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# **Antigo**

## **Safe Routes To School Plan**

### **2010 – 2015**



**Adopted: June 2010**



**Antigo  
Safe Routes To School Plan  
Acknowledgements**

**Antigo Task Force**

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Mary Jo Filbrandt, Unified School District of Antigo, Director of Business Services  
Chief Eric Roller, Antigo Police  
Principal Ryan Hammerschmidt, North Elementary  
Principal Sharon Kind, East Elementary  
Principal John Lund, West Elementary  
Principal Tolef Wienke, Antigo Middle School

**Participating Schools**

North Elementary  
East Elementary  
West Elementary  
Antigo Middle School

Cover Photo: Westbound 7<sup>th</sup> Ave. at Deeglise St. (NCWRPC)

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Under the direction of the Antigo Safe Routes To School Task Force, North Central Wisconsin Regional Planning Commission (NCWRPC) prepared this plan in partnership with the Wisconsin Department of Transportation (WisDOT).

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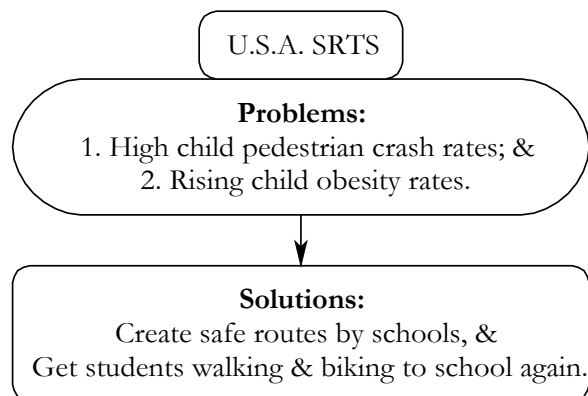
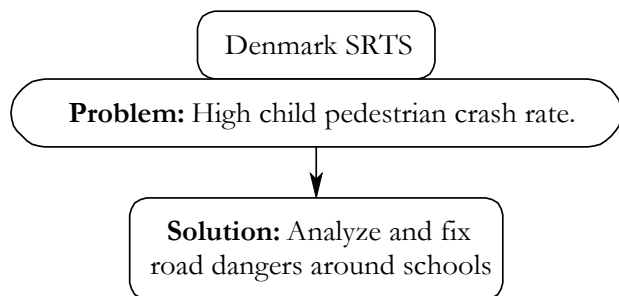
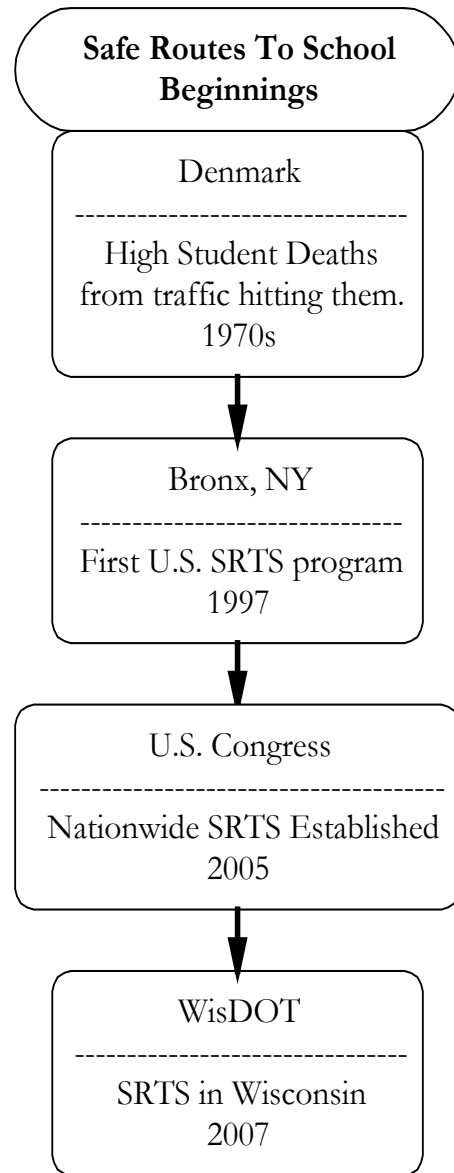
- A. Walking School Bus & Bike Train Guide
- B. Safe Routes to School Map
- C. Student Tally & Parent Survey
- D. Walk Audit Map Codes
- E. School District Wellness Policy
- F. School District Bussing Policy

# Chapter 1: Introduction

## History

Safe Routes to School (SRTS) began as a European phenomenon thirty years ago and caught on in New York City in 1997. In the 1970s, Denmark had Europe’s highest child pedestrian accident rate. Implementing the first Safe Routes to School program, planners in Denmark identified specific road dangers around the country’s schools and took steps to remedy the hazards. Since 1970, the child pedestrian crash rate has dropped by 80% in Denmark.

Inspired by such success and faced with rising childhood obesity and crash rates, the Bronx neighborhood in New York tested their own SRTS program. In 1998, Congress funded two pilot SRTS programs through the National Highway Traffic Safety Administration (NHTSA). Marin County, California, and Arlington, Massachusetts were the first SRTS pilot programs. Within a year after launching these pilot programs, grassroots SRTS efforts were launched in other parts of the country. After the initial success of Safe Routes to School pilot programs in the United States, subsequent federal funding facilitated SRTS’s expansion nationwide. The 2005 passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) institutionalized Safe Routes to School.



## Why focus on Safe Routes to School?

Safe Routes to School is a nationwide effort to increase the safety and regularity of children walking or bicycling to and from school for two primary reasons.

- **Increase walking and bicycling as part of a daily routine:** Currently, there is a nationwide health and quality of life concern about rising rates of children overweight and obese. Excess weight is associated with an increased incidence of many chronic conditions, such as cardiovascular disease, type 2 diabetes, hypertension, stroke, osteoarthritis and several cancers. Without daily physical activity, today's children may be the first generation to have a shorter lifespan than their parents.
- **Reduce vehicle trips and traffic congestion around schools:** This effort also deals with concerns about the amount of vehicle traffic, high speeds and traffic congestion around schools. The amount and speed of traffic pose increased injury risks to children who currently walk and bicycle to school. Traffic congestion reduces air quality and increases asthma risks as more car engines idle waiting to pick up and drop off children.

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.

## Planning Process & Public Involvement

The City of Antigo and the Unified School District of Antigo created a Safe Routes To School Task Force to apply for a planning grant. All of the public elementary schools, the middle school, the police, city administration, and local citizens were all part of the Task Force. The approved planning grant paid 100% of NCWRPC's planning services to assist with creating a Safe Routes To School plan.

### Participating Schools:

- North Elementary
- East Elementary
- West Elementary
- Antigo Middle School

### Task Force Members:

- Dale Soumis, City of Antigo Administrator
- Mary Jo Filbrandt, Unified School District of Antigo, Director of Business Services
- Chief Eric Roller, Antigo Police
- Principal Ryan Hammerschmidt, North Elementary
- Principal Sharon Kind, East Elementary
- Principal John Lund, West Elementary
- Principal Tolef Wienke, Antigo Middle School

At one of the first Task Force meetings, they developed the following goals for this Safe Routes To School Plan.

NCWRPC and the Task Force met several times to gather and analyze data. In the fall of 2008, a Parental Survey, a Teacher Survey, and an in-class Student Tabulation were conducted to determine how students were getting to school, and what issues were holding back change at the start of this planning process. Surveys and Walk Audits were administered to establish base line data to compare future progress, and to provide direction for the recommendations.

**Antigo SRTS Goal 1**

Where it is safe, get children walking and biking to increase their health.

**Antigo SRTS Goal 2**

Improve children's safety around schools during drop-off and pick-up, so children can walk and bike safely to school.

Many community members representing each of the schools conducted a fall 2008 Walk Audit with training from NCWRPC staff. Specific attention was paid to the location of traffic controls, the condition of sidewalks, presence of biking facilities, and the location of specific barriers and inconveniences to pedestrians surrounding schools. Maps were created from the Walk Audit results to see where some of the physical barriers to walking exist.








NCWRPC created digital slide shows for the whole city and each participating school. The Task Force gathered comments at each of the 2009 meeting where they presented the slide shows.

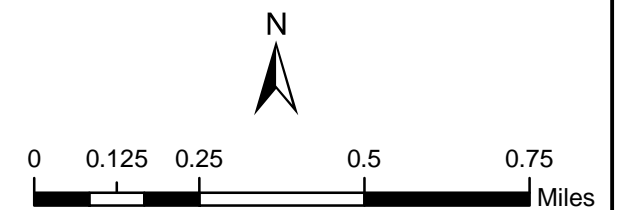
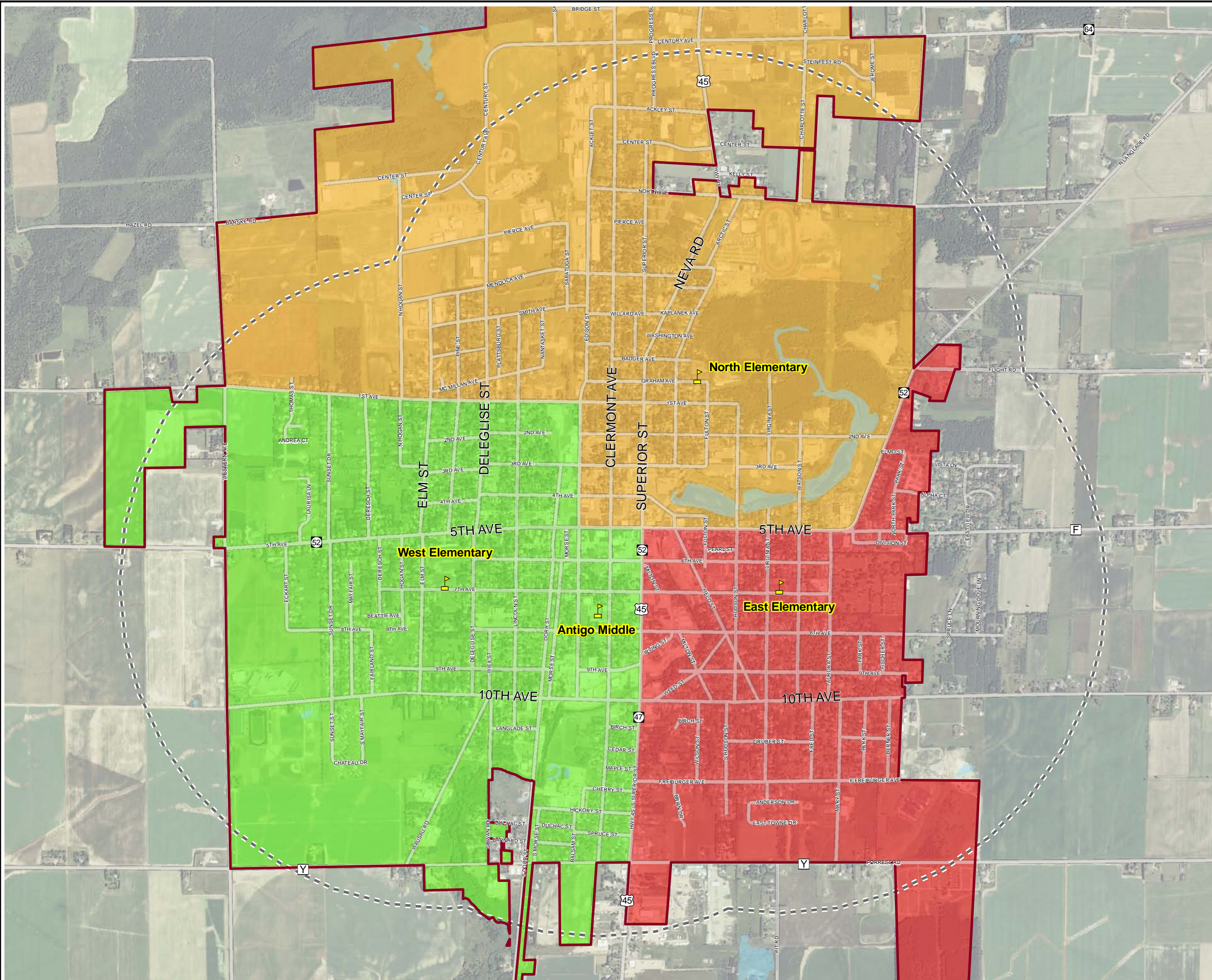
**Slide Show Comments  
From the Public**

- Multiple citizens and alderpersons are concerned that a sidewalk or path are needed along 10<sup>th</sup> Avenue, and that it is only a matter of time before someone gets hurt.
- Concern surfaced from several people about the very narrow and missing sidewalk areas along USH 45.



# Map 1 Antigo SRTS Study Area

-  Schools in Study
  -  City of Antigo Limits
  -  1 Mile SRTS School Buffer
  -  Water
- School Districts**
-  East Elementary
  -  North Elementary
  -  West Elementary



Source: WI DNR, NCWRPC, Langlade 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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## Chapter 2: Community-wide Analysis

This chapter provides a community-wide inventory of physical conditions and local government policies. Assessments include traffic data, local ordinances, and non-motorized travel conditions community-wide.

### Overall Development Pattern

The City of Antigo has a population of 8,677 (2008 WDOA estimate), and is the county seat for Langlade County. There are over 3,900 housing units (apartments, condos, and houses) in Antigo, with about 67% of them as houses. Roads are generally in a grid pattern across the city. A railroad existed years ago in a north-south orientation between Door Street & Morse Street. See Map 1 for a general layout of Antigo.

The “walkability” of school sites in Antigo is based on school location within the city street grid, and the location of students relative to the school. The possibility of walking or bicycling is heavily influenced by whether or not the school is in the central part of the city. Schools within dense urban areas have a high proportion of students living in close proximity to the schools, and road connectivity makes it easy to use residential streets to get to school. On the other hand, schools on the city periphery are generally surrounded by less dense residential development with fewer students living within a reasonable walking distance, and cul-de-sacs that limit through walking and biking.

The connectivity of various bicycle and pedestrian facilities directly impacts the ability to walk or bicycle to school. Characteristics of a well-connected road or path network include short block lengths, numerous three and four-way intersections and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distance decreases and route options increase. A network of streets, sidewalks, bicycle lanes and paths in which all parts are well-connected to each other reduces the distance children travel from home to school, allows for the use of more local streets rather than major roadways and provides a greater choice of routes to travel to and from school.

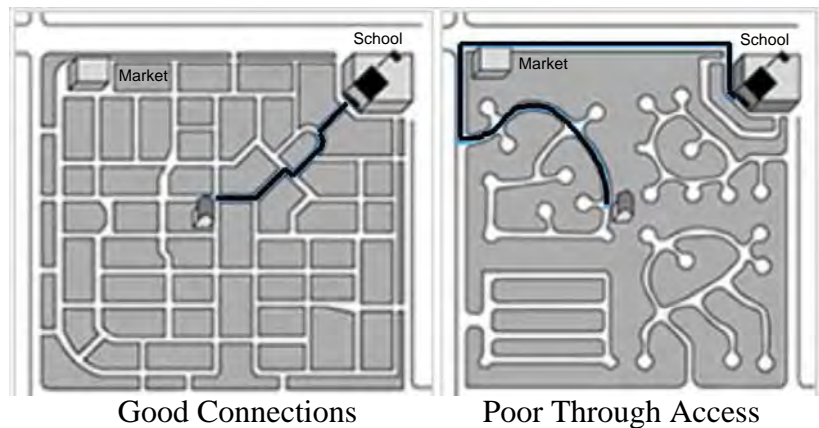


Figure 1

As connectivity increases, travel distance decreases and route options increase. A network of streets, sidewalks, bicycle lanes and paths in which all parts are well-connected to each other reduces the distance children travel from home to school, allows for the use of more local streets rather than major roadways and provides a greater choice of routes to travel to and from school.

All elementary schools in Antigo have good walkability. See the Walk Audit maps and comments within each school assessment in Chapter 2 to view how local residents perceive the walkability of their school.

## **Bicycle Facilities**

All roads except freeways are available for bicycle and pedestrian travel. Basic types of bicycle facilities include shared roadways, improved shoulders (bike lanes), and off-road shared use paths.

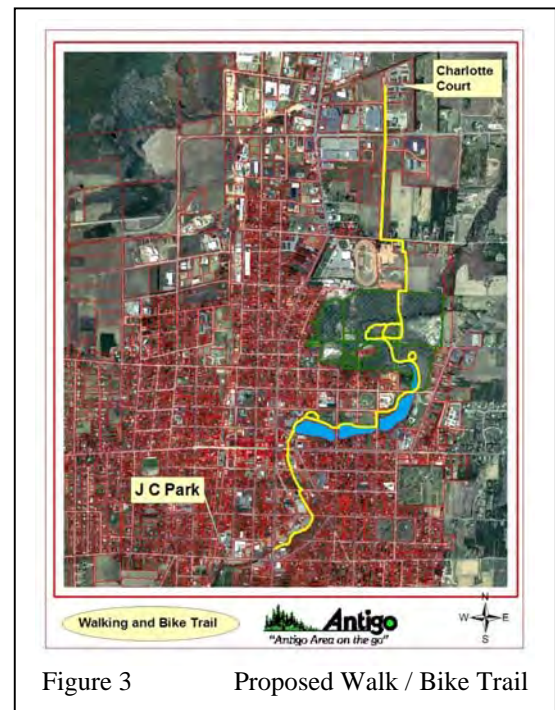
An on-road bicycle lane exists on the north side of 3 blocks of 10<sup>th</sup> Avenue next to the high school, on the southwest side of Antigo (Figure 2). This lane is used to walk with and against traffic. Walking in this lane becomes difficult in winter, because the snow is piled in this lane.



A multi-use trail is planned to run along the river that connects downtown with the northeast part of the city (Figure 3). Walking and biking are both allowed on the trail, which is partially complete from 4<sup>th</sup> Ave to North Elementary.

Antigo ordinances do not restrict biking on sidewalks except in the downtown area.

WisDOT has determined what the bicycling conditions are on all county and state highways. State Highway 45 entering Antigo from both the north and south, STH 52, and County Highway F are currently ranked as poor for bicycle travel because of the lack of on-street or off-street bicycling accommodations, and high volume of traffic. All of these highways are within 2-miles of at least one of the four chosen schools. No city roads were rated either good or bad for bicycle suitability by WisDOT.



## **Pedestrian Facilities**

Sidewalks play an important role in the lives of children. Destinations such as neighborhood homes, schools, and parks are all accessible to children who use sidewalks. A safe sidewalk in good condition encourages kids to stay on the sidewalk and provides a barrier from street traffic.

Antigo continues to add sidewalk curb ramps where sidewalks exist throughout the city. Many intersections have curb ramps already. This plan will show where high priority sidewalk curb ramps and sidewalks are necessary.

The intersection of 5<sup>th</sup> Avenue & Superior St/USH 45 (Figure 4) has pedestrian friendly "stop lines," but was still a difficult intersection for adults on the walk audit to cross at. The stop line

is farther back from the crosswalk, which allows those who park their front wheel on the line to still keep the vehicle well outside of the crosswalk. See Recommendation "CW 1d" in Chapter 4 for suggested changes to better accommodate pedestrians.

Airphotos in maps 1 & 2 show where housing exists relative to each school. The Walk Audit maps for East (Map 6), Middle (Map 4), and West (Map 10) show that many sidewalks are missing near each school.

Antigo ordinances do not prohibit using rollerblades, roller skates, or skateboards on streets or sidewalks, except in the downtown area.



### **Sidewalk Installation and Replacement Policy**

The City of Antigo has a sidewalk ordinance that requires installation, reconstruction, snow removal, and states what uses are allowed on them.

Installation/reconstruction – The Antigo Municipal Code stipulate that property owners are responsible for installing sidewalks if they are on routes to school or along a primary street. See Attachment B for a map of Safe Routes To School streets.

Snow removal – Many residents and businesses clear sidewalks within 24 hours of a snow event.

**Note:** Children who walk or bike to school usually encounter snow-covered sidewalks, because they are not cleared until people get home in the afternoon.

Allowed uses – Most non-motorized uses are allowed on sidewalks in Antigo (i.e.: walking, rollerblading, skateboarding, wheelchair use, and bicycling).

### **School Zone Speed Limits – Wisconsin Law**

Wisconsin State Law requires drivers to reduce their speed to 15 mph in school zones (unless the local municipality has set a different limit, usually 20 mph, that is approved by WisDOT) when children are present and failure to comply can result in fines. State-wide statistics show that less than half of drivers slow down.

In Antigo, the police report that most drivers are not following school speed limits, but are traveling slower than the regular posted limit when children are present.

### **Transit Facilities**

Langlade County's Coordinated Transportation program operates a fixed route, (with ADA accommodations) fixed schedule basis within the city of Antigo. This route (Red Robin Transit) is traveled four times daily, Monday through Friday, to ensure access to, medical institutions & clinics, pharmacies, nutrition sites, grocery stores, educational facilities, and employment. Anyone is allowed to use this service for a fee. Red Robin Transit operates 8:30 am-2:00 pm, with 4 total trips daily (Monday-Friday). Attachment E shows the fixed route Red Robin Transit map and how the system operates.

### **Truck Routes**

Antigo has two major highways that split the community into four quadrants. See Map 1. The major highways of U.S. Highway 45 and State Highway 64 are designated long truck routes through Antigo.

Heavy truck traffic exists on:

- Superior Street/U.S. Highway 45
- 5<sup>th</sup> Avenue/State Highways 64 & 52

Trucks have a difficult time turning at 5<sup>th</sup> Ave and Superior St, often taking out hydrants and other obstructions that are on the curb. Beginning in 2011, WisDOT will construct the Highway 64 bypass around the west edge of Antigo. That bypass will remove turning truck traffic from downtown, and make the 5<sup>th</sup> Ave and Superior St intersection safer for pedestrians.

### **Traffic Counts**

The most recent traffic counts recorded for Antigo came from WisDOT AADT (Annual Average Daily Traffic) data from 2005. U.S. Highway 45 shows the greatest volume of traffic with 13,600 daily automobile trips in downtown Antigo. 5<sup>th</sup> Avenue has at least 5,000 daily motor vehicle trips where children cross. For reference: "W" represents West Elementary, with the "dot" showing the school location. See Map 2.

### **Crash Data**

Highway and bicycle safety specialists now use the term "crash" instead of "accident" to emphasize that most automobile and bicycle interactions are predictable and preventable occurrences.

It is important to note that crash data, while useful for analysis, does not include the potentially many "near misses" or minor crashes that may be unreported. The knowledge and experience of people walking in and through neighborhoods around schools is also critical to the assessment of pedestrian safety. Documentation from school staff, and walk audit participants about where "near misses" may occur exists under each school in this plan.

Understanding bicycle crash data helps to identify methods for preventing future crashes. Detailing statistics, such as who is typically involved in a crash (children or adults), where crashes occur (specific intersections or streets) and what time of day crashes occur allows bicycle

planners and engineers to more accurately implement safety programs and roadway design enhancements.

Local Data

Information on bicycle and pedestrian crashes was obtained through the City of Antigo Police Department for 2004-2009.

