

# Chapter Eight: Final Summary of Recommendations



**“It’s really cool to walk to school”**

## Final Summary of Recommendations

The recommendations from the previous chapters are summarized here. More details regarding estimated cost information for the various education, encouragement, enforcement, engineering, and evaluation programs and activities are listed in this chapter. Many of these activities have a very minimal cost associated with them, while others may require additional funds to complete. The recommendations are first identified by individual school for both infrastructure and non-infrastructure activities in Tables 8.1 through 8.8 followed by a summary list of prioritized projects throughout the entire study area in Table 8.9.

It is important to note that this list of recommendations specifies certain needs within the schools and community rather than a list that must be done in the particular order documented. The tables below are an index of the projects listed in Chapters Three through Seven and can be referenced for more detailed descriptions. These projects are recommendations based on data gathered from parent surveys, observations, and technical statistics.

### Joy Elementary

A sidewalk prioritization analysis was not conducted for Joy Elementary since it will soon be replaced along with Longfellow Elementary by Spalding Park Elementary School in the 2012–2013 school year. Programs or activities for Joy Elementary students that are longer term are listed in Table 8.8: Spalding Park Elementary School.

**Table 8.1: Joy Elementary School**

<b>Project</b>	<b>Cost</b>	<b>Reference page</b>	<b>Priority</b>
District-wide Crossing Guard Education Program	Low Cost	3-4; 5-3	High
Safe Routes to School Link on Sioux City Community School District Webpage and PTO/PTA websites	Low Cost	3-4	High
Walk to School Day	Low Cost	4-3	High
The Golden Sneaker Award	Low Cost	4-5	High
Obey the Signs- Progressive Ticketing Campaign	Low Cost	5-3	High
Speed Enforcement Campaign: Specifically in Joy Elementary School's Boundaries along Morningside Avenue; South Cornelia from Marshall Avenue to Stone Avenue; South Martha from Gordon Drive to Stone Avenue; and along Gordon Drive	Low Cost	5-7	High
Bicycle and Pedestrian Education Event (spring)	Low Cost	3-3	Moderate
Public Service Announcements (PSAs) to motorists – Dependent upon type of ad	Low – High Cost	3-3	Moderate
Bicycle Rodeo Event	Low Cost	3-3	Moderate
Safe Routes to School Assembly	Low Cost	3-4	Moderate
Neighborhood Enforcement Activities	Low Cost	5-8	Moderate
Driver's Education	Low Cost	3-5	Low
The Golden Shovel Award	Low Cost	4-5	Low
No Idling Zones	Low Cost	5-8	Low
Walkable Community Design Standards	Low Cost	6-32	Low
Parent Surveys and Teacher Travel Tallies	Low Cost	7-2	As necessary
Continuation of Safe Routes to School Taskforce	Low Cost	7-2	Ongoing
Program Evaluation/Data Reevaluation	Low Cost	7-2	As necessary

## Longfellow Elementary

A sidewalk prioritization analysis was not conducted for Longfellow Elementary since it will soon be replaced along with Joy Elementary by Spalding Park Elementary School in the 2012–2013 school year. Programs or activities for Longfellow Elementary students that are longer term are listed in Table 8.8: Spalding Park Elementary School.

Even though Longfellow Elementary is in its last year, it is highly recommended for the 2011-2012 school year, that an adult crossing guard be hired to patrol the intersection of South Glass Street and Orleans Avenue.

