

# Safe Routes to School Program

July 16, 2009

**SAFE  
ROUTES  
TO**



## Edina Schools Speed Zone Study S.P. 120-591-01

Prepared for:



WSB Project No. 1686-13

Prepared by:

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Minneapolis, MN 55416 763-541-4800

**WSB**  
& Associates, Inc.

# **SAFE ROUTES TO SCHOOL PROGRAM**

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## **EDINA SCHOOLS SPEED ZONE STUDY**

**S.P. 120-591-01**

**JULY 16, 2009**

### **Prepared For:**

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## CERTIFICATION

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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

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Date: July 16, 2009

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## I. INTRODUCTION / BACKGROUND

The City of Edina applied for and received Safe Routes to School (SRTS) funding for implementation of a City-wide school speed zone study of the public and private elementary and middle schools. Currently, there are no identified school speed zones within the City of Edina. The 85<sup>th</sup> percentile speeds around most schools can and does exceed 5 to 10 mph over the current posted speed limits of 30 mph. These types of speeds during school days impose dangerous crossing areas for students walking and biking to their respective school, therefore, discouraging walking and biking to school.

The purpose of the school speed zone study is to:

1. Determine and implement, if feasible, school speed zones adjacent to each school.
2. Document existing conditions adjacent to each school and identify any inconsistencies with respect to signing, marking, or traffic control.
3. Provide safe conditions to encourage students to walk and bike to school.
4. Prepare a study template for other municipalities to use for speed studies.

The City worked closely with Independent School District (ISD) No. 273, as well as the three private schools within the City on this project. The schools that are part of the study include:

- Concord Elementary (IDS 273)
- Cornelia Elementary (IDS 273)
- Countryside Elementary (IDS 273)
- Creek Valley Elementary (IDS 273)
- Highlands Elementary (IDS 273)
- Normandale Elementary (IDS 273)
- South View Middle School (IDS 273)
- Valley View Middle School (IDS 273)
- Calvin Christian School (Private)
- Our Lady of Grace School (Private)
- St. Peter's Lutheran School (Private)

*Figure 1(see Appendix)* illustrates the location of each school within the City.

The purpose of this report is to outline the methodology for evaluating and establishing school speed zones adjacent to each school and documenting the additional signing, striping, and traffic control changes that would be required to implement each school speed zone.

## II. STUDY METHODOLOGY

In 1975 the State Legislature, through Minnesota Statute 169.14, gave responsibility to local authorities to establish school zone speed limits.

Based on this authorization, the City of Edina, as the local road authority, may establish school speed zones within a school zone of public or non-public schools on a basis of engineering and traffic investigations. The school speed zone shall only be in effect when children are present going to or leaving the school. School speed zones can not lower the posted speed zone more than 30 mph and shall not be established below 15 mph. In addition, the school speed zone signing and stripping must be in accordance with the Minnesota Manual on Uniform Traffic Control Devices (MMUTCD). Any traffic violations of a school speed limit are subject to a double fine.

The proper school speed zoning can reduce vehicle speed differential, provide basis for enforcement, increase driver respect for the speed zoning, and decrease crash potential. However, the school speed zoning will not automatically reduce vehicle speeds or automatically reduce crashes. In fact, improper speed zoning may actually increase crash potential, increase vehicle speed differential, and mislead pedestrians as to the true vehicular speed.

Several criteria should be considered in determining if a school speed zone is warranted or needed. These criteria are discussed in detail below:

- 1. School Route Plan** – A school route plan identifies the routes that students are using, or should use, to get to and from school and/or other facilities adjacent to the school. The plan should identify the existing walking area around the school, as well as the typical routes that students walk to and from the school.
- 2. Traffic Volumes** – The traffic volumes of the adjacent roadways should be considered in the evaluation. The larger number of vehicles traveling on a roadway creates a potential for vehicle / pedestrian conflicts.
- 3. Pedestrian Volumes** – Similar to the traffic volumes, as the number of pedestrians/ students increase along a particular route, the potential for vehicle/pedestrian conflict also increases.
- 4. Crash Investigation** – A crash investigation will identify any hazardous locations in which vehicle conflicts and/or pedestrian/vehicle conflicts currently exist.
- 5. Roadway Characteristics / Traffic Control Devices** – The existing roadway geometry, including the street width and location of existing traffic control devices (i.e., traffic signalization or all-way stops), is important in determining if pedestrians can be routed to these “safer” locations.
- 6. Sidewalks / Pathways** – The location of sidewalks and/or pathways adjacent to the roadway and leading up to crossings and the school need to be identified to determine if pedestrians and/or students would be walking in the streets.

