
Port Edwards Safe Routes to School Plan



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PLAN SUMMARY

The Port Edwards Safe Routes to School (SRTS) Plan was developed by the North Central Wisconsin Regional Planning Commission (NCWRPC) in conjunction with the Village of Port Edwards as part of the North Central Wisconsin Regional Safe Routes to School Program. This Regional SRTS Program was made possible in part by a Transportation Alternatives Program grant from the Wisconsin Department of Transportation. Additional funding was provided by the North Central Wisconsin Regional Planning Commission.



Why Safe Routes to School?

Safe Routes to School (SRTS) is an international movement that began in Denmark in the 1970s when high student traffic deaths occurred. The U.S. Congress established a nationwide SRTS program in 2005 due to high child pedestrian crash rates and rising childhood obesity rates.



The whole reason for this effort is to make it safer and easier for students to walk and bike to school. Nationally, walking and bicycling to school are viewed as realistic ways for students to achieve higher levels of daily physical activity by reducing the number and speed of vehicles around schools.

CDC research discovered that three low-cost strategies are associated with schools that have a higher percentage of students who walk or bike to school: 1) having crossing guards, 2) having bicycle racks, and 3) providing promotional materials to students and families.

When routes are safe, walking or biking to and from school is an easy way to get the regular physical activity children need for good health.



Safe Routes to School initiatives also help ease traffic congestion around schools, reduce transportation costs, and contribute to students' readiness to learn in school.

Plan Results

The 5 E's framework (education, encouragement, engineering, enforcement, and evaluation) was used to create a comprehensive Safe Routes to School plan that will be more effective at increasing physical activity through increased safe walking and biking.

Each school has a section with 4 maps and many charts identifying current practices, summarized data, and existing facilities at and around the school. Recommendations for each school are identified as short, medium, or long-term projects, and a responsible party identifies who may lead implementation of each recommendation.

Both the School District and Village also have their own recommendations section.

PREFACE

About the North Central Wisconsin Regional Planning Commission



The North Central Wisconsin Regional Planning Commission (NCWRPC) is a voluntary association of governments created in 1973 under Wisconsin State Statute 66.945, now 66.0309. NCWRPC provides assistance throughout its 10-county region in the areas of:

- economic development,
- geographic information systems (GIS),
- intergovernmental cooperation,
- land use, and
- transportation.

Staff regularly provide professional planning services to communities for projects of both local and regional significance.

The Region includes 268 local units of government: 198 towns, 39 villages, 21 cities, and 10 counties.



Under Wisconsin law §66.0309(9), “The regional planning commission shall have the function and duty of making and adopting a master plan [now it’s a comprehensive plan] for the physical development of the region.”

The Region’s Comprehensive Plan

The Regional Comprehensive Plan, 2025, and previously the Regional Livability Plan of 2015 identifies ways to address the Region’s opportunities and weaknesses to become more livable for all residents. The Regional Comprehensive Plan addresses four specific areas: Housing, Economic Development, Transportation, and Land Use. Background data is provided for the Region’s demographics; natural, agricultural, and cultural resources; and existing utilities. The Regional Comprehensive Plan has goals, objectives, and recommendations that can help the Region use the money we have more effectively and efficiently by investing in solutions that solve multiple problems. Mainly, livable and sustainable developments are less expensive to build, require fewer municipal services, result in higher property values, and generate a range of long-term social and environmental benefits.

Working as a region, all communities can be made more livable. When residents are able to live near their place of employment, then travel costs, transportation maintenance, pollution, and congestion are reduced. Efficient use of land and support for walking, biking, and access to transit reduces energy consumption saving money for individuals, communities, and the Region. The successful implementation of the Regional Comprehensive Plan will save tax dollars, create more housing options, provide more transportation choices, increase economic development, accommodate an aging population, retain and attract a knowledgeable workforce, improve community health, protect the Region’s rural character, and enhance the Region’s scenic beauty.

North Central Wisconsin Regional Safe Routes to School Program

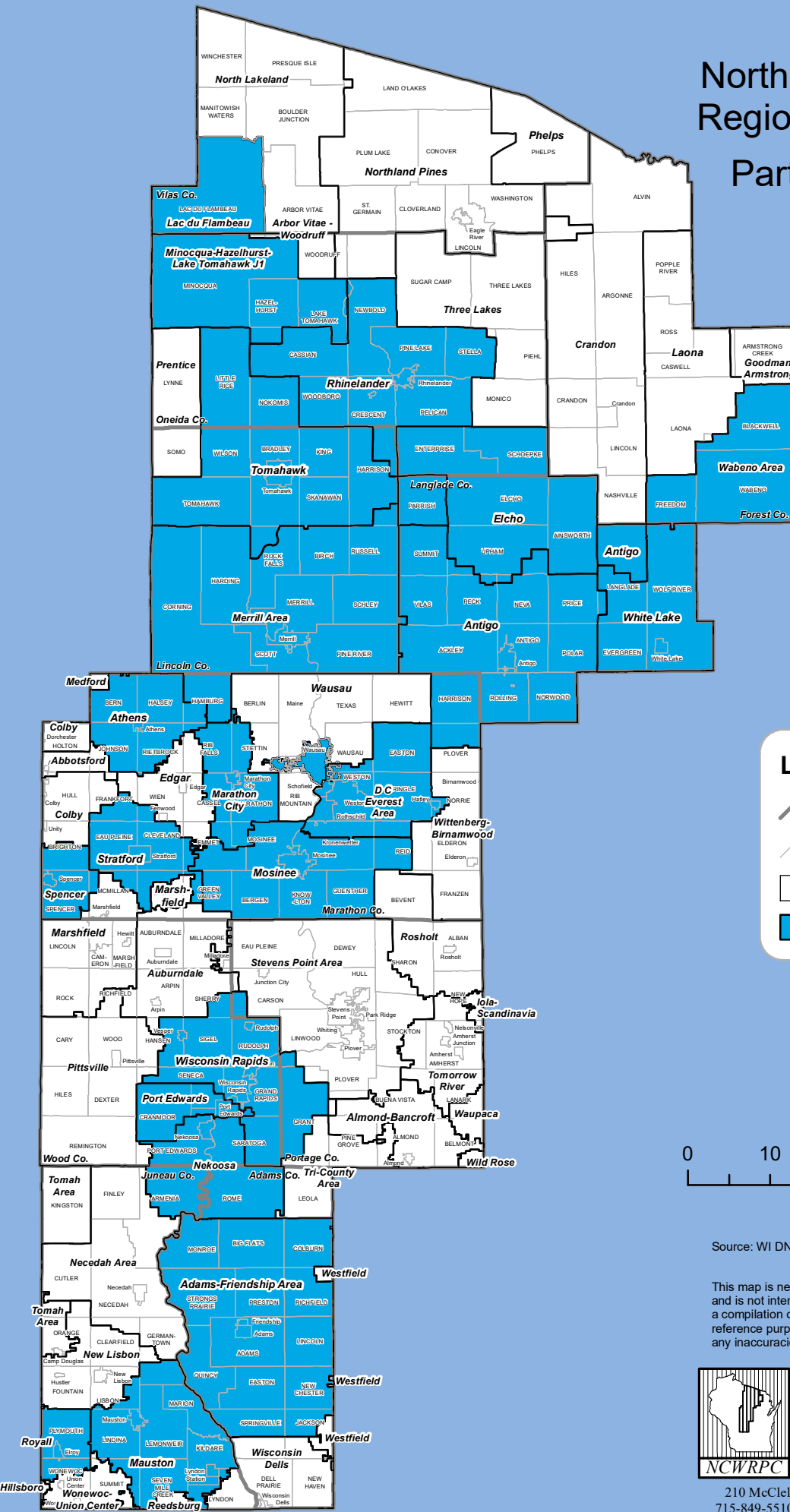
As part of NCWRPC’s on-going commitment to implement the Regional Livability Plan, the North Central Wisconsin Regional Planning Commission (NCWRPC) has created the Regional Safe Routes To School (SRTS) program. Implementing Safe Routes to School advances livability principles by making it safer and more enjoyable for people to walk and bike within their communities. The Regional SRTS program’s 2022-2025 funding period allows the NCWRPC to assist seven school districts comprised of a total of 32 school sites. See Map 1 for all districts that have entered the Regional SRTS program. This Safe Routes to School Plan document and the associated school SRTS Action Plans are an outcome of the Regional SRTS program.







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

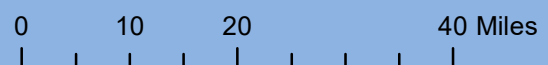


North Central Wisconsin Regional SRTS Program Participating School Districts



Legend

-  County Borders
-  Minor Civil Divisions
-  School District Boundaries
-  Participating Districts



Source: WI DNR, NCWRPC

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



Prepared By:
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Purpose and Overview

The purpose of Safe Routes to School (SRTS) is to provide safe pedestrian and bicycle facilities that provide healthier lifestyle choices.

Safe Routes To School:

- 1) *identifies physical barriers to safe walking and biking;*
- 2) *provides physical and supportive improvement ideas; and*
- 3) *provides tools for parents, students, and the community on how to safely walk and bike to school and the long lasting benefits of doing so.*


SRTS planning efforts

- 1) assess the facilities and conditions near a school;
- 2) examine how students are currently traveling to/from school; and
- 3) identify concerns/issues raised by parents, the school, and the community. Infrastructure and programming recommendations are then created for local implementation.


Safe Routes to School (SRTS) is an international movement—and federal program—that uses programs and infrastructure to encourage children to walk and bike to school.

Major SRTS goals are:

1. To facilitate the planning, development, and implementation of projects and activities that will improve the safety of walking or biking to school.
2. To enable and encourage parents to allow their children, including those with disabilities, to walk and bike to school where it is safe to do so.
3. To make bicycling and walking to school a safer and fun transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.

 Centers for Disease Control and Prevention
CDC 24/7: Saving Lives. Protecting People™

Office of Policy, Performance, and Evaluation



HI-5

HEALTH IMPACT IN 5 YEARS

Achieving lasting impact on health outcomes requires a focus not just on patient care, but on community-wide approaches aimed at improving population health.

The CDC's Health Impact in 5 Years (HI-5) initiative highlights non-clinical, community-wide approaches that have evidence reporting 1) positive health impacts, 2) results within five years, and 3) cost effectiveness and/or cost savings over the lifetime of the population or earlier.

Safe Routes to School is one of those programs that are cost-effective and show significant population health impacts within five years.

Why Safe Routes to School?

Safe Routes to School (SRTS) is an international movement that began in Denmark in the 1970s when high student traffic deaths occurred. U.S. Congress established a nationwide SRTS program in 2005 due to high child pedestrian crash rates and rising childhood obesity rates. The whole reason for this effort is to make it safer and easier for students to walk and bike to school. Nationally, walking and bicycling to school are viewed as realistic ways for students to achieve higher levels of daily physical activity and for communities to reduce the number and speed of vehicles around schools.

Health and Obesity

- Over the past 40 years, rates of obesity have continued to steadily increase among children of all ages in the United States; and approximately 14.7 million children and adolescents—about 19.7%—are now overweight or obese. (¹NIH)
- Being overweight in childhood and adolescence is a strong predictor of adult obesity. This imposes serious short- and long-term physical and psychological threats including type 2 diabetes, cardiovascular diseases, increased mortality, premature death, disability, and decreased mental health. (²NIH)
- Less than one-quarter of children (24%) get 60 minutes of physical activity every day. (⁴CDC)



Physical Activity and Academic Performance

- Physical activity and fitness boost learning and memory in children; fitness-associated performance benefits are largest for those situations in which initial learning is the most challenging. (⁵NIH)
- Sixth- and ninth-grade students with high fitness scored significantly better on math and social studies tests compared with less fit students, even after controlling for socioeconomic status. Muscular strength and muscular endurance were significantly associated with academic achievement in all grades. (⁶NIH)
- Lower performing students appear to derive particular benefit from physical activity. In addition, short bicycling exercise periods resulted in enhanced neuronal activity and increased cognitive performance for teenagers with intellectual and developmental disabilities. (⁷NIH)
- When children get physical activity before class, they are more on task and fidget less. This is true for both girls and boys, and has been shown to be particularly beneficial for children who have the most trouble paying attention and those with attention deficit disorders. (⁸NIH)

Safety

- People walking are more than twice as likely to be struck by a vehicle in locations without sidewalks. (⁹FHA)
- In 2020, approximately 10,400 children ages 14 and younger were injured and about 212 were killed while walking or bicycling in the United States. (¹⁰NHTSA)
- Studies clearly show that higher speeds result in greater impact at the time of a crash, which leads to more severe injuries and fatalities. This is especially concerning for more vulnerable road users, such as motorcyclists, bicyclists, and pedestrians. Per vehicle miles traveled in 2019, motorcyclist fatalities occurred nearly 29 times more frequently than passenger car occupant fatalities, and 33% of motorcycle riders involved in fatal crashes in 2019 were speeding. Pedestrians made up 17% of traffic fatalities in 2019 with 6,205 fatalities. Bicyclists accounted for approximately 2% of fatalities in 2019 with 846 bicyclist fatalities. (¹¹FHA)

Traffic Congestion

- By boosting the number of children walking and bicycling, Safe Routes to School projects reduce traffic congestion around schools. (¹²Nat'l SRTS)
- Within the span of one generation, the percentage of children that live within 1 mile of school and walked or biked to school has dropped precipitously, from approximately 89% in 1969 to just 35% in 2009. (¹³NIH & Nat'l SRTS)
- While distance to school is the most commonly reported barrier to walking and bicycling by parents, private vehicles still account for half of school trips between 1/4 and 1/2 mile—a distance easily covered on foot or bike. (¹⁴FHA)

¹NIH = Ham SA, Martin S, Kohl HW 3rd. Changes in the percentage of students who walk or bike to school-United States, 1969 and 2001. *J Phys Act Health*. 2008 Mar;5(2):205-15. doi: 10.1123/jpah.5.2.205. PMID: 18382030.

²NIH = Carsley S, Tu K, Parkin PC, Pullenayegum E, Birken CS. Overweight and obesity in preschool aged children and risk of mental health service utilization. *Int J Obes (Lond)*. 2019;43(7):1325-1333. doi: 10.1038/s41366-018-0280-1.

³ = Source for 1 = 2/3 graphic, US Department of Health and Human Services. *Physical Activity Guidelines for Americans*, 2nd edition. Washington, DC: US Department of Health and Human Services; 2018.

⁴CDC = Merlo CL, Jones SE, Michael SL, et al. Dietary and Physical Activity Behaviors Among High School Students — Youth Risk Behavior Survey, United States, 2019. *MMWR Suppl* 2020;69(Suppl-1):64–76

⁵NIH = Raine LB, Lee HK, Saliba BJ, Chaddock-Heyman L, Hillman CH, Kramer AF. The influence of childhood aerobic fitness on learning and memory. *PLoS One*. 2013 Sep 11;8(9):e72666. doi: 10.1371/journal.pone.0072666. PMID: 24039791; PMCID: PMC3770671.

⁶NIH = Coe DP, Peterson T, Blair C, Schutten MC, Peddie H. Physical fitness, academic achievement, and socioeconomic status in school-aged youth. *J Sch Health*. 2013 Jul;83(7):500-7. doi: 10.1111/josh.12058. PMID: 23782093.

⁷NIH = Donnelly JE, Hillman CH, Castelli D, Etnier JL, Lee S, Tomporowski P, Lambourne K, Szabo-Reed AN. Physical Activity, Fitness, Cognitive Function, and Academic Achievement in Children: A Systematic Review. *Med Sci Sports Exerc*. 2016 Jun;48(6):1197-222. doi: 10.1249/MSS.0000000000000901. PMID: 27182986; PMCID: PMC4874515.

⁸NIH = García-Hermoso A, Hormazábal-Aguayo I, Fernández-Vergara O, González-Calderón N, Russell-Guzmán J, Vicencio-Rojas F, Chacana-Cañas C, Ramírez-Vélez R. A before-school physical activity intervention to improve cognitive parameters in children: The Active-Start study. *Scand J Med Sci Sports*. 2020 Jan;30(1):108-116. doi: 10.1111/sms.13537. Epub 2019 Sep 2. PMID: 31410887.

⁹FHA = Public Roads, March/April 2012, Vol. 75 No. 5, FHWA-HRT-12-003.

Sources continued on the bottom of page 8.

Why Speed Matters

There is a proven relationship between motor vehicle speeds and pedestrian safety. The average risk of death for a pedestrian upon impact from a vehicle rises as a vehicle's speed increases. Higher speeds also give both drivers and walkers less time to avoid a crash.



Source: Federal Highway Administration. Data from AAA Foundation for Traffic Safety, Impact Speed and a Pedestrian's Risk of Severe Injury or Death, September 2011.



Speed Management is Key to Road Safety, Winter 2022 by Guan Xu, Abdul Zineddin, Randolph Atkins, and Sarah Abel FHWA-HRT-22-002

¹⁰NHTSA = National Center for Statistics and Analysis. (2022, October). Traffic safety facts 2020: A compilation of motor vehicle crash data (Report No. DOT HS 813 375). National Highway Traffic Safety Administration.

¹¹FHA = Speed Management is Key to Road Safety by Guan Xu, Abdul Zineddin, Randolph Atkins, and Sarah Abel. Winter 2022, Vol.85 No.4, FHWA-HRT-22-002.

¹²Nat'l SRTS = Safe Routes Partnership, <https://www.saferoutespartnership.org/safe-routes-school/101/benefits>.

¹³NIH & Nat'l SRTS = Ham SA, Martin S, Kohl HW 3rd. Changes in the percentage of students who walk or bike to school- United States, 1969 and 2001. J Phys Act Health. 2008 Mar;5(2):205-15. doi: 10.1123/jpah.5.2.205. PMID: 18382030.

¹⁴FHA = Federal Highway Administration, National Household Travel Survey 2001; NHTS Brief on Travel to School, January 2008.

Bicycle Safety in Wisconsin



Did you know...

In Wisconsin, one bicyclist was killed or injured every 12.4 hours in 2023.

- 791 crashes involved bicyclists in Wisconsin in 2023.
- In these crashes, 7 bicyclists were killed and 699 were injured.
- Bicyclists are almost always injured in a collision with a motor vehicle.

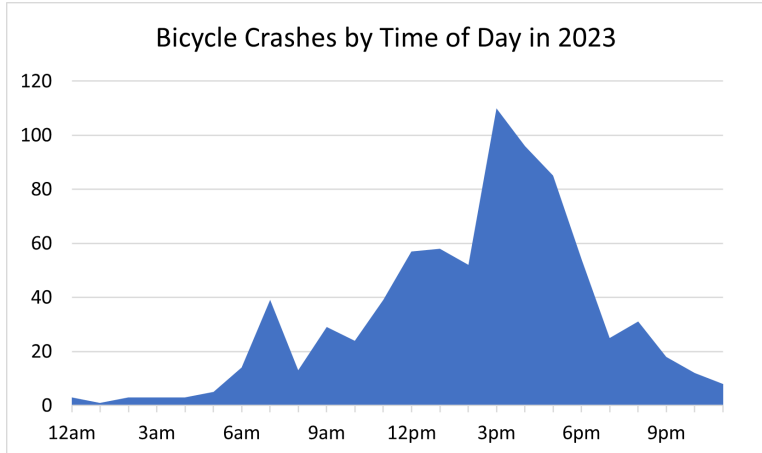
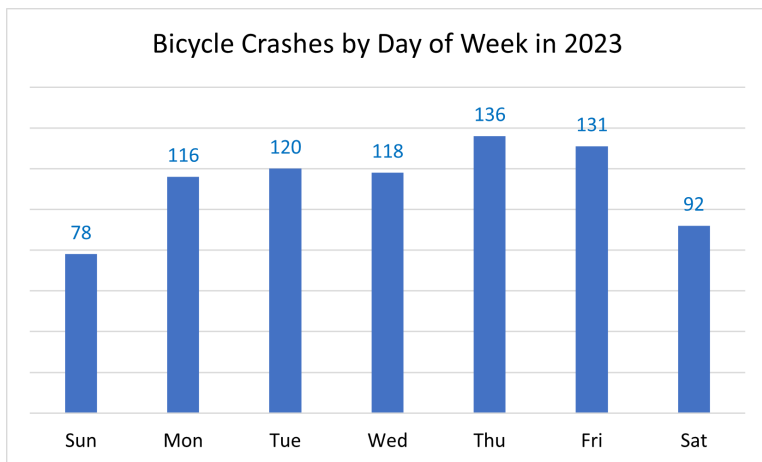
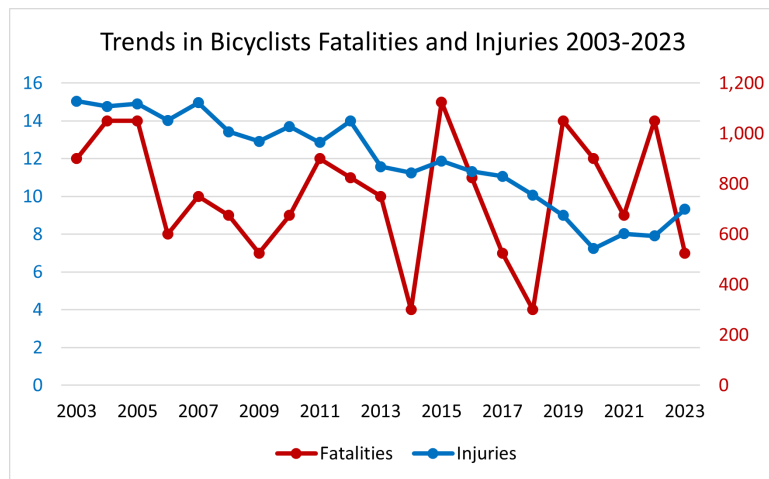


Scope of the Problem

Over the years, improvements to bicyclist safety have been made in areas such as engineering, education, enforcement, and emergency response.

Over the long term, the number of bicyclist injuries has decreased, but year-to-year fluctuations in bicyclists fatalities are apparent.

Over the past 20 years, the number of bicyclist injuries has decreased by 38%.



Types of Bike Crashes

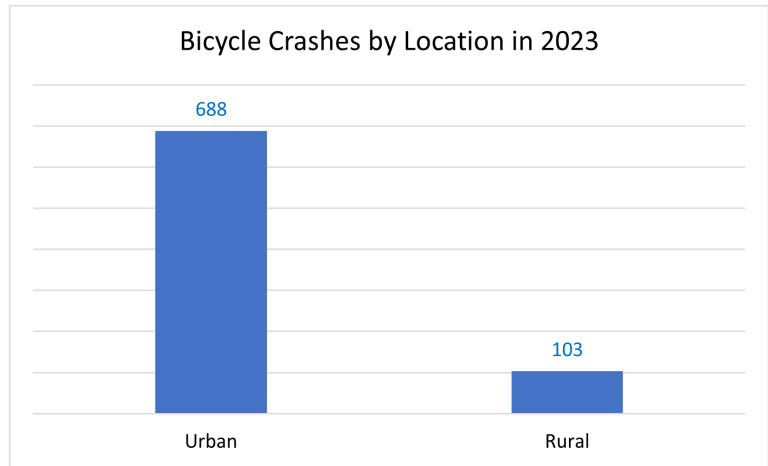
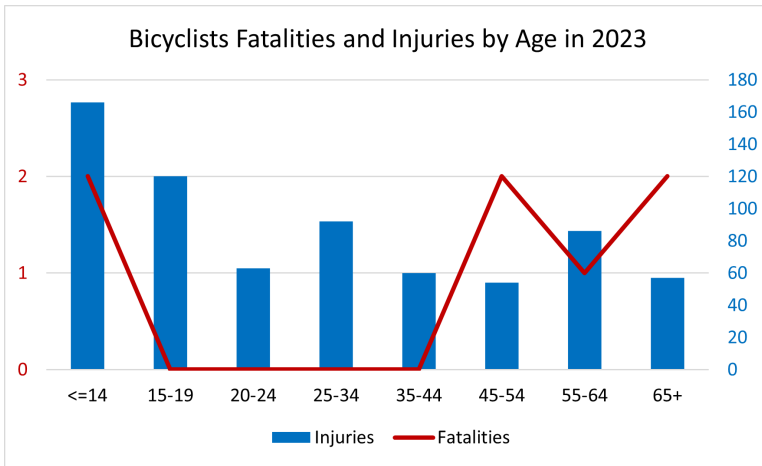
The most common types of bicycle crashes involve:

- Motorists failing to yield the right of way to a straight-through bicyclist when making a left turn.
- Motorists failing to yield at a controlled intersection.
- Bicyclists failing to yield at a controlled intersection.
- Motorists turning right on a red.

Bicyclists involved in a crash were not at fault in 28% of incidents; 291 crashes in 2023 were the responsibility of the motor vehicle driver.

Bicycle crashes slightly peak in the morning when drivers are headed to work or school and crashes reach their highest point in the afternoon when returning home after their day. While there is more traffic on the road during these times, 43% of all bicycle crashes are in marked crosswalks.

Who is at Risk?



Children, teenagers, and young adults together comprise a majority of the injuries in 2023. High injury rates among this group are a result of poor road skills and excessive vehicular speeds in neighborhoods and school zones.

Most bicycle crashes occur in urban areas and on local roads and streets. This is not surprising considering that bicycling rates are higher in urban locations.

