Wisconsin Rapids
Safe Routes To School Plan
2010 – 2015

Adopted: June 2010

Wisconsin Rapids
Safe Routes To School Plan
Acknowledgements

Wisconsin Rapids Task Force

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LeeAnn Schmidmayr, Principal, Grove Elementary School
JL Gray, Principal, Washington Elementary School
Kayla McClean, Guidance Counselor, Washington Elementary School
Ty Zastava, Wood County Health Department

Participating Schools

Grove Elementary
Howe Elementary
Mead Elementary
Pitsch Elementary
Washington Elementary

Cover Photo: Intersection of 7th St. South & Oak St. (NCWRPC)

Adopted: June 28, 2010

Under the direction of the Wisconsin Rapids 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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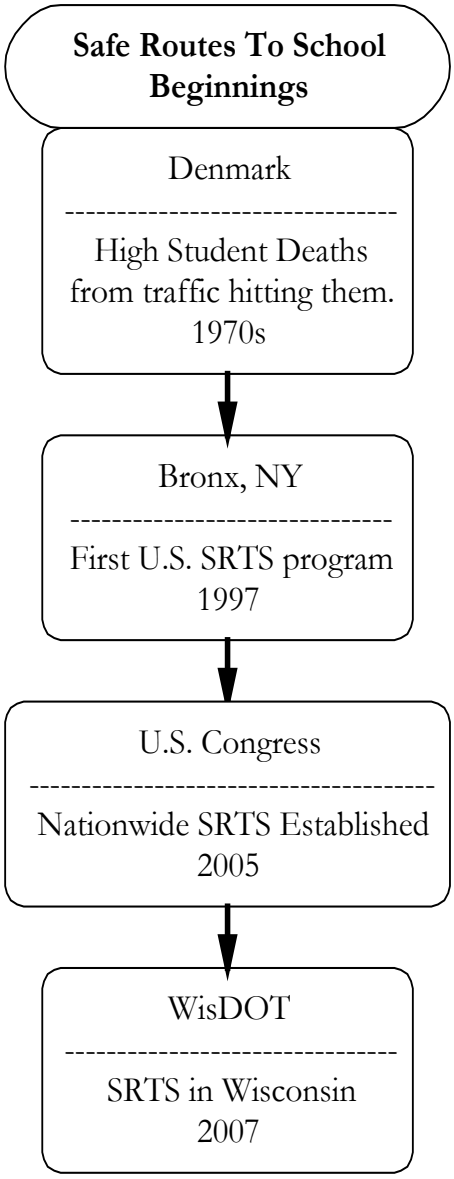
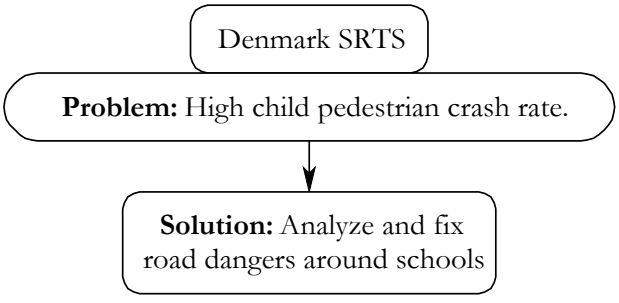
Chapter 1: Introduction

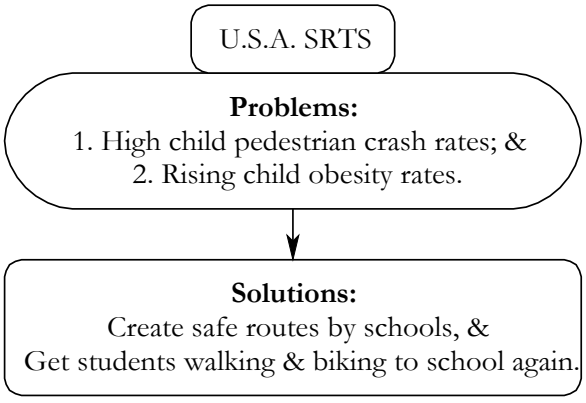
History

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 Wisconsin Rapids and the Wisconsin Rapids Public Schools created a Safe Routes To School Task Force a year before applying for a planning grant. They wanted to encourage more students to walk and bike to school, because drop-off & pick-up congestion was unsafe for everyone. Five public elementary schools were chosen to focus attention on. If policies worked at these schools, then maybe they would work at the other four elementary schools, five parochial schools, and two middle schools. All of the chosen schools, the police, city administration, and local citizens were all part of the Task Force. The approved planning grant paid for NCWRPC's planning services to assist with creating a Safe Routes To School plan.

Participating Schools:

- Grove Elementary
- Howe Elementary
- Mead Elementary
- Pitsch Elementary
- Washington Elementary

Task Force Members:

- Mary Jo Carson, Mayor City of Wisconsin Rapids
- Dr. Robert Crist, Superintendent Wisconsin Rapids Public Schools
- Kurt Heuer, Chief Wisconsin Rapids Police Department

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- Kayla McClean, Guidance Counselor Washington Elementary School
- Ty Zastava, Wood County Health Department

After the planning grant was approved, the Task Force developed the following vision and goal for this Safe Routes To School Plan:

WR SRTS Vision

Encourage parents to have their children walk or bike to school safely all year round.

WR SRTS Goal

Have 10% more children walking and biking to school by Fall 2010.

NCWRPC and the Task Force met several times to gather and analyze data. In the fall of 2008, a Parental Survey was conducted to determine how students were getting to school, and what issues were holding back parents from allowing their children from walking or biking to school. Surveys and Walk Audits were administered to establish base line data to compare future progress, and to provide direction for the recommendations.

A successful Walk To School Day occurred in October 2008.

Community members representing each of the schools, students in Mid-State Technical College's Police Science program, and Task Force members 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.

Slide shows were created by NCWRPC for the whole city and each participating school, and then shown during an open house and parent teacher conferences. The Task Force gathered comments at each of the 2009 meetings where they presented the slide shows.

Closing of Pitsch Elementary

The school board decided to close Pitsch Elementary School starting in the fall of 2010. Planning of Safe Routes To School took a several month break (summer-fall 2009) while the decision to close Pitsch was occurring.

To get SRTS planning back in the public's attention, each school performed in-class Student Tabulations and Teacher Surveys in spring of 2010. Now one of the new focuses for the Task Force turned to: "How will Pitsch Elementary children travel to their new schools?" Grade 6 students will attend West Junior High School (a non-SRTS school). Howe and Washington will absorb all remaining students. SRTS planning will still keep the original goal and vision.

Community-wide SRTS Recommendations are shown in Chapter 4.

Map 1
Wisconsin Rapids SRTS Study Area

Schools in Study
2 Mile SRTS School Buffer
City of Wisconsin Rapids Limits
Water

School Districts
- Grove Elem.
- Howe Elem.
- Mead Elem.
- Pitsch Elem.
- Washington Elem.

Mead Elementary
Howe Elementary
Pitsch Elementary
Washington Elementary
Grove Elementary

N

0 0.25 0.5 1 1.5 Miles

Source: WI DNR, NCWRPC, Wood Co

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

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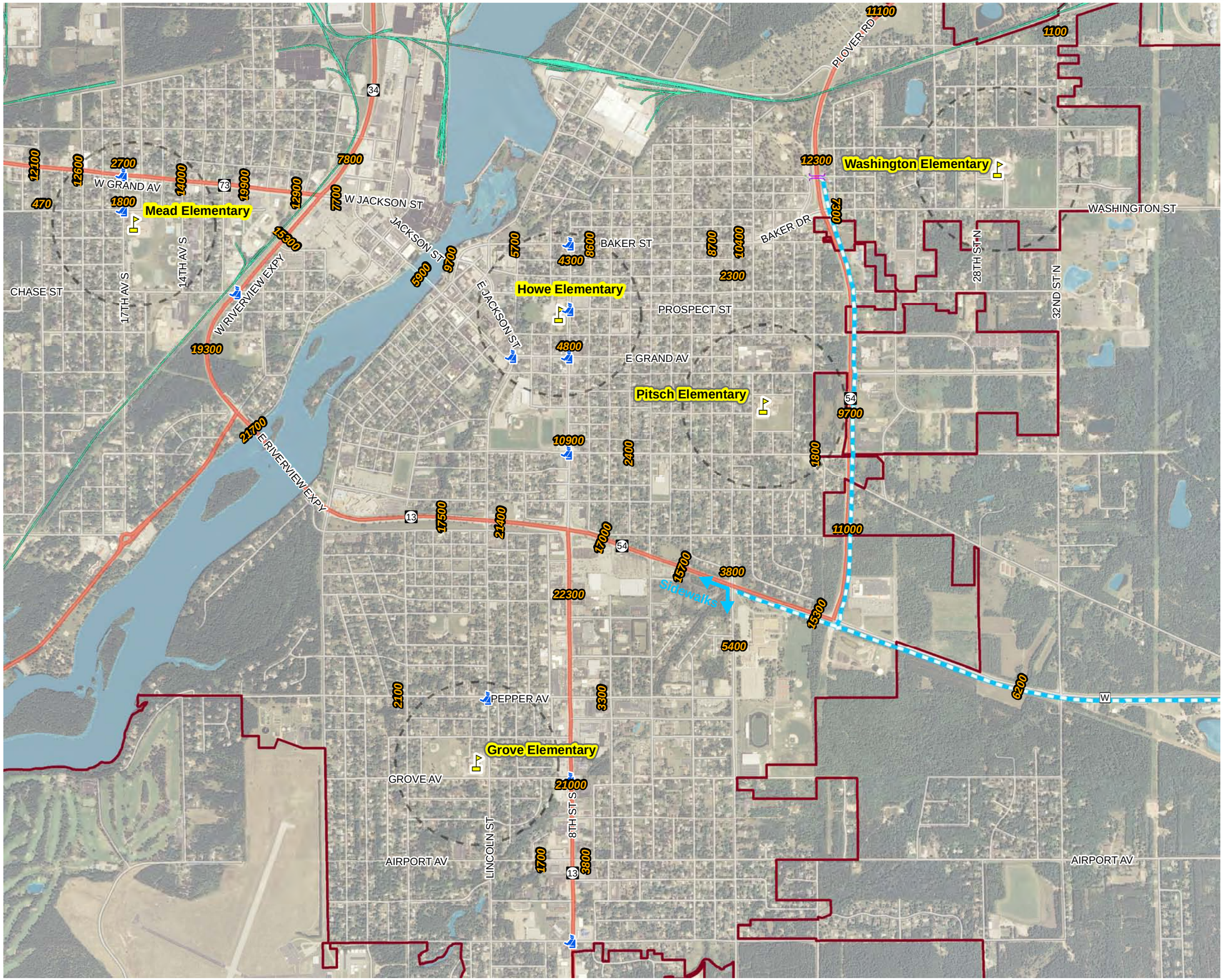
Map 2

Wisconsin Rapids Transportation Facilities



- Schools in Study
- Walk Audit Area (1/4 Mile)
- Bike Path
- Bike Underpass
- Railroad
- City of Wisconsin Rapids Limits
- Truck Routes
- 500 2008 Traffic Counts
- Crossing Guard
- Water

N

0 0.1 0.2 0.4 0.6 Miles

Source: WI DNR, NCWRPC, Wood Co

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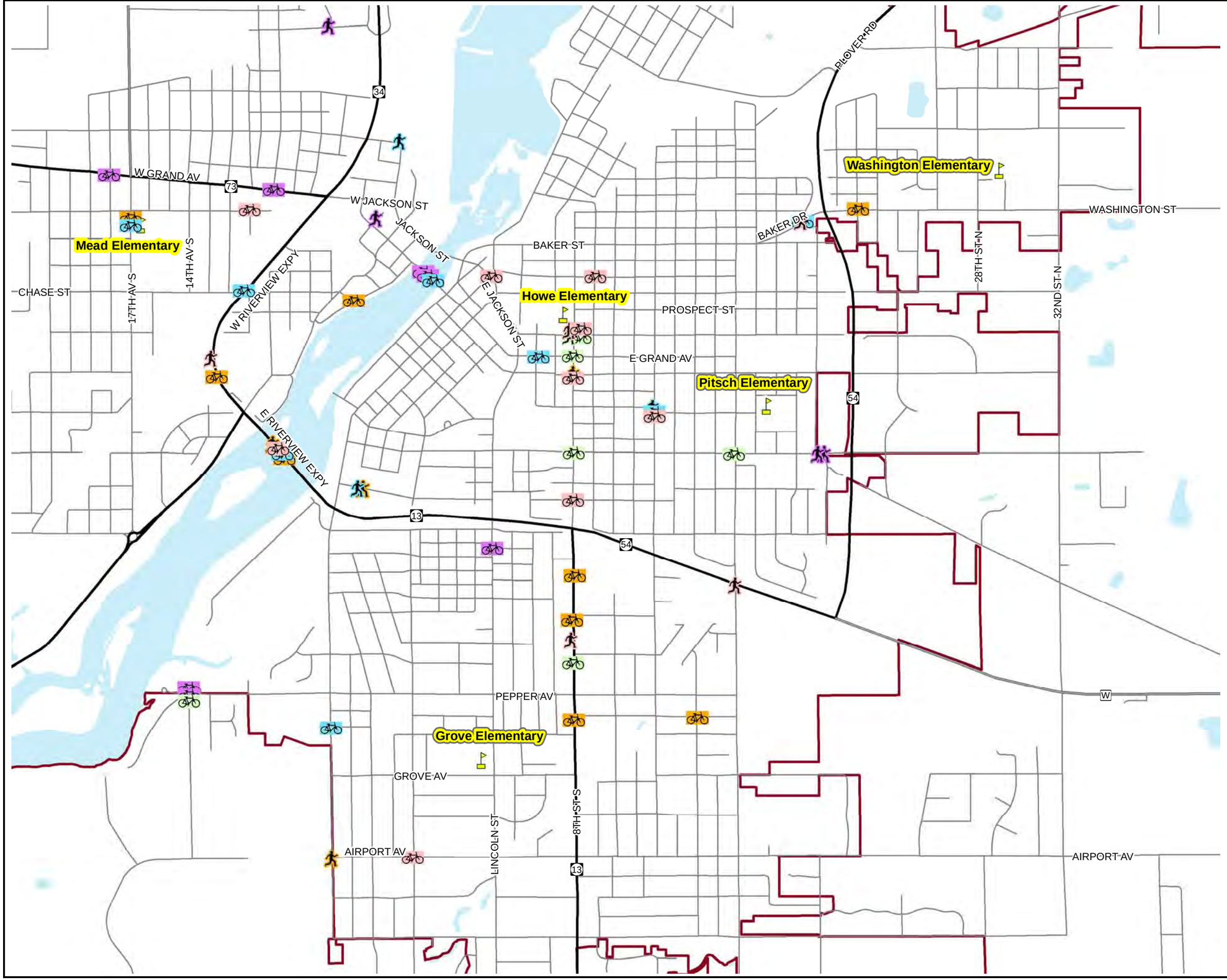

Map 3

Wisconsin Rapids Crash Locations

Legend

- City of Wisconsin Rapids Limits
- US Highway
- State Highways
- County Highways
- Local Roads
- Schools in Study

Crash Locations

- Bicycle 2005
- Bicycle 2006
- Bicycle 2007
- Bicycle 2008
- Bicycle 2009
- Pedestrian 2005
- Pedestrian 2006
- Pedestrian 2007
- Pedestrian 2008
- Pedestrian 2009
- Water

N

0 0.1 0.2 0.4 0.6 Miles

Source: WI DNR, NCWRPC, Wood Co

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Chapter 2: Community-wide Analysis

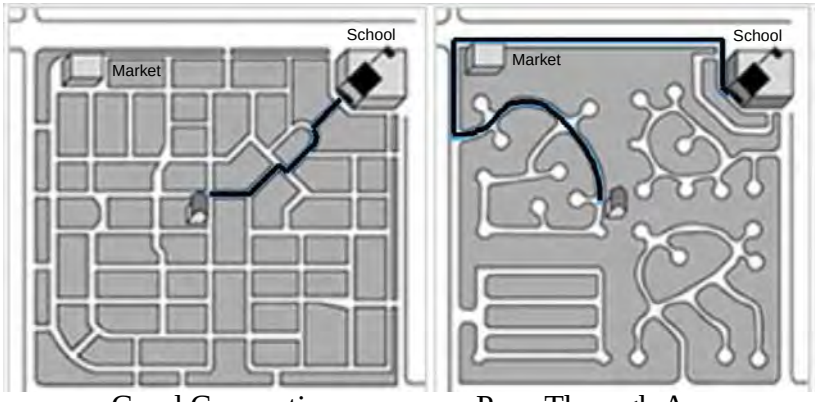
This chapter provides a community-wide inventory of physical conditions and local government policies. Assessments include traffic data, local ordinances, and non-motorized travel conditions community-wide.

Overall Development Pattern

The City of Wisconsin Rapids has a population of 18,470 (2008 WDOA estimate), and is the county seat for Wood County. There are over 8,400 housing units (apartments, condos, and houses) in Wisconsin Rapids, with about 70% of them as houses. Roads are generally in a grid pattern across the city. The Wisconsin River runs generally north-south through the heart of the city. Railroads serve the paper mills, and one railroad track parallels the Wisconsin River through the City. See Maps 1 and 2 for a general layout of Wisconsin Rapids.

The "walkability" of school sites in Wisconsin Rapids varies tremendously based on the location of the school within the city 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 high housing density neighborhoods 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). See 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.



Good Connections Poor Through Access

Figure 1

Walkability of selected Wisconsin Rapids schools (SRTS schools):

- **Grove** – Limited sidewalks exist in neighborhoods within a mile of Grove. All neighborhoods are fully developed at a medium housing density (~0.4 acres per house).
- **Howe** – Comprehensive sidewalks and crossings exist within high housing density areas (~0.16 acres per house).
- **Mead** – Limited sidewalks exist to provide safe walking within medium housing density neighborhoods (~0.25 acres per house).
- **Pitsch** – Many sidewalks exist within medium housing density neighborhoods (~0.25 acres per house).
- **Washington** – No sidewalks exist. Four apartment complexes adjacent to the school provide a high housing density, with other houses each on 0.68-acre lots.

See the Walk Audit maps and comments within each school assessment in Chapter 3 to view how local residents perceive the walkability of their school neighborhoods.

Bicycle Facilities

Most roads in Wisconsin Rapids are available for bicycle travel. Bicycles are prohibited from the Jackson St and W Grand Ave bridges over the Wisconsin River. See Figure 4 for the bridge locations.

The types of bicycle facilities found in the Wisconsin Rapids area include shared roadways, improved shoulders (bike lanes) on county highways leading into Wisconsin Rapids, off-road shared use paths, and most sidewalks.

Along the east side of State Highway 54/Plover Road is a 10-foot wide, asphalt, multi-use bike and pedestrian path. See Map 2 for multi-use path locations.

WisDOT has determined what the bicycling conditions are on all county and state highways. All of the highways shown in Figure 2 are within 2-miles of at lease one of the five chosen safe routes schools. No city roads were rated either good or bad for bicycle suitability by WisDOT.

