

6606 E. Lehigh Drive, Tucson, AZ
85710

Annie W. Kellond Elementary School

September 2015



ACKNOWLEDGEMENTS

The Annie W. Kellond Elementary School Safe Routes to School (SRTS) Plan was made possible by the City of Tucson with funding from a federal grant. The plan was developed by a team of consultants with input from the Annie W. Kellond Elementary School SRTS Team and Tucson SRTS Program.

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INTRODUCTION

Safe Routes to School (SRTS) programs encourage daily physical activity and the development of healthy habits in youth by promoting regular walking and biking to school. SRTS programs reduce traffic congestion and pollution around schools, improve safety in school zones, and provide families and friends an opportunity to share time with each other and build connections in their community.

The Tucson SRTS Program, run by Living Streets Alliance, elected Annie W. Kellond Elementary School to receive Safe Routes to School (SRTS) program support during the 2014-2015 academic year. This support includes creation of a comprehensive SRTS Plan addressing the five E's of SRTS: Education, Encouragement, Enforcement, Evaluation, and Engineering.

The plan was developed over the course of three meetings, which are summarized in Table 1.



Figure 1. Students helped develop recommendation for this Plan.

Table 1: Planning Process

Meeting Number and Date	Participants	Content & Outcomes
Meeting 1 <i>February 18, 2015</i> <i>(afternoon)</i>	<ul style="list-style-type: none"> Annie W. Kellond Elementary SRTS Team Tucson SRTS Program Staff Consultant Team Staff Wheeler Elementary School Staff² 	<ul style="list-style-type: none"> Reviewed the travel plan development process and schedule. Developed a SRTS vision. Conducted a walkabout around the school. Observed dismissal. Identified initial programmatic recommendations.
Meeting 2 <i>February 19 2015</i> <i>(morning)*</i>	<ul style="list-style-type: none"> City of Tucson/Pima County Engineers Tucson SRTS Program Staff Consultant Team Staff 	<ul style="list-style-type: none"> Vetted preliminary engineering recommendations with City of Tucson and Pima Association of Governments engineers.
Meeting 3 <i>February 19, 2015</i> <i>(afternoon)</i>	<ul style="list-style-type: none"> Annie W. Kellond Elementary SRTS Team Tucson SRTS Program Staff Consultant Team Staff 	<ul style="list-style-type: none"> Presented draft engineering and programmatic recommendations. Gained general agreement on the vision and plan recommendations. Learned of potential partnering opportunities with community organizations.

² Two staff from Wheeler Elementary School attended the meeting to learn about how Safe Routes to School can benefit their school.

The Annie W. Kellond Elementary SRTS Team developed the following vision for this plan.

The Kellond Elementary School Safe Routes to School program is supported by a walking and biking network that results in more student families walking and biking, and requires the whole community for its safe and effective operation.

EXISTING CONDITIONS

SCHOOL DEMOGRAPHICS

Category of Students	Number of students	Percentage of students
Total Student Enrollment		
Total Family Addresses	584	100%
Live within 1 mile	246	42%
Live within 2 miles	403	69%
Eligible for school bus service (live more than 1 ½ miles from school)	270	46%
Enrolled in programs before school	32	5%
Enrolled in programs after school	43	7%
Eligible for Free or Reduced Lunch	420	72%
With Disabilities	70	12%

NEIGHBORHOOD CHARACTERISTICS

Annie W. Kellond Elementary School is located in a medium-density residential neighborhood in eastern Tucson. The neighborhood street network is comprised of a large grid (super blocks) of east-west and north-south streets, with smaller neighborhood streets within. See Figure 2 for a map of the school and neighborhood. Key destinations near the Annie W. Kellond Elementary School include:

- Palo Verde Park, located across Mann Avenue from the School
- Park Place, a shopping mall located approximately 1 mile northwest on E. Broadway Boulevard
- Oxford Plaza, at the corner of S. Wilmot Road and E. 22nd Street
- Fellowship Bible Church, on the corner of S. Mann Avenue and E. Broadway Boulevard
- Fountain of Life Lutheran Church, between S. Langley Avenue and S. Kolb Road

Kellond Elementary School Family Addresses by Distance

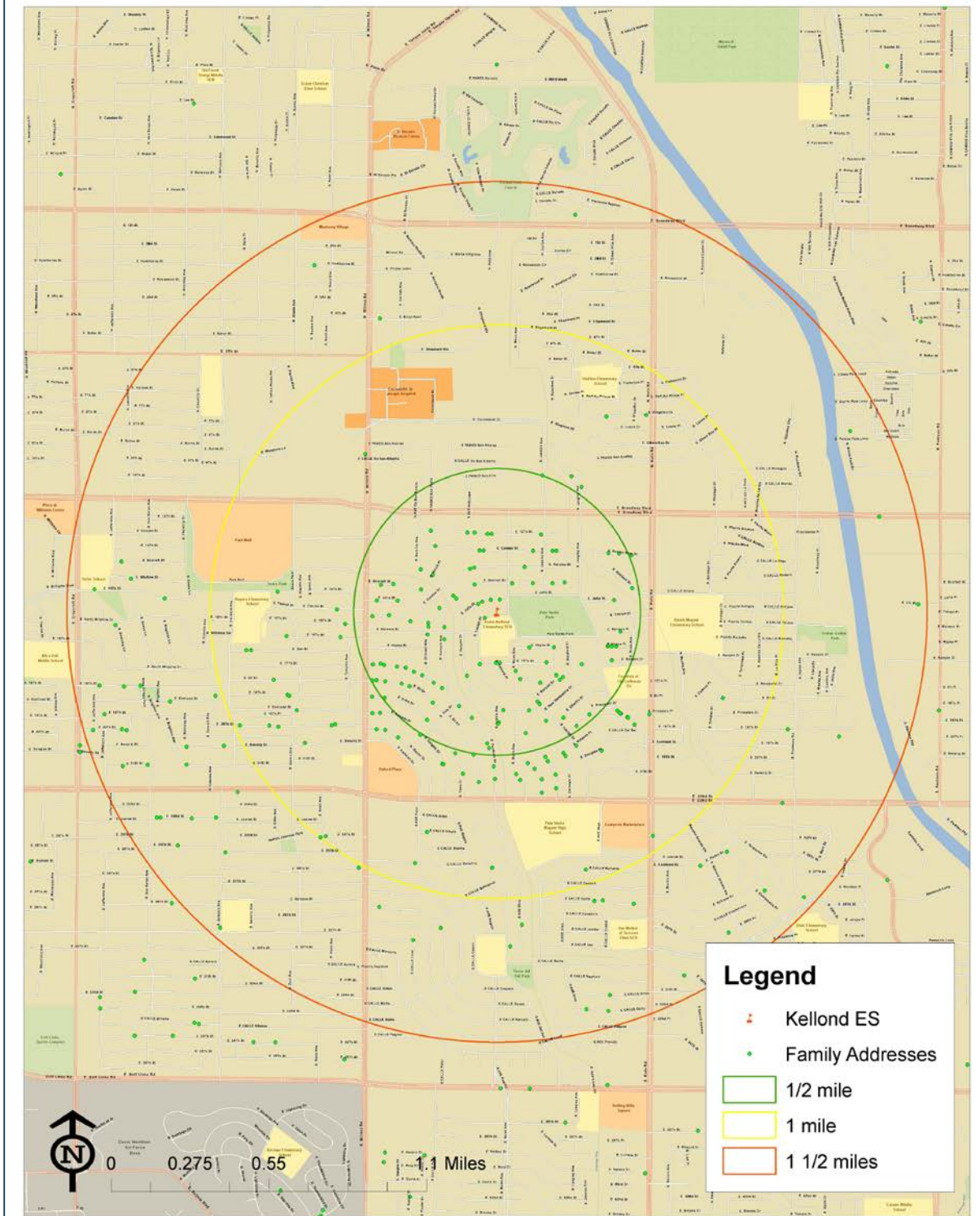


Figure 2. Kellond Elementary School Family Addresses by Distance.

EXISTING TRANSPORTATION INFRASTRUCTURE

KEY ROADS

Table 2: Key Roads

Road	Road Width ¹	Sidewalk width and continuity ²	Bicycle Facilities	Speed limit	No. of lanes in each direction	Daily Traffic Volumes ³	Functional Class
S. Wilmot Road (E. Broadway Boulevard to E. 22nd Street)	100 feet	5', both sides, 3' buffer	6' Bicycle Lane, both sides	40 mph	3	39,000	Minor Arterial
E. Malvern Street (S. Wilmot Road to S. Lehigh Drive)	26 feet	5', south side and intermittent on north side, with 9-10' buffer	Bicycle Route	25 mph	1	Data not available	Neighborhood
S. Mann Avenue (E. Broadway to E. Lehigh Drive)	36 feet	Intermittent 4-5' sidewalks with 0-3' buffer when sidewalk present	Bicycle Route	25 mph	1	Data not available	Neighborhood
E. Broadway Blvd	115 feet	5-7', both sides, some 3' buffer	5' Bicycle Lane, both sides	40 mph	3	41,000	Principal Arterial
E 22nd Street (S. Wilmot Road to S. Kolb Road.	100 feet	5-10', both sides; 5' buffer intermittent	5' Bicycle Lane, both sides	40 mph	3	40,000	Minor Arterial
S. Yale Drive (E. Amherst Drive to E. Lehigh Drive)	32 feet	5' with 8' buffer, north side (except one block between E Fordham Drive and S. Kenyon Drive), 5' with 8' buffer south side	None	25 mph	1	Data not available	Neighborhood
S. Lehigh Drive (E 22nd Street to E Broadway Boulevard)	33 -36 feet	Intermittent 5' sidewalk, 8' buffer, north and south sides	None	25 mph	1	Data not available	Neighborhood

1. Road width measurements are approximate and represent a general cross section.
2. Sidewalk widths are approximate.
3. Daily traffic volumes from 2012 *Traffic Volumes in Metropolitan Tucson and Eastern Pima County*. Available online at: <http://www.pagnet.org/documents/rdc/gis/maptraffickount2012.pdf>.
4. Functional classification from 2014 ADOT Functional Classification Map for Tucson. Available online at: <http://azdot.gov/docs/default-source/maps/tucson-fc-map.pdf?sfvrsn=6>.

PEDESTRIAN INFRASTRUCTURE WITHIN ½ MILE OF SCHOOL

Wilmot and E. Broadway Boulevard. A relatively new sidewalk and curb ramps on the south side of E. Malvern Street serves many students walking to and from school.



Wilmot and E. Broadway Boulevard. A relatively new sidewalk and curb ramps on the south side of E. Malvern Street serves many students walking to and from school.

Sidewalk gaps, shown as part of the information in Table 2, are most noticeable on two streets that lead directly to the school: the west side of S. Mann Avenue, S. Lehigh Drive just west of S. Mann Avenue, and E. Lehigh Drive south of E. Kenyon Drive.

The Alamo Wash, which runs through the Kellond Elementary School neighborhood, crosses both E. Malvern Street and S. Yale Drive. The sidewalk along the north side of E. Malvern Street does not connect with either side of the existing wash bridge; there is no sidewalk on the side of S. Yale Drive to connect with the bridge over the wash. Both bridges are relatively narrow.

Figure 3. Half-mile radius from school indicated by green circle.

Pedestrian infrastructure typically used at intersections are most likely present at key school crossings, but absent from others. Curb ramps are present only intermittently and typically do not include a detectible warning strip. The mountable design of the curbs along neighborhood streets may serve the needs of wheelchair users. Key school crossings, i.e., those designated as school crossings with yellow striping and other legs of the intersection, are present at E. Malvern Street and S./E. Leigh Drive and at a



Figure 4. Crossing guard at designated school crossing on E. Malvern Street and S. Lehigh Drive.

mid-block crossing on S. Mann Avenue south of E. Leigh Street. A crossing guard is present at these two locations to assist students.

Marked crosswalks are provided at the following intersections:

- S. Mann Avenue and E. Lehigh Drive (a 'Y' intersection)
 - Across E. Lehigh Drive (white parallel line striping on west leg)
 - Across S. Mann Ave. (white parallel line striping on east leg)
- S. Mann Avenue at Palo Verde Park (yellow parallel line)
- E. Hayne Street and S. Mann Avenue (white parallel line striping on east leg)
- S. Lehigh Drive and E. 17th Street (white parallel line striping on east leg)
- E. Malvern Street and S. Lehigh Drive (yellow parallel line striping on north leg and white parallel striping on west leg)

Most of these marked crosswalks are faded, making them more difficult for drivers to see.

Super block street crossing distances are relatively wide, averaging at least 120 feet. The lack of crosswalks and signals, especially where neighborhood streets cross the four large streets comprising the first super block around the school -- S. Wilmot Road, E. Broadway Boulevard, S. Kolb Road, and E. 22nd Street -- may create a barrier to walking or bicycling for students living on the other side.



Figure 5. There are no traffic controls on E. Broadway Boulevard to assist pedestrians across the street.

Crossing facilities present at

S. Amherst Drive and E. 22nd Street include a HAWK signal, crosswalk and curb ramp for the east leg. A Pelican Crossing at Park Place Drive and S. Wilmot Road assists pedestrians crossing S. Wilmot Road. Crossing facilities at other intersections are:

- E. Malvern Street and E. Wilmot Road
No signal, crosswalk, or curb ramps. A median creating a frontage road on the east side of E. Wilmot increases the crossing distance and pedestrian exposure to motor vehicles.

- S. Mann Avenue and E. Broadway Boulevard
No signal, crosswalk, or curb ramps. The intersection of S. Jessica Avenue and E. Broadway Boulevard, to the east of has a signal and crosswalk, but S. Jessica Avenue connects directly to Palo Verde Park, rather than the school as S. Mann Avenue does.
- E. Kenyon Drive and S. Kolb Road
No signal or crosswalk; diagonal curb ramps serve pedestrian travel across both streets instead of the ADA best practice of one ramp in each crossing direction.
- S. Wilmot Road and E. Eli Street
Crosswalk stripped on north leg, but there is no crosswalk; diagonal curb ramps serve pedestrian travel across both streets instead of the ADA best practice of one ramp in each crossing direction; median that creates frontage road does not include ADA-compliant pedestrian pathway that connects the frontage road crosswalk with the crossing walk on the main roadway; the crossing is uncontrolled for traffic traveling on S. Wilmot Road.

BICYCLE INFRASTRUCTURE WITHIN ½ MILE OF SCHOOL

A limited amount of bicycle infrastructure is available within ½ mile of school. The school campus has a series of bicycle racks within the secure area on the south side of the school building. There are plenty of racks to accommodate the current amount of children bicycling and room for growth. Bike lanes are provided on S. Wilmot Road, E. Broadway Boulevard, E. 22nd Street, and S. Kolb Road. E. Malvern Street, S. Mann Avenue, S. Fordham Drive, and Lehigh Drive are bicycle routes and the neighborhood streets surrounding the school generally provide good bicycling conditions.

TRAFFIC CALMING WITHIN ½ MILE OF SCHOOL

There is currently no formal traffic calming within a ½ mile of the school. The Alamo Wash crossings on E. Malvern Street and S. Yale Drive serve as an informal traffic calming due to their quick elevation changes, i.e., a noticeable dip in the roadway.



Figure 6. This bike rack is one of several on the school campus.

EXISTING TRANSPORTATION POLICIES AND PROCEDURES

ARRIVAL POLICIES AND PROCEDURES

During arrival, all students, regardless of their transportation mode, gather by grade in one of two playgrounds on the school campus and enter the school building with their teacher before school begins. There are three gates into the playgrounds: from the main parking lot on the southwest corner of the school building, across from Palo Verde Park on S. Mann Avenue, and at the bus lane on E. Lehigh Drive at the north end of the campus. Students walking, bicycling or arriving by family vehicle enter the school campus using the first two of the above-mentioned gates and go to their designated playground. Bus riders exit buses at the pull out area next to the school playground on the northeast side of the campus and use the school's bus entrance at the southwest corner of S. Mann Avenue and E. Lehigh Drive. The main entrance on E. Lehigh Drive is only used by students who arrive late.



Figure 7. A school family entering through the main entrance.

Crossing guards are stationed at the yellow school zone crosswalks and receive support from staff on the school campus itself. Crossing guards are on duty during the following times:

- The intersection of E. Malvern Street and N./S. Lehigh Drive – 8:30 – 9:15 a.m. (M, T, W,TH, F)
- The mid-block crossing on S. Mann Street at Palo Verde Park - 8:30 – 9:15 a.m. (M, T, W,TH, F)

ARRIVAL TIMES

Arrival Category	Time
Before Care Start Time	7:30 a.m.
Time When Most Students Not in Before Care Arrive	8:30 a.m. to 9:15 a.m.
School Start Time	9:15 a.m.

DISMISSAL POLICIES AND PROCEDURES

When dismissed at the end of the school day, students leave the campus by the gate closest to their mode of departure. Students walking, biking, and leaving by family vehicle may use the gate at the main parking lot on the southwest corner of the school building or the gate across from Palo Verde

Park on S. Mann Avenue. Students walking and bicycling from school may leave in any direction, but typically cross the street bordering the school at the locations where crossing guards are stationed. Students leaving by family vehicle meet their parents in the school parking lot; however, some students walk to Palo Verde Park to meet their parents. Bus riders use the gate next to the bus lane at the southwest corner of Mann Avenue and Lehigh Drive. The main entrance on S. Lehigh Drive is only used by students who are dismissed early or leaving by day care vans.

Crossing guards are on duty during the following times:

- The intersection of E. Malvern Street and N./S. Lehigh Drive – 3:25 – 3:55 p.m. (M, T, TH, F), 2:25 – 2:55 p.m. (W)
- The mid-block crossing on S. Mann Street at Palo Verde Park - – 3:25 – 3:55 p.m. (M, T, TH, F), 2:25 – 2:55 p.m. (W)



Figure 8. Designated school crossing along Palo Verde Park.



Figure 9. A student arriving by family vehicle.

DISMISSAL TIMES

Dismissal Category	Time
School End Time	3:25 p.m. (M, T, TH, F), 2:25 p.m. (W)
Time Student Walkers and Bikers Not in Aftercare Dismissed	3:25 p.m. (M, T, TH, F), 2:25 p.m. (W)
Aftercare End Time	6:00 p.m.

OTHER POLICIES AND PROCEDURES IMPACTING WALKING AND BICYCLING TO SCHOOL

Other policies impacting walking and bicycling to school include:

- Students living more than 1½ miles from Annie W. Kellond Elementary School are eligible for school bus service.³ All students with a disability are eligible for bus service.
- At the beginning of each school year, parents complete a 'How is Your Child Getting Home?' form. Any changes to the indication made at the beginning of the school year must be in writing..

³ The Tucson Unified School District policy is at [this link](#). Note that the distance from school is based on the most direct route.

EXISTING SRTS ACTIVITIES

Annie W. Kellond Elementary School has participated in the following SRTS activities during the 2014-2015 school year.

- Walktober Walk to School Challenge (fall 2014) – a weeklong event encouraging students to walk and bike to school, with special emphasis on walking. SRTS Tucson provided promotional materials, activity support, and incentive items.
- International Walk to School Day (fall 2014) – a celebration of walking/biking to school. Annie W. Kellond and SRTS Tucson staff walked with students along designated routes, distributed prizes, and engaged parents during a morning of activity.
- Bike Rodeo (spring 2015) – bike riding and safety training. Fourth grade students participated in a bike rodeo (in-class lessons and riding practice) in partnership with Pima County SRTS.
- Bike Repair Clinic (spring 2015) – free bike repair and maintenance training. Annie W. Kellond Elementary and SRTS Tucson hosted an event to fix student bikes and teach kids basic bike maintenance skills.
- ApROLL Bike & Walk to School Challenge (spring 2015) – a weeklong event encouraging students to walk and bike to school, with special emphasis on biking. SRTS Tucson provided promotional materials, activity support, and incentive items.

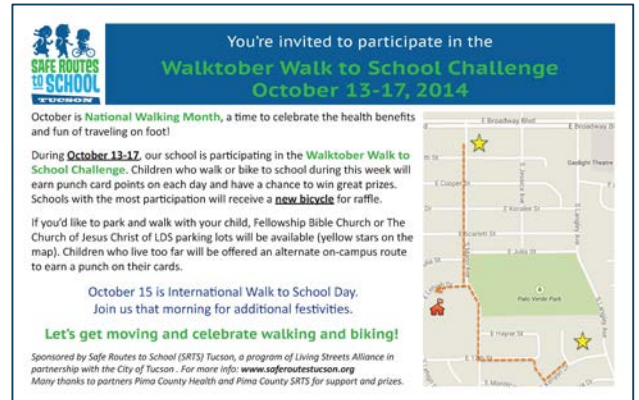


Figure 10. Walktober flyer encourages families to walk to school along a designated route.



Figure 11. The Bike Repair Clinic was popular with all students.

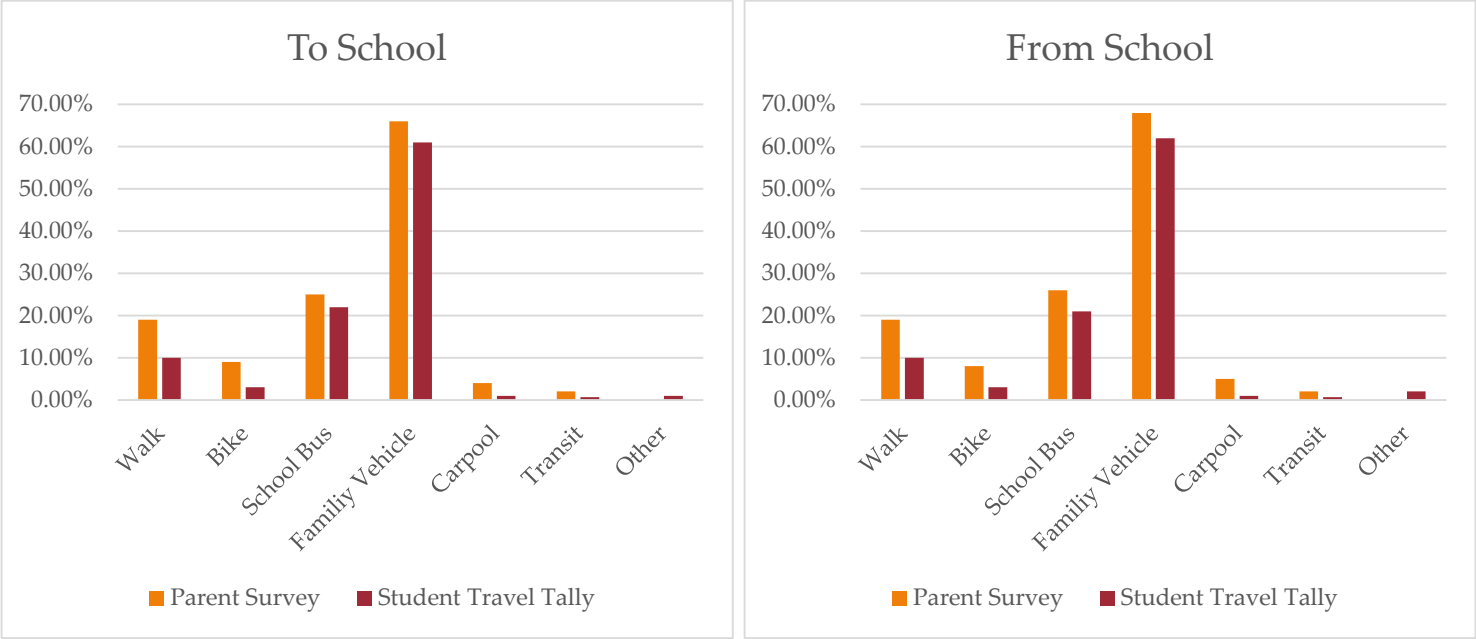
In early 2015, SRTS Tucson invited Annie W. Kellond Elementary families to join an organized Walking School Bus (WSB) program, but received too few responses to develop a regular route.

