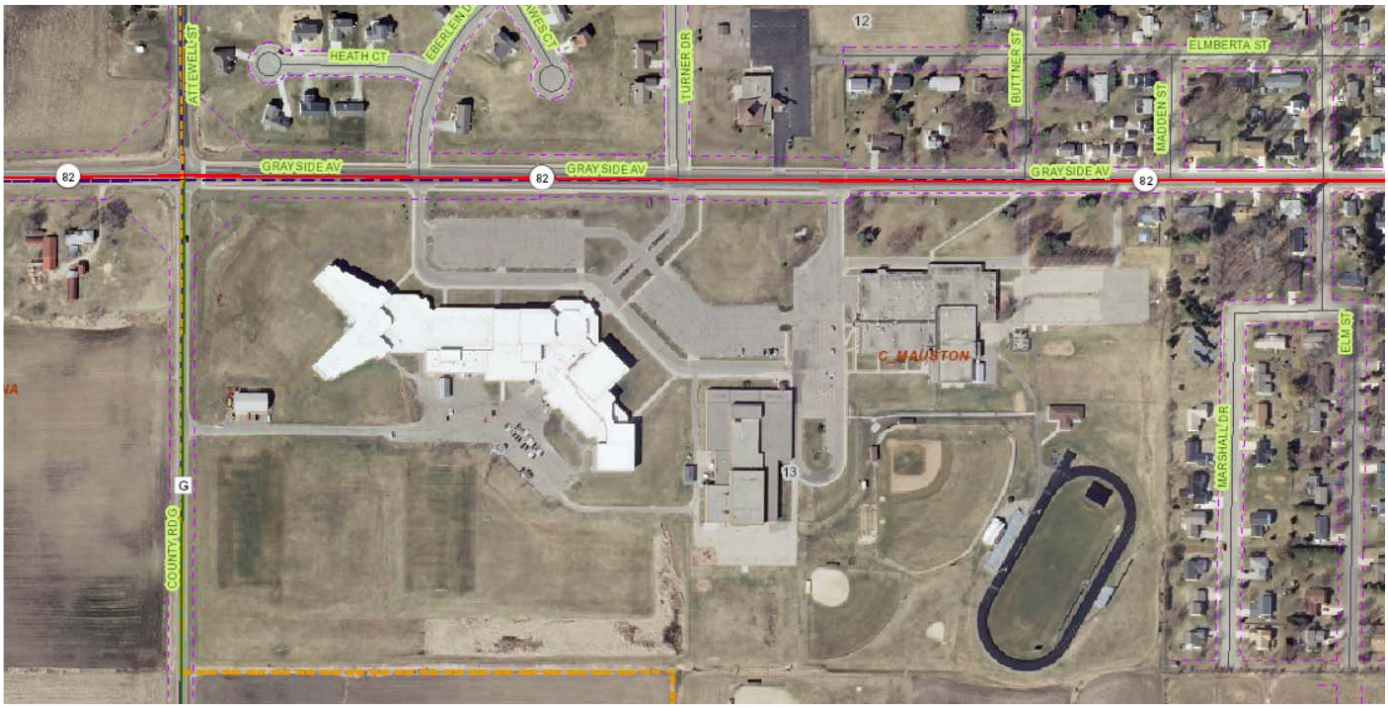
Mauston
Safe Routes to School Plan



April 2020

Prepared by: North Central Wisconsin Regional Planning Commission

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Mauston Safe Routes to School Task Force

Amanda Dederich, Juneau County Health Officer
Sue Goyette, Business Manager, Mauston School District
Melanie Gray, Parent Representative
Jenny Hagemann, School Board Secretary
Jack Hammer, Olson Middle School Principal
Joel Heesch, Superintendent of Schools
Amie Heinrich, Parent Representative
Rob Nelson, Director of Public Works, City of Mauston
Rick Noe, Building and Grounds Director, Mauston School District
Randy Reeg, City Administrator, City of Mauston
Jolene Routson, West Side Elementary Principal
Bobbi Steele, Grayside Elementary Principal
Chief Michael Zilisch, City of Mauston Police

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School signs by Google Oct. 2012

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For more information contact:

North Central Wisconsin Regional Planning Commission (NCWRPC)
210 McClellan St., Suite 210
Wausau, WI 54403
715-849-5510
www.ncwrpc.org

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PREFACE

NCWRPC

The North Central Wisconsin Regional Planning Commission (NCWRPC) is a voluntary association of governments created in 1973 under Wisconsin State Statute 66.945, now 66.0309. NCWRPC provides assistance throughout the region in the areas of economic development, geographic information systems (GIS), intergovernmental cooperation, land use, and transportation. Staff regularly provides professional planning services to communities, for projects of both local and regional significance.

Under Wisconsin law ss. 66.0309(9), “The regional planning commission shall have the function and duty of making and adopting a master plan for the physical development of the region”. The statute was later revised to add that the master plan must incorporate the elements described in ss. 66.1001 – the state's comprehensive planning law. To comply with that requirement, the NCWRPC adopted the "Regional Livability Plan" in 2015

THE REGION

The Region consists of a ten county area stretching one hundred and eighty-five miles in a north-south direction, extending from Forest and Vilas Counties in the north to Adams and Juneau Counties in the south. The Region roughly follows the upper Wisconsin River Valley and covers 9,328 square miles, or about 17 percent of the state’s total land mass.

The ten counties are: Adams, Juneau, Forest, Langlade, Lincoln, Marathon, Oneida, Portage, Wood, and Vilas. The Region includes 268 local units of government: 198 towns, 39 villages, 21 cities, and ten counties.

REGIONAL LIVABILITY PLAN

The Regional Livability Plan identifies ways to address the region’s opportunities and weaknesses to become more livable for all residents. The plan addresses four specific areas: Housing, Economic Development, Transportation, and Land Use. The RLP introduces goals, objectives, and recommendations that can help the region use the money we have more effectively and efficiently by investing in solutions that solve multiple problems. Mainly, livable and sustainable developments are less expensive to build, require fewer municipal services, result in higher property values, and generate a range of long-term social and environmental benefits.

Working as a region, all communities can be made more livable. When residents are able to live near their place of employment, travel costs, transportation maintenance,

pollution, and congestion are reduced. Efficient use of land and support for walking, biking, and access to transit reduces energy consumption saving money for individuals, communities, and the region. The successful implementation of the RLP will save tax dollars, create more housing options, provide more transportation choices, increase economic development, accommodate an aging population, retain and attract a knowledgeable workforce, improve community health, protect the region's rural character, and enhance the region's scenic beauty.

The process to develop the plan included the creation of long term goals for the region in addition to more specific objectives and recommendations that economic development organizations, businesses, community organizations, and county and local governments can adopt to make a more livable region a reality.

THE NORTH CENTRAL REGIONAL SAFE ROUTES TO SCHOOL PROGRAM

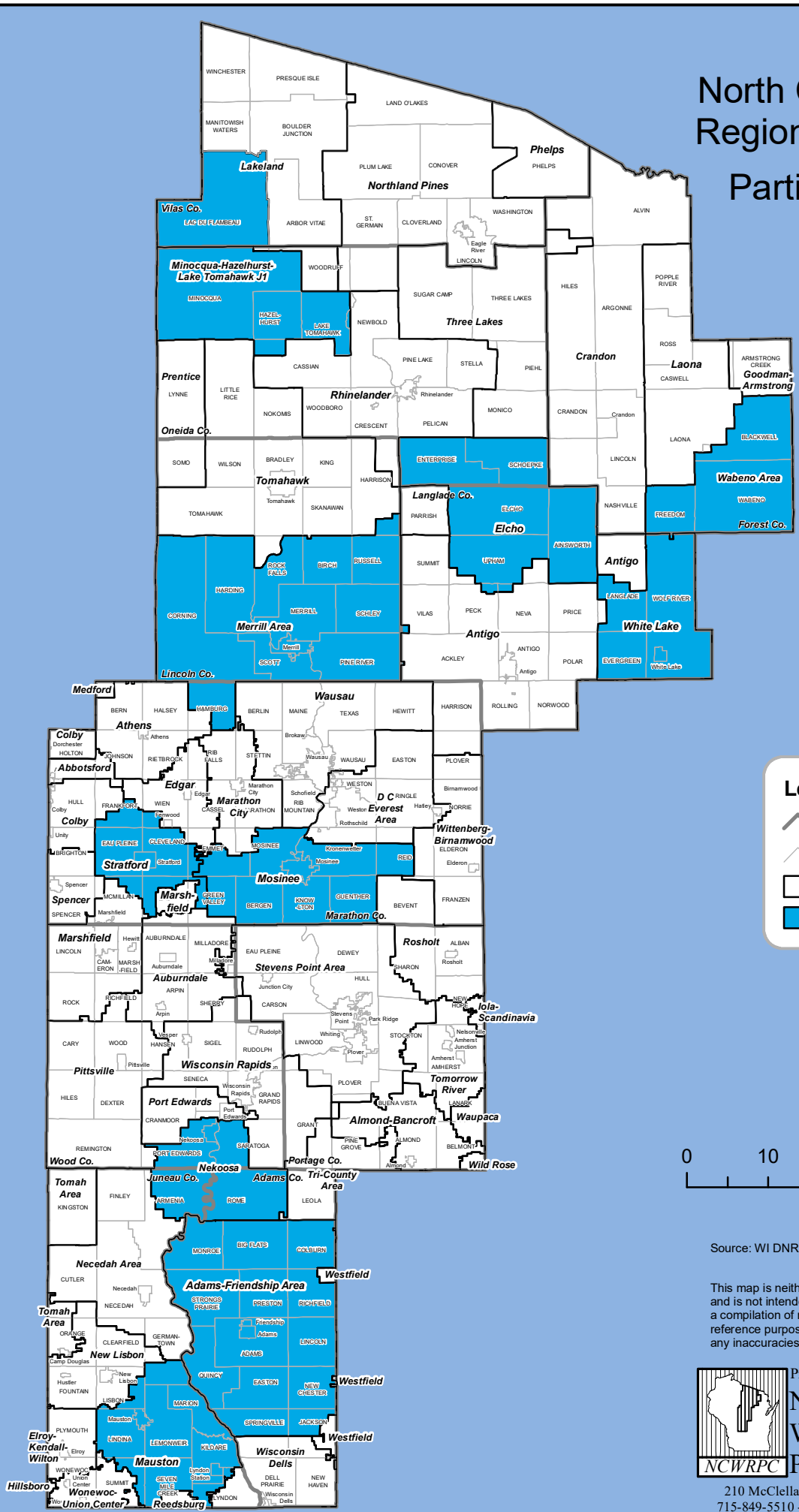
As part of its on-going commitment to implementation of the Regional Livability Plan, the North Central Wisconsin Regional Planning Commission (NCWRPC) has undertaken a regional Safe Routes To School (SRTS) program. Implementing safe routes to school advances livability principles by making it safer and more enjoyable for people to walk and bike within their communities. The program allows the NCWRPC to assist eleven school districts comprised of a total of 25 school sites, see Map 1, with the development of SRTS plans. This District Safe Routes to School Plan document and the associated school SRTS Action Plans are an outcome of the regional SRTS program.

To fund the program, the NCWRPC applied for and received a Transportation Alternatives Program (TAP) grant from the Wisconsin Department of Transportation. Additional funding to support the grant was provided by the NCWRPC. The regional SRTS Program will provide resources and ongoing support for public and private schools, as well as communities, within the North Central Region. This regional effort will effectively leverage local funds with state funds to greatly increase safe routes programming in the region and state.

Map 1

North Central Wisconsin Regional SRTS Program

Participating School Districts



Legend

- County Borders
- Minor Civil Divisions
- School District Boundries
- Participating Districts

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Source: WI DNR, NCWRPC

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.

Prepared By:
North Central Wisconsin Regional Planning Commission
NCWRPC
210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

CHAPTER 1: INTRODUCTION

PURPOSE AND OVERVIEW

The purpose of the Safe Routes to School (SRTS) program is to provide safe pedestrian and bicycle facilities that encourage healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide tips to do so safely. Major SRTS goals are:

1. To enable and encourage children, including those with disabilities, to walk and bike to school.

2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.

3. To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

SAFE ROUTES TO SCHOOL (SRTS) PROGRAM:

PROBLEMS:
- **Pedestrian crashes**
- **Rising childhood obesity**

SOLUTIONS:
- **Use planning process and 5 E's to:**
- **Create safe routes to school; and**
- **Get students walking and biking to school again**

SRTS planning efforts assess the facilities and conditions near school, examine how students are currently traveling to/from school, and identify safety concerns/issues raised by parents and the community. Infrastructure and non-infrastructure recommendations are then created and implemented, sometimes with grant funding assistance, by the SRTS Task Force and other community members. SRTS plans focus on projects within two miles of an elementary or middle school (Kindergarten-8th grade) and address the five E's which are:

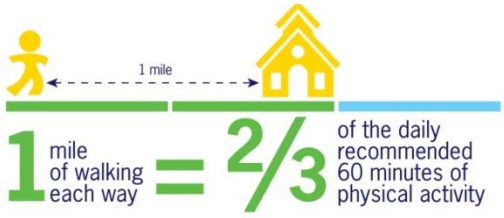
- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation

WHAT IS SAFE ROUTES TO SCHOOL?

Safe Routes to School is a nationwide effort to increase the safety and health of children walking or bicycling to and from school. Nationally, walking and bicycling to school is viewed as a realistic way for children to achieve higher levels of daily physical activity and for communities to reduce the number and speed of vehicles in school zones.

Health and Obesity

- Over the past 40 years, rates of obesity have soared among children of all ages in the United States, and approximately 25 million children and adolescents—more than 33%—are now overweight or obese or at risk of becoming so.
- Kids are less active today, and 23% of children get no free time physical activity at all.
- The prevalence of obesity is so great that today's generation of children may be the first in over 200 years to live less healthy and have a shorter lifespan than their parents.
- Today, approximately one-quarter of health care costs in the United States are attributable to obesity, and health care costs just for childhood obesity are estimated at approximately $14 billion per year.
- People living in auto-oriented suburbs drive more, walk less, and are more obese than people living in walkable communities. For each hour of driving per day, obesity increases 6 percent, but walking for transportation reduces the risk of obesity.



Physical Activity and Academic Performance

- Physical activity and fitness boost learning and memory in children; fitness-associated performance benefits are largest for those situations in which initial learning is the most challenging.
- Sixth- and ninth-grade students with high fitness scored significantly better on math and social studies tests compared with less fit students, even after controlling for socioeconomic status. Muscular strength and muscular endurance were significantly associated with academic achievement in all grades.
- Lower performing students appear to derive particular benefit from physical activity. In addition, short bicycling exercise periods resulted in enhanced neuronal activity and increased cognitive performance for teenagers with intellectual and developmental disabilities.

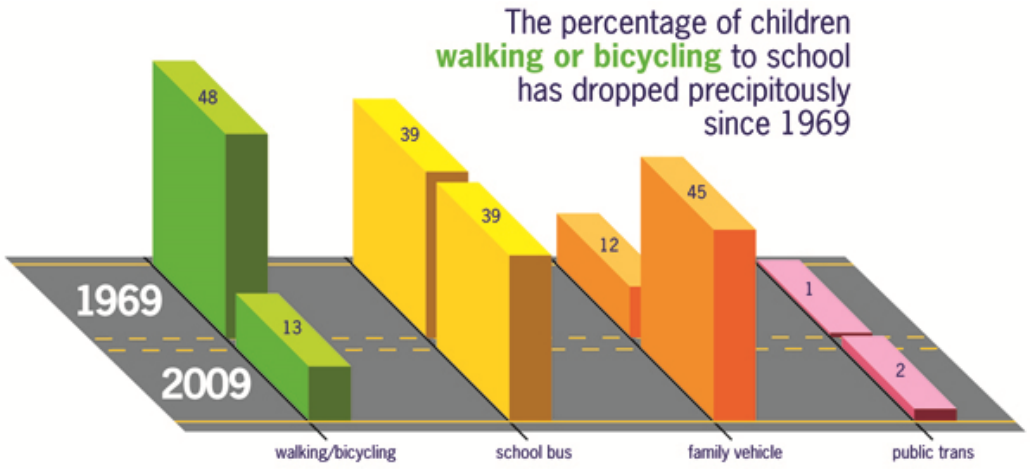
- When children get physical activity before class, they are more on task and fidget less. This is true for both girls and boys, and has been shown to be particularly beneficial for children who have the most trouble paying attention and those with attention deficit disorders.

Safety

- People walking are more than twice as likely to be struck by a vehicle in locations without sidewalks.
- In 2009, approximately 23,000 children ages 5-15 were injured and more than 250 were killed while walking or bicycling in the United States.

Traffic Congestion

- Neighborhoods are becoming increasingly clogged by traffic. By boosting the number of children walking and bicycling, Safe Routes to School projects reduce traffic congestion.
- Within the span of one generation, the percentage of children walking or bicycling to school has dropped precipitously, from approximately 50% in 1969 to just 13% in 2009.
- While distance to school is the most commonly reported barrier to walking and bicycling, private vehicles still account for half of school trips between 1/4 and 1/2 mile—a distance easily covered on foot or bike.



SAFE ROUTES TO SCHOOL PLANNING PROCESS

This Safe Routes to School Plan was prepared by the North Central Wisconsin Regional Planning Commission (NCWRPC) as part of its Regional Safe Routes to School Program. This program was made possible by a Transportation Alternatives Program (TAP) grant from the Wisconsin Department of Transportation. The School District was one of 11 to partner with the NCWRPC for the application submitted in January of 2016. Funding for the award was made available in the fall of 2018, and the NCWRPC coordinated with District officials to conduct student travel tallies and parent surveys and to organize a safe routes to school planning task force. Task force meetings were held throughout 2019.

The planning process followed the recommended "5-E" approach. The process was driven by an ad-hoc Task Force of School District and City staff input. An inventory of existing facilities was analyzed, including crash statistics and roadway suitability in order to determine ways to improve safety and security for bicyclists and pedestrians.

Goals and Objectives

1. Use planning process to create recommendations to establish safe routes to school

2. Use collaboration to help educate and encourage the schools, parents, and community members to encourage and implement use of safe routes and thereby increase the amount of students that choose biking and walking to school rather than parents driving students to school

SCHOOL DISTRICT OF MAUSTON

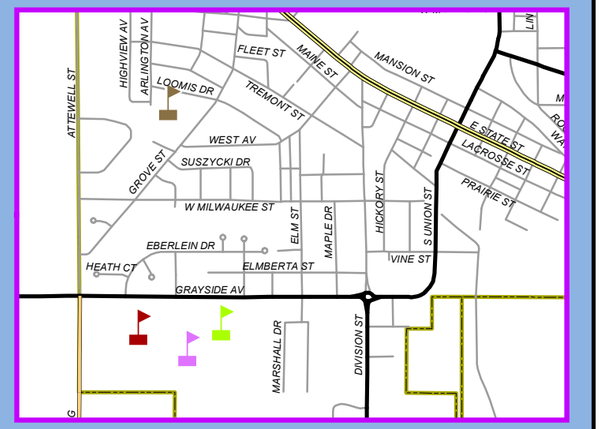
The Mauston School District is located in the southern portion of Juneau County, Wisconsin. Map 2 shows that the District includes the City of Mauston, Village of Lyndon Station, Town of Marion, Town of Kildare, and the Town of Lemonweir. The District also includes partial sections of the Towns of Germantown, Lisbon, Lindina, Plymouth, Summit, Seven Mile Creek, and Lyndon. The City of Mauston is the most populated municipality within the School District.

The Mauston School District includes three elementary schools, a middle school, a high school, a district-wide charter school, a Montessori school, and a virtual school. There are three schools included in this safe routes plan, West Side Elementary School, Grayside Elementary School, and Olson Middle School. All three schools are located in the City of Mauston. West Side Elementary had 264 4-year kindergarten through second grade students enrolled for the 2018-2019 school year. Grayside Elementary had a total of 255 students enrolled in 3rd through 5th grade in 2018-2019. There were 292 students enrolled in 6th through 8th grade during the 2018-2019 school year at Olson Middle School.

Map 2

School District Location

Mauston Safe Routes To School



Town of Orange
Town of Clearfield
Town of Germantown
City of New Lisbon
Town of Lisbon
Town of Fountain
Town of Marion
City of Mauston
Town of Lemonweir
Town of Plymouth
Town of Lindina
Town of Kildare
Town of Wonewoc
Town of Seven Mile Creek
Village of Lyndon Station
Town of Summit
Town of Lyndon
Village of Wonewoc

- Gordon Olson Middle School
- Grayside Elementary School
- Mauston High School
- West Side Elementary School
- School District Boundary
- Minor Civil Division

0 1.25 2.5 5 Miles

N W E S

Source: WI DNR, NCWRPC, Juneau Co

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.

Prepared By:
North Central Wisconsin Regional Planning Commission
210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

Enrollment numbers have decreased fairly steadily across all grade levels in the past several years and are summarized in Table 1. Kindergarten and elementary school categories are of most significance, as these are the students included in this safe routes plan. Since 2011 kindergarten enrollment has dropped by 50 students or 40.3 percent and elementary school (grades 1-8) enrollment has decreased by 241 students or 23.0 percent.

Table 1: Mauston School District Enrollment				
	2011	**2013**	**2015**	**2017**
Total 3 years and over enrolled	2,301	2,098	2,018	1,731
Nursery School/Preschool	121	90	77	90
Kindergarten	124	139	129	74
Elementary School (Grades 1-8)	1,048	945	898	807
High School (Grades 9-12)	630	514	499	453

Source: American Community Survey

COMMUNITY DEMOGRAPHICS

Table 2 displays population information for the minor civil divisions that are included in the Mauston School District. The school district as a whole experienced a steady decline in population. The City of Mauston is the most populated municipality within the district (4,392 people). The Town of Lemonweir has the second largest total population (1,547 people) followed by the Town of Germantown (1,461 people). From 2010-2017 most divisions experienced a population decline. The three exceptions were the Towns of Summit, Plymouth, and Lindina, which had population increases of 8.7%, 5.2%, and 1.4% respectively. The areas with most significant decline were the Towns of Kildare (-15.1%), Lemonweir (-11.2%), and Lyndon (-5.3%).

Table 2: Population of Minor Civil Divisions within the Mauston School District					
	1990	2000	2010	2017	2010-2017 % change
City of Mauston	3,439	3,740	4,423	4,392	-0.7%
Town of Germantown	615	1,174	1,471	1,461	-0.7%
Town of Kildare	491	557	681	578	-15.1%
Town of Lemonweir	1,707	1,763	1,743	1,547	-11.2%
Town of Lindina	796	730	718	728	1.4%
Town of Lisbon	862	1,020	912	910	-0.2%
Town of Lyndon	790	1,217	1,384	1,310	-5.3%
Town of Marion	351	433	426	413	-3.1%
Town of Plymouth	601	639	597	628	5.2%
Town of Seven Mile Creek	383	369	358	341	-4.7%
Town of Summit	600	623	646	702	8.7%
Village of Lyndon Station	474	458	500	474	-5.2%
School District of Mauston*			10,399	9,596	-7.7%

US Census Data/American Community Survey Estimates/National Center for Education Statistics
*School District total does not equal MCD total as the geographical boundaries differ

Household numbers within the minor civil divisions can be seen in Table 3. In 2017 there were 3,835 total households in the Mauston School District, down from 4,182 in 2010 for a total decrease of 8.3%. The percentage district decrease in number of households was consistent with the percentage of general population decline from 2010-2017. The vast majority of households were located in the City of Mauston (1,667), followed by the Towns of Germantown (651), Lemonweir (641), and Lyndon (492). The Town of Seven Mile Creek had the fewest number of households (138). From 2010-2017 the Town of Summit experienced the greatest growth in number of households (12.8%) followed by the Town of Plymouth (3.7%). However, most municipalities experienced a decline in the number of households, with the greatest decrease in the Towns of Seven Mile Creek (-11.0%), Kildare (-10.3%), and Lemonweir (-10.2%).

Table 3: Households of Minor Civil Divisions within the Mauston School District					
	1990	2000	2010	2017	2010-2017 % change
City of Mauston	1,458	1,585	1,779	1,667	-6.3%
Town of Germantown	304	535	678	651	-4.0%
Town of Kildare	165	216	262	235	-10.3%
Town of Lemonweir	600	679	714	641	-10.2%
Town of Lindina	280	263	286	266	-7.0%
Town of Lisbon	318	388	375	361	-3.7%
Town of Lyndon	276	440	541	492	-9.1%
Town of Marion	142	184	200	201	0.5%
Town of Plymouth	211	244	245	254	3.7%
Town of Seven Mile Creek	123	136	155	138	-11.0%
Town of Summit	196	236	250	282	12.8%
Village of Lyndon Station	191	213	220	209	-5.0%
School District of Mauston*			4,182	3,835	-8.3%

US Census Data/American Community Survey Estimates/National Center for Education Statistics

In addition to the number of households steadily declining over the last several years, Table 4 shows that household size has also been declining, although at a slightly lower rate. From 2010 to 2017 the average household size had declined from 2.46 to 2.37 in the school district. The biggest increases in household size were seen in the Town of Lindina (9.2%), Town of Seven Mile Creek (6.9%), and City of Mauston (4.0%). The communities that saw the most significant decline in household size were the Towns of Kildare (-6.3%), Marion (-3.8%), and Summit (-3.5%).

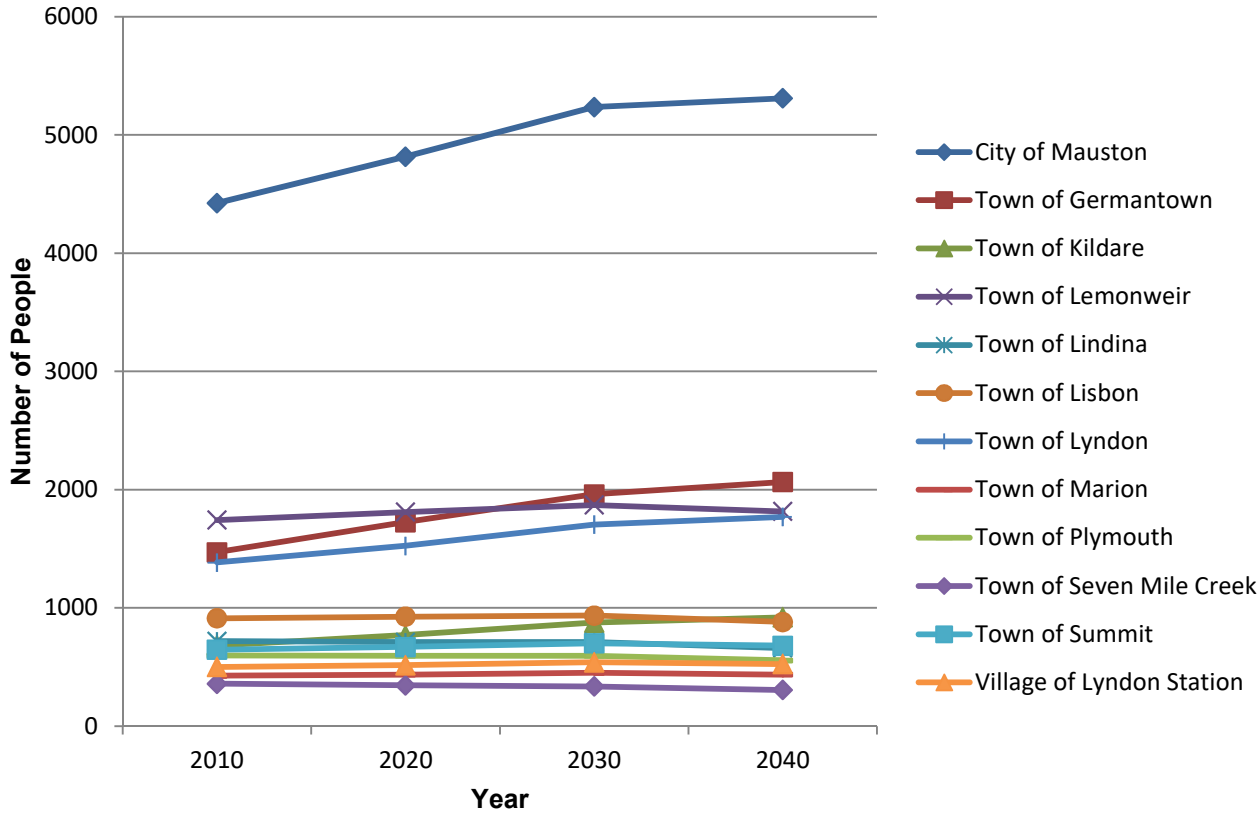
Table 4: Average Household Size of Minor Civil Divisions within the Mauston School District				
	2000	2010	2017	2010-2017 % change
City of Mauston	2.28	2.25	2.34	4.0%
Town of Germantown	2.19	2.17	2.24	3.2%
Town of Kildare	2.51	2.54	2.38	-6.3%
Town of Lemonweir	2.60	2.44	2.41	-1.2%
Town of Lindina	2.78	2.51	2.74	9.2%
Town of Lisbon	2.63	2.43	2.52	3.7%
Town of Lyndon	2.77	2.56	2.66	3.9%
Town of Marion	2.35	2.13	2.05	-3.8%
Town of Plymouth	2.62	2.44	2.47	1.2%
Town of Seven Mile Creek	2.71	2.31	2.47	6.9%
Town of Summit	2.64	2.58	2.49	-3.5%
Village of Lyndon Station	2.15	2.27	2.27	0.0%
School District of Mauston		2.46	2.37	-3.7%

US Census Data/American Community Survey Estimate/National Center for Education Statistics

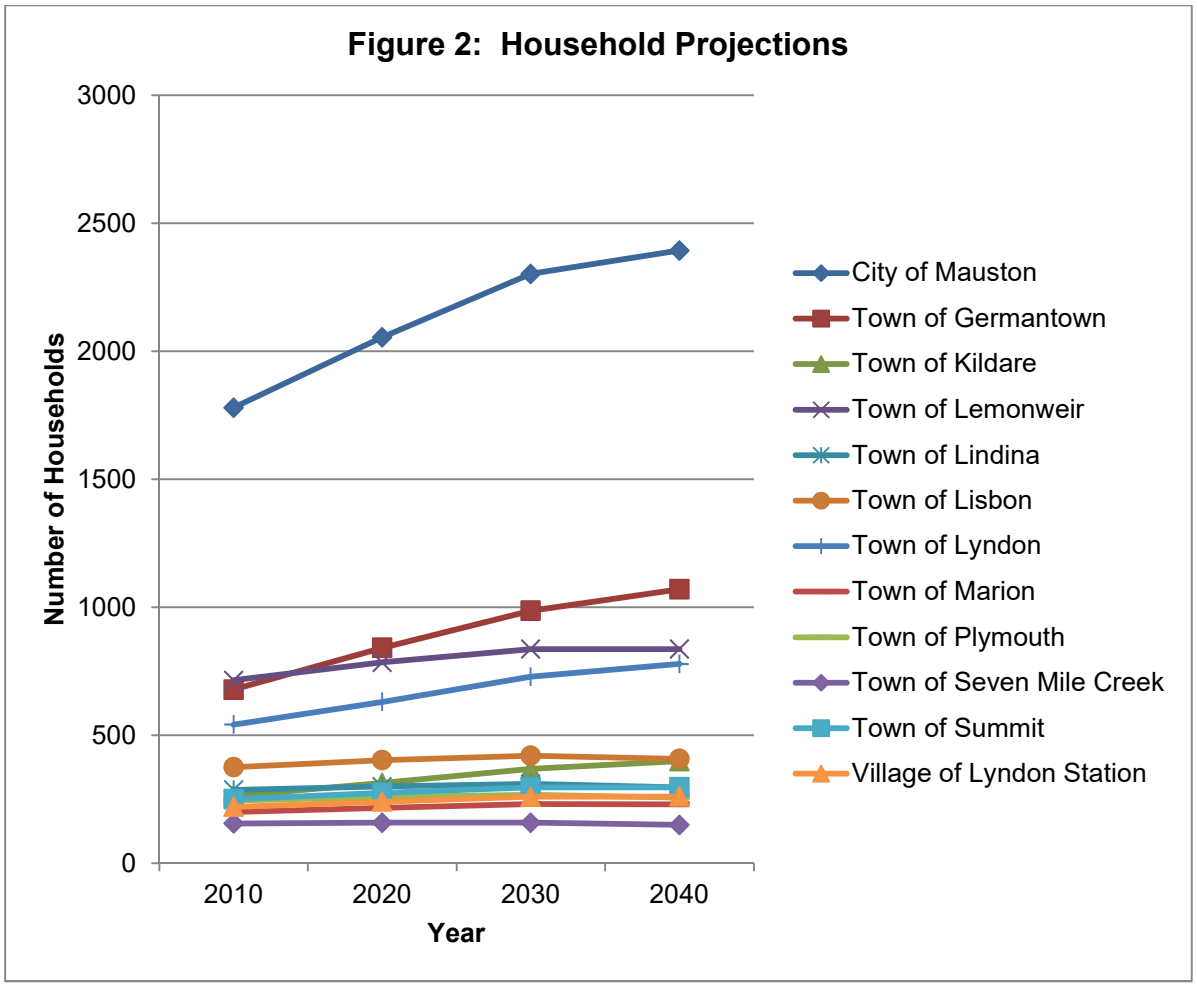
Figure 1 includes population estimates and projections taken from the Wisconsin DOA Demographic Services Center in 2013. The population projections begin for year 2015, but in many communities across North Central Wisconsin, the DOA population projections have been lower than expected. From 2010 to 2040 the City of Mauston is projected to increase by 887 persons or 20.1 percent. The Town of Germantown is expected to experience the greatest growth at 40.4 percent. The Town of Seven Mile Creek is forecasted to confront the most population decline with a 14.8 percent decrease in population.

