



City of Oskaloosa

Safe Routes to School Plan

City of Oskaloosa
220 South Market Street
Oskaloosa, Iowa

Prepared by: Area 15 Regional Planning Commission
October 2012

Oskaloosa Sidewalks, Trails, and Safe Routes to School Plan Development Team

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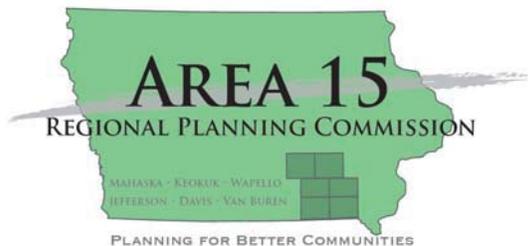
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Introduction

The City of Oskaloosa recognizes the importance of maintaining a vital pedestrian-friendly environment. Sidewalks and trails not only serve important transportation and safety needs, but they also help to improve the overall public health by providing the resources needed to encourage greater physical activity and fitness.

The City was recently awarded a small grant of \$14,000 by the Iowa Department of Public Health to implement a set of programs aimed at improving the overall health and physical fitness within the City of Oskaloosa. To identify potential initiatives, the City formed a steering committee to identify a few initiatives to pursue with this grant award. The committee eventually elected to allocate money toward equipment and supplies for the local farmers market, FitnessGram software for the physical education departments, and a supporting budget for initiatives by the Mahaska Wellness Coalition. After a few initial meetings, the committee then solicited public comments in a public meeting. At this meeting, participants overwhelmingly expressed a strong interest in improving the City's sidewalks. Many in attendance envisioned a sidewalk network would link many newly developed areas and works in harmony with the developing Mahaska Recreational Trail. With consideration of this, the committee chose to undertake a planning initiative to address Oskaloosa's sidewalks. They recognized that a plan can provide a wonderful opportunity to identify the City's needs, and opens the door for further opportunities through Safe Routes to School and other grant programs.

It is the goal of this plan to provide a platform by which to identify a number of programs and projects to promote walkability, bikeability, and overall fitness throughout Oskaloosa. Many programs, projects, and strategies are identified in the following pages with the sidewalk assessment, the trails assessment, and the Safe Routes to School Plan. These three subsections are very interrelated; as such, this document was completed with this consideration.

Community Profile

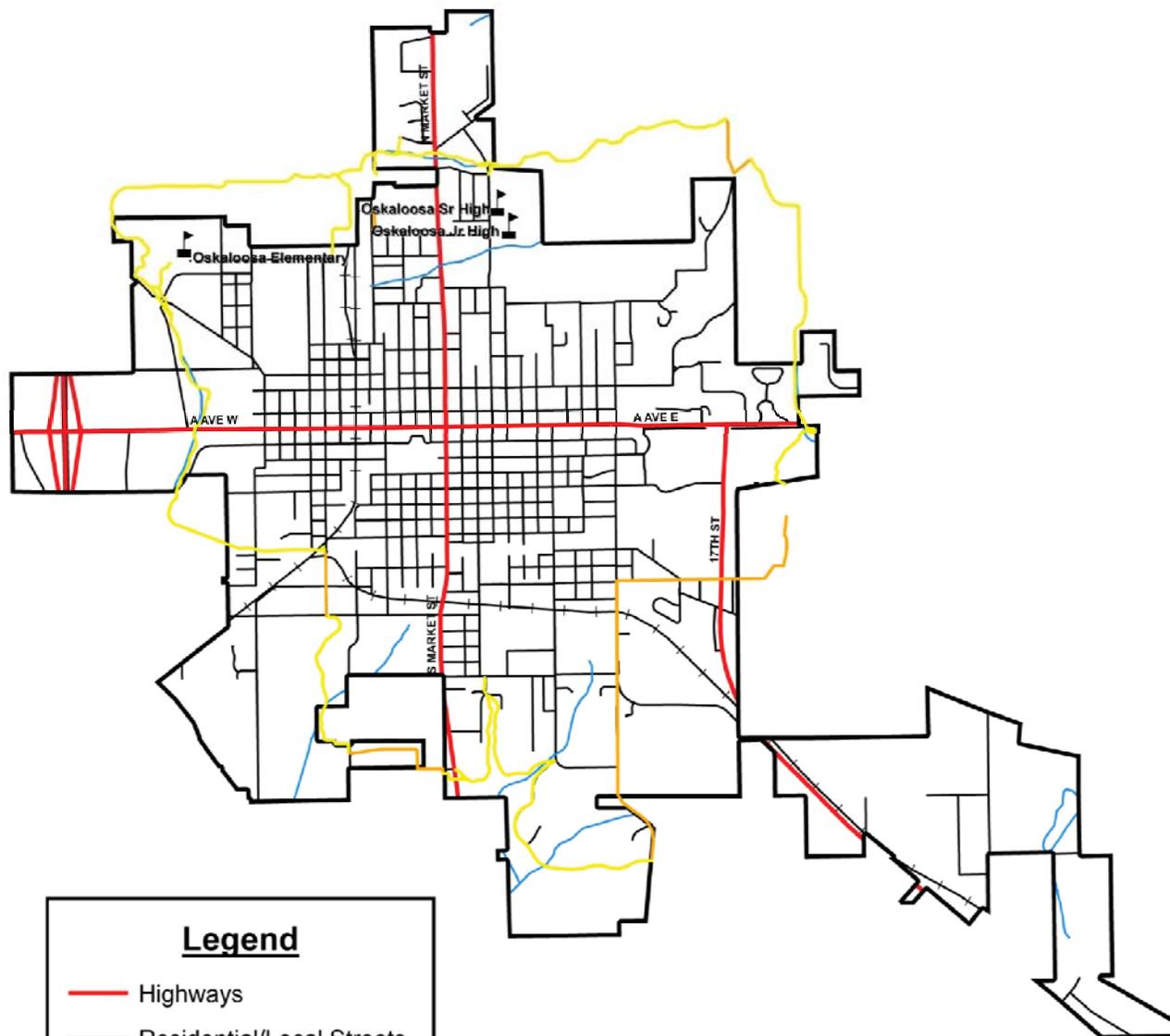
Oskaloosa was incorporated in 1853, when it had a population of about 1,000. The City experienced a significant amount of development in the late 1800s and early 1900s. Some of the more significant developments of this time included William Penn University (1873), the city bandstand (1873), the Mahaska County Courthouse (1886), Carnegie Library (1886), the hospital (1907), and Community Stadium (1929). Another major milestone occurred in 1937, when James Edmundson bequeathed what is now Edmundson Park. Today, the park encompasses the Edmundson Park Aquatic Center and Edmundson Golf Course, which was established in 1940. The City truly values and promotes its historical roots. This can be seen in the 41 sites that are currently listed on the National Register of Historic Places.

In recent years, the City has seen a large increase in the recreational opportunities available to area residents. The Lacey Recreational Complex has and continues to see considerable improvements in the last five to ten years, including the addition of state of the art softball diamonds, baseball diamonds, and a football field. The Mahaska Community Recreation Trail has been expanding since it first broke ground in 1999, and currently totals over 12 miles in length. Also, the Urban Skate Park has become quite the popular spot for area youth since its construction in 2011.



Figure 1: Lacey Recreational Complex (photo courtesy of Mahaska Community Recreation Foundation)

City of Oskaloosa



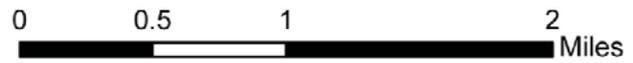
Legend

- Highways
- Residential/Local Streets
- schools

Loop Trail

Access Type

- Trail
- Road or Sidewalk Access
- Oskaloosa City Limits



Map created by
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Figure 2: City of Oskaloosa Map

Sidewalk and Trails Assessment

When assessing the current sidewalk and trails network in the City, it is important to consider the primary functions that sidewalks and trails provide. First and foremost, sidewalks and trails encourage alternative forms of transportation by increasing pedestrian safety. They create a buffer from motorized traffic and provide a shared sense of place for everyone in the community. A good sidewalk and trails network will promote walkability and bikeability, which is important for a number of reasons. Walking is the oldest, most affordable, and environmentally-friendly form of transportation. More than just transportation, it helps build strong communities and is the primary avenue by which neighbors get to know one another. Sidewalks are not only used by walkers and joggers, but they are also used for certain functions that are dependent on an adequate surface... including skateboarders, rollerbladers, or baby strollers. These are all great forms of exercise and are easy ways to improve a community's overall mental and physical health.

Improving the City's sidewalks complements many of the City's recent efforts to promote health and fitness, both through the Mahaska Wellness Coalition and the Blue Zones initiative. There is presently a growing shift towards promoting these alternative forms of transportation. As a result, the benefits of sidewalks and trails have been gaining exposure in recent years.

Sidewalk Assessment

The City of Oskaloosa harbors a very extensive sidewalk network. A large portion of this network was constructed when many of the City's core neighborhoods were developed, many years ago. In recent years, we've seen lower density development on the outer edges of the City and beyond, and sidewalks do not serve many of these neighborhoods. Many of these streets simply do not see enough average daily traffic loads to justify a sidewalk. As such, the City has a much greater concentration of sidewalks in the interior sections of town.

As development patterns have shifted over time, transportation patterns have also shifted, bringing increased traffic on roads that did not previously warrant a sidewalk. Many new developments have been located on the outskirts of the developed area including the Mahaska Community Recreational Trail, the Lacey Recreational Complex, Oskaloosa Elementary School, and the west Oskaloosa shopping district. Along with these changes, it is important to look at whether or not adequate sidewalks exist along some of these new major transportation corridors.

In addition to connectivity and safety concerns, it is also important to evaluate the condition of the existing sidewalks. While most of Oskaloosa's sidewalks are still in relatively good shape, many areas are beginning to show signs of age. Deterioration has resulted from freeze/thaw cycles, expansive soils, settling of the ground, or nearby vegetation... particularly from tree roots. The results of these natural forces results in cracking, heaving, and spalling of the concrete (see figure 3, page 10). This can create an abundance of functional and aesthetic issues associated with them. It's also important to point out the potential financial interests associated with these faults. Since sidewalks are within right-of-way, the harboring of unsafe conditions can result in potential legal claims against the City

that are largely preventable. Maintaining a manageable and sustainable network is important for the City, and shows good foresight to address sidewalk issues before they arise.

Figure 3: Sidewalk Faults



Cracking - High Ave W

Heaving - N. C St.

Spalling - S. 9th St.

Existing Conditions

As part of this plan, the City's sidewalk network was inventoried in a GIS-compatible format. This inventory highlights the physical location of the sidewalks, and also provides an evaluation of condition for each sidewalk segment. Each segment was typically one block in length, and was given a score of either poor(1), acceptable(2), or very good(3). These scores were graded on a subjective basis by staff at Area 15 Regional Planning Commission, using the following criteria:

- 1 - Poor: Concrete chunks missing; excessive cracking, heaving, and/or spalling
- 2 - Acceptable: Moderate to acceptable levels of cracking heaving, and/or spalling
- 3 - Very Good: Minimal cracking, heaving, and/or spalling

The information collected provides a good overall picture of the condition of the City's existing sidewalks, and provides staff with a useful tool in prioritizing future improvements.

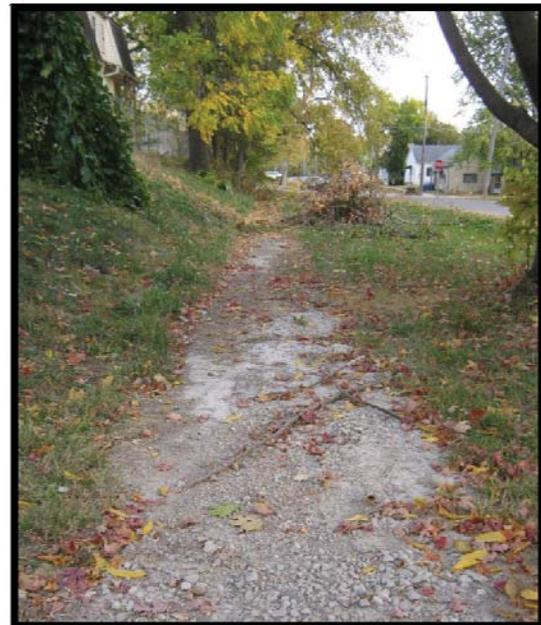


Figure 4: A section of sidewalk along North 5th Street in exceptionally poor condition.

The following four maps on pages 11 through 14 show the existing sidewalk network in the City:

