Wabeno
Safe Routes to School Plan

May 2020

Prepared by: North Central Wisconsin Regional Planning Commission

ACKNOWLEDGEMENTS

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

Wabeno Safe Routes to School Task Force

William Anderson, Forest County Highway Commissioner
Tim Brauer, Wabeno Elementary School Principal
Cheri Collins, Town Supervisor, Town of Wabeno
Lee Mattern, Transportation Director, Wabeno School District
Laurie Pries, Facilities Supervisor, Wabeno School District
Jacee Shepard, Forest County Health Department
William Taylor, Wabeno Middle/High School Principal
Jeffrey Walsh, Wabeno School District Administrator

Cover photos: NCWRPC

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For more information contact:

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

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PREFACE

NCWRPC

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

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

THE REGION

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

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

REGIONAL LIVABILITY PLAN

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

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

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

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

THE NORTH CENTRAL REGIONAL SAFE ROUTES TO SCHOOL PROGRAM

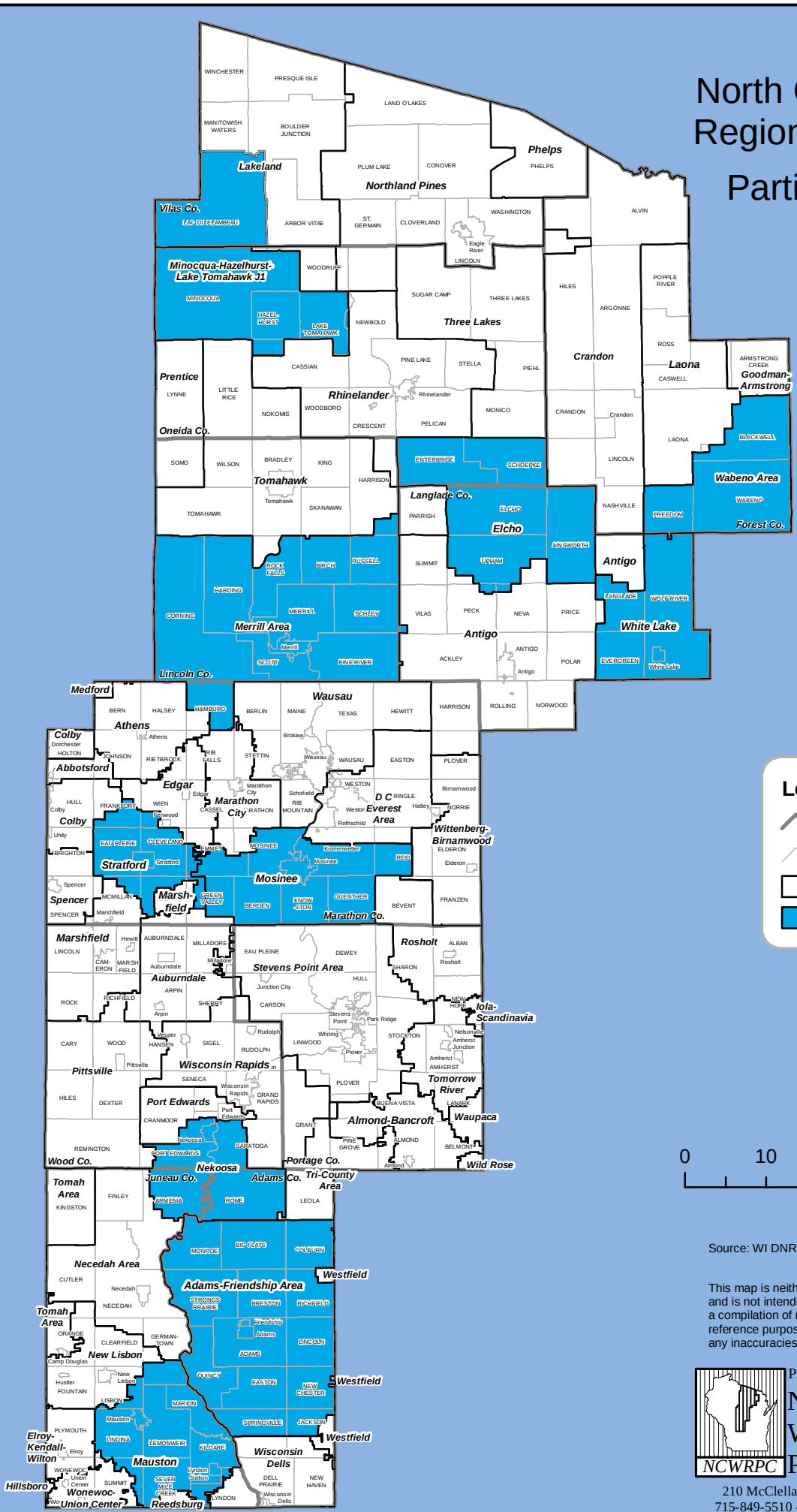
As part of its on-going commitment to implementation of the Regional Livability Plan, the North Central Wisconsin Regional Planning Commission (NCWRPC) has undertaken a regional Safe Routes to School (SRTS) program. Implementing safe routes to school advances livability principles by making it safer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

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

Map 1

North Central Wisconsin Regional SRTS Program

Participating School Districts



Source: WI DNR, NCWRPC

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

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

CHAPTER 1: INTRODUCTION

PURPOSE AND OVERVIEW

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

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

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

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

SAFE ROUTES TO SCHOOL (SRTS) PROGRAM:

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

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

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

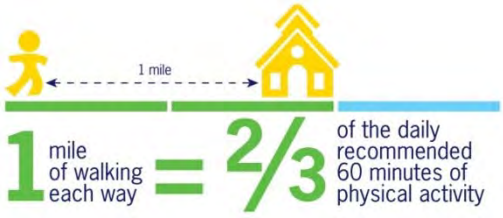
- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation

WHAT IS SAFE ROUTES TO SCHOOL?

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

Health and Obesity

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



Physical Activity and Academic Performance

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

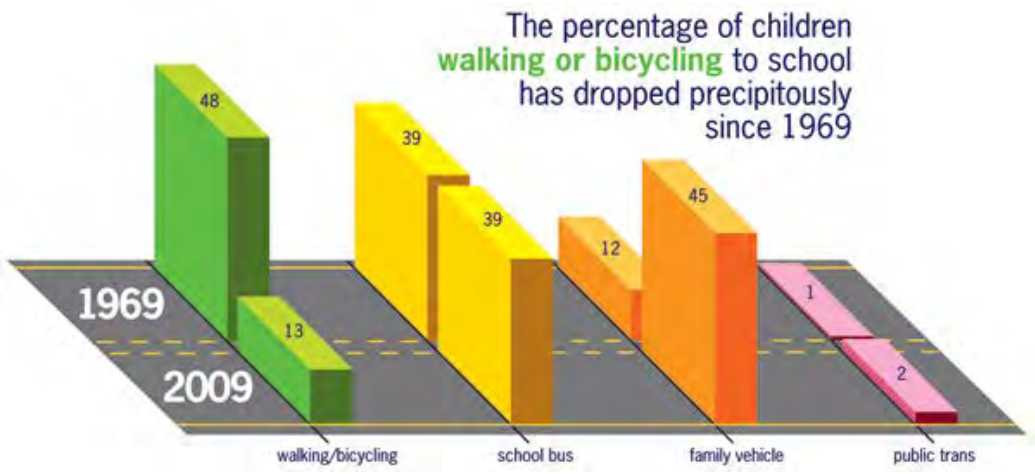
- When children get physical activity before class, they are more on task and fidget less. This is true for both girls and boys, and has been shown to be particularly beneficial for children who have the most trouble paying attention and those with attention deficit disorders.

Safety

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

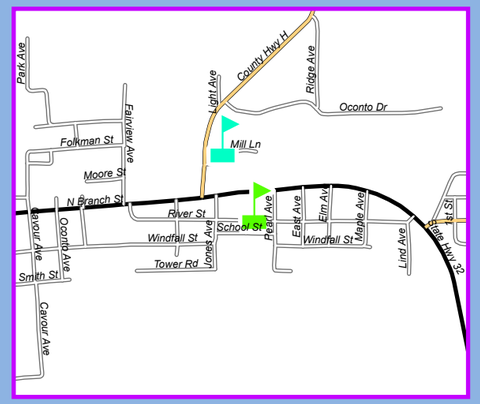
The Wabeno School District is located in the southeastern portion of Forest County, Wisconsin and the northwestern region of Oconto County. There are also very small sections in Marinette County and Langlade County. Map 2 shows that the District includes the Towns of Blackwell, Freedom, Wabeno, Townsend, and Lakewood as well as very small sections of the Towns of Wolf River and Silver Cliff. The Town of Wabeno is the most populated municipality within the District. The Wabeno School District includes Wabeno Elementary School and Wabeno High School. The schools are located in separate buildings in close proximity within the Town of Wabeno.

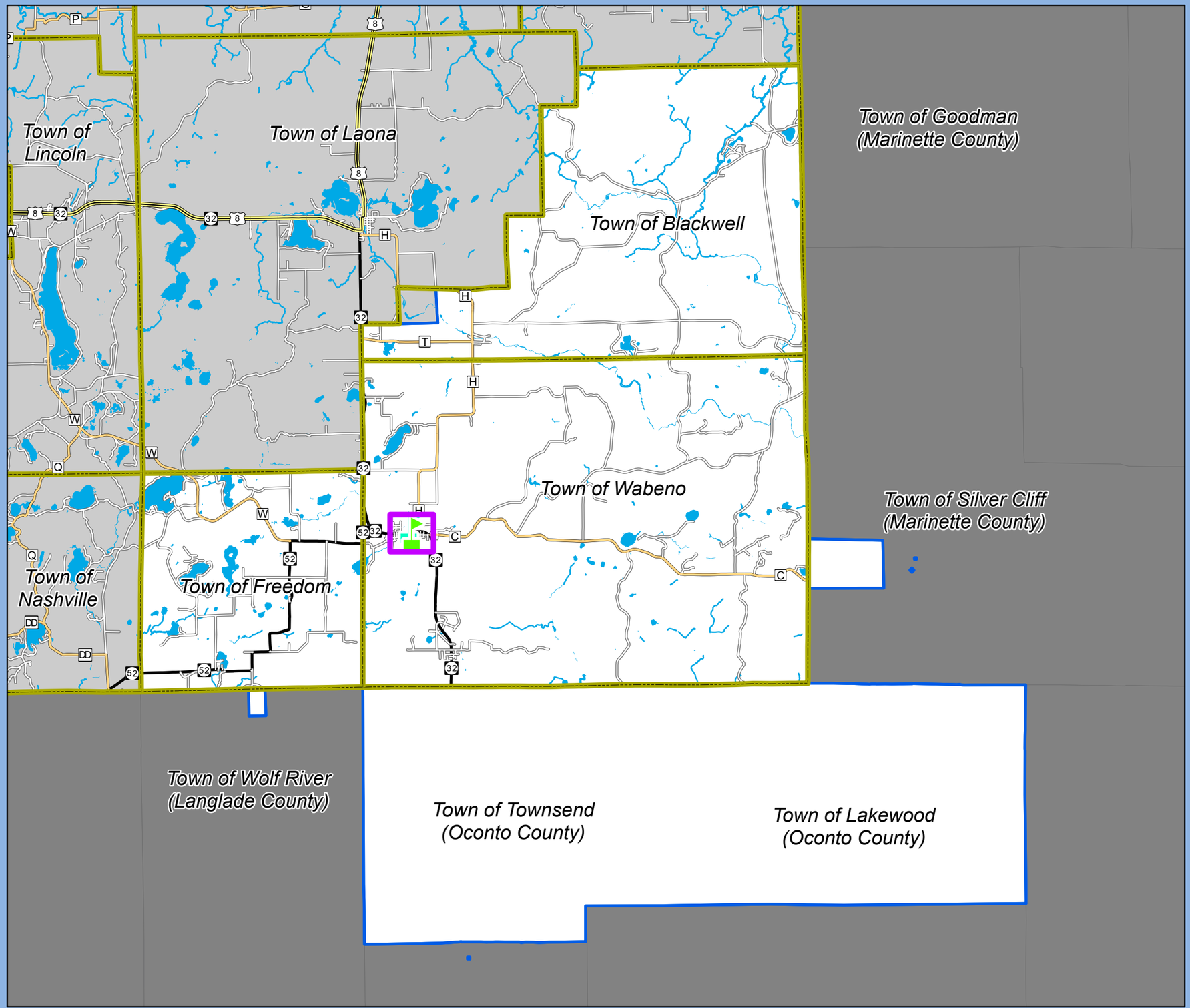
This Plan includes Wabeno Elementary School and Wabeno High School. Wabeno Elementary School had 207 students in four-year kindergarten through 6th grade that were enrolled in 2018-2019. Wabeno High School had 175 students in grades 7 through 12 that were enrolled during the 2018-2019 school year.

Map 2

School District Location

Wabeno Area
Safe Routes To School





- Wabeno Area School District
- Wabeno Elementary
- Wabeno High School
- Minor Civil Division
- Water

0 1.75 3.5 7 Miles

N W E S

Source: WI DNR, NCWRPC, Forest Co

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

Enrollment numbers have decreased significantly over the past several years and are summarized in Table 1. The most significant enrollment decline occurred at the pre-kindergarten and kindergarten levels. Elementary school (grades 1-8) enrollment declined also, but at a notably slower rate.

Table 1: Wabeno School District Enrollment

	2011	2013	2015	2017
Total 3 years and over enrolled	684	645	520	519
Nursery School/Preschool	53	24	21	23
Kindergarten	42	50	26	23
Elementary School (Grades 1-8)	288	277	265	240
High School (Grades 9-12)	210	239	153	191

Source: American Community Survey

COMMUNITY DEMOGRAPHICS

Table 2 displays population information for the minor civil divisions that are included in the Wabeno School District. The Town of Wabeno is the most populated municipality in the School District. The Towns of Townsend and Lakewood follow closely behind in population at 884 and 846 respectively. From 2010-2017 the divisions that experienced the greatest growth were the Towns of Silver Cliff (9.4%) and Lakewood (3.7%). The Towns with most significant decline were Blackwell (-36.7%) and Wabeno (-16.0%). The District has undergone a 9.3 percent decrease in population overall from 2010-2017.

Table 2: Population of Minor Civil Divisions Within the Wabeno School District

	1990	2000	2010	2017	2010-2017 % change
Town of Wabeno	1,012	1,264	1,166	979	-16.0%
Town of Blackwell	384	347	332	210	-36.7%
Town of Freedom	296	376	345	350	1.4%
Town of Lakewood	607	875	816	846	3.7%
Town of Silver Cliff	259	529	491	537	9.4%
Town of Townsend	715	963	979	884	-9.7%
Town of Wolf River	750	856	731	680	-7.0%
School District of Wabeno*			3,935	3,569	-9.3%

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. The Town of Townsend has the greatest number of households (444), with the Towns of Wabeno (429) and the Lakewood (421) following close behind. From 2010-2017 the Towns of Silver Cliff (11.9%) and Freedom (11.3%) experienced the greatest growth in the number of households. The Towns of Wabeno and Townsend were the only communities that saw a decline in the number of households with decreases of 11.2 percent and 4.3 percent respectively. Overall there was an 8.7 percent decline in the

number of households throughout the District. Table 4 shows that average household size numbers among municipalities have undergone a decisive decline, the only exception being the Town of Blackwell (17.1%). The communities that saw the sharpest decline in household size were the Towns of Wolf River (-9.3%), Freedom (-8.8%), and Townsend (-5.7%). The District as a whole has experienced a slight increase in average household size.

Table 3: Households of Minor Civil Divisions Within the Wabeno School District

	1990	2000	2010	2017	2010-2017 % change
Town of Wabeno	383	497	483	429	-11.2%
Town of Blackwell	48	45	41	43	4.9%
Town of Freedom	111	158	151	168	11.3%
Town of Lakewood	260	399	398	421	5.8%
Town of Silver Cliff	106	216	218	244	11.9%
Town of Townsend	312	436	464	444	-4.3%
Town of Wolf River	302	368	347	355	2.3%
School District of Wabeno*			1,807	1,649	-8.7%

Source: US Census Data/American Community Survey Estimates

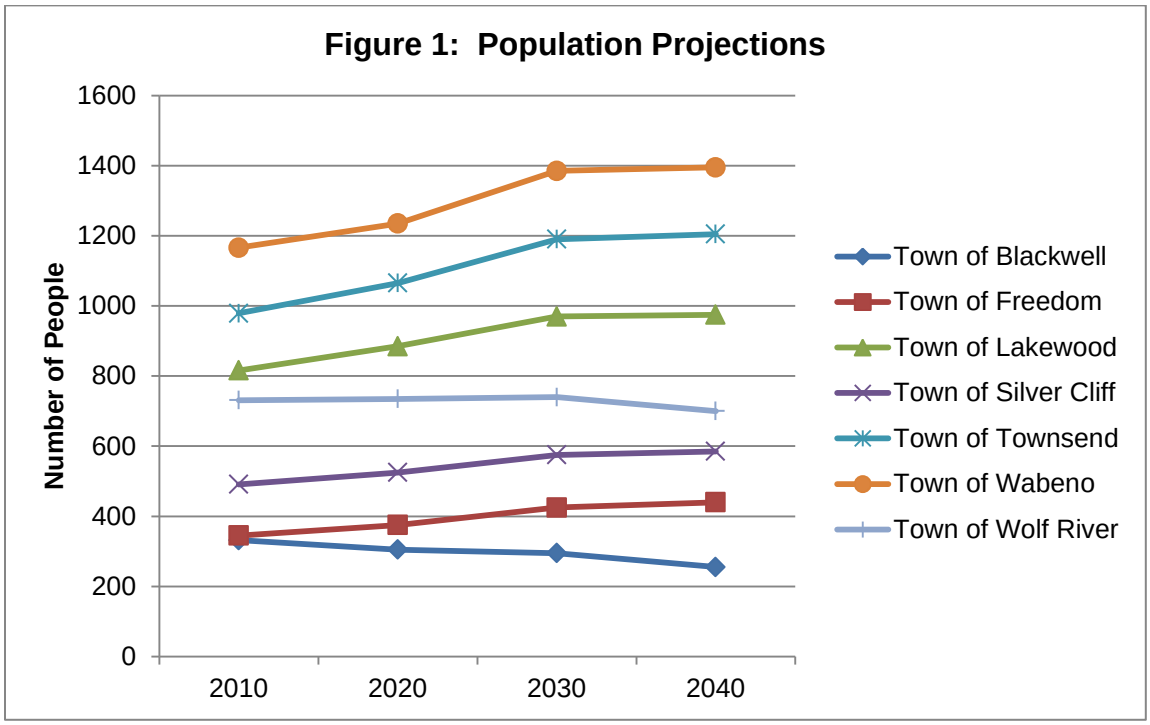
Table 4: Average Household Size of Minor Civil Divisions Within the Wabeno School District

	2000	2010	2017	2010-2017 % change
Town of Wabeno	2.54	2.41	2.28	-5.4%
Town of Blackwell	2.38	1.93	2.26	17.1%
Town of Freedom	2.38	2.28	2.08	-8.8%
Town of Lakewood	2.19	2.05	2.01	-2.0%
Town of Silver Cliff	2.45	2.25	2.20	-2.2%
Town of Townsend	2.21	2.11	1.99	-5.7%
Town of Wolf River	2.31	2.05	1.86	-9.3%
School District of Wabeno		2.00	2.10	5.0%

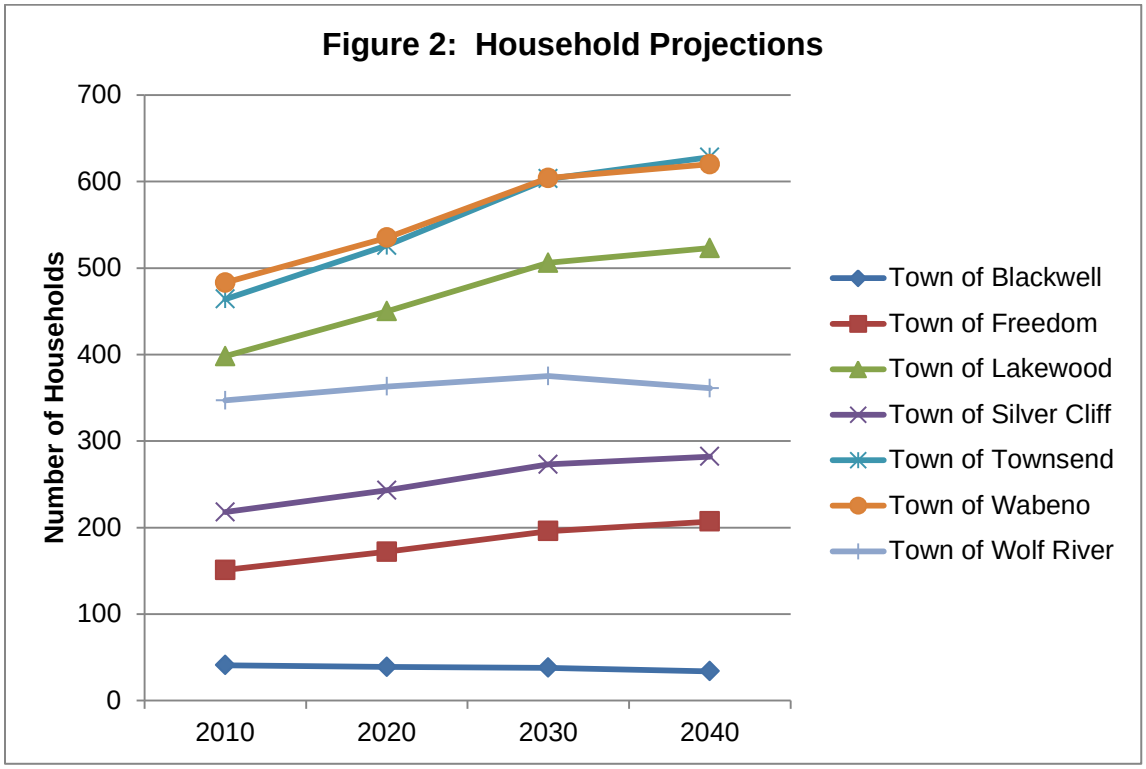
Source: US Census Data/American Community Survey Estimates

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 Town of Wabeno is projected to increase by 229 persons or 19.6 percent. The Town of Freedom is expected to experience the greatest growth at 27.5 percent. The greatest decline is anticipated for the Town of Blackwell at a 27.5 percent rate of reduction. Additionally, Figure 2 shows the number of households is expected to increase 28.4 percent for the Town of Wabeno. The most significant drop in households is projected at a 17.1 percent decrease for the Town of Blackwell, and the largest swell is predicted at 37.1 percent for the Town of Freedom between 2010 and 2040. The NCES estimated that in

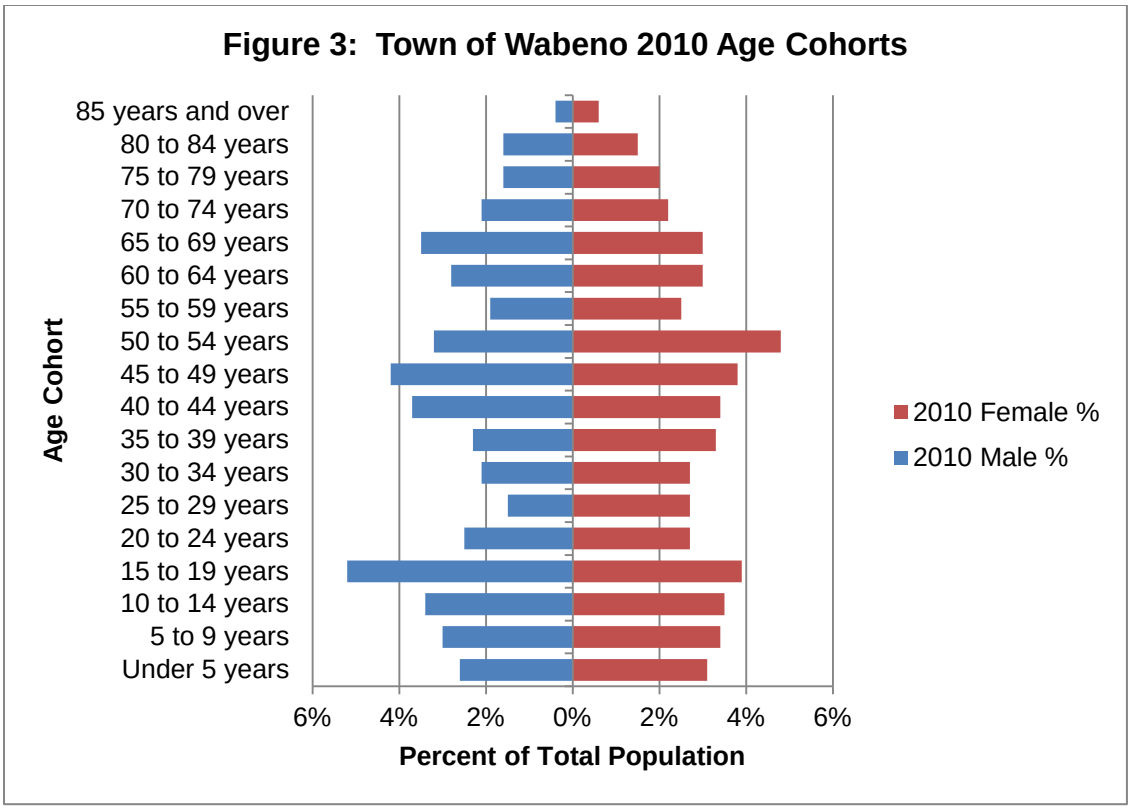
2017 there were 1,649 total households in the District, with 296 having at least one person below 18 years of age.