EXISTING TRAVEL BEHAVIORS

CURRENT STUDENT TRAVEL MODES

The percentage of Annie W. Kellond Elementary School students who travel to and from school by each mode are indicated in Figure 3 below.⁴ The data for these figures is derived from a survey of parents (Parent Survey) and in-class survey of students (Student Travel Tally) conducted in August 2014. 347 parents responded to the Parent Survey, and the Student Travel Tally was conducted in 17 classrooms. Complete summary results are provided in Appendix B.

Figure 12: Current Student Travel Modes



⁴ Respondents to the parent survey were not given “Other” as an option, which is why this data is only available for the Student Travel Tally.

KEY LOCATIONS AND ISSUES

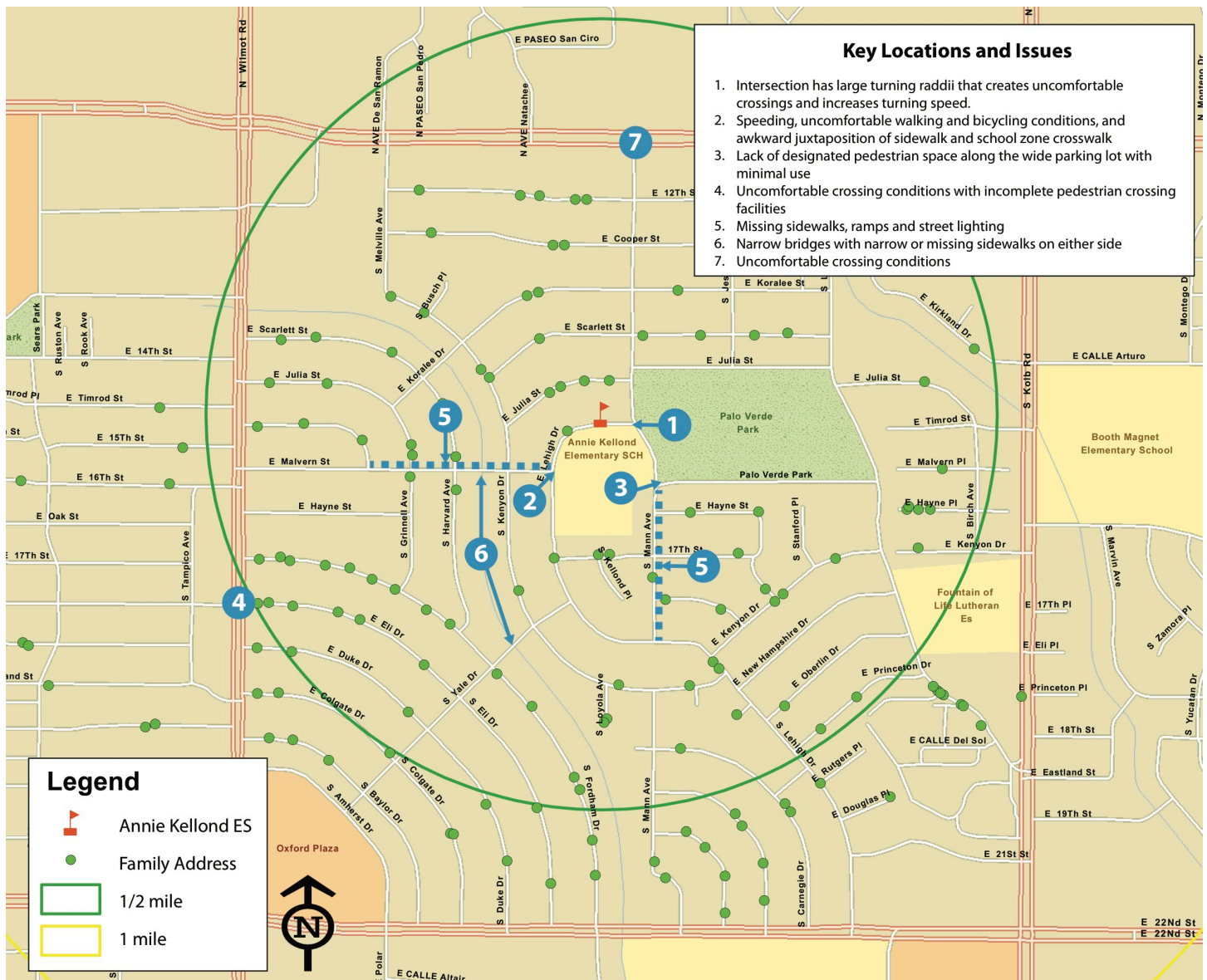
Key locations and issues were identified through:

- The meeting process described in Table 1.
- Field observations.
- Mapping Annie W. Kellond Elementary School family addresses to understand where improved pedestrian and bicycle conditions might have the most benefit.
- A review of relevant background information, including survey results, crash data, etc.

The locations and issues include:

- Intersection of S. Mann Avenue and E. Lehigh Drive – Speeding and uncomfortable walking and bicycling conditions
- Intersection of E. Malvern Street and Lehigh Drive – Awkward juxtaposition of sidewalk and school zone crosswalk
- Library parking lot on S. Mann Avenue – Lack of designated pedestrian space along the wide parking lot with minimal use
- S. Wilmot and E. Eli Drive – Uncomfortable crossing conditions with incomplete pedestrian crossing facilities
- South on Mann, North on Palo Verde, Scarlett Street – Lack of sidewalk and sidewalk gaps
- Alamo Wash crossing on S. Yale Drive and E. Malvern Street – narrow bridges with narrow or missing sidewalks on either side.
- S. Mann Street – missing sidewalks
- S. Kolb Road and E. 22nd Street – Uncomfortable crossing conditions
- S. Mann Avenue and E. Broadway Boulevard – Uncomfortable crossing conditions

A map of these locations is provided on the next page.



1. INTERSECTION OF S. MANN AVENUE AND E. LEHIGH DRIVE – SPEEDING AND UNCOMFORTABLE WALKING AND BICYCLING CONDITIONS

- Students who live north east of the school and use this intersection to walk or bicycle to school, along with students who arrive and depart by family vehicle from parking lots at Palo Verde Park may use this intersection. School buses travel through this intersection along with other school and neighborhood-related motor vehicle traffic.
- E. Lehigh Drive and S. Mann Avenue north of the intersection are designated as 'bicycle friendly roads'.
- Both streets are neighborhood streets with a posted speed limit of 25 MPH. (See Table 2)
- The intersection is a Y-intersection, i.e., S. Mann Avenue ends at E. Lehigh Drive, but the resulting intersection is relatively wide, due to its configuration: E. Lehigh Drive bends to the east around the western edge of Palo Verde Park. Crosswalks are striped on only two of the legs.
- One crash involving a pedestrian or bicyclist was reported at this location between July 2012 and December 2014.⁵



⁵ Based on data provided by TDOT for July 2012 through December 2014.

2. INTERSECTION OF E. MALVERN STREET AND LEHIGH DRIVE – AWKWARD JUXTAPOSITION OF SIDEWALK AND SCHOOL ZONE CROSSING

- The sidewalk and school zone crossing are on opposite sides of the street, causing students and parents traveling to and from school to cross the street two time: the north and west leg of the intersection.
- There is a missing sidewalk on the north side of E. Malvern.
- No crashes involving pedestrians or bicyclists were reported at this location between July 2012 and December 2014.⁶



⁶ Based on data provided by TDOT for July 2012 through December 2014.

3. LIBRARY PARKING LOT ON S. MANN AVENUE – LACK OF DESIGNATED PEDESTRIAN SPACE

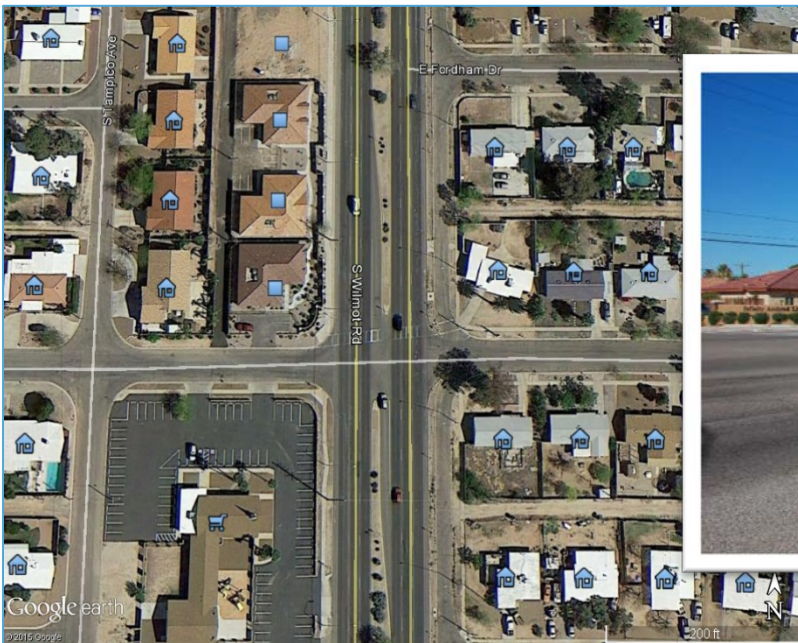
- The parking lot configuration allows access to all 10 parking spaces directly from the street, i.e., there is no separate driveway, creating a distance of 100 feet for pedestrians to cross.
 - There is no designated pedestrian crossing location such as a striped crosswalk.
 - Parking lot use is relatively low; the school community recommends closing the lot and repurposing the space.
 - No crashes involving pedestrians or bicyclists were reported at this location between July 2012 and December 2014.⁷
-



⁷ Based on data provided by TDOT for July 2012 through December 2014.

4. S. WILMOT ROAD AND E. ELI STREET – UNCOMFORTABLE CROSSING CONDITIONS WITH INCOMPLETE PEDESTRIAN CROSSING FACILITY

- A single high visibility crosswalk with signage alerting motorists to the presence of pedestrians is present on the north leg of the intersection.
- The crosswalk is slightly diagonal to the corner, with a crossing distance of about 100 feet and no pedestrian refuge.
- The frontage road on the east side of S. Wilmot Roads adds about 16 feet to the total distanced of the crossing.
- S. Wilmot is a minor arterial with relatively high motor vehicle volumes and speeds. (See Table 2.)
- This intersection is uncontrolled for traffic on S. Wilmot Road and STOP-controlled for traffic on E. Eli Street.
- No crashes involving a pedestrian or bicyclist were reported at this location between July 2012 and December 2014.⁸



⁸ Based on data provided by TDOT for July 2012 through December 2014.

5. E. MALVERN STREET AND E. SCARLETT STREET – MISSING SIDEWALKS AND SIDEWALK GAPS

- Students use these neighborhood streets to travel to school.
- There is a sidewalk gap on S. Mann Avenue between Palo Verde Park and E. 17th Street.
- There are no sidewalks on either side of E. Scarlett Street between Langley Avenue and S. Mann Avenue.
- No crashes involving a pedestrian or bicyclist were reported at these locations between July 2012 and December 2014.⁹



⁹ Based on data provided by TDOT for July 2012 through December 2014.

6. ALAMO WASH CROSSINGS ON S. YALE DRIVE AND E. MALVERN STREET – NARROW BRIDGES WITH NARROW OR MISSING SIDEWALKS ON EITHER SIDE

- Some students living along these streets and who walk to school use these bridges; others walk in the roadway.
- The lack of sidewalks on either side of the bridges and its narrow width create an uncomfortable walking environment.
- No crashes involving a pedestrian or bicyclist were reported at this location between July 2012 and December 2014.¹⁰



¹⁰ Based on data provided by TDOT for July 2012 through December 2014.

7. S. MANN AVENUE AND E. BROADWAY BOULEVARD – UNCOMFORTABLE CROSSING CONDITIONS

- While few students live north of E. Broadway, this intersection provides a direct route to school.
- The intersection is un-signalized and there is no marked crosswalk for pedestrians traveling along E. Broadway or crossing E. Broadway, even though there are curb ramps on each corner.
- The crossing distance is about 100 feet and has no pedestrian refuge; pedestrians crossing the roadway must navigate past dedicated left turn lanes.
- The frontage road on the south side of E. Broadway Boulevard adds about 14 feet to the total distanced of the crossing.
- No crashes involving a pedestrian or bicyclist were reported at this location between July 2012 and December 2014.¹¹



¹¹ Based on data provided by TDOT for July 2012 through December 2014.

Engineering Recommendations

- 1 - Reconfigure Intersection of Mann and Lehigh
- 2 - Move School Crosswalk to South Leg
- 3 - Close Parking Lot Adjacent to Library
- 4 - Enhance Crosswalk on Eli Drive
- 5 - Fill in Sidewalk Gaps, Add Ramps, Streetscape, and lighting.
- 6 - Improve crossings of drainage ways/washes

- Reconfigure the intersection to provide clearer paths of travel for all modes and to provide additional crossing opportunities. Potential changes include:
 - Installing a median to channel vehicular traffic through the intersection.
 - Re-stripping crosswalks to shorten crossing distances and add a crossing on the north leg.

- Pavement markings to indicate bicyclists' path of travel through the intersection.

2. SCHOOL CROSSWALK AT LEHIGH AND MALVERN—LACK OF PEDESTRIAN CROSSING FACILITIES

- Move the designated school crossing from the north approach to the south approach to align with the existing sidewalk.
- Alternatively, install a sidewalk on the north side of E. Malvern Street that provides a walking route to the existing designated school crossing.

3. LIBRARY PARKING LOT ON S. MANN AVENUE – LACK OF DESIGNATED PEDESTRIAN SPACE

- Stripe a high visibility crosswalk across the existing parking lot drive space.
- Close the parking lot and determine options for repurposing the space, such as for an outdoor classroom or pocket park.
- Install a sidewalk when the existing parking lot space is repurposed.

4. CROSSING AT S. WILMOT ROAD AND E. ELI STREET – UNCOMFORTABLE CROSSING CONDITIONS

- Extend medians on S. Wilmot Road through the existing high visibility crosswalk to create pedestrian refuges. (Note: Implementing this recommendation will require assessing large vehicle turning movement needs.)
- Provide an accessible pathway through the medians on the east side of S. Wilmot Road (north and south side of E. Eli Street).
- Replace the single diagonal curb ramps with a curb ramp for each pedestrian path of travel.
- Install a type of pedestrian-activated signal that can create time for pedestrians to cross S. Wilmot Road, such as a HAWK pedestrian flasher.¹²

¹² See Appendix A, Glossary of Infrastructure Treatments for more information on this type of signal.

5. S. MANN STREET AND E. SCARLETT STREET – MISSING SIDEWALKS AND SIDEWALK GAPS

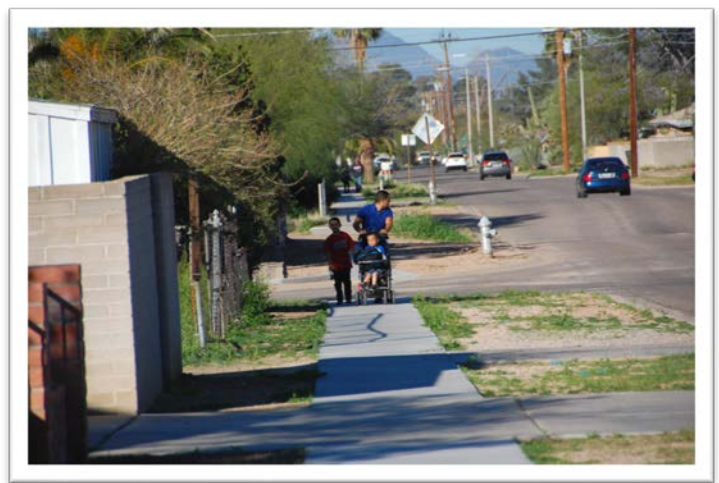
- Install sidewalks on the north side of S. Mann Street between Palo Verde Park and E. 17th Street.
- Install sidewalks on both sides of E. Scarlett Street between Langley Avenue and S. Mann Avenue.
- Develop and execute a street-scaping plan that provides shade for pedestrians.

6. ALAMO WASH CROSSINGS ON S. YALE DRIVE AND E. MALVERN STREET – NARROW BRIDGES WITH NARROW OR MISSING SIDEWALKS ON EITHER SIDE

- Install sidewalks on the east side of S. Yale Drive and the south side of E. Malvern Street to connect with the crossing.
- Widen the existing bridges to allow for two-way pedestrian travel.
- Resolve ADA-compliance needs with respect to the topography along the roadway and leading to the bridges.

GENERAL PEDESTRIAN NETWORK NEEDS

- Restripe existing crosswalks within ½ mile of school.
- Update curb ramps within ½ mile of school to meet current ADA guidelines.
- Install sidewalks *with buffer* where there is sufficient right-of-way. The existing public right-of-way offers sufficient space in most cases to install a sidewalk where missing.
- Plant trees along sidewalks for shade. Community organizations such as [Trees for Tucson](#) work within Tucson to increase the tree canopy and may be available to work with Kellond Elementary School. Streets identified as designated walking school bus routes could be enhanced first. (See “encouragement” recommendation under Programmatic Recommendations for suggested locations).



EDUCATION

- Provide regular pedestrian safety education for students in all grades. Include parents in the education so they learn alongside their children – both safe habits and how to improve their awareness of children walking when the parents are driving a motor vehicle. Integrate pedestrian safety education into the school curriculum. Pedestrian safety education should occur in advance of major walk to school activities, such as Walktober, so that students are adequately prepared and have an opportunity to practice the skills they have learned. Two pedestrian safety resources are listed below. Both are free.
 - The *Child Pedestrian Safety Curriculum* was developed by the National Highway Traffic Safety Administration. The curriculum emphasizes skills practice and includes take home tip sheets for parents in English and Spanish.
<http://www.nhtsa.gov/ChildPedestrianSafetyCurriculum>
 - The *Pedestrian Safer Journey* curriculum was developed by the Federal Highway Administration and features videos, quizzes and additional resources for educators teaching pedestrian safety. http://www.pedbikeinfo.org/pedsaferjourney/el_en.html
- Provide regular bicycle safety education for students in all grades. Include parents in the education so they learn alongside their children – both safe bicycling habits and how to improve their awareness of children bicycling when the parents are driving a motor vehicle
 - Continue participating in Bike Rodeo events. Bicycle safety education is particularly important in advance of activities that encourage biking to school, such as Kidical Mass or National Bike to School Day.
 - Continue to host and participate in Bike Repair Clinic events.
 - Educate students and parents on how to properly lock a bicycle. This could be done in conjunction with the bicycle rodeo and/or bike repair clinic. Consider providing locks to students who do not already have them.
 - Educate students regarding helmet use. Consider providing helmets to students who do not already have them.
- Develop a SRTS program education and outreach plan that includes activities such as presentations at PTO meetings, information tables at school events, and coordination with related school programs (e.g., wellness, physical education, geography). The target audiences should include parents, school neighbors, and other community members.

For example, the parent education campaign will be coordinated with the school year and ideally consist of multiple outreach efforts (e.g., package of materials mailed home to parents, information provided at parent meet and greet, information provided at Back to School night, etc.) and include:

- Information on arrival and dismissal procedures and safety for users of all travel modes. This type of map, when made available to school families and used as a guide for managing traffic during arrival and dismissal, can improve safety for all travelers regardless of mode. It may also improve predictability for the time it takes to get to school or leave for home, reinforcing established procedures.
- A map of bicycle and pedestrian infrastructure near the school along with suggested walking and bicycling routes.
- Outreach related to walking school buses established by the school SRTS team.¹³

Education and outreach activities aimed at school neighbors and other community members could include:

- A presentation on the Annie W. Kellond Elementary SRTS Plan and the Tucson SRTS Program at neighborhood organization meeting.
- Activities aimed at strengthening ties between the school and the community as well as among members of the community (e.g., including neighbors and key officials to walking and bicycling events).
- Hosting a meeting for parents and community members aimed at addressing concerns about personal security and crime in the neighborhood.

Organizations identified as school partners include the Fellowship Bible Church, Oxford Plaza, and the Tucson Parks and Recreation Department.

¹³ In early 2015, Kellond Elementary invited families to join an organized Walking School Bus (WSB) program, but received too few responses to develop a regular route. SRTS Tucson is developing an alternative approach to promote and pilot a WSB in the future.

ENCOURAGEMENT

- Continue participating in Walktober and International Walk to School Day.
- Continue participating in the ApROLL Bike & Walk to School Challenge.
- Continue participating in National Bike to School Day.
- Encourage families to participate in Cyclovia Tucson events.
- Work to generate additional interest in walking school buses. For example, the following map offers a walking school bus map that includes color-coded walking routes and associated student capture areas, and 'bus stops' along each route to pick up students on the way to and from school.



Figure 13. Cyclovia Tucson.

Keister Elementary School Recommended Walking & Biking Routes to School



Figure 14. Example of walking school bus map.

ENFORCEMENT

- Regularly enforce parking regulations to ensure sidewalks remain available for students traveling to school. One street with on-going concerns about motorists parking on the sidewalk is S. Mann Avenue (the west side north of E. Lehigh Drive).
- Establish a Student Safety Patrol. A Student Safety Patrol consisting of older students (e.g., 4th and 5th graders) might help Annie W. Kellond Elementary School staff manage the arrival and dismissal process, educate other students and parents on safe travel behaviors, and track participation in a frequent walker/biker program. Student Safety Patrols are also an excellent opportunity for students to develop leadership skills.
- Celebrate Crossing Guard Appreciation Day. Crossing Guard Appreciation Day is an opportunity to thank crossing guards and remind parents and students of the important work crossing guards do every day. The school can develop its own program based on several good examples in other states, or begin with the AAA Arizona's outstanding crossing guard contest.¹⁴
- Encourage parents and community members to sign a pledge that they will abide by traffic laws, avoid distracted driving, drive at a safe speed, and respect pedestrians and bicyclists (e.g., by passing at a safe distance), especially during school arrival and dismissal times.