In 2017, the NCES estimated that of the 3,835 households in the district 2,303 of these were family households and 863 of the family households had children under 18 that were their own children. Figure 2 shows that the number of households is expected to increase 34.5 percent for the City of Mauston from 2010-2040. The only minor civil division projected to experience a decrease in the number of households is the Town of Seven Mile Creek (-3.9%), and the highest increase is expected at 57.8% percent for the Town of Germantown between 2010 and 2040.

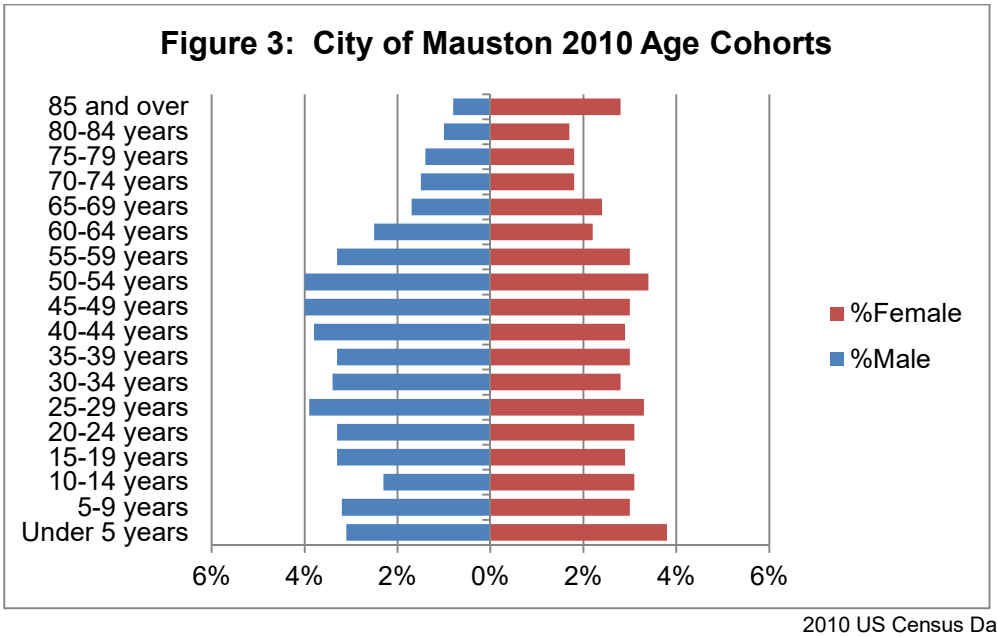
Figure 1: Population Projections



Source: Wisconsin Department of Administration Population Projections 2013



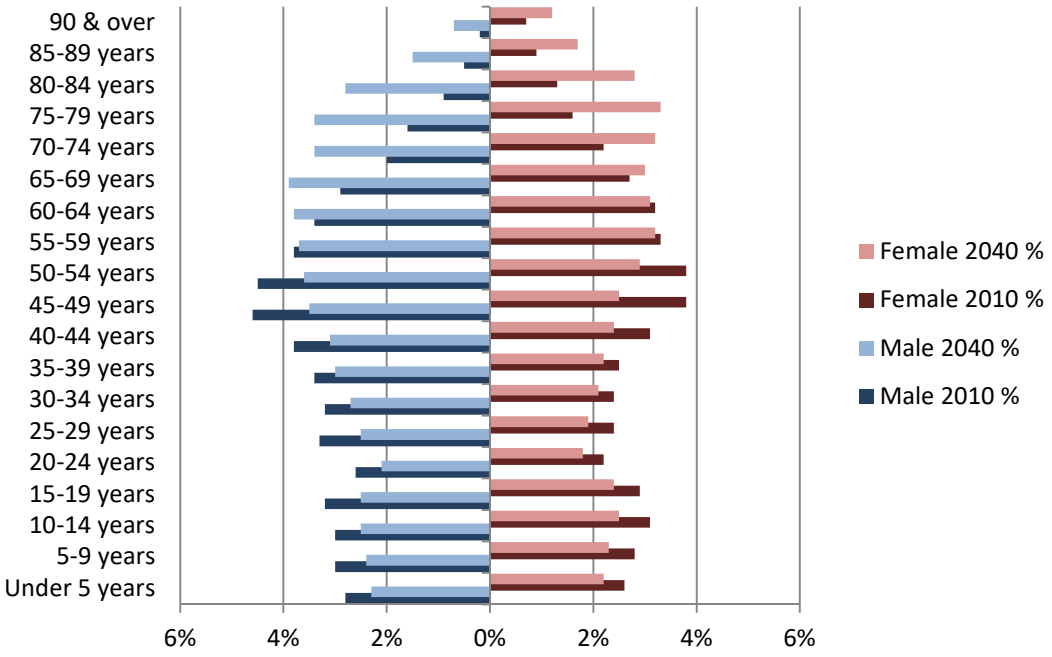
Source: Wisconsin Department of Administration Household Projections, 2013



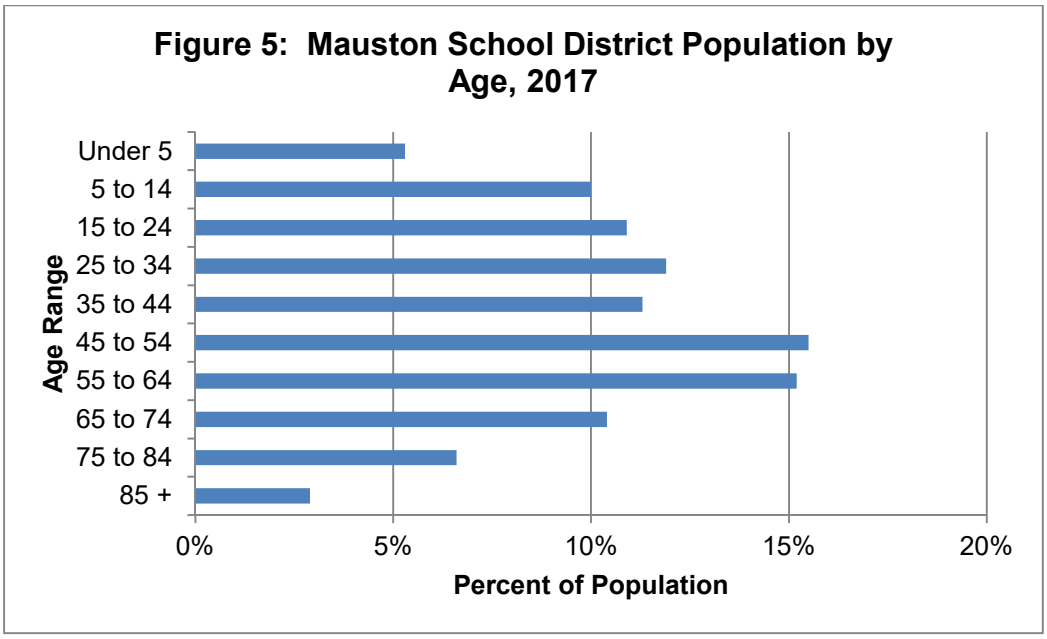
2010 US Census Data

Figure 3 shows an age population pyramid for the City of Mauston illustrating population distribution with respect to age cohorts. The City of Mauston's population is reflected as more of a column than a pyramid, which shows that population is both stable and growing slowly. The rural Wisconsin counties, including Juneau County, are aging much faster than the state and nation as a whole. However, the median age for the City of Mauston was 39.3, which was 9.9 years lower than the county and .2 years lower than the state, at 49.2 and 38.5 respectively in 2010. The City of Mauston's median age was .9 years higher than it was in 2000, which reflects the general aging population of Wisconsin. Figure 4 shows that same interrelation for Juneau County both presently and with 2040 population projections. The population pyramid could be described as constrictive and projected to become more so in upcoming decades. The number of older adults is far greater than the amount of new births and young children. The same distribution is seen in Figure 5, which depicts the population by age range among residents in the Mauston school district. The highest concentrations of people are seen in the 45-54 and 55-64 year age ranges.

Figure 4: Juneau County 2010/2040 Age Cohorts

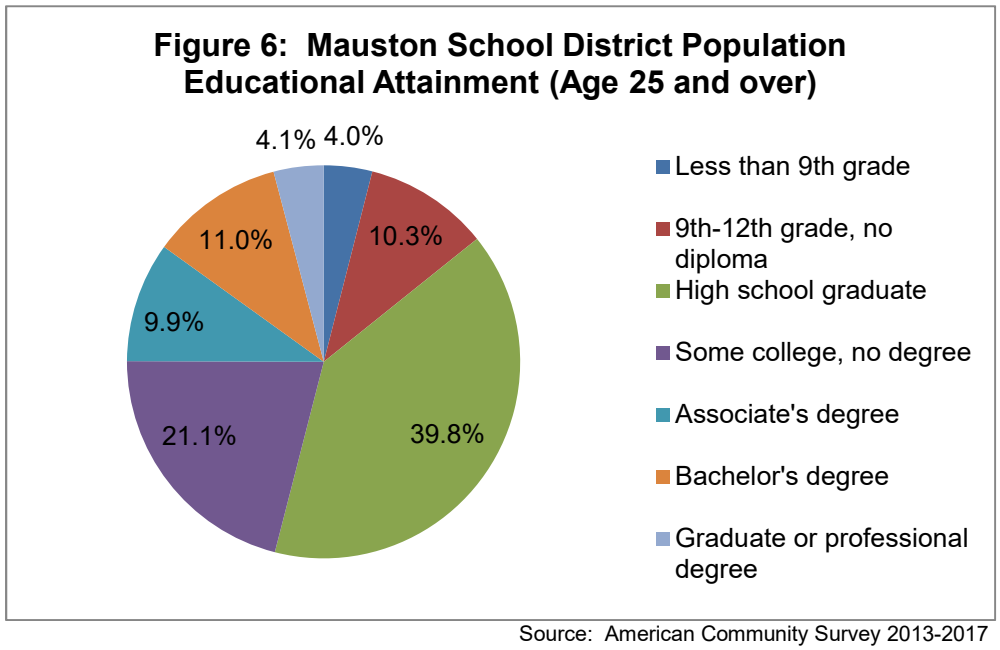


Source 2010 Census, State of Wisconsin Demographic Services Center Projections



Source: American Community Survey 2013-2017

According to 2017 Census data, 84.7 percent of the City of Mauston residents had a high school education or higher, and 15.0 percent had a bachelor's degree or higher as shown on Table 5. This was down slightly from 2010, when there were 84.8 percent high school graduates and higher and 16.4 percent of people with a bachelor's degree or higher. Within the Mauston School District, the NCES estimated that in 2017 among adults that were 25 and older there were 6,064 total high school graduates in the district and 1,061 total bachelor's degree recipients. Figure 6 shows the breakdown within the district, there were a total of 85.7 percent high school degree holders or higher and 15.0 percent bachelor's degree graduates or higher.



Source: American Community Survey 2013-2017

Table 5: Educational Attainment in Minor Civil Divisions (among those 25 years and older)												
Educational Attainment	City of Mauston	Town of Germantown	Town of Kildare	Town of Lemonweir	Town of Lindina	Town of Lisbon	Town of Lyndon	Town of Marion	Town of Plymouth	Town of Seven Mile Creek	Town of Summit	Village of Lyndon Station
Less than 9th Grade	4.2%	3.0%	2.9%	4.6%	2.5%	1.7%	4.1%	5.2%	4.0%	5.8%	4.8%	3.2%
9th to 12th Grade, No Diploma	11.1%	9.4%	13.6%	9.5%	7.0%	7.1%	7.5%	8.3%	11.1%	10.9%	9.7%	13.6%
High School Graduate	39.7%	35.0%	33.8%	43.6%	39.5%	42.8%	44.4%	42.3%	34.0%	36.6%	36.0%	39.9%
Some College, No Degree	18.9%	22.5%	22.9%	23.0%	23.5%	20.2%	19.6%	27.3%	23.1%	26.5%	23.4%	29.1%
Associates Degree	11.2%	10.7%	11.3%	7.1%	5.9%	11.6%	11.6%	6.4%	6.4%	6.2%	13.9%	7.0%
Bachelor's Degree	11.5%	12.2%	10.4%	8.2%	15.5%	12.2%	10.5%	8.3%	10.9%	11.7%	11.0%	3.8%
Graduate or Professional Degree	3.5%	7.2%	5.0%	4.1%	6.1%	4.5%	2.2%	2.1%	10.4%	2.3%	1.3%	3.5%
Percent high school graduate or higher	84.7%	87.6%	83.4%	86.0%	90.4%	91.3%	88.4%	86.5%	84.9%	83.3%	85.6%	83.2%
Percent bachelor's degree or higher	15.0%	19.4%	15.4%	12.3%	21.5%	16.7%	12.7%	10.4%	21.3%	14.0%	12.2%	7.3%

Source: 2017 American Community Survey

CHAPTER 2: EXISTING CONDITIONS

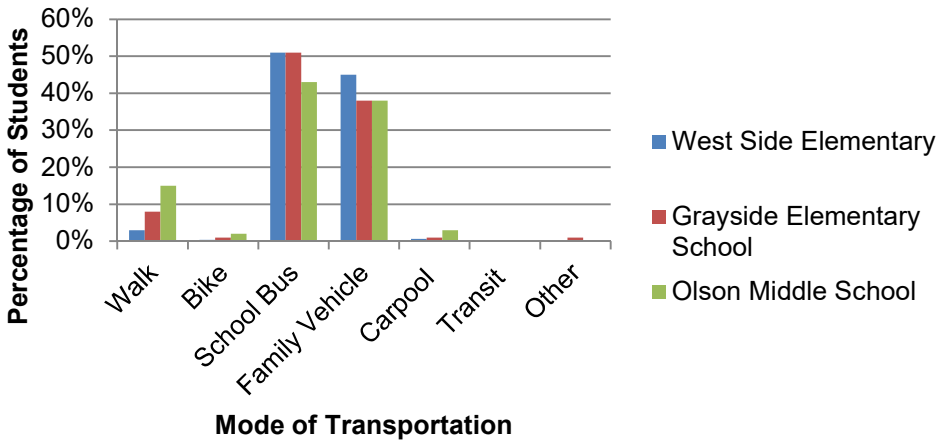
This chapter analyzes a range of background material and information used to help develop the recommended safe routes to school strategies, including: a review of the results of the student travel tallies and parent surveys conducted as part of this plan; discussion of information gleaned from the planning meetings and site assessments; and background information on the planning area including policies and practices that are in place, as well as traffic and crash data.

STUDENT TALLY OVERVIEW

In October of 2018 student tallies were administered by all homeroom teachers. The 3-day Students Arrival and Departure Tally Sheet from the National Safe Routes to School Center was used (See Attachment A). The results from West Side Elementary included 16 classrooms with a total of 252 morning and 256 afternoon trips. Grayside Elementary tallied 11 classrooms, with 224 morning and 222 afternoon trips. There were 14 classrooms and 211 morning and afternoon trips total for Olson Middle School. Student tallies occurred over a two day period, so one student would tally four trips, except in cases of illness or absence.

In the student tally, homeroom teachers documented how students got to and from school and had opportunity to note other relevant comments. Student tally results for West Side Elementary, Grayside Elementary, and Olson Middle School can be seen in Figure 7. The majority of children from all three schools rely on the school bus, followed by the family vehicle. Tallies and surveys were administered to establish base line data, provide recommendations, and compare future progress.

Figure 7: Mauston Schools Student Tally Results (Total)

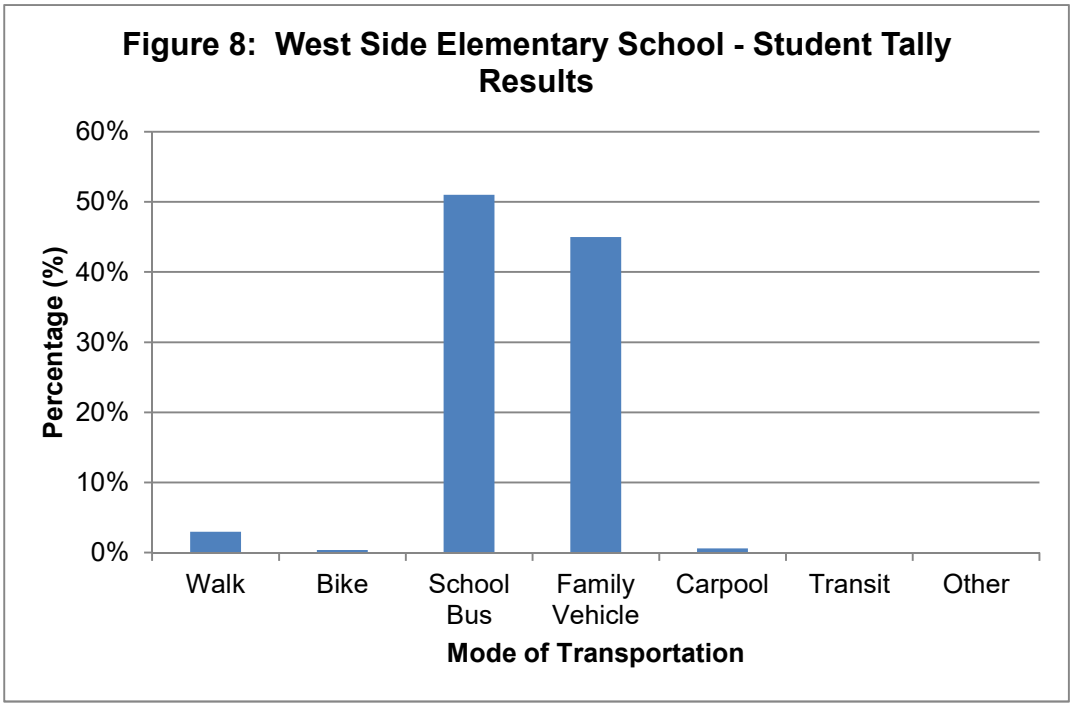


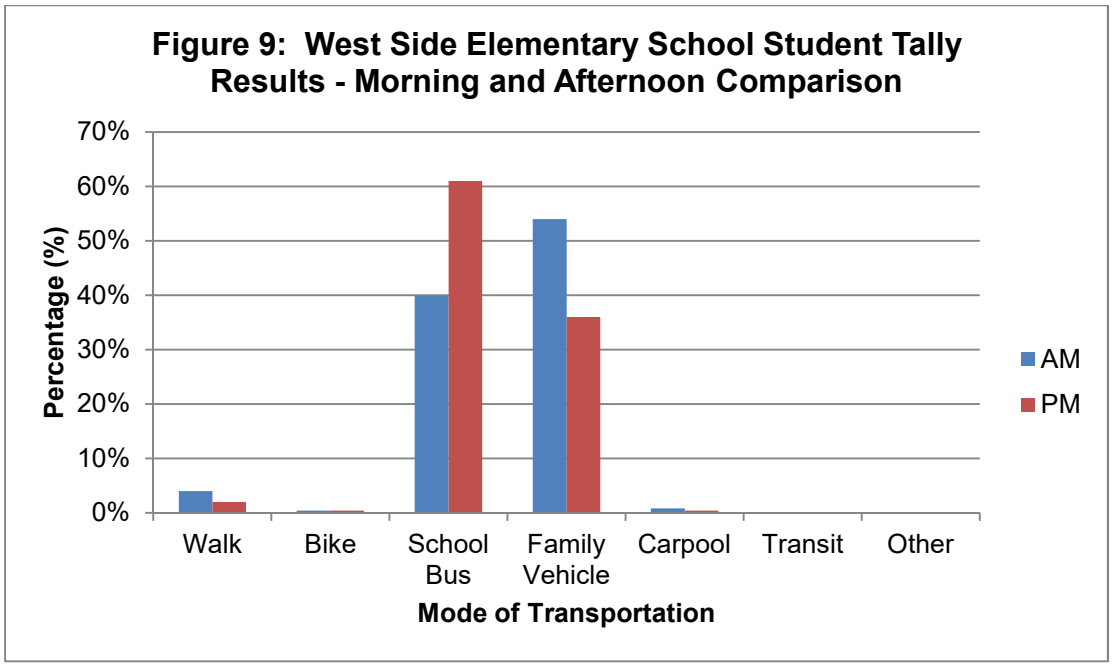
West Side Elementary School Student Tally

West Side Elementary School students are in pre-kindergarten through 2nd grade. The primary mode of transportation for these students is school bus followed by family vehicle. Very few students walk or bike to or from school.

- **Modes of Travel by West Side Elementary School Students:**
  1. School Bus (51%)
  2. Family Vehicle (45%)
  3. Walk (3%)

Table 6: West Side Elementary School – Student Tally Results			
Mode	**Average Percentage**	**Morning**	**Afternoon**
Walk	3%	4%	2%
Bike	.4%	.4%	.4%
School Bus	51%	40%	61%
Family Vehicle	45%	54%	36%
Carpool	.6%	.8%	.4%
Transit	0%	0%	0%
Other	0%	0%	0%





Grayside Elementary School Student Tally

Grayside Elementary School students are in 3rd through 5th grade. The primary mode of transportation for these students is school bus followed by family vehicle. Slightly more students walk to and from school, which could be due to the fact that these students are older.

- **Modes of Travel by Grayside Elementary School Students:**
  4. School Bus (51%)
  5. Family Vehicle (38%)
  6. Walk (8%)

Table 7: Grayside Elementary School – Student Tally Results			
Mode	**Average Percentage**	**Morning**	**Afternoon**
Walk	8%	6%	9%
Bike	1%	1%	1%
School Bus	51%	48%	54%
Family Vehicle	38%	42%	34%
Carpool	1%	2%	0.9%
Transit	0%	0%	0%
Other	1%	0.9%	0.9%

Figure 10: Grayside Elementary School - Student Tally Results

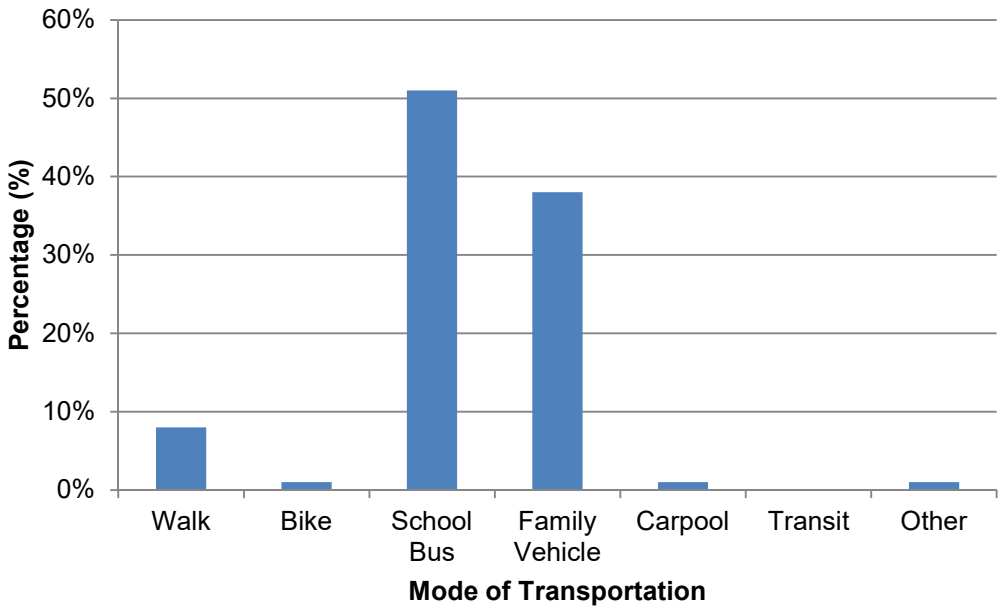
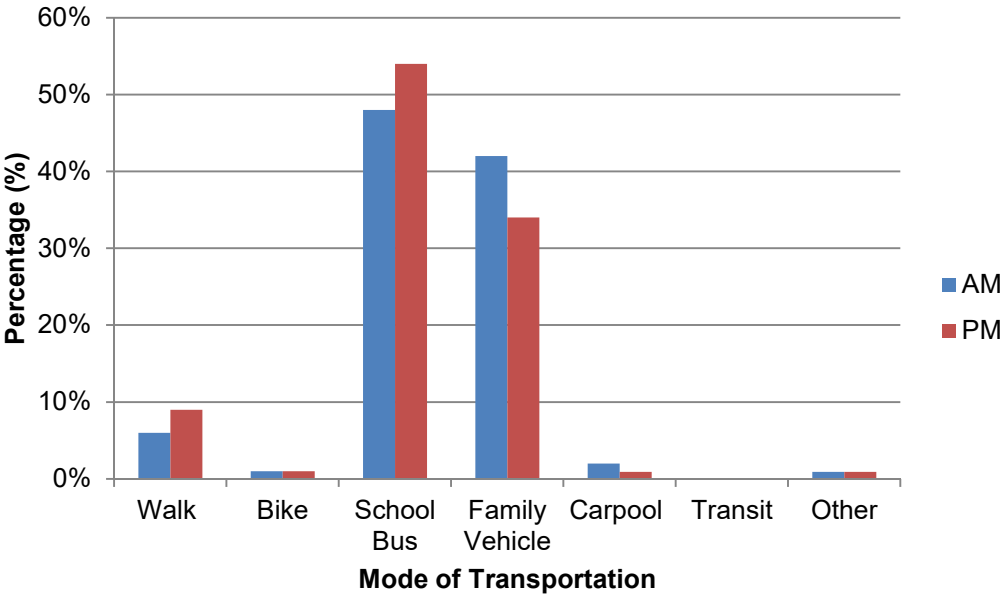


Figure 11: Grayside Elementary School Student Tally Results - Morning and Afternoon Comparison



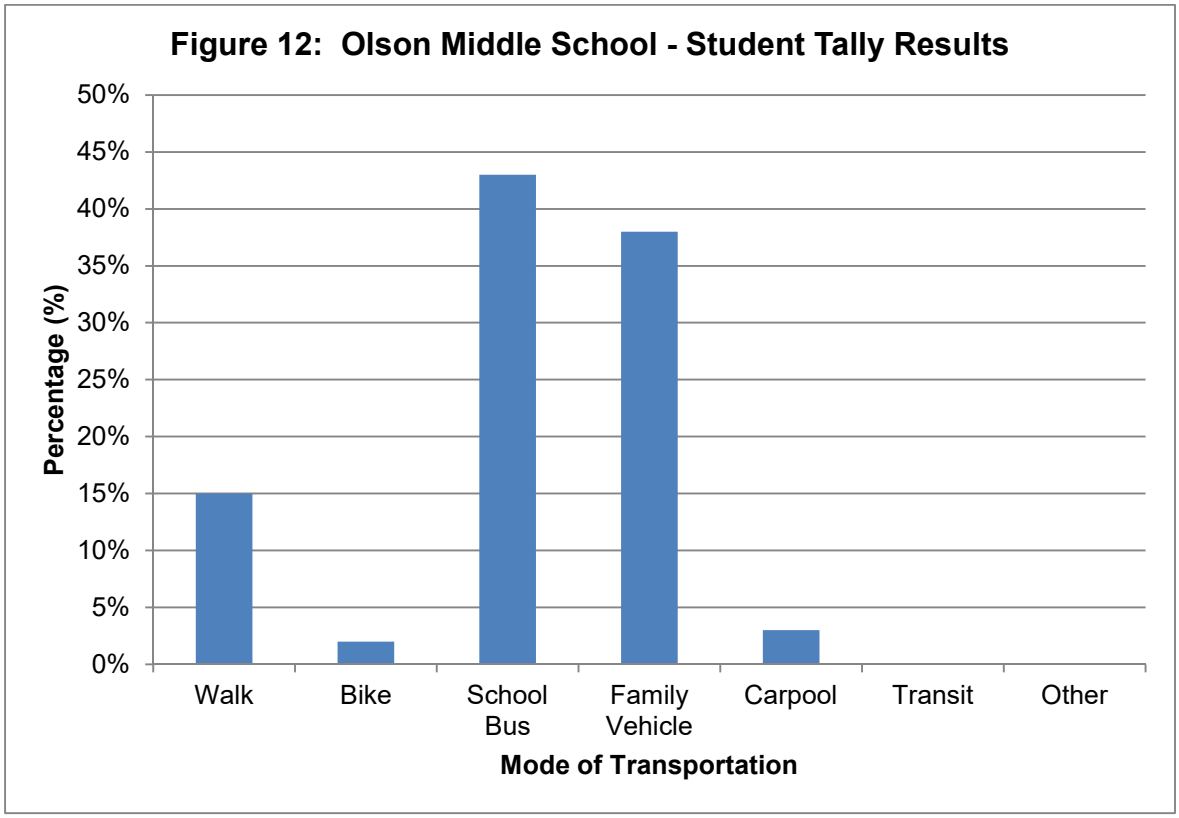
Olson Middle School Student Tally

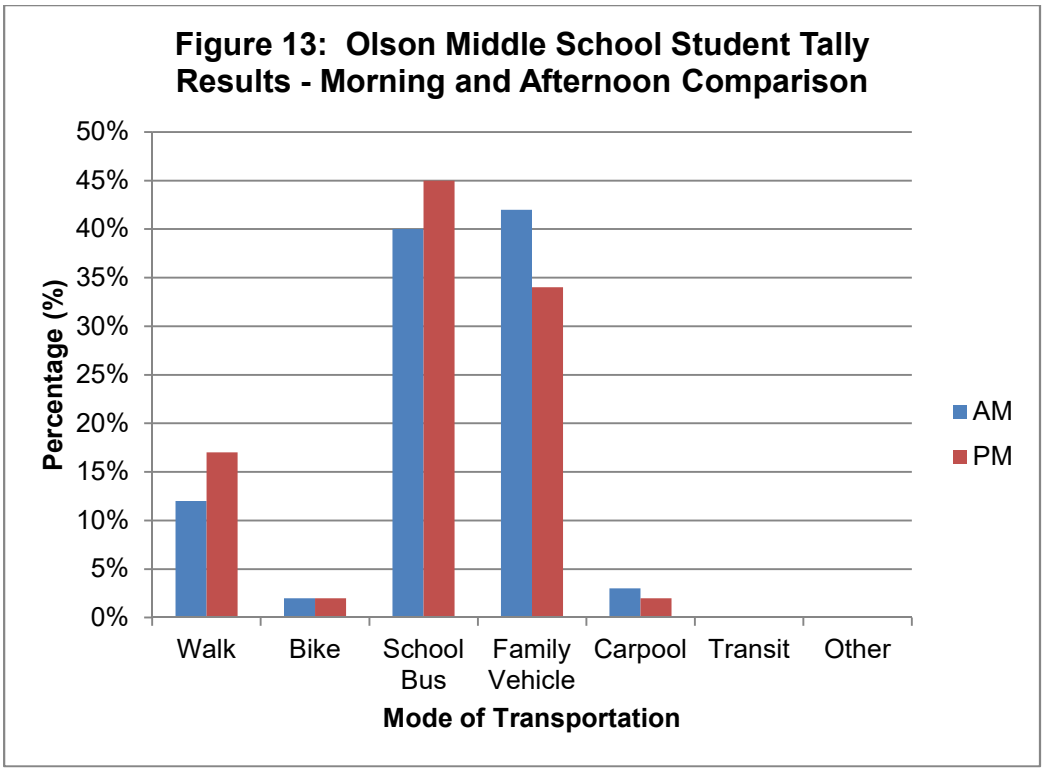
Students attending Olson Middle School are in grades 6-8. The primary mode of transportation for these students is by school bus and family vehicle. There are also a notable percentage of students that walk and do so primarily in the afternoon.