Source: Wisconsin Department of Administration Population Projections 2013



Source: Wisconsin Department of Administration Household Projections, 2013

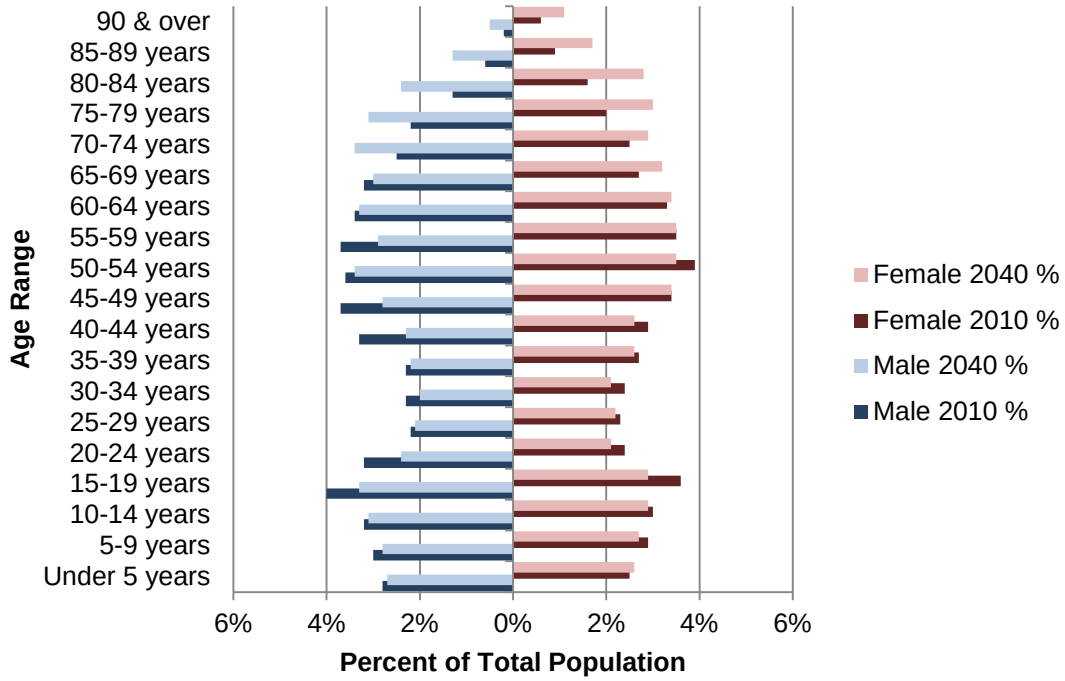


Source: 2010 US Census

The median age for the Town of Wabeno was 41.1, which was 1.7 years higher than the county and 2.6 years higher than the state, at 39.4 and 38.5 respectively in 2010. Wabeno's median age was 5.4 years higher than it was in 2000, which reflects the general aging population of Wisconsin. Figure 3 shows an age population pyramid for the Town of Wabeno illustrating population distribution with respect to age cohorts.

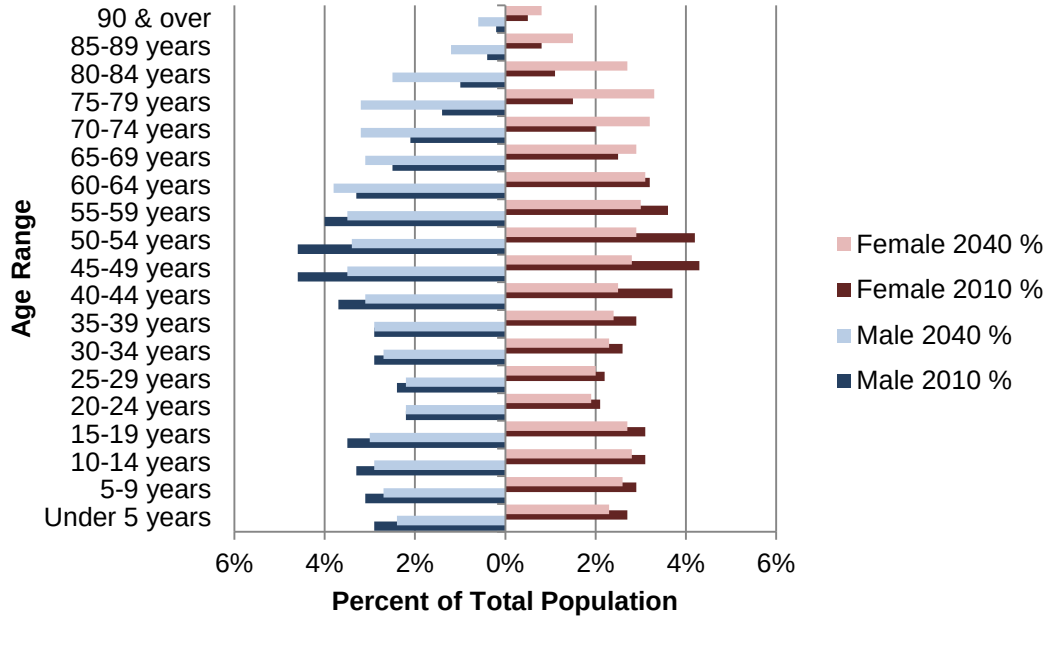
Figures 4 and 5 detail the same interrelation for Forest County and Oconto County both presently and with 2040 population projections. Forest County's population pyramid is somewhat constrictive, with the lowest number of people in the young adult category. However, there are a sizeable number of young people which helps to balance out the aging population. Oconto County's population pyramid is more classically constrictive with far more people in older age categories versus younger age groups. This is expected to be even more the case with future population projections. Figure 6 outlines age categories for the population within the Wabeno School District and reiterates that those in the older age groups far outnumber those in the younger age categories.

Figure 4: Forest County 2010/2040 Age Cohorts

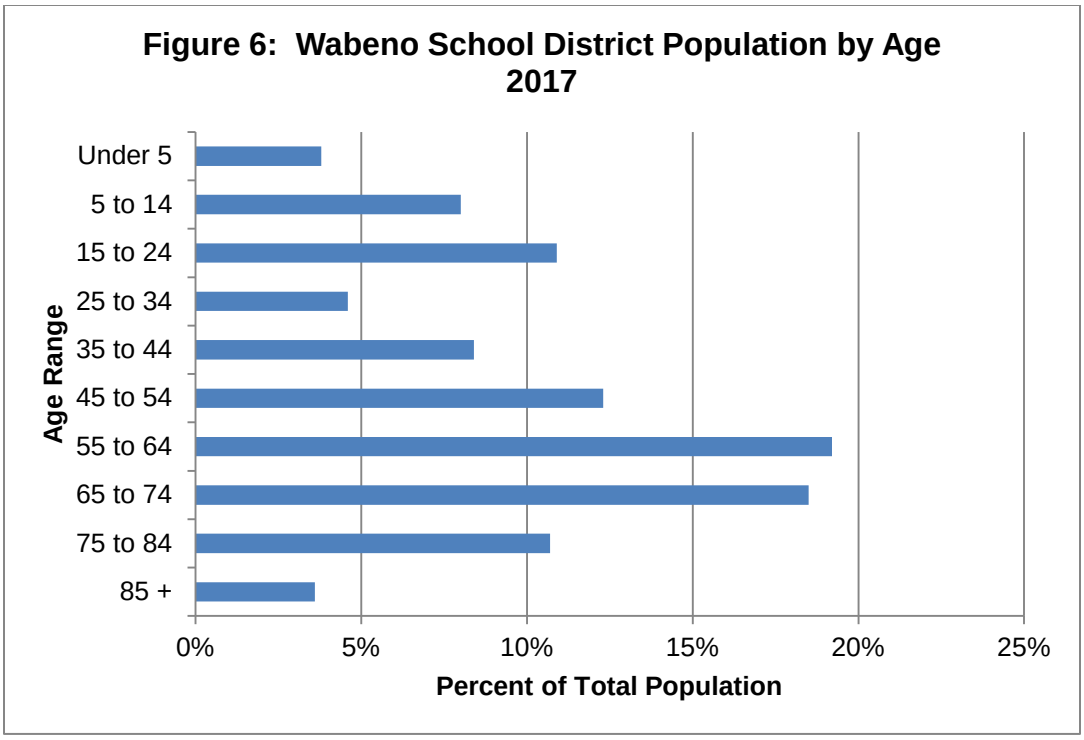


Source: 2010 Census, State of Wisconsin Demographic Services Center Projections

Figure 5: Oconto County 2010/2040 Age Cohorts



Source: 2010 Census, State of Wisconsin Demographic Services Center Projections



Source: American Community Survey 2013-2017

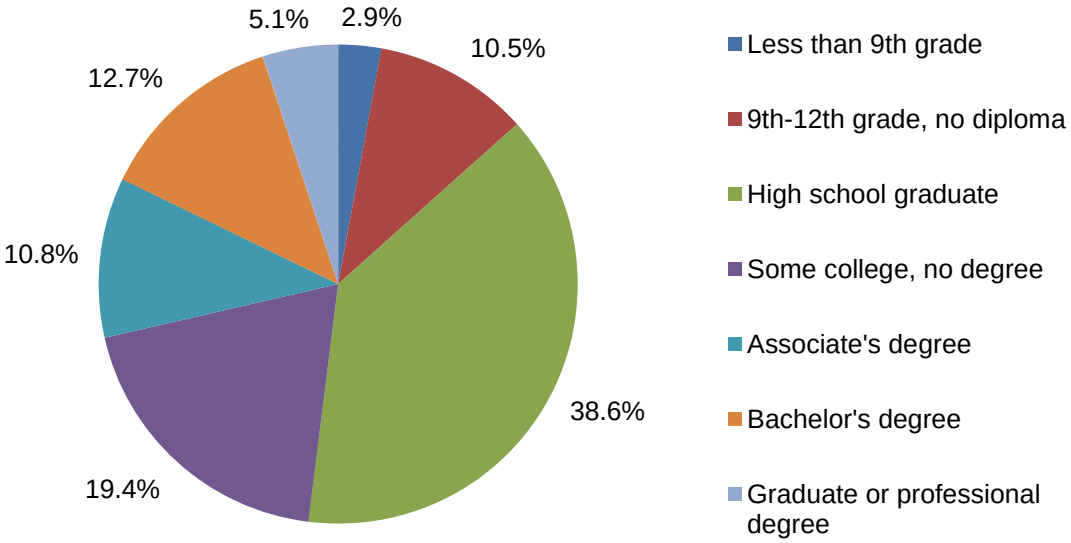
According to 2017 Census data, 78.1 percent of the Town of Wabeno residents were high school graduates and 13.1 percent had bachelor's degrees, as shown on Table 5. The number of bachelor's degree recipients was nearly double that of 2010, when 6.7 percent of the population had graduated with a 4-year college education. The number of high school graduates was down slightly from 81.5 percent in 2010. In 2017, the most substantial high school graduation rates were in the Towns of Townsend (92.1%) and Silver Cliff (91.3%). The Town of Lakewood had the greatest percentage of bachelor's degree holders at 20.4 percent.

Figure 7 shows the breakdown of educational attainment within the Wabeno School District population in those 25 years of age and older. In 2017, 86.6 percent (2,389) of the population had received a high school diploma or higher and 17.8 percent (491) of people had graduated with bachelor's degree or higher.

Table 5: Educational Attainment in Minor Civil Divisions (25 and Over)							
Educational Attainment	Wabeno	Blackwell	Freedom	Lakewood	Silver Cliff	Townsend	Wolf River
Less than 9th Grade	3.9%	6.8%	1.1%	4.2%	1.2%	1.3%	4.1%
9th to 12th Grade, No Diploma	18.0%	15.9%	9.6%	6.7%	7.5%	6.5%	8.9%
High School Graduate	33.8%	26.5%	40.6%	46.4%	50.2%	37.8%	38.9%
Some College, No Degree	20.4%	28.8%	23.6%	15.3%	21.4%	18.6%	20.4%
Associates Degree	10.7%	6.1%	5.5%	7.0%	8.9%	16.5%	11.3%
Bachelor's Degree	8.3%	8.3%	14.8%	14.0%	8.0%	15.6%	12.0%
Graduate or Professional Degree	4.8%	7.6%	4.8%	6.4%	2.8%	3.7%	4.5%
Percent high school graduate or higher	78.1%	77.3%	89.3%	89.1%	91.3%	92.1%	87.0%
Percent bachelor's degree or higher	13.1%	15.9%	19.6%	20.4%	10.8%	19.2%	16.4%

Source 2013-2017 American Community Survey

Figure 7: Wabeno School District Educational Attainment (age 25 and over)



Source: American Community Survey 2013-2017

CHAPTER 2: EXISTING CONDITIONS

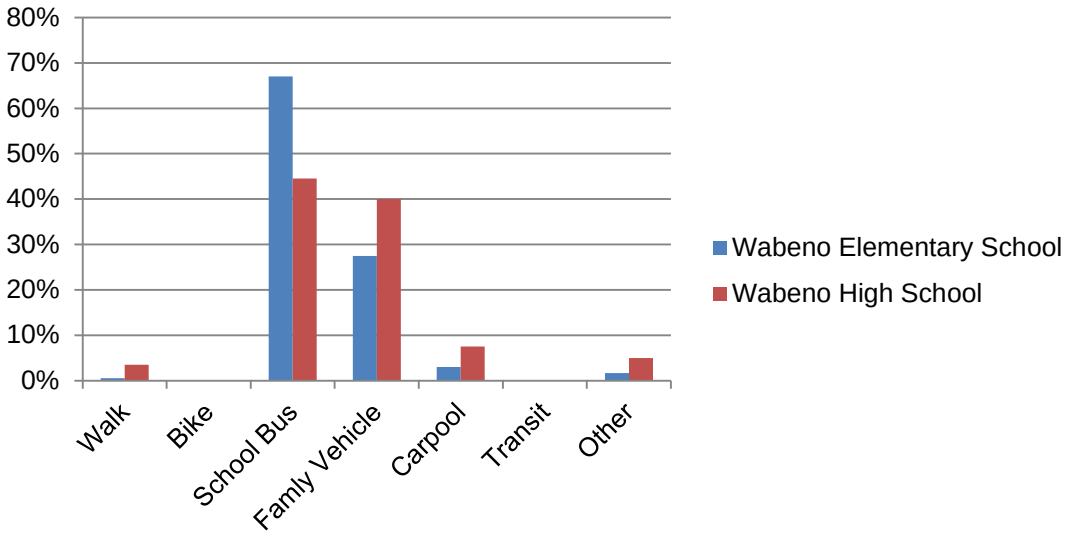
This chapter analyzes a range of background material and information used to help develop the recommended safe routes to school strategies, including: a review of the results of the student travel tallies and parent surveys conducted as part of this plan; discussion of information gleaned from the planning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

STUDENT TALLY OVERVIEW

In October of 2019 student tallies were administered by homeroom teachers from Wabeno Elementary School and Wabeno High School. The 3-day Students Arrival and Departure Tally Sheet from the National Safe Routes to School Center was used (See Attachment A). The results from Wabeno Elementary School included 9 classrooms with a total of 360 morning trips and 367 afternoon trips. There were 13 classrooms from Wabeno High School with 315 morning and 312 afternoon trips. Student tallies occurred over a two-day period, so one student would tally four trips if they attended both days. However, it is possible that some students attended only one day due to illness or absence.

In the student tally, homeroom teachers documented how students got to and from school and had opportunity to note other relevant comments. Student tally results for the two schools included in the study can be seen in Figure 8. The vast majority of students from the two schools take the school bus to and from school, followed by the family vehicle. Tallies and surveys were administered to establish base line data, provide recommendations and compare future progress.

Figure 8: Wabeno School District Studen Tally Results (Total)

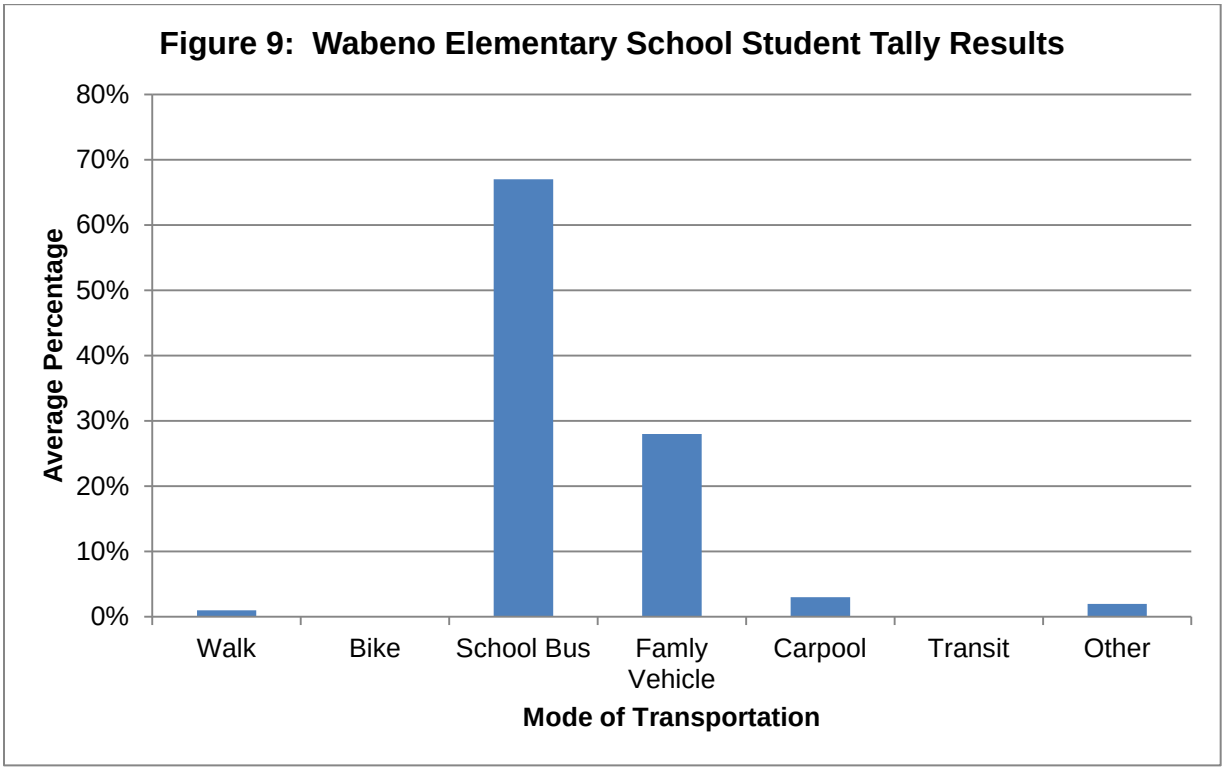


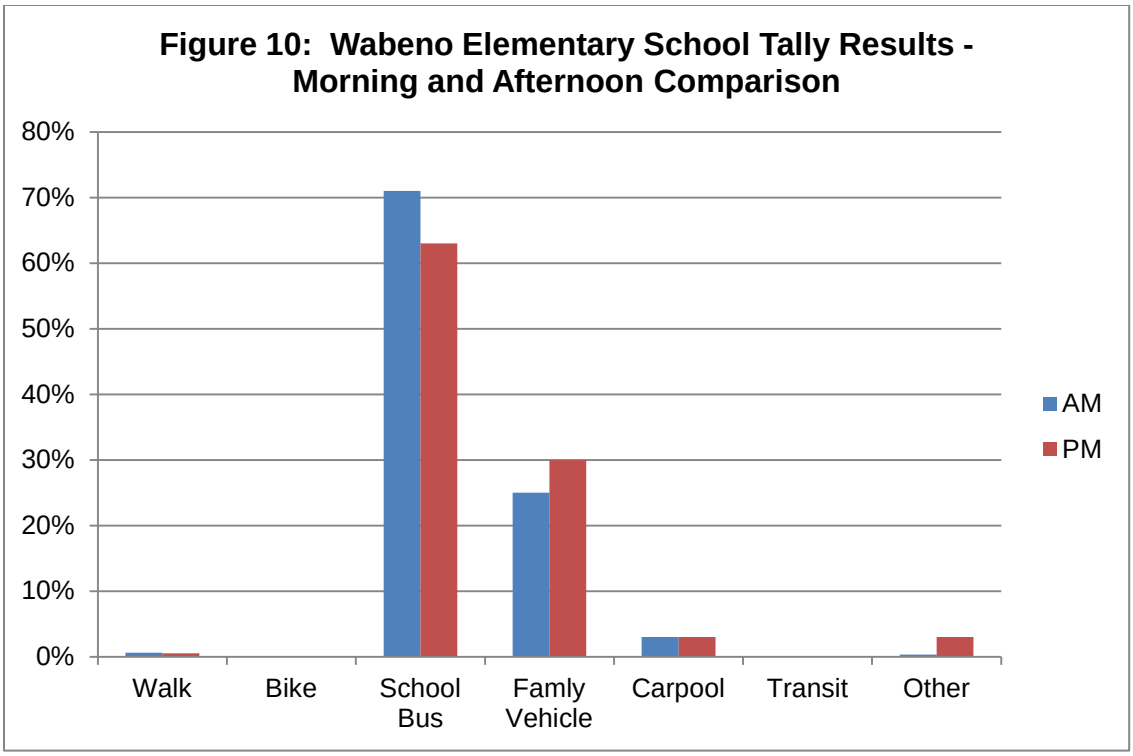
Wabeno Elementary School Student Tally

Students attending Wabeno Elementary School are students in four-year kindergarten through 6th grade. The primary mode of transportation for these students is overwhelmingly the school bus, followed by the family vehicle. Very few students from Wabeno Elementary walk or bike.

- **Modes of Travel by Wabeno Elementary School Students:**
  1. School Bus (67%)
  2. Family Vehicle (28%)
  3. Walk (1%)

Table 6: Wabeno Elementary School – Student Tally Results			
Mode	**Average Percentage**	**Morning**	**Afternoon**
Walk	1%	0.6%	0.5%
Bike	0%	0%	0%
School Bus	67%	71%	63%
Family Vehicle	28%	25%	30%
Carpool	3%	3%	3%
Transit	0%	0%	0%
Other	2%	0.3%	3%





Wabeno High School Student Tally

Students attending Wabeno High School are in grades 7 through 12 and all were included in this assessment. The primary mode of transportation for these students is by school bus and family vehicle. The bus and family vehicle are chosen to a relatively similar degree unlike at the elementary level, where the bus riders are distinctly in the majority. Slightly more students walk to Wabeno High School (4%), versus to Wabeno Elementary School (1%).