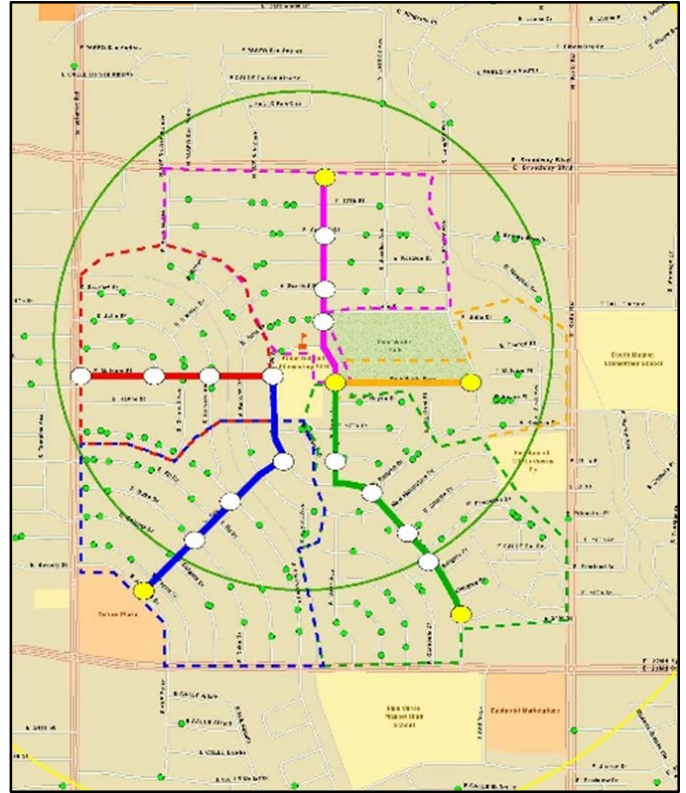


Figure 15. An organized walking school buses system may attract student families.

EVALUATION

- Conduct student travel tallies and parent surveys yearly.
- Track participation in SRTS events.
- Conduct regular assessments of walking and bicycling routes to school.

¹⁴ Safe Routes to School programs in [Virginia](#) and [Georgia](#) offer Crossing Guard Appreciation program materials. [AAA Arizona's Crossing Guard Contest](#) is available to any crossing guard in the state.

NEXT STEPS

- Establish a school-based SRTS team to oversee plan implementation.
- Develop a calendar specifying when SRTS programmatic strategies will be implemented over a 12-month period. Update annually.
- Build community support and pursue funding for infrastructure improvements. For high-priority infrastructure strategies, identify a member of the Annie W. Kellond SRTS Team to lead efforts.
- Work with TDOT and TUSD to identify infrastructure recommendations that could be easily implemented through existing programs or planned roadway improvements such as through a funding for minor, low-cost infrastructure projects, i.e., low hanging fruit.
- Prioritize infrastructure recommendations that do not fall into this low-hanging fruit category.
- Conduct an annual observation of school arrival and/or dismissal.
- Evaluate plan implementation annually and update the plan as necessary.

Crosswalks

Marked crosswalks highlight the portion of the right-of-way where motorists can expect pedestrians to cross and designate a stopping or yielding location. They also indicate to pedestrians the optimal or preferred locations to cross the street. At midblock or other uncontrolled locations, crosswalks should use a high-visibility pavement marking pattern and be accompanied with pedestrian crossing signs that meet current Manual on Uniform Traffic Control Devices (MUTCD) standards.

Crossing Islands

Crossing islands are raised median islands placed in the center of the street at intersection approaches or midblock. They allow pedestrians to cross one direction of traffic at a time by enabling them to stop partway across the street and wait for an adequate gap in traffic before crossing the second half of the street. They can reduce crashes between vehicles and pedestrians at uncontrolled crossing locations on higher volume multi-lane roadways where gaps are difficult to find, particularly for slower pedestrians, e.g. disabled, older pedestrians, and children.

Curb Extensions

Curb extensions extend the curb line into the roadway. Curb extensions can improve the ability of pedestrians and motorists to see each other, reduce crossing distances (and thus exposure to traffic), provide additional pedestrian queuing space, and slow motor vehicle turning speeds.



Figure 16: Example of a crossing island



Figure 17: Example of curb extensions

Curb Ramps

Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, and bicycles. Curb ramps must be installed at all intersections and midblock locations where pedestrian crossings exist, as mandated by the 1990 Americans with Disabilities Act. In most cases, a separate curb ramp for each crosswalk at an intersection should be provided rather than a single ramp at the corner for both crosswalks. Current guidelines for curb ramp designs are included in the Public Right-of-Way Accessibility Guidelines, Chapter R3: Technical Requirements.

(<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines/chapter-r3-technical-requirements>).

HAWK Pedestrian Flasher

The High Intensity Activated Cross Walk (HAWK) is one of the newest crossing systems in use. It is based on a European design and resembles the American school bus “children present” warning. The HAWK consists of a Red-Yellow-Red signal format for motorists. The signals remain off until a pedestrian activates the system by pressing a button. First, a FLASHING YELLOW light warns motorists that a pedestrian is present. The signal then changes to SOLID YELLOW, alerting drivers to prepare to stop. The signal then turns SOLID RED and shows the pedestrian a “WALK” symbol. The signal then begins ALTERNATING FLASHING RED and the pedestrian is shown a flashing “DON’T WALK” with a countdown timer. Drivers are allowed to proceed during the flashing red after coming to a full stop and making sure there is no danger to pedestrians. In school zones, drivers must wait until the children and crossing guard are completely out of the crossing before proceeding. Bicyclists are advised to yield to pedestrians and dismount if necessary.¹⁵



Figure 18: Example of a HAWK signal in Tucson

¹⁵ Text quoted from City of Tucson Pedestrian Signal Operation page. Available online at: <http://www.tucsonaz.gov/tdot/pedestrian-traffic-signal-operation>.

Leading Pedestrian Intervals (LPI):

At signalized intersections, Leading Pedestrian Intervals (LPIs) allow the crosswalk/pedestrian movement to begin crossing 3-7 seconds before the green light is given to motor vehicle traffic in the same direction, enhancing pedestrian visibility in the intersection and helping to establish pedestrian priority over turning vehicles. LPIs are appropriate at signalized intersections where there is relatively heavy pedestrian volume or significant conflicts with turning vehicles.

Pedestrian Lighting

Lighting should be provided near transit stops, commercial areas, or other locations where night-time or pre-dawn pedestrian activity is likely. Pedestrian-scale lighting such as street lamps helps illuminate the sidewalk and improves pedestrian safety and security.

Pedestrian Signals

Pedestrian signal heads indicate to pedestrians when they should cross a street. The use of WALK/DON'T WALK pedestrian indications at signal locations is particularly important when signal timing is complex (e.g., there is a dedicated left- or right-turn signal for motorists) and at established school zone crossings. For wide streets, countdown signals that indicate the remaining amount of time pedestrians have to cross the street should be installed.

Pelican Crossing

The PEdestrian Light Control ActivationN (PELICAN) system provides a safe, two-stage crossing for pedestrians. The crossing incorporates the median island refuge between the two stages. These crossings can be easily identified by artwork displayed on the median. The PELICAN is placed



Figure 19: LPIs allow pedestrians to occupy crosswalks before cars can move.



Figure 20. Pelican crossing at Park Place Drive at S. Wilmot near Kellond Elementary School.

mid-block on major streets, and minimizes the potential for stops, delays, and accidents. A pedestrian uses the crossing by pressing a button to activate the first signal. When the light turns red, a “WALK” signal prompts them to proceed to the median. The pedestrian then walks a short distance along the median to activate the second signal. A second “WALK” indication appears when the traffic signal turns red. The PELICAN uses a standard Red-Yellow-Green signal for motorists and remains green unless activated by a pedestrian. Bicyclists should yield to pedestrians, dismounting if necessary.

Right Turn on Red (RTOR) Restrictions

Restricting right turns on the “red” interval of a signal phase at signalized intersections can reduce crashes between pedestrians and turning vehicles. These restrictions can provide further protection for pedestrians during a leading pedestrian interval of a signal phase, if used. The RTOR restrictions can be limited to certain times of the day or can apply to all hours, prohibiting motorists from turning right without a green signal.



Figure 21: NO TURN ON RED SIGNS can reduce conflicts between turning vehicles and pedestrians.

School Crossings

School Crossings are crosswalks that are associated with schools, marked in yellow, and accompanied by NO PASSING 15 MPH SCHOOL IN SESSION and STOP WHEN CHILDREN IN CROSSWALK portable signs.

Shared Use Paths

Shared use paths are a valuable tool for building a comprehensive pedestrian and bicycling network. These paths are low-stress routes off of the street so pedestrians and bicyclists do not have to compete for space with motor vehicles. The paths and trails should have adequate lighting to support year-round use.

Sidewalks

Sidewalks provide pedestrians and younger bicyclists a safe place to travel that is separate from motor vehicles. It is important to provide a continuous sidewalk route, connected with high-visibility crosswalks so that pedestrians are not forced to share travel space with motor vehicles. All sidewalks

should meet ADA guidelines for width and cross-slope, and include curb ramps that meet ADA guidelines at street crossings.

TOUCAN Traffic Signal

The TwO GroUps CAN cross (TOUCAN) system was designed to provide a safe crossing for two groups - pedestrians and bicyclists. TOUCAN systems are placed at locations of heavy bicycle and pedestrian crossing activity and along roadways that are prioritized for non-motorized uses, sometimes known as “Bike Boulevards.” An added benefit to the TOUCAN signal system is that motorized traffic is not allowed to proceed through these signals, decreasing the number of cars on neighborhood streets, and enhancing the neighborhood’s quality of life. A TOUCAN can be activated only by bicyclists or by pedestrians. Both use a push button to activate the signal. Bicyclists respond to an innovative bicycle signal and use a special lane when crossing. Pedestrians get a standard WALK indication and have a separate, adjacent crosswalk. The system uses a standard signal for motorists.¹⁶



Figure 22: Example of a TOUCAN signal in Tucson

¹⁶ Text and photo from City of Tucson Pedestrian Signal Operation page. Available online at: <http://www.tucsonaz.gov/tdot/pedestrian-traffic-signal-operation>.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Annie Kellond Elementary School

Set ID: 15527

School Group: SRTS Tucson

Month and Year Collected: August 2014

School Enrollment: 600

Date Report Generated: 09/09/2014

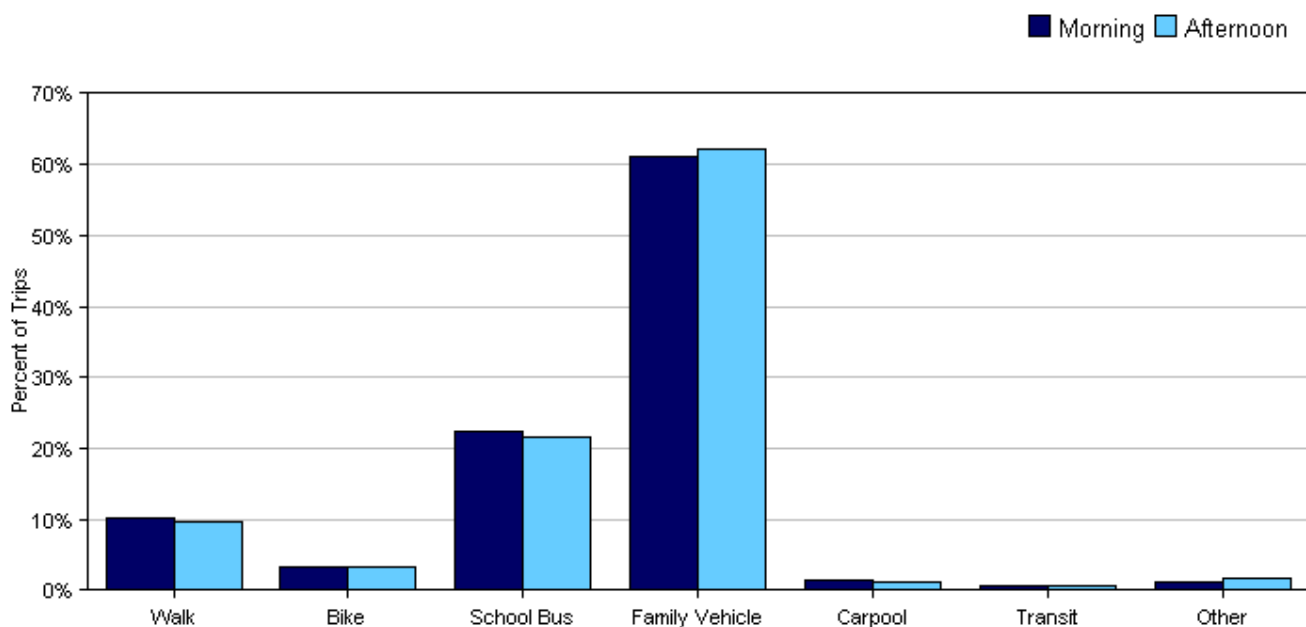
% of Students reached by SRTS activities: 76-100%

Tags:

**Number of Classrooms
Included in Report:** 17

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

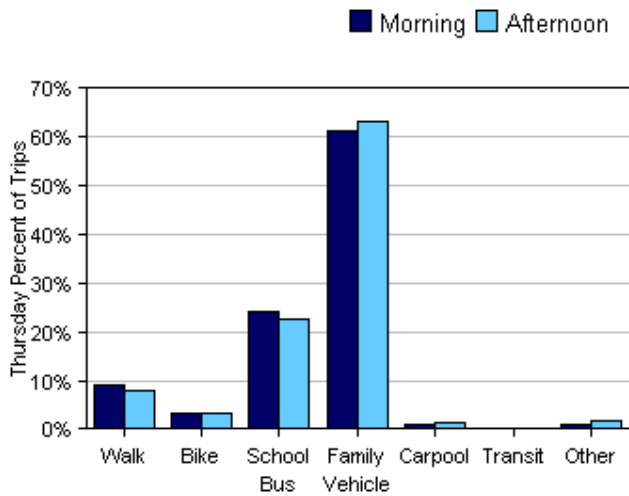
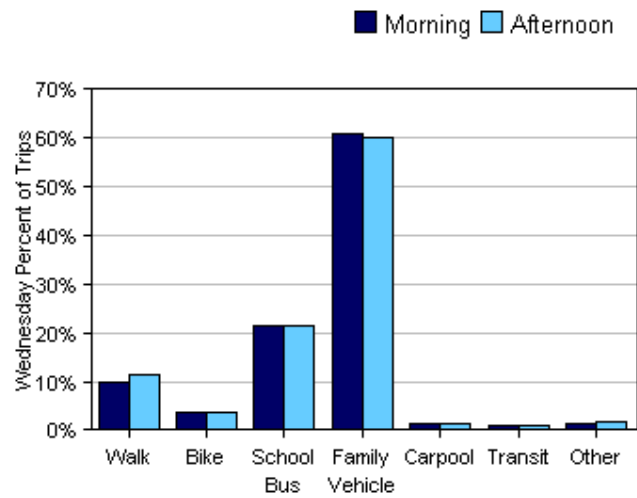
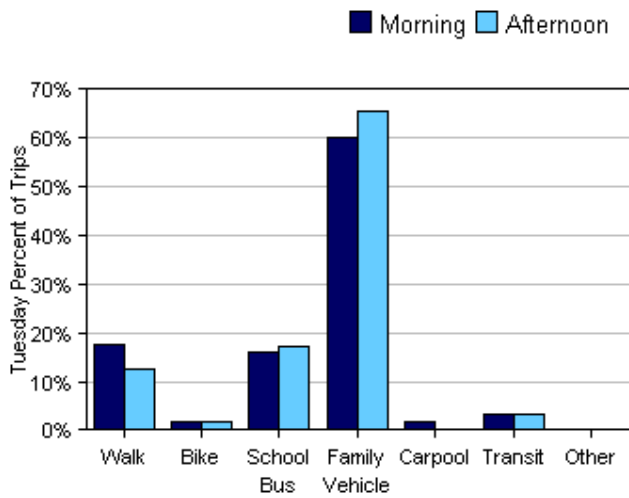


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	748	10%	3%	22%	61%	1%	0.7%	1%
Afternoon	749	10%	3%	21%	62%	1%	0.7%	2%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

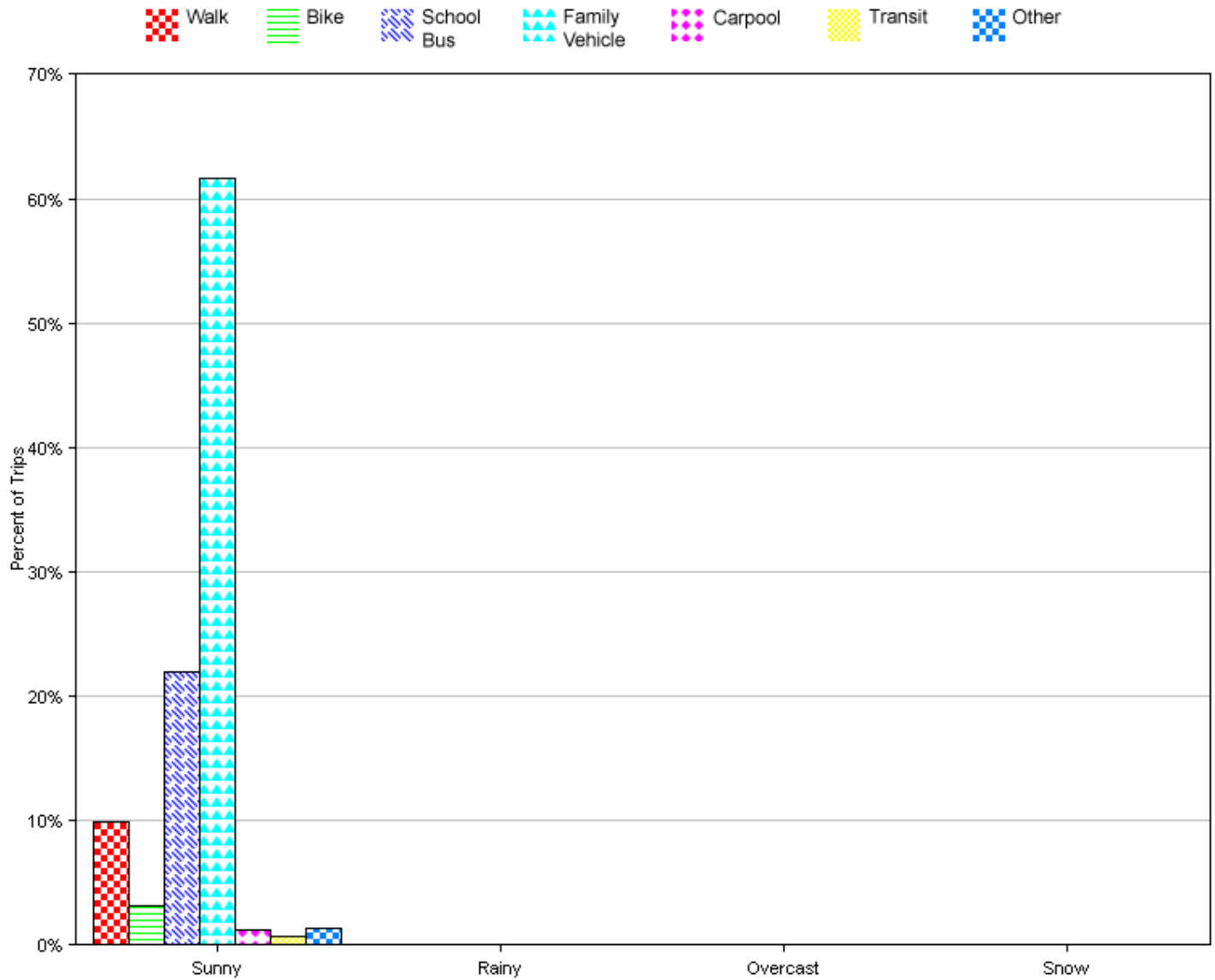


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	63	17%	2%	16%	60%	2%	3%	0%
Tuesday PM	64	13%	2%	17%	66%	0%	3%	0%
Wednesday AM	334	10%	4%	22%	61%	1%	0.9%	1%
Wednesday PM	338	11%	4%	21%	60%	1%	0.9%	2%
Thursday AM	351	9%	3%	24%	61%	1%	0%	1%
Thursday PM	347	8%	3%	22%	63%	1%	0%	2%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



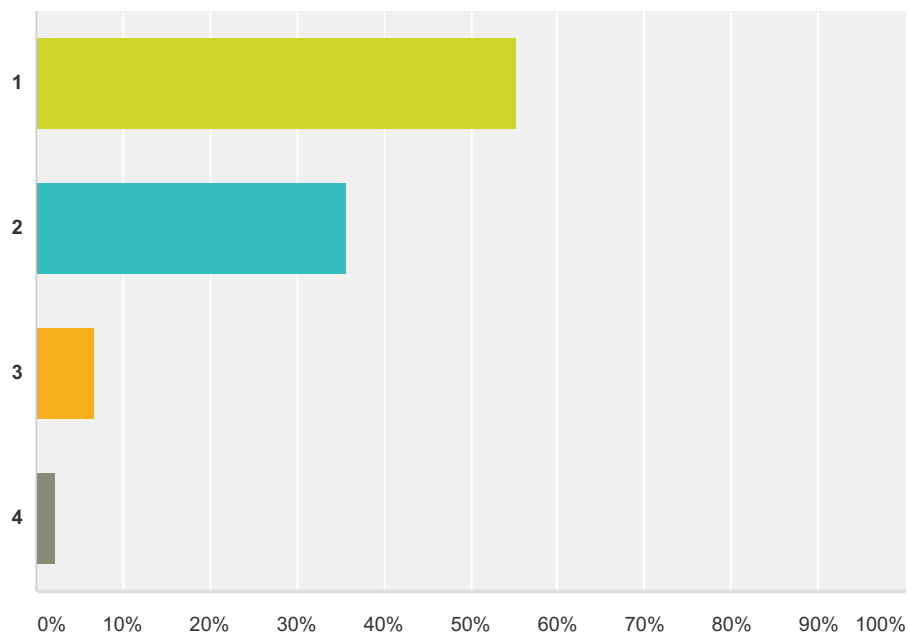
Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1497	10%	3%	22%	62%	1%	0.7%	1%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Q1 How many of your children attend Kellond Elementary?

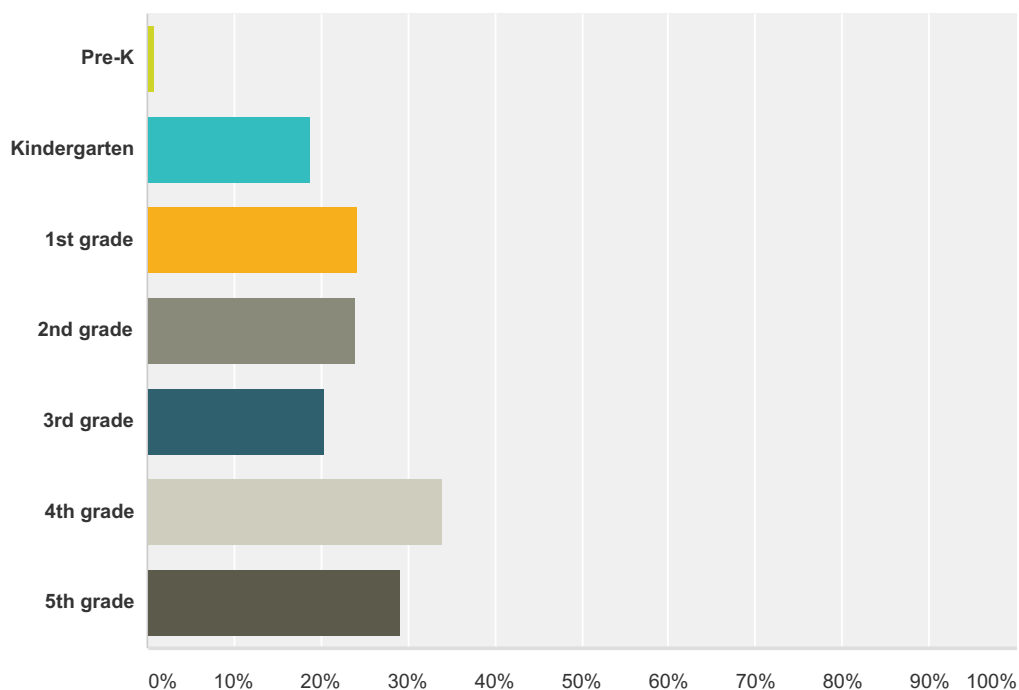
Answered: 358 Skipped: 4



Answer Choices	Responses
1	55.31%198
2	35.75%128
3	6.70%24
4	2.23%8
Total	358

Q2 What grade(s) is your child(ren) in?

