



Edgewater School Transportation Plan



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1.0 Introduction

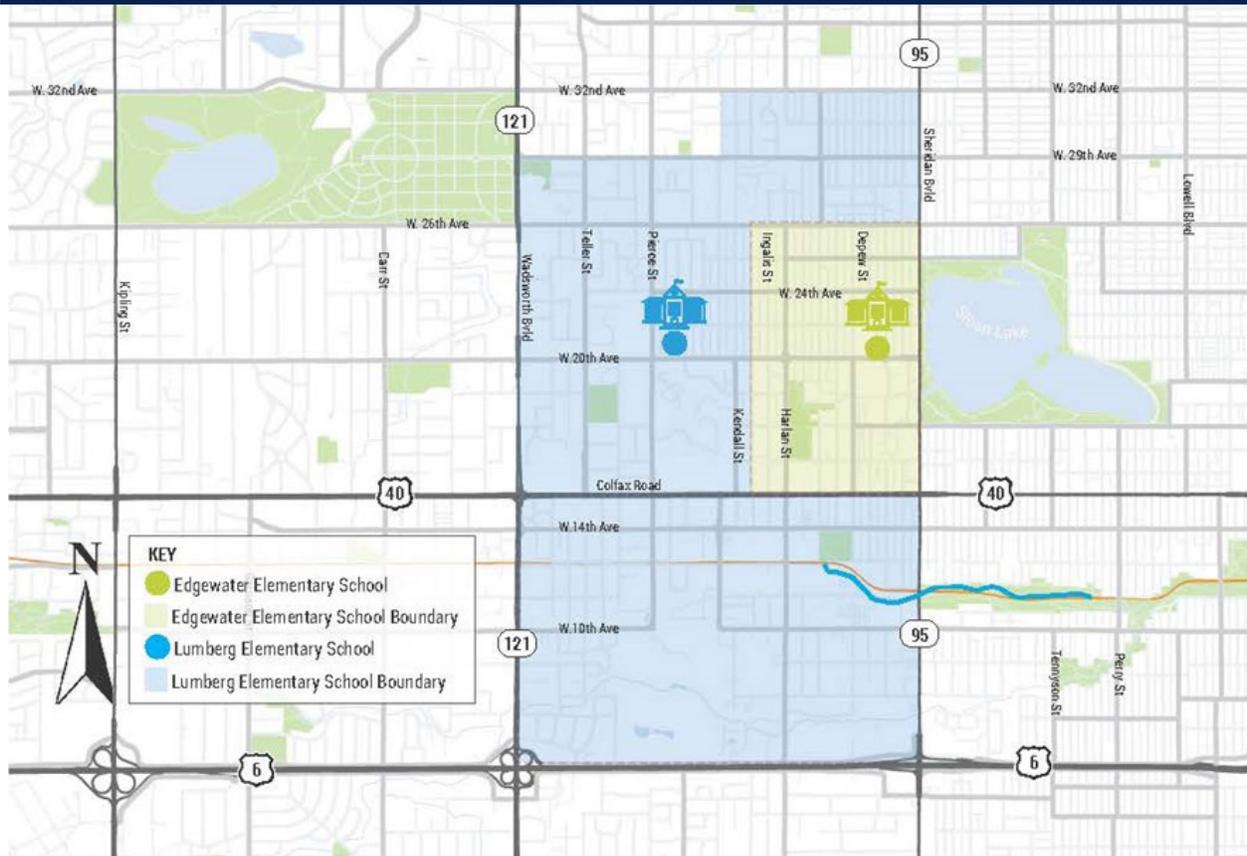
The Denver Regional Council of Governments (DRCOG), in partnership with Jefferson County School District and the City of Edgewater, and with support from Edgewater Collective and Y2K Engineering, has developed the Edgewater School Transportation Plan documented below. This plan is part of DRCOG's Community Based Transportation Plans (CBTP) pilot program, aimed at improving transportation safety, mobility, and connectivity in historically underserved areas.

Three elementary schools have historically served the Edgewater community: Edgewater, Lumberg and Molholm. Molholm Elementary School was closed following the 2022/2023 school year, resulting in increased attendance at Lumberg and Edgewater Elementary Schools and changes to the traffic patterns around the schools and a greater need to develop a plan to get students to school safely. This plan focuses on improving safety and mobility around Edgewater and Lumberg Elementary Schools. The goal of this planning effort is to identify infrastructure and programmatic solutions that would make travel to the schools safer and easier for students and their families. This plan also seeks to address neighborhood traffic and road safety concerns for neighborhoods surrounding the two elementary schools. This plan was developed in close partnership with the school principals and Edgewater city staff through existing conditions analysis, school observations and community input.

The study area encompasses the boundaries of Edgewater and Lumberg Elementary Schools. While the focus of infrastructure observations and transportation recommendations primarily centers directly around Lumberg and Edgewater Elementary Schools within the City of Edgewater, the school boundaries encompass a broader area, providing additional perspective and a comprehensive understanding of school travel sheds, mobility patterns, and where to engage with the community. Figure 1 depicts the school boundaries of Edgewater and Lumberg Elementary Schools. The area south of Colfax Avenue represents the region of the recently closed Molholm Elementary School, which was added to the Lumberg school boundary for the 2023/2024 school year.



Figure 1: Project Location



2.0 Existing Conditions

Existing conditions were documented for the study area in an Existing Conditions Report included as **Attachment A**. The Existing Conditions Report offers a comprehensive analysis of the current status of schools and transportation infrastructure within the study area. It encompasses a wide array of factors, including student enrollment data, equity considerations, bus routes, pedestrian and bicycle infrastructure, roadway characteristics, crash and traffic data, as well as field review observations.

Key findings from the report include:



Student Enrollment Shifts: The closure of Molholm Elementary has led to significant changes in student enrollment at Edgewater and Lumberg Elementary Schools, impacting the transportation network. Between the 2022/2023 school year and 2023/2024 school year, enrollment at Lumberg rose 72% with 200 additional students, and enrollment at Edgewater Elementary rose 11% with 28 additional students.



Equity Considerations: DRCOG's Equity Index, derived from census data, highlights the concentration of marginalized communities in the study area, indicating elevated economic, demographic, and mobility challenges exacerbated by the closure of Molholm Elementary. Much of the southern half of the study area scores in the highest quartile of the equity index for the entire DRCOG region. While bus services are provided for Lumberg Elementary

students residing over a mile away due to boundary expansion, Edgewater Elementary, designated as a “choice” school, lacks such services, posing additional transportation obstacles for families residing beyond the school boundary.



Transportation Network: Many local roads around the schools have lower traffic volumes and speeds while collector and arterial roads present a challenge for pedestrians and bicyclists with higher speeds and wider cross-sectional dimensions, exceeding 50 feet. Many students who live south of the two schools need to cross Colfax Avenue and 20th Avenues to reach school, while those to the north may need to cross 26th Avenue. These three streets are busy arterials that may be barriers for safe access to school. The area immediately surrounding the schools features narrow sidewalks and limited high comfort bicycle lanes.



Traffic Operations: Traffic volumes and speed data collected in June 2023 and November 2023 were used to reinforce and enhance the understanding of transportation patterns that could be influenced by countermeasures or mitigation strategies developed throughout the course of this study. This data indicated speeds were generally lower than or within 5 miles per hour (mph) of the posted speed limit, with the exception of 24th Avenue west of Depew Street, which had 85% of vehicles exceeding 40 miles per hour.



Transportation Safety: Crash data from 2017-2021 indicates that Colfax Avenue presents a concern for bicyclists and pedestrians due to a notable concentration of crashes, meaning that Colfax is likely a major barrier for families travelling from the South. Colfax is currently identified as a Critical Corridor in the DRCOG Taking Action on Regional Vision Zero Plan’s High Injury Network. West 26th Avenue is also included in that plan as part of DRCOG high injury network and operates as another barrier to the north of the two schools. Of the 13 crashes that occurred within the City of Edgewater that resulted in an injury, 8 involved a pedestrian or a bicyclist. Over 75% of the injury crashes occurred at an intersection.

3.0 Community Engagement

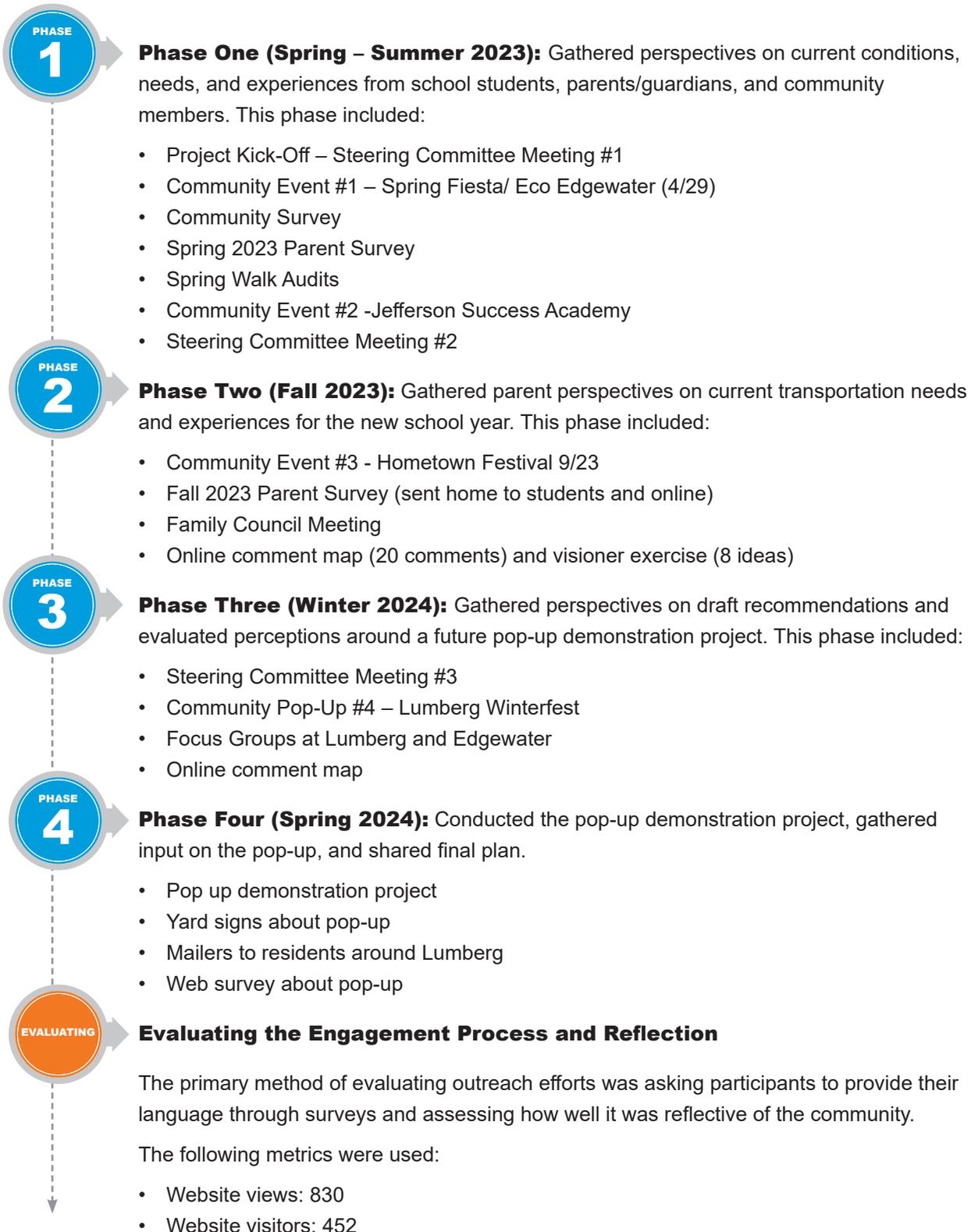
While creating the Edgewater School Transportation plan, it was critical that the project team hear from as many people as possible, including parents/guardians, students, and community members. A brief summary of the engagement, its goals and its outcomes is below. See Attachment B for a more detailed overview of the engagement efforts and takeaways from each phase.

The goals for community engagement included:

- Designing a public engagement process that captures the community’s perception of current needs for school transportation.
- Engaging with a wide range of the public, including people of various ages (both students and parents/guardians), languages, and diversities of experiences by providing multiple ways for the public to engage, including variety in location and timing of events, and providing opportunities to provide input during people’s everyday activities.
- Striving to make the process as culturally sensitive, inclusive, and engaging as possible.

Phases of Engagement

Engagement efforts were divided into four phases throughout the project.





- Number of mentions in news outlets: 2
- Number of total survey responses: 195
- Percent of survey participation by those with limited English proficiency or choosing Spanish as their language of choice: 50%
- Number signed up for project contact list: 41

Reflections

- Partnering with the community-based organization Edgewater Collective was key for engaging hard-to-reach members of the community.
- Approximately 10% of the Edgewater community visited the project website.
- Approximately 70% of school families were Spanish-speaking, and approximately 50% of survey respondents completed the survey in Spanish.
- Responses and discussion generally found that most students are driven to school, but a notable minority walk, with a small number biking.
- Capturing more detailed participant demographics in surveys, and demographic information at pop-up events and meetings would have been helpful for better understanding whether people engaged in the project were reflective of the community.

4.0 Recommendations

The following section presents a comprehensive overview of recommendations and their associated benefits, aimed at enhancing transportation safety. Each recommendation is described with appropriate contexts and benefits identified. Categorized as engineering, encouragement, education, and engagement, these strategies underscore the diverse approach necessary to foster pedestrian and cyclist safety, encourage active transportation, and cultivate a supportive environment for students and the community.

4.1 ENGINEERING

Engineering recommendations aim to improve infrastructure and employ traffic management strategies to enhance safety and accessibility for students walking or biking to school. All improvements shall be made compliant with ADA standards. Relevant engineering recommendations are further described below.

4.1.1 Parking

Introducing **satellite parking options** for parents to park and wait is a practical solution to alleviate congestion and enhance safety during drop-off and pick-up times. This strategy involves designating alternative parking areas away from the school premises, where parents can park and safely drop-off or pick-up their children. These satellite parking locations can be strategically chosen in nearby areas with ample space and accessible transportation links. This strategy is applicable in school settings where there is limited on-site parking or where traffic congestion during drop-off and pick-up times is a significant issue.

Implementing **clear paint markings and signage in school parking lots** can effectively designate separate lanes for entrance and exit, thereby managing bi-directional traffic and improving

circulation. This strategy proves particularly impactful in areas lacking established traffic flow, featuring two-lane exits, or experiencing high traffic activity in parking lots. By enhancing predictability and reducing conflict points with pedestrian activity, this approach promotes smoother traffic flow and enhances safety around school campuses.

4.1.2 Operating Procedures

Adjusting school door opening times to allow for earlier entry facilitates staggered drop-off periods. Extending the window for student arrival helps schools alleviate congestion and promote safety by spreading out drop-off times while providing parents with the assurance that their child is under supervision while on campus. This approach is particularly beneficial for schools facing morning congestion challenges, such as those in densely populated urban areas or with limited parking.

Collaborating with neighboring schools to establish guidelines for student pick-up and drop-off is a strategy aimed at reducing traffic congestion and enhancing safety. This initiative entails coordinating schedules and designated areas for pick-up and drop-off, as well as implementing staggered arrival and departure times to alleviate traffic bottlenecks. This can create a smoother and safer transportation environment for students, parents, and staff, reducing the risk of accidents and improving overall traffic flow in the area.

Designating grade-specific drop-off and pick-up areas optimizes traffic flow and safety during student arrival times. Separate zones for different grade levels accommodate unique needs and traffic patterns, streamline drop-off and pick-up processes and reduce congestion near school entrances.

4.1.3 Loading Zones

Designating a **one-way “hug and go” pick-up/drop-off** lane streamlines traffic flow and enhances safety by providing a dedicated area for quick and efficient student drop-off and pick-up near school entrances. This strategy can be particularly beneficial in locations with limited curb space and parking, or high traffic congestion during drop-off and pick-up times.

Implementing a **staff person loading process** can significantly enhance safety and efficiency during student drop-off and pick-up times. This structured approach minimizes congestion, improves traffic flow, and enhances safety for students and drivers alike during school transportation operations. This process involves designated staff members performing specific roles to streamline the loading procedure:

- Person 1 collects parent names at the front of the car queuing line and communicates with Person 2 to prepare for student loading.
- Person 2 organizes students at school exit in the order of their arrival and directs them to Person 3.
- Person 3 assists students getting into cars by acting as a valet, ensuring smooth transitions and safety by opening and closing car doors as needed.

4.1.4 Curbside Management

Implementing curbside management strategies and restricting parking involves evaluating and redesigning curbside areas around schools to prioritize pedestrian safety, discouraging double parking and congestion, and creating designated loading zones for drop-off and pick-up. By

implementing parking restrictions and managing curbside space effectively, schools can enhance safety for students walking or biking to school, minimize traffic conflicts, and create a more welcoming environment for active transportation.

Implementing **shade and streetscaping initiatives** enhances pedestrian comfort and safety, creating a more inviting environment for students and commuters. This includes the addition of pedestrian amenities like trees and benches, both in front of schools and along adjacent roadways.

4.1.6 Traffic Engineering

The installation of a **raised crosswalk with a rectangular rapid flashing beacon or pedestrian hybrid beacon** enhances pedestrian safety by increasing visibility and alerting drivers to pedestrians crossing. Raised crosswalks slow vehicle speeds and the rapid flashing beacon or pedestrian hybrid beacon provides a visual cue, particularly during high-traffic times. This is especially useful in areas with high pedestrian traffic like near schools or residential neighborhoods, promoting safer crossings for students.

Enhancing pedestrian safety through **increased signage and pavement markings** is crucial for promoting safe routes for students and pedestrians. These improvements can include advanced warning signs with flashing lights or electronic displays which provide early alerts to drivers approaching school zones to slow down and proceed with caution. By implementing such measures, communities can enhance visibility, raise awareness of school zones, and mitigate the risk of accidents involving students and pedestrians.

Implementing curb extensions and high-visibility crosswalks enhances pedestrian safety. Curb extensions, also known as bulb-outs or curb bump-outs, extend the sidewalk into the street, reducing the crossing distance for pedestrians and increasing their visibility to drivers. Paired with high-visibility crosswalk markings, these enhancements improve the visibility of crosswalks and alert drivers to the presence of pedestrians.

Relocating or consolidating crosswalks in areas where they are deemed unsafe and where they place students in conflict with parent vehicles can improve compliance and consolidate resources that can be redirected to enhance safety at more critical crossing points, such as busy intersections with high pedestrian and vehicle traffic volumes. This could occur if crosswalks are underutilized, poorly maintained, or located in areas with low pedestrian activity.

4.2 APPLICATIONS

Based on the existing conditions and observations made at each school, recommendations were tailored to suit the specific needs of each school. Recommendations were reviewed and revised based on input from each school. The partnership of DRCOG, the City of Edgewater, and Edgewater and Lumberg Elementary Schools is in support of the recommendations below. The location of engineering recommendations at each school are shown in Figure 3-8. Table 1 provides a detailed breakdown of these recommendations for each school, including factors to consider during implementation.



4.2.1

Lumberg Elementary

Figure 2: Lumberg Elementary - Recommendation Area Map

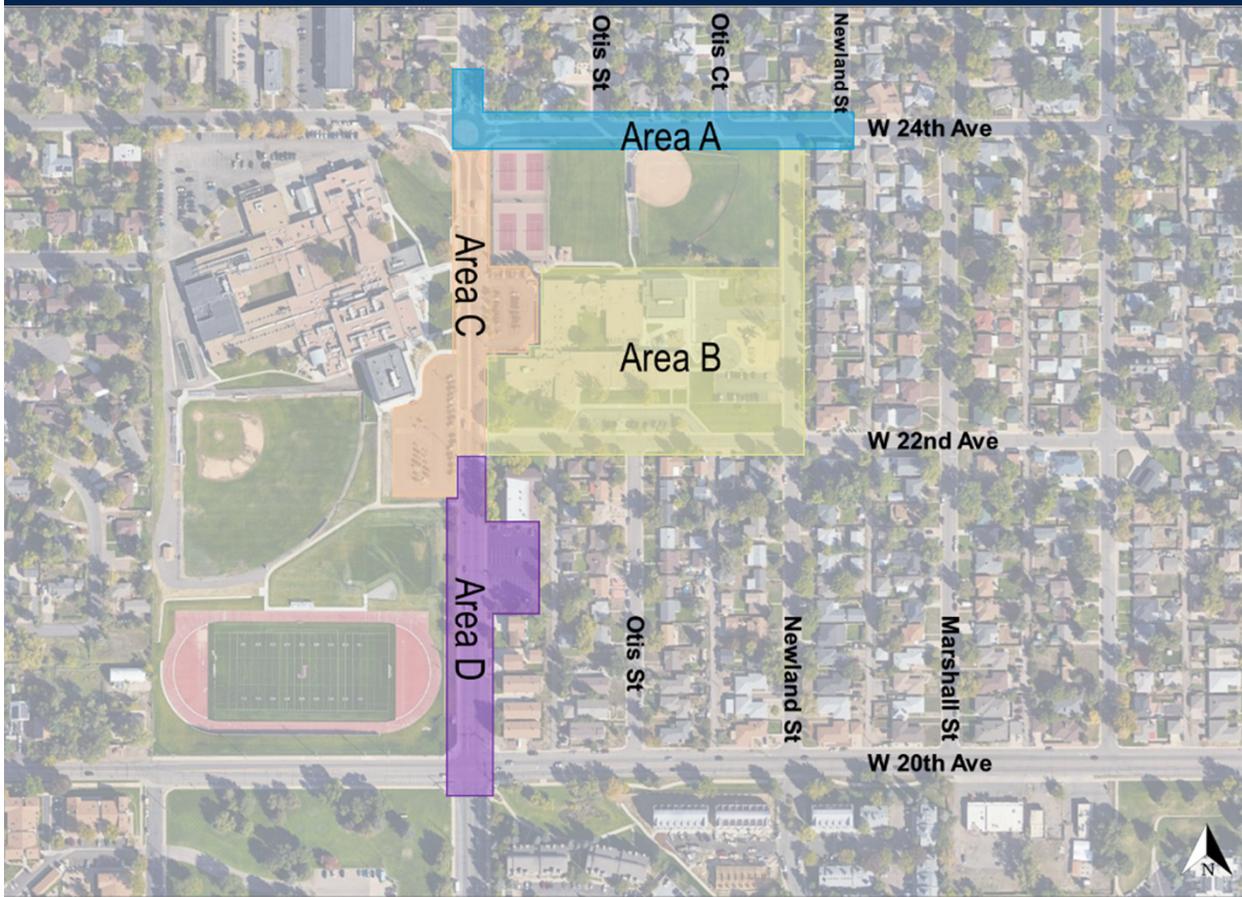


Figure 3: Lumberg - Area A Recommendations



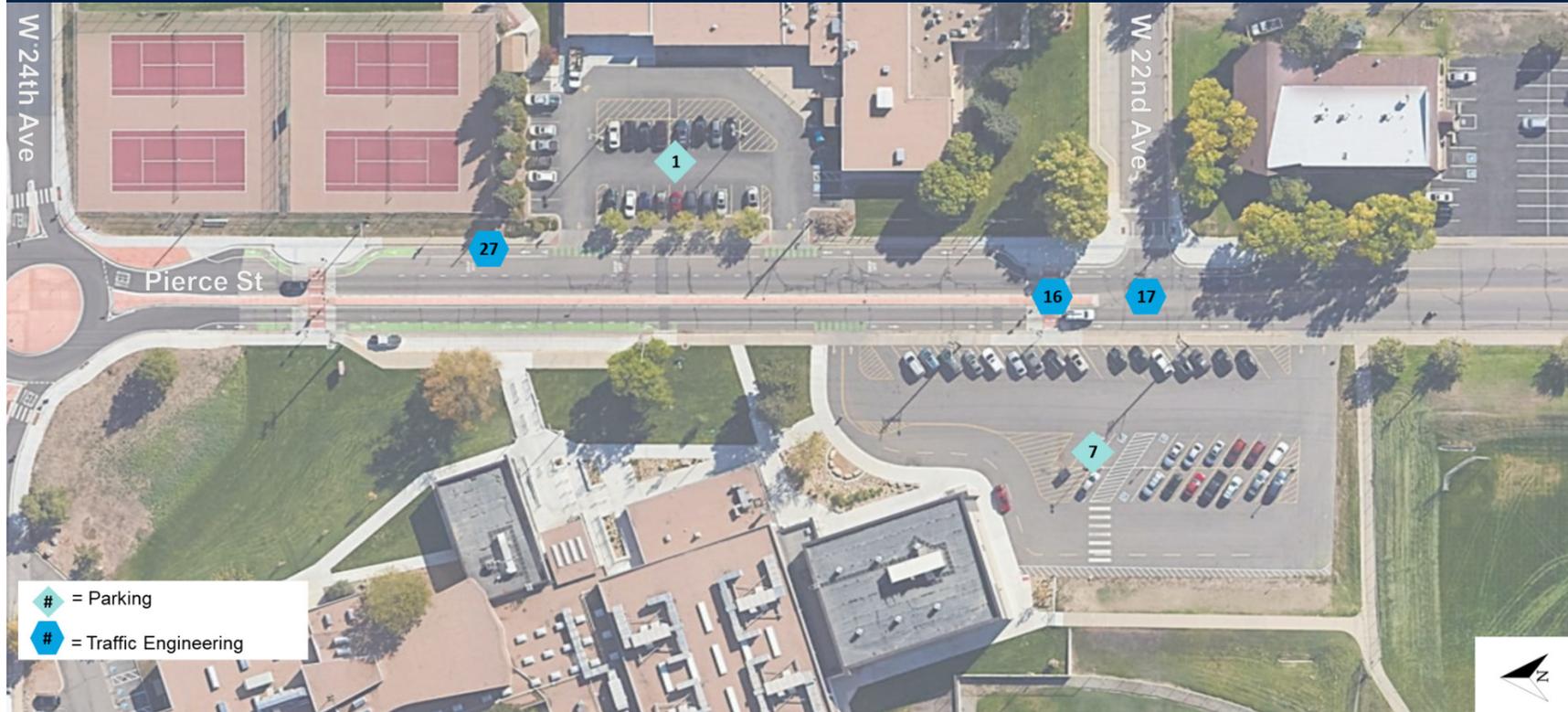
- 10) Add a loading zone for eastbound 24th Ave, between Otis St and Otis Ct, adjacent to the inner baseball field.
- 19) Install Advance School Warning Signs on Pierce St (Southbound) and 24th Ave (eastbound).
- 21) Install YIELD HERE TO PEDESTRIAN signs.
- 22) Upgrade to high visibility crosswalks at the three locations illustrated. Consider raised crosswalks and/or rectangular rapid flashing beacons (RRFBs).
- 23) Remove the existing crosswalks on 24th Ave, east of Otis St, and west of Newland St.
- 24) Relocate the existing SCHOOL CROSSWALK AHEAD sign for westbound 24th Ave to provide greater advanced warning of the new north/south crosswalk at Otis Ct.