- **Modes of Travel by Wabeno High School Students**
  1. School Bus (45%)
  2. Family Vehicle (40%)
  3. Walk (4%)

Table 7: Wabeno High School – Student Tally Results			
Mode	**Average Percentage**	**Morning**	**Afternoon**
Walk	4%	2%	5%
Bike	0%	0%	0%
School Bus	45%	43%	46%
Family Vehicle	40%	43%	37%
Carpool	8%	7%	8%
Transit	0%	0%	0%
Other	5%	5%	5%

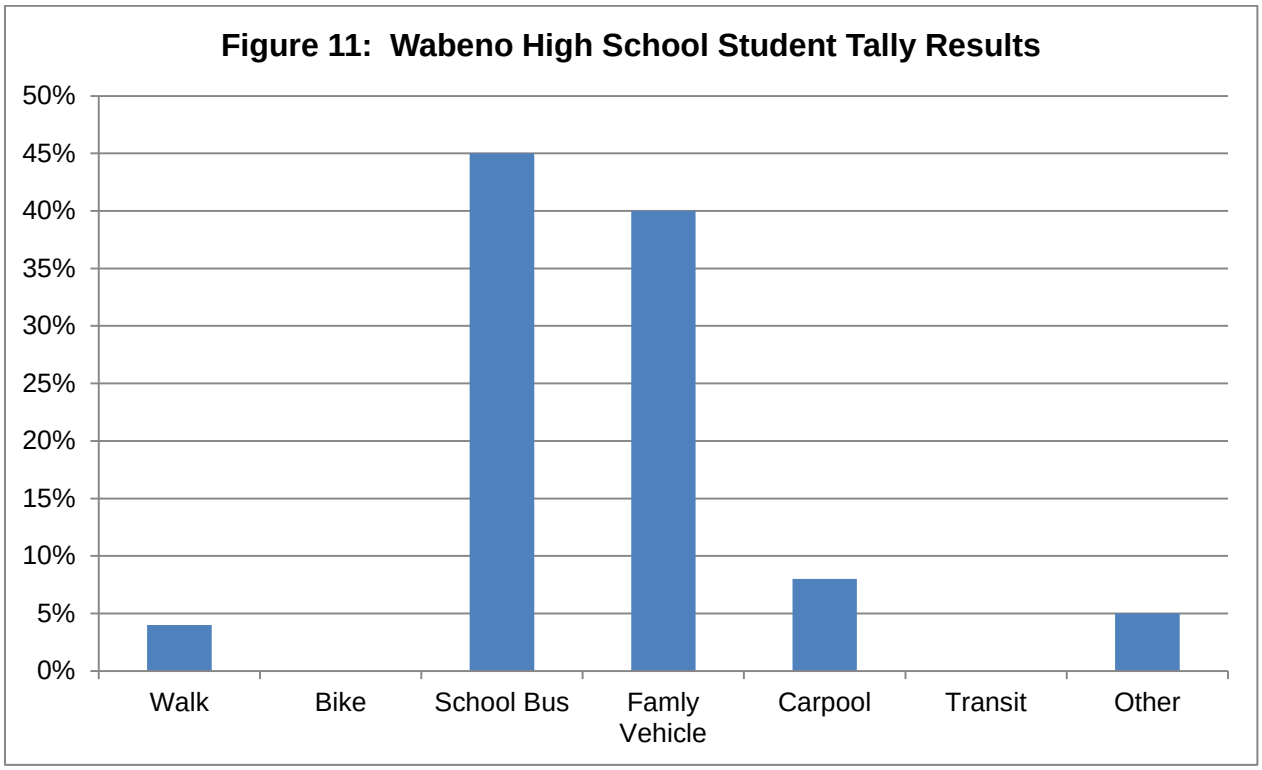


Figure 11: Wabeno High School Student Tally Results
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Walk
Bike
School Bus
Famly Vehicle
Carpool
Transit
Other

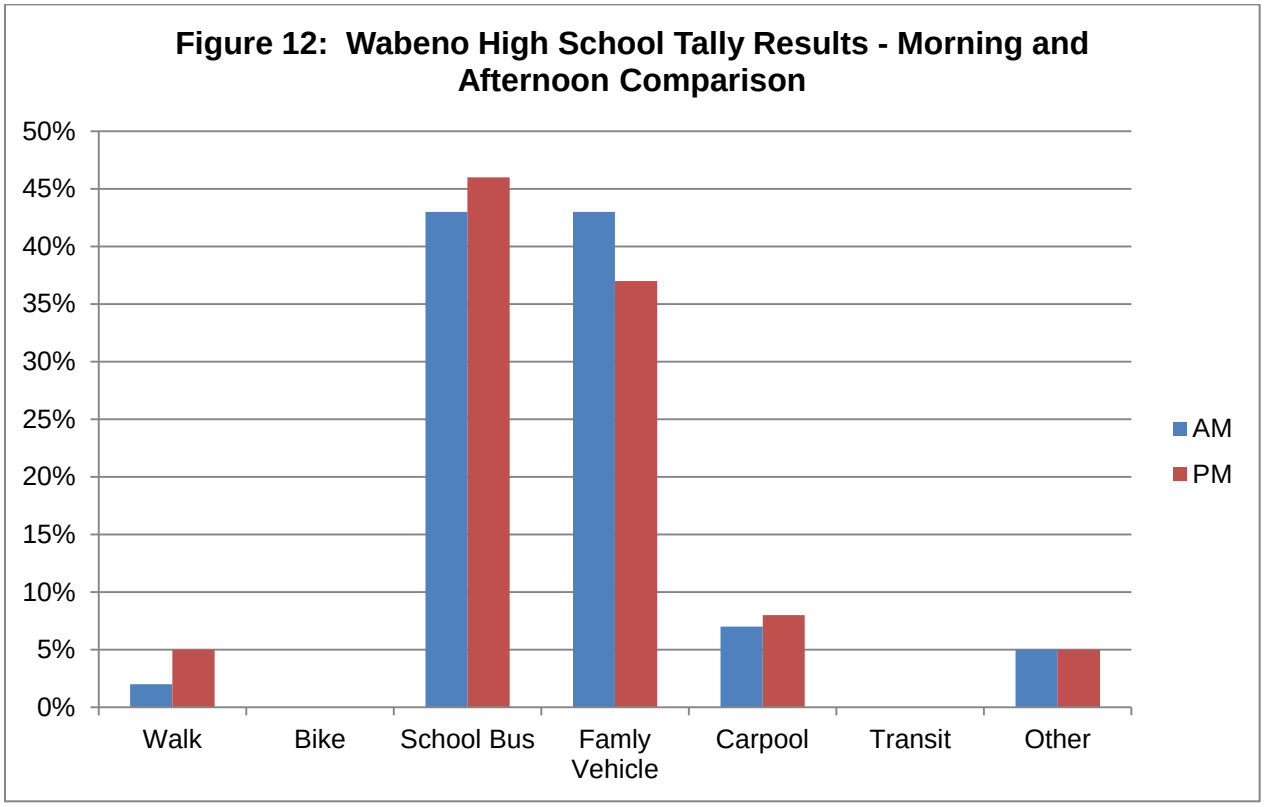


Figure 12: Wabeno High School Tally Results - Morning and Afternoon Comparison
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Walk
Bike
School Bus
Famly Vehicle
Carpool
Transit
Other
AM
PM

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 48 surveys returned for Wabeno Elementary School and 19 for Wabeno High School. Expanded parent survey results can be seen in Attachment B.

Wabeno Elementary School Parent Survey

Figure 13 shows that 75 percent of parents report living over 2 miles from the school, the remaining 25 percent of the respondents are under the 2 mile radius and are being addressed in this safe routes plan. Correspondingly, Figure 14 indicates that the most significant barrier reported by parents preventing them to allow walking or biking is distance.

- **Factors cited most by parents prohibiting biking/walking:**
    1. Distance (88%)
    2. Weather (67%)
    2. Speed of traffic along route (67%)
    2. Amount of traffic along route (67%)
    3. Time (60%)

Figure 13: Wabeno Elementary School - Parent Estimate of Distance from Home to School

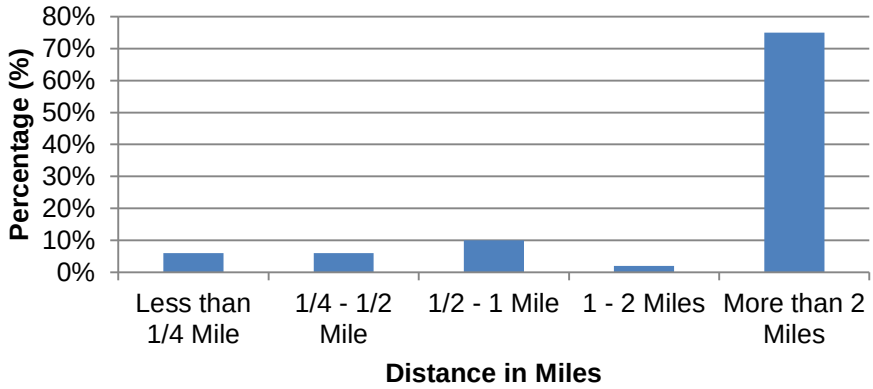


Figure 14: Wabeno Elementary School - issues reported by parents that affect their decision to not allow walking/biking

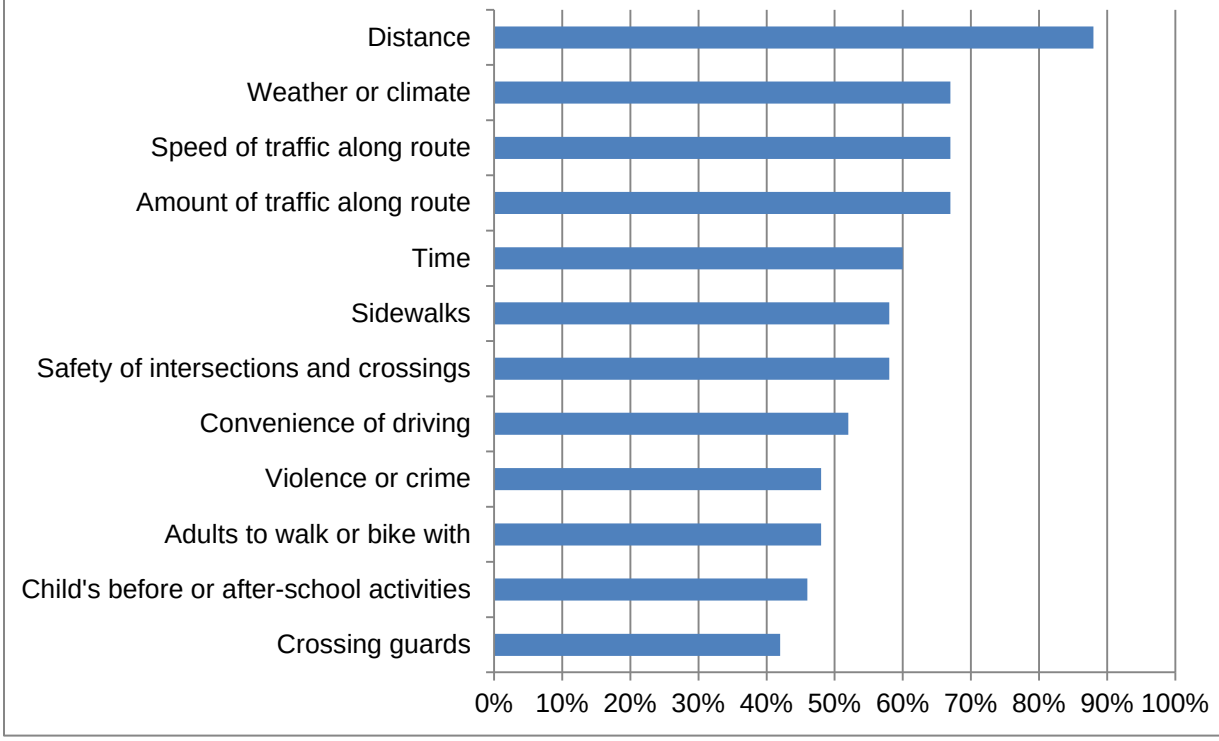
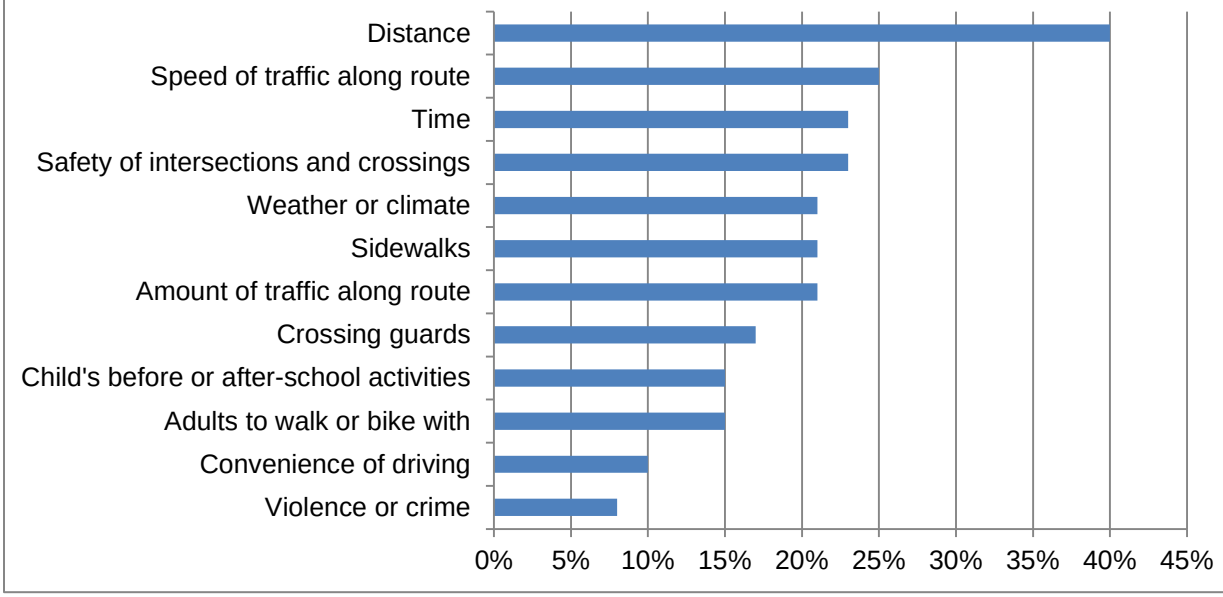


Figure 15: Wabeno Elementary School - probably would allow walking/biking if this issue were improved



Parents cited the variables in Figure 15 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 speed and amount of traffic, safety of intersections and crossings, and sidewalks. In addition, the plan will explore ways to maximize students' time. Weather concerns will be addressed through educational efforts. Distance is a fixed variable. However, methods to include students that reside far from school will be addressed.

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

1. Distance (40%)
2. Speed of traffic along route (25%)
3. Time (23%)
3. Safety of intersections and crossings (23%)
4. Weather (21%)
4. Sidewalks (21%)
4. Amount of traffic along route (21%)

Wabeno High School Parent Survey

Figure 16 indicates that 79 percent of parents reported living more than 2 miles from the high school. Therefore, 21 percent of students are included in the targeted study area. Because there were only 19 surveys returned, results were tabulated as number of responses rather than calculated percentages. Distance was the most commonly cited factor in preventing walking and biking to school by 84 percent, or 16 of 19 of parents, as seen in Figure 17. The following were viewed as the most significant barriers to walking and biking:

- **Factors cited most by parents prohibiting biking/walking:**
    1. Distance 16
    2. Speed of traffic along route 11
    3. Weather 10
    3. Amount of traffic along route 10
    4. Time 9

Figure 16: Wabeno High School - Parent Estimate of Distance from Home to School

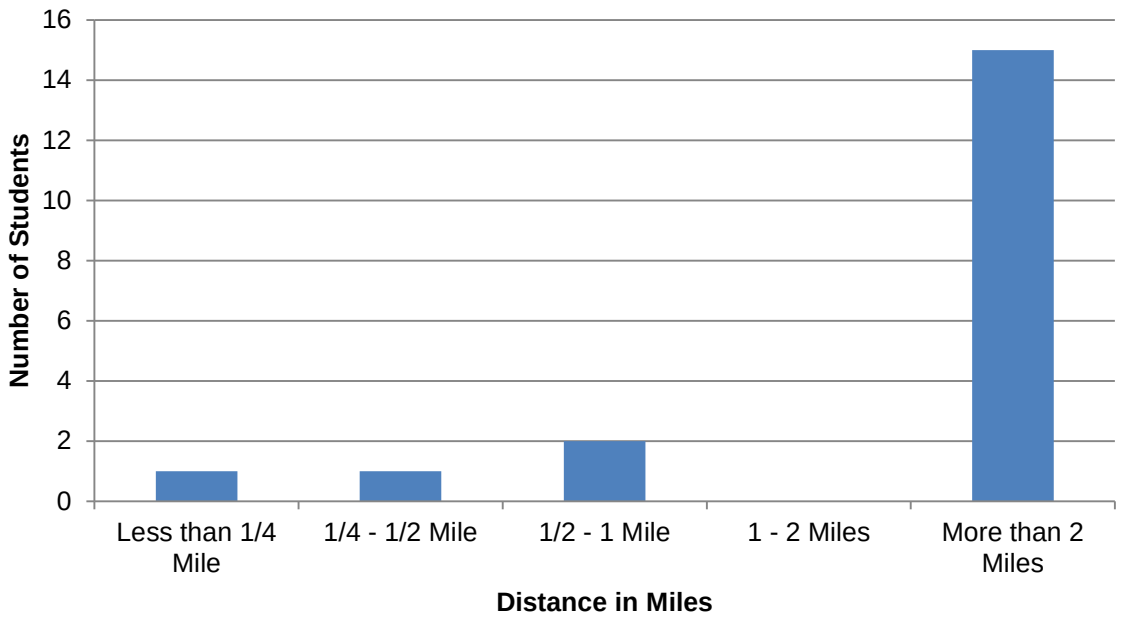


Figure 17: Wabeno High School - issues reported by parents that affect their decision to not allow walking/biking

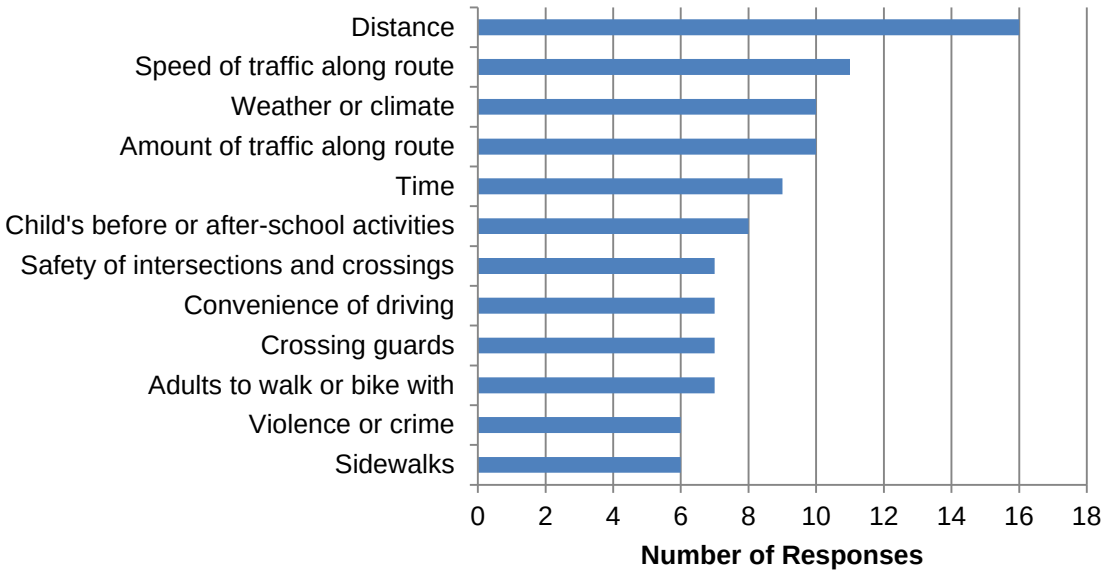
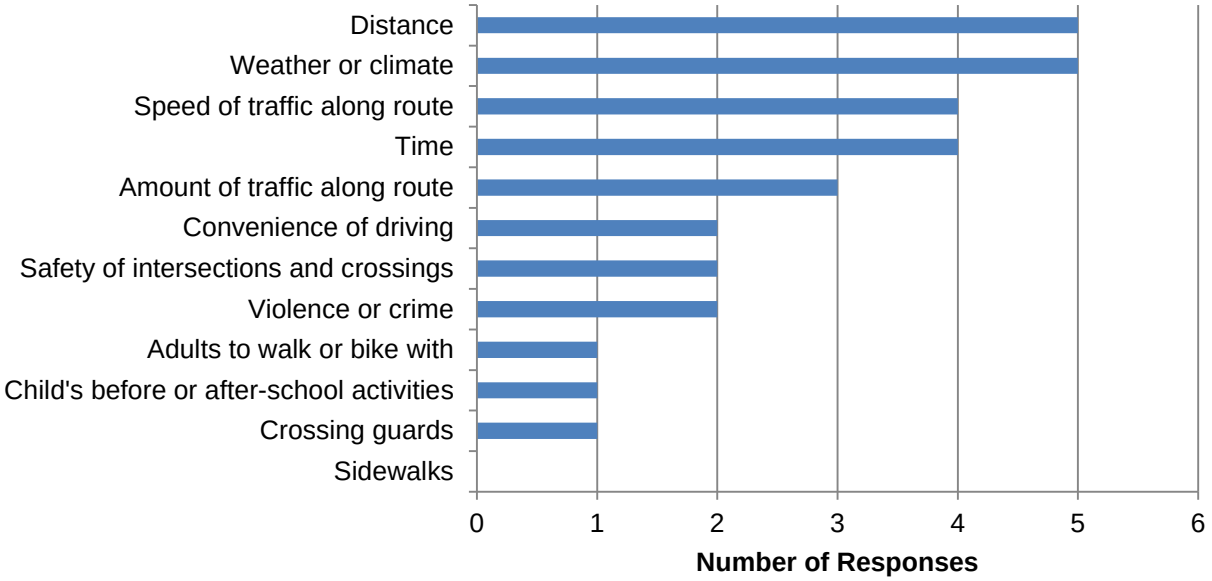


Figure 18: Wabeno High School - probably would allow walking/biking if this issue were improved



Parents cited the factors in Figure 18 as most likely to influence their decision to allow biking and walking if changed. The top five issues are detailed below:

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

1. Distance (5)
2. Weather or climate (5)
3. Speed of traffic along route (4)
4. Time (4)
5. Amount of traffic along route (3)

This plan will focus specifically on the speed of traffic, amount of traffic, and ways to incent high school students to take the time to bike and walk to and from school.

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 Wabeno Elementary School, Wabeno High School, and the overall community where these schools are located. The assessment was conducted by NCWRPC staff. Some of the data collected from the assessment is shown on Maps 3A and 3B.

A walking and bicycling assessment is a process that involves a systematic gathering of data about the physical conditions that affect walking and bicycling in an area or site. The objective of the assessment is to document factors that help or hinder safe walking

and bicycling. These factors include, but are not limited to, street lighting, existence of sidewalks and their width or condition, traffic volume, road widths, and topography.