Figure 5: Oskaloosa Sidewalks - Southwest quadrant

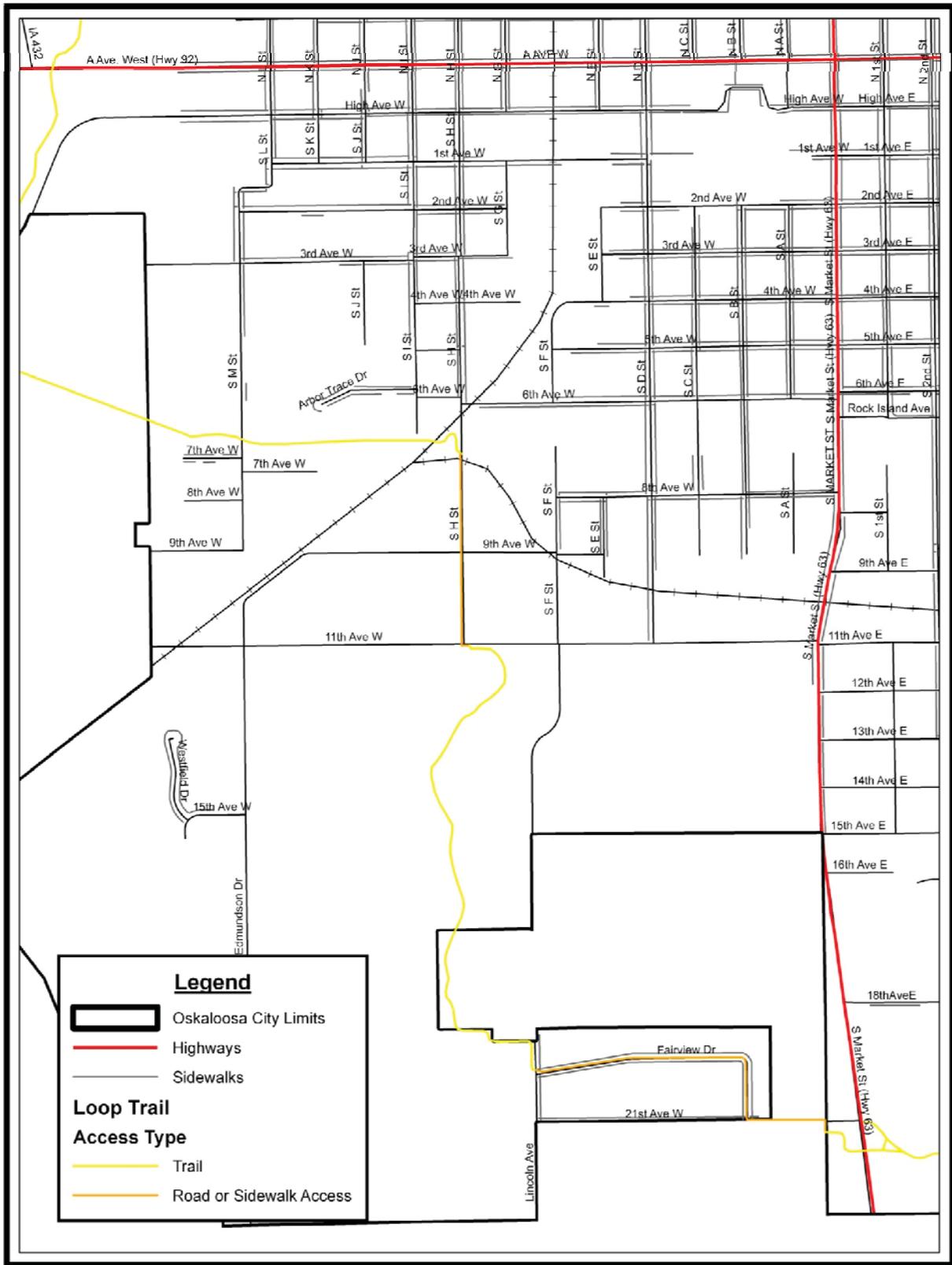


Figure 6: Oskaloosa Sidewalks - Southeast quadrant

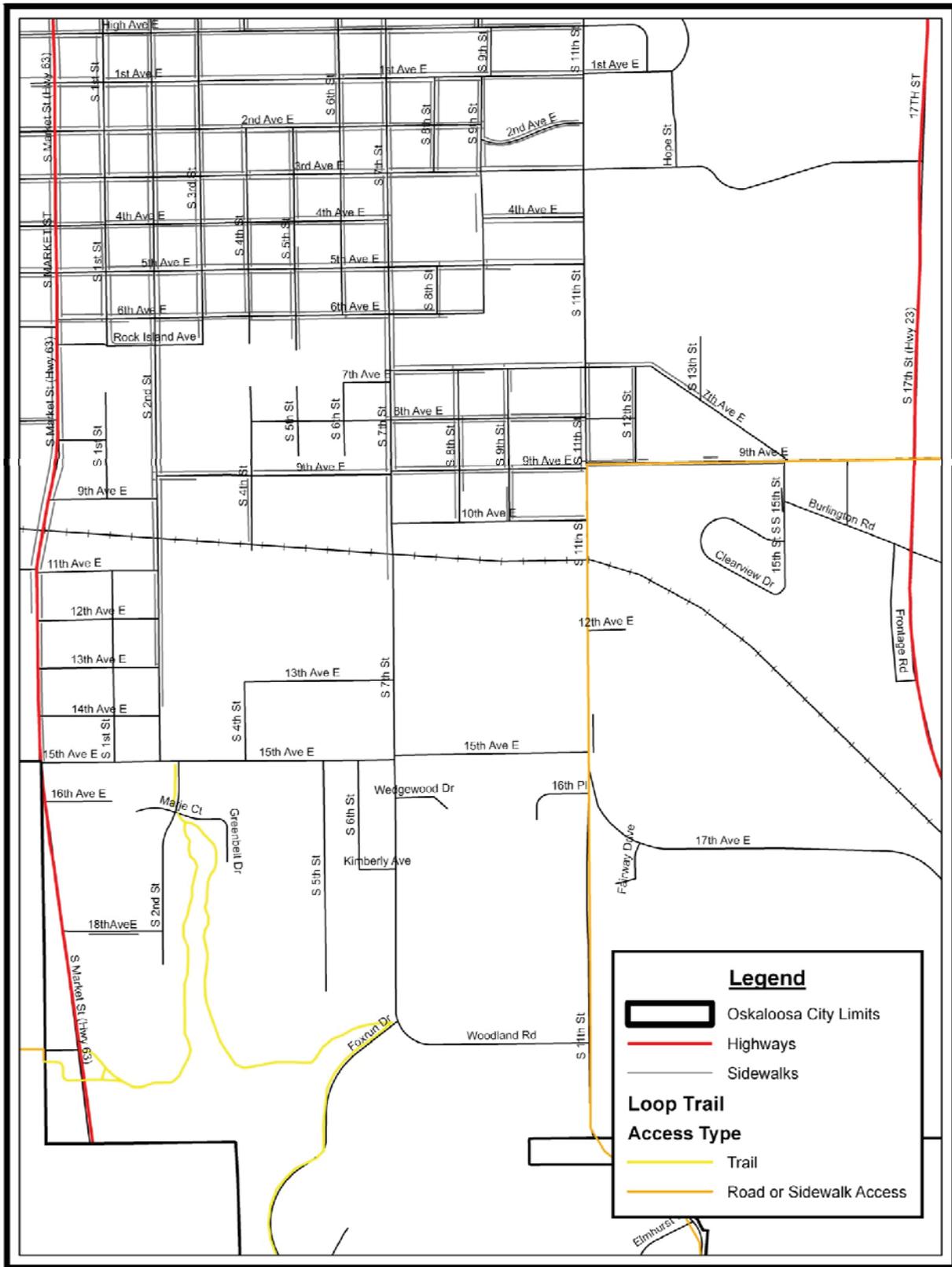


Figure 7: Oskaloosa Sidewalks - Northwest quadrant

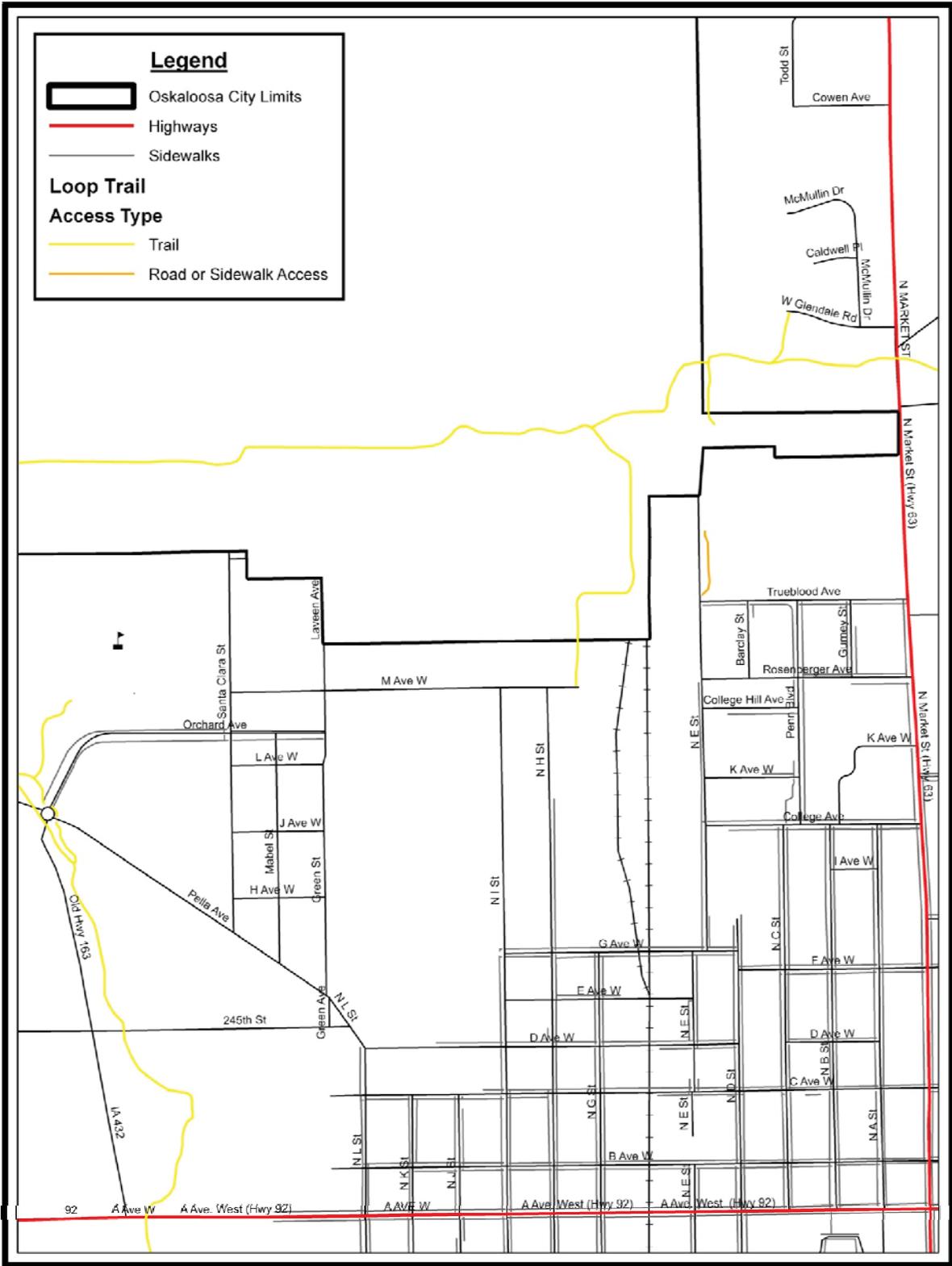


Figure 8: Oskaloosa Sidewalks - Northeast quadrant

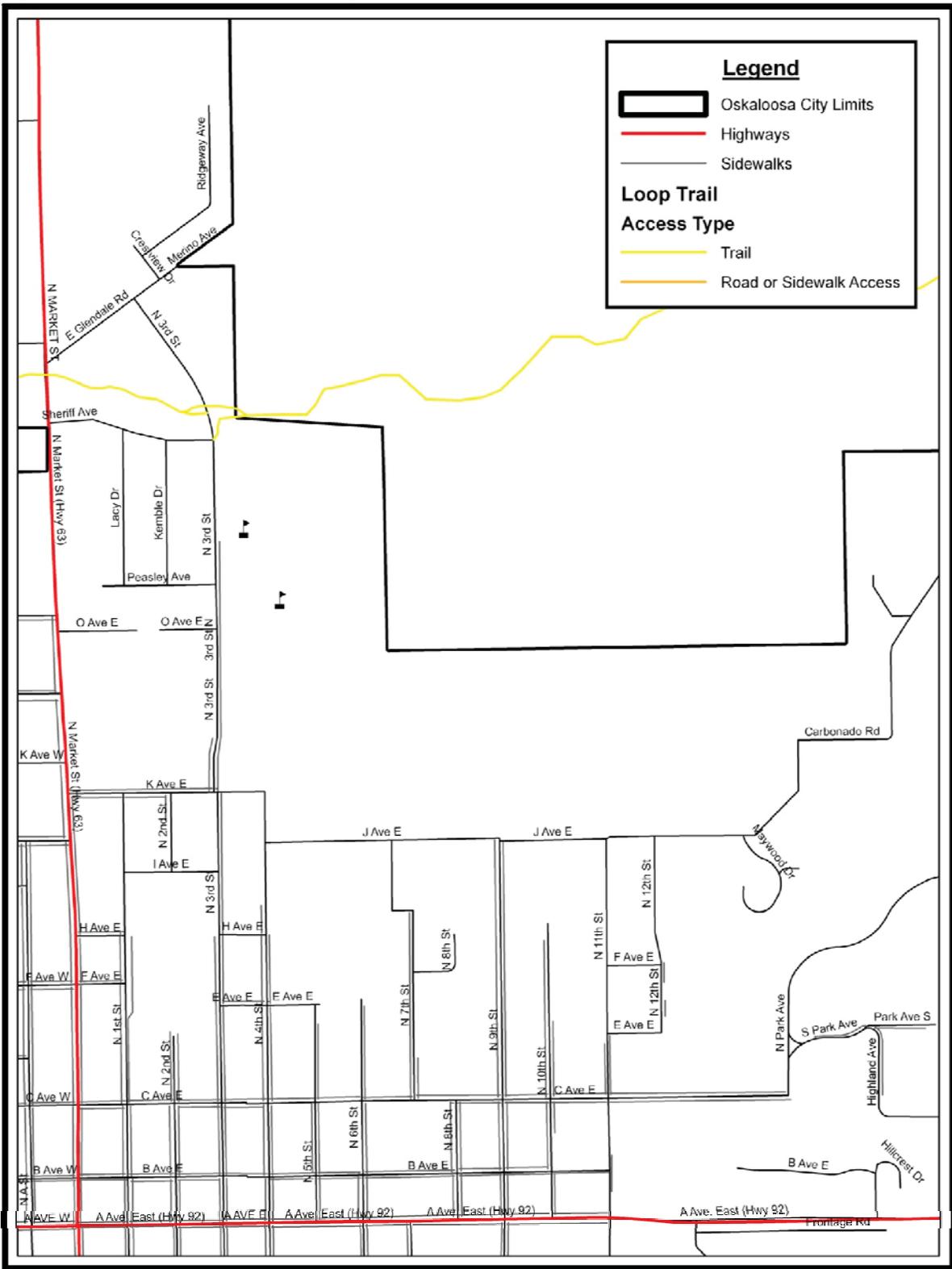
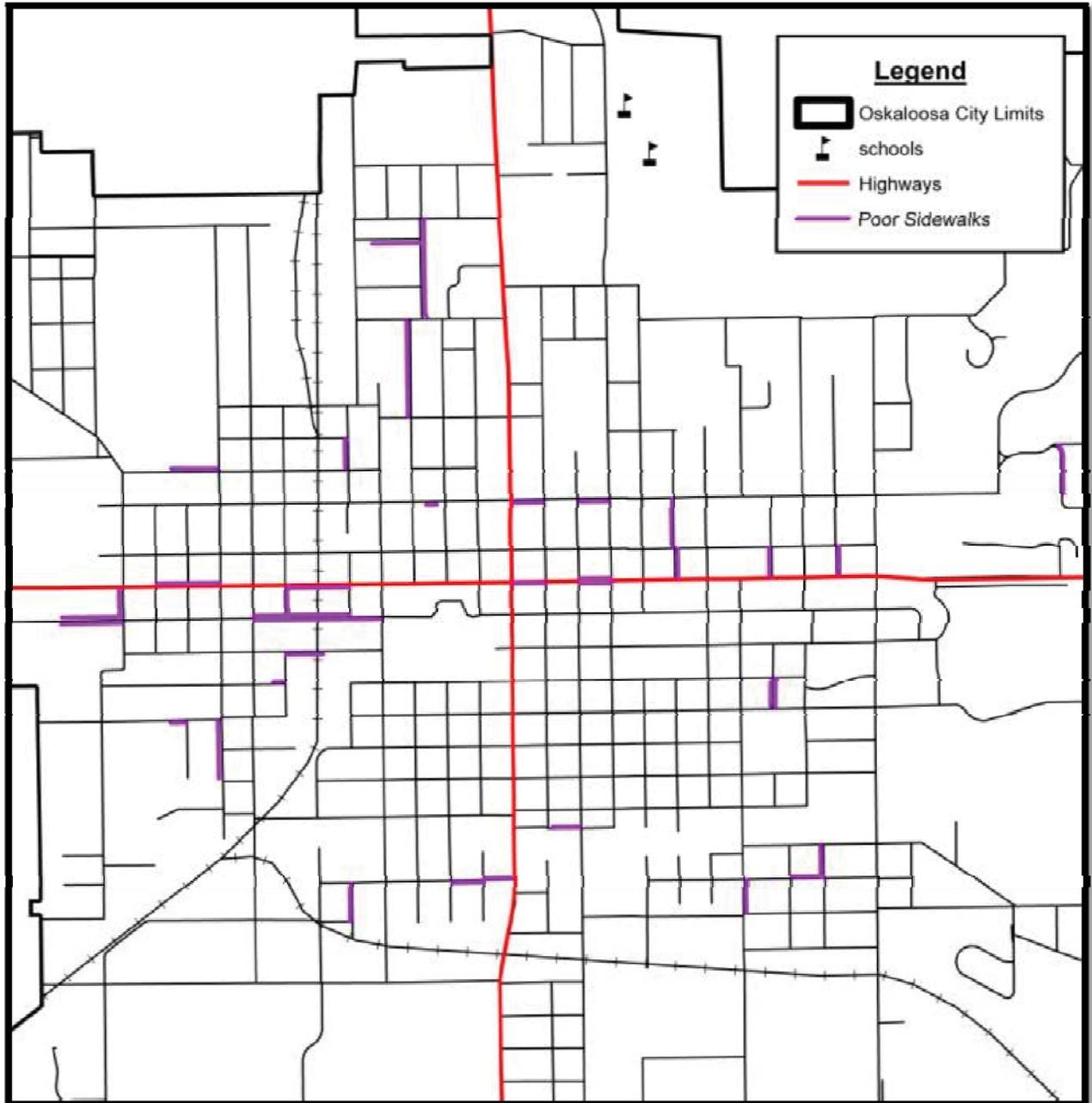
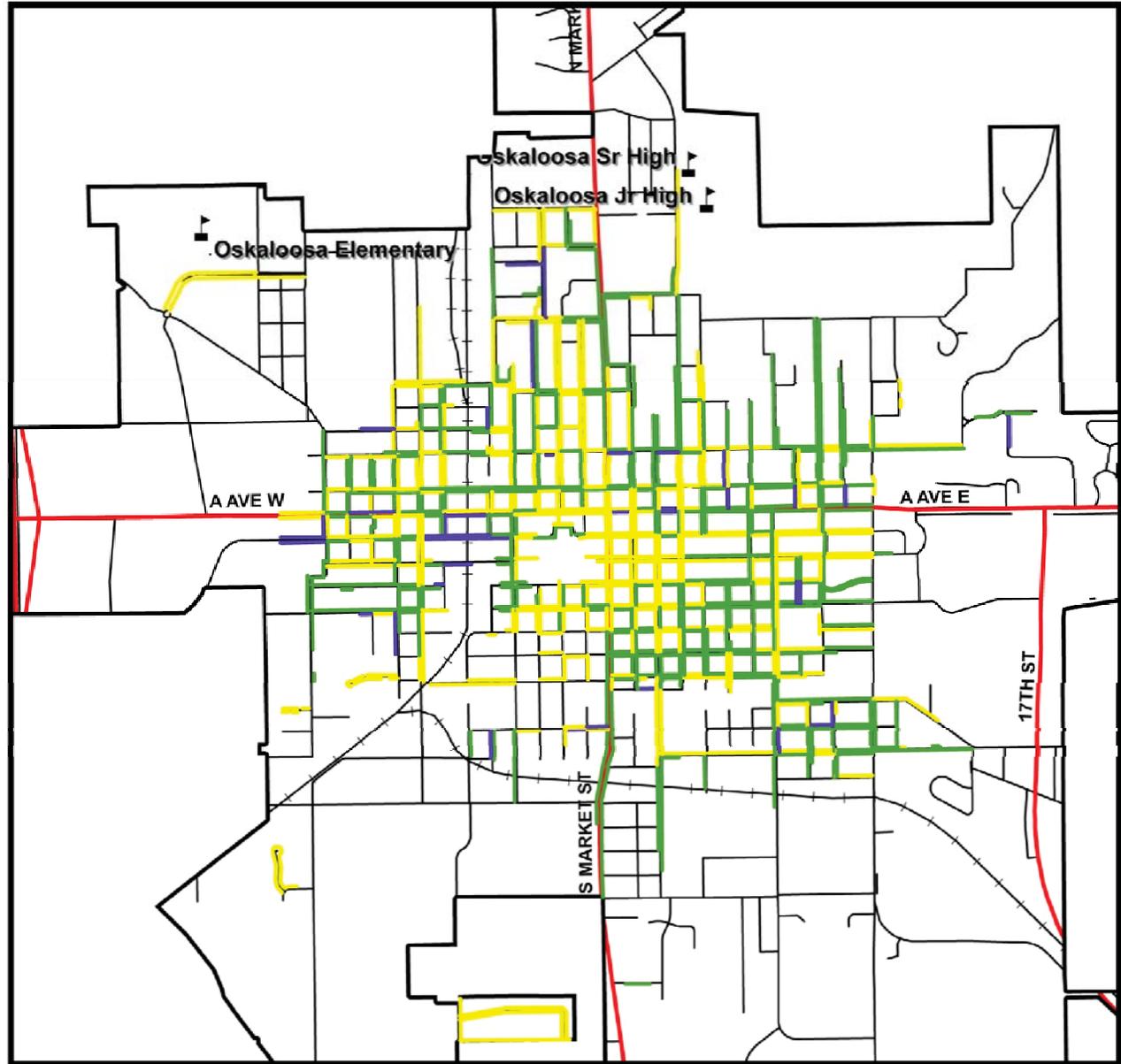


Figure 9 below shows just the distribution of sidewalk segments that were graded as “Poor” based on the scoring criteria noted on page 10. This provides staff an opportunity to compare the sidewalk conditions of these different neighborhoods, and prioritize which areas to address in the future. A map showing the comprehensive scoring of all sidewalk segments can be seen in figure 10 (page 16).

Figure 9: City-wide distribution of sidewalk segments that were graded as “poor” by Area 15 staff.



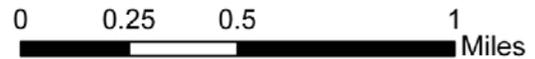
Oskaloosa Sidewalk Conditions



Legend

Sidewalks
Condition

- Poor
- Acceptable
- Very Good



Map created by
Area 15 Regional Planning Commission

Figure 10: Sidewalk grading as determined through visual survey by Area 15 staff

Sidewalk Rehabilitation Program

The City undertook a sidewalk rehabilitation effort that was discontinued in 2007, and recently elected to revisit it again starting in the spring of 2012. Chapter 12.12 of the City's Code of Ordinances outlines 'Sidewalk Maintenance and Use Regulations' (see Appendix A, p.50). This ordinance defines what is considered a "deficient sidewalk", and also describes the procedures and cost allocations required for enforcing sidewalk repairs. The City's current sidewalk rehabilitation program, which is still underway, aims to identify sidewalk deficiencies and work with each associated property owner on the repair.

The Public Works department chose to tackle the project in sort of a phased approach. Beginning with portions of the southwest quadrant and a few other priority corridors, City staff inventoried the sidewalks, and marked panels in need of repair. Staff then requested repairs in a process consistent with Chapter 12.12 of the City Code. In some cases, the property owners worked directly with a certified contractor. In other cases, the City staff hired a contractor and associated costs were assessed against the property owner in the same manner as other taxes.



Figure 11: A section of sidewalk along South D Street before and after rehabilitation

The program has been a success so far, and feedback from the general public has been positive for the most part. This first year required a lot of planning and logistics, but now that the program is off the ground, the goal is to address the remaining three City quadrants over the next three years. One goal of this plan is to help streamline this project, while also addressing other issues associated with the sidewalk network.