**Table 8.2: Longfellow Elementary School**

<b>Project</b>	<b>Cost</b>	<b>Reference page</b>	<b>Priority</b>
District-wide Crossing Guard Education Program	Low Cost	3-4; 5-3	High
Safe Routes to School Link on Sioux City Community School District Webpage and PTO/PTA websites	Low Cost	3-4	High
Walk to School Day	Low Cost	4-3	High
The Golden Sneaker Award	Low Cost	4-5	High
Obeys the Signs- Progressive Ticketing Campaign	Low Cost	5-3	High
Proposed Upgrade of Safety Patrol to Adult Crossing Guard at South Glass Street and Orleans Avenue	\$10.30/hr – Low Cost	5-5	High
Speed Enforcement Campaign Specifically in Longfellow Elementary School's Boundaries along Transit Avenue and South Royce from Transit Avenue to Bushnell Avenue	Low Cost	5-8	High
Bicycle and Pedestrian Education Event (spring)	Low Cost	3-3	Moderate
Public Service Announcements (PSAs) to motorists	Low – High Cost	3-3	Moderate
Bicycle Rodeo Event	Low Cost	3-3	Moderate
Safe Routes to School Assembly	Low Cost	3-4	Moderate
Proposed Upgrade Safety Patrol to Adult Crossing Guard at Sioux Trail and Garretson Avenue	\$10.30/hr – Low Cost	5-5	Moderate
Proposed New Adult Crossing Guard at Transit Avenue and South Paxton Street	\$10.30/hr – Low Cost	5-5	Moderate
Neighborhood Enforcement Activities	Low Cost	5-8	Moderate
Driver's Education	Low Cost	3-5	Low
The Golden Shovel Award	Low Cost	4-5	Low
No Idling Zones	Low Cost	5-8	Low
Walkable Community Design Standards	Low Cost	6-32	Low
Parent Surveys and Teacher Travel Tallies	Low Cost	7-2	As necessary
Continuation of Safe Routes to School Taskforce	Low Cost	7-2	Ongoing
Program Evaluation/Data Reevaluation	Low Cost	7-2	As necessary

## Nodland Elementary

As noted in Chapter Two: Present Conditions, Nodland Elementary houses kindergarten through second grades which seems to have a large impact on parents choosing to not allow most children to walk or bike to school. A large concern for parents was its proximity to East High School and that if students were to walk, most of them would encounter large volumes of traffic. Most of the recommendations for Nodland Elementary are basic education and encouragement district-wide recommendations.

**Table 8.3: Nodland Elementary School**

Project	Cost	Reference page	Priority
District-wide Crossing Guard Education Program	Low Cost	3-4; 5-3	High
Development of Safe Routes Maps	Low Cost	3-4; 4-4	High
Safe Routes to School Link on Sioux City Community School District Webpage and PTO/PTA websites	Low Cost	3-4	High
Walk to School Day	Low Cost	4-3	High
The Golden Sneaker Award	Low Cost	4-5	High
Obeys the Signs – Progressive Ticketing Campaign	Low Cost	5-3	High
Speed Enforcement Campaign Specifically in Nodland Elementary School's Boundaries along Morningside Avenue and Mayhew Avenue	Low Cost	5-8	High
Bicycle and Pedestrian Education Event (spring)	Low Cost	3-3	Moderate
Public Service Announcements (PSAs) to motorists	Low – High Cost	3-3	Moderate
Bicycle Rodeo Event	Low Cost	3-3	Moderate
Safe Routes to School Assembly	Low Cost	3-4	Moderate
Walking School Bus	Low Cost	4-3	Moderate
Park and Walk	Low Cost	4-5	Moderate
Neighborhood Enforcement Activities	Low Cost	5-8	Moderate
Moderate Priority New Sidewalk Construction	\$80,984* - Moderate Cost	6-27	Moderate
Raised Crosswalk on Mayhew Avenue east of South Lakeport Street	Moderate to High Cost: dependent on drainage conditions and materials used (est. cost: \$15,000 to \$100,000) <sup>1</sup>	6-31	Moderate
Driver's Education	Low Cost	3-5	Low
Boltage Program	\$4,890 start-up cost; \$950 in annual maintenance starting 2 <sup>nd</sup> year* - Moderate Cost	4-4	Low
The Golden Shovel Award	Low Cost	4-5	Low
No Idling Zones	Low Cost	5-8	Low
Walkable Community Design Standards	Low Cost	6-32	Low
Countdown Pedestrian Signals	Low Cost (est. costs: \$300 - \$800)	6-31	As necessary
Parent Surveys and Teacher Travel Tallies	Low Cost	7-2	As necessary
Continuation of Safe Routes to School Taskforce	Low Cost	7-2	Ongoing
Program Evaluation/Data Reevaluation	Low Cost	7-2	As necessary

\*Cost in FY 2012 dollars

<sup>1</sup> Raised Pedestrian Crossings: <http://www.walkinginfo.org/engineering/calming-vertical.cfm#raised-pedestrian-crossings>

## Sunnyside Elementary

Sunnyside Elementary houses third through fifth grades and is located within a neighborhood. Based on data collected, traffic is a general concern along South Cypress Street among most parents. Enforcement and engineering activities were recommended along this route to help curb this problem.