Wabeno Elementary School

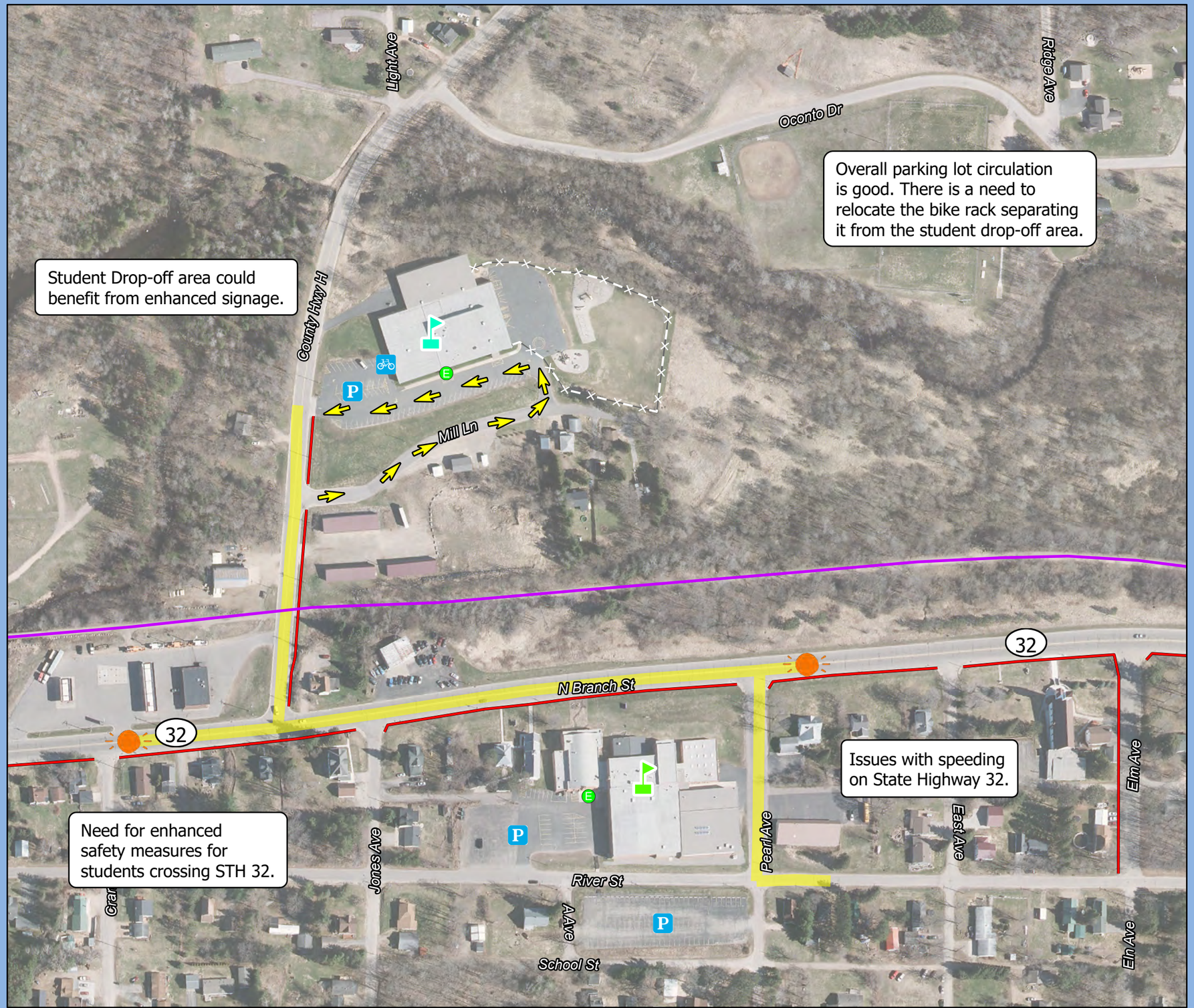
Wabeno High School

Map 3A

Site Assessment

Wabeno Area
Safe Routes To School

Wabeno
Elementary School



Legend

- Sidewalks
- Snowmobile / ATV Trail
- Wabeno Elementary
- Wabeno High School
- 15 mph School Speed Limit
- Bike Rack
- Parking
- School Entrance
- Amber Warning Lights
- Parking Flow Direction
- Fence

0 162.5 325 650 Feet

N W E S

Source: WI DNR, NCWRPC, Forest Co

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

Prepared By:
North Central
Wisconsin Regional
Planning Commission

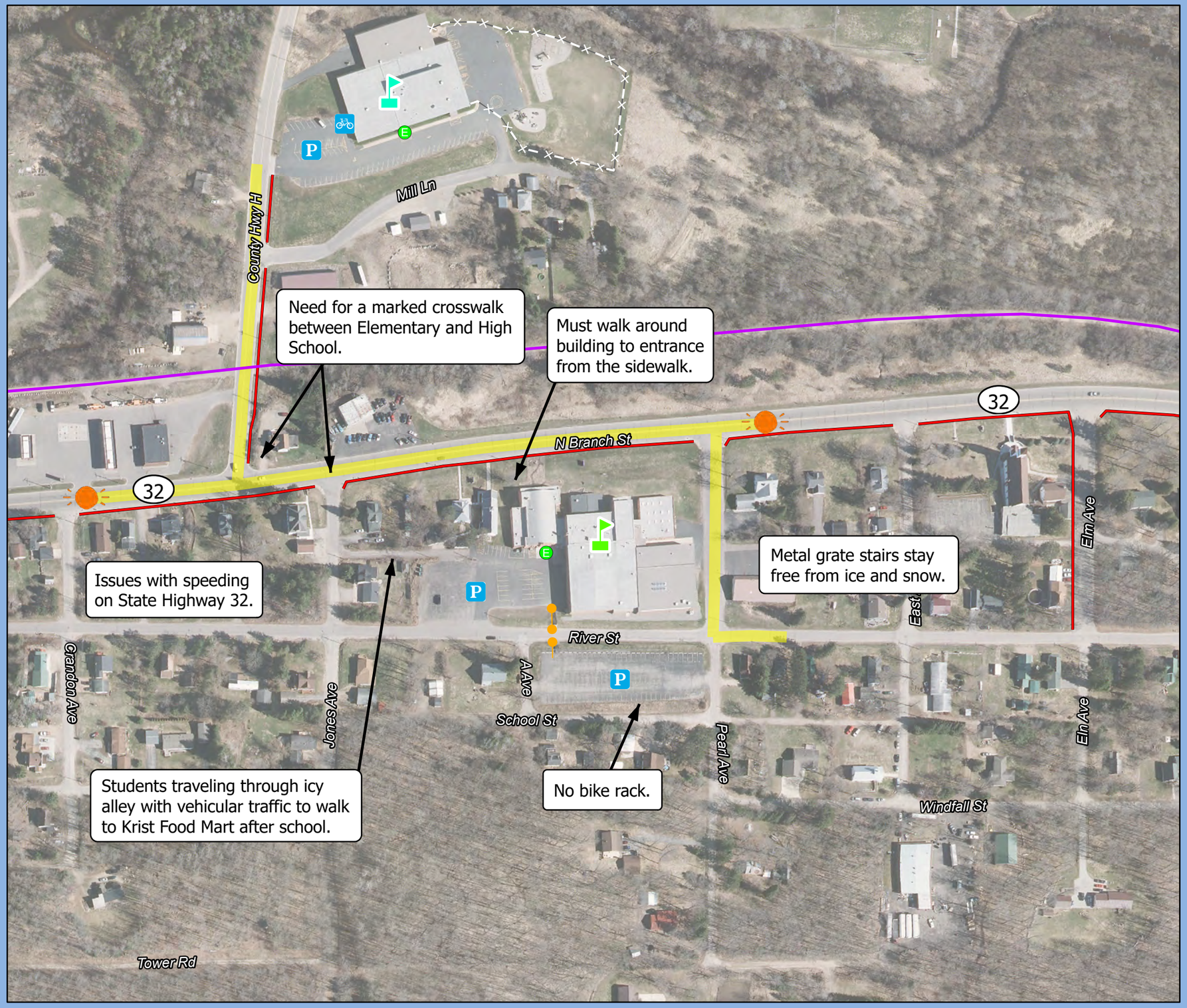
210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

Map 3B

Site Assessment

Wabeno Area
Safe Routes To School

Wabeno
High School



Legend

- Sidewalks
- Snowmobile / ATV Trail
- Wabeno Elementary
- Wabeno High School
- 15 mph School Speed Limit
- Bike Rack
- Parking
- School Entrance
- Amber Warning Lights
- Stairs
- Fence

0 162.5 325 650 Feet

N W E S

Source: WI DNR, NCWRPC, Forest Co

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210 McClellan St., Suite 210, Wausau, WI 54403
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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: November 19, 2019

Task Force members noted that the students of Wabeno are very bus dependent and the School District is proud of the excellent bus system that is in place. There are very few walkers and bikers, particularly at the elementary level. A commitment was made to reach out to parents through the Home to School (Parent Teacher Organization) program to gauge interest in walking and biking. The Task Force also discussed holding a walk/bike to school week in the spring to measure interest.

There is presently no bike rack at the High School. The Elementary School is in need of some minor recirculation strategies to clearly delineate bus pick-up/drop-off from vehicle pick-up/drop off. There is also a need to provide pedestrian access to the existing bike rack location. There is a need for a sidewalk between the High School and First Presbyterian Church to the west. There is also a need for a safe means of crossing between the High School and the Elementary School. There is a need for additional sidewalks and crosswalks in the community.

Meeting 2: January 14, 2020

The second Task Force meeting provided an opportunity to discuss potential recommendations and assign priority to each one. The Task Force reiterated at this meeting that the School District bus service is an efficient mode of transportation that is heavily relied upon by parents, especially those of younger children. Most walking and biking potential would be with older students and not necessarily only to and from school. This could be after school when there is often a significant amount of time before buses depart for sports practices. It could also be in the summer when high school summer school students walk from the High School to the Elementary School for lunch.

The most significant safety concern expressed at this meeting was the heavy vehicle and pedestrian traffic sharing a one way alley from the High School to eventually access STH 32 and often walk to Krist Food Mart. This is a narrow roadway that is often icy. The Task Force discussed the possibility of the Town closing this roadway and allowing pedestrian access only. The group also shared opportunities and ideas for reducing speed on STH 32 including installing radar speed feedback signs, adding in-street pedestrian signs, and fixing an inoperable beacon for westbound traffic. The possibility of adding a pool of high-school aged crossing guards, who could volunteer as a means of meeting volunteer requirements, at the intersection of CTH H and STH 32 was also discussed.

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

Meeting 3: March 3, 2020

At the third meeting, the Task Force had an opportunity to review the draft plan in its entirety. They favored the idea of creating a sidewalk between Wabeno High School and the First Presbyterian Church in lieu of closing the alley west of the high school to vehicular traffic. This would allow safe pedestrian access from STH 32 to the Wabeno High School entrance. It would also deter students from utilizing the alley to walk to Krist Food Mart, as they would be likely to use the proposed sidewalk.

The group reviewed the educational strategy involving a sign campaign including yard signs, posters, and banners. They thought that banners warning drivers to slow down would be especially beneficial. The group also discussed additional ways of making the intersection of STH 32 and CTH H safer for pedestrians.

Final Adoption

The Wabeno Town Board adopted the plan by resolution on April 21, 2020. The School Board adopted the plan by resolution on May 6, 2020.

EXISTING POLICIES AND PRACTICES

Busing

According to Wisconsin law, a K-12 public school student living more than two miles from a public school is entitled to busing provided by the School District. Additionally, §121.5(9)(a), Wis. Stats. establishes the procedures to be followed in the development of an usually hazardous transportation (UHT) plan within a two mile radius. An "unusual hazard" is an existing transportation condition that constitutes more than an ordinary hazard and seriously jeopardizes the safety of pupils traveling to and from school. All students living in the Wabeno School District are offered hazard busing services.

Bike Racks

There is an old style bike rack located west of the school entrance at Wabeno Elementary School. There is no bike rack at Wabeno High School.

Wabeno Elementary School Bike Rack

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. There are no adult crossing guards.

Safety Patrols

The safety patrol program is a means whereby older students are given the authority to oversee crossings within a close proximity to the school. There is no student safety patrol program in the Wabeno School District.

TRAFFIC COUNTS

The greatest amount of traffic that goes through town comes through on State Highway 32. This roadway divides the elementary school from the majority of the residential development within the Town of Wabeno. Wabeno High School is located on STH 32, but access to the school is on River Street. State Highway 32 is the most significant barrier to walking and biking to and from school. Table 8 displays data within a two mile radius from 2009 to 2015/2018 and the percent change over time. Traffic has increased most significantly on State Highway 32 between County Highway C and Maple Avenue. Incidentally this is the intersection in closest proximity to the school with recorded traffic counts. Additionally, in most cases traffic is highest when students are walking and biking to school. The locations that are most relevant to the SRTS Plan include:

Table 8: Traffic Volumes

Street	AADT 2009	AADT 2015	Percent Change
STH 32 north of STH 52 Freedom Township	2,600 AADT	2,100 AADT	-19.2%
STH 32 btwn. CTH C & Maple Ave. Wabeno Township	3,600 AADT	4,800 AADT	33.3%
Street	**AADT 2009**	**AADT 2018**	**Percent Change**
STH 32 btwn. STH 52 south & CTH H North Wabeno Township	3,900 AADT	2,900 AADT	-25.6%

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 within a two mile radius of the schools. It also details two pedestrian accidents and one bicycle accident that occurred within a two mile radius. The bicycle accident was on State Highway 32 and Cecil Avenue and one pedestrian accident was also on State Highway 32 and Cecil Avenue and the other was at River Street and Jones Avenue. All were in close proximity to the elementary school.

CRASH DATA

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

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

Crash data is reported universally for Wisconsin on form 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 cashes are reported;*
2. *Some roads with a higher frequency of bicycle crashes may have higher bicycle use;*
3. *Very likely that there will be no detectable pattern of bicycle crashes because of the small number reported in rural areas and small cities.*

Table 9 outlines crash statistics from 2000 to 2018 that were examined to provide insight into the causes of traffic crashes involving bicycles and pedestrians. Reducing bicyclist and pedestrian traffic injuries and fatalities can be accomplished through safety and education efforts. From 2000 to 2018 there were four pedestrian and bicycle related crashes. Two (one pedestrian and one bicycle) were at the same location, which is the intersection of State Highway 32 and Cecil Avenue. There have been no pedestrian or bicycle crashes in the past 14 years.

Table 9: Crash Data

Address	Type	Date
STH 32 & Cecil Ave.	Bicycle	5/20/05
STH 32 & Cecil Ave.	Pedestrian	11/20/01
STH 32 & CTH H	Pedestrian	11/15/00
River St. & Jones Ave.	Pedestrian	1/17/00

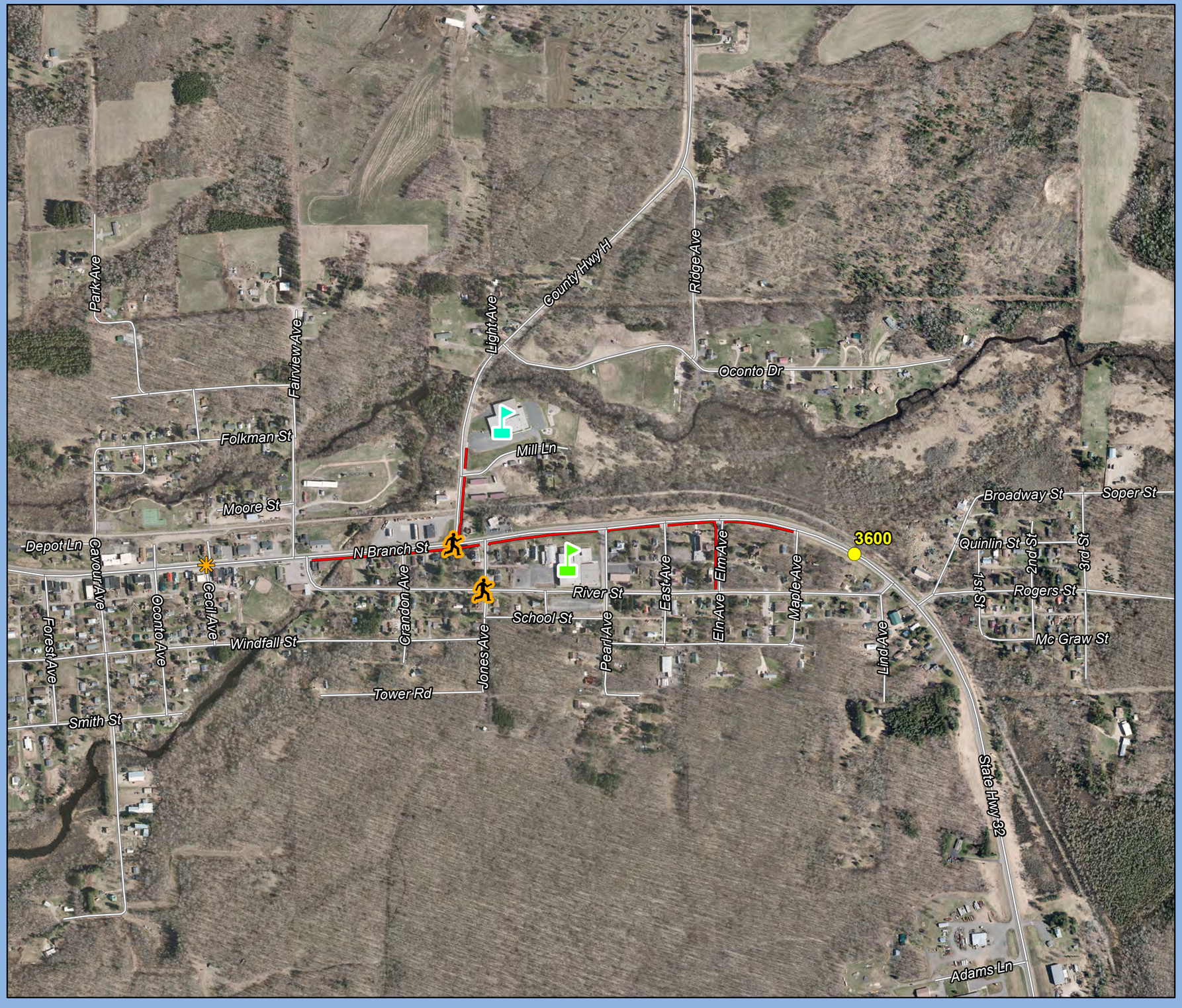
Source: Wisconsin Department of Transportation

CTH H Wabeno

Map 4

Transportation

Wabeno Area
Safe Routes To School



Legend

- Traffic Count Location
- Sidewalks
- Wabeno Elementary
- Wabeno High School

Crash Type (2000-2018)

- Pedestrian
- Bicycle & Pedestrian

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, NCWRPC, Forest 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

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

Wabeno has a hilly terrain and a sizeable tourist population. With the hilly topography and a great deal of visitors, the Task Force prefers that only older children be encouraged to walk and bike to school. That fact notwithstanding, it is still essential that students of all ages be educated about safe practices regarding 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/forest/wabeno/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).
- 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).
- Consider instituting a "We Take Time to Brake for Our Kids" educational campaign whereby safety messages about reducing traffic speeds through school zones are created on yard signs, posters, and banners throughout the community.

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 32 require WisDOT permits.***

Issue: Need for Infrastructure Improvements to Provide Pedestrian and Bicyclist Safety

There is concern that students are not safe with the amount and speed of vehicular traffic particularly when travelling along or when crossing STH 32. There is also concern about the lack of sidewalks in some areas and about students crossing safely at designated intersections.

Recommendations:

STH 32 Improvement Project

- As the STH 32 improvement project proceeds, the Town of Wabeno should work with WisDOT to:
  - Add sidewalk on the north side of the highway,
  - Repaint existing high visibility crosswalks, and
  - Address curb ramp needs.
  - Investigate the possibility of replacing the retaining wall along the south side between Jones Ave. and Crandon Ave. and creating a wider sidewalk through this section.
  - Mark urban shoulders along STH 32 from CTH C to Crandon Ave. to provide bicycle accommodations, as well as visually narrow the lanes creating traffic calming measures.

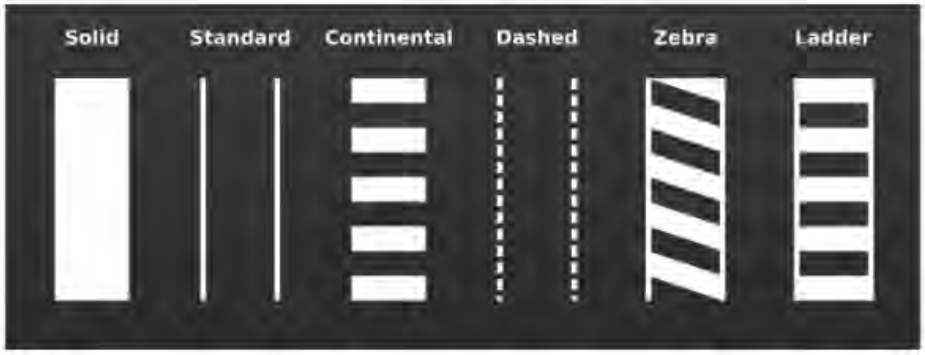
- The following items are SRTS recommendations for the intersection of CTH H and STH 32:
  - Place two in-street pedestrian crossing signs on either side of the intersection (to allow for truck turning radius) throughout the school day, except during snowplowing season.
  - Maintain the existing high visibility crosswalk and add two additional high visibility crosswalks so that east, west and north sides are painted for safe pedestrian crossing.
  - Create curb extension on northeast corner to allow for greater pedestrian visibility.

High Visibility Crosswalks

- Install high visibility crosswalk and pedestrian crossing signage to the following intersections:
  - South side at Jones Ave. and STH 32
  - South side at Pearl Ave. and STH 32

  .

Figure 19: Crosswalk Styles



Source: FHWA

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

Parking Lot Recirculation

- Paint pavement stencils in the Wabeno Elementary School parking lot to delineate student drop-off area including arrows to indicate traffic circulation pattern. Continue with existing signage to direct drivers to student drop-off area.

Bike Rack

- Elementary School – Replace bike racks per Attachment D guidelines, and relocate them to the front door area.
- High School – Install bike rack near main entrance per Attachment D guidelines.

Sidewalks

- Install sidewalk on east side on Jones Ave. from River St. to STH 32.
- Install sidewalk on west side of Pearl Ave. from A Ave. to STH 32.
- After securing permission from First Presbyterian Church and forming an agreement with regard to maintenance and insurance, construct a sidewalk along the west side of Wabeno High School from STH 32 to the school parking lot.

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: Need to Create Awareness about the Benefits of Walking and Biking

The Town of Wabeno has followed the national trend with a far greater number of students arriving on the school bus or in the family vehicle versus on foot or bike. Wabeno is a large School District geographically and some of this is attributable to the distance from home to school. However, even among those students who live within a mile or two mile radius, many do not walk or bike.

The Task Force emphasizes the need for adult supervision at the elementary level. They only want encouragement strategies that emphasize independent walking and biking to be implemented at the High School level. These strategies are imperative to inspire older students to begin to view walking and biking as an option.

Recommendations:

- Create 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.
- 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.
- Possibly plan a Tuesday Travelers/Walking Wednesdays program that involves walking days (could be themed).

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: Consistency and Accountability

Generally speaking, the Town of Wabeno is a safe community. Wabeno is located among several highly desirable tourist destinations that are abundant in outdoor amenities. As a result, there is a high volume of seasonal traffic. There are also a great deal of visitors from outside of the area. This amplifies the need to make visitors aware of speed limits on STH 32 in particular. Traffic volume and excessive speed were noted on parent surveys, as well as Task Force meetings. There is a need for traffic calming measures on STH 32.

Recommendations:

- Continue to enforce the school speed zone, particularly through the intersection of STH 32 and H, STH 32 and Jones Ave., and STH 32 and Pearl Ave.
- Consider adding crossing guard at the intersection of CTH H and STH 32 after the crossing guard has undergone the appropriate training.
    - Consider implementing program whereby a pool of high school students meet required volunteer hours by serving as crossing guards after:
        - → Formal crossing guard training.
        - → Providing appropriate supplies and warm and reflective attire.
- Borrow and place the Forest County portable speed trailer on STH 32 to alert drivers to reduced speeds before approaching Wabeno High School.
- Consider painting 25 mph on STH 32 westbound at first 25 mph sign. If a traffic study determines that excessive speeding is still a problem, then consider installing a radar speed feedback sign between Pearl Ave. and East Ave.
- Install start school speed zone/end school speed zone on River St. west of Jones Ave. to correspond to the start school speed zone/end school speed zone signage on River St. between East Ave. and Pearl Ave.
- Install start school speed zone/end school speed zone signage on Jones Ave. south of River St. to add Jones St. section to the school speed zone area, especially in light of directing pedestrians through the alley and to a proposed sidewalk section on Jones Ave.

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 Wabeno. 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 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.

Map 5

Physical Recommendations

Wabeno Area
Safe Routes To School

Bike Racks

Elementary School - replace per Attachment D guidelines and relocate near student playground.

High School -
install bike rack per Attachment D guidelines near school entrance.

Paint pavement stencils indicating student drop-off area.

Install permanent radar speed feedback sign where traffic slows to 25 mph.

Intersection Treatment

* Paint west, north high visibility crosswalks.
* Maintain east high visibility crosswalk
* Consider adding crossing guard
* Place two in-street pedestrian crossing signs on either side of crosswalk
* Create curb extension to allow for greater pedestrian visibility

Install 2 sets of school speed zone start/end signs at:

* Jones Ave. south of River St.
* River St. west of Jones Ave.

Paint high visibility crosswalks.

Park Ave
Fairview
Light Ave
Oconto Dr
Folkman St
Mill Ln
Moore St
Depot Ln
Cavour Ave
Oconto Ave
Cecil Ave
N Branch St
River St
Crandon Ave
Jones Ave
Pearl Ave
East Ave
Elm Ave
Maple Ave
Lind Ave
Broadway St
Soper St
Quinlin St
1st St
2nd St
3rd St
Rogers St
Mc Graw St
Forest Ave
Windfall St
Tower Rd
State Hwy 32
Adams Ln

Legend

- Wabeno Elementary
- Wabeno High School
- Intersection Treatment
- Install Speed Zone Start/End Signs
- Sidewalks
- Proposed Sidewalks

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, NCWRPC, Forest 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

CHAPTER 4: SCHOOL ACTION PLANS

This plan contains a considerable amount of information including community demographics, facts and figures about the School District, student and parent survey information, recommendations, and guidelines for implementation. There may be circumstances in which a brief summary of this SRTS Plan is preferable to sharing the plan in its entirety. It is for this reason that 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. In this way interested parties can distinguish high priority items and also ascertain where responsibility lies with regard to initiating each item.

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 Wabeno Safe Routes to School Home Page under the "Resources" tab:

http://www.ncwrpc.org/forest/wabeno/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.

