

Safe Routes to School Plan

Guttenberg, Iowa



Plan prepared by:

Daphnee Boulin
Justin Jorgensen
Adweta Joshi
Jielin Sun

In collaboration with:

Northeast Iowa Resource Conservation & Development Inc.

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INTRODUCTION

The Safe Routes to School Program

The United States in the last few decades has become more suburbanized and is increasingly a nation that relies on the family vehicle and not walking or biking. In 1969, 42 percent of students walked or biked to school according to a survey conducted by The Centers for Disease Control and Prevention¹. However, by 2001 the number of students walking and biking to school had dramatically declined to 16 percent. National statistics provided by the Department of Energy show that the number of vehicle miles traveled (VMT) increase from 718 billion miles per year in 1969 to more than 2 trillion miles per year in 1999². Development pattern changes as well as travel behavior changes have also increased issues such as traffic safety, traffic congestion, degraded air quality, and other health related issues. The creation of a national Safe Routes to School Program in 2000 by the United States Department of Transportation, administered through the National Highway Traffic Safety Administration, was in response to these issues and how they relate to a child's commute to and from school.

The common goal of the Safe Routes to School Program is to increase the number of children who walk and bike to school safely³. The national program uses a variety of education, encouragement, enforcement, and engineering strategies to promote safe travel to and from school. In August 2005, federal legislation devoted \$612 million for the National Safe Routes to School Program through 2009. The state of Iowa was granted \$4.08 million for this 4 year period to implement the Iowa Safe Routes to School Program. Grant applications are received every year in Iowa to fund local Safe Routes to School projects and programs.

Why Safe Routes to School matters

Student Health

The United States Department of Health and Human Services recommends at least 60 minutes of physical activity for children on most, preferably all days of the week⁴. However, many school-aged children are not getting adequate physical activity. The Centers for Disease Control and Prevention reported that of the children ages 9 to 13 years, 62 percent do not participate in any organized physical activity and 23 percent do not engage in any free-time physical activity outside of school hours⁵. Consequently, childhood obesity and overweight rates are increasing all around the country. Other studies by the Centers for Disease Control and Prevention show that the percentage of children ages 6 to 11 and 12 to 19 years-old, considered to be severely overweight, tripled in the last 30 years⁶. Many studies also suggest that obese children are at least twice as likely to become obese adults⁷.

Traffic Congestion & Air Quality

Walking and biking to school can help reduce vehicle traffic and improve air quality around a school. As previously mentioned, fewer students are walking or biking to and from school today than in years past. Suburbanization as well as increased traffic volumes has convinced more parents that it is unsafe for their children to walk or bike. Therefore, they choose to drive their children to school, which consequently adds more congestion during the morning and afternoon. Estimates from multiple cities indicate that the motor vehicle traffic generated by the travel to and from school adds 20 to 30 percent more traffic volume to the roads⁸.

According to the Environmental Protection Agency, in many cities across the United States the motor vehicle is the single greatest polluter⁹. During the 1996 Summer Olympic Games in Atlanta, Georgia, single-occupancy motor vehicles were banned from the downtown area. This set the stage for an air quality study in which researchers found a decrease of more than 23 percent of morning rush-hour traffic and a 42 percent decrease in Asthma-related events for children¹⁰.

Safe Routes to School Implementation

Each community faces a unique set of challenges in terms of developing a safe route to school plan. However, there are some common strategies developed by the National Center for Safe Routes to School which can make the process easier. These strategies are called the 5E's which stands for are Education, Encouragement, Enforcement, Engineering, and Evaluation.

Education

Education and Encouragement strategies are closely intertwined. Target audiences for a Safe Routes to School Education program include students, parents, drivers, and neighbors. Education strategies include teaching pedestrian and bicycle safety and creating awareness of the benefits of walking and biking to school. Safety education is an essential element of any safe routes to school program.

Encouragement

Encouragement activities are used to encourage children to walk and bike to school safely. As stated on the National Center for Safe Routes to School website, "Encouragement strategies are about having fun. They generate excitement and interest in walking and bicycling." Successful activities include: Walk to School Day events; Mileage Club; Walking School Buses and Bicycle Trains; to name a few.

Enforcement

The main goal of Enforcement strategies is to deter unsafe behaviors of drivers, pedestrians and bicyclists, and to encourage all road users to obey traffic laws and share the road safely. Enforcement involves a network of community members working together to promote safe walking, bicycling and driving. Students, parents, adult school crossing guards, school personnel and neighborhood watch

programs all working in conjunction with local law enforcement. Safety awareness education is an important element for successful Enforcement.

Engineering

The Engineering approach of a Safe Routes to School program includes the design, implementation, operation, and maintenance of traffic control devices, as well as creating safe routes by improving pathways, creating safer crossings, and slowing down traffic among other things. Engineering strategies are best used in conjunction with Education, Encouragement and Enforcement activities.

Evaluation

Evaluation is an important element which is incorporated into each of the other 4 E's in addition to standing alone to evaluate the entire safe routes to school program.

Northeast Iowa Safe Routes to School Initiative for Healthier Students Project

Northeast Iowa Resource Conservation and Development, Inc. was awarded a regional planning grant from the Iowa DOT Safe Routes to School Program in 2008. This planning and information gathering grant provided funds to gather attitudinal, policy, and environmental information from 34 schools in 25 communities throughout 5 Northeast Iowa counties. The goal of the project was to document the attitudes and behaviors of parents and students towards walking and biking to school as well as to document the location and condition of existing sidewalk infrastructure. In addition, school policy information was gathered. Northeast Iowa Resource Conservation and Development, Inc. partnered with each school to complete the surveys as well as educate students, parents, and teachers about the benefits of walking and biking to school and how each of them can contribute to improving health and environmental conditions¹.

Guttenberg, Iowa

Guttenberg, Iowa is located in Clayton County along the Mississippi River, which is the border between Wisconsin and Iowa. The total area of Guttenberg is 2.1 square miles and it is located along US Highway 52. A railroad parallels US Highway 52 and runs through the town. In addition to the river another important



Guttenberg, Iowa

¹ Northeast Iowa Resource Conservation and Development Inc. is a non-profit 501 (c) 3 located in Postville, Iowa and is dedicated to rural and economic development in the counties of Allamakee, Buchanan, Clayton, Fayette, Howard and Winneshiek of Northeast Iowa.

geographic characteristic of Guttenberg is a high bluff, located on the western portion of the town, where many families reside. This is a natural barrier for Guttenberg students who would like to walk and bike to school.

Demographic Characteristics of Guttenberg

According to statistics from the 2000 Census, 1,987 people, 837 households, and 534 families residing in Guttenberg. Of the 837 households 26.3 percent have children under the age of 18. The medium age of Guttenberg residents is 45.3 and 11.8 percent of the population is between the ages 5-14. A large portion or 26.2 percent of the population is 65 years and older, which is more than two times higher than US National average¹¹.

School Information

Two schools in Guttenberg are participating in the *Northeast Iowa Regional Safe Routes to School Initiative for Healthier Students Project*, St. Mary's School and Clayton Ridge Elementary School. Clayton Ridge Elementary School is a public school with 206 enrolled students from kindergarten thru 4th grade. The school is located within the same building as Clayton Ridge High School and is located next to the Mississippi River. St. Mary's School is a private school with 115 students from kindergarten thru 8th grade located in the center of town and next to the railroad tracks.



Clayton Ridge Elementary



St. Mary's School

DATA COLLECTION & ANALYSIS

Behavioral Audits

Encouraging the students that live within 2 miles of school to walk or bike is the aim of any safe routes to school program. Changing people's attitude and behavior is a challenge that can be overcome with education. Safe routes to school Education strategies include bicycle and pedestrian safety and awareness of social, cultural, and environmental issues. Education is geared toward the children first, then the parents. The following will analyze Guttenberg's current situation pertaining to travel modes to and from school as well as the parent's perception on walking and biking to and from school.

The analysis of Guttenberg's parent perceptions and school travel modes was conducted through behavioral audits. These audits are twofold. First, student surveys (also called Student Travel Tallies) were administered by the teachers in class. Students were asked what their mode of travel was to school in the morning and from school in the afternoon. These surveys were done during two days in the middle of a week in each classroom. Second, parent survey was sent home (one survey per household) and the parent or guardian answered a series of questions about the travel behavior of their child as well as their opinion on walking and biking to and from school. The results obtained for St Mary's School and Clayton Ridge Elementary for both surveys are presented below.

St Mary's School

Student Travel Tally

St Mary's School has a total enrolment of 115 students in Kindergarten to 8th grade. Compared to the total population of children in Guttenberg (age under 5 years to 14 years old) from the 2000 Census, St Mary's total enrolment would represent 34.7% of this total population age group. The remaining children in this age group either attend Clayton Ridge Elementary School or receive education elsewhere. Based on the survey results all students were present and responded to the survey questions. Figure 1 illustrates the travel mode of the students in the morning and afternoon combined: 80% of the respondents travel by school bus, 11% by family vehicle and 9% walk to school.

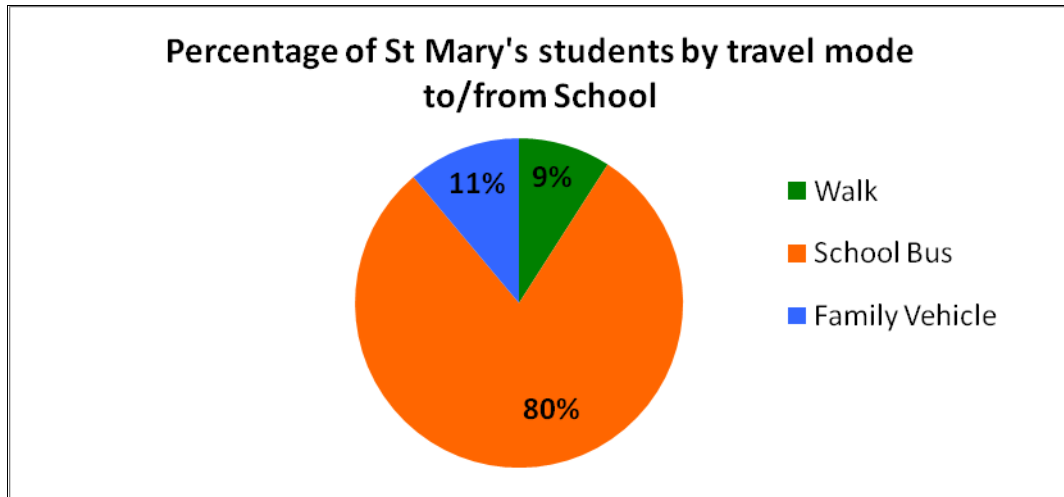


Figure 1-Percentage of St. Mary's students by travel mode to/from School

Figure 2 represents the travel mode of students in the morning and afternoon, which in this case, remains unchanged with regards to the number of students that walk, bike, bus, or use a family vehicle.

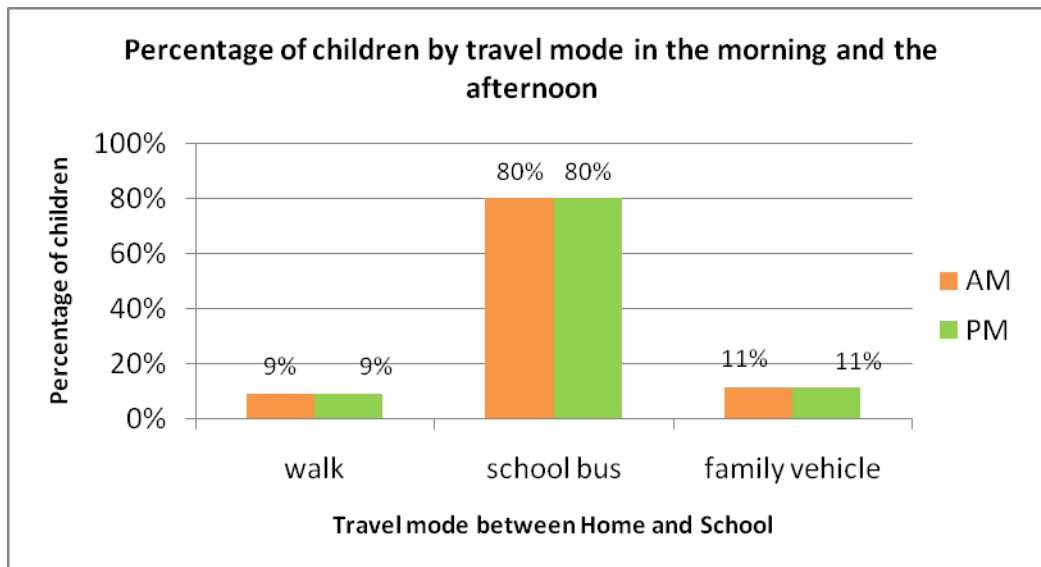


Figure 2 -Travel mode in the morning vs. afternoon for St. Mary's School students.

Parent Survey

As mentioned previously the parent survey guidelines requested that the parent or guardian complete one survey per household regardless of the number of children they had in the same school .Therefore these results represent one survey per household. The number of parent surveys that were distributed was 72, with 57 being returned (a response rate of 79%). The surveys reported that most of the student

households, about 57.1%, are located at a distance greater than 2 miles from St Mary's School. The remaining student locations are as follows: 2.8% of the student households are less than ½ mile from school, 8.9% between a ½ mile and 1 mile, and 5.4% between 1 mile and 2 miles from school.

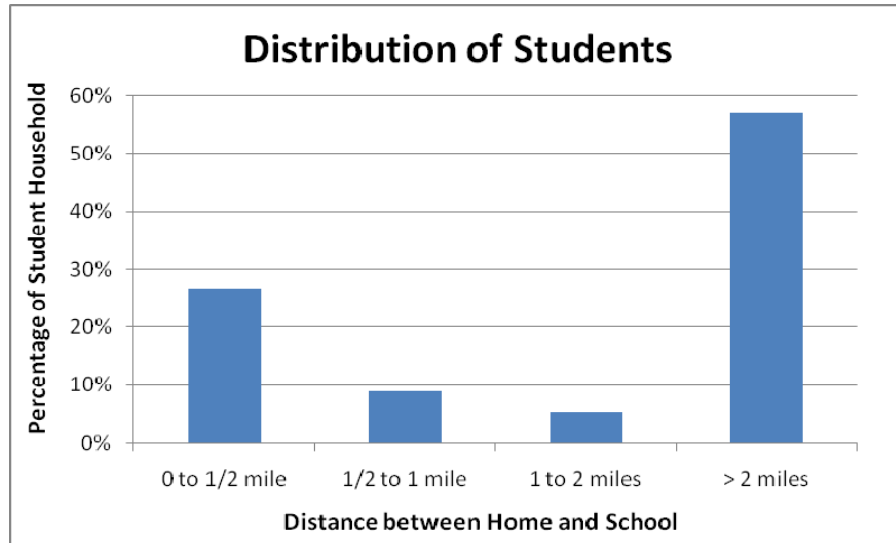


Figure 3- Distribution of students per household and distance from school

For the travel mode to school, the figure 4 shows the result from the question about the mode of transportation of student household. From the 56 parents respondents it can be observe that: a percentage of 16.1% walk to school while 32.2% take the bus, 46.5% use a family vehicle and 5.4% use multiple or other modes of transportation.

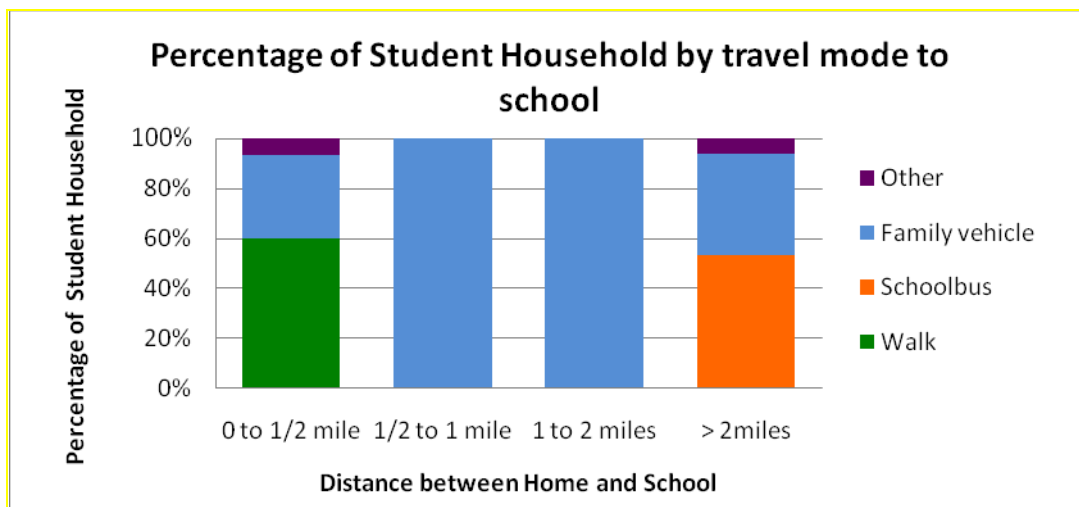


Figure 4 - Travel mode in the morning

During the morning commute to St Mary's School, students who walk to and from school are mostly between 4th and 8th grade and live less than ¼ mile from school. Overall most students are driven to school in a family vehicle or ride the bus (Figure 4).

As for the travel mode from school in figure 5 below: 20% walk, 54.5% take the school bus, 23.6% ride in a family vehicle, and 1.8% use other modes of transportation.

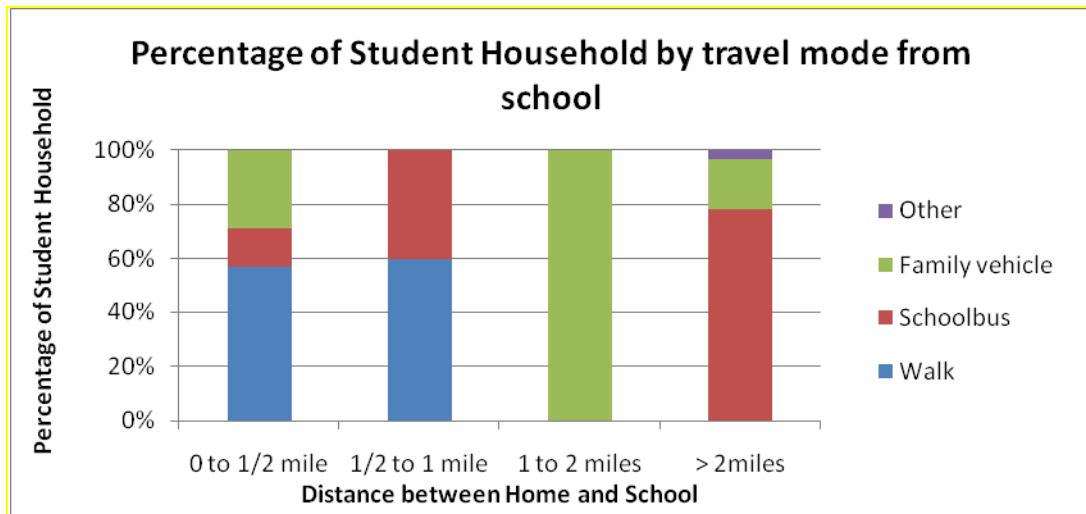


Figure 5 - Travel mode in the afternoon

Furthermore, most of the students who have asked their parents for permission to walk or bike to and from school in the last year live less than ¼ mile from the school. 18.2%. However, a larger percentage of students have not asked to walk or bike to school (about 56.4%) for those living more than 2 miles from the school.