Figure 4: Lumberg - Area B Recommendations



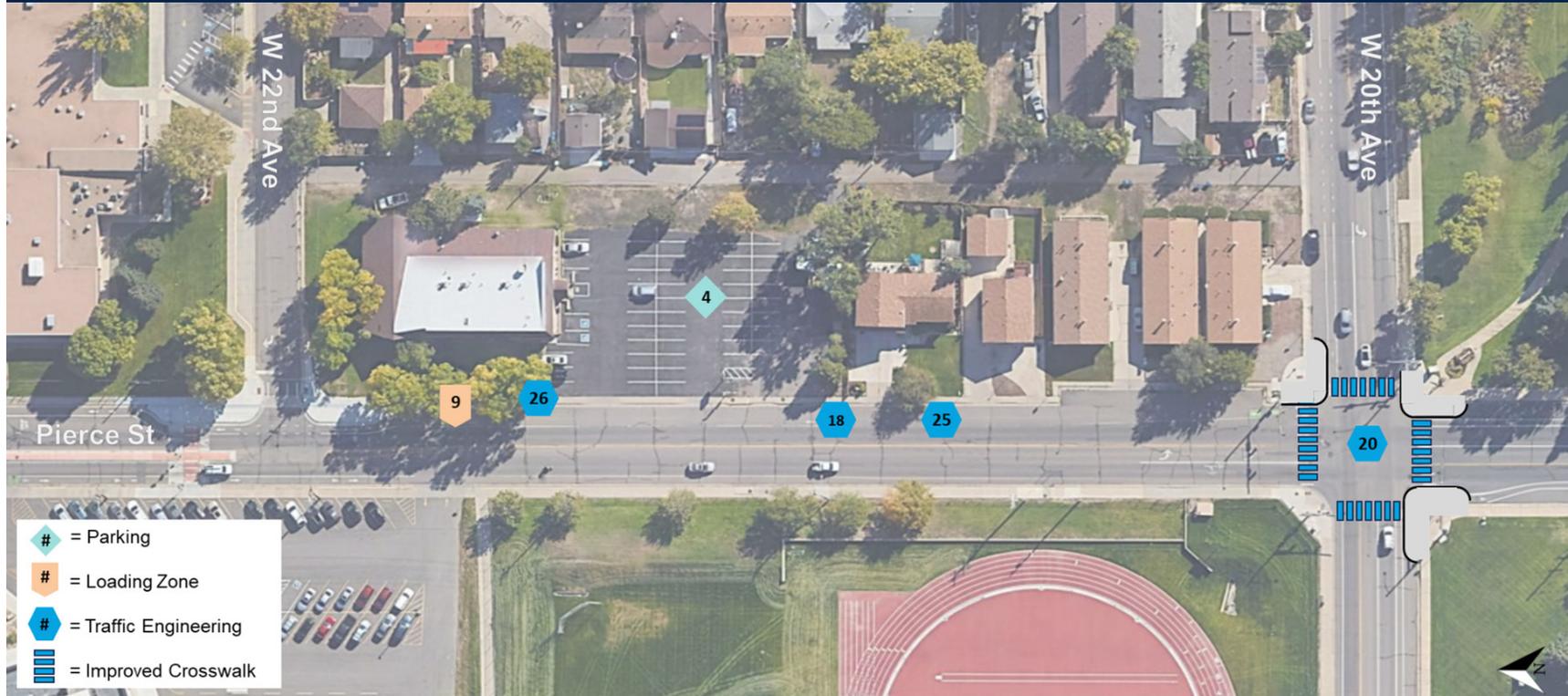
- 2) New staff parking (those who arrive prior to 7:30 AM), block off open spaces during drop-off using cones to prevent use by parents.
- 3) Continues to be staff only and handicap parking.
- 5) Designate on-street parking for southbound Newland St for Pre-K and Kindergarten (gate to be opened).
- 6) Overflow staff parking along the west side of Newland St.
- 8) Convert loading area to a 3-person valet style 'hug and go' operation.
- 11) Remove drop-off signs from both sides of the northwest corner of Newland St and 22nd Ave.
- 12) Paint the curb red for a 22nd Ave fire lane (i.e., "No Parking" between the loading zone entrance and exit).
- 13) If 22nd Avenue remains a two-way road, restrict parking on the south side of 22nd Ave between Pierce St and Otis St (8:00 AM - 4:00 PM, M-F).
- 14) Remove the existing crosswalk on 22nd Ave between Pierce St and Otis St. Pedestrians currently using the alley should use Pierce St and cross 22nd Ave at Pierce St.
- 15) Convert 22nd Ave to a ONE WAY operation between Pierce St and Newland St.
- 26) Increase pedestrian amenities in the areas around the school, including shade and streetscaping initiatives.

Figure 5: Lumberg - Area C Recommendations



- 1) West Lot to remain bus loading and staff parking only.
- 7) Restripe Jefferson High School's parking lot to add more spaces and create pedestrian connections with the Pierce St raised crosswalk.
- 16) Upgrade the raised crosswalk on Pierce St, N of 22nd Ave to a Pedestrian Hybrid Beacon (PHB) or Pedestrian Signal.
- 17) Allow the westbound left turn from 22nd Ave onto Pierce St (with future PHB installation).
- 27) Restripe the existing bike lane on the east side of Pierce so that the loading zone is on the inside curb. Add protected bicycle lane elements where possible considering loading zone traffic.

Figure 6: Lumberg - Area D Recommendations



- 4) Parent parking continues at the church with access from Pierce St instead of the alley.
- 9) Add a loading zone on northbound Pierce St, south of 22nd Ave.
- 18) Restripe the bike lanes on Pierce St between 20th Ave and 22nd Ave.
- 20) Intersection Improvements – add curb extensions and high visibility crosswalks.
- 25) Install Advance School Warning Signs on Pierce St for northbound traffic.
- 26) Widen sidewalk on the east side of Pierce St between 20th Ave and 22nd Ave.



4.2.2

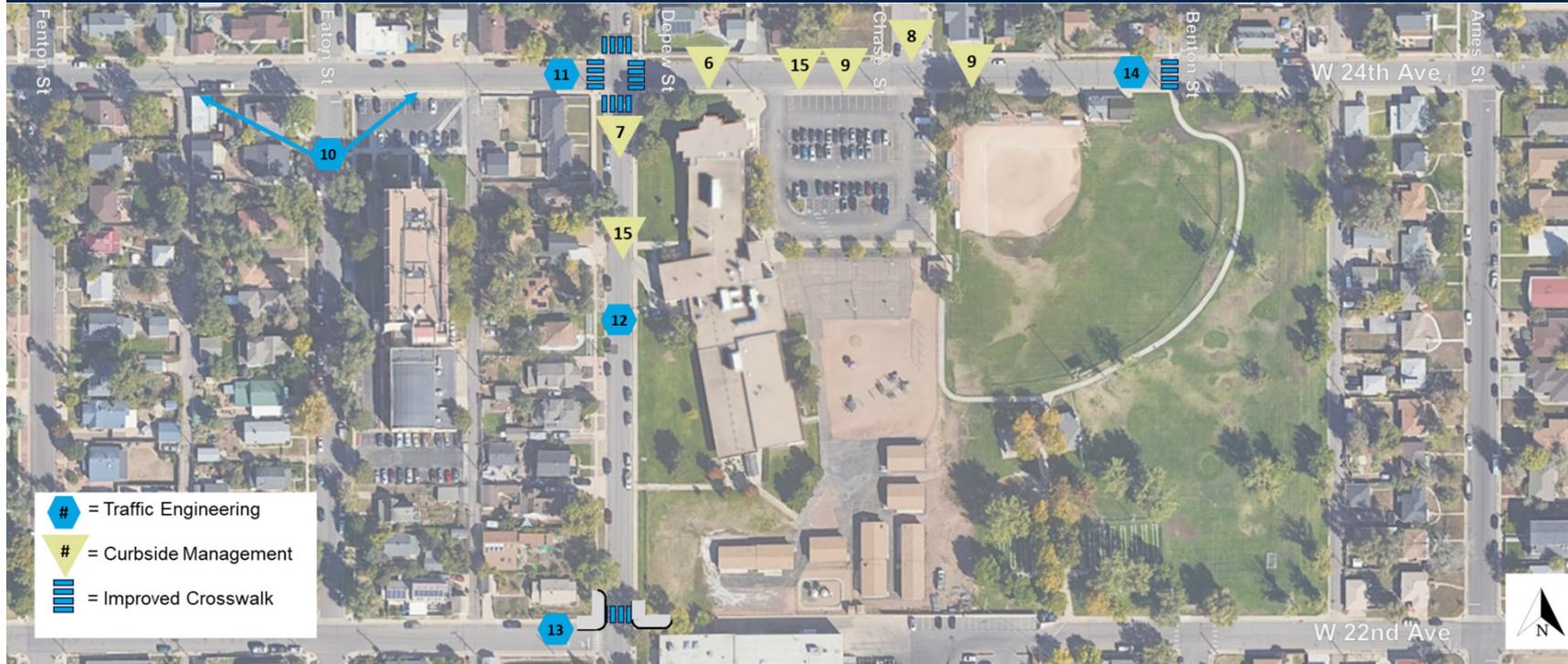
Edgewater Elementary

Figure 7: Edgewater – Parking, Loading & Operations Recommendations



- 1) Add parking stops to the northernmost row of parking. This will prevent cars from obstructing the adjacent sidewalk.
- 2) Close the west end of the parking lot's center drive aisle during pick up and drop off with cones or permanently with striping.
- 3) Instruct parents to only use the east side of Depew St for parking and loading.
- 4) Convert to a one-way entry with two lanes of traffic.
- 5) Two-lane exit. Lane 1 – left turning traffic. Lane 2 – right turning and through traffic.

Figure 8: Edgewater – Traffic Engineering & Curbside Management Recommendations



- 6) Paint the curb red on 24th Ave for a “No Parking” fire lane.
- 7) Restrict parking on both sides of Depew St within 50 feet of the Depew St / 24th Ave intersection.
- 8) Enforce restricted parking on both sides of Chase St, and the North side of 24th Ave, within 30 feet of the Chase St / 24th Ave intersection.
- 9) Restrict parking (and enforce) on the south side of 24th Ave near the school parking lot exit.
- 10) Move the eastbound 20 MPH Flashing Beacon on 24th Ave from west of Eaton St to east of Eaton St.
- 11) Depew St / 24th Ave Intersection Improvements including; High visibility crosswalks, removal of eastbound and westbound “stop bars” (painted white lines which indicate the need to stop), and the evaluation of a 4-way stop.
- 12) Stripe the curbside parking lanes on Depew St between 24th Ave and 22nd Ave (similar to Depew St south of 22nd Ave).
- 13) Depew St / 22nd Ave Intersection Improvements including; directional curb ramps, curb extensions, and high visibility crosswalk along the north side.
- 14) Benton St / 24th Ave intersection improvements including; Install YIELD HERE TO PEDESTRIAN signs, high visibility crosswalk or a raised crosswalk, and the removal of eastbound and westbound “stop bars”.
- 15) Increase pedestrian amenities in the areas around the school, including shade and streetscaping initiatives.

4.3 ENGAGEMENT & ENCOURAGEMENT

Encouragement and engagement recommendations aim to promote safe transportation practices for students traveling to and from school. Encouragement strategies include fostering a culture of safe transportation through walking and biking events, educational programs on pedestrian and cyclist safety, carpool programs, and partnerships with local organizations. These efforts seek to boost enthusiasm and confidence among students and families, thereby increasing participation in safe transportation options. Engagement strategies focus on collaboration between schools, communities, and authorities, involving stakeholders such as parents, students, educators, and transportation officials to tailor safety initiatives to specific community needs. This inclusive approach promotes buy-in, raises safety awareness, and fosters ownership, leading to more effective and sustainable solutions for school transportation safety.



Participation in regional programs, like the Denver Regional Council of Governments' (DRCOG) free Schoolpool program, are a great way to increase engagement. This program facilitates a shared driving arrangement among parents who live nearby each other. This initiative not only reduces individual driving burdens but also fosters community connections. Participants receive a list of contacts for potential carpooling arrangements, whether for full-time or part-time transportation, promoting efficiency and collaboration while decreasing traffic congestion and emissions.

DRCOG staff recommend a concerted and organized effort both at the start of the school year and then consistently throughout the year to successfully run a Schoolpool program. It is particularly important to make sure parents who are willing to give rides sign up, in addition to those who need them. Information about Schoolpool can be sent as part of the start of year registration information, to ensure as many parents sign up as possible. An in person meet and greet event may be helpful to allow parents to build community and trust between families that may live near each other, but may not previously be acquainted.



Establishing a Safe Routes to School committee, comprising an equal mix of staff and parents, aims to enhance students' walking and biking safety. This collaborative effort involves addressing on-campus issues, optimizing drop-off/pick-up processes, and encouraging involvement from external stakeholders like law enforcement, fire departments, health organizations, and local bike businesses. Together, the committee develops walking maps, improves infrastructure, organizes events like bike rodeos, and coordinates pedestrian and bike training programs for students.

A walking school bus involves supervised walks to school, with students accompanied by one or more adults. Two main approaches exist:



Informal: Participants meet at designated times and locations, such as parks or church parking lots. Parents can drop off students or accompany them to the meeting spot. Coordination can be handled by parents or the school, with advertising through fliers or apps.

Formal: This process typically begins with a safety committee comprising school staff, parents, and possibly city or county officials. They establish walking boundaries, driver and rider rules, background check procedures, and potential incentives for participation. After a parent meeting, interested individuals sign up as volunteer drivers or student participants. Routes are then developed based on participant locations, either with a single meeting spot or multiple pick-up points along the route, akin to traditional bus stops.

4.5 EDUCATION

Education recommendations encompass a comprehensive approach to promoting school safety awareness. These initiatives extend beyond encouragement to include educational campaigns, school-based programs, and curriculum integration aimed at fostering safe behaviors, enhancing traffic awareness, and promoting active transportation for improved physical and environmental well-being. Relevant education recommendations are further described below.



Crossing guard training equips individuals with the skills and knowledge needed to safely assist pedestrians, particularly students, in crossing streets. Sessions cover proper techniques for managing traffic, ensuring pedestrian visibility, and prioritizing safety at designated crosswalks. Led by experienced crossing guards, school staff, or local law enforcement, this training is essential for ensuring effective pedestrian management and promoting safety around school areas and is especially critical for crossing guards on high volume roadways.



Sharing dismissal and arrival instructions with parents ensures smooth transitions during pick-up and drop-off times. This involves providing information to identify where designated pick-up and drop-off areas are and parking is permitted, as well as circulation patterns, procedures and schedules. This information can be shared with parents via newsletter or school websites, minimizing confusion and promoting safety for students and families. Materials should be provided in multiple languages based on the demographics of the school.



Driver education and awareness programs play a vital role in ensuring road safety, especially in areas with diverse populations where not all drivers may understand local traffic operations or signage. These programs aim to educate drivers about the importance of yielding to pedestrians and cyclists, particularly in school zones. By raising awareness and providing information in multiple languages, these campaigns promote safer driving behaviors, reduce conflicts between motorists, pedestrians, and cyclists, and enhance overall road safety, particularly around schools where children are present.



Offering Pedestrian and Bike Safety Classes is an initiative schools can undertake to promote walking and biking while imparting crucial safety information. Typically beginning in 2nd grade, these classes provide valuable training for students, often conducted by state DOT personnel, city street transportation personnel, school staff, or parent volunteers. Classes can be scheduled weekly, monthly, or as part of school assemblies, and may also be integrated into PE classes.

5.0 Implementation

Community transportation plans were developed for each elementary school to demonstrate how the recommendations discussed in the sections above could be applied in the area surrounding each school. Those plans are shown in Attachment C. Additionally, one-page recommendation sheets for each school were prepared and are provided in Attachment D.

5.1 PHASED/TIERED RECOMMENDATIONS

The table on the follow pages outlines recommendations, as described in the section above and depicted in Figures 3-8, and offering further details on implementation responsibility, considerations, and estimated funding requirements.



Location Specific							
#	Type	School	Recommendation	Responsible Party	Budget	Timeline	Considerations
1	Parking	Edgewater	Add parking stops to the northernmost row of parking to prevent cars from obstructing the adjacent sidewalk.	Edgewater Elementary School	\$\$	Short-Term	
2	Parking	Edgewater	Close the west end of the parking lot's center drive aisle during pick up and drop off with cones or permanently with striping.	Edgewater Elementary School	\$\$	Short-Term	
3	Operating Procedures	Edgewater	Instruct parents to only use the east side of Depew St for parking and loading.	Edgewater Elementary School	\$	Short-Term	Potentially requires coordinated enforcement effort.
4	Loading Zone	Edgewater	Convert to a one-way entry with two lanes of traffic.	Edgewater Elementary School	\$\$	Short-Term	Signage, pavement markings, and directions to parents.
5	Loading Zone	Edgewater	Merge point of the two lanes of traffic before entering the 'hug and go' loading zone	Edgewater Elementary School	\$\$	Short-Term	Signage, pavement markings, and directions to parents.
6	Curbside Management	Edgewater	Paint the curb red on 24th Ave for a "No Parking" fire lane.	City of Edgewater	\$\$	Short-Term	
7	Curbside Management	Edgewater	Restrict parking on both sides of Depew St within 50 feet of the Depew St / 24th Ave intersection.	City of Edgewater	\$\$	Short-Term	Add signage, potentially requires coordinated enforcement effort.
8	Curbside Management	Edgewater	Enforce restricted parking on both sides of Chase St, and the North side of 24th Ave, within 30 feet of the Chase St / 24th Ave intersection.	City of Edgewater	\$	Short-Term	Requires coordinated enforcement effort.
9	Curbside Management	Edgewater	Restrict parking (and enforce) on the south side of 24th Ave near the school parking lot exit.	City of Edgewater	\$\$	Short-Term	Add signage, potentially requires coordinated enforcement effort.
10	Traffic Engineering	Edgewater	Move the eastbound 20 MPH Flashing Beacon on 24th Ave from west of Eaton St to east of Eaton St	City of Edgewater	\$\$	Short-Term	
11	Traffic Engineering	Edgewater	Depew St / 24th Ave Intersection Improvements including; High visibility crosswalks, removal of eastbound and westbound "stop bars" (painted white lines which indicate the need to stop), and the evaluation of a 4-way stop. If a 4-way stop is not feasible, consider raised crosswalk and rectangular rapid flashing beacon (RRFB).	City of Edgewater	\$\$\$	Mid-Term	Conduct a traffic study to determine feasibility of 4-way stop and identify additional enhancements.

Location Specific							
#	Type	School	Recommendation	Responsible Party	Budget	Timeline	Considerations
12	Traffic Engineering	Edgewater	Stripe the curbside parking lanes on Depew St between 24th Ave and 22nd Ave (similar to Depew St south of 22nd Ave).	City of Edgewater	\$\$	Short-Term	
13	Traffic Engineering	Edgewater	Depew St / 22nd Ave Intersection Improvements including; directional curb ramps, curb extensions, and high visibility crosswalk along the north side	City of Edgewater	\$\$\$	Long-Term	
14	Traffic Engineering	Edgewater	Benton St / 24th Ave intersection improvements including; Install YIELD HERE TO PEDESTRIAN signs, high visibility crosswalk or a raised crosswalk, and the removal of eastbound and westbound "stop bars".	City of Edgewater	\$\$\$\$	Long-Term	Interim measures could be deployed for quicker implementation without the construction of raised crosswalk.
1	Parking	Lumberg	West Lot to remain Bus and Staff Parking Only.	Lumberg Elementary School	\$	Short-Term	Requires communication with parents and staff.
2	Parking	Lumberg	South Lot converts to Staff Parking for staff arriving prior to 7:30am with two designated guest spots provided.	Lumberg Elementary School	\$	Short-Term	Requires communication with parents and staff.
3	Parking	Lumberg	Continues to be staff only and handicap parking	Lumberg Elementary School	\$	Short-Term	Requires communication with parents and staff.
4	Parking	Lumberg	Parent parking continues at church with access from Pierce St instead of the alley.	Lumberg Elementary School	\$	Short-Term	Coordinate with church and communicate to parents to use Pierce St instead of alley.
5	Parking	Lumberg	"Designate on-street parking for southbound Newland St for Pre-K and Kindergarten (gate to be opened)	Lumberg Elementary School	\$\$	Short-Term	Requires additional staff to facilitate new entrance.
6	Parking	Lumberg	Overflow staff parking along west side of Newland St adjacent to ball field or other on street locations nearby	Lumberg Elementary School	\$	Short-Term	Requires communication with parents and staff.
7	Parking	Lumberg	Restripe Jefferson High School's south parking lot to add more spaces and create pedestrian connections with the Pierce St raised crosswalk.	Jefferson High School	\$\$	Short-Term	
8	Loading Zone	Lumberg	Convert primary loading area westbound off of 22nd Ave to a 3 person valet style 'hug and go' operation. Enhance traffic signs at the entrance and exit.	Lumberg Elementary School	\$\$	Completed	Completed through pilot project. As staff resources become available, implement 3 person valet style and consider opening school doors earlier.

Location Specific							
#	Type	School	Recommendation	Responsible Party	Budget	Timeline	Considerations
9	Loading Zone	Lumberg	Add loading zone for northbound Pierce St, south of 22nd Ave.	City of Edgewater	\$\$	Short-Term	Signage, pavement markings, and directions to parents.
10	Loading Zone	Lumberg	Add loading zone for eastbound 24th Ave, between Otis St and Otis Ct, adjacent to inner ball field.	City of Edgewater	\$\$	Short-Term	Signage, pavement markings, and directions to parents.
11	Loading Zone	Lumberg	Remove drop off signs from both sides of the northwest corner of Newland St and 22nd Ave	City of Edgewater	\$\$	Completed	Completed through pilot project.
12	Curbside Management	Lumberg	Paint the curb red for a 22nd Ave fire lane (i.e., "No Parking" between the loading zone entrance and exit)	City of Edgewater	\$\$	Short-Term	Parking restricted through pilot project, add paint to curb. Potentially requires coordinated enforcement effort.
13	Curbside Management	Lumberg	If 22nd Avenue remains a two-way road, restrict parking on the south side of 22nd Ave between Pierce St and Otis St between 8:00 AM and 4:00 PM on school days.	City of Edgewater	\$\$	Short-Term	Parking restricted through pilot project, add signage. Potentially requires coordinated enforcement effort.
14	Traffic Engineering	Lumberg	Remove midblock crosswalk on 22nd Ave between Pierce St and Otis St. Pedestrians currently using the alley must use Pierce St and cross 22nd Ave at Pierce (east leg of the intersection)	City of Edgewater / Lumberg Elementary School	\$\$	Completed	Completed through pilot project, requires ongoing direction to parents.
15	Traffic Engineering	Lumberg	Convert 22nd Ave to ONE WAY operation between Pierce St and Newland St.	City of Edgewater	\$\$\$\$	Completed	Completed through pilot project. Review after pilot and consider supporting infrastructure improvements, such as curb extensions.
16	Traffic Engineering	Lumberg	Upgrade the raised crosswalk on Pierce St, N of 22nd Ave to a Pedestrian Hybrid Beacon (PHB) or Pedestrian Signal.	City of Edgewater	\$\$\$\$	Long-Term	Requires design and construction phase.
17	Traffic Engineering	Lumberg	Allow the WB left turn from 22nd Ave onto Pierce St (with future PHB installation). Prior to the installation of a PHB, extend the median with temporary materials to reinforce no left turns.	City of Edgewater	\$\$	Long-Term	Only implement is future PHB is installed (#16)
18	Traffic Engineering	Lumberg	Restripe the bike lanes on Pierce St between 20th Ave and 22nd Ave	City of Edgewater	\$\$	Mid-Term	Possible to coordinate with paving efforts.

