

## BECEP at Richholt School

Student body:	156
Staff:	86 (some are part-time)
Off Street Staff Parking:	27
Staff/Parking Ratio:	3.2/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- The limited number of survey responses does not accurately reflect the school population, only receiving two surveys. 50% of the responses indicated they are brought by parents to school, 50% ride the bus, and none walk
- All categories had 100% rating as fair; except two: traffic flow and number of crossings, had 100% rating as good
- 100% rated the walking route as fair

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Parents park in bus loading zone.
- Congestion problems at loading zone on west entrance.
- Not enough parking or loading area for parents to drop-off/pick up.
- The bus loading zone blocks view of pedestrians on south leg of Avenue D and 14<sup>th</sup> Street.

### Recommendations:

(Please refer to the Recommendations Map on the following pages for more detail.)

#### *Short-Term (2005):*

- Install “No Parking” zones within 25’ of crosswalks. Estimated cost = \$1,100.00
- Instruct staff to park on the east side of 14<sup>th</sup> Street. Estimated cost = 0
- Move bus-loading zone south of Avenue D intersection. Estimated cost = \$500.00
- Parent parking (drop-off/pick up) zone on west side of 14<sup>th</sup> Street between D Avenue and C Avenue. Estimated cost = \$250.00

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



- Revise C Avenue school crossings to conventional crosswalks. Estimated cost = \$300.00
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$900.00
- Replace missing crosswalk signs. Estimated cost = \$250.00
- Convert driveway/loading area on west side of school to a one-way road and install “Exit Only” and “Entrance Only” signing. Estimated cost = \$250.00
- Maintain priority sanding at school crossings during winter weather.

***Mid-Term (One-year):***

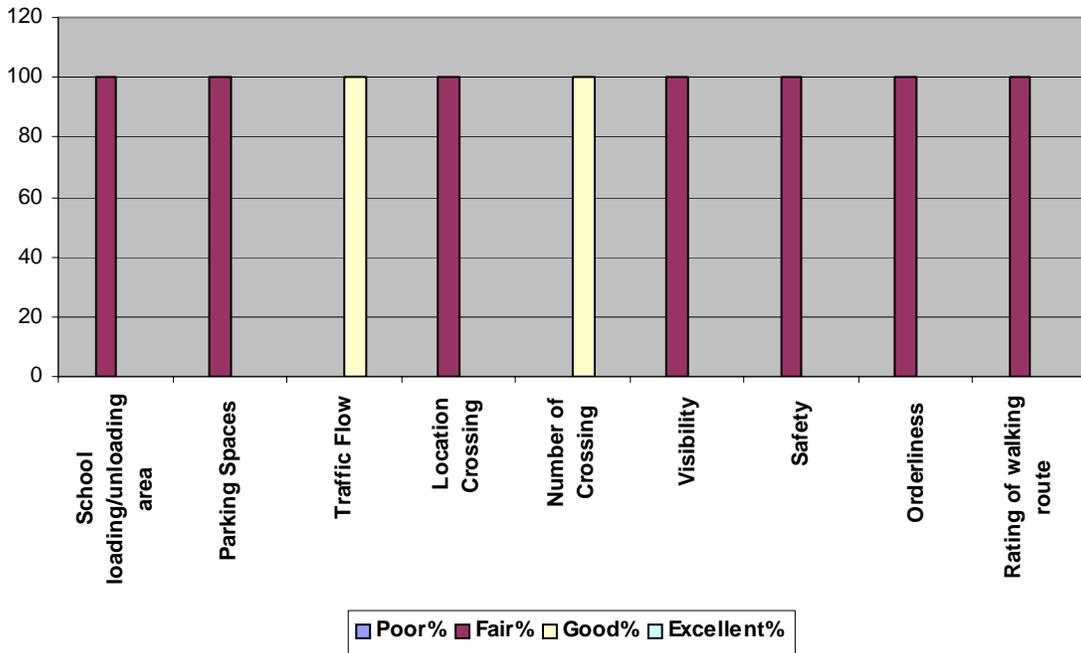
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$900.00

***Long-Term (Two years or more):***

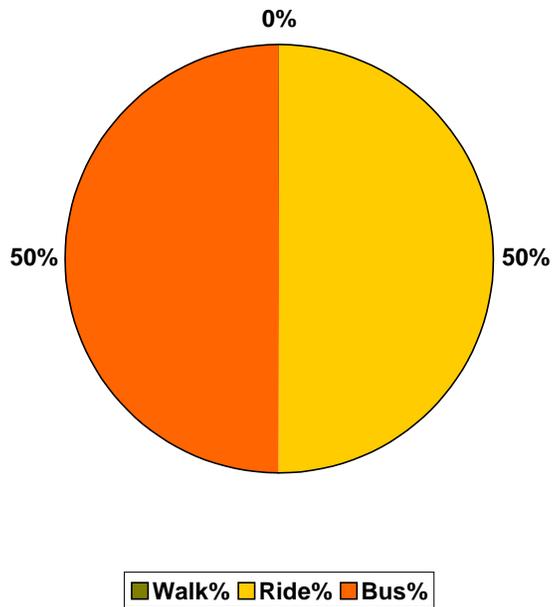
- Install preformed patterned pavement markings-grooved at intersections. Estimated cost = \$5,600.00



**BECEP AT RICHHOLT SCHOOL  
PUBLIC SURVEYS**



**BECEP AT RICHHOLT SCHOOL  
(How do children go to/from school?)**



## BECEP at Richholt School Survey Comments

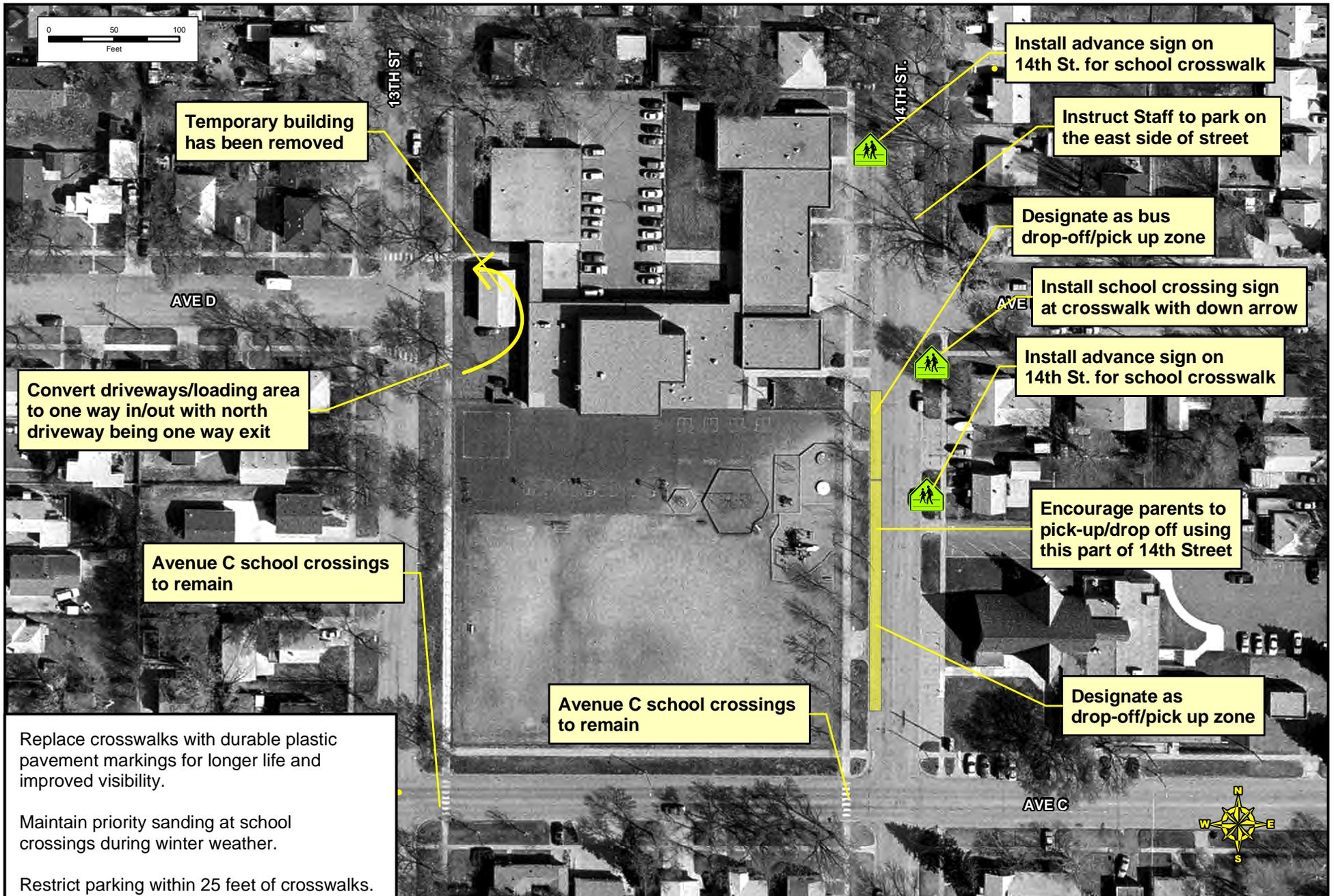
- The pick up/drop-off zone is inadequate on the east side of the school.
- The length of the school bus zone could be reduced.
- Residential area could be used for parking.
- There have been complaints of too many speeding vehicles on 14<sup>th</sup> Street.
- Parents park in the bus zone.
- Loading/unloading zone on west side of school is congested.



# BECEP AT RICHHOLT SCHOOL ISSUES AND OBSERVATIONS MAP



# BECEP AT RICHHOLT SCHOOL RECOMMENDATION MAP



TALKED WITH: Michelle Hogan, BECEP at Richholt  
RECORDED BY: Donovan Slag  
PROJECT: School Crossing Study  
SUBJECT: School Crossing Issues  
DATE: October 21, 2004

**Observations and facts:**

- The Bismarck Early Childhood Education Program at Richholt has 156 kids. There are six headstart classes and four Early Childhood Special Classes. There are 18 students per headstart class and the Early Childhood Special Classes have 14 students per class.
- A majority of the students travel by bus. The bus loading zone, located on the east side of 14<sup>th</sup> Street, has enough space for five buses.
- BECEP has another facility at 1227 Park Avenue. That building has four classrooms with 18 students each. There are offices here for “Early Intervention” and “Right Track” programs. They share a parking lot with the Arcade Thrift Shop.
- The Headstart Program starts at 8:30 am and ends at 1:30 pm, Monday through Friday.
- The Early Childhood Special Classes run from 8:30 am to 3:15 pm, Monday through Thursday. There are separate morning and afternoon groups.
- Faculty parking is located between the wings of the school on the north side. Faculty parking is adequate.
- Students learn about many aspects of safety from the teachers.
- Parents receive a brochure with information on school policies and safety.
- Most students do not ride bicycle to school.
- Law enforcement has been contacted about the parent parking situation. The police said that the school can contact them and they will send someone to ticket illegally parked vehicles.
- Staff handicapped parking is adequate. Wheelchair buses stop in the front in the bus loading zone. Other handicapped vehicles park further down the street.
- School crossing guards are not needed.

**Problems:**

- The Richholt location and the Park Avenue facility do not have enough area for parent parking.
- Parents are parking in the bus zone. Parents do not have a convenient location to park.
- The loading and unloading zone on the west side of the Richholt School has congestion problems. There are two narrow access points for the loading zone; however motorists travel in and out at both access points creating gridlock.
- The crosswalks on Avenue C are not painted anymore.
- The south BECEP facility is located in an industrial area. Motorist speeds are very high on Park Avenue and there are no crosswalks in the vicinity. Pedestrian paths conflict with vehicle paths at the driveway.
- There was an accident at the south BECEP where a vehicle hit a bus, no one was injured.

**Recommendations from the Principal:**

- Need to find another location for BECEP students on Park Avenue. This location is not ideal since it is adjacent to industrial areas, vehicle speeds are too high, and there are many traffic problems for vehicles and pedestrians.

## Centennial Elementary School

Student body:	512
Staff:	64 (some are part-time)
Off Street Staff Parking:	42
Staff/Parking Ratio:	1.5/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following page for more detail.)

- 77% of the students are brought by parents to school, 23% walk to school, and only 15% by bus
- Over 80% rated parking spaces as poor or fair
- Nearly 75% rated loading and unloading areas as poor or fair
- Over 80% said the number of crossings was good or excellent
- Nearly 65% said the rating of the walking route was good to excellent

### Key Issues:

(Please refer to the Issues Map on the following page for more detail.)

- Traffic congestion and parking violations around the southeast end of school during drop-off and pick up.
- Diagonal visitor parking area becomes gridlocked. Parked vehicles are unable to back out of parking spot due to stacked vehicles behind them.
- Parking demand exceeds capacity near school entrances.
- Lack of sidewalks on some approaches to school.

### Recommendations:

(Please refer to the Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Install "No Parking" zones within 25' of crosswalks and 30' of traffic signals. Estimated cost = \$1,000.00
- Instruct staff to park on the east side of Ithica Drive north of Stevens Street and remove "No Parking" signs. Estimated cost = \$70.00
- Modify diagonal visitor parking to parallel parking on both sides of one-way to reduce gridlock and pave the grass area between the two parking areas. Estimated cost = \$22,000.00

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



- Painted crosswalk pavement markings at intersections. Estimated cost = \$3,900.00
- New school crossing on West Interstate Avenue at Springfield Street. Estimated cost = \$300.00
- Additional sidewalk on south side of West Interstate Avenue at Springfield Street (including an ADA ramp). Estimated cost = \$3,400.00
- Install ADA ramps at Henry Street and Springfield Avenue. Estimated cost = \$4,000.00
- Maintain priority sanding at school crossings during winter weather.

***Mid-Term (One- year):***

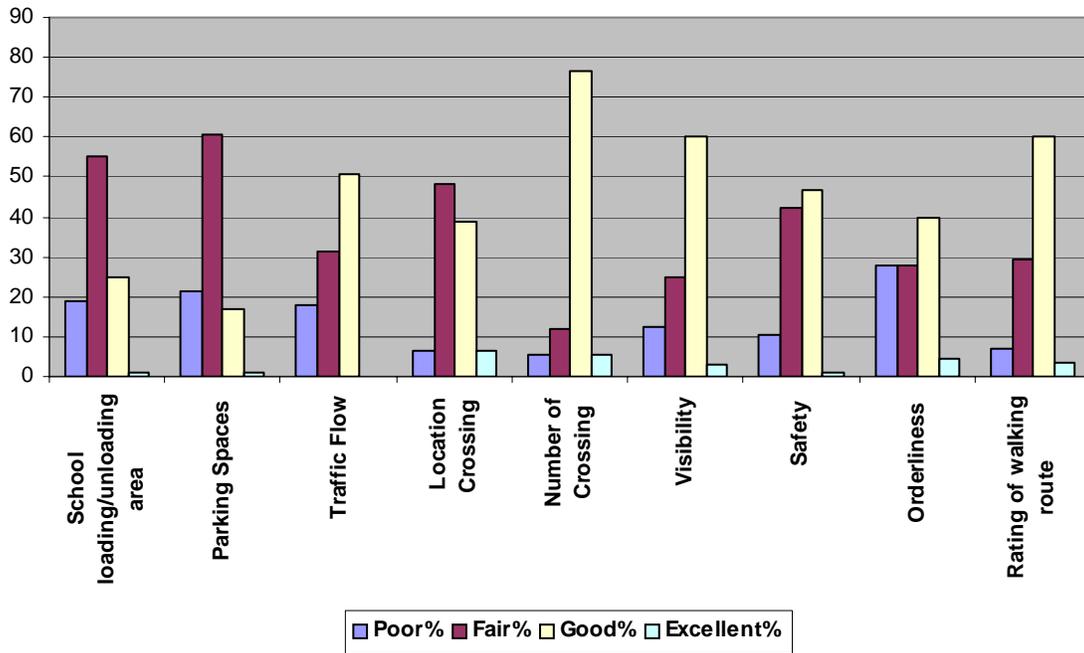
- Install new sidewalk on north side of Springfield Street including an ADA ramp. Estimated cost = \$11,000.00
- Install streetlight at Century Avenue and Ithica Drive in response to forecast traffic increase from area development. City is planning this project for Fall 2005.
- Flashing beacons installed with the new traffic signal, city project planned for Fall 2005, it is recommended that during this project to install signal backing plates with traffic signal and installation of pedestrian signal with countdown timer.
- Painted crosswalk pavement markings at intersections. Estimated cost = \$4,200.00

***Long-Term (Two years or more):***

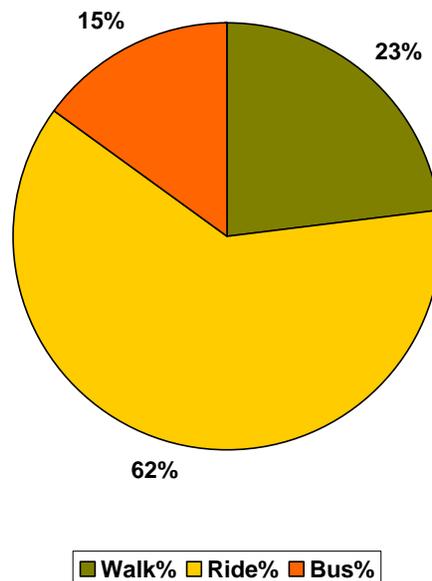
- Install preformed patterned pavement markings-grooved at six intersections. Estimated cost = \$33,000.00
- Consider expansion of staff parking area.



### CENTENNIAL ELEMENTARY SCHOOL PUBLIC SURVEYS



### CENTENNIAL ELEMENTARY SCHOOL (How do children go to/from school?)

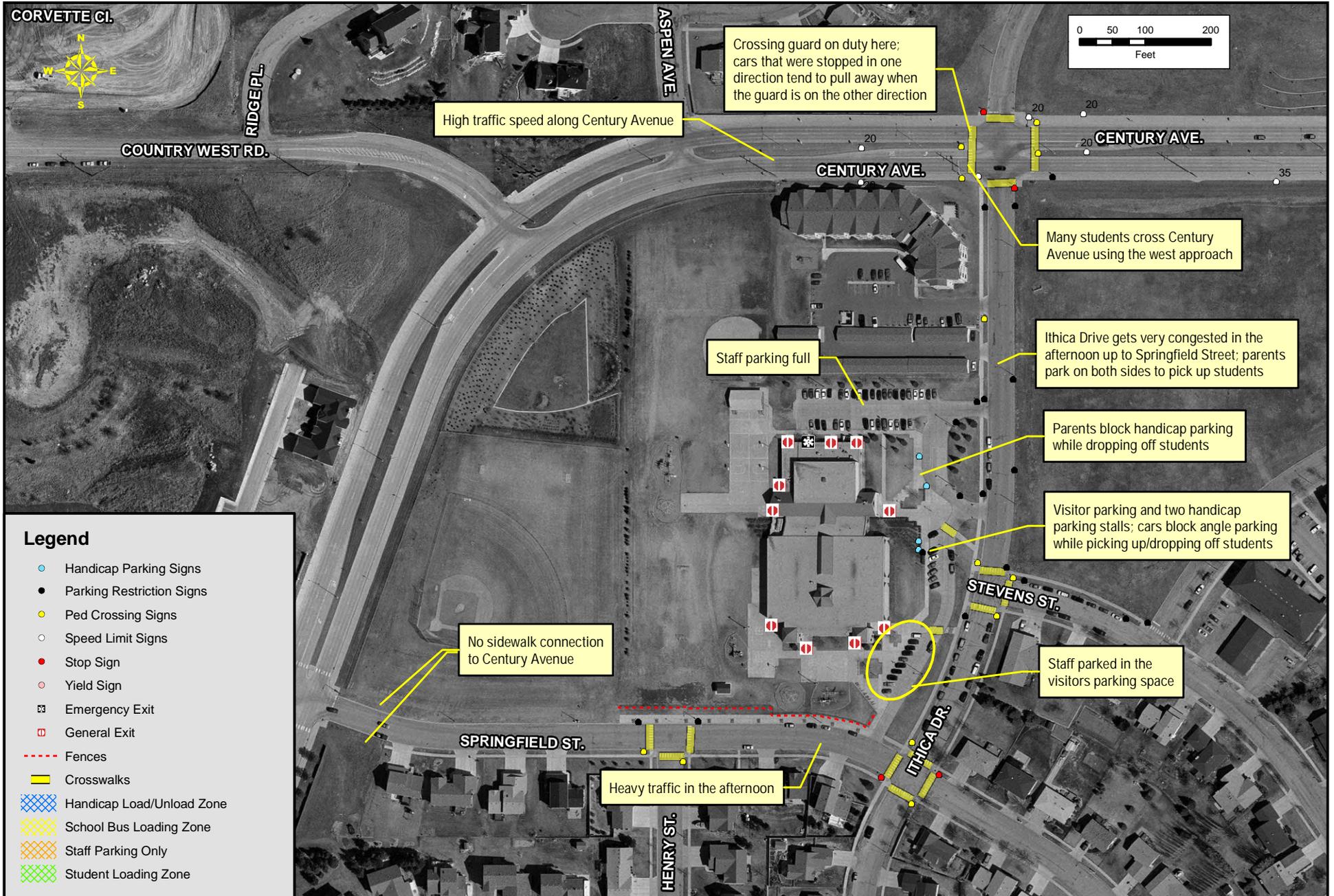


## Centennial Elementary School Survey Comments

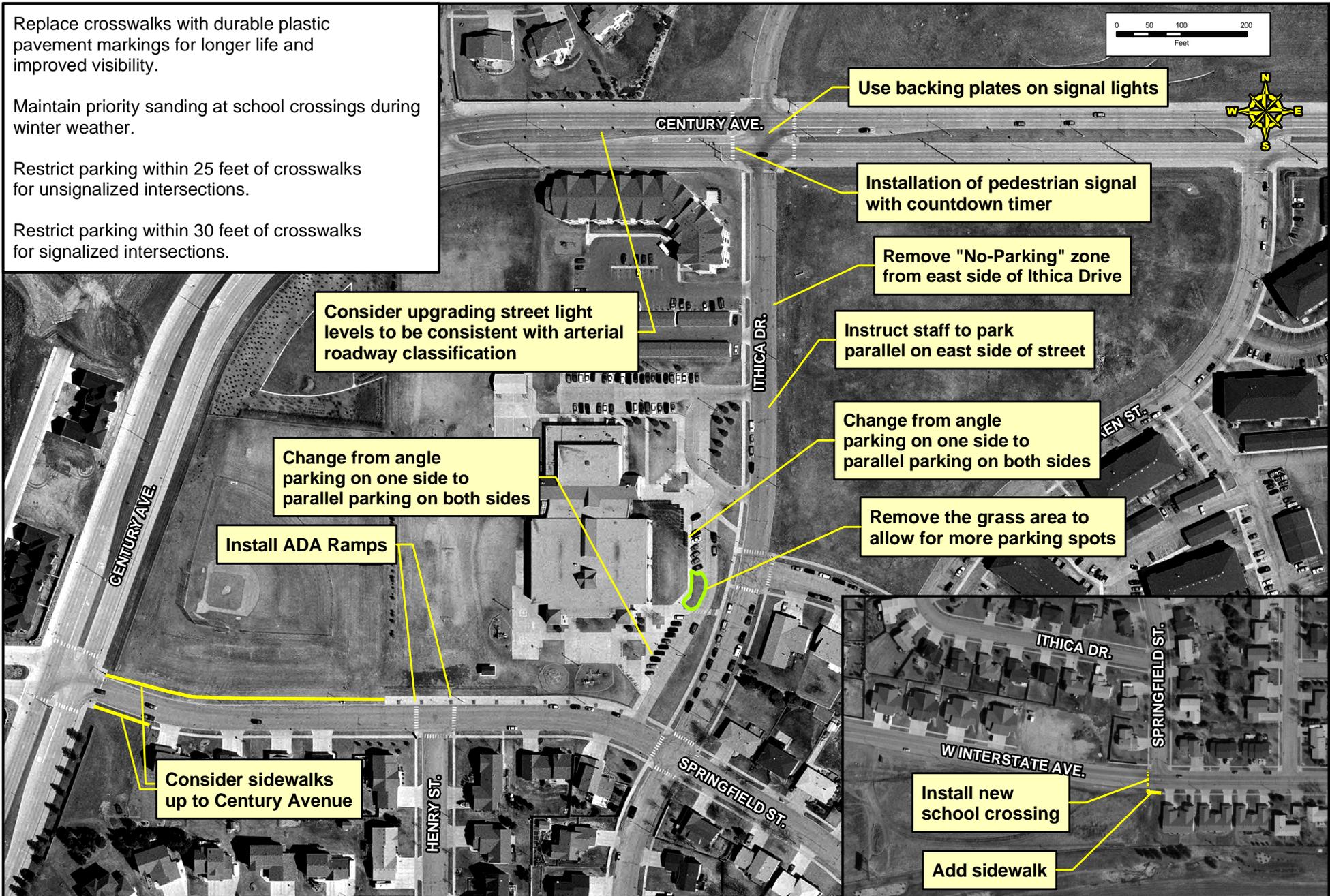
- Vehicles parked too close to crosswalks reduce the visibility of students waiting to cross.
- Need crossing guard at Ithica Drive and Stevens Street intersection.
- Need more staff parking.
- On sunny mornings, the visibility of flashing beacons is difficult due to the glare.
- Crosswalk signing and pavement markings are not adequate.
- Parents should not wave to the students to cross at mid-block locations.
- Build a parking lot in the vacant lot on the east side of Ithica Drive.
- Need pedestrian signal and enhanced street lighting at Century Avenue and Ithica Drive.
- Springfield Street needs more parallel parking.
- Need bussing system similar to Fargo's bussing system for all students.
- Need a larger "No Parking" sign at the crosswalk.
- Need to extend sidewalks on Country West Road further to the west.
- High school students speed through the school zone on Century Avenue.
- Many people use handicap parking to load/unload.
- Confusing traffic control on one-way loop.
- Students do not use crosswalk across Springfield Street.
- There is a problem with too many parents double parking.
- Crossing guard duty should start before 8 am.
- Large cones should be put on crosswalks.
- Locate drop-off zones further away from school.
- Should send letters to parents to educate them on drop-off-zone policies and increase police enforcement of these policies.
- Problems with traffic control may be due to the layout of the school site.
- Increase police presence in the morning and in the evening.
- Improve visibility by removing some large pine trees.
- Education on traffic safety at crosswalks should come from city or state government.
- The crosswalk at Henry Street should be handicap accessible.



# CENTENNIAL ELEMENTARY SCHOOL ISSUES AND OBSERVATIONS MAP



# CENTENNIAL ELEMENTARY SCHOOL RECOMMENDATION MAP



Replace crosswalks with durable plastic pavement markings for longer life and improved visibility.

Maintain priority sanding at school crossings during winter weather.

Restrict parking within 25 feet of crosswalks for unsignalized intersections.

Restrict parking within 30 feet of crosswalks for signalized intersections.

Use backing plates on signal lights

Installation of pedestrian signal with countdown timer

Remove "No-Parking" zone from east side of Ithica Drive

Instruct staff to park parallel on east side of street

Change from angle parking on one side to parallel parking on both sides

Remove the grass area to allow for more parking spots

Consider upgrading street light levels to be consistent with arterial roadway classification

Change from angle parking on one side to parallel parking on both sides

Install ADA Ramps

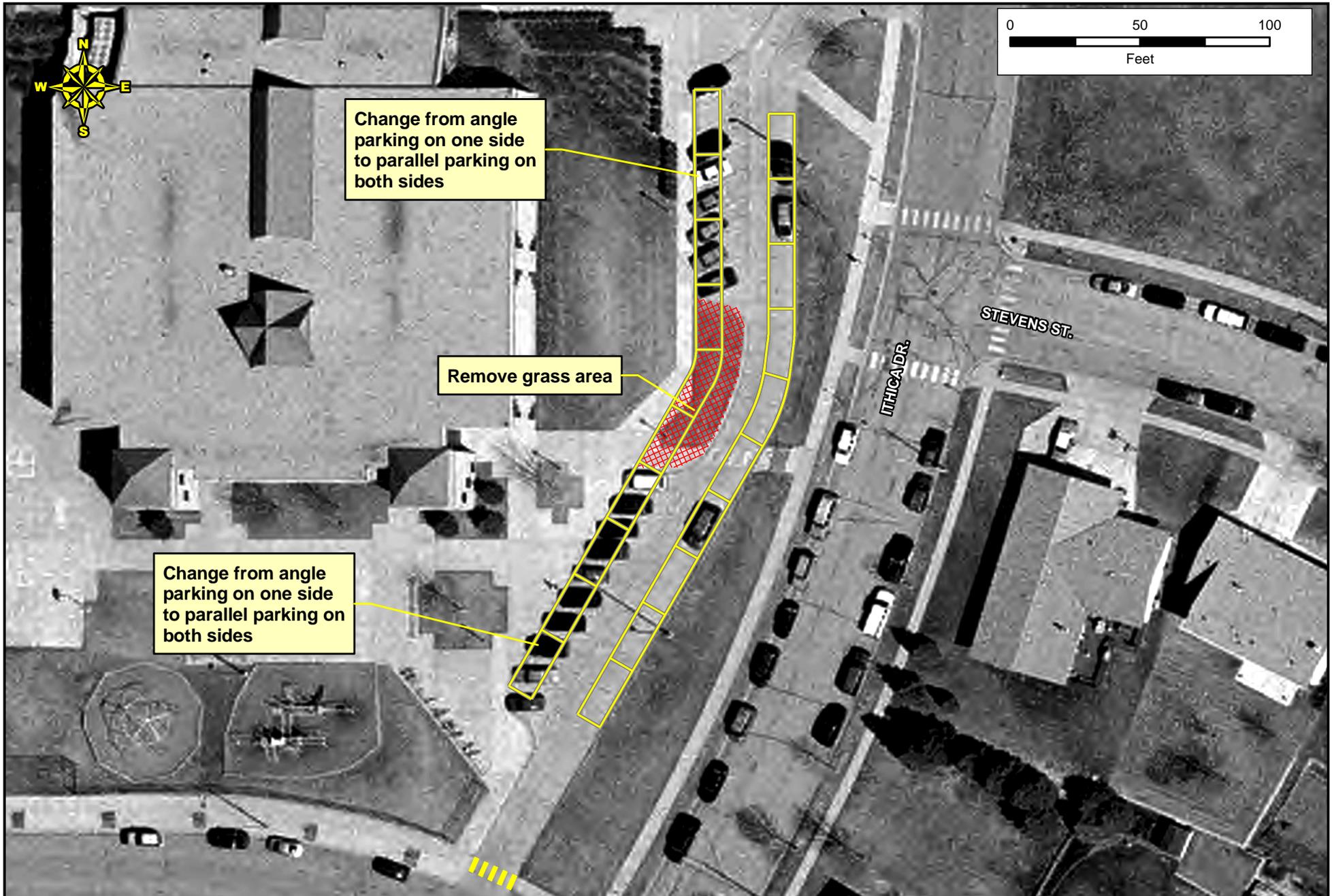
Consider sidewalks up to Century Avenue



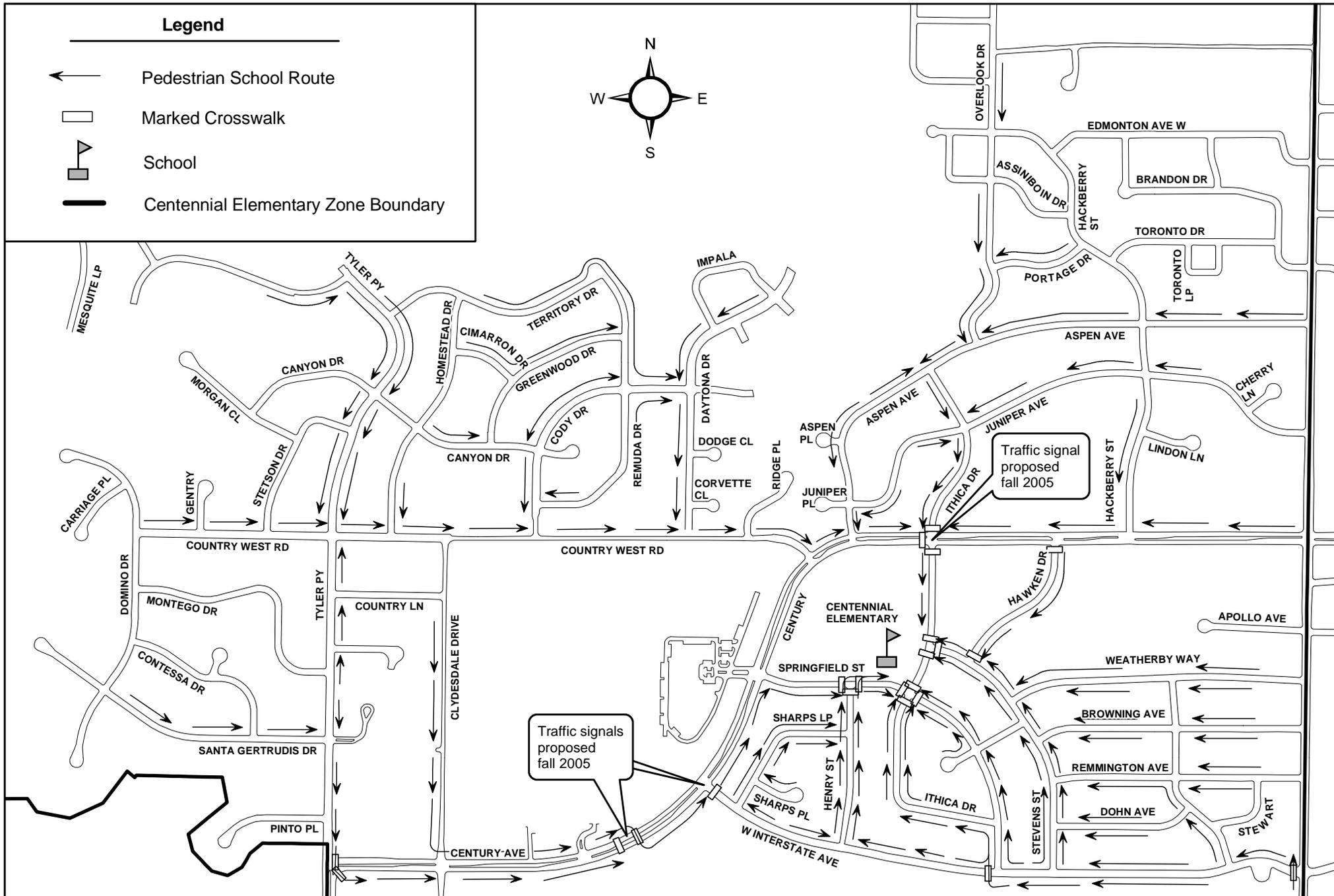
Install new school crossing

Add sidewalk

# CENTENNIAL ELEMENTARY SCHOOL RECOMMENDATION MAP (DETAILED VIEW)



# Centennial Elementary School 2005 Safe Route to School Map



# MEMO

**Date:** October 11, 2004

**To:** File

**From:** Swara Farheen

**Re:** School Crossing Study—Centennial Elementary School Observations

- October 4, 2004—Observation time was 7:30 am to 8:45 am and the temperature was 60°F.
- October 5, 2004—Observation time was 2:30 pm to 3:40 pm and the temperature was 51°F.
- The peak in traffic occurred at 7:50-8:35 am and 3:00–3:20 pm.
- The critical intersection for this school is the Century Avenue and Ithica Drive intersection.
- A crossing guard is present at this intersection from 8:00-8:30 am and 3:05-3:35 pm.
- Currently this intersection has flashing beacons with a timer; the beacon flashes from 8:00-8:30 am, 11:30-1:00 pm, and 3:00-3:30 pm.
- Students arrive at school from 7:45-7:50 am; usually students stay at school until 3:30 pm.
- The playground is fenced. It was observed most students play at the southern part of the playground.
- The availability of bicycle parking for students seems adequate.
- There is a one-way three-lane loop in front of the main entrance of the school. This is used by both bus/van unloading and parents dropping off students in the morning and is only used by bus/van loading in the afternoon.
- There is another one-way lane for visitors and parents, this is used by parents either to drop off or pick up students.
- Some parents block the handicap parking in this one-way lane to drop off or pick up students. Others block the handicap parking.
- The bus picks up about 12 students per day and four daycare vans pick up approximately 80-90 students.
- Century Avenue is a major roadway, with high speed and a high volume of traffic.
- The speed limit on Century Avenue is over 20 mph at the intersection.
- Noticed confusion among vehicles when stopping near the crosswalk with the crossing guard present. Century Avenue is a four-lane divided roadway with a raised median. While the crossing guard stops vehicles one way, vehicles on the other side do not stop. The crossing guard also crosses the raised median to stop vehicles on the other side, and then vehicles that were stopped start moving through the crosswalk. All while students are waiting to cross the street. Motorists' attention is focused on the crossing guard, not on the students.