Current Bicycle Laws

Bicycling laws are defined in Wis. Stats. 340.01(5), 346.02(4)(a) and 346.80(2)(a).

The bicycle is defined as a vehicle. The operator of a vehicle is granted the same rights and subject to the same duties as the driver of any other vehicle.

Any person operating a bicycle at less than normal speed shall ride as close as practicable (not as far right as possible) to the right-hand edge or curb of the unobstructed traveled roadway. This includes riders who are riding two or more abreast.



What can Drivers Do?

- Give cyclists at least three feet of clearance when passing.
- Occupants of parked vehicles should look back and to their left before opening their door into traffic. Being “doored” is among the most common types of bicycle collisions and can lead to serious injury or even death.
- When turning left, watch for and yield to oncoming bicyclists just as you would for oncoming motorists. This is the most common type of auto/bike collision.
- When turning right, yield to any bicyclist traveling on your right. Do not try to pass a bicyclist if you are planning to turn right at the next intersection or driveway.
- Practice caution when young cyclists are present.

What can Cyclists Do?

- Cyclists are vehicles. As such, they must ride in the same direction as traffic and must use hand signals to indicate their movements.
- Wear a helmet; taking this easy step can eliminate up to 85% of head injuries in a crash.
- Parents should ensure that children have mastered the ability to ride in a straight line before allowing children to bike on their own. Most children do not develop this skill until seven or eight years old.
- Bike safety courses are available throughout the state; contact the Bicycle Federation of Wisconsin or the League of American Bicyclists for more information.

Pedestrian Safety in Wisconsin



Did you know...

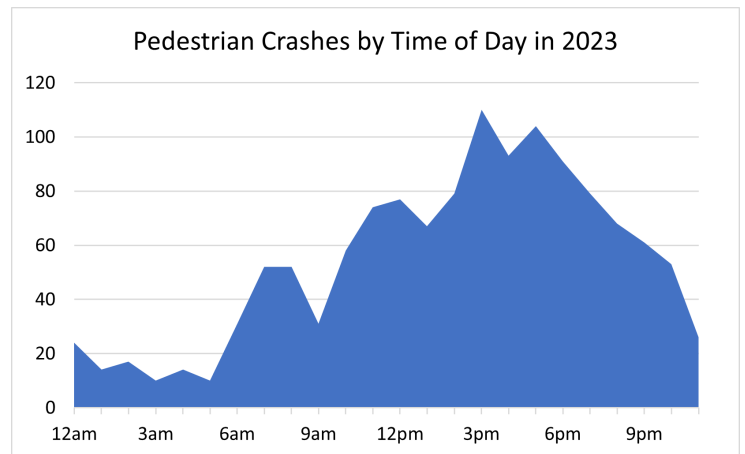
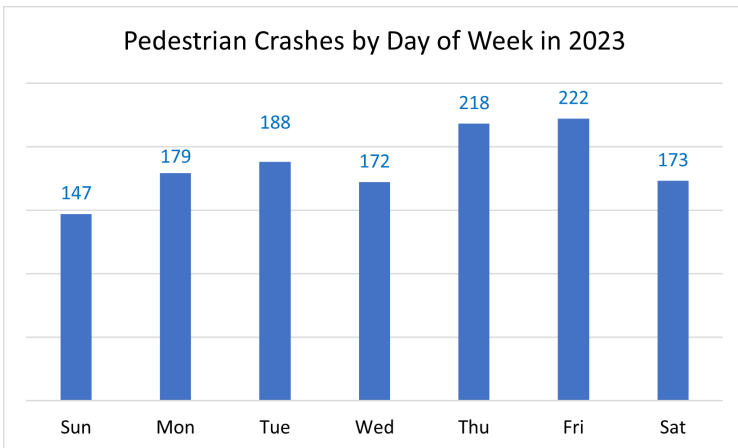
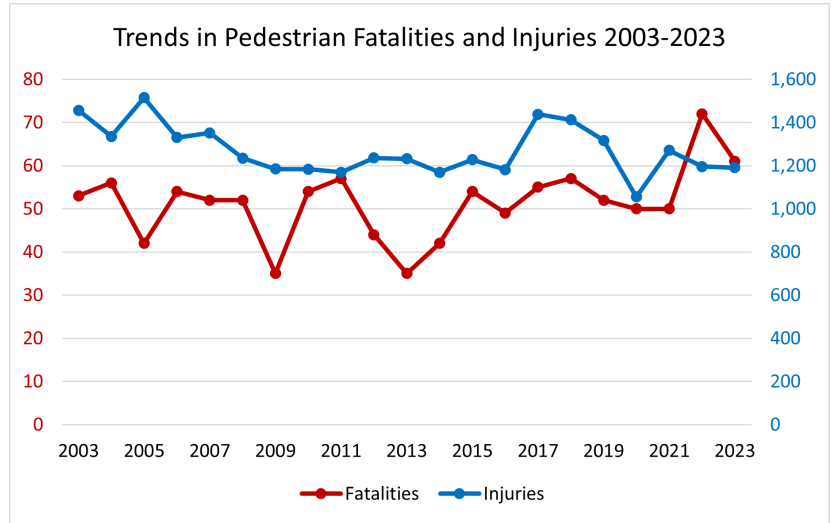
In Wisconsin, one pedestrian was killed or injured every 7 hours in 2023.

- 1,299 crashes involved pedestrians in Wisconsin in 2023.
- In these crashes, 61 pedestrians were killed and 1,190 pedestrians were injured.
- Few pedestrian crashes result in property damage only; the pedestrian is almost always injured.

Scope of the Problem

Over the years, improvements to pedestrian safety have been made in areas such as engineering, education, enforcement, and emergency response.

Despite the improvements, pedestrian injuries have remained generally consistent over the past 20 years. Pedestrian fatalities have increased slightly since 2013, when there were only 35 pedestrian fatalities. There has been a decrease in pedestrian fatalities in 2023 compared to 2022.

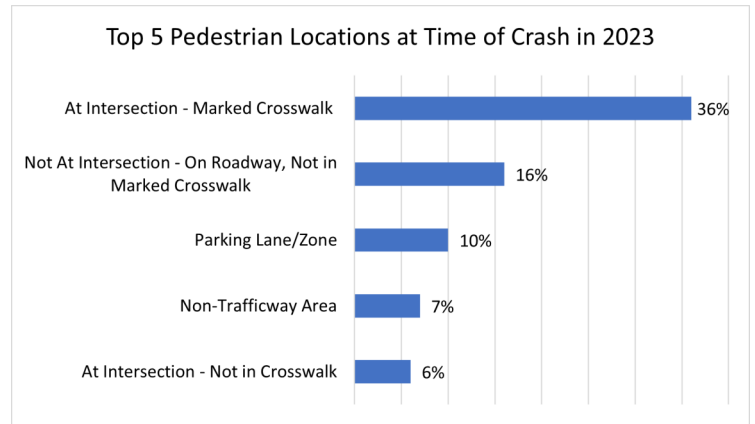
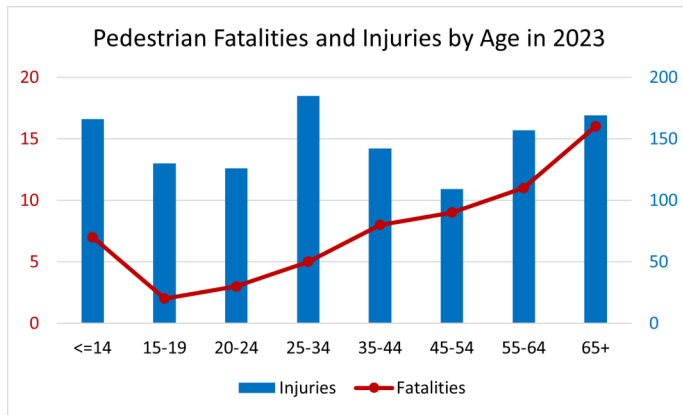


When do Pedestrian Crashes Occur?

Pedestrian crashes most often occur on weekdays with Fridays accounting for highest number of crashes at 17% and Sundays with the fewest at 11%.

Most pedestrian crashes occur between 3 pm and 6 pm, the hours after school and the peak time that adults commute home from work. This afternoon peak is far higher than the morning peak time, possibly because of driver and pedestrian fatigue and inattentiveness.

Pedestrian Crash Risk Factors



Pedestrians aged 25-34 are most at risk for injuries. Older pedestrians, on the other hand, are more likely to suffer a fatality when involved in a crash.

The vast majority of pedestrian crashes occur in the roadway or at a crosswalk in an intersection. Any street crossing can put a pedestrian in the path of a motor vehicle operator who may not be paying attention or may not have time to avoid a pedestrian who suddenly steps into the path of the vehicle.

Pedestrian crashes are more likely to have worse consequences when drugs or alcohol are a factor. Of the 62 pedestrian-involved fatal crashes, 20 (32%) involved an impaired pedestrian or driver. Of the 1,150 pedestrian injury crashes, 122 (11%) involved either an impaired pedestrian or driver.

Current Pedestrian Laws

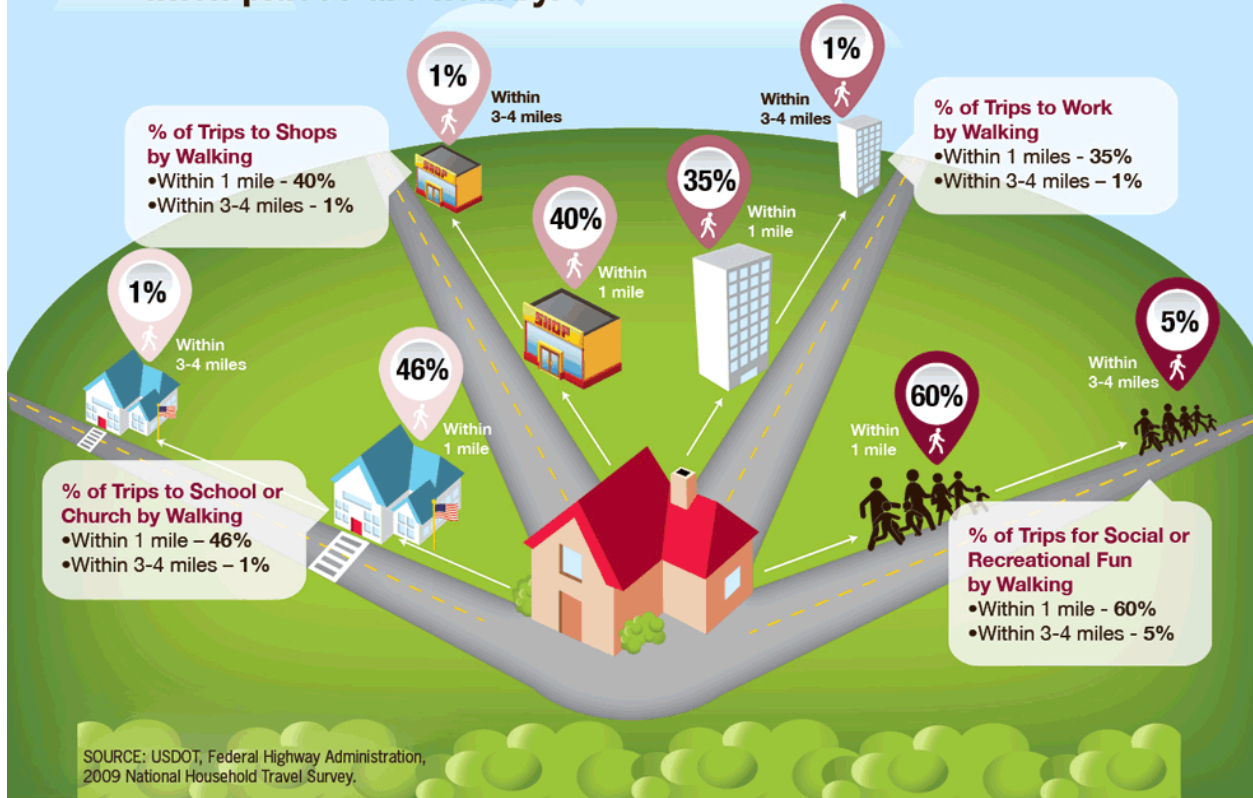
Pedestrian laws are defined in Wis Stats. 346.23 (1)(2) and 348.24(1):

- At any crosswalk (marked or unmarked), the operator of a vehicle shall yield the right-of-way to a pedestrian, in a manner which is consistent with the safe use of the crosswalk by a pedestrian who has started to cross the road.
- In all other cases, pedestrians, bicyclists, and riders of electric assistive mobility devices shall yield the right-of-way to vehicles lawfully proceeding directly ahead on a green signal.
- No operator of a vehicle proceeding ahead on a green signal may begin a turn at a controlled intersection or crosswalk when a pedestrian or rider of an assistive mobility device crossing in the crosswalk on a green or walk signal would be endangered or interfered with in anyway.

What can You Do?

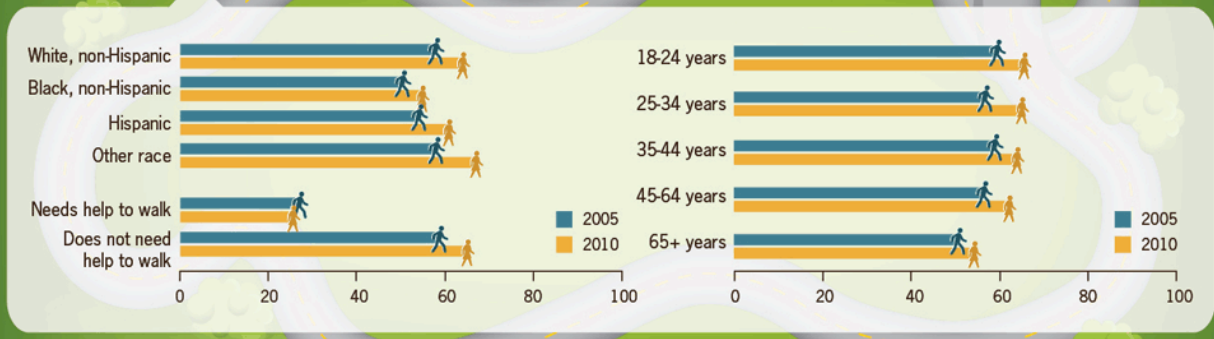
- As a motorist, look for pedestrians when turning left or right.
- Reduce travel speeds in school zones and neighborhoods.
- Yield to pedestrians already attempting to cross the roadway.
- As a pedestrian, always look left, right, and left again for traffic before stepping into the street. Establish eye contact with the driver before crossing.
- As a pedestrian, cross at a crosswalk or where you can see and be seen by motorists. Avoid crossing at blind curves.
- When walking at night, always wear bright clothing. Do not assume drivers will see you.

People walk to get to places they want to go when places are nearby.



Source: USDOT, Federal Highway Administration; 2009 National Household Travel Survey.

Percentage of adults who walk



Source: CDC National Health Interview Survey, 2005, 2010.



Benefits of Safe Routes to School

Safe Routes to School improves sidewalks and street crossings and creates safe, convenient, and fun opportunities for children to bicycle and walk to and from school. The CDC has recognized Safe Routes to School as one of a handful of programs that are cost-effective and show significant population health impacts within five years. saferoutespartnership.org

COST SAVINGS

- Household savings from reduced gas & car use
- Education budget savings through reduced student busing costs



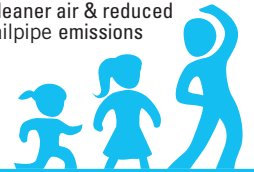
TRAFFIC SAFETY

- Reduced traffic injuries & dangers for students and community members at arrival & dismissal through street improvements near schools
- More chances to learn & practice road safety for students



CLEAN AIR BENEFITS

- Fewer student asthma attacks due to less driving & reduced air pollution results
- Cleaner air & reduced tailpipe emissions



SAFETY FROM CRIME

- Increased safety from crime & violence due to more people on the streets, good lighting & better street design
- Less harassment, bullying, or violence when students walk or bike together or with adults



COMMUNITY CONNECTEDNESS

- Stronger student friendships & relationships through walking & biking together
- Positive social connections for families & neighbors



HEALTHIER STUDENTS

- Better health & stronger bones, muscles & joints through more walking & biking
- Reduced risk of chronic disease, diabetes, & obesity



SCHOOL TRANSPORTATION FIXES

- Solutions to reduced or non-existent bus service through Safe Routes to School
- Reduced traffic congestion at pick-up/drop-off times



BETTER ACADEMIC PERFORMANCE

- Better focus, improved concentration & less distraction for students who are active before school
- Fewer absences and less tardiness when students walk or bike in groups



SCHOOL

THE 5 ES OF SAFE ROUTES TO SCHOOL

Comprehensive Safe Routes to School initiatives have been shown to be more effective at increasing bicycling and walking to school and reducing injuries. Community members; public health, planning and transportation professionals; and school communities all have roles to play to change norms in how we move around our communities and make it appealing and safe for students to walk, bike or roll to school. The Regional Safe Routes to School program uses the 5 E's strategy as a framework for identifying needs and structuring a local SRTS program.



Education – *Providing families and the community with the skills to walk and bicycle safely.*

- A general cultural shift has increased the use of motor vehicles for short trips that easily could be done by walking or biking. Educational efforts include skills training among students, driver education courses, and making sure street signs and pavement markings are current and well maintained (**E**ngineering).



Encouragement – *Generating enthusiasm through events, activities, and programs.*

- Encouragement strategies are about having fun; they generate excitement and interest in walking and bicycling. Encouragement activities also play an important role moving the overall SRTS program forward, because they build interest and enthusiasm, which can maintain support for changes that might require more time and resources – such as constructing a sidewalk (**E**ngineering).



Engineering – *Creating physical improvements to streets and neighborhoods.*

- Engineering is the design, implementation, operation, and maintenance of traffic control devices or physical measures of roads, sidewalks, and paths. Children and adolescents need well designed paths, safe crossings, and well-maintained roads and pathways. The goal of these recommendations is to create a balanced roadway environment that can accommodate traffic, bicycles, and pedestrians of all types including those with disabilities. With regard to engineering, it is best to implement low cost solutions first and then seek funding for the larger cost-intensive projects.



Enforcement – *Working together to enforce rules for safe walking, biking, and driving.*

- Enforcement includes parents, adult school crossing guards, student patrols, school personnel, and neighborhood watch programs all working in conjunction with law enforcement to enforce rules for safe walking, bicycling, and driving.



Evaluation – *Assessing which approaches are more or less successful, and if they are benefitting everyone. This also applies to reviewing policies.*

- Evaluating results is key to determining the scope and success of **E**ducation programs; **E**ncouragement events, activities, and programs; **E**nforcement solutions; **E**ngineering improvements; all while making sure that results are benefitting everyone. This also relates to reviewing policies.

PORT EDWARDS SRTS PLANNING PROCESS

This Safe Routes to School (SRTS) Plan was prepared by the North Central Wisconsin Regional Planning Commission (NCWRPC) as part of its Regional Safe Routes to School Program. This Program was made possible by an 80% Transportation Alternatives Program (TAP) grant from the Wisconsin Department of Transportation, with the local match coming from the North Central Wisconsin Regional Planning Commission. The Village of Port Edwards and the Port Edwards School District were one of 7 community & school district groups to join with the NCWRPC for TAP applications awarded in July 2022 by the Wisconsin Department of Transportation (WisDOT).

The planning effort undertaken by the Village and NCWRPC began with collecting and analyzing information, identifying issues, and recommending steps to improve existing conditions so more walking and biking can occur.

See **Figure 1** to see the schools that are part of this Port Edwards SRTS Plan.

Port Edwards SRTS Planning Timeline

January 2022 – School District & Village applied with NCWRPC for SRTS Planning Grant.

July 2022 – WisDOT awards SRTS Planning grant.

Fall 2022 – Due to a school referendum coming up, delayed start to planning agreed to.

Fall 2023 – District renews commitment to SRTS and then opts out of participation.

Spring 2025 – Village agrees to continue with SRTS planning; and administers a communitywide transportation survey.

Winter 2025-2026 – Maps showing existing conditions created, and survey summarized.

Spring 2026 – Walk Audits performed around each school.

Spring 2026 – Maps updated.

Spring 2026 – Draft plan reviewed by Village Board.

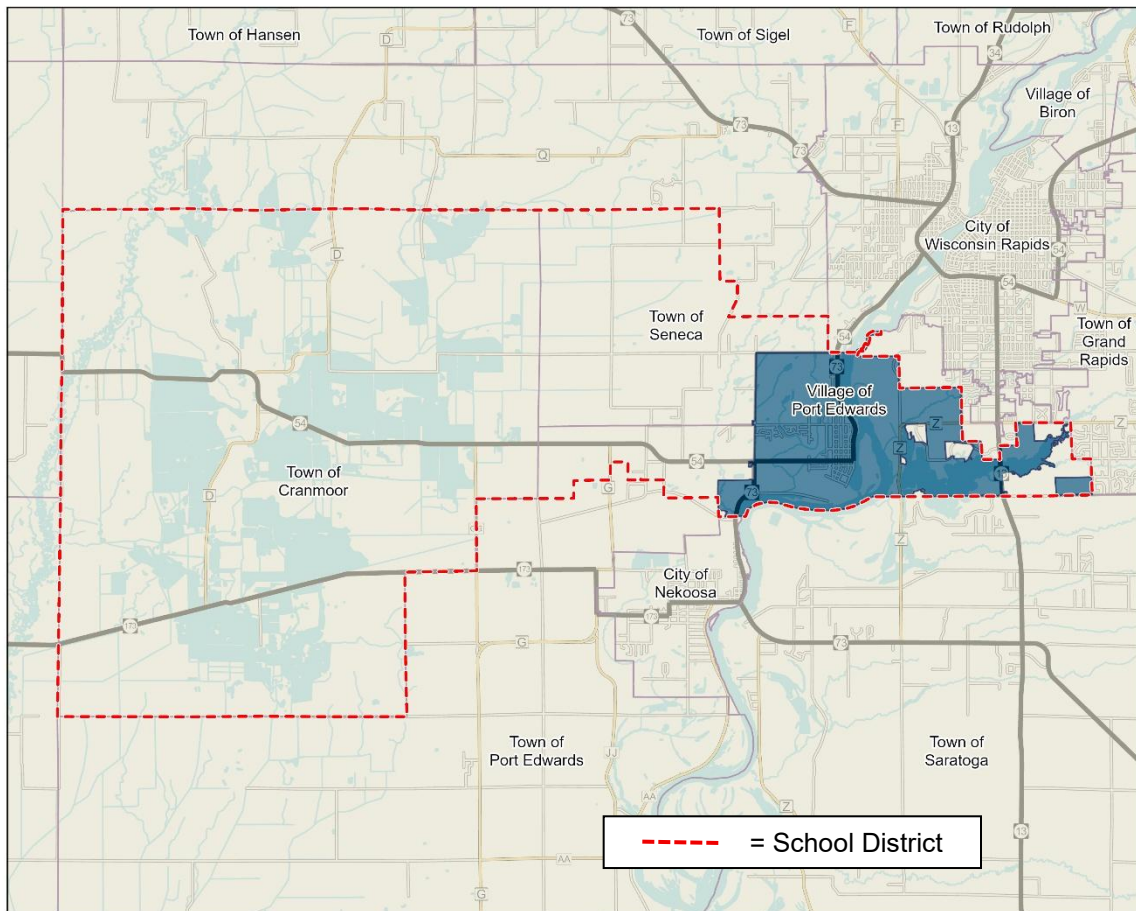
Spring 2026 – Port Edwards SRTS Plan proceeded through various efforts to adoption.



PORT EDWARDS SCHOOL DISTRICT

The Port Edwards School District encompasses the Village of Port Edwards, and all or parts of the Towns of Port Edwards, Grand Rapids, Saratoga, Seneca, and Cranmoor. See **Figure 1** for the whole District.

Figure 1: Port Edwards School District Map



The schools below are part of this Port Edwards Safe Routes to School (SRTS) Plan:

- **Ed Heuer Elementary School**
- **John Edwards Middle/High School**

See **Map 3 - Transportation** for each school's location.

DEMOGRAPHICS COVERING PORT EDWARDS SRTS SCHOOLS

Table 1 identifies the school enrollment at any school (either public or private) in Port Edwards School District. This data is from the Census' American Community Survey's 5-year estimates that end on the year in the table (2014, 2019, 2024).

Among Village of Port Edwards residents enrolled in public schools, overall enrollment 3 years and over increased over the past decade (see **Table 2**). Nursery/Preschool, Kindergarten, and Elementary school grades have increased over the past decade. High school enrollment has also increased over the past decade. However, overall enrollment is still lower than it was in 2014.

Table 1: School Enrollment in Port Edwards School District			
	2014	2019	2024
Total 3 year olds and over enrolled in any public or private school within the District area.	951	670	837
Total 3 year olds and over enrolled in public school (mostly in Port Edwards School District)	813	587	620
Nursery School/Preschool – public school	38	18	31
Kindergarten – public school	14	28	27
Elementary School (Grades 1-8) – public school	338	341	375
High School (Grades 9-12) – public school	276	151	187

Source: American Community Survey (U.S. Census)

Table 2: School Enrollment in Village of Port Edwards			
	2014	2019	2024
Total 3 years and over enrolled	444	367	416
Total 3 year olds and over enrolled in public school	428	300	341
Nursery School/Preschool	26	18	18
Kindergarten	7	21	22
Elementary School (Grades 1-8)	148	205	218
High School (Grades 9-12)	179	87	125

Source: American Community Survey (U.S. Census)

Table 3 shows enrollment in each Port Edwards SRTS school over the last decade. The Elementary and High Schools have increased enrollment, while the Middle School has decreased over the last decade.

