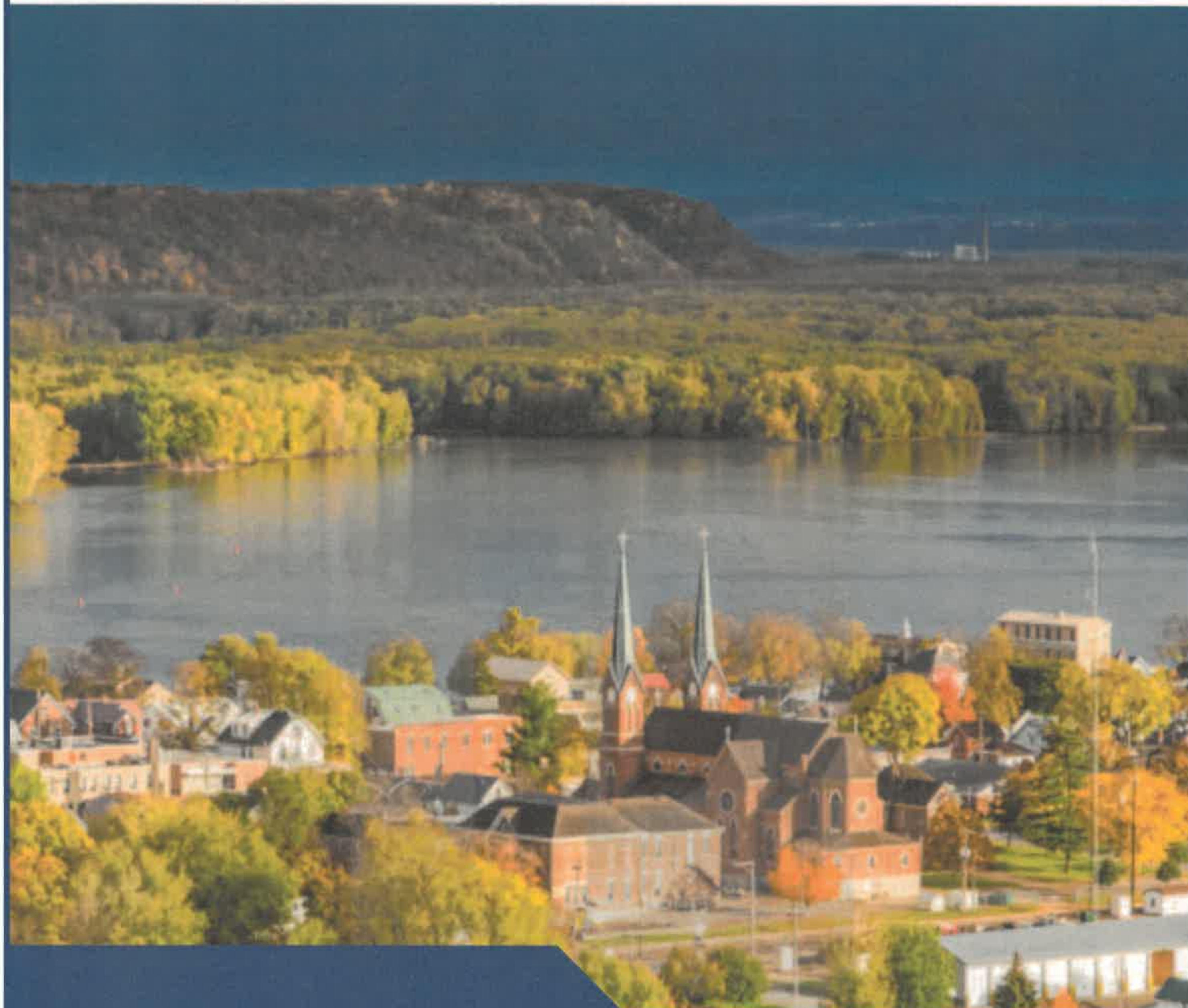

Guttenberg Trail System Master Plan

City of Guttenberg, Iowa

July 2021

Completed by Veenstra & Kimm, Inc. Dubuque, Iowa

VEENSTRA & KIMM INC.

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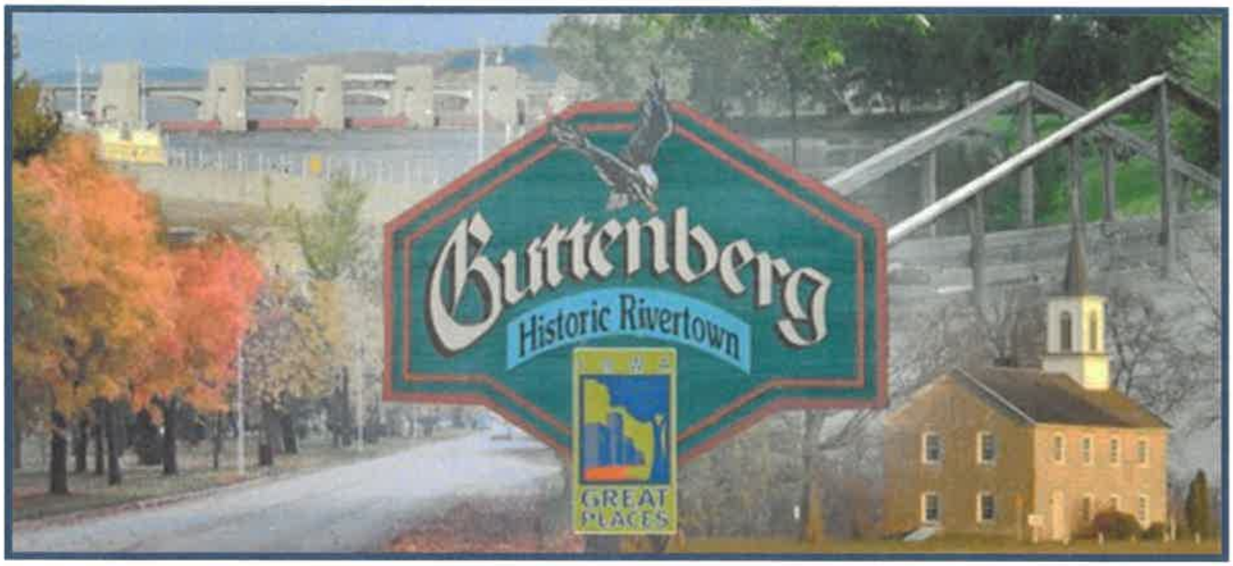
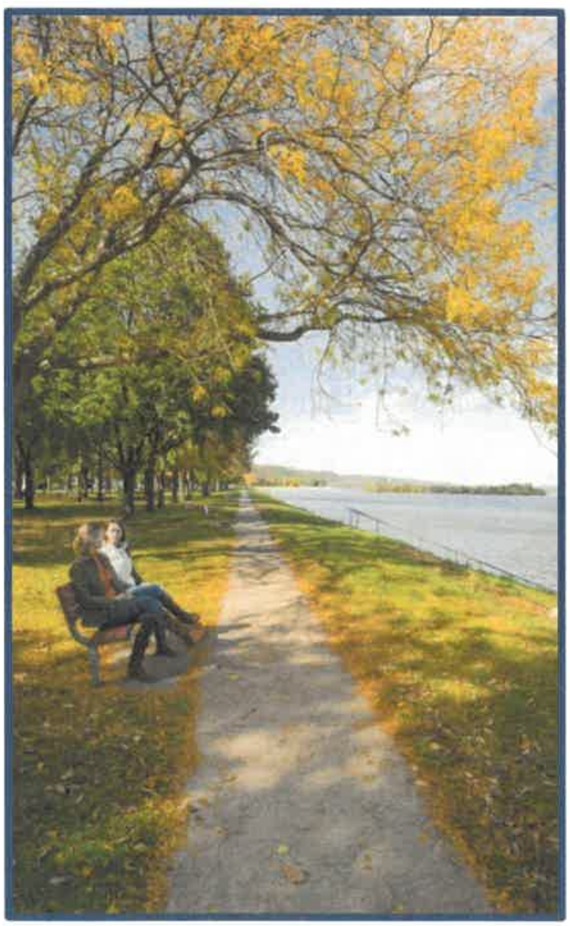
COMMUNITY BACKGROUND



The City of Guttenberg is located along the Mississippi River on two separate National Scenic Byways: The Great River Road and the River Bluffs Scenic Byway. The community is bound by the Mississippi River to the East and soaring limestone river bluffs to the West. The community is bifurcated by US Highway 52 and the Canadian National Railway. Guttenberg is designated an Iowa Great Place and no matter which way visitors enter the town, they are welcomed by dramatic overlooks of the historic town and the plethora of natural resource treasures that surround it. This historic German community is nestled in the heart of the Upper Mississippi River National Fish and Wildlife Refuge, next to stately US Army Corp of Engineer Lock and Dam Number 10 and numerous local, state, and private natural resource areas, Guttenberg is a shining example of an Iowa community that embraces its past, welcomes its future and recognizes its potential.



Guttenberg's mission is "To recreate the Mississippi River town of Guttenberg as a place for tourists, businesses, workers, and residents to invest their time and money as they enjoy the beauty and splendor of a cluster of spectacular natural sites."

The unique topography and natural features of Guttenberg presents both opportunity as well as challenges. As a river community with numerous recreational facilities including eight campgrounds, abundant park space with unobstructued access to the Mississisppi River, recreational trails, community swimming pool and abundant fishing, residents and tourists alike must coexisit and navigate the available roadways and trails throughout the community. There are a number of challenges to safely navigate the community including crossing railroads, state highways and in general, wayfinding. The City sees a great number of tourists and relies heavily on tourism for their local economy. Visitors arrive by both car and boat and visit the community year around.

In order to address the challenges AND capitalize on additional tourism demand, the City created a commnity trail group to investigate potential trail routes. The City also commisioned this study to investigate the feasibility of an interconnected system.

PURPOSE

This Master Trail Plan is intended to establish a long-term vision for improving walking and bicycling throughout the City of Guttenberg by connecting existing trails and establishing new trails along with implementing new safety features where these trails meet the roadways. One of the overall goals was to connect the numerous recreation sites and existing trails within the city. This interconnectivity will promote a healthy lifestyle and safe passageway for the residents as well as provide an additional attraction and amenity to support the marketing effort and tourism of the area.

The Guttenberg Trail Systems Master Plan will provide a strategy to develop a citywide network to connect existing trails and parks to the National Mississippi River Trail. The plan recognizes the magnitude of the initiative and will break the implementation into manageable and affordable segments.

The 3 main goals of the Trail Systems Master Plan are to:

1) *Provide well-defined interconnectivity between local attractions and recreation facilities.*
2) *Connection with the National Mississippi River Trail.*
3) *Improve Safety*

VISION AND GOALS

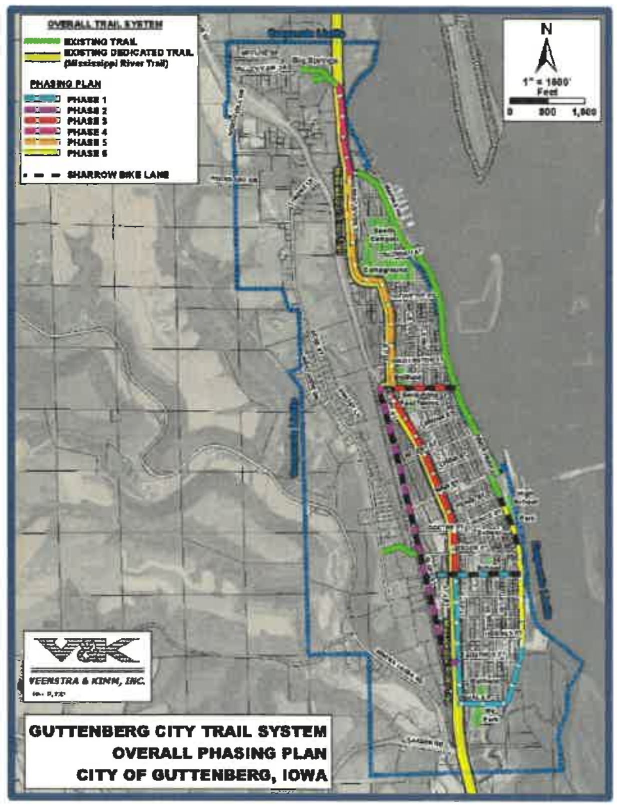
This Trail System Master Plan provides a vision for the City of Guttenberg and provides a plan to achieve that vision through three different goals.

Vision

"Guttenberg will be a community where both bicyclists and pedestrians have access to a safe and recreation focused network of trails that provide access to facilities and business throughout Guttenberg and along the National Mississippi River Trail."

Goal 1 – Connect Recreation Facilities and Natural Attractions

Improving and defining safe passageways between the many sites in Guttenberg will encourage a healthier lifestyle for its residents. As outdoor activities and recreation continue to increase in popularity, a well-defined trail system would be extremely marketable for the City and the area in general. As tourism remains a dominant part of the local economy, this will continue to an important amenity.



The completed trail system is planned to connect the following attractions and sites:

- Big Springs Trail
- Big Springs Park
- Great River Road RV Campground
- Stephen D. Shannon Athletic Complex
- Lakeside Campground
- River Walk Trail
- Darwin Duwe Ball Field & Playground
- Clayton County Freedom Rock
- Limbeck Pond
- Guttenberg Municipal Swimming Pool
- Clayton Ridge High School
- Rotary Playground
- Guttenberg Area Veterans Memorial
- Lockmasters House Heritage Museum
- Guttenberg Marina
- Buechle Hill Trail
- Guttenberg RV Park

These sites are highly utilized by residents and tourists alike. Any visit to Guttenberg will undoubtedly be encountered with bicyclists and walkers, joggers, and strollers. Connecting these sites will ensure the continued use and promotion of the many natural and recreational sites in Guttenberg.

Goal 2 – Connection to the Mississippi River Trail

The proposed improvements connect to the National Mississippi River Trail. The Mississippi River Trail, also known as U.S. Bicycle Route 45, is a designated bicycle and pedestrian trail that traverses the shores of the Mississippi River in the United States. The trail extends from the headwaters at Lake Itasca in Minnesota to near the mouth of the river in Venice, Louisiana. Much of the trail's 3,000 miles follows roadways used by motor vehicles, although some of the route is on Multi-Use Trails.

The National Mississippi River Trail provides a unique opportunity for the city of Guttenberg. By improving Guttenberg's trails throughout the city, we can expect to increase the number of travelers on the National Mississippi River Trail to stop and explore what Guttenberg has to offer. It is also reasonable to expect to see an increased number of people use both the campgrounds and hotels in Guttenberg.

By constructing Multi-Use Trails along the National Mississippi River Trail through Guttenberg, the city will encourage not only the residents of Guttenberg to use the trail but be an attractive starting point or stopping point for the many bicyclists that utilize the MRT.