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Wabeno Elementary School Action Plan

Wabeno Safe Routes to School Program

May 2020

School Demographics:

Enrollment: 207

Grades: 4K-6th grade

Start Time:

End Time:

Principal:
Tim Brauer

4346 Mill Ln.
Wabeno, WI

Safe Routes to School Background Information

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

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

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

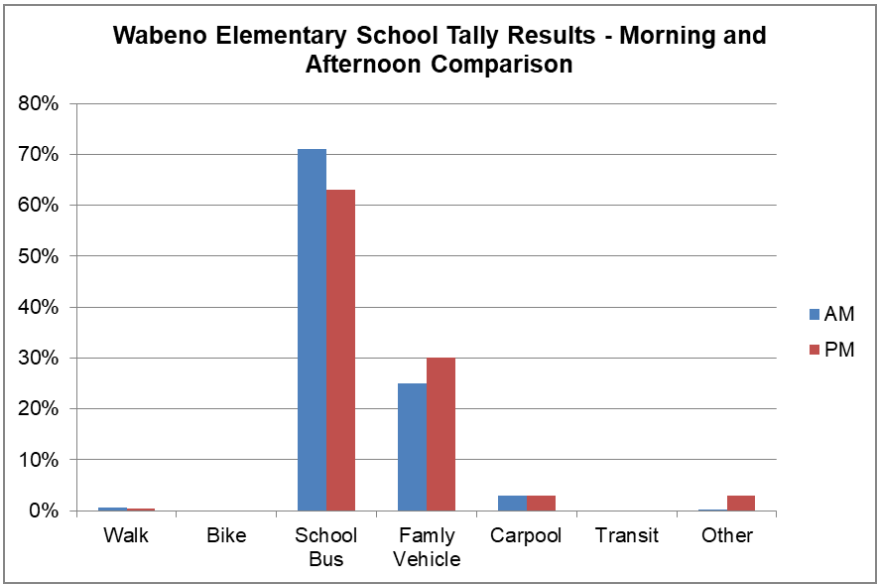
⇒ **Engineering**
⇒ **Enforcement**
⇒ **Education**
⇒ **Encouragement**
⇒ **Evaluation**

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

Wabeno Elementary School Background Information

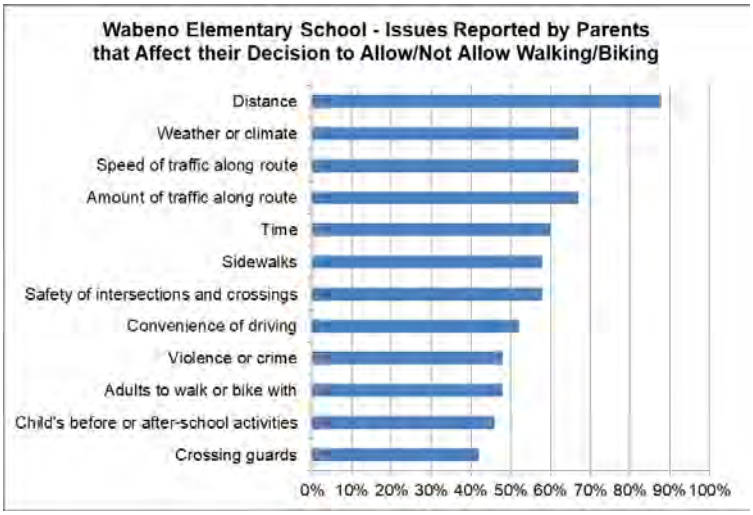
Wabeno Elementary School is located just north of STH 32 in the Town of Wabeno in southeastern Forest County. There are six additional Towns, or portions thereof, located within the School District boundary. The District is primarily rural. The majority of students (67%) travel to and from school on the school bus. In comparison, an average of 1% 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, weather, and the amount and speed of traffic along the route. The vast majority of traffic comes through on STH 32. Traffic has increased most significantly on this roadway between CTH C and Maple Ave. with 4800 AADT in 2015.

The school bus is the most commonly used mode of transportation by Wabeno Elementary School families.



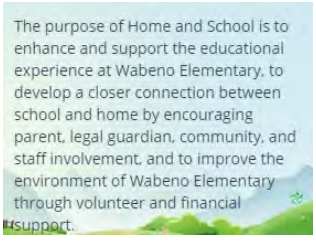
Survey Data Collected Fall of 2019

The vast majority of students ride the bus (67%) compared with only 1% that bike or walk. Distance, weather, and the amount and speed of traffic are the most common barriers cited by parents.



Survey Data Collected Fall of 2019

Community/Task Force



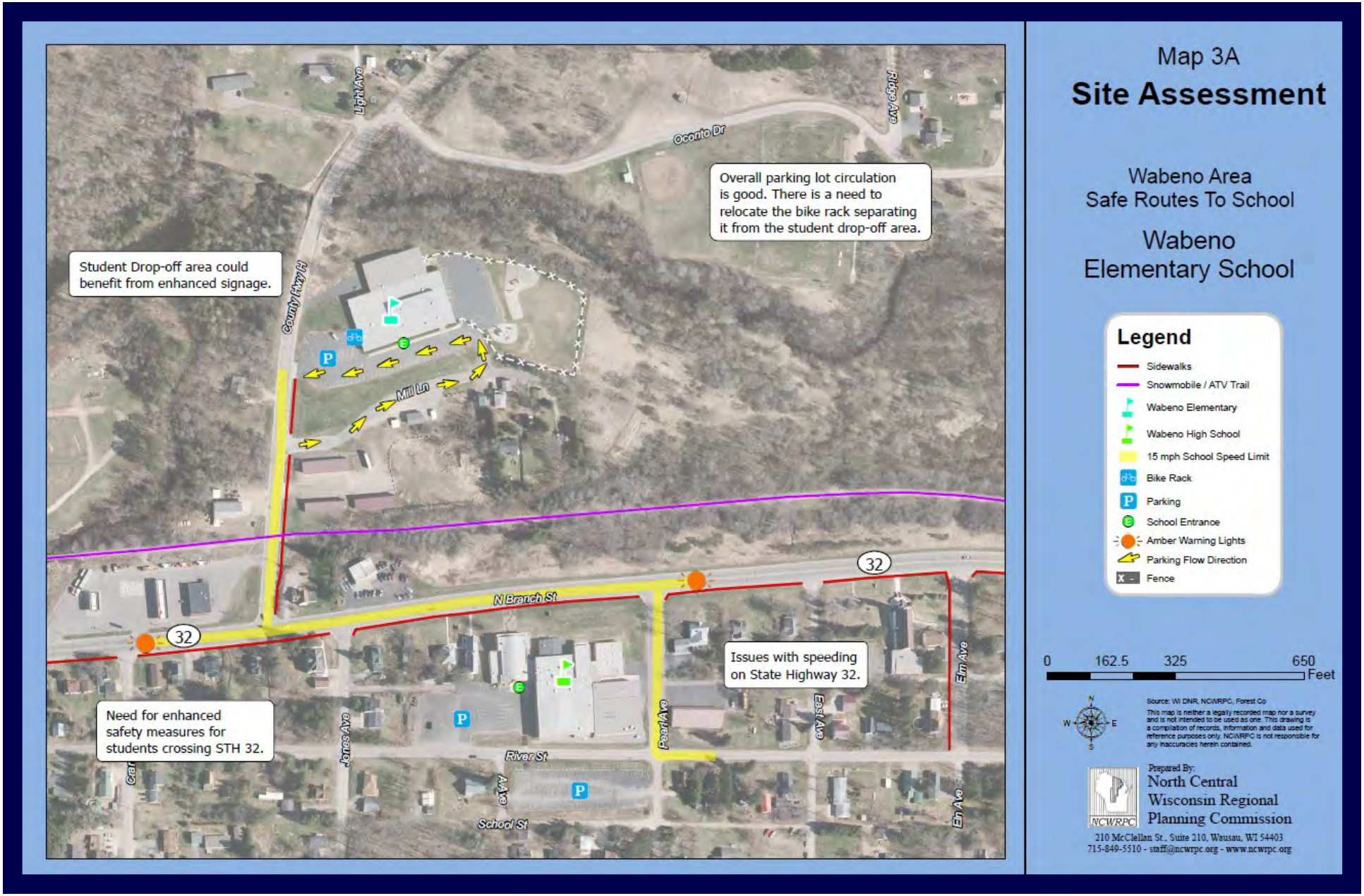
The Task Force agreed to reach out to Home to School to gauge interest in walking and biking

COMMUNITY

The Town of Wabeno was platted in 1897, and was developed around the lumber industry. There are large grade differences throughout the Town that lead to numerous steep and hilly areas. Most of the Town is situated south of STH 32. Wabeno Elementary School is located north of STH 32. The Wabeno School District is a large geographical area that is primarily rural in nature. Some students have a one hour bus ride to and from school. The Task Force was concerned with student safety from vehicle traffic, particularly in areas with steep approaches. They were also concerned with student safety, as there are a high degree of seasonal visitors.

TASK FORCE PRIORITIES

The Task Force viewed independent walking and biking as a viable option for older children only. Because of the amount and speed of vehicle traffic combined with steep approaches, the consensus was that younger children are best with an adult present at all times. The Task Force recognized a need for reconfiguring circulation patterns in the parking lot as well as a need for additional sidewalks throughout the community. The Task Force agreed to reach out to Home and School (PTA) to gauge interest in walking and biking.


Map 3A
Site Assessment
Wabeno Area
Safe Routes To School
Wabeno
Elementary School
Overall parking lot circulation is good. There is a need to relocate the bike rack separating it from the student drop-off area.
Student Drop-off area could benefit from enhanced signage.
Issues with speeding on State Highway 32.
Need for enhanced safety measures for students crossing STH 32.
Light Ave
Oconto Dr
Ridge Ave
County Hwy H
Mill Ln
N Branch St
32
Jones Ave
River St
Pearl Ave
East Ave
Elm Ave
School St
Legend
Sidewalks
Snowmobile / ATV Trail
Wabeno Elementary
Wabeno High School
15 mph School Speed Limit
Bike Rack
Parking
School Entrance
Amber Warning Lights
Parking Flow Direction
Fence
0
162.5
325
650
Feet
Source: WI DNR, NCWRPC, Forest 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.
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Wausau, WI 54403
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For detailed recommendation specifications see complete SRTS Plan.

SRTS Action Plan prepared by North Central Wisconsin Regional Safe Routes to School Program, May 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 NHSTA teaching curriculum into classroom instruction.	School classrooms	Free materials	**School District**	Short term
Distribute SRTS/NHSTA educational materials to parents and students	School to home	Free materials	**School District**	Short term
Consider facilitate Wisconsin Bike Fed Program -Walking Wisdom (2 hour)	Community-wide	Walking Wisdom – free materials	**School District or Town**	Medium term
Consider "We Take Time to Brake for Our Kids" sign campaign	Community-wide	School	**School District**	Short term
Engineering				
Encourage Town to work with WisDOT on STH 32 improvement project including: -Add sidewalk on north side of STH 32 -Repaint existing high visibility crosswalks -Address curb ramp needs -Consider replacing retaining wall and widening sidewalk -Mark urban shoulders	STH 32 corridor	WisDOT	**WisDOT/ Town**	Medium term
-Place two in-street pedestrian crossing signs -Maintain the existing high visibility crosswalk	Intersection of CTH H and STH 32	Town	**Town**	Medium term
High visibility crosswalks	South side of Jones Ave. & STH 32; south side of Pearl Ave. & STH 32	WisDOT/ Town	**WisDOT/ Town**	Medium term
Parking lot recirculation: -Paint pavement stencils directing student drop-off location	Wabeno Elementary School	School District	**Town**	Short term
Relocate and replace Elementary School Bike Rack and install new High School Bike Rack	Schools	School District	**School District**	Short-term
Install sidewalks	Jones Ave. from River St. to STH 32; Pearl Ave. from A Ave. to STH 32; west side of high school from STH 32 to school parking lot	Town	**Town**	Medium term/ TAP grant application 1/2022
Encouragement				
Review creating a walking/biking club.	School	Current staff	**School District,** NCWRPC	Short term
Plan a walk or bike to school event	Community-wide	Current staff	**School District,** Town, Sheriff	Annually in fall (walk) spring (bike)
Plan themed walking days	School	Current staff	**School District**	Short-term
Enforcement				
Continue to enforce school speed zone	STH 32	Forest County Sheriff Dept.	**Forest County**	Ongoing
Consider adding crossing guard after providing training.	CTH H & STH 32	School	**School District**	Short term
Portable speed trailer	STH 32 at start of school speed zone	Forest County Sheriff Dept.	**Forest County**	Spring 2020
Consider painting 25 mph on STH 32 at first 25 mph sign for westbound traffic, if speeding continues to be a problem, install permanent radar speed feedback sign	STH 32 between East Ave. and Pearl Ave.	Town	**Town**	Medium term
Install two sets of school speed zone start and end signs	River St. west of Jones Ave.; Jones Ave. south of River St.	Town	**Town**	Medium term
Evaluation				
Nominate Task Force chair and continue annual meetings and assessment	Community	Current staff	**School District**	Annually
Conduct student tallies to see if walking and biking have increased.	Schools	Current staff	**School District,** NCWRPC	As changes are implemented

Wabeno High School Action Plan

Wabeno Safe Routes to School Program

May 2020

School Demographics:

Enrollment: 175

Grades: 7-12th grade

Start Time:

End Time:

Principal:
William Taylor

4346 Mill Ln.
Wabeno, WI

Safe Routes to School Background Information

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

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

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

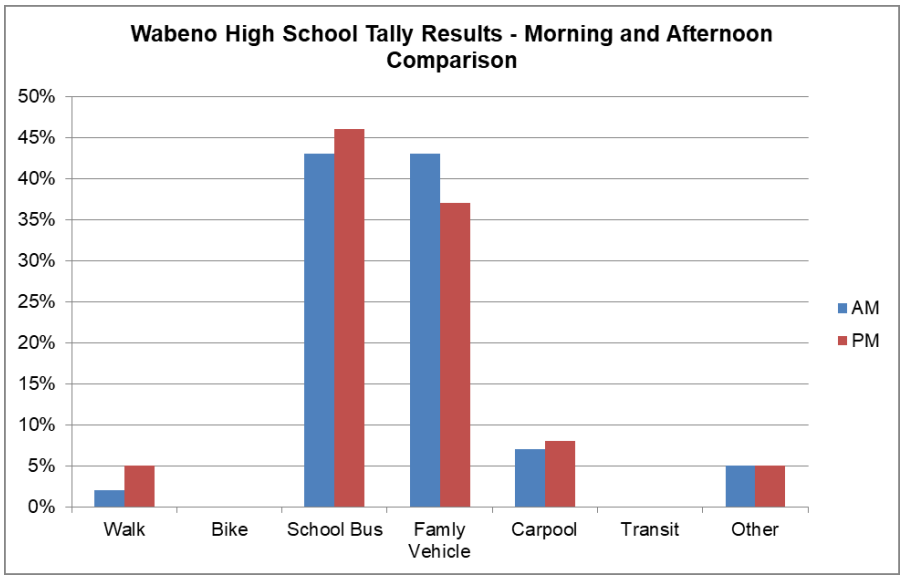
⇒ **Engineering**
⇒ **Enforcement**
⇒ **Education**
⇒ **Encouragement**
⇒ **Evaluation**

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

Wabeno High School Background Information

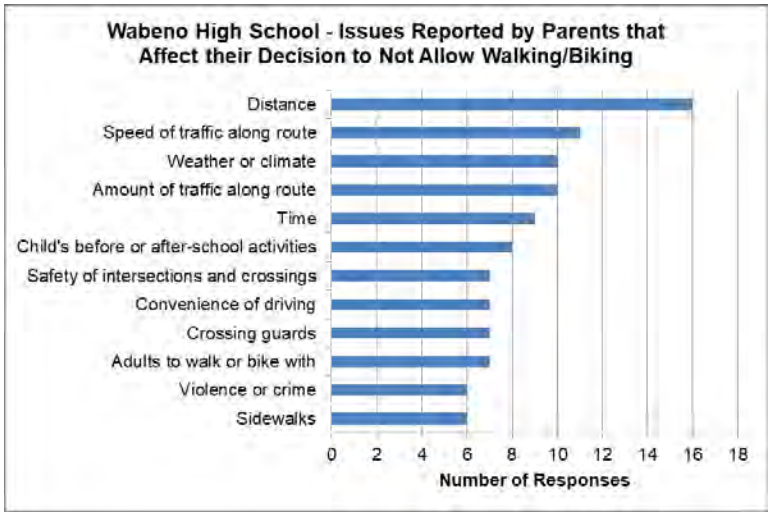
Wabeno High School is located just south of STH 32 in the Town of Wabeno in southeastern Forest County. There are six additional Towns, or portions thereof, located within the School District boundary. The District is primarily rural. The majority of students (45%) travel to and from school on the school bus and 40% arrive in the family vehicle. In comparison, an average of 4% 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 speed and amount of traffic along the route, and weather. The vast majority of traffic comes through on STH 32. Traffic has increased most significantly on this roadway between CTH C and Maple Ave. with 4800 AADT in 2015.

The school bus is the most commonly used mode of transportation by Wabeno High School families.

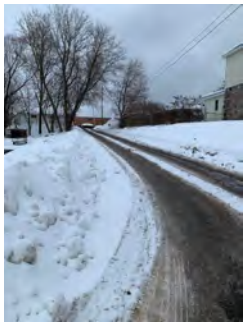


Survey Data Collected Fall of 2019

The vast majority of students ride the bus (45%) compared with only 4% that bike or walk. Distance and speed of traffic are cited as the most common barriers by parents.



Survey Data Collected Fall of 2019



The Task Force noted that an alley connecting the school to Krist Food Mart presented safety concerns, as it is narrow and icy and shared by vehicles and pedestrians.

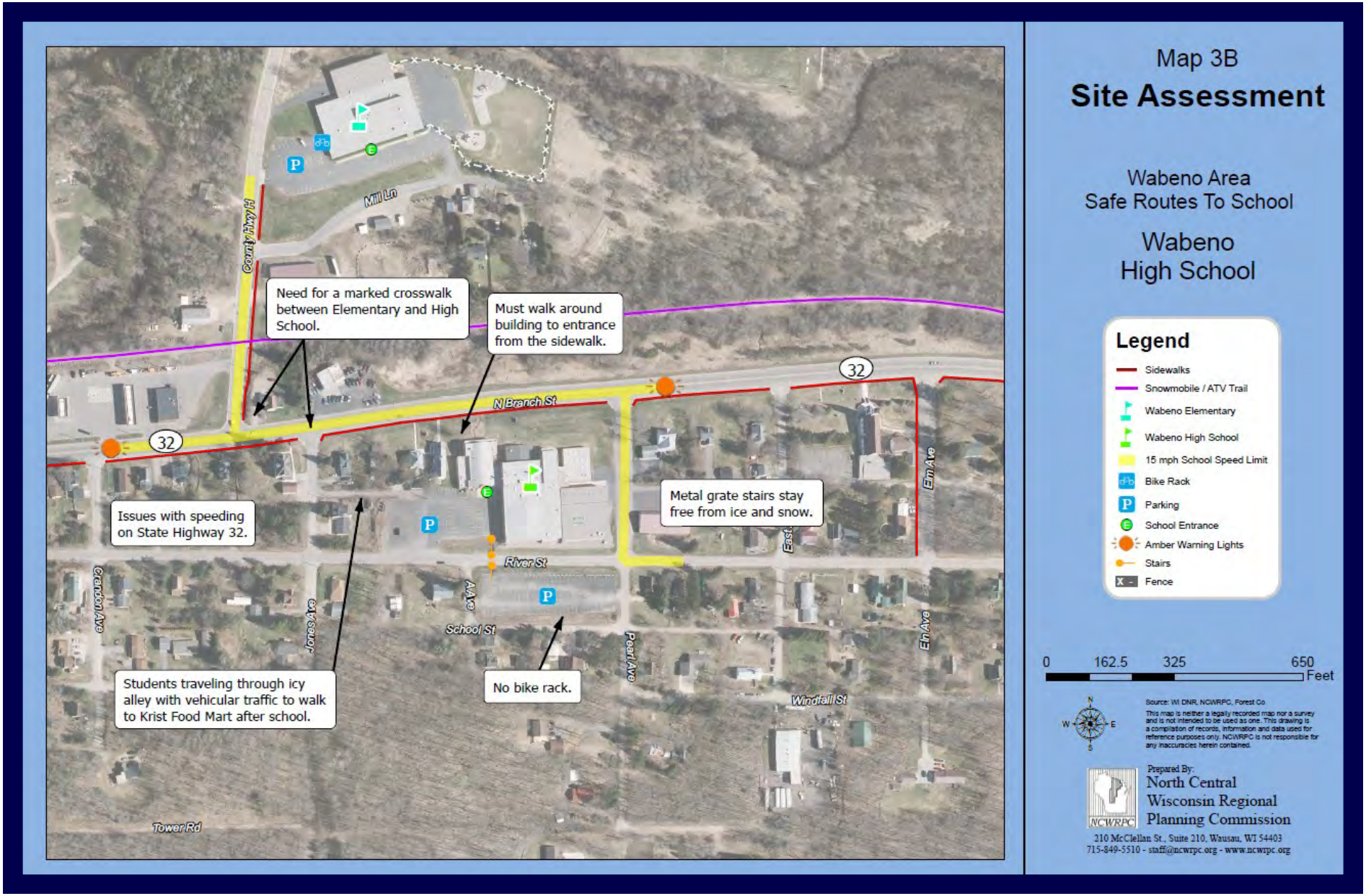
Community/Task Force

COMMUNITY

The Town of Wabeno was platted in 1897, and was developed around the lumber industry. There are large grade differences throughout the Town that lead to numerous steep and hilly areas. Most of the Town is situated south of STH 32. Wabeno Elementary School is located north of STH 32. The Wabeno School District is a large geographical area that is primarily rural in nature. Some students have a one hour bus ride to and from school. The Task Force was concerned with student safety from vehicle traffic, particularly in areas with steep approaches. They were also concerned with student safety, as there are a high degree of seasonal visitors.

TASK FORCE PRIORITIES

The Task Force identified that there was not a bike rack at the High School, but noted that very few students bike. They indicated that there is a need to create a safe crossing between the High School and the Elementary School. There are several students that walk before buses depart for athletic practices using an icy one-way alley to cut through to Krist Food Mart. This alley is heavily used by vehicles and pedestrians, and was seen as the most significant safety risk at present. The Task Force discussed Town closure of this alley allowing pedestrian access only. This coupled with a sidewalk on Jones Ave. would allow safe pedestrian access from the High School to Krist Food Mart.


Need for a marked crosswalk between Elementary and High School.
Must walk around building to entrance from the sidewalk.
Issues with speeding on State Highway 32.
Metal grate stairs stay free from ice and snow.
Students traveling through icy alley with vehicular traffic to walk to Krist Food Mart after school.
No bike rack.
Mill Ln
County Hwy H
N Branch St
32
River St
School St
Pearl Ave
Windfall St
Tower Rd
Crandon Ave
Jones Ave
Em Ave
Map 3B
Site Assessment
Wabeno Area
Safe Routes To School
Wabeno
High School
Legend
Sidewalks
Snowmobile / ATV Trail
Wabeno Elementary
Wabeno High School
15 mph School Speed Limit
Bike Rack
Parking
School Entrance
Amber Warning Lights
Stairs
Fence
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RECOMMENDATIONS TABLE

ACTIVITY	LOCATION	FUNDING	LEAD AGENCY (BOLD)	TIME FRAME
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Consider integrating NHSTA teaching curriculum into classroom instruction.	School classrooms	Free materials	**School District**	Short term
Distribute SRTS/NHSTA educational materials to parents and students	School to home	Free materials	**School District**	Short term
Consider facilitate Wisconsin Bike Fed Program -Walking Wisdom (2 hour) -Bike Camp (2 week)	Community-wide	Walking Wisdom – free materials	**School District or Town**	Medium term
Consider "We Take Time to Brake for Our Kids" sign campaign	Community-wide	School	**School District**	Short term
Engineering				
Encourage Town to work with WisDOT on STH 32 improvement project including: -Add sidewalk on north side of STH 32 -Repaint existing high visibility crosswalks -Address curb ramp needs -Consider replacing retaining wall and widening sidewalk	STH 32 corridor	WisDOT	**WisDOT/ Town**	Medium term
-Place two in-street pedestrian crossing signs -Maintain the existing high visibility crosswalk -Create curb extension on northeast corner	Intersection of CTH H and STH 32	Town	**Town**	Medium term
High visibility crosswalks	South side of Jones Ave. & STH 32; south side of Pearl Ave. & STH 32	WisDOT/ Town	**WisDOT/ Town**	Medium term
Parking lot recirculation: -Paint pavement stencils directing student drop-off location	Wabeno Elementary School	School District	**Town**	Short term
Relocate and replace Elementary School Bike Rack and install new High School Bike Rack	Schools	School District	**School District**	Short-term
Install sidewalks	Jones Ave. from River St. to STH 32; Pearl Ave. from A Ave. to STH 32; west side of high school from STH 32 to school parking lot	Town	**Town**	Medium term/ TAP grant application 1/2022
Encouragement				
Review creating a walking/biking club.	School	Current staff	**School District,** NCWRPC	Short term
Plan a walk or bike to school event	Community-wide	Current staff	**School District,** Town, Sheriff	Annually in fall (walk) spring (bike)
Plan themed walking days	School	Current staff	**School District**	Short-term
Enforcement				
Continue to enforce school speed zone	STH 32	Forest County Sheriff Dept.	**Forest County**	Ongoing
Consider adding crossing guard after providing training.	CTH H & STH 32	School	**School District**	Short term
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Evaluation				
Nominate Task Force chair and continue annual meetings and assessment	Community	Current staff	**School District**	Annually
Conduct student tallies to see if walking and biking have increased.	Schools	Current staff	**School District,** NCWRPC	As changes are implemented

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

CHAPTER 5: IMPLEMENTATION

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

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

The following is a list of criteria that could be used by the SRTS Task Force to evaluate projects and assign a priority level. Resources can then be directed to the strategies of high priority. As projects are completed over time, the SRTS Task Force will re-evaluate the remaining strategies to determine which activities to focus on. 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

Source: US Dept. of Transportation, 2018

FTA: Federal Transit Administration Capital Funds
ATI: Associated Transit Improvement
HSIP: Highway Safety Improvement Program
NHPP/NHS: National Highway Performance Program

STP: Surface Transportation Program
TAP: Transportation Alternatives Program
RTP: Recreational Trails Program
PLAN: Statewide or Metropolitan Planning

402: State and Community Traffic Safety Program
FLH: Federal Lands Highway Program (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program)

ATTACHMENT A:
Student Tally and Parent Survey Forms

From: National Center for Safe Routes to School

Parent Survey About Walking and Biking to School

Dear Parent or Caregiver,

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

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

Thank you for participating in this survey!