Connectivity

When we examine the sidewalk network looking at the maps on the previous pages, we can observe a few connectivity issues. There are a few locations where a sidewalk segment is missing for whatever reason, disrupting the overall continuity of the sidewalk network. The picture on the right portrays a graphic of the neighborhood directly south of William Penn University. Due to the proximity of William Penn, the Indian Hills Community College satellite campus, and the new recreational trail, this area sees a good amount of pedestrian traffic. However, there are many areas within this

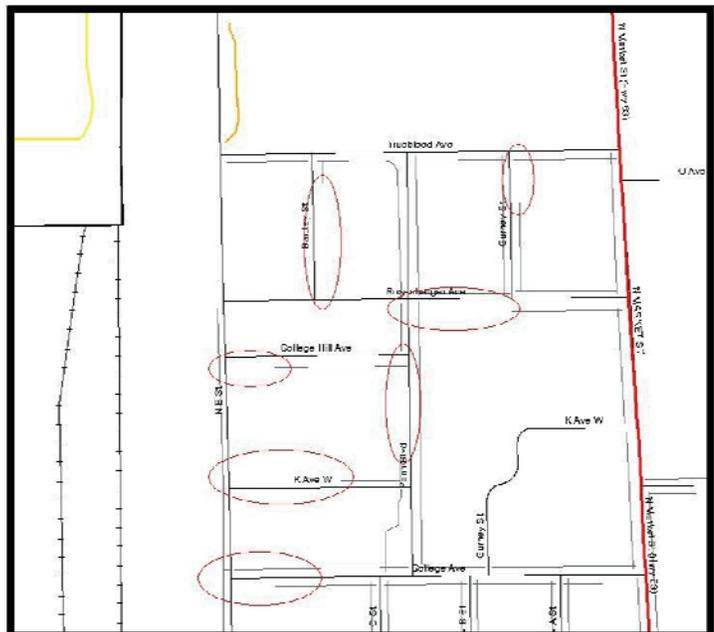


Figure 12: Sidewalk gaps in neighborhood south of William Penn

neighborhood where sidewalk connectivity is disrupted. Granted, this area does not see a particularly high amount of vehicle traffic, but this represents a good example of an issue that occurs in many areas throughout the City.

We can see other similar occurrences elsewhere throughout the City. The aerial photograph below visualizes the sidewalk gaps in the undeveloped parcels of a new subdivision. When these parcels are developed, the enforcement mechanism of the subdivision ordinance is triggered, which requires the construction of a sidewalk. However, there is not a mechanism in the zoning code that addresses properties and segments already developed. The photo below right shows an isolated section of sidewalk on C Avenue West. In this case, adjoining properties are both developed, but no sidewalks were installed. There are a few other examples of this in other portions of the City. Whether the City wishes to address these isolated or incomplete sections will have to be a local decision.

Figure 13: Sidewalk gaps and isolated sections. (Left) Arbor Trace Dr. (Right) C Avenue West



Another phenomenon that the City may wish to address relates to sidewalk endpoints, or the way one sidewalk segment connects to the other. The graphic on the left shows the intersection of 8th Avenue East and South 7th Street in the southeast part of the City. In this case we see the north-south sidewalk in the northeast corner of the intersection, and how it terminates at its intersecting sidewalk. Since the sidewalk continues on the other side of the street, a proper endpoint would terminate at the road with a wheelchair-accessible ramp and raised bumps, or “truncated domes”. Likewise, a properly adjoined sidewalk would also contain a ramp and small sidewalk segment on the southwest corner of the intersection. The City’s public works department hopes to address these endpoint improvements in conjunction with adjacent street construction activities in the future.

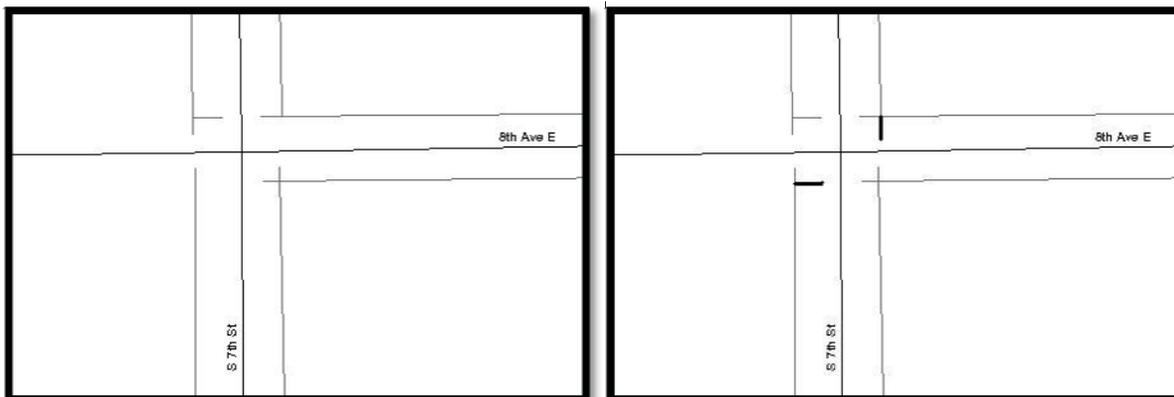


Figure 14: (Left) Diagram depicting an example of an improper sidewalk endpoint at S 7th St & 8th Ave E (Right) Diagram depicting better connectivity of sidewalk segments

ADA Compliance

The American Disabilities Act's accessibility guidelines were originally developed in 1991, and require the construction of all new sidewalks to be ADA-compliant. The Act also requires all public entities to address all pre-existing and noncompliant "pedestrian access routes". Details of these guidelines are outlined in Chapter 12 of the Iowa Department of Transportation's Design Manual¹. Design specifications are outlined in section 12-E, and affect sidewalk width, curb ramps, slope, and surface. The applicability of these standards is triggered in all new construction and alterations. These accessibility requirements are not required for work that is considered maintenance, including:

- Application of thin maintenance surfaces; for example, slurry seal, seal coat, chip seal, fog seal, and micro-surfacing
- Minor street patching (less than 50% of the pedestrian street crossing area)
- Curb and gutter repair or patching outside the pedestrian street crossing
- Minor sidewalk repair that does not include the turning space and curb ramps
- Painting pavement markings, excluding parking stall delineations

Figure 15: ADA-accessible sidewalk ramp on Orchard Avenue



The City of Oskaloosa's Department of Public Works has been improving sidewalk accessibility in conjunction with any adjacent construction activities. The upgrades required of the City are the improvements of accessibility ramps. However, this cannot be done overnight and therefore requires a phased approach, which the department is proactive in pursuing. The department has made a commitment to address these sidewalk improvements in the past, and will continue to do so in the future.

Safety

Many of the major safety issues in sidewalks are related to crossings and high traffic areas. It is important to take into consideration a combination of factors when evaluating overall safety. Discussions with Akhilesh Pal, public works director for the City of Oskaloosa, indicated that many of the major sidewalk improvements his department would like to address would revolve around streets with higher vehicular and pedestrian traffic, those with significant crash history, and with consideration of the road classification.

When looking at past incidents involving vehicle collisions², we can get a greater sense of where the greatest number of incidents take place. Figures 17 and 18 (see pages 21 and 22) highlight collisions that have taken place in Oskaloosa over the last five years. Locations showing the highest concentrations of vehicle collisions include A Avenue, Market Street, and the City square. To a lesser extent, some other roads showing significant accidents include C Avenue, D Street, L Street, High Avenue, and South 7th Street. The distribution of vehicle-pedestrian collisions appears to be highly

¹ (Iowa DOT Office of Design, 2012)

² (Iowa Department of Transportation, 2010)

variable, with the exceptions being A Avenue and Market Streets... which saw 12 of the 22 reported pedestrian collisions between 2008 and 2012. Analyzing the crash data as a whole, it is a reasonable assumption that the greatest densities of vehicle collisions occur on high-traffic roads.

The map on page 23 (figure 19) indicates the City's high-traffic roads, based on their federal functional classifications. The subsequent page (figure 20, page 24) displays the locations where no sidewalk exists along these 'collector' or 'arterial' roads. Obviously, not all of the street sections identified in the second map warrant a sidewalk, but some do.

The City plans to continue the implementation of the most proven approaches to ensuring pedestrian and vehicle safety. It is important to do whatever is possible to alert motorists of an oncoming crosswalk. Figure 16 shows some of the approaches to help increase the level of safety for pedestrians, including signage and crosswalk paint. The City will continue to evaluate the safety precautions at each intersection and crosswalk to ensure that adequate levels of safety measures are being utilized. Special consideration will be given to high-traffic areas, locations where previous incidents have occurred, and the proximity to vulnerable populations - including schools, parks, and other areas which see significant pedestrian use

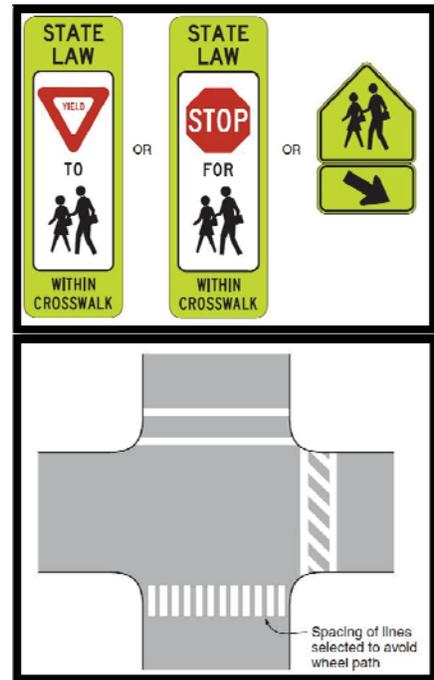


Figure 16: Examples of traffic safety measures for pedestrian crossings
(Source: Manual of Uniform Traffic Control Devices, 2009)

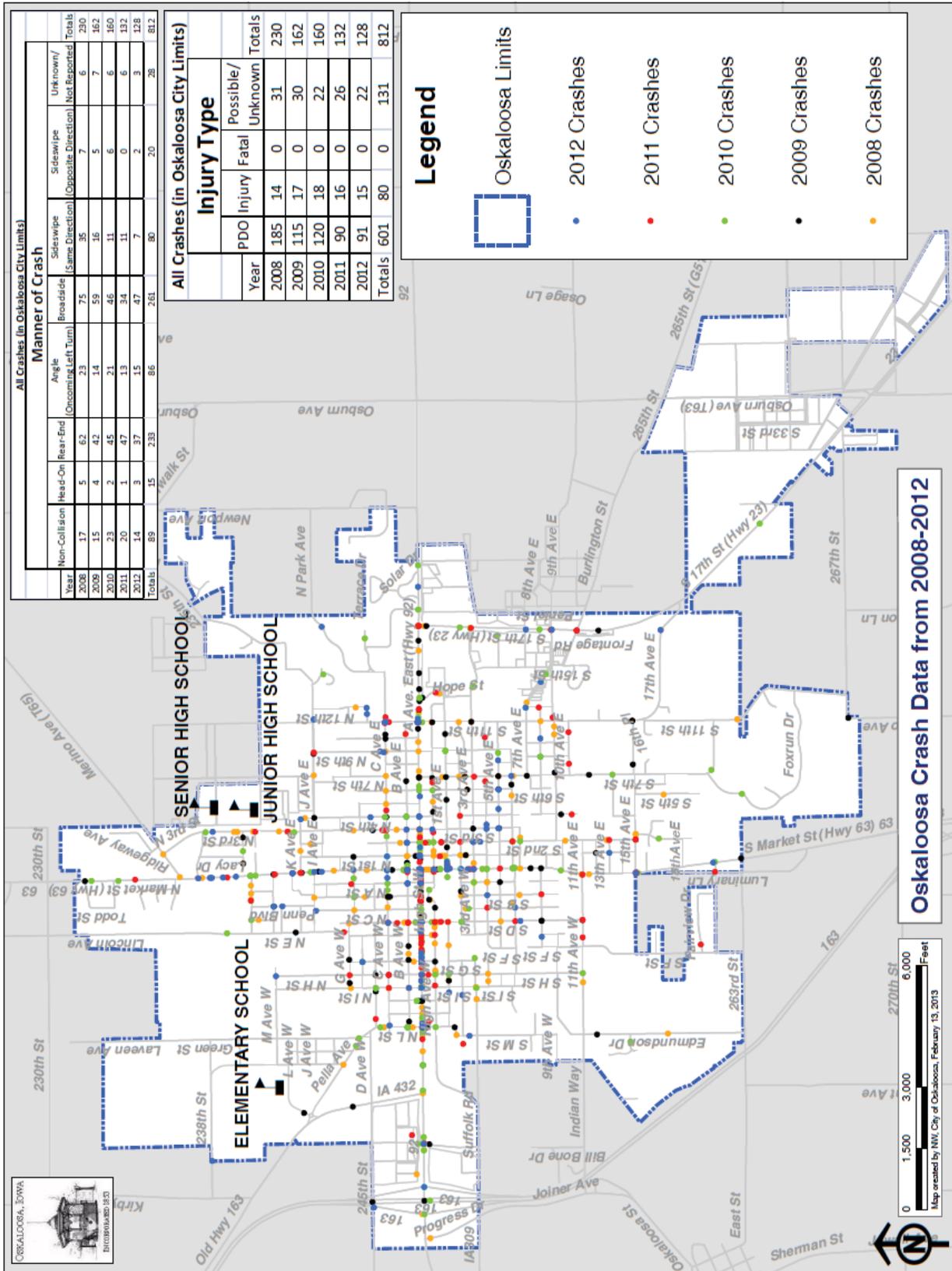


Figure 17: Reported vehicle collisions - Oskaloosa (2008-2012); (Source: Iowa Department of Transportation)

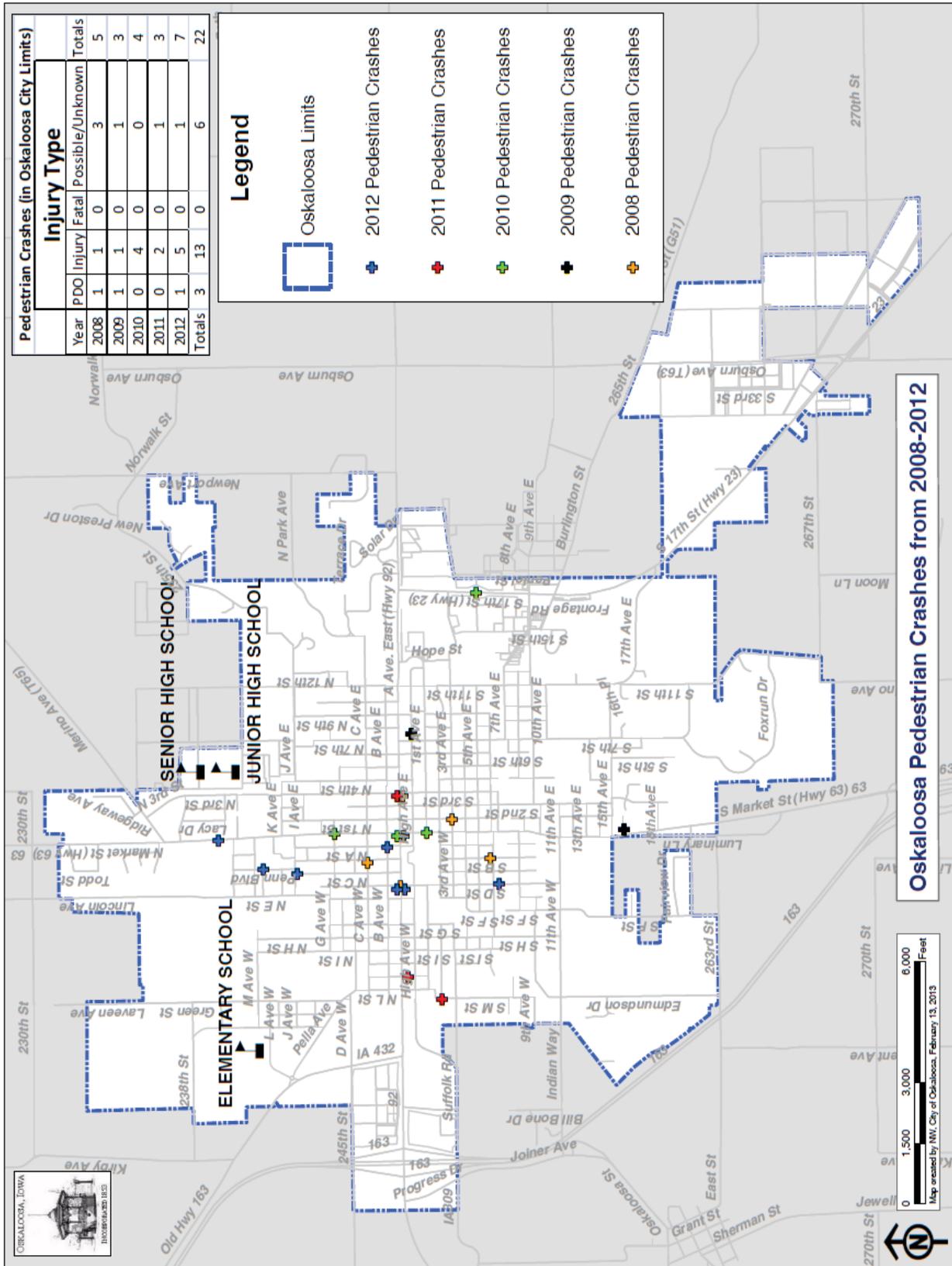
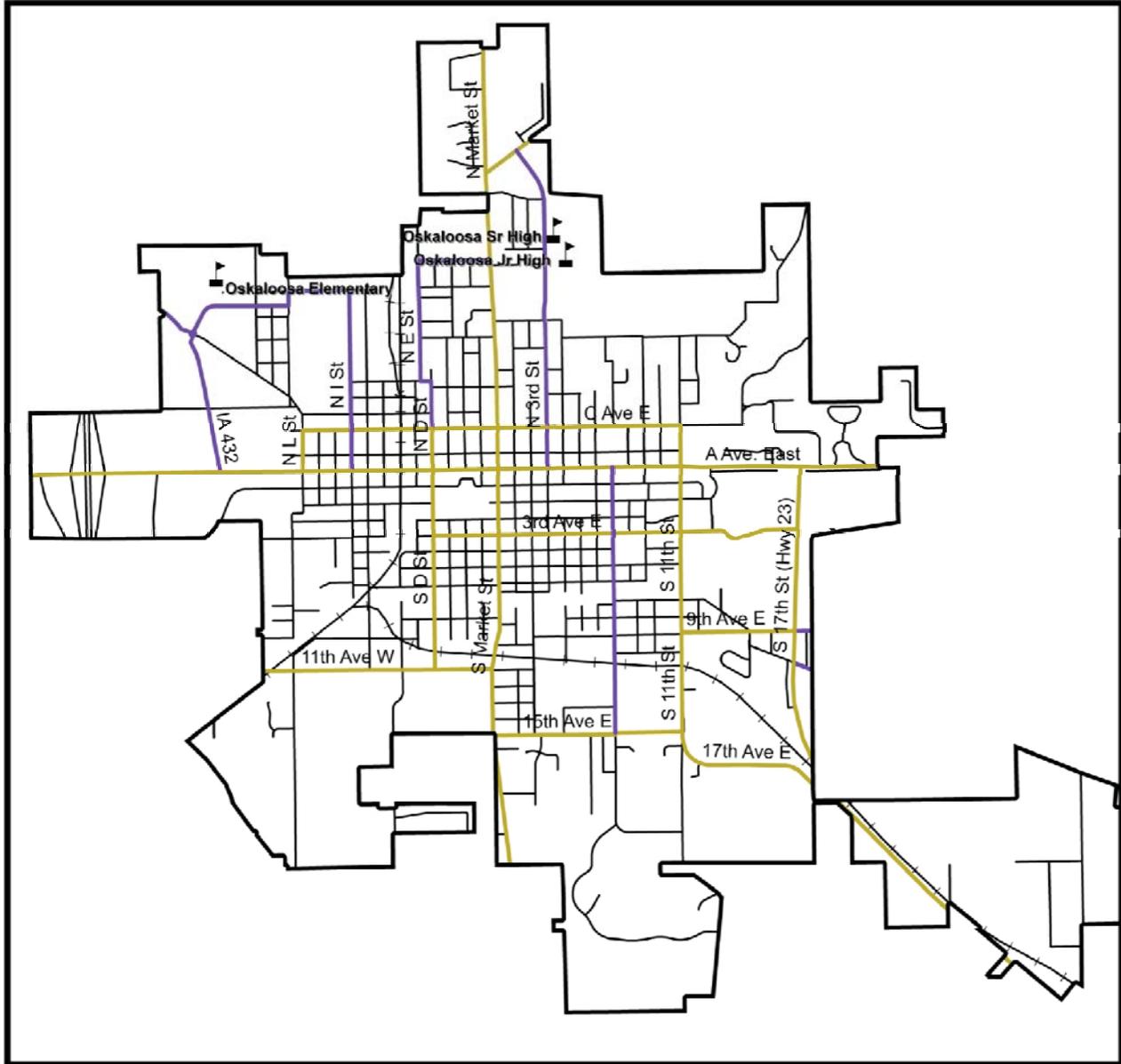