The majority of parents stated that they would not allow their child (or children) to walk or bike to school at any grade and identified distance as the principal barrier. The parents who would allow their child to walk or bike identified that they would do so only for children older than 1st grade. Parents also stated what they perceived to be barriers for their children to walk or bike to school. The most common barriers that were identified were; distance, weather, traffic along the route, safety at intersections and crossings, lack of sidewalks and pathways, and traffic volumes along the route. Some of the less common barriers that were identified are; lack of crossing guards, violence and crime, time, and convenience of driving.

Clayton Ridge Elementary School

Clayton Ridge Elementary School is the second of two schools in Guttenberg. The same surveys were administered to both parents and students at Clayton Ridge Elementary as were administered at St. Mary's School.

Student Tally

Clayton Ridge Elementary School has an enrollment of 206 students in Kindergarten to 4th grade. According to the survey results, a total of 200 students were surveyed (response rate of 97%). Compared to the total population of children in Guttenberg (age under 5 years to 14 years old) from the 2000 Census, Clayton Ridge Elementary School's total enrollment would represent 60.4% of this total population age group. The remainder of the children in this age group either attends St. Mary's School or receives education elsewhere. Figure 6 below illustrates the morning and afternoon travel mode of students: 65 % of the respondents arrive at school by bus, 26% in the family vehicle, 2% carpool, and 7% walk to school.

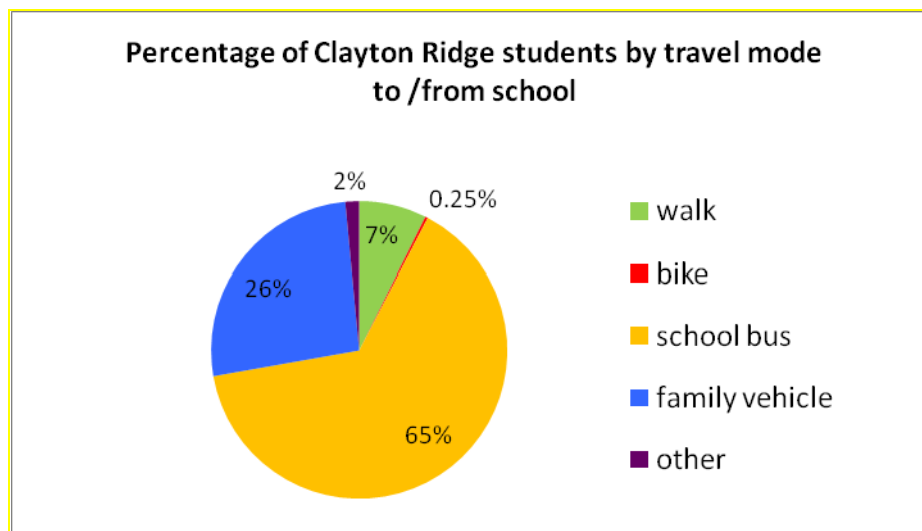


Figure 6 - Percentage of student by travel mode to/from school

Figure 7 illustrates the travel mode in the morning and afternoon: a greater percentage of students walk in the afternoon (10.5% vs. 4.7%), the same pattern for the bus trips (68.3% vs. 61.2%), the family vehicle dropped to less in the afternoon compared to the morning trips (19.8% vs. 32%) as well as for carpooling (1.2% vs. 1.8%).

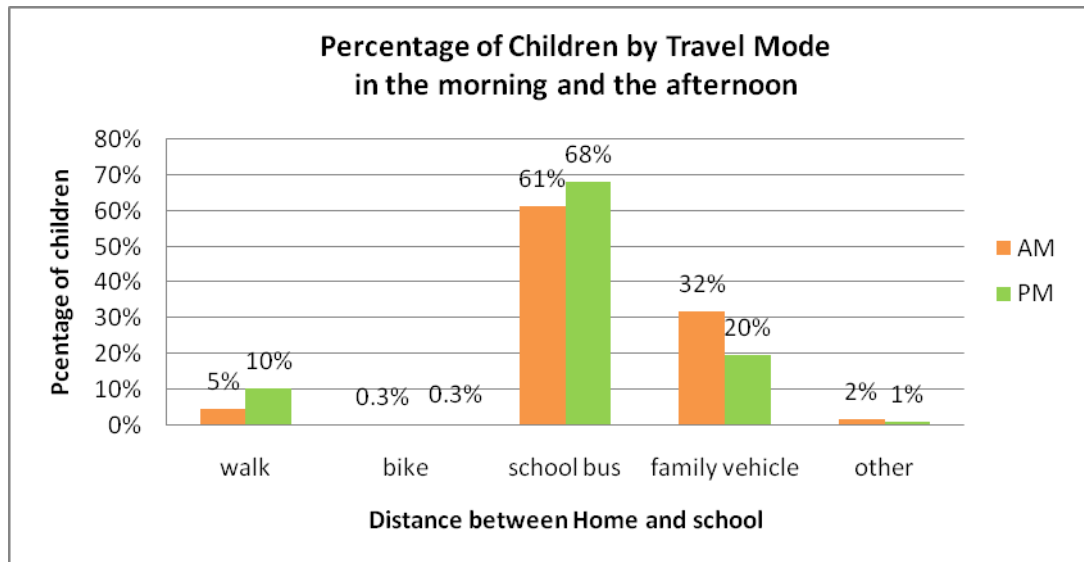


Figure 7 - Travel mode in the morning vs. afternoon

Parent Survey

Clayton Ridge Elementary distributed 206 surveys of which 103 were returned (50% response rate). According to the responses of the parents, most of the student households (68%) live more than 2 miles from the school (Figure 8), the other 32% is distributed between less than a ¼ mile and up to 2 miles. At Clayton Ridge Elementary the students who walk to and from school are mostly in Kindergarten to 3rd grade and live less than ¼ mile from the school.

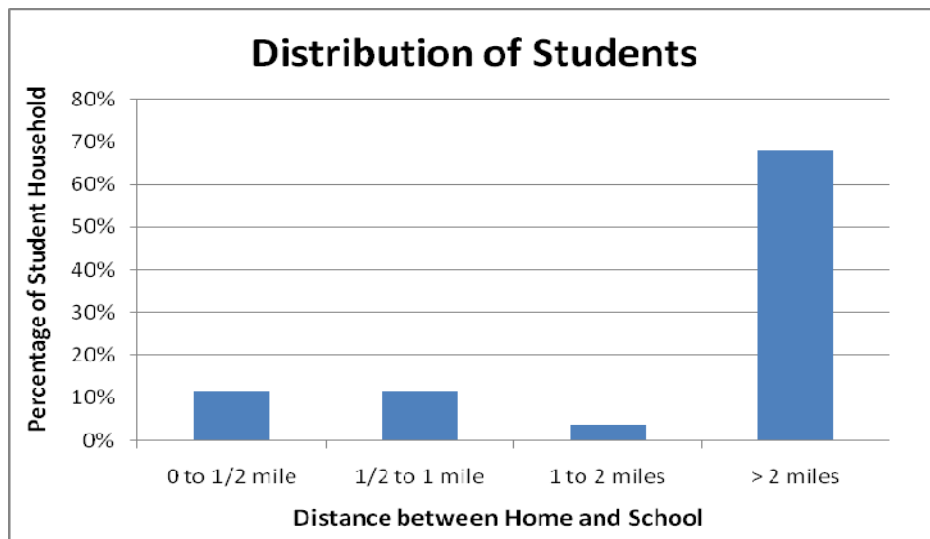


Figure 8-Distribution of students per household and distance from school

For the travel mode to school, the figure shows a percentage of 16.1% who walk to school while 32.2% take the bus, 46.5% take the family vehicle and 5.4% use other modes of transportation.

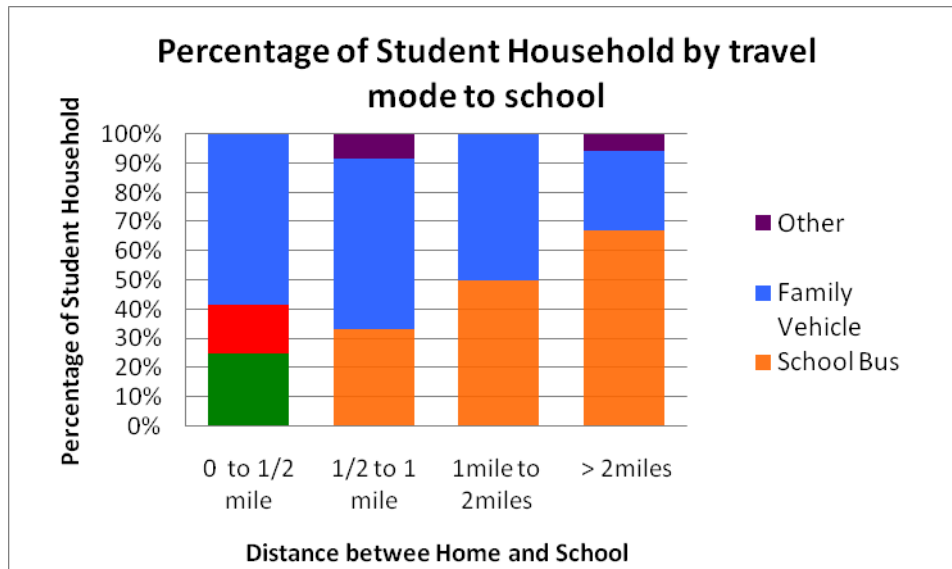


Figure 9- Travel trend in the morning

The walking and biking rates are low for Clayton Ridge Elementary, about 3 students walk and 1 student bikes to school among those who live less than a ¼ mile to ½ mile from school.

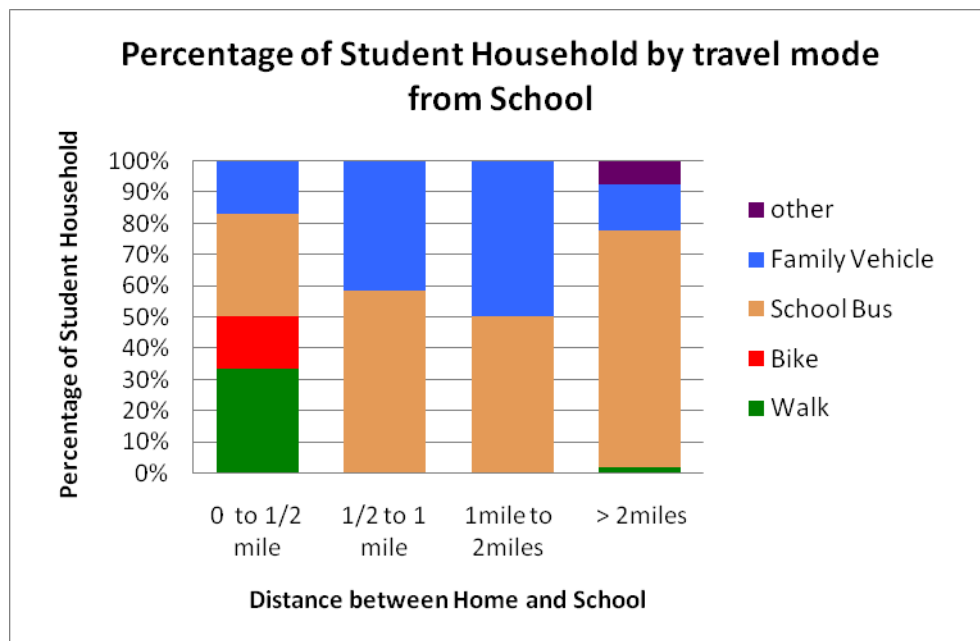


Figure 10-Travel mode in the afternoon

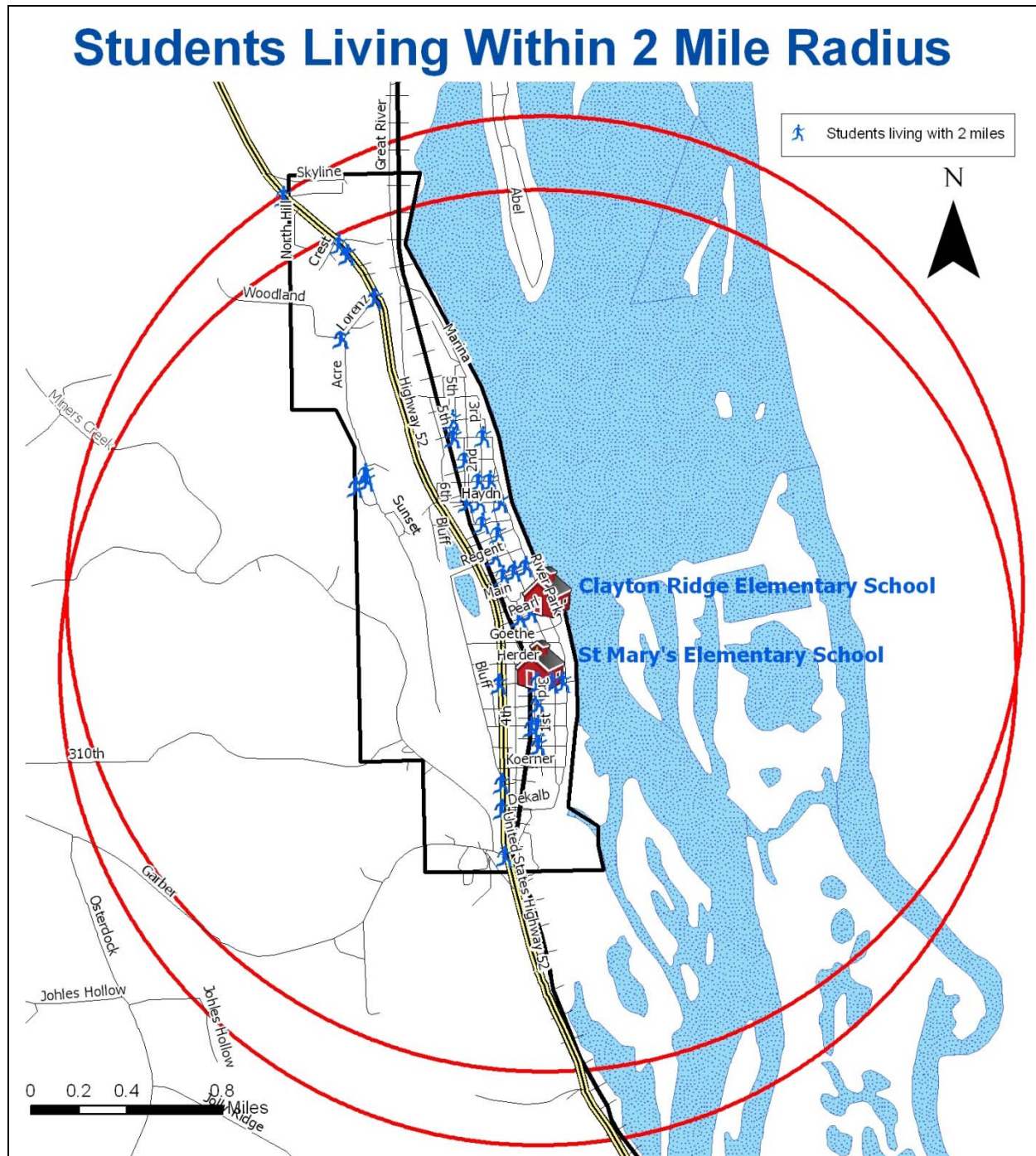
The number of those who bike to school is the same in the morning and the afternoon and these students live less than a ¼ mile to ½ mile from school.

According to the survey responses, students who have asked their parents for permission to walk or bike to and from school in the last year are low. 5.8% of students living less than ¼ mile from school, 1.9% for student living a ¼ mile up to ½ mile, and 5.8% for those living at a distance ½ mile up to 1 mile have asked parents' permission to walk or bike to school. However larger percentages have not asked to walk or bike to school (59.2%) for those living more than 2 miles.

The majority of parents stated that they would not allow their child (or children) to walk or bike to school at any grade and identified distance as the principal barrier. However, for those who would allow their child to walk or bike, they stated they would only do so between 3rd grade and 8th grade. Parents also stated what they perceived to be barriers for their children to walk or bike to school. The most common barriers that were identified were; distance, weather, traffic volume along the route, safety at intersections and crossings, and lack of sidewalks and pathways.

Student Locations

For both schools, student household locations were geocoded to the nearest intersection. With a match of about 75%, 106 locations were geocoded. All the student household locations could not be geocoded as some of the parents did not provide the intersection information; others gave the name of parallel roads they lived closest to and not the intersection. Map 1 shows that out of those locations geocoded, 50% of the students live within the 2 mile radius and are eligible for walking and biking to school.



Map 1: Student Location

Infrastructure Audits

The second piece of data that was collected during this safe routes to school project was an infrastructure audit. Like the behavioral surveys completed by the students and parents, the infrastructure audits provide valuable information about the current conditions in Guttenberg. There are two aspects to an infrastructure audit. First, public concerns and input about the conditions of the infrastructure was gathered; and, secondly the current state of the infrastructure was inventoried by our group using Geographic Information Systems (GIS). Below are the results of the infrastructure audits.

Public Concerns/ Input

The City of Guttenberg as well as school officials expressed great concern with the railroad tracks that runs north- south through the community as well as with Highway 52. Specifically concern was expressed regarding children crossing the highway and the railroad tracks to get to school. In conversations with City officials it was mentioned that the company that owns the railroad tracks could increase the number of trains passing through Guttenberg in the near future. The expansion simply means that there would be an increased risk for children and that additional preventive measures would need to be identified for those walking and biking to school. It was evident from the infrastructure audit and the conversation with the school officials that the fear associated with allowing a child to walk or bike to/from school was more psychological than ...; Highway 52 and the railroad tracks were the physical barriers but most of the children living within the 2 mile radius did not need to cross either of them to get to their schools from their homes. Many of those living within the 2 miles are being driven to school by the parents or by the bus.

Many members of the community as well as City and school officials also mentioned that there is a walking trail that runs down the 300 feet high bluff and is used by students during the summer. Currently the trail does not have a hard surface and is not maintained. One of their other concerns addressed by school officials was the blind spots created while driving, since cars were parked on the street, even at the corners. Guttenberg has many intersections and if a child is crossing a street, the motorist would not be able to see the child before reaching the end of the street.

An afternoon school dismissal was observed by the group. As observed, buses picked the students up from St. Mary's Elementary School and dropped them outside Clayton Ridge Elementary School, where the students waited for other buses to pick them up to take them home. This practice seemed unusual since the students could easily walk 10 minutes from St. Mary's to Clayton Ridge instead of being bused. It was also observed that some of the parents picked their children up in the middle of the street without parking their cars. In addition to this, concerns were expressed by the 1st grade teachers of Clayton Ridge regarding the morning children drop off. The buses and the parents drop the children at the unloading zone all at the same time, creating a chaotic scene. This is another safety issue for parents who would allow their children to walk or bike to school.

The following is a detailed report of the group's inventory of the existing infrastructure in Guttenberg. The infrastructure audits included sidewalks, signs, speed limits, railroad crossings, street lights, and also a traffic safety analysis.