Location Specific							
#	Type	School	Recommendation	Responsible Party	Budget	Timeline	Considerations
19	Traffic Engineering	Lumberg	Install Advance School Warning Signs on Pierce St (SB) and 24th St (EB)	City of Edgewater	\$\$	Short-Term	
20	Traffic Engineering	Lumberg	Pierce St / 20th Ave Intersection Improvements – add curb extensions and high visibility crosswalks	City of Edgewater	\$\$\$	Long-Term	Requires design and construction phase.
21	Traffic Engineering	Lumberg	Install YIELD HERE TO PEDESTRIAN signs	City of Edgewater	\$\$	Short-Term	
22	Traffic Engineering	Lumberg	Upgrade to high visibility crosswalks at the three crosswalks on 24th Ave, E of Otis St, E of Otis Ct, and the south leg of the intersection of Newland St / 24th Ave. Consider raised crosswalks and/or rectangular rapid flashing beacons (RRFBs).	City of Edgewater	\$\$\$	Long-Term	Interim measures could be deployed for quicker implementation without the construction of raised crosswalk or installation of RRFBs.
23	Traffic Engineering	Lumberg	Remove the crosswalk and stop bar pavement markings at the midblock crosswalk on 24th Ave, E of Otis St, and west of Newland St	City of Edgewater	\$\$	Short-Term	
24	Traffic Engineering	Lumberg	Move the S1-2 Sign to approximately 175 feet in advance of (WB) the Newland St / 24th Ave west leg crosswalk	City of Edgewater	\$\$	Short-Term	
25	Traffic Engineering	Lumberg	Install Advance School Warning Signs on Pierce St (NB)	City of Edgewater	\$\$	Short-Term	
26	Traffic Engineering	Lumberg	Widen sidewalk on the east side of Pierce St between 20th Ave and 22nd Ave	City of Edgewater	\$\$\$\$	Long-Term	Requires design and construction phase.
26	Curbside Management	Lumberg	Increase pedestrian amenities in the areas around the school, including shade and streetscaping initiatives.	City of Edgewater / Lumberg Elementary School	\$\$\$	Long-Term	
27	Traffic Engineering	Lumberg	Restripe the existing bike lane on the east side of Pierce so that the loading zone is on the inside curb. Add protected bicycle lane elements where possible considering loading zone traffic.	City of Edgewater	\$\$\$\$	Long-Term	Requires design and construction phase.

Non- Location Specific							
#	Type	School	Recommendation	Responsible Party	Budget	Timeline	Consideration
1	Engagement	Both	Utilize DRCOG's free Schoolpool program, where parents share driving responsibilities with neighbors and DRCOG provides a list of people they can contact, for full- or part-time carpooling.	Edgewater Elementary School	\$	-	Program in place by DRCOG, requires school participation.
2	Encouragement	Both	Establish a Safe Routes to School committee to continue to build awareness and enhance safety to/from school.	Edgewater & Lumberg Elementary Schools	\$	-	Requires identifying a dedicated 'champion' at each school.
3	Encouragement	Edgewater	Develop a formal or informal 'walking school bus,' a group of children walking to school with one or more adults. The group travels along a set route. Volunteers agree on a schedule / timetable.	JeffCo Public Schools, Edgewater Elementary School	\$	-	
4	Education	Both	Offer advanced training to staff serving as school crossing guards. This specialized program will equip them with advanced techniques, situational awareness, and effective communication skills, enhancing safety for students and pedestrians.	JeffCo Public Schools, Edgewater & Lumberg Elementary Schools	\$\$	-	Coordinate with the district and/or state for training resources.
5	Education	Lumberg	Create and provide Arrival and Dismissal Notes	Lumberg Elementary School	\$	Completed	Arrival and dismissal instructions were developed and distributed before the start of the Spring 2024 school year as part of this project, update arrival and dismissal notes as needed based on implemented changes.
6	Education	Both	Incorporate pedestrian and bicycle safety classes into PE classes to promote an early understanding of safe pedestrian and bicyclist behavior.	JeffCo Public Schools, Edgewater & Lumberg Elementary Schools	\$\$	-	
7	Education	Both	Provide parents with resources for driver education and awareness programs to help understand local traffic operations and signage, including parking restrictions, and enhance safety. These resources could be shared through student materials or through education campaigns promoted by the City.	Edgewater Police, JeffCo Public Schools	\$\$	-	

Non- Location Specific							
#	Type	School	Recommendation	Responsible Party	Budget	Timeline	Consideration
8	Operating Procedures	Lumberg	Coordinate with Jefferson High School for developing pick-up/drop-off guidelines to avoid congestion on Pierce. Currently the drop-off and dismissal of students at Jefferson Jr./Sr. High School has significant impacts on Lumberg Elementary. The City of Edgewater and Jefferson County School District should work with Jefferson Jr./Sr. High School to encourage parents and students to utilize the drop off area north of the school, and to reinforce the prohibition of dropping off or picking up students on Pierce Street.	JeffCo Public Schools, Edgewater & Lumberg Elementary Schools	\$	-	
9	Operating Procedures	Lumberg	Open school doors at 7:45 or 8:00 am, expanding the window for parents to drop off their children before school starts. This adjustment aims to alleviate congestion during the morning drop-off period, while providing parents with the comfort of knowing their student has made it safely to school.	Lumberg Elementary School	\$\$	Mid-term	Requires additional staff resources.

5.2. EVALUATION

Evaluation plays a pivotal role in transportation safety around schools, providing valuable insights into strategy effectiveness and areas for improvement. By systematically assessing factors such as route safety, mode shift, and community engagement, evaluations inform evidence-based decision-making and enhance the overall impact of initiatives. Through ongoing evaluation, stakeholders can identify successful interventions, address challenges, and refine approaches to create safer, more walkable and bikeable environments for students. The following data points can be used to understand the effectiveness of school safety strategies.

- **Safety Data:** Track data on pedestrian and bicycle crashes or near-misses near school zones, identifying potential hazards and areas in need of infrastructure improvements.
- **Mode Share:** Measure the percentage of students walking, biking, carpooling, or using other active transportation modes to school, providing insights into behavior change and mode shift trends over time.
- **Travel Behavior Surveys:** Conduct surveys to gather information on travel patterns, barriers to walking and biking, and attitudes towards active transportation among students, parents, and staff.
- **Infrastructure Assessments:** Evaluate the condition of sidewalks, crosswalks, bike lanes, and other infrastructure elements to identify deficiencies and prioritize improvements to enhance safety and accessibility.
- **Health and Academic Outcomes:** Explore the impact of active transportation on student health, academic performance, attendance, and overall well-being through quantitative and qualitative measures.
- **Environmental Impact:** Consider the environmental benefits of reducing car trips to school, such as decreased air pollution and greenhouse gas emissions, and track progress towards sustainability goals.

5.2.1 Pilot Project

Deploying a pilot project can be an effective evaluation strategy to test the feasibility and effectiveness of proposed interventions on a smaller scale before implementing them more broadly. During the pilot phase, specific interventions or strategies, such as infrastructure improvements, safety education programs, or walking school bus initiatives, are implemented in a limited area or for a defined period. By closely monitoring the pilot project, stakeholders can collect data on various evaluation items, such as changes in travel behavior, safety outcomes, community feedback, and program logistics. This data is then used to assess the pilot's success, identify challenges, and refine approaches before scaling up to a full implementation.

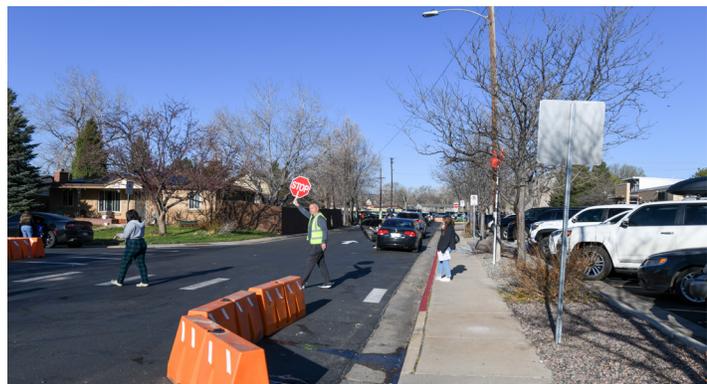
Many of the short-term recommendations identified at Lumberg Elementary were implemented through a pop-up demonstration pilot project at Lumberg Elementary. The demonstration began on April 9th and is expected to last through the remainder of the 2023/2024 school year. The goal of the demonstration

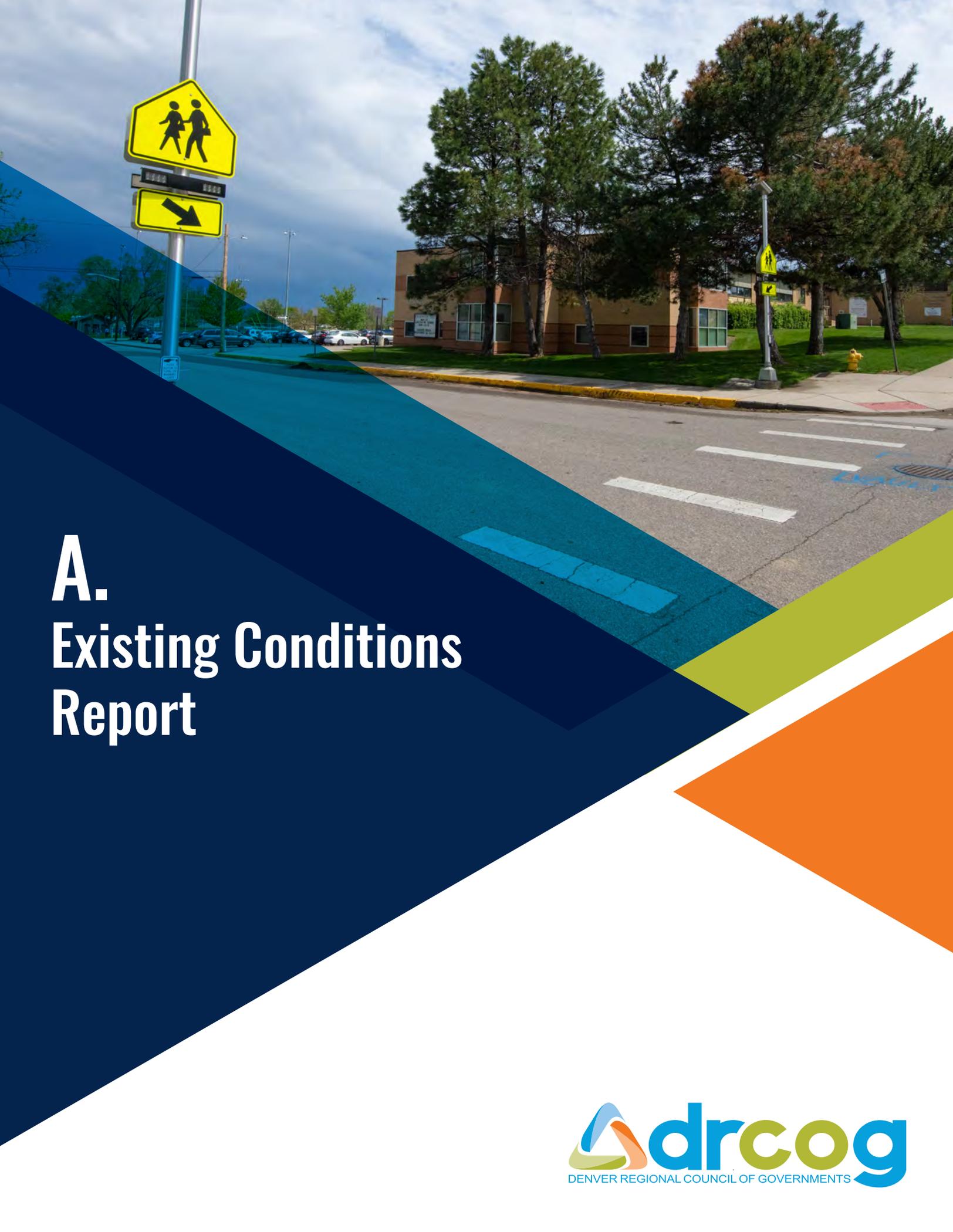
EDGEWATER SCHOOL TRANSPORTATION PLAN

is to enhance safety, traffic flow, and efficiency in parent pick-up and drop-off processes. Temporary infrastructure and signage were used to trial changes to traffic flow near the school. Changes deployed through the demonstration include transforming W 22nd Ave into a one-way street westward from Newland St. to Pierce St., establishing a student “hug & go” procedure at the school parking lot curb on W 22nd Ave, physically preventing the already prohibited left-hand turns from Pierce St. onto W 22nd Ave, and relocating the crossing guard to W 22nd Ave and Otis Street while removing the crosswalk on W 22nd Ave between Pierce St and Otis St.

The demonstration has been in place for several weeks at the time of this report. Feedback on the demonstration has been predominantly positive, highlighting enhancements to traffic flow with the implementation of the hug-and-go system. However, as with any new traffic pattern, there’s an adjustment period as parents, caregivers, and residents adjust to the operational change. While traffic volumes on streets like Otis have reportedly risen, congestion on Newland has decreased. In survey responses, parents have been generally supportive of the one-way conversion, citing an improvement in traffic congestion and circulation patterns. Residents have indicated there is heightened traffic in the alley west of Otis St, resulting from drivers attempting to head south after being prohibited from turning left at Pierce. In response to the increased traffic experienced in the alley, Lumberg Elementary School has adjusted procedures to ‘cone off’ the alley during pick-up and drop-off times. During the demonstration, parents and students have been observed crossing 22nd Ave at the removed crosswalk between Pierce St and Otis St. It is recommended to provide ongoing education to families regarding the updated pedestrian routes.

“I like the idea I think this will help out a lot due to the traffic that is causes with having 22nd as a two way.” - Lumberg Parent





A. Existing Conditions Report



CITY OF EDGEWATER

SCHOOL TRANSPORTATION PLAN

Existing Conditions Report

Lumberg Elementary School & Edgewater Elementary School

Edgewater, Colorado
March 2024

PREPARED FOR:

Denver Regional Council of Governments

PREPARED BY:

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1.0 Introduction

1.1 Purpose of Study

Denver Regional Council of Governments (DRCOG), in partnership with Jefferson County School District and the City of Edgewater and with support from Edgewater Collective and Y2K Engineering, is developing the Edgewater School Transportation Plan. This plan is part of DRCOG's Community Based Transportation Plans (CBTP) pilot program, aimed at improving transportation safety, mobility, and comfort around schools in historically underserved areas. Three elementary schools were historically serving the Edgewater community. Edgewater, Lumberg and Molholm Elementary School. Molholm Elementary School was closed following the 2022/2023 school year, resulting in increased attendance at Lumberg and Edgewater Elementary Schools and changes to the traffic patterns around the school and a greater need to develop a plan to get students to school safely.

This plan focuses on improving safety and mobility around Edgewater and Lumberg Elementary Schools. The goal of this planning effort is to identify infrastructure and programmatic solutions that would make travel to the schools safer and easier for students and their families. This plan also seeks to address neighborhood traffic and road safety concerns for neighborhoods surrounding the two elementary schools.

1.2 Scope of Existing Conditions Report

This Existing Conditions Report summarizes the existing information and characteristics of each school and the surrounding transportation system. The information documented in this report includes:

- Student Enrollment Data
- Equity
- Bus Stops and Routes
- Pedestrian Infrastructure
- Bicycle Infrastructure
- Roadway Characteristics
- Crash Data
- Traffic Data
- Field Review Observations
- School Zone Infrastructure
- School Property Infrastructure
- School Circulation

1.3 Study Area

The study area encompasses the boundaries of Edgewater and Lumberg Elementary Schools. While the focus of infrastructure observations and transportation recommendations will primarily center around the vicinity of Lumberg and Edgewater Elementary Schools within the City of

Edgewater, the school boundaries encompass a broader area, providing additional perspective and a comprehensive understanding of school travel sheds, mobility patterns, and where to engage with the community. **Figure 1** depicts the school boundaries of the Edgewater and Lumberg Elementary Schools. The area south of Colfax represents the region of the recently closed Molholm Elementary School, which was added to the Lumberg school boundary for the '23 - '24 school year.

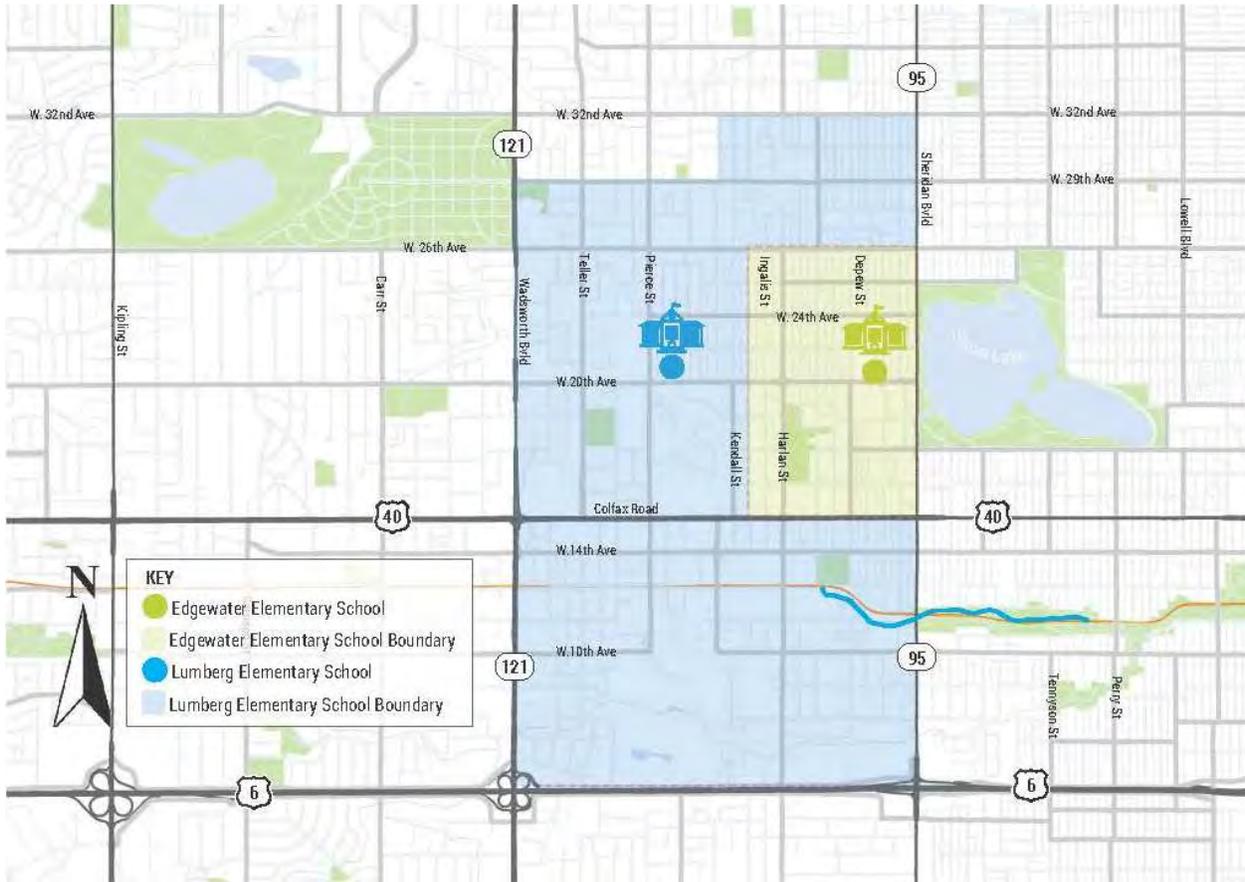


Figure 1: Project Location

2.0 School Enrollment

Enrollment data, sourced from Jefferson County School District, was utilized to track changes in student enrollment and to determine the residential locations of students, providing insights into their commuting patterns to and from school. Due to the closure of Molholm Elementary, the enrollment numbers for Edgewater Elementary and Lumberg Elementary have increased for the current '23 - '24 school year with many Molholm students now dispersed between the two remaining schools. Enrollment data for Edgewater Elementary Schools is provided in **Table 1**.

Table 1: School Enrollment Data

School Name	'22-'23 Enrollment	'23-'24 Enrollment	% Difference
Lumberg	287	493	72%
Edgewater	260	288	11%

Figure 2 and Figure 3 depict heat maps illustrating the residential distribution of students within the study area for the current '23 – '24 school year attendance at Lumberg Elementary School and Edgewater Elementary School, respectively.

3.0 Equity

DRCOG’s Equity Index was utilized to identify the geographic distribution of marginalized communities within the study area. Developed using census data from 2017-2021, this index calculates a score for each tract based on demographic factors. Higher scores indicate a higher concentration of marginalized communities residing in that tract. As shown in Figure 4, much of the study area has an elevated equity index score, signaling greater economic, demographic, and mobility challenges in this region. Compounding these difficulties, the closure of Molholm Elementary has imposed additional burdens on residents, necessitating longer travel distances to reach Edgewater Elementary and Lumberg Elementary. Consequently, residences already facing transportation hardships may now find themselves confronted with even greater distances to access their new schools, situated north of Colfax Ave and 20th Ave, which pose significant barriers to pedestrian and bicycle travel.

The Jefferson County School District offers bus transportation for students residing more than one mile from their designated school within their school boundary. Following the closure of Molholm Elementary, the Lumberg Elementary School boundary expanded significantly, encompassing students living beyond a mile from their school. Consequently, bus services are provided to students residing over a mile away from Lumberg Elementary. Due to its smaller boundary, Edgewater Elementary School has no students living within the school boundary beyond a mile from school premises, and bus services are not provided. Edgewater Elementary is classified as a "choice" school. Consequently, families residing outside the school boundary may opt to enroll their children in Edgewater Elementary. However, no bus services are provided for these students.