**Table 8.4: Sunnyside Elementary School**

Project	Cost	Reference page	Priority
District-wide Crossing Guard Education Program	Low Cost	3-4; 5-3	High
Development of Safe Routes Maps	Low Cost	3-4; 4-4	High
Safe Routes to School Link on Sioux City Community School District Webpage and PTO/PTA websites	Low Cost	3-4	High
Walk to School Day	Low Cost	4-3	High
The Golden Sneaker Award	Low Cost	4-5	High
Obey the Signs – Progressive Ticketing Campaign	Low Cost	5-3	High
Speed Enforcement Campaign Specifically in Sunnyside's School Boundaries along Morningside Avenue; South Cypress from Glenn Avenue to Lorraine Avenue; and along Glenn Avenue	Low Cost	5-8	High
High Priority New Sidewalk Construction	\$72,521** - Moderate Cost	6-23	High
ADA Accessibility – Curb Cuts: South Lemon Street and Glenn Avenue	Estimated cost of \$600* - Low Cost	6-29	High
Raised Crosswalk on South Cypress between Myers Avenue and Seger Avenue	Moderate to High Cost: dependent on drainage conditions and materials used (est. cost: \$15,000 to \$100,000) <sup>2</sup>	6-31	High
Bicycle and Pedestrian Education Event (spring)	Low Cost	3-3	Moderate
Public Service Announcements (PSAs) to motorists	Low – High Cost	3-3	Moderate
Bicycle Rodeo Event	Low Cost	3-3	Moderate
Safe Routes to School Assembly	Low Cost	3-4	Moderate
Walking School Bus	Low Cost	4-3	Moderate
Park and Walk	Low Cost	4-5	Moderate
Neighborhood Enforcement Activities	Low Cost	5-8	Moderate
Moderate Priority New Sidewalk Construction	\$115,053** - High Cost	6-23	Moderate
Driver's Education	Low Cost	3-5	Low
Boltage Program	\$4,890 start-up cost; \$950 in annual maintenance starting 2 <sup>nd</sup> year* - Moderate Cost	4-4	Low
The Golden Shovel Award	Low Cost	4-5	Low
No Idling Zones	Low Cost	5-8	Low
Walkable Community Design Standards	Low Cost	6-32	Low
Countdown Pedestrian Signals	Low Cost (est. costs: \$300 - \$800)	6-31	As necessary
Parent Surveys and Teacher Travel Tallies	Low Cost	7-2	As necessary
Continuation of Safe Routes to School Taskforce	Low Cost	7-2	Ongoing
Program Evaluation/Data Reevaluation	Low Cost	7-2	As necessary

\*Cost in FY 2012 dollars

\*\*Cost is for both Sunnyside Elementary and East Middle Sidewalk Construction

<sup>2</sup> Raised Pedestrian Crossings: <http://www.walkinginfo.org/engineering/calming-vertical.cfm#raised-pedestrian-crossings>

## Washington Elementary

Washington Elementary is a neighborhood school that houses kindergarten through fifth grades. Washington Elementary has the largest group of walkers in the study area. In the immediate area around the school, infrastructure such as putting in sidewalks, curb cuts, crosswalks, among others could benefit students that walk to school. The addition of new crossing guards would aid in safer intersections for students to cross.

