
Nekoosa Safe Routes to School Plan



July 2020

Prepared by: North Central Wisconsin Regional Planning Commission

ACKNOWLEDGEMENTS

The Nekoosa Safe Routes to School Plan was developed with the following residents and staff. Special thanks are extended to the following:

Nekoosa Safe Routes to School Task Force

Corrie Dhein, Parent Teacher Representative
Josh Kolo, School Resource Officer
Rick Schmidt, Director of Public Works, City of Nekoosa
Jon Sprehn, Humke Elementary School Principal
John Thomas, Alexander Middle School Principal
Terry Whitmore, Nekoosa School District Administrator

Cover photos: NCWRPC

July 2020

This plan was developed by NCWRPC in conjunction with the Nekoosa School District, City of Nekoosa, and the Nekoosa SRTS Task Force as part of the North Central Wisconsin Regional Safe Routes to School Program. This Regional program was made possible in part by a Transportation Alternatives Program grant from the Wisconsin Department of Transportation. Additional funding was provided by the NCWRPC.

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



TABLE OF CONTENTS

PREFACE	1
• NCWRPC	1
• The Region.....	1
• Regional Livability Plan	1
• The North Central Regional Safe Routes to School Program.....	2
1. INTRODUCTION.....	4
• Purpose and Overview	4
• What is Safe Routes to School.....	5
• Safe Routes to School Planning Process	7
• School District of Nekoosa.....	7
• Community Demographics	10
2. EXISTING CONDITIONS	17
• Student Tally Overview.....	17
• Parent Survey Overview	20
• Site Assessment.....	25
• Task Force Meeting Outcomes.....	25
• Existing Policies and Practices	27
• Traffic Counts	32
• Crash Data	33
3. RECOMMENDED STRATEGIES.....	35
4. SCHOOL ACTION PLANS.....	42
5. IMPLEMENTATION	51
• Funding Opportunities	51

FIGURES

Figure 1: Population Projections	12
Figure 2: Household Projections	13
Figure 3: City of Nekoosa Age Cohorts 2010.....	13
Figure 4: Wood County 2010 and Projected 2040 Age Cohorts.....	14
Figure 5: Nekoosa School District Population Distribution by Age 2017	15
Figure 6: Educational Attainment – Nekoosa School District Population.....	16
Figure 7: Nekoosa School District Tally Results (Total)	17
Figure 8: Humke Elementary School Student Tally Results	18
Figure 9: Humke Elementary School Student Tally – Morning and Afternoon.....	19
Figure 10: Alexander Middle School Student Tally Results.....	20
Figure 11: Alexander Middle School Student Tally – Morning and Afternoon	20
Figure 12: Humke Elementary School Parent Estimate of Distance	21
Figure 13: Humke Elementary School Issues Reported by Parents.....	22
Figure 14: Humke Elementary School If Issue Changed.....	22
Figure 15: Alexander Middle School Parent Estimate of Distance	23
Figure 16: Alexander Middle School Issues Reported by Parents	24
Figure 17: Alexander Middle School If Issue Changed.....	24
Figure 18: Crosswalk Styles.....	37

MAPS

Map 1: North Central Wisconsin Regional Safe Routes to School Program	3
Map 2: Nekoosa School District	9
Map 3A: Humke Elementary Site Assessment.....	30
Map 3B: Alexander Middle Site Assessment.....	31
Map 4: Transportation	34
Map 5: Physical Recommendations	41

TABLES

Table 1: Nekoosa School District Enrollment	10
Table 2: Population of Minor Civil Divisions within the Nekoosa School District	10
Table 3: Households of Minor Civil Divisions within the Nekoosa School District	11
Table 4: Average Household Size of Minor Civil Divisions	11
Table 5: Educational Attainment in Minor Civil Divisions.....	16
Table 6: Humke Elementary School Student Tally Results	18
Table 7: Alexander Middle School Student Tally Results	19
Table 8: Traffic Volumes	32
Table 9: Crash Data	33
Table 10: Potential Funding Sources for SRTS Projects.....	54

ATTACHMENTS

- A - Student Tally & Parent Survey Forms
- B - Results from Student Tallies & Parent Surveys
- C - SRTS Task Force Meeting and Adoption Documentation
- D - Bicycle Parking Guidelines
- E - Success Story: Omro Middle School's Bike to School Day...and Beyond

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.



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.

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

SAFE ROUTES TO SCHOOL (SRTS) PROGRAM:

PROBLEMS:

- Pedestrian crashes
- Rising childhood obesity

SOLUTIONS:

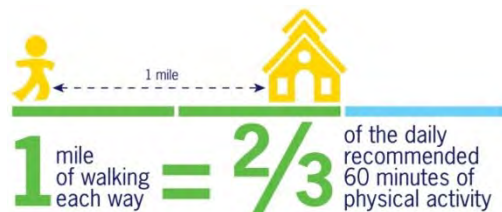
- Use planning process and 5 E's to:
- Create safe routes to school; and
- Get students walking and biking to school again

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.

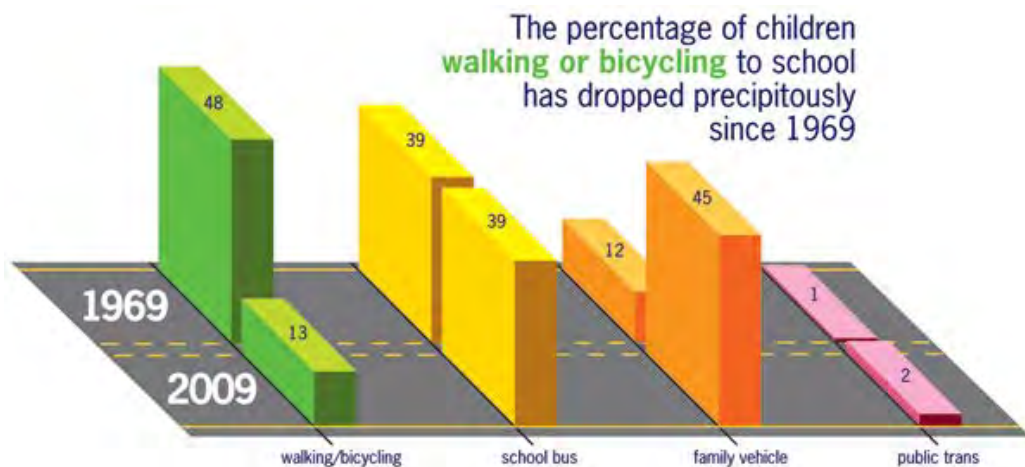
- When children get physical activity before class, they are more on task and fidget less. This is true for both girls and boys, and has been shown to be particularly beneficial for children who have the most trouble paying attention and those with attention deficit disorders.

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 (SRTS) 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 over winter of 2018/2019 into spring of 2020.

The planning process followed the recommended "5-E" approach. The process was driven by an ad-hoc citizen advisory committee and public 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 NEKOOSA

The Nekoosa School District encompasses a small southern section of Wood County, the northeast corner of Juneau County, and the northwest corner of Adams County. Map 2 shows that the District includes the City of Nekoosa and portions of the Towns of Port Edwards, Saratoga, Armenia, and Rome. It also includes a very small section of the Village of Port Edwards. The City of Nekoosa is situated in southern Wood County, along the Wisconsin River. All schools within the Nekoosa School District are located within the City of Nekoosa.



The School District of Nekoosa includes Humke Elementary School, Alexander Middle School, and Nekoosa High School. Additionally, there are three learning academies. Nekoosa Academy is located within Nekoosa High School, Central Wisconsin STEM Academy is located within Alexander Middle School, and WISE Academy is a Virtual Learning Academy. Humke Elementary School and Alexander Middle School (including Central Wisconsin STEM Academy) are included in this Safe Routes to School (SRTS) Plan. Humke Elementary School had 298 students in kindergarten through third grade that were enrolled in 2018-2019. Alexander Middle

School had 336 students enrolled in fourth through eighth grade and Central Wisconsin STEM Academy had 26 sixth through eighth grade students enrolled in the 2018-2019 school year.



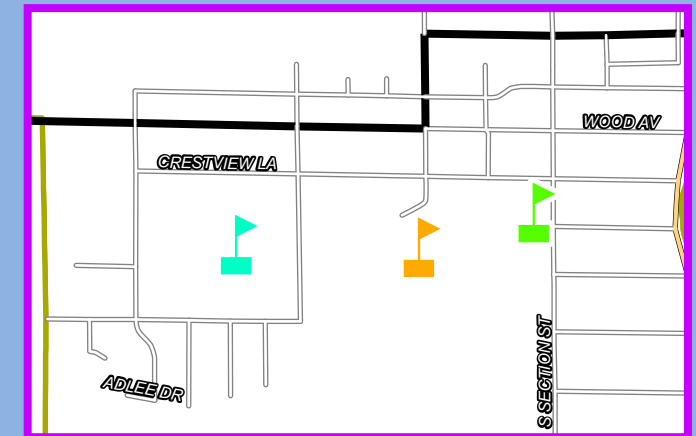
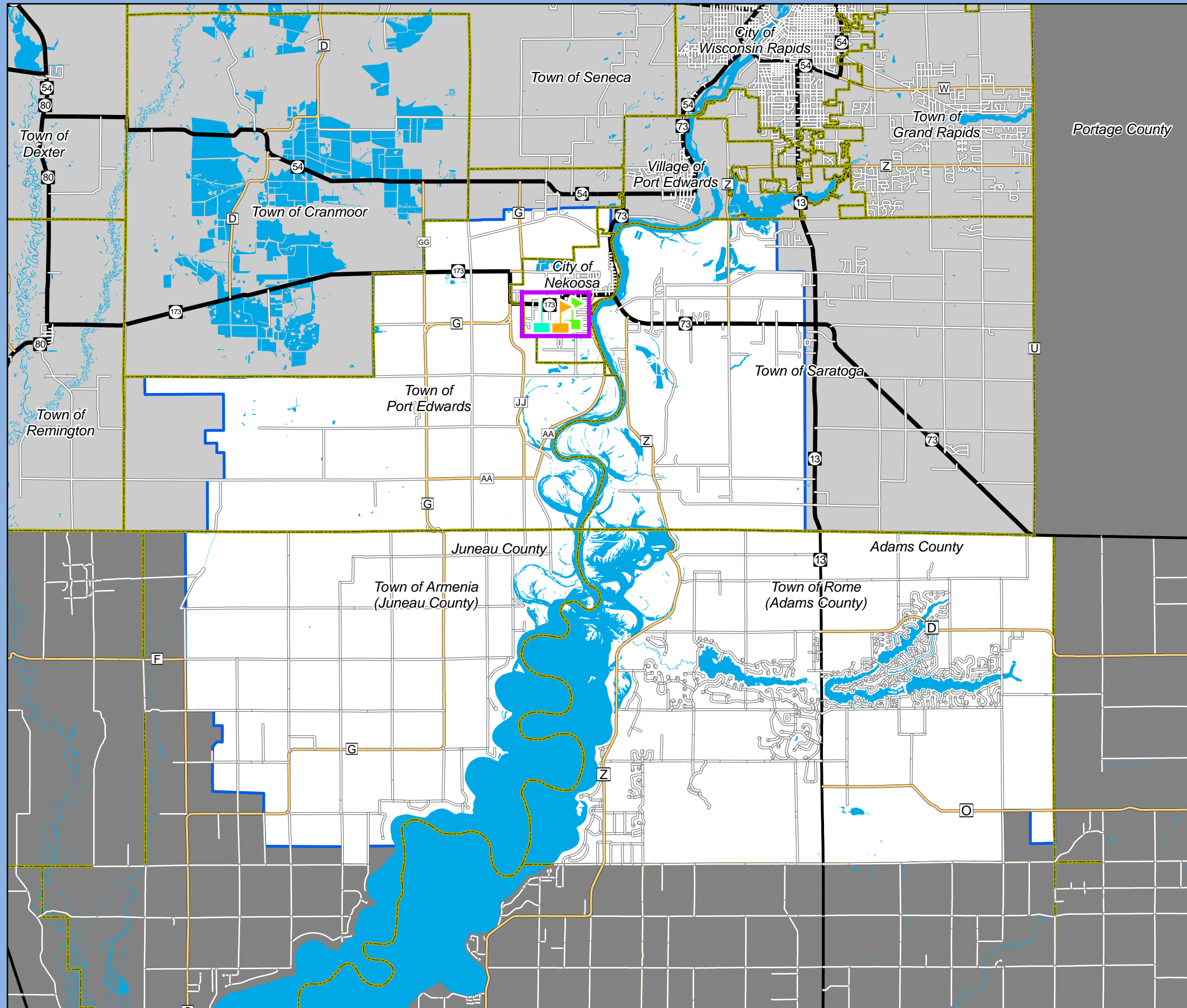
Alexander Middle School



Humke Elementary School

Map 2 School District Location

Nekoosa Safe Routes To School



Legend

-  Alexander Middle School
-  Humke Elementary
-  Nekoosa High School
-  Nekoosa School District
-  Minor Civil Division
-  Water



Source: WI DNR, NCWRPC, Wood 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 in the past several years and are summarized in Table 1. The largest decreases have been demonstrated at the kindergarten and elementary levels. High school numbers have decreased fairly significantly, but are not included in this study. The elementary school (grades one through eight) category is the main focus of this SRTS Plan. Enrollment within the elementary group has decreased 21.5 percent from 2011-2017.

Table 1: Nekoosa School District Enrollment				
	2011	2013	2015	2017
Total 3 years and over enrolled	1,976	1,874	1,396	1,594
Nursery School/Preschool	21	92	66	83
Kindergarten	168	138	68	101
Elementary School (Grades 1-8)	923	694	594	725
High School (Grades 9-12)	518	595	495	478

Source: American Community Survey

COMMUNITY DEMOGRAPHICS

Table 2 displays population information for the minor civil divisions that are included in the Nekoosa School District. The School District as a whole experienced a decline in population. Some of the population decline was likely due to the Domtar Paper Mill closure in Port Edwards in 2008. In 2017, the Town of Saratoga was the most populated municipality within the School District (5,025 people). The Town of Rome followed (2,667 people) and then the City of Nekoosa (2,603). From 2010-2017 the only divisions that experienced growth were the Town of Armenia (1.4%) and the City of Nekoosa (0.9%). The Town of Port Edwards experienced the most significant decline (-12.5%), followed by the Village of Port Edwards (-9.8%) and the Town of Saratoga (-2.3%).

Table 2: Population of Minor Civil Divisions Within the Nekoosa School District					
	1990	2000	2010	2017	2010-2017 % change
City of Nekoosa	2,557	2,590	2,580	2,603	0.9%
Town of Armenia	592	707	699	709	1.4%
Town of Port Edwards	1,351	1,446	1,427	1,248	-12.5%
Town of Rome	1,674	2,656	2,720	2,667	-1.9%
Town of Saratoga	4,775	5,383	5,142	5,025	-2.3%
Village of Port Edwards	1,848	1,944	1,818	1,639	-9.8%
School District of Nekoosa*			9,383	8,765	-6.6%

Source: US Census Data/American Community Survey Estimates

*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 3,822 total households in the Nekoosa School District, down from 4,142 in 2010 for a total decrease of 7.7%. The percentage District decrease in number of

households was comparable to the percentage of general population decline from 2010-2017. In 2017, most households were located in the Town of Saratoga (2,251), followed by the Town of Rome (1,210) and the City of Nekoosa (1,083). The Town of Armenia had the fewest number of households (293). From 2010-2017 the only divisions that experienced growth in the number of households were the Town of Saratoga (8.0%) and the City of Nekoosa (1.7%). The greatest rate of decline in the number of households was seen in the Town of Rome (-5.6%) and the Town of Armenia (-3.0%) from 2010 to 2017.

Table 3: Households of Minor Civil Divisions Within the Nekoosa School District					
	1990	2000	2010	2017	2010-2017 % change
City of Nekoosa	970	987	1,065	1,083	1.7%
Town of Armenia	209	267	302	293	-3.0%
Town of Port Edwards	460	526	564	554	-1.8%
Town of Rome	58	1,181	1,282	1,210	-5.6%
Town of Saratoga	1,613	2,011	2,085	2,251	8.0%
Village of Port Edwards	660	706	711	709	-0.3%
School District of Nekoosa			4,142	3,822	-7.7%

Source: US Census Data/American Community Survey Estimates
 *School District total does not equal MCD total as the geographical boundaries differ

Although population and the number of households been on the decline throughout the District, Table 4 indicates that the average household size has increased slightly. The average household size in the School District was 2.29 in 2017, up from 2.27 in 2010. The most significant increases in household size were seen in the Towns of Armenia (4.3%) and Rome (3.8%). The communities that saw the most significant decline in household size were the Town of Port Edwards (-11.1%) and the Village of Port Edwards (-9.8%). The City of Nekoosa's average household size remained relatively stable with only a slight decline (-0.8%) from 2010-2017.

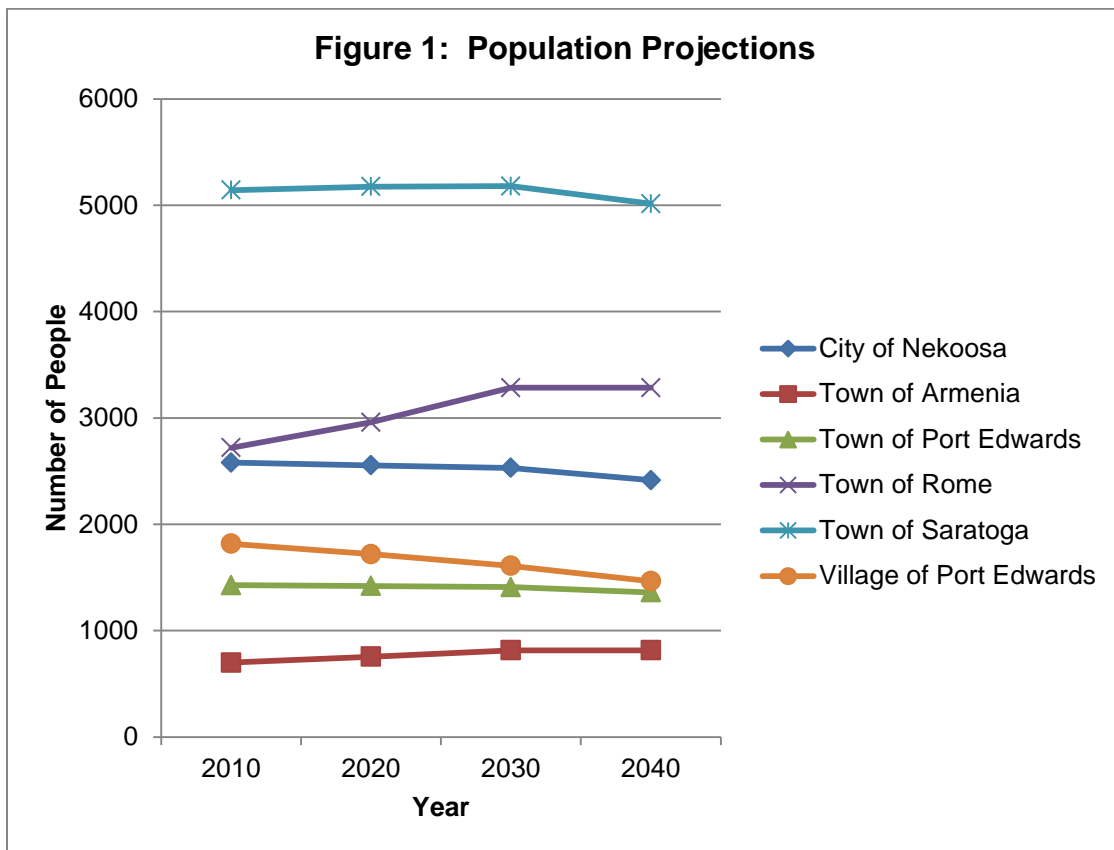
Table 4: Average Household Size of Minor Civil Divisions Within the Nekoosa School District				
	2000	2010	2017	2010-2017 % change
City of Nekoosa	2.51	2.40	2.38	-0.8%
Town of Armenia	2.43	2.30	2.40	4.3%
Town of Port Edwards	2.76	2.53	2.25	-11.1%
Town of Rome	2.22	2.12	2.20	3.8%
Town of Saratoga	2.66	2.47	2.23	-9.7%
Village of Port Edwards	2.58	2.45	2.21	-9.8%
School District of Nekoosa		2.27	2.29	0.9%

Source: US Census Data/American Community Survey Estimates

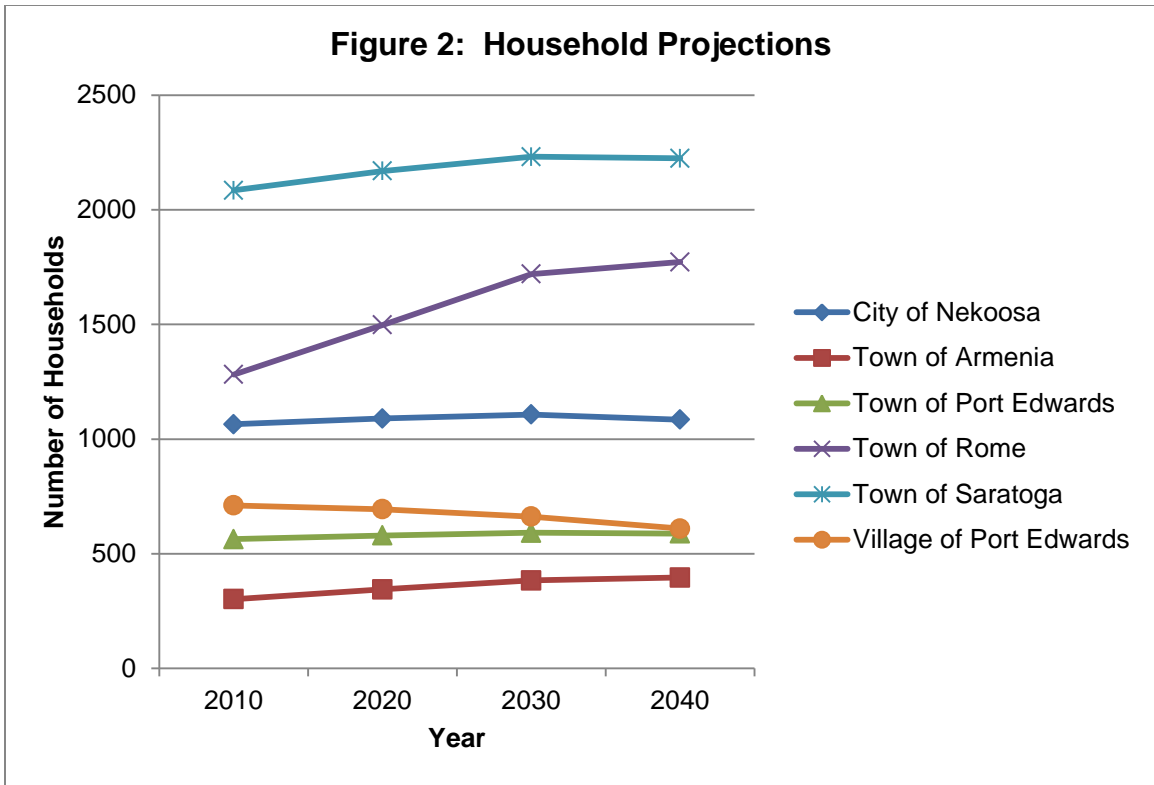
Figure 1 includes population estimates and projections taken from the Wisconsin DOA Demographic Services Center in 2013. The population projections begin for year 2015,

but in many communities across North Central Wisconsin, the DOA population projections have been lower than expected. From 2010 to 2040 the City of Nekoosa is projected to decrease by 165 persons or 6.4 percent. The Town of Rome is expected to experience the greatest growth at 20.8 percent. The Village of Port Edwards is forecasted to have the greatest rate of decline at 19.4 percent, followed by the City of Nekoosa, with a 6.4 percent expected rate of decline.

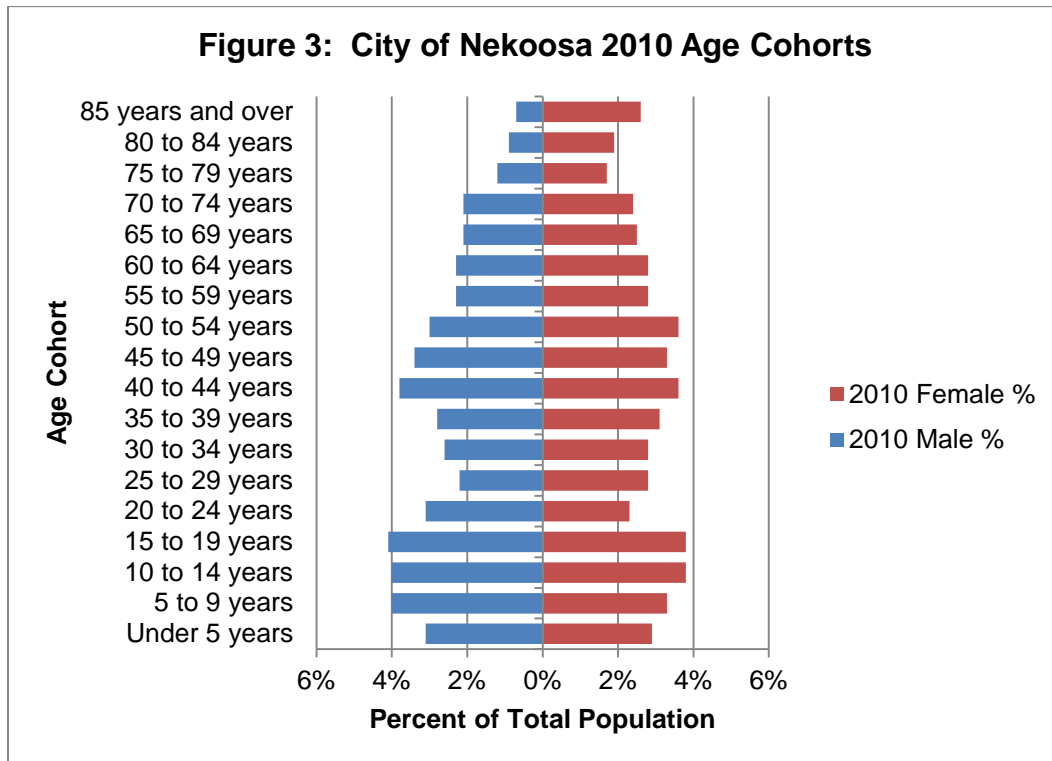
In 2017, the NCES estimated that of the 3,822 households in the District 2,494 of these were family households and 791 of the family households had children under 18 that were their own children. Figure 2 shows that the number of households is expected to increase 1.9 percent for the City of Nekoosa from 2010-2040. The biggest increase is projected at 38.2 percent for the Town of Rome, followed by 31.1 percent for the Town of Armenia between 2010 and 2040. The Village of Port Edwards is the only community that is expected to have a decrease in the number of households from 2010-2040, with a projected 14.2 percent rate of decline.