Table 3: Enrollment by Port Edwards SRTS School			
	2014-15	2019-20	2024-25
Ed Heuer Elementary School	182	193	202
John Edwards Middle School*	68	154	89
John Edwards High School*	128	119	144

Source: Department of Public Instruction

*The Middle and High Schools are in the same building

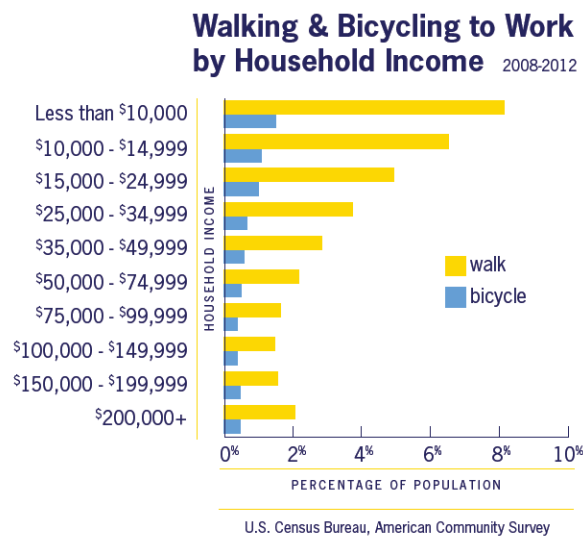
INCOME ANALYSIS

For many residents in low-income communities, walking and biking is a main way of travel for basic needs such as food, employment, and education, as opposed to walking and biking for recreation (Figures 2 & 3). Safe places to walk and bike are a huge contributor to the vibrant fabric of any community. At the same time, walking and biking to everyday destinations in low-income communities can be very daunting when safe walking and biking are not available.

Wisconsin's Department of Transportation (WisDOT) notes that a collection of mobile homes indicates a higher priority for the Department to fund walking and biking infrastructure to connect that housing development to other locations in the same community.

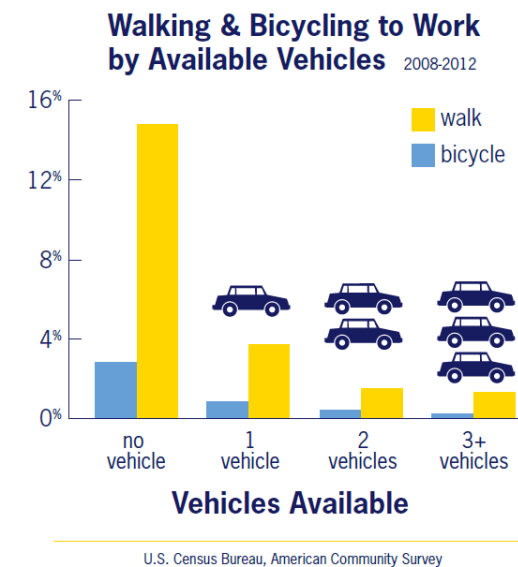
In Port Edwards, the Moccasin Mobile Home Park (about 28 mobile homes) is on Wilhorn Rd, just west of the railroad tracks and just outside of the southwest corner of Port Edwards.

Figure 2:



Low income Americans have the highest rates of walking and bicycling to work, and bicycling is growing most rapidly among people of color. Most transit riders are low to moderate income, and more than 60 percent walk to or from transit. The safety and convenience of walking and bicycling is vitally important for low-income people and people of color. (Census 2008-2012, Nat'l SRTS)

Figure 3:



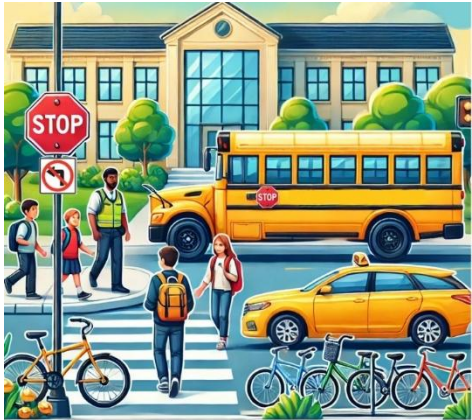
Approximately 15% of people without access to an automobile walk to work, compared to 4% for those with access to a car. Around 3% of people without access to a car bicycle to work, compared with less than a ½% of people with access to a car. People with lower incomes also report walking and bicycling to work more. Among those making less than \$10,000 per year, almost 8% walk to work and 2% bike to work, while less than 2% walk and less than a ½% bike to work among those making more than \$50,000 per year. (Census 2008-2012, Nat'l SRTS)

Chapter 2 Existing Conditions

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

VILLAGEWIDE TRANSPORTATION SURVEY

In May and June 2025, this survey was sent out for customer feedback. Port Edwards posted the survey on their Facebook page, as well as in the Village newsletter. The survey was open for 8 weeks (all of May and June), but all results came in 5 days. We received **66 responses** to the survey. School questions in the villagewide survey came from the National Center for Safe Routes to School’s parent survey. In the villagewide survey, households with children identified how their children got to and from school, distance from school, total travel time, and factors that influence their decision to allow or keep their children from walking/biking to and from school. Additionally, they were asked if they thought walking/biking is fun and healthy and to what degree they felt that the school encouraged walking/biking.



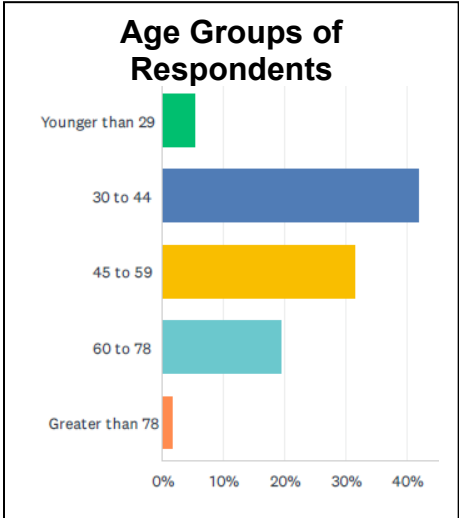
2025 Port Edwards Transportation Survey – Results Summary

Answered: 58 Skipped: 8
About 84% of respondents live in the Village of Port Edwards, 12% live in the Town of Port Edwards, and about 4% live somewhere else.

Answered: 57 Skipped: 9
Respondents came from all age groups, with a strong showing of at least 30% in the 30 to 44 (Millennials), and 45 to 59 (Gen X) age groups.

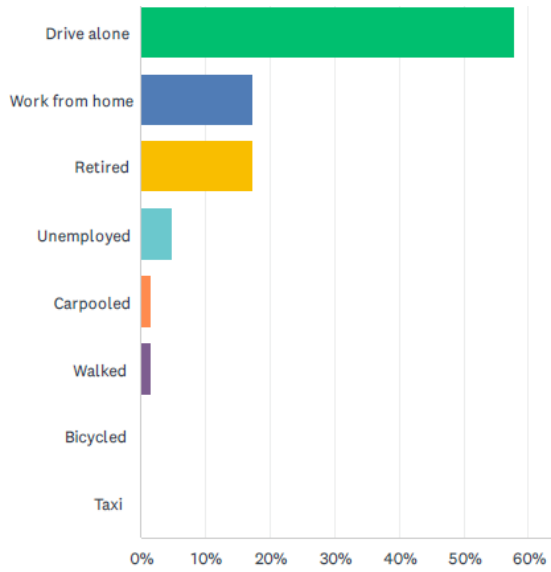
Through an IP address analysis of those who took the survey it appears that 6 IP addresses are duplicated, which could mean that a husband and wife both took the survey. 5 IP addresses had 2 responses, and 1 IP had 3 responses.

All of those duplicate IP addresses did not have the same answers, so it appears that nobody “stuffed the ballot box.”



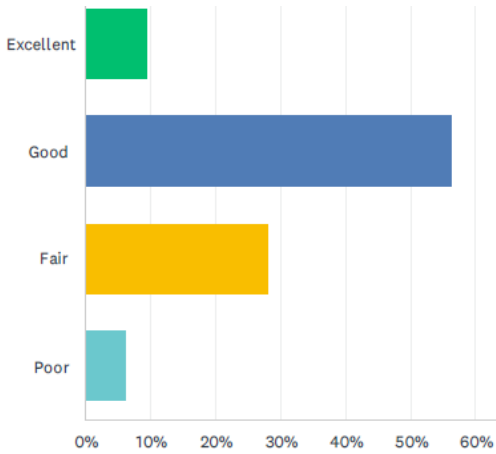
Q1. In a usual week in summer, how do you get to work?

Answered: 64 Skipped: 2



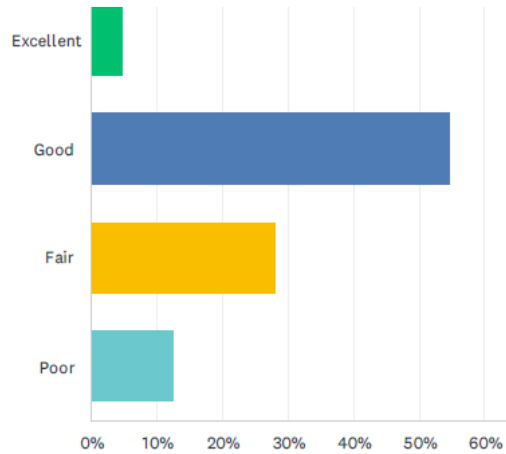
Q2. Rate the roads in Port Edwards?

Answered: 64 Skipped: 2



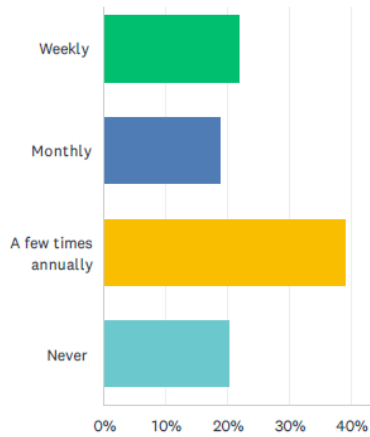
Q3. How are the sidewalks in Port Edwards?

Answered: 64 Skipped: 2



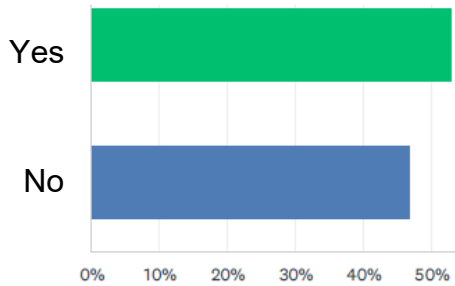
Q4. How often do you walk or bike on the off-road trail that parallels the railroad tracks in Port Edwards?

Answered: 64 Skipped: 2



Q5. Do you have any children in the Port Edwards School District?

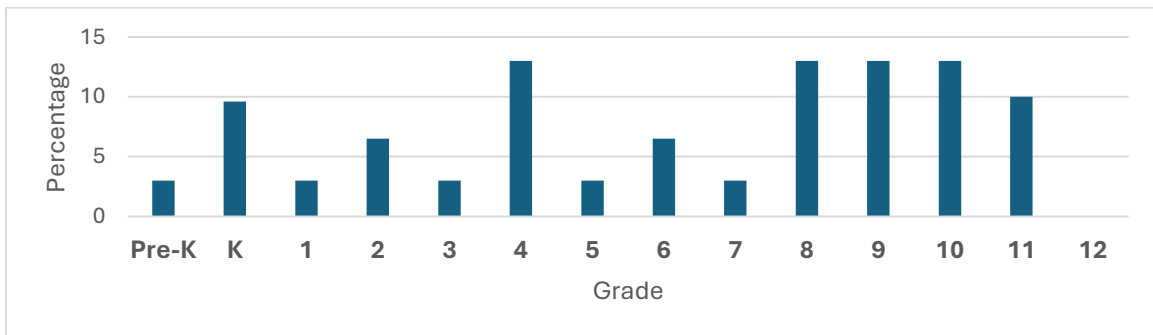
Answered: 66 Skipped: 0



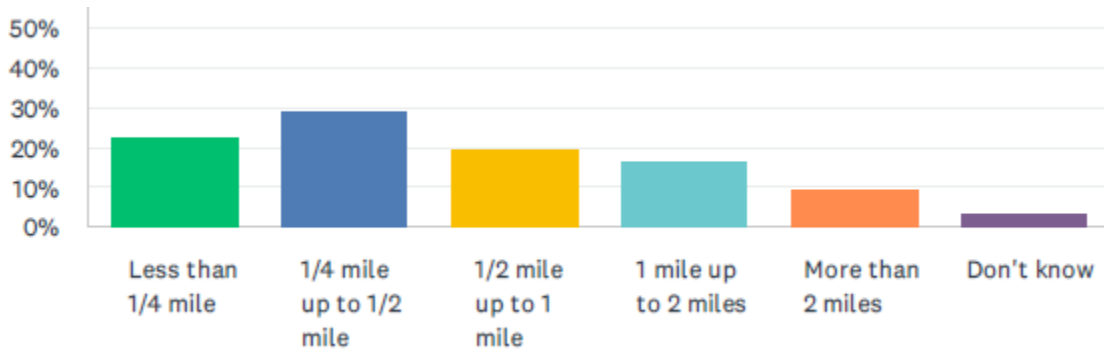
Note: Survey respondents that answer "no" were forwarded to Question 18.

Start of Safe Routes to School Questions

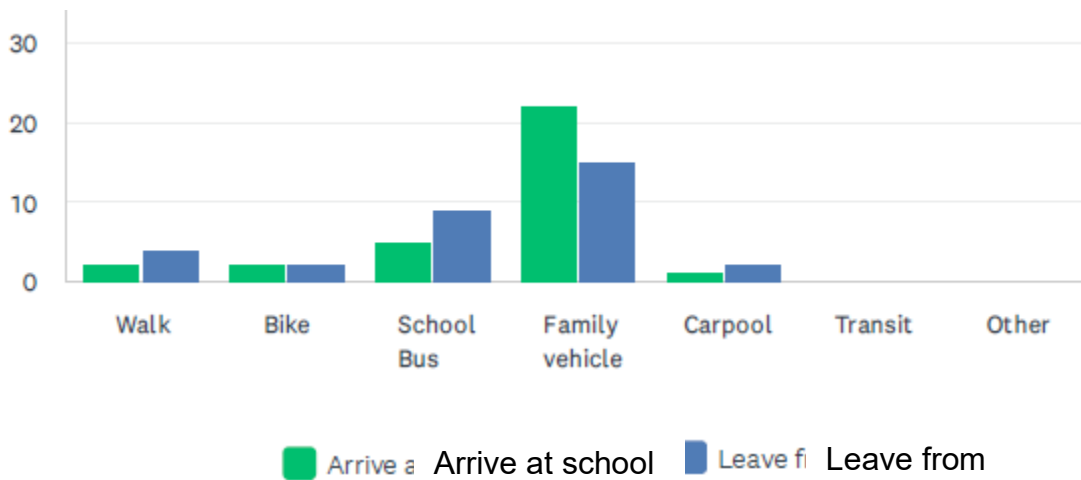
Q6. What is the grade of the child for whom you are completing this survey?



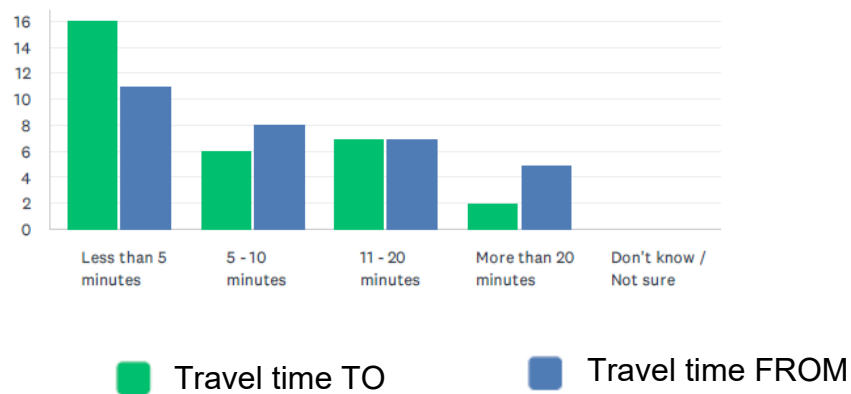
Q7. How far does your child live from school?



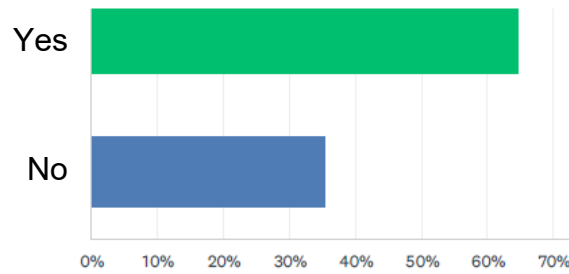
Q8. On most days, how does your child arrive at and leave from school?



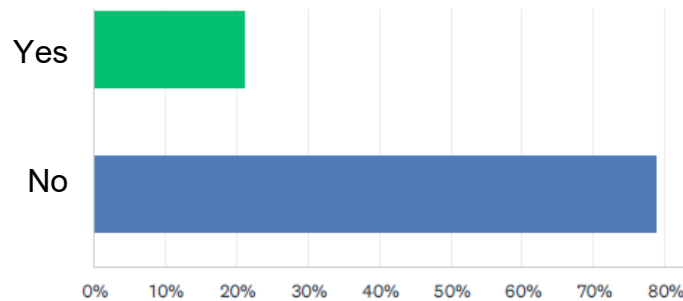
Q9. How long does it normally take your child to get to/from school?



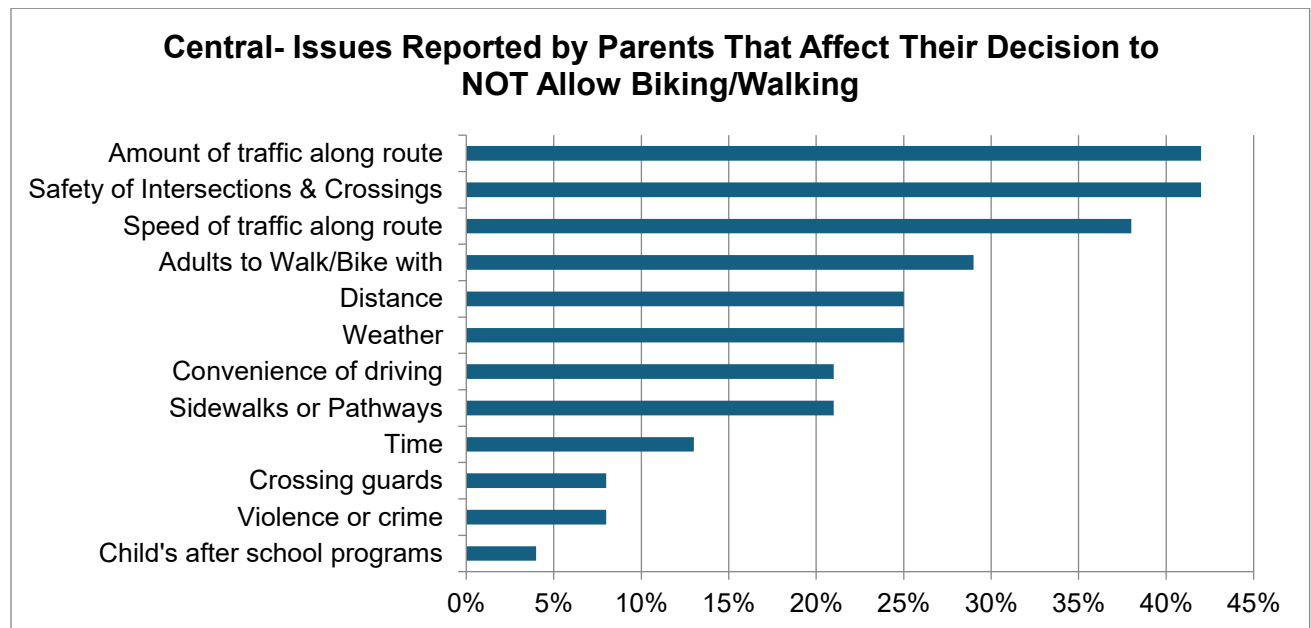
Q10. Has your child asked you for permission to walk or bike to/from school in the last year?



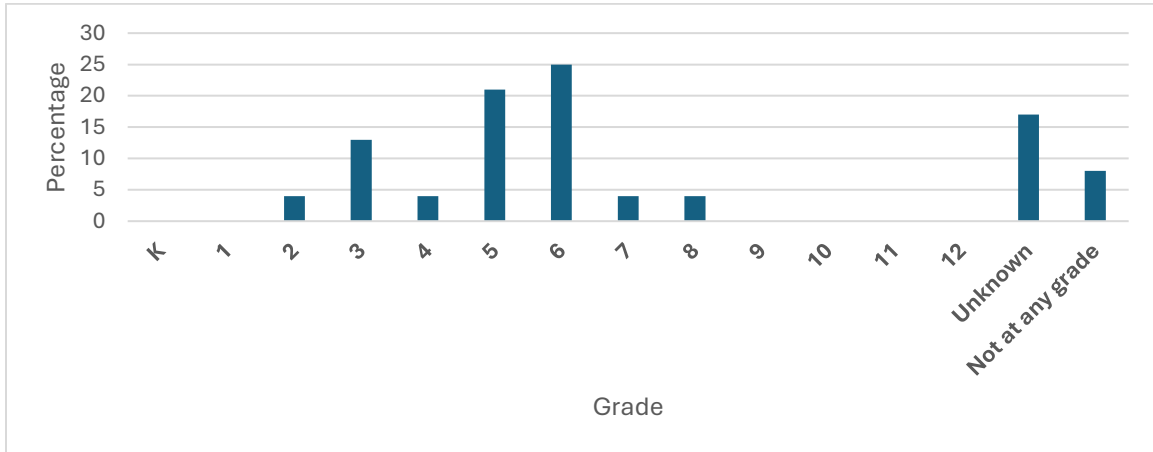
Q11. My child already walks or bikes to/from school.



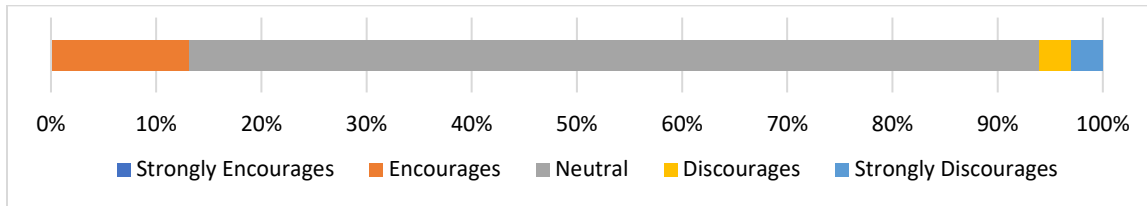
Q12. Which of the following issues affect your decision to NOT allow walking or biking?



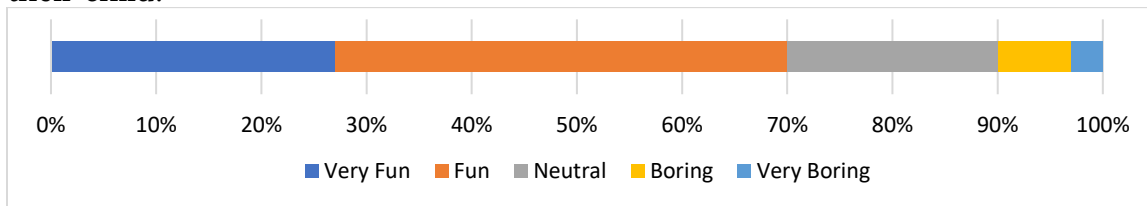
Q13. At what grade would you allow your child to walk or bike to/from school alone?



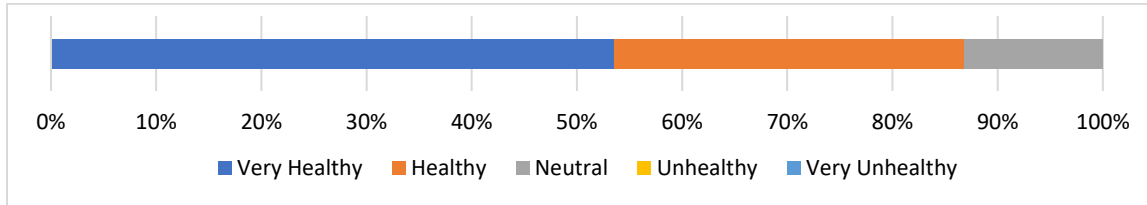
Q14. Parent’s opinion about how much their **child’s school encourages/discourages walking/biking to/from school:**



Q15. Parent’s opinion about **how much fun walking and biking to/from school is for their child:**



Q16. Parent’s opinion about **how healthy** walking and biking to/from school is for their child:



Q17. School Parents: Please provide any additional comments below.

Answered: 6 Skipped: 60

Note: 6 parents had additional comments.