**Table 8.5: Washington Elementary School**

Project	Cost	Reference page	Priority
District-wide Crossing Guard Education Program	Low Cost	3-4; 5-3	High
Development of Safe Routes Maps	Low Cost	3-4; 4-4	High
Safe Routes to School Link on Sioux City Community School District Webpage	Low Cost	3-4	High
Walk to School Day	Low Cost	4-3	High
The Golden Sneaker Award	Low Cost	4-5	High
Obeys the Signs – Progressive Ticketing Campaign	Low Cost	5-3	High
Proposed Upgrade of Safety Patrol to Adult Crossing Guard at Glenn Avenue and South Martha Street	\$10.30/hr – Low Cost	5-5	High
Proposed New Adult Crossing Guard at South St. Aubin Street and South Royce Street	\$10.30/hr – Low Cost	5-5	High
Speed Enforcement Campaign Specifically in Washington's School Boundaries along Glenn Avenue and South Royce Street between Transit Avenue and Bushnell Avenue	Low Cost	5-8	High
High Priority New Sidewalk Construction	\$183,061* - High Cost	6-21	High
ADA Accessibility – Curb Cuts: South St. Aubin Street and 6 <sup>th</sup> Avenue; South St. Aubin Street and 7 <sup>th</sup> Avenue; and Glenn Avenue and South Martha Street	\$1,800 (est. cost \$600 per curb cut)* - Low Cost	6-29	High
New Crosswalk Markings: Glenn Avenue and South Coral Street; Bushnell Avenue and South Coral Street; Glenn Avenue and South St. Aubin Street; and Bushnell Avenue and South St. Aubin Street	Moderate Cost – Dependent on type of road markings and width of the road	6-30	High
Bicycle and Pedestrian Education Event (spring)	Low Cost	3-3	Moderate
Public Service Announcements (PSAs) to motorists	Low – High Cost	3-3	Moderate
Bicycle Rodeo Event	Low Cost	3-3	Moderate
Safe Routes to School Assembly	Low Cost	3-4	Moderate
Walking School Bus	Low Cost	4-3	Moderate
Park and Walk	Low Cost	4-5	Moderate
Proposed New Adult Crossing Guard at South Royce Street and Bushnell Avenue	\$10.30/hr – Low Cost	5-5	Moderate
Proposed New Adult Crossing Guard at South Glass Street and Glenn Avenue	\$10.30/hr – Low Cost	5-5	Moderate
Neighborhood Enforcement Activities	Low Cost	5-8	Moderate
Moderate Priority New Sidewalk Construction	\$186,446* - High Cost	6-21	Moderate
Driver's Education	Low Cost	3-5	Low
Boltage Program	\$4,890 start-up cost; \$950 in annual maintenance starting 2 <sup>nd</sup> year* - Moderate Cost	4-4	Low
The Golden Shovel Award	Low Cost	4-5	Low
No Idling Zones	Low Cost	5-8	Low
Walkable Community Design Standards	Low Cost	6-32	Low
Countdown Pedestrian Signals	Low Cost (est. costs: \$300 - \$800)	6-31	As necessary
Parent Surveys and Teacher Travel Tallies	Low Cost	7-2	As necessary
Continuation of Safe Routes to School Taskforce	Low Cost	7-2	Ongoing
Program Evaluation/Data Reevaluation	Low Cost	7-2	As necessary

\*Cost in FY 2012 dollars

## Whittier Elementary

Whittier is also a neighborhood school that houses kindergarten through fifth grades. While there are some infrastructure recommendations for Whittier Elementary, the most advantageous aspects of the Safe Routes to School Program in the immediate future to get students walking or biking to school are education, encouragement, and enforcement activities.

**Table 8.6: Whittier Elementary School**

Project	Cost	Reference page	Priority
District-wide Crossing Guard Education Program	Low Cost	3-4; 5-3	High
Development of Safe Routes Maps	Low Cost	3-4; 4-4	High
Safe Routes to School Link on Sioux City Community School District Webpage	Low Cost	3-4	High
Walk to School Day	Low Cost	4-3	High
The Golden Sneaker Award	Low Cost	4-5	High
Obey the Signs – Progressive Ticketing Campaign	Low Cost	5-3	High
Proposed New Adult Crossing Guard at Morningside Avenue and South Lemon Street	\$10.30/hr – Low Cost	5-5	High
Speed Enforcement Campaign Specifically in Whittier’s School Boundaries along Morningside Avenue; Glenn Avenue; and Gordon Drive	Low Cost	5-8	High
High Priority New Sidewalk Construction	\$29,295* - Moderate Cost	6-25	High
ADA Accessibility – Curb Cuts: Morningside Avenue and South Lemon Street; and South Lemon Street and 4 <sup>th</sup> Avenue	\$1,200 (est. cost \$600 per curb cut)* - Low Cost	6-29	High
Bicycle and Pedestrian Education Event (spring)	Low Cost	3-3	Moderate
Public Service Announcements (PSAs) to motorists	Low – High Cost	3-3	Moderate
Bicycle Rodeo Event	Low Cost	3-3	Moderate
Safe Routes to School Assembly	Low Cost	3-4	Moderate
Walking School Bus	Low Cost	4-3	Moderate
Park and Walk	Low Cost	4-5	Moderate
Proposed New Adult Crossing Guard at Glenn Avenue and South Lemon Street	\$10.30/hr – Low cost	5-5	Moderate
Neighborhood Enforcement Activities	Low Cost	5-8	Moderate
Moderate Priority New Sidewalk Construction	\$124,471* - High Cost		Moderate
Driver’s Education	Low Cost	3-5	Low
Boltage Program	\$4,890 start-up cost; \$950 in annual maintenance starting 2 <sup>nd</sup> year* - Moderate Cost	4-4	Low
The Golden Shovel Award	Low Cost	4-5	Low
No Idling Zones	Low Cost	5-8	Low
Walkable Community Design Standards	Low Cost	6-32	Low
Countdown Pedestrian Signals	Low Cost (est. costs: \$300 - \$800)	6-31	As necessary
Parent Surveys and Teacher Travel Tallies	Low Cost	7-2	As necessary
Continuation of Safe Routes to School Taskforce	Low Cost	7-2	Ongoing
Program Evaluation/Data Reevaluation	Low Cost	7-2	As necessary