7. **Speed Limits** – The existing speed limit of the roadway is an important aspect of the evaluation. The higher the posted speed limit, the more difficult it would be reducing the speed limit through the school zone. People will drive what they feel is a safe and comfortable speed through an area.

In order to evaluate each school speed zone, the following process was followed:

- A. **Collect Background Data** – This data was collected using a data collection form specifically for the school speed zone studies. This form provided necessary data based on the outlined criteria above to evaluate each school speed zone. An example of this form is shown on the next page.
- B. **Speed Zone Evaluation** – The speed zone evaluation is based on existing conditions adjacent to each school and the determination of a speed reduction and/or other improvements that would increase safety for students walking or biking to school. An example of this form is shown on the next page.
- C. **Recommendations** – Based on the speed zone evaluation, recommendations were prepared for each school area. The Existing speed limit, average daily traffic and type of roadway function was used to determine if a 15 mph or 20 mph speed zone was appropriate when a school speed zone was recommended.

**EDINA SCHOOLS  
SPEED ZONE STUDY**

**PROJECT DATA FORM**

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School: \_\_\_\_\_ School District: \_\_\_\_\_

Location: Major Street \_\_\_\_\_ Minor Street \_\_\_\_\_

School District Contacted: \_\_\_\_\_

- Received Route Plan \_\_\_\_\_
- Received Walking Data \_\_\_\_\_

Field Investigation Completed: \_\_\_\_\_

- Traffic Control \_\_\_\_\_
- Signing \_\_\_\_\_
- Pavement Markings / Crossings \_\_\_\_\_
- Topographical Issues / Concerns (sight lines) \_\_\_\_\_
- Sidewalks / Pathways Identified \_\_\_\_\_
- Posted Speed Limit: Major Street \_\_\_\_\_  
Minor Street \_\_\_\_\_

Traffic Volume Data (Counted / Received): \_\_\_\_\_

Major Street \_\_\_\_\_

Minor Street \_\_\_\_\_

Crash Data Received: \_\_\_\_\_ Source \_\_\_\_\_

Intersections: \_\_\_\_\_

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### III. SCHOOL SPEED ZONE STUDIES

For each of the school areas, the methodology discussed in the previous section was used to determine the appropriate speed zone adjacent to each school. The Appendix for each school area includes the data collection form, figures, and the evaluation form. The following sections outline the analysis results for each school area:

#### A. Cornelia Elementary (Appendix A)

1. **School Route Map** – *Figure A1* identifies the existing walking area adjacent to the school.
2. **Traffic Volumes** – The existing traffic volume on 70<sup>th</sup> Street ranges from 12,800 to 13,600 vehicles per day. Traffic on adjacent streets range from 450 to 1,820 vehicles per day.
3. **Pedestrian Volumes** – Currently, there are approximately 57 students that walk to and from the school in the identified walking area.
4. **Crash Investigation** – The crash history is identified in the table below:

Intersection	Years 2005 – 2007	
	PD	PI
70 <sup>th</sup> Street at Cornelia Drive	3	0
70 <sup>th</sup> Street at Lyman Lane	0	1
70 <sup>th</sup> Street at West Shore Drive	4	1
Kellogg Avenue at Claremore Drive	0	1
Oaklawn Avenue at Claremore Drive	0	1
<b>Total</b>	<b>7</b>	<b>4</b>

PD = Property Damage  
 PI = Personal Injury

5. **Roadway Characteristics / Traffic Control Devices** – *Figure A2* illustrates the existing traffic control, signing, and crossings adjacent to the school.
6. **Sidewalks / Pathways** – *Figure A2* identifies the location of existing sidewalks and pathways adjacent to the school.
7. **Speed Limit** – The existing posted speed limit on adjacent roadway is shown in the table below:

Street	Posted Speed	85% Speed
West 70 <sup>th</sup> Street	30	39
Cornelia Drive	30	30
Wooddale Avenue	30	29
West Shore Drive	30	29

Based on the school speed zone evaluation, there are currently three primary crossings of West 70<sup>th</sup> Street to and from Cornelia School. Of these crossings, only one is currently controlled. There is also a high crash history at the intersections along 70<sup>th</sup> Street. In addition, it has been documented that even though the posted speed limited along West 70<sup>th</sup> Street is 30 mph, the 85<sup>th</sup> percentile speed is 39 mph. Based on these factors, West 70<sup>th</sup> Street, adjacent to Cornelia School, is a candidate for a school speed zone. In addition, Cornelia Drive south of 70<sup>th</sup> Street has higher than an average city street volume with two uncontrolled crossings. Cornelia Drive is also a candidate for a school speed zone.