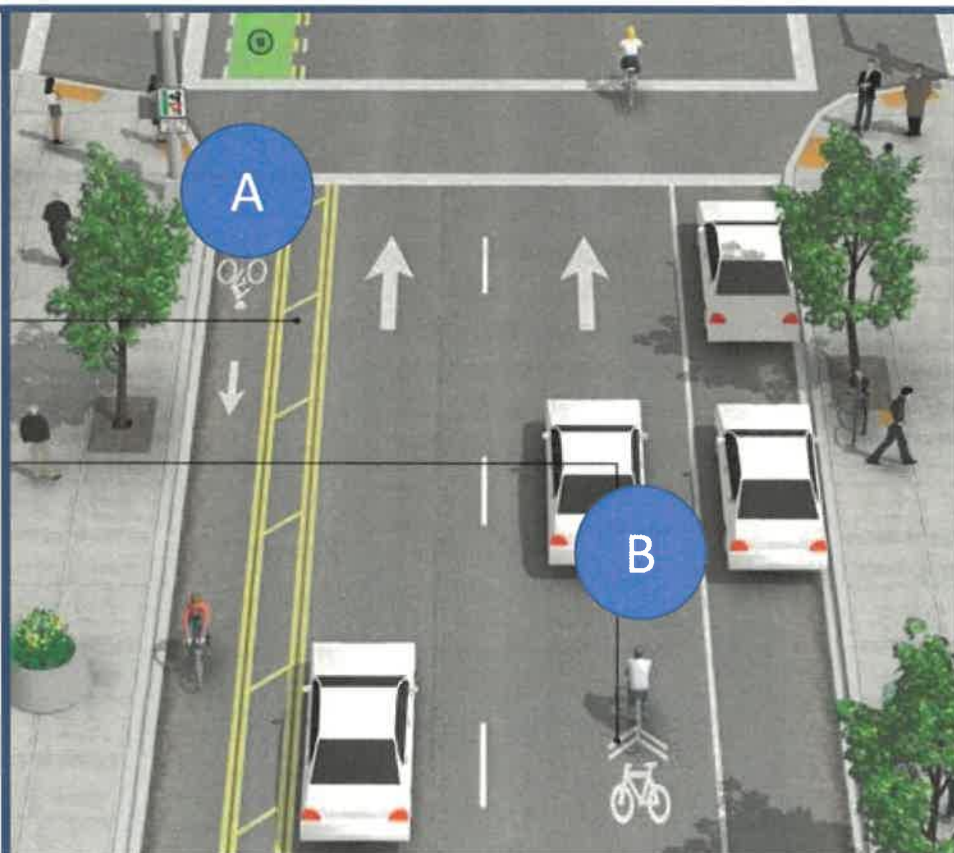
Goal 3 – Improve Safety

One of the most important goals of the proposed trail network is to increase safety for pedestrians and bicyclists. There are numerous ways to increase safety by minimizing the interaction of pedestrians and bicyclists with motorists. Many different features are planned to be incorporated into the system.

Designated Bike Lanes

A bike lane is a designated lane for bikers. It can be firmly restricted to just bicyclists, or it can be advisory. Bike lanes help to create a safe environment for bicyclists to ride in the street and stay isolated from traffic. In the proposed Trail System Master Plan, it is recommended establishing bike lanes on each low volume streets where a separate trail is not practical.

This graphic shows a street with both a bike lane (A) and a sharrow (B)



Sharrows

In corridors where there is not adequate room for bike lanes, the city should construct sharrows. Sharrows are markings in the road to help guide bicyclists when they need to share a lane with vehicular traffic. Sharrows should not be used on streets with speed limits above 35 mph. Signage and other obvious cautions should be used in conjunction with these markers.

Multi-Use Trails

Multi-Use Trails are large, paved lanes that are isolated from traffic. This approach, though more costly, safely separates the vehicular traffic from bicyclists and pedestrians. In the Trail Systems Master Plan, the multi-use trails are recommended where practical. They are 10 feet wide safely separated from roadway. A 10-foot width will provide enough room for both pedestrians and bicyclists traveling both ways.

Pedestrian Actuated Crosswalks

Pedestrian Actuated Crosswalks are typically two poles with flashing beacons, one on each side of a crosswalk, activated by the user. When a pedestrian is ready to cross, they press a button on the pole, and lights flash at the top of the poles to alert oncoming traffic that people will be crossing. It is recommend constructing one at each crossing of Highway 52.

IMPLEMENTATION

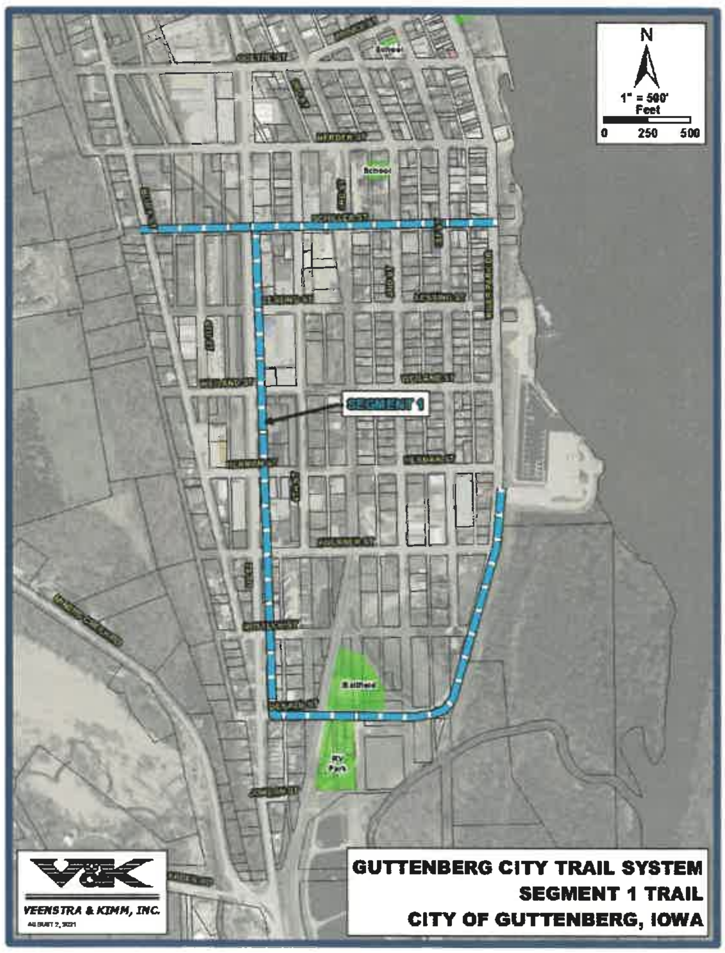
To construct all the recommendations in the Trail Systems Master Plan would be well over $3,000,000. This is not practical for a community the size of Guttenberg. For this plan to become a reality, the project needed to be broken into segments. The Trail Committee examined the over plan and identified 6 segments that could be useful if constructed alone yet a critical step to implementing the entire plan. The following sections show the individual segments with a brief description.

The Appendix contains a more detailed construction estimate for each of the segments. It is recommended that the City pursue grant funding sources when available and where practical. The estimates are provided in 2021 dollars, inflation and current costs will need to be considered if applying for grants. Additionally, the identified segments are for guidance only. It may be advantages to identify smaller segments or combine parts of segments to for the current funding opportunity.

Segment 1 – Schiller Street, Highway 52 South, and Dekalb Street

The first segment includes Schiller Street, Highway 52 between Schiller Street and Dekalb Street, as well as Dekalb Street and part of River Park Drive. This segment will connect the Marina with the ball field and 2 campgrounds with the business and residents on the south side end of the highway. The Schiller Street portion will utilize bike lanes and sharrows while the Highway 52, Dekalb and South River Park Drive portion will have a multi-use trail.

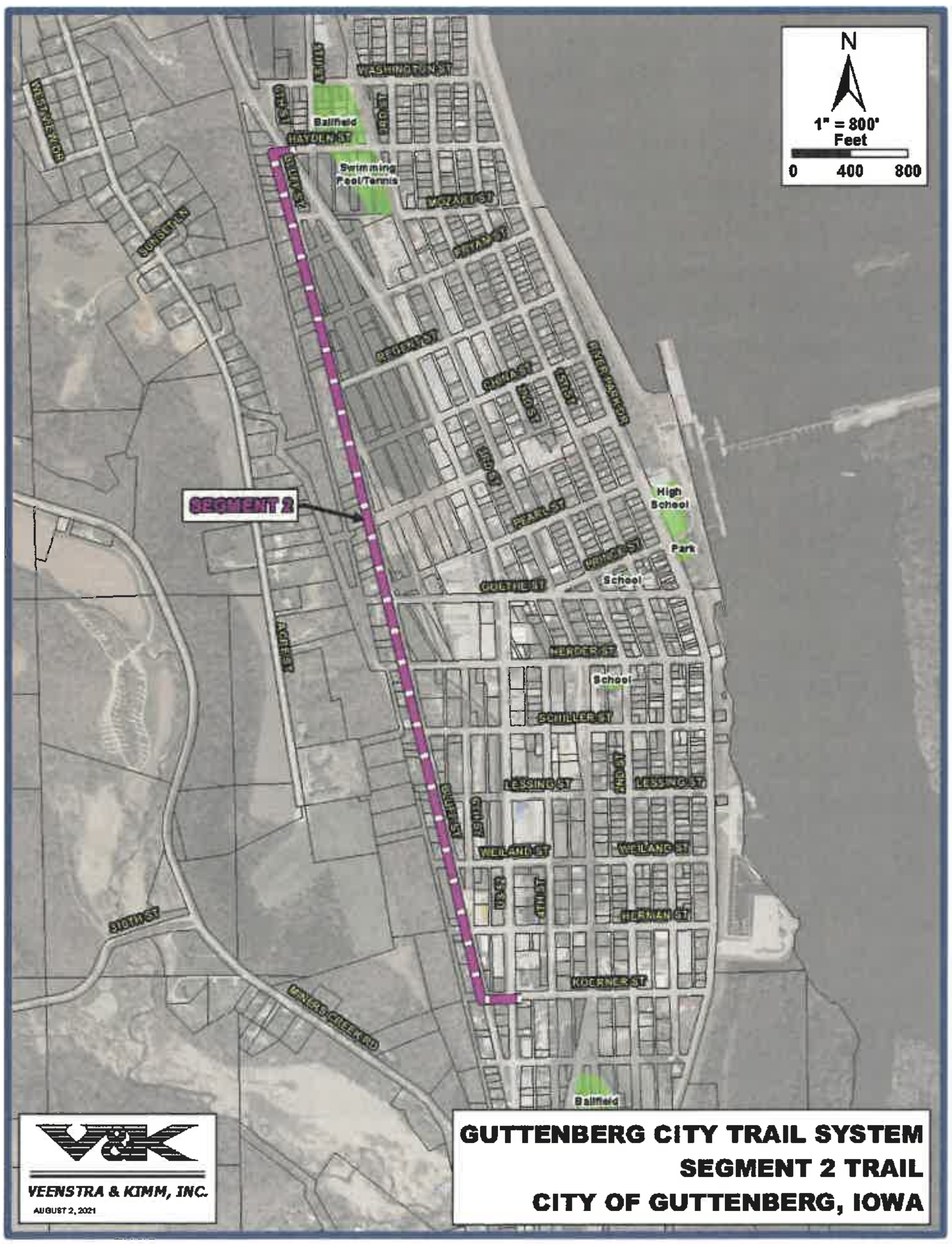
There will be a pedestrian actuated crossing at Koerner Street to connect to segment 2. The total length of this segment will be nearly 5,000 feet. This segment is estimated at $945,000.



Segment 2 – Bluff Street

The next segment includes the entirety of Bluff Street from from Hayden Street Koerner Street. This segment will utilize sharrows and signage with the excpetion of a segment between Regent Street and Mozart Street. A mulit-use trail will need to be construtued in this area to connect the other roadways and will be located along the existing pond. This segment will provide a route from the north end of the community to the south end of the community along the scenic bluffs and safely off Highway 52. This will connect Buchle Hill Trail with other trail segments.

Segment 2 is approximately 5,400 feet in legnth and is estimated to cost $144,000.



Segment 3 – Highway 52 North and Haydn Street

Segment 3 connects a number of recreational facilities and attractions in Guttenberg. Located along Highway 52 and Haydn Street, this segment begins at the River Trail, connects to the municipal swimming pool, Limbeck pond, Duwe Field and terminates at Schilller Street. Segment 3 will provide safe passage way along Highaway 52 to the numerous businesses and will include a pedestrian actuated corssing at Haydn Street. This important segment connects segments 1, 2, and 5.

At approximately 4,300 feet long, this segment is estimated at $825,000.

Segment 4 – Big Springs Extension

Segment 4 extends the current river trail to the Mississippi River Trail along the Great River Road and terminates at Big Springs Nature Park. Currently, the trail just terminiates atop the the flood wall with no safe way to get down. This segment would construct a ramp down, crossing the railroad and include a multi-use trail for approximately 1,900 feet along the road.

This segment is estimated to cost $675,000.

Segment 5 – 5th Street and Great River Road

The 5th segment entails the construction of a trail along the Great River Road and 5th Street north of Hayden Street. This segment connects to segments 2, 3, and 4. It begns at the swimming pool and connects numerous cmap groups, parks, and in connect to segment 4, provides safe access to the river front as well. As this is also the designated truck route, the entirty of this segment will be a multi-use trail.

At 5,200 feet, this segment is estimated to cost $810,000.

Segment 6 – South River Front

Segment 6 may be the most beautiful segment of the plan. This segment fronts the river and serves as en extension of the existing river front trail. Connecting to the extisting trail at the High School, this segments runs south along the river and ends at the Marina. This segment will provide unobstructed views of the river as well as fronting the the river front businesses. Segment 6 will largely meander through the existing park as a multi-use trail. The exact route will need to be determined by City Staff at the time of design to avoid existing structures and trees. There will need to be portions of the trail utilizing existing sidewalks a=or portions of the street to avoid businesses and structuure where the tyopography prevents passage. These portions will need to be signed and striped properly.

Segment 6 is approximately 4,000 feet in length and estimated to cost $675,000.