End of Safe Routes to School Questions

Survey respondents without children in the School District also could complete this question:

Q18. Do you have any transportation concerns in Port Edwards?

Answered: 24 Skipped: 38

Note: 28 respondents provided concerns.

Survey results summary and written comments are available in Attachment B of this plan.

SITE ASSESSMENT MAPS

As part of this Safe Routes to School planning process, a walking and bicycling audit was conducted within a few blocks around both Port Edwards schools in this Plan. NCWRPC staff and Village staff viewed a map of the area around the schools, discussed how students arrive and leave both schools, and identified any concerns about current walking and biking conditions near both schools. Audit results are shown on **Maps 2A & 2B**.

A walk & bike audit is an activity where participants observe and assess how pedestrians and bicyclists can navigate travel along a street and through intersections in a particular area.

TRANSPORTATION MAPS

Map 3 (Transportation) shows the most current traffic volume counts within about a half mile radius of each school. It also details pedestrian and bicycle crashes that have occurred between 2010 and 2023 within about a half mile radius of each school.

Safety, traffic volume, and traffic speed are generally top reasons parents report as why they don't allow their child to walk or bike to school more often. Creating a safer environment for these activities is an important factor that requires an understanding of safety issues and proven actions that can be taken to improve safety.

Traffic counts are reported as the number of vehicles expected to pass a given location on an average day of the year. This value is called the **annual average daily traffic** or AADT and is represented on traffic count or traffic volume maps. The AADT is based on a short duration traffic count, usually 48 hours, taken at the location. This count is then adjusted for the variation in traffic volume throughout the year and the average number of axles per vehicle. Short duration counts are collected over three, six, or 10-year cycles at more than 26,000 rural and urban locations throughout the state.

Traffic crashes – Traffic safety experts have moved away from the term “accident” in favor of the term “crash” to describe a collision. WisDOT made this change in 1990 because traffic crashes are not accidents, but avoidable events caused by a single variable or chain of variables. Crashes involving motor vehicles that result in injuries or fatalities to bicyclists and pedestrians have been recorded at the state and federal levels for many years.

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

1. *Some studies indicate that as few as 10% of all bicycle crashes are reported;*
2. *Some roads with a higher frequency of bicycle crashes may have higher bicycle use;*
3. *Very likely that there will be no detectable pattern of bicycle crashes because of the small number reported in rural areas and small cities.*

Children ages 4 to 6 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.



NHTSA

SCHOOL ROUTES MAP

A school routes map in this plan was developed to visualize where walking and biking students could travel to and from school. These routes may not be the most direct routes to walk or bike to school, but they identify where important safe crossings are provided. School Routes are shown on **Maps 4A & 4B** (School Routes).

Through map development, places may become apparent where adult crossing guards, sidewalks, painted crosswalks, signage, and traffic signals should be provided or maintained. In order to identify the optimal routes to school as well as problem areas, it is necessary to conduct an assessment of the physical environment surrounding the school and particular intersections blocks away from a school that cross busy streets.

School routes maps identify routes that are as direct as possible to encourage more walking and biking to school.

Note: Routes are for planning purposes and may not be safe to use now.

The **1-mile walk distance** on the map was created using a computer to walk or bike 1-mile based upon the existing road and path network and limiting factors such as a railroad track or river.



EXISTING POLICIES AND SERVICES

School Busing

According to Wisconsin law, a K-12 public school student living more than two miles from a public school is entitled to busing provided by the school district.

Additionally, §121.5(9)(a), Wis. Stats., establishes procedures to develop an unusually hazardous transportation (UHT) plan within a two mile radius of each school. An “unusual hazard” is an existing transportation condition that constitutes more than an ordinary hazard and seriously jeopardizes the safety of pupils traveling to and from school. If a hazard is found, then it is documented in a UHT plan, and the student is offered school busing.

Bike Racks

There are bike racks at both schools in this SRTS Plan, and they are conveniently located near entrances. Similar to most schools in Wisconsin, all of the bike racks need updating, because they don’t allow a bike frame to be supported at two points to hold it up while locked, and to allow a U-lock to secure the frame and front tire to the bike rack. See rack guidance in **Attachment C**. Site Assessment maps for each school show where bike racks are located (See **Maps 2A & 2B**).

Crossing Guards

Adult crossing guards are usually assigned at heavily traveled intersections. The presence of crossing guards can significantly increase safety for youth by ensuring that they are learning and obeying pedestrian safety rules as they cross the street under their watch.

The Village of Port Edwards sponsors 2 adult crossing guards. See Transportation Map 3 for locations of all crossing guards..

Walking and Bicycling Education

Education is an important component of improving the safety of bicyclists, pedestrians, and motorists alike through skills development. Education is one of the 5 E’s strategies of a multi-faceted approach to reduce pedestrian and bicycle crash risk, with the other E’s being **Engineering**, **Encouragement**, **Enforcement**, and **Evaluation**.

Current Village of Port Edwards walking and bicycling **education** includes:

- Bike Rodeo is annually operated by the Village’s Police and Fire Departments.

Walking and Bicycling Encouragement

Encouraging people of all ages and abilities to walk and bicycle requires varying degrees of information, support, and persuasion. Encouragement is one of the 5 E’s strategies of a multi-faceted approach to reduce pedestrian and bicycle crash risk, with the other E’s being **Engineering**, **Education**, **Enforcement**, and **Evaluation**.

Current Village of Port Edwards walking and bicycling **encouragement** includes:

- Establishment of the Wisconsin River Trail.
- Multiple independent and big box stores are nearby that supply walking and bicycling gear.

Data

Ed Heuer Elementary School

951 5th St

John Edwards Middle/High School

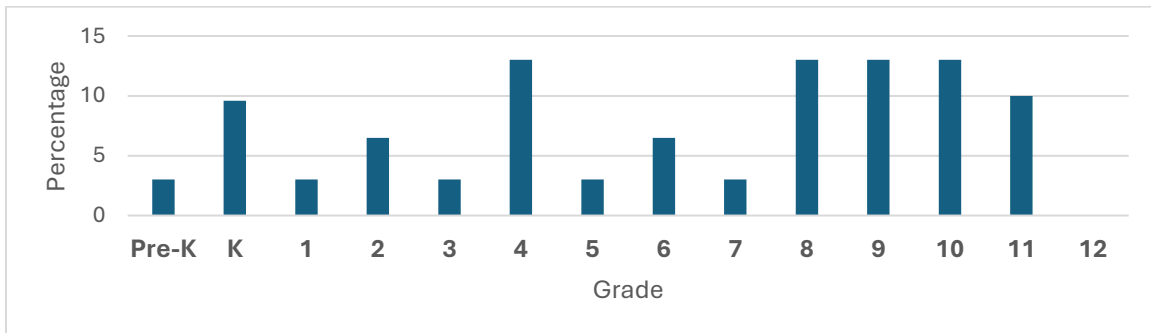
801 2nd St

Ed Heuer Elementary School served 197 (2023-24) students in K through 5th grades.
John Edwards Middle/High School served 247 (2023-24) students in 6th through 12th grades.

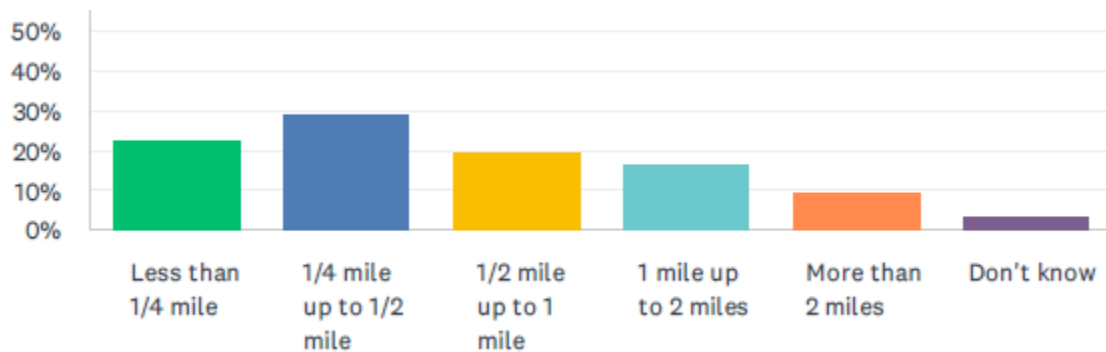
2025 Port Edwards Transportation Survey – Safe Routes to School Data Summary

See a description of how this survey was administered on page 20.

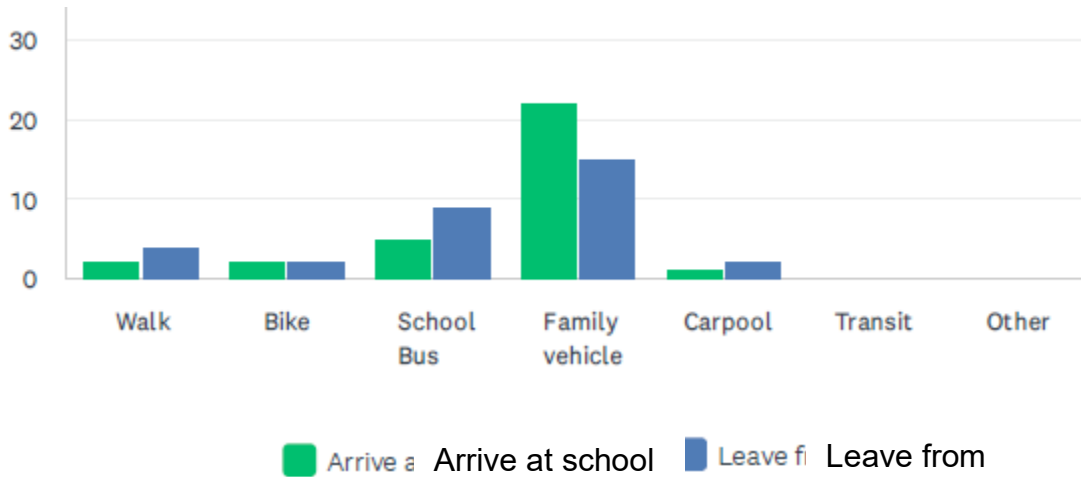
Q6. What is the grade of the child for whom you are completing this survey?



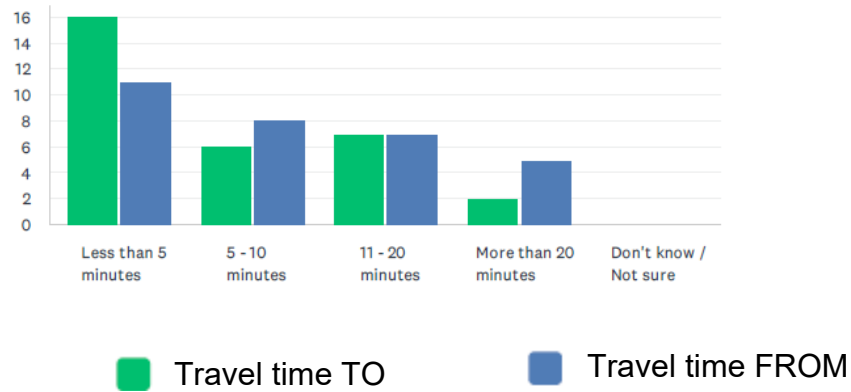
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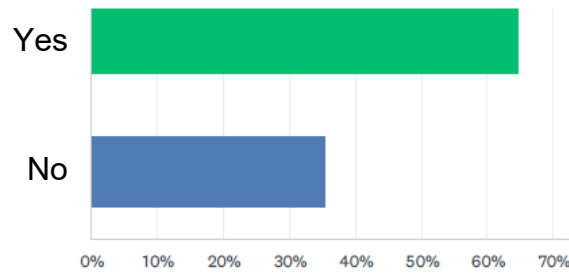
Q8. On most days, how does your child arrive at and leave from school?



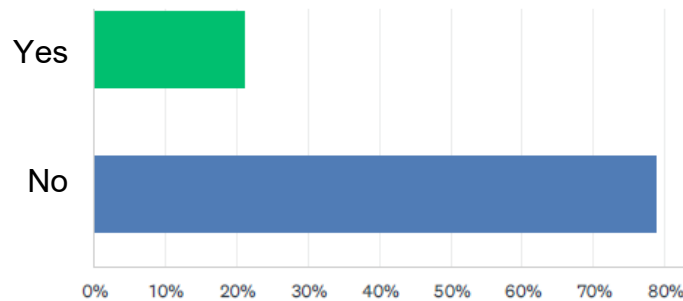
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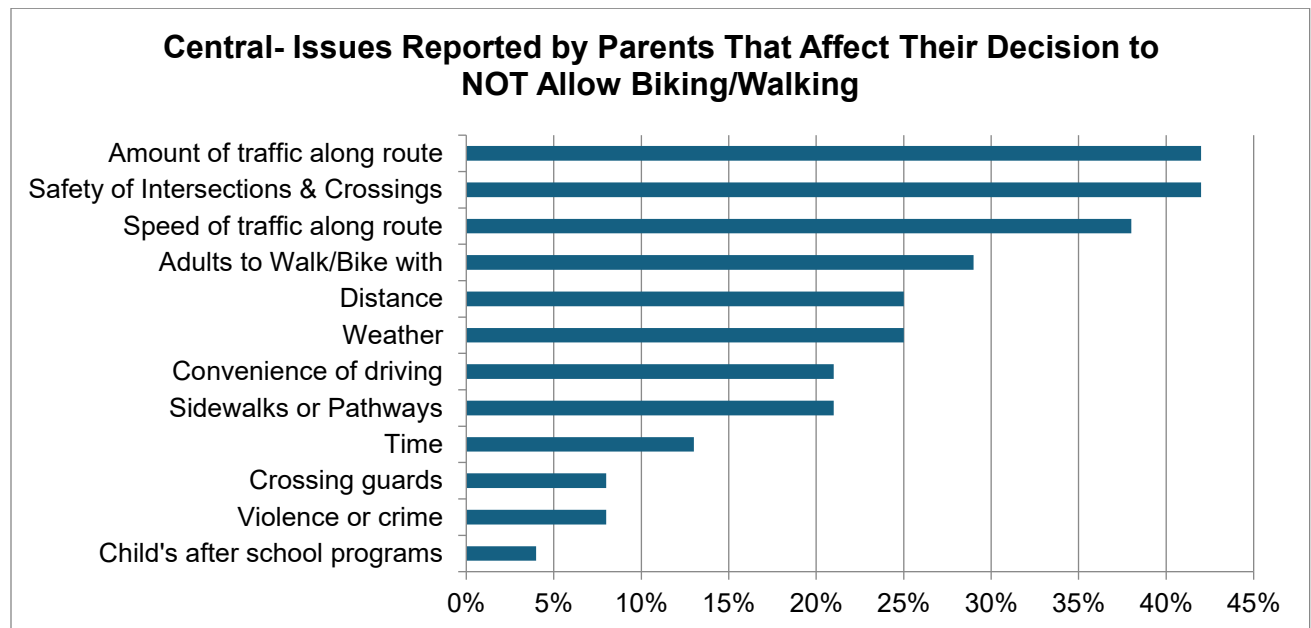
Q10. Has your child asked you for permission to walk or bike to/from school in the last year?



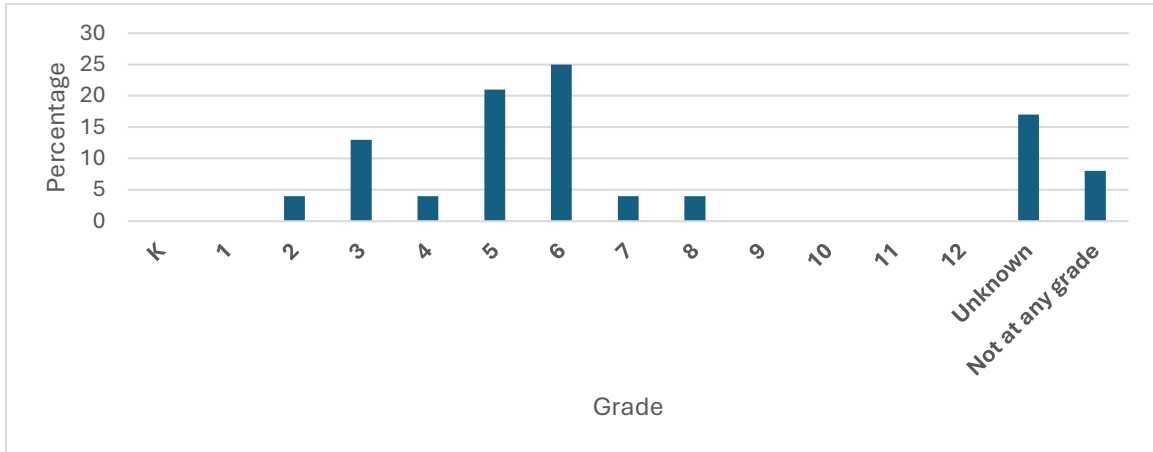
Q11. My child already walks or bikes to/from school.



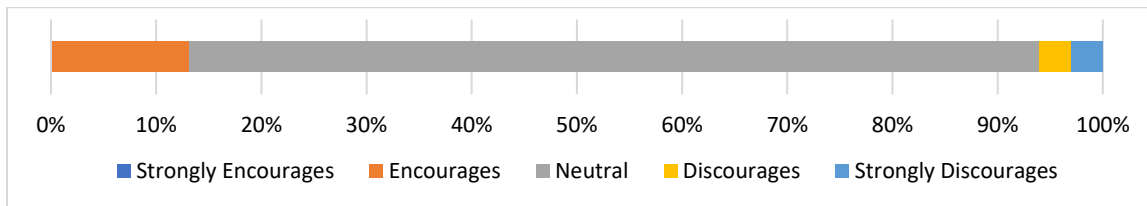
Q12. Which of the following issues affect your decision to NOT allow walking or biking?



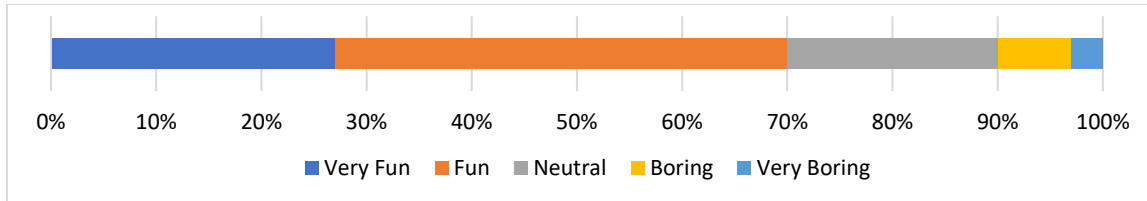
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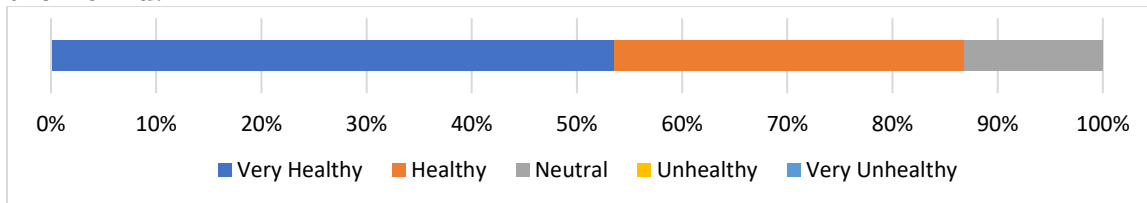
Q14. Parent's opinion about how much their child's school encourages/discourages walking/biking to/from school:



Q15. Parent's opinion about how much fun walking and biking to/from school is for their child:



Q16. Parent's opinion about how healthy walking and biking to/from school is for their child:



Q17. School Parents: Please provide any additional comments below.

Answered: 6 Skipped: 60

Note: 6 parents had additional comments, which are in Attachment B.

Existing Policies and Services

No participation occurred from 2014-2025 in the national Walk & Roll to School Day encouragement event or the Bike & Roll to School Day encouragement event.

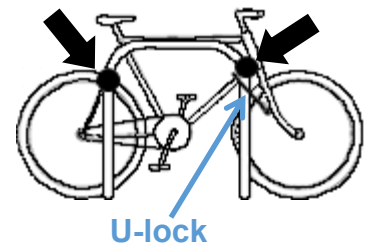
Crossing Guards/Adult Monitors

Adult crossing guards are assigned by the Police Department to intersections that need more guidance for students than others. The Village of Port Edwards sponsors 2 adult crossing guards. See Transportation Map 3 for locations of all crossing guards.

Bike Racks

There are conveniently located bike racks at Ed Heuer Elementary and at John Edwards Middle/High. Site Assessment **Maps 2A & 2B** shows where bike racks are located.

Similar to most schools in Wisconsin, all of the bike racks need updating, because they don't allow a bike frame to be supported at **two points** to hold it up while locked, and to allow a **U-lock** to secure the frame and front tire to the bike rack (See rack guidance in **Attachment C**).



Source: Madrax

Ed Heuer Bike Rack:



Bike rack along main path to school

John Edwards Middle/High Bike Racks:



Bike racks at northeast corner of building

Maps

Site Assessment Map

As part of this Safe Routes to School planning process, a walking and bicycling audit was conducted within a few blocks around both schools. Walk and bike audit results are shown on **Maps 2A & 2B**.

Transportation Map

Map 3 shows the most current traffic volume counts within about a half mile radius of both schools. It also details pedestrian and bicycle crashes that have occurred between 2010 and 2023 within about a half mile radius of both schools.

School Routes Map

A school routes map in this plan was developed to visualize where walking and biking students could travel to and from school. These routes may not be the most direct routes to walk or bike to school, but they identify where important safe crossings are provided. School Routes are shown on **Maps 4A & 4B**.

Map 2A Site Assessment Ed Heuer Elementary

Port Edwards Safe Routes To School

Ver Bunker Ave & 5th St Assessment

- * Crossing guard puts out and takes in 2 portable fluorescent green plastic Step2 Kid Alert devices each period they are at the intersection. The devices are placed on the road centerlines.
- * Every day, parental vehicles are backed up on eastbound Ver Bunker Ave and always encroach upon the Ver Bunker Ave crosswalk at 5th St. Kids use this crossing every school day.

* Buses first on driveway, then Drop-Off/Pick-Up.

- * Bike racks conveniently located.
- * Need updated racks.

Areawide Assessment

- * Students walk all year long. School Zone signs and Sidewalks are well maintained.
- * No "End School Speed Limit" or "End School Zone" signs exist.
- * School Speed Limit is not covering the school intersection of Ver Bunker Ave & 4th St.
- * Crossing Ver Bunker Ave at 4th St is concerning for elementary students. Only a painted crosswalk exists. No School Crosswalk signs exist.
- * Most parent drop-off & pick-up traffic uses Ver Bunker Ave & 5th St.

