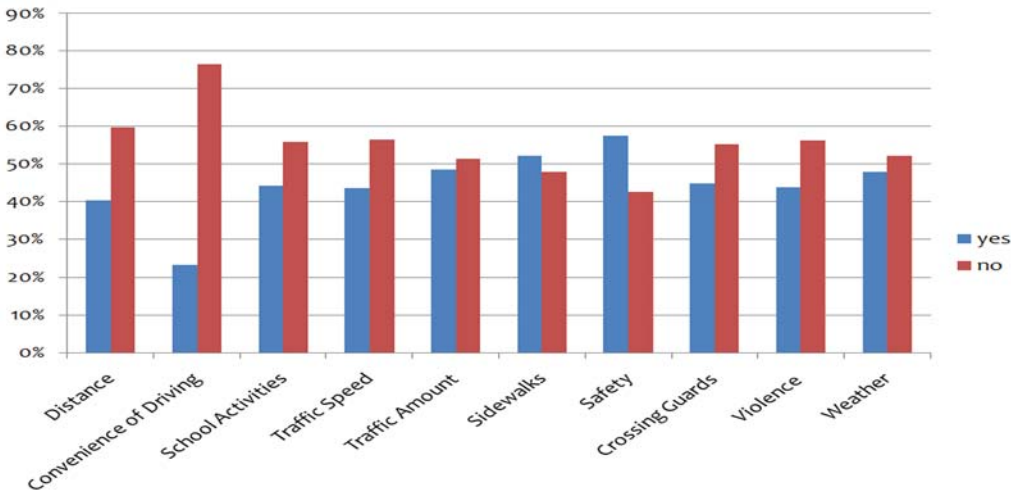
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade (27.75%) as an appropriate, allowable age for a child to walk or bike to school. 20.23% of parents stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking

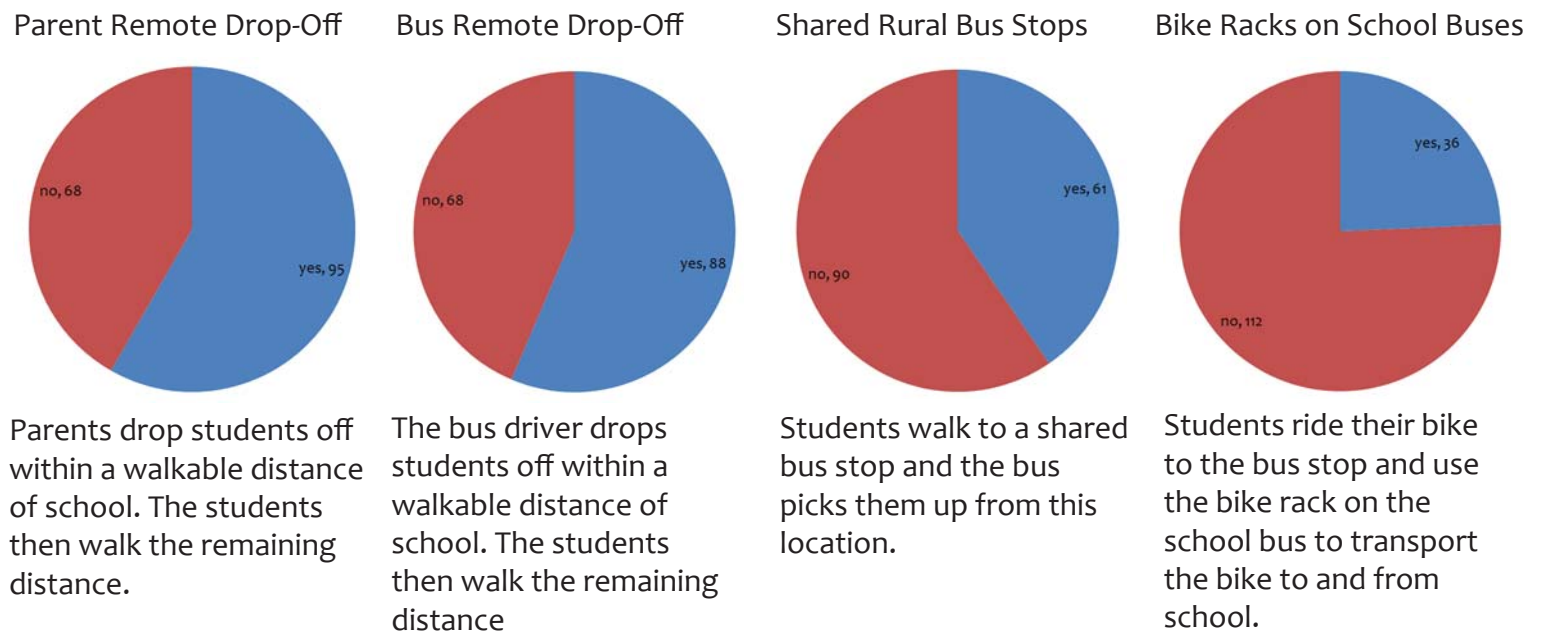
The most common changes that would encourage more students to walk or bike to school included increased safety, more sidewalks, less traffic, and more conducive weather. The major issues brought up by parents were distance and weather.



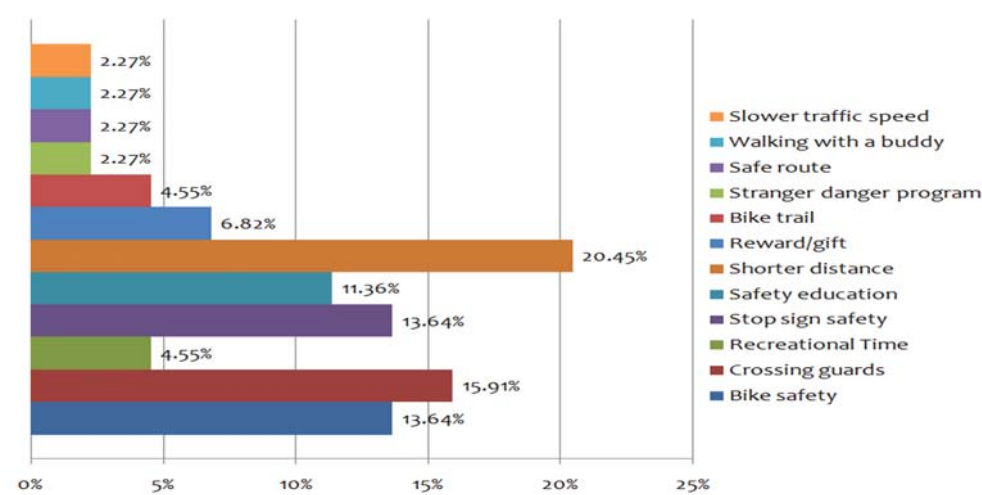


Interest in Behavior Change Programs . . . . .

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



Incentives/Programs . . . . .



- The top parent suggestions for increasing walking and biking were:
1. Shorter distance
  2. Crossing guards
  3. Bike safety
  4. Stop sign safety
- The streets and intersections cited most often by parents as being unsafe included:
1. 8th St. to 7th St.
  2. State St.
  3. 7th St. and State St.
  4. Jefferson and 4th St.
  5. Jefferson St.
  6. 6th St. and Court St.
  7. Court St.
  8. Highway 52



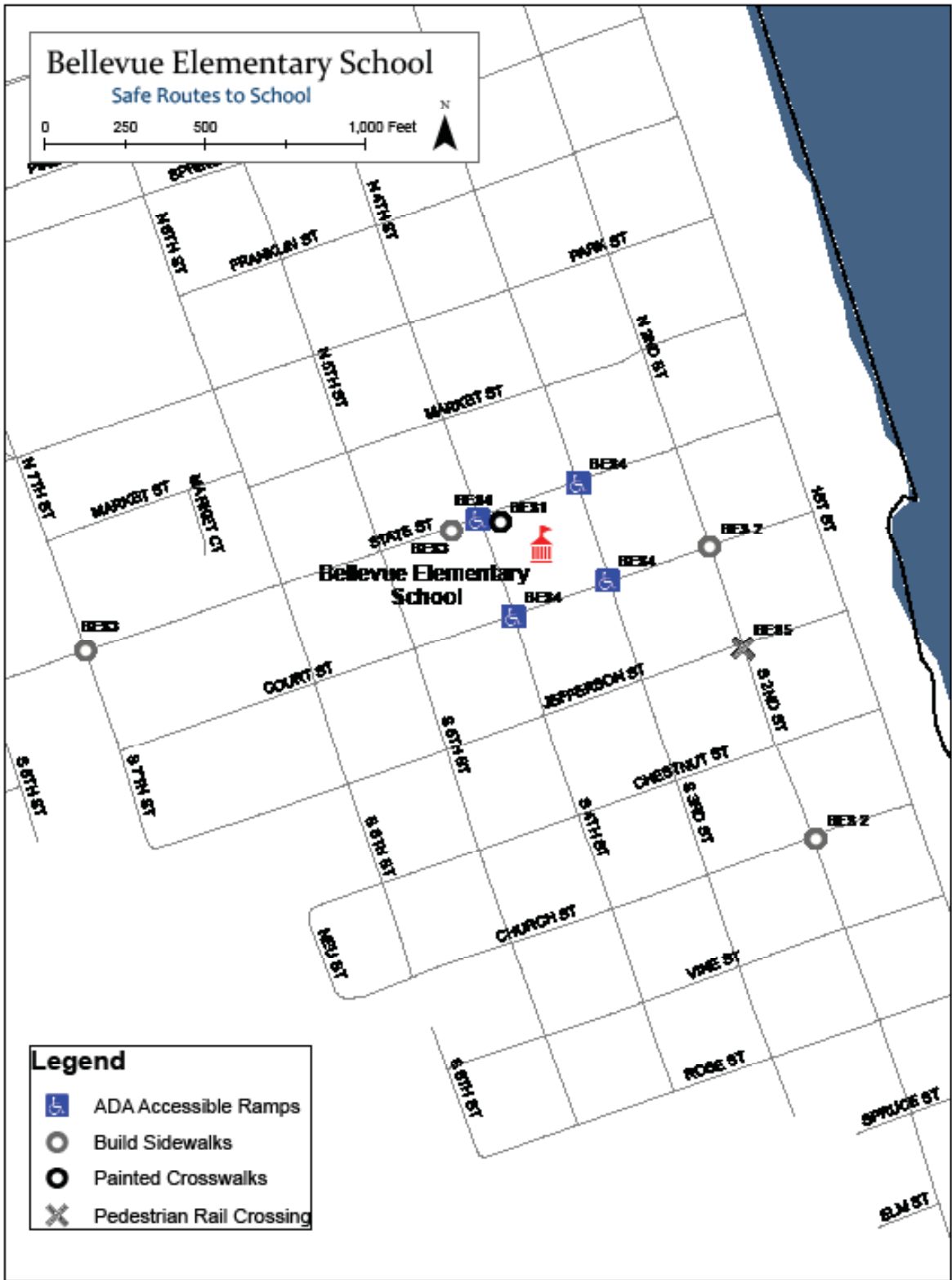
## School Administrator Input

Staff met with Bellevue 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	Unsafe intersections at State/ 3rd and State/ 4th	Add painted crosswalks at the intersections
2	Parents would feel safe if students could bike on sidewalks instead of streets. Our sidewalks are not good.	Put wide sidewalks in along 2nd St.
3	No sidewalk on south side of State b/f 7th and 8th Street.	Install such sidewalk (especially since kids like to go to the car wash).
4	Curbs around elementary school are not handicapped accessible.	Install handicapped accessible ramps.
5	Railroad runs along 2nd St	<ul style="list-style-type: none"><li>• Create pedestrian railroad crossings</li><li>• Work with Canadian Pacific to educate children on railroad safety</li></ul>

# Mapping Bellevue 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.



# Bellevue Middle and High School

School Location:  
100 South 3rd Street  
Bellevue, Iowa 52031

## Present Conditions

Number of students: 361

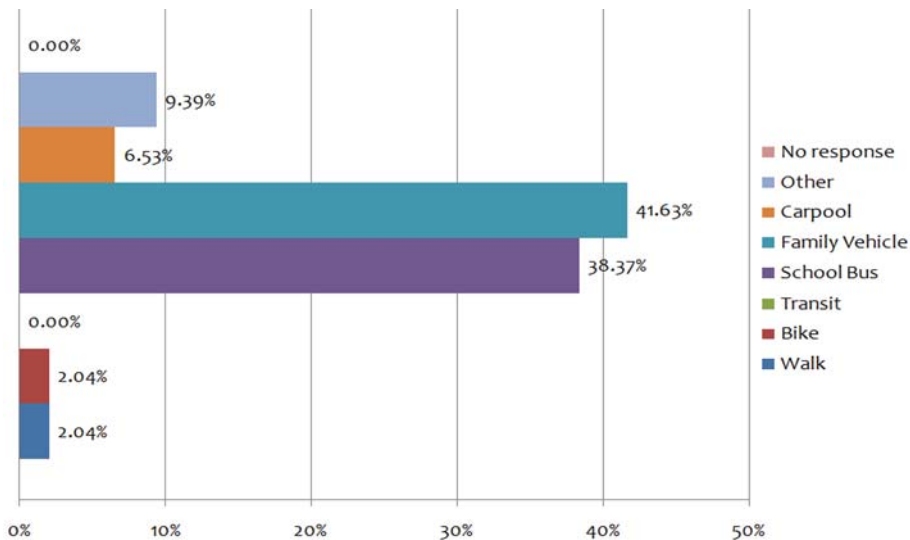
## Student Surveys

Student surveys were administered to 6th through 12th graders, at Bellevue Middle and High School, during the month of November in 2009. 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

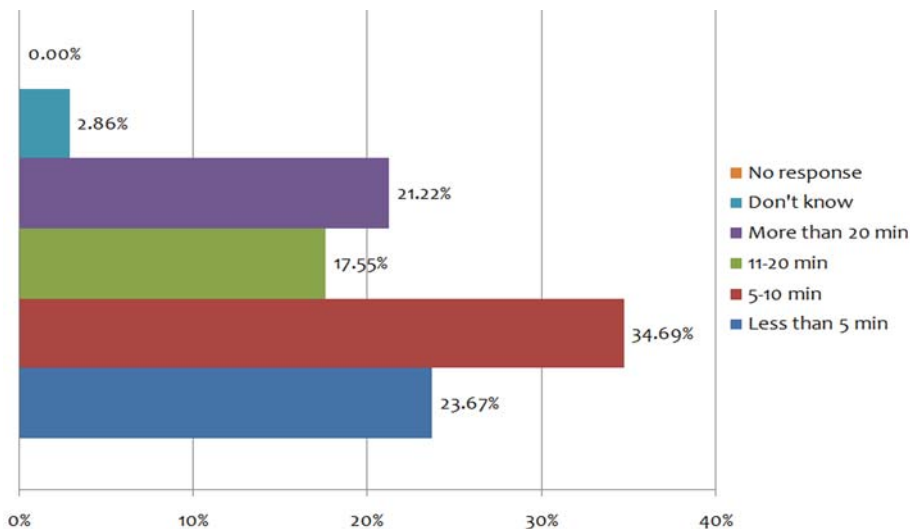
245 students responded to the survey, and this constitutes 68% of the student body.

Students responding to the survey travel to school by a family vehicle (41.63%) or by a school bus (38.37%).



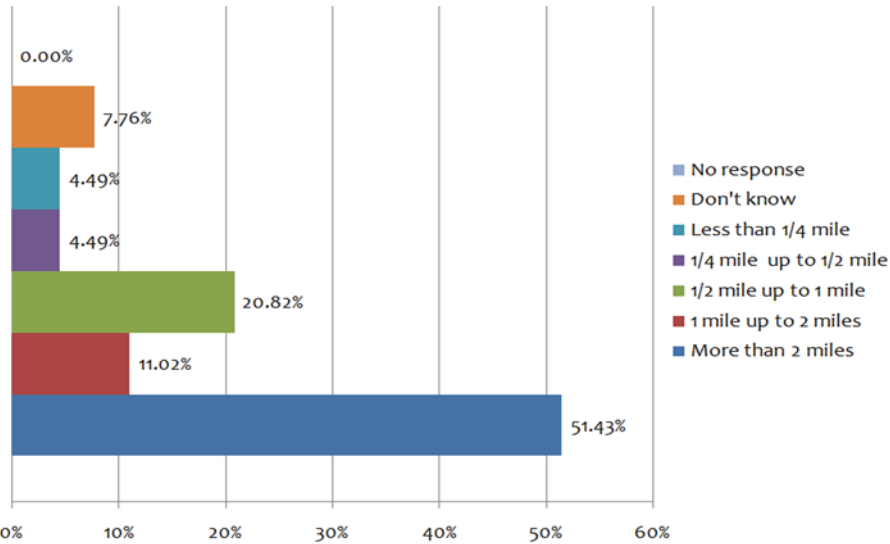
### Travel Time to School

58.36% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

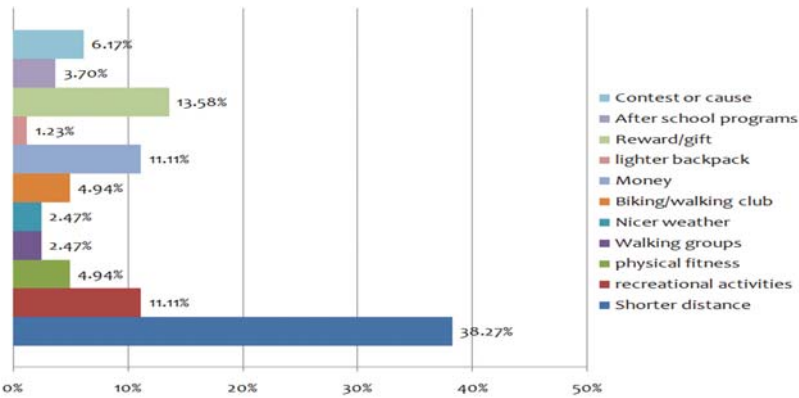


Travel Distance to School . . . . .

Only 8.98% of students responding to the survey travel less than 1/2 mile to school, while 41.43% travel 2 miles or more to attend school.



Incentives/Programs . . . . .



The top student suggestions for increasing walking and biking were:

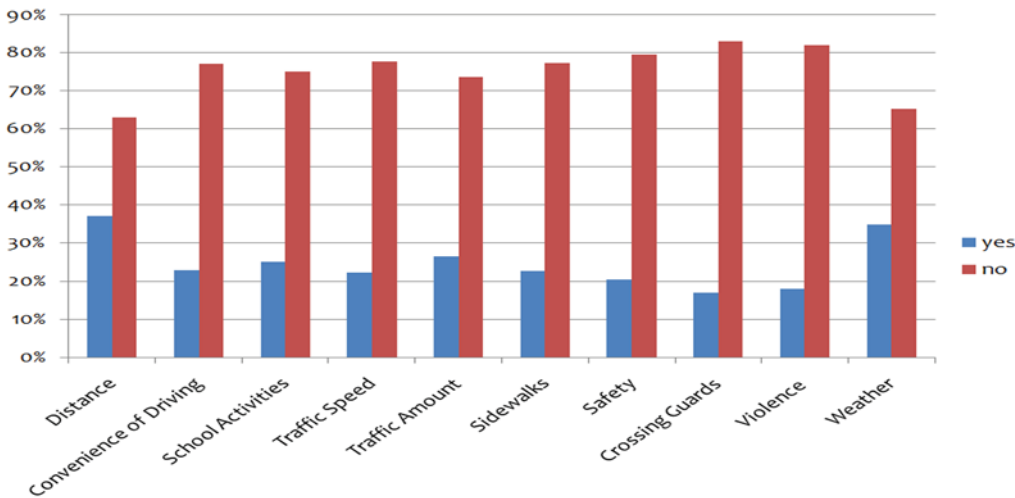
- 1. Shorter distance
- 2. Reward/gift
- 3. Recreational activities
- 4. Money

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

- 1. State Street and Riverview Street
- 2. Highway 52
- 3. Front Street
- 4. Parking lot traffic

Environmental Factors Impacting Walking/Biking . . . . .

The most common changes that would encourage more students to walk or bike to school included a shorter distance, more favorable weather and less traffic. The major issues brought up by students were weather and distance.



## School Administrator Input

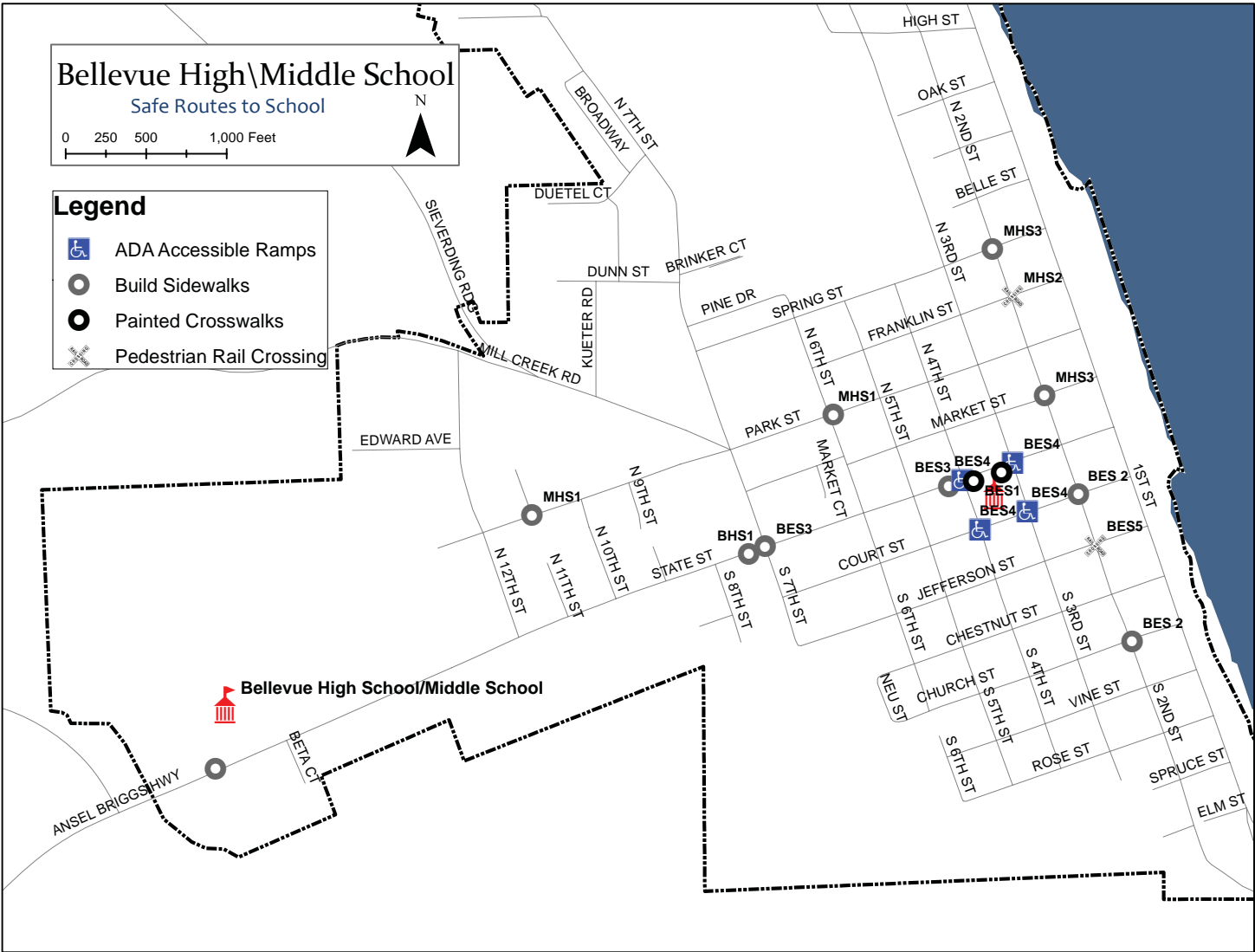
Staff met with Bellevue Middle and High School administrators and local officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested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

	Problem	Solution
BHS1	Sidewalk on State east of 7th St is in poor condition	Repair Sidewalks
BHS2	Snow on Sidewalks from the snowplows	City needs to make sure that sidewalks are not covered with snow from the streets
BES3	No sidewalk on south side of State St west of 7th st	Construct sidewalks
BES4	Curbs around elementary school are not handicapped accessible. High School and Middle school students board a shuttle bus at the elementary school.	Install handicapped accessible ramps.



# Mapping Bellevue High Middle and 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.





# Briggs Elementary School

School Location:  
1003 Pershing Road  
Maquoketa, IA 52060

## Present Conditions

Number of students: 300

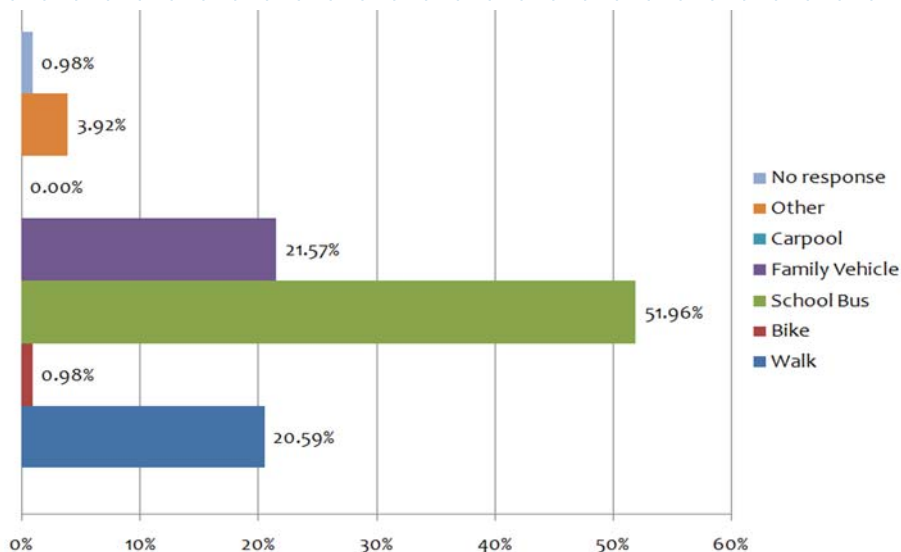
## Parent Surveys

Student surveys were administered to parents of children attending grades 3rd through 5th at Briggs Elementary School, during the month of November 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.