APPENDIX 1 – COST ESTIMATES

Guttenberg Trail Master Plan

Segment 1 - Schiller, Hwy 52, and Dekalb Street

Item No.	Description	Unit	Unit Price	Quantity	Price
1	General Excavation	CY	$11.00	12000	$132,000
2	Turf Restoration	CY	$26.00	2500	$65,000
3	Modified Subbase	CY	$37.00	650	$24,050
4	Pavement Removal and Repalcement	SY	$21.00	200	$4,200
5	6-inch PCC Driveway	SY	$68.00	1750	$119,000
6	4-inch PCC Trail (10' Wide)	SY	$37.00	6000	$222,000
7	Detectable Warning	SF	$37.00	100	$3,700
8	PCC Curb and Gutter	LF	$42.00	120	$5,040
9	Signage	LS	$15,000.00	1	$15,000
10	Pavement Marking	LS	$15,000.00	1	$15,000
11	Traffic Control	LS	$10,000.00	1	$10,000
12	Mobilization and Miscellaneous	LS	$14,000.00	1	$14,000
	Subtotal				$630,000
	Contingency, Engineering, Administration, Legal	50%			$315,000
	Construction Total				**$945,000**

Guttenberg Trail Master Plan

Segment 2 - Bluff Street

Item No.	Description	Unit	Unit Price	Quantity	Price
1	General Excavation	CY	$11.00	1000	$11,000
2	Turf Restoration	CY	$35.00	200	$7,000
3	Modified Subbase	CY	$60.00	100	$6,000
4	Pavement Removal and Repalcement	SY	$21.00	0	$0
5	6-inch PCC Driveway	SY	$68.00	0	$0
6	4-inch PCC Trail (10' Wide)	SY	$55.00	650	$35,750
7	Detectable Warning	SF	$37.00	0	$0
8	PCC Curb and Gutter	LF	$42.00	0	$0
9	Signage	LS	$2,500.00	1	$2,500
10	Pavement Marking	LS	$4,000.00	1	$4,000
11	Traffic Control	LS	$1,000.00	1	$1,000
12	Mobilization and Miscellaneous	LS	$18,000.00	1	$18,000
	Subtotal				$90,000
	Contingency, Engineering, Administration, Legal	60%			$54,000
	Construction Total				**$144,000**

Guttenberg Trail Master Plan

Segment 3 - Hwy 52 and Haydn Street

Item No.	Description	Unit	Unit Price	Quantity	Price
1	General Excavation	CY	$15.00	2400	$36,000
2	Turf Restoration	CY	$26.00	2500	$65,000
3	Modified Subbase	CY	$37.00	650	$24,050
4	Pavement Removal and Repalcement	SY	$21.00	400	$8,400
5	6-inch PCC Driveway	SY	$68.00	2100	$142,800
6	4-inch PCC Trail (10' Wide)	SY	$37.00	4800	$177,600
7	Detectable Warning	SF	$37.00	250	$9,250
8	PCC Curb and Gutter	LF	$42.00	240	$10,080
9	Signage	LS	$15,000.00	1	$15,000
10	Pavement Marking	LS	$15,000.00	1	$15,000
11	Traffic Control	LS	$15,000.00	1	$15,000
12	Mobilization and Miscellaneous	LS	$15,000.00	1	$25,000
	Subtotal				$550,000
	Contingency, Engineering, Administration, Legal	50%			$275,000
	Construction Total				**$825,000**

Guttenberg Trail Master Plan

Segment 4 - Big Springs Extension

Item No.	Description	Unit	Unit Price	Quantity	Price
1	General Excavation	CY	$14.00	16000	$224,000
2	Turf Restoration	CY	$26.00	1300	$33,800
3	Modified Subbase	CY	$37.00	400	$14,800
4	Pavement Removal and Replacement	SY	$21.00	0	$0
5	Railing	LF	$150.00	120	$18,000
6	4-inch PCC Trail (10' Wide)	SY	$37.00	2250	$83,250
7	Detectable Warning	SF	$37.00	25	$925
8	Rip Rap and Stone	TON	$40.00	400	$16,000
9	Signage	LS	$10,000.00	1	$10,000
10	Pavement Marking	LS	$2,500.00	1	$2,500
11	Traffic Control	LS	$15,000.00	1	$15,000
12	Mobilization and Miscellaneous	LS	$25,000.00	1	$25,000
	Subtotal				$450,000
	Contingency, Engineering, Administration, Legal	50%			$225,000
	Construction Total				**$675,000**

Guttenberg Trail Master Plan

Segment 5 - 5th Street and Great River Road

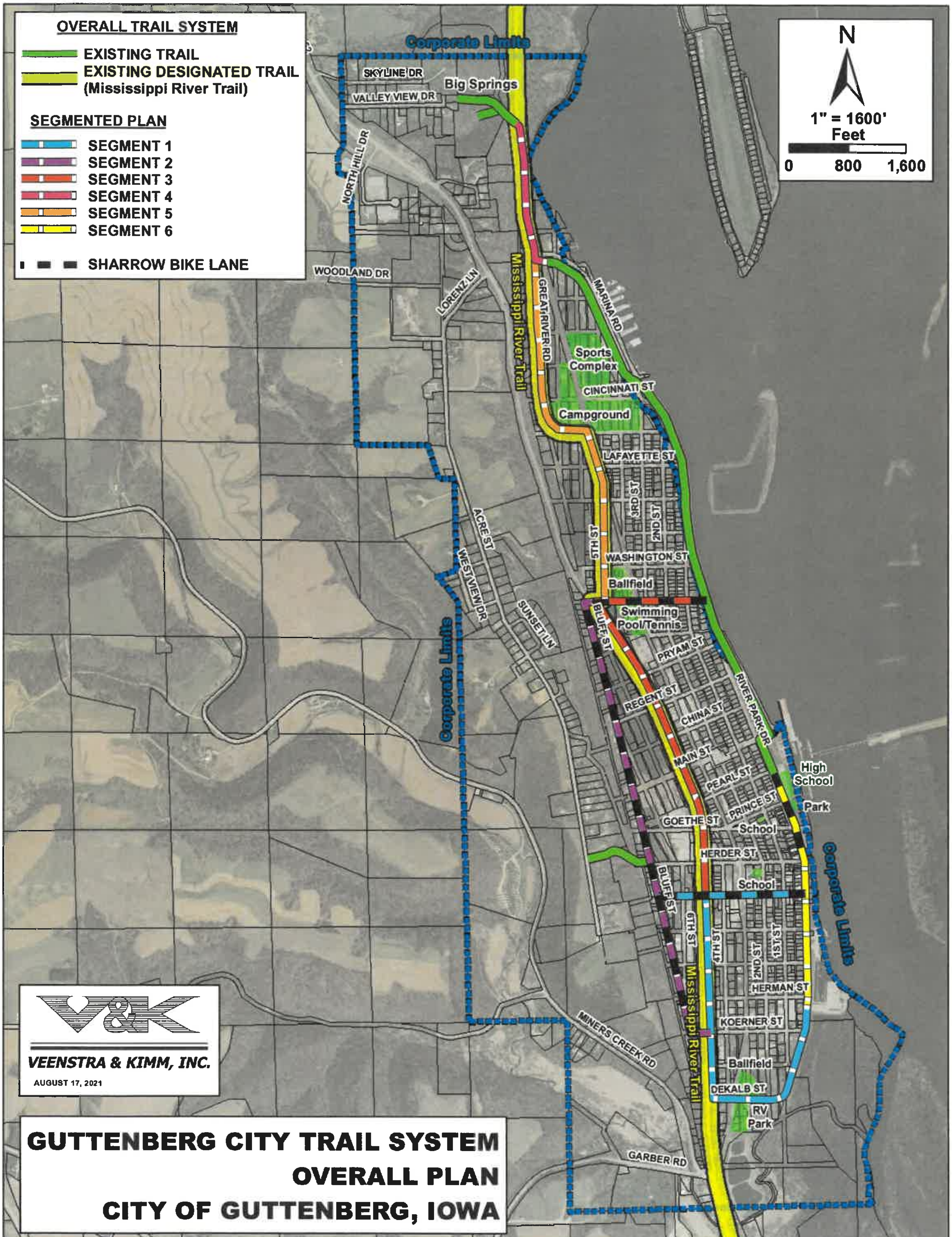
Item No.	Description	Unit	Unit Price	Quantity	Price
1	General Excavation	CY	$11.00	11000	$121,000
2	Turf Restoration	CY	$26.00	3500	$91,000
3	Modified Subbase	CY	$37.00	952	$35,224
4	Pavement Removal and Repalcement	SY	$21.00	200	$4,200
5	Driveway Replacement	SY	$68.00	200	$13,600
6	4-inch PCC Trail (10' Wide)	SY	$37.00	5900	$218,300
7	Detectable Warning	SF	$37.00	100	$3,700
8	PCC Curb and Gutter	LF	$42.00	0	$0
9	Signage	LS	$10,000.00	1	$10,000
10	Pavement Marking	LS	$5,000.00	1	$5,000
11	Traffic Control	LS	$8,000.00	1	$8,000
12	Mobilization and Miscellaneous	LS	$20,000.00	1	$20,000
	Subtotal				$540,000
	Contingency, Engineering, Administration, Legal	50%			$270,000
	Construction Total				**$810,000**

Guttenberg Trail Master Plan

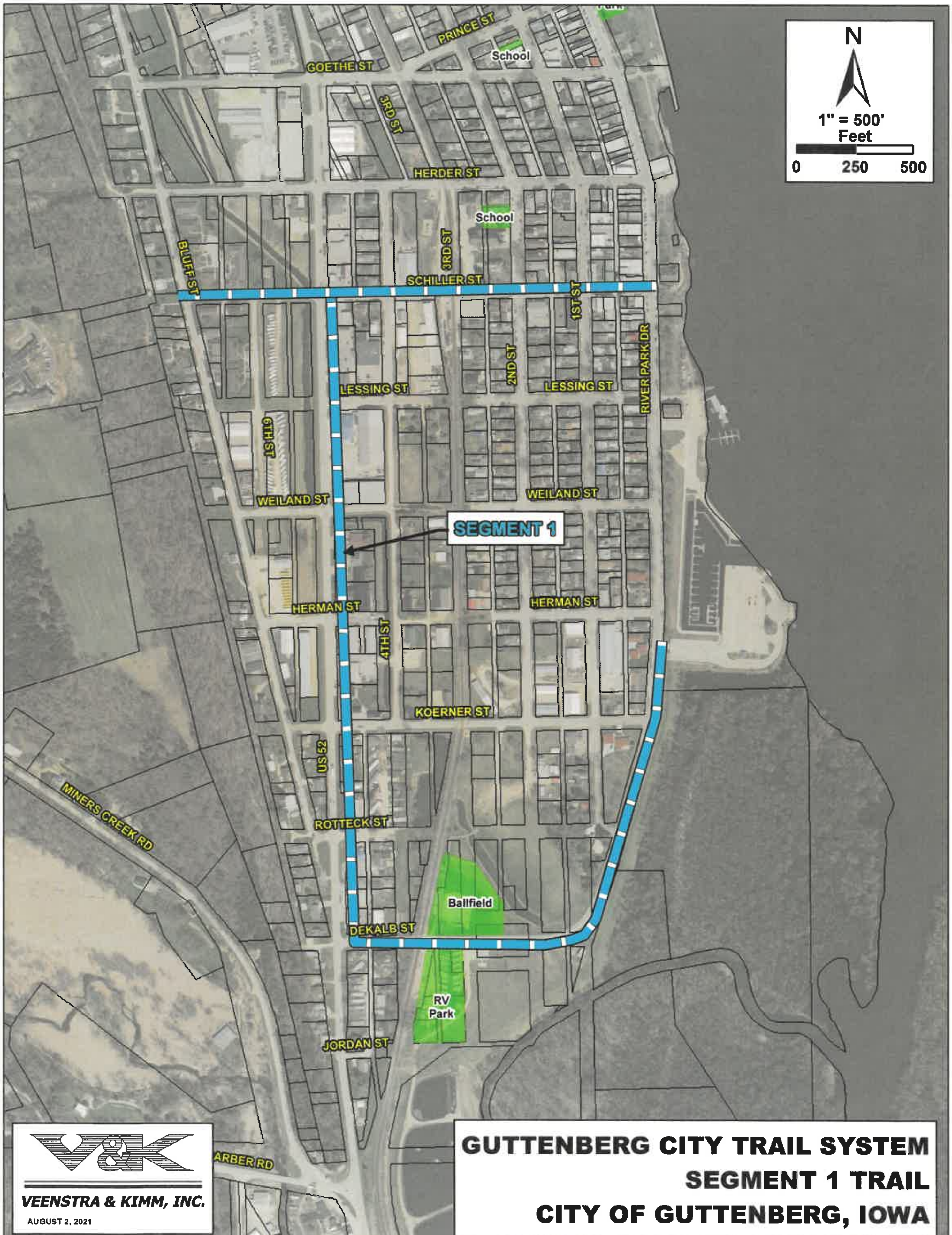
Segment 6 - South River Front

Item No.	Description	Unit	Unit Price	Quantity	Price
1	General Excavation	CY	$20.00	2200	$44,000
2	Turf Restoration	CY	$35.00	3000	$105,000
3	Modified Subbase	CY	$37.00	850	$31,450
4	Pavement Removal and Replacement	SY	$21.00	500	$10,500
5	6-inch PCC Driveway/Sidewalk	SY	$68.00	250	$17,000
6	4-inch PCC Trail (10' Wide)	SY	$37.00	4500	$166,500
7	Detectable Warning	SF	$37.00	200	$7,400
8	PCC Curb and Gutter	LF	$42.00	160	$6,720
9	Signage	LS	$7,500.00	1	$7,500
10	Pavement Marking	LS	$10,000.00	1	$10,000
11	Traffic Control	LS	$10,000.00	1	$10,000
12	Mobilization and Miscellaneous	LS	$15,000.00	1	$25,000
	Subtotal				$450,000
	Contingency, Engineering, Administration, Legal	50%			$225,000
	Construction Total				**$675,000**