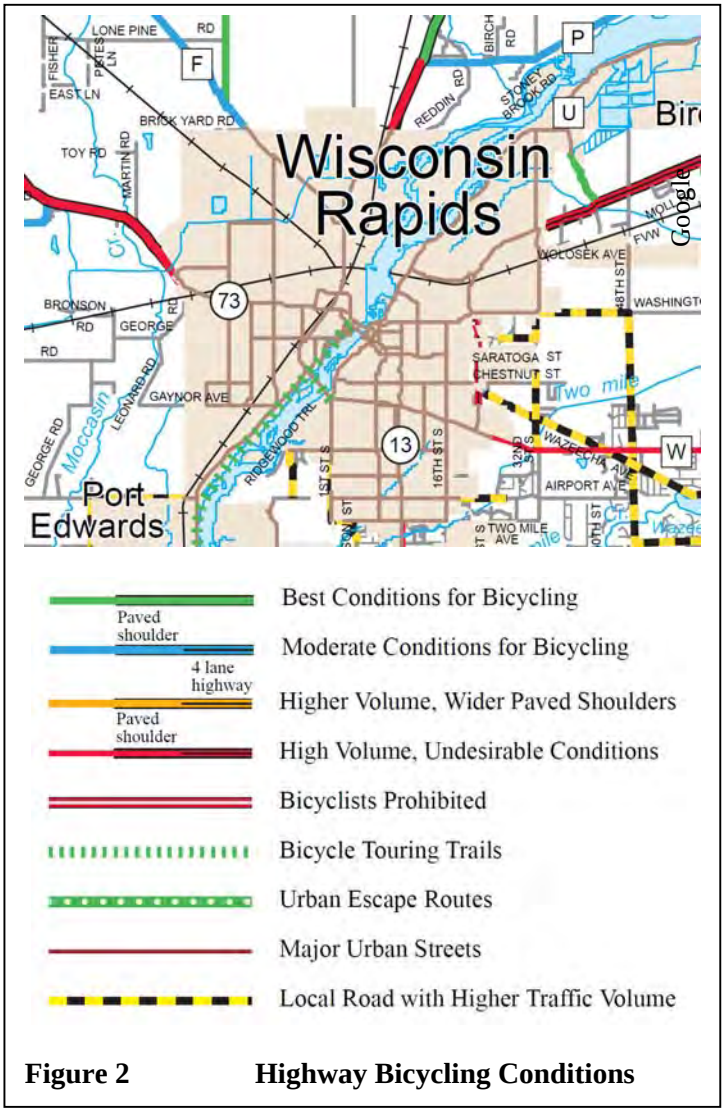
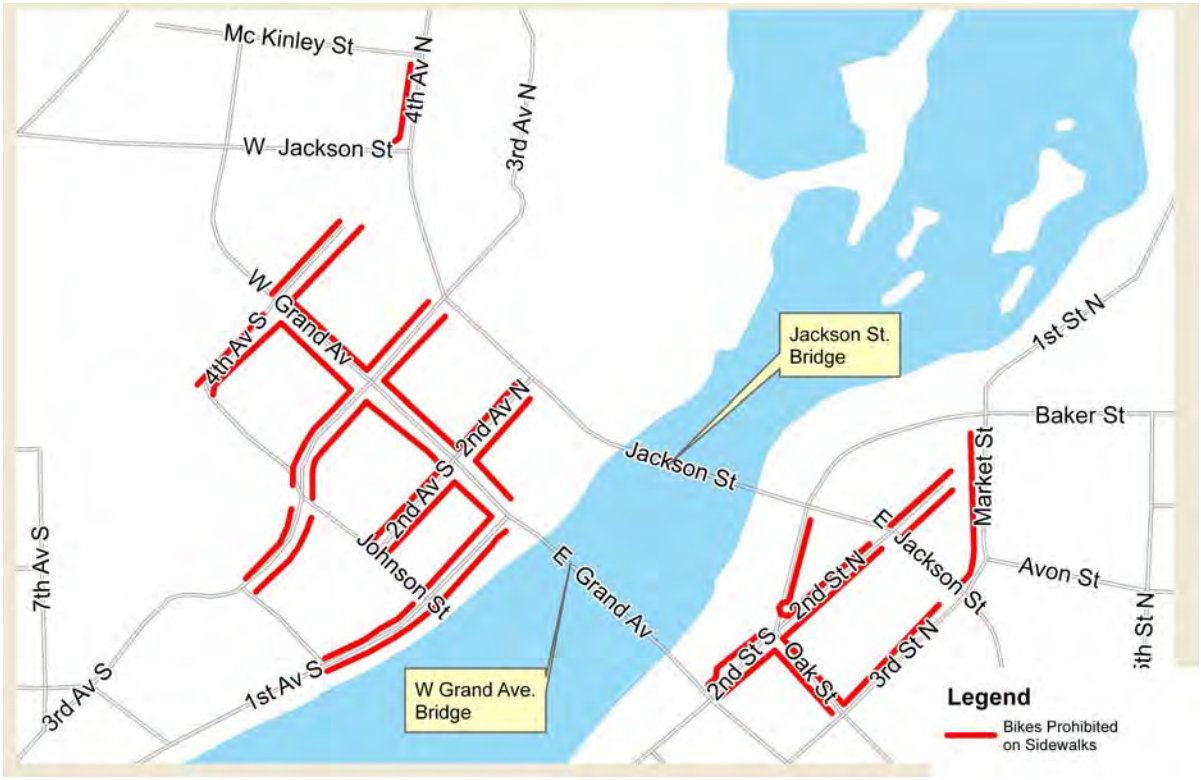


Figure 2 Highway Bicycling Conditions

Figure 4 – **Sidewalks Off-limits To Bicycles**



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.

Wisconsin Rapids 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. Figure 5 shows that new development is required to install new sidewalks. Electric poles are expensive to move, so no sidewalk connection to 8th Street will be made until the electric poles need replacing within 20 years.

Figure 5 Sidewalk stops at electric poles.

Sweat Ave looking toward STH 13

Map 2 shows where housing exists relative to each school. The Walk Audit maps for Grove (Map 4), Mead (Map 8), and Washington (Map 12) show that few sidewalks exist near each school.

Pedestrians may use most roads except most of Riverview Expressway, most of 8th Street South, and the bridges over the Wisconsin River at Jackson St and W Grand Avenue. See Figure 4.

Most non-motorized uses are allowed on sidewalks in Wisconsin Rapids (i.e.: walking, rollerblading, skateboarding, wheelchair use, etc.).

Sidewalk Installation and Replacement Policy

The City of Wisconsin Rapids has a sidewalk ordinance that requires installation and reconstruction.

Installation/reconstruction – The Wisconsin Rapids Municipal Code [6.04 PROCEDURE FOR CONSTRUCTION OR REPAIR (MC#456)] states that when a street has curb and gutter installed, then a sidewalk shall be installed according to several circumstances: abutting lots are multi-family housing (zoned R-3), in front of businesses (zoned B-1, B-2, & B-3), on safe routes to school per official school route map (Attachment B), on busy streets (various r-o-w widths are matched with traffic volume in the code), and a few other circumstances. See Attachment E for the official sidewalk installation ordinance.

Snow removal – The Wisconsin Rapids Municipal Code [6.15 through 6.17] states that it is the property owner's responsibility to clear their sidewalks within 24 hours of a snow event, and many residents and businesses do so. See Attachment G for the official sidewalk cleaning and snow removal ordinance.

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.

School Zone Speed Limits-Wisconsin Law

Wisconsin Rapids has increased the school zone speed limit from 15 to 20 mph per Wisconsin Statutes 349.11(3)(c) and (7), 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 school zones.

In Wisconsin Rapids, the police conducted spot traffic analysis around each school in spring of 2009. Around each of the schools, most drivers were not following school speed limits.

- Grove – Numerous cars observed speeding at major intersections near school.
- Howe – Speeding vehicles and improper parking violations exist.
- Mead – Truck traffic is deviating from STH 13, and speeding vehicles observed.
- Pitsch – no report.
- Washington – Speeding vehicles observed and no sidewalks exist.

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

Transit Facilities

A. Wood County is part of the Aging & Disability Resource Center of Central Wisconsin, which provides transportation from 9:00 am-2:00 pm, Monday through Friday, primarily for older and disabled adults to access medical appointments, lunch sites, and basic shopping.

B. Wisconsin Rapids' shared ride taxi system:

- Mon.-Thur. 5 a.m.-noon; Fri. & Sat. 5 a.m.-3 p.m.; and Sunday 7:30 a.m.-4:30 p.m.
- Fares: $3.25 for first rider - within City Limits; Discounts to children ($2.75) and elderly.
- $1.00 for additional riders to same location within the City Limits

The Shared Ride Taxi program subsidizes the cab operator with Federal, State, and City funding for about 75-80% of the expenses. Fares cover the remaining 20-25%.

Truck Routes

State trunk highways 13, 34, 54, and part of 73 are designated as long truck routes within Wisconsin Rapids. See Map 2.

Issue – Downtown Wisconsin Rapids has a large amount of truck traffic legally using City streets. These trucks are causing problems such as striking fire hydrants and traffic lights.

Traffic Counts

The most recent traffic counts recorded for Wisconsin Rapids came from WisDOT Annual Average Daily Traffic (AADT) data from 2008. U.S. Highway 54, 8th St. S./State Highway 13, and Riverview Expressway all have the highest traffic volumes. 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

The following tables (1A-1E) show where pedestrian and bicycle related crashes were reported in Wisconsin Rapids from 2005 to 2009. See Map 3 to view where these crashes occurred.

Table 1A	**Wisconsin Rapids Crash Data**	
Year	**Bicycle/Pedestrian**	**Location**
2005	Unknown (Bike or Ped.)	8th St S/Peach St
2005	Bicycle	1000 E Riverview Exp (parking lot)
2005	Bicycle	1821 8th St S (parking lot)
2005	Bicycle	2520 8th St S (parking lot)
2005	Pedestrian	16th Ave N/High St
2005	Unknown (Bike or Ped.)	16th St S/E Riverview Expressway
2005	Unknown (Bike or Ped.)	10th St S/Airport Ave
2005	Bicycle	8th St S/Huntington Ave
2005	Bicycle	22nd St N/Washington St
2005	Bicycle	241 17th Ave S (Mead Elementary School lot)
2005	Bicycle	18th Ave S/Chase St
2005	Pedestrian	410 Dewey St (parking lot)
2005	Bicycle	Chase St/W Riverview Expressway
2005	Bicycle	2020 8th St S (parking lot)

Table 1B	**Wisconsin Rapids Crash Data**	
Year	**Bicycle/Pedestrian**	**Location**
2006	Bicycle	W Riverview Expressway/W Grand Ave
2006	Bicycle	Lincoln St/Strodman Ave
2006	Bicycle	W Grand Ave/10th Ave N
2006	Pedestrian	W Grand Ave/4th Ave N
2006	Bicycle	Sampson St/Pepper Ave
2006	Bicycle	Chase St/18th Ave S
2006	Pedestrian	2010 Chestnut St (parking lot)
2006	Pedestrian	Rainbow Dr/Durabeauty Ln
2006	Bicycle	8th St S/Pepper Ave
2006	Bicycle	W Riverview Expressway/W Grand Ave
2006	Pedestrian	2010 Chestnut St (parking lot)

Table 1C	Wisconsin Rapids Crash Data	
Year	**Bicycle/Pedestrian**	**Location**
2007	Bicycle	16th St S/E Riverview Exp
2007	Bicycle	241 17th Ave S (Mead Elementary School lot)
2007	Pedestrian	Airport Ave/12th St S
2007	Bicycle	Daly Av/12th St S
2007	Bicycle	W Riverview Expressway/Chase St
2007	Bicycle	610 E Grand Ave (parking lot)
2007	Bicycle	Baker St/9th St N
2007	Bicycle	4th St S/E Grand Ave
2007	Pedestrian	Sth 34/High St
2007	Bicycle	8th St S/Clyde Ave
2007	Pedestrian	410 Dewey St (parking lot)

Table 1D	Wisconsin Rapids Crash Data	
Year	**Bicycle/Pedestrian**	**Location**
2008	Bicycle	Chestnut St/8th St S
2008	Bicycle	Kuhn Ave/8th St S
2008	Bicycle	16th St S/Pepper Ave
2008	Bicycle	16th St S/Chestnut St
2008	Bicycle	E Grand Ave/8th St S
2008	Bicycle	2240 8th St S (parking lot)
2008	Pedestrian	4221 8th St S (parking lot)
2008	Pedestrian	4331 8th St S (parking lot)
2008	Bicycle	E Riverview Expressway/Lincoln St
2008	Pedestrian	Pepper Ave/8th St S
2008	Pedestrian	E Grand Ave/Lincoln St

Table 1E	Wisconsin Rapids Crash Data	
Year	**Bicycle/Pedestrian**	**Location**
2009	Bicycle	Market St/Baker St
2009	Bicycle	Grove Ave/Sampson St
2009	Bicycle	8th St S/Ruby Ave
2009	Bicycle	8th St S/Peach St
2009	Bicycle	21st Ave S/Alton St
2009	Bicycle	Dewey St/8th St S
2009	Pedestrian	Pepper Ave/8th St S
2009	Pedestrian *	900 E Riverview Expressway (parking lot) *same crash
2009	Pedestrian *	900 E Riverview Expressway (parking lot) *same crash
2009	Bicycle	9th St N/Avon St
2009	Bicycle	Parkwood Dr/12th St S
2009	Pedestrian	4611 8th St S (parking lot)
2009	Bicycle	Chase St/W Riverview Exp
2009	Pedestrian	1801 16th St S (Lincoln High School parking lot)
2009	Bicycle	Grove Ave/8th St S
2009	Pedestrian	Baker St/16th St N
2009	Pedestrian	2130 8th St S (parking lot)

Source: Wisconsin Rapids Police Department *same crash

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:

- 8th St S & Two Mile Ave;
- 8th St S & Baker St
- 8th St S & Prospect Ave
- 8th St S & East Grand Ave
- 8th St S & Chestnut St
- 8th St S & Grove Ave
- E Grand Ave & E Jackson St
- 17th Ave S & W Grand Ave
- Chase St & W Riverview Expy
- Lincoln St & Pepper Ave
- 17th Ave S & Alton St
- 8th St S & Two Mile Ave

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:

Grove Elementary

- 3 patrollers at Lincoln St & Grove Ave
- 2 patrollers at Lincoln St & Clyde Ave

Note: high snow banks in winter obstruct child's view at this site.

- 2 patrollers at parking lot & Lincoln St (side / busses)
- 2 patrollers at Grove Ave & Sampson St
- 2 patrollers at parking lot & Lincoln St (back)
- 2 patrollers at parking lot & Grove Ave (front)

Howe Elementary

- 1 patrol at 8th St S & Saratoga St

Note: vehicles violating "No left turns onto 8th St S" during school hours sign.

- 1 patrol at 8th St S & Prospect St
- 1 patrol at 7th St S & Saratoga St
- 1 patrol at 7th St S & Oak St

Note: Illegally parked vehicles along Oak St 600-800 blocks.

- 1 patrol at 8th St S & Oak St

Mead Elementary

- 1 patrol at 17th Ave S & Chase St

Note: Concern about 4-way stop, & high volume of traffic. Intersection is some distance from the school so it is difficult to monitor.

- 1 patrol at 17th Ave S & Alton St
- 1 patrol at 17th Ave S & Hale St
- 1 patrol at Alton St & 16th Ave S

Note: This patrol is close to school entrance and parking lot. Cars park along Alton, which makes it difficult for drivers to see patrol.

- 1 patrol at Alton St & 15th Ave S
- 1 patrol at Alton St & 14th Ave S

Pitsch Elementary

- 1 patrol at 16th St S & Chestnut St
- 1 patrol at 16th St S & Apple St
- 1 patrol at 16th St S & Peach St
- 1 patrol at 17th St S & Apple St
- 1 patrol at 17th St S & Pear St
- 1 patrol at 18th St S & Pear St
- 1 patrol at 18th St S & Peach St

Washington Elementary

- 2 patrollers at 28th St N & Washington St

Note: Improperly parked cars on 28th St N, and speeding is occurring on Washington St.

- 2 patrollers at 900 Block of 28th St N (midblock)

Note: Improperly parked vehicles.

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 Wisconsin Rapids Public Schools District boundary encompasses all of the City of Wisconsin Rapids and additional town land in all directions from the City. Each elementary school also has a district map that determines their population. See Map 1.

School District Wellness Policies

An adult/facility Wellness Program has been in place for a few years, and has worked in conjunction with the police department and Walk To School Day events. The following schools have wellness activities:

Grove School – Jump Rope for Heart Activities
Washington School – Family Fitness Night
Howe School – follows the district health curriculum & physical education guidance
Mead – physical education curriculum

Most schools noted a readiness to consider a formal policy if one were adopted.

Busing Policies

The Wisconsin Rapids Public Schools District requires students living within 2 miles of school to provide their own transportation, which includes walking or biking to school. If the district determines that any hazard exists within 2 miles of school, then the district will provide transportation. Bus transportation is provided for all students attending school in the district who reside more than 2 miles from school, and to special education 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 explination, 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.

Wisconsin Rapids does not have any hazard busing routes.

Grove Elementary
471 Grove Avenue

Grades Served: K-6th

Student Geography

The majority of Grove students live within walking or biking distance of school, with about 70% of students living within 1 mile of school. About 16% of students are bussed to school. These numbers in Table 2 show a significant possibility for more students to walk and bike to school.

Table 2	Grove Student Travel Potential	
Students living within ¼ mile	55	18.3%
Students living within 1 mile (includes ¼ mile)	211	70.1%
Students who ride school bus	47*	15.6%
Total Grove Student Body (Spring 2010)	301	100%

Source: Wisconsin Rapids Public Schools, and
*In-class Student Tally, Spring 2010.

Grove Elementary Transportation Policies

Bike/Scooter Riders & Roller Bladers

All students riding bicycles to school are asked to walk directly to the bike racks, park their bikes, lock them (preferably), and then wait on the playground. Bicycles must be walked on the sidewalks when on school property between the hours of 8:00 a.m. and 4:00 p.m. There is no riding of bicycles on school property between these hours.

Students on scooters or roller blades are expected to follow the same rules as bicycles. Students having scooters that cannot be folded and brought into the building will be asked to leave them in the bike rack. Roller blades may only be put on when students are off school property.

Buses

All buses arrive at school about 8:30 a.m. and will unload at the north entrance of the building. At dismissal time, students will board the buses at the north entrance to the building and leave about 3:30 p.m. They will wait for the buses in the music room. Private vehicles are not allowed to be in the driveway north of our building before or after school. This is a bus only area.

Private Vehicles & Student Pick-up

Vehicles are not to be left unattended in the front circle drive. This area is for picking up or dropping off students. If you are coming in the building, please park along Grove Ave. or Lincoln St. Do not double-park while pulling in the circle drive to pick up a student. Traffic needs to keep moving, so you may need to go around the circle more than once. If your child is not visible, do not stop and wait, as this causes congestion. Please observe the no parking area by the flagpole.

Students are not permitted to walk between parked cars to get to their parent's car. Students will need to wait near the loading area by the door if they are going to be picked up in front. Students may only get into your car in the loading area. You will need to help us enforce this rule by talking to your child about this at home and abiding by it yourself.

Please consider parking on Grove or Lincoln Street so your child can walk away from the congested area to find you. Students may walk along the sidewalk to the street and then meet their parents in a designated area. Students may also walk down the sidewalk to Clyde Avenue, if you pick this spot as your place to meet. Try to park on the school side of the street so your child does not try to cross the busy street in the middle of the block.

Students will be directed to walk at all times on the sidewalk in front of the building. No playing with siblings or classmates will be allowed. It is all too possible for students to slip in front of a car where the driver cannot see them. If students wish to play, they may do so on the playground.