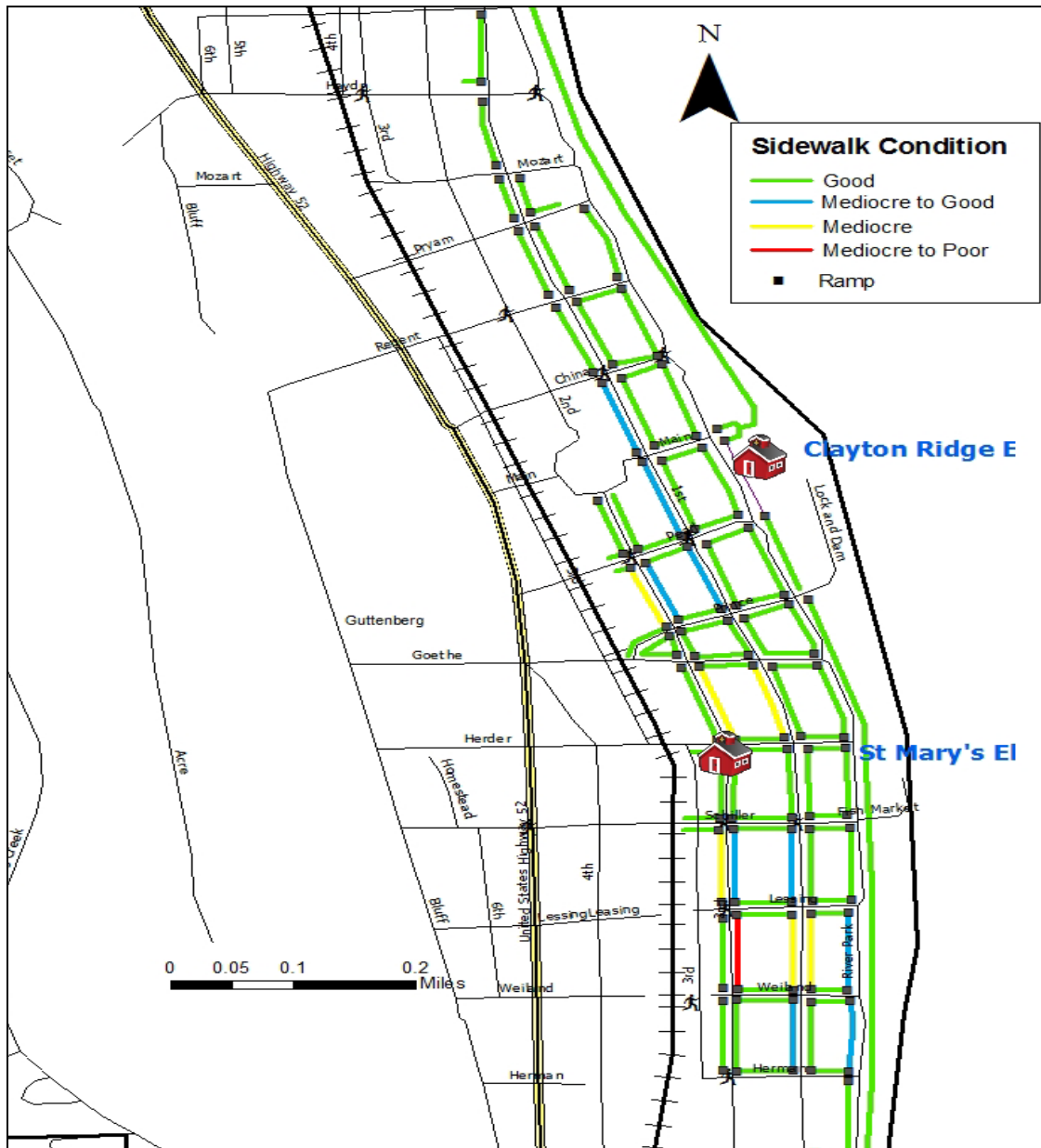
Infrastructure Inventory

Sidewalks:

Less than 20% of the road segments have sidewalks within the 2-mile radius of the two schools. The percentage was calculated on the basis of the total length of the roads and the total length of the sidewalks. Even though there are sidewalks around the school areas, the north and south part of the community have fewer sidewalks; the roads on the bluff including Acre Street do not have any sidewalks. The absence of sidewalks absolutely prevents anyone interested from walking or biking. Out of the existing sidewalks, about 16% of them are in mediocre to poor condition and require maintenance. As shown in Map 2, there is one sidewalk in very poor condition. The existing sidewalks have ramps, and therefore are accessible to the handicapped and to bicyclists. Detectable warning panels are absent in Guttenberg.

Safe Routes to School Plan

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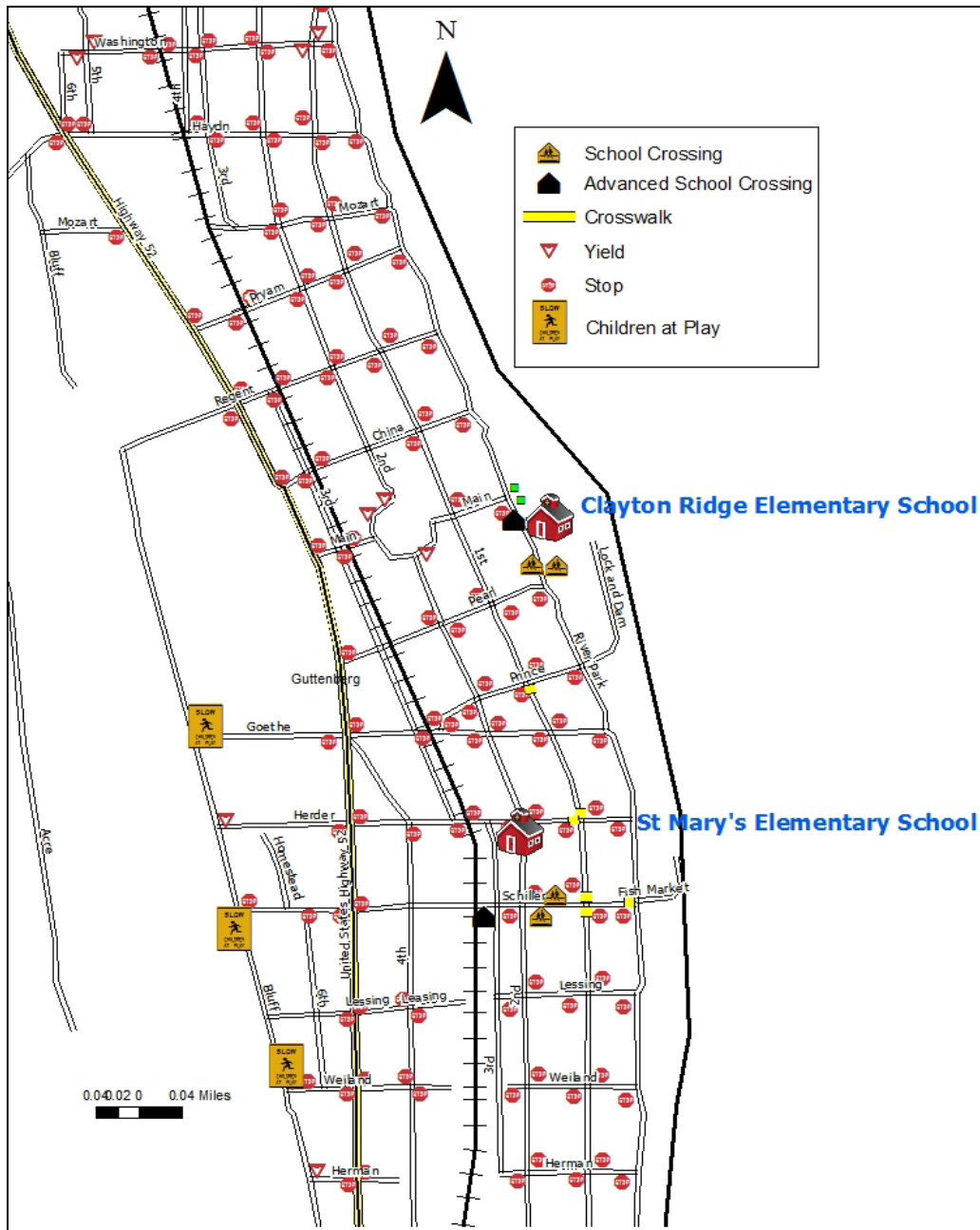
Map 2: Sidewalk Condition

Signs:

There are about 152 stop signs in Guttenberg. The number of stop signs is excessive while the number of yield signs is adequate. Guttenberg has very few marked crosswalks and all need repainting to be visible. There is one School Crossing sign and an Advanced Warning sign for each (Map 3).

Safe Routes to School Plan

Guttenberg, Iowa



Map 3: Signs and Painted Crosswalk

Speed Limit Signs and Railroad Signs:

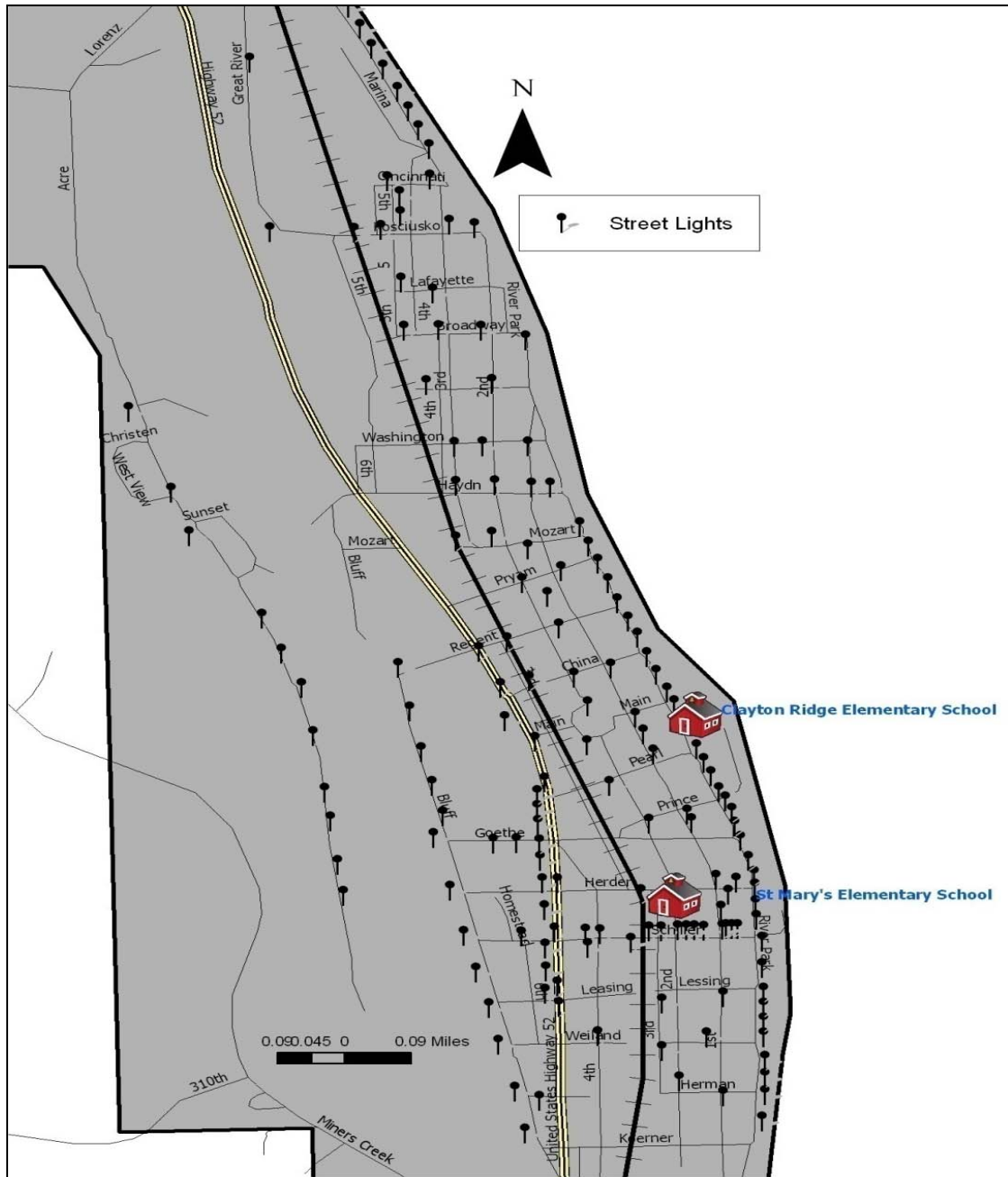
The speed limit is 20-25 mph on the east side of the railroad tracks. Driving south on Highway 52 the speed limit is 50 mph before reaching the city limits then it reduces to 45 mph and then to 35 mph

Guttenberg, Iowa

Map 4: Speed Limit Signs and Railway Crossing Signs

Street Lamps:

As shown in Map 5, there is at least one street lamp for each block. Many street lamps are placed along the river. Perhaps the City wants to highlight the trail along the Mississippi River as a good source of recreation. (Map 5)



Map 5: Street Lamps

Walking Trail:

There is one walking trail along the Mississippi River and a second one that runs down the bluff, which connects Acres Street to Bluff Street.

Traffic Safety Analysis

The following section identifies the high collision locations in Guttenberg from 2001-2008. The goal is to identify collision locations that will potentially raise safety concerns for students walking and biking to school. The evaluation procedure adopted as well as the crash data used in this report was developed by the Iowa Department of Transportation (Iowa DOT). The student location data was generated from the parent surveys distributed by Northeast Iowa RC&D. The existing infrastructure data was prepared by our group.

Evaluation Procedure

The collision data was summarized by number of collisions per intersection in Guttenberg. All 142 intersections in Guttenberg were evaluated. Each location was ranked using the Iowa Department of Transportation Office of Traffic Safety weighted formula. The formula has three data inputs: number of collisions (25%), crash rate (25%), and severity (50%).

- a) Number of Collisions – the total number of collisions per location during 2001-2008. Based on the number of collisions each location was given a score (see *Table 1: Intersection Evaluation Points*).
- b) Crash Rate – crash rates allow each intersection to be evaluated with a common denominator. Intersection crash rates are calculated using the number of collisions per million entering vehicles (MEV).

Crash Rate =

- c) Severity – Collisions were categorized by property damage only, minor and major personal injury, and fatality. These types of collisions were given a weight of 1, 3, 5 and 12 respectively and then totaled giving each location a severity rank.

Points were then assigned for each formula factor as shown in Table 1. Once points are assigned for the three categories, the points were entered into the Iowa DOT weighted ranking formula:

Total Intersection Rank=

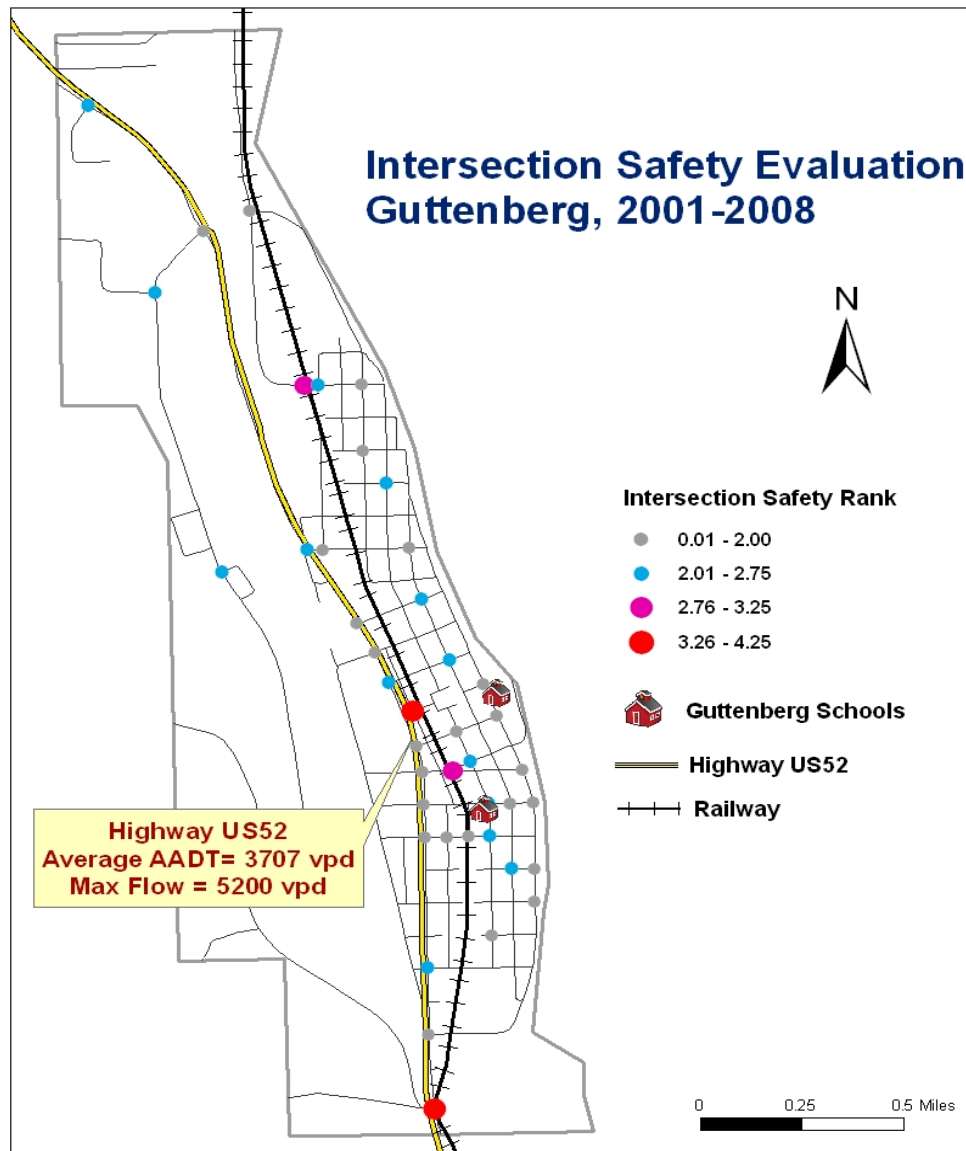
$$25\% \times (\text{Collision Points}) + 25\% \times (\text{Crash Rate Points}) + 50\% \times (\text{Severity Points})$$

Table 1 Intersection Evaluation Points

Number of Collisions		Crash Rate		Collision Severity	
Collisions	Points	Rates	Points	Severity	Points
>29	15	>3.50	15	>56	15
27-28	14	3.26-3.50	14	53-56	14
25-26	13	3.01-3.25	13	49-52	13
23-24	12	2.76-3.00	12	45-48	12
21-22	11	2.51-2.75	11	41-44	11
19-20	10	2.26-2.50	10	37-40	10
17-18	9	2.01-2.25	9	33-36	9
15-16	8	1.76-2.00	8	29-32	8
13-14	7	1.51-1.75	7	25-28	7
11-12	6	1.26-1.50	6	21-24	6
9-10	5	1.01-1.25	5	17-20	5
7-8	4	0.76-1.00	4	13-16	4
5-6	3	0.51-0.75	3	9-12	3
1-4	2	0.01-0.50	2	1-8	2
0	0	0	0	0	0