Source: Wisconsin Department of Administration Population Projections 2013

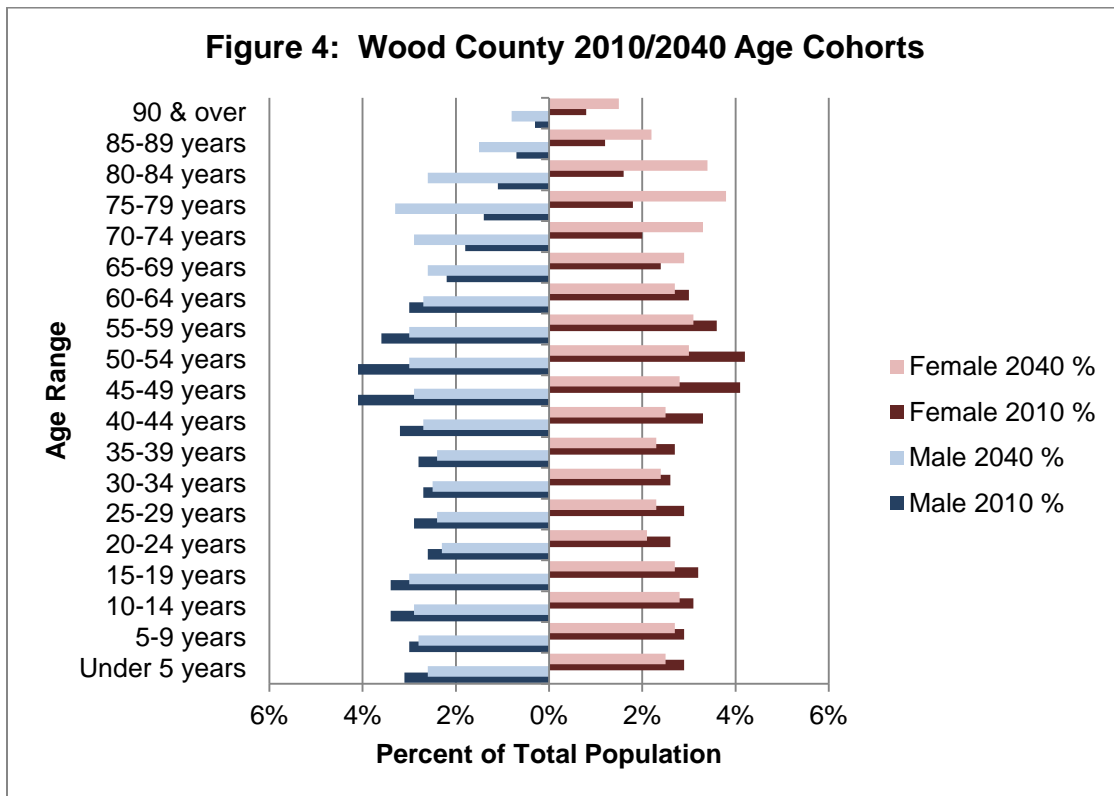


Source: Wisconsin Department of Administration Household Projections, 2013

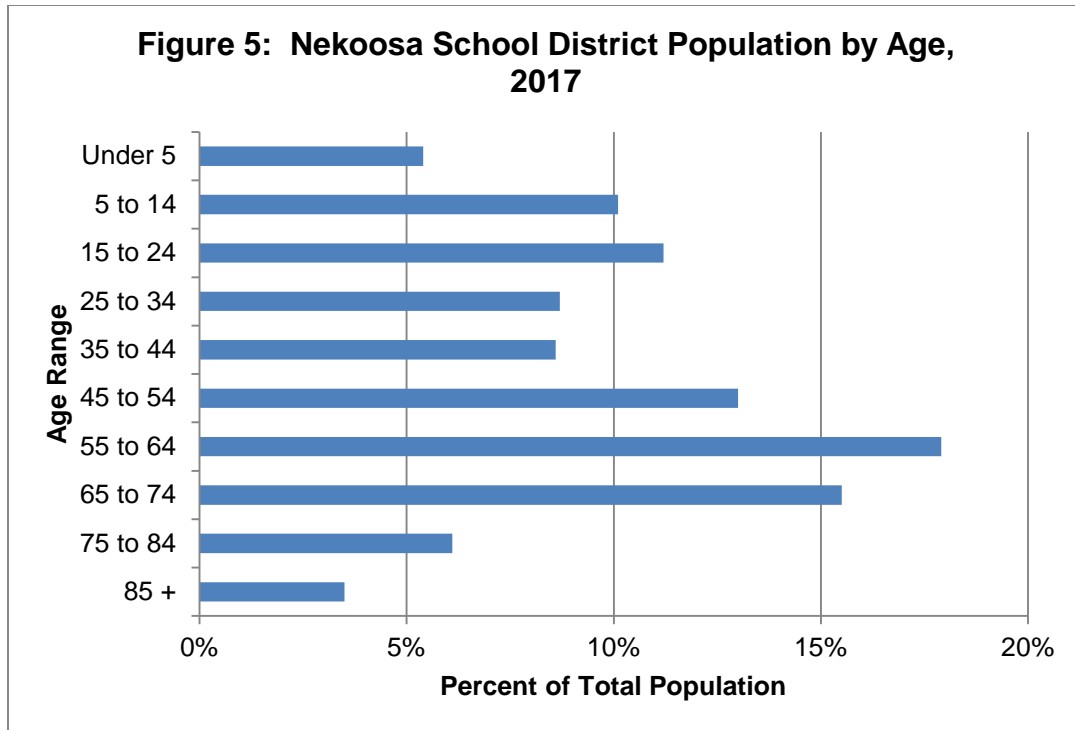


Source: US Census Data

Figure 3 shows an age population pyramid for the City of Nekoosa illustrating population distribution with respect to age cohorts. The City of Nekoosa 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 Wood County, are aging much faster than the state and nation as a whole. The median age for the City of Nekoosa was 39.4, which was 3.2 years lower than the county and 0.9 years higher than the state, at 42.6 and 38.5 respectively in 2010. The City of Nekoosa’s median age was 2.8 years higher than it was in 2000, which reflects the general aging population of Wisconsin. Figure 4 shows that same interrelation for Wood 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 greater than the amount of new births and young children, and that is expected to become more the case with time. The same distribution is seen in Figure 5, which depicts the population by age range among residents in the Nekoosa School District. The vast majority of residents are concentrated in the older age ranges, with much less representation in those under 45 years of age.



Source: US Census Data, State of Wisconsin Demographic Services Center Projections

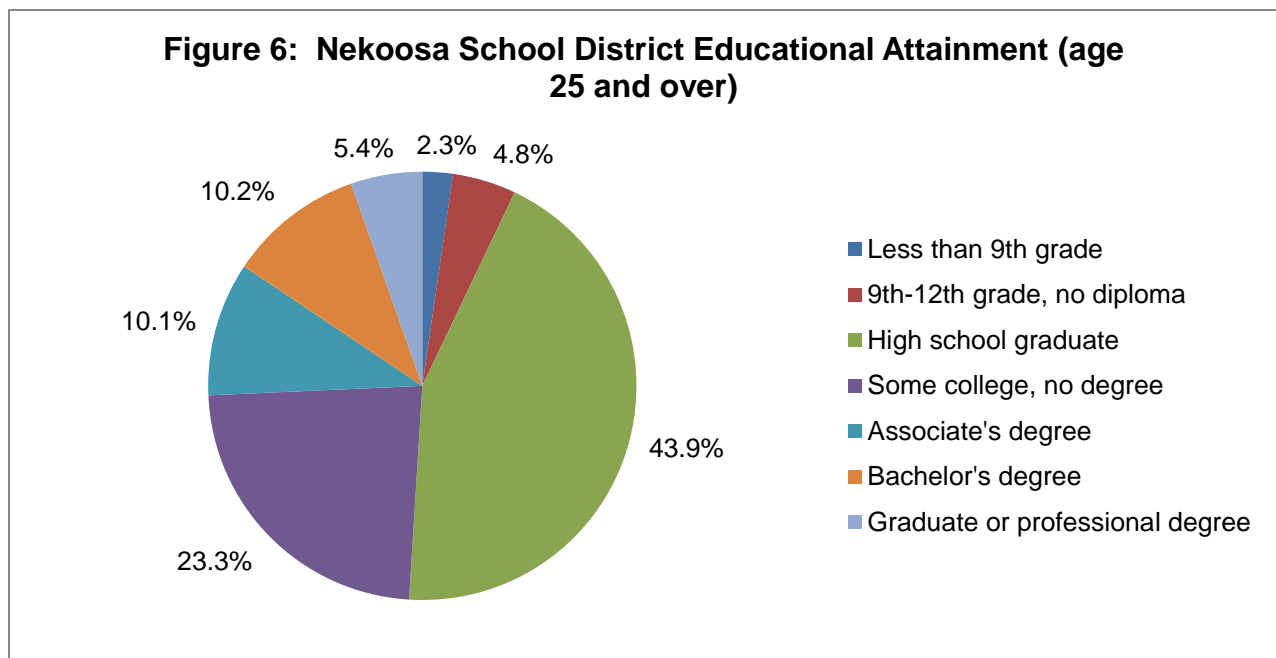


Source: American Community Survey 2013-2017

According to 2017 Census data, 93.0% of City of Nekoosa residents had a high school education or higher, as shown on Table 5. This was up 1.2 percent from 2010. Within the Nekoosa School District, the NCES estimated that in 2017 among adults that were 25 and older there were 5,963 total high school graduates in the District and 1,002 total bachelor’s degree recipients. Figure 6 shows the breakdown within the District, there were a total of 92.8 percent high school degree holders or higher and 15.6 percent bachelor’s degree graduates or higher.

Table 5: Educational Attainment in Minor Civil Divisions/School District (25 and over)							
Educational Attainment	City of Nekoosa	Town of Armenia	Town of Port Edwards	Town of Rome	Town of Saratoga	Village of Port Edwards	Nekoosa School District
Less than 9 th Grade	1.3%	6.8%	3.5%	1.2%	1.8%	2.0%	2.3%
9 th to 12 th Grade, No Diploma	5.7%	11.0%	8.2%	4.1%	3.7%	3.2%	4.8%
High School Graduate	47.5%	46.7%	49.9%	39.3%	41.2%	32.8%	43.9%
Some College, No Degree	19.5%	16.1%	21.2%	24.1%	27.2%	25.2%	23.3%
Associates Degree	13.6%	5.5%	8.8%	7.3%	13.7%	11.7%	10.1%
Bachelor's Degree	8.4%	9.9%	7.0%	13.6%	8.1%	14.4%	10.2%
Graduate or Professional Degree	4.0%	4.0%	1.4%	10.4%	4.3%	10.7%	5.4%
Percent high school graduate or higher							
Percent high school graduate or higher	93.0%	82.2%	88.3%	94.7%	94.5%	94.9%	92.8%
Percent bachelor's degree or higher							
Percent bachelor's degree or higher	12.4%	13.9%	8.4%	24.1%	12.0%	25.1%	15.6%

Source: American Community Survey 2013-2017



Source: 2013-2017 American Community Survey

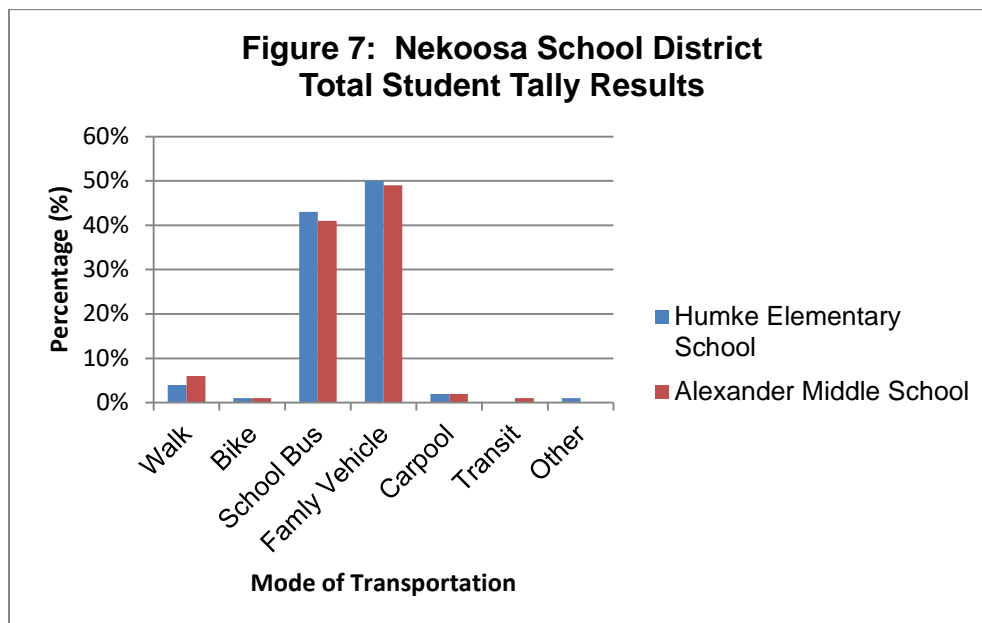
CHAPTER 2: EXISTING CONDITIONS

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 November of 2019 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). In the student tally, homeroom teachers documented how students got to and from school and had opportunity to note other relevant comments. Humke Elementary School collected student tallies from 16 classrooms and there were a total of 547 morning trips and 548 afternoon trips. Data was collected from 20 classrooms and there were 683 morning and 676 afternoon trips total for Alexander Middle School. Student tallies occurred over a two-day period, so one student would equal four trips if they attended both days. However it is possible that some students attended only one day due to illness or absence.

Student tally results for Humke Elementary School and Alexander Middle School can be seen in Figure 7. The majority of children from both the elementary school and the middle school ride in the family vehicle to and from school followed by the school bus. There are a small percentage of students that walk and bike, primarily in the afternoon. Tallies and surveys were administered to establish base line data, provide recommendations and compare future progress.

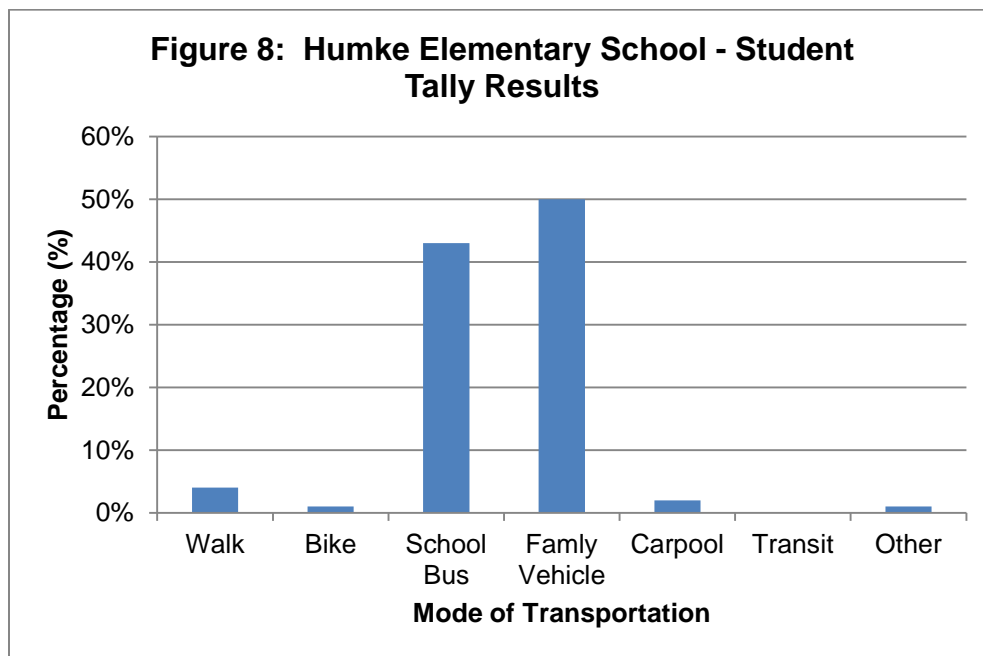


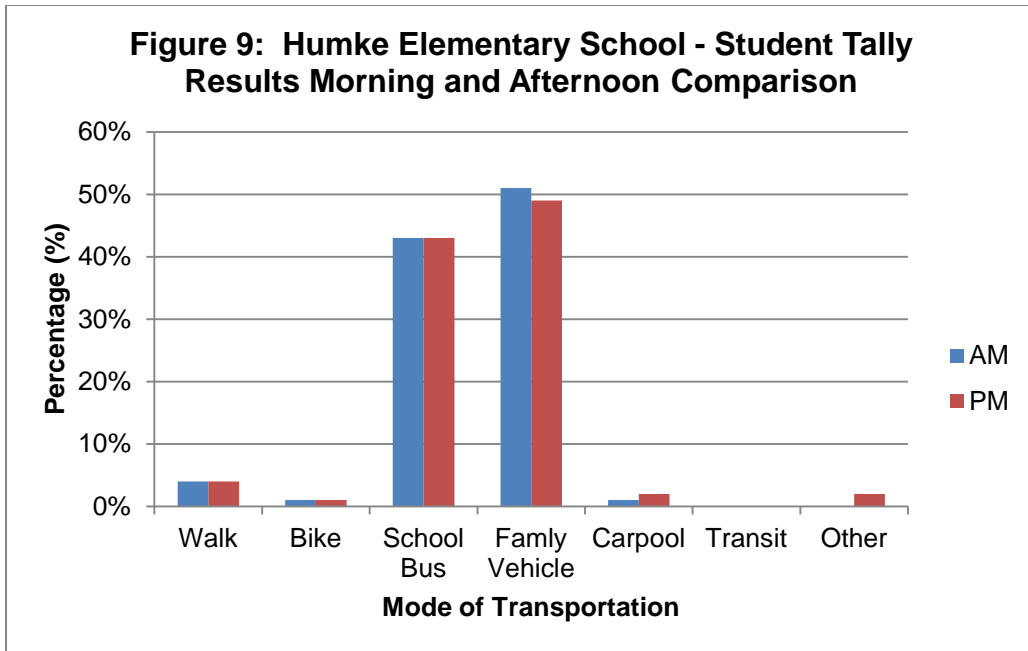
Humke Elementary School Student Tally

The majority of students attending Humke Elementary School are students in 4-year kindergarten through 3th grade. The primary mode of transportation for these students is family vehicle followed by school bus.

- **Modes of Travel by Humke Elementary School Students:**
1. Family Vehicle (50%)
 2. School Bus (43%)
 3. Walk (4%)

Table 6: Humke Elementary School – Student Tally Results			
Mode	Average Percentage	Morning	Afternoon
Walk	4%	4%	4%
Bike	1%	1%	1%
School Bus	43%	43%	43%
Family Vehicle	50%	51%	49%
Carpool	2%	1%	2%
Transit	0%	0%	0%
Other	1%	0%	2%





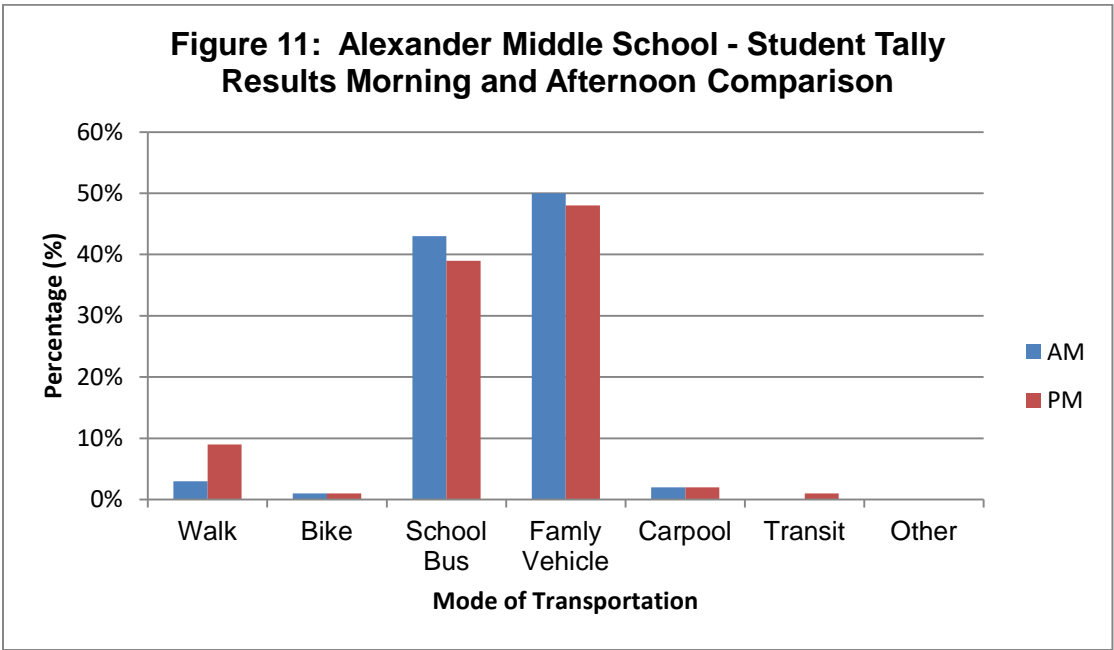
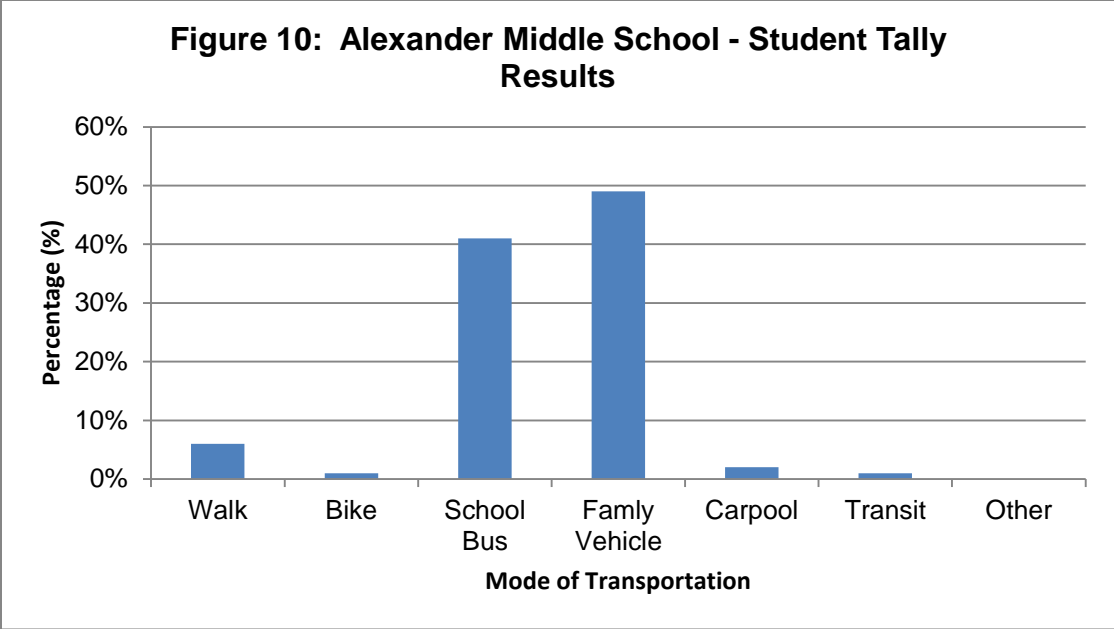
Alexander Middle School Student Tally

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

➤ **Modes of Travel by Alexander Middle School Students**

1. Family Vehicle (49%)
2. School Bus (41%)
3. Walk (6%)

Table 7: Alexander Middle School – Student Tally Results			
Mode	Average Percentage	Morning	Afternoon
Walk	6%	3%	9%
Bike	1%	1%	1%
School Bus	41%	43%	39%
Family Vehicle	49%	50%	48%
Carpool	2%	2%	2%
Transit	1%	0%	1%
Other	0%	0%	0%



PARENT SURVEY OVERVIEW

While student tallies were being coordinated at school, parent surveys were sent home 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 52 parent surveys collected for Humke Elementary School and 64 for Alexander Middle School. Expanded parent survey results can be seen in Attachment B.

Humke Elementary School Parent Survey

Figure 12 shows that 61 percent of parents report living over 2 miles from the school, the remaining 39 percent of the respondents are under the 2 mile radius and are being addressed in this SRTS Plan. Correspondingly, Figure 13 indicates that the most significant barrier reported by parents preventing them to allow walking or biking is distance, followed by the amount and speed of traffic along the route.

- **Factors cited most by parents prohibiting biking/walking:**
 1. Distance (70%)
 2. Amount of traffic along route (58%)
 3. Speed of traffic along route (51%)
 3. Safety of intersections and crossings (49%)
 3. Weather or climate (47%)

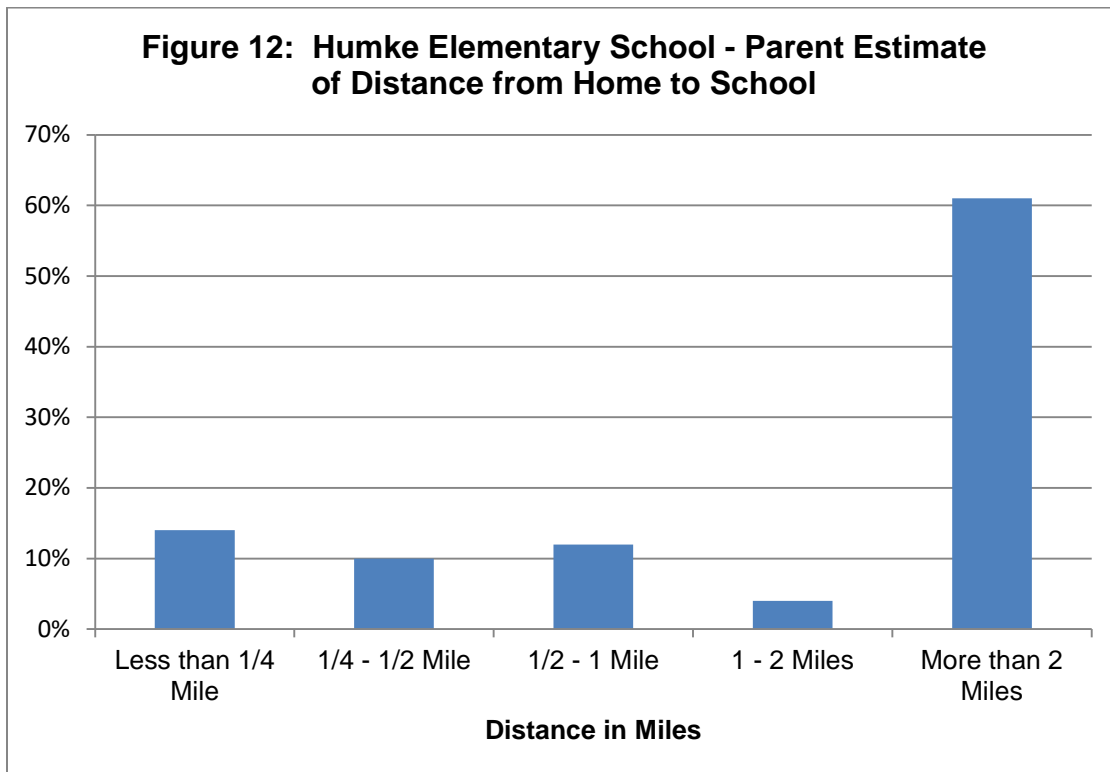


Figure 13: Humke Elementary School - issues reported by parents that affect their decision to not allow walking or biking

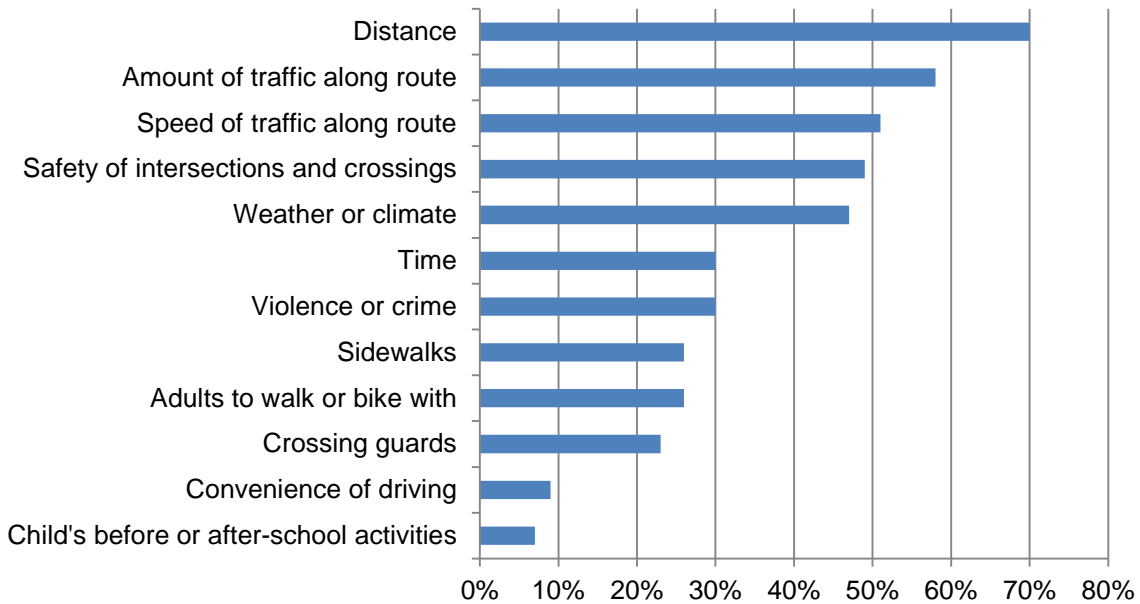
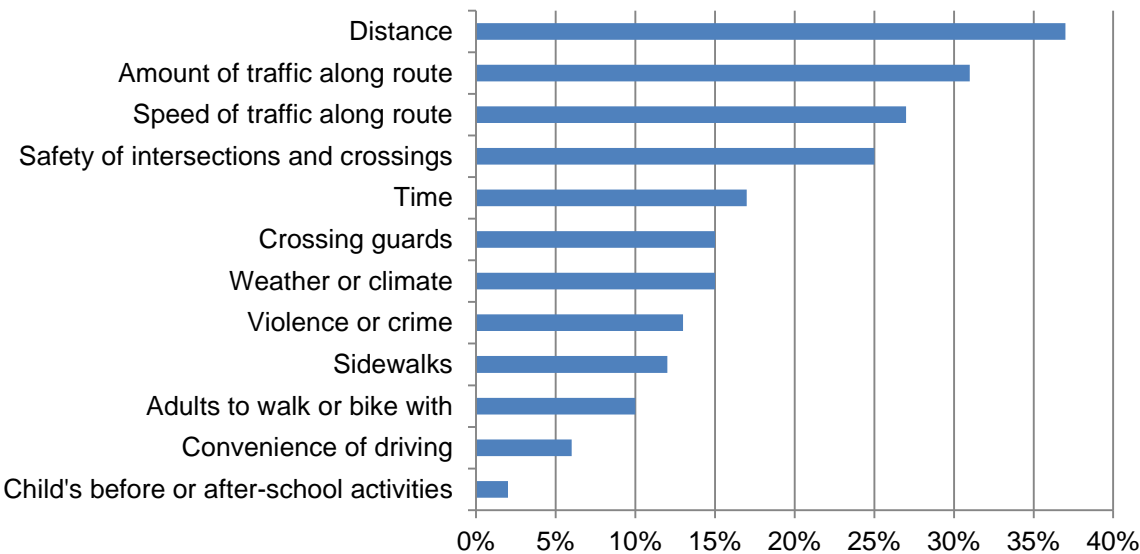


Figure 14: Humke Elementary School - parents probably would allow walking/biking if this issue were improved



Parents cited the variables in Figure 14 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 and speed of traffic, safety of intersections and crossings, and methods of incenting students for their time.