Legend

- Ed Heuer Elementary
- John Edwards Middle/High
- School Entrance
- Bike Rack
- Parked Family Vehicle
- Crossing Guard
- School Crossing
- Stop Sign
- No Sidewalk Ramp
- Railroad
- Sidewalks
- 15 MPH School Speed Limit
- Bike Lane
- 10' Paved Multiuse Path
- Major School Parent Traffic

0 160 320 640 Feet



Source: WI DNR, WisDOT, NCWRPC, Wood County
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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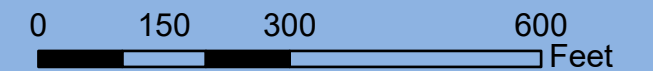
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Map 2B Site Assessment

John Edwards
Middle/High
Port Edwards Safe Routes To School

Legend

-  John Edwards Middle/High
-  Ed Heuer Elementary
-  School Entrance
-  Bike Rack
-  Parked Family Vehicle
-  Staff Parking
-  Crossing Guard
-  School Crossing
-  Stop Sign
-  No Sidewalk Ramp
-  Railroad
-  Sidewalks
-  15 MPH School Speed Limit
-  Bike Lane
-  10' Paved Multiuse Path
-  Major School Parent Traffic

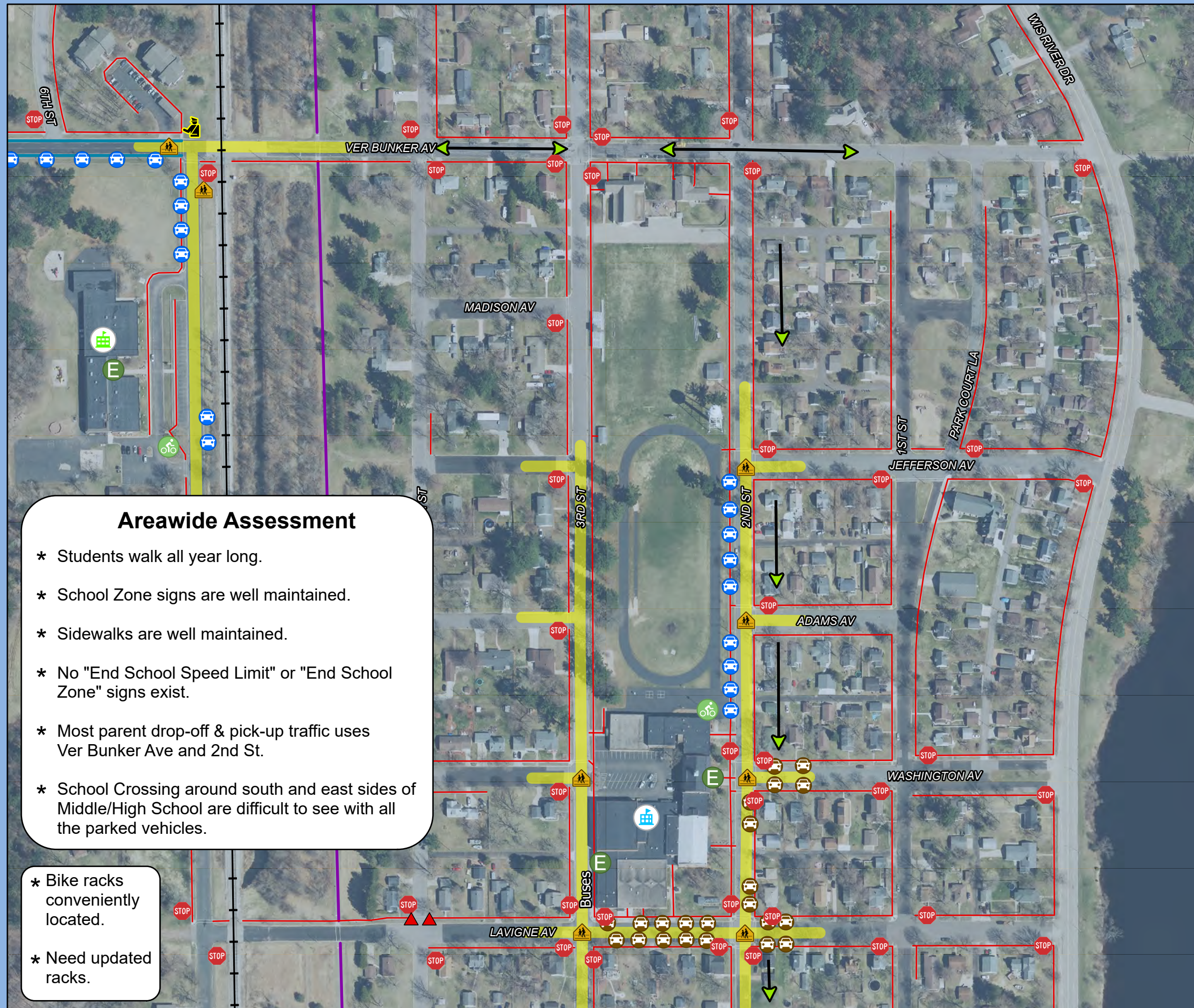


Source: WI DNR, WisDOT, NCWRPC, Wood County
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Areawide Assessment

















- * Students walk all year long.
- * School Zone signs are well maintained.
- * Sidewalks are well maintained.
- * No "End School Speed Limit" or "End School Zone" signs exist.
- * Most parent drop-off & pick-up traffic uses Ver Bunker Ave and 2nd St.
- * School Crossing around south and east sides of Middle/High School are difficult to see with all the parked vehicles.

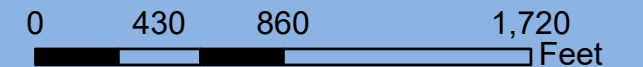
- * Bike racks conveniently located.
- * Need updated racks.

Map 3 Transportation

Port Edwards Safe Routes To School

Legend

-  Ed Heuer Elementary
 -  John Edwards Middle/High
 -  State Highway
 -  Local Roads
 -  Railroad
 -  10' Paved Multiuse Path
 -  Sidewalks
 -  15 MPH School Speed Limit
 -  Speed Limit
 -  Crossing Guard
 -  School Crossing
 -  Speed Feedback Sign
 -  Traffic Counts
 -  Major Truck Route
- Crash Type (2010-2023)**
-  Bicycle
 -  Pedestrian



Source: WI DNR, WisDOT, NCWRPC, Wood County
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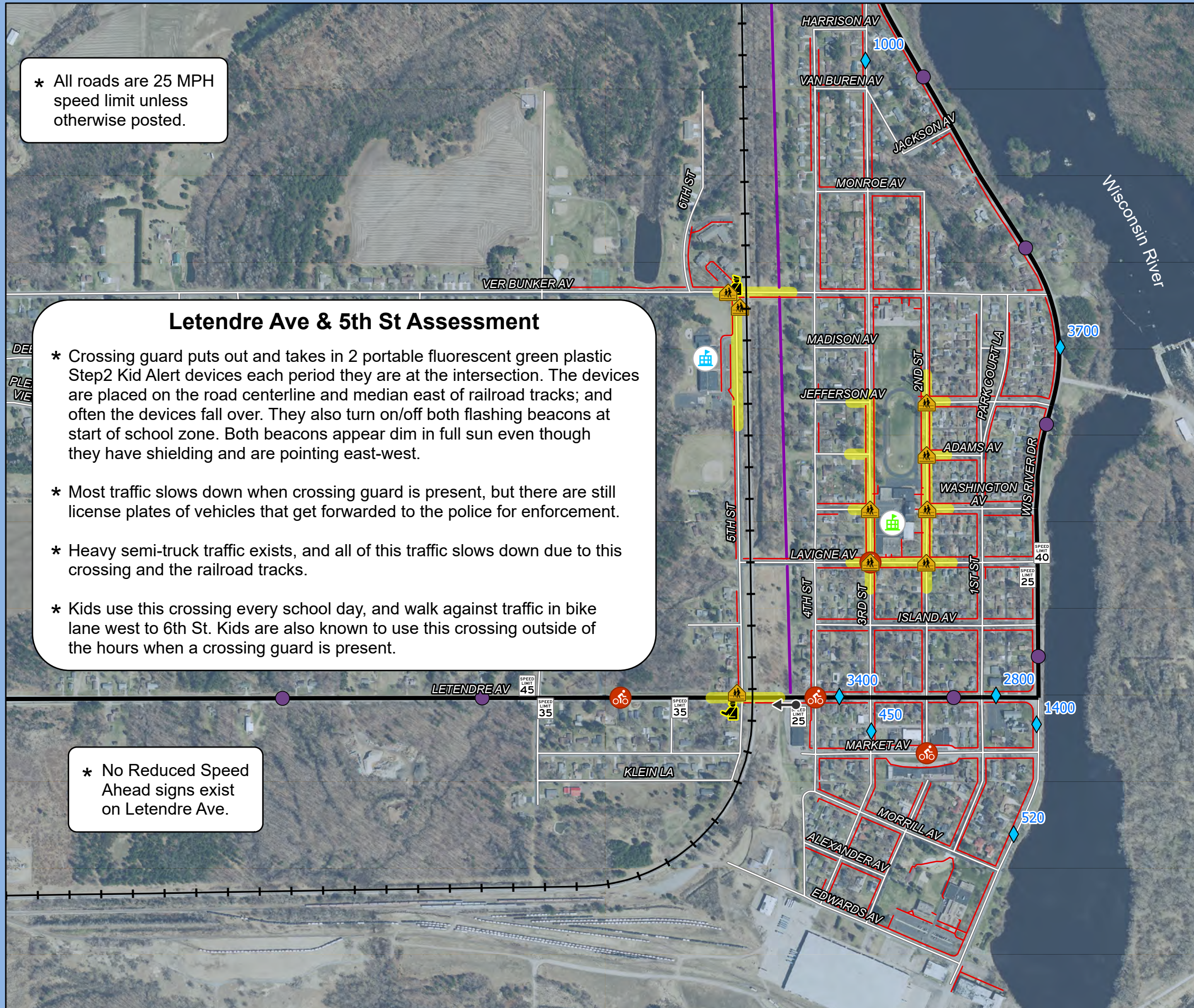
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* All roads are 25 MPH speed limit unless otherwise posted.

Letendre Ave & 5th St Assessment

- * Crossing guard puts out and takes in 2 portable fluorescent green plastic Step2 Kid Alert devices each period they are at the intersection. The devices are placed on the road centerline and median east of railroad tracks; and often the devices fall over. They also turn on/off both flashing beacons at start of school zone. Both beacons appear dim in full sun even though they have shielding and are pointing east-west.
- * Most traffic slows down when crossing guard is present, but there are still license plates of vehicles that get forwarded to the police for enforcement.
- * Heavy semi-truck traffic exists, and all of this traffic slows down due to this crossing and the railroad tracks.
- * Kids use this crossing every school day, and walk against traffic in bike lane west to 6th St. Kids are also known to use this crossing outside of the hours when a crossing guard is present.

* No Reduced Speed Ahead signs exist on Letendre Ave.











Map 4B School Routes

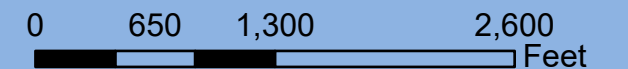
John Edwards Middle/High

Port Edwards Safe Routes To School

CAUTION: School Routes are shortest travel distances, but may have traffic dangers.

Legend

-  John Edwards Middle/High
-  Ed Heuer Elementary
-  Feeder Route
-  Main Route
-  State Highway
-  Local Roads
-  Sidewalks
-  Ahdawagam Trails

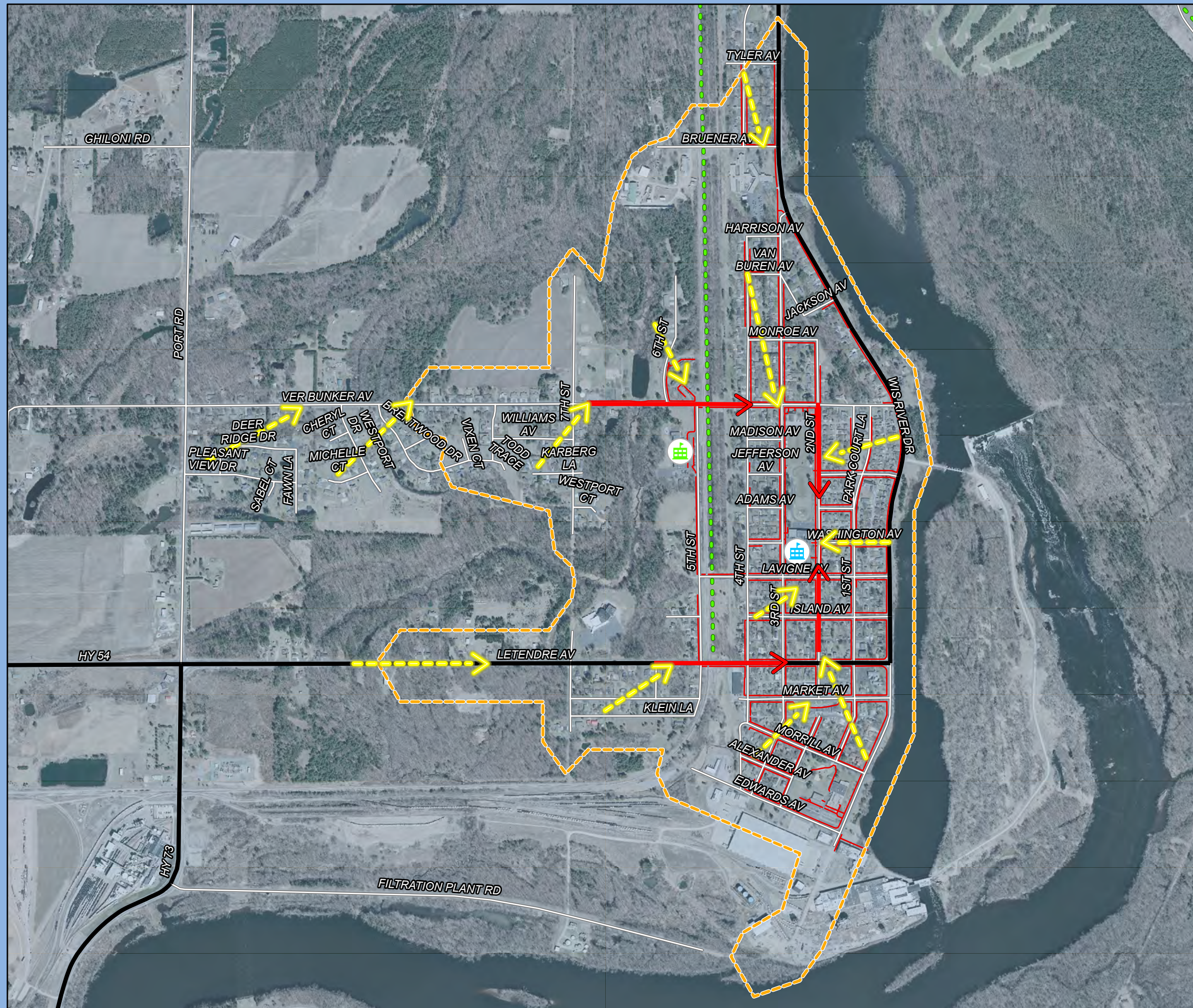


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RECOMMENDATION IMPLEMENTATION

This section presents possible solutions to address the issues and opportunities observed by SRTS Task Force members and NCWRPC staff throughout the development of this Plan.

Comprehensive Safe Routes to School initiatives have been shown to be more effective at increasing walking and biking to school and reducing injuries. So there are recommendations for each school from each of the 5 E's (i.e., *Engineering, Encouragement, Education, Enforcement, and Evaluation*).

The Village and NCWRPC have developed the following recommendations on the five E's principles of Safe Routes to School programs that are defined on page 15.

Each recommendation on the following pages starts with a possible **term**, **responsible party**, and *italicized word*.

The **term** identifies how soon a recommendation could occur based upon its difficulty to complete. It is not likely that all short-term recommendations would occur in less than 2 years.

- **Short-term (less than 2 years)**
- **Medium-term (2 to 5 years)**
- **Long-term (more than 5 years)**

Responsible party identifies who may act on this recommendation with **the lead party in bold**.

Village = Village of Port Edwards Administration or Engineering

Police = Village of Port Edwards Police

Sheriff = Wood County Sheriff

School Dist. = Usually local school staff, or possibly School District staff or School Board

WI Bike Fed = Wisconsin Bike Fed

NCWRPC = North Central Wisconsin Regional Planning Commission

local media = any press (e.g. TV, radio, online, other) that receives official press releases

Italicized words (i.e., *Engineering, Encouragement, Education, Enforcement, and Evaluation*) in the following recommendations identify which of the E's initiatives a recommendation relates to. See page 15 for each E's description.



COMMON SRTS ENCOURAGEMENT EVENT AND PROGRAM DESCRIPTIONS



Walk and Roll to School Day (fall), and Bike and Roll to School Day (spring) – A national event (<https://www.walkbiketoschool.org/>) that is created locally at a school with nationally branded materials to encourage walking, biking, or rolling to school on this one occasion. Once a person has walked, rolled, or biked to school, then they may ask questions that lead to continuing to walk, bike, or roll to school.

Walking School Bus Program – A group of children who walk to school together under the supervision of a trained route leader.

See the 2-page guide, "Starting a Walking School Bus: The Basics," that is available on <https://www.ncwrpc.org> and searching for "Safe Routes Resources."



Frequent Walker/Biker Program – This could be designed in a number of ways to encourage walking/biking to school; or at school during lunch/recess, with trinket rewards after so many times participating.



Safe Routes Partnership – The Safe Routes Partnership is a national nonprofit organization working to advance safe walking and rolling to and from schools and in everyday life, improving the health and well-being of people of all races, income levels, and abilities, and building healthy, thriving communities for everyone.

They share success stories from around the nation in their blog, through a resource library, and webinars.

NOTE – Many other programs, and the creation of new programs, are happening throughout the nation all the time.

¹ = Source for Walking School Bus graphic is <https://zerofatalitiesnv.com/>

Recommendations for Ed Heuer Elementary

NOTE – There may be additional recommendations that apply to this school that are listed in the Port Edwards School District Recommendations section or the Village of Port Edwards Recommendations section in the back of this plan.

U.S. Centers for Disease Control and Prevention (CDC) research discovered that three low-cost strategies are associated with schools that have a higher percentage of students who walk or bike to school:

- 1 of 3 - Having crossing guards;
- 2 of 3 - Having bicycle racks; and
- 3 of 3 - Providing promotional materials to students and families.

1 of 3 – Crossing Guards & Adult Monitors

Enforcement & Education

Adult crossing guards are usually assigned at heavily traveled intersections. The presence of crossing guards can significantly increase safety for youth by ensuring that they are learning and obeying pedestrian safety rules as they cross the street under their watch.

Crossing guards exist for Ed Heuer students on Ver Bunker Ave and on Letendre Ave/STHs 54 & 73.

Short-term Responsible party: Police.

Recommendation: Continue an adult crossing guard program to serve school crossings that need extra attention for Ed Heuer students.

Short-term Responsible party: School Dist.

Recommendation: Continue an adult monitor program for traffic control on school grounds as necessary.

2 of 3 – Bike Racks and **Map 5 – “School Grounds” box**

Engineering

Short-term Responsible parties: **School Dist., NCWRPC**

Recommendations: 1) Replace all bike racks with new racks that allow the front tire & bike frame to be locked while the bike is supported at two points, so it doesn't fall over when locked. See bike rack guidelines in **Attachment C**.

2) Consider installing a freestanding bike repair station to support minor bicycle repairs.

3) As the need arises, add scooter racks and skateboard racks.

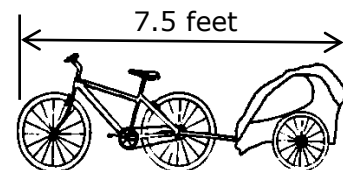
4) Consider installing visitor bike racks near the main entrance. The school logo could be built into the visitor bike racks.



Source: Madrax



Source: DERO



Bike and child trailer

3 of 3 – Walking & Biking Promotional Materials

Education & Encouragement

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. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

The “Resources” webpage has various support materials for a successful Safe Routes to School program. Go to: <https://www.ncwrpc.org> and search for: “Safe Routes Resources.”

Short-term

Responsible party: School Dist.

Recommendation A: Advertise that the “Nat’l SRTS–Teaching Kids To Walk Safely (by age)” document exists to parents before each school year to assist them with teaching their child to walk safely to school if they wish. See “Resources” above for this document.

Short-term

Responsible parties: **School Dist.**, WI Bike Fed

Recommendation B: A “how to” guide exists from Portland, Oregon that allows parents to teach their kids how to bike. There is probably a need to have this guide re-branded for a Wisconsin audience. See “Resources” above for this document.



Whether addressing the need to make walking and biking safer for children and youth or encouraging them to be more active, Walk Bike & Roll To School events can be a powerful tool to start, grow and sustain change. Events can celebrate good things, put a light on neglected issues, galvanize community support, or even start advocacy. They can be particularly good at helping all stakeholders to come together and experience what is working, what isn’t, and how to collaborate to fix what is broken.

Go online here (<https://www.walkbiketoschool.org/>) to:

- Plan and register an event;
- Get resources for your event; and
- Learn who else is participating and more.

Short-term

Responsible parties: **School Dist.**, Village, WI Bike Fed., NCWRPC

Recommendation C1: Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School and Village may need to cooperate if additional temporary crossing guards or traffic cones / signs / parking restrictions (traffic calming pop-ups/tactical urbanism) are needed on these special day or week long events.

Recommendation C2: Consider hosting a bike repair & bike skills update event prior to the special day or week so everyone is ready to go. Wisconsin Bike Fed may be able to assist with training local staff to provide these skills classes.

Recommendation C3: After each event, document how successful it was, and determine if changes are needed next time.

Engineering Recommendations from Map 5

Map 5 – “Surrounding Neighborhoods” box *Engineering*

Short-Medium term Responsible party: Village

Recommendation: Improve crosswalk visibility on Ver Bunker Ave per Panel 1.

Short-Medium term Responsible party: Village

Recommendation: Improve school crossing on Letendre Ave/STHs 54 & 73 at 5th Ave per Panel 2.

Short-term Responsible party: Village

Recommendation: Improve motorist stopping for students in crosswalks by painting major school crosswalks as High Visibility Crosswalks per Map 5.

Map 5 – “School Grounds” box *Engineering*

Short-term Responsible party: School Dist.

Recommendation: Replace all bike racks with new racks that allow a bike frame to be supported while the front tire and frame are locked. Consider adding scooter and skateboard racks as needed. See “**2 of 3 – Bike Racks**” recommendation in this section for more details.

Railroad Crossing Enhancements *Engineering*

Train warning signs & sidewalk stencils were installed in Wauwatosa, WI after children were hit by trains as they walked to school.

Short-term Responsible party: Village, Police



Recommendation: Consider installing pedestrian warning signs and sidewalk stencils (see **Attachment E**) by railroad crossings if the Village determines that students are taking dangerous chances with crossing the railroad tracks.

Communitywide Project Notification *Education*

Each of the *engineering* recommendations in this plan will be designed to national standards and therefore can stand on its own. In order to get faster understanding of the new traffic pattern, new device, or policy change, community education will provide better adoption of the change.

Short-term Responsible parties: **School Dist., Village**, local press.

Recommendation: During the planning phase of implementing a recommendation in this SRTS Plan, consider if the public would benefit from a newsletter article or press release teaching them about the new traffic pattern, new road device, or new policy, and then create and publish a newsletter article or press release, if warranted, to coincide with the recommendation’s completion.

Measure if Engineering and Education Efforts are Working *Evaluation*

Evaluating the effectiveness of Safe Routes to School recommendations after they have been made or occurred provides the feedback necessary to determine if they worked as designed or if changes for more effective outcomes are needed.

The “Resources” webpage has various support materials for a successful Safe Routes To School program. Go to: <https://www.ncwrpc.org> and search for: “Safe Routes Resources.”

Short-term Responsible parties: School Dist., Village.

Recommendation: After a series of recommendations have been implemented, then consider conducting Student Tallies once in a school year to determine how effective at changing behavior those recommendations were.

If walking and biking have not increased, then review why and make changes to the educational programming or physical infrastructure or any other changes as needed.

Short-term Responsible party: Village.

Recommendation: If a traffic problem is noticed where bike or pedestrian infrastructure has been added, then consider conducting a traffic study as necessary to determine the extent of the problem. Based upon the results, determine if additional countermeasures are needed to slow down traffic or make a site safer.

Annual SRTS Plan Review *Evaluation*

No plan operates in a vacuum with unlimited resources. There are annual cost constraints that every school and government needs to weigh the benefits of.

NCWRPC continues to be a resource for the whole community as you implement this SRTS Plan.

Short-term Responsible parties: **School Dist., Village, NCWRPC**

Recommendation: Choose a committee to work on implementing this plan.

Short-term Responsible parties: **School Dist., Village, NCWRPC.**

Recommendation: Annually review this Port Edwards SRTS Plan’s recommendations for Ed Heuer Elementary when preparing annual budgets and annual operations procedures.

If costs are too high to budget for a particular recommendation in a given year, then consider how low cost projects may be accomplished instead (a.k.a., tactical urbanism / traffic calming pop-ups). Hosting annual Walk & Roll or Bike & Roll to School day/week keeps the momentum going for changes that take time.

Recommendations for John Edwards Middle/High

NOTE – There may be additional recommendations that apply to this school that are listed in the Port Edwards School District Recommendations section or the Village of Port Edwards Recommendations section in the back of this plan.

U.S. Centers for Disease Control and Prevention (CDC) research discovered that three low-cost strategies are associated with schools that have a higher percentage of students who walk or bike to school:

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- 2 of 3 - Having bicycle racks; and
- 3 of 3 - Providing promotional materials to students and families.

1 of 3 – Crossing Guards & Adult Monitors

Enforcement & Education

Adult crossing guards are usually assigned at heavily traveled intersections. The presence of crossing guards can significantly increase safety for youth by ensuring that they are learning and obeying pedestrian safety rules as they cross the street under their watch.

Crossing guards exist for John Edwards students on Letendre Ave/STHs 54 & 73 and on Ver Bunker Ave.

Short-term Responsible party: Police.

Recommendation: Continue an adult crossing guard program to serve school crossings that need extra attention for John Edwards students.

Short-term Responsible party: School Dist.

Recommendation: Continue an adult monitor program for traffic control on school grounds as necessary.

2 of 3 – Bike Racks and **Map 5 – “School Grounds” box**

Engineering

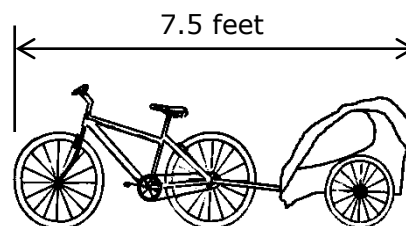
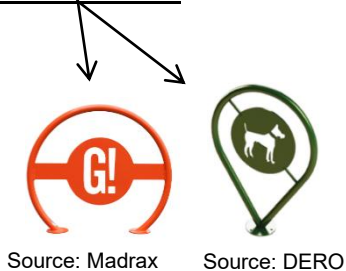
Short-term Responsible parties: **School Dist.**, NCWRPC.

Recommendations: 1) Replace all bike racks with new racks that allow the front tire & bike frame to be locked, while the bike is supported at two points, so it doesn't fall over when locked. See bike rack guidelines in **Attachment C**. Contact NCWRPC for more guidance on bike rack design.

2) Consider installing a freestanding bike repair station to support minor bicycle repairs.

3) As the need arises, add scooter racks and skateboard racks.

5) Consider installing visitor bike racks near the main entrance. The school logo could be built into the visitor bike racks.