- The Henry Street and Springfield Street intersection has low traffic and is in a quiet neighborhood.
- Ithica Drive is very busy from 3:00-3:30 pm due to parents picking up students. The intersection of Stevens Street and Ithica Drive seem to work properly; vehicles stopped before crosswalk, students crossed with caution, and no cars were parked in the crosswalk. Speed is also within limit.
- The staff parking lot is full. Some staff park in the visitor's parking lot, which is located on the southeast side of the building.

TALKED WITH: Rolland Messmer, Centennial Elementary  
RECORDED BY: Swara Farheen  
PROJECT: School Crossing Study  
SUBJECT: School Crossing Issues  
DATE: October 4, 2004

**Observations and facts:**

- There are approximately 512 students attending Centennial Elementary School.
- Mr. Messmer said they conducted a survey in September 2004. The results of the survey identified that 19 students crossed the Century Avenue and Ithica Drive intersection in the morning and about 56 students cross it in the afternoon.
- Currently this intersection has flashing beacons with a timer; the beacon flashes from 8:00-8:30 am, 11:30-1:00 pm, and 3:00-3:30 pm.
- Mr. Messmer said there was an accident two years ago and two girls were hit. One girl was lightly hit and the other was taken to the hospital.
- Information about safety for crossing streets and riding bicycles is published in the Centennial Parent Newsletter. Teachers review crosswalk rules and conduct a walk-through with students.
- The Centennial PTO also promotes and conducts crosswalk safety training. A past program included a token reward to reward correct use of crosswalks, parking, and role modeling for students. The crossing guards receive training from the safety coordinator of Bismarck (Greg Bush). The school has an adopt-a-cop who also helps promote safety in and around the school.
- Parents are informed about safety by newsletter and the Principal gives announcement about safety to the students.
- Mr. Messmer said the school police officer (adopt-a-cop) is there to watch traffic around the school upon request or makes random stops. The crossing guard also attempts to write down the license plate number of those vehicles involved in a violation to give the police. There are times when the officer will visit the homes of the violator.
- Mr. Messmer said police officers will issue speeding tickets on Century Avenue near the intersection. Nearby residents living on/or near Century Avenue will also report violations to police officers.
- Students start arriving at school between 7:45-7:50 am and often do not leave until 3:30 pm. The neighborhood children use the playground on the weekends.
- The playground is fenced and most students play at the southern part of the playground.
- There is adequate bicycle parking for students.
- There is a one-way three-lane loop in front of the main entrance of the school. This is used by both bus/van unloading and parents dropping off students in the morning and only used by bus/van loading in the afternoon.
- There is another one-way lane for visitors and parents. This is also used by parents either to drop off or pick up students.
- Some parents block the handicap parking in this one-way lane when they drop off or pick up students.
- The bus picks up about 12 students each day; and four daycare vans picking up about 80-90 students after school.

- Century Avenue is a high speed area.
- The Henry Street and Springfield Street intersection has low traffic.
- Ithica Drive has heavy traffic in the afternoon. The Stevens Street and Ithica Drive intersection is all right. Parents stop before crosswalk. Students cross the intersection with caution.
- Talked with the school custodian, Blake Graff, he had nothing to report.

**Problems:**

- The staff parking is not adequate; therefore, the staff uses both visitor parking lots, which is located on the east side of the school.
- Some parents block the handicap parking in the one-way lane when they drop off or pick up students.
- In the morning, parents use the handicap parking to drop off students. Mr. Messmer said tickets were issued to vehicles for parking in the handicap zone (approx. 50 tickets at \$100.00 each). After every incident, information was sent to parents regarding parking, stopping, or dropping off in the handicap zone.
- High vehicle speed on Century Avenue. Mr. Messmer said many cars do not maintain the 20 MPH speed limit in the crosswalk zone.
- Ithica Drive has high traffic volumes in the afternoon. Some parents park near fire hydrant.
- Questions were raised by Mr. Messmer about Century Avenue and the Ithica Drive intersections. The questions revolved around the shopping center which is currently being constructed and how much traffic will be added to Century Avenue.
- Talked with the crossing guard. She mentioned cars tend to pull up before she gets to the other side of the street or even before she lowers the “STOP” sign. This causes confusion and one student was injured by this type of situation. She has encountered close calls and believes drivers may not be aware of the rules of the road. Drivers cannot start moving until the crossing guard is off the street.

**Recommendations from the Principal:**

- Century Avenue and the Ithica Drive intersection need brighter street lights, increasing visibility in the morning and especially during the winter.
- The school needs additional staff parking areas/lots.
- The Century Avenue and Ithica Drive intersection needs to accommodate for pedestrians and additional traffic, especially when the shopping center is finished.
- Information on the purpose of crosswalks and traffic safety should be issued by the city and the state.
- Pamphlets or flyers should be issued to those applying for and/or renewing their drivers’ license.
- The crosswalk on Henry Street is not handicap accessible.
- “No Parking” signs need to be placed on Springfield Street to prevent vehicles from parking in the crosswalk.
- “Parking” signage needs to be placed to indicate where parking is allowed in the school zone.

## Grimsrud Elementary School

Student body:	300
Staff:	38 (some are part-time)
Off Street Staff Parking:	22
Staff/Parking Ratio:	1.7/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- 52% of the students walk to school, 48% are brought by parents to school, and 9% by bus
- Over 70%, rated parking spaces as poor to fair
- Nearly 65%, rated loading and unloading area as poor to fair
- 70% rated visibility and safety as good to excellent
- Over 80%, rated the walking route as good to excellent

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Vehicles are stopping mid-block in the thru lane to drop-off students.
- Faculty are parking on-street adjacent to the loading/unloading area; and parking between the crosswalks occurs creating sight distance problems.
- Vehicle speed on Bell Street is a problem.
- Many students are dropped off at the faculty parking lot access driveway.

### Recommendations:

(Please refer to the Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Install "No Parking" zones within 25' of crosswalks and in the area between the crosswalks. Estimated cost = \$3,000.00
- Instruct the school staff to park in the parking lot or on the south side of St. Benedict Drive. Estimated cost = \$0.00
- Bus loading moved to Bell Street. Estimated cost = \$1,000.00
- Painted crosswalk pavement markings at all crosswalks (including two new ones). Estimated cost = \$3,000.00
- Maintain priority sanding at school crossings during winter weather.

<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



*Mid-Term (One-year):*

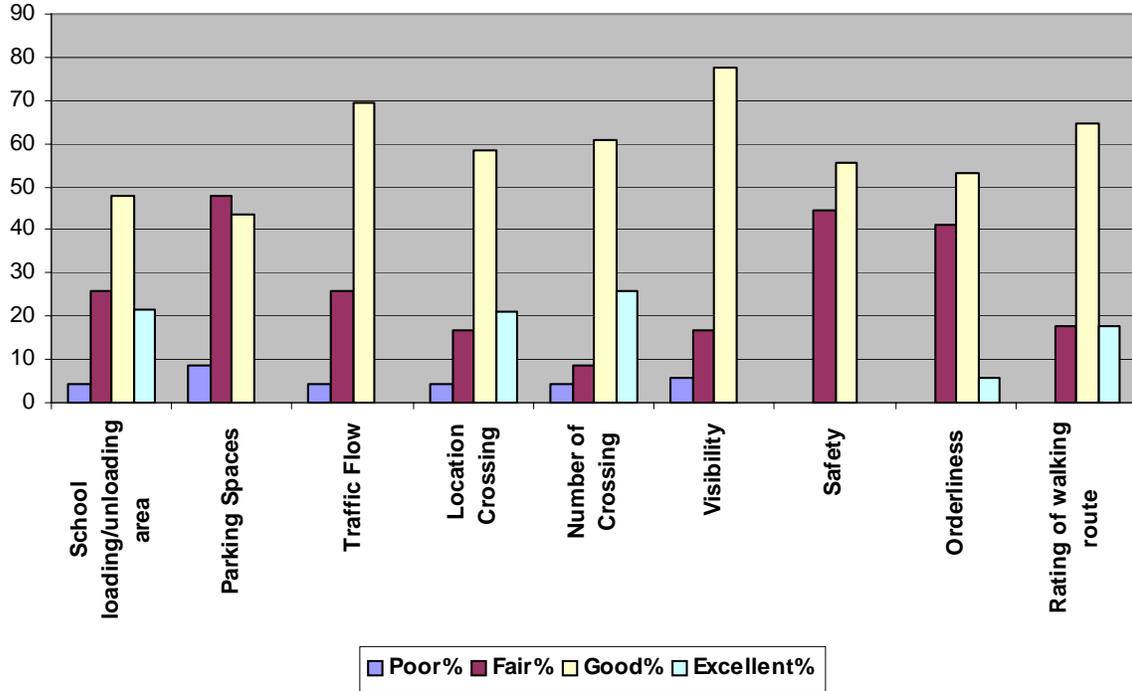
- Need direct sidewalk from crosswalk to school entrance and fencing around the southwest corner of school property. Estimated cost = \$8,400.00
- Sidewalk along Marian Street and a crosswalk at Nagel Street including an ADA ramp. Estimated cost = \$21,000.00
- Additional staff parking area and some assigned parking spots for traveling instructors. Estimated cost = \$15,000.00
- Angle parking on southwest driveway and northbound one-way. Estimated cost = \$500.00
- Painted crosswalk pavement markings at all crosswalks (including two new ones). Estimated cost = \$3,000.00

*Long-Term (Two years or more):*

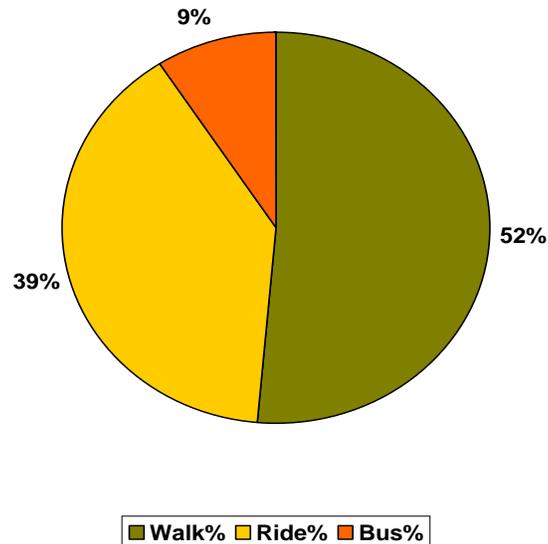
- Consider additional fencing around school (optional). Estimated cost = \$6,000.00
- Install preformed patterned pavement markings-grooved at all intersections. Estimated cost = \$24,000.00



### GRIMSRUD ELEMENTARY SCHOOL PUBLIC SURVEYS



### GRIMSRUD ELEMENTARY SCHOOL (How do children go to/from school?)



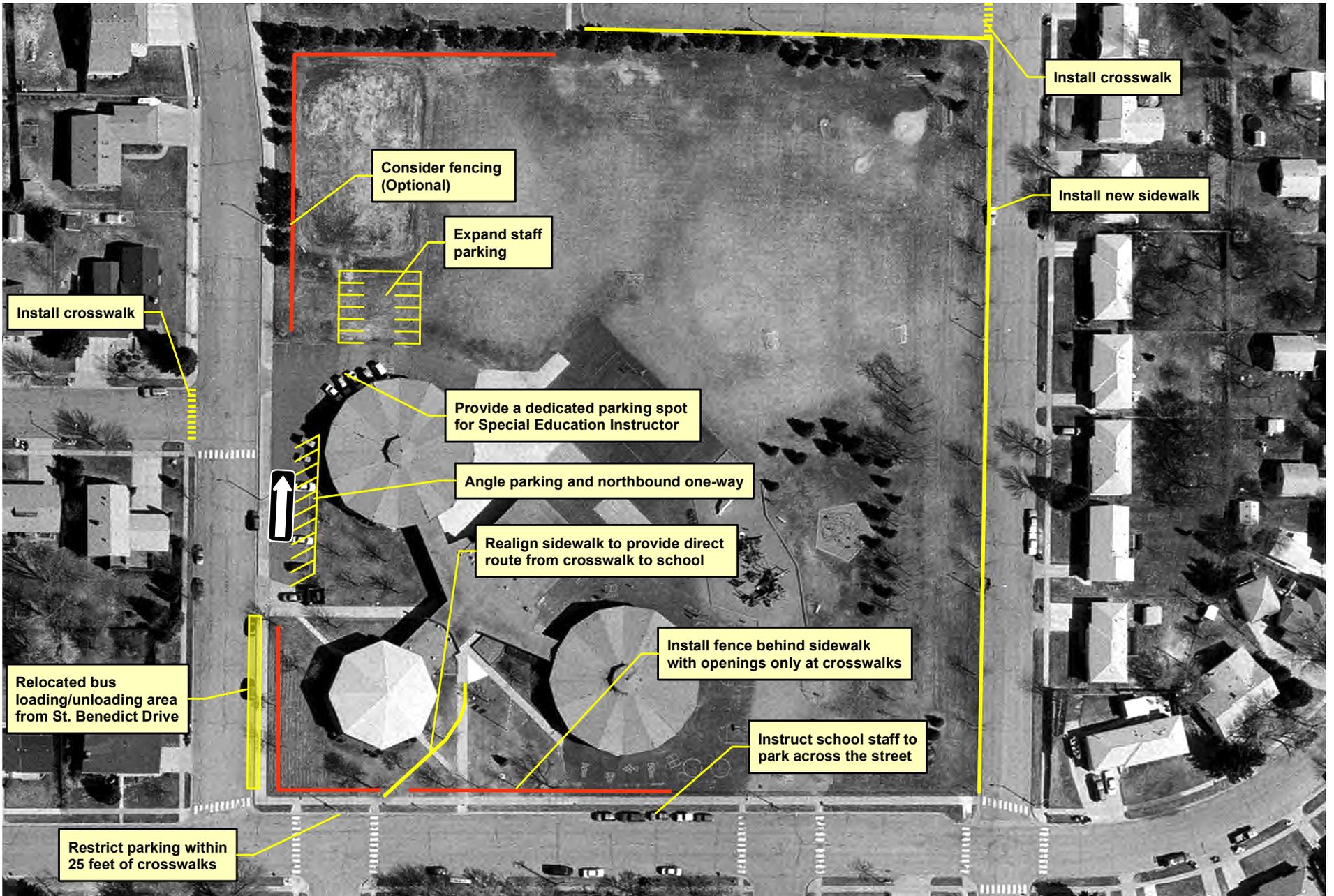
## Grimsrud Elementary School Survey Comments

- Vehicle speeds are too fast along Marian Drive and along Bell Street.
- Many students do not use the crosswalks along Marian Drive, they cross at mid-block locations.
- Lack of continuous sidewalks causes students to walk in the street which creates close calls.
- Some parents traveling southbound along Marian Drive drop their children off at the intersection of St. Benedict Street causing visibility problems for others.
- A crossing guard is needed for this school.
- Some parents double park blocking the traffic flow.
- The parking lot entrance crosses the sidewalk close to a school entrance. On several occasions it has been observed that vehicles back up and over the sidewalk.
- Redesign parking lot to provide angled parking to reduce the number of vehicles backing onto the sidewalk. Provide signs to designate the parking lot a one-way.
- Need sidewalk on the west side of the street on Marian Drive.
- Need flashing beacons.
- Encourage staff to park in the parking lot so that parents can park along St. Benedict Drive.
- Need a reserved area for special instructor's vehicles along St. Benedict Drive.
- Need crosswalk at the Nagel Drive and Marian Drive.
- Bus/van drop-off zone needs to be relocated to the west side of the school.
- Need more fences around the north side of playground.
- Many parents pick up children in the thru-lane along St. Benedict Drive. Some parents double park.



# GRIMSRUD ELEMENTARY SCHOOL ISSUES AND OBSERVATIONS MAP





Install crosswalk

Install new sidewalk

Consider fencing  
(Optional)

Expand staff  
parking

Install crosswalk

Provide a dedicated parking spot  
for Special Education Instructor

Angle parking and northbound one-way

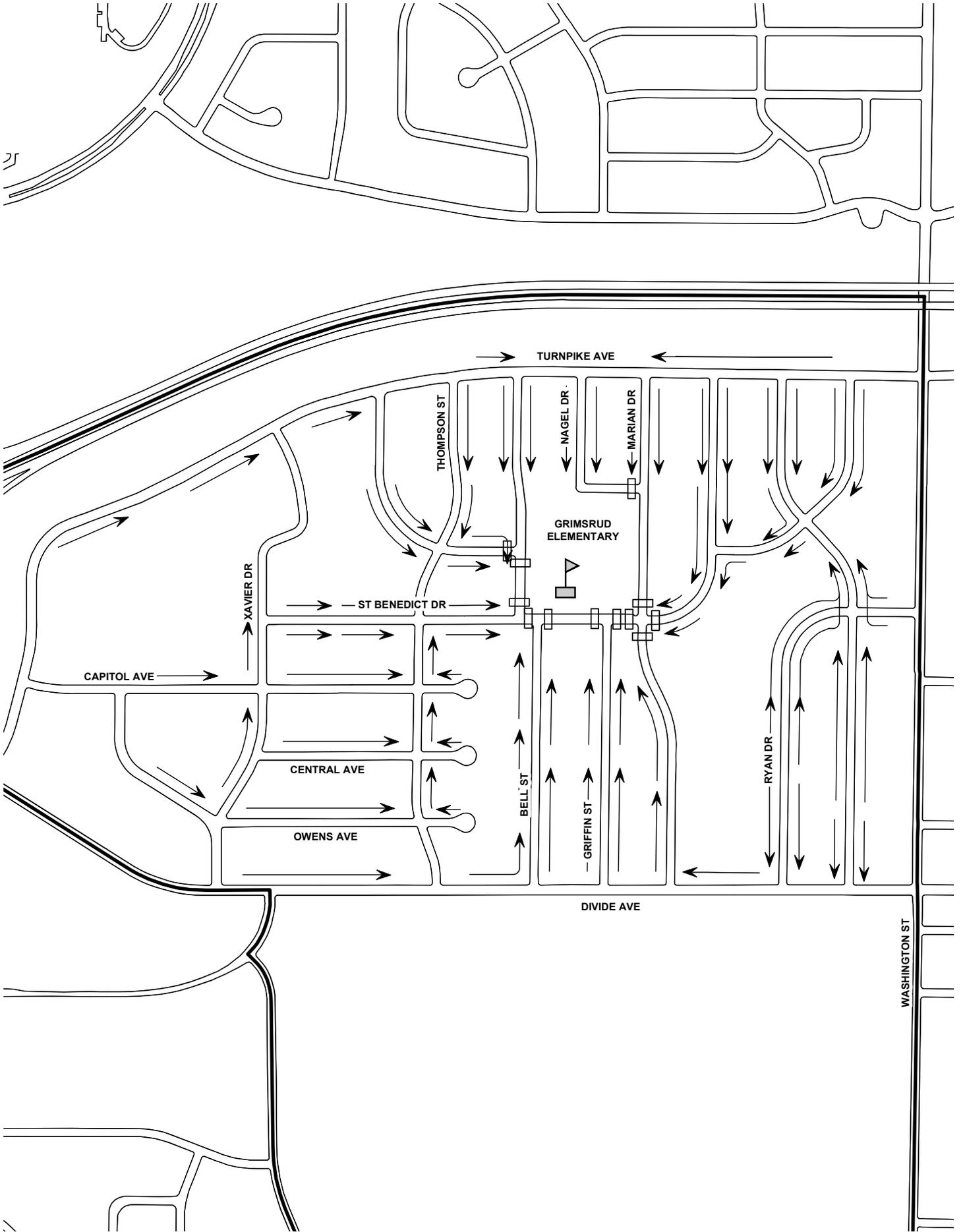
Realign sidewalk to provide direct  
route from crosswalk to school

Install fence behind sidewalk  
with openings only at crosswalks

Instruct school staff to  
park across the street

Relocated bus  
loading/unloading area  
from St. Benedict Drive

Restrict parking within  
25 feet of crosswalks



# MEMO

**Date:** October 14, 2004

**To:** File

**From:** Donovan Slag

**Re:** School Crossing Study: Grimsrud Elementary Observations

- October 13, 2004—cloudy 55°F.
- At 2:45pm, there are some cars parked along both sides of St. Benedict Drive.
- Parking lot for the faculty requires vehicles to drive onto the sidewalk.
- The intersection of Bell Street with St. Benedict Drive is offset – “dog-leg intersection”.
- Two buses arrive just before 3:00 pm and wait in the bus loading zone.
- Several students cross (eastbound) on the south leg of Bell Street/St. Benedict Drive intersection. This was after they had crossed the west leg of that same intersection. (It would’ve made more sense to cross the east leg of the intersection to get to their destination).
- Vehicle (GVC 568) heading eastbound going too fast (25-30 mph) along St. Benedict Drive.
- Vehicle parked between crosswalks on St. Benedict Drive blocks view of pedestrians.
- Peak traffic occurs at about 3:10 pm.
- Several pedestrians (students and parents) cross mid-block to get to their vehicles.
- Large SUV picks up student in through lane on St. Benedict Drive and then drives off, but stops for group of pedestrians crossing St. Benedict Drive.
- October 14, 2004—Morning observations, cloudy and windy, temperature is 45°F.
- At 7:40 am, there were about 1-2 parents per minute dropping off their students.
- At 7:50 am, there were about 2-3 parents per minute.
- Most parents drop their students off in the bus loading zone (yellow curb) or the handicapped zone.
- Faculty parking lot is about half full at 7:51 am.
- First bus arrives at loading zone at 8:00 am.
- Second bus arrives at 8:01 am.
- One student crosses the east leg of Griffin Street/St. Benedict Drive intersection.
- Just after 8:00 am, there is little or no through traffic, speeds are low (15-20 mph).
- An eastbound pickup stops in the through lane on St. Benedict Drive to drop off student at 8:07 am.
- At 8:07 am there are about 1-2 parents stopping by per minute.
- Several students are seen walking from the west on the south side of St. Benedict Drive; one student is on a bike. They cross St. Benedict Drive at the crosswalk,

the student on the bike crosses diagonally between the two crosswalks on Bell Street.

- A minivan stops on the crosswalk on the north side of St. Benedict Drive near the intersection of Griffen Street. After the students get out, the minivan does a U-turn on the crosswalk and then turns right to head south on Griffen Street. The minivan does this maneuver very quickly.
- A parent drops off their students in the faculty parking lot at 8:14 am; several students are walking from the north down Bell Street at this time.
- A student on the east side of Bell Street crosses St. Benedict Drive at 8:15
- A student and a parent cross mid-block at 8:24am.
- The four crosswalks in front of the school (on St. Benedict Drive) appear to have equal amounts of pedestrian traffic.
- A vehicle heading east on St. Benedict Drive does a U-turn at the intersection with Griffen Street and then drops off their student in the bus loading zone.
- A vehicle stops in the through lane of St. Benedict Drive to drop off their student while a vehicle waits behind them. The student getting out of the first vehicle then crosses in front of their parent's vehicle mid-block.
- An eastbound car drives past the intersection of St. Benedict Drive and Bell Street and stops on the crosswalk, lets their students out, then the vehicle backs up onto Bell Street and then turns left to go westbound on St. Benedict Drive.
- After dropping off student, a westbound vehicle does a U-turn on St. Benedict Drive so that they can go east.
- A vehicle pulls partway into the driveway of the faculty parking lot to drop off their student.

TALKED WITH: Barbara Livermont, Grimsrud Elementary  
RECORDED BY: Donovan Slag  
PROJECT: School Crossing Study  
SUBJECT: School Crossing Issues  
DATE: October 19, 2004

**Observations and facts:**

- There are 300 students at Grimsrud Elementary School.
- There are no crossing guards associated with Grimsrud and they are not needed at this time.
- There are two or three staff members watching students after school at the front entry; their main job is to monitor the students, not the traffic.
- Parents are informed of safety issues in the newsletter. Kindergarten orientation for parents provides information on motorist and pedestrian safety.
- All the teachers educate the students on safety.
- There is fencing around most of the playground with some access points.
- Bicycle parking doesn't seem to be an issue.
- A lot of parents park along the north side of St. Benedict Drive to pick-up or drop-off their students.
- Students begin arriving at 7:15am.
- Grimsrud participates in after-school programs.
- The crosswalks around the school are adequate.
- Faculty parking lot has room for more vehicles.
- No major accidents in the last few years.

**Problems:**

- An accident involving a bus hitting a parked vehicle required police assistance. A vehicle had parked in the bus loading zone, causing the bus to hit another parked vehicle.
- The principal has considered more fences around the north side of the playground. The school has had problems with older kids having parties on top of the building (they park their vehicle near the building and climb up onto the roof).
- Parents stop in the through lane (St. Benedict Drive) to pick up students.
- High speed has been seen on Bell Street.

**Recommendations from the Principal:**

- Examine the west side of the school—to utilize that area more efficiently. Try to encourage more school employees to park in the parking lot so the street parking along St. Benedict Drive can be used by parents.
- It may be ideal to have an area reserved for special education instructors' vehicles. This area would be located on the south side of the school along St. Benedict Drive.
- Make recommendations on what should be done about van drop-off zones.
- Evaluate the need for a crosswalk at the intersection of Nagel Drive and Marian Drive.

## Highland Acres Elementary School

Student body:	143
Staff:	38 (some are part-time)
Off Street Staff Parking:	19
Staff/Parking Ratio:	2.0/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on following pages for more detail.)

- Nearly 50% walk, with the 50% are brought by parents to school, and none ride the bus
- The major issue was parking spaces, nearly 60% rated parking spaces as poor or fair
- Over 75%, rated location and number of crosswalks as good to excellent
- Nearly 80%, rated the walking route as good to excellent

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Cars are parked in both of the “No Parking” zones, as well as on both crosswalks.
- Cars are parked in the bus loading zone.
- No crosswalk at the corner of Prairie Road and Pioneer Road.
- Several crosswalks are not well marked or need repainting.

### Recommendations:

(Please refer to the Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Install “No Parking” zones within 25’ of crosswalks. Estimated cost = \$1,000.00
- Remove loading zone from between the crosswalks. Estimated cost = \$600.00
- Install “No U-turn” signs to reduce the u-turns over the crosswalks. Estimated cost = \$100.00
- Maintain priority sanding at school crossings during winter weather.

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



- Recommend adult supervision in the afternoon at the crosswalks in front of the main school entrance. Estimated cost = \$0.00
- Install “Advance Warning” sign for school zone. Estimated cost = \$135.00

***Mid-Term (One- year):***

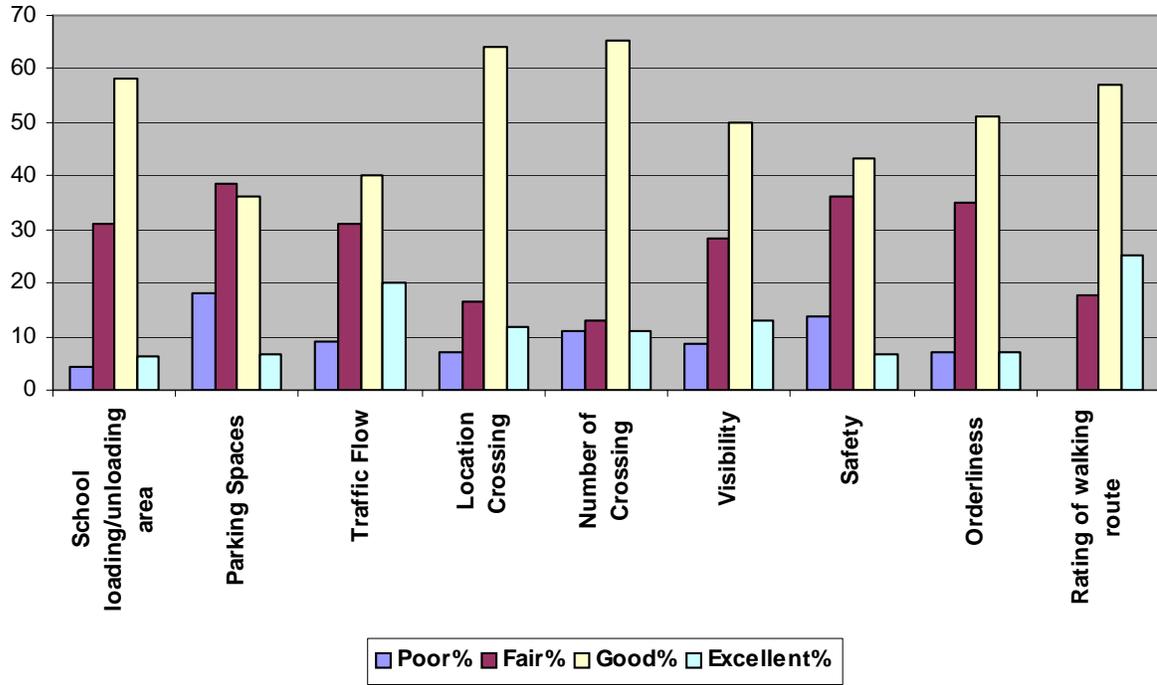
- Five additional crosswalks at Pioneer Road and Prairie Drive, Highland Acres Road and Prairie Road, and Coulee Road and Highland Acres Road. Estimated cost = \$1,300.00
- Repaint crosswalks on Highland Acres Road. Estimated cost = \$1,800.00
- “Speed Limit” sign and “School Zone” sign on Highland Acres Road. Estimated cost = \$1,00.00

***Long-Term (Two years or more):***

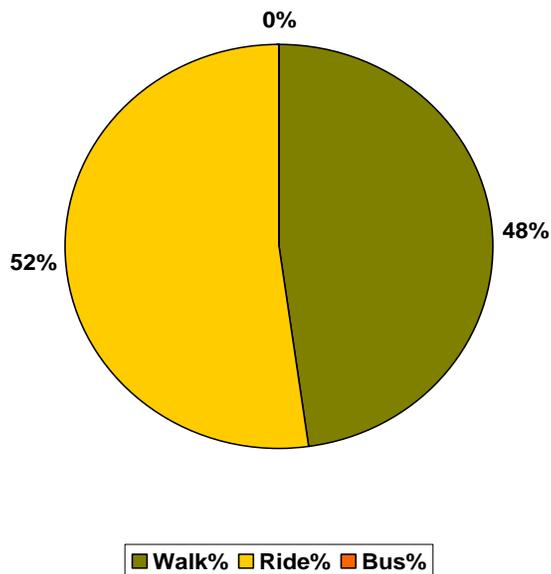
- Sidewalk on both sides of Coulee Road and install ADA ramp. Estimated cost = \$24,000.00
- Install preformed patterned pavement markings-grooved at intersections. Estimated cost = \$21,000.00
- Expanding staff parking. Estimated cost = \$10,000.00



**HIGHLAND ACRES ELEMENTARY SCHOOL  
PUBLIC SURVEYS**



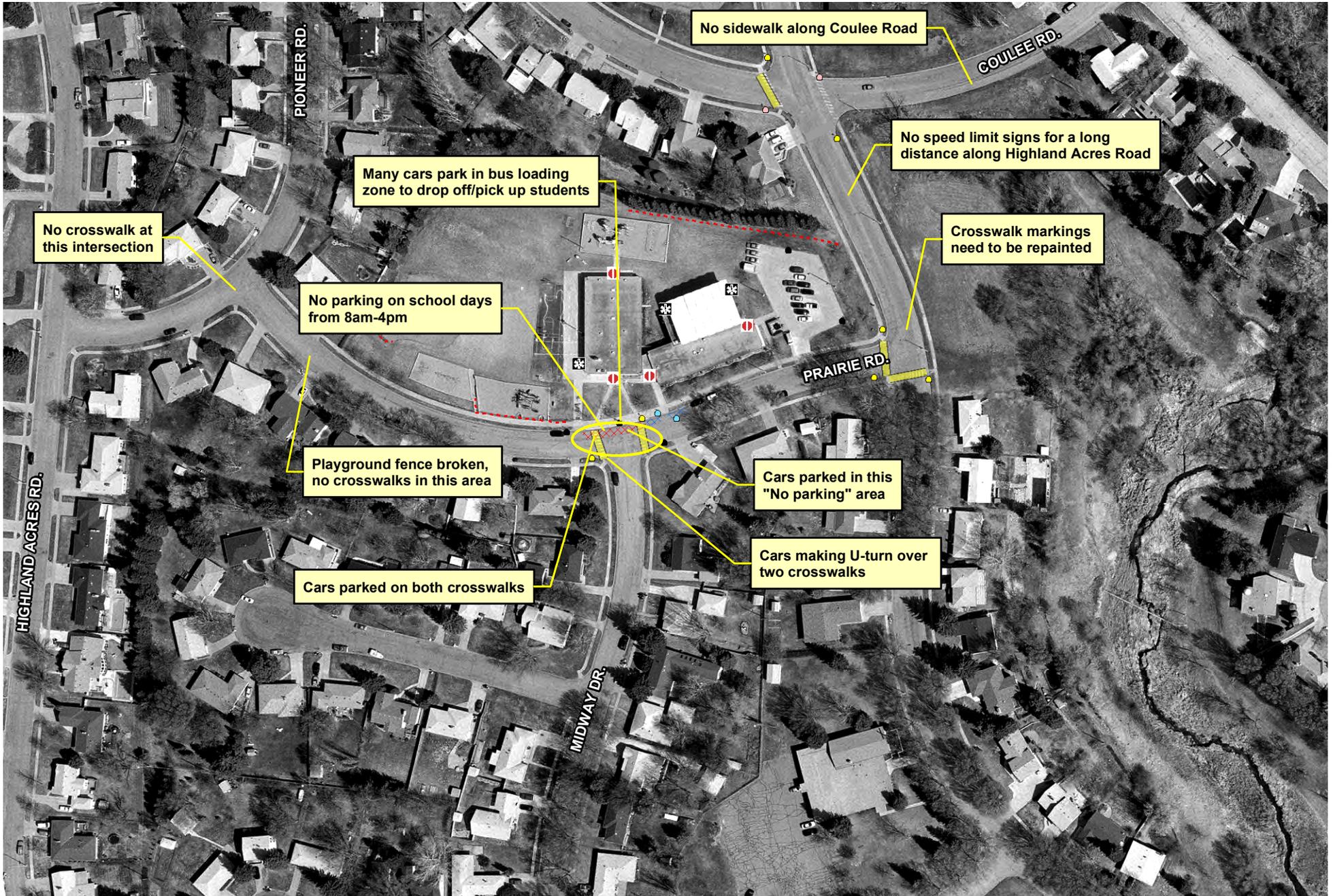
**HIGHLAND ACRES ELEMNTARY SCHOOL  
(How do children go to/from school?)**



## Highland Acres Elementary School Survey Comments

- The two crosswalks on Prairie Road in front of the school have poor sight distance due to on-street parking and vehicles that park over the crosswalks.
- Vehicles often park in the bus loading zone.
- The crosswalks are poorly marked.
- There is a problem with double parking.
- Need crosswalk markings at Highland Acres Road and Coulee Road intersection.
- Need sidewalk along Coulee Road.
- Playground needs fence on north side.
- “Yield” signs needed at north Parkview Road and Coulee Road.
- Need a separate drop-off/pick up area.
- Prairie Drive needs better winter maintenance (removing snow/sanding).
- Adult supervision needed in the bus-loading zone.
- Speeding is a problem near the school—more police presence is needed.
- Traffic control signs are needed at more intersections.
- Enforce the “No Parking” zone and establish more locations for parking.