+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +

School Name:

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

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

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

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

and

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

5. How far does your child live from school?

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

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

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

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

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

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

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

+ +

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

16. Please provide any additional comments below.

Safe Routes to School Students Arrival and Departure Tally Sheet

CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY

School Name:

Teacher's First Name:

Teacher's Last Name:

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

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

Number of Students Enrolled in Class: 1 5

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

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

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

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

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

ATTACHMENT B:
Student Tally and Parent Survey Results

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

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

School Name: Wabeno Elementary School

School Group: Wabeno School District

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 9

Set ID: 30083

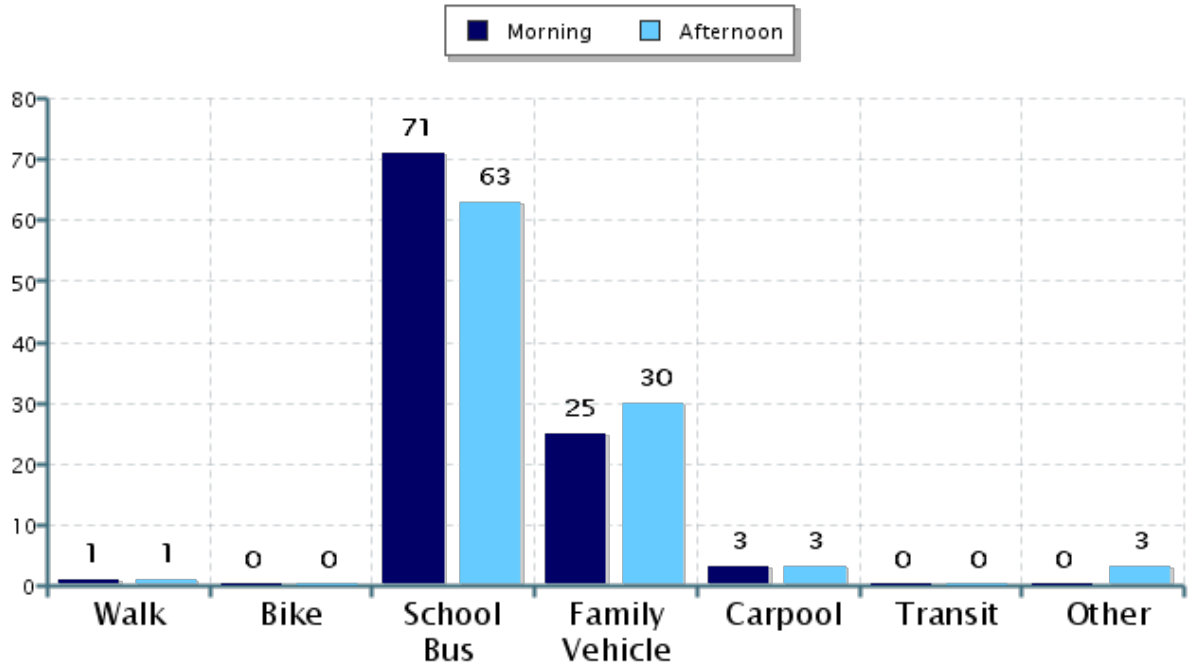
Month and Year Collected: October 2019

Date Report Generated: 10/29/2019

Tags:

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

Morning and Afternoon Travel Mode Comparison

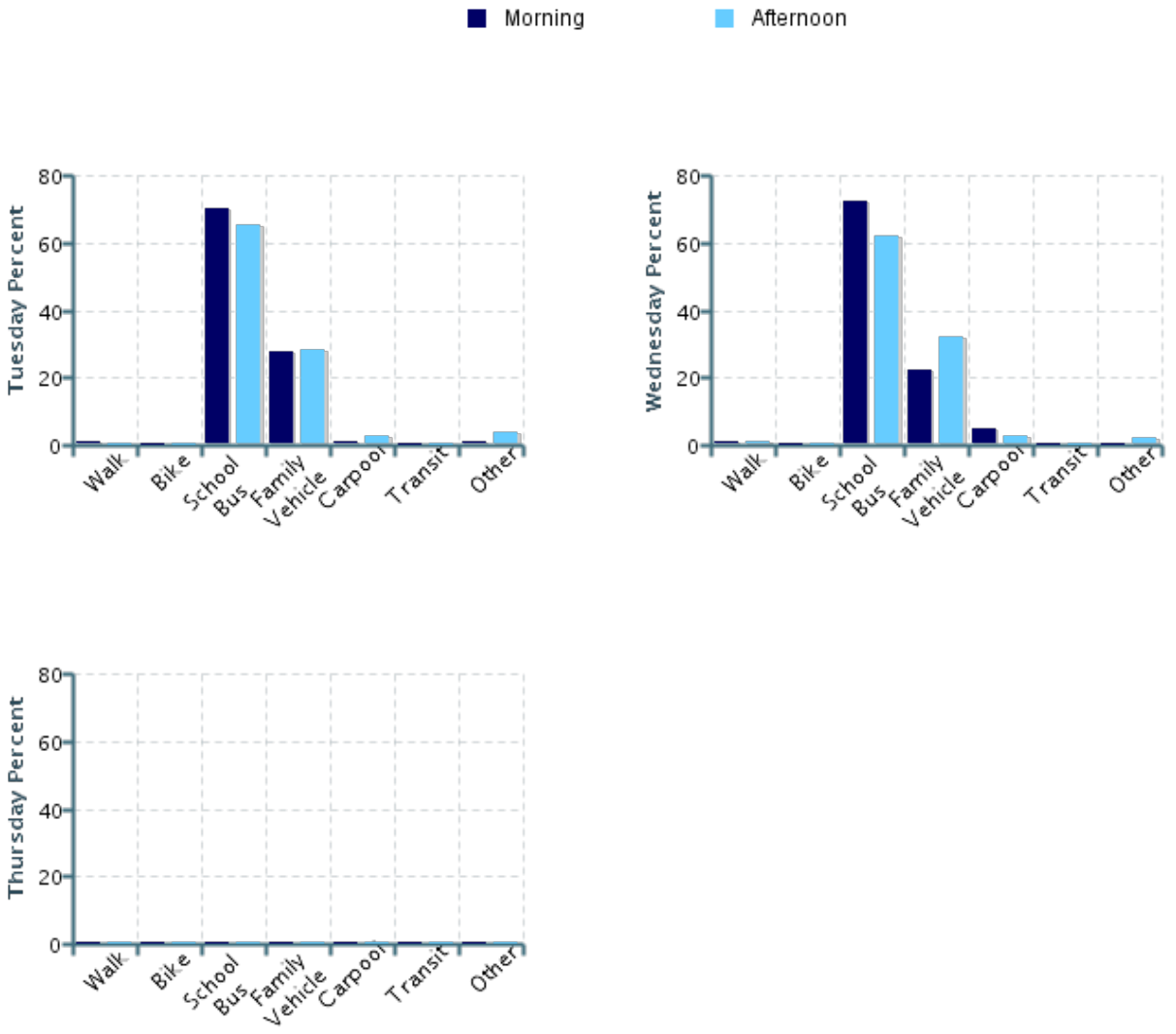


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	360	0.6%	0%	71%	25%	3%	0%	0.3%
Afternoon	367	0.5%	0%	63%	30%	3%	0%	3%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

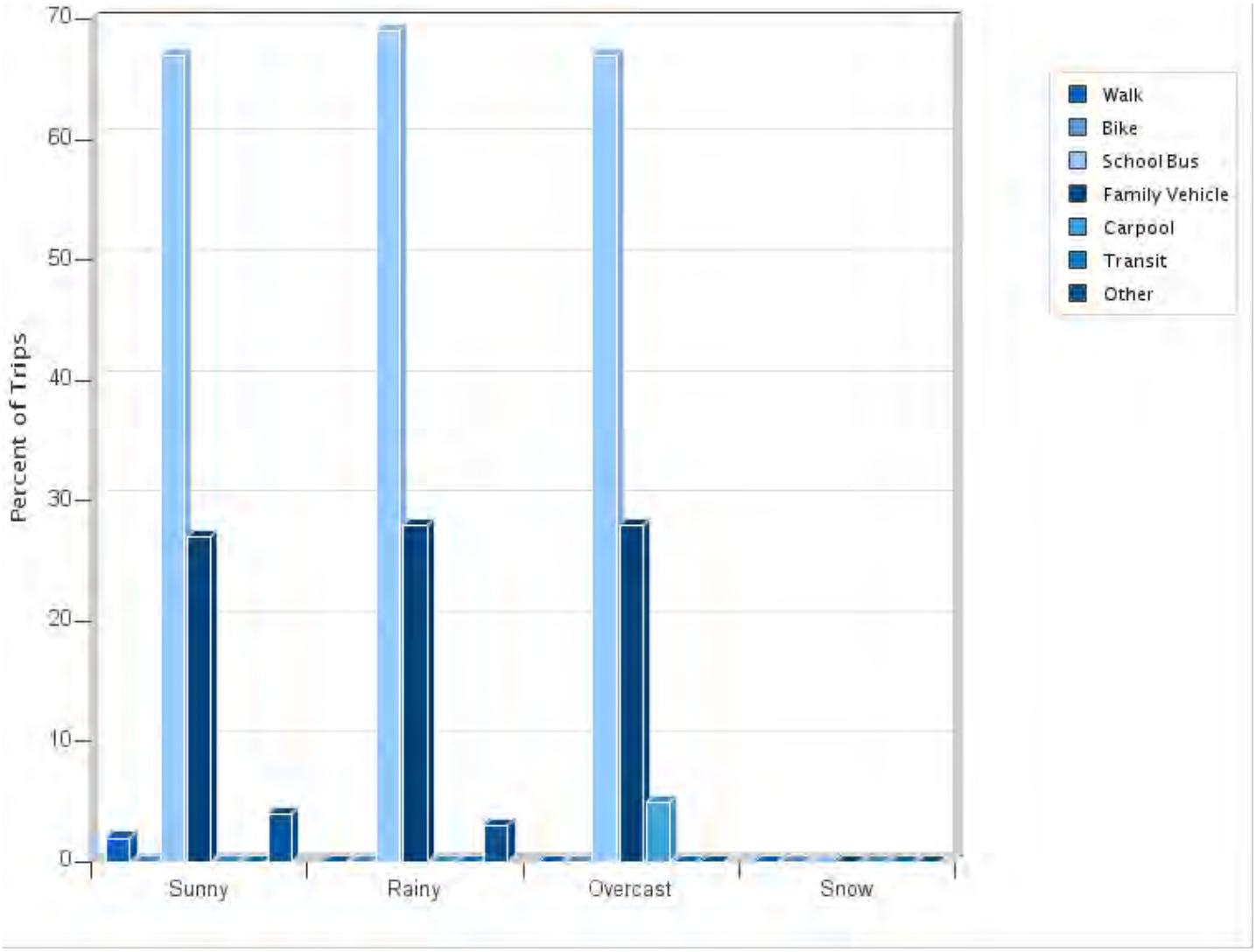


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	175	0.6%	0%	70%	28%	0.6%	0%	0.6%
Tuesday PM	181	0%	0%	65%	28%	3%	0%	4%
Wednesday AM	185	0.5%	0%	72%	22%	5%	0%	0%
Wednesday PM	186	1%	0%	62%	32%	3%	0%	2%
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	93	2%	0%	67%	27%	0%	0%	4%
Rainy	229	0%	0%	69%	28%	0.4%	0%	3%
Overcast	405	0.5%	0%	67%	28%	5%	0%	0%
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: Wabeno Elementary School

Set ID: 19140

School Group: Wabeno School District

Month and Year Collected: October 2019

School Enrollment: 0

Date Report Generated: 10/31/2019

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

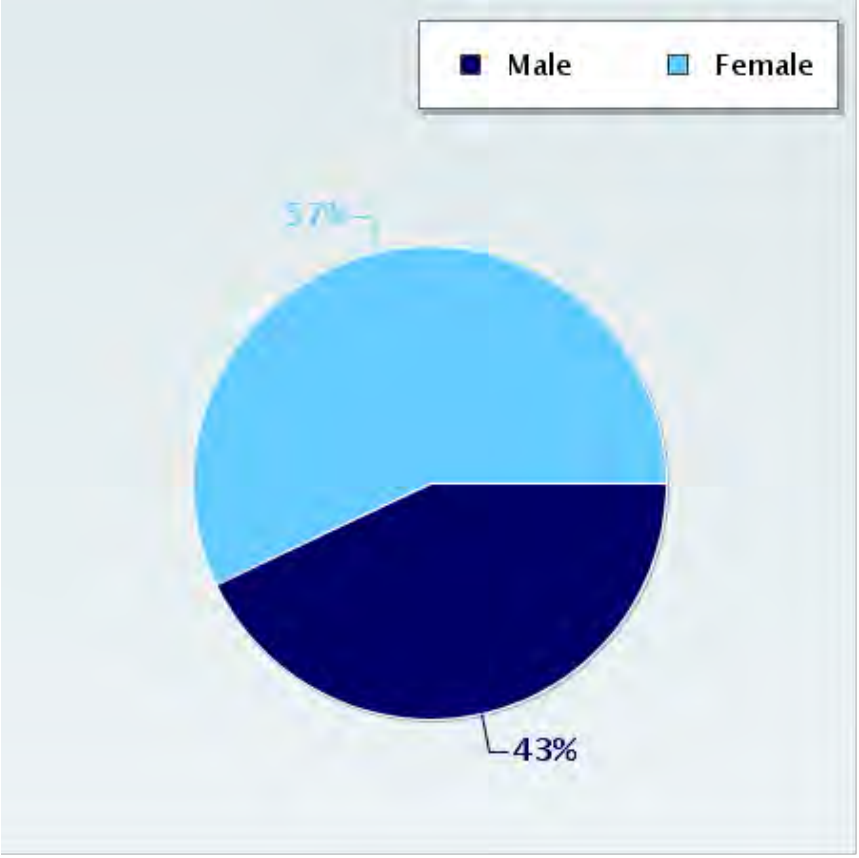
Tags:

Number of Questionnaires Distributed: 0

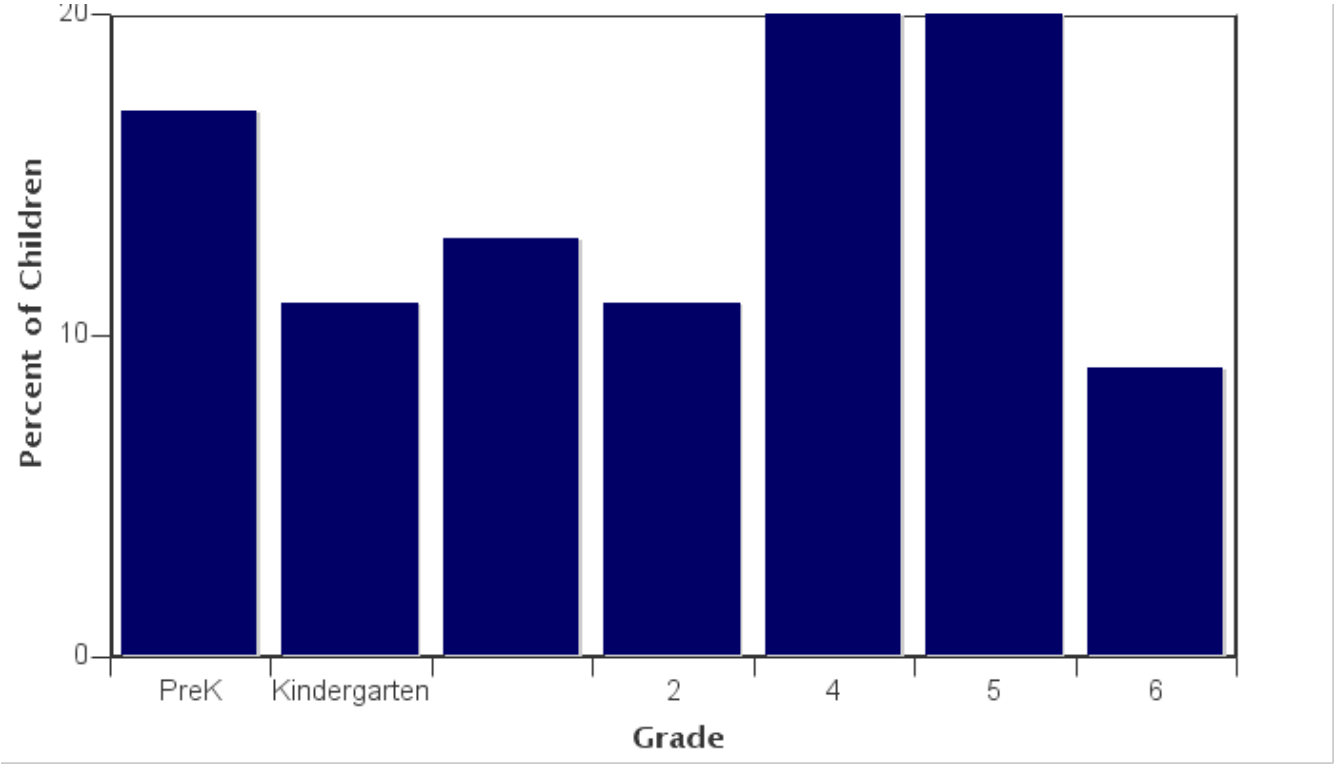
Number of Questionnaires Analyzed for Report: 48

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

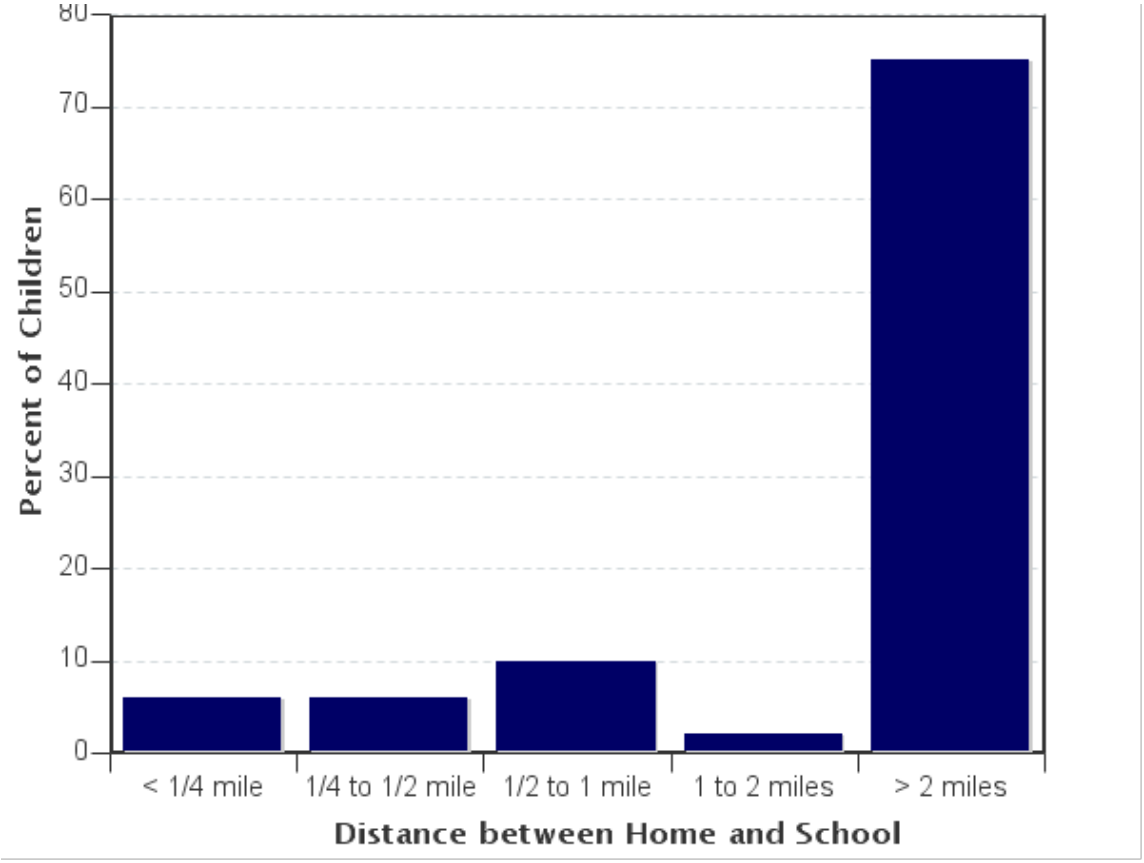


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	8	17%
Kindergarten	5	11%
1	6	13%
2	5	11%
4	9	20%
5	9	20%
6	4	9%

No response: 1
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

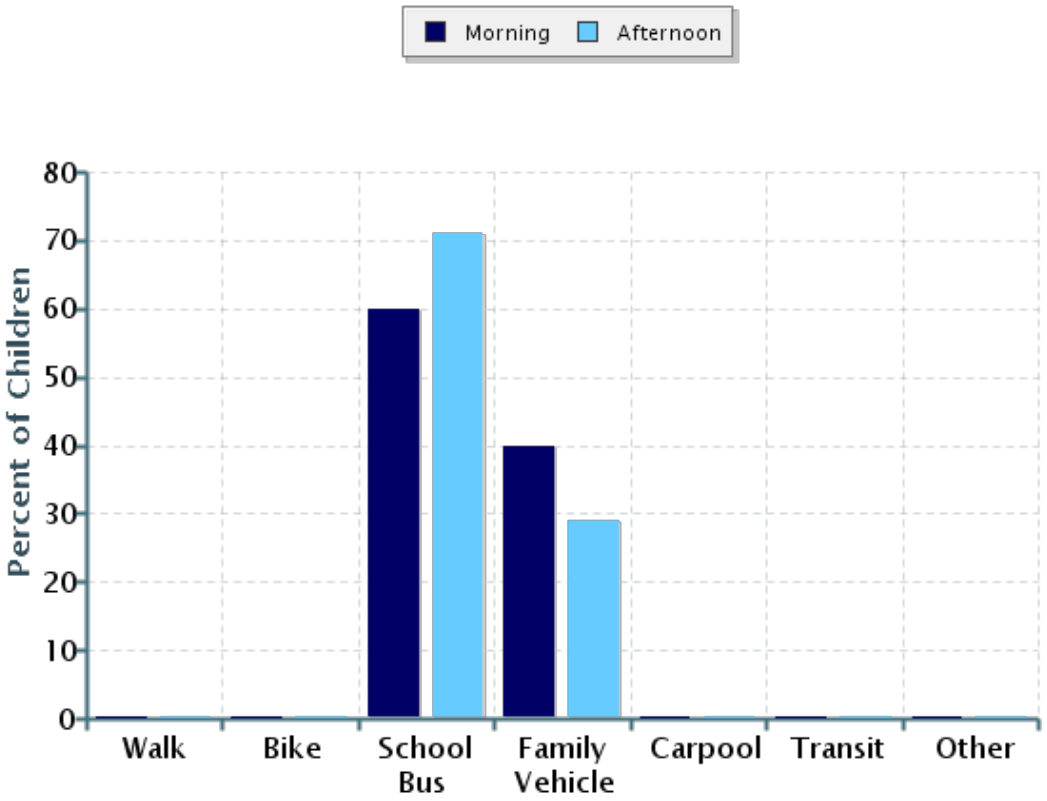


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	3	6%
1/4 mile up to 1/2 mile	3	6%
1/2 mile up to 1 mile	5	10%
1 mile up to 2 miles	1	2%
More than 2 miles	36	75%