- 380 crashes occurred in and around the school areas
- 4 vehicle vs. bike crashes
- 8 vehicle vs. pedestrian crashes

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**Table 1:  
Pedestrian or Bicycle Crashes Near Schools  
2004-2009**












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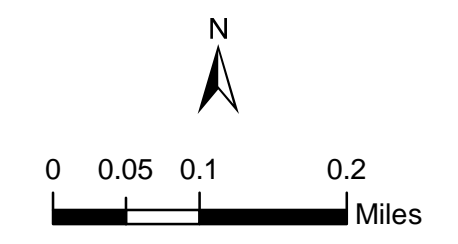
School	Within ¼-mile	Within ½-mile	Within 1-mile
Middle	9	2	0
North	1	3	2
West	2	0	2
East	0	1	1

Source: City of Antigo Police Department



# Map 2 Antigo SRTS Transportation Facilities

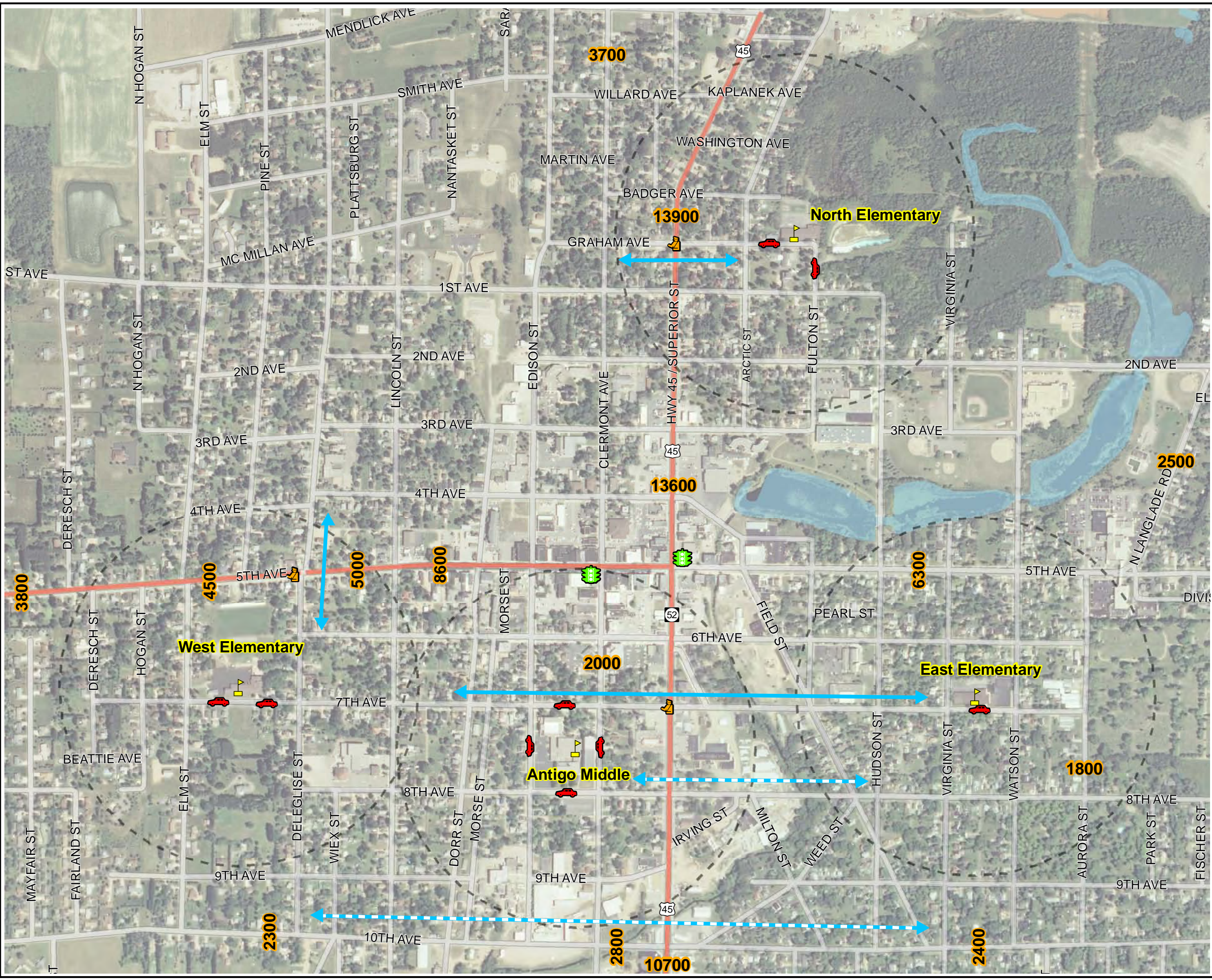
-  Schools in Study
-  City of Antigo Limits
-  Walk Audit Area (1/4 mile)
-  Truck Routes
-  Main Student Pedestrian Corridor
-  Secondary Student Pedestrian Corridor
-  Congested Roads
-  Traffic Light
-  Crossing Guard
-  2005 Traffic Counts
-  Water



Source: WI DNR, NCWRPC, Langlade Co  
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## **Crossing Guards**

Adult crossing guards are assigned at heavily traveled intersections and mid-block crossings. 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.

Crossing guard locations are examined by the Police Department, the City Traffic Engineer, and the School District annually in summer. See Map 2 for crossing guard locations.

Adult crossing guards exist at these intersections:

- 5<sup>th</sup> Ave & Deeglise St;
- 7<sup>th</sup> Ave & Superior St (with flashing crossing sign); and
- Graham Ave & Superior St (with flashing crossing sign).

## **Safety Patrols**

Each elementary school offers fourth and fifth graders the opportunity to work as safety patrols. New recruits from the fourth and fifth grades are trained every spring. The patrols function in a variety of capacities with SAFETY as their number one priority. They are on duty at street corners to assist students and adults in safe crossing. Patrols also escort younger students to their destinations within school when necessary. During lunch, patrols are assigned to grade levels and locations in order to assist students and adults. These students are out in all kinds of weather. They will not report to their corners, however, if the student body as a whole is being kept indoors due to severe temperatures or thunder/lightening storms.

The police department and our patrol supervisor train these students. They are not allowed to walk out into the middle of an intersection and stop traffic. They are instructed to hold students at the corner, even though a car has stopped at the stop sign. The patrols are to wait until the car drives away. This can be somewhat time consuming and requires patience on the part of everyone (the patrols, the students waiting, and the parents waiting for their children). However, safety is the key issue and the patrols are simply doing as they have been told.

School staff asks that parents and guardians support these young leaders as they take on some responsibility of keeping students safe. See each school site map for safety patrol locations.

Student Safety Patrols exist at these locations:

### **North Elementary**

- Graham Ave in front of school
- Graham Ave & Artic St (with a teacher)

### **East Elementary**

- Watson St & 7<sup>th</sup> Ave
- 7<sup>th</sup> Ave & Virginia St
- Virginia St & 6<sup>th</sup> Ave

### **West Elementary**

- Elm St & 7<sup>th</sup> Ave
- Deeglise St & 7<sup>th</sup> Ave
- Driveway to school parking lot behind school
- Driveway in front of school on 7<sup>th</sup> Ave

## **Chapter 3: School Area Inventory and Analysis**

This chapter provides a physical conditions inventory of school sites & surrounding neighborhoods, school policies related to wellness & transportation, school staff & walk audit commentary, and parent's survey responses. Assessments include policies and observed behaviors in and around school sites.

### **School Enrollment Boundaries**

The Unified School District of Antigo boundary encompasses all of the City of Antigo and additional town land in all four directions from the City. Each elementary school also has a district map that determines their population. See Map 1.

### **School District Wellness Policies**

The School Nutrition and Physical Education/Activity Environment policy provides guidance to develop activities and programs that create a healthy learning environment.

#### **Purpose:**

This policy supports the mission of the Unifies School District of Antigo "...to promote the development of skills within the student that are necessary for the student to assume responsibility and to be successful and productive in life. Our commitment is to provide a safe and positive environment with the resources necessary to reach our district goals. Through open communication and cooperation, we will create an educational environment where school, community, and parents accept the responsibility of achieving the mission of the district."

#### **Policy:**

Wellness influences a child's development, health, well-being, and potential for learning. To afford students the opportunity to fully participate in the educational process, students must attend school with minds and bodies ready to take advantage of their learning environment. This district-wide nutrition and physical education/activity policy encourages all members of the school community to create an environment that supports lifelong healthy eating habits and regular physical activity. Decisions made in all school programming need to reflect and encourage positive nutrition and physical activity messages and choices.

Extensive school nutrition guidelines and standards exist.

#### **Physical Education/Activity Guidelines and Standards**

The physical education curriculum teaches children the importance of physical exercise and exposes students to a wide range of physical activities so that students develop the knowledge and skills to be physically active for life. The curriculum promotes lifelong physical activity and fitness, which includes healthy eating as its primary goal.

A quality physical education program is an essential component for all students to learn about, and participate in, physical activity. Physical activity should include regular instructional physical education, co-curricular activities and recess.

1. Provide elementary students with at least thirty (30) minutes for physical activity daily.

2. Ensure that all physical education teachers and coaches are highly qualified.
3. Implement sequential physical education curricula and instruction in grades K-12 which:
  - a. Emphasize enjoyable participation in physical activities that are easily done throughout life including walking and dancing.
  - b. Offer a diverse range of noncompetitive and competitive activities appropriate for different ages and abilities.
  - c. Help students develop the knowledge, attitudes, and skills they need to adopt and maintain a physically active lifestyle.
  - d. Keep students active for most of class time.
4. Provide physical and social environments that encourage and enable safe and enjoyable physical activity.
5. Encourage parents/guardians to support their children's participation in physical activity and to include physical activity in family events.
6. Regularly evaluate physical activity instruction, programs, and facilities.

Evaluation:

The School Nutrition and Physical Education/Activity Environment Committee will regularly evaluate the effectiveness of the school wellness policy. The Food Service Director will convene the committee twice annually and provide reports to the Operations Committee. Examples of data to be reviewed include: school lunch program participation rates, observation, and anecdotal evidence.

**Busing Policies**

The Unified School District of Antigo has an obligation to provide transportation to students within the District under certain conditions. Bus transportation is provided for all students attending school within the district who reside 2 or more miles from school.

The district busing policy is located in Attachment F.

**Arrival/Dismissal Procedures**

Only the middle school has policies for arrival and dismissal of students

### **Hazard Boundaries and Plans**

State statutes require school districts with unusual hazards that prohibit walking and bicycling to school to develop a transportation plan to address the hazard. Such a plan shows a map of the hazard to student travel, with explanation, and proposes a plan of transportation to provide safe travel to school for affected students. Copies of the plan are filed with the sheriff to make suggestions for revision, and investigate the site and plan to make a determination as to whether unusual hazards exist. The sheriff reports the findings in writing to the state superintendent and the school board concerned.

No Hazard busing policy exists in Antigo.

### **School Specific Data**

Each "safe routes" school has specific data to show where the school is now, and what capacity exists among that school community to get more students walking or biking to school. Specific data is organized in the following way for each school:

- ❖ How many children live close to school, & how are they getting to school?
- ❖ Is there a school transportation policy, if yes, then what does it say?
- ❖ Is the physical environment within ¼ mile of school safe to travel? (Walk Audit performed)
- ❖ Why are parents driving their children to school, and what would change their minds?
- ❖ Maps of each school
- ❖ Pictures at each school.

It is important to note that not every barrier or infrastructure need can be addressed in the short-term, and that even with adequate infrastructure in place, continued public involvement is absolutely critical to long term behavior change. This analysis provides a starting point for discussing priorities with regard to projects, programs, and funding opportunities. Bi-annual review by the SRTS Task Force of data collected at each school will help to outline infrastructure improvements and supportive programs to implement annually to achieve the goal throughout the next few years.

On the next pages are the results from the Walk Audit, Student Tally, Parent Survey, and Teacher Survey.

**Antigo Middle School**  
815 Seventh Avenue

Grades Served: 6<sup>th</sup>-8<sup>th</sup>

Student Geography

As seen in the map "Where do Middle School students live?" the majority live within walking or biking distance from school.

Students living within ¼ mile of Middle School: 44.  
Students living within 1 mile (includes ¼ mile) of Middle School: 196.

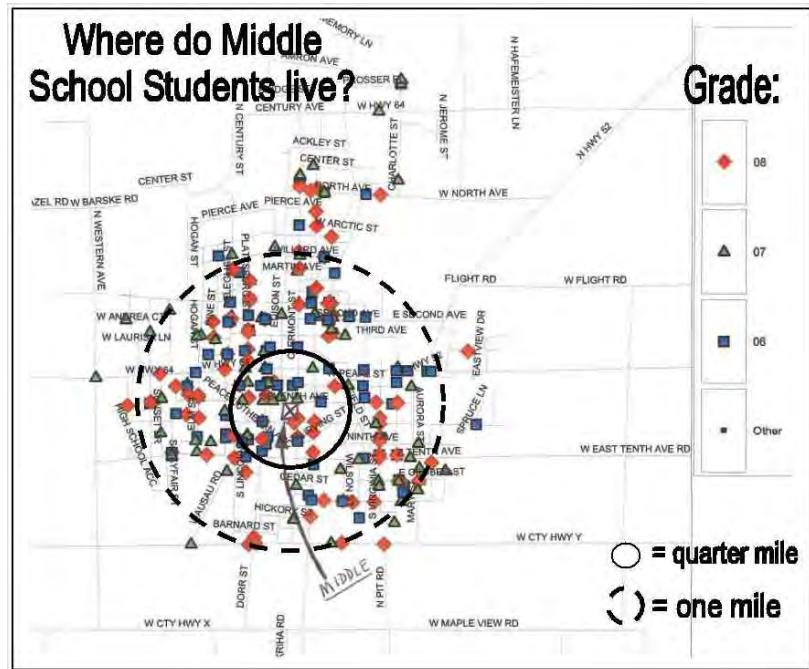


Table 2 Middle School Student Travel Summary						
	Walk	Bike	School Bus	Family Vehicle	Carpool	Other
Average number of student trips (morning & afternoon)	72.3	16.5	191.7	156.5	13.8	5.3
	15.9%	3.6%	42%	34.3%	3%	1.2%
<b>Total Middle School Student Body (Fall 2008)</b>				<b>532</b>		
<b>Average number of students per day responding</b>				<b>456.3</b>		

Source: In-class Student Tally, Fall 2008

Middle School Transportation Policies

TRANSPORTATION

Safe transportation of all our students is one of our major concerns. By exercising forethought and caution, all our children can arrive and depart under the safest conditions possible. While common sense and logic govern most of our rules, it never hurts to go over these guidelines and refresh your child in basic safety.

In order to ensure each student's safety, Antigo Middle School has a closed campus policy. Students are to remain on the campus after arriving at school. Going off campus without proper authorization will result in disciplinary action. Students who ride the bus are considered to be on school property when they board the bus in the morning and therefore, are not allowed to leave school grounds after getting off the bus in the morning upon arrival at school. Students who do not ride the bus should plan to arrive at school no earlier than 7:30 a.m. if they are eating breakfast provided by the school. **All other students should not arrive before 7:40 a.m.** ALL students are expected to remain outside until 7:45 a.m. upon arrival or the completion of eating their breakfast. When the weather is extremely cold or raining, 7<sup>th</sup> and 8<sup>th</sup> grade students may enter the gym lobby or commons prior to 7:45 a.m. 6<sup>th</sup> Grade students will be expected to remain on the first floor hallway of the 6<sup>th</sup> grade wing on the south campus.

- *Buses:* The Antigo Middle School uses two bus companies, Mid-Wisconsin Coaches (627-7334) and Malliette Bus Company (627-4807). The bus companies and the school district have worked together to establish a set of rules that ensure safety on the bus. These regulations will be given to each bus rider at the beginning of the school year. Both companies use video cameras from time to time, to ensure compliance to safety regulations as per School Board Policy (#443.2 (a)). The buses use Seventh Avenue and Clermont Street to board students after school. **Private vehicles are not permitted to pick up students on these streets!** There are yellow lines painted around the perimeter of the middle school. These lines remind students that they should remain behind the line until the bus comes to a complete stop. Only after the bus comes to a complete stop and the bus driver indicates it is all right to load, the students should cross the painted line.
- *Riding a Different Bus than the Assigned Bus:* Any temporary changes in bus transportation must be cleared through the middle school office 24 hours in advance. Due to insurance coverage, non-bus students will not be allowed to ride a bus at any time except for authorized school activities.
- *Cars:* **PARENTS ARE REQUIRED TO DROP OFF AND PICK UP STUDENTS ON EDISON STREET OR EIGHTH AVENUE. THE STUDENTS MUST BE PICKED UP ON EDISON STREET OR EIGHTH AVENUE. THE VISITOR'S PARKING LOT ON THE NORTH CAMPUS MAY NOT BE USED TO PICK UP STUDENTS AFTER SCHOOL.** Students should use the cross walk when they have to cross the street. When students run between buses to save a few seconds, they put themselves at risk. Parents are not to drop off or pick up students in the school bus zones adjacent to the school. This not only causes problems with the control of bus traffic, it also greatly increases the potential for a serious accident.
- *Bicycles:* Students must park their bikes in the racks on the south or north campus. A bike rack is provided for safety and bike security. All bikes parked in the bike rack must be locked to the rack to discourage theft. Students are required to bring a locking device from home for their bike. Students must use proper bike skills when coming to and from school. Particular attention should be paid to the high traffic areas surrounding the school during arrival and dismissal times. Students are not allowed to ride their bike while on school property.
- *Walking:* It is recommended that students walking to school come directly to the campus, using appropriate sidewalks and crosswalks when possible. Remember, students should not walk between parked buses!! Again, once a student has arrived on the school block, he/she must remain on campus

#### SCHOOL BLOCK RULES

Students choosing to ride a bike, skateboard, scooter, rollerblades, or shoe heellies must walk the mode of transportation on the school block at all times. This includes sidewalks that are on the perimeter of the school block.

#### **Middle School Walk Audit Results**

Each school walk audit consists of a visual review of the behaviors and physical walking conditions that exist within ¼-mile of each school. Most schools were divided into 4 quadrants for participants to walk. Two participants volunteered to walk each quadrant. The walk audit was conducted on a foggy rainy day in November 2008. No snow existed yet. As the group gathered in the Antigo Library, participants were trained by NCWRPC on what to look for. All participants started by standing on the sidewalk outside the school closest to their quadrant at dismissal time. Participants noted general behaviors that they saw whether good or bad, and then they walked their specific quadrant to locate any physical barriers of walking to school. Broken sidewalks, corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 4 – Middle School Walk Audit Results.**

The Antigo Middle School walk audit was divided into 4 quadrants: -Northwest -Northeast  
-Southeast -Southwest

Here are the participant comments for each Middle School quadrant:

Northeast – Middle School Walk Audit

**Behavior Notes**

- Parents are waiting on 7<sup>th</sup> and Clermont – all 4 corners instead of 8<sup>th</sup> and Edison Street.
- Visibility is bad for pedestrian as they try to cross and look around bus on 7<sup>th</sup> – dangerous.
- Bus drivers are honking, and are rude to cars.
- Students not using crosswalk.
- Cars do not slow down as students are in crosswalk.
- Parking for waiting parents trying to peel out while kids are walking out of building.
- \*\*Good police presence – very good.

**Walk Audit Notes**

- Auditor did not feel safe crossing 6<sup>th</sup> Ave & USH 45 in any direction, because building are right up to road and cars may not see pedestrians (whole intersection).

Northwest – Middle School Walk Audit

**Behavior Notes**

5<sup>th</sup> Street and Deeglise at dismissal:

- Traffic appeared to be going greater than 25 mph.
- Adult crossing guard – Stopped traffic to cross 1 boy.
- One blinking light by crossing guard.
- Morning guard has cones.
- Speed limits are not posted.
- Guard reports that some kids cross at Pine with no guard.
- Only 2 kids crossed on this day.

**Walk Audit Notes**

5<sup>th</sup> Ave. Between Lincoln & Dorr:

- Keglers Auto Shop has potential for cars and trucks to exit onto 5<sup>th</sup> in an extended driveway.

6<sup>th</sup> Ave.

- Does not go through to Edison.
- Dead ends at Dorr St.
- To cross over to Edison & Morse, walkers have to cross through paved parking and grass area.

7<sup>th</sup> Ave.

- Faded cross walks near M.S. at Edison.

Edison St.

- Public parking lot between 5<sup>th</sup> & 6<sup>th</sup>. – Opportunity for a lot of high school traffic because of Con's establishment uses this lot. (Lots of high school kids).

Southwest – Middle School Walk Audit

**Behavior Notes**

Truck squacking tires 7<sup>th</sup> & Lincoln, AND pedestrian wasn't allowed to cross - Van kept going (Auditor) almost got run over

\*parents were crossing street to get kids  
 \*most were traveling at slow speeds, using turn signals, stopping completely at (SS)

- jay walkers  
 - letting kids out in middle of road  
 - no turn signal  
 - car turning cut off safety patrol  
 - vehicles - roll stop  
 - cars too close - Bus can't get in - parked out in road

\* Go over proper safety patrol rules - crosswalks

**Walk Audit Notes**

- 10<sup>th</sup> need sidewalks or sides of roads marked.

Southeast – Middle School Walk Audit

**Behavior Notes**

8<sup>th</sup> & Clermont

- Special Ed Bus over crosswalk so kids could not cross at crosswalk.
- Several students walk south on Clermont Street.
- Students try to cross "Hwy 45" at 8<sup>th</sup> instead of 7<sup>th</sup> where crossing guard is located.

\*\*\*\*\*

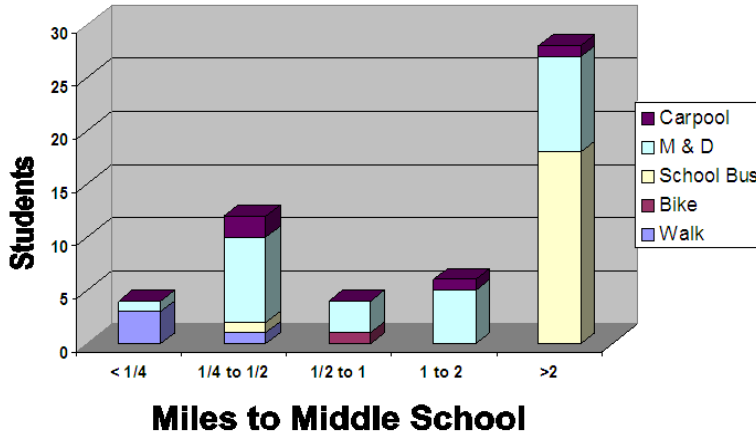
**Parent Survey Results**

Each family was mailed a survey in Fall 2008. Two basic sets of questions revolved around: "How did your child get to school?" and "What change is needed before you allow your child to walk to school?"



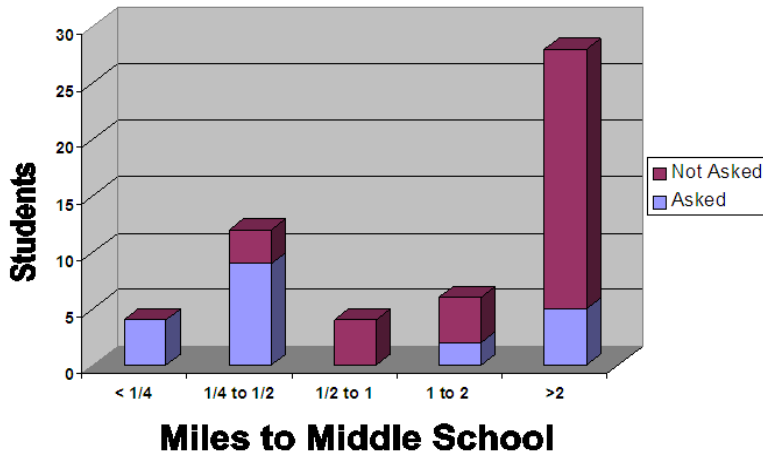
Here are the results from Middle School parents:

How do students arrive at Middle School?