**B. Countryside Elementary (Appendix B)**

- 1. School Route Map** – *Figure B1* identified the existing walking area adjacent to the school.
- 2. Traffic Volumes** – The existing traffic volume on Tracy Avenue ranges from 4,600 to 8,500 vehicles per day.
- 3. Pedestrian Volumes** – Currently, there are approximately 60 students that walk to and from the school in the identified walking area.
- 4. Crash Investigation** – The crash history is identified in the table below:

Intersection	Years 2005 – 2007	
	PD	PI
Tracy Avenue at Highland Road	1	0
Tracy Avenue at Ridgeway Road	0	1
Arbour Avenue at Arbour Lane	1	0
Benton Avenue at Stuart Avenue	1	0
<b>Total</b>	<b>3</b>	<b>1</b>

PD = Property Damage

PI = Personal Injury

- 5. Roadway Characteristics / Traffic Control Devices** – *Figure B2* illustrates the existing traffic control, signing, and crossings adjacent to the school.

6. **Sidewalks / Pathways** – *Figure B2* identifies the location of existing sidewalks and pathways adjacent to the school.
7. **Speed Limit** – The existing posted speed limit on adjacent roadway is shown in the table below:

Street	Posted Speed	85% Speed
Tracy Avenue	30	NA
Arbour Avenue	30	NA

The school speed zone evaluation indicates there is only one crossing on Tracy Avenue and one crossing on Arbour Avenue to and from Countryside Elementary School. The Tracy Avenue crossing is currently a controlled crossing. There is a high occurrence of crashes surrounding the school area; however, along Tracy Avenue there is a low occurrence. With the high volume of traffic on Tracy Avenue and the number of students that would cross Tracy Avenue, the evaluation indicates that a school speed zone would be beneficial at this location.

### C. Creek Valley Elementary (Appendix C)

1. **School Route Map** – *Figure C1* identified the existing walking area adjacent to the school.
2. **Traffic Volumes** – The existing traffic volume on Gleason Road is 7,900 vehicles per day.
3. **Pedestrian Volumes** – Currently, there are approximately 45 students that walk to and from the school in the identified walking area.
4. **Crash Investigation** – The crash history is identified in the table below:

Intersection	Years 2005 – 2007	
	PD	PI
Gleason Road at Balder Lane	1	1
Gleason Road at Creek Valley Road	1	0
Gleason Road at Indian Hills Pass	1	0
<b>Total</b>	<b>3</b>	<b>1</b>

PD = Property Damage  
 PI = Personal Injury

5. **Roadway Characteristics / Traffic Control Devices** – *Figure C2* illustrates the existing traffic control, signing, and crossings adjacent to the school.
6. **Sidewalks / Pathways** – *Figure C2* identifies the location of existing sidewalks and pathways adjacent to the school.

7. **Speed Limit** - The existing posted speed limit on adjacent roadway is shown in the table below:

Street	Posted Speed	85% Speed
Gleason Road	30	NA

The school speed zone evaluation indicates there are two primary crossings of Gleason Road to and from the Creek Valley Elementary School. Both of these crossings are stopped controlled. The existing traffic volume along Gleason Road is 7,900 vehicles per day. There is an existing sidewalk and walkway system providing access to and from the school connecting to the existing crossings. There is a high crash history at the intersection adjacent to the school. Based on the evaluation and the number of students crossing Gleason Road, this roadway is a candidate for a school speed zone reduction.