- **Modes of Travel by Olson Middle School Students**
  1. School Bus (43%)
  2. Family Vehicle (38%)
  3. Walk (15%)

Table 8: Olson Middle School – Student Tally Results			
Mode	**Average Percentage**	**Morning**	**Afternoon**
Walk	15%	12%	17%
Bike	2%	2%	2%
School Bus	43%	40%	45%
Family Vehicle	38%	42%	34%
Carpool	3%	3%	2%
Transit	0%	0%	0%
Other	0%	0%	0%

Figure 12: Olson Middle School - Student Tally Results





PARENT SURVEY OVERVIEW

While student tallies were being coordinated at school, parent surveys were posted online to be completed by parents. The Parent Survey from the National Safe routes to School Center was used (See Attachment A). On the form, parents described how children got to and from school, total travel time, and factors that influence their decision to allow or not allow their children to walk/bike to and from school. Additionally they were asked if in their opinion biking/walking is fun and healthy and to what degree they felt that the school encouraged biking/walking.

Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from today's date. There were 40 surveys returned from West Side Elementary School, 34 from Grayside Elementary School, and 27 from Olson Middle School. Expanded parent survey results can be seen in Attachment B.

West Side Elementary School Parent Survey

Figure 14 shows that 48 percent of parents report living over two miles from the school, the remaining 52 percent of the respondents are under the two mile radius and are being addressed in this safe routes plan. Despite the fact that most students live within two miles of school, Figure 15 indicates that the most significant barrier reported by parents leading them to prohibit walking or biking is distance.

- **Factors cited most by parents prohibiting biking/walking:**
  1. Distance (75%)
  2. Safety of intersections and crossings (53%)
  2. Weather or climate (53%)
  3. Amount of traffic along the route (45%)
  4. Speed of traffic along the route (40%)

Figure 14: West Side Elementary School - Parent Estimate of Distance from Home to School

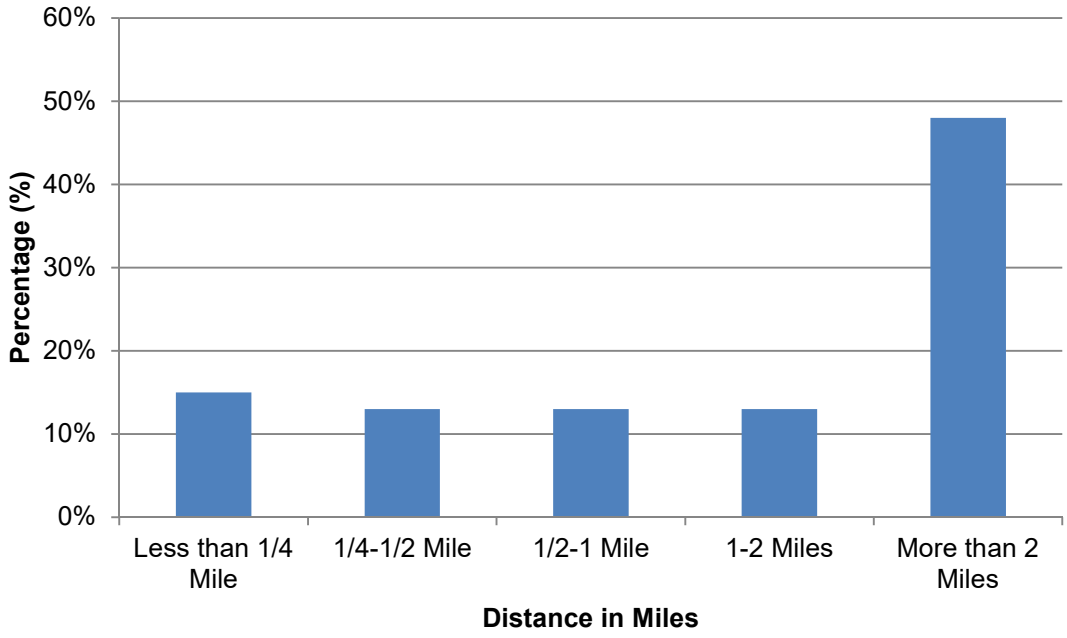


Figure 15: West Side Elementary - Issues Reported by Parents that Affect their Decision to Not Allow Walking/Biking

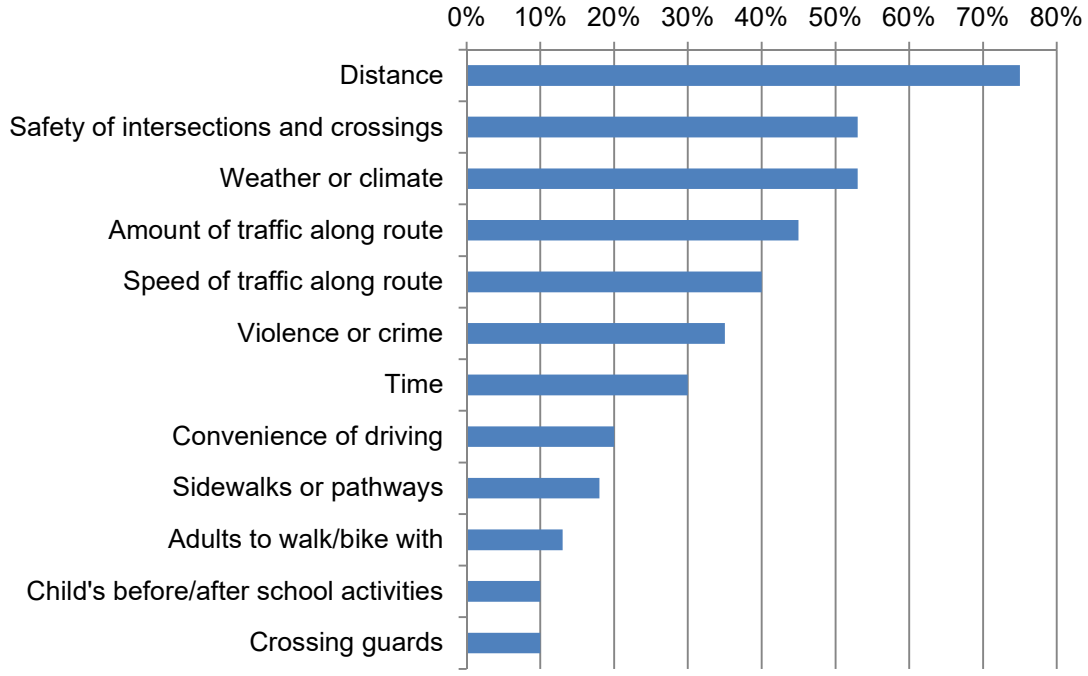
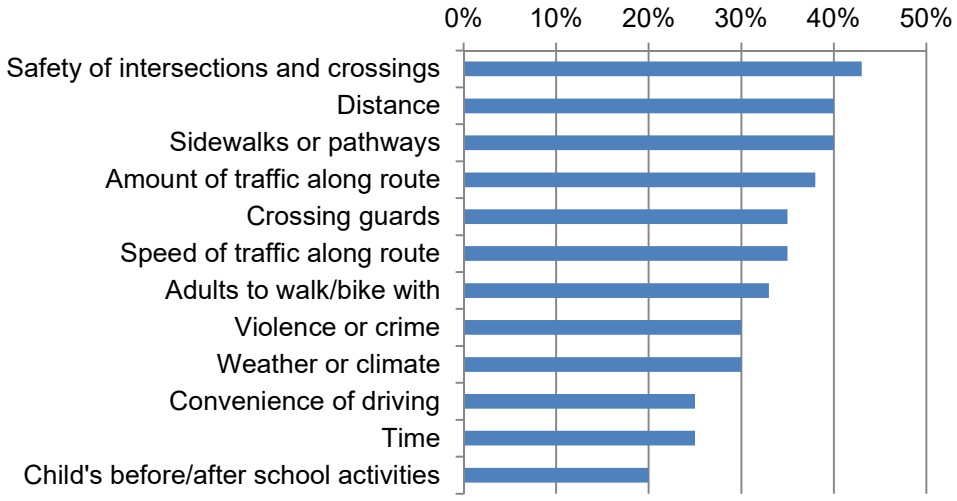


Figure 16: West Side Elementary School Parents - If Issue Changed Would Allow Walking/Biking



Parents cited the variables in Figure 16 as the factors that would be most influential in their decision to allow biking and walking. The top six items are detailed below. This plan will focus specifically on safety of intersections/crossings, sidewalks, amount/speed of traffic, and crossing guards.

- **Proposed changes most cited by parents that would cause them to allow biking/walking**
    1. Safety of intersections and crossings (43%)
    2. Distance (40%)
    2. Sidewalks or pathways (40%)
    3. Amount of traffic along the route (38%)
    4. Crossing guards (35%)
    4. Speed of traffic along the route (35%)

Grayside Elementary School Parent Survey

Figure 17 shows that 35 percent of parents report living over two miles from the Grayside Elementary School, the remaining 65 percent of respondents are within the two mile radius and are being addressed in this safe routes plan. Half of the survey repondents reported living one mile or less from Grayside Elementary, 26 percent of them live within one quarter mile of the school. Despite the proximity, Figure 18 indicates that distance remains one of the most significant barriers to walking and biking.

- **Factors cited most by parents prohibiting biking/walking:**
    1. Amount of traffic along the route (59%)
    1. Distance (59%)
    2. Safety of intersections and crossings (47%)
    2. Weather or climate (47%)
    3. Speed of traffic along the route (44%)

Figure 17: Grayside Elementary School - Parent Estimate of Distance from Home to School

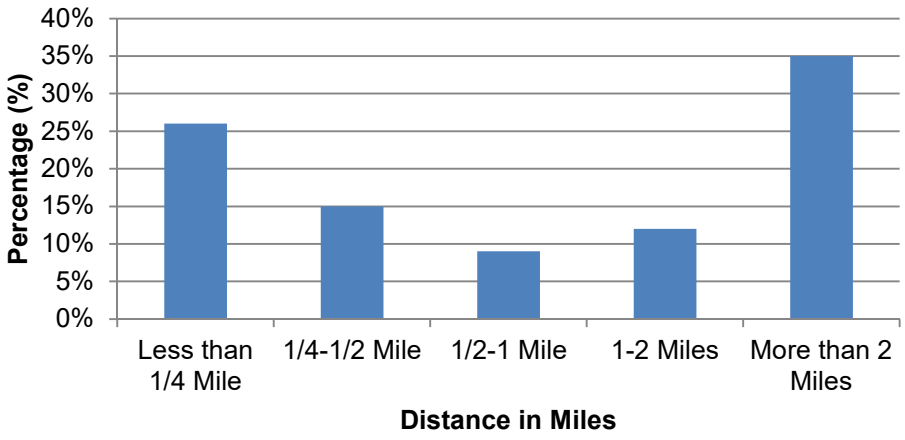
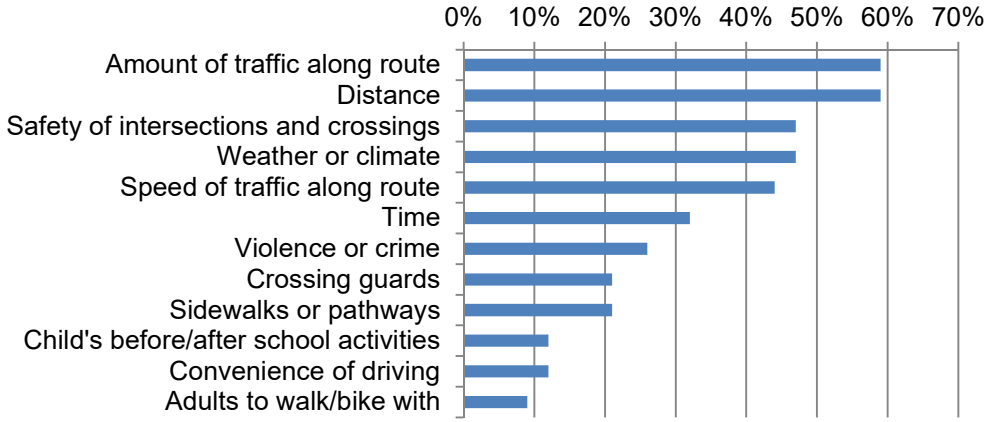


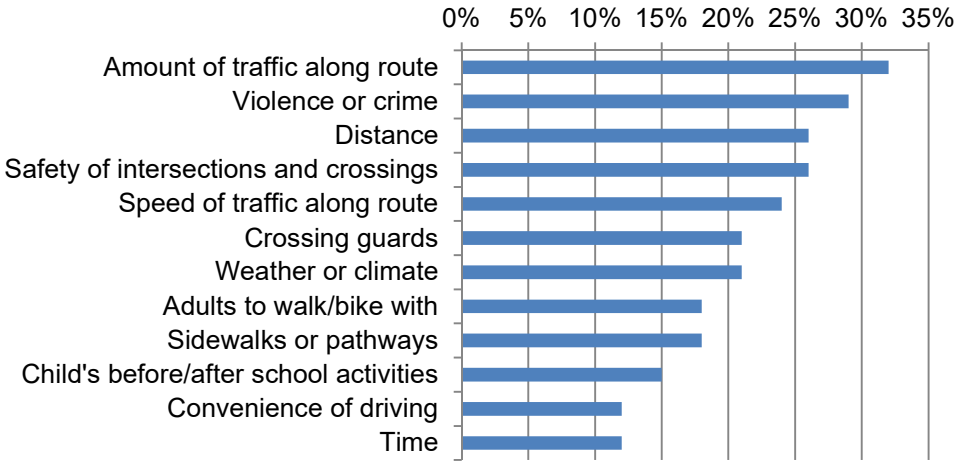
Figure 18: Grayside Elementary - Issues Reported by Parents that Affect their Decision to Not Allow Walking/Biking



Parents cited the variables in Figure 19 as the factors that would be most influential in their decision to allow biking and walking. The top five items are detailed below. This plan will focus specifically on the amount of traffic along the route, crime, safety of intersections/crossings, and speed of traffic along the route.

- **Proposed changes most cited by parents that would cause them to allow biking/walking**
  1. Amount of traffic along the route (32%)
  2. Violence or crime (29%)
  3. Distance (26%)
  3. Safety of intersections and crossings (26%)
  4. Speed of traffic along the route (24%)

Figure 19: Grayside Elementary Parents - If Issue Changed Would Allow Walking/Biking



Olson Middle School Parent Survey

Figure 20 indicates that 37 percent of parents reported living more than two miles from the middle school. Therefore, 63 percent of students are included in the targeted study area. Over half of the respondents reported living one mile or less from school, with 22 percent within one quarter mile of the middle school.

- **Factors cited most by parents prohibiting biking/walking:**
  1. Weather or climate (56%)
  2. Distance (48%)
  2. Amount of traffic along the route (48%)
  3. Safety of intersections and crossings (41%)
  4. Violence or crime (37%)

Figure 20: Olson Middle School - Parent Estimate of Distance from Home to School

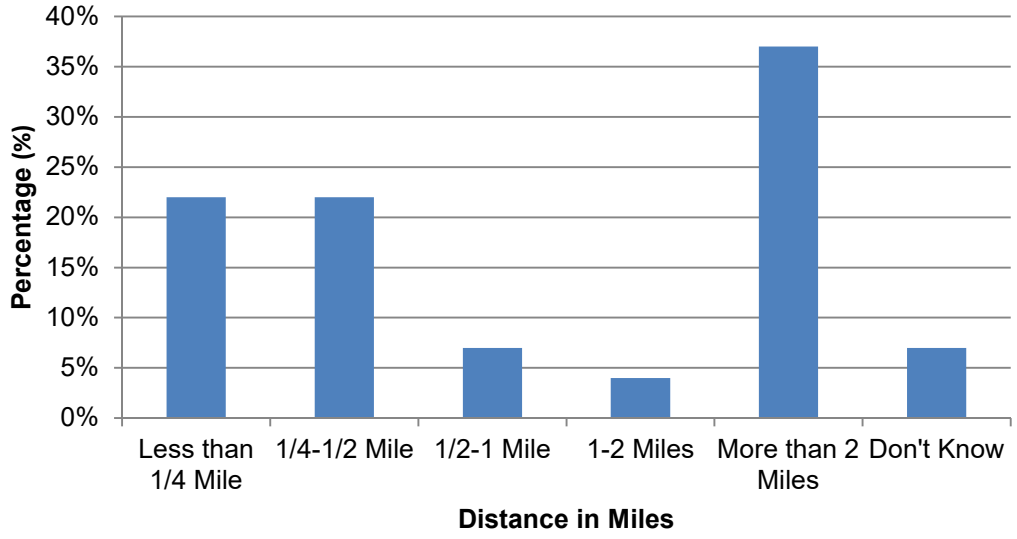


Figure 21: Olson Middle School - Issues Reported by Parents that Affect their Decision to Not Allow Walking/Biking

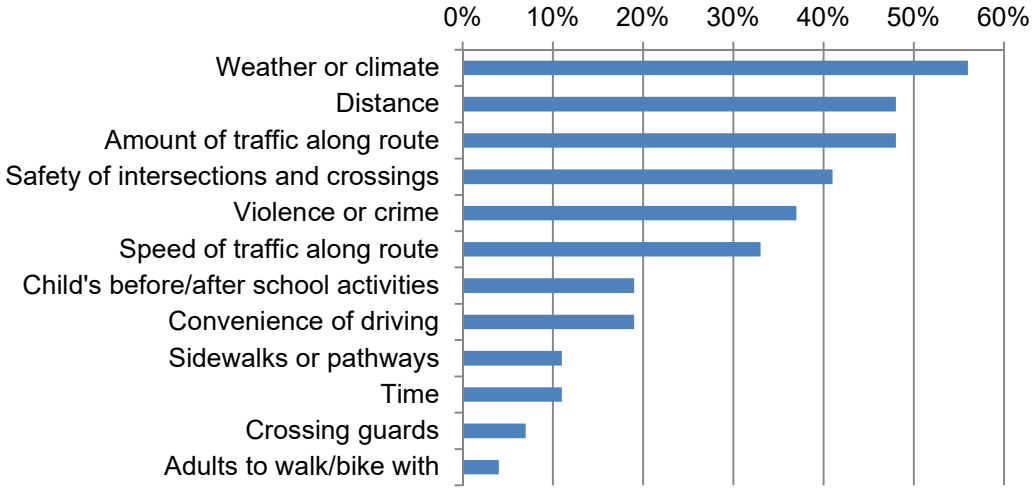
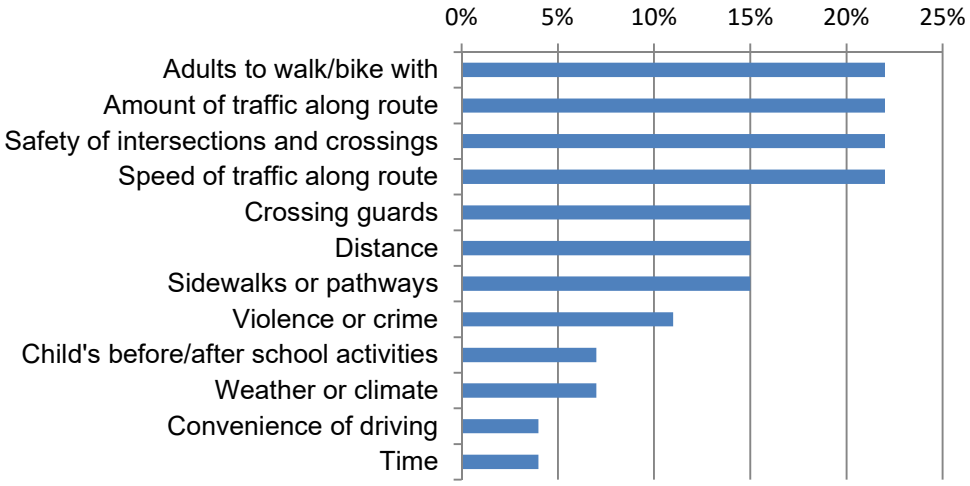


Figure 22: Olson Middle School Parents - If Issue Changed Would Allow Walking/Biking



Parents cited the factors in Figure 22 as most likely to influence their decision to allow biking and walking if changed. The top issues are detailed below. This plan will focus specifically on adults to bike and walk with, the amount of traffic along the route, safety of intersections/crossings, speed of traffic along the route, crossing guards, and safe sidewalks/pathways.

- **Proposed changes most cited by parents that would cause them to allow biking/walking**
    1. Adults to walk and bike with (22%)
    1. Amount of traffic along route (22%)
    1. Safety of intersections and crossings (22%)
    1. Speed of traffic along route (22%)
    2. Crossing guards (15%)
    2. Distance (15%)
    2. Sidewalks or pathways (15%)

SITE ASSESSMENT

As part of this Safe Routes to School planning process, a walking and bicycling site assessment was conducted within about a block around each of the three Mauston area schools encompassed in this plan, and the overall community where these schools are located. The assessment was conducted by NCWRPC staff. Some of the data collected from the assessment is shown on Maps 3A and 3B.

A walking and bicycling assessment is a process that involves a systematic gathering of data about the physical conditions that affect walking and bicycling in an area or site. The objective of the assessment is to document factors that help or hinder safe walking and bicycling. These factors include, but are not limited to, street lighting; existence of sidewalks and their width or condition; traffic volume, road widths, and topography.

TASK FORCE MEETING OUTCOMES

The SRTS Task Force includes a diverse group of individuals (school, city, safety, health, etc.) that work toward the common goal of creating safe routes to school within the community. Through a series of meetings, the Task Force identified issues and objectives that helped to shape the recommendations put forth in this plan. The Task Force will continue to be instrumental in the implementation and evaluation stages.

Meeting 1: March 14, 2019
The Task Force met for the first time on March 14, 2019. This was an introductory meeting that included review of parent surveys and student tallies. Issues and concerns were identified and a basic walk audit of each school was conducted via air photos.

Meeting 2: April 18, 2019
The second meeting was held on April 18, 2019 and detailed recommendations were discussed.

Meeting 3: May 8, 2019
The Task Force organized a third meeting, with NCWRPC available via teleconference. Additional discussion occurred about how to organize a Walk/Bike To School Week.

Meeting 4: December 2019
The Task Force organized a fourth meeting to discuss what recommendations would work in Mauston.

Meeting 5: January 7, 2020
NCWRPC and the Task Force met for the last time, discussing the recommendations, and how to adopt the SRTS Plan. WisDOT is still weighing in on some recommendations that are on state highways.

Final Adoption (Winter 2019-2020)
As soon as all the changes were made and WisDOT approved the recommendations for state highways, then the SRTS Plan was moved through the approval process at both the School Board and the City Council in the winter of 2019-2020.

See Attachment C for adoption documentation.

EXISTING POLICIES AND PRACTICES

Busing
According to Wisconsin law, a K-12 public school student living more than two miles from a public school is entitled to busing provided by the school district. Additionally, §121.5(9)(a), Wis. Stats., establishes the procedures to be followed in the development of an usually hazardous transportation (UHT) plan within a two mile radius. An "unusual hazard" is an existing transportation condition that constitutes more than an ordinary hazard and seriously jeopardizes the safety of pupils traveling to and from school. Mauston School District UHT plan addresses concerns with USH 12/STH 16, STH 58, STH 82, and the Canadian Pacific Railroad line. The District established ten bus stop locations that enable students to walk to the stops without crossing the heavily traveled roadways and railway. Students can walk safely from home to the bus stops and rely on bus transportation to travel through high volume areas to school.

Bike Racks
There are bike racks located near the Olson Middle School entrance on grass along the sidewalk leading to the front door; see Map 3A. West Side Elementary has bike racks on a concrete pad by the front entrance; see Map 3B. Bike racks for Grayside Elementary are in the grass on the north-west corner of Olson M.S; see Map 3A. Similar to most schools in Wisconsin, all of the bike racks need updating, because they don't allow a bike frame to be supported at two points to hold it up while locked, and to allow a U-lock to secure the frame and front tire to the bike rack (See Attachment D).

Crossing Guards
Adult crossing guards are usually assigned at heavily traveled intersections, see Map 4. The presence of crossing guards can significantly increase safety for youth by ensuring that they are learning and obeying pedestrian safety rules as they cross the street under their watch. There is one adult crossing guard directly in front of Olson Middle School at

the intersection of Grayside Avenue and Buttner Street and one at the intersection of Elm Street and Elmberta Street. Additional crossing guards are located near West Side Elementary, one is in front of the school on Loomis Drive and on is located at the intersection of Loomis Drive and Grove Street.

Safety Patrols

For inventory purposes, no student safety patrols exist in the Mauston School District.

TRAFFIC COUNTS

The vast majority of traffic in the area comes through on USH 12/STH 16. STH 58/Division Street and STH 82/Grayside Avenue are also heavily traveled roadways. These three roadways present the most significant barriers to biking and walking for students. Additionally, the Canadian Pacific Railroad Line runs diagonally through the northern section of the city. Grayside Elementary School and Olson Middle School both are located directly adjacent to STH 82/Grayside Avenue. Although the streets directly surrounding West Side Elementary are not highly traveled, the school is three blocks from the railroad corridor and five blocks from USH 12/STH 16.

Table 8 displays traffic count data within a .5 mile radius of the schools. The streets throughout the City of Mauston experienced decreased traffic counts from 2004 to 2010, this is consistent with the population decline that was measured during that time. However, even with decreased volumes, in most cases traffic is highest when students are walking and biking to school. The locations that are most relevant to the SRTS plan and are within a half mile buffer include:

Table 9: Traffic Volumes

Street	AADT 2004	AADT 2010	Percent Change
Elm St. south of USH 12-16 State St.	1,700	1,300	-23.5%
USH 12/STH 16 State btwn Oak & Hickory	11,000	9,300	-15.5%
STH 58 Division btwn Tremont & Wisconsin	4,300	3,500	-18.6%
STH 58-82 Division St. N. of STH 82 Grayside Ave.	4,900	3,800	-22.4%
STH 82 Grayside btwn Maple Dr. & STH 58 Division	4,200	3,600	-14.3%
STH 58 Division S. of STH 82 Grayside Ave.	4,500	4,000	-11.1%
CTH G south of STH 82 Grayside Ave.	1,300	1,100	-15.4%
STH 82 west of CTH G South S	2,600	2,200	-15.4%
Grove St. northeast of Attewell Ave.	770	540	-29.9%

Wisconsin Department of Transportation

Children have little concept of how fast cars are traveling, or how to anticipate what a driver is going to do, so it is up to adults to be responsible.

Map 4 shows the most current traffic volume counts. It also details crash type by location. Since 2000, there were eleven bicycle crashes, nine pedestrian crashes, and two locations with both bicycle and pedestrian crashes. The Grove Street/Tremont Street intersection is one of the sites with both types of crashes and is very near West Side Elementary School.

CRASH DATA

Safety is often cited as the primary reason people do not bike or walk more often. Creating a safer environment for these activities is an important factor that requires an understanding of safety issues and proven actions that can be taken to improve safety. Crashes involving motor vehicles that result in injuries or fatalities to bicyclists and pedestrians have been recorded at the state and federal levels for many years.

Over the past few decades, traffic safety experts have been moving away from the term “accident” in favor of the term “crash” to describe a collision. An accident is defined as an unforeseen and unplanned event or circumstance. WisDOT made this change in 1990 because traffic crashes are not accidents, but avoidable events caused by a single variable or chain of variables.

Crash data is reported universally for Wisconsin on form MV4000. However, it is important to highlight some shortcomings:

1. *Some studies indicate that as few as ten percent of all bicycle cashes are reported;*
2. *Some roads with a higher frequency of bicycle crashes may have higher bicycle use;*
3. *Very likely that there will be no detectable pattern of bicycle crashes because of the small number reported in rural areas and small cities.*

Table 10 outlines crashes that occurred within a half mile radius and includes six bicycle crashes and six pedestrian crashes (also see Map 4). This data was examined to provide insight into the causes of traffic crashes involving bicycles and pedestrians. Reducing bicyclist and pedestrian traffic injuries and fatalities can be accomplished through safety and education efforts.

