Dubuque Area Safe Routes to School Plan

Dubuque Community School District
Holy Family Catholic Schools

Prepared by the East Central Intergovernmental Association

Contents

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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 Dubuque 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 Dubuque Safe Routes to School planning process began in the spring of 2008. In early May ECIA staff invited officials from the City of Dubuque, Dubuque Community School District, and Holy Family Catholic to be a part of the Dubuque 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 September of 2009 staff distributed questionnaires to middle and high school students, and the parents of elementary school students. The surveys served as a means to determine how students were currently getting to school, and which routes they were taking to get there. Once the survey results were compiled staff met with school administrators and neighborhood associations to develop an initial list of projects. The steering committee prioritized the initial list of projects during a series of public workshop meetings, which were held between February and April of 2009. Following its completion, the project list was presented to City engineering staff for final review.

Summary Reports

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

Summary reports are structured as follows:

Parent Surveys - Information collected from the November 2008 parent surveys. Surveys asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

School Administrator Input - A list of problems and solutions that was created by school administrators during the first workshop meeting.

Neighborhood Association Input - A list of problems and solutions that was created by neighborhood association members during workshop meeting number two.

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

The final summary reports are available for public viewing on the Eastern Iowa Safe Routes website, www.eastiowasaferoutes.org. This document includes the summary reports from all Dubuque public and private schools, and cost estimates for all projects listed in the summary reports.

Audubon Elementary School

School Location:
605 Lincoln Avenue
Dubuque, IA 52001

Present Conditions

Number of students: 284

Bus Service:
- Public Transit – Keyline Transit Red Line
- School District Bus Service

Parent Surveys

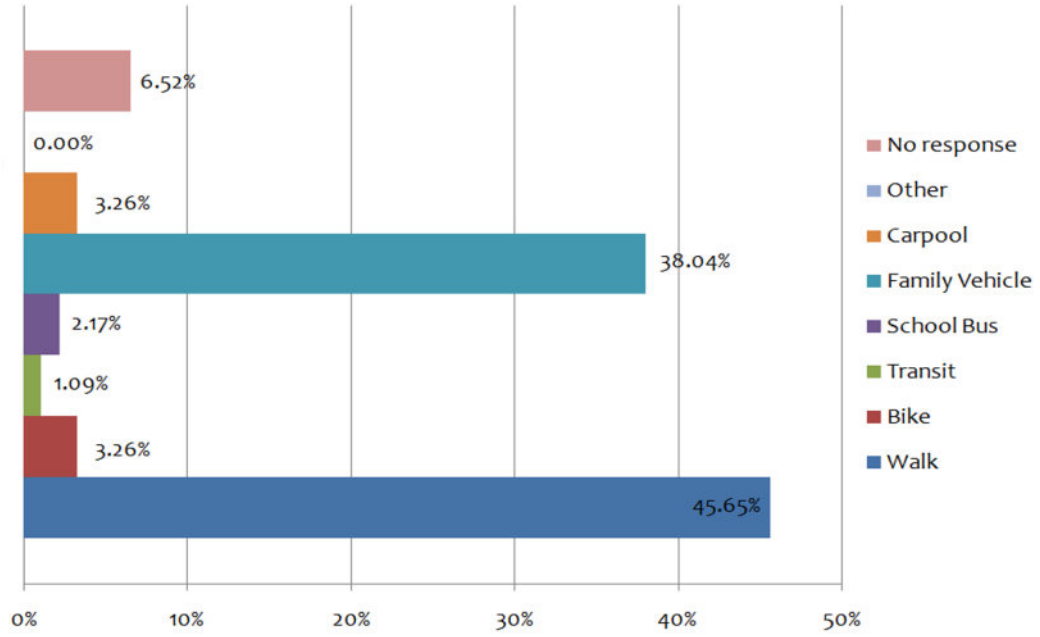
Student surveys were administered to parents of children attending grades K-5 at Audubon Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Additionally, parents of students who walk or bike to school were asked to draw their route to school on school area maps .

Travel Mode to School

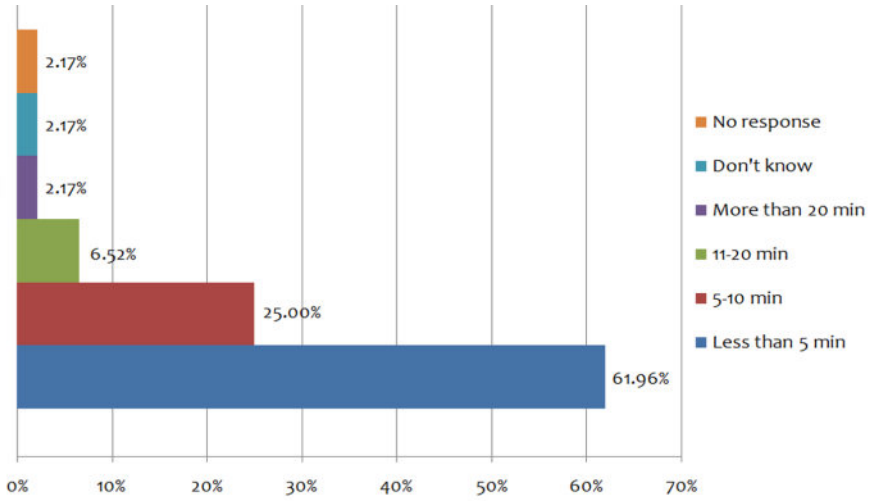
91 parents at Audubon Elementary School responded to the survey, and this constitutes **32**% of the student body.

Parents responding to the survey stated that their child travels to school most often by walking (45.65%) or family vehicle (38.04%).



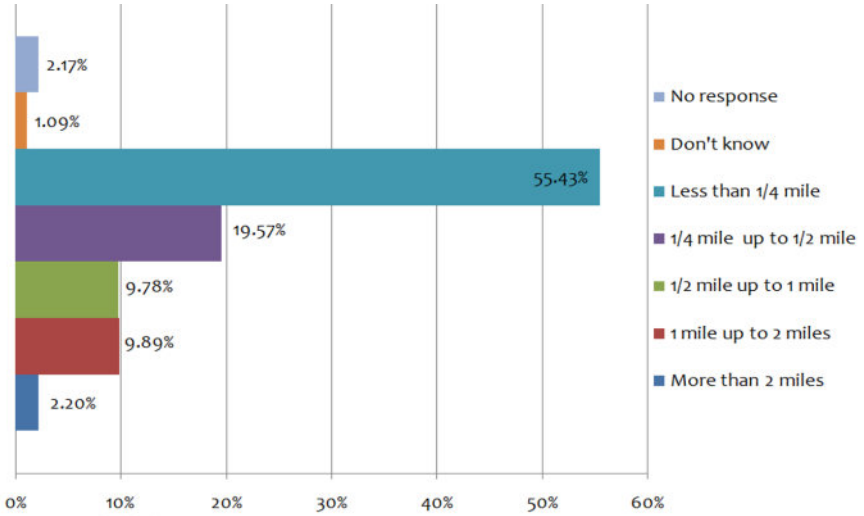
Travel Time to School

86.96% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



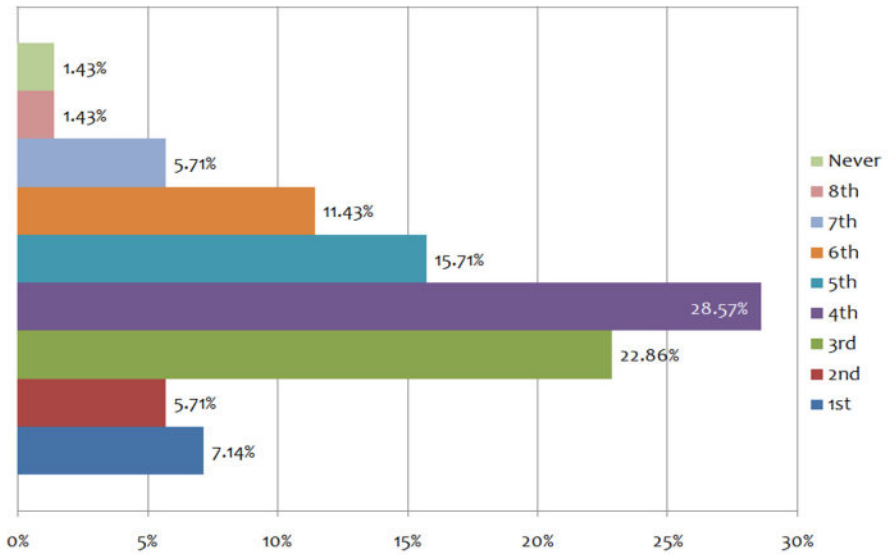
Travel Distance to School

75.00% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



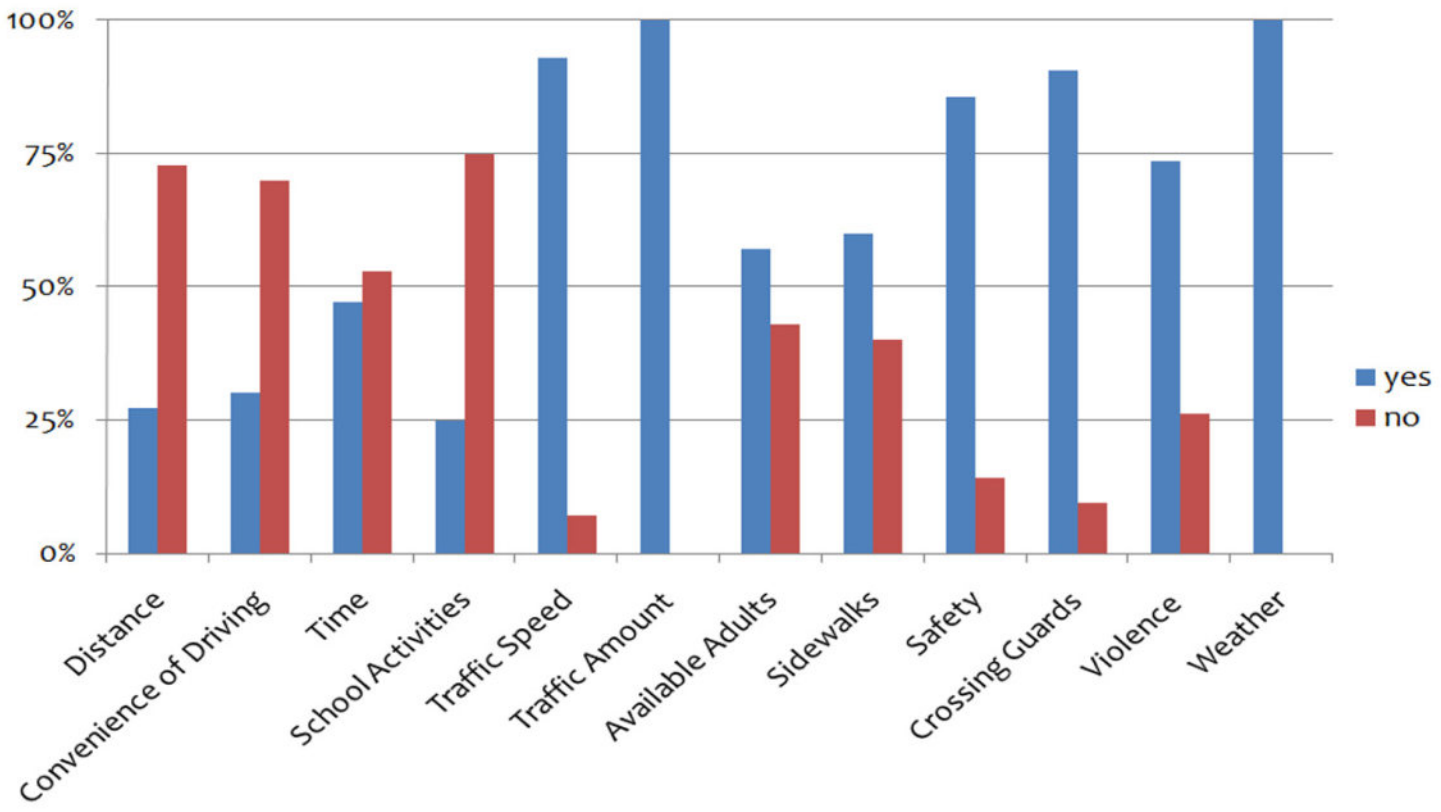
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. A very small percentage, 1.43% , stated that they would never allow their child to walk or bike to school.

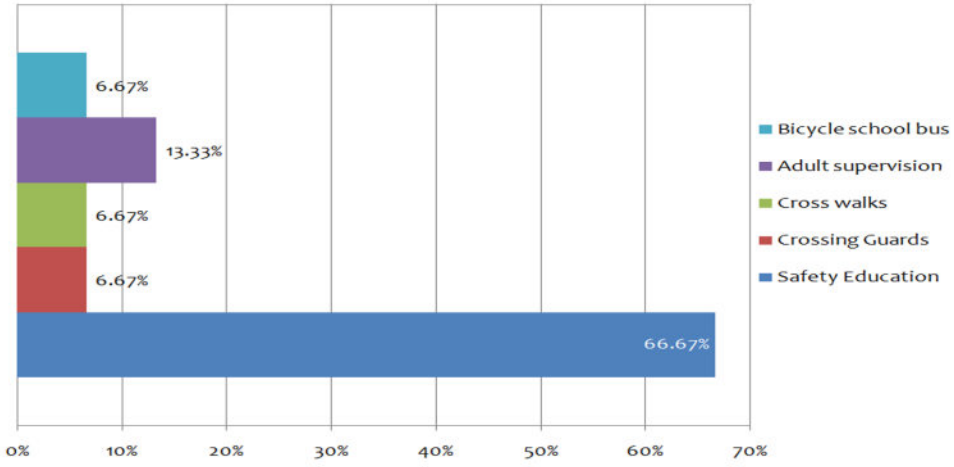


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included less traffic, more desirable weather, and a lower traffic speed.



Incentives/Programs

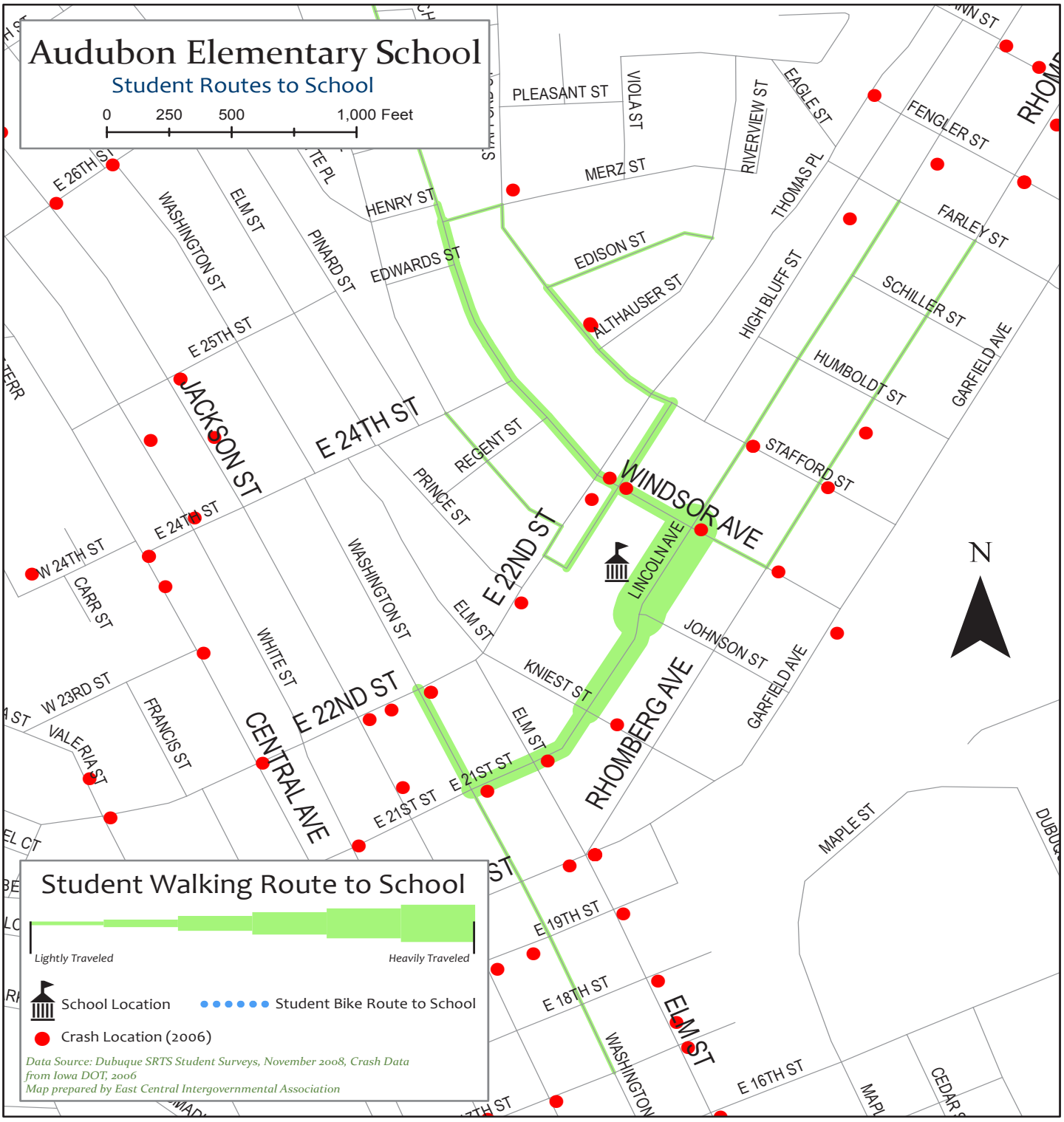


The top parent suggestions for increasing walking and biking were:
1. Safety Education
2. Adult Supervision

The streets cited most often by parents as being unsafe included:
1. Windsor Ave. and 22nd St.
2. Rhomberg Ave. and Elm St.
3. 21st St. and Elm St.
4. Jackson St. and 24th St.
5. All intersections crossing 22nd St.

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	Solution
1	J-walking on 22nd Street, Lincoln, Rhomberg, Windsor	• Traffic signals with quick response during school arrival and dismissal times at Rhomberg/Johnson and Lincoln/Windsor Crosswalk
2	No ability to staff patrols at 22nd and Windsor or at Johnson and Rhomberg	• Funding sources to staff at unsupervised corners
3	Motor vehicles - lack of awareness and knowledge of how to deal with bicycles and pedestrians Bicyclists and Pedestrian - lack of awareness and knowledge of how to navigate traffic	• Continue to inform/educate students and parents of safe routes and appropriate safe behaviors traveling to/from school
4	Speeding traffic on 22nd, Windsor, and Rhomberg	• Enforcement of existing regulations
5	Parking/congestion on Providence Street	• Designated streets near the school as "no parking" or "no parking during school"
6	Potential unseen issues regarding Bee Branch Project	• Ongoing- continue dialogue with city officials regarding impact of Bee Branch Project on traffic flow and patterns
7	"Blind" corners at Lincoln and Windsor due to houses with large shrubs at corner	

Audubon Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Audubon Elementary School.

Audubon

Infrastructure

Reference Number	*Intersection*	*Suggestion*
AU1	Rhomberg /Johnson	Fully signalized intersection
AU2	Rhomberg /Johnson	High visibility painted crosswalk
AU3	Lincoln/Windsor	Fully signalized intersection
AU4	Lincoln/Windsor	High visibility painted crosswalk
AU5	22nd/Windsor	Fully signalized intersection
AU6	22nd/Windsor	High visibility painted crosswalk
AU7	Providence between	No Parking or No Parking during school hours
AU8	Stafford/Lincoln	Adult crossing guards at arrival and dismissal
AU9*	Lincoln /Humboldt	Student crossing guards at arrival and dismissal
AU10	Windsor/Rhomberg	Curb extensions at 2 or more corners
AU11	Windsor/Rhomberg	Flashing school crossing lights at arrival and dismissal
AU12	Windsor/Rhomberg	High visibility painted crosswalks
AU13	Johnson/Rhomberg	Curb extensions at 2 or more corners
AU14	19th/Elm	High visibility painted crosswalk
AU15	20th/Washington	Flashing school crossing lights at arrival and dismissal
AU16	20th/Washington	High visibility painted crosswalk
AU17	Rhomberg/Kniest	Flashing school crossing lights at arrival and dismissal
AU18	Rhomberg/Kniest	High visibility painted crosswalk
AU19	Lincoln/Windsor	Flashing school crossing lights at arrival and dismissal

Policy

No Reference Number	*Intersection (if applicable)*	*Suggestion*
	22nd/Windsor	Research funding sources for adult crossing guards
	Johnson/Rhomberg	Research funding sources for adult crossing guards
	Lincoln/Windsor	Visibility issues due to shrubs
	Providence between Windsor and Johnson	No Parking or No Parking during school hours
		Continued communication between schools and city regarding Bee Branch impacts
		Inform/educate students (bicycling and walking) and parents (driving motor vehicles) of safe routes and appropriate safe behaviors traveling to/from school
	Lincoln /Humboldt	Release students at staggered times based on mode
		Develop Neighborhood Safety Team

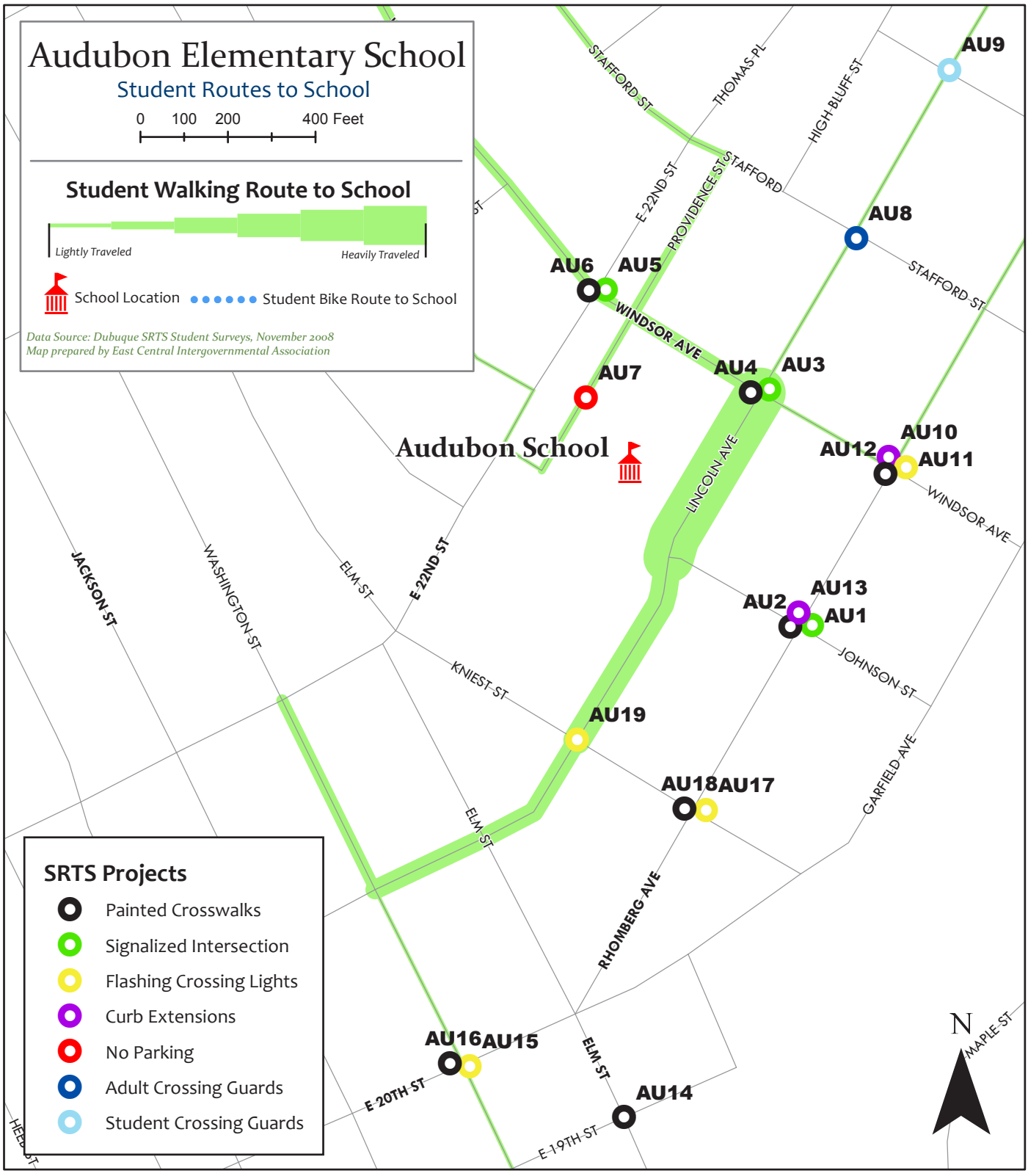
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Suggestion*
	22nd St	Enforcement of existing speed regulations
	Windsor	Enforcement of existing speed regulations
	Rhomberg	Enforcement of existing speed regulations

* Listed in multiple categories

Mapping Audubon 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 12.



Bryant Elementary School

School Location:
1280 Rush Street
Dubuque, IA 52003

Present Conditions

Number of students: 321

Bus Service:
- Public Transit – Keyline Transit Orange Line
- School District Bus Service

Parent Surveys

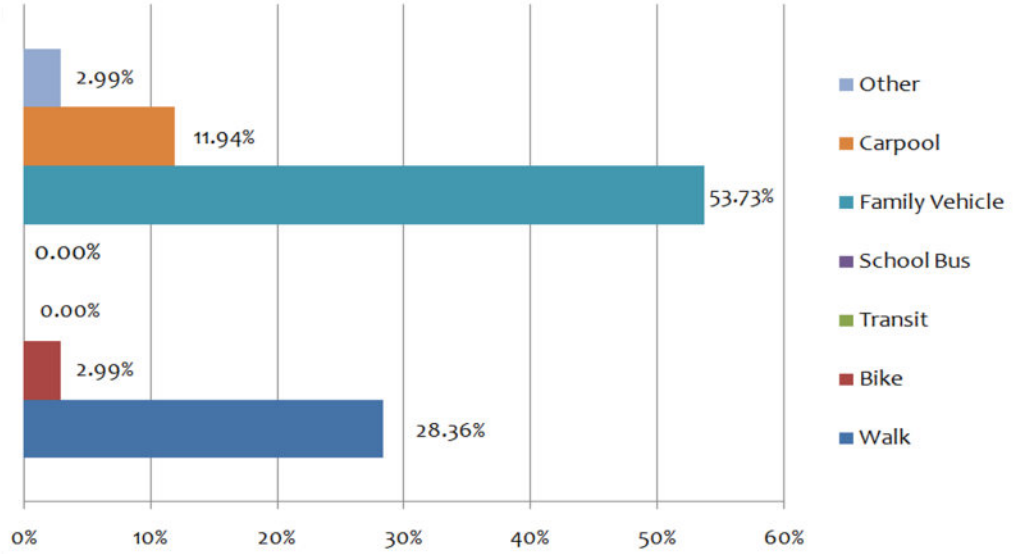
Student surveys were administered to parents of children attending grades K-5 at Bryant Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Additionally, parents of students who walk or bike to school were asked to draw their route to school on school area maps.

Travel Mode to School

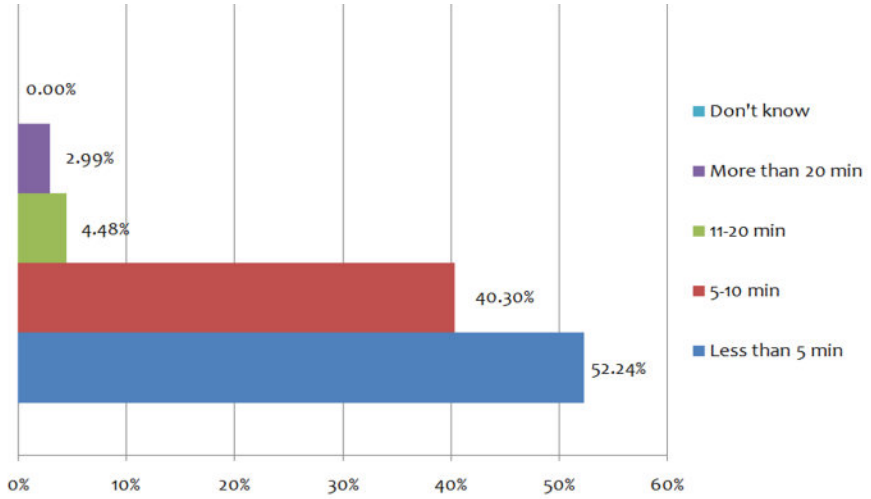
67 parents at Bryant Elementary School responded to the survey, and this constitutes 20.87% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (53.73%) or walking (28.36%).



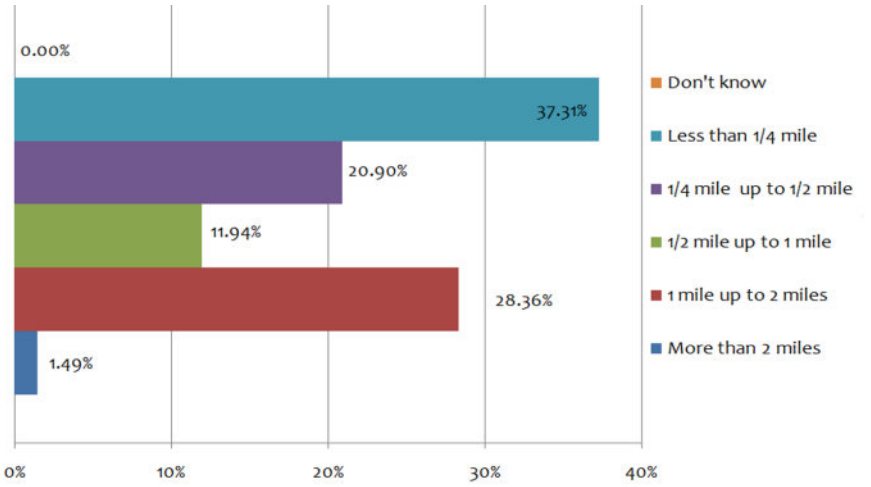
Travel Time to School

92.54% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



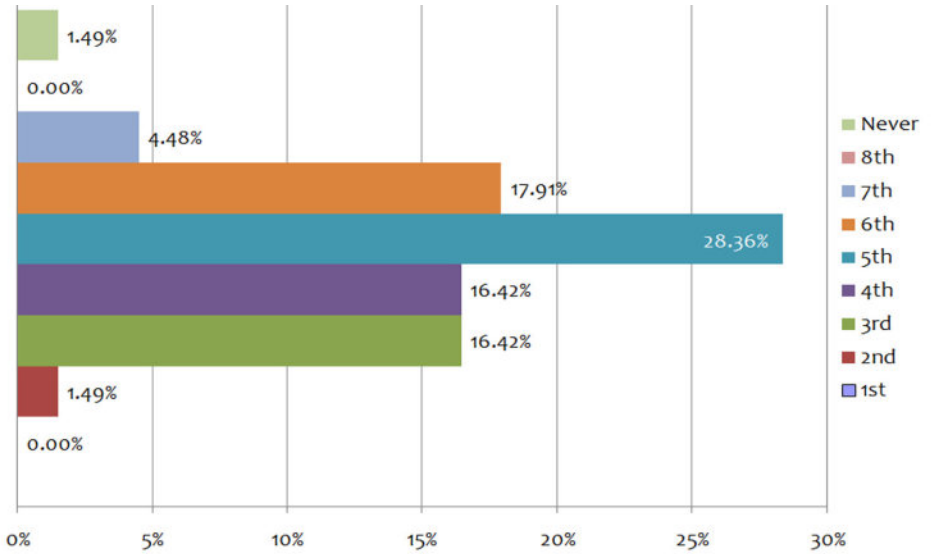
Travel Distance to School

58.21% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



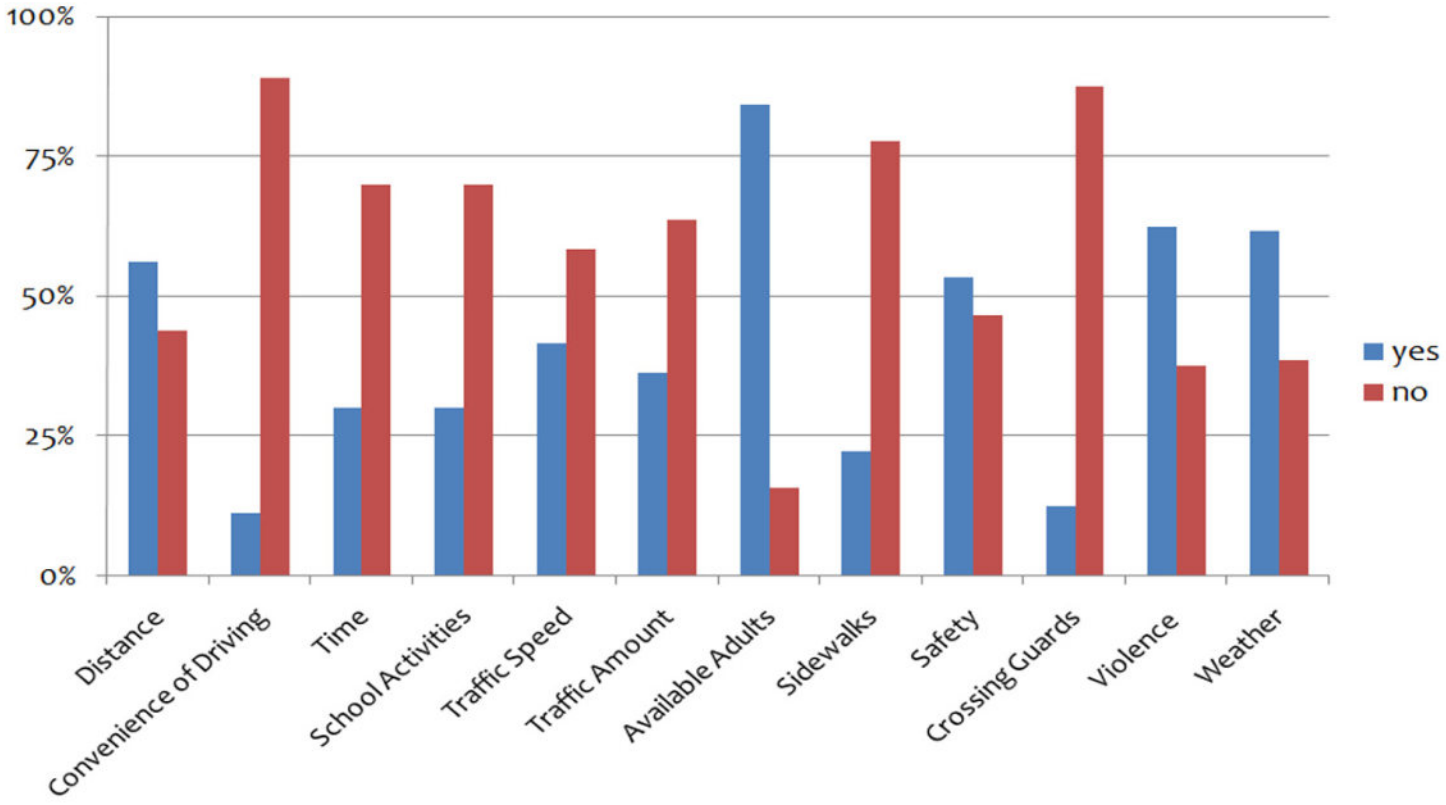
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 5th grade as an appropriate, allowable age for a child to walk or bike to school. A very small percentage, 1.49% , stated that they would never allow their child to walk or bike to school.

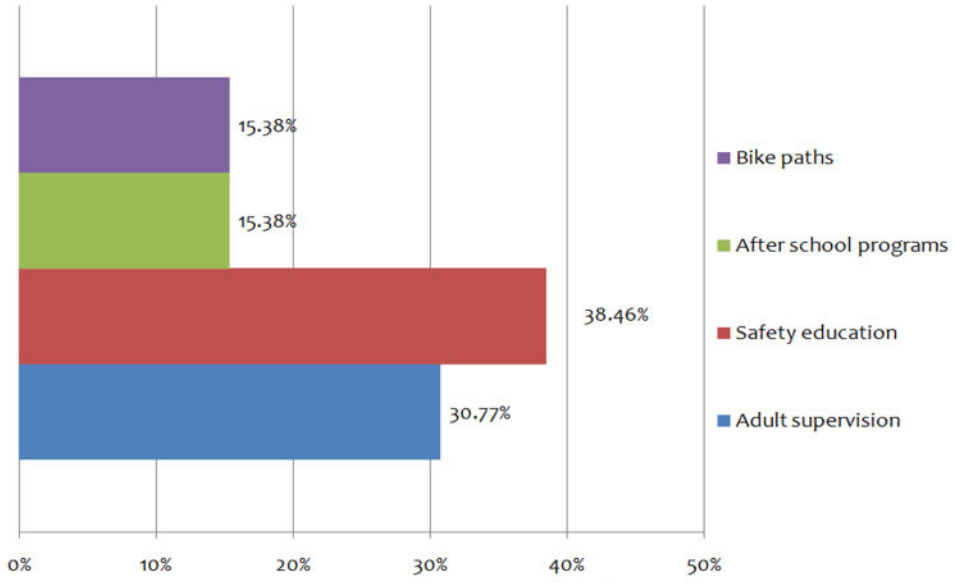


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included available adults, weather, and violence. The major issue brought up by parents was unsafe intersections near the school.



Incentives/Programs

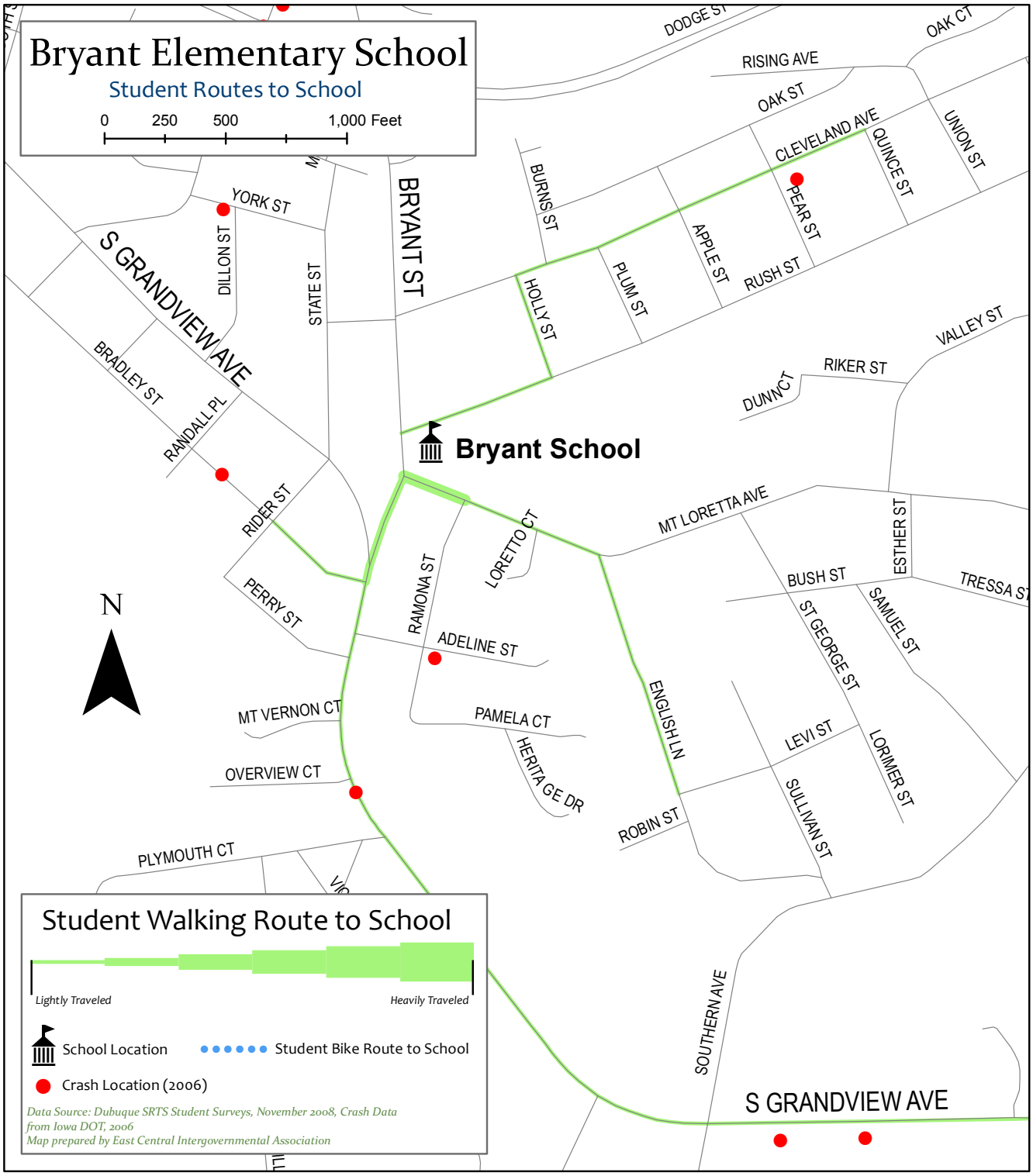


The top parent suggestions for increasing walking and biking were:
1. Safety Education
2. Adult Supervision

The streets cited most often by parents as being unsafe included:
1. Intersection of Bryant and St. Columbkilles
2. Rockdale Rd
3. Grandview Ave
4. Highway 20

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	Solution
1	Unsafe intersection: Ramona and Loretta	• Addition of painted crosswalk • Add flashing school crossing lights to alert drivers to presence of pedestrians during school arrival and dismissal times
2	Unsafe intersection: Rush and Bryant	• Addition of painted crosswalk • Add flashing school crossing lights to alert drivers to presence of pedestrians during school arrival and dismissal times
3	Unsafe intersection: Loretta and Bryant	• Addition of painted crosswalk • Add flashing school crossing lights to alert drivers to presence of pedestrians during school arrival and dismissal times
4	Unsafe crossing area: Rush and School entrance	• Addition of painted crosswalk • Add flashing school crossing lights to alert drivers to presence of pedestrians during school arrival and dismissal times
5	Unsafe intersection: Bryant and Grandview	• Addition of painted crosswalk • Add flashing school crossing lights to alert drivers to presence of pedestrians during school arrival and dismissal times • Redesign intersection using traffic calming measures
6	Cars on East side of Bryant, legally parked at the time, block vision of drivers and pedestrians on Rush St and Bryant	• Make Bryant St (east side) no parking along side of school
7	Milk House Parking Lot – children cut through, parents park illegally	• Promote/educate neighbors, parents, students about the benefits of biking and walking and about the school's arrival and dismissal plan

Bryant Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Bryant Elementary School.

Bryant

Infrastructure

Reference Number	*Intersection*	*Project*
BR1	Ramona/Mt. Loretta	Flashing school crossing lights at arrival and dismissal
BR2	Ramona/Mt. Loretta	High visibility painted crosswalks
BR3	Rush/Bryant	Flashing school crossing lights at arrival and dismissal
BR4	Rush/Bryant	High visibility painted crosswalks
BR5	Rush/Bryant	Remove shrubs
BR6	Bryant/Mt. Loretta	Flashing school crossing lights at arrival and dismissal
BR7	Bryant/Mt. Loretta	High visibility painted crosswalks
BR8	Rush/School entrance	Flashing school crossing lights at arrival and dismissal
BR9	Rush/School entrance	High visibility painted crosswalks
BR10	Bryant/Grandview	Flashing school crossing lights at arrival and dismissal
BR11	Bryant/Grandview	High visibility painted crosswalks
BR12	Bryant/Grandview	Tighten turning radius
BR13*	Bryant between Mt. Loretta and Rush (east side)	No Parking during school hours
BR14	Bryant/Grandview	Adult crossing guards at arrival and dismissal
BR15	Bryant/Mt. Loretta	Adult crossing guards at arrival and dismissal

Policy

No Reference Number	*Intersection (if applicable)*	*Project*
	Bryant between Mt. Loretta and Rush (east side)	No Parking during school hours
		Inform/educate students (bicycling and walking) and parents (driving motor vehicles) of safe routes and appropriate safe behaviors traveling to/from school
		Develop a walking school bus program

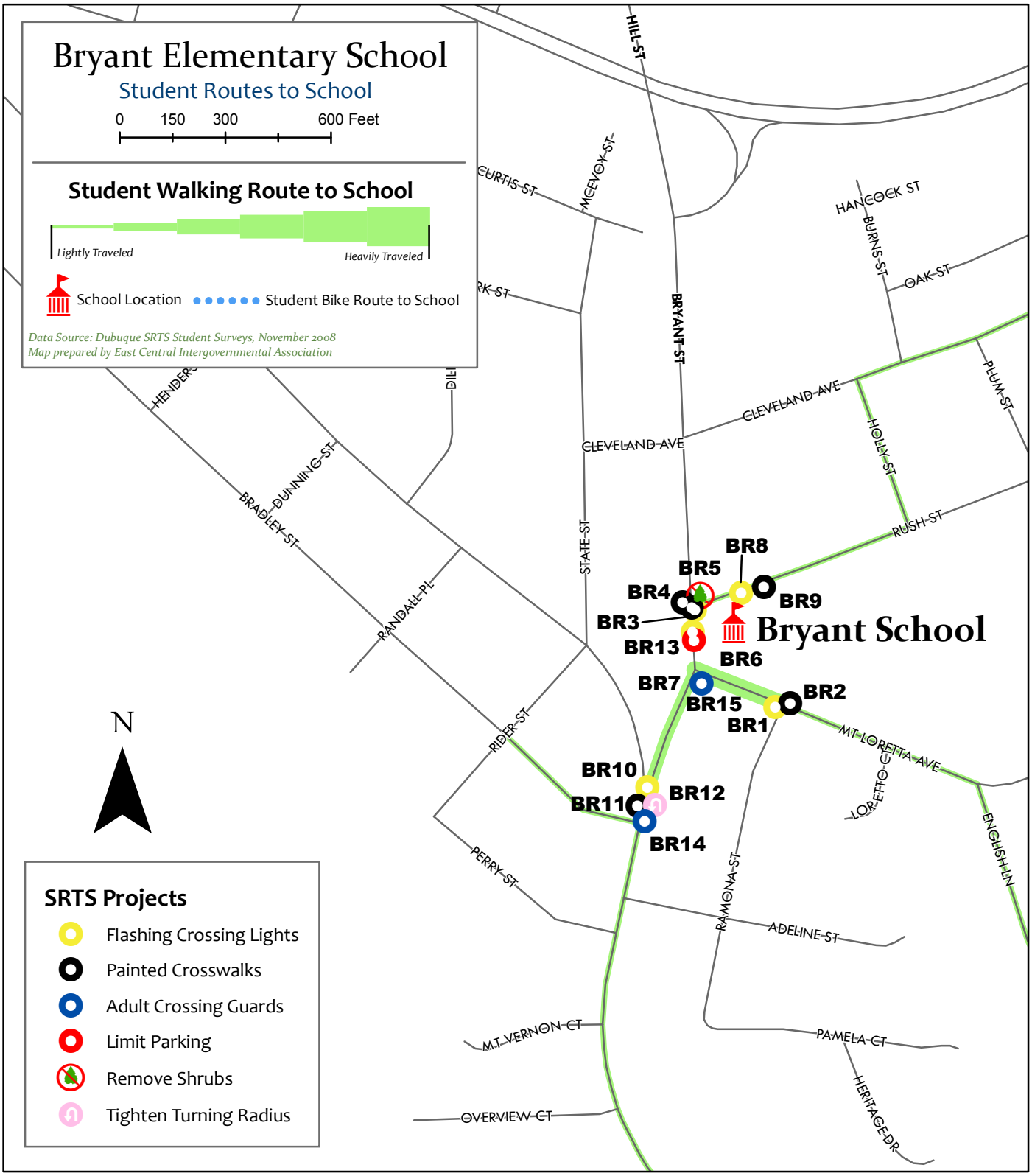
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Project*
	Bryant between Mt. Loretta and Rush (east side)	No Parking during school hours

* Listed in multiple categories

Mapping Bryant 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 20.



Carver Elementary School

School Location:
2007 Radford Rd
Dubuque, IA 52002

Present Conditions

Number of students: 435

Bus Service:
- Public Transit – Keyline Transit Limited Access Red Line
- School District Bus Service

Encouragement Programs:
Administrators at Carver held a bike helmet drive and giveaway. They also held a Bike Safety program, inviting a representative from the Iowa Health Systems to present their "I Got caught" program which encourages children to "get caught" wearing a helmet. Posters were displayed near the school's bike rack promoting bike safety. Bicycle safety has been discussed at the school's site council and ideas for promoting biking and walking to school were solicited from that group.

Parent Surveys

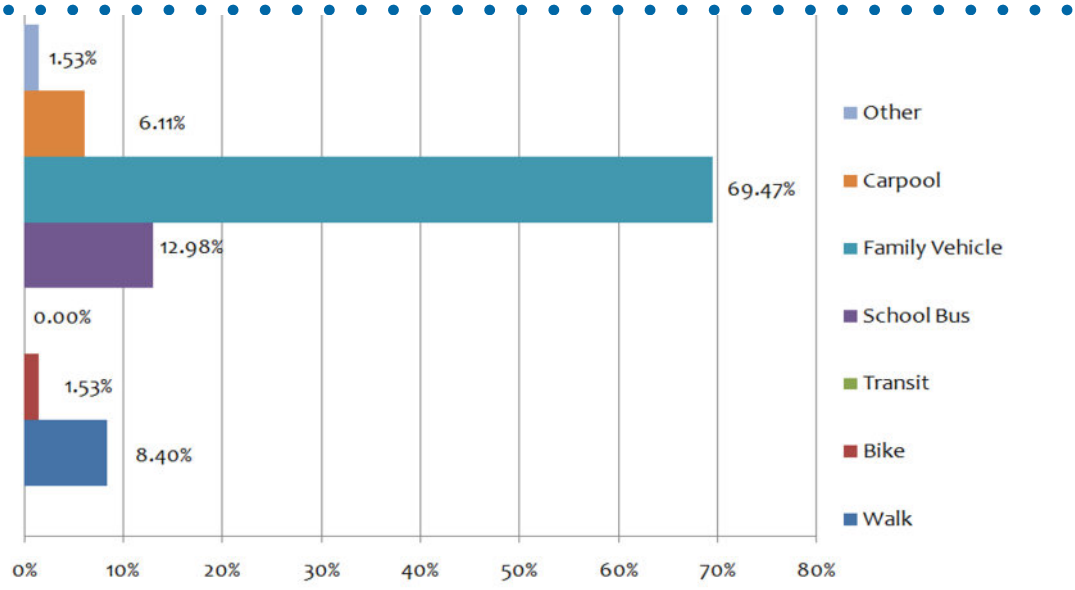
Student surveys were administered to parents of children attending grades K-5 at Carver Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

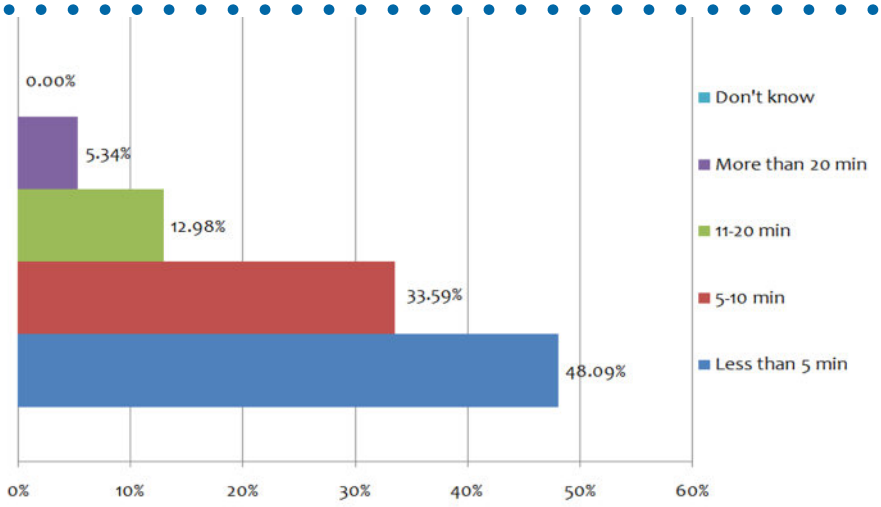
131 parents at Carver Elementary School responded to the survey, and this constitutes 30.11% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (69.47%) or school bus (12.98%).



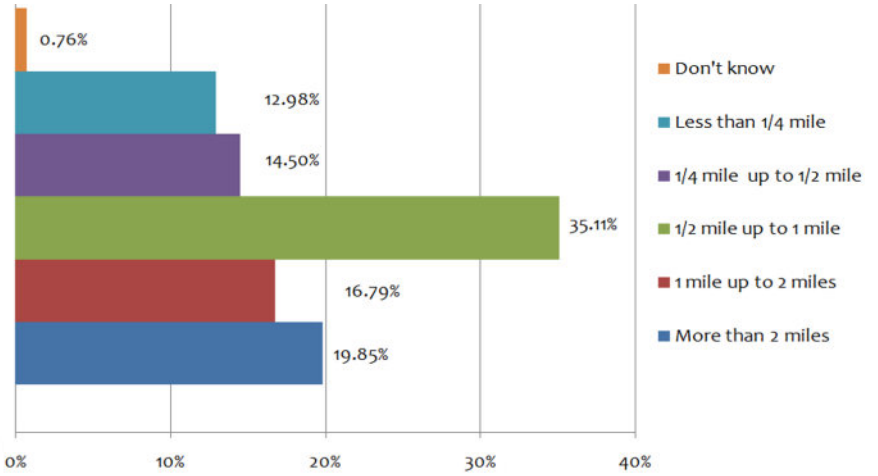
Travel Time to School

81.68% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



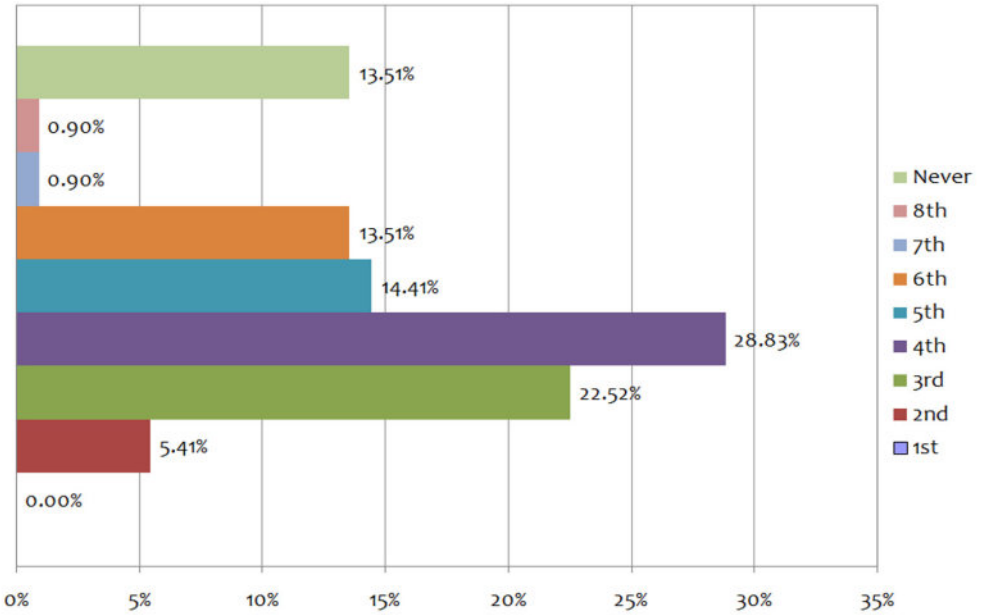
Travel Distance to School

27.48% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



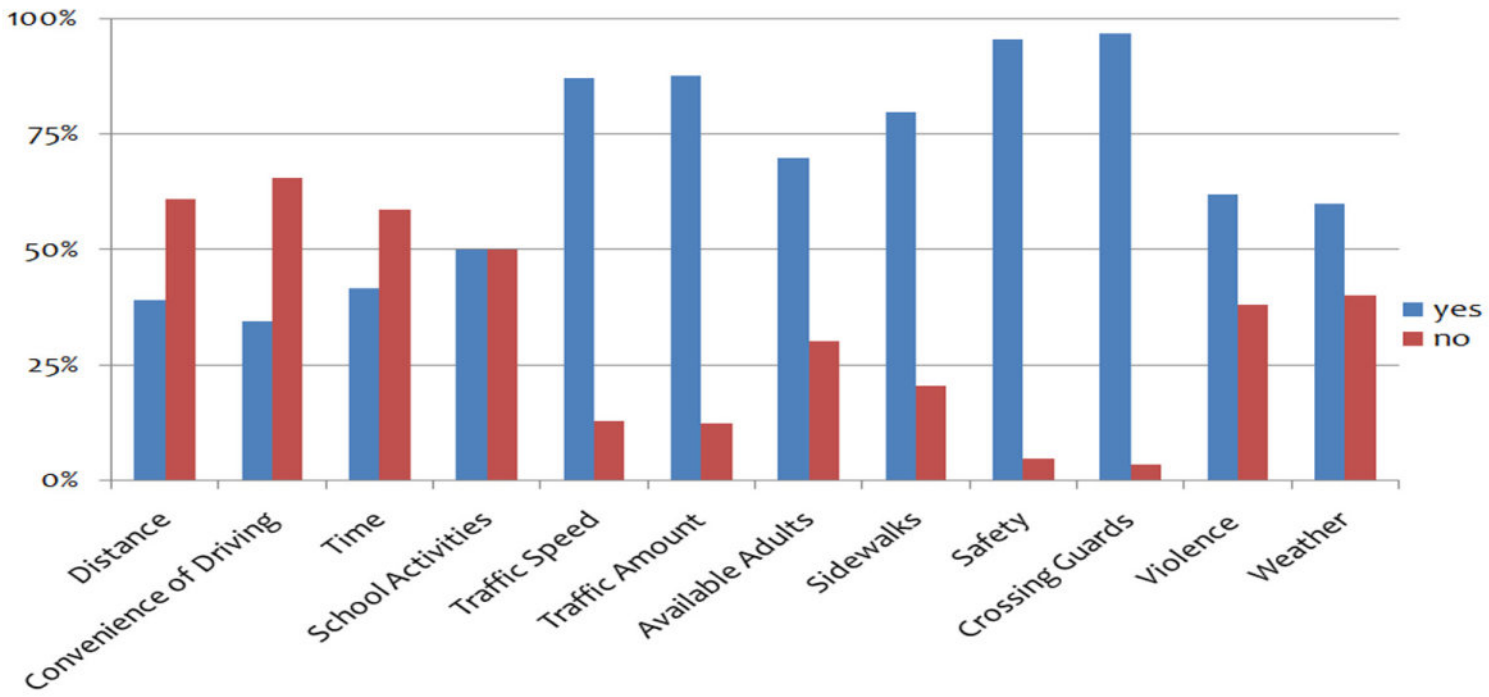
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. 13.51% , stated that they would never allow their child to walk or bike to school.

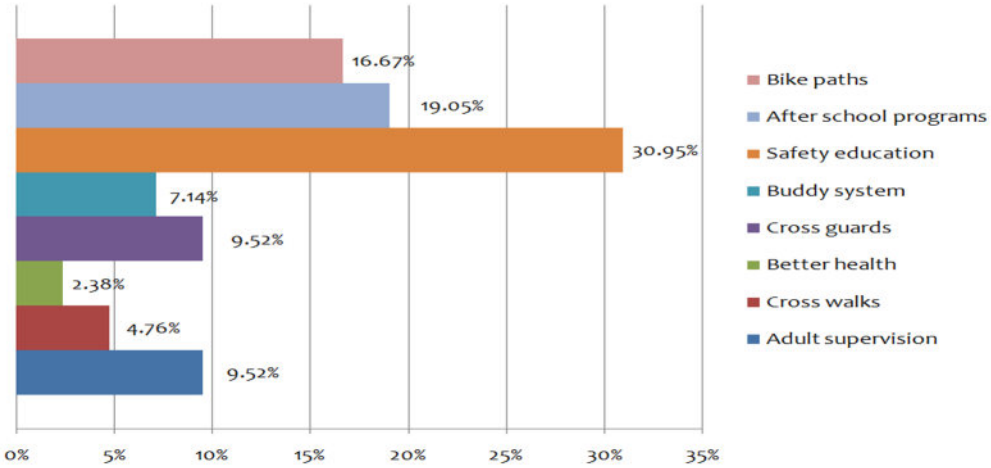


Environmental Factors Impacting Walking/Biking

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



Incentives/Programs

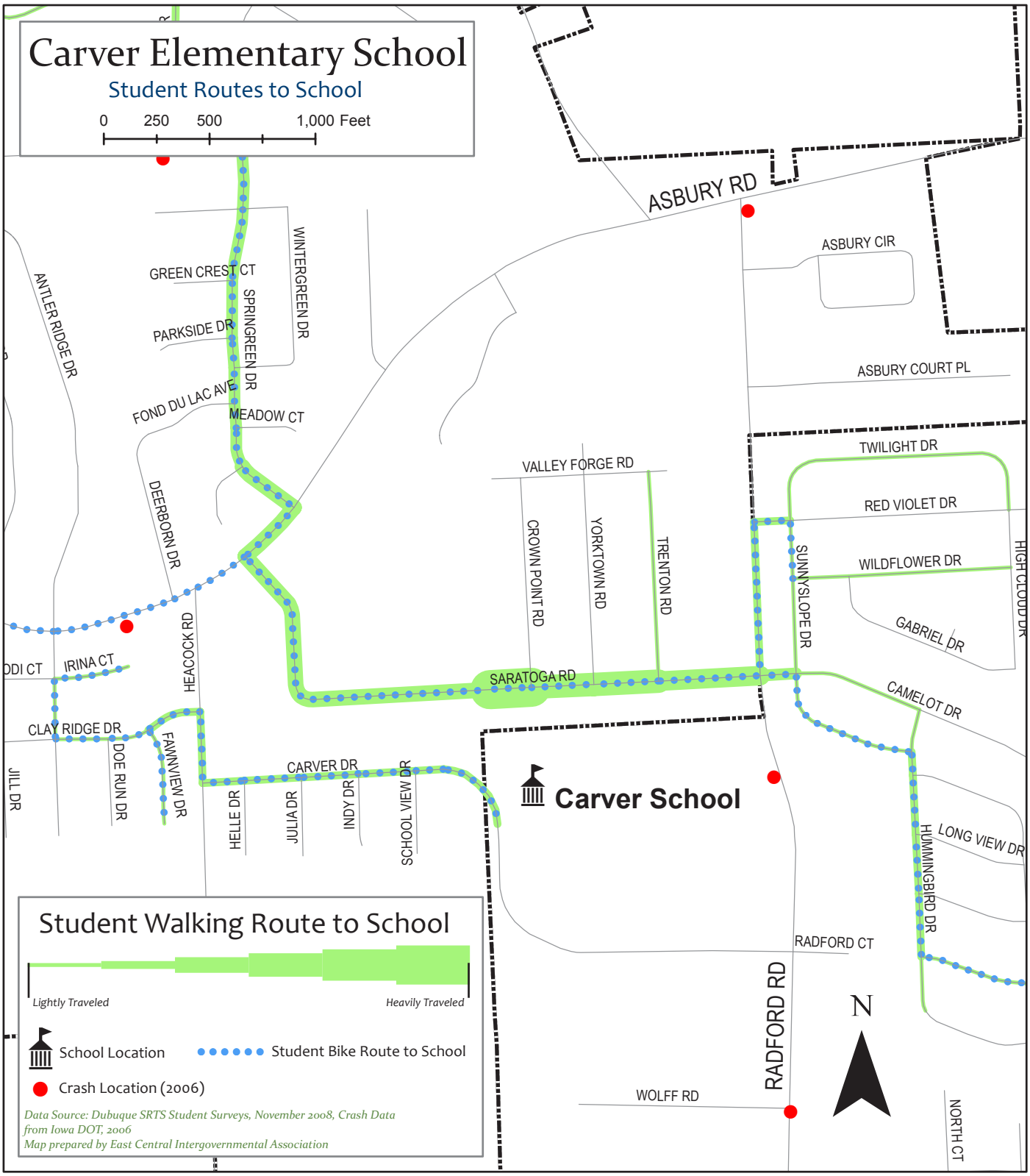


The top parent suggestions for increasing walking and biking were:
1. Safety education
2. After school programs
3. Bike paths

The streets cited most often by parents as being unsafe included:
1. Seippel Rd
2. Radford Rd
3. Spring Green Rd
4. Middle Rd/Pennsylvania Ave

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	Solution
1	South side of Saratoga Rd	• Addition of pedestrian activated signals • Addition of painted crosswalk • Add flashing school crossing lights during school arrival and dismissal times
2	Unsafe intersection: Asbury and Spring Green	• Provide adult crossing guards at school arrival and dismissal times • Add pedestrian activated signals • Add flashing school crossing lights during school arrival and dismissal times
3	Unsafe intersection: Asbury and Saratoga	• DCSD and city of Asbury agreement to provide crossing assistance at Asbury and Saratoga
4	Unsafe crossing area: Saratoga and entrance road to school	• Add flashing school crossing lights during school arrival and dismissal times • Provide adult crossing guards at school arrival and dismissal times
5	Radford Rd in both Asbury and Dubuque	• Add flashing school crossing lights during school arrival and dismissal times
6	Unsafe intersection: Carver and Heacock	• Provide adult crossing guards at school arrival and dismissal times
7	Unsafe intersection: Clay Ridge and Heacock	• Provide adult crossing guards at school arrival and dismissal times
8	Unsafe intersection: Asbury and Heacock	• Provide adult crossing guards at school arrival and dismissal timese
9	Lack of sidewalks on Carver Dr.	• Add sidewalks on both sides
10	2 racks full of bikes daily (approx. 75).	• Add a 3rd bike rack
11	Unsafe intersection: Pennsylvania and Embassy West	• Add a stop light
12	Heacock - lacks sidewalks	• Add sidewalks
13	Unsafe intersection: Radford and Pennsylvania	• Add a stop light

Carver Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Carver Elementary School.