Figure 18: Reported vehicle-pedestrian collisions - Oskaloosa (2008-2012); (Source: Iowa Department of Transportation)

Oskaloosa Street Classifications



Legend

**Collectors & Arterials
Street Classification**

- Arterial
- Collector
- Residential/Local Streets

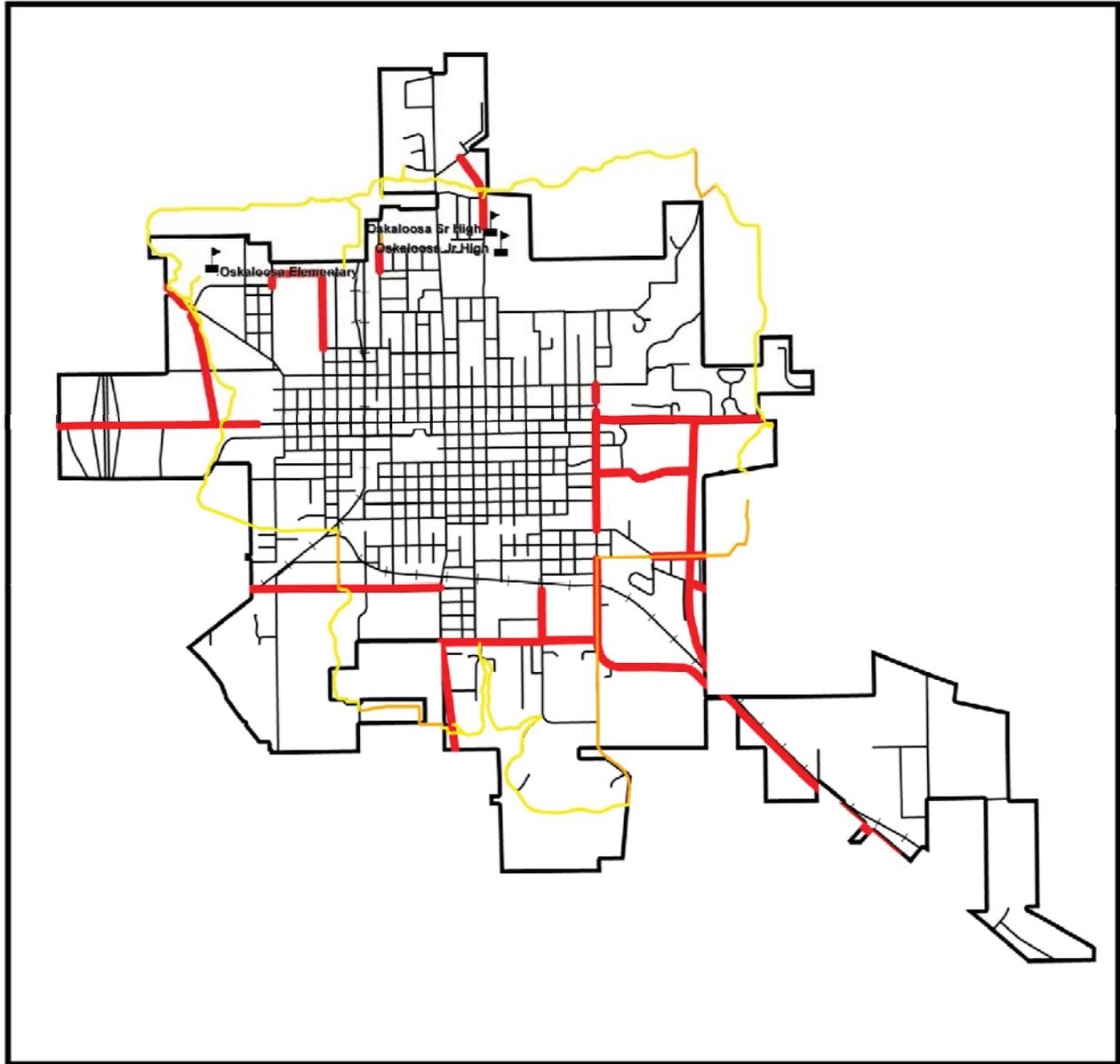


Map created by
Area 15 Regional Planning Commission

Figure 19: Road Classification in Oskaloosa - Arterials & Collectors (Source: Iowa Department of Transportation)

Oskaloosa

High-traffic Streets Without a Sidewalk



Legend

-  High Traffic Streets Without Sidewalks
-  Residential/Local Streets
-  Oskaloosa City Limits



Map created by
Area 15 Regional Planning Commission

Figure 20: The map above displays segments of arterials and collectors that are not currently served by a sidewalk

Access to certain points of interest within the City was evaluated being consistent with the American Association of Standard Highway Transportation Officials, A Policy of Geometric Design of Highways & Streets, 6th edition (2011), which state that sidewalks are more often justified at points of development that generate pedestrian concentrations, such as residential areas, schools, businesses, and industrial areas. The categories studied in the City included are: 1. Schools, 2. Parks, 3. Trails, and 4. Commercial areas.

Some of the arterials and collectors in Oskaloosa link major residential neighborhoods with such places as the west Oskaloosa shopping district, Edmundson Park, the Mahaska Community Recreation Trail, and each of the Oskaloosa elementary, middle, and high schools. These places of interest not only draw vehicle traffic, but pedestrian traffic as well. As new development has shifted many primary corridors, it has also created new needs for sidewalks. Pages 26 through 32 outline a few priority areas of concern, which have been discussed and given further consideration. It is important to note that all of these infrastructure needs have come about as a result of some type of new development.

General Recommendations

Currently, the City does not currently prioritize funding future sidewalk projects. Most improvements are triggered via the sidewalk rehabilitation program, city staff survey, resident complaint, or come in conjunction with street construction activities. The following is a breakdown of general city-wide recommendations that the public works department should continue to pursue moving forward:

- 1. Continue the City-wide sidewalk rehabilitation program**
- 2. In conjunction with street construction activities, improve ramps to be ADA compliant and improve connections to adjoining sidewalks through the improvement of endpoints**
- 3. Continue to improve high-traffic crosswalks with high-visibility paint and effective signage**
- 4. Pursue sidewalk grant funding through the Safe Routes to School grant program**
- 5. Continue to develop city sidewalk ordinance to develop a policy for sidewalk installation at all new residential and commercial sites**
- 6. Connectivity of sidewalk gaps is recommended in high-pedestrian areas**

Major project recommendations

Discussions between City staff, Area 15 Regional Planning Commission staff, and public input have resulted in the identification of five locations for consideration in a future sidewalk project. The major project recommendations are based on connectivity to pedestrian generators, absence of sidewalks, and distance to schools. The first four of these projects described are considered to be eligible for the Safe Routes to School Program. Therefore, these projects emphasize connectivity with the school. Additionally, City staff prepared cost estimates for these four project recommendations, providing City officials an appropriate means by which to evaluate projects worth pursuing. It is the intent of this plan that these recommendations provide a basis by which to encourage future sidewalk development to address current and future connectivity and safety issues.

Proposal 1: Pella Avenue, D Avenue West, Green, and Santa Clara Streets:

This proposal was recommended based on the proximity to the elementary school and the heavy pedestrian and motorized traffic loads before and after school. These roads were not originally constructed to accommodate pedestrians. However, after the construction of the Oskaloosa Elementary School and the Lacey Recreational Complex, this neighborhood has seen an increase in both pedestrian and motorized traffic. Peak times for both pedestrians and motorists are the hours immediately before and after school. Pella Avenue sees a particularly high amount of traffic during this time (2230 AADT³), while Green Street (600 AADT⁴) and Santa Clara Streets also experience significant enough traffic to warrant increased safety measures as well.



Figure 21: Proposal 1 - Sidewalks along D Ave W, Pella Ave, Green St, and Santa Clara St

As a major corridor for young students coming from neighborhoods south and southeast of the school, these stretches of roads are in significant need of a sidewalk. Currently, a student walking to or from school along these roads is forced to walk in the street. Due to adjacent drainage ditches and other environmental constraints, pedestrians are forced to walk on Pella Avenue... which is a particularly busy stretch of road.

³ (Iowa Department of Transportation, 2010)

⁴ (Iowa Department of Transportation, 2010)

There are a number of design considerations, which will ultimately determine the approach to develop sidewalks in this corridor. The scope and design of this project will have to be a local decision based on discussion, public input, and a number of other factors. Cost estimates are broken down by individual segments, and can be seen in the chart below.

One consideration is the stretch from the elementary school to Pella Avenue. Here, a sidewalk can be installed along Green Street, Santa Clara Street, or both. Following this, the extent of development along Pella Avenue will largely be dependent on whether or not Santa Clara Street is developed. This is an important consideration, because certain design variables exist along Pella Avenue, which have the potential to run up the total cost of the project. Currently, a ditch and utility poles hinder construction activities on the Northeast side of Pella Avenue. While developing the southwest side of Pella Avenue would be more cost effective, this is not seen as a viable alternative to serve the needs of students at the elementary school... as it would require most users to cross a particularly busy Pella Avenue. Essentially, there are three design options available:

- D Avenue West -> Pella Avenue -> Green Street \$251,000
- D Avenue West -> Pella Avenue -> Santa Clara Street \$281,000
- D Avenue West, Pella Avenue, Green and Santa Clara Streets \$415,000

All intersections this proposal addresses along Orchard Avenue (320 AADT⁵) would be equipped with crosswalks as appropriate. This will promote safety and encourage more students to walk to school.

Cost Breakdown - Proposal 1	
D Ave West-N side (1012 D to Pella)	\$40,000
North L Street-NE side (D to Green)	\$77,000
Pella Ave-NE side (Green to Santa Clara)	\$92,000
Green St-E side (Pella to M)	\$134,000
Santa Clara St-E side (M to Pella)	\$72,000
*North L Street-SW side (D to Green)	\$27,000
*Pella Ave-SW side (Green to Santa Clara)	\$48,000

***Cost estimates for the development of the SW side of Pella Avenue. With terrain issues on the NE side of Pella Avenue, developing the SW side is more cost effective, but may not be practical for servicing**

⁵ (Iowa Department of Transportation, 2010)



Figure 22: (Clockwise from above) Termination of the D Ave W sidewalk looking West toward Pella Avenue; D Avenue & Pella looking Northwest along Pella Avenue; Green & Pella looking Northwest along Pella Avenue; Green & Pella looking North along Green; Santa Clara & Pella looking North along Santa Clara

Proposal 2: M Avenue West and North I Streets:

This proposal was recommended based on the proximity to the elementary school, Southern Iowa Fairgrounds, and the recreational trail. Like the previous proposal, these stretches of roads did not see a significant amount of vehicular or pedestrian traffic until the construction of the Oskaloosa Elementary School and the Lacey Recreational Complex. These roads are classified as collectors, and experience a significant amount of traffic at all times of the day, but especially the hours immediately before and after school. According to data obtained from the Iowa Department of Transportation, M

Figure 23: Proposal 2 - Sidewalks along M Ave W and N I St



Avenue West sees approximately 350 vehicles per day (AADT), and North I Street sees approximately 990 vehicles per day⁶.

Pedestrians are currently forced to walk along the shoulder of the road. During periods of snow accumulation, pedestrians are forced to walk on the road. This project would serve young students coming from the neighborhoods east and southeast of the school, which will promote safety and encourage more students to walk to school.

Cost Breakdown - Proposal 2	
M Ave W (Santa Clara to I, N side)	\$78,000
N I St (M to G, W side)	\$119,000
Total	\$197,000



Figure 24: (Clockwise from above) M Ave & I St looking South along I St; M Ave & I St looking West along M Ave; M Ave and Green St looking West toward elementary school

⁶ (Iowa Department of Transportation, 2010)

Proposal 3: North 3rd Street, Trail to Middle/High Schools:

This proposal was recommended based on the proximity to the middle school and the recreational trail. This proposal addresses a stretch of North 3rd Street that currently does not harbor a sidewalk. North 3rd Street has at least one sidewalk from A Avenue East to Oskaloosa Middle School. The sidewalk currently terminates between the middle school and the high school. This proposal would extend that sidewalk north to the recently developed Mahaska Recreational Trail. Students coming from this area now are forced to walk along the shoulder of the road. Construction of this sidewalk would serve pedestrians coming from the neighborhoods west and north of the school to avoid traffic along North 3rd Street. Classified as a collector road, this is relatively, and can see significant traffic volumes during the hours immediately before and after school. Iowa DOT calculates that this stretch of road sees approximately 510 - 1,050 vehicles per day (AADT)⁷. This stretch of sidewalk would also link the Mahaska Recreational Trail with the middle and high schools, as more and more staff and students are using the trail as a means to get to and from school. This project will increase safety and hopefully encourage more students to walk to school.

Figure 25: Proposal 3 - Terminated sidewalk on N 3rd St to recreational trail



Cost Breakdown - Proposal 3	
N 3 rd St (Middle School to Trail)	\$28,000
Total	\$28,000



Figure 26: (Left) N 3rd St looking East over trail. The split in the trail provides access to N 3rd St (Right) N 3rd St looking South toward Middle and High Schools. Proposed sidewalk would be located from the trail access shown to the existing sidewalk, which terminates in front of the schools

⁷ (Iowa Department of Transportation, 2010)

Proposal 4: 11th Avenue West and South H Street:

This proposal was recommended to provide connectivity to the recreational trail and Edmundson Park. These two streets see large amounts of both vehicular and pedestrian traffic. Both streets provide primary links to Edmundson Park and the Mahaska Recreational Trail. Residents east and northeast of Edmundson Park are forced to walk along the shoulder or on 11th Avenue to access the park or trail. Likewise, residents north of Edmundson Park are forced to walk along the shoulder or on South H Street. This segment of H Street currently serves as street access for the Mahaska Recreational



Figure 27: Proposal 4 - Proposed sidewalks on 11th Ave W and S H St

Trail with a bike lane. While this section may be adequate for bikers, it still creates a potentially dangerous environment for other pedestrians. This proposal would increase safety and enhance access to both Edmundson Park and the trail. Close to many neighborhoods, these roads are a vital corridor for many individuals, yet traffic significantly restricts safe accessibility. 11th Avenue West is classified as a minor arterial, seeing an average of approximately 4,790 vehicles per day (AADT)⁸. South H Street is not currently classified, nor does IDOT provide traffic counts for this segment.

A couple of design considerations are worth noting for this proposal. For one, the tight shoulder along some parts of 11th Avenue West presents some challenges for any proposed sidewalk. As such, certain areas along this road would be unable to accommodate a buffer, and would require a retaining wall due to physical limitations. Due to the close proximity to the road, and high expected use, estimates for each sidewalk in this proposal are for a 6-foot sidewalk.

Cost Breakdown - Proposal 4	
11 th Ave W (H to Market)	\$790,000
S H St (11 th to Trail)	\$65,000
Total	\$855,000

⁸ (Iowa Department of Transportation, 2010)



Figure 28: (Clockwise from above) 11th Ave W looking West shows the tight shoulder that would require significant grading to accommodate a sidewalk; 11th and H looking East along 11th; 11th and H looking North along H shows existing bike lanes which accommodate street access for the trail



Trails Assessment

When discussing sidewalks and the transportation alternatives available in the City, it is important to acknowledge the recent developments of the Mahaska Community Recreational Trail. This trail system supplements the existing transportation network and provides a direct link to many of the primary educational and recreational facilities throughout Oskaloosa. A goal in this plan is to identify ways to better improve the linkages between the trail to City sidewalks and streets, and promote a more interdependent overall transportation network.

The vision of the Mahaska Community Recreation Foundation has been for a recreational loop trail to surround the City and service area residents and visitors. As of the date of this plan, over 12 of the planned 15 miles of the Mahaska Community Recreation Trail have been completed. The trail has seen significantly more use as trail segments have become increasingly interconnected.

While the first portions of this trail were built in 1999, the most significant improvements were made in 2003 as a result of Vision Iowa funds through a Community Attraction and Tourism grant. Recent developments have addressed the most significant safety concerns, and have resulted in the construction of four underpasses where the trail intersects with a major transportation corridor. There is still some work left to complete the remaining portions of the trail, but many of these primary hurdles have been addressed. Construction of the trail is primarily funded through donations, hotel/motel tax, city and county contributions, and grants⁹.

Existing Trail Network

As can be seen in figure 2 (page 8), the trail roughly follows the perimeter of the City. In most areas, the trail has a concrete surface with a width of approximately 10 feet. The trail follows a layout which connects many of the primary attractions and landmarks, and links many of the City's primary educational and recreational facilities.