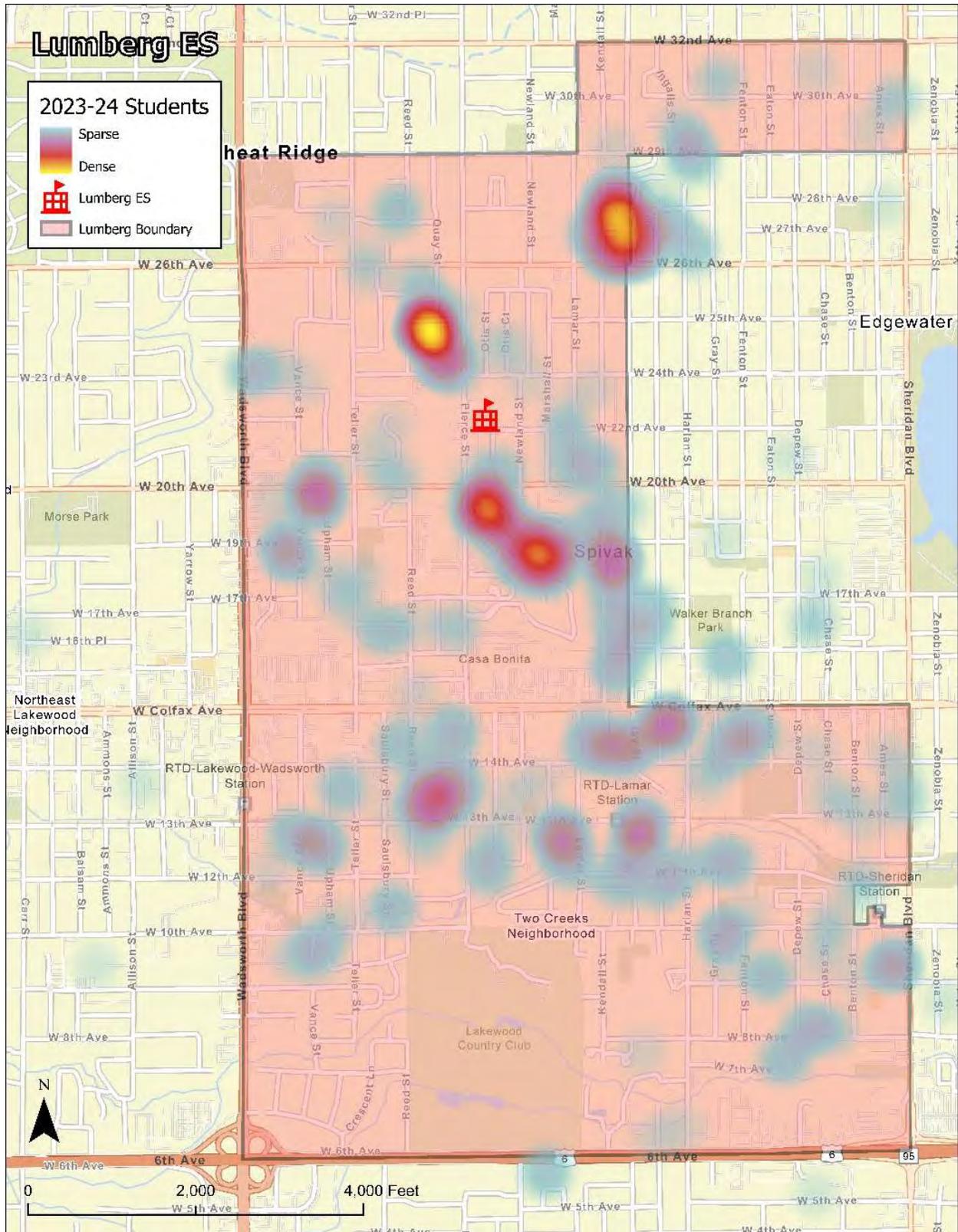


Figure 2: Lumberg Elementary Attendance Heat Map

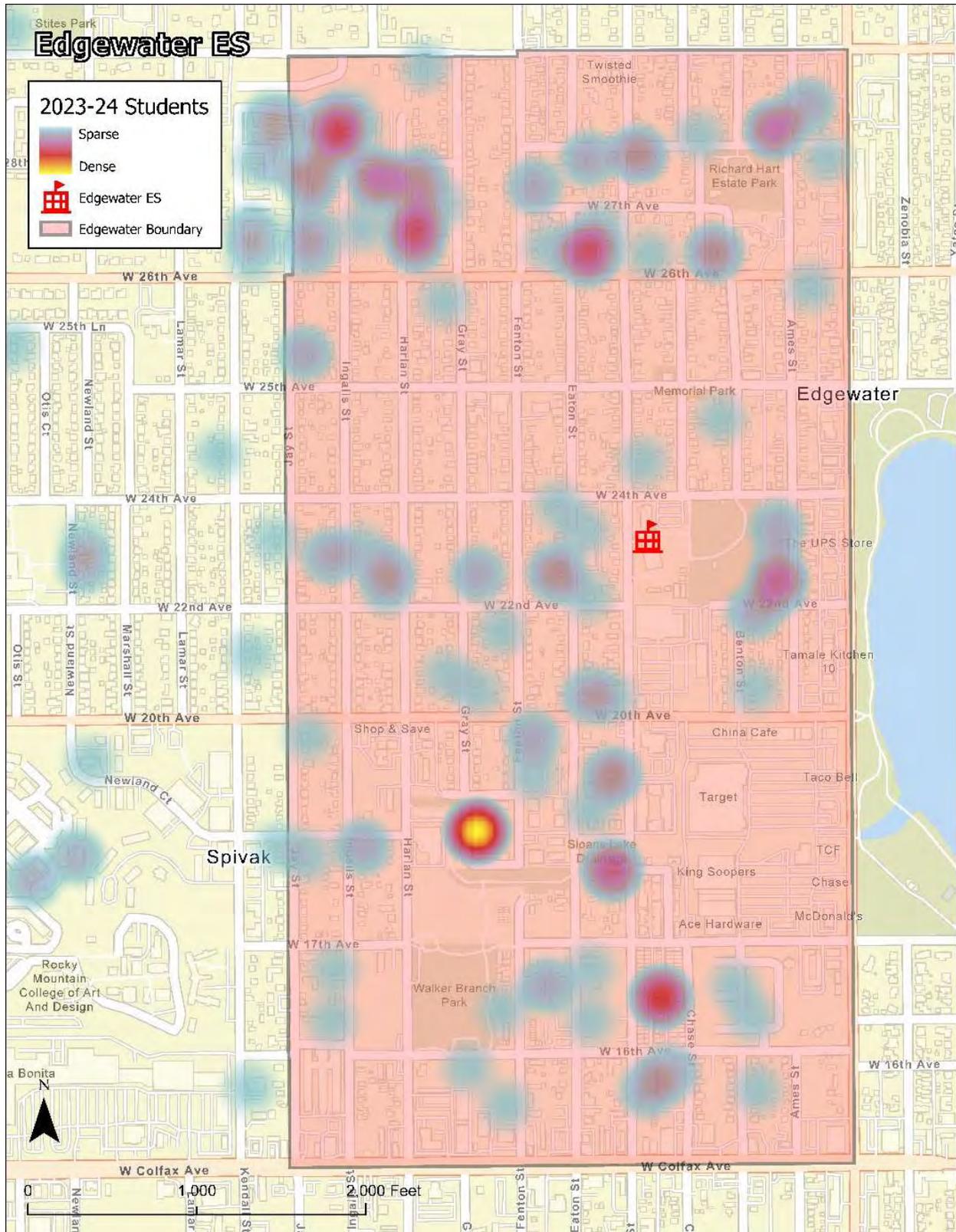


Figure 3: Edgewater Elementary Attendance Heat Map

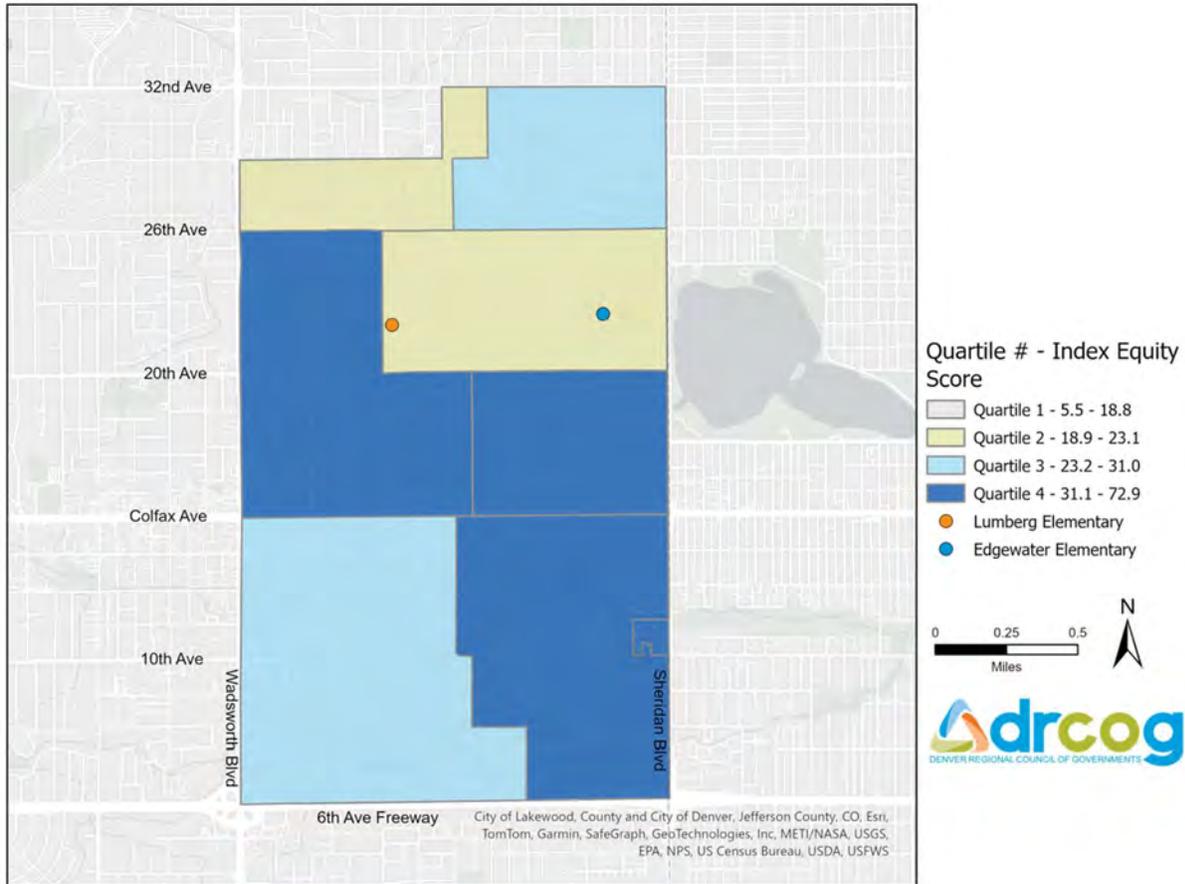


Figure 4: Equity Map

4.0 Transportation Network

4.1 Transit

In the study area, the Regional Transportation District (RTD) provides bus routes and stops on 26th Avenue (Route 28), 20th Avenue (Route 20), Colfax Avenue (Route 16), Wadsworth Boulevard (Route 76) and Sheridan Boulevard (Route 51) as shown in **Figure 5**. 20th Avenue provides the closest bus service to Edgewater and Lumberg Elementary Schools. These routes vary in frequency, generally operating as follows:

- 26th Avenue, Route 28: 30-minute frequencies from 5:30AM – 8:00AM, 60 minutes frequencies from 8:00AM – 10:00PM.
- 20th Avenue, Route 20: 60-minute frequencies from 6:30AM – 8:30PM and 3:30PM – 6:00PM.
- Colfax Avenue, Route 16: 30-minute frequencies from 4:00AM – 6:00AM, 15-minute frequencies from 6:00AM – 6:00PM, 30-minute frequencies from 6:00PM – 12:30AM
- Wadsworth Boulevard, Route 76: 30-minute frequencies from 5:30AM – 8:00PM, 60-minute frequencies from 8:00PM – 1:30AM

- Sheridan Boulevard, Route 51: 30-minute frequencies from 5:30AM – 8:00PM, 60-minute frequencies from 8:00PM – 12:30AM

Beginning in September 2023, RTD piloted a program that allows riders 19 years old and younger to use RTD’s bus and rail services for free. Previously, riders ages 6-19 could ride RTD public transit at a 70% discount (kids 5 and under could ride for free with a guardian).

Edgewater Project Area Transit Network



Figure 5: Transit within Study Area

4.2 Pedestrian Infrastructure

Lumberg and Edgewater Elementary both face a common issue: narrow, inadequate sidewalks measuring four feet or less in the immediate vicinity and surrounding areas of the schools. This deficiency significantly diminishes pedestrian comfort levels. Furthermore, the U.S. Access Board mandates a minimum sidewalk width of four feet to ensure accessibility. Ideally, sidewalks should be at least six feet wide to accommodate side-by-side walking, facilitating parents or caregivers accompanying their children to school. In areas lacking sidewalks, individuals traverse streets on foot or by bike, posing safety risks.

4.3 Bicycle Infrastructure

Within vicinity of the schools, bicycle facilities are present at 26th Avenue, 20th Avenue and Pierce Street (**Figure 6**). The Pierce Street bicycle lanes are immediately adjacent to Lumberg

Elementary School and provide green paint for increased visibility and improved comfort. There are no bicycle lanes adjacent to Edgewater Elementary School. Bicycle racks are provided on the west side of Lumberg Elementary School and the east side of Edgewater Elementary School.

Edgewater Bicycle Infrastructure

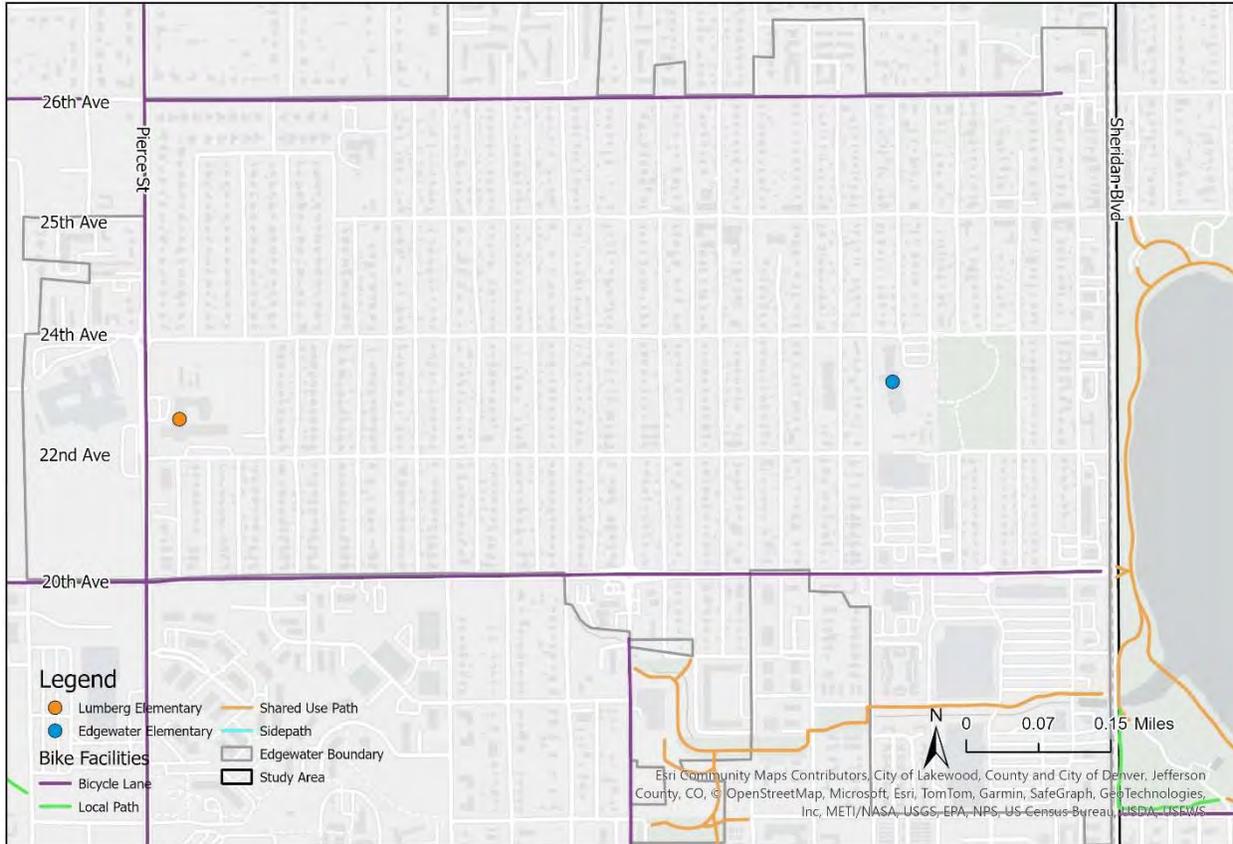


Figure 6: Bicycle Facilities in the Study Area

4.4 Roadway Characteristics

Understanding the current characteristics of nearby roadways is crucial for developing effective safety measures for students. It's also important to explore ways to expand transportation choices during the school year. Many local roads around the schools have lower traffic volumes and speeds, while collector and arterial roads present a challenge for pedestrians and bicyclists with higher speeds and wider cross-sectional dimensions, exceeding 50 feet. This can be a potential obstacle for students who walk or bike to school. These larger roads, however, feature marked travel lanes, parking spaces, and designated bicycle lanes. **Figure 7** depicts major roadways in the vicinity of Lumberg and Edgewater Elementary School. These roadways have wider cross sections and higher speeds (25-35 miles per hour (MPH)) compared to the surrounding unmarked, lower volume and lower speed neighborhood streets.

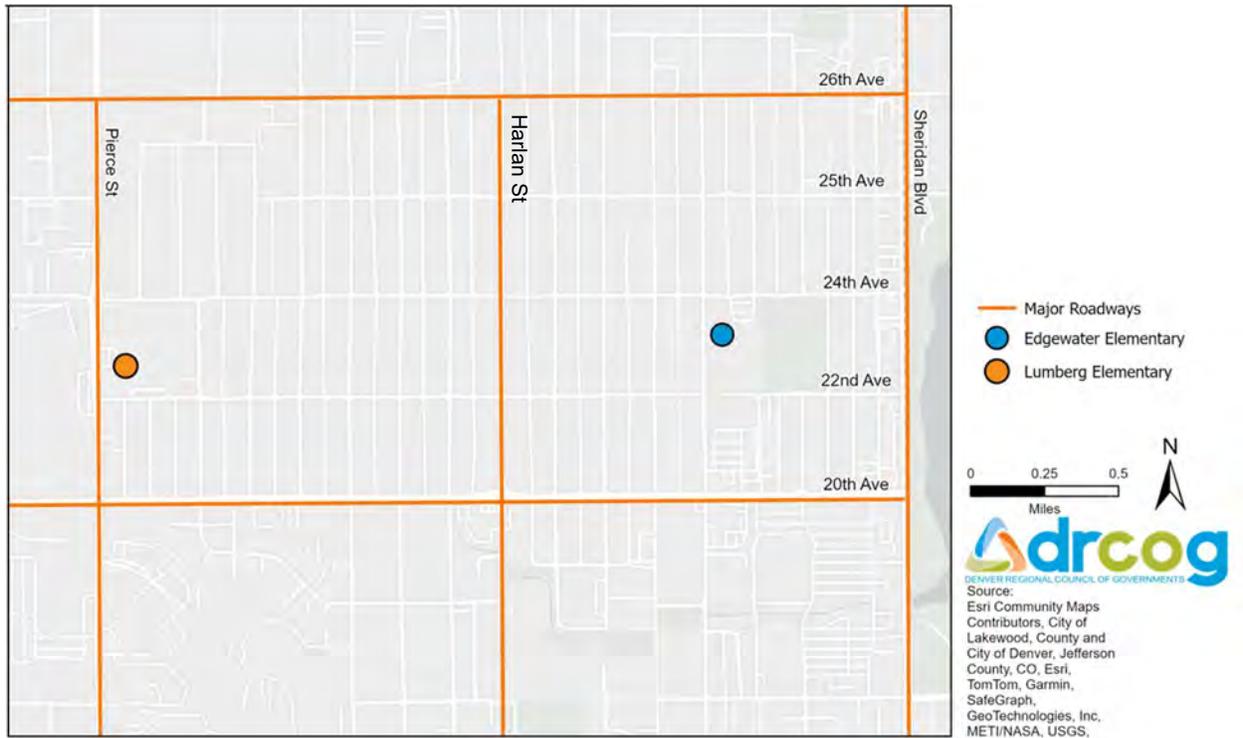


Figure 7: Roadway Network in the Vicinity of Lumberg & Edgewater Elementary School

4.5 Safety

As part of developing the Taking Action on Regional Vision Zero Plan in 2019, DRCOG developed a High Injury Network and identified Critical Corridors as areas with a high density of serious injury and fatal crashes. This data can be used to prioritize resources to address routes that experience higher rates of crashes and injuries. Within the study area, as depicted in **Figure 8**, 26th Ave, Colfax Avenue, and 6th Avenue are east-west roads on the High Injury Network. Wadsworth Boulevard and Sheridan Boulevard are north-south roads on the High Injury Network. Colfax Avenue, 6th Avenue, Wadsworth Boulevard, and Sheridan Boulevard are also recognized as Critical Corridors.



Figure 8: High Injury Network and Critical Corridors

Crash data provided by CDOT was reviewed to understand crash patterns and trends within Edgewater over the last five years of available data (2017-2021). Crashes were filtered to just review crashes located within the boundaries of Edgewater, excluding crashes on Sheridan Boulevard (**Figure 10**). There were 194 crashes that occurred, which included two serious injury and 13 minor injury crashes were reported. 8 of the 13 crashes resulting in an injury involved a pedestrian or a bicyclist. Over 75% of the injury crashes occurred at an intersection. Higher concentrations of crashes were found on Pierce Street at the intersection of 26th Avenue and south of 24th Avenue adjacent to Lumberg Elementary School. Crash hot spots were also observed at select intersections on 20th Avenue and 26th Avenue.



Figure 9: Crash Type by Injury Severity

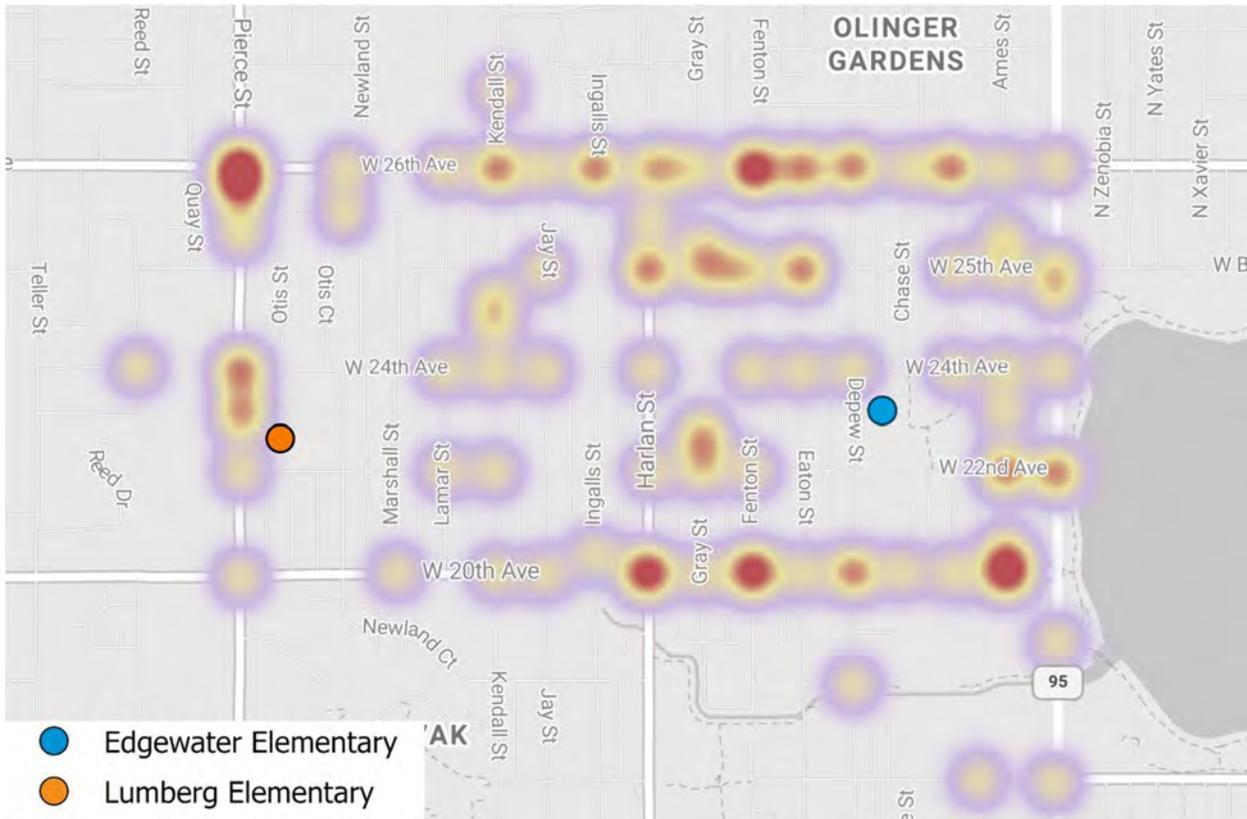


Figure 10: 2017-2021 Edgewater Crash Location Heat Map

Pedestrian and bicycle crash trends were examined not only within Edgewater but also in the broader study area, taking into account locations that could affect students commuting to and from school. This analysis revealed that Colfax Avenue is the primary concern for bicyclists and pedestrians, with a notable concentration of crashes along this corridor compared to others within the study area. This demonstrates an east/west barrier for students traveling to school, particularly for those traveling from the former boundary area of Molholm Elementary School. The heat map of bicycle and pedestrian crashes within the study area is shown in **Figure 11**.

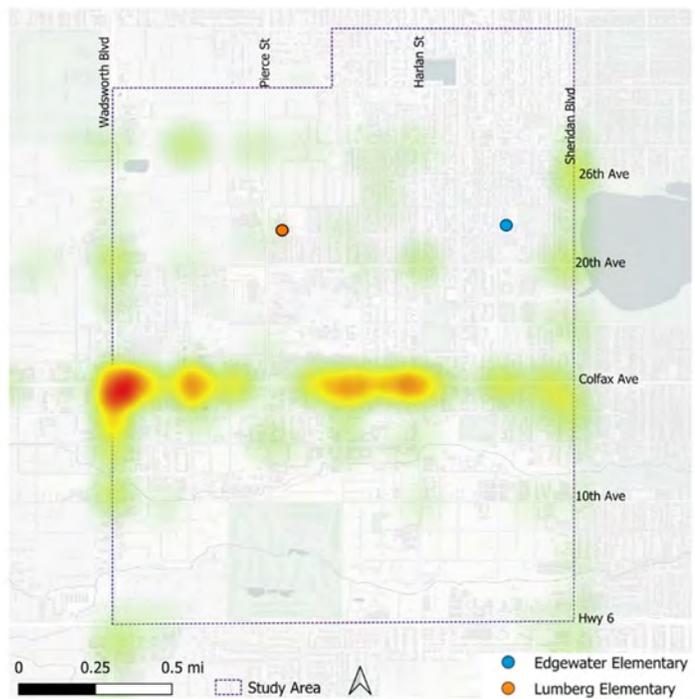


Figure 11: Pedestrian and Bicycle Crashes in Study Area

5.0 Traffic Volumes and Speed

Traffic volume and speed data was collected in June 2023 as part of an independent effort by the City of Edgewater. This data was reviewed and utilized by this study for an understanding of the traffic conditions surrounding the schools. It should be noted that this traffic data was not collected when school was in session. Traffic data was received for four locations:

1. Harlan St North of 25th Ave
2. 24th Ave West of Depew St
3. Harlan St North of 20th Ave
4. 26th Ave West of Harlan St

The location points are shown in **Figure 12**.