No sidewalk along Coulee Road

No speed limit signs for a long distance along Highland Acres Road

Crosswalk markings need to be repainted

Cars parked in this "No parking" area

Cars making U-turn over two crosswalks

Cars parked on both crosswalks

Playground fence broken, no crosswalks in this area

No parking on school days from 8am-4pm

Many cars park in bus loading zone to drop off/pick up students

No crosswalk at this intersection

PIONEER RD.

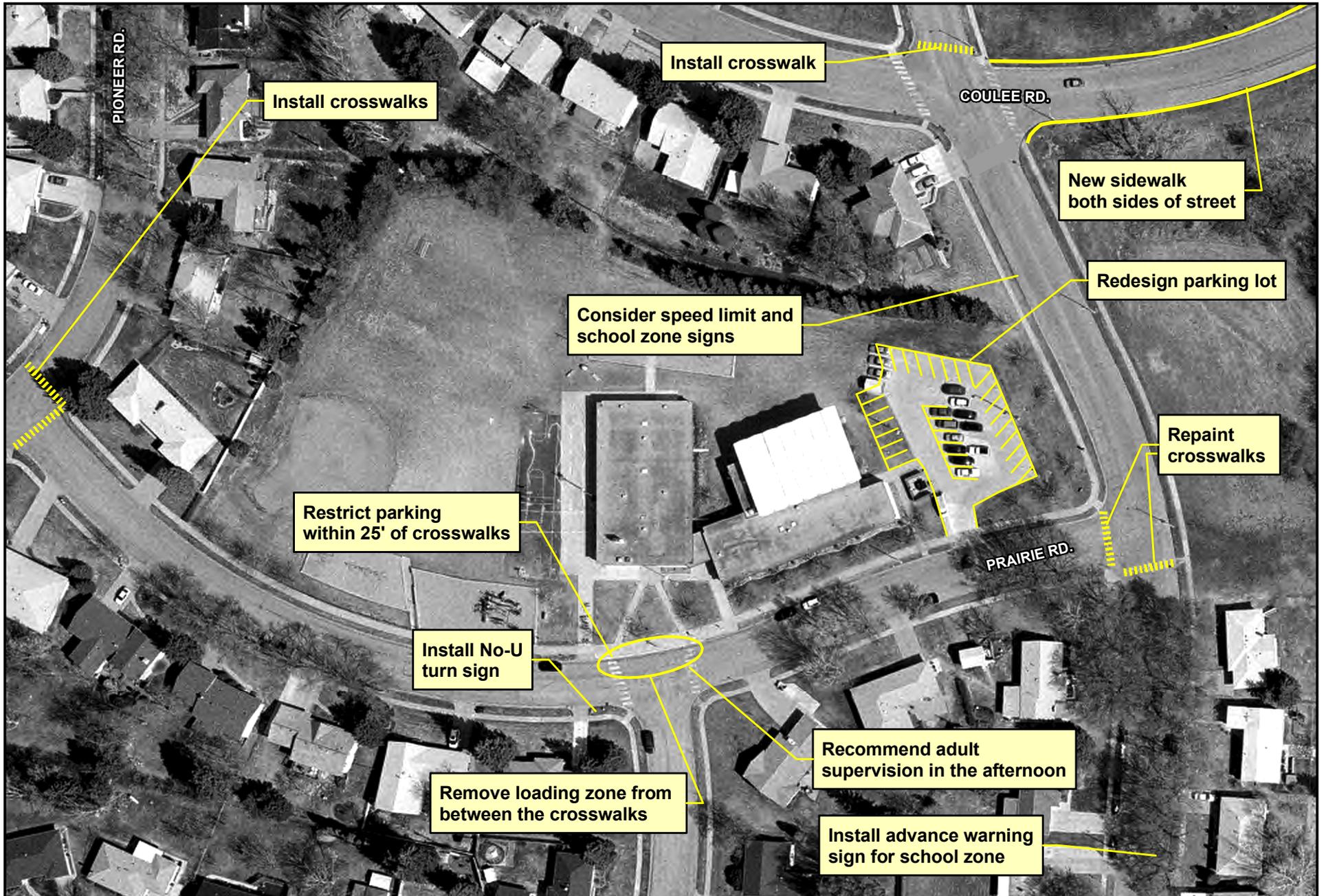
COULEE RD.

PRAIRIE RD.

MIDWAY DR.

HIGHLAND ACRES RD.

# HIGHLAND ACRES ELEMENTARY SCHOOL RECOMMENDATION MAP





TALKED WITH: Joyce Hinman, Highland Acres Elementary  
RECORDED BY: Swara Farheen  
PROJECT: School Crossing Study  
SUBJECT: School Crossing Issues  
DATE: October 14, 2004

**Observations and facts:**

- October 14, 2004—Observation time from 3:05-3:15 pm and the temperature was 60°F.
- October 19, 2004—Observation time from 8:15-8:35 am and the temperature was 35°F.
- There are approximately 143 students enrolled at Highland Acres.
- There are approximately 12-15 students in the blast program, these students stay at the school between 3:00-6:00 pm.
- Students arrive at school at 7:45 am.
- Information about safety is included in the school newsletter, which circulates at the beginning of the school year. Other surveys have been conducted about safety. The school has an adopt-a-cop.
- The school educates the students about safety. Police also talk to students about biking, head injuries, etc.
- The school has adequate bicycle parking, staff parking, and handicap parking.
- The school does not have bus service. There are 2-3 vans that pick up and drop off students per day.
- There is a playground supervisor who works from 8:00-8:30 am. There is no supervision provided in the afternoon.
- Many vehicles park in the crosswalk.
- Many vehicles park in the “No Parking” zone.
- High vehicle speeds were observed on Highland Acres Road.

**Problems:**

- Mrs. Hinman observed vehicles parked in handicapped parking.
- Mrs. Hinman observed high vehicle speed inside the school zone on Highland Acres Road.
- Mrs. Hinman observed vehicles parked in the crosswalks; and in the “No Parking” zone.
- Vehicles also park in the “No Parking” zone on the other side of the street.

**Recommendations from the Principal:**

- Playground needs fencing on the north side.
- The Highland Acres Road and Coulee Drive intersection needs a better marked crosswalk.
- The east side of Coulee Drive needs a sidewalk.
- A speed limit sign is needed on Highland Acres Road, no sign is present on Highland Acres Road.

- Police presence is preferred on Highland Acres Road to enforce the high speed area.

# MEMO

**Date:** October 26, 2004

**To:** File

**From:** Swara Farheen

**Re:** School Crossing Study: Highland Acres Elementary Observations



- October 19, 2004—Morning observation and the temperature was 35°F.
- October 14, 2004—Afternoon observation and the temperature was 60° F.
- The peak was 8:15-8:35 am and 3:05-3:15 pm.
- The school has adequate bicycle parking, staff parking, and handicap parking.
- The school does not have bus service. There are 2-3 vans that pick up and drop off students per day.
- There is a playground supervisor who works from 8.00-8.30 am. No supervision is provided in the afternoon.
- Vehicles park and block the crosswalk in front of the main two entrances of the school on Prairie Drive.
- Vehicles park in the “No Parking” zone on Prairie Drive, both on the school side and on the other side of the street.
- I have seen vehicles making U-turns on Prairie Drive in the crosswalk. Based on my observation, this is a high priority issue for the school.
- The school is in a quiet neighborhood and the traffic volume is low, other than school commencement and dismissal times. Vehicle speed is more than 20 mph on Highland Acres Road. No speed limit signs were observed on Highland Acres Road.
- Students coming from vehicles parked on the other side of Prairie Drive cross the street without using the crosswalk. Some students cross this street to get in a vehicle parked on the other side of the street without using the crosswalk.
- Students walking to school by use the crosswalk; they are also cautious and look both directions before they cross.
- Street lighting is adequate.
- Now there are crosswalk signs on Midway Drive, Prairie Road, and Highland Acres Road.
- By 3:00 pm both sides of Prairie Drive and Midway Drive is full of vehicles waiting for students. Parents cross the street without using the crosswalk.
- By 3:15 pm most students have left the school.

- “No Parking” zones are extensively used by parents to drop students off and the students do not use the crosswalk.
- Many parents park in the handicap parking to drop off students.
- Vehicles are parked in the “No Parking” zone on the other side of the school, this blocks visibility of pedestrians using the crosswalk.
- Students that walk home to Coulee Drive use the intersection of Coulee Drive and Highland Acres Road. This intersection does not have a crosswalk. In addition, there is no sidewalk on the east side of Coulee Drive, which forces pedestrians to walk on the street.
- There is no crosswalk at the intersection of Pioneer Road and Prairie Road intersection.

## Robert Miller Elementary School

Student body:	525
Staff:	59 (some are part-time)
Off Street Staff Parking:	26
Staff/Parking Ratio:	2.3/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- 75% of the students are brought by parents to school, 15% walk to school, and 10% by bus
- The number one concern with over 80% rated parking spaces as poor or fair
- Traffic flow was a close second with nearly 80% rated as poor or fair; and loading and unloading zones rated just over 70% as poor or fair
- 55% rated the walking route as good or excellent

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Parents double park and use the bus loading zone “No Parking” area to drop-off and pick up children.
- Cars park over the crosswalk blocking visibility and then making u-turns over crosswalks.
- Staff parking on south side of Jackson Avenue.
- There is higher vehicle speed on Jackson Avenue; and lack of adequate signs and crosswalk markings at 20<sup>th</sup> Street and Jackson Avenue.

### Recommendations:

(Please refer to the Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Relocate bus loading zone from 20<sup>th</sup> Street to Jackson Avenue and provide adequate “No Parking – Bus Loading Zone” signs. Estimated cost = \$800.00
- Install “No Parking” zones within 25’ of crosswalks. Estimated cost = \$500.00

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



- Install “No U-turn” signs to reduce the u-turns over the crosswalks. Estimated cost = \$100.00
- Use entire lane on 20<sup>th</sup> Street for parent pick up and drop-off zone. Estimated cost = \$400.00
- Put handicapped parking on Jackson Avenue near north entrance sidewalk with proper signing and striping. Estimated cost = \$650.00
- Painted crosswalk pavement markings at intersections. Estimated cost = \$600.00
- Fence along 20<sup>th</sup> Street to funnel children to crosswalks and sidewalks. Estimated cost = \$1,900.00
- As part of the school expansion, consider expansion of off-street staff parking.
- Consider crossing guards at 20<sup>th</sup> Street and Jackson Avenue.
- Maintain priority sanding at school crossings during winter weather.

***Mid-Term (One-year):***

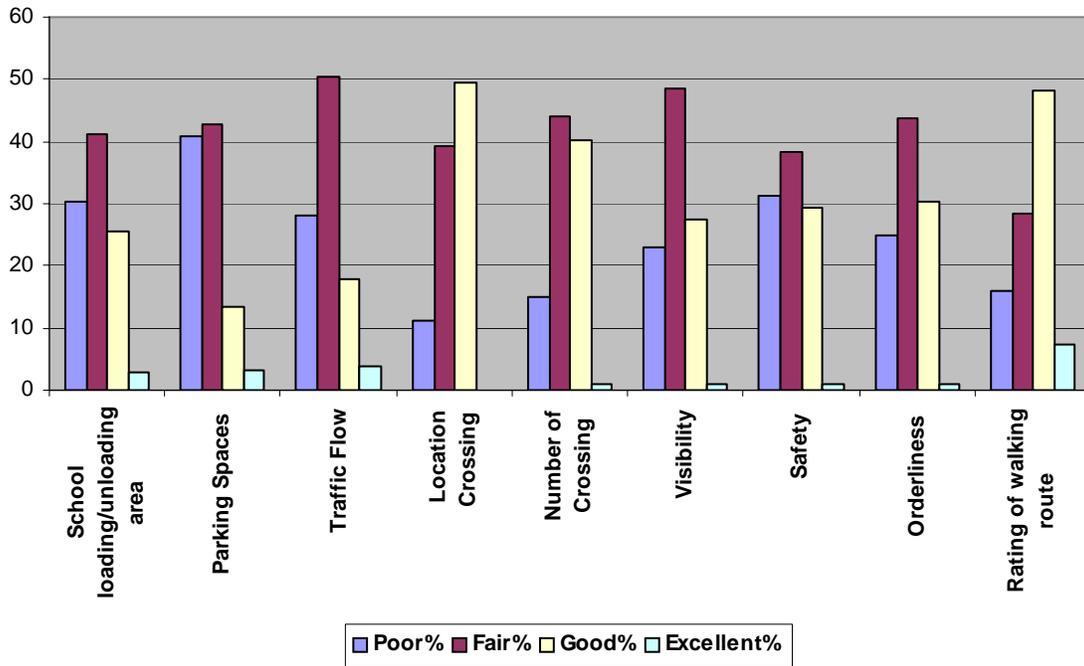
- Painted crosswalk pavement markings at intersections. Estimated cost = \$600.00

***Long-Term (Two years or more):***

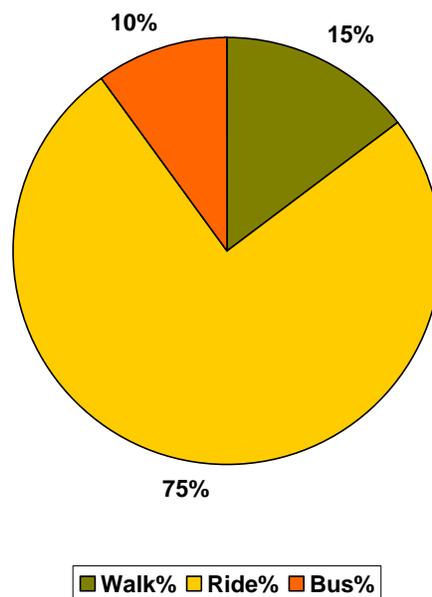
- New sidewalk on the west side of 23<sup>rd</sup> Avenue and ADA ramp. Estimated cost = \$13,000.00
- Install preformed patterned pavement markings-grooved at intersections. Estimated cost = \$10,800.00



**ROBERT MILLER ELEMENTARY SCHOOL  
PUBLIC SURVEYS**



**ROBERT MILLER ELEMENTARY SCHOOL  
(How do children go to/from school?)**

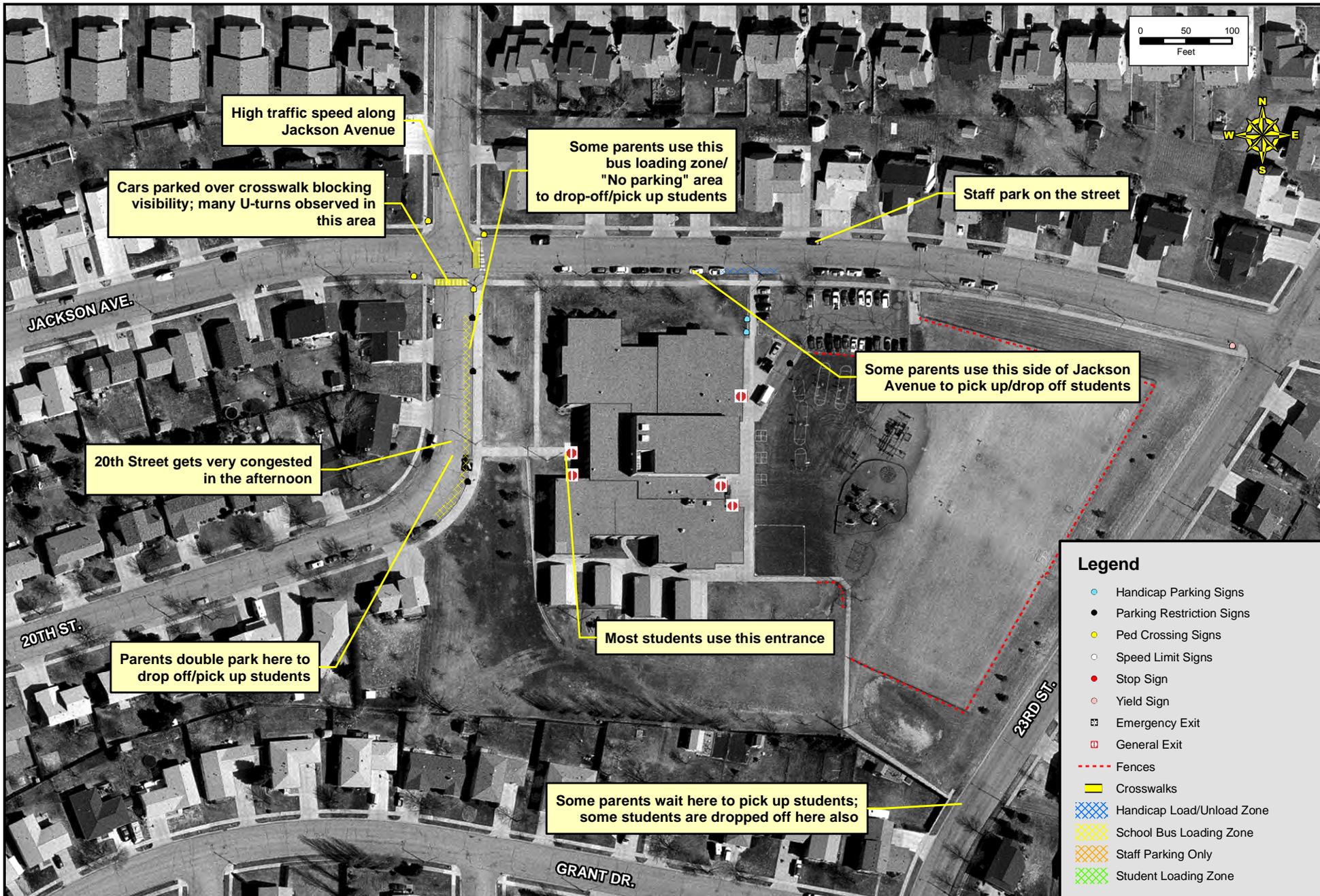


## Robert Miller Elementary School Survey Comments

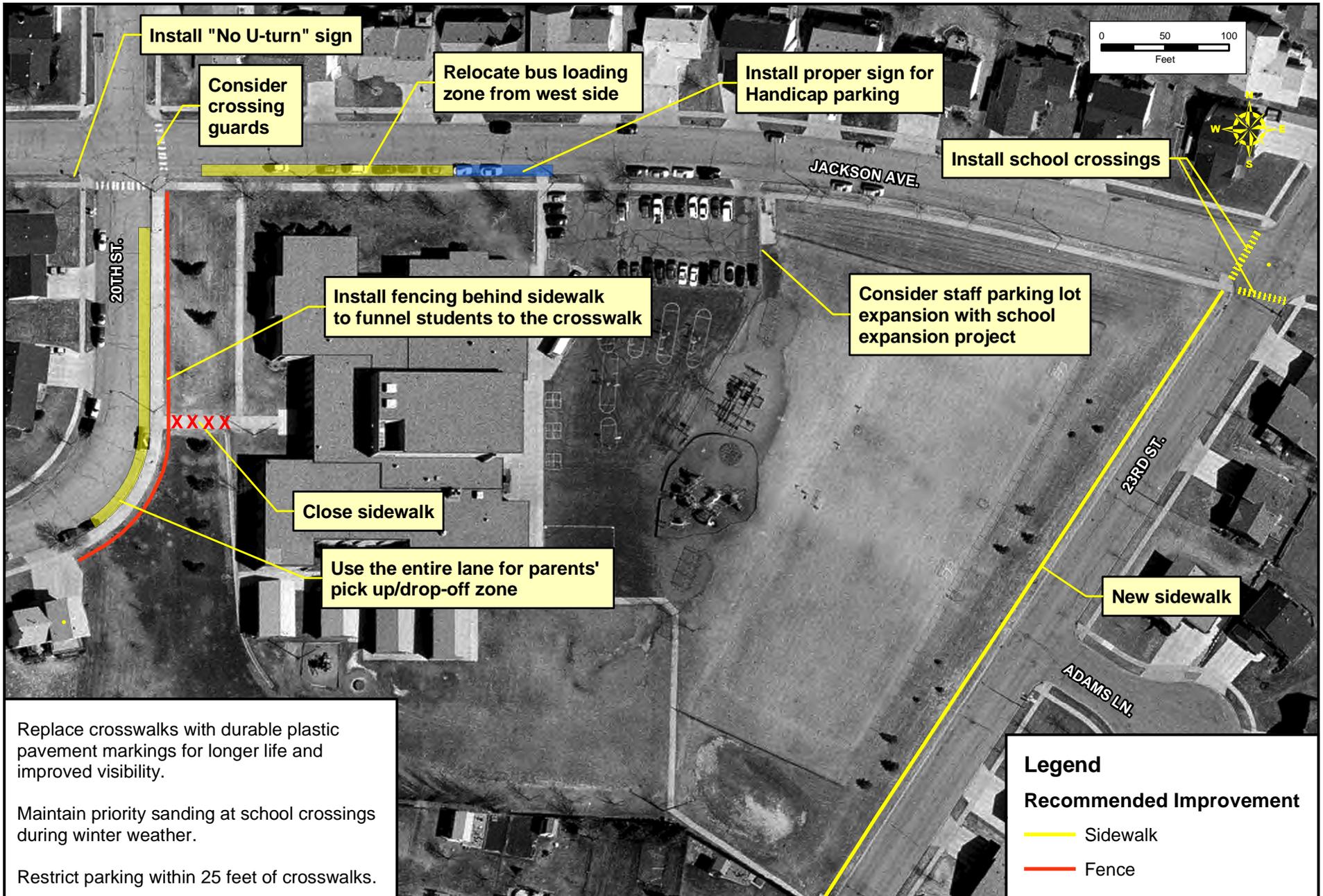
- Dropping students off in the morning is “terrible” because of the congestion.
- Cars double park disrupting normal traffic flow on 20<sup>th</sup> Street and Jackson Avenue.
- Need more crosswalks in front of the school.
- Many parents drop students off on the west side of 20<sup>th</sup> Street and let them cross the street alone. Many students run across 20<sup>th</sup> Street.
- Need police presence every now and then to regulate normal traffic flow.
- Need a crosswalk and crossing guard on 19<sup>th</sup> Street.
- A four-way stop is needed at the Jackson Avenue and 20<sup>th</sup> Street intersection and the Jackson Avenue and 23<sup>rd</sup> Street intersection.
- Adult supervision needed in front of school.
- Crossing guards are needed at the crosswalks.
- Cars parked over crosswalk blocking the view of students waiting to cross.
- Occasionally, vehicles are parked on the wrong side of the street.
- A sidewalk is needed from the corner of Jackson Avenue and 20<sup>th</sup> Street to the school.
- Vehicle speeds are too fast near the school.
- Need a separate bus lane.
- Need flashing beacons.



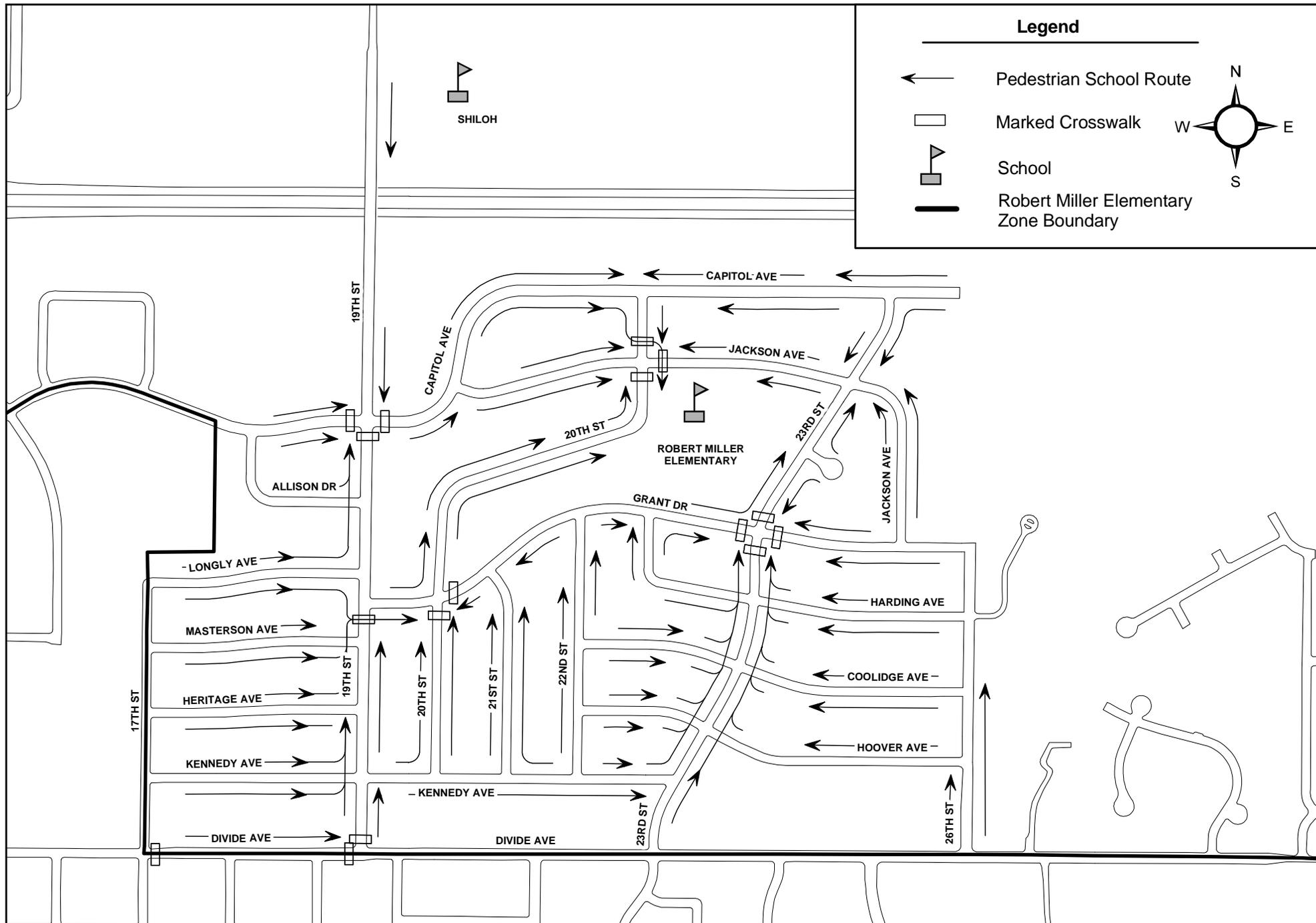
# ROBERT MILLER ELEMENTARY SCHOOL ISSUES AND OBSERVATIONS MAP



# ROBERT MILLER ELEMENTARY SCHOOL RECOMMENDATION MAP



# Robert Miller Elementary 2005 Safe Route to School Map



TALKED WITH: Maynard Gunderson, Robert Miller Elementary  
RECORDED BY: Swara Farheen  
PROJECT: School Crossing Study  
SUBJECT: School Crossing Issues  
DATE: October 12, 2004

**Observations and facts:**

- October 12, 2004—Observation time was in the afternoon and the temperature was 60°F. Peak traffic occurred from 3:05-3:15 pm.
- October 15, 2004— Observation time was in the morning and the temperature was 38°F. Peak traffic occurred from 8:20-8:35 am.
- There are approximately 525 students that attend Robert Miller Elementary, with 35 students in the Blast program who stay until 3:00-6:00 pm. Approximately 30 students arrive at 7:45 am for band class.
- Information about safety on crosswalks and double parking goes out in the newsletter at the beginning of the year. Currently, the school does not receive any input from the law enforcement about safety. Since November 2003, there had been no Adopt-a-Cop program. The school is looking into hiring a parent to be the officer for the school.
- Currently the school does not give training or does not give a “walk through” about safety to the students.
- The playground is fenced.
- Not many students ride bicycles.
- Some parents double park on 20<sup>th</sup> Street to drop-off or pick up students.
- There is a sidewalk on the east side of the school through the playground connecting 23<sup>rd</sup> Street. Some students use the sidewalk to be picked up or dropped off by their parents waiting on 23<sup>rd</sup> Street.
- Mr. Gunderson said the school presently has two buses carrying about 60 to 70 students. There are about 5 to 6 vans carrying 50 students. The school has a separate bus loading zone on 20<sup>th</sup> Street in front of the main entrance of the school.
- The kindergarten students are dismissed at 11:20 am. At those hours, parents are allowed to pick up children from the bus loading zone.
- The staff is told to park on the other side of Jackson Avenue, so that the side adjacent to the school can be used to pick up or drop-off students by parents.
- Most parents use 20<sup>th</sup> Street to pick up children at 3:05-3:15 pm.
- Mr. Gunderson said he cannot recall any accidents in the last 3-5 years.
- The school presently has no crossing guard.
- Talked with the head custodian, he mentioned that high vehicle speed is a problem on Jackson Avenue and on 20<sup>th</sup> Street in the afternoon.

**Problems:**

- Mr. Gunderson said that the major concern is 20<sup>th</sup> Street in the afternoon. Many parents park on the other side of 20<sup>th</sup> Street and students run to their parents' vehicles without using the crosswalks. Many parents double park to pick up children.
- There are not adequate parking spaces for staff, some staff park on Jackson Avenue.
- Vehicles have high speeds on Jackson Avenue, which become risky for some elementary students crossing the street.

**Recommendations from the Principal:**

- The 20<sup>th</sup> Street and the Jackson Avenue intersection may need a crossing guard.

## Dorothy Moses Elementary School

Student body:	440
Staff:	66 (some are part-time)
Off Street Staff Parking:	37
Staff/Parking Ratio:	1.8/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- 64% of the students are brought by parents to school, only 22% walk to school, and 14% by bus
- Parking spaces is the number one rated concern with over 70% rating this as poor or fair
- Loading and unloading zones is a close second with about 65% rating this as poor or fair
- Over 80% rated the walking route as good or excellent

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Parents double park and use the bus loading zone “No Parking” area to drop-off and pick up children.
- Cars park near corners of the intersections blocking adequate views.
- Staff park on west side of Columbia Street in front of the school.
- Children are dropped off in middle of the street and other parents do not stop for children in the street.