Figure 31: Mahaska Community Recreational Trail (photo courtesy of Mahaska Community Recreation Foundation)

The trail provides a direct link to both Oskaloosa Elementary School and William Penn University, and runs adjacent to Oskaloosa Junior and Senior High Schools. While a direct connection to the middle and high schools does not yet exist, there are access ramps on both sides of North 3rd Street (see proposed project description, p.30). These ramps help provide an adequate link the schools; yet require a short amount of on-road travel for the trail's student users.

⁹ (Mahaska Community Recreation Foundation, 2012)

Providing an excellent link to the City's major recreational attractions, the trail traverses through both the Lacey Recreational Complex and Edmundson Park. The trail itself is becoming a primary recreational attraction in its own right with benches, gazebos, and city-wide connections throughout its length. Four designated trailheads exist at Edmundson Park, Bobzilla's Bicycle Werks, Lacey Recreational Complex, and the Rotary Gazebo (located on the south side of A Avenue West). There are not yet any designated trailheads on the eastern half of the City.

Since the trail is still under development, there are a few gaps where on-road transportation is required. Recently, one very significant gap was addressed with the construction of the underpass below the railroad tracks on the north side of town. Prior to the construction of this underpass, trail users were required to take a significant roundabout detour on nearby streets in order to pick up the trail on the opposite side of the railroad tracks. The construction of this underpass created an excellent link between the northeast and northwest neighborhoods of Oskaloosa. At the time of this plan, four gaps in the trail still exist (see figure 2, p.8). The most significant gap in the trail is located in the southeast part of the City and extends from South 11th Street near Oskaloosa Golf Course to the north side of the Vennard College campus in University Park. The other three gaps in the trail are located north of Edmundson Park along South H Street, west of Highway 63 along Fairview Drive and 21st Avenue West, and just northeast of the City by the Stephen Memorial Animal Shelter.

Issues

When discussing issues with the loop trail, it is important to acknowledge the challenge of coordinating a trails project that spans multiple political jurisdictions. At the center of all trails planning, Mahaska Community Recreation Foundation has been instrumental in moving this project along. It is important to maintain a cooperative effort between everybody involved in order to provide services in a consistent manner by which all recreational users can benefit.

As is alluded to previously, the most pressing associated issues are the four gaps in the trail. While many of these trail gaps can be navigated through on-road travel by bikers, other users such as walkers, skateboarders, or rollerbladers cannot safely navigate these sections due to a lack of sidewalks. One contiguous loop trail was the vision when this project started, and that goal is within reach today.

The trail's largest gap is located between the Oskaloosa Golf Course and the Vennard College campus in University Park. This gap spans a length of approximately 1.6 miles (as the crow flies). Most bikers familiar with the current layout will typically navigate this gap by biking through the streets of University Park, 9th Avenue East, South 11th Streets, and sometimes A Avenue East. However, trail users that are unfamiliar with this section are caught off guard. Currently, there are no designated bike routes or directional signages that adequately orient users to the next section of trail. To address this issue, Mahaska Community Recreation Foundation has plans to install directional signage to orient trail users through this gap. This is seen as a temporary solution until a more permanent trail segment can be built. The Mahaska Community Recreation Foundation has acquired the necessary easements required for trail construction along this segment, and is prepared to proceed once funding becomes available.

The other three gaps are served through “street access” as well. The next smallest gap in the trail is located just northeast of the Oskaloosa city limits along 235th Street and Carbonado Road near the City’s wastewater treatment plan. This gap spans a length of approximately 1000 feet (as the crow flies). Trail users can navigate this section via on-road access. However, these roads have a gravel surface and are not suitable for many modes of alternative transportation - particularly considering the high traffic speeds commonly seen on these roads. A third gap in the trail is located on the south side of the City along Fairview Drive and 21st Avenue West in the south side of Oskaloosa. This gap spans a length of approximately 2,100 feet (as the crow flies). Trail users can navigate this section via on-road access and a sidewalk along Fairview Drive. The fourth gap in the trail is located just north of Edmundson Park along South H Street. This gap spans a length of approximately 1,300 feet. Trail users can navigate this section by using the bike lanes currently located on both sides of the street.

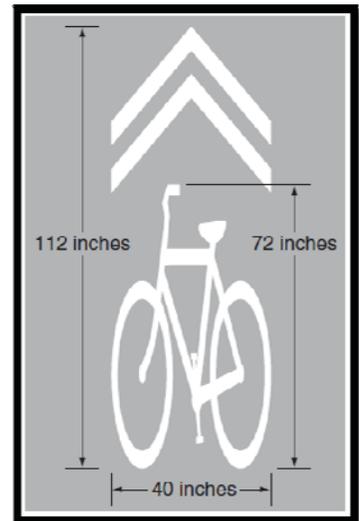


Figure 32: Shared lane markings are a good alternative for roads unable to accommodate a dedicated bike lane (photo: US Dept of Transportation)

While directional signage is useful for the trail users, it is also important to let motorists know that these “street access” sections are being shared with trail users. Therefore, it is important to maintain a goal of creating a contiguous and uninterrupted loop trail.

An issue mentioned above is the lack of adequate signage. The Mahaska Community Recreation Foundation is currently spearheading an effort to install directional signage through trail gaps. However, additional signage is still needed to help improve safety. Along the trail, signs should be installed in areas where the trail crosses a road. Stop signs for the trail users should be installed in these areas, along with signs warning of an oncoming road or turn. There is another need for signage along roads for motorists. Motorists must be warned of an oncoming trail, to watch for potential trail



Figure 33: Examples of signage which may greatly assist trail users and increase safety (Source: US Department of Transportation)

users. Adequate signage would greatly enhance the safety and ease of use of the trail system.

Many of the observations noted above have significant potential to improve the overall trail system. Many of these improvements have already been discussed between various associated groups, and plans are already underway to address many of them. The recommendations noted below represent some general recommendations to guide development in and around the trail system.

Recommendations

Discussions between City staff, the Mahaska Community Recreation Foundation, and Area 15 Regional Planning Commission staff have yielded the following recommendations as it relates to the trails:

- 1. Continue to actively work with Mahaska Community Recreation Foundation, Mahaska County, and the City of University Park to maintain and improve a contiguous and cohesive loop trail and trails network.**
- 2. To increase safety and better orient trail users, designate bike lanes or shared lanes along roadways that currently serve as 'street access' until a more permanent trail connection is constructed (see example, p.35)**
- 3. The addition of signage along the trail in areas where the trail intersects a road (see examples, p.35)**
- 4. The addition of signage along roadways to warn motorists of an upcoming trail intersection (see examples, p.35)**

Safe Routes to School Plan

To accompany the preceding sidewalk and trails assessments, the City chose to develop their own comprehensive Safe Routes to School program. Safe Routes to School is a nationwide program whose goals are designed to increase safety and promote walking and bicycling to school for students in kindergarten through 8th grade. Evidence has shown that adequate levels of physical activity and proper nutrition play a significant role in student success; yet in the last 2-3 decades, the childhood obesity rate has doubled for children aged 2-5 and more than tripled for children aged 6-11¹⁰. Since the start of the program in 2005, all states have had a funding stream for infrastructure and non-



infrastructure uses designed to help encourage and enable students to walk and bike to school. The program is administered at the State level through the Iowa Department of Transportation.

The goal of this Safe Routes to School program is to assist in developing and implementing projects and programs that encourage walking and bicycling to school while enhancing the safety of these trips. The Safe Routes to School program targets schools for grades Kindergarten through 8th grade. The main objectives of the program are:

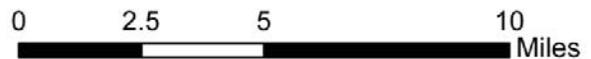
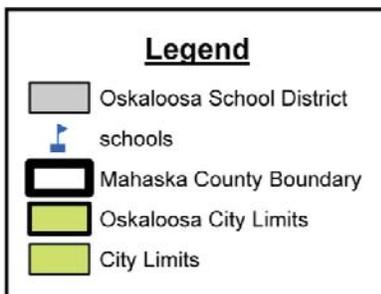
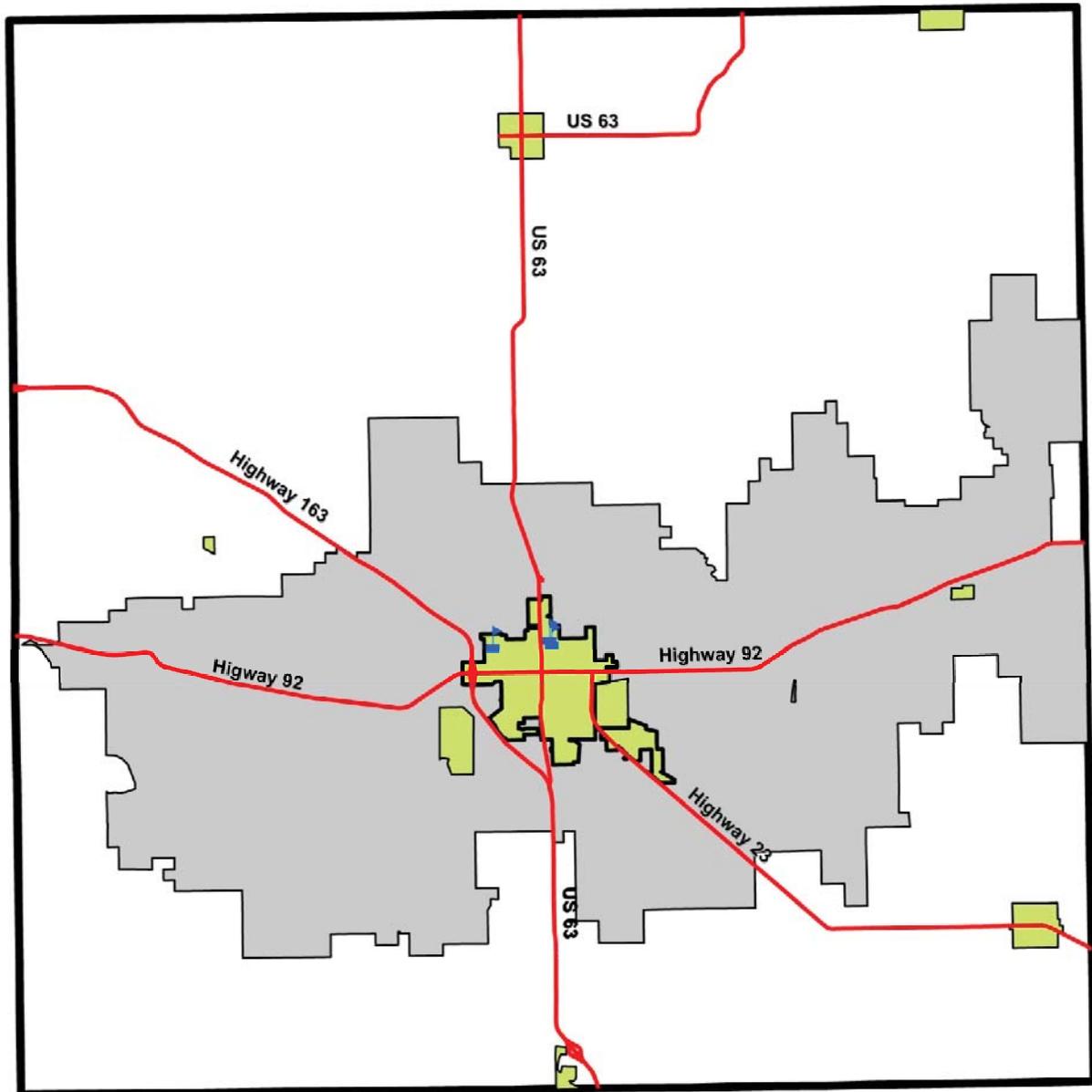
- To enable and encourage children, including those with disabilities, to walk and bicycle to school
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and,
- To facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools
- To reduce congestion around schools, reduce fuel consumption, and improve air quality
- To increase child's sense of freedom, help establish lifetime habits, teach pedestrian and bicyclist skills
- To enhance community accessibility

The following section of this document encompasses the Safe Routes to School Plan for the Oskaloosa School District and the City of Oskaloosa. A map showing the school district boundaries in relation to the City of Oskaloosa can be seen on page 39. While the School District encompasses areas outside of Oskaloosa's city limits, the focus area for this plan is that which is inside Oskaloosa's city limits.

In completing Oskaloosa's Safe Routes to School strategy, a group of individuals were identified to be a part of the Safe Routes to School committee. The committee was made up of representatives from both the City of Oskaloosa and the Oskaloosa School District, who met on a number of occasions. The committee discussed many of the factors contributing to walkability, bikeability, and safety; and developed a strategy to improve upon them. The committee's strategy was framed by the 5 "E's" of a comprehensive Safe Routes to School program - encouragement, education, enforcement, evaluation, and engineering. They identified some initiatives that were already in place, and identified some efforts that they would like to pursue in the future. The committee's strategy is outlined in the following pages.

¹⁰ (National Center for Safe Routes to School, 2012)

Oskaloosa Community School District



Map Created by
Area 15 Regional Planning Commission

Figure 34: Oskaloosa Community School District

Encouragement

The 1st of the 5 “E’s” we will discuss is encouragement. Encouragement as it relates to Safe Routes to School includes any type of special program, contest, or other activity that will help promote walking and/or biking to school. Encouragement programs should typically be easy to organize, and can be championed by parents, teachers, volunteers, or students themselves. Sometimes, encouragement events can pique an interest in those involved and help generate the support and solicit other organizers to champion other initiatives.

There are a number of groups and programs out there to help guide the formation of local programs and events. The Iowa Department of Transportation, Iowa Department of Public Health, Iowa State Extension, and the Iowa Bicycle Coalition offer many excellent resources available to communities to promote fitness in schools and the community. These organizations offer many events, guidelines, and encouragement programs designed to promote walking and biking at the local level. A few of the more popular and successful types of programs are listed below:

- Walking Clubs
- Walking School Buses
- Bike Trains
- After School Clubs
- National walking/biking days
- Marches or Races
- Bike Rodeos
- School Assemblies
- Contests

Current Efforts

The last few years, the City of Oskaloosa has been relatively proactive in their efforts to encourage physical fitness both in schools and throughout the community. The state’s Blue Zones Project helped trigger the formation of the Mahaska Wellness Coalition, which has brought together many influential members of the community that all share a common goal to improve the fitness and nutrition habits of Oskaloosa residents. This group has been instrumental in identifying and carrying out related projects and programs to help them meet their goals. Many of the efforts that were conceived by the Safe Routes to School Committee can be effectively carried out with the help of the Mahaska Wellness Coalition.

There are a few encouragement programs that have been previously carried out in the schools, and are described below:

- **City of Oskaloosa Sidewalk Rehabilitation Project:** This project is an effort that has been initiated by the City. By ensuring that the City’s sidewalks are in adequate condition, the City is making a proactive approach to promote their sidewalks and alternative transportation methods altogether. This project will be completed over the next three years.
- **Bike Rodeos:** These events have been sponsored by the Oskaloosa Police Department, with assistance from the Salvation Army. Typically taking place in the spring at the Oskaloosa YMCA, the department will sponsor 2 to 3 events, in which bike safety is promoted. Participants will typically receive bike lights and bike helmets in a way to promote bike safety.
- **Live Healthy Iowa’s 100-Day Wellness Challenge:** The schools participated in this challenge, in which participants tracked their fitness and nutritional levels on a daily basis in an effort to reach their goals. The Oskaloosa school district had a tremendous turnout, and the program was a wonderful success. Participants were encouraged to adjust their daily habits to increase their physical fitness levels... which resulted in a strong push for students to walk and bike to school.

Recommendations

The Safe Routes to School committee evaluated many of the efforts that are currently underway, and discussed the possibility of introducing additional encouragement programs moving forward. The Safe Routes to School committee chose to identify the following initiatives to pursue (or continue to pursue):

- **City of Oskaloosa Sidewalk Rehabilitation Project:** This project has been met with a favorable response, and is successfully improving the current condition of the City's sidewalk network. The City should continue to carry out the program in the remainder of the City and should continue to revisit the program in the future.
 - **Implementation Timeline:** Next 3-4 years
- **Bike Rodeos:** These events have been very successful so far, and should be continued and built upon in future years. Organizers should solicit participation from local bike shops and continue to incorporate fun and engaging opportunities in an effort to promote biking.
 - **Implementation Timeline:** Annually
- **Live Healthy Iowa's 100-Day Wellness Challenge:** This event had excellent participation rates, and should be continued in future years. The next challenge will be occurring from January 23rd to May 1st of 2013.
 - **Implementation Timeline:** Annually
- **Classroom Fitness Contest:** This contest could be incorporated as part of the 100-Day Wellness Challenge, or could be held as a stand-alone program. The idea would be to encourage students from each classroom to log their fitness activities, including walking or biking to school. Prizes or a party would be given to the class and/or individuals with the highest amount of logged fitness activities.
 - **Implementation Timeline:** Annually starting in next 1-2 years
- **Promotion of Safe Routes to School:** Simply making the general public aware that the City and School District is trying to promote a Safe Routes to School program is an easy and effective way to generate interest in the effort. Sometimes, people need reminders and outside influences to encourage them to exercise daily. Programs like Safe Routes to School are an excellent way to show just how easy exercise can be. With good habits, it can be very easy to integrate physical fitness into your everyday routine.
 - **Implementation Timeline:** Ongoing
- **Promote and encourage participation in National Walk to School Day, National Bike to School Day, and Bike to Work Week:** These events provide an excellent opportunity to initiate the discussions that highlight the importance of physical fitness and the benefits of walking and biking to school. They offer an excellent opportunity to encourage students to give walking or bicycling a try. The next Walk to School Day is scheduled for October 3, 2012; the next Bike to School Day is scheduled for May 8, 2013. Bike to work week, which is next scheduled the following week on May 13-17, offers an excellent opportunity to continue the initiative in the schools and motivate school staff to participate as well. Information about these events can be obtained from www.walkbiketoschool.org.
 - **Implementation Timeline:** Annually

- **Form Walking Clubs and/or Walking School Buses:** Walking clubs can be organized by an individual or group with an aim to promote a healthier transportation alternative. These programs typically track participation in an effort to encourage student participation and make it fun. The Iowa Department of Education offers a “Walking Works for Schools” toolkit designed to help start a walking club and generally promote walking to school. Walking school buses operate similar to a regular bus, only a designated volunteer, or “driver” walks to and from school with a group of students. The volunteer has a designated “route” and “stops” in which students are picked up and dropped off at the same times every day, once a week, or once a month. There are many variations and guidelines on organizing a walking school bus, and useful tips are available at www.iowaferoutes.org.