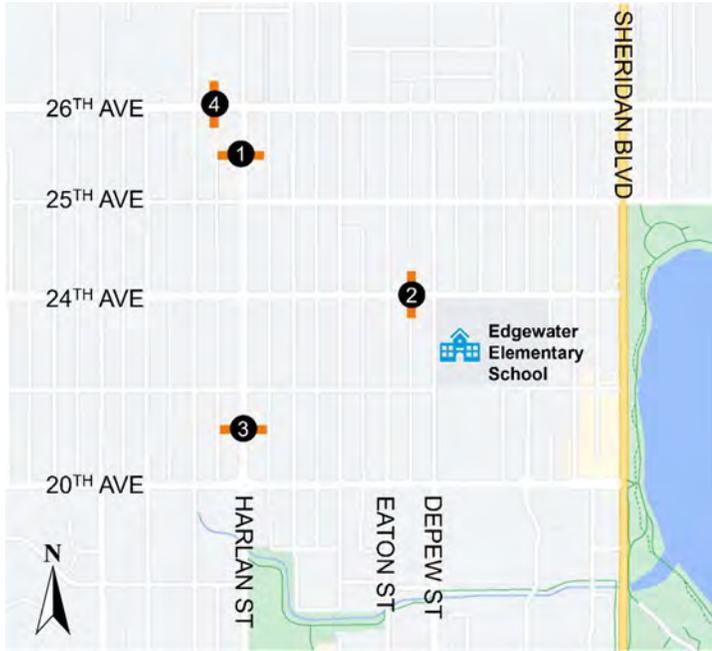


Figure 12: Traffic Data Collection Locations

Location 1: Harlan Street north of 25th

Avenue experienced an average of approximately 1500 vehicles per day (VPD), with 60% travelling in the northbound direction. Peak traffic occurred at 4:00PM and the average speed of vehicles was approximately 28 miles per hour (MPH). The 85th percentile speed, which is the speed at which 85% of vehicles were traveling at or slower than and often used as a metric to evaluate speeds, was found to be approximately 32 mph. The speed limit in this section is 25 MPH.

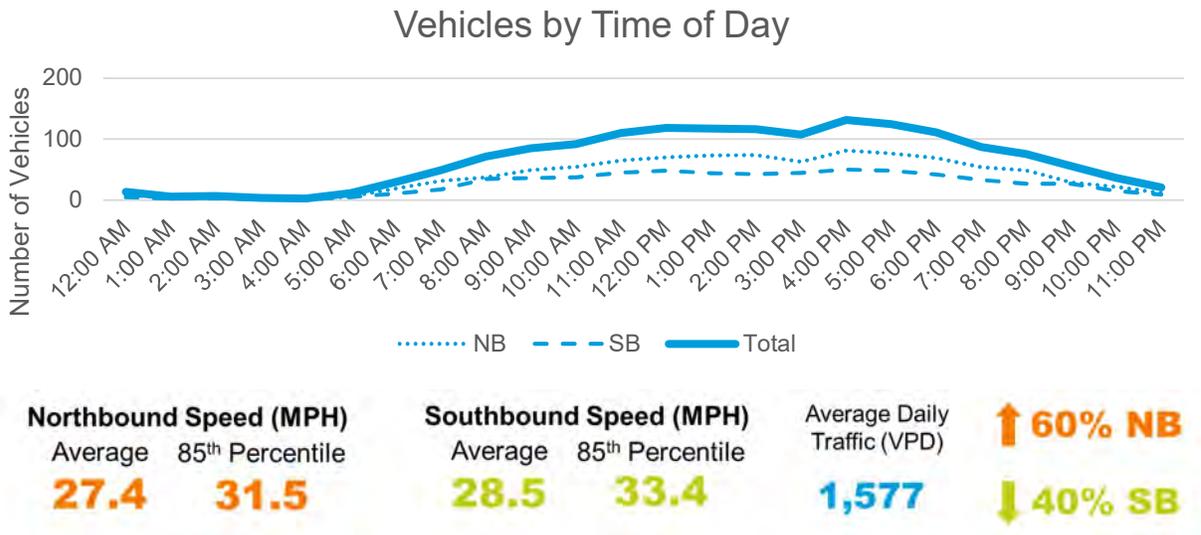


Figure 13: June 2023 Traffic Summary for Location 1

Location 2: 24th Avenue west of Depew Street had an average of approximately 1,200 vehicles per day, with 55% in the eastbound direction. Peak traffic occurred at 5:00PM with vehicles travelling at a speed of 23 mph, while the 85th percentile speed was found to be approximately 28 mph. The speed limit in this section is 20 MPH.

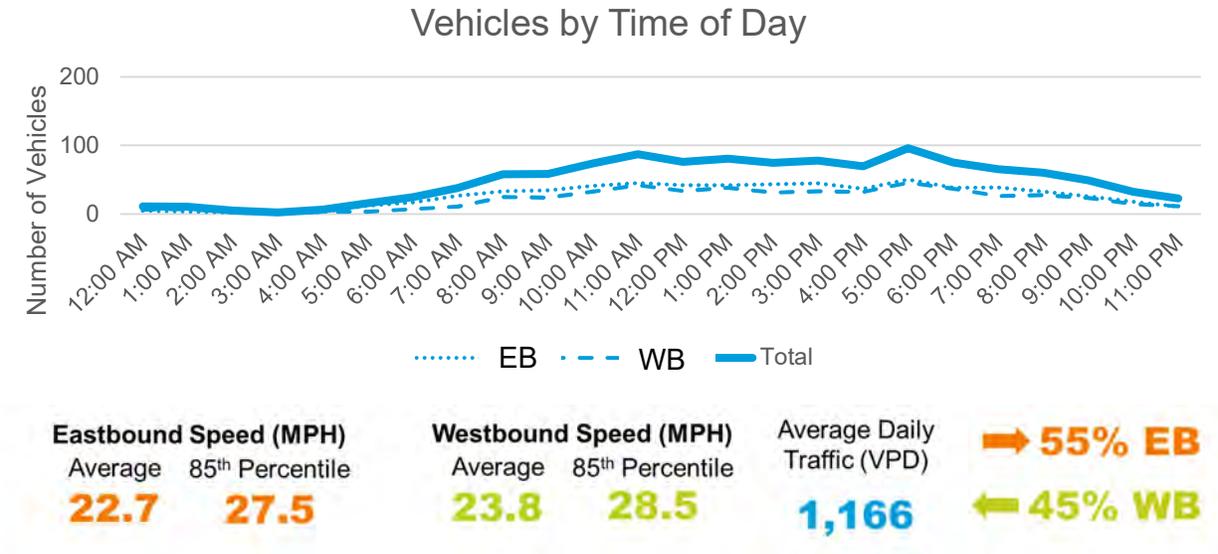


Figure 14: June 2023 Traffic Summary for Location 2

Location 3: Harlan Street north of 20th Avenue had an average of approximately 2,300 vehicles per day, with an even split in the north and southbound direction. Traffic was spread throughout the day, with peak traffic occurring at 5:00PM. The average speed of vehicles was approximately 28 mph, and the 85th percentile speed was found to be approximately 31 mph. The speed limit in this section is 25 MPH.

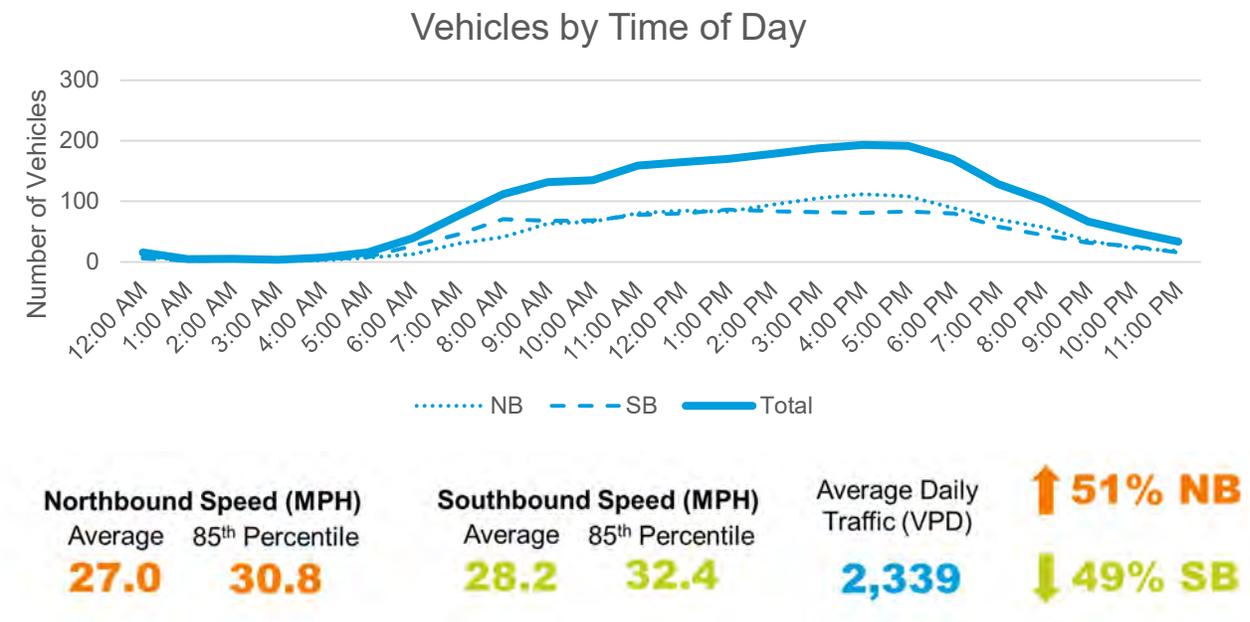
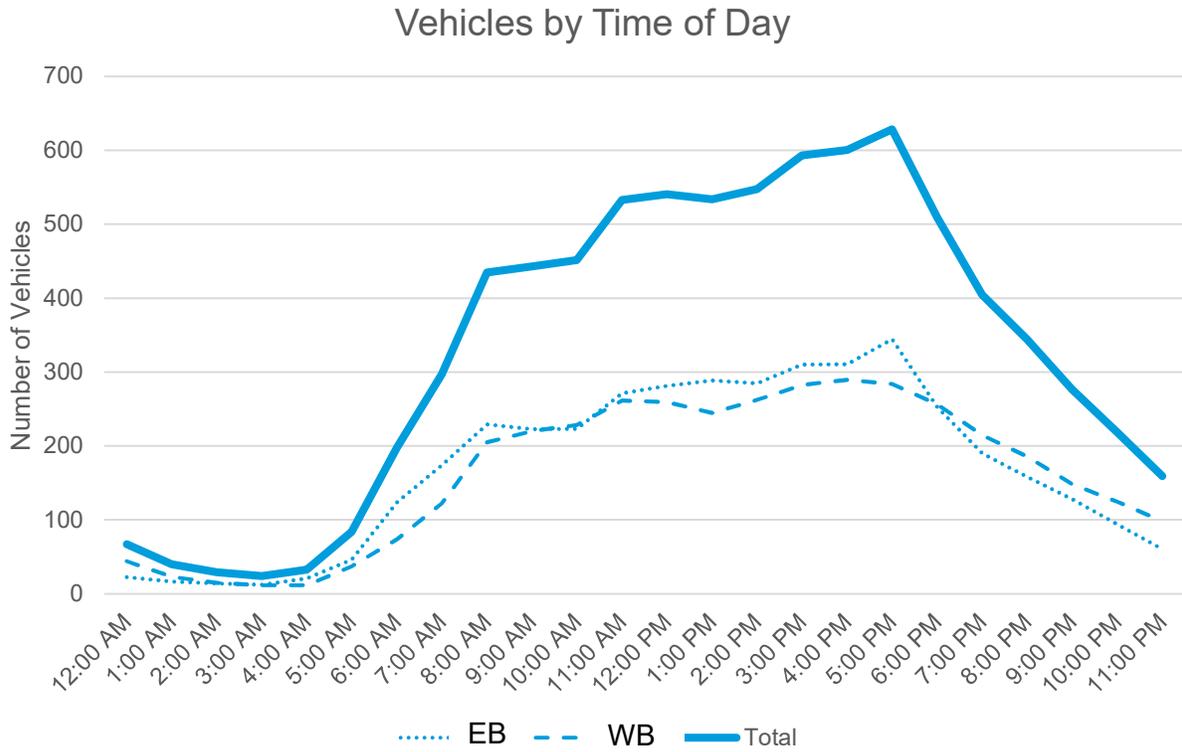


Figure 15: June 2023 Traffic Summary for Location 3

Location 4: 26th Avenue West of Harlan Street had an average of approximately 8,000 vehicles per day, with an even split in the east and westbound direction. Traffic was spread throughout the day, with peak traffic occurring at 5:00PM. The average speed of vehicles was approximately 33 mph, and the 85th percentile speed was found to be approximately 38 mph. The speed limit in this section is 25 MPH.



Eastbound Speed (MPH)		Westbound Speed (MPH)		Average Daily Traffic (VPD)	➔ 51% EB
Average	85 th Percentile	Average	85 th Percentile		
33.9	38.8	33.0	38.3	7,989	➔ 49% WB

Figure 16: June 2023 Traffic Summary for Location 4

Following the September 2023 observations of school drop-off and pick-up operations, further data on traffic volume and speed was gathered in November 2023. This information will be utilized to reinforce and enhance our understanding of transportation patterns that could be influenced by countermeasures or mitigation strategies developed throughout the course of this study. The traffic volume and speed data collected on November 7, 2023 by All Traffic Data are summarized in **Figure 17** and **Figure 18** on the following pages for Lumberg Elementary and Edgewater Elementary, respectively.

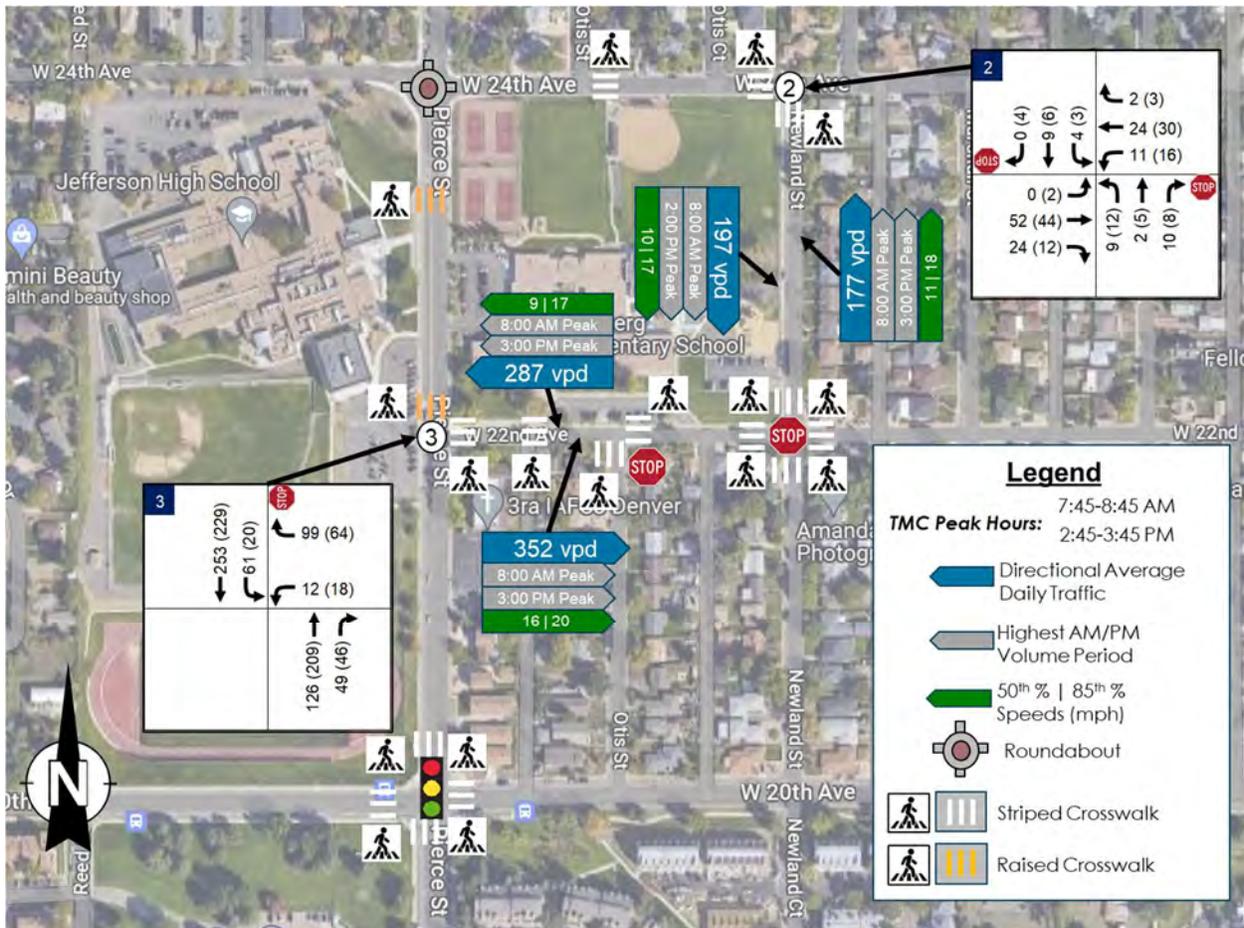


Figure 17: Fall 2023 Traffic Volume summary of Lumberg Elementary School

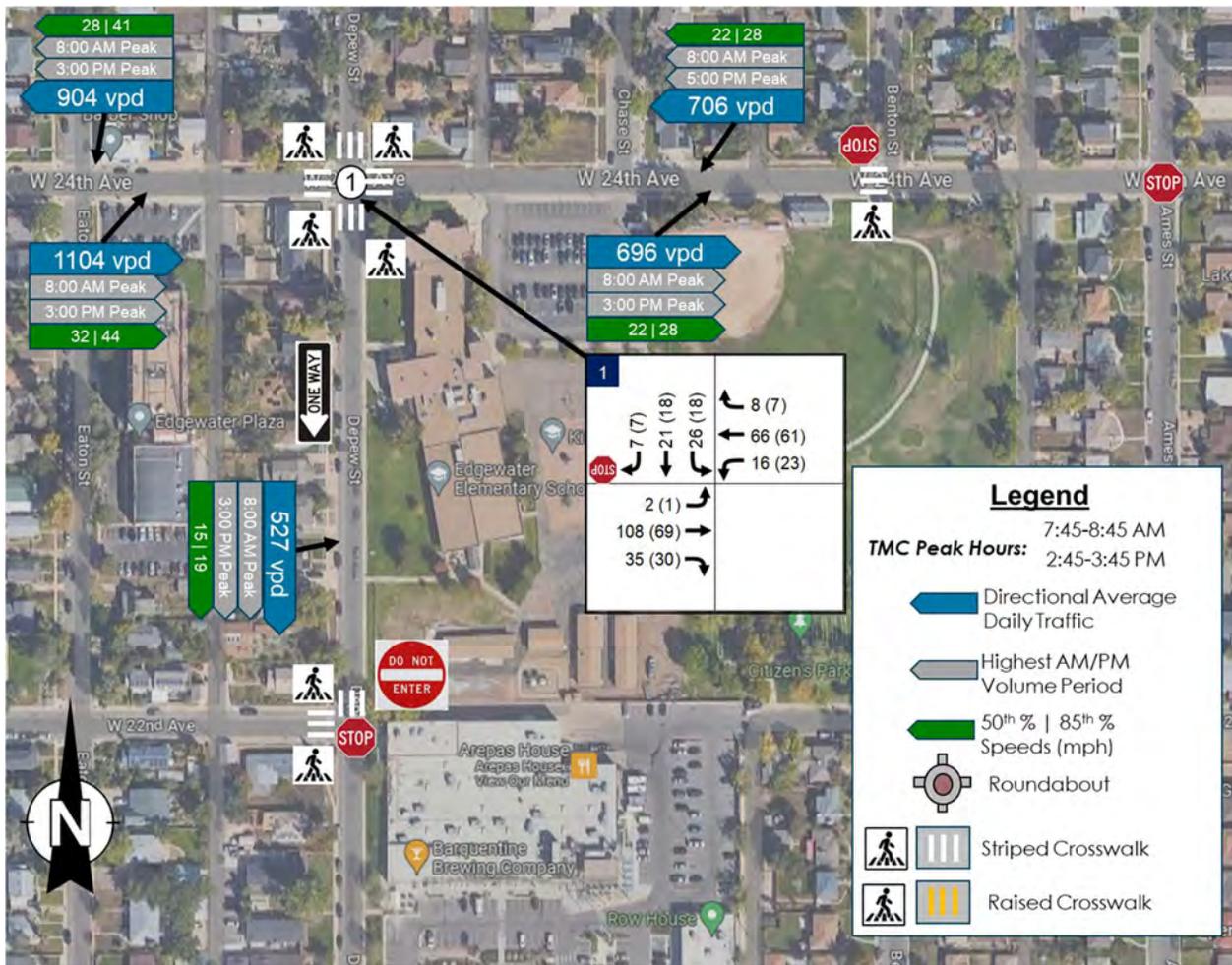


Figure 18: Fall 2023 Traffic Volume summary of Edgewater Elementary School

7.0 School Site Observations

7.1 Lumberg Elementary School

Spring 2023

Conducting school site observations is integral to the development of a well-informed school transportation plan. These on-site assessments provide essential insights into the unique characteristics and challenges of each school site, enabling transportation planners to assess factors such as traffic patterns, parking facilities, and safety considerations. Site observations were conducted at Lumberg Elementary School on May 9, 2023 by DRCOG, City of Edgewater, and Edgewater Collective. A map indicating the field review locations where participants primarily observed is provided in **Figure 19**.



Figure 19: Lumberg Elementary May 2023 Field Review Locations

The following observations were made:

- Infrastructure improvements along Pierce St between 20th Ave and 24th Ave were installed in 2020 or 2021 which added a raised median, bike lanes, and two raised crosswalks with curb extensions and rectangular rapid flashing beacons (RRFBs).
- In 2019 the City of Edgewater released its Edgewater Traffic Calming Mobility Plan to make Edgewater's streets safer and more people-friendly.
- A new roundabout at Pierce St / 24th Ave was installed in March 2022.
- Students were observed walking north of the school and crossing 24th Ave at Otis St.
- Pedestrian curb ramps do not exist at the marked crosswalks along 24th Ave.
- A NO PARKING sign is not present on the SEC of Pierce St / 24th Ave although the curb is painted yellow curb.
- Sidewalks exist, but there are areas with substandard widths of less than five feet. Some sidewalk was damaged and may not be compliant with accessibility guidelines.
- The parking lot west of the school, off of Pierce St appeared chaotic with students walking through where drivers are travelling, requiring drivers to yield/stop often. Students did not have an alternate path to get from the school building to the school bus due to a wooden rail fence installed along the western school property boundary. The school bus was located at the bus pull out on 22nd Ave, just west of Pierce St.
- School traffic from Jefferson High School created congestion and queues on Pierce St that exacerbated the congestion and delays for Lumberg Elementary School operations.

- It appeared that the Jefferson High School parking lot at Pierce St and 22nd Ave is being used for Lumberg elementary caregiver parking.
- Older siblings that attend Jefferson high school were observed escorting their younger siblings to and from the elementary school.
- Marked crosswalks are faded.
- The Iglesia Apostolica Church at 22nd Avenue and Pierce Street allows caregivers to park in their parking lot for school drop off and pick up. Caregivers walk students along the alleyway east of the church to the crosswalk that leads to the front doors of the school. There is a crossing guard positioned at this location.
- There was minimal school traffic observed east of the school along Newland St.
- The signalized intersection of Pierce St / 20th Ave is the only controlled and marked crosswalk available to cross 20th Ave south of the school. It is a higher volume intersection that poses greater risks of conflicting vehicular traffic for students to cross at. There is a project to widen sidewalks along 20th Ave planned to begin construction in the summer 2023.

Fall 2023

In response to various adjustments, such as the temporary closure of Molholm Elementary School for the '23-'24 academic year, revisions to school start and dismissal times, and the incorporation of additional buses, school site observations were reassessed in Fall 2023. On September 13, 2023, a collaborative effort involving DRCOG, City of Edgewater, Edgewater Collective, and Y2K Engineering conducted site observations at Lumberg Elementary School. A map depicting the existing school circulation at Lumberg Elementary School is provided in **Figure 20**.