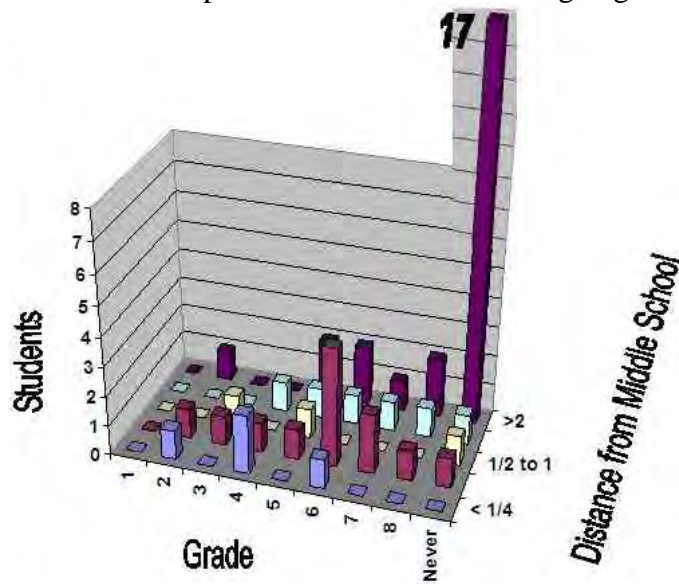


- 8% of students walk to school, and 2% of students bike.

Middle School students have asked to walk.



Middle School parents would allow walking at grade:



Issue	Change would affect decision	Change would NOT affect decision	Maybe a change would affect choice
Distance	13	16	4
Crime or Violence	5	14	6
Climate or Weather	9	14	4
Time	4	11	2
Traffic speed along route to school	6	16	4
Traffic volume along route	6	17	5
Adults to walk/bike with	2	9	2
Sidewalks or pathways	4	11	3
Safety of intersections & crossings	5	13	5
Crossing guards	2	10	3

Middle School parent comments on the survey:

- I allow child to walk in groups.
- Need more crossing guards.
- Traffic is too heavy.
- We would need to cross U.S. Highway 45.

## Middle School Pictures



Well used bike racks. A brick paver surface would provide easy snow removal for year round use.



Curb ramps exist on all corners of school property. Also, a space exists for parked cars.



Well used bike racks on grassy area next to school building. Moving these bike racks onto a paved surface next to a sidewalk would provide an all-weather surface so mud is not a problem, and snow can be cleared away.

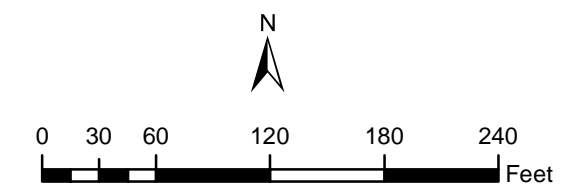


Maybe this paved area would be appropriate for more bike racks, because it is next to an entrance, and is on a paved surface.

Map 3  
 Antigo Middle  
 Site Assessment  
 Antigo, Wisconsin



- Ⓔ Major Entrance
- ⒫ Parking
- Ⓒ School Sign
- 🚲 Bike Racks
- Sidewalk Ramps
- ▤ Crosswalks
- Sidewalks
- ⋯ Chain Link Fence
- ▨ Play Areas (Paved)
- ▭ School Building Footprint



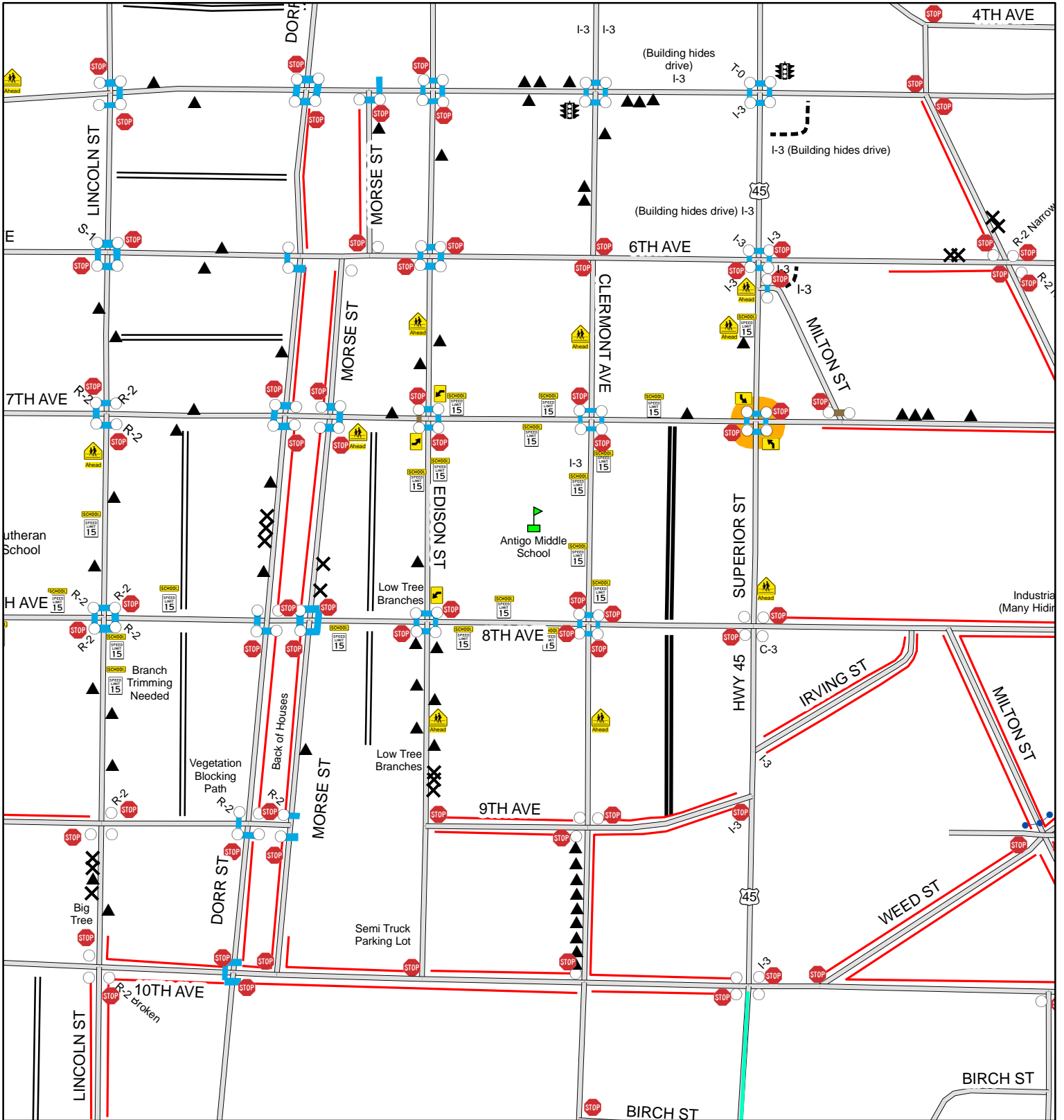
Source: WI DNR, NCWRPC, Langlade Co  
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



Prepared By:  
**North Central  
 Wisconsin Regional  
 Planning Commission**

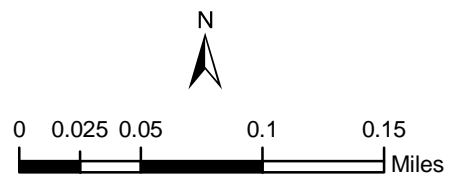
210 McClellan St., Suite 210, Wausau, WI 54403  
 715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

# Map 4 Antigo Middle School Walk Audit



- School
- Roads
- Alley
- Asphalt Alley
- Gravel Path
- Service Drive
- Guard Rail
- 35 mph Speed Limit
- Crosswalk
- Faded Crosswalk
- Sidewalk Ramp
- Speed limit when children are present

- School Crossing
- Traffic Light
- Crossing Guard
- Sidewalk Problems**
- Broken (Wheelchair Passable)
- Broken (Wheelchair Un-Passable)
- No Sidewalks



**North Elementary**  
506 Graham Avenue

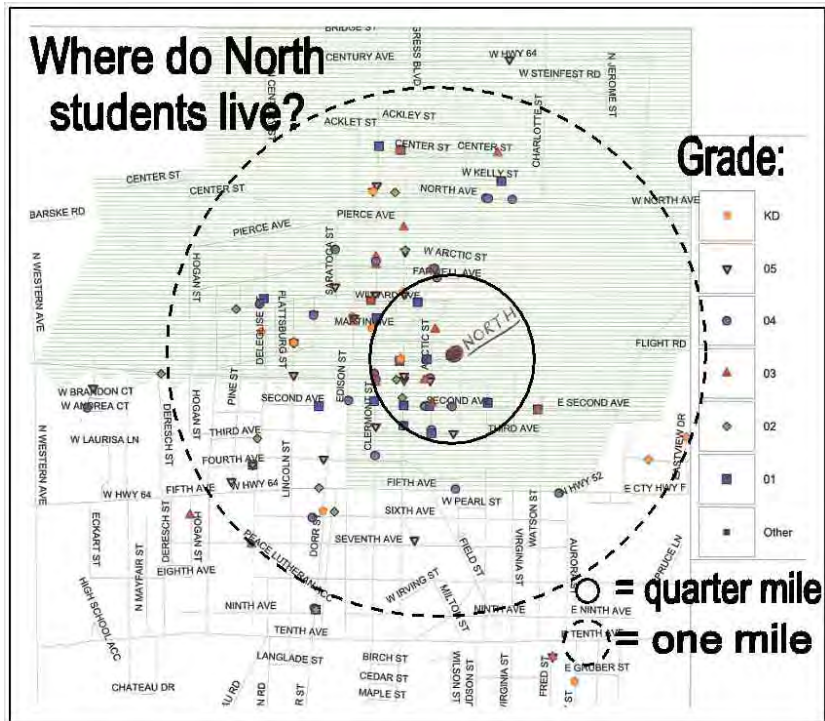
Grades Served: 5K-5<sup>th</sup>

Student Geography

As seen in the map "Where do North students live?" the majority live within walking or biking distance from school.

Students living within ¼ mile of North: 33.

Students living within 1 mile (includes ¼ mile) of North: 168.



<b>Table 4 North Student Travel Summary</b>						
	Walk	Bike	School Bus	Family Vehicle	Carpool	Other
Average number of student trips (morning & afternoon)	14.5	2.2	23.3	59.7	10.8	0.3
	13.1%	2%	21.1%	53.8%	9.8%	0.3%
<b>Total North Student Body (Fall 2008)</b>			<b>178</b>			
<b>Average number of students per day responding</b>			<b>110.8</b>			

Source: In-class Student Tally, Fall 2008

Teacher Survey Results

Do you incorporate bicycle and pedestrian safety education in your classroom curriculum?

- ❖ Yes – Seven teachers
- ❖ No – One teacher

North Teacher Comments

Relating to unsafe behaviors or pedestrians, bicyclists, and motorists:

*We need parents to follow the procedures for dropping off and picking up their children*

*Parking too close to crosswalks. Children/Adults not crossing at crosswalks. Drivers pulling out into traffic from a parked position w/o looking adequately. Could we have a one-way road in front of North?*

*Not following rules of the road. Using crosswalks.*

*Pedestrians do not always use crosswalks. Both bike riders and pedestrians need to wear clothing that can be seen. There are no bike paths or pedestrian paths to get to the north side of town.*

*Students - running, crosswalks. Parents/motorists - speed, parking, crosswalks/crossing guards*

*We want to keep all children safe. Seat belt safety. Sitting in back seat.*

*Parent parking and pick up. Parent refusing to change their procedures and expecting their children to listen to them and not the rules of school.*

*Driving too quickly when dropping off students in the morning.*

### **North Walk Audit Results**

Each school walk audit consists of a visual review of the behaviors and physical walking conditions that exist within ¼-mile of each school. Most schools were divided into 4 quadrants for participants to walk. Two participants volunteered to walk each quadrant. The walk audit was conducted on a foggy rainy day in November 2008. No snow existed yet. As the group gathered in the Antigo Library, participants were trained by NCWRPC on what to look for. All participants started by standing on the sidewalk outside the school closest to their quadrant at dismissal time. Participants noted general behaviors that they saw whether good or bad, and then they walked their specific quadrant to locate any physical barriers of walking to school. Broken sidewalks, corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 6 – North Walk Audit Results**.

The North Elementary walk audit was divided into 3 quadrants: -North -Southeast -Southwest

Here are the participant comments for each North quadrant:

#### **North Elementary Walk Audit – North**

##### **Behavior Notes**

- Lots of traffic
- Vehicles parked everywhere picking kids up.
- Crossing guards.
- Staff at Graham and Arctic.
- Cars parking on No Parking side of Graham.
- Crossing guard at 45 intersection at 2:50.

#### **North Elementary Walk Audit – Southeast**

##### **Behavior Notes**

- Parking issues – fire hydrant – parking right in front of building where cones are supposed to be set up.
- Most drivers using reasonable speeds and safety precautions.

- Kids paying attention to crossing guards – parents and teachers quick to pay attention.

**Walk Audit Notes**

- Sidewalks in section directly around school in fairly decent shape with a few broken spots.
- Sections past Hudson – large sections no sidewalks.
- Crosswalks only partially faded around school.
- Driveways appear visible and no major potential hazards.
- Streets safe to cross – most intersections.
- Most streets have full curb ramps – few corner ramps go one way but not other.

North Elementary Walk Audit – Southwest

**Behavior Notes**

- Uncontrolled intersection at Badger and Arctic.
- 4 way stop at Arctic and Graham.
- Parents park on South side of road.
- Parents stopping in Mid lane and picking up students (calling out of car)
- 2<sup>nd</sup> and Clermont curb getting bad.

\*\*\*\*\*

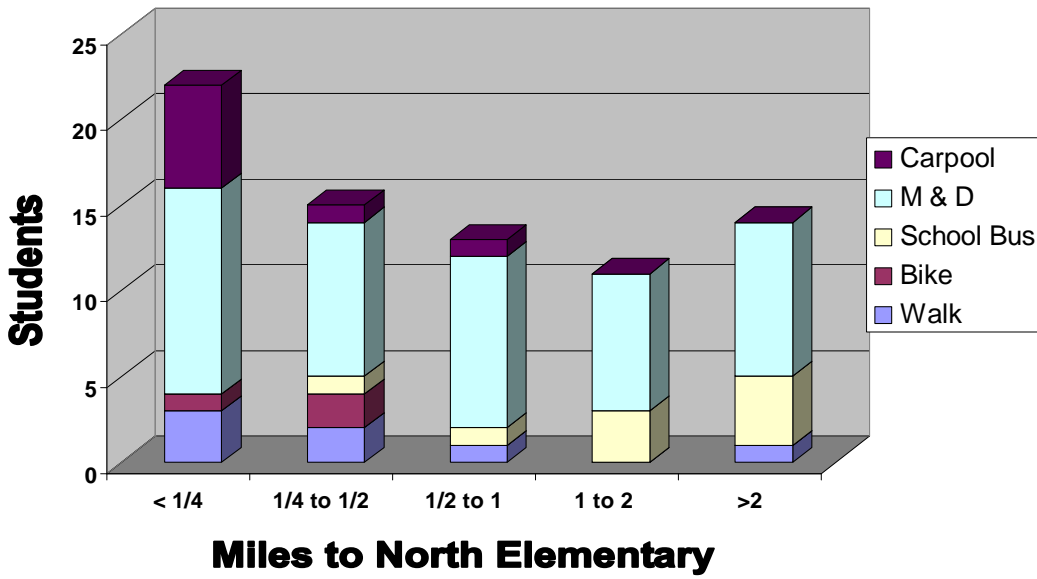
**Parent Survey Results**

Each family was mailed a survey in Fall 2008. Two basic sets of questions revolved around: "How did your child get to school?" and "What change is needed before you allow your child to walk to school?"

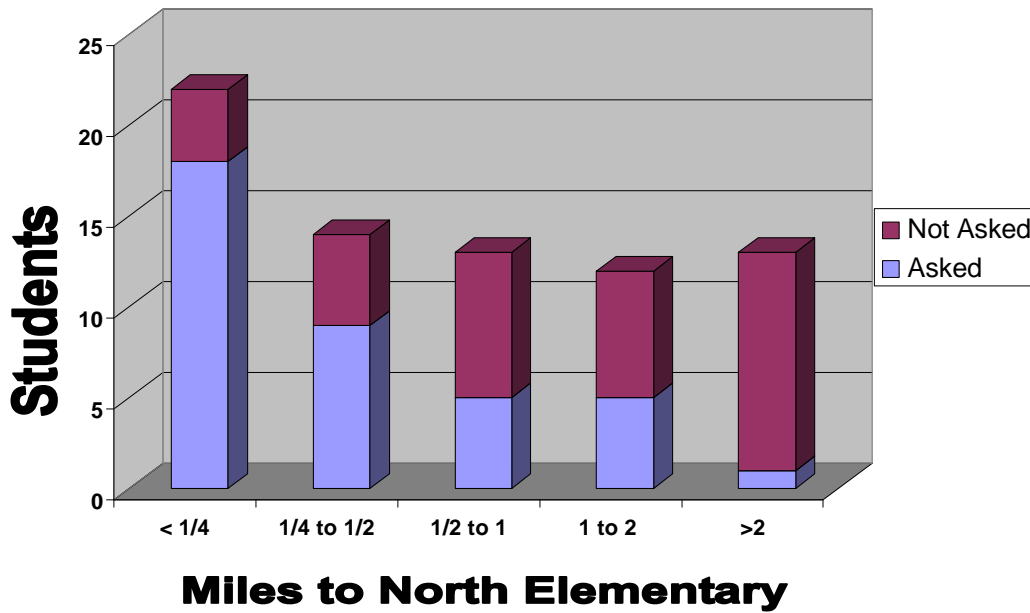


Here are the results from North Elementary parents:

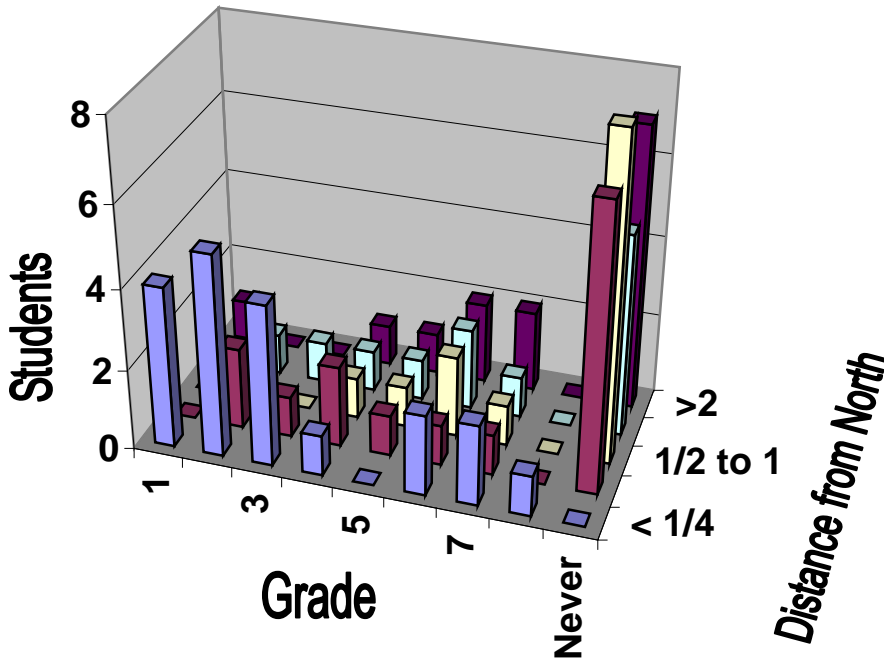
How do students arrive at North?



Middle School students have asked to walk.



Middle School parents would allow walking at grade:



**Table 5 North parents would allow walking or biking if this issue changed:**  
(More than one issue could have been chosen.)

Issue	Change would affect decision	Change would NOT affect decision	Maybe a change would affect choice
Distance	15	24	8
Crime or Violence	13	21	8
Climate or Weather	13	32	15
Time	8	23	7
Traffic speed along route to school	16	26	11
Traffic volume along route	12	30	12
Adults to walk/bike with	10	16	4
Sidewalks or pathways	7	21	7
Safety of intersections & crossings	18	27	11
Crossing guards	11	16	3

North parent comments on the survey:

- We need sidewalks on the northern parts of Hwy 45
- Get rid of the half way house for criminal sex offenders on Superior Street
- I would allow with adult supervision
- Pick-up situation at school is the worst for convenience and safety of children.

## North Elementary Pictures



Bike racks are prominently located at the front entrance on a paved surface for easy snow removal.

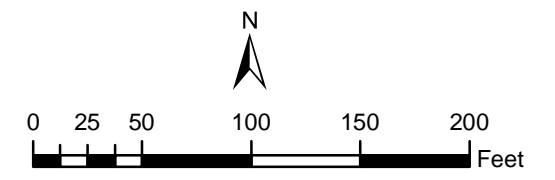


Sidewalk ends. Pedestrian traffic from the south needs to cross Fulton St twice to enter front door.