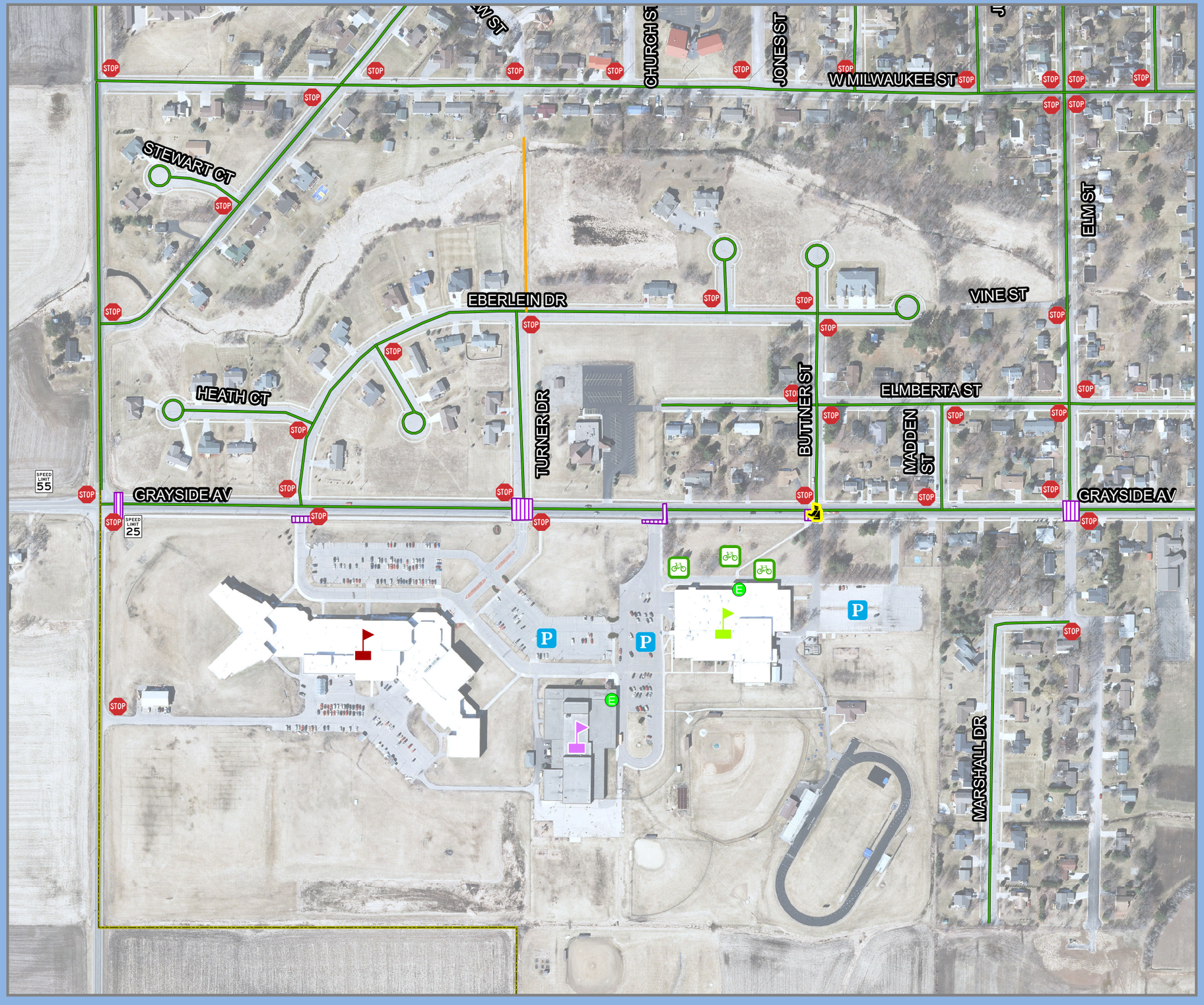
Table 10: Crash Data		
Address	**Type**	**Date**
Milwaukee St./Elm St.	Pedestrian Crash	N/A
Grove St./Tremont St.	Bicycle Crash	N/A
Division St./Genevieve St.	Pedestrian Crash	8/12/00
Grove St./Martin St.	Bicycle Crash	4/13/02
Division St./Milwaukee St.	Bicycle Crash	8/29/03
Hanover St./Maine St.	Pedestrian Crash	1/8/06
Division St./State St.	Bicycle Crash	7/9/07
Milwaukee St./Grove St.	Bicycle Crash	7/30/07
Division St. (400 Block)	Pedestrian Crash	2/2/09
Grove St./Tremont St.	Pedestrian Crash	7/4/09
Tremont St./Elm St.	Pedestrian Crash	8/13/14
State St./Beach St.	Bicycle Crash	6/10/15

Map 3A

Site Assessment

Grayside Elementary & Olson Middle School

Mauston Safe Routes To School



- Minor Civil Division
- Sidewalks
- Asphalt Path
- Gravel Path (Not Plowed in Winter)
- Gordon Olson Middle School
- Grayside Elementary School
- Mauston High School
- Bike Rack
- Crossing Guard
- Parking
- School Entrance
- Speed Limit (25)
- Speed Limit (55)
- Stop Sign
- Crosswalk

0 230 460 920 Feet

N W E S

Source: WI DNR, NCWRPC, Juneau Co

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.

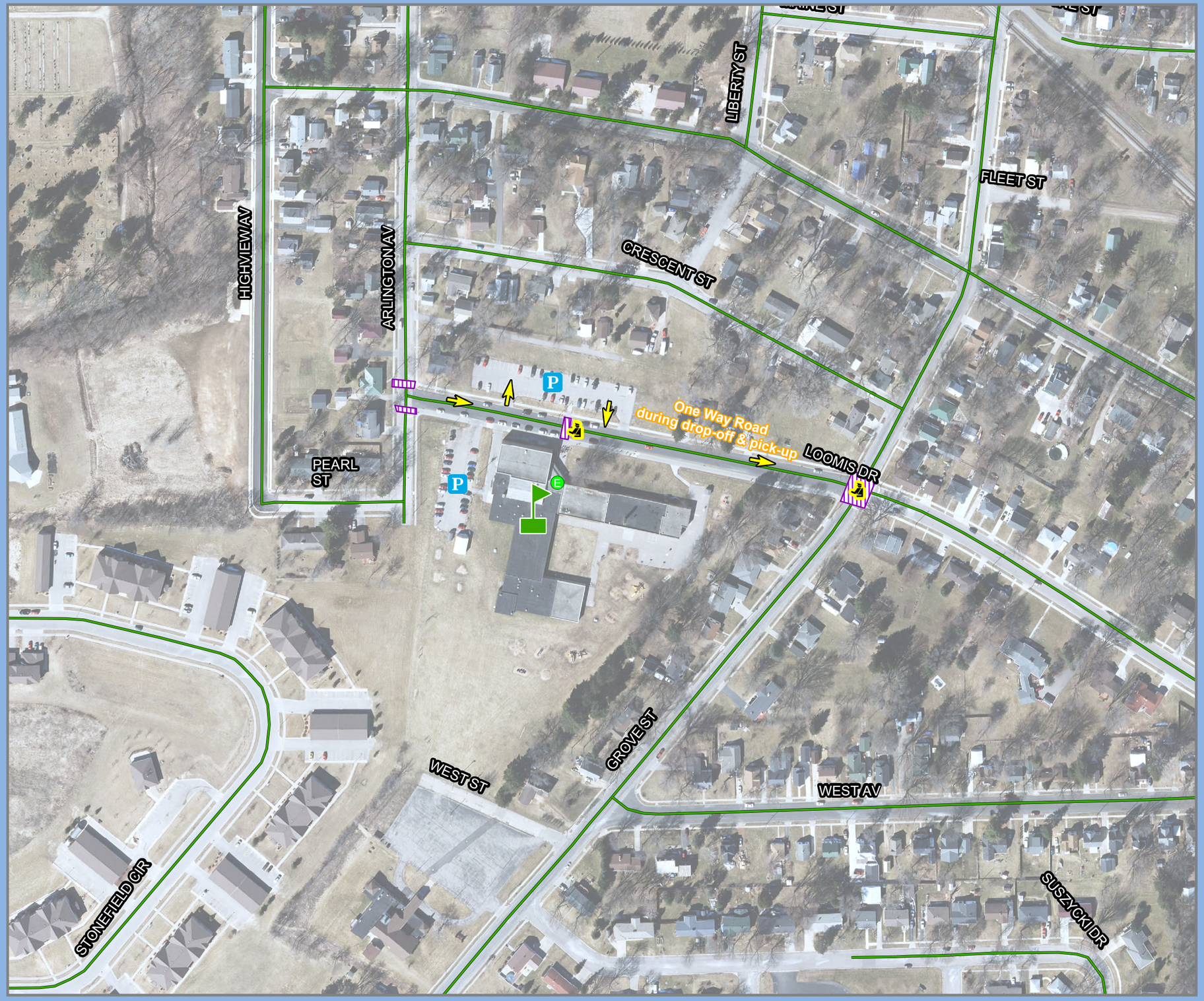
Prepared By:
North Central Wisconsin Regional Planning Commission
210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

Map 3B

Site Assessment

West Side Elementary

Mauston Safe Routes To School



- Minor Civil Division
- Sidewalks
- Asphalt Path
- West Side Elementary School
- Bike Rack
- Crossing Guard
- Parking
- Parking Flow Direction
- School Entrance
- Crosswalk

0 145 290 580 Feet

N W E S

Source: WI DNR, NCWRPC, Juneau Co

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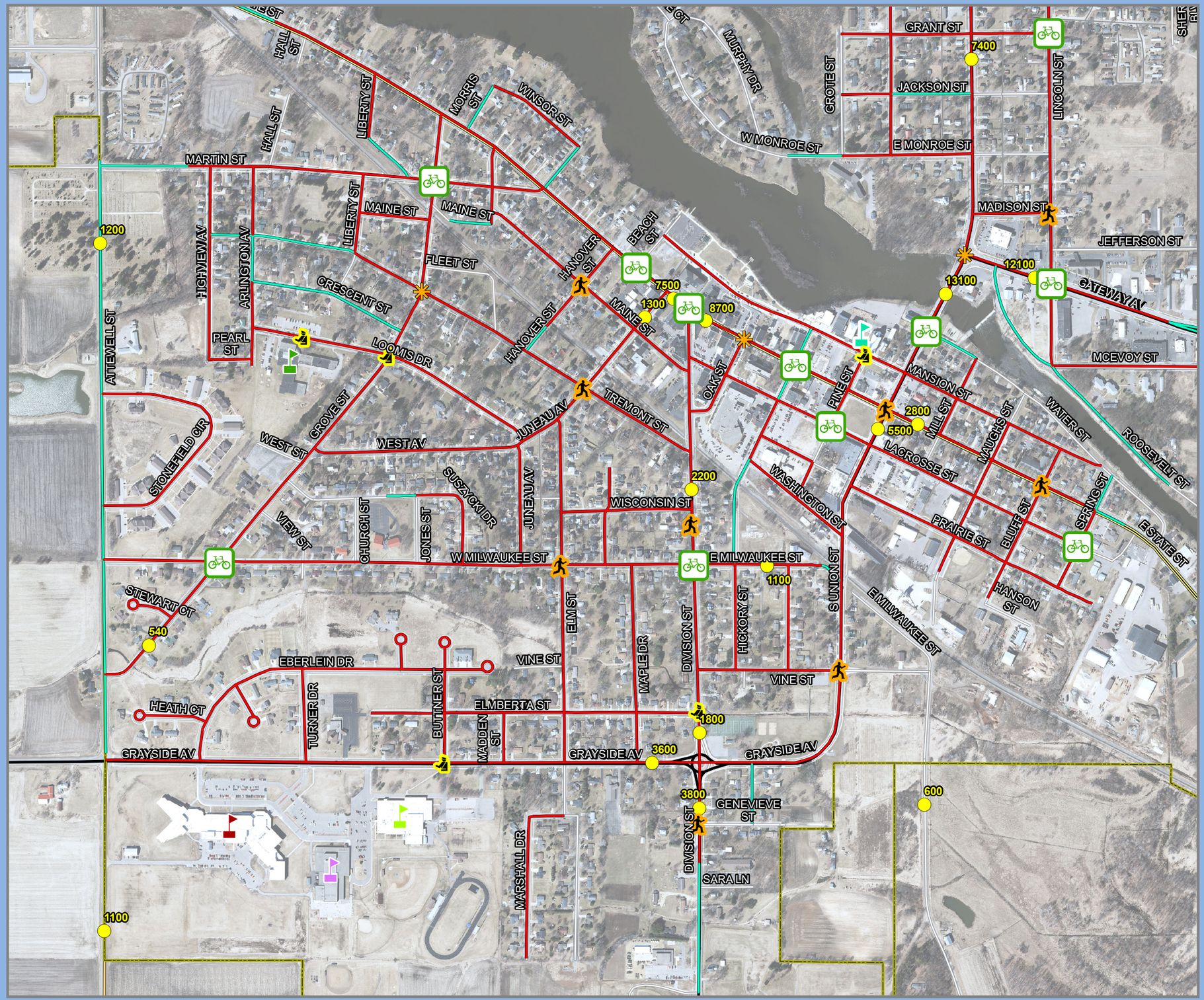
Prepared By:
North Central Wisconsin Regional Planning Commission
210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

Map 4

Transportation

Mauston Safe Routes To School



Sidewalk Location

- Both Sides
- One Side
- Traffic Count Location
- Crossing Guard
- Gordon Olson Middle School
- Grayside Elementary School
- Mauston High School
- Saint Patrick Grade School
- West Side Elementary School
- Minor Civil Division

Crash Type (2000-2018)

- Bicycle
- Pedestrian
- Both

0 0.075 0.15 0.3 Miles

N W E S

Source: WI DNR, NCWRPC, Juneau Co

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.

Prepared By:
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210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

CHAPTER 3: RECOMMENDED STRATEGIES

This chapter was developed to address the issues and opportunities observed by school officials, Task Force members, parents, and NCWRPC staff throughout the development of this plan. Moreover, this chapter presents possible solutions to improve existing conditions and concerns.

The SRTS Task Force and NCWRPC have developed the following recommendations around the 5 E's for Safe Routes to School. A successful SRTS program incorporates components of each classification (i.e., the 5 E's: engineering, education, encouragement, enforcement, and evaluation).

CDC research discovered that three low-cost strategies are associated with schools that have a higher percentage of students who walk or bike to school:

1 of 3 - Having crossing guards;
2 of 3 - Having bicycle racks; and
3 of 3 - Providing promotional materials to students and families.

Engineering

Engineering is a broad concept used to describe the design, implementation, operation, and maintenance of traffic control devices or physical measures. Children and adolescents need well designed paths, safe crossings, and well-maintained roads and pathways. The goal of these recommendations is to create a balanced roadway environment that can accommodate traffic, bicycles, and pedestrians of all types including those with disabilities. With regard to engineering, it is best to implement low-cost solutions first and then seek funding for the larger cost-intensive projects.

Issue: Bicycle and Pedestrian Facilities

Current city ordinance includes a requirement for the installation of sidewalks in new residential developments. Extensive sidewalks exist all over Mauston. The city road system provides a grid of connected roads that make travel possible throughout the City on bike.

- Sidewalks exist on main routes to school for: West Side E.S., Grayside E.S., & Olson M.S.
- A creek without bridges creates a barrier between Milwaukee St and Eberlein Dr; which lengthens the amount of time it takes to walk to Olson M.S. from Milwaukee St by 8-minutes. A 50% reduction (8-minute reduction) in walking time could occur if a bridge was installed over the creek.

Recommendations

- Consider installing a bridge over the creek to connect Milwaukee St with Eberline Drive.

Issue: Grayside Ave is congested with school traffic

Grayside Ave between Attewell St/ CTH G and Madden St is a 15 MPH school zone for three schools; Mauston High School, Grayside Elementary, and Olson Middle School. Morning drop-off and afternoon pick-up causes extensive congestion due to the high number of parent vehicles on the street in addition to regular through traffic.

Recommendations

- Consider restructuring traffic circulation pattern, which may include new sidewalks and driveways, and may include adjusting daily school start and end times.
- Consider implementing some of the recommendations under: "Education" and "Encouragement" on the next pages of this chapter.

Issue: Excessive Speeding on Grayside Ave

Grayside Ave west of Attewell St/CTH G is 55 MPH; but east of Attewell St/CTH G is 25 MPH or a 15 MPH school zone when children are present. Currently, police have clocked vehicles traveling up to 45 MPH in front of the elementary school (On Grayside Ave at Turner Dr), with 35 MPH being common. This is extremely dangerous for stopped vehicles and crossing pedestrians at Attewell St and at Turner Drive.

The Task Force noted that it is a miracle that catastrophe has not occurred on Grayside Avenue yet.

Recommendations

- Perform a traffic study to determine appropriate location for the speed zone change.
- Install countermeasures on Grayside Ave to reduce east-bound vehicle speed to 25 MPH east of Attewell St/CTH G:

  NOTE: Not all of the following countermeasures may occur:

  - State to install oversized Reduced Speed Ahead sign on STH 82/Grayside Ave, east-bound into Mauston;
  - Mauston to install oversized School Crossing Assemblies [S1-1 & W16-7P signs] at high visibility crosswalk just east of Attewell St;
  - Mauston to continue maintaining the high visibility crosswalk just east of Attewell St;
  - Mauston to grind the road at the first east-bound 25 MPH sign on Grayside Ave to recess the space to paint or epoxy: "25 MPH" on the pavement per MUTCD standards (3B.20 for specifications);
  - Mauston to consider installing End School Zone [S5-2] signs at the ends of the Grayside Ave school zone;
  - Mauston to consider installing a speed feedback sign (or trailer) on the first east-bound 25 MPH sign on Grayside Ave (or other possible locations).

The best compliance with the feedback sign comes when:

- A speed limit sign exists above the digital display; and
- The digital display is set to flash at 5 over the speed limit, if that is the enforcement tolerance.

➢ Mauston to consider installing School Crossing Assemblies [S1-1 & W16-7P signs] at each school crosswalk on Grayside Ave; and

➢ Mauston to consider moving the "State Law, Yield to Pedestrians" [R1-6] signs off the posts in the school zone, and convert them to movable In-Street Pedestrian Crossing Signs, and placing them on the road centerline in-advance of the nearest crosswalk during non-snowplowing season, and moving them onto the curbs in winter.

- If the warrants are ever met to install a roundabout at Grayside and Attewell St, then pursue construction if speeding or congestion are still a problem.

Issue: Bicycle Parking

All the Olson Middle School bike racks are on grass areas away from paved areas. If mud does not develop, and if puddles are not formed by the bike racks, then this is not a problem; otherwise racks on grass may not be accessible for several days after a heavy rain. Placing bike racks next to student entrances reinforces that bicycling to school is important, and provides basic security and convenience. The best way to lock a bike is to make 2 points of contact between the bike and bike rack to keep the bike upright, and then to lock the front wheel and bike frame. Very few Wisconsin schools are equipped with bike racks that allow a bike tire and frame to be locked – new racks are needed.

Recommendations:

- Install new bike racks and locate on impervious surfaces at Olson Middle School. Replace bike racks at Grayside and West Side Elementary Schools. See Attachment D for bike rack design guidance.

Encouragement

Before beginning Encouragement strategies, children should receive pedestrian and bicyclist safety education.

Encouragement strategies are about having fun; they generate excitement and interest in walking and bicycling. Encouragement activities also play an important role moving the overall SRTS program forward, because they build interest and enthusiasm, which can maintain support for changes that might require more time and resources – such as constructing a sidewalk.

Issue: Encourage Walking and Biking

Traffic increases near schools because parents are driving their kids to school instead of allowing them to walk or bike. This flow of traffic increases the likelihood of a variety of traffic incidents that includes crashes, speeding, illegal parking, and failure to yield

the right of way. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

The "Resources" webpage has various support materials for a successful Safe Routes To School program: https://www.ncwrpc.org/juneau/mauston/srts/resources.html

Recommendations:

- Continue a Walk to School Day/Week every fall. Also, possibly encourage the public to walk or bike to work on that same day.
- Consider creating a walking/biking club whereby students get punch cards and token rewards for walking and biking to school.
    - This potential program could be expanded to include walking laps around the school grounds or a track during the school day.
- As interest in bicycling increases, consider reinforcing bicycling through creation of a school bicycle mechanics program (see "Resources" webpage).
    - If a school bicycle mechanics program is established, then consider constructing and outfitting a lockable room for the program – Contact Omro WI School District for room and contents specifications.

Enforcement

Enforcement includes students, parents, adult school crossing guards, school personnel, and neighborhood watch programs all working in conjunction with law enforcement. Working together to enforce rules for safe walking, bicycling and driving makes it safer and easier for everyone to walk and bicycle.

Issue: Congestion around School during Arrival and Dismissal

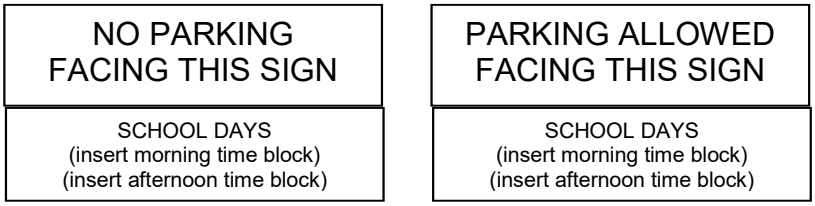
Many parents are driving their children to school, and therefore cause congestion around the school properties:

- ❖ Particularly in the afternoon when three schools dismiss simultaneously onto Grayside Ave.
- ❖ Loomis Dr also has parents parking the wrong way.

Recommendations:

- Evaluate the Grayside Ave school campus on-site traffic management plan for possible enforcement improvements as needed.
- Continue having a crossing guard program in Mauston.
- Add crossing guard on Grayside Ave at Turner Dr.
- On the north side of Loomis Dr, consider installing 2-sided parking signs to re-inforce how parents may park during drop-off and pick-up (see Figure 23). Create potential signs per MUTCD regulations.

Figure 23 2-sided Parking Signs potentially for north side of Loomis Dr in school zone



This side would face east. This side would face west.

Education

Education activities include teaching pedestrian and bicyclist traffic safety, and may provide guidance on how to handle potentially dangerous or scary situations.

The "Resources" webpage has various support materials for a successful Safe Routes To School program: https://www.ncwrpc.org/juneau/mauston/srts/resources.html

Issue: Traffic Safety Concerns

The biggest danger posed to bicyclists and pedestrians is motor vehicles. The Parent Survey responses showed that if traffic speed or traffic volume decreased, then they would allow their children to walk or bike to school.

Schools are vehicle trip generators. Residential streets with low average daily traffic volumes near schools become congested during drop-off and pick-up times. Grayside Ave is very hectic with morning and afternoon drop-off and pick-up vehicle traffic.

Recommendations:

- Consider using the City and/or School District's summer/fall edition newsletter to show resident motorists how to share the road with bicyclists and pedestrians with info graphics.
- Provide a link to WisDOT's web page that shows motorists how to share the road with bicyclists and pedestrians.
- Provide materials to School District families to assist them with teaching their children on how to walk and bike safely. See the "Resources" webpage.
- Bring established bicycle safety training to Mauston. See the "Resources" page for Share & Be Aware programming.
- Consider field trips that integrate safe walking and biking practices into the curriculum.
- Continue to maintain school related road signs and crosswalks. Road signs and marking provide continuous education to drivers.

Evaluation

Evaluation can determine if the aims of the strategies are being met. It can also be used to ensure that resources are being directed toward efforts that show the greatest likelihood of success. Future evaluation can aid in determining what adjustments if any are needed. Therefore, it is important that evaluation measures are taken before, during, and after the creation of SRTS activities.

Issue: Measurement of Results Needed

A variety of issues have been identified and recommendations have been made to work toward creating Safe Routes to School for the School District of Mauston. However, it is imperative that Student Tallies and other measurement tools are utilized as needed to determine if the implemented recommendations have been effective. In this way, the Task Force can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

Recommendations:

- Conduct student tallies in the fall when Task Force members want to see if walking and biking have increased. Usually, after a series of recommendations have been implemented, then student tallies in the fall would be useful to determine how effective at changing behavior those recommendations worked.
- If walking and biking have not increased, then review various educational programming on “Resources” webpage and implement additional changes.
    - “Resources” https://www.ncwrpc.org/juneau/mauston/srts/resources.html
- Conduct a traffic study as necessary on Grayside Ave in front of the schools to determine if additional countermeasures are needed to slow down traffic.

CHAPTER 4: SCHOOL ACTION PLANS

This plan contains a considerable amount of information including community demographics, facts and figures about the School District, student and parent survey information, recommendations, and guidelines for implementation. There may be circumstances in which a brief summary of this SRTS plan is preferable to sharing the plan in its entirety. It is for this reason that a School Action Plan has been created for each of the Mauston schools. In this way, School District administration, teachers, and Task Force members can convey the plan highlights without having to distribute the entire plan.

The School Action Plan contains a brief description of the Safe Routes to School program, background information about the schools, key survey data, community data, Task Force highlights, and a site assessment map. The culmination on the last page is a recommendations table. This table is consistent with the recommendations section within the SRTS plan, but is contained within one page. The columns include the recommended activity, location, funding, lead agency, and the time frame within which the recommendation could be realistically completed. In this way interested parties can distinguish high priority items and also ascertain where responsibility lies with regard to initiating each item.

This School Action Plan is included in the SRTS plan. However, it can also be printed in a four page newsletter format for each school. It is advisable to have several copies available at any time, as it would be appropriate to distribute to student families, potential community partnership groups (e.g. bike and pedestrian committees, community health committees, and PTO/PTA's), and school neighbors.

An annual or biannual review of these School Action Plans by the SRTS Task Force will provide guidance to determine progress, set goals, and make modifications as needed. Additionally, if some areas have been found to be particularly successful, the Task Force may want to renew efforts in this specific area. New activities to consider may become apparent when data from newly administered student tallies and parent surveys are reviewed.

Resources are available on the Mauston Safe Routes to School Home Page under the "Resources" tab:

http://www.ncwrpc.org/juneau/mauston/srts/resources.html

The "Resources" link has information for students, parents, and teachers. In addition, there are links to other communities that have had success as well as more information about programs offered by the Wisconsin Bike Fed. If encouragement strategies are found to be especially successful, there is information on how to plan a walk to school event in seven days and details on National Walk and Bike to School day planning.

As the Mauston Task Force continues to grow and foster the Safe Routes to School Plan, the School Action Plans will provide a means to communicate the specifics of the SRTS Plan.

Grayside Elementary School
SRTS Action Plan

Mauston School District
Safe Routes to School (SRTS) Program

School Demographics:

Enrollment: 255

Grades: 3rd-5th Grade

Start Time: 7:55 a.m.

End Time: 3:20 p.m.

Principal:

Bobbi Steele

510 Grayside Ave.
Mauston, WI

Safe Routes to School Background Information

The purpose of the SRTS program is to provide safe pedestrian and bicycle facilities that encourage healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide tips to do so safely. Major SRTS goals are:

- To enable and encourage children, including those with disabilities, to walk and bike to school.
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

SRTS Planning efforts assess the facilities and conditions near school, examine how students are currently traveling to /from school, and identify safety concerns/issues raised by parents and the community. Infrastructure and non-infrastructure recommendations are then created and implemented, sometimes with grant funding assistance, by the SRTS Task Force and other community members. SRTS Plans focus on projects within two miles of an elementary or middle school (Kindergarten-8th grade) and address the 5 E's:

⇒ **Engineering**

⇒ **Enforcement**

⇒ **Education**

⇒ **Encouragement**

⇒ **Evaluation**

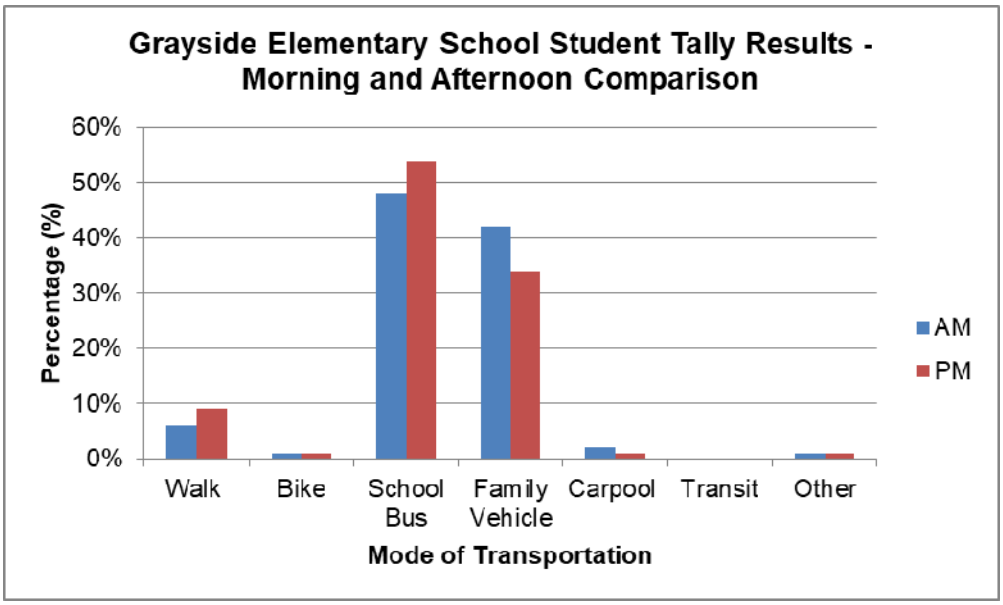
The main purpose of SRTS programs is to get students safely walking and biking to school.

Grayside Elementary School Background Information

Grayside Elementary School is located in the City of Mauston, in southern Juneau County. The Village of Lyndon Station and ten additional townships are also included within the school district boundary. The majority of students travel to and from Grayside Elementary on the school bus (51%) followed by the family vehicle (38%). In comparison, less than 8% of students travel to and from school on foot. The top three concerns of parents who do not allow their children to walk or bike to school are distance, safety of intersections/crossings, and weather. The biggest barrier to safe walking and biking is STH 82/Grayside Ave, which is directly adjacent to the school.

In 2010, the average daily traffic count on STH 82 was 3,600 between Maple Dr. and Division St.

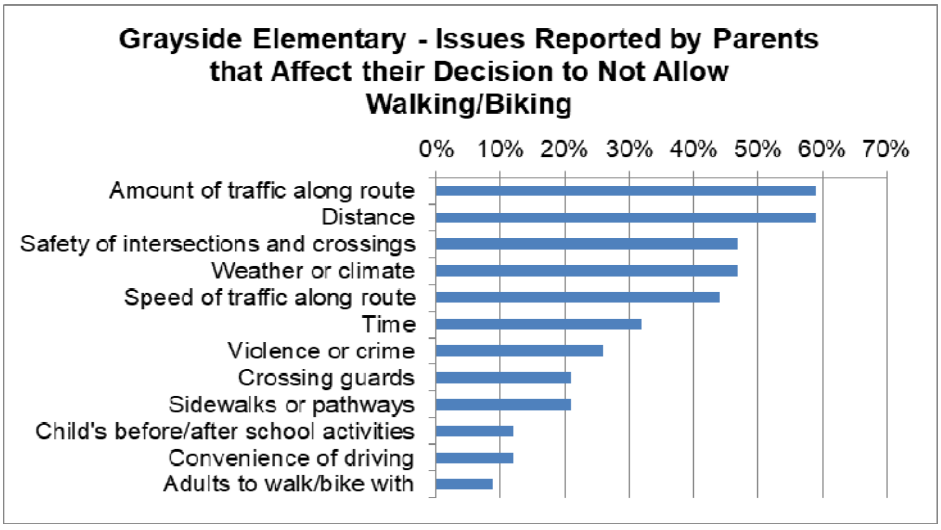
The Mauston SRTS Task Force began meeting in March of 2019. The group discussed many issues including congestion and crowding at school pick-up and drop-off times.



Survey Data Collected Fall of 2018

Issues that Affected Parent's Decision to Allow/Not Allow Walking and Biking:

- Amount of traffic along the route 59%
- Distance 59%
- Safety of intersections and crossings 47%
- Weather or climate 47%
- Speed of traffic along route 44%



Survey Data Collected Fall of 2018

Mauston School District has ten approved pick-up and drop-off locations for students in UHT zones.

Existing Facilities/Proposed Improvements

EXISTING FACILITIES

Busing

Elementary students are bused if they live outside a two-mile radius. Additionally, they are bused from locations near their homes if they live near the one US or two State Highways that run through the City of Mauston.

Bike Racks

There are bike racks near school entrances.

Crossing Guards

There are adult crossing guards at the intersection of Buttner St. and Grayside Ave. and at the intersection of Elmberta St. and Elm St.

Safety Patrols

There are no student safety patrols.

PROPOSED IMPROVEMENTS

Bike Racks

Install new bike racks.

Traffic Circulation

Check high-risk intersections, restructure traffic circulation pattern especially at pick-up and drop-off times.

Engineering

Install roundabout, four way stop, and asphalt path.

Motivate

Implement "Walking/Biking Club" program and organize walk to school day.

Safe Practices

Teach motorists about safe driving practices with pedestrians and bicyclists present. Education students about safe walking and biking.

Measurement

Continue to conduct student tallies on an ongoing basis, look for increases in biking and walking.