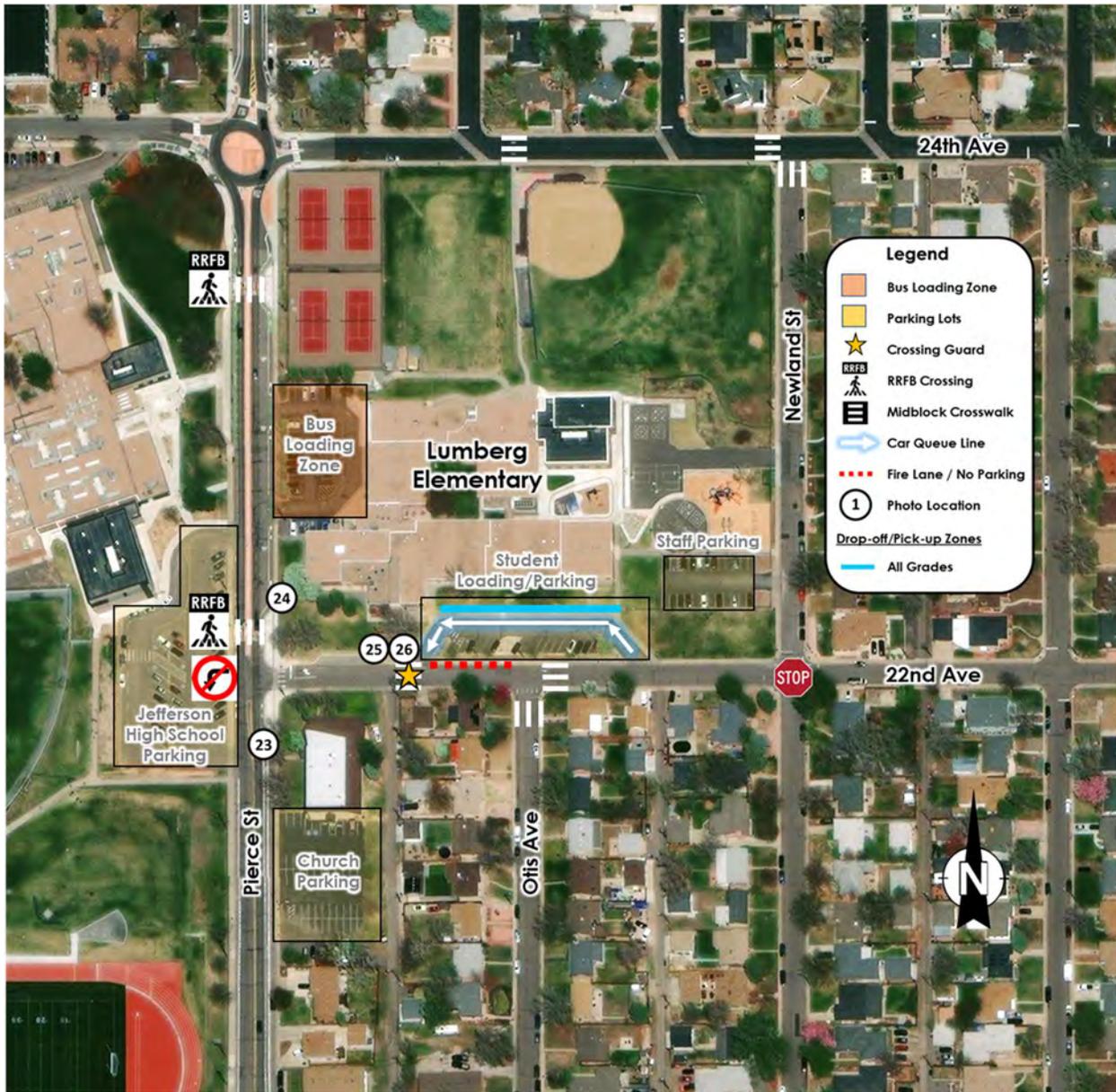


Figure 20: Lumberg Existing School Circulation Map



Figure 21: In the morning, it is not unusual to see different family members walk with students to drop them off at school. Many would not leave until they saw their children physically enter their school or would get out of their cars and walk with them to the door, creating traffic.



Figure 22: RRFBs along Pierce Street appeared effective in reducing vehicle speeds and creating a safer crossing for students and parents to cross the street after school. The nearby Jefferson High School has a parking lot that is used by Lumberg students.



Figure 23: A line forms on 22nd Ave to leave the area after school pick-up. The bus loading zone on 22nd Ave is not used this school year. All students share one entrance to get in or out of school that leads to the higher concentration of vehicles using 22nd Ave.



Figure 24: Crossing guards are important in keeping pedestrians safe from drivers. Located at the exit of the student parking/loading area, and the school's front doors, the marked crosswalk at the alleyway east of Pierce St experiences the most conflicting traffic between pedestrians and motorists.

Morning Observations

- Students at Jefferson High School arrived early for drop-offs, congregating before school doors opened at 7:45 AM.
- Vehicle activity increased around 8:12 AM, peaking and clearing out by 8:30 AM.
- During the arrival peak, a police officer's traffic stop on Newland Street affected queuing and traffic on 22nd Avenue for nearly 10 minutes.
- A sizable group of students and parents waited outside in the courtyard until the school opened at 8:16 AM.
- Caregivers often parked and exited their vehicle during drop off. They also stayed with their student(s) until they saw them enter the school building.
- Southbound left turns from Pierce Street to 22nd Avenue, along with U-turns, were frequent at the Pierce St / 22nd Ave intersection.
- There was potential for more curbside drop-off on Pierce St, but parents did not pull up enough to make it an effective option.
- RRFBs on Pierce St between 22nd Ave and 24th Ave were heavily used during this time, impacting thru traffic on Pierce St.
- The crossing guard stationed at the crosswalk in front of the school doors arrived at 7:57 AM, crossing students and families at the alleyway coming from the Iglesia Apostolica Church (2098 Pierce St).
- The guard at 22nd Ave used a non-standard STOP paddle and was directing traffic from 22nd Ave and the school drop off line as well as crossing students.
- A second crossing guard appeared at 8:15 AM at the east leg of Pierce St / 22nd Ave.
- A teacher without a high visibility vest or STOP paddle arrived at 8:23 AM at Otis St / 22nd Ave. There were no students that crossed at this crosswalk after this time. This teacher also entered the school drop off and parking area to encourage drivers to continue moving and not park in the drop off queue.
- Bicycles were a common mode of transportation, with students traveling in groups or with parents.
- Due to construction at 20th Ave, Newland St was closed between 20th Ave and 22nd Ave, leading drivers to divert to alternative roadways.
- Parents dropping off preschool students park in the staff parking and in the drop off queue area. They left their vehicles to escort their students into the building. There are signs at the staff parking lot to indicate that parking lot is only for staff and should not be used for student drop off and pick up. There are parking spaces available in the drop off queue area, but some parents chose to park along the curb, blocking the drop off lane.

Afternoon Observations

- School dismissal is at 3:00 PM; however, parents began queuing in the parking lot and along Newland St and 22nd Ave at 2:30 PM.
- Parents with Preschool students remained parked in the queuing line along with others until the 3:00 PM dismissal.

- At 2:44 PM, a delivery truck parked on the south side of 22nd Ave, across from the campus, contributing to additional traffic concerns.
- The old school bus pull out on the north side of 22nd Ave in front of the school filled with parked cars by 2:50 PM.
- Around 2:54 PM, 11 cars parked along both sides of 22nd Ave and drivers exited their vehicles and crossed mid-block to enter the school property.
- Preschool students were released at 3:10 PM, and their parents began clearing out of the area.
- By 3:15 PM, the church parking lot across the street from the school was full, and other parents parked in the high school lot on the west side of Pierce St.
- Kindergarten to 6th-grade students were released at 3:17 PM, leading to congestion in the parking lot south of the school starting at 3:18 PM. The parking lot cleared by 3:27 PM.
- After-school pick-up zones from Jefferson High School obstructed some bike lanes on Pierce, exacerbating congestion on Pierce St due to limited space and a high volume of drivers.

General Observations

- Grades Kindergarten to 6th grade share the same entranceway on the south side of the building facing 22nd Ave and use the same student loading/parking lot for drop-off before school begins in the morning and pick-ups after school.
- The preschool entrance is located on the east side of the building.
- The RRFBs with supporting pedestrian infrastructure on Pierce Street enhanced visibility for pedestrians, bicyclists, and drivers.
- The roundabout at 24th and Pierce Street was well-utilized by pedestrians, minimizing mid-block crossings.
- Narrow sidewalks on the south side of 22nd Ave hindered students from walking side-by-side.
- The intersection at Newland Street and 22nd Avenue featured marked crosswalks and stop bars, aiding pedestrians by indicating where drivers should stop.
- Parents utilized offsite parking spaces, such as the church on Pierce Street. The church allows this use.
- Prohibited movements, including southbound to northbound U-turns and westbound to southbound left turns at Pierce St and 22nd Ave, were observed during the observation periods.
- Roadwork on 20th Ave and the closure of Newland St may have impacted normal traffic patterns approaching the school.
- A complaint was received by the crossing guard near the alley from a resident across the street, citing a parent blocking his driveway.
- Faded warning signs were noted after the field visit, including one westbound on 24th Ave near Newland St and a "dip" sign for eastbound on 24th Ave, east of Pierce Street.

7.2 Edgewater Elementary School

Spring 2023

Conducting school site observations is integral to the development of a well-informed school transportation plan. These on-site assessments provide essential insights into the unique characteristics and challenges of each school site, enabling transportation planners to assess factors such as traffic patterns, parking facilities, and safety considerations. Site observations were conducted at Edgewater Elementary School on May 18, 2023 by DRCOG, City of Edgewater, and Edgewater Collective. A map indicating the field review locations where participants primarily observed in provided in **Figure 25**.

Edgewater Elementary School has written arrival and dismissal procedures that are provided to parents each school year. These instructions, included in Appendix A, are detailed, providing information for students eating breakfast, students not eating breakfast, when and where students line up in the morning, dismissal locations and rules, parking safety guidelines, parent/guardian request for early dismissal, and before and after school care contact information. There are three entry points into and out of the school building. The 1st and 2nd graders are picked up and dropped off along Depew Street. This location is shared with Preschool and Kindergarteners. Grades 3 through 6 are picked up and dropped off in the school parking lot off of 24th Ave. Within the parking lot, there are separate drop off locations for 3rd and 4th grade students (west side of parking lot) and 5th and 6th grade students (south side of parking lot).



Figure 25: Edgewater Elementary Field Review Locations

The following observations were made:

- There is a potential for a satellite drop off and pick up location from 22nd Ave at the southern end of Citizens Park. 22nd Ave does not connect to Depew St and would need to be accessed from Sheridan Blvd, Ames St, or Benton St.
- There are utility poles that impede the sidewalk on 24th Ave adjacent to the Edgewater Elementary school parking lot.
- There is a flashing beacon installed on the north side of 24th Ave, west of Benton St, for the westbound approach to the school. It is installed with a School Speed Limit sign of 20 MPH when flashing. The beacon above the sign has a single back mount beacon for the eastbound approach. There is no sign visible from the eastbound direction. The beacons are activated by time of day.
- Pedestrians in the vicinity of Chase St / 24th Ave were dog walkers using Citizens Park, not students of Edgewater Elementary school.
- The crosswalk of 24th Ave on the west leg of the Benton St / 24th Ave intersection has stop bars for the eastbound and westbound approaches. The intersection is not an ALL-WAY STOP and only has a minor street STOP sign for drivers travelling southbound on Benton St. The painted stop bars on 24th Ave should be removed.
- Multiple lanes formed at the entrance to the parking lot.
- Drivers in the school parking lot were double parking along the curb.
- Traffic on 24th Ave appear to be traveling at higher speeds.
- The eastbound approach on 24th Ave, approaching the school does not have adequate signs to bring attention to the school zone.
- Cars associated with school drop off and pick up were parked on both sides of 24th Ave, even close to Depew St, where the south side curb is painted yellow with a NO PARKING FIRE LANE sign posted. Near Chase St, this limited sight distance for drivers exiting the school parking lot.
- A midblock stop bar on 24th Ave is painted 75 feet east of, on the westbound approach to Depew St. A stop bar on 24th Ave is painted on the eastbound approach to Depew St; however, Depew St / 24th Ave is not an ALL-WAY STOP intersection.
- A teacher serves as a crossing guard at the Depew St / 24th Ave intersection.
- The Principal supports traffic management within the parking lot near the parking lot entrance.
- Depew St a ONE WAY street south of 24th Avenue. Caregivers park on both sides. Student walk across the street at midblock locations to meet them.
- The overall operations on Depew St appear effective. There are crosswalks to cross Depew St at 24th Ave, 22nd Ave, and midblock between 20th Ave and 22nd Ave.
- Further south of the school, there are marked crosswalks to cross 20th Ave at Depew St, a signalized intersection, and at Benton St, a roundabout.

Fall 2023

In response to various adjustments, such as the temporary closure of Molholm Elementary School for the '23-'24 academic year and revisions to school start and dismissal times, school site observations were reassessed in Fall 2023. Edgewater Elementary does not have bus service as it is designated as a “choice” school. On September 14, 2023, a collaborative effort involving DRCOG, City of Edgewater, Edgewater Collective, and Y2K Engineering conducted site observations at Edgewater Elementary School. A map depicting the existing school circulation at Edgewater Elementary School is provided in **Figure 26**.



Figure 26: Edgewater Existing School Circulation Map



Figure 27: Car queueing line in the parking lot of Edgewater Elementary. Students from grades 3 to 6 use the same space for pick-up and drop-off, with 3rd and 4th graders being located closer to the entryway.



Figure 28: The exiting driveway of the parking lot does not have many amenities that support drivers or pedestrians. Students use the sidewalk to enter the school, but parked cars sometimes extend into the sidewalk, reducing the total walkable width. Cars parked along the street limit sight visibility.



Figure 29: A queuing car line on Depew Street where 1st and 2nd graders are dismissed after school. As a one-way street, pedestrians will only need to be concerned about approaching vehicles from the southbound direction. Cars are parked on both sides of Depew Street which causes congestion and reduces the space drivers can maneuver. Students are crossing the street at all locations to get to their vehicle.



Figure 30: Crossing guard at the intersection of Depew Street and 24th Avenue. A RRFB exists for the east leg crosswalk but was not observed to be activated.

Morning Observations

- Classes commence at 8:30 AM, but vehicles and students typically arrive as early as 7:45 AM.
- School doors open for breakfast at 7:50 AM.
- Traffic increases by 8:15 AM, with the drop-off area filling up by 8:25 AM, extending four cars onto 24th Avenue.
- Some parents opt to park along 24th Avenue near the park east of the school, instead of the school parking lot.
- At 8:15 AM, a crossing guard facilitate student crossings at 24th Avenue and Depew Street
- Crossing activity is minimal, with approximately half a dozen students crossing between 8:15 AM and 8:30 AM.
- Students gather around the parking lot, grassy areas, or any available open space.
- School staff at all three entry points hold doors and greet incoming students.
- Parents do not leave their vehicles while in the drop off queue. It operates as “hug and go”.
- A few students, with and without caregivers, entered school property from Citizens Park
- Around 8:28 AM, a steady stream of students enters the school, preparing for their morning classes that commence at 8:30 AM.

Afternoon Observations

- Preschool parents began to line up on Depew Street at 2:30 PM. They descended the stairs to collect their preschoolers at 2:35 PM and cleared out by 2:52 PM.
- School dismissal is at 3:30 PM. Parents entered the parking lot at 2:45 PM, while parents of younger students began filling both sides of Depew Street from 2:30 PM.
- Excessive speeding wasn't observed, but vehicles were parked in fire lanes and along both sides of 24th Ave.
- The curb on the east side of Depew was filled with parents by 3:25 PM. Older siblings are instructed to get picked up with their younger sibling's grade level.
- The crossing guard for 24th Avenue and Depew Street appeared at 3:27 PM, focusing more on directing traffic than crossing students.
- Visibility on 24th Ave posed challenges due to sun glare and the road's downhill grade on the eastbound approach to Depew St.
- Mid-block crossings on Depew Street occurred due to vehicles parking on both sides of Depew St.
- Concerns were raised by Edgewater Elementary School about parents entering the parking lot the wrong way from the exit driveway.
- A few caregivers walked from 22nd Ave, south of Citizens Park to pick up their students.
- By 3:45 PM, the pick-up areas were clear.

General Observations

- Left turns into and out of the parking lot were an issue at times due to increased traffic and parking along 24th Ave.

- Pedestrian-Vehicle conflicts were observed at the parking lot entrance and exit driveways.
- The school noted that the pick-up/drop-off process was smoother this year despite a 25-student increase.

8.0 Next Steps

The insights provided in this report on existing conditions will be integrated with the input and ideas shared by community members to shape the forthcoming school transportation recommendations. The Denver Regional Council of Governments (DRCOG), Y2K Engineering, Edgewater Collective and the City of Edgewater are continuing to engage the public effectively and equitably as part of the Edgewater Community-Based Transportation Plan. Draft recommendations will be shared with stakeholders beginning in January 2024 with the Final Edgewater Community-Based Transportation Plan published in May 2024. This collaborative effort ensures a comprehensive and community-informed approach to enhancing transportation in Edgewater.

APPENDIX A:

Edgewater Elementary School Arrival and Dismissal Instructions

EDGEWATER ARRIVAL AND DISMISSAL, 2023-2024

<p>8:00am Breakfast & Supervision</p> <p>8:30am First Bell</p> <p>8:35am Tardy bell rings</p> <p>3:30pm Students are dismissed</p>									
Students eating breakfast	<ul style="list-style-type: none"> • Students who eat breakfast go to the cafeteria, where there will be supervision. • Families may drop these students off on the west side of the building on Depew St. 								
Students NOT eating breakfast	<ul style="list-style-type: none"> • If your child is not eating breakfast, we ask you to drop them off in the northeast parking lot near the playground. • They will enter the building through the glass doors. • They will line up by class in the gym, where there will be supervision. 								
Morning line up, all students	<ul style="list-style-type: none"> • All students will line up for class in the gym by 8:30 when the first bell rings. 								
Dismissal Locations	<table border="1" style="width: 100%;"> <tr> <td style="width: 30%;">Kindergarten</td> <td>Students stay in the classroom. Family members go to the outside doors of Kinder classrooms to pick up children.</td> </tr> <tr> <td>1st & 2nd grades</td> <td>Doors on the west side along Depew St.</td> </tr> <tr> <td>3rd & 4th grades</td> <td>Atrium Doors (east side near parking lot)</td> </tr> <tr> <td>5th & 6th grade</td> <td>North East Doors (near parking lot) (new main entrance)</td> </tr> </table> <ul style="list-style-type: none"> • Students are not allowed to play in the front of the school or on the playground while students are being dismissed or waiting to be picked up. • After school all students must go directly home, to School Age Enrichment (before and after school care), or to the cafeteria where they are picked up for their designated club. • Students are not to stay after school to play on the playground, unless they are accompanied by a parent or guardian. We do not provide playground supervision after dismissal. 	Kindergarten	Students stay in the classroom. Family members go to the outside doors of Kinder classrooms to pick up children.	1st & 2nd grades	Doors on the west side along Depew St.	3rd & 4th grades	Atrium Doors (east side near parking lot)	5th & 6th grade	North East Doors (near parking lot) (new main entrance)
Kindergarten	Students stay in the classroom. Family members go to the outside doors of Kinder classrooms to pick up children.								
1st & 2nd grades	Doors on the west side along Depew St.								
3rd & 4th grades	Atrium Doors (east side near parking lot)								
5th & 6th grade	North East Doors (near parking lot) (new main entrance)								

<p>Parking Safety Guidelines</p>	<ul style="list-style-type: none"> ● Drivers must observe all traffic signs, and designated appropriate places to load and unload students. ● NEVER park in the following areas: <ul style="list-style-type: none"> ○ Emergency lanes ○ No parking zones ○ Driveways, including the yellow curbs ● Students should be dropped off in the “Hug & Go Lane” on the perimeter of the parking lot and in front of school. ● Under no circumstances should students walk through the parking lot without an adult, cross in the middle of Depew St. or 24th Ave, or walk between cars, to ensure their safety.
<p>Parent/guardian request for early dismissal</p>	<ul style="list-style-type: none"> ● Students may only be dismissed early at the request of a parent or guardian. ● Students must be checked out through the front office. ● Front office staff will call the classroom and the student will come to the office. ● Students will not leave class before the parent/guardian arrives at school. ● Limit the number of requests for early dismissal to emergencies or appointments only.

Before and After School Care

<p>Before and After School Care</p>	<ul style="list-style-type: none"> ● If you need before and after school child care, contact Paula Garner, Director of School Age Enrichment for Edgewater at paula.garner@jeffco.k12.co.us
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LLEGADA Y SALIDA, EDGEWATER 2023-2024

<p>8:00 a. m. Desayuno y supervisión</p> <p>8:30 a. m. Primera campana</p> <p>8:35 a. m. Campana de tardanza</p> <p>3:30 p. m. Salida de los estudiantes</p>										
Estudiantes que toman desayuno	<ul style="list-style-type: none"> ● Los estudiantes que desayunan van al comedor, donde habrá supervisión. ● Las familias pueden dejar a sus hijos en el lado oeste de la escuela en Depew St. 									
Estudiantes que NO toman desayuno	<ul style="list-style-type: none"> ● Si sus hijos no toman desayuno, les pedimos que los dejen en el estacionamiento del lado noreste, cerca del patio de recreo. ● Ingresarán al edificio por las puertas de vidrio. ● Se formarán en línea por clase en el gimnasio, donde habrá supervisión. 									
Formación en línea de la mañana, todos los estudiantes	<ul style="list-style-type: none"> ● Todos los estudiantes se formarán en línea para la clase en el gimnasio a las 8:30 cuando suene la primera campana. 									
Lugares en donde se dejará salir a los estudiantes	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; padding: 5px;">Kínder</td> <td style="padding: 5px;">Los estudiantes permanecen en el salón de clase Las familias recogerán a los niños en las puertas exteriores de los salones de kínder.</td> </tr> <tr> <td style="padding: 5px;">1.º y 2.º grado</td> <td style="padding: 5px;">Puertas en el lado oeste en Depew St.</td> </tr> <tr> <td style="padding: 5px;">3.º y 4.º grado</td> <td style="padding: 5px;">Puertas del patio (lado este cerca del estacionamiento)</td> </tr> <tr> <td style="padding: 5px;">5.º y 6.º grado</td> <td style="padding: 5px;">Puertas al lado noreste (cerca del estacionamiento) (nueva entrada principal)</td> </tr> </table> <ul style="list-style-type: none"> ● No se permite que los estudiantes jueguen en la entrada de la escuela ni en el patio de recreo a la hora de la salida o mientras esperan que se los recoja. ● Después de clases, todos los estudiantes deben ir directamente a casa, al programa de enriquecimiento académico para niños en edad escolar (antes y después de clases), o al comedor donde son recogidos para ir a su club designado. ● Los estudiantes no deben quedarse a jugar en el patio de recreo después de clases, a menos que estén acompañados por un padre, madre o tutor legal. No proporcionamos supervisión en el patio de recreo después 		Kínder	Los estudiantes permanecen en el salón de clase Las familias recogerán a los niños en las puertas exteriores de los salones de kínder.	1.º y 2.º grado	Puertas en el lado oeste en Depew St.	3.º y 4.º grado	Puertas del patio (lado este cerca del estacionamiento)	5.º y 6.º grado	Puertas al lado noreste (cerca del estacionamiento) (nueva entrada principal)
Kínder	Los estudiantes permanecen en el salón de clase Las familias recogerán a los niños en las puertas exteriores de los salones de kínder.									
1.º y 2.º grado	Puertas en el lado oeste en Depew St.									
3.º y 4.º grado	Puertas del patio (lado este cerca del estacionamiento)									
5.º y 6.º grado	Puertas al lado noreste (cerca del estacionamiento) (nueva entrada principal)									

	de la salida de los estudiantes.
Directrices de seguridad de estacionamiento	<ul style="list-style-type: none"> ● Los conductores deben observar todas las señales de tránsito y lugares apropiados designados para dejar y recoger a los estudiantes. ● NUNCA se estacionen en las siguientes áreas: <ul style="list-style-type: none"> ○ Carriles de emergencia ○ En las zonas donde no se permite el estacionamiento ○ Entrada a las cocheras o garajes, incluido en los bordillos amarillos ● Se debe dejar a los estudiantes en el carril de “Hug & Go” en el perímetro del estacionamiento y frente a la fachada de la escuela. ● Bajo ninguna circunstancia los estudiantes deben caminar en el estacionamiento sin un adulto, cruzar a mitad de Depew St. o 24th Ave, o caminar entre los autos, para garantizar la seguridad.
Solicitud del padre, madre o tutor/a legal para la salida temprana de un estudiante	<ul style="list-style-type: none"> ● Solo se dejará salir temprano a los estudiantes a solicitud de un padre, madre o tutor/a legal. ● Se debe registrar la salida de los estudiantes en la oficina de la escuela. ● El personal de la escuela llamará al salón de clase y el estudiante vendrá a la oficina. ● Los estudiantes no dejarán sus salones de clases antes que un padre, madre o tutor/a legal llegue a la escuela. ● Limiten la cantidad de solicitudes de salida temprana solo a emergencias o citas.