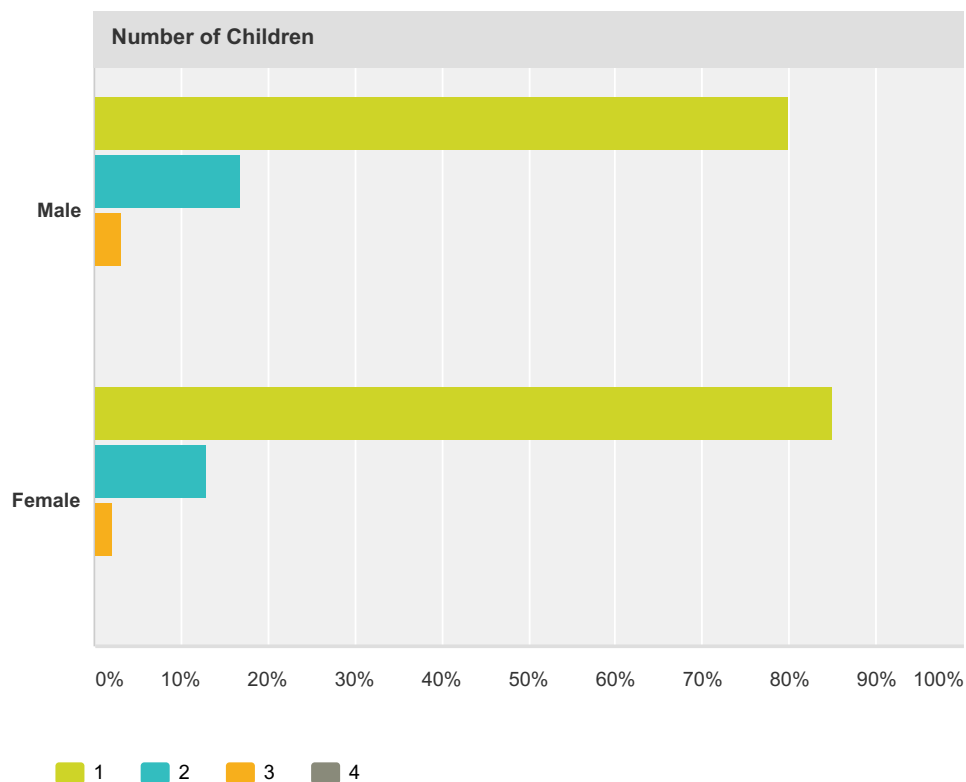
Answered: 358 Skipped: 4



Answer Choices	Responses
Pre-K	0.84% 3
Kindergarten	18.72% 67
1st grade	24.30% 87
2nd grade	24.02% 86
3rd grade	20.39% 73
4th grade	34.08% 122
5th grade	29.33% 105
Total Respondents: 358	

Q3 What is the gender of your child(ren)?

Answered: 320 Skipped: 42



Number of Children					
	1	2	3	4	Total
Male	80.00% 176	16.82% 37	3.18% 7	0.00% 0	220
Female	84.90% 163	13.02% 25	2.08% 4	0.00% 0	192

Q4 What is the street intersection closest to your home?

Answered: 345 Skipped: 17

Answer Choices	Responses
Intersecting street 1	100.00% 345
Intersecting street 2	97.97% 338

#	Intersecting street 1	Date
1	29th Str	9/6/2014 7:38 PM
2	Pantano	9/6/2014 7:34 PM
3	22nd Str	9/6/2014 7:33 PM
4	Regina Cleri	9/6/2014 7:31 PM
5	22nd Str	9/6/2014 7:28 PM
6	22nd Str	9/6/2014 7:26 PM
7	Broadway	9/6/2014 7:24 PM
8	Quinn	9/6/2014 7:23 PM
9	Calle Canis	9/6/2014 7:18 PM
10	Broadway	9/6/2014 7:13 PM
11	Kenyon	9/6/2014 7:10 PM
12	Broadway	9/6/2014 7:08 PM
13	22nd Str	9/6/2014 7:06 PM
14	Stella	9/6/2014 7:05 PM
15	Broadway	9/6/2014 7:03 PM
16	Jessica	9/6/2014 6:59 PM
17	Golf Links	9/6/2014 6:56 PM
18	22nd Str	9/6/2014 6:55 PM
19	Broadway	9/6/2014 6:48 PM
20	16th Str	9/6/2014 6:46 PM
21	OsitoKolb	9/6/2014 6:43 PM
22	Broadway	9/6/2014 6:42 PM
23	Malvern	9/6/2014 6:39 PM
24	Broadway	9/6/2014 6:37 PM
25	Broadway	9/6/2014 6:34 PM
26	Stella	9/6/2014 6:32 PM
27	Broadway	9/6/2014 6:29 PM
28	22nd Str	9/6/2014 6:28 PM
29	Academy St	9/6/2014 6:26 PM

30	Regina Cleri	9/6/2014 6:24 PM
31	29th Str	9/6/2014 6:22 PM
32	Broadway	9/6/2014 6:20 PM
33	Speedway	9/6/2014 6:18 PM
34	Ruthrauff	9/6/2014 6:16 PM
35	32nd Str	9/6/2014 6:13 PM
36	Speedway	9/6/2014 6:11 PM
37	Speedway	9/6/2014 6:09 PM
38	Fordham	9/6/2014 6:07 PM
39	Broadway	9/6/2014 6:02 PM
40	29th Str	9/6/2014 5:59 PM
41	Lightning Dr	9/6/2014 5:56 PM
42	22nd Str	9/6/2014 5:53 PM
43	Regina Cleri	9/6/2014 5:51 PM
44	Golf Links	9/6/2014 5:49 PM
45	22nd Str	9/6/2014 5:45 PM
46	Broadway	9/6/2014 5:42 PM
47	Golf Links	9/6/2014 5:38 PM
48	Leland	9/6/2014 5:36 PM
49	Jessica	9/6/2014 5:32 PM
50	Lightning	9/6/2014 5:29 PM
51	Broadway	9/6/2014 5:27 PM
52	Stella	9/6/2014 5:22 PM
53	Golf Links	9/6/2014 5:19 PM
54	22nd Str	9/6/2014 4:14 PM
55	Broadway	9/6/2014 4:10 PM
56	Golf Links	9/6/2014 3:39 PM
57	22nd Str	9/6/2014 3:36 PM
58	Golf Links	9/6/2014 3:35 PM
59	Broadway	9/6/2014 3:32 PM
60	22nd Str	9/6/2014 3:30 PM
61	22nd Str	9/6/2014 3:28 PM
62	Golf links	9/6/2014 3:26 PM
63	Broadway	9/6/2014 3:24 PM
64	22nd Str	9/6/2014 3:22 PM
65	Regina Cleri Dr	9/6/2014 3:20 PM
66	Lightning	9/6/2014 3:17 PM
67	Grant	9/6/2014 3:12 PM

68	Golf Links	9/6/2014 3:11 PM
69	Treat	9/6/2014 3:09 PM
70	Broadway	9/6/2014 3:07 PM
71	22nd Str	9/6/2014 3:03 PM
72	22nd Str	9/6/2014 3:00 PM
73	Golf Links	9/6/2014 2:58 PM
74	22nd Str	9/6/2014 2:56 PM
75	22nd Str	9/6/2014 2:54 PM
76	22nd Str	9/6/2014 2:52 PM
77	Loyola	9/6/2014 2:50 PM
78	Broadway	9/6/2014 2:46 PM
79	Golf Links	9/6/2014 2:44 PM
80	22nd Str	9/6/2014 2:41 PM
81	Speedway	9/6/2014 2:37 PM
82	EscalanteKolb	9/6/2014 2:33 PM
83	Broadway	9/6/2014 2:31 PM
84	Golf Links	9/6/2014 2:29 PM
85	Koralee	9/6/2014 2:27 PM
86	Calle Dened	9/6/2014 2:24 PM
87	Sabino Canyon	9/6/2014 2:21 PM
88	12th Str	9/6/2014 2:19 PM
89	22nd Str	9/6/2014 2:18 PM
90	Cooper	9/6/2014 2:15 PM
91	Pantano	9/6/2014 2:10 PM
92	Mann	9/6/2014 1:22 PM
93	Snyder	9/6/2014 1:20 PM
94	12th Str	9/6/2014 1:19 PM
95	Broadway	9/6/2014 1:17 PM
96	Golf Links	9/6/2014 1:15 PM
97	Marc Dr.	9/6/2014 1:12 PM
98	29th Str	9/6/2014 1:10 PM
99	Tanque Verde	9/6/2014 1:08 PM
100	Downing	9/6/2014 1:06 PM
101	Mann	9/6/2014 1:04 PM
102	Yale	9/6/2014 12:58 PM
103	Grant	9/6/2014 12:55 PM
104	22nd Str	9/6/2014 12:52 PM
105	Broadway	9/6/2014 12:50 PM

106	18th Str	9/6/2014 12:47 PM
107	Pantano	9/6/2014 12:44 PM
108	22nd Str	9/6/2014 12:42 PM
109	Yale	9/6/2014 12:40 PM
110	Broadway	9/6/2014 12:38 PM
111	Broadway	9/6/2014 12:36 PM
112	17th Str	9/6/2014 12:34 PM
113	Broadway	9/6/2014 12:33 PM
114	3rd Str	9/4/2014 2:55 PM
115	Live on DMAFB	9/4/2014 2:54 PM
116	Tanque Verde	9/4/2014 2:52 PM
117	Golf Links	9/4/2014 2:50 PM
118	22nd Str	9/4/2014 2:42 PM
119	Snyder	9/4/2014 2:40 PM
120	22nd Str	9/4/2014 2:38 PM
121	lehigh	9/4/2014 2:36 PM
122	Kenyon	9/4/2014 2:33 PM
123	Golf Links	9/4/2014 2:30 PM
124	Broadway	9/4/2014 2:28 PM
125	22nd Str	9/4/2014 2:26 PM
126	Melvern	9/4/2014 2:24 PM
127	Langley	9/4/2014 2:22 PM
128	Mann	9/4/2014 2:20 PM
129	22nd Str	9/4/2014 2:18 PM
130	Golf Links	9/4/2014 2:16 PM
131	Broadway	9/4/2014 2:15 PM
132	22nd Str	9/4/2014 2:13 PM
133	Old Spanish Trail	9/4/2014 2:11 PM
134	Pantano	9/4/2014 2:08 PM
135	22nd Str	9/4/2014 2:06 PM
136	Pantano	9/4/2014 2:02 PM
137	22nd Str	9/4/2014 1:59 PM
138	Sabino Vista (Sabino Canyon)	9/4/2014 1:57 PM
139	Broadway	9/4/2014 1:45 PM
140	22nd Str	9/4/2014 1:44 PM
141	22nd Str	9/4/2014 1:42 PM
142	Wilmot	9/4/2014 1:39 PM
143	Country Club	9/4/2014 1:37 PM

144	Sabino Canyon	9/4/2014 1:21 PM
145	Broadway	9/4/2014 1:20 PM
146	kenyon	9/4/2014 1:17 PM
147	Broadway	9/4/2014 1:14 PM
148	Alexander Str	9/4/2014 1:12 PM
149	22nd Str	9/4/2014 1:10 PM
150	Mann	9/4/2014 1:06 PM
151	Golf Links	9/4/2014 1:04 PM
152	29th Str	9/4/2014 1:02 PM
153	22nd Str	9/4/2014 1:00 PM
154	Julia	9/4/2014 12:54 PM
155	Country Club	9/4/2014 12:50 PM
156	Golf Links	9/4/2014 12:48 PM
157	Golf Links	9/4/2014 12:46 PM
158	Jessica	9/4/2014 12:43 PM
159	Broadway	9/4/2014 12:40 PM
160	22nd Str	9/4/2014 12:39 PM
161	22nd Str	9/4/2014 12:37 PM
162	Julia	9/4/2014 12:35 PM
163	Old Spanish Trail	9/4/2014 12:33 PM
164	22nd Str	9/4/2014 12:31 PM
165	35th Str	9/4/2014 12:29 PM
166	Golf Links	9/4/2014 12:27 PM
167	22nd Str	9/4/2014 12:25 PM
168	Broadway	9/4/2014 12:24 PM
169	Ajo	9/4/2014 12:21 PM
170	Speedway	9/4/2014 12:20 PM
171	Broadway	9/4/2014 12:17 PM
172	29th Str Golf Links	9/4/2014 12:15 PM
173	Pantano	9/4/2014 12:12 PM
174	Golf Links	9/4/2014 12:09 PM
175	Pima	9/4/2014 12:07 PM
176	Golf Links	9/4/2014 12:05 PM
177	Cooper	9/4/2014 12:01 PM
178	Golf Links	9/4/2014 11:58 AM
179	12th Str	9/4/2014 11:56 AM
180	Speedway	9/4/2014 11:54 AM
181	Malvern	9/4/2014 11:52 AM

182	Craycroft	9/4/2014 11:49 AM
183	22nd Str	9/4/2014 11:47 AM
184	Broadway	9/4/2014 11:43 AM
185	Brrington	9/4/2014 11:41 AM
186	Speedway	9/4/2014 11:39 AM
187	Escalante	9/4/2014 11:37 AM
188	20th Str	9/4/2014 11:35 AM
189	29th Str	9/4/2014 11:33 AM
190	Langley	9/4/2014 11:30 AM
191	22nd Str	9/4/2014 11:28 AM
192	22nd Str	9/4/2014 11:26 AM
193	22nd Str	9/4/2014 11:24 AM
194	Duquesne	9/4/2014 11:22 AM
195	22nd Str	9/4/2014 11:20 AM
196	Bonaza	9/4/2014 11:16 AM
197	Avenida Sirio	9/4/2014 11:14 AM
198	Pantano	9/4/2014 11:10 AM
199	Pantano	9/4/2014 11:08 AM
200	22nd Str	9/4/2014 11:06 AM
201	Pantano	9/4/2014 11:04 AM
202	Speedway	9/4/2014 11:02 AM
203	Speedway	9/4/2014 11:01 AM
204	Broadway	9/4/2014 10:59 AM
205	Mann	9/4/2014 10:57 AM
206	Alexander	9/4/2014 10:54 AM
207	Grinnell	9/4/2014 10:51 AM
208	Golf Links	9/4/2014 10:46 AM
209	Golf Links	9/4/2014 10:44 AM
210	Broadway	9/4/2014 10:41 AM
211	29th Str	9/4/2014 10:40 AM
212	22nd Str	9/4/2014 10:37 AM
213	22nd Str	9/4/2014 10:34 AM
214	Pantano	9/4/2014 10:33 AM
215	Broadway	9/4/2014 10:31 AM
216	Broadway	9/4/2014 10:29 AM
217	Eli	9/4/2014 10:23 AM
218	Calle Orion	9/4/2014 10:17 AM
219	Lehigh	8/27/2014 9:18 PM

220	22nd	8/27/2014 9:17 PM
221	22nd	8/27/2014 9:16 PM
222	Jefferson	8/27/2014 9:15 PM
223	Fordham	8/27/2014 9:15 PM
224	Broadway	8/27/2014 9:13 PM
225	Valencia	8/27/2014 9:13 PM
226	Broadway	8/27/2014 9:11 PM
227	22nd	8/27/2014 9:11 PM
228	Ft. Lowell	8/27/2014 9:09 PM
229	Craycroft	8/27/2014 9:09 PM
230	22nd	8/27/2014 9:07 PM
231	Wilmont	8/27/2014 9:06 PM
232	Broadway	8/27/2014 9:05 PM
233	Lehigh	8/27/2014 9:04 PM
234	Broadway	8/27/2014 9:02 PM
235	20th	8/27/2014 9:02 PM
236	Golf Links	8/27/2014 9:01 PM
237	Broadway	8/27/2014 9:00 PM
238	Kenyon	8/27/2014 9:00 PM
239	29th	8/27/2014 8:58 PM
240	Golf Links	8/27/2014 8:57 PM
241	22nd St.	8/27/2014 8:57 PM
242	Kolb	8/27/2014 8:57 PM
243	Camino Seco	8/27/2014 8:56 PM
244	Craycroft	8/27/2014 8:56 PM
245	Wilmot	8/27/2014 8:55 PM
246	Broadway	8/27/2014 8:55 PM
247	Broadway	8/27/2014 8:54 PM
248	Duquesne	8/27/2014 8:53 PM
249	Jessica	8/27/2014 8:53 PM
250	22nd	8/27/2014 8:52 PM
251	Malvern	8/27/2014 8:52 PM
252	Broadway	8/27/2014 8:51 PM
253	22nd	8/27/2014 8:51 PM
254	Regina Cleri Drive	8/27/2014 8:51 PM
255	22nd	8/27/2014 8:50 PM
256	22nd	8/27/2014 8:49 PM
257	Lightning	8/27/2014 8:49 PM

258	Broadway	8/27/2014 8:48 PM
259	Grant	8/27/2014 8:47 PM
260	Broadway	8/27/2014 8:47 PM
261	Golf Links	8/27/2014 8:46 PM
262	Treat	8/27/2014 8:45 PM
263	I-10	8/27/2014 8:45 PM
264	Lightning Ln	8/27/2014 8:45 PM
265	Wilmot	8/27/2014 8:43 PM
266	22nd	8/27/2014 8:43 PM
267	Mann	8/27/2014 8:43 PM
268	Golf Links	8/27/2014 8:42 PM
269	Broadway	8/27/2014 8:42 PM
270	Live near school	8/27/2014 8:41 PM
271	Broadway	8/27/2014 8:40 PM
272	22nd	8/27/2014 8:40 PM
273	Golf Links	8/27/2014 8:39 PM
274	Broadway	8/27/2014 8:39 PM
275	22nd	8/27/2014 8:38 PM
276	Swan	8/27/2014 8:38 PM
277	22nd	8/27/2014 8:37 PM
278	Wilmot	8/27/2014 8:37 PM
279	Kolb	8/27/2014 8:36 PM
280	22nd	8/27/2014 8:35 PM
281	Wilmot	8/27/2014 8:35 PM
282	Scarlett	8/27/2014 8:35 PM
283	Golf Links	8/27/2014 8:33 PM
284	22nd	8/27/2014 8:33 PM
285	22nd	8/27/2014 8:33 PM
286	Eli	8/27/2014 8:31 PM
287	22nd	8/27/2014 8:31 PM
288	Lehigh Dr.	8/27/2014 8:31 PM
289	Harrison	8/27/2014 8:30 PM
290	Loyola	8/27/2014 8:30 PM
291	Broadway	8/27/2014 8:28 PM
292	Out of district	8/27/2014 8:28 PM
293	Golf Links	8/27/2014 8:27 PM
294	Wilmot	8/27/2014 8:26 PM
295	22nd	8/27/2014 8:26 PM

296	Kolb	8/27/2014 8:25 PM
297	22nd	8/27/2014 8:25 PM
298	Craycroft	8/27/2014 8:25 PM
299	Speedway	8/27/2014 8:24 PM
300	Swan	8/27/2014 8:23 PM
301	Broadway	8/27/2014 8:22 PM
302	Kolb	8/27/2014 8:21 PM
303	Grinnell	8/27/2014 8:20 PM
304	Speedway	8/27/2014 8:20 PM
305	Koralee	8/27/2014 8:19 PM
306	Kolb	8/27/2014 8:17 PM
307	Duke	8/27/2014 8:17 PM
308	32nd	8/27/2014 8:16 PM
309	22nd	8/27/2014 8:15 PM
310	22nd St.	8/27/2014 8:15 PM
311	Golf Links	8/27/2014 8:14 PM
312	Alvernon	8/27/2014 8:14 PM
313	Kenyon	8/27/2014 8:12 PM
314	Koralee	8/27/2014 8:12 PM
315	Broadway	8/27/2014 8:11 PM
316	22nd	8/27/2014 8:11 PM
317	Calle Dened	8/27/2014 8:11 PM
318	Sabino Canyon	8/27/2014 8:10 PM
319	Golf Links	8/27/2014 8:08 PM
320	12th	8/27/2014 8:07 PM
321	22nd	8/27/2014 8:05 PM
322	Mann	8/27/2014 8:05 PM
323	Cooper Street	8/27/2014 8:03 PM
324	Mann	8/27/2014 7:59 PM
325	Golf Links	8/27/2014 7:56 PM
326	Langley	8/27/2014 7:55 PM
327	Pantano	8/27/2014 7:53 PM
328	Craycroft	8/27/2014 7:53 PM
329	Mann	8/27/2014 7:52 PM
330	Wilmot	8/27/2014 7:51 PM
331	Snyder	8/27/2014 7:50 PM
332	12th	8/27/2014 7:49 PM
333	Craycroft	8/27/2014 7:48 PM

334	Malvern	8/27/2014 7:47 PM
335	Broadway	8/27/2014 7:47 PM
336	Golf Links	8/27/2014 7:46 PM
337	Malvern	8/27/2014 7:44 PM
338	Marc Dr	8/27/2014 7:43 PM
339	29th Street	8/27/2014 7:42 PM
340	22nd	8/27/2014 7:42 PM
341	Broadway	8/27/2014 7:38 PM
342	Tanque Verde	8/27/2014 7:37 PM
343	22nd	8/27/2014 7:34 PM
344	Golf Links	8/27/2014 7:31 PM
345	Stella	8/27/2014 7:24 PM
#	Intersecting street 2	Date
1	Craycroft	9/6/2014 7:38 PM
2	Wrightstown	9/6/2014 7:34 PM
3	Kolb/Wilmoy	9/6/2014 7:33 PM
4	25th Str	9/6/2014 7:31 PM
5	Wilmot	9/6/2014 7:28 PM
6	Houghton	9/6/2014 7:26 PM
7	Camino Seco	9/6/2014 7:24 PM
8	David	9/6/2014 7:23 PM
9	Kolb	9/6/2014 7:18 PM
10	Wilmot	9/6/2014 7:13 PM
11	Kolb	9/6/2014 7:10 PM
12	Craycroft	9/6/2014 7:08 PM
13	Wilmot	9/6/2014 7:06 PM
14	Wilmot	9/6/2014 7:05 PM
15	Kolb	9/6/2014 7:03 PM
16	Scarlett	9/6/2014 6:59 PM
17	Wilmot	9/6/2014 6:56 PM
18	Wilmot	9/6/2014 6:55 PM
19	Wilmot	9/6/2014 6:48 PM
20	Wilmot	9/6/2014 6:46 PM
21	Wilmot	9/6/2014 6:42 PM
22	Grinelle	9/6/2014 6:39 PM
23	Jessica	9/6/2014 6:37 PM
24	Camino Seco	9/6/2014 6:34 PM
25	Kolb	9/6/2014 6:32 PM