Map 5  
 North Elementary  
 Site Assessment  
 Antigo, Wisconsin



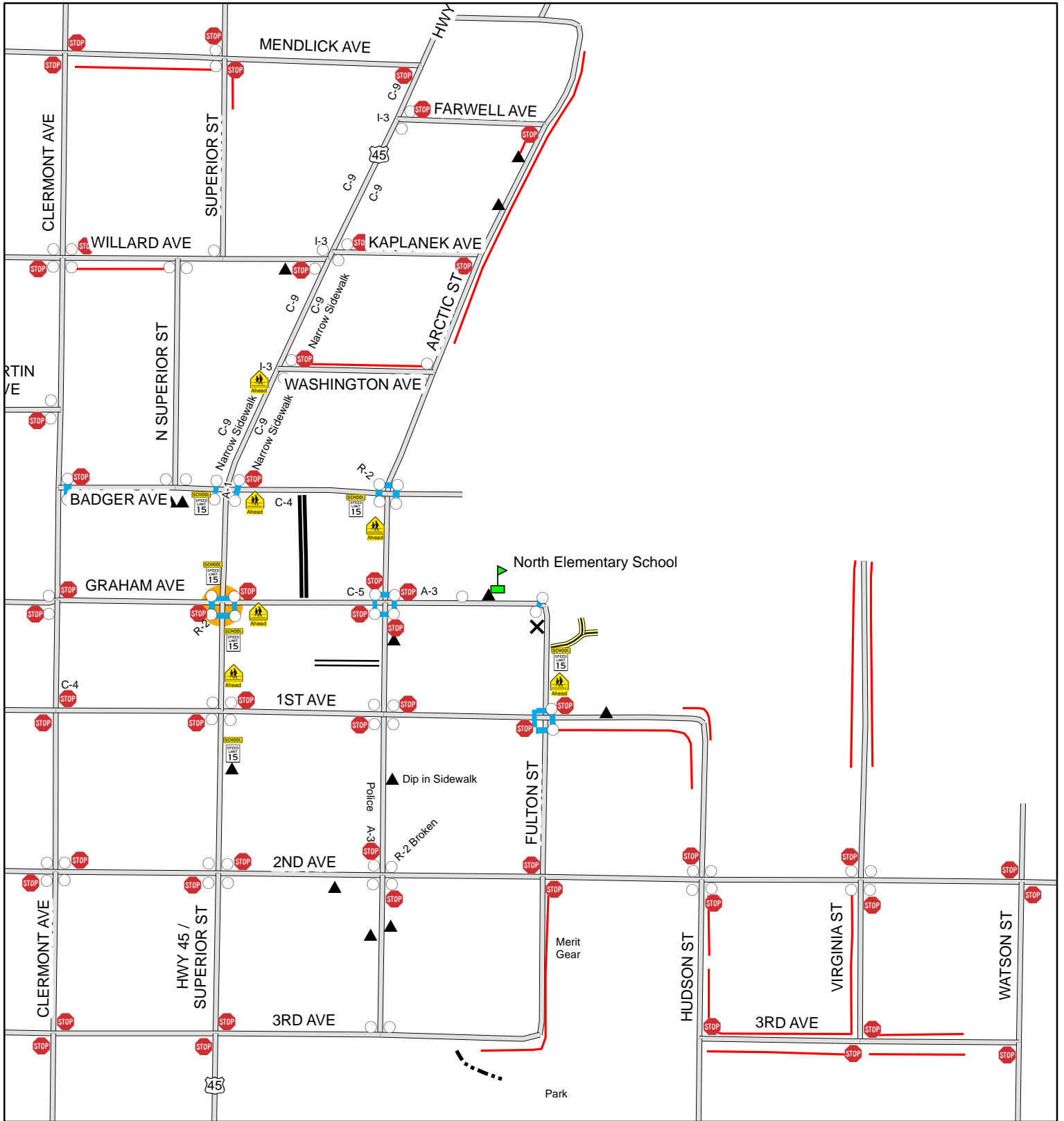
- Ⓔ Major Entrance
- Ⓟ Parking
- Ⓢ School Sign
- 🚲 Bike Racks
- Sidewalk Ramps
- ↑ Vehicle Driveway
- ⓈⓅ Safety Patrol (Student)
- ▤ Crosswalks
- Gate
- ══ Service Drive
- ⋈ Chain Link Fence
- Sidewalks
- ▨ Play Areas (Paved)
- School Building Footprint



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

Prepared By:  
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 715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

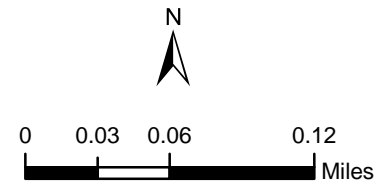
# Map 6 North Elementary School Walk Audit



- School
- Roads
- Alley
- Asphalt Alley
- Gravel Path
- Service Drive

- Crosswalk
- Sidewalk Ramp
- Speed limit when children are present
- Crossing Guard

- ### Sidewalk Problems
- Broken (Wheelchair Passable)
  - Broken (Wheelchair Un-Passable)
  - No Sidewalks



**East Elementary**  
220 7<sup>th</sup> Avenue

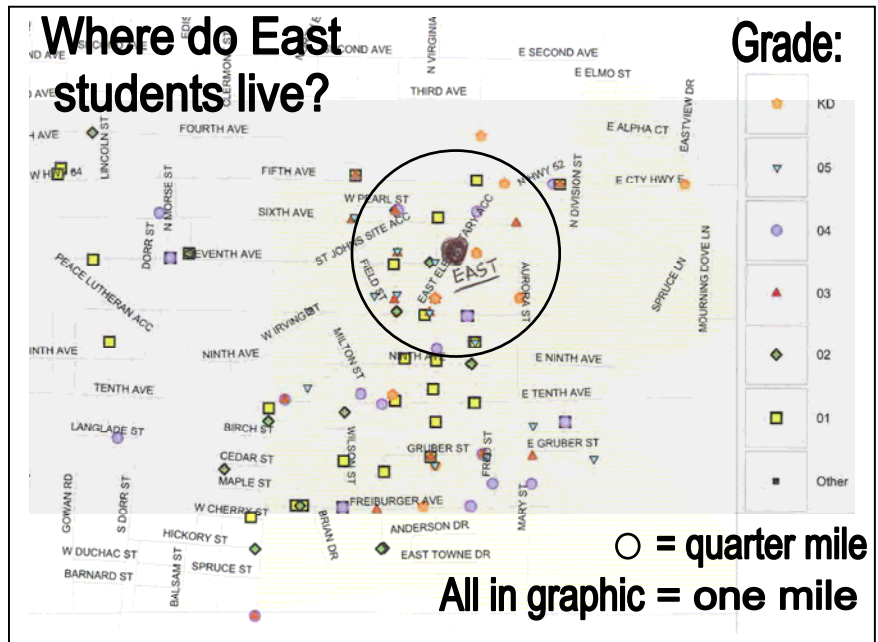
Grades Served: 5K-5<sup>th</sup>

Student Geography

As seen in the map "Where do East students live?" the majority live within walking or biking distance from school.

Students living within ¼ mile of East: 33.

Students living within 1 mile (includes ¼ mile) of East: 100.



<b>Table 6 East Student Travel Summary</b>						
	Walk	Bike	School Bus	Family Vehicle	Carpool	Other
Average number of student trips (morning & afternoon)	18.0	1.7	2.5	50.0	4.7	1.5
	23%	2.1%	3.2%	63.8%	6.0%	1.9%
<b>Total East Student Body (Fall 2008)</b>				<b>156</b>		
<b>Average number of students per day responding</b>				<b>78.3</b>		

Source: In-class Student Tally, Fall 2008

**Teacher Survey Results**

Do you incorporate bicycle and pedestrian safety education in your classroom curriculum?

- ❖ Yes – Six teachers
- ❖ No – Three teachers

East Teacher Comments

Relating to unsafe behaviors or pedestrians, bicyclists, and motorists:

*Crossing outside crosswalks. Parking vehicles before kids get in, no double parking.*

*Crossing in the middle of the street. Bikes crossing w/o looking both ways.*

*Not walking bike across the road. Not crossing at crosswalks. (Bikers & Pedestrians)*

*Drivers driving fast past school just before/as school is let out. Riding bikes on the sidewalks (improving). Basketball team running out the door to get to their game.*

*Illegal parking, kids looking both ways as they ride their bikes across the street.*

*Cars slow down by schools especially when children are coming/going from school. Parking to pick up/drop off students. No longer a concern.*

*Walking across street without looking.*

*Jaywalking is big with MS students. Also, the sidewalks are a "playground" and often the street as well. Speed limits in and around school seen not enforced.*

**East Elementary Walk Audit Results**

Each school walk audit consists of a visual review of the behaviors and physical walking conditions that exist within ¼-mile of each school. Most schools were divided into 4 quadrants for participants to walk. Two participants volunteered to walk each quadrant. The walk audit was conducted on a foggy rainy day in November 2008. No snow existed yet. As the group gathered in the Antigo Library, participants were trained by NCWRPC on what to look for. All participants started by standing on the sidewalk outside the school closest to their quadrant at dismissal time. Participants noted general behaviors that they saw whether good or bad, and then they walked their specific quadrant to locate any physical barriers of walking to school. Broken sidewalks, corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 8 – East Elementary Walk Audit Results**.

The East Elementary walk audit was divided into 4 quadrants: -Northwest -Northeast  
-Southeast -Southwest

Here are the participant comments for each Middle School quadrant:

East Elementary School – Northwest

**Behavior Notes**

- Both sides of street has cars parked. DANGER 7<sup>th</sup> St.
- Safety cross girls/boys
- Virginia St. Parking on both sides

East Elementary School – Northeast

None.

East Elementary School – Southeast

None.

East Elementary School – Southwest

**Behavior Notes**

- Even with signs posted for no parking during school days lots of cars line up outside front of school. Two mini buses enter and leave in front of school around parent’s cars that are waiting to pick up children.
- Main concern on corner of Hudson and Field Streets.
- House blocks view of street and there is no stop signs or yield signs at corners.

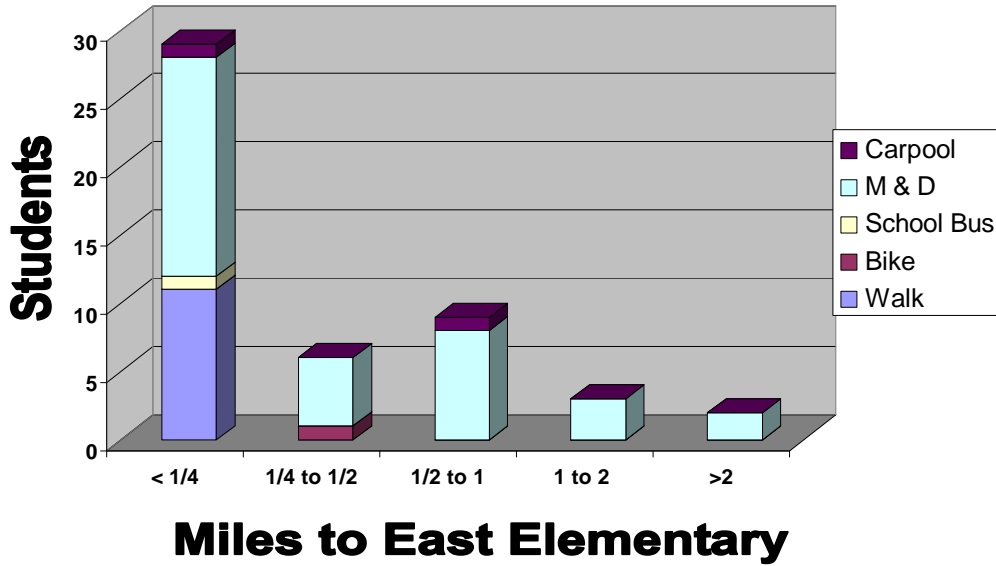
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### Parent Survey Results

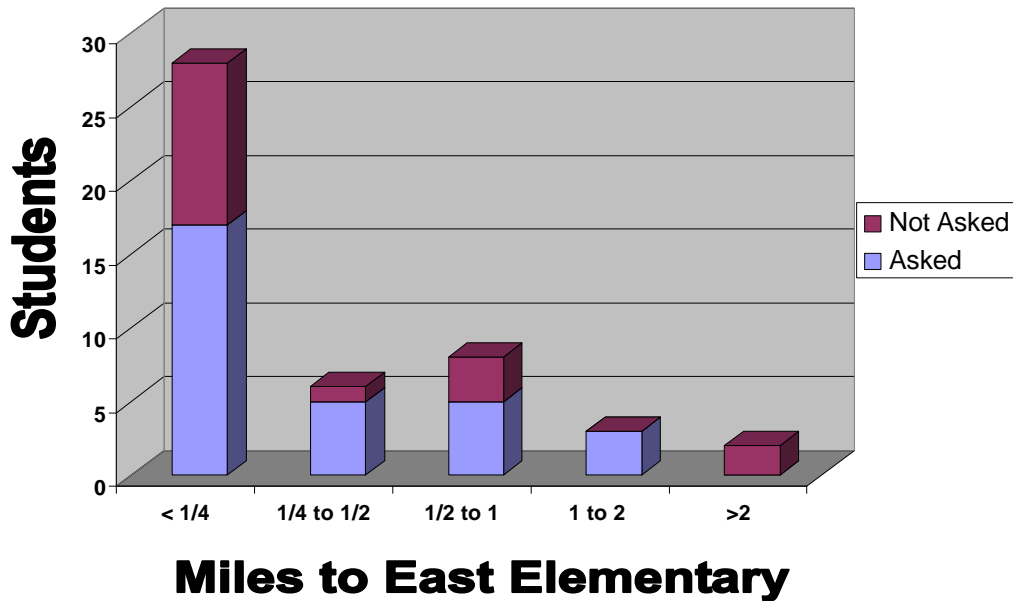
Each family was mailed a survey in Fall 2008. Two basic sets of questions revolved around: "How did your child get to school?" and "What change is needed before you allow your child to walk to school?"

Here are the results from East parents:

How do students arrive at East?

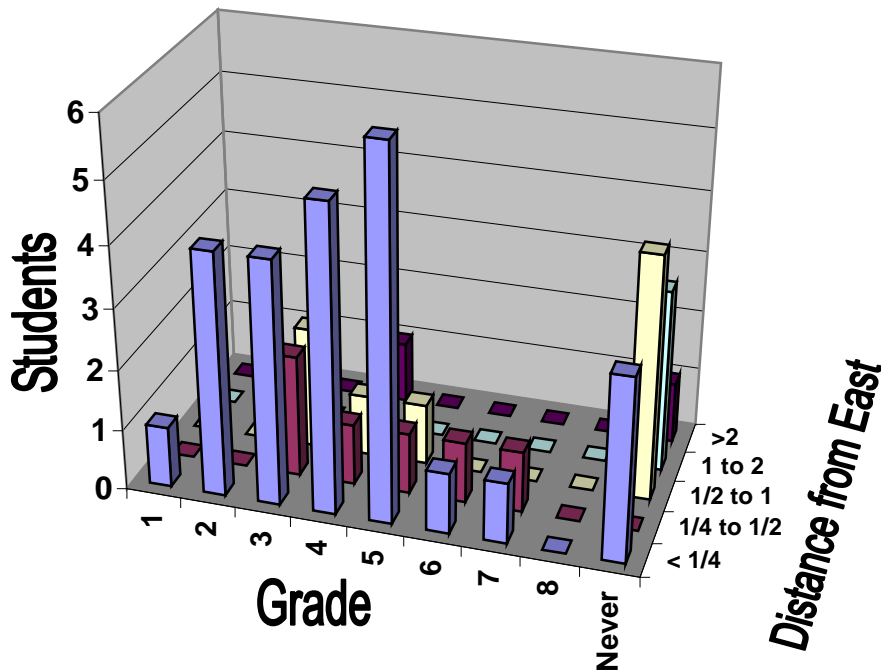


East students have asked to walk.





East parents would allow walking at grade:



<b>Table 7 East parents would allow walking or biking if this issue changed:</b> (More than one issue could have been chosen.)			
Issue	Change would affect decision	Change would NOT affect decision	Maybe a change would affect choice
Distance	8	11	2
Crime or Violence	5	8	1
Climate or Weather	11	14	5
Time	3	6	0
Traffic speed along route to school	7	8	2
Traffic volume along route	7	12	4
Adults to walk/bike with	6	7	1
Sidewalks or pathways	5	5	1
Safety of intersections & crossings	12	9	2
Crossing guards	6	4	0

East parent comments on the survey:

- I would allow my child to walk with an older student
- We need morning crossing guards
- Sexual predators

## East Elementary Pictures



Well used bike rack. Prominent location on a paved surface for easy snow removal.

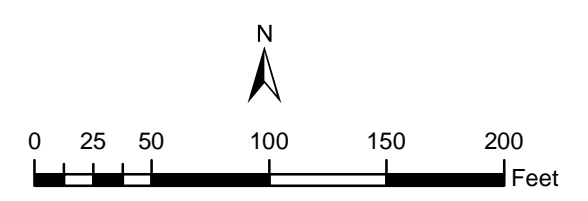


Good bike rack location, because it is near an entrance, and is accessible on a paved surface.

Map 7  
 East Elementary  
 Site Assessment  
 Antigo, Wisconsin



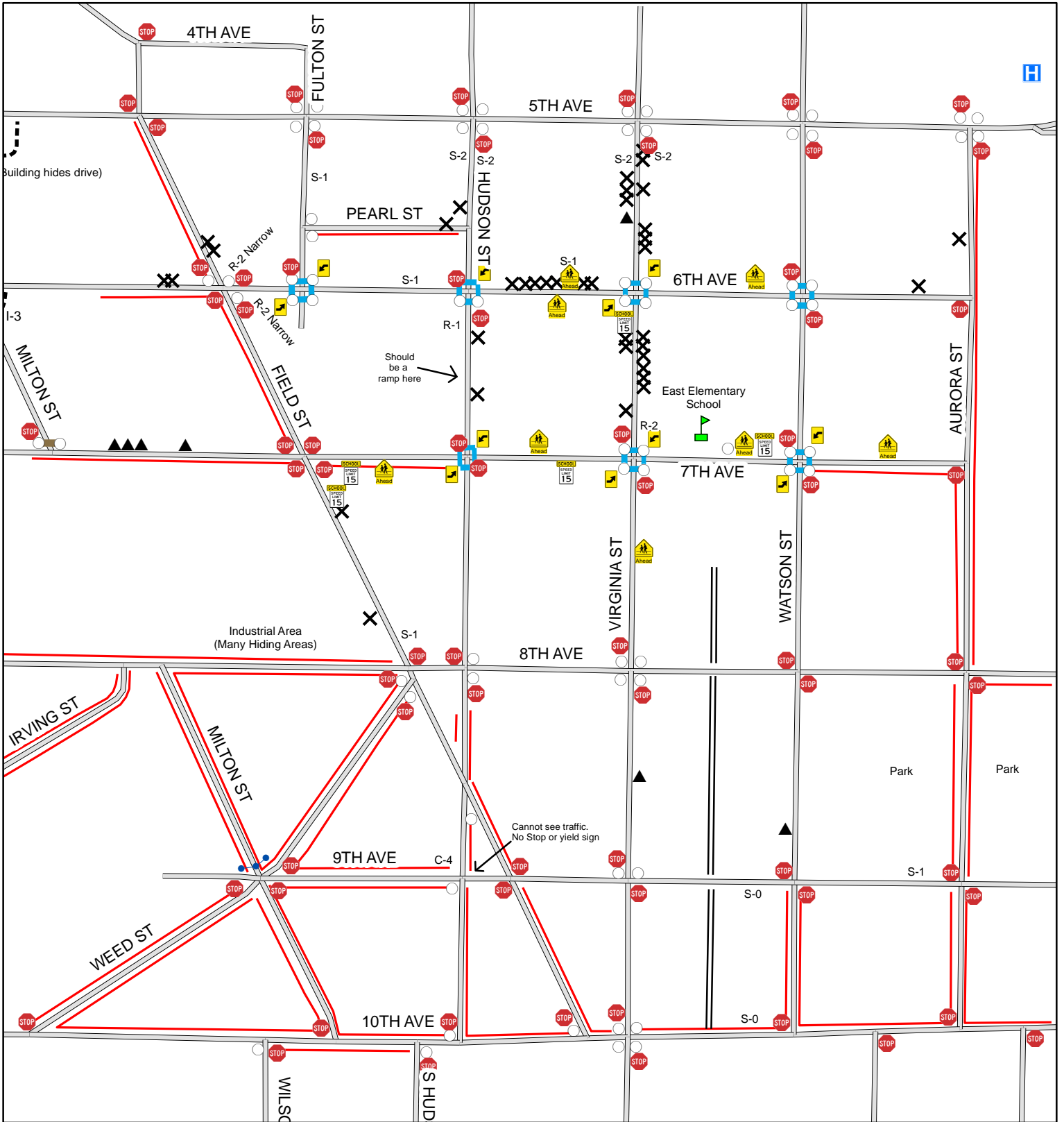
- Ⓔ Major Entrance
- ⒫ Parking
- Ⓖ School Sign
- 🚲 Bike Racks
- Sidewalk Ramps
- ↑ Vehicle Driveway
- SP Safety Patrol (Student)
- ▤ Crosswalks
- ══ 12 foot wide asphalt path
- Gate
- ⋈ Chain Link Fence
- Sidewalks
- ▨ Play Areas (Paved)
- ▭ School Building Footprint



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

Prepared By:  
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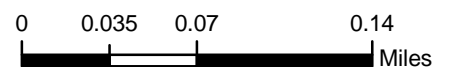
# Map 8 East Elementary School Walk Audit



- School
- Roads
- Alley
- Asphalt Alley
- Gravel Path
- Service Drive
- Guard Rail
- Crosswalk
- Faded Crosswalk
- Sidewalk Ramp
- Speed limit when children are present
- School Crossing

### Sidewalk Problems

- Broken (Wheelchair Passable)
- Broken (Wheelchair Un-Passable)
- No Sidewalks



**West Elementary**  
1232 Seventh Avenue

Grades Served: 5K-5<sup>th</sup>

Student Geography

As seen in the map "Where do West students live?" the majority live within walking or biking distance from school.

Students living within ¼ mile of West: 31.

Students living within 1 mile (includes ¼ mile) of West: 138.

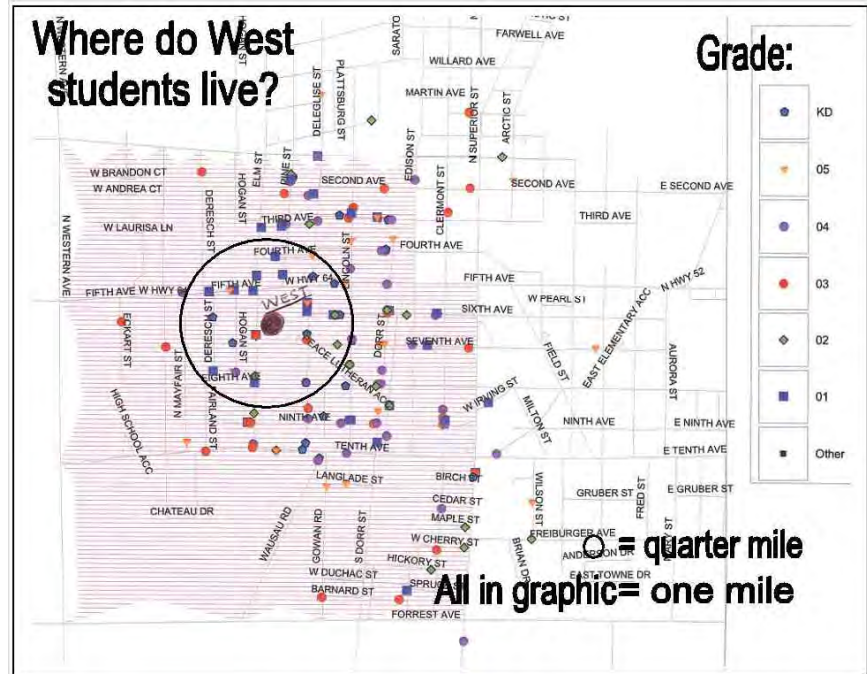


Table 8 West Student Travel Summary						
	Walk	Bike	School Bus	Family Vehicle	Carpool	Other
Average number of student trips (morning & afternoon)	30.7	4.2	8.5	81.0	6.0	0.0
	23.5%	3.2%	6.5%	62.1%	4.6%	0%
<b>Total West Student Body (Fall 2008)</b>	<b>205</b>					
<b>Average number of students per day responding</b>	<b>130.3</b>					

Source: In-class Student Tally, Fall 2008

Teacher Survey Results

Do you incorporate bicycle and pedestrian safety education in your classroom curriculum?