Servicio de guardería antes y después de la jornada escolar

Servicio de guardería antes y después de la jornada escolar	<ul style="list-style-type: none"> ● Si necesitan cuidado infantil antes y después de la jornada escolar, comuníquense con Paula Garner, directora del Programa de enriquecimiento académico para niños en edad escolar de Edgewater, en paula.garner@jeffco.k12.co.us
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APPENDIX B:

Map Information

DRCOG makes no claims, representations or warranties, express or implied, concerning the validity (express or implied), the reliability or the accuracy of the data herein, including the implied validity of any uses of such data. DRCOG shall have no liability for the data or lack thereof, or any decisions made or action not taken in reliance upon any of the data.

The following maps have been prepared for this existing conditions report utilizing GIS data provided by DRCOG and others.

Figure 4: Equity Index Map

Figure 5: Transit within Study Area

Figure 6: Bicycle Facilities in the Study Area

Figure 7: Roadway Network in the Vicinity of Lumberg & Edgewater Elementary School

Figure 8: High Injury Network and Critical Corridors

These maps incorporate GIS data made available through DRCOG's Regional Data Catalog and RTD's Open GIS Data Download including:

- EQUITY INDEX BY TRACT ACS 2017-2021
- RTD GIS Current Runboard
- BICYCLE FACILITY INVENTORY
- DRCOG REGIONAL HIGH INJURY NETWORK AND CRITICAL CORRIDORS

Crash heat maps (***Figure 10 & 11***) were prepared using crash data received from the Colorado Department of Transportation (CDOT).



B. Community Engagement Summary

Appendix B

Edgewater Engagement Full Summary of Activities and Survey Data

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Types of Outreach and Engagement Efforts

The project outreach efforts helped promote public involvement opportunities and provided educational information about the project's status. All digital engagement, print media, and surveys were produced in both Spanish and English. Focus groups, targeted discussions, and community events had simultaneous Spanish interpretation.

Digital and Print Outreach Media

Digital engagements efforts were created to spread the word about upcoming engagement opportunities, update the community on the status of the project, provide opportunities for feedback to be submitted virtually, and notify the community about the pop-up demonstration project and how the temporary infrastructure would change the street.

Website

The project website served as a one-stop-shop for finding general information about the project, frequently asked questions, completing surveys, viewing draft recommendations, providing feedback, signing up for email updates, tracking the project timeline, signing up for focus groups, and contacting the project team. There were 830 views and 452 visitors to the website during the project. The project provided the same opportunities to learn about the project and provide feedback at both in-person events and virtually through the project website.

Eblasts

Eblasts were sent out via email to the project contact list to share details about upcoming engagement events, website updates and opportunities to get involved virtually, and to share project progress. By the end of the project 41 people were on DRCOG's contact list.

Social Media

Social media posts were shared to solicit input on proposed recommendations, encourage registration for engagement events, to share information about the pop-up demonstration project, and for general informational purposes. The Denver Regional Council of Governments, City of Edgewater, and Edgewater Collective coordinated all social media campaigns and shared posts on Facebook, LinkedIn, Twitter, Instagram, and NextDoor.

Newsletters

Project updates were sent seven times to school families in digital and paper versions of the school newsletters. The City of Edgewater also shared project updates as part of their digital weekly newsletters.

Flyers

Flyers and postcards were used to inform school families, nearby residents, and other community members of the planning process and opportunities to attend focus groups and other events. Print media included:

- Flyers in sent home in student Friday Folders to communicate with families six times
- Promotional flyers about the study at community events
- 170 postcards to residents nearby W 22nd Ave and Lumberg Elementary notifying them of the pop-up demonstration project

Engagement Efforts

Surveys

Three surveys were conducted throughout the project, including: two parent surveys (spring 2023 and fall 2023) and a community survey.

Community Events

The project team joined several existing community events to meet people where they already are to increase the reach for public engagement. These events included social and educational events and programs hosted by the City of Edgewater, Edgewater Collective, and the schools. One important engagement effort was speaking with students through the Jefferson Success Academy, a free, four-week summer school program for 3rd-5th grade students. Project staff led activities for students related to the School Transportation Plan over three days during the program to learn about their experiences and needs with getting to and from school.

Focus Groups and Targeted Discussions

Edgewater Collective hosted one Family Council Meeting in Fall 2023 for school families to come together to have a conversation about their experiences and ideas about the project. The project team hosted two focus groups in Winter 2024 for school families and community members to review the proposed recommendations and provide feedback. One focus group was held at Lumberg Elementary School, and one was held at Edgewater Elementary School. Both focus groups were open to all school families, staff, and community members and included simultaneous Spanish interpretation.

Advisory Bodies

Core Team

The core project team consisted of staff from the Denver Regional Council of Governments, City of Edgewater, Lumberg and Edgewater Elementary School principals, Edgewater Collective, and the consultant team. The core team met at least monthly to discuss project progress and to review planning materials.

Steering Committee

The project steering committee consisted of staff from the Denver Regional Council of Governments, City of Edgewater, City of Wheat Ridge, City of Lakewood, Colorado Department of Public Health and Environment, Jefferson County Public Schools, Edgewater Collective, School Resource officer, Edgewater police, school crossing guards, community members, and parents. The committee's role was to help identify strategies for reaching hard-to-reach groups, sharing feedback on stakeholders' experiences and needs, and to provide technical expertise. The steering committee met three times throughout the project.

Summary of Activities

The following provides a summary of engagement activities:

- Project Kick-Off – Steering Committee Meeting #1
- Community Pop-Up #1 - Eco Edgewater
- Parent Survey #1
- Spring Walk Audits
- Community Pop-Up #2 -Jefferson Academy
- Steering Committee Meeting #2
- Community Pop-Up #3 - Hometown Festival
- Parent Survey #2
- Family Council Meeting
- Steering Committee Meeting #3
- Community Pop-Up #4 – Lumberg Winterfest
- Focus Groups
- Pop-up Demonstration Project

Project Kick-Off – Steering Committee Meeting #1(Phase One)

Purpose & Overview

The project was kicked-off with the first Steering Committee Meeting. The purpose of this first meeting was to meet the project steering committee members, give a brief overview of the projected project process and timeline, and to start the discussion around current conditions, needs, and experiences surrounding school transportation.

Where & When

Edgewater Civic Center

March 30, 2023

What We Heard

- Concerns around the school start time being later and making things more rushed.
- General concerns around confusion and traffic at school pick-up and drop-off
- Importance of education around transportation etiquette, understanding how to cross the street, etc.
- Missing voices may include families, students, bus drivers, teachers.

Community Event #1 – Spring Fiesta/Eco Edgewater (Phase One)

Purpose & Overview

The project team set up a table at the existing Spring Fiesta /Eco-Edgewater community event, in partnership with the outreach team for the city comprehensive plan. Visitors could learn more about the project and complete a survey. The purpose of this survey was to understand how the community travels around Edgewater and Lumberg Elementary Schools. The survey was produced in both English and Spanish, and participants could complete a paper survey in-person or complete a digital version of the survey. Attendees who completed the survey received a coupon for the food trucks, provided by the Edgewater Comprehensive Plan outreach team. We received 61 responses (49 paper responses and 12 online responses).

Where & When

Jefferson Junior/Senior High School

April 29, 2023

What We Heard

- Most respondents live close (within ½ mile) of the schools
- Most respondents (64%) drive alone to work
- Most respondents (64%) drive alone for errands
- The three most popular potential changes included crosswalks, street lighting, and shade.
- The three top concerns included speeding, reckless driving, and dangerous intersections.

- There were several comments around needing wider sidewalks, traffic calming through speed humps, and dangerous intersections.

Parent Survey #1 (Phase One)

Purpose & Overview

The survey was adapted from the Safe Routes to Schools Parent Travel survey and was distributed to all families at Molholm, Edgewater, and Lumberg Elementary Schools. The purpose of this survey was to better understand how families get to and from school and to understand what concerns they may have with walking, biking, and carpooling. We received 103 responses, which was approximately 10% of families. The survey was produced in both English and Spanish and more than 60% of the responses were in Spanish.

Where & When

Molholm Elementary School
Lumberg Elementary School
Edgewater Elementary School

Surveys were sent home in student backpacks in May 2023

What We Heard

- The majority (66%) of Molholm students plan to move to Lumberg next year.
- Most Molholm families plan to drive their children to school next year (49%), followed by walking (about 20%) and the school bus (17%).
- Most families at Lumberg and Edgewater drive their students.
- Only a few kids at Edgewater and Lumberg have asked to walk or bike within the last year, and only about half of students have access to a bicycle.
- Most parents would not let their child walk to school alone.
- The most common concerns for walking and biking at Edgewater and Lumberg are (in order):
 - Safety of intersections
 - Distance
 - Speed of traffic
 - Weather
 - Time
 - Violence/crime
- The most common concerns for walking and biking at Molholm are (in order):
 - Violence/crime
 - Distance
 - Weather
 - Speed of traffic
 - Safety of intersections

- About half of families are either interested or unsure about carpooling
- The two most common concerns around carpooling are that they prefer to drive their own child and do not know who to carpool with.

Spring Walk Audits (Phase One)

Purpose & Overview

In May 2023 the Steering Committee participated in a walk audit at each school to watch school pick-up procedures and review infrastructure and transportation issues generally around each school.

Where & When

Lumberg Elementary: May 9, 2023 @ 2:30pm

Edgewater Elementary: May 18, 2023 @ 2:45pm

What We Heard

Lumberg Takeaways:

- Cars speed on 24th and Pierce St
- School speed limits are inconsistent.
- 20th Ave and Pierce St is a dangerous intersection.
- Limited parking for pickup is an issue.

Edgewater Takeaways:

- Need better signage for school zone.
- Cars speed on 24th Ave
- The parking lot needs further evaluation – double parking, cars going in the wrong direction, traffic in lot causes congestion on 24th Ave, lack of signage.

Community Event #2 – Jefferson Success Academy (Phase One)

Purpose & Overview

Jefferson Success Academy is a free, four-week summer school program for 3rd-5th grade students focused on increasing students' math skills along with engaging enrichment activities and project-based learning. The program is hosted by Edgewater Collective and is held at one of the community elementary schools. Project staff led activities for students related to the School Transportation Plan over three days during the program. The first day included an introduction to transportation planning and mapping activity where students learned how to read a map. The second day included a field trip to Lumberg Elementary School for a walk audit to see transportation planning in real life and learn about their experiences getting to and from school. The third day included an activity where students created their own cross-section of what they would want their street by

their school to look like. Students also drew on a large map of the neighborhood to share what they want most in their neighborhood.

Where & When

Molholm Elementary School

July 10, July 17, and July 24, 2023

What We Heard

- Few students bike or walk to school.
- There is a lack of shade and places to sit near school.
- Cars were low priority in the desired cross-sections.
- Bus, light rail, and bike lanes were as popular as cars in the cross-sections.
- Trees/shade/pools were very popular for desired components.
- Desire for a more natural environment (flowers, butterflies, trees, water)
- Benches and recreational areas were also popular.

Steering Committee Meeting #2 (Phase One)

Purpose & Overview

The second steering committee meeting included a presentation on engagement efforts (including the surveys and walk audits) and existing conditions analysis. The meeting also included a discussion on school consolidation and reviewed project next steps. Simultaneous Spanish interpretation was provided.

Where & When

Edgewater Civic Center

September 14, 2023

What we Heard

- Residents reinforced the importance of shade.
- Congestion around Lumberg is in part due to the school not opening early – it would be helpful if staff could be available outside about 20 minutes before the school opens.
- Parents have concerns with letting their children out of sight (including walking and the school bus).

Community Event #3 - Hometown Festival (Phase Two)

Purpose & Overview

The Edgewater Hometown Festival is a community social event hosted by the city with live music, food, drinks, and activities for kids. The project team provided flyers to the City of Edgewater to hand out to community members to learn more about the study.

Where & When

Citizens Park
September 23, 2023

Parent Survey #2 (Phase Two)

Purpose & Overview

The purpose of the second parent survey was to evaluate the current conditions of school pick-up and drop-off in the new school year. We were particularly interested in hearing from families at Lumberg Elementary, which had a large increase in enrollment due to the closure of Molholm Elementary. 53 individuals completed the survey – 49 paper surveys and 2 online surveys. The survey was produced in both Spanish and English.

Where & When

Paper surveys were sent home to families in student backpacks in November 2023. The survey could also be completed online.

What We Heard

- Most families are still using a family vehicle to get to school
- The main reason for driving to school was because the school bus does not pick up near where they live.
- Over half of the comments mentioned a desire for school transportation/buses.
- There were several comments expressing concern about safety and the need to reduce speeding and reckless driving.

Family Council Meeting (Phase Two)

Purpose & Overview

Edgewater Collective hosts monthly family council meetings to provide families with opportunities to support their local schools and brainstorm solutions to needs in their community. The November Family Council Meeting was dedicated to discussing the Edgewater School Transportation Plan. There were about eight attendees who were mostly mothers of children at the elementary schools. The meeting was held with simultaneous interpretation in English and Spanish.

Where & When

Edgewater Collective
November 7, 2023 @ 8:30am

What We Heard

- Drop off is improved at Edgewater this school year, mostly because students are able to get inside the building early
- Need for more frequent reminders on the pick-up and drop-off procedures
- Congestion exacerbated with parents waiting to ensure their kids get into the building
- Left turns onto Pierce St from W 22nd Ave is problematic
- Issues compounded by high school students getting dropped off/picked up
- Educational videos about procedures and safety would be helpful

Steering Committee Meeting #3 (Phase Three)

Purpose & Overview

The purpose of the steering committee meeting #3 was to share a summary of fall engagement, review the preliminary proposed recommendations, solicit feedback on the recommendations, and review next steps.

Where & When

Held virtually via Microsoft Teams
January 23, 2024

Community Event #4 – Lumberg Winterfest (Phase Three)

Purpose & Overview

The Lumberg Elementary Winterfest is a community event organized by Lumberg Elementary. This social event brings together community organizations and students and families and included a book reading, face painting, and tables for community members to stop by and learn more about various initiatives. Project staff had a table with large maps with project recommendations, coloring books, and flyers for those interested in reviewing recommendations and learning more.

Where & When

Lumberg Elementary School
January 20, 2024 @ 11am

Focus Groups (Phase Three)

Purpose & Overview

Two focus groups were held to have in-depth conversation with school families and community members about the proposed recommendations. The focus group included a foamcore map of the locations of proposed recommendations for a visual. The Lumberg group had five participants and the Edgewater group had six participants. There was a mix of both parents/families and community members. The focus groups were held with simultaneous interpretation in English and Spanish.

Where & When

Lumberg Elementary School
March 5, 2024 @ 3:30pm

Edgewater Elementary School
March 7, 2024 @ 3:30pm

What We Heard

Lumberg Key Takeaways:

- General support of the one-way conversion of W 22nd Ave
- Need for clear signage.
- Parents want to wait to see their child enter the building.
- Shifting school start and dismissal times would help with congestion.
- A main issue is that the school doesn't let students inside the building early enough.
- Parents are uncomfortable carpooling with people they don't know.

Edgewater Key Takeaways:

- Intervention needed at 24th Ave and Depew St – either a raised crosswalk or 4-way stop.
- Flexibility with drop-off timing helps a lot.
- Parking lot: paint and signage would help make it clearer that one is entrance, and one is exit.
- Generally supportive of parking only on east side of Depew and proposed intersection improvements.
- A lot of concern with vehicle speeds on 24th Ave.

Pop-Up Demonstration Project (Phase Four)

Purpose & Overview

As part of a pop-up demonstration project, W 22nd Ave was converted into a one-way street from Newland St to Pierce St. School families also received school arrival and dismissal procedures, which outlined the procedure for the new traffic pattern and options for pick-up and drop-off location depending on student grade and individual family preference. Temporary infrastructure and signage were placed to implement the pop-up. School families and nearby residents could provide feedback on the pop-up and were notified via mailers, yard signs, and the school newsletter and other school materials.

Where & When

Lumberg Elementary School & W 22nd Ave
Starting April 9, 2024

What We Heard

- General support for the one-way
- Some nearby residents have expressed concern with increased traffic and speeding down their streets and alleyways.

Takeaways

Key Themes and Takeaways from Public Input

Needs & Current Conditions

- Parents were concerned with practicalities around getting their children to school quickly and safely and experienced frustration with congestion and reckless driving. Safety is of key importance to school families - they want to watch their children enter the school and are concerned about the ability of their students to safely walk to school. Generally, parents felt pick-up and drop-off were working better this year at Edgewater, but worse at Lumberg.
- Students are more interested in transportation modes other than cars, including bus, walking, and biking. Students expressed desire for more shade, seating, nature, and recreational areas near their school.

Feedback on Recommendations

- Edgewater: Feedback was generally in support of the proposed recommendations. There were some comments expressing concern about the parking lot at Edgewater Elementary School. Community feedback was particularly in support of interventions at the intersection of W 24th Ave and Depew St, as many people find this intersection to be particularly dangerous.
- Lumberg: Feedback was generally in support of the proposed recommendations. Feedback included support for the conversion of W 22nd into one-way. One parent commented on traffic from Jefferson High School compounding traffic at Lumberg, which suggests a potential need for the two schools to coordinate further. Parents expressed the desire for the school doors to open early to help with school drop-off.

Pop-up Demonstration Project Feedback

- Generally, school families, community members, and other stakeholders were in support of the one-way conversion of W 22nd Ave as part of the pop-up demonstration project. The consensus was that pick-up and drop-off felt less chaotic after the installation of the pop-up. However, there were still some concerns expressed by the community and observed by the project team, including issues with traffic flow at the Lumberg hug & go operation at peak times, congestion at the intersection of Pierce St and W 22nd Ave, increased traffic on Newland St, and use of neighborhood alleyways as thru-streets. The project team, including the City of Edgewater and schools, incorporated these concerns into the final recommendations and future changes.

Survey Data

Community Survey: April 2023

- 61 survey responses
- Top five concerns: speeding, reckless driving, dangerous intersections, lack of pedestrian infrastructure, and damaged sidewalks.
- Top five popular solutions: crosswalks, street lighting, shade, more sidewalks, and medians.
- How people get to work:
 - 64% drive alone
 - 11% don't commute
 - 10% walk
 - 7% bicycle
 - 5% take bus/rail
- How people run errands:
 - 62% drive alone
 - 22% walk
 - 11% carpool
 - 5% bicycle