### Travel Mode to School

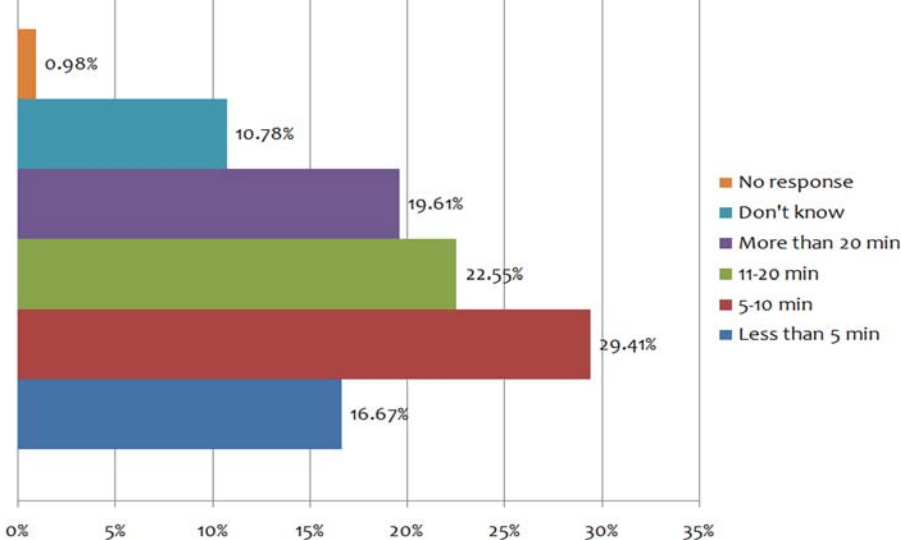
102 parents at Briggs Elementary School responded to the survey, and this constitutes 34% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (51.96%), a family vehicle (21.57%), or walking (20.59%).



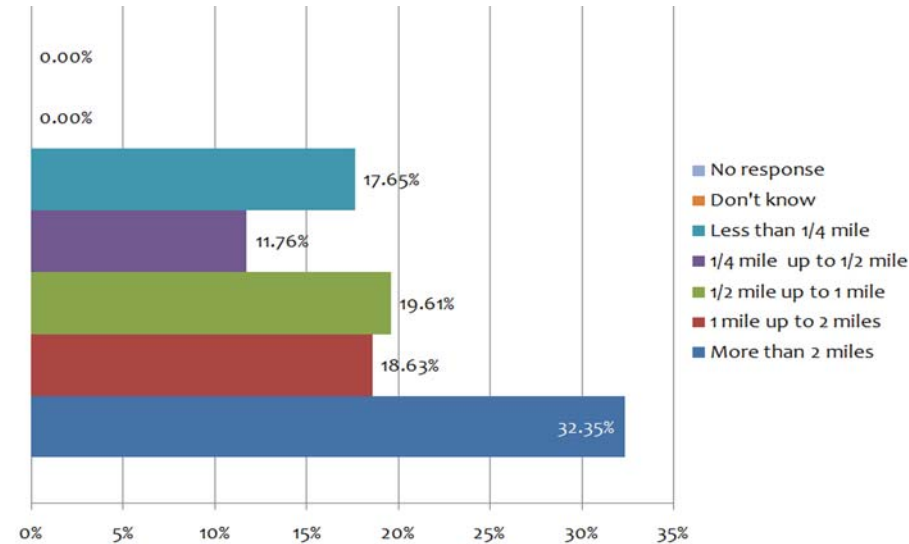
### Travel Time to School

46.08% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



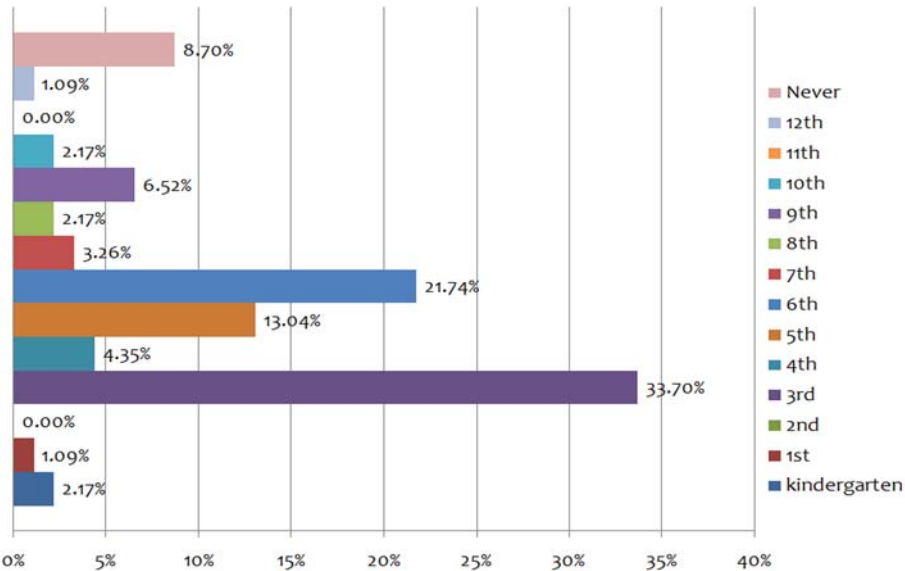
Travel Distance to School . . . . .

29.41% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



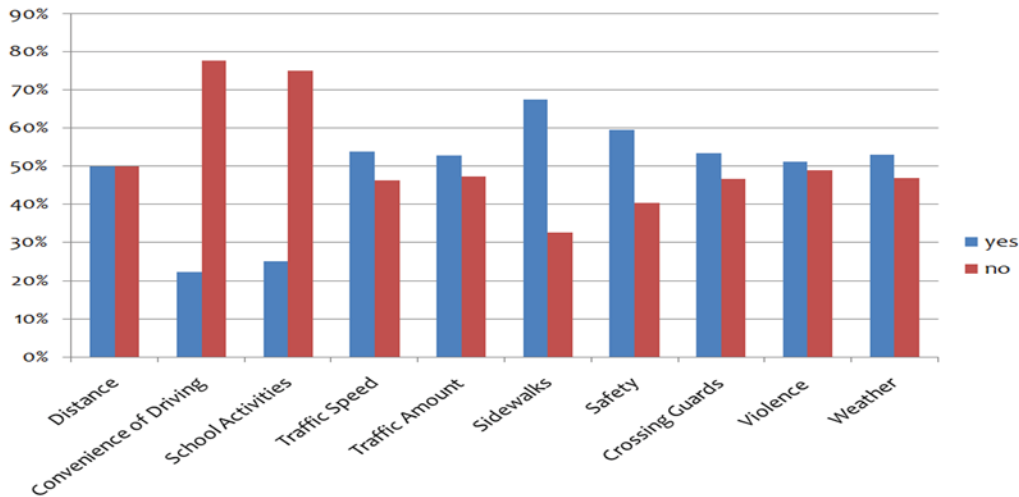
Grade Level Allowed to Walk/Bike to School . . . . .

Parents responding to the survey viewed 3rd grade as an appropriate, allowable age for a child to walk or bike to school. A small percentage of parents, 8.70%, stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking . . . . .

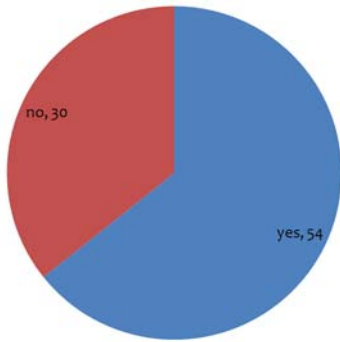
The most common changes that would encourage more students to walk or bike to school included more sidewalks, increased safety, and more conducive weather. The major issues brought up by parents were weather, safety, traffic speed, and the amount of traffic.



## Interest in Behavior Change Programs

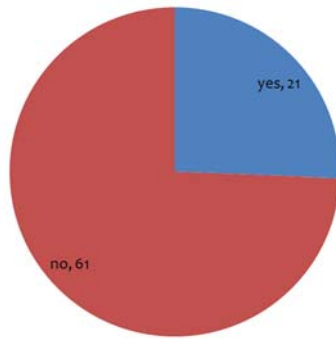
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



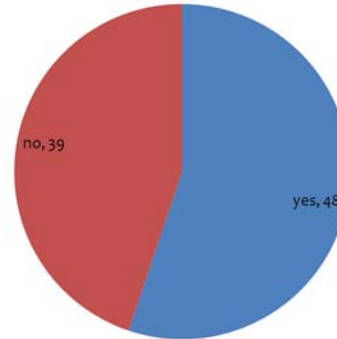
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



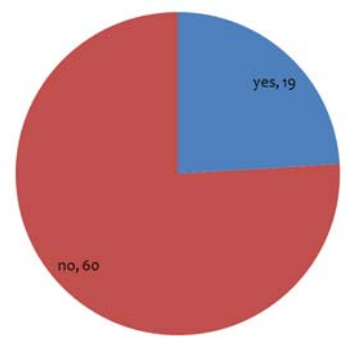
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



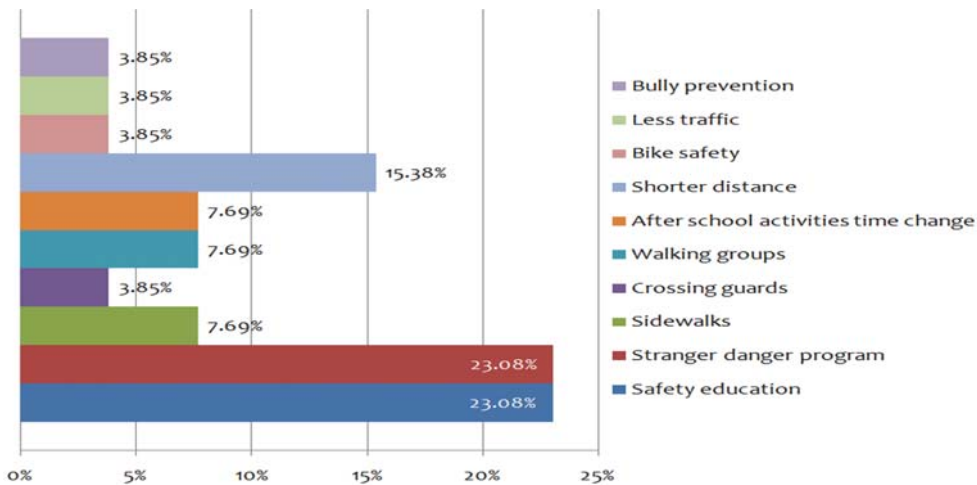
Students walk to a shared bus stop and the bus picks them up from this location.

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. Stranger danger program
2. Safety education
3. Shorter distance

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

1. Main Street and Summit Street
2. Summit Street
3. Platt Street
4. South Vermont St. and Platt St.
5. Pershing Road
6. Myatt Drive
7. Crossing Highway 61 on the overpass
8. North Main and Grove



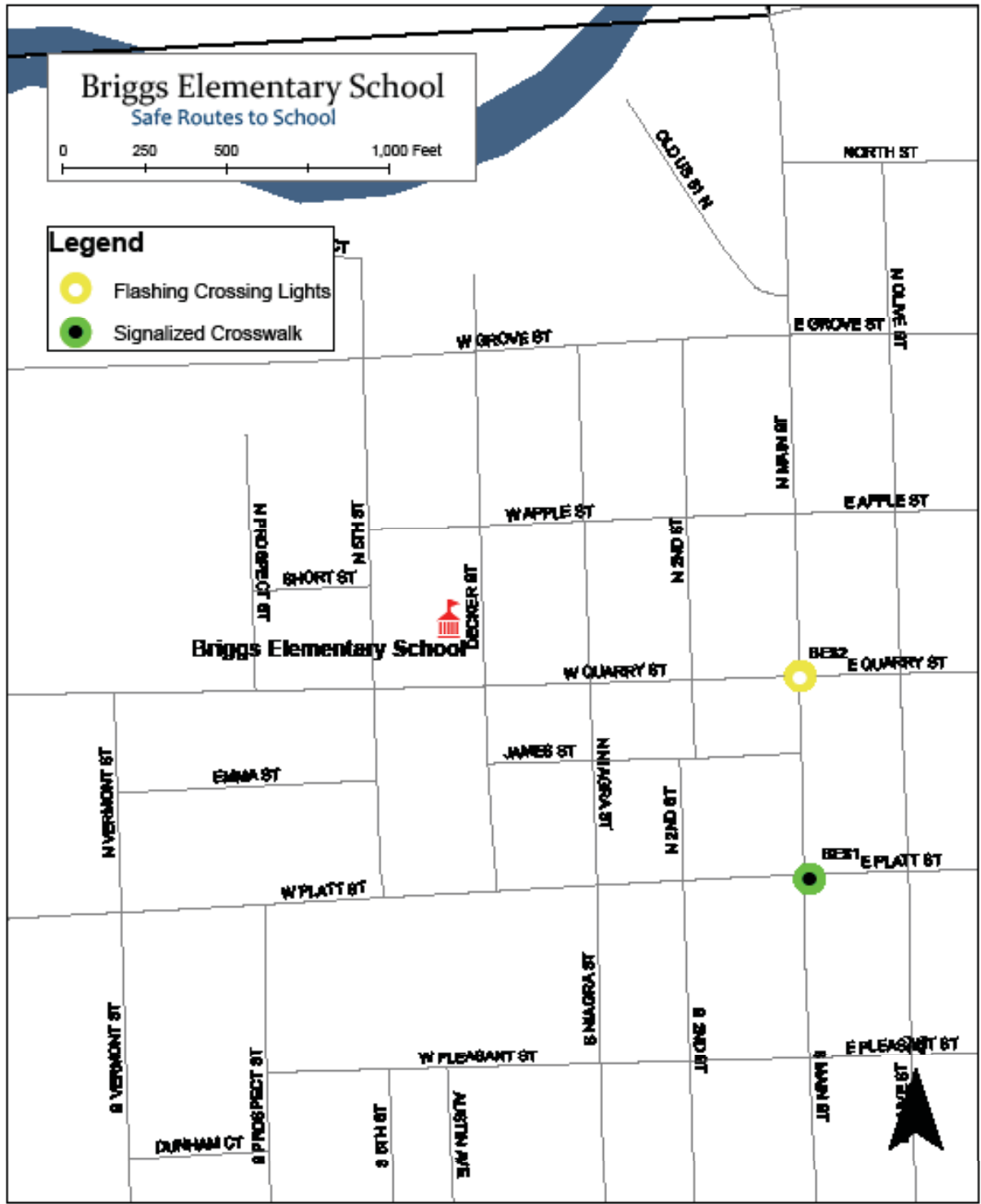
# School Administrator Input

Staff met with Briggs 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
BES1	Unsafe intersection at Main St and Platt St	Install crossing signal with button
BES2	Unsafe intersection at Main St and Quarry St	Install stop light or flashing light

## Mapping Briggs 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.



# Cardinal Elementary School

School Location:  
1003 Pershing Road  
Maquoketa, IA 52060

## Present Conditions

Number of students: 340

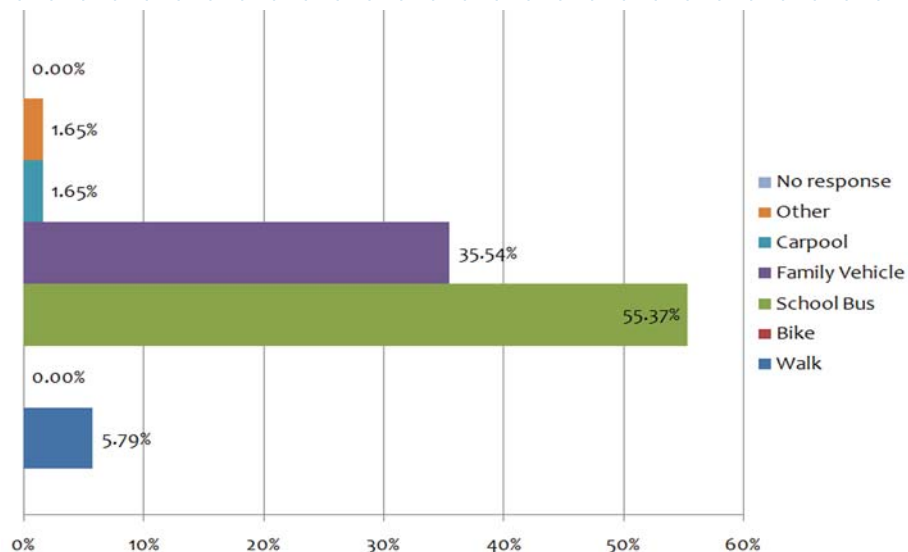
## Parent Surveys

Student surveys were administered to parents of children attending grades Preschool through 2nd at Cardinal Elementary School, during the month of November 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.

### Travel Mode to School

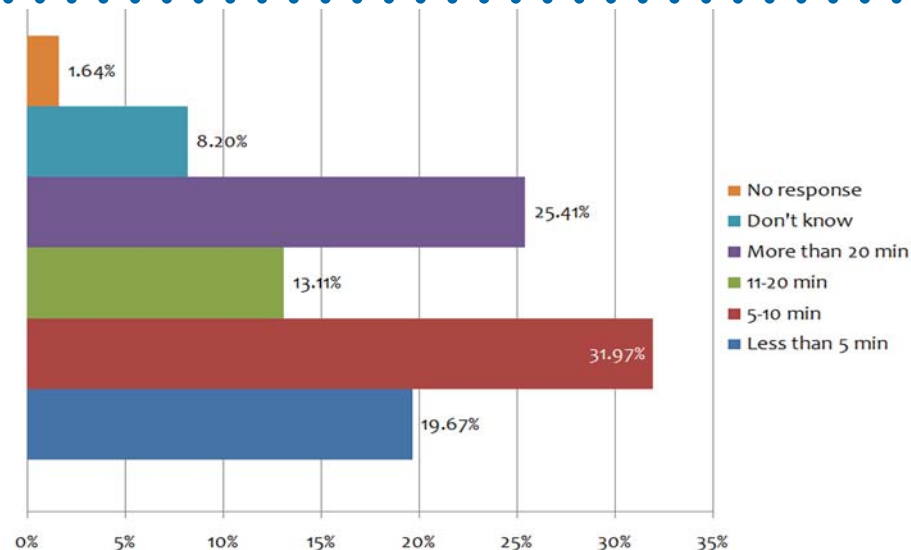
104 parents at Cardinal Elementary School responded to the survey, and this constitutes 31% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (55.37%), a family vehicle (35.54%), or walking (5.79%).



### Travel Time to School

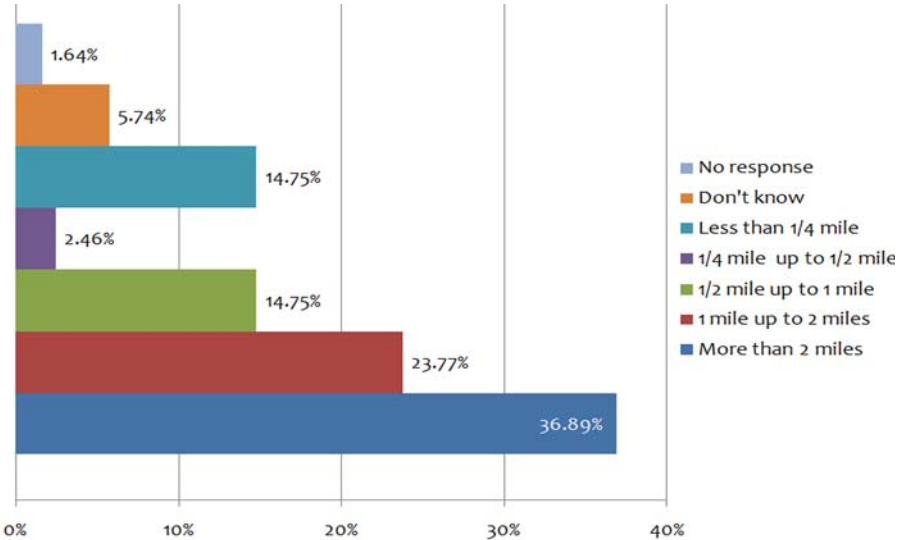
51.64% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.





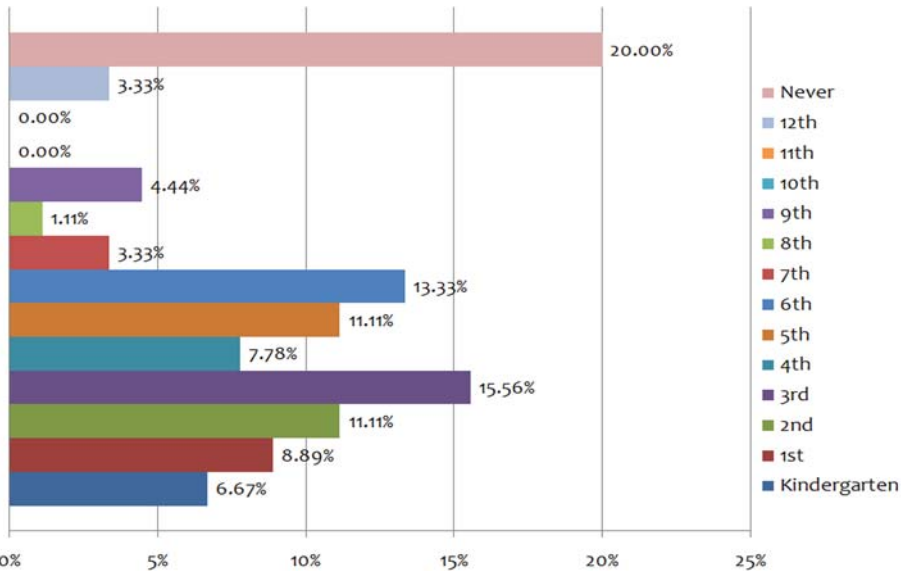
Travel Distance to School

17.21% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



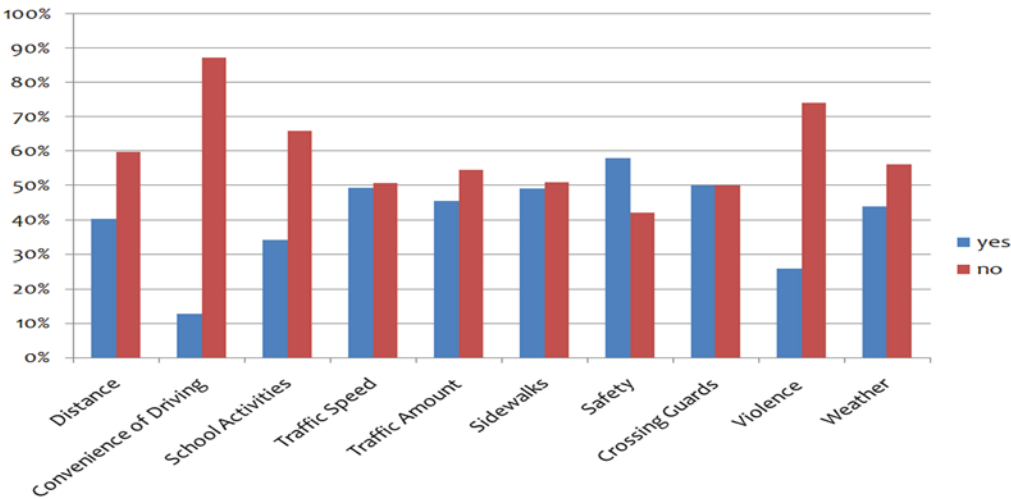
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 3rd grade as an appropriate, allowable age for a child to walk or bike to school. A large percentage of parents, 20%, stated that they would never allow their child to walk or bike to school.



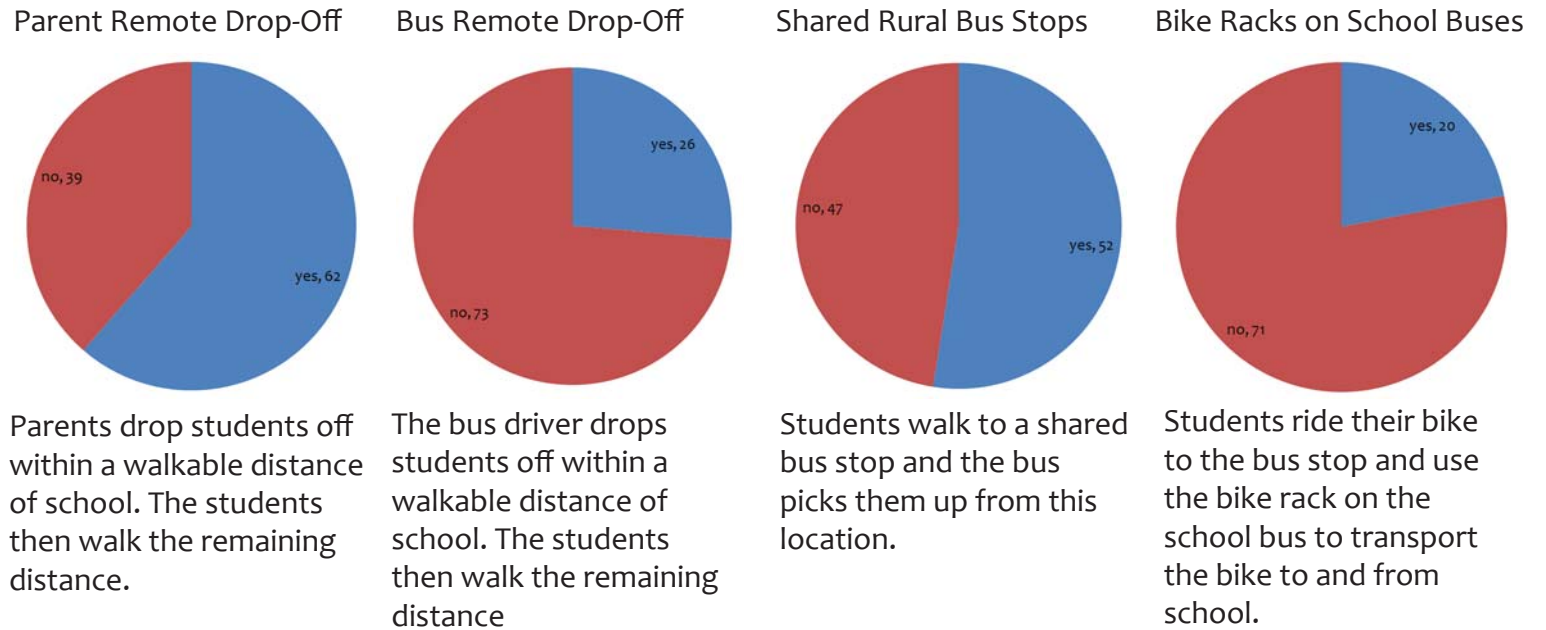
Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included increased safety, more crossing guards, more sidewalks, and a reduced traffic speed. The major issues brought up by parents were weather, safety, and distance.