26	Sarnoff	9/6/2014 6:29 PM
27	Pantano/Prudence	9/6/2014 6:28 PM
28	Ironwood	9/6/2014 6:26 PM
29	25th Str	9/6/2014 6:24 PM
30	Harrison	9/6/2014 6:22 PM
31	Harrison	9/6/2014 6:20 PM
32	Pantano	9/6/2014 6:18 PM
33	La Cholla	9/6/2014 6:16 PM
34	Park	9/6/2014 6:13 PM
35	Houghton	9/6/2014 6:11 PM
36	Camino Seco	9/6/2014 6:09 PM
37	Wilmot	9/6/2014 6:07 PM
38	Harrison	9/6/2014 6:02 PM
39	Columbus	9/6/2014 5:59 PM
40	Thunderbird	9/6/2014 5:56 PM
41	Craycroft	9/6/2014 5:53 PM
42	25th Str	9/6/2014 5:51 PM
43	Stella	9/6/2014 5:49 PM
44	Kolb	9/6/2014 5:45 PM
45	Kolb	9/6/2014 5:42 PM
46	Kolb	9/6/2014 5:38 PM
47	Mindy	9/6/2014 5:36 PM
48	Scarlett	9/6/2014 5:32 PM
49	Saber Loop	9/6/2014 5:29 PM
50	Jessica	9/6/2014 5:27 PM
51	Magda	9/6/2014 5:22 PM
52	Camino Seco	9/6/2014 5:19 PM
53	Wilmot/Craycroft	9/6/2014 4:14 PM
54	Sarnoff	9/6/2014 4:10 PM
55	Craycroft	9/6/2014 3:39 PM
56	Kolb	9/6/2014 3:36 PM
57	Camino Seco	9/6/2014 3:35 PM
58	Harrison	9/6/2014 3:32 PM
59	Craycroft	9/6/2014 3:30 PM
60	Wilmot	9/6/2014 3:28 PM
61	Craycroft	9/6/2014 3:26 PM
62	Jessica	9/6/2014 3:24 PM
63	Wilmot/Kolb	9/6/2014 3:22 PM

64	25th Str	9/6/2014 3:20 PM
65	Thunderbird	9/6/2014 3:17 PM
66	Swan	9/6/2014 3:12 PM
67	Wilmot	9/6/2014 3:11 PM
68	Blacklidge	9/6/2014 3:09 PM
69	Harrison	9/6/2014 3:07 PM
70	Kolb	9/6/2014 3:03 PM
71	Swan	9/6/2014 3:00 PM
72	Kolb	9/6/2014 2:58 PM
73	Kolb	9/6/2014 2:56 PM
74	Kolb	9/6/2014 2:54 PM
75	Craycroft	9/6/2014 2:52 PM
76	Kenyon	9/6/2014 2:50 PM
77	Langley	9/6/2014 2:46 PM
78	Heartstone	9/6/2014 2:44 PM
79	Kolb	9/6/2014 2:41 PM
80	Pantano	9/6/2014 2:37 PM
81	Kolb	9/6/2014 2:31 PM
82	Mann	9/6/2014 2:29 PM
83	S. Mann	9/6/2014 2:27 PM
84	Willmot	9/6/2014 2:24 PM
85	Cloud	9/6/2014 2:21 PM
86	Drexel	9/6/2014 2:19 PM
87	Harrison	9/6/2014 2:18 PM
88	Mann	9/6/2014 2:15 PM
89	Pima	9/6/2014 2:10 PM
90	Julia	9/6/2014 1:22 PM
91	Harrison	9/6/2014 1:20 PM
92	Melville	9/6/2014 1:19 PM
93	Harrison	9/6/2014 1:17 PM
94	Wilmot	9/6/2014 1:15 PM
95	Palma Str	9/6/2014 1:12 PM
96	Craycroft	9/6/2014 1:10 PM
97	Kolb	9/6/2014 1:08 PM
98	N. Wilshire	9/6/2014 1:06 PM
99	lehigh	9/6/2014 1:04 PM
100	Duke	9/6/2014 12:58 PM
101	Columbus	9/6/2014 12:55 PM

102	Lehigh	9/6/2014 12:52 PM
103	Craycroft	9/6/2014 12:50 PM
104	Alamo	9/6/2014 12:47 PM
105	Escalante	9/6/2014 12:44 PM
106	Wilmot	9/6/2014 12:42 PM
107	Fordham	9/6/2014 12:40 PM
108	Wilmot	9/6/2014 12:38 PM
109	Pantano	9/6/2014 12:36 PM
110	Lehigh	9/6/2014 12:34 PM
111	Pantano	9/6/2014 12:33 PM
112	Swan	9/4/2014 2:55 PM
113	Catalina Hwy	9/4/2014 2:52 PM
114	Wilmot	9/4/2014 2:50 PM
115	Kolb	9/4/2014 2:42 PM
116	Harrison	9/4/2014 2:40 PM
117	Wilmot	9/4/2014 2:38 PM
118	Yale	9/4/2014 2:36 PM
119	Lehigh	9/4/2014 2:33 PM
120	Houghton	9/4/2014 2:30 PM
121	Kolb	9/4/2014 2:28 PM
122	Colgate	9/4/2014 2:26 PM
123	Harvard	9/4/2014 2:24 PM
124	Kolb	9/4/2014 2:22 PM
125	Kenyon	9/4/2014 2:20 PM
126	Wilmot	9/4/2014 2:18 PM
127	Kolb	9/4/2014 2:16 PM
128	Kolb	9/4/2014 2:15 PM
129	Kolb	9/4/2014 2:13 PM
130	Houghton	9/4/2014 2:11 PM
131	Golf Links	9/4/2014 2:08 PM
132	Kolb	9/4/2014 2:06 PM
133	Camino Seco	9/4/2014 2:02 PM
134	Kolb	9/4/2014 1:59 PM
135	Cloud	9/4/2014 1:57 PM
136	Wilmot	9/4/2014 1:45 PM
137	Kolb	9/4/2014 1:44 PM
138	Houghton	9/4/2014 1:42 PM
139	Avocet	9/4/2014 1:39 PM

140	Fort Lowell	9/4/2014 1:37 PM
141	Snyder	9/4/2014 1:21 PM
142	Kolb	9/4/2014 1:20 PM
143	Craycroft	9/4/2014 1:14 PM
144	Albro Str	9/4/2014 1:12 PM
145	Craycroft	9/4/2014 1:10 PM
146	Carnege	9/4/2014 1:06 PM
147	Wilmot	9/4/2014 1:04 PM
148	Wilmot	9/4/2014 1:02 PM
149	Kolb	9/4/2014 1:00 PM
150	Mann	9/4/2014 12:54 PM
151	Blacklidge	9/4/2014 12:50 PM
152	Wilmot	9/4/2014 12:48 PM
153	Mann	9/4/2014 12:46 PM
154	Scarlett	9/4/2014 12:43 PM
155	Wilmot	9/4/2014 12:40 PM
156	Alvernon	9/4/2014 12:39 PM
157	Craycroft	9/4/2014 12:37 PM
158	Mann	9/4/2014 12:35 PM
159	Houghton	9/4/2014 12:33 PM
160	Wilmot	9/4/2014 12:31 PM
161	Calle Cordova	9/4/2014 12:29 PM
162	Harrison	9/4/2014 12:27 PM
163	Prudence	9/4/2014 12:25 PM
164	Harrison	9/4/2014 12:24 PM
165	Mission	9/4/2014 12:21 PM
166	Pantano	9/4/2014 12:20 PM
167	Craycroft	9/4/2014 12:17 PM
168	Kolb Camino Seco	9/4/2014 12:15 PM
169	Uhl Str	9/4/2014 12:12 PM
170	Wilmot	9/4/2014 12:09 PM
171	Wilmot	9/4/2014 12:07 PM
172	Houghton	9/4/2014 12:05 PM
173	Mann	9/4/2014 12:01 PM
174	Houghton	9/4/2014 11:58 AM
175	Jessica	9/4/2014 11:56 AM
176	Camino Seco	9/4/2014 11:54 AM
177	Grinnell	9/4/2014 11:52 AM

178	Broadway	9/4/2014 11:49 AM
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180	Wilmot	9/4/2014 11:43 AM
181	Beverly St	9/4/2014 11:41 AM
182	Camino Seco	9/4/2014 11:39 AM
183	Pantano	9/4/2014 11:37 AM
184	Alamo	9/4/2014 11:35 AM
185	Kolb	9/4/2014 11:33 AM
186	Kolb	9/4/2014 11:28 AM
187	Wilmot	9/4/2014 11:26 AM
188	Wilmot	9/4/2014 11:24 AM
189	22nd Str	9/4/2014 11:22 AM
190	Prudence	9/4/2014 11:20 AM
191	Broadway	9/4/2014 11:16 AM
192	Calle Beatligiarx	9/4/2014 11:14 AM
193	Wrightstown	9/4/2014 11:10 AM
194	Broadway	9/4/2014 11:08 AM
195	Camino Seco	9/4/2014 11:06 AM
196	Wrightstown	9/4/2014 11:04 AM
197	Pantano	9/4/2014 11:02 AM
198	Harrison	9/4/2014 11:01 AM
199	Camino Seco	9/4/2014 10:59 AM
200	Julia	9/4/2014 10:57 AM
201	Albro St	9/4/2014 10:54 AM
202	Malvern	9/4/2014 10:51 AM
203	Craycroft	9/4/2014 10:46 AM
204	Wilmot	9/4/2014 10:44 AM
205	Kolb	9/4/2014 10:41 AM
206	Craycroft	9/4/2014 10:40 AM
207	Wilmot	9/4/2014 10:37 AM
208	Prudence	9/4/2014 10:34 AM
209	Escalante	9/4/2014 10:33 AM
210	Camino Seco	9/4/2014 10:31 AM
211	Wilmot	9/4/2014 10:29 AM
212	Yale	9/4/2014 10:23 AM
213	Kolb	9/4/2014 10:17 AM
214	22nd	8/27/2014 9:18 PM
215	Wilmont	8/27/2014 9:17 PM

216	Kolb	8/27/2014 9:16 PM
217	20th Street	8/27/2014 9:15 PM
218	Wilmot	8/27/2014 9:15 PM
219	Wilmot	8/27/2014 9:13 PM
220	Alvernon	8/27/2014 9:13 PM
221	Craycroft	8/27/2014 9:11 PM
222	Craycroft	8/27/2014 9:11 PM
223	Dodge	8/27/2014 9:09 PM
224	Wilmont	8/27/2014 9:09 PM
225	Alvernon	8/27/2014 9:07 PM
226	22nd	8/27/2014 9:06 PM
227	Between Kolb & Jessica	8/27/2014 9:05 PM
228	17th	8/27/2014 9:04 PM
229	Kolb	8/27/2014 9:02 PM
230	Gollob	8/27/2014 9:02 PM
231	Kolb	8/27/2014 9:01 PM
232	Sarnoff	8/27/2014 9:00 PM
233	Loyola	8/27/2014 9:00 PM
234	Alvernon	8/27/2014 8:58 PM
235	Harrison	8/27/2014 8:57 PM
236	Wilmont	8/27/2014 8:57 PM
237	29th Street	8/27/2014 8:57 PM
238	Irvington	8/27/2014 8:56 PM
239	Golf Links	8/27/2014 8:56 PM
240	Broadway	8/27/2014 8:55 PM
241	Jessica	8/27/2014 8:55 PM
242	Jessica	8/27/2014 8:54 PM
243	Mann	8/27/2014 8:53 PM
244	Scarlett	8/27/2014 8:53 PM
245	Wilmot/Kolb	8/27/2014 8:52 PM
246	Grianell	8/27/2014 8:52 PM
247	Wilmot	8/27/2014 8:51 PM
248	Wilmot	8/27/2014 8:51 PM
249	25th St	8/27/2014 8:51 PM
250	Wilmot/Craycroft	8/27/2014 8:50 PM
251	Wilmot	8/27/2014 8:49 PM
252	Thunderbird	8/27/2014 8:49 PM
253	Mann	8/27/2014 8:48 PM

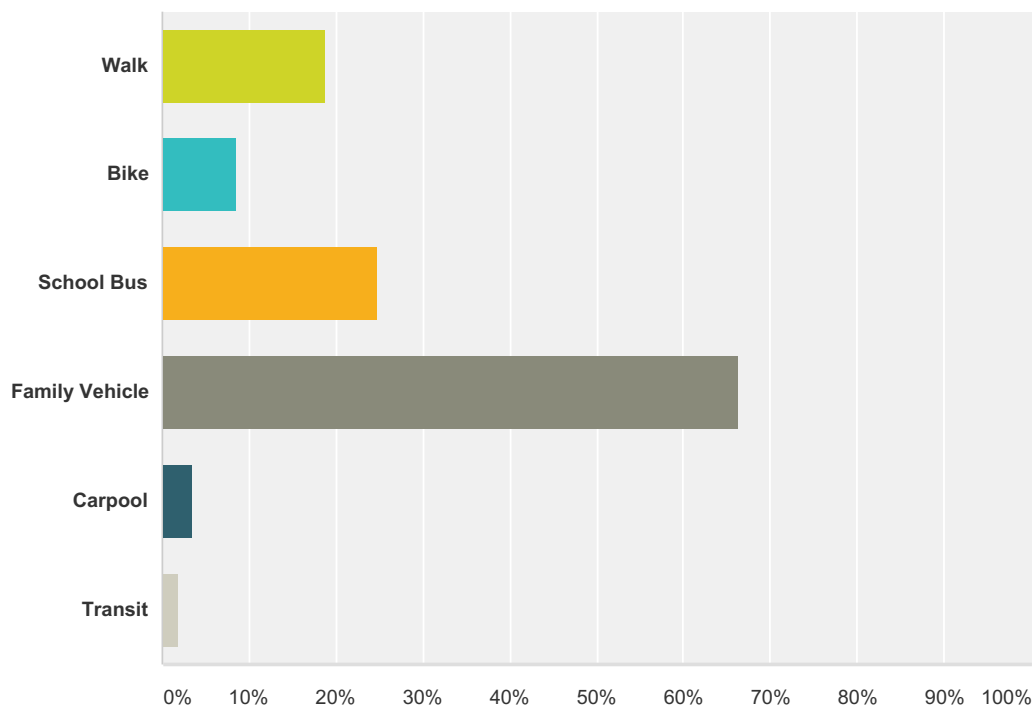
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255	Mann	8/27/2014 8:47 PM
256	Wilmont	8/27/2014 8:46 PM
257	Blacklidge	8/27/2014 8:45 PM
258	Wilmot	8/27/2014 8:45 PM
259	Lightning Dr	8/27/2014 8:45 PM
260	Stella	8/27/2014 8:43 PM
261	Kolb	8/27/2014 8:43 PM
262	Montecito	8/27/2014 8:43 PM
263	Kolb	8/27/2014 8:42 PM
264	Harrison	8/27/2014 8:42 PM
265	Wilmot	8/27/2014 8:40 PM
266	Kolb	8/27/2014 8:40 PM
267	Hearthstone	8/27/2014 8:39 PM
268	Wilmot	8/27/2014 8:39 PM
269	Kolb	8/27/2014 8:38 PM
270	29th Street	8/27/2014 8:38 PM
271	Swan	8/27/2014 8:37 PM
272	Broadway	8/27/2014 8:37 PM
273	Golf Links	8/27/2014 8:36 PM
274	Wilmont	8/27/2014 8:35 PM
275	22nd	8/27/2014 8:35 PM
276	Mann	8/27/2014 8:35 PM
277	Kolb	8/27/2014 8:33 PM
278	28st	8/27/2014 8:33 PM
279	Kolb	8/27/2014 8:33 PM
280	Wilmot	8/27/2014 8:31 PM
281	Craycroft	8/27/2014 8:31 PM
282	Yale	8/27/2014 8:31 PM
283	22nd	8/27/2014 8:30 PM
284	Kenyon	8/27/2014 8:30 PM
285	Langley	8/27/2014 8:28 PM
286	Rita Ranch	8/27/2014 8:28 PM
287	Hearst Stone	8/27/2014 8:27 PM
288	22nd	8/27/2014 8:26 PM
289	Wilmot	8/27/2014 8:26 PM
290	Langley	8/27/2014 8:25 PM
291	Wilmot	8/27/2014 8:25 PM

292	Golf Links	8/27/2014 8:25 PM
293	Pantano	8/27/2014 8:24 PM
294	29th	8/27/2014 8:23 PM
295	Kolb	8/27/2014 8:22 PM
296	Escalante	8/27/2014 8:21 PM
297	Fordham	8/27/2014 8:20 PM
298	Caminoseco	8/27/2014 8:20 PM
299	Julia	8/27/2014 8:19 PM
300	Broadway	8/27/2014 8:17 PM
301	Wilmot	8/27/2014 8:17 PM
302	Craycroft	8/27/2014 8:16 PM
303	Old Spanish Trail	8/27/2014 8:15 PM
304	Craycroft	8/27/2014 8:15 PM
305	Mann Ave	8/27/2014 8:14 PM
306	29th	8/27/2014 8:14 PM
307	S. Mann	8/27/2014 8:12 PM
308	Wilmot	8/27/2014 8:11 PM
309	Wilmot	8/27/2014 8:11 PM
310	Wilmot Road	8/27/2014 8:11 PM
311	Cloud	8/27/2014 8:10 PM
312	Kolb	8/27/2014 8:08 PM
313	Drexel	8/27/2014 8:07 PM
314	Harrison	8/27/2014 8:05 PM
315	Carnegie	8/27/2014 8:05 PM
316	Mann Street	8/27/2014 8:03 PM
317	Carnegie	8/27/2014 7:59 PM
318	Prudence	8/27/2014 7:56 PM
319	Kenyon	8/27/2014 7:55 PM
320	Pima	8/27/2014 7:53 PM
321	Golf Links	8/27/2014 7:53 PM
322	Julia	8/27/2014 7:52 PM
323	22nd	8/27/2014 7:51 PM
324	Harrison	8/27/2014 7:50 PM
325	Melville (at babysitter's 4 days/week at Eli and Yale)	8/27/2014 7:49 PM
326	22nd	8/27/2014 7:48 PM
327	Grinnell	8/27/2014 7:47 PM
328	Harrison	8/27/2014 7:47 PM
329	Wilmot	8/27/2014 7:46 PM

330	Grinnell	8/27/2014 7:44 PM
331	Palma St	8/27/2014 7:43 PM
332	Craycroft Road	8/27/2014 7:42 PM
333	Prudence	8/27/2014 7:42 PM
334	Wilmot	8/27/2014 7:38 PM
335	Kolb	8/27/2014 7:37 PM
336	Craycroft	8/27/2014 7:34 PM
337	Houghton	8/27/2014 7:31 PM
338	Wilmot	8/27/2014 7:24 PM

**Q5 How does your child(ren) usually travel
TO school in the morning? Check all that
apply.**

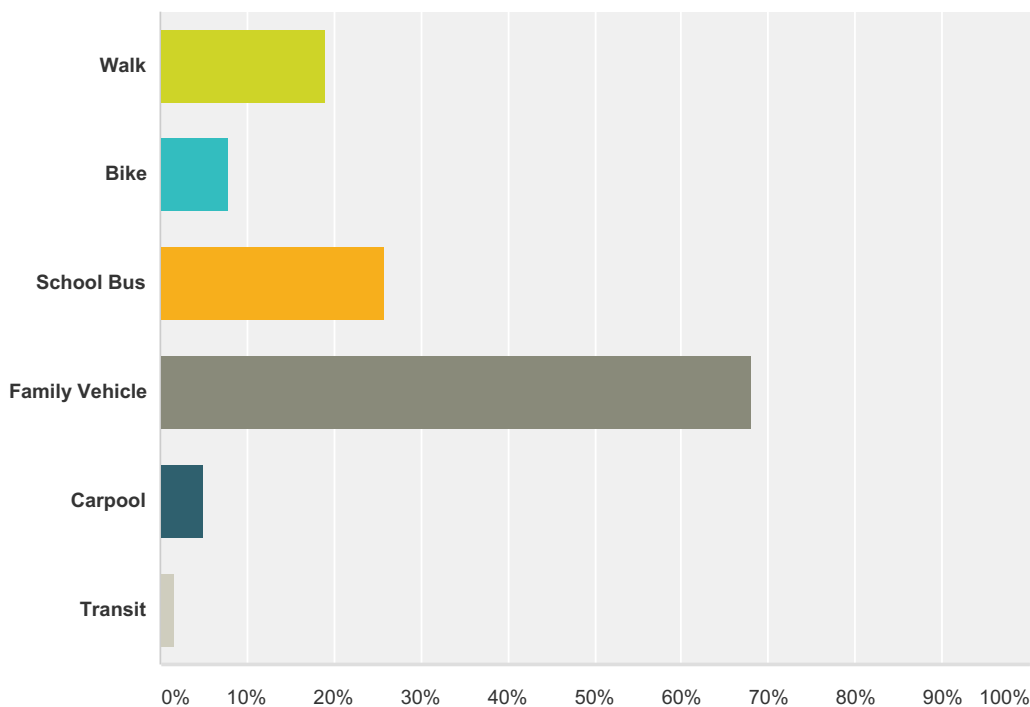
Answered: 361 Skipped: 1



Answer Choices	Responses	
Walk	18.84%	68
Bike	8.59%	31
School Bus	24.93%	90
Family Vehicle	66.48%	240
Carpool	3.60%	13
Transit	1.94%	7
Total Respondents: 361		

**Q6 How does your child(ren) usually travel
FROM school in the afternoon? Check all
that apply.**

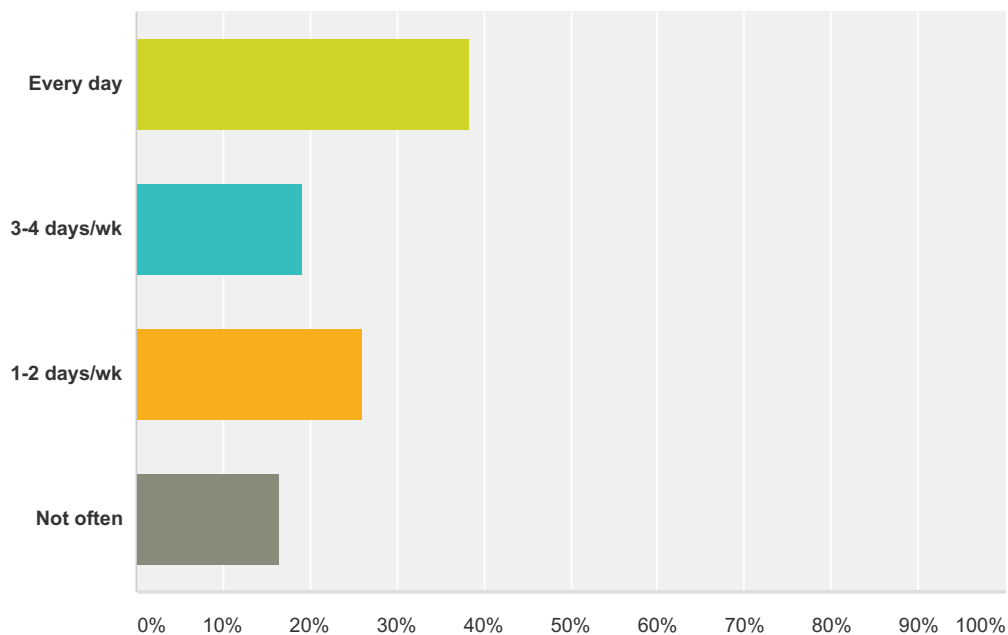
Answered: 356 Skipped: 6



Answer Choices	Responses	
Walk	19.10%	68
Bike	7.87%	28
School Bus	25.84%	92
Family Vehicle	67.98%	242
Carpool	5.06%	18
Transit	1.69%	6
Total Respondents: 356		

Q7 My child(ren) WALKS to school...

