Stettin
Safe Routes to School

Improving Health, Safety, and Transportation

Developed by the National Center for Safe Routes to School | www.saferoutesinfo.org
Why Safe Routes To School?

1. Fewer kids walk and bike to school
2. Health consequences
3. SRTS programs are part of the solution
1. Fewer kids are biking and walking. More parents are driving.

- 1969: 42% walked
- 2001: 16% walked

(CDC, 2005)
It’s not just distance

Students who live within 1 mile and walk or bike:

1969: 87%
2001: 63%

(CDC, 2005)
What caused the shift?
Most common barriers to walking and bicycling to school – *nationwide*:

- Long distances 62%
- Traffic danger 30%
- Adverse weather 19%
- Fear of crime danger 12%

Note: Sum of percentages is more than 100% because respondents could identify more than one barrier.

*(CDC, 2005)*
Parents driving children to school: 20%-25% of morning traffic

(NHTSA 2003; Dept. of Environment)
Individual community issues

- Fear of crime (both real and perceived)
- Dangerous roads to walk & bike on
2. Unintended consequence:  
- Physical inactivity

- Most kids aren’t getting the physical activity they need

- Recommended 60 minutes on most, preferably all, days of the week

(US Depts. of Health and Human Services and Agriculture, 2005)
U.S. youth overweight rates

Prevalence of overweight among children and adolescents ages 6-19 years

Percent

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>6-11</td>
<td>4</td>
<td>4</td>
<td>5</td>
<td>7</td>
<td>11</td>
</tr>
<tr>
<td>12-19</td>
<td>5</td>
<td>6</td>
<td>5</td>
<td>11</td>
<td>16</td>
</tr>
</tbody>
</table>


SOURCE: CDC/NCHS, NHES and NHANES

(National Center for Health Statistics)
Overweight children have an increased risk of...

- Type 2 Diabetes
- Low self esteem
- Decreased physical functioning
- Obesity in adulthood
- Many other negative emotional & physical effects

*(Institute of Medicine, 2005)*
3. Safe Routes to School programs are part of the solution...

...to improve walking and bicycling conditions

...to increase physical activity

Dallas, TX
More benefits of SRTS programs

- Reduce congestion around schools
- Can lead to cost savings for schools (reduce need for hazard busing)
- Others: increase child’s sense of freedom, help establish lifetime habits, teach pedestrian and bicyclist skills
Elements of SRTS programs

- Education
- Encouragement
- Enforcement
- Engineering
- Evaluation

Lenexa, KS
Education

- Teaches safety skills
- Creates safety awareness
- Fosters life-long safety habits
- Includes parents, neighbors and other drivers

Chicago, IL
Encouragement

- Increases popularity of walking and bicycling
- Is an easy way to start SRTS programs
- Emphasizes fun
Enforcement

- Increases awareness of pedestrians and bicyclists
- Improves driver behavior
- Helps children follow traffic rules
Engineering

- Creates safer conditions for walking and bicycling
- Can influence the way people behave
Evaluation

Is the program making a difference?
Survey Parents & Students annually.
Location of SRTS programs

Stettin Elementary

2-mile radius
Location of SRTS programs
Survey Says...

- Student Tally results
- Parent Survey results
Student Tally – May 2017

Morning and Afternoon Travel Mode Comparison

<table>
<thead>
<tr>
<th>Mode</th>
<th>Morning</th>
<th>Afternoon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td>Bike</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>School Bus</td>
<td>38</td>
<td>41</td>
</tr>
<tr>
<td>Family Vehicle</td>
<td>49</td>
<td>42</td>
</tr>
<tr>
<td>Carpool</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Transit</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
May 2017 – Parent Survey

What intersection is closest to your house?