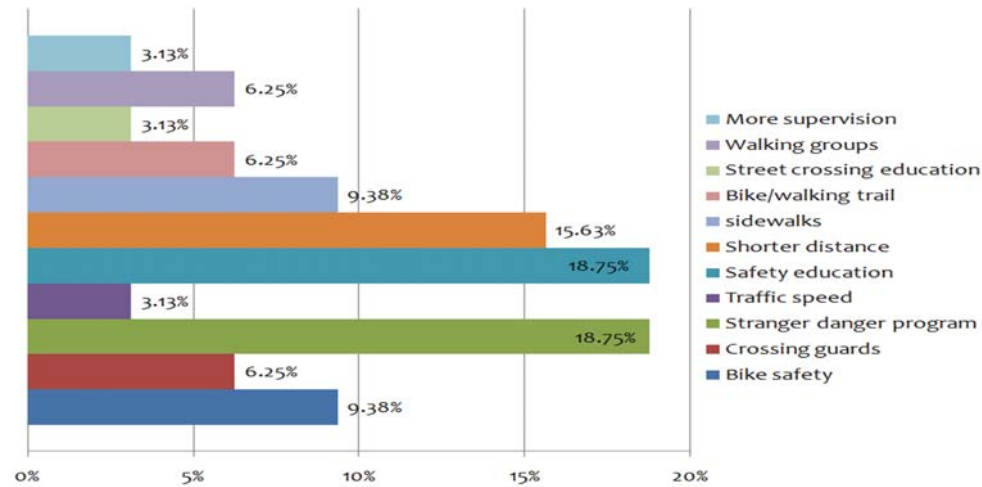


Interest in Behavior Change Programs . . . . .

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



Incentives/Programs . . . . .



- The top parent suggestions for increasing walking and biking were:
1. Stranger danger program
  2. Safety education
  3. Shorter distance
- The streets and intersections cited most often by parents as being unsafe included:
1. South Main Street
  2. Highway 64
  3. Platt Street and 5th Street
  4. Myatt Drive
  5. Summit and 2nd Street
  6. Pershing Street
  7. Platt Street
  8. Quarry Street and Main Street
  9. Farmland Drive
  10. Summit Street

• **School Administrator Input**

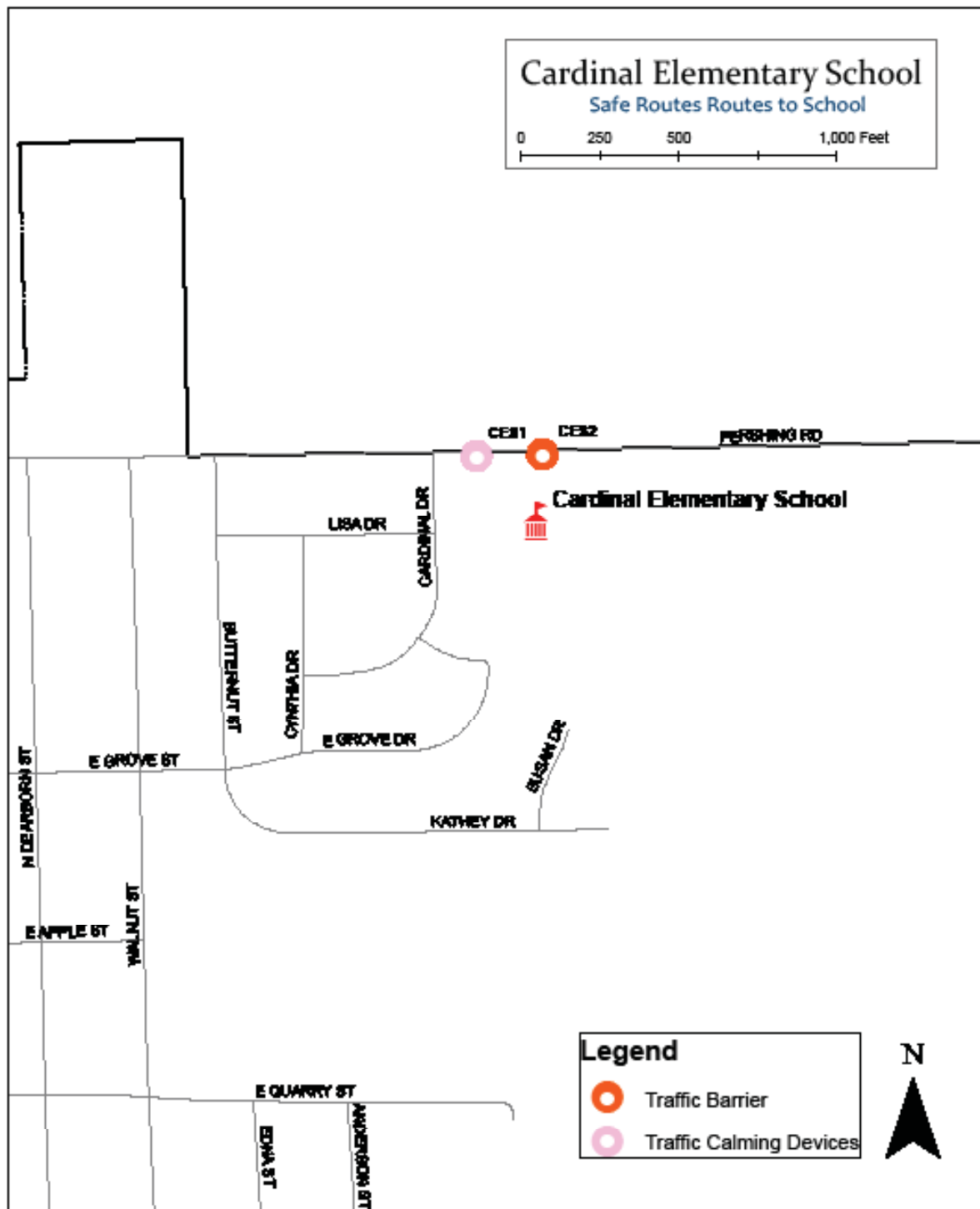
Staff met with Cardinal Elementary School administrators and local officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested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

	Problem	Solution
CES1	Congestion in at dismissal time	Install barrier to guide traffic flow.
CES2	Traffic on Pershing Rd travels at high speeds	Install traffic calming device Increase enforcement.



## Mapping Cardinal 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.



## Present Conditions

Number of students: 620

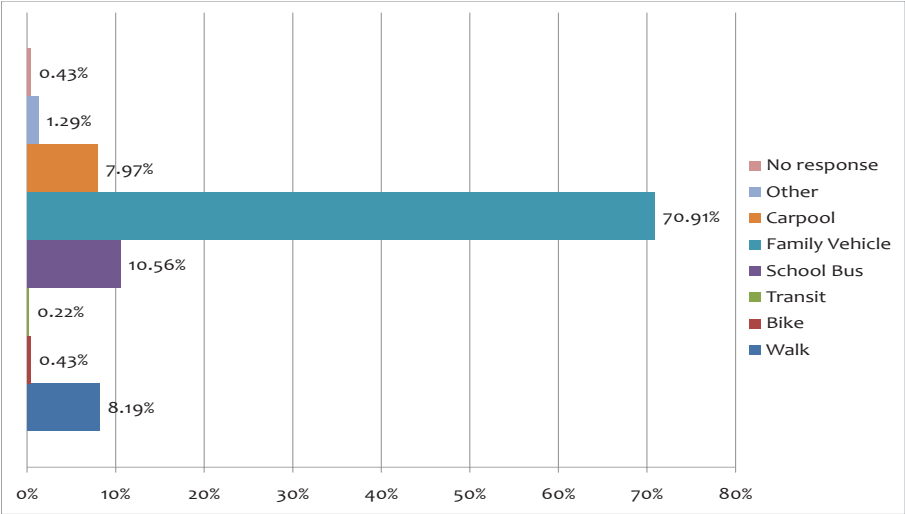
## Student Surveys

Student surveys were administered to 9th through 12th graders, at Maquoketa High School, during the month of November in 2009. 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

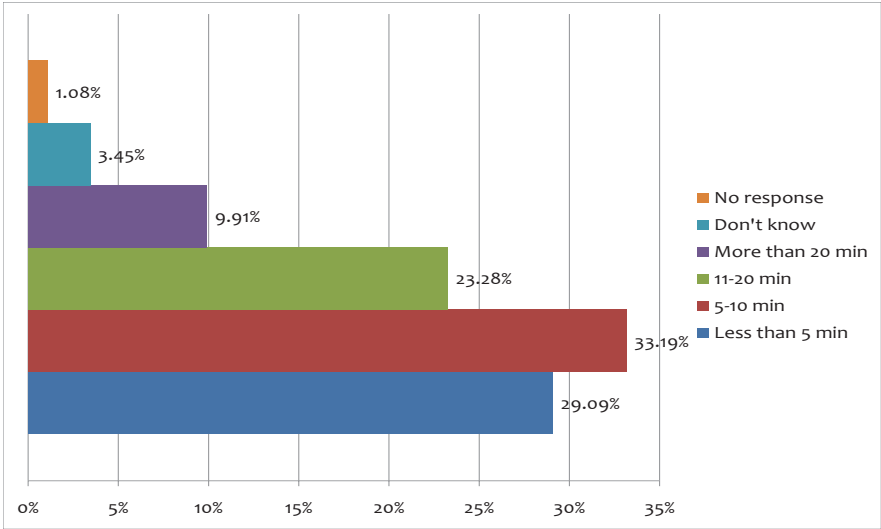
464 students responded to the survey, and this constitutes 75% of the student body.

Students responding to the survey travel to school by a family vehicle (70.91%) or by a school bus (10.56%).



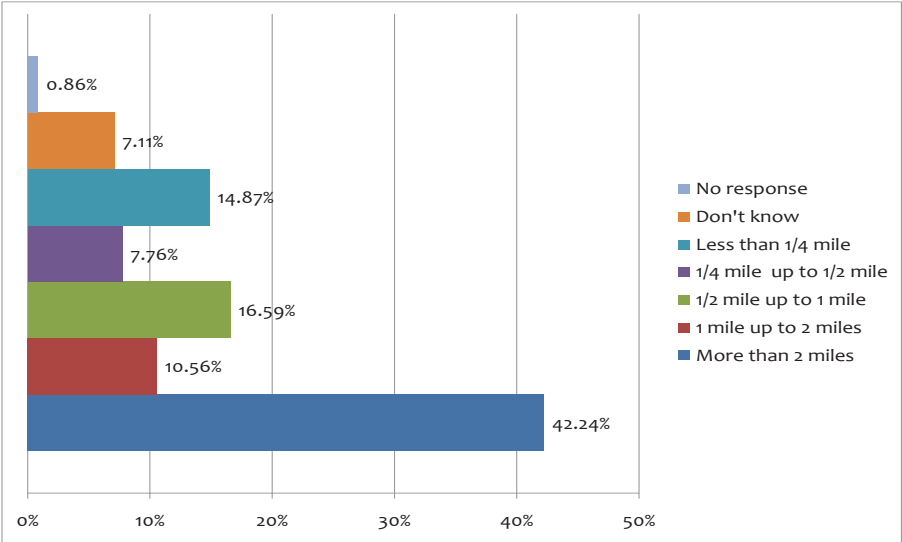
### Travel Time to School

62.28% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

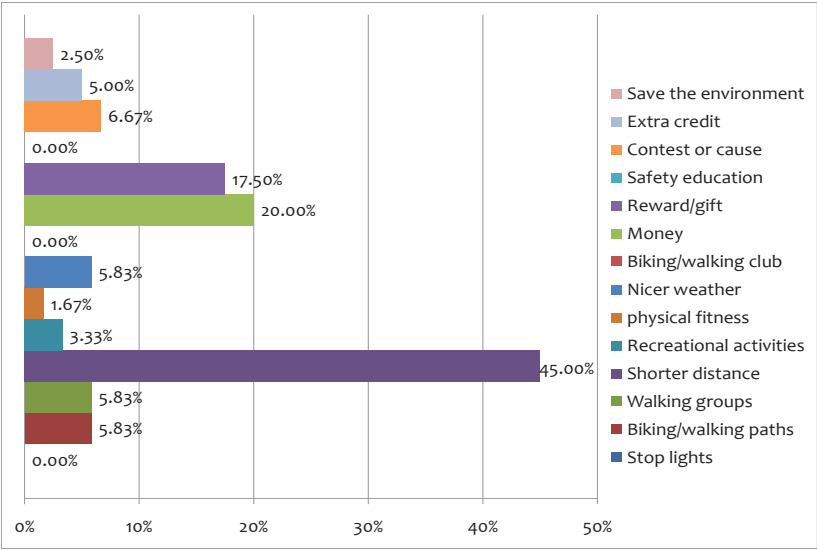


Travel Distance to School

22.63% of students responding to the survey travel less than 1/2 mile to school, while 42.24% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

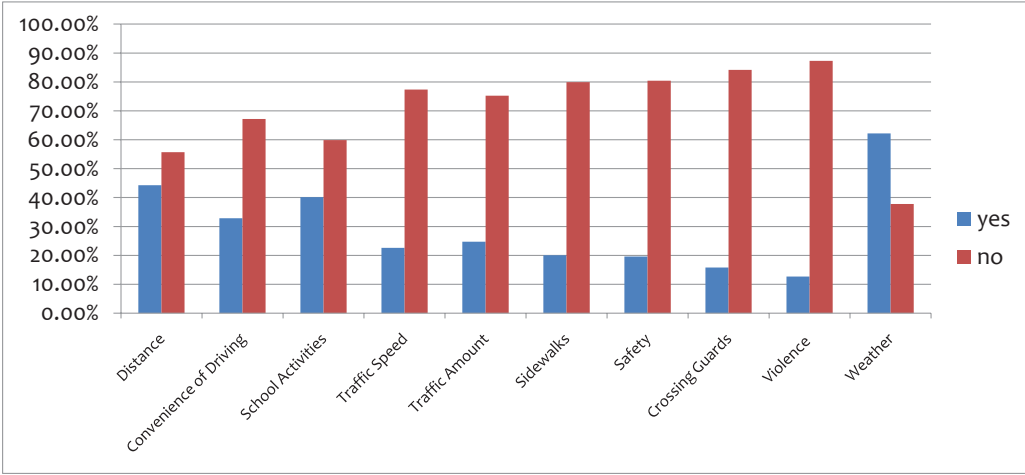
1. Reward/gift
2. Recreational activities
3. Shorter distance
4. Money

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

1. Highway 64
2. Summit Street and Main Street
3. South 4th Street
4. Platt Street
5. Vermont Street
6. Olive Street
7. 233rd Avenue
8. South 5th Street

Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included more crossing guards, a reduced traffic speed, less violence, and making driving less convenient. The major issues brought up by students were weather, distance, and school activities.





# School Administrator Input

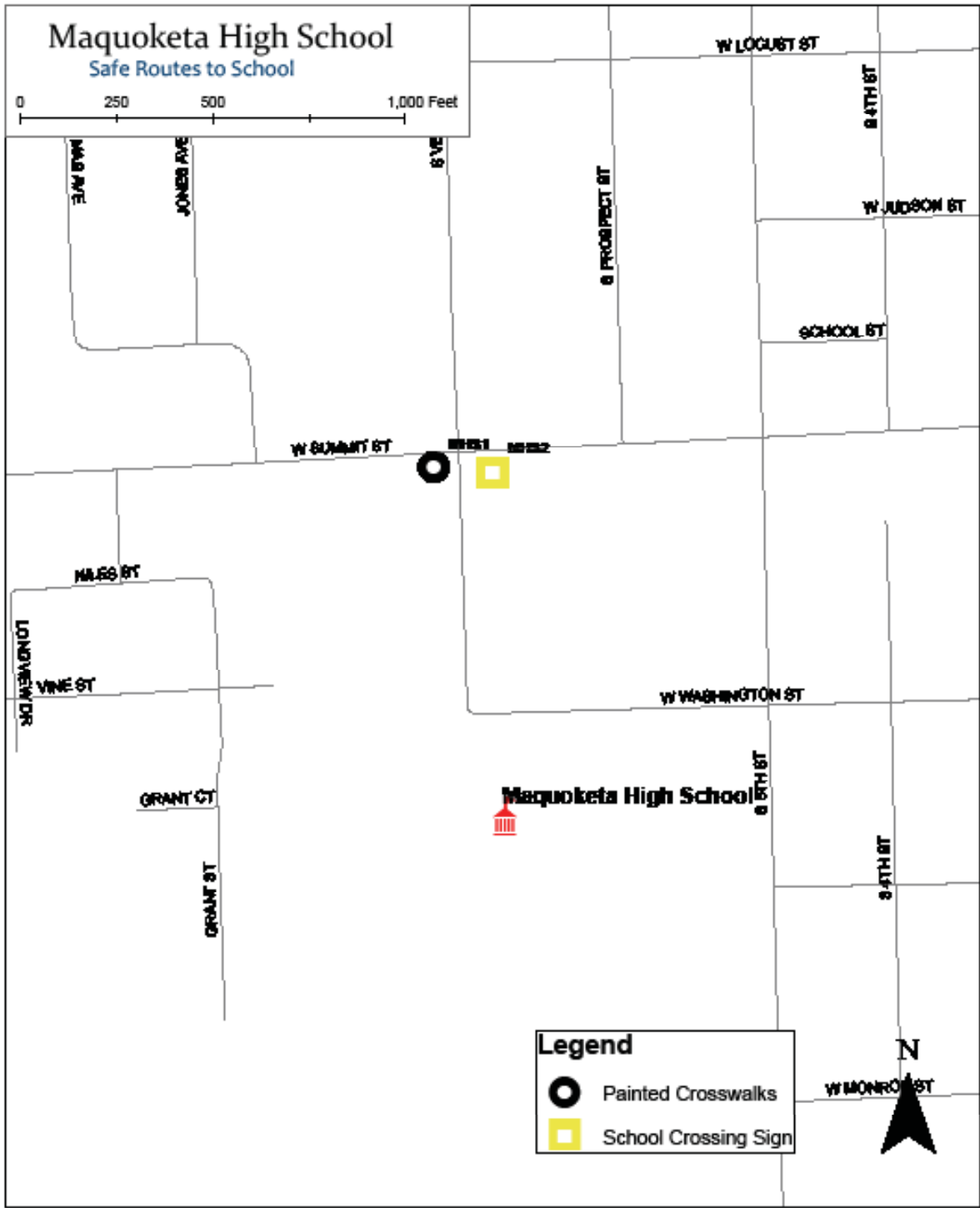
Staff met with Maquoketa High School administrators and local officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at the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

	Problem	Solution
MHS1	Unsafe intersection at W Summit St and S Vermont St	Crosswalk
MHS2	Unsafe intersection at W Summit St and S Vermont St	Crossing sign



# Mapping Maquoketa High School Project List

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



## Present Conditions

Number of students: 375

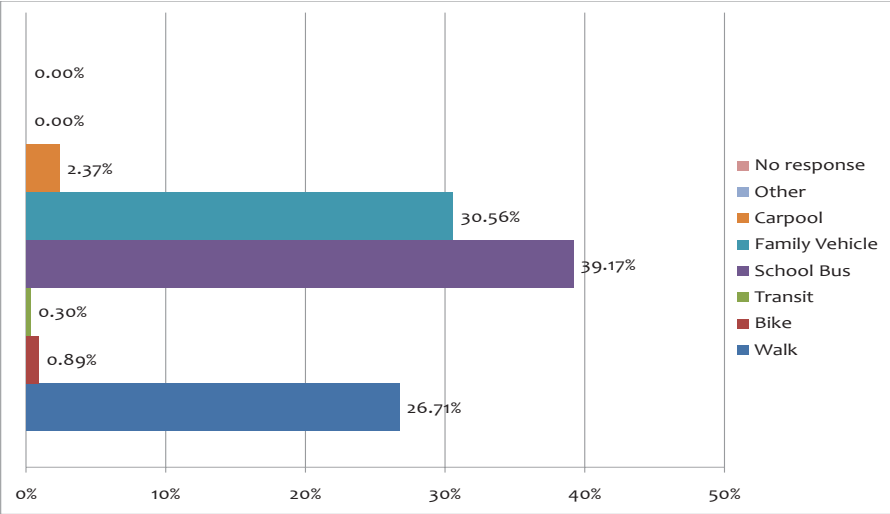
## Student Surveys

Student surveys were administered to 6th through 8th graders, at Maquoketa Middle and High School, during the month of November in 2009. 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

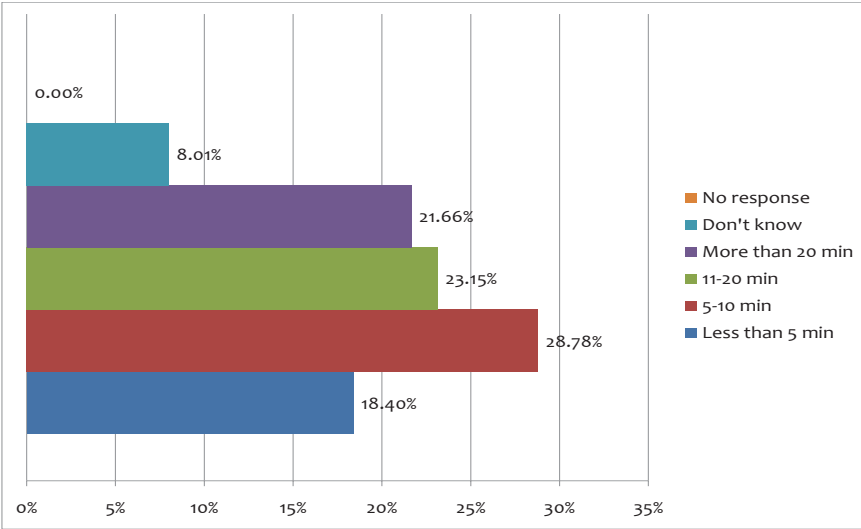
337 students responded to the survey, and this constitutes 89% of the student body.

Students responding to the survey travel to school by a family vehicle (30.56%) or by a school bus (39.17%).



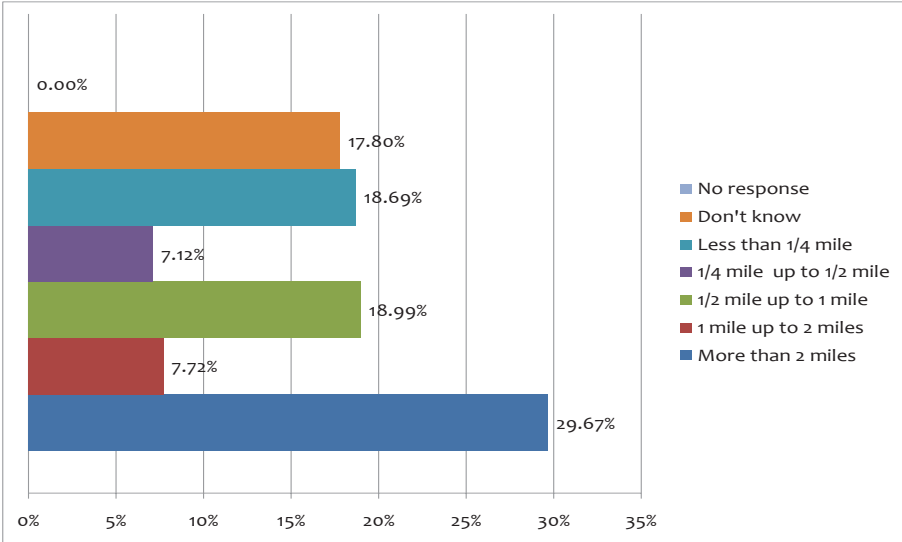
### Travel Time to School

47.18% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

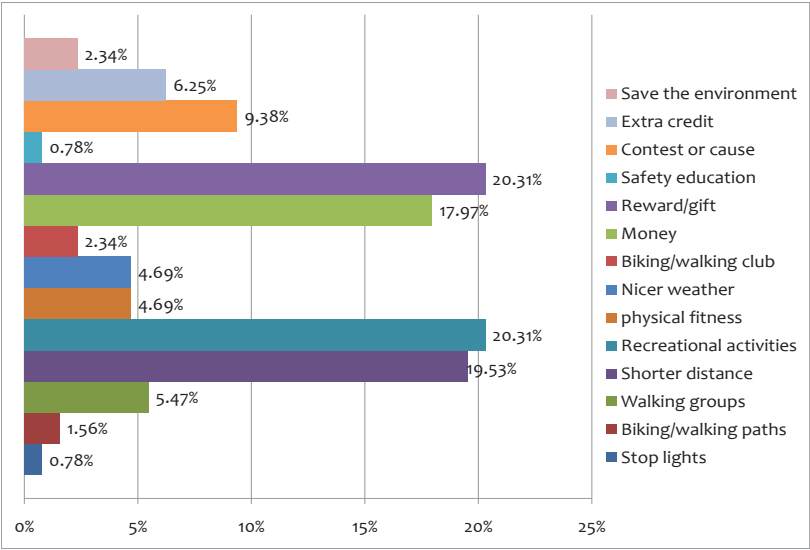


Travel Distance to School

25.81% of students responding to the survey travel less than 1/2 mile to school, while 29.67% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

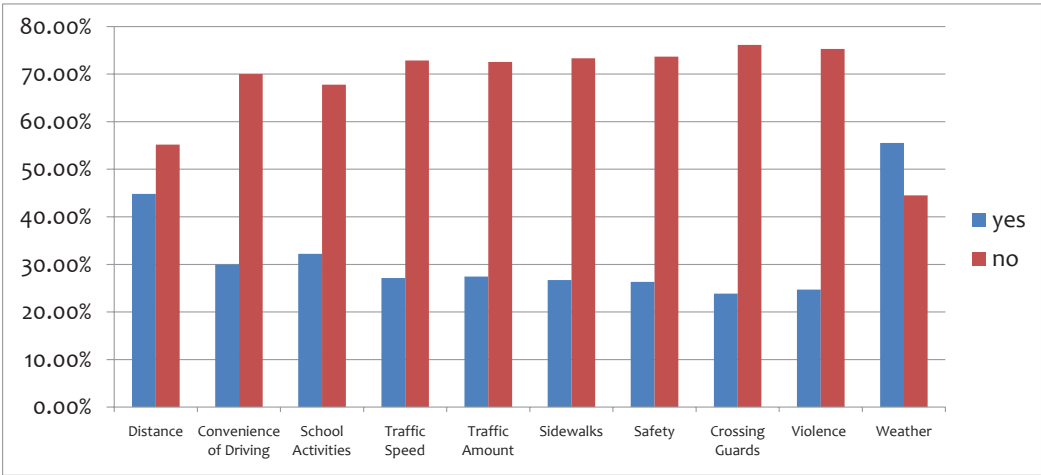
1. Reward/gift
2. Recreational activities
3. Shorter distance
4. Money

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

1. Highway 64
2. Summit Street and Main Street
3. South 4th Street
4. Platt Street
5. Vermont Street
6. Olive Street
7. 233rd Avenue
8. South 5th Street

Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included more crossing guards, a reduced traffic speed, less violence, and making driving less convenient. The major issues brought up by students were weather, distance, and school activities.