The handicapped parking space with the sign will be enforced. There needs to be a space left open for anyone who may need it. Do not park or stop in the handicapped space if you do not have a permit.

Parents Entering the Building to Pick Up Students are asked to wait near the office until 3:20 to pick up their children. Standing and waiting near classrooms disrupts the last few minutes of class and will not be permitted. You are welcome to walk down to the classrooms at 3:20.

Students may also be picked up and dropped off along the sidewalk at the back of Grove School. You may enter through the back parking lot and park along the sidewalk. Students may enter or exit cars here. Students may walk along the sidewalk to enter the building on the playground side.

Students **are not** permitted to enter the building through the parking lot door. This is a staff entrance. Without a sidewalk, this is a dangerous place for students.

Grove 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 clear day in November 2008. No snow existed yet. As the group gathered in the McMillan Memorial 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, existence of corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 4 – Grove Elementary Walk Audit**.

Here are the participant comments for each Grove Elementary quadrant:

Northwest -- Grove Elementary Walk Audit

Behavior Notes

- Pepper – Drivers exceeding the 25mph speed limit.
- Sampson – Drivers exceeding 30mph speed limit.

Walk Audit Notes

- No painted crosswalks
- Need more crossing guards – West of School.

Northeast – Grove Elementary Walk Audit

Behavior Notes

- Stopped in crosswalk to let children in vehicle.
- Horn honking
- Blocking intersections not yielding to crosswalks

Walk Audit Notes

- Cross walk guards.
- Good sidewalk quality for the main roads Lincoln and half of Clyde but no sidewalks or crosswalk anywhere else.

Southeast -- Grove Elementary Walk Audit

None.

Southwest -- Grove Elementary Walk Audit

Behavior Notes

Wednesday 11/20/08

- Student from Grove appear to follow "ALL" student crossing guard's directions – Grove West to Sampson.

Walk Audit Notes

- No low tree branches noted.
- Few students seen – streets with
- No side walks – extremely few cars

****

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?"

NOTE: Only 8 out of 300 surveys were returned, so no results are presented in this plan. New surveys were completed, but the results were not available prior to finishing this plan.

Grove Elementary Pictures

Not much sidewalk exists between the yellow line (the curb) and the grass.

Good use of cones to stop cars from passing in the cross walk on the front driveway.

Bike racks are located away from the school building, next to the ball fields.

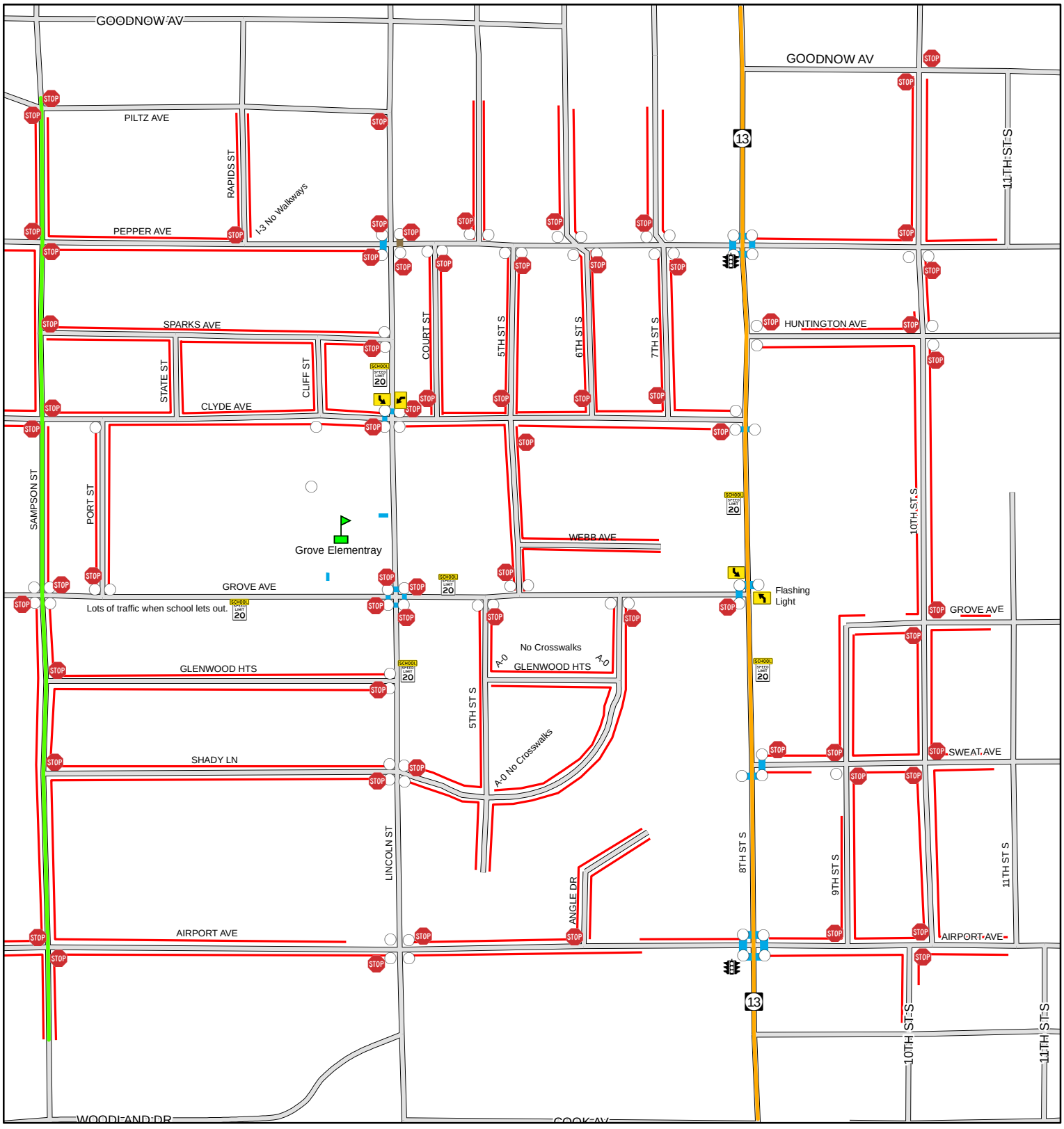
Two bikes are parked at the rack during a school day. Access to these racks will be difficult when it snows.

No sidewalk to the west, at the school driveway on Clyde Avenue.

No sidewalk to the east, at the school driveway on Clyde Avenue.

Map 4

Grove Elementary Walk Audit



School
Roads
30 mph Speed Limit
35 mph Speed Limit
Crosswalk
Faded Crosswalk

Sidewalk Ramp
Speed limit when children are present
School Crossing
Traffic Light

Sidewalk Problems

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

N

0 145 290 580 870 1,160 Feet

Map 5

Grove Elementary

Site Assessment

Wisconsin Rapids, Wisconsin

- Entrance
- Parking
- School Sign
- Bike Racks
- Sidewalk Ramps
- Student Pick-Up — Student Pick-Up Lane
- Bus — School Bus Lane
- Vehicle Driveway
- Safety Patrol (student)
- Crosswalks
- 12 foot wide path
- Gate
- Chain Link Fence
- Sidewalks
- Play Areas (Paved)
- School Building Footprint

N

0 40 80 160 240 320 Feet

Source: WI DNR, NCWRPC, Wood Co

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

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

Howe Elementary
221 8th Street North

Grades Served: K-6th

Student Geography

The majority of Howe students live within walking or biking distance of school, with about 65% of students living within 1 mile of school. About 11% of students are bussed to school. These numbers in Table 3 show a significant possibility for more students to walk and bike to school.

Table 3	Howe Student Travel Potential	
Students living within ¼ mile	48	13.0%
Students living within 1 mile (includes ¼ mile)	241	65.3%
Students who ride school bus	42*	11.4%
Total Howe Student Body (Spring 2010)	369	100%

Source: Wisconsin Rapids Public Schools – data for 2010-2011 school year, because Pitsch closed.
*In-class Student Tally, Spring 2010.

Howe Elementary Transportation Policies

Parents Picking Up Children After School

Parents picking up a child between 3:30 and 3:40 p.m. are encouraged to use the southwest corner of Immanuel Lutheran Church's parking lot or may wait in their cars in loading zones marked for cars in the front of the building.

So instruction is not disrupted, we request **that parents picking up their child wait in areas designated "waiting area" i.e. the lobby immediately in front of the school office, lobby outside of the library and, for parents of kindergartners, cafeteria.** After the dismissal bell, parents may pick up their child in the lobby or hallway of the child's classroom. Your cooperation is greatly appreciated.

Bikes, Skateboards, and Roller Blades

Your child should stay away from the bicycle racks during recesses.

For the safety of all: bikes, skateboards, and roller blades **may not be ridden** on the school property between 7:30 a.m. and 4:30 p.m. Any child who chooses to disregard this rule may lose the privilege of riding bikes, skateboards or roller blades to school.

Vehicle Parking

Because of the limited parking on the adjacent streets in the Howe School area, parents are encouraged to pick up their children from 3:30-3:40 p.m. using the southwest corner of the Immanuel Lutheran Church parking lot.

Note: As a reminder, there is no double parking on the streets around the school. The Wisconsin Rapids Police Department enforces this and cars will be ticketed. Your cooperation is greatly appreciated!

All visitors must report to the office for a pass and may spend lunch and noon recess only with the child they are visiting. If a guest plans to purchase hot lunch, they must inform the school office before 9:00 a.m. on or before the day they visit.

Howe 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 clear day in November 2008. No snow existed yet. As the group gathered in the McMillan Memorial 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, existence of corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 6 – Howe Elementary Walk Audit**.

Here are the participant comments for each Howe Elementary quadrant:

Northwest – Howe Elementary Walk Audit

None.

Northeast – Howe Elementary Walk Audit

Behavior Notes

- Cadet exists at Saratoga & 7th
- Need cross walks
- About 20 kids used this intersection

Southeast – Howe Elementary Walk Audit

Behavior Notes

- 8th & Prospect – Adult crossing guard & safety patrol and both adults and children follow directions from crossing guard very well.
- One vehicle double-parked to pick up a student.

Walk Audit Notes

- Traffic slowed noticeably after crossing guard set out cones.
- Majority of the sidewalk in this area is relatively new and in good condition.

Southwest – Howe Elementary Walk Audit

Behavior Notes

- Crossing guard at Oak & 8th
- Crossing guard at Oak & 7th
- Lots of car pick-up on 8th and on Oak
- Kid riding bike down middle of Oak St.

- 8th & Chestnut – 8 accidents because of cell phones – "t-bone".

(NCWRPC Note: The Southwest audit group made this comment, but no accidents occurred on the Walk Audit day.)

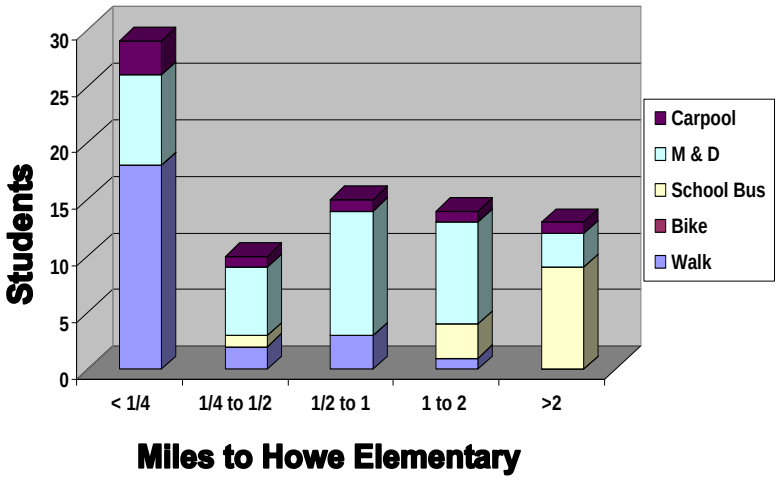
****

Parent Survey Results

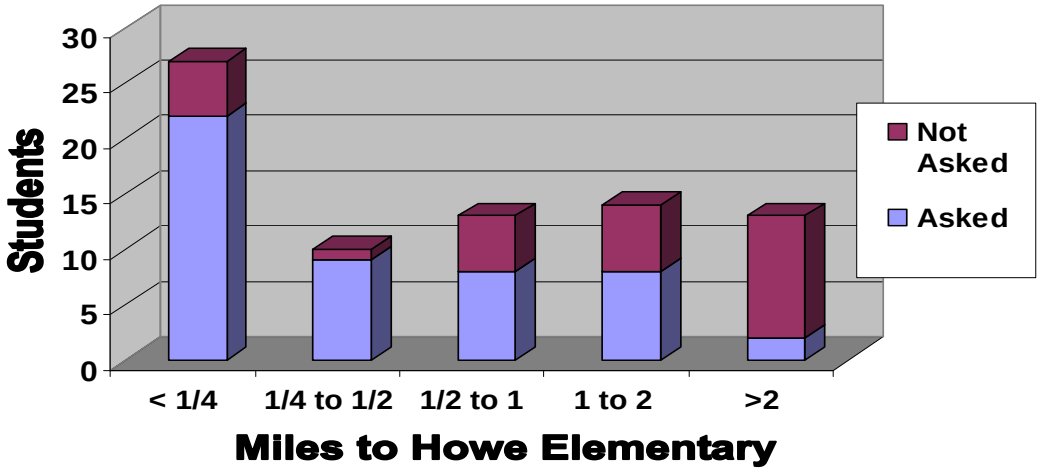
Each family was mailed a survey in Fall 2008, with a 21% response rate. Two basic sets of questions revolved around: "How did your child get to school?" and "What change is needed before you allow your child to walk to school?"

Here are the results from Howe Elementary parents:

How do students arrive at Howe?



Howe Elementary students have asked to walk.



Howe Elementary parents would allow walking at grade:

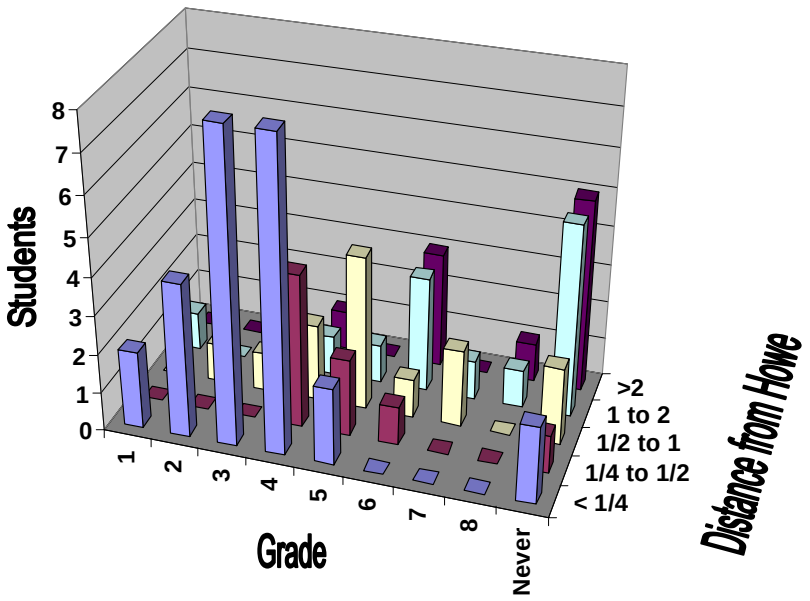


Table 4	**Howe parents would allow walking or biking if this issue changed:** *(More than one issue could have been chosen.)*		
Issue	Change would affect decision	Change would NOT affect decision	Maybe a change would affect choice
Distance	17	19	10
Crime or Violence	16	14	6
Climate or Weather	15	17	8
Time	7	13	6
Traffic speed along school route	14	14	5
Traffic volume along route	14	15	8
Adult to walk/bike with	9	9	6
Sidewalks or pathways	10	10	5
Safety of intersection crossings	11	16	7
Crossing guards	6	12	5

Howe Elementary parent comments on the survey:

- 4 say "sex offenders"
- 2 say they will allow student to walk with a group
- 2 say they live too far away
- Son walks with siblings
- Traffic on 8th needs to be monitored
- We walk together on nice days
- Daughter rides bike 2-3 times weekly when warm

Howe Elementary Pictures

Good crosswalk painting.

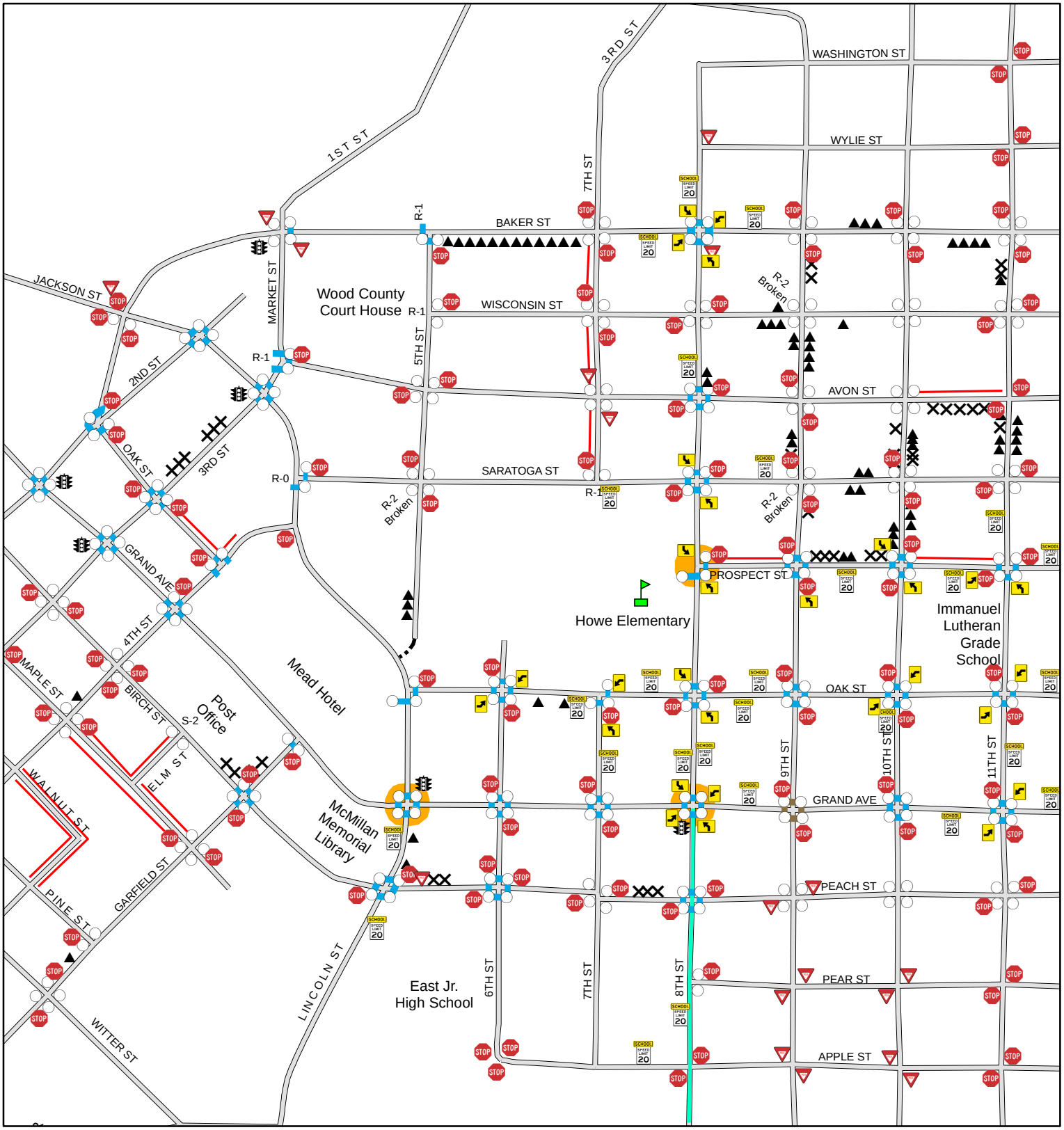
Recessed curb lane for cars & buses.