Proposed changes most cited by parents that would cause them to allow biking/walking

1. Distance (37%)
2. Amount of traffic along route (31%)
3. Speed of traffic along route (27%)
4. Safety of intersections and crossings (25%)
5. Time (17%)

Alexander Middle School Parent Survey

Figure 15 indicates that 60 percent of parents reported to live more than 2 miles from the middle school. Therefore, 40 percent of students are included in the targeted study area. Similarly, 82 percent of parents report that distance is the most commonly cited factor in preventing permitting walking and biking to school, see Figure 16.

➤ Factors cited most by parents prohibiting biking/walking:

1. Distance (82%)
2. Amount of traffic along route (48%)
2. Weather or climate (48%)
3. Speed of traffic along route (45%)
4. Safety of intersections and crossings (41%)

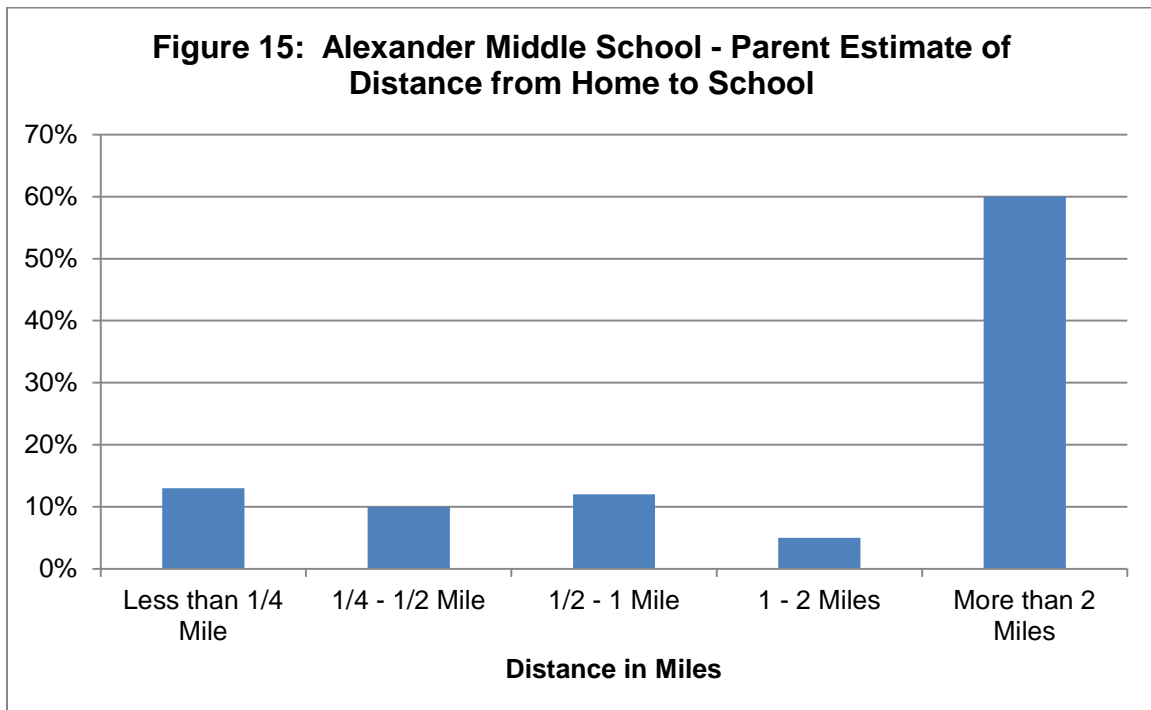


Figure 16: Alexander Middle School - issues reported by parents that affect their decision to allow walking/biking

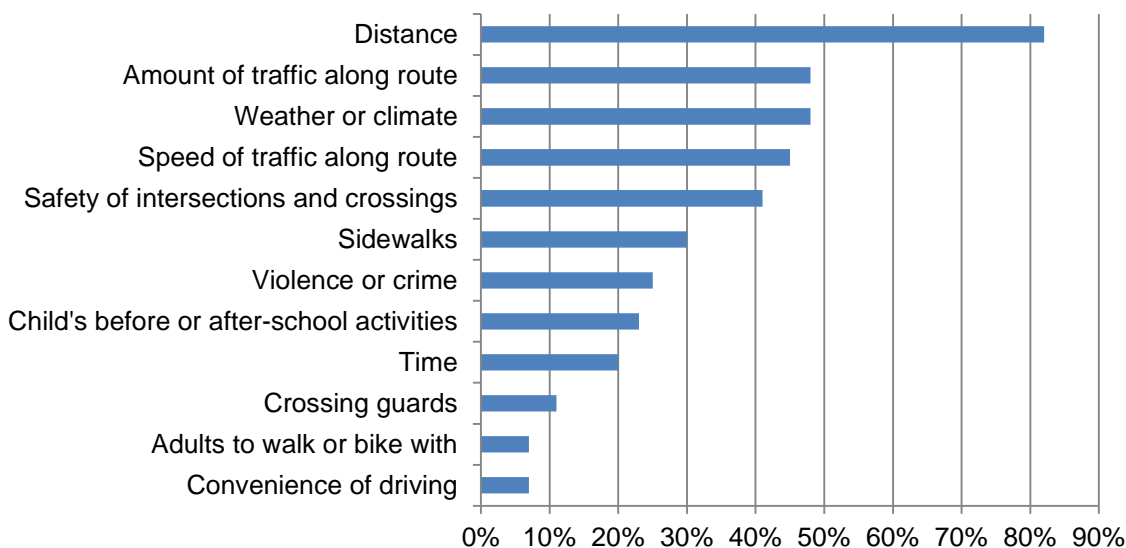
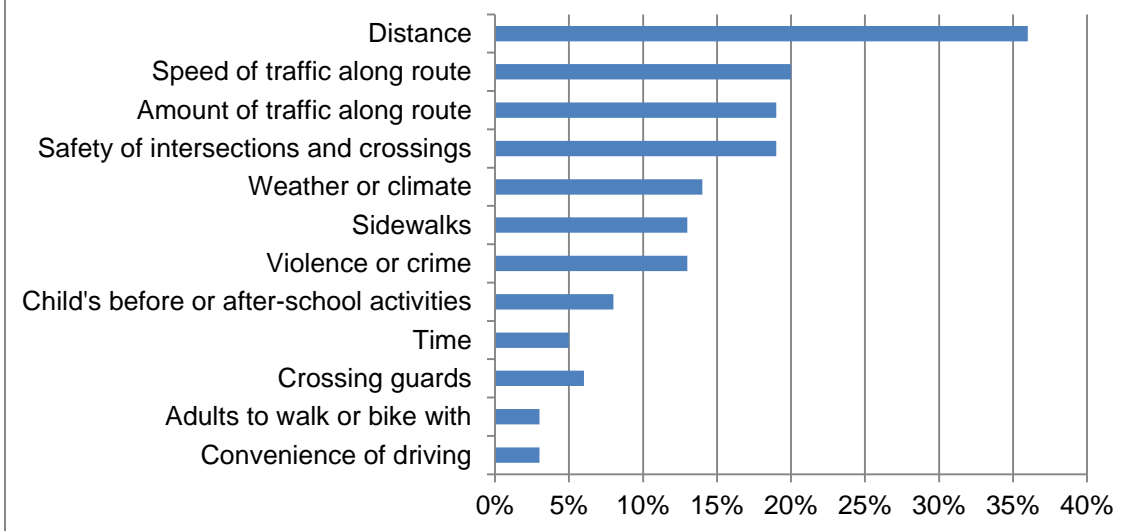


Figure 17: Alexander Middle School - Parents Probably Would Allow Walking/Biking if This Issue Were Improved



Parents cited the factors in Figure 17 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 the speed and amount of traffic, safety of intersections/crossings, and methods to address parental concerns regarding weather.

- **Proposed changes most cited by parents that would cause them to allow biking/walking**
 1. Distance (36%)
 2. Speed of traffic along route (20%)
 3. Amount of traffic along route (19%)
 3. Safety of intersections and crossings (19%)
 4. Weather or climate (14%)

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 Nekoosa 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 Map 3.

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.

There was also an observation of after school pick-up at both Humke Elementary School and Alexander Middle School. Alexander Middle School has the advantage of newer infrastructure and adequate space for parking and circulation. This school has an excellent system in place to separate bus queuing, vehicle queuing, and pedestrian traffic. Humke Elementary is much more congested with students being released at the northeast corner of the building with students and parents crossing in the middle of the roadway at various points. This arrangement creates circumstances that are unsafe for pedestrians.

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: December 12, 2019

The School District and community as a whole are very supportive of increasing walking and biking among the student population. The Task Force echoed this sentiment and is highly supportive of student walking and biking. The most significant barrier they identified was it simply not being a regular habit. Therefore, encouragement strategies are viewed to be high priority items in conjunction with this plan.

Traffic concerns were viewed as significant including problematic intersections and the need for sidewalks. It was also noted that students coming from east of the Wisconsin River have no safe pedestrian access until they arrive at the bridge. There is an interest in creating trails through the forested area south of the schools so students could safely get from school to school. There is a significant amount of congestion north of Humke Elementary School. Strategies to reduce this congestion were discussed. The need for a crossing guard study was identified to analyze the effectiveness of the present crossing guard locations.

Meeting 2: February 4, 2020

At this meeting the Task Force discussed various strategies and recommendations that would be most beneficial to include in the Plan. Educational strategies including continuation of the successful in-school bicycle rodeo were discussed. The school has explored the creation of an inter-connected multi-use trail system that would connect Alexander Middle School, Nekoosa High School, and Humke Elementary School. There is also a need for additional sidewalks and high visibility crosswalks.

There is a great deal of congestion at Humke Elementary School at pick-up and drop-off times. A variety of options to reduce congestion were discussed including staffing the intersection of Crestview Ln. and S. Section St. with a crossing guard, directing parents to use the crosswalks and sidewalks, and enhancing the intersection with high visibility crosswalks. Prohibiting parking along Crestview Ln. and S. Section St. was also discussed.

Encouragement strategies have great potential within this school district. The schools are in prime locations, as they are traditional neighborhood schools. Additionally, most existing infrastructure in the City of Nekoosa is satisfactory. The creation of a walking/biking club and exploring the idea of a walking school bus were all discussed. Enforcement strategies for speed reduction along Crestview Ln., S. Section St., and Market St., including radar speed feedback signs, flashing school zone beacons, and use of the portable speed trailer were considered.

Following the second meeting, the Task Force shared the draft recommendations with the City Public Works Committee and the School Board. In this way, both entities had an opportunity to convey any potential comments and/or concerns.

Meeting 3: May 28, 2020

The third meeting was held virtually. At this meeting, the Task Force discussed some options for either bicycle paths or multi-use paths around the schools. They preferred the idea of a multi-use path along Crestview Lane from Birch St. to S. Section St., along S. Section St. from Crestview Ln. to Fairview Ln., and along Fairview Ln. from S. Section St. to Waterworks Rd. They preferred multi-use paths to bike lanes because they provide more student safety and do not displace on-street parking for the many residences located along these routes.

The group also noted that the intersection of Market St. and S. Section St. is especially problematic. They agreed to add the recommendation to add a Rectangular Rapid Flash Beacon (RRFB) in addition to retaining the crossing guard that is presently stationed at this intersection. This would provide additional safety for students walking from home and also for students crossing to the baseball diamonds and splash pad north of this intersection. The group also nominated a chairperson to conduct the Task Force meetings going forward.

Adoption

The Nekoosa Safe Routes to School Plan was adopted by resolution by the Nekoosa School Board on July 7, 2020, during a joint session between the Nekoosa School Board and the City of Nekoosa Public Works Committee. At this meeting the City of Nekoosa Public Works Committee made a recommendation that the Nekoosa City Council adopt the Plan. The Plan was adopted by resolution by the Nekoosa City Council on July 14, 2020. Adoption documents can be found in Attachment C.

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 unusual 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. Nekoosa does have a very detailed UHT plan in place and it identifies the following unusual hazard areas in which busing services are offered:

Identified Unusual Hazard Areas

Humke Elementary School

- Section St., south of Glendale Ln. to Lynn Hill Rd. including Hillcrest Ln., Peckham Rd. and Sunny Ridge Cir.
- Point Basse Ave. south of Hillcrest Ln. to Sheila Ln.
- Lynn Hill Rd. east and west of Section ST.
- Cranmoor Rd. west of Cedar St. including Aarons Ln.
- STH 73 east of bridge
- Church Ave. east of STH 73
- Edgewood Ln. & Tesserville Rd.

Alexander Middle School

- STH 173 to Kimball Ave.
- CTH G to Kimball Ave.
- CHT JJ to 2nd curve including Harley Ln.
- Cranmoor Rd. west of Cedar St. including Aarons Ln.
- Section St. south of Glendale Ln. to Lynn Hill Rd., including Hillcrest Ln., Peckham Rd., and Sunny Ridge Cir.

- Point Basse Ave., south of Hillcrest Ln. to Lynn Hill Rd.
- STH 73 east of bridge
- Church Ave. east of STH 73
- Edgewood Ln. & Tesserville Rd.

Bike Racks

There is a bike rack located near the south side of the bus queuing area at Humke Elementary School. In addition there are several bike racks located on the southwest side of Alexander Middle School. Although the bike racks do not meet current bike rack design guidelines (Attachment D), they all have good placement.



Alexander Middle School Bike Racks

Crossing Guards

Adult crossing guards are usually assigned at heavily traveled intersections. 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. Nekoosa has two crossing guards. One is at the intersection of Wood Ave. and S. Section St. and one is at the intersection of Market St./STH 173 and N. Section St. The crossing guards are paid by the City of Nekoosa.

In addition to the two paid crossing guards, two Alexander Middle School teaching staff members assist with two school campus intersections. One is the northwest parking lot intersection and one is at the parking lot entrance and Birch Street. A crossing guard

study was done in conjunction with this plan to determine if the crossing guard placement was sufficient.

Student Safety Patrols

There is no student safety patrol program in the Nekoosa School District.

In-School Bicycle Rodeo

The School Safety Officer has organized a lead a very successful in-school bicycle rodeo on an annual basis. At this event, students stop at various stations where a variety of topics are covered. Station one includes information on how to turn and stop quickly while maintaining control of the bicycle. Station two covers how to look over your shoulder while continuing to ride in a straight line. Station three involves proper bicycle handling techniques. The fourth station is devoted to traffic safety and includes how to ride in crosswalks and intersections, how to pull out of blocked driveways, obeying stop signs, and riding with traffic.












Physical Education “Wheels Unit”

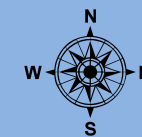
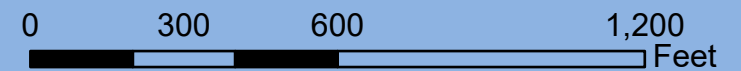
Alexander Middle School provides a “Wheels Unit” as part of their Physical Education curriculum. This unit has a cardiovascular focus. The school provides rollerblades and there are some bicycles available as well. Students can also bring their own bicycles or scooters if they wish. The Physical Education teachers set up an obstacle course and demonstrate controlled use of the wheeled method of transportation that they choose. In the Adaptive Physical Education course, there is a heavy focus on road safety as well.

Map 3A Site Assessment

Nekoosa Safe Routes To School Humke Elementary School

Legend

-  Sidewalks
-  Alexander Middle School
-  Humke Elementary
-  Nekoosa High School
-  Bike Rack
-  Crossing Guard
-  Parking
-  Parking Flow Direction
-  School Entrance
-  15 mph School Speed Limit
-  Water

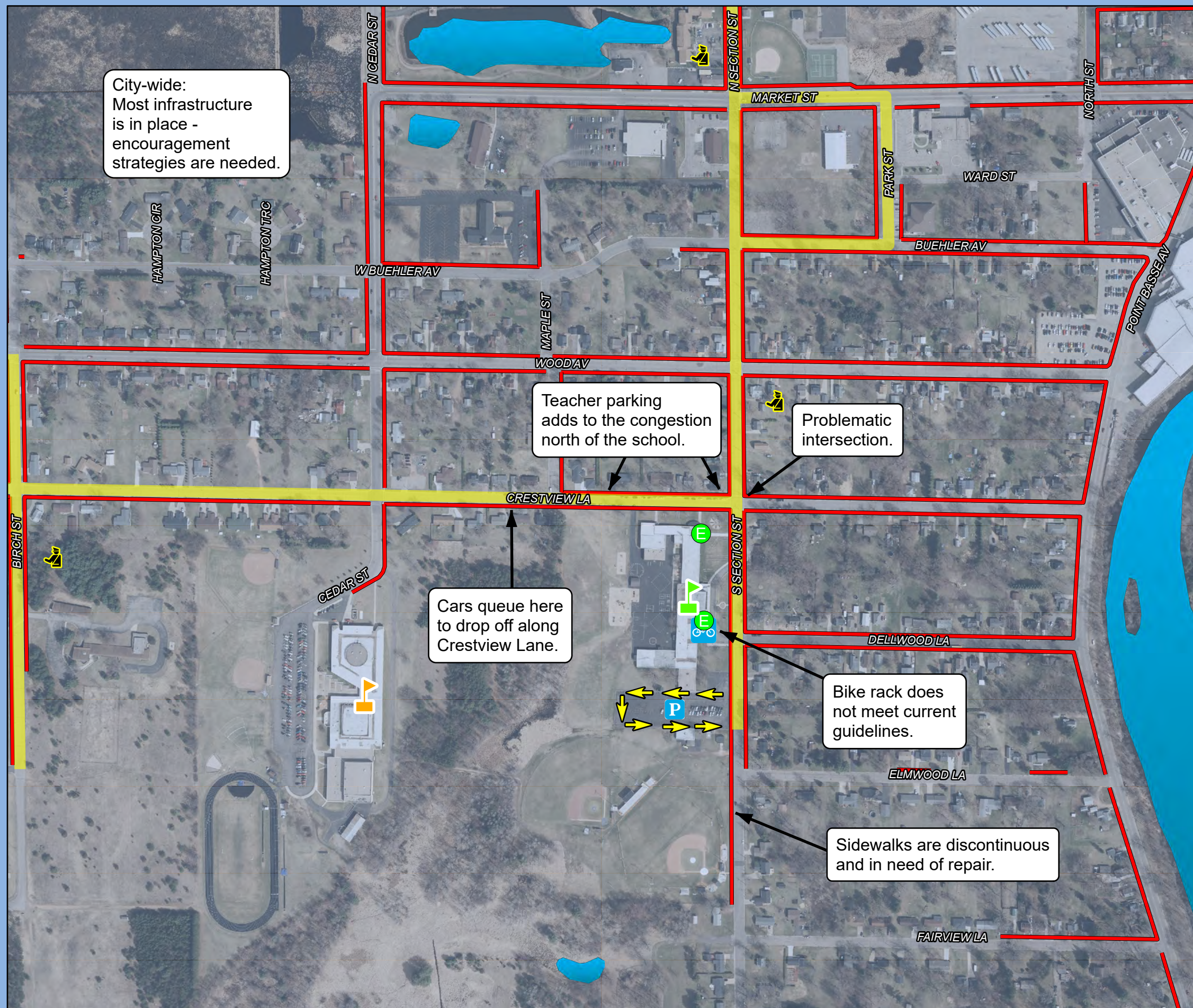


Source: WI DNR, NCRWPC, Wood Co
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCRWPC is not responsible for any inaccuracies herein contained.



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



City-wide:
Most infrastructure
is in place -
encouragement
strategies are needed.

Teacher parking
adds to the congestion
north of the school.

Problematic
intersection.

Cars queue here
to drop off along
Crestview Lane.










Bike rack does
not meet current
guidelines.

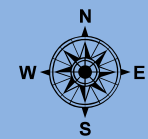
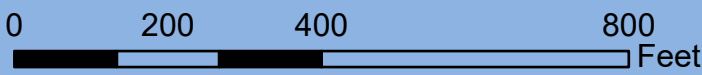
Sidewalks are discontinuous
and in need of repair.

Map 3B Site Assessment

Nekoosa Safe Routes To School Alexander Middle School

Legend

-  Sidewalks
-  Alexander Middle School
-  Humke Elementary
-  Nekoosa High School
-  Bike Rack
-  Crossing Guard
-  Parking
-  School Entrance
-  15 mph School Speed Limit

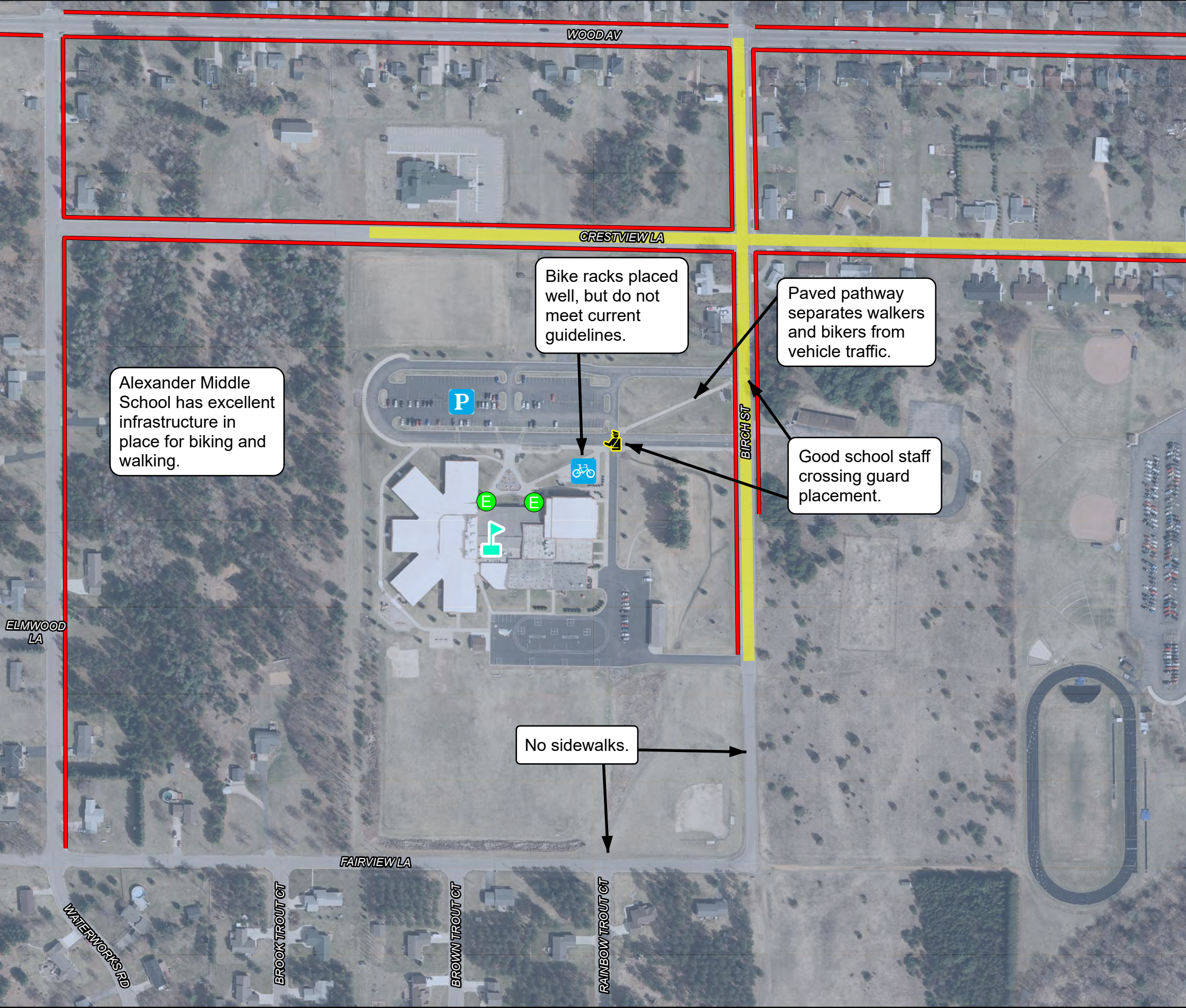


Source: WI DNR, NCWRPC, Wood Co
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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



TRAFFIC COUNTS

The vast majority of traffic in the area comes through on State Highways 73 and 173. Alexander Middle School is less than two blocks from STH 173 and Humke Elementary is located three blocks from STH 173. Therefore, this roadway presents the most significant barrier to walking and biking to and from school. Table 8 displays traffic count data within a half mile radius of the schools. There were decreases in traffic volume in all areas that were counted.

The noted intersection nearest the school sites was that of STH 173 between Birch Street and Cedar Street, and there was a 7.9 percent decrease in volume from 2005 to 2017. However, the reported 3,500 AADT remains a fairly significant volume especially in such close proximity to the schools. In addition, 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 this SRTS Plan and are within a half mile buffer include:

Table 8: Traffic Volumes			
Street	AADT 2005	AADT 2017	Percent Change
STH 173 Wood Ave. btwn. Birch St. & Cedar St. Nekoosa	3,800 AADT	3,500 AADT	-7.9%
STH 173 Market St. btwn. Section St. & Park St. Nekoosa	6,100 AADT	4,900 AADT	-19.7%
Street	AADT 2008	AADT 2014	Percent Change
STH 173 Market St. btwn. Cedar and Section Nekoosa	3,800 AADT	3,500 AADT	-7.9%
Wood btwn. Point Basse Ave. & S. Section St. Nekoosa	860 AADT	820 AADT	-4.7%

Source: 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 nine total bicycle crashes and three total pedestrian crashes that occurred in areas near the schools since 2000.