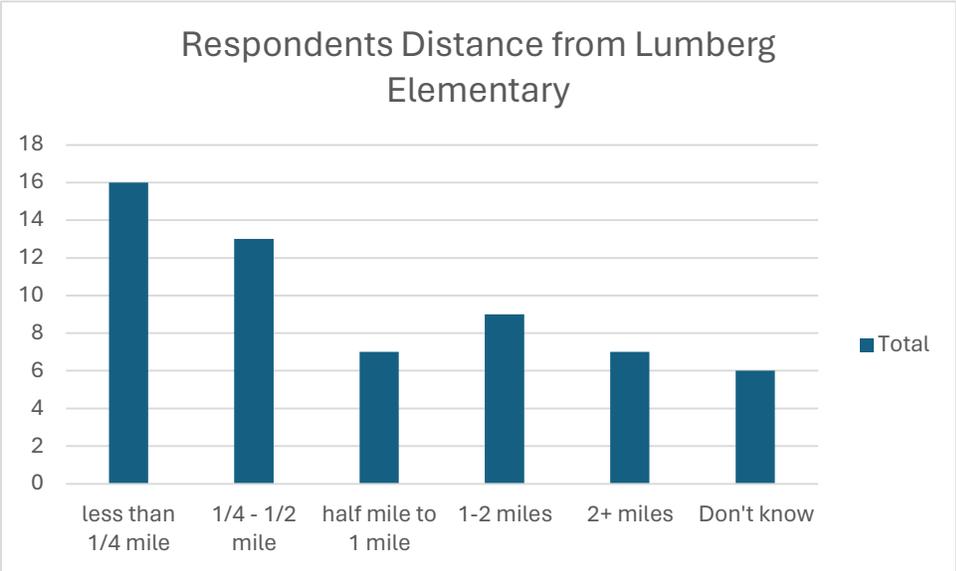


Figure 1. Respondents distance from Lumberg Elementary

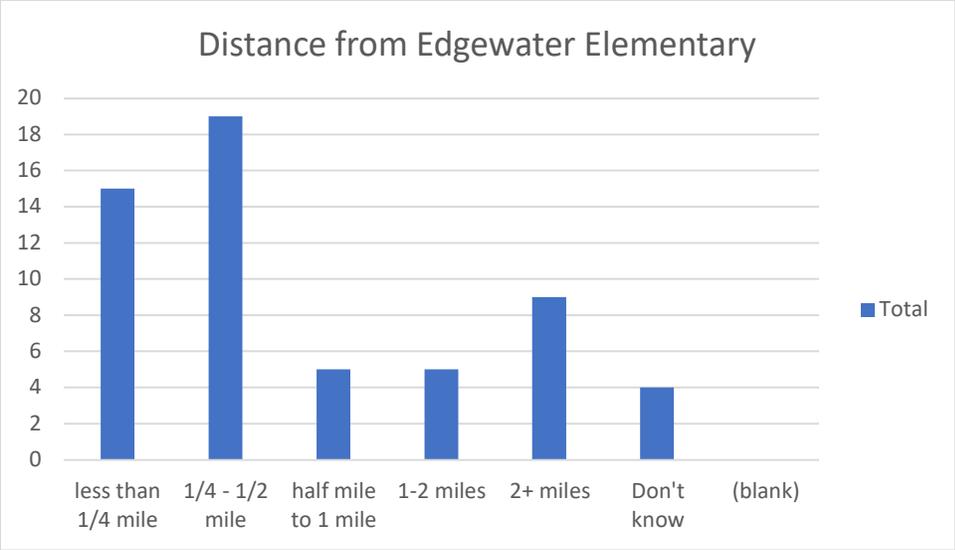


Figure 2. Respondents distance from Edgewater Elementary

Parent Survey: Spring 2023

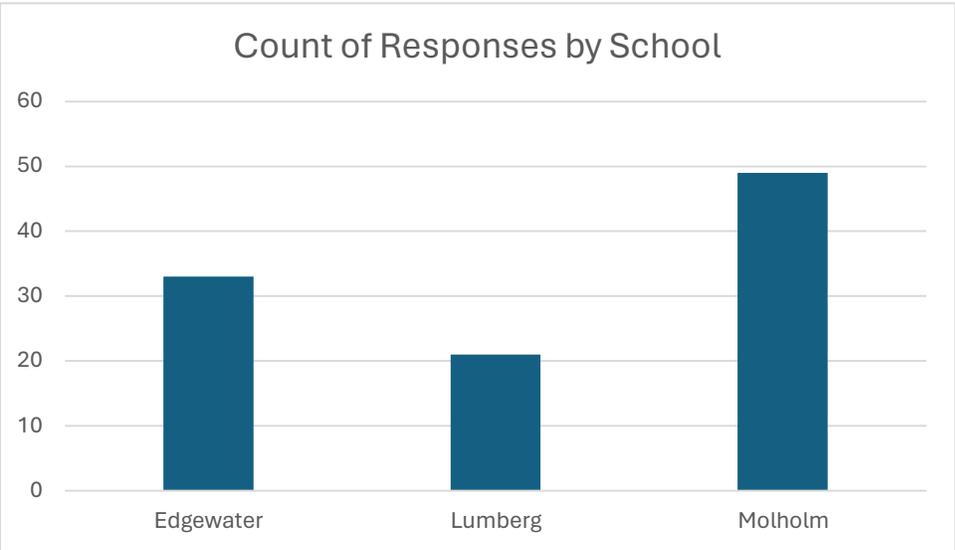


Figure 3. Survey responses by school

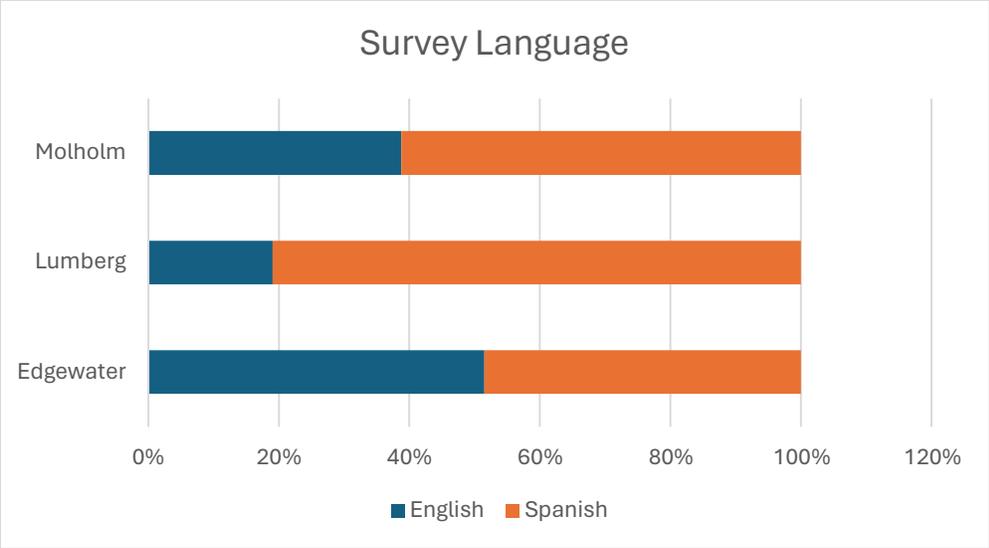


Figure 4. Survey responses by language

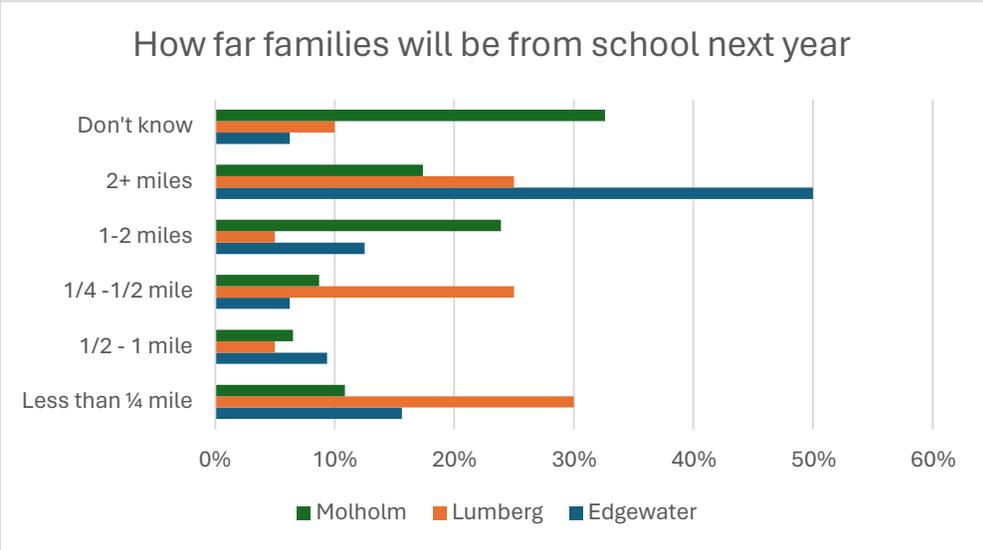


Figure 5. Travel distance

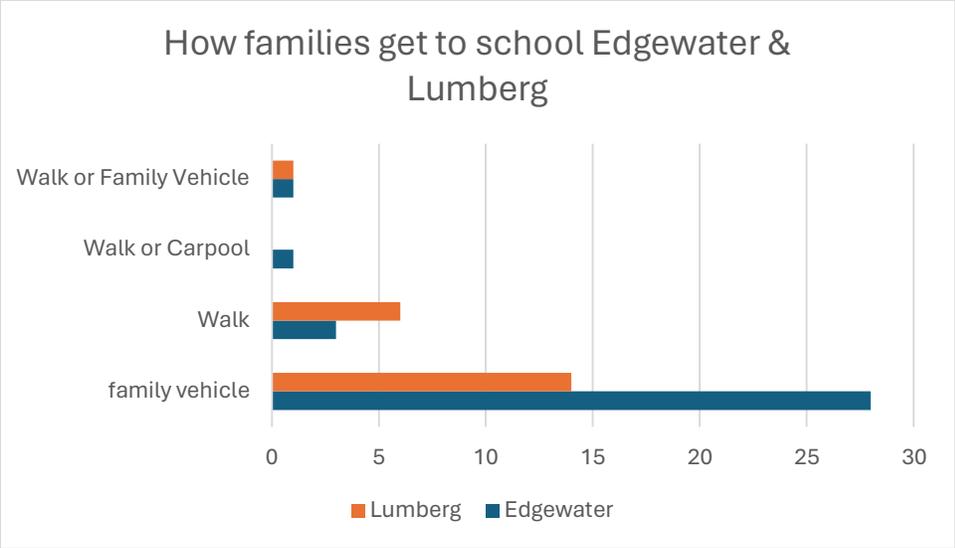


Figure 6. Travel mode for Lumberg and Edgewater Elementary Schools

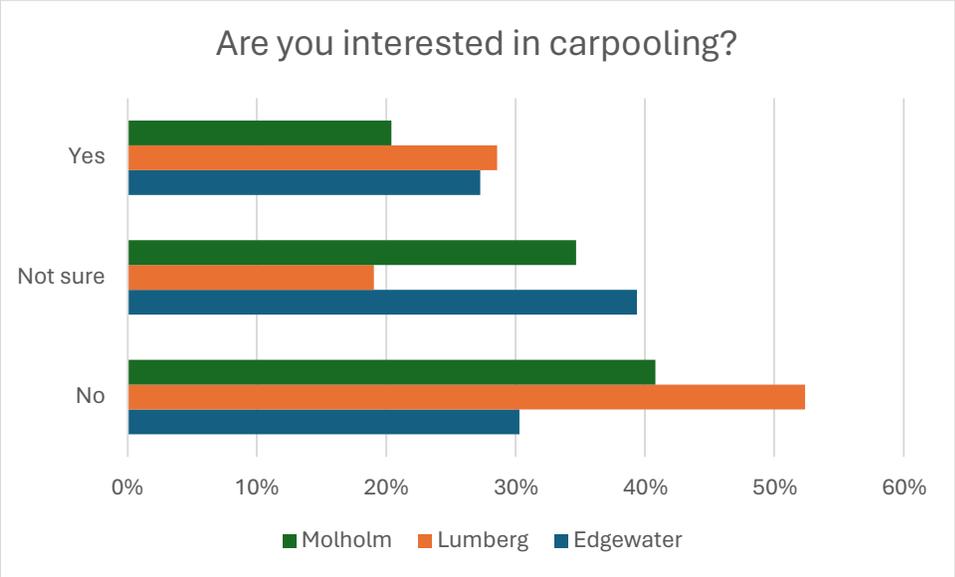


Figure 7. Carpooling interest

Parent Survey: Fall 2023

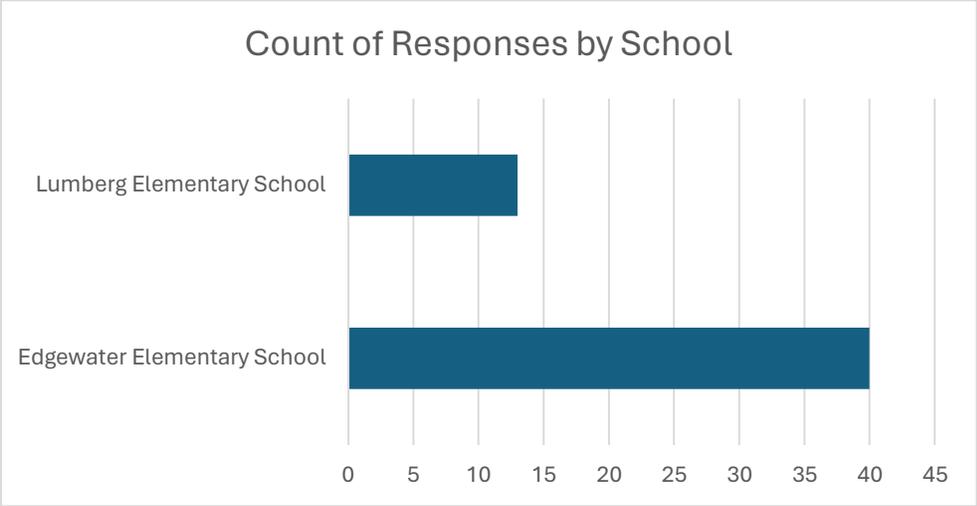


Figure 8. Responses by school (40 from Edgewater and 13 from Lumberg)

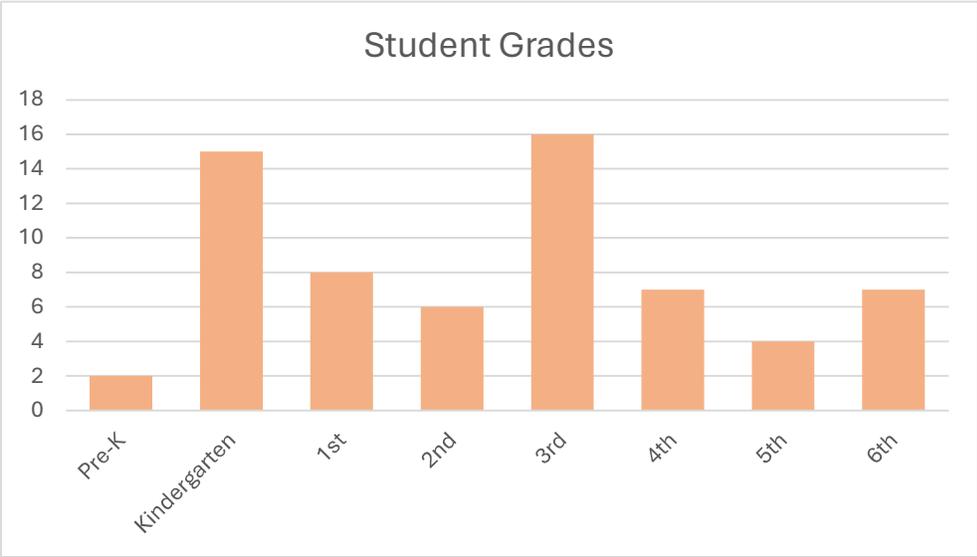


Figure 9. Student grades

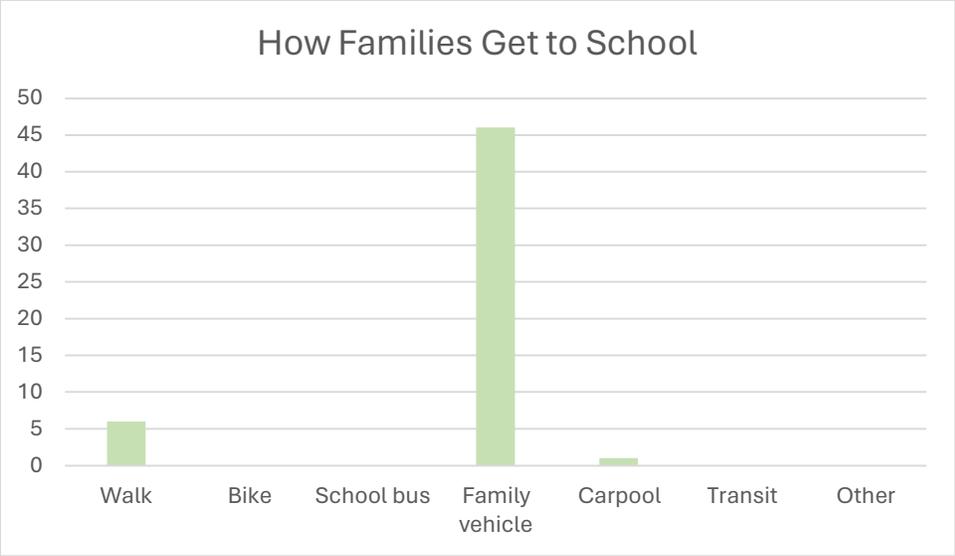


Figure 10. Primary mode of travel to/from school

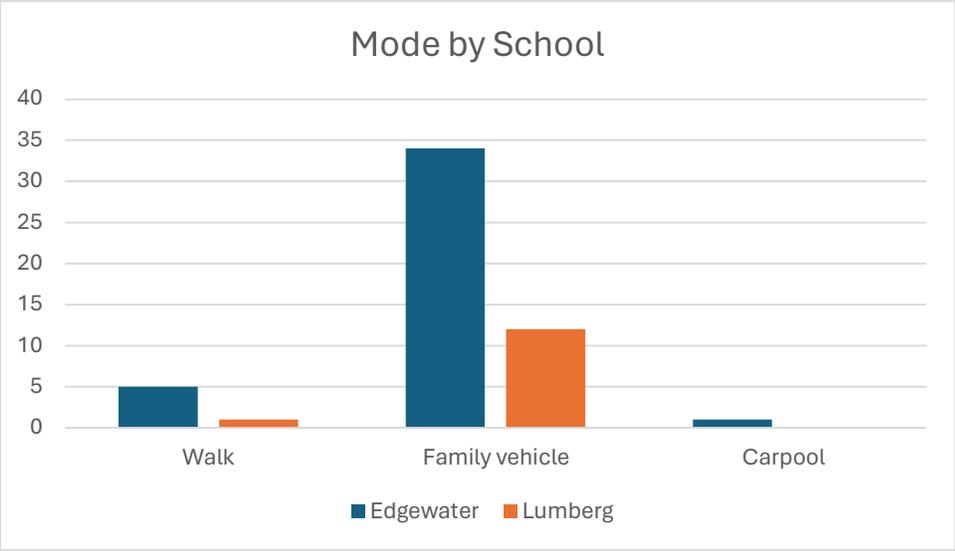


Figure 11. Mode of travel by school

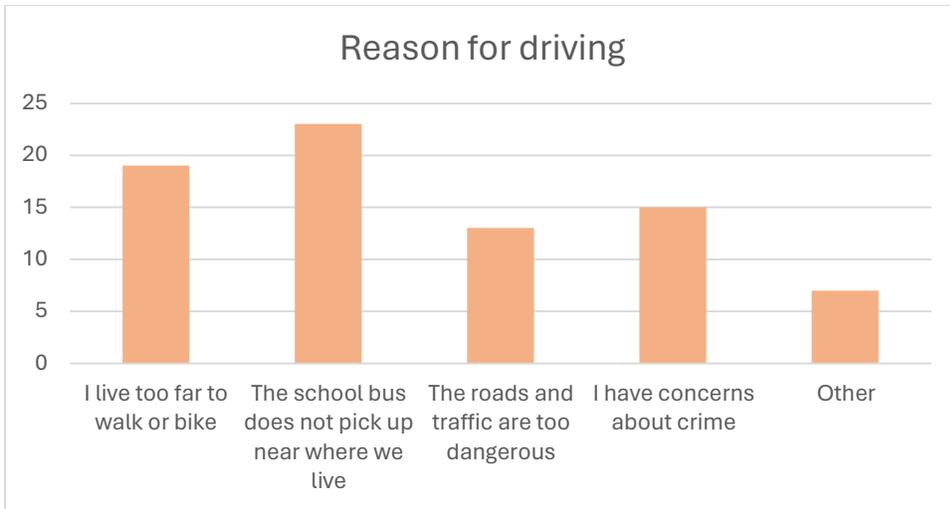


Figure 12. Primary reason for driving

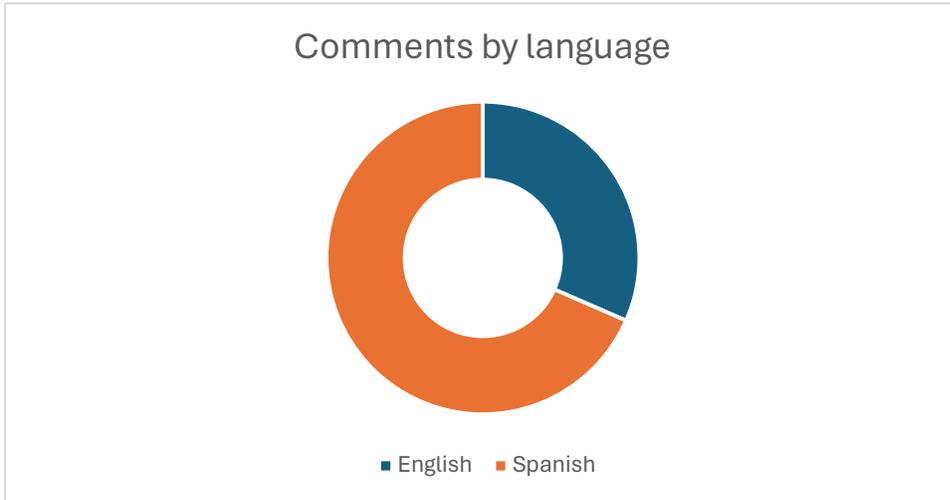


Figure 13. Comments by language

Engagement Photos

Spring Fiesta/Eco Edgewater



Jefferson Success Academy





Walk Audits







C. School Community Transportation Plans

**COMMUNITY
TRANSPORTATION
PLAN:
EDGEWATER**

Recommendations for
Edgewater Elementary
School

**PLAN DE
TRANSPORTE
COMUNITARIO:
EDGEWATER**

recomendaciones para
escuela primaria
Edgewater



LEGEND / LEYENDA

- Parking / estacionamiento
- Loading zone / la zona del paradero



**COMMUNITY
TRANSPORTATION
PLAN:
EDGEWATER**

Recommendations for
Lumberg Elementary
School

**PLAN DE
TRANSPORTE
COMUNITARIO:
EDGEWATER**

recomendaciones para
escuela primaria
Lumberg



LEGEND / LEYENDA

- ▬ Parking / estacionamiento
- ▬ Loading zone / la zona del paradero
- ▬ Sidewalk / acera
- ▬ Bike Lane / carril bici





D. School Recommendation Summaries

Edgewater Elementary: School Transportation Plan Recommendations

Operating Procedures: Continue to use arrival and dismissal procedures from the 2023/2024 school year, including opening doors for earlier entry and designating grade-specific drop-off and pick-up areas.

Parking:

- **Update markings in the school parking lot** to clarify how it should be used. This could include:
 - Clearly identify one-way traffic pattern, with arrows for entrance and exit.
 - Identify two lanes at parking lot exit, one for straight or left turns, one for right turns.
 - Close the west end of the parking lot's center aisle during pick-up and drop off to simplify traffic pattern.
 - Add parking stops on northernmost row of parking, to discourage obstruction of sidewalk.
- Instruct parents to **only use the east side of Depew** for parking and loading, to avoid students crossing mid-block.
- Remind parents **not to park on the street within 50 feet of any intersection** and of the exit to the parking lot on W 24th.

Education and Encouragement

- Consider launching a school-wide effort to **enroll families in the Schoolpool program** to reduce the number of vehicles at the school each day, and support families that have transportation barriers.
- **Provide crossing guard training** to equip staff with skills and knowledge to assist pedestrians. Sessions should cover proper techniques for managing traffic, ensuring pedestrian visibility, and prioritizing safety at designated crosswalks.
- **Share arrival and dismissal information with parents** to ensure smooth transitions and support parents and families. This information, which should be distributed at start of school year and then periodically throughout the year as necessary, should highlight directions for students walking or biking to school and clear guidance on how to drop-off and pick-up students by car.
- Consider working with parents to start a **Walking School Bus** where parents drop off at an off-site location (like Edgewater Public Market) and walk to school as a group with a parent volunteer.

Lumberg School Transportation Recommendations

School Operations

- **Adjust school door opening times to allow for earlier entry** to facilitate staggered drop-off periods. If possible, Lumberg should explore opening doors to students for breakfast or early drop off 7:50am-8am and supervising students in cafeteria or on playground until school starts. This is currently in effect at Edgewater ES.
- **Consider separate pick-up areas by grade** to disperse pick-up traffic and make it easier for families to find their children quickly and safely. This could include: pre-k and kindergarten pick up on eastern side after parking on Newland, 1st – 4th grades on W 22nd, and 5th – 6th grades on W 24th.

Loading Zones & Parking

- Designate the W 22nd driveway a **one-way "hug and go" pick-up/drop-off lane** to streamline traffic flow and enhance safety by providing a dedicated area for quick and efficient student drop-off and pick-up near school entrances. Ideally this will include a staff loading process:
 - Person 1 collects parent names at the front of the queuing line and communicates with Person 2 to prepare for student loading.
 - Person 2 organizes students in the order of their arrival and directs them to Person 3.
 - Person 3 assists students by acting as a valet, ensuring smooth transitions and safety by opening and closing car doors as needed.

Parking

- **Introduce satellite parking areas for drop off** to disperse traffic and give parents multiple options. These could include: Newland (for Pre-kindergarten and kindergarten), W 24th, Piece south of W 22nd, and the church parking lot on Pierce. The gate on Newland St will need to be opened to allow for K and Pre-K families to walk into the school.
- **Prohibit parent parking in key areas** including in the angled parking lot on the pickup lane on the south side of the school, along W 22nd, and in the staff parking lot off of Newland to prevent collisions between parent cars, protect pedestrians walking to school, and reduce congestion. This may require the use of cones to block spots off each day.

Education and Encouragement

- Consider launching a school-wide effort to **enroll families in the Schoolpool program** to reduce the number of vehicles at the school each day, and support families that have transportation barriers.
- **Provide crossing guard training** to equip staff with skills and knowledge to assist pedestrians. Sessions should cover proper techniques for managing traffic, ensuring pedestrian visibility, and prioritizing safety at designated crosswalks.
- **Share arrival and dismissal information with parents** to ensure smooth transitions and support parents and families. This information, which should be distributed at start of school year and then periodically throughout the year as necessary, should highlight how to ride the bus, directions for students walking or biking to school, and clear guidance on how to drop-off and pick-up students by car. A proposed arrival and dismissal flyer is on the following page.

Lumberg proposed arrival and dismissal procedures

Arrival

Please see the map for locations.

Pre-School:

- 8:00am - Start
- Parking is available on Newland Street. You can walk your child through the open gate to the Pre-K entrance.

Kindergarten - 6th Grade:

- **8:00am** – Building is open for drop off
- **8:30am** – First bell rings
- **8:35am** – Tardy bell rings
- Kindergarten enters through the east side door. All other students (grades 1-6) enter through the main school entrance on W 22nd Ave.

School Bus

Insert information about school bus.

Walking to School

Parents are encouraged to walk their students to school. Please be sure to use designated crosswalks only. If coming from the south, please use crosswalks at Otis or Pierce only.

Park & Walk:

This option allows you the option to park your vehicle and walk with your child to the school doors. Use this option if you would like to arrive early or get out of your vehicle to accompany your child to the school doors. If you want to park and walk, please park in the church lot off of Pierce, on Newland street, or on W 24th.

Hug & Go/ Quick Drop-off:

- The Hug & Go drop-off locations are locations where you stay in your vehicle while you drop off your child.
- There is no parking or idling permitted in these locations.
- To reduce congestion, **please do not arrive early** at these locations before 8:00am.
- Form a single line behind other cars and do not double park.
- Have your child sit on the passenger side of the vehicle.

- *Quick Drop-off Option 1: Location D (south side Hug and Go):*
 - Students can be dropped off in the drop-off lane in the parking lot in front of the school on W 22nd Ave.
 - School staff will be on site to walk your child to the building.
- *Quick Drop-off Option 2: Location E (24th Ave)*
 - Students can be dropped off North of the school and can walk through school property to enter through the doors on the South.
- *Quick Drop-off Option 3: Location F (Pierce St)*

Dismissal

Schedule:

- 2:45pm – Pre-K dismissed
- 3:20pm – All other grades dismissed

Dismissal Locations:

Grade	Dismissal Location
Pre-K & Kindergarden	At classroom. Please park on Newland and walk to collect student.
1 st – 4 th	Southern entrance, W 22 nd Hug and Go
5 th – 6 th	Northern entrance, please use W 24 th loading zone

Please see the map for locations.

School Bus

Insert information about school bus.

Park & Walk:

This option allows you the option to park your vehicle and walk to the school to meet your child. Use this option if you would like to arrive early or get out of your vehicle to accompany your child from the school to your vehicle. If you want to park and walk, please park in the church lot off of Pierce, on Newland street, or on W 24th.

Hug & Go/ Quick Pick-up:

- Refer to table above for dismissal locations.
- The Hug & Go drop-off locations are locations where you stay in your car while you pick-up your child.
- There is no parking or idling permitted in these locations.

- To reduce congestion, **please do not arrive early** at these locations before 3:20pm.
- Form a single line behind other cars and do not double park.
- Have your child enter your vehicle on the passenger side.

Parking Safety Guidelines

- Please note that there is no parking available on W 22nd Ave between Newland St and Pierce Street.
- Please do not park in angled parking in southern parking lot or teachers lots off of Pierce and Newland during pickup and drop-off.
- NEVER park in the following areas:
 - Bicycle lanes
 - Emergency lanes, including the red curbs
 - No parking zones
 - Within five feet of a public or private driveway
 - Within thirty feet of a crosswalk or approach to any flashing beacon, signal, yield sign, or stop sign.
 - Alleys

Before and After School Care

- If you need before or after school childcare, please contact Kids Smart, who provides services for Lumberg students. For further information, please call 720-550-6728 or stop by the school front office.
 - Morning hours for Kids Smart: 6:30-8:15am
 - Afternoon hours for Kids Smart: 3:00-6:00pm
- The 21st Century After School Club hours are 3:20-4:30pm.