Connected sidewalks, crossings, and school paths. Oak St. & 7th St S. looking north.

Bike racks prominently located at a rear entrance, but not well used.

Map 6

Howe Elementary Walk Audit



School
Roads
Gravel Path
30 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

N

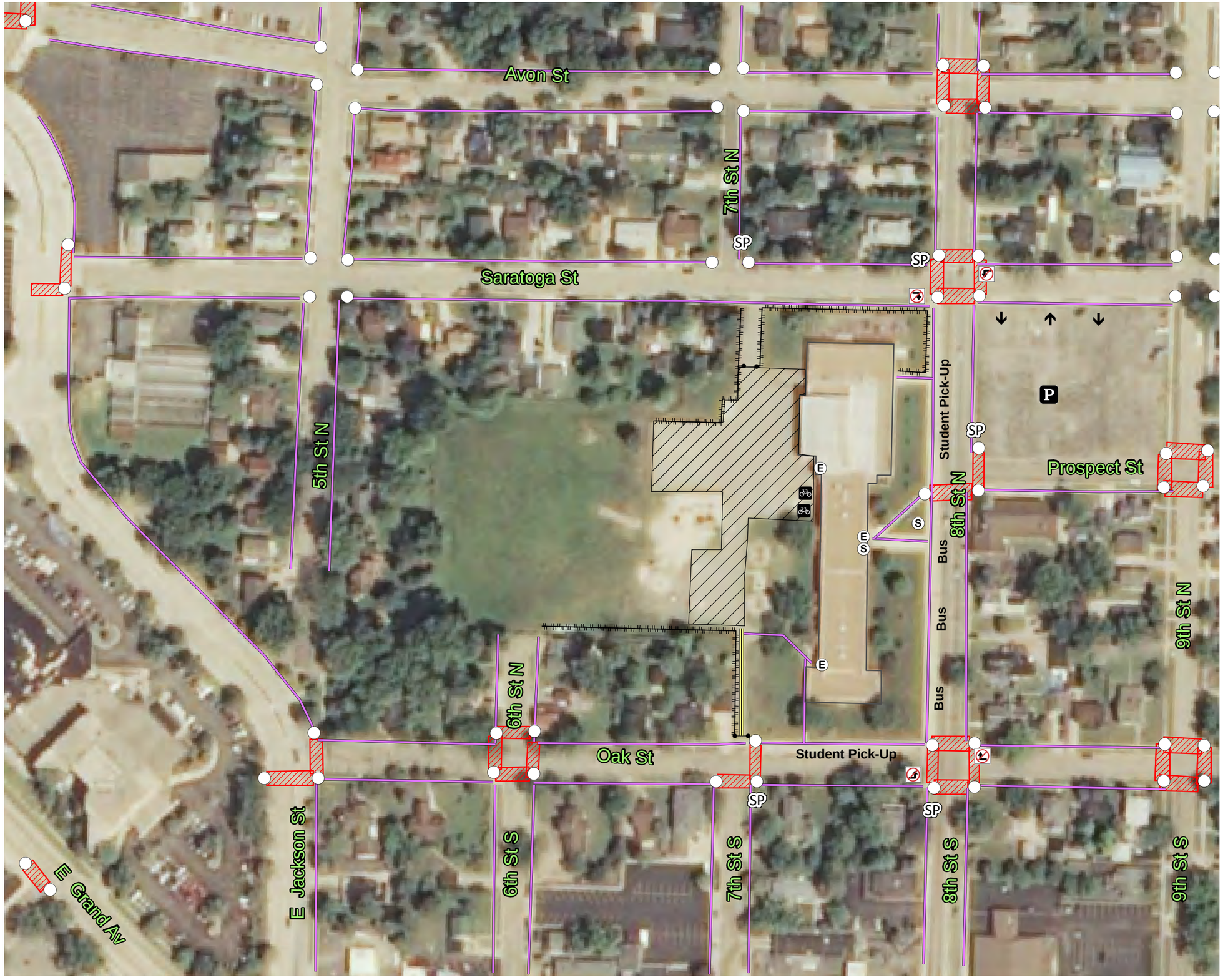
0 100 200 400 600 800 Feet

Map 7

Howe Elementary

Site Assessment

Wisconsin Rapids, Wisconsin



- Entrance
- Parking
- School Sign
- Bike Racks
- Sidewalk Ramps
- No turn on school days sign
  8 - 8:45 AM & 3:15 - 4 PM
- Bus — School Bus Lane
- Student Pick-Up — Student Pick-Up Lane
- Vehicle Driveway
- SP — Safety Patrol (student)
- Crosswalks
- 12 foot wide path
- Gate
- Chain Link Fence
- Sidewalks
- Play Areas (Paved)
- School Building Footprint

N

0 40 80 160 240 320 Feet

Source: WI DNR, NCWRPC, Wood Co

Prepared By:
North Central Wisconsin Regional Planning Commission
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Mead Elementary

241 17th Avenue South

Grades Served: K-6th

Student Geography

The majority of Mead students live within walking or biking distance of school, with about 70% of students living within 1 mile of school. About 11% of students are bussed to school. These numbers in Table 5 show a significant possibility for more students to walk and bike to school.

Table 5	Mead Student Travel Potential	
Students living within ¼ mile	69	15%
Students living within 1 mile (includes ¼ mile)	318	69%
Students who ride school bus	51*	11.1%
Total Grove Student Body (Spring 2010)	461	100%

Source: Wisconsin Rapids Public Schools, and
*In-class Student Tally, Spring 2010.

Mead Elementary Transportation Policies

Arrival And Departure

Our bus loading zone is on 17th Avenue. There is no parking on either side of 17th Avenue during school hours. If you are dropping off or picking up your child, do so on Alton Street. All cars should park in the Mead School Parking lot. The rows on the west side of the lot are for parent parking. If you are not leaving your car, drop your child off in the Parent/Student Loading Zone on the south side of Alton Street. Do not leave your car unattended in this zone. You may not park in that area.

Please do not, at any time, ask your child to cross the street between cars. Allow them to proceed to the crosswalks and cross with the assigned patrols. While this may take time, it is for the safety of the children of Mead School. As always, proceed slowly and with caution when driving in the area of the school.

All bus students will report to the gym at dismissal time. They will be dismissed by a supervisor as the buses arrive. All other students will exit the building through the Alton Street doors. Parents waiting for their children, are asked to wait in the Family Room or the hallway area by the cafeteria. The hallway by the office needs to be available for bus students to exit from the gym.

Parents are welcome to walk their children to their classrooms between the first and second bells: 8:35 – 8:45. Students that arrive before that time should either go to breakfast in the cafeteria or report to the playground. Students not eating breakfast should not arrive before 8:30, as there is no playground supervision.

Bicycles

Students who ride bicycles to school are to park and lock them in the bike racks and leave the area. Students must walk their bicycles on school property. The bicycle racks are off limits to students during the school day and bikes are to be removed from the racks only upon leaving school. The school is not responsible for any lost or damaged bicycles.

Buses

School bus transportation is a privilege, which may be withdrawn for inappropriate behavior. A student is to ride the bus to which he or she is assigned. Any emergency request to ride a different bus must be made in writing by the parent and submitted to the school office early in the school day. The office will then issue a bus pass. Students who are not assigned bus transportation may not ride the bus. Students must comply with bus rules and regulations.

Safe Boarding

At the end of the day, bus riders from each classroom must report to the gym. There will be a bus line designated for each bus route. Safety patrols will assist students once they arrive in the gym. As buses arrive, the bus lines will be dismissed. Students should file out in an orderly manner and proceed straight to their bus. This will help to keep everyone safe.

Safety Patrol

Mead School offers fifth and sixth 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—SAFETY being their number one priority. They are on duty at street corners to assist Mead 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.

These students are trained by the police department and our patrol supervisor. 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.

Mead staff asks that parents and guardians be supportive of these young leaders as they take on some of the responsibility of keeping Mead students safe

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 clear day in November 2008. No snow existed yet. As the group gathered in the McMillan Memorial 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, existence of corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 8 – Mead Elementary Walk Audit**.

Here are the participant comments for each Mead Elementary quadrant:

Northwest – Mead Elementary Walk Audit

Behavior Notes

I was at Alton & 16th where 2-student crossing guards were working.

- Approximately 50% of vehicles stopped within the crosswalk.
- Crossing guard stated he had to wait for cars to clear before he let kids cross where he worked. This caused a problem: the kids ran to the next crosswalk and ran across without a guard. He also said he felt bad he had to make kids wait.
- Most kids ran across crosswalks.
- Most traffic on 16th were coming from the parking lot or picking up kids.

Northeast – Mead Elementary Walk Audit

Behavior Notes

- Parents parking in taxi designated areas [and back through 15th Ave intersection].
- Some parents were not using crosswalk
- Children running in parking lot between cars and parents not parked in a spot picking up children in parking lot.

Southwest – Mead Elementary Walk Audit

Behavior Notes

- Parent parked too close to crosswalk blocking view.
- Car stopping in middle of road (on crosswalk) to pick up kids and in bus zone (yellow curb area).

Southeast – Mead Elementary Walk Audit

Walk Audit Notes

- 14th & Chase Street – Failure to stop
- Case Street, fast drivers 40mph+
- 14th Street, fast drivers 40+ mph
- 14th Street, not using crosswalks
- No walkers seen

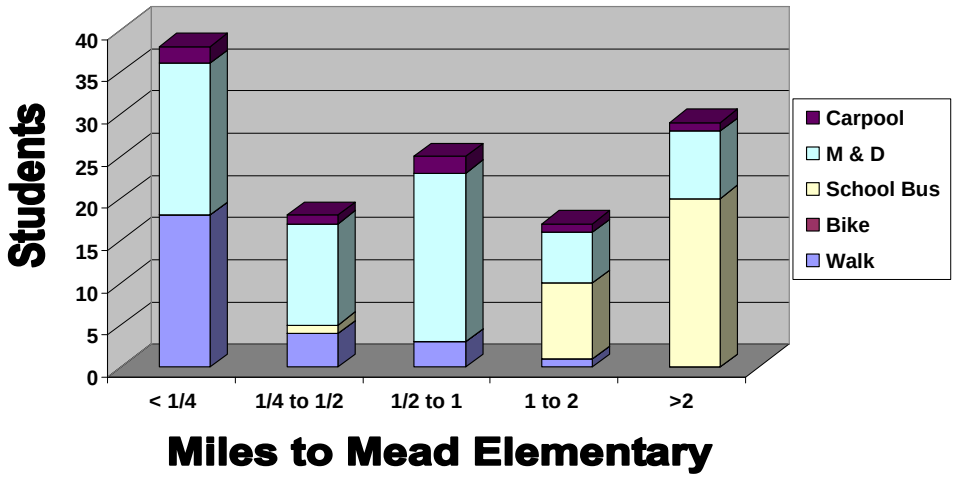
****

Parent Survey Results

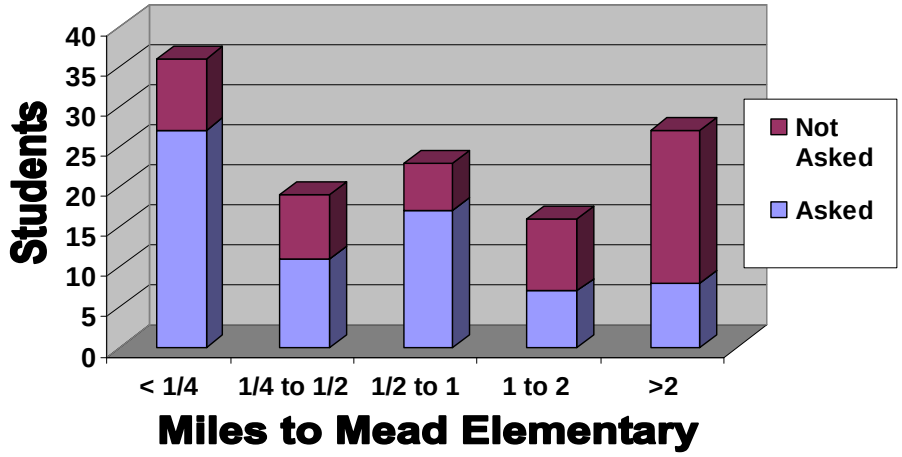
Each family was mailed a survey in Fall 2008, with a 26% response rate. Two basic sets of questions revolved around: "How did your child get to school?" and "What change is needed before you allow your child to walk to school?"

Here are the results from Mead Elementary parents:

How do students arrive at Mead?



Mead students have asked to walk.



Mead parents would allow walking at grade:

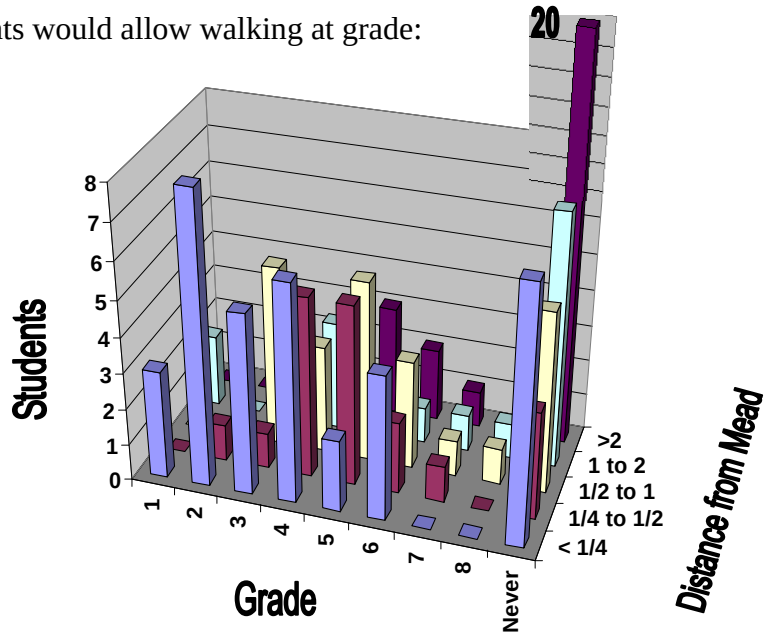


Table 6 **Mead parents would allow walking or biking if this issue changed:** *(More than one issue could have been chosen.)*			
Issue	Change would affect decision	Change would NOT affect decision	Maybe a change would affect choice
Distance	30	33	14
Crime or Violence	37	25	8
Climate or Weather	40	27	10
Time	19	27	10
Traffic speed along school route	31	28	10
Traffic volume along route	34	30	12
Adult to walk/bike with	18	17	7
Sidewalks or pathways	24	20	6
Safety of intersection crossings	31	20	7
Crossing guards	17	18	8

Mead parent comments on the survey:

- 2 say I would allow if group walked with adult.
- Sexual offenders.
- Need controlled intersections.
- Need a bridge in Port Edwards to lessen traffic in Rapids.
- Bus company should have a first on first off policy.
- Too far away.

Mead Elementary Pictures

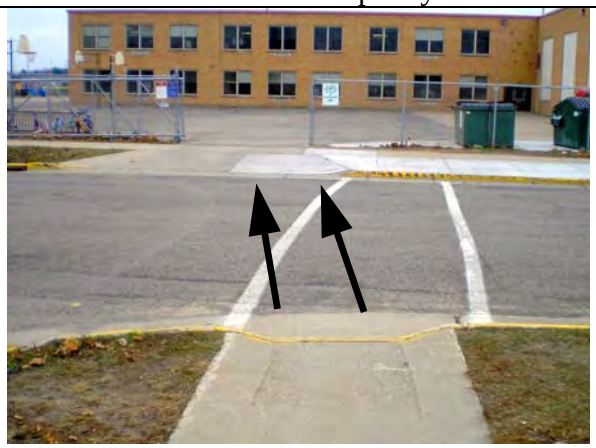
Sidewalks have curb ramps near school. No stop lines painted before crosswalks. Crossing signs are current and properly located.

This well worn path shows high pedestrian traffic on the southwest corner of the school.

Crosswalk on 17th Ave is kept visible by not allowing vehicles to park near crosswalk.

Bike racks are in an all-weather location, and there is much excess capacity available.

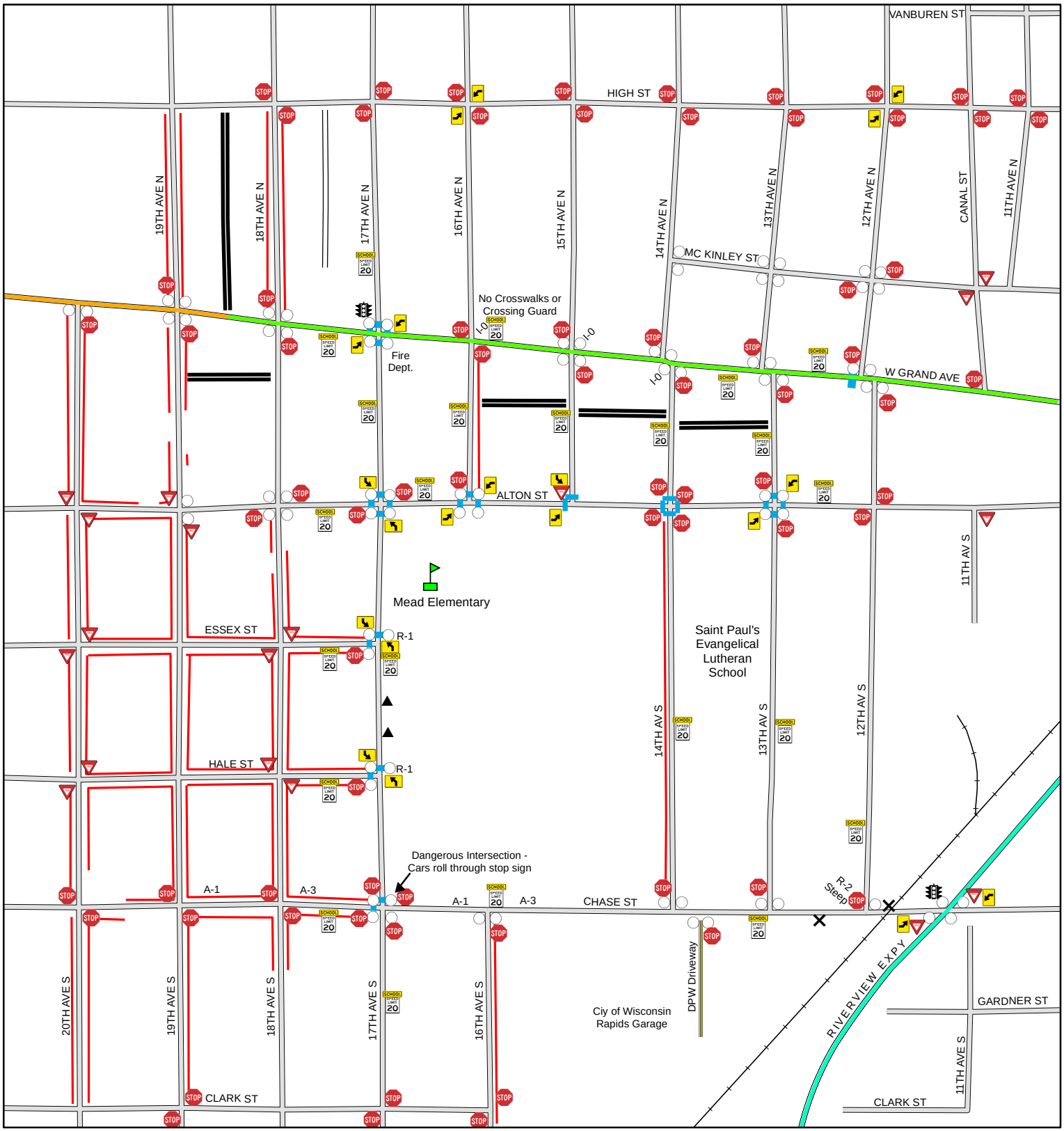
School crossing sign pointing to the middle of the intersection. A new signpost is needed.