### Recommendations:

(Please refer to the Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Install “No Parking” zones within 25’ of crosswalks. Estimated cost = \$1,500.00
- Consider a “Stop” sign at Denver Avenue and Columbia Drive. Estimated cost = \$100.00

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



- Painted crosswalk pavement markings at all intersections. Estimated cost = \$2,000.00
- Maintain priority sanding at school crossings during winter weather.
- Encourage parent parking on the south side of Tulsa Drive. Estimated cost = \$0.00
- Maintain crossing guard at the intersection of 3<sup>rd</sup> Street and Omaha Drive. Estimated cost = \$0.00

***Mid-Term (One-year):***

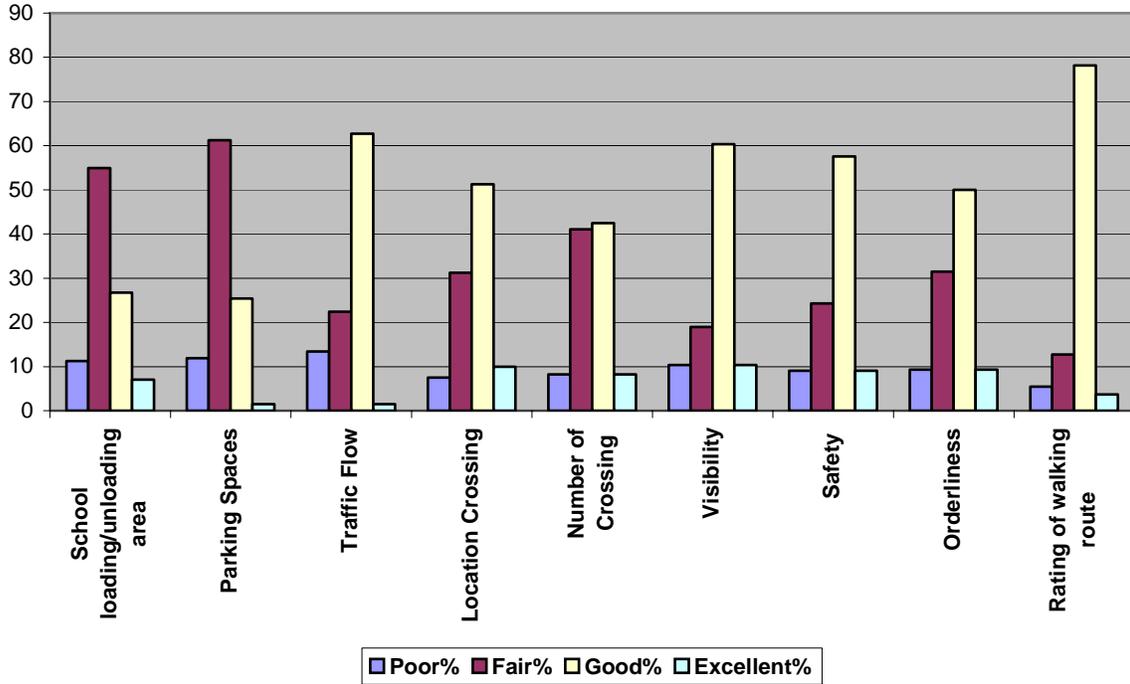
- Monitor traffic and review warrants for a “Stop” sign/signal at Denver Avenue and 3<sup>rd</sup> Street. Estimated cost = 0
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$2,000.00

***Long-Term (Two years or more):***

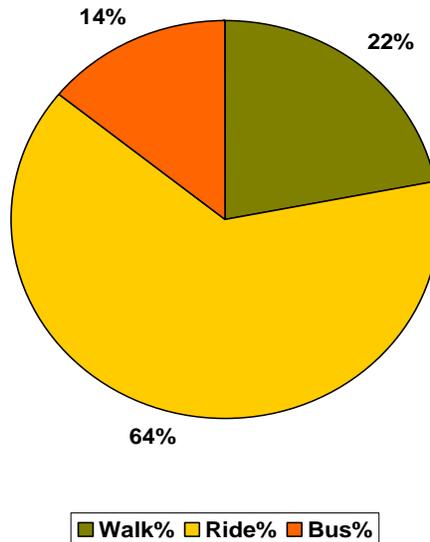
- Increased staff parking area. Estimated cost = \$29,000.00
- Install preformed patterned pavement markings-grooved at intersections. Estimated cost = \$16,200.00



**DOROTHY MOSES ELEMENTARY SCHOOL  
PUBLIC SURVEYS**



**DOROTHY MOSES ELEMENTARY SCHOOL  
(How do children go to/from school?)**



## Dorothy Moses Elementary School Survey Comments

- More law enforcement is needed around the area.
- Flashing beacons are needed at all crossings during peak hours.
- Street lighting is not adequate.
- Students are dropped off in the middle of the street.
- Some parents do not stop for other children.
- Crosswalks need to be repainted.
- Students should have supervision from staff members in the afternoon.
- Restrict teachers from parking in front of school.





Requests for four-way stop control at Denver Avenue

Complaints of vehicles speeding

Staff park in front of school

Too many students crossing midblock



Monitor traffic and review warrants for stop sign/signal

Encourage parents parking

Consider north-south stop sign instead of yield sign

Relocate bus loading zone to the north

Consider expanded staff parking

Maintain crossing guard at this location

LARAMIE DR.

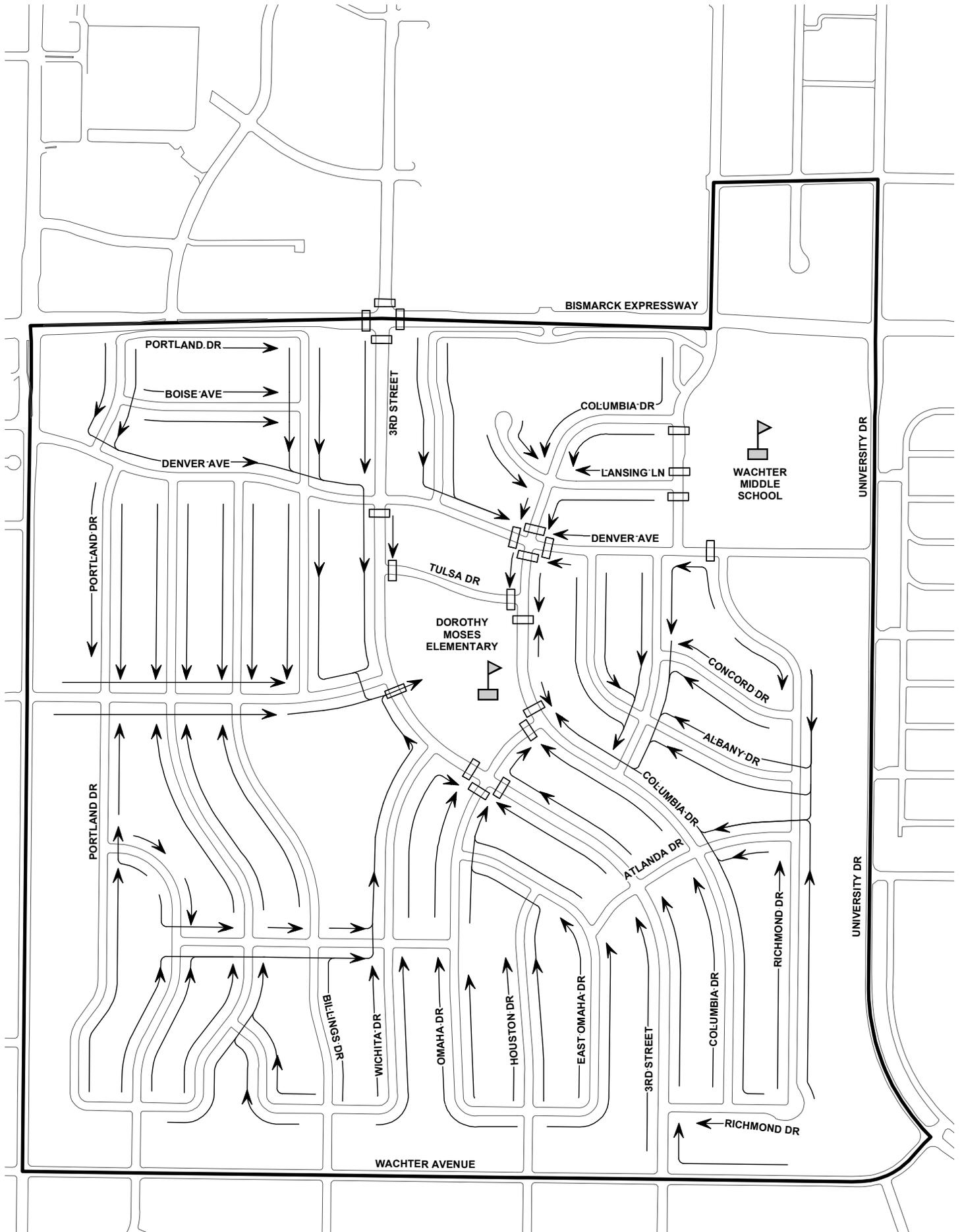
COLUMBIA DR.

DENVER AVE.

7TH ST.

ALBANY DR.

3RD ST.



BISMARCK EXPRESSWAY

PORTLAND DR

BOISE AVE

DENVER AVE

3RD STREET

COLUMBIA DR

LANSING LN

WACHTER MIDDLE SCHOOL

DENVER AVE

TULSA DR

DOROTHY MOSES ELEMENTARY

CONCORD DR

ALBANY DR

COLUMBIA DR

ATLANTA DR

PORTLAND DR

BILLINGS DR

WICHITA DR

OMAHA DR

HOUSTON DR

EAST OMAHA DR

3RD STREET

COLUMBIA DR

RICHMOND DR

RICHMOND DR

UNIVERSITY DR

UNIVERSITY DR

WACHTER AVENUE

TALKED WITH: Dr. Claudia Tomanek, Dorothy Moses Elementary School

RECORDED BY: Chowdhury Haider

PROJECT: School Crossing Study

SUBJECT: School Crossing Issues

DATE: October 1, 2004

**Observations and facts:**

- School begins at 8:30 am and dismissal is at 3:05 pm.
- There are approximately 440 students.
- The school has two front entries.
- The school has a crisis management handbook; they have provisions for safety drills, presentations from law enforcement, etc. They also have a newsletter, which sometimes includes information on traffic safety, necessity of seat belts, etc.
- The school has adequate sidewalks, playgrounds, and fencing.
- There are several sidewalks around the school area, because some of the students walk to school.
- They have adequate bicycle parking.
- The school has a crossing guard at the 3<sup>rd</sup> Street and Omaha Drive intersection.
- The school has a designated bus loading and unloading area. This area sometimes is occupied by parents' vehicles.
- The parking area in front of school is not adequate for parent parking. Two-way lanes exit in front of the school. In the morning and afternoon, parents use both sides of the street for parking.
- One flashing beacon exists on 3<sup>rd</sup> Street, which is the west side of the school.
- The school hasn't had an accident in the last five years.

**Problems:**

- Inadequate parent and staff parking. It is difficult for busses to load and unload due to the irregular parked vehicles.
- People do not maintain the speed limit on 3<sup>rd</sup> Street, which is located on the back side of the school.

**Recommendations from the Principal:**

- The school doesn't have adequate parking for parents in front of the school.
- The south side of the school could be used for diagonal parking spaces.
- More safety improvement (crossing guard, flashing beacons. etc.) at the 3<sup>rd</sup> Street and Denver Avenue intersection.
- The need for more staff parking. In the early morning, they have extra staff because the school houses the central kitchen. In addition, they also have student teachers who use the staff parking lot.
- More law enforcement around the school to protect irregular parking in front of the school.
- Additional lights in the parking lot.

# MEMO

**Date:** October 5, 2004

**To:** File

**From:** Chowdhury Haider

**Re:** School Crossing Study: Dorothy Moses Elementary School Observations

- September 30, 2004—Observation time was 2:15 pm and the temperature was 49°F.
- October 1, 2004—Observation time was 7:50 am and the temperature was 32° F.
- Sight obstruction at the corner of Tulsa Drive and Columbia Drive; and Omaha Drive and Columbia Drive due to a vehicle parking at the corner of the curb.
- Children cross the street in front of the school without crosswalk. The school has a crossing guard at the 3<sup>rd</sup> Street and Omaha Drive intersection.
- Double parking beside the bus.
- Crosswalks are available around the school. The school doesn't have a mid-block crosswalk.
- The school has a large parking area around the school; however, parents use the on-street parking adjacent to the school entrance.
- Parents also park in the handicapped parking and bus loading and unloading area.
- The school needs more parking adjacent to the front entrance.
- There are two handicapped parking areas: one in front of the school and one in the staff parking area.
- Dorothy Moses houses the central kitchen; due to this more staff parking is needed.
- There are two bus loading/unloading areas are in front of the school.
- Flashing beacons exist on 3<sup>rd</sup> Street; and 3<sup>rd</sup> Street is a high speed area.
- The 3<sup>rd</sup> Street and Denver Avenue intersection is operated with a two-way stop control.
- Sidewalks and street lights are adequate.
- The playground is properly fenced.
- There are several entries to the school. The pavement condition is deteriorating in front of the school.
- The speed limit is approximately 20 mph in front of the school.
- Most of the cars maintain the speed limit in front of the school.

## Rita Murphy Elementary School

Student body:	565
Staff:	68 (some are part-time)
Off Street Staff Parking:	32
Staff/Parking Ratio:	2.1/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- 59% of the students are brought by parents to school, 33% walk to school, and only 8% by bus
- Parking spaces is the number one rated concern with over 80% rating this as poor or fair
- Traffic flow is second with over 60% rating this as poor or fair
- Nearly 80%, rated the walking route as good or excellent

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Cars park in “No Parking” zones in front of the school and in front of fire hydrants on both 31<sup>st</sup> Street and Avenue B.
- Cars park near corners of the intersections blocking adequate views; and park over crosswalks.
- Parents use staff parking lot to drop-off children.
- Children are dropped off in the middle of the street on the opposite side of the school and cross mid-block.

### Recommendations:

(Please refer to the Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Install “No Parking” zones within 25’ of crosswalks. Estimated cost = \$1,000.00
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$900.00

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



- Remove trip hazard on sidewalk on the west side of 31<sup>st</sup> Street. Estimated cost = \$100.00
- Maintain priority sanding at school crossings during winter weather.

***Mid-Term (One- year):***

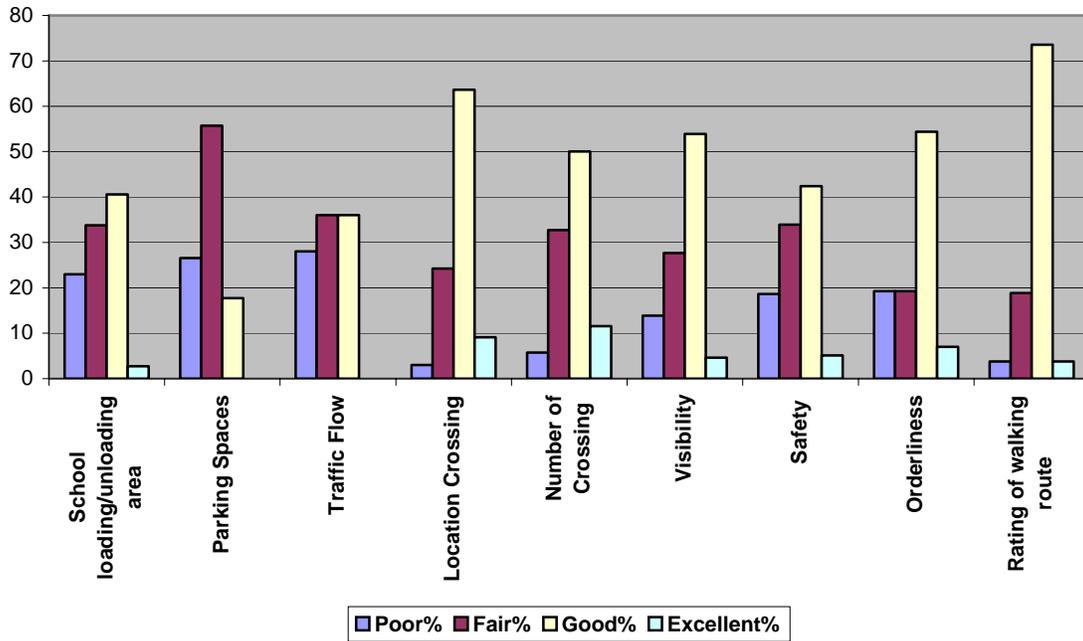
- Reset “Service Vehicle Only” sign. Estimated cost = \$100.00
- “Employee Parking Only” sign for parking lot. Estimated cost = \$250.00
- Modify fence. Estimated cost = \$400.00
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$900.00

***Long-Term (Two years or more):***

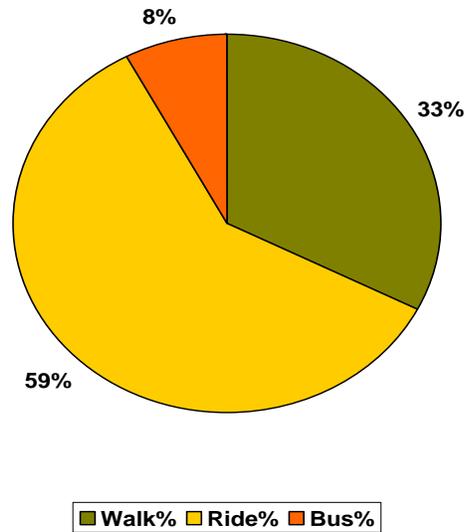
- Increased staff parking area and some visitor parking in the existing lot. Estimated cost = \$46,500.00
- Install preformed patterned pavement markings-grooved at intersections. Estimated cost = \$7,200.00



**RITA MURPHY ELEMENTARY SCHOOL  
PUBLIC SURVEYS**



**RITA MURPHY ELEMENTARY SCHOOL  
(How do children go to/from school?)**



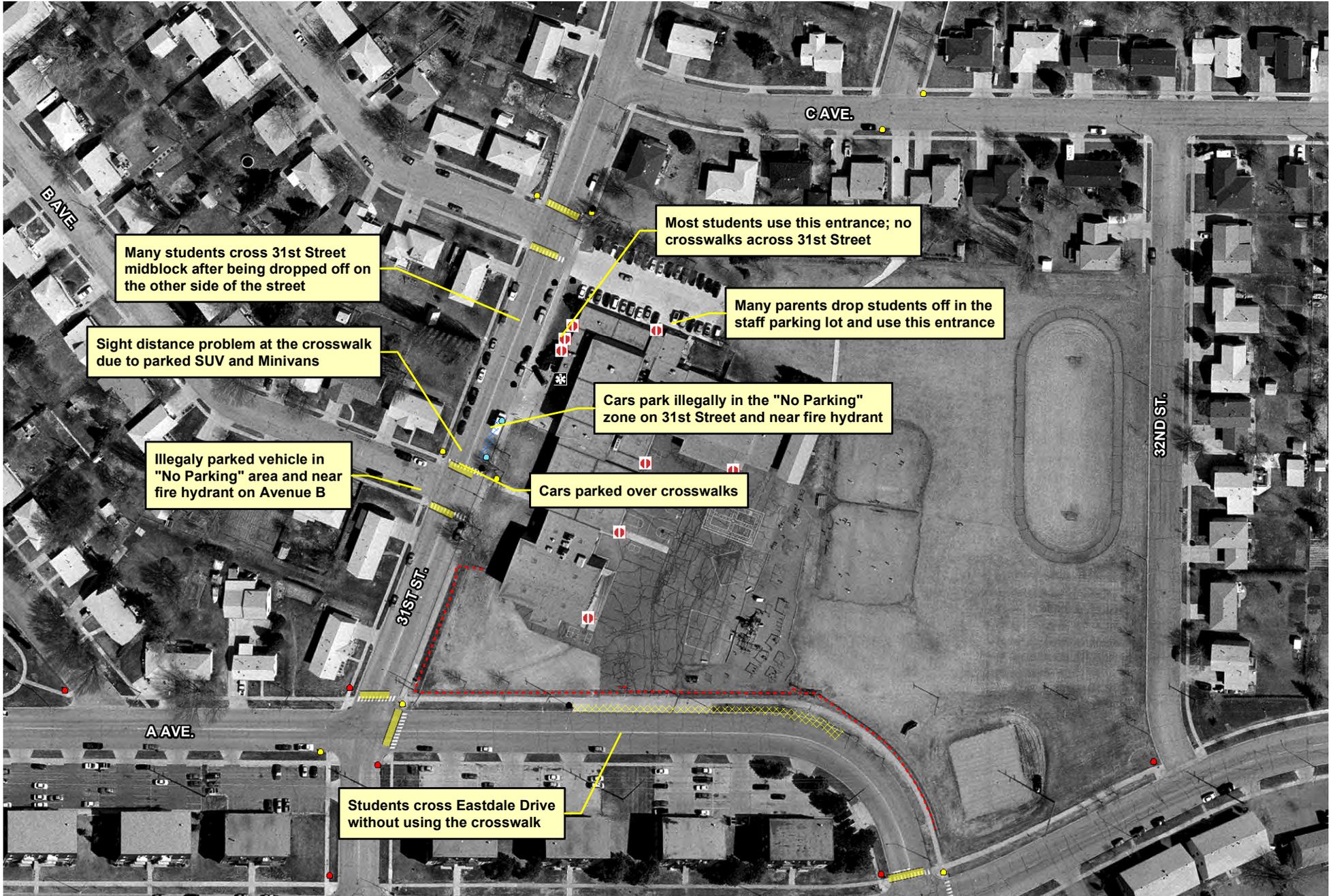
**Rita Murphy Elementary School**



## Survey Comments

- Parents are parking in the staff parking lot.
- Need more parking spaces.
- Need police presence in winter and speed limit enforcement.
- Need a wider street in front of the school.
- Parents double park in front of the school.
- Traffic congestion after school in front of school
- The school does not have enough manpower to watch seven crosswalks and the bus zone.
- Vehicles are parking over crosswalks and many make U-turns on the crosswalks.
- Need more space for bus loading.
- Need crossing guards.
- Crosswalks need to be repainted.
- Need crosswalks in bus loading area, Rosser Avenue and at Avenue A and 31<sup>st</sup> Street.
- Some parents park the wrong way and let the students exit in traffic lane.
- Parents need to be educated on driving and parking in school zones.
- Vehicles park in the “No Parking” zone too close to crosswalks, blocking visibility for students and other motorists.
- Need marked school zone.
- Speeds limits should be enforced on 31<sup>st</sup> Street.
- Need more school signs and a flashing beacon to increase safety.
- Streets need to be cleared of snow and sanded in winter.
- There is no designated drop-off and pick up zone for students.





Many students cross 31st Street midblock after being dropped off on the other side of the street

Sight distance problem at the crosswalk due to parked SUV and Minivans

Illegally parked vehicle in "No Parking" area and near fire hydrant on Avenue B

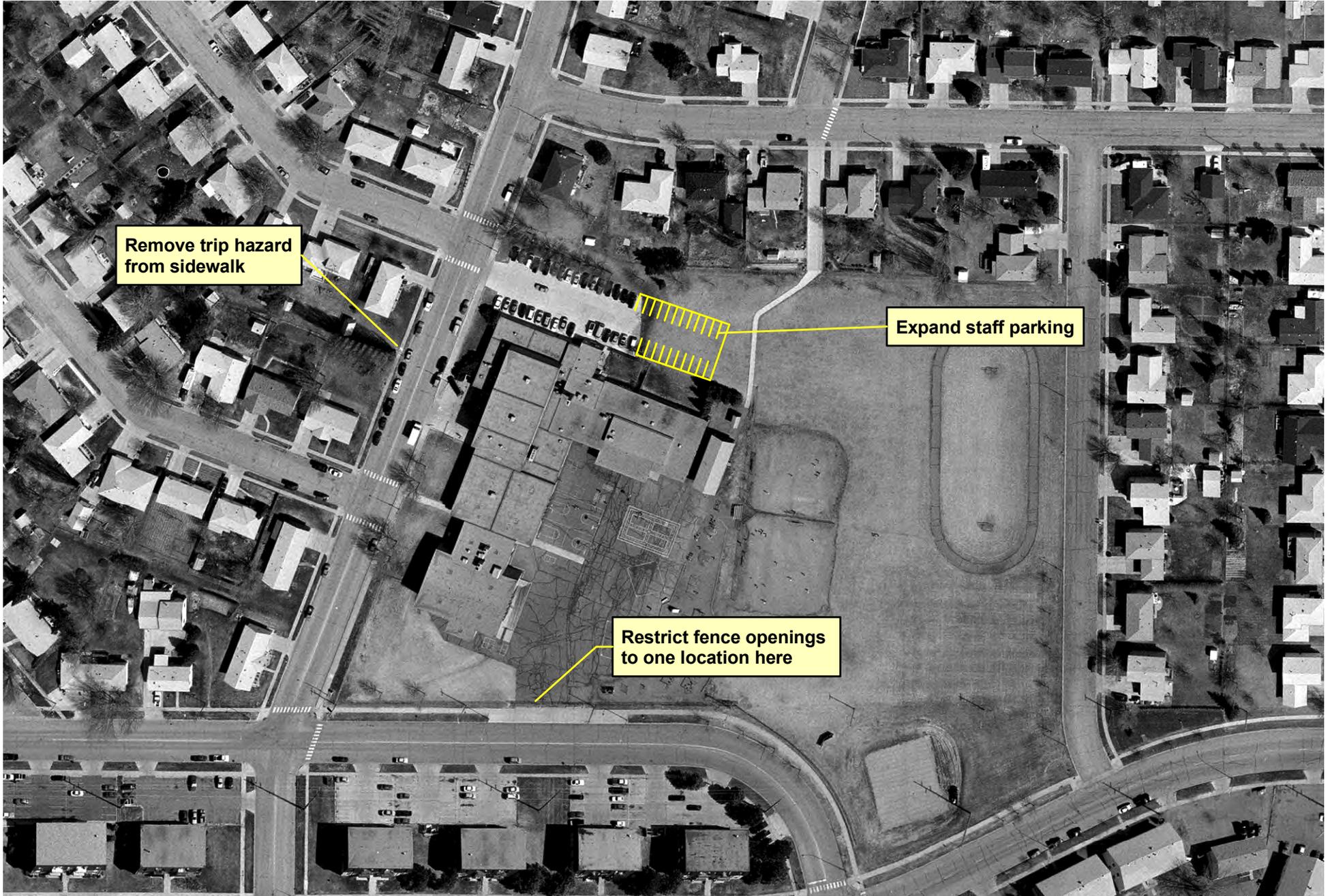
Most students use this entrance; no crosswalks across 31st Street

Many parents drop students off in the staff parking lot and use this entrance

Cars park illegally in the "No Parking" zone on 31st Street and near fire hydrant

Cars parked over crosswalks

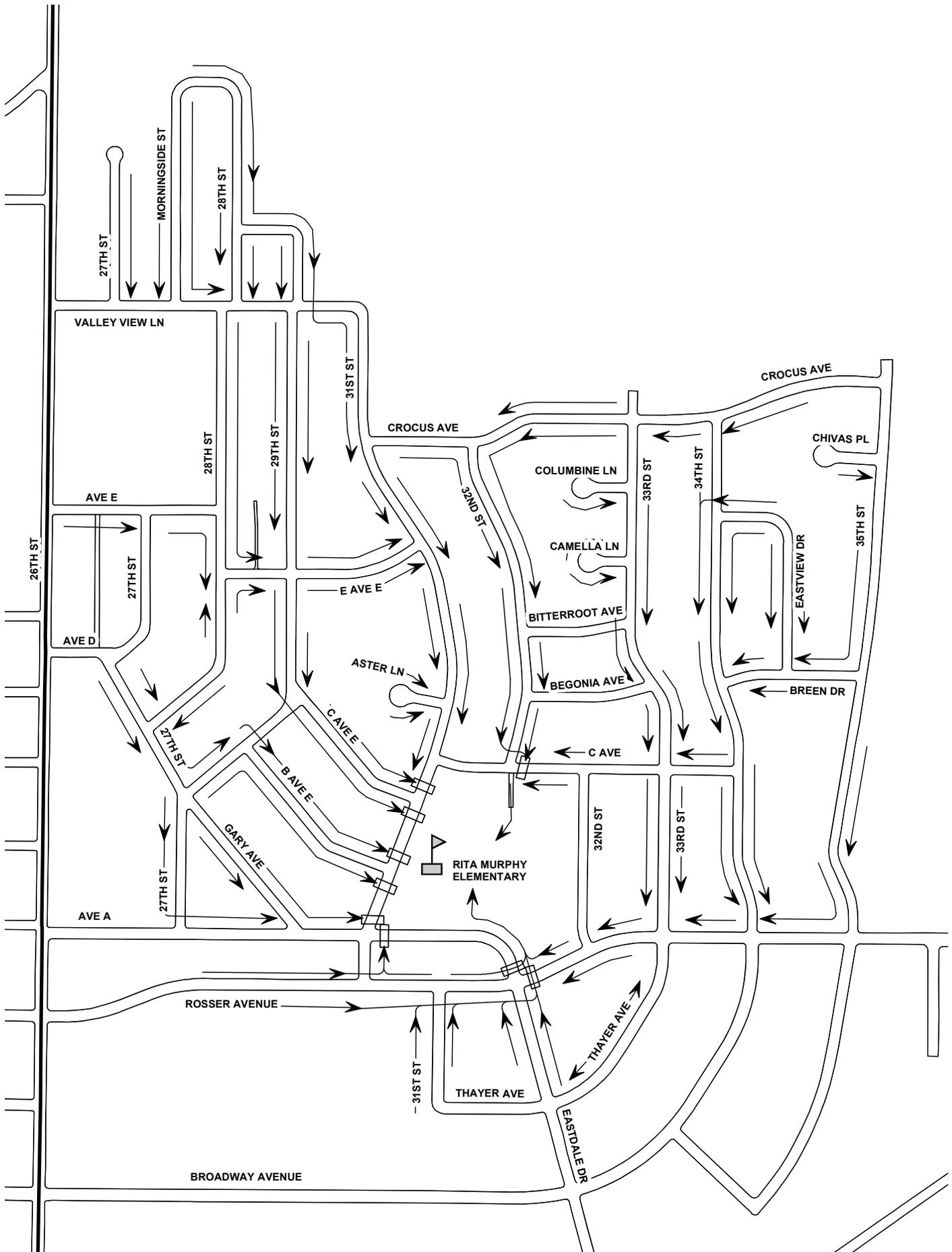
Students cross Eastdale Drive without using the crosswalk



Remove trip hazard  
from sidewalk

Expand staff parking

Restrict fence openings  
to one location here



TALKED WITH: Angela Durbin, Rita Murphy Elementary  
RECORDED BY: Swara Farheen  
PROJECT: School Crossing Study  
SUBJECT: School Crossing Issues  
DATE: September 28, 2004

**Observations and facts:**

- September 22, 2004—Afternoon observation and the temperature was 45°F and overcast.
- The school has 565 students attending.
- Most of 31<sup>st</sup> Street is filled with parents waiting for students at 2:45 pm.
- Vehicles' bumpers are parked over the crosswalks—both crosswalks in front of the school were partially blocked by parents' vehicles.
- There is not a crosswalk in the front of the north school entrance door.
- “No Parking” area between the two crosswalks in front of the south school entrance.
- Parking along the street full by 2:45 pm.
- East Avenue C—students cross the street with using the crosswalk on the south leg of the intersection.
- The south side of the school is used for bus loading (East Avenue A).
- At East Avenue A and 31<sup>st</sup> Street, the west approach of this intersection does not have a crosswalk.
- Students are picked up in the faculty parking lot.
- Some double parking at the intersection of 31<sup>st</sup> Street and Avenue B on all three approaches.
- Some vehicles stop in the through lane to pick up students.
- Most vehicles stop for students at the crosswalk.
- Most students look both ways and walk in the crosswalks.
- September 23, 2004—Morning observation and the temperature was 45°F and overcast with light rain.
- At 7:30 am, very few students on the playground, no buses, and no students walking to school.
- Several students were dropped off in the handicapped zone on the west side of the school.
- Some students are dropped off just outside the bus zone.
- Students are dropped off on both sides of 31<sup>st</sup> Street.
- Students are exiting the vehicles from both sides and they do not cross at the crosswalk.
- Vehicles are parked in the crosswalks for short durations.
- Most motorists wait for pedestrians to cross in the crosswalks.
- Students cross mid-block on East Avenue A.
- Students cross mid-block on East Avenue A.
- There are two crosswalks on the west side (front) of the school, but only the north crosswalk is used by pedestrians, and the south one is inactive.
- Vehicles stop on both sides of the street and students cross where there is no crosswalk.
- The middle entrance (where there is no crosswalk) is heavily used by parents dropping off their children.

- At the intersection of 31<sup>st</sup> Street and East Avenue C, on the south side of the intersection there is a “No Parking Anytime” sign. This area is heavily used by parents dropping off students.
- The faculty parking lot is heavily used for dropping off students.
- Students cross that cross the roadway alone are very cautious and look both ways.
- Information regarding “safety” for students is included in the school newsletter three to four times a year. The information usually includes safety tips for around the school, parents dropping off/picking up students, and bus/daycare van loading/unloading. The newsletter also tells parents to pick up/drop off students, so the students do not need to cross the streets. Parents are also told not to double park and pedestrians are reminded to use the crosswalk.
- The school has fire drills, storm drills, and oil spill drills, etc. Currently, the school does not have a crossing guard and the principal does not believe the school has a need for one. The school staff provides afternoon supervision for students outside by parents’ vehicles and at the bus and van loading/unloading area.
- More parking spaces are needed for the faculty. Parents are told not to pick up/drop off students in the faculty parking lot; however, it is still being done. This makes that area very risky for the students because vehicles are backing up, especially at dismissal time. The school has available space for more faculty parking. The staff is now parking on 31<sup>st</sup> Street on the west side of the school.
- Mrs. Bailey has a positive view about the safe-walk-to-school maps.
- Mrs. Bailey has issue about the playground and its fencing.

**Problems:**

- More parking spaces are needed for the faculty. Parents are told not to pick up/drop off students in the faculty parking lot; however, it is still being done. This makes that area very risky for the students because vehicles are backing up, especially at dismissal time. The school has available space for more faculty parking. The staff is now parking on 31<sup>st</sup> Street on the west side of the school.
- The school is situated in a way that the school has seven crosswalks and a parking lot, which creates traffic circulation problems and may even create a potential safety hazard for children.
- The school does not have enough manpower to monitor seven crosswalks, the staff parking lot, and the bus and van loading areas.
- Talked with the head custodian, Tim Hoffman, and he mentioned that 31<sup>st</sup> Street is a high speed area (more than 35 mph) in the afternoon. He has noticed vehicles parked in the crosswalks and also making U-turns on 31<sup>st</sup> Street (even over the crosswalk). Some parents double park when picking up or dropping off students.

**Recommendations:**

- The Eastdale Drive crosswalk is the most hazardous of the seven and definitely needs a light or crossing guard.
- The problems with the other six crosswalks and the staff parking lot need to be resolved to prevent a tragedy.
- The situation may improve if the school could increase parent parking areas.
- The principal doesn’t believe more crosswalks will help. She would like to see fewer, but better defined. She believes this would lead to better education for students and parents.

- Need more space for the bus and van loading/unloading area. A 2<sup>nd</sup> grade boy was hit by a daycare van five years ago on Eastdale Drive and was injured. In the afternoon, students cross the street in front of school busses.

## Jeannette Myhre Elementary School

Student body:	397
Staff:	88 (some are part-time)
Off Street Staff Parking:	73
Staff/Parking Ratio:	1.2/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- 78% of the students are brought by parents to school, 22% of the students walk to school, and none by bus.
- Visibility is the number one rated concern with 60% rating this as poor or fair.
- 60% to 70% rated all the other categories as good or excellent.
- 70% rated the walking route as good or excellent.

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Speed and heavy traffic on both Bismarck Expressway and 12<sup>th</sup> Street are issues. Bismarck Expressway and 12<sup>th</sup> Street intersection has the highest number of crashes near any school.
- Parents drop-off and pick up children from the staff parking areas.
- Parents use back of grocery store loading area across 12<sup>th</sup> Street to drop-off and pick up children. They sometimes cross the street without using the crosswalk.