APPENDIX 2 – MAPS



OVERALL TRAIL SYSTEM
EXISTING TRAIL
EXISTING DESIGNATED TRAIL (Mississippi River Trail)
SEGMENTED PLAN
SEGMENT 1
SEGMENT 2
SEGMENT 3
SEGMENT 4
SEGMENT 5
SEGMENT 6
SHARROW BIKE LANE
N
1" = 1600' Feet
0
800
1,600
Corporate Limits
SKYLINE DR
VALLEY VIEW DR
Big Springs
NORTH HILL DR
WOODLAND DR
LORENZ LN
Mississippi River Trail
GREAT RIVER RD
MARINA RD
Sports Complex
CINCINNATI ST
Campground
LAFAYETTE ST
3RD ST
2ND ST
5TH ST
ACRE ST
WESTVIEW DR
WASHINGTON ST
Ballfield
SUNSET LN
Swimming Pool/Tennis
BLUFF ST
PRYAM ST
REGENT ST
CHINA ST
RIVER PARK DR
MAIN ST
PEARL ST
High School
Park
PRINCE ST
GOETHE ST
School
HERDER ST
School
6TH ST
4TH ST
2ND ST
1ST ST
HERMAN ST
KOERNER ST
MINERS CREEK RD
Ballfield
DEKALB ST
RV Park
GARBER RD
V&K
VEENSTRA & KIMM, INC.
AUGUST 17, 2021
GUTTENBERG CITY TRAIL SYSTEM
OVERALL PLAN
CITY OF GUTTENBERG, IOWA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1" = 500'
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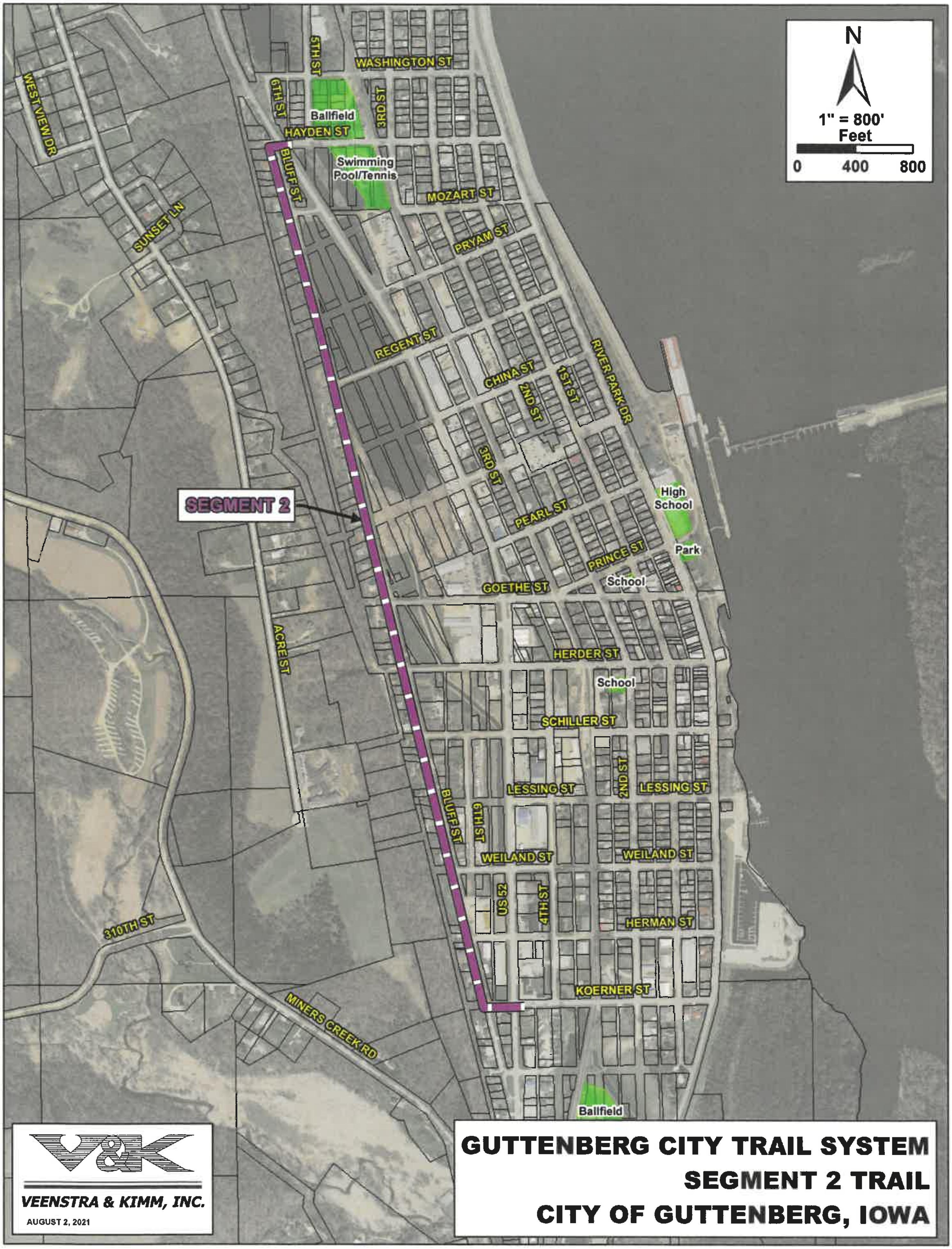
PRINCE ST
School
GOETHE ST
3RD ST
HERDER ST
School
3RD ST
BLUFF ST
SCHILLER ST
1ST ST
2ND ST
LESSING ST
LESSING ST
RIVER PARK DR
6TH ST
WEILAND ST
WEILAND ST
SEGMENT 1
HERMAN ST
HERMAN ST
4TH ST
KOERNER ST
US 52
MINERS CREEK RD
ROTTECK ST
Ballfield
DEKALB ST
RV Park
JORDAN ST
ARBER RD
V&K
VEENSTRA & KIMM, INC.
AUGUST 2, 2021
GUTTENBERG CITY TRAIL SYSTEM
SEGMENT 1 TRAIL
CITY OF GUTTENBERG, IOWA


N
1" = 800'
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400
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WEST VIEW DR
5TH ST
WASHINGTON ST
6TH ST
3RD ST
Ballfield
HAYDEN ST
Swimming Pool/Tennis
BLUFF ST
MOZART ST
SUNSET LN
PRYAM ST
REGENT ST
CHINA ST
2ND ST
1ST ST
RIVER PARK DR
3RD ST
SEGMENT 2
High School
PEARL ST
Park
PRINCE ST
School
GOETHE ST
ACRE ST
HERDER ST
School
SCHILLER ST
LESSING ST
2ND ST
LESSING ST
BLUFF ST
6TH ST
WEILAND ST
WEILAND ST
US 52
4TH ST
HERMAN ST
310TH ST
KOERNER ST
MINERS CREEK RD
Ballfield
V&K
VEENSTRA & KIMM, INC.
AUGUST 2, 2021
GUTTENBERG CITY TRAIL SYSTEM
SEGMENT 2 TRAIL
CITY OF GUTTENBERG, IOWA

GUTTENBERG CITY TRAIL SYSTEM
SEGMENT 3 TRAIL
CITY OF GUTTENBERG, IOWA

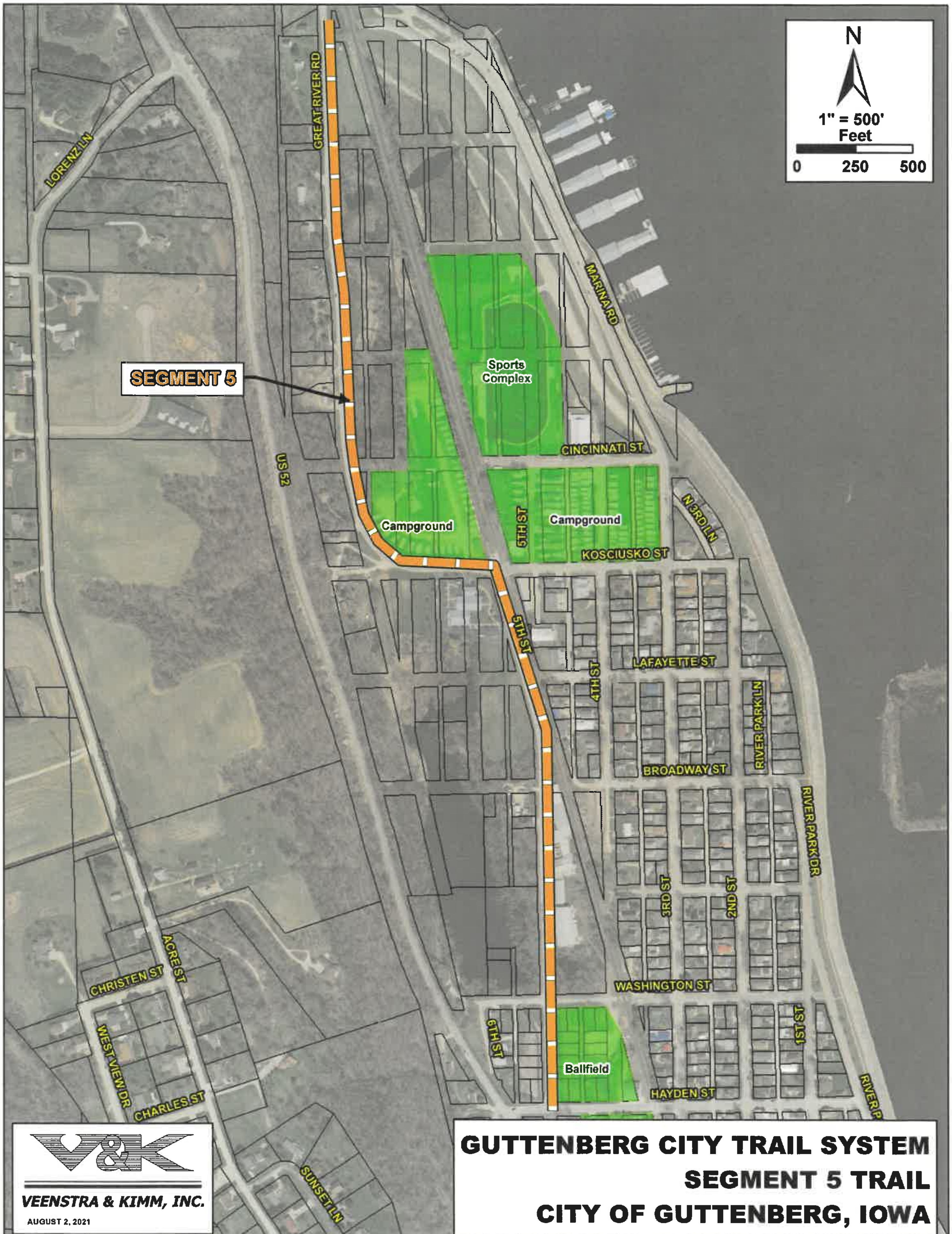
VEENSTRA & KIMM, INC.

AUGUST 2, 2021

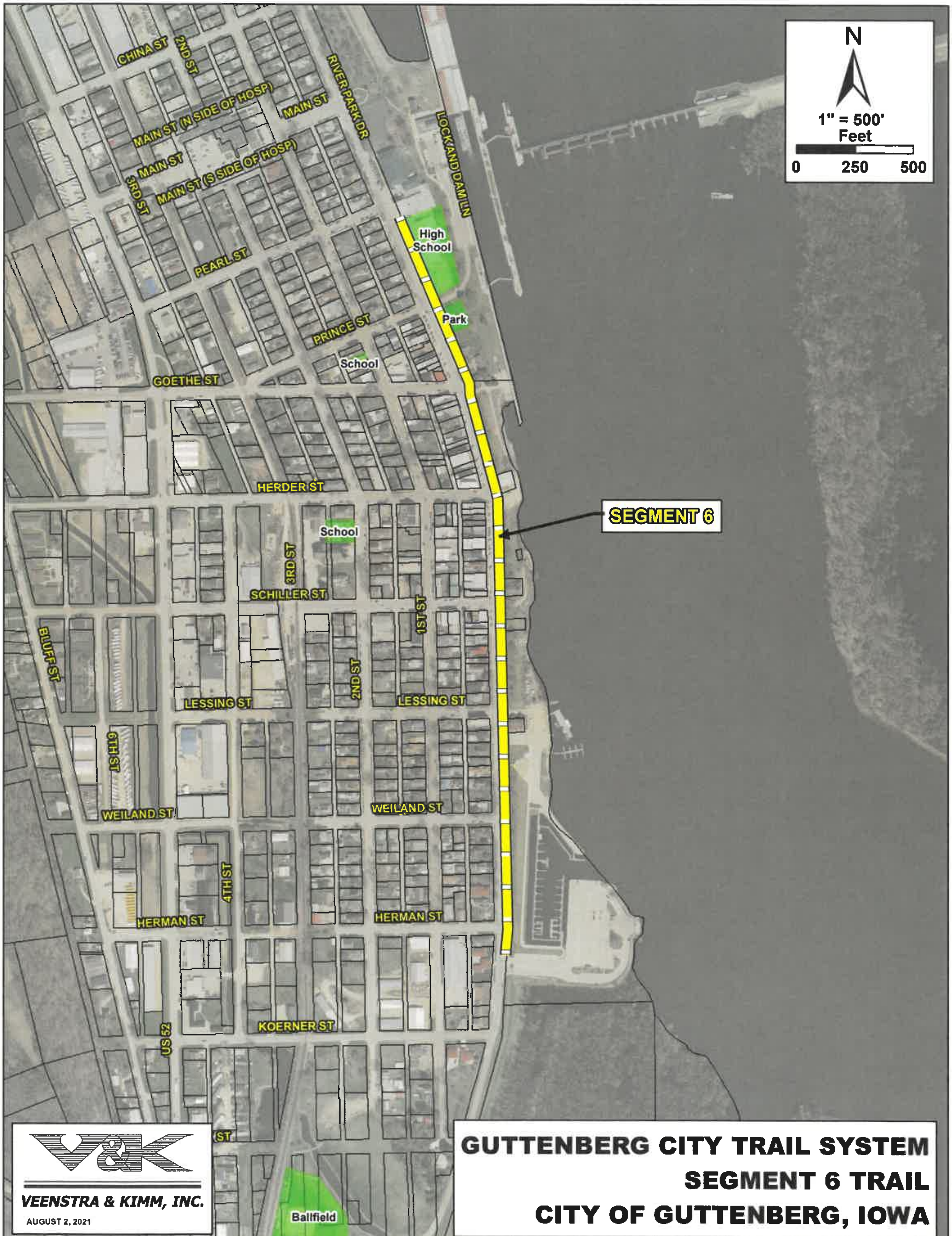
GUTTENBERG CITY TRAIL SYSTEM

SEGMENT 4 TRAIL

CITY OF GUTTENBERG, IOWA



GUTTENBERG CITY TRAIL SYSTEM
SEGMENT 5 TRAIL
CITY OF GUTTENBERG, IOWA

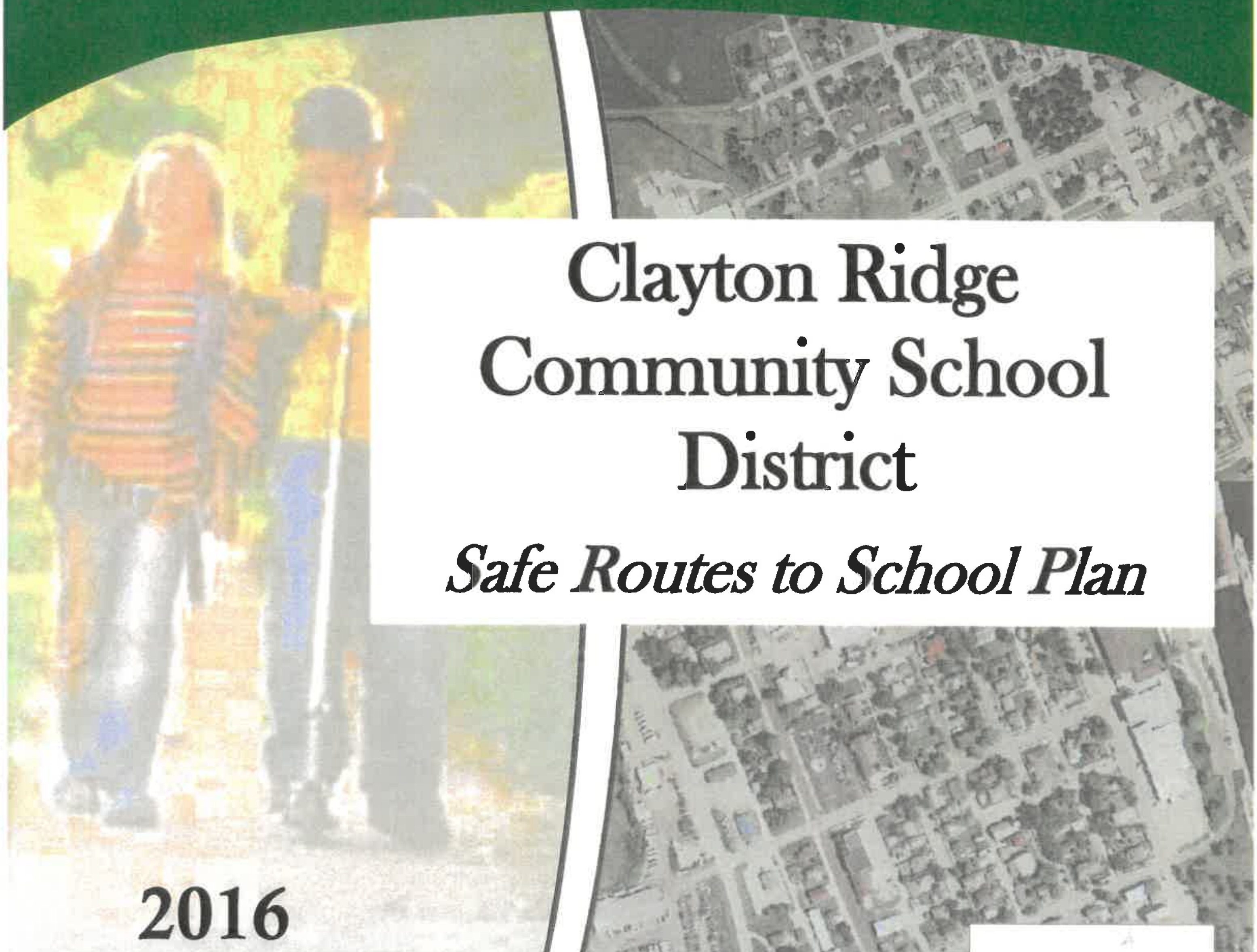


GUTTENBERG CITY TRAIL SYSTEM

SEGMENT 6 TRAIL

CITY OF GUTTENBERG, IOWA

APPENDIX 3 – SAFE ROUTES TO SCHOOL REPORT



Clayton Ridge Community School District

Safe Routes to School Plan

2016

Upper Explorerland Regional Planning Commission

upper explorerland regional planning commission

Clayton Ridge Community School District

Safe Routes to School Plan

2016

Prepared for:
Clayton Ridge Community School District

Prepared by:

upper explorerland regional planning commission

Upper Explorerland Regional Planning Commission
325 Washington Street, Suite A
Decorah, IA 52101
Phone: (563)-382-6171
Fax: (563)-382-6311
www.uerpc.org

Acknowledgements

Iowa Department of Transportation
Clayton Ridge Community School District Administration and Staff
Clayton Ridge School Wellness Team
Northeast Iowa Food and Fitness Initiative

School Information

Clayton Ridge Community Schools

The Clayton Ridge Community School District is located in Clayton County with school buildings in Garnavillo and Guttenberg. The school is dedicated to providing instructional service to over 800 students from early childhood through twelfth grade.