Map 3A
Site Assessment
Grayside Elementary
& Olson Middle School
Mauston Safe Routes To School
Minor Civil Division
Sidewalks
Asphalt Path
Gravel Path (Not Plowed in Winter)
Gordon Olson Middle School
Grayside Elementary School
Mauston High School
Bike Rack
Crossing Guard
Parking
School Entrance
Speed Limit (25)
Speed Limit (55)
Stop Sign
Crosswalk
0
230
460
920
Feet
Prepared By:
North Central
Wisconsin Regional
Planning Commission
210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org
STEWART CT
HEATH CT
GRAYSIDE AV
EBERLEIN DR
TURNER DR
CHURCH ST
JONES ST
W MILWAUKEE ST
BUTTNER ST
MADDEN ST
ELMBERTA ST
VINE ST
MARSHALL DR
ELM ST
GRAYSIDE AV

NORTH CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION (NCWRPC)

210 McClellan St., Suite 210
Wausau, WI 54403
715-849-5510
www.ncwrpc.org

RECOMMENDATIONS TABLE

ACTIVITY	LOCATION	FUNDING	LEAD AGENCY (BOLD)	TIME FRAME
Engineering				
Install new bike racks and locate on impervious surfaces	Olson M.S.	Local taxes	**School District**	Short term
Replace bike racks	Grayside & West Side Elementary	Local taxes	**School District**	Short term
Restructure traffic circulation pattern at pick-up and drop-off times, including possible asphalt section	West Side Elementary	Current staff	**School District,** City	Short term
Excessive Speeding on Grayside Ave recommendations.	Grayside Ave, near Attewell St	Local taxes or 80% - SRTS grant 20% - City of Mauston	**City,** County Hwy, NCWRPC (for SRTS grant assistance)	Long term
Possible pedestrian bridge.	Connecting Milwaukee St with Eberline Dr.	Local taxes or 80% - SRTS grant 20% - City of Mauston	**City,** NCWRPC (for SRTS grant assistance)	Long term
Education				
Use the City's summer/fall edition newsletter to educate resident motorists	Homes and businesses	Current staff	**City**	Annually, as needed
Link to WisDOT web page that shows motorists how to share the road with bicyclists and pedestrians	Homes and businesses	Current staff	**City**	Ongoing
Bring established bicycle safety training to Mauston.	School or City Park	Current staff, volunteers	**City or Civic Group or Health Dept.**	Annually
Encouragement				
Create a "Walk to School Day/ Week" event.	Community wide	Current staff, volunteers	**School District,** Police, Health	Annually in fall
Consider creating walking/ biking club.	3 schools	Current staff	**School District**	Short term
Consider creating Omro style bike mechanic program.	Olson M.S.	Volunteers	**School District**	Medium term
Enforcement				
Add crossing guard	West Side Elementary	Local taxes	**School District, City**	Short term
Add Loomis Dr signage.	West Side Elementary	Current staff	**City**	Short term
Evaluation				
Conduct student tallies to see if walking and biking have increased	3 schools	Current staff	**School District**	Annually in fall as needed
Evaluate Grayside Ave. improvements for effectiveness.	Grayside Ave	Current staff	**City**	Shortly after installation
Evaluate the on-site traffic management plan.	3 schools	Current staff	**School District,** Police, City	Annually

SRTS Action Plan prepared by North Central Wisconsin Regional Safe Routes to School Program. For additional information please contact Fred Heider or Carrie Edmondson, Regional SRTS Coordinators at 715-849-5510 or visit www.ncwrpc.org.

Olson Middle School
SRTS Action Plan
Mauston School District
Safe Routes to School (SRTS) Program

School Demographics:

Enrollment: 292

Grades: 6th-8th Grade

Start Time: 8:00 a.m.

End Time: 3:15 p.m.

Principal:

Jack Hammer

508 Grayside Ave.
Mauston, WI

Safe Routes to School Background Information

The purpose of the SRTS program is to provide safe pedestrian and bicycle facilities that encourage healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide tips to do so safely. Major SRTS goals are:

- To enable and encourage children, including those with disabilities, to walk and bike to school.
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

SRTS Planning efforts assess the facilities and conditions near school, examine how students are currently traveling to /from school, and identify safety concerns/issues raised by parents and the community. Infrastructure and non-infrastructure recommendations are then created and implemented, sometimes with grant funding assistance, by the SRTS Task Force and other community members. SRTS Plans focus on projects within two miles of an elementary or middle school (Kindergarten-8th grade) and address the 5 E's:

⇒ **Engineering**

⇒ **Enforcement**

⇒ **Education**

⇒ **Encouragement**

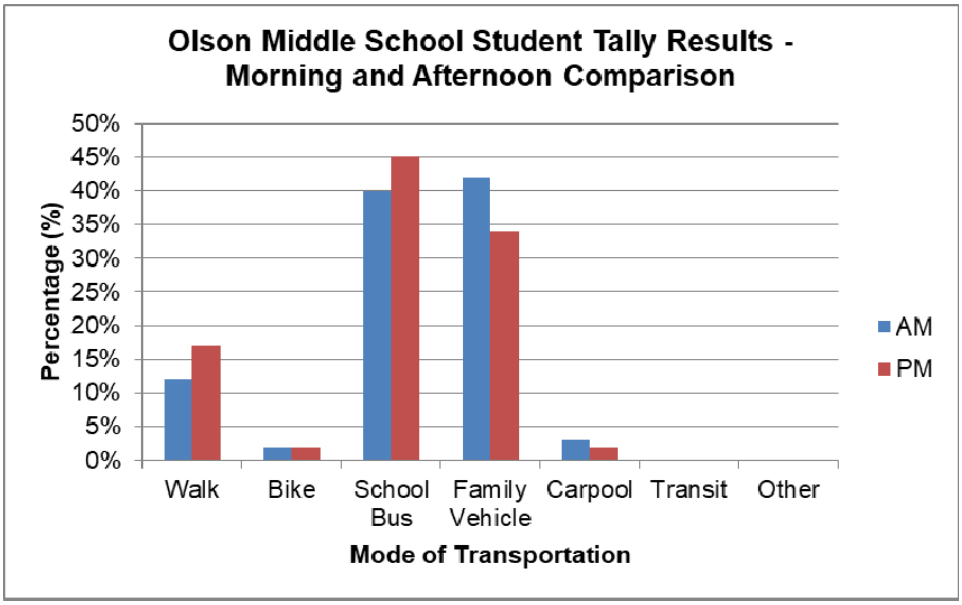
⇒ **Evaluation**

The main goal of SRTS plans is to get students walking and biking to school.

Olson Middle School Background Information

Olson Middle School is located in the City of Mauston, in southern Juneau County. The Village of Lyndon Station and ten additional townships are also included within the school district boundary. The majority of students travel to and from Olson Middle School on the school bus (43%) followed by the family vehicle (38%). In comparison, less than 15% of students travel to and from school on foot. The top three concerns of parents who do not allow their children to walk or bike to school are weather, distance, and amount of traffic along the route. The biggest barrier to safe walking and biking is STH 82/Grayside Ave, which is directly adjacent to the school. In 2010, the average daily traffic count on STH 82 was 3,600 between Maple Dr. and Division St.

The Mauston SRTS Task Force began meeting in March of 2019. The group addressed an array of issues including congestion and crowding at school pick-up and drop-off times.



Survey Data Collected Fall of 2018

Issues that Affected Parent's Decision to Allow/Not Allow Walking and Biking:

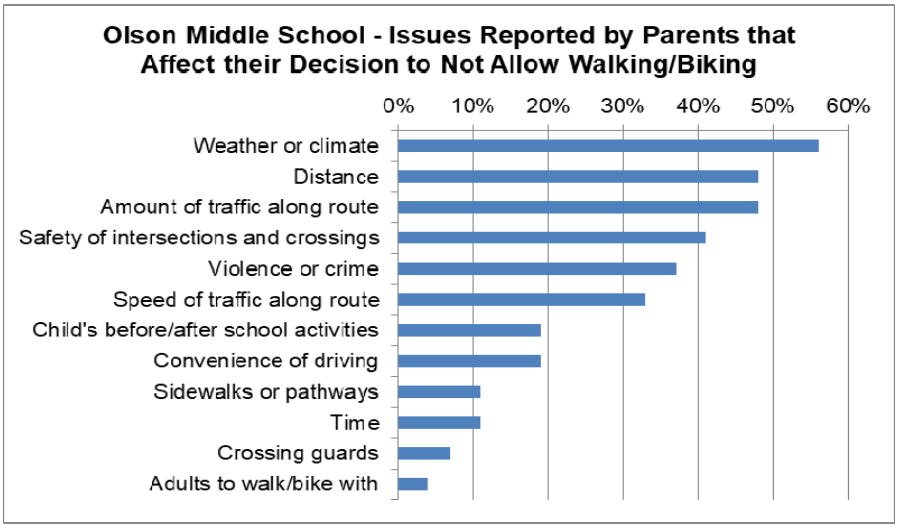
Weather or climate 56%

Distance 48%

Amount of traffic along route 48%

Safety of intersections and crossings 41%

Violence or crime 37%



Survey Data Collected Fall of 2018

Existing Facilities/Proposed Improvements

Mauston School District has ten approved pick-up and drop-off locations for students in UHT zones.

EXISTING FACILITIES

Busing

Middle school students are bused if they live outside a two-mile radius. Additionally, they are bused from locations near their homes if they live near the one US or two State Highways that run through the City of Mauston.

Bike Racks

There are three bike racks available in front of the school.

Crossing Guards

There are adult crossing guards at the intersection of Buttner St. and Grayside Ave. and at the intersection of Elmberta St. and Elm St.

Safety Patrols

There are no student safety patrols.

PROPOSED IMPROVEMENTS

Bike Racks

Install new bike racks and locate on impervious surfaces.

Traffic Circulation

Check high-risk intersections, restructure traffic circulation pattern especially at pick-up and drop-off times.

Engineering

Install roundabout, four way stop, and asphalt path.

Motivate

Implement "Walking/Biking Club" program and organize walk to school day.

Safe Practices

Teach motorists about safe driving practices with pedestrians and bicyclists present. Education students about safe walking and biking.

Measurement

Continue to conduct student tallies on an ongoing basis, look for increases in biking and walking.

Map 3A
Site Assessment
Grayside Elementary
& Olson Middle School
Mauston Safe Routes To School
Minor Civil Division
Sidewalks
Asphalt Path
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Grayside Elementary School
Mauston High School
Bike Rack
Crossing Guard
Parking
School Entrance
Speed Limit (25)
Speed Limit (55)
Stop Sign
Crosswalk
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Wisconsin Regional
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STEWART CT
HEATH CT
GRAYSIDE AV
EBERLEIN DR
TURNER DR
BUTTNER ST
MADDEN ST
ELMBERTA ST
VINE ST
MILWAUKEE ST
CHURCH ST
JONES ST
ELM ST
MARSHALL DR
GRAYSIDE AV

NORTH CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION (NCWRPC)

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RECOMMENDATIONS TABLE

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Install new bike racks and locate on impervious surfaces	Olson M.S.	Local taxes	**School District**	Short term
Replace bike racks	Grayside & West Side Elementary	Local taxes	**School District**	Short term
Restructure traffic circulation pattern at pick-up and drop-off times, including possible	West Side Elementary	Current staff	**School District,** City	Short term
Excessive Speeding on Grayside Ave recommendations.	Grayside Ave, near Attewell St	Local taxes or 80% - SRTS grant 20% - City	**City,** County Hwy, NCWRPC (for SRTS grant assistance)	Long term
Possible pedestrian bridge.	Connecting Milwaukee St with Eberline Dr.	Local taxes or 80% - SRTS grant 20% - City	**City,** NCWRPC (for SRTS grant assistance)	Long term
Education				
Use the City's summer/fall edition newsletter to educate resident motorists	Homes and businesses	Current staff	**City**	Annually, as needed
Link to WisDOT web page that shows motorists how to share the road with bicyclists and pedestrians	Homes and businesses	Current staff	**City**	Ongoing
Bring established bicycle safety training to Mauston.	School or City Park	Current staff, volunteers	**City or Civic Group or Health Dept.**	Annually
Encouragement				
Create a "Walk to School Day/ Week" event.	Community wide	Current staff, volunteers	**School District,** Police, Health	Annually in fall
Consider creating walking/ biking club.	3 schools	Current staff	**School District**	Short term
Consider creating Omro style bike mechanic program.	Olson M.S.	Volunteers	**School District**	Medium term
Enforcement				
Add crossing guard	West Side Elementary	Local taxes	**School District, City**	Short term
Add Loomis Dr signage.	West Side Elementary	Current staff	**City**	Short term
Evaluation				
Conduct student tallies to see if walking and biking have increased	3 schools	Current staff	**School District**	Annually in fall as needed
Evaluate Grayside Ave. improvements for effectiveness.	Grayside Ave	Current staff	**City**	Shortly after installation
Evaluate the on-site traffic management plan.	3 schools	Current staff	**School District,** Police, City	Annually

SRTS Action Plan prepared by North Central Wisconsin Regional Safe Routes to School Program. For additional information please contact Fred Heider or Carrie Edmondson, Regional SRTS Coordinators at 715-849-5510 or visit www.ncwrpc.org.

West Side Elementary School
SRTS Action Plan

Mauston School District
Safe Routes to School (SRTS) Program

School Demographics:

Enrollment: 264

Grades: K4-2nd Grade

Start Time: 7:55 a.m.

End Time: 3:05 p.m.

Principal:
Jolene Routson

708 Loomis Dr.
Mauston, WI

Safe Routes to School Background Information

The purpose of the SRTS program is to provide safe pedestrian and bicycle facilities that encourage healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide tips to do so safely. Major SRTS goals are:

- To enable and encourage children, including those with disabilities, to walk and bike to school.
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

SRTS Planning efforts assess the facilities and conditions near school, examine how students are currently traveling to /from school, and identify safety concerns/issues raised by parents and the community. Infrastructure and non-infrastructure recommendations are then created and implemented, sometimes with grant funding assistance, by the SRTS Task Force and other community members. SRTS Plans focus on projects within two miles of an elementary or middle school (Kindergarten-8th grade) and address the 5 E's:

⇒ **Engineering**

⇒ **Enforcement**

⇒ **Education**

⇒ **Encouragement**

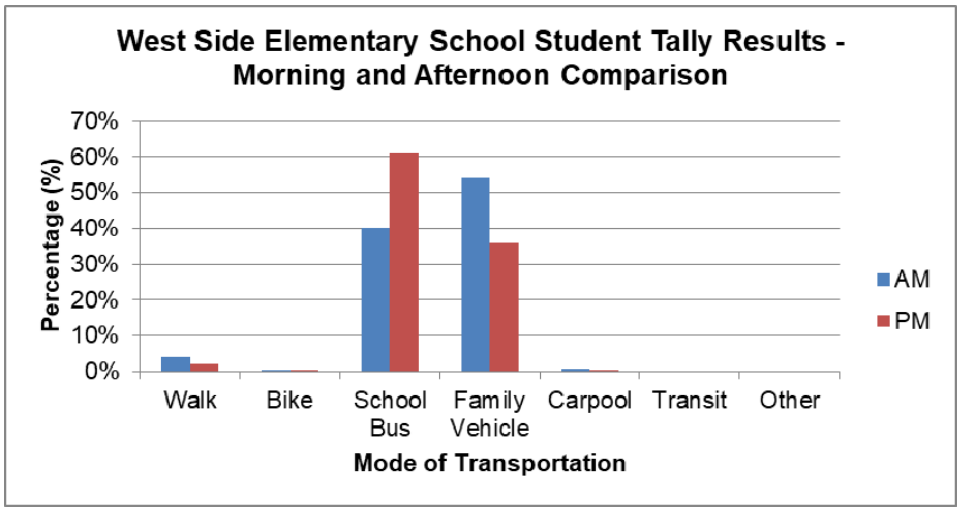
⇒ **Evaluation**

The main goal of SRTS is to get students safely walking and biking to school.

West Side Elementary School Background Information

West Side Elementary School is located in the City of Mauston, in southern Juneau County. The Village of Lyndon Station and ten additional townships are also included within the school district boundary. The majority of students travel to and from West Side Elementary on the school bus (51%) followed by the family vehicle (45%). In comparison, less than 3% of students travel to and from school on foot. The top three concerns of parents who do not allow their children to walk or bike to school are distance, safety of intersections/crossings, and weather. The biggest barrier to safe walking and biking is USH 12/STH 16, which is located in relative close proximity to the school. In 2013, the average daily traffic count on USH 12/ STH 16 was 8,700 between Oak and Division Streets.

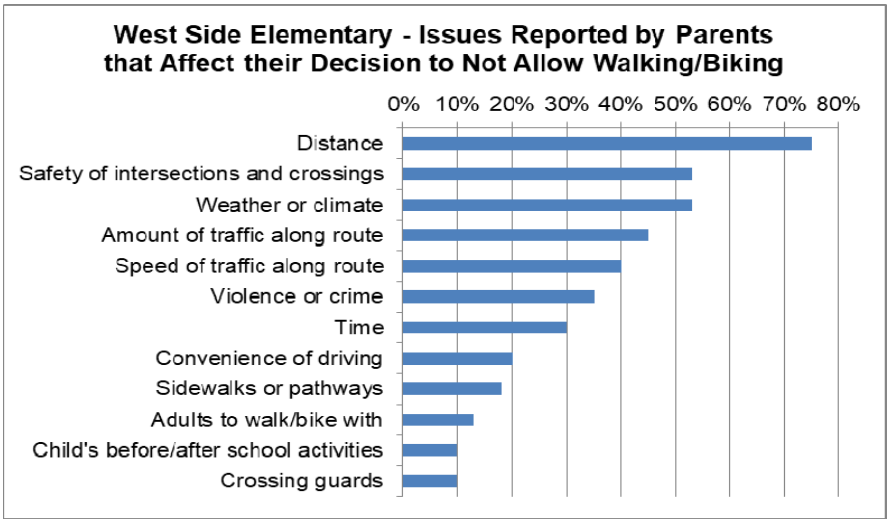
The Mauston SRTS Task Force began meeting in March of 2019. The group addressed an array of issues including congestion and crowding at school pick-up and drop-off times.



Survey Data Collected Fall of 2018

Issues that Affected Parent's Decision to Allow/Not Allow Walking and Biking:

- Distance 75%
- Safety of intersections and crossings 53%
- Weather or climate 53%
- Amount of traffic along route 45%
- Speed of traffic along route 40%



Survey Data Collected Fall of 2018

Existing Facilities/Proposed Improvements

EXISTING FACILITIES

Busing

Elementary students are bused if they live outside a two-mile radius. Additionally, they are bused from locations near their homes if they live near the one US or two State Highways that run through the City of Mauston.

Bike Racks

There are bike racks available at school entrances

Crossing Guards

There are adult crossing guards on Loomis Drive in front of the school and at the intersection of Loomis Drive and Grove Street.

Safety Patrols

There are no student safety patrols.

PROPOSED IMPROVEMENTS

Bike Racks

Install new bike racks.

Traffic Circulation

Check high-risk intersections, restructure traffic circulation pattern especially at pick-up and drop-off times.

Engineering

Install roundabout, four way stop, and asphalt path.

Crossing Guard

Add crossing guard.

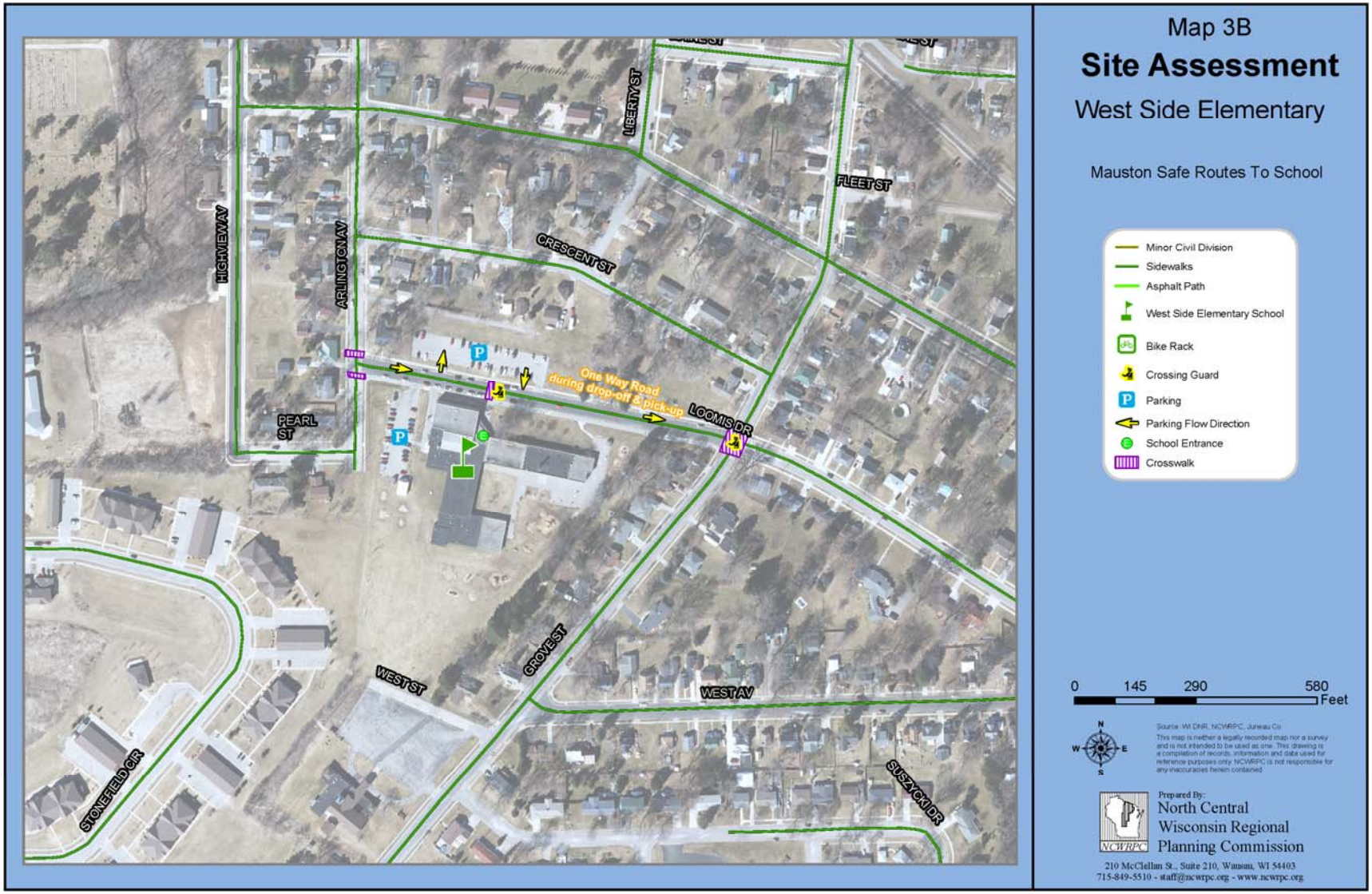
Safe Practices

Teach motorists about safe driving practices with pedestrians and bicyclists present. Education students about safe walking and biking.

Measurement

Continue to conduct student tallies on an ongoing basis, look for increases in biking and walking.

Mauston School District has ten approved pick-up and drop-off locations for students in UHT zones.


Map 3B
Site Assessment
West Side Elementary
Mauston Safe Routes To School
Minor Civil Division
Sidewalks
Asphalt Path
West Side Elementary School
Bike Rack
Crossing Guard
Parking
Parking Flow Direction
School Entrance
Crosswalk
HIGHVIEW AV
ARLINGTON AV
LIBERTY ST
CRESCENT ST
FLEET ST
PEARL ST
One Way Road during drop-off & pick-up
LOOMIS DR
WEST ST
GROVE ST
WEST AV
STONEFIELD CIR
SUSZYCKI DR
0 145 290 580 Feet
N
W
E
S
Source: WI DNR, NCWRPC, Juneau Co
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained
Prepared By:
North Central
Wisconsin Regional
Planning Commission
NCWRPC
210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

NORTH CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

210 McClellan St., Suite 210
Wausau, WI 54403
715-849-5510
www.ncwrpc.org

RECOMMENDATIONS TABLE

ACTIVITY	LOCATION	FUNDING	LEAD AGENCY (BOLD)	TIME FRAME
Engineering				
Install new bike racks and locate on impervious surfaces	Olson M.S.	Local taxes	**School District**	Short term
Replace bike racks	Grayside & West Side Elementary	Local taxes	**School District**	Short term
Restructure traffic circulation pattern at pick-up and drop-off times, including possible	West Side Elementary	Current staff	**School District,** City	Short term
Excessive Speeding on Grayside Ave recommendations.	Grayside Ave, near Attewell St	Local taxes or 80% - SRTS grant 20% - City	**City,** County Hwy, NCWRPC (for SRTS grant assistance)	Long term
Possible pedestrian bridge.	Connecting Milwaukee St with Eberline Dr.	Local taxes or 80% - SRTS grant 20% - City	**City,** NCWRPC (for SRTS grant assistance)	Long term
Education				
Use the City's summer/fall edition newsletter to educate resident motorists	Homes and businesses	Current staff	**City**	Annually, as needed
Link to WisDOT web page that shows motorists how to share the road with bicyclists and pedestrians	Homes and businesses	Current staff	**City**	Ongoing
Bring established bicycle safety training to Mauston.	School or City Park	Current staff, volunteers	**City or Civic Group or Health Dept.**	Annually
Encouragement				
Create a "Walk to School Day/ Week" event.	Community wide	Current staff, volunteers	**School District,** Police, Health	Annually in fall
Consider creating walking/ biking club.	3 schools	Current staff	**School District**	Short term
Consider creating Omro style bike mechanic program.	Olson M.S.	Volunteers	**School District**	Medium term
Enforcement				
Add crossing guard	West Side Elementary	Local taxes	**School District, City**	Short term
Add Loomis Dr signage.	West Side Elementary	Current staff	**City**	Short term
Evaluation				
Conduct student tallies to see if walking and biking have increased	3 schools	Current staff	**School District**	Annually in fall as needed
Evaluate Grayside Ave. improvements for effectiveness.	Grayside Ave	Current staff	**City**	Shortly after installation
Evaluate the on-site traffic management plan.	3 schools	Current staff	**School District,** Police, City	Annually

SRTS Action Plan prepared by North Central Wisconsin Regional Safe Routes to School Program. For additional information please contact Fred Heider or Carrie Edmondson, Regional SRTS Coordinators at 715-849-5510 or visit www.ncwrpc.org.

CHAPTER 5: IMPLEMENTATION

In order for the recommendations included in this SRTS Plan to become reality, it is important that the SRTS Task Force remain active. The group's role will be to coordinate, track, and evaluate projects, programs, and grant applications. They will serve as the champion of SRTS within the District and in the community.

The identified strategies each have a suggested timeframe: short, medium or long term. The short-term projects are those that can be implemented without the need for specific grant funds or large coordinative efforts. The medium-term category includes those projects that may require some planning to include in school curriculum or would be eligible for upcoming grant cycles, such as applications to Wisconsin Department of Transportation TAP grant program. Long-term projects require a more coordinated effort, design time, or may need a more complex funding scheme. With different funding sources and a coordinated effort, some of these activities could start sooner.

The following is a list of criteria that could be used by the SRTS Task Force to evaluate projects and assign a priority level. Resources can then be directed to the strategies of high priority. As projects are completed over time, the SRTS Task Force will re-evaluate the remaining strategies to determine which are to be the next priority focus. In addition, it should be noted that some strategies can be accomplished easily and that even though they are not the highest priority, these can and should be implemented when the resources are available. Prioritization criteria include:

1. *Safety*
2. *Ease of Implementation*
3. *Usage*
4. *Cost*
5. *Healthy Outcomes*
6. *Time Required*

FUNDING OPPORTUNITIES

Determining how to fund various bicycle and pedestrian improvements is a key issue that communities face when implementing safe routes to school plans. While there are many funding options, each source may have limitations making it more or less appropriate for certain types of projects. Some funding sources are targeted to infrastructure while others target education and encouragement efforts. Some sources are not directly bicycle or pedestrian related but can be applied to bikeway and pedestrian projects that may have a nexus with another public priority such as historic preservation or public health. Some sources may support grants of hundreds of thousands or millions of dollars; others may be targeted to smaller amounts and require citizen volunteers or community involvement, as a part of the required local match.

Federal Funding Administered by State Agencies

The primary Federal Transportation funding programs for bicycling were consolidated under the MAP-21 legislation of 2012. The Transportation Enhancements, Safe Routes to School and National Recreational Trails programs were combined into the Transportation Alternatives Program (TAP). Funding levels were reduced over previous years, and some changes were made in project eligibility. Table 11 provides a summary of the types of potential safe routes to school projects that would be eligible for a wide range of Federal Transportation funding programs.

Programs that remain unchanged by MAP-21 include the following. Most of these programs are under a larger Surface Transportation Program known as STP with allocations to sub-programs.

- The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. These funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects such as maps, brochures, and public service announcements related to safe bicycle use and walking. Although seldom used for bicycle and pedestrian projects, this is still an excellent source of funding for hard to finance safe routes to school projects. Up to 80% of project costs can be covered by STP funds.

- The Transportation Alternatives program will provide the best opportunity for federal funding of safe routes to school projects. Projects that exceed $400,000 are the best fit for this program since a significant amount of administrative work is involved. As indicated above, this program combines several former programs.

- The Highway Safety Improvement Program and Railway-Highway Crossing Program are funded through a set aside of 10 percent of the State's annual Surface Transportation Program allocation and can address bicycle and pedestrian safety at hazardous locations.

- Funds from the Recreational Trails Program (RTP) may be used for development and maintenance of recreational trails and trail-related facilities. This is the only federal transportation funding source that can be used for maintenance activities, and it is administered by the WDNR.

- The Highway Safety Grant Program (Section 402) is administered by Wisconsin DOT. Federal 402 funds are used for pedestrian and bicycle public information and education programs. Funds are distributed to states annually from the National Highway Traffic Safety Administration (NHTSA) according to a formula based on population and road mileage. Government agencies or government-sponsored entities are eligible to apply for 402 funds. WisDOT has a program for teaching safe bicycling and "mini-grants" for new bike rodeo programs and law enforcement activities.

State Funding Sources

The Wisconsin Department of Transportation and the Wisconsin Department of Natural Resources both administer federally funded programs, all of which are listed on the previous page under: “Federal Funding Administered by State Agencies.”

Currently, the only state funded program that funds bicycle and pedestrian projects is the Department of Natural Resources’ Stewardship Program. The set of eligible activities includes paths, but only within a park. The need for such a path as a safe route to school is a possibility in some communities.

Local Funding Sources

Any physical improvements can be funded through a school district’s or municipality’s general fund. Less strings and paperwork come with such funding too. Generally, the maintenance of any improvements that are installed with state or federal funding will need to be made with local funds.

Generally, the majority of the bikeway recommendations that are implemented as stand-alone projects will need to be funded through a municipality’s general fund. This is particularly true of any on-street markings. Projects that have a longer life than street markings (e.g., paths or sidewalks) may be able to be financed through general obligation debt in the same manner that many street or other infrastructure projects are financed. One effective approach is that bicycle and pedestrian facilities should be included as part of reconstruction projects and perhaps with resurfacing projects. However, to set the plan in motion, higher priority projects may need to be funded as independent projects. In order to do that, local funds will need to be used either on their own and/or as a match for federal funding.

Partnering with local or state service groups or organizations is a way of bringing additional resources to help implement some of the recommended programming activities in this SRTS Plan.