No curb ramp on school side of Alton Street. Repainting crossing would provide a ramp.

Map 8

Mead Elementary Walk Audit



School
Roads
Railroad
Driveway
Paved Alley
Gravel Alley
30 mph Speed Limit
35 mph Speed Limit
40 mph Speed Limit
Crosswalk
Sidewalk Ramp
Speed limit when children are present
School Crossing
Traffic Light

Sidewalk Problems

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

N

0 100 200 400 600 800 Feet

Map 9

Mead Elementary

Site Assessment

Wisconsin Rapids, Wisconsin

- Entrance
- Parking
- School Sign
- Bike Racks
- Sidewalk Ramps
- Taxi Stand
- Vehicle Driveway
- Safety Patrol (student)
- Crosswalks
- Desire Path
- Gate
- Chain Link Fence
- Sidewalks
- Play Areas (Paved)
- School Building Footprint

N

0 50 100 200 300 400 Feet

Source: WI DNR, NCWRPC, Wood Co

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

Prepared By:
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Pitsch Elementary
501 17th Street South

Grades Served: K-6th

Student Geography

Pitsch Elementary is scheduled to close at the end of the 2009-2010 school year. Grade 6 students will attend West Junior High School (a non-SRTS school). Howe and Washington will absorb all remaining students.
****

Table 7	Pitsch Student Travel Potential	
Students living within ¼ mile	***Transfered to***	
Students living within 1 mile (includes ¼ mile)	***Howe & Washington.***	
Students who ride school bus	11*	3.7%
Total Pitsch Student Body (Spring 2010)	301	100%

Source: Wisconsin Rapids Public Schools, and
*In-class Student Tally, Spring 2010.

Pitsch Elementary Transportation Policies

PARKING LOT

If you wish to drop off your children without walking them to the door, **please drop them off on the sidewalk in front of Pitsch School.** If you "unload" your children" on the sidewalk directly in front of the school on Pear Street, your children can then safely walk up the sidewalk to the side entry door near the office.

Please do not pull up to the sidewalk inside the parking lot or in front of the office doors to drop off your children. This is not a drop off area. This is a vehicle traffic area and is causing congestion and traffic flow problems at a time when traffic is high. We have parents and students walking up to the side door while parents are driving close by and it is a dangerous area.

There is a crosswalk painted on the blacktop where parents and children are to walk to enter the school. Please do not park here. **You must park in a designated parking stall if you wish to walk your child into school or drop them off in the parking lot area.** We also have two parking spaces designated handicapped parking. **Please do not park here unless you have an official handicapped parking permit.**

Remember that the two rows in the parking lot closest to the street are reserved for parent and visitor parking. Your cooperation will help to insure the safety of our students, parents, and staff.

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 clear day in November 2008. No snow existed yet. As the group gathered in the McMillan Memorial 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, existence of corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 10 – Pitsch Elementary Walk Audit**.

Here are the participant comments for each Pitsch Elementary quadrant:

Northwest – Pitsch Elementary Walk Audit

Walk Audit Notes

- Apple/15th – Van parked in driveway overlapping sidewalk (PK)
- Pear/17th – There is no sign yield or stop just pedestrian.
- C-4 Not dangerous dogs, but may intimidate children not tied up.

Northeast – Pitsch Elementary Walk Audit

Behavior Notes

- Kids running across at Apple and 17th St. S. from school gate entrance.
- With cards parked on 17th St. S. it blocks visual.
- Cards on 17th seem to be going faster than they should.
- Cards should stop at Pear and 17th.

Southeast – Pitsch Elementary Walk Audit

None.

Southwest – Pitsch Elementary Walk Audit

Behavior Notes

- No stop sign at the T-intersection Apple St. and S 17th St.
- All sidewalks and ramps were in good condition.
- Only problem I noticed were multiple speeders going right past the school on 17 Street S.

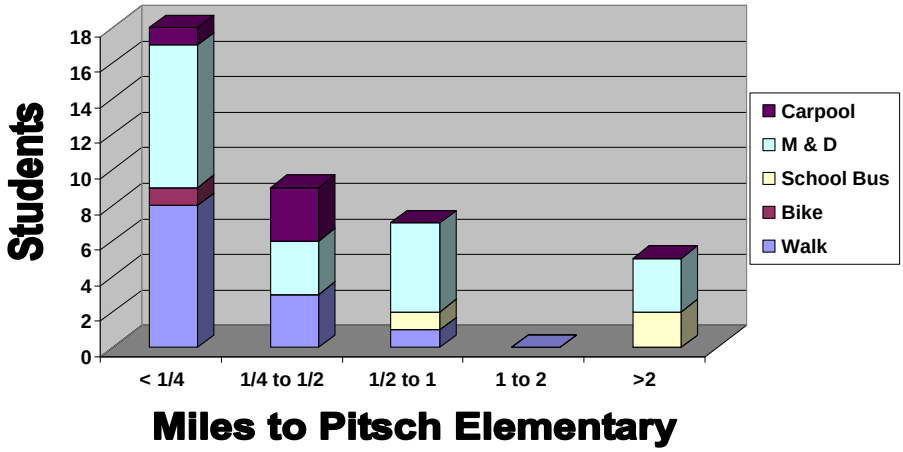
****

Parent Survey Results

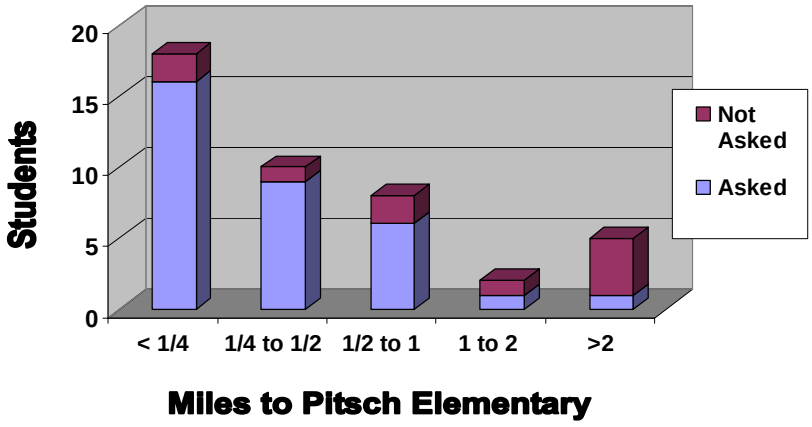
Each family was mailed a survey in Fall 2008, with a 22.5% response rate. Two basic sets of questions revolved around: "How did your child get to school?" and "What change is needed before you allow your child to walk to school?"

Here are the results from Pitsch Elementary parents:

How do students arrive at Pitsch?



Pitsch students have asked to walk.



Pitsch parents would allow walking at grade:

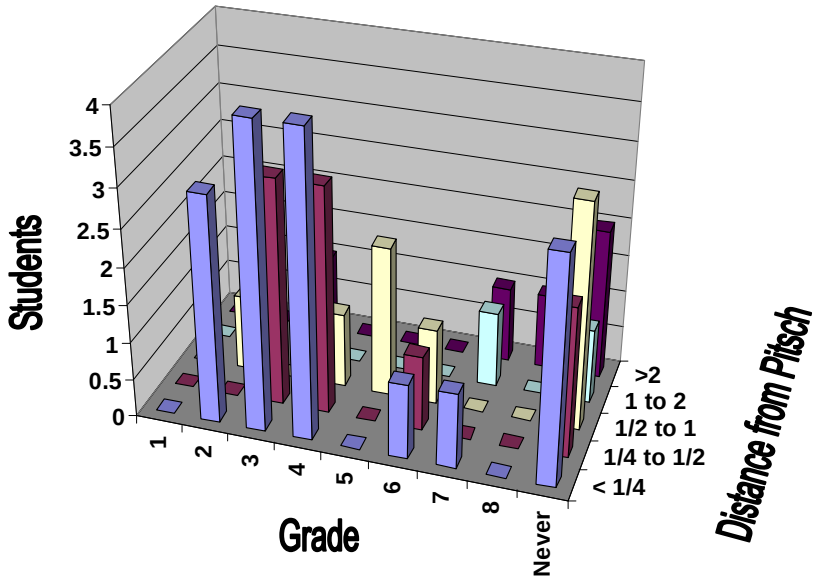
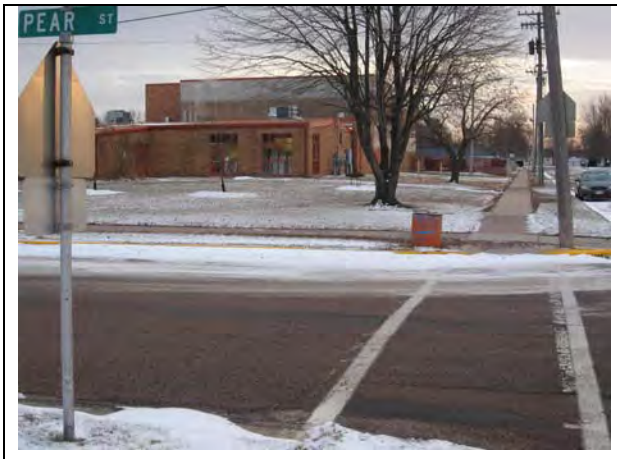


Table 8	**Pitsch parents would allow walking or biking if this issue changed:** *(More than one issue could have been chosen.)*		
Issue	Change would affect decision	Change would NOT affect decision	Maybe a change would affect choice
Distance	8	6	0
Crime or Violence	3	8	5
Climate or Weather	9	11	4
Time	2	6	1
Traffic speed along school route	7	11	6
Traffic volume along route	8	10	6
Adult to walk/bike with	3	6	1
Sidewalks or pathways	7	4	1
Safety of intersection crossings	8	10	4
Crossing guards	4	3	1

Pitsch parent comments on the survey:

- 7 say child is too young.
- 2 say sexual predators.
- Traffic on Chestnut & 17th too dangerous, need crossing guard on southeast side of school.
- I walk with my children so I know they are safe.

Pitsch Elementary Pictures



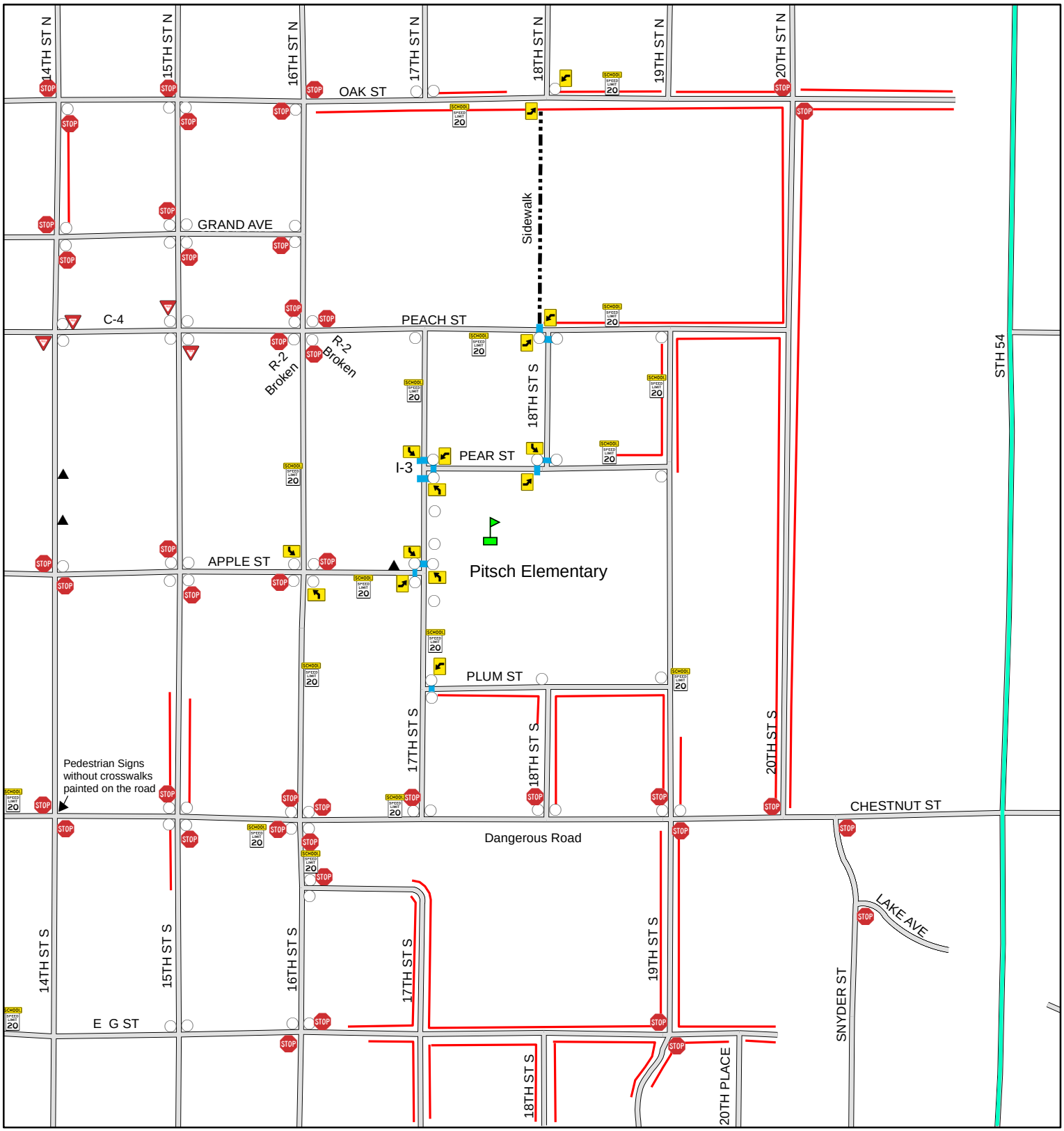
Crossings near school have curb ramps, are marked, and have current signage in correct locations.

Sidewalk exists between school and parking lot.

Parking lot stalls are painted perpendicular to the travel lanes. Parallel stalls may provide better traffic flow.

Map 10

Pitsch Elementary Walk Audit



School

Roads

Gravel Path

40 mph Speed Limit

Crosswalk

Sidewalk Ramp

Speed limit when children are present

School Crossing

Sidewalk Problems

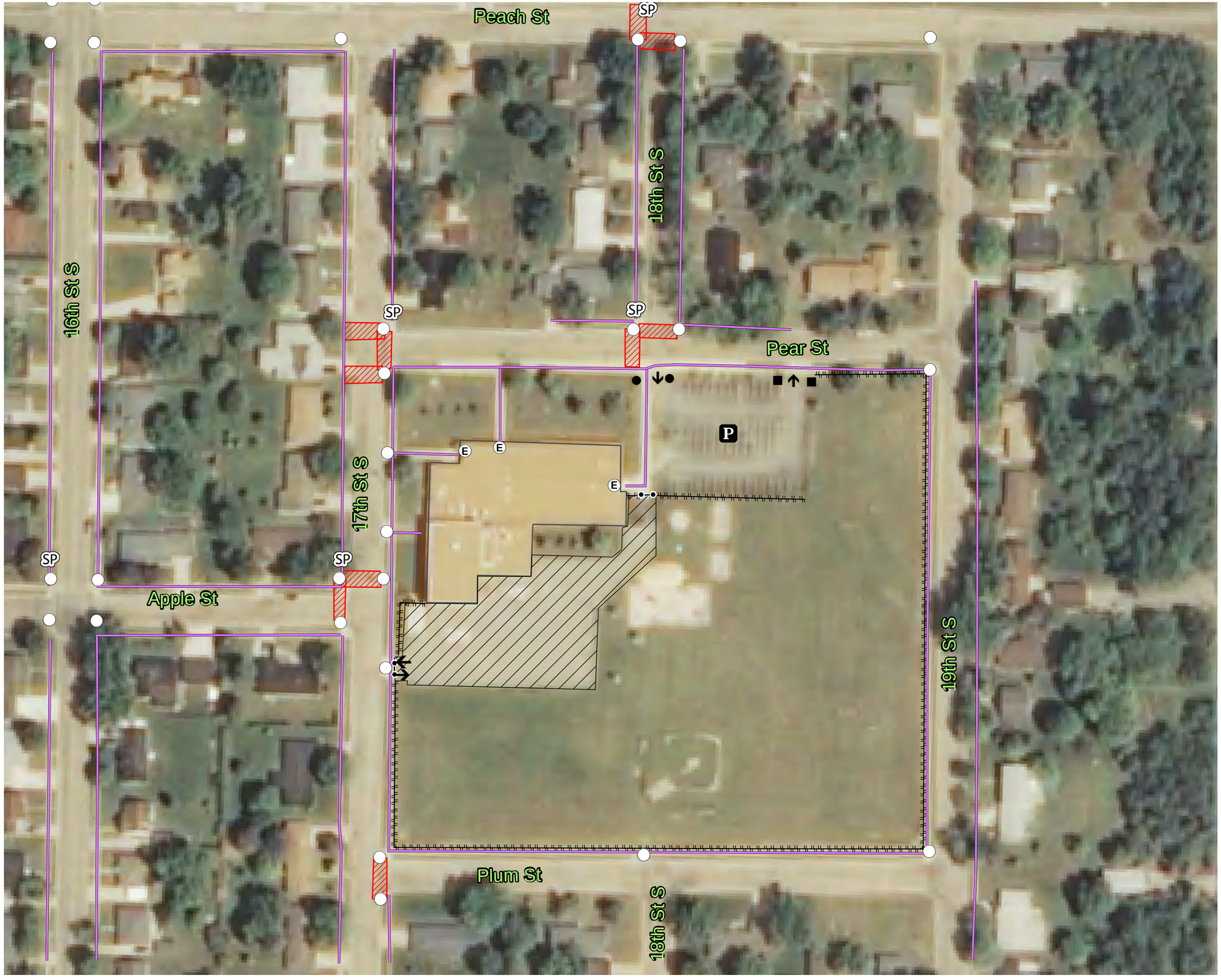
▲ Broken (Wheelchair Passable)

✕ Broken (Wheelchair Un-Passable)

No Sidewalks

N

0 90 180 360 540 720 Feet



Map 11

Pitsch Elementary

Site Assessment

Wisconsin Rapids, Wisconsin

- Ⓔ Entrance
- Ⓟ Parking
- Ⓢ School Sign
- Sidewalk Ramps
- ● Entrance Only Sign
- ■ Exit Only Sign
- ↑ Vehicle Driveway
- Ⓢⓟ Safety Patrol (student)
- Crosswalks
- Gate
- Chain Link Fence
- Sidewalks
- Play Areas (Paved)
- School Building Footprint

N

0 30 60 120 180 240 Feet

Source: WI DNR, NCWRPC, Wood Co

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Washington Elementary

2911 Washington Street

Grades Served: K-6th

Student Geography

The majority of Washington students do not live within walking or biking distance of school, with only 22.6% of students living within 1 mile of school. About 28% of students are bussed. Less than 9% of students live within ¼-mile of school, so most kids would bike to school. These numbers in Table 9 show that most students live farther than 1 mile from school.