Carver

Infrastructure

Reference Number	*Intersection*	*Project*
CA1	Saratoga	Fully signalized intersection
CA2	Saratoga	High visibility painted crosswalk
CA3	Saratoga	Flashing school crossing lights at arrival and dismissal
CA4	Asbury/Spring Green	Fully signalized intersection
CA5	Asbury/Spring Green	Flashing school crossing lights at arrival and dismissal
CA6	Asbury/Spring Green	Adult crossing guards at arrival and dismissal
CA7	Asbury/Saratoga	Build pedestrian overpass
CA8	Saratoga/School entrance	Flashing school crossing lights at arrival and dismissal
CA9	Saratoga/School entrance	Adult crossing guards at arrival and dismissal
CA10	Radford	Flashing school crossing lights at arrival and dismissal
CA11	Carver/Heacock	Adult crossing guards at arrival and dismissal
CA12	Clay Ridge/Heacock	Adult crossing guards at arrival and dismissal
CA13	Asbury/Heacock	Adult crossing guards at arrival and dismissal
CA14	Carver	Build sidewalks
CA15	Carver campus	racks that are filled daily with up to 75
CA16	Heacock	Build sidewalks
CA17	Pennsylvania/Embassy West	Fully signalized intersection
CA18	Radford/Pennsylvania	Fully signalized intersection

Policy

No Reference Number	*Intersection (if applicable)*	*Project*

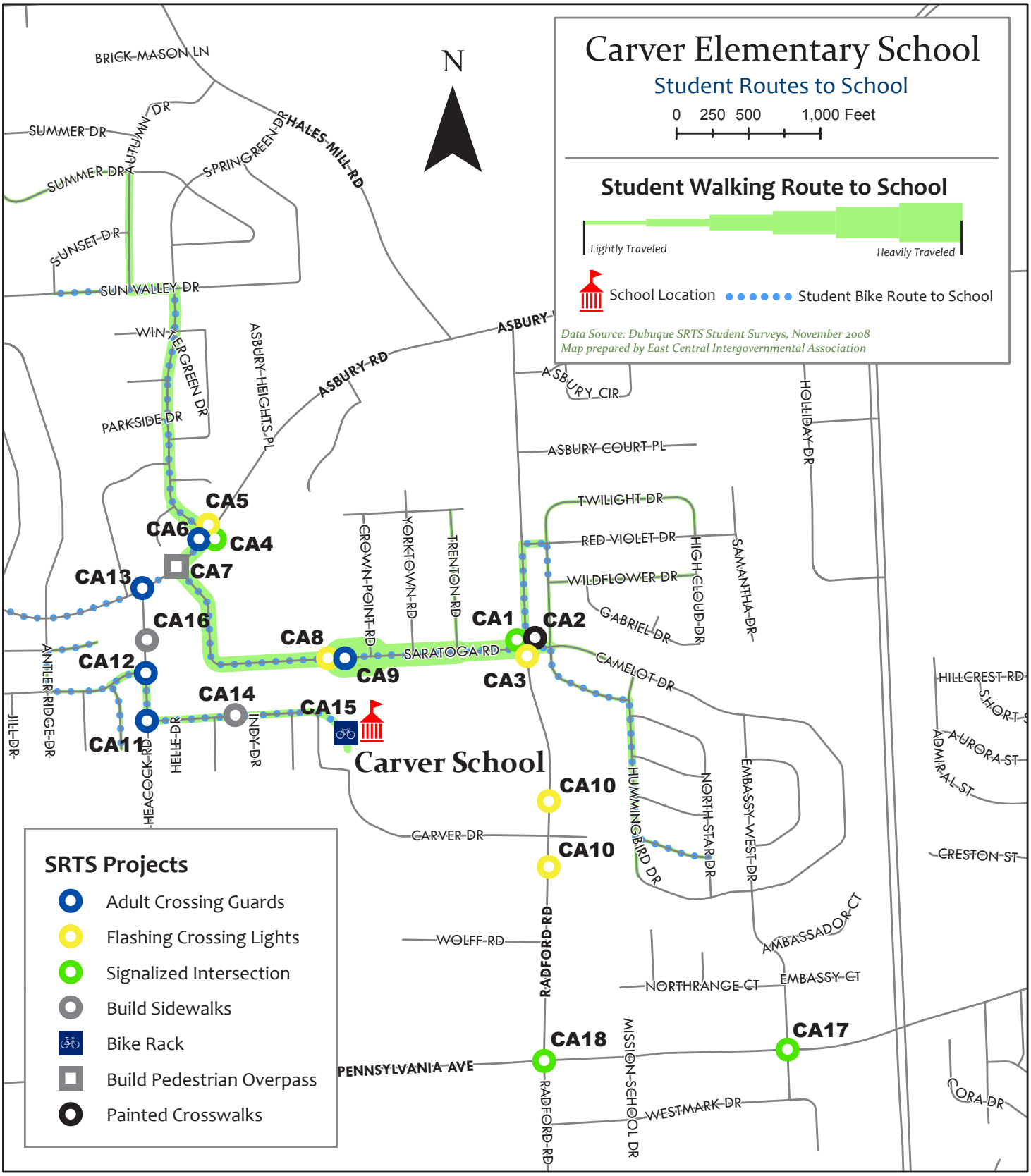
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Suggestion*
	Between Pennsylvania Ave and Saratoga	Reduce speed limit to 25 mph

* Listed in multiple categories

Mapping Carver 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 6.



Central Alternative High School

School Location:
39 Bluff Street
Dubuque, Iowa 52001-7608

Present Conditions

Number of students: 119

Bus Service:
- Public Transit – Keyline Transit Orange and Yellow Lines

Student Surveys

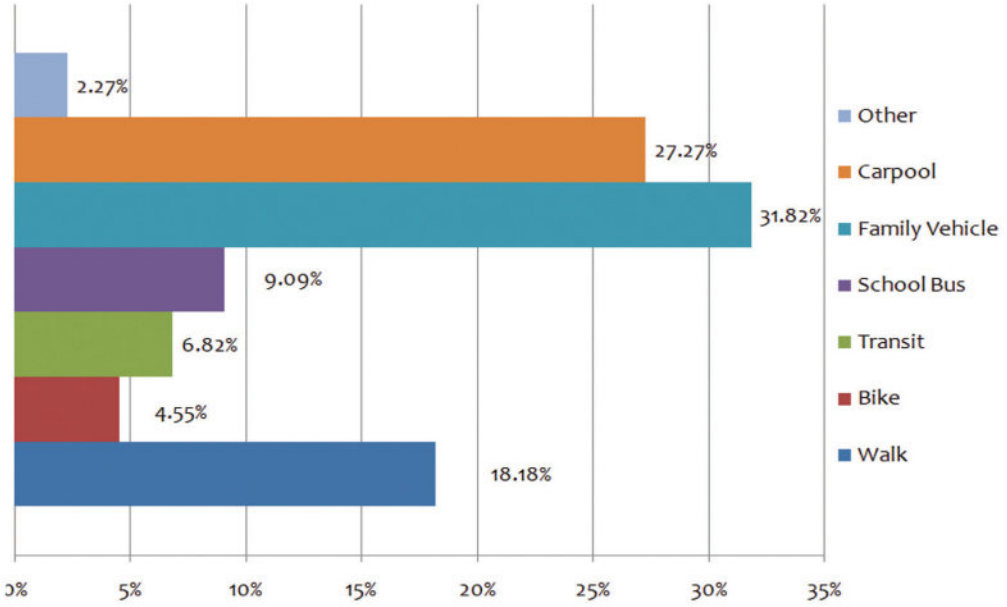
Student surveys were administered to 9-12 graders, at Central Alternative High School, during the month of November in 2008. During class, students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walk or bike to school were asked to draw their route to school on school area maps (see page 4).

Travel Mode to School

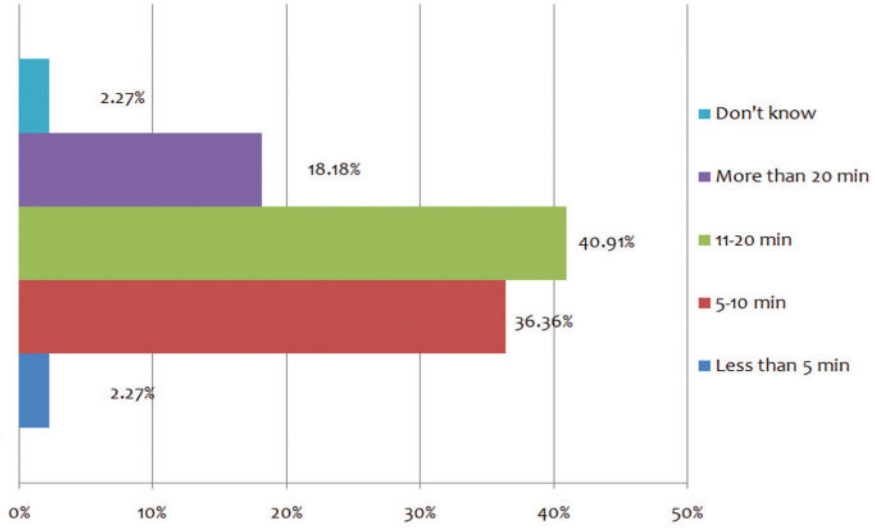
44 students at Central Alternative High School responded to the survey, and this constitutes 40% of the student body.

Students responding to the survey travel to school in a family vehicle (31.82%), by carpooling (27.27%) or by walking (18.18%).



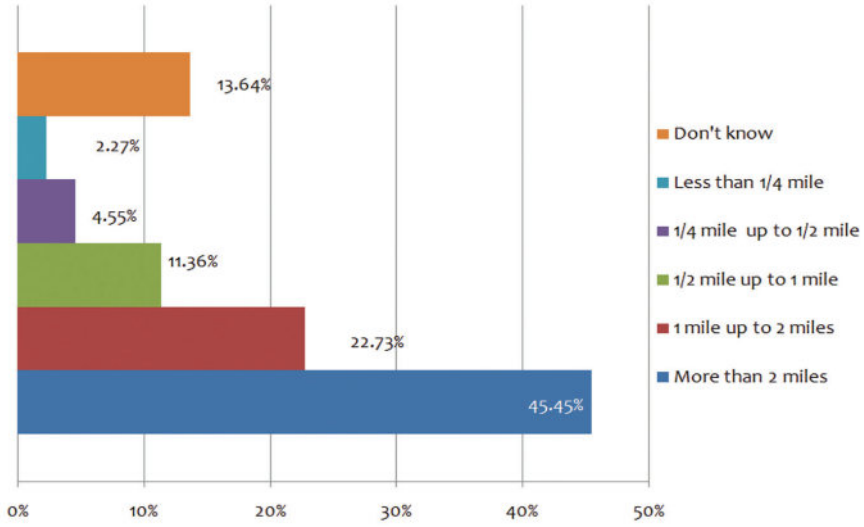
Travel Time to School

38.63% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

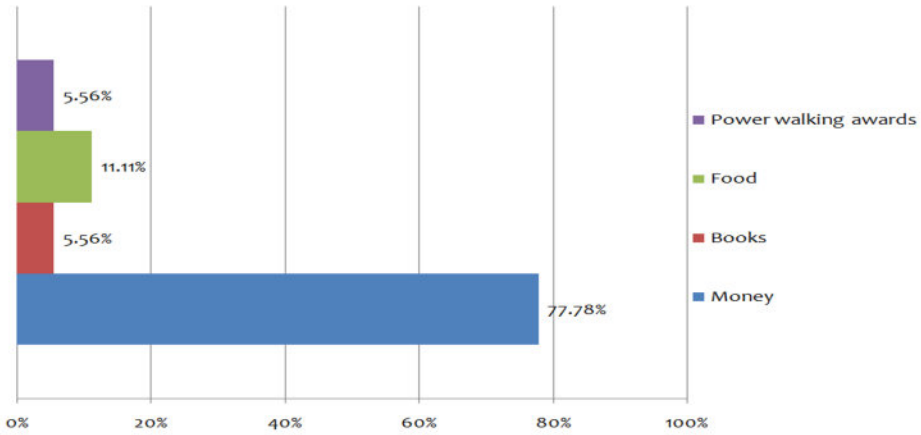


Travel Distance to School

Only 6.82% of students responding to the survey travel less than 1/2 mile to school, while 45.45% travel 2 miles or more to attend school.



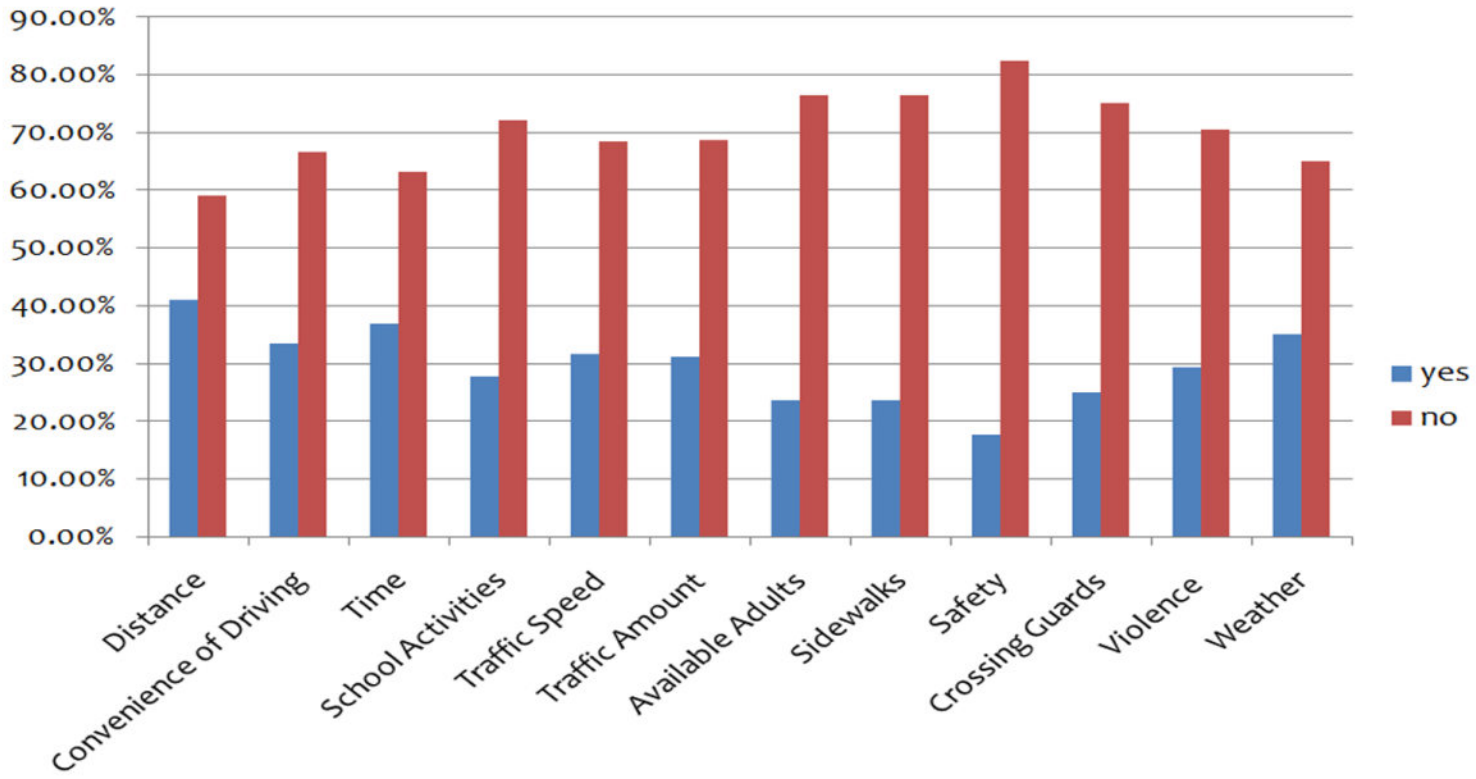
Incentives/Programs



The top student suggestions for increasing walking and biking were:
1. Monetary rewards
2. Food gift certificates

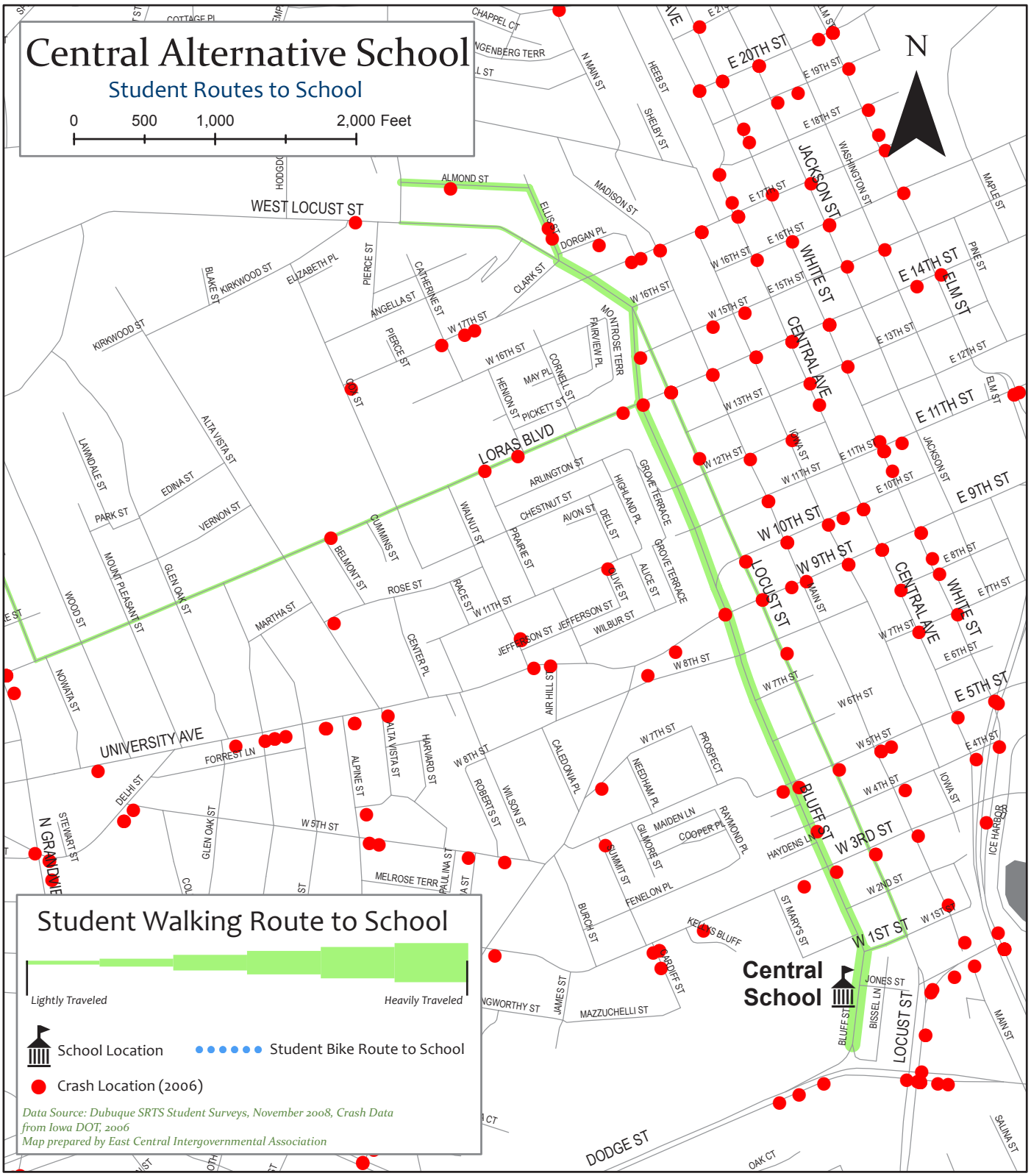
The streets cited most often by students as being unsafe included:
1. Intersection at the top of Loras Blvd

The most common changes that would encourage more students to walk or bike to school included distance, time, weather and traffic speed. The major issue brought up by students was security.



Mapping Student Routes and Crash Data

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



School Administrator Input

Staff met with Central School administrators to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems that were listed by Central administrators; no solutions were suggested.

Table

	Problem	Solution
1	Unsafe Intersection: W 1st and Bluff	
2	Unsafe intersection: W 1st and Locust	
3	Unsafe intersection: Hwy 20 and Bluff	
4	Unsafe intersection: Hwy 20 and Locust	

Neighborhood Association Input

Staff met with the Downtown Neighborhood Association members 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 the Downtown Neighborhood Association members.

	Problem	Solution
1	Unsafe intersection: W 3rd and Bluff	• Addition of painted crosswalk
2	Miracle Car Wash on Locust – icy sidewalks	• Improve snow removal

Central Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Central High School.

Central

Infrastructure

Reference Number	*Intersection/Roadway*	*Suggestion*
CE1	W 1st/Bluff	High visibility painted crosswalks
CE2	W 1st/Bluff	Fully signalized intersection
CE3	W 1st/Locust	High visibility painted crosswalks
CE4	W 1st/Locust	Fully signalized intersection
CE5	Hwy 20/Locust	High visibility painted crosswalks
CE6	W 3rd/Bluff	High visibility painted crosswalks

Policy

No Reference Number	*Intersection (if applicable)*	*Suggestion*

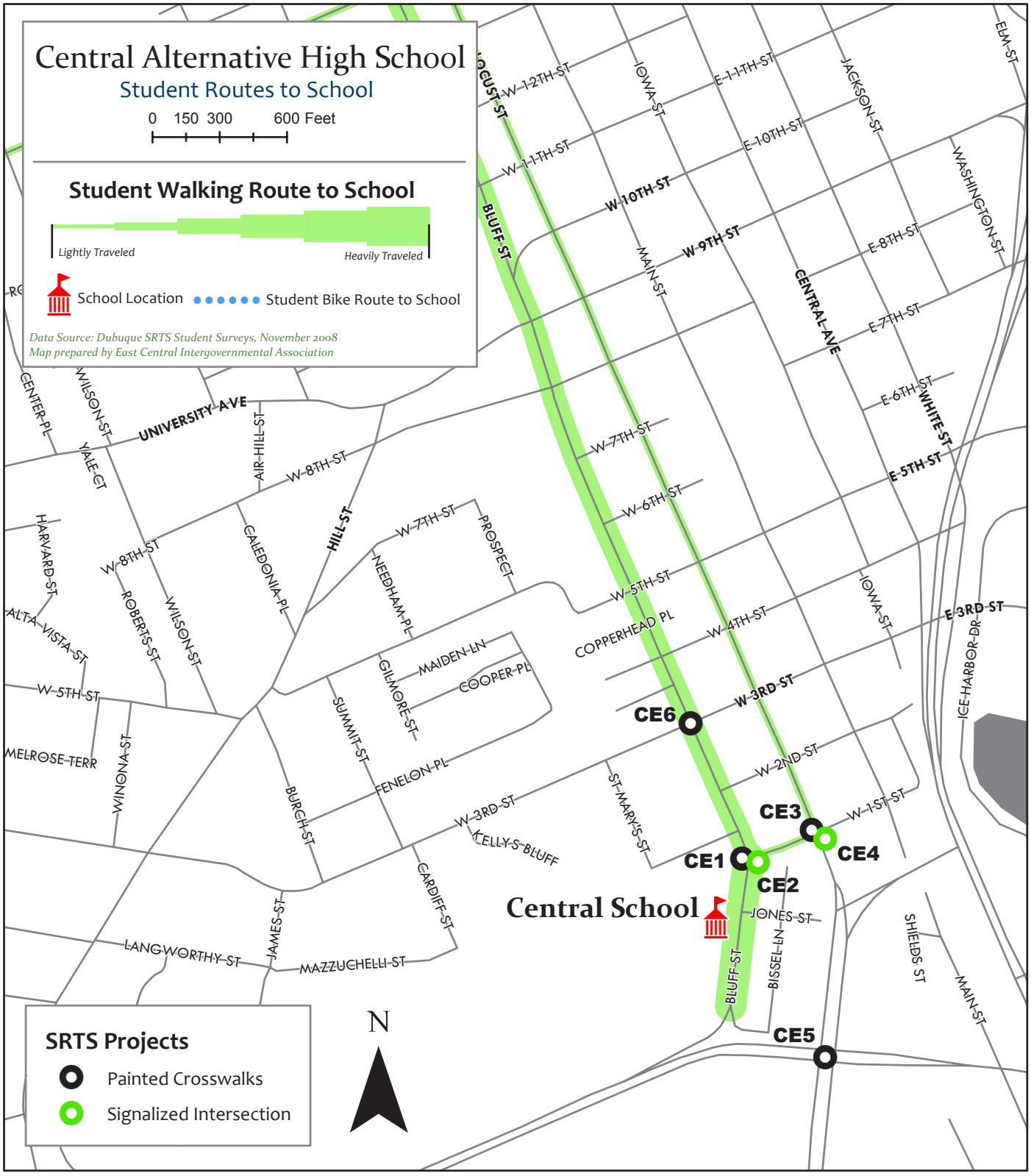
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Suggestion*
	Hwy 20/Bluff	Decrease speed limit during arrival and dismissal times
	Miracle Car Wash/Locust	Enforcement of existing snow removal regulations

* Listed in multiple categories

Mapping Central 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 37.



Eisenhower Elementary School

School Location:
3170 Spring Valley Road
Dubuque, Iowa 52001-1500

Present Conditions

Number of students: 547

Bus Service:
- Public Transit –Keyline Transit Gray Line
- School District Bus Service

Encouragement Programs:
Administrators at Eisenhower have been discussing changes to their parking lot to improve conditions for pedestrians and vehicles. They also plan to hold an extensive cross walk training the first week of school, August 2009.

Parent Surveys

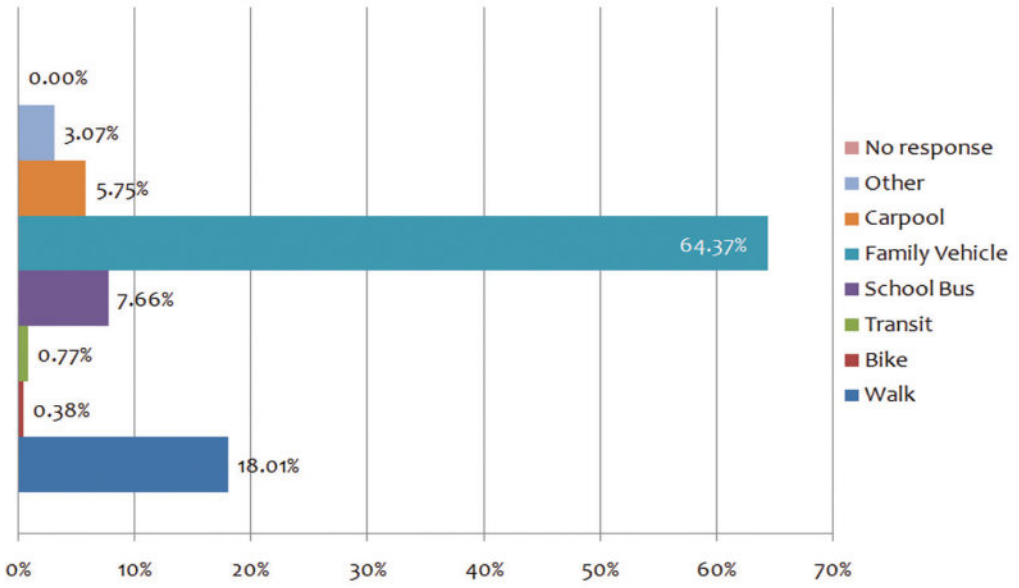
Student surveys were administered to parents of children attending grades K-5 at Eisenhower Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

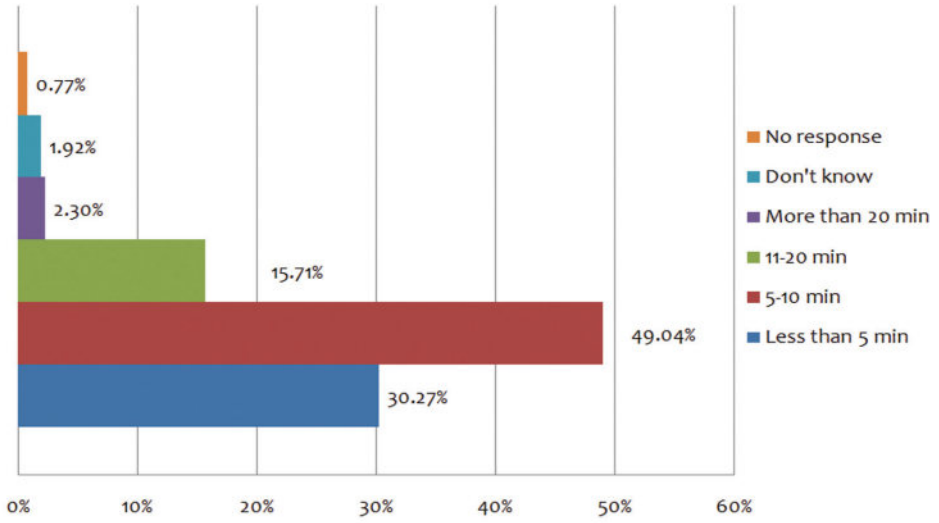
261 parents at Eisenhower Elementary School responded to the survey, and this constitutes 41.71% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (64.37%) or walking (18.01%).



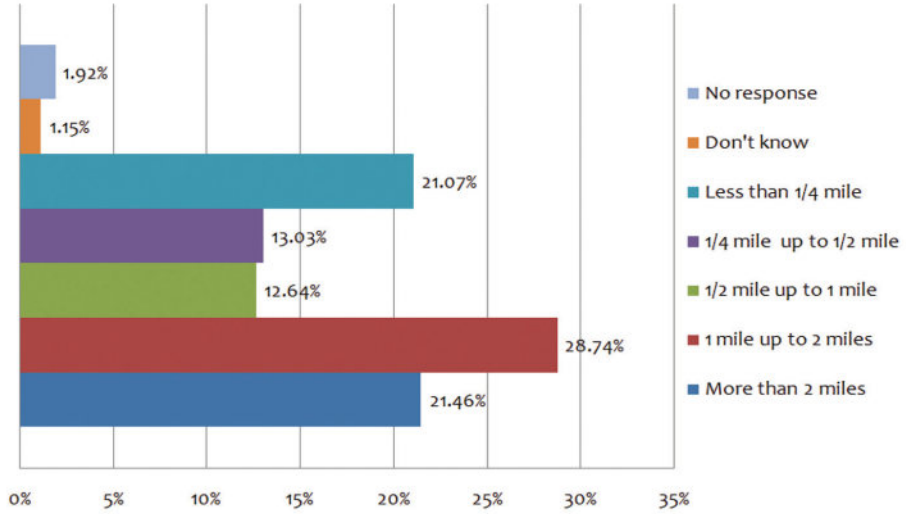
Travel Time to School

79.31% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



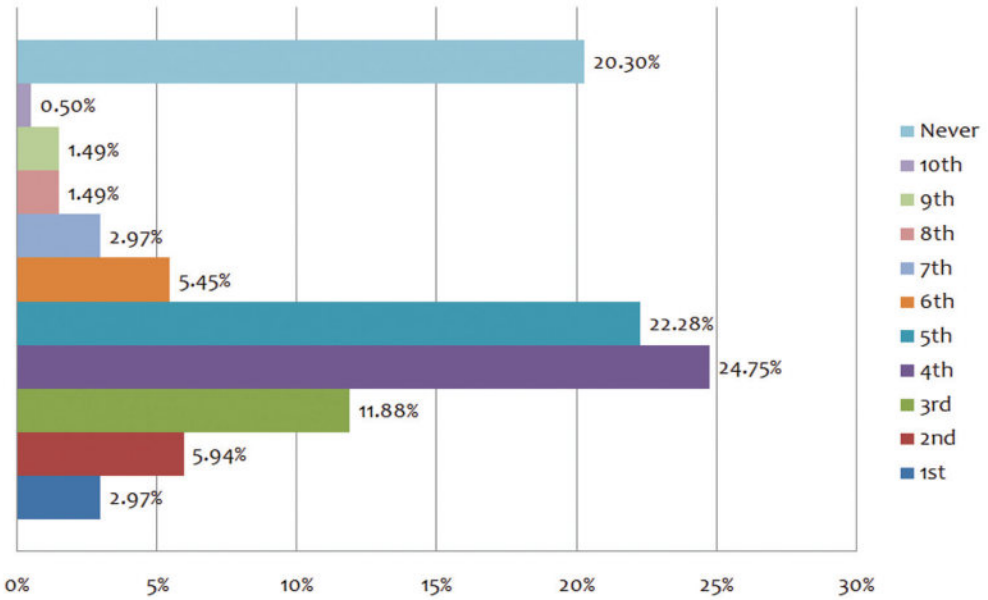
Travel Distance to School

34.10% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



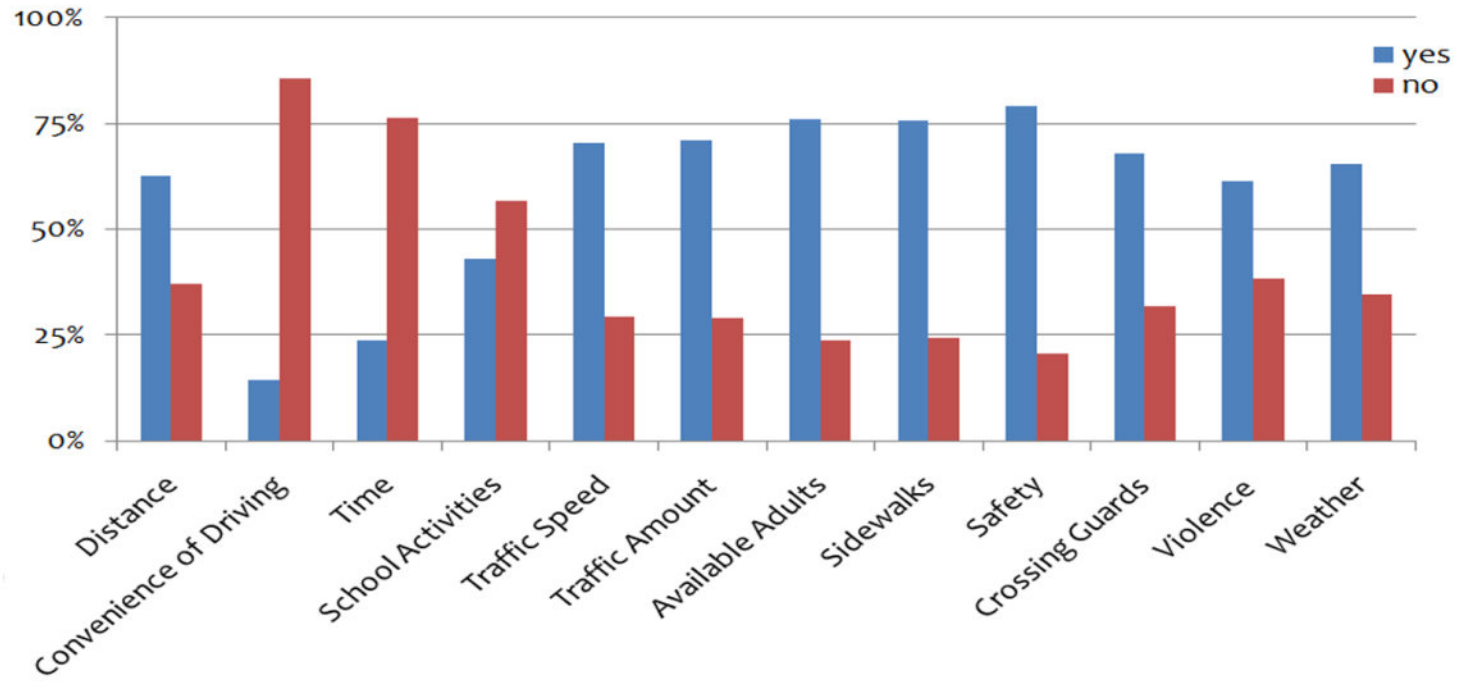
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. A large portion, 20.30% , stated that they would never allow their child/children to walk or bike to school.

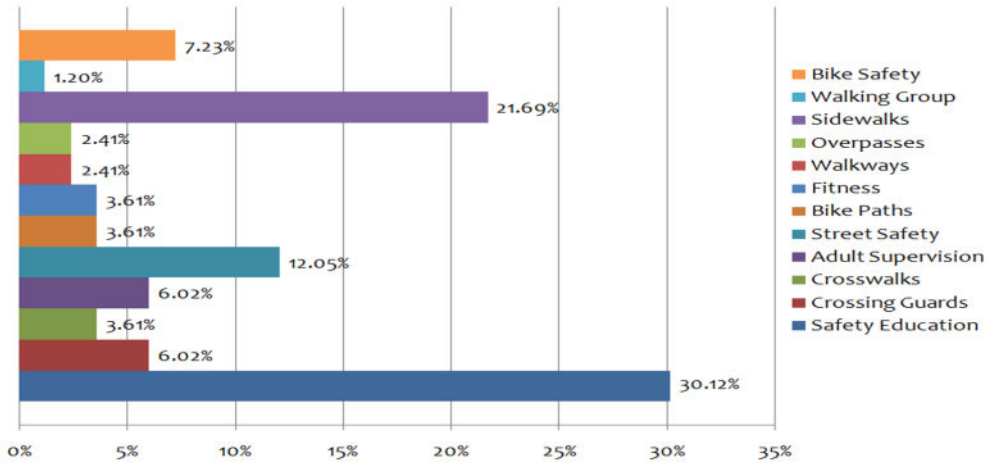


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included safety, available adults, sidewalks, traffic speed and amount. The major issues brought up by parents were unsafe intersections and sexual predators near the school.



Incentives/Programs



The top parent suggestions for increasing walking and biking were:

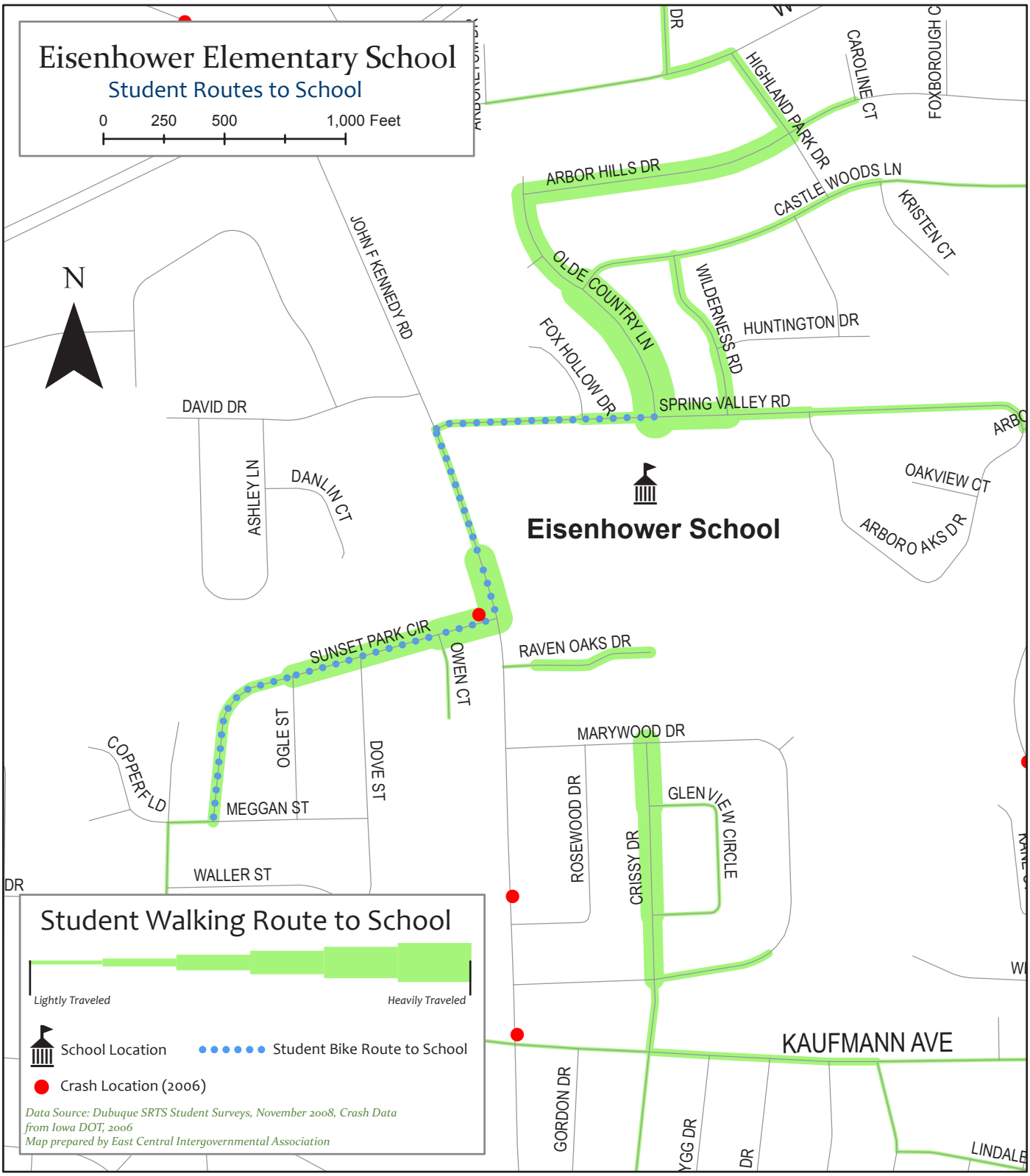
1. Safety education
2. Sidewalks
3. Street safety

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

1. JFK Rd
2. 32nd St
3. Carter Rd
4. NW Arterial

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	Solution
1	No warning that JFK is a school crossing	• Use a flashing light to warn vehicles to slow down situated north and south of the JFK crosswalk only during school hours • Add sidewalks • Addition of painted crosswalks
2	Terrible traffic patterns at arrival and dismissal on Spring Valley Rd	• Use of portable stop sign
3	Pedestrian Safety	• Improve safety along existing pedestrian trail south of the school
4	Traffic converges 4 ways into the school	• Additional driveway to serve as exit from school parking lot

Eisenhower Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Eisenhower Elementary School.

Eisenhower

Infrastructure

Reference Number	*Intersection/Roadway*	*Projects*
ES1	JFKennedy/Spring Valley	Flashing school crossing lights at arrival and dismissal
ES2	JFKennedy	Build sidewalks
ES3	JFKennedy	High visibility painted crosswalk
ES4*	Spring Valley	Use portable stop sign
ES5	JFKennedy between Raven Oaks and Kaufmann	Build sidewalks - east side of JFKennedy
ES6	W 32nd between Blasen and Highland Park	Flashing school crossing lights at arrival and dismissal
ES7	JFKennedy/Spring Valley	Fully signalized countdown crosswalk

Policy

No Reference Number	*Intersection/Roadway (if applicable)*	*Projects*
	Spring Valley	Use portable stop sign
	Pedestrian trail south of school	Improve lighting & maintenance, widen path area, remove trees

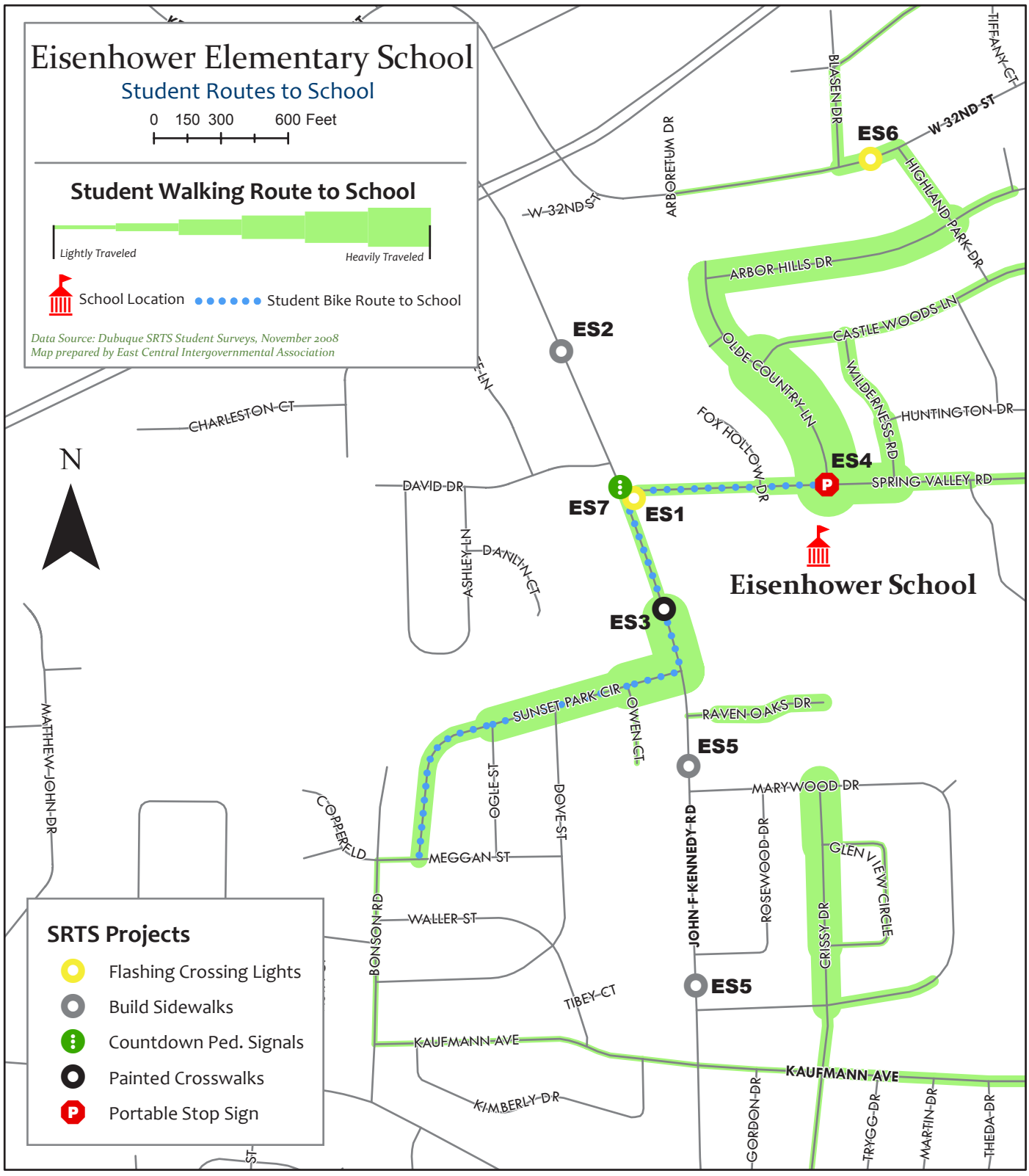
Safety/Enforcement

No Reference Number	*Intersection/Roadway (if applicable)*	*Projects*
	Between Spring Green and Raven Oaks	Reduce speed limit to 25 mph

* Listed in multiple categories

Mapping Eisenhower 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 44.



Four Oaks

School Location:
180 W 15th St
Dubuque, IA 52001

Present Conditions

Number of students: 50

Bus Service:
- Public Transit –Keyline Transit Gray Line and Green Line

Student Surveys

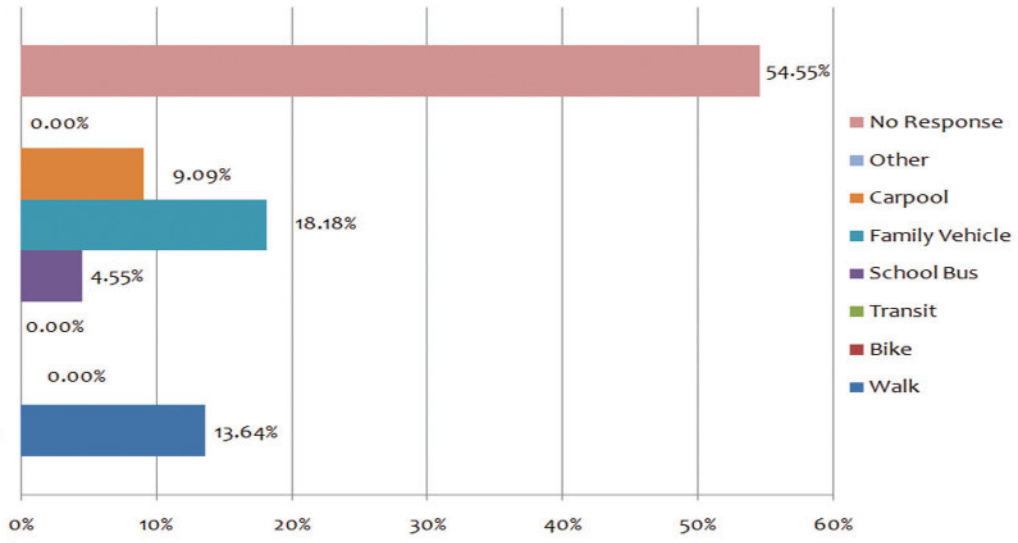
Surveys were administered to students attending grades 7th through 12th at Four Oaks, during the month of November in 2008. Students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

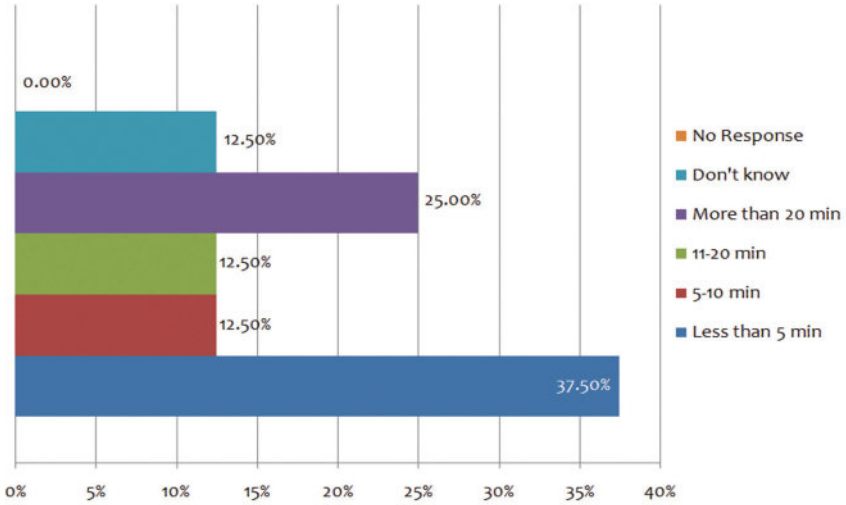
22 students at Four Oaks responded to the survey, and this constitutes 44% of the student body.

The majority of Four Oaks students responding as to their mode of travel to school, stated that they arrive by family vehicle (18.18%) or by walking (13.64%).



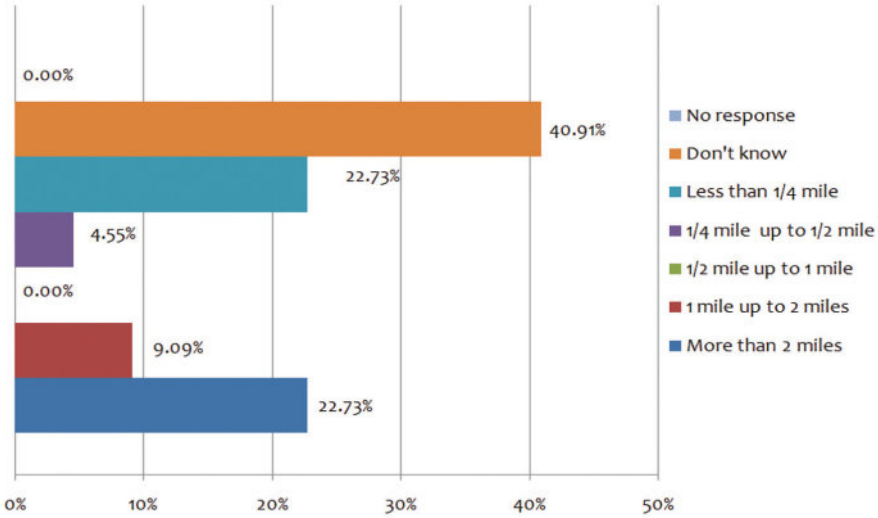
Travel Time to School

50% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

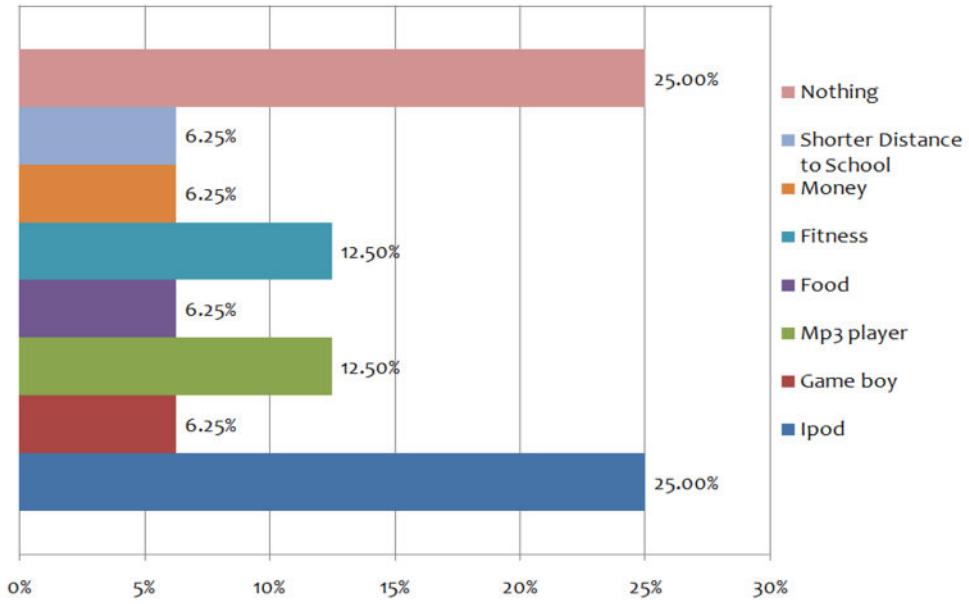


Travel Distance to School

Only 27.28% of students responding to the survey travel less than 1/2 mile to school, while 22.73% travel 2 miles or more to attend school.



Incentives/Programs

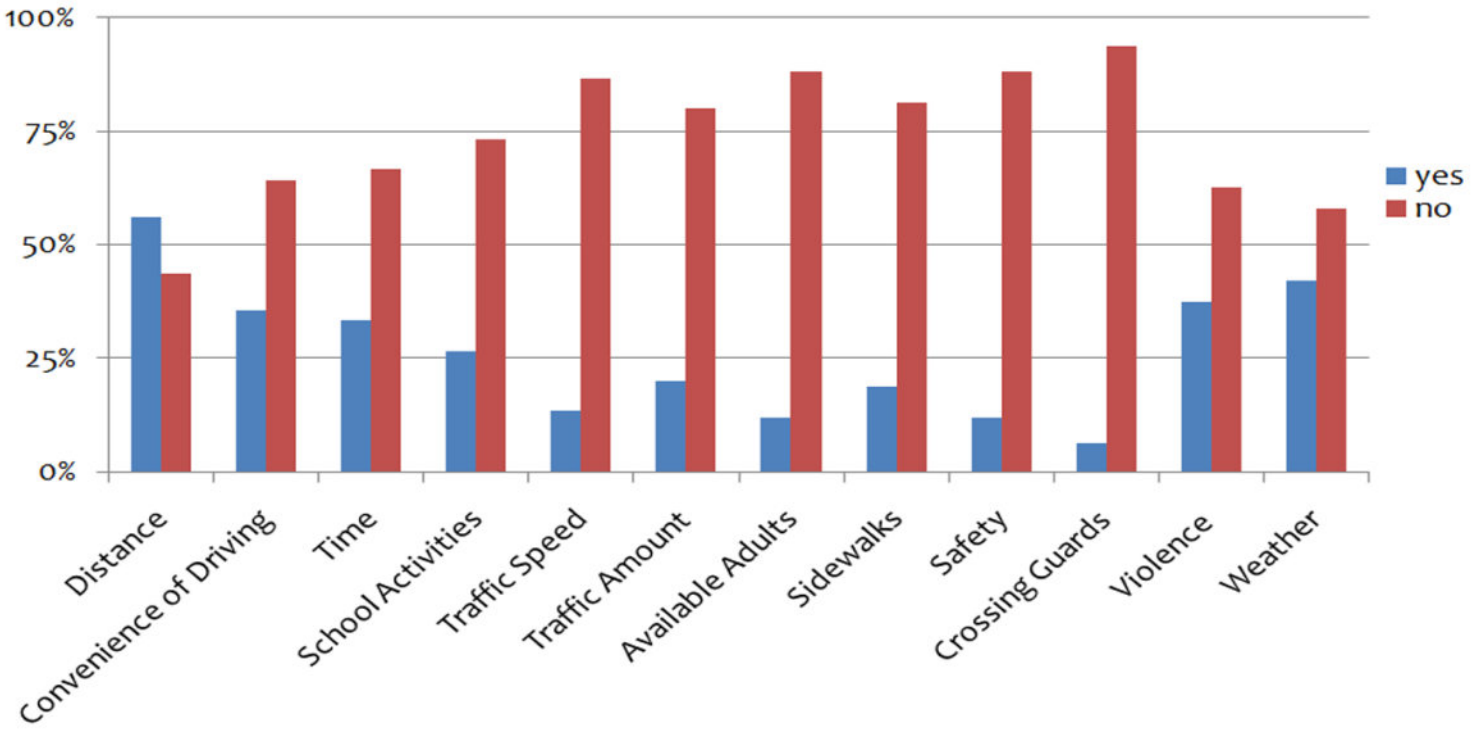


The top student suggestions for increasing walking and biking were:
1. Ipod
2. Fitness
3. MP3 players

The were no specific streets cited as being unsafe.

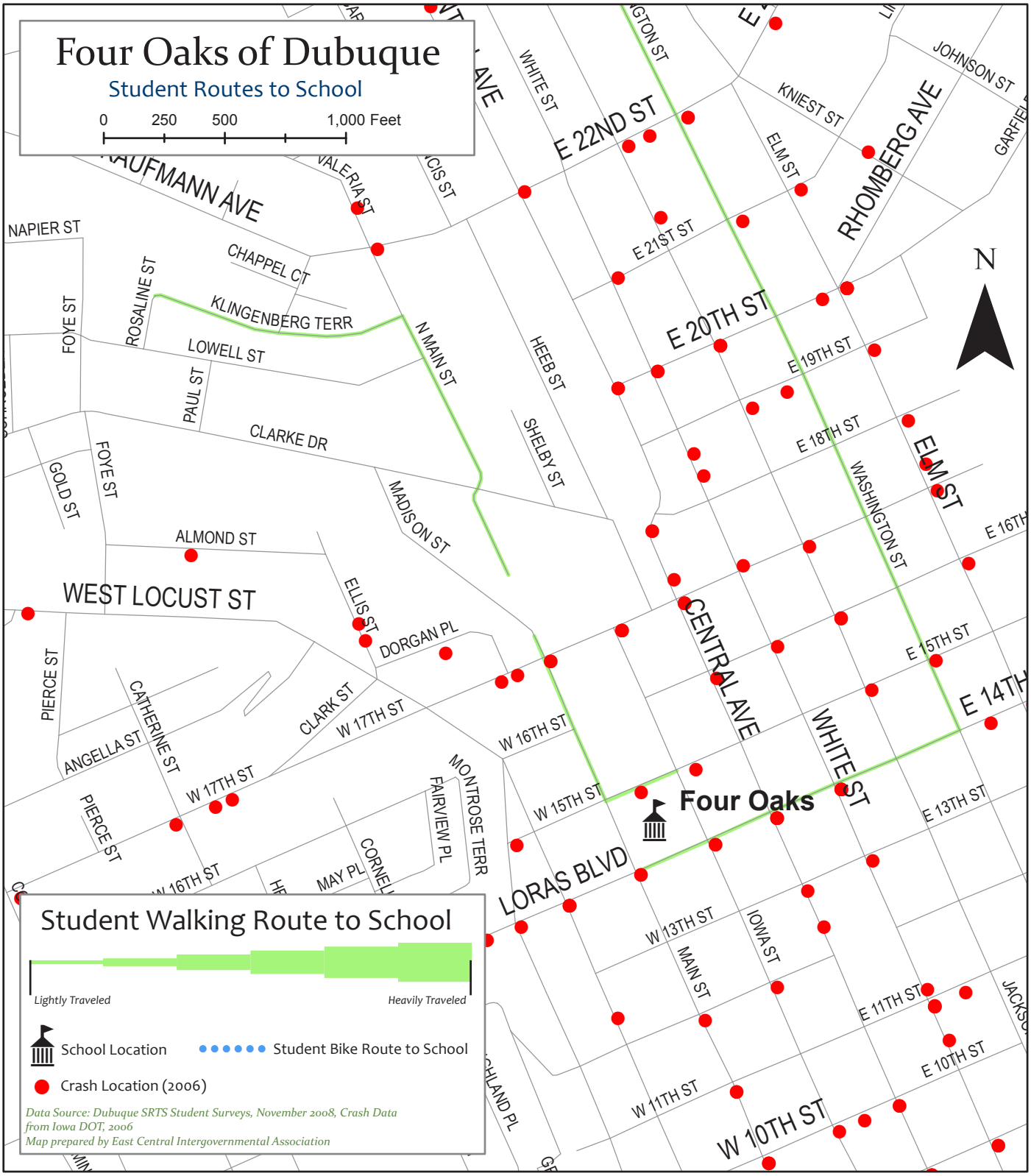
Environmental Factors Impacting Walking/Biking

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



Mapping Student Routes and Crash Data

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



School Administrator and Neighborhood Association Input

Staff met jointly with the Downtown Neighborhood Council and Four Oaks staff to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following tables contain the problems and solutions that were listed by the Downtown Neighborhood Council members and Four Oaks staff.

	Problem	**Solution**
1	Unsafe Intersection: Locust and W 13th St	• Create awareness for pedestrians and cars
2	Visibility of pedestrian traffic in alleys	
3	W Locust • Very narrow • Uneven sidewalks	• Limit parking on both sides • Improve sidewalk conditions • Grant park extension to 16th St
4	Sidewalk obstruction on Bluff between 9th and 11th	• Clear out obstruction
5	12th and Main snow and ice buildup at curb areas	• Enforcement of snow clearing policies
6	Jackson Park (16th and Iowa St and 16th and Main)	• Addition of children playing sign
7	17th and Locust lacks visibility	• Add street lighting
8	Unsafe Intersection: 11th St and Bluff	• Add painted crosswalks
9	Unsafe Intersection: 11th St and Locust	• Add painted crosswalks
10	Unsafe Intersection: 13th St and Iowa	• Add painted crosswalks
11	Unsafe Intersection: 13th St and Central	• Add painted crosswalks
12	Unsafe Intersection: 17th St, Madison and Main	• Add a 4 way stop

Fulton Elementary School

School Location:
2540 Central Avenue
Dubuque, Iowa 52001-3303

Present Conditions

Number of students: 215

Bus Service:

- Public Transit –Keyline Transit Green Line
- School District Bus Service

Parent Surveys

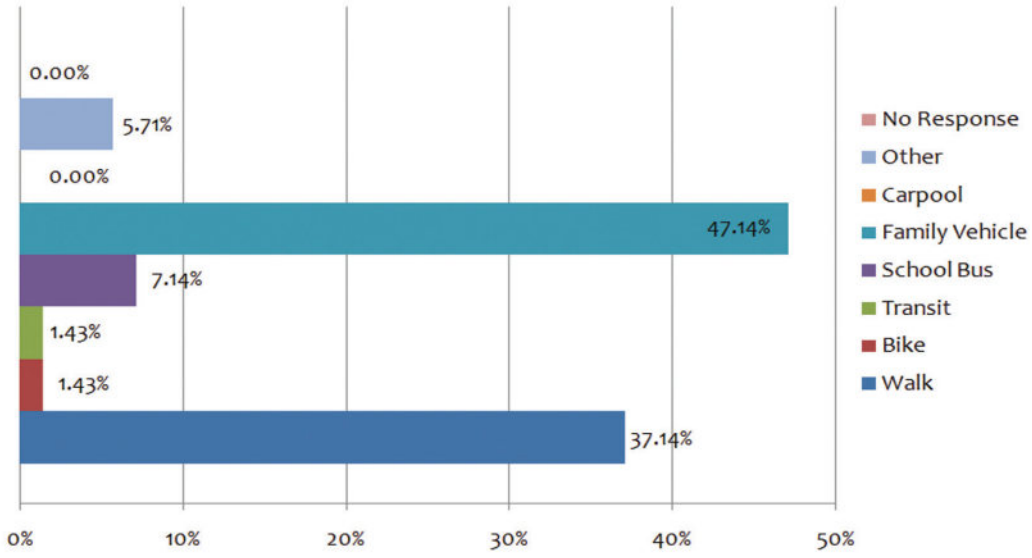
Student surveys were administered to parents of children attending grades K-5 at Fulton Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

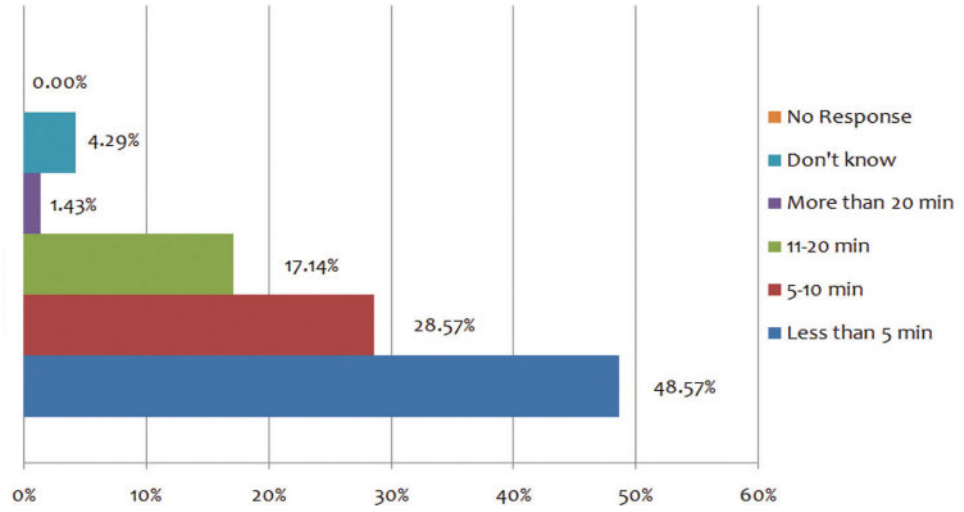
70 parents at Fulton Elementary School responded to the survey, and this constitutes 32.56% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (47.14%) or walking (37.14%).



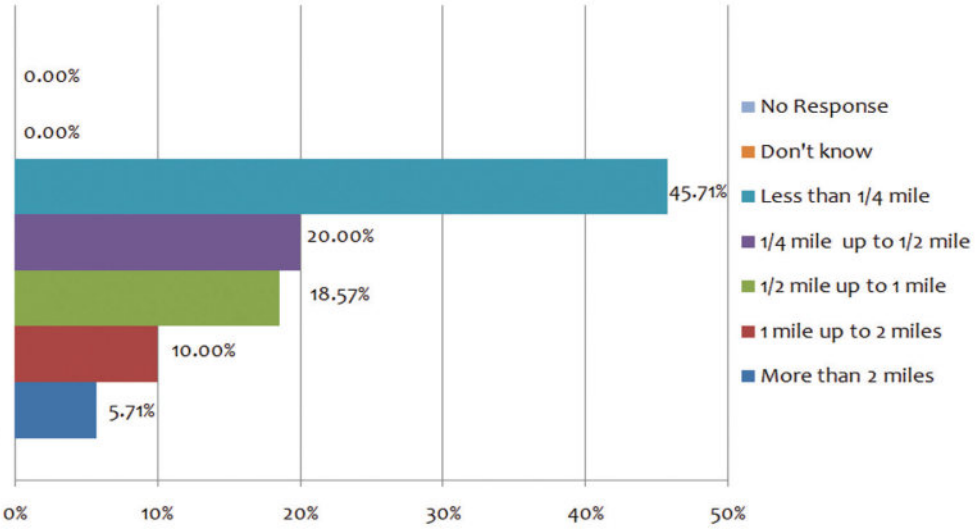
Travel Time to School

77.14% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



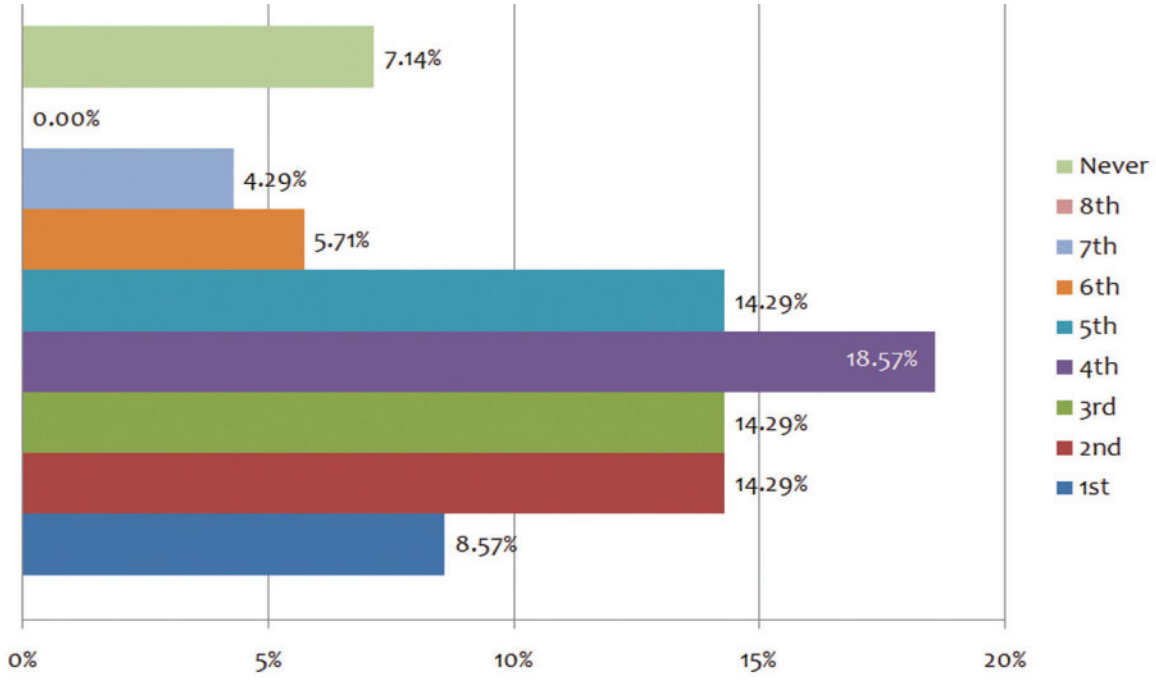
Travel Distance to School

65.71% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



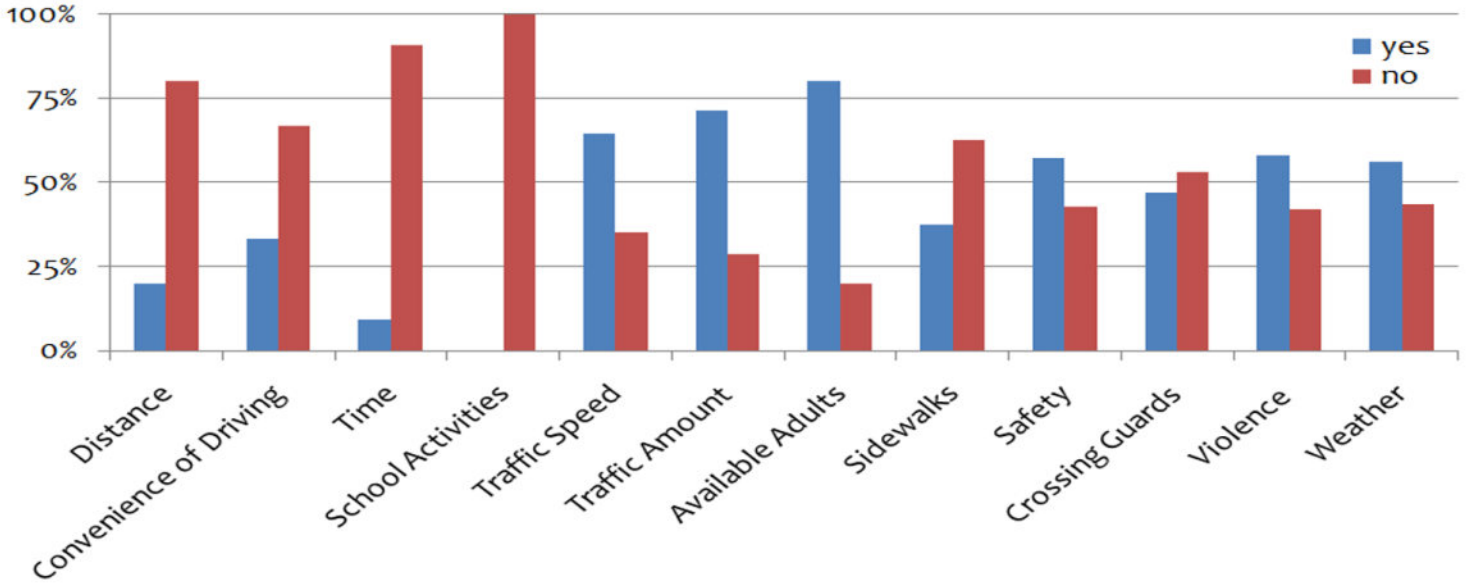
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. 7.14%, stated that they would never allow their child to walk or bike to school.