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 DT4000. A reportable crash is one that results in injury or death of any person, any damage to government owned property of \$200 or more, or private property damage of \$1,000 or more. However, it is important to highlight some shortcomings:

1. *Some studies indicate that as few as ten percent of all bicycle crashes 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.*

Crashes from 2000 to 2018 within a half mile radius are shown in Table 9. Reducing bicyclist and pedestrian traffic injuries and fatalities can be accomplished through safety and education efforts.

Address	Type	Date
Wood Ave. & Cedar St.	Bicycle	5/13/13
Market St. & Section St.	Pedestrian	5/9/00
Market St. & Park St.	Pedestrian	4/15/15
Market St. & North St.	Bicycle	11/6/15
Market St. & North St.	Bicycle	6/14/08
Market St. & Point Basse Ave.	Bicycle	6/23/15
Market St. & Point Basse Ave.	Bicycle	8/29/01
Birch St. & Crestview Ln.	Bicycle	4/8/05
Cedar St. & Crestview Ln.	Bicycle	11/28/11
Cedar St. & Crestview Ln.	Bicycle	5/27/10
Crestview Ln. & Section St.	Bicycle	8/15/01
Point Basse Ave. & Buehler Ave.	Pedestrian	6/4/18

Source: Wisconsin Department of Transportation

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. Previous chapters identified background information about the school and municipality, analyzed student and parent data, including quantifying attitudes toward walking and biking. Additionally Task Force outcomes were summarized and existing conditions were assessed.

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).

Chapter 4 contains SRTS Action Plans for each school that assigns responsibility and provides specifics about the timeframe for completion. Map 5 shows the location of physical recommendations.

Education

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

Issue: Need for Education about Safe Pedestrian and Bicyclist Practices

Nekoosa is an active and vibrant community that is highly supportive of walking and biking. However, like most communities, the City has followed the national trend of far fewer students walking and biking to and from school in favor of the family vehicle. With student safety being a top priority, it is essential to educate students, parents, and drivers about safe practices with regard to walking and biking. This will lead to valuable lifelong habits among both those that are currently walking and biking and among those that will in the future.

The “Resources” webpage has various support materials for a successful Safe Routes to School program: <https://www.ncwrpc.org/wood/nekoosa/srts/resources.html>

Recommendations:

- Consider integrating NHTSA teaching curriculum into classroom instruction.
- Distribute National SRTS/NHTSA educational materials to students and parents reinforcing how to walk and bike safely (see “Resources” webpage).
- Continue the “Wheels Unit” program with possible enhancements including:
 - Middle School Bicycle Mechanics Program (Attachment E),
 - Middle School physical education bicycle unit,
 - Addition of Walk or Bike across America program.
- Continue In-School Bicycle Rodeo on an annual basis.

- Consider facilitating Wisconsin Bike Fed Programs such as “Bike Camp” (2 week summer program), “Walking Wisdom” (2 hour course), or Bike Driver’s Ed (10 hour course); (see “Resources” webpage).

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.

Note: Any recommendations for STH 173 require WisDOT permits.

Issue: Need for Pedestrian and Bicycle Safety

The speed of traffic, amount of traffic, and safety of intersections and crossings were among the top concerns of parents. The City of Nekoosa is safe on the whole and the existing infrastructure is adequate. However, there are justifiable concerns that could be readily addressed through infrastructure improvements. The following measures would create much safer routes for pedestrians and bicyclists:

Recommendations:

Intersection Treatment

- Install Rectangular Rapid Flash Beacon (RRFB) for pedestrians crossing north and south at S. Section St. and Market St.
- Install high visibility crosswalks on north and south sides (and continue east side) of S. Section St. & Market St. (STH 173).
- Maintain crossing guard presence at this intersection.

Crosswalks

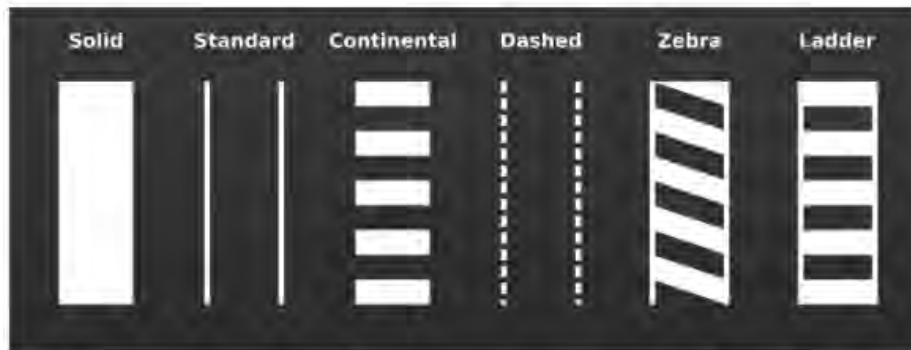
- Remove crosswalks at the following locations to direct pedestrians north or south to cross at a designated intersection and prevent students from darting across the street:
 - Diagonal crosswalk at Birch St. & Alexander Middle School exit
 - South crosswalk at Birch St. and Alexander Middle School entrance

High Visibility Crosswalks

- Install high visibility crosswalk and pedestrian crossing signage at the following intersections:
 - West, south, and east sides of Crestview Ln. & S. Section St.
 - West side of Birch St. & Alexander Middle School entrance

- West, south, and east sides of Crestview Ln. & Birch St.
- All four sides of Birch St. & Wood Ave.
- East and south sides of S. Cedar St. & Crestview Ln.
- All four sides of S. Section St. & Wood Ave.

Figure 18: Crosswalk Styles



Source: FHWA

WisDOT approved high visibility crosswalks are continental, zebra, and ladder.

Sidewalks

- Sidewalks near the schools should be evaluated for safety and walkability and repaired as needed.
- Install new or replacement sidewalks at the following locations to allow for increased walkability:
 - West side of S. Section St. north of Fairview Ln. to Glendale Ln. and connect two existing sidewalk sections south of Elmwood Ln.
 - East side of S. Section St. from Crestview Ln. to Glendale Ln. (evaluate existing section for suitability and determine if replacement is needed)
 - West side of Birch St. from Wood Ave. to Buehler Ave.
 - West side of Birch St. from Alexander Middle School to Fairview Ln.
 - Finish gaps on north and south sides of W. Third St. from North St. to N. Section St.
 - North side of eastern Fairview Ln. from S. Section St. to Point Basse Ave.
 - North side of Elmwood Ln. from S. Section St. to Point Basse Ave.
 - North side of Glendale Ln. from S. Section St. to Point Basse Ave.
 - North side of Buehler Ave. from S. Cedar St. to S. Section St.
 - Both sides of Crestview Ln. from S. Section St. to Point Basse Ave.

Multi-Use Paths

- Create a ten foot paved multi-use path on the north or south side Fairview Ln. from Waterworks Rd. to S. Section St. to provide an interconnected pathway between all three schools. This would afford students an alternative means to

travel from school to school and would separate them from new and existing roadways.

- Create a ten foot multi-use path on either side of Crestview Ln. from Birch St. to S. Section St. to allow students to bike safely along this busy school corridor.
- Create a ten foot multi-use path along Section St. from Fairview Ln. to Crestview Ln. to create interconnectivity between Crestview Ln. and Fairview Ln. and provide safe bicycle access to the baseball diamond.

Bike Racks

- Replace old style bike racks at both schools with new “two points of contact” bike rack per Attachment D guidelines.

New Parking Lot

- Although not SRTS grant eligible, consider conducting a parking study to determine the best design for construction of a new parking lot west of Humke Elementary School to create additional parking and vehicle queuing. This would separate vehicles from pedestrians and reduce pick-up and drop-off congestion on Crestview Ln. north of Humke Elementary School.

New Roadway to Improve Bus Circulation

- Although not SRTS grant eligible, consider the construction of a new roadway to connect Fairview Ln. south of Alexander Middle School to eastern Fairview Ln. near Humke Elementary School with a connection to the Nekoosa High School parking lot so that buses can exit south onto Birch St. from the Alexander Middle School bus lane and south onto S. Section St. from the Humke Elementary School bus lane. This would allow buses to travel among the three schools separate from vehicles, pedestrians, and bicyclists who generally travel north of the schools.

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: Reluctance to Allow Walking and Biking

There is some general reluctance to allow walking and biking due to an array of factors including traffic speed and volume, safety of intersections, sidewalks, and weather. Assisting parents and caregivers to overcome these concerns and become more

comfortable with the idea of walking and biking will lead to an increase in the number of students that walk and bike to school.

Recommendations:

- Plan an annual walk to school event. The school could use the tools provided on www.walkbiketoschool.org “How to plan a walk to school event in 7 days”. This could be done in conjunction with National Bike to School Day in May of each year or National Walk to School Day in October of each year.
- Consider creating a walking/biking club whereby students use punch cards with associated rewards.
 - Rewards may create motivation in students who are able to bike or walk, but are choosing to use the family vehicle.
 - This could include a Recess Rovers/Moving Miles program that could be facilitated during the school day and could help incorporate students that are unable to walk or bike because of distance.
- Possibly plan a Tuesday Travelers/Walking Wednesdays program that involves walking days (could be themed).
- Consider creating a “Walking School Bus” program either in the form of a more formalized program whereby an adult would supervise each route and walk with students, or a more informal program where routes are planned and promoted to student body families complete with times and locations. This could be in partnership with the Humke Involved Positive People Organization (HIPPO).

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: Need for Consistency and Accountability

Even after education, encouragement, and engineering measures have been instituted, it is still necessary to ensure that measures are being implemented consistently. This is the best way to ensure consistent behavioral changes among students, parents, and the community as a whole.

Recommendations:

- Continue crossing guard presence at Wood Ave. & S. Section St. and Market St. (STH 173) & N. Section St.
- Add crossing guard (could be in the form of support staff or a hired dedicated crossing guard) at Crestview Ln. & S. Section St.
- Continue maintaining school speed limit zone.
- Utilize school-owned portable speed trailer during walk or bike to school weeks and at other times throughout the year. Rotate the location of the trailer to problematic areas within the school speed zone area.

- Consider adding two flashing school beacons to the school speed zone signs at Market St. (STH 173) east of Section St. and west of Section St. to alert drivers to the school speed zone. Program beacon to flash during arrival and departure only.
- Consider adding two radar speed feedback signs at the school speed zone signs at Market St. (STH 173) east of Section St. and west of Section St. to make drivers more aware of their speed as they enter the school speed zone.

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 Nekoosa. However, it is imperative that student tallies and other measurement tools are utilized on an annual or semi-annual basis to determine if the suggestions that have been implemented 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:

- Nominate a Task Force Chairperson and conduct ongoing annual or semi-annual meetings to determine priorities, create a timeline for improvements, and measure outcomes.
- Continue conducting Student Tallies and Parent Surveys from the National Center for Safe Routes to School Data Collection System on a periodic basis to determine if the measures implemented have been successful. Adjust as needed, depending on results.



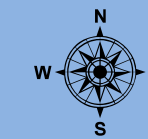
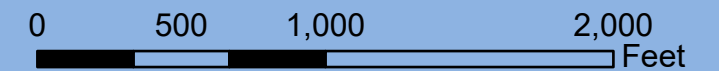
Alexander Middle School Parking Lot

Map 5 Physical Recommendations

Nekoosa Safe Routes To School

Legend

- Alexander Middle School
- Humke Elementary
- Nekoosa High School
- Proposed High Visibility Crosswalk with Pedestrian Signage
- Intersection Treatment
- Add Flashing Beacon to School Speed Zone Sign
- Proposed 10' Paved Multi-use Path
- Proposed New Roadway
- Proposed Sidewalk
- Proposed Sidewalk Enhancement
- Sidewalks
- Crossing Guard
- Water

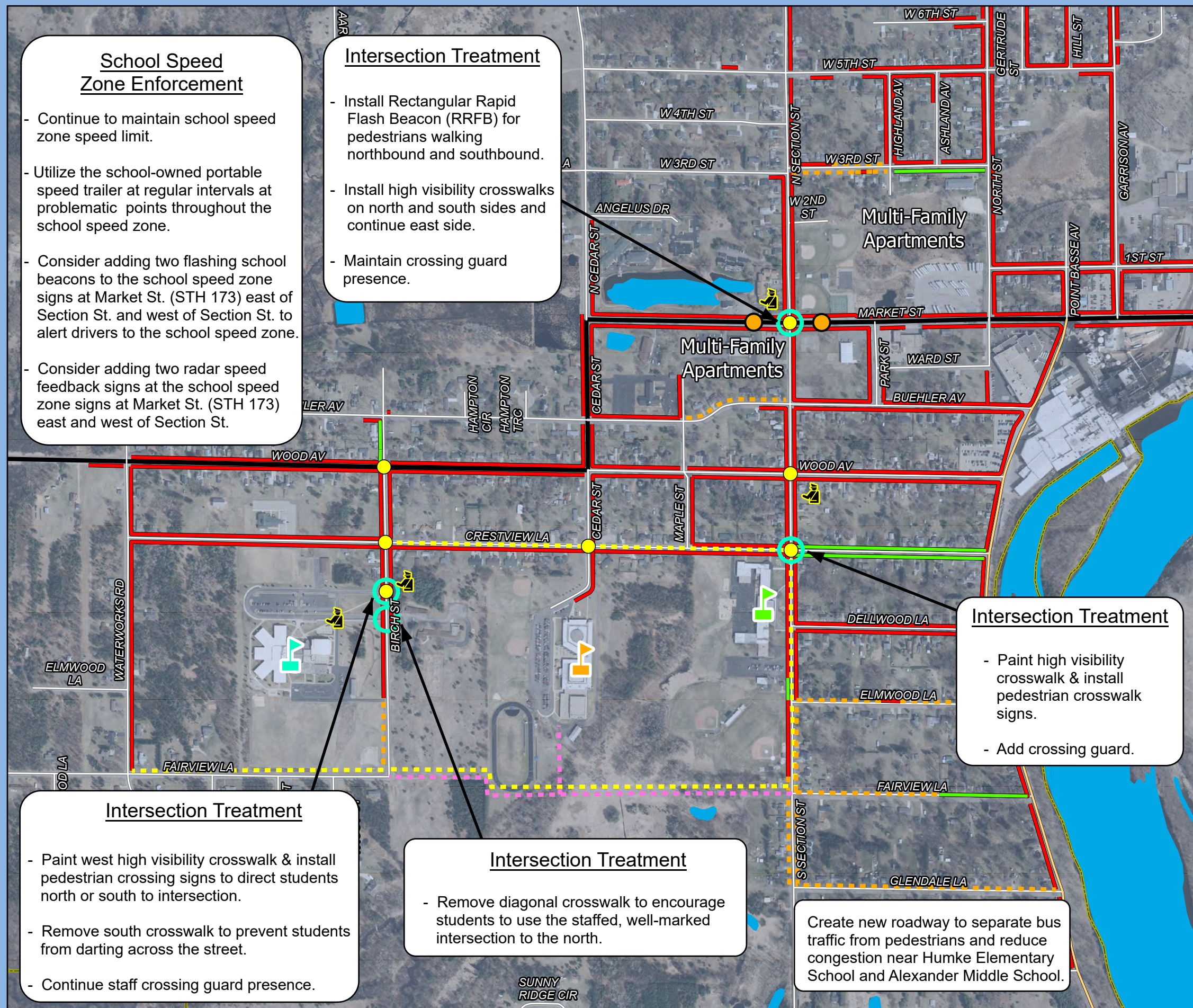


Source: WI DNR, NCWRPC, Wood Co
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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



School Speed Zone Enforcement

- Continue to maintain school speed zone speed limit.
- Utilize the school-owned portable speed trailer at regular intervals at problematic points throughout the school speed zone.
- Consider adding two flashing school beacons to the school speed zone signs at Market St. (STH 173) east of Section St. and west of Section St. to alert drivers to the school speed zone.
- Consider adding two radar speed feedback signs at Market St. (STH 173) east and west of Section St.

Intersection Treatment

- Install Rectangular Rapid Flash Beacon (RRFB) for pedestrians walking northbound and southbound.
- Install high visibility crosswalks on north and south sides and continue east side.
- Maintain crossing guard presence.

Intersection Treatment

- Paint high visibility crosswalk & install pedestrian crosswalk signs.
- Add crossing guard.

Intersection Treatment

- Paint west high visibility crosswalk & install pedestrian crossing signs to direct students north or south to intersection.
- Remove south crosswalk to prevent students from darting across the street.
- Continue staff crossing guard presence.

Intersection Treatment

- Remove diagonal crosswalk to encourage students to use the staffed, well-marked intersection to the north.

Create new roadway to separate bus traffic from pedestrians and reduce congestion near Humke Elementary School and Alexander Middle School.

CHAPTER 4: SCHOOL ACTION PLANS

This SRTS 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 School Action Plans have been created for each school. In this way, School District Administrators, teachers, and Task Force members can convey the plan highlights without having to distribute the entire Plan.

School Action Plans contain a brief description of the Safe Routes to School program, background information about each school, 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.

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.

These School Action Plans are included in the SRTS Plan. However, they 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 they would be appropriate to distribute to student families, potential community partnership groups (i.e. 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 Nekoosa Safe Routes to School Home Page under the "Resources" tab: <http://www.ncwrpc.org/wood/nekoosa/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.

THIS PAGE LEFT BLANK, INTENTIONALLY.



Humke Elementary School Action Plan

Nekoosa Safe Routes to School Program

July 2020

School

Demographics:

Enrollment: 298

Grades: K - 3rd grade

Start Time: 8:40 a.m.

End Time: 3:40 p.m.

Principal: Jon Sprehn

500 S. Section St.

Nekoosa, WI

SRTS Background Information 1

Survey Results and Existing Conditions 2

Site Assessment Map 3

Recommendations: The 5 E's 4

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 programs is to get students walking and biking safely to and from school.

Humke Elementary School Background Information

Humke Elementary School is located in Wood County on the corner of Crestview Lane and S. Section Street in the City of Nekoosa. The majority of students (50%) travel to and from school in the family vehicle. In comparison, an average of 5% of students travel to and from school on foot or bike. The top concerns of parents who do not allow their children to walk or

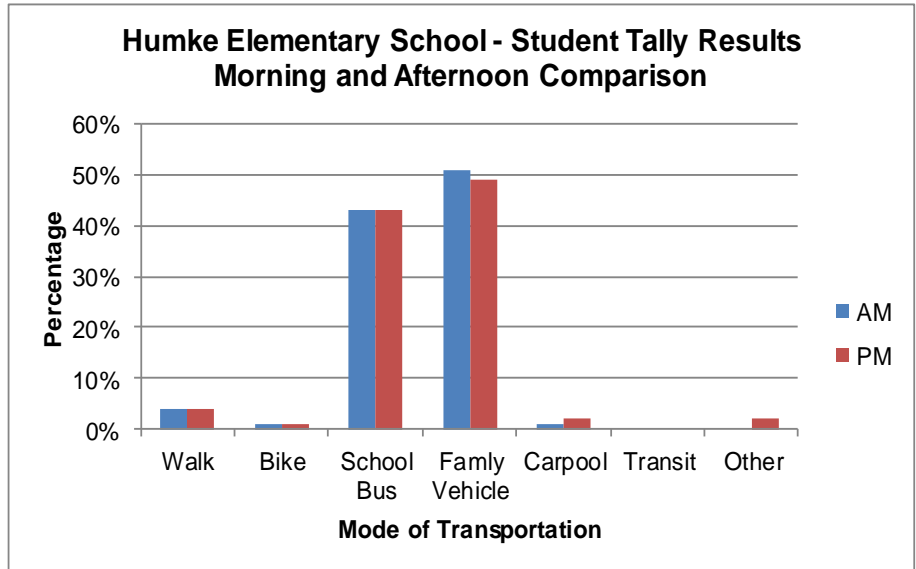
bike to school are distance from school, the amount and speed of traffic along the route, safety of intersections and crossings, and weather. The vast majority of traffic comes through the City on STH 73 and STH 173. Humke Elementary School is located three blocks from STH 173. The intersection of STH 173 between Birch St. and Cedar St. had an AADT of 3,500 in 2017.



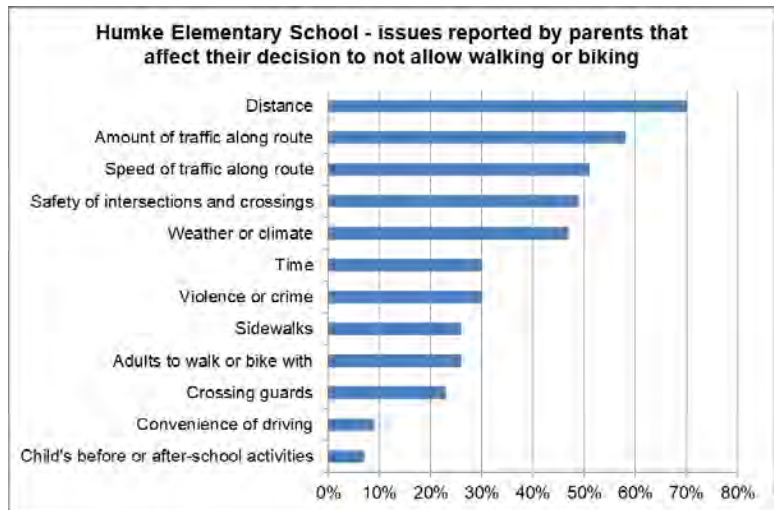


The family vehicle is the most commonly used mode of transportation by Humke Elementary School families.

The vast majority of students ride in the family vehicle (50%) compared with only 5% that bike or walk. Distance and amount of traffic are cited as the most common barriers by parents.



Survey Data Collected Fall of 2019



Survey Data Collected Fall of 2019

Community/Task Force

COMMUNITY

The City of Nekoosa is adjacent to the Wisconsin River and was founded around the lumber industry. The neighborhood areas immediately surrounding the school are laid out in a typical grid pattern. Humke Elementary School is in an excellent location, as it is situated near much of the community housing. The Elementary, Middle, and High Schools are in close proximity to one another, but at present are only connected by roadways. Much infrastructure is in place, however some additional sidewalks and intersection enhancements are needed. The community is supportive of increasing student walking and biking and reducing vehicle trips during pick-up and drop-off times.

TASK FORCE PRIORITIES

The Task Force is highly supportive of student walking and biking. The general consensus is that walking and biking is not viewed as a desirable option at present. Therefore, encouragement strategies were viewed as high priority. There are two City crossing guards and the Task Force identified the need for a crossing guard study to determine if the existing crossing guards are being sufficiently optimized. There was also discussion about trail and infrastructure improvements. Bus drop-off is currently separate from parent drop off. There are some issues with teacher parking to the north of the school as there is some inconvenience presented to teachers with the current parking lot on the south side of the school.



The Task Force was highly supportive of student walking and biking and made encouragement strategies a top priority.

Map 3A Site Assessment

Nekoosa
Safe Routes To School
Humke Elementary
School

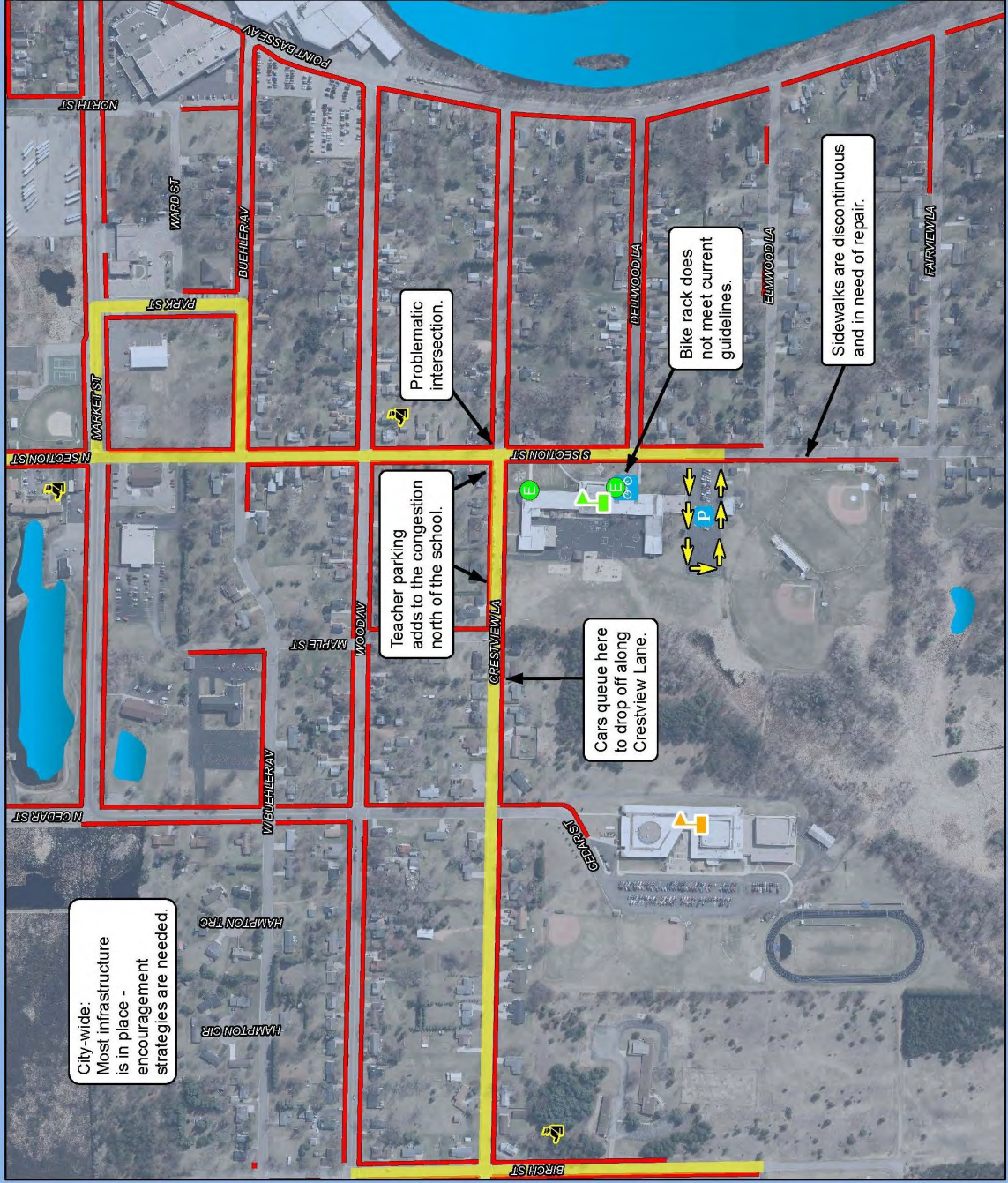
Legend

- Sidewalks
- Alexander Middle School
- Humke Elementary
- Nekoosa High School
- Bike Rack
- Crossing Guard
- Parking
- Parking Flow Direction
- School Entrance
- 15 mph School Speed Limit
- Water



Source: WIDNR, INCMRPC, Wood Co.
This map is neither a legally recorded map nor a survey
and is not intended to be used as one. This drawing is
intended for informational purposes only. INCMRPC is not responsible for
any inaccuracies herein contained.

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



**NORTH CENTRAL
WISCONSIN
REGIONAL
PLANNING
COMMISSION
(NCWRPC)**

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

*For detailed
recommendation
specifications see
complete SRTS Plan.*



SRTS Action Plan prepared by North Central Wisconsin Regional Safe Routes to School Program, July 2020. For additional information please contact Fred Heider or Carrie Edmondson, Regional SRTS Coordinators at 715-849-5510 or visit www.ncwrpc.org.