# School Administrator Input

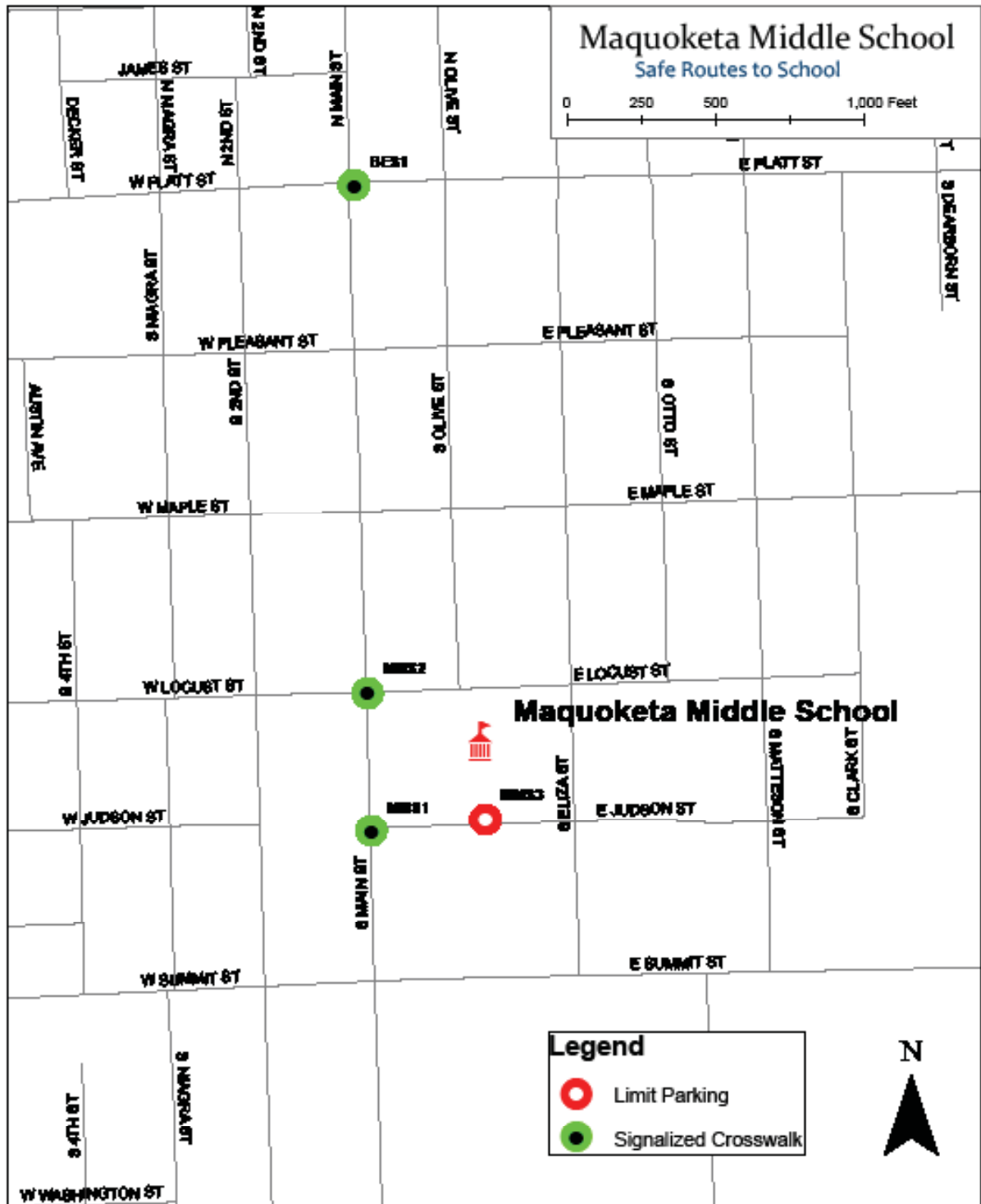
Staff met with Maquoketa Middle School administrators and local officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at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

	Problem	Solution
MMS1	Unsafe intersection at Judson and Main Streets.	Crossing light
MMS2	Unsafe intersection at E Locust and S Main St	Crossing light
MMS3	Traffic in Parking lot south of Middle School	Limit parent pick up/drop off parking in the parking lot.



## Mapping Maquoketa Middle School Project List

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





## Present Conditions

Number of students: 245

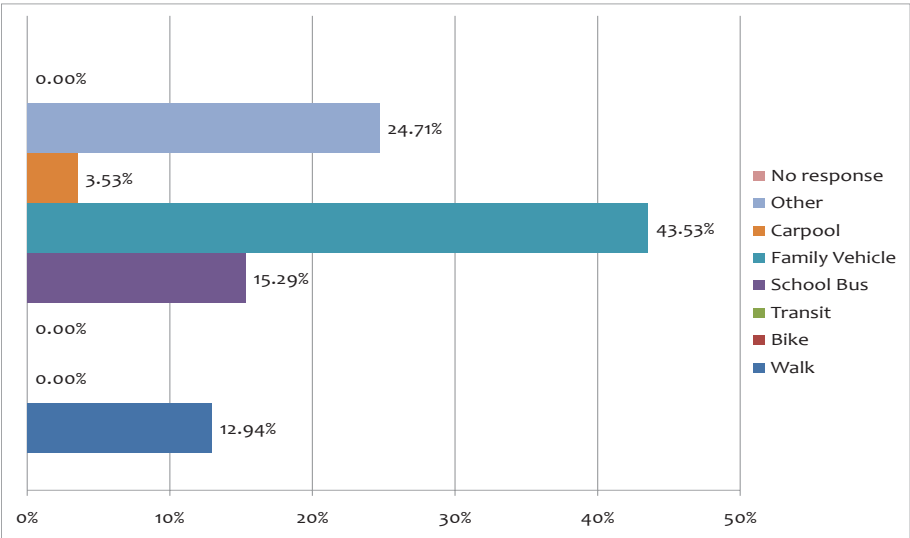
## Student Surveys

Student surveys were administered to 9th through 12th graders, at Marquette High School, during the month of November in 2009. 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

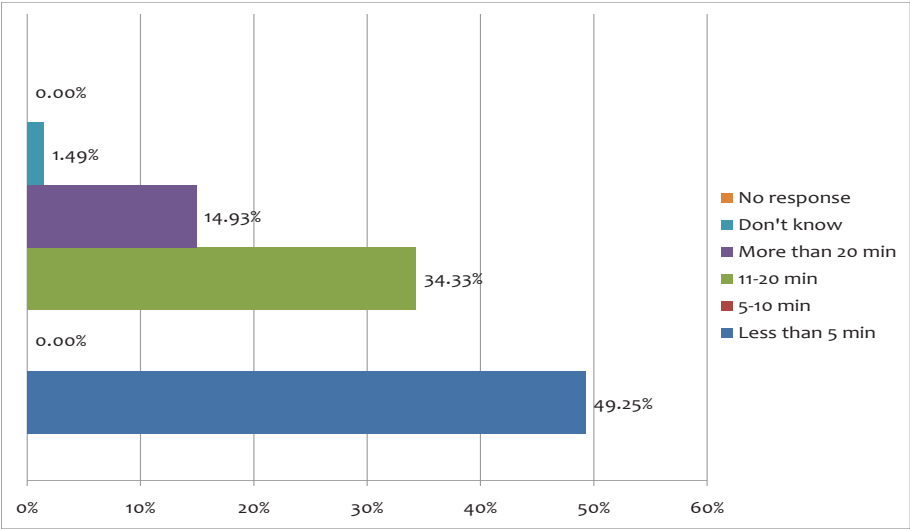
85 students responded to the survey, and this constitutes 35% of the student body.

Students responding to the survey travel to school by a family vehicle (43.53%) or by a school bus (15.29%).



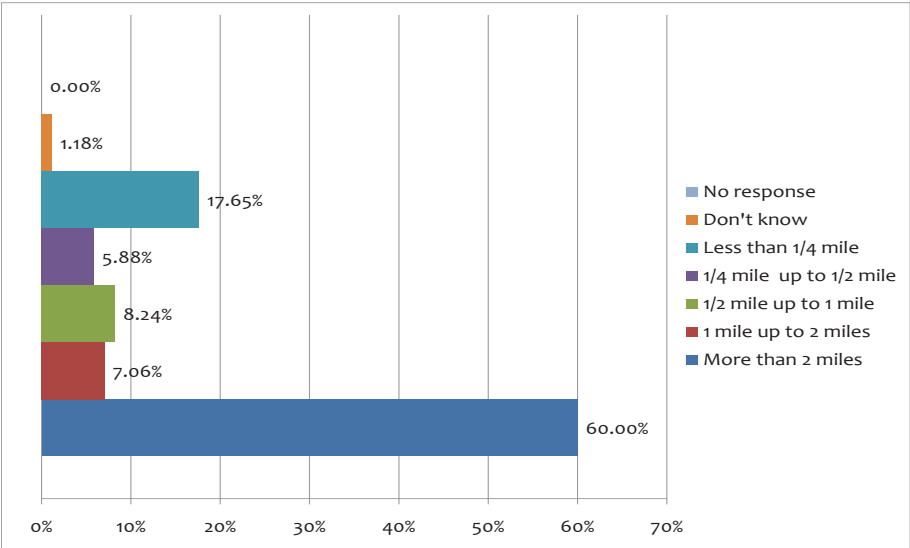
### Travel Time to School

49.25% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

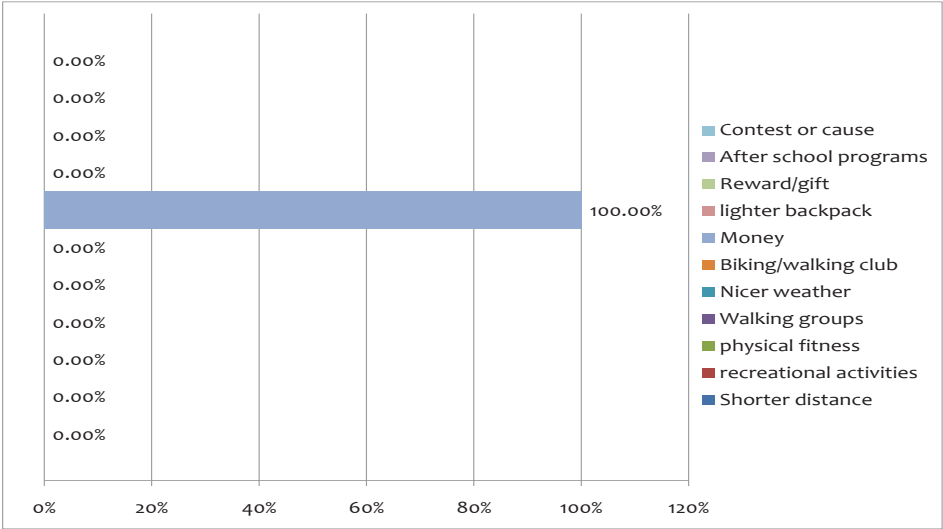


Travel Distance to School

Only 23.53% of students responding to the survey travel less than 1/2 mile to school, while 60.00% travel 2 miles or more to attend school.



Incentives/Programs



The only student suggestion for increasing walking and biking was:

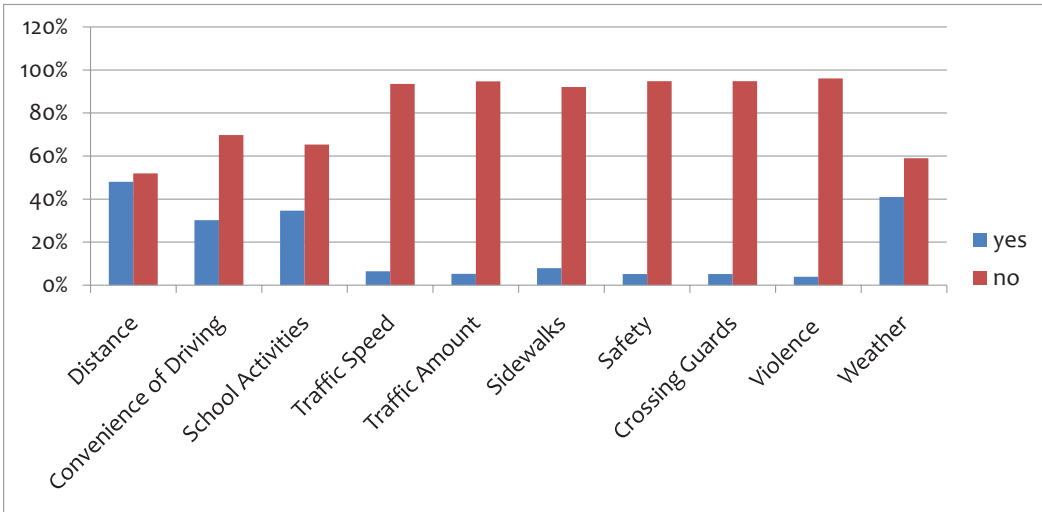
- 1. Money

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

- 1. State Street
- 2. Highway 52
- 3. Franklin St
- 4. 6th St
- 4. Parking lot traffic

Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included a shorter distance, more favorable weather and less traffic. The major issues brought up by students were weather and distance.



## School Administrator Input

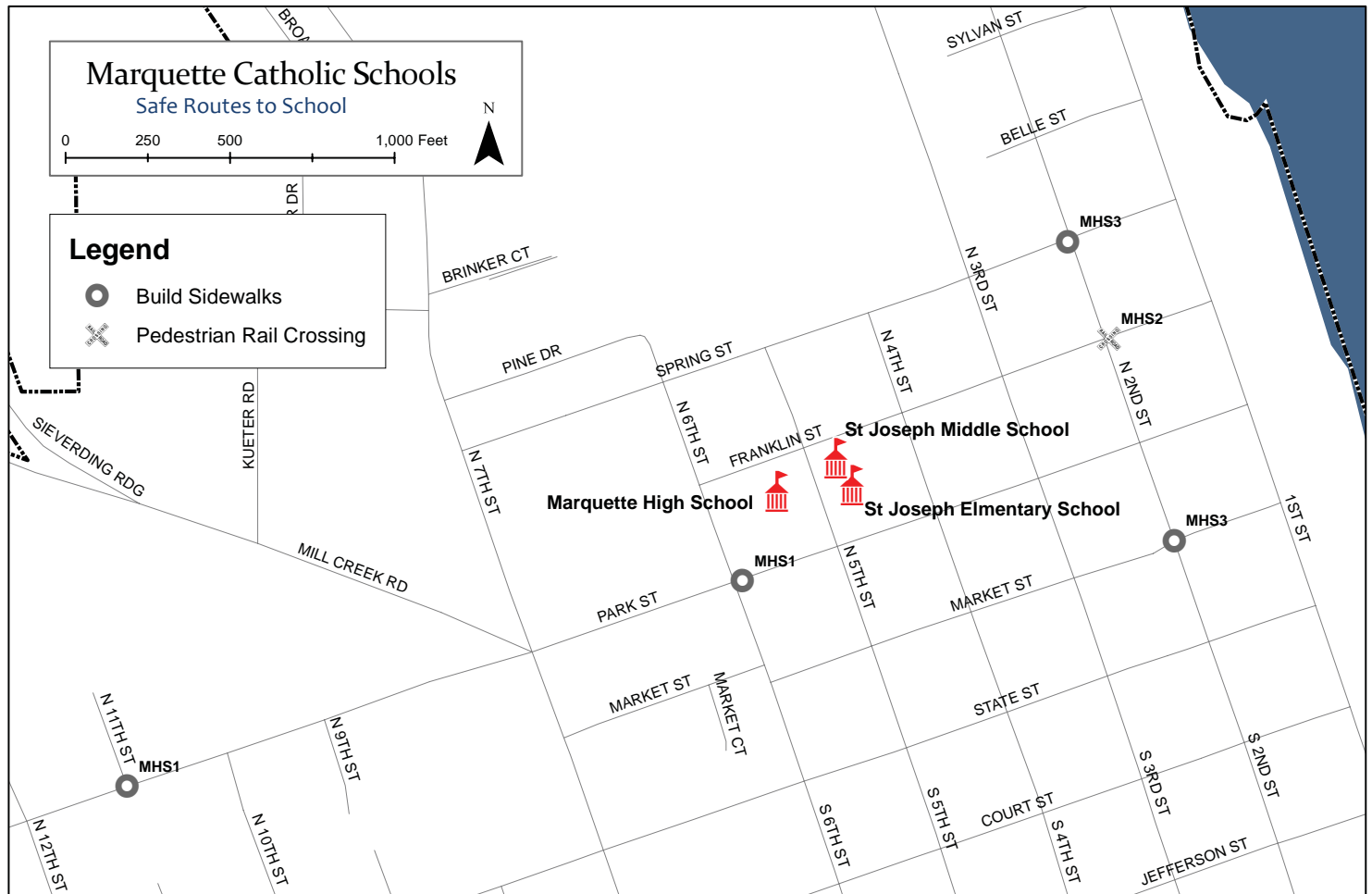
Staff met with Marquette High School administrators and local officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at the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

	Problem	Solution
MHS1	No sidewalk on north side of Park St west of the school.	Construct sidewalks
MHS2	Sidewalk on State east of 7th St is in poor condition	Repair Sidewalks
MHS3	Parents would feel safe if students could bike on sidewalks instead of streets. Our sidewalks are not good.	Put wide sidewalks in along 2nd St.
MHS4	Railroad runs along 2nd st	<ul style="list-style-type: none"><li>• Create pedestrian railroad crossings</li><li>• Work with Canadian Pacific to educate children on railroad safety</li></ul>
MHS5	Snow on Sidewalks from the snowplows	City needs to make sure that sidewalks are not covered with snow from the streets



## Mapping Marquette 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.



# Miles Elementary School

School Location:  
439 Wilson Street  
Miles, IA 52064

## Present Conditions

Number of students: 95

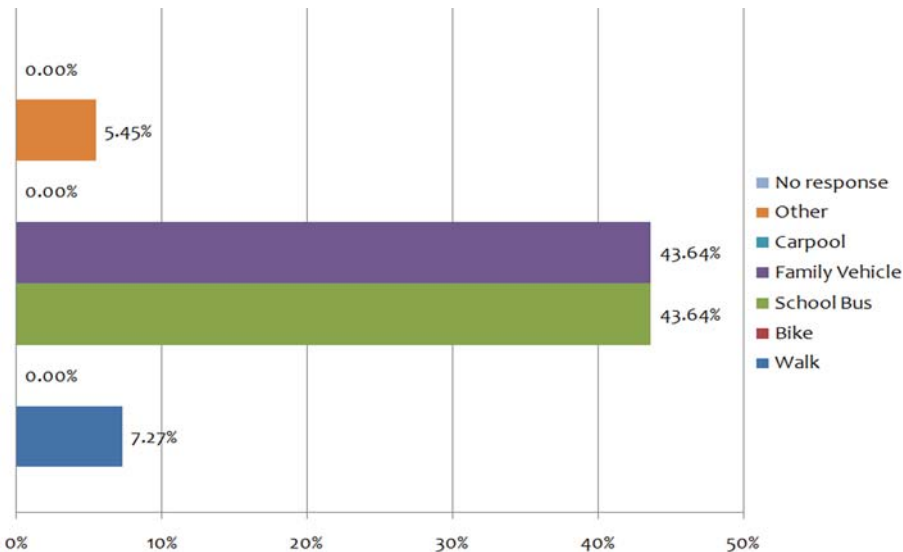
## Parent Surveys

Student surveys were administered to parents of children attending grades Preschool through 2nd at Miles Elementary School, during the month of November 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.

### Travel Mode to School

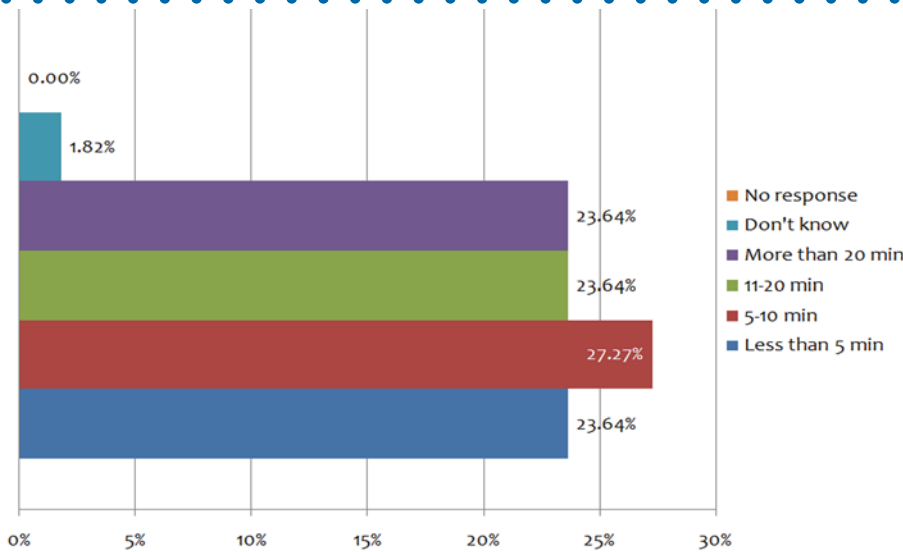
40 parents at Miles Elementary School responded to the survey, and this constitutes 42% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (53.64%) and family vehicle (53.64%).



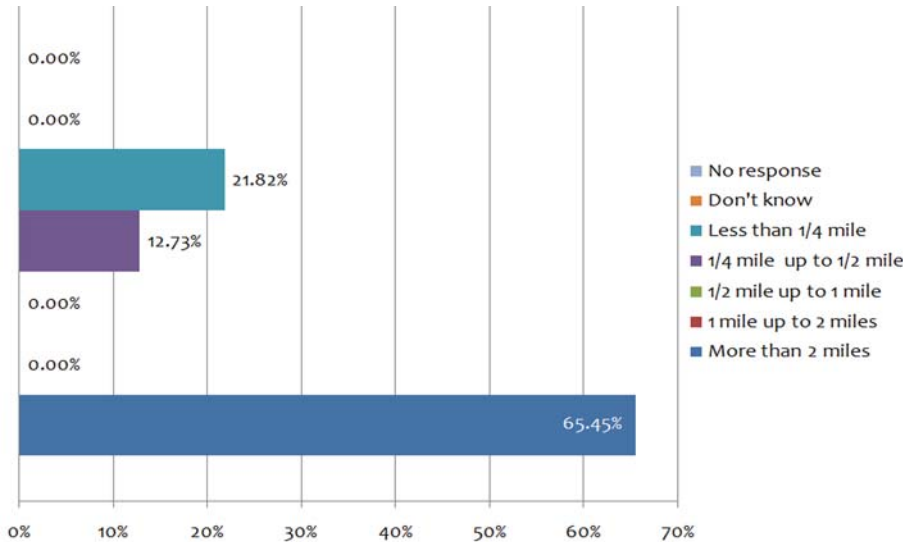
### Travel Time to School

50.91% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



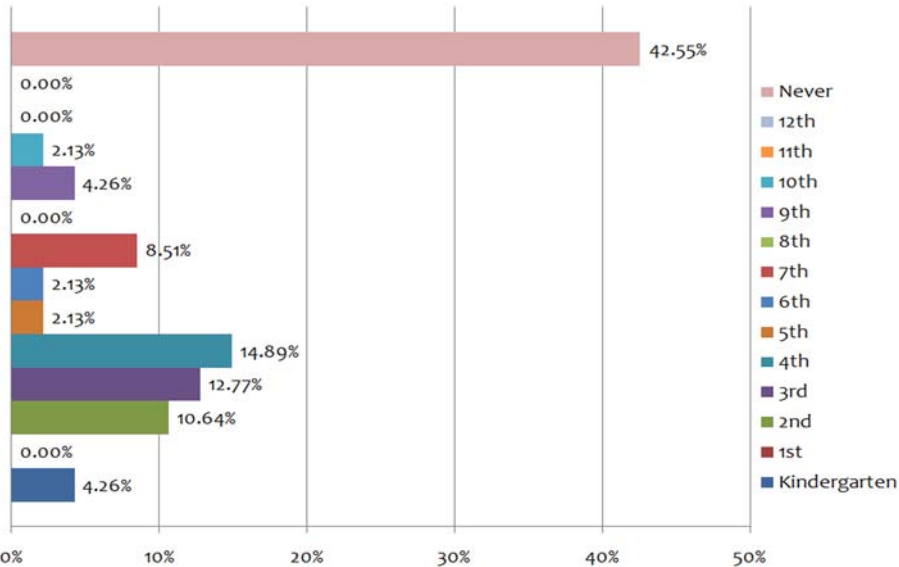
Travel Distance to School . . . . .