\*Cost in FY 2012 dollars

## East Middle School

East Middle School is a “feeder school” for all six elementary schools in this plan with the addition of Unity Elementary. Like Whittier Elementary, while there are some infrastructure recommendations for East Middle, the most advantageous aspects of the Safe Routes to School Program in the immediate future to get students walking or biking to school are education, encouragement, and enforcement activities.

**Table 8.7: East Middle School**

Project	Cost	Reference page	Priority
District-wide Crossing Guard Education Program	Low Cost	3-4; 5-3	High
Development of Safe Routes Maps	Low Cost	3-4; 4-4	High
Safe Routes to School Link on Sioux City Community School District Webpage	Low Cost	3-4	High
Walk to School Day	Low Cost	4-3	High
The Golden Sneaker Award	Low Cost	4-5	High
Obey the Signs – Progressive Ticketing Campaign	Low Cost	5-3	High
Speed Enforcement Campaign	Low Cost	5-8	High
High Priority New Sidewalk Construction	\$72,521** - Moderate Cost	6-23	High
Bicycle and Pedestrian Education Event (spring)	Low Cost	3-3	Moderate
Public Service Announcements (PSAs) to motorists	Low – High Cost	3-3	Moderate
Bicycle Rodeo Event	Low Cost	3-3	Moderate
Safe Routes to School Assembly	Low Cost	3-4	Moderate
Walking School Bus	Low Cost	4-3	Moderate
Park and Walk	Low Cost	4-5	Moderate
Neighborhood Enforcement Activities	Low Cost	5-8	Moderate
Moderate Priority New Sidewalk Construction	\$115,053** - High Cost	6-23	Moderate
Driver’s Education	Low Cost	3-5	Low
Boltage Program	\$4,890 start-up cost; \$950 in annual maintenance starting 2 <sup>nd</sup> year* - Moderate Cost	4-4	Low
The Golden Shovel Award	Low Cost	4-5	Low
No Idling Zones	Low Cost	5-8	Low
Walkable Community Design Standards	Low Cost	6-32	Low
Countdown Pedestrian Signals	Low Cost (est. costs: \$300 - \$800)	6-31	As necessary
Parent Surveys and Teacher Travel Tallies	Low Cost	7-2	As necessary
Continuation of Safe Routes to School Taskforce	Low Cost	7-2	Ongoing
Program Evaluation/Data Reevaluation	Low Cost	7-2	As necessary

\*Cost in FY 2012 dollars

\*\*Cost is for both Sunnyside Elementary and East Middle Sidewalk Construction

## Spalding Park Elementary

Spalding Park Elementary is currently being built as a replacement for Joy and Longfellow Elementary Schools. It is probable that Joy and Longfellow's boundaries will combine to become Spalding Park Elementary's new school boundary.

While a sidewalk prioritization analysis was not conducted for Joy or Longfellow Elementary, it was important to do so for Spalding Park so that infrastructure needs can be remedied before or shortly after the 2012-2013 school year. Having infrastructure that is safe and accessible near the new school site might go a long ways in changing perceptions about letting children walk or bike to school.