Table 9	Washington Student Travel Potential	
Students living within ¼ mile	30	8.3%
Students living within 1 mile (includes ¼ mile)	82	22.6%
Students who ride school bus	102*	28.1%
Total Washington Student Body (Spring 2010)	363	100%

Source: Wisconsin Rapids Public Schools – data for 2010-2011 school year, because Pitsch closed.
*In-class Student Tally, Spring 2010.

Washington Elementary Transportation Policies

BICYCLES, SCOOTERS, SKATEBOARDS, AND ROLLERBLADES

Bicycles, scooters, skateboards, and roller blades may be ridden to school and should be locked and/or parked in the areas provided. When students arrive at school and leave, they must push their bicycles or scooter and carry skateboards or rollerblades. Students will not be allowed to ride on the playgrounds or sidewalks during school hours.

BIKE RIDERS:

All students that ride bicycles to school are to ride directly to the bike racks, park them, lock them (preferably), and walk to the front door waiting area. Bicycles are considered a vehicle and are to be ridden only in the areas in which vehicles are driven, and must be walked on the sidewalks. Bicycles may not be ridden during the school day, and are not to be ridden through parking areas when arriving at school or when leaving after school.

BUSES

All buses arrive at school at about 8:25 a.m. and will unload at the "buses only" driveway. At dismissal time, students board the buses at the "buses only" driveway entrance to the building and leave by 3:35 p.m.

PICK-UPS

At the end of the school day, all students being picked up will be escorted by a safety patrol cadet down the sidewalk to the teacher on duty. If you choose to pick up your student, for safety reasons, the following guidelines will be in effect:

1. If you choose to enter the building to pickup your student, you must wait in the cafeteria until your student comes to you. Hopefully, this will alleviate the hallway congestion.

2. If you are picking up a Kindergartner, you may park in the teacher parking lot, enter the building and escort your student to your vehicle. However, you may **not** park anywhere in the circle drive as this is for district van and bus loading only.

3. In case of inclement weather, all students getting picked up will remain in their classroom until the buses have left for the day. Students will then be dismissed as their parents appear in the front drive.

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. Washington only had two quadrants, because apartment complexes and vacant land occupies much of the land within a ¼ mile of this school. Two participants volunteered to walk each quadrant. The walk audit was conducted on a clear day in November 2008. No snow existed yet. As the group gathered in the McMillan Memorial 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, existence of corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 12 – Washington Elementary Walk Audit**.

Here are the participant comments for each Washington Elementary quadrant:

West – Washington Elementary Walk Audit

Behavior Notes

- Washington Street is busy.
- No sidewalks, and heavy ped. traffic on Washington St from school to the west (Hwy 54).
- Kids walking in streets. No sidewalks. When winter comes snow will be on the side of the road, kids will be walking down the middle of the road.

- Pickup turned around in driveway to reverse direction – no kids around.
- Unsupervised very young children crossing middle of street (6 children)
- Children walking on side of street, no sidewalk or/roller backpack – no sidewalk.
- Cars driving too fast Norton & 28th.
- Children playing back and forth across street. Norton and 28th
- No adult crossing guards.
- Observed children walking down middle of road 28th St. between Norton & school.
- Children crossing from school side to other side of 28th St. in mid block between Norton and school. One very young child left behind as others crossed because traffic did not stop until all children crossed.
- Children playing back and forth across street 28th St. – near Norton on 28th Street.
- Children not all walking on side of on-coming traffic.
- Several children saw us and were very cautious and would not approach us.

Walk Audit Notes

- No adult crossing guards – 5th/6th grade students (Safety Patrol).
- No sidewalks
- C-O Wooden Area East side of 28th St. to Norton
- C-O Intersection of Norton & 26th St. NW Quadrant Woods and unprotected pond with dirt driving path through area.
- C-O Railroad track crossed Kingston Rd.
- C-O Railroad track crosses 26th St. N. between Kingston Rd & Amundson St.
- I 3 at Norton & 28th St. N. Only 2 way stop.
- I 3 at Norton & 26th St. N. Only 2 way stop.
- C-O Between 28th & 26th St. on South Side of Norton. Wooden.
- Observed children walking down middle of street.
- 4-way stop on Washington & 28th would be a good idea.
- Having video of un-safe walking may make a better case to analyze what to change.

<u>East – Washington Elementary Walk Audit</u>

Behavior Notes

- While loading on to buses, children crossed in front of another bus to get to their bus. (Unsafe)
- Child riding bike in road – no sidewalk.
- Bus cut off another vehicle pulling out of the school.
- Vehicles parking where there are “No Parking” signs.
- Bicycle goes around a car to avoid riding on grass, during this, car comes around and almost hits the bicycle rider.
- Kids crossing street w/no crosswalk.
- No speed limit signs by school (speed limit-school)
- People are using the "in" on Washington St as an "out."

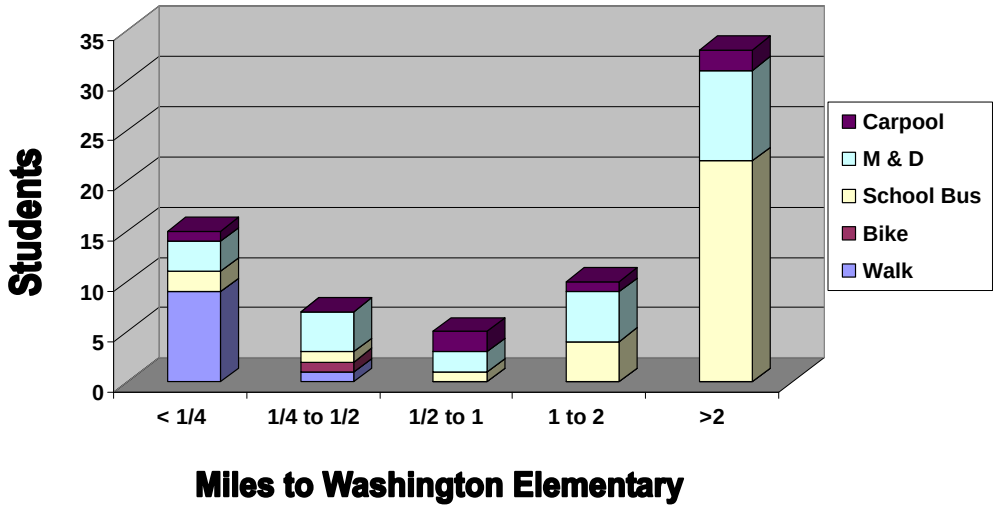
****

Parent Survey Results

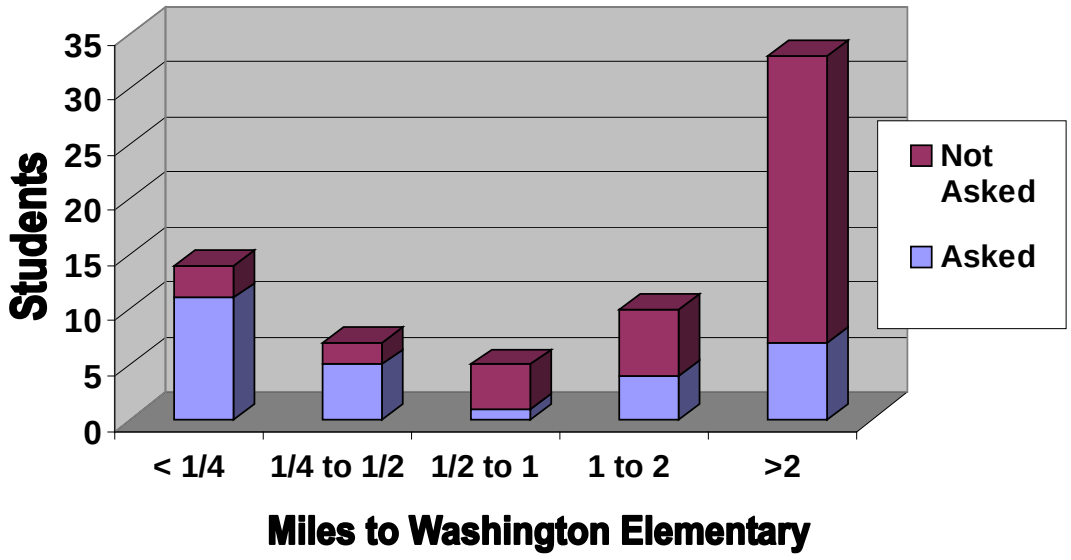
Each family was mailed a survey in Fall 2008, with an 18.3% response rate. Two basic sets of questions revolved around: "How did your child get to school?" and "What change is needed before you allow your child to walk to school?"

Here are the results from Washington parents:

How do students arrive at Washington?



Washington students have asked to walk.



Washington parents would allow walking at grade:

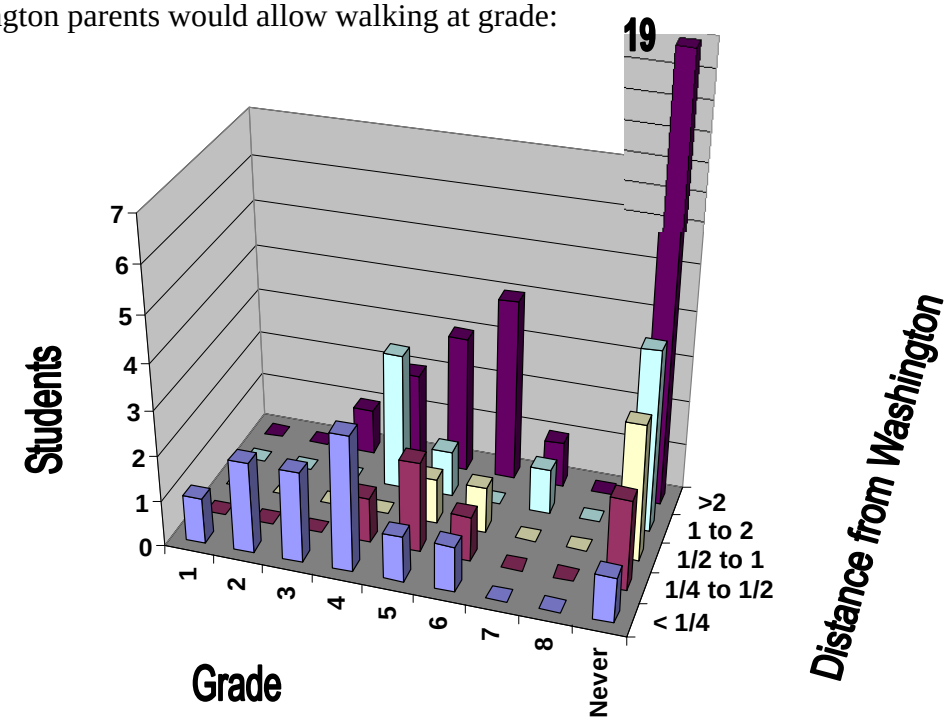


Table 10 Washington parents would allow walking or biking if this issue changed: *(More than one issue could have been chosen.)*

Issue	Change would affect decision	Change would NOT affect decision	Maybe a change would affect choice
Distance	12	20	7
Crime or Violence	6	12	6
Climate or Weather	8	13	5
Time	4	11	2
Traffic speed along school route	16	20	6
Traffic volume along route	15	21	7
Adult to walk/bike with	7	5	0
Sidewalks or pathways	18	11	4
Safety of intersection crossings	17	12	3
Crossing guards	10	5	0

Washington parent comments on the survey:

- 3 say sidewalks needed on Washington St.
- Crossing guards need training.
- Need crossing guard on 32nd St.
- Cars travel too fast on Norton.
- 48th St needs a walking path.
- Too far away.

Washington Elementary Pictures

Wide residential streets without barriers promotes traveling faster than the 20 mph school zone speed limit.

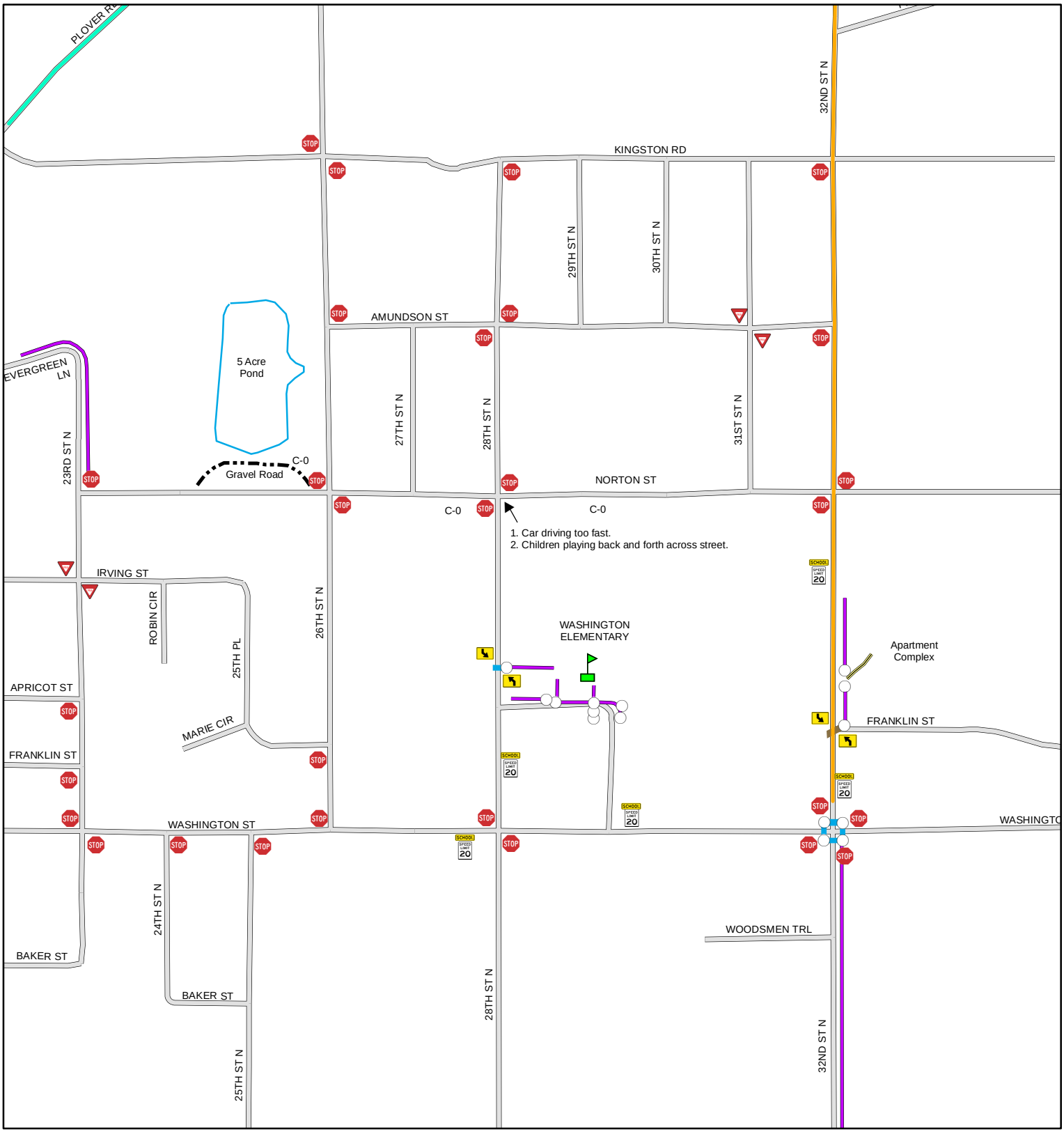
Bike racks are available in front of the school, but will not be accessible when the snow flies.

Good "barrier free" sidewalk next to the bus driveway. It connects 28th St to a school door.

Barrier free sidewalk has no curb ramp across the street at the apartment complex.

Map 12

Washington Elementary Walk Audit



School
Roads
Gravel Road
Driveway
35 mph Speed Limit
40 mph Speed Limit
Crosswalk
Sidewalk Ramp
Sidewalks
Speed limit when children are present
School Crossing

Sidewalk Problems

▲ Broken (Wheelchair Passable)

✕ Broken (Wheelchair Un-Passable)

N

0 145 290 580 870 1,160 Feet

Map 13

Washington Elementary

Site Assessment

Wisconsin Rapids, Wisconsin

- Entrance
- Parking
- School Sign
- Bike Racks
- Sidewalk Ramps
- Do Not Enter Sign
- School Bus Lane
- Vehicle Driveway
- Safety Patrol (student)
- Crosswalks
- Service Drive
- Desire Path
- Gate
- Chain Link Fence
- Sidewalks
- School Building Footprint

N

0 55 110 220 330 440 Feet

Source: WI DNR, NCWRPC, Wood Co

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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 an approximate timeframe for completion.

Community-wide Recommendations
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.
CW 7. Revise City Bike and Pedestrian ordinance.

Issue CW 1 Bicycle & pedestrian facilities.

Current city ordinance includes a requirement for the installation of sidewalks in new developments. The main roads in Wisconsin Rapids (8th St S, and Riverview Expressway) do not allow bicycle riding on them. Extensive sidewalks exist in the heart of Wisconsin Rapids, and then become fewer as a person travels 1 mile away from Howe Elementary school. The city road system provides a grid of connected roads that make travel possible throughout the City on bike outside of the main roadways (8th St S, and Riverview Expressway).

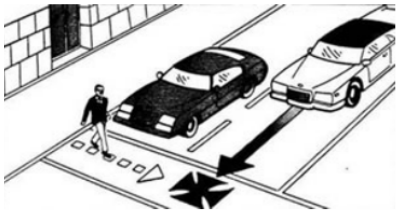
- Sidewalks exist on safe routes to school for: Grove, Mead, & Pitsch.
- Howe has sidewalks throughout the neighborhoods surrounding the school.
- Washington has no city sidewalks.

Recommendations:

CW 1a. Complete installation of sidewalks along safe routes to school for Grove, Mead, & Pitsch.

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. *(Note: Implementation will only occur after a traffic study verifies its effectiveness.)*

CW 1c. Create a list of high traffic or high crash intersections (e.g. Grand Ave & Lincoln St.) 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.



This image illustrates a multiple-threat collision.

NOTE: Do not allow parking within 10-20 feet of crosswalk to provide visibility.

Figure 4
Source: Saferoutesinfo.org

CW 1d. If traffic light controlled intersections change direction automatically, then re-program pedestrian signals to automatically change too, and have them change 3 seconds before the traffic lights allow vehicles to proceed.

CW 1e. Continue to install curb ramps where existing sidewalks exist to benefit all non-motorized users.

CW 1f. Upgrade the 8th Street crossing at Grove Ave. to increase pedestrian visibility, and to encourage traffic to stop for pedestrians. See Figure 5 for examples.

CW 1g. Paint bicycle lane lines on "safe routes" residential streets for all schools. See Figure 6 for a Residential Road Diet. *(Note: Implementation will only occur after a traffic study verifies its effectiveness.)*

CW 1h. Paint safe routes to school crosswalks in the "Ladder" style (Figure 7) to add visibility to each crossing.