Mission Statement

The Board of Education of the Clayton Ridge School System believes all individuals in our community should reach the maximum development of their mental, moral, emotional and physical powers so that they may enjoy a rich life through the realization of worthy and desirable personal goals. Through such development of the individuals we believe all students will make their greatest possible contribution to all humanity, hence better citizenship and a better America.

It shall be the philosophy of Clayton Ridge High School to seek the individual needs of all students, and guide them in a purposeful manner in planning and implementing their school career, and developing a self-determination for future life.

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Executive Summary

The Safe Routes to School (SRTS) Program is promoted throughout the world to help children bike and walk to school safely. There are numerous benefits for students, schools and communities that participate in the SRTS Program. These benefits include reduced traffic in the vicinity of schools, improved pedestrian/bicycle access and safety, increased physical activity among students, as well as contributions to healthy lifestyles. By incorporating each of the five “E’s” – Education, Encouragement, Enforcement, Engineering and Evaluation – SRTS addresses a wide variety of topics relevant to travel to and from school within a municipality or school district.

The SRTS movement started in Denmark in the 1970s and has since spread worldwide, reaching the United States in 1997. Since then, federal funds have been distributed to each state based on school enrollment. These funds have been used by communities and school districts to implement recommendations through infrastructure and non-infrastructure projects. Projects that are located within two miles of an elementary or middle school (Pre K–8) are eligible for infrastructure grant funding. Other projects which support SRTS in other ways besides infrastructure projects are eligible for non-infrastructure grant funding. Upper Explorerland Regional Planning Commission (UERPC) received a non-infrastructure planning grant through the Iowa Department of Transportation to develop SRTS plans for the elementary and middle schools within UERPC’s five county region (Allamakee, Clayton, Fayette, Howard and Winneshiek).

Development of this SRTS Plan involved working with a wide variety of individuals representing the city, school district, law enforcement, school administration, teachers, parents, children and elected officials. This study aimed to propose recommendations that will improve safety and help educate students regarding bicycle and pedestrian laws.

The Clayton Ridge Community School District was analyzed in this SRTS study. The study’s goal was to pinpoint safe and adequate routes leading to school buildings so that more students are able to walk or bike to school safely. When possible, students and parents from the district were surveyed to identify safety issues around the school facilities. Recommendations throughout the community were proposed to improve safety.

The Clayton Ridge Community School SRTS Plan is the first step in creating safer, more accessible routes throughout the community. The next steps for the school and community are to:

1. Continue building support for and involvement in SRTS programs
2. Take action by making the recommended changes within the community

Coordination assistance and funding opportunities for local SRTS projects may be available; contact Upper Explorerland Regional Planning Commission at 563-382-6171 to learn more.

Section I: Introduction

What is Safe Routes to School?

Safe Routes to School (SRTS) is an international movement to enable and encourage students to safely walk and bike to school and in daily life. The movement refers to a variety of multi-disciplinary programs aimed at increasing the number of students walking and bicycling to and from school. Such programs and projects improve student health, traffic safety and air quality around schools through education, encouragement, law enforcement and engineering measures. SRTS programs typically involve partnerships among municipalities, school districts, community members, parent volunteers and law enforcement agencies. Comprehensive SRTS programs are developed using five complementary strategies commonly referred to as the "Five E's":

1. **Engineering:** Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic and establish safer, more accessible crossings, walkways, trails and bikeways.
2. **Education:** Teaching children and parents about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills and launching driver safety campaigns in the vicinity of schools.
3. **Enforcement:** Partnering with local law enforcement to ensure traffic laws are obeyed within the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings and proper walking and bicycling behaviors) and initiating community enforcement such as crossing guard programs.
4. **Encouragement:** Using events and activities to promote walking and bicycling.
5. **Evaluation:** Monitoring and documenting outcomes and trends through the collection of data.

Although each element can stand alone, the most successful SRTS programs have integrated elements from all approaches.

Why Safe Routes to School (SRTS)?

Although most students in the United States walked or biked to school prior to the 1980's, the number of students walking or bicycling to school has sharply declined. According to the Centers for Disease Control and Prevention, 42% of students between five and 18 years of age walked or bicycled to school in 1969 (with 87% living within a mile of school). In 2008, less than 16% of students walked or bicycled any distance to get to school.[1] This decline is due to a number of factors, including urban growth

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[1] U.S. Centers for Disease Control and Prevention. Kids Walk-to-School: Then and Now—Barrier and Solutions. Available: http://www.cdc.gov/nccdphp/dnpa/kidswalk/then_and_now.htm Accessed: January 17, 2006.

patterns and school siting requirements that encourage school development in outlying areas, increased traffic and parental concerns about safety among others. The situation is self-perpetuating: as more parents drive their children to school, there is increased traffic at the school site, resulting in more parents becoming concerned about traffic and driving their children to school.

A comprehensive SRTS program addresses the reasons for reductions in walking and biking through a multi-pronged approach. Such an approach uses education, encouragement, engineering and enforcement efforts to develop attitudes, behaviors and physical infrastructure that improve the walking and biking environment.

Benefits of Safe Routes to School Program

SRTS programs directly benefit students, parents and teachers by creating a safer travel environment near schools and reducing motor vehicle congestion at school drop-off and pick-up zones. Students who choose to walk or bike to school are rewarded with the health benefits of a more active lifestyle, as well as the responsibility and independence that come from being in charge of the way they travel. Students learn at an early age that walking and biking can be safe, enjoyable and good for the environment. SRTS programs offer additional benefits to neighborhoods by helping slow traffic and by providing infrastructure improvements that facilitate walking and biking for everyone. Identifying and improving routes for students to safely walk and bicycle to school are two of the most cost-effective means of reducing weekday morning traffic congestion and can help reduce auto-related pollution.

In addition to safety and traffic improvements, a SRTS program helps integrate physical activity into the everyday routine of school children. According to the National Center for Health Statistics, the number of children who are overweight in the United States has more than tripled since the 1970s.[2] Health concerns related to inactive lifestyles have become the focus of regional, statewide and national efforts to reduce health risks associated with being overweight. Children who walk or bike to school have an overall higher activity level than those who receive rides to school.

Planning Process

Upper Explorerland Regional Planning Commission (UERPC) received a planning grant to develop regional Safe Routes to School Plans for school districts [K-8 schools] in the five county region. The focus of the plans is to identify existing conditions regarding adequacies and deficiencies for walking and bicycling to school, receive feedback from parents and school administration, develop solutions with cost estimates and provide information for education and public involvement. This plan includes background

[2]National Center for Health Statistics Image source: U.S. Centers for Disease Control and Prevention. National Center for Health Statistics. Prevalence of Overweight Among Children and Adolescents: United States, 1999-2002. Available: http://www.cdc.gov/nchs/products/pubs/pubd/hestats/overwght99.htm#Table%201. Accessed: January 31, 2006.

information, survey results, current conditions surrounding the facilities and community and recommendations for the Clayton Ridge Community School District. Recommendations include physical improvements as well as public outreach and education through awareness campaigns targeted at students and parents.

Section II: Education

Education is another key component of a SRTS Plan. A variety of educational components can be included in a plan. This refers not just to the education of students through curriculum changes and extracurricular activities, but the education of all parties involved in making the SRTS plan work. Students walking and biking to school must know how to act responsibly as users of the public right-of-way. Parents can also be educated about school and other polices regarding student safety. Student bicyclists need to know appropriate bicycling skills. Parents, teachers and law enforcement officials all must thoroughly understand this information since they will be responsible for teaching it to students and reinforcing appropriate student behavior. Nationally, the following education programs have been identified as positive contributors to SRTS goals:

- Walk or Bike Across America
- Classroom Activities
- Guest Speakers
- Campus Walks
- Walking Education Programs
- Auto Emissions Exercises
- Walkability/Bikeability Audits

Recommended Projects

After reviewing the current conditions for the education program within the Clayton Ridge Community School District, the following list of educational activities should be considered for implementation:

- Educate students and families on where safe routes and Walking School Bus routes are located
    - Disperse created maps of identified safe routes to school during school registration each year. These maps are based on many conditions including sidewalk conditions, crosswalks, traffic levels, signage and more. It would be a good idea to share where Walking School Bus routes are located.
- Assemblies and Guest Speakers
    - Bring in guest speakers to discuss bicycle and pedestrian safety, stranger danger or living healthy lifestyles. This could include local law enforcement, community advocates or groups, nurses, doctors or national experts on these topics.
- Increase Parent Education on bicycle, pedestrian and driving safety

    - Incorporate parent educational activities into school registration, parent teach conferences, newsletters, school website or other activities done throughout the year.
- Continue to host an annual Bike Rodeo
    - Hosting an annual Bike Rodeo will reinforce the importance of knowing how to be a smart, safe bike rider.

Section III: Evaluation

Evaluation is necessary to assess progress in implementing the plan, progress towards the completion of each element and progress in the achievement of the overall goals and objectives. This includes the development of a monitoring schedule as well as identifying who is responsible for carrying out the monitoring and evaluation. The monitoring and evaluation process can be the basis for establishing new goals and objectives and revising or updating existing ones. The first step involves collecting baseline data in the forms of travel mode surveys, attitudinal surveys, bicycle counts, walkability/bikeability audits and any other measurement tasks. Each of the selected tasks should be performed regularly to track the progress of the SRTS program as a whole.

Existing Conditions

Below is a list of the existing evaluation activities that are in place in the Clayton Ridge Community School District.

- Parent Surveys
  - A survey about their child(s) walking and/or biking to school
- Student Tally Forms
  - A tally sheet for students to document their arrival and departure method

Parent and Student Surveys

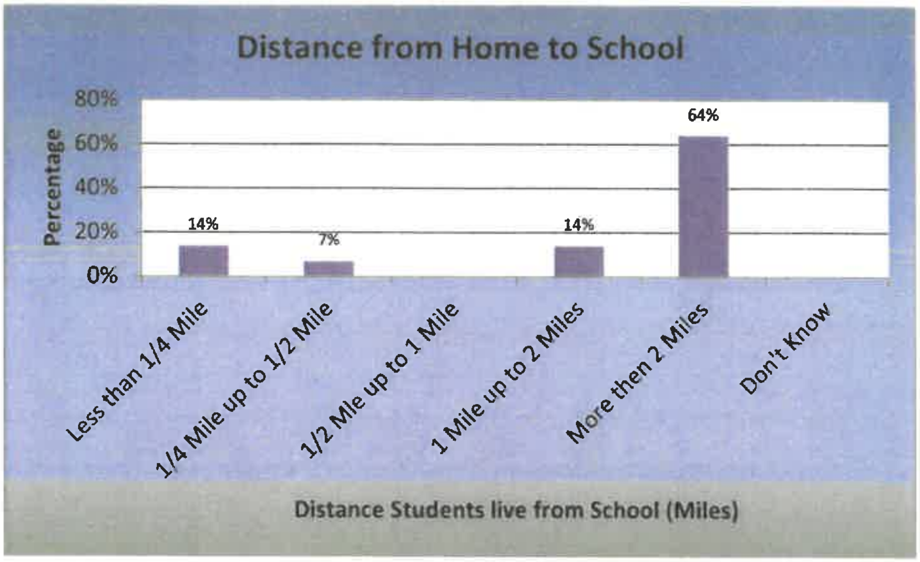
One of the main objectives of the planning process was to gather input from the parents of students at the Clayton Ridge Community School District. A survey was conducted to obtain a baseline for measuring student travel behaviors and parental attitudes. The results of the survey indicated the need for specific projects located within close proximity of the schools to provide a safer travel environment.

The survey asked by what means children traveled to and from school and also asked questions regarding parental attitudes and children's safety en-route. Hard copies or online versions of the survey were sent home with students or emailed to parents along with a letter for the parents. Copies of the letter and the survey are included as Appendices II and III.

The initial questions gathered general information about the respondent. This included the number of children in the home in grades K-8, the school(s) that the children attended and the general location of the residence. The remaining questions gathered information about travel mode and distance, general perceptions and attitudes and factors that influence parental decisions on travel mode. 14 households responded to the survey. The following pages contain graphs depicting this information.