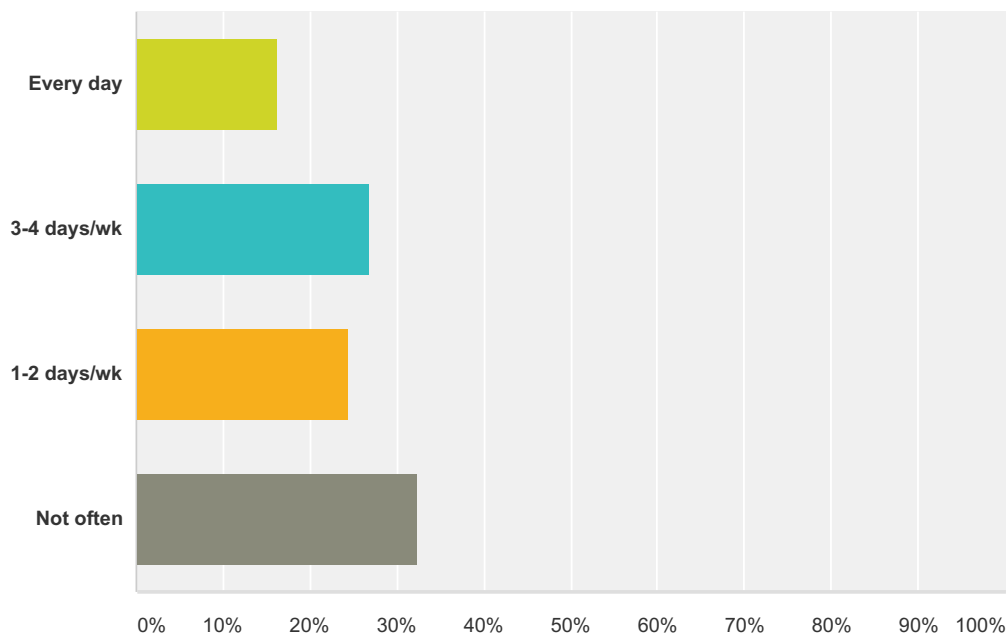
Answered: 73 Skipped: 289



Answer Choices	Responses	
Every day	38.36%	28
3-4 days/wk	19.18%	14
1-2 days/wk	26.03%	19
Not often	16.44%	12
Total		73

Q8 My child(ren) BIKES to school...

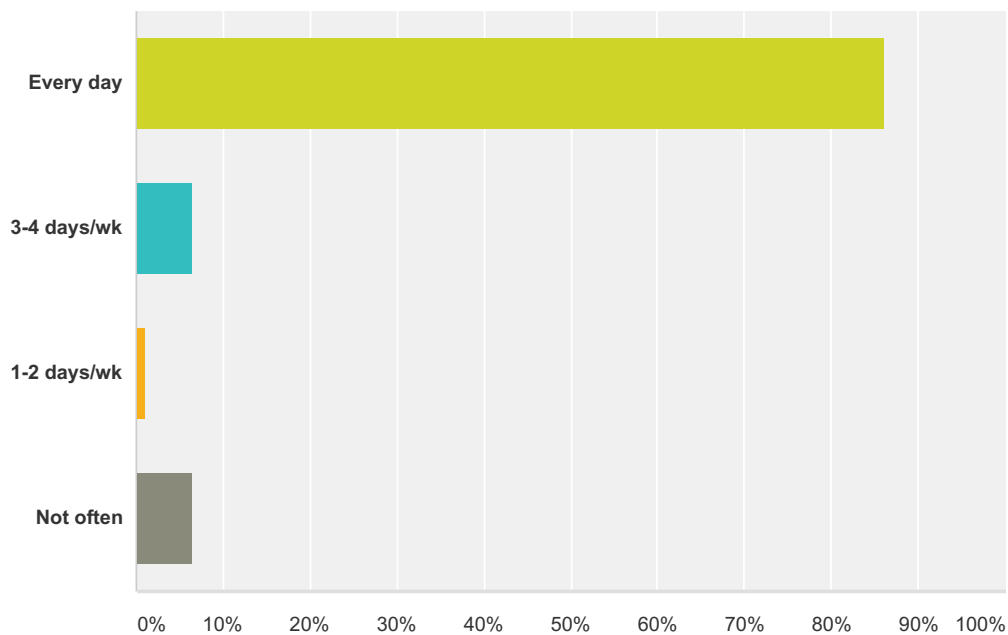
Answered: 37 Skipped: 325



Answer Choices	Responses	
Every day	16.22%	6
3-4 days/wk	27.03%	10
1-2 days/wk	24.32%	9
Not often	32.43%	12
Total		37

Q9 My child(ren) RIDES THE BUS to school...

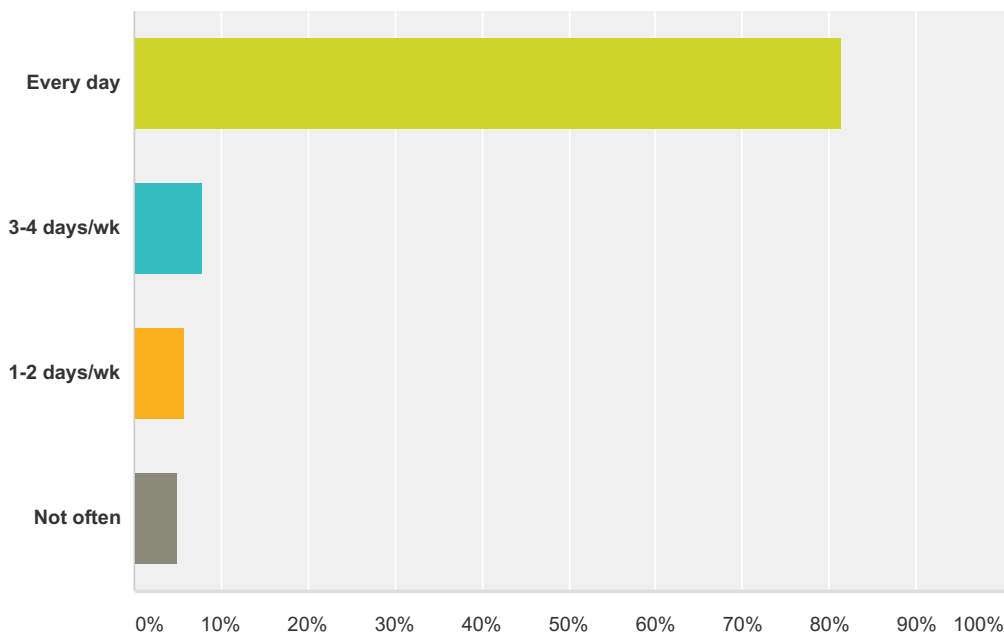
Answered: 94 Skipped: 268



Answer Choices	Responses	
Every day	86.17%	81
3-4 days/wk	6.38%	6
1-2 days/wk	1.06%	1
Not often	6.38%	6
Total		94

Q10 My child(ren) travels in FAMILY VEHICLE to school...

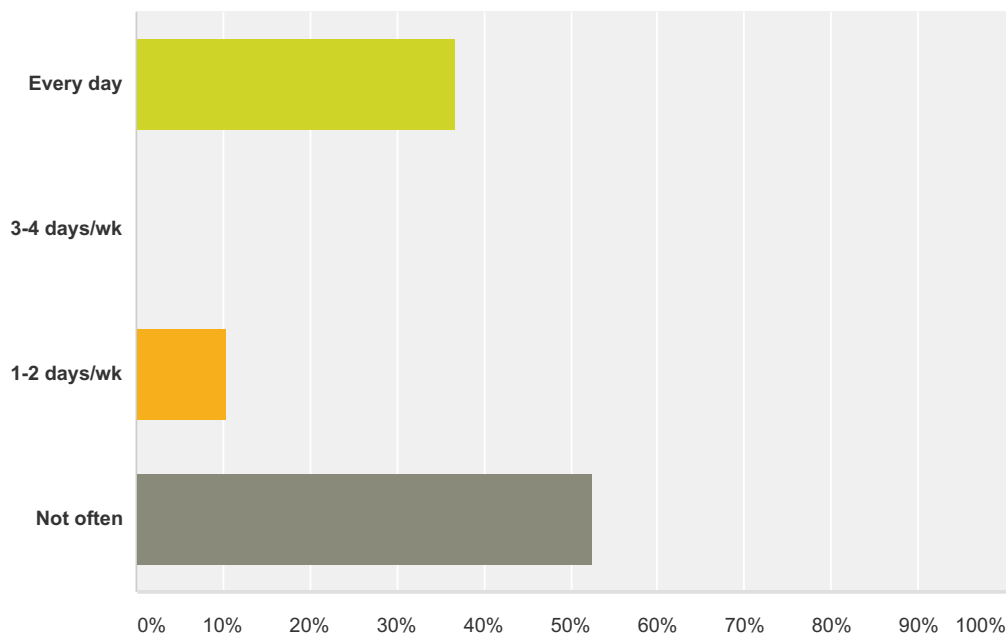
Answered: 241 Skipped: 121



Answer Choices	Responses
Every day	81.33% 196
3-4 days/wk	7.88% 19
1-2 days/wk	5.81% 14
Not often	4.98% 12
Total	241

Q11 My child(ren) CARPOOLS to school...

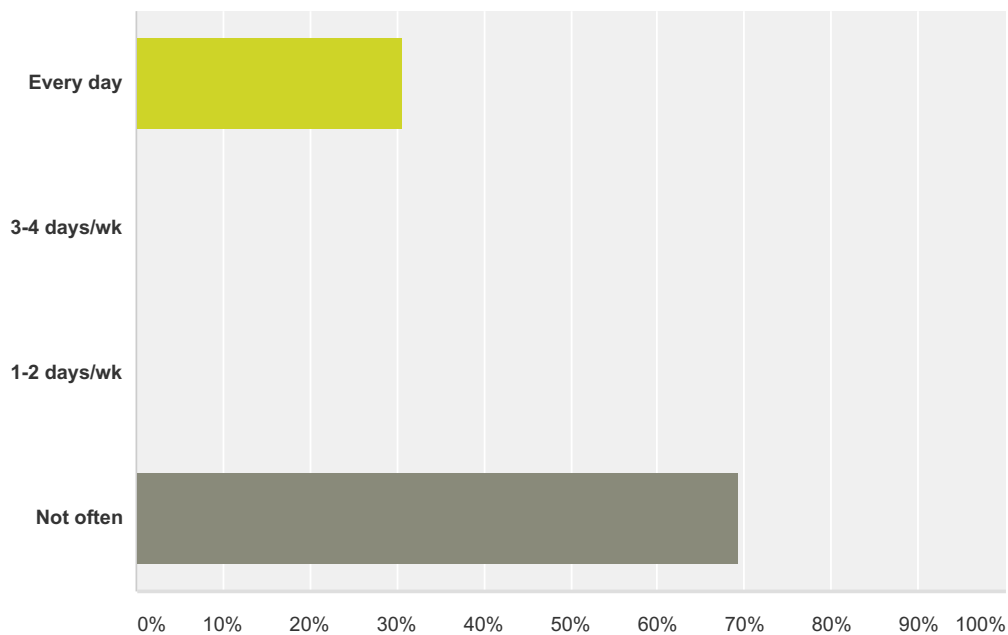
Answered: 19 Skipped: 343



Answer Choices	Responses	
Every day	36.84%	7
3-4 days/wk	0.00%	0
1-2 days/wk	10.53%	2
Not often	52.63%	10
Total		19

Q12 My child(ren) takes TRANSIT to school...

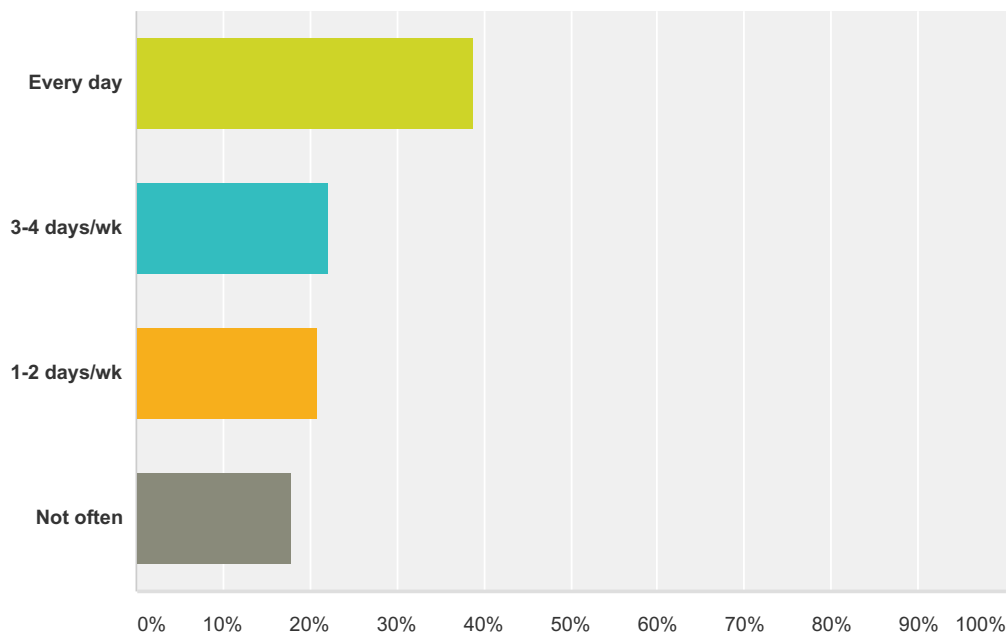
Answered: 13 Skipped: 349



Answer Choices	Responses
Every day	30.77% 4
3-4 days/wk	0.00% 0
1-2 days/wk	0.00% 0
Not often	69.23% 9
Total	13

Q13 My child(ren) WALKS home from school...

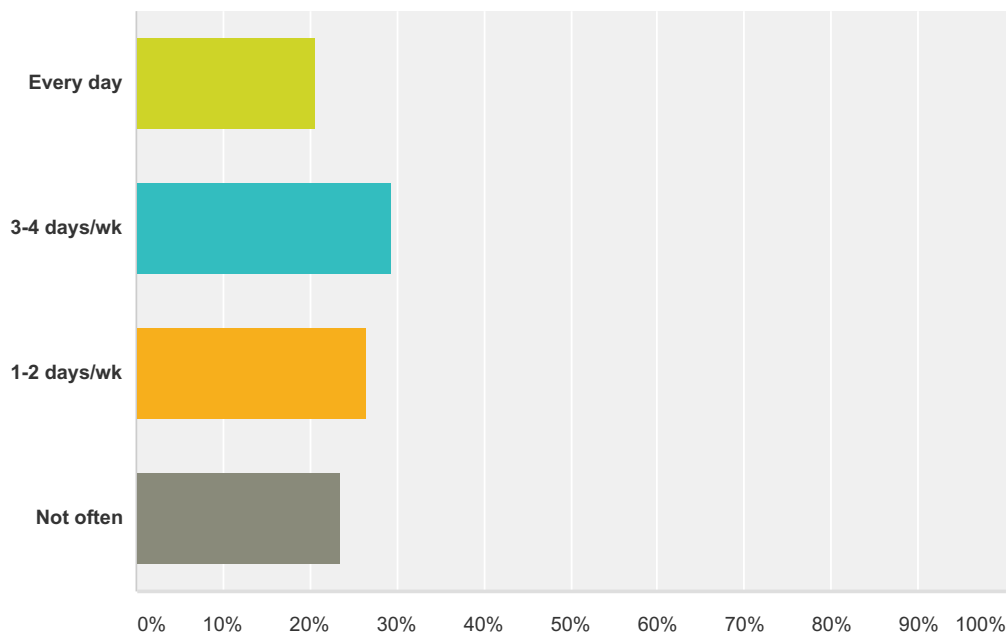
Answered: 72 Skipped: 290



Answer Choices	Responses
Every day	38.89% 28
3-4 days/wk	22.22% 16
1-2 days/wk	20.83% 15
Not often	18.06% 13
Total	72

Q14 My child(ren) BIKES home from school...

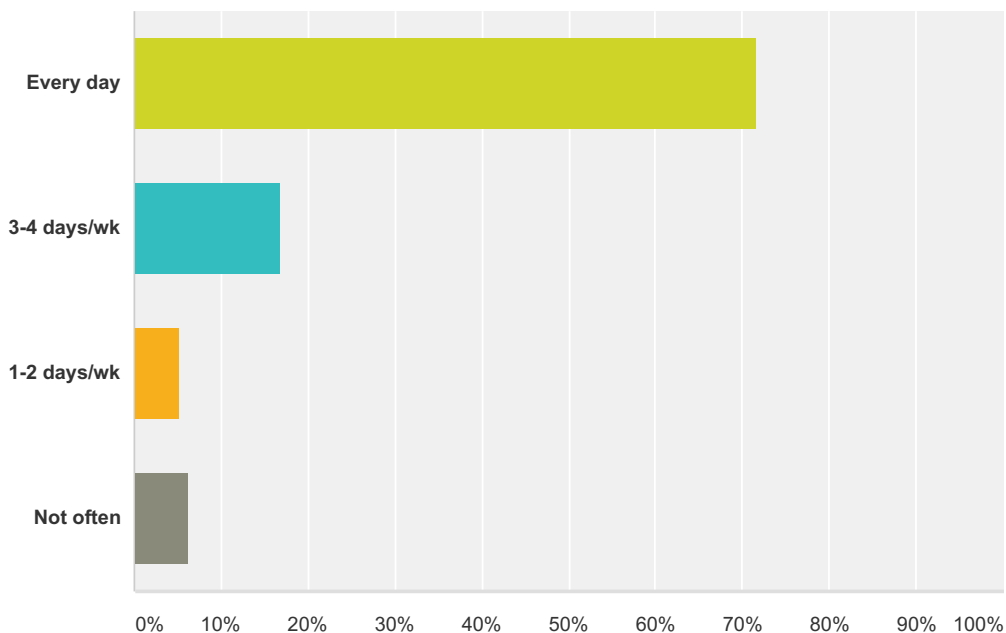
Answered: 34 Skipped: 328



Answer Choices	Responses
Every day	20.59% 7
3-4 days/wk	29.41% 10
1-2 days/wk	26.47% 9
Not often	23.53% 8
Total	34

Q15 My child(ren) RIDES THE BUS home from school...

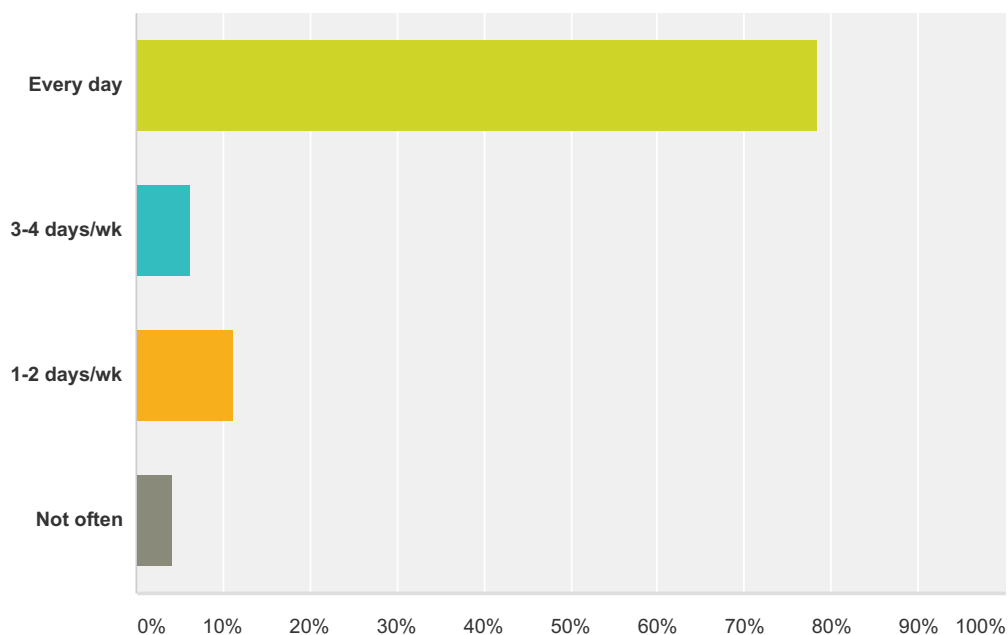
Answered: 95 Skipped: 267



Answer Choices	Responses	
Every day	71.58%	68
3-4 days/wk	16.84%	16
1-2 days/wk	5.26%	5
Not often	6.32%	6
Total		95

Q16 My child(ren) travels in FAMILY VEHICLE home from school...

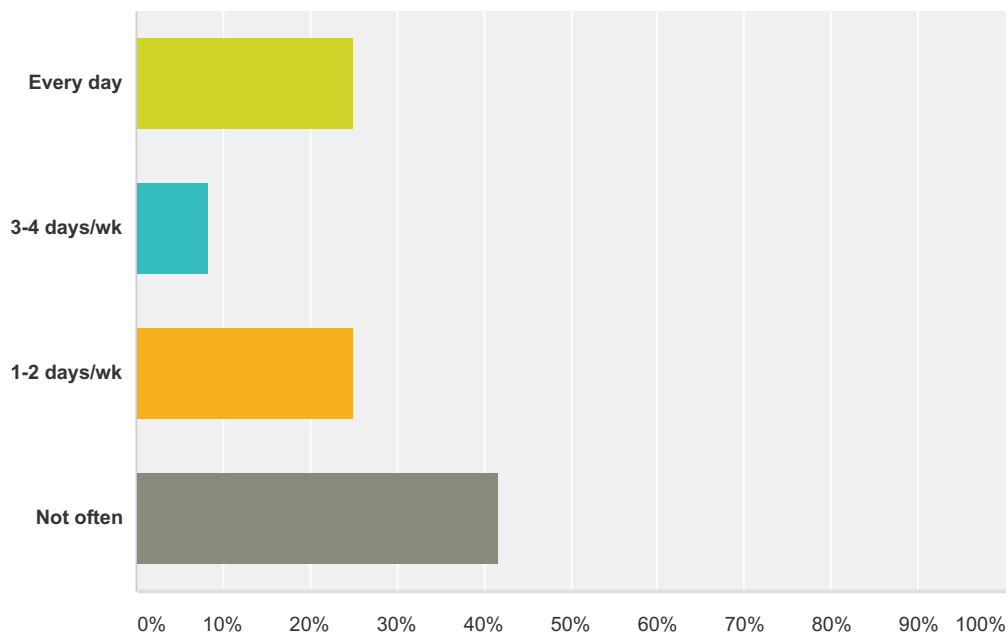
Answered: 241 Skipped: 121



Answer Choices	Responses	
Every day	78.42%	189
3-4 days/wk	6.22%	15
1-2 days/wk	11.20%	27
Not often	4.15%	10
Total		241

Q17 My child(ren) CARPOOLS home from school...