Table: 11 Potential Funding Sources For Safe Routes To School Projects										
Activity/Project	FTA	ATI	HSIP	NHPP/NHS	STP	TAP	RTP	PLAN	402	FLH
Access enhancements to public transportation	X	X			X	X				X
Bicycle and/or pedestrian plans	X					X		X		X
Bicycle lanes on road	X	X	X	X	X	X				X
Bicycle parking	X	X			X	X				X
Bike racks on transit	X	X			X	X				X
Bicycle share (capital/equipment; not operations)	X	X		X	X	X				X
Bicycle storage or service centers	X	X			X	X				
Bridges / overcrossings	X	X	X	X	X	X	X			X
Bus shelters	X	X			X	X				X
Coordinator positions (State or local)					X	X				
Crosswalks (new or retrofit)	X	X	X	X	X	X	X			X
Curb cuts and ramps	X	X	X	X	X	X	X			X
Helmet promotion						X			X	
Historic preservation (bike, ped, transit facilities)	X	X				X				X
Land/streetscaping (bike/ped route; transit access)	X	X			X	X				X
Maps (for bicyclists and/or pedestrians)	X	X				X			X	
Paved shoulders			X	X	X	X				X
Police patrols						X			X	
Recreational trails					X	X	X			X
Safety brochures, books						X			X	
Safety education positions						X			X	
Shared use paths / transportation trails	X	X	X	X	X	X	X			X
Sidewalks (new or retrofit)	X	X	X	X	X	X	X			X
Signs / signals / signal improvements	X	X	X	X	X	X				X
Signed bicycle or pedestrian routes	X	X		X	X	X				X
Spot improvement programs	X		X		X	X	X			
Traffic calming	X		X	X	X	X				
Trail bridges			X	X	X	X	X			X
Trail/highway intersections			X	X	X	X	X			X
Training						X	X		X	
Tunnels / undercrossings	X	X	X	X	X	X	X			X

Source: US Dept. of Transportation, 2018

FTA: Federal Transit Administration Capital Funds
ATI: Associated Transit Improvement
HSIP: Highway Safety Improvement Program
NHPP/NHS: National Highway Performance Program
STP: Surface Transportation Program
TAP: Transportation Alternatives Program
RTP: Recreational Trails Program
PLAN: Statewide or Metropolitan Planning
402: State and Community Traffic Safety Program
FLH: Federal Lands Highway Program (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program)

ATTACHMENT A:
Student Tally and Parent Survey Forms

From: National Center for Safe Routes to School

Parent Survey About Walking and Biking to School

Dear Parent or Caregiver,

Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.

Thank you for participating in this survey!

+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +

School Name:

1. What is the grade of the child who brought home this survey? ☐☐ Grade (PK,K,1,2,3…)

2. Is the child who brought home this survey male or female? ☐ Male ☐ Female

3. How many children do you have in Kindergarten through 8th grade? ☐☐

4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)

and

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

5. How far does your child live from school?

- ☐ Less than ¼ mile
- ☐ ¼ mile up to ½ mile
- ☐ ½ mile up to 1 mile
- ☐ 1 mile up to 2 miles
- ☐ More than 2 miles
- ☐ Don't know

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

6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)

Arrive at school	Leave from school
☐ Walk	☐ Walk
☐ Bike	☐ Bike
☐ School Bus	☐ School Bus
☐ Family vehicle (only children in your family)	☐ Family vehicle (only children in your family)
☐ Carpool (Children from other families)	☐ Carpool (Children from other families)
☐ Transit (city bus, subway, etc.)	☐ Transit (city bus, subway, etc.)
☐ Other (skateboard, scooter, inline skates, etc.)	☐ Other (skateboard, scooter, inline skates, etc.)

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

7. How long does it normally take your child to get to/from school? (Select one choice per column, mark box with X)

Travel time to school	Travel time from school
☐ Less than 5 minutes	☐ Less than 5 minutes
☐ 5 – 10 minutes	☐ 5 – 10 minutes
☐ 11 – 20 minutes	☐ 11 – 20 minutes
☐ More than 20 minutes	☐ More than 20 minutes
☐ Don't know / Not sure	☐ Don't know / Not sure

+ +

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

9. At what grade would you allow your child to walk or bike to/from school without an adult?

(Select a grade between PK,K,1,2,3…) ☐☐ grade **(or)** ☐ I would not feel comfortable at any grade

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

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

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

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

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

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

☐ Strongly Encourages ☐ Encourages ☐ Neither ☐ Discourages ☐ Strongly Discourages

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

☐ Very Fun ☐ Fun ☐ Neutral ☐ Boring ☐ Very Boring

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

☐ Very Healthy ☐ Healthy ☐ Neutral ☐ Unhealthy ☐ Very Unhealthy

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

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

☐ Grades 1 through 8 (Elementary)
☐ Grades 9 through 11 (Some high school)
☐ Grade 12 or GED (High school graduate)
☐ College 1 to 3 years (Some college or technical school)
☐ College 4 years or more (College graduate)
☐ Prefer not to answer

16. Please provide any additional comments below.

Safe Routes to School Students Arrival and Departure Tally Sheet

CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY

School Name:

Teacher's First Name:

Teacher's Last Name:

Grade: (PK,K,1,2,3...) 0 2

Monday's Date (Week count was conducted) M M D D Y Y Y Y

Number of Students Enrolled in Class: 1 5

- Please conduct these counts **on two of the following three days Tuesday, Wednesday, or Thursday. (Three days would provide better data if counted)**
- **Please do not conduct these counts on Mondays or Fridays.**
- Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once.
- Ask your students as a group the question "**How did you arrive at school today?**"
- Then, reread each answer choice and record the number of students that raised their hands for each. **Place just one character or number in each box.**
- Follow the same procedure for the question **"How do you plan to leave for home after school?"**
- You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions.
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1.
Fill in the weather conditions and number of students in each class

Step 2.
AM – "**How did you arrive at school today?**" Record the number of hands for each answer.
PM – "**How do you plan to leave for home after school?**" Record the number of hands for each answer.

Key	**Weather** S= sunny R= rainy O=overcast SN=snow	**Student Tally** Number in class when count made	**Walk** -	**Bike** -	**School Bus** -	**Family Vehicle** Only with Children from your family	**Carpool** Riding with children from other families	**Transit** City bus, subway, etc.	**Other** Skate-board, scooter, etc.
Sample AM	S N	2 0	2	3	8	3		3	1
Sample PM	R	1 9	3	3	8	1	2	2	
Tues. AM									
Tues. PM									
Wed. AM									
Wed. PM									
Thurs. AM									
Thurs. PM									

Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.

ATTACHMENT B:
Student Tally and Parent Survey Results

From: National Center for Safe Routes to School Data Collection System

After this cover sheet are:

- Parent Survey Results (pages 1 to 15)
- 3 pages of Student Travel Tally Report for Grayside Elementary
- 3 pages of Student Travel Tally Report for Olson Middle School
- 3 pages of Student Travel Tally Report for West Side Elementary

Mauston School District Parent Survey Results

In the fall of 2018 the Mauston School District asked parents to complete an online SRTS Parent survey. The District received 114 responses to the Survey.

Parent Survey Results for the 3 schools in the SRTS Program (West Side, Grayside, & Olson) are shown on the following pages:

West Side Elementary School

What is the grade of child for whom you are filling out the survey?

4K – 9

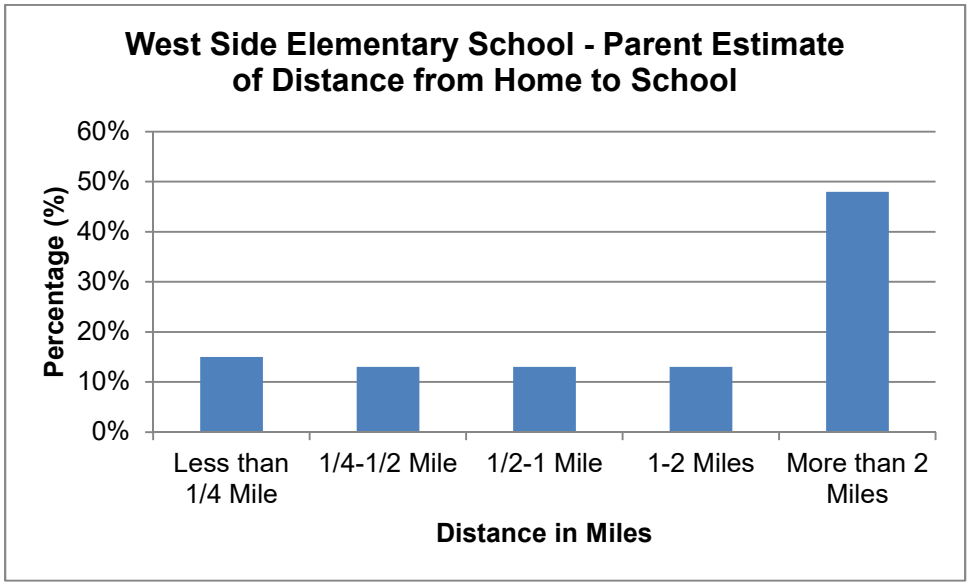
K- 12

1st – 9

2nd – 9

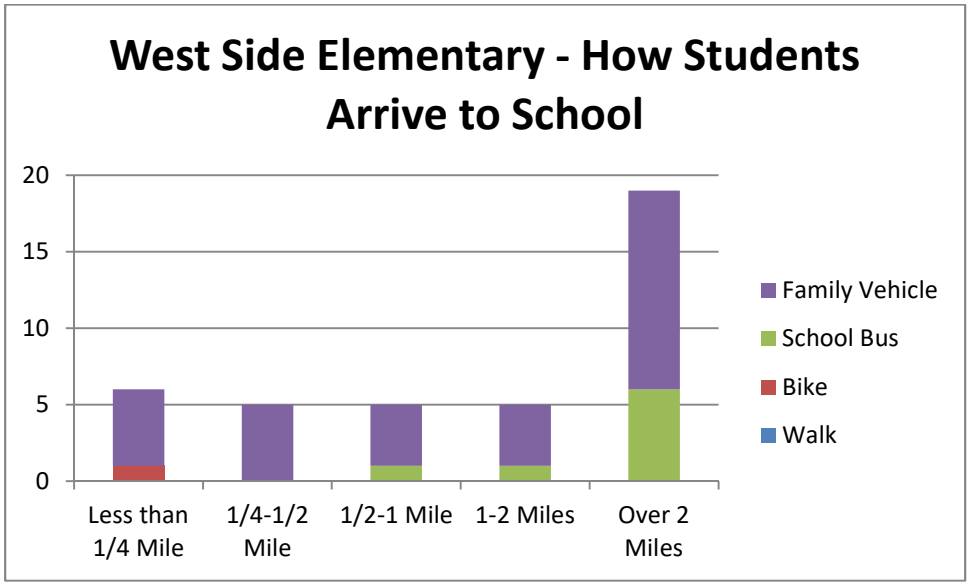
3rd – 1

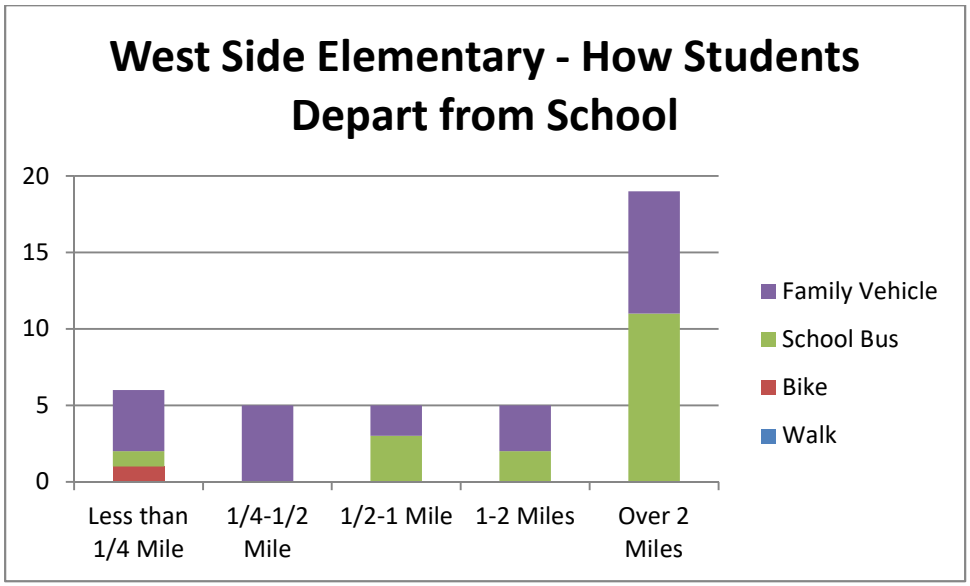
How far does your child live from school?



Mauston School District Parent Survey Results

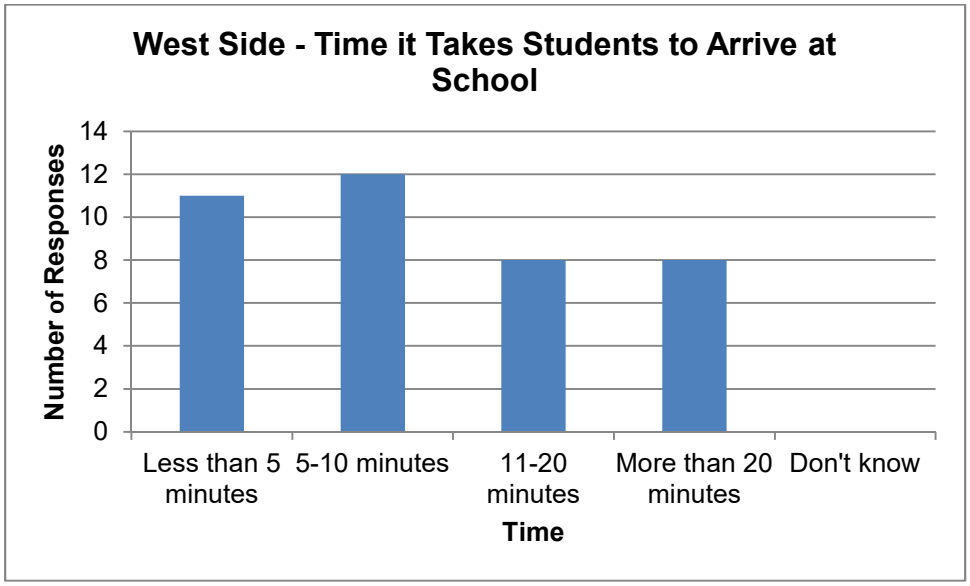
How does your child arrive and depart from school?

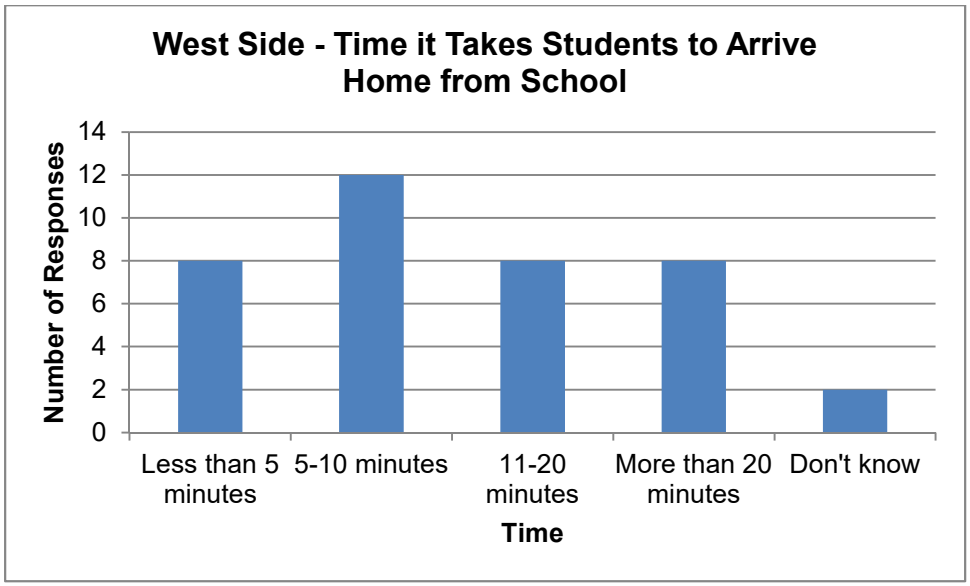




Mauston School District Parent Survey Results

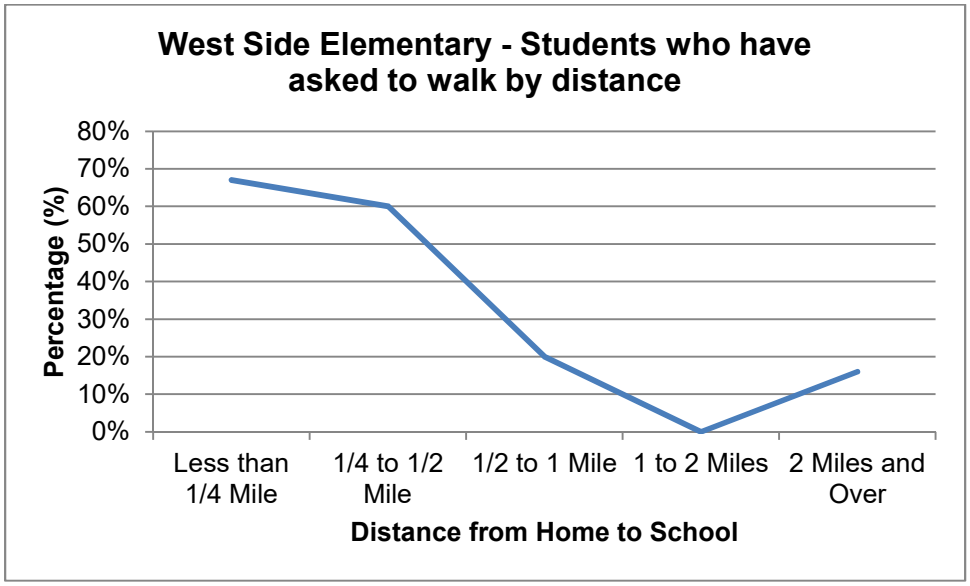
How long does it normally take your child to get to/from school?



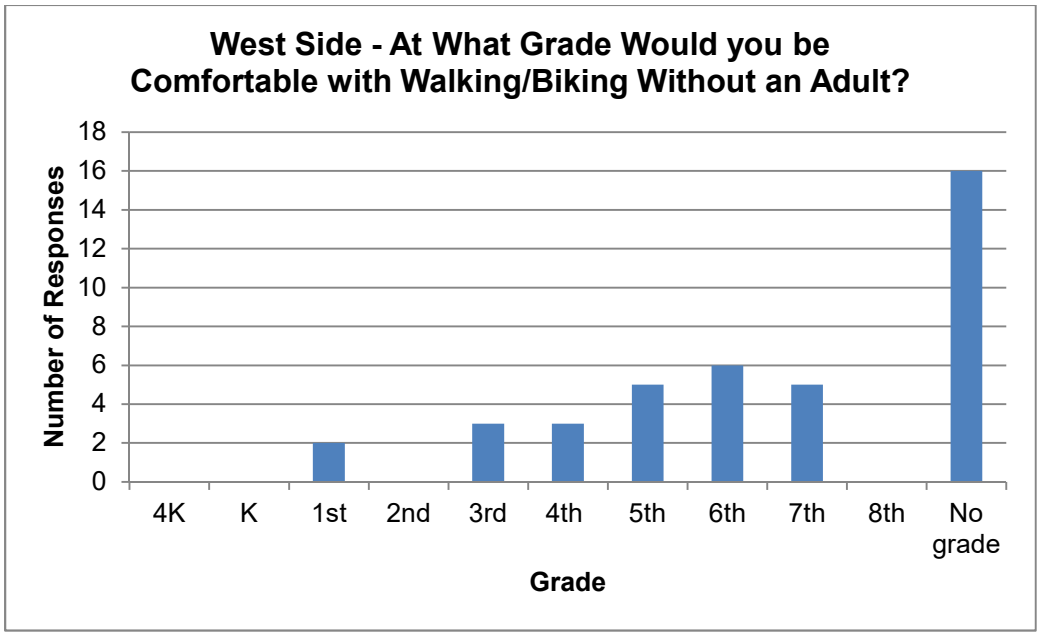


Mauston School District Parent Survey Results

Has your child asked to walk?

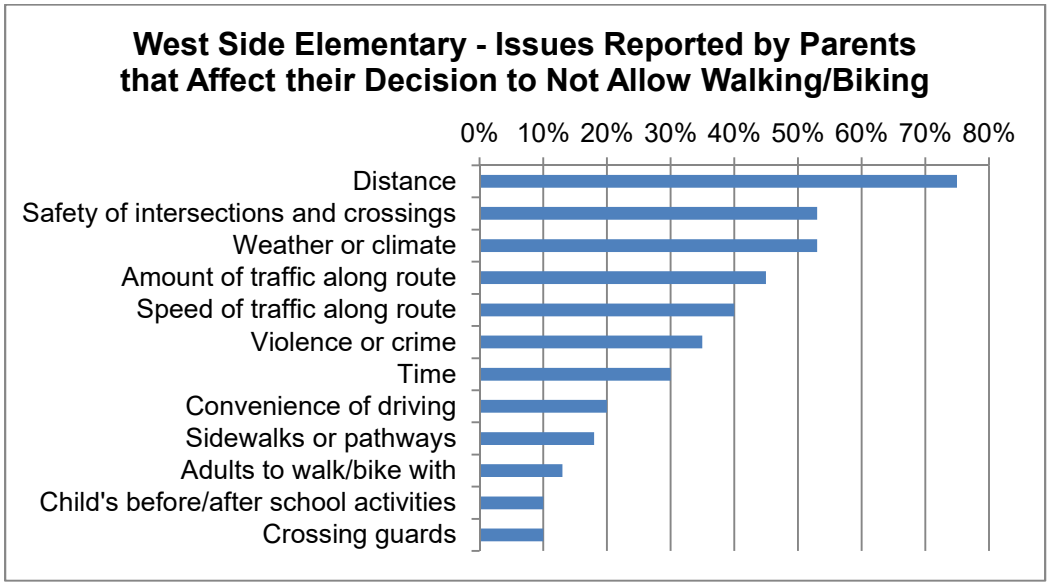


At what grade would you allow your child to walk/bike to school without an adult?

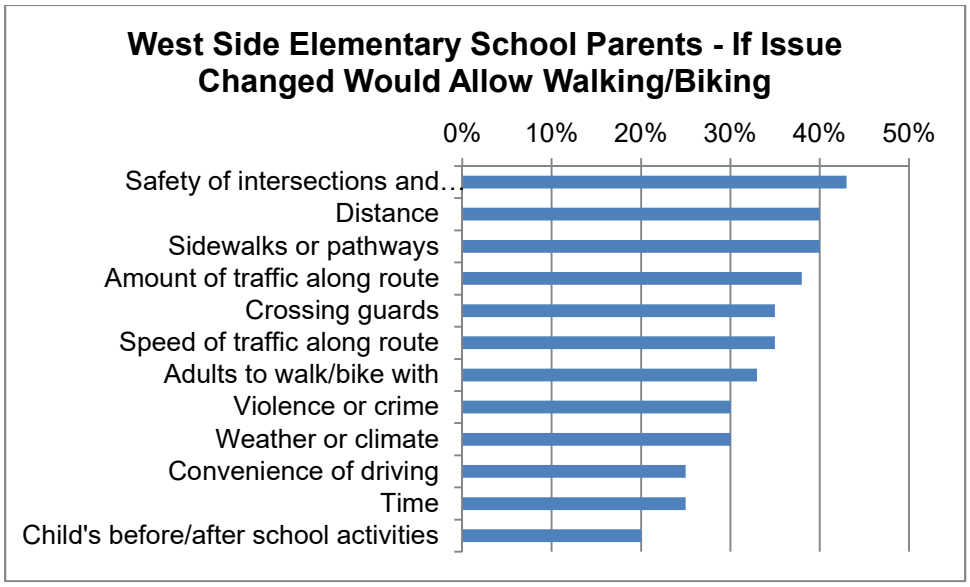


Mauston School District Parent Survey Results

What of the following issues affect your decision to allow/not allow walking or biking?



Would you probably let child bike or walk if the following were improved?



Mauston School District Parent Survey Results

Grayside Elementary School

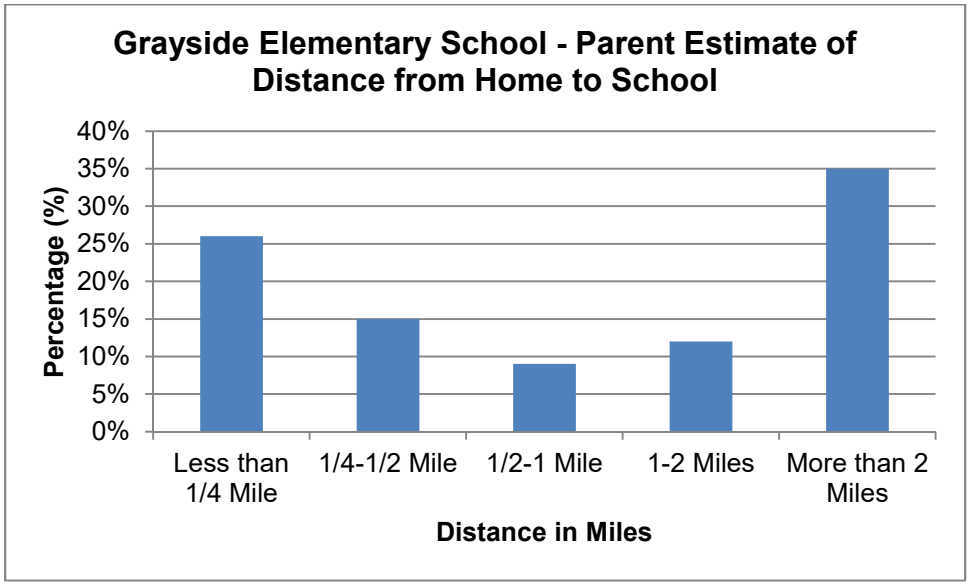
What is the grade of child for whom you are filling out the survey?

3rd – 7

4th – 13

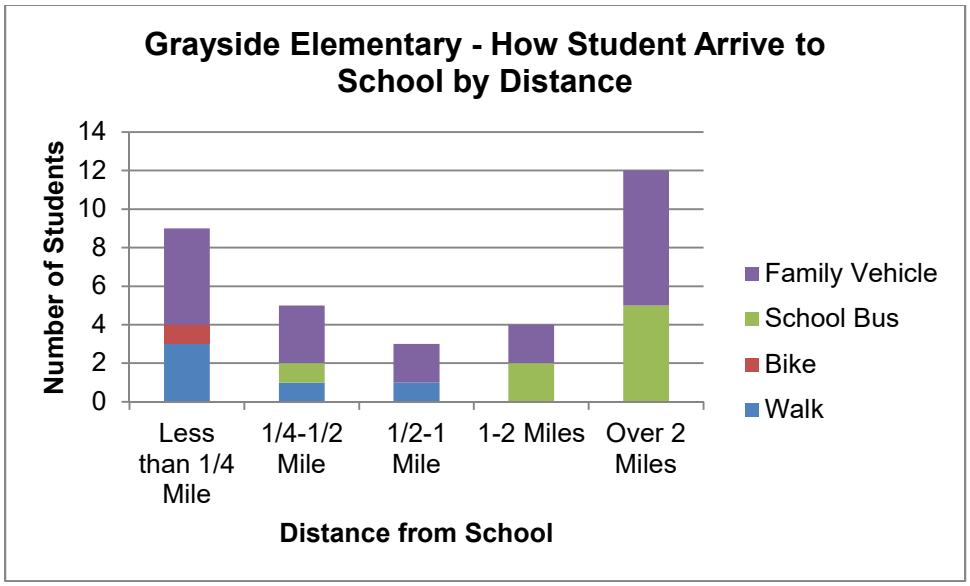
5th – 14

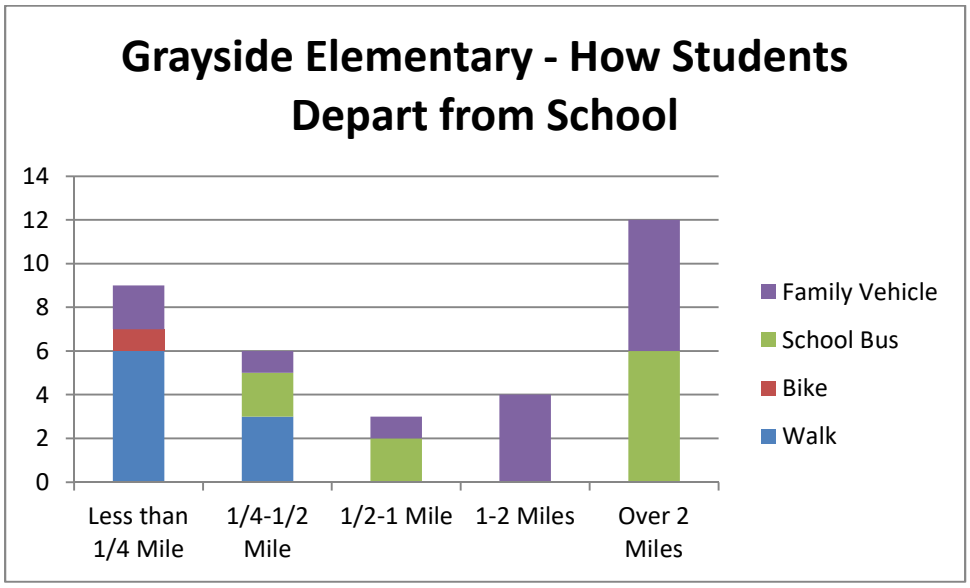
How far does your child live from school?



Mauston School District Parent Survey Results

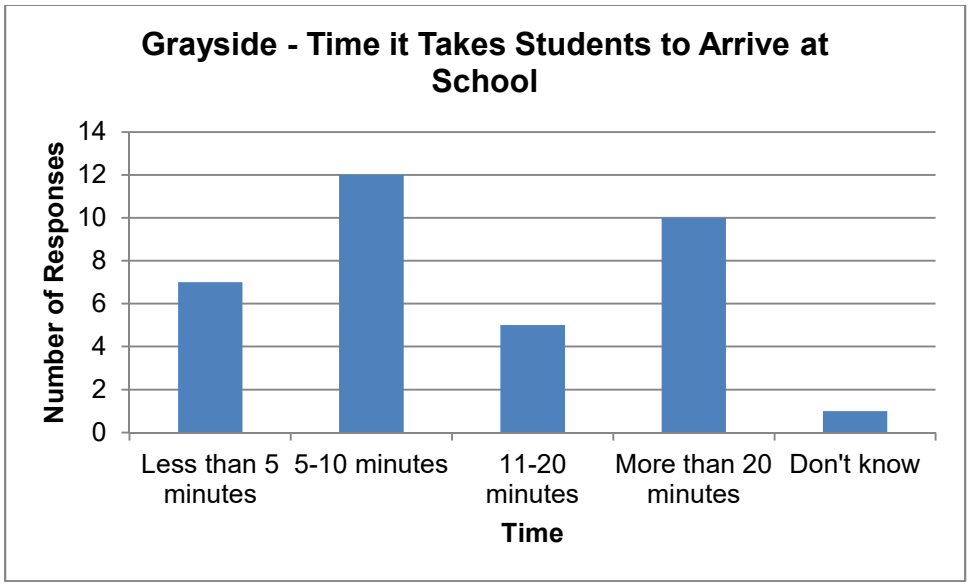
How does your child arrive and depart from school?