Analysis Results in Guttenberg

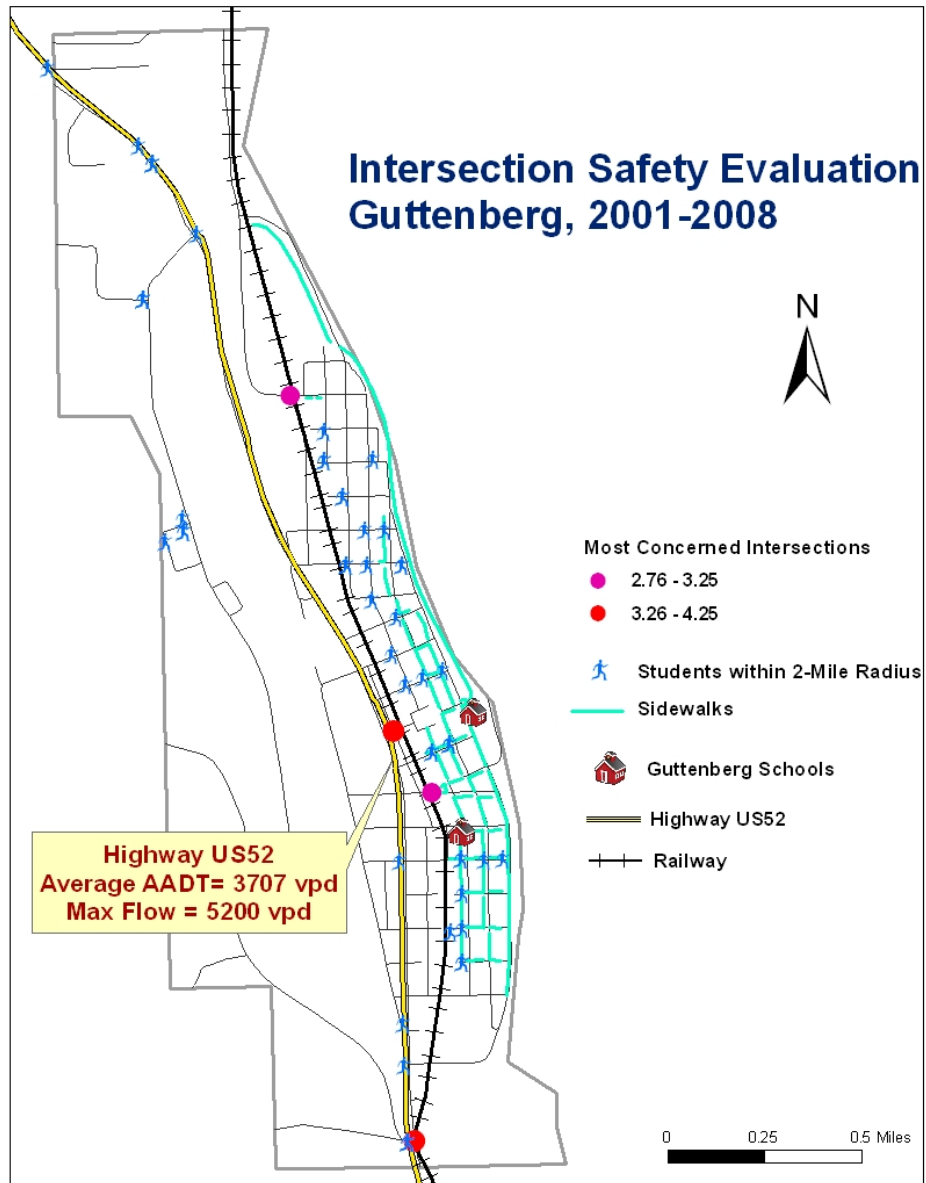
From the year 2001 to 2008, there were 115 traffic accidents in Guttenberg. Map 6 below shows the intersection evaluation for all of the 142 intersections in Guttenberg; the higher the score, the more dangerous the intersection. The average score in Guttenberg is 0.77. Compared to other more urbanized areas in Iowa, Guttenberg is a relatively safe town in terms of traffic crashes.



Map 6: Intersection Safety Evaluation in Guttenberg, 2001-2008

However, the four intersections with higher risk identified in this analysis should not be ignored. These four intersections are shown as red dots and pink dots in the map below. From the map, we found that the most two dangerous intersections fell along Highway 52, which is a fairly busy US highway. Based on traffic statistics published by Iowa DOT, the average daily traffic (ADT) for all of the Highway 52 road segments within Guttenberg is 3,700 vehicles per day (vpd), while the maximum flow reaches 5,200 vpd. The next two dangerous intersections fall along the railroad tracks. Based on the information collected from the City of Guttenberg, this railroad track is still heavily used.

To focus our analysis more on the four most concerning intersections, we brought in the student location data and existing sidewalk data. From Map 7, we can see that these four intersections are all falling beyond the existing sidewalk system. This means that even though there are students living in the western part of town, due to lack of sidewalks, they are not expected to walk or bike to school. However, if more students walk and bike to school because of an expanding sidewalk system, walking school bus, or other safe routes to school efforts safety at these intersections will become more of an issue and this will need to be addressed by the City of Guttenberg.



Map 7: Focused Intersection Analysis in Guttenberg, 2001-2008

RECOMMENDATIONS

Any analysis is not complete without recommendations for needed improvements. These recommendations are based upon the behavioral audits, infrastructure audits, meetings with local officials, and a community Safe Routes to School workshop. The following recommendations follow the five E strategies used by the National Center for Safe Routes to School and previously described in the Introduction to this plan.

Education

Education and Encouragement strategies are closely intertwined. Audiences for Safe Routes to School education include children, parents, drivers, and neighbors. The main purpose of the education strategy is to teach pedestrians and bicyclists a safer way of travel and to create awareness of the benefits of walking and biking to school. Safety education is an essential element of any safe routes to school program.

Education on bicycle and pedestrian safety, as well as personal safety concerns children, as well as their parents, the drivers near the schools and the rest of the community. We recommend incorporating safety education into the school's curriculum.

Several different methods can be used to reach the students:

- ✓ School Assembly
- ✓ Integrated into class room subjects (math, science, reading ,language art, geography, health) or stand alone lessons

For the parents (in this category we can include the drivers and the teachers as well)

- ✓ PTA meetings where for example a walkability and bikability checklist can be completed also discussion about the benefits of walking and biking.
- ✓ Information sent home(educational flyers)

Encouragement

Encouragement activities are used to encourage children to walk and bike to school safely. As stated on the National Center for Safe Routes to School website, "Encouragement strategies are about having fun. They generate excitement and interest in walking and bicycling." Successful activities include: Walk to School Day events; Mileage Club; Walking School Buses and Bicycle Trains; to name a few.



One of the questions on the parent survey asked about the parent's perception on whether the school encourages walking and biking to school. For both St Mary's and Clayton Ridge most parents responded

“Neutral”. To overcome that perception as stated in the National Safe Route to School guidelines one of the best encouragement strategies is to make walking and biking fun which will trigger the interest of the children.¹² Emphasizing events and competition such as:

✓ Walk to School Day events:

A day such as International Walk to School Day in October, this year it will be held in the US on October 8th, 2009.

This is an event where the schools of Guttenberg can focus attention on the benefits of walking and biking. Students along with teachers, the school mascots as well as the city, the police, and the Guttenberg community as a whole can join the festivities.



Different methods of outreach need to be explored to involve the whole community such as:

- Informative flyers/banners;
- Press release to reach to the community in general;
- School newsletters or backpack mail



✓ Ongoing activities:

More than one encouragement strategy can be used to reach the students, parents, and neighbors.

- Walking school buses

Having a group of children walking to school with one or more adult where they follow a structured route to school with meeting points along the way. The illustration below is an example of a walking school bus route.

The first step to developing a walking school bus is to identify the adults that would volunteer to participate. Next select the route such as the one proposed above where it is easy to walk. This will encourage those living in between a ¼ mile and even a ½ mile from school to walk more frequently.



- Bicycle train

Similar to a walking school bus except that the students and the adults are on bicycles.

- Walking Wednesdays

This activity, as the name indicates, means walking every Wednesday of the week with teachers and other classmates. In Guttenberg, Clayton Ridge Elementary School already has this activity in place therefore, we suggest that St Mary's implement such a program as well to encourage their students to walk. A program at St. Mary's School could easily copy the program that is already in place at Clayton Ridge Elementary. The Walking Wednesday's program could also be expanded to the beginning of the day and on more than one day a week.

- Competition between classes

On a weekly basis the school can acknowledge the classroom with the students who have walked the most during that week. A trophy can be presented to the winning classroom and can be passed on from class to class depending on who is leading the competition. This is one of several ways to emphasize the fun of walking and biking to school. A teacher (for example the PE teacher) could lead this activity by recording on a board or a punch card every time a student walks or bikes to school.

- Park and Walk

Parents can park at a certain distance and walk with their child to school. This has the advantage of reducing traffic congestion around the schools and gives both the parent and the student morning and afternoon exercise.

Remote Drop-Off

- Have a drop off location about a mile from school where the students can walk for about the short 20-25 minutes giving them at least 50 minutes of daily exercise. This morning and afternoon routine will be complemented by recess or PE classes to reach the minimum of 60 minutes per day of recommended physical activity. The proposed location we suggest for Guttenberg has the advantage of being near the existing walking trail. Refer to Map 3a in the Engineering recommendation section.

Before implementing or exploring any of these recommendations, the schools and the community need to reach out to people such as teachers or other trustworthy adults in the community who could volunteer to supervise or coordinate these activities. Especially to walk or bike with children that may need to cross the railroad tracks or Highway 52. More Crossing guards may be needed before and after school for St Mary's School and Clayton Ridge Elementary to encourage walking and biking along a designated walking school bus route.

Enforcement

Local law enforcement involvement is critical to a Safe Routes to School program. The local police departments understand local travel patterns as well as have access to crash data, which can be helpful in planning walking routes for students. (Included in this report in the Engineering section is a detailed analysis of the crash history in Guttenberg.) Enforcement however, does not stop with the local police department. Quality community design can also support a pedestrian and bicycle friendly environment.

School transportation policies and procedures that pertain to walking, biking, busing, parking and pick-up / drop-off issues need to be supportive of safe routes to school efforts. School officials need to review the policies and procedures to determine whether they support or prevent the implementation of a safe routes to school plan. If it is determined that the policies and procedures hinder the implementation of a program then they should be revised.

Currently the City of Guttenberg does have a policy that requires sidewalks to be constructed along city streets. This policy enables students to effectively walk and bike to school. However, as will be shown in the Engineering section of this plan, many street segments do not have sidewalks. During visits to Guttenberg it was noticed that there was a strong police presence during the morning and afternoon school commutes. The following recommendations concerning Enforcement activities have been identified as positive contributors to a Safe Routes to School program and are applicable to the community of Guttenberg. These recommendations will contribute to the programs and policies that are already in place to provide a more inviting environment in Guttenberg for walking and bicycling.

School Safety Zone

The creation of a school safety zone involves creating a safer environment in and around the school loading and unloading zones. School safety zones should cover the entire school campus and the surrounding blocks that have school generated traffic. Safety is increased dramatically when the hazards are identified and ultimately eliminated in school safety zones. School administrators should work with city officials to make sure that school safety zones are properly marked and rules of travel around these areas are clearly identified. Parents should be given frequent verbal and written communication on where student drop-offs and pick-ups are permitted.

Pedestrian Sting Operations

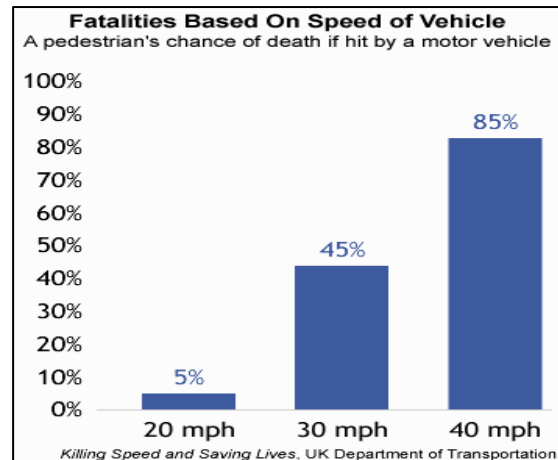
Pedestrian sting operations are a valuable tool to help drivers respect pedestrians. Pedestrian decoys are used at selected intersections and when vehicles fail to yield to pedestrians hidden police officers stop the vehicle and give the driver educational material. These operations can be used simply as warnings at first to educate drivers on the importance of yielding to pedestrians and can also garner media attention that will signify the cities dedication to protecting its pedestrians. If further enforcement is needed then citations can be issued.

Safety Patrols

Older students can be a valuable tool to enhance enforcement in drop-off and pick-up areas at the schools. Students can be chosen to be safety patrol officers by school administrators and be trained by an adult coordinator who oversees the program at the school. Many communities in Iowa have student safety patrol officers to help enforce drop-off and pick-up procedures. High School students can easily be used at Clayton Ridge Elementary to act as safety patrol officers, while 5th or 6th grade students could be used at St. Mary's School.

Speed Trailers

Speed trailers are a valuable device to alert drivers of their speed. These portable electronic signs can be placed near schools to encourage drivers to follow the posted speed limit. The graphic below illustrates the importance of reduced speed around schools which will provide a safer environment for walking and biking. The graphic can easily be incorporated into school newsletters and media campaigns.



Neighborhood Watch and Escort Programs

In Neighborhood Watch programs residents volunteer to use their homes as “statehouses” where children can go if they feel threatened or endangered. Neighborhood Watch programs can be established with the local police department. Escort programs involve adult volunteers who accompany students on their way to and from school. Crossing guards, walking school buses, and “Corner Captains” are excellent examples of escort programs. “Corner Captains” is a program where adult volunteers station themselves at corners along a walking route. Their presence increases safety and security of students walking to and from school.

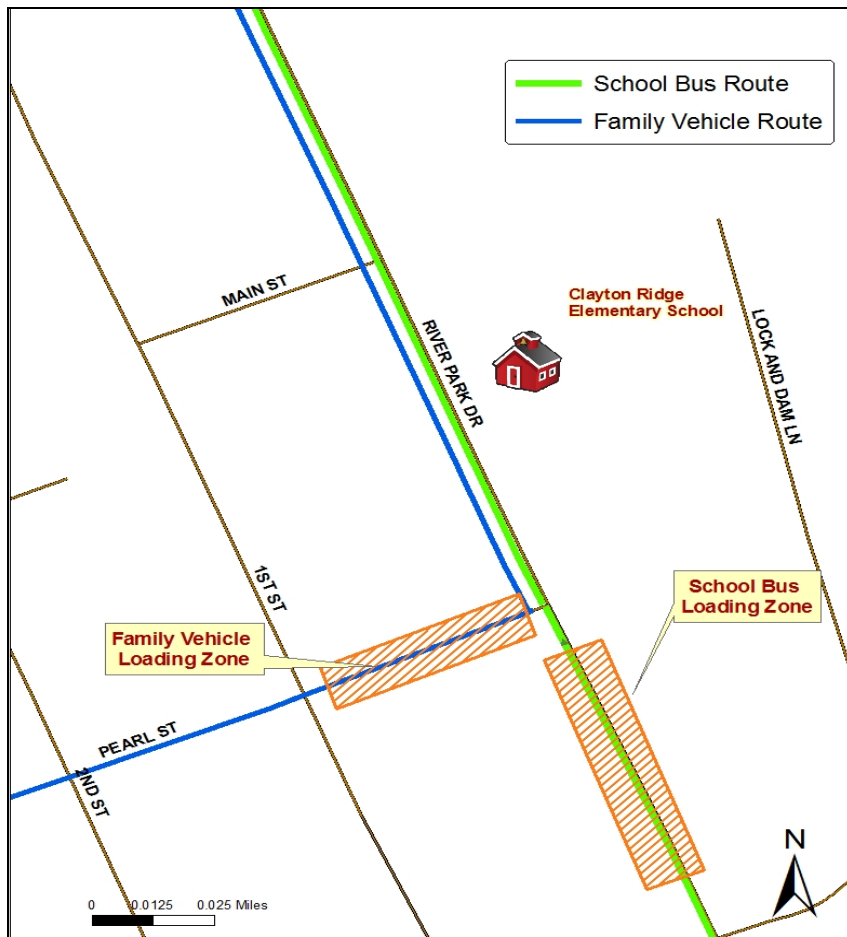
A continued police presence around the schools as well as along walking and biking routes will continue to be essential in creating a safe environment for children. The Guttenberg police currently patrol around the schools during the morning and afternoon. Their continued presence during these times is essential in maintaining any programs that are put in place to create safe routes to school.

Engineering

With the data from the infrastructure audit, the initial meetings with the school officials, observations from the school dismissal and a discussion with attendees at the safe routes to school workshop, recommendations have been developed for the community. These recommendations have been classified on the basis of cost. The no-cost solutions can be immediately implemented and the low cost solution can be implemented within 6 -12 months. Other solutions may be dependent funding availability and the eagerness of the entire community to participate in the program:

No-cost Solutions:

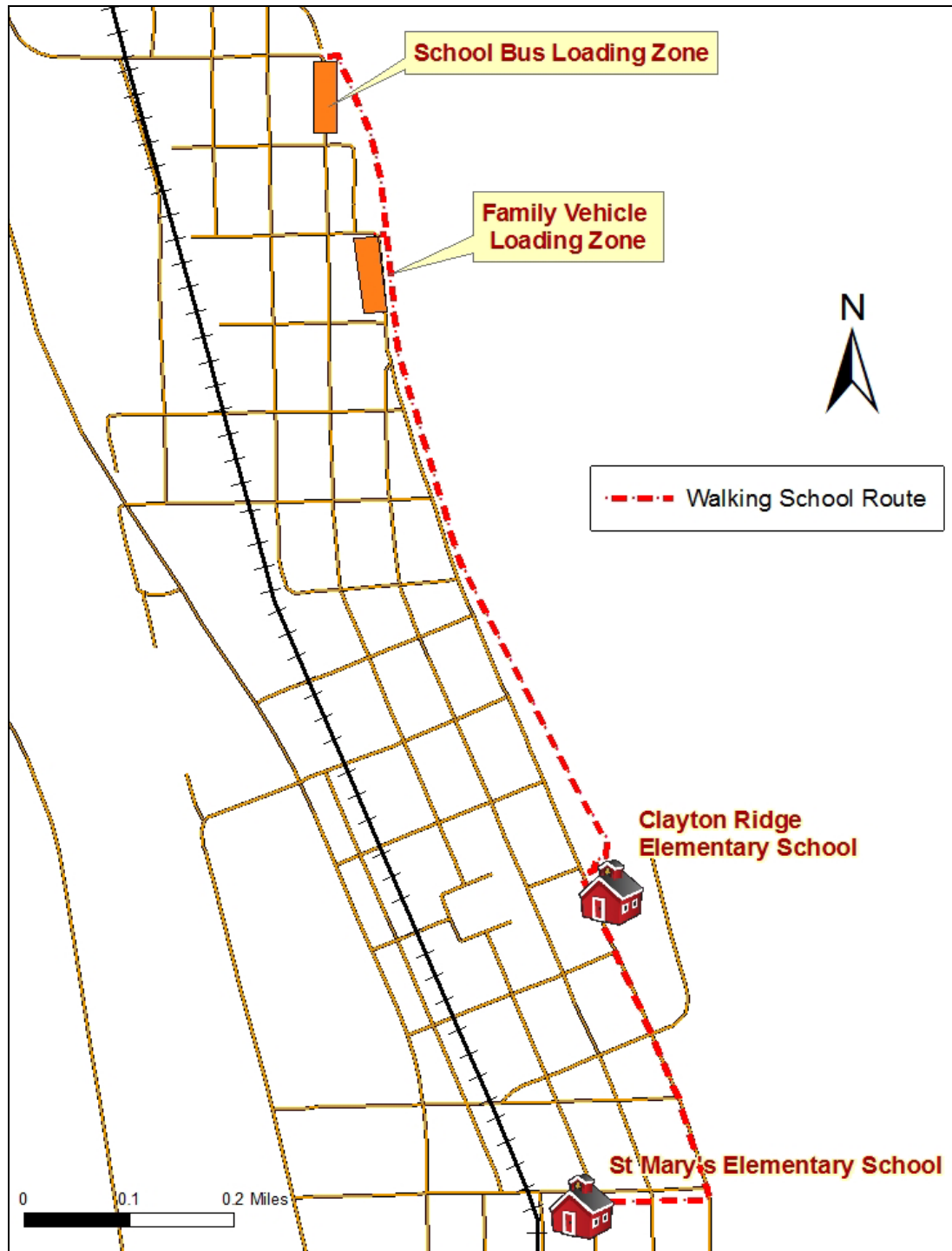
- It is recommended that provisions be made to encourage students from St. Mary's to walk to Clayton Ridge to catch the bus. The recommended walking path can be seen in Map 3a.
- To avoid the morning conflict, buses can drop children at the original locations and drive straight. (Please refer to Map 2a) This proposed loading zone segment of River Park Drive should be closed off to all vehicles other than buses during morning and afternoon drop-off / pick-up. The on-street parking on Pearl Street should be removed so that, as shown in the map, both sides of this street could be used as a pick-up and drop off location for family vehicles. To accomplish this, training should be provided to the crossing guards to regulate the traffic. Another alternative would be to request a police to control the traffic.
- To avoid blind spots, regulations should be enforced to restrict on-street parking at all corners in town to improve sight distance at all intersections.