- **Implementation Timeline:** Annually starting next 1-2 years

WALKING WORKS for Schools



Figure 35: (Above) A walking school bus in San Bernardino, CA; (Left) Bike Trains operate in a way similar to walking school buses (photos courtesy of Iowa Department of Public Health)

Education

The 2nd of the 5 “E’s” refers to education. This includes any type of program whose aim is to raise awareness about pedestrian, bike, or traffic safety, as well as any type of health-related issue. Typically, the primary audience is the students, but parents, drivers, and other community members can also benefit from certain types of education initiatives. Encouragement and education can often work hand in hand with one another. In order to successfully implement a lot of good education programs, it is important to have the support of the schools to help incorporate many initiatives into curriculum and encouragement programs.

There are a number of ways in which an education program can be implemented. Some examples may include:

- Incorporating pedestrian and bicycle safety in physical education and/or health classes
- Educating both parents and students of the health benefits of walking and/or biking when the option presents itself
- Utilizing community events such as the bike rodeo to educate the public about the benefits of bike safety
- Create a school route map indicating the safest routes available for student travel to and from school based on sidewalk condition, traffic levels, and presence of adequate crossings
- Adopt a public awareness campaign targeted at parents and students with an aim to increase walking and biking to school

Current Efforts

There have been a few education programs that have been implemented recently:

- **Bike Rodeos:** While mentioned above under encouragement, these programs offer a great opportunity to education participants about bike safety and the physical benefits of biking. These events have been sponsored by the Oskaloosa Police Department, with assistance from the Salvation Army. Typically taking place in the spring at the Oskaloosa YMCA, the department will sponsor 2 to 3 events, in which bike safety is promoted. Participants will typically receive bike lights and bike helmets in a way to promote bike safety.
- **Health Fair:** There have been a couple variations of this in the past couple years in Oskaloosa. One was located in the Wal-Mart parking lot, and another was located at the elementary school. These events took place after school and offered participants a chance to learn about the ease and benefits of walking and or biking to school. There are no efforts underway at the time to revive this initiative, but there are discussions of it.

Recommendations

The Safe Routes to School committee evaluated many of the efforts that are currently underway, and discussed the possibility of undertaking additional educational programs in the near future. The Safe Routes to School committee chose to identify the following initiatives to pursue (or continue to pursue):

- **Bike Rodeos:** These events have been very successful so far, and should be continued and built upon in future years. Organizers should solicit participation from local bike shops and continue to incorporate fun and engaging opportunities in an effort to promote biking.
 - **Implementation Timeline:** Annually
- **Incorporate educational programs in the classroom or through school assemblies:** There was a strong desire for the physical education instructors and the district to incorporate more fitness initiatives at the school level. At a minimum, the school would like to incorporate some of these things into the physical education and health class curriculum. Iowa Kids on the Move, which is organized through the

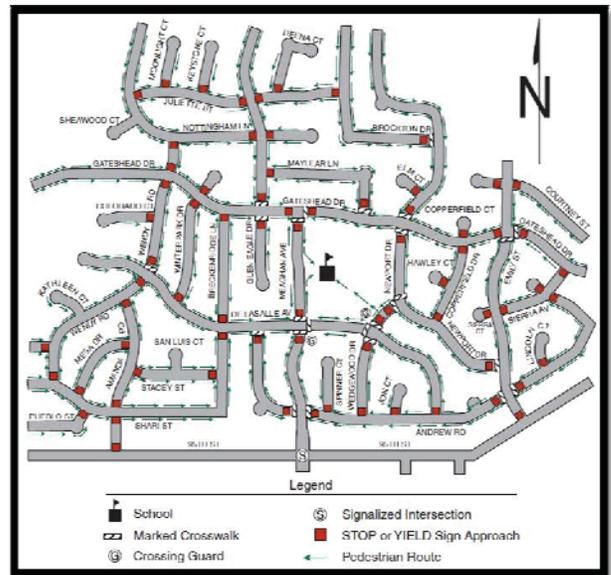
Iowa Kids on the Move
BICYCLE AND PEDESTRIAN SAFETY CURRICULUM

lowa Department of Transportation, is a education tool for school districts to utilize. This offers lesson plans which incorporate bicycle and pedestrian education into traditional classrooms... including those outside of just physical education

and health. The Oskaloosa School District was very open to incorporating more of these types of initiatives in the classroom. They also expressed a willingness to pursue an assembly addressing a combination of issues related to physical fitness. These are certainly opportunities in which the benefits of walking and biking can be discussed.

- **Implementation Timeline:** Ongoing starting next 1-2 years
- **Create a school route plan map:** This map would identify routes that the school and City feel are the safest routes available for student travel to and from school based on sidewalk condition, traffic levels, and presence of adequate crossings. This map would also help to assist crossing guards or law enforcement personnel to concentrate their efforts in areas that are of particular concern. This map would hopefully ease parent’s safety concerns knowing where enforcement and assistance will be targeted.
 - **Implementation Timeline:** Next 1-2 years

Figure 36: Example of a school route plan map (Source: US Department of Transportation)



Enforcement

The 3rd “E” is for enforcement. Enforcement refers to approaches by the City and school to mitigate unsafe conditions for pedestrians, bicyclists, and drivers. In many cases, the threat of a vehicle collision is a deterrent for many parents allowing their children to walk or bike to school. Ensuring safety is necessary to help mitigate these concerns. Enforcement can come from a number of groups including the police department, crossing guards, neighborhood watch programs, parents, or student groups. Enforcement can take a variety of forms, with the intended goal to make walking and biking both safe and easy.

Current Efforts

Below is a list of the enforcement strategies currently carried out through the efforts of both the City and the school district:

- **Student Safety Patrols:** The schools currently utilize student safety patrollers that oversee activities in the parking lots and crosswalks before and after school. The patrollers actively work with a supervisor to ensure safe practices on and around school grounds.
- **Police patrolling of priority corridors and intersections:** Before and after school, police officers make a point to patrol certain areas around the schools that are of high concern. Through these efforts, the department has done an adequate job so far of ensuring that safe driving practices are followed around school grounds.

Recommendations

The Safe Routes to School committee evaluated many of the efforts that are currently underway, and discussed the possibility of undertaking additional educational programs in the near future. The Safe Routes to School committee chose to identify the following initiatives to pursue (or continue to pursue):

- **Maintain adequate traffic enforcement around school grounds:** The police department has done job to promote good driving and enforce traffic laws on and around school grounds. It is very important to continue these efforts to ensure bicycle and pedestrian safety.
 - **Implementation Timeline:** Ongoing

Evaluation

The evaluation portion of the Safe Routes to School program is a proactive approach to assess the number of students that are walking or biking to school. Evaluation techniques are typically carried out before and after any major project or programs are undertaken. This gives program organizers a tool to evaluate their strategies and see an impact supported by statistics. Evaluation as it relates to a comprehensive Safe Routes to School program primarily relates to parent surveys and in-class teacher tally sheets.

Current Efforts

In preparation of adopting a comprehensive Safe Routes to School program, members of the City and Oskaloosa school district formed core of the Safe Routes to School committee. The school district offered an enthusiastic willingness to adopt evaluation approaches both in the classroom and out. The Oskaloosa School District has made plans to adopt evaluation approaches, and those evaluations will be carried out this school year and upon adoption of this plan.

- **FitnessGram:** As part of the same grant that funded this plan, the School District also received funding for the purchase of a computer program designed to assess student fitness and activity levels. This tracking software is currently being rolled out through the physical education programs for the 2012-2013 school year, and provides a user-friendly data gathering system which shows student progress in many different areas of fitness and nutrition. Data can then be accessed through an online database by parents, teachers, and students themselves. These results can be compared to past performances, other classmates, and nationwide averages. The tracking of this information allows students to set personal goals in the area of fitness and nutrition.

Recommendations

The Safe Routes to School committee discussed many of the primary evaluation techniques available, and plan to carry out these evaluations during the 2012-2013 school year, once the plan is adopted.

- **Parent Surveys:** These surveys help to determine at what age parents feel comfortable allowing their children to walk or bike, and the factors that affect their decision. Parent surveys can either be distributed via mail, at parent-teacher conferences, or through an online survey. The school district offered many ideas for how a survey can be carried out. If a paper copy would be the approach, this could be done in conjunction with parent-teacher conferences. If online, the surveys could be distributed via e-mail blasts or on the school's website. (please see an example of a parent survey in Appendix B, p.56)
 - **Implementation Timeline:** Annually starting in fall 2012 or spring 2013
- **Student in-class travel tallies:** Tally sheets are designed to answer two questions: "How did you arrive at school today?", and "How do you plan to leave for home after school". Students are typically surveyed three consecutive days to provide data on how students are getting to and from school. These surveys are designed to be given before and after the implementation of a Safe Routes to School program as a means to evaluate success. (please see an example of a student in-class travel tally in Appendix C, p.58)
 - **Implementation Timeline:** Annually starting in fall 2012 or spring 2013
- **Annual Plan Evaluation:** In order to ensure that the recommendations of this plan are being carried out, City staff is to annually review the contents and recommendations of this plan.
 - **Implementation Timeline:** Annually

Engineering

The fifth “E” in a comprehensive Safe Routes to School program, engineering primarily refers to the physical infrastructure that can increase access and safety to better enable students to walk and/or bike to school. There are many different types of approaches in engineering that can improve walkability, bikeability, and safety.

A variety of different considerations were discussed in the first section of this document, the “Sidewalk and Trails Assessment”. This section discussed many issues and assessed them on a Citywide basis. Below, we expand on what was discussed earlier and evaluate engineering approaches specific to the schools.

Current Efforts

Oskaloosa’s Department of Public Works has striven to improve the safety and accessibility for walkers and bikers throughout the City. The City also works closely with the School District to ensure that their concerns are addressed as well. A detailed explanation of these initiatives is discussed in the first section of this document and is also highlighted below:

- **Sidewalk Rehabilitation Project:** This project aims to identify each sidewalk deficiency and work with the property owners on their repair. The City hopes to address and improve each deficient stretch of sidewalk throughout the City over the next four years. This project has also given the City an opportunity to inventory the sidewalk network throughout the City... much of that inventory forming the basis of the analysis highlighted in the first section of this document. This inventory has given the chance to evaluate connectivity and related deficiencies that are also discussed in great detail in the first section of this document.
- **Trail Improvements:** Over the last few years, there have been a significant amount of trail developments in the immediate areas around the elementary and middle schools. The most significant recent development was the underpass below the railroad tracks on the north side of the City. This created an excellent link between the northeast and northwest sides of town, and created a primary corridor by which students could travel to get to and from school.

Observations

There was a significant amount of discussion by the Safe Routes to School Committee about the infrastructure needs that would help to improve walkability and bikeability. In evaluating these needs, the committee chose to look at a combination of different factors, many of which are outlined in the previous section of this document, “Sidewalk and Trails Assessment”. The committee discussed current conditions as it related to traffic counts, speeds, congestion, sidewalk connectivity, condition, crosswalks to direct pedestrian traffic, and signage to help control motorized traffic. Some of the major observations are listed below:

- High vehicle and pedestrian traffic in an area not served by a sidewalk, particularly before and after school. Located along Pella Avenue West and Santa Clara Street.
- High vehicle and pedestrian traffic in an area not served by a sidewalk, particularly before and after school. Located along M Avenue West and North I Street, particularly before and after school.
- High vehicle and pedestrian traffic in an area not served by a sidewalk, particularly before and after school. Located along North 3rd Street in the areas immediately north of the middle and high schools.

- High vehicle and pedestrian traffic in an area not served by a sidewalk or trail, located along South H Street and 11th Avenue West. These street corridors provide access for many elementary school students taking the trail to school.
- No immediate identifiable need for crosswalks nearby elementary or middle school. Current measures appear to be adequate.
- No immediate identifiable need for increased traffic control measures nearby elementary or middle school. Current measures appear to be adequate.

Recommendations

Based on discussions and observations by the Safe Routes to School Committee have identified some infrastructure improvements to pursue in the future. The recommendations identified represent projects that the committee felt would better improved bicycle and pedestrian safety, while further enhancing the walkability and bikeability to and from Oskaloosa Elementary and Middle Schools. Many of the sidewalk improvements and recommendations are discussed in greater detail in the previous section of this document, “Sidewalk and Trails Assessment”, pages 9 to 36.

- **Installation of a sidewalk along Pella Avenue, D Avenue West, and [Green or Santa Clara Streets]:** There is significant vehicle and pedestrian traffic south of the elementary school along Pella Avenue West and Santa Clara Street during the hours immediately before and immediately after school. Student pedestrians in the neighborhoods immediately south and southeast of the Mahaska County Fairgrounds are forced to walk on the streets in these busy sections of roads. The presence of the ditch along Pella Avenue West prevents the ability for pedestrians to walk on the shoulder of the road, creating a very unsafe situation. A sidewalk would greatly promote a safe walking environment on these roads. A diagram and breakdown in estimated project costs can be seen on pages 26 to 28.
 - **Implementation Timeline:** TBD
- **Installation of a sidewalk along M Avenue West and North I Streets:** There is significant vehicle and pedestrian traffic along M Avenue West and North I Streets during the hours immediately before and immediately after school. Both of these streets are classified as collectors, and have been seeing more and more traffic since the development of the elementary school, the Mahaska Recreational Trail, and the Lacey Recreational Complex. These road sections are not currently serviced by sidewalks, though a sizeable shoulder exists where the fairgrounds meet the road. However, pedestrians are forced to walk on these streets during winter months when these shoulders are covered in snow. A sidewalk would greatly promote a safe walking environment on these roads. A diagram and breakdown in estimated project costs can be seen on pages 28 to 29.
 - **Implementation Timeline:** TBD
- **Installation of a sidewalk along North 3rd Street:** A direct connection between the middle school and the Mahaska Community Recreational Trail was never constructed. Currently, students coming from the trail or the neighborhoods to the west and north of the school are funneled down a stretch of North 3rd Street that does not have a sidewalk. While there is an existing sidewalk from the south along North 3rd Street, it terminates at the school... neglecting students and visitors from the north. This stretch of road sees a significant amount of vehicle and pedestrian traffic during the hours immediately before and immediately after school. A sidewalk or trail connection would significantly promote a safer bicycle and pedestrian environment. A diagram and breakdown in estimated project costs can be seen on page 30.
 - **Implementation Timeline:** TBD

- Installation of sidewalks along South H Street and 11th Avenue West:** The trail is being used more and more by children biking to and from the elementary school from the southern half of Oskaloosa and vice versa. However, with street access along South H Street, students east of there are required to travel along the busy streets of South H Street, and often 11th Avenue West. There is a large concentration of single family households immediately east of South H Street. For these people to access the trail, access is typically required along 11th Avenue West. This is a very busy stretch of road, and does not currently accommodate a sidewalk... yet many bikers and pedestrians continue to use 11th Avenue West as a corridor to access both the trail and Edmundson Park. A sidewalk along both 11th Avenue West and South H Street would significantly promote a safer bicycle and pedestrian environment and provide better access to Edmundson Park and the recreational trail. A diagram and breakdown in estimated project costs can be seen on pages 31 to 32.

➤ **Implementation Timeline:** TBD

- Continue to monitor pedestrian safety around schools and install necessary traffic control measures as necessary:** While no immediate needs were identified by the Safe Routes to School Committee, there have not been any formal safety analyses completed at either the elementary or middle schools. There are a number of traffic control measures which can be used to slow traffic, and warn of oncoming pedestrian travel routes. These should be installed as necessary to increase safety and make things easier for walkers and bicyclists.

➤ **Implementation Timeline:** Ongoing



Figure 37: Examples of traffic calming signage (Source: US Department of Transportation)

Next Steps

This Safe Routes to School Plan was designed to set the framework for the implementation of the City's Safe Routes to School program and the recommendations within.

One action that can be undertaken immediately is the formation of a Safe Routes to School Task Force. Implementation of the recommendations within this plan requires an active community base, passionate about the programs and initiatives discussed. There are many groups from which to solicit participation including the school board, Parent Teacher Association, the Mahaska Wellness Coalition, and many of the various City committees. Forming a task force is a great way to empower members to get many of these programs off the ground. In many cases, preliminary discussion of these programs is a great start, but a motivated organizer is essential to seeing these ideas come to fruition.

Another important step early in this program will be to conduct parent surveys and in-class travel tallies. The information collected in these efforts will help form the baseline data in evaluating the effectiveness of the City's Safe Routes to School program. These surveys offer a great opportunity to raise public awareness about the program and the importance of walking and/or biking to school. Hopefully, this action creates an opportunity to solicit more volunteers.

Once these initial steps are carried out, the City, School District, and Safe Routes to School Task Force should continue to work together to implement some of the new and established initiatives identified within this plan. The task force will play a vital role in getting many of these new initiatives off the ground moving forward. During the 2012-2013 school year, the Safe Routes to School task force should work to help spearhead the following new initiatives:

- Work with the School District and teachers to incorporate Iowa Kids on the Move Curriculum where possible
- Work to promote National Walk to School Day, Bike to School Day, and even Bike to Work Week
- Work with the elementary school to develop and implement a classroom fitness contest
- Solicit volunteers and work to organize walking clubs and walking school buses
- Evaluate effectiveness and gather support for pedestrian safety and traffic control measures around the schools
- Work with City and school district to support existing programs including bike rodeos, 100-Day Wellness Challenge, and health fair

Appendix A: Oskaloosa Sidewalk Maintenance and Use Regulations

12.12.010 - Purpose.

The purpose of this chapter is to clarify the responsibilities of the city and the owners of abutting property for the maintenance, repair, replacement or reconstruction of sidewalks.

12.12.020 - Definitions.

As used in this chapter, the following terms have these meanings:

"City engineer" means the city engineer or the officer designated by the city council to perform the duties prescribed for the engineer by this chapter.

"Defective sidewalk" means any public sidewalk exhibiting one or more of the following characteristics:

1. Vertical separations equal to three-fourths of an inch or more;
2. Horizontal separations equal to three-fourths of an inch or more;
3. Holes or depressions equal to three-fourths of an inch or more and at least four inches in diameter;
4. Spalling over fifty percent of the surface of a single square of the sidewalk with one or more depressions equal to three-fourths of an inch or more;
5. Spalling over less than fifty percent of a single square of the sidewalk with one or more depressions equal to three-fourths of an inch or more;
6. A single square of the sidewalk cracked in such a manner that no part thereof has a piece greater than one square foot;
7. A sidewalk with any part thereof missing to the full depth;
8. A change from design or construction grade equal to or greater than three-fourths of an inch per foot.

"Sidewalk improvements" mean the reconstruction, repair, replacement or removal of a public sidewalk or the excavation, filling or depositing of material in the public right-of-way in connection therewith.

"Owner" means the person owning fee title or the contract purchaser for purposes of notification required in this chapter. For all other purposes, "owner" shall include the lessee, if any.

12.12.030 - Standard sidewalk specifications.