Don't know or No response: 0
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

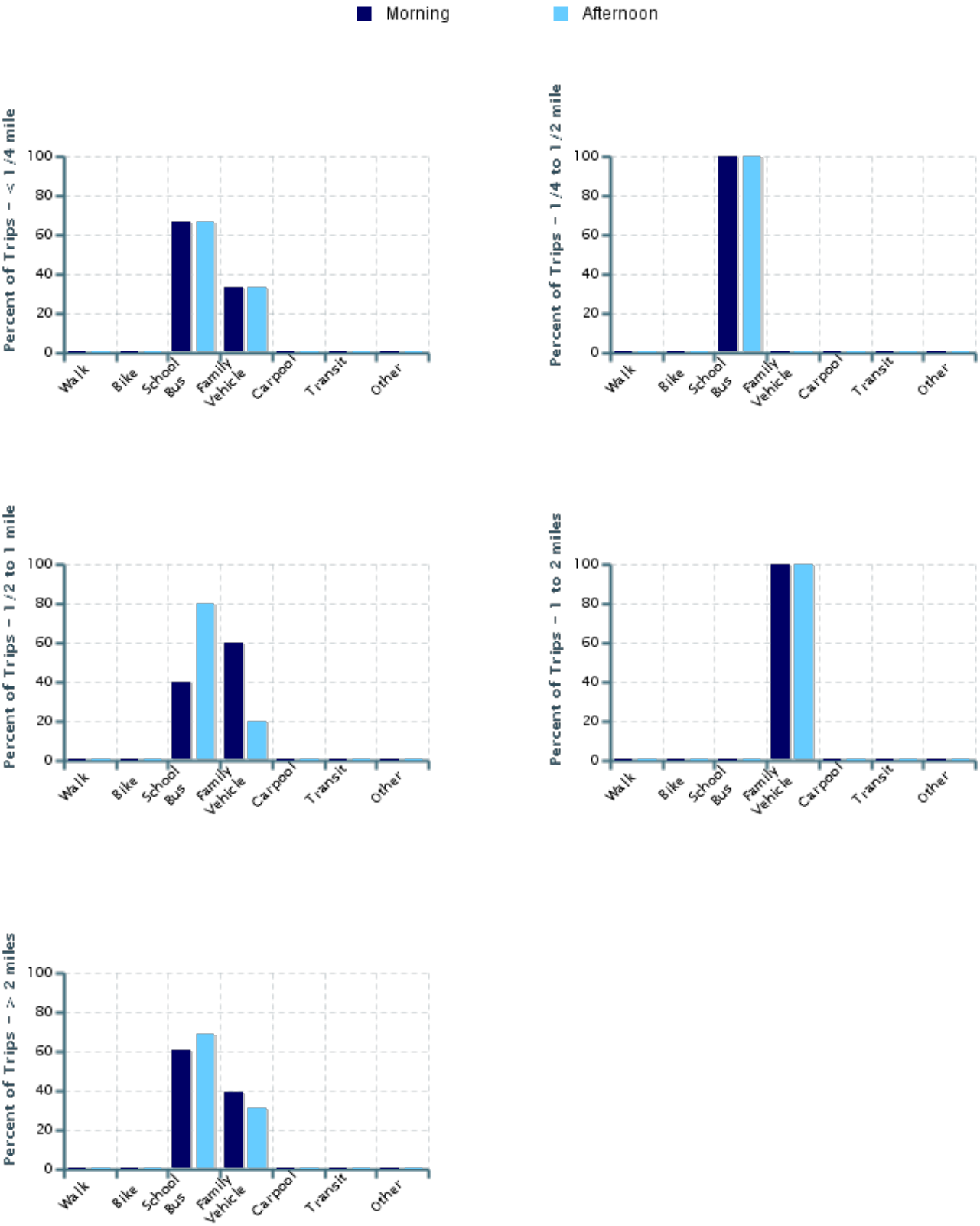


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	48	0%	0%	60%	40%	0%	0%	0%
Afternoon	48	0%	0%	71%	29%	0%	0%	0%

No Response Morning: 0
No Response Afternoon: 0
Percentages may not total 100% due to rounding.

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



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	3	0%	0%	67%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	3	0%	0%	100%	0%	0%	0%	0%
1/2 mile up to 1 mile	5	0%	0%	40%	60%	0%	0%	0%
1 mile up to 2 miles	1	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	36	0%	0%	61%	39%	0%	0%	0%

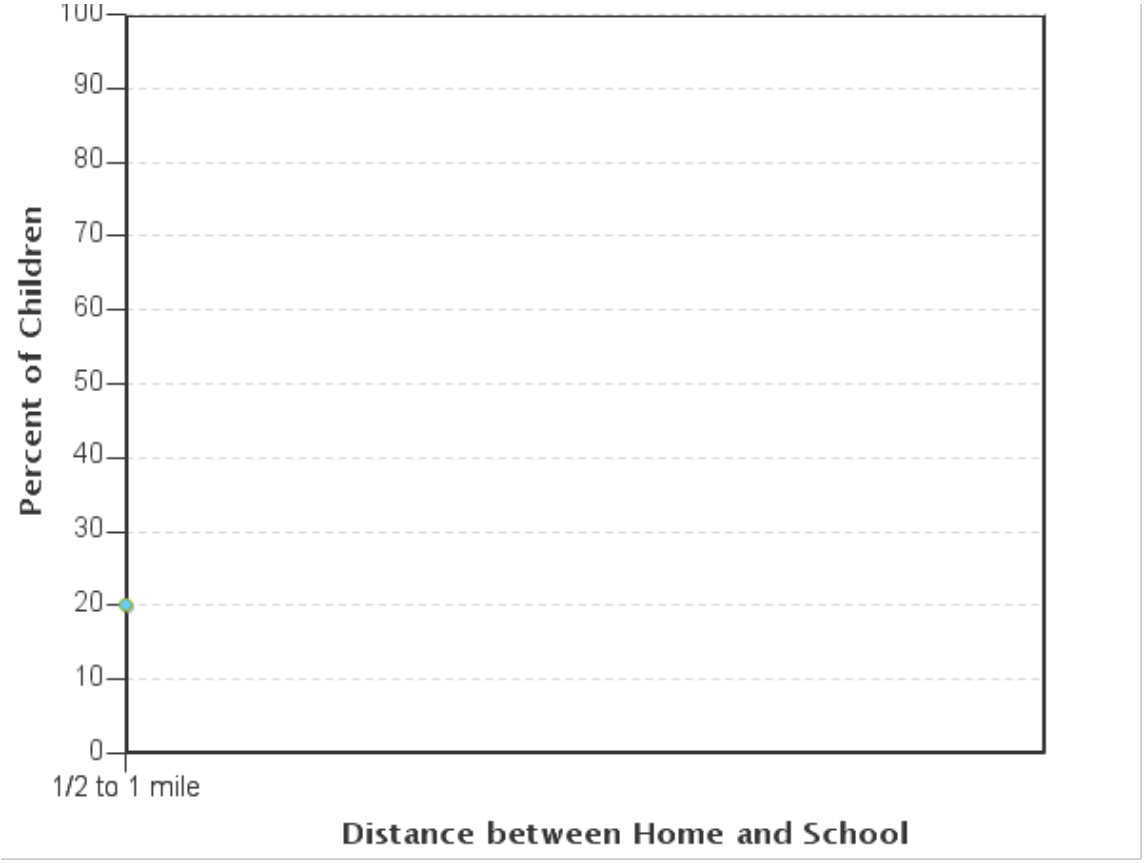
Don't know or No response: 0
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	0%	0%	67%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	3	0%	0%	100%	0%	0%	0%	0%
1/2 mile up to 1 mile	5	0%	0%	80%	20%	0%	0%	0%
1 mile up to 2 miles	1	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	36	0%	0%	69%	31%	0%	0%	0%

Don't know or No response: 0
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

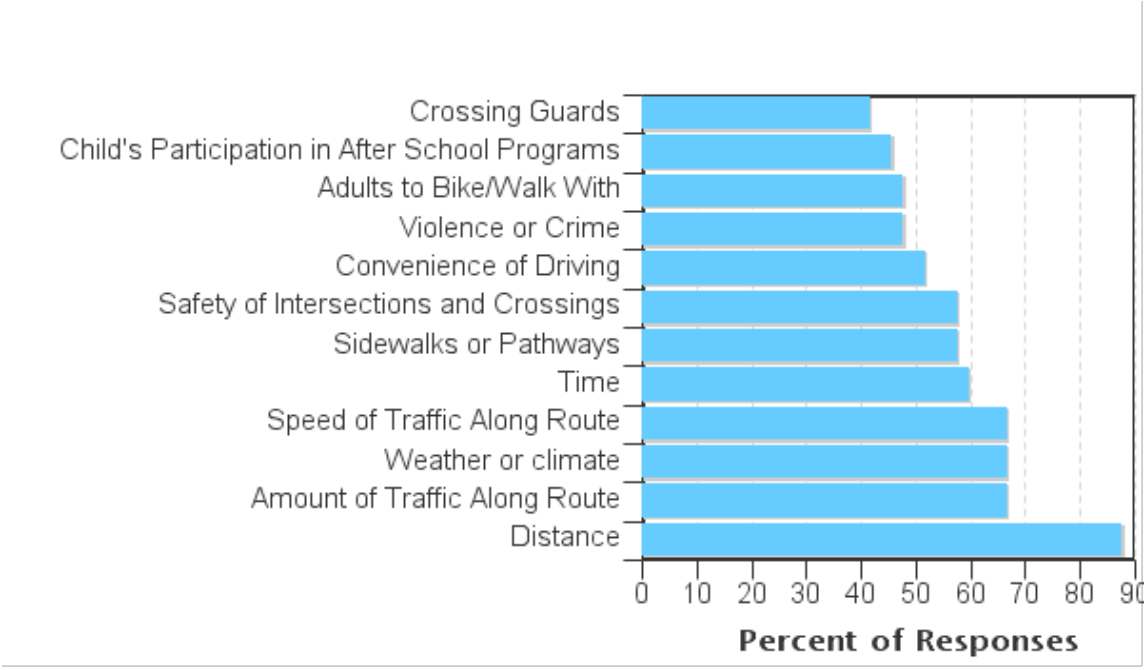


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

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	1	0%	0%	20%	0%	0%
No	46	100%	100%	80%	100%	100%

Don't know or No response: 1
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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	88%	0
Amount of Traffic Along Route	67%	0
Weather or climate	67%	0
Speed of Traffic Along Route	67%	0
Time	60%	0
Sidewalks or Pathways	58%	0
Safety of Intersections and Crossings	58%	0
Convenience of Driving	52%	0
Violence or Crime	48%	0
Adults to Bike/Walk With	48%	0
Child's Participation in After School Programs	46%	0

Crossing Guards	42%	0
Number of Respondents per Category	**48**	**0**

No response: 0

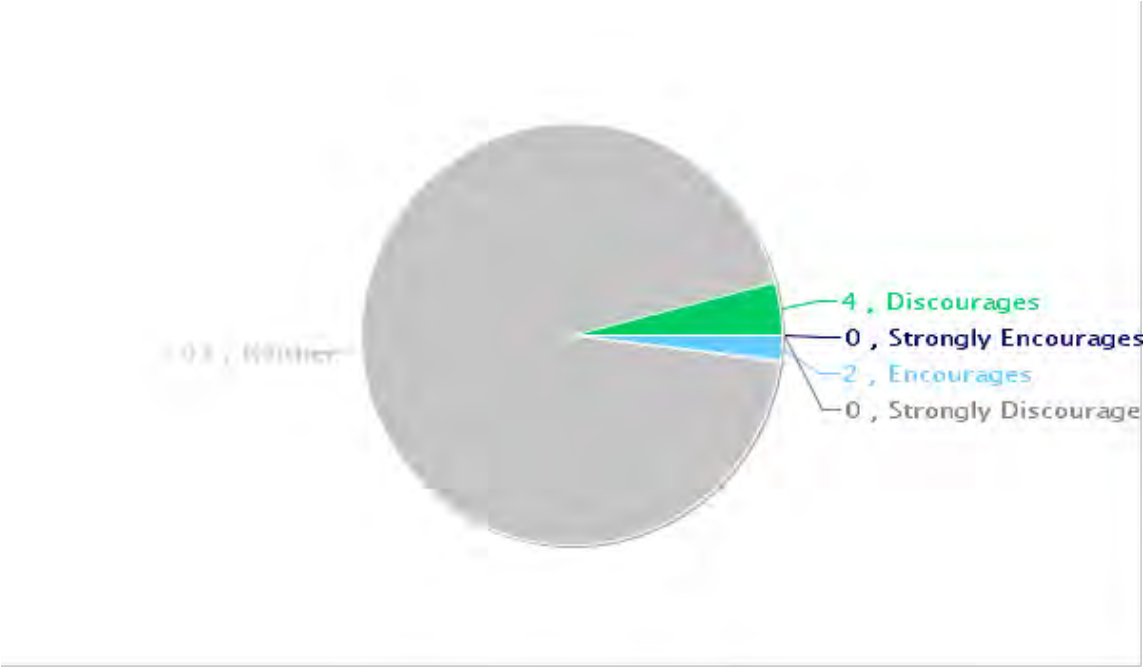
Note:

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

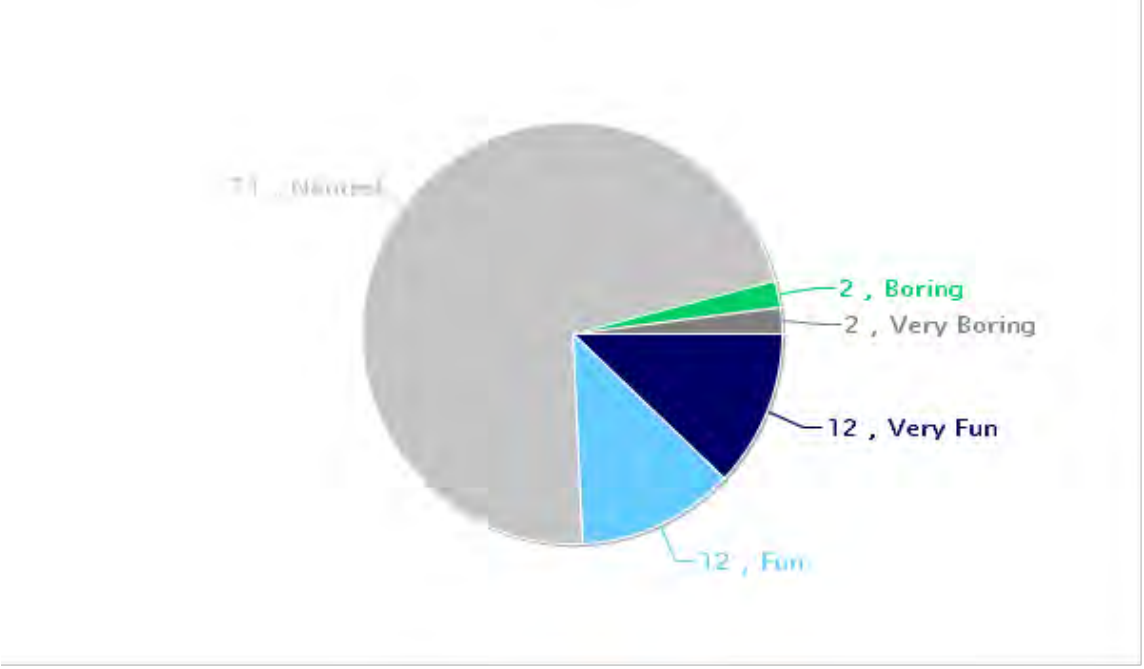
--Each column may sum to > 100% because respondent could select more than issue

--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.

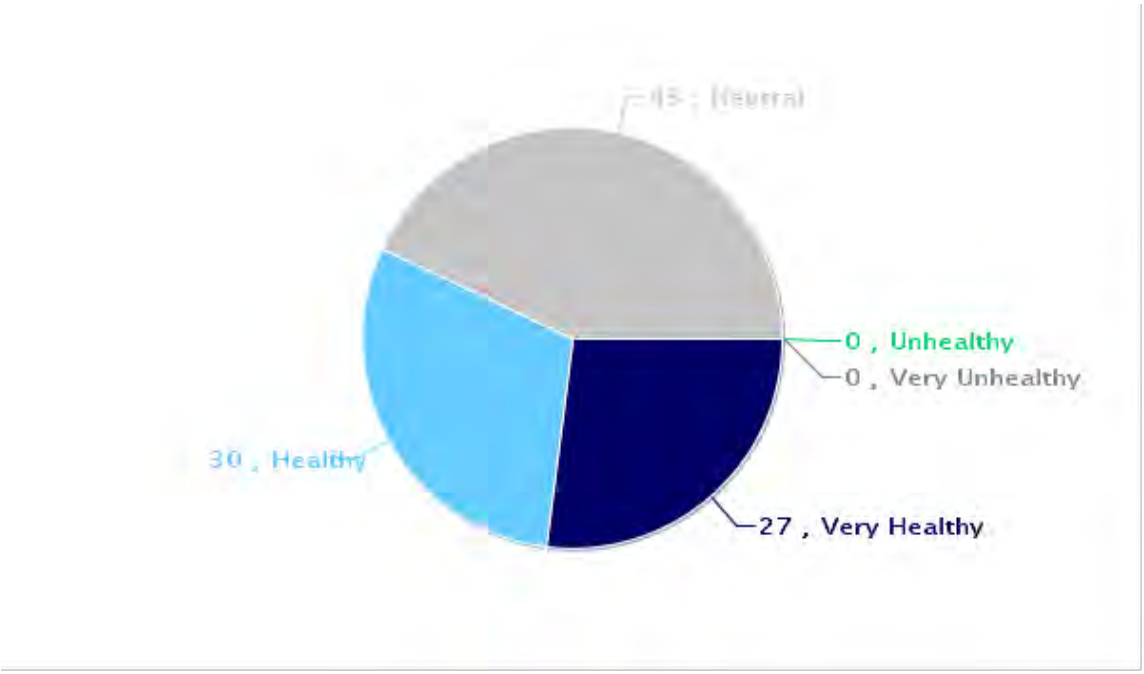
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
1683321	We live too far away for my kids to walk or bike to school - and the route is on a highway where traffic is 55+ mph.
1683324	We live 3 towns away and the distance is not only too far, but all highway. There is no way I would ever let my daughter bike that far or at all on a highway.
1683281	My child and I live in Lakewood, but his grandparents live in Wabeno. I would allow him to bike to and from school at the appropriate age.
1683263	We live close so distance is not an issue. The grade allowed to bike or walk alone depends on the child. Not much violence/crime in our area, but can happen anywhere. Massage therapy diploma and schooling with licensure.
1683267	I also work in the district, so dropping my child off makes sense for my family.
1683265	Another reason for children not being able to walk home is having an adult home at the time of school dismissal.
1683314	We reside too far from the school to bike or walk. It's about 5 miles. However, when we lived in Green Bay _____ walked home from school.
1683243	"And no shoulder" added to speed of traffic along route line.
1683345	Yes it is healthier for children to get exercise and walk or bike but I would never let my child do so. Not in the world we live in today, I need to know where my child is at all TIMES!!
1683275	We live a few miles from school so it is unlikely that we will ever be likely to allow our children to walk or ride bikes to school.
1683334	My child lives to far away to walk and bike to school.
1683813	Does not apply. We live 3 towns away!
1683814	Question #10-11 - multiple things would have to change for my children to be able to walk to school. We mainly live too far away.

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

School Name: Wabeno High School

School Group: Wabeno School District

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 13

Set ID: 30084

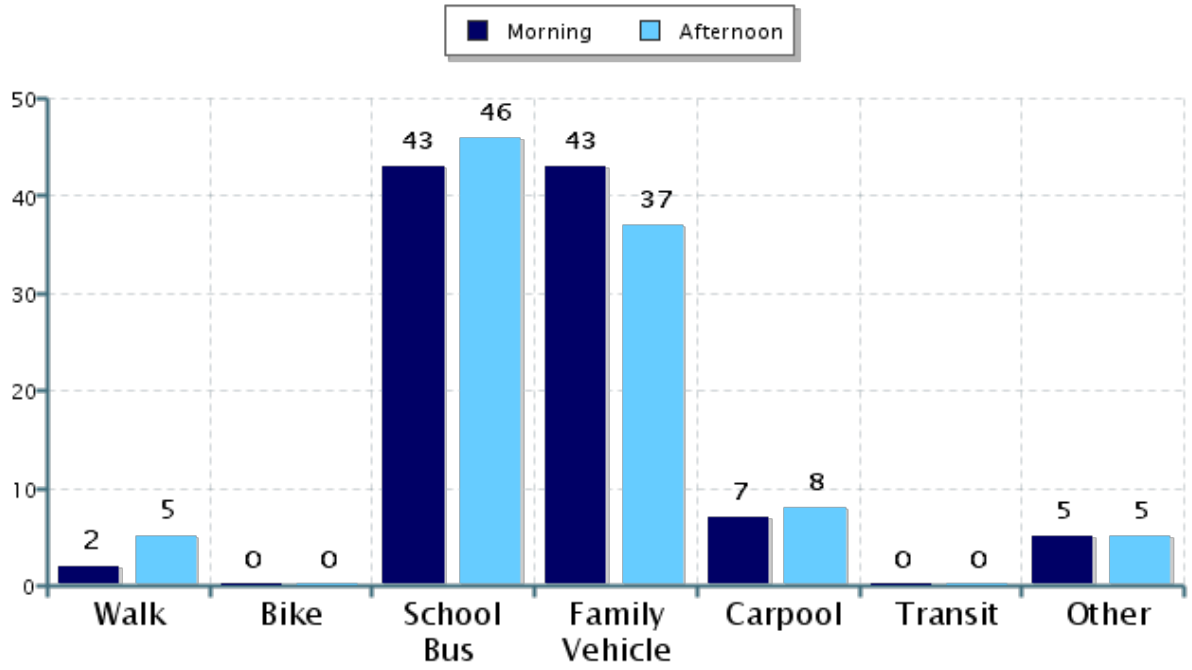
Month and Year Collected: October 2019

Date Report Generated: 10/29/2019

Tags:

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

Morning and Afternoon Travel Mode Comparison

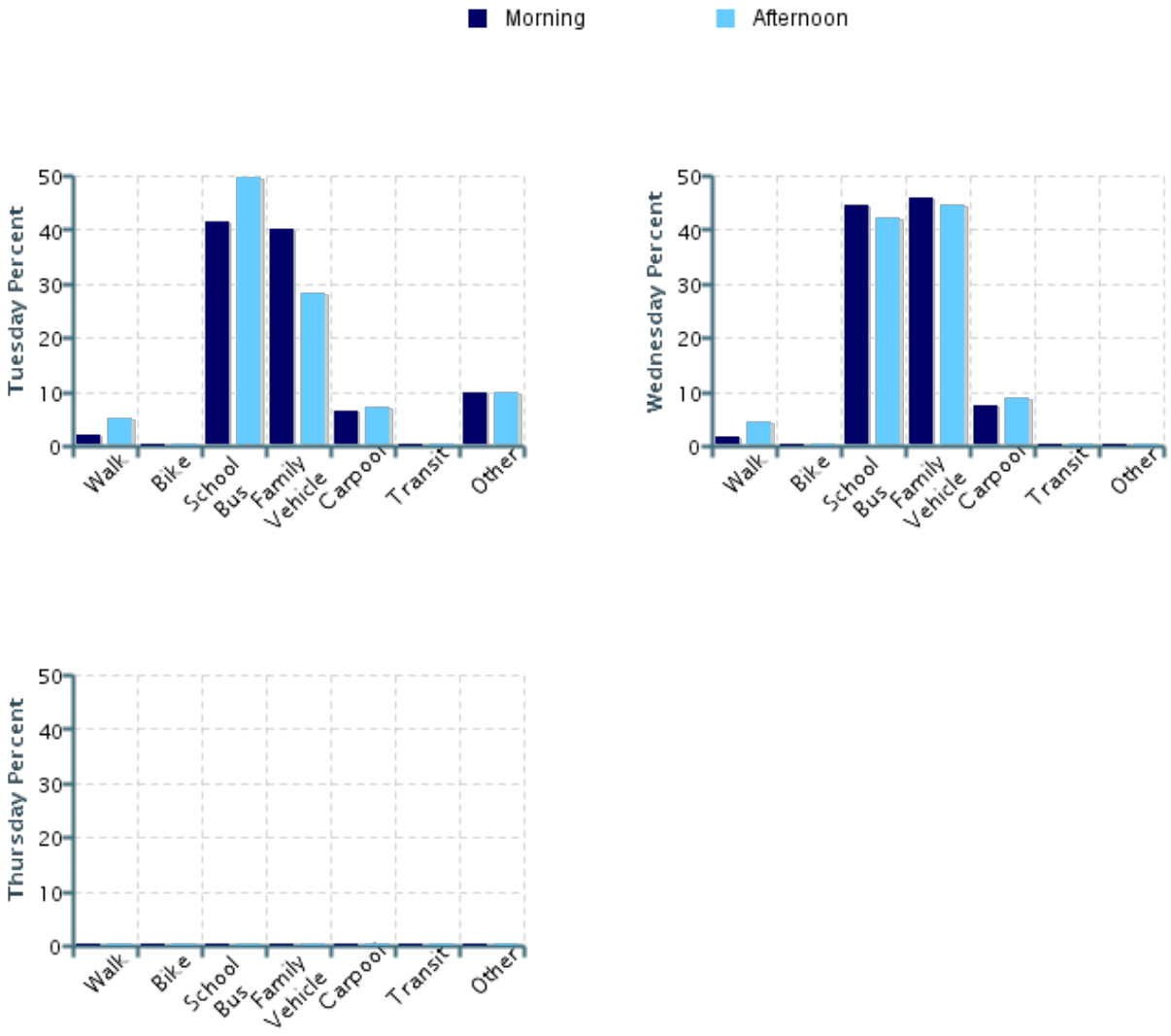


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	315	2%	0%	43%	43%	7%	0%	5%
Afternoon	312	5%	0%	46%	37%	8%	0%	5%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