**Table 8.8: Spalding Park Elementary School**

Project	Cost	Reference page	Priority
District-wide Crossing Guard Education Program	Low Cost	3-4; 5-3	High
Development of Safe Routes Maps	Low Cost	3-4; 4-4	High
Safe Routes to School Link on Sioux City Community School District Webpage	Low Cost	3-4	High
Walk to School Day	Low Cost	4-3	High
The Golden Sneaker Award	Low Cost	4-5	High
Obey the Signs – Progressive Ticketing Campaign	Low Cost	5-3	High
Proposed New Adult Crossing Guard at Morningside Avenue and Stone Avenue	\$10.30/hr – Low Cost	5-5	High
Proposed New Adult Crossing Guard at South St. Aubin Street and Stone Avenue	\$10.30/hr – Low Cost	5-5	High
Proposed New Adult Crossing Guard at South Ridge Street and Stone Avenue	\$10.30/hr – Low Cost	5-5	High
Proposed New Adult Crossing Guard at South Martha Street and Indiana Avenue	\$10.30/hr – Low Cost	5-5	High
Proposed New Safety Patrol at South St. Aubin Street and Ridge Avenue	Low Cost	5-5	High
Proposed New Safety Patrol at South Royce Street and Ridge Avenue	Low Cost	5-5	High
Speed Enforcement Campaign Specifically in future Spalding Park's School Boundaries along Morningside Avenue; South Cornelia Street between Marshall Avenue and Stone Avenue; South Martha Street from Gordon Drive to Stone Avenue; Transit Avenue; and along Gordon Drive	Low Cost	5-7	High
High Priority New Sidewalk Construction	\$147,169* - High Cost	6-19	High
ADA Accessibility – Curb Cuts: South St. Marys Street and Stone Avenue; Vine Street and South Royce Street; Davis Street and South Royce Street; and Peters Avenue and South Cleveland Street	\$2,400 (est. cost \$600 per curb cut)* - Low Cost	6-29	High
New Crosswalk Markings: South Martha Street and Indiana Avenue; Morningside Avenue and Stone Avenue; Indiana Avenue and South Mulberry Street; Stone Avenue and South St. Aubin Street; Stone Avenue and South Royce Street; Ridge Avenue and South St. Aubin Street; and Ridge Avenue and South Royce Street	Moderate Cost – Dependent on type of road markings and width of the road	6-30	High
Bicycle and Pedestrian Education Event (spring)	Low Cost	3-3	Moderate
Public Service Announcements (PSAs) to motorists	Low – High Cost	3-3	Moderate
Bicycle Rodeo Event	Low Cost	3-3	Moderate
Safe Routes to School Assembly	Low Cost	3-4	Moderate
Walking School Bus	Low Cost	4-3	Moderate
Park and Walk	Low Cost	4-5	Moderate
Proposed New Safety Patrol at Mulberry Street and Indiana Avenue	Low Cost	5-5	Moderate

Neighborhood Enforcement Activities	Low Cost	5-8	Moderate
New Sidewalk Construction – Moderate Priority	\$161,274* - High Cost	6-19	Moderate
Pedestrian Islands at the following intersections: Morningside Avenue, Macomb Avenue, South Cornelia Street; Morningside Avenue, Indiana Avenue, South Paxton Street; Morningside Avenue, Stone Avenue, South Glass Street; and Morningside Avenue, Peters Avenue, South Newton Street	Moderate – High: Dependent on type, size, and restructuring intersection costs	6-31	Moderate
Driver’s Education	Low Cost	3-5	Low
	\$4,890 start-up cost; \$950 in annual maintenance starting 2 <sup>nd</sup> year* -		
Boltage Program	Moderate Cost	4-4	Low
The Golden Shovel Award	Low Cost	4-5	Low
No Idling Zones	Low Cost	5-8	Low
Walkable Community Design Standards	Low Cost	6-32	Low
Countdown Pedestrian Signals	Low Cost (est. costs: \$300 - \$800)	6-31	As necessary
Parent Surveys and Teacher Travel Tallies	Low Cost	7-2	As necessary
Continuation of Safe Routes to School Taskforce	Low Cost	7-2	Ongoing
Program Evaluation/Data Reevaluation	Low Cost	7-2	As necessary

\*Cost in FY 2012 dollars

The final table prioritizes all infrastructure projects across the study area and sets a timeline for the projects based on high priority (projects that should be completed in years 1-3), moderate priority (projects that should be completed in years 4-7) and low priority (projects that should be completed in years 8-10). Non-infrastructure projects are not listed in a final table below as most of the recommended projects can be done at the individual school’s discretion. It should be noted that all costs listed in Table 8.9 are based on estimated costs in FY 2012 dollars.