34.55% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



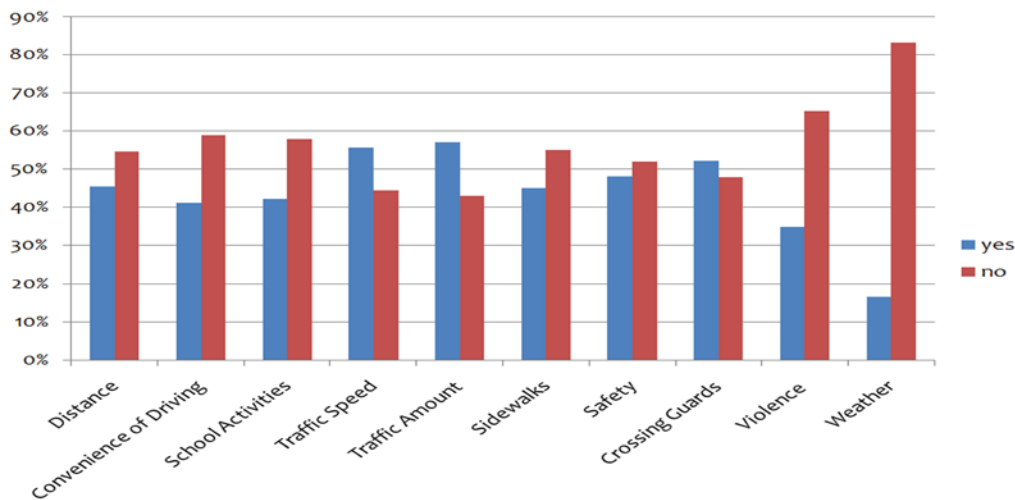
Grade Level Allowed to Walk/Bike to School . . . . .

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. A large percentage of parents, 42.55%, stated that they would never allow their child 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 less traffic, slower traffic speed, and more crossing guards. The major issues brought up by parents were traffic speed, the amount of traffic, and weather.

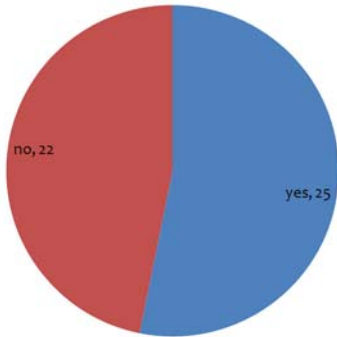




## Interest in Behavior Change Programs

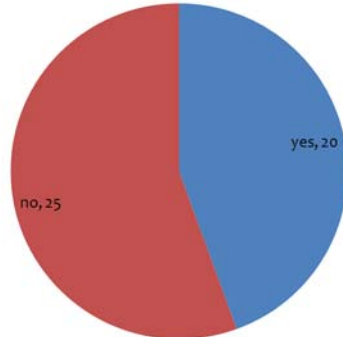
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



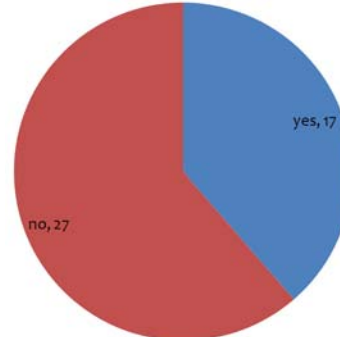
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



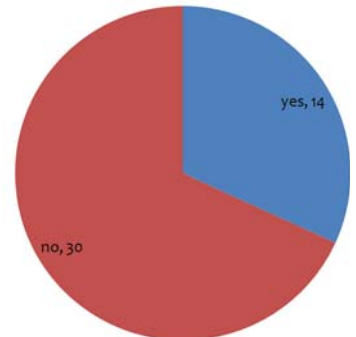
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance.

Shared Rural Bus Stops



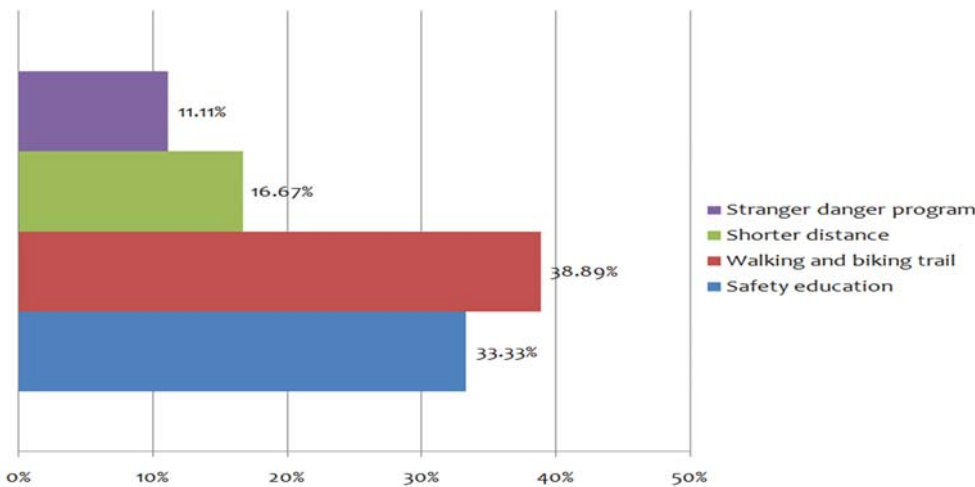
Students walk to a shared bus stop and the bus picks them up from this location.

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. Walking and biking trails
2. Safety education
3. Shorter distance
4. Stranger danger program

The street and intersection cited most often by parents as being unsafe was the bus stop in front of the school.

## Present Conditions

Number of students: 110

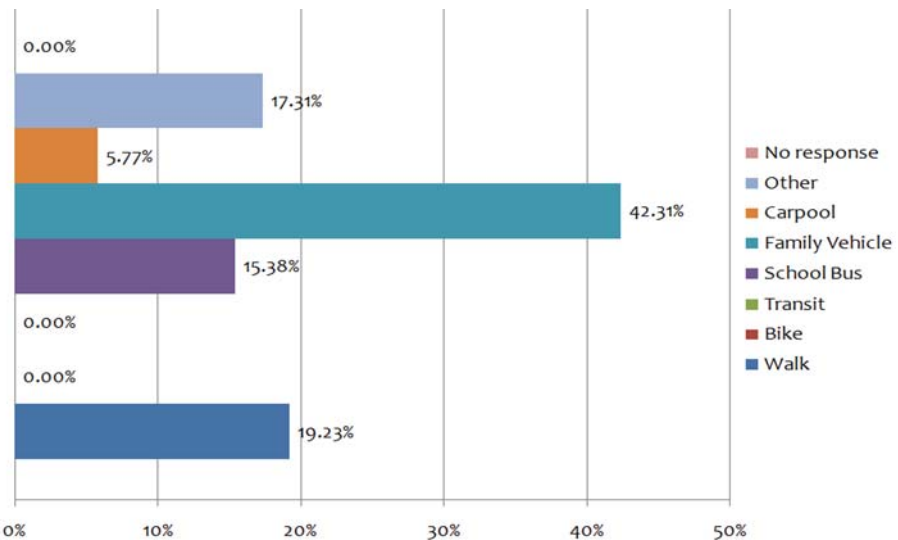
## Student Surveys

Student surveys were administered to 9th through 12th graders, at Miles High School, during the month of November in 2009. 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

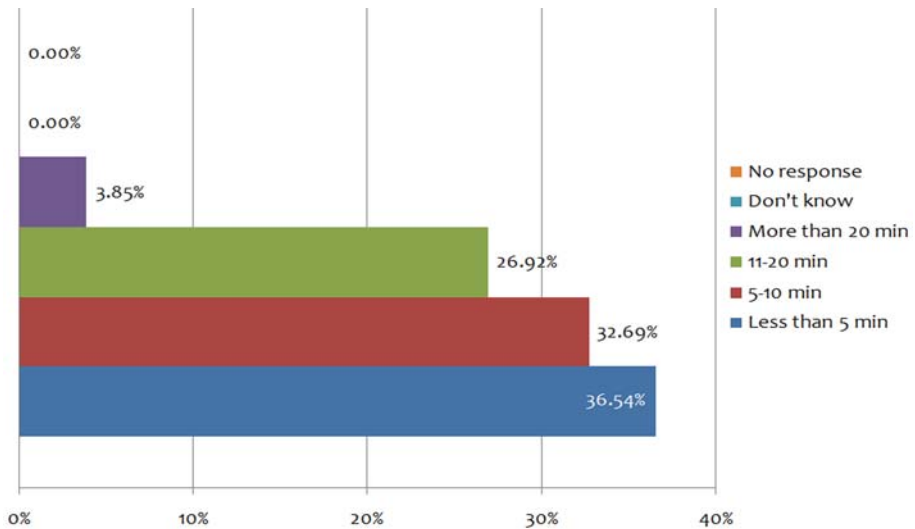
52 students responded to the survey, and this constitutes 47% of the student body.

Students responding to the survey travel to school by a family vehicle (42.31%), walking (19.23%), or other ways (17.31%).



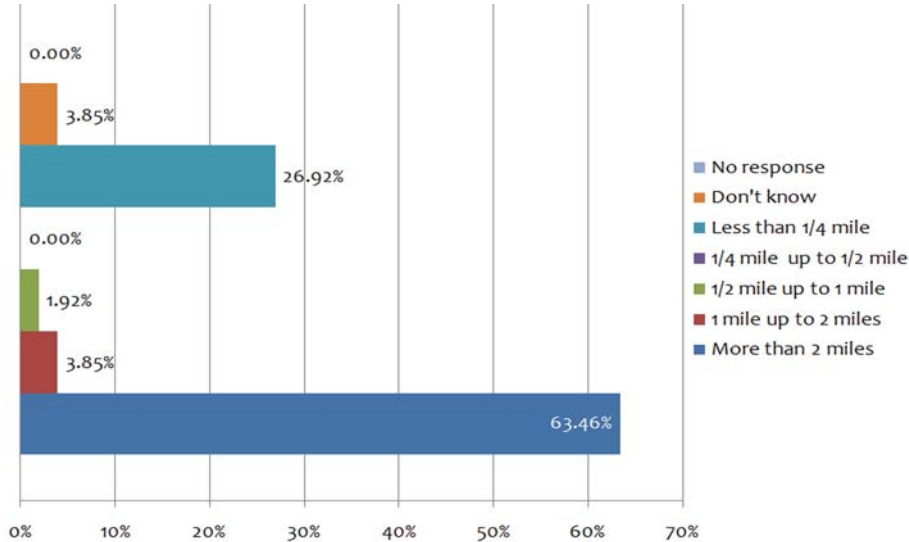
### Travel Time to School

69.23% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

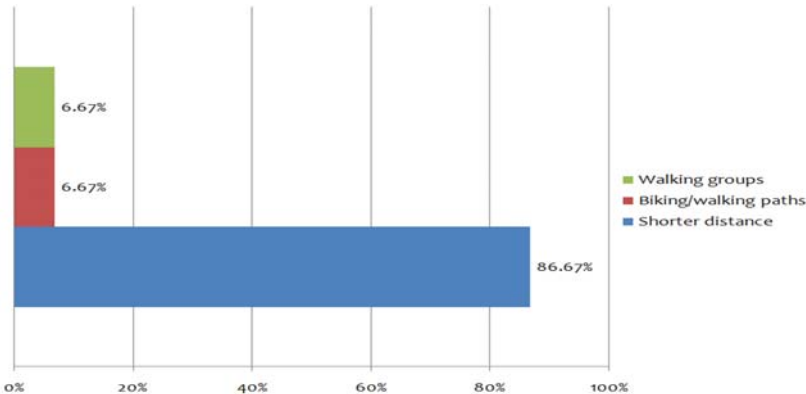


Travel Distance to School

Only 26.92% of students responding to the survey travel less than 1/2 mile to school, while 63.46% travel 2 miles or more to attend school.



Incentives/Programs



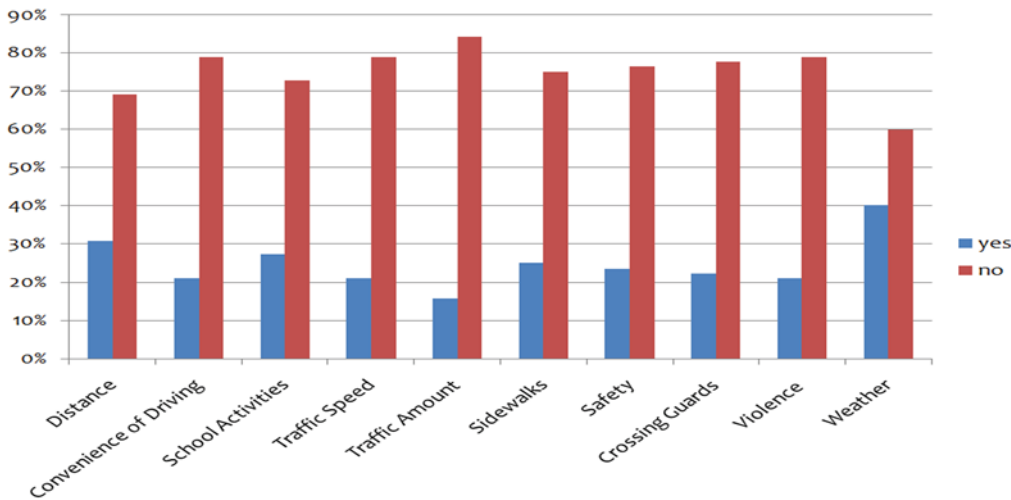
The top student suggestions for increasing walking and biking were:

1. Shorter distance
2. Walking groups
3. Biking/walking paths

No streets were cited by students as being unsafe.

Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included more favorable weater, a shorter distance, a change in the structure of after school activities and more sidewalks. The major issues brought up by students were weather and distance.



# Preston Elementary School

School Location:  
121 South Mitchell  
Preston, IA 52069

## Present Conditions

Number of students: 197

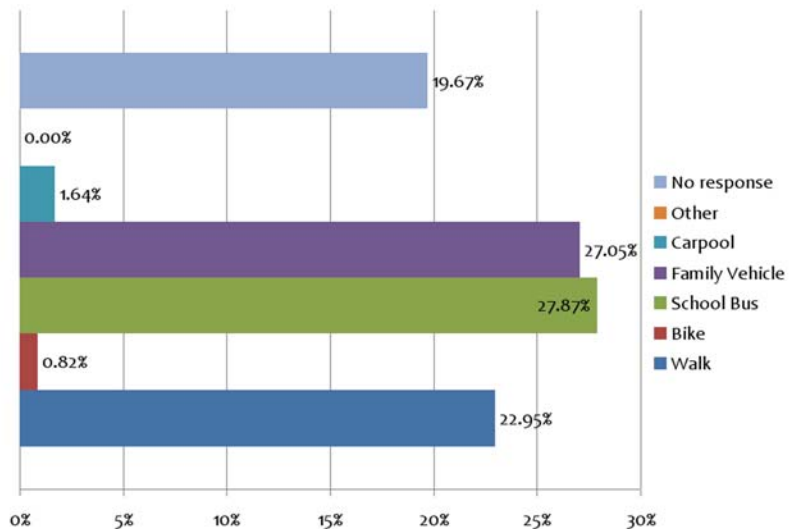
## Parent Surveys

Student surveys were administered to parents of children attending grades Kindergarten through 6th at Preston Elementary School, during the month of November 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.

### Travel Mode to School

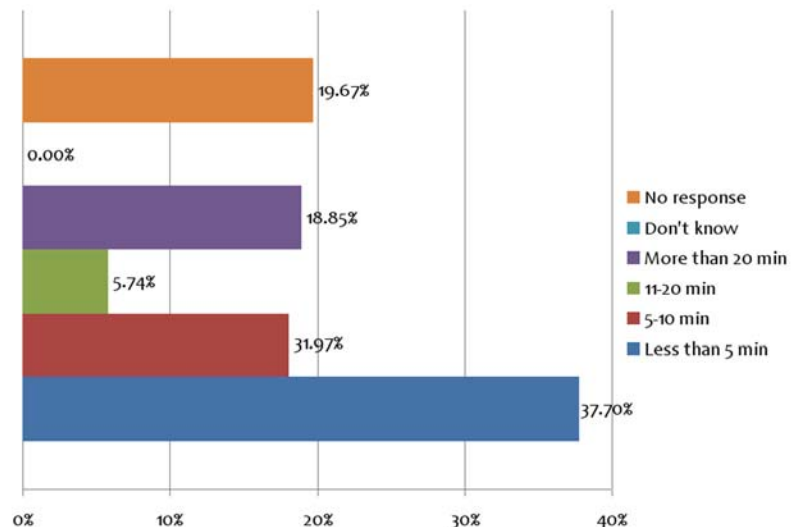
91 parents at Preston Elementary School responded to the survey, and this constitutes 46% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (27.87%), a family vehicle (27.05%), or walking (22.95).



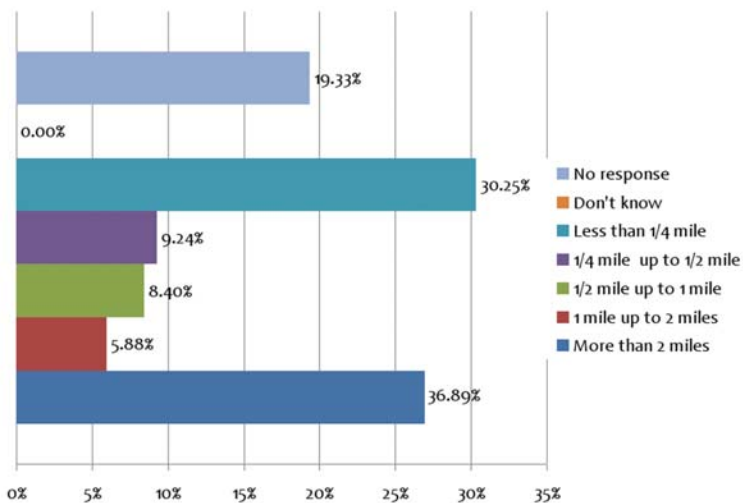
### Travel Time to School

37.7% of parents responding to the survey stated that their child spends less than 5 minutes traveling to school.



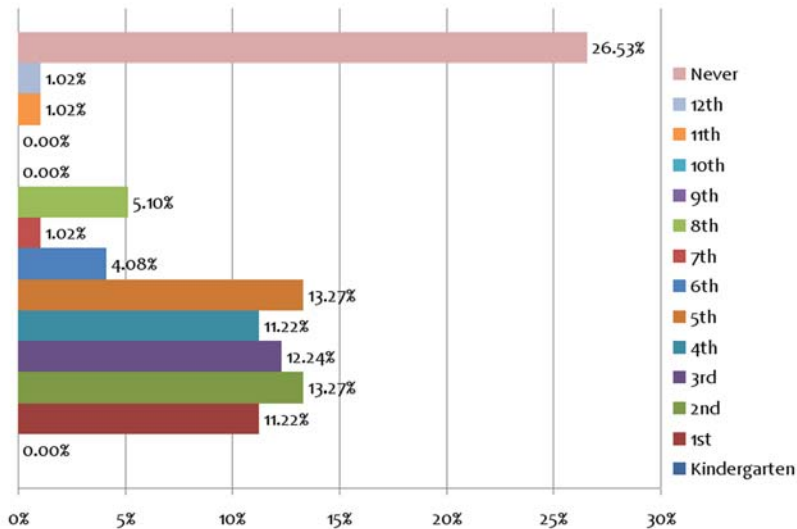
Travel Distance to School

30.25% of parents responding to the survey stated that their child travels less than 1/4 mile to school.



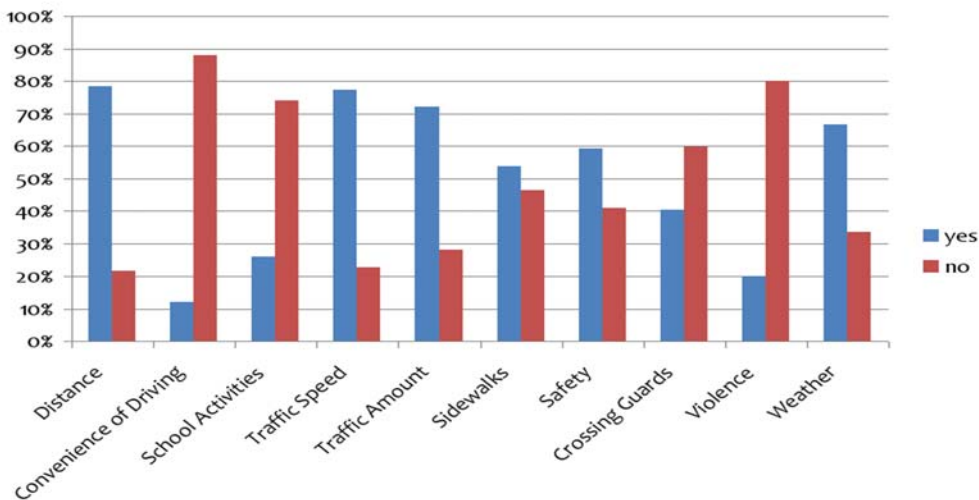
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 3rd and 5th grade as an appropriate, allowable age for a child to walk or bike to school. 26.53% of parents stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking

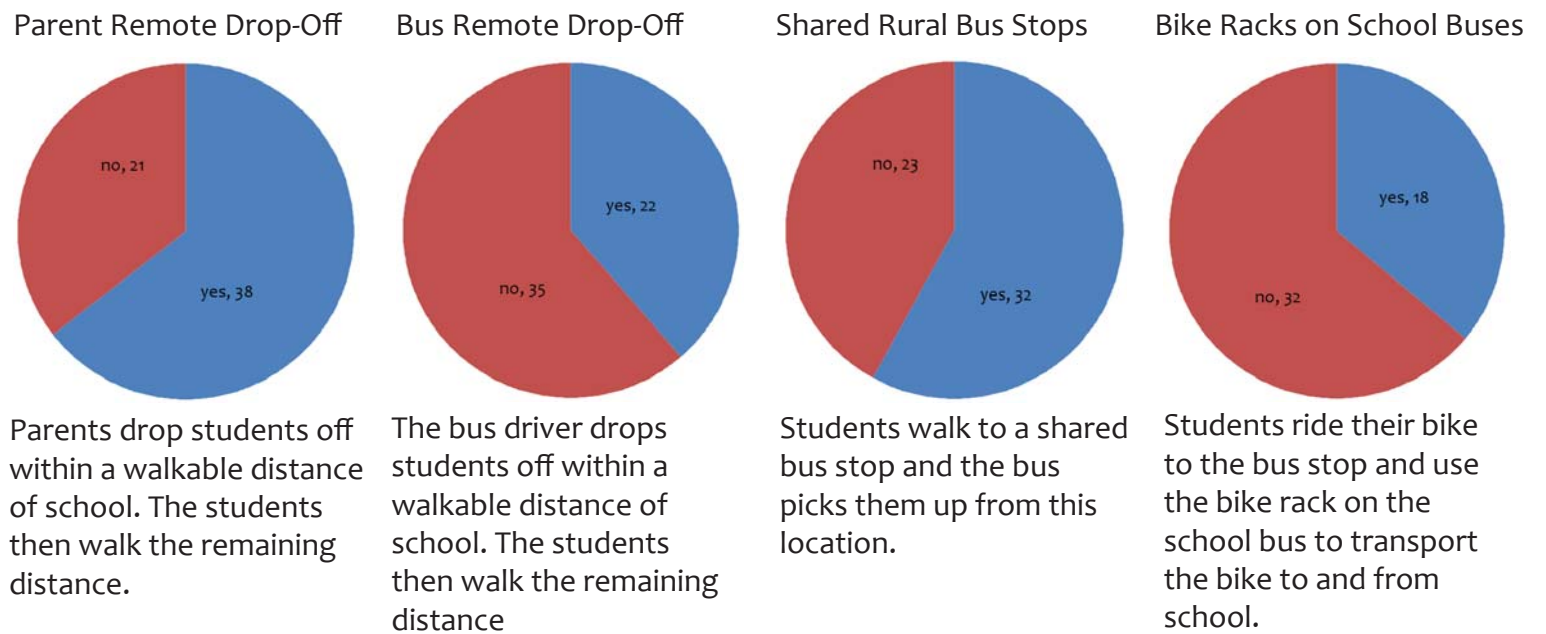
The most common changes that would encourage more students to walk or bike to school included increased safety, a lower traffic speed, less traffic amount and less distance. The major issues brought up by parents were distance, weather, and traffic speed.