### Recommendations:

(Please refer to the Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Install “No Parking” zones within 25’ of crosswalks and 30’ of traffic signals. Estimated cost = \$750.00
- Revise left turn signal timing plan during dismissal of school. The crossing guards mentioned there is a conflict with southbound left turns not being restricted during the pedestrian phase to cross Bismarck Expressway. The southbound left turns would need a left-turn arrow signal head and

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



dedicated left turn phase in order to restrict the left turns during the pedestrian phase. Estimated cost = \$300.00

- Remove one parking space closest to 12<sup>th</sup> Street in school parking lot to improve visibility. Estimated cost = \$100.00
- Painted crosswalk pavement markings at Arbor Avenue and 12<sup>th</sup> Street intersection, including new signs. (2 new crosswalks and 1 existing crosswalk) Estimated cost = \$11,000.00
- “Stop” sign on Stardust Avenue and 12<sup>th</sup> Street. Estimated cost = \$125.00
- One-way directional signing throughout parking lot and pavement marking for handicapped parking. Estimated cost = \$500.00
- Maintain priority sanding at school crossings during winter weather.

***Mid-Term (One-year):***

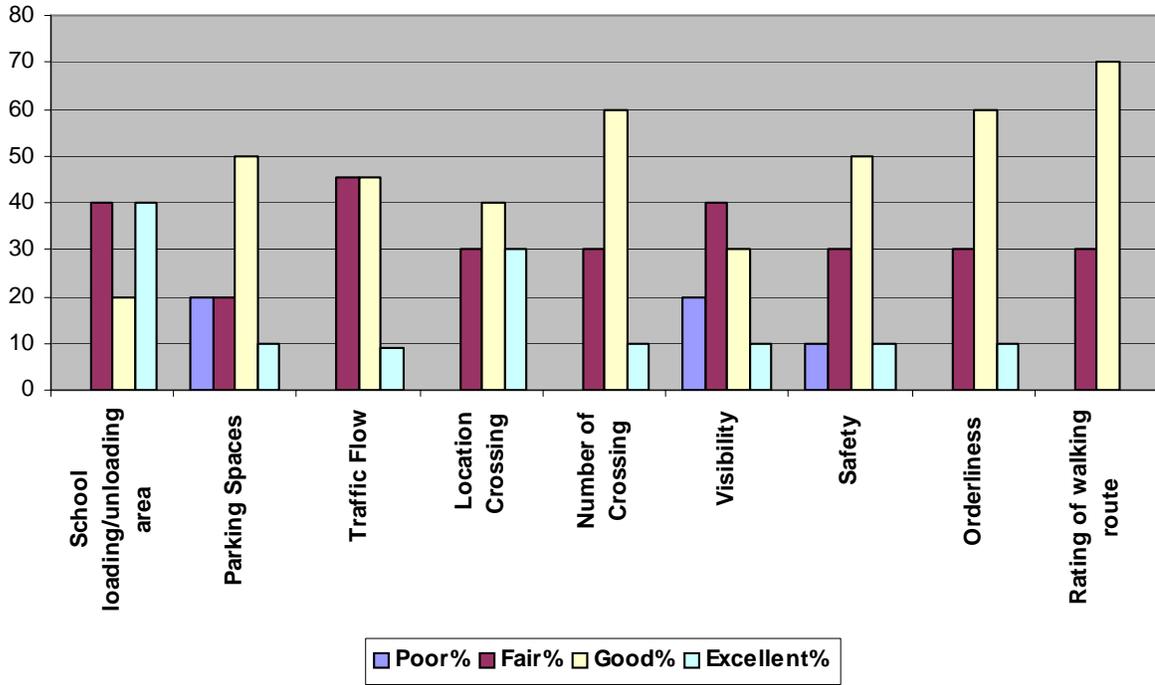
- Additional fencing along 12<sup>th</sup> Street from the school to Bismarck Expressway for safety. Estimated cost = \$4,500.00
- Remove crosswalk and crossing guard from the mid-block crossing on 12<sup>th</sup> Street. Estimated cost = \$160.00
- New sidewalk on the north and south sides of Arbor Avenue. Estimated cost = \$19,000.00
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$900.00

***Long-Term (Two years or more):***

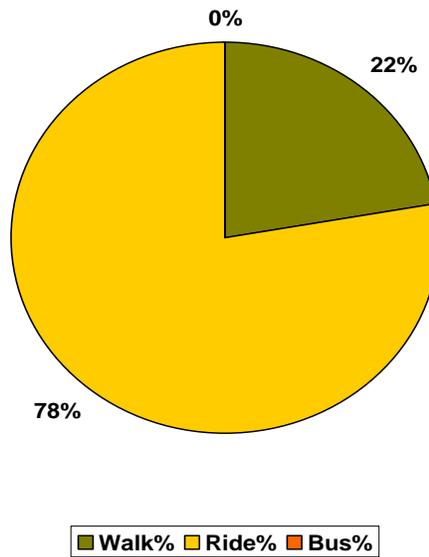
- Additional staff parking. Estimated cost = \$91,000.00
- New school exit onto Bismarck Expressway. Estimated cost = \$50,000.00
- Install preformed patterned pavement markings-grooved at intersections. Estimated cost = \$31,000.00
- Re-stripe 12<sup>th</sup> Street as a three-lane road (*will be done as a part of another project*).
- Move crossing guards from 12<sup>th</sup> Street mid-block crosswalk to Arbor Avenue and 12<sup>th</sup> Street and eliminate mid-block crosswalk. Estimated cost = 0
- Remove parking from the west side of 12<sup>th</sup> Street. Estimated cost = \$375.00



**JEANNETTE MYHRE ELEMENTARY SCHOOL  
PUBLIC SURVEYS**



**JEANNETTE MYHRE ELEMENTARY SCHOOL  
(How do children go to/from school?)**



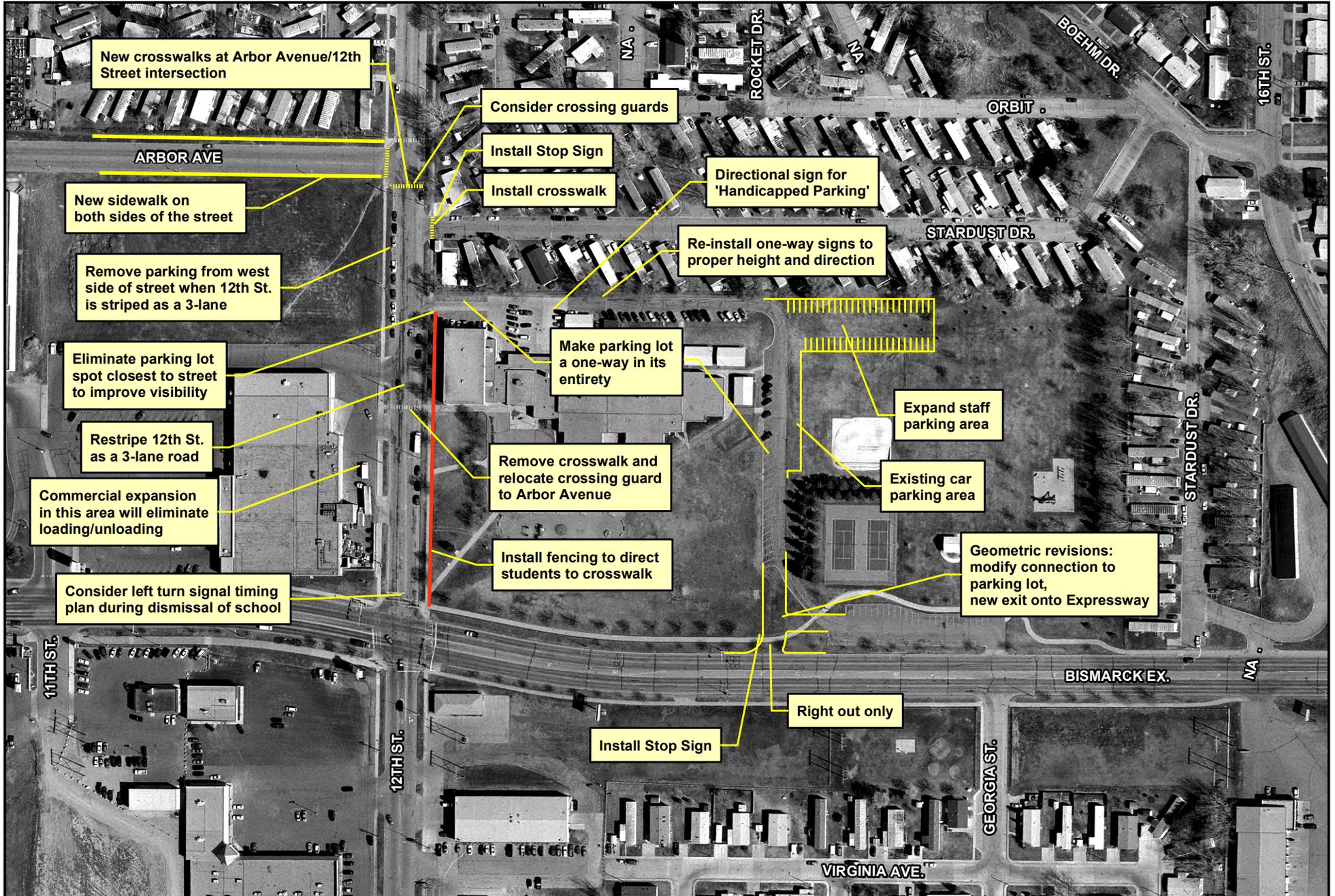
## Jeannette Myhre Elementary School Survey Comments

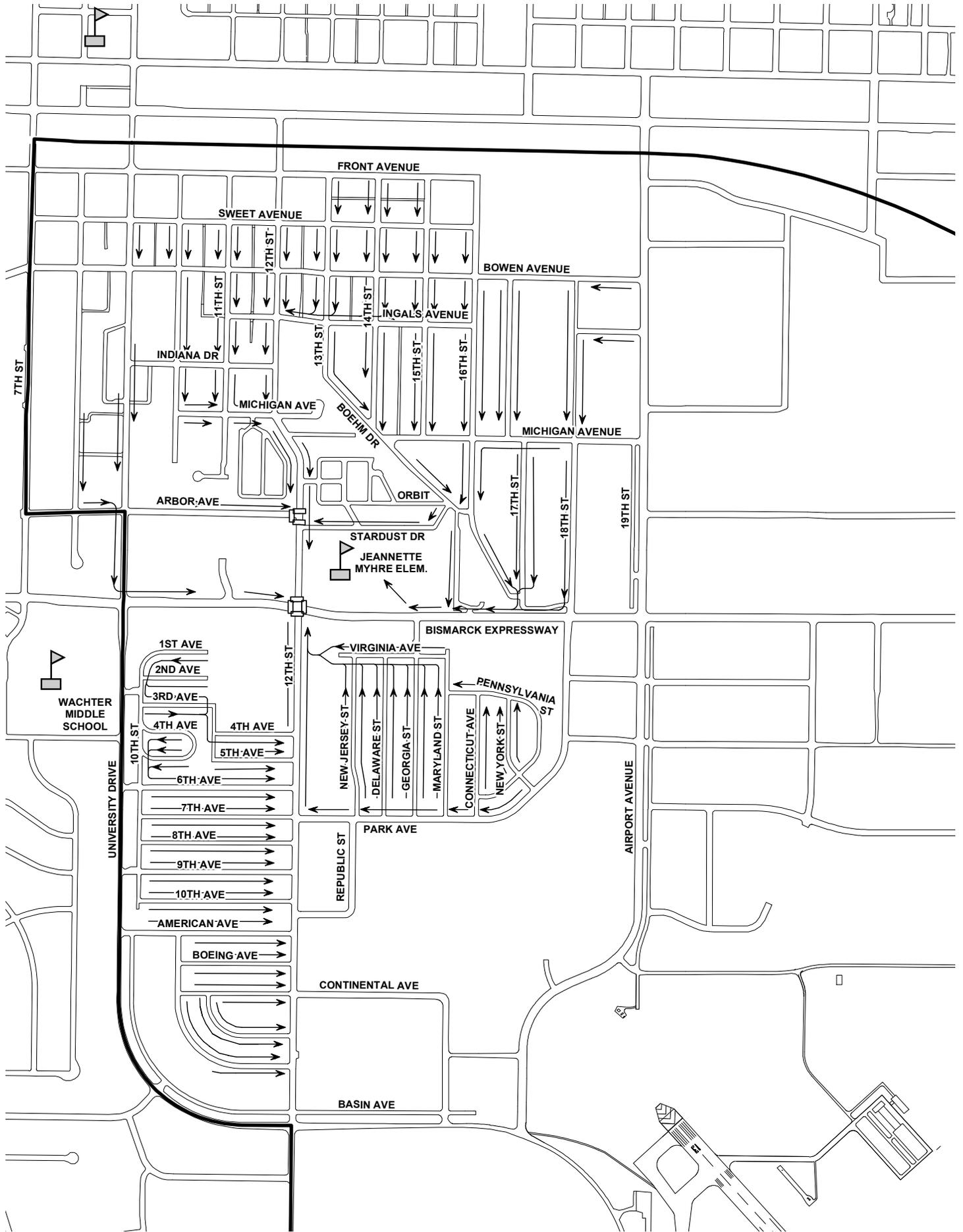
- Speed is an issue around the school area.
- Need crossing guards at all intersections.
- Both 12<sup>th</sup> Street and Bismarck Expressway have heavy traffic.
- Staff should park on the east side of school instead of the north side.
- North side of the school could be used for student pick up/drop-off zone.
- Parents block the handicap parking to drop children off on the north side of the school.
- Playground needs fencing on west side.
- Crosswalks are needed across Arbor Avenue.
- Some students cross the intersection of Bismarck Expressway and Georgia Street before flashing beacon starts to flash.





# JEANNETTE MYHRE ELEMENTARY SCHOOL RECOMMENDATION MAP





FRONT AVENUE

SWEET AVENUE

BOWEN AVENUE

INDIANA DR

MICHIGAN AVE

INGALS AVENUE

MICHIGAN AVENUE

ARBOR AVE

ORBIT

STARDUST DR

JEANNETTE MYHRE ELEM.

BISMARCK EXPRESSWAY

WACHTER MIDDLE SCHOOL

1ST AVE

2ND AVE

3RD AVE

4TH AVE

4TH AVE

5TH AVE

6TH AVE

7TH AVE

8TH AVE

9TH AVE

10TH AVE

AMERICAN AVE

BOEING AVE

PARK AVE

CONTINENTAL AVE

BASIN AVE

REPUBLIC ST

VIRGINIA AVE

NEW JERSEY ST

DELAWARE ST

GEORGIA ST

MARYLAND ST

CONNECTICUT AVE

NEW YORK ST

PENNSYLVANIA ST

AIRPORT AVENUE

7TH ST

UNIVERSITY DRIVE

10TH ST

12TH ST

11TH ST

12TH ST

13TH ST

14TH ST

15TH ST

16TH ST

17TH ST

18TH ST

19TH ST

BOEHM DR

TALKED WITH: Bill Demaree, Jeannette Myhre Elementary  
RECORDED BY: Swara Farheen  
PROJECT: School Crossing Study  
SUBJECT: School Crossing Issues  
DATE: September 30, 2004

**Observations and facts:**

- September 30, 2004—Observation time was from 2:45 pm to 3:45 pm and the temperature was 55°F.
- October 1, 2004—Observation time was from 7:35 am to 8:45 am and the temperature was 32°F.
- The morning traffic peak occurred from 7:45-8:30 am and the afternoon traffic peak occurred from 3:05-3:25 pm.
- There are approximately 397 students at Jeannette Myhre Elementary School.
- There are approximately 45-50 students that arrive before school begins between 6:30-7:30 am and approximately 200 students that stay after school until 6:00 pm.
- The principal speaks to the students about safety and information is included in the school newsletter three to four times a year. Also students are reminded at the conclusion of each day about safety in crosswalks.
- Cash Wise Foods parking lot is heavily used by parents to pick up students. By 3:00 pm, the on-street parking on 12<sup>th</sup> Street and on the other side of street, as well as in the Cash Wise Foods backside parking lots are filled with parents' vehicles.
- There are two crossing guards. One crossing guard is on duty from 3:05 to 3:20 pm on 12<sup>th</sup> Street, this guard helps students from the school towards the Cash Wise Foods parking lot. The other crossing guard is on duty at the same time at the 12<sup>th</sup> Street and Bismarck Expressway intersection.
- There is one crossing guard on duty from 7:45-8:30 am at the 12<sup>th</sup> Street and Bismarck Expressway intersection.
- There is flashing beacons for both crosswalks on 12<sup>th</sup> Street and Bismarck Expressway.
- The crosswalks are lit.
- There is no school bus service for the school. Most students walk to school or get dropped off or picked up by their parents.
- The playground is fenced on the Bismarck Expressway side, but there is no fencing on the 12<sup>th</sup> Street side.
- There are many students that play in the playground after school, during this time there is usually heavy traffic on 12<sup>th</sup> Street.
- Some parents pick up students from the parking lot on the north side of the school. Vehicles can enter and exit the parking lot on the north side of the school. The alley that connects to this parking lot is signed as a one-way.
- There are a number of handicap parking spots and a handicap accessible entrance.
- There are staff parking lots along the one-way alley.
- A few parents pick up students in the one-way alley.
- There is adequate parking for staff, visitors, and handicapped students.

**Problems:**

- Vehicles either partially or fully block the crosswalk on 12<sup>th</sup> Street when picking up or dropping off students.
- Cash Wise Foods' parking lot is heavily used, especially in the afternoon to pick up students. It was observed that some students cross in the middle of 12<sup>th</sup> Street. The students run towards the Cash Wise Foods' parking lot to their parents' vehicles without using the crosswalk.
- Mr. Demaree is concerned about students' safety when dropped off in the morning in the Cash Wise Foods' parking lot and crossing 12<sup>th</sup> Street alone without a crossing guard.
- Parents drop off students in the Time Square parking lot, especially in winter and are allowed to cross the alone.
- There is adequate bicycle parking; however, the principal observed that the existing bicycle racks are too old for modern bicycles to properly fit in the racks.
- There is no crosswalk on Arbor Avenue and some students cross this street in the morning.
- Some students coming from the south side of 12<sup>th</sup> Street, cross the street without going to the intersection.
- There were two accidents: one eight years ago and the other ten years ago. The accidents were at the intersection of Bismarck Expressway and 12<sup>th</sup> Street. The drivers were apparently distracted by the crossing guards.
- A dog was hit by on Bismarck Expressway.
- Talked with the school's custodian, Gary Lindemann. Gary pointed out two issues. The first issue is high speed on 12<sup>th</sup> Street; vehicles are speeding during school hours. The second issue is the intersection of Bismarck Expressway and 12<sup>th</sup> Street: the pedestrian button does not work properly. Due to the heavy traffic on 12<sup>th</sup> Street, sometimes vehicles are backed up waiting for the signal to turn green.
- Visibility is hampered by snow piles on the northeast corner of the intersection of Bismarck Expressway and 12<sup>th</sup> Street.

**Recommendations from the Principal:**

- Extend the playground fence onto 12<sup>th</sup> Street.
- A crosswalk on Arbor Avenue may help students cross the intersection.
- There are few students crossing the intersection of Georgia Street and Bismarck Expressway, and something needs to be done at this intersection.
- Some parents drop off students in the visitor's parking lot, which blocks handicap parking.
- Students cross at the intersection of 9<sup>th</sup> Street and Arbor Avenue.

# MEMO

**Date:** October 5, 2004

**To:** File

**From:** Swara Farheen

**Re:** School Crossing Study: Jeannette Myhre Elementary Observations

- September 30, 2004—Observation time was from 2:45 pm and the temperature was 55°F.
- October 1, 2004—Observation time was from 7:35 am to 8:45 am and the temperature was 32°F.
- The traffic peak in the morning was from 7:45-8:30 am and from 3:05-3:25 pm.
- Jeannette Myhre Elementary School is located adjacent to two major roadways: Bismarck Expressway (speed limit is 40 mph) and 12<sup>th</sup> Street.
- There are approximately 397 students at Jeannette Myhre Elementary School.
- There are approximately 5-50 students arriving before school starts between 6:30-7:30 am and approximately 200 students that stay after school until 6:00 pm.
- Cash Wise Foods parking lot is heavily used by parents to pick up students. By 3:00 pm, the on-street parking on 12<sup>th</sup> Street and on the other side of street, as well as in the Cash Wise Foods backside parking lots are filled with parents' vehicles.
- There are two crossing guards. One crossing guard is on duty from 3:05 to 3:20 pm on 12<sup>th</sup> Street, this guard helps students from the school towards the Cash Wise Foods parking lot. The other crossing guard is on duty at the same time at the 12<sup>th</sup> Street and Bismarck Expressway intersection.
- There is one crossing guard on duty from 7:45-8:30 am at the 12<sup>th</sup> Street and Bismarck Expressway intersection.
- There is flashing beacons for both crosswalks on 12<sup>th</sup> Street and Bismarck Expressway.
- The crosswalks are lit.
- There is no school bus service for the school. Most students walk to school or get dropped off or picked up by their parents.
- The playground is fenced on the Bismarck Expressway side, but there is no fencing on the 12<sup>th</sup> Street side.
- There are many students that play in the playground after school, during this time there is usually heavy traffic on 12<sup>th</sup> Street.
- Some parents pick up students from the parking lot on the north side of the school. Vehicles can enter and exit the parking lot on the north side of the school. The alley that connects to this parking lot is signed as a one-way.

- There are a number of handicap parking spots and a handicap accessible entrance.
- There are staff parking lots along the one-way alley.
- There is an entrance to a trailer court on the north side of the school where the alley turns southbound. Some students walk across the alley and use that entrance to get to the trailer courts.
- There is a flashing light with a school sign in between the two intersections on Bismarck Expressway.
- There is adequate parking for staff, visitors, and handicapped students.
- Vehicles either partially or fully block the crosswalk on 12<sup>th</sup> Street when picking up or dropping off students.
- Cash Wise Foods' parking lot is heavily used, especially in the afternoon to pick up students. It was observed that some students cross in the middle of 12<sup>th</sup> Street. The students run towards the Cash Wise Foods' parking lot to their parents' vehicles without using the crosswalk.
- There is adequate bicycle parking; however, the principal observed that the existing bicycle racks are too old for modern bicycles to properly fit in the racks.
- There is no crosswalk on Arbor Avenue and some students cross this street in the morning.

## Northridge Elementary School

Student body:	629
Staff:	48 (some are part-time)
Off Street Staff Parking:	51
Staff/Parking Ratio:	0.94/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- 52% of the students are brought by parents to school, 29% of the students walk to school, and 19% by bus
- Parking spaces is the number one concern with over 80% rating as poor or fair
- Loading and unloading area is second with just over 50% rating as poor or fair
- Nearly 90%, rated the walking route as good or excellent

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Cars park in “No Parking” zones in front of school and across the street.
- Parents parked across the street and let children cross without using the crosswalks.
- Parents use staff parking lot, as well as the bus loading area to drop-off and pick up children.
- Cars are parked over crosswalks; and parents make U-turns over the crosswalks.

### Recommendations:

(Please refer to the Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Install “No Parking” zones within 25’ of crosswalks and 30’ of traffic signals. Estimated cost = \$1,800.00
- Install “No U-turn” signs on 3<sup>rd</sup> Street to control U-turns. Estimated cost = \$100.00

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



- Instruct the staff to park on the other side of 3<sup>rd</sup> Street or in the parking lot. Estimated cost = \$0.00
- Install and re-paint crosswalk pavement markings at all intersections and additional signing as necessary. Estimated cost = \$3,300.00
- Install “Right Turn Only” sign at the end of the alley at Divide Avenue. Estimated cost = \$100.00
- Maintain priority sanding at school crossings during winter weather.
- Install “Advance Warning” sign along the east side of Central Avenue. Estimated cost = \$135.00
- Install “Advance Warning” sign at the intersection of 3<sup>rd</sup> Street and Central Avenue. Estimated cost = \$135.00

***Mid-Term (One- year):***

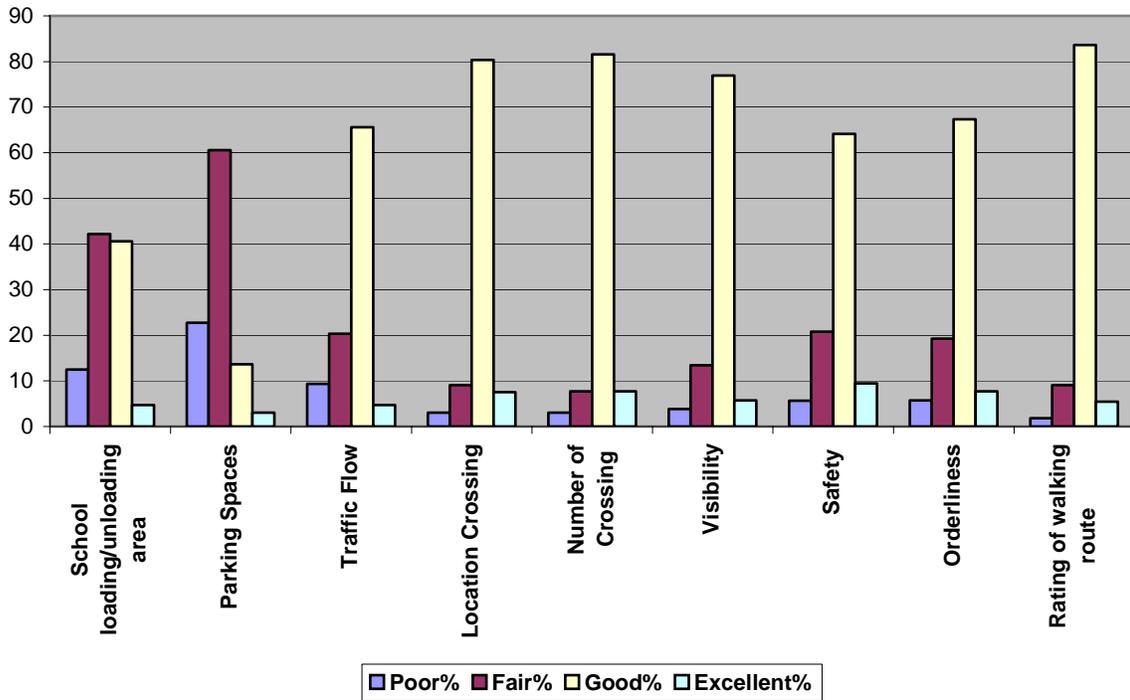
- Consider additional street lighting on 3<sup>rd</sup> Street. Estimated cost = \$2,000.00
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$2,000.00

***Long-Term (Two years or more):***

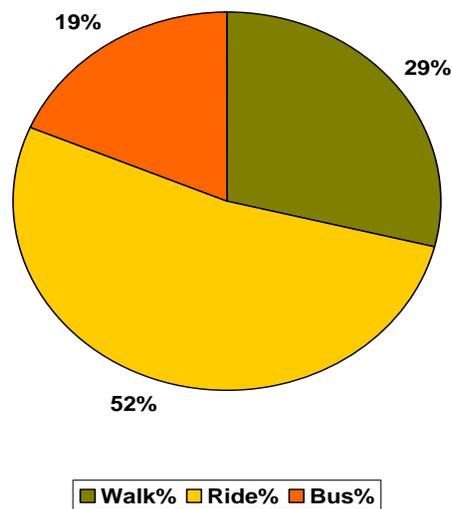
- Designate a parent loading zone in the alley on the east side of the school allowing access to the east entry doors. Alley would need to be paved and the 90-degree corner at north end of alley would need to be rounded for bus use. Add sidewalk parking barriers alongside walkway to playground. Estimated cost = \$26,000.00
- Install preformed patterned pavement markings-grooved at intersections. Estimated cost = \$11,900.00



### NORTHRIDGE ELEMENTARY SCHOOL PUBLIC SURVEYS



### NORTHRIDGE ELEMENTARY SCHOOL (How do children go to/from school?)



## Northridge Elementary School Survey Comments

- Crosswalks need to be repainted.
- Not enough parking for parents and staff.
- 3<sup>rd</sup> Street needs flashing beacons on crosswalks.
- Need a crossing guard or flashing beacon on Central Avenue on the east side of 3<sup>rd</sup> Street, poor visibility at that intersection.
- Need drop-off zone on 4<sup>th</sup> Street.
- Parents drop-off students at the “No Parking” zone on 4<sup>th</sup> Street.
- Need drop-off zone on 3<sup>rd</sup> Street in front of the school; currently it’s handicapped parking.
- Need to move bus loading zone from in front of the school; there were some close calls in this area.
- Alley access is not safe for students that some parents use to drop-off/pick up
- The crosswalk on 3<sup>rd</sup> Street is at the top of a hill, cones need to be put ahead of the crosswalk.
- Traffic speeds are too high.
- Need more crossing guards.
- People park in the alley.
- Need distinct dismissal time.
- Parents double park.
- Need a safe pick up zone for 629 students.
- Church parking lot could be an option.
- Have crossing guards stay longer.
- Parking restrictions need to be enforced on 3<sup>rd</sup> Street.
- Students riding buses should be dismissed five minutes earlier than others to make room for daycare vans and parents’ vehicles.





Pavement markings need to be repainted

Some parents use staff parking lot to drop off/pick up students; students ride their bicycles here

CENTRAL AVE.

Popular location for U-turns

Crossing guard on duty here; traffic speed high on 4th Street

Cars parked over crosswalk at this intersection

Many students cross here; street lighting may be inadequate

KAVANEY DR.

Cars park in "No Parking" zone

Parents park on this side of the street and let the students cross midblock

Cars parked parallel in the alley; speed is high

OWENS AVE.

Cars make U-turns and park over crosswalks

3RD ST.

4TH ST.

5TH ST.

DIVIDE AVE.

Crossing guard on duty here; Traffic speed high along Divide Avenue

Parents use the bus loading zone to drop off/pick up students

# NORTHRIDGE ELEMENTARY SCHOOL RECOMMENDATION MAP





TALKED WITH: Lynn Wolf, Northridge Elementary  
RECORDED BY: Swara Farheen  
PROJECT: School Crossing Study  
SUBJECT: School Crossing Issues  
DATE: October 11, 2004

**Observations and facts:**

- October 11, 2004—Afternoon observation and the temperature was 75° F.
- October 12, 2004—Morning observation and the temperature was 45° F.
- The traffic peak occurred at 7:50-8:30 am and at 3:05-3:15 pm.
- There are three exits to the school: one onto 3<sup>rd</sup> Street (used by kindergarten, first grade, and fifth grade); the other two exits, (one used by third and sixth grades and the other used by second and fourth grades) exit onto the alley on the east side of the building and then connect to a sidewalk on 4<sup>th</sup> Street.
- There are approximately 629 students that attend Northridge Elementary; with 80 students in the blast program who stay until 3:00-6:00 pm.
- Northridge School is the largest (with respect to the number of students) school in Bismarck with one of the smallest playground/field areas.
- Currently, parents are told not to use the alley on the east side of the building. This alley connects Divide Avenue and 3<sup>rd</sup> Street and was used to drop off/pick up students. Students use this as a walkway to and from the playground area.
- Mr. Wolf said some parents sometimes drop off/ pick up their students in this alley especially in winter.
- A vehicle was observed with high speed through this alley. Vehicles were also observed parallel parked in the alley.
- Information about safety is included in the school newsletter. The school has participated in a Safety Week during the week of Labor Day. There are two adopt-a-cops who teach students about safety. They present to kindergartens, first graders, and second graders about safety.
- The school has a fenced playground.
- There are approximately 75 bicycle parking spaces, which the principal believes is adequate.
- The school has a bus loading zone on 3<sup>rd</sup> Street. The school provides bus loading supervision in the afternoon. Mr. Wolf and the bus zone supervisor said that many students cross 3<sup>rd</sup> Street without using the crosswalk.
- Mr. Wolf has observed many parents parking over the crosswalk and in the “No Parking” zone, which is unsafe for students using the crosswalk.
- Currently, the school has two handicapped parking spaces.
- 4<sup>th</sup> Street has high speed traffic (at times more than 30 mph).
- Approximately 50 students cross 4<sup>th</sup> Street.
- Currently, the school has a crossing guard who works from 8:05-8:35 am and from 3:05-3:35 pm at the crosswalk on 4<sup>th</sup> Street. This crosswalk has a sidewalk that connects to the

school's entrance. This crossing has flashing beacons with a timer that flashes for about 45 minutes in the morning and in the afternoon.

- The traffic speed is high on Divide Avenue. There is a crosswalk at the Divide Avenue and 3<sup>rd</sup> Street intersection. This intersection has flashing beacons with a timer that flashes for about 45 minutes in the morning and in the afternoon. There is a crossing guard on duty from 8:05-8:35 am and 3:05-3:35 pm.
- The principal identified that last year a middle school boy was hit by an elementary student's parent when dropping off a student at the intersection of Owens Avenue and 3<sup>rd</sup> Street. The accident occurred at approximately 7:30-7:45 am. Another elementary student was hit by a rear view mirror in the alley on the east side of the school.
- The school has very small playground/green area for a large number of students.
- Mr. Wolf said some parents sometimes drop-off/pick up their students in this alley especially in winter.
- A vehicle was observed with high speed through this alley. Vehicles were also observed parallel parked in the alley.
- The roadway in front of the school is 3<sup>rd</sup> Street. 3<sup>rd</sup> Street has a hill crest at the intersection of Kavaney Drive and 3<sup>rd</sup> Street. There is also a crosswalk at this intersection. The majority of students use these two crosswalks.
- The street lighting is not adequate at the intersection of 3<sup>rd</sup> Street and Kavaney Drive, especially in the morning. The crosswalk on 3<sup>rd</sup> Street is heavily used by students. Some of the street lights on the west side of 3<sup>rd</sup> Street face the street and with proper uniformity could increase visibility at this crosswalk.
- The crossing guards identified that traffic speed is high on both 4<sup>th</sup> Street and on Divide Avenue.
- The head custodian is new to the school and could not identify any issues.

**Problems:**

- Pavement markings in the intersection of Central Avenue and 3<sup>rd</sup> Street are not distinctively visible.
- The yellow markings at the bus zone and in the "No Parking" zone are also faded.
- Vehicles make U-turns at the intersection of Kavaney Avenue and 3<sup>rd</sup> Street and the intersection of Owens Avenue and 3<sup>rd</sup> Street. A separate drop off zone is needed to prevent the U-turns.
- Many vehicles park in the crosswalks and in the "No Parking" area and there is not enough space to drop off or pick up students.
- Traffic speed is higher than 35 mph on both 4<sup>th</sup> Street and Divide Avenue.