- ❖ Yes – Four teachers
- ❖ No – One teacher

West Teacher Comments

Relating to unsafe behaviors or pedestrians, bicyclists, and motorists:

*J-walking and motorists not yielding to pedestrians is a huge problem within this community. Excessive speeding through school zones while students are present is another behavior that I have observed. Students have a very limited knowledge of safe behaviors when being a pedestrian or bicyclist. The problems I think that need to be addressed are the lack of knowledge in our students and the drivers aggressive driving. I have seen cars speed up a lot to beat a kid who is trying to cross the road. (Safety guard or not they do it)*

*Drivers need to watch for bikers/walkers. Eyes should be open at all intersections - watch for crossing guards/safety patrol. Children crossing street between parked cars. Cars pick up on both sides of street. Cars stopping in roadway to pick up/drop off kids. Drivers on cell phones - not paying attention.*

*Bicyclists crossing streets without looking. Cars going too fast by school.*

*Speed limit. Intersections. No sidewalks. Parking lot/playground*

*In school area/zone, driving way too fast. Some are high school students.*

**West Elementary Walk Audit Results**

Each school walk audit consists of a visual review of the behaviors and physical walking conditions that exist within ¼-mile of each school. Most schools were divided into 4 quadrants for participants to walk. Two participants volunteered to walk each quadrant. The walk audit was conducted on a foggy rainy day in November 2008. No snow existed yet. As the group gathered in the Antigo Library, participants were trained by NCWRPC on what to look for. All participants started by standing on the sidewalk outside the school closest to their quadrant at dismissal time. Participants noted general behaviors that they saw whether good or bad, and then they walked their specific quadrant to locate any physical barriers of walking to school. Broken sidewalks, corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 10 – West Elementary Walk Audit Results**.

The West Elementary walk audit was divided into 2 quadrants: -North -South

Here are the participant comments for each West Elementary quadrant:

West Elementary School – North

**Behavior Notes**

- Traffic patterns from high school.

West Elementary School—South

**Behavior Notes**

- No adequate parking on 7<sup>th</sup> Avenue.
- On 7<sup>th</sup> and Deleglise
- Too much traffic
- Drivers moving too fast
- Concern about scary people – 7<sup>th</sup> Ave.
- Turning around in driveways in school zone.

**Walk Audit Notes**

- Some sidewalk on 10<sup>th</sup> between Del/Lin w/ramps.
- Alley on 8<sup>th</sup> Ave/Lincoln & Dorr.

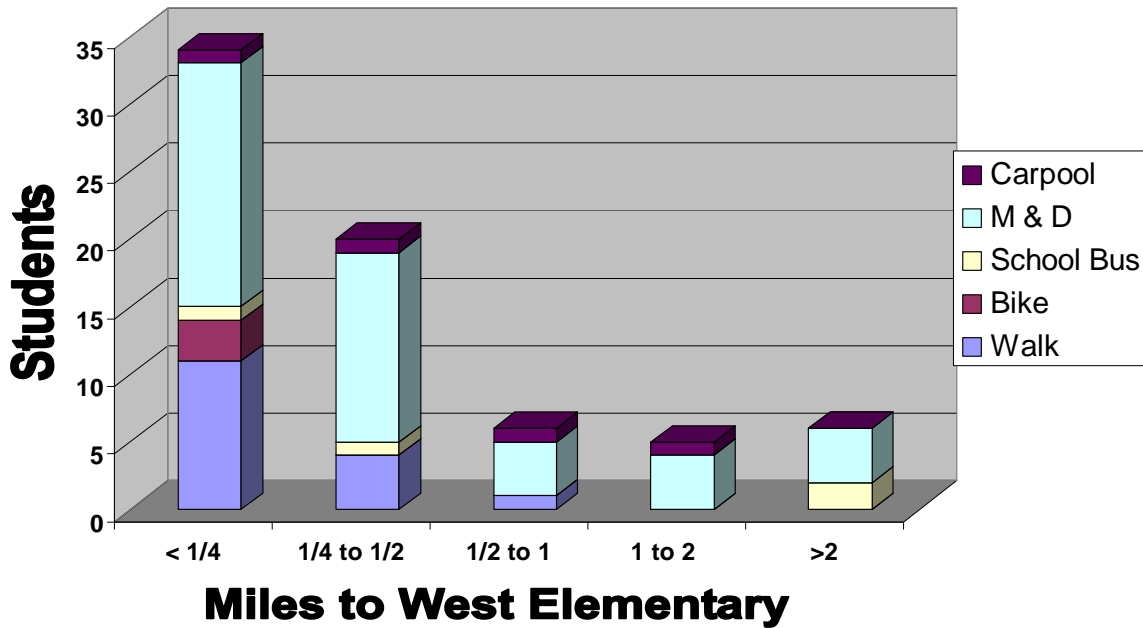
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**Parent Survey Results**

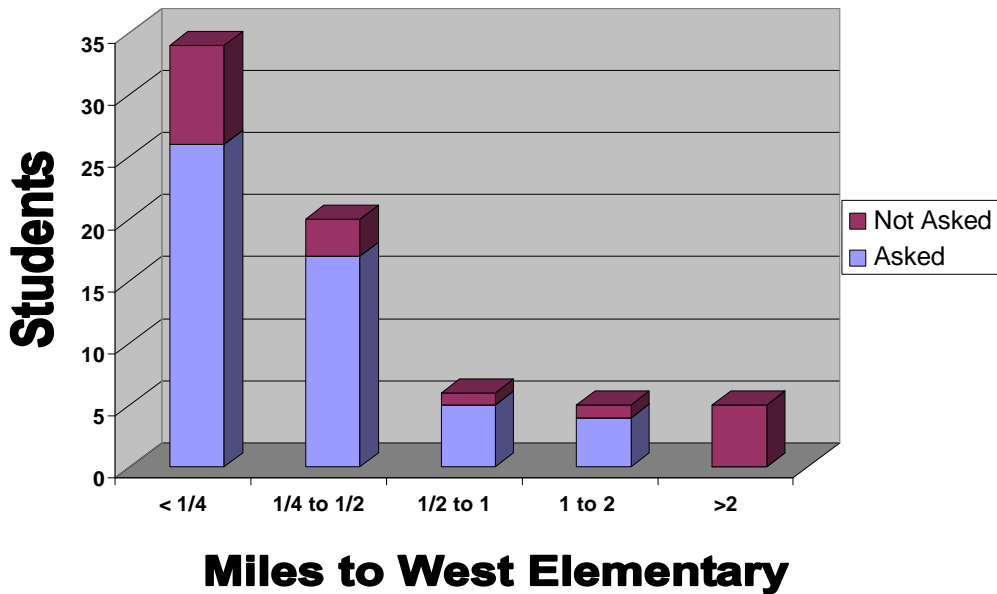
Each family was mailed a survey in Fall 2008. Two basic sets of questions revolved around: "How did your child get to school?" and "What change is needed before you allow your child to walk to school?"

Here are the results from West Elementary parents:

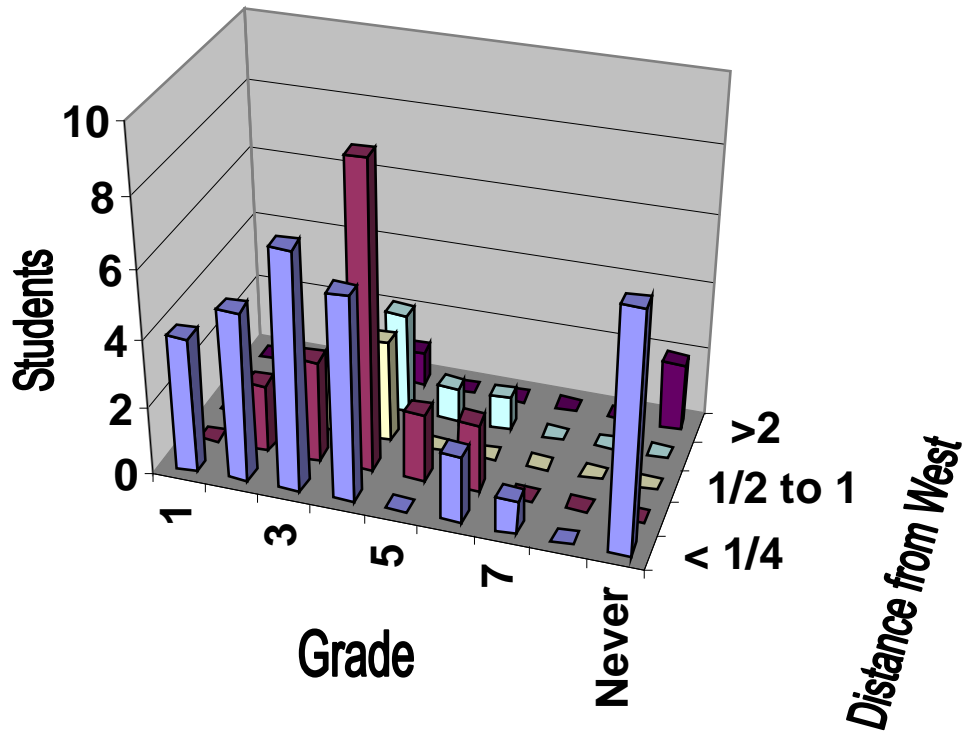
How do students arrive at West?



Middle School students have asked to walk.



West parents would allow walking at grade:



Issue	Change would affect decision	Change would NOT affect decision	Maybe a change would affect choice
Distance	11	5	2
Crime or Violence	9	10	3
Climate or Weather	16	8	3
Time	8	3	1
Traffic speed along route to school	12	7	3
Traffic volume along route	16	5	2
Adults to walk/bike with	6	2	0
Sidewalks or pathways	7	4	0
Safety of intersections & crossings	13	6	1
Crossing guards	5	5	0

West parent comments on the survey:

- The amount of pedophiles along route scares me
- Sidewalks not shoveled



- My kids seem to enjoy walking unless it is raining or cold
- Live too far away
- She wants to bike. Why the 6 block min?
- Thank you so much and Happy Holidays
- Bike safety rules if a child knows how to use them
- I don't want my daughter to get abducted by a sex predator
- In the AM, there should be a light or crossing guard on 10<sup>th</sup> Ave.
- We only live 1 block away from school.
- I would love a crossing guard at Elm St. So many kids go that way.
- My child is disabled so my views on this are skewed.
- Has to cross a major hwy, will not be able to let them cross. Not to mention too many predators.
- Dad, mom, family, or a CLOSE friend would transport my child. NO OTHER WAY!
- We transport out child to town and Grandma brings her to school when I work. I bring her when I don't work. She is too young to walk from Grandma's.

## West Elementary Pictures



Bike racks are well used, prominently located, and placed on paved surfaces for easy access.



Bike rack is visible from 7<sup>th</sup> Ave, and is located on a paved surface for easy access.



Picture of 5<sup>th</sup> Ave & Delegise St

The 5<sup>th</sup> Ave crossing is marked in the "ladder" style for higher visibility for drivers.

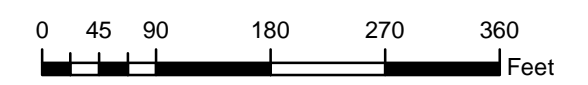


Curb ramps exist on all corners of the school property.

Map 9  
 West Elementary  
 Site Assessment  
 Antigo, Wisconsin



- Ⓔ Major Entrance
- ⒫ Parking
- Ⓖ School Sign
- 🚲 Bike Racks
- Sidewalk Ramps
- ↑ Vehicle Driveway
- SP Safety Patrol (Student)
- 👮 Crossing Guard (Adult)
- ▤ Crosswalks
- ⋯ Gate
- - - Chain Link Fence
- Sidewalks
- ▨ Play Areas (Paved)
- ▭ School Building Footprint

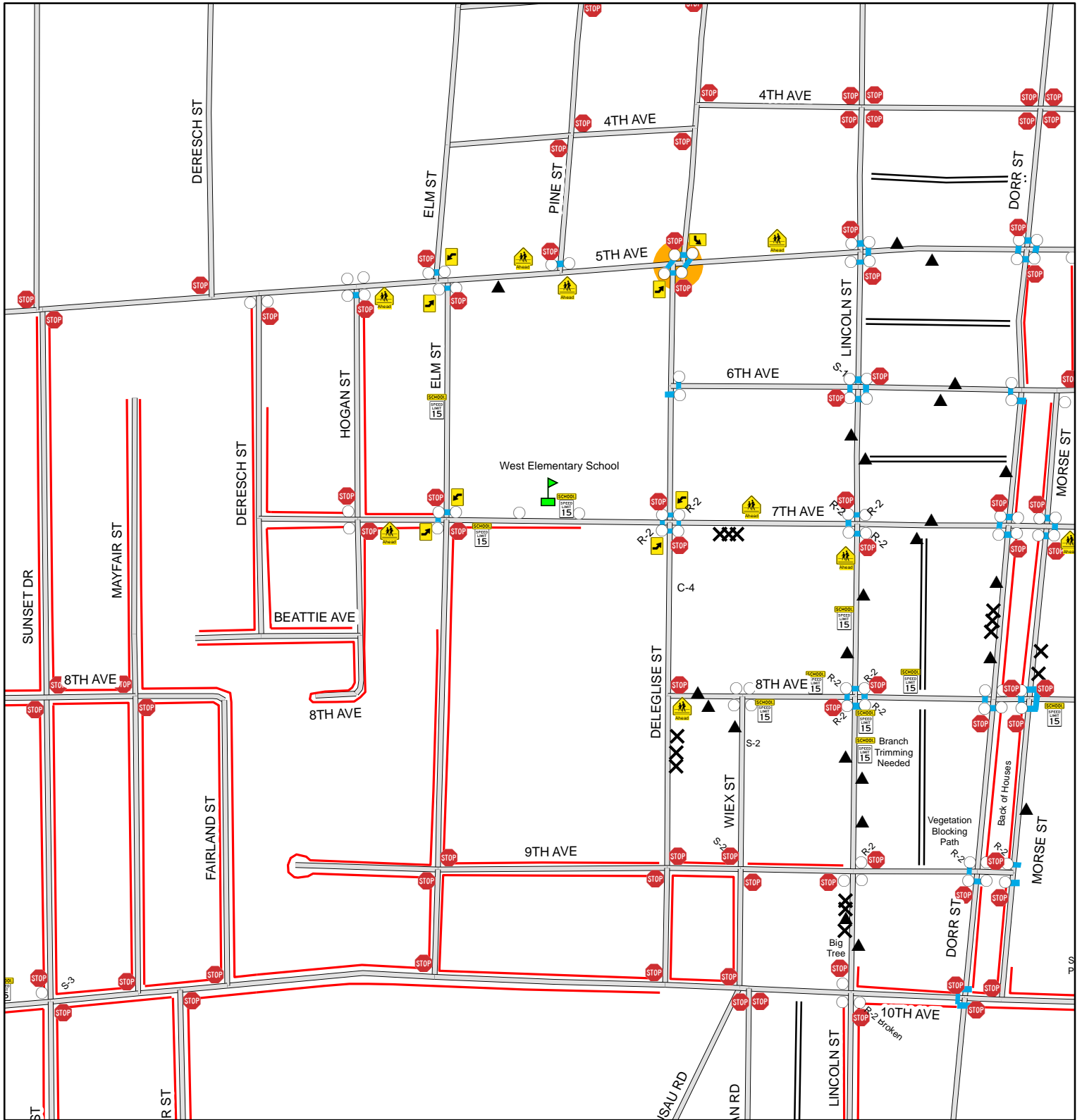


Source: WI DNR, NCWRPC, Langlade Co  
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Prepared By:  
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 Wisconsin Regional  
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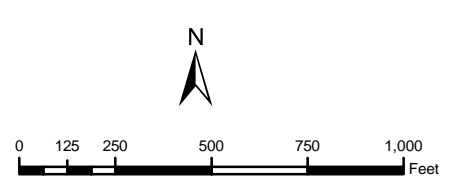
210 McClellan St., Suite 210, Wausau, WI 54403  
 715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

# Map 10 West Elementary School Walk Audit



- School
- Roads
- Alley
- Asphalt Alley
- Gravel Path
- Service Drive
- 35 mph Speed Limit
- Crosswalk
- Sidewalk Ramp
- Speed limit when children are present
- School Crossing
- Crossing Guard

- ### Sidewalk Problems
- Broken (Wheelchair Passable)
  - Broken (Wheelchair Un-Passable)
  - No Sidewalks



## Chapter 4: Recommendations

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. Previous chapters identified existing policies and ordinances, quantified attitudes toward walking and biking, and compiled other information about existing conditions. This chapter will present possible solutions to improve existing conditions and concerns.

The recommendations in this chapter have been developed around the 5 E's for Safe Routes to School. A successful SRTS program will incorporate components of each of these approaches:

Engineering...	Encouragement...	Education...	Enforcement...	Evaluation...
focuses on changing the built walking & biking environment. Bike racks, curb lanes crosswalks, traffic signals, and sidewalks are types of infrastructure that may need changing to improve walking and biking safety near each school.	uses events and contests to mobilize parents and students to try walking and biking to school.	includes identifying safe routes, teaching students to look both ways at intersections, trains students on proper bike riding, and may provide guidance on how to handle potentially dangerous or scary situations.	uses local law enforcement to ensure drivers obey traffic laws. Others are involved in enforcement too, like parents, schools, crossing guards and student safety patrols.	involves monitoring the outcomes and documenting the trends through data collection before and after SRTS activities. Surveys and audits provide quantitative support for improvements that become known through the SRTS planning process.

There are two sections of recommendations:

- 1) **Community-wide; and**
- 2) **School Site and Vicinity.**

The community-wide recommendations are general actions relating to the 5 E's for the whole community. The school site and vicinity recommendations relate to school-specific policy changes, curriculum modifications, infrastructure changes, and programs to improve the conditions for walking and bicycling at the school site and its immediate vicinity. All sets of recommendations should occur in tandem within one school at a time to enhance their effectiveness.

The chapter concludes with an **SRTS Action Plan** that consolidates those actions into a spreadsheet to be implemented within a one to three year timeframe. The Action Plan also assigns responsibility for implementation and cites an approximate timeframe for completion.

<b>Community-wide Recommendations</b>
CW 1. Bicycle & pedestrian facilities. CW 2. Motorist education. CW 3. Encourage walking and biking. CW 4. School zone enforcement of traffic regulations. CW 5. Bicyclist education. CW 6. Evaluate SRTS annually.

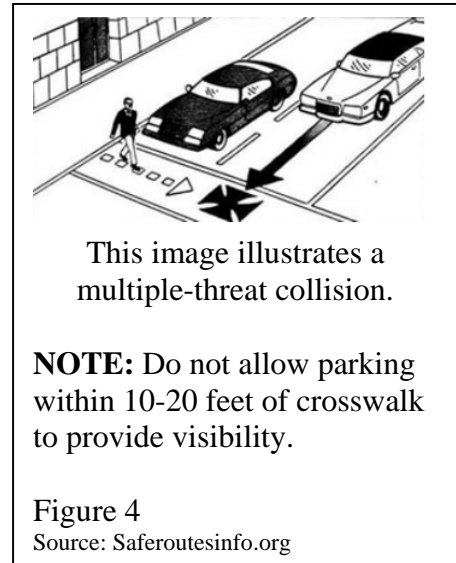
## **Issue CW 1                      Bicycle & pedestrian facilities.**

Current city ordinance includes a requirement for the installation of sidewalks in residential and commercial developments. There are no requirements to provide bicycle parking.

- ❖ Sidewalk segments are missing along some of the safe routes to each school.
- ❖ West has about 50% sidewalks installed.

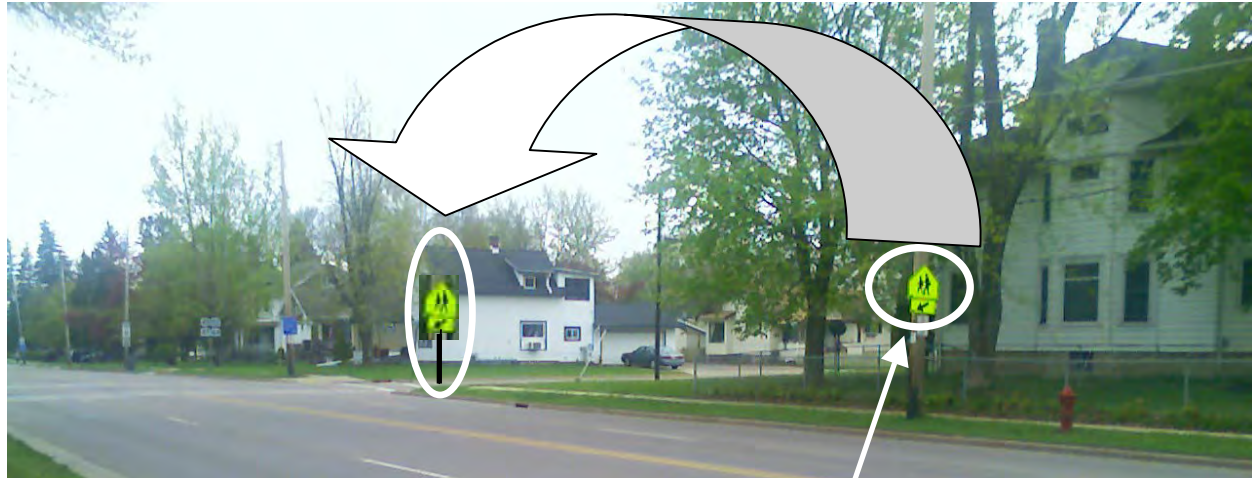
Recommendations:

- CW 1a. Complete installation of sidewalks along safe routes to school for North, East, Middle, and West.
- CW 1b. Paint *stop line* 10-feet from crosswalk lines at all safe routes to school intersections, and do not allow parking within 10-feet of intersection. See Figure 4. Move the stop signs back to this new stop line too.
- CW 1c. Create a list of high traffic or high crash intersections along safe routes to schools. Analyze each intersection to make sure stop lines are set back 10-feet, crosswalks are visible, and pedestrian actuated signals are working properly.
- CW 1d. Re-program pedestrian signals at USH 45 & 5<sup>th</sup> Ave to automatically change, and have them change 3 seconds before the traffic lights allow vehicles to proceed. Remove all buttons.
- CW 1e. Continue to install curb ramps where sidewalks exist to benefit all non-motorized users.
- CW 1f. Upgrade Superior St/USH 45 crossing to increase pedestrian visibility at:
- Graham Ave (Figure 5),
  - 7<sup>th</sup> Ave (Figure 6, 7, 8, & 9),
  - 8<sup>th</sup> Ave (Figure 6, 7, 8, & 9), and
  - 10<sup>th</sup> Ave (Figure 6 & 10).
- CW 1g. Paint *Shared Lane Markings* (Figure 12) on 5<sup>th</sup> Avenue, if there is not enough room for an 8-foot parking lane, a 6-foot bike lane, and a 10-foot travel lane.
- CW 1h. Paint bicycle lanes on USH 45 between 5<sup>th</sup> Ave and 10<sup>th</sup> Avenue. See Figures 11, & 12 for "road diet" line patterns.
- CW 1i. Paint safe routes to school crosswalks in the "Ladder" style (Figure 15) to add visibility to each crossing.
- CW 1j. Re-stripe 10<sup>th</sup> Avenue to provide a bicycle lane on both sides (see Figure 13), and plow all the snow off of 10<sup>th</sup>



**Figure 5  
Part One**

**Crossing Upgrades  
Superior St/USH 45 & Graham Ave**



Move school crossing signs so they are within 5 feet of the crosswalk.



Upgrade "school" sign to fluorescent yellow.

Move school speed limit sign to current school crossing location.

Add "School Speed Assembly" to school speed limit sign.