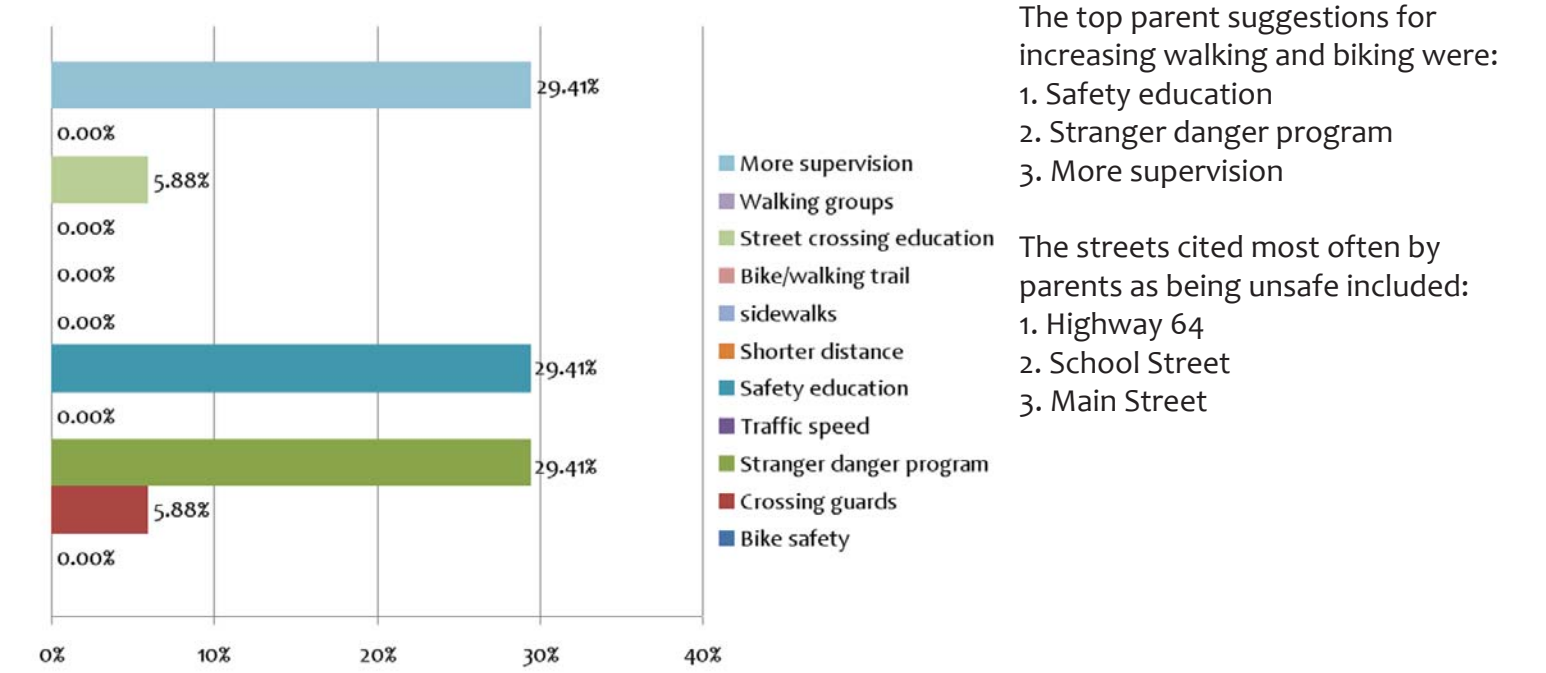


Interest in Behavior Change Programs

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



Incentives/Programs





## School Administrator Input

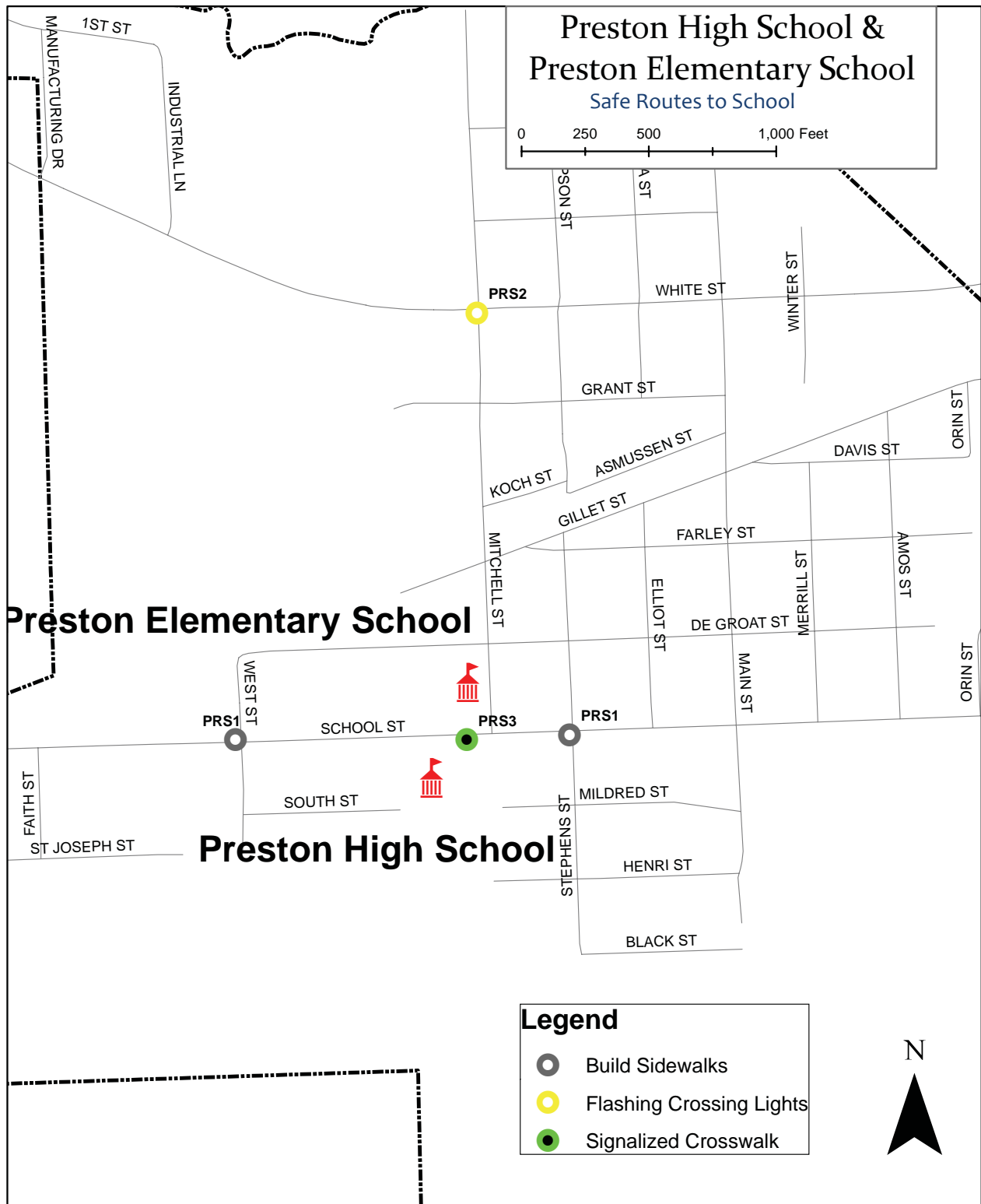
Staff met with Preston Elementary administrators to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were listed by Preston administrators.

	Problem	Solution
PRS1	No side walks on School St	• Need side walk of some sort- Also to ride bike on as well as walking
PRS2	Unsafe Crossing: Highway 64	• Flashing light during school hours Crosswalk
PRS3	Unsafe Crossing: School ST between Elementary and High School	Crosswalk Stop sign Flashing light



# Mapping Preston 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.



## Present Conditions

Number of students: 159

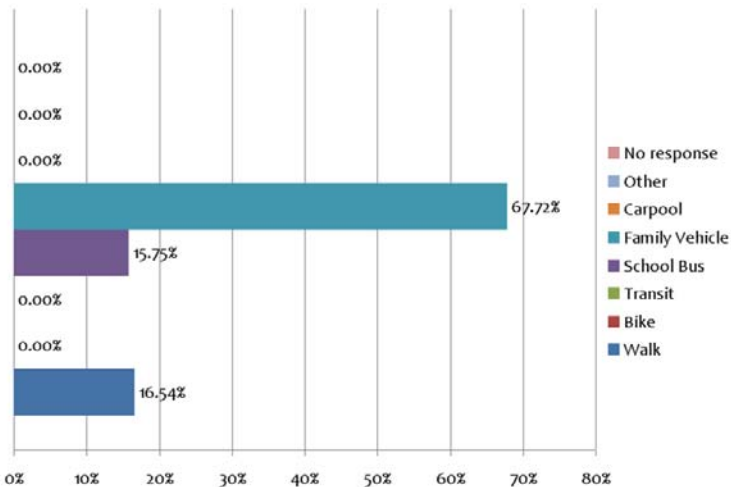
## Student Surveys

Student surveys were administered to 7th through 12th graders, at Preston High School, during the month of November in 2009. 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

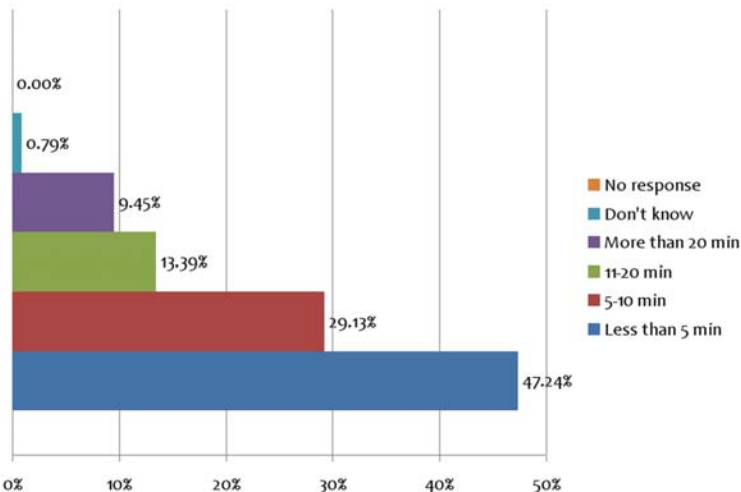
129 students responded to the survey, and this constitutes 81% of the student body.

Students responding to the survey travel to school by a family vehicle (67.72%) or by walking (16.54%).



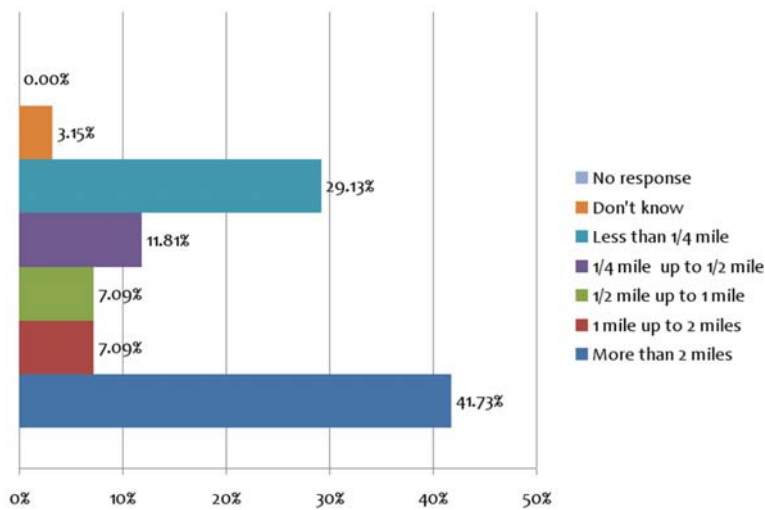
### Travel Time to School

47.24% of students responding to the survey stated that they spend less than 5 minutes traveling to school.

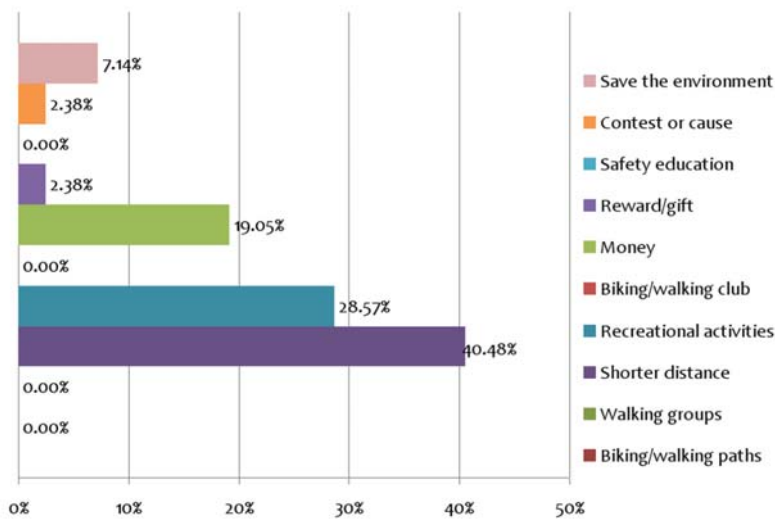


Travel Distance to School

40.94% of students responding to the survey travel less than 1/2 mile to school, while 41.73% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

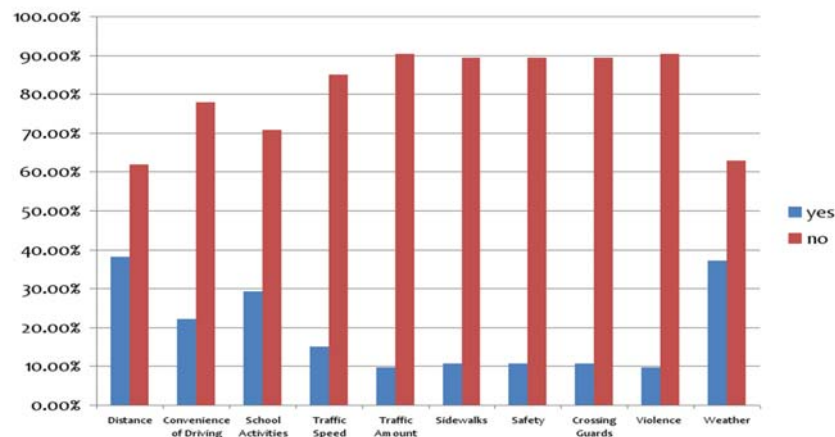
1. Shorter distance
2. Recreational activities
3. Money
4. To save the environment

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

1. Gravels
2. Highway

Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included a reduced traffic speed, more sidewalks, and making driving less convenient. The major issues brought up by students were weather distance, and school activities.



School Administrator Input

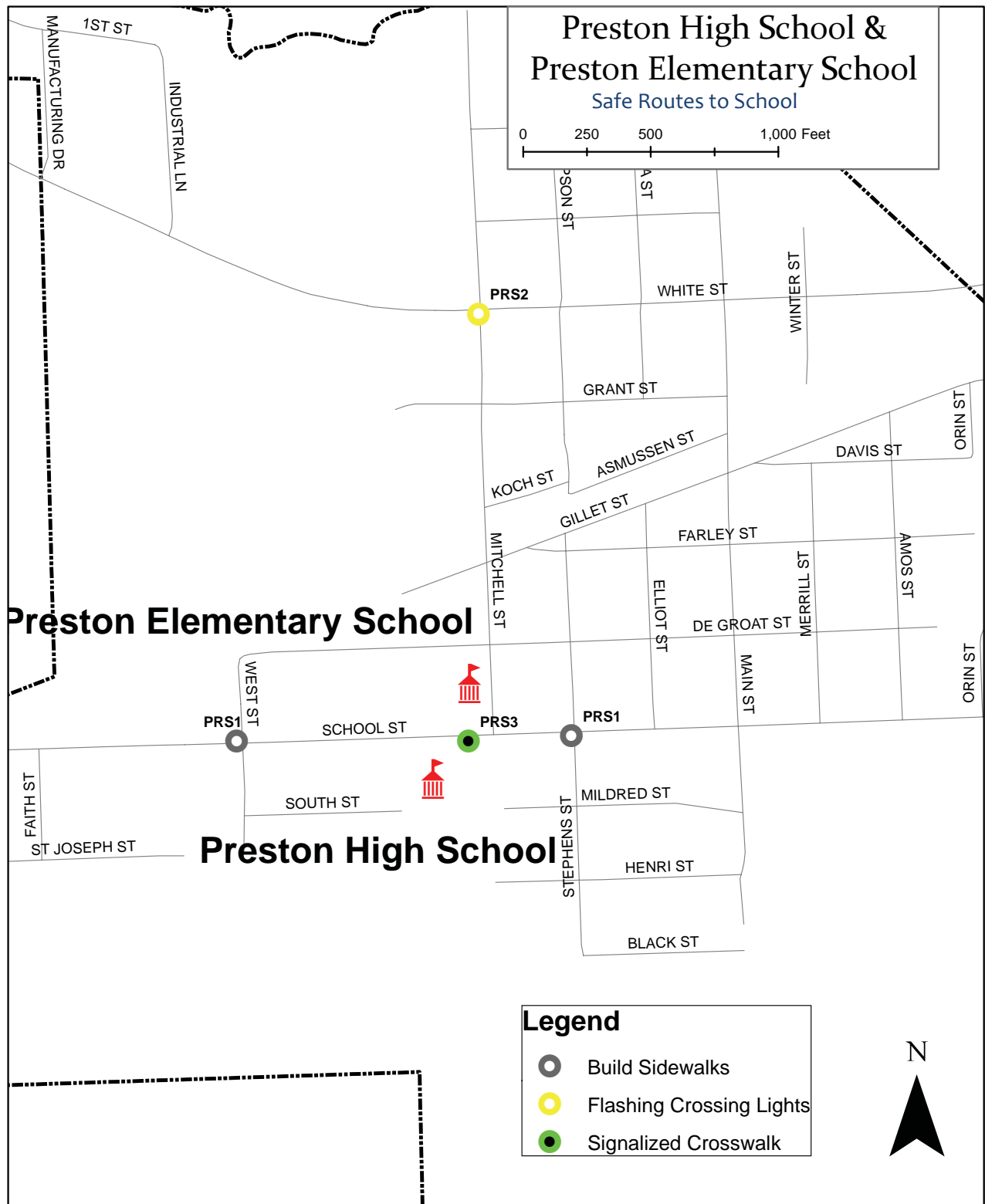
Staff met with Preston High School administrators and local officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at the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

	Problem	Solution
PRS1	No side walks on School St	<ul style="list-style-type: none"><li>• Need side walk of some sort- Also to ride bike on as well as walking</li></ul>
PRS2	Unsafe Crossing: Highway 64	<ul style="list-style-type: none"><li>• Flashing light during school hours</li></ul> Crosswalk
PRS3	Unsafe Crossing: School ST between Elementary and High School	Crosswalk Stop sign Flashing light



## Mapping Preston High School Project List

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





## Present Conditions

Number of students: 83

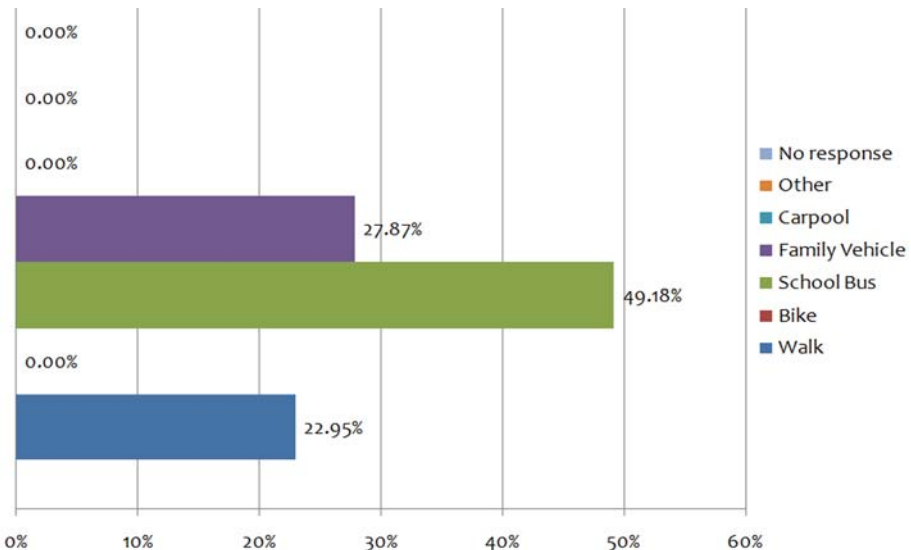
## Parent Surveys

Student surveys were administered to parents of children attending grades 3rd through 5th at Sabula Elementary School, during the month of November 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.

### Travel Mode to School

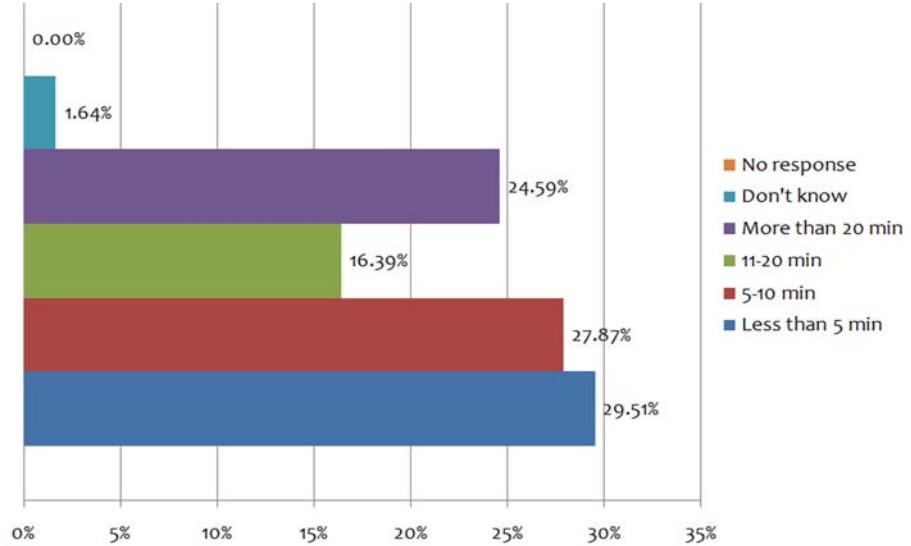
48 parents at Sabula Elementary School responded to the survey, and this constitutes 58% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (49.18%), a family vehicle (27.87%), or walking (22.95%).



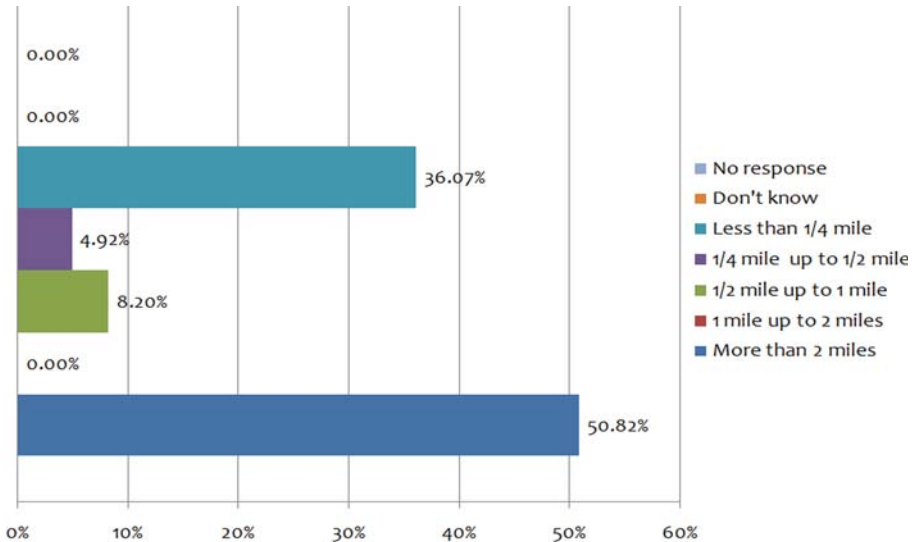
### Travel Time to School

57.38% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



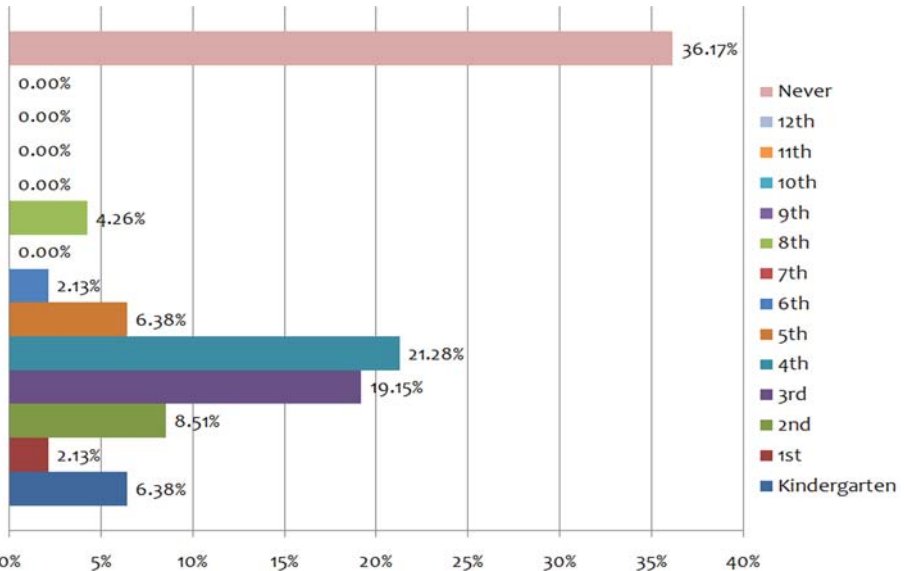
Travel Distance to School . . . . .

40.99% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



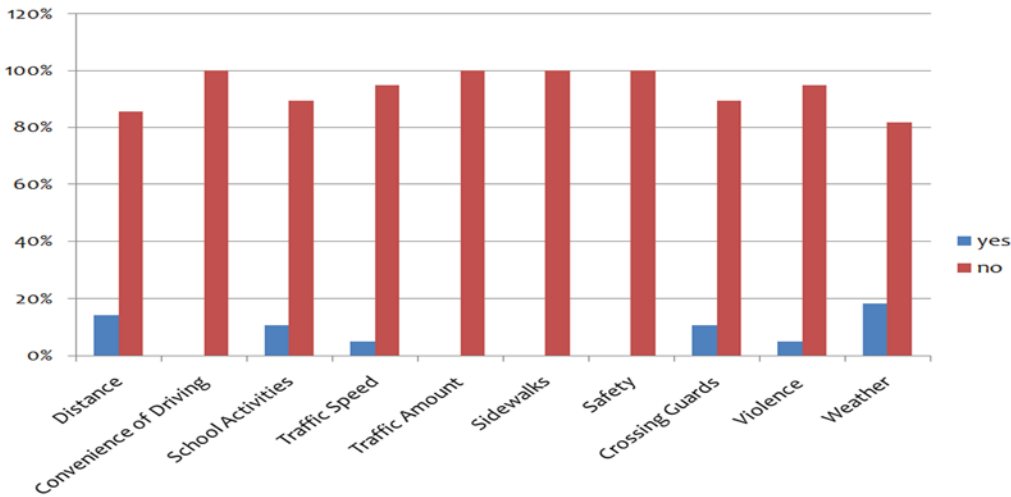
Grade Level Allowed to Walk/Bike to School . . . . .

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. A large percentage of parents, 36.17%, stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking . . . . .

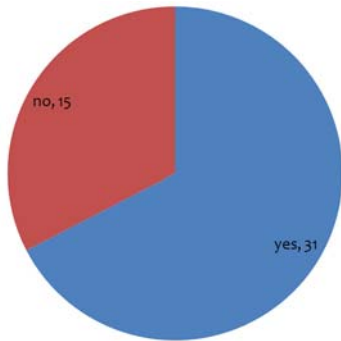
The most common changes that would encourage more students to walk or bike to school included more conducive weather, a shorter distance, a change in school activities, and more crossing guards. The major issues brought up by parents were weather, distance, and safety.



## Interest in Behavior Change Programs

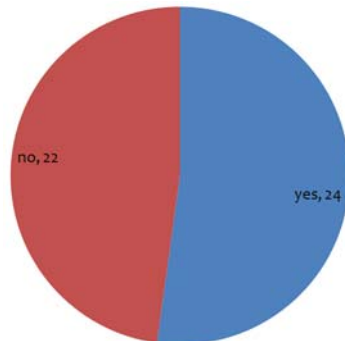
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



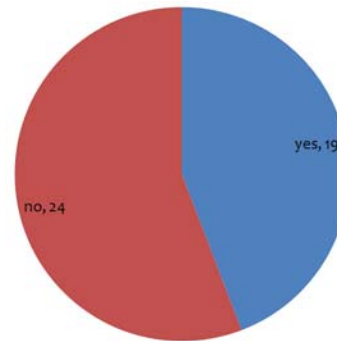
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



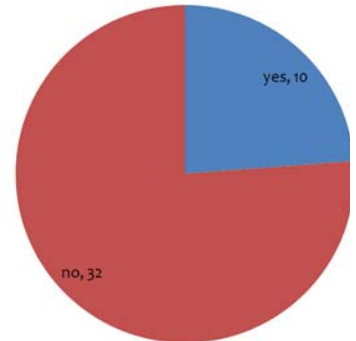
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance.