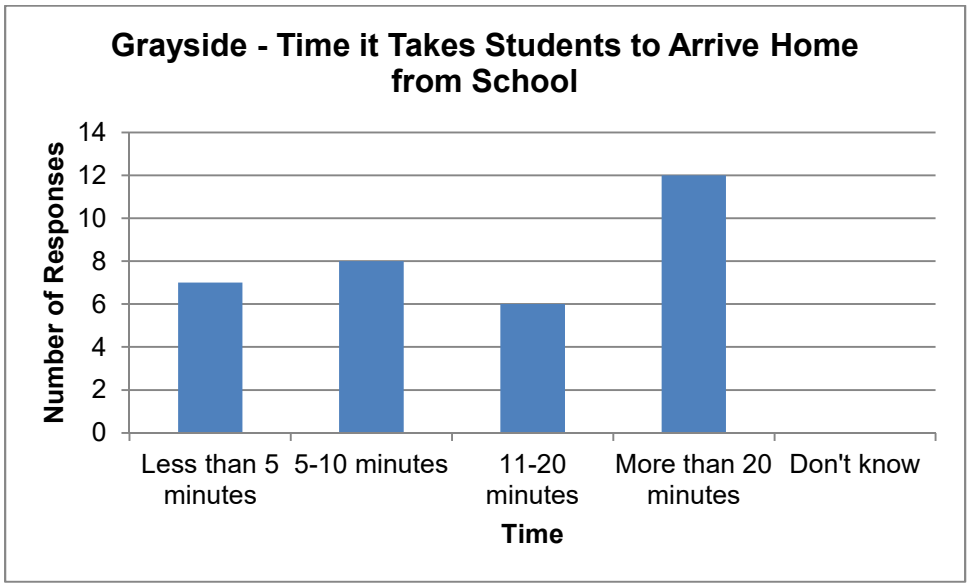




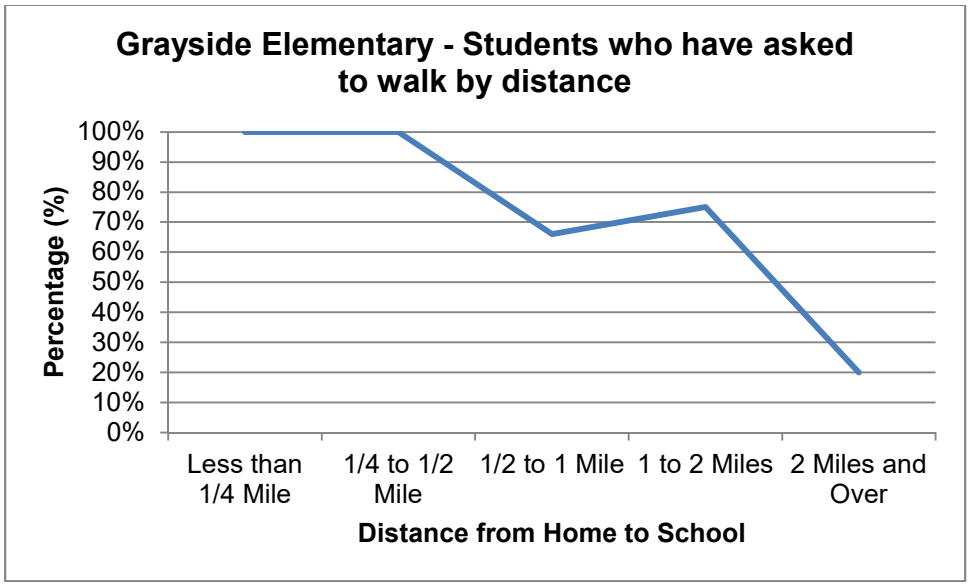
Mauston School District Parent Survey Results

How long does it normally take for your child to get to/from school?

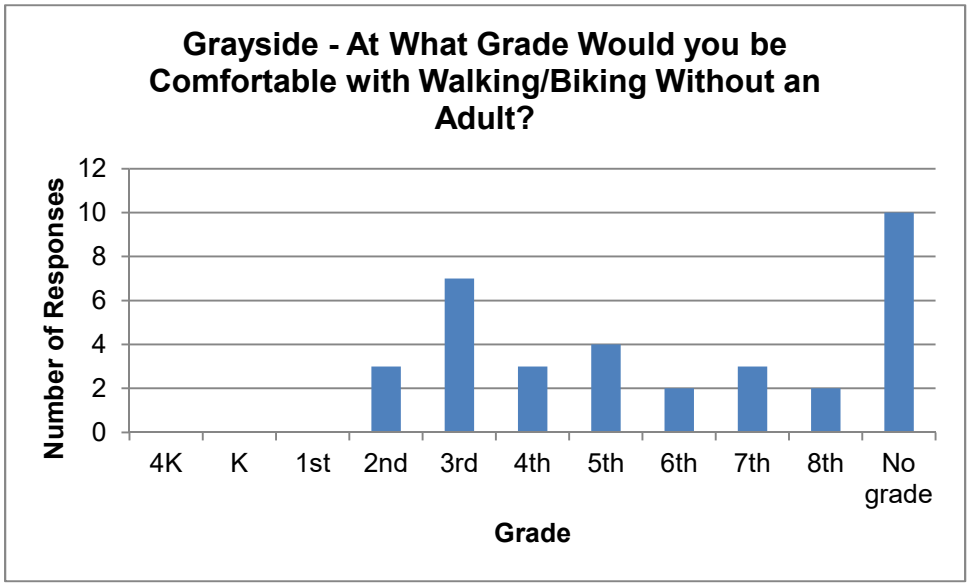




Has your child asked to walk?

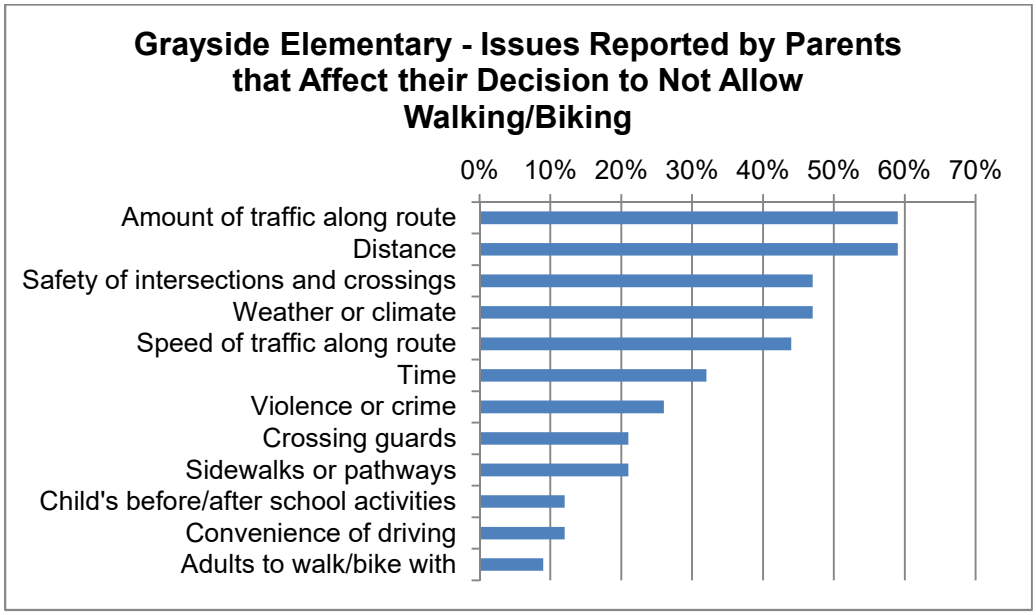


At what grade would you allow your child to walk/bike to school without an adult?



Mauston School District Parent Survey Results

What of the following issues affect your decision to allow/not allow walking or biking?



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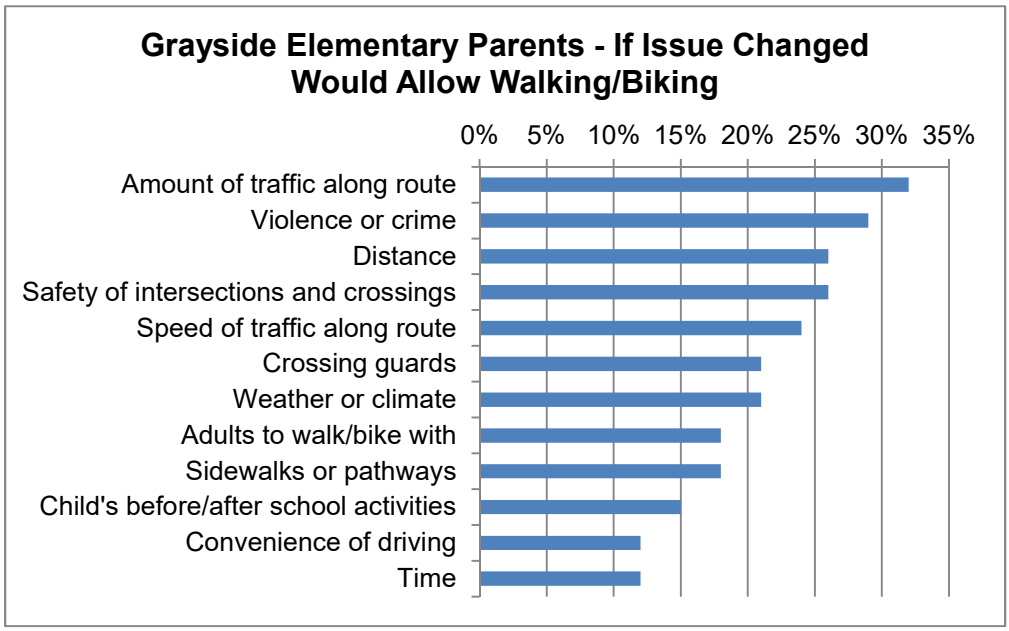


Mauston School District Parent Survey Results

Olson Middle School

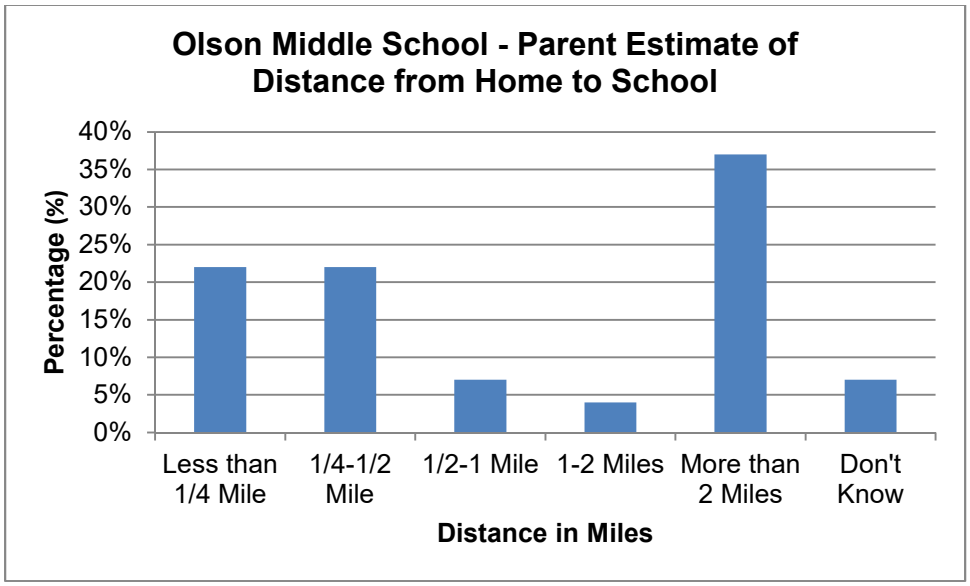
What is the grade of child for whom you are filling out the survey?

6^{th} – 10

7^{th} – 10

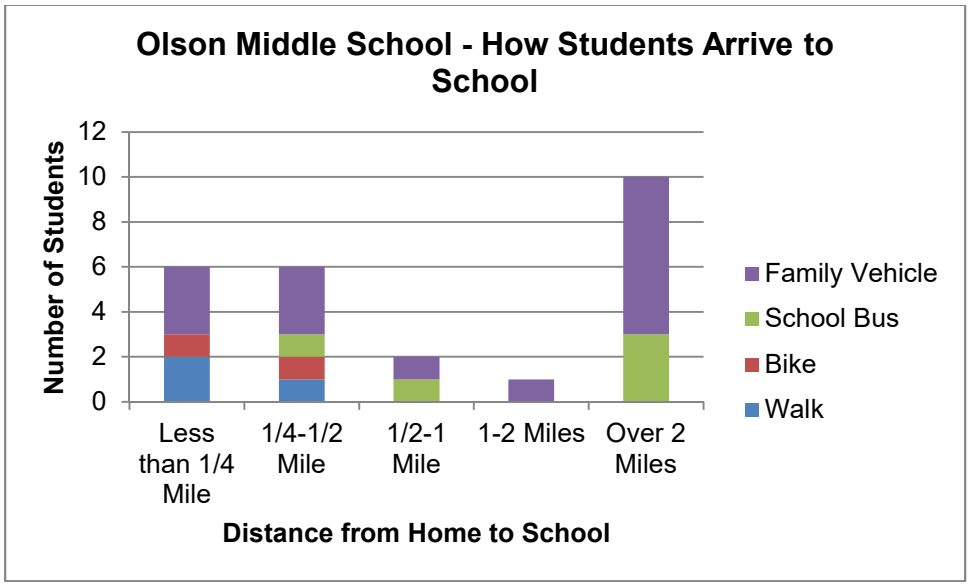
8^{th} – 7

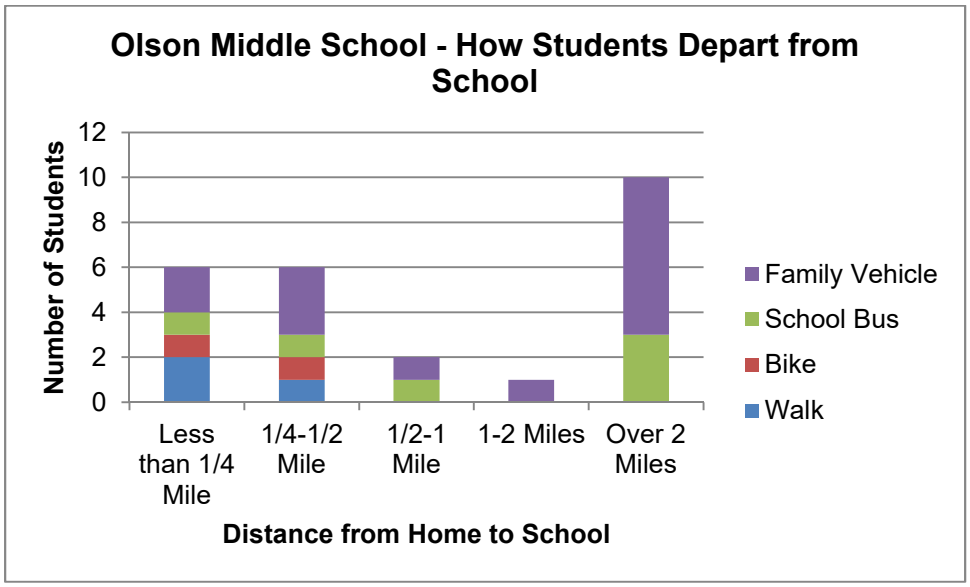
How far does your child live from school?



Mauston School District Parent Survey Results

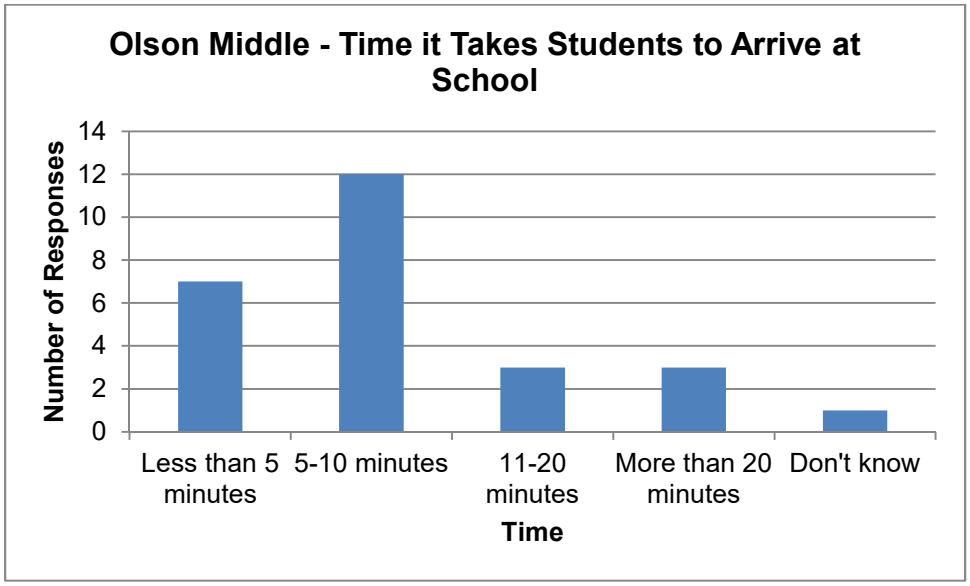
How does your child arrive and depart from school?

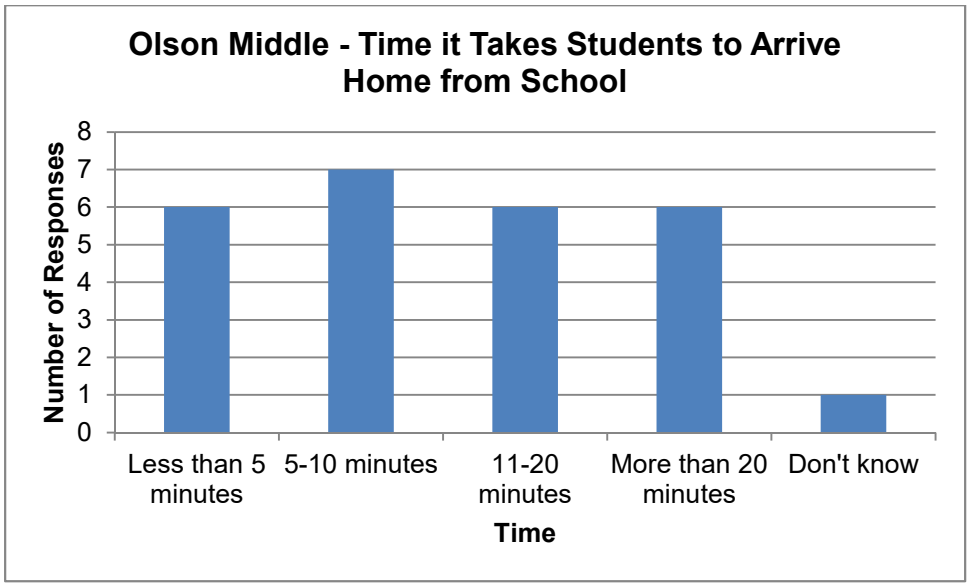




Mauston School District Parent Survey Results

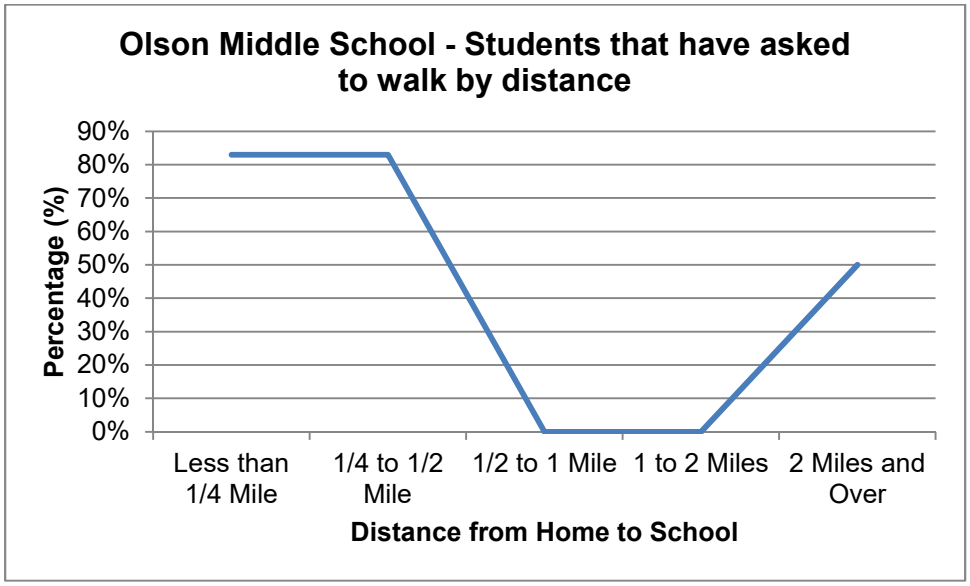
How long does it normally take for your child to get to/from school?





Mauston School District Parent Survey Results

Has your child asked to walk?



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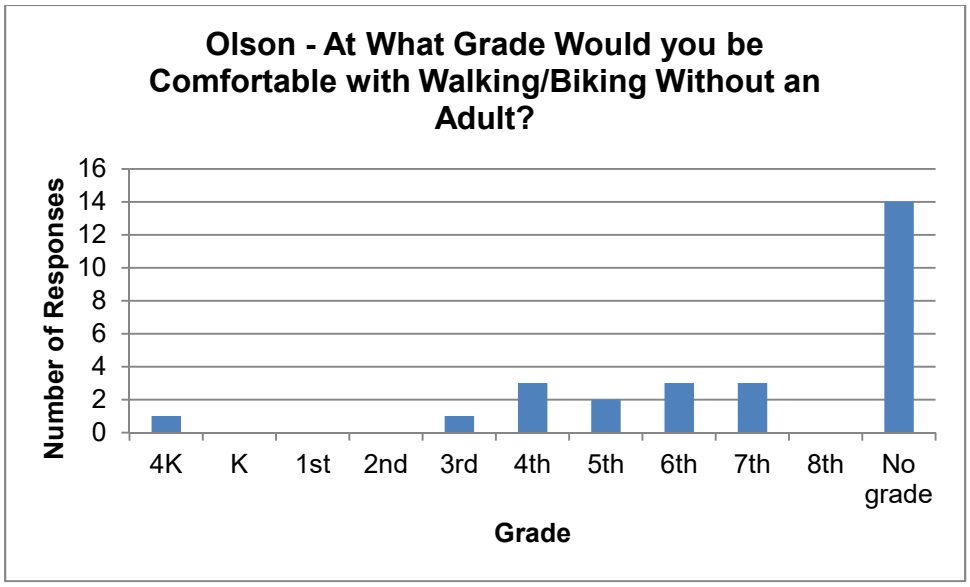

Mauston School District Parent Survey Results

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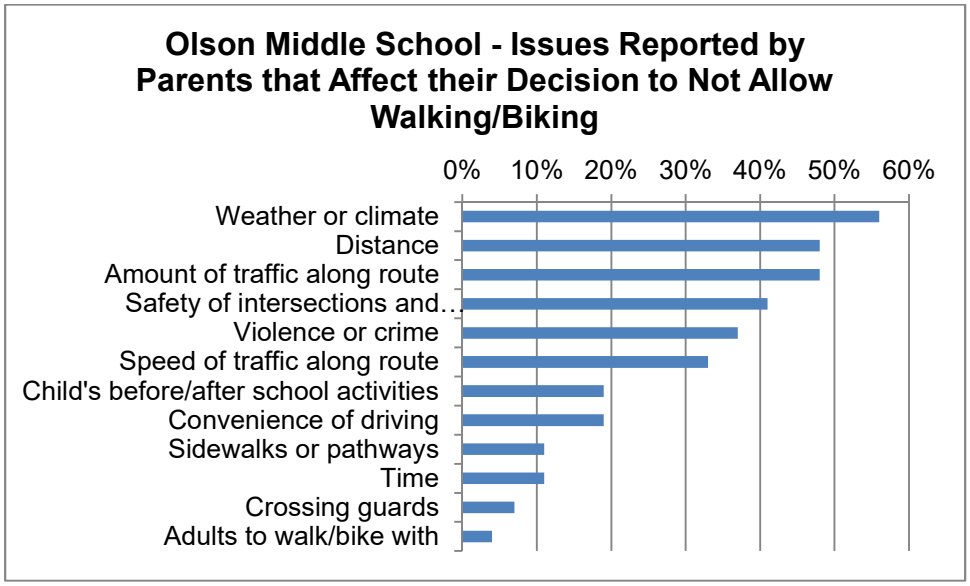

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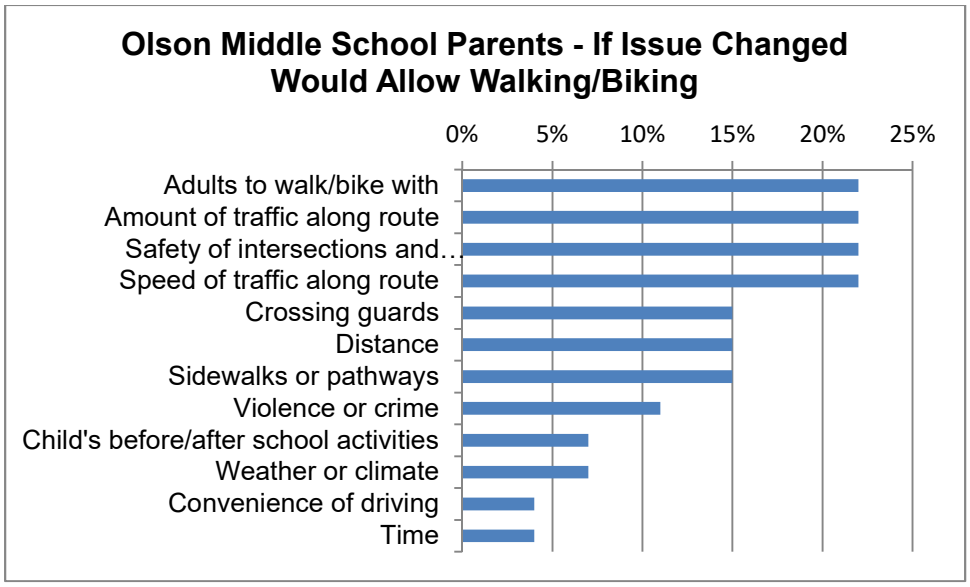


Student Travel Tally Report: One School in One Data Collection Period

School Name: Grayside Elementary

School Group: Mauston

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 11

Set ID: 28623

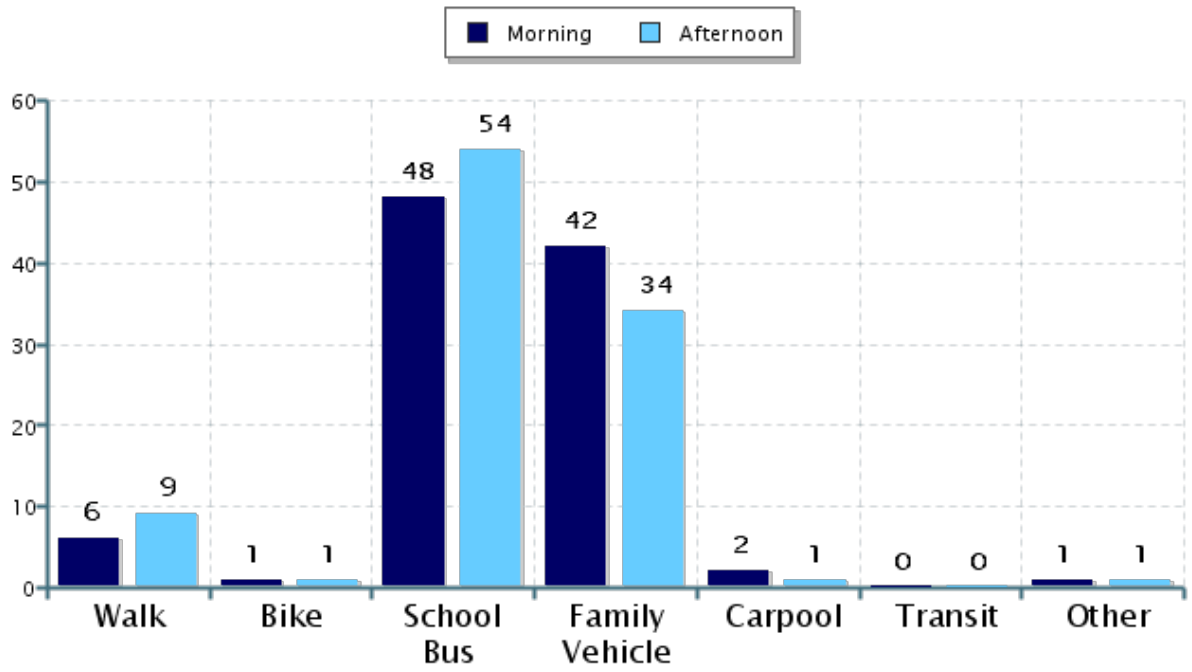
Month and Year Collected: October 2018

Date Report Generated: 03/07/2019

Tags:

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

Morning and Afternoon Travel Mode Comparison

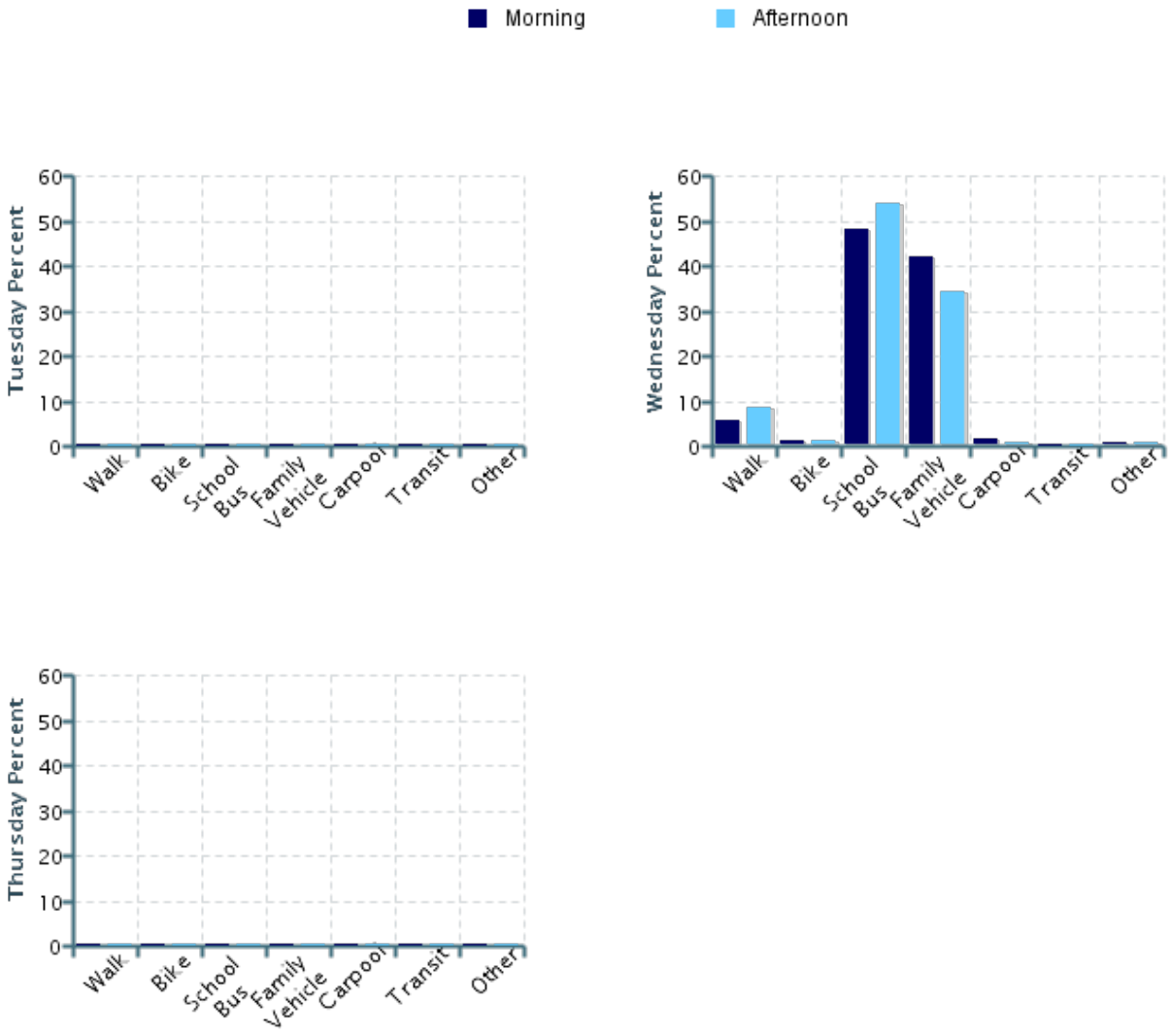


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	224	6%	1%	48%	42%	2%	0%	0.9%
Afternoon	222	9%	1%	54%	34%	0.9%	0%	0.9%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