**D. Highlands Elementary (Appendix D)**

1. **School Route Map** – *Figure D1* identified the existing walking area adjacent to the school.
2. **Traffic Volumes** – The existing traffic volume on Vernon Avenue is 10,400 vehicles per day.
3. **Pedestrian Volumes** – Currently, there are approximately 152 students that walk to and from the school in the identified walking area.
4. **Crash Investigation** – The crash history is identified in the table below:

Intersection	Years 2005 – 2007	
	PD	PI
Vernon Avenue at Tracy/Merritt Circle	0	1
Vernon Avenue at Glengary Parkway	0	1
Vernon Avenue at Chantrey Road	2	0
Vernon Avenue at Johnson Drive	1	0
Vernon Avenue at Ayshire Boulevard	1	1
Vernon Avenue at Hansen Road	0	1
Doncaster Way at Merritt Circle	0	1
<b>Total</b>	<b>4</b>	<b>5</b>

PD = Property Damage  
 PI = Personal Injury

5. **Roadway Characteristics / Traffic Control Devices** – *Figure D2* illustrates the existing traffic control, signing, and crossings adjacent to the school.

6. **Sidewalks / Pathways** – *Figure D2* identifies the location of existing sidewalks and pathways adjacent to the school.
7. **Speed Limit** – The existing posted speed limit on adjacent roadway is shown in the table below:

Street	Posted Speed	85% Speed
Vernon Avenue	30	NA
Doncaster Way	30	NA

The school speed zone evaluation indicated there is a significant crash history along Vernon Avenue in the area of the Highlands Elementary School. There is currently one controlled crossing on Vernon Avenue at the traffic signal located at Tracy Avenue / Merritt Circle. All other access to the school is from Doncaster Way. There are currently no controlled crossings of Doncaster Way into the school. Even though there is a low frequency of crashes on Doncaster Way, this roadway would be a candidate for school speed zone control; however, Vernon Avenue would not be a candidate for speed control due to the proximity of the roadway to the school and its access.

**E. Normandale Elementary, Concord Elementary, and South View Middle School (Appendix E)**

1. **School Route Map** – *Figure E1* identified the existing walking area adjacent to the school.
2. **Traffic Volumes** – The existing traffic volume on Concord Avenue ranges from 1,650 to 2,800, Southview Avenue is 4,150, Valley View Road ranges from 4,750 to 5,000, Normandale Road is 4879 and School Road is 626 vehicles per day.
3. **Pedestrian Volumes** – Currently, there are approximately 55 students that walk to and from the school in the identified walking area.
4. **Crash Investigation** – The crash history is identified in the table below:

Intersection	Years 2005 – 2007	
	PD	PI
Concord Avenue at Southview	1	0
Benton Avenue at W. Frontage Road	2	0
<b>Total</b>	<b>3</b>	<b>0</b>

PD = Property Damage  
 PI = Personal Injury

5. **Roadway Characteristics / Traffic Control Devices** – *Figure E2* illustrates the existing traffic control, signing, and crossings adjacent to the school.

6. **Sidewalks / Pathways** – *Figure Appendix E2* identifies the location of existing sidewalks and pathways adjacent to the school.
7. **Speed Limit** – The existing posted speed limit on adjacent roadway is shown in the table below:

Street	Posted Speed	85% Speed
Valley View Rod	30	NA
Southview Lane	30	NA
Concord Avenue	30	NA

The school speed zone evaluation indicates there are four crossings of Southview Lane into and out of the school, and four crossings of Concord Avenue into and out of the school. Of these eight crossings, the only controlled crossing is at the intersection of Southview Lane and Concord Avenue. There is a supporting sidewalk and pathway network adjacent to the school, but there is not a good network into the adjacent neighborhoods. There is not a high crash history at/or on the roadways adjacent to the schools; however, based on the number of existing walkers and/or bikers and lack of controlled crossings adjacent to the school, Southview Lane, Normandale Avenue, School Road and Concord Avenue would be candidates for school speed zone reduction.

**F. Valley View Middle School (Appendix F)**

1. **School Route Map** – *Figure F1* identified the existing walking area adjacent to the school.
2. **Traffic Volumes** – The existing traffic volume on Valley View Road ranges from 5,700 to 6,200 vehicles per day.
3. **Pedestrian Volumes** – Currently, there are approximately 162 students that walk to and from the school in the identified walking area.
4. **Crash Investigation** – The crash history is identified in the table below:

Intersection	Years 2005 – 2007	
	PD	PI
Valley View Road at Antrim	3	0
Valley View Road at Lois Lane	1	0
Valley View Road at Chapel Land	3	1
Valley View Road at St. Patricks Lane	3	0
<b>Total</b>	<b>8</b>	<b>1</b>