Map 2a: No-cost Solution

Low-cost Solutions:

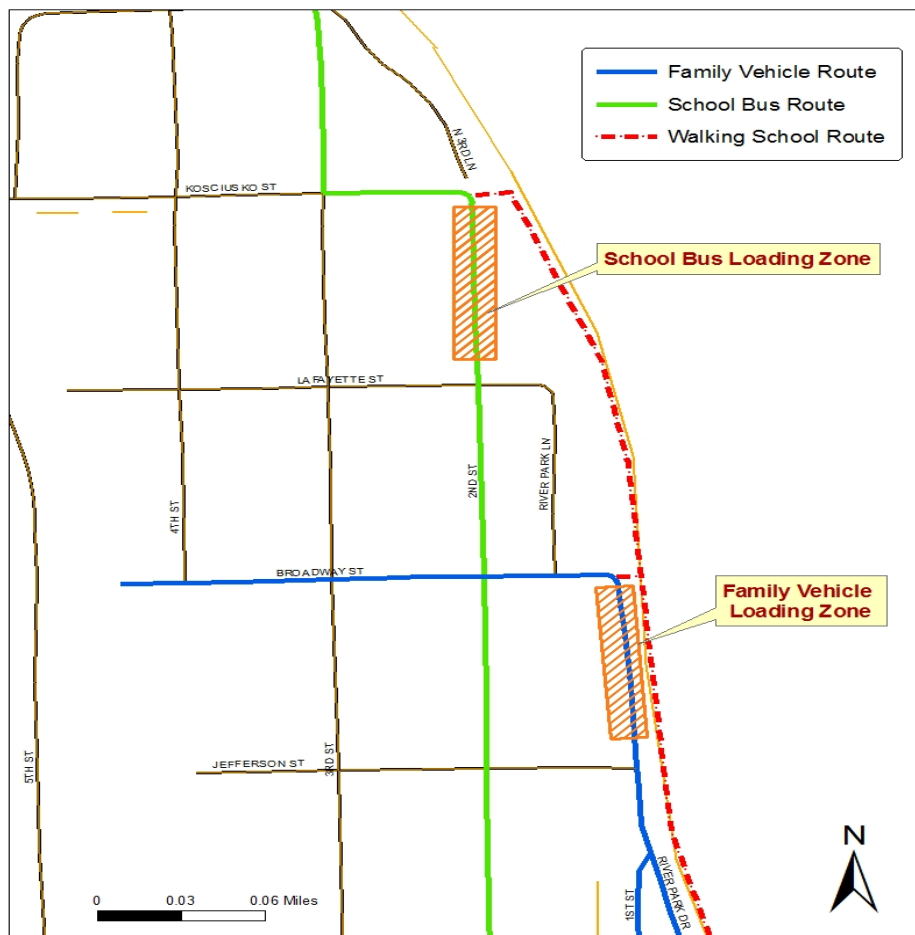
- Existing marked crosswalks should be repainted to make them visible.
- Two separate drop-off zones for buses and family vehicles have been proposed and identified at the north end of the community. (Refer to Map ...)
 - As represented by the red dashed line in Map 3a, a walking school bus route should be established. This route would follow the existing paved trail, connect to Clayton Ridge Elementary School and then to St Mary's School using the existing sidewalks.
 - The walk would take approximately 25- 30 minutes one way. If this zone is perceived as a greater distance, another drop-off zone could be identified closer to the schools.
 - Crossing guards are recommended all along the walking route.
 - No additional infrastructure is required for this proposed Walking School Bus Route. However, we recommend that the connecting sidewalks between the road and the paved walking trail be widened and upgraded.
- More crosswalks should be painted along the Walking School Bus Route. Proposed crosswalks can be seen as blue squares in the map. The crosswalks may be supplemented with Cross Walk signs for motorists.
Cost: The estimated cost of regular striped crosswalk is \$100 - \$300.¹³
- A 'School Loading Zone Ahead' sign should be placed at all school loading zones so that motorist can change their driving behavior accordingly.
- The bike and pedestrian trail along the bluff should be upgraded and maintained so that it can be used as a regular bike and pedestrian pathway.
- More railroad flashing signals should be added.
- Crosswalk should be placed on Highway 52. Cost varies from \$100- \$3,000 depending upon the type of crosswalk.



Map 3a: Walking School Route

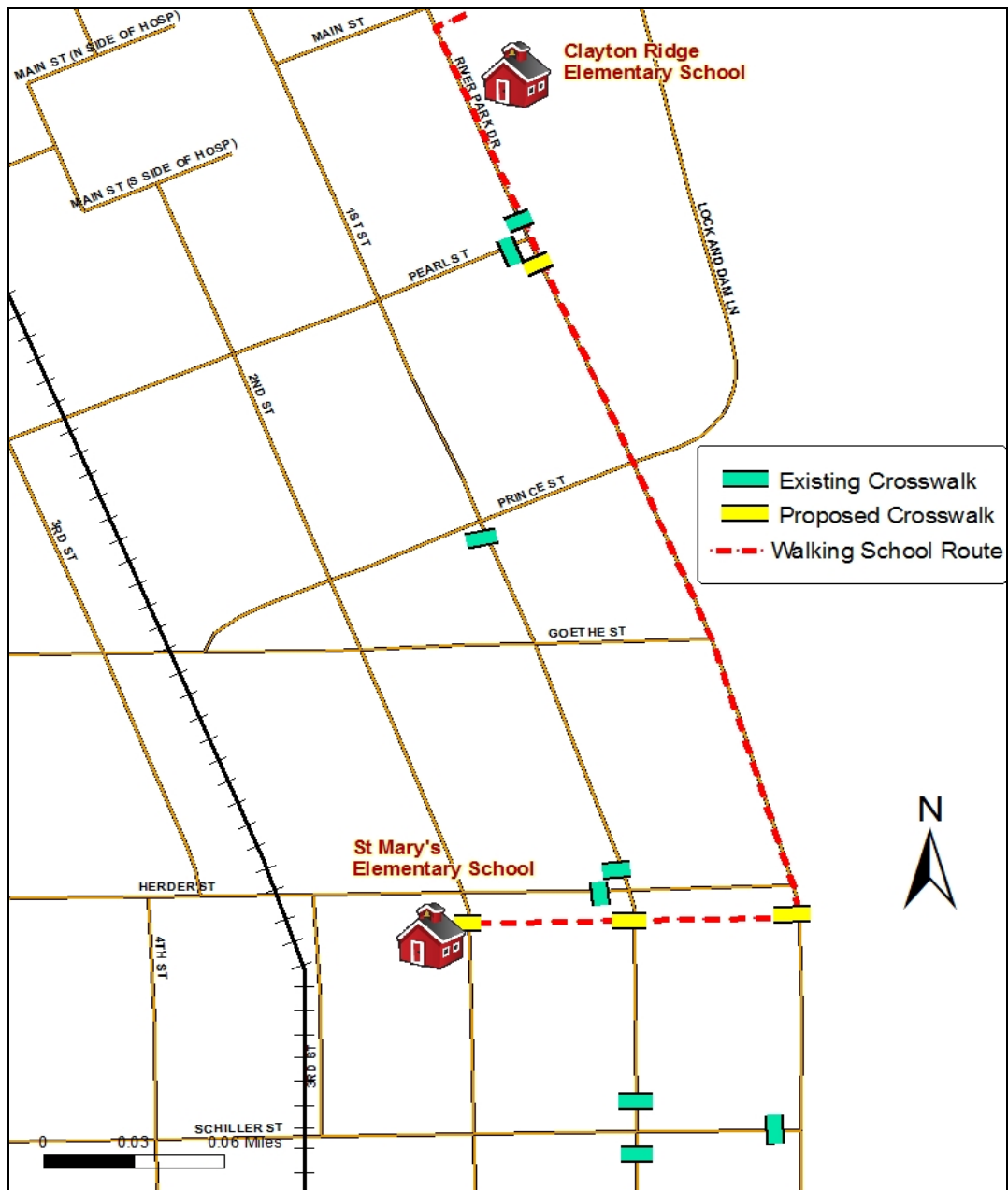
Future Solutions:

- The existing sidewalks that are in mediocre to poor conditions should be improved so that there are no cracks or uneven surfaces
- Sidewalk systems should be completed. A single sided sidewalk system, for the entire community of Guttenberg, would cost about \$732,000. Curb ramps should be installed at all mid blocks and intersections. The 1973 Rehabilitation Act and American with Disabilities Act of 1990 mandated that the slope of a ramp should not exceed 8.33% and curb ramps should be provided with textured panels for the visually impaired. The estimated cost is \$800 to \$1,500 per curb ramp.
- In addition to the crosswalk on Highway 52, additional infrastructure may be required such as a pedestrian signal or a speed reduction zone. Pedestrian signals could be activated only during the morning and afternoon hours when school children would be crossing the highway. This decision however, needs to be decided by the Iowa DOT, county/city engineer and city officials.

**Map 4a: Details of Walking School Route**

Safe Routes to School Plan

Guttenberg, Iowa



Map 5a: Proposed Crosswalks along Walking School Route

Evaluation

Evaluation is the most important of the 5E's in the Safe Routes to School program. Evaluation is an ongoing process used to determine if the strategies identified for the community are working and also assuring that resources are being directed towards those strategies. Evaluation over time is essential to the success of any Safe Routes to School Program. Below are some recommendations and action steps for the continued success and evaluation of a Guttenberg Safe Routes to School Program

Safe Routes to School Committee

The first task for any community is to create a Safe Routes to School Committee. This committee is essential in implementing and evaluating a Safe Routes to School Program in Guttenberg. A Safe Routes to School Committee should consist of neighbors, city and school staff members, and elected officials. The committee should review and evaluate this planning document and seek implementation of policies and procedures in the school and community that we promote walking and biking to and from school. This committee should follow the below guidelines for program monitoring provided by the National Safe Routes to School Program.¹⁴

Program Monitoring

Before the Program Begins

This step of the program monitoring has mostly been completed by the development of this Safe Routes to School Plan for Guttenberg. However, the Committee should help inform the community about the program as well as the findings of this report. The intention is that those who can get the program started are encouraged to do so.

During the Program

A continuous evaluation of the program should identify what is or is not working while the program is being implemented. Continual surveys should be conducted and committee meetings held to determine the progress of the program. These results should be shared with those who can make changes to the program to improve it if needed.

After the Program

The committee should meet to highlights the changes since the program began. What worked in the initial period of the program implementation should be discussed as well as other programs and policies that might further the Safe Routes to School program. Behavioral and Infrastructure audits should be conducted again. These results need to be shared with those who make the decisions about whether to expand or change the program. Additional funding sources should also be pursued.

FUNDING SOURCES

There are many possible funding sources for the Safe Routes to School Program. Below is a list of possible local, state, federal, and private sources of funding.

The following is a list of potential private funding sources taken from the Safe Routes to School Toolkit, published by National Highway Traffic Safety Administration.¹⁵

Local

Corporations and businesses:

Local Corporations and businesses can provide support for programs by donating cash, prizes, and printing services. Many businesses have “community giving programs” that can be a valuable asset to any safe routes to school program.

Foundations:

Many non-profit organizations throughout the country provide grants for walking and biking programs. The Foundation Center is one excellent potential funding source. Grants are available in a number of categories from transportation, health, environment, and community building. See the website www.foundationcenter.org for more information.

Individuals:

Individuals are a valuable source for funding. Statistically individuals give more money to community programs than corporations and businesses. Local funding drives are an excellent source of funding for walking and biking activities.

Events:

Another great potential for funding is to hold special events. These events should use the Safe Routes to School theme by holding a marathon, a 5k run/walk, or a bicycle event. However, traditional events such as bake sales, concerts, talent shows, etc. can also attract funding.

Local Government

Capital Improvement Projects:

Capital Improvement Projects (CIPs) are new infrastructure projects implemented using public funds and are tied to the local budget. Local government leaders identify and prioritize projects such as new roads, sidewalks, etc. CIPs may take several years to complete and may also have multi-year budgets. Local city and county planners and engineers could assist in Safe Routes to School project development and inclusion in the CIP planning process.

Operating Budgets:

Local operating budgets are a valuable revenue source for non-infrastructure programs and infrastructure maintenance and repair. Transportation, Police or public safety, public school, and recreation budget can provide funding for many Safe Routes to School programs such as traffic control, infrastructure investment, crossing guards, and trails. Most local operating budgets include funding for general maintenance and repair of infrastructure.

State and Federal Government

Transportation Enhancements:

Transportation Enhancement projects are federally funded projects that expand transportation choices and enhance transportation experience through projects related to surface transportation. Pedestrian and bicycle facilities, and safety and education activities are eligible for funding through this program. A 20 percent match in funding is required by local agencies. For more information see the following website. www.enhancements.org

Highway Safety Improvement Program:

The Highway Safety Improvement Program is a federally funding program that provides funding to States for projects that correct or improve a hazardous road location to address a highway safety problem. Funding may include improvements for pedestrian and bicycle safety, and installation and maintenance of signs at pedestrian and bicycle crossings and school zones. For more information, contact your local government or Council of Government.

Recreational Trails Program:

The Recreational Trails Program (RTP) is an assistance program of the Federal Highway Administration (FHWA). States develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. See the follow website for more information <http://www.fhwa.dot.gov/environment/rectrails/index.htm>.

The Centers for Disease Control and Prevention:

The Centers for Disease Control and Prevention's (CDC) Nutrition and Physical Activity Program provides funding and assistance to schools to increase opportunities for physical activity and encouragement to walk to and from school in groups, while simultaneously advocating the creation of supportive pedestrian and bicycle environments. For more information visit www.cdc.gov

The Environmental Protection Agency:

The Environmental Protection Agency (EPA) provides grants from the office of Children's Health and Protection and Environmental Education. For more information visit www.epa.gov/ogd

MORE RESOURCES

The following is a list of resources used in the creation of this plan. These resources can be used to find out more information about state and federal programs that promote the Safe Routes to School Program.

National Center for Safe Routes to School; www.saferoutesinfo.org

The Active Living Resource Center; www.activelivingresources.org

Pedestrian and Bicycle Information Center; www.walkinginfo.org

The Iowa Bicycle Coalition; www.iowabicyclecoalition.org

Walk and Bike to School Day/Week; www.walktoschool-usa.org

Centers for disease Control and Prevention (CDC); www.cdc.gov/nccdphp/dnpa/kidswalk

Federal Highway Administration – Safe Routes to School; safety.fhwa.dot.gov/saferoutes

Institute of Transportation Engineers (ITE) – Traffic Calming; www.ite.org/traffic/

Iowa Department of Transportation – Bicycle and Pedestrian Program; www.iowabikes.com

Iowa Safe Routes to School; www.iowadot.gov/saferoutes

Bikes Belong Coalition; www.bikesbelong.org

Safe Kids Walk This Way; www.usa.safekids.org/tier2_rl.cfm?folder_id=3124

League of American Bicyclists; www.bikeleague.org/programs/saferoutes

Safe Routes to School National Partnership; www.saferoutespartnership.org

International Walk to School website; www.iwalktoschool.org

APPENDIX A

Complete Student Survey Results

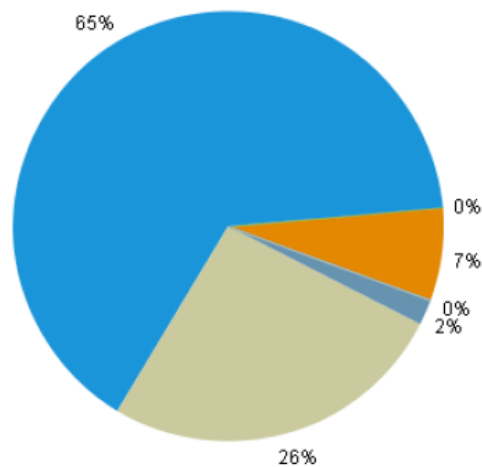
Clayton Ridge Elementary School

Student Travel Summary

Program Name:	Northeast Iowa RC&D	Season Collected:	Fall2008
School Name:	Clayton Ridge Elem	Data Type (Pre/Mid/Post):	pre
		Reported School Enrollment:	206
		Number Classrooms:	0
		Number of Tallies Reported:	10

Students Traveling by Each Mode (across all reported days)

■ Walk
 ■ Bike
 ■ School Bus
 ■ Family Vehicle
 ■ Carpool
 ■ Transit
 ■ Other



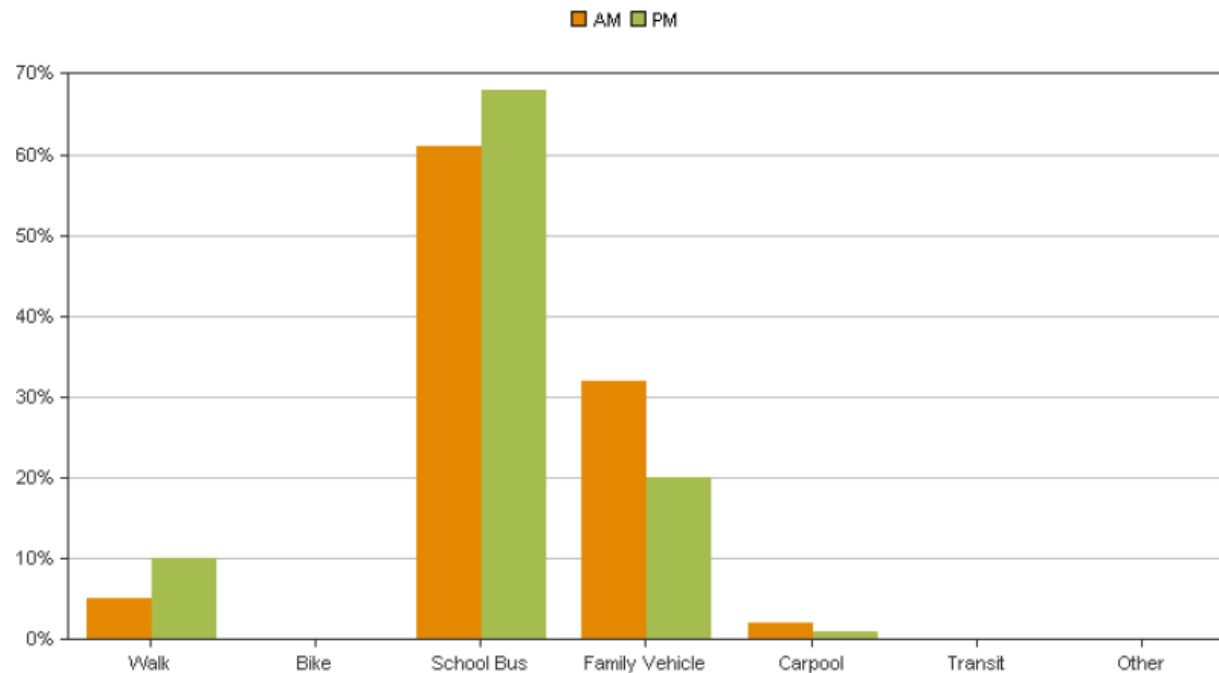
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Average Number of Student Trips for Morning and Afternoon	13.5	0.5	118.0	48.0	2.8	0.0	0.0
Percent	7.4%	0.3%	64.6%	26.3%	1.5%	0.0%	0.0%