**Recommendations from the Principal:**

- School needs a bigger playground.
- The intersection of Kavaney Avenue and 3<sup>rd</sup> Street needs brighter street lights to enhance the visibility of the crosswalk.
- The school needs more parking for parents and visitors.
- The school needs more crossing guards at the school's crosswalks.
- The pavement markings need to be repainted.

# MEMO

**Date:** October 27, 2004

**To:** File

**From:** Swara Farheen

**Re:** School Crossing Study: Northridge Elementary Observations



- October 11, 2004—Afternoon observation and the temperature was 75° F.
- October 12, 2004—Morning observation and the temperature was 45° F.
- The traffic peak occurred at 7:50-8:30 am and at 3:05-3:15 pm.
- There are three exits to the school: one onto 3<sup>rd</sup> Street (used by kindergarten, first grade, and fifth grade); the other two exits, (one used by third and sixth grades and the other used by second and fourth grades) exit onto the alley on the east side of the building and then connect to a sidewalk on 4<sup>th</sup> Street.
- Currently, parents are told not to use the alley on the east side of the building. This alley connects Divide Avenue and 3<sup>rd</sup> Street and was used to drop off/pick up students. Students use this as a walkway to and from the playground area.
- Mr. Wolf said some parents sometimes drops off/pick up their students in this alley especially in winter.
- A vehicle was observed with high speed through this alley. Vehicles were also observed parallel parked in the alley.
- The school has a fenced playground all around it, with openings in different locations.
- Many parents park in the handicapped parking to drop off students.
- The roadway in front of the school is 3<sup>rd</sup> Street. 3<sup>rd</sup> Street has a hill crest at the intersection of Kavaney Drive and 3<sup>rd</sup> Street. There is also a crosswalk at this intersection. The majority of students use these two crosswalks.
- The street lighting is not adequate at the intersection of 3<sup>rd</sup> Street and Kavaney Drive, especially in the morning. The crosswalk on 3<sup>rd</sup> Street is heavily used by students. Some of the street lights on the west side of 3<sup>rd</sup> Street face the street and with proper uniformity could increase visibility at this crosswalk.
- Many vehicles were parked that blocked the crosswalks on 3<sup>rd</sup> Street. Vehicles were also parked in the “No Parking” area near the crosswalk, which hindered visibility for pedestrians.
- 4<sup>th</sup> Street has high speed traffic (at times more than 30 mph).
- Approximately 50 students cross 4<sup>th</sup> Street.
- Currently, the school has a crossing guard who works from 8:05-8:35 am and from 3:05-3:35 pm at the crosswalk on 4<sup>th</sup> Street. This crosswalk has a sidewalk that connects to the school’s entrance. This crossing has flashing beacons with a timer that flashes for about 45 minutes in the morning and in the afternoon.

- The traffic speed is high on Divide Avenue. There is a crosswalk at the Divide Avenue and 3<sup>rd</sup> Street. This intersection has flashing beacons with a timer that flashes for about 45 minutes in the morning and in the afternoon. There is a crossing guard on duty from 8:05-8:35 am and 3:05-3:35 pm.
- By 3:00 pm, the 3<sup>rd</sup> Street, Kavaney Drive, and Owens Avenue are almost full of parked vehicles waiting to pick up their students.
- Many parents park on the other side of 3<sup>rd</sup> Street and cross the street without using the crosswalk.
- Currently, cones are placed in the crosswalks every morning and afternoon.
- Buses are in the bus loading zone from 3:05-3:12 pm.
- The bus loading zone on the 3<sup>rd</sup> Street is used by parents to pick up students after 3:12 pm.
- By 3:25 pm, the majority of students have been picked up.
- Vehicles are parked near the fire hydrant and over the crosswalks.
- Parents double park to pick up students.
- One student crossed 4<sup>th</sup> Street without using the crossing guard.
- Students cross Divide Avenue after the crossing guard is off duty.
- Students ride bicycle in the staff parking lots and also ride bicycle on 3<sup>rd</sup> Street without using the sidewalk.
- Students talk and stand on 3<sup>rd</sup> Street around 3:30 pm.
- Cones are put on the crosswalks on 3<sup>rd</sup> Street, Kavaney Drive, Divide Avenue, and 4<sup>th</sup> Street.
- Some parents park on 4<sup>th</sup> Street to pick up students.
- Some parents use the handicapped parking to drop off students.
- Vehicles make U-turns on 3<sup>rd</sup> Street at the intersection of 3<sup>rd</sup> Street and Owens Avenue over the crosswalk in the afternoon.
- Students cross Divide Avenue using the crosswalk before the crossing guard begins duty in the morning.
- Vehicles make U-turns on 3<sup>rd</sup> Street just down the hill from the 3<sup>rd</sup> Street and Kavaney Drive in the morning; and also make U-turns at this intersection.
- Some parents drop off students in the staff parking lot.
- Parents double park on both sides of 3<sup>rd</sup> Street.
- The crosswalk at the intersection of 3<sup>rd</sup> Street and Kavaney Drive is heavily used.
- Many parents stop in the “No parking” zone to drop off students on 3<sup>rd</sup> Street.
- Traffic speed on 3<sup>rd</sup> Street is low to moderate (20-25 mph).
- Pavement markings in the intersection of Central Avenue and 3<sup>rd</sup> Street are not distinctively visible.

## Pioneer Elementary School

Student body:	316
Staff:	45 (some are part-time)
Off Street Staff Parking:	14
Staff/Parking Ratio:	3.2/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- 63% of the students are brought by parents to school, 26% walk to school, and 11% by bus
- 100% rated parking spaces as poor or fair
- Orderliness and traffic flow were the next concerns with 80% rated as poor or fair
- Over 80% rated the walking route as good or excellent

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Cars park in “No Parking” zones in front of school and double parking in the loading zones.
- Cars park near corners of intersections blocking adequate views and parking over crosswalks.
- Speed is a problem on Braman Avenue.
- Drivers do not stop for children in the crosswalks.

### Recommendations:

(Please refer to the Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Install “No Parking” zones within 25’ of crosswalks. Estimated cost = \$3,500.00
- Instruct staff to park on LaForest Avenue. Estimated cost = 0
- Use entire east side of 14<sup>th</sup> Street for pick up and drop-off zone. Also use entire north side of Braman Avenue as a pick up and drop-off zone. Estimated cost = \$600.00

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



- Painted crosswalk pavement markings at all intersections. Estimated cost = \$3,500.00
- Maintain priority sanding at school crossings during winter weather.

*Mid-Term (One- year):*

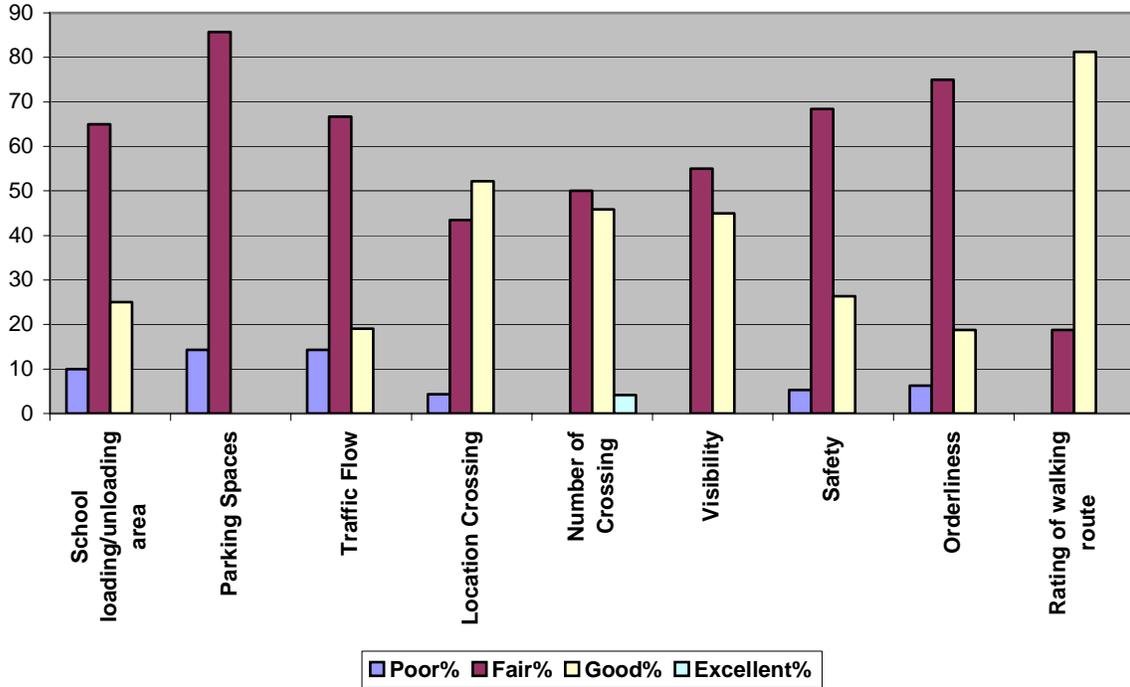
- Install additional street lighting to increase visibility at crosswalk. Estimated cost = \$2,000.00
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$3,500.00

*Long-Term (Two years or more):*

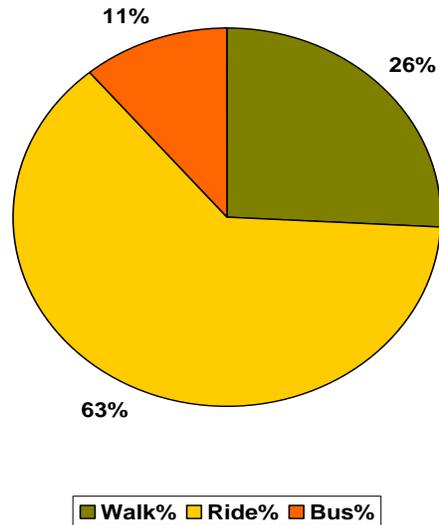
- Install preformed patterned pavement markings-grooved at intersections. Estimated cost = \$27,700.00
- Expand staff parking by relocating portable classroom. Estimated cost = unknown



### PIONEER ELEMENTARY SCHOOL PUBLIC SURVEYS



### PIONEER ELEMENTARY SCHOOL (How do children go to/from school?)



## Pioneer Elementary School Survey Comments

- Often, motorists do not make a complete stop at the crosswalk.
- A crossing guard is needed near the school.
- Visibility is blocked on 14<sup>th</sup> Street due to parked cars.
- Speeding is a problem on Braman Avenue and 16<sup>th</sup> Street.
- Need four-way stops at several intersections.
- Double parking is a problem during pick up times.
- Need police enforcement for violators failing to yield or double park.
- Information about pedestrian safety and the use of crosswalks should be given to students.
- Parents should not park in front of the loading area where students wait to be picked up.





Faded crosswalk markings

Faded crosswalk markings

Older students use this entrance; parents park along 14th Street and Laforest Avenue to pick up/drop off

Most students use this entrance; parents double park along Braman Avenue

Cars parked in the "No Parking" zone; some cars parked over crosswalk blocking visibility for pedestrians

Parents park over crosswalk here; pavement markings need to be repainted

Cars parked on both sides of 15th Street block visibility of guard; high speed

Crossing guard here; no flashing beacon, only crosswalk signs and pavement markings

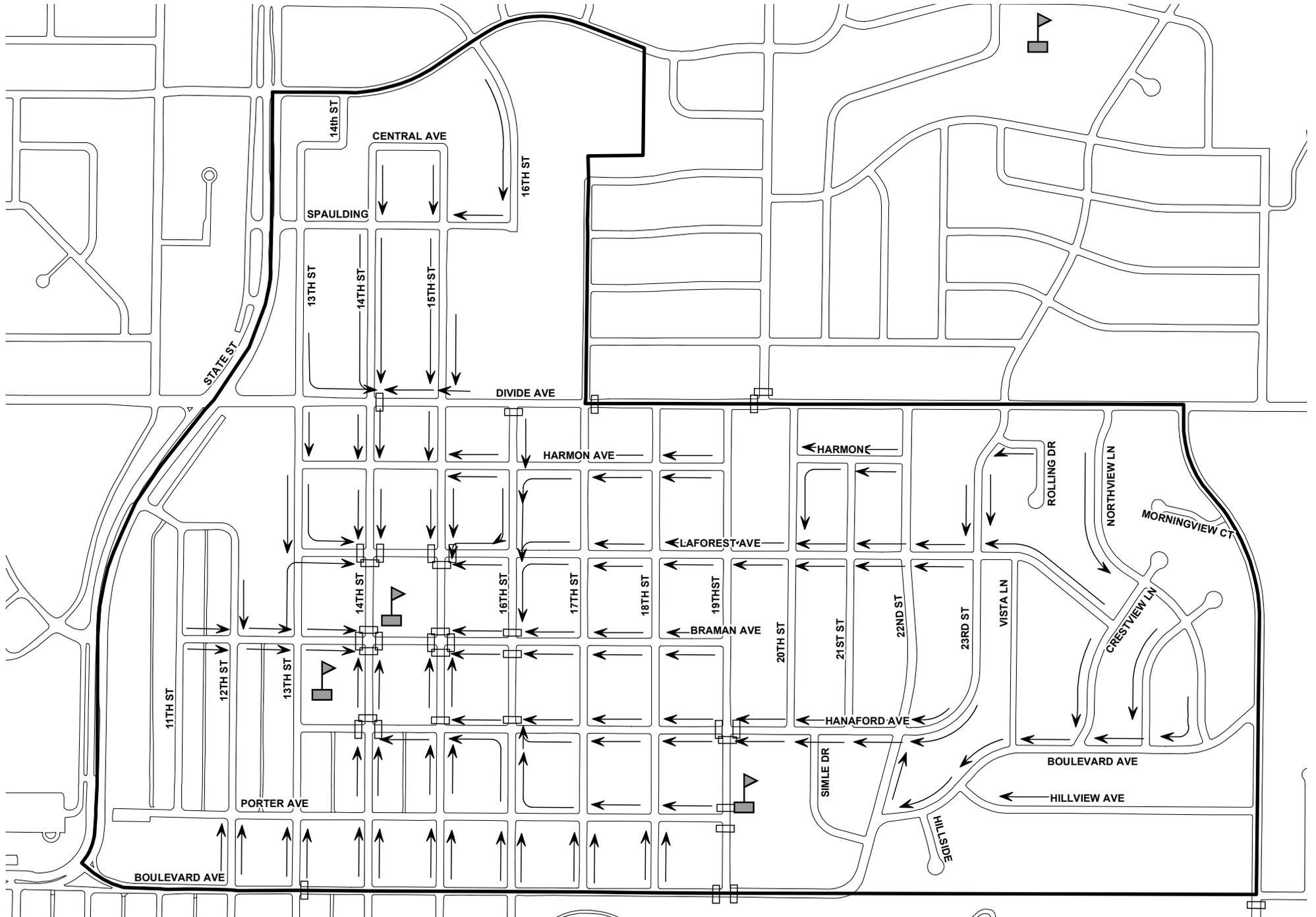
BRAMAN AVE.

Parents park in this loading zone to drop off/pick up students; some students wait for their parents in this area.

Street lighting may be inadequate

# PIONEER ELEMENTARY SCHOOL RECOMMENDATION MAP





TALKED WITH: Teresa Delorme, Pioneer Elementary  
RECORDED BY: Swara Farheen  
PROJECT: School Crossing Study  
SUBJECT: School Crossing Issues  
DATE: October 13, 2004

**Observations and facts:**

- October 13, 2004—Observation time was from 3:05-3:25 pm and the temperature was 48° F.
- October 18, 2004--Observation time was from 8:20-8:35 am and the temperature was 32° F.
- There are approximately 316 students that attend Pioneer Elementary School; with approximately 60 students in the blast program who stay until 3:00-6:00 pm.
- Information about safety is included in the school newsletter in the beginning of the school year. The school does not provide any announcements or classroom discussions about school crossing safety. The school does not have an adopt-a-cop this year. The school does not receive much education or additional programs on traffic safety.
- Currently, the school does not have any formal education for students about crosswalks or safe walk to school routes.
- Dr. Delorme said the number of current crosswalks is adequate.
- According to Dr. Delorme, most students receive rides from and to school from their parents; and approximately 40% (120) students walk.
- The playground is fenced.
- The number of bicycle parking spaces is adequate.
- There are no bus services for the school. There are two day care vans that pick up and drop off about 20 students per day.
- Staff parking is not adequate, so staff is forced to park on the surrounding streets.
- There is adequate handicapped parking for the school.
- There is not a traffic speed issue around the school area.
- There are two main exits/entrances for this school: one is on the south side of the school building on Braman Avenue and the other is on the west side of school building on 14<sup>th</sup> Street. The younger students use the 14<sup>th</sup> Street and the Braman Avenue entrance. The older students use the 14<sup>th</sup> Street and the Laforest Avenue entrance.
- There have been no accidents in last 3-5 years.
- There is one crossing guard on duty in the intersection of 16<sup>th</sup> Street and Braman Avenue from 8:00-8:30 am and from 3:05-3:35 pm.
- There is no after-hour supervision in front of the school when students are waiting for their parents.

**Problems:**

- Their main concern is the food/delivery loading area on the south side of the school and in the east side of the entrance. Vehicles tend to park there to pick up and drop off

- students, this becomes dangerous for students who are either waiting or playing in this area. There have been some close calls in this area.
- The crossing guard identified that 16<sup>th</sup> Street is a high speed area. There are vehicles parked on both sides of 16<sup>th</sup> Street. This reduces visibility for southbound vehicles and they cannot see the crossing guard until the crossing guard is in the middle of the street. Vehicles are traveling at high speeds at times when the crossing guard is in the middle of the street.
  - The head custodian identified the issue of the loading/unloading parking area on Braman Avenue. A “Do Not Enter” sign was placed in the entrance and that has seemed to correct the issue.

**Recommendations from the Principal:**

- Something needs to be done at the food/delivery loading area on the south side of the school and in the east side of the entrance. Vehicles tend to park there to pick up and drop off students, this becomes dangerous for students who are either waiting or playing in this area. There have been some close calls in this area.
- They are interested in materials and information/curriculum regarding crosswalk safety and pedestrian safety to educate elementary students.

# MEMO

**Date:** November 1, 2004

**To:** File

**From:** Swara Farheen

**Re:** School Crossing Study: Pioneer Elementary Observations



- October 13, 2004—Observation time was from 3:05-3:25 pm and the temperature was 48° F.
- October 18, 2004--Observation time was from 8:20-8:35 am and the temperature was 32° F.
- There are approximately 316 students that attend Pioneer Elementary School; with approximately 60 students in the blast program who stay until 3:00-6:00 pm.
- Students start arriving at school at 7:30 am.
- The playground is fenced.
- The number of bicycle parking is adequate.
- There are two main exits/entrances for this school. One is on the south side of the school building on Braman Avenue. The other one is on the west side of school building on 14<sup>th</sup> Street. The younger kids use 14<sup>th</sup> Street and the Braman Avenue entrance. The older kids use the 14<sup>th</sup> Street and the Laforest Avenue entrance.
- There is one crossing guard on duty in the crosswalk located on 16<sup>th</sup> Street and Braman Avenue. The crossing guard is on duty from 8:00-8:30 am and from 3:05-3:35 pm.
- There is no after-hour supervision in front of the school when students are waiting for their parents.
- Braman Avenue is used mostly by parents picking up/dropping off students. The older students are encouraged to use the northwest side entrance, so parents can wait for them either on Laforest Avenue or on 14<sup>th</sup> Street.
- Some parents double park on 14<sup>th</sup> Street and on Barman Avenue when picking up/dropping off students.
- Traffic speed on 14<sup>th</sup> Street, Laforest Avenue, 15<sup>th</sup> Street, and Braman Avenue is moderate.
- The intersection of Laforest Avenue and 15<sup>th</sup> Street has crosswalk signs. Pavement markings are not very distinct. Markings are on the west and the south side only.

- The intersection of Laforest Avenue and 14<sup>th</sup> Street has crosswalk signs. Pavement markings on the east and south side of the street only. Pavement marks are very light.
- The intersection of Braman Avenue and 15<sup>th</sup> Street has crosswalk signs on all legs. Pavement markings on all legs also. Markings are very light. A vehicle was parked in the crosswalk.
- Braman Avenue and 14<sup>th</sup> Street has crosswalk signs. Pavement markings on all legs. Vehicles were parked very close to the crosswalks and blocked visibility and vehicles were parked on the east leg over the crosswalk.
- Some parents use the “No Parking” area and the bus loading zone in front of the school entrance to pick up students. Vehicles were double parked in this area as well.
- The north leg of Braman Avenue and 16<sup>th</sup> Street has a crossing guard on duty for 30 minutes both in the morning and afternoon. There is a STOP sign on the east west side of that intersection. A crosswalk sign is located on the north south side.
- Traffic speed on 16<sup>th</sup> Street is higher than 20 mph. Vehicles were parked on both sides of 16<sup>th</sup> Street in the north leg, the vehicles blocked visibility of the crossing guard. The intersection has a crosswalk sign, but there are no signs before the intersection to slow down traffic.
- Street lighting is adequate.
- Most students use the south entrance in the morning.
- Some students are dropped off on Laforest Avenue so they can enter the playground directly.

## Prairie Rose Elementary School

Student body:	238
Staff:	35 (some are part-time)
Off Street Staff Parking:	23 (both staff and visitor)
Staff/Parking Ratio:	1.5/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- 19% of the students are brought by parents, only 5% walk to school, and 76% by bus
- Parking spaces and traffic flow are the number one concerns with just over 50% rated as poor or fair
- All other categories, rated between 60% to 80% as good or excellent
- While 55% rated the walking route as good, over 30% rated walking routes as poor

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Traffic circulation is also used for bus loading and unloading which blocks thru traffic.
- There is no sidewalk along Oahe Bend.
- Parents park along the narrow road to pick up or drop-off children.
- Parents sometimes back their cars out of the parking area.

### Recommendations:

(Please refer to the Recommendations Map on the following pages.)

#### *Short-Term (2005):*

- None

#### *Mid-Term (One- year):*

- Painted crosswalk pavement markings. Estimated cost = \$300.00

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.

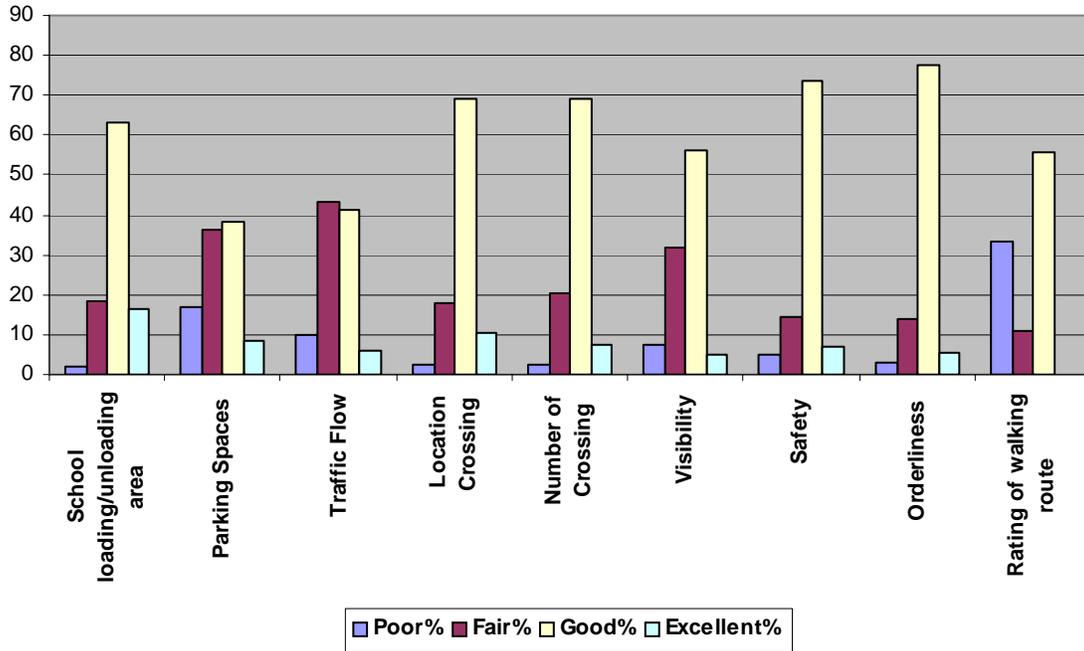


*Long-Term (Two years or more):*

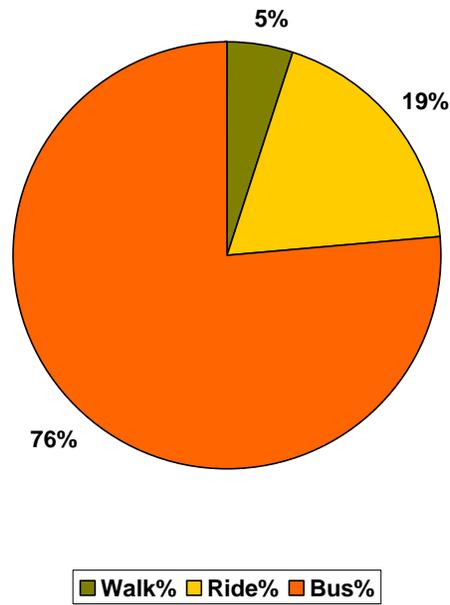
- Build additional parking and drop-off/pick up area for parents. Estimated cost = \$55,000.00
- When additional off-street parking is provided, restrict the parking along south side of Oahe Bend. Estimated cost = \$400.00
- Sidewalk to school needs to be installed. Estimated cost = \$32,000.00



**PRAIRIE ROSE ELEMENTARY SCHOOL  
PUBLIC SURVEYS**



**PRAIRIE ROSE ELEMENTARY SCHOOL  
(How do children go to/from school?)**



## Prairie Rose Elementary School Survey Comments

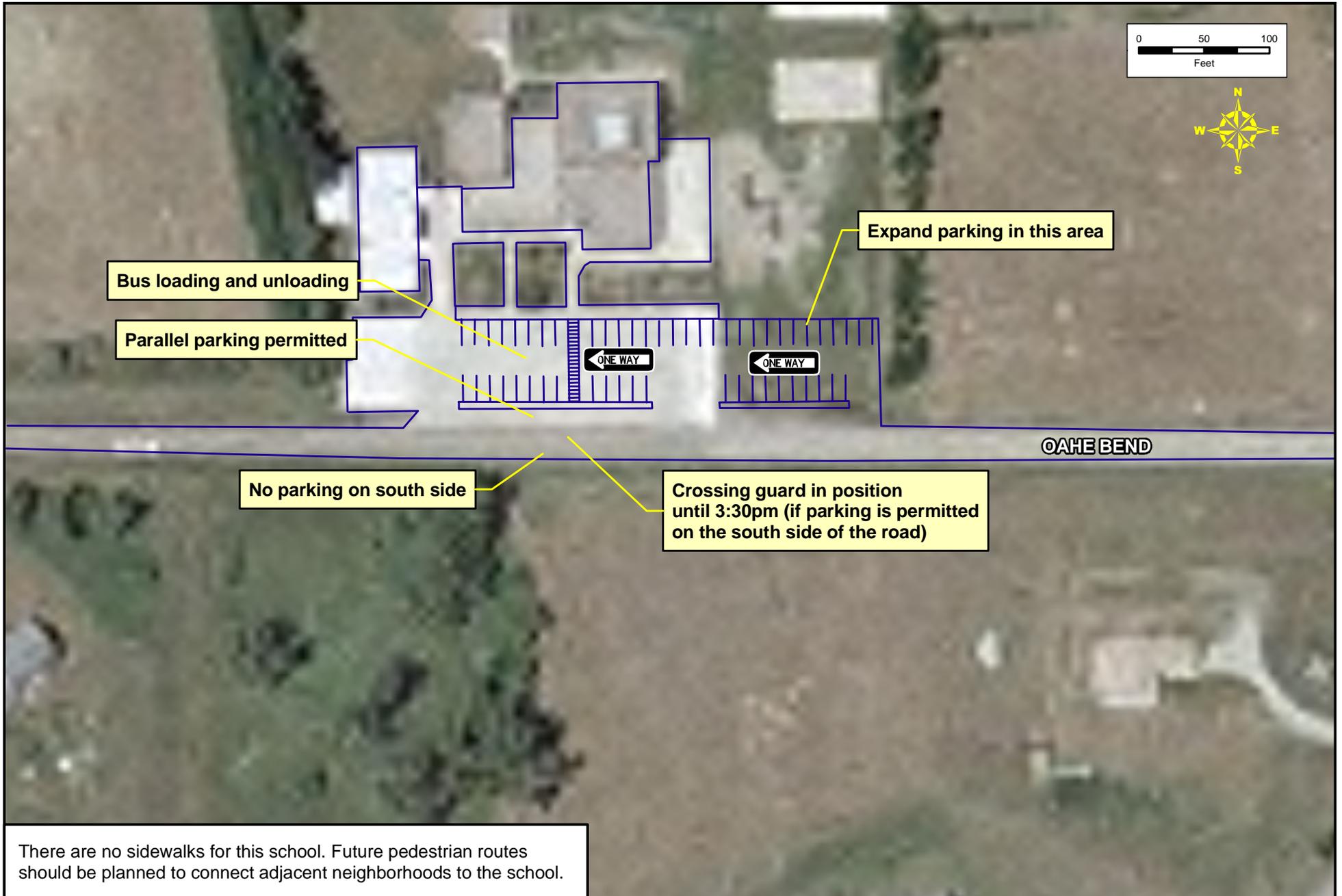
- Most of the students are bussed at this school.
- Students and parents need to review pedestrian safety rules.
- Buses block the traffic circulation zone.
- Bus loading time should be supervised.
- Crossing guard needs to stay until 3:30 pm.
- Traffic flow has improved after allowing buses to park in the inside loop.
- Do not allow vehicles to pass buses in the drop-off zone.



# PRAIRIE ROSE ELEMENTARY SCHOOL ISSUES AND OBSERVATIONS MAP



# PRAIRIE ROSE ELEMENTARY SCHOOL RECOMMENDATION MAP



TALKED WITH: Connie Herman, Prairie Rose Elementary School

RECORDED BY: Chowdhury Haider

PROJECT: School Crossing Study

SUBJECT: School Crossing Issues

DATE: October 5, 2004

**Observations and facts:**

- The school begins at 8:30 am and dismissal is at 3:05 pm.
- There are approximately 238 students at Prairie Rose School with one entrance in front of the school.
- The school informs the parents of traffic regulations letters.
- The principal estimates that approximately 80 to 85 percent of the students get dropped off by busses at the school entrance door.
- The school area has different signs—"Buckle Up", "Unauthorized Parking \$100 Fine", "Speed Limit", etc.
- In the front of school the speed limit is 15mph.
- Vehicle speeds are usually not an issue at this school.
- Playground location is all right, but the school doesn't have proper fencing along parts of the east side of the school. However, some parts of the east side are fenced.
- There are two handicapped parking spots and the school has adequate staff parking.
- The school has a designated bus loading and unloading area; however, busses are using parking lots for bus loading and unloading.
- In the parking area, the school has an entryway and exit driveway. The parking area is not adequate for parent parking. Two-way lanes exit in front of the school. At dismissal time, parents use the street for parking.
- There is adequate bicycle parking. There is no sidewalk around the school area; however, usually some students walk to school.
- The school has an afternoon crossing guard, the guard helps students cross the street.
- There are no flashing beacons associated with this school.
- The school has only one crosswalk in front of school parking lot.
- Four years ago, there was an accident near Oahe Bend. A student ran into a car with his bicycle.

**Problems:**

- Inadequate parent parking. Busses loading and unloading in the parking area which creates problems for traffic circulation. Parents make U-turns and back-up due to an inadequate traffic circulation area.
- Inadequate fencing on the east side of the school.
- Crossing guard needs to stay longer then 3:15 pm.

**Recommendations from the Principal:**

- Additional parking spaces for parents. The school doesn't have adequate parent parking, especially during special events.

- Concerned about the students' safety. The principal monitors the school traffic circulation system.
- Crossing guard needs to until to 3:30 pm.
- 80-85% of the students use the bus system, so a safe-route-to-school route is not required for Prairie Rose School.

## Riverside Elementary School

Student body:	106
Staff:	34 (some are part-time)
Off Street Staff Parking:	18
Staff/Parking Ratio:	1.9/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- 56% of the students walk to school, the remaining 44% are brought by parents, and none ride the bus
- Parking spaces and traffic flow are the number one concerns with 50% rating as poor or fair
- Most areas were rated between 60% to 75% as good or excellent
- 72% rated the walking route as good or excellent

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Several parents stop on the north side of Bowen Avenue and allow their children to cross mid-block.
- Parents also stop on the east side of Anderson Street and allow their children to cross mid-block.
- Vehicles left unattended and running in the handicapped zone.
- Crosswalks need additional striping and lighting.

### Recommendations:

(Please refer to the see Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Install “No Parking” zones within 25’ of crosswalks. Estimated cost = \$1,000.00
- Install and repaint crosswalk pavement markings at all intersections and additional signs as necessary. Estimated cost = \$1,400.00
- Encourage pedestrians to cross at the crosswalks instead of mid-block on Bowen Avenue. Estimated cost = \$0.00
- Maintain priority sanding at school crossings during winter weather.