Shared Rural Bus Stops



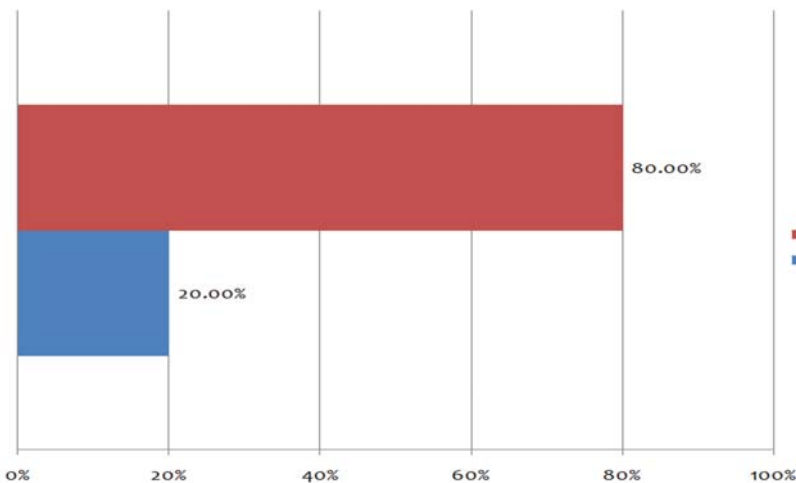
Students walk to a shared bus stop and the bus picks them up from this location.

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. Shorter distance
2. Safety education

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

1. rt67 to rt64 across water way to town
2. Highway 64



## Present Conditions

Number of students: 89

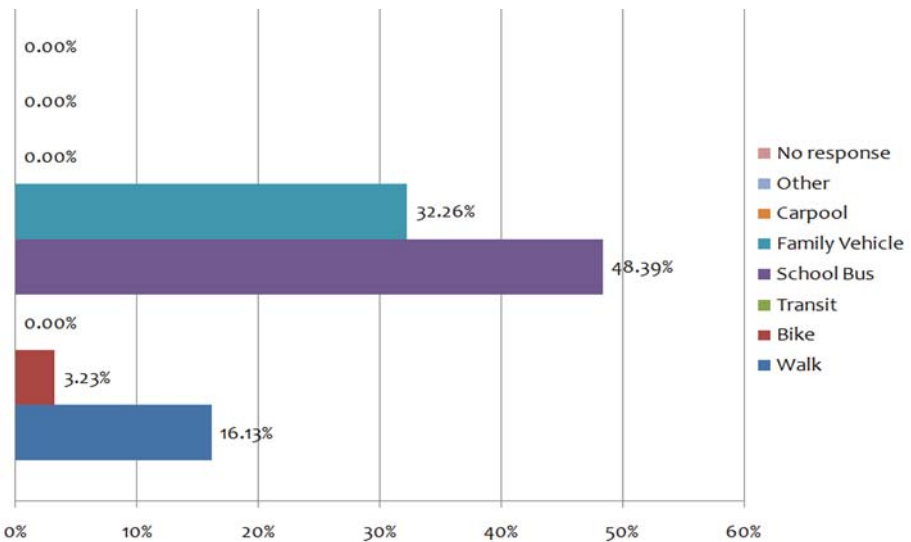
## Student Surveys

Student surveys were administered to 6th through 8th graders, at Sabula Middle School, during the month of November in 2009. 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

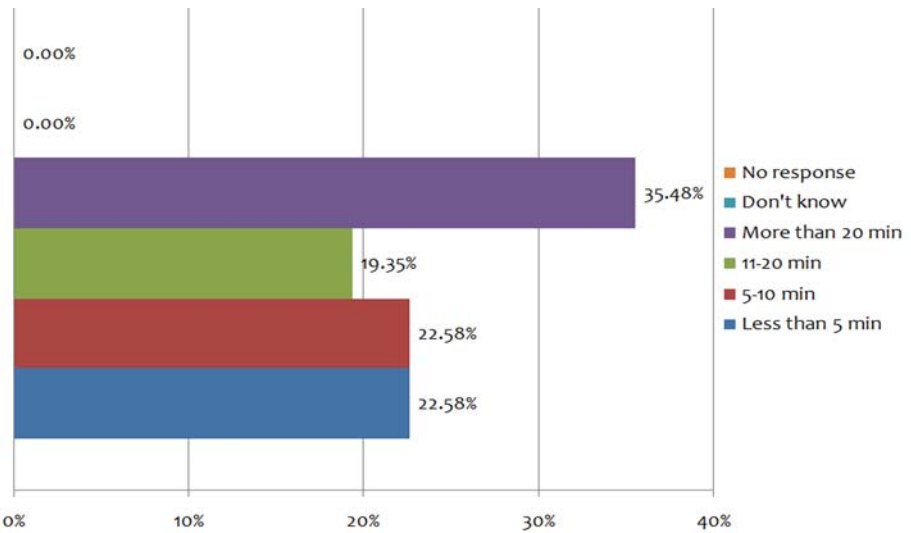
29 students responded to the survey, and this constitutes 33% of the student body.

Students responding to the survey travel to school by a school bus (48.39%), a family vehicle (32.26%), or walking (16.13%).



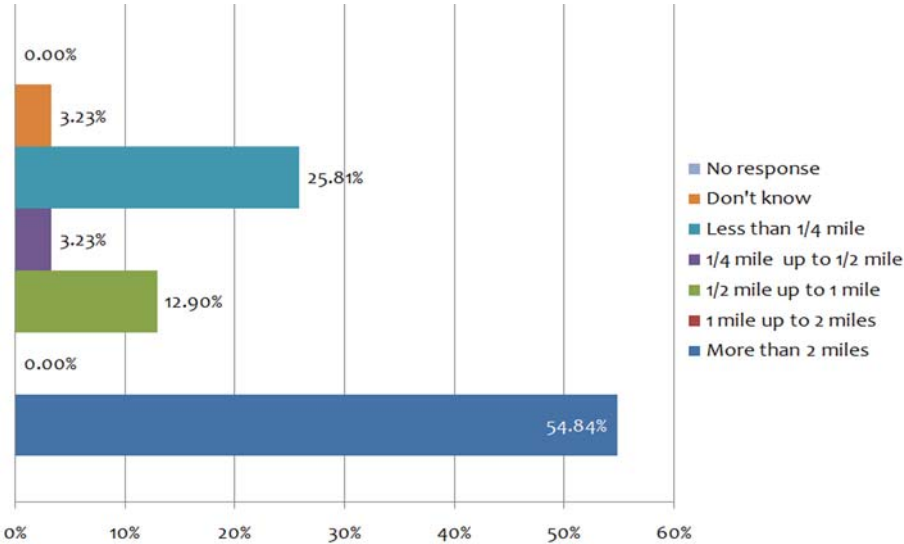
### Travel Time to School

45.16% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

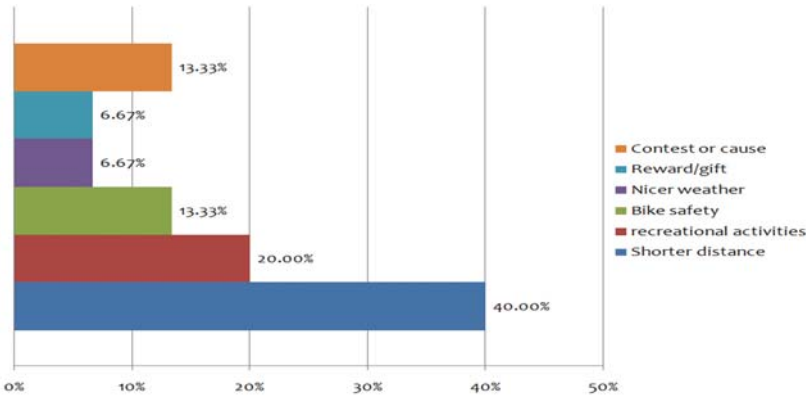


Travel Distance to School

Only 29.04% of students responding to the survey travel less than 1/2 mile to school, while 54.84% travel 2 miles or more to attend school.



Incentives/Programs



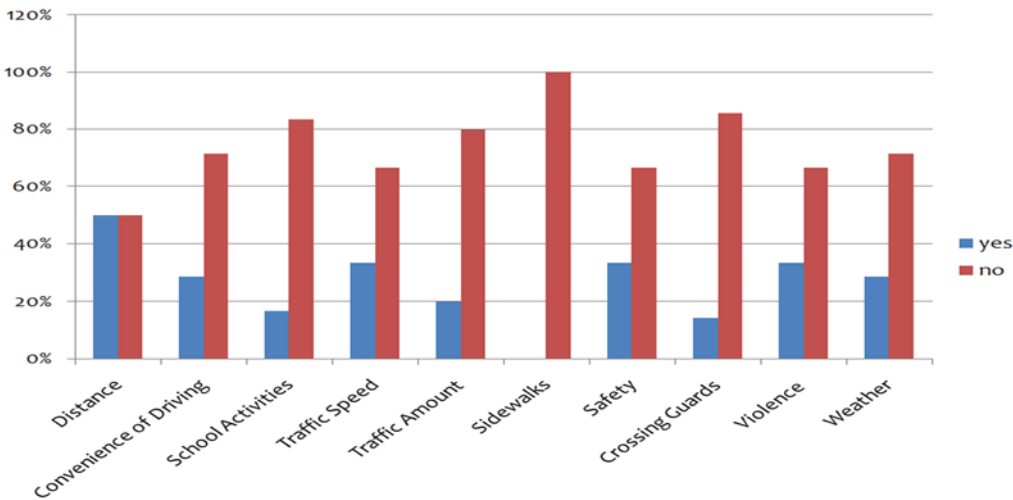
The top student suggestions for increasing walking and biking were:

1. Shorter distance
2. Recreational activities
3. Contest or cause
4. Bike safety

No streets were cited by students as being unsafe.

Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included a shorter distance, more favorable weather, a lower traffic speed, and increased safety. The major issues brought up by students were weather and distance.





# Sacred Heart Elementary School

School Location:  
806 Eddy Street  
Maquoketa, IA 52060

## Present Conditions

Number of students: 103

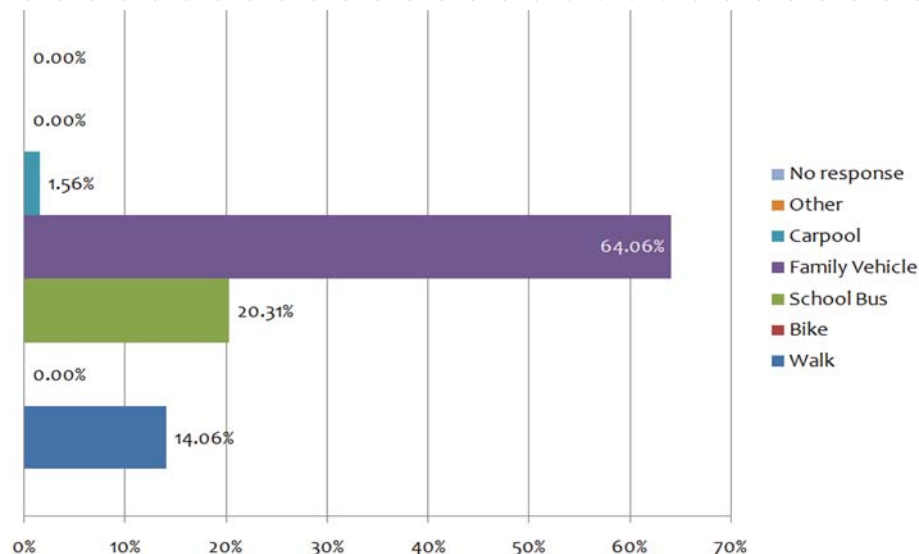
## Parent Surveys

Student surveys were administered to parents of children attending grades Preschool through 6th at Sacred Heart Elementary School, during the month of November 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.

### Travel Mode to School

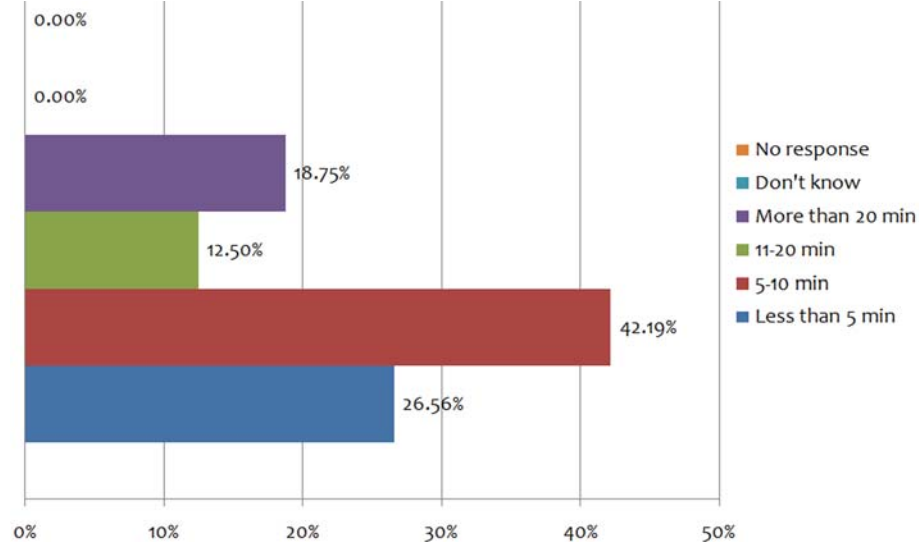
47 parents at Sacred Heart Elementary School responded to the survey, and this constitutes 46% of the student body.

Parents responding to the survey stated that their child travels to school most often by a family vehicle (64.06%), school bus (20.31%), or walking (14.06%).



### Travel Time to School

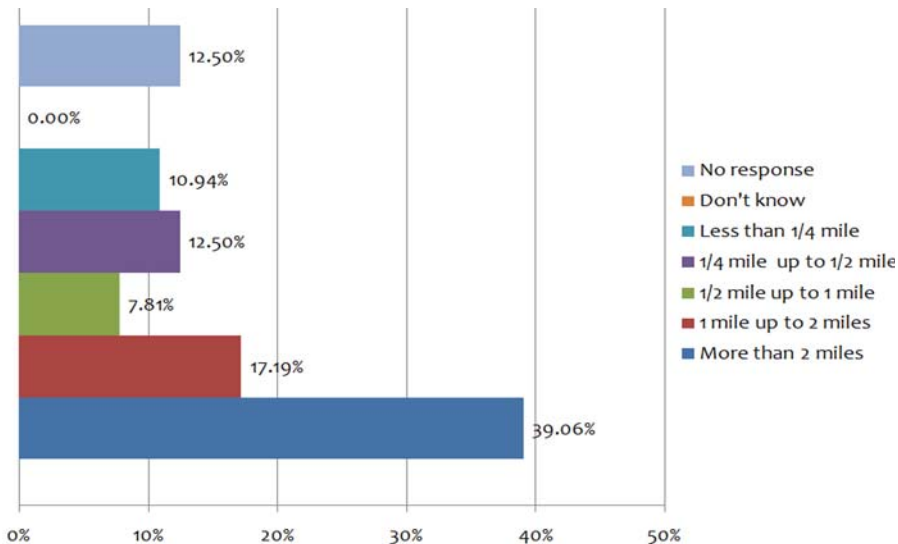
68.75% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.





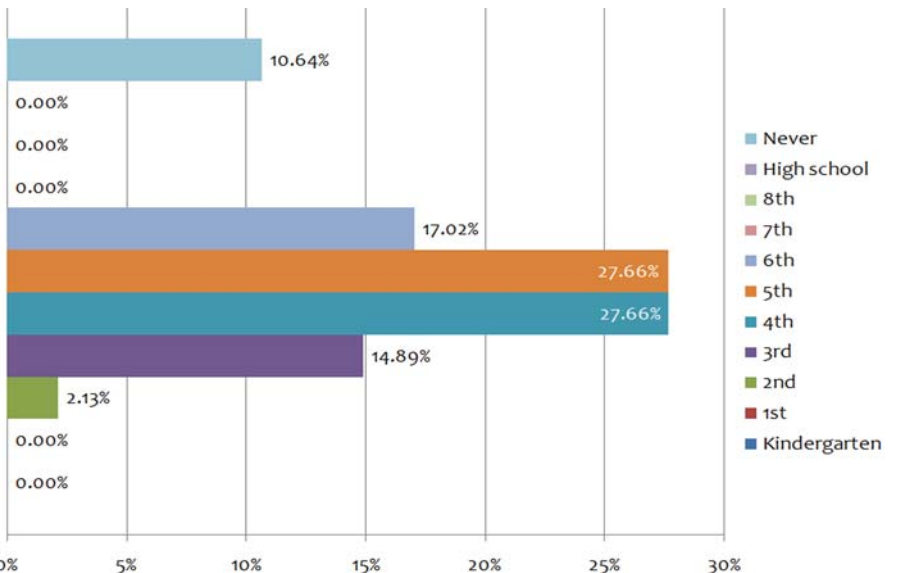
Travel Distance to School

23.44% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



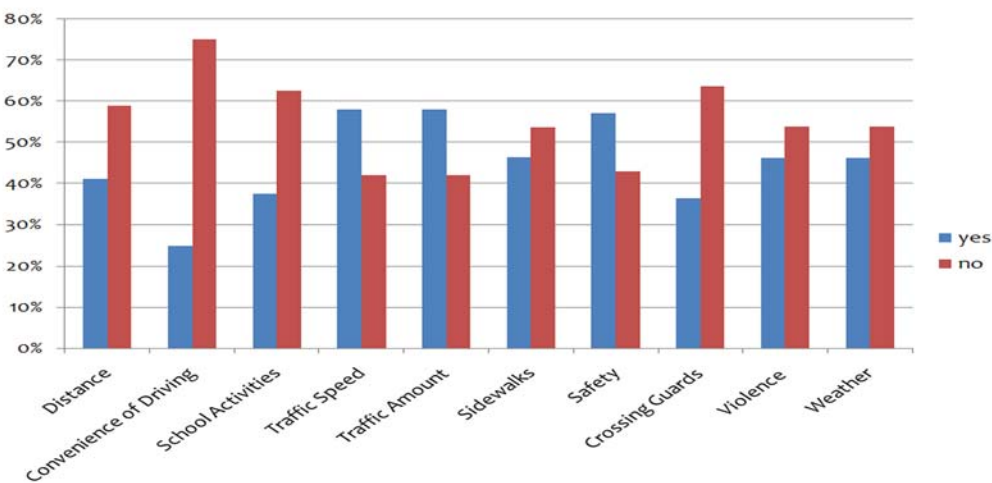
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th and 5th grade as an appropriate, allowable age for a child to walk or bike to school. A small percentage of parents, 10.64%, stated that they would never allow their child to walk or bike to school.



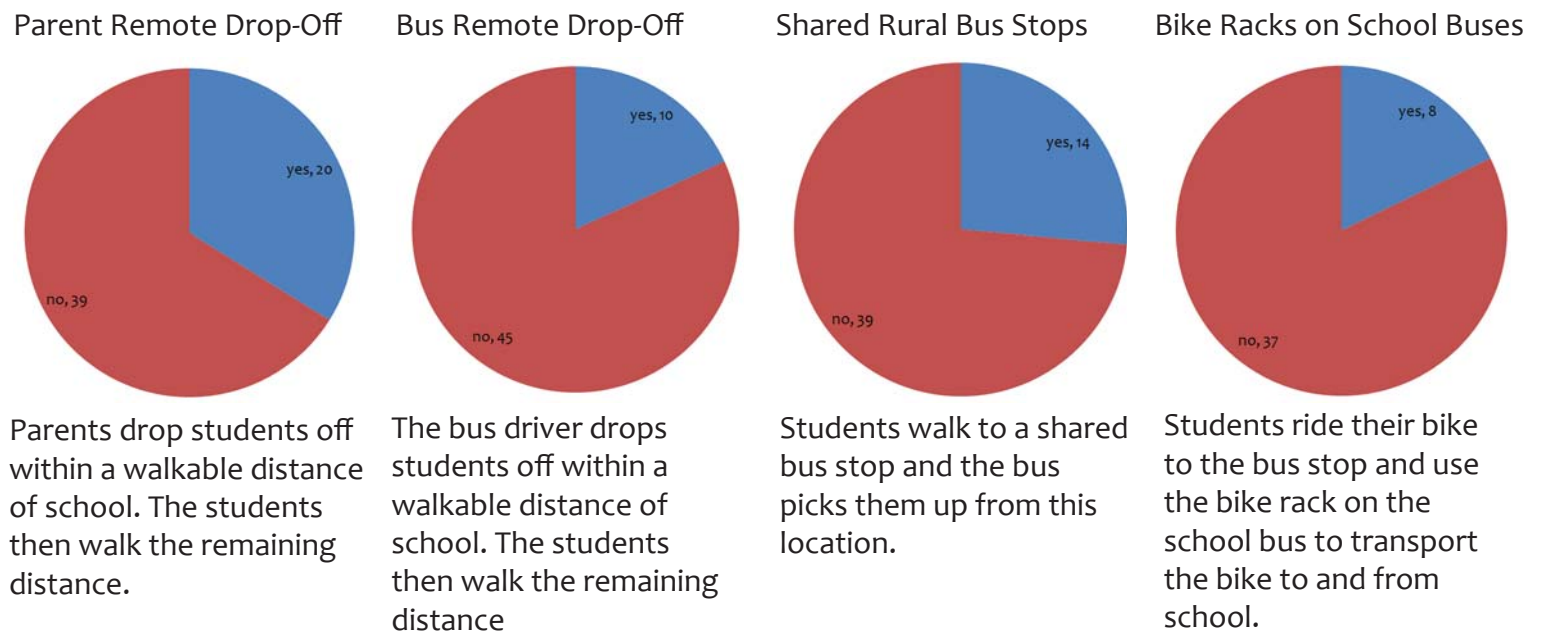
Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included a reduced traffic speed, less traffic, and increased safety. The major issues brought up by parents were the amount of traffic, traffic speed, safety, distance, and weather.

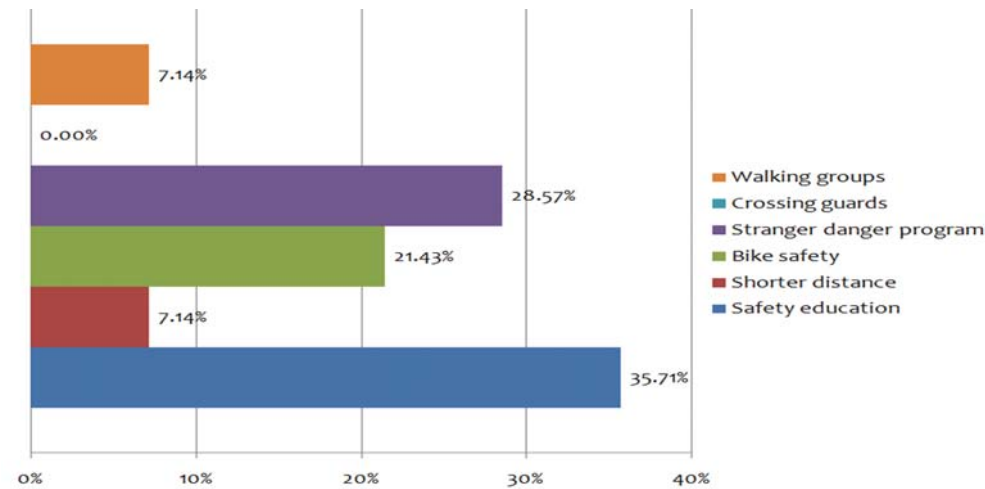


Interest in Behavior Change Programs . . . . .

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



Incentives/Programs . . . . .



- The top parent suggestions for increasing walking and biking were:
1. Safety education
  2. Stranger danger program
  3. Bike safety
- The streets and intersections cited most often by parents as being unsafe included:
1. W. Platt Street and S. Vermont Street
  2. High school
  3. Highway 64
  4. Vermont and Summit St.
  5. Jones St.

## Present Conditions

Number of students: 124

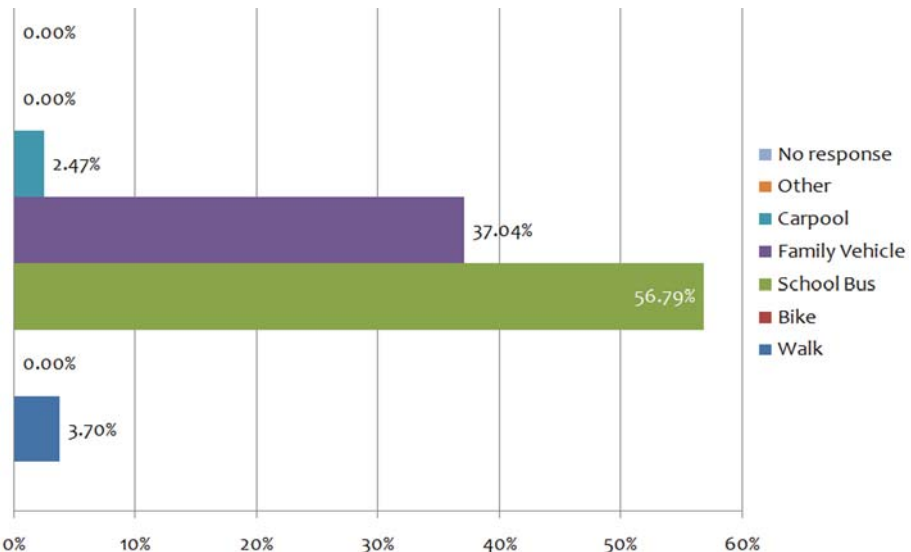
## Parent Surveys

Student surveys were administered to parents of children attending grades Preschool through 5th at St. Joseph Elementary School, during the month of November 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.