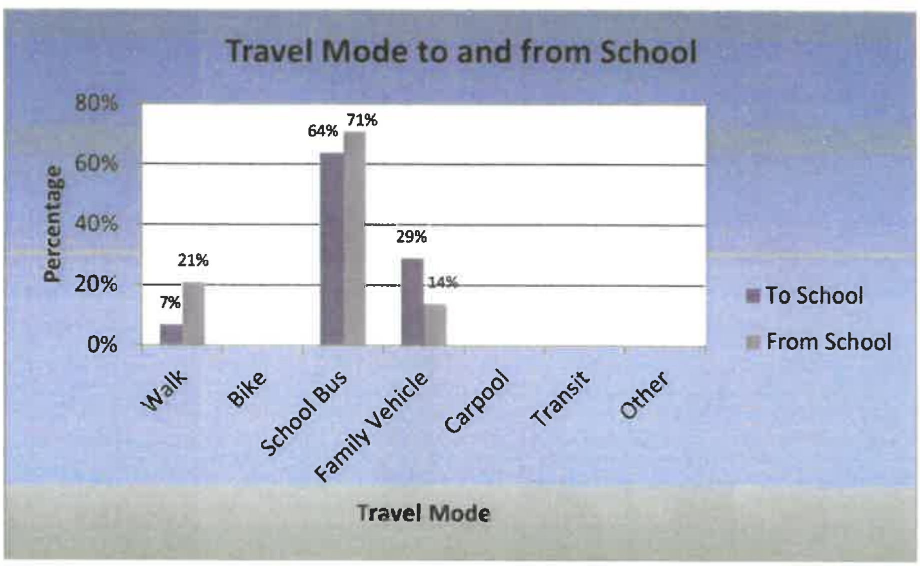
Distance to School

Figure 1: Comparison of Distance from Home to School



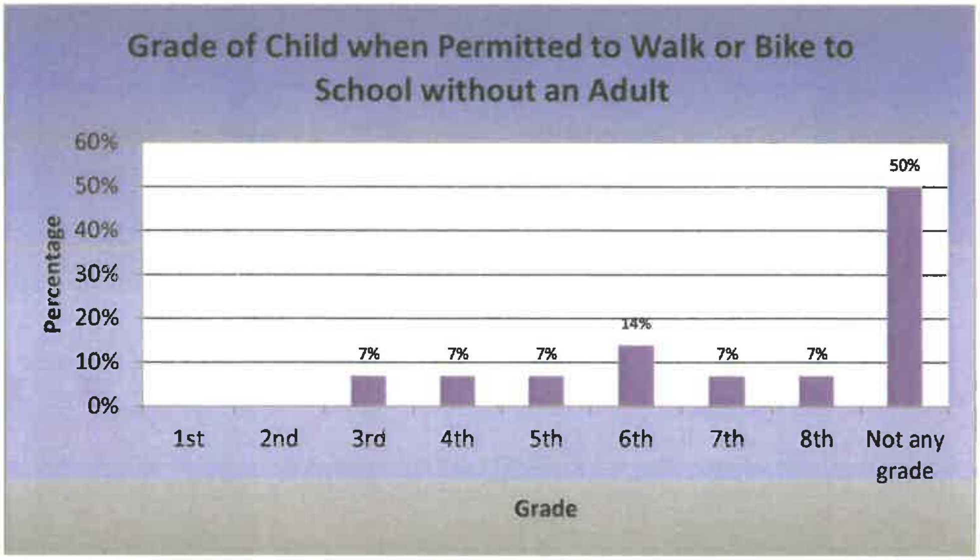
Travel Modes to and from School

Figure 2: Travel Modes used by Students to and from School



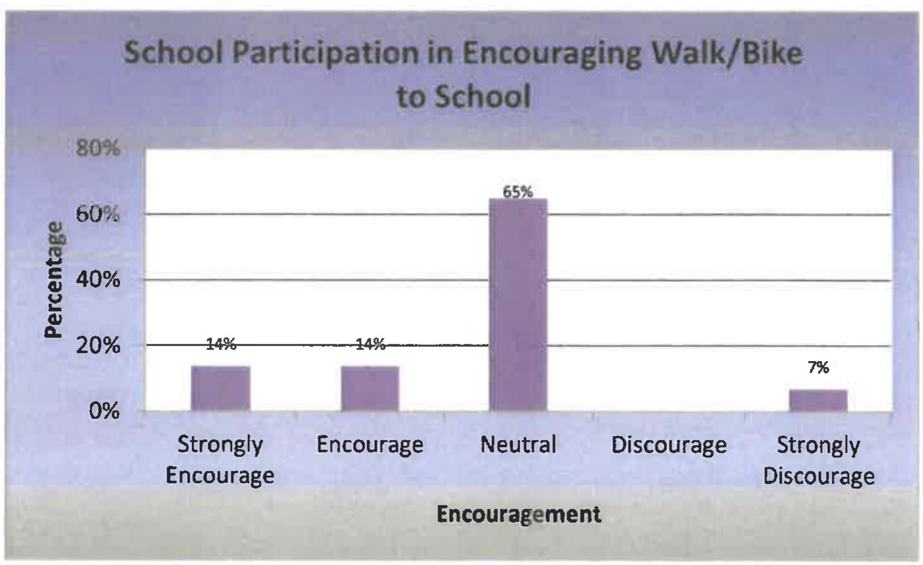
Perceptions and Attitudes

Figure 3: Age at which Parents would allow their Grade K-8 Children to Walk or Bike to School



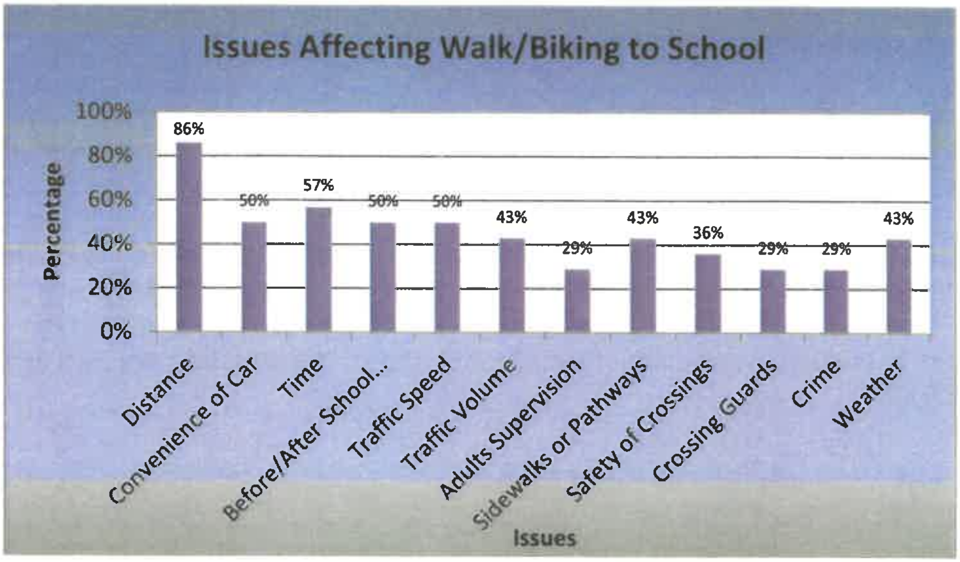
Encouragement to Walk or Bike by Schools

Figure 4: Parent's View of School's Participation in Encouraging or Discouraging Walking or Biking to School



Parental Decisions on Transportation Choice

Figure 5: Issues that Affect Decision to Allow or not Allow Walking or Biking to School



Parent Survey Comments

The following are additional comments from parents who participated in the SRTS survey. These comments illustrate thoughts and concerns that parents have for their children walking or biking to school. The results from the survey were tabulated and names will remain completely anonymous.

1. *The area in front of the elementary entrance is so dark at night; needs some additional lighting. Crossing the street after dart can be dangerous.*
2. *Great Community- We live in the country.*
3. *We live only 2 blocks from school. The streets/sidewalks our daughter walks are fine.*

Student Tally Forms

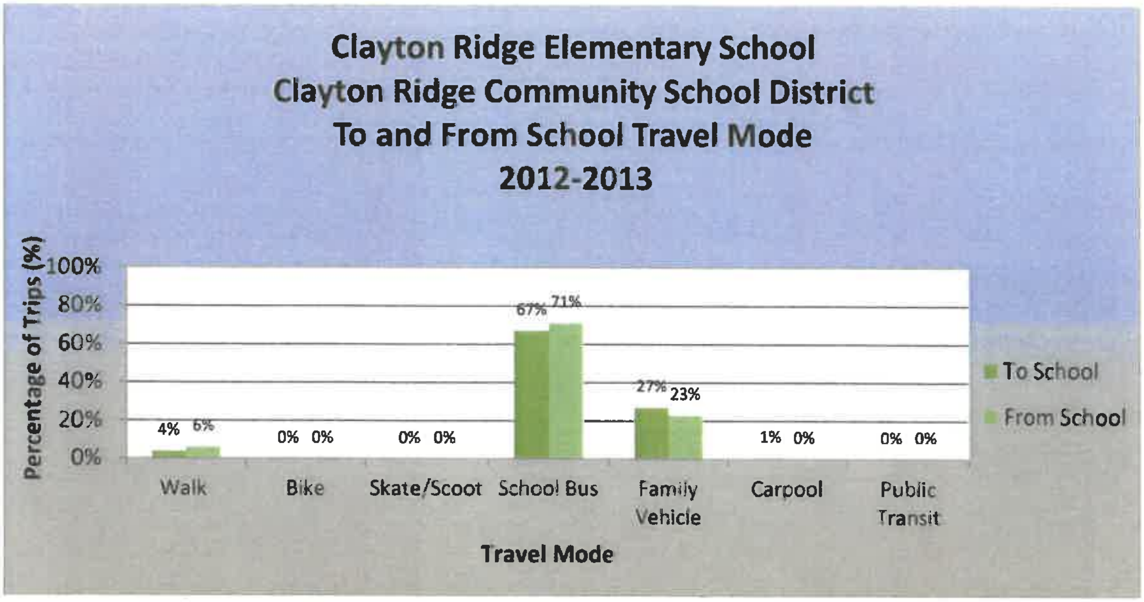
Another key step to figuring out student arrival and departure patterns is by having teachers complete a tally form during the fall or spring. The tally form is to be completed on three consecutive days in the spring and possibly the fall.

The tally form asked by what means children traveled to and from school. Student travel tallies were conducted in grades K-8. A copy of the travel tally form is included in the Appendix.

Results from the tally forms will help the school see a shift over time in the number of students walking or biking to school as a result of SRTS efforts. The tally only offers a one-time, three-day snap shot of school travel, which is meant to represent the entire school year. While this is not ideal, it is currently the best evaluation method available through SRTS.

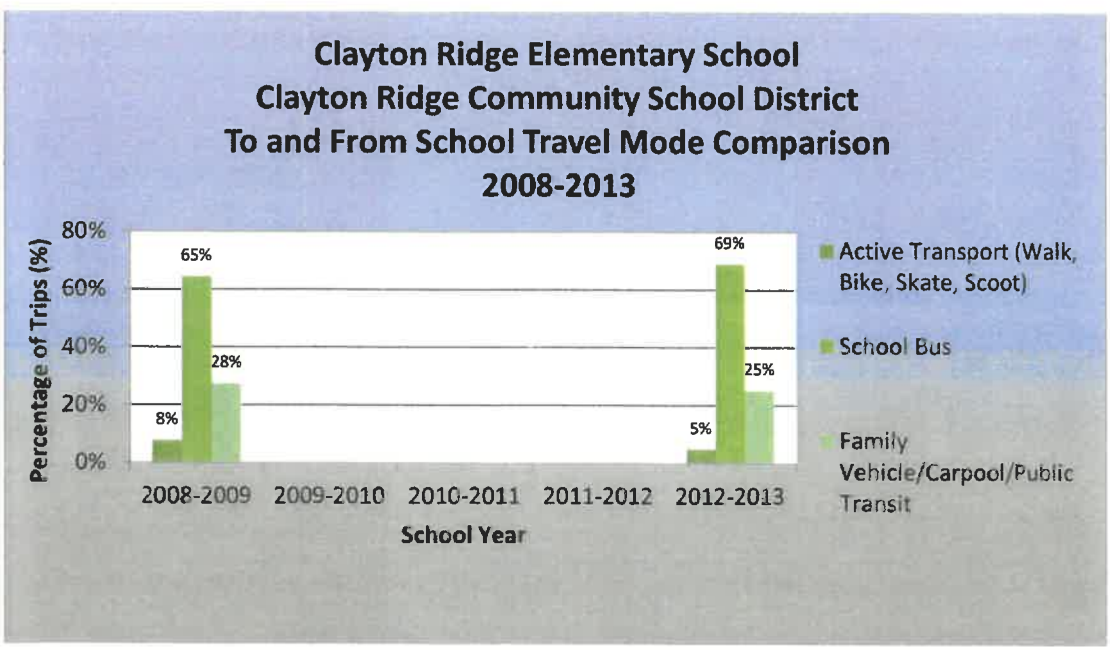
Student's Travel Mode To and From School

Figure 6: Transportation Modes Used by Students To and From the Clayton Ridge Elementary School



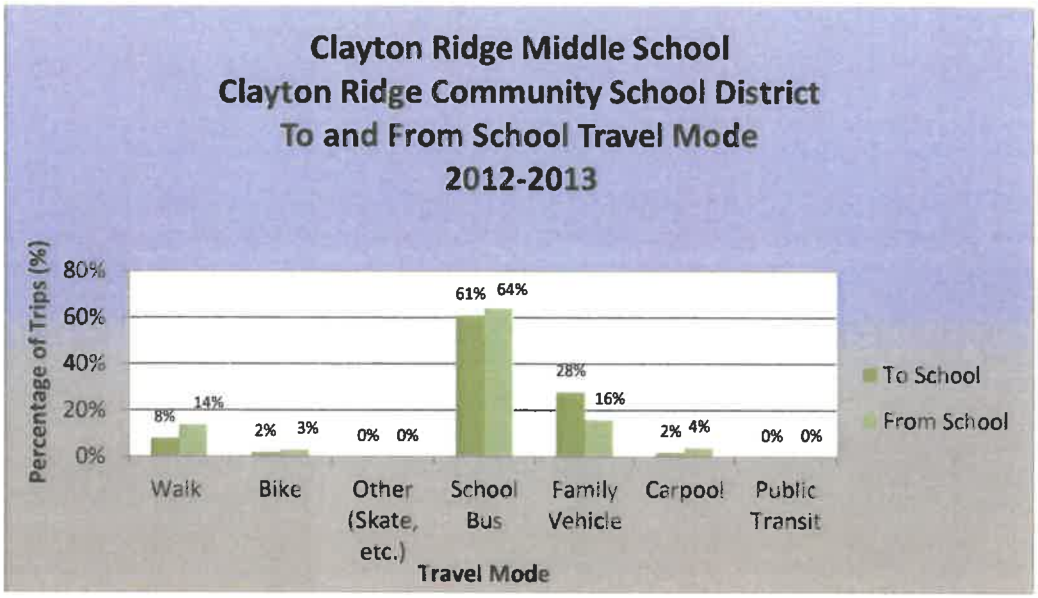
Student's Travel Mode Comparison

Figure 7: Travel Mode Comparison To and From the Clayton Ridge Elementary School between 2008 and 2013