Possibly change arrow sign to a chevron (W1-8).

Program speed sign:

1. To flash at 5 mph more than the school speed limit during school crossing times.
2. To flash at 5 mph over the regular speed limit at other times.



School Speed Assembly

Note: 15 mph school speed limit in Antigo.

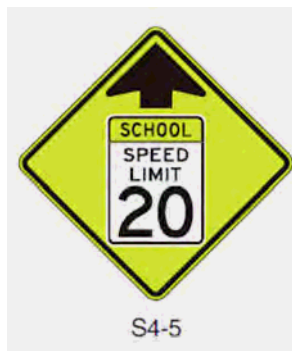
**Figure 5  
Part Two**

**Crossing Upgrades  
Superior St/USH 45 & Graham Ave**



School crossing ahead sign  
Southbound USH 45, north of Badger Ave.

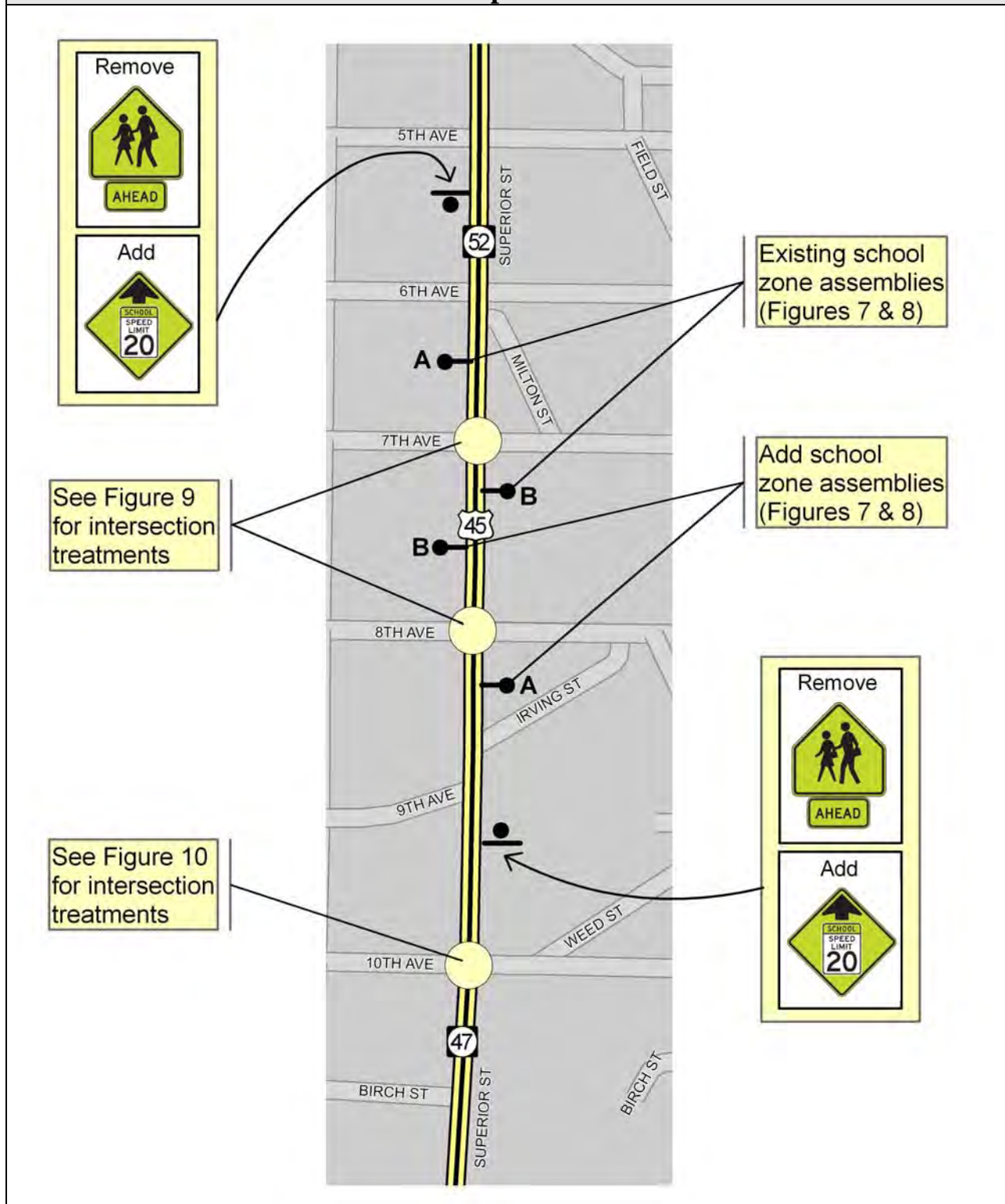
Replace this *school crossing ahead* sign with a *S4-5 school speed limit ahead* sign. Place the appropriate school speed on the sign (20 mph is shown as an example only).





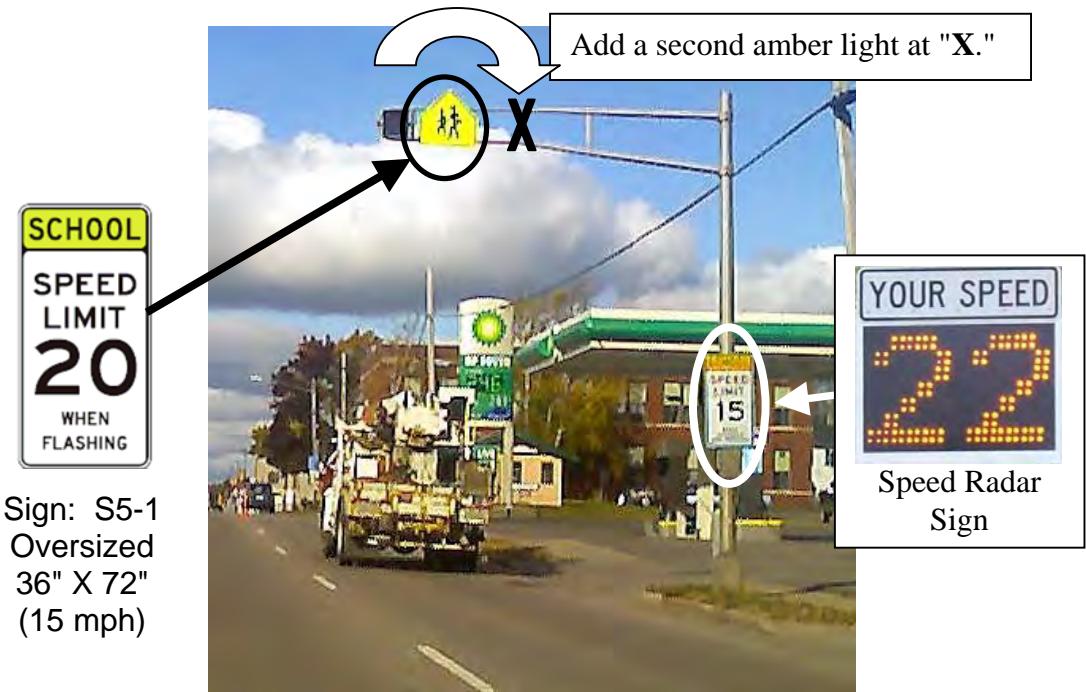
**Figure 6**

**Crossing Upgrades  
Superior St/USH 45**



**Figure 7**

**School Zone Assembly "A"**



Sign: S5-1  
Oversized  
36" X 72"  
(15 mph)

Modify school zone assembly per above, and place them at: "A" on Figure 6.

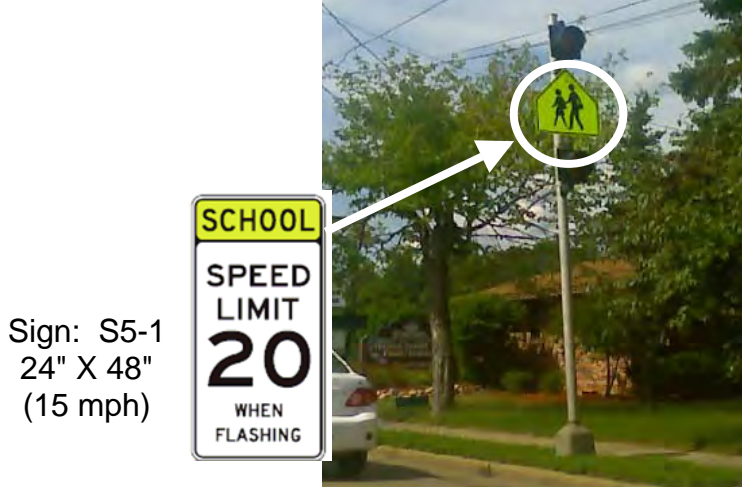
Revise this assembly on northbound USH 45, and then move it south one block to delineate start of school speed limit area to encompass both 7<sup>th</sup> Ave & 8<sup>th</sup> Ave.

Program speed sign:

- 1. To flash at 5 mph more than the school speed limit during school crossing times.
- 2. To flash at 5 mph over the regular speed limit at other times.

**Figure 8**

**School Zone Assembly "B"**



Sign: S5-1  
24" X 48"  
(15 mph)

Create single post assemblies like this picture, and place them at: "B" on Figure 6.

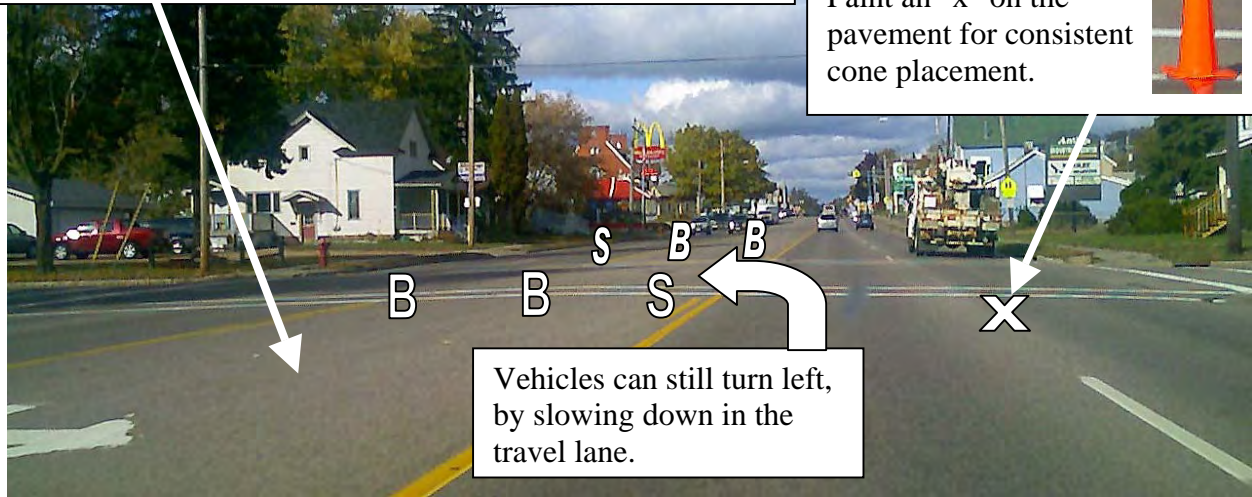
**Figure 9**

**USH 45 Intersection Treatments at  
7<sup>th</sup> Ave & 8<sup>th</sup> Ave**

**Problem:** Barrier-free median does not provide a feeling of safety for pedestrians waiting in the middle of the road.

**Solution:** Create a barrier on both sides of crosswalk.

Continue placing a tall traffic cone in the road, but place it 4 feet in advance of the crossing. Paint an "x" on the pavement for consistent cone placement.

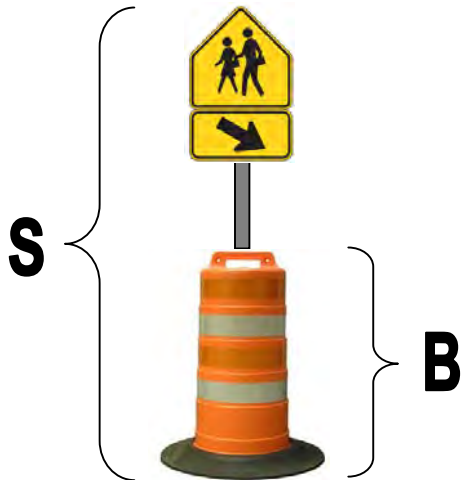


Vehicles can still turn left, by slowing down in the travel lane.

Northbound USH 45, entering 8<sup>th</sup> Ave

1. Reline the road lanes to perform a "road diet" as shown in Figure 11.
2. Install sign and barrel assemblies (S) and lone barrels (B) per photo above at both 7<sup>th</sup> & 8<sup>th</sup> Ave intersections.

The purpose of adding all these barrels is to create a safe mid-block pedestrian crossing.



Place this sign and barrel assembly at: "S" on the above picture.  
Barrel alone is: "B"



www.pedbikemages.org / Dan Burden

A permanent solution may be to create partial raised medians, and mount the "sign & barrel" assembly on each "X."

**Figure 10**

**USH 45 Intersection Treatments at  
10<sup>th</sup> Ave**

**Problem:** Very wide intersection is difficult for children to cross. Small median does provide some protection so students can cross half way.

**Solution:** Slow or stop vehicles so students can cross. Install a pedestrian activated double amber flashing beacon,

- OR -

Have two crossing guards at intersection with handheld L.E.D. stop signs.



Northbound USH 45, entering 10<sup>th</sup> Ave intersection



Sample dual amber flashing light assembly (Source: Google)

To increase pedestrian safety at 10<sup>th</sup> Avenue as it crosses USH 45, consider installing the above sample pedestrian activated dual amber flashing light assembly.

**Figure 11**

**USH 45 Road Diet**

**Problem:** US Highway 45 from 10<sup>th</sup> Ave to 6<sup>th</sup> Ave is designed for higher speeds that are posted, so drivers "feel" like driving faster, which makes it difficult for pedestrians to cross the 5-lane road.

In the graphic below, "BEFORE" lane widths are equal to current USH 45 lane widths from 10<sup>th</sup> to 6<sup>th</sup> Avenues.

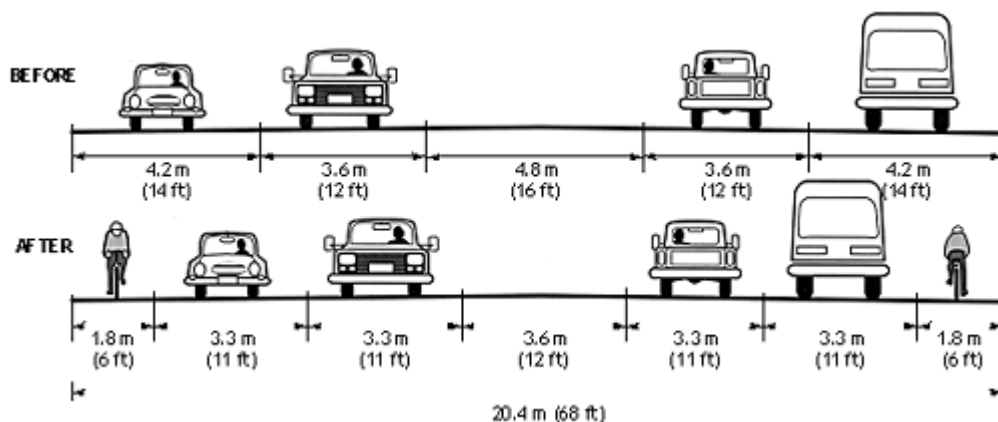
**Solution:** Narrow the travel lanes to add bicycle lanes in both directions. Modify the "AFTER" lane widths for USH 45 by reducing the center travel lanes from 11-ft to 10-ft, and widening the curb side lane from 11-ft to 12-ft to accommodate truck traffic.

Oregon DOT uses these guidelines to determine how a roadway can be modified to accommodate bike lanes without significantly affecting the safety or operation of the roadway. The reduced travel lane widths are within AASHTO minimums. Oregon DOT stresses the importance of using good engineering judgment when retrofitting bike lanes on existing streets. The Federal Highway Administration has approved Oregon DOT's guidelines, and WisDOT will have similar guidelines in 2011.

**Reduction of Travel Lane Widths**

The need for full-width travel lanes decreases with speed:

- Up to 25 mph, travel lanes may be reduced to 10.0 or 10.5 ft.
- From 30 to 40 mph, 11-ft travel lanes and 12-ft center turn lanes may be acceptable.
- At 45 mph or greater, try to maintain a 12-ft outside travel lane and 14-ft center turn lane if there are high truck volumes.



Source Oregon Bicycle and Pedestrian Plan

**Figure 12**

**USH 45 South and North of Road Diet**

**Problem:** If a road diet is created on US Highway 45 from 10<sup>th</sup> Ave to 6<sup>th</sup> Ave, then motorists and bicyclists need to know how to merge after the bike lane ends. In the graphic below, "BEFORE" lane widths are equal to current USH 45 lane widths from 10<sup>th</sup> Avenue south to County Highway Y.

**Northbound Solution:** Heading northbound on USH 45 at 6<sup>th</sup> avenue, paint Shared Lane Markings per these guidelines:

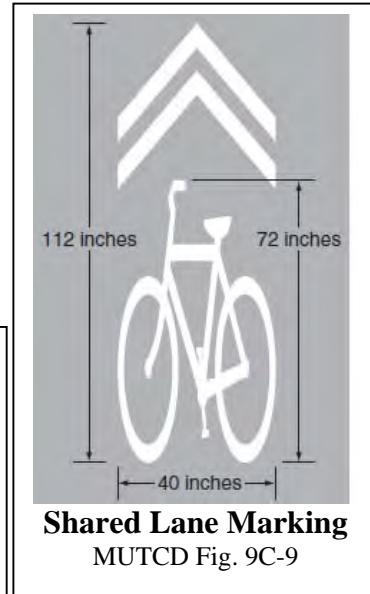
*If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.*

*If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.*

Install a May Use Full Lane (R4-11) sign wherever a Shared Lane Marking is painted.



R4-11 Sign

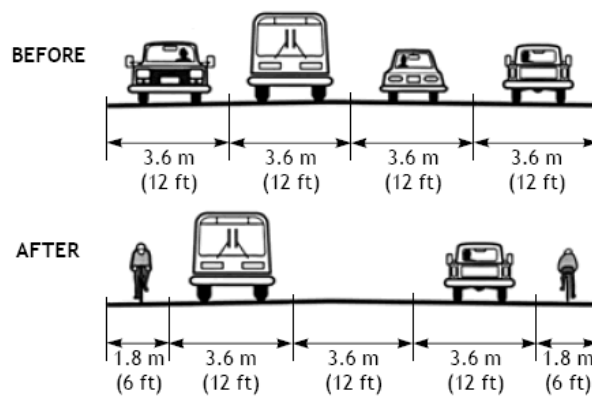


**Shared Lane Marking**  
MUTCD Fig. 9C-9

**Southbound Solution:** Heading southbound on USH 45 at 10<sup>th</sup> avenue, narrow the travel lanes to add bicycle lanes in both directions and add a central two-way-left-turn-lane. Modify the "AFTER" lane widths for USH 45 by reducing the center travel lanes from 11-ft to 10-ft, and widening the curb side lane from 11-ft to 12-ft to accommodate truck traffic.

Here are the street and location criteria to identify potential candidates for road diets:

- Moderate volumes (8,000–15,000 ADT).
- Roads with safety issues.
- Popular or essential bicycle routes/links.
- Commercial reinvestment area.
- Economic enterprise zones.
- Historic streets.
- Scenic roads.
- Entertainment districts.
- Main streets.



Source Oregon Bicycle and Pedestrian Plan

### Figure 13 10<sup>th</sup> Ave Residential Road Diet

**Problem:** High traffic volumes exist on 10<sup>th</sup> Avenue, west of USH 45, because Antigo High School is the traffic generator. Therefore, this road feels unsafe for children to bike on.

**Solution:** Narrow the travel lanes to 10-ft, and add 6-ft bicycle lanes in both directions. Perform this road diet from Antigo High School east to USH 45. Restrict on-street parking by installing "no parking" signs on both sides of the road.



Source: Antigo Police

Westbound 10<sup>th</sup> Ave at Mayfair St.

### Figure 14 10<sup>th</sup> Ave Sidewalk

**Problem:** High traffic volumes exist on 10<sup>th</sup> Avenue, west of USH 45, because Antigo High School is the traffic generator. Therefore, this road feels unsafe for children to walk on.

**Solution:** Since bike lanes will be added per Figure 13, then a place to walk is also appropriate. Most of the neighborhoods, except the mobile home park, are on the north side of 10<sup>th</sup> Avenue from USH 45 west to the high school. All crosswalks at intersections that connect residential neighborhoods south of 10<sup>th</sup> Ave will be painted in the Ladder style (Figure 15), and pedestrian crossing signs will be added too.

See Attachment B map for existing sidewalks city-wide and Safe Routes (Priority) streets.

- Create a 6-foot wide concrete sidewalk on the north side of 10<sup>th</sup> Ave from USH 45 west to Sunset Drive (this is where the high school sidewalk starts).
- Paint ladder style crosswalks across 10<sup>th</sup> Ave at every street that intersects with 10<sup>th</sup> Ave from the south, and add pedestrian crossing signs.

**Figure 15** **Crosswalk Styles**



Source: U.S. FHWA

**Issue CW 2 Motorist education.**

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

Schools are vehicle trip generators. Residential streets with low average daily traffic volumes near schools become congested during drop-off and pick-up times.

Recommendations:

- CW 2a. Complete all the CW 1 recommendations for one school, and then create a public education campaign for the surrounding neighborhood and the school parents.
- CW 2b. Create and use public service announcements to educate drivers about how to share the road with bicyclists and pedestrians.
- CW 2c. Use the City's summer/fall edition newsletter to show resident motorists how to share the road with bicyclists and pedestrians.
- CW 2d. Provide a web page that shows motorists how to share the road with bicyclists and pedestrians.

**Issue CW 3 Encourage Walking & Biking.**

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

While all the engineering activities are being installed at a particular school, create and plan how to implement the following encouragement activities. Now is the time to get students excited to walk or bike to school.

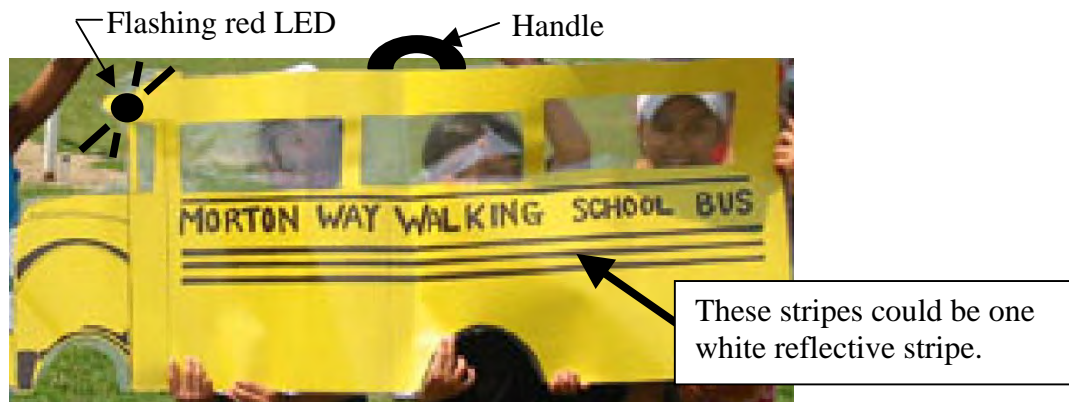
Recommendations:

- CW 3a. Create a Walk To School Day every October. Also encourage the public to walk or bike to work on that same day. Antigo has Red Robin Transit, but it does not operate



during student travel times, nor does it travel during regular work commute times. Red Robin Transit is used by elderly and handicapped residents.