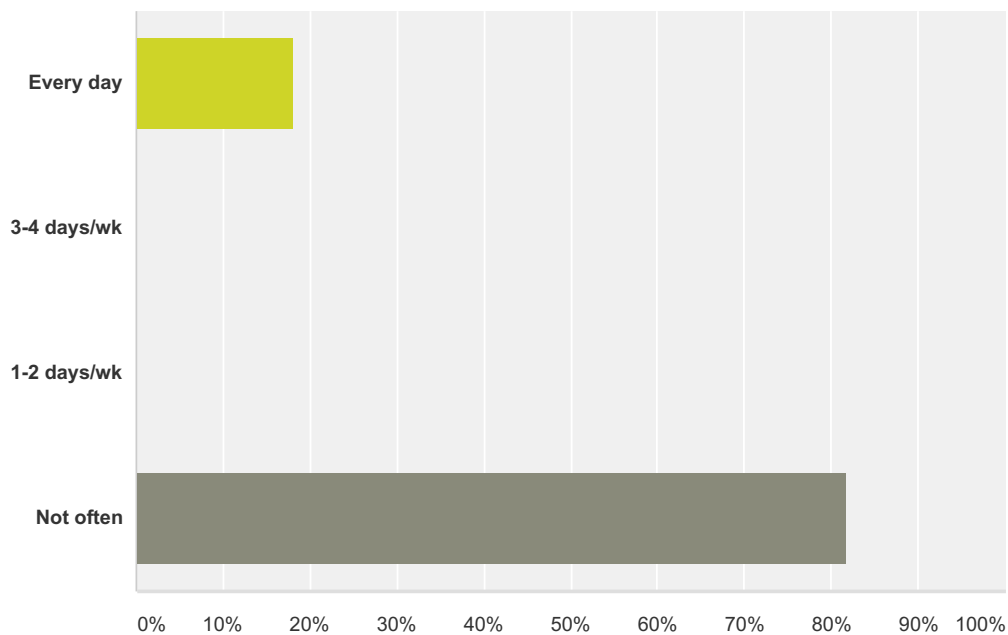
Answered: 24 Skipped: 338



Answer Choices	Responses
Every day	25.00% 6
3-4 days/wk	8.33% 2
1-2 days/wk	25.00% 6
Not often	41.67% 10
Total	24

Q18 My child(ren) takes TRANSIT home from school...

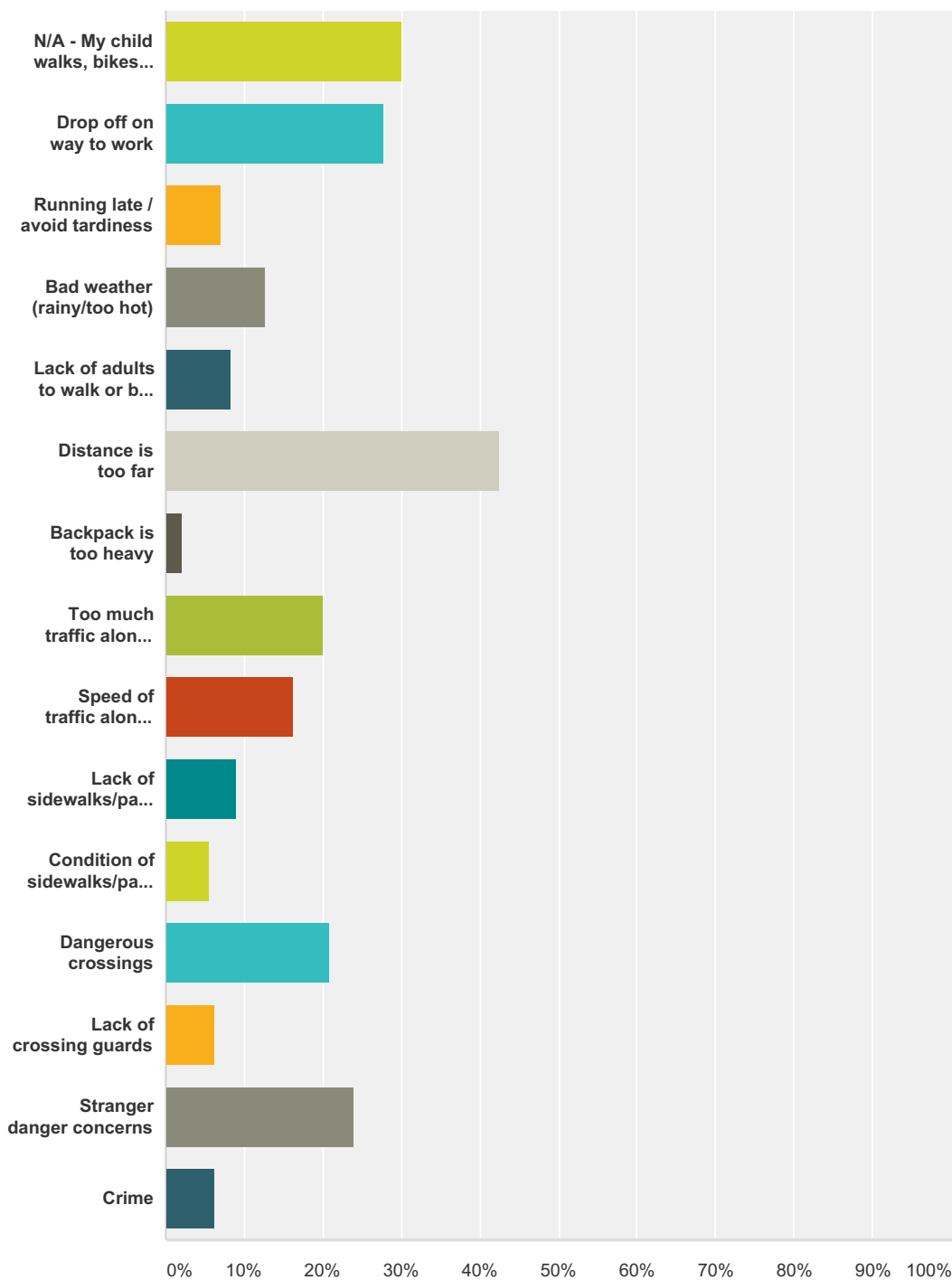
Answered: 11 Skipped: 351



Answer Choices	Responses
Every day	18.18% 2
3-4 days/wk	0.00% 0
1-2 days/wk	0.00% 0
Not often	81.82% 9
Total	11

**Q19 If you regularly drive your child(ren)
to/from school, please check all the reasons
for that choice:**

Answered: 320 Skipped: 42



Answer Choices	Responses
N/A - My child walks, bikes, or buses	30.00% 96

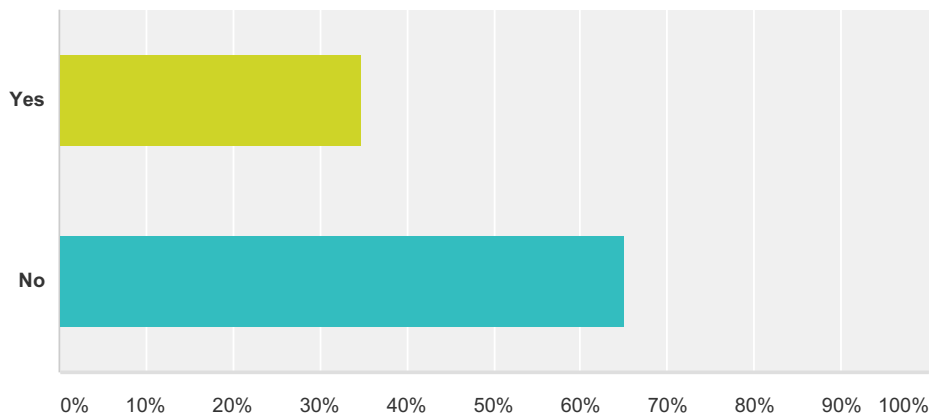
Drop off on way to work	27.81%	89
Running late / avoid tardiness	7.19%	23
Bad weather (rainy/too hot)	12.81%	41
Lack of adults to walk or bike with	8.44%	27
Distance is too far	42.50%	136
Backpack is too heavy	2.19%	7
Too much traffic along walking/biking route	20.00%	64
Speed of traffic along walking/biking route	16.25%	52
Lack of sidewalks/pathways	9.06%	29
Condition of sidewalks/pathways	5.63%	18
Dangerous crossings	20.94%	67
Lack of crossing guards	6.25%	20
Stranger danger concerns	24.06%	77
Crime	6.25%	20
Total Respondents: 320		

#	Other	Date
1	Custody	9/6/2014 7:35 PM
2	She's 7	9/6/2014 7:11 PM
3	Comes to work with me.	9/6/2014 6:44 PM
4	From school: bus arrives around 4:45	9/6/2014 6:12 PM
5	Parent works at Kellond	9/6/2014 6:08 PM
6	Therapy (after school)	9/6/2014 5:57 PM
7	Driving her makes be feel better.	9/6/2014 5:48 PM
8	Bus drops @ my work address & I work from home on Friday so I pickup.	9/6/2014 4:12 PM
9	Running errands	9/6/2014 3:25 PM
10	Therapy (after school)	9/6/2014 3:18 PM
11	Picking up from work in afternoon	9/6/2014 3:16 PM
12	Parent works at Kellond Elem.	9/6/2014 3:09 PM
13	Daycare takes him, I start work early.	9/6/2014 2:48 PM
14	Drop her off then take my other child to Bloom School	9/6/2014 2:40 PM
15	My son is autistic	9/6/2014 2:35 PM
16	I enjoy bringing them.	9/4/2014 2:43 PM
17	Bus pick up time is not convinient.	9/4/2014 2:31 PM
18	Emphasized the "speed of traffic ..."	9/4/2014 1:47 PM
19	drop off on way to errands	9/4/2014 12:55 PM

20	no cell phones	9/4/2014 12:49 PM
21	Bus stop far from home	9/4/2014 12:26 PM
22	hot weather	9/4/2014 12:18 PM
23	carpool	9/4/2014 12:06 PM
24	Mom is a teacher at the school and have a lot to carry.	9/4/2014 11:48 AM
25	bus commute too long	9/4/2014 11:06 AM
26	no cell phones	9/4/2014 10:45 AM
27	Pickup for activities right after school	9/4/2014 10:35 AM
28	I would never let them walk by themselves or ride their bikes by themselves.	9/4/2014 10:25 AM
29	Because I want to.	9/4/2014 10:18 AM
30	Pick up older siblings at 3-3:15-3:25	8/27/2014 9:07 PM
31	Running errands	8/27/2014 8:56 PM
32	Therapy after school	8/27/2014 8:49 PM
33	Picking up from work	8/27/2014 8:48 PM
34	Day care takes him. I start work early.	8/27/2014 8:29 PM
35	drop her off then take my other child to her school (Bloom)	8/27/2014 8:25 PM
36	Too young and too far away!	8/27/2014 8:21 PM
37	My son is autistic	8/27/2014 8:21 PM
38	I drop my children off w/classmate -- they drive them	8/27/2014 8:12 PM
39	(marked on hard copy but no answer)	8/27/2014 7:53 PM
40	Lateness of buses	8/27/2014 7:32 PM

Q20 Has your child(ren) asked for permission to walk or bike to/from school in the last year?

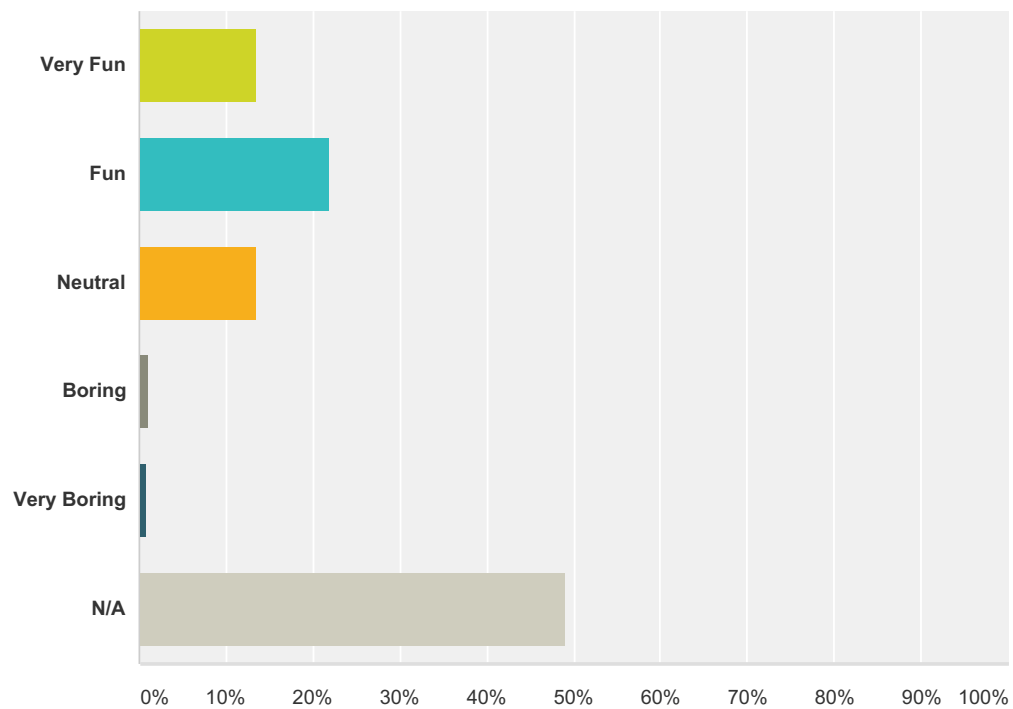
Answered: 353 Skipped: 9



Answer Choices	Responses
Yes	34.84% 123
No	65.16% 230
Total	353

Q21 How much fun is walking or biking to/from school for your child(ren)?

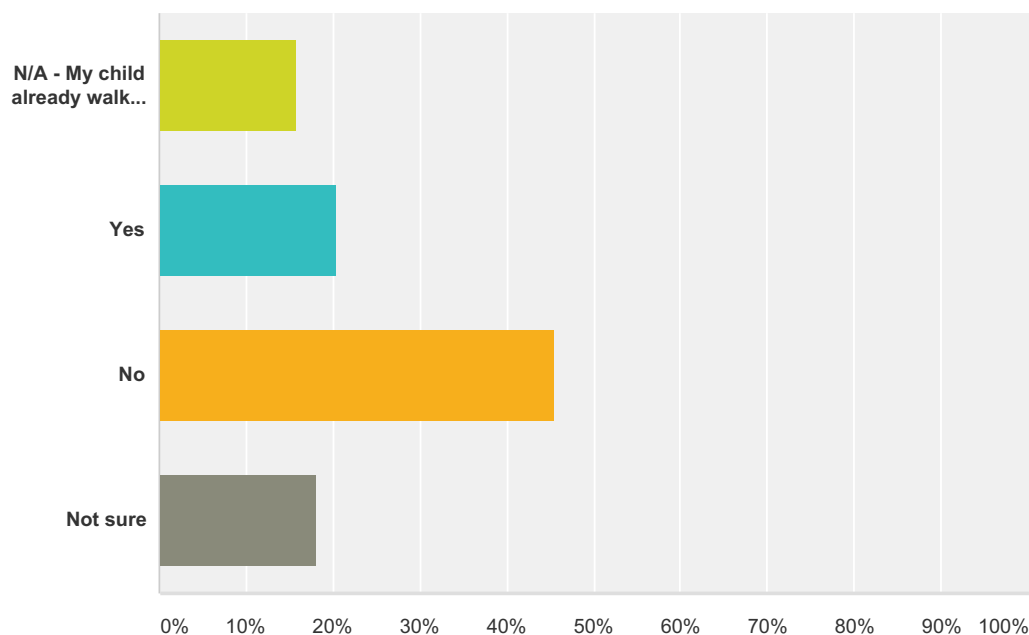
Answered: 356 Skipped: 6



Answer Choices	Responses
Very Fun	13.48% 48
Fun	21.91% 78
Neutral	13.48% 48
Boring	1.12% 4
Very Boring	0.84% 3
N/A	49.16% 175
Total	356

Q22 Would you like your child(ren) to have an opportunity to walk or bike to school?

Answered: 347 Skipped: 15



Answer Choices	Responses	
N/A - My child already walks or bikes	15.85%	55
Yes	20.46%	71
No	45.53%	158
Not sure	18.16%	63
Total		347

Q23 Do you have specific concerns along your walking/biking route to school? (i.e. condition of sidewalks, specific intersection issues, dogs, other hazards). Please describe and give location.

Answered: 189 Skipped: 173

#	Responses	Date
1	speed of traffic on Mann and . My son crosses Lehigh to get to Lehigh Grandma's house, and traffic doesn't really start to slow down there.	9/6/2014 7:40 PM
2	Could walk to home school but it does not have self-contained gate	9/6/2014 7:37 PM
3	Not really, just stranger danger	9/6/2014 7:34 PM
4	Cross major street - 22nd @ Avenida Polar	9/6/2014 7:30 PM
5	Long distance	9/6/2014 7:25 PM
6	Too far	9/6/2014 7:22 PM
7	Would have to cross 22nd Str., far, no sidewalks in our neighborhood.	9/6/2014 7:20 PM
8	The maturity of my child concerns me because if a situation happened while walking to/from school - I do not believe she could handle or protect herself. I do not want to take a chance.	9/6/2014 7:15 PM
9	Crossing Broadway	9/6/2014 7:04 PM
10	Too far	9/6/2014 6:54 PM
11	I am concerned about them crossing Malvern (north/south) at Grinnell as traffic is dense and fast before and after school.	9/6/2014 6:52 PM
12	Crossing Wilmot	9/6/2014 6:47 PM
13	Too far to walk and kids don't have bikes.	9/6/2014 6:36 PM
14	To far to walk	9/6/2014 6:33 PM
15	Too far	9/6/2014 6:31 PM
16	Snakes	9/6/2014 6:23 PM
17	Too far	9/6/2014 6:19 PM
18	Distance	9/6/2014 6:12 PM
19	There are no crossing guards or signs at the crosswalk on Eli and Wilmot, and people tend to speed on 18th Str.	9/6/2014 5:54 PM
20	Too far to do this by himself.	9/6/2014 5:50 PM
21	Not a safe path due to cars and no crossing guards	9/6/2014 5:46 PM
22	Walkway along the wash is not wide enough or paved to get to bridge.	9/6/2014 5:44 PM
23	We live too far from school to walk/bike.	9/6/2014 5:31 PM
24	Too far	9/6/2014 5:21 PM
25	Too far	9/6/2014 4:13 PM
26	Too far from home	9/6/2014 3:41 PM
27	Crossing major intersections - 22nd/Kolb	9/6/2014 3:38 PM
28	too far	9/6/2014 3:36 PM

29	Has to cross at major intersection - Wilmot and 22nd.	9/6/2014 3:31 PM
30	Too far	9/6/2014 3:27 PM
31	Too far	9/6/2014 3:19 PM
32	As much as we would like to walk, the distance is too far.	9/6/2014 3:14 PM
33	No, we live too far away.	9/6/2014 3:10 PM
34	There is a lot of traffic around Palo Verde and that's where we come from, concerned about safety and distance for the kids to go.	9/6/2014 3:06 PM
35	Far distance	9/6/2014 3:02 PM
36	Dogs on the loose.	9/6/2014 2:51 PM
37	My son is autistic and he wanders. I would probably never see him again or he would wander into traffic.	9/6/2014 2:37 PM
38	Distance too far	9/6/2014 2:30 PM
39	Lack of sidewalks on South Mann - north of Palo Verde Park	9/6/2014 2:28 PM
40	Too far -- too much traffic	9/6/2014 2:25 PM
41	Yes, I believe there should be a sidewalk along Mann on the west side of the street between Broadway and Lehigh.	9/6/2014 2:17 PM
42	Distance, streets too large for a child to be on a bicycle.	9/6/2014 2:13 PM
43	No crossing guard on Lehigh - high traffic area!	9/6/2014 1:24 PM
44	Distance too far	9/6/2014 1:21 PM
45	Major intersection at Kolb and 22nd Str.	9/6/2014 1:14 PM
46	He would have to cross 2 major streets which is too dangerous for him. It is also too far for him to walk.	9/6/2014 1:11 PM
47	We ride on busy roads - so N/A	9/6/2014 1:09 PM
48	We need a safe crossing at Lehigh and Yale. It's silly to backtrack to Lehigh and Malvern to cross. Cars coming around the corner at Lehigh and Yale are scary.	9/6/2014 1:04 PM
49	Busy street (Wilmot)	9/6/2014 12:51 PM
50	Yes, we have no sidewalk in our neighborhood until you reach Wilmot. My children would have to cross Wilmot and that is dangerous even if I am with them!	9/6/2014 12:50 PM
51	If we lived closer they would love it if they could walk/ride.	9/6/2014 12:46 PM
52	Have to cross Wilmot	9/6/2014 12:44 PM
53	Fast cars (punk kids), crime. danger people	9/6/2014 12:41 PM
54	Too far away from school.	9/4/2014 2:57 PM
55	Live close to Palo Verde H.S. and get a lot of traffic. I have a toddler that wouldn't do good on the walk.	9/4/2014 2:47 PM
56	Distance too far	9/4/2014 2:41 PM
57	Crossing Wilmot with no crossing guard	9/4/2014 2:39 PM
58	Too young to walk or bike alone.	9/4/2014 2:27 PM
59	no	9/4/2014 2:25 PM
60	Child safety due to child abductions	9/4/2014 2:21 PM
61	no	9/4/2014 2:19 PM
62	Not this year	9/4/2014 2:17 PM
63	none	9/4/2014 2:14 PM
64	Him crossing major streets. I followed him 3 days to be sure.	9/4/2014 2:07 PM