The city engineer shall prepare complete plans and specifications for the construction, reconstruction and repair of sidewalks and driveway crossings in the sidewalk, which, upon approval of the council, shall be kept on file in the office of the clerk. The specifications shall include descriptions and location of barricades and warning lights.

12.12.040 - Grades and lot lines.

It shall be the duty of the city engineer, or other employee so authorized by the council, to give to any property owner desiring to lay a sidewalk, the proper grade, and to establish the lot line immediately adjacent thereto. Unless otherwise provided by resolution of the council, all sidewalks in the residential areas shall be located one foot outside of the lot line. All sidewalks in the business district shall be as follows:

The sidewalks on and around the public square, as previously defined in this code, and the sidewalks running along both sides of the streets intersecting with the public square, a distance of one block from the intersection of such streets with the public square and the sidewalks in the 200, 300, and 400 block of High Avenue West and the sidewalks in the 200 block of First Avenue West, shall extend from lot line to the curb. In other areas, as defined by the zoning ordinance, the council may, by resolution, establish the location of sidewalks.

12.12.050 - Contractor license.

- A. Generally. No sidewalk shall be broken up, removed or repaired except by sidewalk contractors licensed as provided in this chapter.
- B. Exceptions.

1. No license shall be required of persons performing work under contract with the city.
2. No license shall be required of residential property owners doing sidewalk construction directly adjacent to their own residential property. This exception is limited only to a sidewalk adjacent to the property owner's residential property and does not apply to commercial properties. The property owner shall not hire other unlicensed persons to do sidewalk construction work under the auspices of the property owner. All such work done by the property owner is subject to the requirements, inspections, and penalty established under this chapter.

C. Application.

1. Application for a sidewalk contractor's license shall be presented to the city engineer for approval.
2. No license shall be granted unless the applicant shall have furnished satisfactory evidence of responsibility and qualifications.
3. After approval by the city engineer to grant a license, and before the same shall be issued, the applicant or applicants shall file with the clerk a bond in the sum of five thousand dollars. In addition, the applicant or applicants shall provide the city clerk with a certificate of insurance for public liability with limits in an amount not less than five hundred thousand dollars per occurrence with a one million-dollar aggregate limit. The applicant for any permit or license under this code by making such application, assumes and agrees to pay for all injury to or death of any person or persons whomsoever, and all loss or damage to property whatsoever, including all costs and expense incident thereto, however arising from or related to, directly, indirectly or remotely, the issuance of the permit or license, or the doing of anything thereunder, or the failure of such applicant, or the agents, employees or servants of such applicant, to abide by or comply with any of the provisions of this code or the terms and conditions of such permit or license; and such applicant, by making such an application, forever indemnifies the city, and its officers, agents and employees, and agrees to save them harmless from any and all claims, demand, lawsuits, or liability whatsoever for any loss, damage, injury, or death, including all costs and expense incident thereto, by reason of the foregoing. This section shall apply even though acts or omissions of the city, or its officers, agents and employees, may have caused or contributed to such, damage, injury or death. This section shall apply even though the city, or its officers, agents and employees, may have knowledge of any act, omission or condition which caused or contributed to such loss, damage, injury or death. The provisions of this section shall be deemed to be part of any permit or license issued under this code or any other ordinance of the city, whether expressly recited therein or not.

12.12.060 - Permits for construction or removal.

No person shall remove, repair, reconstruct or construct any sidewalk unless such person shall first secure a permit therefor from the city engineer pursuant to the provisions of this section.

- A. All applications for permits must be made in writing on blanks furnished for that purpose and signed by the owner or his authorized agent and when required, shall be accompanied by a plan showing any information required by the city engineer in order that correct records of the work done may be kept. A permit fee shall be established from time to time by resolution of the city council.
- B. When issued, the permit shall be upon the ground at all times during the progress of the work, and must be shown any officer in authority on demand.
- C. All persons removing or repairing sidewalks shall complete such work within seventy-two hours.

12.12.070 - Failure to obtain permit—Remedies.

Whenever any sidewalk improvements are made that do not conform to the provisions of this chapter and with the specifications, or when any sidewalk improvements are made without a permit, the city engineer shall serve notice to obtain a permit upon the property owner and upon the contractor doing the work. If the sidewalk is in the course of construction, the notice shall order the work to stop until a permit is obtained and the work is corrected to comply with the specifications. The cost of the permit after construction has begun or completed shall be twice that required in Section 12.12.060. If the sidewalk work has been completed, the owner shall obtain a permit immediately and perform any needed corrections within five days from receipt of the permit. If the owner fails to comply with this notice, the engineer shall have the work completed and the costs assessed to the property owner as provided in Section 12.12.160 of this chapter.

12.12.080 - Inspection and approval.

Upon final completion, the city engineer shall inspect the work. He or she may order corrections if the work does not meet specifications. When the work does meet all requirements of this chapter, the specifications and the permit, the engineer shall indicate this on both copies of the permit.

12.12.090 - Barricades and warning lights.

Proper warning lights and barricades shall be placed to protect persons from materials, equipment and dangerous conditions. Placement and maintenance of adequate warnings is the responsibility of the constructor, the owner and the lessee of the property.

12.12.100 - Interference with sidewalk improvements.

No person shall knowingly or wilfully drive any vehicle upon any portion of any sidewalk or approach thereto while it is in the process of being improved, or upon any portion of any completed sidewalk or approach thereto, or shall remove or destroy any part or all of any sidewalk or approach thereto, or shall remove, destroy, mar or deface any notice or warning device provided by this chapter.

12.12.110 - Ordering sidewalk improvements.

The city engineer may order the reconstruction, repair or replacement of permanent sidewalks upon any street or court. Notice of this order shall be sent to the owner by certified mail. The notice shall include the fact that the owner may request a hearing by the city council within fifteen days of the receipt of the notice.

12.12.120 - Repairing defective sidewalks.

It shall be the duty of the abutting property owner at any time, or upon receipt of thirty days' notice from the city, to repair, replace or reconstruct all broken or defective sidewalks in the street right-of-way abutting his or her property. If, after the expiration of the thirty days as provided in the notice, the required work has not been done or its not in the process of completion, the city engineer shall proceed to repair, replace or reconstruct the sidewalk. Upon completion of the work, the city engineer shall submit to the council an itemized and verified statement of expenditures for material and labor, and the legal description of the property abutting the sidewalk on which the work has been performed. These costs shall be assessed to the property as taxes, if not paid by the property owner. The property owner shall be liable for all damages caused by the failure of the owner to use reasonable care in the repair of defective sidewalks.

12.12.130 - Notice of inability to repair or barricade.

It shall be the duty of the owner of the property abutting the sidewalk, or of the contractor or agent of the owner, to notify the city immediately in the event the owner is unable to make necessary sidewalk improvements or to install or erect warnings and barricades as required by this chapter.

12.12.140 - Cleaning snow, ice and accumulations.

It shall be the duty of the owner to keep sidewalks abutting the property clear of the natural accumulations of snow or ice. If the owner fails to do so within twenty-four hours after the snow stops, the public works director or designee may have the natural accumulations of snow and ice removed without notice to the property owner. The public works director or designee shall give the Council an itemized and verified statement of costs and a legal description of the property. These costs, together with the administrative expenses of the city in connection therewith as determined by the city manager, shall be assessed to the property as taxes. The property owner shall be liable for damages caused by the failure of the owner to use reasonable care in the removal of snow or ice.

12.12.150 - Notice of assessment for repair or cleaning costs.

When the city engineer submits a bill for sidewalk improvements, or for removal of accumulations as provided in Sections 12.12.060, 12.12.110, 12.12.130 and 12.12.140 of this chapter, the city clerk shall send a notice of such facts to the owner of the abutting property. The notice may be given either by personal service or by certified mail to the last known address of the owner. The notice shall contain a statement of the work performed, the cost of the work that is being assessed, a description of the property affected and the fact that the person may pay the amount assessed by a certain date without interest or penalty. The notice also shall indicate that the person may object to such assessment and give the place and time at which the council will hear such objections. The time set for the hearing shall be at least fifteen days after the service of mailing of the notice.

12.12.160 - Hearing and assessment.

At the time and place designated in the notice, the council shall consider all objections to the assessment, correct all errors or objections, and adopt a corrected list as the amounts to be assessed against the property.

12.12.170 - Billing and certifying to county.

Thirty days after the council's decision, the city clerk shall certify any unpaid amounts to the county auditor. The unpaid assessments shall constitute a lien against the property and shall be collected by the county treasurer in the same manner as other taxes. Any assessment that exceeds one hundred dollars may be paid in installments as set by the council, not exceeding ten, in the same manner and at the same interest rates as for special assessments under Chapter 384, division IV, Code of Iowa. No interest shall be charged for assessments, or parts thereof, paid within thirty days of the time the council determined the final amounts.

12.12.180 - Liability of abutting owners.

- A. In the event the owners of property abutting any public sidewalk fails or refuses to perform any act required of them by this chapter and in the event an action is brought against the city for personal injuries alleged to have been caused by a defect in or the condition of the sidewalk, the city may notify in writing the abutting owners that it claims the injury was caused by their negligence and/or their failure to repair the defect or eliminate the condition complained of. The notice shall state the pendency of the action, the name of the plaintiff, the name and location of the court where the action is pending, a brief statement of the alleged facts from which the cause arose, that the city believes that the person notified is liable to it for any judgment rendered against the city, and asking the person to appear and defend.
- B. A judgment obtained in the suit is conclusive in any action by the city against any person so notified, as to the existence of the defect or other cause of the injury or damage, as to the liability of the city to the plaintiff in the first-named action, and as to the amount of the damage or injury. The city may maintain an action against the person notified to recover the amount of the judgment together with all the expenses incurred by the city in the suit.

12.12.190 - Encroaching steps.

It is unlawful for a person to erect or maintain any stairs or steps to any building upon any part of any sidewalk without permission by resolution of the council.

12.12.200 - Openings and enclosures.

It is unlawful for a person to:

- A. Stairs and Railings. Construct or build a stairway or passageway to any cellar or basement by occupying any part of the sidewalk, or to enclose any portion of a sidewalk with a railing without permission by resolution of the council;
- B. Openings. Keep open any cellar door, grating or cover to any vault on any sidewalk except while in actual use with adequate guards to protect the public;
- C. Protect Openings. Neglect to properly protect or barricade all openings on or within six feet of any sidewalk.

12.12.210 - Fires on sidewalks.

It is unlawful for a person to make a fire of any kind on any sidewalk.

12.12.220 - Fuel on sidewalk.

It is unlawful for a person to place or allow any fuel to remain upon any sidewalk.

12.12.230 - Defacing.

It is unlawful for a person to scatter or place any paste, paint or writing on any sidewalk.

12.12.240 - Debris.

It is unlawful for a person to throw or deposit on any sidewalk any glass, nails, glass bottle, tacks, wire, cans, trash, garbage, rubbish, litter, offal, or any other debris, or any other substance likely to injure any person, animal or vehicle.

12.12.250 - Display of merchandise.

It is unlawful for a person to place upon or above any sidewalk, any goods or merchandise for sale or for display in such a manner as to interfere with the free and uninterrupted passage of pedestrians on the sidewalk; in no case shall more than one-third

of the sidewalk be occupied for such purposes unless authorized by the police chief. Authorization for such use may be given by the police chief upon specific written application for a period not to exceed three consecutive business days.

12.12.260 - Sales stands or vending machine.

It is unlawful for a person to erect or keep any stand or vending machines for the sale of fruit, vegetables, candy, soft drinks, or other substances or commodities on any sidewalk without first obtaining a written permit from the council.

12.12.270 - Skateboards, rollerblades and rollerskates—Generally.

The operation or use of skateboards, rollerblades and rollerskates shall be subject to the restrictions set out in Sections 12.12.280 and 12.12.290.

12.12.280 - Skateboards, rollerblades and rollerskates—Prohibited area.

Skateboards, rollerblades and rollerskates shall not be operated on any of the streets in the city and shall not be operated on sidewalks within the area inside the perimeter of the following described streets:

Commencing at the intersection of D Street and A Avenue; thence east to the intersection of A Avenue and Third Street; thence south to the intersection of Third Street and Second Avenue; thence west to the intersection of Second Avenue and D Street; thence north to the point of beginning.

The foregoing notwithstanding, this section shall not prohibit the use of skateboards, rollerblades, or roller skates within any city park specifically constructed for the recreational use of skateboards, rollerblades, roller skates or bicycles known as a "bike park", "skate park", or "urban park". The formal designation of such shall occur by adoption of a resolution by the City of Oskaloosa, Iowa.

12.12.290 - Skateboards, rollerblades and rollerskates—Use on sidewalks.

Skateboards, rollerblades and rollerskates may be operated on sidewalks other than in the area described in Section 12.12.280; provided, however, that any person riding a skateboard shall upon meeting a pedestrian dismount until the pedestrian has passed and in the event a person riding a skateboard shall be going in the same direction as a pedestrian on a sidewalk, the person riding the skateboard shall dismount and walk past the pedestrian before continuing the operation of the skateboard.

12.12.295 - Sidewalk cafes and sidewalk stand alone signs.

- A. It is unlawful to operate a sidewalk cafe or place stand alone signs within the central business district of the city of Oskaloosa, except as authorized in this section and when the city engineer or his designee has issued a sidewalk cafe permit or a sidewalk stand alone sign permit.
- B. The requirements of a sidewalk cafe permit are as follows:
 1. The sidewalk cafe area must be contiguous with any side of a building, wherein a restaurant or food service establishment is located, and shall be referred to as the "sidewalk cafe area."
 2. The sidewalk cafe, as part of the restaurant, must be licensed by the department of public health.
 3. A sidewalk cafe area must not extend onto the sidewalk in a manner that will not allow a minimum of six feet of unobstructed sidewalk adjacent to the street for pedestrian use. The table and chairs must not be greater than fifty percent of the sidewalk area closer than ten feet from an alley.
 4. Tables and chairs must be removed at the end of the business day. No materials shall be stored on the public right-of-way.
 5. The sidewalk cafe can be operated and used from April 1 thru October 31 during the year. Operation hours shall be within seven a.m. to eleven p.m.
 6. Sidewalk cafes can serve food and nonalcoholic beverages only when the restaurant kitchen is open.
 7. Alcoholic beverages are prohibited.
 8. Amplified sound equipment shall not be permitted.
 9. Each sidewalk cafe shall be required to provide a certificate of insurance satisfactory to the city, and shall agree to hold the city harmless against any and all liability arising from interruptions, accidents, or other actions arising from the sidewalk cafe operation.
 10. The city retains the right to limit the number of sidewalk cafes in "permitted uses" of this chapter.
 11. Advertising shall not be permitted in the sidewalk cafe area, except the name of the establishment on chairs, tables, or other amenities, as approved by the city. The amenities used in the sidewalk cafe areas shall be

maintained in good condition. A sidewalk cafe may not utilize any public amenities, such as benches, seats, or trash receptacles.

C. The requirements of a city sidewalk stand alone sign are as follows:

1. The sign may not extend onto the sidewalk in a manner that will not allow six feet of unobstructed sidewalk adjacent to the street for pedestrian use.
2. The sign may not be larger than three and one-half feet tall by two and one-half feet wide.
3. The sign may not be placed within ten feet of an alley or any traffic control sign, such as stop signs, parking, speed limit, etc. and shall not be within six feet of any street or curb.
4. The sign may not obstruct the view of any alleys, driveways, street intersections, etc.
5. The sign shall not be lighted or sound amplified in any manner.
6. The owner of the sign shall provide a certificate of insurance to the city and shall hold the city harmless from any liability arising from the sign.
7. The city retains the right to limit the number of signs in the central business district and in no event shall any business be allowed more than one sign.

12.12.300 - Penalty.

Anyone violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor. (Refer to Section 1.20.010 General Penalties).

+ +

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

9. At what grade would you allow your child to walk or bike to/from school without an adult?
(Select a grade between PK,K,1,2,3...) grade (or) I would not feel comfortable at any grade

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

10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)

<input type="checkbox"/> Distance.....	<input type="checkbox"/> My child already walks or bikes to/from school
<input type="checkbox"/> Convenience of driving.....	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure
<input type="checkbox"/> Time.....	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure
<input type="checkbox"/> Child's before or after-school activities.....	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure
<input type="checkbox"/> Speed of traffic along route.....	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure
<input type="checkbox"/> Amount of traffic along route.....	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure
<input type="checkbox"/> Adults to walk or bike with.....	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure
<input type="checkbox"/> Sidewalks or pathways.....	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure
<input type="checkbox"/> Safety of intersections and crossings.....	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure
<input type="checkbox"/> Crossing guards.....	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure
<input type="checkbox"/> Violence or crime.....	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure
<input type="checkbox"/> Weather or climate.....	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure

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

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?
 Strongly Encourages Encourages Neither Discourages Strongly Discourages

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

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

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

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

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

16. Please provide any additional comments below.

Appendix C: Student In-Class Travel Tally

Safe Routes to School Students Arrival and Departure Tally Sheet

+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +									
School Name:			Teacher's First Name:			Teacher's Last Name:			
<input type="text"/>			<input type="text"/>			<input type="text"/>			
Grade: (PK,K,1,2,3...)		Monday's Date (Week count was conducted)			Number of Students Enrolled in Class:				
<input type="text"/> <input type="text"/> 0 2		<input type="text"/> <input type="text"/> M M D D Y Y Y Y			<input type="text"/> <input type="text"/> 1 5				
<ul style="list-style-type: none"> • Please conduct these counts on two of the following three days Tuesday, Wednesday, or Thursday. (Three days would provide better data if counted) • Please do not conduct these counts on Mondays or Fridays. • Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once. • Ask your students as a group the question "How did you arrive at school today?" • Then, reread each answer choice and record the number of students that raised their hands for each. Place just one character or number in each box. • Follow the same procedure for the question "How do you plan to leave for home after school?" • You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions. • Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too). 									
Step 1. Fill in the weather conditions and number of students in each class			Step 2. AM – "How did you arrive at school today?" Record the number of hands for each answer. PM – "How do you plan to leave for home after school?" Record the number of hands for each answer.						
Key	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	S= sunny R= rainy O=overcast SN=snow	Number in class when count made	-	-	-	Only with Children from your family	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	S N	2 0	2	3	8	3		3	1
Sample PM	R	1 9	3	3	8	1	2	2	
Tues. AM									
Tues. PM									
Wed. AM									
Wed. PM									
Thurs. AM									
Thurs. PM									
Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.									
+ +									

Appendix D: Safe Routes to School Infrastructure Grant Application



Iowa Safe Routes to School Infrastructure Grant Application

APPLICATION INSTRUCTIONS AND CHECKLIST

This application is designed to help us learn as much about your project as possible. We want to learn about your current situation. What are the obstacles preventing children from walking and bicycling to your school? Who are your partners and how did you develop this collaboration? When can you start your project? How will you track your progress and success? What is the estimated cost of your project?