CW 1i. Review placement of signs restricting bicycles from Riverview Expressway, 8th St S, and the Jackson St and W Grand Ave bridges. Install signs where they are missing.

CW 1j. Revise the parking ordinance to require bicycle parking that provides 2 points of contact with a bicycle to be locked.

CW 1k. Upgrade 7-foot wide sidewalk to 10-foot wide multi-use path along Riverview Expressway.

Figure 5 Upgrades for 8th St & Grove Ave Crossing
Part One

Problem: Amber warning light is too low for both lanes to see if a truck or van stop for pedestrians.

Solution: Remove existing school crossing pole and assembly. Replace "center lane" signed pole with a new mast arm assembly and street light.

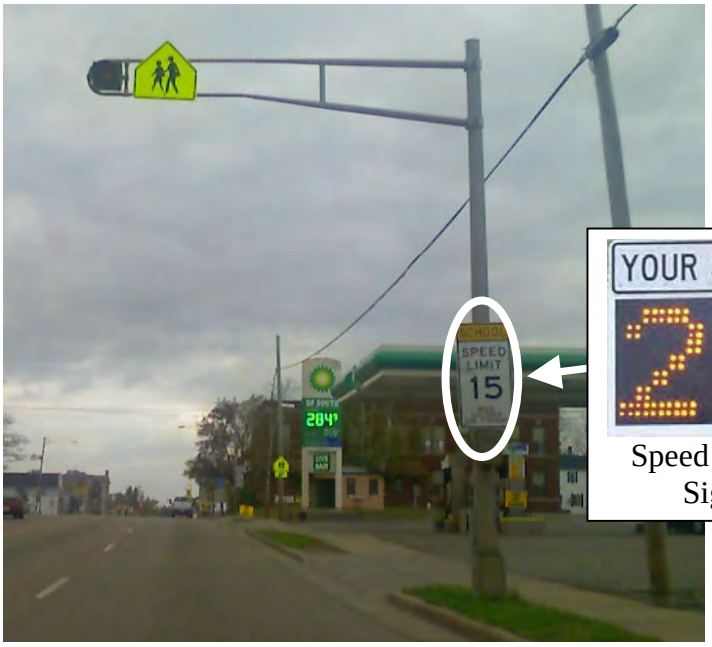
Consider painting a thicker "Ladder" (Figure 7) crossing for better visibility.

Temporary Fix:

Move "center lane" sign to a separate post 30 feet past this pole.

Mount school crossing sign here at this elevated location, and move flashing amber light above school sign on this pole.

Source: NCWRPC



Speed Radar Sign

To increase pedestrian safety at school crossing locations, install pedestrian activated amber flashing beacon (one per lane) on a steel arm with street light arm attached above, and a radar speed sign.

Figure 5 Upgrades for 8th St & Grove Ave Crossing Part Two

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.

Source: NCWRPC

This type of **sign and barrel assembly** could be bolted to the road on both sides of the crosswalk. (NCWRPC)

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

www.pedbikeimages.org / Dan Burden

Figure 6 Residential Road Diet

BEFORE:

Source: NCWRPC

AFTER:

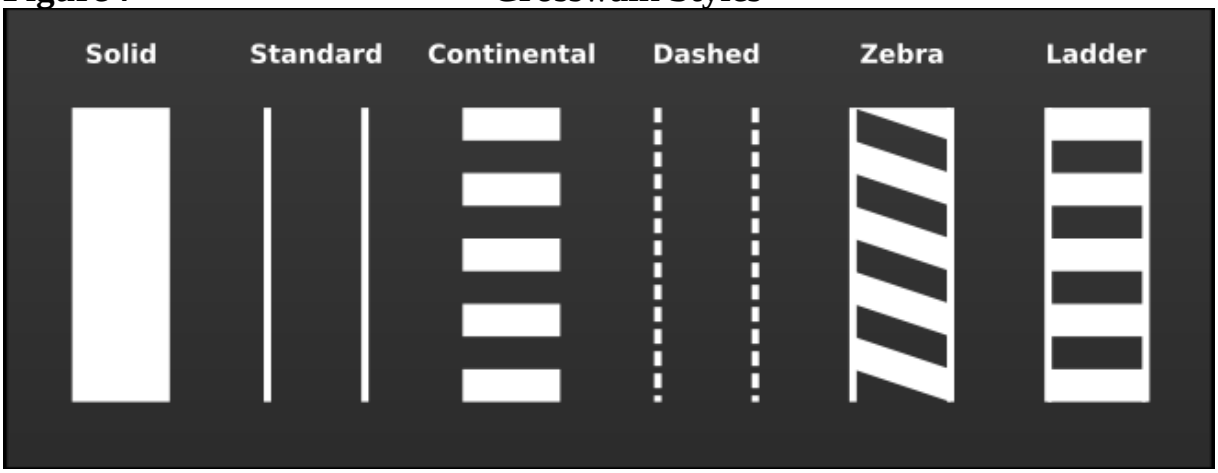
Source: WisDOT

Curbed street with parking: On a curbed street with parking, the bicycle lane should be on the roadway side of the parking. The standard width of a bicycle lane in such conditions is 5-feet. This width allows a bicyclist to stay to the left in case someone in a parked car opens the door. If parking volume is substantial or turnover high, then 1-2 more feet of additional bike lane width is desirable. The parking lane width must be 8-10 feet wide.

Place bike lane with parking lane on each side of selected residential streets.

Use the Wisconsin Bicycle Facility Design Handbook from WisDOT for specifications.

Figure 7 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. Fewer signs and no painted lines on the roads near schools could cause confusion about how to share the road with pedestrians and bicyclists.

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:

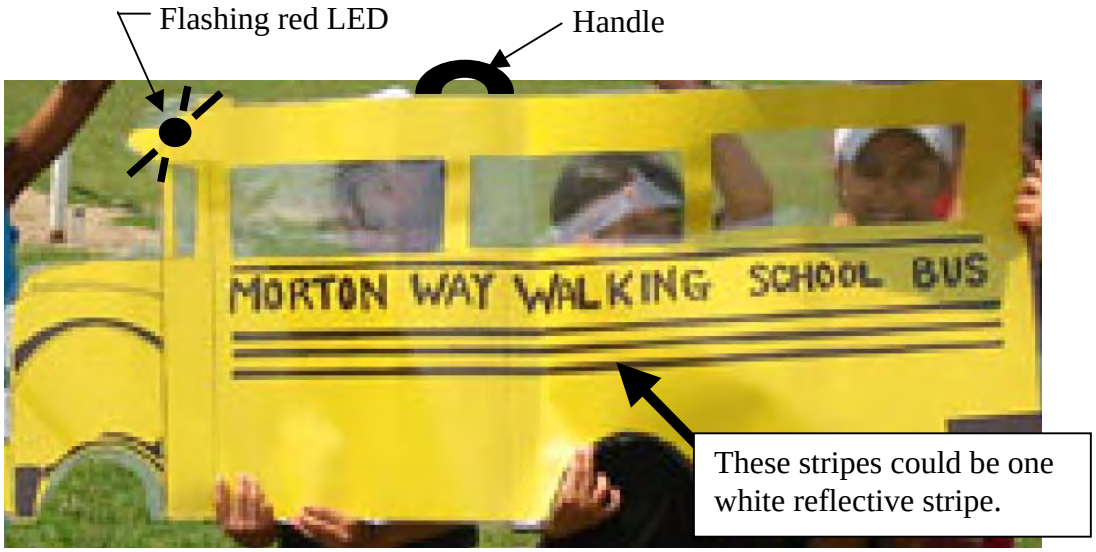
CW 3a. Create a Walk To School Day every October. Also encourage the public to walk or bike to work on that same day. Wisconsin Rapids does not have mass transit, so running mass transit loops routes to serve major employers may get people walking.

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 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. Train a school district employee to assist with implementing Walking School Buses, Bike Trains, and other school implementation actions listed in the Action Plan.

CW 3e. Police Department to create an educational program to teach young children to walk and bike safely around the community, also learning about stranger danger situations.



School bus cutout used for Walking School Bus
Source: Morton Way in Ontario, Canada & NCWRPC

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 Wisconsin Rapids 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. Bicycle and pedestrian education is minimal within the schools. 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 Bicycle Rodeos in Wisconsin Rapids, and cooperate with local bike stores to provide bicycle use and maintenance education classes in their stores.

WR SRTS Vision

Encourage parents to have their children walk or bike to school safely all year round.

WR SRTS Goal

Have 10% more children walking and biking to school by Fall 2010.

Issue CW 6 Evaluate SRTS annually.

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

CW 6a. Review "Existing Sidewalk, Bike Path, and Safe Routes" map annually for necessary changes. With Pitsch Elementary closing in 2010, add these safe routes to map:

- All of Saratoga St
- The remainder of 28th St from Washington St south to Peach St
- Peach St from Highway 54 to 32nd St

Indicators of Success	
Outcome	**Measurement Tool**
Change in children's behavior (i.e. more walking & biking, and traveling safely).	CW 6b. Parent Survey & annual homeroom Student Tally. CW 6c. Teacher & staff observations.
Change is 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. Parent Survey & annual homeroom Student Tally. 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.
Compare walking and biking behavior at Safe Routes schools vs. non-Safe Routes schools to determine if changes are working.	CW 6i. Student Tally annually in homerooms of all **non-SRTS public schools**.

Issue CW 7 Revise City Bike and Pedestrian Ordinance.

The City of Wisconsin Rapids bicycle and pedestrian ordinance (304.006) is intended to keep pedestrians off of specific roadways, and direct them to use the sidewalks along those roadways. The ordinance wording is unclear in three ways: 1. are bicycles restricted from certain roadways?, 2. are pedestrians prohibited from using any part of two bridges?, and 3. the viaduct needs to be renamed in the ordinance.

CW 7a. Rewrite City of Wisconsin Rapids ordinances 340.006 and 20.09 to state that bicycles are allowed on ALL roadways.

CW 7b. Rewrite City of Wisconsin Rapids ordinances 340.006 to state that pedestrians and pedestrians on non-motorized vehicles, except on bicycles, are allowed on ALL sidewalks.

CW 7c. Rewrite City of Wisconsin Rapids ordinances 340.006 from "Baker Drive Viaduct" with: "State Trunk Highway 54 Viaduct".

Grove Elementary **School Site and Vicinity Recommendations**
GV 1. Lack of sidewalks GV 2. Congestion around school during arrival & dismissal GV 3. Improve 8th Street crossings for pedestrians GV 4. Relocate bicycle parking

Issue GV 1 Lack of sidewalks

Collector sidewalks exist on Grove Ave, Lincoln St, and part of Pepper Ave to collect walking children, and direct them to Grove Elementary. There are a few streets that act as collectors, but have no sidewalks.

Recommendations

GV 1a. Install a sidewalk on the south side of Clyde Ave from Lincoln St to Port St. This will provide a safe route for students to walk outside of a high parent-traffic area.

GV 1b. Paint bicycle lanes (which double as alternative sidewalks) on "safe route" streets where no sidewalks exist: 1. All of Airport Ave; 2. Clyde Ave from 8th St to Lincoln St; 3. All of Sweat Ave; and 4. All of Sampson St. See Figure 6.

Issue GV 2 Congestion around school during arrival & dismissal

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

Recommendations

GV 2a. Evaluate the on-site traffic management plan on an annual basis. Use *parent monitors* in addition to staff for enforcement.

GV 2b. Install "bicycle on sidewalk" reminder signs at intersections adjacent to Grove. See Figure 8.

Figure 8 Add "Bikes on Sidewalks" Signs

Add signs:

Crossing Clyde Ave. at Lincoln St., looking north.

Add a pedestrian scale sign for children to walk bikes across street.

Add this sign below stop sign at location "**A**":

Issue GV 3 Improve 8th Street crossings for pedestrians

8th Street can be intimidating for children to cross. Two traffic lights and a mid-block crossing with flashing amber lights are the three safest ways to cross 8th Street. Improvements to these intersections will ease parents' minds who allow their children to walk and bike to school.

Recommendations

GV 3a. At the **Airport Ave & 8th St** intersection:

1. Work with the property owners on the north side of Airport Ave to provide a sidewalk or off-road "safe route" to walk on.
2. Paint new "stop lines" that are 10-feet behind each crosswalk.
3. Install L.E.D. "no turn on red" signs on all four corners. Each sign would be on during each red traffic light that occurs during morning and afternoon student travel times. See Figure 9.

GV 3b. At the **Grove Ave & 8th St** mid-block crossing:

1. See Figure 5 – Part One
2. See Figure 5 – Part Two

GV 3c. At the **Pepper Ave & 8th St** intersection:

1. Install a sidewalk on the north side of Pepper Ave from 8th St to 10th St.
2. Install a sidewalk on both sides of Pepper Ave from 1st St South to Lincoln St.
3. Paint new "stop lines" that are 10-feet behind each crosswalk. Move stop signs back to new stop line too.
4. Install L.E.D. "no turn on red" signs on all four corners. Each sign would be on during each red traffic light that occurs during morning and afternoon student travel times. See Figure 9.

"No Turn On Red" sign illuminated with light emitting diodes (LEDs).

Figure 9 U.S. FHWA

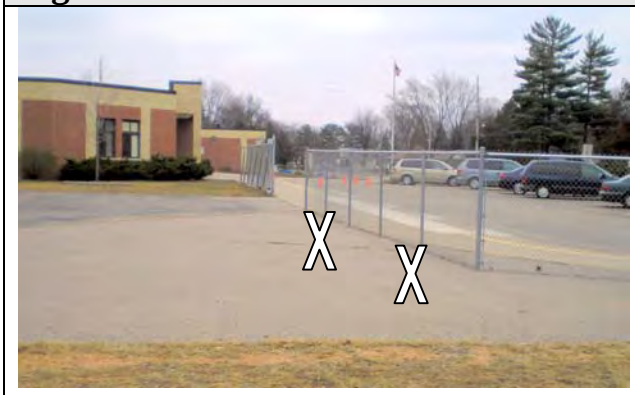
Issue GV 4 Relocate bicycle parking

All the Grove Elementary bike racks are on grass areas by the ball fields, 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 Wisconsin Rapids schools, or in most of Wisconsin, allow a bike tire and frame to be locked.

Recommendations

GV 4a. Install new "inverted U" bike racks on paved surfaces near selected school entrances. See Figure 10 for possible bike rack locations, and see Figure 11 for bike rack types.

Figure 10 Potential Grove Bike Rack Locations



Looking toward main entrance parking lot.
Install bike racks in the "X" area.

Looking toward entrance "E".
Install bike racks and paver block areas adjacent to the sidewalk in the "X" area.

Figure 11 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.

Howe Elementary **School Site and Vicinity Recommendations**
HV 1. Bicycle parking HV 2. Congestion around school during arrival & dismissal

Issue HV 1 Bicycle parking

Bike racks at Howe Elementary are prominently located by a school entrance on an all-weather surface (asphalt). 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 Wisconsin Rapids schools, or in most of Wisconsin, allow a bike tire and frame to be locked.

Recommendations

HV 1a. Install new "inverted U" bike racks on paved surfaces near selected school entrances. See Figure 10 for bike rack types.

Issue HV 2 Congestion around school during arrival & dismissal

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

Recommendations

HV 2a. Evaluate the on-site traffic management plan on an annual basis. Use parent monitors in addition to staff for enforcement.

Mead Elementary **School Site and Vicinity Recommendations**
MV 1. Bicycle parking MV 2. Install sidewalks or bike lanes MV 3. Congestion around school during arrival & dismissal

Issue MV 1 Bicycle parking

Bike racks at Mead Elementary are prominently located by a school property entrance on an all-weather surface (asphalt). 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 Wisconsin Rapids schools, or in most of Wisconsin, allow a bike tire and frame to be locked.

Recommendations

MV 1a. Install new "inverted U" bike racks on paved surfaces near selected school entrances. See Figure 10 for bike rack types.

Issue MV 2 Install sidewalks or bike lanes

About 30% of Mead Elementary parents said in their survey that if traffic volume or speed were reduced, then they would allow their children to walk or bike to school. This issue, along with the issues of safety of crossings (30%), and having sidewalks (23.3%) were important issues that if changed would influence parents to allow their children to walk and bike to school.

Recommendations

MV 2a. Install sidewalks on:

- West side of 14th Ave South from Alton St to Chase St;
- East side of 16th Ave between Alton St and Grand Ave (This sidewalk will provide a safe route for students to walk outside of a high parent-traffic area.);
- Both sides of 18th Ave North from Grand Ave to High St;
- Both sides of 19th Ave North from Grand Ave to High St;
- Both sides of Essex St;
- Both sides of Hale St; and
- Both sides of Chase St west of 17th Ave South.

MV 2b. If sidewalks are not approved, then establish "no parking" on the streets listed below so that bicycle lanes (which double as alternative sidewalks) can be painted on these roads to collect and direct students to school:

- Essex St;
- Hale St;
- Chase St; and
- 16th Ave between Alton St and Grand Ave.

Issue MV 3 Congestion around school during arrival & dismissal

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

Recommendations

MV 3a. Evaluate the on-site traffic management plan on an annual basis. Use parent monitors in addition to staff for enforcement.

MV 3b. Some signs (Figure 12) are not in the proper locations. Walk Auditors saw parents parking in this crosswalk area, and in the taxi waiting area next to this crosswalk.

Figure 12 **Mead School Traffic Signs**

Review sign placement around school:

Alton St looking north

Pitsch Elementary **School Site and Vicinity Recommendations**
None

Pitsch Elementary is scheduled to close at the end of the 2009-2010 school year. Grade 6 students will attend West Junior High School (a non-SRTS school). Howe and Washington will absorb all remaining students. No recommendations exist for Pitsch.

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Washington Elementary **School Site and Vicinity Recommendations**
WV 1. Lack of sidewalks WV 2. Bicycle parking WV 3. Congestion around school during arrival & dismissal

Issue WV 1 Lack of sidewalks

Only on-site sidewalks exist. 29% of Washington Elementary parents said in their survey that if sidewalks or paths were available, then they would allow their children to walk or bike to school. This issue, along with the issues of safety of crossings, traffic speed, and traffic volume were the most important issues that if changed would influence parents to allow their children to walk and bike to school.

Recommendations

WV 1a. Install a sidewalk on the west side of 28th Street from Washington St north to Norton Street, and create a curb ramp at the mid-block school crossing. This sidewalk will provide a safe route for students to walk outside of a high parent-traffic area.

WV 1b. Install sidewalk on both sides of Washington St from 32nd St west to Hwy 54.

WV 1c. Place two **sign & barrel assemblies** on the mid-block crosswalk lines (Figure 13) at:
- Mid-block crossing on 28th Street, and
- Mid-block crossing on 32nd Street @ Franklin Street.

WV 1d. Pave the "desire path" that leads north from the school, so that it can be snow-plowed.

WV 1e. Create new asphalt "desire path" from Franklin St, between the athletic fields, to the main entrance. Create a curb cut and ramp on 28th St to make this path ADA accessible.

WV 1f. Paint bicycle lanes (which double as alternative sidewalks) on "safe route" streets to collect and direct students to school:
1. **Saratoga St** from 32nd St to 20th St;
2. **28th St** from Saratoga St north to Kingston St;
3. All of **Norton St**;
4. All of **Franklin St** (because it is the only access to this subdivision); and
5. **32nd St** from Hwy 54 south to Highway W.

Figure 13 Washington Mid-block Crossing Treatment

Place a **sign & barrel assembly** at both "X".

If this will interfere with northbound buses, then install an in-street "yield to pedestrian" paddle sign about 30 feet north and south of this crosswalk.