RECOMMENDATIONS TABLE

ACTIVITY	LOCATION	FUNDING	LEAD AGENCY (BOLD)	TIME FRAME
Education				
Consider integrating classroom curriculum to be administered by teachers	School classrooms	Free materials	School District	Short term
Distribute educational materials to parents and students found on the ncwrpc.org webpage under the resources tab	School to home	Free materials	School District	Short-term
Continue "Wheels Unit" program with program enhancements: -Bicycle Mechanics Program -Bicycle Education Unit -Walk or Bike Across America	School	School District	School District	Short term
Continue In-School Bicycle Rodeo	School	School District	School District	Ongoing
Consider Facilitating Wisconsin Bike Fed Program -Walking Wisdom (2 hour) -Bike Camp (2 week)	Communitywide	Walking Wisdom – free materials	School District or City	Medium term
Engineering				
Intersection Treatment -Install Rectangular Rapid Flash Beacon (RRFB) -Install high visibility crosswalks	S. Section St. and Market St.	City	City	Medium-term 1/22 TAP grant cycle
Remove crosswalks	Birch St. & AMS entrance Birch St. & AMS exit	City	City	Short term
Install high visibility crosswalks	Crestview Ln. and S. Section St.; Birch St. & AMS entrance; Crestview Ln. & Birch St.; Birch St. & Wood Ave.; S. Cedar St. & Crestview Ln.; S. Section St. & Wood Ave.; S. Section St. & Market St.	City	City	Short term
Evaluate and repair sidewalks	Sidewalks near the schools	City	City	Medium term
Install sidewalks	S. Section St.; Birch St.; W. Third St.; eastern Fairview Ln.; Elmwood Ln.; Glendale Ln.; Buehler Ave.; Crestview Ln.	City/TAP Grant 80/20	City	Medium term 1/22 TAP grant cycle
Create multi-use path	North or south side of Fairview Ln., Crestview Ln.; S. Section St.	School District/ TAP Grant 80/20	School District	Medium term 1/22 TAP grant cycle
Install bicycle rack	AMS and HES	School District	School District	Medium term
Install new asphalt parking lot	West of HES	School District	School District	Long term
Consider construction of a new roadway to improve bus circulation	Connect Fairview Ln. south of AMS to Fairview Ln. near HES	School District	School District	School District
Encouragement				
Plan an annual walk to school event	Communitywide	Current staff	School District, City	Fall (walk) spring (bike)
Consider creating a walking/biking club	School	Current staff	School District NCWRPC	Short term
Consider themed walking days throughout the school year	School	Current staff	School District	Short term
Consider creating a "Walking School Bus" program	School	Current staff	School District	Short term
Enforcement				
Continue crossing guard presence	Wood Ave. & S. Section St./ Market St. & N. Section St.	City	City	Ongoing
Add crossing guard	Crestview Ln. & S. Section St.	School District/ City	School District/ City	Short term
Continue maintaining school speed zone	School speed zone	City	City	Ongoing
Utilize school-owned portable speed trailer	At different points along school speed zone route	School District	School District	Ongoing & walk/bike to school weeks
Add flashing school beacon	School speed signs at Market St. east and west of Section St.	City/TAP Grant 80/20	City	Medium term 1/22 TAP grant cycle
Add radar speed feedback sign	School speed signs at Market St. east and west of Section St.	City/TAP Grant 80/20	City	Medium term 1/22 TAP grant cycle
Evaluation				
Nominate Task Force chair and continue annual meetings and assessment	Community	Current staff	School District	Annually or semi-annually
Continue to assess results	Schools	Current staff	School District	Ongoing



Alexander Middle School Action Plan

Nekoosa Safe Routes to School Program

July 2020

School Demographics:

Enrollment: 336

Grades:
4th - 8th grades

Hours:

Grades 4-5
M, Tu, Th, F:
8:40 am - 3:45 pm
W: 8:40 am - 2:55 pm

Grades 6-8
M, Tu, Th, F:
7:35 am - 2:55 pm
W: 7:35 am - 1:55 pm

Principal:
John Thomas

540 Birch St.
Nekoosa, WI

SRTS Background Information 1

Survey Results and Existing Conditions 2

Site Assessment Map 3

Recommendations: The 5 E's 4

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 programs is to get students walking and biking safely to and from school.

Alexander Middle School Background Information

Alexander Middle School is located in Wood County on the corner of Crestview Lane and Birch Street in the City of Nekoosa. The majority of students (49%) travel to and from school in the family vehicle. In comparison, an average of 7% of students travel to and from school on foot or bike. The top three concerns of parents who do not allow their children to

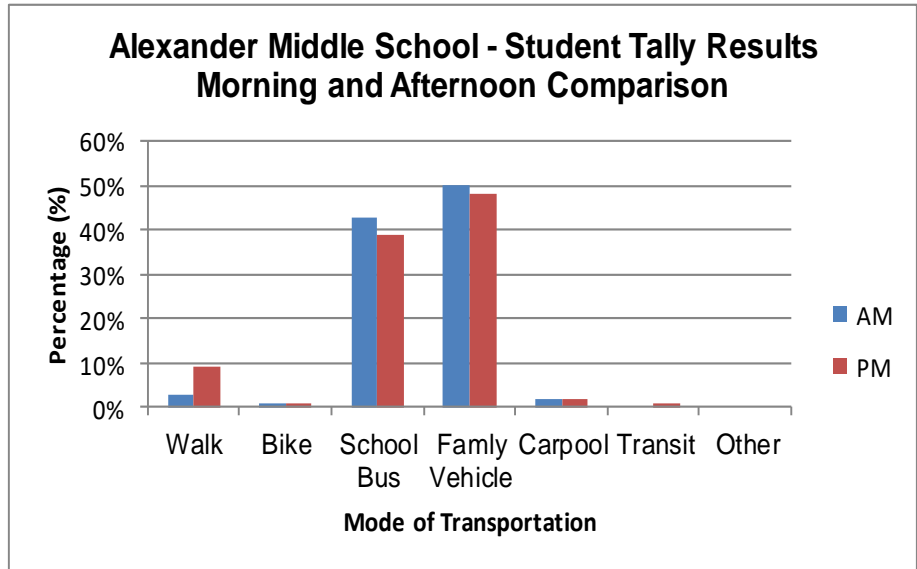
walk or bike to school are distance from school, the amount of traffic along the route, and weather. The vast majority of traffic comes through the City on STH 73 and STH 173. Alexander Middle School is located two blocks from STH 173. The intersection of STH 173 between Birch St. and Cedar St. had an AADT of 3,500 in 2017.



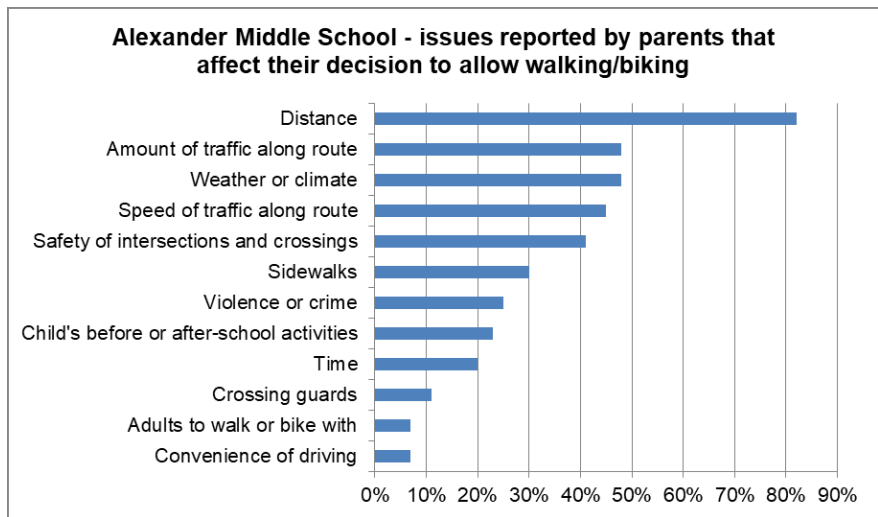


The family vehicle is the most commonly used mode of transportation for Alexander Middle School families.

The vast majority of students ride in the family vehicle (49%) compared with only 7% that bike or walk. Distance and amount of traffic are cited as the most common barriers by parents.



Survey Data Collected Fall of 2019



Survey Data Collected Fall of 2019

Community/Task Force

COMMUNITY

The City of Nekoosa is adjacent to the Wisconsin River and was founded around the lumber industry. The neighborhood areas immediately surrounding the school are laid out in a typical grid pattern. Alexander Middle School is situated in close proximity to much of the housing throughout the community. The Elementary, Middle, and High Schools are located close to one another, but at present are only connected by roadways. Much infrastructure is in place, however some additional sidewalks and intersection enhancements are needed. The community is supportive of increasing walking and biking and reducing vehicle trips during pick-up and drop-off times.



The Task Force viewed encouragement strategies as high priority to get more students walking and biking.

TASK FORCE PRIORITIES

The Task Force is highly supportive of student walking and biking. The general consensus is that walking and biking are not viewed as desirable options at present. Therefore, encouragement strategies are viewed as high priority. There are two City crossing guards and two additional school staff members that regulate intersections at Alexander Middle School. The Task Force identified the need for a crossing guard study to determine if the existing crossing guards are being sufficiently optimized. There was also discussion about trail and infrastructure improvements. There is a Physical Education "Wheels Unit" that allows students to practice controlled use of bicycles including road safety skills in the Adaptive Physical Education class.

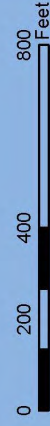
Map 3B

Site Assessment

Nekoosa Safe Routes To School Alexander Middle School

Legend

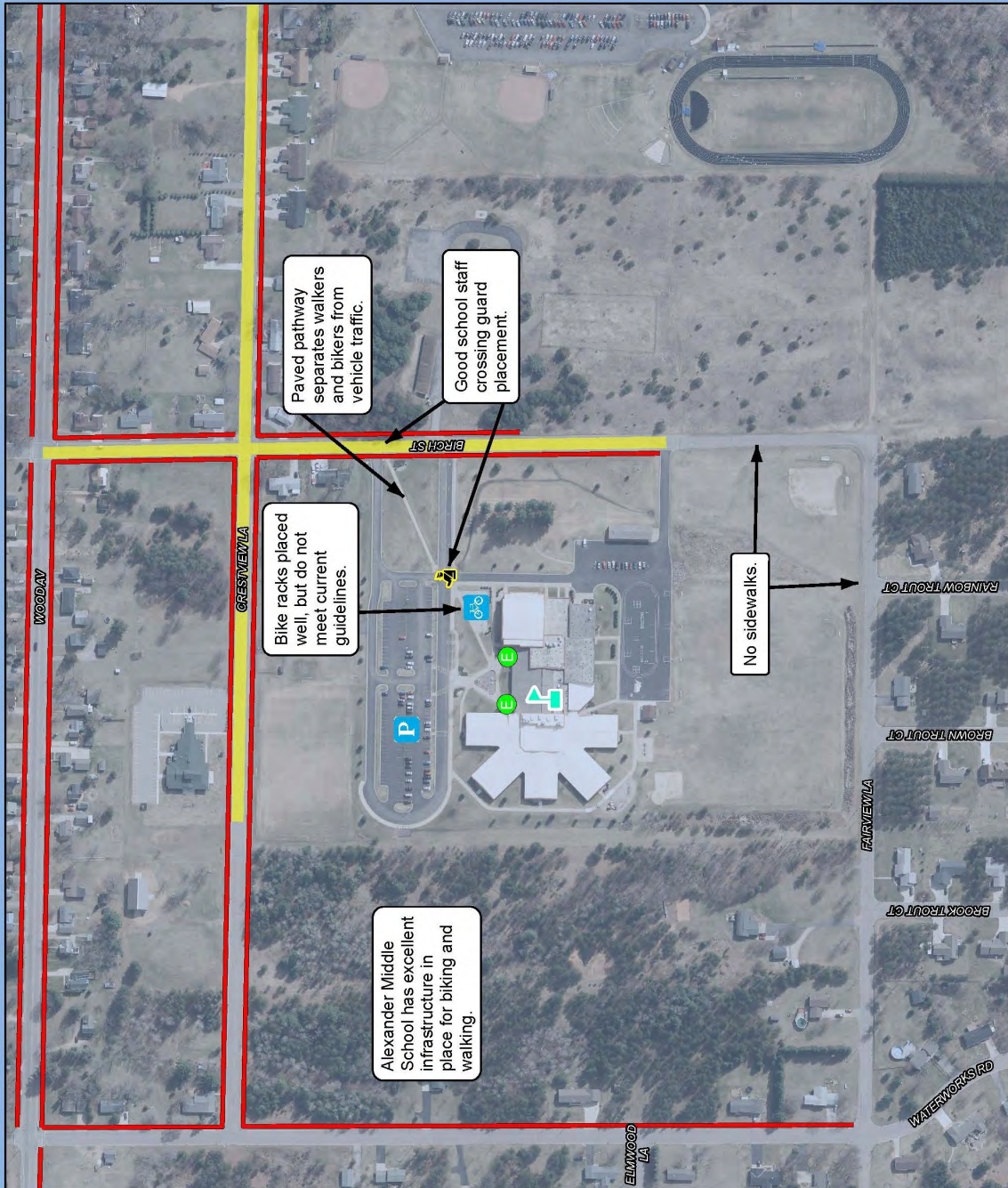
- Sidewalks
- Alexander Middle School
- Humke Elementary
- Nekoosa High School
- Bike Rack
- Crossing Guard
- Parking
- School Entrance
- 15 mph School Speed Limit



Source: WLDNR, NCVSRPC, Wood Co.
 This map is neither a legally recorded map nor a survey
 and is not intended to be used as one. This drawing is
 provided for informational purposes only. NCVSRPC 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



**NORTH CENTRAL
WISCONSIN
REGIONAL
PLANNING
COMMISSION
(NCWRPC)**

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

*For detailed
recommendation
specifications see
complete SRTS Plan.*



SRTS Action Plan prepared by North Central Wisconsin Regional Safe Routes to School Program, July 2020. For additional information please contact Fred Heider or Carrie Edmondson, Regional SRTS Coordinators at 715-849-5510 or visit www.ncwrpc.org.

RECOMMENDATIONS TABLE

ACTIVITY	LOCATION	FUNDING	LEAD AGENCY (BOLD)	TIME FRAME
Education				
Consider integrating classroom curriculum to be administered by teachers	School classrooms	Free materials	School District	Short term
Distribute educational materials to parents and students found on the ncwrpc.org webpage under the resources tab	School to home	Free materials	School District	Short-term
Continue "Wheels Unit" program with program enhancements: -Bicycle Mechanics Program -Bicycle Education Unit -Walk or Bike Across America	School	School District	School District	Short term
Continue In-School Bicycle Rodeo	School	School District	School District	Ongoing
Consider Facilitating Wisconsin Bike Fed Program -Walking Wisdom (2 hour) -Bike Camp (2 week)	Communitywide	Walking Wisdom – free materials	School District or City	Medium term
Engineering				
Intersection Treatment -Install Rectangular Rapid Flash Beacon (RRFB) -Install high visibility crosswalks	S. Section St. and Market St.	City	City	Medium-term 1/22 TAP grant cycle
Remove crosswalks	Birch St. & AMS entrance Birch St. & AMS exit	City	City	Short term
Install high visibility crosswalks	Crestview Ln. and S. Section St.; Birch St. & AMS entrance; Crestview Ln. & Birch St.; Birch St. & Wood Ave.; S. Cedar St. & Crestview Ln.; S. Section St. & Wood Ave.; S. Section St. & Market St.	City	City	Short term
Evaluate and repair sidewalks	Sidewalks near the schools	City	City	Medium term
Install sidewalks	S. Section St.; Birch St.; W. Third St.; eastern Fairview Ln.; Elmwood Ln.; Glendale Ln.; Buehler Ave.; Crestview Ln.	City/TAP Grant 80/20	City	Medium term 1/22 TAP grant cycle
Create multi-use path	North or south side of Fairview Ln., Crestview Ln.; S. Section St.	School District/ TAP Grant 80/20	School District	Medium term 1/22 TAP grant cycle
Install bicycle rack	AMS and HES	School District	School District	Medium term
Install new asphalt parking lot	West of HES	School District	School District	Long term
Consider construction of a new roadway to improve bus circulation	Connect Fairview Ln. south of AMS to Fairview Ln. near HES	School District	School District	School District
Encouragement				
Plan an annual walk to school event	Communitywide	Current staff	School District, City	Fall (walk) spring (bike)
Consider creating a walking/biking club	School	Current staff	School District NCWRPC	Short term
Consider themed walking days throughout the school year	School	Current staff	School District	Short term
Consider creating a "Walking School Bus" program	School	Current staff	School District	Short term
Enforcement				
Continue crossing guard presence	Wood Ave. & S. Section St./ Market St. & N. Section St.	City	City	Ongoing
Add crossing guard	Crestview Ln. & S. Section St.	School District/ City	School District/ City	Short term
Continue maintaining school speed zone	School speed zone	City	City	Ongoing
Utilize school-owned portable speed trailer	At different points along school speed zone route	School District	School District	Ongoing & walk/bike to school weeks
Add flashing school beacon	School speed signs at Market St. east and west of Section St.	City/TAP Grant 80/20	City	Medium term 1/22 TAP grant cycle
Add radar speed feedback sign	School speed signs at Market St. east and west of Section St.	City/TAP Grant 80/20	City	Medium term 1/22 TAP grant cycle
Evaluation				
Nominate Task Force chair and continue annual meetings and assessment	Community	Current staff	School District	Annually or semi-annually
Continue to assess results	Schools	Current staff	School District	Ongoing

CHAPTER 5: IMPLEMENTATION

In order for the recommendations included in this SRTS Plan to materialize, 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 Nekoosa School District and in the respective communities.

As stated earlier, the identified strategies each have a suggested timeframe: short, medium or long term. 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 suggested on Map 5 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 10: 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
<i>Source: US Dept. of Transportation, 2018</i>										
<i>FTA: Federal Transit Administration Capital Funds ATI: Associated Transit Improvement HSIP: Highway Safety Improvement Program NHPP/NHS: National Highway Performance Program</i>	<i>STP: Surface Transportation Program TAP: Transportation Alternatives Program RTP: Recreational Trails Program PLAN: Statewide or Metropolitan Planning</i>			<i>402: State and Community Traffic Safety Program FLH: Federal Lands Highway Program (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program)</i>						

**ATTACHMENT A:
Student Tally and Parent Survey Forms**

From: National Center for Safe Routes to School

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)

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

16. Please provide any additional comments below.

**ATTACHMENT B:
Student Tally and Parent Survey Results**

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

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

School Name: Humke Elementary School

Set ID: 30320

School Group: Nekoosa School District

Month and Year Collected: November 2019

School Enrollment: 0

Date Report Generated: 12/02/2019

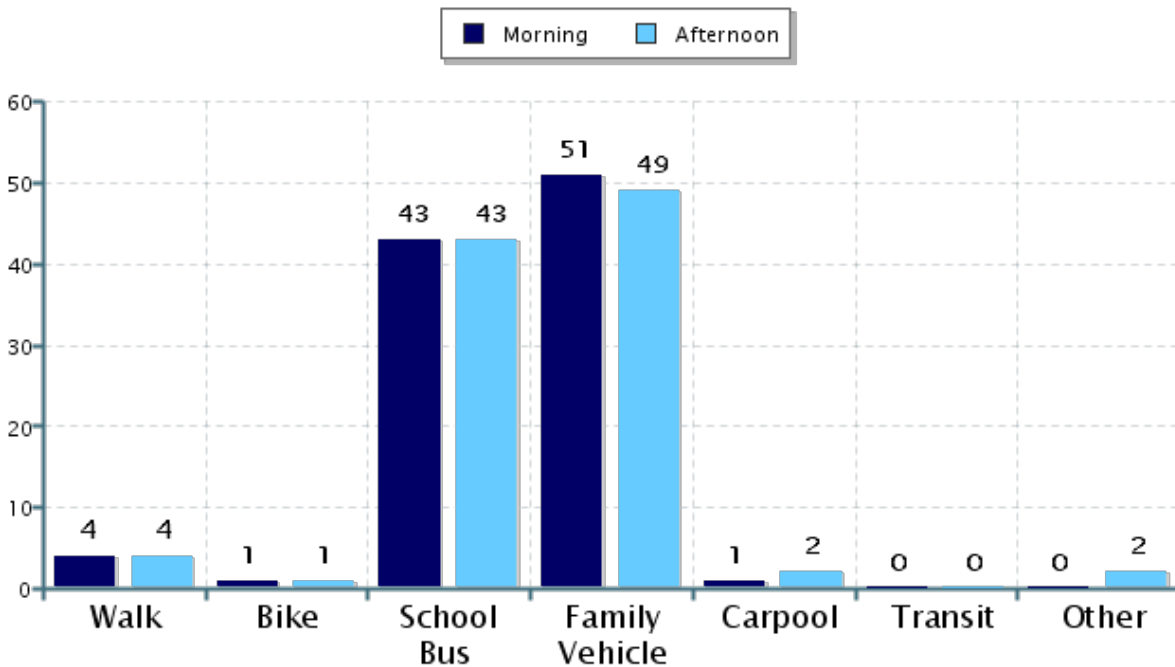
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 16

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



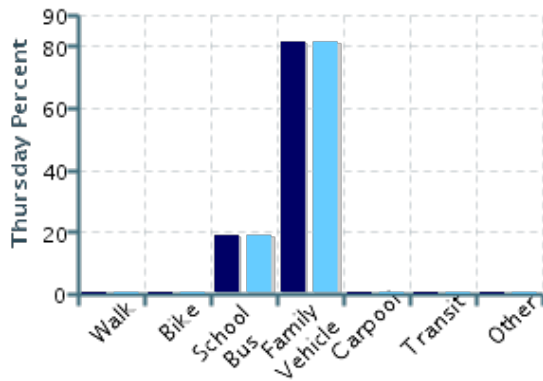
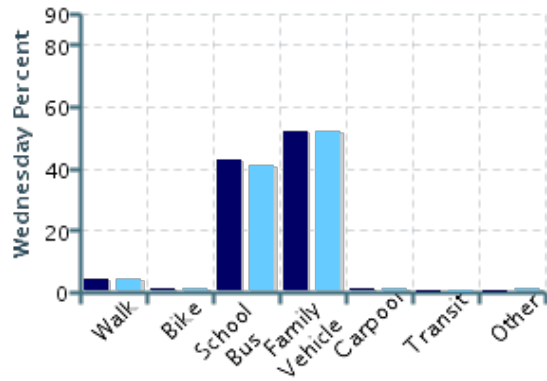
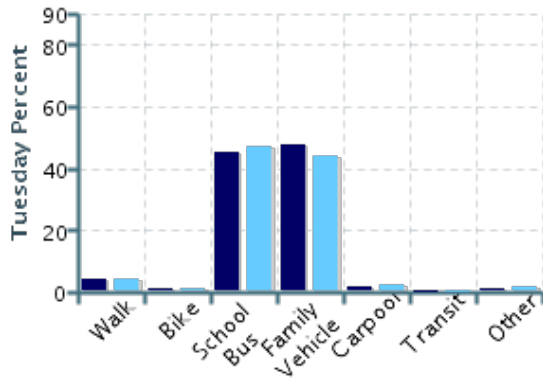
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	547	4%	0.5%	43%	51%	1%	0%	0.2%
Afternoon	548	4%	0.5%	43%	49%	2%	0%	2%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

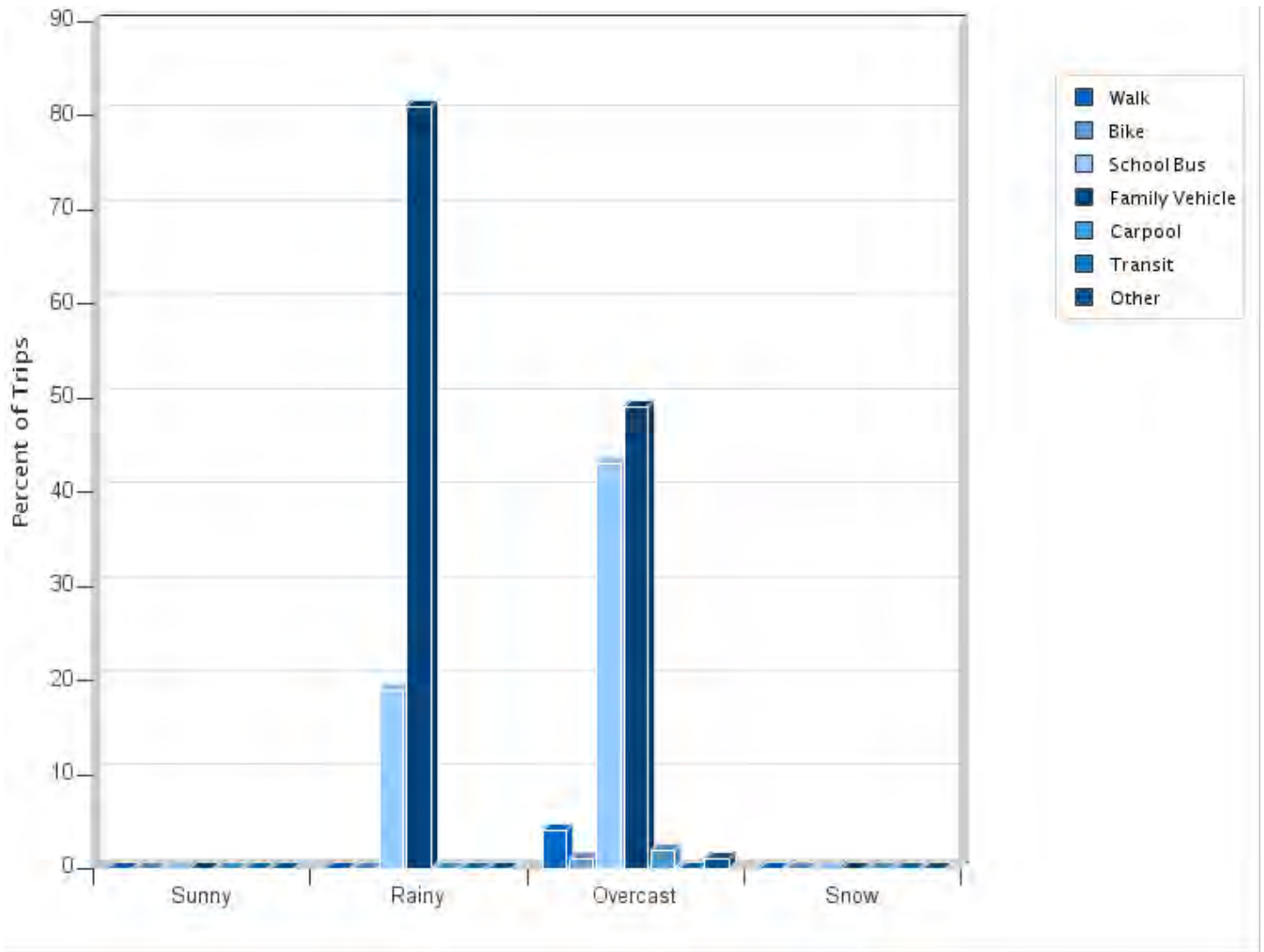


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	257	4%	0.8%	45%	47%	2%	0%	0.4%
Tuesday PM	258	4%	0.8%	47%	44%	2%	0%	2%
Wednesday AM	274	4%	0.4%	43%	52%	1%	0%	0%
Wednesday PM	274	4%	0.4%	41%	52%	1%	0%	1%
Thursday AM	16	0%	0%	19%	81%	0%	0%	0%
Thursday PM	16	0%	0%	19%	81%	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	0	0%	0%	0%	0%	0%	0%	0%
Rainy	16	0%	0%	19%	81%	0%	0%	0%
Overcast	1079	4%	0.6%	43%	49%	2%	0%	0.9%
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: Alexander Middle School