- CW 3b. Solicit volunteers to become walking school bus "drivers." Police would train these volunteers just like crossing guards. Each volunteer will need to have a traffic vest with the school logo (optional) permanently attached to the back and front. Hand held, 360 degree visibility, strobe lights may be valuable to assist volunteers with crossing the streets. Use the guide attached to this plan to form and sustain walking school buses and bike trains. Guide is available in Attachment A.
- CW 3c. Develop student incentive program such as WisDOT's Mileage Club (<http://www.dot.wisconsin.gov/localgov/aid/saferoutes-club.htm>).
- CW 3d. Police would like to start a reward program for children who ride bicycles with helmets on. They will initiate the program when at least one local restaurant sponsor is onboard by possibly providing a small dessert treat certificate. Antigo will solicit restaurant sponsors starting in summer of 2010, and continue the program annually if it is successful.



School bus cutout used for Walking School Buses in Morton Way, Ontario, Canada

**Issue CW 4 School zone enforcement of traffic regulations.**

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

**Recommendations:**

- CW 4a. Work with Antigo Police to report incidents of speeding, parking violations, and crosswalk violations in school zones. Possibly implement this recommendation at individual schools after the CW 1 recommendations for their school are implemented.
- CW 4b. Review and revise adult crossing guard training to help them keep kids safe.
- CW 4c. Police to provide visibility in each school zone on a rotating basis, so parents remember to continue obeying traffic laws.
- CW 4d. Enforce on-site traffic management plan with parent monitors, school staff, and police.

**Issue CW 5                   Bicyclist education.**

There is concern that children do not ride their bicycles correctly, and do not obey traffic signs or use crosswalks. Parents may not know the correct ways to ride a bicycle in traffic, so community-wide training may be necessary. Many parents may also not know how to properly maintain their bicycle. Focus should be on educating parents about the responsibilities of being a pedestrian or bicyclist.

Recommendations:

- CW 5a. Send information to parents in emails, newsletters, websites, or an instructional DVD illustrating proper ways to walk or bike, and bicycle upkeep tips.
- CW 5b. Add sections to current classroom curricula on the benefits of walking or biking to school. Program examples include Moving and Munchin' and the Green and Healthy School Program.
- CW 5c. Continue having an annual *bicycle rodeo* in Antigo, and possibly cooperate with local bike stores to provide bicycle use and maintenance education at their stores. Only big box retailers sell bikes in Antigo right now.

**Issue CW 6                   Evaluate SRTS annually.**

Each recommendation gets a particular school closer to reaching the goal and the vision of SRTS in Antigo.

- CW 6a. Review "Safe Routes" map in Attachment B annually for possible changes.

<b>Indicators of Success</b>	
<b>Outcome</b>	<b>Measurement Tool</b>
Change in children's behavior (i.e. more walking & biking, and traveling safely).	CW 6b. Student Tally annually in homerooms. CW 6c. Teacher & staff observations.
Change in driver behavior (i.e. fewer parents driving kids to school, and those who drive are obeying on-site procedures and traffic laws).	CW 6c. Teacher & staff observations. CW 6d. Count traffic crashes near schools. CW 6e. Evaluate on-site traffic management plan.
Children using new or modified paths, sidewalks, and bike racks.	CW 6b. Student Tally annually in homerooms. CW 6f. Perform Walk Audit two semesters after an Engineering fix is made, and parents are made aware of that change.
Reduced crashes near schools.	CW 6d. Count traffic crashes near schools.
Community & school buy-in.	CW 6g. Walking & biking integrated into curriculum with various lesson plans and school policy revisions. CW 6h. Community regularly announces Walk To School Day events, or recognizes other press releases.

<b>North Elementary School Site and Vicinity Recommendations</b>
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- |   |
|---|
| NV 1. Missing sidewalks<br>NV 2. Congestion around school during arrival & dismissal<br>NV 3. New bike racks<br>NV 4. Additional street signs |
|---|

**Issue NV 1                    Missing sidewalks**

Sidewalks exist on most residential streets. Some sidewalk segments near North Elementary are missing as noted on the Walk Audit map. USH 45 north of Badger Ave has 4 foot wide or less sidewalks on both sides of the road that are separated from the curb by 1 foot. The standard for a sidewalk is a 5 foot width that is separated from the road by a 5 foot area or a vertical barrier (like a Jersey Barrier, or a guard rail).

Recommendations

- NV 1a. Review the North Elementary Walk Audit Map, and chose which roads to install sidewalk segments on.
- NV 1b. Provide better sidewalks along both sides of USH 45 from Badger Ave north to Century Ave. Two ways to accomplish this recommendation are:
  - o Install new 5-foot wide sidewalks that are 5-feet away from the curb; or
  - o Restripe lanes on USH 45 by adding a bicycle lane on each side, and a two-way-left-turn-lane in the middle. One through traffic lane in each direction would also remain. See Figures 11 & 12.

**Issue NV 2                    Congestion around school during arrival & dismissal**

Many parents are driving their children to school, and therefore cause congestion around the school property.

Recommendations

- NV 2a. Evaluate the on-site traffic management plan on an annual basis. Use *parent monitors* in addition to staff and police for enforcement.
- NV 2b. Convert the parts of Graham Ave and Fulton St in front of North Elementary to a one-way road per Figure 17.

**Issue NV 3                    New bike racks**

All the North Elementary bike racks are prominently located on paved areas in front of the school near the front door. Placing bike racks next to student entrances reinforces that bicycling to school is important, and provides basic security and convenience. The best way to lock a bike is to make 2 points of contact between the bike and bike rack to keep the bike upright, and then to lock the front wheel and bike frame. None of the bike racks at Antigo schools, or in most of Wisconsin, allow a bike tire and frame to be locked.

Recommendations

NV 3a. Install new "inverted U" bike racks on paved surfaces near front entrances to replace existing bike racks. See Figure 16 for bike rack examples.

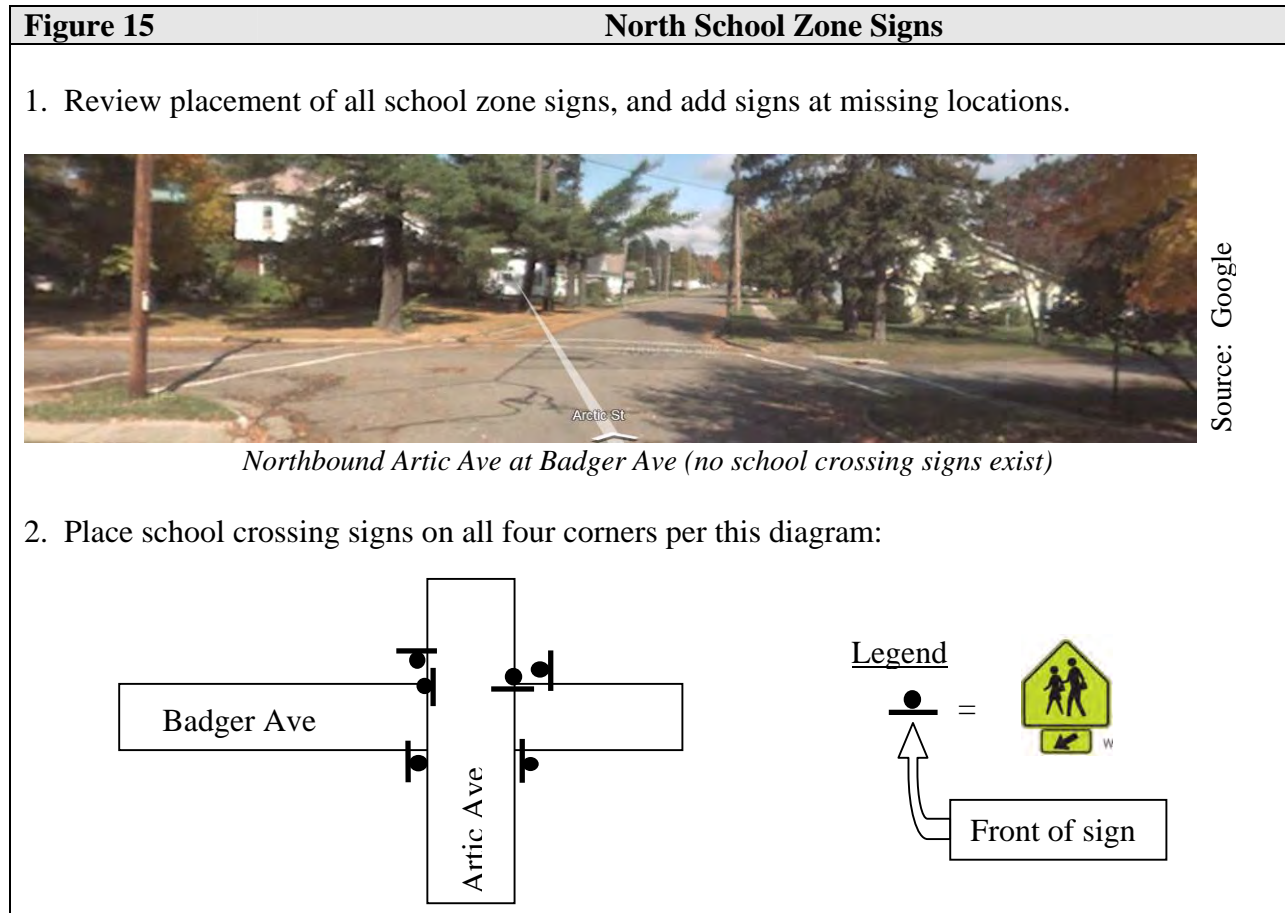
**Issue NV 4 Additional street signs**

Many parents are driving their children to school, and some school crosswalks are not marked that are within close proximity to the school when stop signs are not present.

Recommendations

NV 4a. Review placement of all school zone signs within 1 block of school, and add signs where necessary.

NV 4b. Add school crossing signs at the intersection of Badger & Artic per Figure 15.



Source: Google

**Figure 16**

**Bike Rack Examples**



3 inverted U's attached to create movable bike rack. This rack parks 6 bikes.

Mount the inverted U's 4-feet apart.



3 inverted U's mounted into the concrete. This rack assembly also parks 6 bikes.

Mount the inverted U's 4-feet apart.

**Antigo SRTS Goal 1**

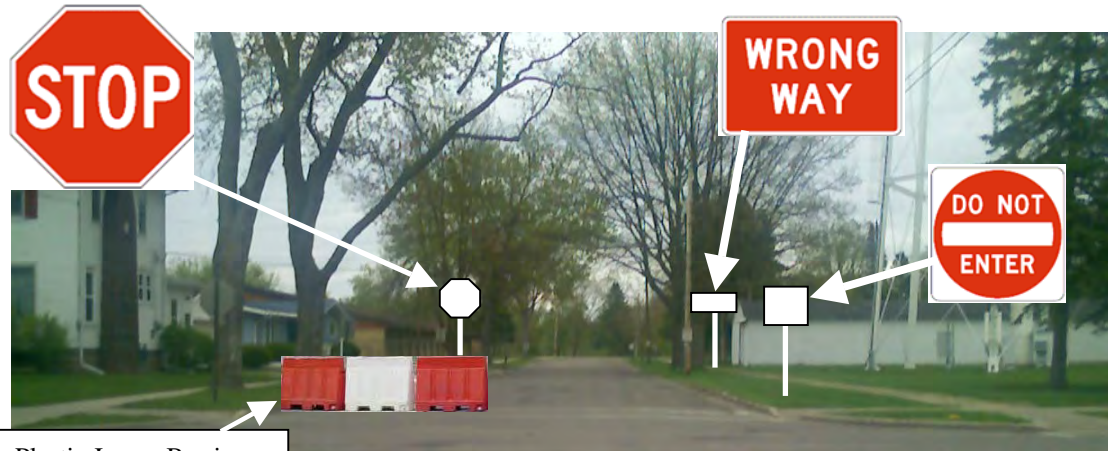
Where it is safe, get children walking and biking to increase their health.

**Antigo SRTS Goal 2**

Improve children's safety around schools during drop-off and pick-up, so children can walk and bike safely to school.

Figure 17

North Elementary  
One-way road



Source: NCWRPC

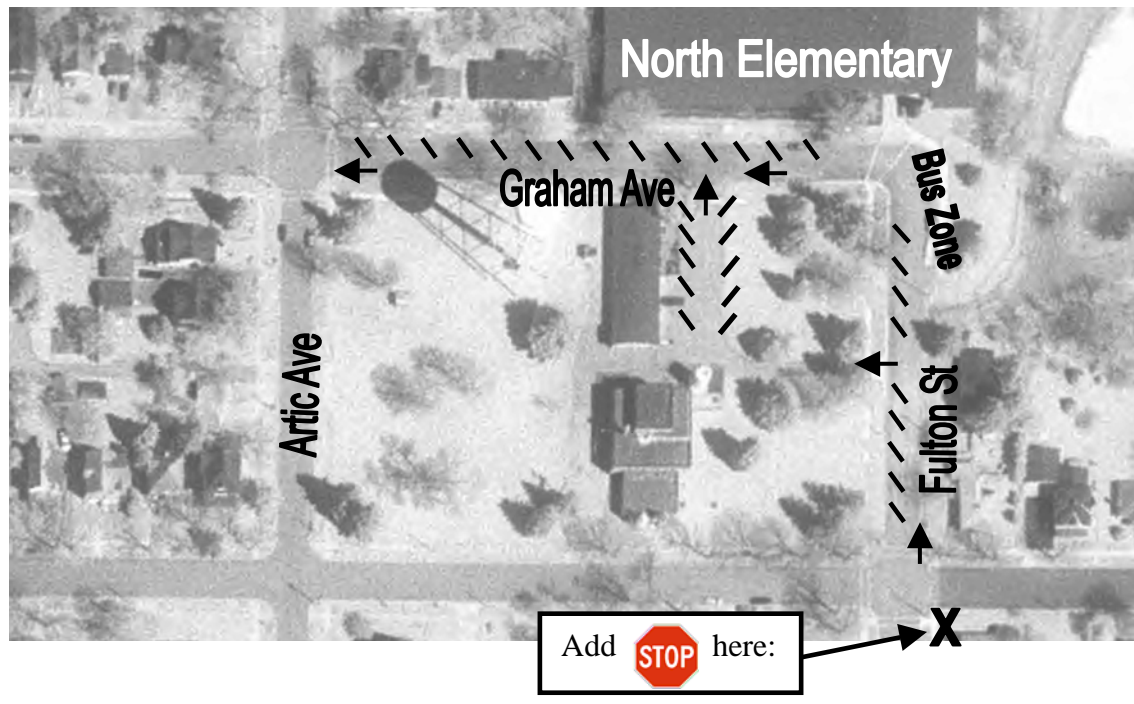
Plastic Jersey Barriers

Eastbound Graham Ave at Artic St

Convert Fulton St and Graham Ave, in front of North Elementary, into a one-way road.

1. Add diagonal parking to roads, and water utility parking lot; and
2. Create curb bump outs (or temporarily use plastic "Jersey Barriers").

Placing diagonal parking next to sidewalks makes it safer for parents to maneuver their vehicles without having children walking behind cars, as would occur during parallel parking. Keep "no parking" zones within 20 feet of crosswalks, so parents don't back into the crosswalk.



<b>East Elementary School Site and Vicinity Recommendations</b>
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|---|
| EV 1. New bike racks<br>EV 2. Congestion around school during arrival & dismissal |
|---|

**Issue EV 1                      New bike racks**

All the East Elementary bike racks are prominently located on paved areas in front of the school near the front door. Placing bike racks next to student entrances reinforces that bicycling to school is important, and provides basic security and convenience. The best way to lock a bike is to make 2 points of contact between the bike and bike rack to keep the bike upright, and then to lock the front wheel and bike frame. None of the bike racks at Antigo schools, or in most of Wisconsin, allow a bike tire and frame to be locked.

Recommendations

- EV 1a.      Install new "inverted U" bike racks on paved surfaces near front entrances to replace existing bike racks. See Figure 16 for bike rack examples.

**Issue EV 2                      Congestion around school during arrival & dismissal**

Many parents are driving their children to school, and therefore cause congestion around the school property.

Recommendations

- EV 2a.      Evaluate the on-site traffic management plan on an annual basis. Use parent monitors in addition to staff and police for enforcement.
- EV 2b.      Review placement of all signs within 1 block of school, and add or remove signs where necessary.

<b>West Elementary School Site and Vicinity Recommendations</b>
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- |  |
|--|
| WV 1. New bike racks<br>WV 2. Install sidewalks or bike lanes<br>WV 3. Congestion around school during arrival & dismissal |
|--|

**Issue WV 1                      New bike racks**

All the West Elementary bike racks are prominently located on paved areas in front of the school near the front door. Placing bike racks next to student entrances reinforces that bicycling to school is important, and provides basic security and convenience. The best way to lock a bike is to make 2 points of contact between the bike and bike rack to keep the bike upright, and then to lock the front wheel and bike frame. None of the bike racks at Antigo schools, or in most of Wisconsin, allow a bike tire and frame to be locked.

Recommendations

WV 1a. Install new "inverted U" bike racks on paved surfaces near front entrances to replace existing bike racks. See Figure 16 for bike rack examples.

**Issue WV 2 Install sidewalks or bike lanes**

About 33% of West Elementary parents said in their survey that if traffic volume were reduced, then they would allow their children to walk or bike to school. This issue, along with the issues of safety of crossings (27%), were important issues that if changed would influence parents to allow their children to walk and bike to school.

For many years the school district and the city have been concerned about safety and the lack of sidewalks in the 10<sup>th</sup> Ave corridor.

Recommendations

WV 2a. Install sidewalks on:  
o North side of 7<sup>th</sup> Ave between Elm St and Deresch St; and  
o Pave a path **from:** 8<sup>th</sup> Ave & Fairland St, **to:** Beattie Ave & Deresch St.

WV 2b. Create a 6-foot wide sidewalk on north side of 10<sup>th</sup> Avenue from USH 45 west to high school sidewalk that starts at Sunset Drive. See Figure 14.

**Issue WV 3 Congestion around school during arrival & dismissal**

Many parents are driving their children to school, and therefore cause congestion around the school property.

Recommendations

WV 3a. Evaluate the on-site traffic management plan on an annual basis. Use parent monitors in addition to staff and police for enforcement.  
WV 3b. Review placement of all signs within 1 block of school, and add or remove signs where necessary.

<p><b>Antigo Middle School</b>  <b>School Site and Vicinity Recommendations</b></p> <p>AV 1. Bicycle parking  AV 2. Congestion around school during arrival &amp; dismissal  AV 3. Add sidewalk</p>
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**Issue AV 1 Bicycle parking**

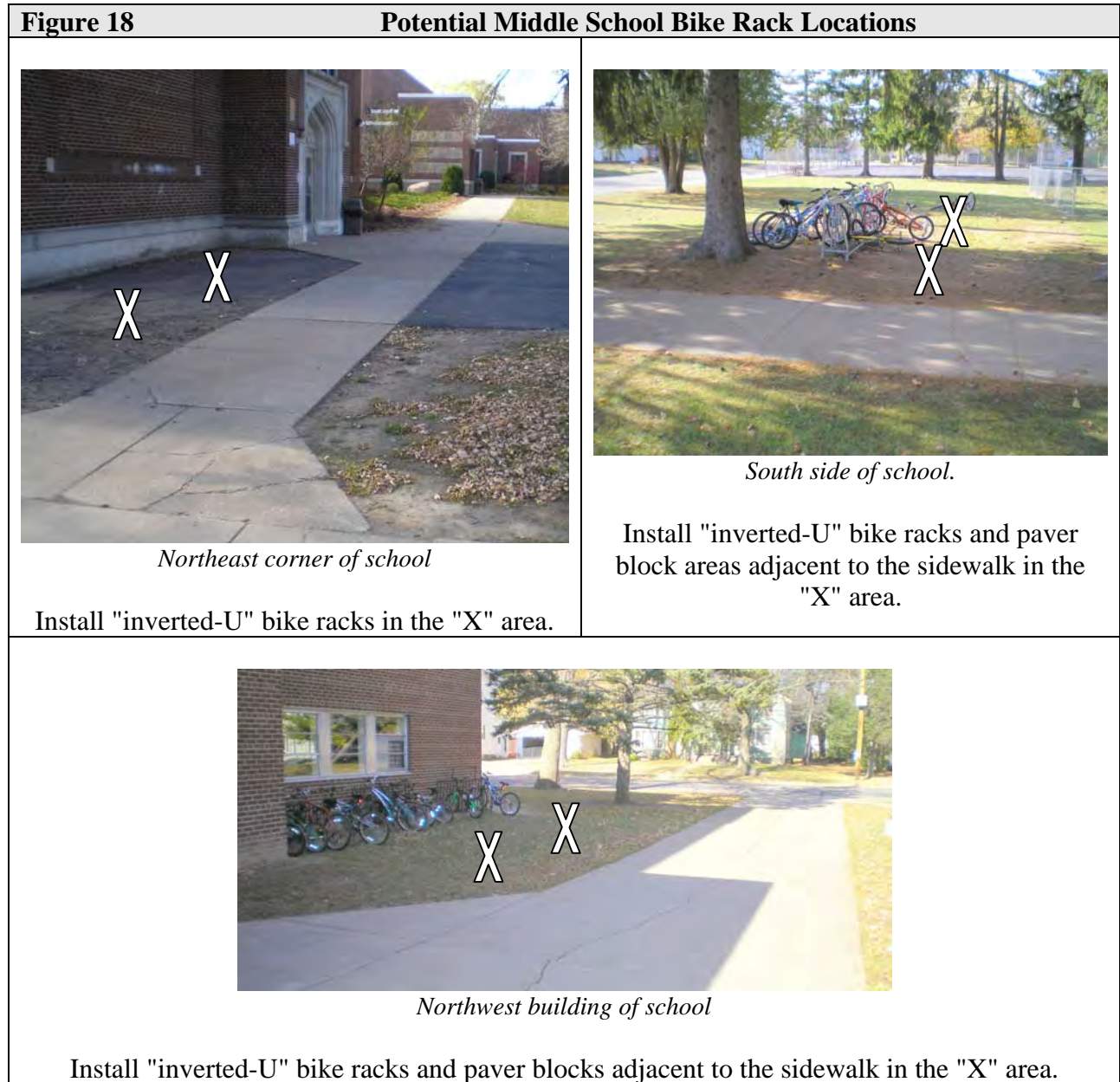
All the Middle School bike racks are on grass areas away from paved areas, which means that they are not accessible when snow is on the ground and for several days after a heavy rain. Placing bike racks next to student entrances reinforces that bicycling to school is important, and provides basic security and convenience. The best way to lock a bike is to make 2 points of contact between the bike and bike rack to keep the bike upright, and then to lock the front wheel



and bike frame. None of the bike racks at Antigo schools, or in most of Wisconsin, allow a bike tire and frame to be locked.

*Recommendations*

AV 1a. Install new bike racks on paved surfaces near selected school entrances. See Figure 16 for bike rack types, and see Figure 18 for new bike rack locations.