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



*Mid-Term (One-year):*

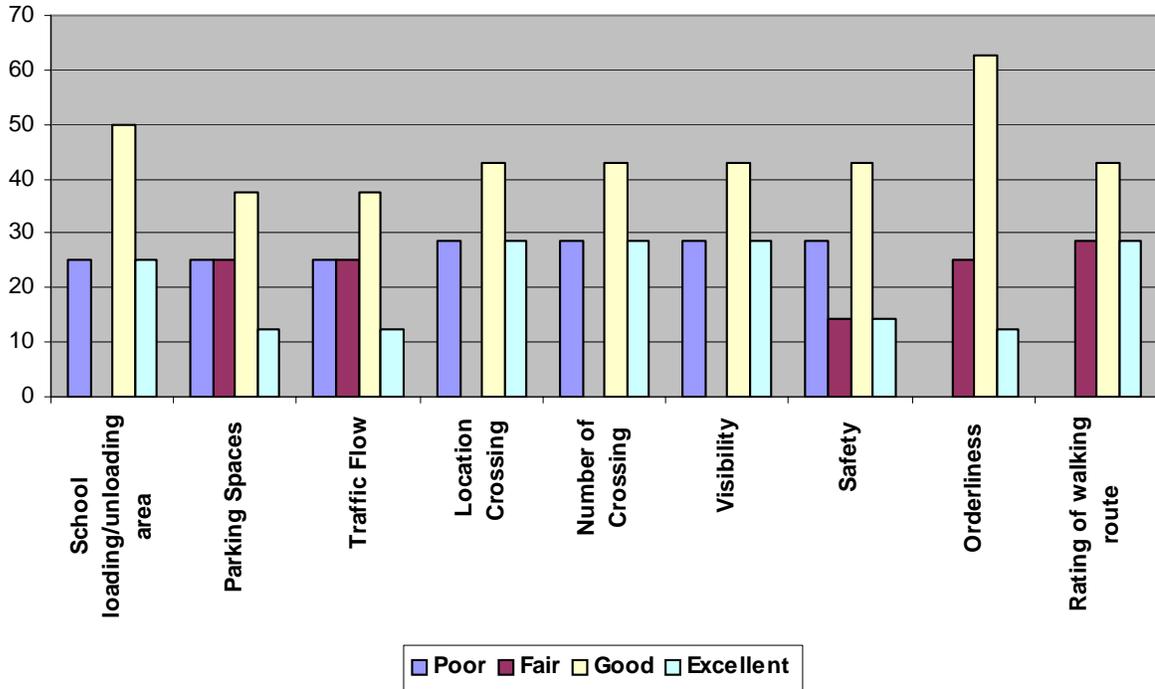
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$1,000.00

*Long-Term (Two years or more):*

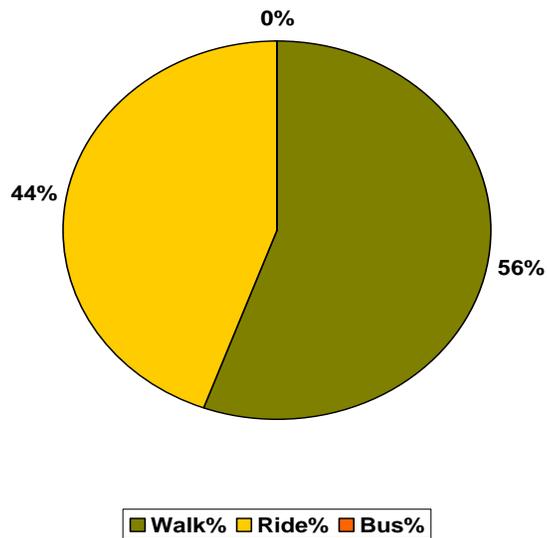
- Install ADA ramps at corner of Bowen Avenue and Garden Drive. Estimated cost = \$2,000.00
- Install preformed patterned pavement markings-grooved at intersections. Estimated cost = \$8,100.00



### RIVERSIDE ELEMENTARY SCHOOL PUBLIC SURVEYS



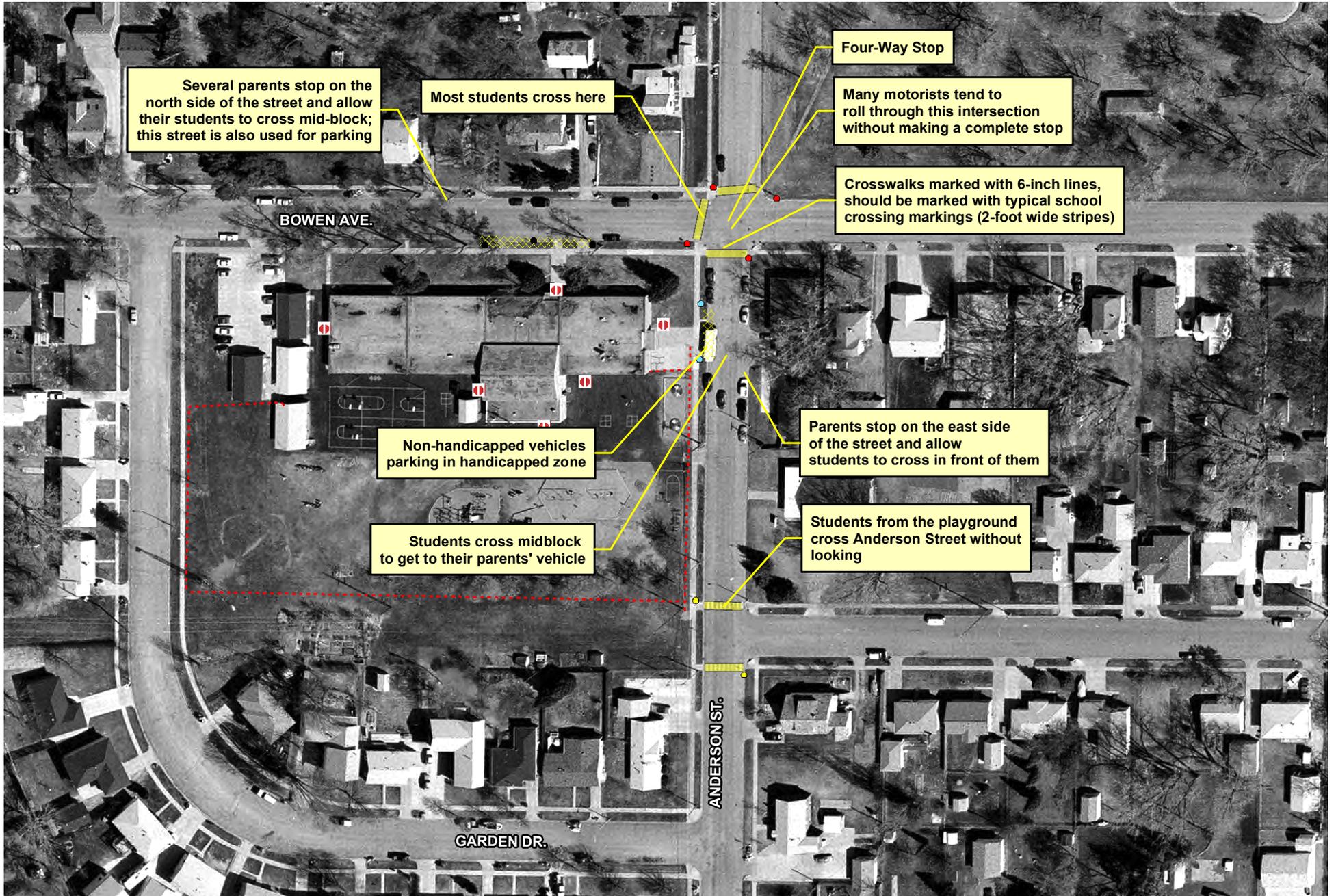
### RIVERSIDE ELEMENTARY SCHOOL (How do children go to/from school?)



## Riverside Elementary School Survey Comments

- Crosswalks are not properly marked with school crossing markings.
- Need to improve lighting to increase visibility at the crosswalks.
- There is a vehicle speed problem around the school area, more law enforcement is necessary.





Several parents stop on the north side of the street and allow their students to cross mid-block; this street is also used for parking

Most students cross here

Four-Way Stop

Many motorists tend to roll through this intersection without making a complete stop

Crosswalks marked with 6-inch lines, should be marked with typical school crossing markings (2-foot wide stripes)

BOWEN AVE.

Non-handicapped vehicles parking in handicapped zone

Parents stop on the east side of the street and allow students to cross in front of them

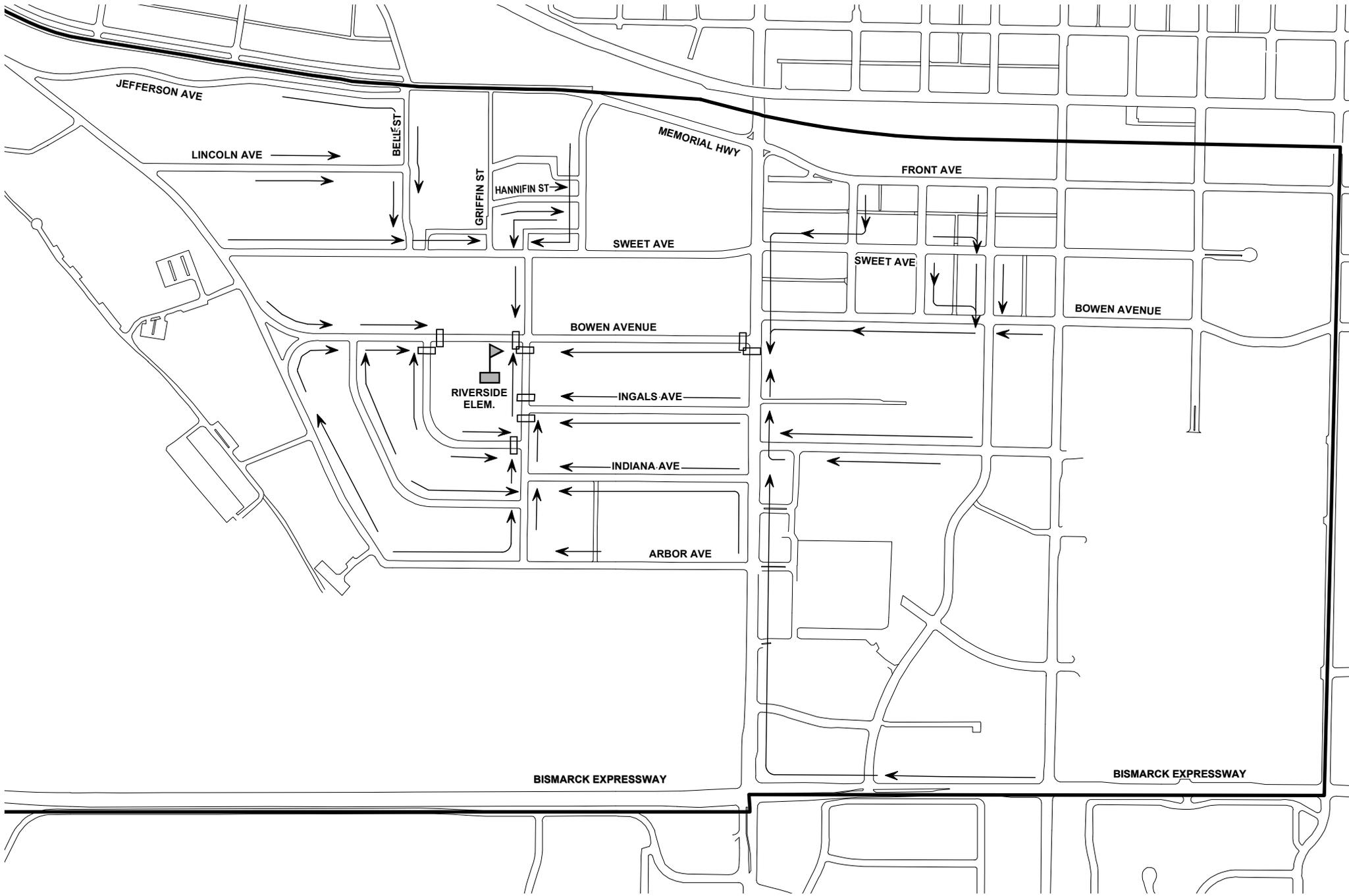
Students cross midblock to get to their parents' vehicle

Students from the playground cross Anderson Street without looking

ANDERSON ST.

GARDEN DR.





## Roosevelt Elementary School

Student body:	149
Staff:	40 (some are part-time)
Off Street Staff Parking:	16
Staff/Parking Ratio:	2.5/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- 62% of the students are brought by parents, 33% of the students walk to school, and only 5% by bus
- Parking spaces is the number one concern with 90% rating as poor or fair
- Loading and unloading area had a rating of 85% as poor or fair, with traffic flow following close behind with an 80% rating as poor or fair
- 58% rated the walking route as good or excellent

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Parents stop on the north side of Avenue B and allow their children to cross mid-block.
- Parent also use the service loop to drop children off with traffic in both directions.
- Speed on Griffin Street is a concern.
- Speed and traffic on Washington Street is a concern.

### Recommendations:

(Please refer to the Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Consider "Yield" signs on Anderson Street at Avenue B. Estimated cost = \$250.00
- Install "No Parking" zones within 25' of crosswalks. Estimated cost = \$2,800.00
- Consider crossing guard on Avenue B and Griffin Street. Estimated cost = \$0.00
- Instruct staff to park on west side of Griffin Street. Estimated cost = \$0.00

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



- Painted crosswalk pavement markings at all intersections. Estimated cost = \$2,400.00
- Replace faded sign on north side of school. Estimated cost = \$100.00
- Maintain priority sanding at school crossings during winter weather.
- Close opening in south side of fence and move opening to southeast corner. Estimated cost = \$400.00
- Relocate bus loading to the west side of the school. Estimated cost = \$550.00
- Close Washington Street and Avenue A crossing and install a new crossings at Rosser Avenue and Avenue C. Estimated cost = \$500.00
- Sign "Service Vehicles Only" at entrance on Griffin Street. Estimated cost = \$125.00

***Mid-Term (One- year):***

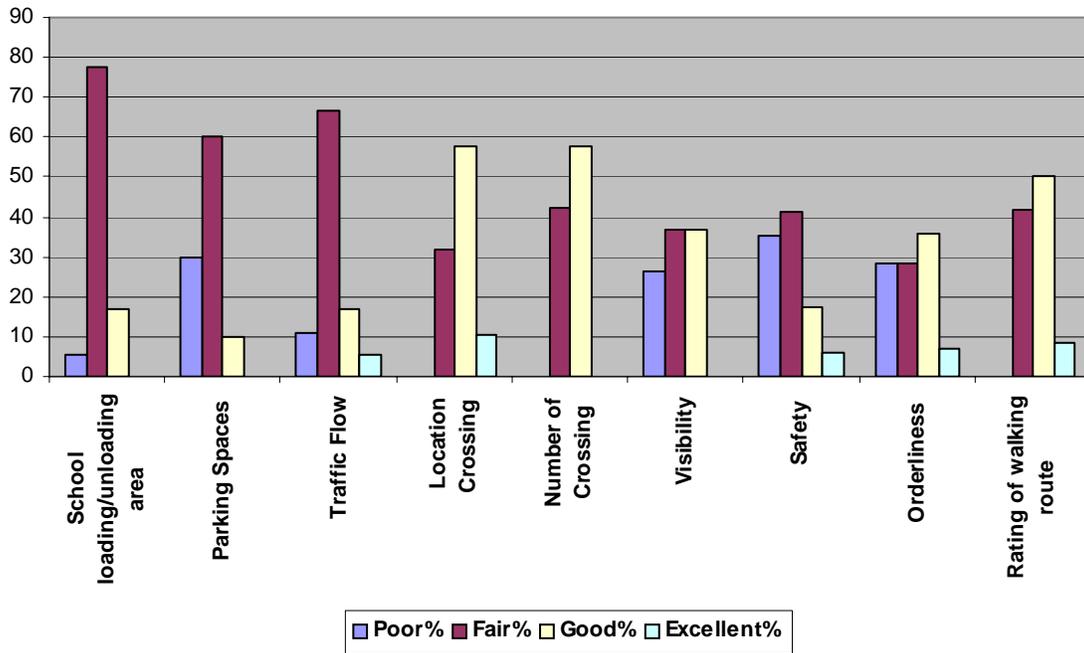
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$2,400.00
- Add additional bicycle parking on the west side of the school. Estimated cost = \$4,900.00

***Long-Term (Two years or more):***

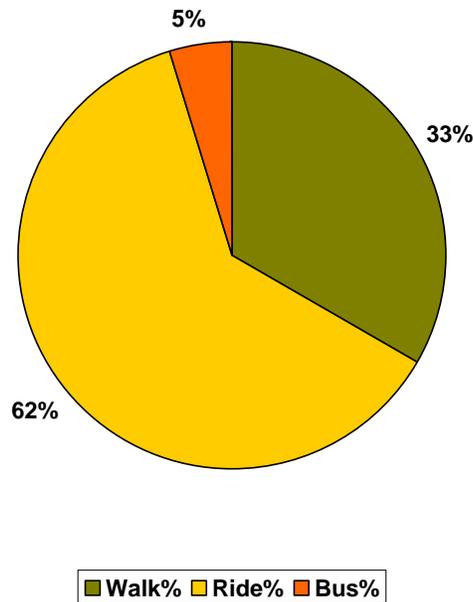
- Install preformed patterned pavement markings-grooved at intersections. Estimated cost = \$19,4000.00



**ROOSEVELT ELEMENTARY SCHOOL  
PUBLIC SURVEYS**



**ROOSEVELT ELEMENTARY SCHOOL  
(How do children go to/from school?)**



## Roosevelt Elementary School Survey Comments

- Griffin Street needs more policing around the school to enforce speed limits and pedestrian crossings.
- Drivers do not observe pedestrian/school crossings.
- There are no crosswalk signs located at the intersection of Washington Street and Avenue B.
- If Washington Street is widened, traffic speeds will increase even more.
- Additional signs are needed at the Anderson Street and Avenue B intersection.
- Traffic control is needed along Griffin Street.
- Bicycle parking is needed along both sides (east and west) of the school.
- A crossing guard or a signal should be placed at the intersection of Avenue B.
- Recommendation to use weighted cones or any other traffic control device that would not be stolen.
- A four-way stop sign should be installed at the intersection of Avenue B and Griffin Street.
- Additional crosswalks are needed around the school.
- The gaps in the fence around the playground should be removed.





Congested intersection;  
citizens requesting a four-way stop

High speed problem

Traffic cones are used at this  
crosswalk to reduce speed;  
principal would like to have  
a crossing guard at this location

Several westbound vehicles stop  
in through lane to drop off/pick up

Motorists don't yield at the  
Avenue B and Anderson Street  
intersection

Student was hit at this location

High volume  
drop-off area

Opening in playground  
fencing at midblock

GRIFFIN ST.

A AVE.

B AVE.

HANNIFIN ST.



Increase law enforcement to discourage vehicles stopping in the through lane

Consider "Yield" Signs on Anderson Street

Consider crossing guard on Avenue B

Replace faded sign

Sign "Service Vehicles Only"

More bicycle parking on the west side of the school

Instruct staff to park on west side of Griffin Street

Relocate bus loading to the west side of the school

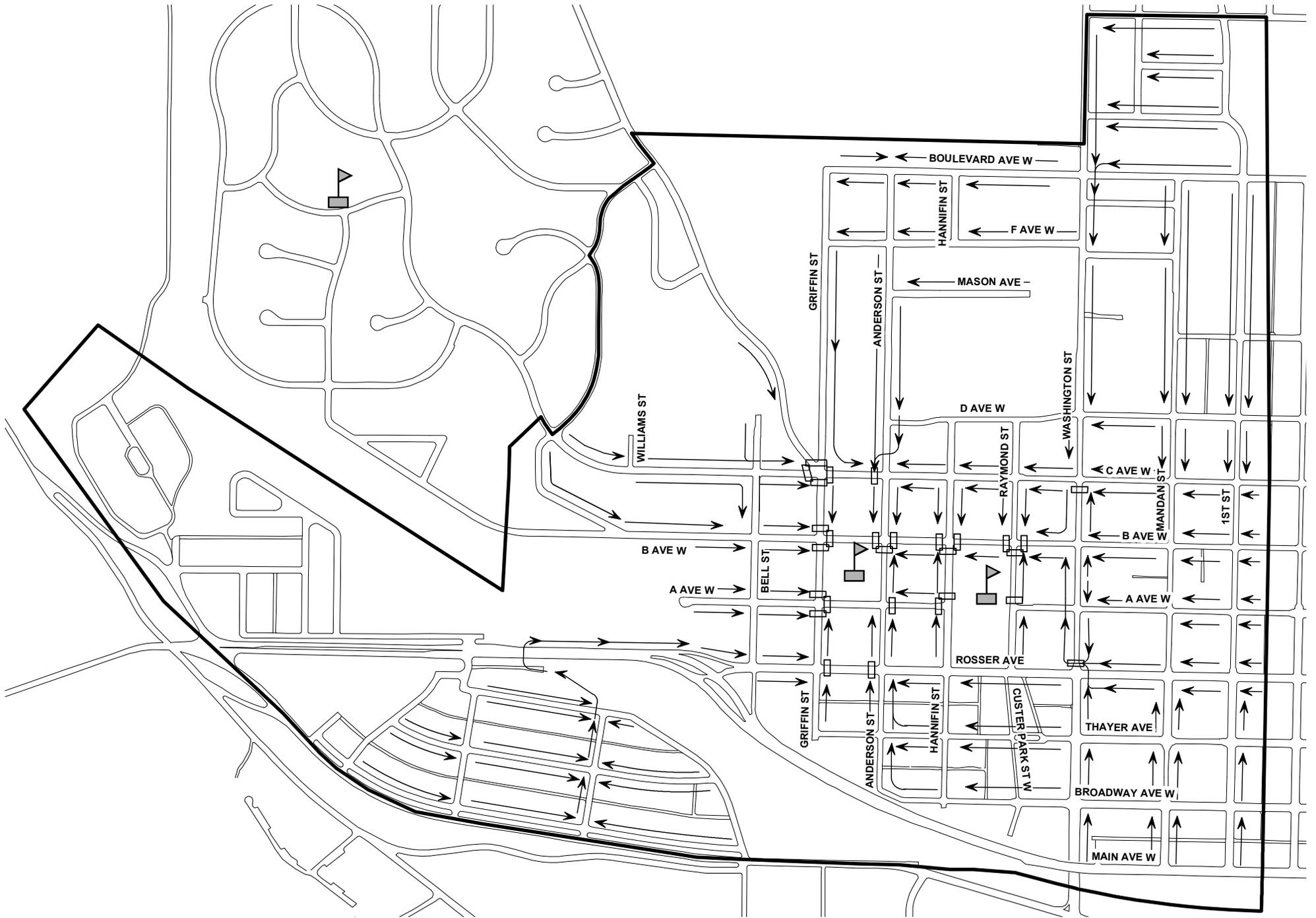
ANDERSON ST.

AVE B

New opening in fence

AVE A

Close midblock opening in fence



TALKED WITH: Fran Rodenburg, Roosevelt Elementary  
& Riverside Elementary

RECORDED BY: Donovan Slag

PROJECT: School Crossing Study

SUBJECT: School Crossing Issues

DATE: October 5, 2004

**Observations and facts:**

- There are 149 students at Roosevelt School.
- There are 106 students at Riverside School.
- Fran Rodenburg is the principal for both schools.
- There are no crossing guards at either school.
- In general, school safety is communicated to the students and parents through school system beliefs, family nights and school board policies.
- A “Police Youth Bureau” (PYB) officer is assigned to each school. Schools also participate in the “Adopt a Cop” program. The presence of law enforcement at drop-off and pick up times is minimal.
- The “Walk Your Child to School Day” has been very popular in past years; however, this year the PTO didn’t want it to be a big event.
- Students begin gathering at Roosevelt between 7:00 to 7:15 am, many of these students are waiting for the bus that goes to Horizon Middle School.
- The worst traffic congestion occurs between 8:00 to 8:30 am and 2:50 to 3:15 pm.
- Riverside Elementary does not seem to have any major traffic problems or school crossing issues.
- Riverside has a before-school program and an after-school program that many students participate in.
- Traffic cones are used at Roosevelt on Avenue B. They are effective; however, it is difficult to retain them.
- Bus loading and unloading is not an issue. There haven’t been any problems with vehicles parking in the bus loading zone.
- Handicapped parking is adequate at both schools.
- A supervisor is stationed in front of Roosevelt school from 3:00 to 3:15 pm to monitor students waiting for a ride.
- Most parents pick their children up on the north side of Roosevelt.

**Problems at Roosevelt:**

- Motorists don’t yield well at the intersection of Avenue B and Anderson Street.
- East-west traffic travels too fast over the hill on Avenue B.
- Parents who are double parked or parked across the street occasionally will wave their children to their car, causing them to cross mid-block between cars.
- People generally don’t respect the crosswalks; the addition of a new marked crosswalk will not dramatically improve the safety of the students.
- Not enough bicycle parking.

- There are some gaps in the fencing around the playground, students have run off.
- There is not enough parking for the faculty and for parents. The staff parking lot has about 16 spaces. Residents near the school have complained about parents parking in front of their property. Roosevelt Elementary holds staff development meetings for other teachers in the school district, resulting in more parking needs.
- A recommendation to have parents park in a certain area might not be an effective solution since it is difficult to change parent behavior. Suggestions to parents in newsletter aren't effective.
- Two accidents occurred last year at Griffin Street and Avenue B.
- A student was hit on Avenue B in front of Roosevelt a couple of years ago. It may have been caused by the parent waving their child to the vehicle.

**Recommendations from the Principal:**

- Need more law enforcement presence at both schools.
- Need a crossing guard on Avenue B or a signal would help.
- Traffic cones work well but they can't seem to keep them in stock, need to use a weighted cone or some other traffic control device that would not be stolen.
- Stop signs, preferably a four-way stop, would improve the safety at Avenue B and Griffin Street.
- Should have some bike parking on both sides (east and west) of Roosevelt school.

## Saxvik Elementary School

Student body:	290
Staff:	50 (some are part-time)
Off Street Staff Parking:	7
Staff/Parking Ratio:	7.1/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- The limited number of survey responses does not accurately reflect the school population (with only two responses); 100% of the students are brought by parents to school
- All categories had 100% rated as fair except for two categories: location and number of crossings had 100% rated as good
- 100% rated the walking route as fair

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Parents are using handicapped parking to drop-off children.
- Double parking both northbound and southbound to drop children backs up traffic in both directions.
- High speed on 21<sup>st</sup> Street is an issue.
- Paint is wearing off crosswalks.

### Recommendations:

(Please refer to the Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Install “No Parking” zones within 25’ of crosswalks. Estimated cost = \$1,000.00
- Instruct staff to park on east side of 22<sup>nd</sup> Street. Estimated cost = \$0.00
- Install new crosswalk and signing at 21<sup>st</sup> Street and Rosser Avenue. Estimated cost = \$450.00
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$3,900.00
- Relocate Rosser Avenue crosswalk from 17<sup>th</sup> Street to the 16<sup>th</sup> Street intersection at the existing four-way stop. Estimated cost = \$450.00

<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



- Maintain priority sanding at school crossings during winter weather.
- Install concrete curb stops to prevent vehicles from blocking the path for handicapped pedestrians. Estimated cost = \$1,500.00

***Mid-Term (One- year):***

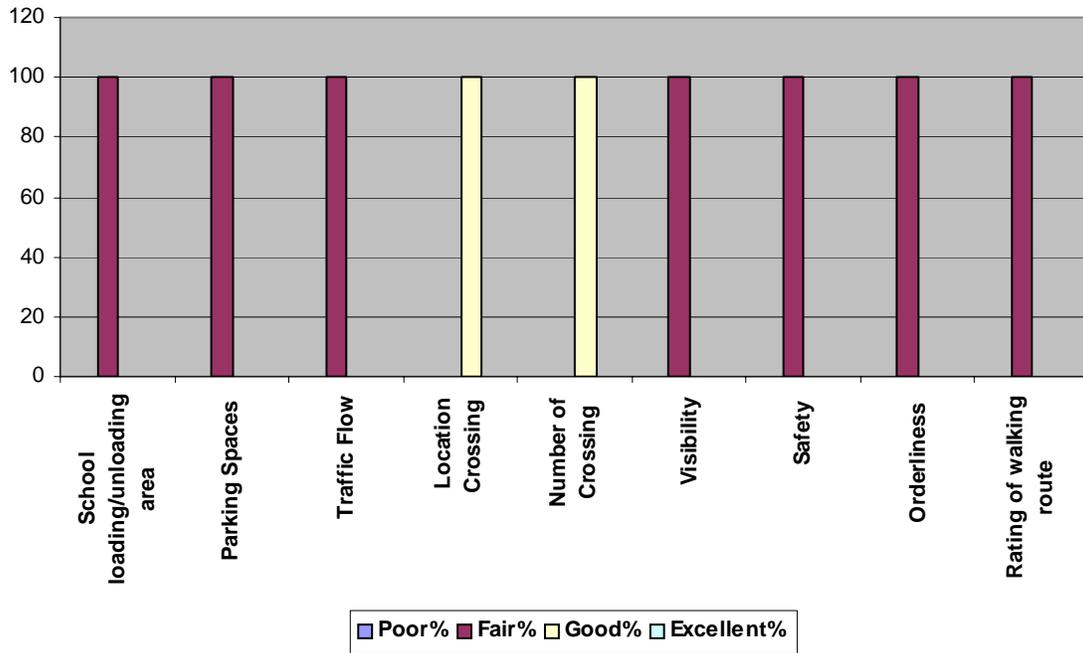
- Install fencing on east side of 22<sup>nd</sup> Street. Estimated cost = \$3,700.00
- Close north crosswalk on 22<sup>nd</sup> Street and retain south crosswalk. Estimated cost = \$150.00 (Remove signs after pavement markings wear off and fence has been installed).
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$1,200.00

***Long-Term (Two years or more):***

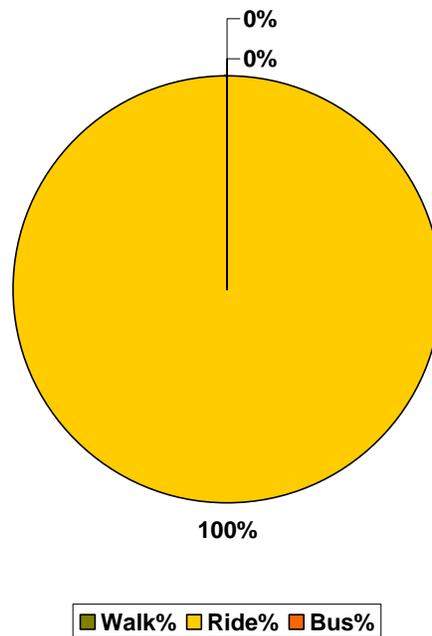
- Install preformed patterned pavement markings-grooved at intersections. Estimated cost = \$13,300.00
- New ADA curb ramps on 23<sup>rd</sup> Street. Estimated cost = \$4,000.00
- New ADA curb ramp on Avenue D at crossing between 21<sup>st</sup> Street and 22<sup>nd</sup> Street. Estimated cost = \$2,000.00



**SAXVIK ELEMENTARY SCHOOL  
PUBLIC SURVEYS**



**SAXVIK ELEMENTARY SCHOOL  
(How do children go to/from school?)**



## Saxvik Elementary School Survey Comments

- The school doesn't have bus service.
- Students cross at the intersection of 16<sup>th</sup> Street and Avenue C.
- Parked vehicles block access to the crosswalks.
- Parents illegally park in the handicap parking spaces.
- Motorists stop in the thru traffic lanes.
- More staff parking is needed.
- Need a police presence around the school at least once a week.





Trip hazard in older sidewalks

Popular dropoff point: southbound vehicles stop in through lane

Highest volume of pedestrian traffic at this crossing

High speed problem



Repaint crosswalks

Install fence

Remove crosswalk

Instruct staff to park on east side of 22nd Street

Opening in fence funnels students to crosswalk

New curb ramps may not meet ADA standards because they are offset

Install concrete curb stops to prevent vehicles from blocking the path for handicapped pedestrians

Newer crosswalk with ADA ramps to remain

Install crosswalk and sign at Rosser Avenue

22ND ST

AVE A

ROSSER AVE



Install crosswalks and signs

Remove crosswalk

SAXVIK ELEM.

ROSSEY AVE.

AVE D

AVE C

AVE B

18TH ST.

19TH ST.

20TH ST.

21ST ST.



SIMLE MIDDLE SCHOOL

BECEP AT RICHHOLT

SAXVIK ELEM.

9TH ST

10TH ST

11TH ST

12TH ST

13TH ST

14TH ST

15TH ST

16TH ST

17TH ST

18TH ST

19TH ST

C AVE

B AVE

20TH ST

21ST ST

22ND ST

23RD ST

24TH ST

25TH ST

26TH ST

B AVE

A AVE

ROSSER AVE

THAYER AVE

BROADWAY AVE

BOULEVARD AVE

HILLVIEW AVE

SIMLE DR

HILLSIDE

KIMBERLY AVE

TALKED WITH: Ron Becker, Saxvik Elementary  
RECORDED BY: Donovan Slag  
PROJECT: School Crossing Study  
SUBJECT: School Crossing Issues  
DATE: October 1, 2004

**Observations and facts:**

- There are approximately 290 students at Saxvik School.
- Mr. Becker estimates that approximately 20 to 25 percent of the students that get dropped off by their parents are within walking distance of the school (less than 5 blocks distance).
- Older students have recess across the street on the east side of 22<sup>nd</sup> Street. There aren't any problems with students crossing here since 22<sup>nd</sup> Street has low traffic volumes. Playground location and fencing is adequate, especially the younger students' playground—that playground is completely fenced in.
- There is adequate parking for bikes, only a small minority of students ride bike to school. Mr. Becker said that a few students continue to ride bike well into the winter even during icy conditions.
- Morning drop-off is pretty much evenly distributed around the block, perhaps slightly more in the front (west side).
- The handicapped parking is adequate so long as non-handicapped people do not use that area. The only handicapped zone is on the west side near the front entrance. The east side does not have handicapped access, there are steps.
- The earliest students arrive at 7:30 am, breakfast starts at 7:45 am, school starts at 8:15 am, and dismissal is at 3:05 pm.
- There are no flashing beacons associated with this school.
- Safety is maintained by school staff presence outside during the loading and unloading time. Mr. Becker said he is out there every afternoon. The staff also visits with the students about school crossing safety.
- The school does not receive any input from law enforcement.
- Motorists yield well to students in the crosswalks.
- Vehicle speeds are usually not an issue at this school.
- There haven't been any accidents near the school in the last few years. A few blocks away a student ran into a car with his bike several years ago.

**Problems:**

- People parking at or partially blocking the crosswalk.
- Occasionally parents park illegally in the handicapped zone.
- Afternoon pick up time is more of a congestion problem than the morning drop-off time.
- Mr. Becker's biggest concern is students crossing on Rosser Avenue. There are a lot of students originating from the trailer court area near 26<sup>th</sup> Street. They need a safe location to cross Rosser Avenue.

- Motorists stop in through lane to pick up their children. Mr. Becker mentioned that it is usually the same people that do this and it is difficult to prevent them from doing that. It causes traffic to back up behind the stopped vehicle.
- School walk routes: students from areas to the west have to cross busy streets like East Avenue C and 16<sup>th</sup> Street. However if a new crosswalk was placed in one of these locations, it may not get enough use since it is difficult to funnel students to a certain crossing point.
- Parking is a problem for the staff. The staff parking lot is very small, most employees park on the streets. The available street parking only serves about a quarter of what the staff parking needs.

**Recommendations from the Principal:**

- Police presence makes a big difference; Mr. Becker said that even if they show up once a week it would have a large impact on the motorist's behavior. Any increase in patrolling would provide the most cost effective benefit.
- According to Mr. Becker, a crossing guard would provide benefit to any school. It would take care of issues such as vehicles parked too close to the crosswalks. A crossing guard on Rosser Avenue would allow students to cross safely to the south side. On 16<sup>th</sup> Street and East Avenue C areas, it wouldn't pay to have a crossing guard since it is difficult to focus pedestrians to a certain location.
- A parking lot addition would be unlikely to occur according to Mr. Becker, not only due to the cost but because there aren't any areas available for expansion.