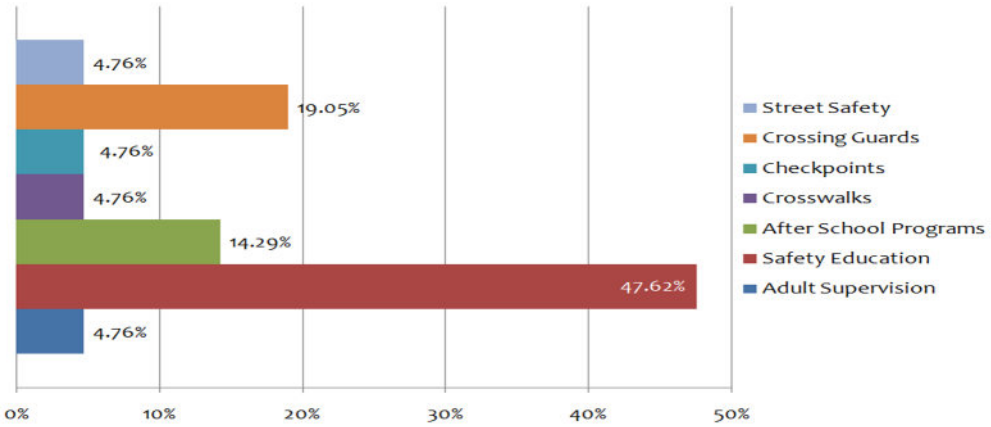


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included available adults, traffic amount and traffic speed. The major issues brought up by parents were unsafe intersections and crime along routes to the school.



Incentives/Programs

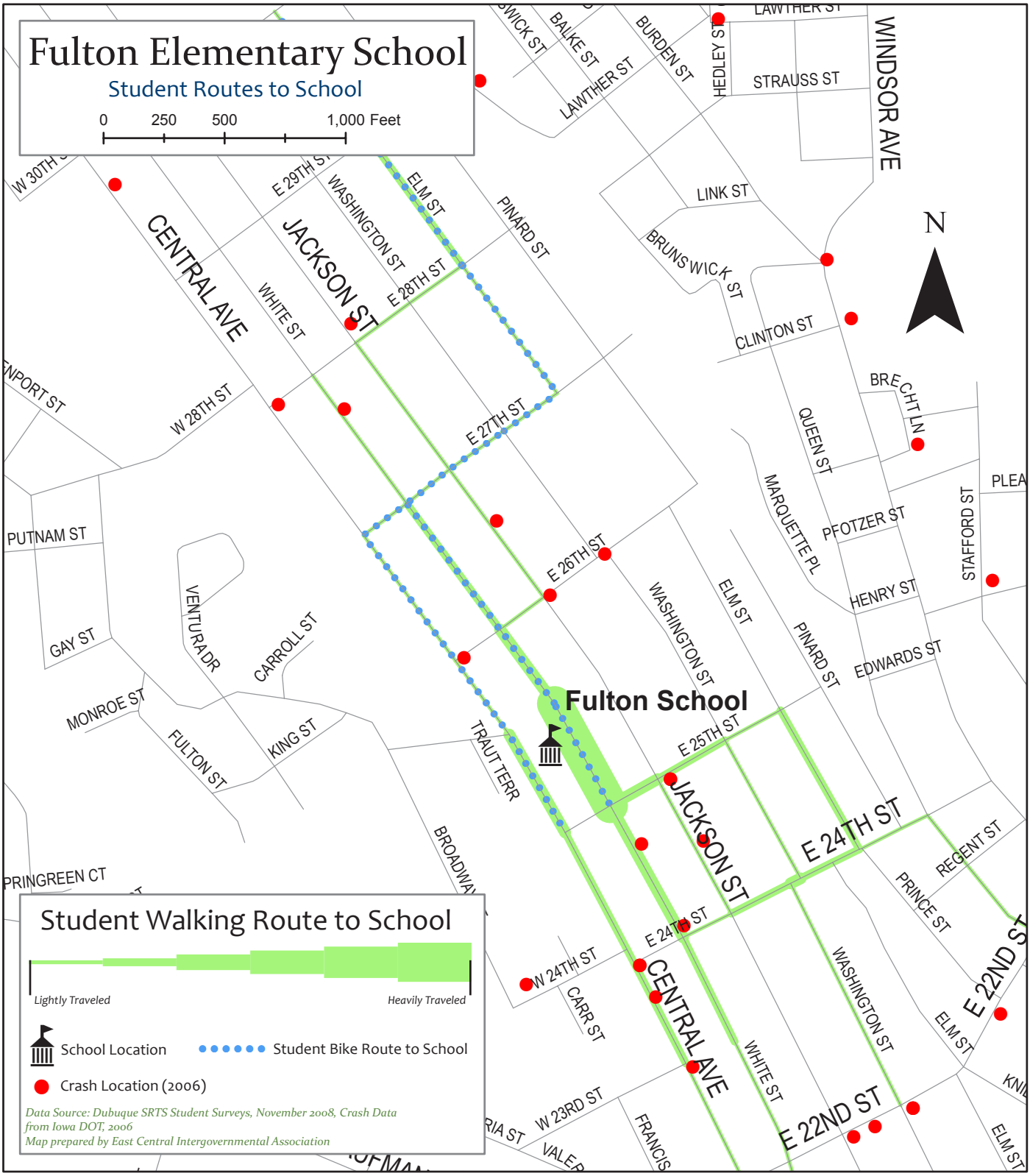


The top parent suggestions for increasing walking and biking were:
1. Safety education
2. Crossing guards
3. After school programs

The streets cited most often by parents as being unsafe included:
1. Intersections with White St
2. Intersections with Central Ave
3. 22nd St
4. 24th St
5. Intersections with Jackson St

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	**Solution**
1	White St. - snow removal issues	• City plows should clean to the curb • Enforcement of snow removal policies
2	Traffic on Central travels more than 25 miles an hour	• Enforce traffic speed regulations
3	Unsafe Intersection: 25th and Central Ave.	• Painted crosswalk • Add traffic signals with quick response during school arrival and dismissal times
4	White St • Congestion during dismissal • Children walking and crossing alone	• Research funding sources to staff at unsupervised corners
5	General Safety Concerns	• Training for staff in safety-lock downs for neighborhood issues
6	Unsafe Intersection: Liberty Bank and 22nd St	• Add painted crosswalks
7	Unsafe Intersection: 25th St and Jackson	• Add painted crosswalks
8	Unsafe Intersection: White and 26th St	• Enforcement of snow removal policies

Fulton Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Fu.lton Elementary School

Fulton

Infrastructure

Reference Number	*Intersection*	*Projects*
FU1	Central (in front of school at existing crosswalk)	Mid-block curb extensions at existing crosswalk
FU2	25th/Central	Fully signalized crosswalk
FU3	25th/Central	High visibility painted crosswalk
FU4	22nd/White	High visibility painted crosswalk
FU5	22nd/White	Curb extensions at all 4 corners
FU6	24th/Jackson	High visibility painted crosswalk
FU7	24th/Jackson	Curb extensions at all 4 corners
FU8	25th/Jackson	High visibility painted crosswalk
FU9	25th/Jackson	Curb extensions at all 4 corners
FU10	Central	Flashing school crossing lights at arrival and dismissal

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*
	White	Improve snow removal
	White	Research funding sources for adult crossing guards
		Staff training for safety-lock downs
		Helmet/Bike Safety programming

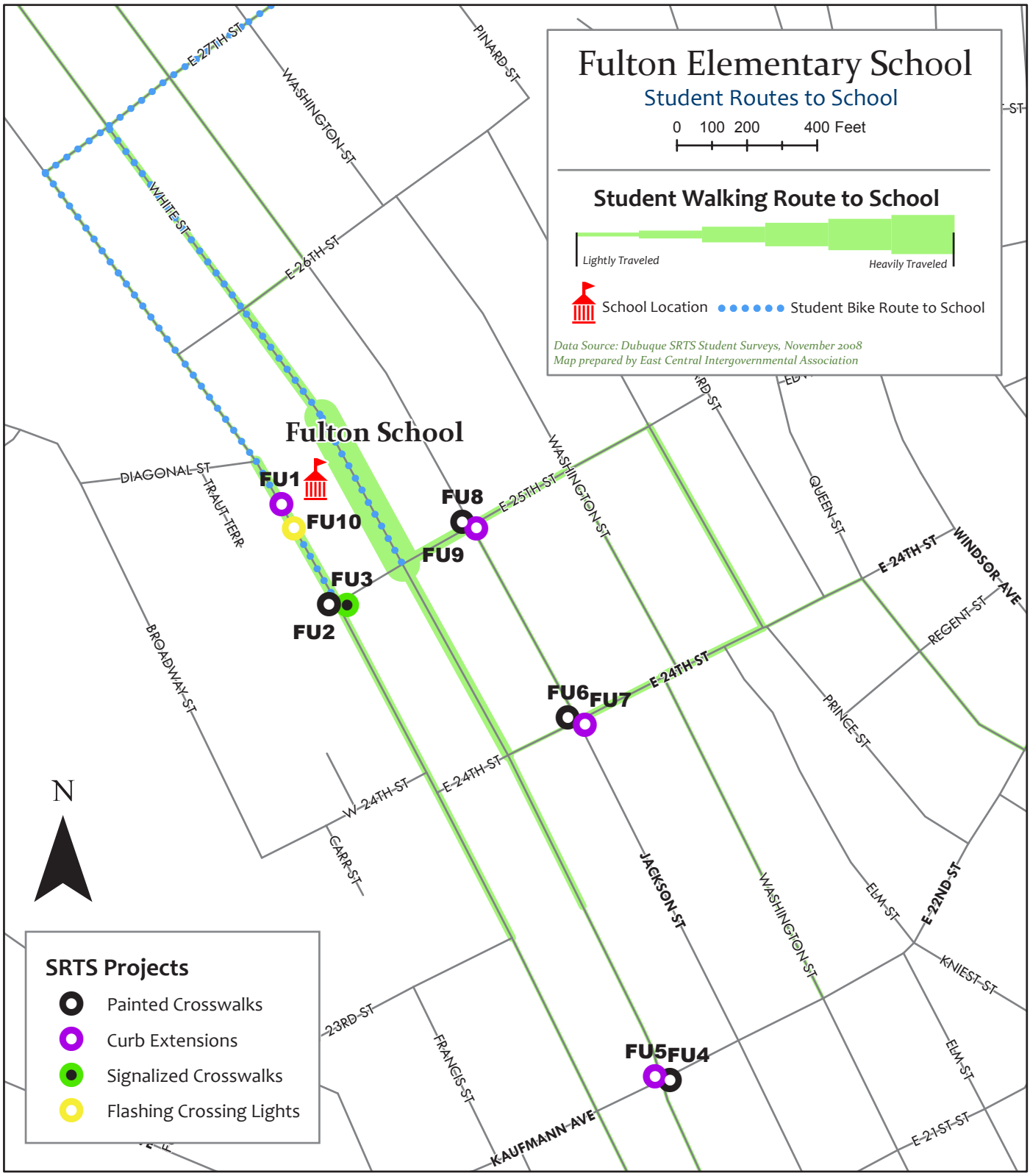
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
	White	Enforcement of existing snow removal regulations
	Central	Enforcement of existing speed regulations
	White/26th	Enforcement of existing snow removal regulations

* Listed in multiple categories

Mapping Fulton 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 58.



Hempstead High School

School Location:
3715 Pennsylvania Avenue
Dubuque, Iowa 52002-3792

Present Conditions

Number of students: 1,823

Bus Service:
- Public Transit – Keyline Transit Green and Red Lines
- School District Bus Service

Student Surveys

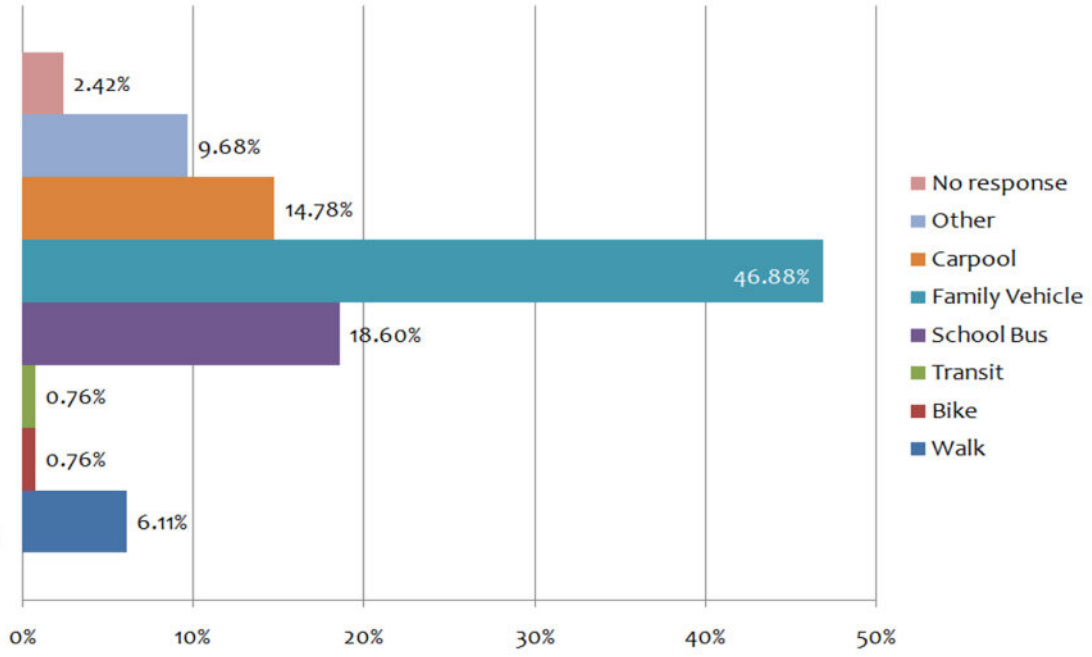
Student surveys were administered to 9-12 graders, at Hempstead High School, during the month of November in 2008. During class, students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walk or bike to school were asked to draw their route to school on school area maps (see page 4).

Travel Mode to School

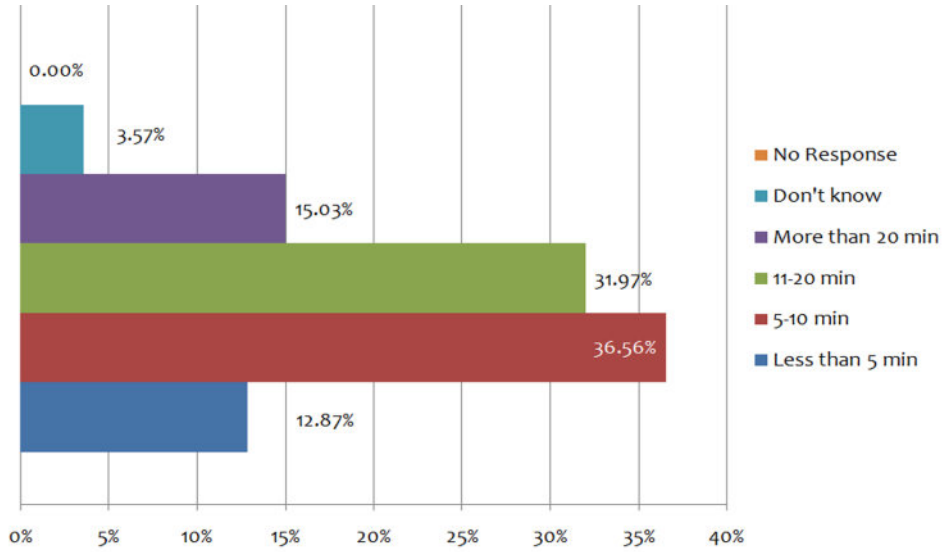
785 students responded to the survey, and this constitutes 43.06% of the student body.

Students responding to the survey travel to school by family vehicle (46.88%), by school bus (18.60%) or by carpool (14.78%).



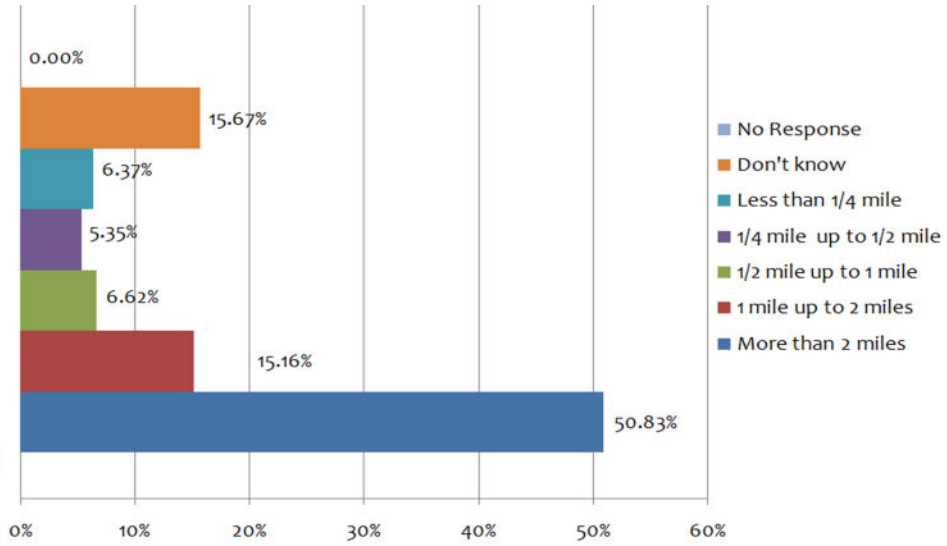
Travel Time to School

48.43% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

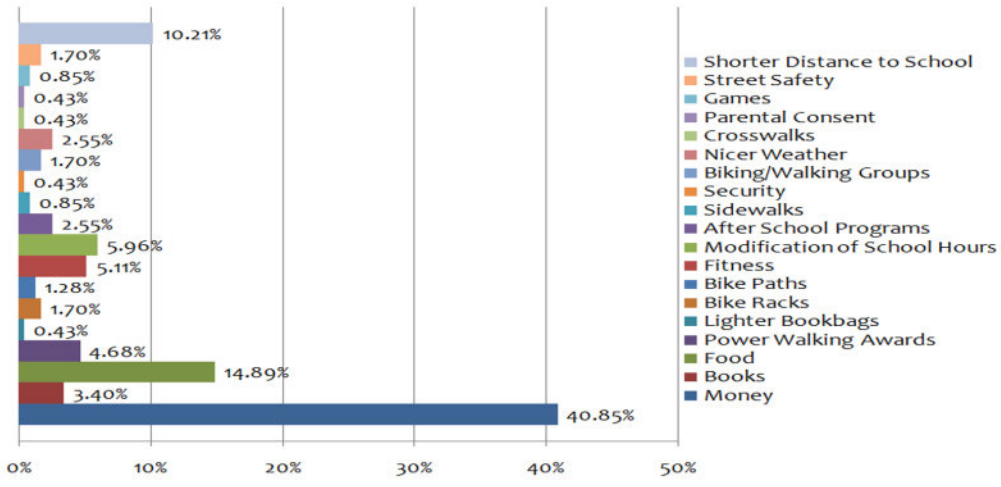


Travel Distance to School

Only 11.72% of students responding to the survey travel less than 1/2 mile to school, while 50.83% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

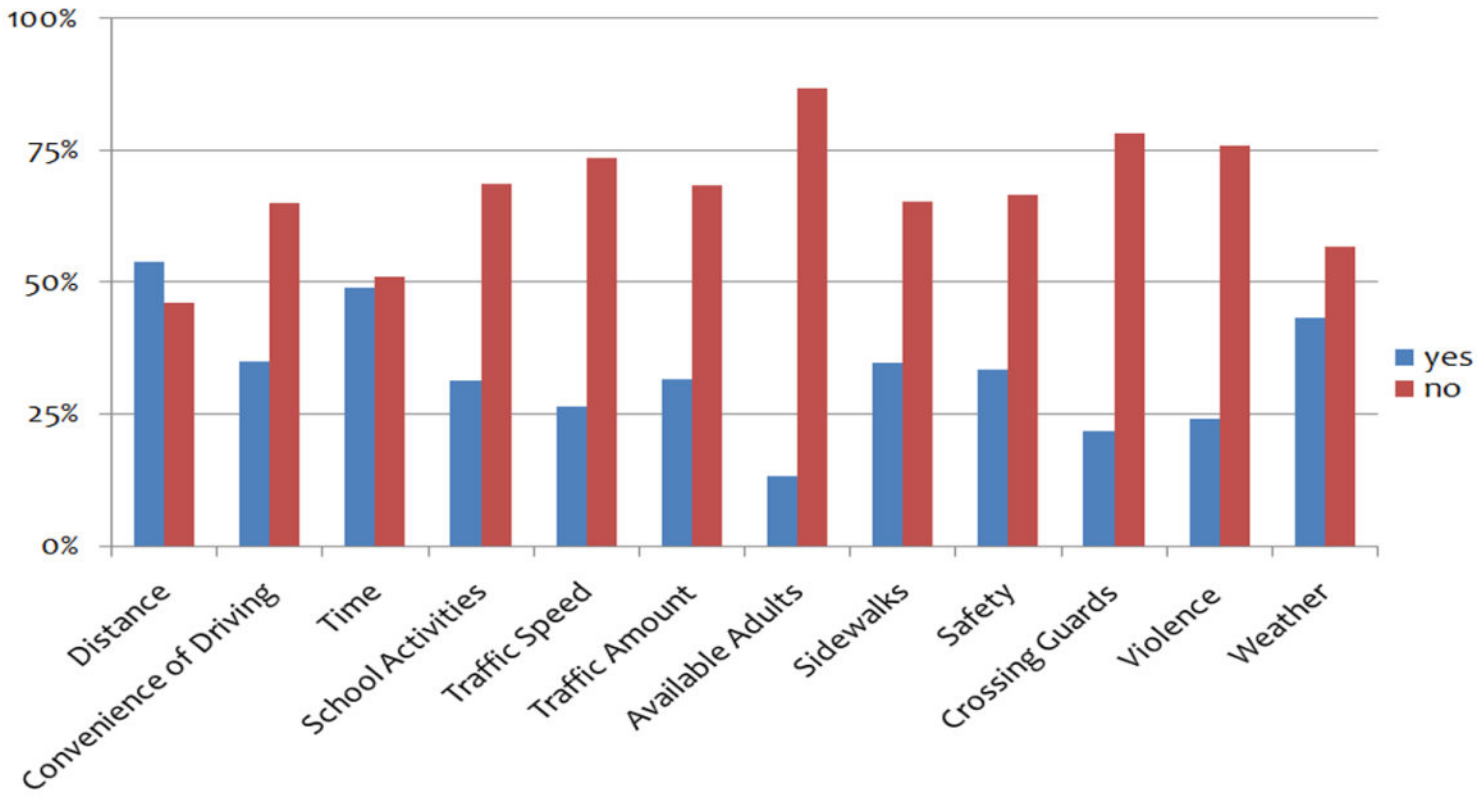
1. Money
2. Food
3. Shorter distance to school

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

1. NW Arterial and Pennsylvania Ave
2. Pennsylvania Ave and JFK Rd
3. Vizaleea Dr and Keymont
4. Rosemont Dr
5. Hillcrest Rd

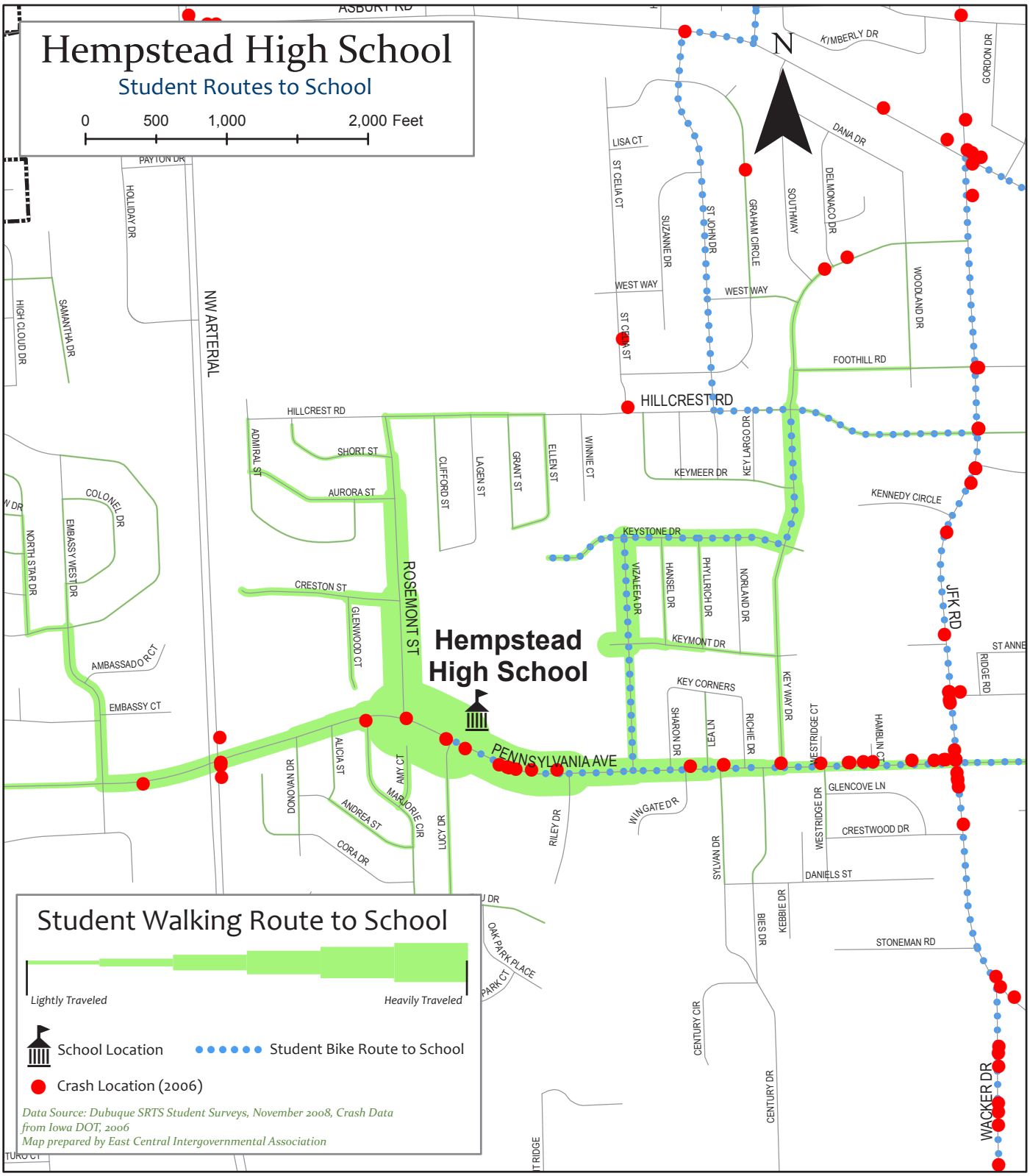
Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included available adults, crossing guards, violence, and traffic speed. The major issues brought up by students were traffic, unshoveled walkways and unsafe intersections near the school.



Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	Solution
1	Unsafe Intersection: Keymont and Vizalea	• Add a 4-way stop
2	Unsafe Intersection: Rosemont and Pennsylvania	• Add painted crosswalks
3	Keymont to Keyway - lack of sidewalks	• Add sidewalks on both sides

Hempstead Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Hempstead High School.

Hempstead

Infrastructure

Reference Number	*Intersection*	*Projects*
HE1	Keymont/Vizalea	4-way stop
HE2	Rosemont/Pennsylvania	High visibility painted crosswalk

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*

Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*

* Listed in multiple categories

Mapping Hempstead 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 6.

Holy Ghost Elementary School

School Location:
2981 Central
Dubuque, IA 52001

Present Conditions

Number of students: 107

Bus Service:
- Public Transit – Keyline Transit Green Line
- School District Bus Service

Parent Surveys

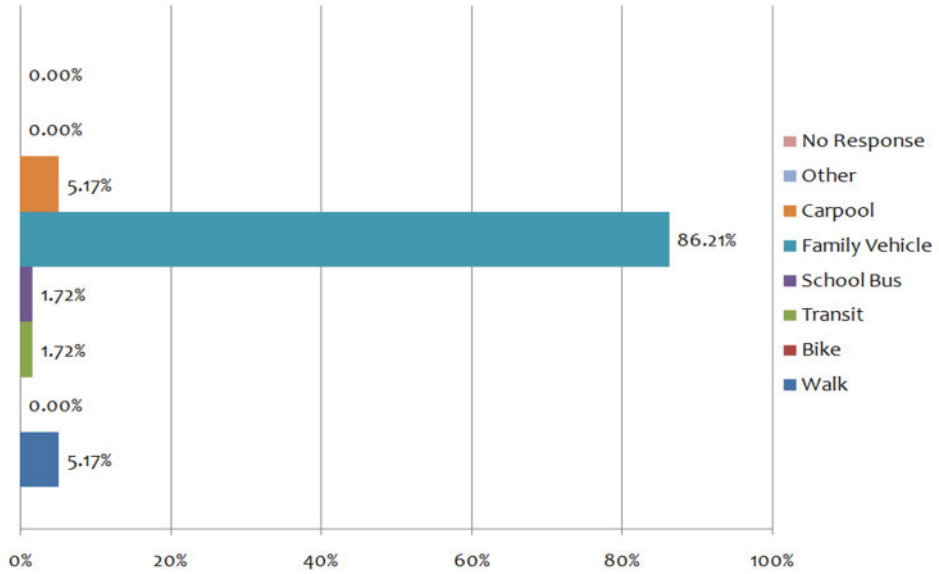
Student surveys were administered to parents of children attending grades K-5 at Holy Ghost Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

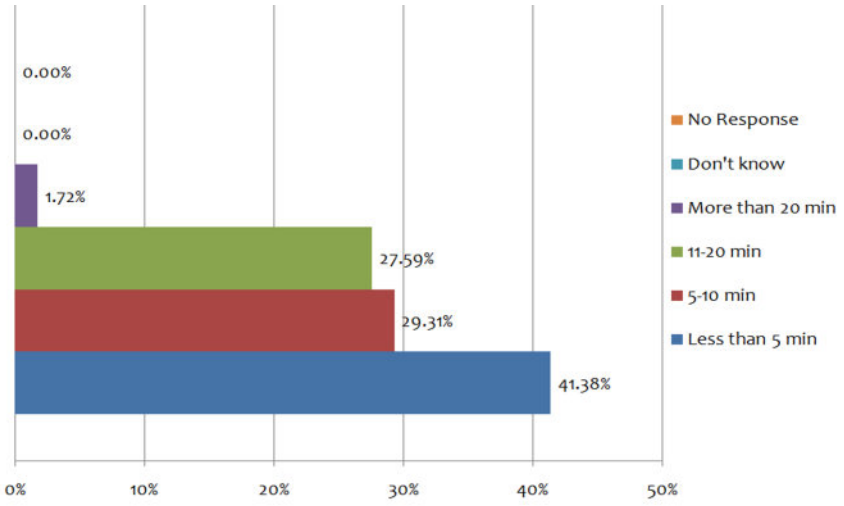
48 parents at Holy Ghost Elementary School responded to the survey, and this constitutes 45% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (86.21%).



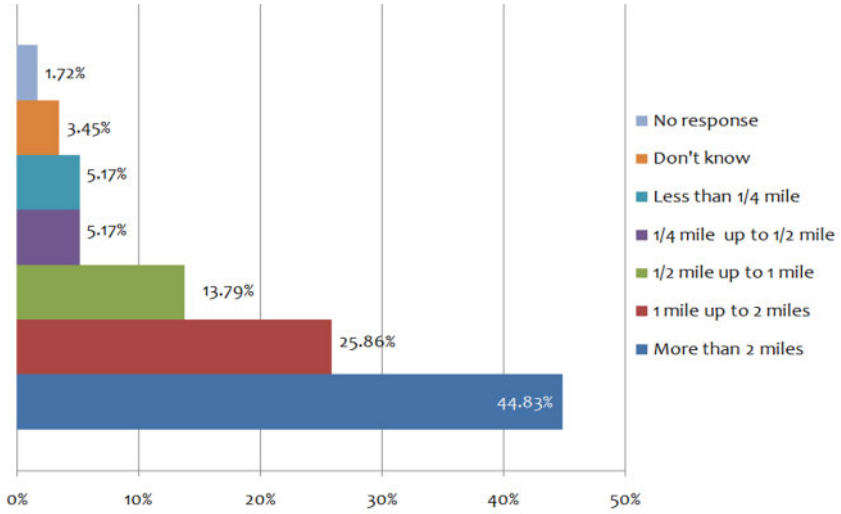
Travel Time to School

70.69% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



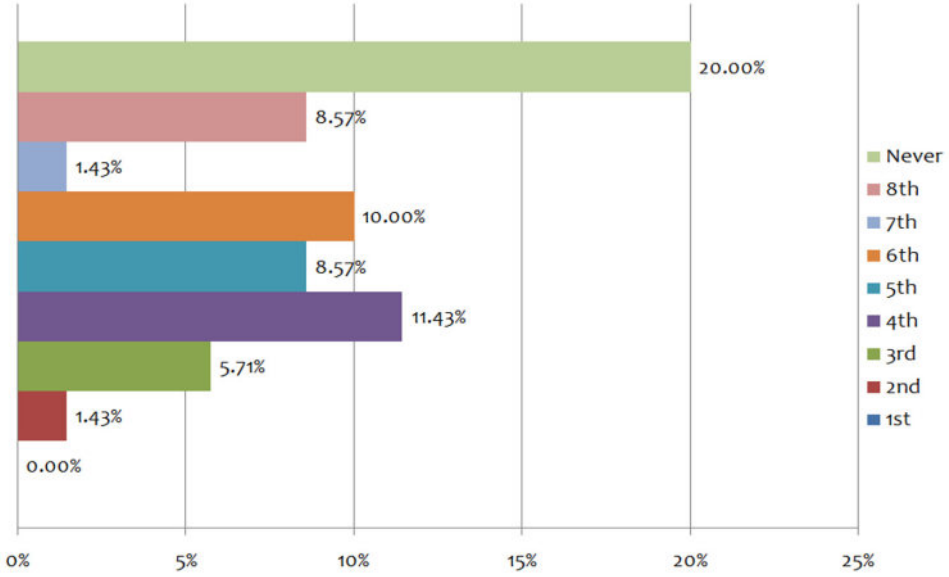
Travel Distance to School

10.34% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



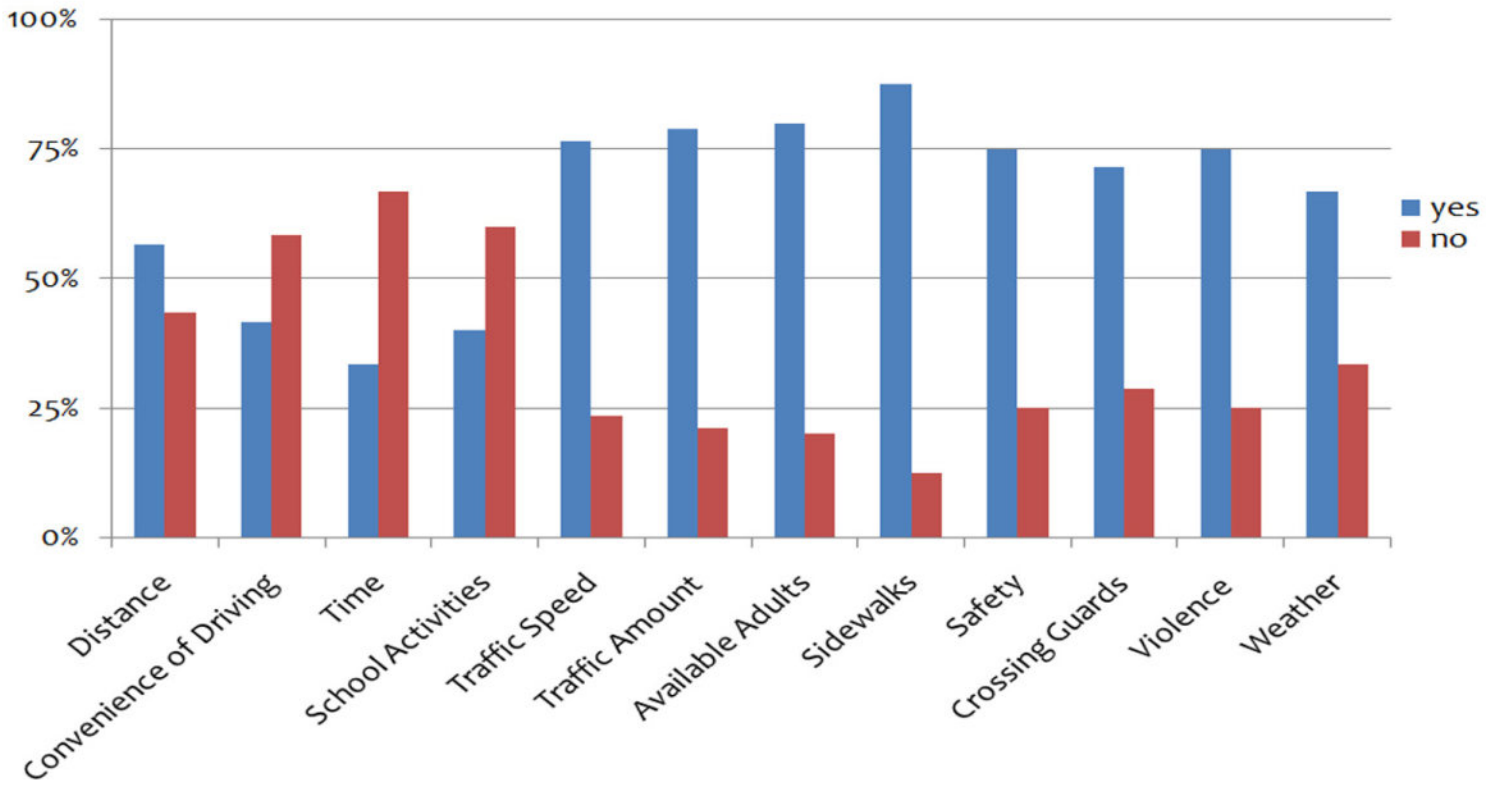
Grade Level Allowed to Walk/Bike to School

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, 20% , stated that they would never allow their child to walk or bike to school.

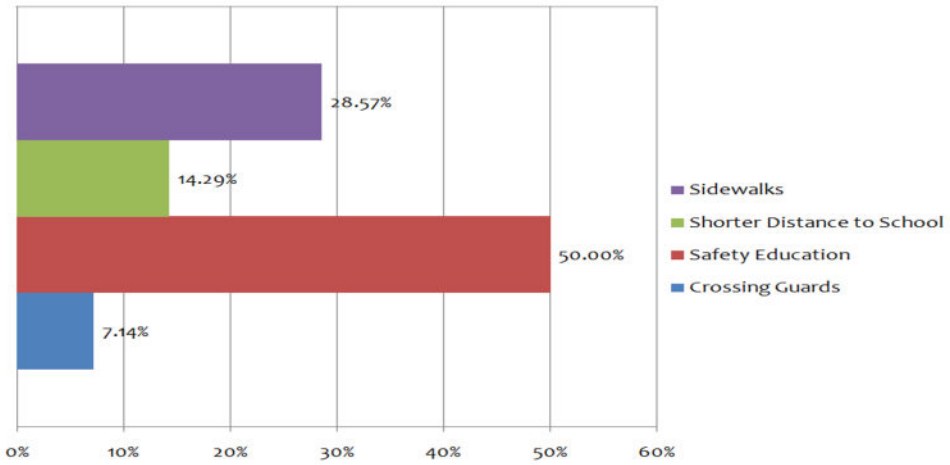


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included additional sidewalks, availability of adults, traffic speed, and traffic amounts. The major issues brought up by parents were traffic congestion and lack of sidewalks.



Incentives/Programs

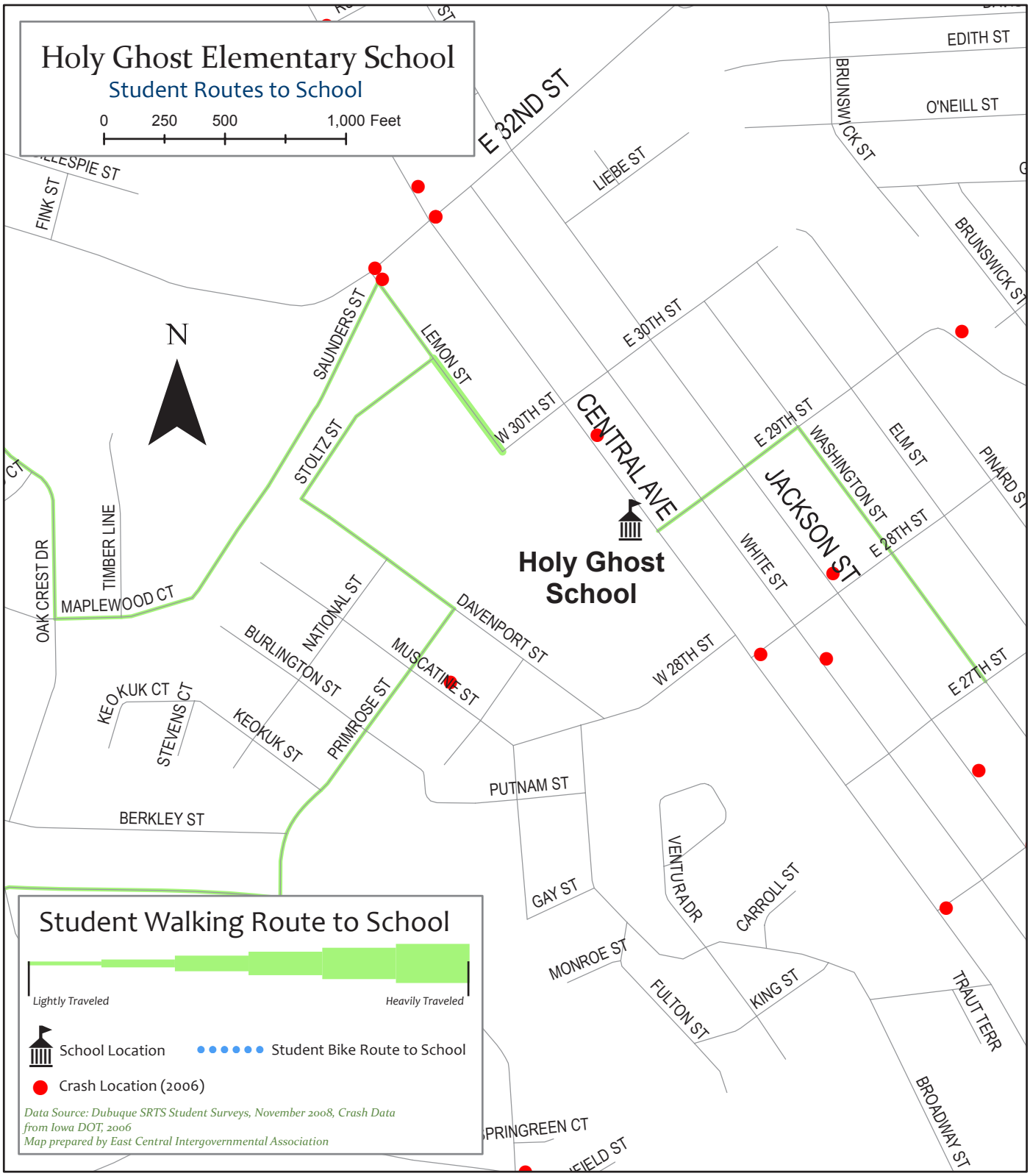


The top parent suggestions for increasing walking and biking were:
1. Safety Education
2. Additional Sidewalks

The streets cited most often by parents as being unsafe included:
1. 32nd st
2. Central Ave
3. 29th St
4. Elm St

Mapping Student Routes and Crash Data

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



School Administrator Input

Staff met with Holy Ghost School administrators to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems that were listed by Holy Ghost administrators; no solutions were suggested.

	Problem	Solution
1	High volume of traffic on Central Ave	

Holy Ghost Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Holy Ghost Elementary School.

Holy Ghost

Infrastructure

Reference Number	*Intersection/Roadway*	*Projects*
HG1	E 29th/Central	Fully signalized crosswalk
HG2	Central	Flashing school crossing lights at arrival and dismissal

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*

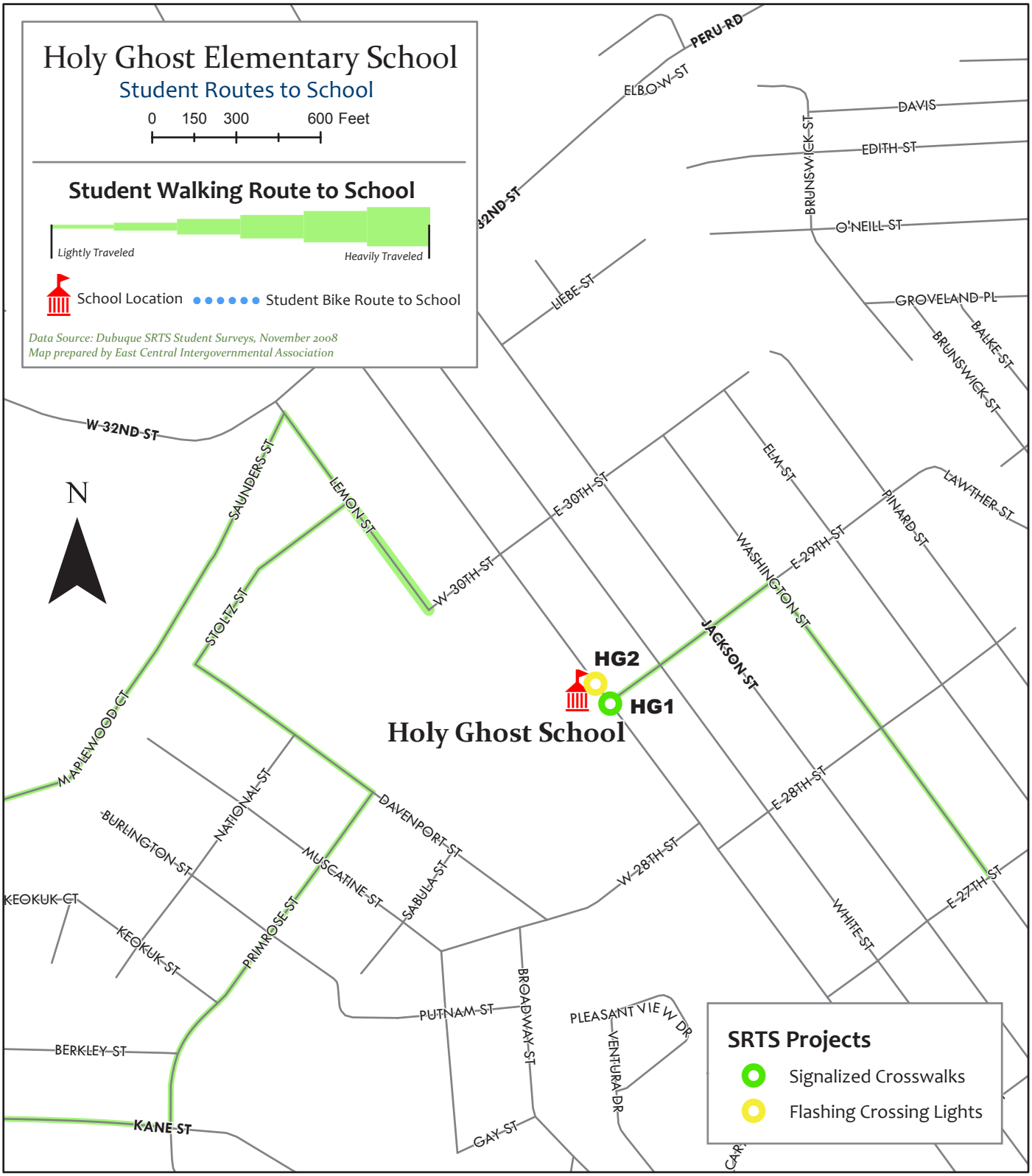
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*

* Listed in multiple categories

Mapping Holy Ghost 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 6.



Hoover Elementary School

School Location:
3259 St. Anne Drive
Dubuque, Iowa 52001-3998

Present Conditions

Number of students: 281

Bus Service:
- Public Transit – Keyline Transit Gray, Green and Red Lines
- School District Bus Service

Parent Surveys

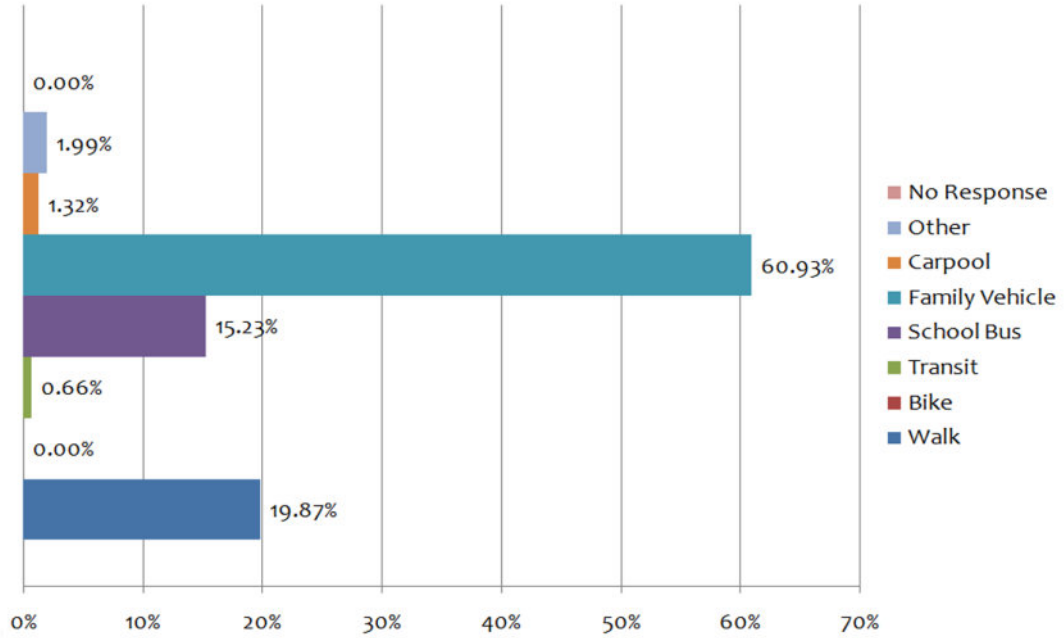
Student surveys were administered to parents of children attending grades K-5 at Hoover Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

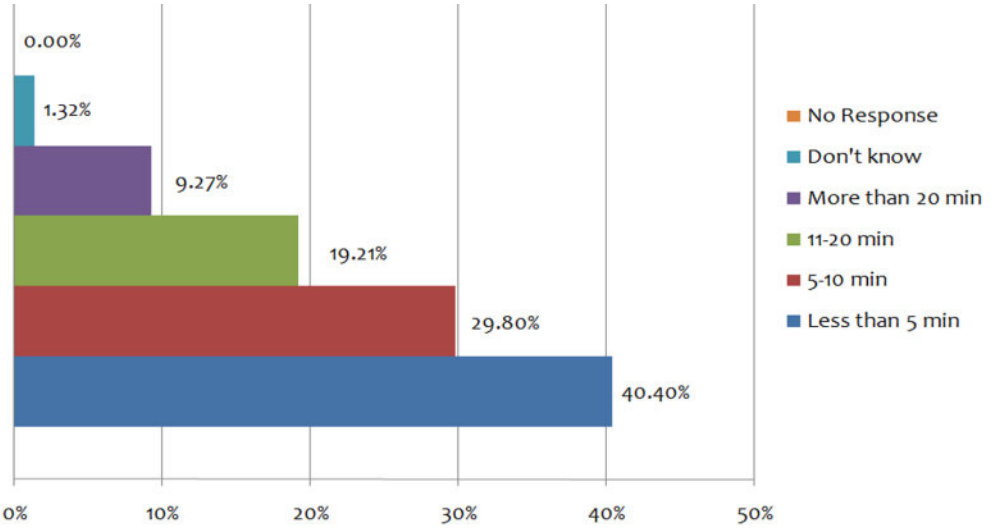
151 parents of students at Hoover Elementary School responded to the survey, and this constitutes 32.56% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (60.93%) or walking (19.87%).



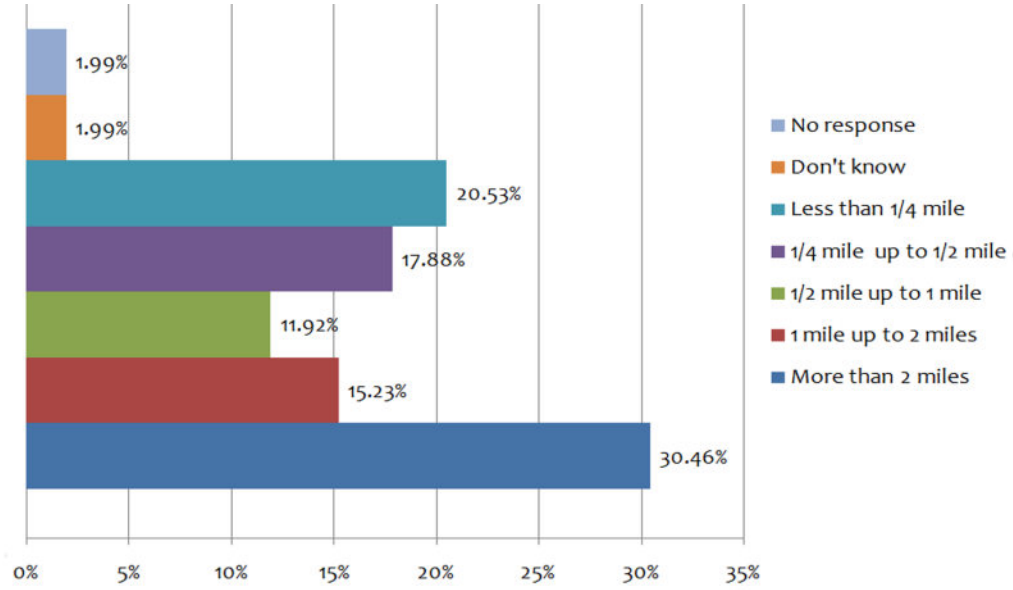
Travel Time to School

70.20% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



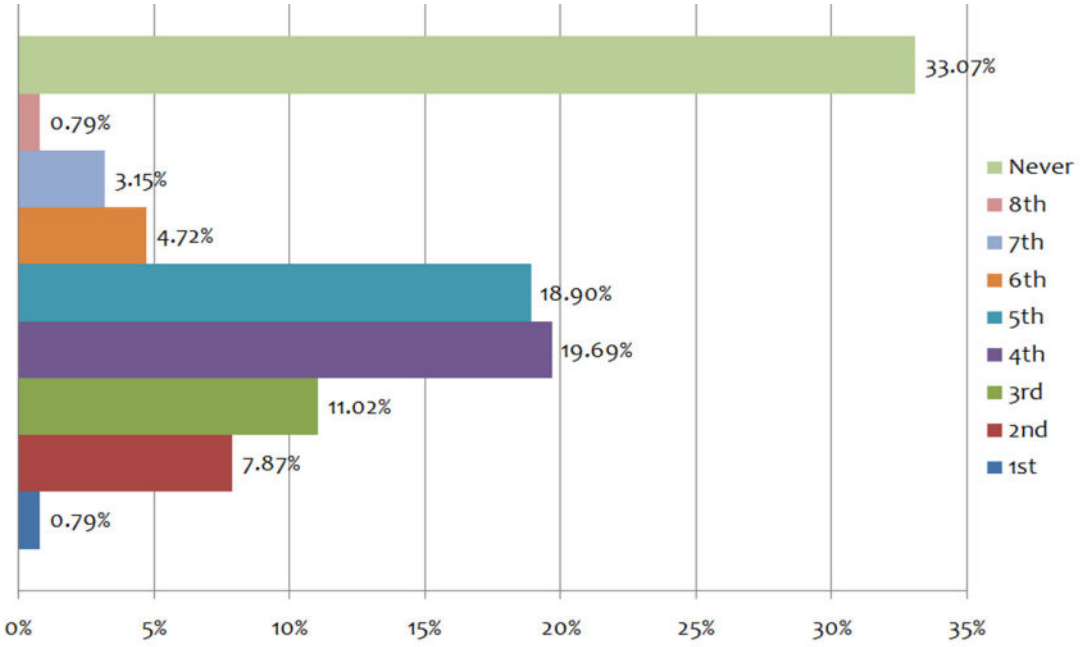
Travel Distance to School

38.41% of parents responding to the survey stated that their child travels less than 1/2 mile to school, while 40.40% travel over 2 miles to attend school.



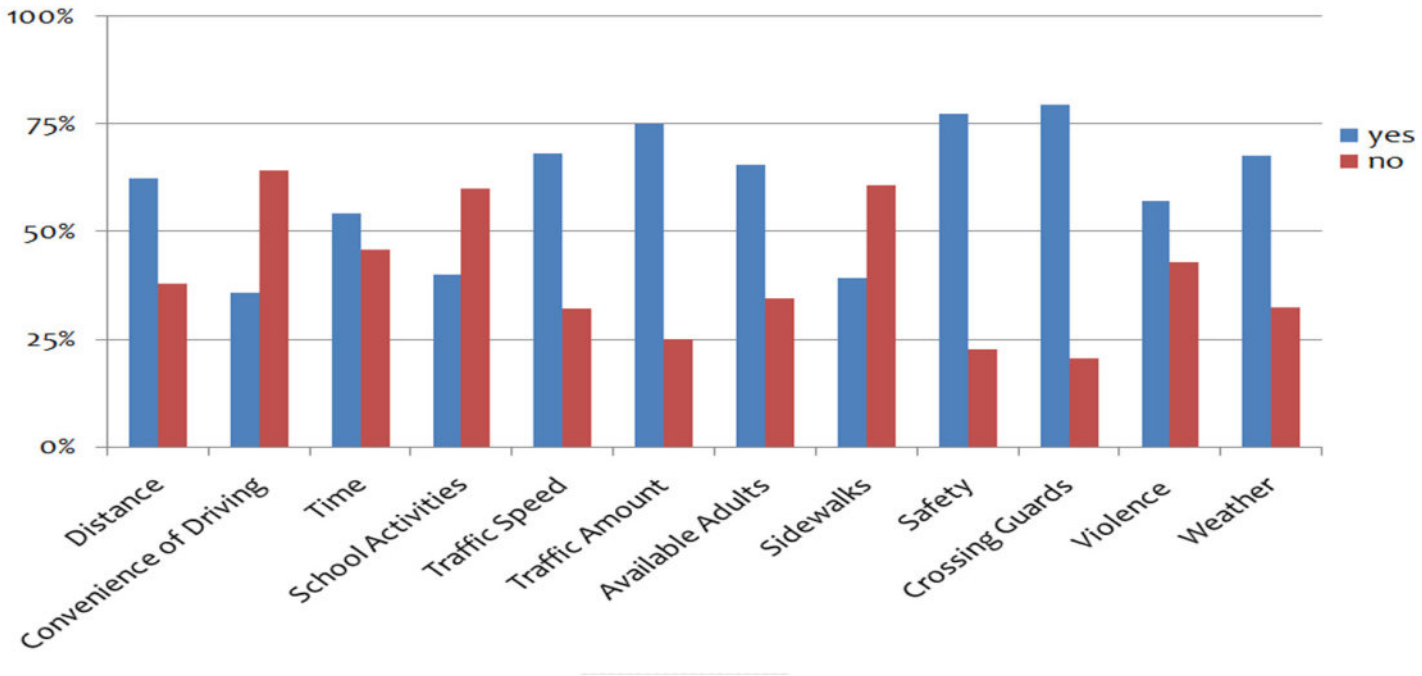
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. A large portion, 33.07% , stated that they would never allow their child/children to walk or bike to school.

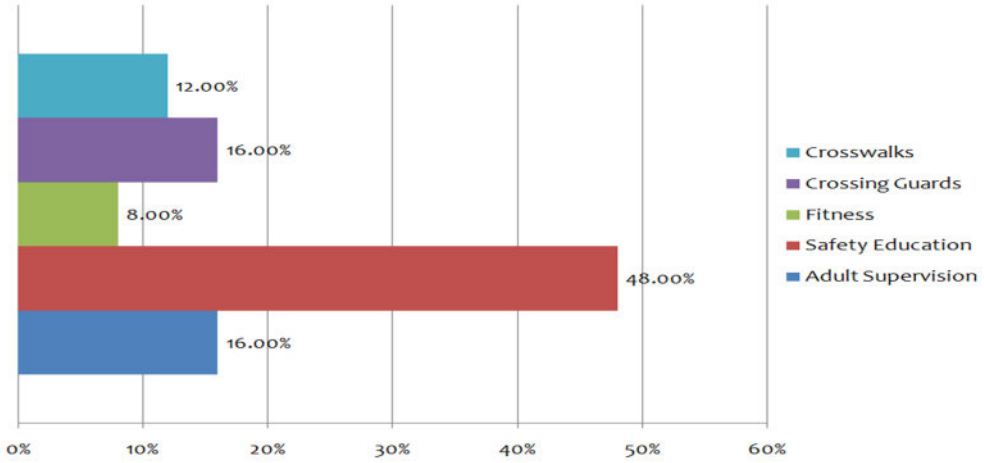


Environmental Factors Impacting Walking/Biking

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



Incentives/Programs

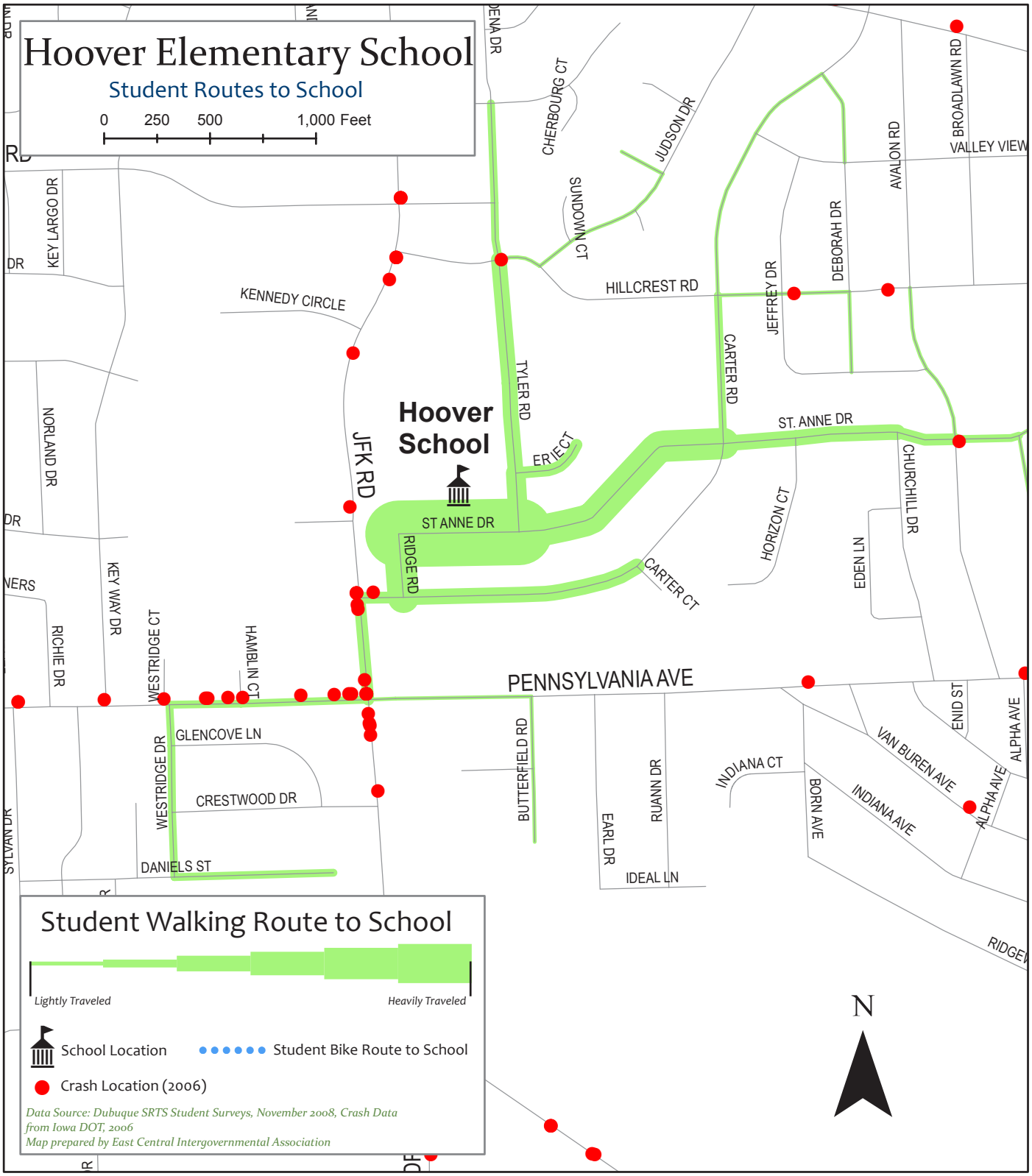


The top parent suggestions for increasing walking and biking were:
1. Safety education
2. Crossing guards
3. Adult supervision

The streets cited most often by parents as being unsafe included:
1. Pennsylvania Ave and JFK Rd
2. St. Anne Dr and Carter Rd
3. Intersections with Hillcrest Rd

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	Solution
1	Unsafe Intersection: St. Anne and Carter Rd	• Add a 4 way stop • Or use portble stop signs to use during school arrival and dismissal times
2	Unsafe Intersection: JFK and Pennsylvania	• Add pedestrian overpass • Add a "No right on red during school hours" sign
3	General safety concerns	• Provide adult crossing guards at school arrival and dismissal times • Add flashing school crossing lights during school arrival and dismissal times

Hoover Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Hoover Elementary School.