PD = Property Damage

PI = Personal Injury

5. **Roadway Characteristics / Traffic Control Devices** – *Figure F2* illustrates the existing traffic control, signing, and crossings adjacent to the school.
6. **Sidewalks / Pathways** – *Figure F2* identifies the location of existing sidewalks and pathways adjacent to the school.
7. **Speed Limit** – The existing posted speed limit on adjacent roadway is shown in the table below:

Street	Posted Speed	85% Speed
Valley View Road	30	NA

The school speed zone evaluation indicates that there is currently one controlled and one uncontrolled crossing of Valley View Road into and out of Valley View Middle School. There is also a high frequency of crashes along Valley View Road adjacent to the Middle School. Based on these factors together with the high volume of traffic on Valley View Road this roadway is a candidate for school speed zone reduction. Additional school signing and crosswalk markings should also be considered.

#### G. Calvin Christian School (Appendix G)

1. **School Route Map** – *Figure G1* identified the existing walking area adjacent to the school.
2. **Traffic Volumes** – The existing traffic volume on France Avenue is 10,600 vehicles per day and, on Inglewood Avenue is estimated at approximately 2,000 vehicles per day.
3. **Pedestrian Volumes** – Currently, there are very few, if any, students that walk to and from the school in the identified walking area.
4. **Crash Investigation** – The crash history is identified in the table below:

Intersection	Years 2005 – 2007	
	PD	PI
Inglewood Avenue at 39 <sup>th</sup> Street	1	0
Kipling Avenue at 40 <sup>th</sup> Street	1	0
<b>Total</b>	<b>2</b>	<b>0</b>

PD = Property Damage  
 PI = Personal Injury

5. **Roadway Characteristics / Traffic Control Devices** – *Figure G2* illustrates the existing traffic control, signing, and crossings adjacent to the school.

6. **Sidewalks / Pathways** – *Figure G2* identifies the location of existing sidewalks and pathways adjacent to the school.
7. **Speed Limit** – The existing posted speed limit on adjacent roadway is shown in the table below:

Street	Posted Speed	85% Speed
France Avenue	30	NA
42 <sup>nd</sup> Street	30	NA

This school speed zone evaluation indicates there is only one marked controlled crossing of 39<sup>th</sup> Street into and out of Calvin Christian School. Currently, the majority of the intersections adjacent to the school on 39<sup>th</sup> Street, 42<sup>nd</sup> Street, Grimes Avenue, and Inglewood Avenue are all-way stop controlled. There is very little walking traffic to and from this school from the adjacent neighborhoods. The majority of the pedestrian traffic using this area is primarily for the ball fields and other facilities adjacent to the school during non-school times; therefore, based on the evaluation this area is not a candidate for school speed zone reduction. However, additional signing and crosswalk markings to improve the visibility of the crossing locations is warranted.

#### H. Our Lady of Grace School (Appendix H)

1. **School Route Map** – *Figure H1* identified the existing walking area adjacent to the school.
2. **Traffic Volumes** – The existing traffic volumes on Eden Avenue ranges from 6,800 to 8,600 vehicles per day and, 2886 vehicles per day on the West Frontage Road.
3. **Pedestrian Volumes** – Currently, there are very few, if any, students that walk to and from the school in the identified walking area.
4. **Crash Investigation** – The crash history is identified in the table below:

Intersection	Years 2005 – 2007	
	PD	PI
Frontage Road at Richmond Drive	0	2
Richmond Drive at Richmond Circle	0	2
<b>Total</b>	<b>0</b>	<b>4</b>

PD = Property Damage  
 PI = Personal Injury

5. **Roadway Characteristics / Traffic Control Devices** – *Figure H2* illustrates the existing traffic control, signing, and crossings adjacent to the school.

6. **Sidewalks / Pathways** – *Figure H2* identifies the location of existing sidewalks and pathways adjacent to the school.
7. **Speed Limit** – The existing posted speed limit on adjacent roadway is shown in the table below:

Street	Posted Speed	85% Speed
Eden Avenue	30	NA
West Frontage Road	30	NA

The school speed zone evaluation indicates there are no controlled or uncontrolled crossings into or out of the Our Lady of Grace School. There is very little, if any, walking or biking traffic to and from the school on a normal school day; however, there are activities at the fields adjacent to the school. There has been a high frequency of crashes along the frontage road just south of the school property; therefore, with all of these factors, this area is a candidate for school speed zone reduction. Additional signing and crosswalk makings are also warranted.