65	We do not live near the school.	9/4/2014 2:04 PM
66	No sidewalks at the back road off of Langley Ave. Speeders/sex offenders, and no buddy	9/4/2014 2:01 PM
67	No - we live too far,	9/4/2014 1:58 PM
68	Route to school only has partial sidewalks - cars drive FAST - Mann St.	9/4/2014 1:48 PM
69	dogs	9/4/2014 1:41 PM
70	Too far to walk or bike to school	9/4/2014 1:38 PM
71	None	9/4/2014 1:21 PM
72	Wilmot busy street	9/4/2014 1:16 PM
73	There are no sidewalks from Duquesne Dr to Carnegie	9/4/2014 1:09 PM
74	We just live too far away.	9/4/2014 1:05 PM
75	Too far, no adult	9/4/2014 1:03 PM
76	Crossing two main roads with heavy traffic.	9/4/2014 1:01 PM
77	Parents are double parking along the west side of Mann. It makes for a dangerous walk when using a stroller for my youngest. Sometimes we have to walk in the street or cross to the park.	9/4/2014 12:59 PM
78	live too far for child to bike.	9/4/2014 12:51 PM
79	Too far for her to walk	9/4/2014 12:47 PM
80	No sidewalks down Scarlett. Traffic to heavy. School traffic is heavy and VERY DANGEROUS!	9/4/2014 12:45 PM
81	too far away	9/4/2014 12:39 PM
82	dogs and stranger danger	9/4/2014 12:38 PM
83	no staff at crossing by bus pickup	9/4/2014 12:36 PM
84	Have to cross major intersections (22nd & Kolb)	9/4/2014 12:27 PM
85	We live too far away.	9/4/2014 12:22 PM
86	major intersections	9/4/2014 12:16 PM
87	too far	9/4/2014 12:06 PM
88	A sidewalk for the entire route to school would be neat, but I do not see any advantage to investing school monies for it. --see below--	9/4/2014 12:05 PM
89	distance too far (4 1/2 miles)	9/4/2014 12:00 PM
90	live too far	9/4/2014 11:55 AM
91	no	9/4/2014 11:53 AM
92	My children live too far from the school to walk or ride a bike.	9/4/2014 11:51 AM
93	sidewalks not on all streets Kenyon Dr.	9/4/2014 11:48 AM
94	too far	9/4/2014 11:40 AM
95	The distance from home to school is a very long distance.	9/4/2014 11:38 AM
96	crossing Wilmot safely	9/4/2014 11:36 AM
97	too far	9/4/2014 11:34 AM
98	No sidewalks, dogs, speed of traffic, stranger danger	9/4/2014 11:32 AM
99	Feel they are too young to be walking alone with any adults	9/4/2014 11:30 AM
100	Too far from where we live and too much traffic along the way.	9/4/2014 11:26 AM
101	fast driving vehicles	9/4/2014 11:23 AM

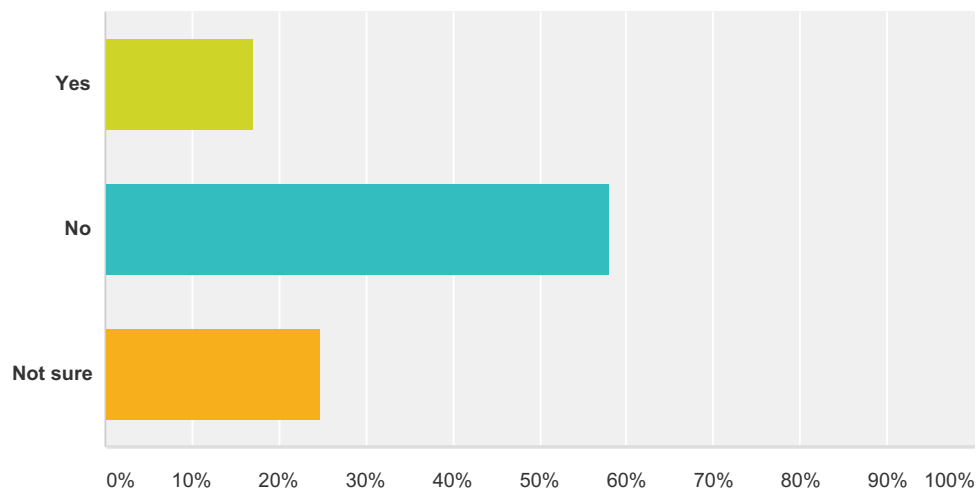
102	We are very far away.	9/4/2014 11:17 AM
103	No sidewalks on Avenida Sirio or Leigh Dr.	9/4/2014 11:15 AM
104	too far	9/4/2014 11:11 AM
105	too far / busy streets	9/4/2014 11:09 AM
106	too far	9/4/2014 11:07 AM
107	long distance	9/4/2014 11:00 AM
108	No crossing guard on Lehigh ... busy intersection	9/4/2014 10:58 AM
109	no	9/4/2014 10:56 AM
110	Speeding on Malvern	9/4/2014 10:52 AM
111	My child buses	9/4/2014 10:48 AM
112	Only concern are people that live in and around the B-Park	9/4/2014 10:43 AM
113	At 22nd and Wilmot, we have to cross north and east, it's dangerous.	9/4/2014 10:39 AM
114	Too far	9/4/2014 10:36 AM
115	Too far away	9/4/2014 10:33 AM
116	No, just feel she is to young to walk alone.	9/4/2014 10:30 AM
117	I would have to accompany them with the bike and often it is the matter of not having enough time to do it.	9/4/2014 10:27 AM
118	Kolb & 22nd Lots of cars my son getting distracted.	9/4/2014 10:19 AM
119	Speeding drivers	8/27/2014 9:16 PM
120	N/A	8/27/2014 9:09 PM
121	His route would be thru Jessica cross Broadway east on Broadway N on Langley	8/27/2014 9:08 PM
122	All good.	8/27/2014 9:05 PM
123	Too far. She is in GATE.	8/27/2014 9:03 PM
124	Dogs on the loose	8/27/2014 9:01 PM
125	Too far.	8/27/2014 9:00 PM
126	too far	8/27/2014 8:59 PM
127	It's too far.	8/27/2014 8:57 PM
128	Distance	8/27/2014 8:57 PM
129	Distance	8/27/2014 8:57 PM
130	Crossing Wilmot	8/27/2014 8:56 PM
131	lack of side walks on Scarlett, yield and two-way stop is unsafe on Scarlett. allies mask possible danger. Follage is dense. Traffic at school is DANGEROUS!	8/27/2014 8:55 PM
132	1st grade maybe when he gets a little older	8/27/2014 8:54 PM
133	Too far	8/27/2014 8:51 PM
134	No.	8/27/2014 8:51 PM
135	Intersection at 22nd street / Wilmot is dangerous.	8/27/2014 8:50 PM
136	n/a too far	8/27/2014 8:50 PM
137	Lack of sidewalks	8/27/2014 8:49 PM
138	As much as we would like to walk, the distance is too far.	8/27/2014 8:47 PM

139	We live too far away from Kellond.	8/27/2014 8:46 PM
140	No. We live too far away.	8/27/2014 8:45 PM
141	feel thier too young to be walking alone. concerns about strangers	8/27/2014 8:44 PM
142	Strangers.	8/27/2014 8:44 PM
143	Busy intersections.	8/27/2014 8:43 PM
144	There is a lot of traffic around Palo Verde and that's where we come from. Concerned about safety and distance for the kids to go.	8/27/2014 8:42 PM
145	None	8/27/2014 8:42 PM
146	None.	8/27/2014 8:41 PM
147	N/A -- too far	8/27/2014 8:40 PM
148	Cramped traffic. Unlawful parking of vehicles along Lehigh Dr. Causes traffic jams.	8/27/2014 8:40 PM
149	N/A	8/27/2014 8:39 PM
150	Crossing Wilmot	8/27/2014 8:38 PM
151	Far distance	8/27/2014 8:37 PM
152	none	8/27/2014 8:36 PM
153	none	8/27/2014 8:35 PM
154	no	8/27/2014 8:34 PM
155	Cars	8/27/2014 8:32 PM
156	N/A	8/27/2014 8:31 PM
157	Dogs on the loose	8/27/2014 8:30 PM
158	Strangers. Too far. Major cross streets to cross to get home. He is too young.	8/27/2014 8:29 PM
159	No.	8/27/2014 8:26 PM
160	Distance is just too far from home	8/27/2014 8:26 PM
161	no	8/27/2014 8:24 PM
162	My son is autistic and he wanders. I'd probably never see him again or he would wander into traffic.	8/27/2014 8:23 PM
163	N/A	8/27/2014 8:22 PM
164	There is a dangerous wash on the way home / to school. Drivers go through it recklessly and only one bridge.	8/27/2014 8:19 PM
165	The crosswalk at Eli and Wilmot no longer has school crossing signs or a monitor. And traffic down 18th St. always drives over the speed limit.	8/27/2014 8:17 PM
166	We live outside the district.	8/27/2014 8:16 PM
167	I'm just scared because both of my children are girls.	8/27/2014 8:14 PM
168	No, distance is just too far	8/27/2014 8:14 PM
169	No	8/27/2014 8:13 PM
170	lack of sidewalks on South Mann -- North of Palo Verde Park	8/27/2014 8:13 PM
171	Too far -- Too much traffic	8/27/2014 8:12 PM
172	Dogs and sidewalks.	8/27/2014 8:11 PM
173	None.	8/27/2014 8:09 PM
174	Yes, busy intersections	8/27/2014 8:09 PM
175	NA	8/27/2014 8:08 PM

176	There isn't sidewalks all the route	8/27/2014 8:07 PM
177	Yes, I believe there should be a sidewalk along Mann on the west side of the street between Broadway and Lehigh.	8/27/2014 8:04 PM
178	Too far away. Would have to travel . 1.5 miles by bike/walking and go down Golf Links to Kolb to get to school.	8/27/2014 8:00 PM
179	I have no concerns right now	8/27/2014 7:56 PM
180	Distance; streets too large for a child to be on a bicycle	8/27/2014 7:55 PM
181	No	8/27/2014 7:52 PM
182	no crossing guard on Lehigh -- high traffic area!	8/27/2014 7:52 PM
183	Distance too far	8/27/2014 7:51 PM
184	n/a	8/27/2014 7:47 PM
185	TUSD provided our street with sidewalks to Kellond last year which has been a huge improvement	8/27/2014 7:46 PM
186	Major intersection at Kolb and 22nd Street	8/27/2014 7:44 PM
187	He would have to cross two major streets which is too dangerous for him. It is also too far for him to walk.	8/27/2014 7:43 PM
188	No	8/27/2014 7:41 PM
189	We ride on busy roads -- so n/a	8/27/2014 7:40 PM

Q24 Would you like to participate in a Walking School Bus or Bicycle Train program?

Answered: 334 Skipped: 28



Answer Choices	Responses
Yes	17.07% 57
No	58.08% 194
Not sure	24.85% 83
Total	334

Q25 Please provide any additional comments below.

Answered: 77 Skipped: 285

#	Responses	Date
1	When she is older and more responsible	9/6/2014 7:12 PM
2	We walk at times. Drive to park and walk. We drop a brother at another school 1st on our way.	9/6/2014 7:02 PM
3	Vehicle traffic needs to slow down on Malvern from Wilmot to the school. High volume of speeders!	9/6/2014 6:52 PM
4	Sounds like a great idea for the neighborhood kids. Unfortunately we are a little too far to join ion	9/6/2014 6:33 PM
5	We live too far to walk/ride.	9/6/2014 6:25 PM
6	My kids walk about 15 minutes to the bus stop. Same on the way home.	9/6/2014 6:23 PM
7	Sounds great but we live too far and have found a plan that works.	9/6/2014 6:05 PM
8	Would be highly interested in program if home wasn't so far away from school.	9/6/2014 5:58 PM
9	Currently looking to for a bike so that the family car can be replaced by riding bikes to school.	9/6/2014 5:40 PM
10	We live on base, so he has to take the bus.	9/6/2014 5:31 PM
11	I need more information about it	9/6/2014 4:15 PM
12	Live on base too far to walk, but great idea. We walk our other children to the base school.	9/6/2014 3:41 PM
13	I live too far for walking/biking to/from school at this time.	9/6/2014 3:34 PM
14	If lived within walking/biking distance, this is a program we'd love to be a part of.	9/6/2014 3:19 PM
15	I also have a toddler who would not do good on the walk, maybe in a couple years it would be something we could do.	9/6/2014 3:06 PM
16	Daycare drops my child at school due to my early work hours so this survey is not really applicable to my situation..	9/6/2014 2:49 PM
17	My kids walk from park parking lot to school playground. There are tons of ants/mounds along the way.	9/6/2014 2:46 PM
18	We sometimes walked when at our old school.	9/6/2014 2:38 PM
19	I will always likely drive my son to and from school as he is not at this point reliably focused.	9/6/2014 2:37 PM
20	Walking is out of he question as it is a 30 minute drive.	9/6/2014 2:20 PM
21	I've contacted the city once regarding how to petition to have a sidewalk built on Mann. I haven't received a call back.	9/6/2014 2:17 PM
22	Broadway, Speedway and Kolb are too large and too fast for a child to be on a bicycle. We bike to other things closer to our home that do not involve travel on major arteries, such as Udall Park.	9/6/2014 2:13 PM
23	We just live to far away!	9/6/2014 1:16 PM
24	If we lived in the neighborhood it might be an option.	9/6/2014 1:14 PM
25	My kids only walk or ride when mom is available to do so. Dad is concerned with the fact that our kids are girls and there is stranger danger. We would like either an adult or large group for them to walk with. Traffic is a little too fast on Yale to feel comfortable letting the 5 year old ride without adult supervision.	9/6/2014 1:04 PM
26	This sounds exciting.	9/6/2014 12:50 PM
27	Live too far away for my child to walk to school	9/4/2014 2:53 PM
28	Hurry, make "walking school bus or bicycle train" program as soon as possible.	9/4/2014 2:35 PM

29	We tried the school bus the first day of school. The bus cam 7 minutes late and the child was not able to eat breakfast because they got there late.	9/4/2014 2:32 PM
30	Would like more info	9/4/2014 2:25 PM
31	I would let him ride the school bus	9/4/2014 2:09 PM
32	We need an east of Kolb GATE program!	9/4/2014 1:43 PM
33	almost kidnapped as a child, will not let my daughter walk or ride.	9/4/2014 1:41 PM
34	We live too far away to consider - great idea for those nearby.	9/4/2014 1:36 PM
35	None	9/4/2014 1:21 PM
36	We live on DMAFB, does not apply	9/4/2014 1:14 PM
37	I live one street away form the school and in the afternoons it is very dangerous to wali my 2 year old to pick up my daughter. Cars are parking in our alley way and double parking on the dirt because they are too lazy to park their cars at the park and walk a little further. It has been so bad at times that I am tempted to call the non-emergency TPD phone number.	9/4/2014 12:59 PM
38	Grandparents live too far and that is where they are dropped off in A.M.	9/4/2014 12:42 PM
39	Only complaint is child complaines he gets to school too late.	9/4/2014 12:30 PM
40	Sounds like a great idea if we lived closer!	9/4/2014 12:22 PM
41	My child can't ride/walk to school.	9/4/2014 12:19 PM
42	I would prefer any funding be directed to the scholol. I would love to see Kellond Elem. develop physical ed. A more aggressive gym program.	9/4/2014 12:05 PM
43	Where would the student meet up with it?	9/4/2014 12:00 PM
44	It is not something I feel comfortable with under any circumstances.	9/4/2014 11:58 AM
45	I feel that if we lived closer to the school this would be a great idea, however we live too far.	9/4/2014 11:51 AM
46	Grandparents live too far and that is where they come from.	9/4/2014 11:44 AM
47	Adult leader would need to be a trust worthy individual.	9/4/2014 11:32 AM
48	We live on DMAFB, does not apply	9/4/2014 10:56 AM
49	Don't think the distance will work.	9/4/2014 10:48 AM
50	If we lived closer we would walk/bike.	8/27/2014 9:14 PM
51	It sounds like an amazing program, but due to the distance of our home, our children will continue to ride the bus.	8/27/2014 9:13 PM
52	I said not sure to question #9 because walking bus is not fully explainable. I do not understand concept.	8/27/2014 9:09 PM
53	The school is too far.	8/27/2014 9:03 PM
54	We live too far away for her to walk or ride to Kellond.	8/27/2014 9:02 PM
55	Walking School Bus sounds awesome!	8/27/2014 8:55 PM
56	If lived within walking/biking distance this is a program we would love to be a part of	8/27/2014 8:50 PM
57	Lily is open enrollment from Vail school district. Both parents work at TUSD sites nearby.	8/27/2014 8:46 PM
58	Jan walks 1/2 mile to and from the bus stop every day equaling 1 mile of walking a day.	8/27/2014 8:46 PM
59	I also have a toddler who would not to good on the walk. Maybe in a couple years it would be something we could do.	8/27/2014 8:42 PM
60	I would participate during the winter in the Walking School Bus	8/27/2014 8:39 PM
61	Because I have to work	8/27/2014 8:34 PM
62	My boy is too little	8/27/2014 8:32 PM

63	I appreciate what you are trying to do - however, there are way too many strangers and I don't trust that. He also has major cross streets to cross and people don't watch when they drive. Not to mention he's too young for his safety he will always be picked up and dropped off by family in a car.	8/27/2014 8:29 PM
64	Day care drops my child at school due to my early works hours, so this survey is not really applicable to my situation.	8/27/2014 8:29 PM
65	My kids walk from park parking lot to school playground. There are tons of ant mounds along the way.	8/27/2014 8:28 PM
66	I will always likely drive my son to and from school as he is not at this point reliably focused.	8/27/2014 8:23 PM
67	We would consider it -- not when it's super hot out though -- mornings wouldn't be bad but afternoons would	8/27/2014 8:21 PM
68	If we were closer / in district we would be interested and more willing to allow our kids to walk/ride!	8/27/2014 8:16 PM
69	I would like there to be supervision on playground 7:30 or 8 a.m. with consideration that some parents start work before 9 a.m. I would be able to walk children @ 7:30.	8/27/2014 8:13 PM
70	Walking is out of the question as it is a 30 min drive to school	8/27/2014 8:08 PM
71	I've contacted the city once regarding how to petition to have a sidewalk built on Mann. I haven't recieved a call back.	8/27/2014 8:04 PM
72	Regarding #5: When she was attending neighborhood school, not now for open enrollment.	8/27/2014 8:00 PM
73	Number 9 sounds interesting. Keep us posted on the developments.	8/27/2014 7:56 PM
74	Broadway, Speedway and Kolb are just too large and too fast for a child to be on a bicycle. We bike to other things closer to our home that do not involve travel on major arteries, such as Udall Park.	8/27/2014 7:55 PM
75	We just live to far away!	8/27/2014 7:47 PM
76	If we lived in the neighborhood it might be an option	8/27/2014 7:44 PM
77	Walk to Palo Verde Park	8/27/2014 7:41 PM

**APPLICATION AND OPERATING AGREEMENT
FOR SCHOOL ZONE PEDESTRIAN CROSSING**

City of Tucson, Dept. of Transportation
City Traffic Engineering Division
P.O. Box 27210
Tucson, Arizona 85726-7210

Crossing Code Number: 20120714

In accordance with the provisions of Section 28-797 of the Arizona Revised Statutes, application is hereby made for school crossing guards at the location indicated on the following diagram:

Portable signs approved for this crossing location: YES

Portable signs must be removed from the road and shall be stowed not facing street traffic during the hours of non-operation.

Adult Guard Required: YES

Abutting: Yes

Location:
LEHIGH & MALVERN

School Hours:

Mon. – Fri.: 9:15 a.m. – 3:25 p.m.

Wed. Only: 9:15 a.m. – 2:25 p.m.



The undersigned school authority agrees to administer all duties as prescribed in Section 28-797 of the Arizona Revised Statutes, to operate the crossing in conformance with the Arizona Department of Transportation's current School Safety Program Guidelines and the policies of the Tucson Mayor & Council.

School: **KELLOND K-6**

6606 E Lehigh

Sch Dist: **TUSD**

City: **TUCSON**

County: **PIMA**

Public Sch: **Yes**

Ricardo Morfain
Signature of School Authority

Title

Date

Approval is hereby granted for the school crossing, with the stipulation that portable signs may not be placed within the roadway prior to, nor later than stated hours, during school days:

All Day signs allowed:

M, Tu, Th, F: 8:30 AM – 3:55 PM

WED: 8:30 AM – 2:55 PM

During all days the school is in session, an adult guard, when required, shall be on duty during periods of normal usage when children may be present within the roadway.

Approved By: *Eric E. Ditt*

Title: Eng. Proj. Mgr. **Date:** 20 JUNE 2012

**APPLICATION AND OPERATING AGREEMENT
FOR SCHOOL ZONE PEDESTRIAN CROSSING**

City of Tucson, Dept. of Transportation
City Traffic Engineering Division
P.O. Box 27210
Tucson, Arizona 85726-7210

Crossing Code Number: 20120721

In accordance with the provisions of Section 28-797 of the Arizona Revised Statutes, application is hereby made for school crossing guards at the location indicated on the following diagram:

Portable signs approved for this crossing location: YES

Portable signs must be removed from the road and shall be stowed not facing street traffic during the hours of non-operation.

Adult Guard Required: YES

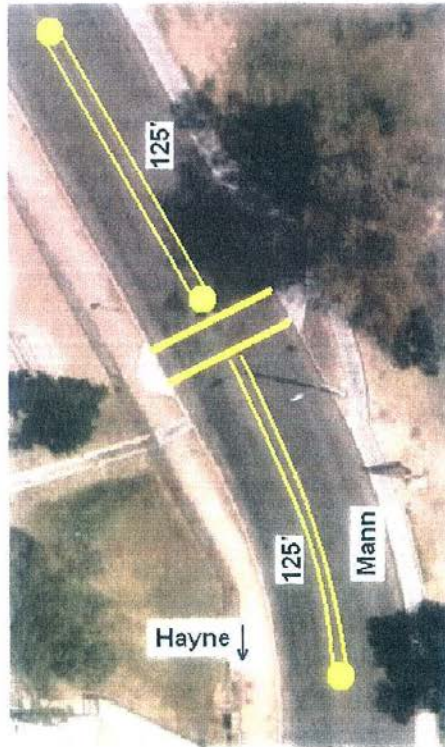
Abutting: Yes

Location:
MANN north of HAYNE

School Hours:

Mon. – Fri.: 9:15 a.m. – 3:25 p.m.

Wed. Only: 9:15 a.m. – 2:25 p.m.



The undersigned school authority agrees to administer all duties as prescribed in Section 28-797 of the Arizona Revised Statutes, to operate the crossing in conformance with the Arizona Department of Transportation's current School Safety Program Guidelines and the policies of the Tucson Mayor & Council.

School: **KELLOND K-6**

6606 E Lehigh

Sch Dist: **TUSD**

City: **TUCSON**

County: **PIMA**

Public Sch: **Yes**

Ricardo Munoz
Signature of School Authority

Traffic & Safety Training Manager
Title

7/19/12
Date

Approval is hereby granted for the school crossing, with the stipulation that portable signs may not be placed within the roadway prior to, nor later than stated hours, during school days:

All Day signs allowed:

M, Tu, Th, F: 8:30 AM – 3:55 PM

WED: 8:30 AM – 2:55 PM

During all days the school is in session, an adult guard, when required, shall be on duty during periods of normal usage when children may be present within the roadway.

Approved By:

Just E. RF

Title: Eng. Proj. Mgr.

Date: 20 JUNE 2012