Hoover

Infrastructure

Reference Number	*Intersection*	*Projects*
HV1	St. Anne/Carter	4-way stop
HV2	St. Anne/Carter	Adult crossing guards at arrival and dismissal
HV3	St. Anne/Carter	Flashing school crossing lights at arrival and dismissal
HV4	JFKennedy/Pennsylvania	Adult crossing guards at arrival and dismissal
HV5	JFKennedy/Pennsylvania	Flashing school crossing lights at arrival and dismissal
HV6	JFKennedy/Pennsylvania	Build pedestrian overpass

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*
	JFKennedy/Pennsylvania	No right on red during school hours

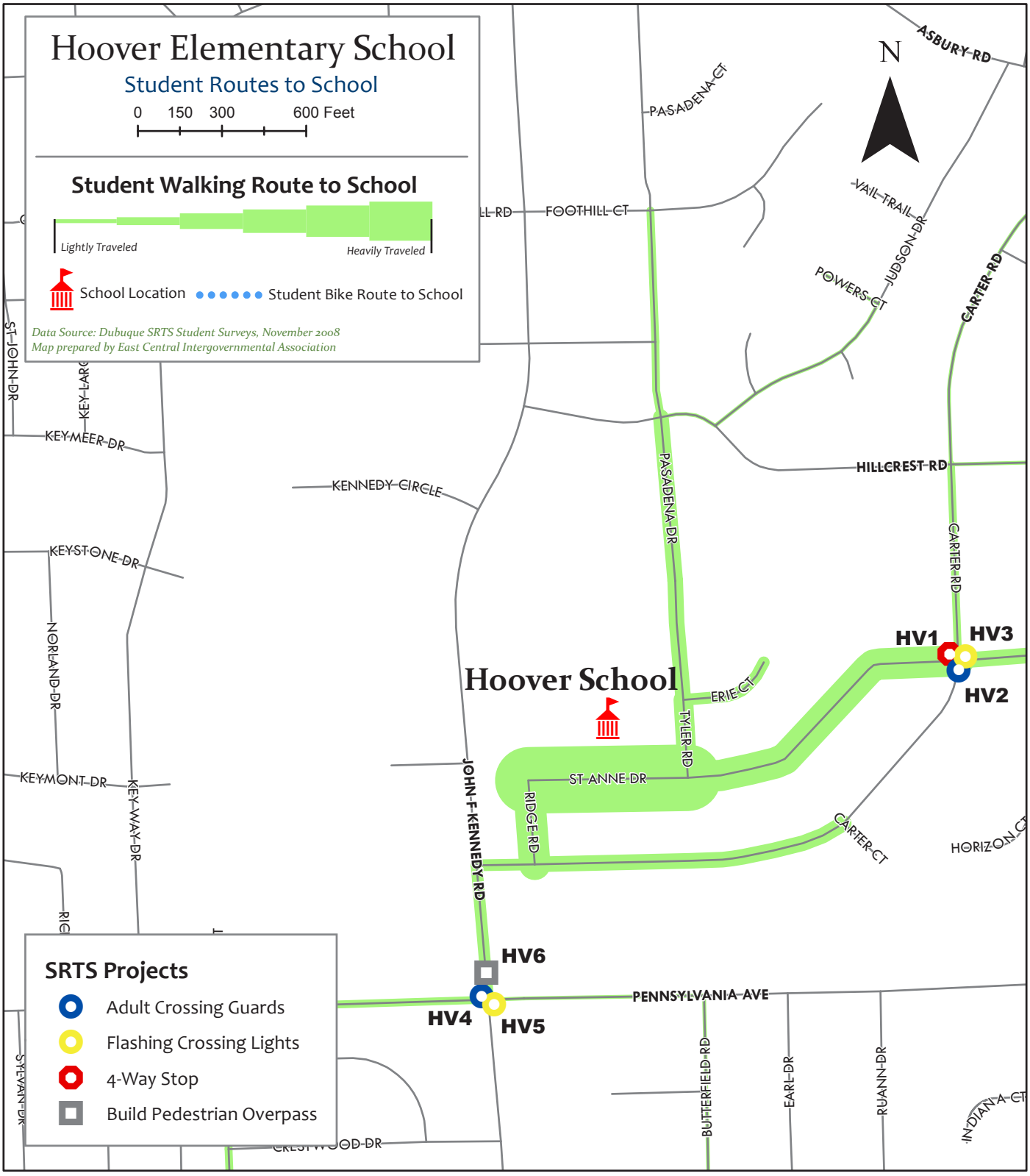
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*

* Listed in multiple categories

Mapping Hoover 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 6.



Irving Elementary School

School Location:
2520 Pennsylvania Avenue
Dubuque, Iowa 52001-3036

Present Conditions

Number of students: 477

Bus Service:
- Public Transit – Keyline Transit Red Line
- School District Bus Service

Parent Surveys

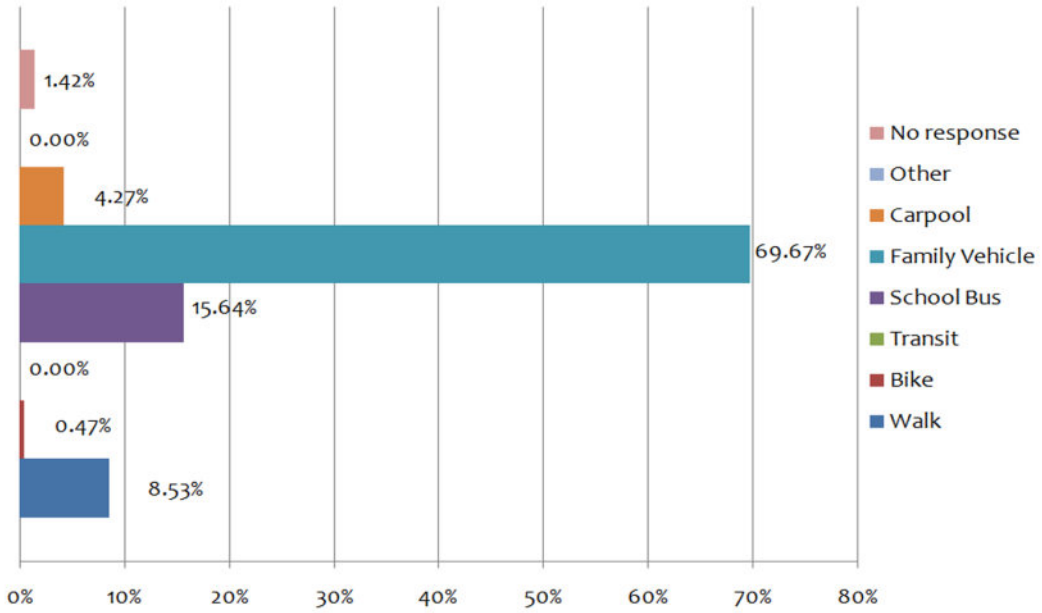
Student surveys were administered to parents of children attending grades K-5 at Irving Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

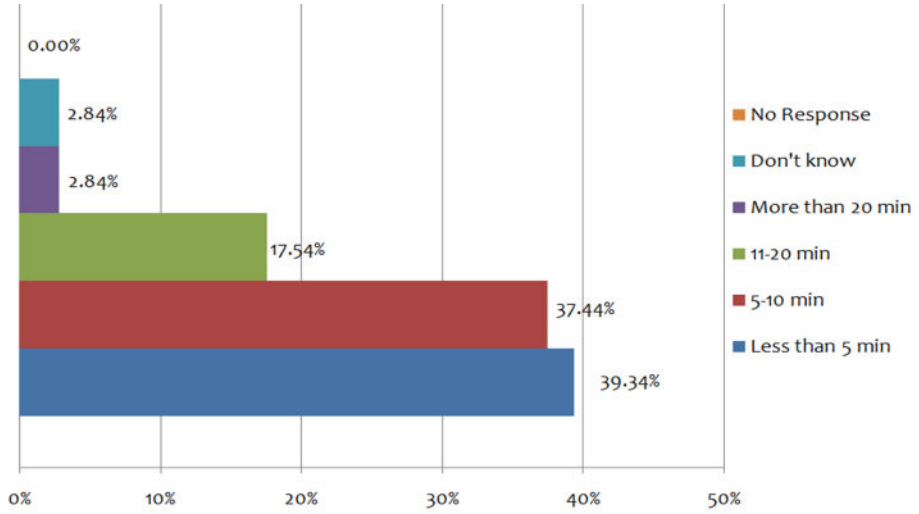
211 parents of students at Irving Elementary School responded to the survey, and this constitutes 44.23% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (69.67%) or school bus (15.64%).



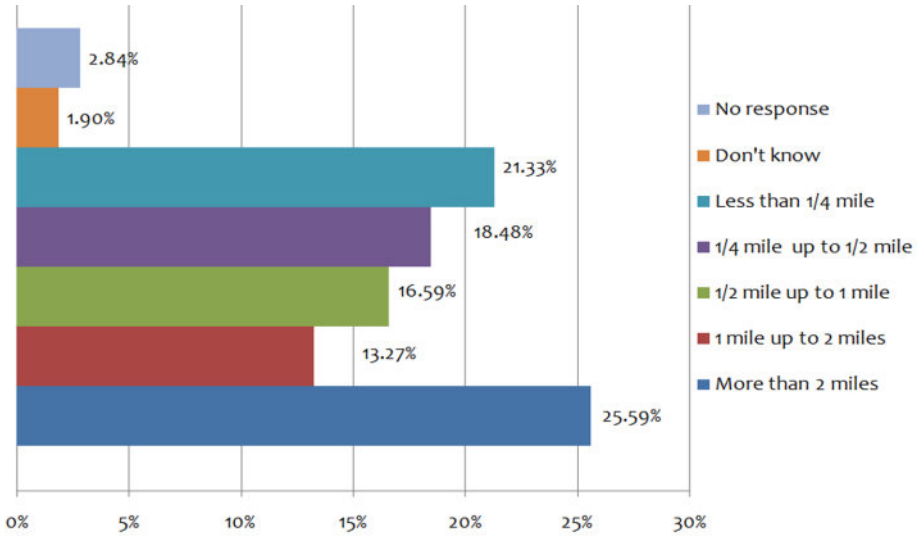
Travel Time to School

76.78% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



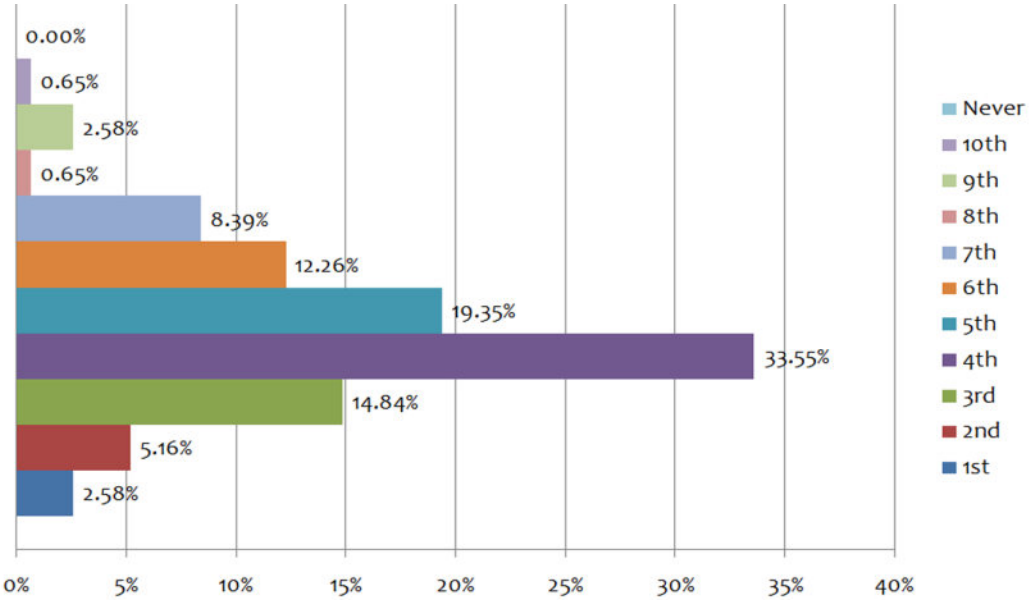
Travel Distance to School

39.81% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



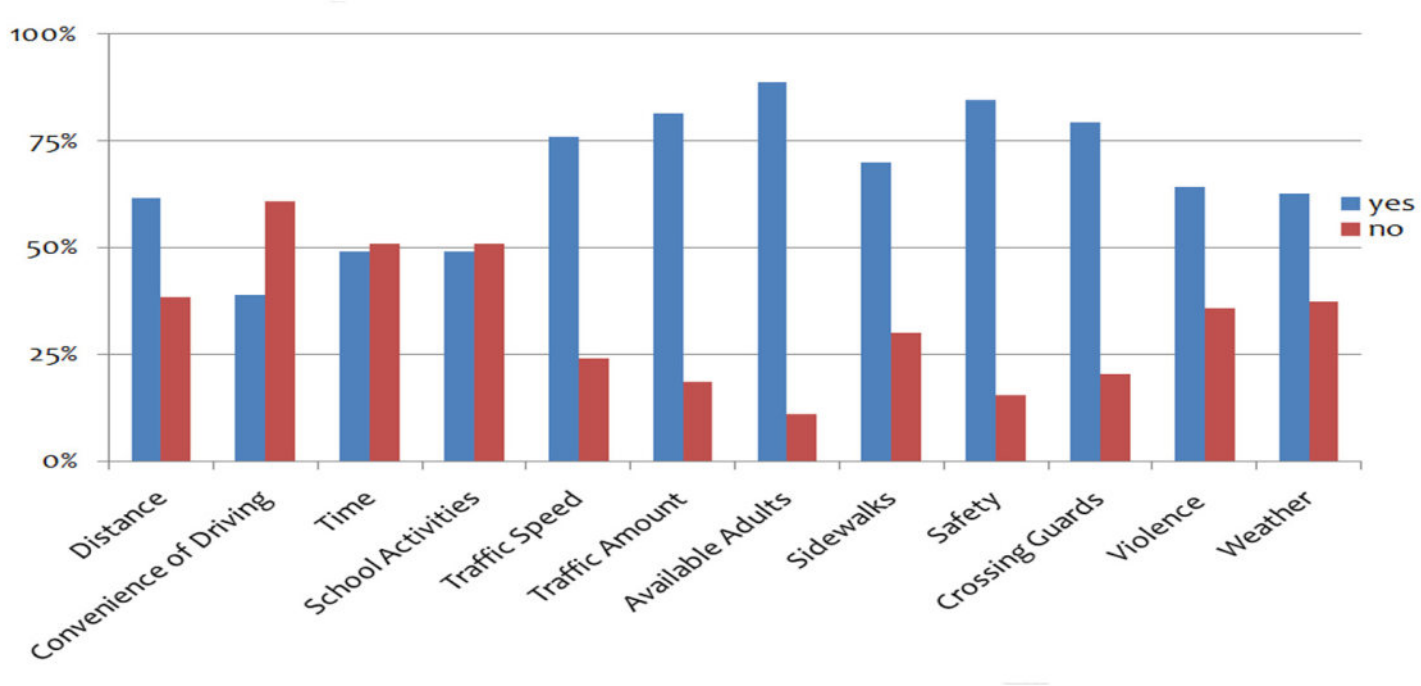
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. No parents stated that they would never allow their child to walk or bike to school.

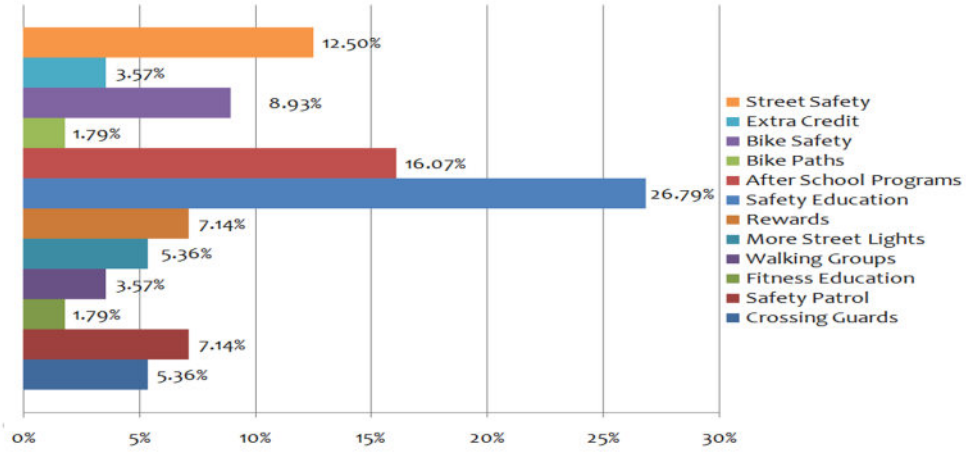


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included available adults, traffic amount and safety. The major issues brought up by parents were unsafe intersections and predators along the routes to school.



Incentives/Programs



The top parent suggestions for increasing walking and biking were:

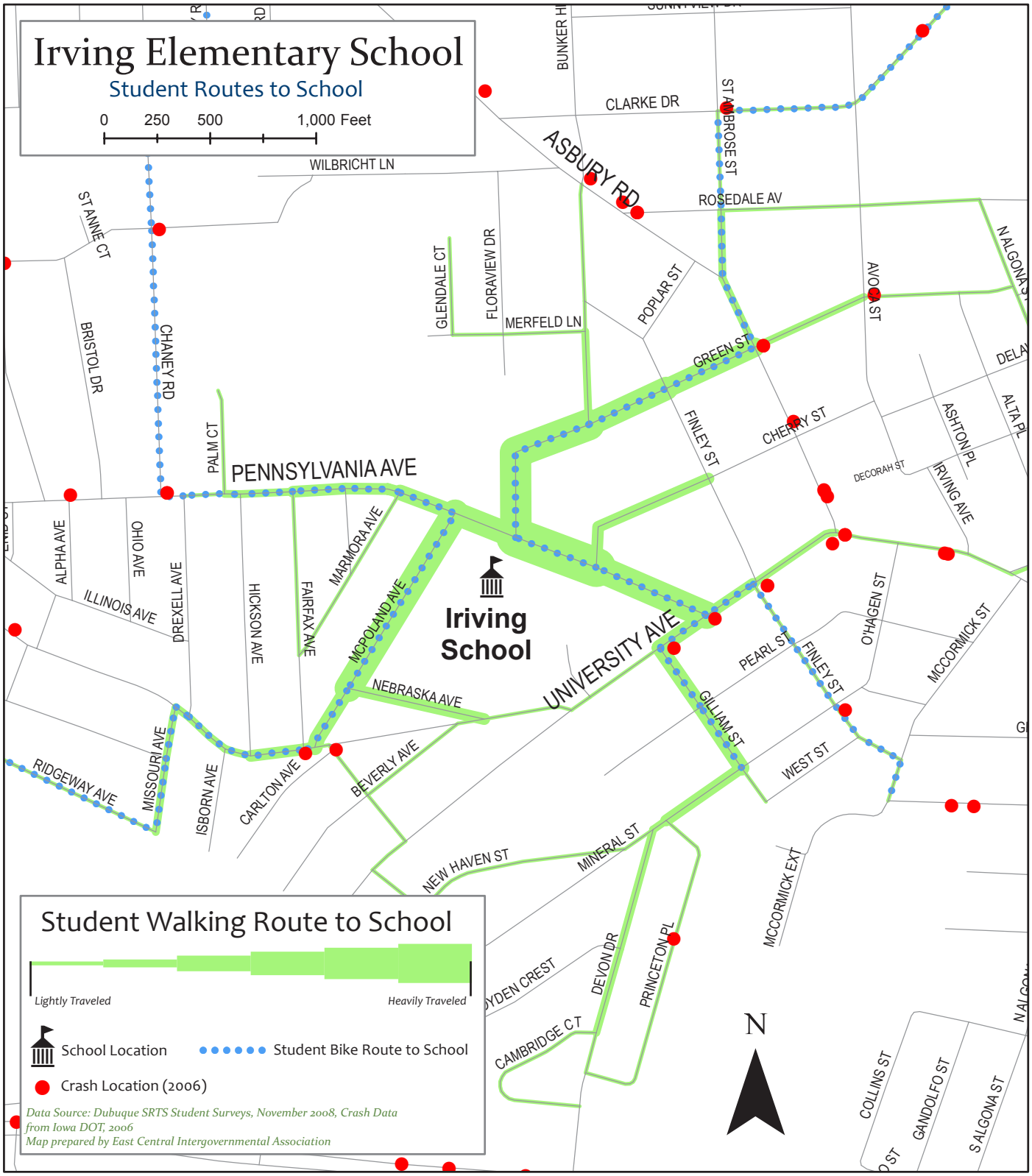
1. Safety education
2. After school programs
3. Street safety

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

1. McPoland St
2. Asbury Rd and St. Ambrose St
3. University Ave and Pennsylvania Ave
4. Loras Blvd and Grandview Ave
5. University Ave and Asbury Rd three-way stop

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	Solution
1	Unsafe intersection: Pennsylvania and Green	• Flashing yellow light to warn vehicles of changing light • Move stop light on Pennsylvania to intersection with Green St
2	Unsafe intersection: Pennsylvania and University	• Limit right turn on red for vehicles on University westbound
3	Motor vehicles - lack of awareness and knowledge of how to deal with bicycles and pedestrians Bicyclists and Pedestrian - lack of awareness and knowledge of how to navigate traffic	• Increased student/parent safety education through newsletters, informational nights, and the school website
4	Visibility issues on McPoland Ave	• Parking on one side of the street only on McPoland Ave to minimize traffic back up and visibility issues at arrival and dismissal times

Irving Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Irving Elementary School.

Irving

Infrastructure

Reference Number	*Intersection*	*Projects*
IR1	Pennsylvania/Green	Flashing school crossing lights at arrival and dismissal
IR2	Pennsylvania/Green	Move existing midblock signalized crosswalk (on
IR3	Pennsylvania/University	Countdown pedestrian signals
IR4*	Pennsylvania/University	Limit right turn on red
IR5	McPoland	No Parking during school hours

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*
	Pennsylvania/University	Limit right turn on red Inform/educate students (bicycling and walking) and
	McPoland	No Parking during school hours

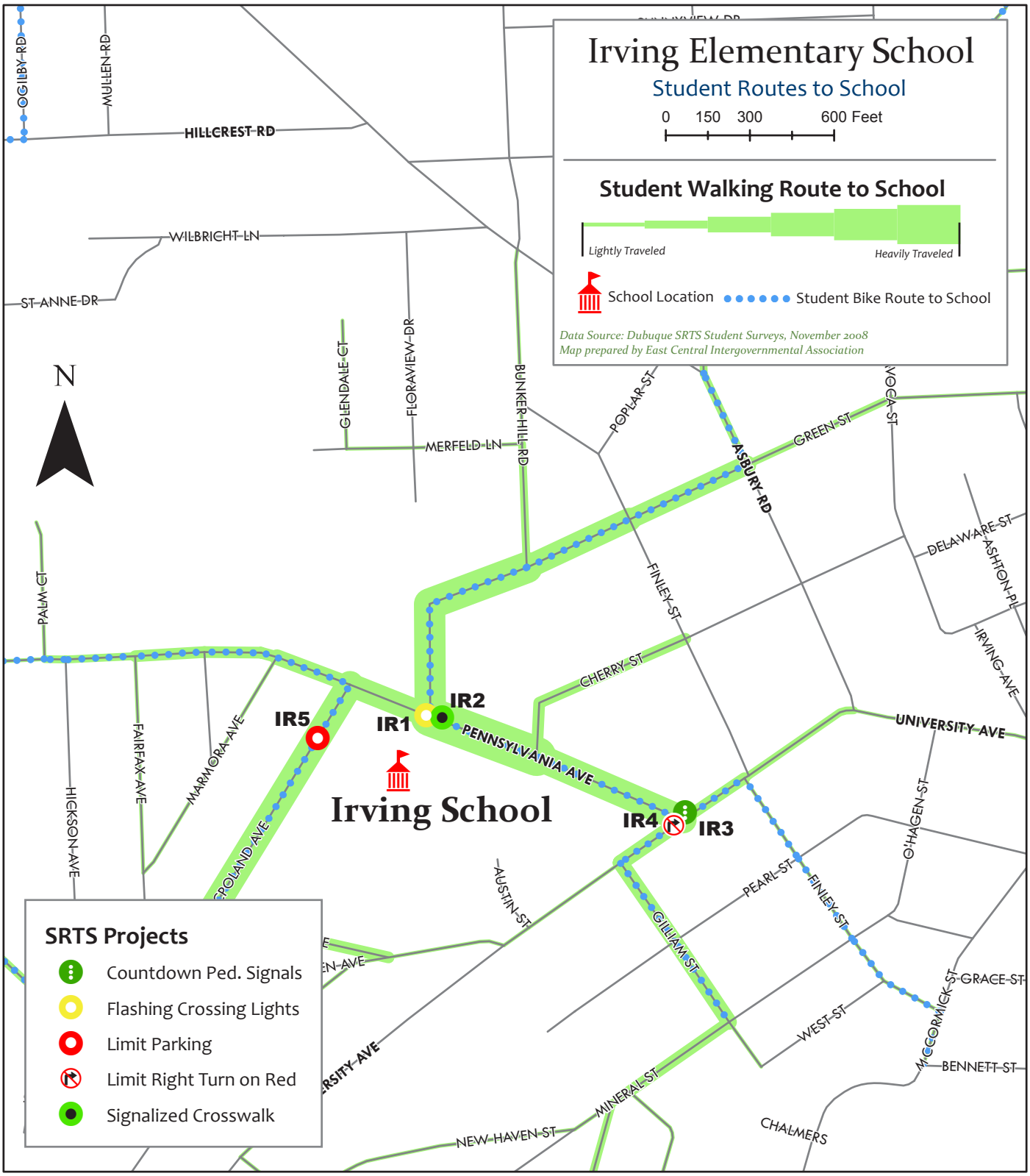
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
	Pennsylvania/University	Limit right turn on red

* Listed in multiple categories

Mapping Irving 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 6.



Jefferson Middle School

School Location:
1105 Althauser Ave
Dubuque, IA 52001

Present Conditions

Number of students: 616

Bus Service:
- Public Transit – No route near school
- School District Bus Service

Student Surveys

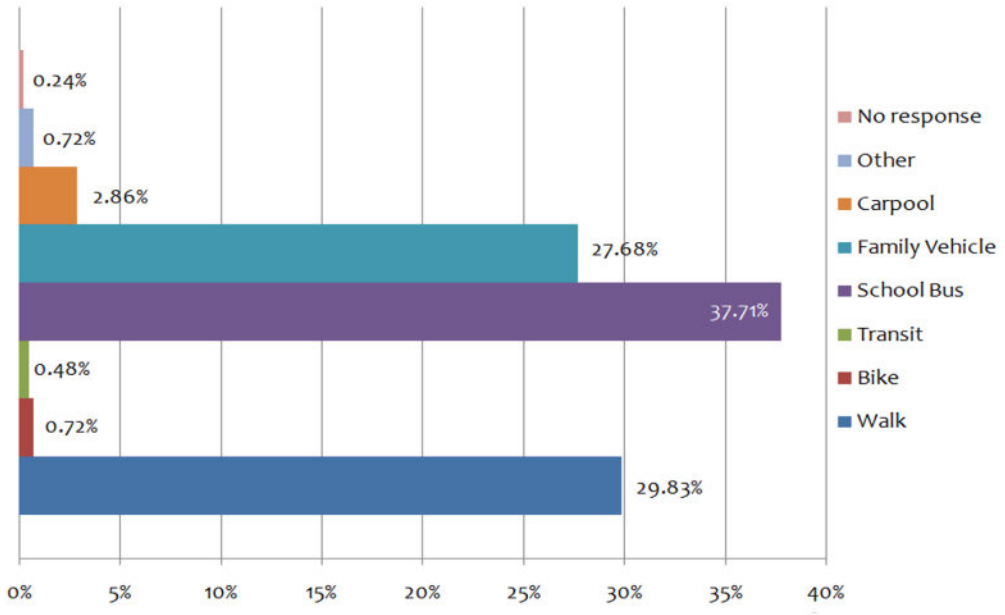
Student surveys were administered to 6-8 graders, at Jefferson Middle School, during the month of November in 2008. During class, students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walk or bike to school were asked to draw their route to school on school area maps (see page 4).

Travel Mode to School

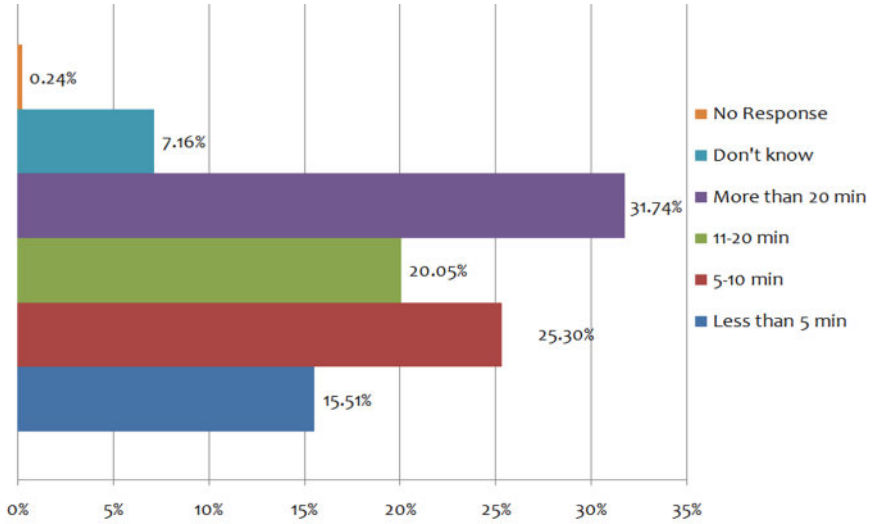
419 students responded to the survey, and this constitutes 68.01% of the student body.

Students responding to the survey travel to school by school bus (37.71%) or by walking (29.83%).



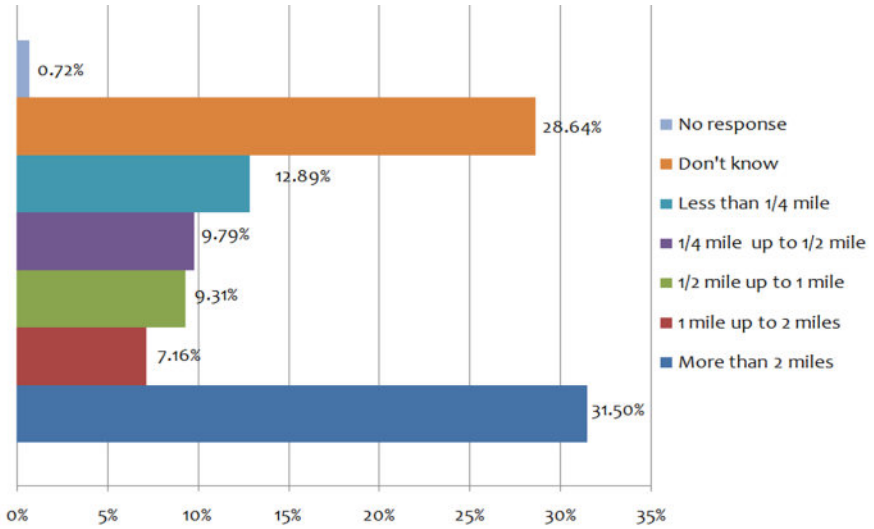
Travel Time to School

40.81% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

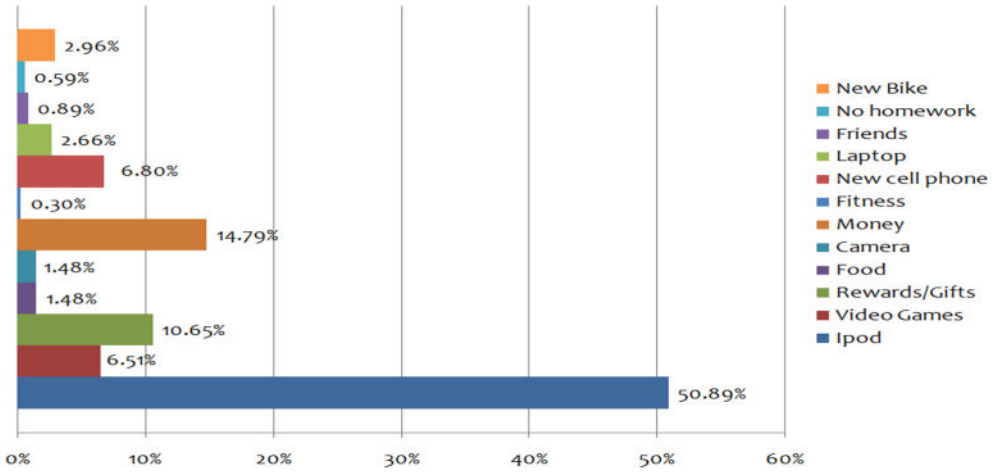


Travel Distance to School

Only 19.10% of students responding to the survey travel less than 1/2 mile to school, while 31.50% travel 2 miles or more to attend school.



Incentives/Programs



The top parent suggestions for increasing walking and biking were:

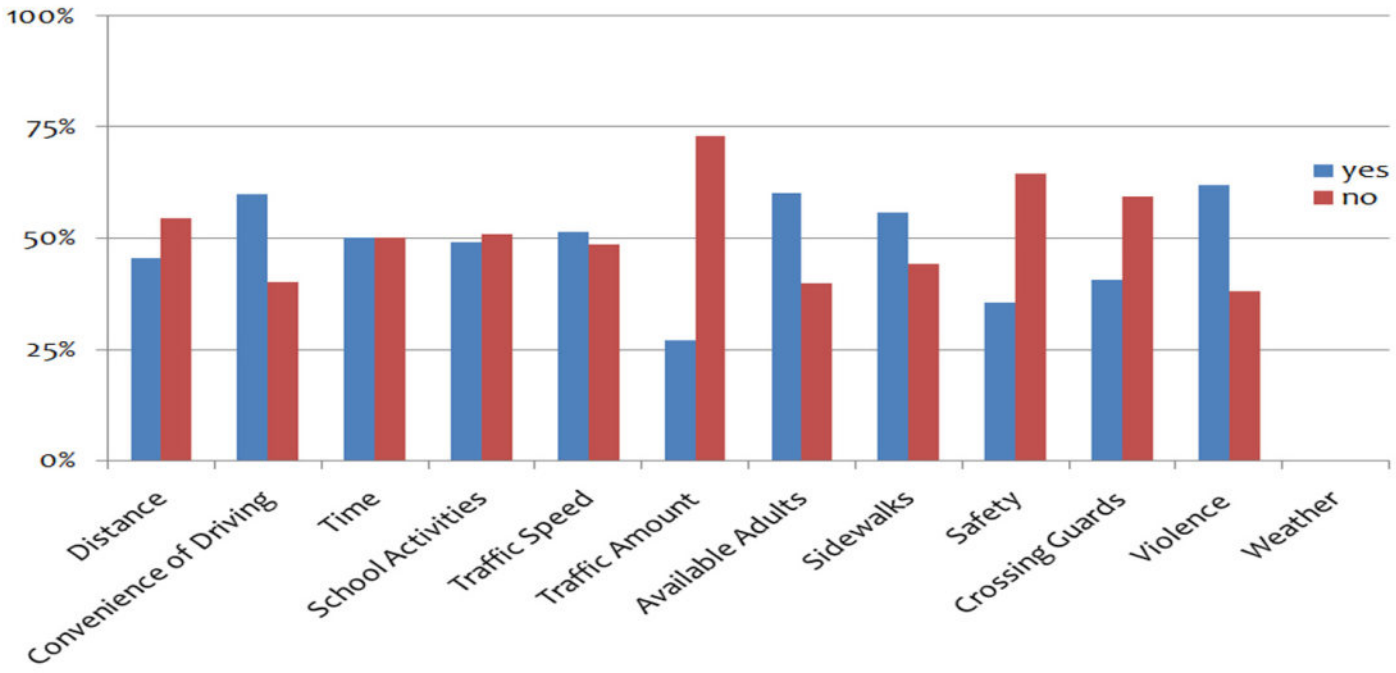
1. iPod
2. Money
3. Reward or gift

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

1. Merz St
2. Thomas Place
3. Althauser St
4. Stafford St

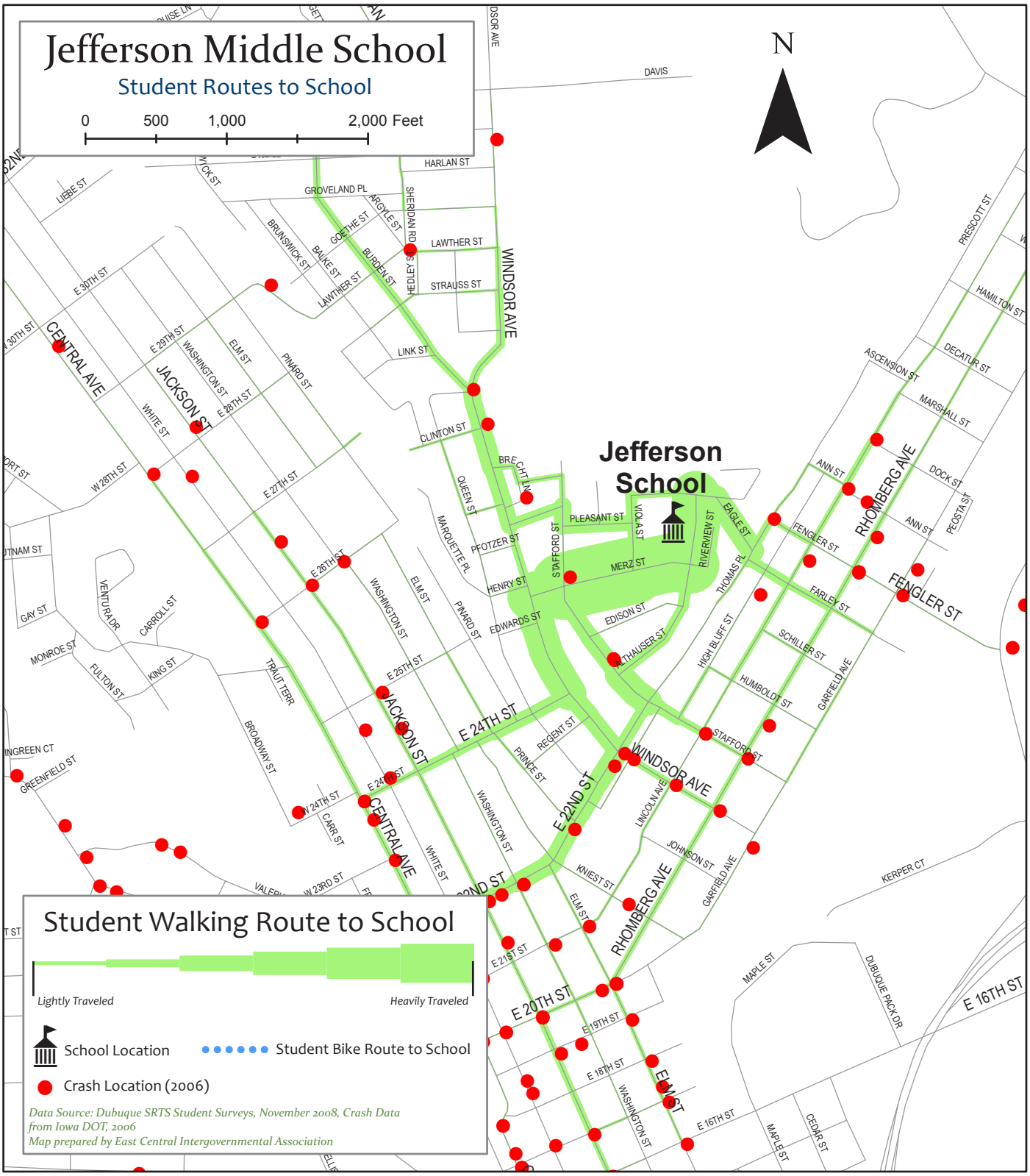
Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included available adults, a decrease in violence, and the convenience of driving. The major issues brought up by students were crime and violence, icy or snow covered sidewalks, lack of sidewalks and unsafe intersections near the school.



Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	Solution
1	Lack of visibility on Merz due to parked vehicles	• Limit parking on Merz • Add painted crosswalks
2	Unsafe intersection: Merz and Windsor	• Relocate Keyline bus stop • Relocate flashing light at intersection • Move mail box on Windsor and Merz • Add painted crosswalks
3	Unsafe intersection: Merz and Althauser Students cross in front of parked buses	• Add sidewalks on both sides of Merz and Althauser • Add painted crosswalks
4	Unsafe intersection: Viola and Merz	• Add a stop sign
5	Motor vehicles - lack of awareness and knowledge of how to deal with bicycles and pedestrians Bicyclists and Pedestrian - lack of awareness and knowledge of how to navigate traffic	• Continue to inform/educate students and parents of safe routes and appropriate safe behaviors traveling to/from school
6	School entrance and Althauser - parents block traffic during arrival and dismissal times	• Do not allow parents to pick up at this location • Prohibit parking on Windsor and Merz in front of the school
7	Unsafe intersection: 22nd St, Thomas Pl and Stafford	• Add painted crosswalks
8	Unsafe intersection: Viola and Pleasant	• Post school crossing sign
9	Bus schedule	• Adjust bus schedule to fit school arrival and dismissal times
10	Eagle St icy sidewalks	• Ask homeowners to direct roof drains and storm water into storm sewer (not over sidewalks) • Enforcement of snow removal regulations

Neighborhood Association Input

Staff met with the Point and North End Neighborhood Association members 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 the Point and Norh End Neighborhood Association members.

Point Neighborhood Association

	Problem	Solution
1	Unsafe intersection: Eagle and Thomas St Traffic congestion and bullying	• Neighborhood crossing guard volunteers (parents, grandparents)

North End Neighborhood Association

	Problem	Solution
2	Pedestrians - lack of awareness and knowledge of how to navigate traffic Bicyclists - lack of awareness and knowledge of how to navigate traffic	• Safe walking education (all ages) • Safe cycling education (all ages)
3	Dark alleyways and streets	• Additional street lighting
4	Motor vehicles - lack of awareness and knowledge of how to deal with bicycles and pedestrians	• Driver awareness training • Public awareness campaign for all modes to watch out for the mode that is smaller than they are (ex. trucks watch out for cars and smaller, cars watch out for bikes and smaller, bikes watch out for pedestrians)
5	Unsafe intersection: Merz and Windsor	
6	Unsafe intersection: Merz and Althauser	

Jefferson Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Jefferson Middle School.

Jefferson

Infrastructure

Reference Number	*Intersection*	*Projects*
JE1	Merz/Windsor	High visibility painted crosswalk
JE2	Merz/Windsor	Fully signalized intersection
JE3	Merz/Althauser	High visibility painted crosswalk
JE4	Merz/Windsor	Flashing school crossing lights at arrival and dismissal
JE5	Merz/Viola	Stop sign
JE6	22nd/Stafford	High visibility painted crosswalk
JE7	Viola/Pleasant	School crossing sign
JE8	Merz/Viola/Althauser/Pleasant	Additional street lighting
JE9*	Merz	Limit parking (hourly, alternate day, etc)
JE10*	Althauser	Prohibit parking

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*
	Merz	Limit parking (hourly, alternate day, etc)
	Merz/Windsor	Move Keyline bus stop
	Merz/Windsor	Move USPS mailbox
		Inform/educate students (bicycling and walking) and parents (driving motor vehicles) of safe routes and appropriate safe behaviors traveling to/from school
	Merz	Prohibit parking
	Althauser	Prohibit parking
	Althauser	Prohibit student pickup
		Adjust public bus schedule to accommodate arrival and dismissal times
	Eagle	Improve drainage to prevent icy walkways

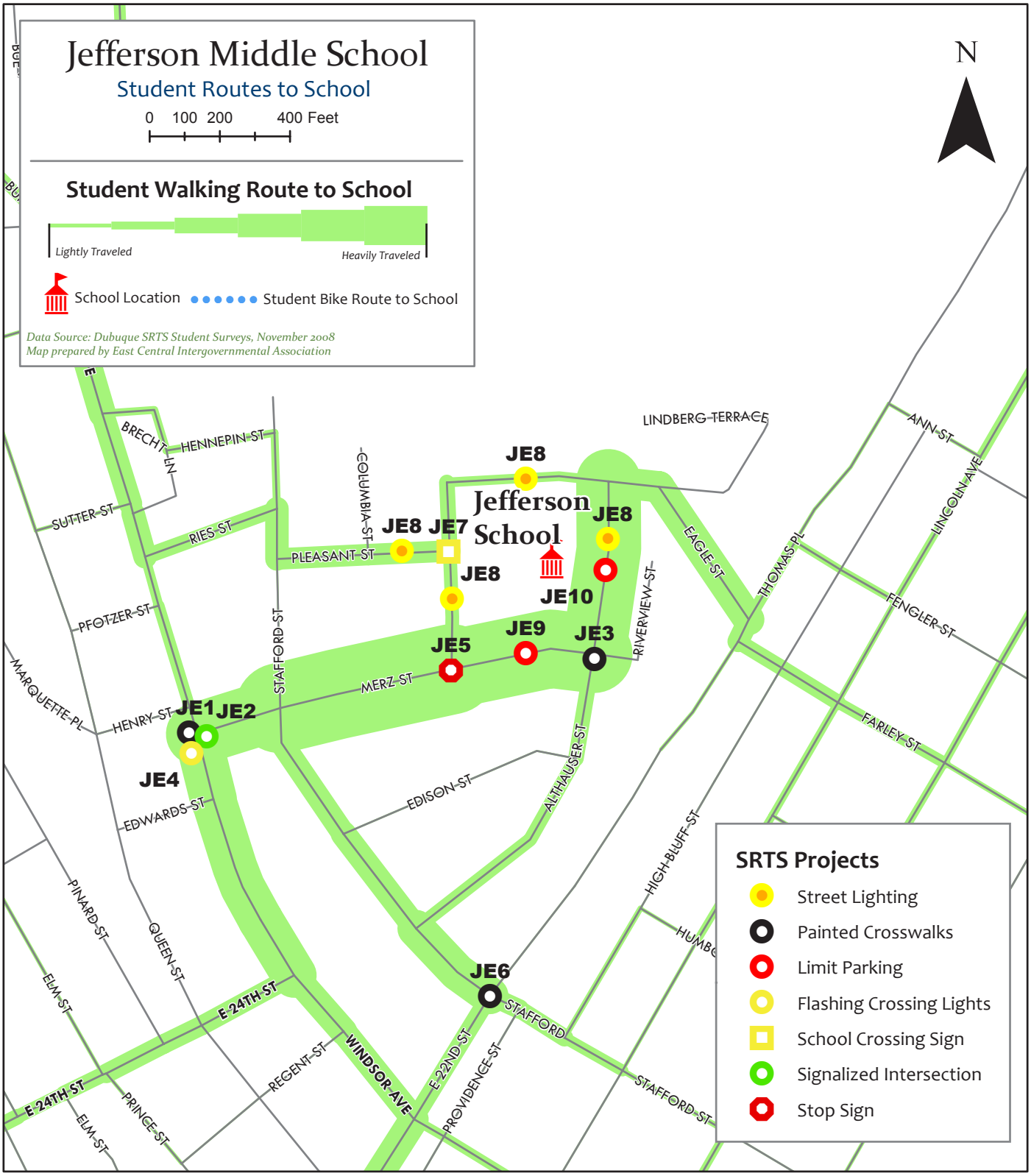
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
	Eagle	Enforcement of existing snow removal regulations

* Listed in multiple categories

Mapping Jefferson 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 7.



John F. Kennedy Elementary School

School Location:
2135 Woodland Drive
Dubuque, Iowa 52002-3826

Present Conditions

Number of students: 491

Bus Service:
- Public Transit – Keyline Transit Gray Line
- School District Bus Service

Encouragement Programs:
Administrators at Kennedy have been providing reminders to parents about the importance of driver awareness of pedestrians and bicyclists in their monthly newsletter.

Parent Surveys

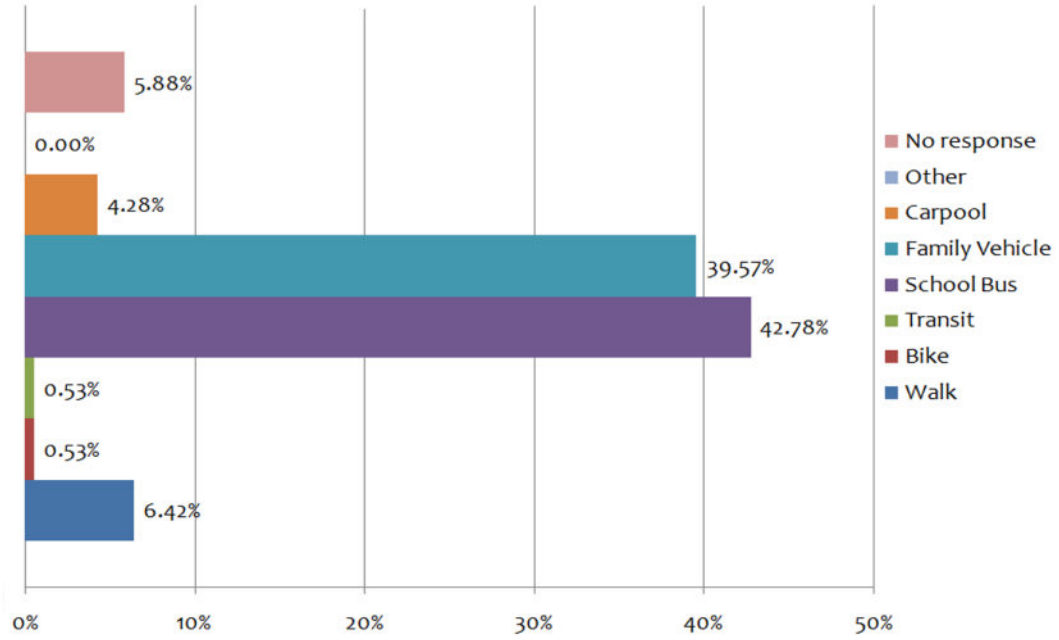
Student surveys were administered to parents of children attending grades K-5 at Kennedy Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

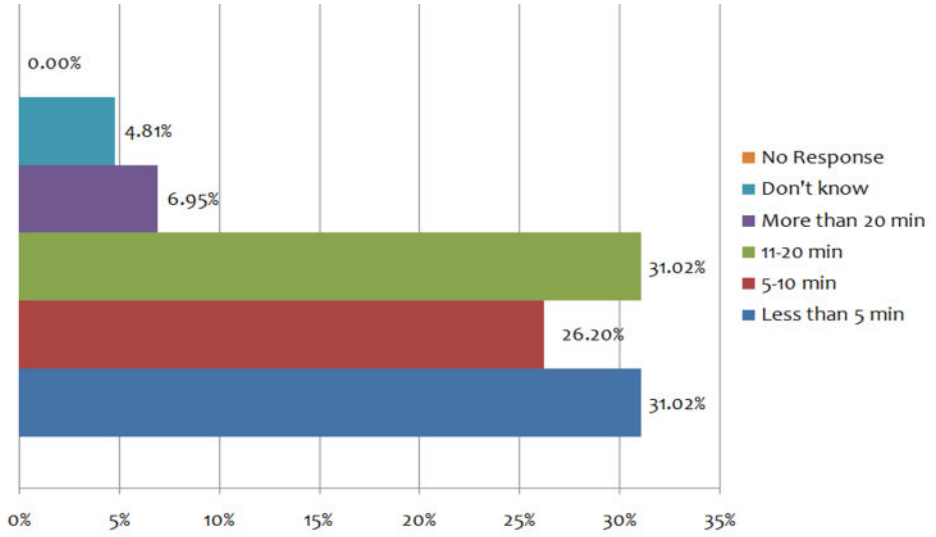
187 parents of students at JFK Elementary responded to the survey, and this constitutes 38% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (48.78%) or family vehicle (39.57%).



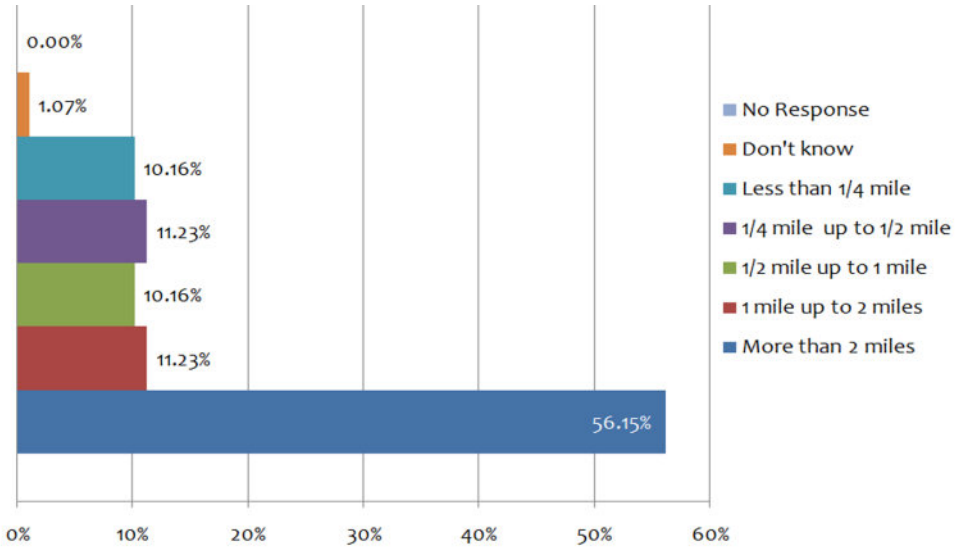
Travel Time to School

57.22% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



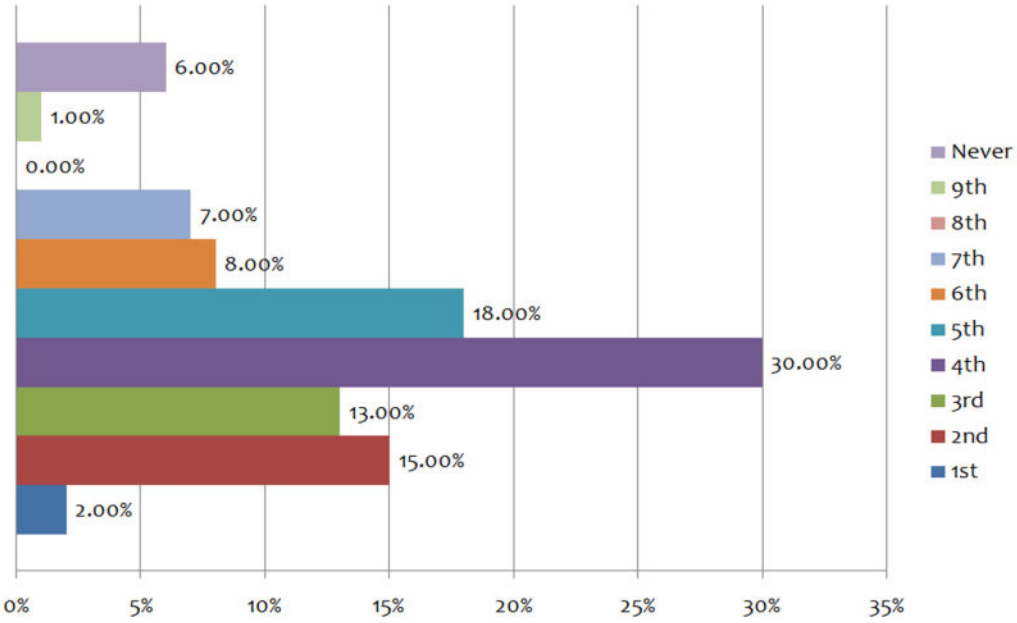
Travel Distance to School

21.39% of parents responding to the survey stated that their child travels less than 1/2 mile to school, while 56.15% of students travel more than 2 miles to attend school.



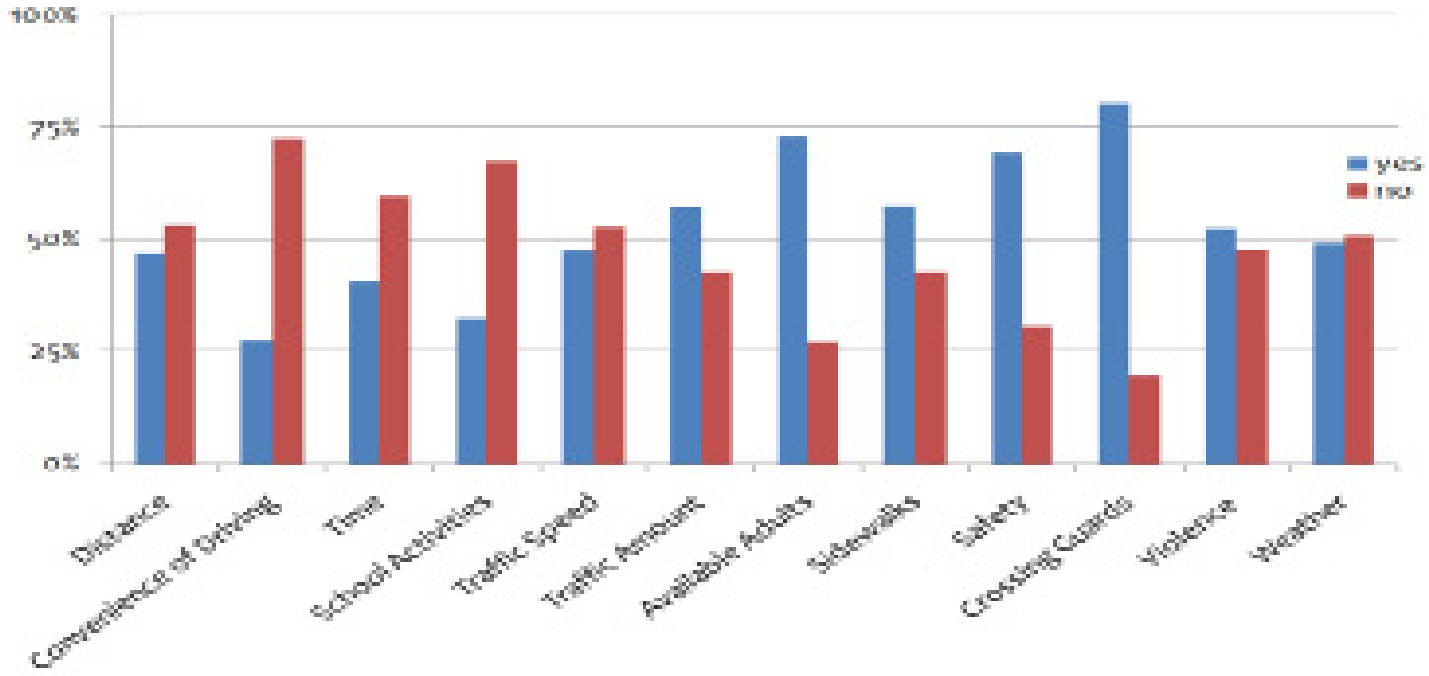
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. 6% , stated that they would never allow their child to walk or bike to school.

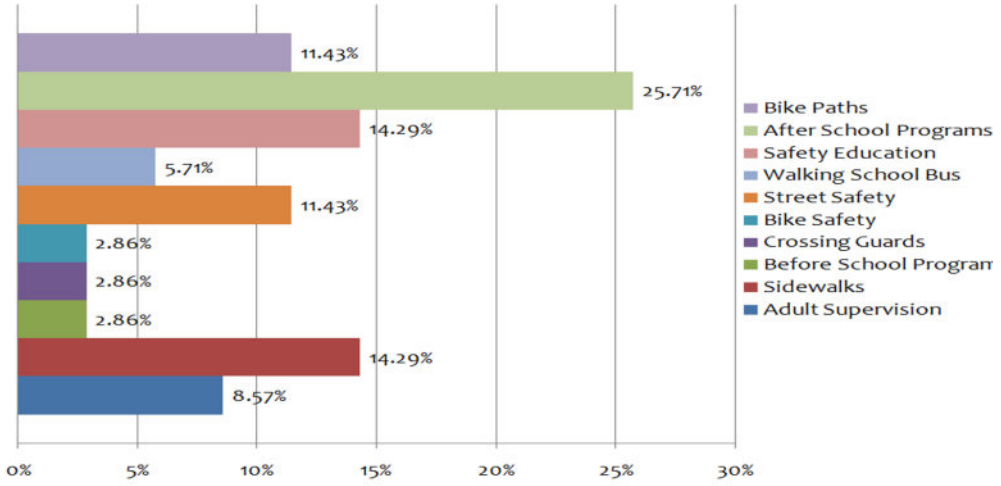


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included crossing guards, available adults and safety. The major issues brought up by parents were unsafe intersections and lack of sidewalks along routes to school.



Incentives/Programs



The top parent suggestions for increasing their child's/children's walking and biking were:

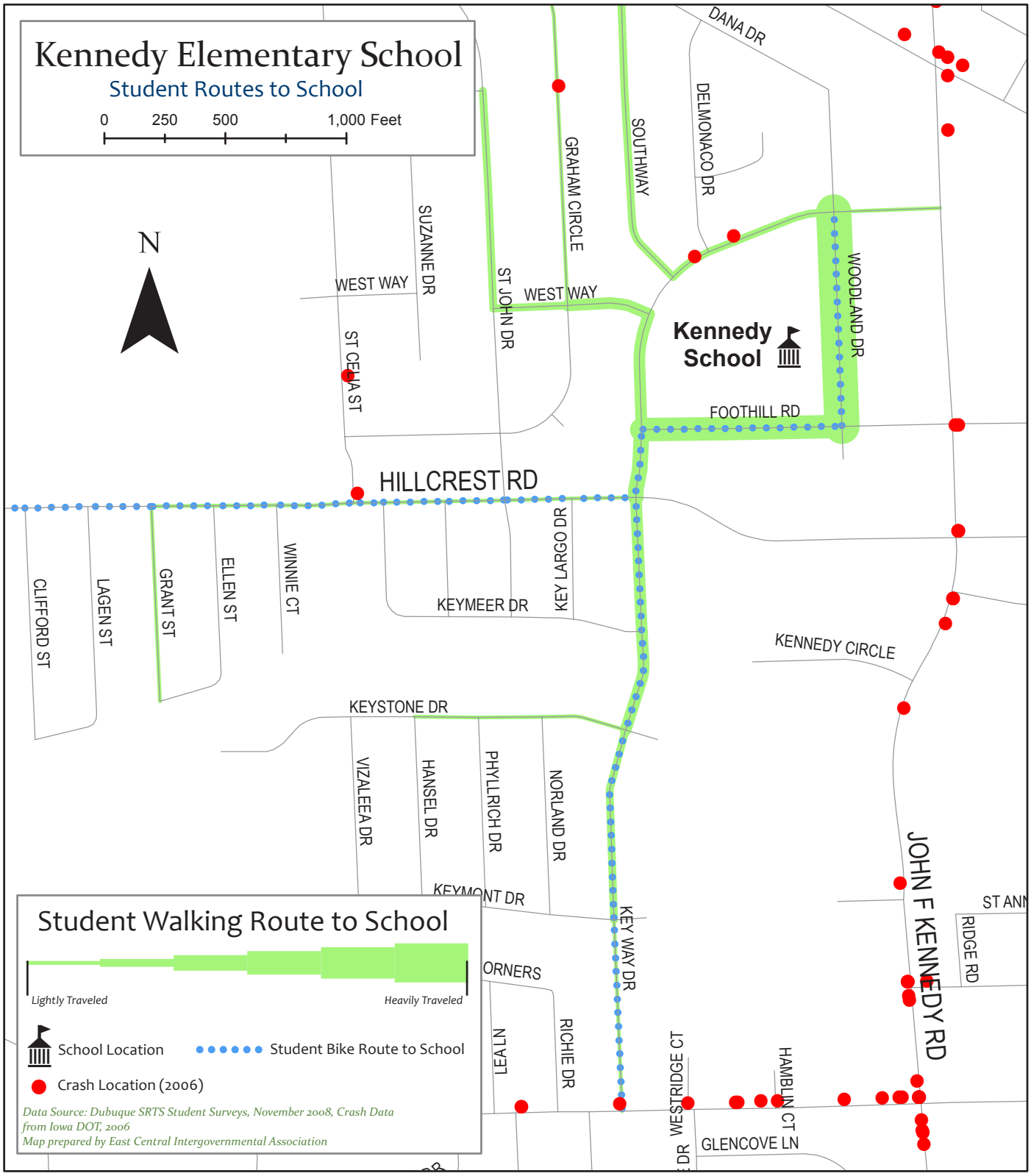
1. After school programs
2. Safety education
3. Sidewalks

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

1. NW Arterial
2. Asbury Rd
3. Foothill Ct
4. Hillcrest Rd

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	**Solution**
1	Unsafe Intersection: Keyway and Woodland Insufficient snow and ice removal	• Enforce snow removal regulations
2	Unsafe Intersection: Southway and Keyway	• Add painted crosswalks
3	Unsafe Intersection: Delmonaco and Keyway	• Add painted crosswalks
4	Foothill Rd • Bus lane on Foothill creates traffic congestion • Visibility- students and parents cross between parked cars and buses	• Add stop sign at bottom of Foothill • Add a crossing guard at the end of the bus lane • Add painted crosswalks
5	Foothill and Keyway intersection • Lack of stop sign • Sidewalks are not well maintained in front of apartments • Insufficient now and ice removal	• Add stop sign • Enforce snow removal regulations • Approach landlords regarding sidewalk maintenance and clearing
6	Unsafe Intersection: Hillcrest and Key Way • Heavy traffic • Street and sidewalks are in poor condition	• Improve sidewalk conditions
7	Hillcrest Rd	• Add crosswalks along Hillcrest going west
8	Unsafe Intersection: West Way and Keyway	

Kennedy Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Kennedy Elementary School.

Kennedy

Infrastructure

Reference Number	*Intersection*	*Projects*
KE1	Southway/Keyway	High visibility painted crosswalk
KE2	Delmonaco/Keyway	High visibility painted crosswalk
KE3	Foothill/School driveway	High visibility painted crosswalk
KE4	Foothill/School driveway	Adult crossing guards at arrival and dismissal
KE5	Foothill/School driveway	Stop sign
KE6	Foothill/Keyway	Stop sign
KE7	Hillcrest/Keyway	High visibility painted crosswalk
KE8	Foothill	Flashing school crossing lights at arrival and dismissal
KE9	Woodland	Flashing school crossing lights at arrival and dismissal

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*
	Foothill/Keyway	Meet with landlords and property owners regarding sidewalk maintenance and clearing
	Hilcrest/Keyway	Meet with landlords and property owners regarding sidewalk maintenance and clearing

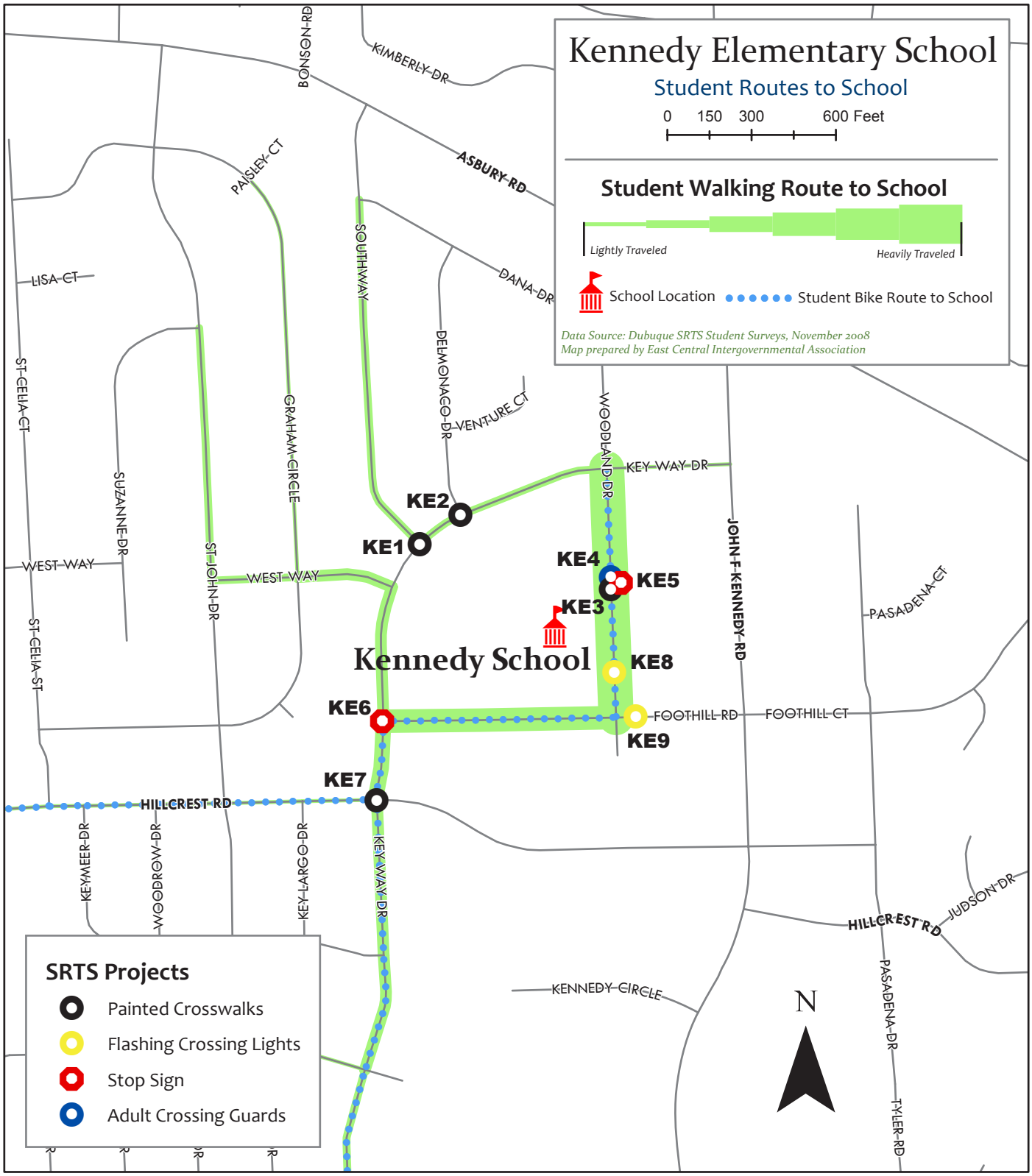
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
	Keyway/Woodland	Enforcement of existing snow removal regulations
	Foothill/Keyway	Enforcement of existing snow removal regulations

* Listed in multiple categories

Mapping Kennedy 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 6.