## Solheim Elementary School

Student body:	510
Staff:	60 (some are part-time)
Off Street Staff Parking:	31 paved and 28 to 30 non-paved
Staff/Parking Ratio:	1.9/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- 62% of the students are brought to school by parents, 20% of the students walk to school, and only 3% by bus
- School loading and unloading area is the number one concern with over 90% rated as poor or fair
- 80% rated parking spaces as poor or fair and 78% rated traffic flow following as poor or fair
- 75% rated the walking route as good or excellent

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Corner of Munich Drive and Reno Drive is a congested area with traffic exiting the school; and high pedestrian traffic.
- High speed traffic on South Washington Street.
- Parents double park in the loading zone and children run between cars.
- Separate areas for bus loading/unloading and parent drop-off/pick up.

### Recommendations:

(Please refer to the Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Install “No Parking” zones within 25’ of crosswalks. Estimated cost = \$1,000.00
- Consider a crossing guard at Reno Drive and Munich Drive. Estimated cost = \$0.00
- Consider directional signs for staff versus visitor parking areas. Estimated cost = \$250.00

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



- Painted crosswalk pavement markings at all intersections. Estimated cost = \$900.00
- Revise internal roadway to parallel parking on both sides, install “10 MPH Speed Limit” signs, install 2 new crosswalks and associated signing, install 2 new ADA ramps, change parking signs to “No Parking” signs for 3 spaces, and install “One Way” signs and associated pavement markings. Estimated cost = \$6,500.00
- Maintain priority sanding at school crossings during winter weather.

***Mid-Term (One-year):***

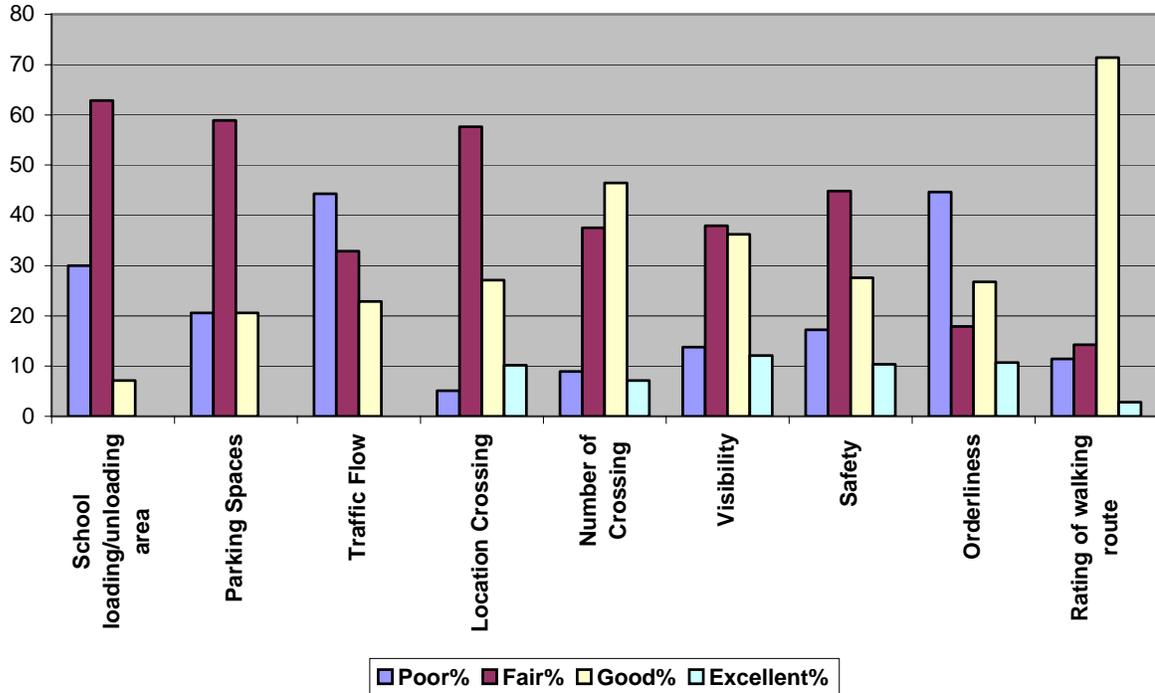
- Install landscaping and/or fence separation between parking and paved trail. Estimated cost = \$10,000.00
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$1,600.00

***Long-Term (Two years or more):***

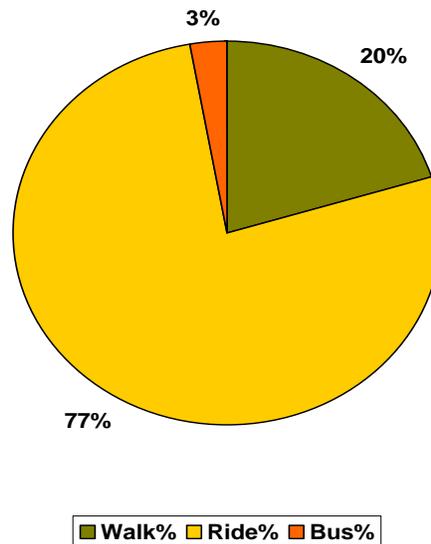
- Lengthen service road to provide additional drop-off zone and parent parking. Estimated cost = \$114,000.00
- New sidewalk. Estimated cost = \$5,800.00
- Install preformed patterned pavement markings-grooved at intersections. Estimated cost = \$9,000.00



### SOLHEIM ELEMENTARY SCHOOL PUBLIC SURVEYS



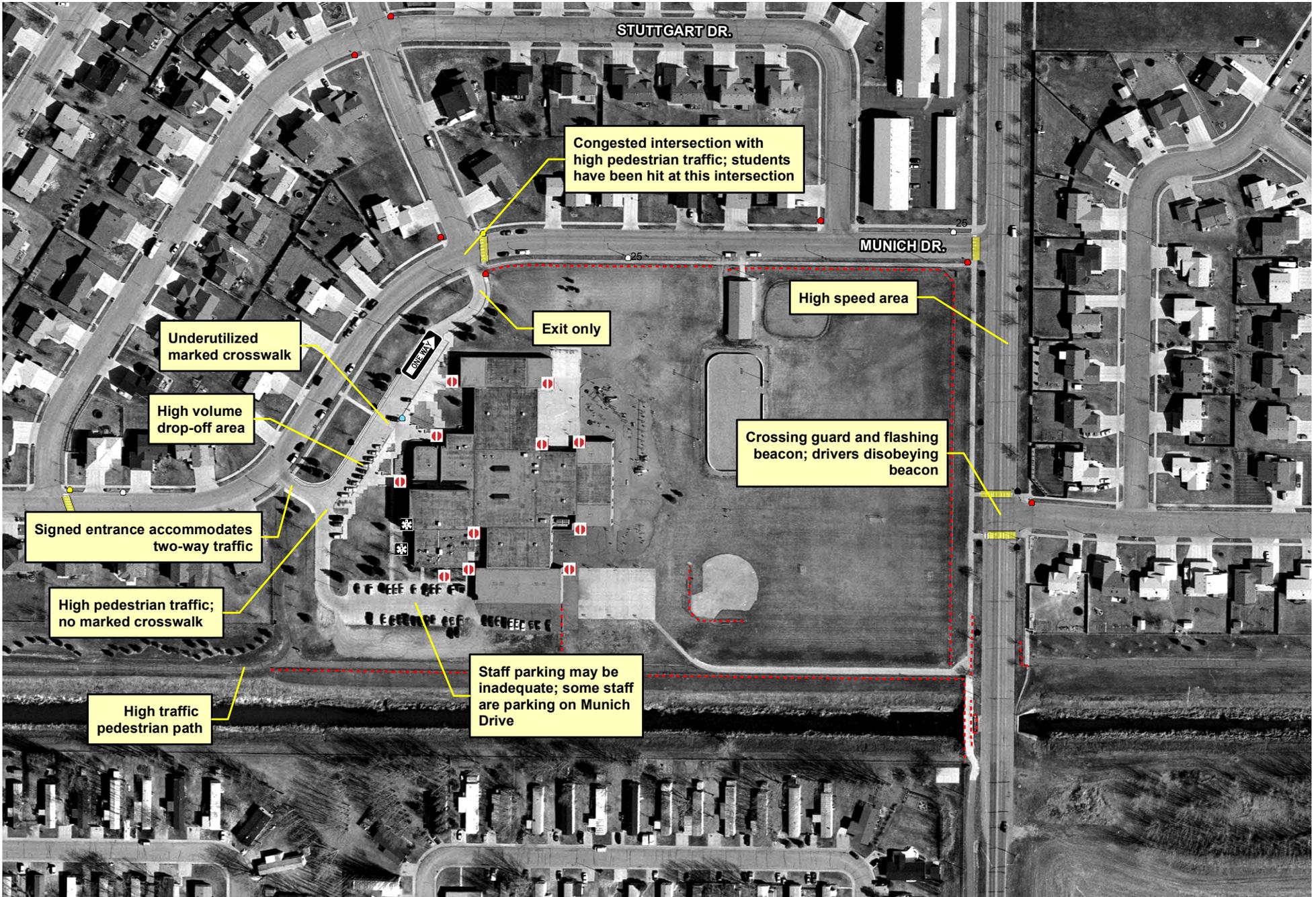
### SOLHEIM ELEMENTARY SCHOOL (How do children go to/from school?)



## Solheim Elementary School Survey Comments

- Flashing beacons are needed at crosswalks, especially along Munich Drive.
- Vehicles are parked in the “No Parking” zones, and policing is needed to enforce the “No Parking” zones.
- The one-way drive through loop is very congested; students are walking between parked and moving cars.
- More crosswalks and “No Parking” zones are needed; especially on west side of the school.
- Parked cars restrict visibility of students crossing the street.
- The visibility is limited at the intersection of Reno Drive and Munich Drive.
- Some trees should be removed from the front of the school.
- A pedestrian bridge should be built on South Washington Street if funding is available.
- Staff parking should be marked and signed.
- Add the sign, "No Right Turn Between 3:00 & 3:30", on the south leg of the Munich Drive and Reno Drive intersection.
- Paint curbs yellow in the “No Parking” zones.
- Parents double park in loading/unloading areas, and students run between cars.
- Parents ignore traffic rules.
- Parents are dropping off students in handicapped parking spots.
- Additional traffic signs are needed.
- The surrounding area near the school is too congested.
- Parking and drop-off zones need to be expanded.
- A crossing guard is needed at the intersection of Reno Drive and Munich Drive.
- A bussing system is needed for all students.
- A separate lane is needed for buses and parents.
- Some vehicles disobey the flashing beacon on Washington Street.
- Some vehicles leave the staff parking lot and exit through the entrance of the one-way drop-off loop.





STUTTGART DR.

Congested intersection with high pedestrian traffic; students have been hit at this intersection

MUNICH DR.

High speed area

Exit only

Underutilized marked crosswalk

High volume drop-off area

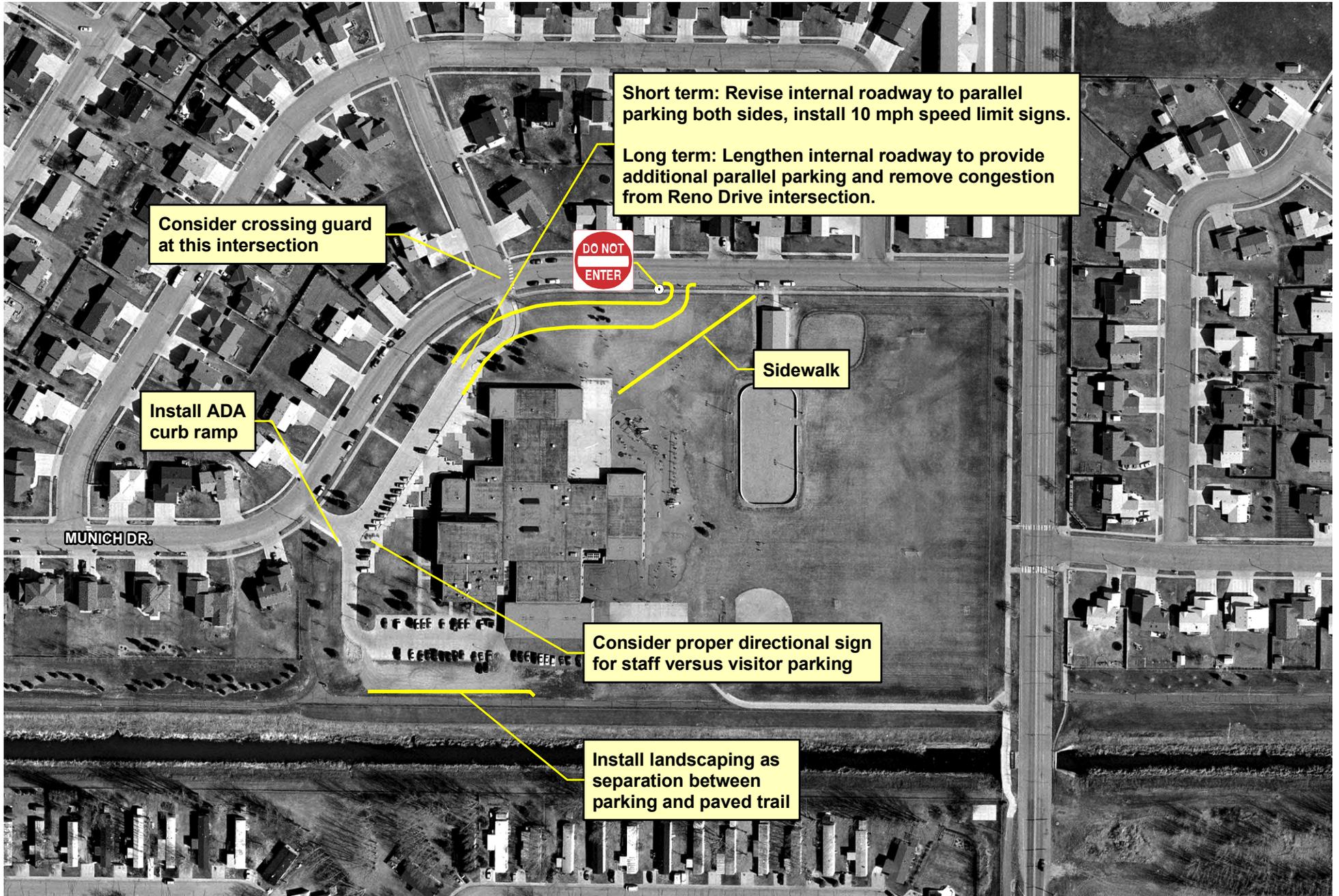
Crossing guard and flashing beacon; drivers disobeying beacon

Signed entrance accommodates two-way traffic

High pedestrian traffic; no marked crosswalk

Staff parking may be inadequate; some staff are parking on Munich Drive

High traffic pedestrian path



Consider crossing guard at this intersection

Short term: Revise internal roadway to parallel parking both sides, install 10 mph speed limit signs.

Long term: Lengthen internal roadway to provide additional parallel parking and remove congestion from Reno Drive intersection.



Sidewalk

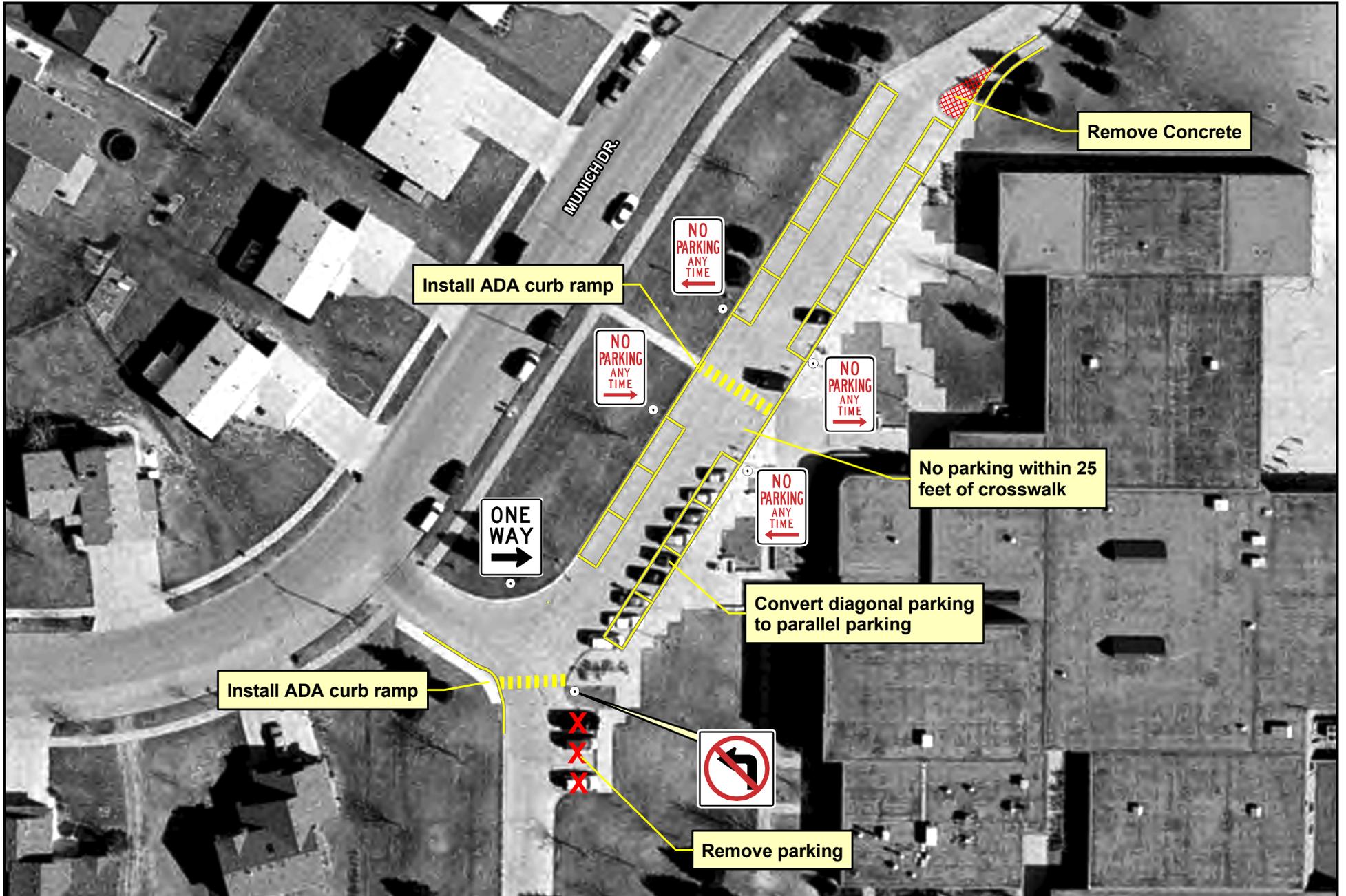
Install ADA curb ramp

MUNICH DR.

Consider proper directional sign for staff versus visitor parking

Install landscaping as separation between parking and paved trail

# SOLHEIM ELEMENTARY SCHOOL RECOMMENDATION MAP (DETAILED VIEW)





TALKED WITH: Kathy Barnett, Solheim Elementary  
RECORDED BY: Donovan Slag  
PROJECT: School Crossing Study  
SUBJECT: School Crossing Issues  
DATE: October 1, 2004

**Observations and facts:**

- There are 510 students at Solheim School.
- There is a crossing guard on Washington Street near the intersection of Billings Drive.
- Students walking from the south follow the bike path up to the school.
- There is a flashing beacon on Washington Street that is activated by pushbutton and is on continuously during peak school traffic times. (Beacon is on at 7:45 am).
- There is always a staff member watching the students after school.
- Parents are informed of safety issues in a monthly newsletter.
- Students hear about safety issues nearly every day, 90% of the evening announcements made by Kathy Barnett talk about safety issues.
- There is fencing all around the entire school.
- Bicycle parking is adequate.
- A lot of parents don't park along the east-west portion of Munich Drive where there is plenty of parking available.

**Problems:**

- Two children have been hit at the intersection of Reno Drive and Munich Drive (east leg of intersection).
- Parents stop in the through lane to pick up children.
- Many parents don't like to pull into the diagonal parking slots because it is difficult to back out into the traffic.
- Traffic is too fast on Washington Street.
- There have been many near-miss accidents in the one way area.
- Motorists who park legally in the handicapped zone do not get out of their vehicle for their non-handicapped child.
- Vehicles from the staff parking lot leave in the driveway that is marked as entrance, causing congestion.
- Some motorists disobey the flashing beacon on Washington Street.
- Near the driveway marked "Entrance" there is a sidewalk on the south side, however, there is no crosswalk marked.

**Recommendations from the Principal:**

- A crossing guard is needed on the east leg of the Munich Drive and Reno Drive intersection.
- More law enforcement presence is necessary.
- Staff parking needs to be marked with signage.
- More parking areas in the front of the school would only cause more safety issues.

- More yellow paint is needed on some curbs in the area, especially near the one way entrance.
- Daycare vans have asked for a special loading zone, Kathy did not think that would be practical.
- Add sign that says “No right turn between 3:00-3:30” at the south leg of the intersection of Munich Drive and Reno Drive.

## Will-Moore Elementary School

Student body:	295
Staff:	44 (some are part-time)
Off Street Staff Parking:	24
Staff/Parking Ratio:	1.8/1 <sup>1</sup>

### Survey Responses:

(Please refer to the Survey Results on the following pages for more detail.)

- 56% of the students are brought by parents to school, 13% walk to school, and 31% by bus
- Parking spaces is the number one concern, but only 40% rated as poor or fair and 40% rated as excellent
- All of the other categories rated between 65% and 85% as good or excellent
- 65% rated the walking route as good or excellent

### Key Issues:

(Please refer to the Issues Map on the following pages for more detail.)

- Staff park on both sides of E Avenue.
- Parents double park and park in “No Parking” zone and bus loading zone to drop-off children.
- Parents park on both sides of 4<sup>th</sup> Street and children cross with crosswalks.

### Recommendations:

(Please refer to the Recommendations Map and Safe-Route-To-School Map on the following pages.)

#### *Short-Term (2005):*

- Install “No Parking” zones within 25’ of crosswalks. Estimated cost = \$2,200.00
- Replace missing school crossing signs. Estimated cost = \$500.00
- Instruct staff to park on south side of E Avenue to allow for more parent drop-off/pick up. Estimated cost = 0
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$3,150.00
- Maintain priority sanding at school crossings during winter weather.
- A recommendation to conduct a detailed pedestrian crossing study at 9<sup>th</sup> Street and Avenue E.

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<sup>1</sup> The staff/parking ratio does include part-time employees; it is unknown if the part-time employees park on-street during peak arrival and dismissal times.



*Mid-Term (One-year):*

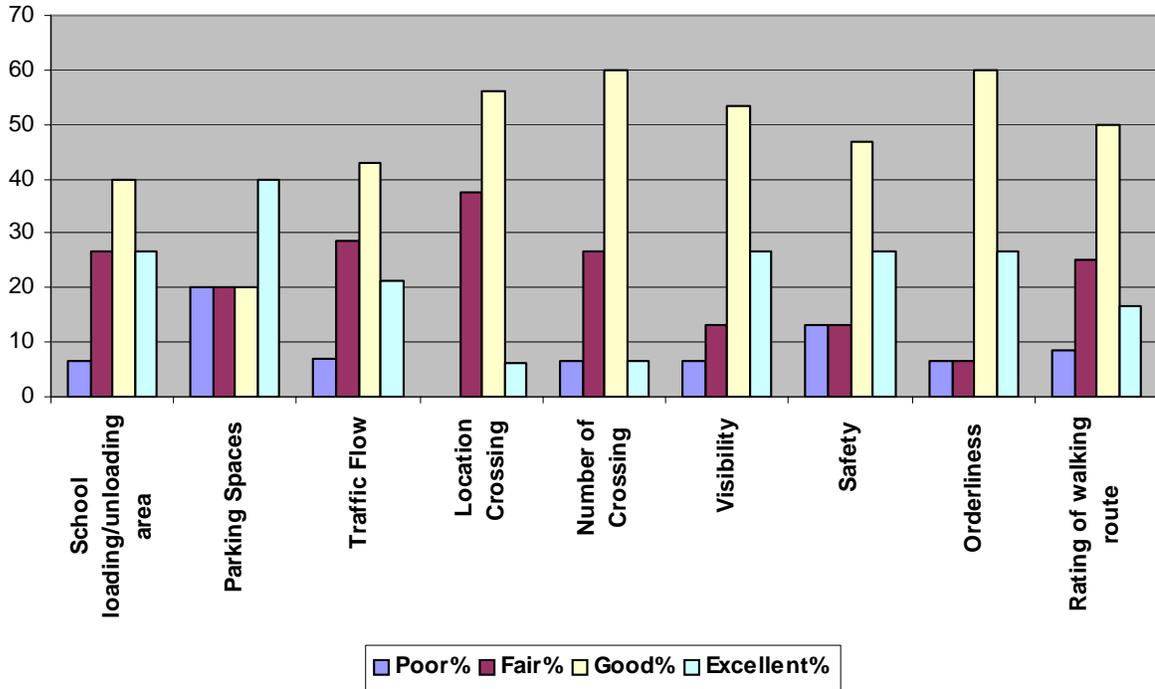
- Put a fence along Avenue E on school side of existing sidewalk and install new sidewalk to direct the students from the building to the school crossing at the corner. Estimated cost = \$6,000.00
- Painted crosswalk pavement markings at all intersections. Estimated cost = \$3,150.00

*Long-Term (Two years or more):*

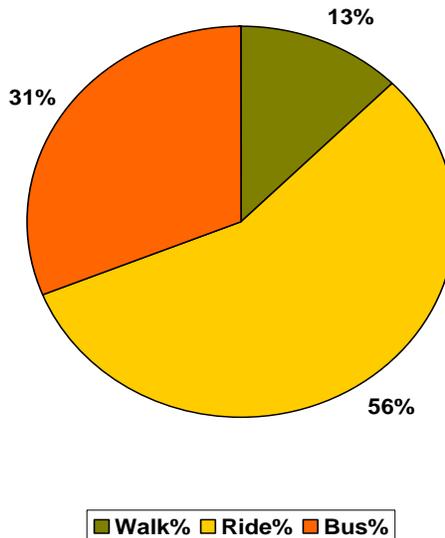
- Install preformed patterned pavement markings-grooved at intersections. Estimated cost = \$25,200.00



### WILL-MOORE ELEMENTARY SCHOOL PUBLIC SURVEYS



### WILL-MOORE ELEMENTARY SCHOOL (How do children go to/from school?)



## Will-Moore Elementary School Survey Comments

- A flashing beacon is needed at the 4<sup>th</sup> Street and Avenue E intersection.
- A crosswalk is needed at the 3<sup>rd</sup> Street and Avenue E intersection.
- A four-way stop is needed on Avenue E, 4<sup>th</sup> Street, and 5<sup>th</sup> Street.
- Policing is needed around the school to enforce speed limits.
- Eliminate double parking.
- A crosswalk is needed on 9<sup>th</sup> Street.
- Parents should be prohibited from parking in “No Parking” zones.





4th Street and Avenue F intersection may require a flashing beacon

Staff parking may be inadequate

5th Street and Avenue F intersection may require a flashing beacon

Students cross 5th Street without crosswalk

Crossing guard on duty here; pedestrian signal and flashing beacon present on 7th Street

5th Street and Avenue E intersections may require a flashing beacon

Parents park in "No Parking" zone

Staff parked on both sides of the street; parents park in bus loading zone or double park to drop children

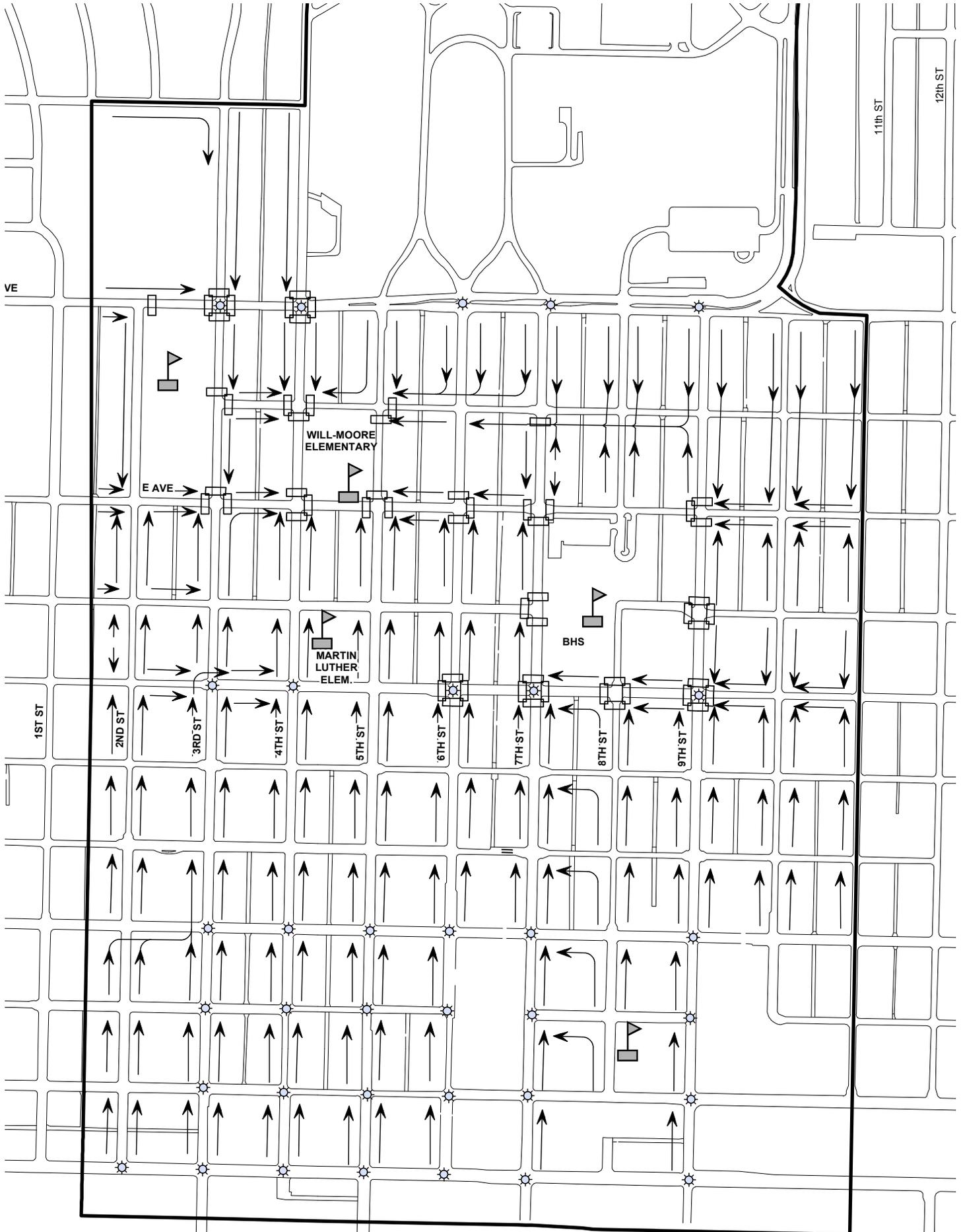
Parents park on both sides of 4th Street; students cross midblock

High speed area



Repaint crosswalk

Install school crossing sign for this intersection



TALKED WITH: Jason Hornbacher, Will-Moore Elementary  
RECORDED BY: Swara Farheen  
PROJECT: School Crossing Study  
SUBJECT: School Crossing Issues  
DATE: October 6, 2004

**Observations and facts:**

- October 6, 2004—Observation time was in the afternoon and the temperature was 38°F.
- October 12, 2004—Observation time was in the morning and the temperature was 81°F degrees.
- The traffic peak occurred from 8:00-8:30 am and from 3:00–3:20 pm.
- There are approximately 295 students that attend Will-Moore Elementary; approximately 25 students stay after school until 3:00-6:00 pm.
- Students usually start arriving at 7:45 am.
- According to Mr. Hornbacher information about traffic safety and safety about crosswalks is included into the yearly newsletter. The school has an adopt-a-cop, who presents to kindergartners, first graders, and second graders about traffic safety for the last three years.
- The Assistant Principal works as a morning greeter every morning; he watches traffic on East Avenue E which is the roadway in front of the main entrance. The principal also watches traffic in the afternoon on East Avenue E two to three times a week.
- The school has adequate crosswalks and bicycle parking.
- The playground and fencing is adequate.
- The school has adequate staff and handicapped parking.
- Currently, the school has 3 buses that pick up 50-70 students and one daycare van that picks up 5 students per day. There are no issues about the bus loading/unloading zone.
- The traffic signs are adequate around the school area.
- Slow down cones are put on the intersection of East Avenue E and 4<sup>th</sup> Street, the intersection of East Avenue E and 5<sup>th</sup> Street, and the intersection of East Avenue F and 4<sup>th</sup> Street every morning and afternoon.
- The 7<sup>th</sup> Street and East Avenue E intersection have flashing beacons and pedestrian buttons. 7<sup>th</sup> Street is a one-way with high speed traffic.
- There were no major accidents in the last 3-5 years.
- A crossing guard works in the intersection of 4<sup>th</sup> Street and East Avenue E works 8:00-8:30 am and 3:05-3:35 pm. The intersection of 7<sup>th</sup> Street and East Avenue E has a crossing guard that works from 7:50-8:20 am and from 3:05-3:35 pm. This intersection has only the afternoon crossing guard working right now, there are in the process of finding a replacement for the morning crossing guard.
- Mr. Hornbacher likes the idea of the safe-route-to-school map.
- The head custodian, Daren Heim, identified parents crossing 5<sup>th</sup> Street behind the bus loading/unloading zone area without using the crosswalk. He also observed parents making U-turns in front of the main entrance of the school on East Avenue E in the morning.

**Problems:**

- The traffic speed on 4<sup>th</sup> Street and 5<sup>th</sup> Street is higher than 25 mph.
- Staff uses East Avenue E for on-street parking.
- High speed on 4<sup>th</sup> Street and 7<sup>th</sup> Street and students cross 4<sup>th</sup> Street without using the crosswalk.
- Parents double park on East Avenue E to pick up/drop off students.
- Parents park in the “No Parking” area.

**Recommendations from the Principal:**

- Regulating speed on 4<sup>th</sup> Street and 7<sup>th</sup> Street.
- Enforce double parking and no parking in signed areas.