**Issue AV 2 Congestion around school during arrival & dismissal**

Many parents are driving their children to school, and therefore cause congestion around the school property.

## Recommendations

- AV 2a. Evaluate the on-site traffic management plan on an annual basis. Use parent monitors in addition to staff for enforcement.
- AV 2b. School staff will place traffic cones on the edge of "stop lines" on the road centerline of all 4 intersections surrounding the school to increase awareness of school crossing, and where to stop.

### **Issue AV 3            Install sidewalks**

For many years the school district and the city have been concerned about safety and the lack of sidewalks in the 10<sup>th</sup> Ave corridor. The goal of improving safety is not only for students but for all community members interested in walking for health and fitness. Besides serving Middle School students, this collector sidewalk will also serve two elementary schools, and students walking to the high school.

## Recommendations

- AV 3a. Create a 6-foot wide sidewalk on north side of 10<sup>th</sup> Avenue from USH 45 west to high school sidewalk that starts at Sunset Drive. See Figure 14 for additional description.

## **Antigo SRTS Action Plans**

The following **SRTS Action Plans** lists all of the previous recommendations, and provides a cost estimate and a lead entity to implement each action.

There is a **Community-wide SRTS Action Plan** for all the activities that will affect more than one school, and there is an **SRTS Action Plan for each safe routes school**.

These Action Plans are lists of reasonably attainable actions that may occur in 2-3 years. Each Action Plan contains activities within each strategy area: 1) Engineering; 2) Encouragement; 3) Education; 4) Enforcement; and, 5) Evaluation. A successful SRTS program will incorporate components of each of these approaches.

The Action Plans are meant to complement the recommendations discussed throughout this chapter by assigning each action with a cost, a timeframes to complete the activity, and responsibility for implementation.

An annual review of these Action Plans by the SRTS Task Force will provide guidance to make additional changes if low results occur. New activities to consider may become apparent when data received annually after each Class Tally and Parental Survey, or from the WisDOT SRTS website.

Abbreviations for terms used in the Action Plan are listed in the back of the Action Plan.

Antigo Safe Routes To School Plan – 2010 Action Plan

**City-wide SRTS Action Plan**

Strategy Type	Activities	Schools that an Activity Applies To	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
<b>Engineering</b>	<b>CW 1a.</b> Install gap sidewalks along safe routes to school.	All Schools	SRTS grant	Eng. & Streets	See school Action Plans
	<b>CW 1b.</b> Paint stop lines 10-feet back from safe routes crosswalks.	All Schools	SRTS grant	Eng. & Streets	See school Action Plans
	<b>CW 1c.</b> Analyze safe routes intersections to verify that crosswalks are visible, and pedestrian actuated signals are working.	All Schools	Current staff	Eng. & Streets	See school Action Plans
	<b>CW 1d.</b> Reprogram pedestrian signals at USH 45 & 5 <sup>th</sup> Ave to automatically activate on each cycle. Also program ped. signals to turn on 3 seconds before traffic light "green" turns on.	Middle School	SRTS grant	Eng. & Streets	Summer 2011
	<b>CW 1e.</b> Install curb ramps at intersections where sidewalks exist.	All Schools	City taxes	Eng. & Streets	When new sidewalks are added
	<b>CW 1f.</b> Upgrade Superior St/USH 45 intersections (Figures 5-10).	All Schools	SRTS grant	Eng. & Streets	Summer 2012
	<b>CW 1g.</b> Paint <i>shared lane markings</i> (fig 12) on 5 <sup>th</sup> Ave.	Middle	SRTS grant	Eng. & Streets	Summer 2012 Paint CW 1g, 1h, & 1j at same time
	<b>CW 1h.</b> Paint bike lanes on USH 45 from 5 <sup>th</sup> Ave to 10 <sup>th</sup> Ave.	Middle	SRTS grant	Eng. & Streets	
	<b>CW 1i.</b> Paint safe routes to school crosswalks in the "ladder" style (Figure 14).	All Schools	SRTS grant	Eng. & Streets	Summer 2011
	<b>CW 1j.</b> Paint road diet on 10 <sup>th</sup> Ave (Figure 13).	West, & Middle	Current staff	Eng. & Streets	Summer 2010
<b>Encouragement</b>	<b>CW 3a.</b> Walk to School Day in October.	All Schools	Current staff	<b>School Dist</b> , PTL, Teachers,	Annually
	<b>CW 3b.</b> Create <i>walking school buses</i> and <i>bicycle trains</i> .	All Schools	SRTS grant	<b>School Dist.</b>	Annually
	<b>CW 3c.</b> Develop student incentive program.	All Schools	Current staff	<b>School Dist</b> , PTL, Teachers,	One school year.
	<b>CW 3d.</b> Police provide ice cream certificates to kids on bikes with helmets on.	City-wide	Current staff, community donations	<b>Police</b> , local businesses	Start summer 2010, then annually

**City-wide SRTS Action Plan continued**

<b>Strategy Type</b>	<b>Activities</b>	<b>Applicable School</b>	<b>Funding Source</b>	<b>Responsible Agencies (Lead agency in bold)</b>	<b>Time Frame</b>
<b>Education</b>	<b>CW 2a.</b> After all CW 1 recommendations are complete for one school, then create a public education campaign for the surrounding neighborhood.	All Schools	Current staff	<b>School Dist.</b> , PTA, UWEX, BFW, Teachers	See school Action Plans
	<b>CW 2b.</b> Purchase PSAs directed at drivers about sharing the road with bikes & peds.	All Schools	SRTS grant	<b>City</b> , BFW	Summer 2011
	<b>CW 2c.</b> Use City's summer/fall edition newsletter to show how to share the road with bicyclists.	All Schools	Current staff	<b>City</b> , BFW	Summer 2011
	<b>CW 2d.</b> Provide a web page to show motorists how to share the road with bicyclists and pedestrians.	All Schools	Current staff	<b>City</b> , NCWRPC	Summer 2010
	<b>CW 5a.</b> Create parent bicycling education materials.	All Schools	Current staff	UWEX, <b>City</b> , <b>School Dist.</b> , PTA	Spring 2011
	<b>CW 5b.</b> Add bike education to curricula.	All Schools	Current staff	School district	Annually
	<b>CW 5c.</b> Continue <i>Bicycle Rodeos</i> in Antigo.	All Schools	Current staff	<b>Antigo Optimist Club</b>	Annually
<b>Enforcement</b>	<b>CW 4a.</b> Work with police to report traffic incidents.	All Schools	Current staff	<b>Police</b> , <b>School staff</b>	After CW 1 implemented
	<b>CW 4b.</b> Review and revise adult crossing guard training to help keep kids safe.	All Schools	Current staff	<b>Police</b> , <b>School staff</b>	Annually
	<b>CW 4c.</b> Provide visibility in each school zone to remind parents to obey traffic laws.	All Schools	Current staff	<b>Police</b> , <b>School staff</b>	Regularly
	<b>CW 4d.</b> Enforce on-site traffic management plan.	All Schools	Current staff	<b>School staff</b> , Parent monitors, Police	Regularly
<b>Evaluation</b>	<b>CW 6a.</b> Review existing Safe Routes To School map.	All Schools	Current staff	Eng, & <b>School Dist.</b>	Annually
	<b>CW 6b.</b> Student Tally in homerooms.	All Schools	Current staff	<b>School Dist.</b> , Homeroom teachers	Annually in November
	<b>CW 6c.</b> Teacher & staff observations.	All Schools	Current staff	<b>Teachers &amp; staff</b>	Regularly
	<b>CW 6d.</b> Count traffic crashes near schools.	All Schools	Current staff	<b>Police</b>	Annually
	<b>CW 6e.</b> Evaluate on-site traffic management.	All Schools	Current staff	<b>School Dist.</b>	Annually
	<b>CW 6f.</b> Perform Walk Audit to collect how people are reacting to new engineering change near school.	All Schools	Current staff	Police, <b>City</b> , <b>School Dist.</b> , NCWRPC	After Eng. activities done
	<b>CW 6g.</b> Walking & biking integrated into curriculum, lesson plans, & school policy.	All Schools	Current staff	<b>School Dist.</b> , Teachers	Summer 2010
	<b>CW 6h.</b> Media announces press releases.	All Schools	Current staff	<b>School Dist</b> , <b>City</b>	Annually

**North Elementary SRTS Action Plan**

<b>Strategy Type</b>	<b>Activities</b>	<b>Location of Activity</b>	<b>Funding Source</b>	<b>Responsible Agencies (Lead agency in bold)</b>	<b>Time Frame</b>
<b>Engineering</b>	<b>NV 1a.</b> Install gap sidewalks where Walk Audit Map shows missing sidewalks.	Mendlick, Willard, Washington, 1 <sup>st</sup> , and 3 <sup>rd</sup> Avenues; & Virginia St	Property assessment	Engineering, Streets	Summer 2011
	<b>NV 1b.</b> Provide better USH 45 sidewalks.	North of Badger Ave.	City taxes	Engineering, Streets	Summer 2011
	<b>NV 2b.</b> Convert Graham Ave & Fulton St into a one-way street.	In front of school.	City taxes	Engineering, Streets	Summer 2011
	<b>NV 3a.</b> Install new bike racks (Fig 16).	In front of school.	SRTS grant	School Dist.	Summer 2011
	<b>NV 4a.</b> Add traffic signs within 1 block of school as necessary.	3-way stop at 1 <sup>st</sup> Ave & Fulton St. Review locations around school.	City taxes	Engineering, Streets	Summer 2011
	<b>NV 4b.</b> Add school crossing signs (Fig. 15).	Artic & Badger Avenues.	City taxes	Engineering, Streets	Summer 2011
	<b>CW 1b.</b> Paint <i>stop lines</i> 10-feet back from safe routes to school crosswalks.	All <b>painted</b> intersections within ¼-mile of North along North's safe routes to school.	City taxes	Streets	Summer 2011
<b>Education</b>	<b>CW 2a.</b> Create a public education campaign for the surrounding neighborhood.	Neighborhood surrounding North, as shown on Walk Audit Map 6.	Current staff	<b>School Dist.</b> , PTA, UWEX, BFW, Teachers	When all Eng. actions done.
	<b>CW 3a.</b> Participate in citywide Walk To School/Work Day.	Whole city.	Current staff	<b>School Dist.</b> , Teachers & Staff, PTLs, <b>City</b>	Annually in October

**North SRTS Action Plan continued**

<b>Strategy Type</b>	<b>Activities</b>	<b>Location of Activity</b>	<b>Funding Source</b>	<b>Responsible Agencies (Lead agency in bold)</b>	<b>Time Frame</b>
<b>Encouragement</b>	<b>CW 3b.</b> Create <i>walking school bus, or bike train</i> (Attachment A).	North neighborhoods	SRTS grant	School Dist.	Start in Fall 2010 or '11
	<b>CW 3c.</b> Develop student Mileage Club	Within North school	Current staff	Teachers & Staff, PTL, Police	Fall 2010 after October Walk to School day.
<b>Enforcement</b>	<b>CW 4a.</b> Work with police to report traffic incidents.	North neighborhood	Current staff	Teachers & Staff, PTL, Police	Regularly
	<b>CW 4b.</b> Enforce on-site traffic management.	North	Current staff	Teachers & Staff, PTL, Police	Regularly
<b>Evaluation</b>	<b>CW 6b.</b> Student Tally in homerooms.	North	Current staff	Homeroom teachers	Annually in November
	<b>CW 6c.</b> Teacher & staff observations.	North parental drop off areas.	Current staff	Teachers & Staff	Regularly
	<b>CW 6d.</b> Count traffic crashes near schools.	North neighborhood	Current staff	Police	Annually
	<b>CW 6f.</b> Perform Walk Audit.	North neighborhood	Current staff	Teachers & Staff, PTL, Police	After Eng. activities done.
	<b>CW 6g.</b> Walking & biking integrated into curriculum, lesson plans, & school policy.	North	Current staff	Teachers & Staff	Summer 2010
	<b>NV 2a.</b> Evaluate on-site traffic management.	North parental drop off areas.	Current staff	Teachers & Staff, Police, Parent Monitors	Annually

**East Elementary SRTS Action Plan**

<b>Strategy Type</b>	<b>Activities</b>	<b>Location of Activity</b>	<b>Funding Source</b>	<b>Responsible Agencies (Lead agency in bold)</b>	<b>Time Frame</b>
<b>Engineering</b>	<b>EV 1a.</b> Replace existing bike racks with new "inverted U" bike racks.	Existing bike rack locations.	SRTS grant	School district.	2011
	<b>CW 1a.</b> Install gap sidewalks where Walk Audit Map shows missing sidewalks.	7 <sup>th</sup> Ave, 8 <sup>th</sup> Ave, and others	Property assessment	Streets	2012-2013
	<b>CW 1b.</b> Paint <i>stop lines</i> 10-feet back from safe routes to school crosswalks.	All <b>painted</b> intersections within ¼-mile of East along East's safe routes to school.	City taxes	Streets	2010-2011
	<b>CW 1c.</b> Continue installing curb ramps.	6 <sup>th</sup> & Hudson, 7 <sup>th</sup> & Hudson, and 8 <sup>th</sup> & Hudson	City taxes	Streets	2012-2013
	<b>EV 2b.</b> Review placement of traffic signs	Within 1 block of East.	Existing staff	Streets	2010
<b>Education</b>	<b>CW 2a.</b> Create a public education campaign for the surrounding neighborhood.	Neighborhood surrounding East, as shown on Walk Audit Map 8.	Existing staff	<b>School Dist.</b> , PTA, UWEX, BFW, Teachers	When Eng. activities are done.
	<b>CW 3a.</b> Participate in citywide Walk To School Day.	Whole city.	Existing staff	Teachers & Staff, PTL	Annually in October

**East SRTS Action Plan continued**

<b>Strategy Type</b>	<b>Activities</b>	<b>Location of Activity</b>	<b>Funding Source</b>	<b>Responsible Agencies (Lead agency in bold)</b>	<b>Time Frame</b>
<b>Encouragement</b>	<b>CW 3b.</b> Create <i>walking school bus</i> , or <i>bike train</i> (Attachment A).	East neighborhoods	SRTS grant	School Dist.	Start in Fall 2010 or '11
	<b>CW 3c.</b> Develop student Mileage Club	Within East school	Existing staff	Teachers & Staff, PTL, Police	Fall 2010 after October Walk to School day.
<b>Enforcement</b>	<b>CW 4a.</b> Work with police to report traffic incidents.	East neighborhood	Current staff	Teachers & Staff, PTL, Police	All the time
	<b>CW 4b.</b> Enforce on-site traffic management.	East			
<b>Evaluation</b>	<b>CW 6b.</b> Student Tally in homerooms.	East	Current staff	Homeroom teachers	Annually in November
	<b>CW 6c.</b> Teacher & staff observations.	East parental drop off area	Current staff	Teachers & Staff	Regularly
	<b>CW 6d.</b> Count traffic crashes near schools.	East neighborhood	Current staff	Police	Annually
	<b>CW 6f.</b> Perform Walk Audit.	East neighborhood	Current staff	<b>School Dist.</b> , PTL, Police, <b>City</b> , NCWRPC	After Eng. activities done.
	<b>CW 6g.</b> Walking & biking integrated into curriculum, lesson plans, & school policy.	East	Current staff	Teachers & Staff	Summer 2010
	<b>EV 2a.</b> Evaluate on-site traffic management.	East parental drop-off area.	Current staff	Teachers & Staff	Annually



**West Elementary SRTS Action Plan**

<b>Strategy Type</b>	<b>Activities</b>	<b>Location of Activity</b>	<b>Funding Source</b>	<b>Responsible Agencies (Lead agency in bold)</b>	<b>Time Frame</b>
<b>Engineering</b>	<b>WV 2b. (AV 3a.)</b> Install 10 <sup>th</sup> Ave Sidewalk	North side of 10 <sup>th</sup> Ave from USH 45 west to high school sidewalk.	SRTS grant	<b>School Dist., City</b>	2010-2012
	<b>WV 1a.</b> Replace existing bike racks with new "inverted U" bike racks.	Existing bike rack locations.	SRTS grant	School district.	2011
	<b>WV 2a.</b> Install sidewalk.	1. 7 <sup>th</sup> Ave – Elm to Deresch 2. Path – 8 <sup>th</sup> Ave & Fairland to Beattie & Deresch	SRTS grant	Engineering	2011
	<b>WV 3b.</b> Review placement of all signs within 1 block of school.	West neighborhood	Existing staff	City	Summer 2010
	<b>CW 1b.</b> Paint <i>stop lines</i> 10-feet back from safe routes to school crosswalks.	All <b>painted</b> intersections within ¼-mile of East along West's safe routes to school.	City taxes	Streets	2010-2011
<b>Education</b>	<b>CW 2a.</b> Create a public education campaign for the surrounding neighborhood.	Neighborhood surrounding West, as shown on West's Walk Audit Map.	Existing staff	<b>School Dist.,</b> PTA, UWEX, BFW, Teachers	When Eng. activities are done.
	<b>CW 3a.</b> Participate in citywide Walk To School Day.	Whole city.	Existing staff	Teachers & Staff, PTL	Annually in October

**West SRTS Action Plan continued**

<b>Strategy Type</b>	<b>Activities</b>	<b>Location of Activity</b>	<b>Funding Source</b>	<b>Responsible Agencies (Lead agency in bold)</b>	<b>Time Frame</b>
<b>Encouragement</b>	<b>CW 3b.</b> Create <i>walking school bus</i> , or <i>bike train</i> (Attachment A).	West neighborhoods	SRTS grant	School Dist.	Start in Fall 2010 or '11
	<b>CW 3c.</b> Develop student Mileage Club	Within West school	Existing staff	Teachers & Staff, PTL, Police	Fall 2010 after October Walk to School day.
<b>Enforcement</b>	<b>CW 4a.</b> Work with police to report traffic incidents.	West neighborhood	Current staff	Teachers & Staff, PTL, Police	All the time
	<b>CW 4b.</b> Enforce on-site traffic management.	West parental drop-off areas			
<b>Evaluation</b>	<b>CW 6b.</b> Student Tally in homerooms.	West	Current staff	Homeroom teachers	Annually in November
	<b>CW 6c.</b> Teacher & staff observations.	West parental drop-off areas	Current staff	Teachers & staff	Regularly
	<b>CW 6d.</b> Count traffic crashes near schools.	West	Current staff	Police	Annually
	<b>CW 6f.</b> Perform Walk Audit.	West	Current staff	<b>School Dist.</b> , PTL, Police, <b>City</b> , NCWRPC	After Eng. activities done.
	<b>CW 6g.</b> Walking & biking integrated into curriculum, lesson plans, & school policy.	West	Current staff	Teachers & Staff	Summer 2010
	<b>WV 3a.</b> Evaluate on-site traffic management.	West parental drop-off areas	Current staff	Teachers & Staff	Annually

**Middle School SRTS Action Plan**

<b>Strategy Type</b>	<b>Activities</b>	<b>Location of Activity</b>	<b>Funding Source</b>	<b>Responsible Agencies (Lead agency in bold)</b>	<b>Time Frame</b>
<b>Engineering</b>	<b>AV 3a. (WV 2b.)</b> Install 10 <sup>th</sup> Ave Sidewalk	North side of 10 <sup>th</sup> Ave from USH 45 west to high school sidewalk.	SRTS grant	<b>School Dist., City</b>	2010-2012
	<b>CW 1a.</b> Install gap sidewalks along safe routes to school.	Clermont Ave from 9 <sup>th</sup> Ave to 10 <sup>th</sup> Ave	SRTS grant	Engineering	2010-2011
	<b>CW 1b.</b> Paint <i>stop lines</i> 10-feet back from safe routes to school crosswalks.	All intersections within ¼-mile of Middle School along the safe routes to school.	City taxes	Streets	2010-2011
	<b>CW 1c.</b> Analyze safe routes intersections to verify that crosswalks are visible, and pedestrian actuated signals are working.	All intersections within ¼-mile of Middle School along the safe routes to school.	Existing staff	Engineering	Annually
<b>Education</b>	<b>CW 2a.</b> Create a public education campaign for the surrounding neighborhood.	Neighborhood surrounding Middle School, as shown on Middle School Walk Audit Map.	Existing staff	<b>School Dist.,</b> PTA, UWEX, BFW, Teachers	When Eng. activities are done.
	<b>CW 3a.</b> Participate in citywide Walk To School Day.	Whole city.	Existing staff	Teachers & Staff, PTL	Annually in October

**Middle School SRTS Action Plan continued**

<b>Strategy Type</b>	<b>Activities</b>	<b>Location of Activity</b>	<b>Funding Source</b>	<b>Responsible Agencies (Lead agency in bold)</b>	<b>Time Frame</b>
<b>Encouragement</b>	<b>CW 3b.</b> Create <i>walking school bus, or bike train.</i>	Middle School neighborhoods	SRTS grant	School Dist.	Start in Fall 2010 or '11
	<b>CW 3c.</b> Develop student Mileage Club	Within Middle School	Existing staff	Teachers, & staff, PTL, Police	Fall 2010 after October Walk to School day.
<b>Enforcement</b>	<b>CW 4a.</b> Work with police to report traffic incidents.	Middle School neighborhood	Current staff	Teachers, staff, PTL, Police	All the time
	<b>CW 4b.</b> Enforce on-site traffic management.	Middle School			
<b>Evaluation</b>	<b>CW 6b.</b> Student Tally in homerooms.	Middle School	Current staff	Homeroom teachers	Annually in November
	<b>CW 6c.</b> Teacher & staff observations.	Middle School	Current staff	Teachers, & staff	Regularly
	<b>CW 6d.</b> Count traffic crashes near schools.	Middle School neighborhood	Current staff	Police	Annually
	<b>CW 6f.</b> Perform Walk Audit.	Middle School neighborhood	Current staff	Police	After Eng. activities done.
	<b>CW 6g.</b> Walking & biking integrated into curriculum, lesson plans, & school policy.	All schools	Current staff	Teachers & staff	Summer 2010
	<b>Av 2a.</b> Evaluate on-site traffic management.	Middle School parental drop-off area	Current staff	Teachers & staff	Annually

**Abbreviated terms:**

BFW = Bicycle Federation of Wisconsin

City = City of Antigo Administration staff

Eng. = City of Antigo Engineering Department staff

NCWRPC = North Central Wisconsin Regional Planning Commission staff

Police = City of Antigo Police Department staff

PTL = Parent Teacher League of a particular school

School Dist. = Unified School District of Antigo staff

SRTS = Safe Routes To School

SRTS grant = 100% reimbursement from SRTS program. This is a competitive application program.

Streets = City of Antigo Streets Department staff

Safe Routes school = North Elementary, East Elementary, Middle School, and West Elementary. Schools that are part of the SRTS plan.

UWEX = University of Wisconsin Extension staff located in Langlade County

**ATTACHMENT A**  
**WALKING SCHOOL BUS & BIKE TRAIN GUIDE**

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**ATTACHMENT B**  
**SAFE ROUTES TO SCHOOL MAP**

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**ATTACHMENT C**  
**STUDENT TALLY & PARENT SURVEY**

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**ATTACHMENT D**  
**WALK AUDIT MAP CODES**

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**ATTACHMENT E**  
**RED ROBIN TRANSIT BROCHURE**

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**ATTACHMENT F**  
**SCHOOL BUSING POLICY**

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