Lincoln Elementary School

School Location:
555 Nevada Street
Dubuque, Iowa 52001-6499

Present Conditions

Number of students: 336

Bus Service:
- Public Transit – Keyline Transit Red Line
- School District Bus Service

Parent Surveys

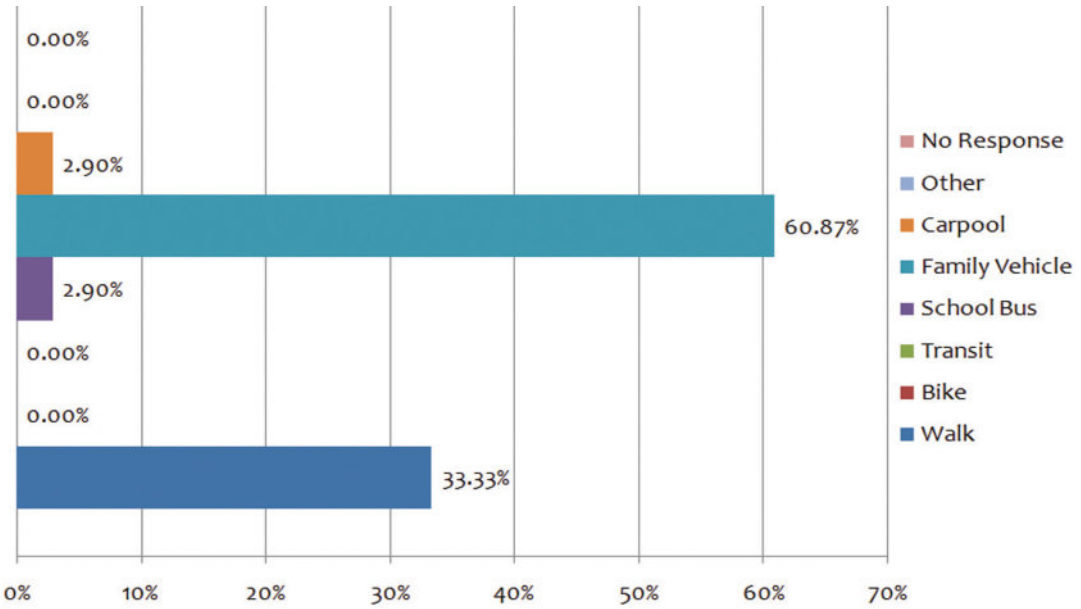
Student surveys were administered to parents of children attending grades K-5 at Lincoln Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

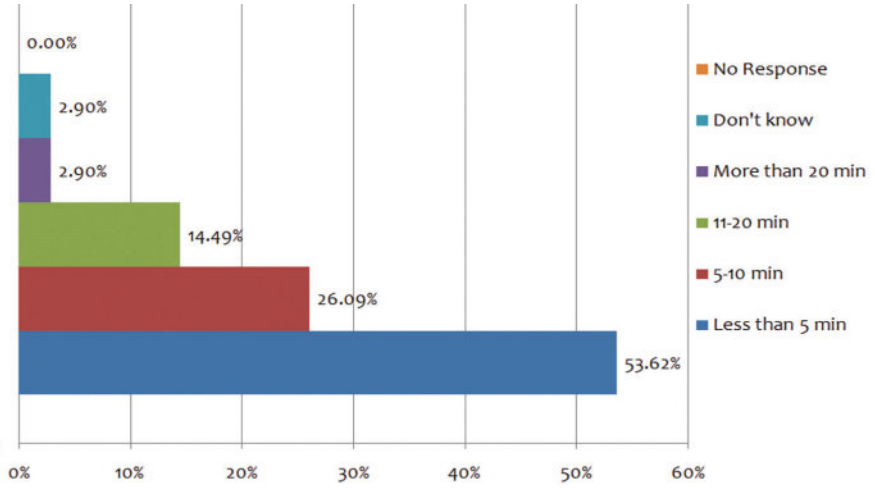
69 parents of students at Lincoln Elementary School responded to the survey, and this constitutes 20.54% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (60.87%) or walking (33.33%).



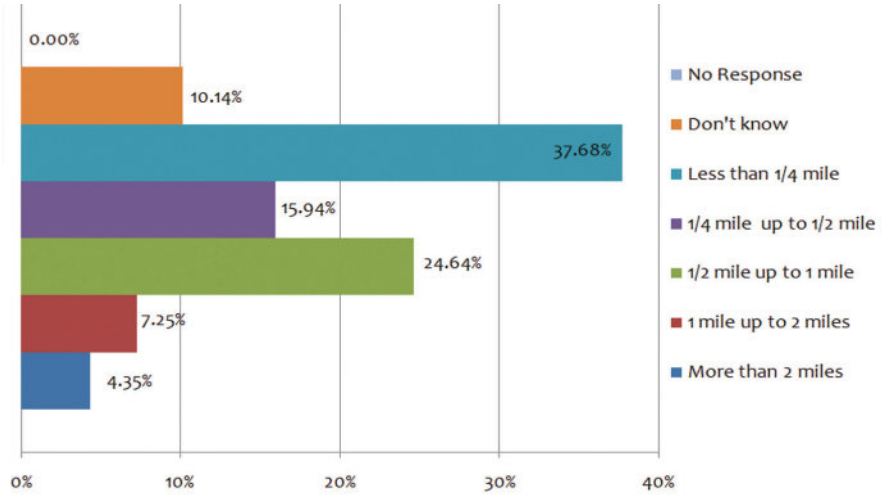
Travel Time to School

79.71% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



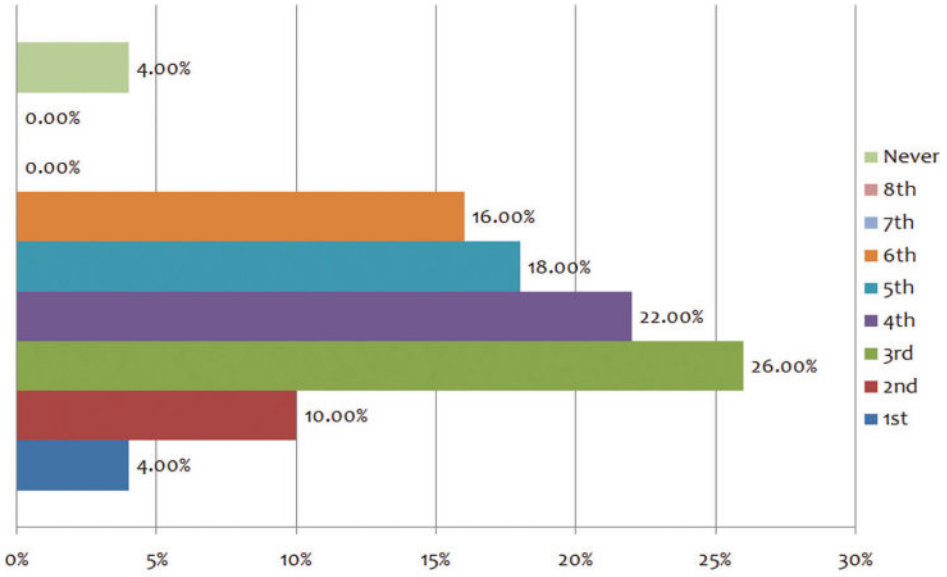
Travel Distance to School

53.62% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



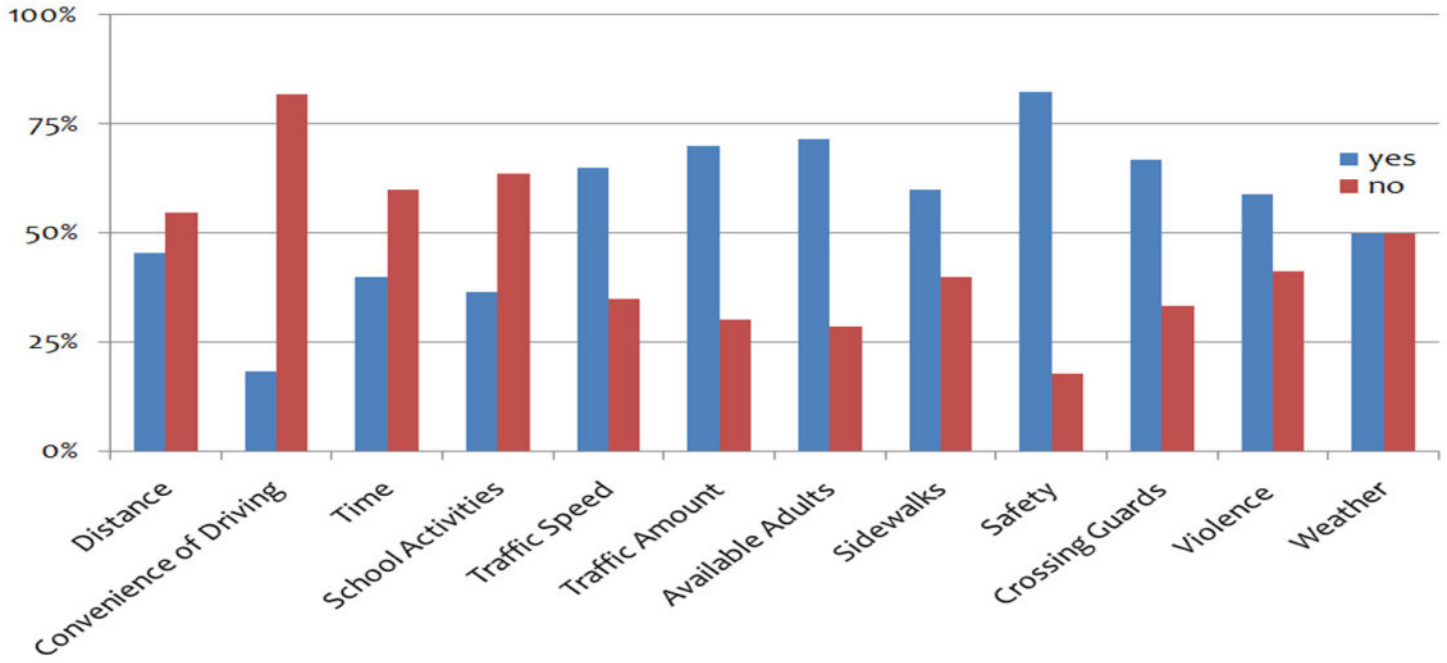
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 3rd grade as an appropriate, allowable age for a child to walk or bike to school. 4% stated that they would never allow their child to walk or bike to school.

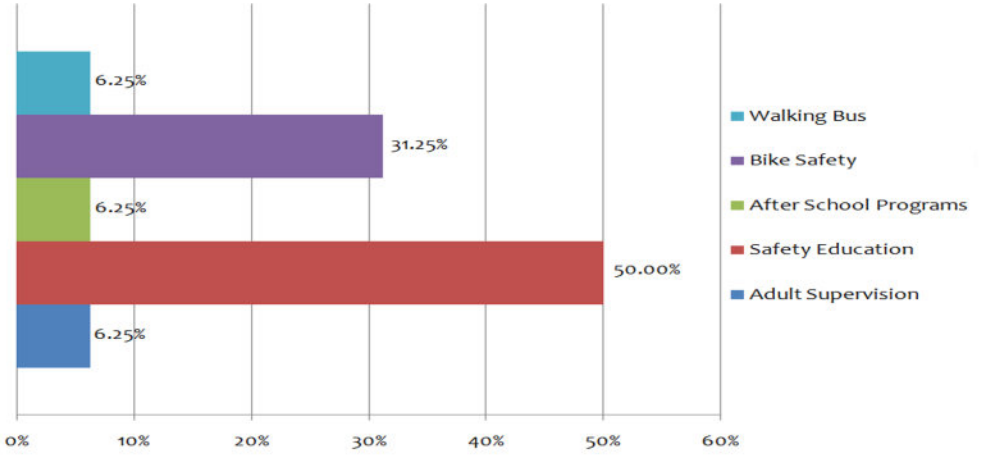


Environmental Factors Impacting Walking/Biking

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



Incentives/Programs

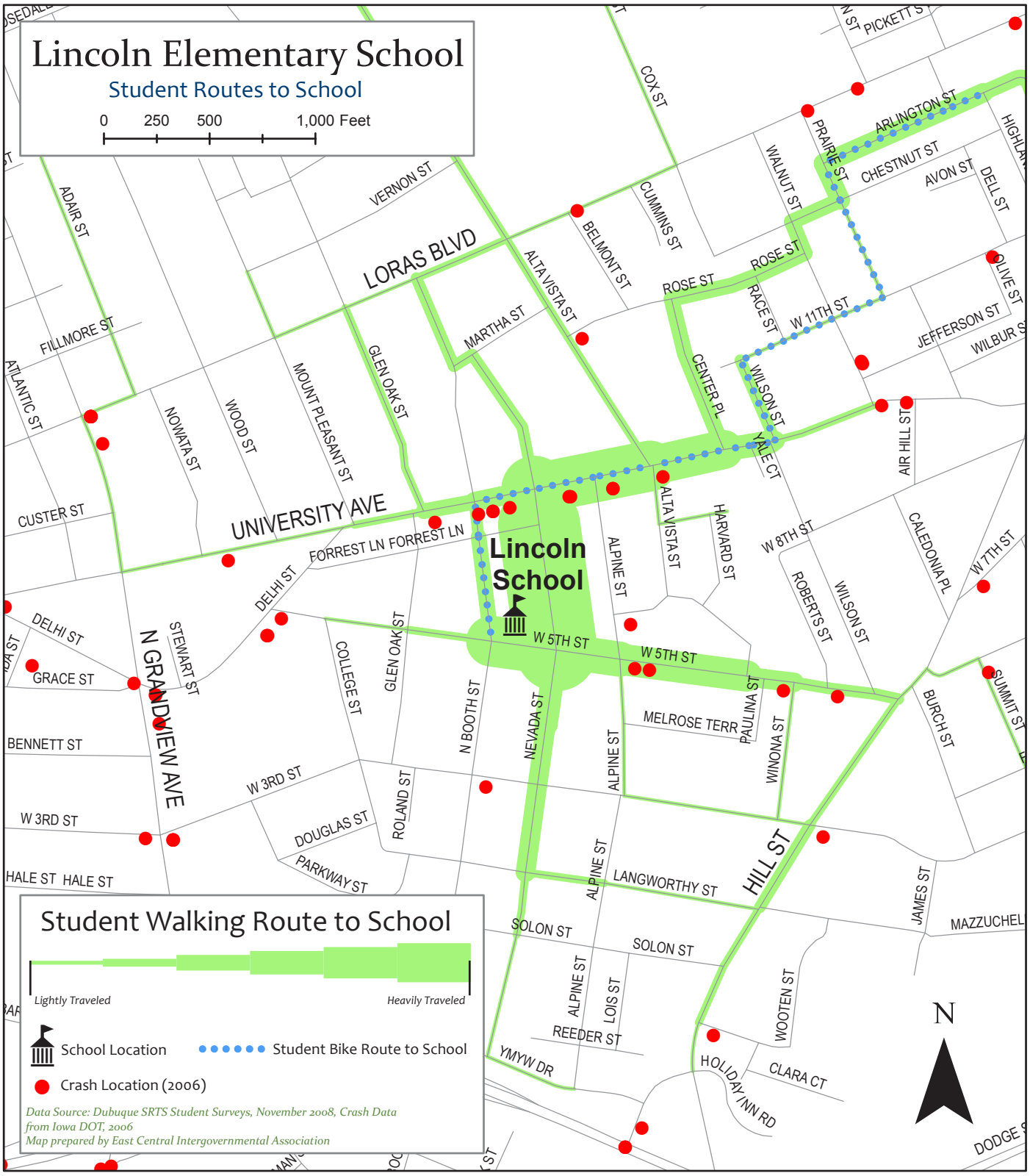


The top parent suggestions for increasing their child's/children's walking and biking were:
1. Safety education
2. Bike safety

The streets cited most often by parents as being unsafe included:
1. W 5th St
2. Intersections with University Ave
3. Nevada St

Mapping Student Routes

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



School Administrator Input

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

	Problem	Solution
1	Nevada St	• Make Nevada St. one-way going South
2	Unsafe crossing area: W 5th St • Parking creates bottleneck and "road rage" during arrival and dismissal times • vehicles are unaware of pedestrians	• Add school crossing signs • Have staff directing vehicles in drop-off area • Enforce speed limit • Provide education for drivers
3	Staff parking • Inadequate parking • Parking is unsafe for students cutting through while staff is parking	• Remove certain parking places to allow more drop-off areas
4	Unsafe intersection: Nevada and W 5th St • Heavy traffic in all directions • Blind corners - hilly landscape and cars parked near corners reduce visibility • Not enough signage to alert drivers they're in the vicinity of a school	• Need sign preventing cars from parking too close to corner • Increase maneuverability at corners with signage • Add flashing "school zone" sign to alert drivers about the vicinity of the school
5	Student behavior at University and Nevada intersection: • Students like to stop and play on snow piles in parking lot of car wash while cars may be entering business • Tendency of students to enter area behind business and climb wall (unsafe), avoiding adult direction to stay with plan and turn or cross at corner • Students want to cross Nevada rather than walk to corner and cross with safety patrol assistance	• Adult supervision • Safety education
6	Student behavior on University • Consistent efforts needed to have students cross at crosswalk rather than head across here to path leading to Loras through nativity field	• Adult supervision • Safety education
7	Student behavior in Nativity Field • Once students are out of our view, they cut through nativity field and get involved in physically aggressive acts	• Safety education
8	Presence of GWMS students during dismissal time • GWMS students bring language and unwelcome behaviors adding to the crowded and confusing conditions at dismissal	• Partner with GWMS administration/staff and Dubuque Police to remedy the situation
9	Student behavior near Jones Campus • Hand-in-hand preschool staff at Jones Campus often reports inappropriate behavior of Lincoln students on their campus after school	

Neighborhood Association Input

Staff met with the Hilltop Neighborhood Association 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 Hilltop Neighborhood members.

	Problem	Solution
1	Unsafe intersection: University and Booth Visibility issue: blind corners	• Limit parking on University within certain number of feet from the intersection
2	Unsafe intersection: Alpine and University Visibility issue: large parked vehicles	• Limit parking on University within certain number of feet of intersection
3	Unsafe intersection: Alta Vista and University Insufficient snow and ice removals	• Add a stop sign • Enforcement of stop or traffic calming measures to increase visibility and slow down traffic • Enforce snow removal regulations
4	Bicyclist and Pedestrian - general lack of awareness and knowledge of how to navigate traffic Drivers - general lack of awareness and knowledge of how to deal with bicycles and pedestrians	• Bicycle and pedestrian education for courtesy • Driver education and courtesy to pedestrians and awareness
5	University Ave - speed limit near school (currently 30 mph)	• Decrease speed limit to 25 mph • Enforcement of traffic regulations
6	Visitation curb ramps Insufficient ice and snow removal	• Enforce snow removal regulations
7	W 5th hill between Nevada and Booth Visibility issue: parked vehicles	• Limit parking during school drop off and pick up hours
8	Pedestrian litter	• Provide additional trash and recycling receptacles around school
9	Unsafe intersection: Wilson and University Insufficient ice and snow removal	• Enforce snow removal regulations
10	Storage for skateboards at Lincoln	• Provide skateboard storage at Lincoln
11	Unsafe intersection: Loras and Alta Vista	

Lincoln Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Lincoln Elementary School.

Lincoln

Infrastructure

Reference Number	*Intersection/Roadway*	*Projects*
LN1	Nevada	Portable stop sign
LN2	W 5th	Adult crossing guards at arrival and dismissal
LN3	Nevada/W 5th	Flashing school crossing lights at arrival and dismissal
LN4	Nevada/W 5th	High visibility painted crosswalks
LN5	Nevada/W 5th	Fully signalized intersection
LN6	University/Nevada	Adult crossing guards at arrival and dismissal
LN7	University/Nevada	Flashing school crossing lights at arrival and dismissal
LN8	University/Booth	Fully signalized intersection
LN9*	University/Booth	Limit parking near intersections
LN10*	University/Alpine	Limit parking near intersections
LN11	University/Alta Vista	Stop sign
LN12	University/Alta Vista	Curb extensions at all 4 corners
LN13	Loras/Alta Vista	Curb extensions at all 4 corners

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*
	Nevada	Make Nevada one-way southbound
	Booth	Make Booth one-way northbound
		Inform/educate students (bicycling and walking) and parents (driving motor vehicles) of safe routes and appropriate safe behaviors traveling to/from school
		Reconfigure staff parking area
		Implement a safe walking program to teach students where and when to cross, but also how to interact with other individuals along their route
		Partner with Washington Middle School administration/staff and Dubuque Police to address dismissal disruptions
		Provide skateboard storage
		Provide additional trash and recycling receptacles around school

Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
	W 5th	Enforcement of existing speed regulations
	Nevada/W 5th	Enforcement of existing parking regulations (proximity to corner)
	Nevada	Enforce parking regulations
	University/Booth	Limit parking near intersections
	University/Alpine	Limit parking near intersections
	University/Alta Vista	Enforcement of existing snow removal regulations
	University/Wilson	Enforcement of existing snow removal regulations
	University	Decrease speed limit during arrival and dismissal times
	University	Enforcement of existing speed regulations
	W 5th between Nevada and Booth	Enforce parking regulations

* Listed in multiple categories

Mapping Lincoln 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 7.

Marshall Elementary School

School Location:
1450 Rhomberg Avenue
Dubuque, Iowa 52001-2242

Present Conditions

Number of students: 267

Bus Service:
- Public Transit – Keyline Transit Gray Line
- School District Bus Service

Parent Surveys

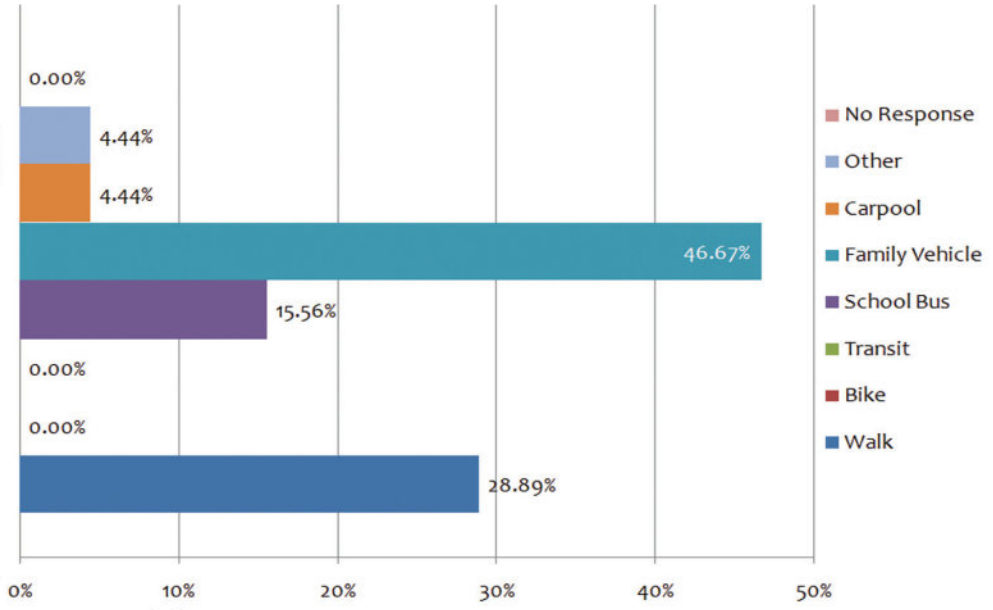
Student surveys were administered to parents of children attending grades K-5 at Marshall Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Additionally, parents of students who walk or bike to school were asked to draw their route to school on school area maps.

Travel Mode to School

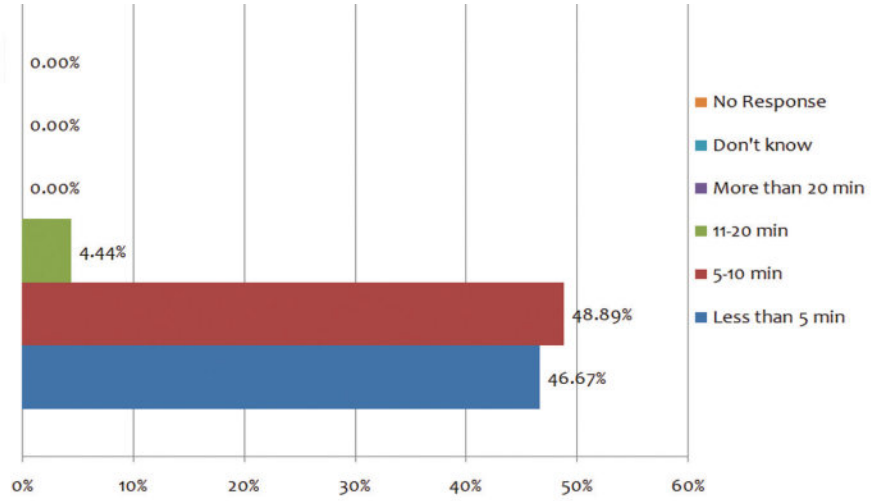
45 parents of students at Marshall Elementary School responded to the survey, and this constitutes 16.9% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (46.67%) or walking (28.89%).



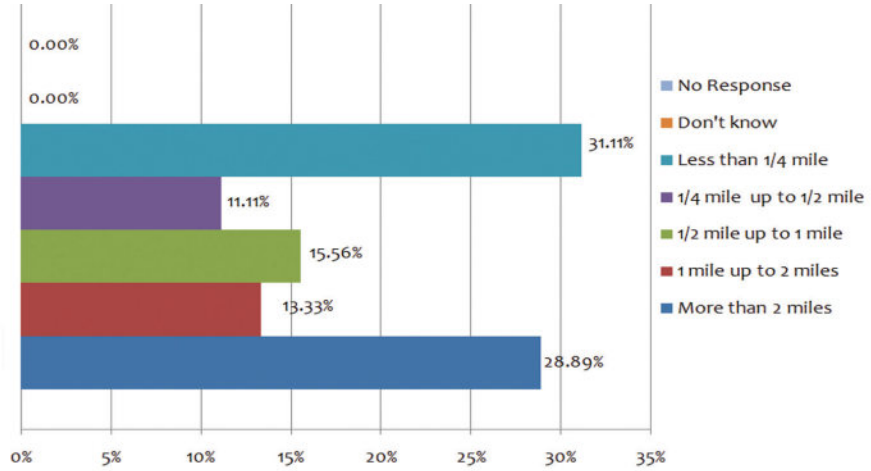
Travel Time to School

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



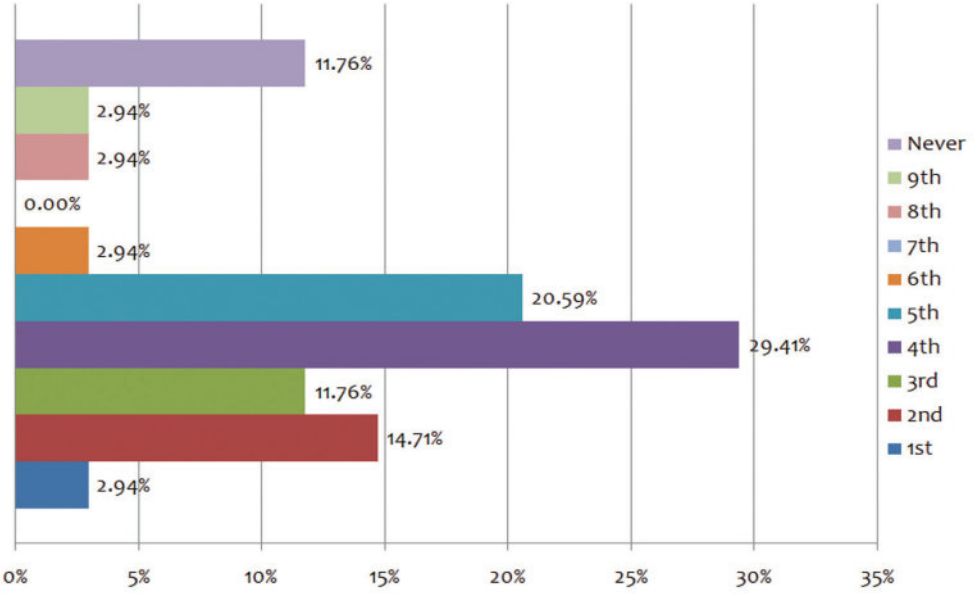
Travel Distance to School

42.22% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



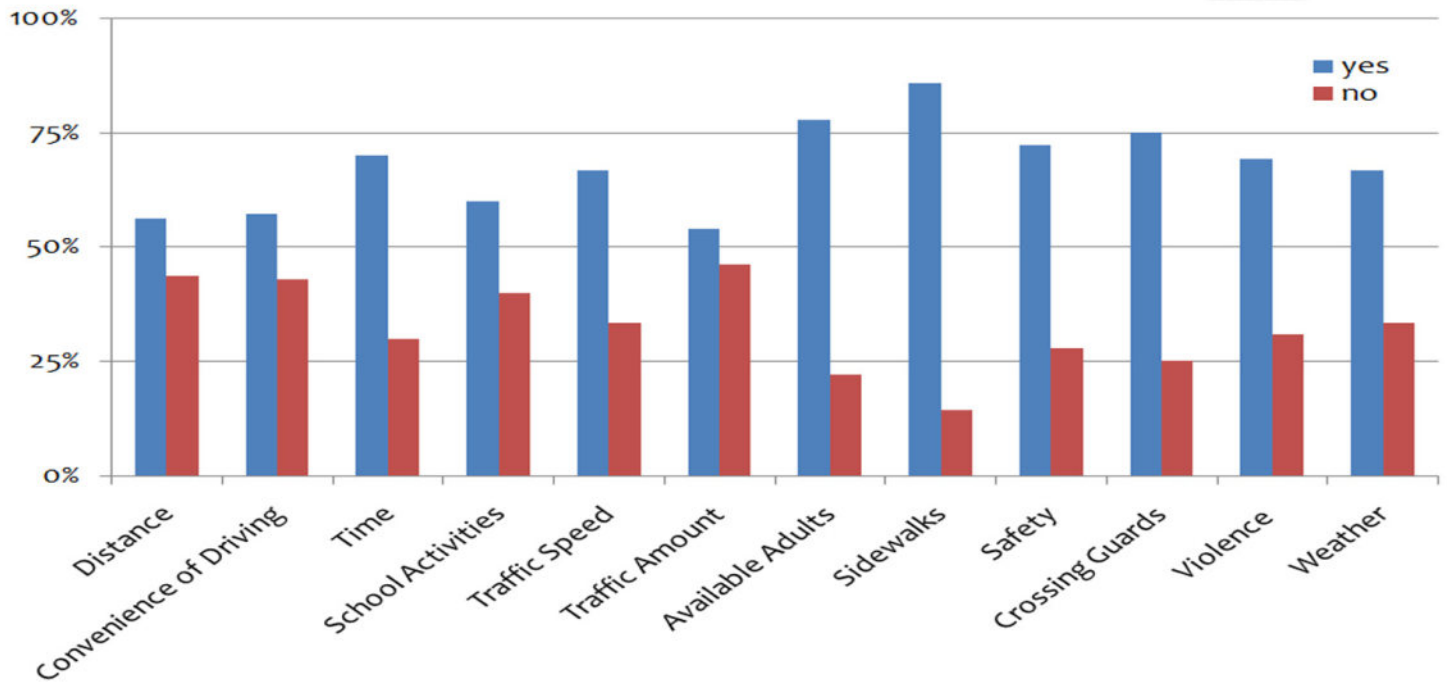
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. 11.76% , stated that they would never allow their child to walk or bike to school.

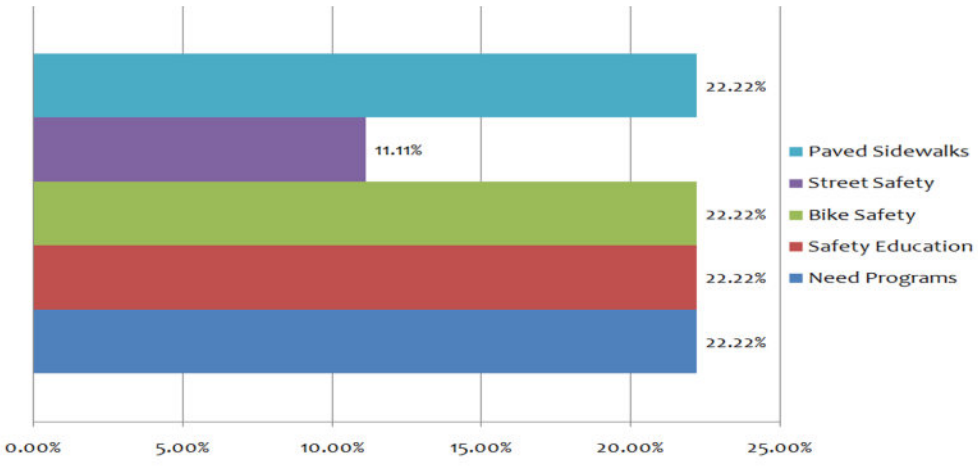


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included sidewalks, available adults and crossing guards. The major issues brought up by parents were a lack of sidewalks along routes to school.



Incentives/Programs

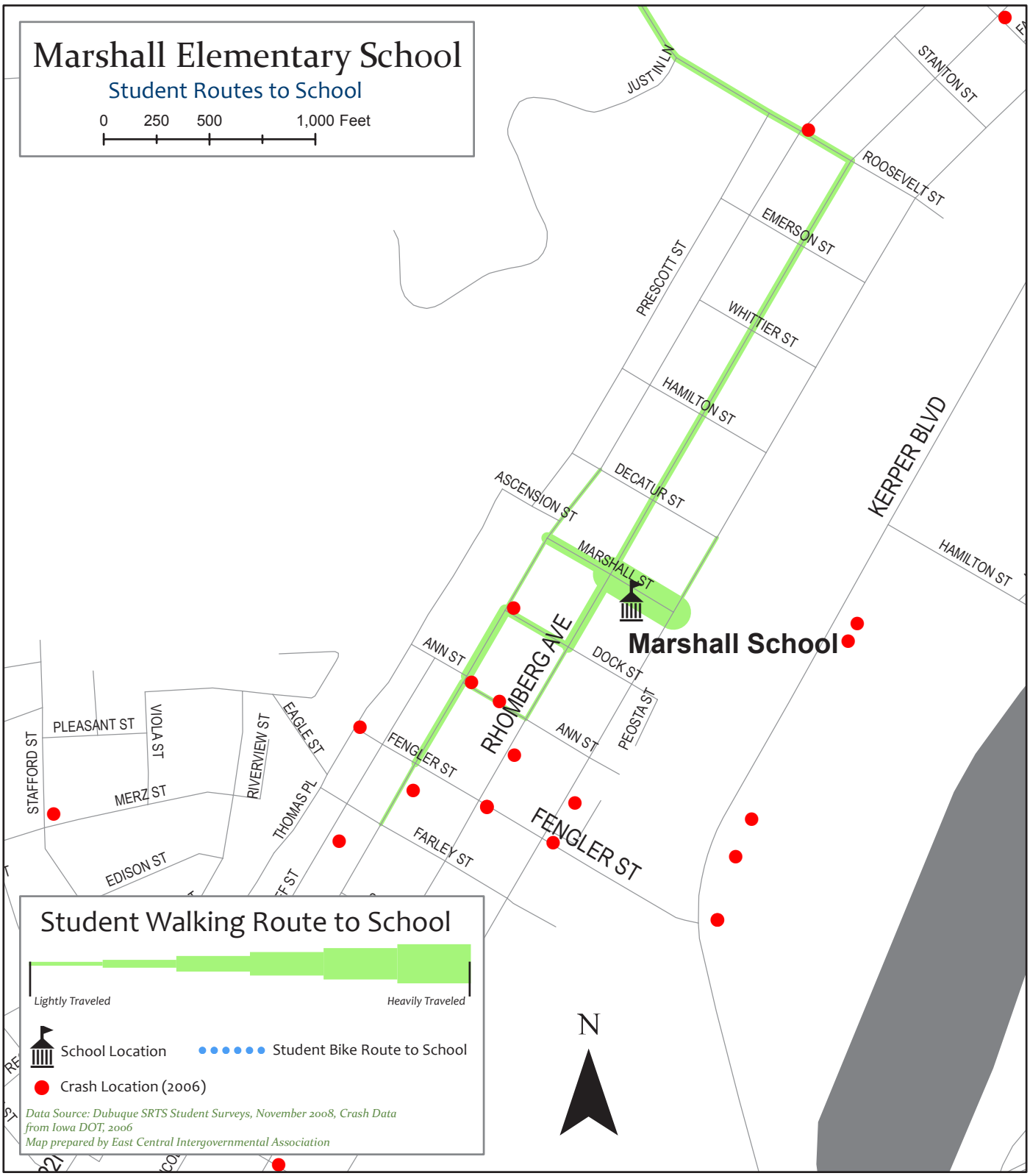


The top parent suggestions for increasing their child's/children's walking and biking were:
1. Safety education
2. Paved sidewalks
3. Bike safety

The streets cited most often by parents as being unsafe included:
1. Intersections with Lincoln St
2. Roosevelt St
3. Rhomberg Ave

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	Solution
1	Rhomberg Ave • Heavy traffic and cars exceeding speed limit • Insufficient snow and ice removal	• Decrease speed limit • Add traffic calming devices • Enforce speed limit • Enforce snow removal regulations
2	Garfield - traffic exceeds 25 mph speed limit	• Awareness campaign i.e. speed limit on Garfield • Add flashing yellow light and/or speed wagon • Enforce speed limit • Add traffic calming devices
3	Lincoln intersections - dense parking	• Add hourly parking • Alternate day parking sign
4	Roosevelt (N.W.) past Amelia has no sidewalks	• Create a trail for students living in new housing development to connect Shiras Ave • Build sidewalks
5	Marshall St. North of school Insufficient snow and ice removal	• Remove snow up to curb • OR make Marshall St. Emergency Snow Removal
6	Bikers on Lincoln, Rhomberg Ave, and Garfield have to ride on sidewalks due to heavy traffic and parking	• Build a bike lane on Rhomberg Ave, Lincoln, and Garfield • Organize a bike rodeo at Marshall
7	Unsafe intersection: Garfield and Marshall Visibility issue due to traffic bottleneck	• Add a stop sign • Add signage to limit parking only or limit hours for parking
8	Parking at arrival and dismissal times - one entrance to the parking lot causes congestion at arrival and dismissals	• Provide education about arrival and dismissal plans for parents • Prohibit parking in front of the school
9	Unsafe intersection: Rhomberg and Fengler Visibility issues and dense traffic	

Neighborhood Association Input

Staff met with the Point Neighborhood Association members 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 the Point Neighborhood Association members.

	Problem	**Solution**
1	School drop off area	• Move school drop-off location from Rhomberg to side streets • Have shared parking
2	Ann and Rhomberg intersection	• Education for crossing • Add painted crosswalks
3	Hand to hand policy does not allow children to walk home	• Hand to hand policy exceptions for special circumstances, ex. children living within specified radius of school with parent's permission

Marshall Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Marshall Elementary School.

Marshall

Infrastructure

Reference Number	*Intersection*	*Projects*
MA1	Rhomberg between Marshall and Dock	Curb extensions from exitsing no parking sign to North corner
MA2	Garfield/Marshall	Curb extension at NW corner of intersection
MA3	Garfield/Marshall	Fully signalized crosswalk
MA4	Roosevelt	Build sidewalks
MA5	Lincoln	Bike lane or sharrows
MA6	Rhomberg	Bike lane or sharrows
MA7	Garfield	Bike lane or sharrows
MA8*	Garfield/Marshall	Limit parking (hourly, alternate day, etc)
MA9	Rhomberg	Flashing school crossing lights at arrival and dismissal
MA10	Lincoln	Limit parking (hourly, alternate day, etc)

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*
	Rhomberg	Improve snow removal
	Lincoln	Limit parking (hourly, alternate day, etc)
	Marshall	Improve snow removal
		Organize a bike rodeo
	Garfield/Marshall	Limit parking (hourly, alternate day, etc)
	Rhomberg drop off area	Provide arrival and dismissal information to Move school drop off area from Rhomberg to

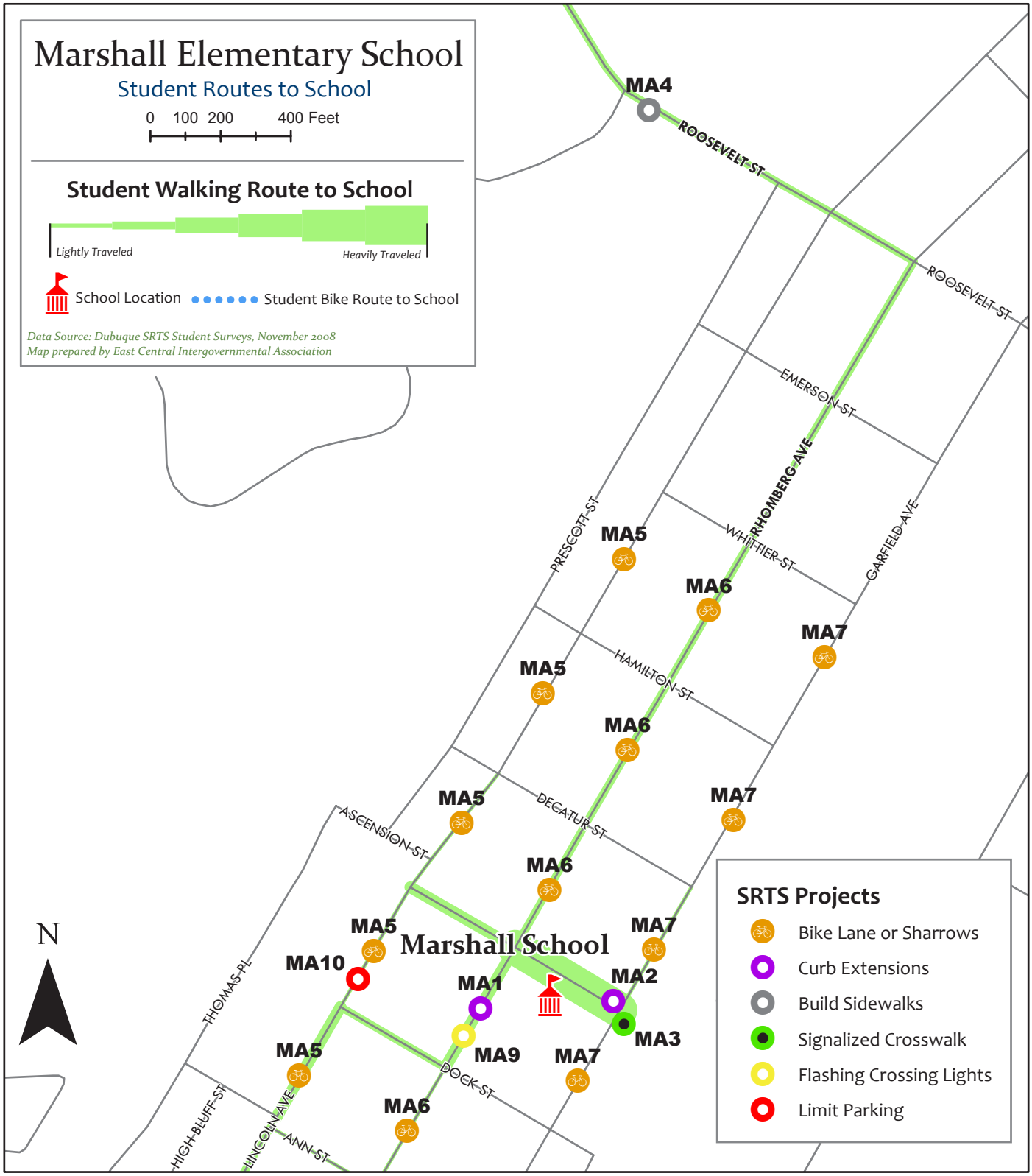
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
	Rhomberg	Decrease speed limit during arrival and dismissal times
	Rhomberg	Enforcement of existing speed regulations
	Garfield/Marshall	Enforcement of existing speed regulations
	Garfield/Marshall	Speedwagon to develop awareness of posted speed limit

* Listed in multiple categories

Mapping Marshall 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 6.



Mazzuchelli Middle School

School Location:
2005 Kane Street
Dubuque, IA 52001

Present Conditions

Number of students: 457

Bus Service:
- Public Transit – Keyline Transit Gray Line
- School District Bus Service

Student Surveys

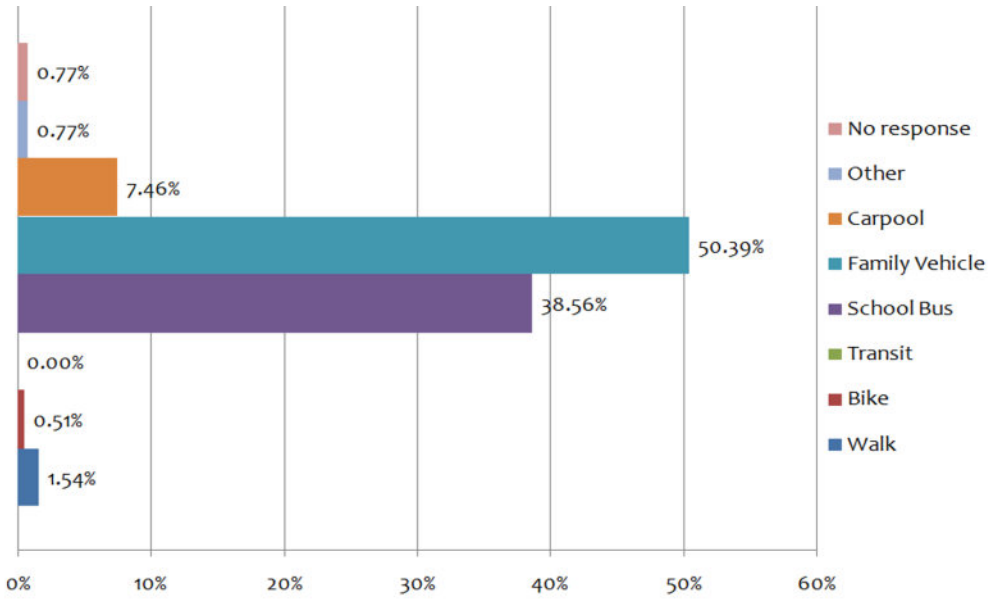
Student surveys were administered to 6-8 graders, at Mazzuchelli Middle School, during the month of November in 2008. During class, students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walk or bike to school were asked to draw their route to school on school area maps (see page 4).

Travel Mode to School

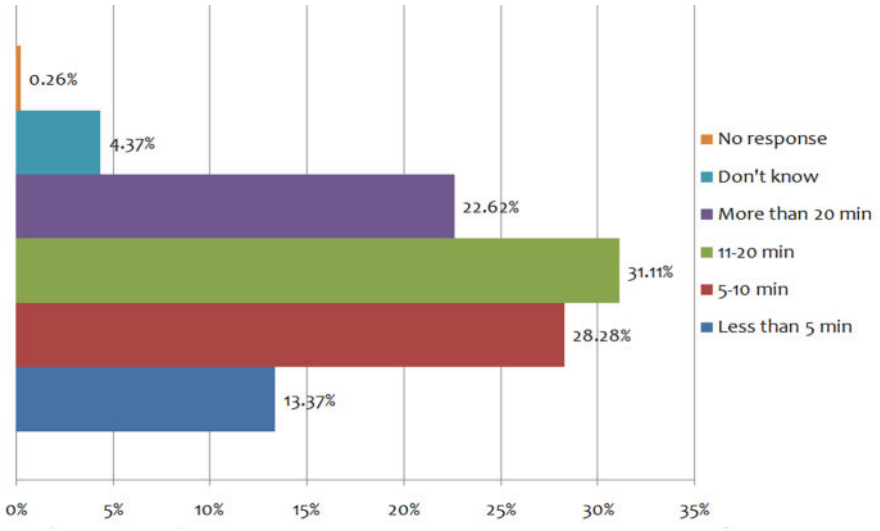
391 students responded to the survey, and this constitutes 85.56% of the student body.

Students responding to the survey travel to school by family vehicle (50.39%) or school bus (38.56%).



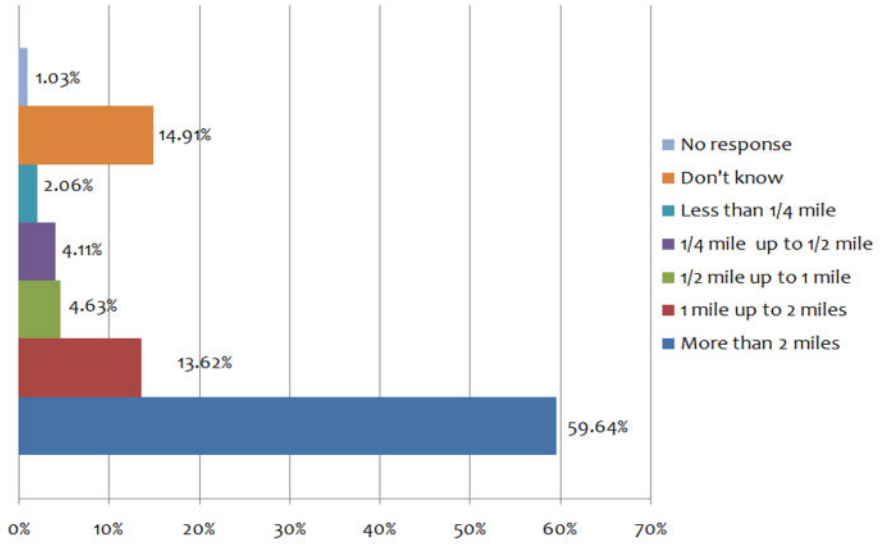
Travel Time to School

41.65% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

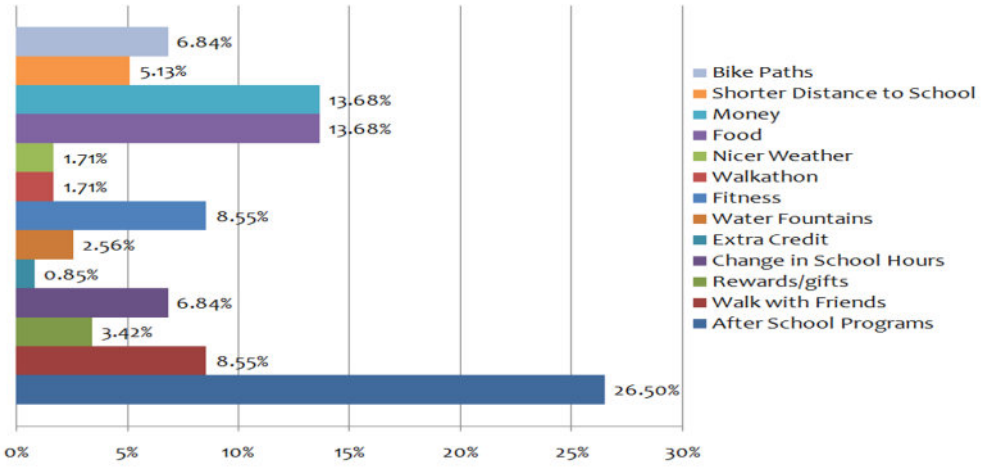


Travel Distance to School

Only 6.17% of students responding to the survey travel less than 1/2 mile to school, while 59.64% travel 2 miles or more to attend school.



Incentives/Programs

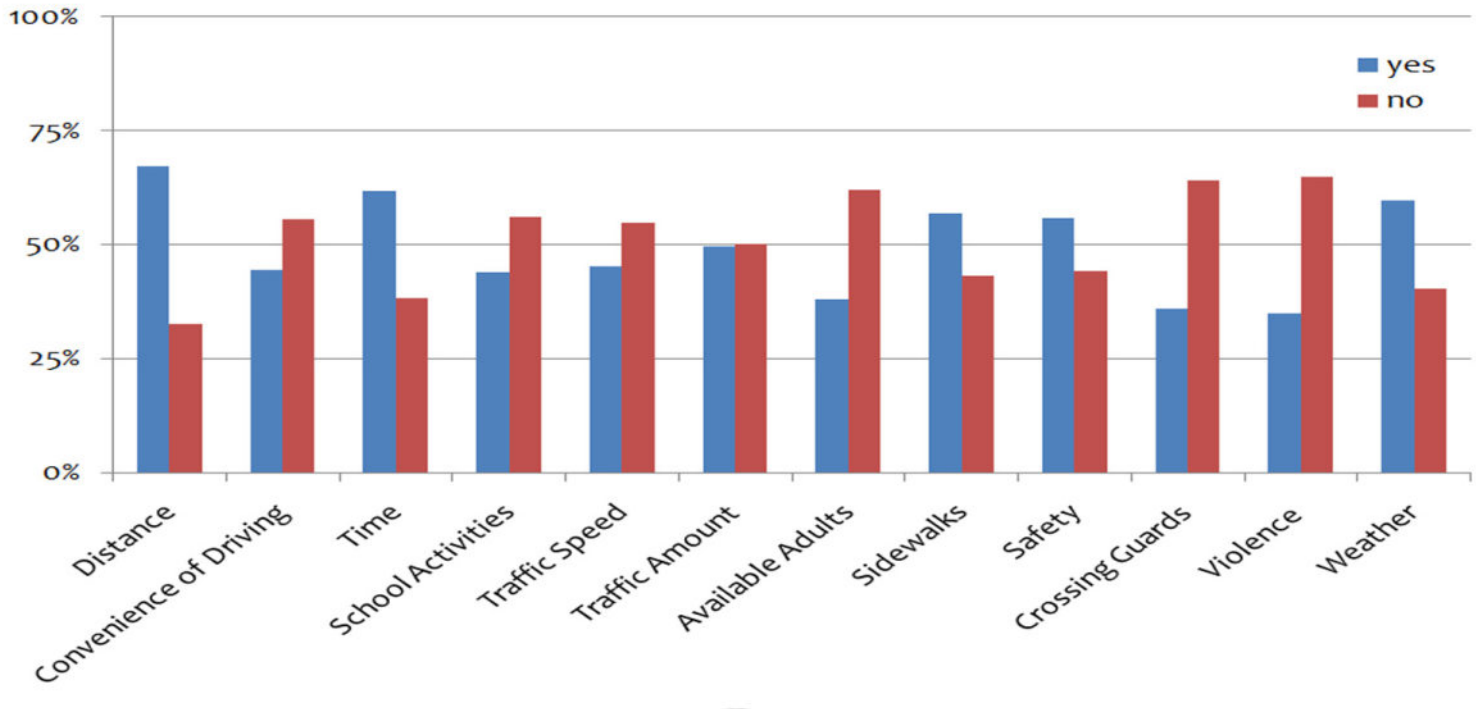


The top parent suggestions for increasing walking and biking were:
1. After School Programs
2. Money
3. Food

The streets cited most often by parents as being unsafe included:
1. JFK and Kauffmann
2. Grandview and Kauffmann
3. Intyersections with Kane St
4. JFK and Asbury Rd
5. Carter Rd and Kauffmann
6. Asbury Rd and NW Arterial

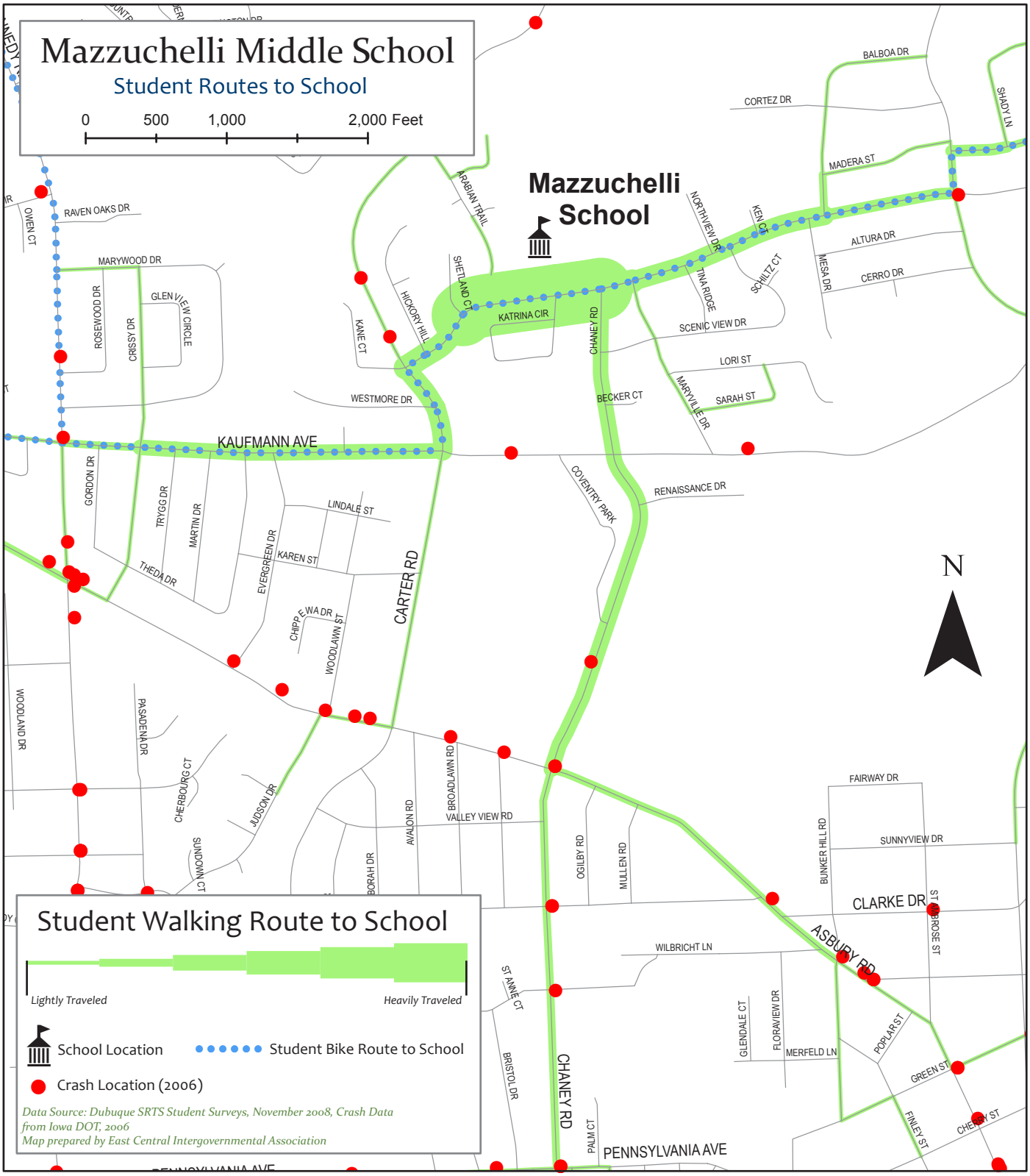
Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included distance and weather. The major issues brought up by students were distance, icy or snowcovered sidewalks, lack of sidewalks and unsafe intersections near the school.



Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	**Solution**
1	Unsafe intersection: Kane and Chaney intersection	• Add stop sign or stop light at intersection • Use improvement study • Painted crosswalks • Consider making intersection a 3-way stop during school hours
2	High speed on Carter Rd North of Kane St	• Enforce traffic regulations • Add traffic calming devices
3	Sidewalks on Carter Rd	• Improve sidewalks
4	Unsafe intersection: Kane and Carter	• Add a crosswalk
5	Arrival and dismissal congestion • Kane St has heavy traffic • Cars are backed up for a long distance • Entry to the school is blocked off with cones from 2:30-3:00pm (police recommendation)	

Mazzuchelli Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Mazzuchelli Middle School.

Mazzuchelli/Wahlert

Infrastructure

Reference Number	*Intersection*	*Projects*
MW1	Kane/Chaney	High visibility painted crosswalk
MW2	Kane/Chaney	Three-way stop
MW3	Carter	Chicanes or other calming devices
MW4	Carter/Kane	Curb extensions at all corners
MW5	Carter/Kane	High visibility painted crosswalk
MW6	Carter/Kaufmann	High visibility painted crosswalk
MW7	Carter	Build/improve existing sidewalks
MW8	Carter	Bike lanes
MW9	Carter	Flashing school crossing lights at arrival and dismissal
MW10	Kaufman East of Chaney	Flashing school crossing lights at arrival and dismissal
MW11	Kane East of Maryville	Flashing school crossing lights at arrival and dismissal

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*

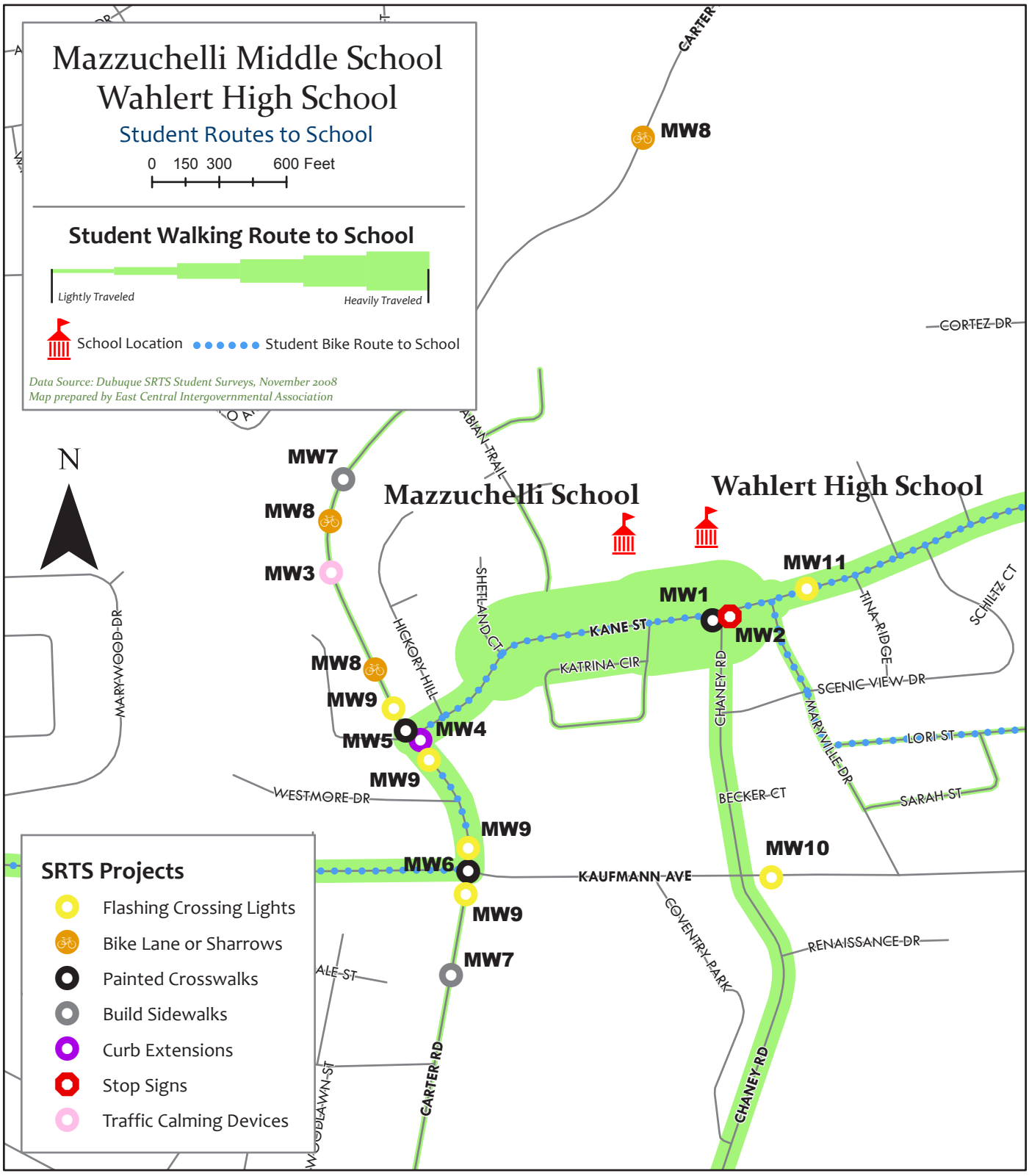
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
	Carter/Kane	Enforcement of existing speed regulations School driveway/entrance blocked with cones from 2:30-3pm
	Carter	Decrease speed limit

* Listed in multiple categories

Mapping Mazzuchelli 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 6.



Prescott Elementary School

School Location:
1151 White Street
Dubuque, Iowa 52001-5070

Present Conditions

Number of students: 265

Bus Service:
- Public Transit – Keyline Transit Gray, Green, Red, and Orange Lines
- School District Bus Service

Parent Surveys

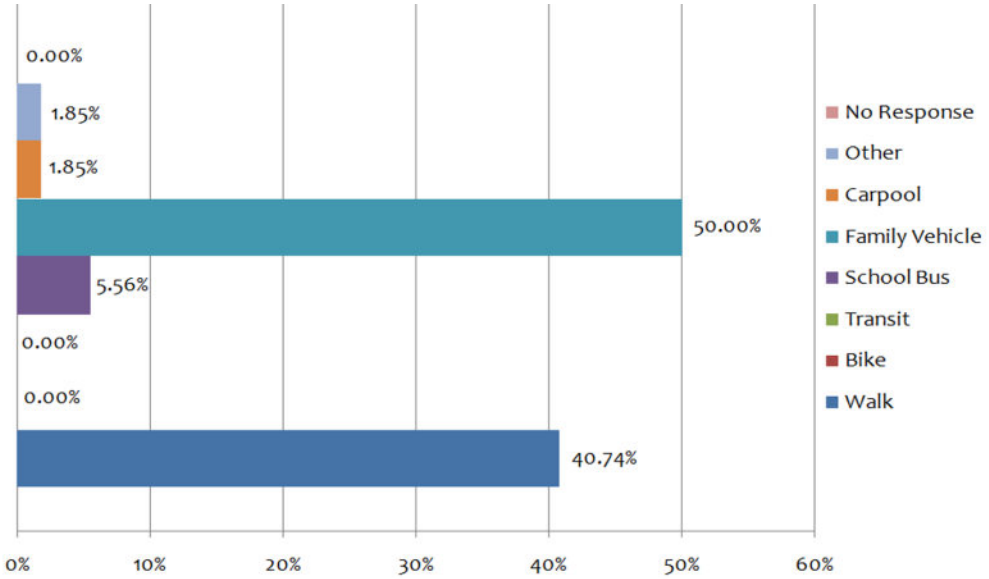
Student surveys were administered to parents of children attending grades K-5 at Prescott Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

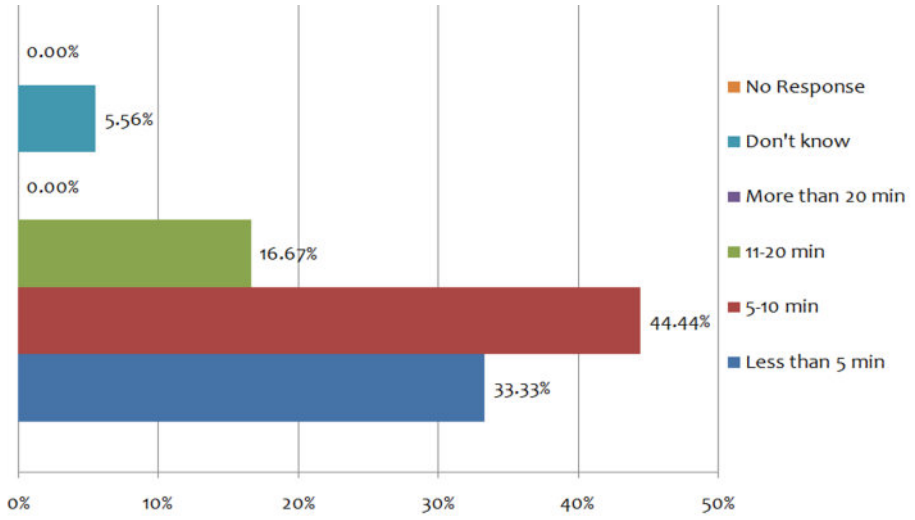
54 parents of students at Prescott Elementary School responded to the survey, and this constitutes 20.38% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (50%), followed by walking (40.74%.)