Bike and child trailer

3 of 3 – Walking & Biking Promotional Materials

Education & Encouragement

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. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

The “Resources” webpage has various support materials for a successful Safe Routes to School program. Go to: <https://www.ncwrpc.org> and search for: “Safe Routes Resources.”

Short-term

Responsible party: School Dist.

Recommendation A: Advertise that the “Nat’l SRTS–Teaching Kids To Walk Safely (by age)” document exists to parents before each school year to assist them with teaching their child to walk safely to school if they wish. See “Resources” above for this document.

Short-term

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Recommendation B: A “how to” guide exists from Portland, Oregon that allows parents to teach their kids how to bike. There is probably a need to have this guide re-branded for a Wisconsin audience. See “Resources” above for this document.



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- Get resources for your event; and
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Short-term

Responsible parties: **School Dist.**, Village, WI Bike Fed., NCWRPC

Recommendation C1: Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School and Village may need to cooperate if additional temporary crossing guards or traffic cones / signs / parking restrictions (traffic calming pop-ups/tactical urbanism) are needed on these special day or week long events.

Recommendation C2: Consider hosting a bike repair & bike skills update event prior to the special day or week so everyone is ready to go. Wisconsin Bike Fed may be able to assist with training local staff to provide these skills classes.

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Engineering Recommendations from Map 5

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Short-Medium term Responsible party: Village

Recommendation: Improve crosswalk visibility on Ver Bunker Ave per Panel 1.

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Recommendation: Improve school crossing on Letendre Ave/STHs 54 & 73 at 5th Ave per Panel 2.

Short-term Responsible party: Village

Recommendation: Improve motorist stopping for students in crosswalks by painting major school crosswalks as High Visibility Crosswalks per Map 5.

Map 5 – “School Grounds” box *Engineering*

Short-term Responsible party: School Dist.

Recommendation: Replace all bike racks with new racks that allow a bike frame to be supported while the front tire and frame are locked. Consider adding scooter and skateboard racks as needed. See “**2 of 3 – Bike Racks**” recommendation in this section for more details.

Railroad Corssing Enhancements *Engineering*

Train warning signs & sidewalk stencils were installed in Wauwatosa, WI after children were hit by trains as they walked to school.

Short-term Responsible party: Village, Police

Recommendation: Consider installing pedestrian warning signs and sidewalk stencils (see **Attachment E**) by railroad crossings if the Village determines that students are taking dangerous chances with crossing the railroad tracks.



Communitywide Project Notification *Education*

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Short-term Responsible parties: **School Dist., Village**, local press.

Recommendation: During the planning phase of implementing a recommendation in this SRTS Plan, consider if the public would benefit from a newsletter article or press release teaching them about the new traffic pattern, new road device, or new policy, and then create and publish a newsletter article or press release, if warranted, to coincide with the recommendation’s completion.

Measure if Engineering and Education Efforts are Working *Evaluation*

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Short-term Responsible parties: School Dist., Village.

Recommendation: After a series of recommendations have been implemented, then consider conducting Student Tallies once in a school year to determine how effective at changing behavior those recommendations were.

If walking and biking have not increased, then review why and make changes to the educational programming or physical infrastructure or any other changes as needed.

Short-term Responsible party: Village.

Recommendation: If a traffic problem is noticed where bike or pedestrian infrastructure has been added, then consider conducting a traffic study as necessary to determine the extent of the problem. Based upon the results, determine if additional countermeasures are needed to slow down traffic or make a site safer.

Annual SRTS Plan Review *Evaluation*

No plan operates in a vacuum with unlimited resources. There are annual cost constraints that every school and government needs to weigh the benefits of.

NCWRPC continues to be a resource for the whole community as you implement this SRTS Plan.

Short-term Responsible parties: **School Dist., Village, NCWRPC**

Recommendation: Choose a committee to work on implementing this plan. Middle school students may want to help decide what to work on next, and they will also see how the District and Village operate.


Short-term Responsible parties: **School Dist., Village, NCWRPC.**

Recommendation: Annually review this Port Edwards SRTS Plan’s recommendations when preparing annual budgets and annual operations procedures.

If costs are too high to budget for a particular recommendation in a given year, then consider how low-cost projects may be accomplished instead. Hosting annual Walk & Roll or Bike & Roll to School day/weeks keeps the momentum going for changes that take time – and encourages new families.

Short-term Responsible parties: Village, WisDOT, Hwy.

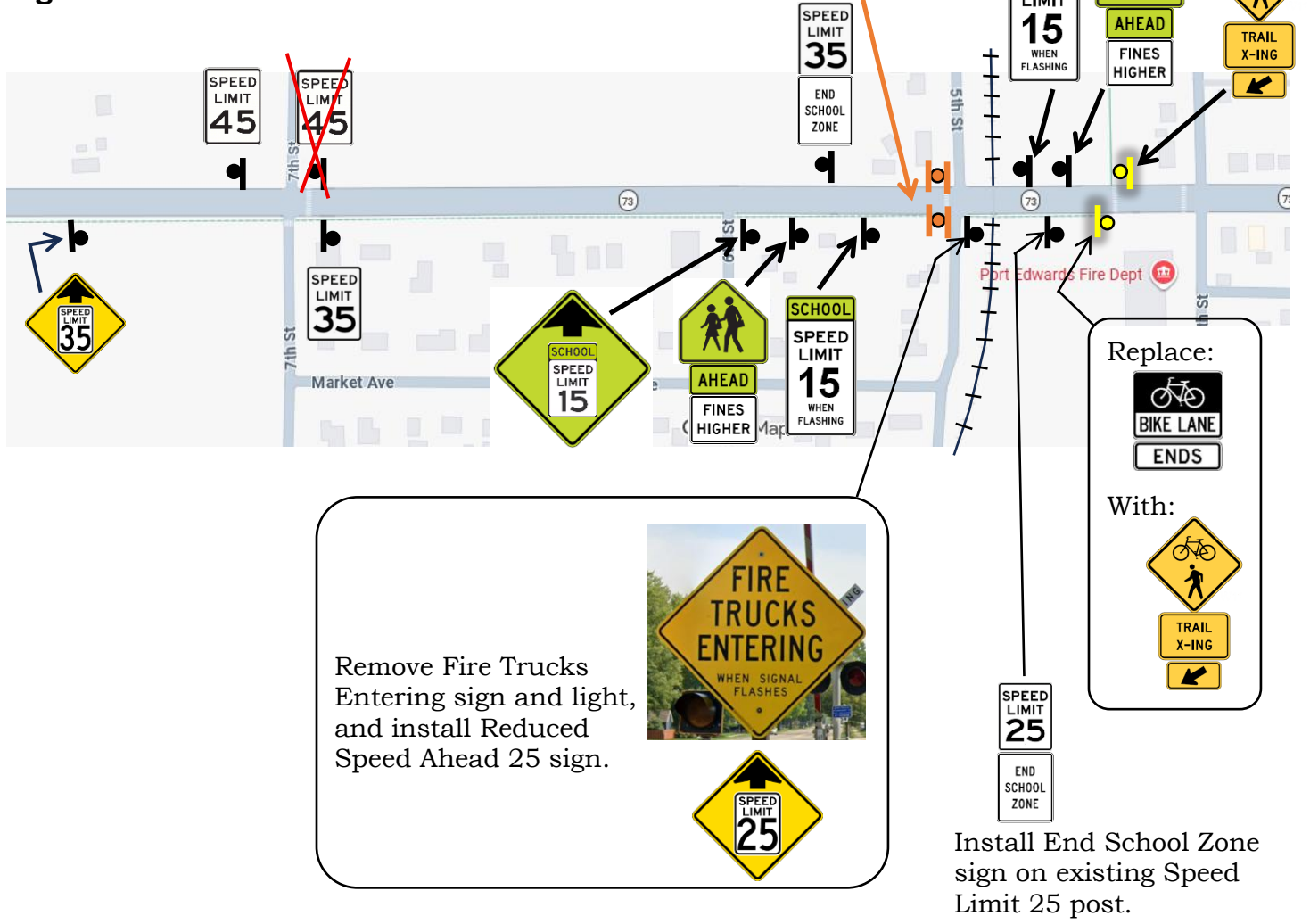
1. Recommendations for Letendre Ave/STHs 54 & 73:

- a. Consider revising School Speed Limit Zone ordinance to include a higher or double fine. If enacted, then add “Fines Higher” signs to all School Speed Limit signs throughout the Village.
- b. Update the signage on Letendre Ave/STHs 54 & 73 per **Figures 1 & 2** in Panel 2.
- c. Paint Letendre Ave crosswalk at 5th St as a high visibility crosswalk.
- d. Double side both posts worth of School Crosswalk signs (), see **Figure 1**.

Note: Signs, marking, and devices on state highway require the Village to submit a permit to the Regional WisDOT office.

See next page for crosswalk device recommendation.

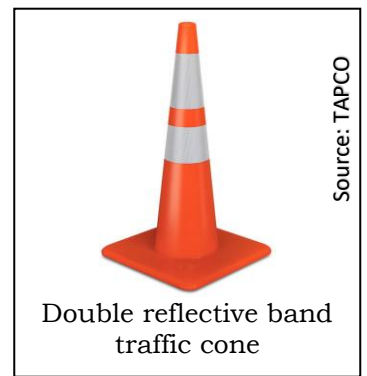
Figure 1:



Short-term Responsible party: Village.

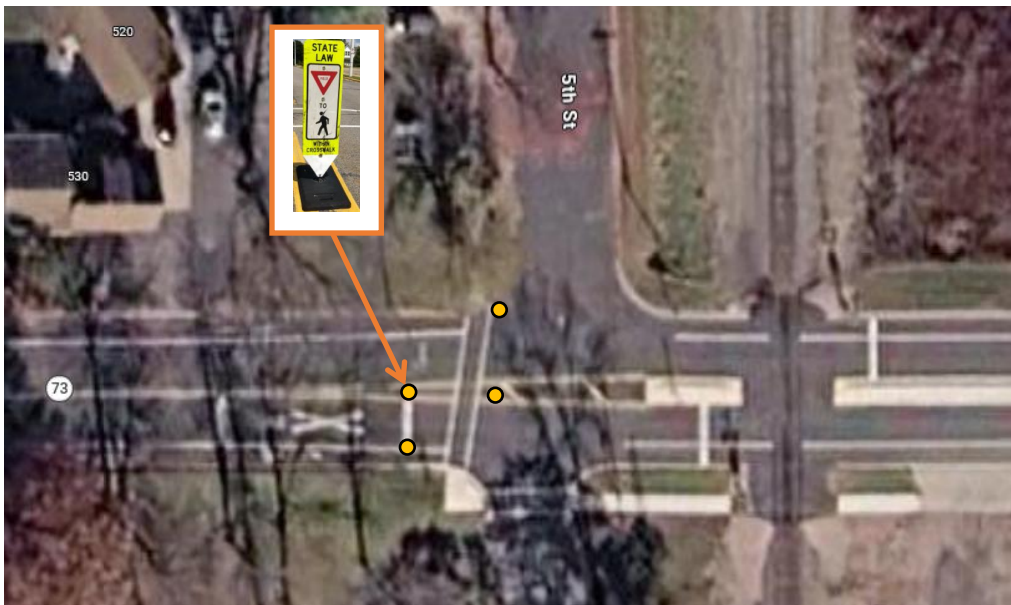
2. Recommendations for Letendre Ave Crossing Guard devices:

1. First, replace Step2 Kid Alert devices with double reflective banded traffic cones to be placed where the dots (●) are shown in **Figure 2** below. The traffic cones will not blow over and are more visible than the plastic devices.
2. Second, purchase **one** In-Street Crosswalk Sign and seasonally place it on road centerline where **arrow** is pointing (see **Figure 2** below) in spring, and move it to storage when snow plowing season begins. Once this In-Street sign is installed on the road, then there is no further need to use traffic cones, or the traffic cones could be used only in winter.



Note: Signs, marking, and devices on state highway require the Village to submit a permit to the Regional WisDOT office.

Figure 2:



Source: Google Maps

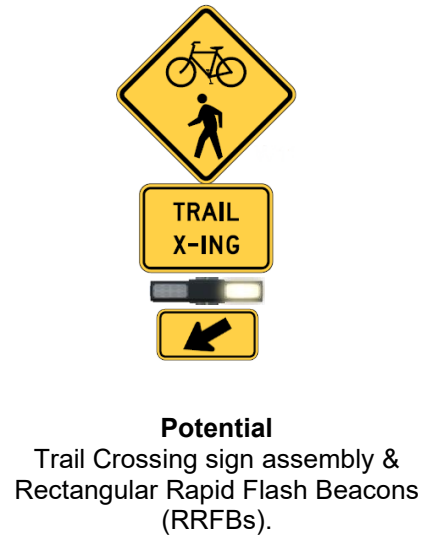
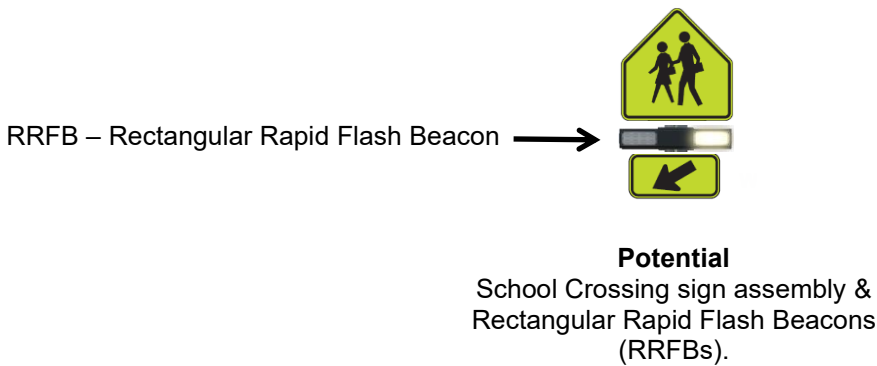


Medium-term Responsible parties: **Village**, WisDOT, Hwy.

3. Recommendations for Letendre Ave School Crossing and for Trail Crossing:

1. Install Rectangular Rapid Flash Beacons (RRFBs) on both School Crossing posts. Pushing the button will activate both posts worth of RRFBs for a preset time and then turn off again.
2. Upgrade existing single yellow beacons on School Speed Zone signs to double yellow beacons that have an alternating flash pattern.
3. Install Trail Crossing sign assemblies with Rectangular Rapid Flash Beacons (RRFBs) at the trail crossing on Letendre Ave/STHs 54 & 73. Paint “shark teeth” yield triangles on Letendre Ave 30 feet in advance of the trail crossing.

Note: Signs, marking, and devices on state highway require the Village to submit a permit to the Regional WisDOT office.





Existing
single yellow beacon and School Speed Zone sign assembly



Potential
double yellow beacon and School Speed Zone sign assembly

Source: carmanah.com

Short-term Responsible parties: Village, **WisDOT**, Hwy.

4. Recommendations for Letendre Ave/STHs 54 & 73:

- WisDOT to update signage on Letendre Ave/STHs 54 & 73 to reflect that bike lanes exist from 7th St east to Wisconsin River Drive.

Long-term Responsible parties: **Village, WisDOT**, Hwy.

5. Recommendations for Letendre Ave/STHs 54 & 73:













1. WisDOT to consider extending bike path on Letendre Ave at 7th St, east to 4th St.
2. Village to consider adding an asphalt bike path on the north side of Letendre Ave between 4th St and 5th St.

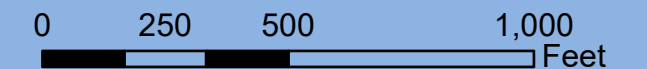
Note: Signs, marking, and devices on state highway require the Village to submit a permit to the Regional WisDOT office.

Map 5 Recommendations

Port Edwards Safe Routes To School

Legend

-  Ed Heuer Elementary
 -  John Edwards Middle/High
 -  Railroad
 -  Sidewalks
 -  15 MPH School Speed Limit
 -  10' Paved Multiuse Path
- ### Recommendations
-  Proposed High Visibility Crosswalk
 -  Proposed 10' Paved Multi-use Path
 -  Proposed 15 mph School Speed Limit
 -  Proposed Stop Sign
 -  Proposed in-street Yield to Pedestrians Sign
 -  Proposed Trail Crossing Sign

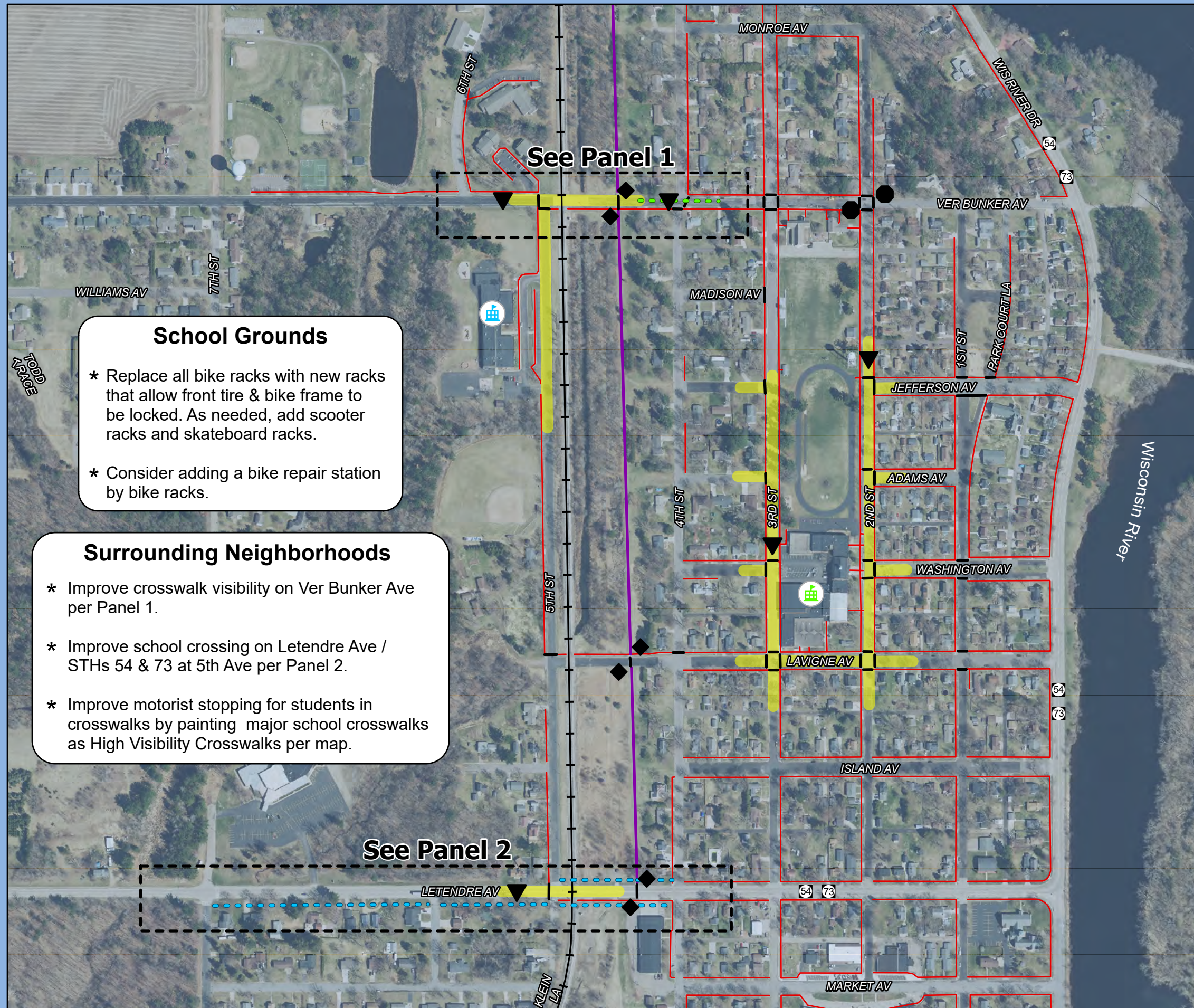


Source: WI DNR, WisDOT, NCWRPC, Wood County
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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

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 715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org



School Grounds

- * Replace all bike racks with new racks that allow front tire & bike frame to be locked. As needed, add scooter racks and skateboard racks.
- * Consider adding a bike repair station by bike racks.

Surrounding Neighborhoods

- * Improve crosswalk visibility on Ver Bunker Ave per Panel 1.
- * Improve school crossing on Letendre Ave / STHs 54 & 73 at 5th Ave per Panel 2.
- * Improve motorist stopping for students in crosswalks by painting major school crosswalks as High Visibility Crosswalks per map.

See Panel 2

See Panel 1

Port Edwards School District Recommendations

All of the following recommendations are within the School District, but various parties may be responsible for implementation. Additional recommendations that affect various schools also exist in the Village of Port Edwards Recommendations section after this section.

Each school in this Port Edwards SRTS Plan has its own Recommendations section.

Each recommendation on the following pages starts with a possible **term**, **responsible party**, and *italicized word*.

The **term** identifies how soon a recommendation could occur based upon its difficulty to complete. It is not likely that all short-term recommendations would occur in less than 2 years.

- **Short-term (less than 2 years)**
- **Medium-term (2 to 5 years)**
- **Long-term (more than 5 years)**

Responsible party identifies who may act on this recommendation with **the lead party in bold**.

Village = Village of Port Edwards Administration or Engineering

Police = Village of Port Edwards Police

Fire = Village of Port Edwards Fire Department

Sheriff = Wood County Sheriff

School Dist. = Usually local school staff, or possibly School District staff or School Board

WI Bike Fed = Wisconsin Bike Fed

NCWRPC = North Central Wisconsin Regional Planning Commission

local media = any press (e.g. TV, radio, online, other) that receives official press releases

Italicized words (i.e., *Engineering, Encouragement, Education, Enforcement, and Evaluation*) in the following recommendations identify which of the E's initiatives a recommendation relates to. See page 15 for each E's description.



Improve Pedestrian Education in School Education

Pedestrian safety education can be taught in virtually any classroom and in every home. It is here that students learn fundamental traffic safety skills such as recognizing stop signs, looking both ways before crossing the street, and dangers of the parking lot. Unfortunately, pedestrian education in the classroom often ends with these elementary messages. Pedestrian skills, from deciding when to cross the street to judging the speed of oncoming traffic, are integrated incrementally by children over time. Because of this, many are coming to understand that pedestrian education should be an ongoing effort on the part of parents and schools at multiple stages during a child's development. (SRTS National Partnership)

Research conducted on the effectiveness of pedestrian related curricula has demonstrated that implementing effective curricula can have dramatic effects on the safe behaviors of the participating children. One study in particular showed that a five year old who received pedestrian safety training was able to perform at the same level as an eleven year old who had never received the training. (NHTSA, 2010)

Medium-term Responsible parties: **School Dist.**, WI Bike Fed.

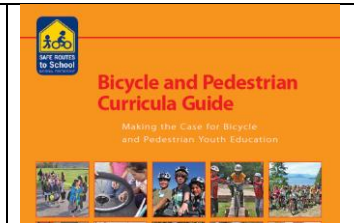
Recommendation 1: Consider adding WisDOT's **Pedestrian safety for children** webpage as a link in the transportation area of the District website. See link below.



Recommendation 2: Consider how to get walking guides to parents. See the **3 of 3 – Walking & Biking Promotional Materials** recommendation in each school's Recommendations section for parental guides. WI Bike Fed also teaches pedestrian education.

Additional Resources:

National and state resources exist to help design age-appropriate pedestrian education. The Wisconsin Bike Fed is a non-profit agency that specializes in bicycling education, and also provides pedestrian education. The Bike Fed has multi-year contracts to provide SRTS programming (walking & biking) in Milwaukee Public Schools and now also in Madison Public Schools.



State of Wisconsin
Department of Transportation

DMV Online Services ▾ DMV Info ▾ Doing Business ▾ Travel ▾

Pedestrian safety for children

This is WisDOT's website to teach kids about safely walking in their community.

<https://wisconsindot.gov/Pages/safety/education/pedestrian/pedsafe.aspx>



State of Wisconsin
Department of Transportation

DMV Online Services ▾ DMV Info ▾ Doing Business ▾ Travel ▾

Bicycle safety

This is WisDOT's website to teach everyone about safely bicycling.

<https://wisconsindot.gov/Pages/safety/education/bike/default.aspx>

Improve Bicycling Education in School

Education

Many children are taught by their parents to ride on the sidewalk. Some parents believe that the sidewalk is the safest place to ride, since it appears to be protected from vehicular traffic. When the young cyclists grow up and begin to drive cars of their own, they continue to hold on to the idea that bicycles belong on the sidewalk, so the pattern continues. Bicycles travel much faster than people walk, and bicycles are officially classified as vehicles, so they belong on the road.

The responsibility of teaching students to safely navigate traffic on foot and by bicycle, like many life skills, should be a responsibility shared between the home and school. Investing in ongoing trainings for children not only prepares them for a lifetime of walking and bicycling, but also lays the foundation of their knowledge about traffic safety in general.

Providing this education in 3rd, 4th or 5th grades (or kindergarten in the Netherlands) equips students to confidently travel to the middle school and throughout the community on their own power.

Currently, there is no bicycle education in the School District.

Short-term

Responsible parties: **Police, Fire**, School Dist., WI Bike Fed.

Recommendation: Consider becoming a part of the Village's Bike Rodeo by making it a formal part of 3rd, 4th, or 5th grade instruction like it is in Rhinelander.