Set ID: 30321

School Group: Nekoosa School District

Month and Year Collected: November 2019

School Enrollment: 0

Date Report Generated: 12/02/2019

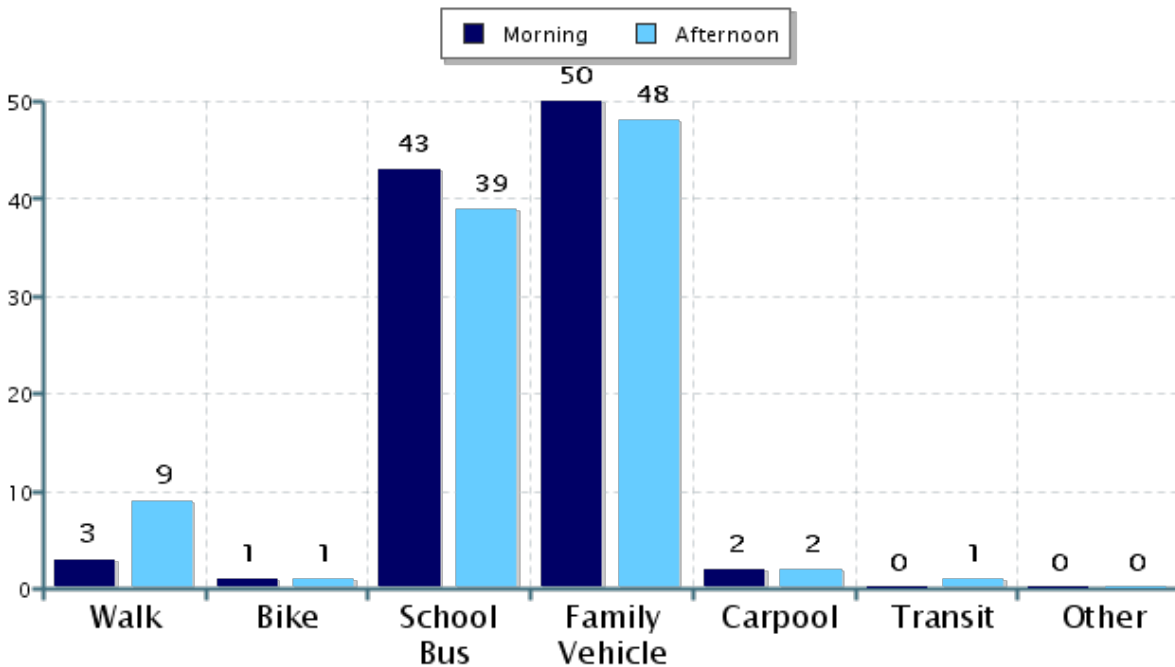
% of Students reached by SRTS activities:

Tags:

**Number of Classrooms
Included in Report:** 20

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



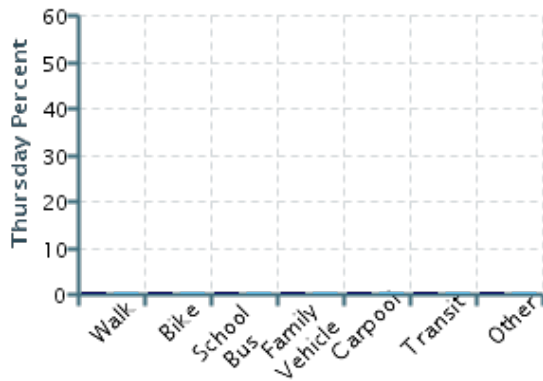
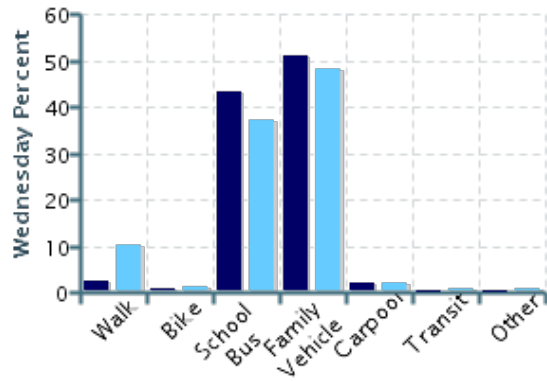
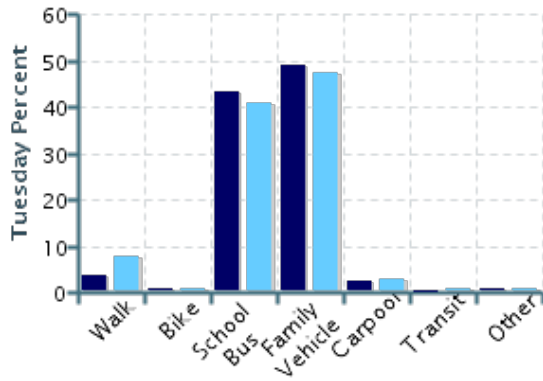
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	683	3%	0.9%	43%	50%	2%	0%	0.1%
Afternoon	676	9%	1%	39%	48%	2%	0.6%	0.4%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

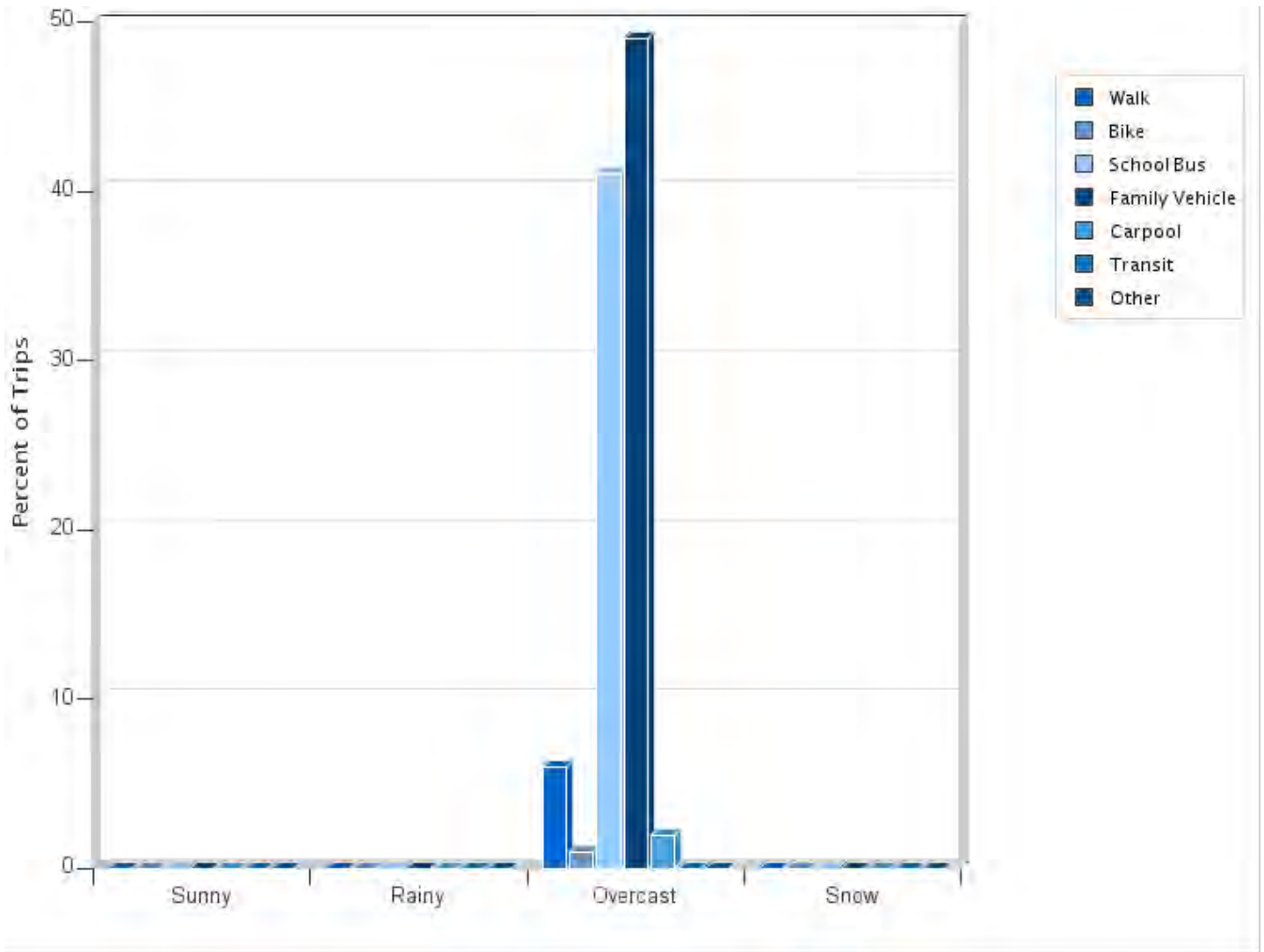


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	342	4%	0.9%	43%	49%	3%	0%	0.3%
Tuesday PM	337	8%	0.9%	41%	47%	3%	0.6%	0.3%
Wednesday AM	341	3%	0.9%	43%	51%	2%	0%	0%
Wednesday PM	339	10%	1%	37%	48%	2%	0.6%	0.6%
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	0	0%	0%	0%	0%	0%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	1359	6%	1.0%	41%	49%	2%	0.3%	0.3%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Parent Survey Report: One School in One Data Collection Period

School Name: Humke Elementary School

Set ID: 19099

School Group: Nekoosa School District

Month and Year Collected: October 2019

School Enrollment: 0

Date Report Generated: 11/11/2019

% Range of Students Involved in SRTS: Don't Know

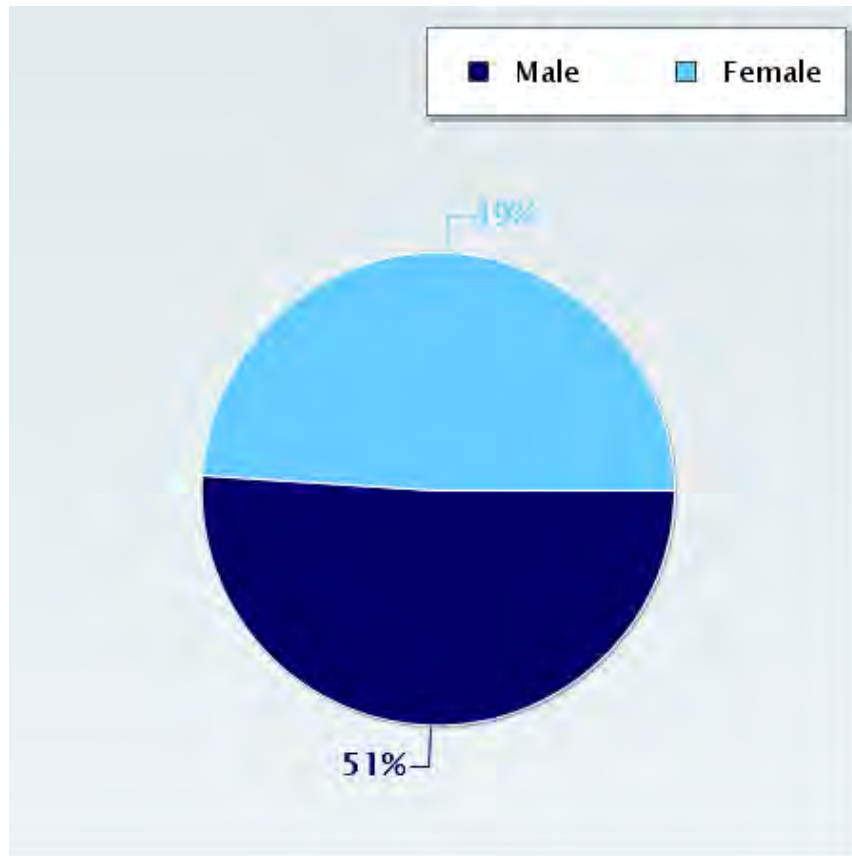
Tags:

Number of Questionnaires Distributed: 0

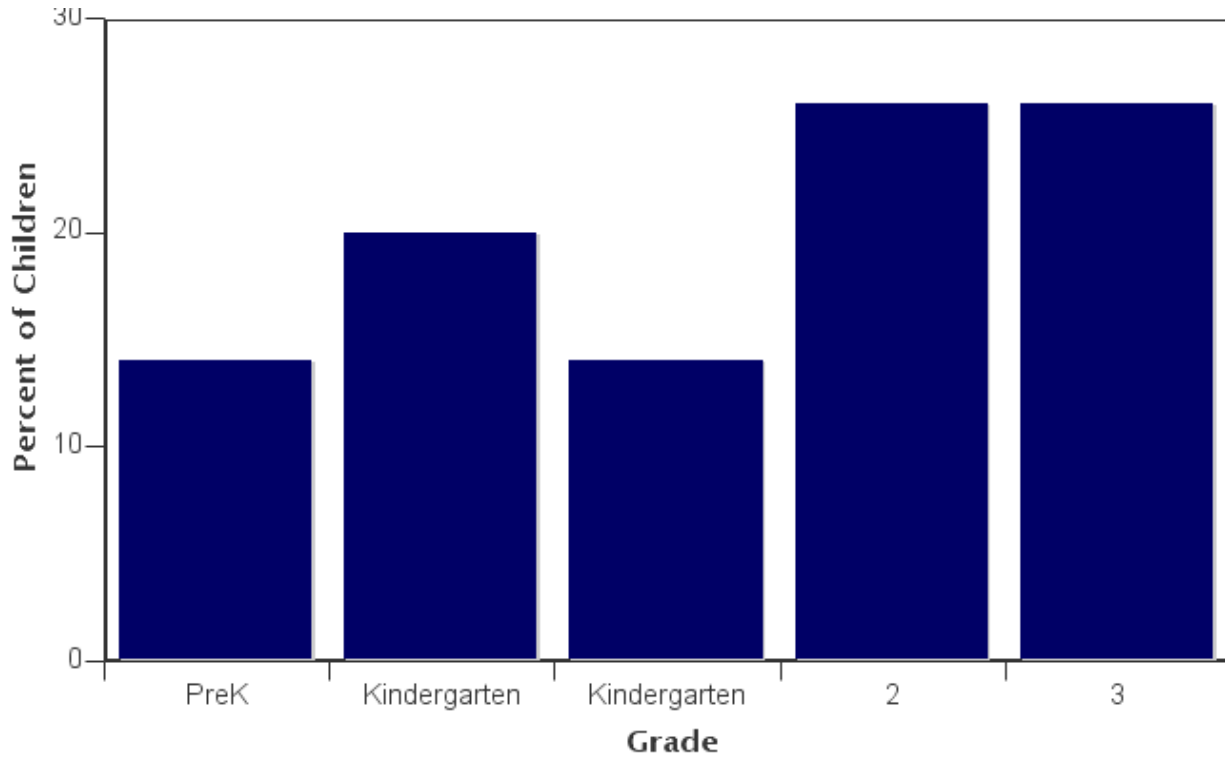
Number of Questionnaires Analyzed for Report: 52

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



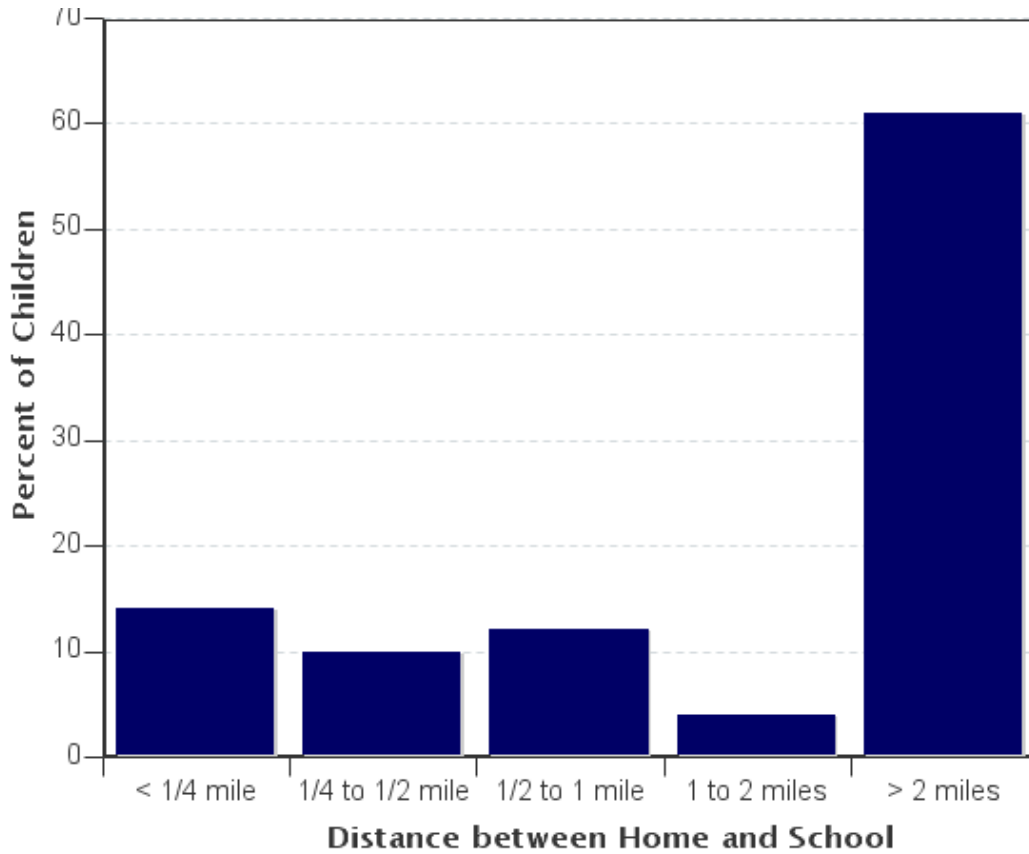
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	7	14%
Kindergarten	10	20%
1	7	14%
2	13	26%
3	13	26%

No response: 1

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



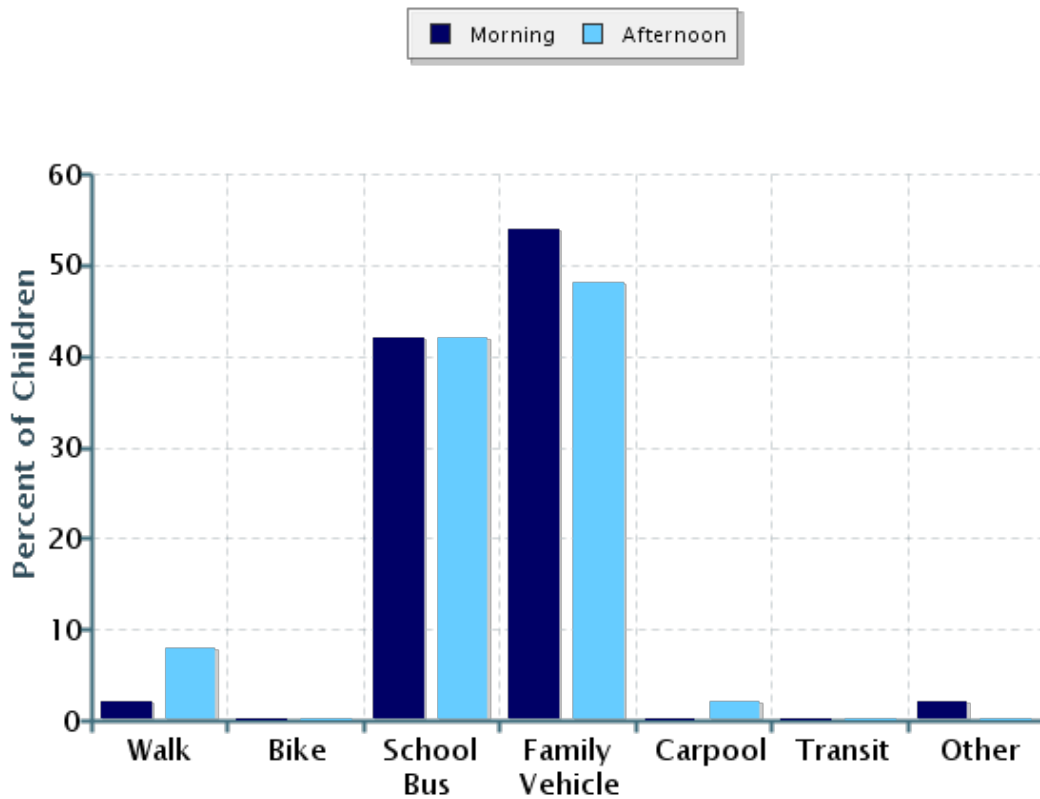
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	7	14%
1/4 mile up to 1/2 mile	5	10%
1/2 mile up to 1 mile	6	12%
1 mile up to 2 miles	2	4%
More than 2 miles	31	61%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	50	2%	0%	42%	54%	0%	0%	2%
Afternoon	50	8%	0%	42%	48%	2%	0%	0%

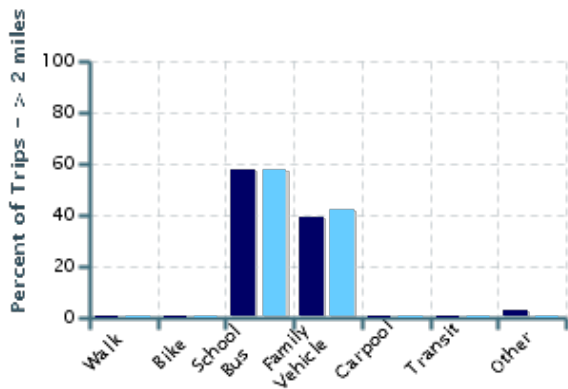
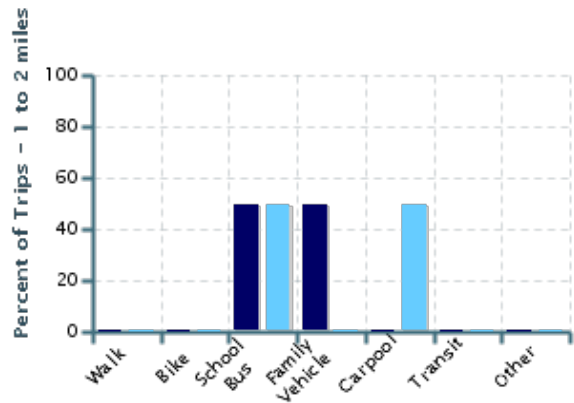
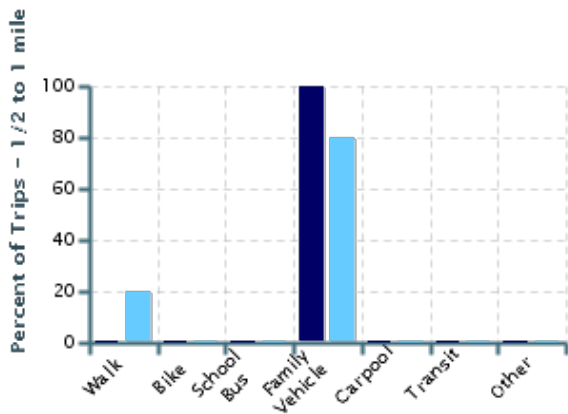
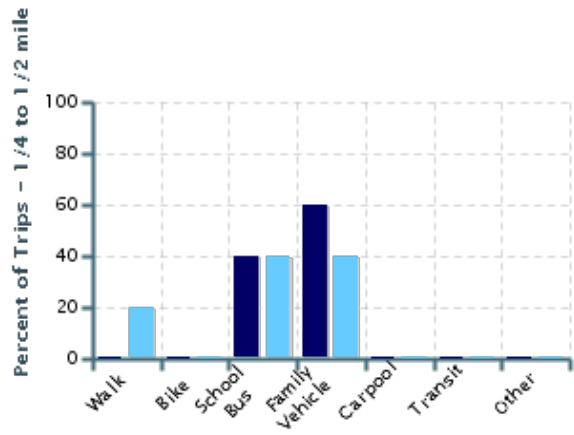
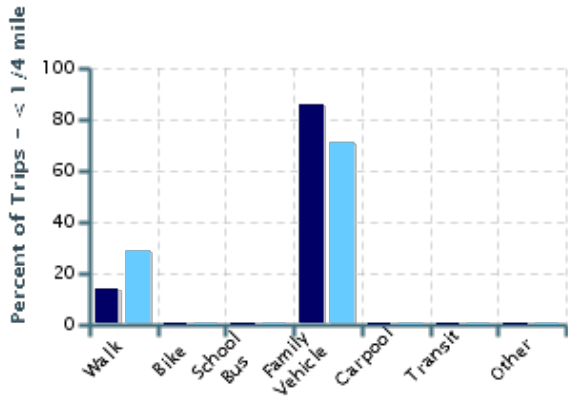
No Response Morning: 2

No Response Afternoon: 2

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	7	14%	0%	0%	86%	0%	0%	0%
1/4 mile up to 1/2 mile	5	0%	0%	40%	60%	0%	0%	0%
1/2 mile up to 1 mile	5	0%	0%	0%	100%	0%	0%	0%
1 mile up to 2 miles	2	0%	0%	50%	50%	0%	0%	0%
More than 2 miles	31	0%	0%	58%	39%	0%	0%	3%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

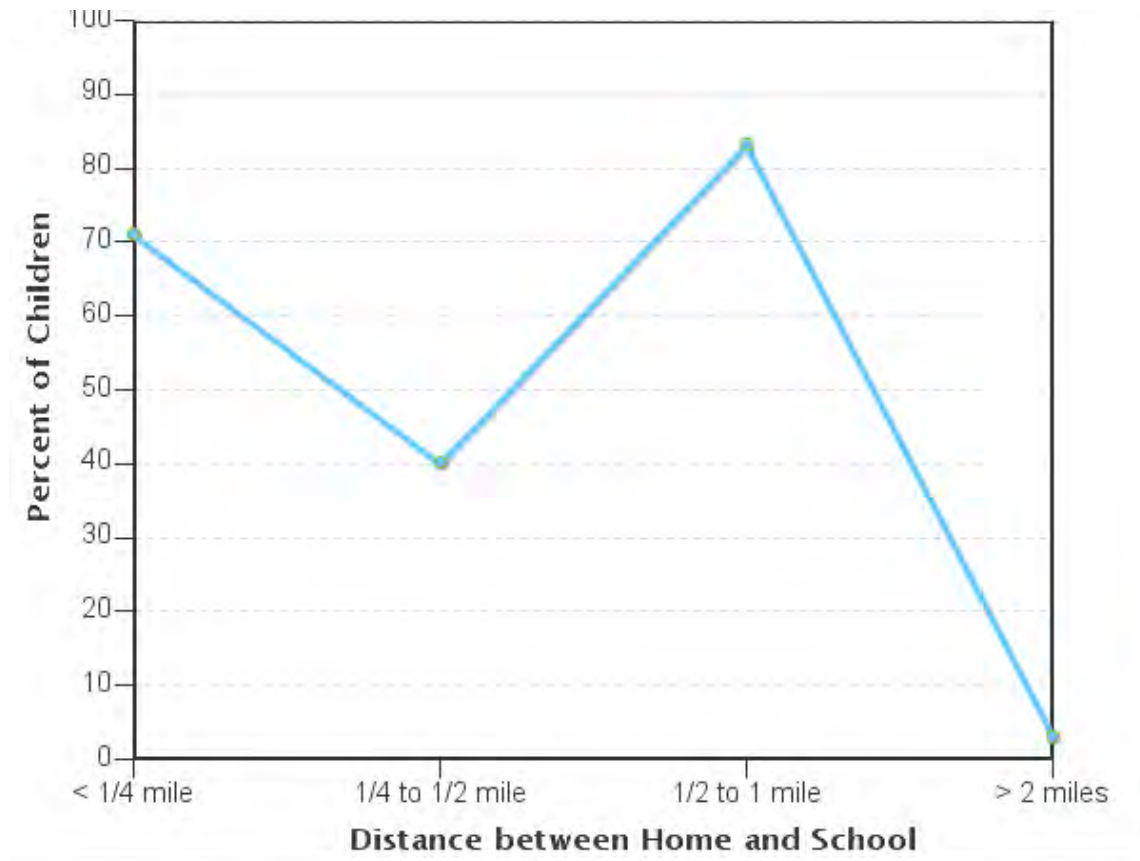
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	7	29%	0%	0%	71%	0%	0%	0%
1/4 mile up to 1/2 mile	5	20%	0%	40%	40%	0%	0%	0%
1/2 mile up to 1 mile	5	20%	0%	0%	80%	0%	0%	0%
1 mile up to 2 miles	2	0%	0%	50%	0%	50%	0%	0%
More than 2 miles	31	0%	0%	58%	42%	0%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