Average number of students per day responding to in-class tally counts: **182.8**

Safe Routes to School Plan

Guttenberg, Iowa

Morning to Afternoon Travel Mode Comparison



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	4.7%	0.3%	61.2%	32.0%	1.8%	0.0%	0.0%
Afternoon	10.5%	0.3%	68.3%	19.8%	1.2%	0.0%	0.0%

Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	196	12	1	117	61	5	0	0
Tues PM	178	18	1	124	33	2	0	0
Wed AM	191	6	0	120	63	2	0	0
Wed PM	166	18	0	111	35	2	0	0

Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	19.6	1.2	0.1	11.7	6.1	0.5	0.0	0.0
Tues PM	17.8	1.8	0.1	12.4	3.3	0.2	0.0	0.0
Wed AM	19.1	0.6	0.0	12.0	6.3	0.2	0.0	0.0
Wed PM	16.6	1.8	0.0	11.1	3.5	0.2	0.0	0.0

Safe Routes to School Plan

Guttenberg, Iowa

Percentages of students by travel mode to and from school:

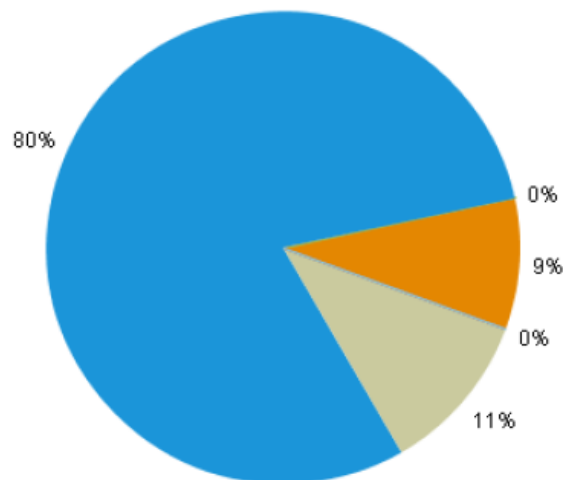
	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	196	6.1%	0.5%	59.7%	31.1%	2.6%	0.0%	0.0%
Tues PM	178	10.1%	0.6%	69.7%	18.5%	1.1%	0.0%	0.0%
Wed AM	191	3.1%	0.0%	62.8%	33.0%	1.0%	0.0%	0.0%
Wed PM	166	10.8%	0.0%	66.9%	21.1%	1.2%	0.0%	0.0%

St. Mary's School**Student Travel Summary**

Program Name:	Northeast Iowa RC&D	Season Collected:	Fall2008
School Name:	St Mary IC School	Data Type (Pre/Mid/Post):	pre
		Reported School Enrollment:	115
		Number Classrooms:	0
		Number of Tallies Reported:	3

Students Traveling by Each Mode (across all reported days)

■ Walk
 ■ Bike
 ■ School Bus
 ■ Family Vehicle
 ■ Carpool
 ■ Transit
 ■ Other



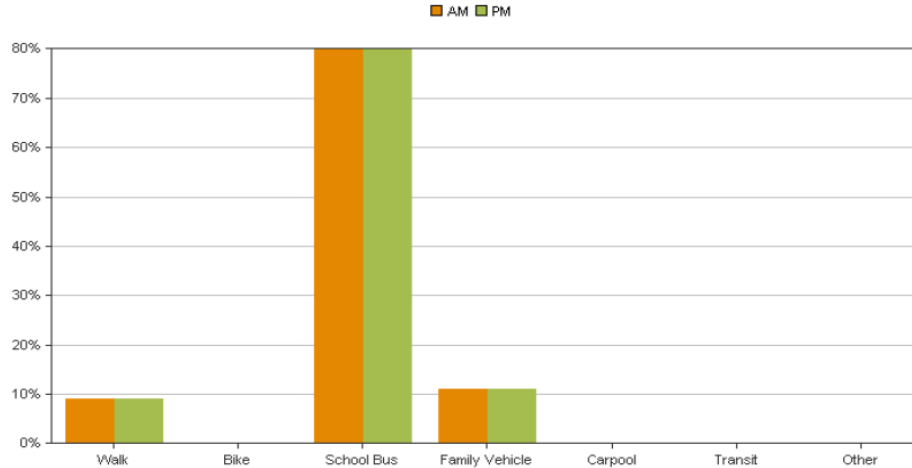
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Average Number of Student Trips for Morning and Afternoon	10.3	0.0	91.0	12.7	0.0	0.0	0.0
Percent	9.1%	0.0%	79.8%	11.1%	0.0%	0.0%	0.0%

Average number of students per day responding to in-class tally counts: **114.0**

Safe Routes to School Plan

Guttenberg, Iowa

Morning to Afternoon Travel Mode Comparison



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	9.1%	0.0%	79.8%	11.1%	0.0%	0.0%	0.0%
Afternoon	9.1%	0.0%	79.8%	11.1%	0.0%	0.0%	0.0%

Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	114	11	0	91	12	0	0	0
Tues PM	114	10	0	91	13	0	0	0
Wed AM	114	10	0	91	13	0	0	0
Wed PM	114	11	0	91	12	0	0	0
Thur AM	114	10	0	91	13	0	0	0
Thur PM	114	10	0	91	13	0	0	0

Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	38.0	3.7	0.0	30.3	4.0	0.0	0.0	0.0
Tues PM	38.0	3.3	0.0	30.3	4.3	0.0	0.0	0.0
Wed AM	38.0	3.3	0.0	30.3	4.3	0.0	0.0	0.0
Wed PM	38.0	3.7	0.0	30.3	4.0	0.0	0.0	0.0
Thur AM	38.0	3.3	0.0	30.3	4.3	0.0	0.0	0.0
Thur PM	38.0	3.3	0.0	30.3	4.3	0.0	0.0	0.0

Percentages of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	114	9.6%	0.0%	79.8%	10.5%	0.0%	0.0%	0.0%
Tues PM	114	8.8%	0.0%	79.8%	11.4%	0.0%	0.0%	0.0%
Wed AM	114	8.8%	0.0%	79.8%	11.4%	0.0%	0.0%	0.0%
Wed PM	114	9.6%	0.0%	79.8%	10.5%	0.0%	0.0%	0.0%
Thur AM	114	8.8%	0.0%	79.8%	11.4%	0.0%	0.0%	0.0%
Thur PM	114	8.8%	0.0%	79.8%	11.4%	0.0%	0.0%	0.0%

APPENDIX B:

Blank Copy of Parent Survey

SURVEY ABOUT WALKING AND BIKING TO SCHOOL

- FOR PARENTS -

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!**

School Name: _____

Completing this form: Please write with CAPITAL letters. Mark boxes with "X" instead of "✓".

- What is the grade of the child who brought home this survey? (K - 8) grade
- Is the child who brought home this survey male or female? ☐ MALE ☐ FEMALE
- How many children do you have in Kindergarten through 8th grade? children
- What is the street intersection nearest your home? (provide the names of two intersecting streets)

<div style="border-bottom: 1px solid black; margin-bottom: 2px;"></div>	AND	<div style="border-bottom: 1px solid black; margin-bottom: 2px;"></div>
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- How far does your child live from school? (choose one and mark box with X)

- | | | |
|---|---|---|
| <input type="checkbox"/> a. less than 1/4 mile | <input type="checkbox"/> c. 1/2 mile up to 1 mile | <input type="checkbox"/> e. More than 2 miles |
| <input type="checkbox"/> b. 1/4 mile up to 1/2 mile | <input type="checkbox"/> d. 1 mile up to 2 miles | <input type="checkbox"/> f. Don't know |

- On most days, how does your child arrive at school and leave for home after school? (select one choice per column, mark box with X)

Arrive at school	Leave for home
<input type="checkbox"/> a. Walk	<input type="checkbox"/> a. Walk
<input type="checkbox"/> b. Bike	<input type="checkbox"/> b. Bike
<input type="checkbox"/> c. School Bus	<input type="checkbox"/> c. School Bus
<input type="checkbox"/> d. Family vehicle (only with children from your family)	<input type="checkbox"/> d. Family vehicle (only with children from your family)
<input type="checkbox"/> e. Carpool (riding with children from other families)	<input type="checkbox"/> e. Carpool (riding with children from other families)
<input type="checkbox"/> f. Transit (city bus, subway, etc.)	<input type="checkbox"/> f. Transit (city bus, subway, etc.)
<input type="checkbox"/> h. Other (skateboard, scooter, inline skates, etc.)	<input type="checkbox"/> h. Other (skateboard, scooter, inline skates, etc.)

- How long does it normally take your child to get to/from school? (fill-in circle for one choice per column)

Travel time to school	Travel time from school
<input type="checkbox"/> a. Less than 5 minutes	<input type="checkbox"/> a. Less than 5 minutes
<input type="checkbox"/> b. 5 - 10 minutes	<input type="checkbox"/> b. 5 - 10 minutes
<input type="checkbox"/> c. 11 - 20 minutes	<input type="checkbox"/> c. 11 - 20 minutes
<input type="checkbox"/> d. More than 20 minutes	<input type="checkbox"/> d. More than 20 minutes
<input type="checkbox"/> e. Don't know / Not sure	<input type="checkbox"/> e. Don't know / Not sure

Safe Routes to School Plan

Guttenberg, Iowa

8. Has your child asked you for permission to walk or bike to/from school in the last year? *(select one)*

☐ YES ☐ NO

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

(select a grade between K – 8) grade *(or ☐ I would not feel comfortable at any grade)*

10. Which 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, mark with X in box)

- ☐ Distance
- ☐ Convenience of driving
- ☐ Time
- ☐ Child's before or after-school activities
- ☐ Speed of traffic along route
- ☐ Amount of traffic along route
- ☐ Adults to walk or bike with
- ☐ Sidewalks or pathways
- ☐ Safety of intersections and crossings
- ☐ Crossing guards
- ☐ Violence or crime
- ☐ Weather or climate

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)*

☐ My child already walks or bikes to/from school)

- | | | |
|------------------------------|-----------------------------|-----------------------------------|
| <input type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> Not Sure |
| <input type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> Not Sure |
| <input type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> Not Sure |
| <input type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> Not Sure |
| <input type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> Not Sure |
| <input type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> Not Sure |
| <input type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> Not Sure |
| <input type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> Not Sure |
| <input type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> Not Sure |
| <input type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> Not Sure |

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school? *(select one, mark with X in box)*

Strongly Encourage ☐ Encourage ☐ Neither ☐ Discourage ☐ Strongly Discourage ☐

13. How much FUN is walking or biking to/from school for your child? *(select one)*

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

14. How HEALTHY is walking or biking to/from school for your child? *(select one)*

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

15. What is the highest grade or year of school you completed? *(select one, mark with X in box)*

- | | |
|---|--|
| <input type="checkbox"/> Grades 1 through 8 (Elementary) | <input type="checkbox"/> College 1 to 3 years (Some college or technical school) |
| <input type="checkbox"/> Grades 9 through 11 (Some high school) | <input type="checkbox"/> College 4 years or more (College graduate) |
| <input type="checkbox"/> Grade 12 or GED (High school graduate) | <input type="checkbox"/> Prefer not to answer |

16. Please provide any additional comments below:

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Thank you for participating in this survey!

Completed Parent Survey Results

Clayton Ridge Elementary School

Parent Survey Summary Report:

Process Summary Information:

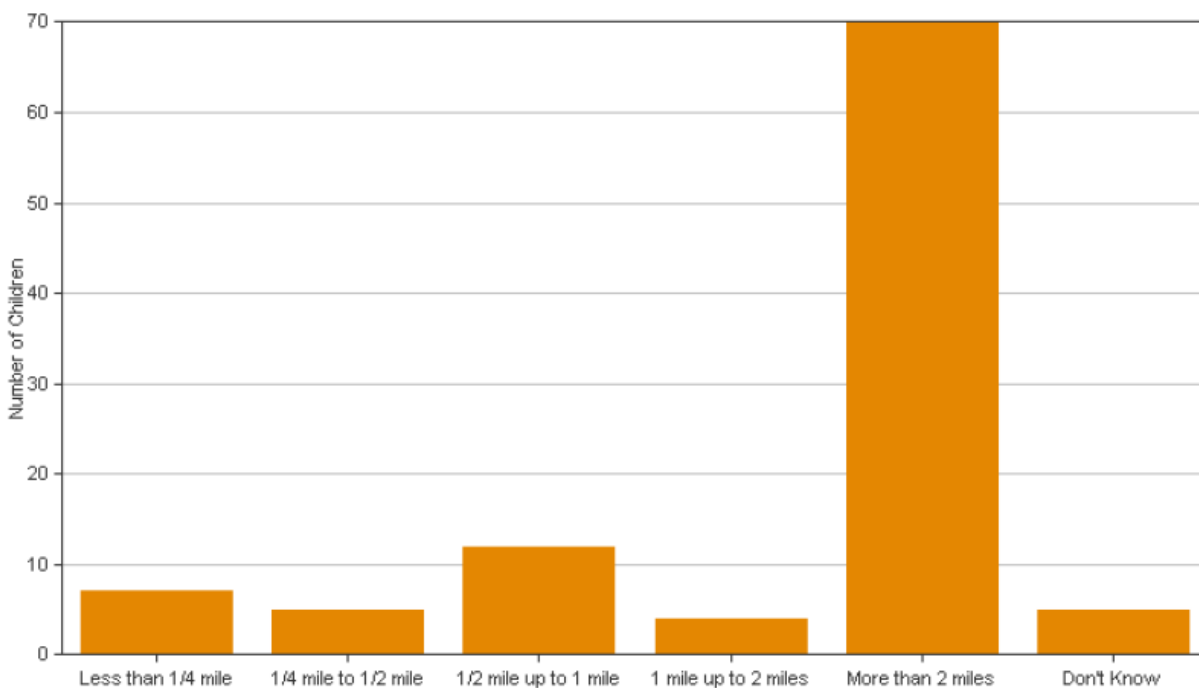
Program Name:	Northeast Iowa RC&D	Survey Data Collected:	Fall2008
School Name:	Clayton Ridge Elem	Data Collection Phase: (pre = Before program began mid = During program; post = After program ended)	pre
Reported Enrollment:	206	Number of Surveys Distributed:	206
Date Report Generated:	02/20/2009	Number of Surveys in Report:	103

This report provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Safe Routes to School Plan

Guttenberg, Iowa

Number of Children by Distance They Live From School:



Number of Children by Distance They Live From School:

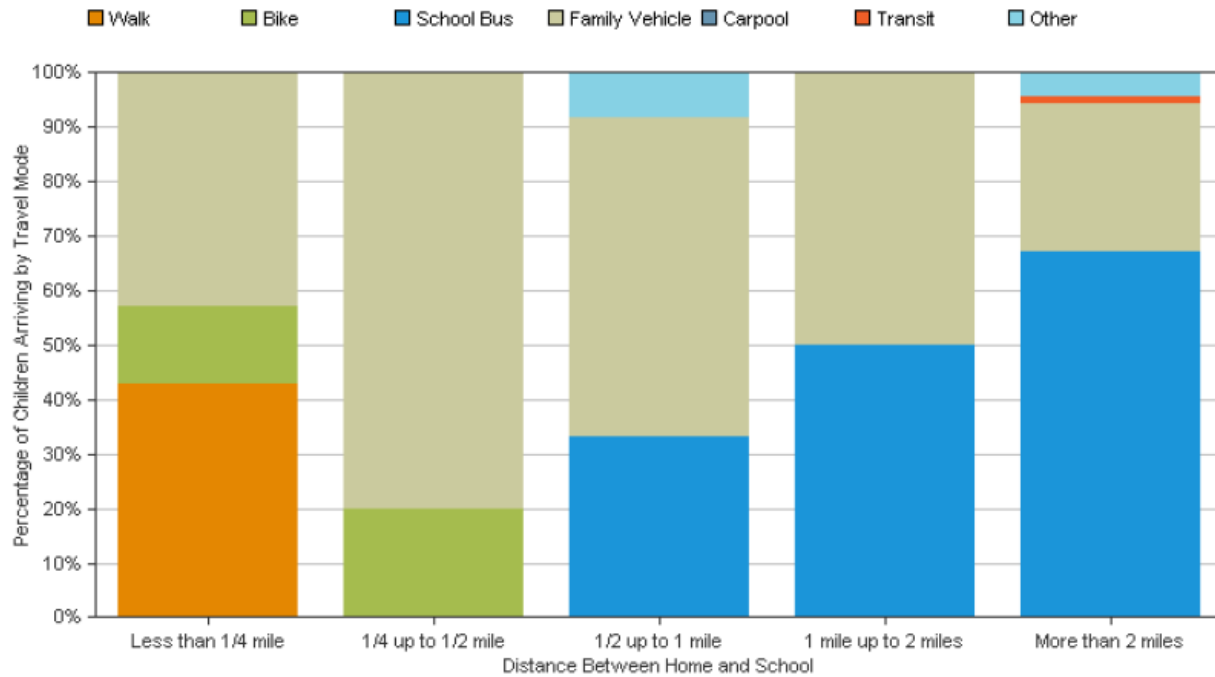
Distance from School	Number of Children
Less than 1/4 mile	7 (6.8%)
1/4 mile up to 1/2 mile	5 (4.9%)
1/2 mile up to 1 mile	12 (11.7%)
1 mile up to 2 miles	4 (3.9%)
More than 2 miles	70 (68.0%)
Don't know	5 (4.9%)
No response: 0	

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

Percentage of Children by Travel Mode to School and Distance Between Home and School:



Number of Children by Travel Mode to School and Distance Between Home and School:

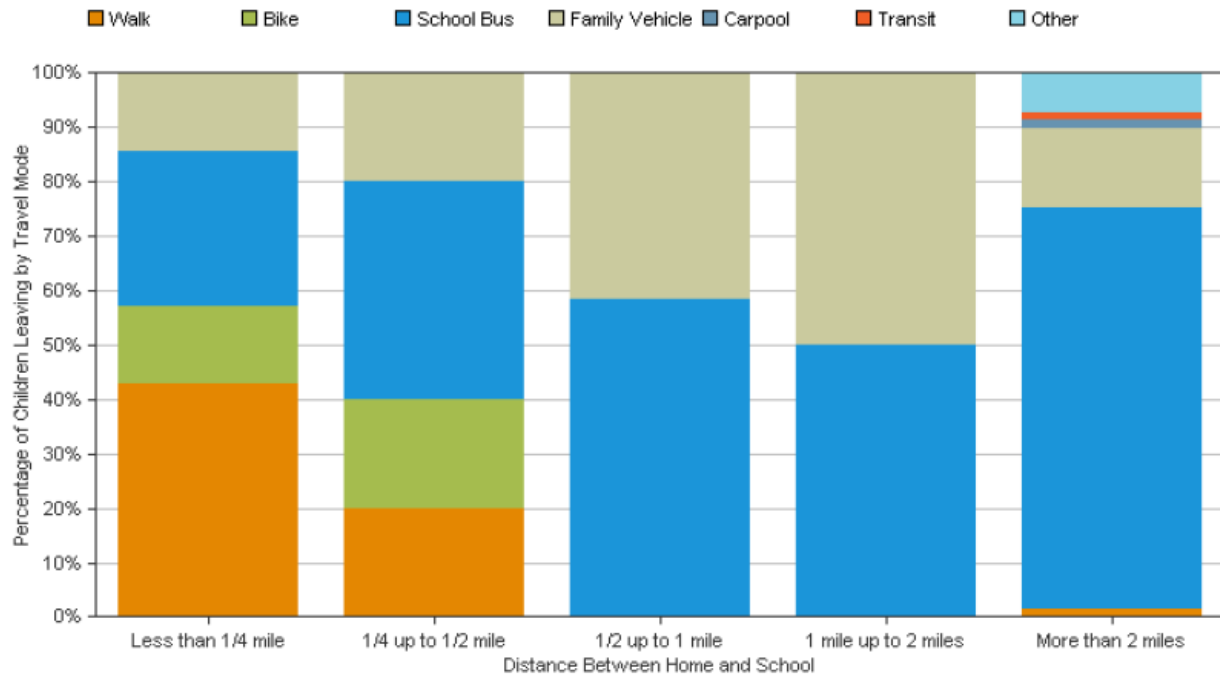
Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	3 (2.9%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (2.9%)
Bike	1 (1.0%)	1 (1.0%)	0 (0%)	0 (0%)	0 (0%)	2 (2%)
School Bus	0 (0%)	0 (0%)	4 (3.9%)	2 (1.9%)	47 (45.6%)	54 (52.4%)
Family Vehicle	3 (2.9%)	4 (3.9%)	7 (6.8%)	2 (1.9%)	19 (18.4%)	39 (37.8%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1.0%)	1 (1%)
Other	0 (0%)	0 (0%)	1 (1.0%)	0 (0%)	3 (2.9%)	4 (3.9%)
Column Totals by Distance	7 (6.8%)	5 (4.9%)	12 (11.7%)	4 (3.8%)	70 (67.9%)	
<i>No Response: 0</i>						

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

Percentage of Children by Travel Mode from School and Distance Between Home and School:



Number of Children by Travel Mode from School and Distance Between School and Home:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	3 (2.9%)	1 (1.0%)	0 (0%)	0 (0%)	1 (1.0%)	7 (6.9%)
Bike	1 (1.0%)	1 (1.0%)	0 (0%)	0 (0%)	0 (0%)	2 (2%)
School Bus	2 (2.0%)	2 (2.0%)	7 (6.9%)	2 (2.0%)	51 (50.0%)	66 (64.9%)
Family Vehicle	1 (1.0%)	1 (1.0%)	5 (4.9%)	2 (2.0%)	10 (9.8%)	19 (18.7%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1.0%)	1 (1%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1.0%)	2 (2%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	5 (4.9%)	5 (4.9%)
Column Totals by Distance	7 (6.9%)	5 (5%)	12 (11.8%)	4 (4%)	69 (67.7%)	
<i>No Response: 1</i>						

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

Number of Children by School Arrival Travel Mode and Travel Time to School:

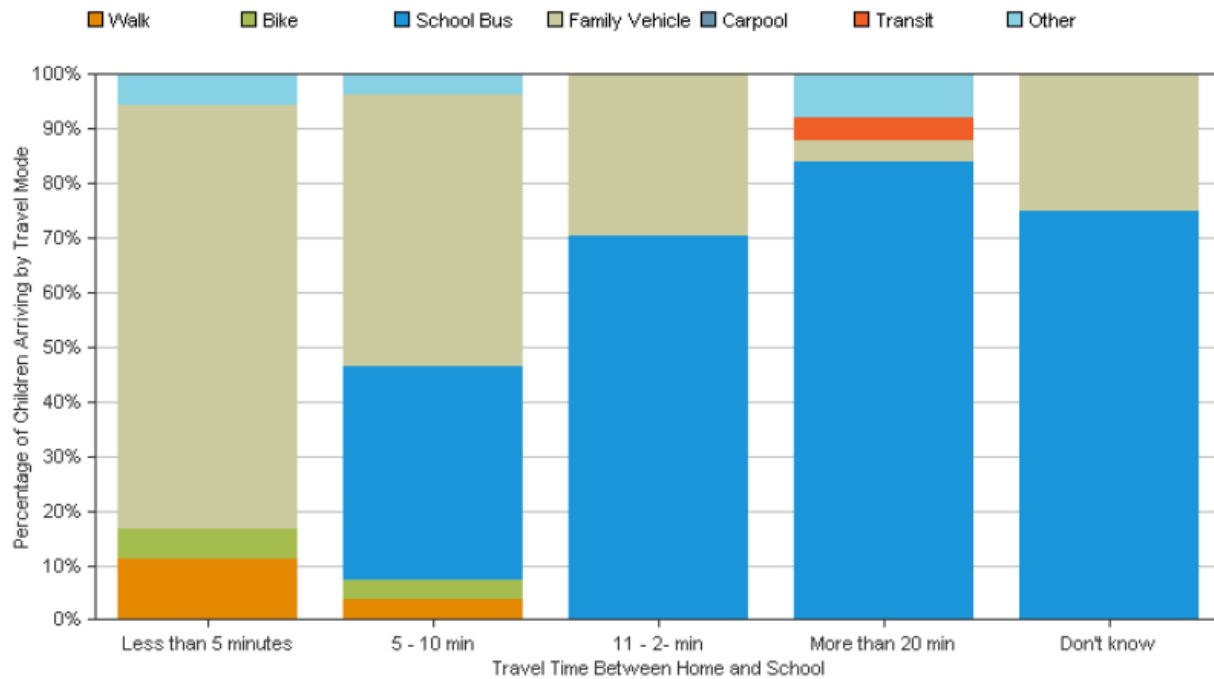
Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	2 (2.0%)	1 (1.0%)	0 (0%)	0 (0%)	0 (0%)	3 (3%)
Bike	1 (1.0%)	1 (1.0%)	0 (0%)	0 (0%)	0 (0%)	2 (2%)
School Bus	0 (0%)	11 (10.8%)	19 (18.6%)	21 (20.6%)	3 (2.9%)	54 (52.9%)
Family Vehicle	14 (13.7%)	14 (13.7%)	8 (7.8%)	1 (1.0%)	1 (1.0%)	38 (37.2%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	1 (1.0%)	0 (0%)	1 (1%)
Other	1 (1.0%)	1 (1.0%)	0 (0%)	2 (2.0%)	0 (0%)	4 (4%)
Column Totals by Time	18 (17.7%)	28 (27.5%)	27 (26.4%)	25 (24.6%)	4 (3.9%)	
<i>No Response: 1</i>						

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

Percentage of Children by Travel Time to School and School Arrival Travel Mode:



Number of Children by School Departure Mode and Travel Time from School:

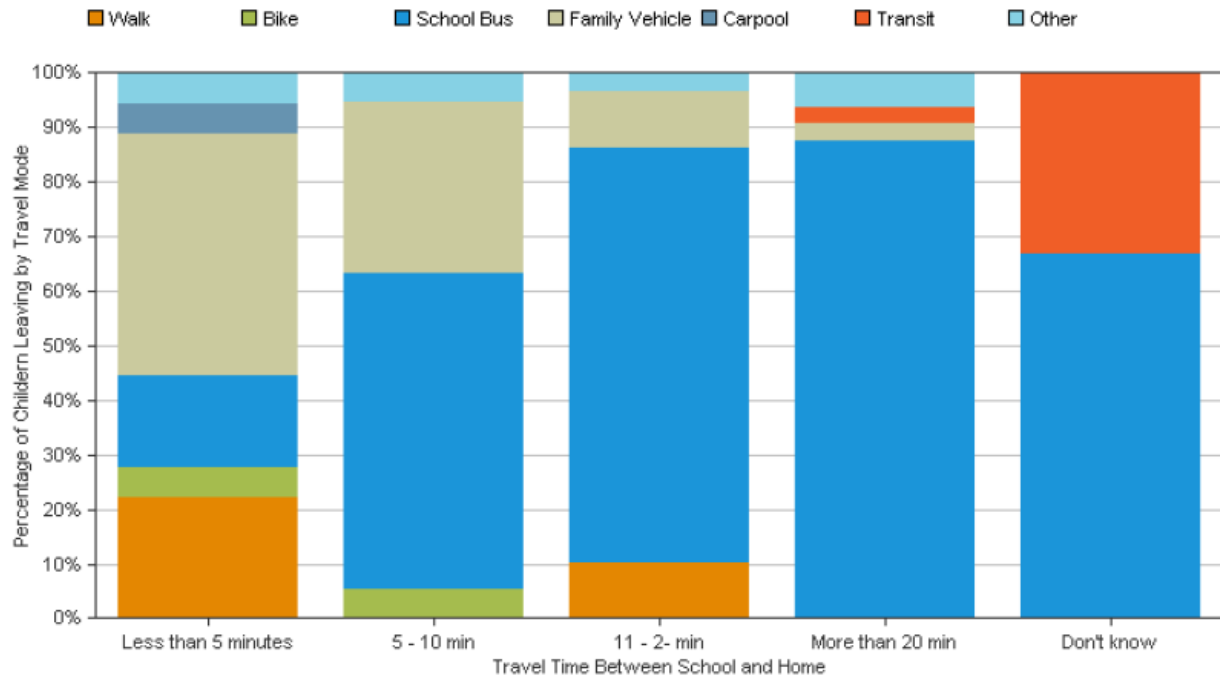
Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	4 (4.0%)	0 (0%)	3 (3.0%)	0 (0%)	0 (0%)	7 (7%)
Bike	1 (1.0%)	1 (1.0%)	0 (0%)	0 (0%)	0 (0%)	2 (2%)
School Bus	3 (3.0%)	11 (10.9%)	22 (21.8%)	28 (27.7%)	2 (2.0%)	66 (65.4%)
Family Vehicle	8 (7.9%)	6 (5.9%)	3 (3.0%)	1 (1.0%)	0 (0%)	18 (17.8%)
Carpool	1 (1.0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1%)
Transit	0 (0%)	0 (0%)	0 (0%)	1 (1.0%)	1 (1.0%)	2 (2%)
Other	1 (1.0%)	1 (1.0%)	1 (1.0%)	2 (2.0%)	0 (0%)	5 (5%)
Column Totals by Time	18 (17.9%)	19 (18.8%)	29 (28.8%)	32 (31.7%)	3 (3%)	
<i>No Response: 2</i>						

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

Percentage of Children by Travel Time from School and School Departure Travel Mode:



Number of Children Who Have Asked Their Parent for Permission to Walk or Bike to/from School in the Last Year Separated by Distance They Live from School:

Distance from School	Have Asked	Have Not Asked
Less than 1/4 mile	6 (5.8%)	1 (1.0%)
1/4 mile up to 1/2 mile	2 (1.9%)	3 (2.9%)
1/2 mile up to 1 mile	6 (5.8%)	6 (5.8%)
1 mile up to 2 miles	0 (0%)	4 (3.9%)
More than 2 miles	9 (8.7%)	61 (59.2%)
<i>No Response: 0</i>		

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by Distance They Live from School:

Grade	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Kindergarten	0 (0%)	0 (0%)	1 (1.1%)	0 (0%)	0 (0%)
1st Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1.1%)
2nd Grade	2 (2.1%)	1 (1.1%)	0 (0%)	0 (0%)	2 (2.1%)
3rd Grade	3 (3.2%)	1 (1.1%)	0 (0%)	0 (0%)	7 (7.4%)
4th Grade	0 (0%)	1 (1.1%)	3 (3.2%)	1 (1.1%)	6 (6.3%)
5th Grade	0 (0%)	0 (0%)	3 (3.2%)	0 (0%)	8 (8.4%)
6th Grade	1 (1.1%)	1 (1.1%)	3 (3.2%)	0 (0%)	3 (3.2%)
7th Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (3.2%)
8th Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1.1%)
Not at any Grade	1 (1.1%)	1 (1.1%)	1 (1.1%)	2 (2.1%)	32 (33.7%)
<i>No Response: 8</i>					

(Percentages may not total 100% due to rounding.)

Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:

Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	10 (76.9%)	74 (82.2%)
Convenience of driving	0 (0.0%)	13 (14.4%)
Time	4 (30.8%)	25 (27.8%)
Before/after-school activities	3 (23.1%)	8 (8.9%)
Traffic speed along route to school	5 (38.5%)	40 (44.4%)
Traffic volume along route	6 (46.2%)	36 (40.0%)
Adults to walk/bike with	1 (7.7%)	10 (11.1%)
Sidewalks or pathways	7 (53.8%)	20 (22.2%)
Safety of intersections & crossings	4 (30.8%)	24 (26.7%)
Crossing guards	5 (38.5%)	6 (6.7%)
Violence or crime	5 (38.5%)	34 (37.8%)
Weather or climate	5 (38.5%)	41 (45.6%)
Number of Respondents Per Category	13	90
<i>No Response: 0</i>		

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: Would You Probably let Your Child Walk or Bike to/from School Issues Were Changed or Improved?

Issue	Number of parents reporting that:		
	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision
Distance	22 (24.4%)	35 (38.9%)	7 (7.8%)
Convenience of driving	10 (11.1%)	23 (25.6%)	6 (6.7%)
Time	11 (12.2%)	26 (28.9%)	7 (7.8%)
Before/after-school activities	7 (7.8%)	24 (26.7%)	9 (10.0%)
Traffic speed along route to school	13 (14.4%)	31 (34.4%)	10 (11.1%)
Traffic volume along route	12 (13.3%)	29 (32.2%)	8 (8.9%)
Adults to walk/bike with	12 (13.3%)	19 (21.1%)	6 (6.7%)
Sidewalks or pathways	15 (16.7%)	24 (26.7%)	8 (8.9%)
Safety of intersections & crossings	13 (14.4%)	25 (27.8%)	7 (7.8%)
Crossing guards	8 (8.9%)	22 (24.4%)	8 (8.9%)
Violence or crime	7 (7.8%)	22 (24.4%)	8 (8.9%)
Weather or climate	12 (13.3%)	31 (34.4%)	10 (11.1%)
Number of Respondents That Selected at Least 1 Issue: 90			
<i>No Response: 0</i>			

(Percentages may not total 100% due to rounding.)

St. Mary's School**Parent Survey Summary Report:****Process Summary Information:**

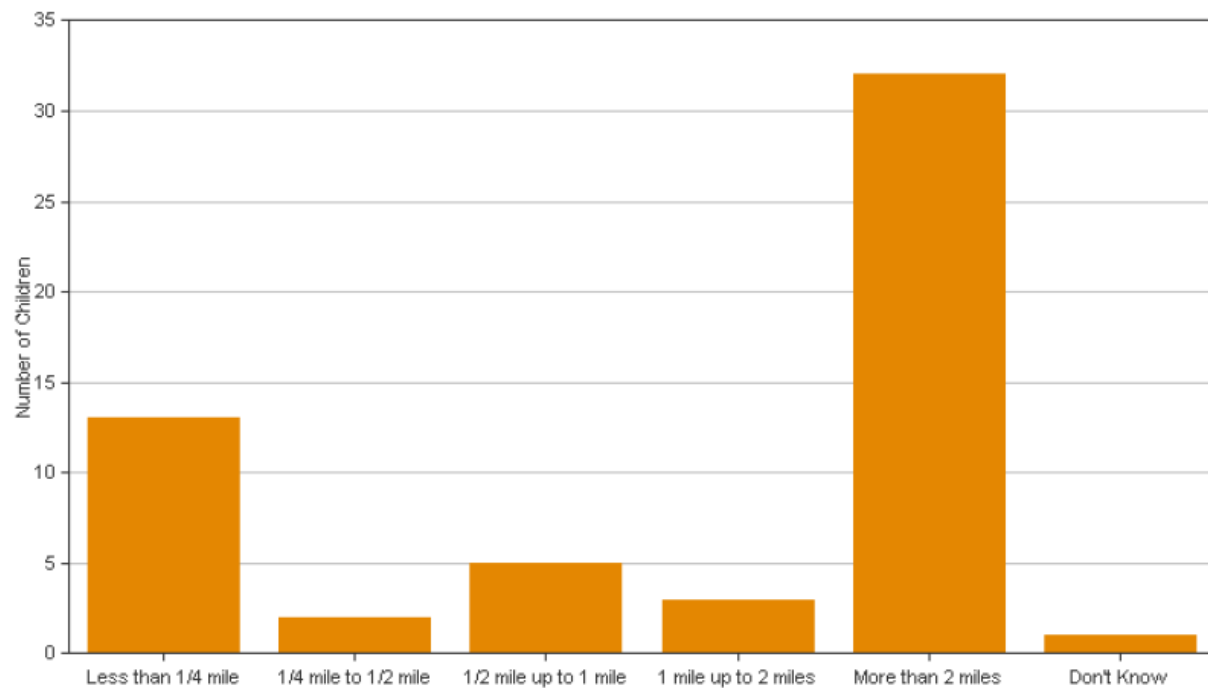
Program Name:	Northeast Iowa RC&D	Survey Data Collected:	Fall2008
School Name:	St Mary IC School	Data Collection Phase: (pre = Before program began mid = During program; post = After program ended)	pre
Reported Enrollment:	115	Number of Surveys Distributed:	72
Date Report Generated:	02/20/2009	Number of Surveys in Report:	57

This report provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Safe Routes to School Plan

Guttenberg, Iowa

Number of Children by Distance They Live From School:



Number of Children by Distance They Live From School:

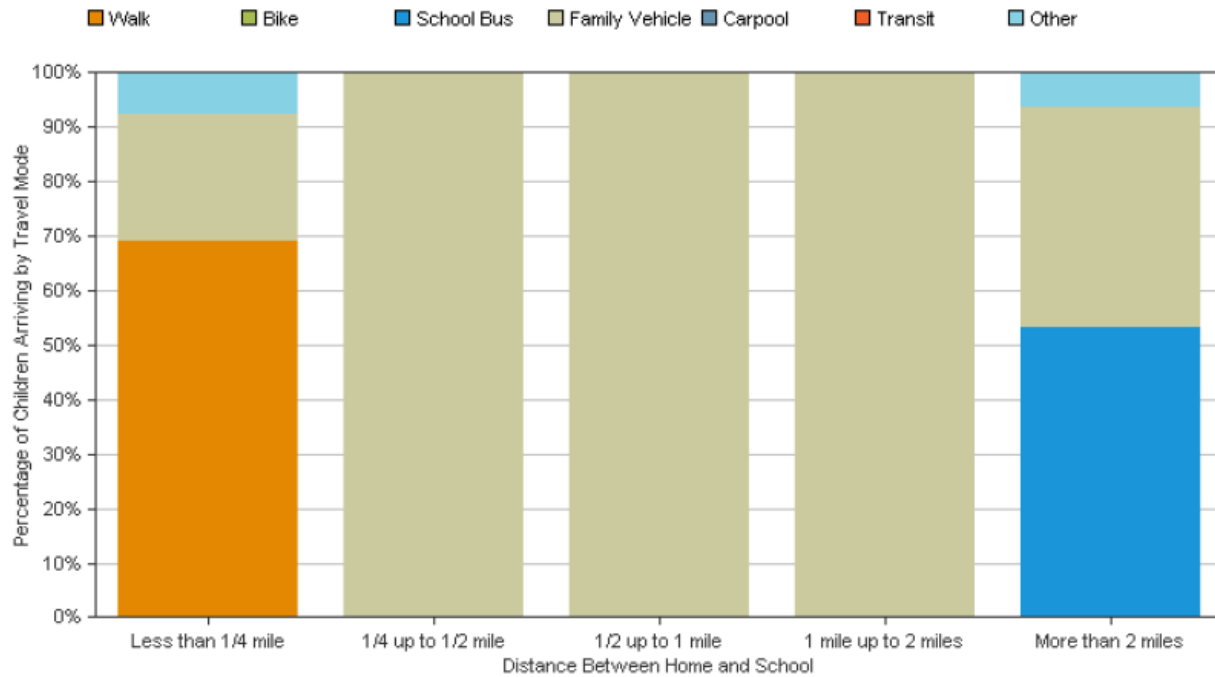
Distance from School	Number of Children
Less than 1/4 mile	13 (23.2%)
1/4 mile up to 1/2 mile	2 (3.6%)
1/2 mile up to 1 mile	5 (8.9%)
1 mile up to 2 miles	3 (5.4%)
More than 2 miles	32 (57.1%)
Don't know	1 (1.8%)
No response: 1	

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

Percentage of Children by Travel Mode to School and Distance Between Home and School:



Number of Children by Travel Mode to School and Distance Between Home and School:

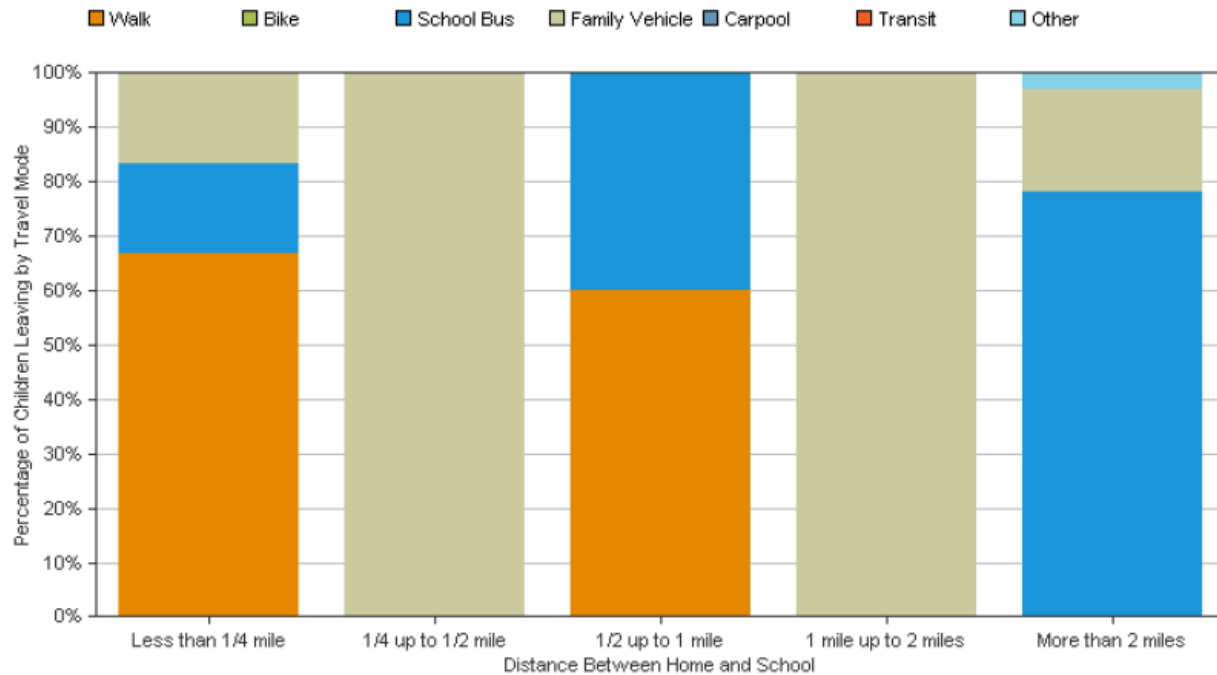
Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	9 (16.1%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	9 (16.1%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	0 (0%)	0 (0%)	0 (0%)	0 (0%)	17 (30.4%)	18 (32.2%)
Family Vehicle	3 (5.4%)	2 (3.6%)	5 (8.9%)	3 (5.4%)	13 (23.2%)	26 (46.5%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	1 (1.8%)	0 (0%)	0 (0%)	0 (0%)	2 (3.6%)	3 (5.4%)
Column Totals by Distance	13 (23.3%)	2 (3.6%)	5 (8.9%)	3 (5.4%)	32 (57.2%)	
<i>No Response: 1</i>						

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

Percentage of Children by Travel Mode from School and Distance Between Home and School:



Number of Children by Travel Mode from School and Distance Between School and Home:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	8 (14.5%)	0 (0%)	3 (5.5%)	0 (0%)	0 (0%)	11 (20%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	2 (3.6%)	0 (0%)	2 (3.6%)	0 (0%)	25 (45.5%)	30 (54.5%)
Family Vehicle	2 (3.6%)	2 (3.6%)	0 (0%)	3 (5.5%)	6 (10.9%)	13 (23.6%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1.8%)	1 (1.8%)
Column Totals by Distance	12 (21.7%)	2 (3.6%)	5 (9.1%)	3 (5.5%)	32 (58.2%)	
<i>No Response: 2</i>						

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

Number of Children by School Arrival Travel Mode and Travel Time to School:

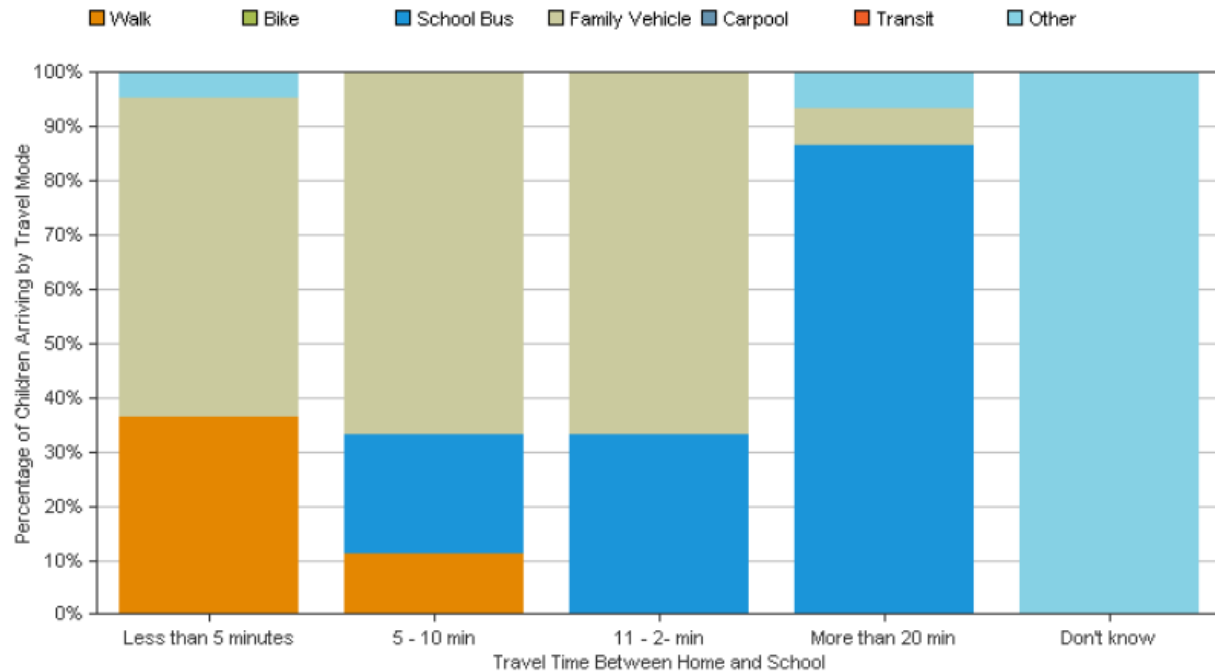
Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	8 (14.3%)	1 (1.8%)	0 (0%)	0 (0%)	0 (0%)	9 (16.1%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	0 (0%)	2 (3.6%)	3 (5.4%)	13 (23.2%)	0 (0%)	18 (32.2%)
Family Vehicle	13 (23.2%)	6 (10.7%)	6 (10.7%)	1 (1.8%)	0 (0%)	26 (46.4%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	1 (1.8%)	0 (0%)	0 (0%)	1 (1.8%)	1 (1.8%)	3 (5.4%)
Column Totals by Time	22 (39.3%)	9 (16.1%)	9 (16.1%)	15 (26.8%)	1 (1.8%)	
<i>No Response: 1</i>						

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

Percentage of Children by Travel Time to School and School Arrival Travel Mode:



Number of Children by School Departure Mode and Travel Time from School:

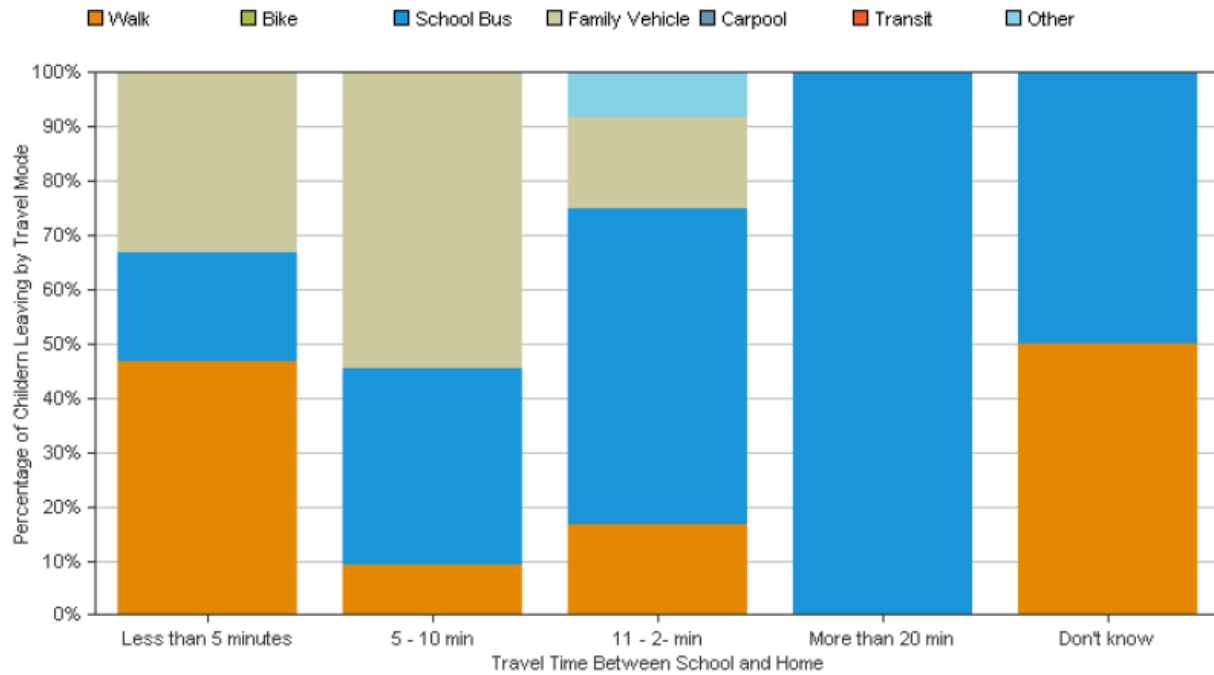
Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	7 (12.7%)	1 (1.8%)	2 (3.6%)	0 (0%)	1 (1.8%)	11 (19.9%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	3 (5.5%)	4 (7.3%)	7 (12.7%)	15 (27.3%)	1 (1.8%)	30 (54.6%)
Family Vehicle	5 (9.1%)	6 (10.9%)	2 (3.6%)	0 (0%)	0 (0%)	13 (23.6%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	1 (1.8%)	0 (0%)	0 (0%)	1 (1.8%)
Column Totals by Time	15 (27.3%)	11 (20%)	12 (21.7%)	15 (27.3%)	2 (3.6%)	
<i>No Response: 2</i>						

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

Percentage of Children by Travel Time from School and School Departure Travel Mode:



Number of Children Who Have Asked Their Parent for Permission to Walk or Bike to/from School in the Last Year Separated by Distance They Live from School:

Distance from School	Have Asked	Have Not Asked
Less than 1/4 mile	10 (18.2%)	2 (3.6%)
1/4 mile up to 1/2 mile	2 (3.6%)	0 (0%)
1/2 mile up to 1 mile	3 (5.5%)	2 (3.6%)
1 mile up to 2 miles	2 (3.6%)	1 (1.8%)
More than 2 miles	1 (1.8%)	31 (56.4%)
<i>No Response: 2</i>		

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by Distance They Live from School:

Grade	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Kindergarten	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1st Grade	2 (3.8%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
2nd Grade	2 (3.8%)	0 (0%)	0 (0%)	0 (0%)	2 (3.8%)
3rd Grade	2 (3.8%)	0 (0%)	0 (0%)	0 (0%)	2 (3.8%)
4th Grade	1 (1.9%)	1 (1.9%)	2 (3.8%)	0 (0%)	2 (3.8%)
5th Grade	1 (1.9%)	0 (0%)	1 (1.9%)	0 (0%)	1 (1.9%)
6th Grade	1 (1.9%)	0 (0%)	1 (1.9%)	2 (3.8%)	1 (1.9%)
7th Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1.9%)
8th Grade	0 (0%)	1 (1.9%)	1 (1.9%)	0 (0%)	2 (3.8%)
Not at any Grade	1 (1.9%)	0 (0%)	0 (0%)	1 (1.9%)	19 (36.5%)
<i>No Response: 5</i>					

(Percentages may not total 100% due to rounding.)

Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:

Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	8 (72.7%)	34 (73.9%)
Convenience of driving	1 (9.1%)	2 (4.3%)
Time	5 (45.5%)	4 (8.7%)
Before/after-school activities	2 (18.2%)	3 (6.5%)
Traffic speed along route to school	4 (36.4%)	18 (39.1%)
Traffic volume along route	6 (54.5%)	9 (19.6%)
Adults to walk/bike with	1 (9.1%)	1 (2.2%)
Sidewalks or pathways	4 (36.4%)	6 (13.0%)
Safety of intersections & crossings	3 (27.3%)	8 (17.4%)
Crossing guards	0 (0.0%)	0 (0.0%)
Violence or crime	5 (45.5%)	16 (34.8%)
Weather or climate	5 (45.5%)	17 (37.0%)
Number of Respondents Per Category	11	46
<i>No Response: 0</i>		

(Percentages may not total 100% due to rounding.)

Safe Routes to School Plan

Guttenberg, Iowa

For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: Would You Probably let Your Child Walk or Bike to/from School Issues Were Changed or Improved?

Issue	Number of parents reporting that:		
	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision
Distance	19 (41.3%)	12 (26.1%)	3 (6.5%)
Convenience of driving	5 (10.9%)	6 (13.0%)	1 (2.2%)
Time	5 (10.9%)	7 (15.2%)	1 (2.2%)
Before/after-school activities	3 (6.5%)	9 (19.6%)	2 (4.3%)
Traffic speed along route to school	12 (26.1%)	10 (21.7%)	3 (6.5%)
Traffic volume along route	7 (15.2%)	8 (17.4%)	1 (2.2%)
Adults to walk/bike with	5 (10.9%)	6 (13.0%)	1 (2.2%)
Sidewalks or pathways	8 (17.4%)	6 (13.0%)	1 (2.2%)
Safety of intersections & crossings	10 (21.7%)	6 (13.0%)	1 (2.2%)
Crossing guards	5 (10.9%)	6 (13.0%)	1 (2.2%)
Violence or crime	6 (13.0%)	7 (15.2%)	3 (6.5%)
Weather or climate	12 (26.1%)	8 (17.4%)	3 (6.5%)
Number of Respondents That Selected at Least 1 Issue: 46			
<i>No Response: 0</i>			

(Percentages may not total 100% due to rounding.)

Endnotes

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- ¹ "Kids Walk-to-School", *United States Centers for Disease Control and Prevention*, May 2007, <http://www.cdc.gov/nccdphp/dnpa/kidswalk/index.htm> (accessed May 12, 2009).
 - ² "Residential Transportation Energy Consumption Survey," *United States Department of Energy; Office of Transportation*, <http://www.eia.doe.gov/emeu/rtecs/> (accessed May 12, 2009).
 - ³ "Safe Routes to School Practice and Promise," *United States Department of Transportation*, <http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2004/pages/preface-1.htm> (accessed May 12, 2009).
 - ⁴ U.S. Department of Health and Human Services and U.S. Department of Agriculture, *Dietary Guidelines for Americans*, 2005. 6th Edition, Washington, DC: U.S. Government Printing Office, January 2005.
 - ⁵ "Kids Walk-to-School", *United States Centers for Disease Control and Prevention*, May 2007, <http://www.cdc.gov/nccdphp/dnpa/kidswalk/index.htm> (accessed May 12, 2009).
 - ⁶ Hedley, A., Ogden, C., Johnson, C., Carroll, M., Curtin, L., & Flegal, K. (2004, June 16). Prevalence of overweight and obesity among US children, adolescents, and adults, 1999-2002. *JAMA*, 29(23), 2847-2850.
 - ⁷ Serdula MK, Ivery D, Coates RJ, Freedman DS, Williamson DF, Byers T. Do obese children become obese adults? A review of the literature. *Prev Med* 1993; 22: 167-77.
 - ⁸ "State and Local Transportation Resources," *United States Environmental Protection Agency*, <http://www.epa.gov/otaq/stateresources/laws.htm> (accessed May 13, 2009).
 - ⁹ "Transportation and Air Quality," *United States Environmental Protection Agency, Office of Mobile Sources*, <http://www.epa.gov/OMS/index.htm> (accessed May 13, 2009).
 - ¹⁰ Friedman MS, Powell KE, Hutwagner L, Graham LM, Teague WG. Impact of Changes in Transportation and Commuting Behaviors During the 1996 Summer Olympic Games in Atlanta on Air Quality and Childhood Asthma. *JAMA* 2001; 285:897-905.
 - ¹¹ "American Fact Finder," *United States Census Bureau*, http://factfinder.census.gov/home/saff/main.html?_lang=en (accessed May 13, 2009).
 - ¹² "National Safe Routes to School Online Guide," *National Safe Routes to School Program*, <http://www.saferoutesinfo.org/guide/> (accessed May 13, 2009).
 - ¹³ "PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System," *United States Department of Transportation*, <http://www.walkinginfo.org/pedsafe/> (accessed May 13, 2009).
 - ¹⁴ "National Safe Routes to School Online Guide," *National Safe Routes to School Program*, <http://www.saferoutesinfo.org/guide/> (accessed May 13, 2009).
 - ¹⁵ "National Safe Routes to School Online Guide," *National Safe Routes to School Program*, <http://www.saferoutesinfo.org/guide/> (accessed May 13, 2009).