### Travel Mode to School

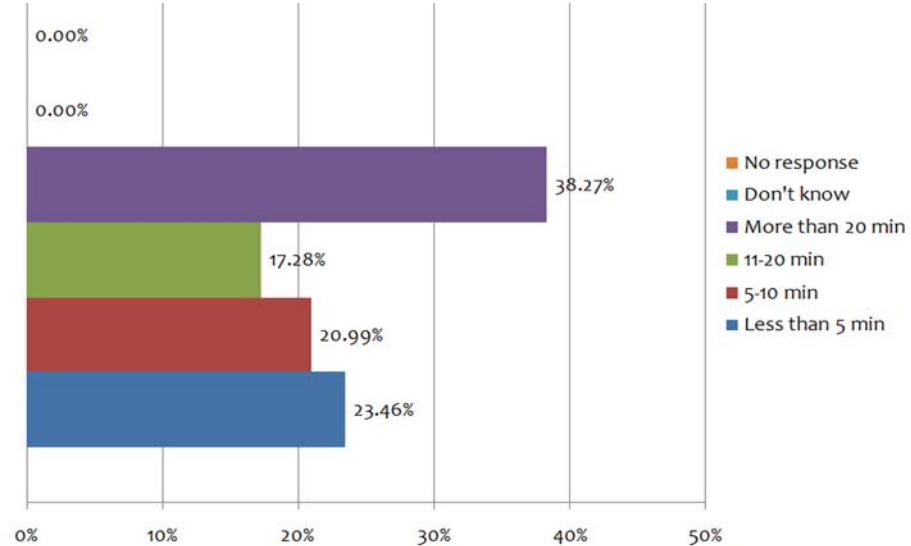
42 parents at St. Joseph Elementary School responded to the survey, and this constitutes 34% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (56.79%) and a family vehicle (37.04%).



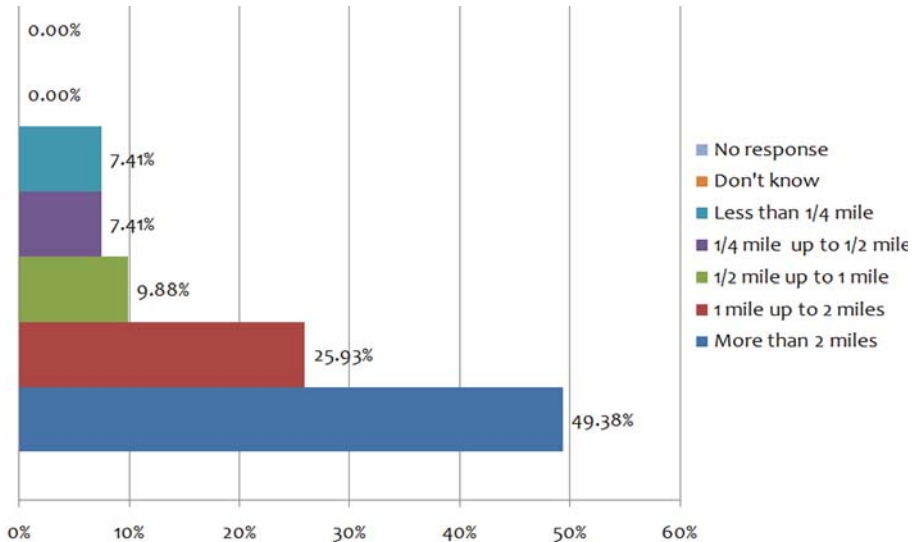
### Travel Time to School

44.45% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



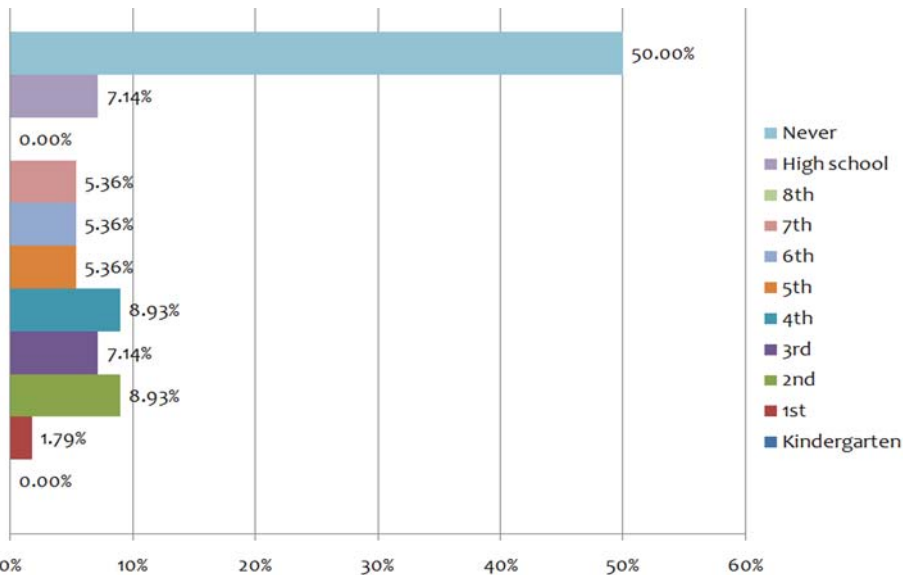
Travel Distance to School . . . . .

14.82% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



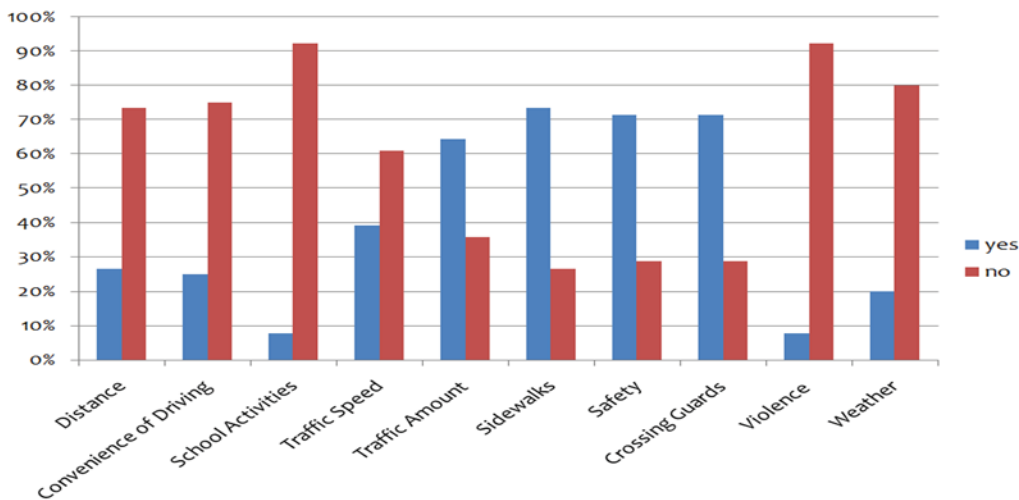
Grade Level Allowed to Walk/Bike to School . . . . .

Parents responding to the survey viewed 2nd and 4th grade as appropriate, allowable ages for a child to walk or bike to school. A large percentage of parents, 50%, stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking . . . . .

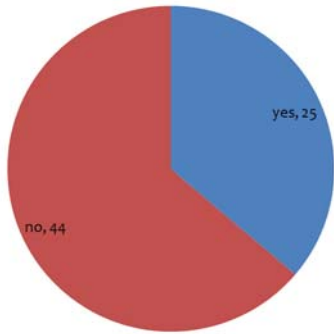
The most common changes that would encourage more students to walk or bike to school included more sidewalks, increased safety, more crossing guards, and less traffic. The major issues brought up by parents were weather, the amount of traffic, the speed of traffic, and distance.



## Interest in Behavior Change Programs

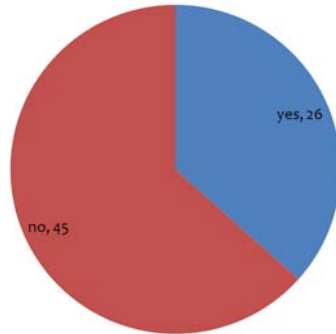
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



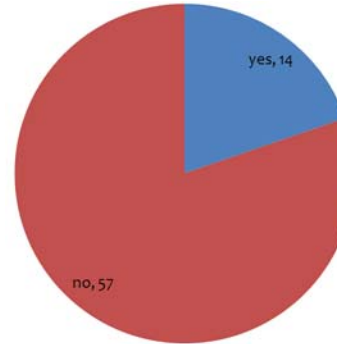
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



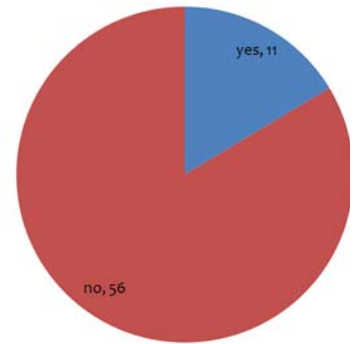
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance.

Shared Rural Bus Stops



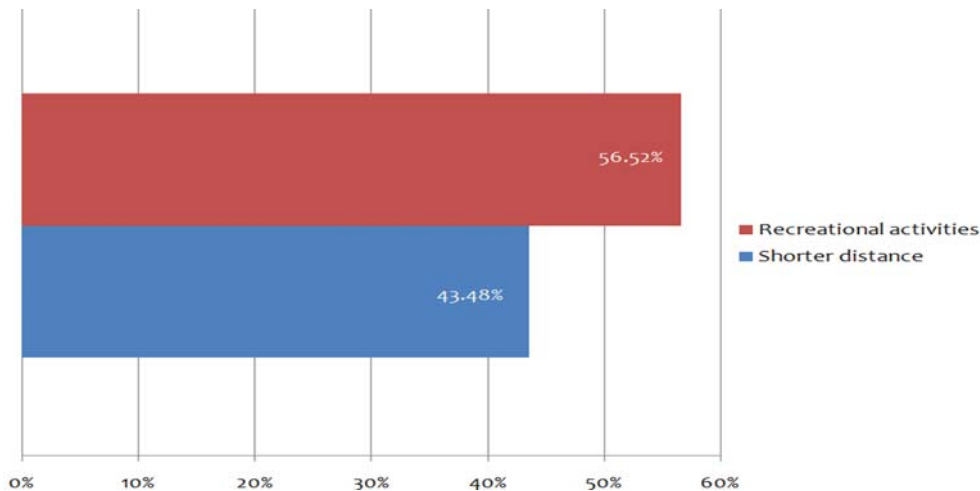
Students walk to a shared bus stop and the bus picks them up from this location.

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. Recreational activities
2. Shorter distance

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

1. 3rd Street
2. North Riverview Drive
3. Ansel Briggs Highway



## School Administrator Input

Staff met with St. Joseph 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.

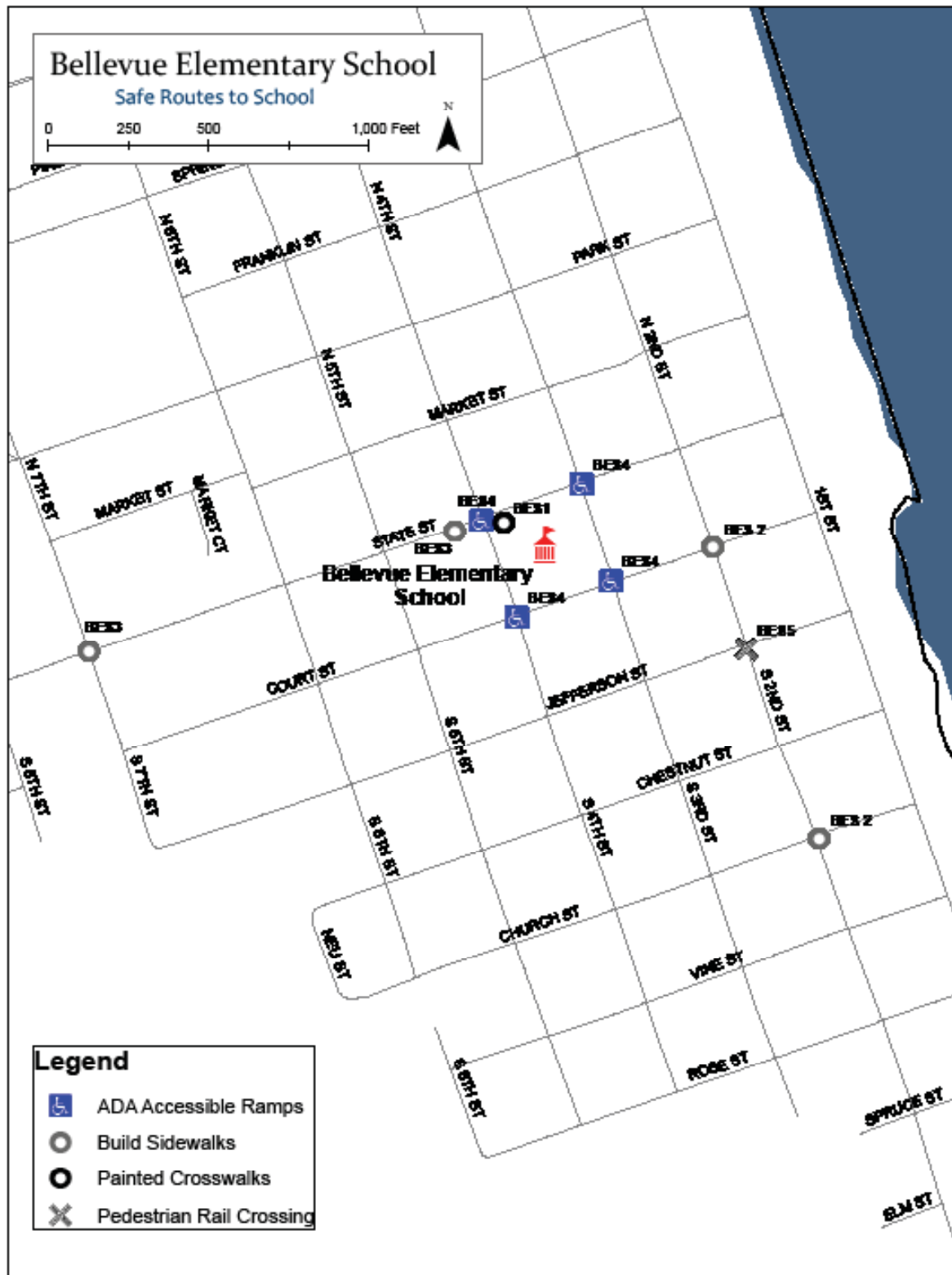
	Problem	Solution
1	No sidewalk on north side of Park St west of the school.	Construct sidewalks
2	Sidewalk on State east of 7th St is in poor condition	Repair Sidewalks
3	Parents would feel safe if students could bike on sidewalks instead of streets. Our sidewalks are not good.	Put wide sidewalks in along 2nd St.
4	Railroad runs along 2nd st	<ul style="list-style-type: none"><li>• Create pedestrian railroad crossings</li><li>• Work with Canadian Pacific to educate children on railroad safety</li></ul>
5	Snow on Sidewalks from the snowplows	City needs to make sure that sidewalks are not covered with snow from the streets





## Mapping St. Joseph 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.



## Present Conditions

Number of students: 57

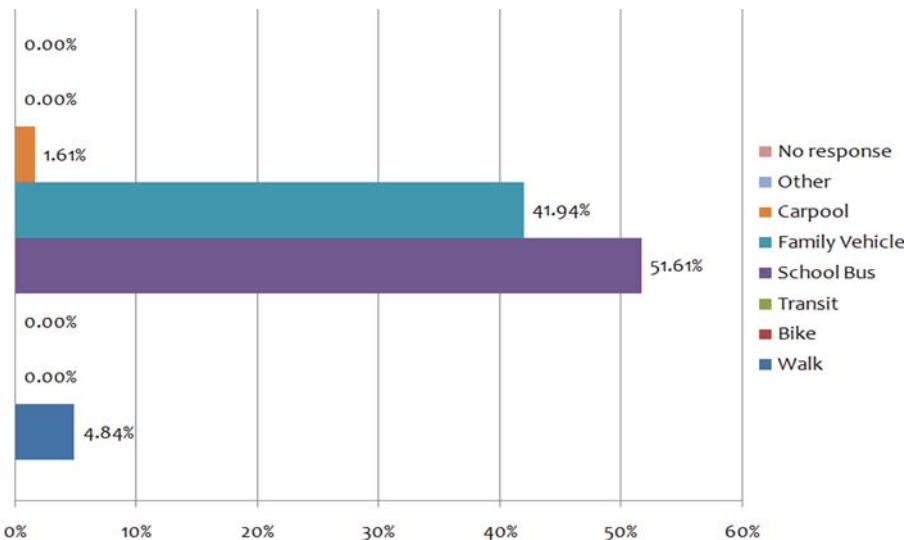
## Student Surveys

Student surveys were administered to 6th through 8th graders, at St. Joseph Middle School, during the month of November in 2009. 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

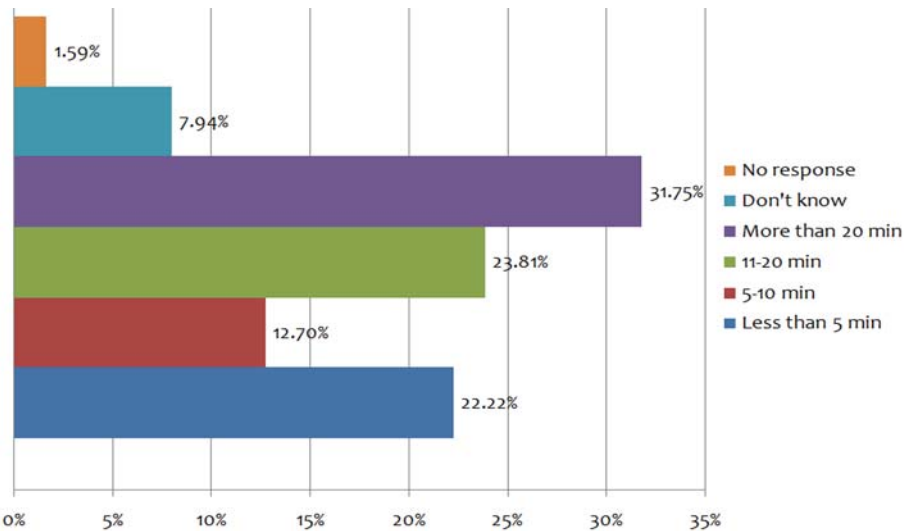
51 students responded to the survey, and this constitutes 89% of the student body.

Students responding to the survey travel to school by a school bus (51.61%) or a family vehicle (41.94%)



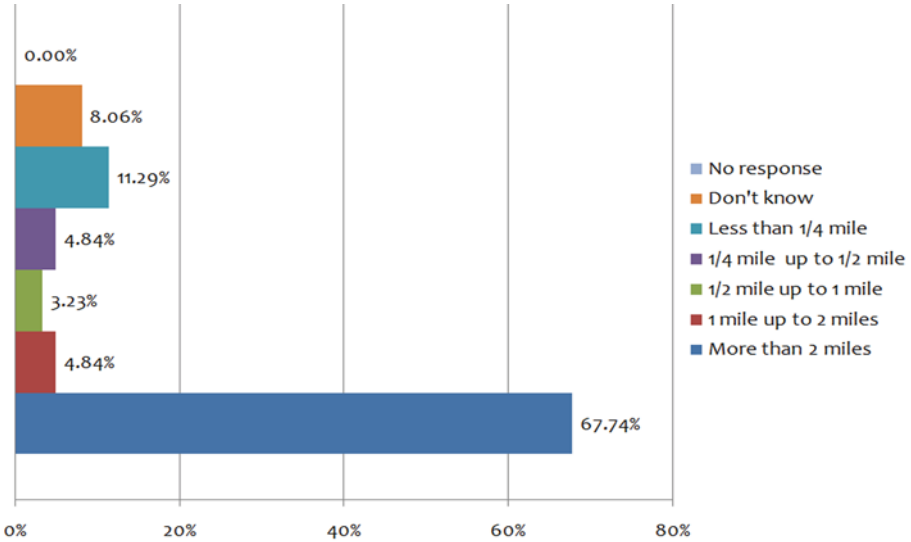
### Travel Time to School

34.92% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

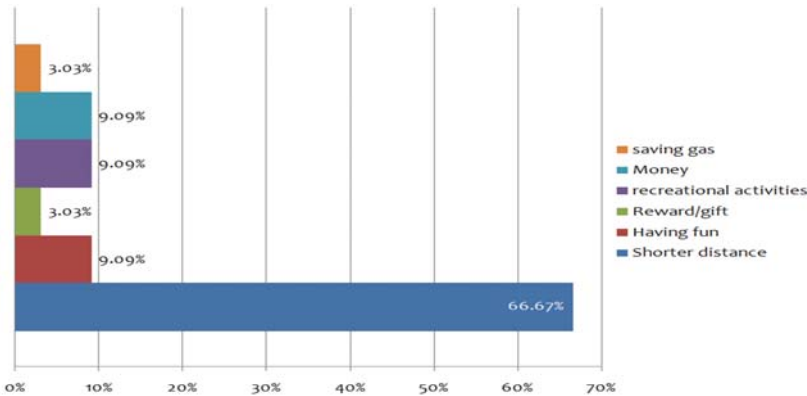


Travel Distance to School

Only 16.13% of students responding to the survey travel less than 1/2 mile to school, while 67.74% travel 2 miles or more to attend school.



Incentives/Programs



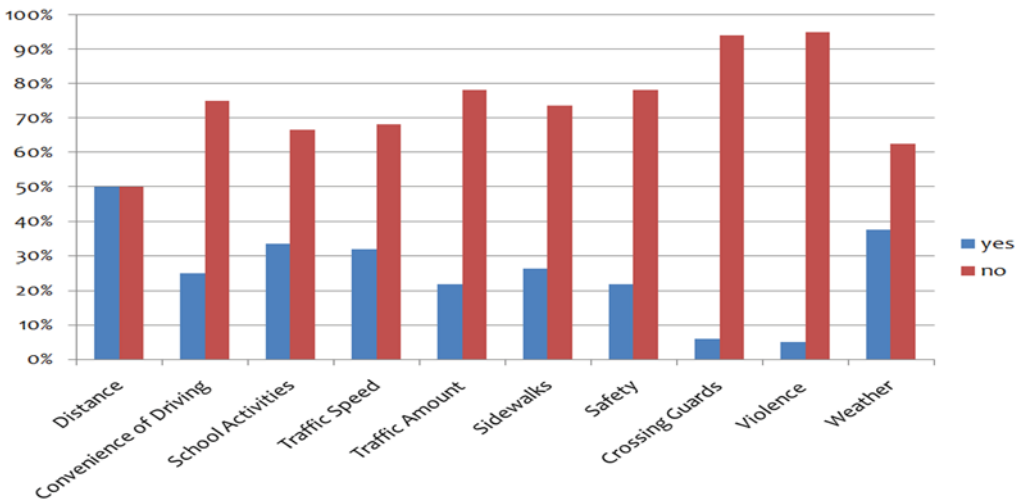
The top student suggestions for increasing walking and biking were:

1. Shorter distance
2. Recreational activities
3. Money
4. Having fun

No streets were cited by students as being unsafe.

Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included a shorter distance, more favorable weather, a change in the structure of after school activities, and a lower traffic speed. The major issues brought up by students were distance and weather.



## School Administrator Input

Staff met with St. Joseph 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
MHS1	No sidewalk on north side of Park St west of the school.	Construct sidewalks
MHS2	Sidewalk on State east of 7th St is in poor condition	Repair Sidewalks
MHS3	Parents would feel safe if students could bike on sidewalks instead of streets. Our sidewalks are not good.	Put wide sidewalks in along 2nd St.
MHS4	Railroad runs along 2nd st	<ul style="list-style-type: none"><li>• Create pedestrian railroad crossings</li><li>• Work with Canadian Pacific to educate children on railroad safety</li></ul>
MHS5	Snow on Sidewalks from the snowplows	City needs to make sure that sidewalks are not covered with snow from the streets



# 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 10-15 were specific to one school.

Project No	Project Type	Andrew Elementary*	Andrew Middle and High School*	Bellevue Elementary	Bellevue Middle and High School	Briggs Elementary	Cardinal Elementary	Maquoketa High School	Maquoketa Middle School	Marquette High School	Miles Elementary*	Preston Elementary	Preston High School	Sabula Elementary*	Sabula Middle School*	Sacred Heart Elementary*	St. Joseph Elementary and Middle School	Table Mound	TOTAL	
1	High Visibility Painted Crosswalks			1				1				2	2						6	
2	Flashing School Crossing Lights					1			2			2	2						7	
3	Build Sidewalks			2	1					2		1	1				2		9	
4	Stop Signs											1	1						2	
5	Pedestrian Railroad Crossing			1						1							1		3	
6	Clear Sidewalks from Snow				1					1							1		3	
7	Educate on Railroad Safety			1						1							1		3	
8	Install Handicapped Accesible Ramp			1	1														2	
9	Repair Sidewalks				1					1							1		3	
10	Increase Enforcement							1											1	Projects Unique to One Specific School
11	Install Barrier to Guide Traffic Flow							1											1	
12	Limited pickup/drop off parking								1										1	
13	Traffic Calming Devices							1											1	
14	School Crossing Sign								1										1	
15	Pedestrian Countdown Signals					1													1	
		0	0	6	4	2	3	2	3	6	0	6	6	0	0	0	6	0	44	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
3	Build Sidewalks	9	\$-	\$-	LF	\$-	\$-
2	Flashing School Crossing Lights	7	\$125,000	\$-	EA	\$875,000	\$-
1	High Visibility Crosswalks	6	\$1,000	\$3,000	EA	\$6,000	\$18,000
5	Pedestrian Railroad Crossing	3	\$-	\$-	EA	\$-	\$-
6	Clear Sidewalk from Snow	3	\$-	\$-	LF	\$-	\$-
7	Educate on Railroad Safety	3	\$-	\$-	EA	\$-	\$-
9	Repair Sidewalks	3	\$-	\$-	LF	\$-	\$-
4	Stop Sign	2	\$-	\$-	EA	\$-	\$-
8	Install Handicapped Accessible Ramp	2	\$-	\$-	EA	\$-	\$-
Projects Unique to One Specific School							
10	Increase Enforcement	1	\$-	\$-	EA	\$-	\$-
11	Install Barrier to Guide Traffic Flow	1	\$-	\$-	EA	\$-	\$-
12	Limited Pick up/ Drop off Parking	1	\$-	\$-	LF	\$-	\$-
13	Traffic Calming Devices	1	\$2,500	\$120,000	EA	\$2,500	\$120,000
14	School Crossing Sign	1	\$20	\$59	EA	\$20	\$59
15	Pedestrian Countdown Signals	1	\$900	\$3,000	EA	\$900	\$3,000