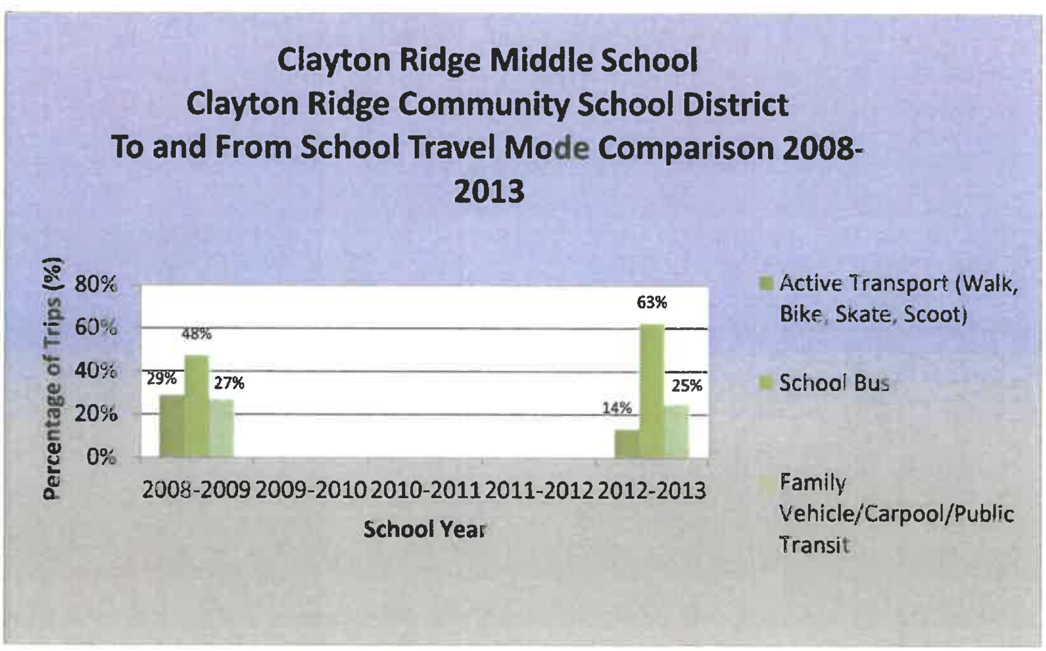
Student's Travel Mode To and From School

Figure 8: Transportation Modes Used by Students To and From the Clayton Ridge Middle School



Student's Travel Mode Comparison

Figure 9: Travel Mode Comparison To and From Clayton Ridge Middle School between 2008 and 2013



Section IV: Engineering

Engineering elements include physical improvements to the transportation infrastructure in the vicinity of the school or on school property. Improvements are intended to enhance access and safety for travel by walking and bicycling and minimize conflicts with motorized traffic. They are typically designed to address specific problems or needs that have been identified and can range from simple sidewalk replacement/repair to more complex traffic calming devices, such as roundabouts or speed bumps. The following engineering treatments have been identified as positive contributors to SRTS goals:

- Sidewalks
- Bike Lanes
- Bike Racks
- Crosswalks
- Advance Warning Signage
- Traffic Calming Measures
    - Curb Extensions
    - Speed Bumps
    - Raised Intersections

After reviewing the existing infrastructure conditions, and community input a list of recommended infrastructure projects was developed.

Existing Conditions

The following section provides an overview of the current conditions around schools in regards to engineering for the Clayton Ridge Community School District:

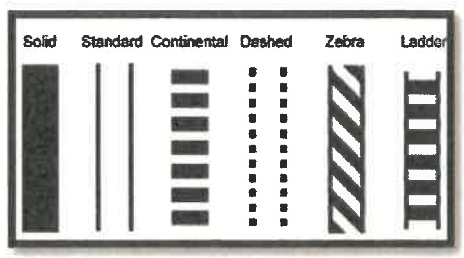
- Sidewalks
    - Garnavillo- Sidewalks near the school are in good condition. Many sidewalks need repair on the west side of town. The highest area of need is the eight blocks between the school and Watson St./Center St.
    - Guttenberg- Sidewalks in good condition exist around the school.
- Signage
    - Garnavillo- Exists along Highway 52 through town.
    - Guttenberg- Exists around school grounds.
- Crosswalks
    - Garnavillo- Exist on Highway 52 near school.
    - Guttenberg-Exist around the school.
- Bike racks
    - Garnavillo- The school has a bike rack.

- Guttenberg- The school has a bike rack.

Infrastructure Recommendations

Recommendation #1: Replace all existing crosswalks with high visibility crosswalks and paint new crosswalks where needed.

- It is recommended that all existing crosswalks be repainted to draw attention to places where children may be crossing. Crosswalks should also be painted with diagonal or longitudinal markings to further increase visibility. Samples of crosswalks can be found below.
- Existing crosswalks are currently located in and around the schools and in the downtown of Guttenberg and Garnavillo.



Recommendation #2: Replace existing sidewalk ramps and stairs with ADA accessible ramps.

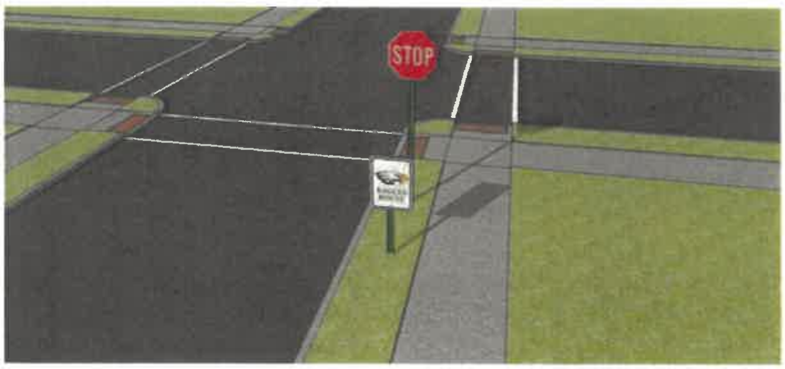
- The sidewalk assessment identified several corner intersections with ADA accessible ramps within the downtown area and near school. Areas which lack ADA accessible ramps were also identified, which included most neighborhoods. It is recommended that ADA accessible ramps be installed throughout the community. An example of ADA accessible ramps is located below.

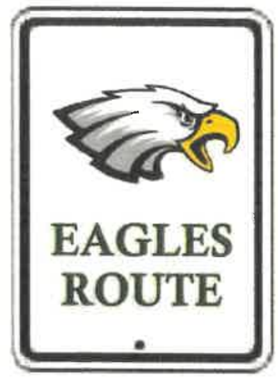
Recommendation #3: Replace sidewalks around the school facility and throughout the community.

- Where sidewalks exist in town, overall condition is good.

Recommendation #4: Designate primary routes throughout the community.

- Designate the heavily traveled routes as official safe routes to school.
- Paint the school logo on sidewalks and/or post customized signs to designate the official routes. Examples are located below.





Recommendation #5: Install new sidewalks in areas of need along primary routes.

- The highest area of need is the eight blocks between the school and Watson Street/Center Street in Garnavillo.
- A sidewalk is needed on 2nd Street, north of the hospital. One is also needed along the east-to-west streets north of the hospital.

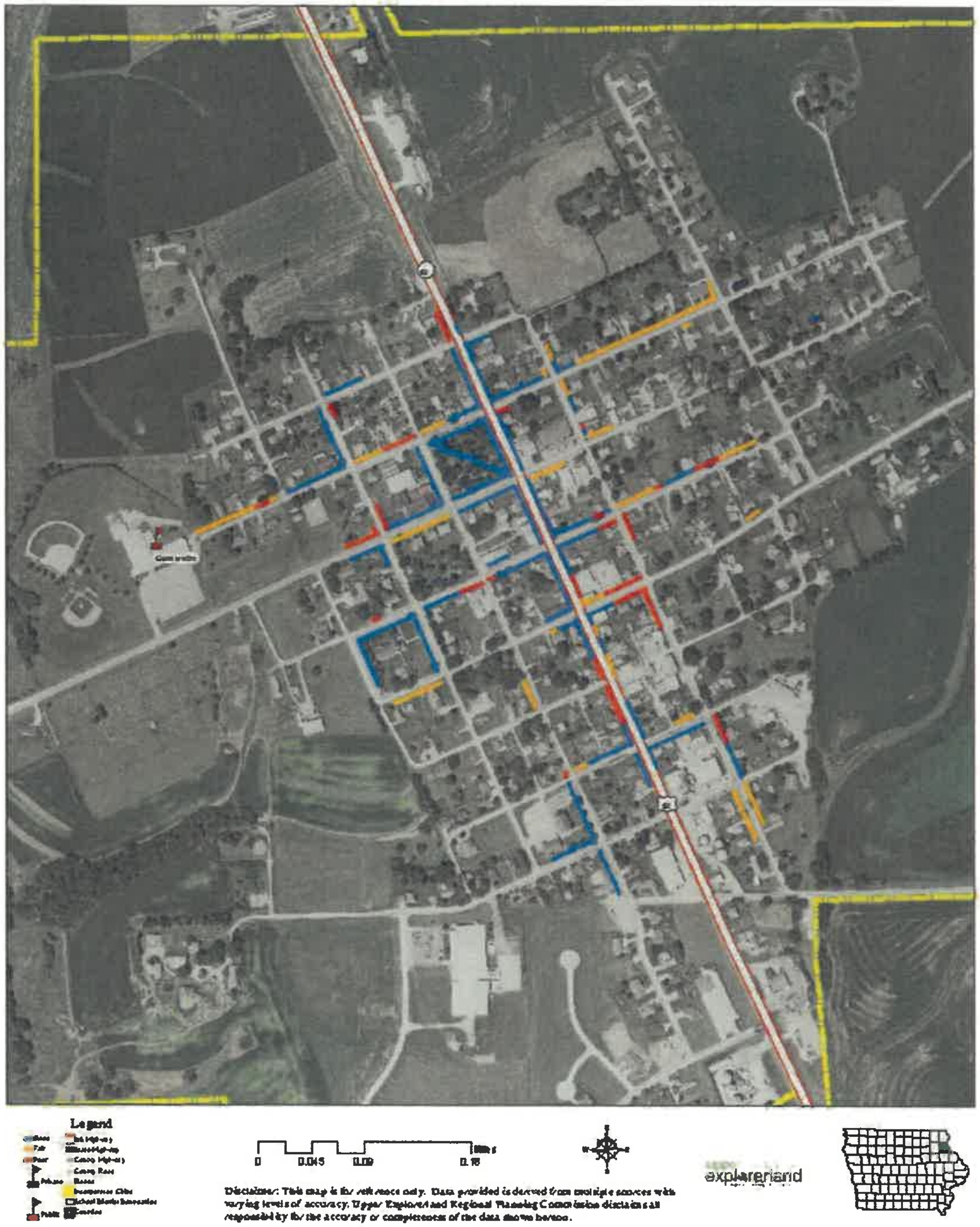
Aerial Maps

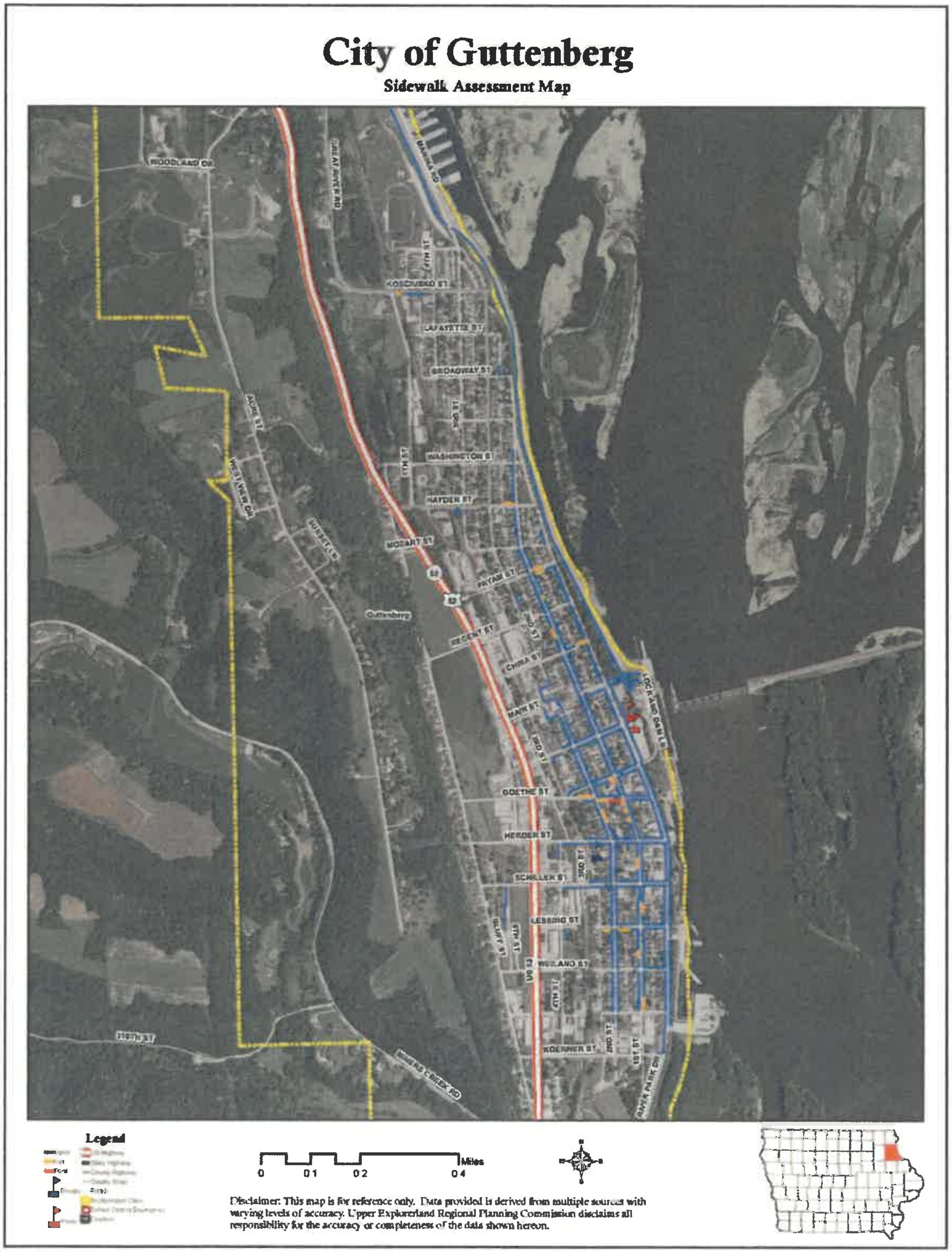
Current aerial photography was used to accurately place the sidewalks on the maps of sidewalk assessment included on the following pages. Sidewalk assessments were completed using the cart below. Please contact the Upper Explorerland office to discuss specific sidewalk assessments at 563-382-6171.

Good Sidewalk	Fair Sidewalk	Poor Sidewalk
Free from cracking, buckling, gravel or other debris that would obstruct pedestrian traffic. 	Passable, but may contain surface cracks, negligible vegetative overgrowth or debris. 	Deep cracking or buckling, significant vegetative overgrowth and/or debris such that pedestrian traffic would be obstructed. 

City of Garnavillo

Sidewalk Assessment Map




City of Guttenberg
Sidewalk Assessment Map
WOODLAND DR
GREAT RIVER RD
MARINA RD
KOSCIUSKO ST
LAFAYETTE ST
BROADWAY ST
WASHINGTON ST
HAYDEN ST
WESTVIEW DR
MOZART ST
Guttenberg
REGENT ST
SCHILLER ST
MAIN ST
GOETHE ST
HERDER ST
LESSING ST
WEILAND ST
KOERNER ST
2ND ST
3RD ST
1ST ST
LOCK AND DAM LN
RIVER PARK DR
MINERS CREEK RD
Legend
Miles
0 0.1 0.2 0.4
Disclaimer: This map is for reference only. Data provided is derived from multiple sources with varying levels of accuracy. Upper Explorerland Regional Planning Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.