#### I. St. Peter’s Lutheran School (Appendix I)

1. **School Route Map** – *Figure II* identified the existing walking area adjacent to the school.
2. **Traffic Volumes** – The existing traffic volume on France Avenue ranges from 11,300 to 16,100 vehicles per day and on 54<sup>th</sup> Street is 2,550 vehicles per day.
3. **Pedestrian Volumes** – Currently, there are very few, if any, students that walk to and from the school in the identified walking area.
4. **Crash Investigation** – The crash history is identified in the table below:

Intersection	Years 2005 – 2007	
	PD	PI
Ewing Avenue at 53 <sup>rd</sup> Street	1	0
Drew Avenue at 53 <sup>rd</sup> Street	1	0
Ewing Avenue at 52 <sup>nd</sup> Street	1	0
<b>Total</b>	<b>3</b>	<b>0</b>

PD = Property Damage  
 PI = Personal Injury

5. **Roadway Characteristics / Traffic Control Devices** – *Figure I2* illustrates the existing traffic control, signing, and crossings adjacent to the school.
6. **Sidewalks / Pathways** – *Figure I2* identifies the location of existing sidewalks and pathways adjacent to the school.

7. **Speed Limit** – The existing posted speed limit on adjacent roadway is shown in the table below:

Street	Posted Speed	85% Speed
France Avenue	30	NA
54 <sup>th</sup> Street	30	NA

The school speed zone evaluation indicates there are no marked crossings into or out of St. Peter’s Lutheran School similar to the other private school locations. There is very little, if any, walking traffic to and from the school during regular hours. There are a high number of crashes along France Avenue indicating a safety concern for crossing this roadway; however, with a low frequency of pedestrians and/or bicyclists relating to the school, this roadway would not be a candidate for school speed zone reduction. Additional school zone signing should be considered.

#### IV. CONCLUSIONS / RECOMMENDATIONS

The purpose of the Safe Routes to School (SRTS) Speed Zone Study was to evaluate the existing public and private elementary and middle schools to determine if speed zones were appropriate and warranted adjacent to each school. In addition, the study identified other signing, pavement marking, or traffic control changes needed adjacent to the schools. Based on the evaluation, the following improvements for each school area are recommended.

- A. Cornelia Elementary School (**Figure A3**)
  - Establish a 20 mph School Speed Zone on 70<sup>th</sup> Street.
  - Establish a 15 mph School Speed Zone on Cornelia Drive.
- B. Countryside Elementary School (**Figure B3**)
  - Establish a 15 mph School Speed Zone on Tracy Avenue.
- C. Creek Valley Elementary School (**Figure C3**)
  - Establish a 20 mph School Speed Zone on Gleason Road.
- D. Highlands Elementary School (**Figure D3**)
  - Establish a 15 mph School Speed Zone on Doncaster Way.
- E. Normandale and Concord Elementary and South View Middle Schools (**Figure E3**)
  - Establish a 15 mph School Speed Zone on Southview Lane.
  - Establish a 15 mph School Speed Zone on Concord Avenue.
  - Establish a 15 mph School Speed Zone on Normandale Road
  - Establish a 15 mph School Speed Zone on School Road
- F. Valley View Middle School (**Figure F3**)
  - Establish a 20 mph School Speed Zone on Valley View Road.
  - Add a marked crosswalk across Valley View Road on the west side of Gleason Road
- G. Calvin Christian School (**Figure G3**)
  - No School Speed Zone Recommended.
  - Add a marked and signed School Crosswalk across 42<sup>nd</sup> Street at Grimes Avenue.
  - Add a “School” plaque under the existing crosswalk signs on Inglewood Avenue.
- H. Our Lady of Grace School (**Figure H3**)
  - Add “School Crossing” sign southbound and “School” plaque under the existing crossing sign northbound on the West Frontage Road
  - Add a marked crosswalk across the West Frontage Road on the south side of Eden Avenue
  - Establish a 20 mph School Speed Zone on West Frontage Road.
- I. St. Peter’s Lutheran School (**Figure I3**)
  - No School Speed Zone Recommended.
  - Add a “School” plaque under the existing crosswalk sign on Fuller Street.