Short-term

Responsible party: School Dist.

Recommendation 1: Consider adding WisDOT's **Bicycle safety** webpage as a link in the transportation area of the District website. See link on previous page.



Recommendation 2: Promote parental guides to teaching their kids to walk and bike safely before school each year. See the 3 of 3 – Walking & Biking Promotional Materials recommendation in Ed Heuer Elementary's Recommendations section for parental guides.

Medium-term

Responsible parties: **School Dist.**, Village, Police, WI Bike Fed.

Recommendation A: Consider providing on-road bicycle education to John Edwards Middle/High students by 1) training staff to become bicycle education instructors (usually PE teachers are trained, or enthusiastic community members); and 2) potentially acquiring a fleet of bicycles and helmets.

Note 1: Contact the WI Bike Fed for Train the Trainer education.

Note 2: All residential streets around John Edwards Middle/High are a low traffic environment for bicycle education. Contact the Village well in advance if any traffic cones or barricades are desired.

Recommendation B: If a fleet of bicycles is desired, then consider teaching middle schoolers how to fix bikes that may be donated from local residents or are in Police custody – and how to fix their own bikes. See "*Young Mechanics Program*" in **Attachment D**.

Recommendation C: Consider constructing and outfitting a lockable room for a bicycle mechanics program at John Edwards Middle/High. Contact Omro WI School District for room and contents specifications (see "*Young Mechanics Program*" in **Attachment D**).

Recommendation D: Consider establishing an annual bicycle field trip (see "*Annual Bicycle Field Trip*" in **Attachment D**).

Encourage Walking and Biking *Encouragement & Evaluation*

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. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

The “Resources” webpage has various support materials for a successful Safe Routes To School program. Go to: <https://www.ncwrpc.org> and search for: “Safe Routes Resources.”

Short-term

Responsible party: School Dist.

Recommendation: Advertise that the “Nat’l SRTS–Teaching Kids To Walk Safely (by age)” document exists to parents before each school year to assist them with teaching their child to walk safely to school if they wish.

Short-term

Responsible parties: **School Dist.**, WI Bike Fed,

Recommendation: Consider creating newsletter articles promoting walking and bicycling safely, and possibly linking to WisDOT’s educational web sites on these topics on the District’s website. See “Resources” above to find WisDOT links. WI Bike Fed could create articles for a nominal fee.



Whether addressing the need to make walking and biking safer for children and youth or encouraging them to be more active, Walk Bike & Roll To School events can be a powerful tool to start, grow and sustain change. Events can celebrate good things, put a light on neglected issues, galvanize community support, or even start advocacy. They can be particularly good at helping all stakeholders to come together and experience what is working, what isn’t, and how to collaborate to fix what is broken.

Go online here (<https://www.walkbiketoschool.org/>) to:

- Plan and register an event;
- Get resources for your event; and
- Learn who else is participating and more.

Short-term

Responsible parties: **School Dist.**, Village, NCWRPC

Recommendation 1: Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School District and Village may need to cooperate if additional temporary crossing guards or traffic cones / signs / parking restrictions (traffic calming pop-ups/tactical urbanism) are needed on these special day or week-long events (see each school’s set of maps to identify problem areas and solutions).

Recommendation 2: After each event, document how successful it was, and determine if changes are needed next time.

Provide Bicycle Parking for Staff *Engineering*

For bikes to be used more often for transportation, everyday destinations like work, school, stores, offices, government buildings, and restaurants must have places to park a bicycle securely.

Employers that want to provide secure long term bike parking for their employees may choose to use a closet or create a covered, fenced in bicycle parking area conveniently located on their property for employees to store their bikes.

Some considerations for employers providing secure employee bike parking:

- Will the bicycle be secure in the storage area? Does the space allow every bike to be locked?
- Will the bicycle be protected from inclement weather?
- Will anyone with a bicycle in the storage area be able to get their bike out without tipping over the remaining bicycles in the area?
- Is an employee using a bicycle that is different from a 2-wheel bike that is about 70-inches long? If so, then make sure there is enough space to park that bike and others like it.
- Is there a shower facility available for bicyclists to clean up in? A shower is not required, but some riders may need a locker room space to maintain their professional appearance.
- Does an employee have another need for bike parking? Ask, and work with your facility manager about how to accommodate it.

A summary of bicycle parking recommendations from the Association of Pedestrian and Bicycle Professionals (APBP) is included in **Attachment C**. The amount of space needed for a bike rack, and how to determine good bike rack designs are included in those guidelines.

Medium-term Responsible parties: **School Dist.**, NCWRPC

Recommendation: Consider providing secure bicycle parking for staff that would use it.



Communitywide Project Notification *Education*

Each of the *engineering* recommendations in this plan will be designed to national standards and therefore can stand on its own. In order to get faster understanding of the new traffic pattern, new device, or policy change, community education will provide better adoption of the change.

Short-term Responsible parties: **School Dist.**, **Village**, local press.

Recommendation: During the planning phase of implementing a recommendation in this SRTS Plan, consider if the public would benefit from a newsletter article or press release teaching them about the new traffic pattern, new road device, or new policy, and then create and publish a newsletter article or press release, if warranted, to coincide with the recommendation's completion.

Measure if Engineering and Education Efforts are Working *Evaluation*

Evaluating the effectiveness of Safe Routes to School recommendations after they have been made or occurred provides the feedback necessary to determine if they worked as designed or if changes for more effective outcomes are needed.

The “Resources” webpage has various support materials for a successful Safe Routes To School program. Go to: <https://www.ncwrpc.org> and search for: “Safe Routes Resources.”

Short-term Responsible parties: School Dist., Village.

Recommendation: After a series of recommendations have been implemented, then consider conducting Student Tallies once in a school year to determine how effective at changing behavior those recommendations were.

Note: Make sure that community education occurs before Student Tallies are conducted. See recommendation: “[Communitywide Project Notification](#).”

If walking and biking have not increased, then review why and make changes to the educational programming or physical infrastructure or any other changes as needed.

Short-term Responsible party: Village.

Recommendation: If a traffic problem is noticed where bike or pedestrian infrastructure has been added, then consider conducting a traffic study as necessary to determine the extent of the problem. Based upon the results, determine if additional countermeasures are needed to slow down traffic or make a site safer.

Annually Review SRTS Plan *Evaluation*

No plan operates in a vacuum with unlimited resources. There are annual cost constraints that every school and government needs to weigh the benefits of.

NCWRPC continues to be a resource for the whole community as you implement this SRTS Plan.

Short-term Responsible parties: **School Dist., Village, NCWRPC**

Recommendation: Choose a committee to work on implementing this plan. Middle school students may want to help decide what to work on next, and they will also see how the District and Village operate.

Short-term Responsible parties: **School Dist., Village, NCWRPC.**

Recommendation: Annually review this Port Edwards SRTS Plan’s recommendations when preparing annual budgets and annual operations procedures.

If costs are too high to budget for a particular recommendation in a given year, then consider how low cost projects may be accomplished instead.

Hosting annual Walk & Roll or Bike & Roll to School day/weeks keeps the momentum going for changes that take time – and encourages new families.



See the [Encourage Walking & Biking](#) recommendation in this section for details.

Village of Port Edwards Recommendations

All of the following recommendations are within the Village of Port Edwards limits, but various parties may be responsible for implementation.

NOTES – 1) There are additional recommendations that apply to the Village of Port Edwards that are listed in each of the previous school sections that are in Port Edwards. 2) Use the WMUTCD for all signage recommendations. 3) Consult the Wood County Highway Commissioner or WisDOT's Bike & Pedestrian Coordinator for North Central Wisconsin to coordinate recommendations that are suggested for county or state highways.

Each recommendation on the following pages starts with a possible **term**, **responsible party**, and *italicized word*.

The **term** identifies how soon a recommendation could occur based upon its difficulty to complete. It is not likely that all short-term recommendations would occur in less than 2 years.

- **Short-term (less than 2 years)**
- **Medium-term (2 to 5 years)**
- **Long-term (more than 5 years)**

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Sheriff = Wood County Sheriff

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NCWRPC = North Central Wisconsin Regional Planning Commission

Italicized words (i.e., *Engineering, Encouragement, Education, Enforcement, and Evaluation*) in the following recommendations identify which of the E's initiatives a recommendation relates to. See page 15 for each E's description.

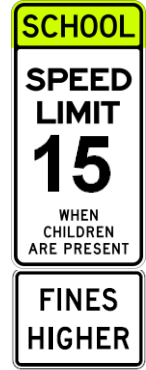


Increase Fines in School Zones

Strict enforcement of speed laws in school zones is one law enforcement tool that can improve the safety for children walking and bicycling to school. Potential enforcement approaches include: a ‘zero tolerance’ policy for speeders in school zones, and an increase in fines for drivers who violate the posted school zone speed limit.

Short-term Responsible parties: **Village**, WisDOT, Hwy. *Enforcement*

Recommendation: Consider revising School Speed Limit Zone ordinance to include a higher or double fine. If enacted, then add “Fines Higher” signs to all School Speed Limit 15 signs throughout the Village of Port Edwards.



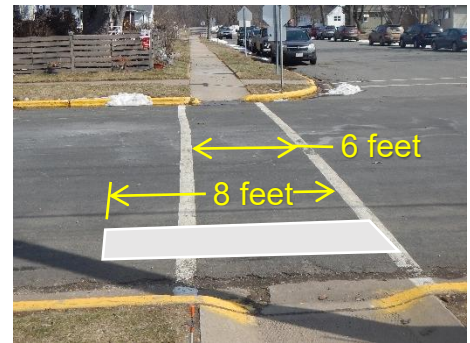
Short-term Responsible parties: Village, School Dist. *Education*

Recommendation: Consider having students create instructional videos for how to drive in a School Speed Zone; and then promote those videos to major employers and Villagewide.

Paint High Visibility Crosswalks *Engineering*

State Law: At an intersection or crosswalk where traffic is not controlled by traffic control signals or by a traffic officer, the operator of a vehicle shall yield the right-of-way to a pedestrian [Wis. Stats. 346.24(1)].

Crosswalks on neighborhood streets next to schools should be more obvious to motorists. Current crosswalks are painted in the Transverse pattern, 6-feet between lines. During the Walk Audit, NCWRPC noticed that vehicles were stopping with their front bumper in the crosswalk.



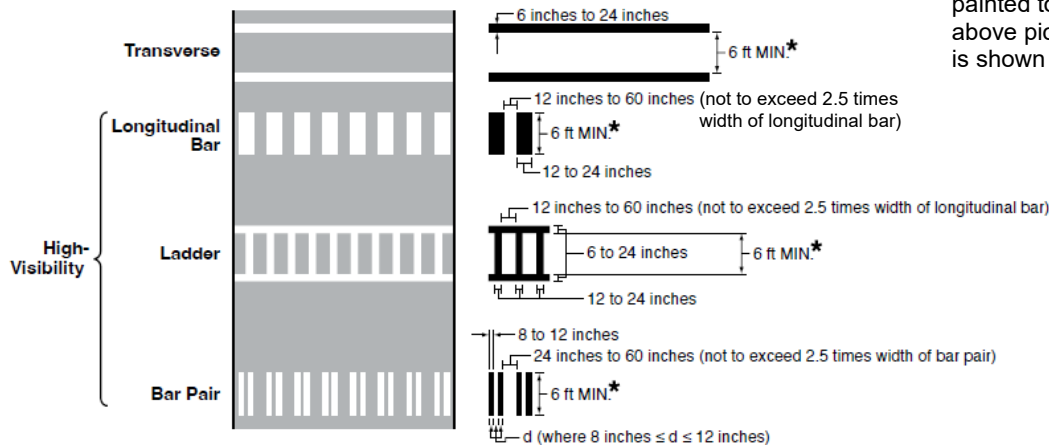
Short-term Responsible party: **Village**, WisDOT, Hwy.

Recommendation: Paint all school crosswalks per **Map 5 – Recommendations** as high visibility crosswalks, and paint them to be 8 feet wide per picture to the right.

Currently, white lines are 6-feet apart.

Proposed: paint 8-foot wide high visibility pattern, with extra 2 feet of width to be painted towards a stopped vehicle per above picture. Only one “Longitudinal Bar” is shown for reference.

Crosswalk Markings



* Minimum crosswalk width shall be 8 feet where the posted speed limit is 40 mph or greater at a non-intersection crosswalk.

Source: Figure 3C-1 in 2023 MUTCD

Encourage Walking and Biking *Encouragement & Evaluation*

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. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

The “Resources” webpage has various support materials for a successful Safe Routes To School program. Go to: <https://www.ncwrpc.org> and search for: “Safe Routes Resources.”

Short-term

Responsible parties: **Village**, WI Bike Fed

Recommendation: Consider creating newsletter articles promoting walking and bicycling safely, and possibly linking to WisDOT’s educational web sites on these topics on the Village’s website. See “Resources” above to find WisDOT links. WI Bike Fed could create articles for a nominal fee.

Short-term

Responsible parties: Village, **School Dist.**, NCWRPC

Recommendation: See the Walk Bike & Roll recommendation in the School District’s Recommendation section.



Expand Bicycling Education in Village *Education*

Many children are taught by their parents to ride on the sidewalk. Some parents believe that the sidewalk is the safest place to ride, since it appears to be protected from vehicular traffic. When the young cyclists grow up and begin to drive cars of their own, they continue to hold on to the idea that bicycles belong on the sidewalk, so the pattern continues. Bicycles travel much faster than people walk, and bicycles are officially classified as vehicles, so they belong on the road.

The responsibility of teaching students to safely navigate traffic on foot and by bicycle, like many life skills, should be a responsibility shared between the home and school. Investing in ongoing trainings for children not only prepares them for a lifetime of walking and bicycling, but also lays the foundation of their knowledge about traffic safety in general.

Providing this education in 3rd, 4th or 5th grades (or kindergarten in the Netherlands) equips students to confidently travel to the middle school and throughout the community on their own power.

Short-term

Responsible parties: **Police, Fire**, School Dist., WI Bike Fed.

Recommendation 1: Continue providing bicycling education at the annual Bike Rodeo, and consider if WI Bike Red is needed for training additional instructors.

Recommendation 2: Invite School District to be part of the annual Bike Rodeo by making the Bike Rodeo a formal part of 3rd, 4th, or 5th grade instruction like it is in Rhinelander.

Measure if Engineering and Education Efforts are Working *Evaluation*

Evaluating the effectiveness of Safe Routes to School recommendations after they have been made or occurred provides the feedback necessary to determine if they worked as designed or if changes for more effective outcomes are needed.

The “Resources” webpage has various support materials for a successful Safe Routes To School program. Go to: <https://www.ncwrpc.org> and search for: “Safe Routes Resources.”

Short-term Responsible parties: School Dist., Village.

Recommendation: After a series of recommendations have been implemented, then consider conducting Student Tallies once in a school year to determine how effective at changing behavior those recommendations were.

If walking and biking have not increased, then review why and make changes to the educational programming or physical infrastructure or any other changes as needed.

Annually Review SRTS Plan *Evaluation*

No plan operates in a vacuum with unlimited resources. There are annual cost constraints that every school and government needs to weigh the benefits of.

NCWRPC continues to be a resource for the whole community as you implement this SRTS Plan.

Short-term Responsible parties: **School Dist., Village, NCWRPC**

Recommendation: Choose a committee to work on implementing this plan.

Short-term Responsible parties: **School Dist., Village, NCWRPC.**

Recommendation: Annually review this Port Edwards SRTS Plan’s recommendations when preparing annual budgets and annual operations procedures.

If costs are too high to budget for a particular recommendation in a given year, then consider how low cost projects may be accomplished instead.

Hosting annual Walk & Roll or Bike & Roll to School day/weeks keeps the momentum going for changes that take time – and encourages new families.



See the Encourage Walking & Biking recommendation in this section for details.

ATTACHMENT A

Adoption Documentation

From: Village of Port Edwards

Placeholder – Municipal resolution

ATTACHMENT B

2025 Village Transportation Survey RESULTS

From: North Central Wisconsin Regional Planning Commission (NCWRPC)

2025 Port Edwards Transportation Survey Results Summary

In May and June 2025, this survey was sent out for customer feedback. Port Edwards posted the survey on their Facebook page, as well in the Village newsletter.

The survey was open for 8 weeks (all of May and June), but all results came in 5 days.

We received **66 responses** to the survey. Although not statistically significant of the whole population, this survey does provide a much deeper understanding of the wants and needs for transportation in the Village than a public hearing, so the results are very valuable. Respondents were allowed to skip questions, so several questions had smaller amounts of responses. 86% of respondents who began the survey also finished the survey, which is a very good completion rate.

Answered: 58 Skipped: 8

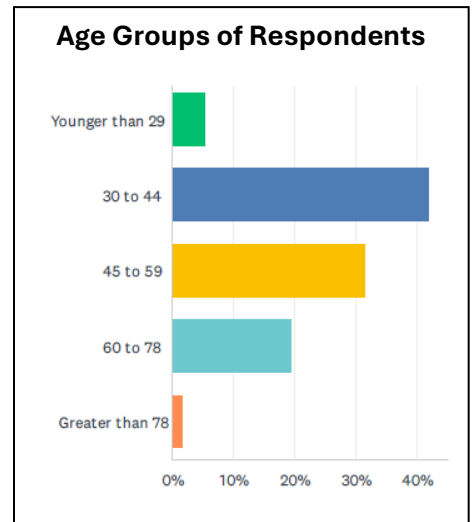
About 84% of respondents live in the Village of Port Edwards, 12% live in the Town of Port Edwards, and about 4% live somewhere else.

Answered: 57 Skipped: 9

Respondents came from all age groups, with a strong showing of at least 30% in the 30 to 44 (Millennials), and 45 to 59 (Gen X) age groups.

Through an IP address analysis of those who took the survey it appears that 6 IP addresses are duplicated, which could mean that a husband and wife both took the survey. 5 IP addresses had 2 responses, and 1 IP had 3 responses.

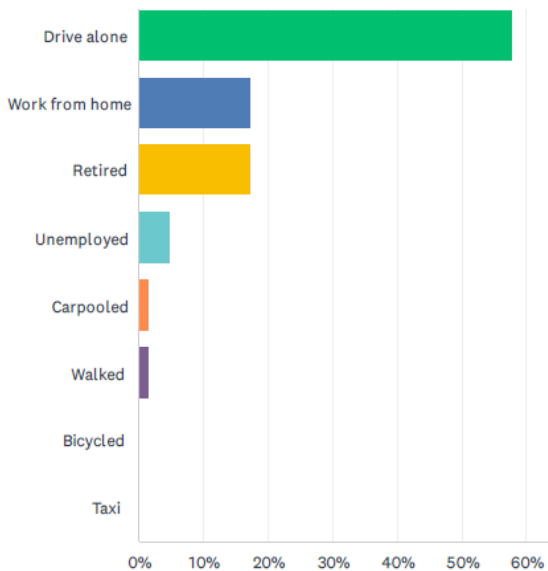
All of those duplicate IP addresses did not have the same answers, so it appears that nobody “stuffed the ballot box.”



Key Findings of the Transportation Survey

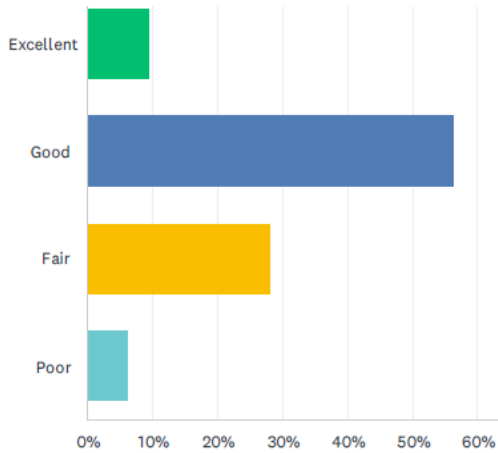
Q1. In a usual week in summer, how do you get to work?

Answered: 64 Skipped: 2



Q2. Rate the roads in Port Edwards?

Answered: 64 Skipped: 2



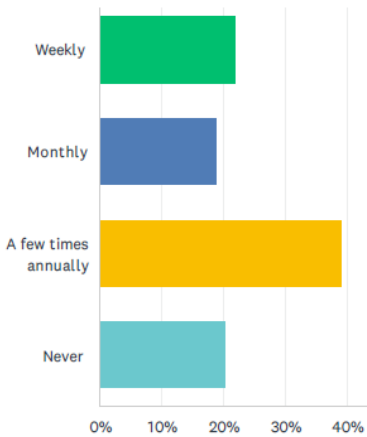
Q3. How are the sidewalks in Port Edwards?

Answered: 64 Skipped: 2



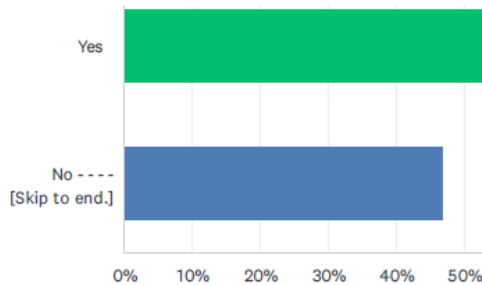
Q4. How often do you walk or bike on the off-road trail that parallels the railroad tracks in Port Edwards?

Answered: 64 Skipped: 2

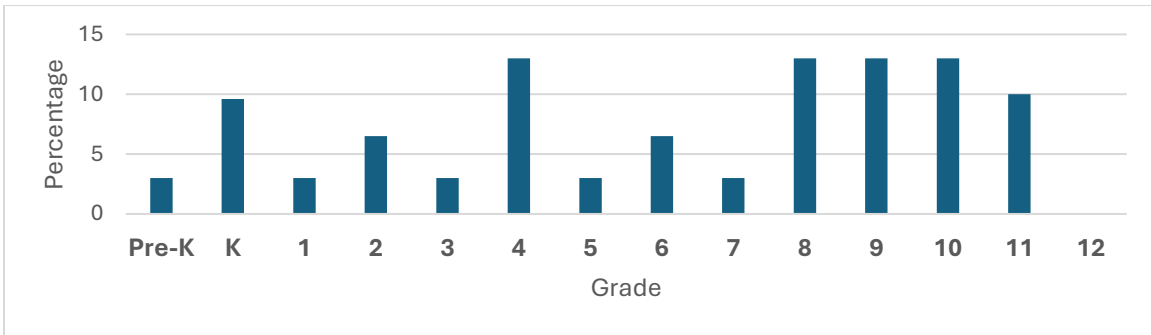


Q5. Do you have any children in the Port Edwards School District?

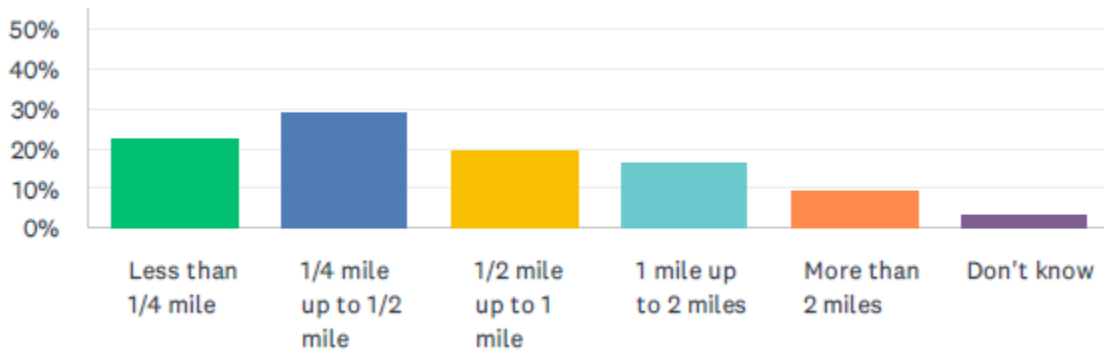
Answered: 66 Skipped: 0



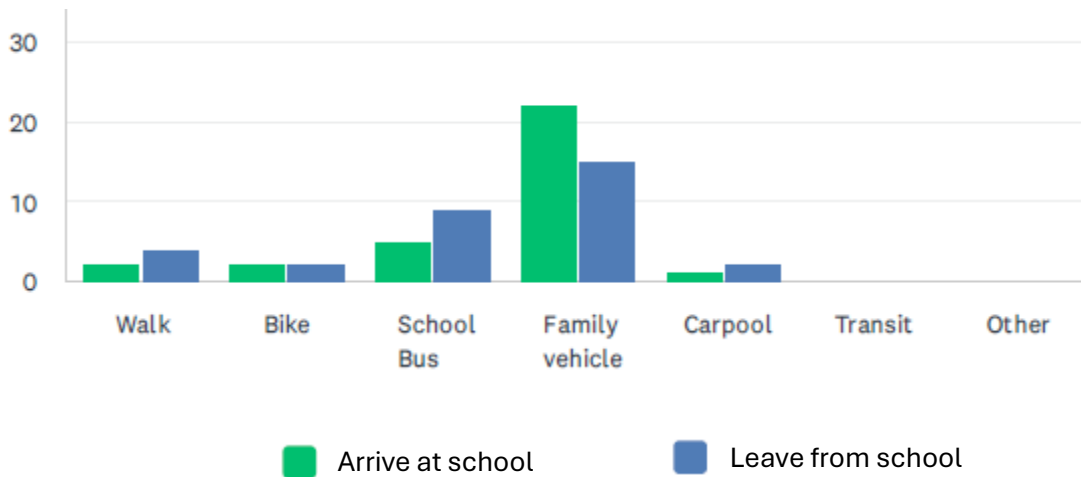
Q6. What is the grade of the child for whom you are completing this survey?