1-mile travel distance
May 2017 – Parent Survey

Typical mode of arrival at and departure from school

- Morning
- Afternoon

<table>
<thead>
<tr>
<th>Mode</th>
<th>Morning</th>
<th>Afternoon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>Bike</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>School Bus</td>
<td>50</td>
<td>0</td>
</tr>
<tr>
<td>Family Vehicle</td>
<td>40</td>
<td>30</td>
</tr>
<tr>
<td>Carpool</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>Transit</td>
<td>10</td>
<td>0</td>
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Additional Content Added by NCWRPC
May 2017 – Parent Survey

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

<table>
<thead>
<tr>
<th>Asked Permission?</th>
<th>Number of Children</th>
<th>Less than 1/4 mile</th>
<th>1/4 mile up to 1/2 mile</th>
<th>1/2 mile up to 1 mile</th>
<th>1 mile up to 2 miles</th>
<th>More than 2 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>41</td>
<td>79%</td>
<td>88%</td>
<td>36%</td>
<td>50%</td>
<td>10%</td>
</tr>
<tr>
<td>No</td>
<td>56</td>
<td>21%</td>
<td>13%</td>
<td>64%</td>
<td>50%</td>
<td>90%</td>
</tr>
</tbody>
</table>

Don’t know or No response: 2
Percentages may not total 100% due to rounding.
May 2017 – Parent Survey

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

- Safety of Intersections and Crossings
- Weather or climate
- Sidewalks or Pathways
- Distance
- Amount of Traffic Along Route
- Speed of Traffic Along Route
- Crossing Guards
- Convenience of Driving
- Child's Participation in After School Programs
- Violence or Crime
- Adults to Bike/Walk With
- Time

Percent of Responses
If issue changed...  50% Safety of Crossings

Walking / Biking would be allowed if this issue were changed:

Safety of Intersections and Crossings
If issue changed... 50% Sidewalks or paths

Walking / Biking would be allowed if this issue were changed: Sidewalks or paths established
If issue changed...

Walking / Biking would be allowed if this issue were changed:

Amount of traffic reduced

70% Amount of traffic
If issue changed...

Walking / Biking would be allowed if this issue were changed:

75% Speed of traffic along route reduced
Tonight’s Agenda... (Nov. 2)

- Schedule Community Meeting
- Data and information collected since Oct 5th
- Programming to encourage walking & biking
- Infrastructure to make safe routes to school
Tonight’s Information... (Nov. 2)

Programming

to get kids walking and biking

Infrastructure

to create safe routes to school
Tonight’s Information... (Nov. 2)

Existing Encouragement:

- **Safety City** – citywide, run by Police Dept.
  - Only for K-1\textsuperscript{st} grade
Housing Unit Density
Most drivers are traveling at least **35 mph**

- on Stettin Dr. & on 56th Ave. in 25 mph zones.

- **Stettin Dr School Speed Zones:** 30-35 mph while crossing guard was present.

- **56th Ave School Speed Zones:** 18 mph.

= Wausau speed analysis point.

= School Speed Limit of 15 – “While children are present.” & 25 mph speed limit.

= 25 mph speed limit.
Traffic near Stettin Elem.

- Traffic on Stettin Dr **during arrival & departure times**...
  
  ...is high due to parents driving their kids to school.

- ~110 cars during arrival (~1 car every 30 seconds)
- ~175 cars during departure (~1 car every 20 seconds)
Stettin Drive

- No walking area outside of the road.
Hazard Bussing

- Current hazard bussing for Stettin Elementary
Potential SRTS Projects

- If these SRTS projects are completed...
  ...then hazard bussing would mainly go away.
Hazard Bussing

- Potential future hazard bussing = [Box]
Why Stettin Drive?

20 min. walk, 1.0 miles
Stettin Drive

26 min. walk, 1.3 miles
Stewart Avenue
Why Stettin Drive?

18 min. walk, 0.9 miles
Stettin Drive

35 min. walk, 1.8 miles
Stewart Avenue
Why Stettin Drive?

- Potential extension of Hilltop Ave.

33 min. walk, 1.6 miles

23 min. walk, 1.16 mile
Types of Cyclists

- 60% Interested but concerned
- 33% No way, no how
- 6% Enthused & confident
- 1% Strong & fearless