Your answers to the grant application questions are very important in helping us select the best projects. If some of the requested information is not provided, your project will not score well. Please be complete, but also concise.

Important Dates

October 1	Completed applications received by the Iowa DOT Office of Systems Planning by 4:30 pm (or on the first work day following that date if October 1 falls on a weekend)
February	Projects anticipated to be selected for funding by the Iowa Transportation Commission

Application Checklist

- Contact Information Sheet is completed and signed
- Minority Impact Statement is completed and signed
- All questions are answered on the form and are shown in red Times New Roman font
- Answers are brief, but clear
- The Cost Estimate is complete and includes column totals
- All appropriate documents are attached (i.e., maps, photos, letters of support, etc.) Completed application is stapled or clamped, but no binders are used
- The original and seven (7) color copies of the completed application and all attachments should be submitted by the above stated deadline. Email submissions of the completed application by the stated deadline are allowed, but the original and seven (7) color copies of the completed application must follow immediately by mail to the address below.

Kathy Ridnour
Safe Routes to School Program Coordinator
Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, IA 50010

If you have any questions, contact Kathy Ridnour at kathy.ridnour@dot.iowa.gov or at 515-239-1713.

Do not send this page with your completed application.

Iowa Safe Routes to School Infrastructure Grant Application

CONTACT INFORMATION SHEET

Complete the information below and include this page as the first page of your application. The person identified as the Contact will be the main point of contact for Iowa DOT staff.

Organization (check one) City County State

Project Title: _____

Contact Name: _____

Contact Title: _____

Organization: _____

Mailing Address: _____

City, State, Zip: _____

Best Phone # to Call: _____

Contact E-mail: _____

Contact Fax: _____

Amount of SRTS Funding Requested: _____

School District: _____ School Name: _____

Brief Description of Your Project and Location: (one or two lines only) _____

The award of Safe Routes to School funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement or maintenance; and the furnishing of materials for this project shall not involve direct or indirect interest of any state, county or city official, elective or appointive. All of the above are prohibited by Iowa Code Sections 314.2, 362.5 or 331.342. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of Safe Routes to School funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the applicant. I understand the following OFFICIAL ENDORSEMENT binds the applicant to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Department is required prior to authorization of funds.

Representing the _____

Signature

Date

Typed Name and Title

Date



MINORITY IMPACT STATEMENT

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code Section 8.11, all grant applications submitted to the state of Iowa that are due beginning January 1, 2009 shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applicants to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique positive impact on minority persons.

Describe the positive impact expected from this project.

Indicate which group is impacted:

- Women Persons with a disability Blacks Latinos Asians
- Pacific Islanders American Indians Alaskan Native Americans Other

- The proposed grant project programs or policies could have a disproportionate or unique negative impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which group is impacted:

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other
- The proposed grant project programs or policies are not expected to have a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge:

Signature:

Title:

Definitions

"Minority Persons," as defined in Iowa Code Section 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code Section 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

- (1) "Disability" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"Disability" does not include any of the following:

- (a) Homosexuality or bisexuality.
(b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
(c) Compulsive gambling, kleptomania, or pyromania.
(d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code Section 8.11, means a department, board, bureau, commission, or other agency or authority of the state of Iowa.

APPLICATION QUESTIONS

1. **PROBLEM:** What is the problem? Tell us the current conditions for walking and bicycling to your school.

Describe the problem in detail. *(If any questions are not applicable to your particular situation, indicate by stating "n/a".)*

- a) What are the current risks and/or obstacles (physical or perceived) to walking and bicycling to/from your school?
- b) Complete a "Crossing" or "Corridor" section for EACH proposed safety improvement.
- c) Crossings that are part of a corridor should be included in the corridor section only.

Crossing

Crossings pertain to where pedestrians and/or bicyclists cross a roadway. Improvements may involve such changes as improving signing and markings, upgrading traffic control, constructing over- or underpasses, etc. Similar crossings should be lumped together, but listed and labeled individually on a map.

Existing Crossing

- Describe location of existing crossing (street names, distance from intersection) and label each of them on a map
- Existing signing, markings, and traffic control
- Length of crossing in terms of roadway width and lane widths (example: 62-ft. crossing with four 12-ft. lanes, one 4-ft. raised median, and two 5-ft. paved shoulders)
- Number of vehicles per day on the roadway
- Posted speed limit
- Number of students currently crossing this roadway to go to school , to return home
- Do teen drivers use this route to get to the high school? Yes No If so, where is the high school located? Show the high school location on the maps requested in 1g.
- Number of crashes at this crossing in the last 5 years
- Number of crashes at this crossing involving pedestrians or bicyclists
- Are ADA-compliant ramps provided?

Proposed Crossing

- Describe the proposed improvement and everything that will be changed from above

- Number of students who would use the crossing if improvements are made and reason why they would use the crossing (such as terminated bussing or if crossing safety is the only barrier)
- List any secondary safety benefits generated by improving the crossing, such as providing access to a park, swimming pool, local businesses, or other pedestrian/bicycle generators
- Describe any nearby socioeconomic populations which may be less likely to have alternatives to walking or biking to school
- If the proposed project involves changes to traffic control, attach a copy of the engineering study and warrant analysis.
- Attach photos of the problem area.

Corridor

Corridors pertain to locations where pedestrians and/or bicyclists are sharing the vehicular travel lane(s). SRTS improvements should provide pedestrian/bicycle accommodations that separate the students from the vehicular traffic such as, sidewalks, trails, paths, or improving the roadway shoulders.

Existing Corridor

- Name of street being followed (including beginning and end points)
- Length of the segment where students follow the road
- Explain whether the majority of pedestrians and bicyclists are walking/riding in the street or next to the street
- Number of vehicles per day on the road segment(s)
- Posted speed limit
- Number of students currently walking along this road segment to go to school , to return home
- Number of students currently biking along this road segment to go to school , to return home
- Roadway width and lane widths (example: 52-ft. roadway with four 12-ft. lanes, and 4-ft. raised median)
- Shoulder width and type (paved, granular, grass, combination, curb and gutter)
- Do teen drivers use this route to get to the high school? Yes No If so, where is the high school located? Show the high school location on the maps requested in 1g.
- Number of crashes on this road segment in the last 5 years
- Number of crashes involving pedestrians or bicyclists

Existing Crossings within the Corridor

- Describe location of existing crossings (street names, distance from intersection) and label each of them on a map
- Existing signing, markings, and traffic control
- Length of crossing in terms of roadway width and lane widths (example: 62-ft. crossing with four 12-ft. lanes, one 4-ft. raised median, and two 5-ft. paved shoulders)

- List any secondary safety benefits generated by improving the route, such as providing access to a park, swimming pool, local businesses, or other pedestrian/bicycle generators [REDACTED]
- Describe any nearby socioeconomic populations which may be less likely to have alternatives to walking or biking to school [REDACTED]
- If the proposed project involves changes to traffic control, attach a copy of the engineering study and warrant analysis.
- Attach photos of the problem area.

Proposed Crossings within the Corridor

- Describe the proposed improvement and everything that will be changed from above [REDACTED]
- If the proposed project involves changes to traffic control, attach a copy of the engineering study and warrant analysis
Attach photos of the problem area

d) Provide a description of the affected student population and the neighborhood traffic issues. [REDACTED]

e) Provide the following information about the affected school and student population:
(To answer numbers 6, 7, 8, and 9 below, use the student tally forms provided at www.saferoutesinfo.org/resources/index.cfm. Be sure to follow all instructions for data entry on the data collection overview page. You do not need to send your survey forms with this application.)

- 1) School name: [REDACTED]
- 2) Grades of students at school: [REDACTED]
- 3) Number of students at school: [REDACTED]
- 4) Number of K-8 students at school: [REDACTED]
- 5) Distance eligibility for riding a bus (radius) in miles: [REDACTED]
- 6) Number of K-8 students who currently walk to school: [REDACTED]
- 7) Number of K-8 students who currently bicycle to school: [REDACTED]
- 8) Number of K-8 students currently driven to school: [REDACTED]
- 9) Number of K-8 students currently bussed to school: [REDACTED]
- 10) Number of K-8 children eligible for bussing: [REDACTED]
- 11) Number of K-8 students who attend this school and live within two miles of the school: [REDACTED]

- f) Describe any existing programs at the affected school that educate and encourage walking or bicycling to school. [REDACTED]
- g) Does your school have a current traffic safety plan, Traffic Engineering Assistance Program (TEAP) study, and/or a Safe Routes to School plan that recommends this project? If so, attach a copy. [REDACTED]

- h) Provide two maps—one indicating a 2-mile radius of the school, and one identifying the location of the proposed project, the school (including the high school, if nearby), hazards, neighborhoods served by the school, etc. Limit map sizes to no larger than 8.5"x11". If you need help in developing these maps, your Regional Planning Affiliation or Metropolitan Planning Organization—the agencies responsible for local transportation planning and programming—may be able to provide assistance.

2. PROPOSED PROJECT: Tell us about your project. How do you propose to solve the problem(s) identified above?

Describe the proposed project:

- a) Describe the infrastructure improvement. [REDACTED]
- b) How will the infrastructure improvement address the problem(s) identified above? [REDACTED]
- c) How will the infrastructure improvement increase the number of students walking and bicycling to school? [REDACTED]
- d) How will the infrastructure improvement reduce the likelihood of student injuries and fatalities? [REDACTED]
- e) Explain what other alternatives were investigated and why they are not valid solutions to the problem(s). [REDACTED]
- f) Who will maintain the facility? Attach a resolution from the local government committing to maintenance of the facility for at least 10 years. [REDACTED]
- g) Who will manage development of the infrastructure project if different from the contact person? [REDACTED]
- h) Describe the noninfrastructure components (education, encouragement, and enforcement) related to your project. Go to www.iowasaferoutes.org/resources.html for free materials to incorporate into your plans. [REDACTED]
- i) How will the noninfrastructure components of your project increase the number of students walking and bicycling to school? [REDACTED]
- j) Who are you going to target with your project? [REDACTED]

3. SCHEDULE: Describe your infrastructure project development schedule from start to finish.

Because this is a federal-aid construction project, permits and clearances from various local, state and federal agencies may be required. Applicants are encouraged to hold pre-application meetings with appropriate federal, state, and local government agencies (including their Metropolitan Planning Organization or Regional Planning Affiliation) to determine requirements, processes and time schedules that may affect the project. Working with your community partners will help you identify specifics pertaining to your project.

Federal funding will become available one year from application submittal; therefore, project construction may not begin until the following spring. Based upon receiving written "authorization to proceed" from Iowa DOT, when can you begin your project? Include the following information in your discussion. [REDACTED]

Estimated Project Development Schedule:

a) Project Development	Start Date <input type="text"/>	Completion Date <input type="text"/>
b) Project Implementation	Start Date <input type="text"/>	Completion Date <input type="text"/>
c) Project Evaluation	Start Date <input type="text"/>	Completion Date <input type="text"/>

Any work performed by the applicant prior to receiving written authorization to proceed is not eligible for reimbursement. All projects must be completed no later than two years following the date of the funding award.

4. PARTNERS: Who are your partners? What collaborations have you created to ensure the success of your project?

Provide information on the organizations supporting your project. List the participants and the roles they will play in the development of your project. Be specific. Provide proof that your partners are in agreement with the project and will play a specific role in the project. Partners could include, but are not limited to, school officials, parents, students, local traffic engineers, law enforcement agencies, public health agencies or organizations, school-based associations, local elected officials, non-profit groups, bicycle clubs, local businesses, other community groups, etc.

5. EVALUATION: The SRTS program goal is to enable and encourage more children to walk and bicycle to school. How will you measure your success? What method will you use to determine whether more children are walking and bicycling to school? What are your specific user goals for this project?

Describe how you will measure your project's success. Using the student survey forms provided at www.saferoutesinfo.org/resources/index.cfm, your measurement should minimally include before and after figures for the following:

- Number of students walking
- Number of students bicycling
- Number of students driven
- Number of students bussed

6. COST ESTIMATE: Itemize your project costs.

Your cost estimate should be developed with assistance from a professional engineer or landscape architect and be completed on the following form. Keep in mind that SRTS infrastructure projects require adherence to several federal regulations which could result in higher project administration costs. **If your project involves sidewalks, please be aware that the Americans with Disabilities Act (ADA) requires a five foot sidewalk width.** Any anticipated costs for education, encouragement and enforcement activities may be included as well; however, you are not required to request funding for these activities. Local funds and in-kind donations are not required. An example of a completed form follows the blank form. Keep in mind that minimum funding for infrastructure projects is set at \$25,000, and maximum project funding is set at \$250,000 per jurisdiction per round.

Provide the estimated cost per student, i.e., the amount of SRTS funding requested divided by the total number of K-8 students who attend this school and live within two miles of the school.

Iowa Safe Routes to School Infrastructure Project Cost Estimate

(Local funds and in-kind donations are not required.)

Item	Quantity	Unit	Unit Price	Requested SRTS Funds +	Committed Local Funds +	Value of Donated Goods or Services (in-kind) =	Total Cost
Preliminary Engineering							
Construction Engineering							
Project Construction							
Land Acquisitions							
Education/Encouragement/ Enforcement Expenses							

TOTALS									

Indirect costs (overhead) will not be reimbursed. Indirect costs are those that are incurred for common or joint objectives and therefore cannot be identified readily and specifically with a particular project, but contribute to the ability of the applicant to support the program. Examples of indirect costs include, but are not limited to, depreciation and use allowances, general administration and general overhead, project administration expenses, operation and maintenance expenses, etc.

Allowances for contingency funding are not eligible. Any cost overruns are the responsibility of the applicant.

Guidelines for Itemized breakdown of total project costs.

Construction Costs – these may be based on historical averages for entire projects of similar size and scope (paying predetermined wage rates). Examples include:

- Typical cost/ lineal foot of sidewalk
- Typical cost/ square foot of pedestrian bridge deck

Design / Inspection Costs – these may be estimated based on the following typical percentages of construction costs:

- 8-10% for preliminary up through final design and letting activities
- 12-15% for construction inspection activities

Right-of-way Acquisition Costs – these may be estimated based on the following:

- Impact and description of impact
- Typical cost/ square foot for permanent right-of-way
- Typical cost/ square foot for temporary easements

Utility and Railroad Costs – these may be estimated based on the following:

- Impact and description of impact
- Typical cost/ linear foot of relocated or reconstructed facility (track, pipe, electrical lines, etc.)
- Typical cost/ installation (RR switches, utility poles, transformers, control boxes, etc.)

Sample of Completed Cost Estimate For Infrastructure Project

(Local funds and in-kind donations are not required.)

Item	Quantity	Unit	Unit Price	Requested SRTS Funds +	Committed Local Funds +	Value of Donated Goods or Services (in-kind) =	Total Cost
200-Ft. Sidewalk Project							
Preliminary Engineering (construction plan development, project letting, ROW purchase, etc.)	1	1	\$13,000.00	\$13,000.00			\$13,000.00
Construction Engineering (materials testing, construction oversight, etc.)	1	1	\$12,000.00	\$12,000.00			\$12,000.00
Project Construction							
Excavation and overburden removal	166	Cu Yd	\$ 20.00	\$ 3,320.00			\$ 3,320.00
Reconditioning	6,451	Sq Ft	0.80	5,160.80			5,160.80
Tree removal	8	Each	300.00	1,200.00	\$1,200.00		2,400.00
Concrete removal	825	Sq Ft	1.50		1,237.50		1,237.50
Asphalt removal	2,000	Sq Ft	1.50		3,000.00		3,000.00
Tree replacement	8	Each	500.00	4,000.00			4,000.00
Irrigation adjustment	0	Sq Ft					0
Permits	0	LS					0
Sidewalk	5,184	Sq Ft	5.50	28,512.00			28,512.00
Sidewalk ramp	267	Sq Ft	12.50	3,337.50			3,337.50
Truncated domes	32	Sq Ft	50.00	800.00	800.00		1,600.00
Flagstone wall	1	LS				\$4,500.00	4,500.00
Concrete pavement	1,467	Sq Ft	7.00	10,269.00			10,269.00
Asphalt pavement	1,467	Sq Ft	3.00	4,401.00			4,401.00
Curb and gutter	550	Lin Ft	30.00	16,500.00			16,500.00
Sod replacement	0	Sq Ft					0
Mobilization	1	LS	5,000.00	5,000.00			5,000.00
Traffic control	0	LS					0
Land Acquisitions							
ROW appraisals	1	Each	5,000.00	5,000.00			5,000.00
ROW acquisition	3,222	Sq Ft	20.00	38,440.00		26,000.00	64,440.00
ROW agent	1	Each	12,000.00	12,000.00			12,000.00
Survey for new ROW	1	Each	2,000.00	2,000.00			2,000.00
Temporary construction easement	3,334	Sq Ft	6.60	22,004.40			22,004.40

Education/Encouragement/Enforcement Expenses							
Promotion/Advertising	0	LS					0
Printing – flyers	5,000	Each	0.10	500.00			500.00
Education/Encouragement/Enforcement Materials/Supplies	0	LS					0
Other Education/Encouragement/Enforcement Expenses							
Jon Jones, Professional Consultant to teach safety classes	10	Hour	32.00	320.00			320.00
TOTAL \$				\$187,764.70	\$6,237.50	\$30,500.00	\$224,502.20

Indirect (overhead) costs will not be reimbursed. Indirect costs are those that are incurred for common or joint objectives and therefore cannot be identified readily and specifically with a particular project, but contribute to the ability of the applicant to support the program. Examples of indirect costs include, but are not limited to, depreciation and use allowances, general administration and general overhead, project administration expenses, operation and maintenance expenses, etc.

Allowances for contingency funding are not eligible. Any cost overruns are the responsibility of the applicant.

Appendix E: References

City of Oskaloosa. (2012). *Oskaloosa Municipal Code*. Retrieved from <http://library.municode.com/index.aspx?clientId=16543>

Iowa Department of Public Health. (2012). *Iowan's Fit for Life*. Retrieved from <http://www.idph.state.ia.us/iowansfitforlife/>

Iowa Department of Transportation. (2010). Retrieved from <http://www.iowadot.gov/maps//msp/traffic/2010/cities/Oskaloosa.pdf>

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Iowa DOT Office of Design. (2012). *Design Manual*. Retrieved from <http://www.iowadot.gov/design/dmanual/manual.html?reload>

Live Healthy Iowa. (2012). *100 Day Challenge*. Retrieved from <http://www.livehealthyiowa.org/>

Mahaska Community Recreation Foundation. (2012). Retrieved from http://www.teammahaska.org/index.php?option=com_content&view=category&layout=blog&id=46&Itemid=59

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US Department of Transportation. (2009). *Manual on Uniform Traffic Control Devices*. Retrieved from <http://mutcd.fhwa.dot.gov/>