**Table 8.9: Infrastructure Action Plan**

	Project	General Cost
<b>High Priority</b> (within 1-3 years)	Washington Elementary High Priority New Sidewalk Construction	\$183,061
	Spalding Park Elementary High and Moderate Priority New Sidewalk Construction	\$308,443
	ADA Accessibility – Curb cut at intersection of South St. Aubin Street and 6 <sup>th</sup> Avenue	\$600
	ADA Accessibility – Curb cut at intersection of South St. Aubin Street and 7 <sup>th</sup> Avenue	\$600
	ADA Accessibility – Curb cut at intersection of Glenn Avenue and South Martha Street	\$600
	ADA Accessibility – Curb cut at intersection of South St. Marys Street and Stone Avenue	\$600
	ADA Accessibility – Curb cut at intersection of Vine Street and South Royce Street	\$600
	ADA Accessibility – Curb cut at intersection of Davis Street and South Royce Street	\$600
	ADA Accessibility – Curb cut at intersection of Peters Avenue and South Cleveland Street	\$600
	New crosswalk markings at intersection of South Martha Street and Indiana Avenue	Cost Dependent
	New crosswalk markings at intersection of Morningside Avenue and Stone Avenue	Cost Dependent
	New crosswalk markings at intersection of Indiana Avenue and South Mulberry Street	Cost Dependent
	New crosswalk markings at intersection of Stone Avenue and South St. Aubin Street	Cost Dependent
	New crosswalk markings at intersection of Stone Avenue and South Royce Street	Cost Dependent
	New crosswalk markings at intersection of Ridge Avenue and South Royce Street	Cost Dependent
	New crosswalk markings at intersection of Ridge Avenue and South St. Aubin Street	Cost Dependent
	New crosswalk markings at intersection of Glenn Avenue and South Coral Street	Cost Dependent
	New crosswalk markings at intersection of Bushnell Avenue and South Coral Street	Cost Dependent
	New crosswalk markings at intersection of Glenn Avenue and South St. Aubin Street	Cost Dependent
	New crosswalk markings at intersection of Bushnell Avenue and South St. Aubin Street	Cost Dependent
Pedestrian Island at the intersection of Morningside Avenue, Stone Avenue, South Glass Street	Cost Dependent	
<b>Moderate Priority</b> (within 4-7 years)	Washington Elementary Moderate Priority New Sidewalk Construction	\$186,446
	Sunnyside Elementary/East Middle School High and Moderate Priority New Sidewalk Construction	\$187,574
	ADA Accessibility – Curb cut at intersection of South Lemon Street and Glenn Avenue	\$600
	ADA Accessibility – Curb cut at intersection of Morningside Avenue and South Lemon Street	\$600
	ADA Accessibility – Curb cut at intersection of South Lemon Street and 4 <sup>th</sup> Avenue	\$600
	Raised Crosswalk on South Cypress Street between Myers Avenue and Seger Avenue near Sunnyside Elementary	Cost Dependent
	Pedestrian Island at the intersection of Morningside Avenue, Macomb Avenue, South Cornelia Street	Cost Dependent
	Pedestrian Island at the intersection of Morningside Avenue, Indiana Avenue, South Paxton Street	Cost Dependent
Pedestrian Island at the intersection of Morningside Avenue, Peters Avenue, South Newton Street	Cost Dependent	
<b>Low Priority</b> (within 8-10 years)	Whittier Elementary High and Moderate Priority New Sidewalk Construction	\$153,766
	Nodland Elementary Moderate Priority New Sidewalk Construction	\$80,984
	Countdown Pedestrian Signals (ongoing and as necessary)	\$300 - \$800
	Implementing Walkable Community Design Standards for the city of Sioux City	-----