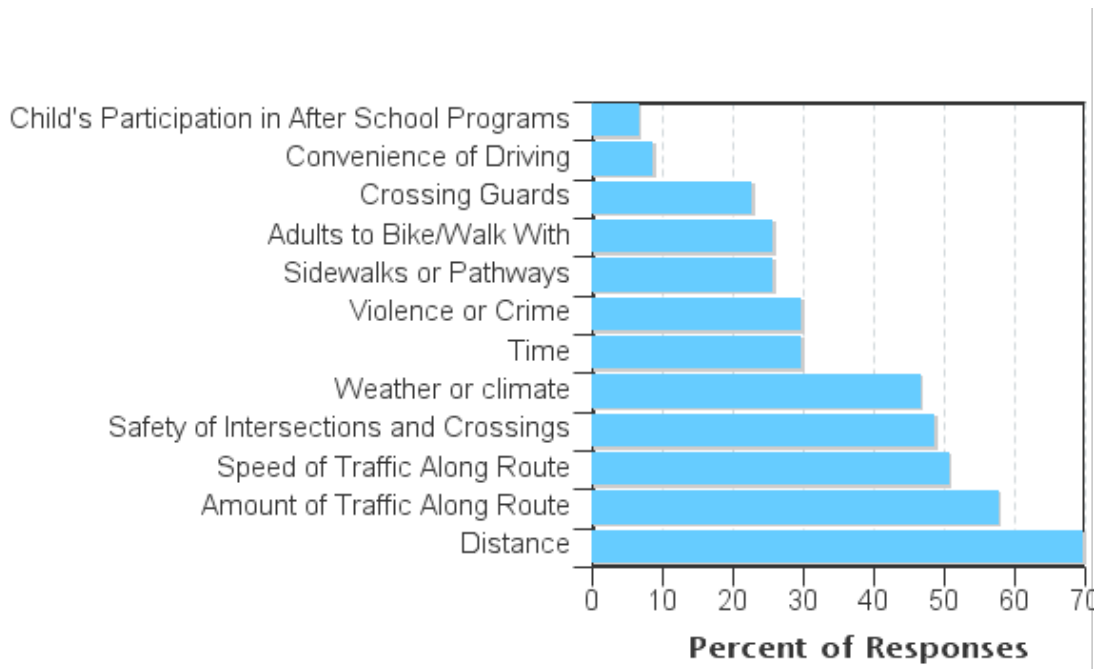


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

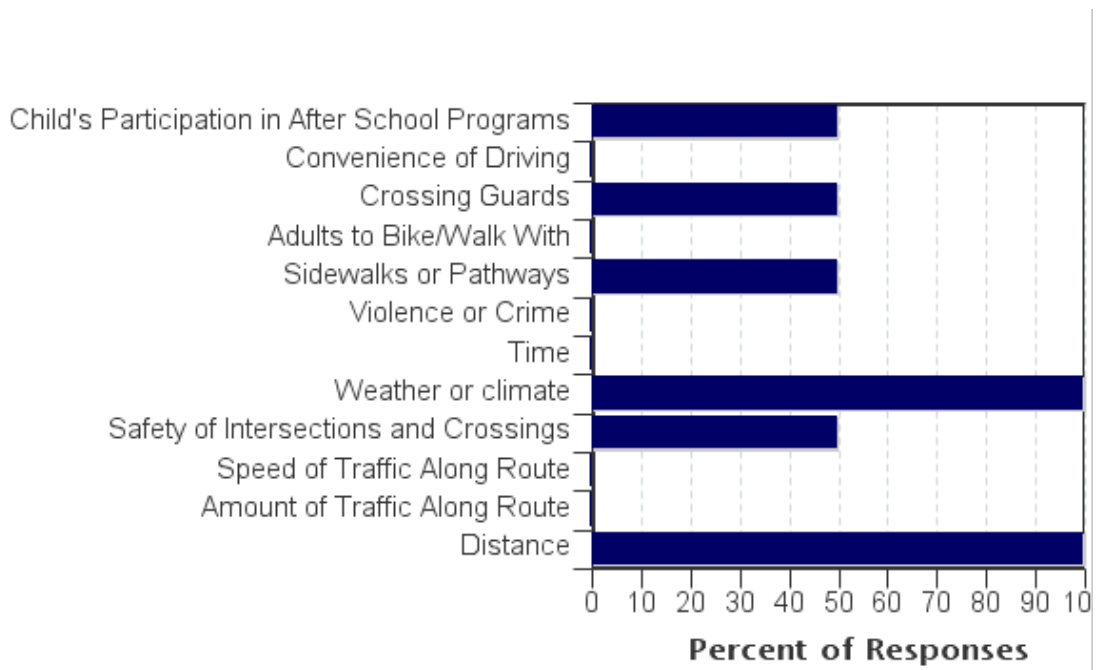
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	13	71%	40%	83%	0%	3%
No	37	29%	60%	17%	100%	97%

Don't know or No response: 2
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	70%	100%
Amount of Traffic Along Route	58%	0%
Speed of Traffic Along Route	51%	0%
Safety of Intersections and Crossings	49%	50%
Weather or climate	47%	100%
Time	30%	0%
Violence or Crime	30%	0%
Sidewalks or Pathways	26%	50%
Adults to Bike/Walk With	26%	0%
Crossing Guards	23%	50%
Convenience of Driving	9%	0%
Child's Participation in After School Programs	7%	50%
Number of Respondents per Category	43	2

No response: 7

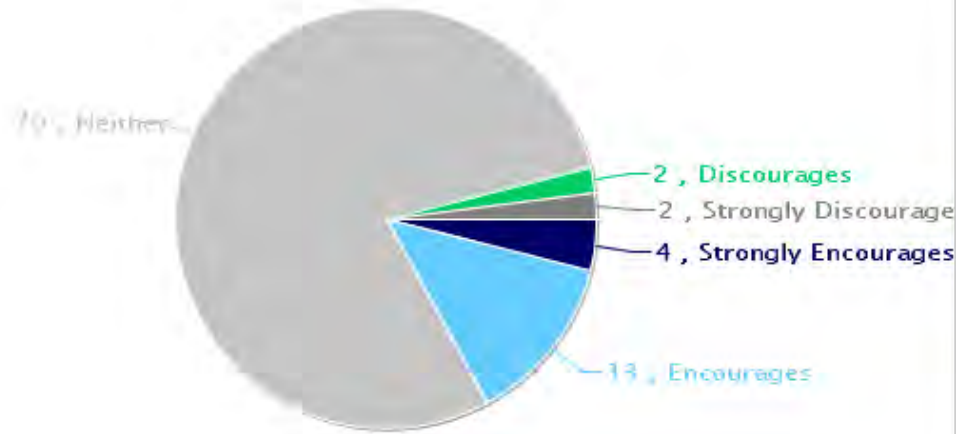
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

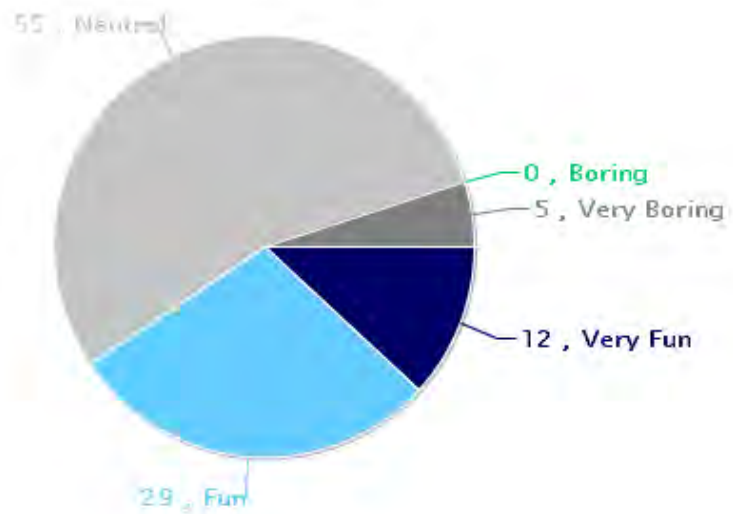
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

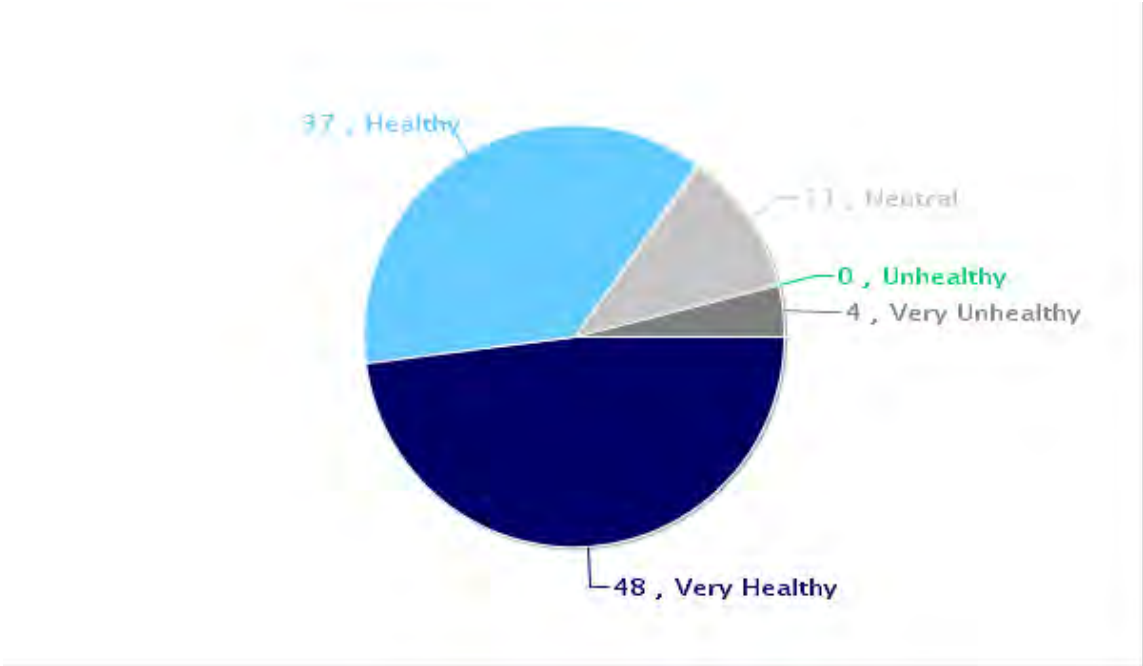
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1682255	People like speeding down section street and we just live across the street from the school and cars dont watch out for anyone. Plus my kid is only 5 years old so I won't let her walk by herself
1685121	I have 4 kids in 4 schools all with different start times. Makes it difficult to have them bike or walk together and get everyone to each place on time.
1680327	We opened enroll, so the plan has always been to drive back and forth.
1680352	My major concern is with other adults\strangers. It is not a kind world we live in and that's a hard problem to address. I feel crossing guards are a great start.
1680354	We live out in the country on HWY 73, living where we do I would never let my children walk or bike to school. If we lived in town I would definitely encourage them to walk and/or bike to school
1680364	Anakin is too young to walk to/from school yet
1680963	# 10 of your survey is poorly written. I would never allow my 5 year old to walk by herself. I will not allow her to walk by herself to the bus stop. In order for her to ride the bus she has to walk 2 blocks. In 4K she was able to be picked up and dropped off in front of the house. The school also does not make dropping your child off very convenient or safe. The school has a bus lane directly in front of the school, but still uses Crestview Lane for buses to drop off and pick-up kids. Therefore, causing increased congestion and poor visibility on the road. The side of Section street that has signs saying no parking should be enforced. Why have signs that no one seems to read or follow? Nekoosa police should start ticketing parents that do not follow the no parking signs. Since the school has a bus lane in front of the school BUSES should not use Crestview! With all of the congestion around pick-up, and drop off I would never allow my child to walk or ride her bike to that school!
1680339	When she gets older, I will let her ride her bike to school if she wants. As a family we have road our bikes into town/school. She thinks this is more fun than riding the bus. If we lived in town, she would definitely be walking to school.
1680345	This kiddo is just too young to talk home from school alone.
1680368	It was a mistake to not connect Waterworks Rd and Birch St. along Fairview Ln with sidewalk/curb/gutter during previous construction. This would complete the block and make pedestrian travel much safer for not only kids but adults as well. There are a lot of kids on Waterworks and the Trouts. There was a safe routes study on this in the past and it never gained traction. I think it definitely is a great candidate for sidewalk. Feel free to call me on this- Shawn Woods, (715) 886-7891.
1680397	We live in unincorporated Rome, WI.
1680398	I base whether or not my older children (K+ with sibling at same school, 1st+ without) walk or bike to school on the weather and the individual child's maturity level. If there were not sidewalks, crossing guards, and safe intersections, or if we lived further from the school, they would not walk or ride their bikes to school.
1680408	If we lived closer to school and not out of the district I would walk him to school.
1680409	We lived about 6 miles away from school, and it will be impossible for my children to walk to school.

1680412	He's in 4k, so this really isn't up for debate. We also live too far out for me to consider this even at higher grade levels. We appreciate the reliable and safe bus option.
1680816	We live on a hill, on a busy road, with a lot of drivers who speed, and there is no sidewalk or adequate shoulder. So the chance of me letting my kids bike or walk to school is pretty near zero percent. I've been extremely happy with the school bus routes and drivers we have had.
1681337	The congestion of street traffic, the unsafe intersections and her age are the reasons she is not allowed to bike to school

Parent Survey Report: One School in One Data Collection Period

School Name: Alexander Middle School

Set ID: 19100

School Group: Nekoosa School District

Month and Year Collected: October 2019

School Enrollment: 0

Date Report Generated: 11/11/2019

% Range of Students Involved in SRTS: Don't Know

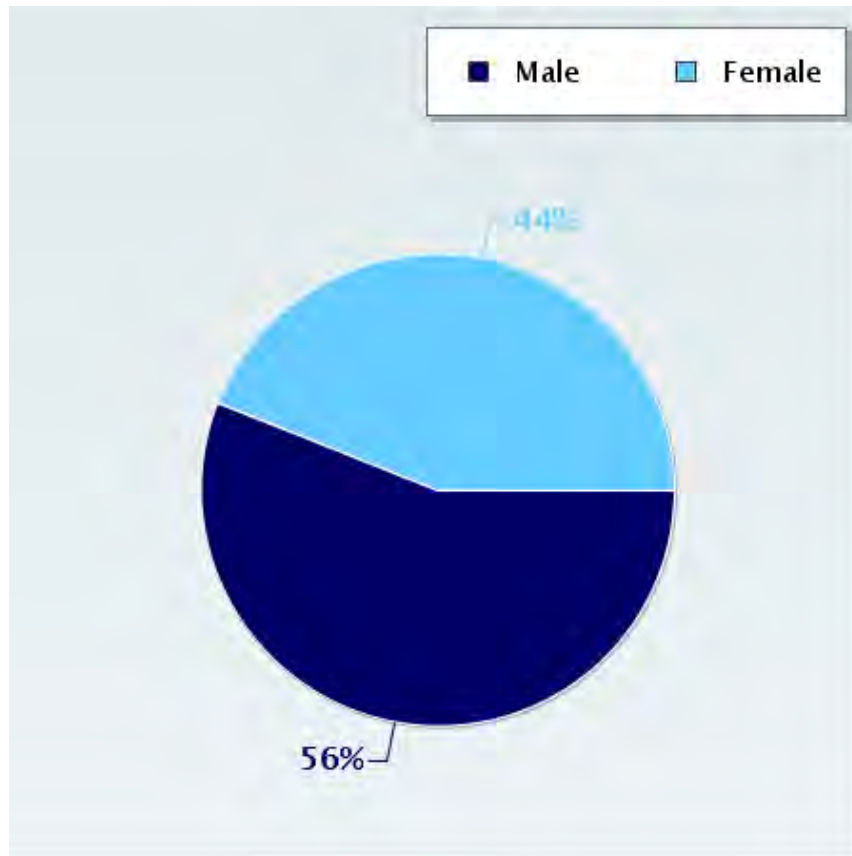
Tags:

Number of Questionnaires Distributed: 0

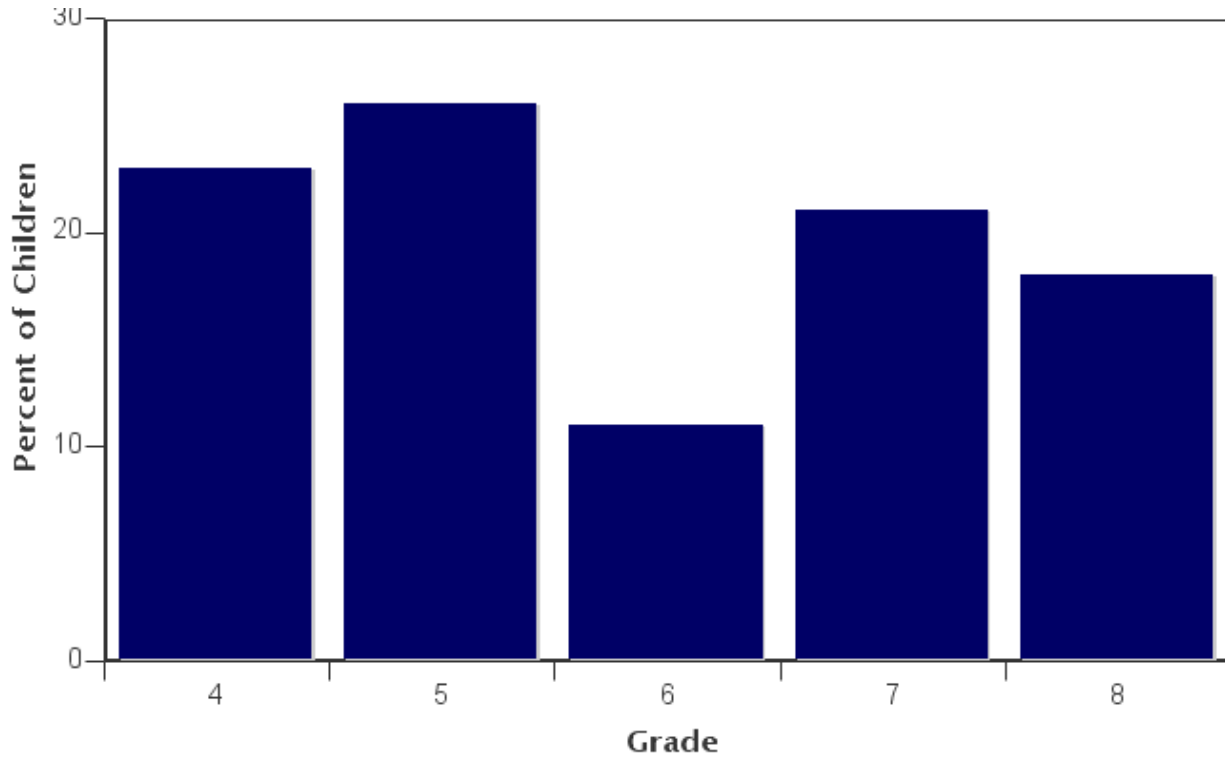
Number of Questionnaires Analyzed for Report: 64

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



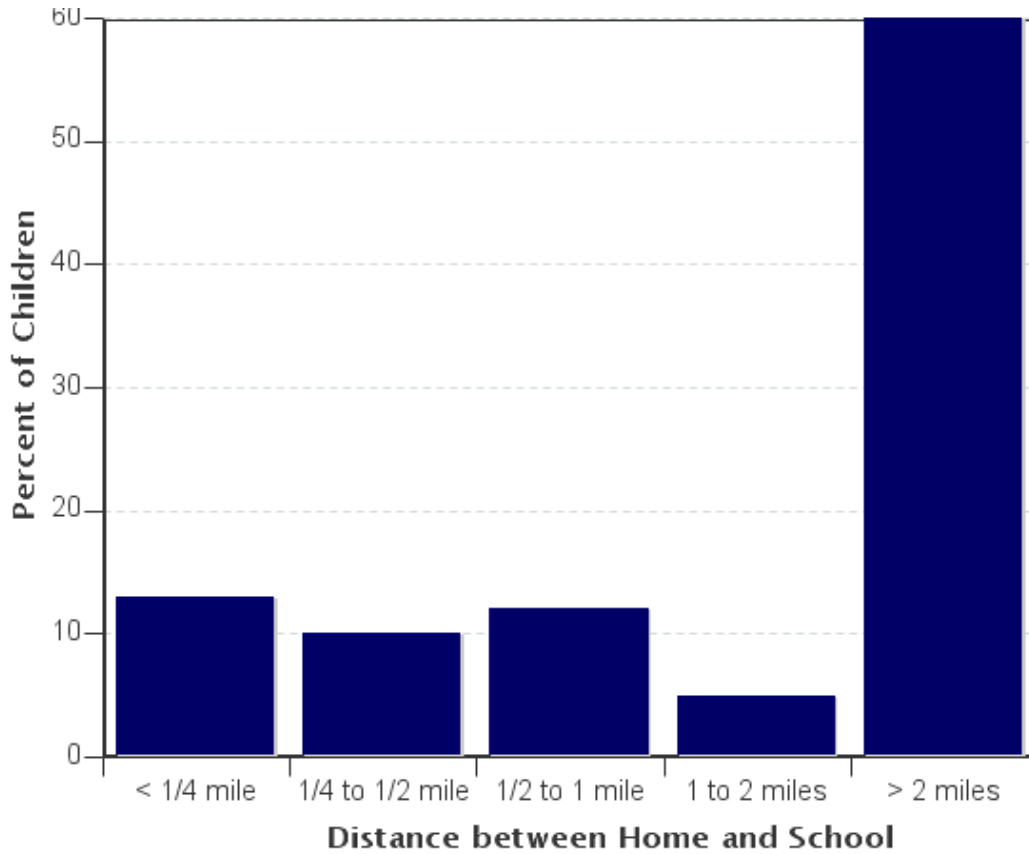
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
4	14	23%
5	16	26%
6	7	11%
7	13	21%
8	11	18%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

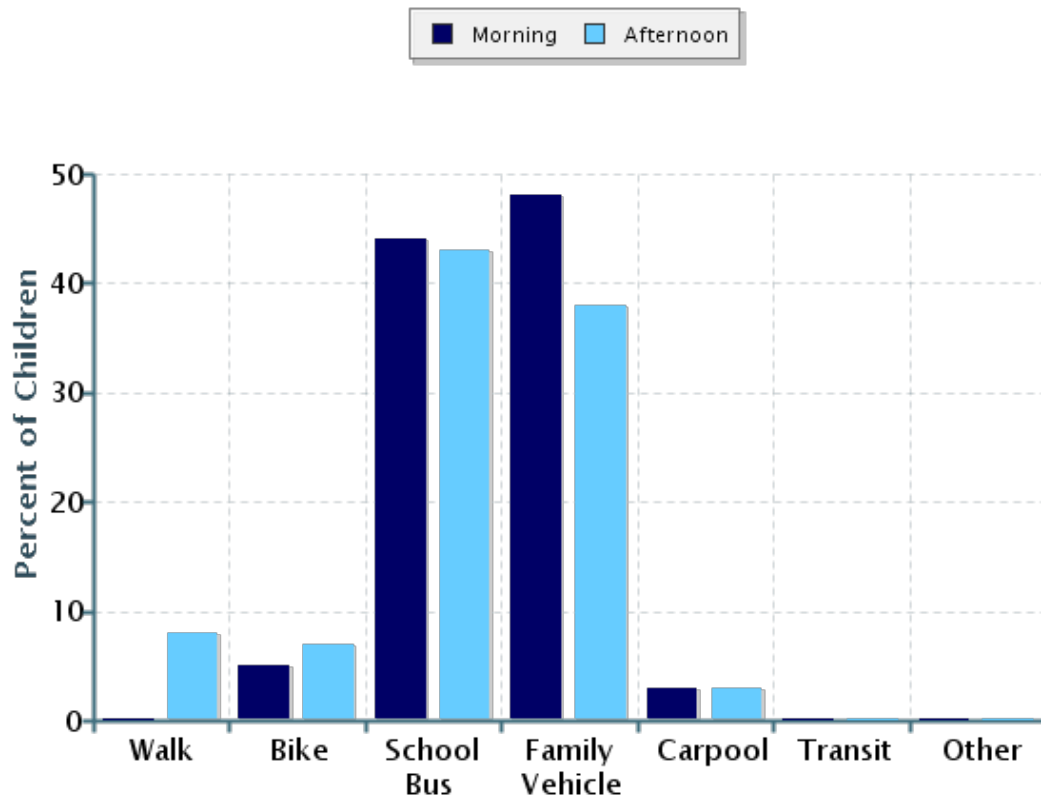


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	8	13%
1/4 mile up to 1/2 mile	6	10%
1/2 mile up to 1 mile	7	12%
1 mile up to 2 miles	3	5%
More than 2 miles	36	60%

Don't know or No response: 4
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	61	0%	5%	44%	48%	3%	0%	0%
Afternoon	60	8%	7%	43%	38%	3%	0%	0%

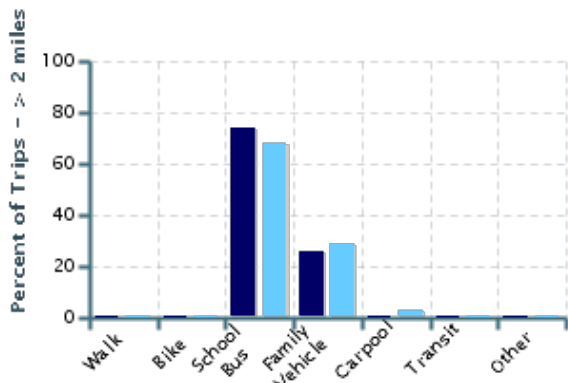
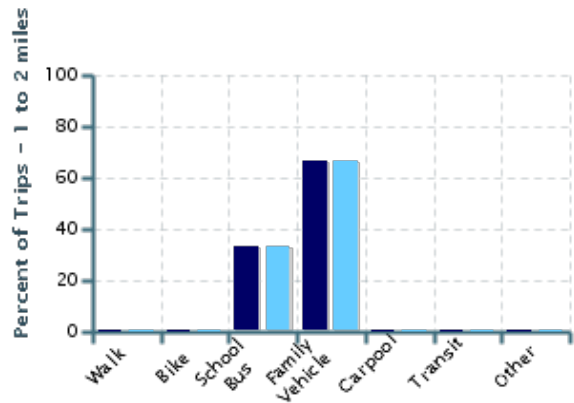
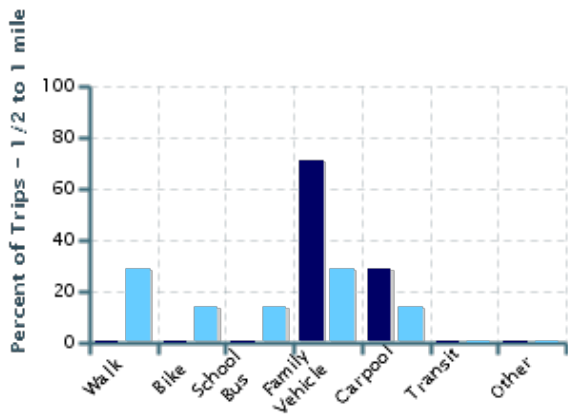
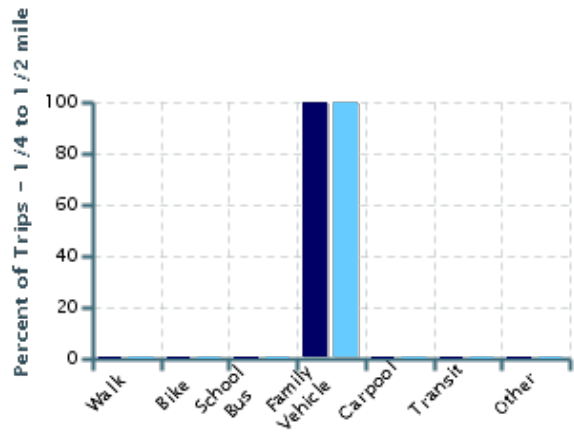
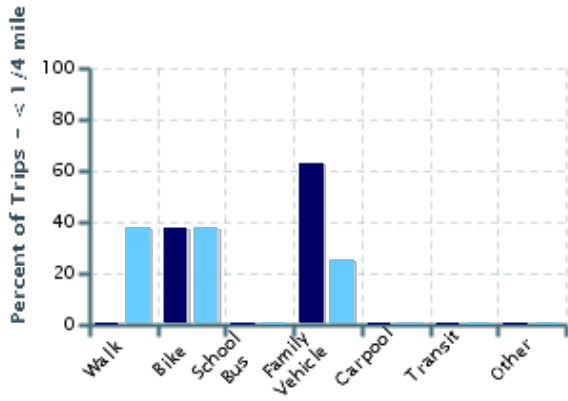
No Response Morning: 3

No Response Afternoon: 4

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	8	0%	38%	0%	63%	0%	0%	0%
1/4 mile up to 1/2 mile	6	0%	0%	0%	100%	0%	0%	0%
1/2 mile up to 1 mile	7	0%	0%	0%	71%	29%	0%	0%
1 mile up to 2 miles	3	0%	0%	33%	67%	0%	0%	0%
More than 2 miles	35	0%	0%	74%	26%	0%	0%	0%

Don't know or No response: 5

Percentages may not total 100% due to rounding.