Section V: Enforcement

Enforcement generally involves three facets: police, community design and local government policies. First, local law enforcement is a valuable resource for both enforcement of the law and data collection. Local law enforcement officials understand travel patterns in the community and have access to crash data, which can be helpful in planning walking routes. Second, quality community design can guide and support desired behaviors in an effort to develop a culture where pedestrians and cyclists are respected and their mobility is given priority. Finally, both school and municipal policies and procedures that pertain to walking, bicycling, busing and parking with picking-up/dropping-off issues need to be supportive of the SRTS plan. Nationwide, the following enforcement programs have been identified as positive contributors to SRTS goals:

- School Safety Zones
- Speed Trailers
- Sidewalk, Building and Property Maintenance Laws
- Neighborhood Watch/Escort Programs
- Law Enforcement Presence
- This is a great method to enforce the Keep Kids Alive – Drive 25 (Speed Limit)
- Photo Enforcement (Red Light Camera)

Recommended Projects

After reviewing the existing conditions of enforcement activities in the Clayton Ridge Community School District, the following list of enforcement activities should be considered:

- Use speed indicators around the school campuses
    - Speed indicators can help slow down traffic in and around each of the schools.
- Increase the school zone enforcement
    - School Zone Enforcement is a huge asset not only to the school, but also to the safety of the children. It will provide parents the sense of security in allowing their children walk or bike to school.
- Provide incentives to students walking on sidewalks and using designated crosswalks
    - This would help encourage and enforce children to walk on the sidewalks and cross at designated crosswalks instead of walking the streets.
- Start a "Catch'Em in the Act Rewards Program"
    - This program would encompass law enforcement to write out tickets to children for walking or biking in a safe manner to and from school. The tickets could possibly be redeemed for a certain prize as encouragement to continue operating in a safe manner.

Section VI: Encouragement

Throughout the process of developing and implementing a SRTS program, it will be necessary to encourage participation in the SRTS activities. Many media tools can be used to do this, including posters, e-mail, newsletters, flyers, school notices and backpack mail. Existing school and community communication resources may include:

- School Newsletters
- Local Newspaper
- Community Newsletter
- Public Service Announcements
- School Public Relations Officer

A variety of contests, which have encouragement aspects to them, can be incorporated into a SRTS program. Many of these contests are based on students tallying their miles for walking and biking to school to win points for prizes or recognition, either individually or as a class. Art contests and essay contests are also possibilities for independent or classroom activities. In northeast Iowa, the following SRTS activities help to increase physical activity among students and safety within our communities:

- Walking School Bus
    - A Walking School Bus is a group of students walking to/from school with responsible supervisors. It can take place daily, weekly or monthly.
- Remote Drop-off
    - This is a variation of a Walking School Bus. Students who live far from the school can be dropped off at a location away from school grounds to walk the remaining trip to school.
- Bike Rodeo
    - A Bike Rodeo is a popular and fun event teaching children how to properly and safely ride a bike.
- Mileage Club
    - Students earn rewards by walking a certain number of laps around a track, gym or school hallway. It could take place during gym class, recess or an after-school club.
- Active Classroom Learning
    - Sneak physical activity into classroom learning. One example is Stories in Motion, where students act out stories as they are read aloud.
- Walk on Wednesday (W.O.W.)

- Every Wednesday of the school year, students have the opportunity to get involved by walking or biking to school or have the possibility of starting a walking school bus.
- Punch Card Contest
  - Motivate children throughout the school district with the punch card contest. Each day a student walks or bikes to and from school, he or she will receive a punch on their card. Once the punch card is full, he or she would then be eligible to receive some sort of prize designated by the school/wellness committee.

Recommendations

After reviewing the existing conditions in the Clayton Ridge Community School District, the following list of encouragement activities should be considered:

- Expand the Walking School Bus program
  - Continually work to engage more families and community volunteers in the Walking School Buses. Parent letters, newspaper articles and flyers around town are great ways to get the word out. Slowly try to add more days to the schedule and more routes through town when possible.
- Start a Mileage Club at each elementary school
  - This is where students earn foot tokens for walking a certain number of laps around the track, gym or school hallway. A Mileage Club can take place before/after school or during recess or PE. Waterville Elementary has participated in a Mileage Club in the past.
- Continue to host an annual Bike Rodeo
  - Hosting an annual Bike Rodeo will reinforce the importance of knowing how to be a smart, safe bike rider.
- Increase awareness of safety throughout the community
  - Provide more awareness to parents/guardians about the program through PTO's, school newsletters, mailings, and parent/teacher conferences.
  - Notify parents of the wide range of safety topics included in the safe routes to school program.
- Start the Walk on Wednesday (W.O.W.) program
  - Every student can walk or bike to school each Wednesday of the school year.
  - W.O.W. will give students the opportunity to partake in a Walking School Bus.
  - Designated locations will be assigned throughout the community.
- Start the Walk N' Roll Punch Card Contest

- Each day a student walks or rides their bike to and from school; their punch card will be punched. Once the punch card is full, the student will be awarded a small prize. Students who ride the bus or are not able to walk to school will be given the chance to walk during recess or the bus could drop off the students three to four blocks from the school to form a Walking School Bus to campus.

Section VII: Implementation Strategy

The following implementation strategy is an approach that the Clayton Ridge Community School District can follow to implement education, encouragement, enforcement and evaluation techniques. This strategy can be used each year and updated as the safety needs of the school and students change.

AUGUST

- School Registration
  - Distribute SRTS maps
  - Promote Walking School Buses
- Fall Walking School Buses begin
- SRTS Community Coalition Meeting

SEPTEMBER

- Continue to Encourage Students with Educational Programs
- Have a guest speaker talk about SRTS
- Begin Walk N' Roll Punch Cards and Walk on Wednesday Programs
- Conduct fall Student Travel Tally
- Walking School Buses continue
- Set date for spring Bike Rodeo

OCTOBER

- Participate in International Walk to School Day
- Continue Walk N' Roll Punch cards and Walk on Wednesday Program
- Provide SRTS information at Parent-Teacher Conferences
- Walking School Buses continue

NOVEMBER

- Continue Walk N' Roll Punch Cards and Walk on Wednesday Program
- Encourage Walking School Buses to continue when weather allows
- SRTS Community Coalition Meeting

DECEMBER

- Continue Walk N' Roll Punch Cards and Walk on Wednesday Program
- Encourage Walking School Buses to continue when weather allows

JANUARY

- Continue Walk N' Roll Punch Cards and Walk on Wednesday Program
- Continue contest for students to receive incentives
- Have a nurse or other professional visit classes to talk about healthy eating and exercising.

FEBRUARY

- Continue Walk N' Roll Punch Cards and Walk on Wednesday Program
- Encourage Walking School Buses to continue when weather allows

MARCH

- Provide SRTS information at Parent-Teacher conferences
- Continue Walk N' Roll Punch Cards and Walk on Wednesday Program
- Encourage Walking School Buses to continue when weather allows
- Bring in local law enforcement to talk to students about walking/biking safety
- SRTS Community Coalition Meeting
- Begin planning for spring Bike Rodeo

APRIL

- Continue Walk N' Roll Punch Cards and Walk on Wednesday Program
- Conduct annual sidewalk inspections
- Spring Walking School Buses begin
- Continue spring Bike Rodeo planning/Host spring Bike Rodeo

MAY

- Continue Walk N' Roll Punch Cards and Walk on Wednesday Program
- Spring Walking School Buses continue
- Collect Walk N' Roll Punch Cards last week of school and award prizes to students
- Host spring Bike Rodeo
- Participate in National Bike to School Day/Week/Month
- Conduct Student Travel Tally

JUNE

- Evaluate SRTS Program from previous year
- Evaluate infrastructure around school facilities
    - Make a list of improvements that needs addressed
- SRTS Community Coalition Meeting
- Send thank you notes to Walking School Bus and Bike Rodeo volunteers

JULY

- Plan SRTS activities for coming school year
- Promote and organize Walking School Buses

Appendix

Appendix I: Survey Letter to Parents

Appendix II: Parent Survey

Appendix III: Student Travel Tally

Appendix I: Survey Letter to Parents

upper explorerland
regional planning commission

Serving Allamakee, Clayton, Fayette, Howard and Winneshiek Counties
325 Washington Street, Suite A, Decorah, IA 52101
PHONE: 563/382-6171, ext 214, FAX: 563/382-6311
cmai@uerpc.org
www.uerpc.org

Dear Parents and Guardians,

Upper Explorerland Regional Planning Commission (UERPC) recently received a planning grant to provide Safe Routes to Schools (SRTS) plans for all schools (K-8) in the five county region and is in the process of establishing an order for these plans to be completed.

As you probably know, the SRTS Program is an opportunity to make safe routes to school for kids of all ages, whether they're walking or biking. National trends and statistics indicate that fewer children are walking and bicycling to school. At the same time, childhood health has declined, more children die in automobile crashes than by any other means, air quality has deteriorated, and land use practices have centered on automobile reliance. Completing a SRTS plan is the first step in receiving funding for needed infrastructure improvements.

These plans need cooperation from the parents in gathering your input on how your child/children go to and from school. There are two options for taking this survey, (1) Fill out the hard copy enclosed with this letter and return completed survey to the schools office, (2) Go to **http://www.surveymonkey.com/s/srts-uerpc**. The results will be tabulated and recorded into the plan and your names will remain completely anonymous. The SRTS plans will not cost the School, City, or Citizens anything, just time and cooperation. Once a plan is in place, the schools will be eligible to apply for grants in assisting school administrators in creating safer routes for walking and bicycling.

Thank you for your time. If you have any questions at all or would like to help participate in the Safe Routes to School Program please contact me at (563)-382-6171 Ext. 212 or by email at cmai@uerpc.org.

Sincerely,

Casey J. Mai,

Regional Planner

* Economic Development * Comprehensive Planning * Transportation * Workforce * Housing * Revolving Loan Fund

Established in 1972

Appendix II: Parent Survey

Parent Survey About Walking and Biking to School

Dear Parent or Caregiver,
Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.
Thank you for participating in this survey!

+ **CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY** +

School Name:

1. What is the grade of the child who brought home this survey? ☐☐ Grade (PK,K,1,2,3..)

2. Is the child who brought home this survey male or female? ☐ Male ☐ Female

3. How many children do you have in Kindergarten through 8th grade? ☐☐

4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐ **and** ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.

5. How far does your child live from school?

☐ Less than ¼ mile ☐ ½ mile up to 1 mile ☐ More than 2 miles
☐ ¼ mile up to ½ mile ☐ 1 mile up to 2 miles ☐ Don't know

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box. +

6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)

Arrive at school	Leave from school
☐ Walk	☐ Walk
☐ Bike	☐ Bike
☐ School Bus	☐ School Bus
☐ Family vehicle (only children in your family)	☐ Family vehicle (only children in your family)
☐ Carpool (Children from other families)	☐ Carpool (Children from other families)
☐ Transit (city bus, subway, etc.)	☐ Transit (city bus, subway, etc.)
☐ Other (skateboard, scooter, inline skates, etc.)	☐ Other (skateboard, scooter, inline skates, etc.)

+ **Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box** +

7. How long does it normally take your child to get to/from school? (Select one choice per column, mark box with X)

Travel time to school	Travel time from school
☐ Less than 5 minutes	☐ Less than 5 minutes
☐ 5 – 10 minutes	☐ 5 – 10 minutes
☐ 11 – 20 minutes	☐ 11 – 20 minutes
☐ More than 20 minutes	☐ More than 20 minutes
☐ Don't know / Not sure	☐ Don't know / Not sure

+ +

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

8. Has your child asked you for permission to walk or bike to/from school in the last year? ☐ Yes ☐ No

9. At what grade would you allow your child to walk or bike to/from school without an adult?

(Select a grade between PK,K,1,2,3..) ☐☐ grade **(or)** ☐ I would not feel comfortable at any grade

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)	**11. Would you probably let your child walk or bike to/from school if this problem were changed or improved?** (Select one choice per line, mark box with X)		
	☐ My child already walks or bikes to/from school		
☐ Distance	☐ Yes	☐ No	☐ Not Sure
☐ Convenience of driving	☐ Yes	☐ No	☐ Not Sure
☐ Time	☐ Yes	☐ No	☐ Not Sure
☐ Child's before or after-school activities	☐ Yes	☐ No	☐ Not Sure
☐ Speed of traffic along route	☐ Yes	☐ No	☐ Not Sure
☐ Amount of traffic along route	☐ Yes	☐ No	☐ Not Sure
☐ Adults to walk or bike with	☐ Yes	☐ No	☐ Not Sure
☐ Sidewalks or pathways	☐ Yes	☐ No	☐ Not Sure
☐ Safety of intersections and crossings	☐ Yes	☐ No	☐ Not Sure
☐ Crossing guards	☐ Yes	☐ No	☐ Not Sure
☐ Violence or crime	☐ Yes	☐ No	☐ Not Sure
☐ Weather or climate	☐ Yes	☐ No	☐ Not Sure

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

☐ Strongly Encourages ☐ Encourages ☐ Neither ☐ Discourages ☐ Strongly Discourages

13. How much fun is walking or biking to/from school for your child?

☐ Very Fun ☐ Fun ☐ Neutral ☐ Boring ☐ Very Boring

14. How healthy is walking or biking to/from school for your child?

☐ Very Healthy ☐ Healthy ☐ Neutral ☐ Unhealthy ☐ Very Unhealthy

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

15. What is the highest grade or year of school you completed?

☐ Grades 1 through 8 (Elementary)
☐ Grades 9 through 11 (Some high school)
☐ Grade 12 or GED (High school graduate)
☐ College 1 to 3 years (Some college or technical school)
☐ College 4 years or more (College graduate)
☐ Prefer not to answer

16. Please provide any additional comments below.

Appendix III: Student Travel Tally

Safe Routes to School Students Arrival and Departure Tally Sheet

CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY

School Name: | Teacher's First Name: | Teacher's Last Name:

Grade: (PK,K,1,2,3...) 0 2 | Monday's Date (Week count was conducted) M M D D Y Y Y Y | Number of Students Enrolled in Class: 1 5

- **Please conduct these counts on two of the following three days Tuesday, Wednesday, or Thursday. (Three days would provide better data if counted)**
- **Please do not conduct these counts on Mondays or Fridays.**
- Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once.
- Ask your students as a group the question **"How did you arrive at school today?"**
- Then, reread each answer choice and record the number of students that raised their hands for each. **Place just one character or number in each box.**
- Follow the same procedure for the question **"How do you plan to leave for home after school?"**
- You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions.
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1.
Fill in the weather conditions and number of students in each class

Step 2.
AM – "How did you arrive at school today?" Record the number of hands for each answer.
PM – "How do you plan to leave for home after school?" Record the number of hands for each answer.

Key	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	S= sunny R= rainy O=overcast SN=snow	Number in class when count made	-	-	-	Only with children from your family	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	S N	2 0	2	3	9	3		2	1
Sample PM	R	1 9	3	3	8	1	2	2	
Tues. AM									
Tues. PM									
Wed. AM									
Wed. PM									
Thurs. AM									
Thurs. PM									

Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.