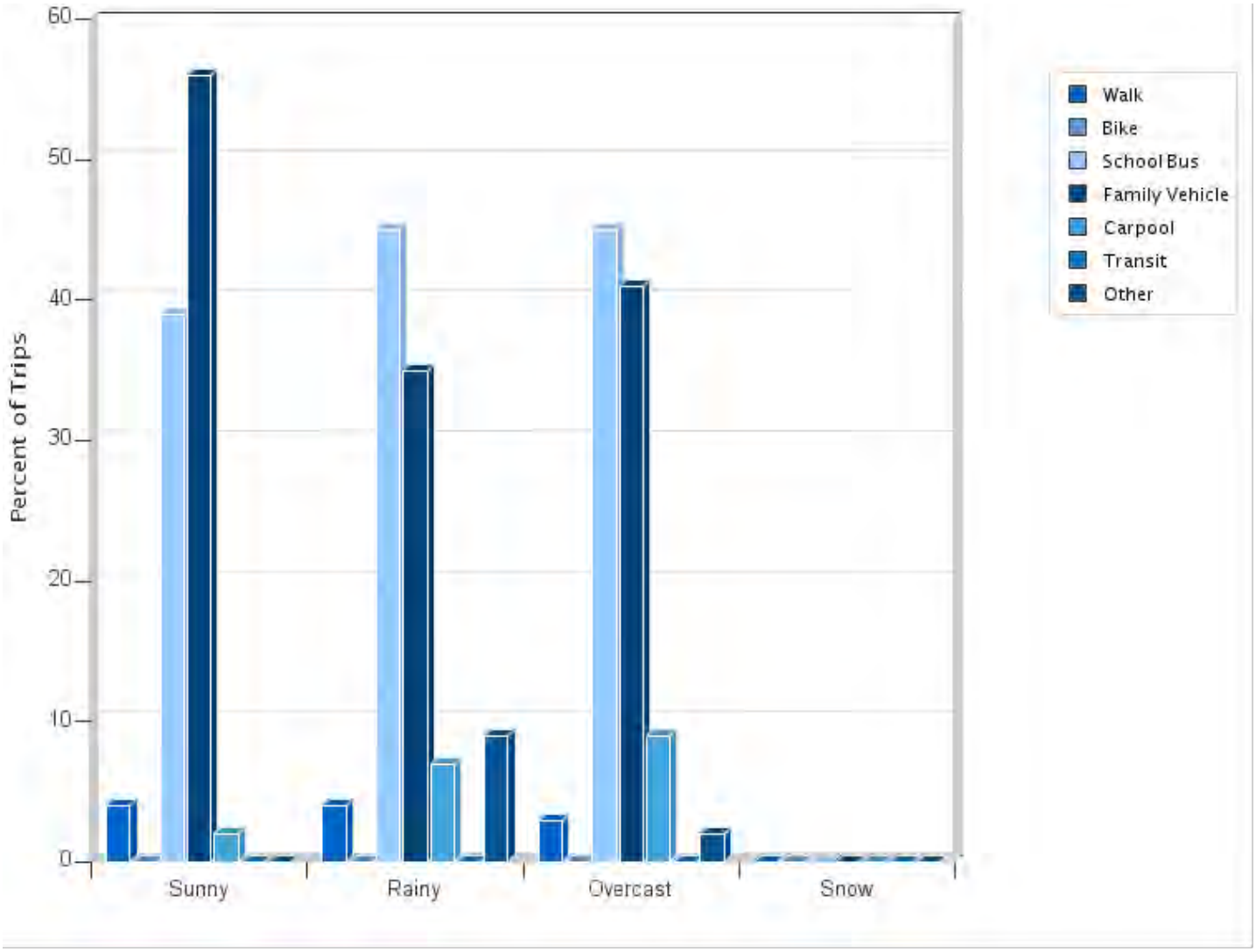


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	154	2%	0%	42%	40%	6%	0%	10%
Tuesday PM	153	5%	0%	50%	28%	7%	0%	10%
Wednesday AM	161	2%	0%	45%	46%	7%	0%	0%
Wednesday PM	159	4%	0%	42%	45%	9%	0%	0%
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	54	4%	0%	39%	56%	2%	0%	0%
Rainy	286	4%	0%	45%	35%	7%	0%	9%
Overcast	287	3%	0%	45%	41%	9%	0%	2%
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: Wabeno High School

Set ID: 19142

School Group: Wabeno School District

Month and Year Collected: October 2019

School Enrollment: 0

Date Report Generated: 10/31/2019

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

Tags:

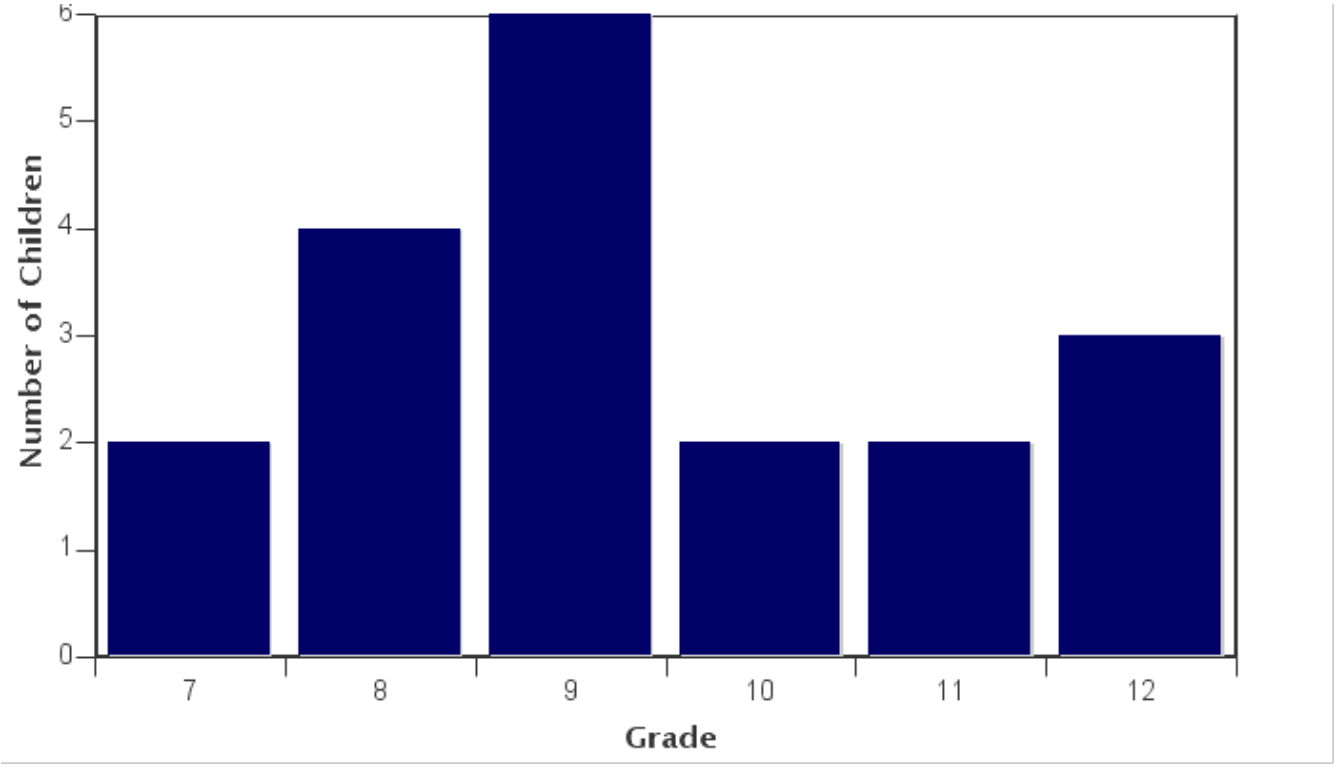
Number of Questionnaires Distributed: 0

Number of Questionnaires Analyzed for Report: 19

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.

**Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

Grade levels of children represented in survey

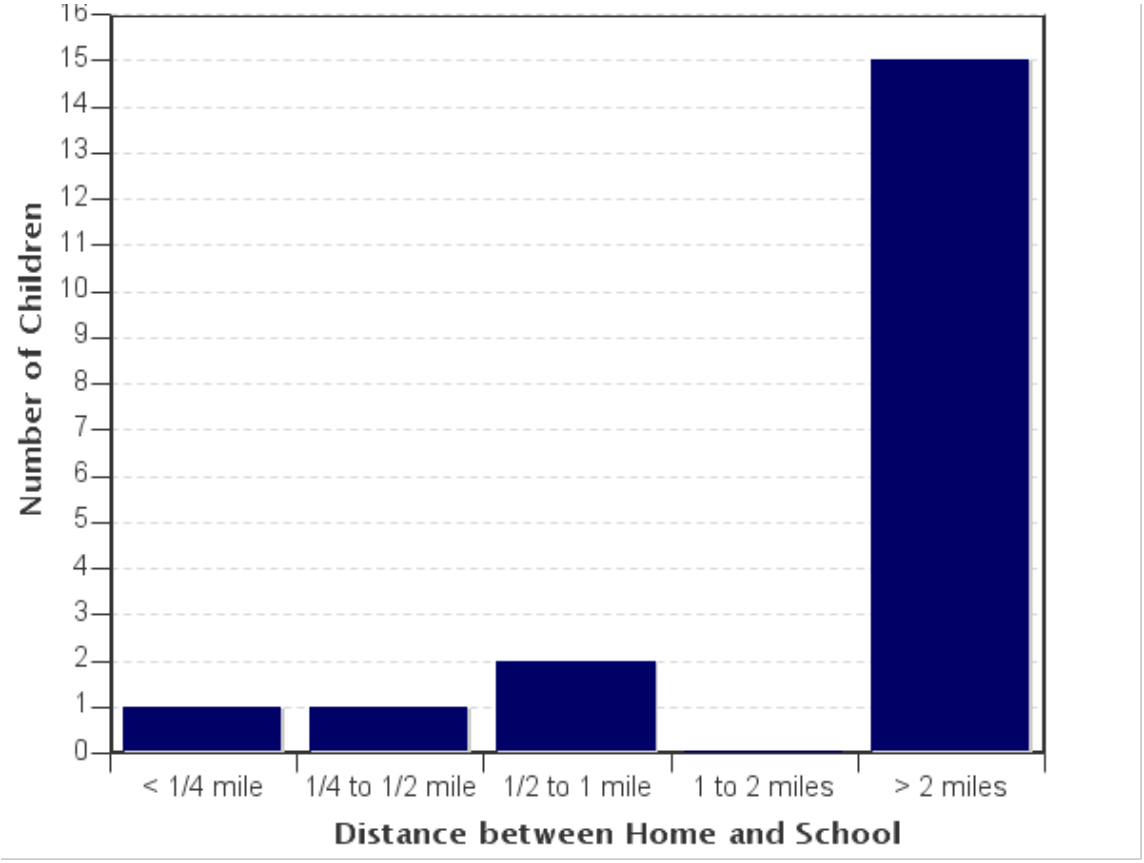


Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
7	2
8	4
9	6
10	2
11	2
12	3

No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Parent estimate of distance from child's home to school

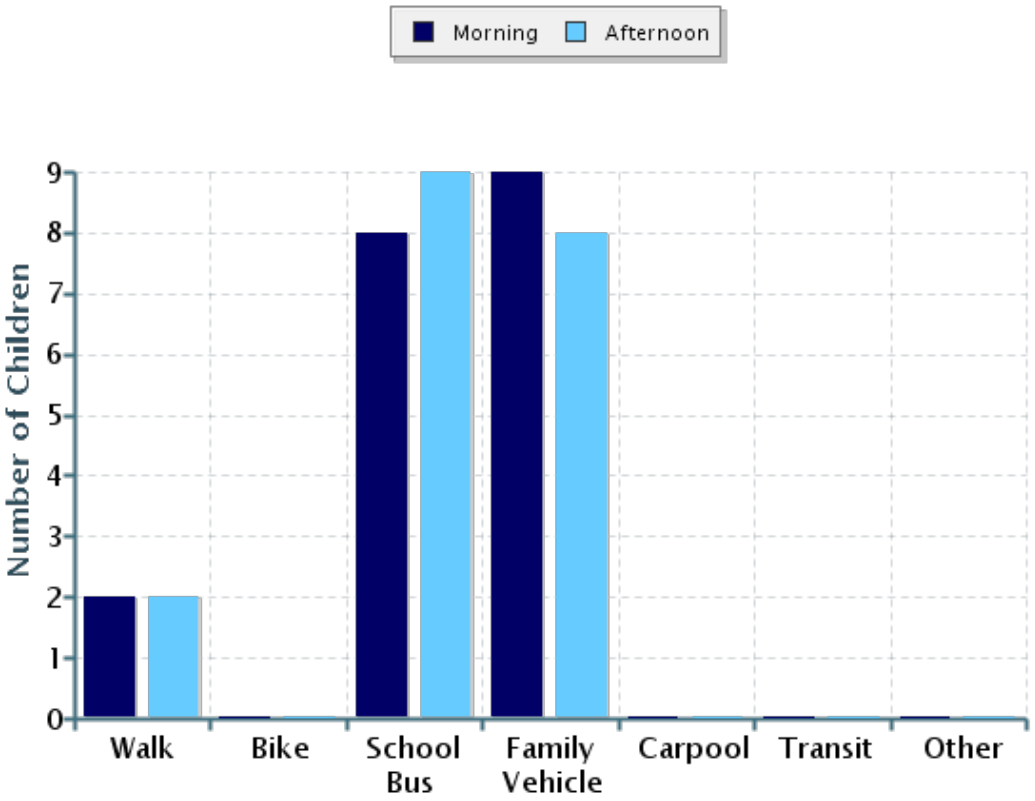


Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	1
1/4 mile up to 1/2 mile	1
1/2 mile up to 1 mile	2
1 mile up to 2 miles	0
More than 2 miles	15

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of arrival at and departure from school

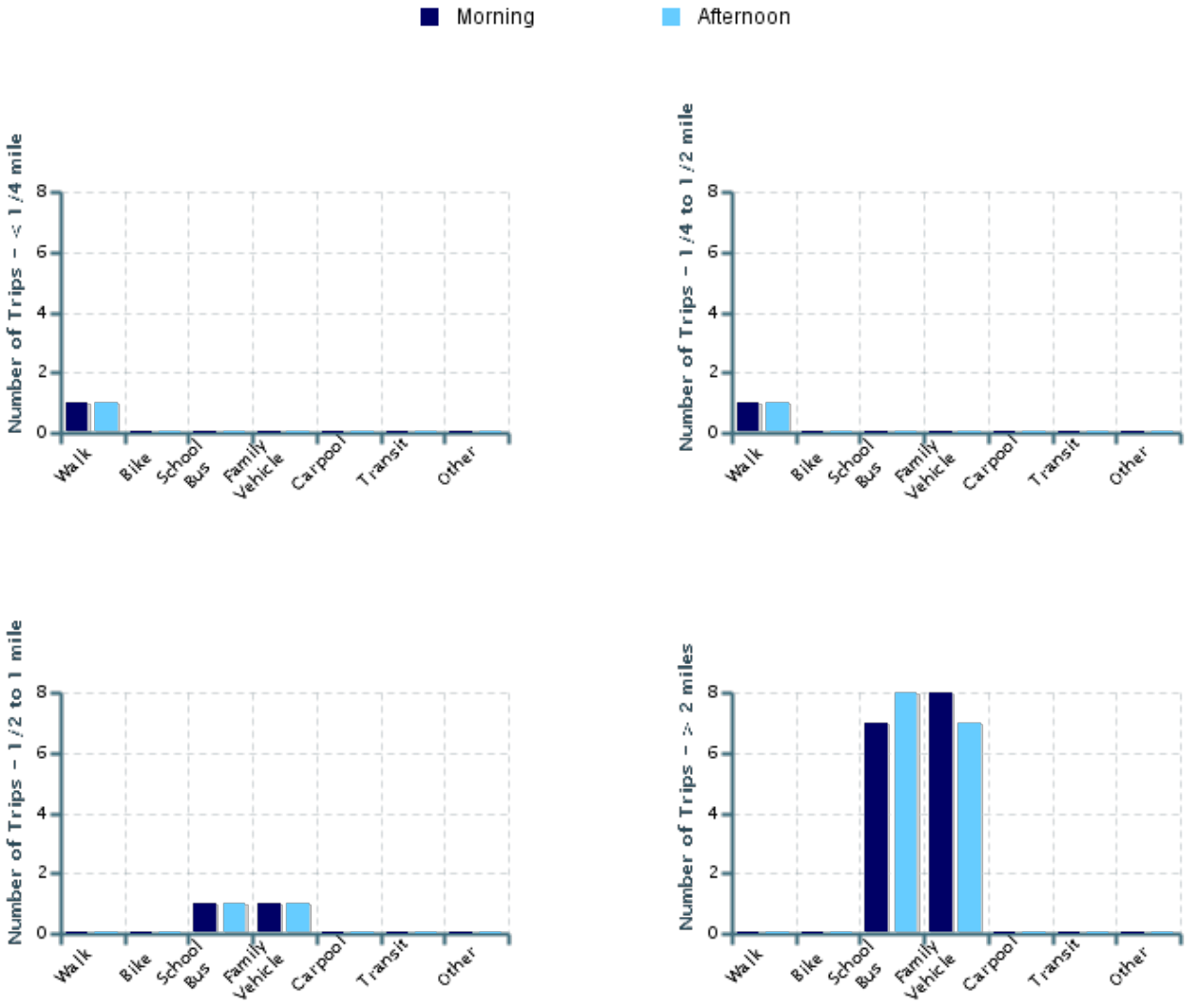


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	19	2	0	8	9	0	0	0
Afternoon	19	2	0	9	8	0	0	0

No Response Morning: 0
No Response Afternoon: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

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



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	1	1	0	0	0	0	0	0
1/4 mile up to 1/2 mile	1	1	0	0	0	0	0	0
1/2 mile up to 1 mile	2	0	0	1	1	0	0	0
1 mile up to 2 miles	0	0	0	0	0	0	0	0
More than 2 miles	15	0	0	7	8	0	0	0

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	1	1	0	0	0	0	0	0
1/4 mile up to 1/2 mile	1	1	0	0	0	0	0	0
1/2 mile up to 1 mile	2	0	0	1	1	0	0	0
1 mile up to 2 miles	0	0	0	0	0	0	0	0
More than 2 miles	15	0	0	8	7	0	0	0

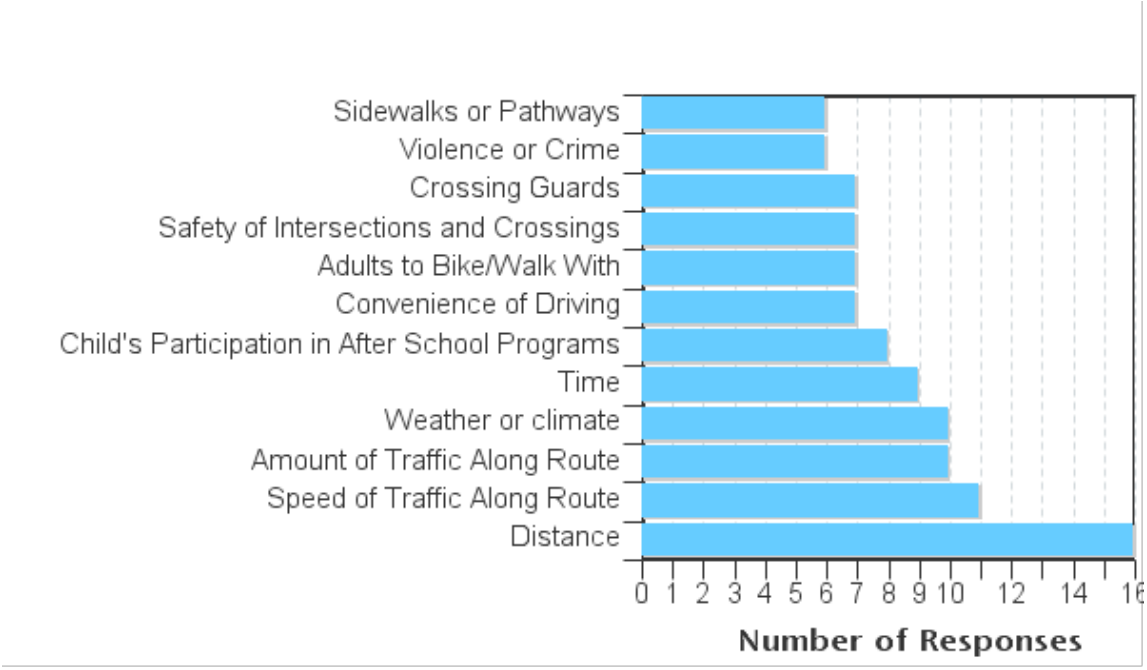
Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Number 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	4	1	1	1	0	1
No	15	0	0	1	0	14

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	16	0
Speed of Traffic Along Route	11	0
Amount of Traffic Along Route	10	0
Weather or climate	10	0
Time	9	0
Child's Participation in After School Programs	8	0
Convenience of Driving	7	0
Adults to Bike/Walk With	7	0
Safety of Intersections and Crossings	7	0
Crossing Guards	7	0
Violence or Crime	6	0

Sidewalks or Pathways	6	0
Number of Respondents per Category	**16**	**0**

No response: 3
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

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

Level of support	Number of children
Strongly Encourages	0
Encourages	1
Neither	16
Discourages	1
Strongly Discourages	0

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

Level of fun	Number of children
Very Fun	2
Fun	3
Neutral	10
Boring	1
Very Boring	0

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

How healthy	Number of children
Very Healthy	6
Healthy	6
Neutral	4
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1683824	Wabeno has an AMAZING transportation director.

ATTACHMENT C:
Task Force Meeting and Adoption Documentation

From: NCWRPC

Wabeno 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)

- Town of Wabeno Committee review
- Wabeno School District Committee review

Meeting 4: Wrap-up Meeting ..... Spring 2020

- Review feedback from Town 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)

- Wabeno Town Board review and adoption
- Wabeno School District Board review and adoption

RESOLUTION

Resolution Adopting the Wabeno Safe Routes to School Plan

WHEREAS, the Wabeno 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 Wabeno 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 Wabeno 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 Wabeno 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 Wabeno School District hereby adopts this Resolution.

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

Adopted this 6th day of May, 2020.

Jeffrey J. Walsh, District Administrator

Dave Seeber, School Board President

RESOLUTION #20202

Resolution Adopting the Wabeno Safe Routes to School Plan

WHEREAS, the Town of Wabeno 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 Town of Wabeno; 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 Town of Wabeno 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 Town of Wabeno 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 Town of Wabeno hereby adopts Resolution 20202.

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

Adopted this 21st day of April, 2020.

Jim Smith/Chairman

Cheri Collins/Supervisor

Alan Harrison/Supervisor

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**.