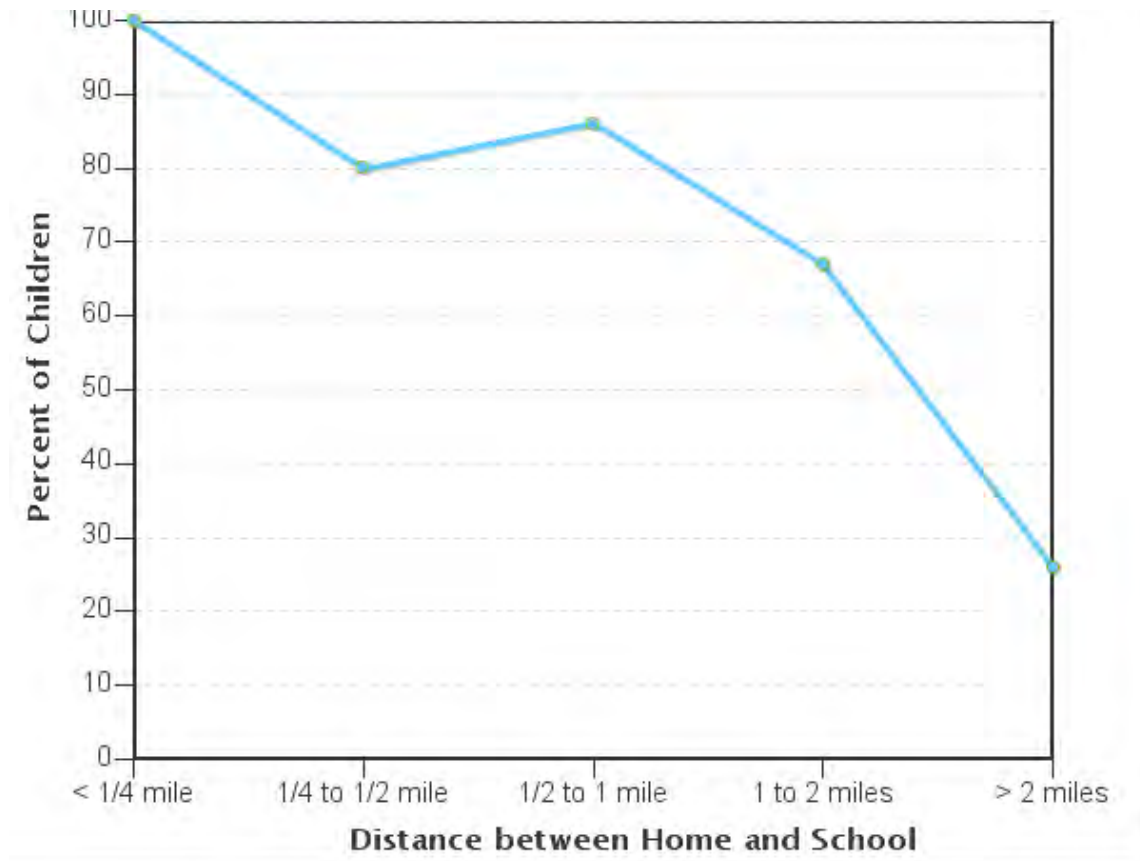
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	8	38%	38%	0%	25%	0%	0%	0%
1/4 mile up to 1/2 mile	6	0%	0%	0%	100%	0%	0%	0%
1/2 mile up to 1 mile	7	29%	14%	14%	29%	14%	0%	0%
1 mile up to 2 miles	3	0%	0%	33%	67%	0%	0%	0%
More than 2 miles	34	0%	0%	68%	29%	3%	0%	0%

Don't know or No response: 6

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

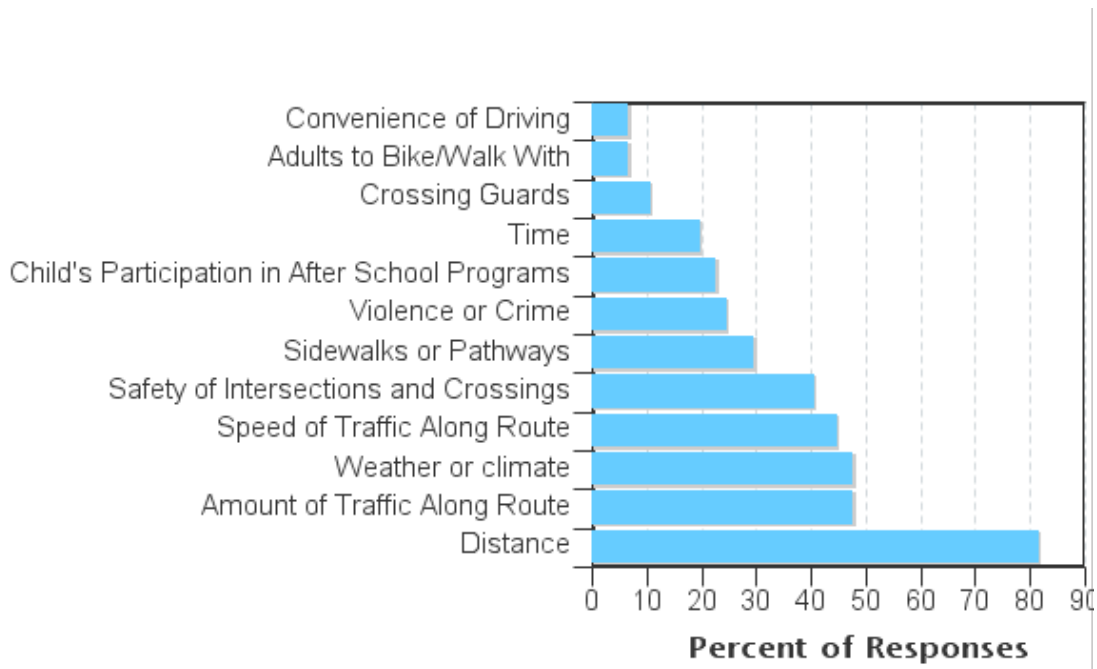


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

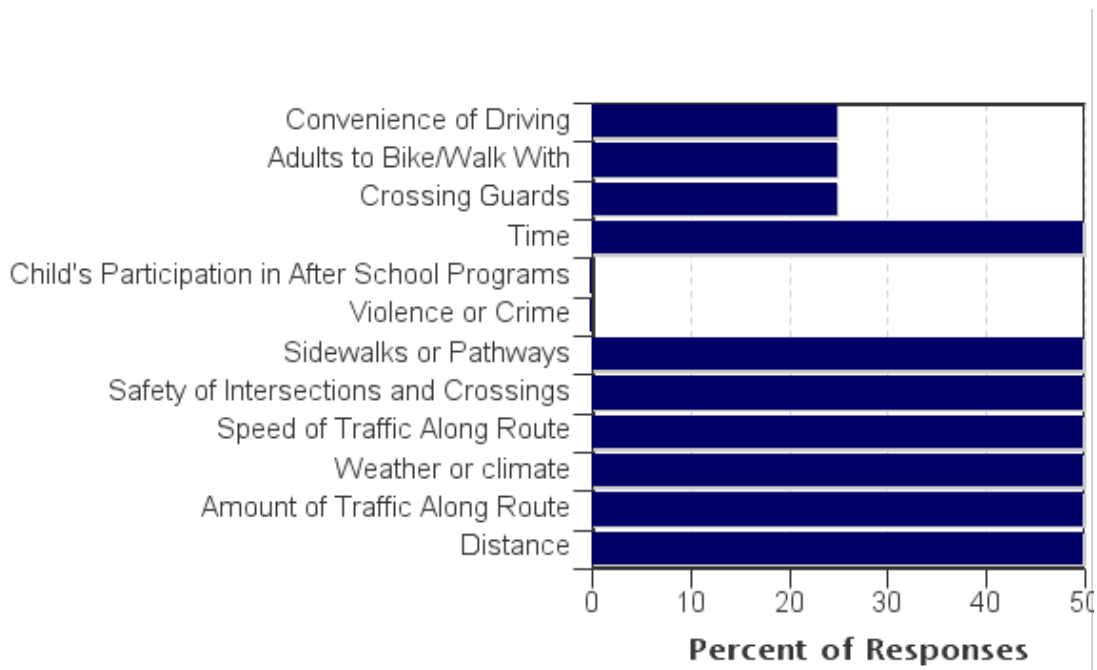
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	29	100%	80%	86%	67%	26%
No	29	0%	20%	14%	33%	74%

Don't know or No response: 6
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	82%	50%
Amount of Traffic Along Route	48%	50%
Weather or climate	48%	50%
Speed of Traffic Along Route	45%	50%
Safety of Intersections and Crossings	41%	50%
Sidewalks or Pathways	30%	50%
Violence or Crime	25%	0%
Child's Participation in After School Programs	23%	0%
Time	20%	50%
Crossing Guards	11%	25%
Adults to Bike/Walk With	7%	25%
Convenience of Driving	7%	25%
Number of Respondents per Category	44	4

No response: 16

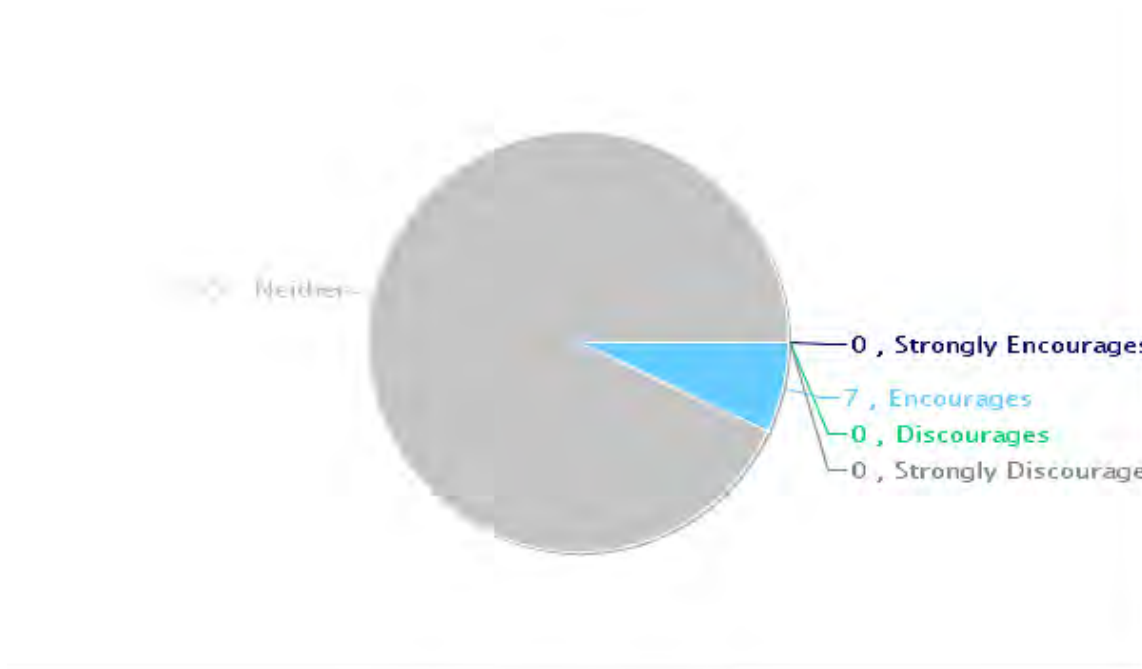
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

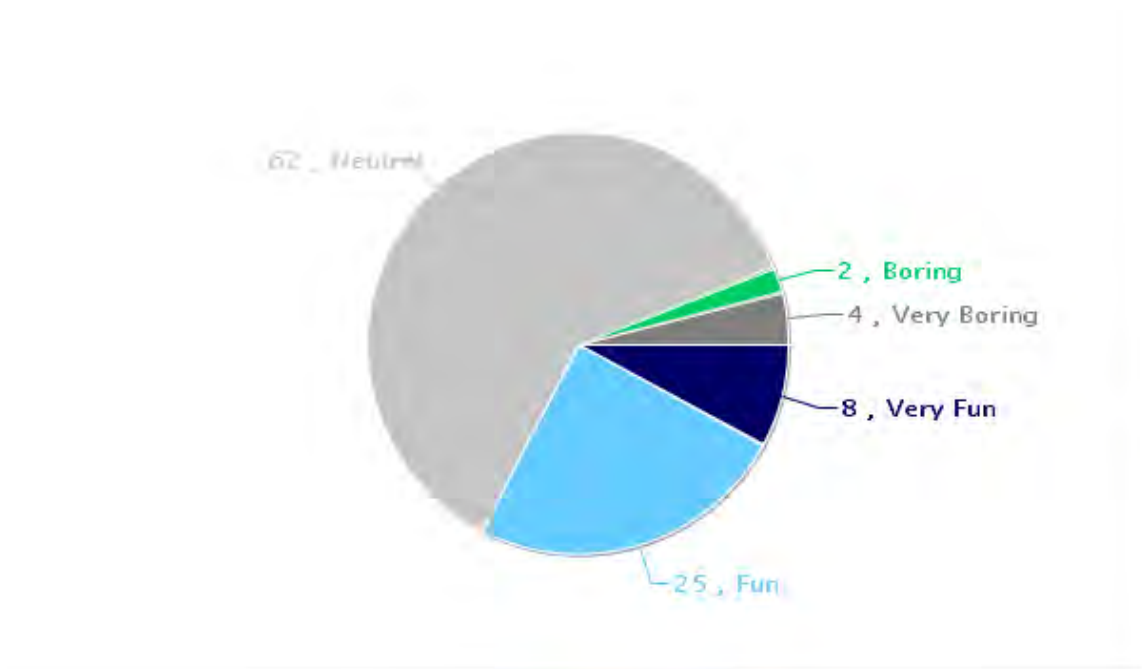
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

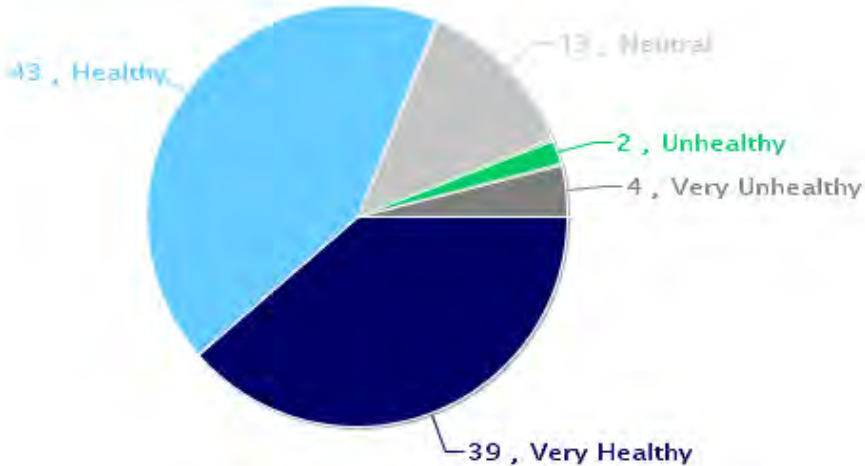
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1683731	The intersection at Crestview Ln and N Cedar St. before and after school (when high school gets out) is unsafe. High school drivers and others stop at the intersection but do not allow people/kids at the cross walk to cross making it difficult. There is no crossing guard at that area causing it to be unsafe. Kids are speeding, not coming to a complete stop, and looking at their phones.
1683233	We live in Rome it is too far for either of my kids to bike so walk to school!
1683285	Live in Wisconsin Rapids but even when we were only a mile away from school I would not let me children walk to or from school.
1683434	We are open enrolled and live 30min away so walking or riding a bike is not an option and will never be an option.
1680604	I drive my kids to and from school. My biggest concern with things is the speed for which a lot of parents drive in the parking lot and them being on there phones while in the parking lot and kids are in the lot getting I to cars.
1683630	Mason takes the bus from Rome.
1683794	13 and 14 not answered because my child has never walked/biked to/from school.
1682221	This is irrelevant as my son is way too far from the school to consider walking or riding a bus.
1685134	I base whether or not my children (K+ with sibling at same school, 1st+ without) walk or bike to school on the weather and the individual child's maturity level. If there were not sidewalks, crossing guards, and safe intersections, or if we lived further from school, they would not walk or ride their bikes to school.
1680228	Dropping my student off by car and navigating the parking lot before and after school is more dangerous than my son riding his bike or walking because we live so close.
1680229	Not able to answer some of these questions due the distance that we live from the school. But if we lived in town and close enough for my kids to walk or ride a bike I would allow them too. At what age, I don't know. My son is in 8th grade now, and I wouldn't have a problem for him to walk or ride a bike. It's just not feasible.
1680238	The intersection by the high school is particularly concerning as the drivers don't always seem to pay attention or yield to children in crosswalks.
1680258	This is a remote area with very few safe avenues to walk or bike. The weather is often harsh and the school is too far away. My child will NEVER walk or bike 12 miles to school and I will fight any attempts by the school board to enforce this. Rediculous!
1680265	We live too far out for me to even consider options other than us driving him to school and picking him up or taking the school bus. Question 7b is incorrect. You're missing "home" for that sentence to make sense.

1680291	We live out town, but my son thinks riding his bike to school is better than riding the bus. Lack of daylight hours in the morning prevent him from riding his bike to school. However, on occasion he has road his bike into town/school. I think more parents should encourage walking/biking to school especially if they live in town. It is healthy and promotes independence as well as responsibility.
1680374	Safety isn't even a factor whether my kids walks/bikes.
1680406	The traffic going to & leaving the high school remains a problem. I live on Crestview so everyday I see speeding cars flying down that road and I'm getting pretty tired of it. It's dangerous for these kids that walk home.
1680233	Bus pick up points would be ideal for in-town students. Considering taxes are used for bus transportation purposes, it should be an option for those in-town as well. Times have evolved for the worse when it comes to children being able to live the previously known as "normal" lifestyle. Abduction rates and drug paraphernalia/offenders litter even the small towns. A change in times calls for a change in thinking for the children's safety as well. However when monetary worries supersedes children's safety, changes will remain moot. The ignorance of "but it hasn't/won't happen here", is frightening.
1680244	I think the bike rules on the road are garbage!! When we ride bikes we ALWAYS ride facing oncoming traffic so we can see if/when something is coming and if they are moving over or not! We will NOT ride our bikes the same way as traffic. We do Not have eyes on the backs of our heads even though we tell our kids we do!¿
1680246	When I have ridden a bike to bike home from school with my child, I became aware that many vehicles (all types and sizes) do not watch for bicycles or pedestrians. We have to stop when we should have the right of way. Vehicles stop past the crosswalks. Many vehicles travel faster than they should, during times when children are traveling home from school.
1680267	The one thing that truly is upsetting to our daughter about her bus transportation right now is that she arrives in Nekoosa at a decent time but is forced to sit on the bus at the high school and wait for other buses to arrive. Other AMS students then get on to her bus and head to the Middle School. This has caused her to be late numerous times arriving at school when she could have been at AMS for 15 to 20 minutes had the bus taking them instead of waiting. The students have been told under no circumstances are they allowed to walk from the high school to AMS no matter what the weather is. I am very frustrated with Safeway for this procedure
1680466	We live out in Rome so my child will never bike to school. I grew up living a few miles out from Nekoosa schools and rode my bike to school occasionally starting in 7th grade through 11th
1681338	I wish there were sidewalks or bike paths for him to bike/walk to school on. I take him to school, because I also have to take his sister to the elementary school.
1680756	10 miles is too far to walk or bike to school

**ATTACHMENT C:
Task Force Meeting and Adoption Documentation**

From: NCWRPC

Nekoosa Safe Routes to School (SRTS) Timeline

Preliminary Tasks Fall 2019

- Create SRTS Task Force
- Administer Student Travel Tallies
- Administer Parent Surveys

Meeting 1: Kick-Off Meeting Fall 2019

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

Meeting 2: Recommendations Winter 2019/2020

- Pick strategies from all **5-Es*** to recommend
- Prepare to host initial review meetings

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

Meeting 3: Initial Review Meetings Winter 2019/2020

(Non-NCWRPC attended)

- City of Nekoosa Committee review
- Nekoosa School District Committee review

Meeting 4: Wrap-up Meeting Spring 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 Spring 2020

(Non-NCWRPC attended)

- City of Nekoosa Common Council review and adoption
- Nekoosa School District Board review and adoption

RESOLUTION 7.7.20
Resolution Adopting the Nekoosa Safe Routes to School Plan

WHEREAS, the Nekoosa School District 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 Nekoosa School District; 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 Nekoosa 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

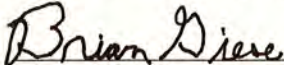
WHEREAS, the Nekoosa School District had members/staff on the SRTS Task Force; and

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

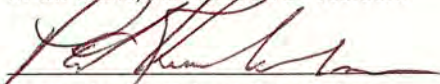
NOW THEREFORE, BE IT RESOLVED, that the Nekoosa School District hereby adopts Resolution 7.7.20.

BE IT FURTHER RESOLVED, that the Nekoosa School District staff are directed to begin implementing this SRTS Plan by coordinating efforts among the two governmental entities who created this plan (City of Nekoosa and the Nekoosa School District).

Adopted this 7th day of July, 2020.



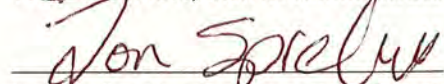
Brian Giese, School Board President



Pat Resheske, School Board Clerk



Terry Whitmore, District Administrator



Jon Sprehn, Humke Elementary Principal

RESOLUTION R-0714-20

Resolution Adopting the Nekoosa Safe Routes to School Plan

WHEREAS, the City of Nekoosa 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 Nekoosa; 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 City of Nekoosa 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

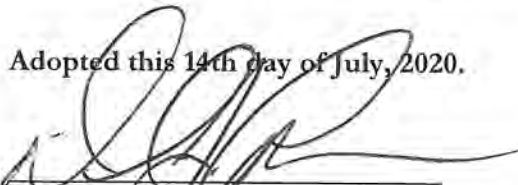
WHEREAS, the City of Nekoosa had members/staff on the SRTS Task Force; and

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

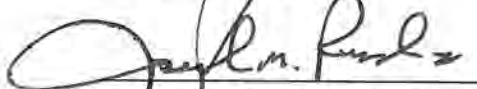
NOW THEREFORE, BE IT RESOLVED, that the City of Nekoosa hereby adopts Resolution R-0714-20.

BE IT FURTHER RESOLVED, that the City of Nekoosa staff members are directed to begin implementing this SRTS Plan by coordinating efforts among the two governmental entities that created this plan (City of Nekoosa and the Nekoosa School District).

Adopted this 14th day of July, 2020.



Daniel Carlson, Mayor



Joseph M. Rusch II, City Clerk

**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.

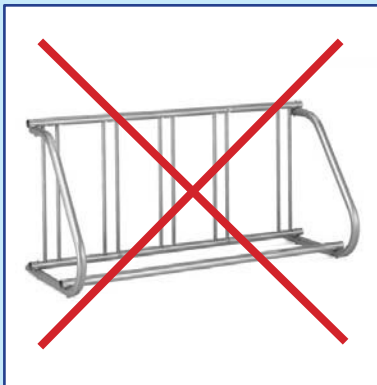
Bicycle Rack Location

- 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.

ATTACHMENT E:
**Success Story: Omro Middle School's Bike to School Day...and
Beyond**

From: Safe Routes Matters: March/April 2012

Success Story: Omro Middle School's Bike to School Day... and Beyond

[Safe Routes Matters: March/April 2012](#)

Omro Middle School, in northeastern Wisconsin, has a history with Bike to School Day – it held its first Bike to School Day event in May 2010. But it didn't stop there. Program coordinator Joe Horvath supplied students with year-round bicycling activities and infrastructure to encourage students to choose an active commuting lifestyle and active hobbies.

Bike to School Day

The Omro School District held their first Bike to School Day event in May 2010, in conjunction with bicycling activities during the school day. More than 20 percent of students biked to school. A bicycle train program kicked off for the event and continued into the 2010-2011 school year.

Bike Fleet

The school developed a cycling program using a fleet of more than 35 bicycles that is available to students during physical education classes, lunch and special events and trips. The bicycle fleet is maintained by the school's "Young Mechanics," who are trained high school and middle school students working in a fully tooled bike shop. In an age when more and more U.S. cities are establishing bike sharing programs, Omro Middle School organizes and runs a bike share program itself, rather than through the support of a civic or adult organization.

Bicycle Education and Cyclocross

Omro Middle School has begun developing a bicycle education program and a 0.75-mile cyclocross course on the school campus, connecting the existing on-campus limestone surface trail and the school forest. The course is already used by middle school bicycle education curriculum classes, and the goal is to develop a cyclocross program in the 2011-2012 school year. Instruction in cyclocross racing has been offered the past several years during their middle school Career & Hobby Day held each May.

Omro Middle School Young Mechanics Program

Omro Middle School's physical education teacher has trained a crew of young bicycle mechanics. The young bicycle mechanics work out of the school's "Bicycle Shoppe." Their job is to maintain the school's bicycle fleet, which is used during physical education classes, and assist other students with bicycle maintenance issues. The young mechanics earn "bike bucks" for their work in the Bicycle Shoppe, which they can redeem for bicycle parts, tires, and sale bikes.

—Adapted from Safe Routes Matters,
March/April 2012

Annual Bicycle Field Trip

Every year, Omro's eighth graders take two weeks of the bicycle curriculum in their physical education class. Near the end of May, approximately 100 students take part in an eighth-grade bicycle field trip with 30 teacher/parent chaperones. Students are divided into teams for a day-long scavenger hunt spanning 30 miles of bicycling.

Students begin by completing a bicycle safety quiz. Then they ride to their first stop, where a law enforcement officer judges how safely they bicycled. Throughout the day, students bike 2-3 miles at a time to these stations, where adult "Station Masters" assign tasks and ask questions involving bicycle rules and safety, math, language arts, social studies, science and art. Each station also has a healthy snack and water. At the end of the day, Omro Middle School awards donated recreational door prizes at a picnic. The school always raffles off a fully equipped bike, as well as smaller prizes for every student.

These components lead to a culture committed to year-round bicycling at the school – in fact, three students biked to school every day last year, through all seasons of Wisconsin weather.

“Omro's bicycling programs have established a year-round, enthusiastic bicycling culture that helps students develop a lifelong love for and commitment to bicycling and to physical activity in general,” said Lauren Marchetti, director of the National Center for Safe Routes to School. “This culture is made possible by the students and by the program administrators that support them. Joe's heart and commitment to the students typifies what a Safe Routes to School local champion is, and what he or she can accomplish.”