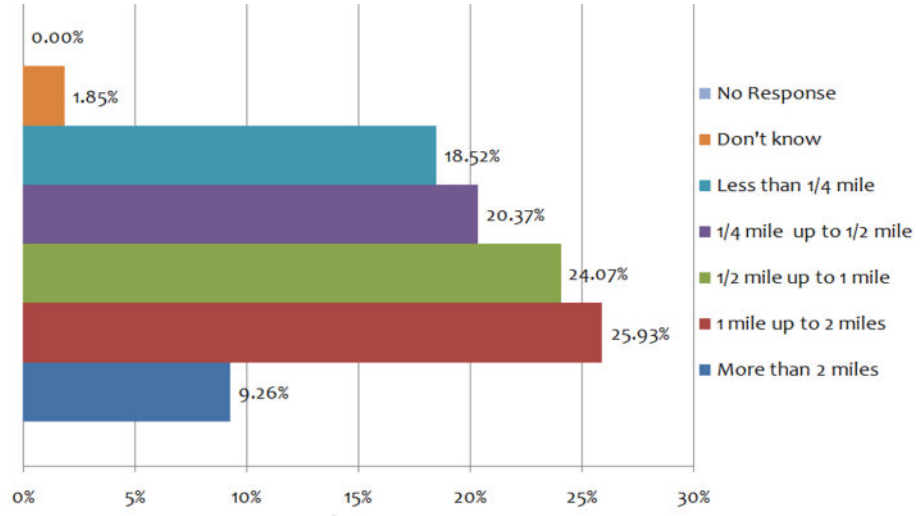
Travel Time to School

77.77% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



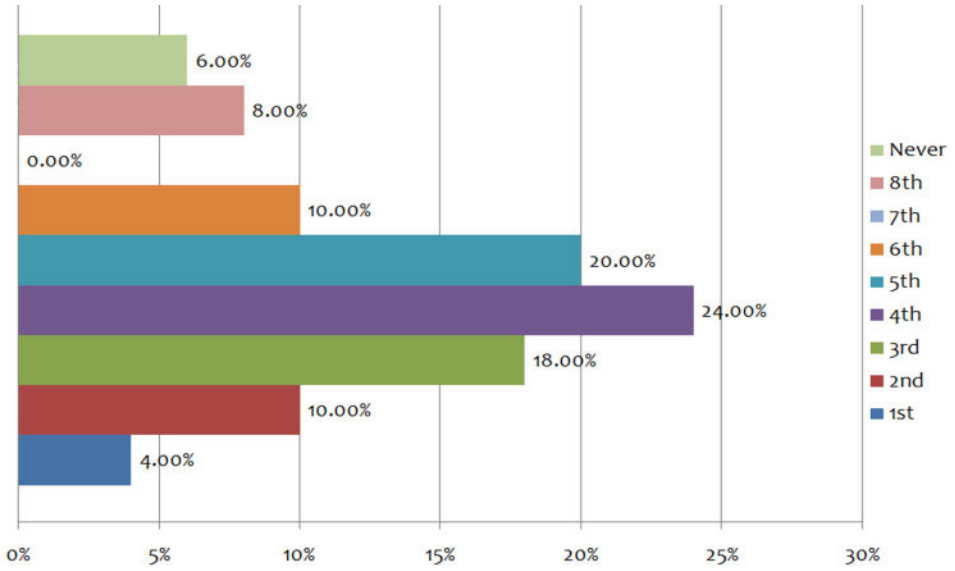
Travel Distance to School

38.89% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



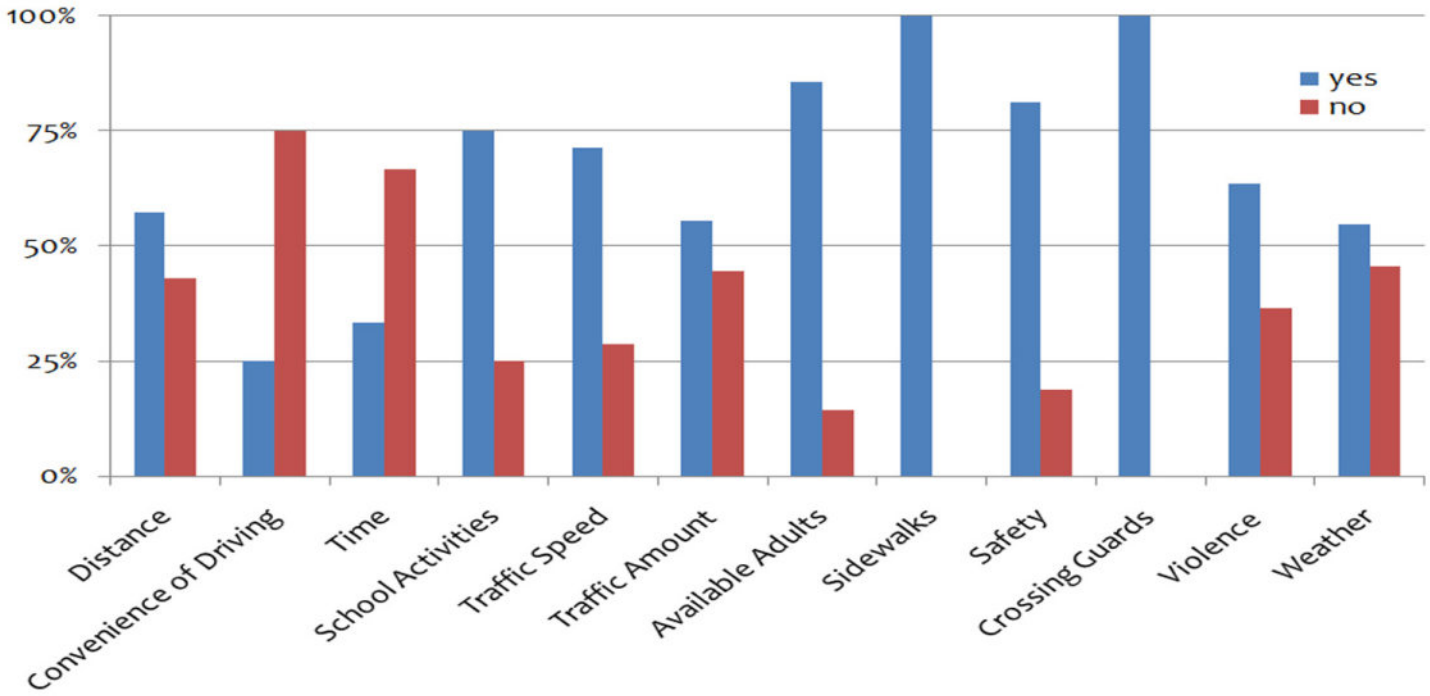
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. 6%, stated that they would never allow their child to walk or bike to school.

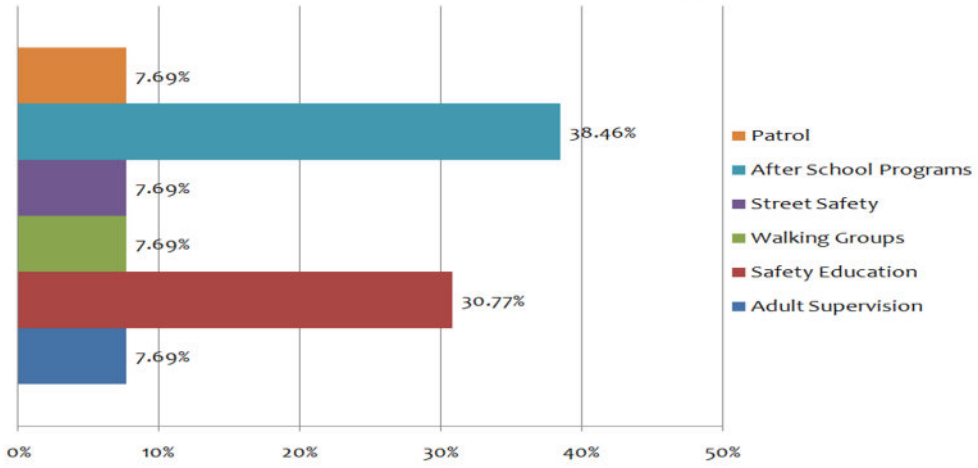


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included availability of crossing guards, additional sidewalks, and safety. The major issues brought up by parents were unsafe street intersections and traffic.



Incentives/Programs

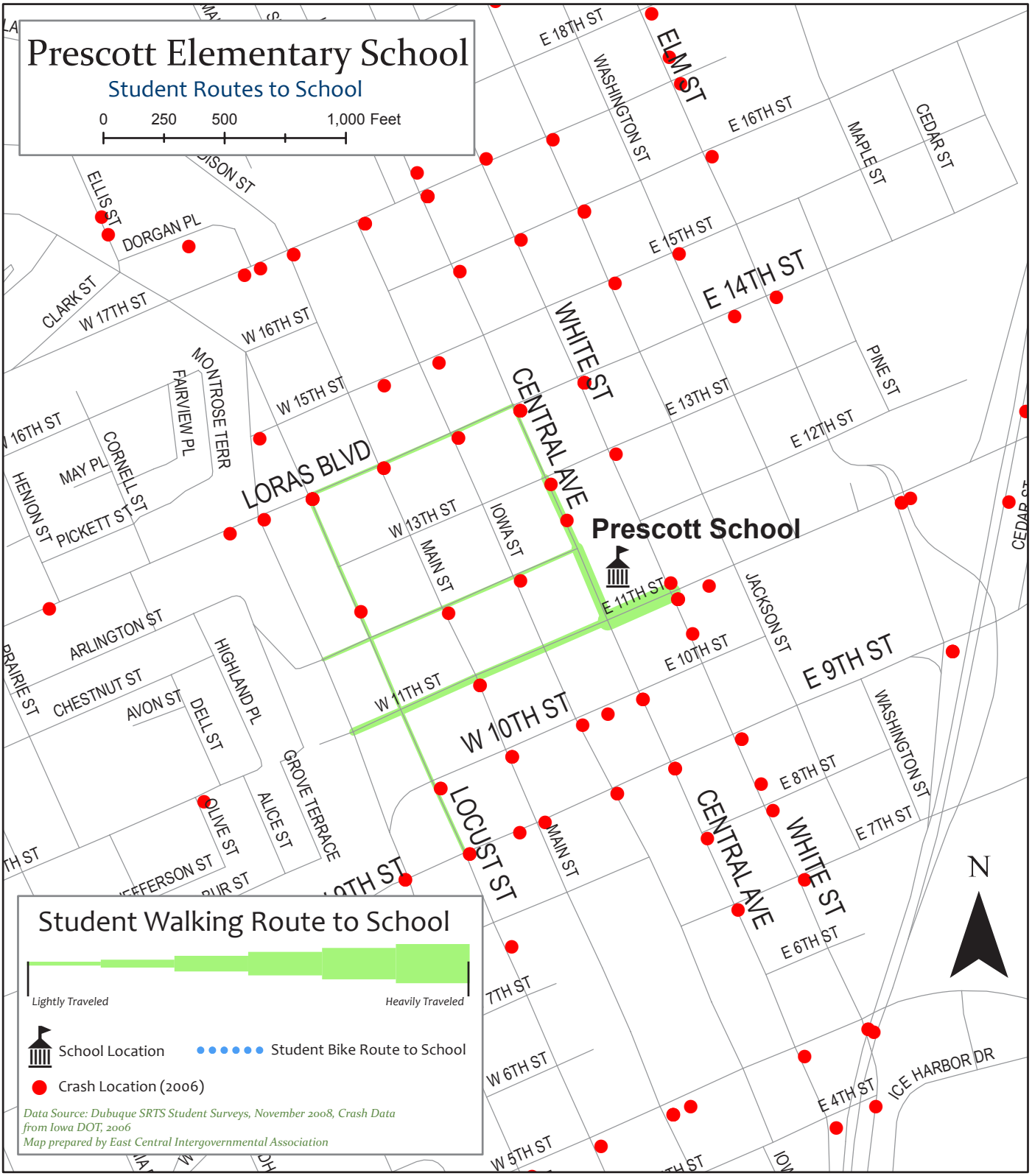


The top parent suggestions for increasing their child's/children's walking and biking were:
1. Safety education
2. After School Programs

The streets cited most often by parents as being unsafe included:
1. Intersection at Bluff St and 12th St
2. 17th St
3. Central Ave
4. Intersection at White St and 11th St
5. Iowa St

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	**Solution**
1	Lack of bike racks	• Add bike racks near bus stops
2	Prescott security – there is AM PM youth violence outside of school	• Increase foot and bike patrols and have guards at arrival and dismissal
3	Staff parking process	• Provide numbered parking for staff
4	Education and Incentives	• Emphasize the importance of bike helmets and crosswalks • Provide bike education and incentives • Give points to walkers or bikers as incentives • Create special projects • Organize a "bike rodeo"
5	School entrance - families jaywalking	• Provide education for parents and families
6	Unsafe Intersection: 14th St and White	• Add countdown stoplight and painted crosswalk
7	Unsafe Intersection: 13th St and White	• Add a stop light
8	Unsafe Intersection: 13th St and Jackson	• Add a painted crosswalk
9	Unsafe Intersection: Central and 13th	• Add stop light
10	Multicultural Center entrance – crossing to get to the Multicultural Center becomes problem for pedestrians	• Add a paintedcrosswalk • Direct students toward a crosswalk • Educate students on how to cross the street • Multi Cultural Family Center crossing guards

Neighborhood Association Input

Staff met with the Downtown and Washington Neighborhood Association members 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 the Downtown and Washington Neighborhood Association members.

	Problem	Solution
1	Unsafe Locust and W 13th intersection	• Create awareness for pedestrians and cars
2	Visibility of pedestrian traffic in alleys	
3	W Locust • Very narrow • Uneven sidewalks	• Limit parking on both sides • Improve sidewalk conditions • Grant park extension to 16th St
4	Sidewalk obstruction on Bluff between 9th and 11th	• Clear out obstruction
5	12th and Main snow and ice buildup at curb areas	• Enforcement of snow clearing policies
6	Jackson Park (16th and Iowa St and 16th and Main)	• Addition of children playing sign
7	17th and Locust lacks visibility	• Add street lighting
8	11th and Bluff intersection	• Add painted crosswalks
9	11th and Locust intersection	• Add painted crosswalks
10	13th and Iowa intersection	• Add painted crosswalks
11	13th and Central	• Add painted crosswalks
12	17th, Madison and Main St intersection	• Add a 4 way stop
	Motor vehicles - lack of awareness and knowledge of how to deal with bicycles and pedestrians. Bicyclists and Pedestrian - lack of awareness and knowledge of how to navigate traffic	• Continue to inform/educate students and parents of safe routes and appropriate safe behaviors traveling to/from school

Washington Neighborhood Association

	Problem	Solution
13	Motor vehicles - lack of awareness and knowledge of how to deal with bicycles and pedestrians Bicyclists and Pedestrian - lack of awareness and knowledge of how to navigate traffic	• Continue to inform/educate students and parents of safe routes and appropriate safe behaviors traveling to/from school
14	Safety	• Neighborhood safety team to monitor and reinforce • No cell phones around schools while driving
15	White St, Jackson St. and 12th St - no space for bikers on sidewalks	• Add painted bike lanes

Prescott Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Prescott Elementary School.

Prescott

Infrastructure

Reference Number	*Intersection/Roadway*	*Projects*
PR1	Prescott Campus	Bike racks
PR2	14th/White	High visibility painted crosswalks
PR3	14th/White	Fully signalized intersection
PR4	13th/White	Fully signalized intersection
PR5	13th/Jackson	High visibility painted crosswalks
PR6	13th/Central	Fully signalized intersection
PR7	13th/Locust	Flashing school crossing lights at arrival and dismissal
PR8*	W Locust	Limit parking
PR9	W Locust	Extend Grant Park to 16th St.
PR10	16th/Iowa	Children playing sign
PR11	16th/Main	Children playing sign
PR12	17th/Locust	Additional street lighting
PR13	11th/Bluff	High visibility painted crosswalks
PR14	11th/Locust	High visibility painted crosswalks
PR15	13th/Iowa	High visibility painted crosswalks
PR16	13th/Central	High visibility painted crosswalks
PR17	White	Bike lane or sharrows
PR18	Jackson	Bike lane or sharrows
PR19	12th	Bike lane or sharrows

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*
		Inform/educate students (bicycling and walking) and parents (driving motor vehicles) of safe routes and appropriate safe behaviors traveling to/from school
		Reconfigure staff parking area (numbered parking)
		Implement a frequent biker/walker or mileage club to provide incentives for walking and biking to school
		Organize a bike rodeo

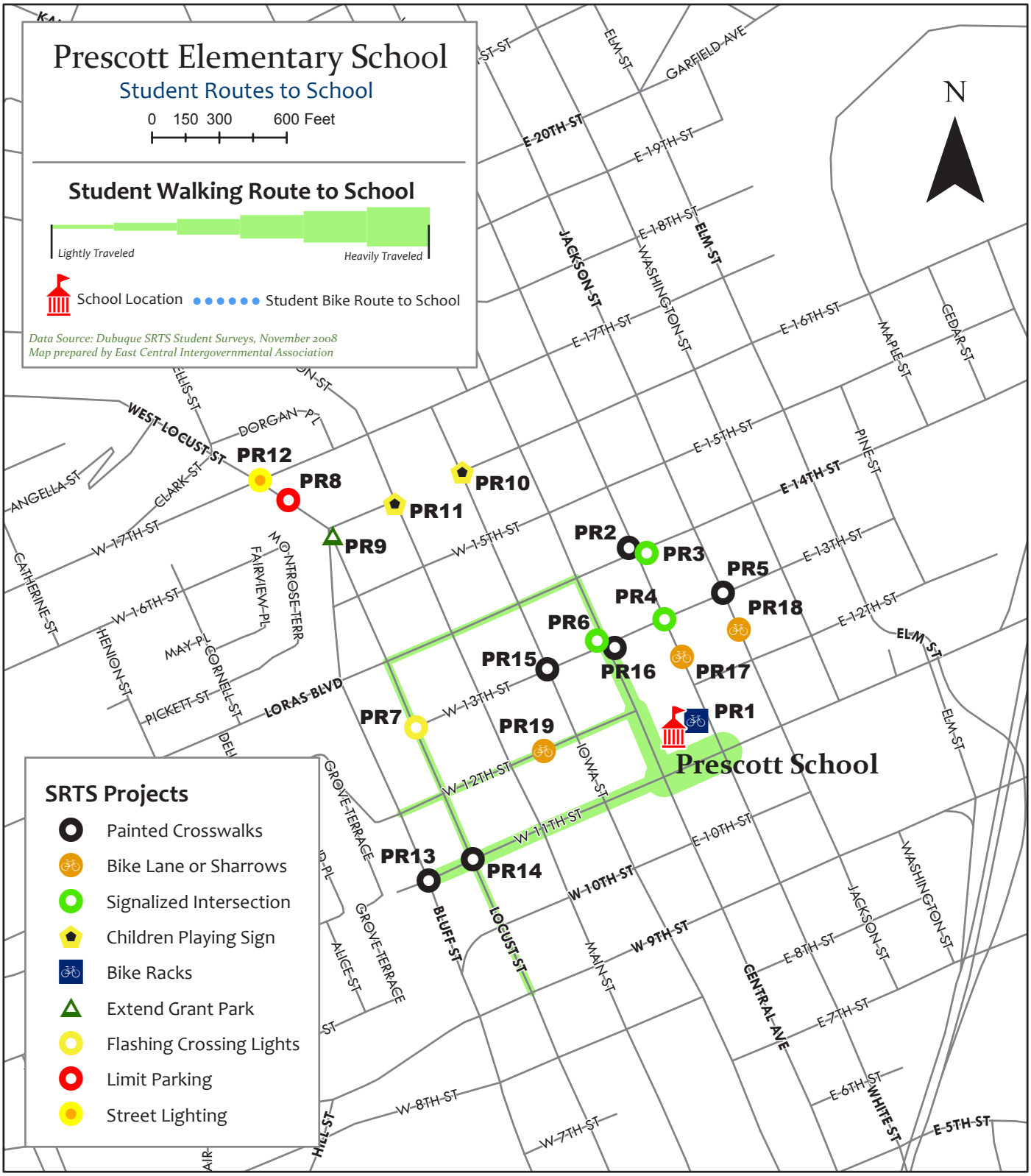
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
		Increase foot and bike patrols at arrival and dismissal
	W Locust	Limit parking
	12th/Main	Enforcement of existing snow removal regulations

* Listed in multiple categories

Mapping Prescott 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 7.



Resurrection Elementary School

School Location:
4300 Asbury Road
Dubuque, Iowa 52001-3411

Present Conditions

Number of students: 287

Bus Service:
- Public Transit – Keyline Transit Green Line
- School District Bus Service

Parent Surveys

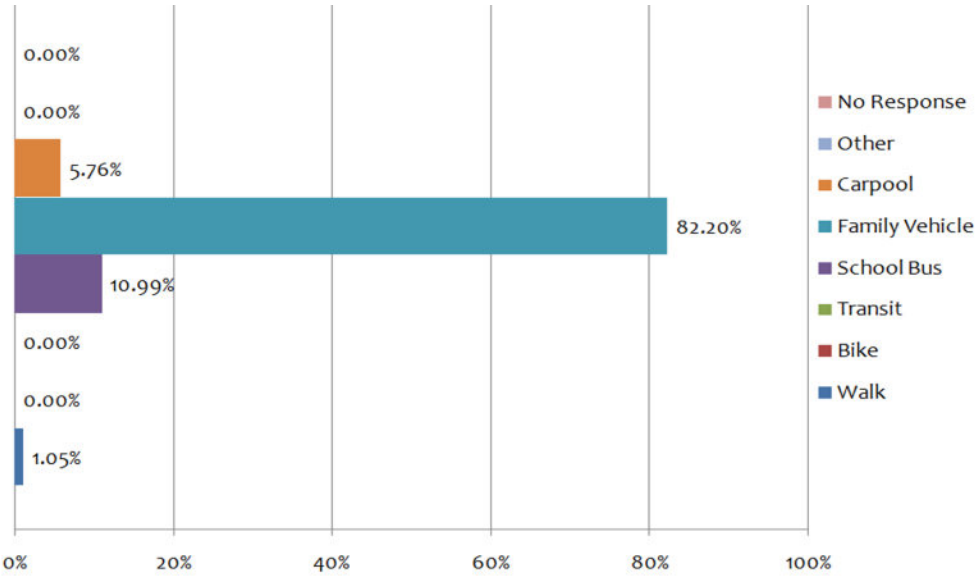
Student surveys were administered to parents of children attending grades K-5 at Resurrection Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

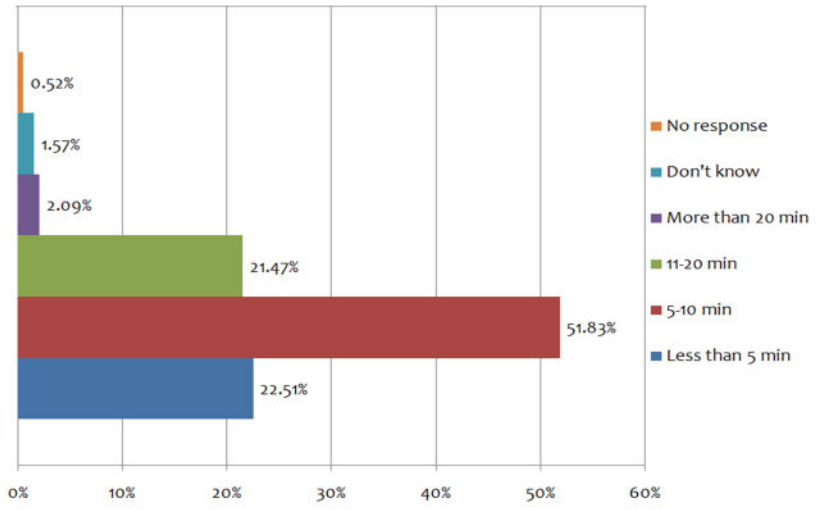
191 parents at Resurrection Elementary School responded to the survey, and this constitutes 66.55% of the student body.

Parents responding to the survey stated that their child travels to school most often by family Vehicle (82.2%) or school bus (10.99%).



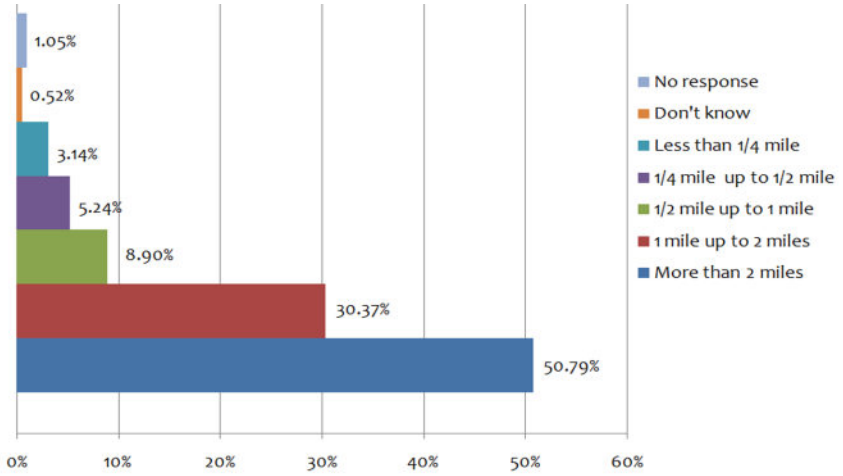
Travel Time to School

74.34% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



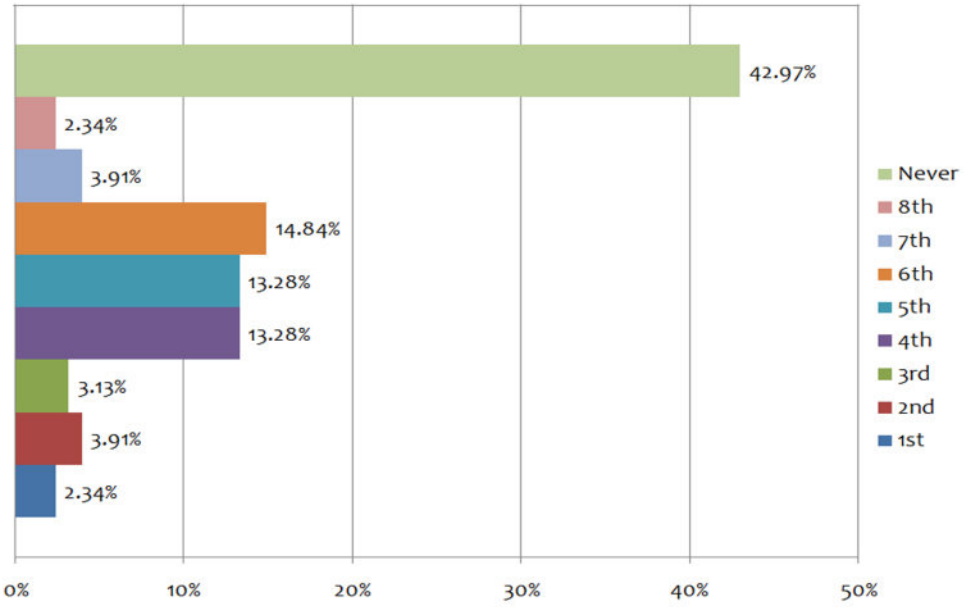
Travel Distance to School

8.38% of parents responding to the survey stated that their child travels less than 1/2 mile to school. 50.79% of students travel 2 miles or more to arrive at school.



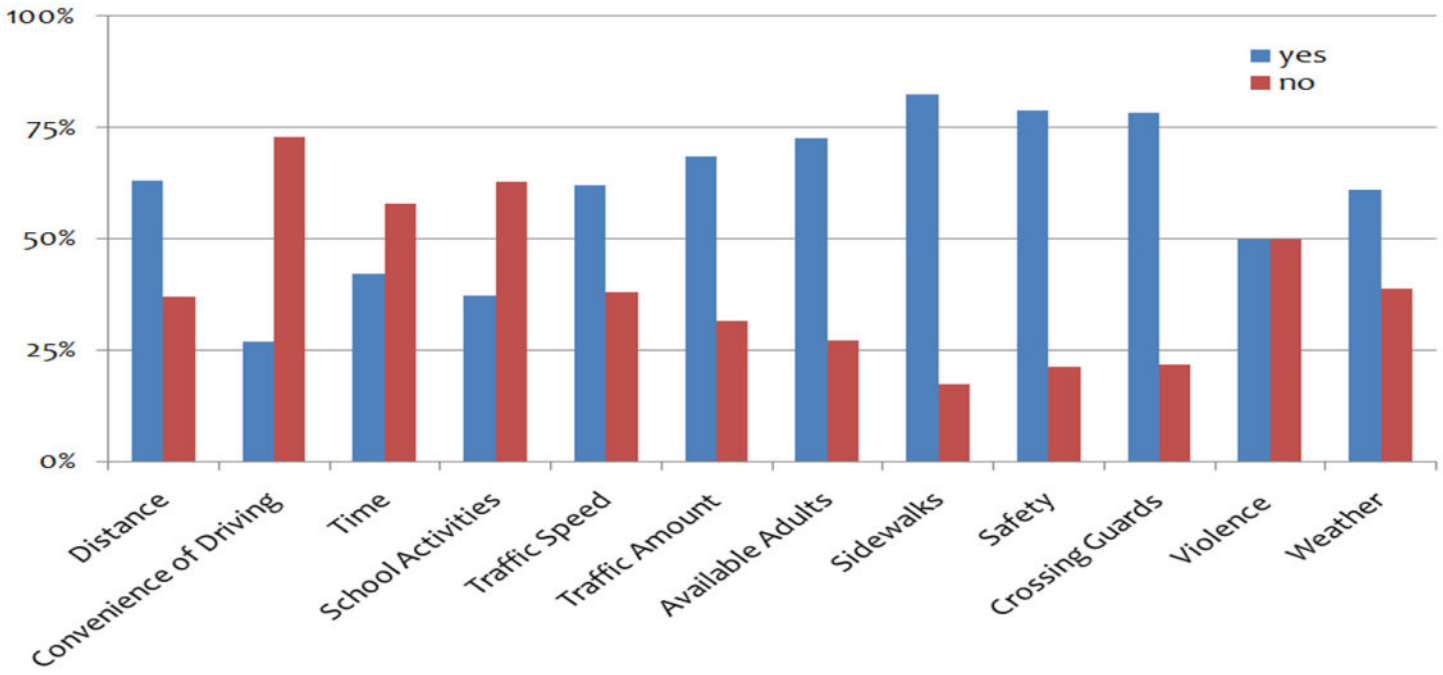
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 6th grade as an appropriate, allowable age for a child to walk or bike to school. A large percentage, 42.97% , stated that they would never allow their child to walk or bike to school.

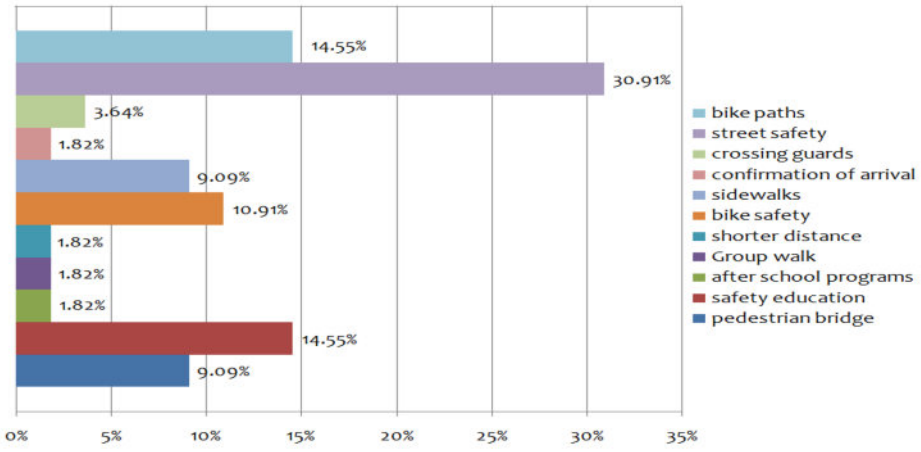


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included additional sidewalks, crossing guards and safety. The major issues brought up by parents were a lack of sidewalks, unsafe intersections and high traffic levels on the routes to school.



Incentives/Programs

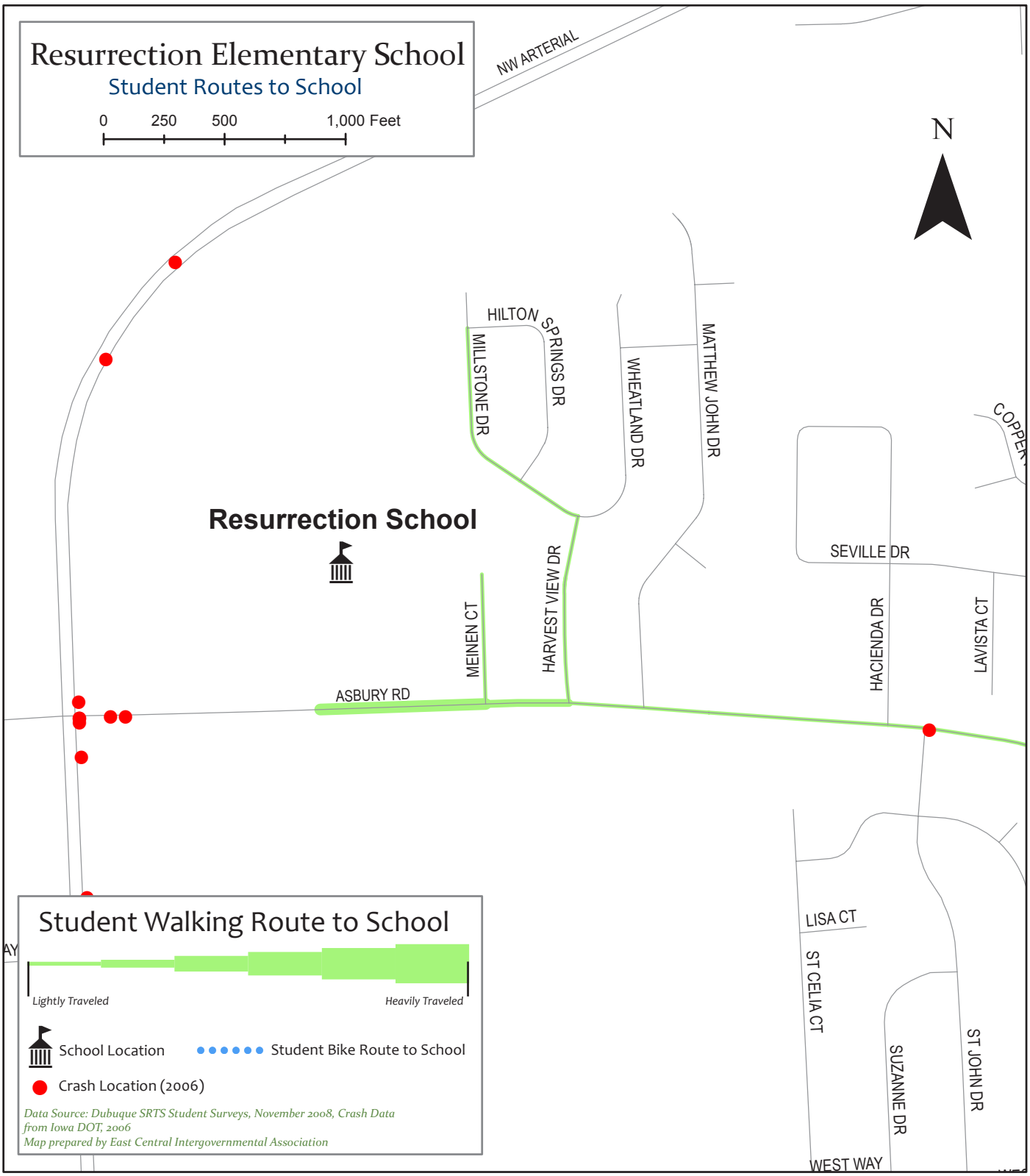


The top parent suggestions for increasing walking and biking were:
1. Street safety
2. Bike paths
3. Safety education

The streets cited most often by parents as being unsafe included:
1. Asbury Rd and St. Johns Dr
2. Asbury Rd and NW Arterial
3. JFK and NW Arterial
4. Pennsylvania and NW Arterial

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	Solution
1	Congestion on East entrance to school • East entrance is backed up during dimissal	• Incorporate right turn back for NW into east entrance • Exit via Church parking lot entrance

Resurrection Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Resurrection Elementary School.

Resurrection

Infrastructure

Reference Number	*Intersection*	*Projects*
RE1	Asbury between Hacienda and Matthew John	High visibility painted crosswalk

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*

Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
	Asbury between NW Arterial and Hacienda	Decrease speed limit

* Listed in multiple categories

Mapping Resurrection 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 6.

Roosevelt Middle School

School Location:
2001 Radford Road
Dubuque, IA 52002

Present Conditions

Number of students: 1113

Bus Service:
- Public Transit – Keyline Transit Limited Access Red Line
- School District Bus Service

Student Surveys

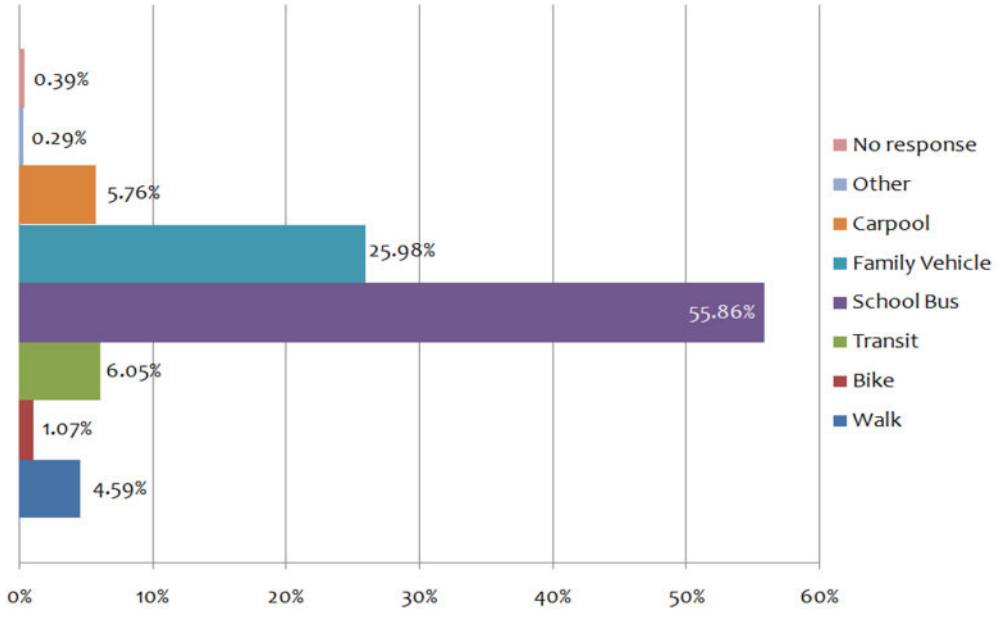
Student surveys were administered to 6-8 graders, at Roosevelt Middle School, during the month of November in 2008. During class, students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walk or bike to school were asked to draw their route to school on school area maps (see page 4).

Travel Mode to School

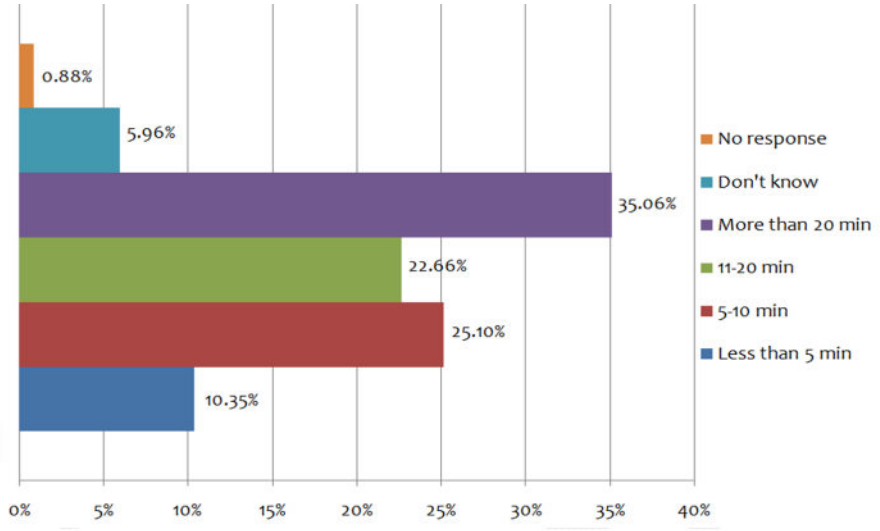
1024 students responded to the survey, and this constitutes 92% of the student body.

Students responding to the survey travel to school by school bus (58.6%) or by family vehicle (25.98%).



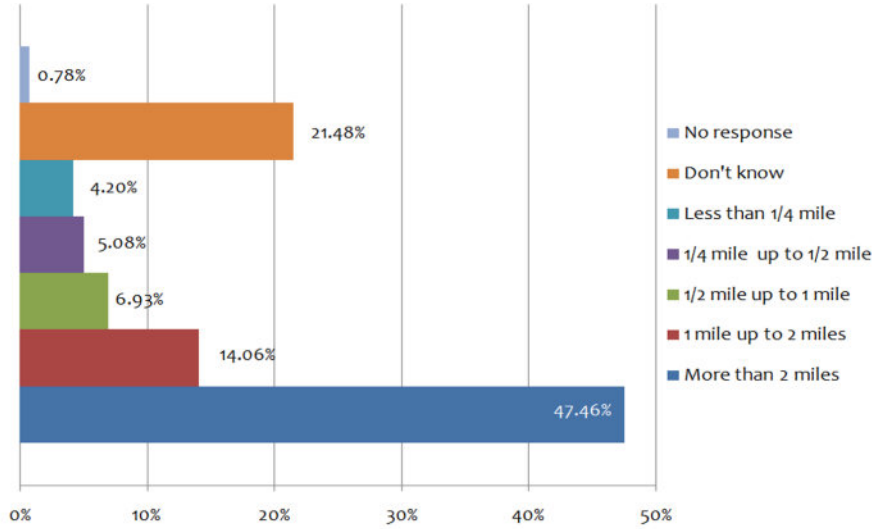
Travel Time to School

35.45% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

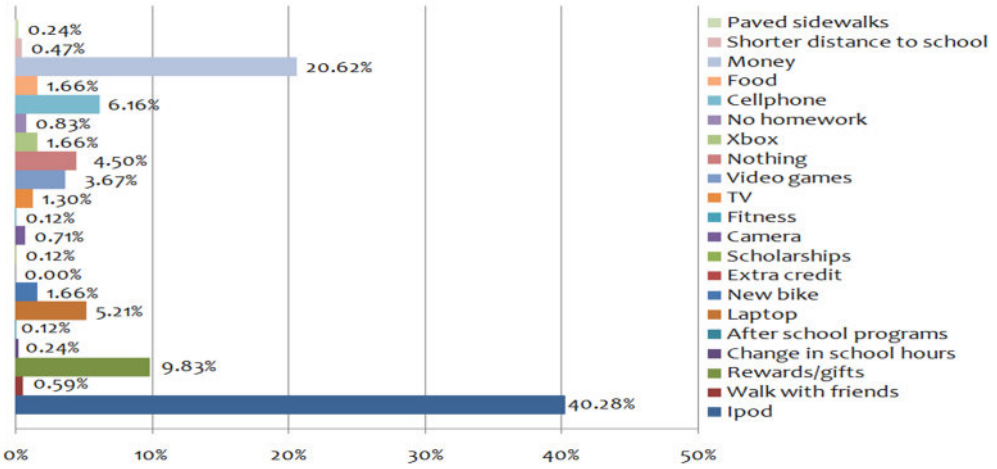


Travel Distance to School

Only 9.28% of students responding to the survey travel less than 1/2 mile to school, while 47.46% travel 2 miles or more to attend school.



Incentives/Programs



The top parent suggestions for increasing walking and biking were:

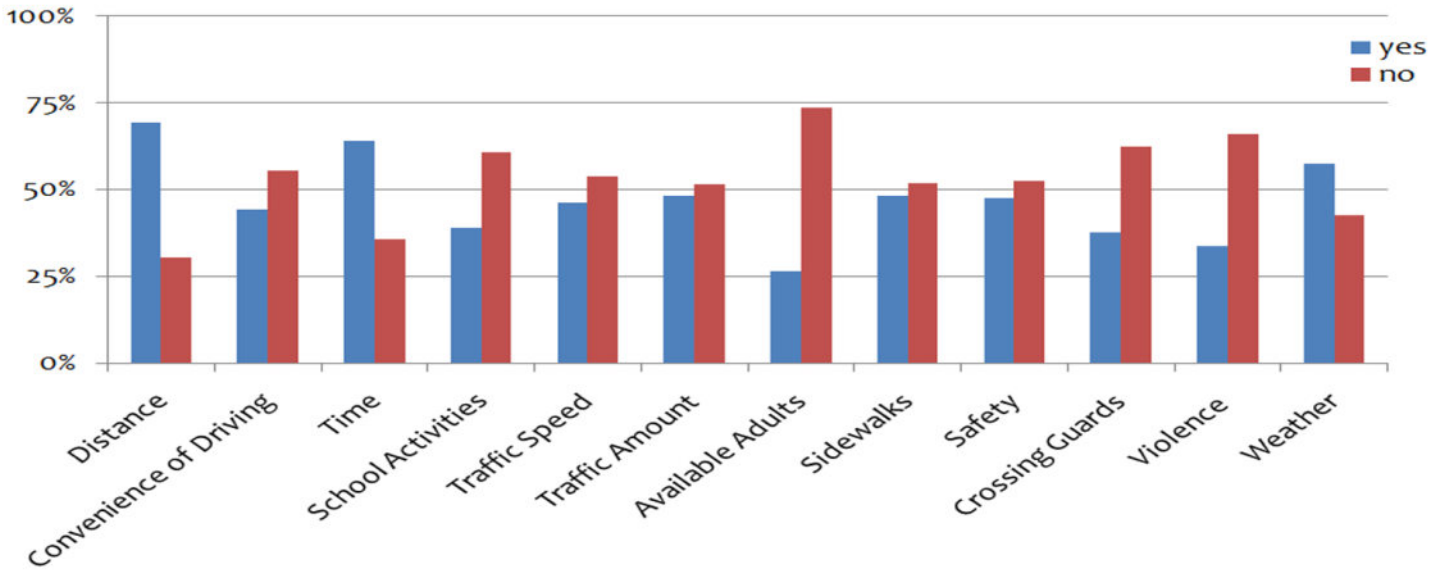
1. Money
2. iPod
3. Reward or gift

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

1. NW Arterial
2. Pennsylvania
3. Asbury Rd.
4. Seippel Rd. and Middle Rd.
5. Radford Rd.

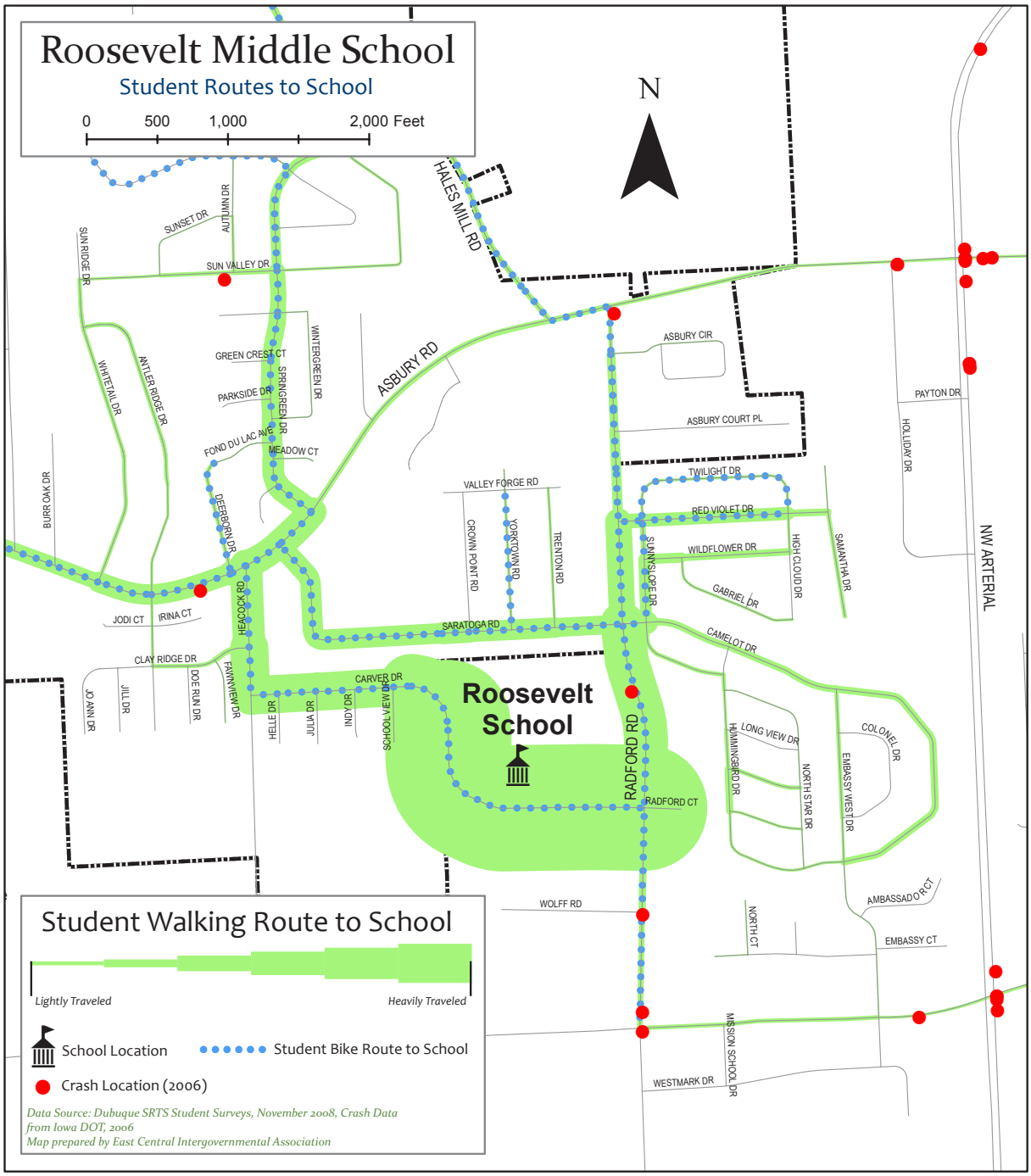
Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included time, distance and weather. The major issues brought up by students were crime and violence, icy or snow covered sidewalks, lack of sidewalks and unsafe intersections near the school.



Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	**Solution**
1	Unsafe intersections: Radford and Camelot	• Add stop light • Add painted crosswalks
2	Radford at North city boundary has high speed traffic	• Reduce speed limit • Add traffic calming devices • Add signage and possible radar wagon
3	Radford at North city boundary has high traffic speed • Jay walking across Radford Rd. near school property border • Visibility issue: crest of hill blocks visibility of crossing area for traffic	• Install fence next to east faculty parking lot to deter students from crossing through parking lot • Finish sidewalk to the South
4	Unsafe intersection: Radford Ct. and radford Rd.	• Add a stop light or a 4 way stop • Add painted crosswalk
5	Unsafe intersection: Heacock and Asbury	• Add painted crosswalk
6	Unsafe intersection: Saratoga and Asbury	• Add a stop light
7	Unsafe intersection: NW Arterial and Pennsylvania and NW and Asbury	• Build pedestrian overpasses
8	Walkway from Saratoga to school along construction area	• Install surveillance camera to monitor walkway

Roosevelt Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Roosevelt Middle School.

Roosevelt

Infrastructure

Reference Number	*Intersection*	*Suggestion*
RS1	Radford/Camelot	Fully signalized intersection
RS2	Radford/Camelot	High visibility painted crosswalk
RS3	Radford/Camelot	Flashing school crossing lights at arrival and dismissal
RS4	Radford	Flashing school crossing lights at arrival and dismissal
RS5	Radford	Curb extensions at all intersections
RS6	Radford	Build sidewalks
RS7	Roosevelt campus	Install fence next to east side of faculty parking lot
RS8	Asbury/Heacock	High visibility painted crosswalk
RS9	Asbury/Saratoga	Fully signalized intersection
RS10	NW Arterial/Pennsylvania	Build pedestrian ooverpass
RS11	NW Arterial/Asbury	Build pedestrian ooverpass
RS12	Saratoga	Surveillance camera

Policy

No Reference Number	*Intersection (if applicable)*	*Suggestion*

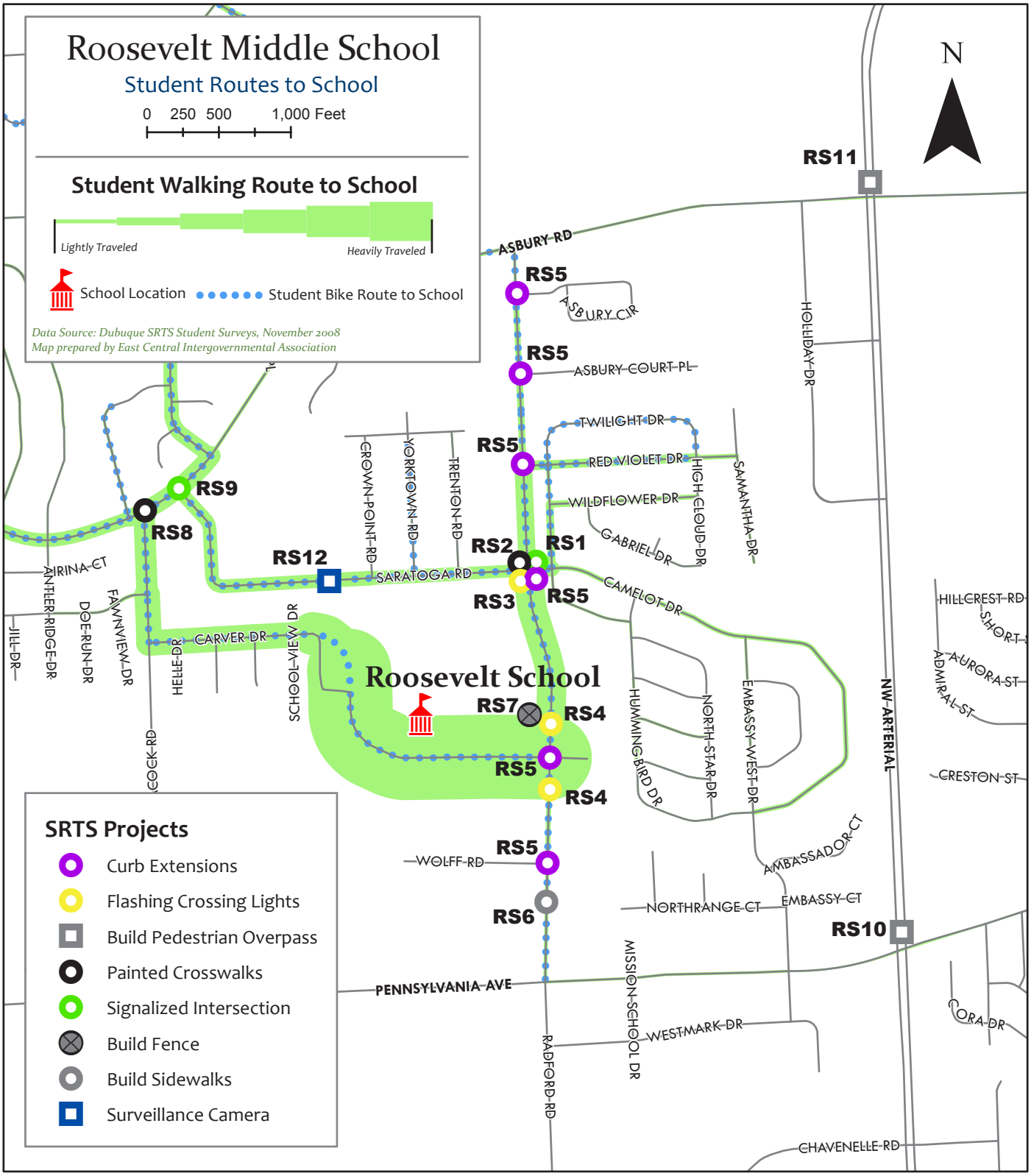
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Suggestion*
	Radford	Decrease speed limit

* Listed in multiple categories

Mapping Roosevelt 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 6.w



Sageville Elementary School

School Location:
12015 Sherrill Road
Dubuque, Iowa 52002-9731

Present Conditions

Number of students: 313

Bus Service:
- Public Transit – None
- School District Bus Service

Parent Surveys

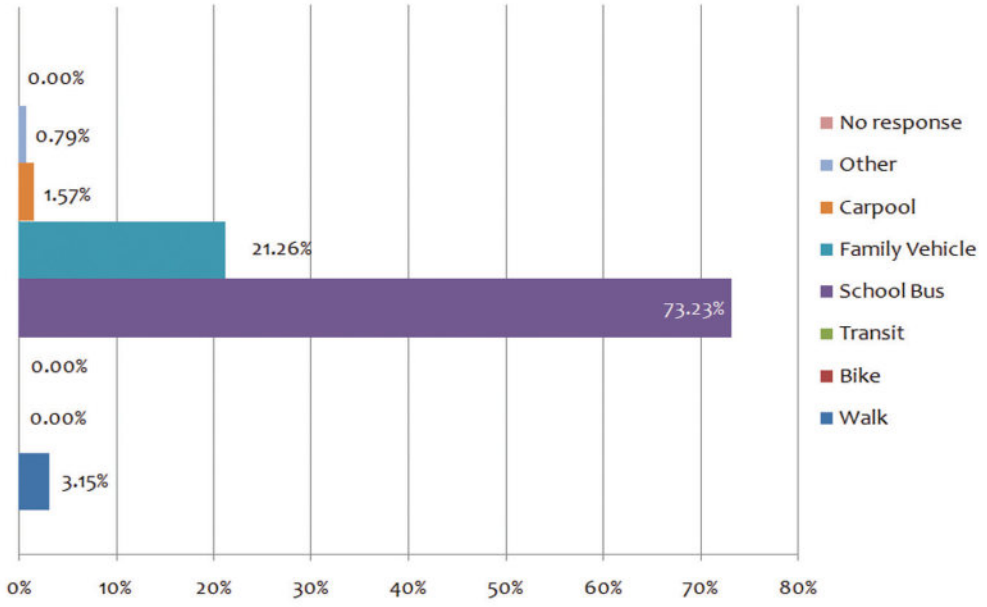
Student surveys were administered to parents of children attending grades K-5 at Sageville Elementary School during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

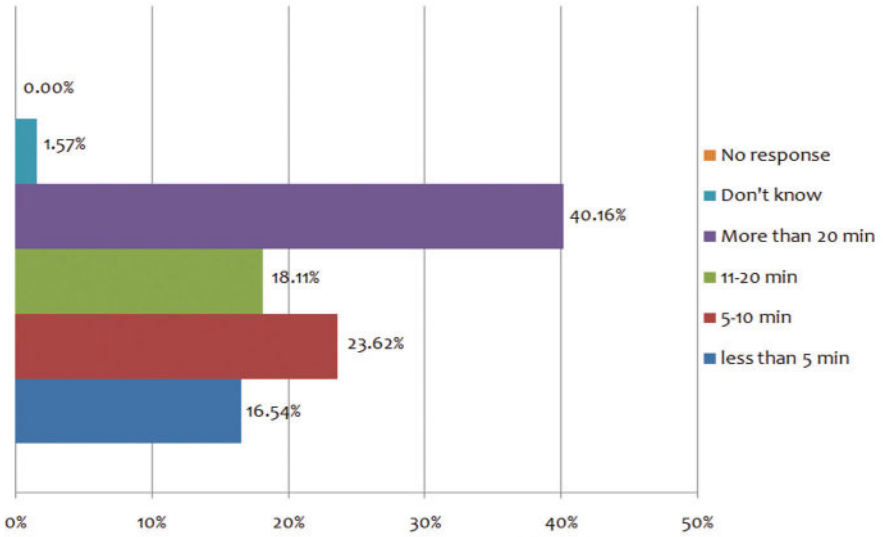
127 parents of students at Sageville Elementary School responded to the survey, and this constitutes 40.57% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (73.23%), followed by family vehicle (21.26%.)



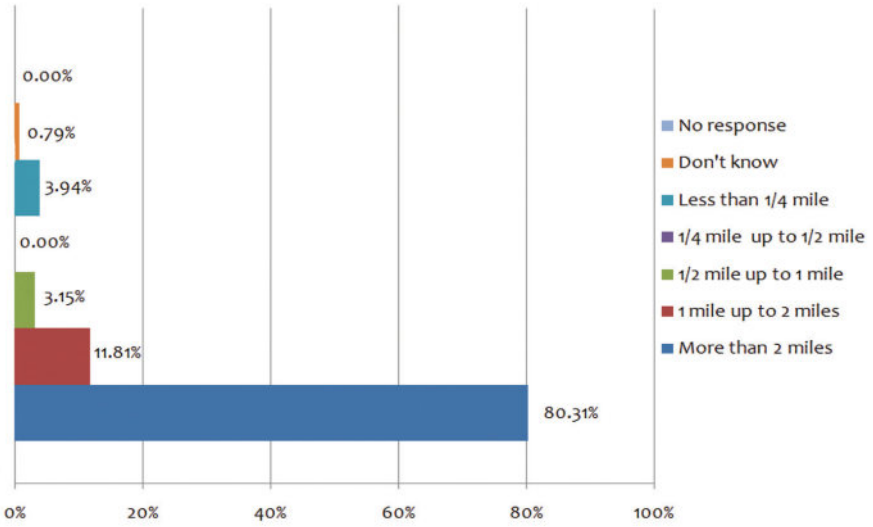
Travel Time to School

40.16% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



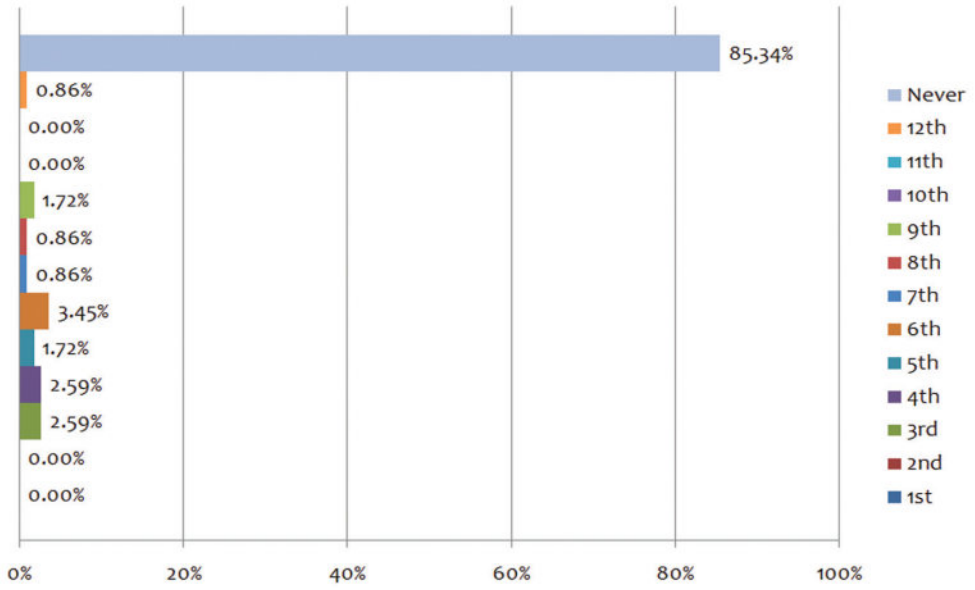
Travel Distance to School

3.15% of parents responding to the survey stated that their child travels less than 1/2 mile to school while 80.31% travel more than 2 miles to attend school.



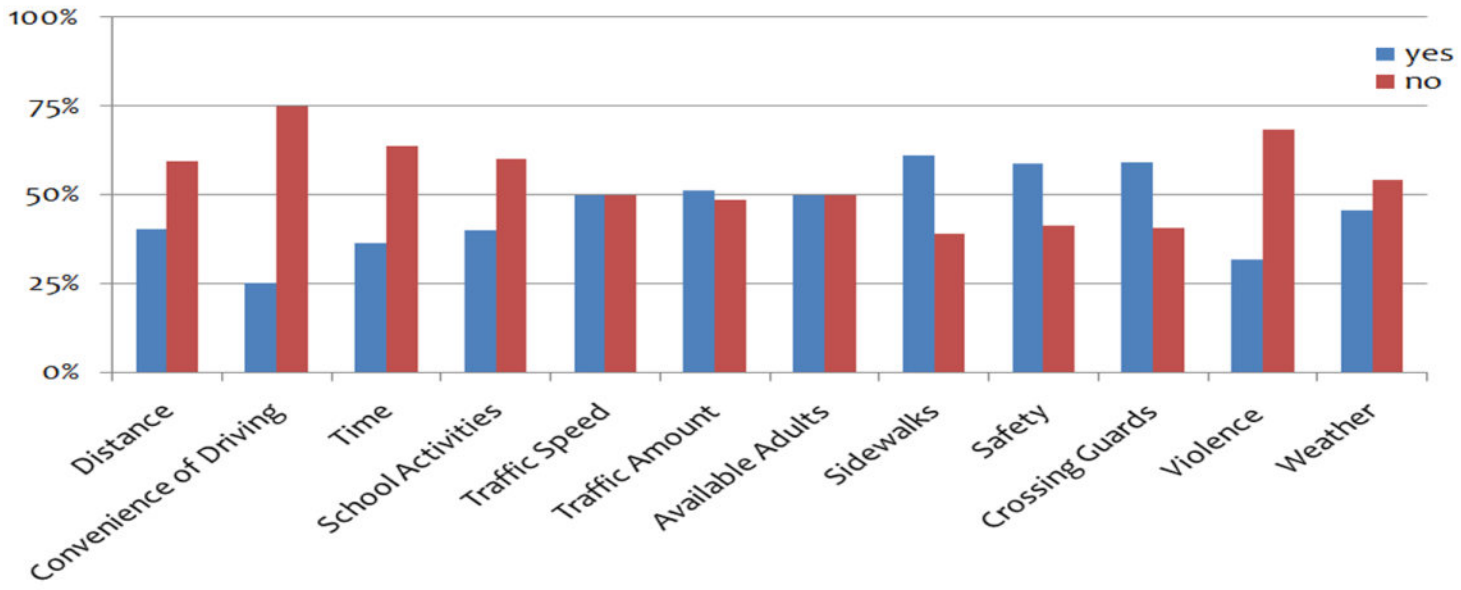
Grade Level Allowed to Walk/Bike to School

85.34% of parents responding to the survey stated that they would never allow their child to walk or bike to school.