Sign & barrel assembly for mid-block crossing.

Issue WV 2 Bicycle parking

All the Washington Elementary 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 Wisconsin Rapids schools, or in most of Wisconsin, allow a bike tire and frame to be locked.

Recommendations

WV 2a. Install new bike racks on paved surfaces near selected school entrances. See Figure 10 & 15 for bike rack types, and see Figure 14 for new bike rack locations.

Issue WV 3 Congestion around school during arrival & dismissal

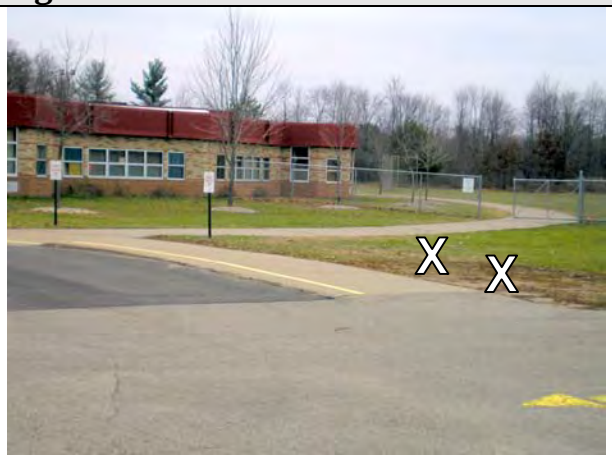
Many parents are driving their children to school, and therefore cause congestion around the school property.

Recommendations

WV 3a. Evaluate the on-site traffic management plan on an annual basis. Use parent monitors in addition to staff for enforcement.

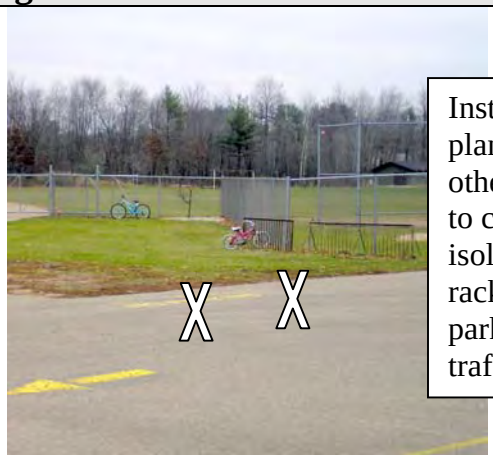
WV 3b. Repaint Washington Street entrance parking lot with diagonal parking per Figure 16.

Figure 14 Potential Washington Bike Rack Locations



Picture A

Install bike racks (Fig 10 or 15) and paver blocks adjacent to the sidewalk in the "X" area.



Install a planter or other barrier to cars to isolate bike racks from parking lot traffic.

Picture B

Move new bike racks (Fig. 10 or 15) to asphalt in the "X" area.

Figure 15 Car Shaped Bike Rack

Seattle DOT

Picture A

Seattle DOT

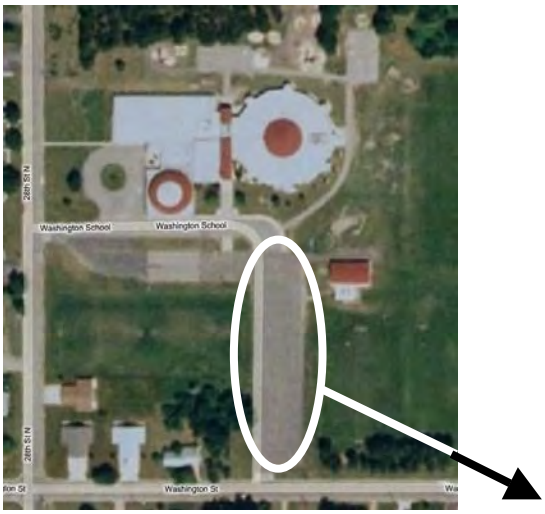
Picture B

The bike rack pictured above could be installed on the asphalt parking lot in Figure 14, picture B. Bicycles would enter the car shaped bike rack from the grass side. Make sure to add paver blocks to the grass area, or move the bike rack out farther (south) to provide an all weather surface to walk bikes on to access the rack.

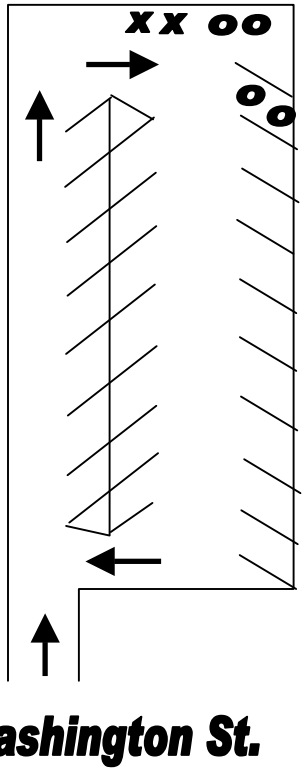
Figure 16 Re-stripe parking lot

Problem: Walk Auditors noticed that parents are driving OUT of the parking lot onto Washington Street, which is prohibited.

Solution: Restriping the parking lot with diagonal parking and arrows will show what direction traffic is to flow.



Possibly add Figure 15 bike rack where "**xx**" marks the spot. When bicycling becomes popular, install secondary racks at "**oo**".



Washington St.

Wisconsin Rapids
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.

Abbreviated terms:

Eng. = Wisconsin Rapids Engineering Department staff

BFW = Bicycle Federation of Wisconsin

Streets = Wisconsin Rapids Streets Department staff

Police = Wisconsin Rapids Police Department staff

SRTS = Safe Routes To School

Safe Routes school = Grove Elementary, Howe Elementary, Mead Elementary, Pitsch Elementary, and Washington Elementary.

UWEX = University of Wisconsin Extension staff located in Wood County

City-wide SRTS Action Plan

Strategy Type	Activities	Schools that an Activity Applies To	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Engineering	**CW 1a.** Install gap sidewalks along safe routes to school.	All Schools	SRTS grant	**Eng.**	See school Action Plans
	CW 1b. Paint stop lines 10-feet back from safe routes crosswalks.	All Schools	SRTS grant	**Eng.**	See school Action Plans
	CW 1c. Analyze safe routes intersections to verify that crosswalks are visible, and pedestrian actuated signals are working.	All Schools	Current staff	**Eng.**	See school Action Plans
	CW 1d. Reprogram pedestrian signals at various intersections to automatically activate on each cycle. Also program ped. signals to turn on 3 seconds before traffic light "green" turns on.	Grove, Howe, & Mead.	SRTS grant	**Eng.**	See school Action Plans
	CW 1e. Install curb ramps at intersections where sidewalks exist.	Howe & Mead	City taxes.	**Eng.**	See school Action Plans
	CW 1f. Figure 5 – **Part One** Upgrade 8th St crossing at Grove Ave.	Grove	SRTS grant	**Eng.**	See school Action Plans
	CW 1f. Figure 5 – **Part Two** Upgrade 8th St crossing at Grove Ave.	Grove	SRTS grant	**Eng.**	See school Action Plans
	CW 1h. Paint safe routes to school crosswalks in the "Ladder" style (Figure 7).	All Schools	SRTS grant	**Eng.**	See school Action Plans
Encouragement	**CW 3a.** Walk to School Day in October.	All Schools	Current staff	**School Dist.**, Teachers & Staff, PTLs, **Police**	Annually in October
	CW 3b. Create *walking school buses* and *bicycle trains*.	All Schools	SRTS grant	**School Dist.**	Start in Fall 2011
	CW 3d. Train employee to implement *walking school buses* and *bicycle trains*.	All Schools	SRTS grant	**School Dist.**	Start in Spring 2011

City-wide SRTS Action Plan continued

Strategy Type	Activities	Applicable School	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Education	**CW 2a.** After all CW 1 recommendations are complete for one school, then create a public education campaign for the surrounding neighborhood.	Grove, Howe, Mead, & Washington	Current staff	**School Dist.**, PTA, UWEX, BFW, Teachers	See school Action Plans
	CW 2b. Purchase PSAs directed at drivers about sharing the road with bikes & peds.	All schools	SRTS grant	**City**, BFW	Summer 2011
	CW 2c. Create article showing motorists how to share the road with bicyclists in the City newsletter.	All Schools	Current staff	**City**, BFW	Summer 2011
	CW 2d. Provide a web page to show motorists how to share the road with bicyclists and pedestrians.	All Schools	Current staff	**City,** NCWRPC	Summer 2010
	CW 3e. Create program to teach street smarts to kids.	All Schools	SRTS grant	**Police,** local groups	Summer 2011
	CW 5c. Continue *Bicycle Rodeos* in WI Rapids.	All Schools	Current staff	**Police,** local groups	Annually
Enforcement	**CW 3a.** Work with police to report traffic incidents.	All Schools	Current staff	**Police, School staff**	After CW 1 implemented
	CW 3b. Review and revise adult crossing guard training to help keep kids safe.	All Schools	Current staff	**Police, School staff**	Annually
	CW 3c. Provide visibility in each school zone to remind parents to obey traffic laws.	All Schools	Current staff	**Police, School staff**	Regularly
Evaluation	**CW 6a.** Review existing Safe Routes To School map.	All Schools	Current staff	Eng, & **School Dist.**	Annually
	CW 6b. Student Tally in homerooms.	All Schools	Current staff	**School Dist.,** Homeroom teachers	Annually in November
	CW 6c. Teacher & staff observations.	All Schools	Current staff	**Teachers & staff**	Regularly
	CW 6d. Count traffic crashes near schools.	All Schools	Current staff	**Police**	Annually
	CW 6e. Evaluate on-site traffic management.	All Schools	Current staff	**School Dist.**, Eng.	Annually
	CW 6f. Perform Walk Audit.	All Schools	Current staff	**Police**, Eng., **School Dist,** NCWRPC	After Eng. activities done
	CW 6g. Walking & biking integrated into curriculum, lesson plans, & school policy.	All Schools	Current staff	**School Dist.**, Teachers	Summer 2010
	CW 6h. Media announces press releases.	All Schools	Current staff	**School Dist, City**	Annually
	CW 6i. Student Tally in **non-SRTS schools** for comparison.	All schools	Current staff	**School Dist**	When SRTS schools tally.

Grove Elementary SRTS Action Plan

Strategy Type	Activities	Location of Activity	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Engineering	**GV 1a.** Install gap sidewalks along safe routes to school.	South side of Clyde Ave from Lincoln St to Port St.	SRTS grant	**Eng.**	2011
	GV 1b. Paint bicycle lanes along safe routes to school streets without sidewalks on them.	**1.** All of Airport Ave; **2.** Clyde Ave from 8th St to Lincoln St.; **3.** All of Sweat Ave; and **4.** All of Sampson St.	TE Grant	**Eng.**	2011-2012
	CW 1c. Analyze safe routes intersections to verify that crosswalks are visible, and pedestrian actuated signals are working.	All intersections within ¼-mile of Grove along Grove's safe routes to school.	Existing staff	**Eng.**	Annually
	CW 1d. Reprogram pedestrian signals.	Intersections at 8th St & Airport, and 8th St & Pepper Ave.	SRTS grant	**Eng.**	2011
	GV 3a. Improve 8th St intersection.	Airport Ave & 8th St	Property assessment	**Eng.**	2013
	GV 3b. (CW 1f.) Figure 5 – **Part One** Upgrade 8th St crossing at Grove Ave.	8th St & Grove Ave	SRTS Grant	**Eng.**	2010-2011
	GV 3b. (CW 1f.) Figure 5 – **Part Two** Upgrade 8th St crossing at Grove Ave.	8th St & Grove Ave	SRTS Grant	**Eng.**	2010-2011
	GV 3c. Improve 8th St intersection.	Pepper Ave & 8th St	SRTS grant	**Eng.**	2013
	CW 1h. Paint safe routes to school crosswalks in the "Ladder" style (Figure 7).	All intersections on Walk Audit Map 4 of Grove along Grove's safe routes to school.	Current staff	**Eng.**	2011
	GV 2b. Install "bike on sidewalk" signs.	Grove sidewalks (Figure 8)	Current staff	**Eng.**	2011
	GV 4a. Install new bike racks.	Grove (see Figure 11)	SRTS Grant	**School Dist.**	2010-2011
Education	**CW 2a.** Create a public education campaign for the surrounding neighborhood.	Neighborhood surrounding Grove, as shown on Walk Audit Map 4.	Current staff	**School Dist.**, PTA, UWEX, BFW, Teachers	When all Eng. actions done.
	CW 3a. Participate in citywide Walk To School Day.	Whole city.	Current staff	**School Dist.**, Teachers & Staff, PTLs, **Police**	Annually in October

Grove SRTS Action Plan continued

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

Howe Elementary SRTS Action Plan

Strategy Type	Activities	Location of Activity	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Engineering	**CW 1b.** Paint *stop lines* 10-feet back from safe routes to school crosswalks.	All **painted** intersections within ¼-mile of Howe along Howe's safe routes to school.	SRTS grant	**Eng.**	2011
	CW 1c. Analyze safe routes intersections to verify that crosswalks are visible, and pedestrian actuated signals are working.	All intersections within ¼-mile of Howe along Howe's safe routes to school.	Current staff	**Eng.**	Annually
	CW 1d. Reprogram pedestrian signals to automatically activate on each cycle. Also program ped. signals to turn on 3 seconds before traffic light "green" turns on.	Intersections at: Baker St & 8th St 3rd St & Jackson St Market St & Baker St 2nd St & Grand Ave 3rd St & Grand Ave Lincoln St & Grand Ave 8th St & Grand Ave	SRTS grant	**Eng.**	2011
	CW 1e. Install curb ramps at intersections where sidewalks exist.	Market St & Avon St 2nd St & Oak St Jackson St & Saratoga St Oak St & 4th St All of Pear St All of Apple St	Property assessment	**Eng.**	2011-2012
	CW 1h. Paint safe routes to school crosswalks in the "Ladder" style (Figure 7).	All intersections on Walk Audit Map 6 of Howe along Howe's safe routes to school.	SRTS grant	**Eng.**	2011
	HV 1a. Purchase and install new bike racks.	Replace existing bike racks where they are now.	SRTS grant	**School Dist.**	2011
Education	**CW 2a.** Create a public education campaign for the surrounding neighborhood.	Neighborhood surrounding Howe, as shown on Walk Audit Map 6.	Current staff	**School Dist.**, PTA, UWEX, BFW, Teachers	When all Eng. actions done.
	CW 3a. Participate in citywide Walk To School Day.	Whole city.	Current staff	**School Dist.**, Teachers & Staff, PTLs, **Police**	Annually in October

Howe SRTS Action Plan continued

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

Mead Elementary SRTS Action Plan

Strategy Type	Activities	Location of Activity	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Engineering	**MV 2a.** Install gap sidewalks along safe routes to school.	West side of 14th Ave South; East side of 16th Ave between Alton St and Grand Ave; Both sides of 18th Ave North; Both sides of 19th Ave North; Both sides of Essex St; and Both sides of Chase St west of 17th Ave South	Property assessment	**Eng.**	2011
	MV 2b. Paint bicycle lanes along safe routes to school streets without sidewalks on them. ONLY IF SIDEWALKS NOT CREATED.	Essex St; Hale St; Chase St; and 19th Ave between Alton St and Grand Ave.	TE grant	**Eng.**	2011-2012
	CW 1b. Paint *stop lines* 10-feet back from safe routes to school crosswalks.	All painted intersections within ¼-mile of Mead along Mead's safe routes to school.	SRTS grant	**Eng.**	2011
	CW 1c. Analyze safe routes intersections to verify that crosswalks are visible, and pedestrian actuated signals are working.	All intersections within ¼-mile of Mead along Mead's safe routes to school.	Current staff	**Eng.**	Annually
	CW 1d. Reprogram pedestrian signals to automatically activate on each cycle. Also program ped. signals to turn on 3 seconds before traffic light "green" turns on.	Intersections at Grand Ave & 17th Ave; and Chase St & Riverview Expy.	SRTS grant	**Eng.**	2011
	CW 1h. Paint safe routes to school crosswalks in the "Ladder" style (Figure 7).	All intersections on Walk Audit Map 8 of Mead along Mead's safe routes to school.	Current staff	**Eng.**	2011
	MV 1a. Purchase and install new bike racks.	Replace existing bike racks where they are now.	SRTS grant	**School Dist.**	2011
Education	**CW 2a.** Create a public education campaign for the surrounding neighborhood.	Neighborhood surrounding Mead, as shown on Walk Audit Map 8.	Current staff	**School Dist.**, PTA, UWEX, BFW, Teachers	When all Eng. actions done.
	CW 3a. Participate in citywide Walk To School Day.	Whole city.	Current staff	**School Dist.**, Teachers & Staff, PTLs, **Police**	Annually in October

Mead SRTS Action Plan continued

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

Washington Elementary SRTS Action Plan

Strategy Type	Activities	Location of Activity	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Engineering	**WV 1a.** Install gap sidewalks along safe routes to school.	West side of 28th St from Washington St to Norton St.	SRTS grant	**Eng.**	2012
	WV 1b. Install gap sidewalks along safe routes to school.	Both sides of Washington St from STH 54 to 32nd St	SRTS grant	**Eng.**	2012
	WV 1c. Place sign & barrel assemblies (Figure 13) in crosswalk.	Mid-block crossing on 28th St, and on 32nd St at Franklin St.	SRTS grant	**Eng.**	2011
	WV 1d. Pave "desire path."	See "desire path" on Washington's Site Map	SRTS grant	**School Dist., Eng.**	2011
	WV 1e. Create new "desire path."	From Franklin St, between athletic fields to main entrance.	SRTS grant	**School Dist., Eng.**	2011
	WV 1f. Paint bicycle lanes along safe routes to school streets without sidewalks on them.	1. **Washington St** from 32nd St west to Hwy 54; 2. **Saratoga St** from 32nd St to 20th St; 3. **28th St** from Saratoga St north to Kingston St; 4. All of **Norton St**; 5. All of **Franklin St**; and 5. **32nd St** from Hwy 54 south to Highway W.	TE grant	**Eng.**	2011-2012
	CW 1b. Paint *stop lines* 10-feet back from safe routes to school crosswalks.	All intersections within ¼-mile of Washington along Washington's safe routes to school.	SRTS grant	**Eng.**	2011
	CW 1c. Analyze safe routes intersections to verify that crosswalks are visible, and pedestrian actuated signals are working.	All intersections within ¼-mile of Washington along the safe routes to school.	Current staff	**Eng.**	Annually
	WV 2a. Install new bike racks.	Washington	SRTS grant	**School Dist.**	2011
Education	**CW 2a.** Create a public education campaign for the surrounding neighborhood.	Neighborhood surrounding Washington, as shown on Walk Audit Map 12.	Current staff	**School Dist.**, PTA, UWEX, BFW, Teachers	When all Eng. actions done.
	CW 3a. Participate in citywide Walk To School Day.	Whole city.	Current staff	**School Dist.**, Teachers & Staff, PTLs, **Police**	Annually in October

Washington SRTS Action Plan continued

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

ATTACHMENT B
SAFE ROUTES TO SCHOOL MAP

ATTACHMENT C
STUDENT TALLY & PARENT SURVEY

ATTACHMENT D
WALK AUDIT MAP CODES

ATTACHMENT E
CITY SIDEWALK ORDINANCE

ATTACHMENT F
CITY BICYCLE ORDINANCE

ATTACHMENT G
CITY SIDEWALK SNOW & DEBRIS REMOVAL ORDINANCE