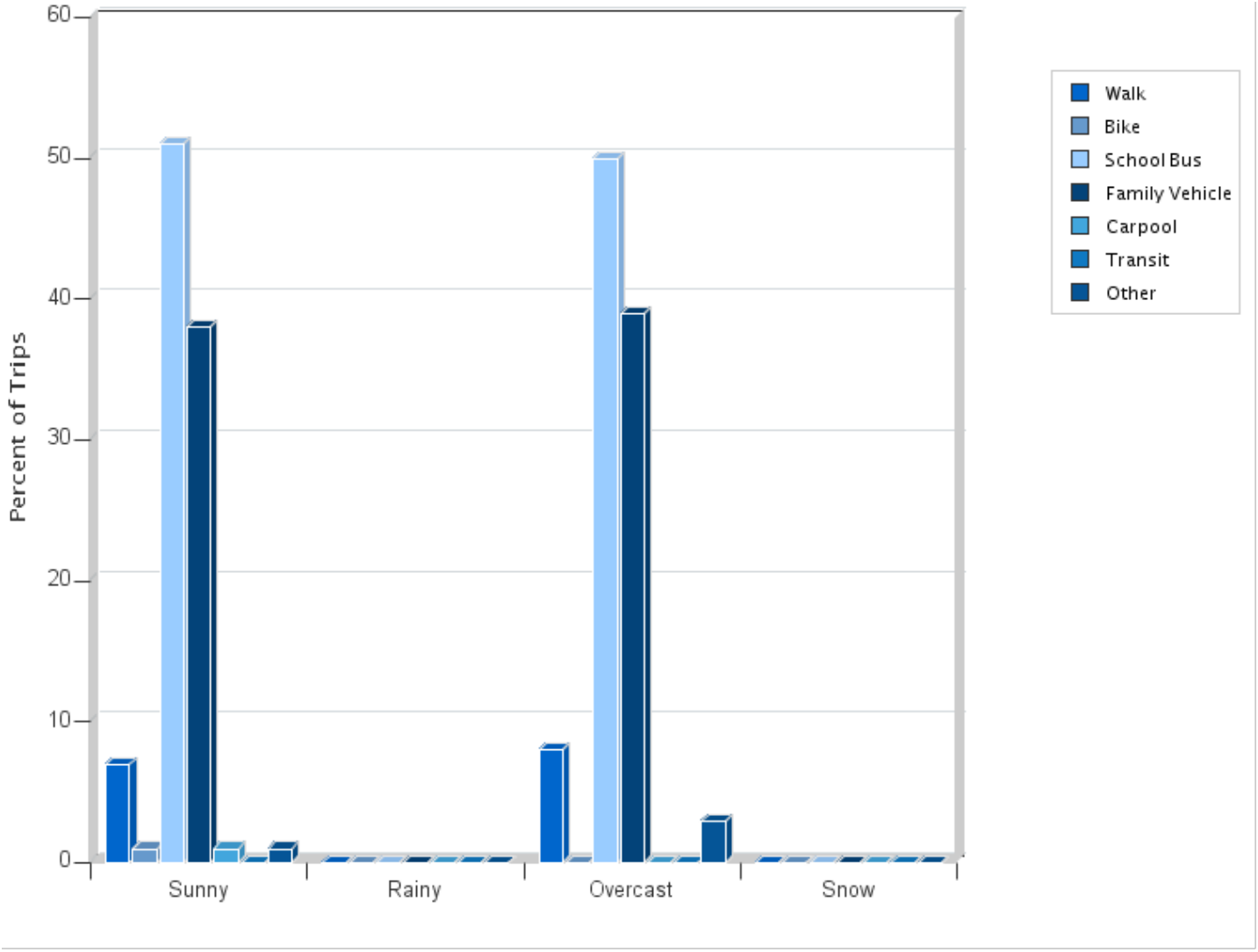


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM		0%	0%	0%	0%	0%	0%	0%
Tuesday PM		0%	0%	0%	0%	0%	0%	0%
Wednesday AM	224	6%	1%	48%	42%	2%	0%	0.9%
Wednesday PM	222	9%	1%	54%	34%	0.9%	0%	0.9%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	410	7%	1%	51%	38%	1%	0%	0.7%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	36	8%	0%	50%	39%	0%	0%	3%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

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

School Name: Olson Middle School

School Group: Mauston

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 14

Set ID: 28624

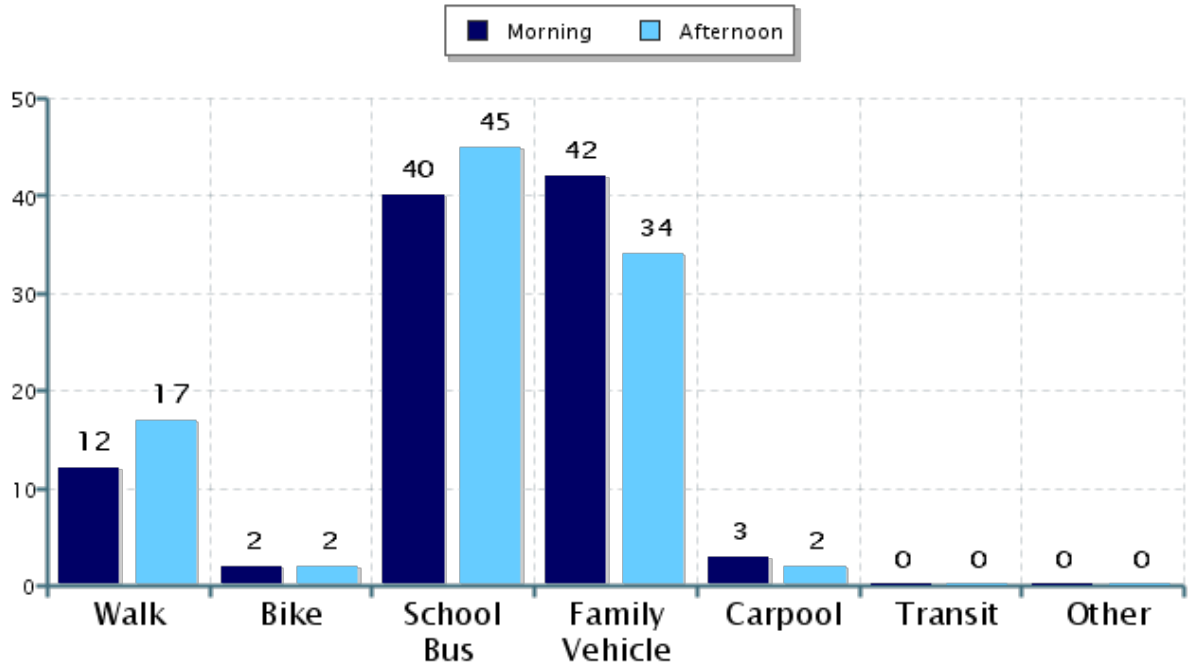
Month and Year Collected: October 2018

Date Report Generated: 03/11/2019

Tags:

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

Morning and Afternoon Travel Mode Comparison

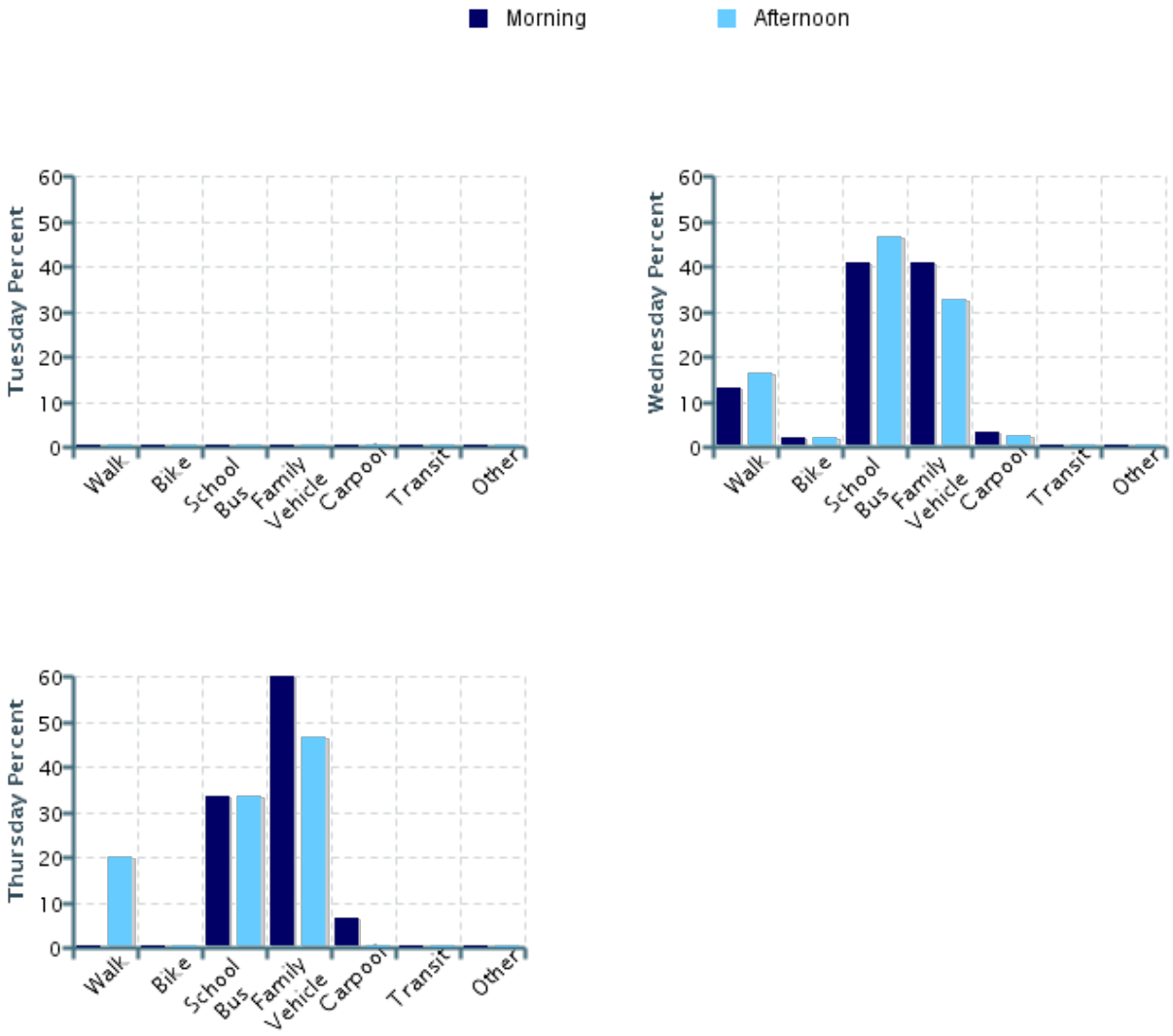


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	211	12%	2%	40%	42%	3%	0%	0%
Afternoon	211	17%	2%	45%	34%	2%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

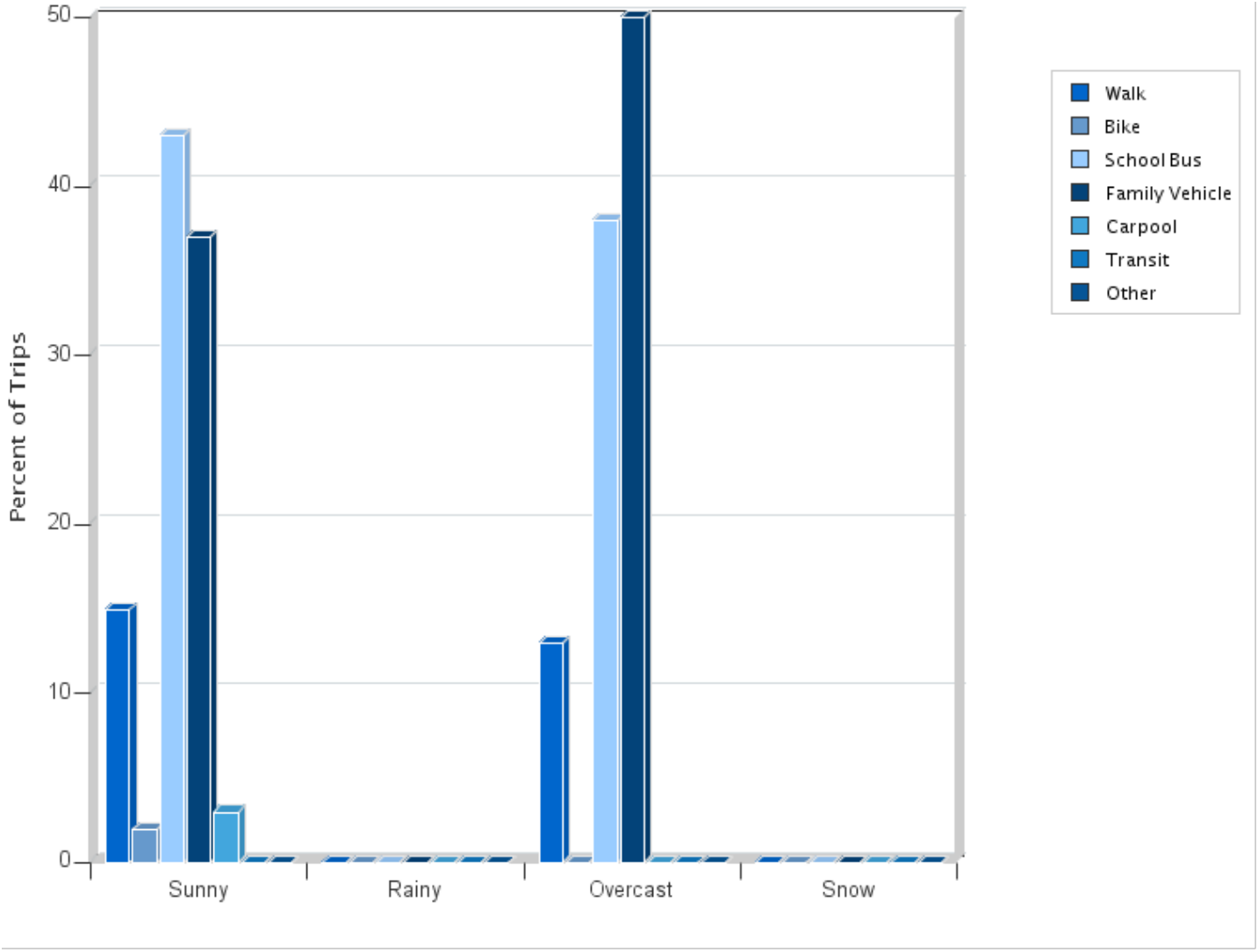


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM		0%	0%	0%	0%	0%	0%	0%
Tuesday PM		0%	0%	0%	0%	0%	0%	0%
Wednesday AM	196	13%	2%	41%	41%	3%	0%	0%
Wednesday PM	196	16%	2%	46%	33%	3%	0%	0%
Thursday AM	15	0%	0%	33%	60%	7%	0%	0%
Thursday PM	15	20%	0%	33%	47%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	406	15%	2%	43%	37%	3%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	16	13%	0%	38%	50%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

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

School Name: West Side Elementary

School Group: Mauston

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 16

Set ID: 28622

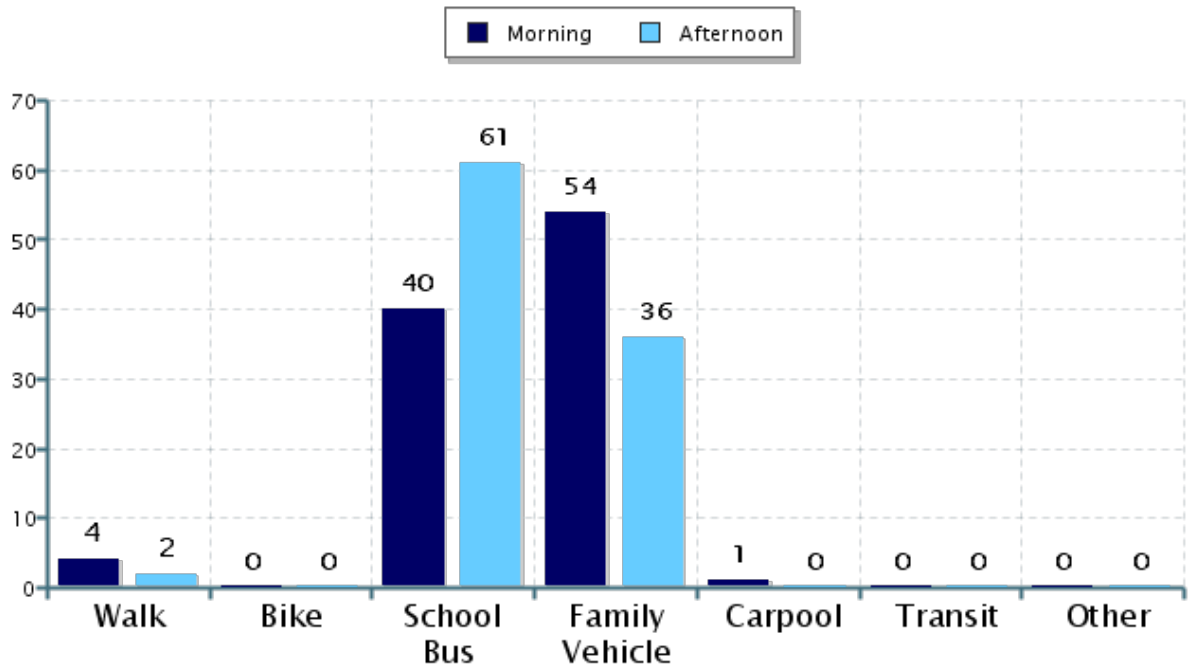
Month and Year Collected: October 2018

Date Report Generated: 03/07/2019

Tags:

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

Morning and Afternoon Travel Mode Comparison

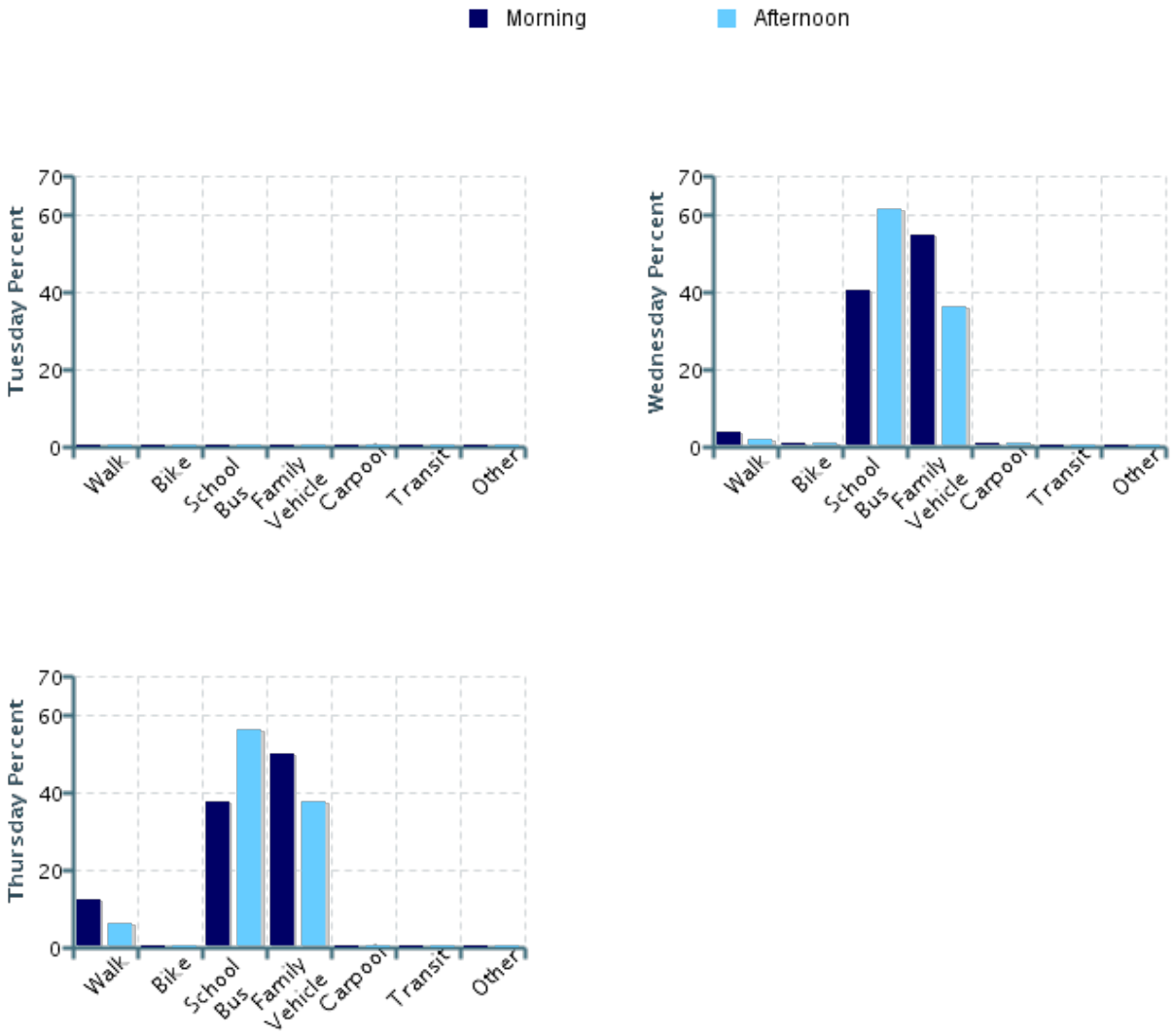


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	252	4%	0.4%	40%	54%	0.8%	0%	0%
Afternoon	256	2%	0.4%	61%	36%	0.4%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

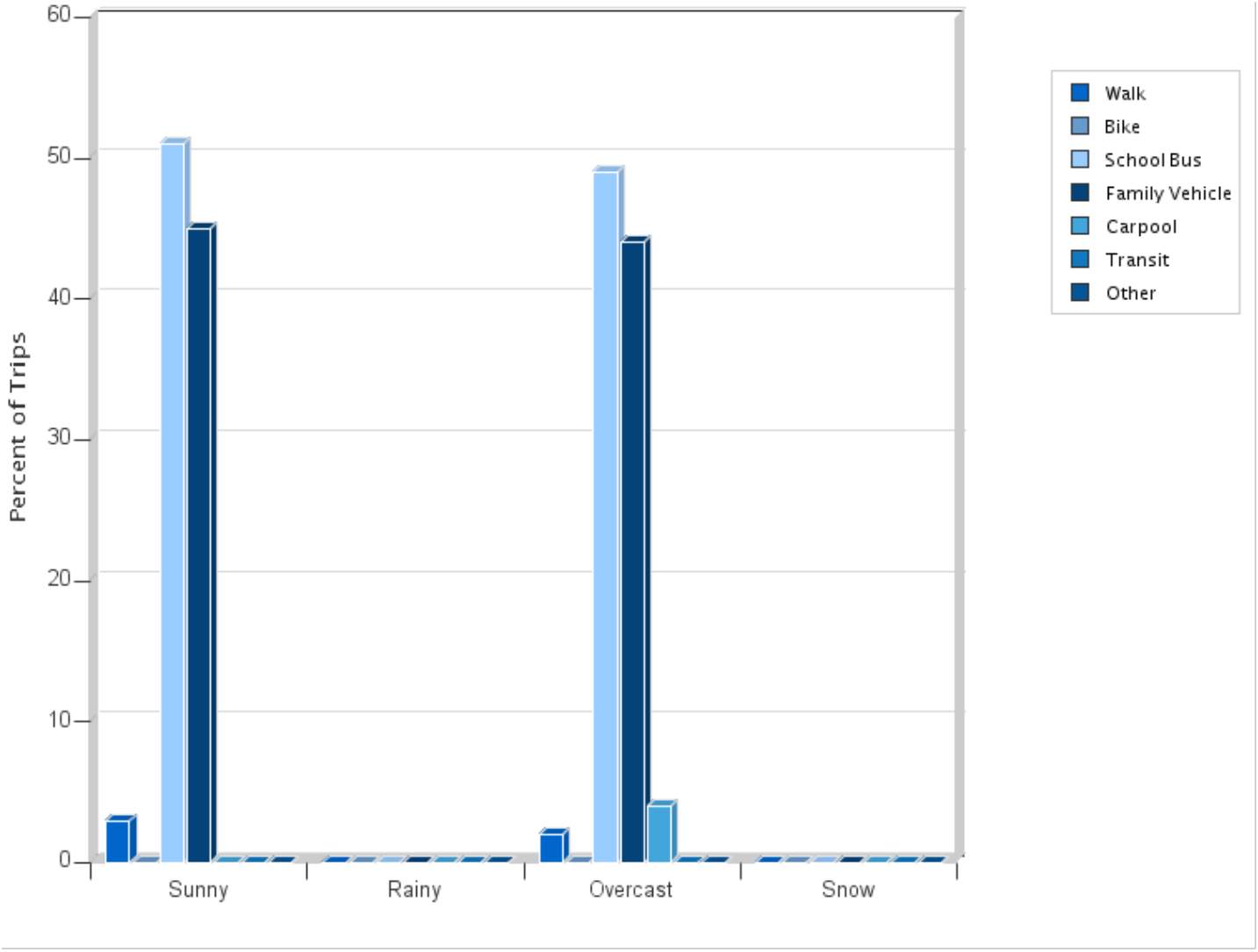


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM		0%	0%	0%	0%	0%	0%	0%
Tuesday PM		0%	0%	0%	0%	0%	0%	0%
Wednesday AM	236	4%	0.4%	40%	55%	0.8%	0%	0%
Wednesday PM	240	2%	0.4%	61%	36%	0.4%	0%	0%
Thursday AM	16	13%	0%	38%	50%	0%	0%	0%
Thursday PM	16	6%	0%	56%	38%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	463	3%	0.4%	51%	45%	0.2%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	45	2%	0%	49%	44%	4%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

ATTACHMENT C:
SRTS Taskforce Meeting and Adoption Documentation

From: NCWRPC

Mauston Safe Routes To School (SRTS) Timeline

This schedule is provided as an overview of the plan development process and is subject to revision as the process starts.

Preliminary Tasks .....Fall 2018

- Create SRTS Task Force.
- Administer Student Travel Tally;
- Administer Parent Survey;

Meeting 1: Kick-Off Meeting ..... Winter 2018/2019

- Introduce the Safe Routes To School planning process.
- Present data, and results of Parent Survey and Student Tallies.
- Identify issues and concerns.
- Basic Walk Audit at each school.

Meeting 2: Recommendations..... Spring 2019

- Pick strategies from all **5-Es*** to recommend.
- Prepare to host Initial Review Meetings.

****5-Es** = education, engineering, encouragement, enforcement, & evaluation.*

Meeting 3: Walk To School Week Meetings..... Summer 2019
(Non-NCWRPC attended)

- City of Mauston meetings.
- Mauston School District meetings.

Meeting 4: Wrap-up Meeting ..... Winter 2019-2020

- Review feedback from City and School District.
- Possibly revise recommendations.
- Discuss plan adoption procedures.
- Identify next steps for possible implementation.

Meeting 5: Adoption Meetings..... Winter 2019-2020
(Non-NCWRPC attended)

- City of Mauston approval meetings.
- Mauston School District approval meetings.

Resolution 2020-01
Resolution Adopting the Mauston Safe Routes to School Plan

WHEREAS, the School District of Mauston Board of Education supports policies and programs that focus on health and wellness and healthier community environments; and

WHEREAS, the health and safety of children is of highest concern to the citizens of the City of Mauston; and

WHEREAS, Safe Routes to School efforts help remove barriers to walking and biking to school, and reduce traffic congestion and speed in and around schools; and

WHEREAS, the School District of Mauston has developed a Safe Routes To School (SRTS) Plan for the dual purposes of serving as a guide for future programming and infrastructure improvements (the 5 E's of education, encouragement, engineering, enforcement, and evaluation), and in order to be eligible for various funding programs including the Transportation Alternatives Program (TAP grant); and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) requires, that in order to be eligible for funding of needed projects, municipalities to either create or amend their SRTS Plan; and

WHEREAS, the School District of Mauston had members/staff on the SRTS Task Force; and

WHEREAS, the SRTS Task Force collected data, reviewed the results, and provided direction for SRTS Plan development, and then incorporated those results into the SRTS Plan; and

NOW THEREFORE, BE IT RESOLVED, that the School District of Mauston Board of Education hereby adopts Resolution 2020-01.

Adopted this 6 **day of** May **, 2020.**

RJ Rogers

RJ Rogers, Board President

Michael Coughlin, Board Clerk

CITY OF MAUSTON
RESOLUTION 2020-03

Resolution Adopting the Mauston Safe Routes To School (SRTS) Plan

WHEREAS, the Mauston Common Council supports policies and programs that focus on health and wellness and healthier community environments; and

WHEREAS, the health and safety of children is of highest concern to the citizens of the City of Mauston; and

WHEREAS, Safe Routes to School efforts help remove barriers to walking and biking to school, and reduce traffic congestion and speed in and around schools; and

WHEREAS, the Mauston School District has developed a Safe Routes To School (SRTS) Plan for the dual purposes of serving as a guide for future programming and infrastructure improvements (the 5 E's of education, encouragement, engineering, enforcement, and evaluation), and in order to be eligible for various funding programs including the Transportation Alternatives Program (TAP grant); and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) requires, that in order to be eligible for funding of needed projects, municipalities to either create or amend their SRTS Plan; and

WHEREAS, the City of Mauston had members/staff on the SRTS Task Force; and

WHEREAS, the SRTS Task Force collected data, reviewed the results, and provided direction for SRTS Plan development, and then incorporated those results into the SRTS Plan; and

WHEREAS, the Mauston Board of Park Commissioners has reviewed the SRTS Plan, and has recommended that the Mauston Common Council join the Mauston School District in adopting the plan;

NOW THEREFORE, BE IT RESOLVED, that the Mauston Common Council hereby adopts Resolution 2020-03.

Adopted this 12th day of May, 2020.

Votes 7 Aye 7 Nay 0 Abstain 0 Absent 0

Dennis Nielsen, Mayor

Randall D. Reeg, City Administrator

Mike Taake, Board of Park Commissioners Chair

ATTACHMENT D:
Bicycle Parking Guidelines

From: Association of Pedestrian and Bicycle Professionals (APBP)
One page summary sheet.

Bicycle Parking Guidelines

A summary of recommendations from the Association of Pedestrian and Bicycle Professionals

Bicycle Parking Design

- Required spaces shall be at least 2 feet by 6 feet.
- An access aisle of at least 5 feet shall be provided in each facility.
- Racks shall be situated to allow a minimum of 2 feet between adjacent bike parking stalls.
- Spaces shall have a vertical clearance of at least 80 inches.

Bicycle Rack Design

Structures that require a user-supplied locking device:

- must accommodate U-shaped locking devices;
- support the bike frame at two points;
- be securely anchored to the ground or the building structure; and
- be designed and maintained to be mud and dust free.

Bicycle Rack Location

- Racks should be located in a clearly designated safe and convenient location.
- Racks should be designed and located to be harmonious with the surrounding environment.
- Racks should be at least as convenient as the majority of auto parking spaces provided.

To learn more about bicycle parking guidelines, visit the Association of Pedestrian and Bicycle Professionals at: www.apbp.org.

These bicycle racks do NOT meet the design guidelines:

Grid or Fence Style Racks

Wave or Ribbon Style Racks

These bicycle racks DO meet the design guidelines:

Inverted-U Style Racks

Angled Wave Style Racks

Freestanding Style Racks

The above images are examples only. NCWRPC does not endorse any particular bicycle rack manufacturers.

If you have questions about whether a particular bicycle parking rack you are considering using meets these requirements, please contact NCWRPC planner **Fred Heider**, AICP at **fheider@ncwrpc.org**.