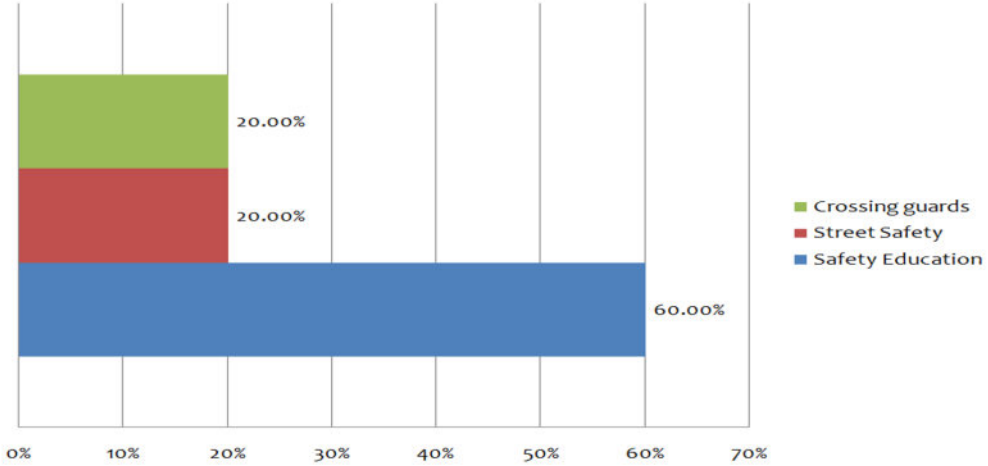


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included availability of crossing guards, additional sidewalks, and safety. The major issues brought up by parents were proximity to highway, lack of sidewalks and paths and traffic.



Incentives/Programs

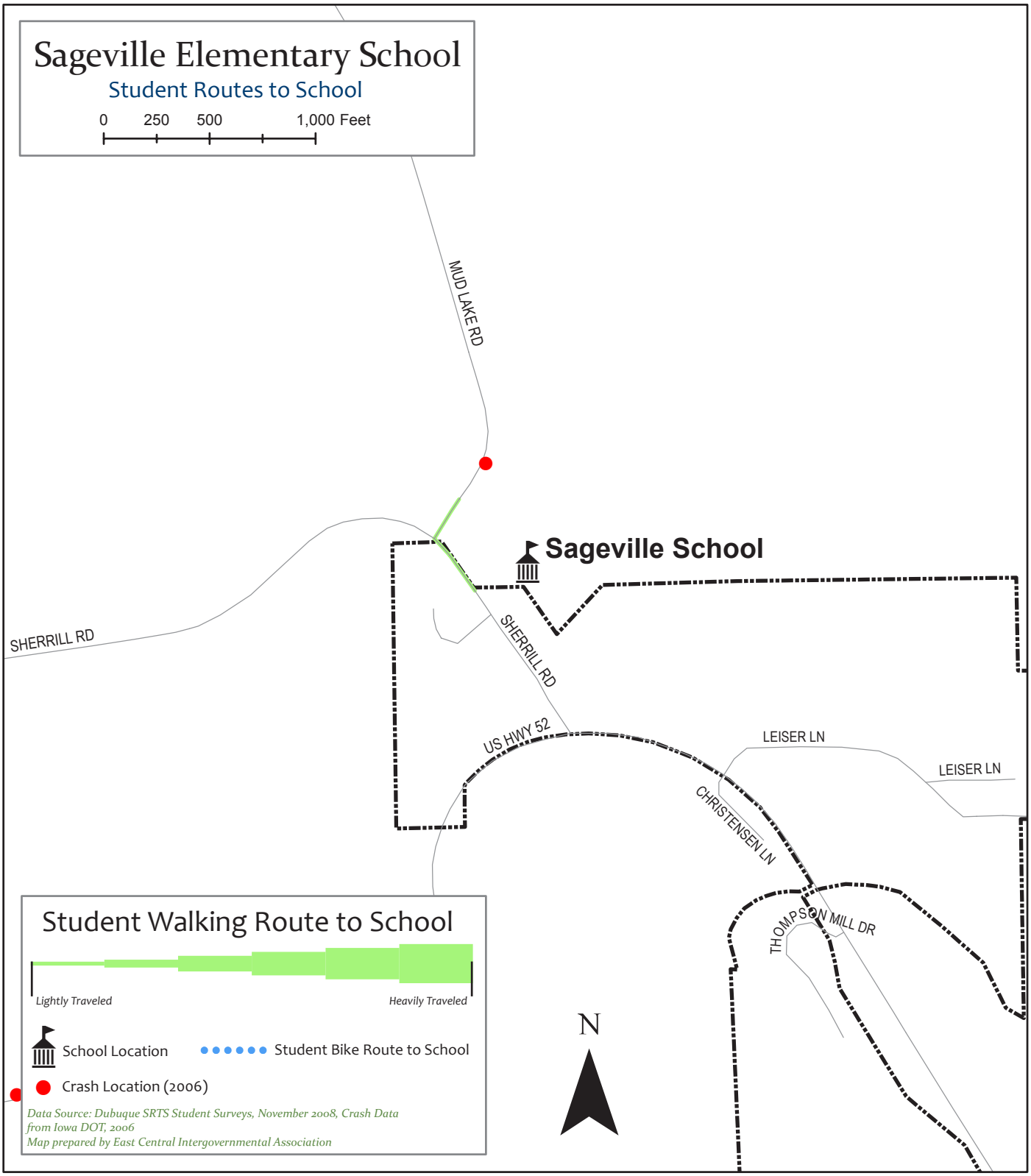


The top parent suggestions for increasing their child's/children's walking and biking were:
1. Safety education
2. Street safety
3. Crossing guards

The streets cited most often by parents as being unsafe included:
1. Hwy 52
2. Sherrill Rd
3. John Deere Rd

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	Solution
1	Sherrill Rd has no sidewalks	• Add sidewalks
2	No crosswalks on nearby roads except for the one in front of the school entrance	• Add painted and signed crosswalks
3	Arrival and dismissal • Heavy traffic • Relatively high speed near school (except for the area exactly in front of the school entrance)	• Add flashing school zone signs near school • Decrease speed limit or enforce current speed limit
4	Lack of supervision in walking/biking paths from homes to school	• Increase adult supervision • Present safety education programs
5	Unsafe intersection: Sherrill and Mud Lake Visibility issue: blind corner	• Add painted crosswalk • Additional signage for school zone on Sherrill Rd between school and Mud Lake
6	Students walk through creek and gate behind school	

Sageville Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Sageville Elementary School.

Sageville

Infrastructure

Reference Number	*Intersection*	*Projects*
SA1	Sherrill	Build sidewalks
SA2	Mud Lake/Sherill	School crossing sign
SA3	Mud Lake/Sherill	High visibility painted crosswalk
SA4	Sherill	Adult crossing guards at arrival and dismissal
SA5	Sherill N/S Bound	Flashing school crossing lights at arrival and dismissal

Policy

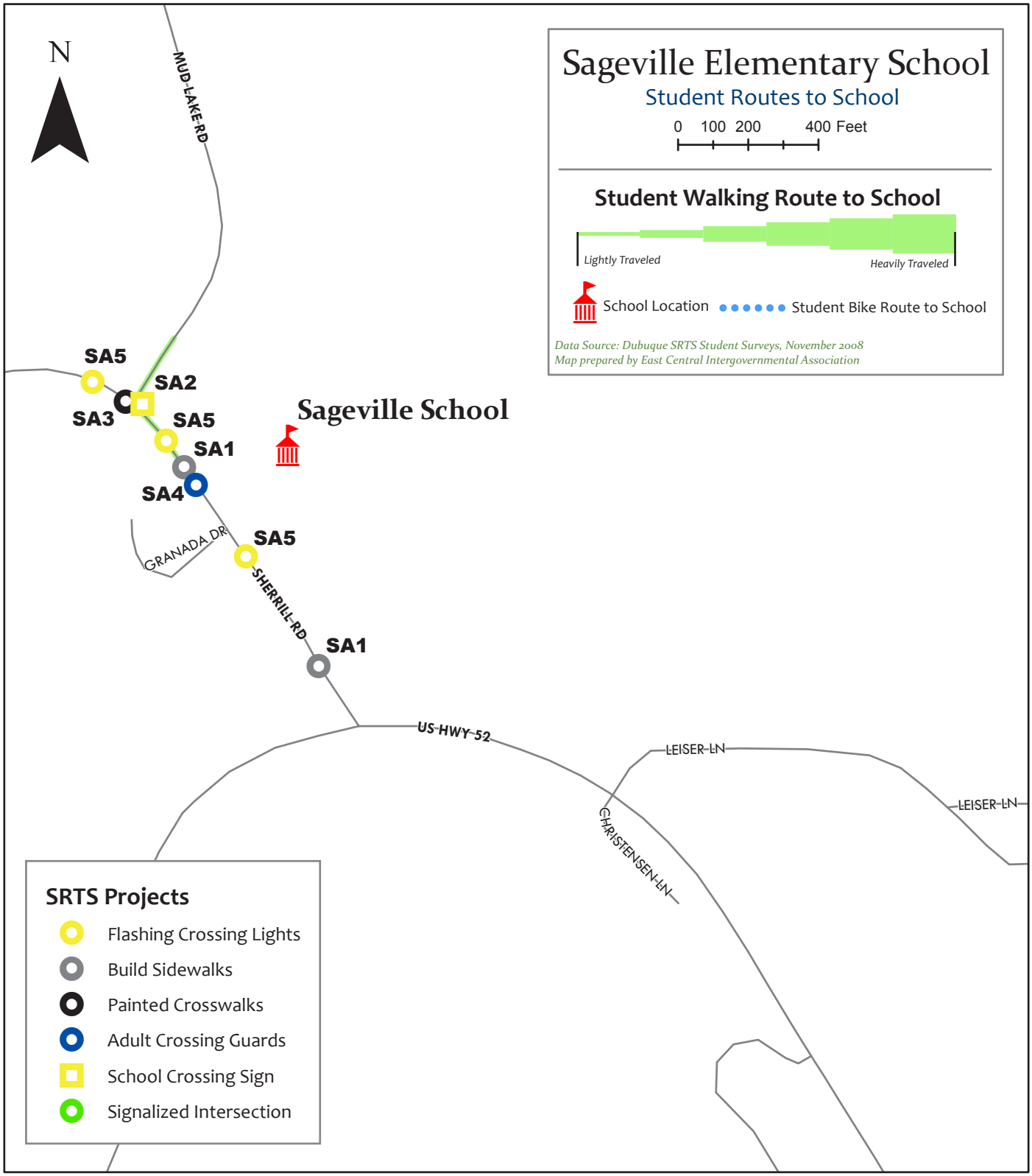
No Reference Number	*Intersection (if applicable)*	*Projects*

Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
	Sherrill	Enforcement of existing speed regulations

Mapping Sageville 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 6.



Senior High School

School Location:
1800 Clarke Drive
Dubuque, Iowa 52001

Present Conditions

Number of students: 1468

Bus Service:
- Public Transit – Keyline Transit Gray Line
- School District Bus Service

Student Surveys

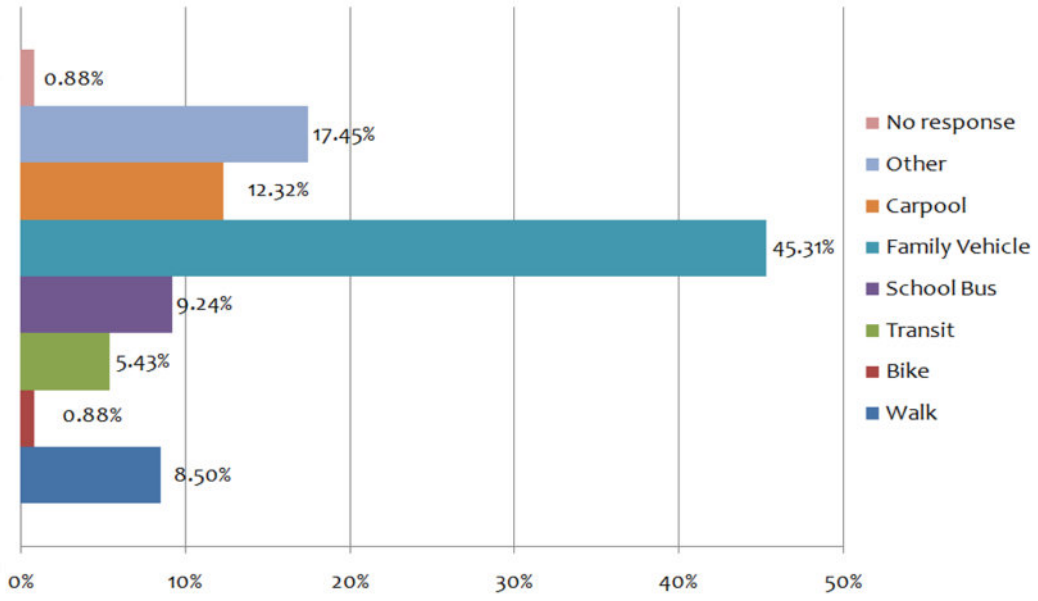
Student surveys were administered to 9-12 graders, at Senior High School, during the month of November in 2008. During class, students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walk or bike to school were asked to draw their route to school on school area maps (see page 4).

Travel Mode to School

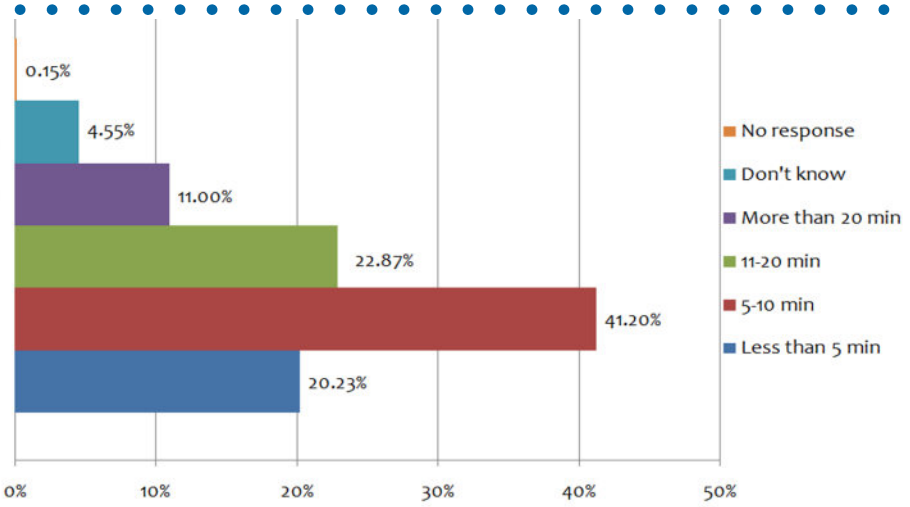
682 students responded to the survey, and this constitutes 46.45% of the student body.

Students responding to the survey travel to school most often by family vehicle (45.31%).



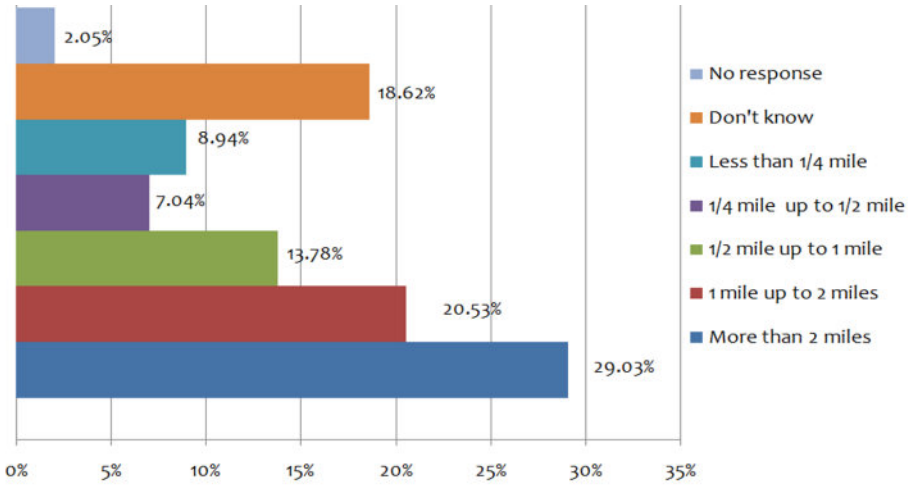
Travel Time to School

61.43% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

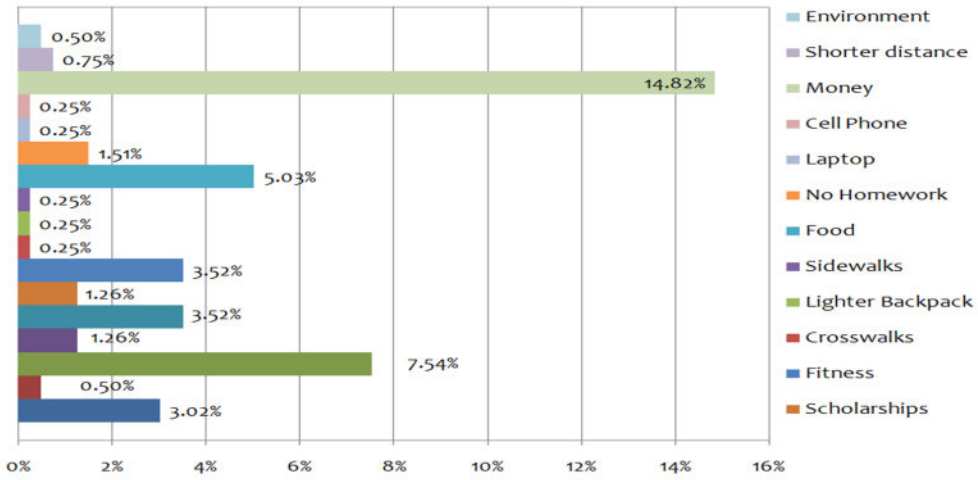


Travel Distance to School

15.98% of students responding to the survey travel less than 1/2 mile to school, while 29.03% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

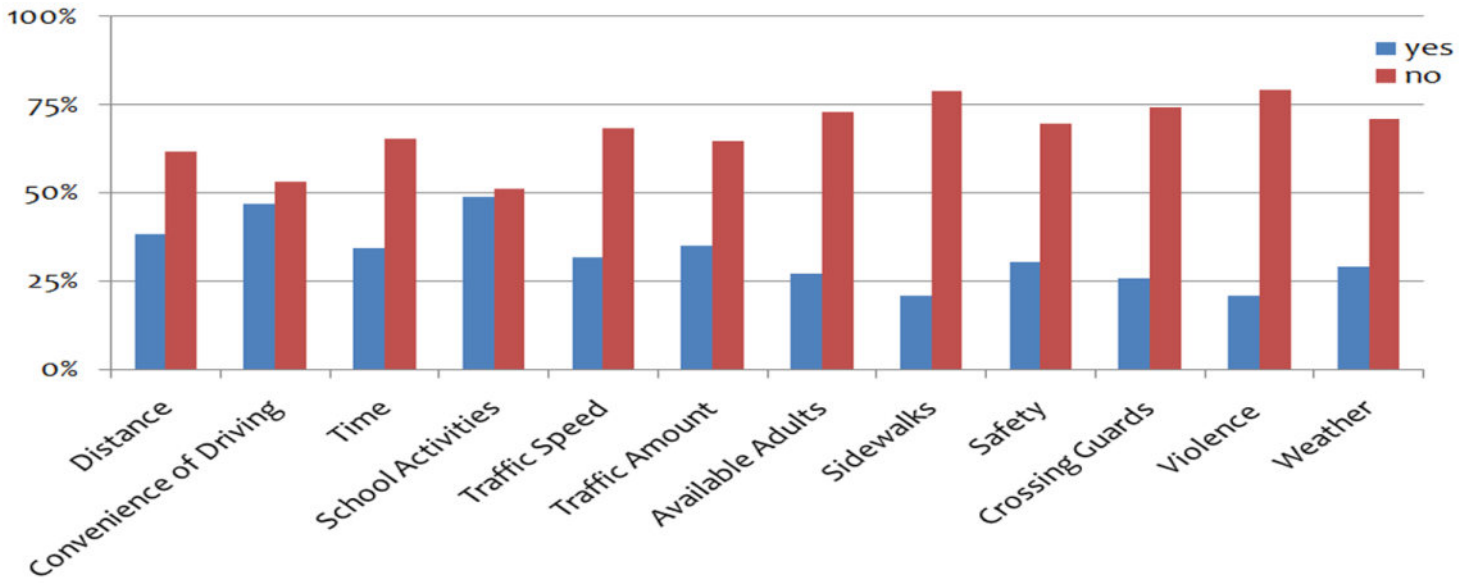
1. Money
2. Rewards or gifts
3. Food

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

1. Intersections with Grandview Ave
2. Clarke Dr and West Locust St
3. Asbury Rd
4. University Ave

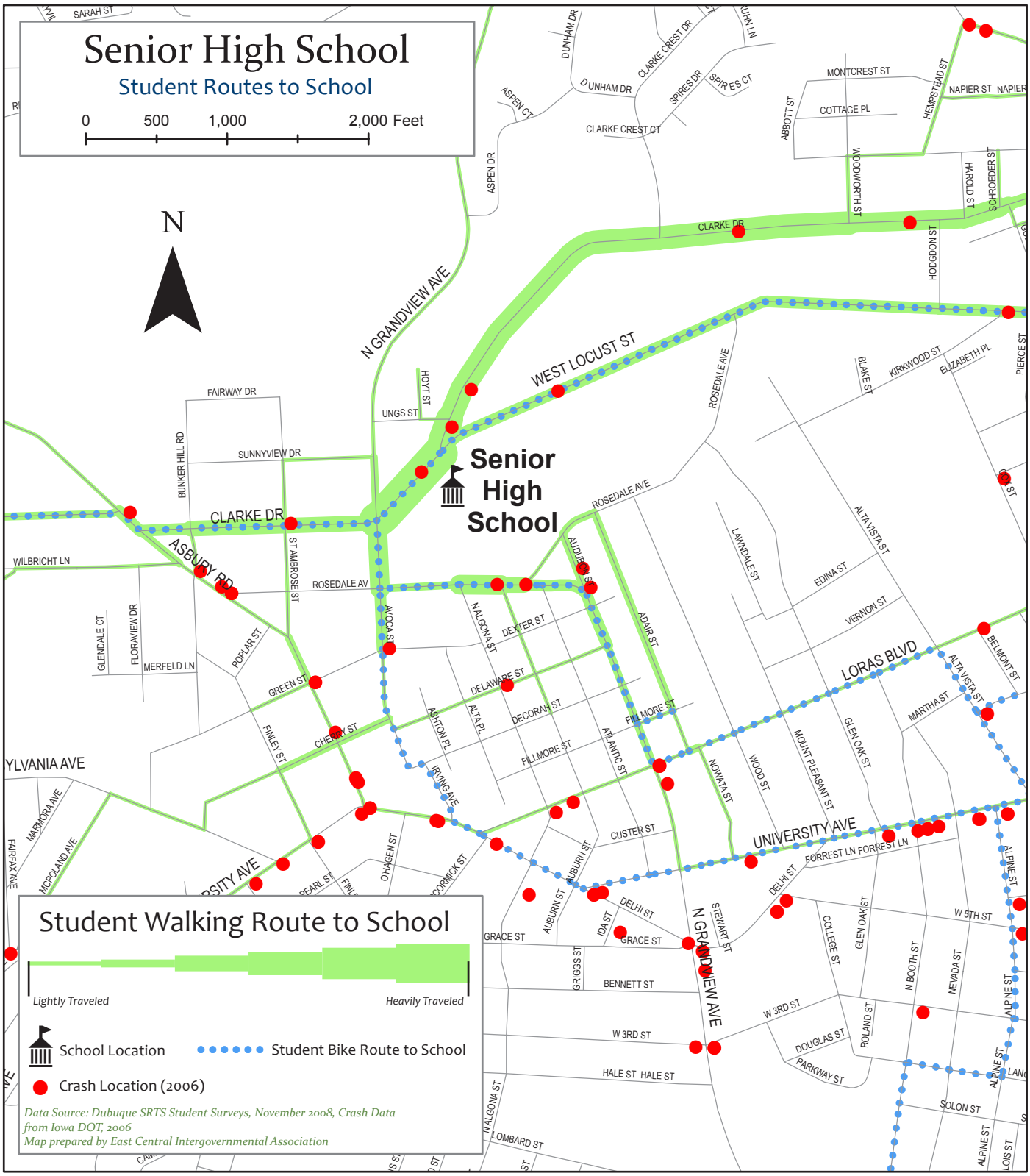
Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included the convenience of driving and school activities. The major issues brought up by students were crime and violence, icy or snowcovered sidewalks, and unsafe intersections near the school.



Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	Solution
1	Unsafe intersection: W Locust and Clarke	• Add painted crosswalk
2	Grandview alleyway	• Educate students not to cross using Grandview alleyway
3	Unsafe crossing area: Clarke Dr Visibility issue at drop off area	
4		• Dalzell Field renovation could serve as an opportunity to reroute student vehicle traffic to make for a more pedestrian friendly campus

Senior Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Senior High School.

Senior

Infrastructure

Reference Number	*Intersection*	*Projects*
SR1	Clarke/N Grandview	Roundabout
SR2	W Locust/Clarke	High visibility painted crosswalk

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*
		Dalzell Field renovation could serve as an opportunity to reroute student vehicle traffic to make for a more pedestrian friendly campus

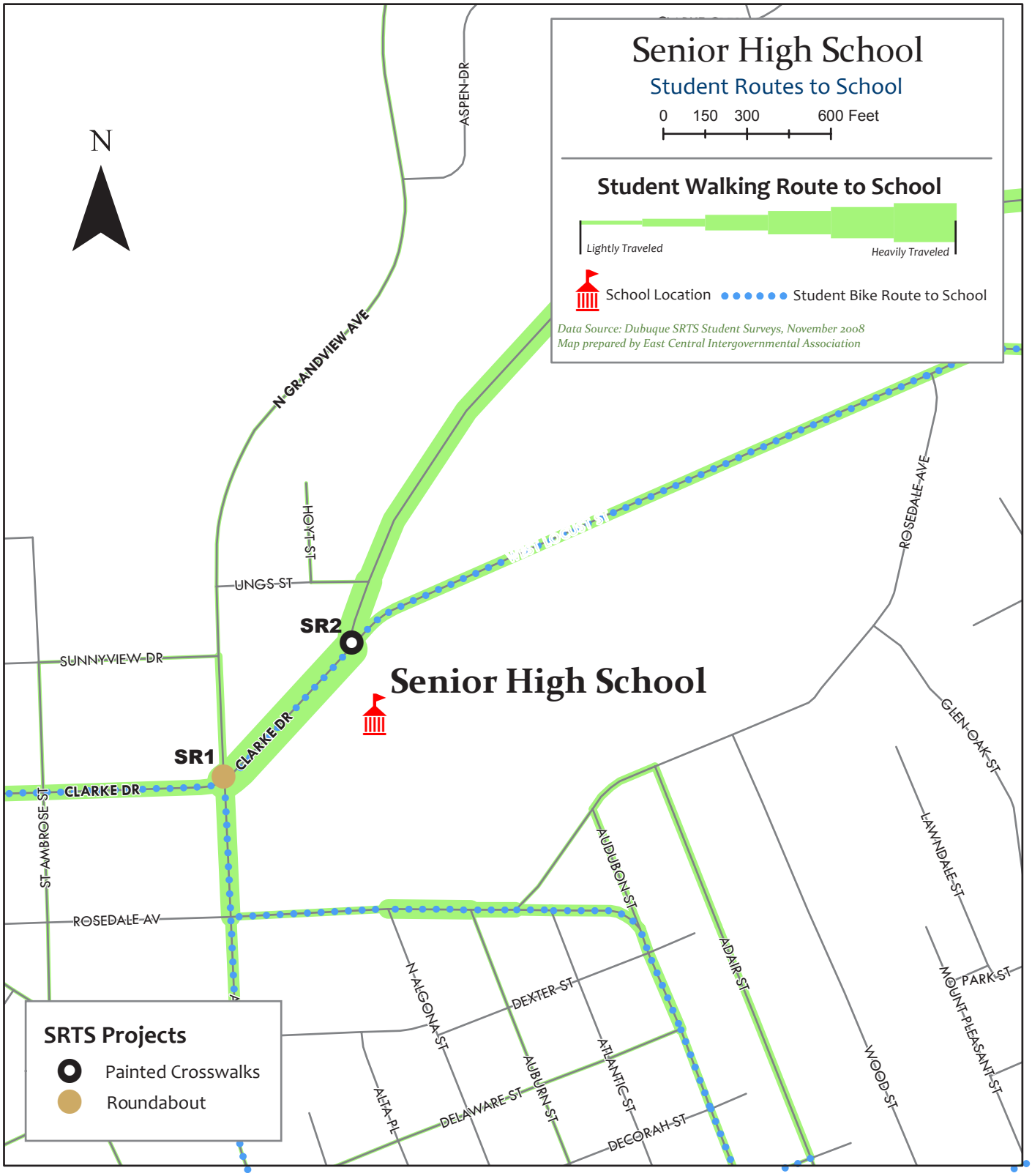
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
		Reduce the speed limit to 25 mph

* Listed in multiple categories

Mapping Senior 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 6.



St Anthony's/Our Lady of Guadalupe Elementary School

School Location:
2745 Rosedale Ave
Dubuque, Iowa 52001-3411

Present Conditions

Number of students: 162

Bus Service:
- Public Transit – Keyline Transit Gray Line
- School District Bus Service

Parent Surveys

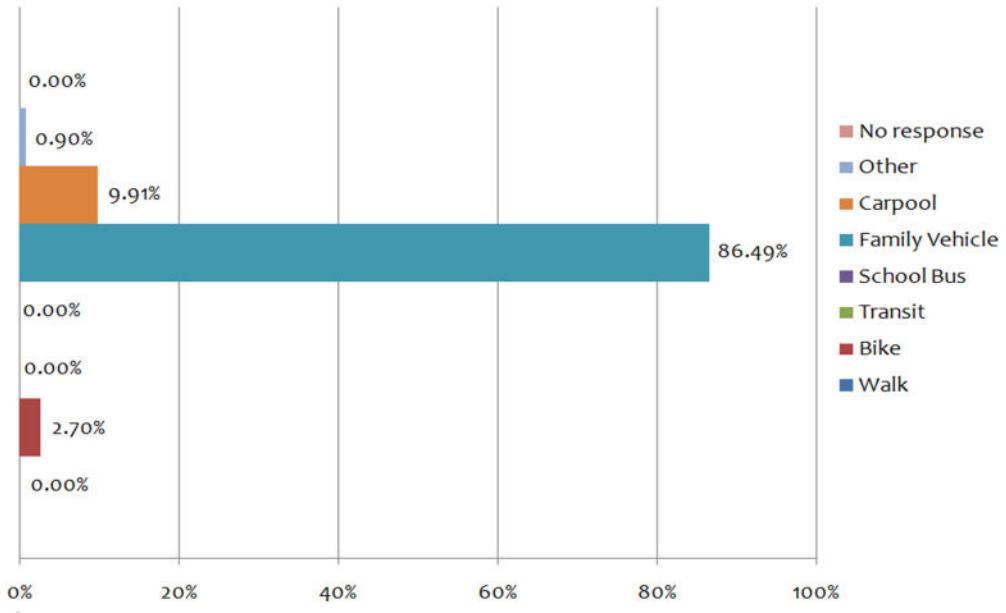
Student surveys were administered to parents of children attending grades K-5 at St. Anthony and Our Lady of Guadalupe Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

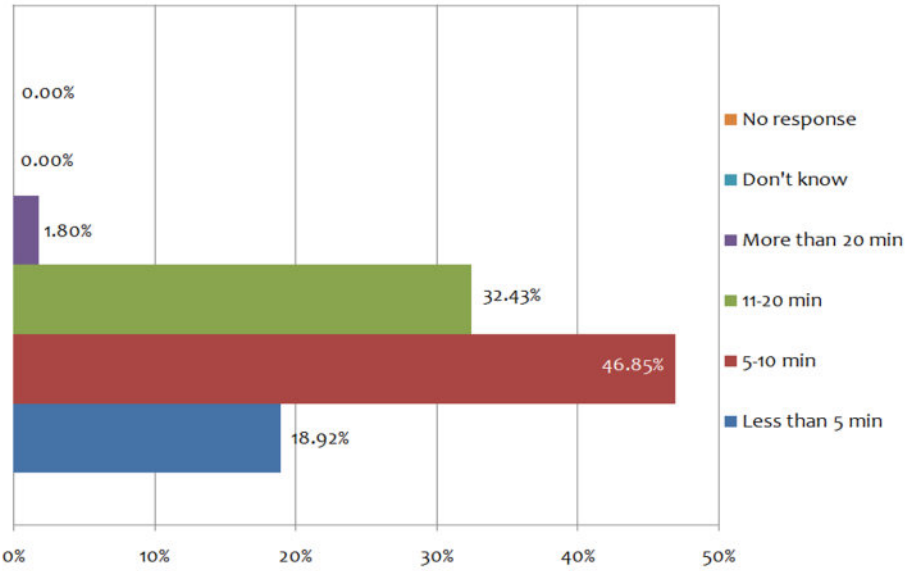
111 parents at St. Anthony and Our Lady of Guadalupe Elementary School responded to the survey, and this constitutes 68.51% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (86.49%).



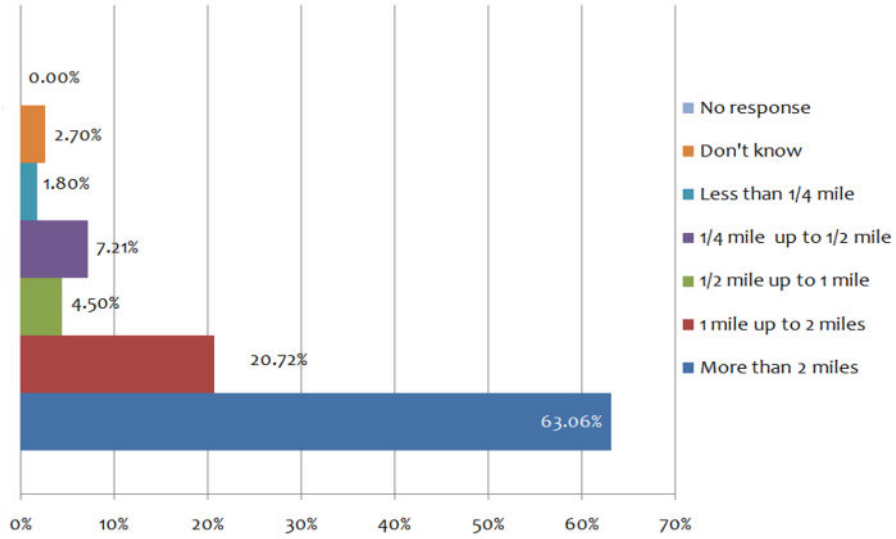
Travel Time to School

65.77% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



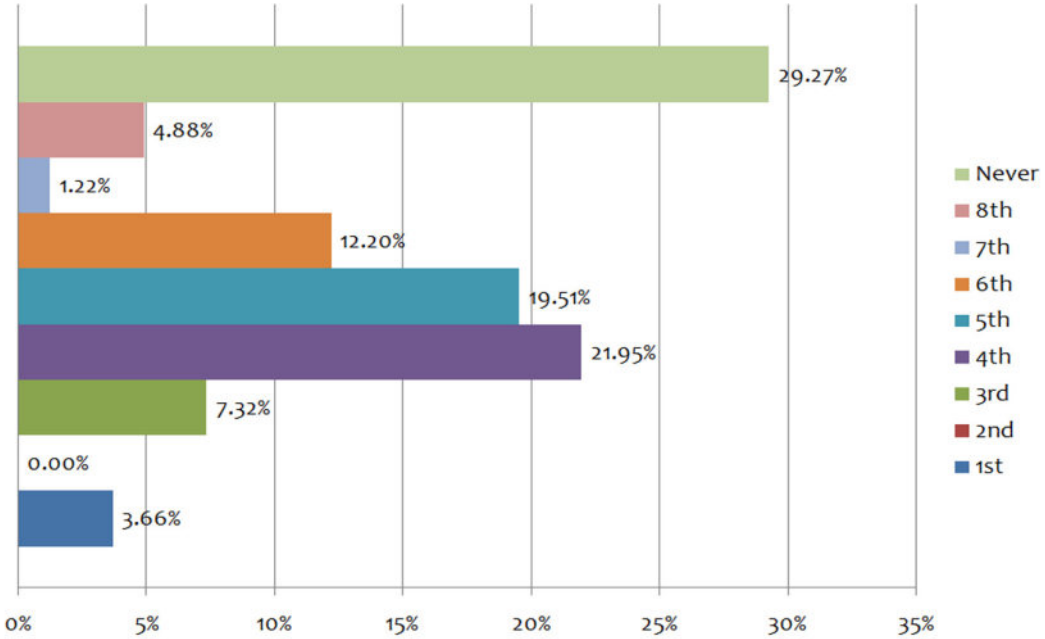
Travel Distance to School

9.01% of parents responding to the survey stated that their child travels less than 1/2 mile to school. 63.06% of students travel more than 2 miles to arrive at school.



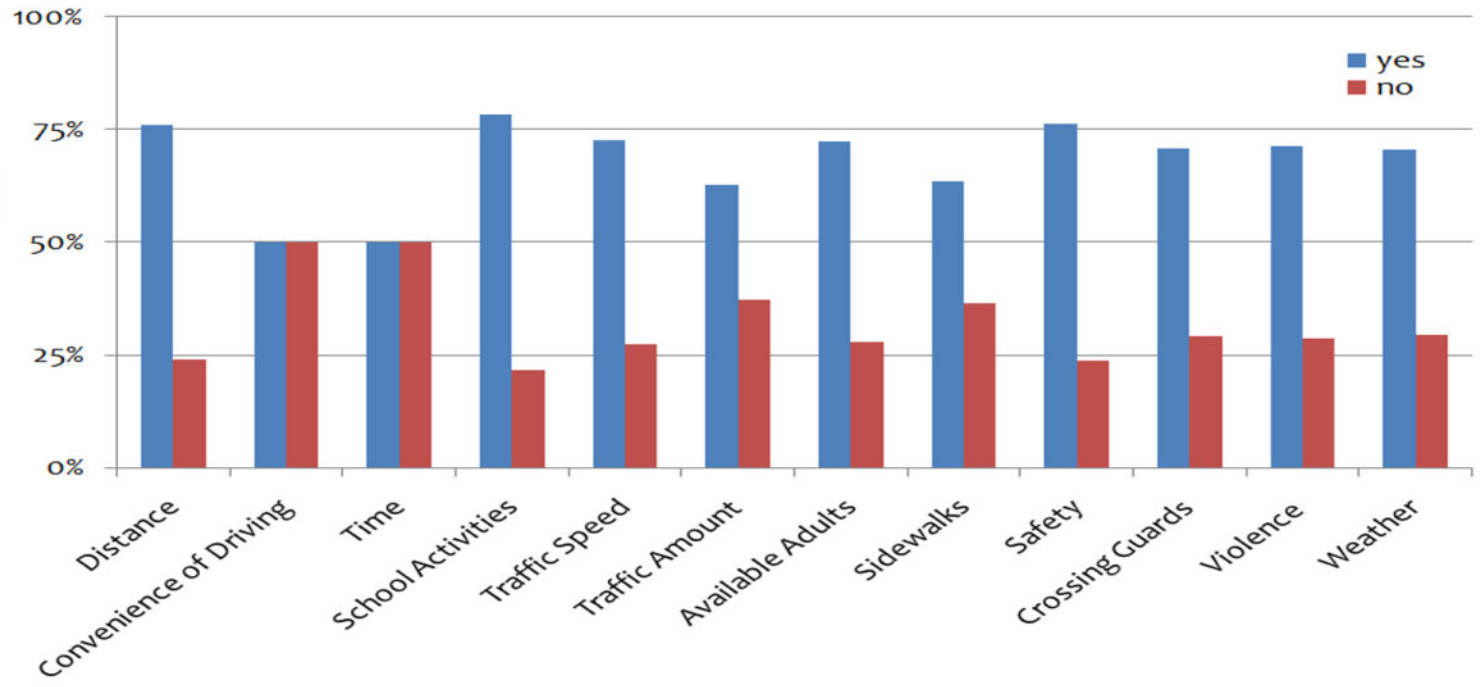
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. 29.27% , stated that they would never allow their child to walk or bike to school.

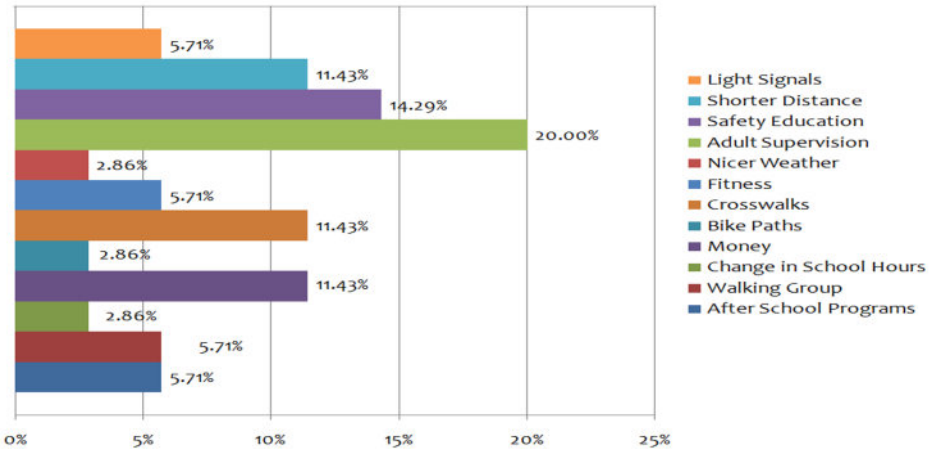


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included school activities, distance, safety, and available adults. The major issues brought up by parents were unsafe intersections and predators, and unshoveled walkways on the routes to school.



Incentives/Programs



The top parent suggestions for increasing walking and biking were:

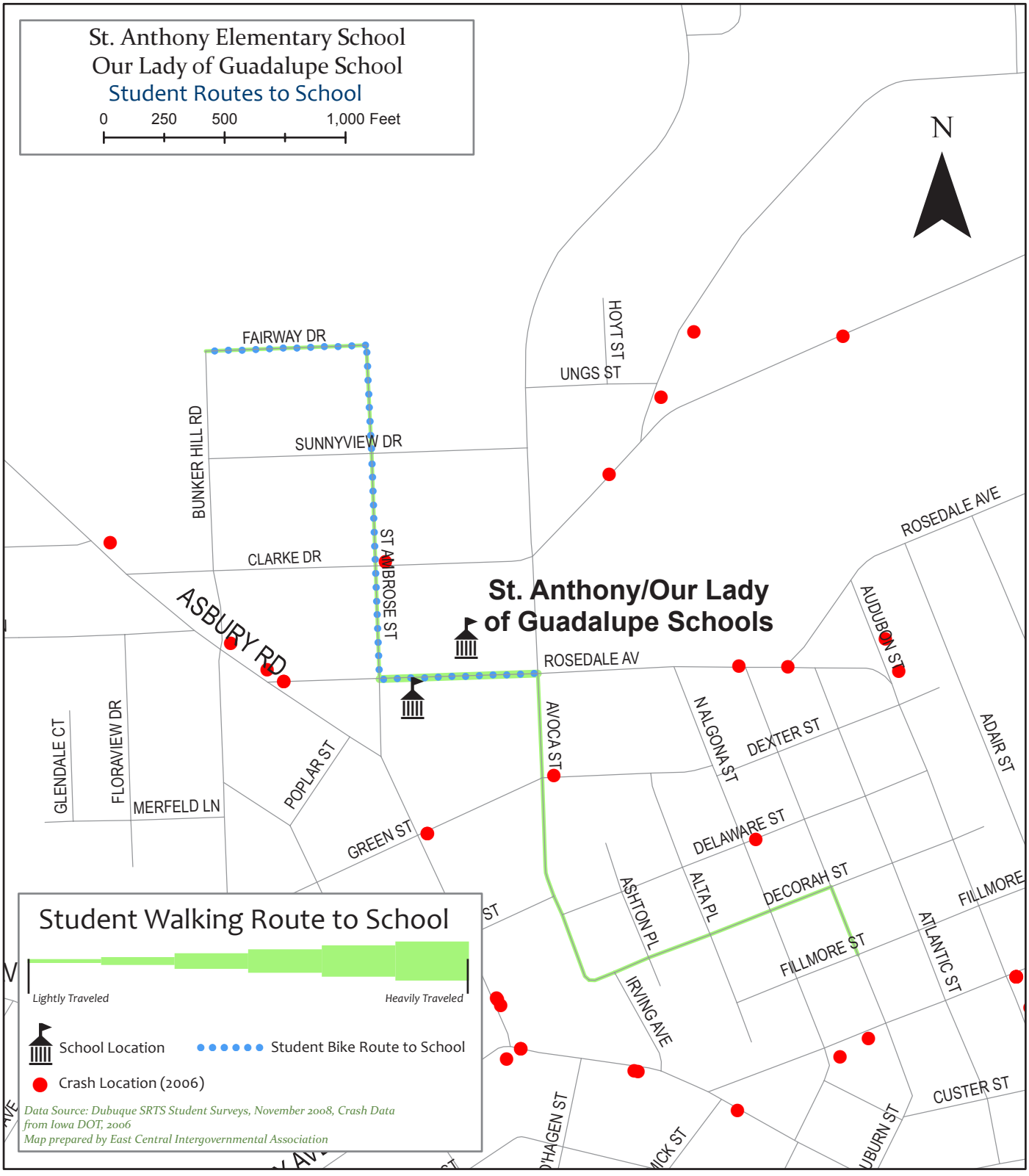
1. Adult Supervision
2. Safety Education
3. Shorter distance
4. Crosswalks
5. Money

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

1. Grandview, University, Delhi and Grace St Intersection
2. Grandview and Clarke Dr
3. University, Pennsylvania, and Asbury Rd Intersection
4. Grandview and Rosedale intersection

Mapping Student Routes and Crash Data

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



School Administrator Input

Staff met with St. Anthony and Our Lady of Guadalupe Schools 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 St. Anthony and Our Lady of Guadalupe administrators.

	Problem	**Solution**
1	Crosswalk between St. Anthony and Our Lady of Guadalupe schools on Rosedale Ave - 400 students travel from one school to the other every day.	• Build sidewalk connecting Our Lady of Guadalupe and St. Anthony schools • OR build a pedestrian overpass from Our Lady of Guadalupe to parking lot • OR add speed bumps • Or add flashing lights or a stop sign • Use portable stop signs like Audubon School uses on Lincoln and Windsor Ave • Close street during school hours from St. Ambrose to alley or along fenced lot to alley OR close portion of street to through traffic connecting church sidewalk to parking lot sidewalk creating pedestrian area between the facilities
2	Reconfigure parking lot to redirect traffic	• Right turn only during school hours
3	Congestion during dismissal (3pm) • sometimes there is more congestion because of dismissal of Senior High • Intersection between Rosedale and St. Ambrose gets blocked by traffic at arrival and dismissal times	• Build a roundabout on Clarke and N Grandview intersection

St. Anthony's Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for St. Anthony's Elementary School.

St. Anthony/Our Lady of Guadelupe

Infrastructure

Reference Number	*Intersection*	*Projects*
SG1	Rosedale between Avoca and St. Ambrose	Flashing school crossing lights at arrival and dismissal
SG2	Rosedale between Avoca and St. Ambrose	Speed bump at each end of Rosedale
SG3	Rosedale between St. Ambrose and alley	Close street to through traffic
SG4	Clarke/N Grandview	Roundabout
SG5	Rosedale between St. Ambrose and alley	Pedestrian overpass

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*
		Reconfigure parking lot to redirect traffic

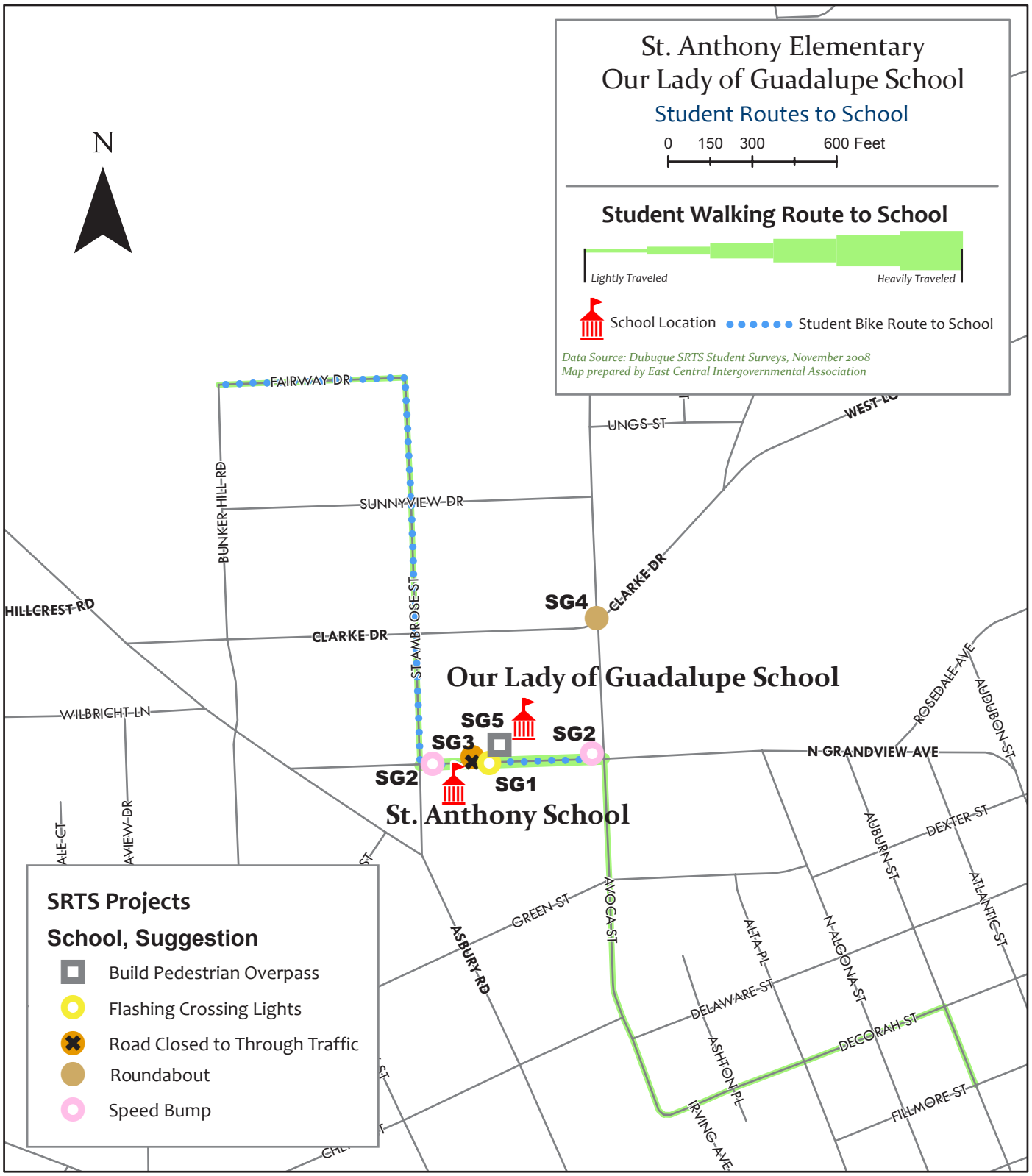
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*

* Listed in multiple categories

Mapping St. Anthony's 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 6.



St. Columbkille Elementary School

School Location:
1198 Rush Street
Dubuque, Iowa 52001-3411

Present Conditions

Number of students: 262

Bus Service:
- Public Transit – Keyline Transit Orange Line
- School District Bus Service

Parent Surveys

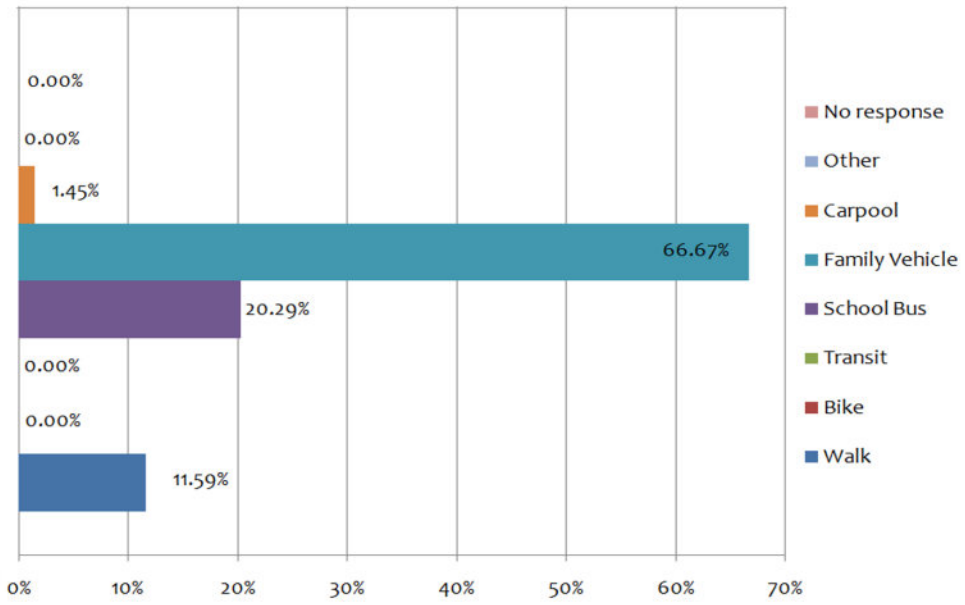
Student surveys were administered to parents of children attending grades K-5 at St. Columbkille Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

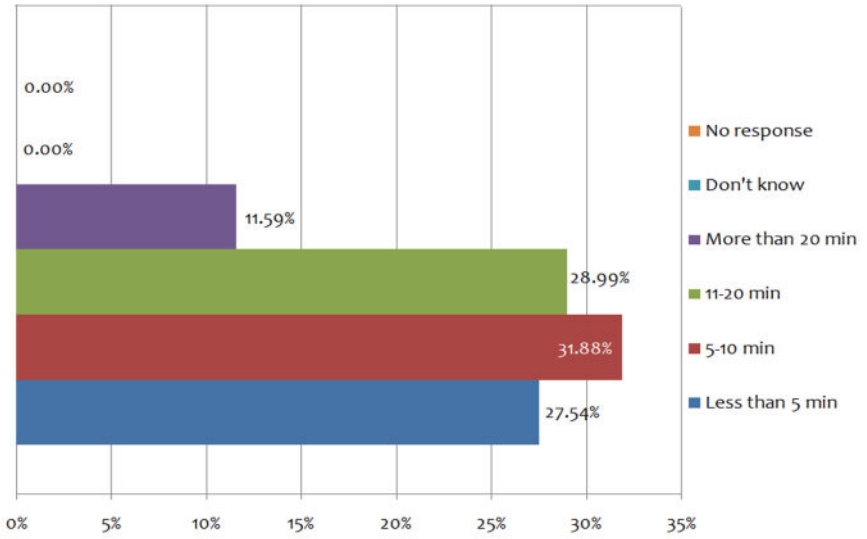
69 parents at St. Columbkille Elementary School responded to the survey, and this constitutes 26.33% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (66.67%) or school bus (20.29%).



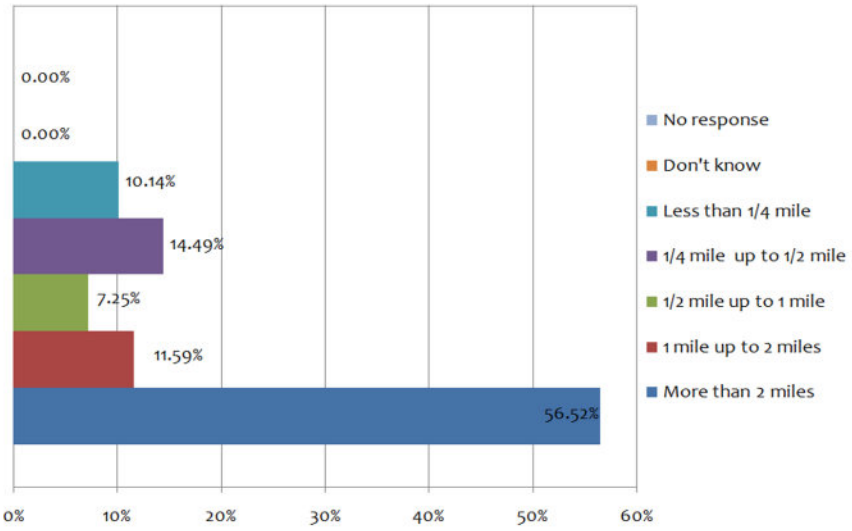
Travel Time to School

59.42% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



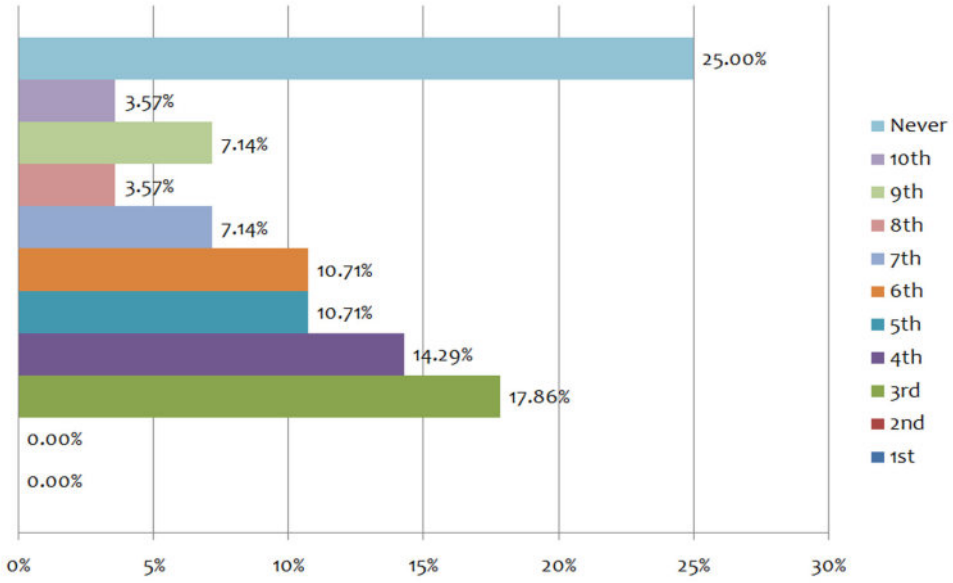
Travel Distance to School

24.63% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



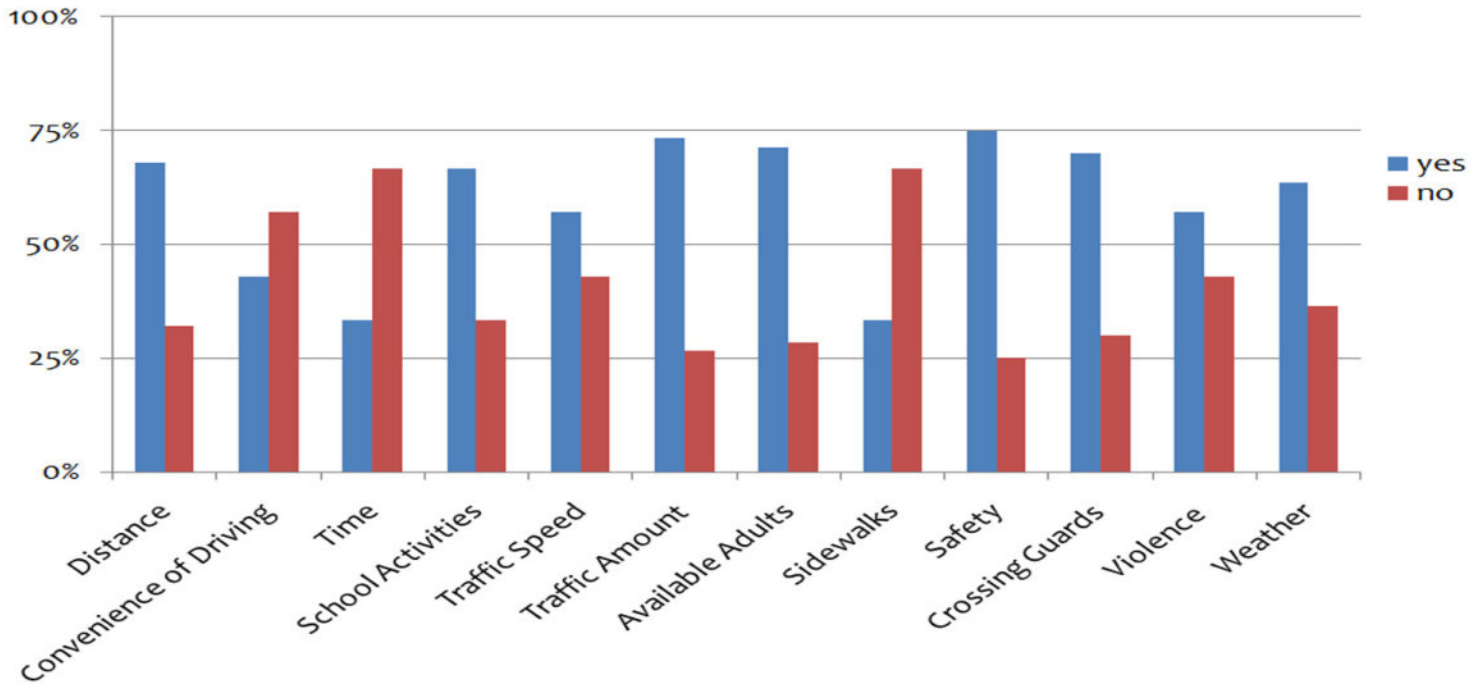
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 3rd grade as an appropriate, allowable age for a child to walk or bike to school. 25% , stated that they would never allow their child to walk or bike to school.

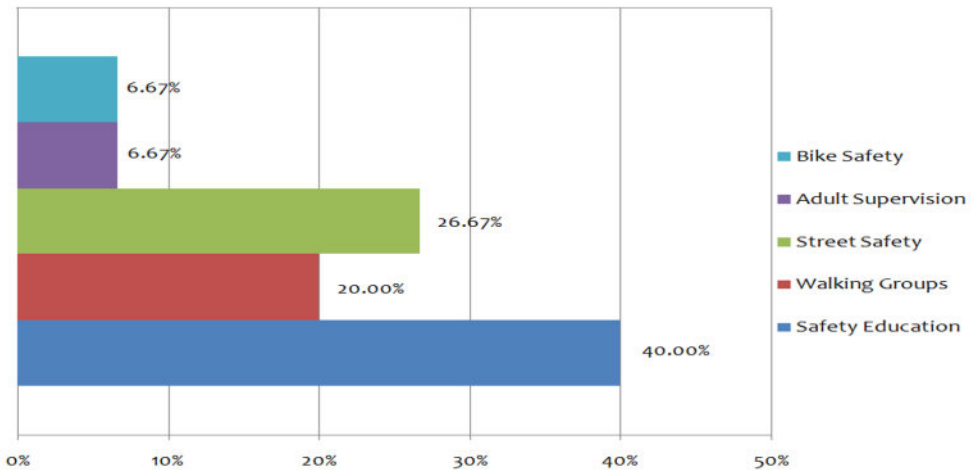


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included safety, traffic amount, and availability of adults. The major issues brought up by parents were unsafe intersections and strangers along the routes to school.



Incentives/Programs

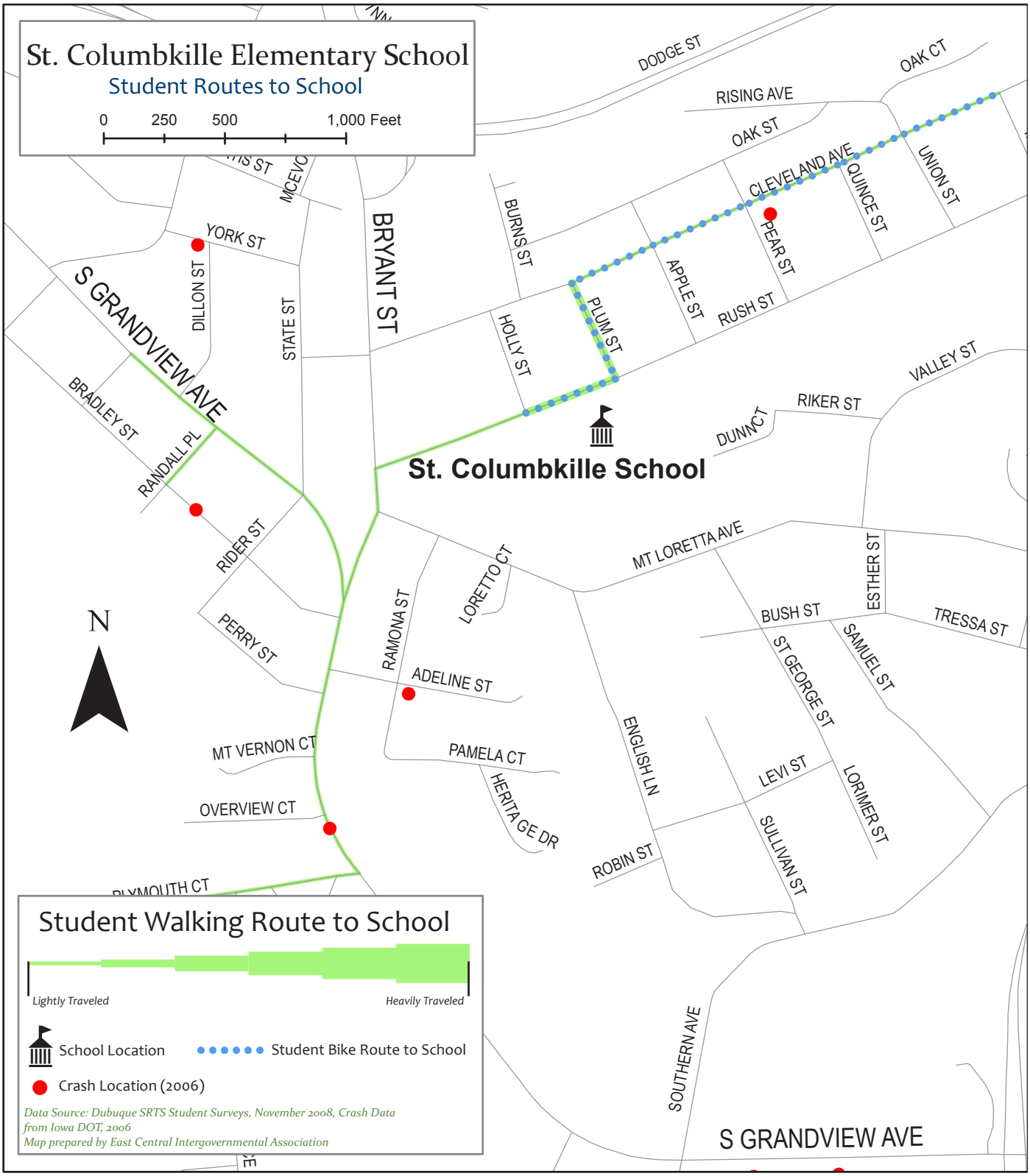


The top parent suggestions for increasing walking and biking were:
1. Safety Education
2. Street Safety

The streets and intersections cited most often by parents as being unsafe included:
1. Hill St and Bryant St
2. Bryant St and Rush St
3. Bryant St and Grandview

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	**Solution**
1	Unsafe intersection: Rush and Mount Loretta	• Increase no parking area near corners
2	Parking lot	• Redirect parking lot at Holly and Rush • No parking in front of Church at arrival and dismissal times • Reconfigure parking lot to ease traffic • Modify parking lot entrance and exit • Mid-block pedestrian crossing - from parking lot to Church or at corner
3	Unsafe intersection: Rush and Bryant	• Add painted crosswalk • Use portable stop sign
4	Unsafe crossing area: Mid block crossing on Rush St	• Add painted crosswalk and pedestrian stop lights • Use portable stop sign in front of Church
5	Holly St Visibility issue due to parked vehicles and high traffic volumes	• Eliminate parking from mid-block toward Rush St • Do not allow buses on Holly St

St. Columbkille Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for St. Columbkille Elementary School.

St. Columbkille

Infrastructure

Reference Number	*Intersection*	*Projects*
SC1*	Rush/Mt. Loretta	No Parking during school hours
SC2	Rush/Bryant	High visibility painted crosswalks
SC3*	Holly	No Parking during school hours
SC4	Rush/Holly	Adult crossing guards at arrival and dismissal

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*
	Rush/Mt. Loretta	No Parking during school hours
		Work with church during parking lot reconstruction to ensure safe access for students
	Holly	No Parking during school hours (one side)
	Holly	Eliminate bus traffic on Holly St

Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*

* Listed in multiple categories

Mapping St. Columbkilles 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 6.