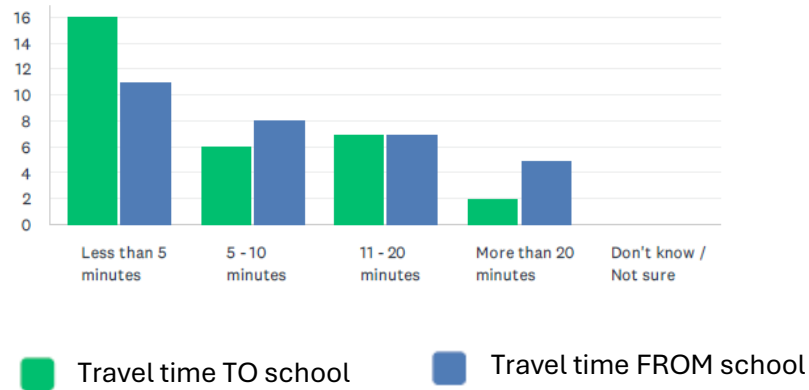
Q7. How far does your child live from school?



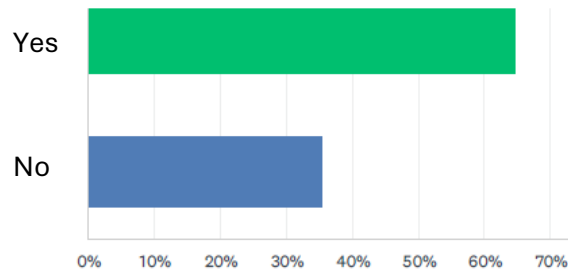
Q8. On most days, how does your child arrive at and leave from school?



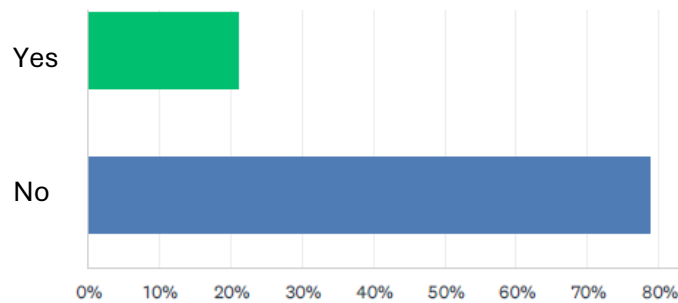
Q9. How long does it normally take your child to get to/from school?



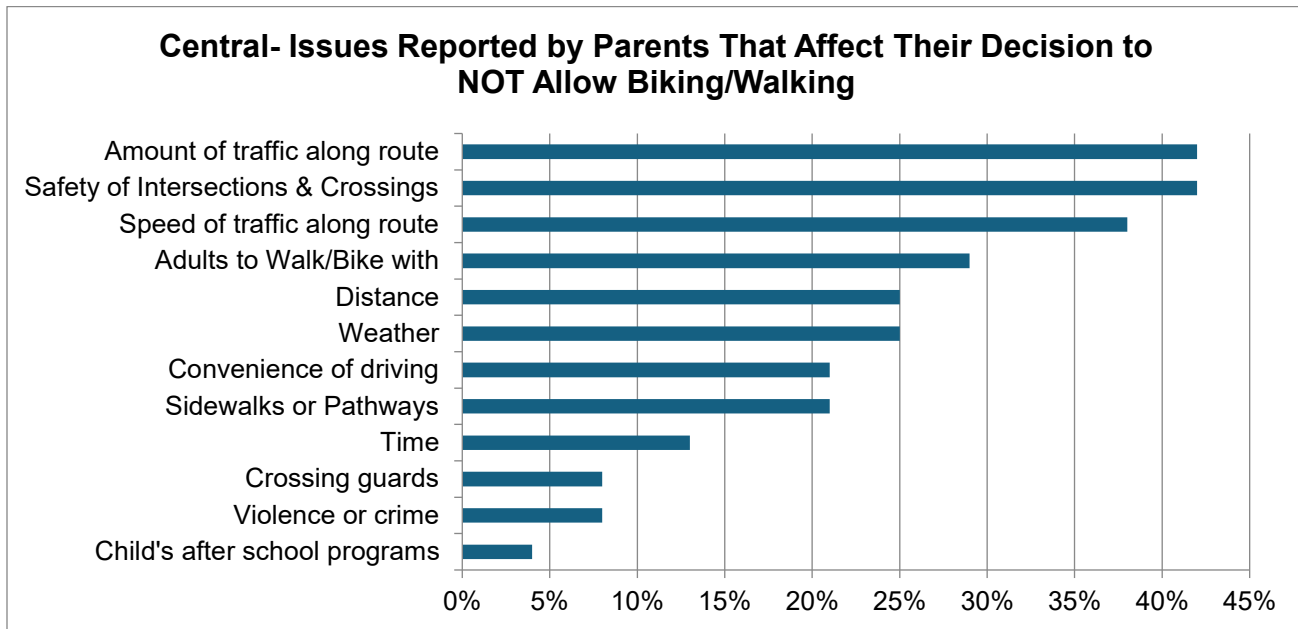
Q10. Has your child asked you for permission to walk or bike to/from school in the last year?



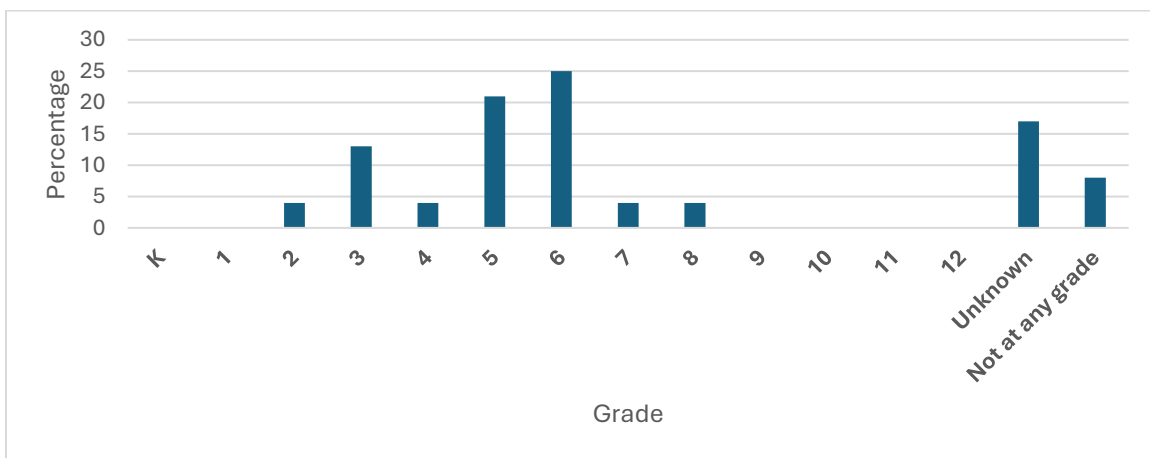
Q11. My child already walks or bikes to/from school.



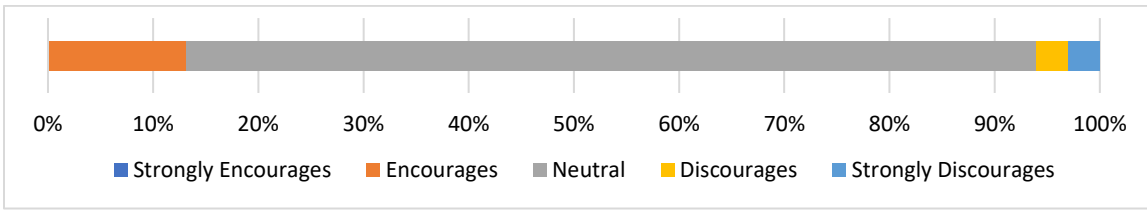
Q12. Which of the following issues affect your decision to NOT allow walking or biking?



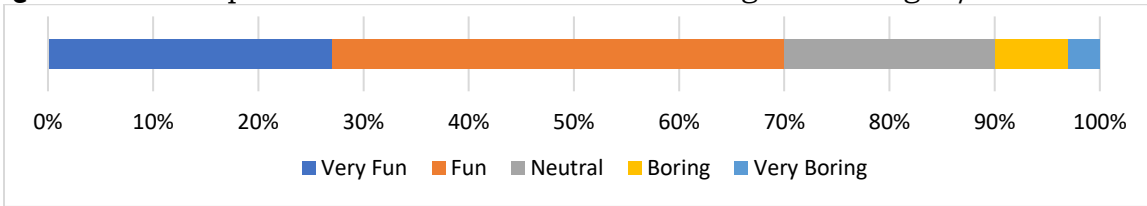
Q13. At what grade would you allow your child to walk or bike to/from school alone?



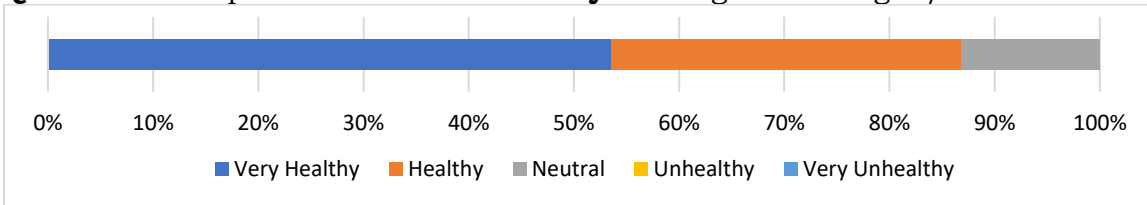
Q14. Parent’s opinion about how much their **child’s school encourages/discourages walking/biking to/from school:**



Q15. Parent’s opinion about **how much fun walking and biking to/from school is for their child:**



Q16. Parent’s opinion about **how healthy walking and biking to/from school is for their child:**



Q17. School Parents: Please provide any additional comments below.

Answered: 6 Skipped: 60

Note: 6 parents had additional comments.

Survey respondents without children in the School District also could complete this question:

Q18. Do you have any transportation concerns in Port Edwards?

Answered: 24 Skipped: 38

Note: 28 respondents provided concerns.

Parent Comments:

Q19 Please provide any additional comments below:

Answered: 6 Skipped: 60

#	RESPONSES	DATE
1	Over time, sanding sidewalks has created a pitch in the sidewalks that causes water to pool. This issue becomes particularly dangerous in the winter, when it turns into a sheet of ice, creating a significant slipping hazard for students. I will not allow my child to walk in the street as an alternative, as it is also used for student parking and poses its own dangers. As a result, getting to the middle school safely on foot is a concern. I urge the appropriate parties to consider repairing the sidewalk properly to ensure safe pedestrian access for all students year-round.	5/29/2025 12:18 PM
2	Wish there were a way sometimes to utilize the school buses to drop him off at home when something is going on and not worry about having to walk to drive to pick them up.	5/28/2025 4:17 PM
3	Instead of a bike path to benefit Ms.Mancl and her family, sidewalks should be put in for safety for ALL people who walk in Port Edwards	5/28/2025 4:02 PM
4	The sidewalks do not continue to safely transport a child to a crossing guard to get to the elementary school from our home.	5/28/2025 3:14 PM
5	It would be so great to see enhancements to walking/biking routes in Port Edward's!	5/27/2025 8:47 PM
6	My teen doesn't think it would be cool to show up on her bike.	5/27/2025 8:36 PM

Comments from Parents & Village Residents:

Q22 Do you have any transportation concerns in Port Edwards?

Answered: 28 Skipped: 38

#	RESPONSES	DATE
1	No	5/31/2025 9:18 PM
2	Letendre and port road intersection	5/31/2025 8:47 AM
3	The parking around the schools isn't great - there should be no parking anytime near the fire hydrant at the exit of the elementary school and ppl do everyday after school - and staff take up far too many parking spots in front of the school - no reason the principal and nurse cant be parking in the staff lot or down the street towards the baseball field - parents are parked down to the baseball field while staff takes up spots in front of the school - children are going to get hit crossing the street between cars	5/30/2025 11:56 PM
4	The bike trail from ver bunker Ave heading into port edward small buisness area (el Cafe area) is a little rough. We bike almost daily down to the zoo utilizing the bike trail but avoid that stretch.	5/30/2025 9:19 PM
5	Crossing Port Road, speeding on Port Road	5/29/2025 8:08 AM
6	Pot Holes	5/28/2025 5:46 PM
7	Trains crossing during arrival/dismissal of school, especially at the LaVigne crossing since there isn't a crossing guard at that intersection, nor is there gates/arms.	5/28/2025 5:03 PM
8	No	5/28/2025 4:18 PM
9	The roads are awful, why do a wheel tax if the roads are bad? Who is going to pay for my alignment everytime I drive down verbunker?	5/28/2025 4:03 PM
10	no, although hate the noise from the atv/utv's and their speeding in the area	5/28/2025 1:29 PM
11	You took away the 2 lanes on Wisconsin River Dr and now it makes it hard to to turn into my driveway	5/28/2025 9:43 AM
12	E-bike should not be allow to use the bike path. After all it is a motorize vehicle, and the signs said not MOTORIZED VEHICLES. After all the go faster then most regular bikes goes. We live by the path and we see this everyday. Kids under 16 should not be allow to use them on the road without a permit of some kind, they need to wear helmetsIf you allow kids under 16 ride them, So it would be ok for our grandson can drive a scooter on the street under age. There no different. Another thing is letting 4wheels being driven on the road without helmet and under age. Our police department needs to step up on thing like this and slow down them down. They need step down on these speeders before someone gets hurt or worse.	5/28/2025 8:04 AM
13	When my kid is being drop off by the bus, a lot of time the bus have to honk the horn because there are some vehicles that don't stop even the bus is in full stop and have their stop sign. Drivers are not paying attetion and it concern us a lot for our kid safety	5/28/2025 7:51 AM
14	No	5/28/2025 7:17 AM
15	No	5/28/2025 6:05 AM
16	Speeding on VerBunker Avenue. It's getting worse.	5/27/2025 9:24 PM
17	No	5/27/2025 9:04 PM
18	Only concerns I have are the road conditions for main areas like VerBunker, railroad tracks... need some maintenance work	5/27/2025 9:03 PM
19	Lack of sidewalks, road on verbunker is awful	5/27/2025 8:43 PM
20	The condition of some of the roads is poor. We've popped tires on our bikes from hitting potholes. No other concerns.	5/27/2025 8:37 PM

Port Edwards Transportation Survey 2025

21	high school traffic not obeying the road signs and exceeding speed limits. Is there an option to explore the use of stops signs to replace the ignored yield signs?	5/27/2025 8:35 PM
22	Put arms at all railroad crossing to allow for a quiet village with a no blow horn policy. That train impacts my ability to even work from home.	5/27/2025 8:31 PM
23	Everything is fine the way it is. The path on port road is a huge waste of money!	5/27/2025 8:19 PM
24	Lights on the bike trail to increase safety would be appreciated.	5/27/2025 8:15 PM
25	Having to walk across the railroad tracks worries me	5/27/2025 8:14 PM
26	With us paying the tire tax on our vehicles I would think the roads would be in better condition. Stop wasting time on bike paths on port road	5/27/2025 8:09 PM
27	An actual plan to maintain the infrastructure already in place would be a great start. Dependence on TIF for the little being done to our roads now is not sustainable or smart. It's just been a bandaid to hide the poor budget choices the board has made for the last 10+ years and won't last forever. Get rid of the over budget under performing police and fire departments would also be a smart choice. County Police and Rapids fire gets here first every time anyway. Streets Dept always subsidized their inability to follow a budget, so get rid of them. As far as kids getting to school, Verbunker couldn't be any wider, and very few kids actually walk anyway.	5/27/2025 8:05 PM
28	No	5/27/2025 7:58 PM

ATTACHMENT C

Bicycle Parking Guidelines

From: Association of Pedestrian and Bicycle Professionals (APBP)
One page summary sheet.

And from City of Baltimore

Bicycle Parking Guidelines

A summary of recommendations from the Association of Pedestrian and Bicycle Professionals

Bicycle Parking Design

- Required spaces shall be at least 2 feet by 6 feet.
- An access aisle of at least 5 feet shall be provided in each facility.
- Racks shall be situated to allow a minimum of 2 feet between adjacent bike parking stalls.
- Spaces shall have a vertical clearance of at least 80 inches.

Bicycle Rack Design

Structures that require a user-supplied locking device:

- must accommodate U-shaped locking devices;
- support the bike frame at two points;
- be securely anchored to the ground or the building structure; and
- be designed and maintained to be mud and dust free.

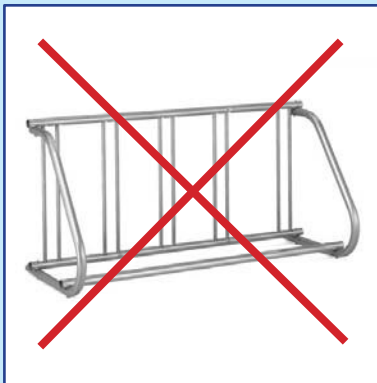
Bicycle Rack Location

- Racks should be located in a clearly designated safe and convenient location.
- Racks should be designed and located to be harmonious with the surrounding environment.
- Racks should be at least as convenient as the majority of auto parking spaces provided.

To learn more about bicycle parking guidelines, visit the Association of Pedestrian and Bicycle Professionals at: www.apbp.org.

These bicycle racks do NOT meet the design guidelines:

Grid or Fence Style Racks



Wave or Ribbon Style Racks



These bicycle racks DO meet the design guidelines:

Inverted-U Style Racks



Angled Wave Style Racks



Freestanding Style Racks



The above images are examples only. NCWRPC does not endorse any particular bicycle rack manufacturers.

If you have questions about whether a particular bicycle parking rack you are considering using meets these requirements, please contact NCWRPC planner **Fred Heider**, AICP at fheider@ncwrpc.org.

PLACEMENT OF BICYCLE PARKING RACKS

RACK PLACEMENT

RULES:

5' from:

Fire hydrant
Crosswalk

4' from:

Loading zone
Bus stop
Bus shelter
Bus bench

Min. 2', Rec. 3' from:

Curb

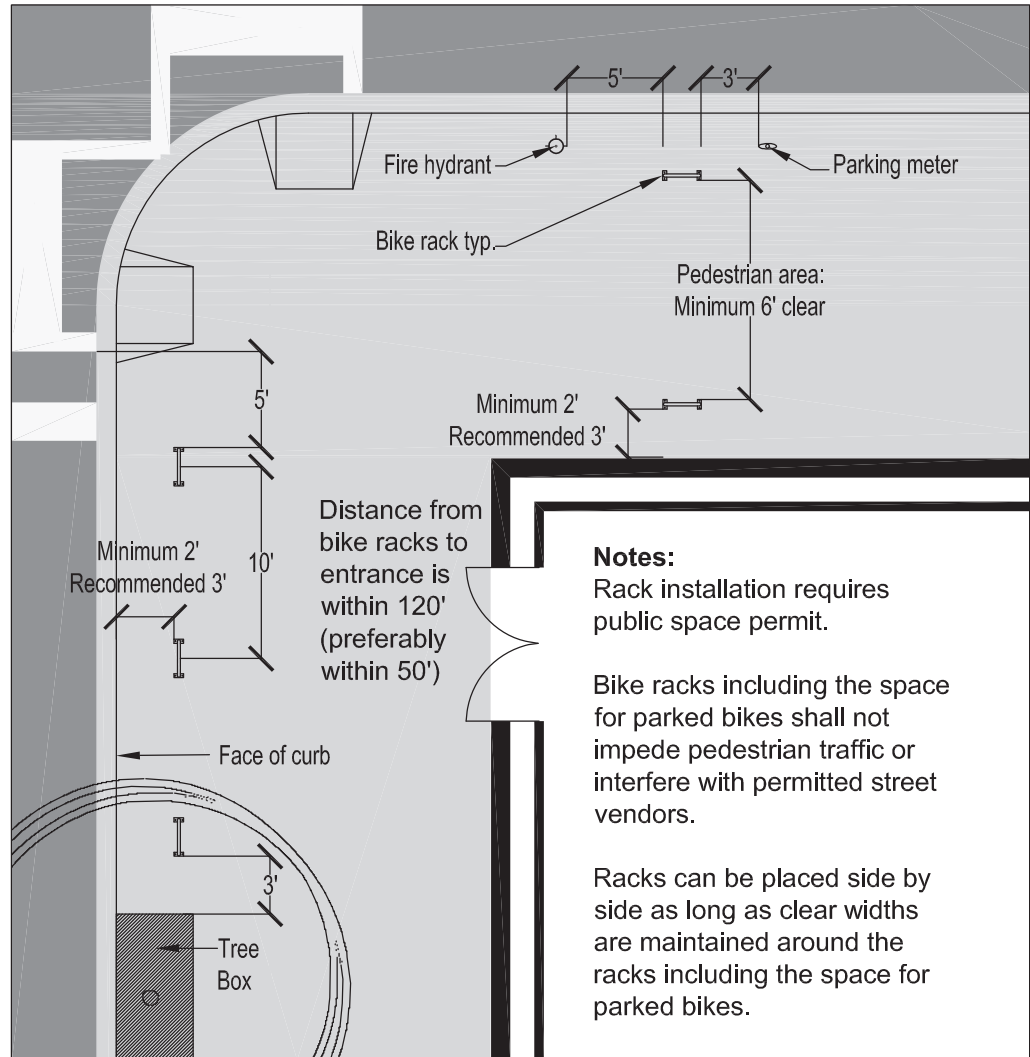
3' from:

Parking meter
Newspaper rack
US mailbox
Light pole
Sign pole
Driveway
Tree space
Trash can
Other street furniture
Other sidewalk obstructions

WALL SETBACKS

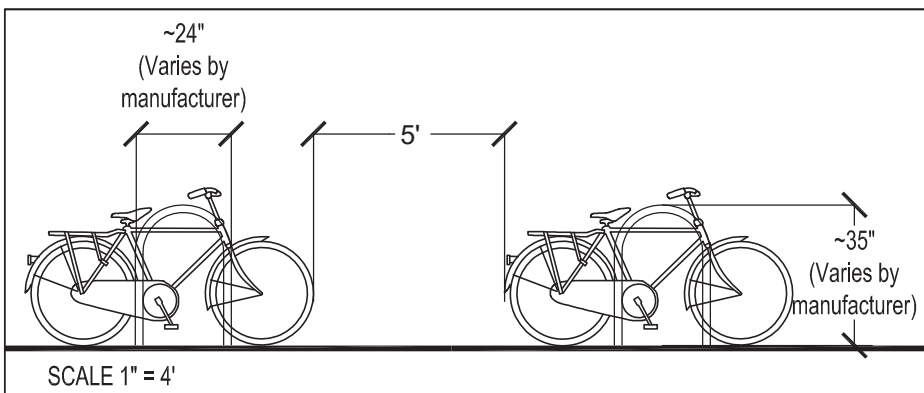
For racks set parallel to a wall:
Min. 24", Rec. 36"

For racks set perpendicular to a wall:
Min. 28", Rec. 36"

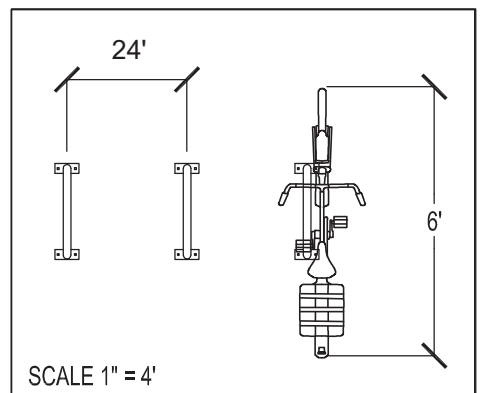


SCALE 1" = 10'

SIDE VIEW



SIDE BY SIDE RACKS:



City of Baltimore
Department of Transportation
Bicycle Facility Design Guide

REVISED:
Aug. 2005
SCALE:
AS NOTED

4

ATTACHMENT D

School Success Story – Omro WI

From: East Central Wisconsin Regional Planning Commission

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

Safe Routes Matters: March/April 2012

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

Bike to School Day

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

Bike Fleet

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

Bicycle Education and Cyclocross

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

Omro Middle School Young Mechanics Program

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

—Adapted from Safe Routes Matters,
March/April 2012

Annual Bicycle Field Trip

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

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

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

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

ATTACHMENT E

Train warning sign & sidewalk stencil example

From: North Central Wisconsin Regional Planning Commission

Train warning sign & sidewalk stencil in Wauwatosa.

These signs were installed after children were hit by trains as they walked to school.



Source: Image capture: Sept 2014, Map data ©2018 Google

N 70th St on south side of tracks & south of W State Street.

Notice the “STOP for TRAINS” sign painted on the sidewalk to supplement the “LOOK FOR TRAINS” sign.

Notice the height off the ground that the “LOOK FOR TRAINS” sign is installed at (about 3-ft off the ground, so it is at the height of kids).



Source: Image capture: Aug 2017, Map data ©2018 Google

N 68th St, on south side of tracks & south of W State Street.