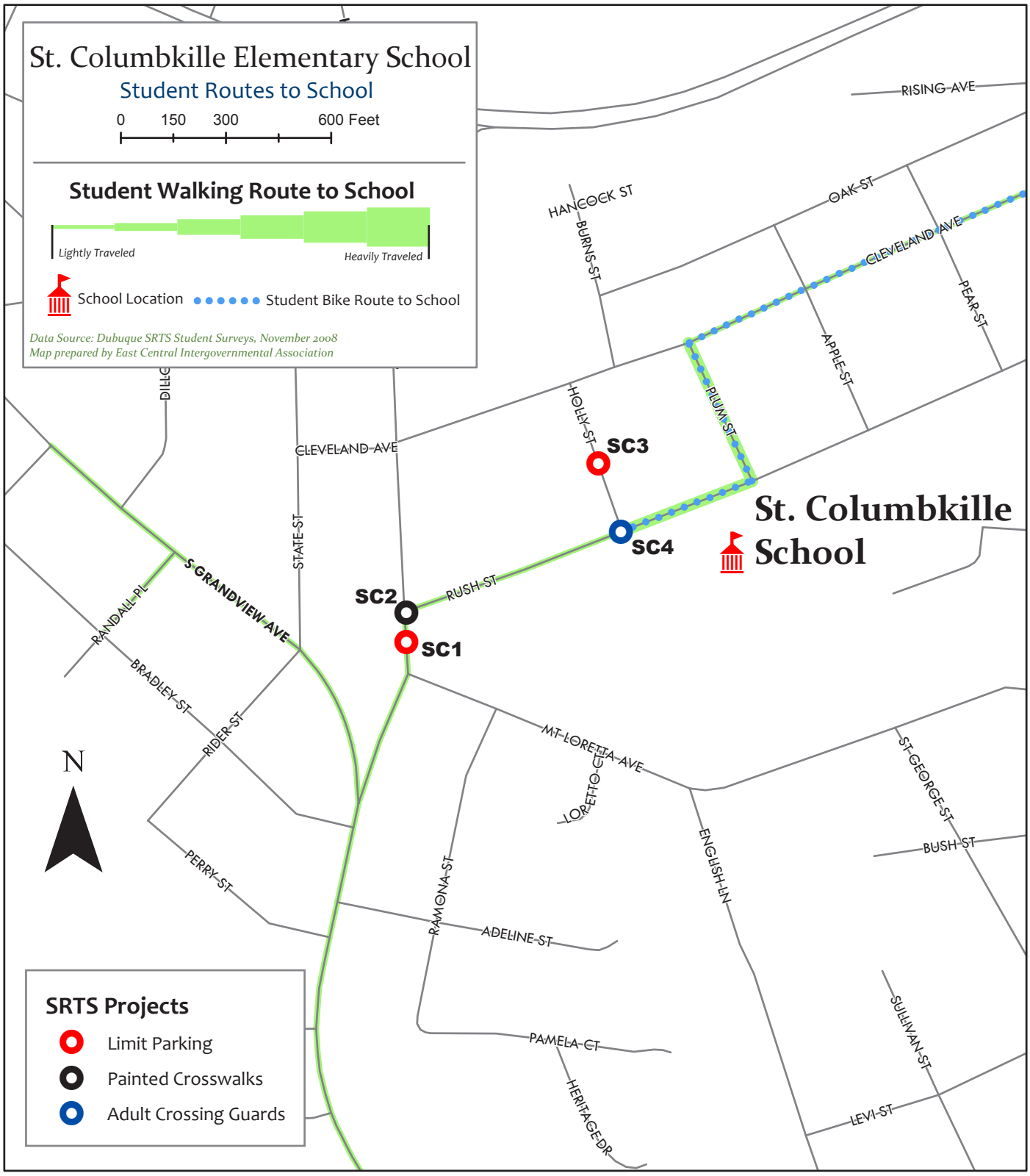


Table Mound Elementary School

School Location:
100 Tower Drive
Dubuque, Iowa 52003-8074

Present Conditions

Number of students: 449

Bus Service:
- Public Transit – None
- School District Bus Service

Encouragement Programs:
Administrators at Table Mound have moved the school's bike rack closer to the building entrance, so students who ride their bicycles to school feel that their bikes are safe. They saw an increase in bike ridership due to the move; from zero to four cyclists.

Parent Surveys

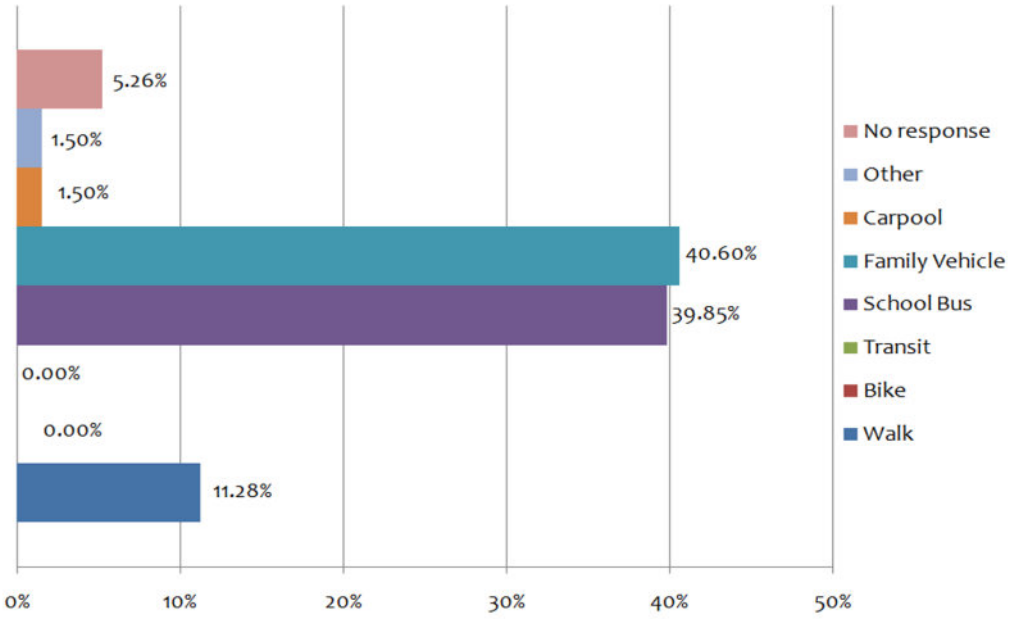
Student surveys were administered to parents of children attending grades K-5 at Table Mound Elementary School, during the month of November in 2008. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

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

Travel Mode to School

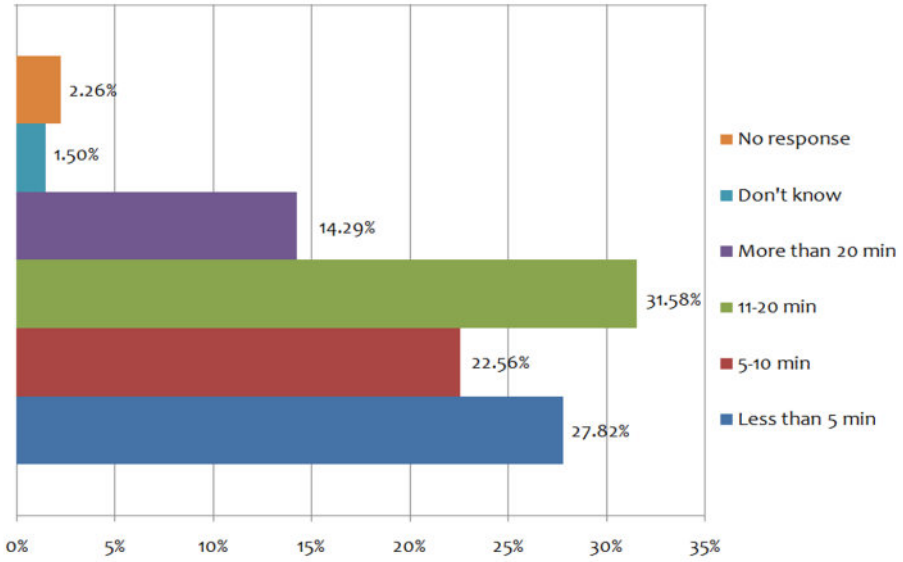
133 parents of students at Table Mound Elementary School responded to the survey, and this constitutes 29.62% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (40.60%), followed by school bus (39.85%.)



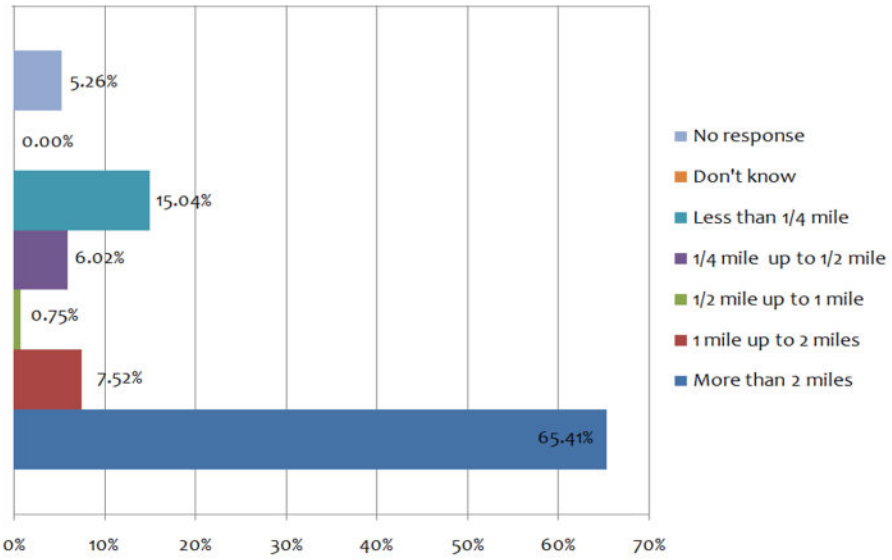
Travel Time to School

50.38% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



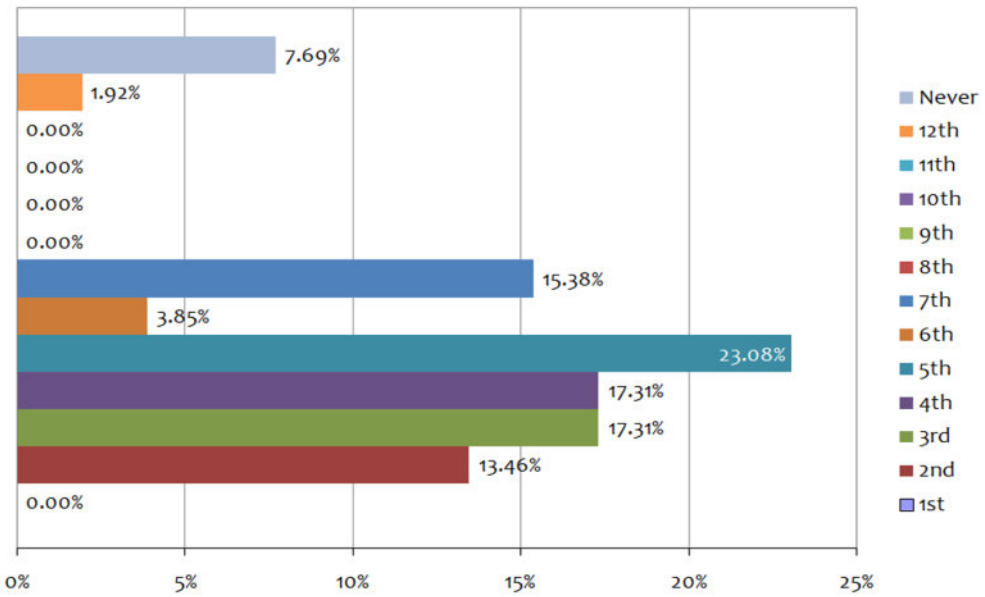
Travel Distance to School

21.06% of parents responding to the survey stated that their child travel less than 1/2 mile to school while 65.41% travel more than 2 miles to attend school.



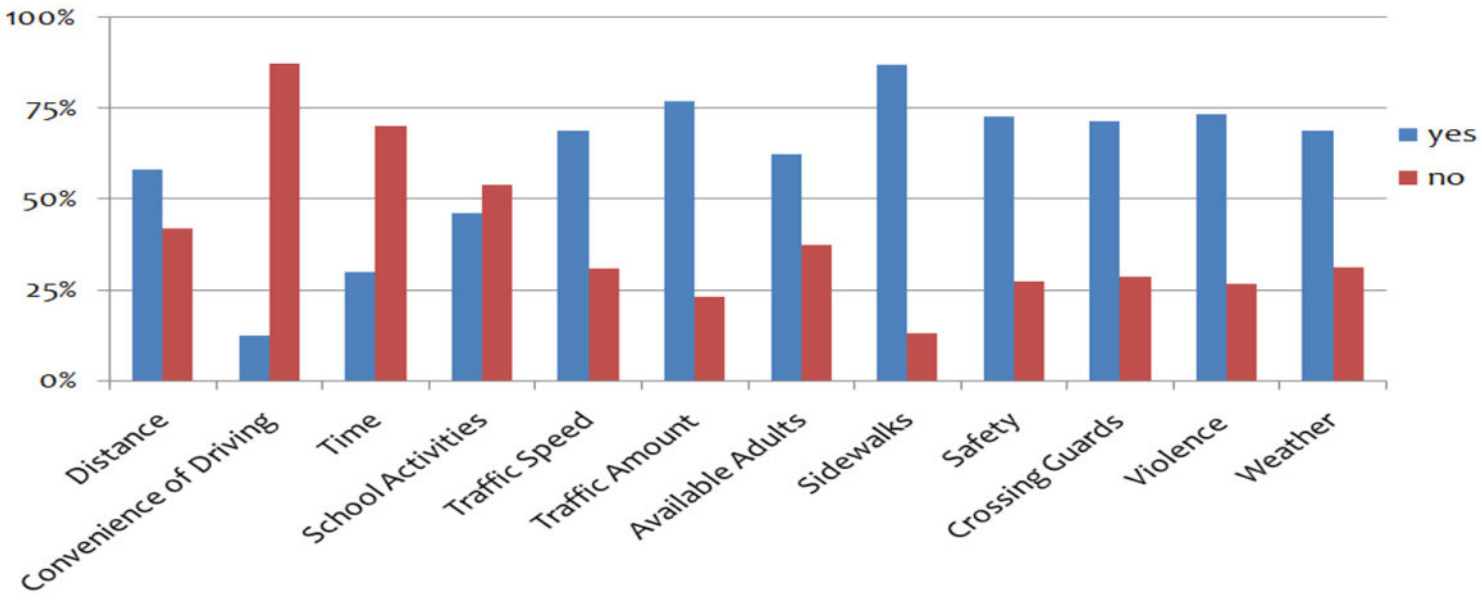
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 5th grade as an appropriate, allowable age for a child to walk or bike to school. 7.69%, stated that they would never allow their child to walk or bike to school.

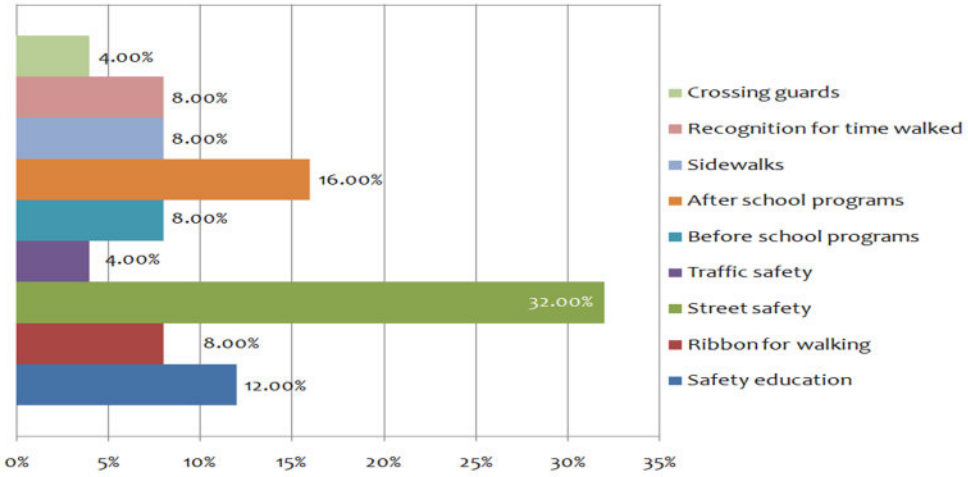


Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included sidewalks, traffic and violence. The major issues brought up by parents were unsafe street intersections, lack of sidewalks and paths, and traffic.



Incentives/Programs

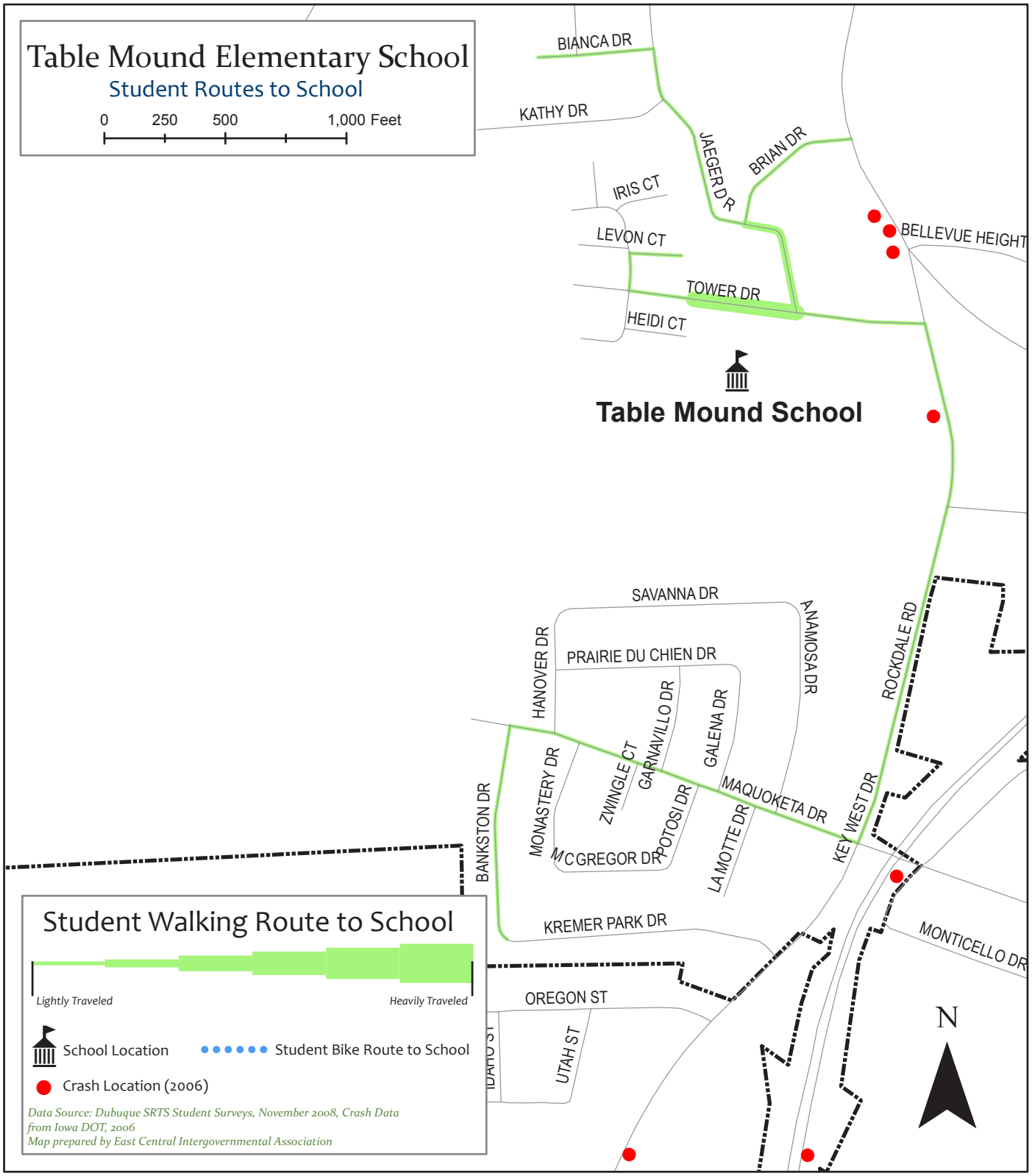


The top parent suggestions for increasing their child's/children's walking and biking were:
1. Street Safety
2. After school programs
3. Safety education

The streets cited most often by parents as being unsafe included:
1. Rockdale Rd
2. Hwy 61
3. Kelly Lane
4. Key West Dr
5. Tower Dr

Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	**Solution**
1	Unsafe crossing area: Intersections with Hwy 61 and 151	• Add painted crosswalks • Add flashing school crossing lights • Add walk button with countdown
2	Unsafe roadway: Rockdale Rd • Lack of sidewalks • Very small shoulders • Past Casey's in Key West, there are numerous homes. There are no sidewalks along that stretch of Rockdale and these students are too close to qualify for the school bus • Insufficient ice and snow removal on existing sidewalks	• Eliminate massive curb cut on Rockdale Rd. and access off Tower Dr. • Rebuild Rockdale Rd with sidewalks • Enforce snow removal regulations • Examine exception to 2 mile rule for school bus o Across 4 lane (east side 151/61) o Bellevue Heights sub o Kerrigan Heights sub o Table Mound East side mobile home parks
3	The only students who can safely walk to Table Mound live in the Jaeger Dr. neighborhood and the mobile home park next to the school	

Table Mound Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Table Mound Elementary School.

Table Mound

Infrastructure

Reference Number	*Intersection*	*Projects*
TM1	Twin Valley/Hwy 61/151	Flashing school crossing lights at arrival and dismissal
TM2	Twin Valley/Hwy 61/151	High visibility painted crosswalks
TM3	Twin Valley/Hwy 61/151	Fully signalized intersection
TM4	Rockdale	Build sidewalks
TM5	Maquoketa Dr/Hwy	Flashing school crossing lights
TM6	Maquoketa Dr/Hwy 61/151	High visibility painted crosswalks
TM7	Maquoketa Dr/Hwy 61/151	Fully signalized intersection

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*
		Walking path through farm field from school to trailer park
	Rockdale	Corridor study
		Examine exception of 2 mile bussing rule considering: proximity to 4 lane highway

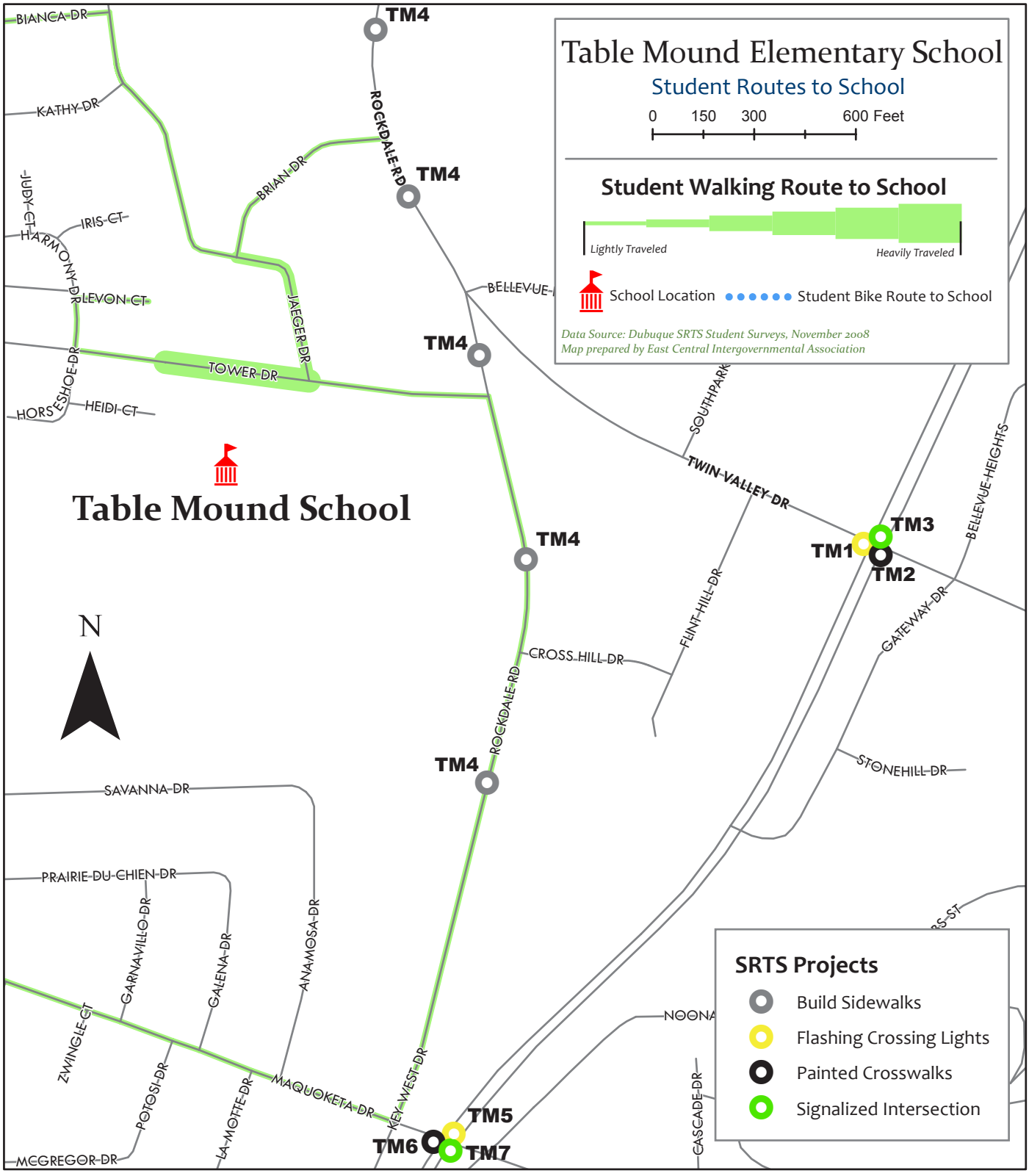
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
	Rockdale	Enforcement of existing snow removal regulations

* Listed in multiple categories

Mapping Table Mound 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 6.



Wahlert High School

School Location:
2005 Kane Street
Dubuque, Iowa 52001

Present Conditions

Number of students: 586

Bus Service:
- Public Transit – Keyline Transit Gray Line
- School District Bus Service

Student Surveys

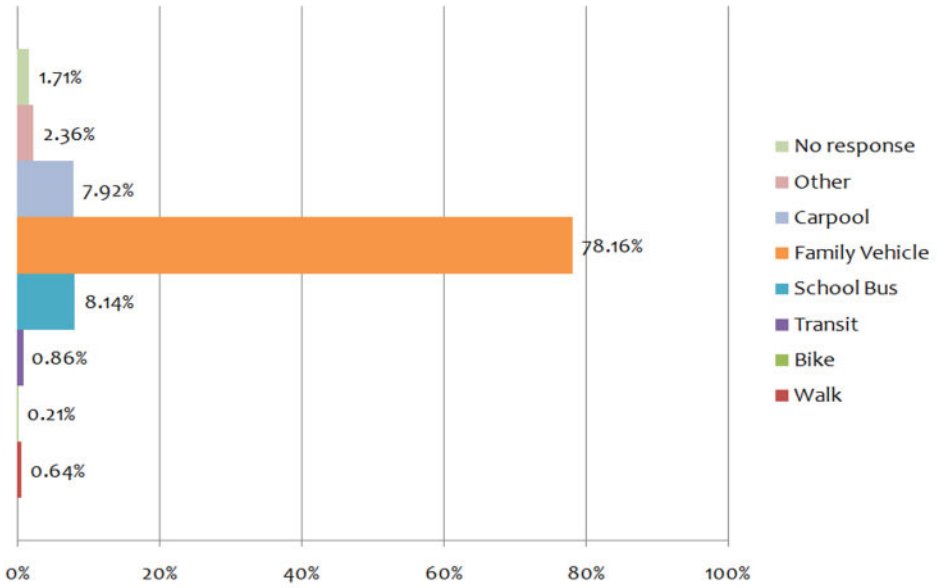
Student surveys were administered to 9-12 graders, at Wahlert High School, during the month of November in 2008. During class, students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walk or bike to school were asked to draw their route to school on school area maps (see page 4).

Travel Mode to School

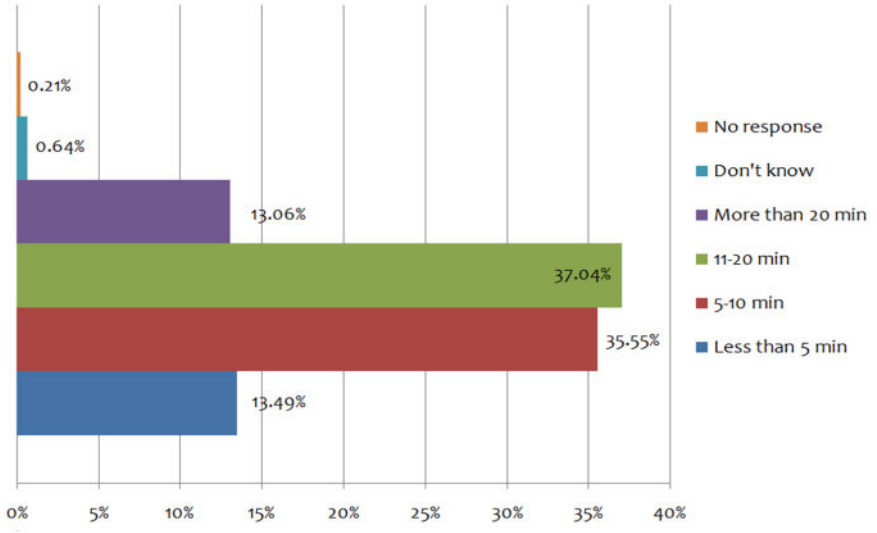
467 students responded to the survey, and this constitutes 79.69% of the student body.

Students responding to the survey travel to school most often by family vehicle (78.16%).



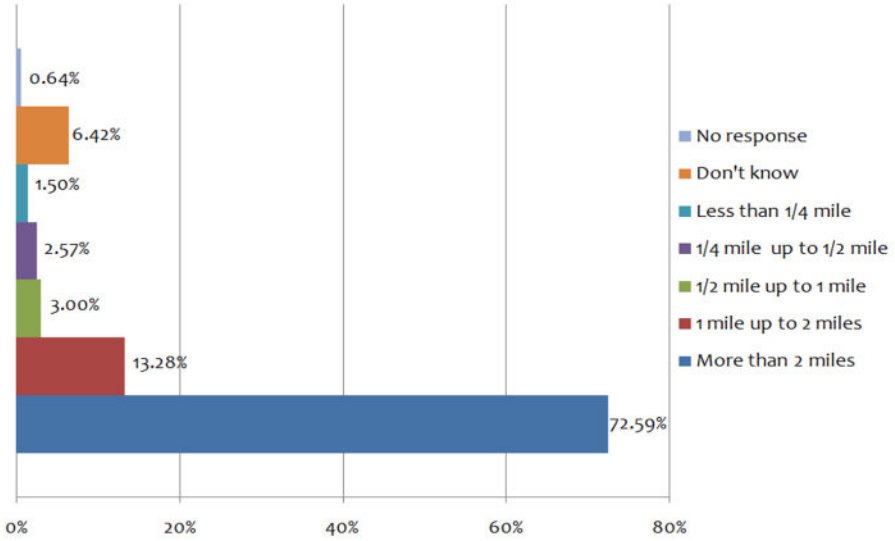
Travel Time to School

49.04% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

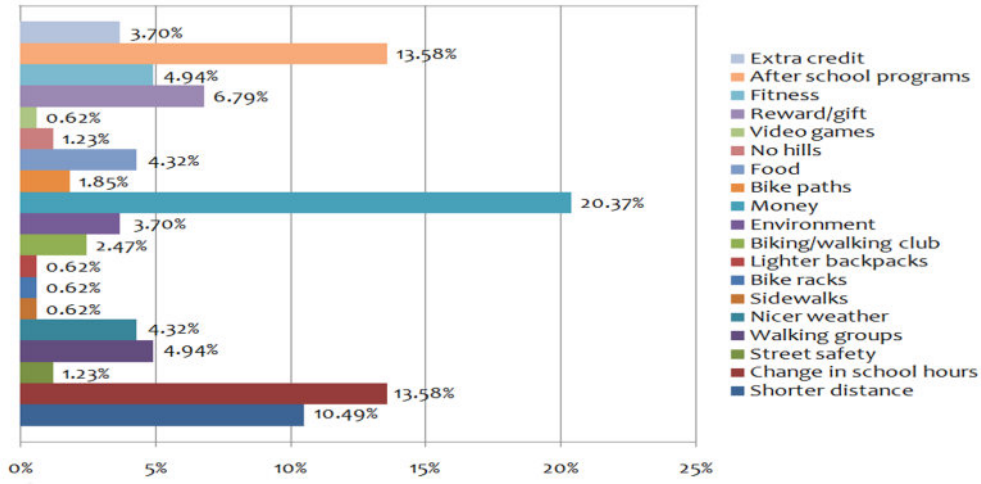


Travel Distance to School

4.07% of students responding to the survey travel less than 1/2 mile to school, while 72.59% travel more than 2 miles to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

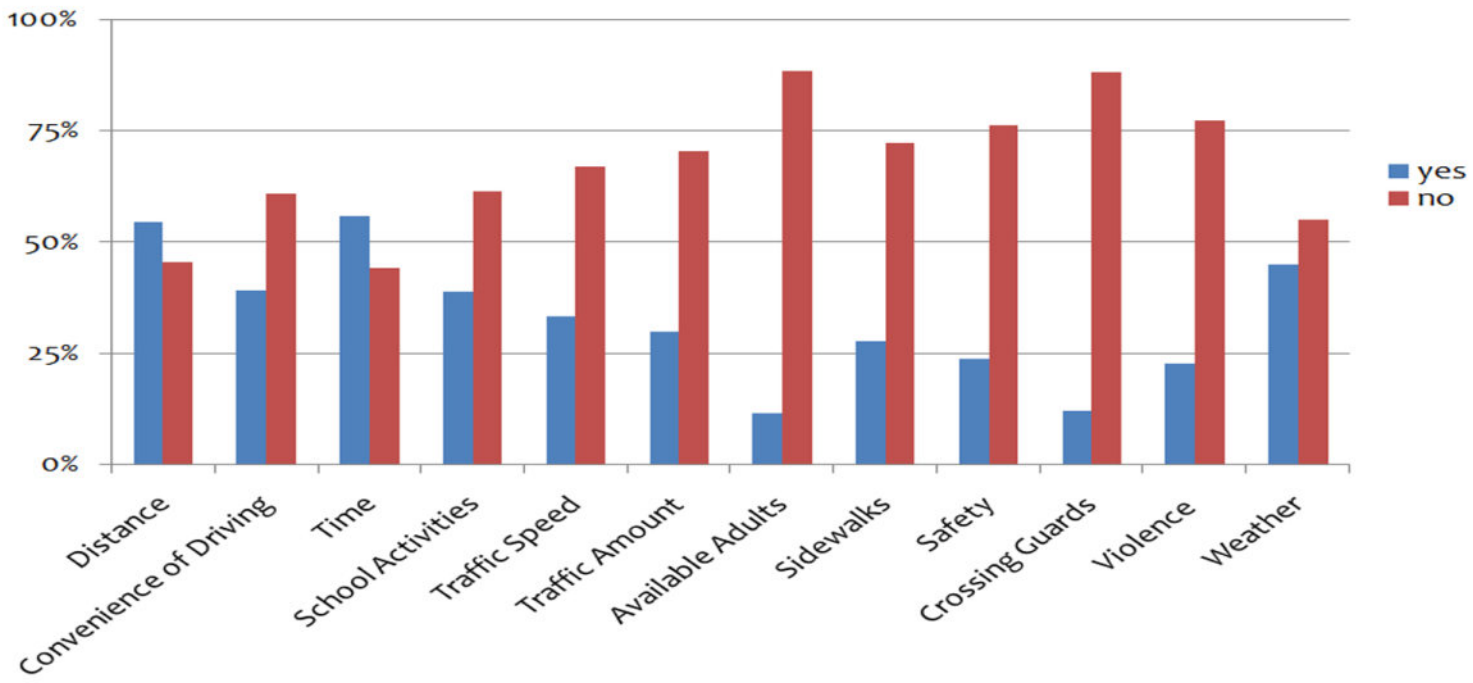
1. Money
2. Change in school hours
3. After school activities

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

1. Intersections with Grandview Ave
2. Kane St
3. Asbury Rd
4. Intersection with NW Arterial

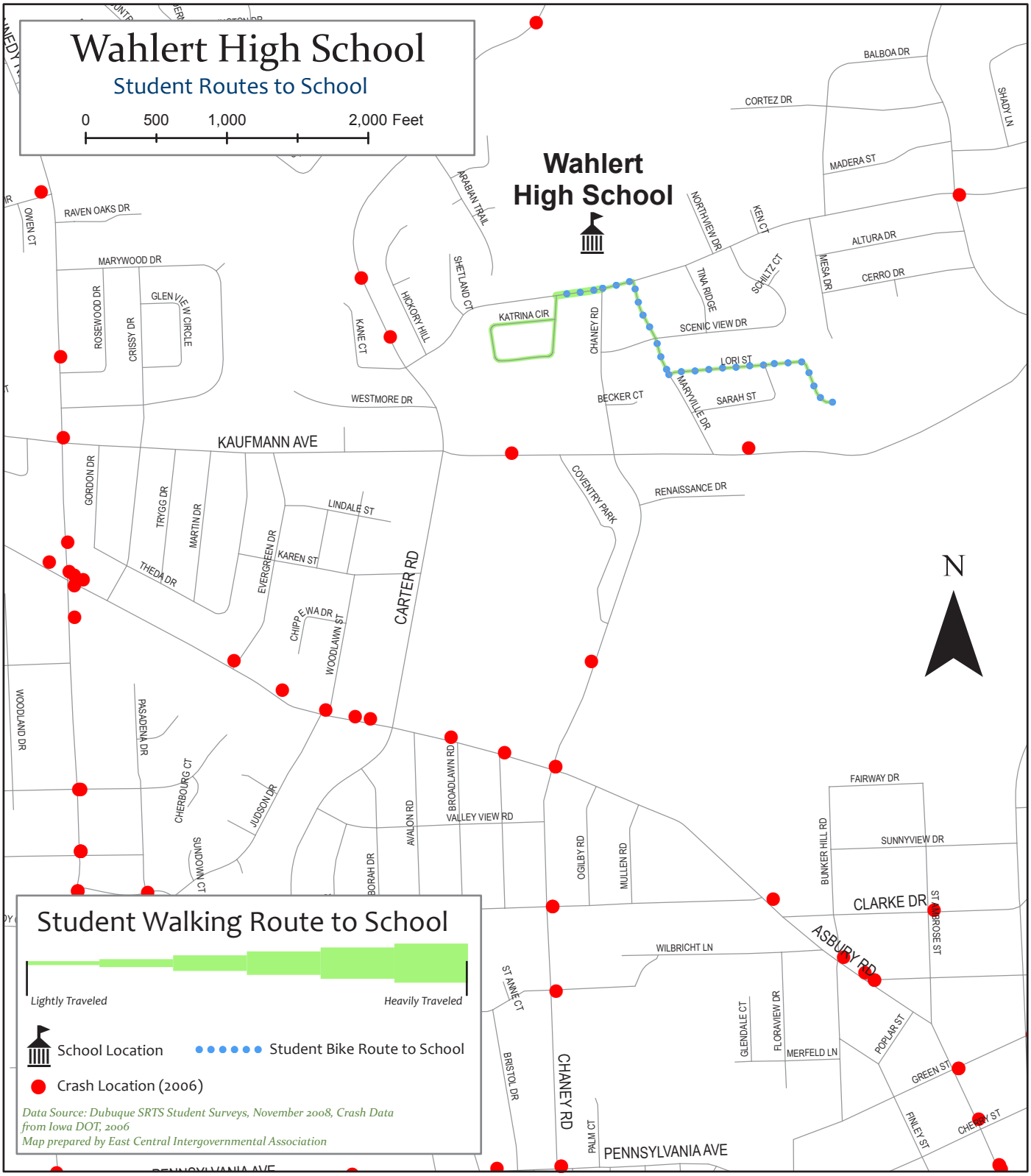
Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included distance and time. The major issues brought up by students were icy or snowcovered sidewalks, hills, and unsafe intersections near the school and specifically near the school parking lot.



Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	**Solution**
1	Unsafe intersection: Kane and Chaney intersection	• Add stop sign or stop light at intersection • Use improvement study • Painted crosswalks • Consider making intersection a 3-way stop during school hours
2	High speed on Carter Rd North of Kane St	• Enforce traffic regulations • Add traffic calming devices
3	Sidewalks on Carter Rd	• Improve sidewalks
4	Unsafe intersection: Kane and Carter	• Add a crosswalk
5	Arrival and dismissal congestion • Kane St has heavy traffic • Cars are backed up for a long distance • Entry to the school is blocked off with cones from 2:30-3:00pm (police recommendation)	

Wahlert Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Wahlert High School.

Mazzuchelli/Wahlert

Infrastructure

Reference Number	*Intersection*	*Projects*
MW1	Kane/Chaney	High visibility painted crosswalk
MW2	Kane/Chaney	Three-way stop
MW3	Carter	Chicanes or other calming devices
MW4	Carter/Kane	Curb extensions at all corners
MW5	Carter/Kane	High visibility painted crosswalk
MW6	Carter/Kaufmann	High visibility painted crosswalk
MW7	Carter	Build/improve existing sidewalks
MW8	Carter	Bike lanes
MW9	Carter	Flashing school crossing lights at arrival and dismissal
MW10	Kaufman East of Chaney	Flashing school crossing lights at arrival and dismissal
MW11	Kane East of Maryville	Flashing school crossing lights at arrival and dismissal

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*

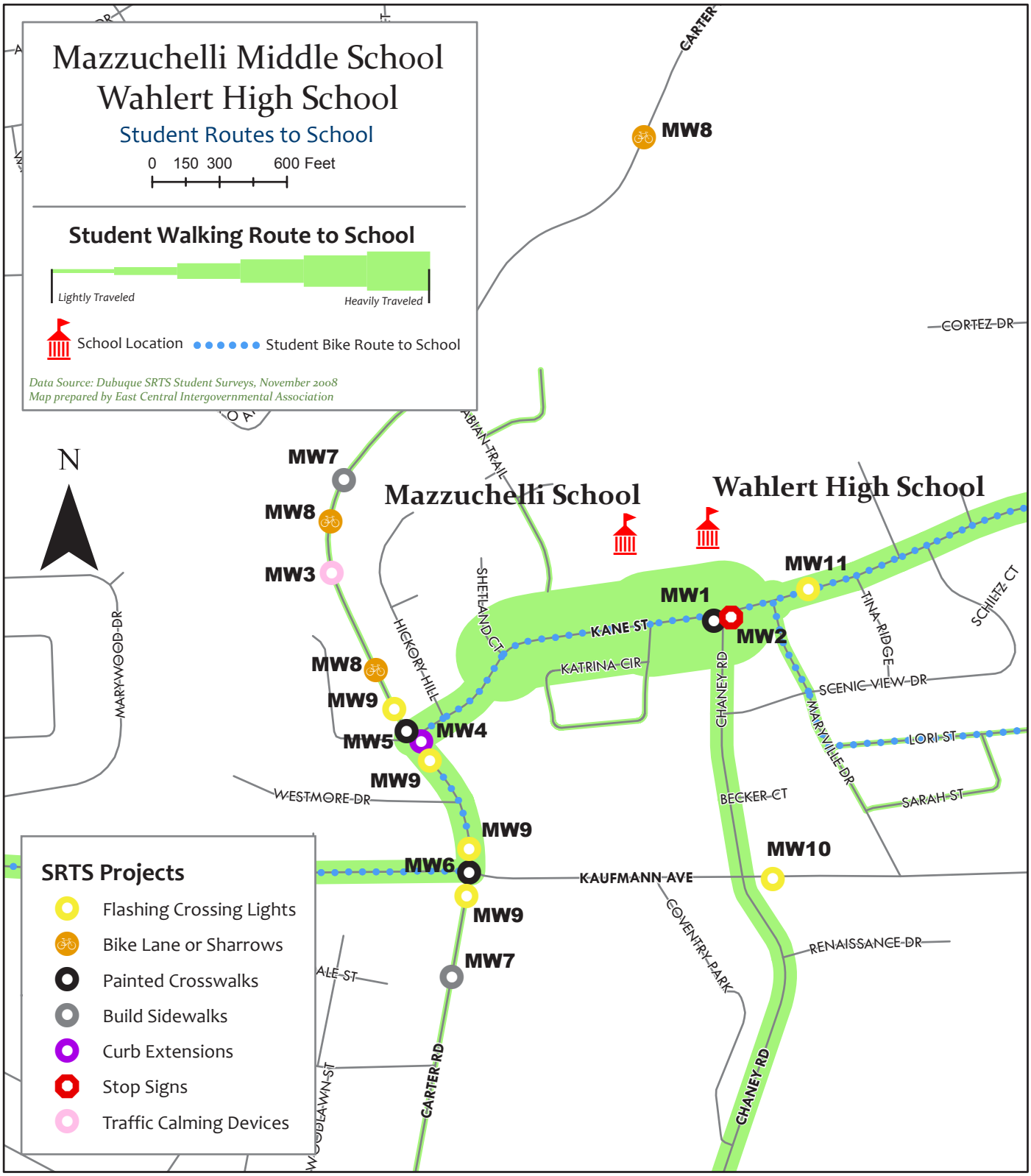
Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
	Carter/Kane	Enforcement of existing speed regulations
		School driveway/entrance blocked with cones from 2:30-3pm
	Carter	Decrease speed limit

* Listed in multiple categories

Mapping Wahlert 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 6.



Washington Middle School

School Location:
51 N Grandview Ave
Dubuque, IA 52001

Present Conditions

Number of students: 639

Bus Service:
- Public Transit – Keyline Transit Green Line
- School District Bus Service

Student Surveys

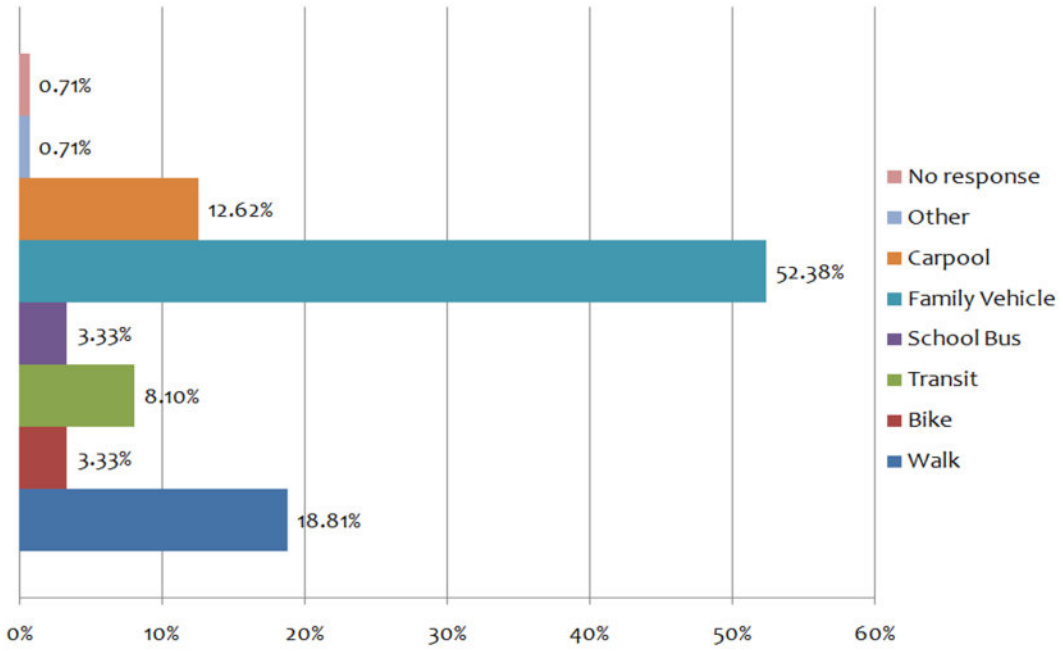
Student surveys were administered to 6-8 graders, at Washington Middle School, during the month of November in 2008. During class, students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Additionally, students who walk or bike to school were asked to draw their route to school on school area maps (see page 4).

Travel Mode to School

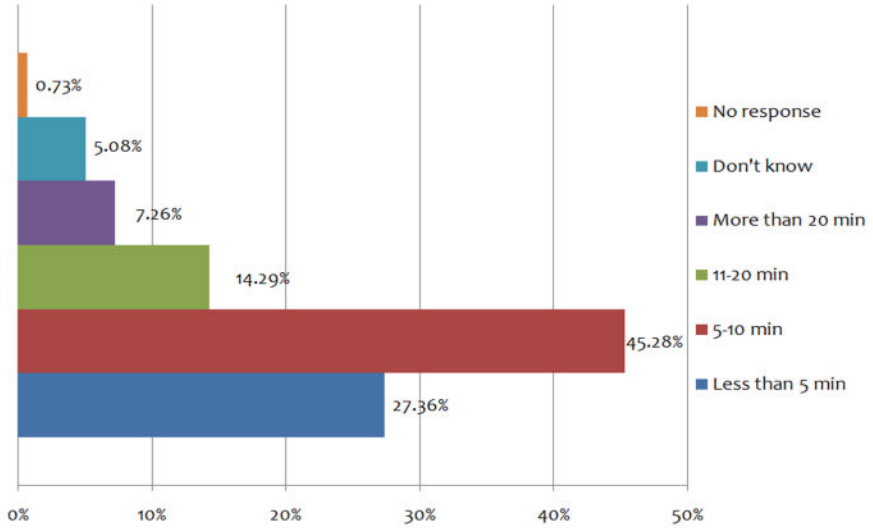
420 students responded to the survey, and this constitutes 65.72% of the student body.

Students responding to the survey travel to school by family vehicle (52.38%) or by walking (18.81%).



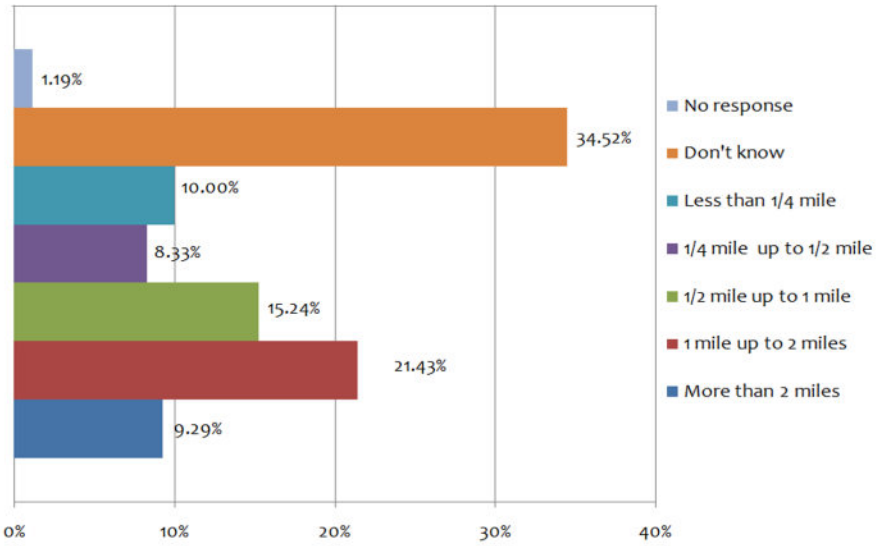
Travel Time to School

72.64% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

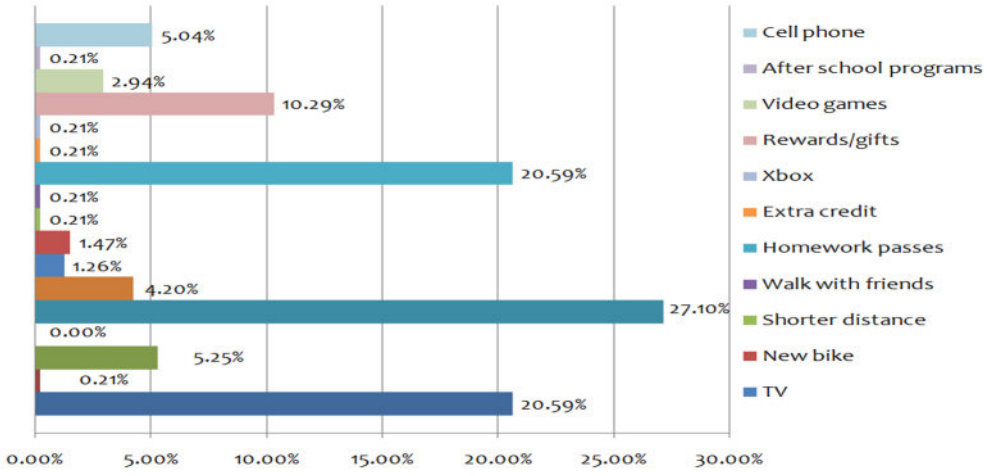


Travel Distance to School

18.33% of students responding to the survey travel less than 1/2 mile to school, while 9.29% travel 2 miles or more to attend school.



Incentives/Programs

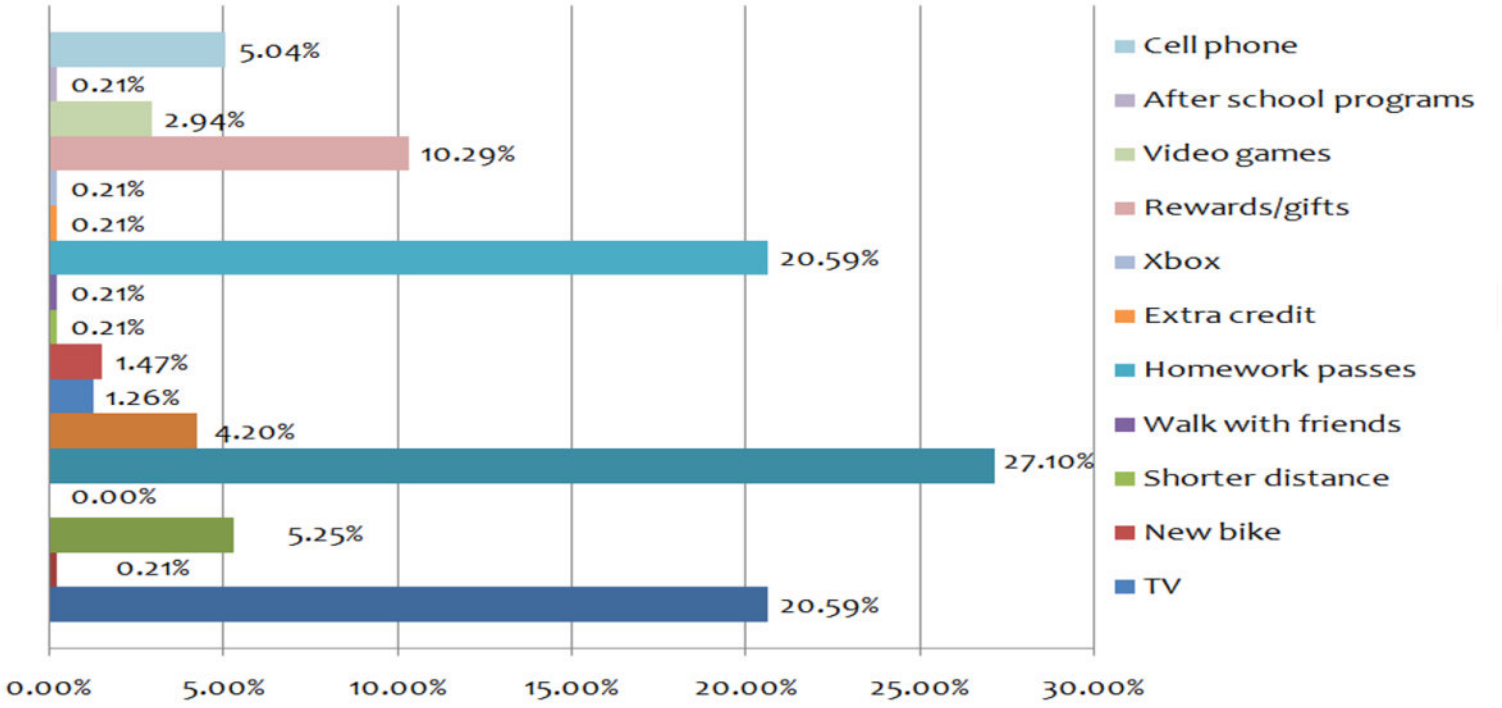


The top student suggestions for increasing walking and biking were:
1. iPod
2. Homework passes
3. Money

The streets cited most often by parents as being unsafe included:
1. Freemont Rd
2. Rockdale Rd
3. Grandview Ave and Hwy 20
4. Intersection at Grandview Ave, Delhi St and Grace St
5. Loras Blvd and Grandview Ave
6. University Ave and Grandview Ave

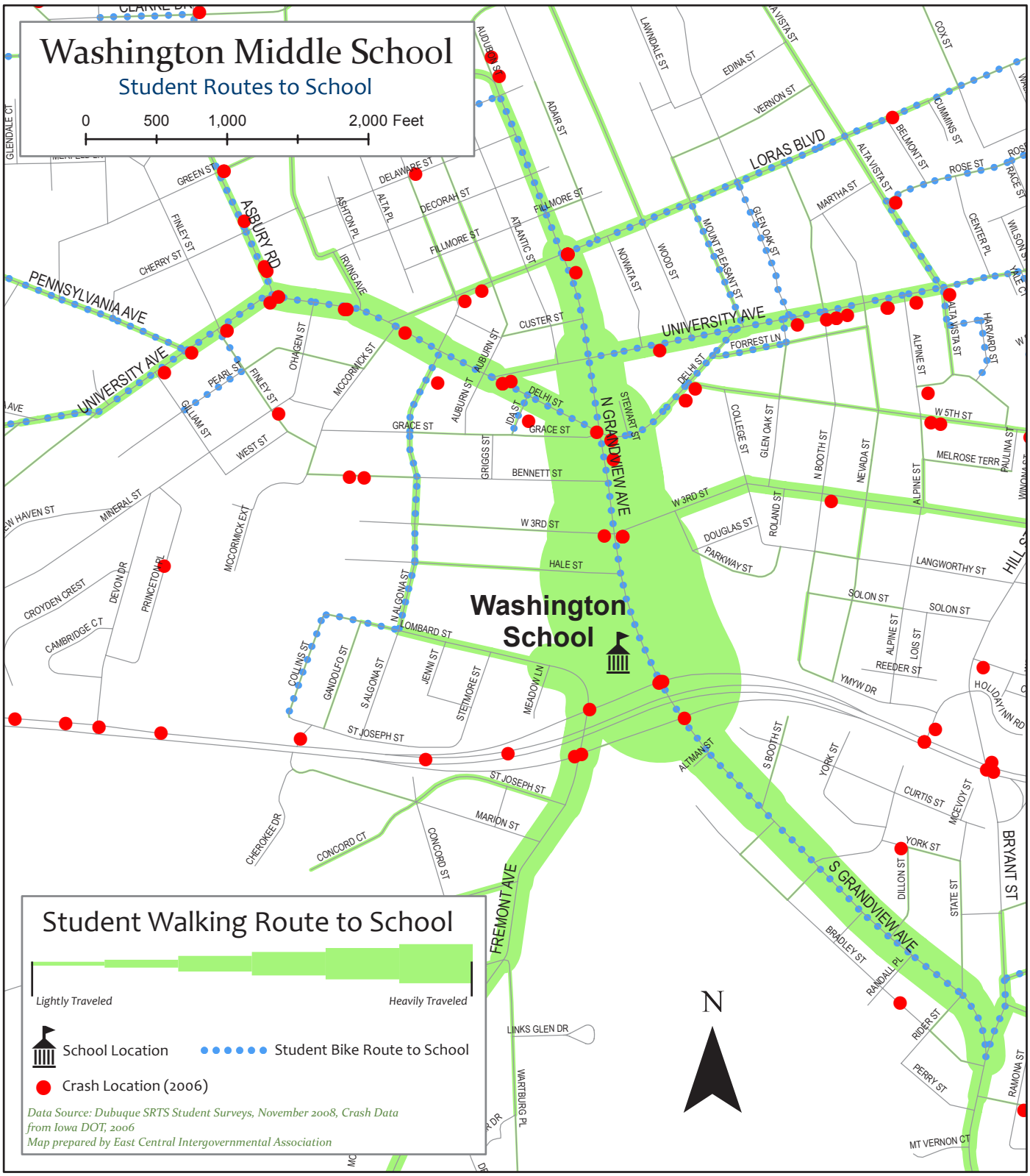
Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included time, distance and weather. The major issues brought up by students were crime and violence, icy or snowcovered sidewalks, and unsafe intersections near the school.



Mapping Student Routes and Crash Data

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



School Administrator Input

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

	Problem	**Solution**
1	Unsafe intersection: Hwy 20 and Fremont • Cars run yellow lights • Right turn on red, drivers are not checking for pedestrians	• Enforcement of current regulations
2	Unsafe intersection: Grandview and Hwy 20 • Cars run yellow lights • Right turn on red, drivers are not checking for pedestrians	• Enforcement of current regulations
3	Unsafe intersection: Hwy 20 and Lombard Right turn on red, drivers are not checking for pedestrians	• Adult supervision on Hwy 20 and Lombard
4	Fremont Insufficient ice and snow removal	• Enforce snow removal regulations
5	Grandview Insufficient ice and snow removal	• Enforce snow removal regulations
6	School entrance • Icy sidewalks and crosswalk • Dangerous curve • Excessive speed	• Enforce snow removal regulations • Make a 1-way drop off drive behind the school • Change start time • Parking lot reconfiguration
7	Grandview intersections – congestion at arrival and dismissal times. School ending time (2:30pm) is 10 minutes after Senior dismisses which leads to traffic and congestion	• Add painted crosswalks • Add painted curbs and limiot parking on Grandview near school
8	Vehicles picking up speed or failing to reduce speed in preparation for or exit from Hwy 20 Vehicles rushing to pass on 4 lane bridge before Grandview chanegs back to 2 lane	• Replace lane of traffic with wider pedestrian walkway or bike lane • Or have a turn only lane
9	Unsafe intersection: W 3rd and Grandview • A student is hit yearly • Accidents by both right and left turning vehicles • Pedestrians and bike riders have also been hit	

Project List

Project lists were developed for each school after holding public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department. The following list outlines projects for Washington Middle School.

Washington

Infrastructure

Reference Number	*Intersection/Roadway*	*Projects*
WA1	Hwy 20/Grandview	Countdown pedestrian signals
WA2	Hwy 20/Lombard	Countdown pedestrian signals
WA3	Grandview/School entrance	Flashing school crossing lights at arrival and dismissal
WA4	Grandview (all intersections)	High visibility painted crosswalks
WA5	Grandview overpass	Widen pedestrian/cyclist area to prevent vehicles passing on the overpass
WA6	Grandview	Bike lanes
WA7	W 3rd/Grandview	Fully signalized intersection
WA8	Delhi/Grandview/Grace	Roundabout

Policy

No Reference Number	*Intersection (if applicable)*	*Projects*
		Change school start time
		Reconfigure parking lot
		Reevaluate Keyline bus schedule to correspond with school dismissal times

Safety/Enforcement

No Reference Number	*Intersection (if applicable)*	*Projects*
	Hwy 20/Fremont	Enforcement of existing speed regulations
	Hwy 20/Fremont	Enforcement of existing traffic regulations (running red lights, right turn on red without stopping, etc.)
	Hwy 20/Grandview	Enforcement of existing speed regulations
	Hwy 20/Grandview	Enforcement of existing traffic regulations (running red lights, right turn on red without stopping, etc.)
	Fremont	Enforcement of existing snow removal regulations
	Grandview	Enforcement of existing snow removal regulations
	Grandview/School entrance	Enforcement of existing snow removal regulations
		Limit parking near school

* Listed in multiple categories

Mapping Washington 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 6.

Project Cost Estimates

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

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

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

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

Proposed Projects for Dubuque Schools

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

PROJECT TYPE	CATEGORY	PRICE	UNIT
Widen Pedestrian/Cyclist Area	Asphalt	$80.00	TON
	Concrete	$35.00	SY
Extend Grant Park to 16th Street	Not Possible		

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 19-28 were specific to one school.

Project No	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Project Type	High Visibility Painted Crosswalks	Flashing School Crossing Lights	Fully Signalized Intersection	Adult Crossing Guards	No Parking Areas	Curb Extensions	Build Sidewalks	Bike Lane or Sharrows	Stop Signs	Fully Signalized Crosswalks	Pedestrian Overpass	Pedestrian Countdown Signals	Roundabout	Additional Street Lighting	School Crossing Sign	Portable Stop Sign	Traffic Calming Devices	Additional Bike Racks	Children Playing Signs	Student Crossing Guards	Install Fence	Surveillance Camera	Restrict Right Turn on Red	Close Street to Through Traffic	Shrub Removal	Tighten Turning Radius	Widen Pedestrian/Cyclist Area	Extend Grant Park to 16th Street
Audubon	7	4	3	1	1	2														1								
Marshall		1			2	2	1	3		1																		
Jefferson	3	1	1		2				1					1	1													
Fulton	4	1				4				1																		
Sageville	1	1		1			1								1													
Eisenhower	1	2					2					1				1												
Mazzuchelli/Wahlert	3	3				1	1	1	1								1											
Resurrection	1																											
Carver	1	4	4	5			2				1							1										
Roosevelt	2	2	2			1	1				2										1	1						
Hempstead	1								1																			
Hoover		2		2					1		1																	
Kennedy	4	2		1					2																			
Irving		1			1					1		1											1					
St. Anthony/OLG		1									1		1				1							1				
Senior	1												1															
Table Mound	2	2	2				1																					
Bryant	5	5		2	1																				1	1		
St. Columbkille	1			1	2																							
Washington	1	1	1					1				2	1														1	
Lincoln	1	2	2	2	2	2			1							1												
Central	4		2																									
Prescott	6	1	3		1			3						1				1	2									1
Holy Ghost		1								2																		
TOTAL	49	37	20	15	12	12	9	8	7	5	5	4	3	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1

Projects Unique to One Specific School

Project Cost Estimates by Type

The total number of projects in each group were multiplied by cost estimates from pages 211 - 214 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	49	$1,000	$3,000	EA	$49,000	$147,000
2	Flashing School Crossing Lights	37	$12,500	$-	EA	$462,500	$-
3	Fully Signalized Intersection	20	$175,000	$-	EA	$3,500,000	$-
4	Adult Crossing Guards	15	$10,000	$-	YR	$150,000	$-
5	No Parking Areas	12	$-	$-	LF	$-	$-
6	Curb Extensions	12	$-	$-	LF	$-	$-
7	Build Sidewalks	9	$-	$-	LF	$-	$-
8	Bike Lane or Sharrows	8	$-	$-	LF	$-	$-
9	Stop Signs	7	$80	$320	EA	$560	$2,240
10	Fully Signalized Crosswalks	5	$242,000	$139,700	EA	$1,210,000	$698,500
11	Pedestrian Overpass	5	$1,000,000	$-	EA	$5,000,000	$-
12	Pedestrian Countdown Signals	4	$900	$3,000	EA	$3,600	$12,000
13	Roundabout	3	$650,000	$-	EA	$1,950,000	$-
14	Additional Street Lighting	2	$500	$3,500	EA	$1,000	$7,000
15	School Crossing Sign	2	$20	$59	EA	$40	$118
16	Portable Stop Sign	2	$120	$-	EA	$240	$-
17	Traffic Calming Devices	2	$2,500	$120,000	EA	$5,000	$240,000
18	Additional Bike Racks	2	$500	$1,200	EA	$1,000	$2,400
Projects Unique to One Specific School							
19	Children Playing Signs	2	$25	$45	EA	$50	$90
20	Student Crossing Guards	1	$5,000	$-	YR	$5,000	$-
21	Install Fence	1	$-	$-	LF	$-	$-
22	Surveillance Camera	1	$10,000	$-	EA	$10,000	$-
23	Restrict Right Turn on Red	1	$20	$-	EA	$20	$-
24	Close Street to Through Traffic	1	$20	$500	EA	$20	$500
25	Shrub Removal	1	$-	$-	HR	$-	$-
26	Tighten Turning Radius	1	$-	$-	LF	$-	$-
27	Widen Pedestrian/Cyclist Area	1	$-	$-	LF	$-	$-
28	Extend Grant Park to 16th Street	1	$-	$-		$-	$-